

Technical Coordinating Committee

September 8, 2022 – 11:00 A.M., Hybrid Meeting via Zoom or at Land of Sky Regional Council

Login: <https://us06web.zoom.us/j/83401920256>

Meeting ID: 83401920256

Call-In: (646)931-3860

Agenda

1. WELCOME AND HOUSEKEEPING (10 min)

 - A. Welcome and Introductions, Approval of Agenda Autumn Radcliff

2. PUBLIC COMMENT

3. CONSENT AGENDA Autumn Radcliff

 - A. August, 2022 TCC Minutes
 - B. Modifications to the 2020-2029 Transportation Improvement Program (TIP)
 - C. Letter of Support for Apple County Transit 5310 Application
 - D. Letter of Support for NCDOT Bridge Improvement Program Application

4. BUSINESS (0 min)

5. INFORMATIONAL ITEMS (45-60 min)

 - A. WNC Passenger Rail Feasibility Study NCDOT Rail Division Staff
 - B. I-2513 (I-26 Connector) Update Kevin Moore, NCDOT
 - C. Locally Administered Projects Program Update MPO Staff

6. REGULAR UPDATES (15 min)

 - A. NCDOT Division 13 and 14 updates Mark Gibbs/Wanda Austin or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. FHWA/FTA Updates Michael Dawson
 - D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
 - E. Legislative Updates MPO Staff

7. ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)

8. TOPICS FOR NEXT MEETING (September 8th)

9. PUBLIC COMMENT

10. ADJOURNMENT

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: August, 2022 TCC Minutes

Item 3B: Modifications to the 2020-2029 Transportation Improvement Program (TIP)

Item 3C: Letter of Support for Apple Country Transit 5310 Application

Item 3D: Letter of Support for NCDOT Bridge Improvement Program Application

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

August, 2022- TCC Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Hybrid Meeting on August 11, 2022

ATTENDANCE:

In-person and remote via Zoom:

Autumn Radcliff	William High	Tristan Winkler
Brendan Merithew	Jane Pies (minutes)	Hannah Bagli
Stephen Williams	Vicki Eastland	Jodi Ferguson
Daniel Sellers	Matthew Cable	Jessica Trotman
Janna Bianculli	Troy Wilson	Erica Anderson
Jessica Morriss	Harry Buckner	Lucy Crown
Eric Rufa	Nathan Bennett	Daniel Cobb
Kaitland Finkle	Teresa Robinson	Bill Marley
Anna Sexton	Tim Anderson	

WELCOME AND HOUSEKEEPING

Chair, Autumn Radcliff called the meeting to order and welcomed everyone at 11:02 AM. A roll call followed, and quorum was established for conducting the business of the TCC.

PUBLIC COMMENT

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

CONSENT AGENDA

Chair Radcliff indicated that the consent agenda included the May 2022 TCC minutes and the modification to the 2020-2029 Transportation Improvement Program (TIP) and amendments to the FY 2023 Unified Planning Work Program (UPWP). She requested approval of the TCC agenda, as well.

Vicki Eastland motioned to approve the consent agenda with the 2020-2029 Transportation Improvement Program (TIP) the Amendments to the FY 2023 Unified Planning Work and the TCC agenda, as presented. Jodi Ferguson seconded the motion, which carried unanimously upon a roll call vote and without further discussion.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

BUSINESS

Safe Streets for All Regional Action Planning Grant Application to USDOT

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.

Tristan Winkler presented on Safe Streets for All grant program offered by USDOT. A joint application is recommended across the region, including the FBRMPO and the LOSRPI. An Action Plan is required to pursue the funds. Safety trends in our area are trending in the wrong direction, with too many motorcycle, bike and truck involved crashes. This puts an additional burden on local hospitals. NCDOT Safety Unit and a local non-profit are potential funders for the local match for the plan. Applications are due September 15, 2022.

Lucy Crown moved to recommend approval of an MPO/RPO Action Plan Grant Application. Jessica Morriss seconded the motion which passed upon a roll call vote.

INFORMATIONAL ITEMS

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Draft 2024-2033 State Transportation Improvement Program (STIP) Update

The Prioritization process for the development of the 2024-2033 State Transportation Improvement Program (STIP) has had several 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 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

Tristan Winkler shared that in the new state budget, some sales tax revenues are being transferred to the DOT. In comparison to the April 2022 STIP, the August 2022 STIP now includes some of the projects that were decommitted and an acceleration of some projects remaining on the schedule.

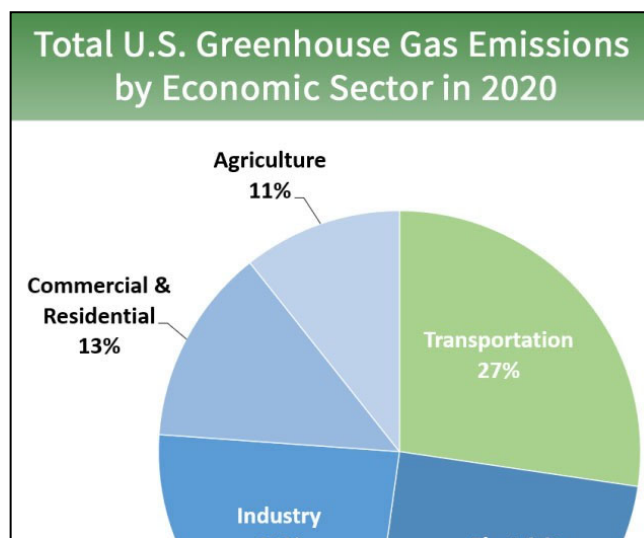
Information only. No action required

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 function very similarly to the Surface

Transportation Block Grant (STBG) Transportation Alternatives Program that funds are allocated to States and required to make sub-allocations to urban, small urban, and rural areas. Broad River MPO's annual allocation **\$628,563/year** between FY 2022 and **Eligible Projects**



set to and (TAP) in States are large The French is FY 2026.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

- 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

FRENCH BROAD RIVER

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Staff Report & Recommendations

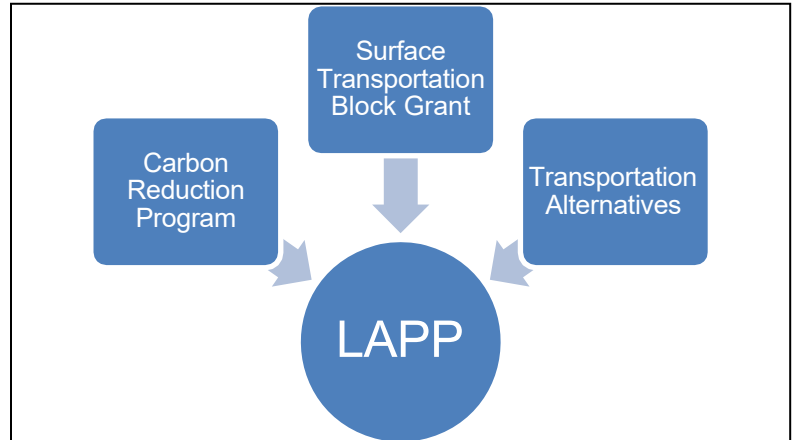
will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

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.

Plan for Application to the FBRMPO Consolidate Carbon Reduction Program, Transportation Alternatives, and Surface Transportation Block Grant funds into the Locally Administered Projects Program



Information only. No action required.

NC Clean Transportation Plan

Jen Weiss, Senior Advisor for Climate Change Policy with NCDOT presented on the NC Clean Transportation Plan and National EV charging Infrastructure.

NC Clean Transportation Plan

In NC, the transportation sector is the number one emitter of Greenhouse Gas Emissions (36% of emissions). The electricity sector is doing more to reduce emissions, bringing the transportation sector to the top. In 2018, Governor Roy Cooper signed Executive Order No 80 which called for a reduction in economy wide emissions by 40% below 2005 levels by 2025. It also required an increase in the total number of registered ZEVs to at least 80,000 by 2025 and a reduction in energy consumption in state-owned buildings by 40% below 2002-2003 levels. In 2022, Governor Cooper signed Executive Order No 246, requiring a reduction in economy wide emissions by 50% below 2005 levels by 2030, and increase in total number of registered ZEVs to at least 1.25M by 2030, and an increase in sales of ZEVs for that 50% of in-state sales are zero emission by 2030.

NCDOT was directed to develop the NC Clean Transportation Plan. This is a large broad stakeholder process. Our goal is to bring stakeholders together to share best-practices and increase awareness. Also, to access the opportunities, challenges, and considerations with creating a more equitable clean transportation system. It is important to develop strategies with an emphasis on near-term action and accountability metrics to track progress for priorities. We currently have five different workgroups developing Action Plans, which meet from May through September. After public information sessions and NCDOT drafts the report, the final report will be presented on April 7, 2023.

Work group topic areas include light duty ZEVs, medium/heavy duty ZEVs, fleet transition, vehicle miles traveled and clean transportation infrastructure. Themes addressed are equitable access, education and outreach, incentives and finance, economic and workforce development, health impacts and policies and programs.

National Electric Vehicle Infrastructure (NEVI) Program

As part of the 5-year Federal Program, \$5B is earmarked for electric vehicle charging as part of the Bipartisan Infrastructure Law. North Carolina is estimated to receive \$109M in funding over the next 5 years, with \$16M being available the first year. All states must submit EV Infrastructure Deployment Plans to the DOE/DOT Joint Office by August 1, 2022. We hope to be approved by the end of September.

As part of phase 1 of the NEVI station criteria, there must be 50 miles or less spacing between stations along Alternative Fuel Corridors (AFCs). In phase 2, Community-Based Charging, stations can be placed 50 miles apart along any public road on a site that is publicly accessible. NCDOT will not own the stations but will help in maintaining them. NEVI funding may be used for planning, site design and operations and utility upgrades.

For more information: <https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Pages/clean-transportation-plan.aspx>.

Discussion occurred as to if it is possible to make additions to the Alternative Fuel Corridors, such as US23/74 and US441 in the western part of the state? Jen Weiss shared that even if an area isn't approved for an AFC during phase 1, it can be reconsidered for phase 2.

Information only. No action required.

REGULAR UPDATES

Division 13 Updates: <https://frenchbroadrivermpo.org/wp-content/uploads/2022/08/D13-Construction-August-2022-combined.pdf>

Division 14 Updates: https://frenchbroadrivermpo.org/wp-content/uploads/2022/08/082022_Div14_FBRMPO-Const_Update-combined-3.pdf

NCDOT Transportation Planning Division: Updates were given

FHWA: Updates were given

Legislative Updates: Updates were given

Committee & Workgroup Updates:

Prioritization Subcommittee- met August 3rd; next meeting September 7th

Transit Operators' Workgroup- next meeting TBD

5307 Subrecipient Workgroup- next meeting TBD

Citizens' Advisory Committee- met June 24th; next meeting TBD

Hellbender Trail Stakeholder Group- last meeting May 24th; next meeting TBD

PUBLIC COMMENT

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

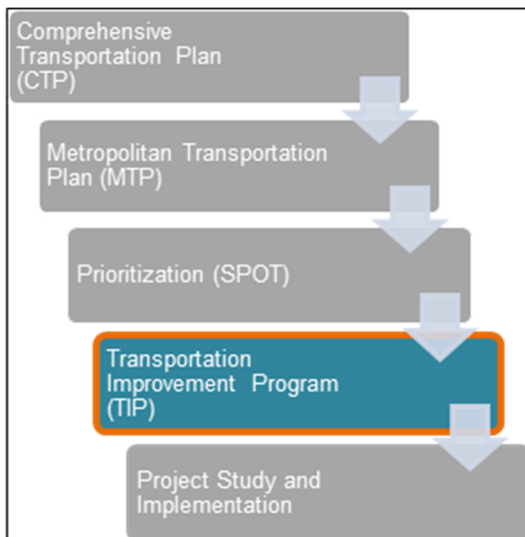
ADJOURNMENT

Chair Radcliff adjourned the meeting at 12:29 PM, as there was no further business.

Staff Report & Recommendations

Item 3B:

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



What is the Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period. The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. Current items are for modification of existing projects. No new projects or amendments are included for August, 2022.

Modifications Summary

The modifications to the TIP largely include delays to projects for additional planning and design- most of the delays are projects that have been awarded funds through

the MPO's Locally Administered Project Program (LAPP.) Another amendment removes funding for an ADA upgrade project in the City of Asheville (and adds that funding to the Greenway Connectors project, also in the City of Asheville.)

A full table of the proposed modifications to the 2020-2029 Transportation Improvement Program is below.

Action: Recommend Approval of the Modifications to the 2020-2029 Transportation Improvement Program

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #11-September 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		
B-3186	US 23/US 74		Haywood	REPLACE BRIDGE 430155, AND BRIDGE 430158 OVER RICHLAND CREEK	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO FY 24.	\$ 6,100	C	NHPB				2,078	3,308	714						
B-5898	US 23/US 74		Haywood	REPLACE BRIDGE 430168 OVER US 19 AND US 23.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO FY 24.	\$ 3,100	C	NHPB				1,292	1,808							
HB-0002	I-40		Haywood	REPLACE BRIDGES 430248 AND 430249 OVER SR 1613 (BEAVERDAM ROAD).	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.	\$ 9,800	R	BFP			1,000	3,900	3,900							-
HB-0003	I-40		Haywood	REPLACE BRIDGE 430239 OVER SR 1550 (INCINERATOR ROAD).	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.	\$ 8,100	R	BFP			1,000	3,550	3,550							-
HB-0004	I-40		Haywood	REPLACE BRIDGE 430243 OVER NC 215 (CHAMPION DRIVE).	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.	\$ 8,300	R	BFP			1,000	3,650	3,650							
I-2513AA	I-40		Buncombe	EAST OF SR 1224 (MONTE VISTA ROAD) TO PAVEMENT JOINT WEST OF SR 3412 (SAND HILL ROAD). RECONSTRUCT PAVEMENT.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23 AND CONSTRUCTION FROM FY 23 TO FY 24.	31,700	R	NHPIM			1,900									
							U	NHPIM			100									
							C	NHPIM			7,636	12,487	8,425	1,152						
I-2513AB	241/40 AND I-40/US 19/23 (SMOKEY PARK HIGHWAY INTERCHANGES)		Buncombe	CONSTRUCT THE FOLLOWING IMPROVEMENTS: WIDEN I-40 EASTBOUND TO I-26 EASTBOUND RAMP, WIDEN I-26 WESTBOUND BETWEEN I-40 RAMPS, CONSTRUCT NEW I-40 WESTBOUND TO US 19/23 (SMOKEY PARK HIGHWAY) NORTHBOUND RAMP.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23 AND CONSTRUCTION FROM FY 23 TO FY 24.	\$ 23,600	R	NHP			3,400	6,345	9,888	3,967						
U-6251	US 19/23 (SMOKEY PARK HIGHWAY), ENKA HERITAGE ROAD INTERSECTION		Buncombe	CONSTRUCT FINAL INTERSECTION IMPROVEMENTS.	TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY ACQUISITION, DELAY CONSTRUCTION FROM FY 22 TO FY 23.	\$ 1,535	R	ADHSL			900	4	396							
							R	S			2	198								
							R	L			1	34								
B-5929			Henderson	REPLACE BRIDGE 440350 OVER DEVILS FORK CREEK	TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION, DELAY CONSTRUCTION FROM FY 22 TO FY 23	\$ 1,150	C	BGOFF			920									
							C	L			230									
HL-0014			Buncombe	SR 3214 (BILTMORE AVENUE), WHITE FAWN DRIVE INTERSECTION. INSTALL A TRAFFIC SIGNAL AND CONSTRUCT PEDESTRIAN IMPROVEMENTS.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23.	\$ 440	E	BGANY			28									
							E	BGDA			32									
							E	L			15									
							R	BGANY			20									
							R	L			5									
							C	BGANY			272									
							C	L			68									

PROPOSED AMENDMENTS AND MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #11-September 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-5919	MCDOWELL STREET/ CHOCTAW STREET, SOUTHSIDE AVENUE TO CHOCTAW STREET AT BILTMORE AVENUE. CONSTRUCT PEDESTRIAN IMPROVEMENTS		Buncombe	CONSTRUCT PEDESTRIAN IMPROVEMENTS	DELETE PROJECT AT THE REQUEST OF MPO	446 (Includes funding from 2020)	R	TAANY			21									
							R	L			8									
							C	TAANY				256								
							C	L			64									
BL-0008			Henderson	CLEAR CREEK GREENWAY/ HENDERSONVILLE, CONSTRUCT MULTI-USE PATH FROM BERKELEY MILLS PARK TO LAKEWOOD ROAD.	REMOVE RIGHT-OF-WAY AT THE REQUEST OF THE DIVISION	\$ 2,012	E	BGDA												
							E	L												
							C	BGDA												
							C	L												

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

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION
HIGHWAY PROGRAM

FUNDING (ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)

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

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION
NON-HIGHWAY PROGRAM

FUNDING (ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)

FUNDING TYPE (ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)

FUNDING	FUNDING DESCRIPTION	TYPE	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			
SUBTOTAL			65772	105104	152070	223288

FUNDING	FUNDING DESCRIPTION	TYPE	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			
FMPD	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
SUBTOTAL			32716	13378	4865	4276
TOTAL			98488	118482	156935	227564

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

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES

APD	- Appalachian Development
BA	- Bonus Allocation
BG	- Surface Transportation Block Grant Program (Uncategorized)
BG200	- Surface Transportation Block Grant Program (5K - 200K)
BGANY	- Surface Transportation Block Grant Program (Any Area)
BGBA	- Surface Transportation Block Grant Program (Bonus Allocation)
BGDA	- Surface Transportation Block Grant Program (Direct Attributable)
BGLT5	- Surface Transportation Block Grant Program (Interstate Maintenance)
BGLTS	- Surface Transportation Block Grant Program (Less than 5K)
BGOFF	- Surface Transportation Block Grant Program (Off System Bridge)
BOND (R)	- Revenue Bond
CMAC	- Congestion Mitigation
DP	- Discretionary
ER	- Emergency Relief Funds
FLAP	- Federal Lands Access Program
FLTP	- Federal Lands Transportation Program
HFB	- Highway Fund Bridge

HP	- Federal-Aid High Priority
HSIP	- Highway Safety Improvement Program
L	- Local
NHFP	- National Highway Freight Program
NHP	- National Highway Performance Program
NHPB	- National Highway Performance Program (Bridge)
NHPBA	- National Highway Performance Program (Bonus Allocation)
NHPIM	- National Highway Performance Program (Interstate Maintenance)
O	- Other
S	- State
S (M)	- State Match
T	- State Highway Trust Funds
TA	- Transportation Alternatives Program (Uncategorized)
TAS200	- Transportation Alternatives Program (5K - 200K)
TAANY	- Transportation Alternatives Program (Any Area)
TADA	- Transportation Alternatives Program (Direct Attributable)
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 3C:

Letter of Support for Apple Country Transit 5310 Application

Mr. Jeff Roper
526 7th Ave. E.
Hendersonville, NC 28792

September 22, 2022

Dear Mr. Roper,

This letter serves as support for Henderson County's application for funding of Apple Country Public Transit (WCCA) from the North Carolina Department of Transportation and the Enhanced Mobility of Seniors and Individuals with Disabilities through the 5310 funding process for FY2024. The French Broad River Metropolitan Planning Organization (FBRMPO) has reviewed the request and supports the application to deliver these services.

The FBRMPO understands the need for transportation of seniors and individuals with disabilities in Henderson County so that they can have access to necessary medical appointments as well as shopping and recreational trips. This funding provides service for rural areas that have limited transportation options available and connects the target population to essential services.

We look forward to seeing the impact of these services on the lives of seniors in the community.

Sincerely,

Larry B. Harris
French Broad River MPO Board Chair

Staff Report & Recommendations

Item 3D:

Letter of Support for NCDOT Bridge Improvement Program Grant Application

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

Dear Secretary Buttigieg:

Please accept this letter of support for the North Carolina Department of Transportation's (NCDOT's) **BuiLding rUral Equity by Replacing Infrastructure and Driving Good Economies ("BLUE RIDGE")** grant application to the FHWA Bridge Investment Program (BIP). **BLUE RIDGE** (or "the Project" hereafter) will replace five bridges along Interstate 40 (I-40) between mile markers 29 and 33 in rural Haywood County, North Carolina. The Project is located on a segment of I-40 that serves as a critical connection for residents to access essential goods and services and supports regional employment patterns and cross-country freight movement. By replacing this aging infrastructure, the Project will not only immediately improve safety conditions, but it will also advance local and regional priorities related to mobility, economic competitiveness, and environmental resilience.

This Project will accomplish BIP goals to improve the safety, efficiency, and reliability of the movement of people and freight by improving the condition of our nation's bridges while also creating an equitable transportation system with benefits that serve Haywood County residents and business as well as the greater western North Carolina region. The Project will address the following:

State of Good Repair: The Project is needed to bring the bridges into a state of good repair by reconstructing them according to current NDCOT and federal standards—one bridge is structurally deficient, three are functionally obsolete, and all five have reached the end of their useful life.

Safety: Between 2017 and 2022, there were 57 crashes on the Project bridges, including 21 that resulted in injuries. The Project bridges are characterized by substandard shoulder widths, substandard lane widths, and inadequate clearances on secondary routes. Inspection reports note the structures require repairs related to corrosion, delamination, section loss, with damage to guardrails and substructures. These improvements will reduce crashes on the Project bridges by 85% and reduce injuries on the bridges by 68%, thereby creating a safer environment for all roadway users.

Mobility and Economic Competitiveness: The Project is important to the mobility and economic activity in the area as workers use the Project bridges to reach Haywood County's major employers like Evergreen Packaging and those located in the Beaverdam Industrial Park. The corridor also serves as a commuter route for the 20% of Haywood County residents who work in Buncombe and Henderson Counties. Furthermore, I-40 is part of the National Highway Freight Network, and trucks account for nearly 15% of the corridor's traffic volume. The safe operation of the Project bridges is essential to the movement of goods and materials between the eastern seaboard's major ports, including Charleston, SC (275 miles away), Savannah, GA (317 miles way), and Wilmington, NC (336 miles away), and manufacturing and distribution facilities the southeastern and midwestern United States.

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Climate Change, Resiliency, and the Environment: The Project will replace the existing five bridges with one new bridge and three vehicular culverts. The construction and maintenance of the culverts will lead to fewer greenhouse gas (GHG) emissions and less energy use compared to that of a bridge. Additionally, the Project will reduce the GHG emissions associated with vehicle miles traveled when taking detours due to closures and disruptions on I-40. The Project will also support regional resiliency by ensuring that travel along I-40 can continue and serve as a reliable alternative to US 19 and other local roads. While US 19 is another key roadway through Haywood County, it experiences frequent closures due to flooding and geotechnical failures.

Quality of Life: Many Haywood County residents travel to Asheville and other destinations in Buncombe County to access employment, medical care, and other goods and services. The Project will benefit the County and its residents who rely on I-40 to meet their daily needs and for critical emergency medical services. The segment of I-40 in the Project area is also used for Haywood Public Transit's door-to-door bus service that takes riders to destinations within the county and to hospitals and government offices in Buncombe and Jackson County. The service is critical to maintaining equitable transportation options for elderly, low-income, and car free populations.

Innovation: Bundling the five Project bridge replacements into a single project and contract is an innovative approach that promotes more efficient and cost-effective project delivery. As recognized by the FHWA, bridge bundling streamlines processes related to design, contracting, and construction. By bundling the Project bridges, BLUE RIDGE will reduce project costs by six percent and accelerate project delivery. Furthermore, the project will replace four bridges with culverts, which will minimize impacts, reduce costs, provide flexibility for future interstate widening, and create a more resilient infrastructure system. Innovative approaches to accelerating construction are the cornerstone of this Project and make BLUE RIDGE critical to the transportation network in the region.

The Project bridges are in immediate need of replacement to bring them into a state of good repair. The BIP grant would support that work and provide safe and reliable access along I-40, a route critical to the local and regional mobility, economic activity, and overall vitality. Thus, **French Broad River MPO** strongly encourages you to support the **BLUE RIDGE** and NCDOT's application for federal BIP grant funding to accelerate the replacement of the Project bridges.

Sincerely,

Larry B. Harris
French Broad River MPO Board Chair

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METROPOLITAN PLANNING ORGANIZATION

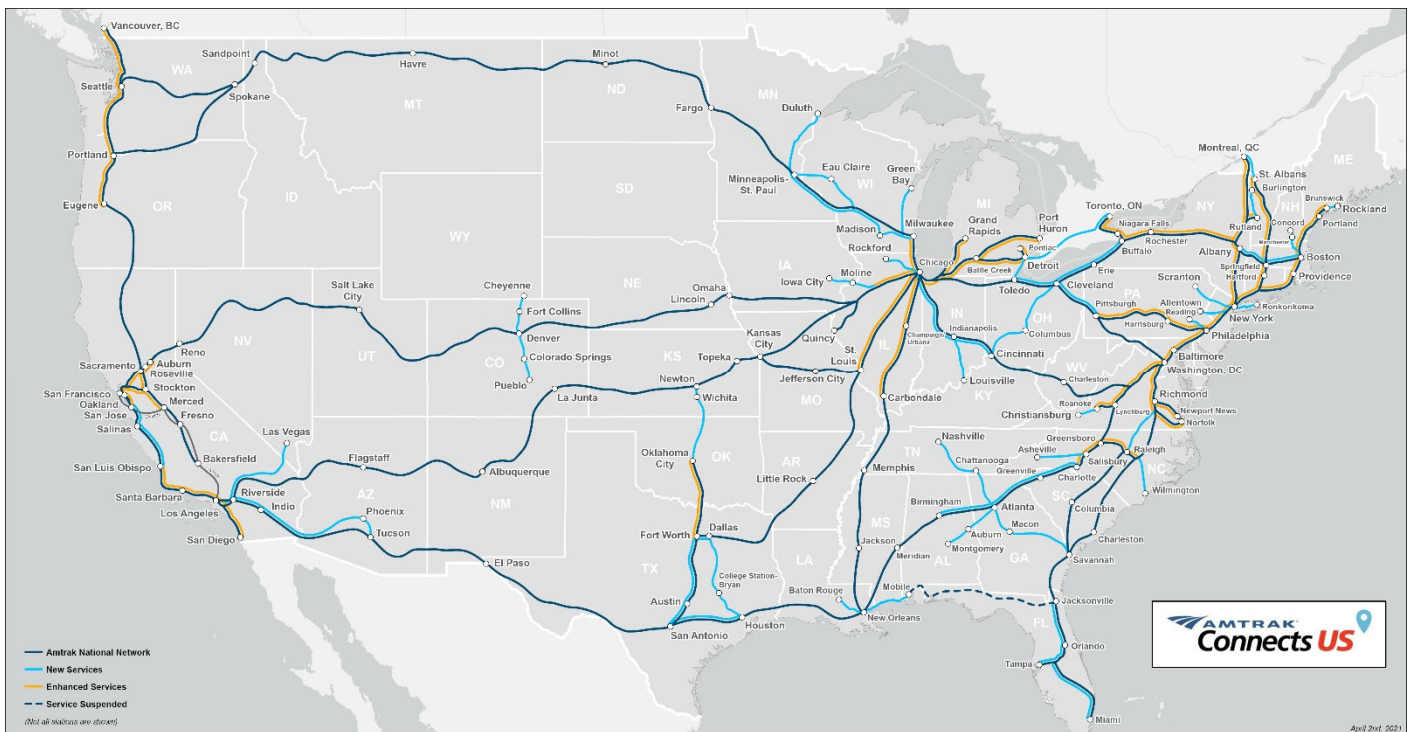
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Item 5A:

WNC Passenger Rail Study

The NCDOT Rail Division has started work on a study to look at the feasibility of reintroducing passenger rail to Western North Carolina and potentially take advantage of additional rail funding being made available through the Infrastructure Investment and Jobs Act (IIJA.)

Eddie McFalls, PE, of the NCDOT Rail Division will provide an update on the study and potential next steps for bringing back passenger rail to WNC.



Amtrak Proposed Future Connections, Including Asheville

Staff Report & Recommendations

Item 5B:

I-2513 (I-26 Connector) Update

Project Background: I-2513 is actually a series of interstate and related roadway improvements that are in various stages of TIP/STIP development.

I-2513A (now split into AA, AB, AC)- Funding Committed,

I-2513AA- Reconstruct Pavement from Sand Hill Road to Monte Vista Road (\$31.7 Million)

I-2513AB- 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 RAMPS, CONSTRUCT NEW I-40 WESTBOUND TO US 19/23 (SMOKEY PARK HIGHWAY) (\$23.6 Million)

I-2513C- NORTH OF I-40 TO SR 3548 (HAYWOOD ROAD). WIDEN TO SIX LANE FREEWAY. (\$220.8 Million)

Right-of-Way: 2023

I-2513B- Funding Committed, Widening with New Bridges over the French Broad River from Haywood Road to Broadway Street (\$686.6 Millions)

Right-of-Way: 2024

I-2513C- Funding NOT Committed, Final Interchange Improvements to I-26/I-40/I-240

FUNDING NOT COMMITTED

I-2513D- Funding Committed, Improvements to Riverside Drive from Hill Street to Broadway Street (\$31.5 Million)

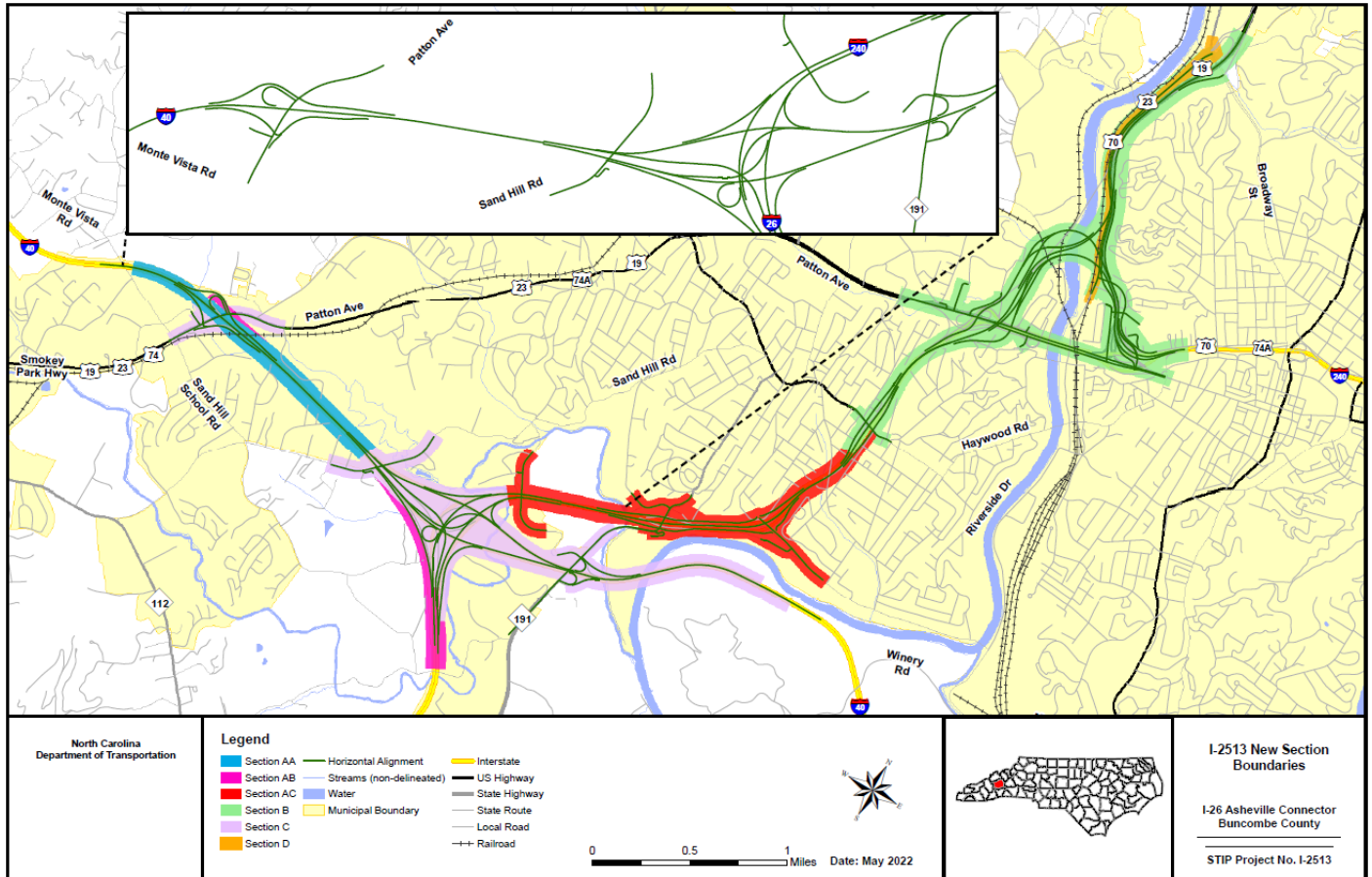
Right-of-Way: 2024

Kevin Moore, PE, the project manager at NCDOT will provide an update on the project's timeline, recent changes in designs, and the "betterments" that were developed between the City of Asheville and NCDOT.

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Item 5C:

Locally Administered Project Program (LAPP) Update

MPO staff will provide a presentation on two topics related to the Locally Administered Project Program:

- 1) Current Finances- MPO staff recently requested a full breakdown of updated project schedules and cost estimates at the request of the Prioritization Subcommittee to determine potential near-term requests for additional funding as well as projects whose timelines may change. MPO staff will provide an update.
- 2) NCDOT LAPP Workgroup(s)- NCDOT is currently leading an effort to determine potential policy changes to enable more efficient and successful delivery of LAPP projects. MPO staff is taking part in the workgroup along with City of Asheville Capital Projects staff. MPO staff will provide a short update.

About the Locally Administered Projects Program (LAPP)

LAPP funding through the MPO is currently the largest source of funds for bicycle and pedestrian projects in the region. The program is made up of Surface Transportation Block Grant- Direct Allotment (STBGDA), Transportation Alternatives Program- Direct Allotment (TAPDA), and Carbon Reduction Program funds through FHWA. All of these programs have different eligibilities and requirements but have funding programmed through the MPO. The current list of projects funded through this program include (note: this list does not include recently approved projects.)

Project	TIP ID	Sponsor	Route	From	To
NC 251 (Riverside Drive)/Beaverdam Creek Greenway	EB-5774	Buncombe County	NC 251 (Riverside Drive)	Broadway	Elk Mountain Road
Hominy Creek Greenway	EB-5824	Buncombe County	Hominy Creek Greenway	Hominy Valley Park	Enka High School
Reems Creek Greenway	EB-5821	Buncombe County	Reems Creek Greenway	Western Edge of Weaverville	Karpen Soccer Fields
Bent Creek Greenway	EB-5823	Buncombe County	Bent Creek Greenway	Hominy Creek River Park	WNC Farmer's Market

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Project	TIP ID	Sponsor	Route	From	To
Coxe Avenue Complete Streets	EB-5831	City of Asheville	Coxe Avenue NC 251	Patton Avenue	Short Coxe Avenue
North RAD Greenway	EB-5822	City of Asheville	(Riverside Drive)	Hill Street	US 19/23/70 at Broadway
Nasty Branch Greenway	U-5019A	City of Asheville	Nasty Branch (Formerly Town Branch) Greenway	Dr. Wesley Grant Sr. Southside Center	McDowell/Southside Intersection
French Broad River West Greenway	U-5019B	City of Asheville	French Broad River West	French Broad River Park	Haywood Road
NC 63 (New Leicester Highway) Sidewalks Project	U-5190	City of Asheville	NC 63	Patton Avenue	City Limits
New Haw Creek Road Sidewalks	EB-5947	City of Asheville	New Haw Creek Road	Beverly Road	Bell Road
Johnston Boulevard Sidewalks	EB-5944	City of Asheville	Johnston Boulevard	Patton Avenue	Iona Circle
Onteora Boulevard Sidewalks	EB-5948	City of Asheville	Onteora Boulevard	Lincoln Avenue	Raleigh Road
Greenway Connectors	EB-5790	City of Asheville	Various on-street bicycle and pedestrian connections between planned greenways in the East of the Riverway District	-	-
School Zone Safety	BL-0006	City of Asheville	Various (primarily within school zones)	-	-
Lexington Avenue Complete Streets	EB-5830	City of Asheville	Lexington Avenue SR 3214	Patton Avenue	Southside Avenue
Biltmore Ave at White Fawn Drive Signal	HL-0014	City of Asheville	(Biltmore Avenue)	White Fawn Drive	-
Clear Creek Greenway	BL-0008	City of Hendersonville	Clear Creek Greenway	Berkeley Mills Park	Lakewood Road

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Project	TIP ID	Sponsor	Route	From	To
Ecusta Trail Phase I	BL-0007A	Henderson County	Ecusta Multi-Use Path	Kanuga Road	US 64/Battle Creek Road
Haywood Road Resurfacing	HL-0003	NCDOT Division 13	US 19/23 Business (Haywood Road)	Patton Avenue	Ridgelawn Drive
Charlotte Street Ramp	HL-0012	NCDOT Division 13	US 70 (Charlotte Street) at I-240	-	-
Broadway Sidewalks	BL-0005	NCDOT Division 13	Broadway Avenue/NC 251	US 19/23 Northbound Exit Ramp	Riverside Drive
Riverwalk Greenway Section B	EB-5547A	Town of Black Mountain	Riverwalk Greenway Section A	Black Mountain Avenue	Flat Creek
Bridge Replacement	HL-0013	Town of Black Mountain	9th Street	-	-
Champion Drive Multi-Use Path	EB-5945	Town of Canton	Champion Drive	North Canton Road	Thickety Road
US 19 Bike/Ped Improvements	EB-5926	Town of Maggie Valley	US 19 (Soco Road)	US 276	Fie Top Road
Mills River Valley Trail	EB-5946	Town of Mills River	NC 280	French Broad River	NC 191 (Haywood Road)
Riverwalk Greenway Section A	EB-5547B	Town of Black Mountain	Riverwalk Greenway Section B	Into the Oaks Trail	Black Mountain Avenue

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13 Updates: <https://frenchbroadrivermpo.org/wp-content/uploads/2022/08/D13-Construction-September-2022-combined.pdf>

Division 14 Updates: https://frenchbroadrivermpo.org/wp-content/uploads/2022/08/092022_Div14_FBRMPO-Const_Update-combined.pdf

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

Staff Report & Recommendations

Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met August 3rd; next meeting September 7th

Transit Operators' Workgroup—next meeting TBD

5307 Subrecipient Workgroup- next meeting TBD

Citizens' Advisory Committee- met June 24th; next meeting TBD

Hellbender Trail Stakeholder Group- last meeting May 24th; next meeting TBD

Additional Items:

Recommended Actions:
Accept the reports.

Item 6E:

Legislative Updates