OVERVIEW & AGENDA

1. History & Purpose
2. How the MPO Works
3. Transportation Planning
4. Transportation Funding
   (BREAK)
5. Early Engineering & Complete Streets (Hannah Smith, NCDOT Division 13)
6. Travel Demand Model & Traffic Forecasts (Daniel Sellers, NCDOT Transportation Planning Division)
7. Project Implementation (Steve Williams, NCDOT Division 14)
WHAT IS A METROPOLITAN PLANNING ORGANIZATION?
WHAT IS A METROPOLITAN PLANNING ORGANIZATION?

“The forum for cooperative transportation decision making for the metropolitan planning area”

Source: 23 CFR Part 450.104
WHAT IS A METROPOLITAN PLANNING ORGANIZATION?

“The forum for cooperative transportation decision making for the metropolitan planning area”

Source: 23 CFR Part 450.104

Why do we need a forum?
Recognition that transportation considerations have been more regional
The federal government wants to make sure its funds were being put towards regional priorities IN A PLAN
Lots of needs, limited funding -> regions need to prioritize
REGIONAL CONSIDERATIONS ARE NEEDED

- Economic ties and needs for services go beyond jurisdictional boundaries
Percent of Residents Working and Living in the Same County, 2002 v 2019

Regional considerations are needed.
MPOS, A BRIEF HISTORY

- Conflicts between state and local agencies led to a need for better coordination & planning
MPOS, LEGAL ORIGIN

- Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning.
- The Act required transportation projects in urbanized areas of 50,000 or more in population be based on a “3C”, Continuous, Comprehensive and Cooperative planning process if using federal funds.
FEDERAL TRANSPORTATION PLANNING PROCESS
FEDERAL TRANSPORTATION PLANNING PROCESS

COMPREHENSIVE  COOPERATIVE  CONTINUOUS
FEDERAL TRANSPORTATION PLANNING PROCESS

Cookies and food are not eligible expenses for MPO funds

COMPREHENSIVE  COOPERATIVE  CONTINUOUS
MAJOR LAWS SINCE 1990

- **1991**: ISTEA (Intermodal Surface Transportation Efficiency Act)
- **1998**: TEA-21 (Transportation Equity Act- 21st Century)
- **1999**: North Carolina mandates Comprehensive Transportation Plans (CTPs)
- **2000**: MPOs recognized in State Law (NCGS 136.200.1)
- **2001**: recognizes MPOs as regional planning entity for MPO area (NCGS 136.66.2(a))
- **2005**: SAFTEA-LU (Safe, Accountable, Flexible Transportation Equity Act- Legacy for Users)
- **2012**: MAP-21 (Moving Ahead for Progress in the 21st Century)
- **2015**: FAST Act (Fixing America's Surface Transportation)
- **2021**: Infrastructure Investment and Jobs Act
MPO PLANNING REQUIREMENTS

- Establish a setting for effective decision-making
- Identify and evaluate transportation improvement options
- Prepare and maintain a Metropolitan Transportation Plan (MTP)
- Develop a Transportation Improvement Program (TIP)
- Identify performance measure targets and monitor progress
- Involve the public
WHAT IS AN MPO?

• An organization that:
  • Determines Transportation Planning Priorities
  • Certifies the Federal Planning Process is Being Followed
  • Engages the Public
  • Provides a Forum for Decision-Making
THE MPO’S PRIMARY PRODUCTS

<table>
<thead>
<tr>
<th>UPWP</th>
<th>MTP</th>
<th>TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Unified Planning Work Program</td>
<td>• Metropolitan Transportation Plan</td>
<td>• Transportation Improvement Program</td>
</tr>
<tr>
<td>• Determine the Tasks Needed to Plan the</td>
<td>• Determine Long-Range Goals and Priorities</td>
<td>• Determine the best use of available</td>
</tr>
<tr>
<td>Transportation Network</td>
<td>(Projects) for the Transportation</td>
<td>transportation funding for the region</td>
</tr>
<tr>
<td></td>
<td>Network</td>
<td></td>
</tr>
</tbody>
</table>
• 19 MPOs in North Carolina (one is mostly in South Carolina) + New MPO in Pinehurst
THE (BIGGER) KAHUNAS: TMAS (TRANSPORTATION MANAGEMENT AREAS)

- MPOs over 200,000 in urbanized population get access to additional funds but have greater reporting and planning responsibilities (CMP)
<table>
<thead>
<tr>
<th>NAME</th>
<th>POP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlotte, NC</td>
<td>1,379,873</td>
</tr>
<tr>
<td>Raleigh, NC</td>
<td>1,106,646</td>
</tr>
<tr>
<td>Winston-Salem, NC</td>
<td>420,924</td>
</tr>
<tr>
<td>Durham, NC</td>
<td>396,118</td>
</tr>
<tr>
<td>Greensboro, NC</td>
<td>338,928</td>
</tr>
<tr>
<td>Fayetteville, NC</td>
<td>325,008</td>
</tr>
<tr>
<td>Myrtle Beach--North Myrtle Beach, SC--NC</td>
<td>298,954</td>
</tr>
<tr>
<td>Asheville, NC</td>
<td>285,776</td>
</tr>
<tr>
<td>Concord, NC</td>
<td>278,612</td>
</tr>
<tr>
<td>Wilmington, NC</td>
<td>255,329</td>
</tr>
<tr>
<td>Hickory, NC</td>
<td>201,511</td>
</tr>
</tbody>
</table>
HOW THE MPO WORKS

MPO Orientation 2024
MPO PLANNING AREA
FRENCH BROAD RIVER MPO

- Began in 1966
- Centered around Asheville
- Grew to include Henderson & Haywood in 2000, Madison in 2010
URBANIZED AREA (UZA)

- a densely settled core of census tracts and/or census blocks that meet minimum population density requirements,
- along with adjacent territory containing non-residential urban land uses
- as well as territory with low population density included to link outlying densely settled territory with the densely settled core.
The French Broad River MPO did not draw these boundaries. They are done by the US Bureau of the Census, and the MPO is bound to do transportation planning for those areas per 23 USC § 134(e)(2)(A):

• (2) Included area.— Each metropolitan planning area—

• (A) shall encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan
THE NEGOTIABLE PART THAT MATTERS: THE METROPOLITAN PLANNING AREA

- In addition to the Census-designated UZA, the MPO is bound to do transportation planning for additional areas per 23 USC § 134(e)(2)(A):

(2) Included area.— Each metropolitan planning area—

(A) shall encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan
FRENCH BROAD RIVER MPO

- Began in the 1966
- Centered around Asheville
- Grew to include Henderson & Haywood in 2000, Madison in 2010
## Changes to the 2020 Urbanized Area Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>2010 Census Criteria</th>
<th>2020 Census Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification of Initial Urban Area Cores</td>
<td>Census tracts and blocks meeting population density, count, and size thresholds. Use of land cover data to identify territory with a high degree of impervious land cover.</td>
<td>Census block or aggregation of census blocks with a housing unit density of 425. Use of land cover data to identify territory with a high degree of impervious land cover.</td>
</tr>
<tr>
<td>Qualifying Urban Areas</td>
<td>Based on a minimum threshold of 2,500 people.</td>
<td>Based on a minimum threshold of 2,000 housing units or 5,000 people.</td>
</tr>
<tr>
<td>Urban Area Type</td>
<td>Urbanized areas and urban clusters identified using a 50,000-population threshold.</td>
<td>Urban areas are no longer distinguished as either an “urbanized area” or an “urban cluster.” All qualifying areas are designated as an “urban area.”</td>
</tr>
<tr>
<td>Inclusion of Noncontiguous Territory via Hops and Jumps</td>
<td>Maximum hop distance 0.5 miles, maximum jump distance 2.5 miles. Intervening low-density jump corridor blocks included in urban area.</td>
<td>Maximum hop distance 0.5 miles, maximum jump distance 1.5 miles. Intervening low-density jump corridor blocks not included in urban area.</td>
</tr>
</tbody>
</table>
CHANGES IN THE URBAN AREAS

- [https://www.arcgis.com/home/webmap/viewer.html?webmap=bdoe7dcb4bf44f8694e1f100bc044ff9&extent=-83.7275,35.0026,-81.6992,36.0964](https://www.arcgis.com/home/webmap/viewer.html?webmap=bdoe7dcb4bf44f8694e1f100bc044ff9&extent=-83.7275,35.0026,-81.6992,36.0964)
- 1.83% increase in urbanized population

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>280,648</td>
<td>285,776</td>
</tr>
<tr>
<td>Square Miles</td>
<td>264.88</td>
<td>248.58</td>
</tr>
</tbody>
</table>
**ASHEVILLE UZA**

- 1.83% increase in urbanized population

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<td>Square Miles</td>
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<td>248.58</td>
</tr>
<tr>
<td>MPO Population</td>
<td>414,000</td>
<td>440,041</td>
</tr>
</tbody>
</table>
### NC Urbanized Population

- 10.52% increase in urbanized population

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urbanized Population</td>
<td>6,301,756</td>
<td>6,964,727</td>
</tr>
<tr>
<td>Urbanized % of Total Population</td>
<td>66.1%</td>
<td>66.7%</td>
</tr>
</tbody>
</table>
FRENCH BROAD RIVER MPO

- Began in 1966
- Centered around Asheville
- Grew to include Henderson & Haywood in 2000, Madison in 2010
FBRMPO
ADMINISTRATIVE DOCUMENTS

- Memorandum of Understanding- agreement between member governments on the make-up and general governance of the MPO
- Bylaws- determines voting, membership and procedures for administering MPO responsibilities
- Public Involvement Policy- sets the minimal amount of public involvement required for MPO tasks
WHO IS THE MPO? WHAT’S MY ROLE?

- The MPO is a partnership—the MPO is YOU!
- We rely heavily on local governments to provide input on the local perspective, relay information to get people involved, NCDOT to provide technical input and State perspective, transit agencies, and the public

Provide Local Priorities & Perspective to Regional Discussions

Relay Regional Initiatives and Discussions to Locals to Get Them Involved/Aware
MPO Structure

**MPO Professional Staff**
- US DOT
- NC DOT
- Local Governments

**TCC**
The members of the Technical Coordinating Committee (TCC) are staff representatives from the 23 local governments, staff from the North Carolina Department of Transportation, and representatives of other local transportation and planning agencies. The TCC does not take final action. The committee makes recommendations to the Board.

**MPO Board**
The MPO Board is the policy board for the MPO. Its members are elected officials from each of the 23 local governments, and representatives from the NC DOT Board of Transportation. The Board is responsible for final approval of the Long Range Transportation Plan, the Metropolitan Transportation Improvement Program, the Priority Needs List, and the Unified Planning Work Program. The Board also serves as a forum for public input.

**Advocacy / Stakeholder Groups**
- Subcommittees: Prioritization, Planning, CAC
- Workgroups: Transit, Complete Streets, Data

**Public / Taxpayers**
MPO BOARD

- **Membership**
  - Elected Officials from Member Local Governments (Every Local Government has a Board Seat)
  - NC Board of Transportation representatives
  - Representatives for Rural and Urban Transit systems
  - Formerly Known as Transportation Advisory Committee (TAC)
STATE ETHICS REQUIREMENTS FOR MPO BOARD MEMBERS

- Every voting MPO Board and RPO TAC member is required to file a **Statement of Economic Interest by April 15th** of each year
- New Board members must file prior to participating in the first meeting
**Membership**
- Appointed Staff from Member Local Governments
- NCDOT Division staff
- Staff from Transit Systems in the region

**Responsibilities**
- Advise the MPO Board on upcoming decisions
- **COORDINATE WITH YOUR MPO BOARD MEMBER!!!**
Prioritization
Project Prioritization & Steering Committee for Regional Plans
“Nitty-Gritty Subcommittee”
3 MPO Board members, 4 MPO TCC members

Citizens Advisory Committee
• Advises on public outreach strategies
• Meets quarterly
• Interested Citizens from the region

Transit Operators
• Advises on regional transit issues
• Staff from transit agencies in the region (Asheville, Henderson County, Haywood County, Madison County)

OTHER SUBCOMMITTEES
MPO STAFF

- Support the MPO Board, TCC, subcommittees
- Plan development and prioritization
- Policy research and recommendations
- Public outreach
- Data maintenance to support the above
- Land of Sky Regional Council is the Local Planning Agency
- Take part in NEPA/Merger discussions
FEDERAL & STATE REQUIREMENTS

FBRMPO Orientation 2024
FEDERAL REQUIREMENTS

Determines Funding Eligibilities, Allocations, Distribution, etc.

Determined by Federal Law (IIJA) and Regulations

- Three-C Process
- Planning Factors
- Performance Based Planning
THREE-C PLANNING

**Continuous**
- MTPs updated every 5 years
- TIPs updated every 4 years
- UPWP's updated every year

**Comprehensive**
- Include planning factors in federally required documents
- Look at internal/external, local/regional/extra-regional factors

**Cooperative**
- Maintain a setting that facilitates input from local governments, State agencies, Federal agencies, the public, and other impacted groups
PLANNING FACTORS

Increase the Safety of the Transportation System
Increase the Security of the Transportation System
Increase Accessibility & Mobility for People & Freight
Protect & Enhance the Environment
Promote Energy Conservation

Economic Vitality & Global Competitiveness
Improve Quality of Life for the Community
Enhance the Integration & Connectivity of the Transportation System
Emphasize the Maintenance of the Existing Transportation System
Promote Efficient Operations and Management

Enhance Travel & Tourism
Improve System Resiliency and Reliability
Promote Consistency Between Transportation and Housing Patterns
<table>
<thead>
<tr>
<th>TPM-Related Rules</th>
<th>Regulatory Chapter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide and Non-Metropolitan Planning; Metropolitan Planning</td>
<td>23 CFR 450 &amp; 771, 49 CFR 613</td>
</tr>
<tr>
<td>Safety Performance Measures (PM1)</td>
<td>23 CFR 490 (Subpart A &amp; B)</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>23 CFR 924</td>
</tr>
<tr>
<td>Highway Asset Management Plans for NHS</td>
<td>23 CFR 515 &amp; 667</td>
</tr>
<tr>
<td>Pavement and Bridge Condition Measures (PM2)</td>
<td>23 CFR 490 (Subpart A, C &amp; D)</td>
</tr>
<tr>
<td>Performance of the NHS, Freight, and CMAQ Measures (PM3)</td>
<td>23 CFR 490 (Sub. A, E, F, G, H)</td>
</tr>
<tr>
<td>Transit Asset Management Rule</td>
<td>49 CFR 625, 630</td>
</tr>
</tbody>
</table>

Establishes goals and TPM framework

**Highway Safety:**
Data collection, reporting, target setting and programming approach

**Highway Assets:**
Data collection, reporting, target setting and programming approach

**System Performance:**
Reporting and target setting for highway mobility, freight, and emissions

**Transit Assets:**
Data collection, reporting, target setting and programming for FTA recipients

Greenhouse Gas Emissions – COMING IN 2024!
CERTIFICATION REVIEW

- Required every four years
- Process that reviews the MPO’s work by FHWA and FTA to make recommendations, commendations, and findings
- Last certification review completed. .LAST WEEK!
TMA REQUIREMENTS

- Maintain a Congestion Management Process to develop metrics for identifying, monitoring, and addressing congestion in the TMA
- Recommends what corridors should have more or less tolerance for congestion
<table>
<thead>
<tr>
<th>THE MPO’S PRIMARY PRODUCTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UPWP</strong></td>
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<tr>
<td>• Unified Planning Work Program</td>
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<td>• Determine the Tasks Needed to Plan the Transportation Network</td>
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<td>• Transportation Improvement Program</td>
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<tr>
<td>• Determine the best use of available transportation funding for the region</td>
</tr>
</tbody>
</table>
MPO staff planning tasks and amount of funding allocated per task

MPO funding sources

Special Studies

Corridor Studies Program
Funding

- Metropolitan Planning Funds (from FHWA)
- Metropolitan Planning Funds (from FTA)
- State Planning & Research Funds
- STBGDA Flex Funds

Local Match:
- CONSISTENT
- WHEN NEEDED
- UNDERUTILIZED

UPWP

MPO

City (for Transit)

Special Studies
MPO Planning Funds

**Eligibilities**
- Up to 10% Engineering on Feasibility Studies
- Bike/Ped Plans
- Socio-Economic Projections
- Corridor Studies
- Small Area Plans
- Environmental Justice Studies
- Traffic Studies
- Economic Impact Studies

**Requirements**
- 20% Local Match (of the total)
- MPO & NCDOT staff participation
- Must follow the scope as programmed in the MPO’s UPWP
- Follow MPO, State, Federal procurement

MPO Opens Call for Projects → Local Govs Apply → MPO Selects Planning Projects → Project Programmed in the UPWP
Transportation Studies (80% Federal Funds, 20% Local Funds)

• Feasibility Studies
• Corridor Studies
• Small Area Plans
• Community Transportation Plans
• Other Transportation-Related Studies

• Recently Funded Studies
• Oklawaha Greenway Extension
• Mud Creek Greenway
• Bent Creek Greenway
• Asheville Transit Master Plan
• Richland Creek Greenway
• Biltmore/McDowell Corridor Study
• Regional Socio-Economic Projections to 2045
• Close the GAP Plan
• Patton Avenue Study
• Reed Creek Greenway Extension
• Ridgecrest Greenway Connector Study
• Woodfin-Weaverville Greenway Study
OTHER PLANNING FUNDS

• NCDOT Bike/Ped Planning Grants
• NCDOT Feasibility Studies
• Some FHWA & FTA Discretionary Grants
MPO BOARD CONSIDERATIONS

• Is the UPWP providing the resources needed to advance projects and enhance planning efforts?
TWO IMPORTANT THINGS TO KNOW ABOUT TRANSPORTATION PROJECTS
TWO IMPORTANT THINGS TO KNOW ABOUT TRANSPORTATION PROJECTS

Projects Don’t Move Quickly
TWO IMPORTANT THINGS TO KNOW ABOUT TRANSPORTATION PROJECTS

No Project Makes Everyone Happy
<table>
<thead>
<tr>
<th>Life of a Transportation Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>2050 Plan</td>
</tr>
<tr>
<td>• Statewide Vision</td>
</tr>
<tr>
<td>• Strategic Corridors</td>
</tr>
<tr>
<td>CTP</td>
</tr>
<tr>
<td>• 30+ Years</td>
</tr>
<tr>
<td>• No $ Constraint</td>
</tr>
<tr>
<td>MTP</td>
</tr>
<tr>
<td>• 25 Years, Used for AQ Determinations</td>
</tr>
<tr>
<td>• Based on Revenue Forecast</td>
</tr>
<tr>
<td>SPOT</td>
</tr>
<tr>
<td>• Scores Projects for Effectiveness</td>
</tr>
<tr>
<td>• Results go into STIP/TIP</td>
</tr>
<tr>
<td>STIP/TIP</td>
</tr>
<tr>
<td>• 0-5 and 6-10 Years</td>
</tr>
<tr>
<td>• Specific Funding Sources Identified</td>
</tr>
<tr>
<td>NEPA/Design</td>
</tr>
<tr>
<td>• Project alternatives are assessed</td>
</tr>
<tr>
<td>• Final project design and cost</td>
</tr>
<tr>
<td>Construction</td>
</tr>
<tr>
<td>• Project Let, Built</td>
</tr>
<tr>
<td>• Facility Opened</td>
</tr>
</tbody>
</table>

**CMP-informs the middle 3**
NC MOVES 2050

- Establishes a long-term vision for the state and an outline with specific goals/strategies for how that vision will be achieved, taking into account growth, funding, and technologies.

- Provides for the development and integrated management/operation of transportation systems and facilities.

- Includes public involvement.
BUT HOW DO SPECIFIC PROJECTS GO FROM PLANNING TO CONSTRUCTION?
LIFE OF TRANSPORTATION PROJECT

Comprehensive Transportation Plan (CTP)
30+ Years

Metropolitan Transportation Plan (MTP)
25 Years

(State) Transportation Improvement Program (S)TIP
10 Years

SPOT Prioritization

ROAD CONSTRUCTION AHEAD
BUREAUCRACY SIMPLIFIED

- Identify Needs
- Prioritize Needs
- Execute Priorities
BUREAUCRACY SIMPLIFIED

- Identify Needs
- Prioritize Needs
- Execute Priorities
COMPREHENSIVE TRANSPORTATION PLAN (CTP)

- Codified in NCGS 136-66.2; it also specifies that an area must have a land development plan
- CTPs show highway, transit/rail, and bicycle/pedestrian modes; Specifics on access controls for highways (is it a freeway, expressway, boulevard, etc.)
- Mutual MPO and BOT Adoption
- No financial constraint, but must meet NEPA “Problem Statement” threshold
C28   Kanuga Road (SR 1127) – US 25 Bus (Church Street) to Little River Rd (SR 1123)

Purpose and Need
Most trips to and from the southwestern portion of the county rely on this 2-lane facility. Furthermore, Henderson County plans identify the intersection of Kanuga and Price Roads as a commercial center. Geographic features and existing development constrain both the width and alignment of this facility. However, volumes already exceed practical capacity at some locations, and are predicted to grow from 12,400 vpd in 2005 to 14,100 vpd in 2030. In addition, three locations included in this project are averaging ten or more crashes per year.

Recommendation
Add turn lanes, widen shoulder and improve geometrics and intersection operations as appropriate. Coordinate with highway projects C19, C26, C27, and C29 and bicycle projects C13 and C16.

C29   Erkwood Drive (SR 1164) – Kanuga Road (SR 1127) to NC 225 (Greenville Highway)

Purpose and Need
Erkwood Drive forms one segment of what is functionally an “inner loop” around central Hendersonville, comprised of a series of 2-lane streets. Listed in clockwise order from the north, they are:

- Berkeley Road
- East Duncan Hill Road
- Dana Road
- Tracy Grove Road
- Airport Road
- Shepard Street
- Erkwood Drive
- State Street
- Hebron Street
- West Lake Avenue
- Blythe Street

Additional/alternative segments include:

- Shows purpose and need of projects in the region
- Little detail- starting point for planning specific projects
METROPOLITAN TRANSPORTATION PLAN (MTP)

Long-range transportation plan that focuses on current and future needs.

The FBRMPO’s 2045 MTP looks at the 25 year planning horizon and serves as a regional blueprint for creating a network of road, bicycle and pedestrian, transit, and rail connections to meet the needs of a growing region.
THE MPO’S PRIMARY PRODUCTS

**UPWP**
- Unified Planning Work Program
- Determine the Tasks Needed to Plan the Transportation Network

**MTP**
- Metropolitan Transportation Plan
- Determine Long-Range Goals and Priorities (Projects) for the Transportation Network

**TIP**
- Transportation Improvement Program
- Determine the best use of available transportation funding for the region
WHAT IS IN AN MTP?

- Mission, Vision, Goals, and Objectives
- Growth Trends; Land Use, Population & Employment, Travel & Economic Activity Assumptions; Resiliency and Challenges
- Analysis of Transportation Network Including Safety, Freight, Congestion, Maintenance, Bicycle/Pedestrian, Transit, Rail, and Aviation.
- Financial Planning Component for All Improvements Anticipated Through Funding Year 2045.
- Project Impacts
- Public Input
MTP REQUIREMENTS

ALL FEDERALLY FUNDED PROJECTS OR PROJECTS THAT NEED FEDERAL ACTIONS ARE REQUIRED TO BE IN THE MTP
PLANNING FACTORS

- Increase the Safety of the Transportation System
- Increase the Security of the Transportation System
- Increase Accessibility & Mobility for People & Freight
- Protect & Enhance the Environment
- Promote Energy Conservation
- Economic Vitality & Global Competitiveness
- Improve Quality of Life for the Community
- Enhance the Integration & Connectivity of the Transportation System
- Emphasize the Maintenance of the Existing Transportation System
- Promote Efficient Operations and Management
- Enhance Travel & Tourism
- Improve System Resiliency and Reliability
FINANCIAL PLANNING
MODELING
Travel Demand Model
MTP- BOARD CONSIDERATIONS

- Is this project/are these projects the priorities for our region?
TRANSPORTATION FUNDING

MPO Orientation 2024
There are NO County Roads in North Carolina (with a couple of exceptions)
- NCDOT took over county roads in 1931
- Second largest road network in the county (behind Texas)
- State funding is not allowed to go towards stand-alone bicycle & pedestrian projects (STI law)
FUNDING SOURCES

- About 75% of funding comes from State sources
- About 25% of funding comes from Federal sources
HIGHWAY FUNDING

Highway Fund

· Focuses on maintenance activities: bridge replacements, resurfacing, paving unpaved roads, etc.

· Provides Powell Bill Funding annually to municipalities with a municipal road network

Highway Trust Fund

· Focuses on Capital Improvements programmed through STI/Prioritization
Revenues and Expenditures

**Highway Fund**
- Maintenance
- Operations
- 60% of Costs

**Trust Fund**
- Capital Projects
- 40% of Costs

**Fuel Tax**
- 75% of Revenues
- 50% State Sources
- 50% Federal Sources

**DMV Fees**
- 25% of Revenues
- 30% State Sources
- 70% Federal Sources

**Highway Use Tax**
- 15% of Revenues
- 20% State Sources
- 80% Federal Sources

**General Fund**
- 100% of Revenues
- 20% State Sources
- 0% Federal Sources

**Fees**
- 29% of Revenues
- 10% State Sources
- 90% Federal Sources
Revenues and Expenditures

Highway Fund - Maintenance - Operations - 60% of Costs

Trust Fund - Capital Projects - 40% of Costs

Fuel Tax 70%
DMV Fees 30%
Highway Use Tax 20%
General Fund 20%

FEDERAL SOURCES

Sales Tax 71%
Fuel Tax 50%
DMV Fees 30%

STATE SOURCES

Fuel Tax 70%
Fees 10%

25% of Revenues

75% of Revenues
TIP/STIP

French Broad River MPO Orientation 2024
THE MPO’S PRIMARY PRODUCTS

UPWP
- Unified Planning Work Program
- Determine the Tasks Needed to Plan the Transportation Network

MTP
- Metropolitan Transportation Plan
- Determine Long-Range Goals and Priorities (Projects) for the Transportation Network

TIP
- Transportation Improvement Program
- Determine the best use of available transportation funding for the region
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

- A 10-year State and Federal-mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state.

- NOTE: the federal requirement is for four-years, NCDOT uses a ten-year document.
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

- The STIP (and TIP) include funding, scope, and schedules for the following modes and programs:
  - Highways
  - Aviation
  - Bicycle & Pedestrian
  - Ferry
  - Public Transportation
  - Rail
  - Governor’s Highway Safety and statewide programs

- The STIP is organized by 14 transportation divisions
The TIP is the MPO’s subset of the STIP
- Maintained by the MPO
- Must MATCH the STIP in projects, schedule, scope
- Developed from the MTP
- Updated every 2 years
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Assigns specific funding to implement a project
- Covers 4-10 years
- Approved by MPO Board and Governor
- Reflects all regionally-significant projects
• The TIP must match the STIP in projects, schedule, and scope.

• Amendments are substantial changes made by the request of DOT or the MPO, which are brought before the MPO’s TCC and Board on a quarterly basis.

• Modifications are mostly minor or administrative changes made by DOT or the MPO and the Board/TCC is notified of the changes.
  • Rolling notifications, included in both quarterly basis as well as other monthly meetings.
If a substantial change is made to the TIP:

- Addition or deletion of federally funded or state funded project to the first 4 years of the tip
- Shifts project schedule, ROW or construction dates in/out of the 4-year window.
- Change in scope that changes the termini, project type, purpose, or number of lanes
- Change in cost greater than $2 million and 25% original cost
- Change in federally or state-funded transit, bicycle, or pedestrian project greater than 1 million or 25%
- Modification to project scope that will cause a revision of NEPA documentation or alter NEPA determination

- Requires 20-day public comments. Before MPO Board approval.
- Public Comments can be presented to the Boards at the meeting before adoption.
The MPO Board will be notified about TIP Modifications for information purposes, but they will not need to be approved by the Board.

Public hearing and public notice are not required.

Modifications include:

- Changes in projects 5 years or beyond.
- Minor change to scope, sponsor funding, descriptions.
- Sub $2 million/$1 million or less than 25% changes in project costs.
- Changes to locally funded projects, traditionally funded (CMAQ/5307), or emergency relief funds.
- Corrections to data entry/typographical errors.
- Modifications do not materially change the project’s intended function, nature, costs or environmental impact.
If the TIP does not align with the state’s TIP (STIP), the project may not move forward.

Not just that specific project... ALL the projects in the TIP.
FUNDING OVERVIEW

SPOT

STBGDA

TAP DA

CBP DA

5307 Funds

IIJA Grants

Semi-Proportionate to Funding
TRANSIT FUNDS

- 5310 Funds
- 5307 Funds
- 5303 Funds
- JARC
5307 FUNDS

• Urban Transit Formula Funds provided through FTA

Largest Transit Funding Program (by far)
• Can be used for Capital, Operations, Planning
5307 FUNDS

FTA
Reimbursements & Reviews

City of Asheville
$1,500,000

Buncombe County
$1,000,000

Henderson County
$750,000

Haywood County
$300,000

MPO
Programming & Coordination

JARC
5307 Funds
JARC SET-ASIDE

- JARC = Job Access Reverse Commute
- 10% of Regional 5307 Funds are Set-Aside for JARC Projects
  - Allows non-profits to apply
  - The vast majority has historically gone to Asheville (Route 170)
· FTA Program Focusing on Seniors and Individuals with Disabilities
· Relatively Small Amount of Funding (About $500,000/year)
· Non-Profits, Local Governments, Transit Agencies are eligible
· 10% of funding set-aside for administration (City of Asheville)
WHAT’S IN IT FOR THE DESIGNATED RECIPIENT? 5303 FUNDS

- 5303 are Regional Planning Funds for Metropolitan Areas
- Asheville Receives $150,000-$200,000/year in 5303 funds (sole recipient)
- Asheville pays 10% match (80% federal, 10% state)
OTHER TRANSIT FUNDS

• 5339 (Bus Program Funding - Recurring Regional Funds -> 100% to the City of Asheville)
• All Stations Accessibility Program
• Capital Investments Program (Former New Starts)
• Other IIJA Funds
LOCALLY ADMINISTERED PROJECTS
LOCALLY ADMINISTERED PROJECTS

• Surface Transportation Block Grant ($4,700,000/Year)
  • Road Projects (on functionally classified roads)
  • Bike/Ped Projects
  • Transit Capital Projects

• Transportation Alternatives Program ($500,000/Year)
  • Primarily Bike/Ped Projects

• Carbon Reduction Program ($300,000/Year)
  • Bike/Ped Projects
  • Transit Capital Projects
  • EV Projects
LOCALLY ADMINISTERED PROJECTS

- **Requirements**
  - 20% local match (of the total)
  - Competitive Selection Process at the MPO
  - Lots of Federal Requirements
  - NCDOT oversight of local projects is considerable
    - NCDOT management of projects recommended
LOCALLY ADMINISTERED PROJECTS

MPO Holds Call for Projects

MPO Selects and Programs Projects

NCDOT Oversight Agreement with Local Govs

Local Gov Project

Local Gov Project

Local Gov Project
<table>
<thead>
<tr>
<th>Examples</th>
<th>More Examples</th>
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</thead>
<tbody>
<tr>
<td>• Hendersonville Road Sidewalks</td>
<td>• Coxe Avenue Improvements</td>
</tr>
<tr>
<td>• FBR West Greenway</td>
<td>• Biltmore Avenue @ White Fawn Drive Intersection Improvements</td>
</tr>
<tr>
<td>• Johnston Blvd Sidewalks</td>
<td>• Bus Purchases</td>
</tr>
<tr>
<td>• Onteora Drive Sidewalks</td>
<td>• North RAD Greenway</td>
</tr>
<tr>
<td>• New Haw Creek Sidewalks</td>
<td>• Safe School Crossings</td>
</tr>
<tr>
<td>• Nasty Branch Greenway</td>
<td>• New Leicester Highway Sidewalks</td>
</tr>
<tr>
<td>• Greenway Connectors</td>
<td>• Broadway Street Sidewalks (NCDOT Admin)</td>
</tr>
<tr>
<td>• NC 110 Roundabout</td>
<td>• Enka Heritage Trail</td>
</tr>
<tr>
<td>• Woodfin Greenways</td>
<td>• Charlotte Street/I-240 Pedestrian Signals (NCDOT Admin)</td>
</tr>
<tr>
<td>• Riverwalk Greenway</td>
<td>• Riceville Road Sidewalks (NCDOT Admin)</td>
</tr>
<tr>
<td></td>
<td>• Haywood Road Bike/Ped Improvements (NCDOT Admin)</td>
</tr>
<tr>
<td></td>
<td>• Ecusta Trail</td>
</tr>
<tr>
<td></td>
<td>• Soco Road Pedestrian Improvements</td>
</tr>
<tr>
<td></td>
<td>• Heart of Fletcher Improvements</td>
</tr>
</tbody>
</table>
SPOT

AKA Prioritization, AKA P 7.0
SPOT

- SPOT = Strategic Prioritization Office of Transportation
- How NCDOT Programs the Majority of Federal & State Transportation Funds
- Determined by the Strategic Transportation Investments Act of 2012
- Funding for Bike/Ped & Transit Capital Projects (6-10% of funding goes to non-highway projects)
- Where Nearly Every Highway Improvement Project is Funded
How STI Works

40% of Funds: Statewide Mobility
- Focus: Address Significant Congestion and Bottlenecks
  - Selection based on 100% Data
  - Projects Programmed prior to Local Input Ranking

30% of Funds: Regional Impact
- Focus: Improve Connectivity within Regions
  - Selection based on 70% Data & 30% Local Input
  - Funding based on population within Region (7)

30% of Funds: Division Needs
- Focus: Address Local Needs
  - Selection based on 50% Data & 50% Local Input
  - Funding based on equal share for each Division (14) = ~$42M / yr

Estimated $20B in Funds for SFY 2018-2027
FUNDING DISTRIBUTIONS

40% Statewide Mobility
Projects Selected Across the State By Quantitative Score

30% Regional Impact
Funding Distributed to 7 Regions By Population (8.6% for Region G)

30% Division Needs
Funding Distributed to 14 Divisions Equally (7.14% to Division 13)

Outside Planning Organizations Impact All of These Funding Buckets
THE GENERAL PROCESS

1. Submit Projects
2. Quantitative Scoring
3. Statewide Mobility Projects Programmed
4. Local Input Point Assignment for Regional Impact Projects

5. Final TIP/STIP Adopted
6. Draft TIP/STIP Released
7. Local Input Points Assignment for Division Needs Projects
8. Regional Impact Projects Programmed
MPO SUBMITTALS

SPOT 7.0
Home / SPOT 7.0

THE PUBLIC COMMENT PERIOD FOR P 7.0 DRAFT PROJECT SUBMITTALS IS NOW OPEN AND WILL CLOSE ON OCTOBER 19TH AT 1:00PM

Public comment can be made using the form below. Comments can also be submitted via phone at (828)-251-6622, via email at mpo@landofsky.org, or at the October Board meeting (in-person or virtually) which will be held on October 19th at 1:00pm.

Click Here to See the Draft List of Project Submittals

P 7.0 Submittals Public Comment
Fields marked with an * are required

• 26 Project Submittals by Mode
  • Several Capacity Projects
    • I-40
    • I-26
  • Numerous Safety Projects
    • Hendersonville Road
    • Tunnel Road
    • Smokey Park Highway
    • Others
  • Passenger Rail & Rail Crossings
  • Bike/Ped Improvements
  • Transit Capital Improvements
TRANSPORTATION IMPROVEMENT PROGRAM

- Federally required document that reflects planned transportation investments
- Requires coordination between NCDOT and the MPO
- https://frenchbroadrivermpo.org/2024-2033-transportation-improvement-program-tip/
• I-26 Widening
• NC 191 Widening
• US 64 Modernization
• Russ Avenue Upgrades
• South Main Street Widening
• Deaverview Road Sidewalks
• North RAD Greenway (Partially LAPP)
• Craven Street Bridge Improvements
• I-26 Connector
• Amboy/Meadow Modernization
• Swannanoa River Road Modernization
• Riverside Drive Modernization
• Mills Gap Road Modernization
• Sweeten Creek Road Widening
• Future I-26 Widening
PROJECTS BEING CONSIDERED IN P 7.0

- Sweeten Creek Road Widening (south of Mills Gap)
- Biltmore/McDowell
- Tunnel Road
- Merrimon Avenue
- Reed Creek Greenway Extensions
- WNC Passenger Rail
- Swannanoa River Road (S Tunnel Road to Tunnel Road)
- Hendersonville Road
• Statewide Mobility Projects programmed in May, 2024
• Regional Impact Projects programmed in September, 2024
• Division Needs Projects programmed in March, 2025
IIJA GRANTS
IIJA GRANTS

- Tons and Tons of Discretionary Grants
- Most Likely to be Attractive to the City:
  - RAISE
  - Reconnecting Communities
  - Safe Streets for All
  - FTA All Stations Accessibility Program
SAFE STREETS FOR ALL

- All implementation projects must be in a Vision Zero/Safety Plan
- No plan on the books currently qualifies as a Vision Zero/Safety Action Plan, per USDOT requirements
- The MPO is getting started on a Regional Safety Plan that would cover the entire region - $400,000 Safe Streets for All Grant
RAISE

- Ecusta Trail awarded funds in 2023
- RADTIP awarded funds (in multiple rounds)
- Formerly known as TIGER and BUILD
LOCAL FUNDS

- If you can build a project without federal funds...do that.
- Fewer regulations, fewer challenges, fewer approvals needed
- Locally-funded projects tend to move faster
ONCE A PROJECT IS FUNDED