

MPO Governing Board

September 22, 2022 – 1:00 P.M., Hybrid Meeting, In-Person at Land of Sky Regional

Council or Via Zoom

Login: <https://us06web.zoom.us/j/81780446714>

Meeting ID: 81780446714

Call-In: (312)626-6799

Agenda

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

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

 2. **PUBLIC COMMENT**

 3. **CONSENT AGENDA** Larry Harris

 - A. August, 2022 Minutes
 - B. Modifications to the 2020-2029 Transportation Improvement Program (TIP)
 - C. Letter of Support for Apple Country Transit 5310 Application
 - D. Letter of Support for NCDOT Bridge Improvement Program Application
 - E. Amendments to the FY 2023 Unified Planning Work Program (UPWP)

 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 Tim Anderson/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**
-

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

Item 3E: Amendment to the FY 2023 Unified Planning Work Program (UPWP)

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report and Recommendations

Item 3A:

August, 2022 Board Minutes

French Broad River Metropolitan Planning Organization Meeting
Minutes from the Governing Board Meeting on August 25, 2022

Attendance:

In-Person and Remote via the Zoom Platform:

Chair Larry Harris (Black Mountain Council)
Tristan Winkler (FBRMPO)
Hannah Bagli (FBRMPO)
Jane Pies (LOSRC – Minutes)
Kim Roney (Asheville Council)
Anne Colletta (Flat Rock Council)
Bill Lapsley (Henderson Commission)
Bob Davy (Fletcher Council)
Rebecca McCall (Henderson Commission)
Matt Wechtel (Madison Commission)
Daniel Sellers (NCDOT TPD)
Steve Williams (NCDOT Division 14)

Jennifer Hensley (Hendersonville Council)
Scott Adams (FBRMPO)
Gwen Wisler (Asheville Council)
Hannah Cook (NCDOT Division 13)
Logan DiGiacomo (FBRMPO)
Tom Widmer (Montreat Commission)
Teresa Robinson (NCDOT)
Tim Anderson (NCDOT Division 13)
Anthony Sutton (Town of Waynesville)
David Wasserman (NCDOT STIP Manager)
Troy Wilson (NCDOT Division 14)
Stephen Sparks (NCDOT Division 14)

WELCOME, INTRODUCTIONS & ROLL CALL

Chair, Larry Harris called the meeting to order at 1:03 PM and welcomed everyone. He 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.

Quorum was announced to conduct the business of the Board.

PUBLIC COMMENT

Chair Harris opened the floor for public comment. No comments were heard.

CONSENT AGENDA

Matt Wechtel moved to approve the consent agenda consisting of the May 2022 meeting minutes, the Modification to the 2020-2029 Transportation Improvement Program (TIP), the Amendments to the FY 2023 United Planning Work Program (UPWP) and the TAC agenda as presented. Anthony Sutton seconded the motion which carried unanimously upon a roll call vote, and without further discussion.

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NEW BUSINESS

Safe Streets for All Safety Action Plan Grant Application

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.

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Information from the FHWA Fact Sheet:

Program Purpose

BIL establishes the new Safe Streets and Roads for All (SS4A) discretionary grant program, which supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives. The SS4A program supports the U.S. Department of Transportation's (DOT) [National Roadway Safety Strategy](#) and a goal of zero deaths and serious injuries on our nation's roadways.

Statutory Citations

- § 24112; Division J, Title VIII, Safe Streets and Roads for All Grants heading

Funding Features

Type of Budget Authority or Authorization of Appropriations

- Advance appropriations from the General Fund; not subject to any limitation on obligations. [Division J, Title VIII]
- Authorization, subject to appropriation, from the General Fund. [§ 24112(f)(1)]

Set-asides

- For each of FY22-26, DOT may retain and use for administrative expenses up to 2% of the amounts made available for the SS4A program. [§ 24112(f)(2)]

Distribution of Funds

- Not more than 15% of the funds made available to carry out the program for a fiscal year may be awarded to eligible projects in a single State during that fiscal year.
- For each of FY22-26, DOT must award not less than 40% of SS4A funds made available for that fiscal year to projects to develop comprehensive safety action plans. [§ 24112(c)(2)]

Availability of Funds

- Amounts made available under a grant under the program shall remain available for use by the grant recipient until the date that is 5 years after the date on which the grant is provided. [§ 24112(f)(3)]

Federal Share

- The Federal share of the cost of an SS4A project shall not exceed 80% [§ 24112(e)]

Eligible Activities

SS4A funds may be used to:

- Develop a comprehensive safety action plan;
- Conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or
- Carry out projects and strategies identified in a comprehensive safety action plan [§ 24112(a)(3)]

Program Features

This is a new program established under the BIL.

Eligible Applicants

Eligible applicants are:

- A metropolitan planning organization;
- A political subdivision of a State;
- A federally recognized Tribal government; and

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- A multijurisdictional group of entities described above. [§ 24112(a)(2)]

Selection Considerations

When awarding SS4A grants, the BIL requires DOT to consider the extent to which an eligible applicant, and each eligible project proposed to be carried out by the eligible applicant, as applicable:

- Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators, within a timeframe proposed by the eligible entity;
- Demonstrates engagement with a variety of public and private stakeholders;
- Seeks to adopt innovative technologies or strategies to promote safety;
- Employs low-cost, high-impact strategies that can improve safety over a wider geographical area;
- Ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries;
- Includes evidence-based projects or strategies; and
- Achieves such other conditions as the Secretary considers necessary. [§ 24112(d)(3)]

Tristan Winkler presented that crash data for the five-county region is trending in the wrong direction. Roadway, pedestrian, bicycle, and motorcycle serious injuries and fatalities are on the rise, as well as truck crashes. These incidents are terrible in that they can result in loss of life, a decrease in quality of life, high medical bills, and loss of employment, among other things. Also, they place an even larger burden on our already stretched thin hospitals. Tristan Winkler shared that safer is possible. This is the purpose of the Safe Streets and Roads for All Grants – to move toward “Vision Zero” or Toward Zero Deaths.”

USDOT has stated that they prefer a regional-led planning initiatives (vs. jurisdiction by jurisdiction) to enable all parts of the region to be eligible for and take advantage of the grant. Funding will be provided 80% Federally with a 20% local match. Conversations with Dogwood Health Trust and NCDOT Safety Unit reflect that we do not need to request local match monies from our member governments at this time.

Jen Hensley moved for approval of the Safe Streets for All Action Plan Grant Application. Kim Roney seconded the motion which carried unanimously upon a roll call vote.

INFORMATIONAL ITEMS

Draft 2024-2033 State Transportation Improvement Program (STIP)

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 \$7.8 billion over the next ten years to be included in the Draft STIP. This additional enabled some projects to come back into the 2024-2033 STIP that were initially

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removed, however, this influx of funding was still not sufficient to bring back all of the removed projects.

Projects That Made It Back Into the Revised 2024-2033 STIP Buncombe

County

- U-5832 – Modernization of NC 81 (Swannanoa River Road) from Biltmore Avenue to US 74A (South Tunnel Road)
- U-2801A – Widening of US 25A (Sweeten Creek Road) from US 25/NC 280 to Rock Hill Road
- A-0010AA – Widening and Modernization of Future I-26 from Broadway to Weaver Boulevard

Haywood County

- U-4712 – Widening of South Main Street from US 276 to Hyatt Creek Road

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- U-6158 – Intersection Improvements to US 276/Crymes Cove Road/Raccoon Road
- U-6159 – Access Management to US 276 (Russ Avenue) from US 23/74 to US 19 (Dellwood Road)

Buncombe/Haywood County

- U-6048 – Modernization of US 19/23 from Chestnut Mountain Road (Haywood County) to Wiggins Road

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

Information only. No action required.

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.

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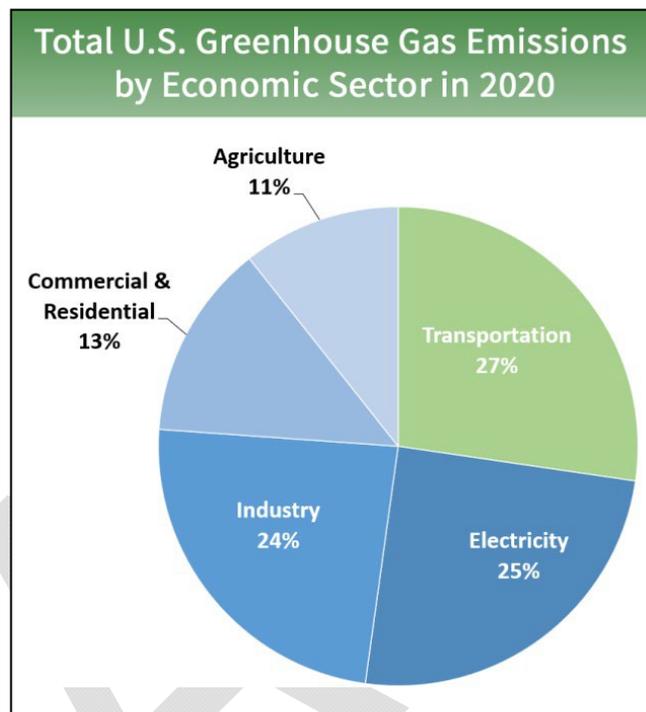
The Carbon Reduction Program is function very similarly to the Surface

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

- CRP funds may be for projects that support reduction of transportation including, but not limited as noted, § 11403; 23 175(c)(1)]
- a project described in 23 149(b)(4) to establish or 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;



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

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- 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

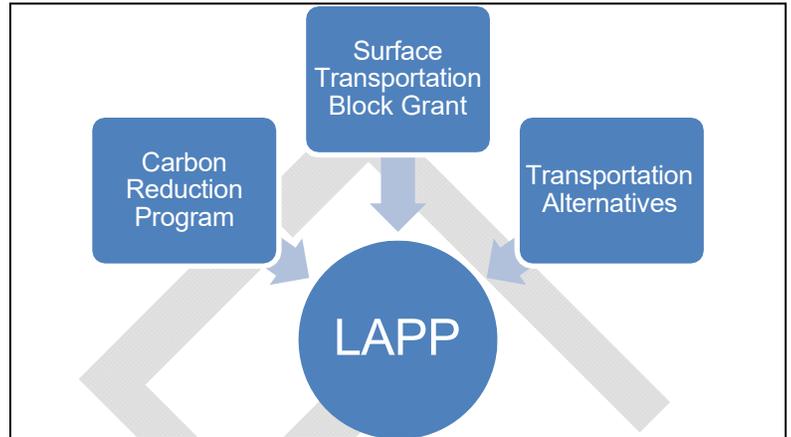
Each state is required to produce a Carbon Reduction Strategy in coordination with MPOs within two years with updates every four years.

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



Tristan Winkler presented that the Carbon Reduction Program is a formula program. Federal funds are allocated to States and the States sub-allocate to urban, small urban and rural areas. French Broad River MPO 's annual allocation between FY 2022 and FY 2026 is \$628,563/year. Increased eligibilities for this program are the purchase new of vehicles and retrofitting local government fleets to be more energy efficient. Our region is well suited to take advantage of these funds.

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. Scott Cross joined.

From the [project website](#):

In January 2022, Gov. Roy Cooper signed [Executive Order 246 \(EO 246\)](#), "North Carolina's Transformation to a Clean, Equitable Economy," setting the course for North Carolina's continued work to reduce economy-wide greenhouse gas emissions, advance environmental justice and create good paying jobs throughout the state. This executive order builds upon 2018's [Executive Order 80](#), which established a goal to reduce greenhouse gas emissions by 40 percent and increase zero-emission vehicle (ZEV) adoption to 80,000 vehicles by 2025.

EO 246 Goals

- Reduce economy-wide greenhouse gas emissions to at least 50 percent below 2005 levels by 2030 and achieve net-zero emissions no later than 2050.
- Increase the total number of registered, zero-emission vehicles to at least 1,250,000 by 2030 and increase the sale of ZEVs so that 50 percent of in-state sales of new vehicles are zero-emission by 2030.

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Clean Transportation Plan

As part of EO 246, the N.C. Department of Transportation is tasked with developing a Clean Transportation Plan (NCCTP) within 15 months of the order. The NCCTP will recommend actionable strategies for decarbonizing the transportation sector and shall address:

1. Availability, sales and usage of zero-emission vehicles to levels beyond current market projections, including a focus on medium- and heavy-duty ZEVs.
2. Reductions in vehicle miles traveled.
3. Investment in clean transportation infrastructure.
4. Equitable access to clean mobility options.
5. Increased availability of non-vehicle transportation modes.
6. A transition to zero- and low-emission fuels.
7. Other relevant topics.

To create the NCCTP, NCDOT will be collaborating with stakeholders to create plans for the rapid decarbonization of North Carolina's transportation sector. This process will take into consideration the diverse viewpoints of all stakeholders and the potential impacts of each recommendation.

Jen Weiss, Senior Advisor for Climate Change Policy with NCDOT presented on the NC Clean Transportation Plan and National EV charging Infrastructure. Discussion occurred about the fact that some of NC sales tax will be moved to the highway fund and that there is an opportunity for a vehicle miles traveled tax. Also touched on were the increase in energy consumption, equity and the need for more EV charging stations in Western North Carolina.

Information only. No action required.

REGULAR UPDATES AND INFORMATION ITEMS

- 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
- TPD Updates: https://frenchbroadrivermpo.org/wp-content/uploads/2022/08/FBRMPO_LOSRPO_Newletter_2022_5_August.pdf
- FHWH/FTA Updates:
- FBRMPO Committee & Workgroup Updates:
 - Prioritization Subcommittee – Met August 3rd, next meeting September 7th
 - Transit Operators Workgroup – next meeting TBD
 - 5307 Subrecipient – next meeting TBD
 - Citizen’s Advisory Committee – met June 24th, next meeting TBD
 - Hellbender Trail Stakeholder Group – last meeting May 24th, next meeting TBD
- Legislative updates provided by MPO Staff

Tristan Winkler introduced and welcomed Scott Adams and Logan DiGiacomo to the MPO Staff.

PUBLIC COMMENT

Larry Harris opened the floor for public comment. No comments were received.

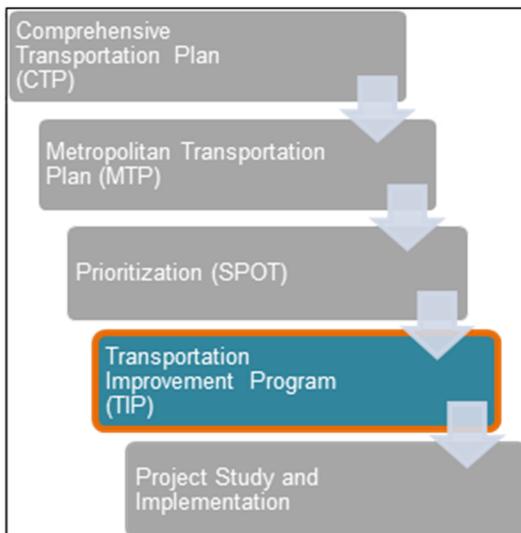
ADJOURNMENT

Larry Harris adjourned the meeting at 2:43 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	26(I)-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	BGANV			28										
							E	BGDA			32										
							E	L			15										
							R	BGANV			20										

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			610														
							E	L			152														
							C	BGDA					1,077												
							C	L					269												
EB-5790	Asheville	13	Buncombe	ON-STREET CROSSINGS AND CONNECTIONS FOR BICYCLISTS AND PEDESTRIANS IN ASHEVILLE'S EAST OF THE RIVERWAY	ADD FUNDING FROM EB-5919 DUE TO INCREASED COSTS	\$ 1,592	E	BGDA			840														
							C	L			210														
							C	TAANY			357														
							C	L			89														

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

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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			
BGAN Y	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

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
BGAN Y	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			
FMP L	Metropolitan Planning (5303)	F	60	60	61	
FN F	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	- Avialion
E	- Enhancements, Call, Bicycle & Pedestrian
EL	- Local
ER	- Roadside
S	- Mitigation
IE	- 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)
BGS200	- Surface Transportation Block Grant Program (5K - 200K)
BGAN Y	- Surface Transportation Block Grant Program (Any Area)
BGBA	- Surface Transportation Block Grant Program (Bonus Allocation)
BGDA	- Surface Transportation Block Grant Program (Direct Attributable)
BGIM	- Surface Transportation Block Grant Program (Interstate Maintenance)
BGLT5	- Surface Transportation Block Grant Program (Less than 5K)
BGOFF	- Surface Transportation Block Grant Program (Off System Bridge)
BOND (R)	- Revenue Bond
CMAC2	- Congestion Mitigation
DP	- Discretionary
ER	- Emergency Relief Funds
FLAP	- Federal Lands Access Program
FLTP	- Federal Lands Transportation Program
HFB	- Highway Fund Bridge

(3) FUNDING CATEGORY

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)

(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.

FRENCH BROAD RIVER

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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 I-40 corridor is a critical link for Western North Carolina for both freight and individuals. The primary freight route for Western North Carolina includes I-40 through Haywood and Buncombe counties, as well as I-26 through Henderson and Buncombe counties- each carrying roughly eight-to-ten thousand trucks per day. This corridor plays a crucial role in connecting freight between Tennessee, the Midwest, and other destinations to the ports of Savannah, Charleston, Georgetown, and Port Royal. A recent closure of the bridge over Incinerator Drive was noted as the most costly freight bottleneck in North Carolina in July, 2022- this closure was due to maintenance issues. These bridges are also critical to economic development and opportunity in the region. As our growing region sees more cross-county commuting, ensuring commuters have a safe route to access jobs and services is critical to maintaining and growing our region's economy and promoting our resident's quality of life.

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

Staff Report & Recommendations

Item 3E:

Amendment to the FY 2023 Unified Planning Work Program (UPWP)

What is a UPWP?

The UPWP is a federally mandated document for MPOs 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 only project being impacted is the City of Asheville’s Patton Avenue Study.

Source of Funding: MPO Planning Funds (flexed from STBGDA) with Local Match (required)

Amendment: change the amount of funding programmed to reflect limits to the local match, as coordinated with the City of Asheville staff

	Current Amount Programmed	Amended Amount Programmed
Total Amount of Funding	\$275,000	\$220,000
Federal Funding (80%)	\$220,000	\$176,000
Local Funding (20%)	\$55,000	\$44,000

This item did not go before the TCC but was coordinated with TCC leadership

FRENCH BROAD RIVER

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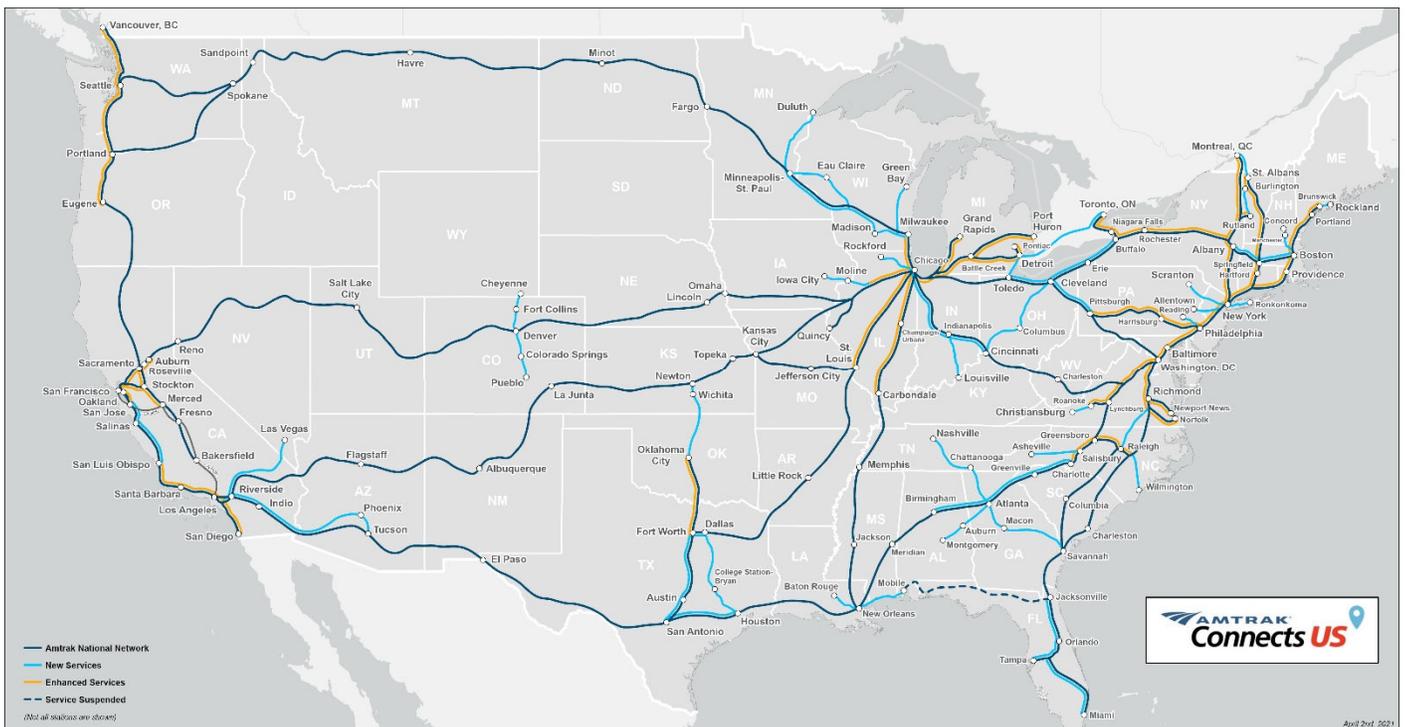
Staff Report & Recommendations

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)

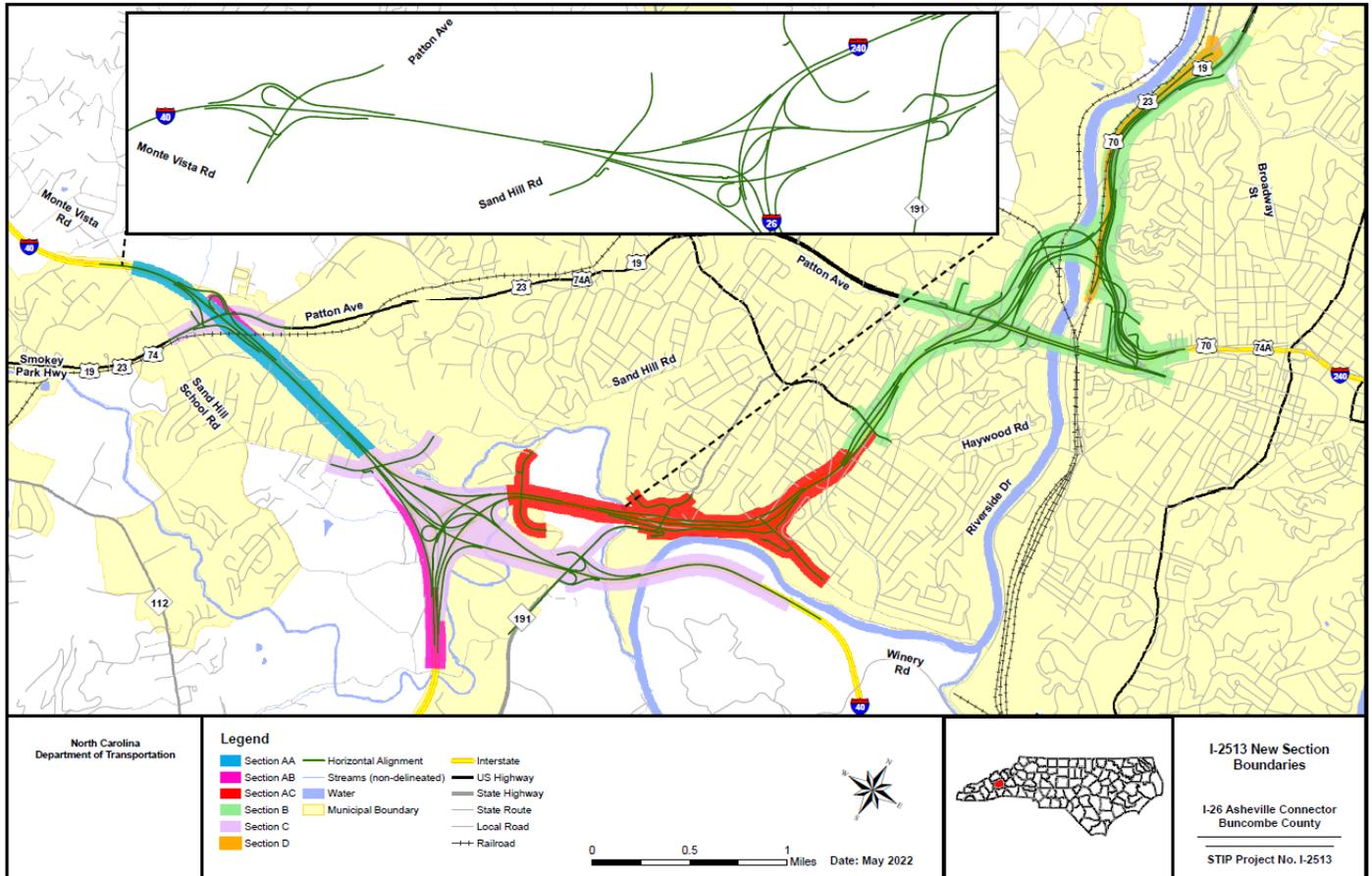
Right-of-Way: 2024

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.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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Staff Report & Recommendations

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	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	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

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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 September 7th; next meeting October 5th

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