

MPO Governing Board

August 17, 2023 – 1:00 P.M., Hybrid Meeting, In-Person at Land of Sky Regional Council
or Via Zoom

Login: <https://us06web.zoom.us/j/83455778548>

Meeting ID: 83455778548

Call-In: (312)626-6799

Agenda

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

A. Welcome and Introductions

Anthony Sutton

B. Ethics Statement for MPO Board Members

Anthony Sutton

2. **PUBLIC COMMENT**

A. PUBLIC HEARING FOR THE ADOPTION OF AMENDMENTS TO THE 2045 MTP

B. PUBLIC HEARING FOR THE ADOPTION OF THE 2024-2033 TIP

3. **APPROVAL OF AGENDA AND CONSENT AGENDA**

Anthony Sutton

A. June, 2023 Board Minutes

B. Amendments to the FY 2024 Unified Planning Work Program (UPWP)

4. **BUSINESS (45-60 min)**

A. Letter of Support- NCDOT Protect Grant Application

MPO Staff

B. Letter of Support- NCDOT Rural Grant Application for HE-0001

MPO Staff

C. Amendments to the 2045 Metropolitan Transportation Plan (MTP)

MPO Staff

D. Adoption of the 2024-2033 Transportation Improvement Program (TIP)

MPO Staff

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

MPO Staff

F. Draft P 7.0 Project Submittals

MPO Staff

G. MPO Planning Area

MPO Staff

5. **INFORMATIONAL ITEMS (0 min)**

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

A. NCDOT Division 13 and 14 updates

Tim Anderson/Wanda Payne or Designee

B. Transportation Planning Branch

Daniel Sellers

C. FHWA/FTA Updates

Suzette Morales

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**

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

MPO Governing Board

Item 3:

Consent Agenda

Item 3A: June, 2023 Meeting Minutes

Item 3B: Amendments to the FY 2024 UPWP

Staff Report & Recommendations

Item 3A:

June, 2023 Meeting Minutes

https://frenchbroadrivermpo.org/wp-content/uploads/2023/08/2023_6_15_MPO.DRAFT_Board_.pdf

Staff Report & Recommendations

Item 3B:

Amendments to the FY 2024 Unified Planning Work Program (UPWP)

What is the Unified Planning Work Program (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.

Proposed Amendments:

- Move the following studies from FY 2023 to FY 2024
 - 2050 Socio-Economic Projections (MPO)
 - Patton Avenue Corridor Study (Asheville)
 - Ridgecrest Connector Greenway Study (Black Mountain)
- Amend funding levels for the Woodfin-Weaverville Greenway Study
 - Previous Breakdown
 - Total: \$96,000
 - Federal: \$76,800
 - Local: \$19,200
 - Amended Breakdown
 - Total: \$120,000
 - Federal: \$96,000
 - Local: \$24,000

The amendments will allow previously approved studies to move forward and change the funding allocation for the Woodfin-Weaverville Greenway Study.

Staff Recommendation: Approve the Amendments to the FY 2024 UPWP

Staff Report & Recommendations

Item 4A:

Letter of Support- NCDOT Protect Program Grant Application

What is the Protect Program?

The Protect Program was established in 2021 by the Bipartisan Infrastructure Law (BIL.) The BIL established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

What is NCDOT Proposing in their Grant Application?

The proposed project is BLUE RIDGE (Bridge Longevity Upgrades to Enhance Resiliency, Increase Dependability, and Grow Equity). BLUE RIDGE includes replacement of (3) bridges in Buncombe County, replacement of (1) bridge in Madison County, and lining (3) culverts in Madison County. Information on the bridges and culverts are in the following pages.

TCC Recommendation: Approve the Letter of Support



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DATE: July 25, 2023

TO: Gretchen Vetter, NCDOT Program Manager

FROM: Steve Cannon, PE, Division 13 Project Development Engineer

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Steve Cannon
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SUBJECT: PROTECT info Bridge 100078

- Bridge #100078 is a hybrid structure that combines a 4-barrel box culvert with a 2-span bridge. The initial structure was constructed in 1950. The hybrid design results in woody debris and bed load collecting at the inlet and under the structure. Estimated annual cost to remove this material is approximately \$40,000. The back water of Big Ivy Creek plays a role in the bed load deposit, much of the woody debris and bed load deposit would wash out from under an open throat structure like a bridge. The structure is immediately adjacent to bridge #100154, also being considered in the PROTECT Grant application. Coordination of these two projects would increase efficiency of design options. Preliminary engineering, row, and construction costs are estimated to be \$4.5 million.
- **Project Location:** on NC 197 in the Town of Barnardsville at the intersection with SR 1003, Paint Fork Rd. [35.777843, -82.458569](#) [Google Maps](#)
- **Project Description:** Replace Buncombe Bridge 100078 on NC 197
- **Past Issues:** Significant amount of drift/debris caught at center pier during high flow events.
- **How the project creates resiliency:** Reduces sediment/debris accumulation, back water flooding.
- **Any Community Involvement:** None at this point
- **Connections:** Serves Barnardsville community, Barnardsville Elementary School, and Ohio Electric Company
- **Match Funding:** Division HFB
- **Environmental Justice:** EJ Index Score of 5
- **Bike Ped:** No identified plans



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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

DATE: June 12, 2023

TO: Gretchen Vetter, NCDOT Program Manager

FROM: Steve Cannon, PE, Division 13 Project Development Engineer

DocuSigned by:

Steve Cannon

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SUBJECT: PROTECT info Bridge 100154

Built in 1951, Bridge #100154 serves the Paint Fork Community. This bridge serves residents of the area, Barnardsville Elementary School, Ohio Electric Motors, etc. The existing bridge is narrow and there are debris/flooding issues in the area. Replacement will improve the reliability of access to this community. Today's estimated cost to replace this bridge is \$3.4 million.

- **Project Location:** Buncombe County. Bridge is located on SR 1003 Paint Fork Rd. approximately 0.028 miles from intersection with NC 197 [35°46'38.6"N 82°27'31.5"W - Google Maps](#)
- **Project Description:** Replace Buncombe Bridge 100154 on SR 1003 Paint Fork Rd.
- **Past Issues:** Significant amount of drift/debris caught at center pier during high flow events.
- **How the project creates resiliency:** Reduces sediment/debris accumulation. Buncombe County will be removing debris and restoring the riverbank in this area. The restoration work does not align well with the existing bridge structure. The bridge replacement would allow the bridge design to be coordinated with the restoration project.
- **Any Community Involvement:** No community involvement has been conducted by NCDOT. However, Buncombe County has an active RFQ posted (<https://www.buncombecounty.org/common/purchasing/Barnardsville%20Stream%20Restoration%20RFQ.pdf>) for the Stream Restoration project and has approached NCDOT regarding coordinating this work with replacement of the bridge.
- **Connections:** The bridge is the only viable route for truck traffic to access Ohio Electric Company and Barnardsville Elementary School from NC-197. Detour route is 22 miles and not suitable for truck traffic.
- **Match Funding:** Undetermined
- **Environmental Justice:** EJ Index Score of 5
- **Bike Ped:** No identified plans



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FROM: Steve Cannon, PE, Division 13 Project Development Engineer

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SUBJECT: PROTECT info Bridge 100203

Bridge #100203 serves the Swannanoa community and is a main access for Warren Wilson college, Charles D. Owen park, and several industries. The current bridge is a narrow bridge that has repeated scour issues at End Bent #2. This End Bent has been repaired multiple times following major rain events.

- **Project Location:** 0.17 miles west on SR 2416 Warren Wilson Rd. from intersection of SR 2427 Bee Tree Rd. [35°36'45.5"N 82°25'37.2"W - Google Maps](#)
- **Project Description:** Replace Buncombe Bridge 100203 on SR 2416 Warren Wilson Rd.
- **Past Issues:** Extensive scour, completely undermining end bent 2. Scour has been repaired multiple times and continues to reoccur every major rain event. These repairs include dewatering during the repair. The bridge is currently structurally deficient because of the significant scour.
- **How the project creates resiliency:** A new structure could move end bent 2 out of the stream and align the skew angle better with the stream to prevent scour.
- **Any Community Involvement:** None at this point
- **Connections:** Serves Powertech, National Wiper, Catalytic Technologies, TDP Electronics, Hearts with Hands, Charles D. Owen Park/ Sports fields, and Warren Wilson College
- **Match Funding:** Undetermined
- **Environmental Justice:** EJ Index Score of 6
- **Bike Ped:** No identified plans



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TO: Gretchen Vetter, NCDOT Program Manager

FROM: Steve Cannon, PE, Division 13 Project Development Engineer

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SUBJECT: PROTECT info Bridge 560149

Bridge #560149 on Big Laurel Creek Rd serves as an east-west connector in northern Madison County. It connects residents and tourists to US 25/70 on the west end to I-26 on the east end and runs the border of Pisgah National Forest near Shelton Laurel Backcountry Area.

- **Project Location:** SR 1318 at .15 Miles West of Junction with SR 1334 - [560149 - Google Maps](#)
- **Project Description:** Replace Madison bridge 560149 over Big Laurel Creek
- **Past Issues:** The spread footings of both end bents and pier are inside the stream, creating a choke point during flood events, leading to contraction scour at the structure and increased vulnerability during flood events. All concrete substructure elements are deteriorating, and a temporary timber bent has been constructed to support the superstructure. The bridge is a one lane bridge and is functionally obsolete. Both superstructure and substructure are structurally deficient.
- **How the project creates resiliency:** Replacement would increase the waterway opening to better respond to severe weather and add resiliency against scour during flood events. A wider structure would increase the capacity during times of evacuation.
- **Any Community Involvement:** None to date
- **Connections:** SR 1318 is a collector route which connects many rural communities to jobs, school, medical, shopping, etc. If the structure is rendered out of service, residents would be forced to travel a 29-minute, 11.8-mile detour.
- **Match Funding:** ie Bridge Maintenance Funds
- **Environmental Justice:** EJ index of 6
- **Bike Ped:** Bicycle route in Madison CTP, no pedestrian plan

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DATE: June 12, 2023

TO: Gretchen Vetter, NCDOT Program Manager

FROM: Steve Cannon, PE, Division 13 Project Development Engineer

DocuSigned by:

Steve Cannon

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SUBJECT: PROTECT info Bridge 560531

Division 13 proposes to line the pipes on Structure 560531. This proactive treatment reduces or eliminates the risk of failure during extreme weather. Pipe lining costs are significantly less than the cost to rebuild this fill section, in the event of a failure or in a replacement project.

- **Project Location:** SR 1135 at 0.1 miles South of Junction with US 25/70 - [560531 - Google Maps](#)
- **Project Description:** Rehab structure 560531 on Little Pine Rd using a pipe liner
- **Past Issues:** The invert of all three barrels (3 lines of 10 ft. Diameter x 245 feet long) have rusted out, increasing the risk of failure during extreme weather events. The pipes sit under 44 feet of roadway fill.
- **How the project creates resiliency:** At its current condition the pipes are rated as structurally deficient and are at an increased risk of structural failure due to the loss of the invert allowing the stream to erode the backfill, particularly during high flow/high stream velocity events. Rehabilitation (pipe lining) would decrease the vulnerability of the structure during extreme weather.
- **Any Community Involvement:** None to date
- **Connections:** SR 1135 serves as a local collector route, serving as the primary access to Madison County Landfill, schools, medical, shopping, etc. for many rural communities. A one lane, functionally obsolete bridge is located on the shortest detour route.
- **Match Funding:** ie Bridge Maintenance Funds
- **Any Environmental Justice:** EJ index of 7
- **Bike Ped:** Bicycle route in Madison CTP, no Pedestrian plan



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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

August 17, 2023

The Honorable Peter Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I would like to express my strong support for the North Carolina Department of Transportation's (NCDOT's) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Grant application titled BLUE RIDGE (Bridge Longevity Upgrades to Enhance Resiliency, Increase Dependability, and Grow Equity) for the rehabilitation or replacement of five structures in Buncombe and Madison Counties.

These structures serve as critical connections for rural communities and residents to vital services such as employment hubs, educational institutions, and medical centers. Each structure is in critical need of rehabilitation or replacement due to reoccurring natural hazards such as flooding caused by climate change. Major structure improvements are necessary to increase the resiliency of the region, restore the natural environment, and ensure necessary accessibility to vital community services.

Should any bridge need to be closed due to its structural deficiencies or impacts from flood events, there are very few viable detour options to ensure continued access. The detours for these bridges are not all suitable for truck traffic, contain functionally obsolete bridges, and increase travel distance by an average 17 miles. This would significantly impact the nearby communities due to increased travel times and decreased access to vital services.

Western North Carolina and the French Broad River MPO's transportation network is constrained by the Appalachian Mountains as well as numerous rivers and streams, leading to a network with limited redundancy and connectivity. Many communities throughout the region rely on single or limited access points. With increasing extreme weather events impacting our region, these communities are at an elevated risk of being isolated in the event of weather- or other- events. Providing more resilient infrastructure is key to adapting our region to increasing natural challenges.

As a regional transportation priority, the improvements to the five structures will provide reliable connectivity and increase the resiliency of the surrounding communities and the region, while repairing the surrounding natural environments. Thank you for your favorable consideration of this important project.

Sincerely,

Anthony Sutton
Chair, French Broad River MPO Board

Staff Report & Recommendations

Item 4B:

Letter of Support- NCDOT Multimodal Project Discretionary Grant Application for HE-0001

What is the Multimodal Project Discretionary Grant Program (MPDG)?

The MPDG is actually three programs from the Bipartisan Infrastructure Law combined into one process. These include:

- **\$1.8 billion for the National Infrastructure Project Assistance ([Mega](#)) program:** The Mega program supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. Per the law, 50 percent of funds are available for projects above \$500 million in total cost, and 50 percent are available for projects between \$100 million and \$500 million in total cost.
- **\$3.1 billion for the Infrastructure for Rebuilding America ([INFRA](#)) program:** The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.
- **\$675 million for the Rural Surface Transportation Grant ([Rural](#)) program:** The Rural program supports projects that improve and expand our nation's surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. 90% of rural funding must be awarded in \$25 million or greater amounts.

Staff Report & Recommendations

What is NCDOT applying for?

NCDOT is requesting \$25 million for an application through the Rural STBG program for the HE-0001 project or the new interchange on I-26, just to the north of the Blue Ridge Parkway. More details on the project are provided in the attached fact sheet.

No TCC recommendation was made: the request for a letter of support came after the TCC

I-26 Interchange Multimodal Project Discretionary Grant Fact Sheet

Enhancing Capacity, Safety, and Economic Growth

North Carolina Department of Transportation (NCDOT) is ready to welcome innovative economic opportunities with its I-26 interchange project. The project will build a new I-26 interchange, future Exit 35, and connect I-26 in Buncombe County to NC 191. The interchange will allow the area to adapt to and benefit from current and planned economic growth.



Project Site in Relation to Pratt & Whitney Development

Connecting People to High-Quality Jobs

The project area is the nationally recognized Biltmore Park West (owned by Biltmore Farms Co.). Biltmore Park West is the home of the Pratt & Whitney Manufacturing Center. While Pratt & Whitney has developed the interior roadway network, the area lacks a convenient interstate exit and roadway facilities that are crucial to the continued success of the greater region, the site, and any future development in the area. With further economically valuable development slated to take place in Biltmore Park West, a No-Build scenario in which the project is not constructed will exacerbate congestion on the existing system, leading to longer travel times and longer distances traveled to get to long-term, high-quality jobs. The I-26 interchange project will construct a direct connection between the new, privately developed roadway to I-26 at the new Exit 35.

The Grant Pursuit

To advance the I-26 project, NCDOT is applying for a discretionary grant through the USDOT 2023 Multimodal Project Discretionary Grant Opportunity (MPDG). Grants are highly competitive. Letters of support are a required component of the grant application to demonstrate broad support for the project.

Your Letter of Support: Invitation and Instructions

Your organization has a unique perspective on the benefits of this project. Please help NCDOT submit a winning application by writing a letter of support for the project and grant application. A letter template is included to get you started. Additional tips and instructions:

- Customize the letter, using numbers, details, and specific stories where possible. Help us make the case for funding this much-needed project.
- Put the letter on your organization's letterhead and sign it.
- Scan and e-mail the document as a pdf file to Julia Roblyer (jroblyer@gfnet.com), who is coordinating the Letters of Support on behalf of NCDOT.
- **Please submit your letter by August 11.**

Thank you for your investment of time to help North Carolina deliver public infrastructure to support mobility, access, and economic development.

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

[August 17, 2023]

The Honorable Pete Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Letter of Support for North Carolina Department of Transportation Multimodal Project
Rural Discretionary Grant Application, I-26 Interchange Project

Dear Secretary Buttigieg,

Please accept this letter as French Broad River Metropolitan Planning Organization's strong support for the North Carolina Department of Transportation Multimodal Project Discretionary Grant application for the subject project. This project includes a new interchange on I-26 (future Exit 35) and connecting road to NC 191, approximately six miles south of Asheville. This transportation investment capitalizes on private investments and will fulfill priority regional priorities: access to long-term, high-quality jobs, access to federal, state and county recreational resources, and reduced congestion and commuting times within the Asheville/Hendersonville corridor.

The North Carolina Department of Transportation has shown that this project is crucial. By supporting the investment by Pratt & Whitney, a division of Raytheon, Inc, in southern Buncombe County, the USDOT Rural Grant would contribute to the creation of 800 jobs with an average salary of \$68,000, \$39,000 higher than the current median income.

Further, Pratt & Whitney is partnering with Asheville-Buncombe Technical Community College to train the highly skilled workforce. A new 20,000-square-foot educational facility near the manufacturing plant will increase the region's educational capacity and technical knowledge. This education partnership will eliminate barriers to opportunities and continue to enhance racial equity in the region.

The interchange project on I-26, HE-0001, is programmed in the MPO's 2045 Metropolitan Transportation Plan and is critical to help alleviate the projected impacts of the new development along the corridor, enable freight access, and provide improved connectivity to our region.

Thank you, Mr. Secretary, for considering this strategic investment. It demonstrates how a federal-state-local partnership can greatly impact a region's economic vibrancy and transportation mobility.

USDOT staff should feel free to contact me to discuss our support for the project.

Sincerely,

Anthony Sutton
Board Chair
French Broad River MPO

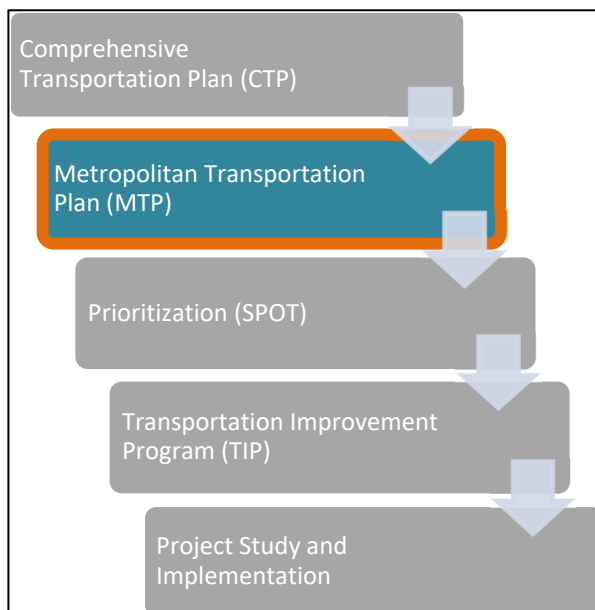
Staff Report & Recommendations

Item 4C:

Amendments to the 2045 Metropolitan Transportation Plan (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 (not including amendments.)



Amendment Summary

The amendments being proposed move horizon year dates for seventeen projects. Horizon year dates are added to the MTP to reflect projects that are expected to be completed between 2020-2030, 2031-2040, and 2041-2045. Due to cost increases reflected in the Draft 2024-2033 State Transportation Improvement Program (STIP), a number of projects in the 2045 MTP expected to be completed by 2030 are now being pushed back to 2040, 2045, or even further out (what are called “Outer Years.”) The projects being moved from Horizon Year 2030 are listed below.

TCC Recommendation: Approve the amendments to the 2045 MTP

MTP 2045 Amendments- Summary of Changes

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HS4506	I-2513C	I-26/I-240	I-40	-	Final Interchange Improvements	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$217,602,000	\$206,476,000	Statewide Mobility
HR4502	A-0010AA	Future I-26	Exit 25	Exit 19	Widening and Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$116,900,000	\$323,500,000	Regional Impact
HR4526	U-2801AB	US 25A	Mills Gap Road	Rock Hill Road	Widening	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 39,000,000	\$117,198,000	Regional Impact
HR4506	U-6124	NC 280	NC 191	NC 191	Access Management	Henderson	Horizon Year Changed from 2030 to 2045	2030	2045	\$ 9,600,000	\$28,100,000	Regional Impact
HR4509	U-2801AA	US 25A	US 25	Mills Gap Road	Widening	Buncombe	Horizon Year Changed from 2030 to 2045	2030	2045	\$ 39,000,000	\$142,100,000	Regional Impact
HR4517		US 25A (Biltmore Avenue), US 25 (McDowell Street), Southside Avenue	Hilliard Avenue	All Souls Crescent	Roadway Upgrade	Buncombe	Horizon Year Changed from 2040 to 2045	2040	2045	\$ 15,339,000	\$ 15,339,000	Regional Impact
HR4510	U-5972	NC 63	US 19/23	Newfound Road	Access Management	Buncombe	Horizon Year Changed from 2030 to Outer Years	2030	Outer Years	\$ 28,400,000	\$104,599,000	Regional Impact
HR4511	U-5971	US 19 (Patton Avenue)	NC 63	-	Intersection Improvement	Buncombe	Horizon Year Changed from 2030 to Outer Years	2030	Outer Years	\$ 2,700,000	\$ 2,700,000	Regional Impact
HR4515		US 25 (Hendersonville Road)	Blue Ridge Parkway	NC 146 (Long Shoals Road)	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 56,189,000	\$ 56,189,000	Regional Impact
HR4516		US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 40,859,000	\$ 40,859,000	Regional Impact

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HR4519		US 23A (Haywood Road)	State Street, N Louisiana Avenue		Multiple Intersections	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years			Regional Impact
HR4520		US 70 (Tunnel Road)/US 74A (South Tunnel Road)	I-240	Blue Ridge Parkway	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 37,900,000	\$ 37,900,000	Regional Impact
HR4522		New Clyde Highway	NC 215	Midway Crossings Drive	Access Management	Haywood	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 43,780,000	\$ 43,780,000	Regional Impact
HR4523		US 19 (Dellwood Road)	US 276 (Russ Avenue)	US 276 (Jonathan Creek Road)	Access Management	Haywood	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 31,819,000	\$ 31,819,000	Regional Impact
HR4525		US 19/23 (Smokey Park Highway)	I-40	NC 151	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 44,041,000	\$ 44,041,000	Regional Impact
HR4518		US 25 (Merrimon Avenue)	Wembley Road	I-240	Road Diet	Buncombe	Horizon Year Changed from 2040 to Outer Years (Partially Implemented via Resurfacing)	2040	Outer Years (Partially Implemented)	\$ 10,890,000	\$ 10,890,000	Regional Impact
HD144501	U-6172	US 23/74	Balsam View Drive	Old Balsam Road	Modernization	Haywood, Jackson	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 23,000,000	\$ 23,000,000	Division 14
HD144504	R-5748	Kanuga Road	US 25B	Little River Road	Modernization	Henderson	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 13,050,000	\$52,199,000	Division 14
HD144505	U-6048	US 19/23	Chestnut Mountain Road	Wiggins Road	Modernization	Buncombe, Haywood	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 4,535,000	\$29,201,000	Division 14
HD144507	U-6159	US 276	US 23/74	US 19	Access Management	Haywood	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 13,600,000	\$30,201,000	Division 14

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HD144509	U-6158	US 276	Crymes Cove Road	-	Intersection Improvement	Haywood	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 2,700,000	\$3,801,000	Division 14
HD134502	U-5832	NC 81	Biltmore Avenue	S Tunnel Road	Widening	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 10,550,000	\$48,001,000	Division 13
HD134503	U-5837	Riceville Road	US 70	Clear Vista Lane	Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 2,000,000	\$25,700,000	Division 13
HD134508	U-6162	N Louisiana Avenue	US 19/23	Emma Road	Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 5,800,000	\$20,000,000	Division 13
HD134509	U-6046	NC 81 (Swannanoa River Road)	US 70	US 74A	Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 23,302,000	\$43,100,000	Division 13
HD134510	U-6047	NC 112 (Sand Hill/Sardis Road)	NC 191	US 19/23	Widening	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 44,515,000	\$136,598,000	Division 13
HD134526		US 74A (Fairview Road)	NC 81 (Swannanoa River Road)	Cedar Street	Access Management	Buncombe	Horizon Year Changed from 2045 to Outer Years	2045	Outer Years	\$ 29,859,000	\$ 29,859,000	Division 13
HD134527		Elkwood Avenue	NC 251 (Riverside Drive)	US 25 (Merrimon Avenue)	Modernization	Buncombe	Horizon Year Changed from 2045 to Outer Years	2045	Outer Years	\$ 7,451,000	\$ 7,451,000	Division 13
HD134530		Ben Lippen/Emma Road	Old County Home Road	Gorman Bridge Road	Modernization	Buncombe	Horizon Year Changed from 2045 to Outer Years	2045	Outer Years	\$ 4,277,000	\$ 4,277,000	Division 13

MTP 2045 Amendments- 2030 Horizon Year Projects

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HS4501	I-4400B	I-26	US 25	US 64	Widening	Henderson	No Change	2030	2030	\$82,152,000	\$82,152,000	Statewide Mobility
HS4502	I-4700	I-26	I-40	NC 280	Widening	Buncombe	No Change	2030	2030	\$62,468,000	\$62,468,000	Statewide Mobility
HS4505	I-2513B	I-26/I-240	North of Haywood Road	Exit 25	Widening with New Bridges over the French Broad River	Buncombe	No Change	2030	2030	\$644,505,000	\$884,300,000	Statewide Mobility
HS4501	I-2513A	I-26/I-240	I-40	North of Haywood Road	Widening	Buncombe	No Change	2030	2030	\$163,690,000	\$282,035,000	Statewide Mobility
HS4503	I-4759	I-40	Liberty Road	-	Covert Grade Separation to New Interchange	Buncombe	No Change	2030	2030	\$41,722,000	\$51,482,000	Statewide Mobility
HR4514	I-4400C	I-26	NC 280	US 25	Widening	Henderson	No Change	2030	2030	-	-	Regional Impact
HR4501	I-2513A	I-26	I-40	Haywood Road	Widening	Buncombe	No Change	2030	2030	\$ 163,690,000	\$ 250,335,000	Regional Impact
HR4504	U-5783	US 64	Blythe Street	White Pine Drive	Widening	Henderson	No Change	2030	2030	\$ 17,870,000	\$41,498,000	Regional Impact
HR4505	U-6049	NC 225	South Main	US 176	Bridge Widening	Henderson	No Change	2030	2030	\$ 4,633,000	\$7,800,000	Regional Impact
HR4507	U-3403B	NC 191	Ledbetter Road	Blue Ridge Parkway	Widening	Buncombe	No Change	2030	2030	\$ 13,464,000	\$76,573,000	Regional Impact
HR4513	AV-5735	Runway Construction	-	-	Runway Construction	Buncombe	No Change	2030	2030	\$ 300,000		Regional Impact
HD134532	HE-0001	I-26	New Interchange North of the Blue Ridge Parkway	-	New Interchange	Buncombe	No Change	2030	2030	\$30,000,000	\$30,000,000	Exempt
HD144502	R-5921	US 276	US 19	I-40	Modernization	Haywood	No Change	2030	2030	\$ 20,700,000	\$36,610,000	Division 14
HD144503	R-2588B	NC 191	Mountain Road	NC 280	Widening	Henderson	No Change	2030	2030	\$ 79,700,000	\$142,686,000	Division 14
HD144506	U-5888	US 23B	Walnut Street	-	Intersection Improvement	Haywood	No Change	2030	2030	\$ 3,450,000	\$7,022,000	Division 14
HD144508	U-5839	US 276	US 23/74	US 23B	Access Management	Haywood	No Change	2030	2030	\$ 21,200,000	\$35,510,000	Division 14
HD144510	U-5886	White Street	Willow Road	US 176	Roadway Realignment	Henderson	No Change	2030	2030	\$ 33,370,000	\$36,500,000	Division 14
HD144511	U-5887	Highland Lake Road	NC 225	US 176	Modernization	Henderson	No Change	2030	2030	\$ 3,100,000	\$9,971,000	Division 14
HD144512	U-5840	Old Airport Road	US 25	Mills Gap Road	Widening	Henderson	No Change	2030	2030	\$ 8,785,000	\$14,580,000	Division 14
HD144513	U-4712	US 23B (South Main Street)	Hyatt Creek Road	US 276	Widening	Haywood	No Change	2030	2030	\$ 50,540,000	\$49,000,000	Division 14
HD144533	HA-0003	Commercial Boulevard	Commercial Boulevard Termini	Industrial Drive	New Location	Henderson	No Change	2030	2030	\$619,000	\$619,000	Division 14
HS4504	I-4409	I-40	Blue Ridge Road	-	Covert Grade Separation to New Interchange	Buncombe	No Change	2030	2030	\$13,250,000	\$31,900,000	Division 13
HD134501	R-5779	Crossroads Parkway	Current limits of SR 1631	SR 1632	New Roadway	Madison	No Change	2030	2030	\$ 4,071,000	\$ 4,071,000	Division 13

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HD134504	U-6163	Mills Gap Road	Cane Creek Road	-	Intersection Improvement	Buncombe	No Change	2030	2030	\$ 1,300,000	\$2,800,000	Division 13
HD134505	U-4739	Amboy/Meadow Road	I-240	Biltmore Avenue	Modernization	Buncombe	No Change	2030	2030	\$ 49,300,000	\$64,800,000	Division 13
	I-2513D	Riverside Drive	Hill Street	Broadway Street	Modernization	Buncombe	No Change	2030	2030		\$31,500,000	Division 13
HD134506	U-6230	New Access Road for Enka Commerce Park	US 19/23	NC 112	New Roadway	Buncombe	No Change	2030	2030	\$ 1,300,000	\$ 1,300,000	Division 13
HD134507	U-5834	Mills Gap Road	US 25	Weston Road	Widening	Buncombe	No Change	2030	2030	\$ 15,333,000	\$27,258,000	Division 13

MTP 2045 Amendments- 2040 Horizon Year Projects

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HS4506	I-2513C	I-26/I-240	I-40	-	Final Interchange Improvements	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$217,602,000	\$206,476,000	Statewide Mobility
HR4502	A-0010AA	Future I-26	Exit 25	Exit 19	Widening and Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$116,900,000	\$323,500,000	Regional Impact
HS4507	I-6018	I-40	I-240/US 74A	-	Interchange Improvement	Buncombe	No Change	2040	2040	\$35,100,000	\$121,900,000	Statewide Mobility
HS4508	I-6021	I-40	Porter's Cove Road	-	Interchange Improvement	Buncombe	No Change	2040	2040	\$7,200,000	\$7,200,000	Statewide Mobility
HS4509	I-4400A	I-26	US 25	US 64	Widening	Henderson	No Change	2040	2040	\$80,000,000	\$116,900,000	Statewide Mobility
HS4510	I-6054C	I-40	Wiggins Road	Monte Vista Road	Widening	Buncombe	No Change	2040	2040	\$ 102,900,000	\$218,799,000	Statewide Mobility
HR4521		US 25/US 19/23B (Weaverville Highway)	Elkwood Avenue	Reems Creek Road	Access Management	Buncombe	No Change	2040	2040	\$ 6,253,000	\$ 6,253,000	Regional Impact
HR4524		US 25B (Asheville Highway)	North Main Street	-	Intersection Improvement	Henderson	No Change	2040	2040	\$ 2,952,000	\$ 2,952,000	Regional Impact
HR4526	U-2801AB	US 25A	Mills Gap Road	Rock Hill Road	Widening	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 39,000,000	\$117,198,000	Regional Impact
HS4511	I-6054A	I-40	US 74	NC 215	Widening	Haywood	No Change	2040	2040	\$ 60,500,000	\$60,500,000	Statewide Mobility
HS4512	I-6054B	I-40	NC 215	Exit 37 (Wiggins Road)	Widening	Haywood	No Change	2040	2040	\$ 169,500,000	\$169,500,000	Statewide Mobility
HS4513	A-0010AB	Future I-26	US 25	SR 2207	Modernization	Buncombe	No Change	2040	2040	\$ 72,500,000	\$77,600,000	Statewide Mobility
HS4514	A-0010AC	Future I-26	SR 2207	South of SR 2148	Modernization	Buncombe	No Change	2040	2040	\$ 27,500,000	\$22,700,000	Statewide Mobility
HS4515		I-240	Charlotte Street	-	Interchange Improvement	Buncombe	No Change	2045	2040	\$ 9,225,000	\$ 9,225,000	Statewide Mobility
HS4516		I-240	Merrimon Avenue	-	Interchange Improvement	Buncombe	No Change	2045	2040	\$ 26,986,000	\$ 26,986,000	Statewide Mobility
HD144501	U-6172	US 23/74	Balsam View Drive	Old Balsam Road	Modernization	Haywood, Jackson	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 23,000,000	\$ 23,000,000	Division 14
HD144504	R-5748	Kanuga Road	US 25B	Little River Road	Modernization	Henderson	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 13,050,000	\$52,199,000	Division 14
HD144505	U-6048	US 19/23	Chestnut Mountain Road	Wiggins Road	Modernization	Buncombe, Haywood	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 4,535,000	\$29,201,000	Division 14
HD144507	U-6159	US 276	US 23/74	US 19	Access Management	Haywood	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 13,600,000	\$30,201,000	Division 14
HD144509	U-6158	US 276	Crymes Cove Road	-	Intersection Improvement	Haywood	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 2,700,000	\$3,801,000	Division 14

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HD134502	U-5832	NC 81	Biltmore Avenue	S Tunnel Road	Widening	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 10,550,000	\$48,001,000	Division 13
HD134511		Bruce Road	N Main Street	Bailey Street	Modernization	Madison	No Change	2040	2040	\$ 2,914,000	\$ 2,914,000	Division 13
HD134512		Blue Ridge Road	Blue Ridge Assembly Drive	NC 9	Modernization	Buncombe	No Change	2040	2040	\$ 1,844,000	\$ 1,844,000	Division 13
HD134503	U-5837	Riceville Road	US 70	Clear Vista Lane	Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 2,000,000	\$25,700,000	Division 13
HD134513		Woodfin Street	Central Avenue	Lexington Avenue	Modernization	Buncombe	No Change	2040	2040	\$ 5,000,000	\$ 5,000,000	Division 13
HD134514		US 70	Blue Ridge Road	NC 9	Road Diet	Buncombe	No Change	2040	2040	\$ 13,106,000	\$ 13,106,000	Division 13
HD134515		US 25A (Sweeten Creek Road)	I-40	US 25 (Biltmore Avenue)	Roadway Upgrade	Buncombe	No Change	2040	2040	\$ 3,838,000	\$ 3,838,000	Division 13
HD134516		US 70 (Tunnel Road)/US 74A (South Tunnel Road)	The Tunnel	NC 81 (Swannanoa River Road)	Access Management	Buncombe	No Change	2040	2040	\$ 51,815,000	\$ 51,815,000	Division 13
HD134517		US 25 (Hendersonville Road)	I-40	Blue Ridge Parkway	Access Management	Buncombe	No Change	2040	2040	\$ 66,557,000	\$ 66,557,000	Division 13
HD134508	U-6162	N Louisiana Avenue	US 19/23	Emma Road	Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 5,800,000	\$20,000,000	Division 13
HD134509	U-6046	NC 81 (Swannanoa River Road)	US 70	US 74A	Modernization	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 23,302,000	\$43,100,000	Division 13
HD134510	U-6047	NC 112 (Sand Hill/Sardis Road)	NC 191	US 19/23	Widening	Buncombe	Horizon Year Changed from 2030 to 2040	2030	2040	\$ 44,515,000	\$136,598,000	Division 13
HD144515		US 19/23	Chestnut Mountain Road	NC 215	Roadway Upgrade	Haywood	No Change	2040	2040	\$ 6,475,000	\$ 6,475,000	Division 14
HD144516		Fanning Bridge Road	US 25 (Hendersonville Road)	NC 280 (Airport Road)	Modernization	Henderson	No Change	2040	2040	\$ 6,628,000	\$ 6,628,000	Division 14
HD144517		White Pine/Hebron Road	US 64	Kanuga Road	Modernization	Henderson	No Change	2040	2040	\$ 17,875,000	\$ 17,875,000	Division 14
HD144518		Signal Hill/Thompson/Berkley	NUS 64 (Four Seasons Boulevard)	US 25B (Asheville Highway)	Modernization	Henderson	No Change	2040	2040	\$ 11,613,000	\$ 11,613,000	Division 14
HD144519		Blythe Street	NC 191	US 64	Modernization	Henderson	No Change	2040	2040	\$ 6,891,000	\$ 6,891,000	Division 14
HD144520		Butler Bridge Road	US 25B (Hendersonville Road)	NC 191 (Boylston Highway)	Modernization	Henderson	No Change	2040	2040	\$ 18,000,000	\$ 18,000,000	Division 14
HD144521		Duncan Hill Road	US 64 (Four Seasons Boulevard)	Signal Hill Road	Modernization	Henderson	No Change	2040	2040	\$ 5,650,000	\$ 5,650,000	Division 14

MTP 2045 Amendments- 2045 Horizon Year Projects

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HR4506	U-6124	NC 280	NC 191	NC 191	Access Management	Henderson	Horizon Year Changed from 2030 to 2045	2030	2045	\$ 9,600,000	\$28,100,000	Regional Impact
HR4509	U-2801AA	US 25A	US 25	Mills Gap Road	Widening	Buncombe	Horizon Year Changed from 2030 to 2045	2030	2045	\$ 39,000,000	\$142,100,000	Regional Impact
HR4517		US 25A (Biltmore Avenue), US 25 (McDowell Street), Southside Avenue	Hilliard Avenue	All Souls Crescent	Roadway Upgrade	Buncombe	Horizon Year Changed from 2040 to 2045	2040	2045	\$ 15,339,000	\$ 15,339,000	Regional Impact
HS4517		US 23/74 (Great Smokey Mountains Expressway)	I-40	Blue Ridge Parkway	Access Management/Widening	Haywood	No Change	2045	2045	\$ 243,022,000	\$ 243,022,000	Statewide Mobility
HS4518		I-40	US 25 (Hendersonville Road)	Patton Cove Road	Widening	Buncombe	No Change	2045	2045	\$ 177,285,000	\$ 177,285,000	Statewide Mobility
HD134518		US 19/23 (Patton Avenue/Smokey Park Highway)	I-40	Haywood Road	Access Management	Buncombe	No Change	2045	2045	\$ 55,764,000	\$ 55,764,000	Division 13
HD134519		Rock Hill Road	US 25 (Hendersonville Road)	US 25A (Sweeten Creek Road)	Modernization	Buncombe	No Change	2045	2045	\$ 2,817,000	\$ 2,817,000	Division 13
HD134521		Broadway	Chestnut	I-240	Modernization	Buncombe	No Change	2045	2045	\$ 13,366,000	\$ 13,366,000	Division 13
HD134522		NC 280 (Airport Road)	US 25 (Hendersonville Road)	I-26	Access Management	Buncombe	No Change	2045	2045	\$ 27,332,000	\$ 27,332,000	Division 13
HD134523		Beaverdam Road	US 25 (Merrimon Avenue)	Webb Cove Road	Modernization	Buncombe	No Change	2045	2045	\$ 7,714,000	\$ 7,714,000	Division 13
HD134524		US 25A (Sweeten Creek Road)	I-40	Rock Hill Road	Access Management	Buncombe	No Change	2045	2045	\$ 24,037,000	\$ 24,037,000	Division 13
HD134525		New Location (Peachtree Road Extension)	US 25 (Hendersonville Road)	US 25A (Sweeten Creek Road)	New Roadway	Buncombe	No Change	2045	2045	\$ 22,063,000	\$ 22,063,000	Division 13
HD134520		Haywood Road	Craven Street	US 19/23 (Patton Avenue)	Modernization	Buncombe	No Change	2045	2045	\$ 15,441,000	\$ 15,441,000	Division 13
HD134528		NC 280 (Airport Road)	I-26	French Broad River	Access Management	Buncombe	No Change	2045	2045	\$ 29,831,000	\$ 29,831,000	Division 13
HD144522		Walnut Street	US 276	N Main Street	Modernization	Haywood	No Change	2045	2045	\$ 6,000,000	\$ 6,000,000	Division 14
HD144523		US 64	Howard Gap Road	Fruitland Road	Access Management	Henderson	No Change	2045	2045	\$ 12,068,000	\$ 12,068,000	Division 14
HD144524		Sulphur Springs/Smathers Street	Hazelwood Avenue	Miller Street	Multiple Intersection Improvements	Haywood	No Change	2045	2045	\$ 7,818,000	\$ 7,818,000	Division 14

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HD144525		US 19 (Dellwood Road)	US 23/74 (Great Smokey Mountains Expressway)	US 276 (Russ Avenue)	Access Management	Haywood	No Change	2045	2045	\$ 19,094,000	\$ 19,094,000	Division 14
HD144526		Brown Avenue	Belle Meade Avenue	Hazelwood Avenue	Modernization	Haywood	No Change	2045	2045	\$ 5,000,000	\$ 5,000,000	Division 14
HD144527		US 64	Fruitland Road	Gilliam Road	Modernization	Henderson	No Change	2045	2045	\$ 11,944,000	\$ 11,944,000	Division 14
HD144528		Elysinia Avenue	US 23/74 (Great Smokey Mountains Expressway)	Hazelwood Avenue	Modernization	Haywood	No Change	2045	2045	\$ 7,000,000	\$ 7,000,000	Division 14
HD144529		US 176 (Spartanburg Highway)	NC 225	Upward Road	Access Management	Henderson	No Change	2045	2045	\$ 40,701,000	\$ 40,701,000	Division 14
HD144530		Shepherd Street/Airport Road	NC 225	Tracey Grove Road	Modernization	Henderson	No Change	2045	2045	\$ 11,798,000	\$ 11,798,000	Division 14
HD144531		US 25B (Asheville Highway)	NC 191	I-26	Access Management	Henderson	No Change	2045	2045	\$ 53,363,000	\$ 53,363,000	Division 14
HD144532		Dellwood Road	US 276 (Russ Avenue)	Miller Street	Modernization	Haywood	No Change	2045	2045	\$ 4,000,000	\$ 4,000,000	Division 14
HD134529		Old County Home Road	NC 63 (New Leicester Highway)	NC 63 (New Leicester Highway)	Modernization	Buncombe	No Change	2045	2045	\$ 6,931,000	\$ 6,931,000	Division 13

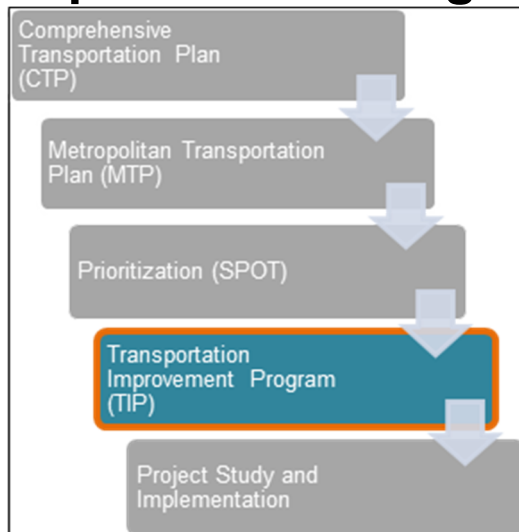
MTP 2045 Amendments- Outer-Year Projects

MTP ID	TIP ID	Route	From	To	Improvement Type	County	Change	Previous Horizon Year	Current Horizon Year	Previous Cost	Current Cost	Funding Tier
HR4510	U-5972	NC 63	US 19/23	Newfound Road	Access Management	Buncombe	Horizon Year Changed from 2030 to Outer Years	2030	Outer Years	\$ 28,400,000	\$104,599,000	Regional Impact
HR4511	U-5971	US 19 (Patton Avenue)	NC 63	-	Intersection Improvement	Buncombe	Horizon Year Changed from 2030 to Outer Years	2030	Outer Years	\$ 2,700,000	\$ 2,700,000	Regional Impact
HR4515		US 25 (Hendersonville Road)	Blue Ridge Parkway	NC 146 (Long Shoals Road)	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 56,189,000	\$ 56,189,000	Regional Impact
HR4516		US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 40,859,000	\$ 40,859,000	Regional Impact
HR4519		US 23A (Haywood Road)	State Street, N Louisiana Avenue		Multiple Intersection Improvements	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years			Regional Impact
HR4520		US 70 (Tunnel Road)/US 74A (South Tunnel Road)	I-240	Blue Ridge Parkway	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 37,900,000	\$ 37,900,000	Regional Impact
HR4522		New Clyde Highway	NC 215	Midway Crossings Drive	Access Management	Haywood	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 43,780,000	\$ 43,780,000	Regional Impact
HR4523		US 19 (Dellwood Road)	US 276 (Russ Avenue)	US 276 (Jonathan Creek Road)	Access Management	Haywood	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 31,819,000	\$ 31,819,000	Regional Impact
HR4525		US 19/23 (Smokey Park Highway)	I-40	NC 151	Access Management	Buncombe	Horizon Year Changed from 2040 to Outer Years	2040	Outer Years	\$ 44,041,000	\$ 44,041,000	Regional Impact
HR4518		US 25 (Merrimon Avenue)	Wembley Road	I-240	Road Diet	Buncombe	Horizon Year Changed from 2040 to Outer Years (Partially Implemented via Resurfacing)	2040	Outer Years (Partially Implemented)	\$ 10,890,000	\$ 10,890,000	Regional Impact
HD134526		US 74A (Fairview Road)	NC 81 (Swannanoa River Road)	Cedar Street	Access Management	Buncombe	Horizon Year Changed from 2045 to Outer Years	2045	Outer Years	\$ 29,859,000	\$ 29,859,000	Division 13
HD134527		Elkwood Avenue	NC 251 (Riverside Drive)	US 25 (Merrimon Avenue)	Modernization	Buncombe	Horizon Year Changed from 2045 to Outer Years	2045	Outer Years	\$ 7,451,000	\$ 7,451,000	Division 13
HD134530		Ben Lippen/Emma Road	Old County Home Road	Gorman Bridge Road	Modernization	Buncombe	Horizon Year Changed from 2045 to Outer Years	2045	Outer Years	\$ 4,277,000	\$ 4,277,000	Division 13

Staff Report & Recommendations

Item 4D:

Adoption of the 2024-2033 Transportation Improvement Program (TIP)



What is the Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period. The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. The TIP is a subset of the State Transportation Improvement Program (STIP).

Development of the 2024-2033 Transportation Improvement Program (TIP)

The cycle to update the STIP for 2024-2033 began in fall 2019. Due to rising costs for the projects funded in the currently adopted 2020-2029 STIP, little to no funding was projected to be available for new projects in the next STIP. Therefore, in August 2021, the Prioritization Workgroup and the N.C. Board of Transportation decided that the current

prioritization cycle (P 6.0) would be halted and the 2024-2033 STIP would be developed using existing projects from the currently adopted 2020-2029 STIP.

2024-2033 TIP Adoption Timeline

DATE	EVENT
June 2023	2024-2033 STIP Adopted by North Carolina Board of Transportation
July, 18 th , 2023 – August 17 th 2023	French Broad River MPO 2024-2033 Public Comment Period Opens
August 17 th , 2023 1:00 pm Board Meeting	2024-2033 TIP presented to MPO Board for Adoption

Staff Report & Recommendations

Public Comment Period

The public comment period prior to the adoption of the 2024-2033 TIP is NOW OPEN! Those who wish to give public comments may do so via the following options:

1. Via a comment submittal form on the MPO website (<https://frenchbroadrivermpo.org/2024-2033-transportation-improvement-program-tip/>) before 5 pm on August 16th
2. By email at mpo@landofsky.org before 5 pm on August 16th
3. By phone at (828)-251-6622 before 5 pm on August 16th
4. At the MPO Board meeting (virtually or in-person) held at the Land of Sky Regional Council Office on August 17th at 1:00 pm.

Accessing the 2024-2033 TIP

A .pdf version of the 2024-2033 TIP is available on the MPO website

(<https://frenchbroadrivermpo.org/2024-2033-transportation-improvement-program-tip/>)

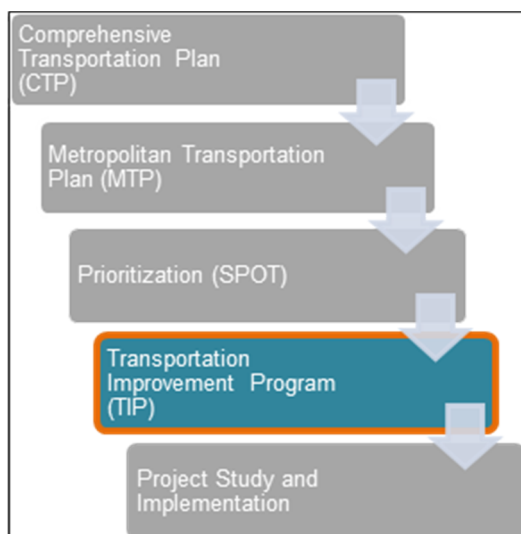
On the same page, an interactive version of the TIP is also available. This tool allows for in-depth exploration of each project's timeline and funding, along with an interactive map of projects. This project can be used to search for projects by TIP ID, Route, Division, County, Lead Agency, and more.

TCC Recommendation: Adopt the 2024-2033 Transportation Improvement Program (TIP)

Staff Report & Recommendations

Item 4E:

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



What is the Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period. The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. Current items are for modification of existing projects. No new projects or amendments are included for March, 2023.

Modifications Summary

Modifications to the TIP primarily consist of various Vulnerable Road User studies. Beyond that, highway safety project HS-2014O will add \$20,000 for right-of-way that was not previously programmed, and EB-5945 will be removed from the TIP at the request of the division.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations



FBRMPO 2020-2029 TIP Amendments

August 2023

TIP/STIP No.	Jurisdiction/Project Name/Limits	Category	Amendment Description	Funding Type	Current Phase	Funding Amt	FY
EB-5945	Champion Drive - Construct multi-use path. (North Canton Rd - Thickety Rd)	Non-Highway (Bike & Ped)	REMOVE PROJECT AT THE REQUEST OF THE DIVISION.	BGDA Local Match	Right-of-Way Right-of-Way	\$307,000 \$77,000	2023 2023
HS-20140	US 64, Install Traffic Signal (SR 1586 (South Mills Gap Rd) - Tuttle Road)	Highway & Intersection	ADD RIGHT-OF-WAY NOT PREVIOUSLY PROGRAMMED.	HSIP HSIP	Right-of-Way Construction	\$20,000 \$55,000	2023 2023
HS-2028DIV	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$300,000	2023

7/24/2023

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**Federal*

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations



FBRMPO 2020-2029 TIP Amendments

August 2023

TIP/STIP No.	Jurisdiction/Project Name/Limits	Category	Amendment Description	Funding Type	Current Phase	Funding Amt	FY
HS-2028REG	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$30,000	2023
HS-2028SW	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$400,000	2023
HS-2029DIV	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$300,000	2023

7/24/2023

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**Federal*

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations



FBRMPO 2020-2029 TIP Amendments

August 2023

TIP/STIP No.	Jurisdiction/Project Name/Limits	Category	Amendment Description	Funding Type	Current Phase	Funding Amt	FY
HS-2029REG	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$300,000	2023
HS-2029SW	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$400,000	2023

7/24/2023

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**Federal*

TCC Recommendation: Approve the Amendments to the 2020-2029 Transportation Improvement Program (TIP)

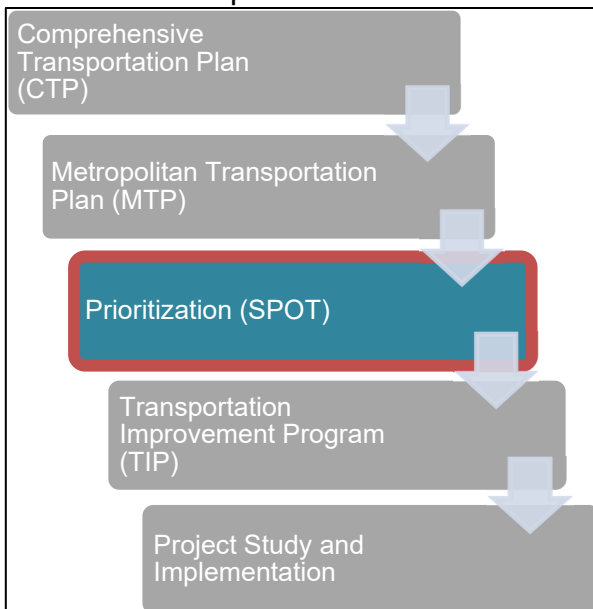
Staff Report & Recommendations

Item 4F:

Draft P 7.0 Project Submittals

What is P 7.0 and the Prioritization Process?

The Prioritization Process (aka SPOT) is the process that determines the majority of capital improvement projects funded through NCDOT and NCDOT's allotment of federal funds. The process is governed by the Strategic Transportation Investments (STI) Law of 2012 that provides the framework for a more data-driven and transparent process that also utilizes local input from NCDOT Divisions, MPOs, and RPOs. In relation to other aspects of transportation planning, the prioritization process serves as the bridge to determine what long-range needs are funded in the TIP/STIP for implementation.



P 7.0 refers to the seventh iteration of the prioritization process in North Carolina and will be the process that determines what new projects are funded in the 2026-2035 TIP/STIP.

What's Changed Between P 6.0 and P 7.0?

In sum, not a lot. The process is still very much the same with some modifications or "tweaks" that have changed how some projects will be scored and opened the process to more project types. Some of the more substantive changes include:

- Microtransit is now an eligible submittal for transit funding
- Rail modernization is now an eligible submittal for rail funding
- A minimum of 6% of funding will be programmed to non-highway (the previous minimum was 4%); 90%

minimum for highway funding remains the same

What is the Schedule for Events in P 7.0?

Date	Event
July, 2023	Local Government Discussions on Potential Submittals
August, 2023	Draft Submittal List (Board Action Required)

Staff Report & Recommendations

August-September, 2023	Public Comment on Draft Submittal List
September, 2023	Final Submittal List (Board Action Required)
February, 2024	Data Review
March, 2024	Local Input Point Methodology Adoption (Board Action Required)
April, 2024	Statewide Mobility Projects Programmed
May, 2024	Draft Local Input Point Assignment for Regional Impact Projects
May-June, 2024	Public Comment on Draft Local Input Point Assignment for Regional Impact Projects
June, 2024	Final Local Input Point Assignment for Regional Impact Projects
August, 2024	Regional Impact Projects Programmed
October, 2024	Draft Local Input Point Assignment for Division Needs Projects
October-November, 2024	Public Comment on Draft Local Input Point Assignment for Division Needs Projects
November, 2024	Final Local Input Point Assignment for Division Needs Projects
February, 2025	Draft 2026-2035 TIP/STIP Released
August, 2025	Final 2026-2035 TIP/STIP (Board Action Required)

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Carryover Projects

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
A-0010 AB	I-26, US 19, US 23	US 25 / 70 (Weaver Boulevard)	SR 2207 (North Buncombe School Road)	17 - Upgrade Freeway to Interstate Standards	Buncombe
A-0010 AC	I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	17 - Upgrade Freeway to Interstate Standards	Buncombe
I-6018	I-40	I-240, US 74 Alternate		8 - Improve Interchange	Buncombe
I-6021	I-40	SR 2838 (Porters Cove Road) - Exit 55		8 - Improve Interchange	Buncombe
	US 19 (Smokey Park Highway), US 23	I-40	NC 151 (Pisgah Highway)	11 - Access Management	Buncombe
U-6046	NC 81 (SWANNANOA RIVER ROAD)	US 70 (Tunnel Road)	US 74 (South Tunnel Road)	16 - Modernize Roadway	Buncombe
U-6162	SR 1332 (NORTH LOUISIANA AVENUE)	US 19-23 (Patton Avenue)	SR 1338 (Emma Road)	16 - Modernize Roadway	Buncombe
I-6054 C	I-40	SR 1200 (Wiggins Road), Exit 37	SR 1224 (Monte Vista Road)	1 - Widen Existing Roadway	Buncombe
U-3403 B	NC 191 (BREVARD ROAD - OLD HAYWOOD ROAD)	SR 3498 (LEDBETTER ROAD)	North of Blue Ridge Parkway	1 - Widen Existing Roadway	Buncombe
U-5972	NC 63 (New Leicester Highway)	US 19/23 Patton Ave	Newfound Road	25 - Improve Multiple Intersections along a corridor	Buncombe

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
I-2513 C	I-26	I-40/I-240		8 - Improve Interchange	Buncombe
U-5837	SR-2002 Riceville Road	US 70 (Tunnel Road)	SR 2285 (Clear Vista Lane)	16 - Modernize Roadway	Buncombe
U-5971 B	US 19 (Patton Avenue)	NC 63 (New Leicester Highway). Construct Final Intersection Improvements.		10 - Improve Intersection	BUNCOMBE
U-2801 AA	US 25A (SWEETEN CREEK ROAD)	US 25 (Hendersonville Road)	Mills Gap Road	1 - Widen Existing Roadway	BUNCOMBE
U-3403 A	NC 191 (Brevard Road / Old Haywood Road)	NC 280 (BOYLSTON HIGHWAY)	TO SR 3498 (LEDBETTER ROAD)	1 - Widen Existing Roadway	Buncombe, Henderson
	NC 280 (Airport Road)	SR 3568 (Rockwood Road)	US 25 (Hendersonville Road)	11 - Access Management	Buncombe, Henderson
U-6173	US 25, US 70	Approximately 1760' North of SR 1584 (Tillery Branch Road)	SR 1727 (Monticello Road)	25 - Improve Multiple Intersections along Corridor	Buncombe, Madison
I-6054 A	I-40	NC 215 - Exit 31	US 74 - Exit 27	1 - Widen Existing Roadway	Haywood

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
U-6160	US 19 (Soco Road)	SR 1304 (Fie Top Road) at Ghost Town in the Sky	Blue Ridge Parkway	16 - Modernize Roadway	Haywood
I-6054 B	I-40	NC 215 (Champion Drive)	SR 1200 (Wiggins Road)	1 - Widen Existing Roadway	Haywood, Buncombe
U-6172 A	US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY)	SR 1777(Balsam View Drive)	SR 1158 (Old Balsam Rd)	16 - Modernize Roadway	Haywood, Jackson
U-6172 B	US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY)	SR 1777(Balsam View Drive)	SR 1158 (Old Balsam Rd)	16 - Modernize Roadway	Haywood, Jackson
I-4400 A	I-26	US 25	US 64 (Four Seasons Boulevard)	1 - Widen Existing Roadway	Henderson
R-2588 A	NC 191	US 25 (Asheville Highway)	SR 1381 (Mountain Road)	1 - Widen Existing Roadway	Henderson
	SR 1508 (Signal Hill Road), SR 1519 (Thompson Street), SR 1508 (Berkeley Road), SR 1511 (Berkeley Road)	US 64 (Four Seasons Boulevard)	US 25 Business (Asheville Highway)	16 - Modernize Roadway	Henderson
	SR 1525 (Duncan Hill Road)	US 64 (Four Seasons Boulevard)	Signal Hill Road	16 - Modernize Roadway	Henderson
U-6124	NC 280 (BOYLSTON HIGHWAY)	NC 191 Northern Intersection (Old Haywood Road)	NC 191 Southern Intersection (Haywood Road)	11 - Access Management	Henderson

Staff Report & Recommendations

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
R-5748	SR 1127 (KANUGA ROAD)	US 25 Business (Church Street)	Price Road	16 - Modernize Roadway	Henderson

Modification of carryover projects:

- Kanuga Road (R-5748) modified southern termini from Little River Road to Price Road to avoid impacts to the Flat Rock Historic District
- No projects requested to be removed

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

New Highway Submittals

Route	From	To	Improvement Type	County	Funding Tier
US 25 (Hendersonville Road)	Blue Ridge Parkway	NC 146 (Long Shoals Road)	Access Management	Buncombe	Regional Impact
US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	Buncombe	Regional Impact
US 25 (McDowell Street)/Biltmore Avenue	Vanderbilt Road	College Street	Roadway Upgrade- Unbalanced Couplet with Bike Lanes	Buncombe	Regional Impact
US 70 (Tunnel Road)/US 74A (South Tunnel Road)	Beaucatcher Tunnel	NC 81 (Swannanoa River Road)	Roadway Upgrade- Road Diet on US 70 with Access Management Improvements on US 74A	Buncombe	Regional Impact
US 70 (Tunnel Road)	I-240	Blue Ridge Parkway	Access Management	Buncombe	Regional Impact
US 25 (Merrimon Avenue)/US 19 Business (Weaverville Highway)	Elkmont Road	New Stock Road	Modernization	Buncombe	Regional Impact
US 25 (Merrimon Avenue)	WT Weaver Boulevard	Beaverdam Road	Modernization - improve intersections and sidewalks	Buncombe	Regional Impact
US 25 (Merrimon Avenue)	I-240	WT Weaver Boulevard	Road Diet	Buncombe	Regional Impact
US 70 (West State Street)	Blue Ridge Road	NC 9	Road Diet	Buncombe	Regional Impact

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Route	From	To	Improvement Type	County	Funding Tier
Blue Ridge Road	NC 9	Blue Ridge Assembly Road	Modernization	Buncombe	Division Needs
Reems Creek Road	US 19 Business (Weaverville Highway)	Ox Creek Road	Modernization	Buncombe	Division Needs
Cane Creek Road	US 74 Alternative (Charlotte Highway)	Mills Gap Road	Modernization	Buncombe	Division Needs
Old Fort Road	US 74 Alternative (Charlotte Highway)	Whitaker Road	Modernization	Buncombe	Division Needs
Sand Hill Road	Sand Hill School Road	-	Intersection Improvement	Buncombe	Division Needs
US 19/23 (Park Street)	Bridge Street	NC 215	Modernization	Haywood	Regional Impact
US 19 (Carolina Boulevard)	Smathers Street	Pleasant Hill Road	Access Management	Haywood	Regional Impact
US 19 (Dellwood Road)	Dayton Drive	US 23/74	Access Management	Haywood	Regional Impact
US 276	Raccoon Road	NC 110	Modernization	Haywood	Regional Impact
US 25 Business (Asheville Highway)	N Main Street	-	Intersection Improvement	Henderson	Regional Impact
US 25 Business (Asheville Highway)	Butler Bridge Road	-	Intersection Improvement	Henderson	Regional Impact
US 176 (Spartanburg Highway)	NC 225	Upward Road	Access Management	Henderson	Regional Impact

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Route	From	To	Improvement Type	County	Funding Tier
US 64 (Chimney Road Road)	Fruitland Road	Gilliam Mountain Road	Modernization	Henderson	Regional Impact
Fanning Bridge Road	US 25	NC 280	Improve Multiple Intersections	Henderson	Division Needs
White Pine Drive	US 64	Hebron Road	Modernization	Henderson	Division Needs
Blythe Street	US 64	NC 191	Modernization	Henderson	Division Needs
NC 213	Athletic Street	Bone Camp Road	Access Management	Madison	Regional Impact

Staff Report & Recommendations

New Bike/Ped Submittals

All Bike/Ped Submittals are evaluated at the Division Needs Category

Route	From	To	Project Description	County
Reed Creek Greenway	Future I-26	WT Weaver Boulevard	3 - On-Road Designated Bicycle Facility (Bicycle)	Buncombe
US 70 (Tunnel Road)	New Haw Creek Road	Blue Ridge Road	7- Protected Linear Pedestrian Facility	Buncombe
Reed Creek Greenway Connector	Reed Creek Greenway	SR 3602 (Clingman Avenue)	4 - On-Road Bicycle Facility (Bicycle)	Buncombe
NC 251 (Riverside Drive)	Future I-26	Woodfin Avenue	7- Protected Linear Pedestrian Facility	Buncombe
Lake Julian Greenway	French Broad River	Lake Julian	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Buncombe
Fairview Road	Swannanoa River Road	School Road	7- Protected Linear Pedestrian Facility	Buncombe
Patton Avenue	Old Haywood Road	Johnston Boulevard	7- Protected Linear Pedestrian Facility	Buncombe
Merrimon Avenue	Lake Louise	Brown Street	7- Protected Linear Pedestrian Facility	Buncombe
Bent Creek Greenway (WNC Farmers Market to Asheville Outlets)	WNC Farmers Market	Asheville Outlets	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Buncombe
Old Haywood Road Sidewalks	US 19/23/74 (Patton Avenue)	US 19/23/74 (Smokey Park Highway)	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncombe

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Route	From	To	Project Description	County
Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment)	Hominy Creek Greenway	French Broad River Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Buncombe
SR 1338 (Emma Road)	Boone Street	SR 1332 (North Louisiana Avenue)	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncombe
SR 2500 (North Blue Ridge Road)	US 70	Fortune St	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncombe
Reems Creek Greenway	Quarry Road	Karpen Soccer Field	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Buncombe
US 19/23	Bridge Street	Chestnut Mountain Road	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood
Champion Drive	N Canton Road	Thickety Road	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood
Richland Creek Greenway	Current Richland Creek Greenway termini near Waynesville Rec Center	Waynesville Greenway	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood
Raccoon Creek Greenway	Waynesville Greenway	Junaluska Elementary School	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood

Staff Report & Recommendations

Route	From	To	Project Description	County
Above the Mud Greenway Connector	Ecusta Trail	Oklawaha Greenway	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Mills River Valley Trail	NC 191	NC 191	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Oklawaha Greenway Extension	Oklawaha Greenway Southern Termini	Blue Ridge Community College	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Allen Branch Greenway	US 64	Clear Creek Greenway	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Brooklyn Avenue	NC 225	Old Spartanburg Highway	7 - Protected Linear Pedestrian Facility (Pedestrian)	Henderson
Church & King Street	US 176	N Main Street	8 – Multi-Site Pedestrian Facility (Pedestrian)	Henderson
Fanning Bridge Road	Underwood Road	US 25	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Bailey/Banjo Branch Greenway	Dr. Otis T Duck Greenway Northern Termini	Bailey Street	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Madison

Staff Report & Recommendations

New Transit Submittals

Route / Facility / Project Name	From / Cross Street / Location	Description	Specific Improvement Type	County(ies)
Transit Maintenance Facility	City of Asheville Service Area. Location is yet unknown.	Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment.	9 - Facility – Maintenance	Buncombe
Expansion Vehicles	City of Asheville Service Area	Ten (10) expansion vehicles to match service in the Transit Master Plan and improve service throughout the City by increasing headways and implementing new routes.	1 - Mobility (route-specific) - New Service	Buncombe
Transit Multimodal Facility	City of Asheville Service Area and routes provided by ART Current transit facility is 49 Coxe Ave	Construct a new transit multimodal facility to accommodation vehicles that pick-up and drop transit riders.	5 - Facility - Passenger Station	Buncombe

Staff Report & Recommendations

New Rail Submittals

Route	From	To	Improvement Type	County(ies)
Norfolk Southern Line	NC 251 (Riverside Drive)	-	3 – Highway-Rail Crossing Improvement	Buncombe
Norfolk Southern Line	Asheville (near Biltmore Village)	Salisbury	5 – Passenger Rail Service	Buncombe, McDowell, Burke, Catawba, Iredell, Rowan

TCC Recommendations: Approve the Draft Submittals for P 7.0

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4G:

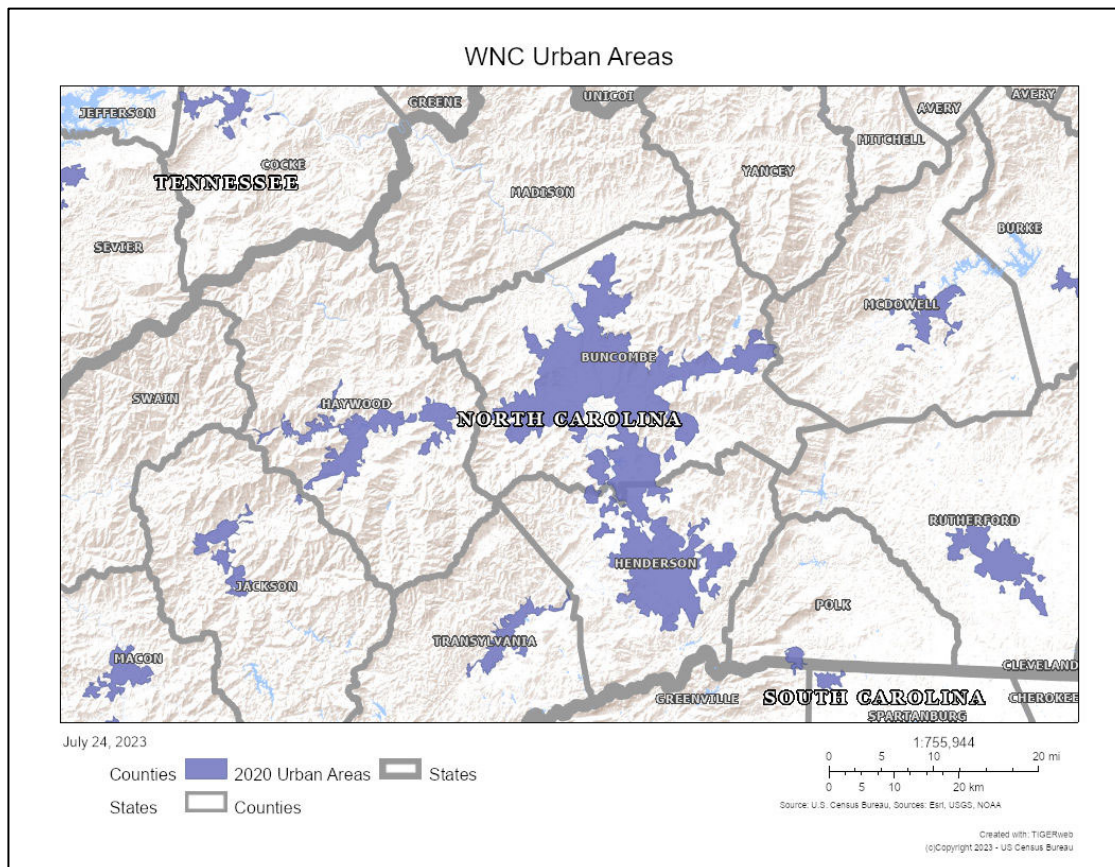
French Broad River MPO Planning Area

MPO Planning Area Boundaries

In follow up to the discussion on the US Census Bureau's Urban Areas as determined by the 2020 Decennial Census, MPO staff has developed what an updated Draft Planning Area for the French Broad River MPO.

What Changed with the 2020 Census Urban Area?

A number of criteria used for determining the urban area were changed. For our area, the most significant change involved hops and jumps, which are considerations for bridging areas or urbanization. The hops and jumps were reduced and large areas of the 2010 Asheville Urban Area, including Haywood County and parts of Madison County, were removed from the 2020 Asheville Urban Area.



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Long-Range Transportation Plan • Transportation Improvement Program

Highway Planning • Bicycle and Pedestrian Planning • Transit Planning • Air Quality

Public Involvement

Staff Report & Recommendations

How Are MPO Planning Areas Determined?

The regulations require that the MPO Planning Area include the Urban Area as well what is anticipated to urbanize in the next 20 years. Beyond that, there are not many requirements. In discussions with other MPOs from across the country, most MPO's tend to determine their planning boundaries by taking any census tract or census block group intersecting the urban area and make those census tracts/block groups their boundary.

How Was the Draft Planning Area Drawn for the French Broad River MPO?

Each of the counties in the region have been approached somewhat differently based on unique considerations but generally the planning area was determined pulling in any block group that intersects the Asheville Urban Area, Canton Urban Area, or Waynesville Urban Area (within Haywood County.)

Buncombe County

Situation: Buncombe County is primarily within the urban area but is a member of both the MPO and RPO.

Boundary Development: any block group intersecting the urban area was made part of the Draft Planning Area.

Changes: some territory was added in Eastern Buncombe due to a simplified methodology. The current boundaries are somewhat arbitrary and not built on any census geography. One block group in NW Buncombe was removed from the MPO and added to the RPO due to a lack of urban area. No changes in member jurisdiction.

MPO Population: 258,694

Haywood County

Situation: Haywood County, after being part of the Asheville Urban Area since 2000, has no part of the Asheville Urban Area due to changes in the 2020 Census. Instead there are two small urban areas- Canton and Waynesville. However, there is a very high likelihood Haywood County will rejoin the Asheville Urban Area within the next 20 years.

Boundary Development: MPO staff met with County and municipal representatives and they requested to stay within the MPO. All block groups that intersected Canton or Waynesville Urban Areas were brought into the MPO Planning Area (note: part of the Waynesville Urban Area goes into Jackson County. This was not considered or discussed with Jackson County.) One block group that intersected Waynesville Urban Area was not added at the request of Land of Sky RPO.

Changes: a significant amount of land south of Canton and Clyde with roughly 3,600 residents will change from MPO to RPO but some land north and south of Waynesville with roughly 1,100 residents will change from RPO to MPO. No change in member jurisdictions.

MPO Population: 51,673

Henderson County

Situation: Henderson County elected to be fully within the MPO in 2010. The urbanized area changed somewhat within Henderson but the County retains a significant amount of Asheville Urban Area.

Staff Report & Recommendations

Boundary Development: all of Henderson County is considered part of the MPO Draft Planning Area.

Changes: No Changes

MPO Population: 116,281

Madison County

Situation: Madison County joined the MPO and Asheville Urban Area after the 2010 Census but fell out of the Asheville Urban Area in 2020.

Boundary Development: Madison County and the Town of Mars Hill requested to stay within the MPO. All block groups that intersect the Town of Mars Hill were added as well as an additional block group (371150106021) in order to keep P 7.0 submittals within the MPO.

Changes: three block groups will move from MPO to RPO and the population within the MPO will be reduced by roughly 3,600. No changes in member jurisdictions.

MPO Population: 5,834

Transylvania County

Situation: Transylvania County is currently a non-voting member of the MPO due to a small enclave from the Asheville Urban Area in the 2010 Census. This enclave was removed from the Asheville Urban Area in 2020.

Boundary Development: Transylvania County was removed from the MPO Planning Area.

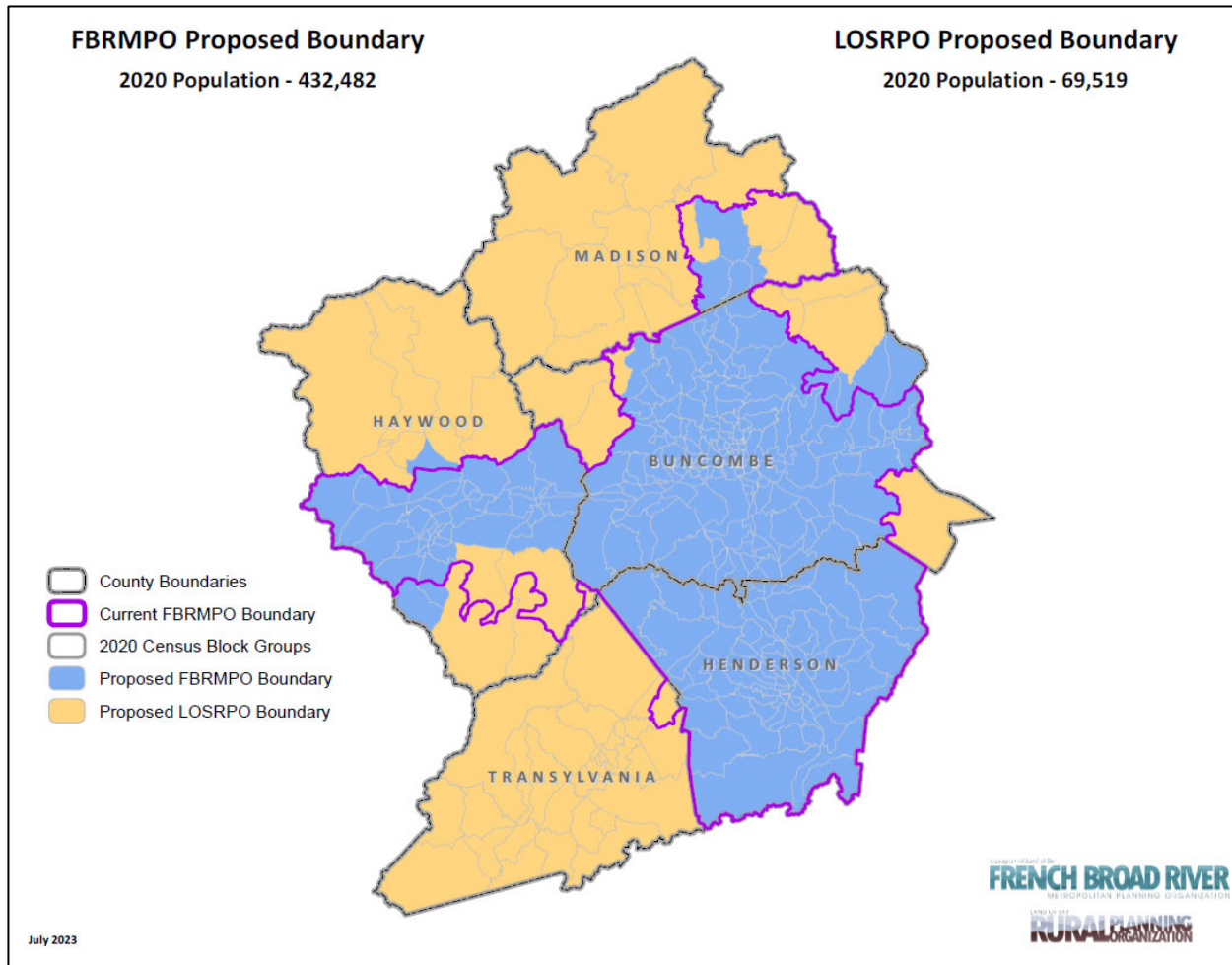
Changes: no part of Transylvania County is part of the MPO Planning Area. One block group with approximately 1,100 residents will switch from MPO to RPO.

MPO Population: 0

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations



TCC Recommendation: Approve the New MPO Planning Area

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2023/07/Div13_August_Updates.pdf

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2023/07/Div14_August_Updates.pdf

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

FHWA Bipartisan Infrastructure Law Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

FTA Bipartisan Infrastructure Law Website: <https://www.transit.dot.gov/BIL>

NCDOT TPD NEWS



NCDOT Transportation Planning Division (TPD) Newsletter

August 2023

TPD Statewide Initiatives

Below is a list of current initiatives being undertaken by NCDOT.

NC Year of the Trail

In 2021, North Carolina's General Assembly passed a bill designating 2023 as NC Year of the Trail. Trails and greenways are a vital part of community infrastructure, providing significant health, economic, and transportation benefits, and are the cornerstone of North Carolina's \$11.8 billion outdoor recreation industry. For more information, visit <https://greattrailsnc.com/>

N.C. Freight Plan

The Statewide Multimodal Freight Plan Update was adopted by NCDOT on February 7, 2023. The plan can be viewed on the following website: <https://tinyurl.com/46pnaczz>

National Electric Vehicle Infrastructure (NEVI)

Established by the Bipartisan Infrastructure Law, the NEVI Program provides nearly \$5 billion from July 2022-June 2027 to help states create a network of 500,000 electric vehicle charging stations along designated alternative fuel corridors. North Carolina expects to receive up to \$109 million to build out EV infrastructure along its approved corridors.

NCDOT is facilitating networking opportunities to introduce and connect stakeholders who may want to partner on charging station development and infrastructure. The networking is intended solely for those companies interested in being part of EV charging station deployment teams in response to NCDOT's upcoming procurement process.

More information on the NEVI website: <https://tinyurl.com/bdcp9n24>

Freight Bottlenecks

There are several federal transportation related legislative bills currently under consideration in Washington, D.C. including proposed regulations focused on truck parking safety, railroad safety and operations, and freight corridor permitting. The Truck Parking Safety Improvement Act aims to expand truck parking availability and access through authorizing appropriations for USDOT to provide commercial motor vehicle parking on the federal aid highway system. The funding will be provided via competitive grants to states, MPOs, local or tribal governments with the federal government providing up to 100% of the funding for eligible projects. Truck parking regularly ranks amongst survey responses from drivers as the number one issue of concern while it is also considered a top-10 concern by motor carriers.

"Connecting people, products, and places safely and efficiently with customer focus, accountability, and environmental sensitivity to enhance the economy and vitality of North Carolina...."

- NCDOT Mission Statement

Safety News

NC Dept of Insurance Safety Message

The Commissioner also offers these safety tips as students and teachers head back to school:

For pedestrians:

Walk on the sidewalk. If there is no sidewalk and you must walk in the street or road, walk facing traffic.

Before crossing the street, stop and look left, right and left again to see if cars are coming. Never dart out in front of a parked car.

Parents: Practice walking to school with your child, crossing streets or crosswalks when available.

Never walk while texting or talking on the phone.

Do not walk while using headphones.

"You have to work hard to get your thinking clean to make it simple. But it's worth it in the end because once you get there, you can move mountains."

-Steve Jobs

NCDOT Overall News

Ecusta Trail Funding

The U.S. Department of Transportation's Federal Highway Administration (FHWA) announced the project to construct the Ecusta Trail between Brevard and Hendersonville will receive \$21.4 million through its Nationally Significant Federal Lands and Tribal Transportation Projects (NSFLTP) grant program.

The announcement comes a week after USDOT earmarked the same project for \$24.5 million in Rebuilding American Infrastructure with Sustainability and Equity, or RAISE, grant funding through the Bipartisan Infrastructure Law. That brings the combined discretionary grant funding total to \$45.9 million for the Ecusta Trail.

Contact Us

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NC By Train Ridership Breaks Record

In 2022, ridership aboard NC By Train was the highest in its 32-year history. "The increase in ridership in 2022 and the beginning of 2023 shows that people love NC By Train and want more," said Transportation Secretary Eric Boyette. "We're happy to provide our customers with more trains and new schedule options."

So "NC By Train" launched a new service and schedule changes in July. The improvements include more departures and some reduced travel times for passengers between Raleigh and Charlotte. New early morning service southbound operates as an express route with limited stops and scheduled trip times under three hours.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program

\$9 million to the Walk NC: Creating Safer Crossings project in a large swath of rural North Carolina. This project will add pedestrian countdown signals, crosswalks and accessible routes at signalized intersections in 15 communities. The project also will add signal timing improvements and address some sidewalk gaps.

\$8.6 million for Lumberton to fund the construction of 2 miles of improvements. The project will add two roundabouts, new crossings at pedestrian refuge islands and other safety and mobility improvements in an area of persistent poverty.

\$24.5 million to construct the 18-mile shared use Ecusta Trail along an unused rail corridor and repair or replace railroad trestles for bicycle and pedestrian use. When it's complete, the path will be a safe alternative to many cyclists and pedestrians who would otherwise have to share winding mountain roads with vehicles.

Living Shoreline Completed at NC Coast

NCDOT continues its efforts to increase resiliency for the state's highway infrastructure. In a first of its kind project for the department, NCDOT and its partners have completed a living shoreline along N.C. 24 in Swansboro. The construction included removing stone and asphalt, restoring marsh vegetation, and installing an artificial reef, which in the coming months will bring oysters. A natural design like this is not only more resilient during a storm, but also more cost-effective and sustainable.

NCDOT Cash Report

NCDOT Cash Watch Number Report for July 28, 2023, reached \$2,267,951,704 in Unreserved Cash roughly split 63/37 between the Highway Fund and the Highway Trust Fund.

FHWA Updates – August 2023

USDOT Announces \$3.3 Billion in Available Funding for Communities and Neighborhoods

On July 5, 2023, the U.S. Department of Transportation (USDOT) [announced](#) the availability of more than \$3.3 billion in funding through the [Reconnecting Communities and Neighborhoods \(RCN\) Grant Program](#). The RCN Grant Program combines \$198 million from the [Reconnecting Communities Pilot \(RCP\) Program](#) and \$3.15 billion from the [Neighborhood Access and Equity \(NAE\) Program](#) into one [notice of funding opportunity \(NOFO\)](#). While applicants may choose to apply for only one grant program, this combined solicitation allows applicants to apply for both funding opportunities by submitting one application. The application deadline is September 28, 2023.

Application Deadlines Approaching for Other USDOT Discretionary Grant Opportunities

Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the USDOT:

- [August 1, 2023](#) – Wildlife Crossings Pilot Program (WCPP);
- [August 18, 2023](#) – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program;
- [August 21, 2023](#) – Multimodal Project Discretionary Grant (MPDG) Program, which includes:
 - [National Infrastructure Project Assistance \(Mega\) Program](#),
 - [Infrastructure for Rebuilding America \(INFRA\) Program](#), and
 - [Rural Surface Transportation Grant \(Rural\) Program](#); and
- [September 28, 2023](#) – Rural and Tribal Assistance Pilot Program.

USDOT Launches New Project Delivery Toolbox for Transportation Infrastructure Investments

On July 26, 2023, the [USDOT Project Delivery Center of Excellence](#) launched the [Project Delivery Toolbox](#) to help accelerate completion of transportation infrastructure investments – on time, on task, and on budget. The toolbox aims to be a central repository for project delivery information and best practices across USDOT, and its resources are organized across 8 topic areas: (1) Public Engagement, (2) Environmental Considerations, (3) Equity Considerations, (4) Project Management, (5) Financing, (6) Pre-Construction Consideration, (7) Risk Management, and (8) Construction Considerations.

FTA Announces \$20 Million in Awards for Areas of Persistent Poverty

On July 20, 2023, the Federal Transit Administration (FTA) [announced](#) \$20 million in awards for 47 communities through the [Areas of Persistent Poverty \(AoPP\) Program](#). The awards will help improve public transportation options in areas experiencing long-term economic distress.

FHWA Announces \$130 Million in Awards for Federal Lands and Tribal Projects

On July 6, 2023, the Federal Highway Administration (FHWA) [announced](#) \$130.5 million in awards for seven projects through the [Nationally Significant Federal Lands and Tribal Transportation Projects](#)

[\(NSFLTP\) Program](#). FHWA also announced the availability of more than \$88 million in funding through the next round of the NSFLTP Program. Applications are due to [Grants.gov](#) by November 6, 2023.

FHWA Announces Nearly \$21 Million in Awards to Improve Road Safety on Tribal Lands

On July 20, 2023, FHWA [announced](#) \$20.9 million in awards for 88 projects through the [Tribal Transportation Program Safety Fund \(TTPSF\)](#). Applications for the Fiscal Year 2024 funding cycle will be accepted October 1, 2023 through January 15, 2024. More information is available [here](#).

FHWA Publishes High-Level Findings from the 2023 National Complete Streets Assessment

On June 30, 2023, the FHWA Office of Planning published [high-level findings](#) from the 2023 National Complete Streets Assessment (NCSA), an effort to establish a national baseline of Complete Streets, active transportation, and similar efforts. The NCSA found that states have individually developed, implemented, and matured their Complete Streets principles and programs based on best practices and local initiatives. Furthermore, states have matured their Complete Streets practices through related initiatives including context sensitive solutions, practical design, community connections, sustainable transportation planning principles, and the development of their multimodal networks. More information is available [here](#).

FHWA Publishes Fact Sheet on MPO Target Setting and Reporting for the CMAQ Program

On July 12, 2023, the FHWA Office of Natural Environment published a [one-page fact sheet](#) for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program's on-road mobile source emissions performance measure under [23 CFR 490 Subpart H](#). The fact sheet highlights the target setting and reporting requirements, processes, and timelines for metropolitan planning organizations (MPOs).

FHWA Publishes Resources on Electric Bicycle Trends, Impacts, and Case Studies

The FHWA Office of Human Environment recently published a [collection of resources](#) on electric bicycle trends, impacts, and case studies. Electric bicycles present an opportunity to reduce car travel, improve health, and increase access for traditionally underserved populations; however, the relationship between electric bicycles and safety, infrastructure, equity, and the environment is not fully understood and remains of interest to decisionmakers and potential riders.

FHWA Publishes Global Benchmarking Report on Improving Pedestrian Safety on Urban Arterials

The FHWA Office of International Programs recently published a report entitled, "[Improving Pedestrian Safety on Urban Arterials: Learning from Australasia](#)," through the Global Benchmarking Program. The report identifies effective approaches and innovations used by both Australia and New Zealand to reduce pedestrian injuries and fatalities on urban arterial roadways.

NCHRP Publishes Synthesis Report on Electric Vehicle Charging Strategies and Programs

The National Cooperative Highway Research Program (NCHRP) recently published a synthesis report on "[Electric Vehicle Charging Strategies and Programs](#)." The report documents current strategies and

practices in use by state transportation agencies to facilitate and coordinate the provision and operation of electric vehicle charging facilities. More information is available [here](#).

Upcoming Webinars on Census Implementation, Resilience Planning, and Peer Exchanges

Here is the registration information for three upcoming webinars in August:

- [August 1, 2023 – 2020 Census Implementation in Transportation Planning](#),
- [August 3, 2023 – Resilience Improvement Plans: Best Practices & Requirements](#), and
- [August 9, 2023 – Transportation Planning Capacity Building \(TPCB\) Peer Exchange Program](#).

Staff Report & Recommendations

Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met on August 3rd

Points of Discussion:

- P 7.0 Submittal List
- MPO Boundaries
- Environmental Justice

Transit Operators' Workgroup— last met on May 15th;

Points of Business/Discussion:

- **May 15 Agenda:**
 - **5307 funding updates**
 - For 5307 funding, Haywood County leaving Urbanized Area in FY 2024.
 - For FY 2022, FY 2023, Haywood County is still eligible for 5310, 5307 funds.
 - FY 2024 funds are the start of 5311 (Rural) funds, plus state Rural Operating Assistance Program (ROAP) funds for Haywood County.
 - FY 2025 and beyond, new State formula for 5311 funds? (NCDOT-IMD to discuss, no committee at this time)
 - **Henderson County Transit Plan update**
 - **Joint City of Asheville-Buncombe County Transit Plan update** (\$300,000 from each entity, for \$600,000 total study)
 - **NCDOT-IMD, Coordinated Regional Transit Plan**, for French Broad River MPO and Land of Sky RPO, status (Bryan Lopez, NCDOT-IMD and AECOM)

5307 Subrecipient Workgroup- met on April 4, 2023

Points of Business/Discussion:

- Updated Urbanized Areas (UZAs) from US Census finalized and published January 9, 2023
- Asheville UZA land area shrank from 262 to 250 sq. mi., population increased from 279,201 to 285,495; new UZAs: Waynesville, 24,285 pop.; Canton, 8,812 pop., Brevard, 13,059 pop.
- FY 2023 allocations:
 - City of Asheville, 42.6%
 - Buncombe County, 28.6%
 - Haywood County, 8.3%

Staff Report & Recommendations

- Henderson County, 20.4%
- FY 2024 allocations (proposed):
 - City of Asheville, 46.8%
 - Buncombe County, 32.0%
 - Haywood County, n/a
 - Henderson County, 21.2%
- Discussion of 5307 Sub-Recipients allocation formula; MPO staff and Work Group members agreed to the following approach:
 - No new funding formula study at this time in light of Henderson County and Asheville-Buncombe County transit studies underway.
 - Keep the formula the same, albeit with updated FTA National Transit Database (NTD) operational data, but not population data from ESRI Community Analyst; only official US Census population data is the preferred source for population data.

Citizens' Advisory Committee- next meeting TBD

Hellbender Trail Stakeholder Group/Regional Trail Forum Updates- last meeting October 6th; next meeting TBD

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

MPO Studies Status

Study	Managing Entity	Year Programmed	Status
Asheville Bike/Ped Counters	City of Asheville	2016	Closed- Q4, 2023
Reed Creek Greenway Feasibility Study	City of Asheville	2023	Underway
2050 Socio-Economic Projections	FBRMPO	2023	Consultant Selected
CTP/MTP Update	FBRMPO	2024	RFLOI Being Drafted
Safe Streets for All Regional Action Plan	FBRMPO	2024	RFLOI Being Drafted
Patton Avenue Corridor Study	City of Asheville	2023	Consultant Selected
Ridgecrest Connector Greenway Feasibility Study	Town of Black Mountain	2023	Consultant Selected
Cane Creek Greenway Study	Town of Fletcher	2024	Agreement Being Drafted
Woodfin-Weaverville Greenway Study	Town of Woodfin	2024	Agreement Being Drafted
Buncombe County Multimodal Master Plan	Buncombe County	2024	Agreement Being Drafted
Hellbender Implementation Plan	FBRMPO	2024	Not Started
Regional ITS Plan	FBRMPO	2024	Not Started
Travel Survey/Model Upgrades	FBRMPO	2024	Not Started
Staffing & Implementation Study	FBRMPO	2024	Not Started

Additional Items:

Recommended Actions: Accept the reports.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6E:

Legislative Updates