

## MPO Governing Board

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April 28, 2022 – 1:00 P.M., Hybrid Meeting, In-Person at City of Hendersonville Operations Center (305 Williams Street, Hendersonville) or Via Zoom

Login: <https://us06web.zoom.us/j/81189368348>

Meeting ID: 81189368348

Call-In: (312)626-6799

### Agenda

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

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    - A. Welcome and Introductions, Approval of Agenda Larry Harris
    - B. Ethics Statement for MPO Board Members Larry Harris
  2. **PUBLIC COMMENT**

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    - A. Public Comment
  3. **CONSENT AGENDA** Larry Harris

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    - A. March, 2022 Minutes
    - B. Amendments to the FY 2022 Unified Planning Work Program (UPWP)
  4. **BUSINESS (15-30 min)**

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    - A. Amendments to the 2020-2029 Transportation Improvement Program (TIP) MPO Staff
    - B. Amendments to the FY 2023 Unified Planning Work Program (UPWP) MPO Staff
    - C. JARC- Additional Funding MPO Staff
  5. **INFORMATIONAL ITEMS (30-60 min)**

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    - A. Draft 2024-2033 (S)TIP MPO Staff
    - B. Changes to TIP/STIP Projects NCDOT Staff
    - C. Merrimon Avenue Proposed Road Diet MPO & NCDOT Staff
  6. **REGULAR UPDATES (15 min)**

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    - 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 (5 min)**
  8. **TOPICS FOR NEXT MEETING**
  9. **PUBLIC COMMENT**
  10. **ADJOURNMENT**
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# Item 3:

## Consent Agenda

**Item 3A:** March, 2022 TCC Minutes

**Item 3B:** Amendment to the FY 2022 Unified Planning Work Program (UPWP)

# Item 3A:

## March, 2022 Board Minutes

### French Broad River Metropolitan Planning Organization

Minutes from the Board Virtual Meeting via Zoom on March 24, 2022

#### Attendance:

##### Remote via the Zoom Platform:

Chair Larry Harris (Black Mountain Council)  
Tristan Winkler (FBRMPO)  
John Ridout (FBRMPO)  
Hannah Bagli (FBRMPO)  
Jane Pies (LOSRC - Minutes)  
Kim Roney (Asheville Council)  
Anne Coletta (Flat Rock Council)  
Bill Lapsley (Henderson Commission)  
Bob Davy (Fletcher Council)  
Rebecca McCall (Henderson Commission)  
Kevin Ensley (Haywood Commission)  
Matt Wechtel (Madison Commission)  
Brownie Newman (Buncombe Commission)  
Daniel Sellers (NCDOT TPD)  
Steve Williams (NCDOT Division 14)  
Mike Eveland (Maggie Valley Council)

Stephen Sparks (NCDOT Division 14)  
Troy Wilson (NCDOT Division 14)  
Parker Sloan (Buncombe Commission)  
Michael Dawson (FHWA)  
Jennifer Hensley (Hendersonville Council)  
Anthony Sutton (Town of Waynesville)  
Chuck McGrady (NCBOT Division 14)  
Shanon Gonce (Mills River Council)  
David Wasserman (NCDOT STIP Unit-West)  
George Banta (Laurel Park Council)  
Gwen Wisler (Asheville Council)  
Hannah Cook (NCDOT Division 13)  
Brian Murphy (NCDOT)  
Adrienne Isenhower (Town of Woodfin)  
Brandon Rogers (Haywood Commission)  
John Chase (Weaverville Council)

Amanda Edwards (Buncombe Commission)

#### Board Seats Considered Inactive:

- Board of Transportation, Division 13
- Town of Canton
- Town of Clyde
- Town of Mars Hill
- Rural Transit Representative

#### WELCOME, INTRODUCTIONS & ROLL CALL

Chair Larry Harris called the meeting to order at approximately 1:00 PM and welcomed everyone to the meeting. Chair Harris read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No conflicts were noted with the business before the body.

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

#### PUBLIC COMMENT

*No public comments were received.*

#### CONSENT AGENDA

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

***Bill Lapsley moved to approve the consent agenda consisting of the January 2022 meeting minutes, the modifications to the 2020-2029 Transportation Improvement Program (TIP), the TDM Letter of Support and the consent agenda as presented. Bob Davy seconded the motion which carried unanimously upon a roll call vote, and without further discussion.***

### **NEW BUSINESS**

#### **NCDOT Complete Streets Implementation**

For the past few months, NCDOT staff have been working internally on updates to NCDOT's Complete Streets implementation approach. The Complete Streets Policy, originally adopted by NCDOT in 2012, is not changing, but NCDOT is proposing changes to how the policy is implemented. A new project evaluation methodology and flowchart were recently developed, and the information provided in the following pages shows a summary of the changes and next steps. This information was shared with FBRMPO staff as well as the North Carolina Association of MPOs in the past few months.

In 2019, NCDOT updated its Complete Streets Policy. This policy strengthened NCDOT's commitment to including pedestrian, bicycle, and transit facilities in the construction of highway projects. NCDOT also issued an Implementation Guide that provided more details about how the policy would be implemented. As outlined in 2019, NCDOT would do the following:

- Construct facilities at no cost to local government if they were in an adopted plan
- Maintain facilities outside of municipal boundaries if local governments did not agree to maintain the facilities

NCDOT's new Complete Streets Evaluation Methodology provides more details on how the policy will be integrated into the project development process. There are several issues of concern, including:

- NCDOT is clarifying that they will construct facilities at no cost to local government if there is an identified need and they are in an adopted plan. The primary issue is the use of a questionable demand estimation tool and its role with local knowledge and established plans.
- NCDOT is requiring that all separated facilities (i.e., sidewalks, trails, and sidepaths) have maintenance agreements with local government both inside and outside of municipal boundaries otherwise a non-separated facility may be considered.
- "Projects that exceed a 10% cost increase for integrating Complete Streets components or result in significant schedule impacts may warrant greater scrutiny and additional analyses to further reduce impacts." MPO staff is concerned our region may have more instances of greater scrutiny due to the environmental constraints and challenges of our region.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Updated NCDOT Documents:

[-NCDOT's Complete Streets Implementation Guide](#)

[-NCDOT's Complete Streets Project Evaluation Methodology](#)

NCDOT Division 13 Planning Engineer, Hannah Cook, presented on NCDOT's Complete Streets changes. Hannah Cook went over Complete Street's goals, the evolution of Complete Streets in NC, implementation challenges and offered a summary of new implementation guidance for project development. She also discussed next steps and resources.

Complete Streets goals include reducing pedestrian crashes and unsafe conditions, improving access and mobility for those without a vehicle, enhancing quality of life by providing transportation choices, and ensuring that NCDOT has an equitable transportation system that works for everyone. Complete Streets are important in NC as over 600,000 people are in households without a vehicle and about a million have limited access to a vehicle.

Hannah Cook added that key challenges to implementation of the Complete Streets Policy include inconsistent implementation across divisions, lack of standard and a need to streamline, policy gaps in key areas, limited metrics, data and tracking and a need for enhanced training. These challenges led to a coordinated effort in 2021 to update the implementation guidelines. Proposed implementation improvements include a new project evaluation methodology to identify multimodal needs, selecting the appropriate facility type and assess impacts, and making modifications to the Implementation Guide to integrate new evaluation methodology to clarify key guidance areas.

The Complete Streets Project Evaluation Methodology process serves as guidance to aid in the evaluation of highway projects for Complete Streets elements. The five steps of this process include initial screening and data input, transportation need determination, facility type selection and final analysis. Hannah Cook shared several items for ongoing discussions on key issues, to include:

1. Maintenance of separated multimodal facilities, particularly outside municipal boundaries
2. Inclusion of complete streets elements on maintenance projects
3. Harmonization of complete streets processes with the Project Delivery Network (PDN) including Planning and Express Design
4. Alignment of pedestrian/bike need determination between CTP and Complete Streets methodologies
5. Local coordination when determining bike/ped needs and choosing facility
6. Determining costs and benefits of complete streets elements
7. Incorporation complete streets elements in projects prior to programming

Three work groups have been set up by NCDOT to help address these key issues. Representatives from Divisions, other units and MPO/RPOs are included. Discussions are anticipated to occur between the end of March and July of this year.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Next steps in the process were shared by Hannah Cook. Continued training and outreach on the methodology and resources will occur. Work groups will convene and develop update recommendations. Updates will be made to Complete Streets resources as necessary and provide revised guidance and/or trainings. NCDOT will continue to collect data, monitor implementation, and identify additional improvements to guidance for planning, prioritization, project development, and maintenance activities.

Discussion occurred regarding whether changes to Complete Streets implementation policies will affect the new I-26 interchange project. Per Hannah Cook, they will affect project I-2513. These policies apply to all projects that do not have a completed environmental document. As bicycles and pedestrians are prohibited on the interstate facility itself, there will be no bike/ped facilities built on the interstate. The Y-lines that cross over and under the interstate, however, will include Complete Streets elements. Analysis work for these projects will be done at division level if the division manages the design, and by central management level if the design is managed centrally. It was noted that the more local/division input included in these types of projects the better. The concept of "If you build it, they will come" was brought up in discussion regarding large projects including bike/pedestrian facilities (example: River Arts District). Is there enough consideration given to the impact these improvements may have projects such as I-26 on the front end? If this is applied retroactively to I-26, will it go over the 10% threshold described in the policies? Per Hannah Cook, she does not believe that this will be an issue. Continued discussion occurred about the use of Work Groups within policy implementation.

Included in the agenda packet was NCAMPO's letter regarding Complete Streets Changes.

***Gwen Wisler moved to endorse the comments from NCAMPO on the Complete Streets Changes. Anne Coletta seconded the motion which carried upon a roll call vote.***

### **FY 2023 Unified Planning Work Program & 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.

What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support.

The Draft UPWP was presented and adopted on January 28th. The Final UPWP is due at the end of March.

Major Changes between the FY 2022 and FY 2023 UPWP

-More emphasis is being put on data, modeling, and travelers behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes work associated with updated the region's socio-economic projections

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

-More funding is being put towards TIP Development/Prioritization to go along with anticipated work tasks for the development of the 2024-2033 TIP/STIP

-More funding is being put towards Special Studies to reflect the workload associated

-More emphasis is being put on the release of the 2020 Census, which may impact the MPO's Planning Area boundary and will be needed to update the region's Travel Demand Model

-More funding is being put towards Regional Planning with on-going work for the CTP update, LCP update, MTP work, and potential 5307 suballocation formula considerations

### Self-Certification

MPOs that are designated as Transportation Management Areas (TMAs), which are MPOs with an Urbanized Area population of greater than 200,000, are required to provide annual certifications that the transportation planning process is being followed and properly carried out in the MPO planning area. The certification is typically a resolution, approved by the MPO Board.

Tristan Winkler presented on the UPWP and shared that local dues will not change for this fiscal year. Next year, the dues' structure may be reevaluated as we incorporate what is expected to happen with the urbanized area, as well as changes in population data from the 2020 Census.

***Chuck McGrady moved to approve the FY 2023 Unified Planning Work Program and Self-Certification. Parker Sloan seconded, and the motion carried upon a roll call vote, and without further discussion.***

### INFORMATIONAL ITEMS

#### **NCDOT Safety Targets and Funding**

A follow-up presentation and discussion with NCDOT Safety Planning Group's Safety Planning Engineer Brian Murphy, PE and Traffic Safety Unit's State Traffic Safety Engineer Brian Mayhew, PE. In the January TCC meeting during the Safety Performance Targets discussion, the TCC requested follow-up information from NCDOT on how safety funds are used and how those funds are allocated to Division 13 and Division 14.

The Federal Highway Administration (FHWA) established five highway safety performance measures in 2016 with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. FHWA guidance allows each MPO to either establish safety performance targets by either agreeing to plan (French Broad River MPO staff recommendation as well as the adopted course) or a MPO may establish its own targets, it will need to do so in coordination with the State per FHWA guidelines. MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

The goal of the [most recent \(2019\) SHSP](#) is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. In early 2021, FHWA completed an assessment of target achievement for NCDOT’s calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets. As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets.

Table 4 Below includes past performance safety targets as well as past data in the five metrics for the MPO. The 2022 targets highlighted were adopted in January 2022.

*Table 4: French Broad River MPO Specific Safety Performance Targets*

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	44.0	1.000	113.4	2.578	16.4
2009 - 2013	45.0	1.012	101.6	2.289	15.6
2010 - 2014	46.8	1.042	89.6	2.003	15.6
2011 - 2015	46.8	1.030	81.8	1.809	15.6
2012 - 2016	46.0	0.993	74.0	1.599	16.0
2013 - 2017	50.0	1.052	84.4	1.751	15.2
2014 - 2018	52.2	1.076	102.0	2.067	17.2
2015 - 2019	51.0	1.029	116.8	2.327	17.6
2016 - 2020	49.4	0.999	128.0	2.584	18.6
<b>2022 Target</b>	<b>45.4</b>	<b>0.912</b>	<b>108.3</b>	<b>2.151</b>	<b>15.7</b>

Brian Murphy, NCDOT Traffic Safety Unit, presented on statewide safety data trends. As population grows, primarily in metropolitan areas, more demand is put on our transportation systems and needs. This affects our safety trends. Many states with populations increasing rapidly have difficulty reducing transportation related serious injuries and fatalities. Vehicle Miles Traveled (VMT) is a good measure of activity in our state. While in rural areas VMT remains rather flat, it increases in more urban areas. VMT and vehicular fatalities and serious injuries typically trend in the same direction. Statewide, fatalities are at the highest number since 1973, with 55% in the MPO and 45% occurring in the RPO. Serious injuries have increased dramatically, but partly due to the definition changing to be more descriptive and comprehensive in 2016. In the MPO, 58% of serious injuries occurred, while 42% occurred in the RPO. Pedestrian fatalities and serious injuries are trending upwards. Many of the fatalities in urban areas are in high-speed arterials. Recorded crashes have increased, with 73% being reported in urban areas and 27% reported in rural areas.

Brian Murphy also presented on MPO safety data trends. Vehicle Miles Traveled is trending closely with that of the state. Total reported crashes have seen significant increases. Vehicular fatality numbers have remained somewhat flat for our region, but there is lots of “noise” in the numbers.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Serious injury numbers have trended upward over time, partially due to the change in definition of “serious injury” changing. Non-motorized fatal and serious injuries are increasing. There are a significant number of alcohol-related and unbelted fatalities and injuries in the region.

There are several data safety resources available on [ncdot.gov](http://ncdot.gov). This information will be shared in a packet to be sent by Tristan Winkler.

Brian Murphy presented on three project funding sources for NCDOT Safety and Mobility Programs. The Highway Safety Improvement Program (HSIP) has \$74M of federally funded dollars annually. NCDOT places a soft cap of \$1M per project. Projects are selected bi-annually. Spot Safety comes from state funds and is \$12.1M annually. There is a \$400K cap per project and projects are selected quarterly. Spot Mobility funds are \$14.2M of state funded dollars and it imposes a \$750K per project cap. These programs are dedicated to safety, are fiscally constrained and are not sufficient to solve all our transportation safety problems. NCDOT is looking for the least expensive project that offers the most benefit when spending its safety dollars.

Brian Murphy presented on the Hendersonville Safety Study. Recommendations from NCDOT regarding this study include new controlled or uncontrolled crossings, improved exiting uncontrolled or signalized crossings, and low-cost roadway reconfiguration. Area wide recommendations include crosswalks and curb extensions, among others.

Discussion occurred regarding the relationship between fatalities in rural vs municipal areas and if our area is similar to other MPO.RPOs. Per NCDOT, it isn't unusual for more severe injuries and fatalities to happen in more rural areas due to these being lane departure and high-speed accidents. It was discussed that equity and sustainability impact analyses should be included alongside financial impact so that safety can be woven into every part of planning.

***Informational item only. No action required.***

### **NCDOT Prioritization & Funding Update**

MPO staff presented on the latest information regarding the development of the 2024-2033 STIP/TIP and funding updates. The NCDOT Board of Transportation and the Prioritization Workgroup is continuing to work through the development of a process for determining the 2024-2033 State Transportation Improvement Program (STIP.)

As background, NCDOT updated all the costs of projects in the STIP in the summer of 2021 and found that nearly every funding tier was overprogrammed and the STIP as a whole was more than \$10 billion overprogrammed. The following tables have been updated with revenues expected from the recently passed federal infrastructure bill (via NCDOT, current as of January 25):

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Available Funding	Programming Status
\$10.6B	\$3.36B Over

Region	Available Funding	Programming Status
A (D1 & D4)	\$647.5M	\$383.2M Over
B (D2 & D3)	\$919.2M	\$428.6M Over
C (D5 & D6)	\$1.78B	\$297.1M Over
D (D7 & D9)	\$1.33B	\$596.7M Over
E (D8 & D10)	\$1.67B	\$756.5M Over
F (D11 & D12)	\$881.0M	\$455.7M Over
G (D13 & D14)	\$676.1M	\$982.2M Over

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Division	Available Funding	Programming Status
1	\$569.7M	\$129.5M Over
2	\$569.7M	\$190.3M Over
3	\$569.7M	\$18.7M Under
4	\$569.7M	\$223.2M Under
5	\$569.7M	\$172.4M Over
6	\$569.7M	\$87.4M Under
7	\$569.7M	\$65.4M Under
8	\$569.7M	\$85.3M Over
9	\$569.7M	\$31.6M Under
10	\$569.7M	\$68.8M Over
11	\$569.7M	\$102.4M Under
12	\$569.7M	\$234.0M Over
13	\$569.7M	\$325.7M Over
14	\$569.7M	\$88.2M Over

To address the overprogramming the Prioritization Workgroup made a series of recommendations:

- 1) Cancel P 6.0- no new projects will be added to the 2024-2033 STIP
- 2) "Right-Size" the STIP to allow for funding to be made available in future rounds of prioritization
- 3) Reprioritize the STIP utilizing the following steps
  - a. Determine Delivery vs. To-Be-Reconsidered Projects
    - i. Delivery Projects: projects that are currently scheduled to begin construction in 2026 or sooner and/or have already started right-of-way acquisition -> would be added to the Draft STIP
    - ii. To-Be-Reconsidered Projects: projects that are currently scheduled to begin construction in 2027 or later -> would be ranked in Step #2
  - b. Rank To-Be-Reconsidered Projects
    - i. Projects would be ranked by:

## Staff Report & Recommendations

1. The round of prioritization the project was committed (projects that have been considered committed for longer would get first consideration)
  2. The total score from the round of prioritization in which the project was committed
  3. Highest ranking projects would be reentered into the Draft STIP until the budget is exhausted (for each funding tier), if possible
- c. The “Flexibility” Option
- i. MPOs, RPOs, and Divisions could consider swapping out projects in the Draft STIP for projects that did not make the Draft STIP
    1. NCDOT Divisions must agree to the proposed swaps
    2. Swaps must be within 110% of the cost of the project being swapped out
    3. Projects may be swapped within their tier or “cascaded” but may not “cascade” up
      - a. Division Needs projects may be swapped out for Division Needs, Regional Impact, or Statewide Mobility projects
      - b. Regional Impact projects may be swapped out for Regional Impact or Statewide Mobility Projects
      - c. Statewide Mobility projects may only be swapped out for other Statewide Mobility projects
- 4) Commit projects that are programmed for right-of-way acquisition within the first five years of the STIP
- a. This would return the “committed window” to what it was in 2018 before it was changed to a six-year “committed window.”
  - b. The NCDOT Board of Transportation has \*NOT\* approved this recommendation as of March 3<sup>rd</sup>

Moving forward, it is anticipated that a Draft STIP will be released in April, 2022. That will begin the process for considerations with the “flexibility” option and public input for the development of the 2024-2033 STIP.

Based on current budgets and estimated costs, the MPO anticipates the following in our region: Total

Upcoming Projects: \$3,013,000,000  
Delivery Projects: \$1,506,000,000  
To-Be-Reconsidered Projects: \$1,507,000,000

***Informational item only. No action required.***

### REGULAR UPDATES

- Division 13: [https://frenchbroadrivermpo.org/wp-content/uploads/2022/03/March\\_Division13\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2022/03/March_Division13_Updates.pdf)

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

- Division 14: [https://frenchbroadrivermplanning.org/wp-content/uploads/2022/03/032022\\_Div14\\_FBRMPO-Const\\_Update-combined.pdf](https://frenchbroadrivermplanning.org/wp-content/uploads/2022/03/032022_Div14_FBRMPO-Const_Update-combined.pdf)
- Transportation Planning Division Update provided.
- FHWA/FTA updates provided.
- FBRMPO Committee & Workgroup Updates:
  - Prioritization Subcommittee – Met March 2<sup>nd</sup>; next meeting April 6<sup>th</sup>
  - Transit Operators Workgroup – met January 11<sup>th</sup>
  - 5307 Subrecipient Workgroup – next meeting TBD
  - Citizens' Advisory Committee – met January 12<sup>th</sup>; next meeting April 13<sup>th</sup>
  - Hellbender Trail Stakeholder Group – last meeting February 3<sup>rd</sup>, next meeting May 5<sup>th</sup>

### **PUBLIC COMMENT**

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

### **ADJOURNMENT**

*Chair Harris adjourned the meeting at 3:06 PM, as there was no further business.*

## **Staff Report & Recommendations**

# Item 3B:

## **Amendment to the FY 2022 Unified Planning Work Program**

### **What is a UPWP?**

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support.

### **Amendment Summary**

The amendment removes the Reed Creek Greenway Extension Study, a feasibility study that was initially programmed for the City of Asheville to carry out a study to look at extending the Reed Creek Greenway to Riverside Drive as well as I-240. Due to the time required to get the study started it is very unlikely it would be able to begin in FY 2022. The study has already been moved to the FY 2023 UPWP.

The FY 2022 UPWP would be amended as shown below:

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				STBGDA (Flexed to PL)			Total			
			Local	Federal	TOTAL	Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
			20%	80%		10%	10%	80%		20%	80%					
	II-A	Data and Planning Support	\$ 17,715	\$70,860	\$ 88,575	\$2,363	\$2,362	\$18,900	\$23,625	\$ -	\$0	\$ -	\$ 20,078	\$2,362	\$89,760	\$ 112,200
44.24.00	II-A-1	Networks and Support Systems	\$ 5,766	\$23,066	\$ 28,832	\$1,890	\$1,890	\$15,120	\$18,900	\$ -	\$0	\$ -	\$ 7,656	\$1,890	\$38,186	\$ 47,732
44.23.01	II-A-2	Travelers and Behavior	\$ 4,068	\$16,274	\$ 20,342	\$473	\$472	\$3,780	\$4,725	\$ -	\$0	\$ -	\$ 4,541	\$472	\$20,054	\$ 25,067
44.23.02	II-A-3	Transportation Modeling	\$ 7,880	\$31,521	\$ 39,401					\$ -	\$0	\$ -	\$ 7,880	\$0	\$31,521	\$ 39,401
	II-B	Planning Process	\$ 28,381	\$113,524	\$ 141,905	\$740	\$740	\$5,920	\$7,400	\$ 71,400	\$ 285,600	\$ 357,000	\$ 100,521	\$740	\$405,044	\$ 506,305
44.23.02	II-B-1	Targeted Planning	\$ 4,550	\$18,202	\$ 22,752					\$ -	\$0	\$ -	\$ 4,550	\$0	\$18,202	\$ 22,752
44.22.00	II-B-2	Regional Planning	\$ 14,257	\$57,027	\$ 71,284	\$740	\$740	\$5,920	\$7,400	\$ -	\$0	\$ -	\$ 14,997	\$740	\$62,947	\$ 78,684
44.27.00	II-B-3A	Special Studies Operations	\$ 8,535	\$34,138	\$ 42,673					\$ -	\$0	\$ -	\$ 8,535	\$0	\$34,138	\$ 42,673
44.27.00	II-B-3B	Corridor Studies Operations	\$ 1,039	\$4,157	\$ 5,196					\$ -	\$0	\$ -	\$ 1,039	\$0	\$4,157	\$ 5,196
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	\$ -	\$ -					\$ -	\$0	\$ -	\$ -	\$0	\$ -	\$ -
44.27.00	II-B-3E	Haywood County Greenway Plan								\$ 22,500	\$90,000	\$ 112,500	\$ 22,500	\$0	\$ 90,000	\$ 112,500
<del>44.27.00</del>	<del>II-B-3G</del>	<del>Asheville Reed Creek Greenway Study</del>								<del>\$ 10,000</del>	<del>\$40,000</del>	<del>\$ 50,000</del>	<del>\$ 10,000</del>	<del>\$0</del>	<del>\$ 40,000</del>	<del>\$ 50,000</del>
44.27.00	II-B-3H	TDM Coordinator								\$ 14,400	\$57,600	\$ 72,000	\$ 14,400	\$0	\$ 57,600	\$ 72,000
44.27.00	II-B-3I	Asheville Bike/Ped Counting Equipment								\$ 12,000	\$48,000	\$ 60,000				
	III-A	Planning Work Program	\$ 6,279	\$25,118	\$ 31,397	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 6,481	\$203	\$26,738	\$ 33,422
44.23.02	III-A-1	Planning Work Program	\$ 4,090	\$16,362	\$ 20,452	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 4,292	\$203	\$17,982	\$ 22,477
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,189	\$8,756	\$ 10,945					\$ -	\$0	\$ -	\$ 2,189	\$0	\$8,756	\$ 10,945
	III-B	Transp. Improvement Plan	\$ 15,451	\$61,803	\$ 77,254	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 15,991	\$540	\$66,123	\$ 82,654
44.25.00	III-B-1	Prioritization	\$ 6,014	\$24,056	\$ 30,070					\$ -	\$0	\$ -	\$ 6,014	\$0	\$24,056	\$ 30,070
44.25.00	III-B-2	Metropolitan TIP	\$ 7,513	\$30,053	\$ 37,566	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 8,053	\$540	\$34,373	\$ 42,966
44.25.00	III-B-3	Merger/Project Development	\$ 1,924	\$7,694	\$ 9,618					\$ -	\$0	\$ -	\$ 1,924	\$0	\$7,694	\$ 9,618
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,381	\$57,522	\$ 71,903	\$1,675	\$1,675	\$13,400	\$16,750	\$ -	\$0	\$ -	\$ 16,056	\$1,675	\$70,922	\$ 88,653
44.27.00	III-C-1	Title VI Compliance	\$ 1,128	\$4,510	\$ 5,638	\$1,675	\$1,675	\$13,400	\$16,750	\$0	\$0	\$ -	\$ 2,803	\$1,675	\$17,910	\$ 22,388
44.27.00	III-C-2	Environmental Justice	\$ 1,588	\$6,350	\$ 7,938					\$0	\$0	\$ -	\$ 1,588	\$0	\$6,350	\$ 7,938
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 1,897	\$7,588	\$ 9,485					\$0	\$0	\$ -	\$ 1,897	\$0	\$7,588	\$ 9,485
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 1,128	\$4,510	\$ 5,638					\$0	\$0	\$ -	\$ 1,128	\$0	\$4,510	\$ 5,638
44.27.00	III-C-6	Public Involvement	\$ 5,523	\$22,093	\$ 27,616					\$0	\$0	\$ -	\$ 5,523	\$0	\$22,093	\$ 27,616
44.27.00	III-C-7	Private Sector Participation	\$ 3,118	\$12,470	\$ 15,588					\$0	\$0	\$ -	\$ 3,118	\$0	\$12,470	\$ 15,588
	III-D	Statewide & Extra-Regional Planning	\$ 8,999	\$35,996	\$ 44,995	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ 8,999	\$0	\$35,996	\$ 44,995
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 8,999	\$35,996	\$ 44,995					\$0	\$0	\$0	\$ 8,999	\$0	\$35,996	\$ 44,995
	III-E	Management Ops, Program Suppt Adm	\$ 18,233	\$72,933	\$ 91,166	\$1,980	\$1,980	\$15,840	\$19,800	\$ 4,562	\$18,250	\$ 22,812	\$ 24,776	\$1,980	\$107,022	\$ 133,778
44.27.00		Management Operations	\$ 18,233	\$72,933	\$ 91,166				\$0	\$ 4,562	\$18,250	\$ 22,812	\$ 22,796	\$0	\$91,182	\$ 113,978
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$1,980	\$1,980	\$15,840	\$19,800				\$ 1,980	\$1,980	\$15,840	\$ 19,800
		<b>TOTALS</b>	<b>\$109,439</b>	<b>\$437,756</b>	<b>\$ 547,195</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$60,000</b>	<b>\$75,000</b>	<b>\$75,962</b>	<b>\$303,850</b>	<b>\$379,812</b>	<b>\$ 192,901</b>	<b>\$7,500</b>	<b>\$801,606</b>	<b>\$ 1,002,007</b>

**Continuing Studies**

FY Account	Project	MPO Planning & Admin- PL 104			Transit Planning- 5303				STBGDA (Flexed to PL)			Total				
		Local	Federal	Total	Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total	
		20%	80%		10%	10%	80%		20%	80%						
FY 20	Tunnel Road Feasibility Study	\$31,500	\$126,000	\$157,500									\$31,500	\$ -	\$126,000	\$157,500
FY 20	Biltmore Avenue Feasibility Study								\$40,000	\$160,000	\$200,000	\$40,000	\$ -	\$160,000	\$200,000	
FY 20	AVL Pedestrian, Greenway, ADA Plan								\$135,000	\$140,000	\$275,000	\$135,000	\$ -	\$140,000	\$275,000	
FY 21	Regional Transit Feasibility Study								\$20,000	\$80,000	\$100,000	\$20,000	\$ -	\$80,000	\$100,000	
FY 21	Richland Creek Greenway Study								\$14,400	\$57,600	\$72,000	\$14,400	\$ -	\$57,600	\$72,000	
	<b>Total</b>	<b>\$31,500</b>	<b>\$126,000</b>	<b>\$157,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,400</b>	<b>\$437,600</b>	<b>\$647,000</b>	<b>\$240,900</b>	<b>\$0</b>	<b>\$563,600</b>	<b>\$804,500</b>	

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4A:

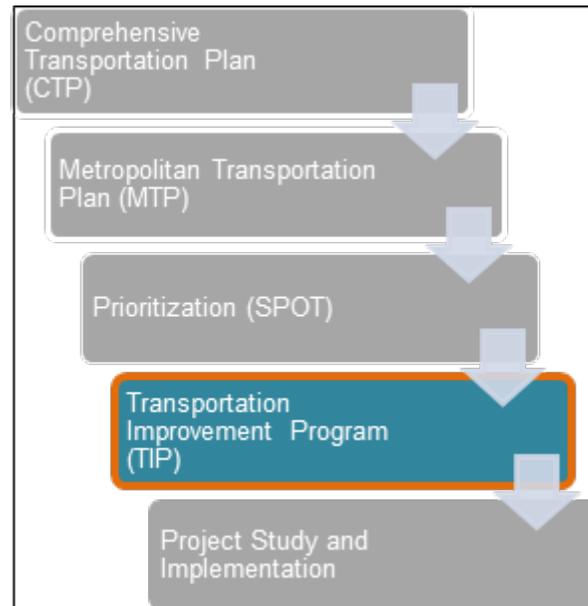
## Amendments to the 2020-2029 Transportation Improvement Program (TIP)

### 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 #10 Overview

This round includes amendment delays allowing for additional time for right-of-way and construction, add delays for planning and design and construction, delays for additional time for preliminary engineering, delay construction, add utilities not previously programmed, cost increases in excess of \$2 million (\$2,000,000) threshold, In addition, there are amendments for additional funds for transit projects, modify funds for transit projects as well as program bridge repair projects. New projects are current being added in this round.



# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

PROPOSED AMENDMENTS AND MODIFICATIONS TO TRANSIT PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #10-APRIL 2022

PROJECT / TIP ID (Sorted A-Z)	Transit Partner	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST ( in thousands)										
									2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
TQ-6186	City of Asheville			5310 Traditional Projects	Add funding for FY23 and FY24	\$ 1,122	C	5310 (FEPD)	188	185	206	319							
							C	L	47	46	51	80							
TQ-6187	City of Asheville			5310 Other Projects	Add funding for FY23 and FY24	\$ 908	O	5310 (FEPD)	111	118	117	108							
							O	L	111	118	117	108							
TQ-7010	City of Asheville			5310 Administrative Oversight	Add funding for FY23 and FY24	\$ 137		5310 (FEPD)	33	34	35	35							
	City of Asheville			CRRSAA & ARPA Section 5310 Funds	New Project, Add Funding for FY23 & FY24	\$ 120		5310 (FEPD)			60	60							
To-6154	Mountain Mobility			Buncombe County Transit Operating Assistance	Modify funding FY22 and update funding FY24	\$ 2,001	O	5307	239	250	250	261	272						
							O	L	239	250	250	262	273						
TG-6788	City of Asheville			Haywood Public Transit Deviated Fixed Route Capital & CARES Funds	Modify Funding for FY24	\$ 94	CP	5307	94										
							CP	L											
TG-6786	Mountain Mobility			Mountain Mobility Buncombe - Buncombe County Transit Routine Capital Cost of Contracting	Modify Funding for FY24	\$ 2,016	CP	5307	403	403	403	403	403						
							CP	L	101	101	101	101	101						
TG-6701	Mountain Mobility			Replacement Vans	Modify Funding for FY24 & FY25	\$ 475	CP	5307	184	95		100	100						
							CP	L	46	24		26	26						
TK-6148	Mountain Mobility			Administration	Modify Funding for FY24 & 25	\$ 1,544	O	5311	211	211	211	211	211						
							O	L	68	68	68	68	68						
							O	S	175	175	175	175	175						
TP-5153	Mountain Mobility			Planning for Mountain Mobility	Modify Funding for FY24 & FY25	\$ 604	PL	5307	121	121	121	121	121						
							PL	L	30	30	30	30	30						

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #10-APRIL 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST ( in thousands)											
									2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS		
HB-0002	I-40	Div 14	Haywood	I-40, REPLACE BRIDGES 430248 AND 430249 OVER SR 1613 (BEAVERDAM ROAD).	PROGRAMMED TO REFLECT LATEST BRIDGE PRIORITIZATION.	\$ 9,800	R	BFP		2,000										
							C	BFP			3,900	3,900								
HB-0003	I-40	Div 14	Haywood	I-40, REPLACE BRIDGE 430239 OVER SR 1550 (INCINERATOR ROAD).	PROGRAMMED TO REFLECT LATEST BRIDGE PRIORITIZATION.	\$ 8,100	R	BFP		1,000										
							C	BFP			3,550	3,550								
HB-0004	I-40	Div 14	Haywood	I-40, REPLACE BRIDGE 430243 OVER NC 215 (CHAMPION DRIVE).	PROGRAMMED TO REFLECT LATEST BRIDGE PRIORITIZATION.	\$ 8,300	R	BFP		1,000										
							C	BFP			3,650	3,650								
HB-0006	US 74	Div 14	Haywood	US 74, REPLACE BRIDGE 430126 OVER I-40.	PROGRAMMED TO REFLECT LATEST BRIDGE PRIORITIZATION.		R	BFP				1,000								
							C	BFP								4,500	4,500			
HB-0023	SR 1876 SONOMA ROAD	Div 14	Haywood	SR 1876 (SONOMA ROAD), REPLACE BRIDGE 430169 OVER WEST FORK PIGEON RIVER.	PROGRAMMED TO REFLECT LATEST BRIDGE PRIORITIZATION.	\$ 1,760	R	BFP		80										
							U	BFP		80										
							C	BFP			1,600									
HS-2014C	VARIOUS	Div 14	Haywood, Henderson	VARIOUS, INSTALL SNOWPLOWABLE MARKERS AND PAVEMENT MARKINGS FOR WRONG WAY RAMP ARROWS ON VARIOUS FREEWAY RAMP.	O ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 50	C	HSIP		1	49									
I-2513AB	I-26, I-40, I-26/I-40 AND I-40/US 19/23	Div 13	Buncombe	I-26, I-40, I-26/I-40 AND I-40/US 19/23 (SMOKEY PARK HIGHWAY) INTERCHANGES. CONSTRUCT THE FOLLOWING IMPROVEMENTS: WIDEN I-40 EASTBOUND TO I-26 EASTBOUND RAMP, WIDEN I-26 WESTBOUND BETWEEN I-40 RAMP. CONSTRUCT NEW I-40 WESTBOUND TO US 19/23 (SMOKEY PARK HIGHWAY) NORTHBOUND RAMP	COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.	\$ 23,600	R	NHP		3,400										
							C	NHP			6,733	6,733	6,734							
I-2513AC	I-26/I-240	Div 13	Buncombe	NORTH OF I-40 TO SR 3548 (HAYWOOD ROAD), WIDEN TO SIX LANE FREEWAY.	COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.	\$ 207,815	RB	T		901	901	901	901	901	901	901	901	901	901	6,307
							RB	T		6,325	12,650	6,325								
							U	T		1,500	1,500									
							C	T				13,228	46,576	42,712	36,299	27,185				
U-6163	SR 3116 MILLS GAP ROAD	Div 13	Buncombe	SR 3116 (MILLS GAP ROAD), SR 3136 (CANE CREEK ROAD) INTERSECTION. CONSTRUCT ROUNDABOUT.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.	\$ 2,800	R	S		100										
							U	S		300										
							C	S		4	301	95								
							C	T		20	1,503	477								
TO-4075	City of Asheville			Transit Operations	Update FY23 Funds	\$ 18,235	O	S	5307	1,168	1,168	1,193								
							O	L		1,125	1,125	1,098								
							O	S		6,804	6,804	1,098								

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #10 - APRIL 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)										
									2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
EB-5944	VARIOUS	13	Buncombe	ASHEVILLE, JOHNSTON BOULEVARD, PATTON AVENUE TO IONA CIRCLE. CONSTRUCT SIDEWALKS	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO FY 23.	\$ 2,350	C	BGDA			1,880								
							C	L			470								

### FISCAL CONSTRAINT - STIP FUNDING SUMMARY 2020 - 2023 (September 2019)

#### FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

##### HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)			
			FY 2020	FY 2021	FY 2022	FY 2023
APD	Appalachian Development	F	1619			
BGANY	Surface Transportation Block Grant Program (Any Area)	F	6638	14164	17423	49777
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	3603	2791	4613	4658
BGLT5	Surface Transportation Block Grant Program (Less than 5K)	F			157	
BGOFF	Surface Transportation Block Grant Program (Off System)	F	1090	765	3367	4001
HFB	Highway Fund Bridge Replacement Program	S	602	5481		
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	368			
L	Local	O	1759	1255	3766	1165
NHFP	National Highway Freight Program	F		3806		
NHP	National Highway Performance Program	F	11264	18013	43516	47457
NHPB	National Highway Performance Program(Bridge)	F	100	4028	9430	9525
NHPIM	National Highway Performance Program (Interstate Maintenance)	F	6933	5225	9425	7449
O	Local, Non Federal or State Funds	O	954			
S	State	S	36			
S(M)	State Match for STP-DA or Garvee Projects	S	4370	8120	13839	35660
T	Highway Trust Funds	S	26292	41456	46534	63596
TA	Transportation Alternatives Program (Uncategorized)	F	144			
<b>SUBTOTAL</b>			<b>65772</b>	<b>105104</b>	<b>152070</b>	<b>223288</b>

### FISCAL CONSTRAINT - STIP FUNDING SUMMARY 2020 - 2023 (September 2019)

#### FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

##### NON-HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)			
			FY 2020	FY 2021	FY 2022	FY 2023
BGANY	Surface Transportation Block Grant Program (Any Area)	F	10088	2030		
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	3201	4684		
FBUS	Capital Program - Bus Earmark (5309)	F	151			
FEPD	Elderly and Persons with Disability (5310)	F	330			
F MPL	Metropolitan Planning (5303)	F	60	60	61	
FNF	New Freedom Program	F	0	0	0	0
FNU	Non Urbanised Area Formula Program (5311)	F	163	164	165	166
FUZ	Capital Program - Bus Earmark (5309)	F	3363	1474	1242	1327
L	Local	O	6971	3988	2450	1255
O	Local, Non Federal or State Funds	O	6532			
SMAP	Operating Assistance and State Maintenance	S	944	177	179	181
T	Highway Trust Funds	S	502			
TAANY	Transportation Alternatives Program (Any Area)	F	80	467	430	1006
TADA	Transportation Alternatives Program (Direct Attributable)	F	331	334	338	341
<b>SUBTOTAL</b>			<b>32716</b>	<b>13378</b>	<b>4865</b>	<b>4276</b>
<b>TOTAL</b>			<b>98488</b>	<b>118482</b>	<b>156935</b>	<b>227564</b>

#### (1) IDENTIFICATION NUMBER

I	- Interstate
R, A, X	- Rural
M	- Special
U	- Urban
B	- Bridge Replacement
AV	- Aviation
E	- Enhancements, Call
EB	- Bicycle & Pedestrian
EL	- Local
ER	- Roadside
S	- State
EE	- Mitigation
K	- Rest Area
L	- Landscape
P, SB	- Passenger Rail
SR	- Safe Routes to School
W, SI, SF	- Highway Safety
Y, Z	- Railroad-Highway Crossings
F	- Ferry
FS	- Feasibility Study
T	- Public Transportation

#### (2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES

APD - Appalachian Development	HP - Federal-Aid High Priority
BA - Bonus Allocation	HSIP - Highway Safety Improvement Program
BG - Surface Transportation Block Grant Program (Uncategorized)	L - Local
BG5200 - Surface Transportation Block Grant Program (5K - 200K)	NHFP - National Highway Freight Program
BGANY - Surface Transportation Block Grant Program (Any Area)	NHP - National Highway Performance Program
BGBA - Surface Transportation Block Grant Program (Bonus Allocation)	NHPB - National Highway Performance Program (Bridge)
BGDA - Surface Transportation Block Grant Program (Direct Attributable)	NHPBA - National Highway Performance Program (Bonus Allocation)
BGIM - Surface Transportation Block Grant Program (Interstate Maintenance)	NHPIM - National Highway Performance Program (Interstate Maintenance)
BGLT5 - Surface Transportation Block Grant Program (Less than 5K)	O - Other
BGOFF - Surface Transportation Block Grant Program (Off System Bridge)	S - State
BOND (R) - Revenue Bond	S (M) - State Match
CMAQ - Congestion Mitigation	T - State Highway Trust Funds
DP - Discretionary	TA - Transportation Alternatives Program (Uncategorized)
ER - Emergency Relief Funds	TA5200 - Transportation Alternatives Program (5K - 200K)
FLAP - Federal Lands Access Program	TAANY - Transportation Alternatives Program (Any Area)
FLTP - Federal Lands Transportation Program	TADA - Transportation Alternatives Program (Direct Attributable)
HFB - Highway Fund Bridge	TALTS - Transportation Alternatives Program (Less than 5K)

#### (3) FUNDING CATEGORY

DIV - Division Need
EX - Exempt
HF - State Dollars (Non-STI)
REG - Regional Impact
SW - Statewide Mobility
TRN - Transition Project

#### (4) WORK TYPE (ACTIVITY)

A - Acquisition
C - Construction
CB - Construction (BUILD NC)
CG - Construction (GARVEE)
F - Feasibility Study
G - Grading and Structures
I - Implementation
L - Landscaping
M - Mitigation
O - Operations
P - Paving
PE - Preliminary Engineering
R - Right of Way
RB - Right of Way (BUILD NC)
RG - Right of Way (GARVEE)
S - Structure
U - Utilities

## Staff Report & Recommendations

# Item 4B:

## Amendments to the FY 2023 Unified Planning Work Program (UPWP)

### What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support.

### Amendment Summary

This amendment to the FY 2023 UPWP would add two special studies at the recommendation of the Prioritization Subcommittee:

- Patton Avenue Corridor Study (City of Asheville, \$222,000 in federal funds)
- Fonta Flora Greenway Study (Town of Black Mountain, \$28,000 in federal funds)

These studies would be in addition to other special studies already programmed:

- 2050 Regional Socio-Economic Projections (FBRMPO)
- Buncombe County Multimodal Master Plan (Buncombe County)
- Reed Creek Greenway Extension Study (City of Asheville)
- Haywood County Greenway Master Plan (already started)

NOTE: NCDOT has requested additional conversations about the Patton Avenue Corridor Study take place before initiating the study. Approval of these amendments should not conflict with that request.

The amended funding table is below.

**Staff Recommendation:** Approve the Amendments to the FY 2023 UPWP

**Prioritization Subcommittee Recommendation:** Add the Patton Avenue and Fonta Flora Studies

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				STBGDA (Flexed to PL)			Transit Program Support- 5307			Total			
			Local 20%	Federal 80%	TOTAL	Local 10%	State 10%	Federal 80%	Total	Local 20%	Federal 80%	Total	Local 20%	Federal 80%	Total	Local	State	Federal	Total
	II-A	Data and Planning Support	\$ 12,912	\$51,648	\$ 64,560	\$1,635	\$1,635	\$13,082	\$16,352	\$ -	\$0	\$ -				\$ 14,547	\$1,635	\$64,730	\$ 80,912
44.24.00	II-A-1	Networks and Support Systems	\$ 817	\$3,269	\$ 4,086	\$1,053	\$1,053	\$8,422	\$10,527	\$ -	\$0	\$ -				\$ 1,870	\$1,053	\$11,690	\$ 14,613
44.23.01	II-A-2	Travelers and Behavior	\$ 3,412	\$13,647	\$ 17,059	\$583	\$583	\$4,660	\$5,825	\$ -	\$0	\$ -				\$ 3,994	\$583	\$18,307	\$ 22,884
44.23.02	II-A-3	Transportation Modeling	\$ 8,683	\$34,732	\$ 43,415					\$ -	\$0	\$ -				\$ 8,683	\$0	\$34,732	\$ 43,415
	II-B	Planning Process	\$ 28,705	\$114,819	\$ 143,523	\$3,430	\$3,430	\$27,440	\$34,300	\$ 121,900	\$ 527,600	\$ 659,500				\$ 154,035	\$3,430	\$669,859	\$ 827,323
44.23.02	II-B-1	Targeted Planning	\$ 5,557	\$22,228	\$ 27,785	\$2,652.50	\$2,652.50	\$21,220	\$26,525	\$ -	\$0	\$ -				\$ 8,210	\$2,653	\$43,448	\$ 54,310
44.22.00	II-B-2	Regional Planning	\$ 11,114	\$44,456	\$ 55,571	\$778	\$778	\$6,220	\$7,775	\$ -	\$0	\$ -				\$ 11,892	\$778	\$50,676	\$ 63,346
44.27.00	II-B-3A	Special Studies Operations	\$ 12,033	\$48,134	\$ 60,167					\$ -	\$0	\$ -				\$ 12,033	\$0	\$48,134	\$ 60,167
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	\$ -	\$ -					\$ -	\$0	\$ -				\$ -	\$0	\$0	\$ -
44.27.00	II-B-3D	Buncombe County Multimodal Plan	\$ -	\$ -	\$ -					\$ 25,000	\$100,000	\$ 125,000				\$ 25,000	\$0	\$ 100,000	\$ 125,000
44.27.00	II-B-3E	2050 Regional Socio-Economic Projections	\$ -	\$ -	\$ -					\$ 10,000	\$80,000	\$ 100,000				\$ 10,000	\$0	\$ 80,000	\$ 90,000
44.27.00	II-B-3F	Reed Creek Greenway Extension Study	\$ -	\$ -	\$ -					\$ 10,000	\$40,000	\$ 50,000				\$ 10,000	\$0	\$ 40,000	\$ 50,000
44.27.00	II-B-3G	Patton Avenue Corridor Study								\$ 55,500	\$222,000	\$ 277,500				\$ 55,500	\$0	\$ 222,000	\$ 277,500
44.27.00	II-B-3I	Fonta Flora Greenway Study								\$ 7,000	\$28,000	\$ 35,000				\$ 7,000	\$0	\$ 28,000	\$ 35,000
44.27.00	II-B-3H	TDM Coordinator	\$ -	\$ -	\$ -					\$ 14,400	\$57,600	\$ 72,000				\$ 14,400	\$0	\$ 57,600	\$ 72,000
	III-A	Planning Work Program	\$ 17,202	\$68,809	\$ 86,012	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -				\$ 17,838	\$636	\$73,898	\$ 92,373
44.23.02	III-A-1	Planning Work Program	\$ 8,499	\$33,996	\$ 42,495	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -				\$ 9,135	\$636	\$39,085	\$ 48,856
44.24.00	III-A-2	Metrics and Performance Measures	\$ 8,703	\$34,813	\$ 43,517					\$ -	\$0	\$ -				\$ 8,703	\$0	\$34,813	\$ 43,517
	III-B	Transp. Improvement Plan	\$ 12,667	\$50,667	\$ 63,334	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -				\$ 13,403	\$736	\$56,553	\$ 70,691
44.25.00	III-B-1	Prioritization	\$ 5,332	\$21,329	\$ 26,662					\$ -	\$0	\$ -				\$ 5,332	\$0	\$21,329	\$ 26,662
44.25.00	III-B-2	Metropolitan TIP	\$ 6,517	\$26,069	\$ 32,586	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -				\$ 7,253	\$736	\$31,955	\$ 39,943
44.25.00	III-B-3	Merger/Project Development	\$ 817	\$3,269	\$ 4,086					\$ -	\$0	\$ -				\$ 817	\$0	\$3,269	\$ 4,086
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,179	\$56,715	\$ 70,893	\$1,908	\$1,908	\$15,266	\$19,082	\$ -	\$0	\$ -				\$ 16,087	\$1,908	\$71,980	\$ 89,975
44.27.00	III-C-1	Title VI Compliance	\$ 1,042	\$4,168	\$ 5,210	\$1,908	\$1,908	\$15,266	\$19,082	\$0	\$0	\$ -				\$ 2,950	\$1,908	\$19,433	\$ 24,292
44.27.00	III-C-2	Environmental Justice	\$ 3,637	\$14,546	\$ 18,183					\$0	\$0	\$ -				\$ 3,637	\$0	\$14,546	\$ 18,183
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -					\$0	\$0	\$ -				\$ -	\$0	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 2,819	\$11,278	\$ 14,097					\$0	\$0	\$ -				\$ 2,819	\$0	\$11,278	\$ 14,097
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 1,042	\$4,168	\$ 5,210					\$0	\$0	\$ -				\$ 1,042	\$0	\$4,168	\$ 5,210
44.27.00	III-C-6	Public Involvement	\$ 5,639	\$22,555	\$ 28,194					\$0	\$0	\$ -				\$ 5,639	\$0	\$22,555	\$ 28,194
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -					\$0	\$0	\$ -				\$ -	\$0	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -				\$ 6,374	\$0	\$25,497	\$ 31,871
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871					\$0	\$0	\$0				\$ 6,374	\$0	\$25,497	\$ 31,871
	III-E	Management Ops, Program Suppt Admin	\$ 13,786	\$55,145	\$ 68,931	\$5,597	\$5,597	\$44,779	\$55,974	\$ 8,176	\$32,706	\$ 40,882	\$ 18,000	\$72,000	\$ 90,000	\$ 45,560	\$5,597	\$204,630	\$ 255,787
44.27.00		Management Operations	\$ 13,786	\$55,145	\$ 68,931				\$0	\$ 8,176	\$32,706	\$ 40,882				\$ 21,963	\$0	\$87,851	\$ 109,813
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$5,597	\$5,597	\$44,779	\$55,974				\$ 18,000	\$ 72,000	\$ 90,000	\$ 23,597	\$5,597	\$116,779	\$ 145,974
		<b>TOTALS</b>	<b>\$105,825</b>	<b>\$423,300</b>	<b>\$ 529,125</b>	<b>\$13,943</b>	<b>\$13,943</b>	<b>\$111,541</b>	<b>\$139,426</b>	<b>\$130,076</b>	<b>\$560,306</b>	<b>\$700,382</b>	<b>\$ 18,000</b>	<b>\$72,000</b>	<b>\$90,000</b>	<b>\$ 267,844</b>	<b>\$13,943</b>	<b>\$1,167,146</b>	<b>\$ 1,448,933</b>
		<b>Continuing Studies</b>																	
			MPO Planning & Admin - PL 104			Transit Planning - 5303				STBGDA (Flexed to PL)			Transit Support- 5307			Total			
			Local	Federal	Total	Local	State	Federal	Total	Local	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
			20%	80%		10%	10%	80%		20%	80%		20%	80%					
FY 22		Haywood County Greenway Master Plan								\$22,500	\$90,000	\$112,500				\$22,500	\$ -	\$90,000	\$112,500
		<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,500</b>	<b>\$90,000</b>	<b>\$112,500</b>				<b>\$22,500</b>	<b>\$0</b>	<b>\$90,000</b>	<b>\$112,500</b>

Cat.	in Thousand	Unused balance at the end of FY 21	FY 24	FY 25	FY 26
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Income	Amount av	\$2,383	\$4,743	\$4,743	\$4,743
	FY 19 Infrastructure Funds (Z905)				
	FY 20 Infrac	\$335			
	FY 21 Infrac	\$273			
	FY 21 COVID	\$1,890			
Expenses	Programmed amounts (main STIP)		\$1,988	\$6,000	\$4,400
	Programmed amounts (Public Transportation)				
	Planning Supplement (U-5616)		\$500	\$500	\$500
	Unprogrammed amount (U-5100) Holdout		\$2,255	(\$1,757)	(\$157)

Sum of FY 22-FY 28
Unused Balance
Total

## Staff Report & Recommendations

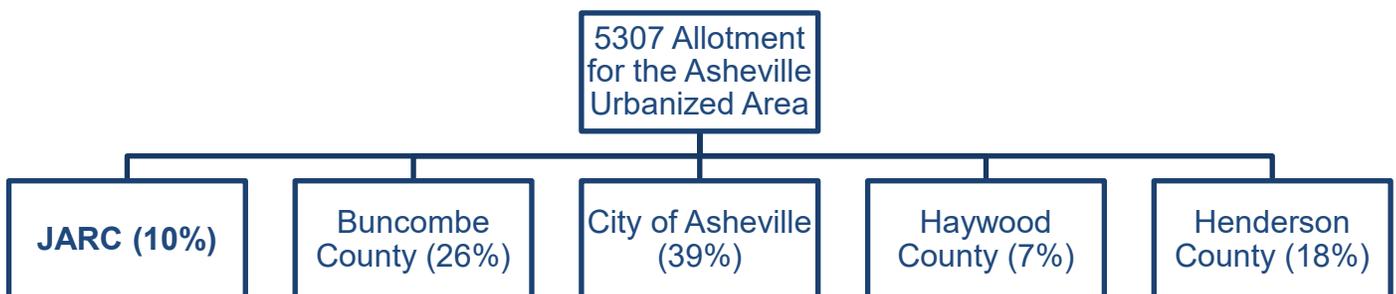
# Item 4C:

## JARC- Additional Funding

### What is JARC?

Job Access Reverse Commute (JARC) is a former stand-alone FTA program that provided transit funding for projects connecting urban workers with suburban and rural employment opportunities via transit. The JARC program was consolidated with FTA 5307 (Urban Transit Formula Funds) as part of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation law that was passed in 2012. Since then the French Broad River MPO has elected to set-aside 10% of the region's 5307 allotment to hold a call for JARC projects.

### 5307 Transit Funding Distribution in the French Broad River MPO



### Funding Item

The MPO TCC and Board previously passed the allotment of JARC funds for projects requested from the City of Asheville for its Route 170 to Black Mountain as well as another project from Friends of Land of Sky to start a Recovery to Work Vanpool program that would provide rides from halfway homes and recovery centers to employment opportunities not currently on a transit line. However, what was approved did not program the full amount of JARC that was available. The Prioritization Subcommittee and Regional Transit Operators met and recommended that the remaining funding be programmed to the two projects to the extent they could be utilized. At its April meeting the Prioritization Subcommittee recommended the MPO's JARC funding be programmed as follows:

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Program	Initial Award	Additional Award	Total Allotment
City of Asheville JARC Program	\$231,558	<b>\$72,404</b>	\$303,962
Friends of Land of Sky Vanpool Program	\$30,000	<b>\$10,000</b>	\$40,000

This programming would allow Friends of Land of Sky to purchase additional insurance coverage for the vanpool program and provide greater flexibility for the City of Asheville to utilize the funding for qualifying routes rather than one specific route.

**Staff Recommendation:** Approve the additional funding for JARC projects

**Prioritization Subcommittee Recommendation:** Approve the additional funding for JARC projects

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 5A:

## Draft 2024-2033 (State) Transportation Improvement Program ((S)TIP)

MPO staff will give a short overview of the Draft 2024-2033 (S)TIP and next steps.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 5B:

## Changes to TIP/STIP Projects

As a result of TIP/STIP projects being overprogrammed, NCDOT engaged the MPO and local partners last fall to determine any projects that could be scaled back in scope or segmented in order to reduce costs and potentially give projects a better chance of remaining committed in the upcoming 2024-2033 TIP/STIP. NCDOT is currently in the process of getting approvals and/or updated cost estimates to proceed with scope changes and segmentation for consideration in developing the new (S)TIP.

NCDOT staff will provide an update and overview of proposed changes to TIP/STIP projects.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

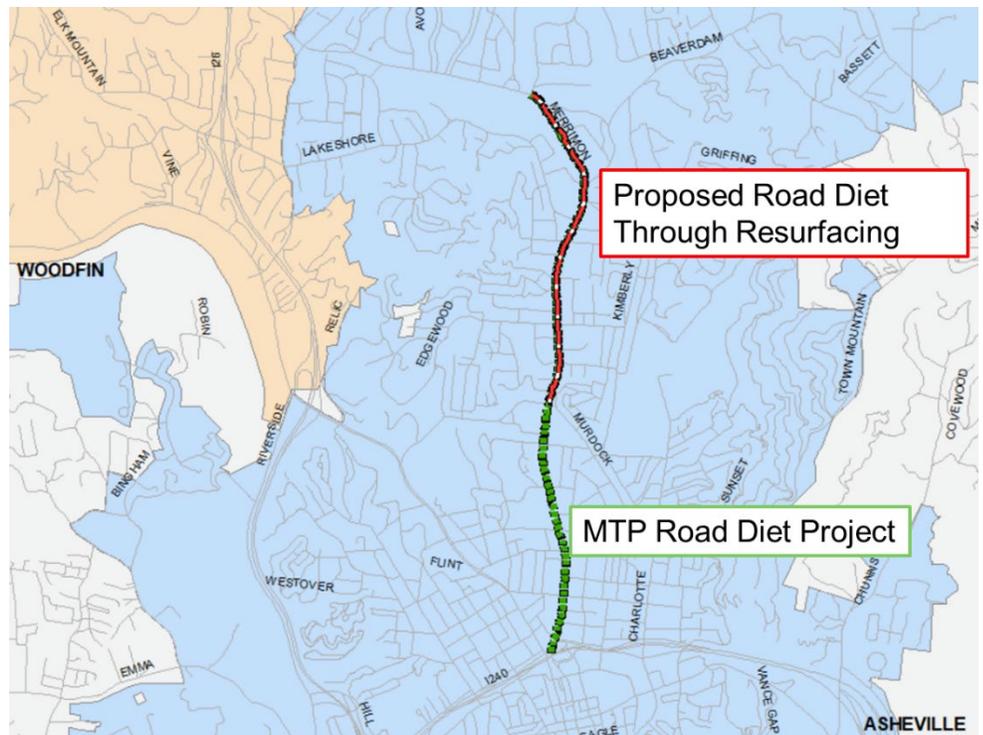
## Staff Report & Recommendations

# Item 5C:

## Merrimon Avenue Proposed Road Diet

### Summary

- NCDOT plans to resurface US 25 through Asheville from Southside Avenue to Midland Drive
- A road diet is being considered to be implemented as part of the resurfacing from WT Weaver Boulevard to Wembley Drive (the current termini of the four-lane cross-section.)



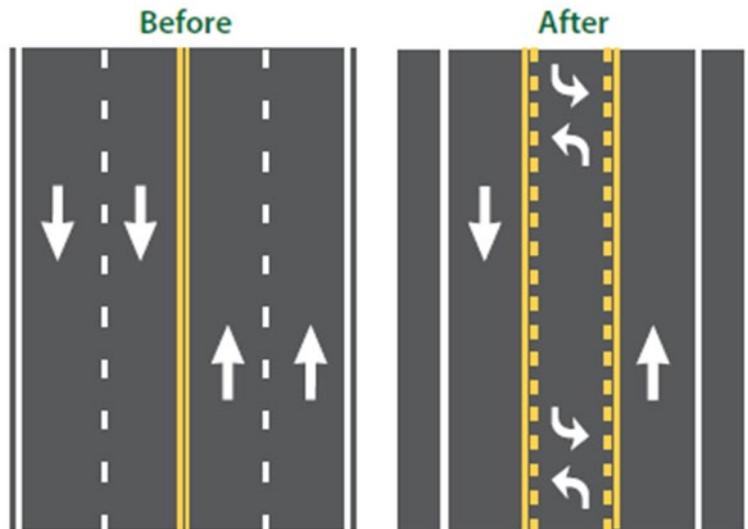
# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Road Diet Benefits & Considerations

- Generally a reduction in vehicular travel lanes to make room for other purposes or modes
- FHWA Proven Safety Countermeasure
  - 19-47% reduction in total crashes
  - Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane
  - Reduced right-angle crashes
  - Fewer lanes for pedestrians to cross
  - Opportunity to add bike lanes, parking, additional pedestrian space
  - More consistent speeds
  - Mitigate queues associated with left-turning
- Typically implemented on roads with 25,000 AADT or less



### [FHWA Roadway Information Guide](#)

#### Context

- Volumes
  - North of WT Weaver Boulevard (2020)
    - 11,500 - 20,000
  - South of WT Weaver Boulevard
    - 18,500 - 21,000
  - 2019 volumes 12-18% higher than in 2020
- Crashes
  - 31 recorded bicycle and pedestrian crashes between 2002-2019, per NCDOT, from WT Weaver to Wembley
  - 155 crashes/year
  - 150% higher crash rate than similar roads in North Carolina
- Walkability/Bikeability
  - Neighborhoods surrounding Merrimon Avenue are considered “walkable”
    - FBRMPO Congestion Management Process
    - [EPA Smart Location Database](#)
    - NCDOT Bicycle and Pedestrian Demand Estimation Map

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Planning Background

- 2045 Metropolitan Transportation Plan
  - HR4519- Road Diet on Merrimon Avenue from I-240 to Wembley Drive
  - 2045 Travel Demand Model includes Merrimon Avenue as a three-lane roadway
  - Adopted in 2020
- Congestion Management Process
  - Recommends improving bicycle and pedestrian infrastructure for Merrimon
  - Recommends a relaxed level of service for evaluating congestion (Level of Service E)
  - Identifies the area around Merrimon Avenue as a “Walkable Urban Place”
  - Adopted in 2018
- Safety Performance Targets
  - The MPO and NCDOT are not meeting targets for reducing roadway fatalities, roadway fatality rate, roadway serious injuries, roadway serious injury rates, or non-motorized fatalities and serious injuries
  - (Re)adopted in 2022

### Background & History

Two intersection improvement projects were funded at WT Weaver Boulevard and Edgewood Drive (U-5781 & U-5782) in 2014 as part of SPOT 3.0. These projects were initially programmed to add and extend turn lanes to each of the intersections to alleviate congestion. Public meetings were held in 2018 that revealed a need to extend turn lanes from Edgewood and WT Weaver Boulevard that essentially created a five-lane cross-section between the two intersections. The public response was not positive and the projects were later removed from the (S)TIP in 2020.

Out of the two deprogrammed intersection improvement projects, NCDOT initiated a study to look at the feasibility of a road diet on Merrimon Avenue, engaging City of Asheville staff, MPO staff, members of the Asheville Multimodal Commission, and other community stakeholders to look at issues and opportunities. An [express design](#) and [traffic forecast](#) were completed as part of the study.

For public information and feedback, a public meeting meeting was held by City of Asheville staff and NCDOT in March, 2022. An online survey was provided as well. In total, the feedback was generally split with somewhat more positive than negative feedback for implementing a road diet.

Discussions are continuing between NCDOT and the City of Asheville regarding funding needs and other considerations to implement a road diet on Merrimon as part of a resurfacing project.

### Potential Delay

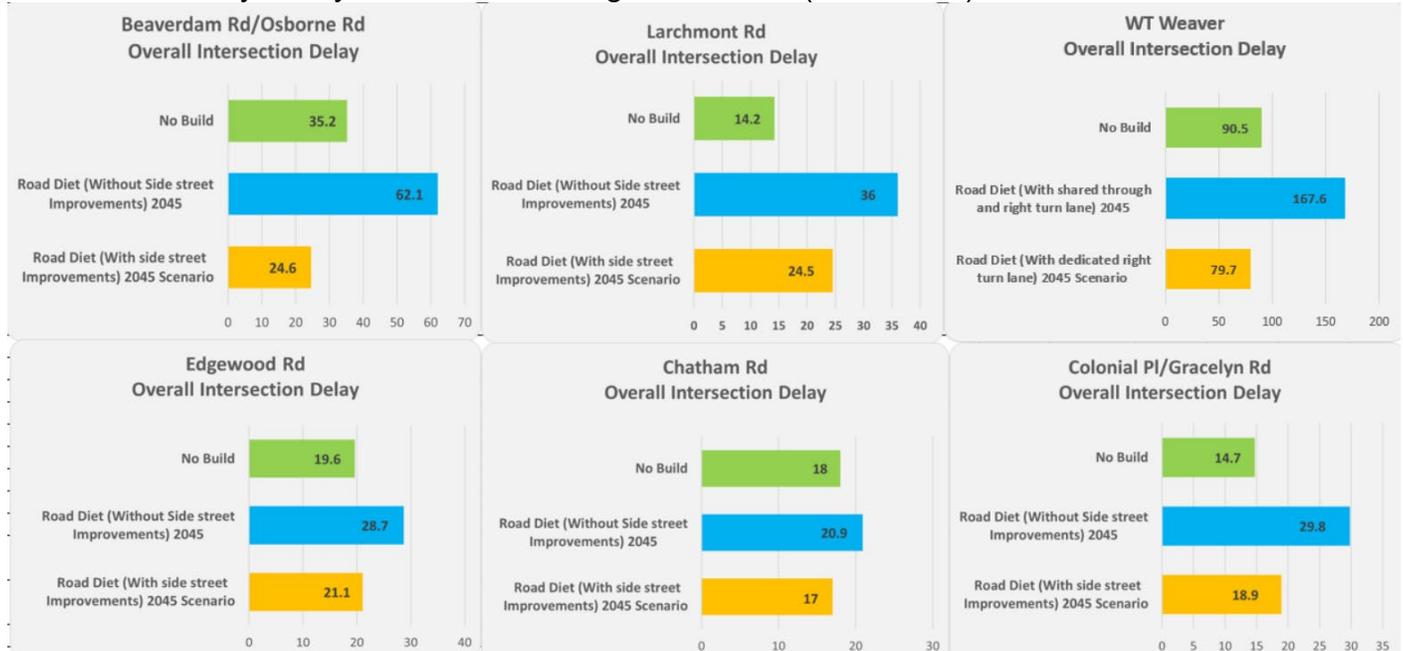
As part of the traffic forecast completed by NCDOT, estimated intersection delay was evaluated with three different scenarios: no-build, road diet without additional improvements, and a road diet

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

with additional improvements (to be completed at a later time.) Below shows the estimated overall intersection delay at key intersections along the corridor (in seconds) for traffic in 2045.



Source: [Storymap via City of Asheville](#).

### Next Steps

NCDOT and the City of Asheville have reviewed the public input received from the online survey and public meeting. NCDOT has notified the City of Asheville of financial contributions that would be required from the City for signal work that would be needed for the conversion as well as other requirements. These are expected to be discussed at the City of Asheville's Council meeting in early May.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 6A:

## Division Project Updates

Division 13 Updates: <https://frenchbroadrivermpo.org/wp-content/uploads/2022/04/D13-Construction-April-2022-combined.pdf>

Division 14 Updates: [https://frenchbroadrivermpo.org/wp-content/uploads/2022/04/042022\\_Div14\\_FBRMPO\\_ComprehensiveProjDev-combined.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2022/04/042022_Div14_FBRMPO_ComprehensiveProjDev-combined.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 April 6<sup>th</sup>; next meeting May 4<sup>th</sup>

**Transit Operators' Workgroup**—met January 11<sup>th</sup>

**5307 Subrecipient Workgroup**- next meeting TBD

**Citizens' Advisory Committee**- met January 12<sup>th</sup> ; next meeting April 13<sup>th</sup>

**Hellbender Trail Stakeholder Group**- last meeting February 3<sup>rd</sup> ; next meeting May 5<sup>th</sup>

### Additional Items:

- USDOT Multimodal Discretionary Grant Open Through May 23<sup>rd</sup>. Information here: <https://www.transportation.gov/grants/multimodal-project-discretionary-grant-notice-funding-opportunity>
- USDOT Raise Grant Open Through April 14<sup>th</sup>. Information here: <https://www.transportation.gov/RAISEgrants/raise-nofo>
- USDOT Safe Streets for All Program expected to open in May. Preliminary information here: [https://www.transportation.gov/sites/dot.gov/files/2022-03/Safe-Streets-and-Roads-for-All-Fact-Sheet\\_March-2022.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-03/Safe-Streets-and-Roads-for-All-Fact-Sheet_March-2022.pdf)
- FHWA Provided a Report to Congress on Complete Streets. The report is available here: <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-03/Complete%20Streets%20Report%20to%20Congress.pdf>
- USDOT released the National Roadway Safety Strategy in January. The guidance is available here: <https://www.transportation.gov/NRSS>
- FTA FY 2022 Funding Apportionments available here: <https://www.transit.dot.gov/funding/apportionments/current-apportionments>

**Recommended Actions:**  
**Accept the reports.**

# **FRENCH BROAD RIVER**

METROPOLITAN PLANNING ORGANIZATION

## **Staff Report & Recommendations**

# Item 6E:

## **Legislative Updates**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

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**Recommended Actions:**  
**Accept the reports.**

# **FRENCH BROAD RIVER**

METROPOLITAN PLANNING ORGANIZATION

## **Staff Report & Recommendations**

# Item 6E:

## **Legislative Updates**