

Technical Coordinating Committee

May 13, 2021 – 11:00 A.M., Virtual Meeting via Zoom

Login: <https://zoom.us/j/93940916881>

Meeting ID: 939 4091 6881

Call-In: (646)-558-8656

Agenda

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

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

3. **CONSENT AGENDA** Autumn Radcliff

 - A. April, 2021 Minutes
 - B. Resolution of Support for Hendersonville Pedestrian Planning Grant Application
 - C. TDM Funding Letter
4. **BUSINESS (10-20 min)**

 - A. FTA ARPA Funding Distribution MPO Staff
 - B. Amendments to the 2020-2029 Transportation Improvement Program (TIP) MPO Staff
5. **INFORMATIONAL ITEMS (30-45 min)**

 - A. I-2513 (I-26 Connector) Update NCDOT Staff
 - B. I-40 Wildlife Crossings Project Safe Passage
6. **REGULAR UPDATES (15 min)**

 - A. NCDOT Division 13 and 14 updates Mark Gibbs/Wanda Austin or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. FHWA/FTA Updates Michael Dawson
 - D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
 - E. Legislative Updates MPO Staff
7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (15 min)**

8. **TOPICS FOR NEXT MEETING**

9. **PUBLIC COMMENT**

10. **ADJOURNMENT**

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: April, 2021 TCC Minutes

Item 3B: Resolution of Support for Hendersonville Pedestrian Planning Grant Application

Item 3C: TDM Funding Letter

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

April, 2021 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Virtual Meeting via Zoom on April 8, 2021

ATTENDANCE:

Remote via the Zoom Platform:

| | | | |
|-----------------------|------------------|-----------------|-------------------|
| Chair Autumn Radcliff | Tristan Winkler | Nick Kroncke | Emily Scott-Cruz |
| Troy Wilson | Joel Setzer | Jill Cahoon | Mariate Echeverry |
| Michael Dawson | James Voso | Stephen Sparks | Eric Rufa |
| Ed Evans | Jennifer Hibbert | Peyton O'Conner | Daniel Metcalf |
| Jessica Trotman | Brendan Merithew | Daniel Sellers | Janna Peterson |
| Anna | John Ridout | Kenny Bussey | John Fargher |
| Rachel Bronson | Jessica Morris | Dan Baechtold | Elizabeth Teague |
| Ron Hancock | Cole Sutton | Karla Furnari | Daniel Cobb |
| Pat Christie | William High | David White | Chris Lee |
| Ed Evans | Matt Cable | Mark Teague | Jay Hair |
| Erica Anderson | Brent Detwiler | | |

In-Person at Land of Sky Regional Council:

Zia Rifkin (minutes)

WELCOME AND HOUSEKEEPING

Chair Radcliff called the meeting to order, welcomed everyone, and roll call followed. Upon completion of roll call, quorum was announced for conducting the business of the TCC.

PUBLIC COMMENT

Chair Radcliff called for public comments. No public comments were made.

CONSENT AGENDA

Chair Radcliff indicated that the Consent Agenda included the February 11, 2021 minutes. She requested approval for the Agenda at this time, as well.

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

BUSINESS

FTA 5310 Project Selection

The Asheville UZA was awarded Coronavirus Response and Relief Supplemental Apportionment Act (CRRSAA) funds to Section 5310. Funds are to be used for 5310 operations and payroll (if recipients have furloughed employees). The UZA received \$60,153 in additional Section 5310 funds. The Regional Transit Operators Workgroup met to discuss CRRSAA funding, deciding that the best approach would be to divert the funding, which totals \$54,138 after taking out 10% Admin costs for the City of Asheville to a single recipient. The ongoing 5310 Call for Projects made this process simplified.

The agencies that submitted “Other” (operating) projects with the highest funding request, for only one project, were asked if they could provide an updated letter of local match and extend their Period of Performance to expend the entire \$54,138. Senior Companions was approached first because their project spans multiple counties; however, they were unable to provide a match commitment letter for the full amount. Mountain Projects was also approached and confirmed their ability to provide a local match commitment, revised budget, and certification that they have not furloughed employees.

Note: Mountain Projects is eligible to receive CRRSAA funds, in which case **all** Other Projects could be fully funded for FY22 with 5310 funds, and an additional \$14,902 could be added to the Traditional pot of funds.

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from November 20th, 2020 through December 31st, 2020.

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

The 5310 Grant has two categories for funding:

- Traditional/Capital projects: at least 55% of the total funding amount has to go to “traditional” projects.
- Other/Operations projects: no more than 45% of the total funding amount can go to these projects.

Following the February Prioritization Subcommittee meeting, Alternative 4 (shown below) was approved pending a conversation with the Traditional applicants, whose projects were scored during the February Prioritization Subcommittee meeting. **Alternative 5 was created after a conversation between Buncombe County, the City of Asheville, and MPO Staff.**

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Staff Report & Recommendations

SUBMITTED PROJECTS:

The table below shows the projects submitted and funding requested.

| Applicant | Traditional or Other | Project Title | Period of Performance | Project Description | Funding Requested | Local Match | Total Cost |
|-------------------------|----------------------|--------------------------------------|-----------------------|---|-------------------|-------------|--------------|
| Buncombe County | Traditional | SED TAP | 7/1/21 - 6/30/22 | Door-to-door service for seniors/disabled on ADA compliant vans. Funds to support medical trips for elderly adults; demand response for customers with disabilities. 5310 funds allow more state and local funds to extend across all programs to cover transportation needs. | \$ 200,081 | \$ 50,021 | \$ 1,257,510 |
| City of Asheville | Traditional | Asheville Paratransit | 7/1/21 - 6/30/22 | Allows CoA to offer service to residents beyond the 3/4 service boundary | \$ 166,832 | \$ 41,708 | \$ 208,540 |
| Buncombe County | Other | RIDE Voucher Program | 2/1/22 - 6/20/22 | Curb-to-curb, user-side subsidy that allows users to purchase vouchers for rides at a lower rate to be used in Buncombe county for same day, unforeseen trips and trips not available through public transit | \$ 20,112 | \$ 20,112 | \$ 40,224 |
| Land of Sky | Other | Senior Companions Program | 7/1/21 - 6/30/22 | Provides companions for senior adults that provide transportation and other needed services. | \$ 42,838 | \$ 42,838 | \$ 85,676 |
| Madison County | Other | Expanded Nutrition Access | 7/1/21 - 6/30/22 | Continue providing home delivery meals for Mars Hill meal side and provide extra 35 home deliveries since March 2020. | \$ 26,058 | \$ 26,058 | \$ 52,116 |
| Madison County | Other | Expanded Transportation to Mars Hill | 7/1/21 - 6/30/22 | Allow MCTA to continue providing transportation services to Mars Hill residents for medical appointments and other accessibility, covering cost of driver, vans, scheduling, and management. | \$ 17,426 | \$ 17,426 | \$ 34,852 |
| Mountain Projects, Inc. | Other | Haywood Public Transit Paratransit | 7/1/21 - 6/30/22 | Funds support paratransit services; if awarded, 5310 State funding could serve a wider portion of Haywood County and these funds could pay for the UZA | \$ 43,136 | \$ 43,136 | \$ 86,272 |

Alternatives 4 and 5: 5310 funding breakdown and CRRSAA allocation-recommended by Regional Transit Operators Group:

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Staff Report & Recommendations

| <i>Funding Type</i> | <i>Amount</i> | <i>Percentage of Total Allocation</i> |
|------------------------------------|---------------|---------------------------------------|
| Admin | \$ 34,668 | 10% |
| Total Traditional Projects Funding | \$ 205,574 | 59% |
| Total Other Projects Funding | \$ 106,434 | 31% |
| Total 5310 Funding Amount | \$ 346,676 | 100% |

| Applicant | Project Title | Period of Performance | Recommended Funding | Recommended Funding Level | Funding Requested | Local Match | Total Cost |
|-------------------------|--------------------------------------|-----------------------|---------------------|---------------------------|-------------------|-------------|------------|
| Buncombe County | RIDE Voucher Program | 2/1/22-6/30/22 | \$ 20,112 | 100% | \$20,112 | \$20,112 | \$40,224 |
| Land of Sky | Senior Companions Program | 7/1/21 - 6/30/22 | \$ 42,838 | 100% | \$ 42,838 | \$ 42,838 | \$ 85,676 |
| Madison County | Expanded Nutrition Access | 7/1/21 - 6/30/22 | \$ 26,058 | 100% | \$ 26,058 | \$ 26,058 | \$ 52,116 |
| Madison County | Expanded Transportation to Mars Hill | 7/1/21 - 6/30/22 | \$ 17,426 | 100% | \$ 17,426 | \$17,426 | \$ 34,852 |
| CRRSAA Funding | | | | | | | |
| Mountain Projects, Inc. | Haywood Public Transit Paratransit | 7/1/21 - 12/31/22 | \$ 108,276 | 100% | \$ 54,138 | \$ 54,138 | \$108,276 |

CONSIDER THE TRADITIONAL SCORE

Alternative 4:

Fund both Buncombe SEDTAP and Asheville's Paratransit at 56% of their requested funding. Use CRRSAA funds as detailed above and fully fund Other 5310 projects, diverting an extra \$14,902 to Traditional percentage of the 5310 allocation.

| ALTERNATIVE 4 | Project Title | Recommended Funding | Recommended Funding Level | Funding Requested | Local Match |
|-------------------|-----------------------|---------------------|---------------------------|-------------------|-------------|
| Buncombe County | SEDTAP | \$ 112,148 | 56% | \$200,081 | \$50,021 |
| City of Asheville | Asheville Paratransit | \$ 93,426 | 56% | \$166,832 | \$41,708 |

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Alternative 5:

Split the total Traditional funding available (\$205,574) between Buncombe's SEDTAP and Asheville's Paratransit—leaving each project with \$102,787. Use CRRSAA funds as detailed above and fully fund Other 5310 projects, diverting that additional \$14,902 to Traditional funding.

| Alternative 5 | Project Title | Recommended Funding | Recommended Funding Level | Funding Requested | Local Match |
|-------------------|-----------------------|---------------------|---------------------------|-------------------|-------------|
| Buncombe County | SEDTAP | \$ 102,787 | 51% | \$200,081 | \$25,697 |
| City of Asheville | Asheville Paratransit | \$ 102,787 | 62% | \$166,832 | \$25,697 |

A motion was made to recommend the Board approve the recommendation given by the Regional Transit Operators Group for Alternatives 5 for this year's 5310 and CRRSAA. Peyton O'Conner seconded and the motion carried upon a roll call vote and without further discussion.

Final FY 22 Unified Planning Work Program (UPWP) and MPO Self-Certification

The French Broad River MPO is required to develop a Unified Planning Work Program (UPWP) and present a draft in February with the final version approved in May.

The UPWP is a federally mandated document for MPO's to produce that serves as 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.

Major Changes between the FY 2021 and FY 2022 UPWP include the following:

- More emphasis is being put on data, modeling, and travelers behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes further work on updating the region's land use layer,
- More funding is being put towards TIP Development/Prioritization to go along with anticipated work tasks for P 6.0
- Less funding is being put towards Special Study Coordination with the Regional Transit Study and Corridor Studies expected to be completed.
- Less funding is being put towards Statewide Planning & Coordination (less travel, likely)

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Staff Report & Recommendations

-More funding is being put towards Regional Planning with work beginning to ramp up for the 2050 Metropolitan Transportation Plan, the 5307 Suballocation Formula being discussed/reconsidered, and work to begin on updating the Locally Coordinated Human Services and Public Transportation Plan

MPO's are required to annually certify that they have conformed to federal planning requirements for Metropolitan Transportation Planning. A resolution is passed by the MPO annually with the Final UPWP.

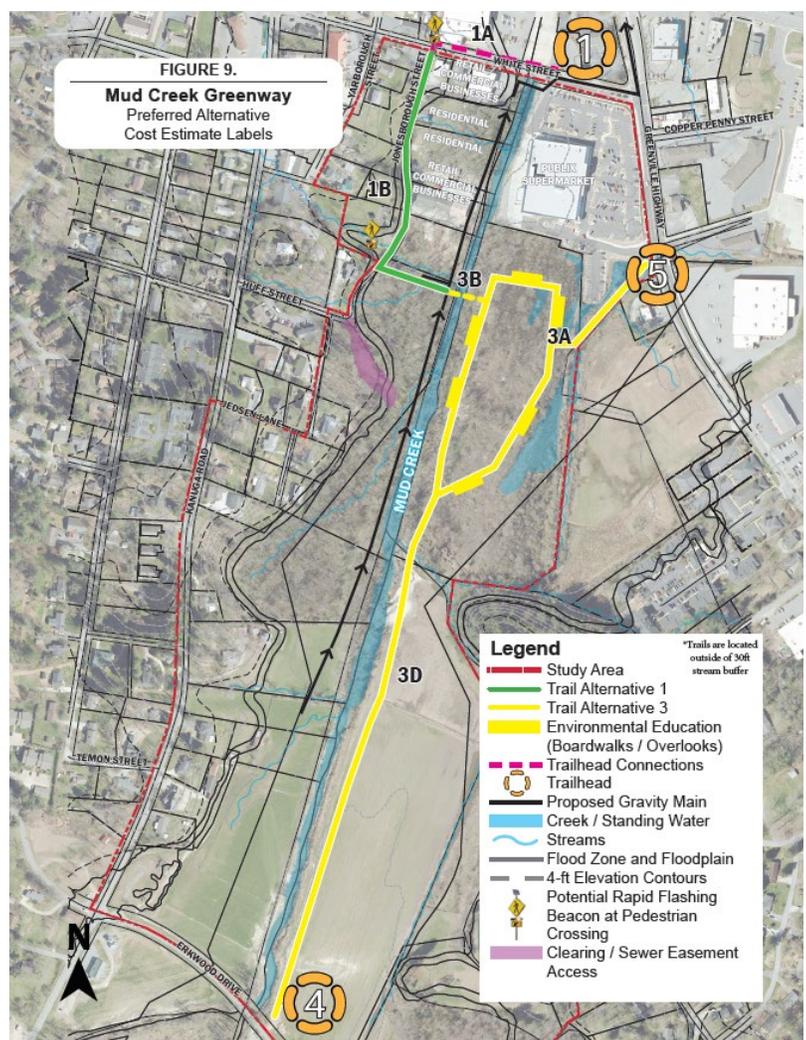
Elizabeth Teague moved to recommend the Board approve the FY 22 UPWP and the resolution for the MPO Self-Certification. Jessica Morriss seconded and the motion carried upon a roll call vote and without further discussion.

Mud Creek Greenway Study Presentation
Project Overview: Henderson County applied for funding to conduct a feasibility study along Mud Creek in south Hendersonville to provide safe infrastructure for pedestrians and bicyclists. The study was conducted in FY 2021, primarily to look at potential alignments and cost estimates for pursuing a multi-use path roughly parallel to the creek. The study area is a quickly growing and developing part of Henderson County that also has frequent flooding issues near the creek.

The project team for the Mud Creek Greenway Study is made up of AECOM and Henderson County staff, Mariate Echeverry, representing AECOM, provided a presentation on the findings from the study to the MPO TCC.

Information item. No action requested.

Regional Transit Feasibility Study Update



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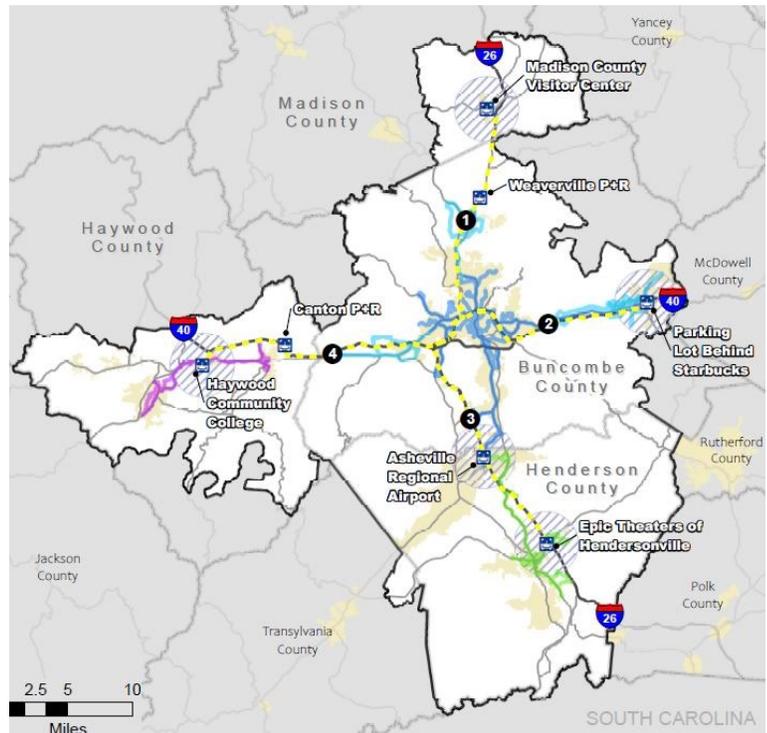
METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

AECOM staff, Jill Cahoon, Jennifer Hibbert, and Mariate Echeverry, provided a presentation on the current findings and recommendations of the study beginning with a project overview.

The MPO approved a Regional Transit Feasibility Study for its FY 2021 UPWP. The study looks at adding regionally-focused transit routes (ex. Asheville to Hendersonville, Waynesville to Black Mountain, etc.) to provide the FRBMPO region with express bus options in the MPO planning area (Buncombe, Haywood, Henderson, and Madison counties.) This study looks at the feasibility of providing these options by examining the likely governance structure that may be required to provide this service (Regional Transit Authority), the responsibilities that could fall to a regional body, funding opportunities, and potential routes.

Examining regional transit has been an identified need since, at least, the Metropolitan Transportation Plan (MTP) completed in 2000. This study would help to provide a roadmap for our region on how to implement a regional transit system.



The Regional Transit Feasibility Study is currently going through its second round of public involvement through online videos and public surveys running through April 22nd. More information on the survey and other materials are available here: <http://frenchbroadrivermpo.org/regional-transit-feasibility-study/>

Information item. No action requested.

REGULAR UPDATES AND INFORMATION ITEMS

Regular updates included NCDOT Division 13 and 14 updates, TPD updates and FHWA/FTA updates. MPO Subcommittees, Legislative, and Staff updates were also presented.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

TOPICS FOR NEXT MEETING

There may be a presentation regarding Wildlife Crossings over highways at the May meeting.

PUBLIC COMMENT

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Staff Report & Recommendations

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

ADJOURNMENT

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

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3B:

Resolution of Support for Hendersonville Pedestrian Planning Grant Application

NCDOT makes funding available annually for local governments and regions to apply for bicycle and pedestrian plans. These grants have helped fund plans in Black Mountain, Canton, Clyde, Flat Rock, Fletcher, Hendersonville, Laurel Park, Waynesville, and Transylvania County recently, as well as active projects in Weaverville and Mills River. This year, the City of Hendersonville has notified the MPO that it intends to submit an application for a Pedestrian Planning Grant and has requested a resolution of support.

As part of the application process for the grant, a resolution of support from the MPO is required. For more information on NCDOT's Bicycle and Pedestrian Planning Grant:

<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx>

RESOLUTION IN SUPPORT OF THE CITY OF HENDERSONVILLE'S APPLICATION FOR THE NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT

WHEREAS, the NCDOT Bicycle and Pedestrian Planning Grant is eligible to local governments to develop bicycle and pedestrian plans; and

WHEREAS, the City of Hendersonville's Council has approved the City's application to go before the consideration of NCDOT; and

WHEREAS, the City of Hendersonville understands the local match and staff requirements if awarded the grant from NCDOT; and

WHEREAS, the NCDOT Division of Bicycle and Pedestrian requires a resolutions of support from regional stakeholders for bicycle and Pedestrian grant applicants;

NOW, THEREFORE, BE IT RESOLVED by the Board of the French Broad River MPO to support the City of Hendersonville in the application for a bicycle and pedestrian planning grant from the North Carolina Department of Transportation.

ADOPTED: This is the 27th day of May 2021

Larry B. Harris, FBRMPO Chair

Attest, Tristan Winkler

Director, French Broad River MPO

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3C:

TDM Funding Letter

NCDOT makes funding available annually for Transportation Demand Management (TDM) coordinators and related activities. The program primarily aims at reducing peak-hour congestion in areas by helping to establish vanpools, encouraging carpooling, and working with employers to consider encouraging telecommuting, flexible scheduling, or encouraging employees to commute via transit or by other modes.

Since 2015, the French Broad River MPO has partnered with NCDOT to provide a TDM Coordinator for both the French Broad River MPO and Land of Sky RPO planning areas. The position is funded 50% by the NCDOT TDM grant and 50% by the MPO's Surface Transportation Block Grant – Direct Allotment (STBGDA) funds.

The MPO has partially submitted the annual TDM grant application to NCDOT for the FY2022 year. This grant provides support for the TDM Coordinator position. NCDOT has made \$47,740 available for State TDM funding for the FBRMPO region (Buncombe, Haywood, Henderson, Madison and Transylvania Counties) and requires a 50% local match. The match will be provided with STBG-DA funding from the FBRMPO at an equal amount, not to exceed \$50,000.

The FY 2022 grant application cycle is different this year with the Grant being released as of April 12, 2021 and an application due date of May 10th. NCDOT has given us the capacity to submit most of the application (submitted May 5th 2021) and amend the application with MPO support when approved.

The Land of Sky Regional Council has approved an action to support grant application for state funding, provide the required local match, make the necessary assurances and certifications and be empowered to enter into an agreement with the NCDOT to provide TDM management services and activities.

Staff Recommendation: Resolution of Support

LOCAL SHARE CERTIFICATION FOR FUNDING

Land of Sky Regional Council, French Broad River Metropolitan Planning Organization
(Legal Name of Applicant)

Requested Funding Amounts

| <u>Project</u> | <u>Total Amount</u> | <u>Local Share</u> |
|---------------------------------|-------------------------|----------------------------------|
| Administrative | \$ _____ | \$ _____ (15%) |
| 5311 Operating (No State Match) | \$ _____ | \$ _____ (50%) |
| 5310 Operating (No State Match) | \$ _____ | \$ _____ (50%) |
| 5307 Operating | \$ _____ | \$ _____ (50%) |
| 5307 Planning | \$ _____ | \$ _____ (20%) |
| Capital | \$ _____ | \$ _____ (10%) |
| Mobility Management | \$ _____ | \$ _____ (10%) |
| TDM/Rideshare _____ | \$ <u>95,481</u> | \$ <u>47,740.50</u> (50%) |
| _____ | \$ _____ | \$ _____ (___%) |
| _____ | \$ _____ | \$ _____ (___%) |

Funding programs covered are 5311, 5310, 5339 Bus and Bus Facilities, 5307 (Small fixed route, regional, and consolidated urban-rural systems)

| | | |
|--------------|-------------------------------|----------------------------|
| TOTAL | \$ <u>95,481</u> | \$ <u>47,740.50</u> |
| | Total Funding Requests | Total Local Share |

The Local Share is available from the following sources:

| <u>Source of Funds</u> | <u>Grant Applied To</u> | <u>Amount</u> |
|-------------------------------------|-------------------------|----------------------------|
| <u>STBG FBRMPO Fex Funds</u> | <u>FY22 TDM</u> | <u>\$ 47,740.50</u> |
| _____ | _____ | \$ _____ |
| _____ | _____ | \$ _____ |
| _____ | _____ | \$ _____ |
| _____ | _____ | \$ _____ |
| _____ | _____ | \$ _____ |
| _____ | _____ | \$ _____ |
| _____ | _____ | \$ _____ |
| TOTAL | | \$ <u>47,740.50</u> |

** Fare box revenue is not an applicable source for local share funding

FY 2022 Local Share Certificate (page 2)

I, the undersigned representing (*Legal Name of Applicant*) **French Broad River Metropolitan Planning Organization** do hereby certify to the North Carolina Department of Transportation, that the required local funds for the FY 2022 Community Transportation Program and 5307 Governors Apportionment will be available as of **July 1, 2021**, which has a period of performance of July 1, 2021– June 30, 2022.

Signature of Authorized Official

Type Name and Title of Authorized Official

Date

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Item 4A:

FTA ARPA Funding Distribution

On March 11, 2021, the American Rescue Plan Act was signed into law. Through ARPA, the Asheville Urbanized Area received \$4.25 million in 5307 Urban Transit Formula funds. These funds are intended to be used to help transit agencies in the wake of COVID-19.

Section 5307 Urban Transit Formula Funds make federal resources available to urbanized areas for transit capital and operating assistance. An urbanized area is an incorporated area with a population of 50,000 or more.

In 2017, the French Broad River MPO completed a 5307 Sub-Allocation Study to determine how funds should be divided amongst operators in the region. The Board approved a continuation of the Job Access Reverse Commute (JARC) set-aside and a three year formula phase-in period, as well as approving the City of Asheville to act as the Designated Recipient for 5307 funds.

ARPA funding is essentially supplemental 5307 funding and is being apportioned with the same formula; however, just as the Board approved CARES Act distribution, it is recommended that the Board approve the exclusion of the 10% JARC set-aside for ARPA funds.

Why get rid of the 10% JARC set-aside for ARPA funding?

The 10% JARC set-aside was adopted with the intention of providing a competitive pot of funds to help spur regional connectivity. In order to program these funds, MPO Staff holds a call for projects, evaluates projects, and takes recommendations from TCC and Board before the designated recipient can begin contracting. This is a process that works in non-emergency situations, but takes a considerable amount of time. Thus, it is recommended that the Board approve the distribution of ARPA 5307 funds to exclude the 10% JARC set-aside.

| Year of FTA 5307 Funding Apportionment | City of Asheville/ Asheville Transit Services | % of Total* | Buncombe County/ Mountain Mobility | % of Total* | Haywood County/ Mountain Projects | % of Total* | Henderson County/ Apple Country Public Transit | % of Total* | Total 5307 Apportionment to Asheville Urbanized Area |
|--|---|-------------|------------------------------------|-------------|-----------------------------------|-------------|--|-------------|--|
| American Rescue Plan | \$1,812,935 | 42.6% | \$1,217,130 | 28.6% | \$354,689 | 8.3% | \$867,774 | 20.4% | \$ 4,252,528 |

MPO Staff is seeking TCC recommendation for the Board to approve the exclusion of the 10% JARC set-aside for ARPA funds and approval that additional modifications to funding distribution be determined by the direct recipient and subrecipient after mutual agreement.

RESOLUTION ADOPTING THE 5307 URBAN TRANSIT FUNDING SUBALLOCATION FORMULA FOR THE ARPA FUNDS DESIGNATED FOR THE ASHEVILLE URBANIZED AREA WITHOUT A 10% JARC SET ASIDE

WHEREAS, the American Rescue Plan Act (ARPA) was created to help transit agencies prevent, prepare for, and respond to the COVID-19 pandemic under the Section 5307 FTA Urbanized Area Transit Funding Formula Program; and

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WHEREAS, the Asheville Urbanized Area receives an apportionment of FTA Section 5307 Urban Transit Formula funds annually, and the City of Asheville is the Designated Recipient for Section 5307 Urban Transit Formula funds in our region with Buncombe, Haywood, and Henderson Counties eligible for a portion of Section 5307 FTA Urban Transit Funds as subrecipients to the City of Asheville; and

WHEREAS, the French Broad River Metropolitan Planning Organization completed the Section 5307 Urban Transit Formula Funding Suballocation Study to determine how to distribute FTA Section 5307 Urban Transit Formula funds apportioned to the Asheville urbanized area; and

WHEREAS, the adoption of the study's recommendations included a resolution to set aside 10% of Section 5307 FTA Urban Transit Formula Funds for Jobs Access Reverse Commute (JARC) for which a call for projects would be held annually; and

WHEREAS, the study's adoption approved a three year phase-in period starting in state FY2018 through the end of state FY2020 during which the following percentages were to be applied for distribution of annual apportionments to the Asheville Urbanized Area from Section 5307 FTA Urban Transit Formula Funds between eligible agencies; and

| <i>5307 Apportionment Formula Allocations after 10% JARC Set-aside</i> | | | | |
|--|-----------------------------|---------------------------|--------------------------|-----------------------------|
| Year | City of Asheville% of Total | Buncombe County% of Total | Haywood County% of Total | Henderson County % of Total |
| 1st Year (state FY 2018) | 66.6% | 9.8% | 5.4% | 18.2% |
| 2nd Year (state FY 2019) | 54.6% | 19.2% | 6.9% | 19.3% |
| 3rd Year (state FY 2020) | 42.6% | 28.6% | 8.3% | 20.4% |

WHEREAS, ARPA Act funding is being added to Section 5307 FTA Urban Transit Formula Funding and must be distributed in the same manner as Section 5307 FTA Urbanized Area Transit Funding Formula funds; and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has reviewed the recommendations provided by the current recipients of Section 5307 FTA Urban Transit Formula funds including the City of Asheville, Buncombe County, Haywood County, and Henderson County, who convened and discussed ARPA Act funding on April 13, 2020,

NOW THEREFORE, BE IT RESOLVED that the 5307 Urban Transit Formula Funding made available to the Asheville UZA through ARPA will be distributed to subrecipients based on the Adopted French Broad River MPO 5307 Suballocation Formula without a 10% set-aside for regional Job Access Reverse Commute activities, and

NOW THEREFORE, BE IT RESOLVED that the distribution of 5307 Urban Transit Formula funds from the American Rescue Plan follow the French Broad River MPO's 5307 Suballocation Formula with the exclusion of the regional competition for Job Access Reverse Commute (JARC) funding; and that additional modifications to the distribution of these funds may be determined by the direct recipient

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and subrecipients, based on eligible expenses, funding availability, and any other consideration mutually agreed to by both parties

| Year of FTA 5307 Funding Apportionment | City of Asheville/ Asheville Transit Services | % of Total* | Buncombe County/ Mountain Mobility | % of Total* | Haywood County/ Mountain Projects | % of Total* | Henderson County/ Apple Country Public Transit | % of Total* | Total 5307 Apportionment to Asheville Urbanized Area |
|--|---|-------------|------------------------------------|-------------|-----------------------------------|-------------|--|-------------|--|
| American Rescue Plan | \$1,812,935 | 42.6% | \$1,217,130 | 28.6% | \$354,689 | 8.3% | \$867,774 | 20.4% | \$ 4,252,528 |

ADOPTED: This the 27th day of May, 2021

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler,
French Broad River MPO Director

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

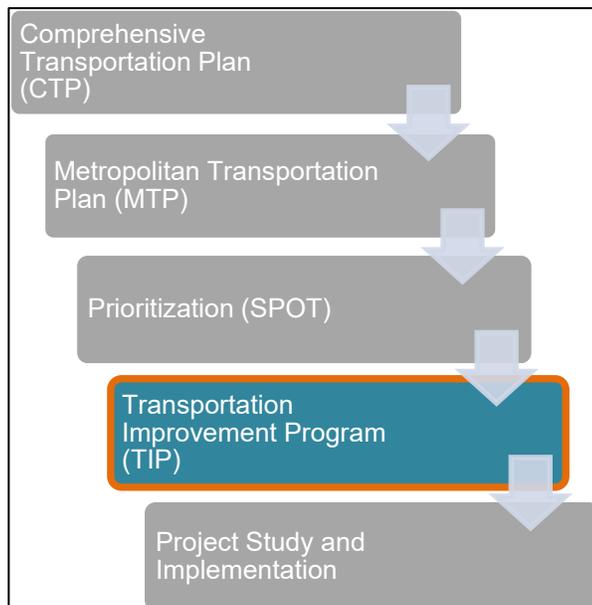
Item 4B:

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

Very Brief Overview

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

TIP Amendments Overview



This round includes a number of amendments and modifications to highway, bicycle/pedestrian, transit and aviation projects. Some highlights include:

- I-2513B (I-26) and I-2513D (Riverside Drive) delaying ROW from FY 22 to FY 24 to align with construction schedule
- U-5548, Brown Avenue, removal of project from TIP
- EB-5547, Black Mountain Riverwalk Greenway, split into two segments and construction delayed from FY 22 to FY 23
- EB-5945, Champion Drive, change scope from sidewalk to multi-use path
- Remove inactive transit projects from TIP
- AO-0001, Asheville Regional Airport, add project to TIP to reflect federal funding received

The full list of TIP amendments follows in full and are currently posted for public review and comment on the [TIP page](#) of the MPO website.

Action Required

2020 – 2029 TIP AMENDMENTS

TIP Amendments and Modifications for Consideration

Amendments #5 - May 2021

[Link to FBRMPO TIP Page](#)

This round of amendments includes changes to highway, bicycle/pedestrian, transit, and aviation projects. These amendments reflect NCDOT ITEM Ns from March, April and May of 2021. There are also a number of amendments as requested by local governments and the MPO.

FUNDING SOURCES KEY (HIGHWAY AND NON-HIGHWAY)

| FUNDING | FUNDING DESCRIPTION | FUNDING | FUNDING DESCRIPTION |
|-----------|--|----------|---|
| ADTAP | Appalachian Development Transportation Assistance Program | FSPR | State Planning and Research |
| APD | Appalachian Development | FUZ/5307 | Urbanized Area Formula Program (5307) |
| BA | Bonus Allocation | HFB | Highway Fund Bridge Replacement Program |
| BG | Surface Transportation Block Grant Program (Uncategorized) | HP | Federal-Aid High Priority |
| BGANY | Surface Transportation Program (Any Area) | HSIP | Highway Safety Improvement Program |
| BGBA | Surface Transportation Program (Bonus Allocation) | JARC | Job Assistance and Reverse Commute (5316) |
| BGDA | Surface Transportation Program (Direct Attributable) | L | Local |
| BGLT5 | Surface Transportation Program (Less than 5K) | NHP | National Highway Performance Program |
| BGOFF | Surface Transportation Program (Off System Bridge) | NHPB | National Highway Performance Program(Bridge) |
| BOND R | Revenue Bond | NHPBA | National Highway Performance Program(Bonus Allocation) |
| CMAQ | Congestion Mitigation | NHPIM | National Highway Performance Program (Interstate Maintenance) |
| DP | Discretionary or Demonstration | O | Other - Local, Non Federal or State Funds |
| FBBF | Bus and Bus Facilities Formula (5339) | RR | Rail-Highway Safety |
| FBUS | Bus and Bus Facilities (5339) | RTAP | Rural Transit Assistance Program |
| FED | Unidentified Federal Funding | S | State |
| FEPD/5310 | Elderly and Persons with Disability (5310) | S(M) | State Match |
| FF | Federal Ferry | SMAP | Operating Assistance and State Maintenance |
| FLTP | Federal Lands Transportation Program | SRTS | Safe Roads to School |
| FMOD | Fixed Guideway Modifications | STHSR | Stimulus High Speed Rail |
| FMPL | Metropolitan Planning (5303) | T | State Highway Trust Funds |
| FNF | New Freedom Program (5317) | TA | Transportation Alternatives Program (Uncategorized) |
| FNS | New Starts - Capital (5309) | TAANY | Transportation Alternatives Program (Any Area) |
| FNU | Non Urbanized Area Formula Program (5311) | TADA | Transportation Alternatives Program (Direct Attributable) |
| FSGR | State of Good Repair (Rail) (5337) | TALT5 | Transportation Alternatives Program (Less than 5K) |

WORK TYPE (ACTIVITY)

| CODE | ACTIVITY DESCRIPTION | CODE | ACTIVITY DESCRIPTION |
|------|-------------------------|------|-------------------------|
| A | Acquisition | P | Paving |
| C | Construction | PL | Planning / Design |
| CB | Construction (BUILD NC) | PE | Preliminary Engineering |
| CG | Construction (GARVEE) | R | Right of Way |
| CP | Capital | RB | Right of Way (BUILD NC) |
| F | Feasibility Study | RG | Right of Way (GARVEE) |
| O | Operations | U | Utilities |

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #5 - May 2021

| PROJECT / TIP ID (Sorted A-Z) | ROUTE(S) | DIVISION(S) | COUNTY | PROJECT DESCRIPTION | TIP Amendment Detail | TOTAL COST (in thousands) | ACTIVITY | FUNDING | COST (in thousands) | | | | | | | | | | | | |
|-------------------------------|-------------------------|-------------|----------|--|--|---------------------------|----------|------------------------|----------------------|------|-----------|------|------|------|------|--------|--------|--------|------------|---------|--|
| | | | | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | POST YEARS | | |
| A-0010AA | I-26/US 19/US 23 | 13 | Buncombe | I 26 (US 19/ US 23), SR 1781 (Broadway Street) to US 25 | Project to no longer utilize BUILD NC bonds | \$ 149,601 | R C | T | | | | | | | | 14,233 | 14,233 | 14,234 | | 106,901 | |
| B-4442 | US 19/US 23/US 25/US 70 | 13 | Buncombe | Replace bridge 100370, and bridge 100373 over Reems Creek | Cost increase exceeding \$2 Million and 25% thresholds | \$ 26,800 | R C | NHPB | | | 200 | | | | | | | | | | |
| HB-0002 | I-40 | 14 | Haywood | Replace bridges 430248 and 430249 over Beaverdam Road | Programmed for preliminary engineering only at the request of the structures managemnet unit | | | | | | | | | | | | | | | | |
| HB-0003 | I-40 | 14 | Haywood | Replace bridge 430239 over Incinerator Road | Programmed for preliminary engineering only at the request of the structures managemnet unit | | | | | | | | | | | | | | | | |
| HB-0004 | I-40 | 14 | Haywood | Replace bridge 430243 over Champion Drive | Programmed for preliminary engineering only at the request of the structures managemnet unit | | | | | | | | | | | | | | | | |
| HB-0006 | US 74 | 14 | Haywood | Replace bridge 430126 over I-40 | Programmed for preliminary engineering only at the request of the structures managemnet unit | | | | | | | | | | | | | | | | |
| HL-0013 | 9th Street | 13 | Buncombe | Replace bridge 100522 over Tomahawk Branch in Black Mountain | Allocate funding for preliminary engineering previously progammed for construction | \$ 680 | PE C | BGDA L BGDA L | | | 120 30 | | | 424 | | | | | | | |

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #5 - May 2021

| PROJECT / TIP ID (Sorted A-Z) | ROUTE(S) | DIVISION(S) | COUNTY | PROJECT DESCRIPTION | TIP Amendment Detail | TOTAL COST (in thousands) | ACTIVITY | FUNDING | COST (in thousands) | | | | | | | | | | | | | | | |
|----------------------------------|---------------------------|-------------|---------------------------|---|--|---------------------------|----------|---------|----------------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------------|--------|--------|--------|--------|---------|
| | | | | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | POST YEARS | | | | | |
| HS-2014C | Various | 14 | Haywood, Henderson, Macon | Install snowplowable markers and pavement markings for wrong way ramp arrows on various freeway ramps | Add new project break at the request of the transportation mobility and safety division | \$ 50 | C | HSIP | | \$ 50 | | | | | | | | | | | | | | |
| I-2513B | I-26 | 13 | Buncombe | I-26, SR 3548 (Haywood Road) to SR 1781 (Broadway) | Change procurement to design-build. Delay right-of-way from FY 22 to FY 24 to align with construction schedule. | \$ 832,067 | RG | NHP | | | | | | 3,432 | 3,432 | 3,432 | 3,432 | 3,432 | 3,432 | 30,888 | | | | |
| | | | | | | | R | NHP | | | | | 27,222 | 27,222 | 27,222 | | | | | | | | | |
| | | | | | | | | S(M) | | | | | 4,444 | 4,444 | 4,444 | | | | | | | | | |
| | | | | | | | U | NHP | | | | | 6,033 | 6,033 | 6,033 | | | | | | | | | |
| | | | | | | | CG | NHP | | | | | 23,166 | 23,166 | 23,166 | 23,166 | 23,166 | 23,166 | 23,166 | 23,166 | 23,166 | 23,166 | 23,166 | 208,494 |
| | | | | | | | C | NHP | | | | | 36,800 | 27,600 | 46,000 | 41,400 | 23,000 | 46,000 | 9,200 | | | | | |
| S(M) | | | | | 14,400 | 10,800 | | 18,000 | 16,200 | 9,000 | 18,000 | 3,600 | | | | | | | | | | | | |
| I-2513D | SR 1477 (Riverside Drive) | 13 | Buncombe | SR 1477 (Riverside Drive), SR 1517 (Hill Street) to SR 1781 (Broadway Street) | Change procurement to design-build. Delay right-of-way from FY 22 to FY 24 to align with construction schedule. | \$ 42,100 | R | BGANY | | | | | 7,800 | 7,800 | 7,800 | | | | | | | | | |
| | | | | | | | U | | | | | 2,800 | | | | | | | | | | | | |
| | | | | | | | C | | | | | 795 | 3,776 | 3,776 | 3,776 | 3,777 | | | | | | | | |
| I-5834A | I-40 | 14 | Haywood | I-40, Mile Marker 27 to Mile Marker 30. Pavement rehabilitation. | Segment project into segments A and B and accelerate construction from FY 23 to FY 22 to reflect latest interstate maintenance priority. | \$ 13,000 | C | NHPIM | | | | 6,500 | 6,500 | | | | | | | | | | | |
| I-5834B | I-40 | 14 | Haywood | I-40, Mile Marker 30 to Mile Marker 34. Pavement rehabilitation. | Segment project into segments A and B at the request of the division. | \$ 20,000 | C | NHPIM | | | | 10,000 | 10,000 | | | | | | | | | | | |
| I-5890 | I-40 | 13 | Buncombe | I-40, mile marker 55 to mile marker 67.5. Pavement rehabilitation. | Project to utilize GARVEE bonds. | \$ 23,160 | CG | NHPIM | 3,088 | 1,544 | 1,544 | 1,544 | 1,544 | 1,544 | 1,544 | 1,544 | 1,544 | 1,544 | 1,544 | 6,176 | | | | |

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #5 - May 2021

| PROJECT / TIP ID (Sorted A-Z) | ROUTE(S) | DIVISION(S) | COUNTY | PROJECT DESCRIPTION | TIP Amendment Detail | TOTAL COST (in thousands) | ACTIVITY | FUNDING | COST (in thousands) | | | | | | | | | | | |
|-------------------------------|--------------------------------|-------------|-------------------|---|---|---------------------------|----------|---------|----------------------|------|----------------|------|-------|--------|--------|--------|--------|--------|------------|--------|
| | | | | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | POST YEARS | |
| U-2801A | US 25A (Sweeten Creek Road) | 13 | Buncombe | US 25A (Sweeten Creek Road), US 25 (Hendersonville Road) to SR 3081 (Rock Hill Road) | Project to no longer utilize BUILD NC bonds | \$ 164,920 | R | T | | | | | | 37,366 | 37,367 | 37,367 | | | | |
| | | | | | | | U | T | | | | | 2,240 | 2,240 | 2,240 | | | | | |
| | | | | | | | C | BGANY | | | | | | | | | 11,525 | 11,525 | 11,525 | 11,525 |
| U-5548 | Brown Avenue | 14 | Haywood | Brown Avenue, realignment from Boyd to 1200 ft south of the intersection. Project includes construction of new roadway (School Street), raised crosswalk, painted crosswalks, refuge island, bulbout and signage. | Remove project from TIP at the request of the local government | \$ 500 | | BGDA | | | 400 | | | | | | | | | |
| | | | | | | | C | L | | | | | | | | | | | | |
| U-5616 | Various | 13,14 | MPO Planning Area | French Broad River Metropolitan Planning Organization (PL) Supplement | Increase FY 2022 amount to reflect STBGDA funding | \$ 3,620 | | BGDA | 587 | 250 | 306 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | |
| | | | | | | | PL | L | 147 | 63 | 76 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 |
| U-5971AA | US 19/NC 63 | 13 | Buncombe | US 19 (Patton Avenue) and NC 63 (New Leicester Highway). Construct drainage improvements. | Add segment AA not previously programmed at the request of the division. Work to be performed by state forces. | \$ 650 | R | | | | 100 | | | | | | | | | |
| | | | | | | | C | T | | | 550 | | | | | | | | | |
| U-6251A | New Route - Enka Heritage Road | 13 | Buncombe | New Route - Enka Heritage Road, US 19/23 (Smokey Park Highway) to Walkoff Way. Construct access road on new location. | Segment U-6251 into segments A and B at the request of the division | \$ 2,750 | | APD | | | 1,750 | | | | | | | | | |
| | | | | | | | C | L | | | 1,000 | | | | | | | | | |
| U-6251B | US 19/23 (Smokey Park Highway) | 13 | Buncombe | US 19/23 (Smokey Park Highway), Enka Heritage Road intersection. Construct final intersection improvements. | Segment U-6251 into segments A and B at the request of the division and right of way in FY 21 not previously programmed | \$ 975 | R | | | | 700 | | | | | | | | | |
| | | | | | | | C | L | | | | | 275 | | | | | | | |

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment # 5 - May 2021

| PROJECT / TIP ID (Sorted A-Z) | ROUTE(S) | DIVISION(S) | COUNTY | DESCRIPTION | TIP Amendment Detail | TOTAL COST (in thousands) | ACTIVITY | FUNDING | COST (in thousands) | | | | | | | | | | |
|-------------------------------|-----------------------------------|-------------|----------|--|---|---------------------------|----------|---------|---------------------|------|-------|------|------|------|------|------|------|------|------------|
| | | | | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | POST YEARS |
| BL-0005 | SR 1781 (Broadway) /NC 251 | 13 | Buncombe | Construct pedestrian improvements from US 19/23 northbound exit ramp to north of SR 1477 (Riverside Drive) | Accelerate preliminary engineering and construction from FY 22 to FY 21 at the request of the division | \$388 | PE | BGDA | | 51 | | | | | | | | | |
| | | | | | | | | S(M) | | 13 | | | | | | | | | |
| | | | | | | | C | BGDA | | 259 | | | | | | | | | |
| | | | | | | | | S(M) | | 65 | | | | | | | | | |
| EB-5547 | Black Mountain Riverwalk Greenway | 13 | Buncombe | Construct multi-use path from existing Flat Creek Greenway trailhead north of US 70 to the Into the Oaks Trail | Split project into two segments at the request of the local government. To allow additional time for planning an design, delay construction from FY 22 to FY 23 | \$5,343 | R | BGDA | | | 80 | | | | | | | | |
| | | | | | | | | L | | | 20 | | | | | | | | |
| | | | | | | | C | BGANY | | | 2,300 | | | | | | | | |
| | | | | | | | | BGDA | | | 1,894 | | | | | | | | |
| | | | | | | | | L | | | 1,049 | | | | | | | | |
| EB-5790 | Asheville, On-street crossings | 13 | Buncombe | Asheville, On-street crossings and connections for bicyclists and pedestrians in Asheville's east of the riverway. | To allow additional time for planning an design, delay construction from FY 21 to FY 22 | \$1,050 | C | BGDA | | | 840 | | | | | | | | |
| | | | | | | | | L | | | 210 | | | | | | | | |
| EB-5945 | Champion Drive | 14 | Haywood | Champion Drive, North Canton Road to Thickety Road. Construct multi-use path. | Modify project scope from sidewalk to multi-use path | \$200 | R | BGDA | | 160 | | | | | | | | | |
| | | | | | | | | L | | 40 | | | | | | | | | |

PROPOSED AMENDMENTS and MODIFICATIONS TO TRANSIT PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #5 - May 2021

| PROJECT / TIP ID (Sorted A-Z) | Transit Partner | DESCRIPTION | TIP Amendment Detail | TOTAL COST (in thousands) | FUNDING | Cost in Thousands | | | | | | | | | | |
|---|-------------------|--|---|---------------------------|---------|-------------------|------------------|-------|------|------|------|------|------|------|------|------------|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | POST YEARS |
| TA-6626 | City of Asheville | Asheville Rides Transit Purchase Vehicles | Remove FY 21 funding. Re-allocated to TG-0011 | \$ 1,250 | 5339 | | 1,000 | | | | | | | | | |
| | | | | | L | | 250 | | | | | | | | | |
| TA-6703 | City of Asheville | Asheville Rides Transit Lo-No Transit Vehicle Purchase | Updated description | \$ 6,570 | FBUS | | | | | | | | | | | |
| | | | | | L | 950 | 960 | 1,455 | | | | | | | | |
| TG-0011 | City of Asheville | Buses and Bus Facilities | Changed funding from FY 20 to FY 21 | \$ 1,250 | 5339 | | 1,000 | | | | | | | | | |
| | | | | | L | | 250 | | | | | | | | | |
| TM-5321, TM-5315, TN-5007, TG-6182A, TD-5282, TA-6704 | City of Asheville | Various | Delete projects from TIP; Inactive | | | | | | | | | | | | | |

PROPOSED AMENDMENTS and MODIFICATIONS TO AVIATION PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #5 - May 2021

| PROJECT / TIP ID (Sorted A-Z) | Aviation Partner | DESCRIPTION | TIP Amendment Detail | TOTAL COST (in thousands) | FUNDING | Cost in Thousands | | | | | | | | | | |
|----------------------------------|----------------------------------|---|----------------------|------------------------------|-------------------------|-------------------|------|--------|--------|-------|------|------|------|------|------|------------|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | POST YEARS |
| AO-0001 | Asheville Regional Airport (AVL) | Airport Terminal Building Modernization | Add project to TIP | \$ 153,808 | AIP (FAA Funds) | | | 2,884 | | | | | | | | |
| | | | | | State | | | 4,750 | 4,750 | 4,750 | | | | | | |
| | | | | | Local (Airport Capital) | | | 71,424 | 65,250 | | | | | | | |

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

I-2513 (I-26 Connector) Update

The I-2513 project (aka The I-26 Connector) is a major interstate project through the City of Asheville that includes building new interstate bridges across the French Broad River to remove interstate traffic from the Jeff Bowen Bridge, a widening of this section of I-26/I-240, and upgrades to the I-26/I-240/I-40 interchange, but numerous other improvements to the local network as well.

Overall, I-2513 is a large part of the overall effort to upgrade I-26 in the French Broad River MPO region, including the on-going widenings south of I-40 that are part of the I-4700 and I-4400 projects as well as the widening associated with A-0010AA, which is a funded and committed project north of I-2513 to Weaverville.

I-2513 is currently considered funded and committed with Sections A & B set to begin in FY 24 but Section C has been delayed until FY 30 (a decision made as part of the TIP delays approved in February, 2021.)

NCDOT staff will present on the ongoing work that includes coordination with the I-26 Working Group, the City of Asheville's I-26 Aesthetics Committee, the Burton Street Community, and others, as well as current efforts in the design process.

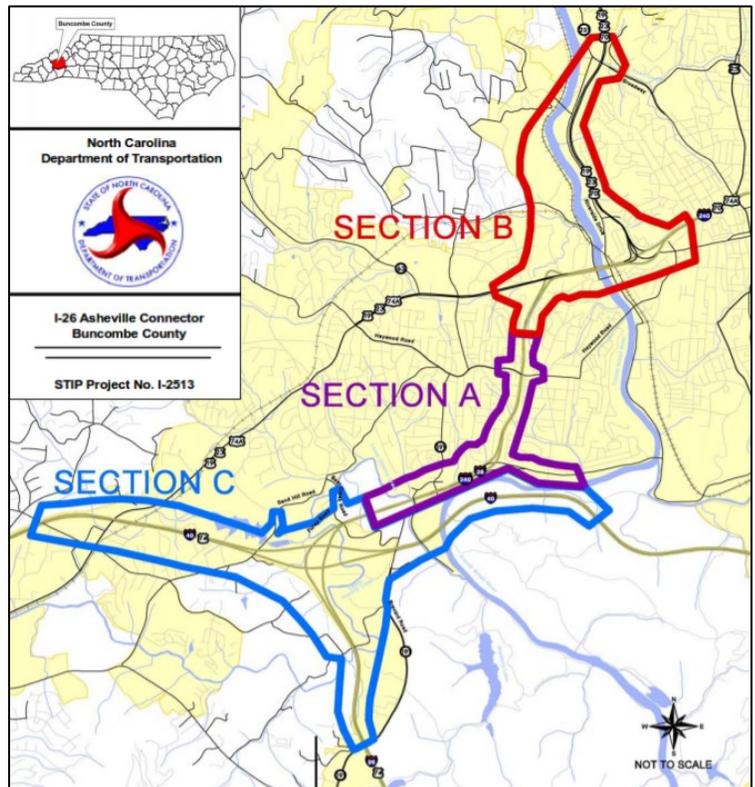


Figure 1 I-2513 Sections from NCDOT- Note the termini of Sections A & C have been modified to increase the scope of Section A and decrease the scope of Section C

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5B:

Wildlife Crossings in Western North Carolina

The French Broad River MPO region is full of and surrounded by protected and natural lands that are home to a thousands of animals, including black bear, deer, elk, foxes, and many, many more. However, road networks can serve as barriers to wildlife trying to migrate, get to food, water, or anywhere else they need to go.

Where wildlife and roadway infrastructure meet, without accommodations, the risks to the wildlife are immense, but the risks to drivers are considerable as well. In 2019, there were 20,331 recorded crashes between cars and wildlife in North Carolina- a number that has generally increased over time.

Over the past few years, a group has been brought together to discuss how to improve wildlife and transportation infrastructure in Western North Carolina and Eastern Tennessee, with a focus on potential wildlife crossings along I-40 through the Pigeon River Gorge. These meetings have been largely facilitated by the National Parks Conservation Association and others, but have included MPO, NCDOT, and FHWA staff. More recently, a group was formed out of these discussions called "[Safe Passage](#)" to help promote safer wildlife crossings along I-40 but in other places in our region, including US 19.

To discuss these efforts, we've invited Jeffrey Hunter and Steve Goodman with the National Parks Conservation Association as well as Liz Hillard with the Wildlands Network to provide a presentation on their work and the need for better wildlife crossings.



Figure 2 A Wildlife Underpass in Colorado - Photo Credit: The Denver Post

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/05/D13_May2021.pdf

Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/05/D14_May2021.pdf

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met May 4th; next meeting June 1st

Transit Operators' Workgroup— next meeting May 25th

Citizens' Advisory Committee- next meeting July 14th

Regional Transit Study- drafting final materials

Corridor Studies- Awaiting final document of the Hendersonville Road Corridor Study. Tunnel Road and Hendersonville Road will begin to seek adoption by the City of Asheville and Buncombe County this summer and MPO staff is working with local government staff to establish an adoption schedule.

Recommended Actions:

Accept the reports.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6E:

Legislative Updates