

# Prioritization Subcommittee

## *Meeting Agenda*

August 3, 2022

9:00 AM

**Meeting to be held at Land of Sky Regional Council or via**

**Zoom:** <https://zoom.us/j/91373453789>

**Voting Members on the Committee:** Jessica Morris (City of Asheville, Vice-Chair), Larry Harris (Black Mountain), William High (Buncombe County), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Chair), Jerry Vehaun (Town of Woodfin)

<b>1. Welcome and Introductions</b>	Elizabeth Teague
<b>2. Public Comment</b>	Elizabeth Teague
<b>3. Approval of June, 2022 Meeting Minutes</b>	Elizabeth Teague
<b>4. Business</b>	
A. Safe Streets for All Update	MPO Staff
B. Carbon Reduction Program	MPO Staff
C. BL-0008 Additional Funding Request	MPO Staff
D. LAPP Programming Update	MPO Staff
E. 2020 Census Data	MPO Staff
F. Prioritization Update	MPO Staff
<b>5. News, Events, Updates</b>	Elizabeth Teague
<b>6. Public Comment</b>	Elizabeth Teague
<b>7. Adjournment</b>	Elizabeth Teague

# Prioritization Subcommittee Meeting Minutes June 1, 2022

## ATTENDANCE

### *Voting Members*

#### *-Elizabeth Teague, Town of Waynesville*

- Jessica Morriss, City of Asheville
- Autumn Radcliff, Henderson County
- Larry B. Harris, Town of Black Mountain
- Jerry Vehaun, Town of Woodfin
- William High, Buncombe County

### Non-Voting Members

- |                                 |                                   |
|---------------------------------|-----------------------------------|
| -Tristan Winkler, FBRMPO        | -Daniel Cobb, Town of Mills River |
| -John Ridout, FBRMPO            | -Lucy Crown, City of Asheville    |
| -Hannah Bagli, FBRMPO           | -Kim Roney, City of Asheville     |
| -Jane Pies (Minutes)            | -Emily Scott-Cruz                 |
| -Janna Bianculli, Apple Country | -Erica Anderson, LOSRC            |
| -Steve Williams, NCDOT Div 14   | -David Wasserman, NCDOT           |
| -Troy Wilson, NCDOT Div 14      | -Hannah Cook, NCDOT Div 13        |

## WELCOME AND INTRODUCTIONS

Elizabeth Teague started the meeting at 9:00 a.m. with introductions. A quorum was announced, and roll was called.

## PUBLIC COMMENT

Chair Teague opened the floor for public comments. No comments were heard.

## APPROVAL OF MAY 2022 MINUTES AND AGENDA

***Jerry Vehaun moved to approve the agenda and the May 2022 minutes. William High seconded the motion, which passed unanimously upon a roll call vote.***

## BUSINESS

### LAPP Project Programming

The total amount available for LAPP projects is \$22,392,000. Of that total, \$11,042,000 for STBG-DA for FY27 and FY28 and \$2,945,000 for TAP-DA in FY27 and FY28 totaling \$13,897,000. The additional amount of \$8,405,000 through the IIJA bipartisan infrastructure bill available once programmed but can be made available before FY27. Of the \$22,392,000, the five projects selected from the LAPP call for projects are slated to program \$21,586,491 of the available funds with \$805,509 remaining.

For developing the schedule, MPO staff considered time sensitive requirements and existing projects as to which projects needed or would benefit the most from the IIJA funding that would not require the FY27 begin date. Those considered are the Swannanoa Greenway that has time-sensitive bond funding providing the 50% local match, Riceville Road sidewalks, the Woodfin greenway that is requesting additional funding for an existing project. In addition, the Montreat Texas Road Bridge project since the funding request is small enough to fund earlier without any delay in another project and that cost increase may impact the final cost due to a lack of economy of scale for smaller projects. Due to the limited additional funding of the IIJA, not all time sensitive projects can be programmed with IIJA funds. Ecusta Trail D is scheduled for the full TAP-DA funding in FY27 and FY28 with the remaining broken up in FY27 and FY28.

Option one Programs most of the Woodfin Greenway, the Swannanoa Greenway and Montreat. Riceville Road holds and is not programmed until FY2027. Part of the Woodfin Construction is held until FY2027., The majority of Ecusta is programmed in FY2028

Option 1	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Cumulative Amount Available	\$ 6,993,500.00	\$ 6,993,500.00	\$ 8,405,000.00	\$ 22,392,000.00
Total Programmed	\$ 6,333,617.00	\$ 6,963,617.00	\$ 8,289,257.00	\$ 21,586,491.00
Budget Remainder	\$ 659,883.00	\$ 29,883.00	\$ 115,743.00	\$ 805,509.00
Project and Phase	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Ecusta Trail D CST (STBG-DA)	\$ 4,861,117.00	\$ 2,661,117.00	\$	\$ 7,522,234.00
Ecusta Trail D CST (TAP-DA)	\$ 1,472,500.00	\$ 1,472,500.00	\$	\$ 2,945,000.00
Swannanoa Greenway CST			\$ 2,500,000.00	\$ 2,500,000.00
Montreat Texas Road CST			\$ 152,800.00	\$ 152,800.00
Riceville Rd Sidewalk PE	\$	\$ 80,000.00	\$	\$ 80,000.00
Riceville Rd Sidewalk ROW	\$	\$ 100,000.00	\$	\$ 100,000.00
Riceville Rd Sidewalk CST	\$	\$ 650,000.00	\$	\$ 650,000.00
Woodfin Greenway ROW			\$ 1,879,454.00	\$ 1,879,454.00
Woodfin Greenway CST	\$	\$ 2,000,000.00	\$ 3,757,003.00	\$ 5,757,003.00

Option 2 delays the Swannanoa Greenway until FY2028, Riceville PE and ROW is included in the IIJA as well as all of the Woodfin Greenway as well as Montreat bridge project

Option 2	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Cumulative Amount Available	\$ 6,993,500.00	\$ 6,993,500.00	\$ 8,405,000.00	\$ 22,392,000.00
Total Programmed	\$ 6,833,617.00	\$ 6,783,617.00	\$ 7,969,257.00	\$ 21,586,491.00
Budget Remainder	\$ 159,883.00	\$ 209,883.00	\$ 435,743.00	\$ 805,509.00
Project and Phase	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Ecusta Trail D CST (STBG-DA)	\$ 2,861,117.00	\$ 4,661,117.00	\$	\$ 7,522,234.00
Ecusta Trail D CST (TAP-DA)	\$ 1,472,500.00	\$ 1,472,500.00	\$	\$ 2,945,000.00
Swannanoa Greenway CST	\$ 2,500,000.00		\$	\$ 2,500,000.00
Montreat Texas Road CST			\$ 152,800.00	\$ 152,800.00
Riceville Rd Sidewalk PE			\$ 80,000.00	\$ 80,000.00
Riceville Rd Sidewalk ROW			\$ 100,000.00	\$ 100,000.00
Riceville Rd Sidewalk CST	\$	\$ 650,000.00	\$	\$ 650,000.00
Woodfin Greenway ROW			\$ 1,879,454.00	\$ 1,879,454.00
Woodfin Greenway CST			\$ 5,757,003.00	\$ 5,757,003.00

Option 3 is currently a non-feasible option without another solution to the over-programming of IIJA funds. If there is another solution to this, only \$61,457 would prevent funding both the Riceville Road and Woodfin Greenway with the IIJA revenue. Montreat Texas Road bridge is programed in FY27 and Swannanoa is in FY28. Construction funds for Ecusta are weighted towards FY27

Option 3	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Cumulative Amount Available	\$ 6,993,500.00	\$ 6,993,500.00	\$ 8,405,000.00	\$ 22,392,000.00
Total Programmed	\$ 6,833,617.00	\$ 6,286,417.00	\$ 8,466,457.00	\$ 21,586,491.00
Budget Remainder	\$ 159,883.00	\$ 707,083.00	\$ (61,457.00)	\$ 805,509.00
Project and Phase	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Ecusta Trail D CST (STBG-DA)	\$ 2,861,117.00	\$ 4,661,117.00	\$	\$ 7,522,234.00
Ecusta Trail D CST (TAP-DA)	\$ 1,472,500.00	\$ 1,472,500.00	\$	\$ 2,945,000.00
Swannanoa Greenway CST	\$ 2,500,000.00		\$	\$ 2,500,000.00
Montreat Texas Road CST		\$ 152,800.00	\$	\$ 152,800.00
Riceville Rd Sidewalk PE			\$ 80,000.00	\$ 80,000.00
Riceville Rd Sidewalk ROW			\$ 100,000.00	\$ 100,000.00
Riceville Rd Sidewalk CST			\$ 650,000.00	\$ 650,000.00
Woodfin Greenway ROW			\$ 1,879,454.00	\$ 1,879,454.00
Woodfin Greenway CST			\$ 5,757,003.00	\$ 5,757,003.00

Finally, option 4 is funding only the Woodfin Greenway with IIJA funds. Montreat could also be included in the IIJA or accelerated as another sub-option within this scenario.

Option 4	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Cumulative Amount Available	\$ 6,993,500.00	\$ 6,993,500.00	\$ 8,405,000.00	\$ 22,392,000.00
Total Programmed	\$ 6,972,500.00	\$ 6,977,534.00	\$ 7,636,457.00	\$ 21,586,491.00
Budget Remainder	\$ 21,000.00	\$ 15,966.00	\$ 768,543.00	\$ 805,509.00
Project and Phase	LAPP FY28	LAPP FY27	IIJA FY 2024	Total
Ecusta Trail D CST (STBG-DA)	\$ 3,000,000.00	\$ 4,522,234.00	\$	\$ 7,522,234.00
Ecusta Trail D CST (TAP-DA)	\$ 1,472,500.00	\$ 1,472,500.00	\$	\$ 2,945,000.00
Swannanoa Greenway CST	\$ 2,500,000.00		\$	\$ 2,500,000.00
Montreat Texas Road CST		\$ 152,800.00	\$	\$ 152,800.00
Riceville Rd Sidewalk PE		\$ 80,000.00	\$	\$ 80,000.00
Riceville Rd Sidewalk ROW		\$ 100,000.00	\$	\$ 100,000.00
Riceville Rd Sidewalk CST		\$ 650,000.00	\$	\$ 650,000.00
Woodfin Greenway ROW			\$ 1,879,454.00	\$ 1,879,454.00
Woodfin Greenway CST			\$ 5,757,003.00	\$ 5,757,003.00

John Ridout presented a spreadsheet on LAPP project programming, offering four options for consideration. Tristan Winkler noted that now it appears that the first opportunity to add projects is 2024. It was originally thought to be in 2027. Discussion occurred about which option was best and if it is possible to split projects. Potential delays for programming were discussed, including Right of Way, PE, and the feasibility of projects being ready by 2024. No consensus was reached about optimum programming and it was decided that the vote be postponed until the next meeting. MPO Staff will work with David Wasserman at NCDOT and others to rework the spreadsheet and offer different scenarios.

## **Subrecipient Monitoring**

The MPO is undergoing an audit and is expected to be audited annually now that it regularly maintains a budget over \$1,000,000/year. In a meeting with auditors and Land of Sky finance staff it was noted that the MPO does not maintain a Subrecipient Monitoring Plan. To address this gap, MPO staff has made a Draft Subrecipient Monitoring Plan that summarizes the requirements from FHWA, NCDOT, and MPO policies.

Information only. Please offer feedback.

## **Safe Streets for All**

USDOT recently released the Notice of Funding Opportunity for a new grant program from the Bipartisan Infrastructure Law, Safe Streets for All. MPO staff presented on the grant and how the region can potentially take advantage of the funding program.

For implementation funds to be pursued, a Regional Safety Action Plan must be in place. Safety is an increasingly important issue in our region (cycling, motorcycling and truck accidents).

*Larry Harris made a motion to move forward with the Safe Streets for All grant. Jerry Vehaun seconded the motion which passed unanimously.*

## **MTP 2050 Maintenance Summary**

Within the French Broad River MPO and across the state, NCDOT is required to publish a schedule of State highway maintenance projects. This five-year schedule is the Highway Maintenance Improvement Program (HMIP). The HMIP includes the anticipated funding sources for the improvement, a list of any changes made from the previous year's HMIP, and the reasons for the changes. This cost estimate includes three main categories -formally independent categories: bridge repair project, general maintenance projects, and pavement projects. In previous years prior to 2020, the NCDOT maintained asset management through three independent maintenance programs. These three distinct programs were merged and are now managed under a single "Highway Maintenance Improvement Program". The new unified HMIP is not to be confused with the prior HMIP which only included pavement assets.

The current five-year **Statewide Estimated Cost is \$2.29 Billion for the state's bridges, \$2.75 anticipated costs for general maintenance, and \$2.63 billion towards pavement projects statewide.** Of the estimated cost within the region, French Broad River MPO member counties are estimated to have

219.9 million toward bridge maintenance programs (approximately 9.6% of state estimates) and 112 million toward pavement preservation (4.3%)

## Bridge Projects

NCDOT's Highway Maintenance Improvement program identified 89 bridge projects in the five counties that make up the MPO's local county members. This number is just shy of representing 10% of the state-wide number of bridge projects in the state. Within the five counties, Haywood County and Madison County have the most bridge projects in the next 5 years with 27 projects. Buncombe County follows with 17 projects, Henderson has 12 projects and Transylvania has six.

*Table 1: Bridge Projects and Estimated Costs*

	<b>Number of Bridge Projects</b>	<b>Bridge Total</b>	<b>Bridge Average</b>
<b>Buncombe</b>	17	\$ 49,199,574	\$ 2,894,092
<b>Haywood</b>	27	\$ 112,842,381	\$ 4,179,347
<b>Henderson</b>	12	\$ 22,379,099	\$ 1,864,924
<b>Madison</b>	27	\$ 30,693,760	\$ 1,136,805
<b>Transylvania</b>	6	\$ 4,768,500	\$ 794,750
<b>Region</b>	89	\$ 219,883,315	\$ 2,470,599
<b>Division 13</b>	44	\$ 79,893,334	\$ 1,815,757
<b>Division 14</b>	27	\$ 112,842,381	\$4,179,347

## Pavement Projects

**Pavement Maintenance** is a catch-all for much of the highway preservation program. Prior to 2020, it was the only item in the HMIP before Bridges and General Maintenance was included. Pavement Maintenance includes pavement resurfacing, rehabilitation, and pavement preservation. This is a triage- like system based on the condition of the road surface as identified. For pavement in decent condition, the division may elect for pavement preservation.

**Resurfacing:** A hot mix asphalt overlay of an existing roadway. Resurfacing may consist of one or two lifts of asphalt surface course and may also consist of milling and replacing asphalt layers, microsurfacing, and other treatments. To minimize cost, a road should be resurfaced prior to the need for significant patching. The maximum thickness of resurfacing is two inches.

**Rehabilitation:** Significant work done to a road in poor to low fair condition, or to a road requiring additional structure due to increased traffic loads. Rehabilitation frequently includes full-depth patching, leveling, deep milling, or multiple lift overlays.

**Preservation:** A treatment applied to a road in high fair to good condition that extends the pavement service life without substantially increasing the pavement structure (thickness). Typical pavement preservation treatments include bituminous surface treatments (chip seals), thin lift asphalt overlays, crack sealing, microsurfacing, and diamond grinding on concrete roadways.

The term "**Pavement Preservation Programs and Activities**" means programs and activities employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost- effective set of practices that extend pavement life, improve safety, and meet road user expectations.

*Table 4: Pavement Project Distribution*

	Projects	Miles	Total Cost	Cost per Mile	Miles per project
<b>Buncombe</b>	429	303.31	\$45,886,658	\$151,289	0.7
<b>Haywood</b>	149	114.56	\$16,817,139	\$146,798	0.8
<b>Henderson</b>	140	153.32	\$20,351,150	\$132,736	1.1
<b>Madison</b>	43	73.70	\$15,885,406	\$215,536	1.7
<b>Transylvania</b>	81	98.91	\$13,018,890	\$131,624	1.2
<b>Region</b>	842	743.80	\$ 111,959,244	\$150,524	0.9
<b>Division 13</b>	472	377.01	\$ 61,772,064	\$ 163,849	0.8
<b>Division 14</b>	370	366.79	\$ 50,187,180	\$ 136,828	1.0

Because the Highway Maintenance Improvement Program (HMIP) distributes to the Divisions, filtering the MPO vs RPO various maintenance projects is imperfect looking forward as it is based on the needs identified by the division's engineers. However, looking at the full five-county network we can get a rough generalization of overall patterns. For example, while Transylvania received the fewest bridge projects, they are seeing more roadway/road surface projects and the inverse is true for Madison. Buncombe, Henderson, and to a lesser extent, Haywood is seeing moderate amounts of attention based on their road network.



Table 3: Inflation

Year	Division	General Maintenance Budget	Inflation	VS 2022 Dollar	IN 2022 Dollars
2022	13	\$41,352,935.47	3%	\$ 1.00	\$41,352,935.47
2022	14	\$38,673,883.92	3%	\$1.00	\$38,673,883.92
2023	13	\$41,346,186.01	3%	\$ 0.97	\$40,105,800.43
2023	14	\$38,882,781.12	3%	\$ 0.97	\$37,716,297.69
2024	13	\$41,338,613.31	3%	\$ 0.94	\$38,895,501.26
2024	14	\$35,928,026.00	3%	\$ 0.94	\$33,804,679.66
2025	13	\$41,338,613.31	3%	\$ 0.91	\$37,728,636.23
2025	14	\$35,094,526.00	3%	\$ 0.91	\$32,029,826.33
2026	13	\$41,338,613.31	3%	\$ 0.89	\$36,596,777.14
2026	14	\$36,151,526.00	3%	\$ 0.89	\$32,004,686.04

The final item considering maintenance in the region is inflation and cost increases. If the HMIP funding remains flat for Division 13 (\$41.3 Million) or decreases for Division 14 (from \$38.6 Million to 36.1 million) This will result in fewer projects to be able to be addressed within a year. By 2026 and assuming an inflation of 3%, the region within Division 14 should expect to have a as much 18% less for maintenance. The region has experience significant cost increase so this 18% loss over four years might see the list of projects in the HMIP increase as there is less able in both total budget such as the 2 million decrease in 2026 compared to 2022, plus the impacts of inflation hand overall higher costs for road treatments. Other factors are also impacting the budgeted amount but with cost increases, there should be more funding for maintenance, not less over time.

Information only.

## NEWS, EVENTS AND UPDATES

Hannah Bagli presented that STRIVE Week was a success.

## PUBLIC COMMENT

No public comments were heard.

## ADJOURNMENT

Elizabeth Teague called for a motion to adjourn the meeting at 10:55 a.m.

***Jerry Vehaun moved to adjourn. Larry Harris seconded, and the vote carried unanimously.***

# Item 4A

## Safe Streets for All Update

### What is Safe Streets for All?

[Safe Streets for All](#) is a new grant program offered through USDOT that was created as part of the federal Bipartisan Infrastructure Law aiming at achieving zero roadway death and serious injuries. It is a discretionary grant, meaning eligible entities may apply directly to USDOT for funding and USDOT makes awards based on the merits of proposals and other factors to ensure some level of geographic equity. \$5 billion is expected to be made available over the next five years for this program.

The Safe Streets for All program makes different types of funding available to help improve safety.

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

However, jurisdictions may not apply for implementation funding unless there is an Action Plan in place. A couple of jurisdictions have plans that have some parts of an Action Plan, but as of this writing, none have enough to be eligible to apply for implementation funds.

### Proposed Application for the Region

The French Broad River MPO staff recommends submitting a joint application for an Action Plan with the Land of Sky RPO. This would create a five-county Action Plan for Buncombe, Haywood, Henderson, Madison, and Transylvania counties, enabling jurisdictions in those areas to apply for implementation funds.

This plan would include the following general elements:

- Community & Stakeholder Engagement
- Crash and Risk-Based Analysis
- Safety Hot-Spot Identification
- Project Recommendations
- Programmatic Recommendations

The current draft budget is for \$400,000 total. \$320,000 would be covered by the federal share (if successful) and \$80,000 would be required to come from non-federal sources. The NCDOT Safety Unit plans to make some State funding available for local match and MPO staff has been in discussions with other organizations to potentially alleviate or fully provide the local match as well.

**Action Required: Recommend Approval of an MPO/RPO Action Plan Grant Application**

# Item 4B:

## Carbon Reduction Program

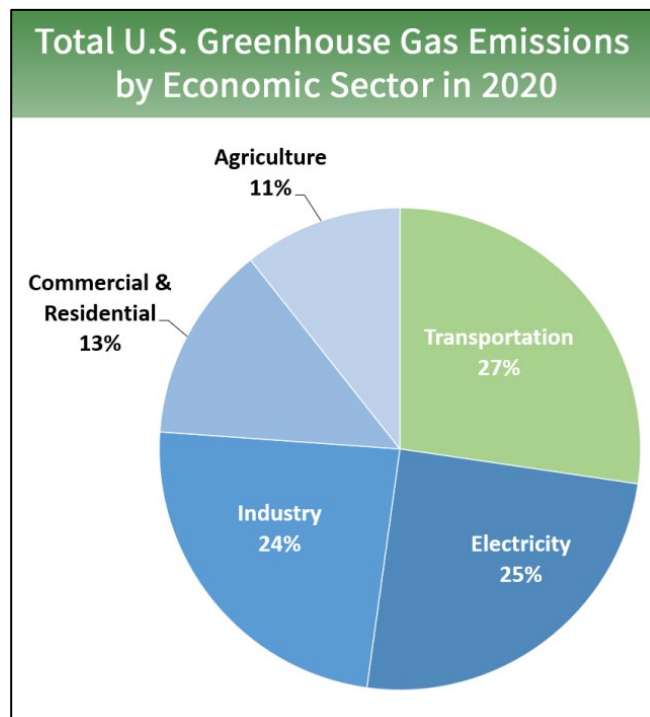
### What is the Carbon Reduction Program?

The [Carbon Reduction Program](#) is a new funding source through USDOT that was created as part of the Bipartisan Infrastructure Law whose primary purpose is to reduce the carbon emissions from the transportation sector which is now the largest contributor of greenhouse gases in the United States.

The Carbon Reduction Program is set to function very similarly to the Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) in that funds are allocated to States and States are required to make sub-allocations to large urban, small urban, and rural areas. The French Broad River MPO's annual allocation is **\$628,563/year** between FY 2022 and FY 2026.

### Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;



- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
- acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
- purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

The federal share for projects in this program is “generally” 80%.

### Other Requirements

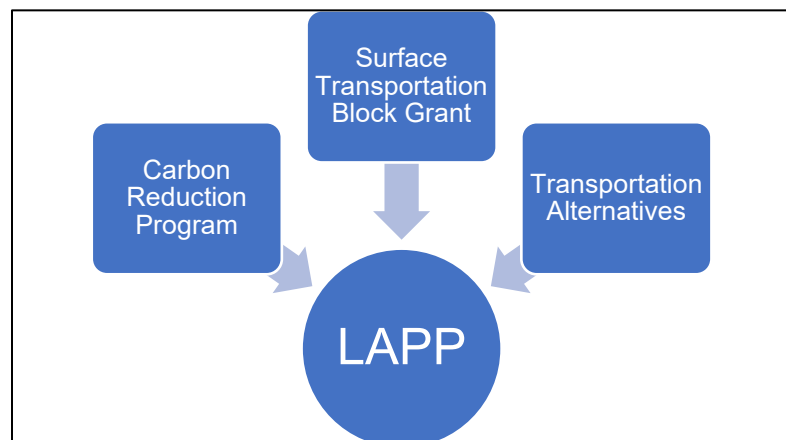
Each state is required to produce a Carbon Reduction Strategy in coordination with MPOs within two years with updates every four years.

### FBRMPO Options

Option #1: Consolidate Carbon Reduction Program, Transportation Alternatives, and Surface Transportation Block Grant funds into the Locally Administered Projects Program

PROS: alleviate potential overages to the LAPP program, fewer calls for projects

CONS: no distinct program



Option #2: Hold a Carbon Reduction Program Call for Projects

PROS: Would allow a more distinct program, potentially draw interest for other groups & projects

CONS: LAPP would likely go overbudget and projects could be delayed

Overall, most of the projects currently programmed through the MPO's LAPP would qualify for Carbon Reduction Program funding.

**Staff Recommendation: Option #1, Consolidate Carbon Reduction Program, Transportation Alternatives, and Surface Transportation Block Grant funds into the Locally Administered Projects Program**

**Action Required: Determine the Next Steps for the Programming of Carbon Reduction Program Funds**

# Item 4C:

## BL-0008 Additional Funding Request

### BL-0008 Information

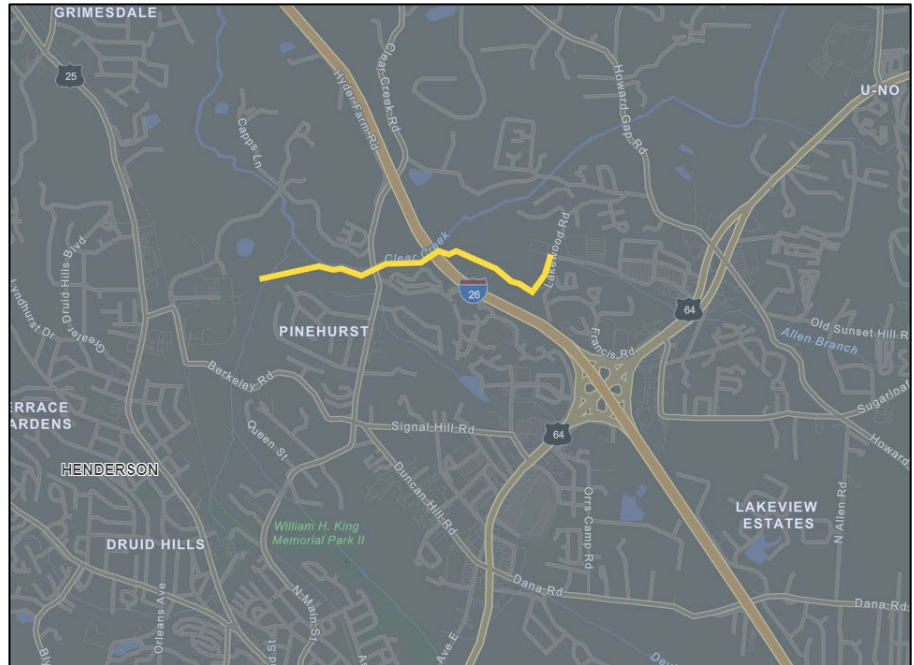
Project Name: Clear Creek Greenway

Managing Entity: City of Hendersonville

Project Limits: Oklawaha Greenway/Berkley Mills Park to Lakewood Road

Project Type: Multi-Use Path

Call for Projects Awarded: 2020



Phase	Initial Cost Estimate	Additional Funds Needed	Total Revised Cost
Preliminary Engineering	\$303,500	\$378,457	\$681,957
Right-of-Way	\$430,000	\$0	\$0
Construction	\$1,737,700	\$3,590,625	\$1,852,925

Total Amount of Additional Funding Requested: \$2,104,882

Federal Share: \$1,683,906

Local Share: \$420,976

**Action Required: Consider Programming Additional Funding for BL-0008**

# Item 4D:

## LAPP Programming Update

Where We Left Things: The following projects were approved for funding but have not been programmed as of yet.

Project	Match Provider	Type of Project	Federal Funds
Ecusta Trail Section D	Henderson County	Rail-to-Trail/Multi-Use Path	\$10,467,234
Texas Road Pedestrian Bridge	Town of Montreat	Pedestrian Bridge Upgrades	\$152,800
Swannanoa Greenway	City of Asheville	Multi-Use Path	\$2,500,000
Riceville Road Sidewalks	NCDOT Division 13	Sidewalks	\$830,000
Woodfin Greenway	Buncombe County	Multi-Use Path	\$7,636,457

### Programming Logistics

When this call for projects was initially issued, it was projected to have about \$13 million available with the programming of projects likely in FY 27 and FY 28. Since that time, additional funds have been added due to the Bipartisan Infrastructure Law adding more funding to the Surface Transportation Block Grant (STBG) program as well as the Transportation Alternatives Program (TAP.) There is now an estimated \$11,664,000 available prior to FY 2027.

MPO staff's suggested general strategy is that projects be prioritized from needing to happen sooner to later with details to be determined later.

MPO staff considers the following aspects of these projects fairly critical in terms of how they should be programmed: local match availability, previous funding, and project score.

Local Match Availability- at least one project (Riceville Road Sidewalks) has local match funding that has limitations on when it is spent (with a resurfacing project.)

Previous Funding- at least one project was considered fully funded until new cost estimates were developed (Woodfin Greenway); adding more funding is considerably different than beginning a new project

Projects Scoring- some consideration should be made for projects that scored higher or lower in the LAPP scoring that was done in the spring to determine what projects were approved for funding or not

<b>Project</b>	<b>Local Match Availability</b>	<b>Previous Funding</b>	<b>Project Scoring</b>
Ecusta Trail Section D	-	Other Sections LAPP Funded	<b>1<sup>st</sup></b>
Texas Road Pedestrian Bridge	-	No LAPP Funding	<b>2<sup>nd</sup></b>
Swannanoa Greenway	-	No LAPP Funding	<b>3<sup>rd</sup></b>
Riceville Road Sidewalks	<b>FY 23 Resurfacing Project</b>	No LAPP Funding	4 <sup>th</sup>
Woodfin Greenway	-	<b>LAPP Project</b>	5 <sup>th</sup>

MPO staff would like to offer two option for prioritizing the LAPP projects:

**Option #1: Full Project Prioritization (projects listed below can be shifted at the subcommittee’s discretion)**

If local match and previous funding are prioritized, the following would be recommended:

- Priority 1: Riceville Road Sidewalks
- Priority 2: Woodfin Greenway
- Priority 3: Ecusta Trail Section D
- Priority 4: Texas Road Pedestrian Bridge
- Priority 5: Swannanoa River Greenway

\*This would not necessarily be the order in which projects would be programmed, due to differing costs, but would enable MPO and NCDOT staff to begin determining programming possibilities.

**Option #2: Split Woodfin Greenway & Ecusta Trail**

Woodfin Greenway Split: the Woodfin Greenway project was initially funded as two separate projects: the Riverside Greenway (Broadway to Elk Mountain Road) and the Beaverdam Creek Greenway (NC 251 to US 25.) This project could be redivided in coordination with Buncombe County staff.

Ecusta Trail Section D Split: Henderson County staff has noted the project could be split between the current end of the funded section at US 64 to Industrial Drive in Etowah (including the bridge over the French Broad River) and from Industrial Drive to the county boundary.

Pros of Splitting Projects: depending on the amount of funding for each split, this approach \*could\* enable one section of Woodfin and one section of Ecusta to move forward more quickly while delaying the other section.

Cons: splitting the projects would require more work from project managers due to increased agreements and contracts, potentially increase costs as well.



Potential order of priorities (can be shifted at the discretion of the subcommittee):

Priority 1: Riceville Road Sidewalks

Priority 2: Woodfin Greenway - Part 1

Priority 3: Ecusta Trail Section D – Part 1

Priority 4: Woodfin Greenway - Part 2

Priority 5: Ecusta Trail Section D – Part 5

Priority 6: Texas Road Pedestrian Bridge

Priority 7: Swannanoa River Greenway

\*This would not necessarily be the order in which projects would be programmed, due to differing costs, but would enable MPO and NCDOT staff to begin determining programming possibilities.

**General Information: the MPO’s Locally Administered Project Program Budget**

This budget table shows the amount of funding available to the MPO’s Locally Administered Project Program between FY 22 and FY 28.

What These Sums Account For:

- Projects currently in the TIP/STIP from the MPO’s LAPP
- \$500k/year the MPO sets aside for planning activities
- STBGDA, TAPDA, and CRPDA (Carbon Reduction Program) funds made available to the MPO

What These Sums Do NOT Account For:

- Providing additional funding for BL-0008 or any other project that has recently or plans to request additional federal funding

	<b>FY 22</b>	<b>FY 23</b>	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>FY 28</b>
<b>Unprogrammed Amounts (Funding in \$Thousands)</b>	\$1,906	\$1,285	\$1,285	\$8,740	\$1,593	\$5,993	\$5,993

Total Amount Available Through FY 28: \$26,795,000

**Action Required: Recommend projects to be prioritized for earlier programming**

Next Steps: Program projects in the TIP/STIP

# Item 4E:

## **2020 Census Data**

MPO staff will provide a presentation on some of the transportation-related information from the 2020 American Community Survey from the US Census Bureau.

# Item 4F:

## **Prioritization Update**

The Prioritization process for the development of the 2024-2033 State Transportation Improvement Program (STIP) has had a number of changes take place over the last month.

**Financial Changes:** the State budget includes a provision to begin transferring a percentage of State sales tax revenues to transportation funds. This is projected to generate \$4-6 billion over the next ten years. This additional funding is likely to bring some projects back into the 2024-2033 STIP that were initially removed but not all of the removed projects.

**Schedule Changes:** due to the new funds being made available, the Prioritization Workgroup has recommended the deadline for proposing swaps be delayed until March 17, 2023. MPOs that are required to do air-quality conformity analyses as part of the TIP development process will have swaps prepared at an earlier date.

### **General Schedule Moving Forward:**

Revised Draft 2024-2033 STIP Released: next few weeks

Project Swaps Due: March 17, 2023

State Considers 2024-2033 STIP for Adoption: May, 2023

FBRMPO Considers 2024-2033 STIP for Adoption: June/August, 2023

**NO ACTION REQUIRED**