



**French Broad River Metropolitan Planning Organization**  
 Minutes from the TCC Hybrid Meeting on February 8th, 2024

**Minutes**

**ATTENDANCE:**

In-person and remote via Zoom:

Autumn Radcliff (Chair)	Henderson County
Steve Williams	NCDOT Division 14
Troy Wilson	NCDOT Division 14
Dylan Casper	Buncombe County Transit
Hannah Smith	NCDOT Division 13
Lucy Crown	City of Asheville
Jodie Ferguson	Haywood County
Suzette Morales	FHWA
Janna Bianculli	Apple Country Transit
Russel Cate	Town of Black Mountain
Mike Malecek	Town of Mills River
Daniel Sellers	TPD
Vicki Eastland	Land of Sky RPO
William High (Vice-Chair)	Buncombe County
Stephen Sparks	NCDOT Div 13
Ashley Featherstone	WNC Air Quality
Sam Cullen	Town of Maggie Valley
Matt Manley	City of Hendersonville
Steve Cannon	NCDOT Div 13
Harry Buckner	Town of Biltmore Forest
Byron Hickox	Town of Canton
Ricky Hurley	Town of Woodfin
Pat Christie	Village of Flat Rock
Eddie McFalls	NCDOT Rails
Jason S. Myers	NCDOT Rail
Anna Sexton	City of Asheville

Members Without Representation Present:

Madison County
Town of Weaverville
Town of Mars Hill
Town of Laurel Park
Town of Waynesville
Asheville Transit
Town of Fletcher
Town of Clyde
Town of Montreat

Additional Attendees:

Tristan Winkler	Jon Barsanti	Hannah Bagli
Logan DiGiacomo	Asha Rado(Minutes)	
Ada Sloop	David Nutter	Brent Detwiler
Christopher Todd	Gabriel Johnson	Jeff Moore
KCarter	Paul Koch	TOC Planner

**WELCOME AND HOUSEKEEPING**

Autumn Radcliff called the meeting to order and welcomed everyone at 11:01 AM. A roll call followed, and a quorum was established to conduct the business before the meeting.

**PUBLIC COMMENT**

Autumn Radcliff opened the floor for public comment. No comment was heard.

**Consent Agenda:**

**3A: January 2024 Meeting Minutes**

[https://frenchbroadrivermpo.org/wp-content/uploads/2024/02/2024\\_01\\_11\\_DRAFT.MPO\\_TCC\\_Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/02/2024_01_11_DRAFT.MPO_TCC_Minutes.pdf)

**3B: FY 2024 Unified Planning Work Program (UPWP) Amendments**

**What is the Unified Planning Work Program (UPWP)?**

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being

carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support.

Proposed Amendments:

- Change the “Buncombe County Multimodal Master Plan” to the “Buncombe County Pedestrian Plan”

The amendments will change the scope to make the project more focused on the pedestrian realm

***Matt Manley moved to accept the consent agenda including the minutes from the January 2024 meeting and the FY2024 UPWP Amendments. William High seconded the motion which passed unanimously upon a roll call vote.***

**Business:**

#### **4A. Safety Performance Targets**

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

- 1. Number of fatalities;*
- 2. Rate of fatalities per 100 million vehicle miles traveled;*
- 3. Number of serious injuries;*
- 4. Rate of serious injuries per 100 million vehicle miles traveled; and*
- 5. Number of combined non-motorized fatalities and non-motorized serious injuries.*

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

2024 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in the table below.

Performance Measure	CY 2024
Number of Fatalities	1,151.7
Rate of Fatalities	0.967
Number of Serious Injuries	3,312.1
Rate of Serious Injuries	2.767
Number of Non-Motorized Fatalities & Serious Injuries	451.1

## French Broad River MPO 2024 Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	44.0	1.000	113.4	2.578	16.4
2009 - 2013	45.0	1.012	101.6	2.289	15.6
2010 - 2014	46.8	1.042	89.6	2.003	15.6
2011 - 2015	46.8	1.030	81.8	1.809	15.6
2012 - 2016	46.0	0.993	74.0	1.599	16.0
2013 - 2017	50.0	1.052	84.4	1.751	15.2
2014 - 2018	52.2	1.076	102.0	2.067	17.2
2015 - 2019	51.0	1.029	116.8	2.327	17.6
2016 - 2020	49.4	0.999	128.4	2.593	18.6
2017 - 2021	50.6	1.014	136.8	2.743	19.6
2018 - 2022	50.6	1.021	137.8	2.782	19.0
<b>2024 Target*</b>	<b>42.0</b>	<b>0.841</b>	<b>103.0</b>	<b>2.041</b>	<b>14.5</b>

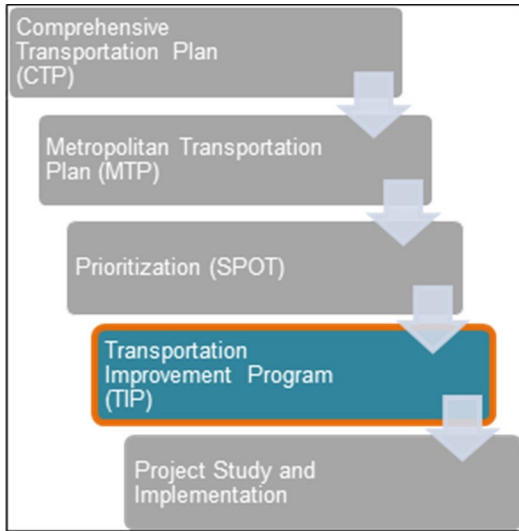
### FBRMPO Options:

1. Adopt targets defined by the State's methodology (**Staff Recommendation**)
2. Use a different methodology and define our own targets

Discussion occurred around how we are setting goals.

***William High moved to recommend to the Board to adopt the FBRMPO 2024 Safety Performance Targets. Lucy Crown seconded the motion which passed unanimously upon a roll call vote.***

## 4B. Amendments to the 2024-2033 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.

### Amendments Summary

The “heavy hitter” of this round of amendments is significant cost increases to sections B & D of the I-26 Connector Project (I-2513). In preparation for these projects to let, cost

estimates have updated, with roughly a \$200 million increase for I-2513B and a roughly \$30 million increase for I-2513D. Beyond this, there are some project delays including the construction funding for the Town Branch Greenway (U-5019A) from 2024 to 2025, construction funding for Livingston St complete streets improvements (U-5019D) from 2023 to 2026, and construction funding for Craven St bridge improvements (U-5019E) delayed from 2025 to 2027. There have also been project delays for a handful of pavement rehabilitation projects on I-40, I-240, and I-26 to balance the interstate maintenance program. /

Project Overview  
17 Projects Listed

BL-0076 - US 70 TO NORTH OF THE VA HOSPITAL DRIVEWAY. CONSTRUCT SIDEWALK AND CROSSING IMPROVEMENTS.

LEAD AGENCY NCDOT	PROJECT TYPE BIKE/PED	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME RICEVILLE ROAD	TOTAL LENGTH 0
TOTAL COST \$1,044,000	PROJECT DESCRIPTION US 70 TO NORTH OF THE VA HOSPITAL DRIVEWAY. CONSTRUCT SIDEWALK AND CROSSING IMPROVEMENTS.		

PHASE	FUND SOURCE	FY2024	FY2025	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
ENGINEERING	Transportation Alternatives Program (Direct Attributable)	-	\$8,000	-	-	-	-	-	-	-	-	\$8,000
ENGINEERING	Local	-	\$2,000	-	-	-	-	-	-	-	-	\$2,000
<b>Total ENGINEERING</b>		-	\$10,000	-	-	-	-	-	-	-	-	\$10,000
<b>CONSTRUCTION - Local</b>		-	\$206,000	-	-	-	-	-	-	-	-	\$206,000
CONSTRUCTION	Transportation Alternatives Program (Direct Attributable)	-	\$828,000	-	-	-	-	-	-	-	-	\$828,000
<b>Total CONSTRUCTION</b>		-	\$1,034,000	-	-	-	-	-	-	-	-	\$1,034,000
<b>Total Programmed</b>		-	\$1,044,000	-	-	-	-	-	-	-	-	\$1,044,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Data entry or typographical errors.
PROJECT CHANGE S	Title changed from "US 70 TO NORTH OF THE VA HOSPITAL DRIVEWAY. IMPROVE SIDEWALKS." to "US 70 TO NORTH OF THE VA HOSPITAL DRIVEWAY. CONSTRUCT SIDEWALK AND CROSSING IMPROVEMENTS."  Description changed from "US 70 TO NORTH OF THE VA HOSPITAL DRIVEWAY. IMPROVE SIDEWALKS." to "US 70 TO NORTH OF THE VA HOSPITAL DRIVEWAY. CONSTRUCT SIDEWALK AND CROSSING IMPROVEMENTS."  Plan Revision Name changed from "October 2023 Amendments" to "February 2024 Amendment"
FUNDING CHANGE S	N/A
FEDERAL PROJECT COST	Stays the same \$836,000
TOTAL PROJECT COST	Stays the same \$1,044,000



BO-2413 - DIVISION 13 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS

LEAD AGENCY	PROJECT TYPE	COUNTY	DIVISION(S)										
NCDOT	BIKE/PED	BUNCOMBE, BURKE, MADISON, MCDOWELL, MITCHELL, RUTHERFORD, YANCEY	13										
CONSTRUCTION YEAR	LOCALLY ADMINISTERED PROJECT	ROUTE/ROAD NAME	TOTAL LENGTH										
2024	-	VARIOUS	0										
TOTAL COST	PROJECT DESCRIPTION												
\$5,500,000	DIVISION 13 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.												
PHASE	FUND SOURCE	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
ENGINEERING	Transportation Alternatives Program (Uncategorized)	-	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000						\$400,000
ENGINEERING	State	-	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000						\$100,000
<b>Total ENGINEERING</b>		-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000						\$500,000
<b>CONSTRUCTION - State</b>		-	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000						\$1,000,000
CONSTRUCTION	Transportation Alternatives Program (Uncategorized)	-	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000						\$4,000,000
<b>Total CONSTRUCTION</b>		-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	\$5,000,000
<b>Total Programmed</b>		-	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	-	-	-	-	-	\$6,500,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Change in project cost beyond a predetermined threshold
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment"
FUNDING CHANGES	<p><b>Transportation Alternatives Program (Uncategorized)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2025 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2026 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2027 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2028 in ENG from \$0 to \$80,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2025 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2026 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2027 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2028 in ENG from \$0 to \$20,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$4,000,000 to \$4,400,000 (10.0%)
TOTAL PROJECT COST	Increased from \$5,000,000 to \$5,500,000 (10.0%)



BO-2414 - DIVISION 14 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FU

LEAD AGENCY NCDOT	PROJECT TYPE BIKE/PED	COUNTY CHEROKEE, CLAY, GRAHAM, HAYWOOD, HENDERSON, JACKSON, MADISON, POLK, SWAIN, TRANSYLVANIA	DIVISION(S) 14
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME VARIOUS	TOTAL LENGTH 0
TOTAL COST \$5,500,000	PROJECT DESCRIPTION DIVISION 14 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
ENGINEERING	State	-	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	-	-	-	-	-	-	\$100,000
ENGINEERING	Transportation Alternatives Program (Uncategorized)	-	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	-	-	-	-	-	-	\$400,000
<b>Total ENGINEERING</b>		-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	-	-	-	-	-	\$500,000
CONSTRUCTION	State	-	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	-	-	-	-	-	-	\$1,000,000
CONSTRUCTION	Transportation Alternatives Program (Uncategorized)	-	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	-	-	-	-	-	-	\$4,000,000
<b>Total CONSTRUCTION</b>		-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	-	\$5,000,000
<b>Total Programmed</b>		-	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	-	-	-	-	-	-	\$5,500,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Change in project cost beyond a predetermined threshold
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment"
FUNDING CHANGES	<p><b>Transportation Alternatives Program (Uncategorized)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2025 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2026 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2027 in ENG from \$0 to \$80,000</li> <li>+ Increase funds in FY 2028 in ENG from \$0 to \$80,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2025 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2026 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2027 in ENG from \$0 to \$20,000</li> <li>+ Increase funds in FY 2028 in ENG from \$0 to \$20,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$4,000,000 to \$4,400,000 (10.0%)
TOTAL PROJECT COST	Increased from \$5,000,000 to \$5,500,000 (10.0%)

**EB-5774A - US 19/23/70 (EXIT 25) TO THE MILLS AT RIVERSIDE. CONSTRUCT MULTI-USE PATH.**

LEAD AGENCY Buncombe County	PROJECT TYPE BIKE/PED	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME NC 251 (RIVERSIDE DRIVE) WOODFIN GREENWAY	TOTAL LENGTH 0
TOTAL COST \$10,269,000	PROJECT DESCRIPTION US 19/23/70 (EXIT 25) TO THE MILLS AT RIVERSIDE. CONSTRUCT MULTI-USE PATH.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	Carbon Reduction Program - Direct Attributable (All MPOs)	-	\$1,282,000	-	-	-	-	-	-	-	-	-	-	\$1,282,000
RIGHT-OF-WAY	Local	-	\$853,000	-	-	-	-	-	-	-	-	-	-	\$853,000
RIGHT-OF-WAY	Transportation Alternatives Program (Direct Attributable)	-	\$2,124,000	-	-	-	-	-	-	-	-	-	-	\$2,124,000
<b>Total RIGHT-OF-</b>			<b>\$4,259,000</b>	-	-	-	-	-	-	-	-	-	-	<b>\$4,259,000</b>
<u>CONSTRUCTION</u>	Surface Transportation Block Grant Program (Direct Attributable)	-	-	\$4,808,000	-	-	-	-	-	-	-	-	-	\$4,808,000
<u>CONSTRUCTION</u>	Local	-	\$1,202,000	-	-	-	-	-	-	-	-	-	-	\$1,202,000
<b>Total CONSTRUCTION</b>			<b>\$6,010,000</b>	-	-	-	-	-	-	-	-	-	-	<b>\$6,010,000</b>
<b>Total Programmed</b>			<b>\$4,259,000</b>	<b>\$6,010,000</b>	-	-	-	-	-	-	-	-	-	<b>\$10,269,000</b>

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Data entry or typographical errors.
PROJECT CHANGE\$	Lead Agency changed from "Asheville" to "Buncombe County" Plan Revision Name changed from "October 2023 Amendments" to "February 2024 Amendment"
FUNDING CHANGE\$	N/A
FEDERAL PROJECT COST	Stays the same \$8,214,000
TOTAL PROJECT COST	Stays the same \$10,269,000

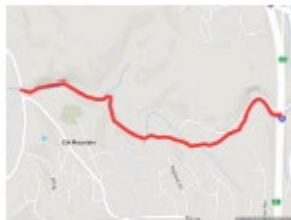


EB-5774B - THE MILLS AT RIVERSIDE TO US 25. CONSTRUCT MULTI-USE PATH.

LEAD AGENCY Buncombe County	PROJECT TYPE BIKE/PED	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2028	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME BEAVERDAM CREEK GREENWAY	TOTAL LENGTH 0
TOTAL COST \$4,058,000	PROJECT DESCRIPTION THE MILLS AT RIVERSIDE TO US 25. CONSTRUCT MULTI-USE PATH.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	Transportation Alternatives Program (Direct Attributable)	-	-	\$310,000	-	-	-	-	-	-	-	-	-	\$310,000
RIGHT-OF-WAY	Surface Transportation Block Grant Program (Direct Attributable)	-	-	\$178,000	-	-	-	-	-	-	-	-	-	\$178,000
RIGHT-OF-WAY	Local	-	-	\$122,000	-	-	-	-	-	-	-	-	-	\$122,000
<b>Total RIGHT-OF-WAY</b>		-	-	\$608,000	-	-	-	-	-	-	-	-	-	\$608,000
CONSTRUCTION	Local	-	-	-	\$690,000	-	-	-	-	-	-	-	-	\$690,000
CONSTRUCTION	Surface Transportation Block Grant Program (Direct Attributable)	-	-	-	\$780,000	-	-	-	-	-	-	-	-	\$780,000
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	\$2,000,000	-	-	-	-	-	-	-	-	\$2,000,000
<b>Total CONSTRUCTION</b>		-	-	-	\$3,450,000	-	-	-	-	-	-	-	-	\$3,450,000
<b>Total Programmed</b>		-	-	\$608,000	\$3,450,000	-	-	-	-	-	-	-	-	\$4,058,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Data entry or typographical errors.
PROJECT CHANGES	Lead Agency changed from "Asheville" to "Buncombe County" Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$3,246,000
TOTAL PROJECT COST	Stays the same \$4,058,000



EB-5822 - CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO US PEARSON BRIDGE RD

LEAD AGENCY Asheville	PROJECT TYPE BIKE/PED	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME NORTH RAD GREENWAY	TOTAL LENGTH 0
TOTAL COST \$4,600,000	PROJECT DESCRIPTION CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO PEARSON BRIDGE RD		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	Local	-	-	\$120,000	-	-	-	-	-	-	-	-	-	\$120,000
RIGHT-OF-WAY	Transportation Alternatives Program (Any Area)	-	-	\$480,000	-	-	-	-	-	-	-	-	-	\$480,000
<b>Total RIGHT-OF-WAY</b>		-	-	\$600,000	-	-	-	-	-	-	-	-	-	\$600,000
CONSTRUCTION	Transportation Alternatives Program (Any Area)	-	-	\$3,200,000	-	-	-	-	-	-	-	-	-	\$3,200,000
CONSTRUCTION	Local	-	-	\$800,000	-	-	-	-	-	-	-	-	-	\$800,000
<b>Total CONSTRUCTION</b>		-	-	\$4,000,000	-	-	-	-	-	-	-	-	-	\$4,000,000
<b>Total Programmed</b>		-	-	\$600,000	\$4,000,000	-	-	-	-	-	-	-	-	\$4,600,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Change in the project design or scope that significantly changes the termini or project type, purpose, or number of through lanes on a non-exempt (for transportation conformity purposes) project
PROJECT CHANGES	<p>Title changed from "CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO US 19/23/70 AT BROADWAY" to "CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO US PEARSON BRIDGE RD"</p> <p>Description changed from "CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO US 19/23/70 AT BROADWAY" to "CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO PEARSON BRIDGE RD"</p> <p>Plan Revision Name changed from "October 2023 Amendments" to "February 2024 Amendment"</p>
FUNDING CHANGES	<p><b>Transportation Alternatives Program (Any Area)</b></p> <p>+ increase funds in FY 2025 in ROW from \$103,000 to \$480,000</p> <p><b>Local</b></p> <p>+ increase funds in FY 2025 in ROW from \$26,000 to \$120,000</p>
FEDERAL PROJECT COST	Increased from \$3,303,000 to \$3,680,000 (11.41%)
TOTAL PROJECT COST	Increased from \$4,129,000 to \$4,600,000 (11.41%)



HS-20130 - SR 3075 (ONTEORA BOULEVARD), BRIDGE #100460 OVER I-40. CONSTRUCT SIDEWALK AND UPGRADE BRIDGE RAIL.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY -	DIVISION(S) -
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$395,000	PROJECT DESCRIPTION SR 3075 (ONTEORA BOULEVARD), BRIDGE #100460 OVER I-40. CONSTRUCT SIDEWALK AND UPGRADE BRIDGE RAIL.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	HIGHWAY SAFETY IMPROVEMENT PROGRAM	-	-	\$395,000	-	-	-	-	-	-	-	-	-	\$395,000
<b>Total CONSTRUCTION</b>		-	-	\$395,000	-	-	-	-	-	-	-	-	-	\$395,000
<b>Total Programmed</b>		-	-	\$395,000	-	-	-	-	-	-	-	-	-	\$395,000


CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts that move ROW, major capital acquisitions, or construction authorization dates either in or out of the 4 year TIP time window
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "None" to "2025"
FUNDING CHANGES	<b>HIGHWAY SAFETY IMPROVEMENT PROGRAM</b> - Decrease funds in FY 2024 in CON from \$395,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$395,000
FEDERAL PROJECT COST	Stays the same \$395,000
TOTAL PROJECT COST	Stays the same \$395,000



I-2513B - SR 3548 (HAYWOOD ROAD) TO US 19/23 AT SR 1781 (BROADWAY STREET)

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME I-40, I-25	TOTAL LENGTH 0
TOTAL COST \$1,082,316,000	PROJECT DESCRIPTION SR 3548 (HAYWOOD ROAD) TO US 19/23 AT SR 1781 (BROADWAY STREET)		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	National Highway Performance Program	-	\$15,070,000	-	\$45,490,000	\$15,070,000	\$15,070,000	-	-	-	-	-	-	\$90,700,000
<b>Total RIGHT-OF-WAY</b>		-	\$15,070,000	-	\$45,490,000	\$15,070,000	\$15,070,000	-	-	-	-	-	-	\$90,700,000
GARVEE ROW	National Highway Performance Program	-	-	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$30,888,000	\$77,220,000
<b>Total GARVEE ROW</b>		-	-	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$5,148,000	\$30,888,000	\$77,220,000
CONSTRUCTION	National Highway Performance Program	-	\$32,168,000	-	\$13,008,000	\$64,966,000	\$193,008,000	\$104,546,000	\$88,462,000	\$8,042,000	-	-	-	\$504,200,000
<b>Total CONSTRUCTION</b>		-	\$32,168,000	-	\$13,008,000	\$64,966,000	\$193,008,000	\$104,546,000	\$88,462,000	\$8,042,000	-	-	-	\$504,200,000
GARVEE CON	National Highway Performance Program	-	-	\$15,440,000	\$15,444,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$175,032,000	\$386,096,000
<b>Total GARVEE CON</b>		-	-	\$15,440,000	\$15,444,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$25,740,000	\$175,032,000	\$386,096,000
UTILITIES	National Highway Performance Program	-	\$1,205,000	\$10,845,000	\$10,845,000	\$1,205,000	-	-	-	-	-	-	-	\$24,100,000
<b>Total UTILITIES</b>		-	\$1,205,000	\$10,845,000	\$10,845,000	\$1,205,000	-	-	-	-	-	-	-	\$24,100,000
<b>Total Future Costs</b>		-	-	-	-	-	-	-	-	-	-	-	\$205,920,000	\$205,920,000
<b>Total Programmed</b>		-	\$48,443,000	\$31,433,000	\$89,935,000	\$112,129,000	\$238,966,000	\$135,434,000	\$115,350,000	\$38,930,000	\$30,888,000	\$30,888,000	\$205,920,000	\$1,082,316,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update increases in highway projects that exceed both \$2 million and 25% of the original cost and may affect fiscal constraint	
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment"	
FUNDING CHANGES	<p><b>State Match for STP-DA or Garvee Projects</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2025 in ROW from \$12,500,000 to \$0</li> <li>- Decrease funds in FY 2025 in CON from \$12,500,000 to \$0</li> <li>- Decrease funds in FY 2026 in ROW from \$12,500,000 to \$0</li> <li>- Decrease funds in FY 2026 in CON from \$12,500,000 to \$0</li> <li>- Decrease funds in FY 2027 in CON from \$25,000,000 to \$0</li> <li>- Decrease funds in FY 2028 in CON from \$25,000,000 to \$0</li> </ul> <p><b>National Highway Performance Program</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2032 in G-CON from \$6,435,000 to \$0</li> <li>- Decrease funds in FY 2033 in G-CON from \$6,435,000 to \$0</li> <li>- Decrease funds in FY 2040 in G-CON from \$38,610,000 to \$0</li> <li>- Decrease funds in FY 2024 in ROW from \$21,200,000 to \$15,070,000</li> <li>- Decrease funds in FY 2024 in CON from \$70,840,000 to \$32,168,000</li> <li>- Decrease funds in FY 2024 in UT from \$7,733,000 to \$1,205,000</li> <li>- Decrease funds in FY 2025 in ROW from \$21,200,000 to \$0</li> <li>- Decrease funds in FY 2025 in G-ROW from \$6,435,000 to \$5,148,000</li> <li>- Decrease funds in FY 2025 in CON from \$83,720,000 to \$0</li> <li>+ Increase funds in FY 2025 in G-CON from \$6,435,000 to \$15,440,000</li> <li>+ Increase funds in FY 2025 in UT from \$7,733,000 to \$10,845,000</li> <li>+ Increase funds in FY 2026 in ROW from \$5,300,000 to \$45,490,000</li> <li>- Decrease funds in FY 2026 in G-ROW from \$6,435,000 to \$5,148,000</li> <li>- Decrease funds in FY 2026 in CON from \$70,840,000 to \$13,008,000</li> <li>+ Increase funds in FY 2026 in G-CON from \$6,435,000 to \$15,444,000</li> <li>+ Increase funds in FY 2026 in UT from \$7,734,000 to \$10,845,000</li> <li>+ Increase funds in FY 2027 in ROW from \$5,300,000 to \$15,070,000</li> <li>- Decrease funds in FY 2027 in G-ROW from \$6,435,000 to \$5,148,000</li> <li>+ Increase funds in FY 2027 in CON from \$54,740,000 to \$84,966,000</li> <li>+ Increase funds in FY 2027 in G-CON from \$12,870,000 to \$25,740,000</li> <li>- Decrease funds in FY 2027 in G-CON from \$6,435,000 to \$0</li> <li>+ Increase funds in FY 2027 in UT from \$0 to \$1,205,000</li> <li>- Decrease funds in FY 2028 in G-ROW from \$6,435,000 to \$5,148,000</li> <li>+ Increase funds in FY 2028 in CON from \$41,860,000 to \$193,008,000</li> </ul>	

- + Increase funds in FY 2028 in G-CON from \$12,870,000 to \$25,740,000
- + Increase funds in FY 2028 in ROW from \$0 to \$15,070,000
- Decrease funds in FY 2028 in G-CON from \$6,435,000 to \$0
- Decrease funds in FY 2029 in G-ROW from \$6,435,000 to \$5,148,000
- + Increase funds in FY 2029 in G-CON from \$12,870,000 to \$25,740,000
- + Increase funds in FY 2029 in CON from \$0 to \$104,548,000
- Decrease funds in FY 2029 in G-CON from \$6,435,000 to \$0
- Decrease funds in FY 2030 in G-ROW from \$6,435,000 to \$5,148,000
- + Increase funds in FY 2030 in G-CON from \$12,870,000 to \$25,740,000
- + Increase funds in FY 2030 in CON from \$0 to \$88,462,000
- Decrease funds in FY 2030 in G-CON from \$6,435,000 to \$0
- Decrease funds in FY 2031 in G-ROW from \$6,435,000 to \$5,148,000
- + Increase funds in FY 2031 in G-CON from \$12,870,000 to \$25,740,000
- + Increase funds in FY 2031 in CON from \$0 to \$8,042,000
- Decrease funds in FY 2031 in G-CON from \$6,435,000 to \$0
- Decrease funds in FY 2032 in G-ROW from \$6,435,000 to \$5,148,000
- + Increase funds in FY 2032 in G-CON from \$12,870,000 to \$25,740,000
- Decrease funds in FY 2033 in G-ROW from \$6,435,000 to \$5,148,000
- + Increase funds in FY 2033 in G-CON from \$12,870,000 to \$25,740,000
- Decrease funds in FY 2040 in G-ROW from \$38,610,000 to \$30,888,000
- + Increase funds in FY 2040 in G-CON from \$102,960,000 to \$175,032,000

FEDERAL PROJECT COST	Increased from \$784,300,000 to \$1,082,316,000 (38.00%)
TOTAL PROJECT COST	Increased from \$884,300,000 to \$1,082,316,000 (22.39%)

I-2513D - SR 1517 (HILL STREET) TO SR 1781 (BROADWAY STREET)

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME SR 1477 (RIVERSIDE DRIVE)	TOTAL LENGTH 0
TOTAL COST \$48,722,000	PROJECT DESCRIPTION SR 1517 (HILL STREET) TO SR 1781 (BROADWAY STREET)		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	Surface Transportation Block Grant Program (Any Area)	-	\$9,980,000	\$9,980,000	\$2,490,000	\$2,409,000	-	-	-	-	-	-	-	\$24,819,000
Total RIGHT-OF-WAY		-	\$9,980,000	\$9,980,000	\$2,490,000	\$2,409,000	-	-	-	-	-	-	-	\$24,819,000
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	\$864,000	\$1,080,000	\$4,104,000	\$4,968,000	\$5,184,000	\$2,808,000	\$2,379,000	\$216,000	-	-	-	\$21,603,000
Total CONSTRUCTION		-	\$864,000	\$1,080,000	\$4,104,000	\$4,968,000	\$5,184,000	\$2,808,000	\$2,379,000	\$216,000	-	-	-	\$21,603,000
UTILITIES	Surface Transportation Block Grant Program (Any Area)	-	\$165,000	\$1,485,000	\$1,485,000	\$165,000	-	-	-	-	-	-	-	\$3,300,000
Total UTILITIES		-	\$165,000	\$1,485,000	\$1,485,000	\$165,000	-	-	-	-	-	-	-	\$3,300,000
Total Programmed		-	\$10,989,000	\$12,525,000	\$8,079,000	\$7,542,000	\$5,184,000	\$2,808,000	\$2,379,000	\$216,000	-	-	-	\$48,722,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update increases in highway projects that exceed both \$2 million and 25% of the original cost and may affect fiscal constraint
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment"
FUNDING CHANGES	<p><b>Surface Transportation Block Grant Program (Any Area)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ROW from \$6,120,000 to \$9,960,000</li> <li>- Decrease funds in FY 2024 in CON from \$7,863,000 to \$864,000</li> <li>- Decrease funds in FY 2024 in UT from \$1,550,000 to \$165,000</li> <li>+ Increase funds in FY 2025 in ROW from \$6,120,000 to \$9,960,000</li> <li>- Decrease funds in FY 2025 in CON from \$5,237,000 to \$1,080,000</li> <li>- Decrease funds in FY 2025 in UT from \$1,550,000 to \$1,485,000</li> <li>- Decrease funds in FY 2026 in ROW from \$3,060,000 to \$2,490,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$4,104,000</li> <li>+ Increase funds in FY 2026 in UT from \$0 to \$1,485,000</li> <li>+ Increase funds in FY 2027 in ROW from \$0 to \$2,409,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$4,968,000</li> <li>+ Increase funds in FY 2027 in UT from \$0 to \$165,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$5,184,000</li> <li>+ Increase funds in FY 2029 in CON from \$0 to \$2,808,000</li> <li>+ Increase funds in FY 2030 in CON from \$0 to \$2,379,000</li> <li>+ Increase funds in FY 2031 in CON from \$0 to \$216,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$31,500,000 to \$49,722,000 (57.85%)
TOTAL PROJECT COST	Increased from \$31,500,000 to \$49,722,000 (57.85%)



**I-5888B - MILE MARKER 37 TO MILE MARKER 44. REHABILITATE BRIDGES.**

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2027	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME I-40	TOTAL LENGTH 0
TOTAL COST \$4,110,000	PROJECT DESCRIPTION MILE MARKER 37 TO MILE MARKER 44. REHABILITATE BRIDGES.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	National Highway Performance Program (Interstate Maintenance)	-	-	-	\$2,495,000	\$1,615,000	-	-	-	-	-	-	-	\$4,110,000
Total CONSTRUCTION		-	-	-	\$2,495,000	\$1,615,000	-	-	-	-	-	-	-	\$4,110,000
Total Programmed		-	-	-	\$2,495,000	\$1,615,000	-	-	-	-	-	-	-	\$4,110,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "2025" to "2027"
FUNDING CHANGES	<p><b>National Highway Performance Program (Interstate Maintenance)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2025 in CON from \$2,623,000 to \$0</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$2,495,000</li> <li>- Decrease funds in FY 2026 in CON from \$1,487,000 to \$0</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$1,615,000</li> </ul>
FEDERAL PROJECT COST	Stays the same \$4,110,000
TOTAL PROJECT COST	Stays the same \$4,110,000



I-5901 - MILEMARKER 4 TO MILEMARKER 9. PAVEMENT REHABILITATION.

LEAD AGENCY <b>NCDOT</b>	PROJECT TYPE <b>HIGHWAY</b>	COUNTY <b>BUNCOMBE</b>	DIVISION(S) <b>13</b>
CONSTRUCTION YEAR <b>2027</b>	LOCALLY ADMINISTERED PROJECT <b>-</b>	ROUTE/ROAD NAME <b>I-240</b>	TOTAL LENGTH <b>0</b>
TOTAL COST <b>\$20,907,000</b>	PROJECT DESCRIPTION <b>MILEMARKER 4 TO MILEMARKER 9. PAVEMENT REHABILITATION.</b>		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	National Highway Performance Program (Interstate Maintenance)	-	-	-	\$6,811,000	\$9,894,000	\$4,202,000	-	-	-	-	-	-	\$20,907,000
<b>Total CONSTRUCTION</b>		-	-	-	\$6,811,000	\$9,894,000	\$4,202,000	-	-	-	-	-	-	\$20,907,000
<b>Total Programmed</b>		-	-	-	\$6,811,000	\$9,894,000	\$4,202,000	-	-	-	-	-	-	\$20,907,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "2025" to "2027"
FUNDING CHANGES	<p><b>National Highway Performance Program (Interstate Maintenance)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2025 in CON from \$7,252,000 to \$0</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$6,811,000</li> <li>- Decrease funds in FY 2028 in CON from \$9,708,000 to \$0</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$9,894,000</li> <li>- Decrease funds in FY 2027 in CON from \$3,946,000 to \$0</li> <li>+ Increase funds in FY 2029 in CON from \$0 to \$4,202,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$20,906,000 to \$20,907,000 (0.00%)
TOTAL PROJECT COST	Increased from \$20,906,000 to \$20,907,000 (0.00%)

I-5925 - MILE MARKER 50 TO POLK COUNTY LINE. PAVEMENT REHABILITATION.

LEAD AGENCY <b>NCDOT</b>	PROJECT TYPE <b>HIGHWAY</b>	COUNTY <b>HENDERSON</b>	DIVISION(S) <b>14</b>
CONSTRUCTION YEAR <b>2027</b>	LOCALLY ADMINISTERED PROJECT <b>-</b>	ROUTE/ROAD NAME <b>I-26</b>	TOTAL LENGTH <b>0</b>
TOTAL COST <b>\$15,200,000</b>	PROJECT DESCRIPTION <b>MILE MARKER 50 TO POLK COUNTY LINE. PAVEMENT REHABILITATION.</b>		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	National Highway Performance Program (Interstate Maintenance)	-	-	-	-	\$4,905,000	\$8,151,000	\$2,144,000	-	-	-	-	-	\$15,200,000
<b>Total CONSTRUCTION</b>		-	-	-	-	\$4,905,000	\$8,151,000	\$2,144,000	-	-	-	-	-	\$15,200,000
<b>Total Programmed</b>		-	-	-	-	\$4,905,000	\$8,151,000	\$2,144,000	-	-	-	-	-	\$15,200,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "2025" to "2027"
FUNDING CHANGES	<p><b>National Highway Performance Program (Interstate Maintenance)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2025 in CON from \$5,057,000 to \$0</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$4,905,000</li> <li>- Decrease funds in FY 2026 in CON from \$8,105,000 to \$0</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$8,151,000</li> <li>- Decrease funds in FY 2027 in CON from \$2,037,000 to \$0</li> <li>+ Increase funds in FY 2029 in CON from \$0 to \$2,144,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$15,199,000 to \$15,200,000 (0.01%)
TOTAL PROJECT COST	Increased from \$15,199,000 to \$15,200,000 (0.01%)

I-5928 - MILE MARKER 34 TO BUNCOMBE COUNTY LINE. PAVEMENT REHABILITATION.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HAYWOOD	DIVISION(S) 14
CONSTRUCTION YEAR 2030	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME I-40	TOTAL LENGTH 0
TOTAL COST \$8,750,000	PROJECT DESCRIPTION MILE MARKER 34 TO BUNCOMBE COUNTY LINE. PAVEMENT REHABILITATION.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	National Highway Performance Program (Interstate Maintenance)	-	-	-	-	-	-	-	\$3,376,000	\$4,914,000	\$460,000	-	-	\$8,750,000
<b>Total CONSTRUCTION</b>		-	-	-	-	-	-	-	\$3,376,000	\$4,914,000	\$460,000	-	-	\$8,750,000
<b>Total Programmed</b>		-	-	-	-	-	-	-	\$3,376,000	\$4,914,000	\$460,000	-	-	\$8,750,000

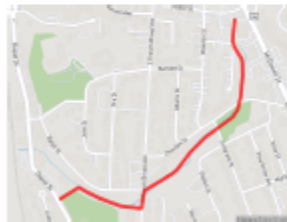
CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Any change to projects in years 5 or later
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "2028" to "2030"
FUNDING CHANGES	<p><b>National Highway Freight Program</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2028 in CON from \$3,345,000 to \$0</li> <li>- Decrease funds in FY 2029 in CON from \$4,672,000 to \$0</li> <li>- Decrease funds in FY 2030 in CON from \$423,000 to \$0</li> </ul> <p><b>National Highway Performance Program (Interstate Maintenance)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2028 in CON from \$123,000 to \$0</li> <li>+ Increase funds in FY 2030 in CON from \$0 to \$3,376,000</li> <li>- Decrease funds in FY 2029 in CON from \$172,000 to \$0</li> <li>+ Increase funds in FY 2031 in CON from \$0 to \$4,914,000</li> <li>- Decrease funds in FY 2030 in CON from \$16,000 to \$0</li> <li>+ Increase funds in FY 2032 in CON from \$0 to \$460,000</li> </ul>
FEDERAL PROJECT COST	Decreased from \$8,751,000 to \$8,750,000 (-0.01%)
TOTAL PROJECT COST	Decreased from \$8,751,000 to \$8,750,000 (-0.01%)

U-5019A - CONSTRUCT TOWN BRANCH GREENWAY.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME RIVERWAY MULTI-MODAL NETWORK	TOTAL LENGTH 0
TOTAL COST \$4,267,000	PROJECT DESCRIPTION CONSTRUCT TOWN BRANCH GREENWAY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Local	-	-	\$855,000	-	-	-	-	-	-	-	-	-	\$855,000
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	\$1,706,000	\$1,706,000	-	-	-	-	-	-	-	-	\$3,412,000
<b>Total CONSTRUCTION</b>		-	-	\$2,561,000	\$1,706,000	-	-	-	-	-	-	-	-	\$4,267,000
<b>Total Programmed</b>		-	-	\$2,561,000	\$1,706,000	-	-	-	-	-	-	-	-	\$4,267,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "2024" to "2025"
FUNDING CHANGES	<p><b>Surface Transportation Block Grant Program (Any Area)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in CON from \$1,706,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$1,706,000</li> <li>- Decrease funds in FY 2025 in CON from \$1,706,000 to \$0</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$1,706,000</li> </ul> <p><b>Local</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in CON from \$855,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$855,000</li> </ul>
FEDERAL PROJECT COST	Stays the same \$3,412,000
TOTAL PROJECT COST	Stays the same \$4,267,000

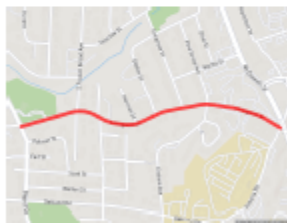


U-5019D - LIVINGSTON STREET COMPLETE STREETS IMPROVEMENTS.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME RIVERWAY MULTI-MODAL NETWORK	TOTAL LENGTH 0
TOTAL COST \$1,500,000	PROJECT DESCRIPTION LIVINGSTON STREET COMPLETE STREETS IMPROVEMENTS.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Local	-	-	-	\$1,500,000	-	-	-	-	-	-	-	-	\$1,500,000
<b>Total CONSTRUCTION</b>		-	-	-	\$1,500,000	-	-	-	-	-	-	-	-	\$1,500,000
<b>Total Programmed</b>		-	-	-	\$1,500,000	-	-	-	-	-	-	-	-	\$1,500,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "2023" to "2026"
FUNDING CHANGES	<p><b>Local</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2025 in CON from \$1,500,000 to \$0</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$1,500,000</li> </ul>
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$1,500,000



U-5019E - CRAVEN STREET BRIDGE IMPROVEMENTS OVER THE FRENCH BROAD RIVER

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2027	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME RIVERWAY MULTI-MODAL NETWORK	TOTAL LENGTH 0
TOTAL COST \$5,250,000	PROJECT DESCRIPTION CRAVEN STREET BRIDGE IMPROVEMENTS OVER THE FRENCH BROAD RIVER		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	-	\$4,200,000	-	-	-	-	-	-	-	\$4,200,000
CONSTRUCTION	Local	-	-	-	-	\$1,050,000	-	-	-	-	-	-	-	\$1,050,000
<b>Total CONSTRUCTION</b>		-	-	-	-	\$5,250,000	-	-	-	-	-	-	-	\$5,250,000
<b>Total Programmed</b>		-	-	-	-	\$5,250,000	-	-	-	-	-	-	-	\$5,250,000

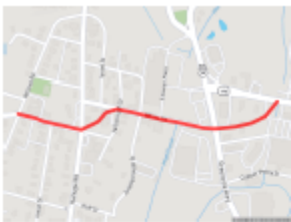
CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "November 2023 Amendments" to "February 2024 Amendment" CONSTRUCTION YEAR changed from "2025" to "2027"
FUNDING CHANGES	<b>Surface Transportation Block Grant Program (Any Area)</b> - Decrease funds in FY 2025 in CON from \$4,200,000 to \$0 + Increase funds in FY 2027 in CON from \$0 to \$4,200,000  <b>Local</b> - Decrease funds in FY 2025 in CON from \$1,050,000 to \$0 + Increase funds in FY 2027 in CON from \$0 to \$1,050,000
FEDERAL PROJECT COST	Stays the same \$4,200,000
TOTAL PROJECT COST	Stays the same \$5,250,000



U-5886 - SR 1171 (WILLOW ROAD) TO US 176 (SPARTANBURG HIGHWAY). REALIGN AND EXTEND ROADWAY.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2028	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME SR 1170 (WHITE STREET)	TOTAL LENGTH 0
TOTAL COST \$33,652,000	PROJECT DESCRIPTION SR 1171 (WILLOW ROAD) TO US 176 (SPARTANBURG HIGHWAY). REALIGN AND EXTEND ROADWAY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	Highway Trust Funds	-	\$5,791,000	\$5,791,000	\$1,930,000	\$3,740,000	-	-	-	-	-	-	-	\$17,252,000
<b>Total RIGHT-OF-WAY</b>		-	\$5,791,000	\$5,791,000	\$1,930,000	\$3,740,000	-	-	-	-	-	-	-	\$17,252,000
CONSTRUCTION	Highway Trust Funds	-	-	-	\$3,104,000	\$6,683,000	\$4,356,000	\$957,000	-	-	-	-	-	\$15,100,000
<b>Total CONSTRUCTION</b>		-	-	-	\$3,104,000	\$6,683,000	\$4,356,000	\$957,000	-	-	-	-	-	\$15,100,000
UTILITIES	Highway Trust Funds	-	\$1,300,000	-	-	-	-	-	-	-	-	-	-	\$1,300,000
<b>Total UTILITIES</b>		-	\$1,300,000	-	-	-	-	-	-	-	-	-	-	\$1,300,000
<b>Total Programmed</b>		-	\$7,091,000	\$5,791,000	\$5,034,000	\$10,423,000	\$4,356,000	\$957,000	-	-	-	-	-	\$33,652,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Funding source changes between traditional funding sources (i.e. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds)	
PROJECT CHANGES	Plan Revision Name changed from "November 2023 Amendments" to "February 2024 Amendment"	
FUNDING CHANGES	<p><b>Surface Transportation Block Grant Program (Any Area)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in CON from \$3,104,000 to \$0</li> <li>- Decrease funds in FY 2027 in CON from \$6,683,000 to \$0</li> <li>- Decrease funds in FY 2028 in CON from \$4,356,000 to \$0</li> <li>- Decrease funds in FY 2029 in CON from \$957,000 to \$0</li> </ul> <p><b>Highway Trust Funds</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ROW from \$0 to \$5,791,000</li> <li>+ Increase funds in FY 2024 in UT from \$0 to \$1,300,000</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$5,791,000</li> <li>+ Increase funds in FY 2026 in ROW from \$0 to \$1,930,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$3,104,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$6,683,000</li> <li>+ Increase funds in FY 2027 in ROW from \$0 to \$3,740,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$4,356,000</li> <li>+ Increase funds in FY 2029 in CON from \$0 to \$957,000</li> </ul>	
FEDERAL PROJECT COST	Decreased from \$15,100,000 to \$0 (-100%)	
TOTAL PROJECT COST	Increased from \$15,100,000 to \$33,652,000 (122.86%)	

**William High moved to recommend to the Board to adopt the amendments to the 2024-2033 TIP. Janna Bianculli seconded the motion which passed unanimously upon a roll call vote.**

David Nutter (public, Connect Buncombe) questioned about I240 and the I26 connector and what the relationship is between the cost increases and the pending announcement of the design builds contract. Hannah Smith gave a brief answer.

### 5A. WNC Passenger Rail Update:

The WNC Passenger Rail project has seen a couple of major milestones in the previous two months:

-The Final WNC Passenger Rail Report was published by NCDOT, outlining the anticipated costs for restarting service, annual operating costs, estimated ridership, and estimated revenues. The report is available here: [https://frenchbroadrivermpo.org/wp-content/uploads/2024/02/WNCReport\\_Final\\_2023-12-06.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/02/WNCReport_Final_2023-12-06.pdf)

-The Asheville-to-Salisbury passenger rail extension was selected into the FRA Corridor ID program. This enters the project into a "pipeline" for passenger rail expansion projects and provides \$500,000 for additional environmental documentation and service planning.

Jason Meyers, the Rail Programs Manager with the NCDOT Rail Unit, will provide an update on the project as well as next steps.

Discussion around funding and when that might be coming. Having local participation might be helpful, we will have a better idea and number in a few months. Timeline for Asheville to Salisbury to get started is roughly 8-12 months.

David Nutter asked about if there were specific liaisons with local groups. Part of what NCDOT is looking to do is to set up an email list and issuing a quarterly newsletter.

Discussion around what do towns and cities need to do to be ready for the new corridor.

## **5B. Division 13 Project Milestones for 2024:**

Hannah Smith, Division Planning Engineer with Division 13, will present on projects that are expected to be started, completed, or see significant progress over 2024 in Division 13. The 2024-2033 Transportation Improvement Program has more than \$2 billion in improvements slated for the MPO Planning Area over the next ten years and Hannah will present on the progress expected to be seen over the next year

Discussion occurred around the 270-74A intersection and if we can address this with one of the projects Hannah mentioned. Question about 26 near the parkway and how tight it gets from the parkway bridge to the FBR bridge, especially heading west and how it can be unsafe with freight trucks who drive in left lane.

## **Division Project Updates:**

**Division 13** : Hannah Smith presented. [https://frenchbroadrivermpo.org/wp-content/uploads/2024/02/Div13\\_Feb\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/02/Div13_Feb_Updates.pdf)

**Division 14** : Steve Williams presented [https://frenchbroadrivermpo.org/wp-content/uploads/2024/01/Div14\\_Feb\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/01/Div14_Feb_Updates.pdf)

**TPD Updates:** Daniel Sellers presented

**FHWA/FTA Updates** :Suzette Morales presented

FHWA Bipartisan Infrastructure Law Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

FTA Bipartisan Infrastructure Law Website: <https://www.transit.dot.gov/BIL>

## FHWA Updates – February 2024

### **President Approves Fiscal Year 2024 Appropriations Through March 1, 2024**

On January 19, 2024, the President signed a [continuing resolution](#) to approve appropriations for Fiscal Year (FY) 2024 through March 1, 2024.

### **FHWA Issues Abeyance Memorandum for Greenhouse Gas Emissions Performance Measure**

On January 26, 2024, the Federal Highway Administration (FHWA) issued an [abeyance memorandum](#) regarding the deadline for the initial targets and reports for the greenhouse gas emissions performance measure. FHWA has agreed that it will not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports, until March 29, 2024. More information is available [here](#) and [here](#).

## **FHWA Publishes Notice of Proposed Rulemaking for National Performance Management Measures**

On January 25, 2024, FHWA published a Notice of Proposed Rulemaking (NPRM) in the Federal Register [[89 FR 4857](#)] to request comments on proposed regulatory changes to the National Performance Management Measures. FHWA proposed substantive changes to three subparts of [23 CFR Part 490](#):

- Subpart A—General Information, which applies to all of the regulations throughout part 490;
- Subpart B—National Performance Management Measures for the Highway Safety Improvement Program; and
- Subpart E—National Performance Management Measures to Assess Performance of the National Highway System.

In addition, FHWA has also proposed non-substantive changes throughout the regulatory text to provide increased clarity. The comment deadline is February 26, 2024.

## **USDOT Announces \$4.9 Billion in Awards for the Mega and INFRA Grant Programs**

On January 25, 2024, the U.S. Department of Transportation (USDOT) [announced](#) \$4.9 billion in awards from the National Infrastructure Project Assistance (Mega) grant program and the Infrastructure for Rebuilding America (INFRA) grant program. The Department awarded Mega grants to 11 projects that will generate national and regional economic, mobility, and safety benefits, and INFRA grants to 28 projects that will improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. More information is available [here](#) and [here](#).

## **FHWA Announces \$623 Million in Awards for Charging and Fueling Infrastructure**

On January 11, 2024, FHWA [announced](#) nearly \$623 million in awards from the Charging and Fueling Infrastructure Discretionary Grant Program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure. The 47 awards are located across 22 States and Puerto Rico, and include 2 Tribes. More information is available [here](#) and [here](#).

## **FHWA Announces \$150 Million in Awards for Electric Vehicle Charging Infrastructure**

On January 18, 2024, FHWA [announced](#) nearly \$150 million in awards from the Electric Vehicle Charger Reliability and Accessibility Accelerator Program to make existing electric vehicle charging infrastructure more reliable. The 24 awards are located in 20 States, and were awarded to 14 State Departments of Transportation (DOTs) and 10 local entities. More information is available [here](#) and [here](#).



## USDOT Announces \$2.97 Million in Available Funding for Mobility Equity Research

On January 5, 2024, the USDOT published a Notice of Funding Opportunity (NOFO) to announce the availability of \$2.97 million in funding through the Mobility Equity Research Initiative. The USDOT seeks to advance research and technologies that support the Department's goal of expanding accessibility and mobility to underserved communities, including people with disabilities, older Americans, and rural and disadvantaged communities. The application deadline is March 5, 2024. More information is available [here](#).

## Application Deadlines Approaching for Other USDOT Discretionary Grant Opportunities

Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the USDOT:

- [February 2 – Advanced Transportation Technology and Innovation \(ATTAIN\) Program](#);
- [February 13 – Innovative Coordinated Access and Mobility \(ICAM\) Pilot Program](#);
- [February 28 – Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) discretionary grant program](#);
- [March 13 – Rural Autonomous Vehicle \(RAV\) Program](#); and
- [March 19 – Bridge Investment Program, Planning and Bridge Project Grants](#).

## USDOT Launches the Transforming Transportation Advisory Committee

On December 29, 2023, the USDOT [announced](#) the launch of the Transforming Transportation Advisory Committee (TTAC). TTAC is tasked with providing information, advice, and recommendations to the Secretary about needs, objectives, plans, and approaches for transportation innovation. More information is available [here](#).

## TRB Publishes Report on Critical Issues in Transportation for 2024 and Beyond

On January 2, 2024, the Transportation Research Board (TRB) announced the publication of a report on "[Critical Issues in Transportation for 2024 and Beyond](#)." The report focuses on five societal goals to meet the major challenges facing society: (1) Mitigating and responding to climate change, (2) Promoting equity and inclusion, (3) Increasing road safety, (4) Advancing public health, and (5) Building and sustaining a strong, competitive economy.

## FHWA Resources on PEL, Safety, Active Transportation, VPI, and NEPA

FHWA recently published the following resources:

- [Planning and Environmental Linkages \(PEL\) Handbook and Flowcharts](#);
- [Proven Safety Countermeasures in Rural Communities](#);
- [Safe System Roadway Design Hierarchy: Engineering and Infrastructure-Related Countermeasures](#);
- [TAP-ing into HSIP: Leveraging a Flexible Federal Share Provision for Certain Highway Safety Projects](#);
- [Tribal Development of Trails and Other Dedicated Pedestrian and Bicycle Infrastructure](#); and
- [Virtual Public Involvement \(VPI\) Practices in the National Environmental Policy Act \(NEPA\) – Case Studies](#).

## Webinars on Air Mobility, Asset Management, Electric Vehicles, Freight, Prioritization, and Trails

Here is the registration information for some upcoming webinars:

- [February 6 – International Collaboration in Advanced Air Mobility;](#)
- [February 7 – Global Benchmarking Study on Unmanned Aircraft Systems;](#)
- [February 7 – Integrating Asset Management into the Transportation Planning and Programming Process;](#)
- [February 13 – Permitting and Site Selection Strategies for Electric Vehicle Charging Infrastructure;](#)
- [February 13 – Talking Freight: Leveraging Discretionary Grants for Freight Projects;](#)
- [February 14 – Prioritization Process Pilot Program;](#)
- [February 15 – The Advanced Air Mobility Workforce of the Future;](#)
- [February 15 – Navigating Zoning and Building Codes for Electric Vehicle Charging;](#)
- [February 27 – Curbside Electric Vehicle Charging Strategies;](#) and
- [February 28 – Advancing Trails to Support Multimodal Networks and Resilient Infrastructure.](#)

## NCDOT IMD Updates:

## Committee & Workgroup Updates

**Prioritization Subcommittee**— met on February 7<sup>th</sup>; next meeting March 6<sup>th</sup>.

**Transit Operators' Workgroup**— last met on September 18<sup>th</sup>; next meeting TBD  
Points of Business/Discussion:

- **September 18<sup>th</sup> Agenda:**
  - 5307 funding updates
  - NCDOT Regional Transit Study Update
  - Updates from Agencies

**5307 Subrecipient Workgroup**- met on January 23<sup>rd</sup>; plans to meet in April  
Points of Business/Discussion:

- TIP/STIP Updates Needed
- FY 2025 UPWP
- City of Asheville hired Hendrickson Consulting to assist with grant management

**Hellbender Trail Stakeholder Group/Regional Trail Forum Updates**- met on November 30<sup>th</sup>; next meeting TBD.

### MPO Studies Status

Study	Managing Entity	Year Programmed	Status
Reed Creek Greenway Feasibility Study	City of Asheville	2023	Underway
2050 Socio-Economic Projections	FBRMPO	2023	Consultant Selected; Awaiting NCDOT OIG Approval
CTP/MTP Update	FBRMPO	2024	Consultant Selected; Contracting in Progress
Safe Streets for All Regional Action Plan	FBRMPO	2024	Consultant Selected; Contracting in Progress
Patton Avenue Corridor Study	City of Asheville	2023	Underway
Ridgecrest Connector Greenway Feasibility Study	Town of Black Mountain	2023	Underway
Cane Creek Greenway Study	Town of Fletcher	2024	Agreement Being Drafted
Woodfin-Weaverville Greenway Study	Town of Woodfin	2024	Draft RFLOI Created
Buncombe County Multimodal Master Plan	Buncombe County	2024	Agreement Being Drafted
Hellbender Implementation Plan	FBRMPO	2024	Not Started
Regional ITS Plan	FBRMPO	2024	Not Started
Travel Survey/Model Upgrades	FBRMPO	2024	Not Started
Staffing & Compensation Study	LOSRC	2024	Not Started

Legislative Updates given.

## **PUBLIC COMMENT**

Autumn Radcliff opened the floor for public comment. No comment was heard.

## **ADJOURNMENT**

Autumn Radcliff adjourned the meeting at 12:34 PM as there was no further business.