

MPO Governing Board

May 16, 2024 – 1:00 P.M., Hybrid Meeting, In-Person at Land of Sky Regional Council or
Via Zoom

Login: <https://us06web.zoom.us/j/87386948628>

Meeting ID: 87386948628

Call-In: (301)715-8592

Agenda

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

 - A. Welcome and Introductions Anthony Sutton
 - B. Ethics Statement for MPO Board Members Anthony Sutton
 2. **PUBLIC COMMENT**

 3. **APPROVAL OF AGENDA AND CONSENT AGENDA** Anthony Sutton

 - A. March, 2024 Board Meeting Minutes
 - B. Amendment to the FY 2024 Unified Planning Work Program (UPWP)
 - C. Letter of Support- City of Asheville Bus and Bus Facilities Program Grant Application
 - D. Letter of Support- NCDOT I-26 Interchange (HE-0001) Grant Application
 4. **BUSINESS (45-60 min)**

 - A. 5310 Project Selection MPO Staff
 - B. JARC Project Selection MPO Staff
 - C. Amendments to the 2024-2033 Transportation Improvement Program (TIP) MPO Staff
 - D. MPO Local Input Point Methodology MPO Staff
 5. **INFORMATIONAL ITEMS (30-45 min)**

 - A. I-2513 Update Nathan Moneyham, NCDOT Division 13
 - B. FY 2024 5307 Suballocations MPO Staff
 6. **REGULAR UPDATES (15 min)**

 - A. NCDOT Division 13 and 14 updates Tim Anderson/Wanda Payne or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. NCDOT Integrated Mobility Division (IMD) Updates Alexius Farris
 - D. FHWA/FTA Updates Suzette Morales
 - E. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
 - F. Legislative Updates MPO Staff
 7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**
 8. **TOPICS FOR NEXT MEETING (June 20th)**
 9. **PUBLIC COMMENT**
 10. **ADJOURNMENT**
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METROPOLITAN PLANNING ORGANIZATION

MPO Governing Board

Item 3:

Consent Agenda

Item 3A: March, 2024 Board Meeting Minutes

Item 3B: Amendment to the FY 2024 Unified Planning Work Program (UPWP)

Item 3C: Letter of Support- City of Asheville Bus and Bus Facilities Program Grant Application

Item 3D: Letter of Support- NCDOT I-26 Interchange HE-0001 Grant Application

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

March, 2024 Meeting Minutes

Available here: https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/2024_3_21_MPO.DRAFT_Board_Minutes.pdf

Staff Report & Recommendations

Item 3B:

Amendments to the FY 2024 Unified Planning Work Program

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:

- The amendment would add 5307 grant funding the City of Asheville received for the ART Place project (downtown transit center.)

The work description to be added to item II-B-1 (Targeted Planning) includes:

The City will begin a planning process for the development of a new/expanded downtown transit center and affordable housing mixed-use transit-oriented development project. Preliminary planning activities will be performed between FY 24 and FY25 and will include completion of the historic resources analysis required for Section 106, conducting a statistically valid survey of riders/non-riders for demographic insights, conducting community engagement to define transit rider needs and opportunities for supportive uses to be housed in the future project. Public involvement will include extensive outreach and collaboration with BIPOC communities. Historic Resources Analysis: Architectural survey to confirm no historic resource impact.

Total project cost \$364,600
Fed share: \$328,140
Local share: \$36,460 (10%)

Staff Recommendation: Recommend the Approval of the Amendment to the FY 2024 UPWP

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Staff Report & Recommendations

Item 3C:

Letter of Support- City of Asheville Bus and Bus Facilities Program Grant Application

MPO staff was requested to provide a letter of support for the City of Asheville's grant application to the Low or No Emission Vehicles program. The following letter was provided.

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METROPOLITAN PLANNING ORGANIZATION

April 22, 2024

Bruce Robinson
Associate Administrator for Program Management
Federal Transit Administration
Office of Program Management
1200 New Jersey Avenue SE (East Wing)
Washington, DC 20590

Dear Mr. Robinson,

The French Broad River MPO supports the City of Asheville grant application for FY2024 Federal Transit Administration (FTA) Buses and Bus Facilities Competitive Program Funding (49 U.S.C. 5339(b)) for the purchase of fifteen (15) biodiesel 30' buses with associated transit technology equipment and accessories, to purchase an upgraded fare payment system, including upgraded fareboxes for all existing buses with obsolete systems, and a new administrative billing system and associated farebox servicing equipment for the transit garage.

The French Broad River Metropolitan Planning Organization (FBRMPO) is the regional transportation planning agency in the Asheville UZA. It provides support to member governments while striving to improve the efficiency, effectiveness, and quality of the transportation network.

The City of Asheville's grant application seeks funding to add fifteen (15) new biodiesel 30' buses and upgraded fareboxes for all existing buses with obsolete systems for the transit garage. This initiative, which aligns with the FBRMPO's long-range transportation goals, is crucial for our citizens. The ART transit system currently utilizes outdated fareboxes and cannot find parts to repair. Nearly 50% of The City's ART transit fleet (17 buses) has reached its useful life of 12 years in services and/ or 500,000 miles. The approval of this grant will not only significantly increase the health of the City of Asheville's transit fleet but will also ensure continued safe transportation and reliability of service for our citizens, which is a key priority for improvement of ART buses and facilities. The approval of this grant will allow for the City of Asheville to achieve the goal of acquiring 4 to 5 new buses annually for the next three years which was not previously possible due to lack of resources. In return the approval of this grant will ensure that the fleet remains in a state of good repair and provide the City of Asheville with the necessary resources that will provide transit services to our citizens.

The FBRMPO, as the regional transportation planning agency in the Asheville UZA, supports the City of Asheville's request for \$11,299,185. (\$9,039,348 Federal and \$ 2,259,837 local) in funding to improve transit amenities located in the City of Asheville and Buncombe County. This unified support underscores the collective effort and commitment towards this important initiative.

Thank you,

A handwritten signature in black ink, appearing to read "Tristan Winkler", is written above a solid horizontal line.

Tristan Winkler
French Broad River MPO Director

Staff Report & Recommendations

Item 3D:

Letter of Support- NCDOT I-26 Interchange (HE-0001) Grant Application

MPO staff was requested to provide a letter of support for NCDOT's grant application to the USDOT Multimodal Grants program for the new interchange on I-26 in Buncombe County- project HE-0001. The following letter was provided.

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METROPOLITAN PLANNING ORGANIZATION

April 30, 2024

The Honorable Pete Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: Letter of Support for North Carolina Department of Transportation Multimodal Project
Rural Discretionary Grant Application, I-26 Interchange Project

Dear Secretary Buttigieg,

Please accept this letter as French Broad River MPO's strong support for the North Carolina Department of Transportation Multimodal Project Discretionary Grant (MPDG) application for the subject project. This project includes a new interchange on I-26 (future Exit 35) and connecting road to NC 191, approximately six miles south of Asheville, NC. This transportation investment capitalizes on private investments and will fulfill priority regional priorities: improved access to long-term, high-quality jobs, access to federal, state and county recreational resources, and reduced congestion and commuting times within the Asheville/Hendersonville corridor.

The North Carolina Department of Transportation has shown that this project is crucial for the region. By supporting such investments as the newly constructed Pratt & Whitney plant, a division of Raytheon, Inc, in southern Buncombe County, the USDOT MPDG funding would contribute to the creation of 800 local jobs with an average salary of \$68,000, \$39,000 higher than the current median income.

Further, Pratt & Whitney is partnering with Asheville-Buncombe Technical Community College to train the highly skilled workforce. A new 20,000-square-foot educational facility near the manufacturing plant will increase the region's educational capacity and technical knowledge. This education partnership will eliminate barriers to opportunities and continue to enhance racial equity in the region.

HE-0001 was added to the region's Metropolitan Transportation Plan (MTP) in 2022 as one of the priority projects for the Asheville Urbanized Area. The project is intended to add connectivity- something our region generally lacks- to a quickly growing part of the region to provide better access for emergency vehicles, freight, commuters, and travelers, and enables significant growth to our region's budding manufacturing sector.

Thank you, Mr. Secretary, for considering this strategic investment. It demonstrates how a federal-state-local partnership can greatly impact a region's economic vibrancy and transportation mobility.

USDOT staff should feel free to contact me to discuss our support for the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tristan Winkler', written over a horizontal line.

Tristan Winkler

Director

French Broad River MPO

Staff Report & Recommendations

Item 4A:

5310 Project Selection

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) makes federal resources available to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. 5310 funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from January 18, 2024, to March 18, 2024. Additional information about Section 5310 is available at:

<https://frenchbroadrivermpo.org/5310-and-jarc/>.

The 5310 Grant has two categories for funding:

- Traditional/Capital projects: at least 55% of the total funding amount must go to “traditional” projects.
- Other/Operations projects: no more than 45% of the total funding amount can go to these projects

FY2023 5310 Available Funding	\$504,739	55% of Funds (Traditional)*	\$277,607
Admin	\$50,474	35% of Funds (Other)*	\$176,658
After 10% Admin	\$454,265	*Note: percentage divisions were calculated before 10% Admin	

**It is important to note that 10% of the original allocation is set aside for Administrative funds for the City of Asheville, so “Other” projects only receive up to 35% of total funding as a result since Traditional projects are required to receive a minimum of 55% of the allocation before administrative costs are considered.*

MPO Staff reviewed the submitted applications, rating them based on a scorecard (out of 105 points). The following pages show recommendations for awarding 5310 funds. The quantitative scoring methodology was simplified for this round of funding.

SUBMITTED PROJECTS:

The table below shows the projects submitted and funding requested

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Applicant	Traditional or Other	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost
Buncombe County	Traditional	SEDTAP	7/2024-6/2025	The Supplemental EDTAP Program is a traditional Section 5310 project. The SEDTAP Program provides funds to support the following transportation needs: (1) Medical and general trips for eligible older adults age 60 and older; (2) Medical, shopping, and other trips for demand-response general public customers ; and (3) Trips for persons who are seniors/elderly/older adults and/or whom have a disability.	\$158,109	\$39,528	\$197,637
City of Asheville	Traditional	Asheville Paratransit	7/1/2024-6/30/2025	The City of Asheville is applying for Section 5310 funding to supplement the transit operations budget for its ADA complementary paratransit service. The service is provided citywide in Asheville and within 1 mile on routes traveling outside of the City of Asheville.	\$248,000	\$62,000	\$310,000
Buncombe County	Other	RIDE Voucher Program	7/1/2023-6/30/2024	The RIDE Program is a nontraditional Section 5310 project that offers a curb-to-curb, user-side subsidy transportation alternative for eligible County residents (individuals who are elderly and/or who have disabilities) that increases transportation options. The program allows participants to purchase a \$10 voucher at a subsidized rate (\$2.50) and use vouchers to purchase trips through participating providers (taxi companies).	\$40,511	\$40,511	\$81,022
Land of Sky Regional Council	Other	Senior Companions Program	7/1/2024-6/30/2025	AmeriCorps Seniors volunteers provide transportation (medical appointments, errands, grocery) to older/frail adults who are unable to access public transportation or afford private transportation.	\$126,720	\$126,720	\$253,440
Council on Aging	Other	Call-A-Ride (CAR)	7/1/2024-6/30/2025	Call-A-Ride (CAR) provides volunteer transportation to Buncombe County residents aged 60+. The program is for individuals who are unable to drive themselves and cannot access public transportation.	\$40,560	\$40,560	\$81,120

Step 1: Score Projects

Traditional

Buncombe County SEDTAP (Supplemental Elderly and Disabled Assistance Program)

Project Evaluation Criteria	Possible Points	Buncombe County SEDTAP
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Mountain Mobility provides transportation services to clients of human service agencies, local governments, and general public transportation. Funding support is provided to Call-A-Ride and Foster Grandparents Program, RIDE, and Senior Bus Pass Program. These funds allow state and local funds to be extended across all programs to cover more transportation needs. These funds match HCCBG, ROAP, and EDTAP funds.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	5	65,345 eligible trips were made
Does applicant include map of service area and/or requested demographic data and number of people	10	Yes

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served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?		
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	Mountain Mobility (1) provides transportation for social/cultural/health/after-hours trips to prevent social isolation (LCP recommendation B-2); (2) improves transportation options for medically-underserved populations (LCP recommendation B-8); and (3) increases availability of grocery store and general retail trips (LCP recommendation B-11).
Does the project align with organizational mission? To what degree?	5	Yes, provides transportation to elderly/disabled groups at no charge to the individual
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	They have not identified other funding sources for this project beyond those already utilized (5310/5311/5307).
To what extent will project be affected if it does not receive funding?	5	If the project is not funded, it will terminate as 5310 is the only source of grant funding available to support the project
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	5	Mountain Mobility has ~50 employees assigned to this project. Buncombe County monitor service volumes on a regular basis and reviews an annual rider survey.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Buncombe County receives 5311 funds, 5310 funds for RIDE, and 5307 funds
Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Public outreach with County and Mountain Mobility staff at events and through presentations; makes services available to target population. Mountain Mobility Rider's Guide also provides information. Included Title VI plan.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	
TOTAL (Out of 100, with additional 5 bonus points)	95	

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Staff Report & Recommendations

City of Asheville Paratransit Service

Project Evaluation Criteria	Possible Points	City of Asheville Paratransit
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Continue providing paratransit service to persons with disability in the service area and within ¼ mile of fixed route service. Funds provide a required FTA service.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	5	30,688 trips were made in FY21-22, projected trips for FY 22-23 is 35,125
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	B-8, D-5, D-1
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	This project directly responds to documented transportation needs, aligning with strategic recommendations to extend service availability during evenings, weekends, and holidays, thereby significantly enhancing mobility options for our community's most vulnerable members."
Does the project align with organizational mission? To what degree?	5	Yes, enables the City provide essential transportation to individuals with crucial mobility needs.
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	The city would only provide essential services if the project was not funded
To what extent will project be affected if it does not receive funding?	5	This funding ensures the city in collaboration with the County can offer service to residents beyond ¾ service boundary
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	5	The City of Asheville communicates with Buncombe County in order to monitor and evaluate the ADA paratransit service provided.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	City of Asheville also receives 5310, 5339, 5307, and 5303 funds, experienced in Federal grant reporting

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Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Along with the Rider Guide created by Mountain Mobility to promote awareness of the program in the community, there are quarterly meetings held to provide updates about the program to members of the community who participate on the Community Transportation Advisory Board (CTAB). Information about the program is also provided on websites for Buncombe County, Land of Sky, and the City of Asheville. Information about the program is also shared with members of the Transit Committee during monthly meetings
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	05	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	Yes
TOTAL (Out of 100, with additional 5 bonus points)	95	

Other Buncombe County RIDE

Project Evaluation Criteria	Possible Points	City of Asheville Paratransit
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Curb-to-curb, user-side subsidy that provides subsidized vouchers for trips in Buncombe County.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	5	14,468 vouchers were sold and redeemed
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	A-1, A-2, B-2, B-11, D-5
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	The RIDE Program mitigates the transportation need by increasing eligible County residents flexibility and control over when travel occurs and for what purpose.
Does the project align with organizational mission? To what degree?	5	Yes, by improving quality of life within the Asheville Urbanized Area and providing vulnerable individuals with free transportation options.
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget?	5	Yes.
Does applicant provide proof of local match?		

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Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	Buncombe County is not aware of any other sources of funding beyond 5310 to support this project.
To what extent will project be affected if it does not receive funding?	5	5310 is the only source of funding for this project. If the project is not funded, it will terminate.
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	5	Mountain Mobility has ~50 employees assigned to this project. Buncombe County monitors service volumes on a regular basis and reviews an annual rider survey.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Buncombe County receives 5311 funds, 5310 funds for SEDTAP, and 5307 funds
Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Mountain Mobility Administration at LOSRC provides potential customers and existing participants with information on: eligibility, enrollment, and other general information. Mountain Mobility Administration at LOSRC desires to undertake robust marketing through continued outreach efforts which increase awareness of services. Mountain Mobility Administration staff provide presentations to service providers, senior centers, and others. These presentations provide an overview of services and promote public awareness of Mountain Mobility Programs including the RIDE Program.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0	Unknown if cab fleet utilize alternative fuels
TOTAL (Out of 100, with additional 5 bonus points)	90	

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Staff Report & Recommendations

Land of Sky Senior Companions

Project Evaluation Criteria	Possible Points	Land of Sky Senior Companions
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	The Senior Companion Program provides transportation and other needed services at no charge to keep frail and elderly senior adults living independently at home. Senior Companion adult volunteers are paired with clients who may not meet the income criteria of traditional transportation providers and seniors who lack a diagnosis/illness that makes them eligible for service. Funding supports 50% of their stipend of \$4 an hour and 50% of the gov't mileage rate (0.67c) x miles
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	3	The program serves people and has 60-65 volunteers
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	Yes, both the needs in Henderson and Buncombe Counties
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	2	Provide a more personalized transportation for clients. Allow volunteers to accompany individuals to medical appointments and help with errands that may be difficult to accomplish their own.
Does the project align with organizational mission? To what degree?	5	Yes, provides volunteers to give back to their community by supporting elderly individuals.
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	2	Senior Companions constantly seeks funding through local, state, and federal programs in order to support program needs.
To what extent will project be affected if it does not receive funding?	5	Americorps money can be moved around
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	5	Project has dedicated staff members and LOS has been providing this service for over 20 years.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Very experienced with federal grant management and reporting

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Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes, Henderson and Buncombe counties
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	As referrals are made, clients needs are matched with a volunteer. Promoted through Councils on Aging, Area Agency on Aging, and AAA newsletters.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0	2 volunteers have EVs, most do not utilize alternative fuels
TOTAL (Out of 100, with additional 5 bonus points)	87	

Council on Aging Call-A-Ride

Project Evaluation Criteria	Possible Points	Council on Aging Call-A-Ride (CAR)
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Call-A-Ride (CAR) provides door-to-door transportation to individuals aged 60+ in Buncombe County. Program uses volunteer drivers to fill gaps in the transportation that Mountain Mobility or taxis cannot provide.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	3	The program provides another option for seniors who need to access multiple stops without having to wait for a bus or are unable to access traditional rideshare activities.
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	Yes, serves seniors in Buncombe County
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	2	Provide and more personalized transportation for clients. Allow volunteers to accompany individuals to medical appointments and help with errands that may be difficult to accomplish their own.
Does the project align with organizational mission? To what degree?	5	Yes, provides volunteers to give back to their community by supporting elderly individuals
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	N/A

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To what extent will project be affected if it does not receive funding?	5	5310 funds are necessary for the operation of the program
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	5	Council on Aging has been providing CAR for over 12 years, continues to show growth each year. Uses ServTracker for client data management. Conducts monthly assessments of services
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Council on Aging has significant experience with grant management
Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes, coordinates with Buncombe County and Mountain Mobility
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Promotes CAR on website, social media platforms, and distributes printed material
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0	Volunteers use personal cars, no information on how many are EVs or alternative fuels
TOTAL (Out of 100, with additional 5 bonus points)	85	

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Staff Report & Recommendations

Step 2: Consider Alternatives

Alternative 1:

Distribute funding based strictly on scores, not using the 55%/35% split.

Alternative 1	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SEDTAP	\$158,109.00	100%	\$158,109	\$39,528	\$197,637
City of Asheville	Asheville ParaTransit	\$248,000.00	100%	\$248,000	\$62,000	\$310,000
Buncombe County	RIDE Voucher Program	\$40,511.00	100%	\$40,511	\$40,511	\$81,022
Land of Sky	Senior Companions	\$7,645.00	6%	\$126,720	\$126,720	\$253,440
Council on Aging	Call-A-Ride	\$0.00	0%	\$40,560	\$40,560	\$81,120

Alternative 2:

Keep the 55%/35% split between Traditional and Other projects, use scores to determine distribution of funds.

Alternative 2	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SEDTAP	\$138,803.50	87.5%	\$158,109	\$39,528	\$197,637
City of Asheville	Asheville ParaTransit	\$138,803.50	56%	\$248,000	\$62,000	\$310,000
Buncombe County	RIDE Voucher Program	\$40,511.00	100%	\$40,511	\$40,511	\$81,022
Land of Sky	Senior Companions	\$126,720.00	100%	\$126,720	\$126,720	\$253,440
Council on Aging	Call-A-Ride	\$9,427.00	23%	\$40,560	\$40,560	\$81,120

Alternative 3:

Keep the 55%/35% split for Traditional and Other projects. Award equal percentages of 55% split to Traditional Projects and equal percentages of 35% split to Other Projects.

Alternative 3	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SEDTAP	\$108,146.56	68.4%	\$158,109	\$39,528	\$197,637
City of Asheville	Asheville ParaTransit	\$169,632.00	68.4%	\$248,000	\$62,000	\$310,000
Buncombe County	RIDE Voucher Program	\$34,393.84	84.9%	\$40,511	\$40,511	\$81,022
Land of Sky	Senior Companions	\$107,585.28	84.9%	\$126,720	\$126,720	\$253,440
Council on Aging	Call-A-Ride	\$34,435.44	84.9%	\$40,560	\$40,560	\$81,120

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Alternative 4: (Prioritization Recommendation)

The Prioritization Subcommittee created this recommendation after discussion at the May 1st meeting.

Keep the 55%/35% split. Split Traditional **allocation** evenly between City of Asheville and Buncombe County, award **equal percentages** of 35% split to Other projects

Alternative 4	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SEDAP	\$138,803.50	87.5%	\$158,109	\$39,528	\$197,637
City of Asheville	Asheville ParaTransit	\$138,803.50	56%	\$248,000	\$62,000	\$310,000
Buncombe County	RIDE Voucher Program	\$34,441.35	85.017%	\$40,511.00	\$40,511.00	\$81,022.00
Land of Sky	Senior Companions	\$107,733.65	85.017%	\$126,720.00	\$126,720.00	\$253,440.00
Council on Aging	Call-A-Ride	\$34,483.00	85.017%	\$40,560.00	\$40,560.00	\$81,120.00

Action Required: Select a funding alternative

Prioritization Subcommittee Recommendation: Alternative #4

TCC Recommendation: Alternative #4

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4B:

JARC Project Selection

JARC (Jobs Access Reverse Commute) falls under the Human Services Transportation grant funding. The goal of JARC is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. JARC funding in the FBRMPO region is calculated based on a 10% set-aside from the 5307 urban transit formula apportioned for the Asheville Urbanized Area. JARC funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for JARC ran from January 18, 2024, to March 18, 2024. Additional information about JARC is available at: <https://frenchbroadrivermpo.org/5310-and-jarc/>.

FY 2023's Section 5307 (JARC) Allocation

Regional JARC - FY 2023 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	\$408,379
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Applicant	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost
City of Asheville	ART Routes 170 and S3	7/2024-6/2025	The City of Asheville is seeking support through the Job Access and Reverse Commute (JARC, Section 5307) grant to sustain the operations of its pivotal public transportation routes, Route 170 and Route S3. Route 170 serves Swannanoa and Black Mountain while S3 services South Asheville, Arden, and the Asheville Airport. These services are essential in bridging the mobility gap for low-income individuals, enabling seamless access to employment opportunities, and fostering community and region connectivity.	\$408,379	\$408,379	\$816,758

Below is the scorecard for the submitted JARC project. Scoring was based on a scorecard (out of 105 points). The following pages show recommendations for awarding JARC funds based on scores. The quantitative scoring methodology was simplified for this round of funding.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Project Evaluation Criteria	Possible Points	City of Asheville, Route 170 and Route S3
Project Needs and Goals	30	
Is the project consistent with JARC program? (i.e. do goals and objectives align with JARC program)	10	Route 170 and Route S3 provide low cost, affordable transportation to and from employment centers in Asheville. Route 170 connects to Swannanoa and Black Mountain while Route S3 connects to South Asheville, Arden, and the Asheville Airport.
To what degree will the project increase or enhance service to low-income individuals? Does the project address unmet needs?	5	These routes connect areas of the Asheville Urbanized area that can be dangerous to use alternative transportation (such as walking or biking) and offers an affordable way to commute.
Does the project address a need identified in the Coordinated Human Services Transportation Plan? Does applicant include map of service area?	5	Yes, B-7, 8-1, B-4, B-6-, D-1, and D-6.
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	The has seen increase ridership in the past year and would like to continue running the service at the current level. These ART routes support the Buncombe County Trailblazer routes as well.
To what extent will the project be affected if it does not receive JARC funds? 0=unaffected, 10=unable to exist	5	ART would seek other funding if JARC were not available
Implementation Plan and Evaluation	20	
Does the proposal outline an implementation and evaluation plan? Does implementation plan identify key personnel?	5	Yes.
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described?	5	Route 170 and Route S3 are not new routes, they operate the routes Monday-Saturday currently.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	5	Yes, the City of Asheville is very familiar with quarterly and other financial reporting
Does the project appear to be the best way to meet the need identified? Does it align with the organizational mission?	5	Yes
Project Budget	20	
Did applicant submit a clearly defined project budget? Did applicant provide proof of local match?	5	Yes
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	5	The City is dedicated to finding continued and sustainable funding to fund transit services in the City's service area. This includes researching federal and state funding opportunities to continue funding services on Route 170 and S3 beyond the grant period. Options considered for Route 170 include a partnership with Buncombe County to provide funding for this route as it is a critical service linking residents to essential service in the city. The Town of Black Mountain committed to contributing funding to support this vital public transportation service in FY23 and FY24. The City will be requesting funding support for FY25 this spring.
To what extent will project be affected if it does not receive funding?	5	The city would potentially seek other funding for the routes, but JARC is crucial for the current level of operation of the service.
Equity, Coordination, and Outreach	15	

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes, partnerships with Buncombe County Trailblazer, AARP and Mountain Mobility, and Apple Country Transit
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Distributes marketing materials to communities through the Asheville Transit Committee and other community meetings.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Program Effectiveness and Performance Indicators	10	
To what extent does applicant demonstrate that this proposal is most appropriate method of service delivery and is a cost-effective approach??	0	
Does applicant provide description of the process of monitoring and evaluation of service? Is there a description of steps that will be taken to measure effectiveness and impact of project on targets?	5	The city continuously monitors the ridership of routes 170 and S3 and makes improvements as needed.
Innovation	5	
Does project contain new or innovative concepts with potential for improving access and mobility for target population and potential for future application elsewhere in the region?	5	The City contracts with multiple partners to help improve the transit system for drivers and riders. They also plan to install Wi-Fi on each bus as an added amenity for riders.
Alternative Fuels/Fuel Efficiency (BONUS POINTS)	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	The city has alternative-fueled vehicles, including high-efficiency electric buses and hybrid electric buses, which are operated as part of the bus fleet.
TOTAL (Out of 100, with additional 5 bonus points)	95	

Alternative 1: Fund the City of Asheville's ART Routes 170 and S3 at 100% of their funding ask.

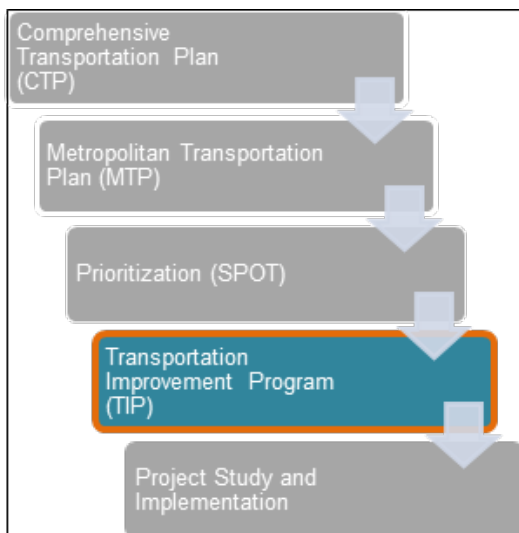
Alternative 1	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
City of Asheville	ART Routes 170 and S3	\$408,379	100%	\$408,379	\$408,379	\$816,758

Staff/TCC/Prioritization Subcommittee Recommendation (Action Required): Fund City of Asheville's JARC Application for ART Routes 170 and S3 at 100% of their funding request.

Staff Report & Recommendations

Item 4C:

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

Amendments this month include a sizable change in the termini and scope of EB-5547A & B (Black Mountain Riverwalk Greenway) as well as a shift in funding and schedule for BL-0008 (Clear Creek Greenway). Beyond Locally Administered Projects, there are several rail safety project additions to the TIP to address the safety of rail crossings at a number of locations in Buncombe, Haywood, and Henderson counties. There is also an increase in funds added to Divisions 13 & 14 programs to upgrade intersections to comply with ADA along with a schedule "shuffle" of a number of bridge improvement projects to balance funds/projected schedules. There are two Statewide additions: ER-5600 (Vegetation Management) and HV-0001 (NEVI Planning & Construction).

Action Required: Consider Adoption of the TIP Amendments

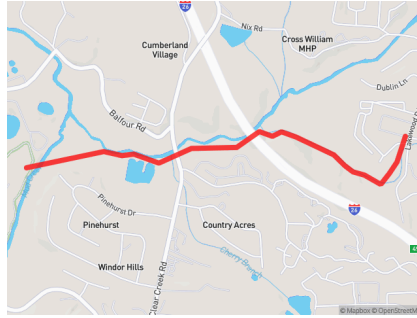
TCC Recommendation: Approve Proposed TIP Amendments

Project Overview
42 Projects Listed

BL-0008 - CONSTRUCT MULTI-USE PATH FROM BERKELEY MILLS PARK TO LAKEWOOD ROAD.

LEAD AGENCY Hendersonville	PROJECT TYPE BIKE/PED	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME CLEAR CREEK GREENWAY/ HENDERSONVILLE	TOTAL LENGTH 0
TOTAL COST \$3,539,000	PROJECT DESCRIPTION CONSTRUCT MULTI-USE PATH FROM BERKELEY MILLS PARK TO LAKEWOOD ROAD.		

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor change to project descriptions, scopes, sponsor funding
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2024" to "2025"
FUNDING CHANGES	<p>Surface Transportation Block Grant Program (Direct Attributable)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in ENG from \$484,000 to \$0 + Increase funds in FY 2024 in ENG from \$0 to \$82,000 - Decrease funds in FY 2024 in CON from \$1,796,000 to \$0 + Increase funds in FY 2024 in ROW from \$0 to \$82,000 - Decrease funds in FY 2024 in CON from \$487,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$2,585,000 <p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in CON from \$122,000 to \$0 - Decrease funds in FY 2023 in ENG from \$121,000 to \$0 + Increase funds in FY 2024 in ENG from \$0 to \$21,000 + Increase funds in FY 2024 in ROW from \$0 to \$20,000 - Decrease funds in FY 2024 in CON from \$449,000 to \$0 - Decrease funds in FY 2024 in CON from \$20,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$671,000 <p>Surface Transportation Block Grant Program (Any Area)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in CON from \$78,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$78,000
FEDERAL PROJECT COST	Decreased from \$2,845,000 to \$2,827,000 (-0.63%)
TOTAL PROJECT COST	Decreased from \$3,557,000 to \$3,539,000 (-0.51%)



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

LEAD AGENCY NCDOT	PROJECT TYPE BIKE/PED	COUNTY BUNCOMBE, BURKE, MADISON, MCDOWELL, MITCHELL, RUTHERFORD, YANCEY	DIVISION(S) 13
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME VARIOUS	TOTAL LENGTH 0
TOTAL COST \$6,000,000	PROJECT DESCRIPTION DIVISION 13 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	Transportation Alternatives Program (Uncategorized)	-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	-	-	-	-	-	\$500,000
Total ENGINEERING		-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	-	-	-	-	-	\$500,000
RIGHT-OF-WAY	Transportation Alternatives Program (Uncategorized)	-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
Total RIGHT-OF-WAY		-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
CONSTRUCTION	Transportation Alternatives Program (Uncategorized)	-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	-	\$5,000,000
Total CONSTRUCTION		-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	-	\$5,000,000
UTILITIES	Transportation Alternatives Program (Uncategorized)	-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
Total UTILITIES		-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
Total Programmed		-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	-	-	-	-	-	-	\$6,000,000

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CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Change in federally-funded or state-funded regionally significant transit, bicycle or pedestrian project that exceeds either \$1 million or 25% of the project cost
PROJECT CHANGES	Plan Revision Name changed from "February 2024 Amendments" to "May 2024 Amendments"
FUNDING CHANGES	<p>State</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$20,000 to \$0 - Decrease funds in FY 2024 in CON from \$200,000 to \$0 - Decrease funds in FY 2025 in ENG from \$20,000 to \$0 - Decrease funds in FY 2025 in CON from \$200,000 to \$0 - Decrease funds in FY 2026 in ENG from \$20,000 to \$0 - Decrease funds in FY 2026 in CON from \$200,000 to \$0 - Decrease funds in FY 2027 in CON from \$200,000 to \$0 - Decrease funds in FY 2027 in ENG from \$20,000 to \$0 - Decrease funds in FY 2028 in CON from \$200,000 to \$0 - Decrease funds in FY 2028 in ENG from \$20,000 to \$0 <p>Transportation Alternatives Program (Uncategorized)</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2024 in ROW from \$0 to \$50,000 + Increase funds in FY 2024 in UT from \$0 to \$50,000 + Increase funds in FY 2024 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2025 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2025 in ROW from \$0 to \$50,000 + Increase funds in FY 2025 in UT from \$0 to \$50,000 + Increase funds in FY 2025 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2026 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2026 in ROW from \$0 to \$50,000 + Increase funds in FY 2026 in UT from \$0 to \$50,000 + Increase funds in FY 2026 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2027 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2027 in UT from \$0 to \$50,000 + Increase funds in FY 2027 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2027 in ROW from \$0 to \$50,000 + Increase funds in FY 2028 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2028 in UT from \$0 to \$50,000 + Increase funds in FY 2028 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2028 in ROW from \$0 to \$50,000

**FEDERAL PROJECT
COST**

Increased from \$4,400,000 to \$6,000,000 (36.36%)

**TOTAL PROJECT
COST**

Increased from \$5,500,000 to \$6,000,000 (9.09%)

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

LEAD AGENCY NCDOT	PROJECT TYPE BIKE/PED	COUNTY CHEROKEE, CLAY, GRAHAM, HAYWOOD, HENDERSON, JACKSON, MACON, POLK, SWAIN, TRANSYLVANIA	DIVISION(S) 14
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME VARIOUS	TOTAL LENGTH 0
TOTAL COST \$6,000,000	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	Transportation Alternatives Program (Uncategorized)	-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	-	-	-	-	-	\$500,000
Total ENGINEERING		-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	-	-	-	-	-	\$500,000
RIGHT-OF-WAY	Transportation Alternatives Program (Uncategorized)	-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
Total RIGHT-OF-WAY		-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
CONSTRUCTION	Transportation Alternatives Program (Uncategorized)	-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	-	\$5,000,000
Total CONSTRUCTION		-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	-	\$5,000,000
UTILITIES	Transportation Alternatives Program (Uncategorized)	-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
Total UTILITIES		-	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	-	-	-	-	-	-	\$250,000
Total Programmed		-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	-	-	-	-	-	-	\$6,000,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor cost increases in highway projects that do not exceed both \$2 million and 25% of the original project cost
PROJECT CHANGES	Plan Revision Name changed from "February 2024 Amendments" to "May 2024 Amendments"
FUNDING CHANGES	<p>Transportation Alternatives Program (Uncategorized)</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2024 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2024 in ROW from \$0 to \$50,000 + Increase funds in FY 2024 in UT from \$0 to \$50,000 + Increase funds in FY 2025 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2025 in UT from \$0 to \$50,000 + Increase funds in FY 2025 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2025 in ROW from \$0 to \$50,000 + Increase funds in FY 2026 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2026 in UT from \$0 to \$50,000 + Increase funds in FY 2026 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2026 in ROW from \$0 to \$50,000 + Increase funds in FY 2027 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2027 in UT from \$0 to \$50,000 + Increase funds in FY 2027 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2027 in ROW from \$0 to \$50,000 + Increase funds in FY 2028 in CON from \$800,000 to \$1,000,000 + Increase funds in FY 2028 in UT from \$0 to \$50,000 + Increase funds in FY 2028 in ENG from \$80,000 to \$100,000 + Increase funds in FY 2028 in ROW from \$0 to \$50,000 <p>State</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in CON from \$200,000 to \$0 - Decrease funds in FY 2024 in ENG from \$20,000 to \$0 - Decrease funds in FY 2025 in CON from \$200,000 to \$0 - Decrease funds in FY 2025 in ENG from \$20,000 to \$0 - Decrease funds in FY 2026 in CON from \$200,000 to \$0 - Decrease funds in FY 2026 in ENG from \$20,000 to \$0 - Decrease funds in FY 2027 in CON from \$200,000 to \$0 - Decrease funds in FY 2027 in ENG from \$20,000 to \$0 - Decrease funds in FY 2028 in CON from \$200,000 to \$0 - Decrease funds in FY 2028 in ENG from \$20,000 to \$0

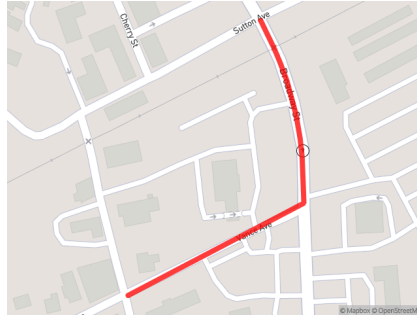
**FEDERAL PROJECT
COST**

Increased from \$4,400,000 to \$6,000,000 (36.36%)

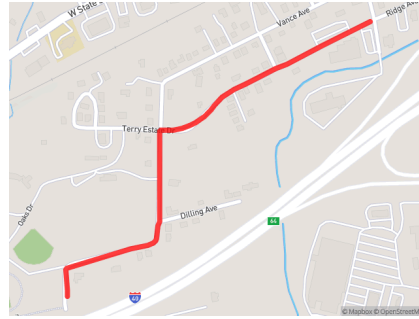
TOTAL PROJECT COST

Increased from \$5,500,000 to \$6,000,000 (9.09%)

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 "BLACK MOUNTAIN RIVERWALK GREENWAY,CONSTRUCT MULTI-USE PATH FROM BLACKMOUNTAIN AVENUE TO FLAT CREEK GREENWAY." to "BLACK MOUNTAIN CONSTRUCT ON-STREET BYCYCLE AND PEDESTRIAN CONNECTIONS FROM THE INTERSECTION OF NC9/SUTTON AVE TO BLACK MOUNTAIN AVE"</p> <p>Description changed from "BLACK MOUNTAIN RIVERWALK GREENWAY, CONSTRUCT MULTI-USE PATH FROM BLACK MOUNTAIN AVENUE TO FLAT CREEK GREENWAY." to "BLACK MOUNTAIN CONSTRUCT ON-STREET BYCYCLE AND PEDESTRIAN CONNECTIONS FROM THE INTERSECTION OF NC9/SUTTON AVE TO BLACK MOUNTAIN AVE"</p> <p>Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments"</p>
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$1,279,000
TOTAL PROJECT COST	Stays the same \$1,599,000



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 FROM BLACK MOUNTAIN AVENUE TO THE INTO THE OAKS TRAIL." to "CONSTRUCT BICYCLE AND PEDESTRIAN CONNECTIONS FROM BLACK MOUNTAIN AVENUE TO THE INTO THE OAKS TRAIL."</p> <p>Description changed from "CONSTRUCT MULTI-USE PATH FROM BLACK MOUNTAIN AVENUE TO THE INTO THE OAKS TRAIL." to "CONSTRUCT BICYCLE AND PEDESTRIAN CONNECTIONS FROM BLACK MOUNTAIN AVENUE TO THE INTO THE OAKS TRAIL."</p> <p>Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments"</p>
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$1,257,000
TOTAL PROJECT COST	Stays the same \$1,571,000

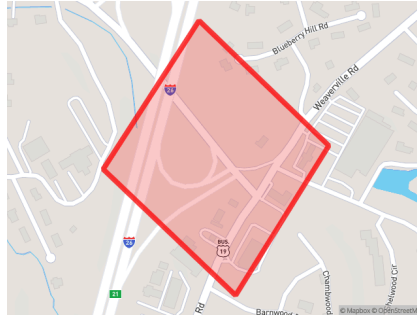


B-4444 - REHABILITATE DECK ON BRIDGE 100353 OVER SR 1882.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2028	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME US 19/23/25/70	TOTAL LENGTH 0
TOTAL COST \$1,000,000	PROJECT DESCRIPTION REHABILITATE DECK ON BRIDGE 100353 OVER SR 1882.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Federal Bridge Improvement Program - Formula	-	-	-	-	-	\$1,000,000	-	-	-	-	-	-	\$1,000,000
Total CONSTRUCTION		-	-	-	-	-	\$1,000,000	-	-	-	-	-	-	\$1,000,000
Total Programmed		-	-	-	-	-	\$1,000,000	-	-	-	-	-	-	\$1,000,000

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 "May 2024 Amendments" CONSTRUCTION YEAR changed from "2026" to "2028"
FUNDING CHANGES	Federal Bridge Improvement Program - Formula - Decrease funds in FY 2026 in CON from \$1,000,000 to \$0 + Increase funds in FY 2028 in CON from \$0 to \$1,000,000
FEDERAL PROJECT COST	Stays the same \$1,000,000
TOTAL PROJECT COST	Stays the same \$1,000,000



B-5929 - REPLACE BRIDGE 440350 OVER DEVILS FORK CREEK.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME TRACY GROVE ROAD	TOTAL LENGTH 0
TOTAL COST \$2,100,000	PROJECT DESCRIPTION REPLACE BRIDGE 440350 OVER DEVILS FORK CREEK.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Surface Transportation Block Grant Program (Off System)	-	-	\$2,100,000	-	-	-	-	-	-	-	-	-	\$2,100,000
Total CONSTRUCTION		-	-	\$2,100,000	-	-	-	-	-	-	-	-	-	\$2,100,000
Total Programmed		-	-	\$2,100,000	-	-	-	-	-	-	-	-	-	\$2,100,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor cost change in federally-funded or state-funded regionally significant transit, bicycle or pedestrian project that do not exceed either \$1 million or 25% of the original project cost
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2024" to "2025"
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in CON from \$230,000 to \$0 <p>Surface Transportation Block Grant Program (Off System)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in CON from \$920,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$2,100,000
FEDERAL PROJECT COST	Increased from \$920,000 to \$2,100,000 (128.26%)
TOTAL PROJECT COST	Increased from \$1,150,000 to \$2,100,000 (82.61%)



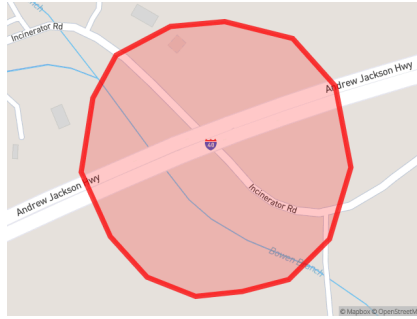
ER-5600 - VARIOUS, VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND LANDSCAPING STATEWIDE.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY -	DIVISION(S) -
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$5,500,000	PROJECT DESCRIPTION VARIOUS, VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND LANDSCAPING STATEWIDE.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
ENGINEERING	State	-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	-	-	-	-	-	\$500,000
Total ENGINEERING		-	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	-	-	-	-	-	-	\$500,000
CONSTRUCTION	State	-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	-	\$5,000,000
Total CONSTRUCTION		-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	-	-	-	-	-	\$5,000,000
Total Programmed		-	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	-	-	-	-	-	-	\$5,500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$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 "May 2024 Amendments"
FUNDING CHANGES	<p>Federal Bridge Improvement Program - Formula</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ROW from \$600,000 to \$0 - Decrease funds in FY 2023 in ROW from \$200,000 to \$0 + Increase funds in FY 2024 in ROW from \$0 to \$600,000 + Increase funds in FY 2024 in UT from \$0 to \$30,000 + Increase funds in FY 2024 in CON from \$8,550,000 to \$13,800,000 + Increase funds in FY 2025 in CON from \$8,550,000 to \$13,800,000
FEDERAL PROJECT COST	Increased from \$18,100,000 to \$28,430,000 (57.07%)
TOTAL PROJECT COST	Increased from \$18,100,000 to \$28,430,000 (57.07%)



HB-0006 - REPLACE BRIDGE 430126 OVER I-40.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HAYWOOD	DIVISION(S) 14
CONSTRUCTION YEAR 2033	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME US 74	TOTAL LENGTH 0
TOTAL COST \$10,000,000	PROJECT DESCRIPTION REPLACE BRIDGE 430126 OVER I-40.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	Federal Bridge Improvement Program - Formula	-	-	\$218,000	\$291,000	\$291,000	\$100,000	\$100,000	-	-	-	-	-	\$1,000,000
Total RIGHT-OF-WAY		-	-	\$218,000	\$291,000	\$291,000	\$100,000	\$100,000	-	-	-	-	-	\$1,000,000
CONSTRUCTION	Federal Bridge Improvement Program - Formula	-	-	-	-	-	-	-	-	-	-	\$4,500,000	\$4,500,000	\$9,000,000
Total CONSTRUCTION		-	-	-	-	-	-	-	-	-	-	\$4,500,000	\$4,500,000	\$9,000,000
Total Future Costs		-	-	-	-	-	-	-	-	-	-	-	\$4,500,000	\$4,500,000
Total Programmed		-	-	\$218,000	\$291,000	\$291,000	\$100,000	\$100,000	-	-	-	\$4,500,000	\$4,500,000	\$10,000,000

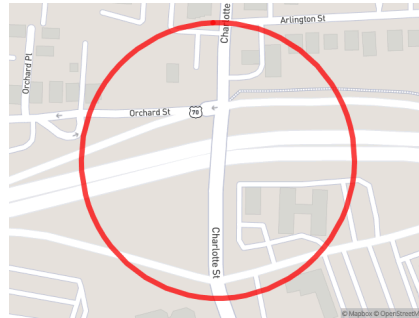
CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Any change to projects in years 5 or later
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2030" to "2033"
FUNDING CHANGES	Federal Bridge Improvement Program - Formula - Decrease funds in FY 2030 in CON from \$4,500,000 to \$0 + Increase funds in FY 2033 in CON from \$0 to \$4,500,000 - Decrease funds in FY 2031 in CON from \$4,500,000 to \$0 + Increase funds in FY 2040 in CON from \$0 to \$4,500,000
FEDERAL PROJECT COST	Stays the same \$10,000,000
TOTAL PROJECT COST	Stays the same \$10,000,000

HL-0012 - US 70 (CHARLOTTE STREET) INTERSECTIONS. CONSTRUCT PEDESTRIAN IMPROVEMENTS AND A RIGHT TURN LANE ON THE I-240 EASTBOUND OFF-

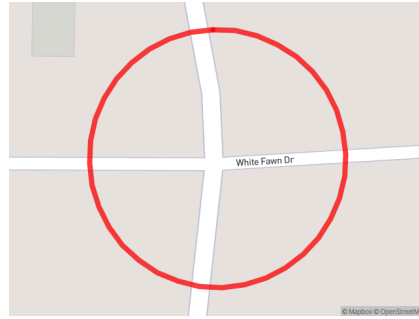
LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2023	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME I-240	TOTAL LENGTH 0
TOTAL COST \$0	PROJECT DESCRIPTION US 70 (CHARLOTTE STREET) INTERSECTIONS. CONSTRUCT PEDESTRIAN IMPROVEMENTS AND A RIGHT TURN LANE ON THE I-240 EASTBOUND OFF-RAMP.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
Total Programmed		-	-	-	-	-	-	-	-	-	-	-	-	-

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "May 2024 Amendments"
FUNDING CHANGES	<p>Surface Transportation Block Grant Program (Direct Attributable)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CON from \$668,000 to \$0 <p>State Match for STP-DA or Garvee Projects</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in CON from \$1,012,000 to \$0
FEDERAL PROJECT COST	Decreased from \$668,000 to \$0 (-100%)
TOTAL PROJECT COST	Decreased from \$1,680,000 to \$0 (-100%)



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Addition to the TIP or changes to locally-funded bicycle or pedestrian projects
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2024" to "2026"
FUNDING CHANGES	<p>Surface Transportation Block Grant Program (Any Area)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ROW from \$20,000 to \$0 + Increase funds in FY 2025 in ROW from \$0 to \$20,000 - Decrease funds in FY 2024 in CON from \$272,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$272,000 <p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ROW from \$5,000 to \$0 + Increase funds in FY 2025 in ROW from \$0 to \$5,000 - Decrease funds in FY 2024 in CON from \$68,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$68,000
FEDERAL PROJECT COST	Stays the same \$292,000
TOTAL PROJECT COST	Stays the same \$365,000



HS-2014N - NORTH GROVE STREET/ 7TH AVENUE. UPGRADE INTERSECTION.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME US 64 (7TH AVENUE)	TOTAL LENGTH 0
TOTAL COST \$0	PROJECT DESCRIPTION NORTH GROVE STREET/ 7TH AVENUE. UPGRADE INTERSECTION.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
Total Programmed		-	-	-	-	-	-	-	-	-	-	-	-	-

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments"
FUNDING CHANGES	HIGHWAY SAFETY IMPROVEMENT PROGRAM - Decrease funds in FY 2024 in CON from \$240,000 to \$0
FEDERAL PROJECT COST	Decreased from \$240,000 to \$0 (-100%)
TOTAL PROJECT COST	Decreased from \$240,000 to \$0 (-100%)



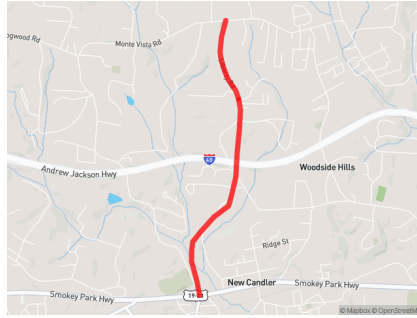
CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$101,600,000
TOTAL PROJECT COST	Stays the same \$101,600,000

I-4759 - I-40/SR 1228 (LIBERTY ROAD). CONVERT GRADE SEPARATION TO AN INTERCHANGE AND CONSTRUCT TWO LANE ROADWAY NORTH OF I-40 TO SR 122

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 \$36,330,000	PROJECT DESCRIPTION I-40/SR 1228 (LIBERTY ROAD). CONVERT GRADE SEPARATION TO AN INTERCHANGE AND CONSTRUCT TWO LANE ROADWAY NORTH OF I-40 TO SR 1224 (MONTE VISTA ROAD) AND FOUR LANE ROADWAY SOUTH OF I-40 TO US 19/US 23/NC 151 WITH PARTS ON NEW LOCATION.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
GARVEE ROW	Surface Transportation Block Grant Program (Any Area)	-	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	-	\$1,130,000
Total GARVEE ROW		-	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000	-	\$1,130,000
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	-	\$2,365,000	\$15,817,000	\$12,329,000	\$4,689,000	-	-	-	-	\$35,200,000
Total CONSTRUCTION		-	-	-	-	\$2,365,000	\$15,817,000	\$12,329,000	\$4,689,000	-	-	-	-	\$35,200,000
Total Programmed		-	\$113,000	\$113,000	\$113,000	\$2,478,000	\$15,930,000	\$12,442,000	\$4,802,000	\$113,000	\$113,000	\$113,000	-	\$36,330,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor change to project descriptions, scopes, sponsor funding
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2026" to "2027"
FUNDING CHANGES	<p>Surface Transportation Block Grant Program (Any Area)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2023 in G-ROW from \$113,000 to \$0 - Decrease funds in FY 2026 in CON from \$8,800,000 to \$0 + Increase funds in FY 2027 in CON from \$0 to \$2,365,000 - Decrease funds in FY 2027 in CON from \$8,800,000 to \$0 + Increase funds in FY 2028 in CON from \$0 to \$15,817,000 - Decrease funds in FY 2028 in CON from \$8,800,000 to \$0 + Increase funds in FY 2029 in CON from \$0 to \$12,329,000 - Decrease funds in FY 2029 in CON from \$8,800,000 to \$0 + Increase funds in FY 2030 in CON from \$0 to \$4,689,000
FEDERAL PROJECT COST	Decreased from \$36,443,000 to \$36,330,000 (-0.31%)
TOTAL PROJECT COST	Decreased from \$36,443,000 to \$36,330,000 (-0.31%)



I-4759A - I-40, SR 1228 (LIBERTY ROAD), CLEARING ONLY.

LEAD AGENCY Buncombe County	PROJECT TYPE HIGHWAY	COUNTY -	DIVISION(S) -
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CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
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TOTAL COST \$500,000	PROJECT DESCRIPTION I-40, SR 1228 (LIBERTY ROAD), CLEARING ONLY.
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PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	-	\$500,000	-	-	-	-	-	-	-	- \$500,000
Total CONSTRUCTION		-	-	-	-	\$500,000	-	-	-	-	-	-	-	- \$500,000
Total Programmed		-	-	-	-	\$500,000	-	-	-	-	-	-	-	- \$500,000

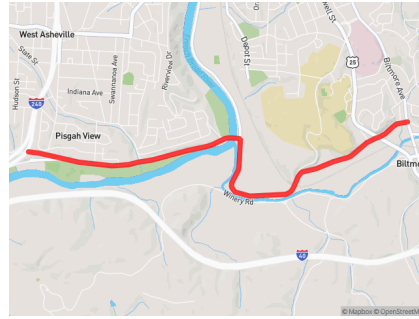
CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$500,000
TOTAL PROJECT COST	Stays the same \$500,000

U-4739 - I-240 TO NC 81/SR 3214 (BILTMORE AVENUE). WIDEN TO MULTI-LANES WITH NEW BRIDGE OVER THE FRENCH BROAD RIVER.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2030	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME SR 3556 (AMBOYROAD/ MEADOW ROAD)	TOTAL LENGTH 0
TOTAL COST \$64,800,000	PROJECT DESCRIPTION I-240 TO NC 81/SR 3214 (BILTMORE AVENUE). WIDEN TO MULTI-LANES WITH NEW BRIDGE OVER THE FRENCH BROAD RIVER.		

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)	-	-	-	-	\$2,242,000	\$5,382,000	\$5,382,000	\$1,794,000	\$3,700,000	-	-	-	\$18,500,000
Total RIGHT-OF-WAY		-	-	-	-	\$2,242,000	\$5,382,000	\$5,382,000	\$1,794,000	\$3,700,000	-	-	-	\$18,500,000
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	-	-	-	-	\$6,030,000	\$12,637,000	\$10,736,000	\$7,607,000	\$1,890,000	\$38,900,000
Total CONSTRUCTION		-	-	-	-	-	-	-	\$6,030,000	\$12,637,000	\$10,736,000	\$7,607,000	\$1,890,000	\$38,900,000
UTILITIES	Surface Transportation Block Grant Program (Any Area)	-	-	-	-	\$3,700,000	\$3,700,000	-	-	-	-	-	-	\$7,400,000
Total UTILITIES		-	-	-	-	\$3,700,000	\$3,700,000	-	-	-	-	-	-	\$7,400,000
Total Future Costs		-	-	-	-	-	-	-	-	-	-	-	\$1,890,000	\$1,890,000
Total Programmed		-	-	-	-	\$5,942,000	\$9,082,000	\$5,382,000	\$7,824,000	\$16,337,000	\$10,736,000	\$7,607,000	\$1,890,000	\$64,800,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor change to project descriptions, scopes, sponsor funding
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2028" to "2030"
FUNDING CHANGES	<p>Surface Transportation Block Grant Program (Any Area)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ROW from \$2,242,000 to \$0 + Increase funds in FY 2027 in ROW from \$0 to \$2,242,000 - Decrease funds in FY 2025 in UT from \$3,700,000 to \$0 + Increase funds in FY 2027 in UT from \$0 to \$3,700,000 - Decrease funds in FY 2026 in ROW from \$5,382,000 to \$0 + Increase funds in FY 2028 in ROW from \$0 to \$5,382,000 - Decrease funds in FY 2026 in UT from \$3,700,000 to \$0 + Increase funds in FY 2028 in UT from \$0 to \$3,700,000 - Decrease funds in FY 2027 in ROW from \$5,382,000 to \$0 + Increase funds in FY 2029 in ROW from \$0 to \$5,382,000 - Decrease funds in FY 2028 in ROW from \$1,794,000 to \$0 + Increase funds in FY 2030 in ROW from \$0 to \$1,794,000 - Decrease funds in FY 2028 in CON from \$8,550,000 to \$0 + Increase funds in FY 2030 in CON from \$0 to \$6,030,000 - Decrease funds in FY 2029 in ROW from \$3,700,000 to \$0 + Increase funds in FY 2031 in ROW from \$0 to \$3,700,000 - Decrease funds in FY 2029 in CON from \$12,385,000 to \$0 + Increase funds in FY 2031 in CON from \$0 to \$12,637,000 - Decrease funds in FY 2030 in CON from \$10,251,000 to \$0 + Increase funds in FY 2032 in CON from \$0 to \$10,736,000 - Decrease funds in FY 2031 in CON from \$7,714,000 to \$0 + Increase funds in FY 2033 in CON from \$0 to \$7,607,000 + Increase funds in FY 2040 in CON from \$0 to \$1,890,000
FEDERAL PROJECT COST	Stays the same \$64,800,000
TOTAL PROJECT COST	Stays the same \$64,800,000

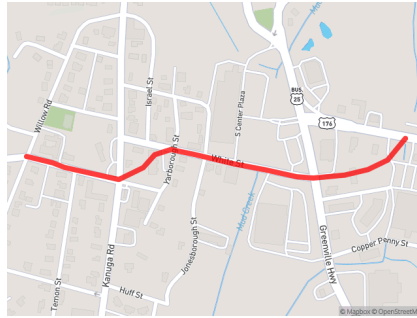


U-5886 - SR 1171 (WILLOW ROAD) TO US 176 (SPARTANBURG HIGHWAY). REALIGN AND EXTEND ROADWAY.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2027	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
Total RIGHT-OF-WAY		-	\$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
Total CONSTRUCTION		-	-	-	-	\$3,104,000	\$6,683,000	\$4,356,000	\$957,000	-	-	-	-	\$15,100,000
UTILITIES	Highway Trust Funds	-	\$1,300,000	-	-	-	-	-	-	-	-	-	-	\$1,300,000
Total UTILITIES		-	\$1,300,000	-	-	-	-	-	-	-	-	-	-	\$1,300,000
Total Programmed		-	\$7,091,000	\$5,791,000	\$1,930,000	\$6,844,000	\$6,683,000	\$4,356,000	\$957,000	-	-	-	-	\$33,652,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor change to project descriptions, scopes, sponsor funding
PROJECT CHANGES	Plan Revision Name changed from "February 2024 Amendments" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2026" to "2027"
FUNDING CHANGES	<p>Highway Trust Funds</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CON from \$3,104,000 to \$0 + Increase funds in FY 2027 in CON from \$0 to \$3,104,000 - Decrease funds in FY 2027 in CON from \$6,683,000 to \$0 + Increase funds in FY 2028 in CON from \$0 to \$6,683,000 - Decrease funds in FY 2028 in CON from \$4,356,000 to \$0 + Increase funds in FY 2029 in CON from \$0 to \$4,356,000 - Decrease funds in FY 2029 in CON from \$957,000 to \$0 + Increase funds in FY 2030 in CON from \$0 to \$957,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$33,652,000

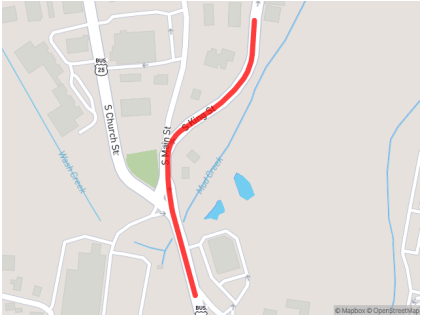


U-6049 - SOUTH MAIN STREET AT SOUTH KING STREET TO US 176. WIDEN BRIDGE 440143 TO 5-LANES.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2027	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME NC 225 (SOUTH MAIN STREET)	TOTAL LENGTH 0
TOTAL COST \$7,137,000	PROJECT DESCRIPTION SOUTH MAIN STREET AT SOUTH KING STREET TO US 176. WIDEN BRIDGE 440143 TO 5-LANES.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
RIGHT-OF-WAY	Highway Trust Funds	-	\$1,053,000	\$1,053,000	\$351,000	\$680,000	-	-	-	-	-	-	-	\$3,137,000
Total RIGHT-OF-WAY		-	\$1,053,000	\$1,053,000	\$351,000	\$680,000	-	-	-	-	-	-	-	\$3,137,000
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	-	\$1,296,000	\$2,324,000	\$380,000	-	-	-	-	-	\$4,000,000
Total CONSTRUCTION		-	-	-	-	\$1,296,000	\$2,324,000	\$380,000	-	-	-	-	-	\$4,000,000
Total Programmed		-	\$1,053,000	\$1,053,000	\$351,000	\$1,976,000	\$2,324,000	\$380,000	-	-	-	-	-	\$7,137,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor change to project descriptions, scopes, sponsor funding
PROJECT CHANGES	Plan Revision Name changed from "November 2023 Amendments" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2026" to "2027"
FUNDING CHANGES	<p>Highway Trust Funds</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in ROW from \$0 to \$1,053,000 + Increase funds in FY 2025 in ROW from \$0 to \$1,053,000 + Increase funds in FY 2026 in ROW from \$0 to \$351,000 + Increase funds in FY 2027 in ROW from \$0 to \$680,000 <p>Surface Transportation Block Grant Program (Any Area)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CON from \$1,296,000 to \$0 + Increase funds in FY 2027 in CON from \$0 to \$1,296,000 - Decrease funds in FY 2027 in CON from \$2,324,000 to \$0 + Increase funds in FY 2028 in CON from \$0 to \$2,324,000 - Decrease funds in FY 2028 in CON from \$380,000 to \$0 + Increase funds in FY 2029 in CON from \$0 to \$380,000
FEDERAL PROJECT COST	Stays the same \$4,000,000
TOTAL PROJECT COST	Increased from \$4,000,000 to \$7,137,000 (78.42%)

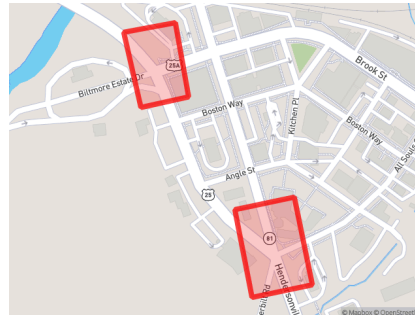


W-5813D - ALL SOULS CRESCENT AND US 25 ALT (LODGE STREET) INTERSECTIONS. INSTALL CURB RAMPS, SIDEWALK, AND SIGNAL UPGRADES.

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME US 25	TOTAL LENGTH 0
TOTAL COST \$96,000	PROJECT DESCRIPTION ALL SOULS CRESCENT AND US 25 ALT (LODGE STREET) INTERSECTIONS. INSTALL CURB RAMPS, SIDEWALK, AND SIGNAL UPGRADES.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	HIGHWAY SAFETY IMPROVEMENT PROGRAM	-	\$1,000	\$95,000	-	-	-	-	-	-	-	-	-	\$96,000
Total CONSTRUCTION		-	\$1,000	\$95,000	-	-	-	-	-	-	-	-	-	\$96,000
Total Programmed		-	\$1,000	\$95,000	-	-	-	-	-	-	-	-	-	\$96,000

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$96,000
TOTAL PROJECT COST	Stays the same \$96,000



TA-5229 - REPLACEMENT TRANSIT VEHICLE ACQUISITION

LEAD AGENCY
Apple Country Transit

PROJECT TYPE
PUBLIC TRANSIT

COUNTY
HENDERSON

DIVISION(S)
14

CONSTRUCTION YEAR
-

LOCALLY ADMINISTERED PROJECT
-

ROUTE/ROAD NAME
-

TOTAL LENGTH
-

TOTAL COST
\$577,538

PROJECT DESCRIPTION
REPLACEMENT TRANSIT VEHICLE ACQUISITION

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Urbanized Area Formula Program (FUZ)	-	-	-	\$462,000	-	-	-	-	-	-	-	-	\$462,000
CAPITAL	Local	-	-	-	\$115,538	-	-	-	-	-	-	-	-	\$115,538
Total CAPITAL		-	-	-	\$577,538	-	-	-	-	-	-	-	-	\$577,538
Total Programmed		-	-	-	\$577,538	-	-	-	-	-	-	-	-	\$577,538

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 "May 2024 Amendments"
FUNDING CHANGES	<p>Urbanized Area Formula Program (FUZ)</p> <p>+ Increase funds in FY 2026 in CAP from \$0 to \$462,000</p> <p>Local</p> <p>+ Increase funds in FY 2026 in CAP from \$0 to \$115,538</p>
FEDERAL PROJECT COST	Increased from \$0 to \$462,000 (0%)
TOTAL PROJECT COST	Increased from \$0 to \$577,538 (0%)

TBD - HAYWOOD COUNTY OPERATING ASSISTANCE

LEAD AGENCY NCDOT	PROJECT TYPE PUBLIC TRANSIT	COUNTY HAYWOOD	DIVISION(S) -
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$982,658	PROJECT DESCRIPTION HAYWOOD COUNTY OPERATING ASSISTANCE		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Urbanized Area Formula Program (FUZ)	-	\$84,001	\$101,832	\$101,832	\$101,832	\$101,832	-	-	-	-	-	-	\$491,329
CAPITAL	Local	-	\$84,001	\$101,832	\$101,832	\$101,832	\$101,832	-	-	-	-	-	-	\$491,329
Total CAPITAL		-	\$168,002	\$203,664	\$203,664	\$203,664	\$203,664	-	-	-	-	-	-	\$982,658
Total Programmed		-	\$168,002	\$203,664	\$203,664	\$203,664	\$203,664	-	-	-	-	-	-	\$982,658

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$491,329
TOTAL PROJECT COST	Stays the same \$982,658

TG-6181 - TRANSIT ROUTINE CAPITAL COST OF CONTRACTING

LEAD AGENCY Apple Country Transit	PROJECT TYPE PUBLIC TRANSIT	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$1,214,922	PROJECT DESCRIPTION TRANSIT ROUTINE CAPITAL COST OF CONTRACTING		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Local	-	-	\$62,984	-	-	-	\$612,000	-	-	-	-	-	\$674,984
CAPITAL	Urbanized Area Formula Program (FUZ)	-	-	\$251,938	-	-	-	\$288,000	-	-	-	-	-	\$539,938
Total CAPITAL		-	-	\$314,922	-	-	-	\$900,000	-	-	-	-	-	\$1,214,922
Total Programmed		-	-	\$314,922	-	-	-	\$900,000	-	-	-	-	-	\$1,214,922

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 "May 2024 Amendments"
FUNDING CHANGES	<p>Urbanized Area Formula Program (FUZ)</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in CAP from \$0 to \$251,938 - Decrease funds in FY 2023 in CAP from \$285,000 to \$0 + Increase funds in FY 2029 in CAP from \$0 to \$288,000 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in CAP from \$0 to \$62,984 - Decrease funds in FY 2023 in CAP from \$429,000 to \$0 + Increase funds in FY 2029 in CAP from \$0 to \$612,000
FEDERAL PROJECT COST	Increased from \$285,000 to \$539,938 (89.45%)
TOTAL PROJECT COST	Increased from \$714,000 to \$1,214,922 (70.16%)

TG-6183B - TRANSIT PREVENTATIVE MAINTENANCE

LEAD AGENCY: City Of Asheville
 PROJECT TYPE: PUBLIC TRANSIT
 COUNTY: BUNCOMBE
 DIVISION(S): 13

CONSTRUCTION YEAR: -
 LOCALLY ADMINISTERED PROJECT: -
 ROUTE/ROAD NAME: -
 TOTAL LENGTH: -

TOTAL COST: \$7,134,548
 PROJECT DESCRIPTION: TRANSIT PREVENTATIVE MAINTENANCE

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Urbanized Area Formula Program (FUZ)	-	\$4,074,273	\$1,650,000	-	-	-	-	-	-	-	-	-	\$5,724,273
CAPITAL	Local	-	\$1,018,568	\$391,707	-	-	-	-	-	-	-	-	-	\$1,410,275
Total CAPITAL		-	\$5,092,841	\$2,041,707	-	-	-	-	-	-	-	-	-	\$7,134,548
Total Programmed		-	\$5,092,841	\$2,041,707	-	-	-	-	-	-	-	-	-	\$7,134,548

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 "May 2024 Amendments"
FUNDING CHANGES	<p>Urbanized Area Formula Program (FUZ)</p> <p>+ Increase funds in FY 2024 in CAP from \$0 to \$4,074,273</p> <p>+ Increase funds in FY 2025 in CAP from \$0 to \$1,650,000</p> <p>Local</p> <p>+ Increase funds in FY 2024 in CAP from \$0 to \$1,018,568</p> <p>+ Increase funds in FY 2025 in CAP from \$0 to \$391,707</p>
FEDERAL PROJECT COST	Increased from \$0 to \$5,724,273 (0%)
TOTAL PROJECT COST	Increased from \$0 to \$7,134,548 (0%)

TG-6788 - MOUNTAIN PROJECTS (HAYWOOD COUNTY) DEVIATED FIXED ROUTE CAPITAL AND CARES FUNDS.

LEAD AGENCY Waynesville	PROJECT TYPE PUBLIC TRANSIT	COUNTY HAYWOOD	DIVISION(S) 14
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$1,033,063	PROJECT DESCRIPTION MOUNTAIN PROJECTS (HAYWOOD COUNTY) DEVIATED FIXED ROUTE CAPITAL AND CARES FUNDS.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Urbanized Area Formula Program (FUZ)	-	\$134,402	\$162,932	\$162,932	\$162,932	\$162,932	-	-	-	-	-	-	\$786,130
CAPITAL	Local	-	\$84,001	\$40,733	\$40,733	\$40,733	\$40,733	-	-	-	-	-	-	\$246,933
Total CAPITAL		-	\$218,403	\$203,665	\$203,665	\$203,665	\$203,665	-	-	-	-	-	-	\$1,033,063
Total Programmed		-	\$218,403	\$203,665	\$203,665	\$203,665	\$203,665	-	-	-	-	-	-	\$1,033,063

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	Lead Agency changed from "City Of Asheville" to "Waynesville" Plan Revision Name changed from "24-33 Adoption" to "May 2024 Amendments"
FUNDING CHANGES	<p>Urbanized Area Formula Program (FUZ)</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in CAP from \$0 to \$134,402 + Increase funds in FY 2025 in CAP from \$0 to \$162,932 + Increase funds in FY 2026 in CAP from \$0 to \$162,932 + Increase funds in FY 2027 in CAP from \$0 to \$162,932 + Increase funds in FY 2028 in CAP from \$0 to \$162,932 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in CAP from \$0 to \$84,001 + Increase funds in FY 2025 in CAP from \$0 to \$40,733 + Increase funds in FY 2026 in CAP from \$0 to \$40,733 + Increase funds in FY 2027 in CAP from \$0 to \$40,733 + Increase funds in FY 2028 in CAP from \$0 to \$40,733
FEDERAL PROJECT COST	Increased from \$0 to \$786,130 (0%)
TOTAL PROJECT COST	Increased from \$0 to \$1,033,063 (0%)

TO-6106 - OPERATING ASSISTANCE

LEAD AGENCY Apple Country Transit	PROJECT TYPE PUBLIC TRANSIT	COUNTY HENDERSON	DIVISION(S) 14
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CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
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TOTAL COST \$472,384	PROJECT DESCRIPTION OPERATING ASSISTANCE
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PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Urbanized Area Formula Program (FUZ)	-	-	\$236,192	-	-	-	-	-	-	-	-	-	\$236,192
CAPITAL	Local	-	-	\$236,192	-	-	-	-	-	-	-	-	-	\$236,192
Total CAPITAL		-	-	\$472,384	-	-	-	-	-	-	-	-	-	\$472,384
Total Programmed		-	-	\$472,384	-	-	-	-	-	-	-	-	-	\$472,384

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 "May 2024 Amendments"
FUNDING CHANGES	<p>Non Urbanized Area Formula Program (FNU)</p> <p>- Decrease funds in FY 2023 in OP from \$28,000 to \$0</p> <p>Urbanized Area Formula Program (FUZ)</p> <p>+ Increase funds in FY 2025 in CAP from \$0 to \$236,192</p> <p>Local</p> <p>- Decrease funds in FY 2023 in OP from \$28,000 to \$0</p> <p>+ Increase funds in FY 2025 in CAP from \$0 to \$236,192</p>
FEDERAL PROJECT COST	Increased from \$28,000 to \$236,192 (743.54%)
TOTAL PROJECT COST	Increased from \$56,000 to \$472,384 (743.54%)

RX-2014A - NC 215 (BLACKWELL DRIVE), BLU CROSSING 720349KIN CANTON. CONSTRUCT SAFETY IMPROVEMENTS.

LEAD AGENCY NCDOT	PROJECT TYPE RAIL	COUNTY HAYWOOD	DIVISION(S) -
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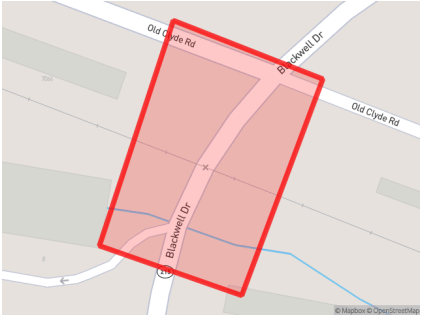
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
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TOTAL COST \$345,000	PROJECT DESCRIPTION NC 215 (BLACKWELL DRIVE), BLU CROSSING 720349K IN CANTON. CONSTRUCT SAFETY IMPROVEMENTS.
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PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail- Highway Safety	-	-	-	\$135,000	\$210,000	-	-	-	-	-	-	-	\$345,000
Total CONSTRUCTION		-	-	-	\$135,000	\$210,000	-	-	-	-	-	-	-	\$345,000
Total Programmed		-	-	-	\$135,000	\$210,000	-	-	-	-	-	-	-	\$345,000

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CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor change to project descriptions, scopes, sponsor funding
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "May 2024 Amendments" CONSTRUCTION YEAR changed from "2025" to "2026"
FUNDING CHANGES	Rail-Highway Safety - Decrease funds in FY 2025 in CON from \$345,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$135,000 + Increase funds in FY 2027 in CON from \$0 to \$210,000
FEDERAL PROJECT COST	Stays the same \$345,000
TOTAL PROJECT COST	Stays the same \$345,000



RX-2143B - SR 3541 (BUCK SHOALS ROAD), BLU CROSSING 720637E IN ASHEVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY Buncombe County	PROJECT TYPE RAIL	COUNTY BUNCOMBE	DIVISION(S) 13
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CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
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TOTAL COST \$400,000	PROJECT DESCRIPTION SR 3541 (BUCK SHOALS ROAD), BLU CROSSING 720637E IN ASHEVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.
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PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

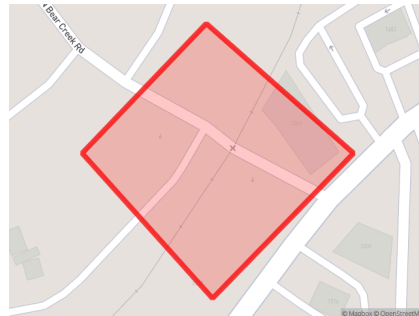
CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000

RX-2413A - BEAR CREEK ROAD, BLU CROSSING 720397A IN ASHEVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY Buncombe County	PROJECT TYPE RAIL	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$400,000	PROJECT DESCRIPTION BEAR CREEK ROAD, BLU CROSSING 720397A IN ASHEVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2413B - SR 3541 (BUCK SHOALS ROAD), BLU CROSSING 720637E IN ASHEVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY Buncombe County	PROJECT TYPE RAIL	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$400,000	PROJECT DESCRIPTION SR 3541 (BUCK SHOALS ROAD), BLU CROSSING 720637E IN ASHEVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2413C - SR 1128 (LINDSEY ROAD), BLU CROSSING 720381D IN CANDLER. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

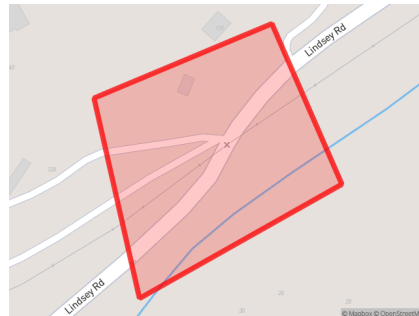
LEAD AGENCY: Buncombe County
 PROJECT TYPE: RAIL
 COUNTY: BUNCOMBE
 DIVISION(S): 13

CONSTRUCTION YEAR: -
 LOCALLY ADMINISTERED PROJECT: -
 ROUTE/ROAD NAME: -
 TOTAL LENGTH: -

TOTAL COST: \$400,000
 PROJECT DESCRIPTION: SR 1128 (LINDSEY ROAD), BLU CROSSING 720381D IN CANDLER. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414A - FIFTH AVENUE, BLU CROSSING 720654V IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY
Henderson County

PROJECT TYPE
RAIL

COUNTY
HENDERSON

DIVISION(S)
-

CONSTRUCTION YEAR
2026

LOCALLY ADMINISTERED PROJECT
-

ROUTE/ROAD NAME
-

TOTAL LENGTH
-

TOTAL COST
\$400,000

PROJECT DESCRIPTION
FIFTH AVENUE, BLU CROSSING 720654V IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414B - SR 1633 (INDUSTRIAL PARK ROAD), BLU CROSSING 729533D IN BALFOUR. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY
Henderson County

PROJECT TYPE
RAIL

COUNTY
HENDERSON

DIVISION(S)
-

CONSTRUCTION YEAR
2026

LOCALLY ADMINISTERED PROJECT
-

ROUTE/ROAD NAME
-

TOTAL LENGTH
-

TOTAL COST
\$400,000

PROJECT DESCRIPTION
SR 1633 (INDUSTRIAL PARK ROAD), BLU CROSSING
729533D IN BALFOUR. IMPROVE HIGHWAY-RAIL
GRADE CROSSING SAFETY.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414C - RAY AVENUE, BLU CROSSING 729542C IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY: Henderson County
 PROJECT TYPE: RAIL
 COUNTY: HENDERSON
 DIVISION(S): -

CONSTRUCTION YEAR: 2026
 LOCALLY ADMINISTERED PROJECT: -
 ROUTE/ROAD NAME: -
 TOTAL LENGTH: -

TOTAL COST: \$400,000
 PROJECT DESCRIPTION: RAY AVENUE, BLU CROSSING 729542C IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414D - NC 215 (BLACKWELL DRIVE), BLU CROSSING 720349K IN CANTON. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY: NCDOT
 PROJECT TYPE: RAIL
 COUNTY: HAYWOOD
 DIVISION(S): 14

CONSTRUCTION YEAR: 2025
 LOCALLY ADMINISTERED PROJECT: -
 ROUTE/ROAD NAME: -
 TOTAL LENGTH: -

TOTAL COST: \$345,000
 PROJECT DESCRIPTION:
 NC 215 (BLACKWELL DRIVE), BLU CROSSING 720349K
 IN CANTON. IMPROVE HIGHWAY-RAIL GRADE
 CROSSING SAFETY.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	\$345,000	-	-	-	-	-	-	-	-	-	\$345,000
Total CONSTRUCTION		-	-	\$345,000	-	-	-	-	-	-	-	-	-	\$345,000
Total Programmed		-	-	\$345,000	-	-	-	-	-	-	-	-	-	\$345,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$345,000
TOTAL PROJECT COST	Stays the same \$345,000



RX-2414E - SEVENTH AVENUE, BLU CROSSING 720651A IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY Henderson County	PROJECT TYPE RAIL	COUNTY HENDERSON	DIVISION(S) -
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$400,000	PROJECT DESCRIPTION SEVENTH AVENUE, BLU CROSSING 720651A IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414G - SR 1527 (JONES COVE ROAD), BLU CROSSING 720335C IN CLYDE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY NCDOT	PROJECT TYPE RAIL	COUNTY HAYWOOD	DIVISION(S) -
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$400,000	PROJECT DESCRIPTION SR 1527 (JONES COVE ROAD), BLU CROSSING 720335C IN CLYDE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414H - SR 1503 (MAIN STREET), BLU CROSSING 729541V IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

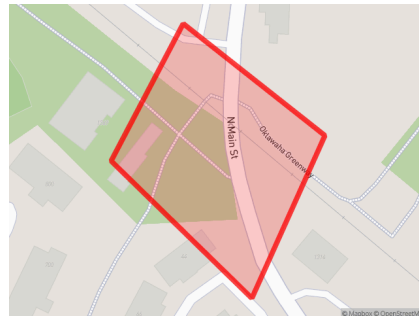
LEAD AGENCY: Henderson County
 PROJECT TYPE: RAIL
 COUNTY: HENDERSON
 DIVISION(S): -

CONSTRUCTION YEAR: 2026
 LOCALLY ADMINISTERED PROJECT: -
 ROUTE/ROAD NAME: -
 TOTAL LENGTH: -

TOTAL COST: \$400,000
 PROJECT DESCRIPTION: SR 1503 (MAIN STREET), BLU CROSSING 729541V IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000

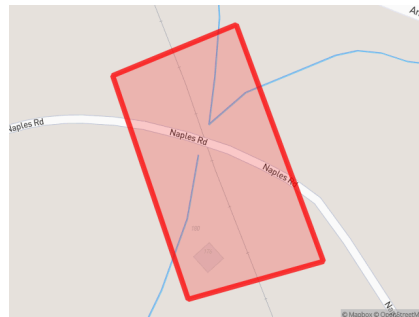


RX-2414I - SR 1695 (NAPLES ROAD), BLU CROSSING 720650T IN NAPLES. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY Henderson County	PROJECT TYPE RAIL	COUNTY HENDERSON	DIVISION(S) -
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$400,000	PROJECT DESCRIPTION SR 1695 (NAPLES ROAD), BLU CROSSING 720650T IN NAPLES. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414J - FOURTH AVENUE, BLU CROSSING 720655C IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

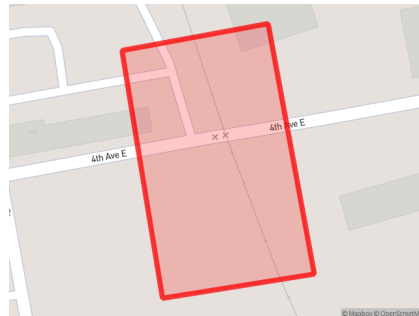
LEAD AGENCY Henderson County	PROJECT TYPE RAIL	COUNTY HENDERSON	DIVISION(S) -
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CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
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TOTAL COST \$400,000	PROJECT DESCRIPTION FOURTH AVENUE, BLU CROSSING 720655C IN HENDERSONVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.
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PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail-Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000



RX-2414K - HAZELWOOD AVENUE, BLU CROSSING 720305K IN WAYNESVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.

LEAD AGENCY NCDOT	PROJECT TYPE RAIL	COUNTY HAYWOOD	DIVISION(S) -
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CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
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TOTAL COST \$400,000	PROJECT DESCRIPTION HAZELWOOD AVENUE, BLU CROSSING 720305K IN WAYNESVILLE. IMPROVE HIGHWAY-RAIL GRADE CROSSING SAFETY.
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PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Rail- Highway Safety	-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total CONSTRUCTION		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Total Programmed		-	-	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$400,000
TOTAL PROJECT COST	Stays the same \$400,000

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4D:

P 7 Local Input Point Methodology

As part of the Statewide Prioritization Process, determined by the [Strategic Transportation Investments Act](#), MPOs, RPOs, and Divisions have local input points that play a major role in prioritizing projects at the Regional Impact and Division Needs levels. Local input points are utilized to help priority projects have a better chance of being funded.

Funding Tier	Statewide Mobility	Regional Impact	Division Needs
Quantitative Score	100%	70%	50%
MPO Score	0%	15%	25%
Division Score	0%	15%	25%
Amount of All Funding	40%	30%	30%
Distribution	All Projects Compete Against Each Other	Split Between Seven Regions, Projects Compete Within Each Region	Split Between 14 Divisions, Projects Compete Within Division
Funding	One Big Pot of Funds	Split to Each Region Based on Population	Split Equally Between 14 Divisions

How local input points are applied is not . . .intuitive. Each MPO, RPO, and Division receive a set number of points they may assign to projects. Projects may receive up to 100 local input points from each MPO, RPO, or Division. However, 100 local input points on a projects boosts a Regional Impact project by 15 points, a Division Needs projects by 25 points.

For MPOs, RPOs, and Divisions, a methodology must be developed and approved to assign local input points to projects. These methodologies must include at least one quantitative criterion and at least one qualitative criterion.

Below is the methodology approved by the Prioritization Subcommittee and NCDOT.

Action Required: Consider Approval of the FBRMPO P7 Local Input Point Methodology

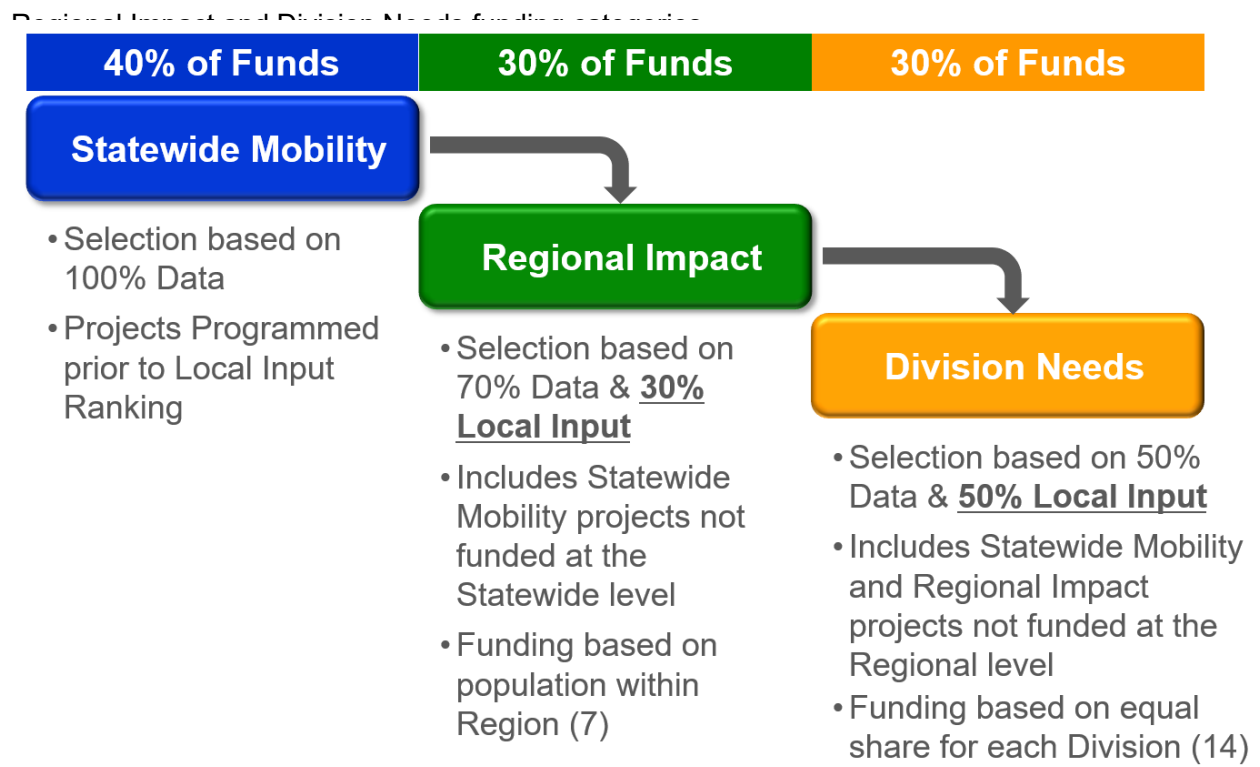
TCC Recommendation: Approve the Proposed P7 Local Input Point Methodology

FRENCH BROAD RIVER MPO P 7 (SPOT) METHODOLOGY

INTRODUCTION

The Strategic Transportation Investments (STI) law governs the process in which the State of North Carolina prioritizes transportation projects. The law was passed in 2013 with the intent of creating a data-driven, collaborative process between NCDOT, planning organizations, local governments, and the public to efficiently utilize funding for transportation improvements across the state.

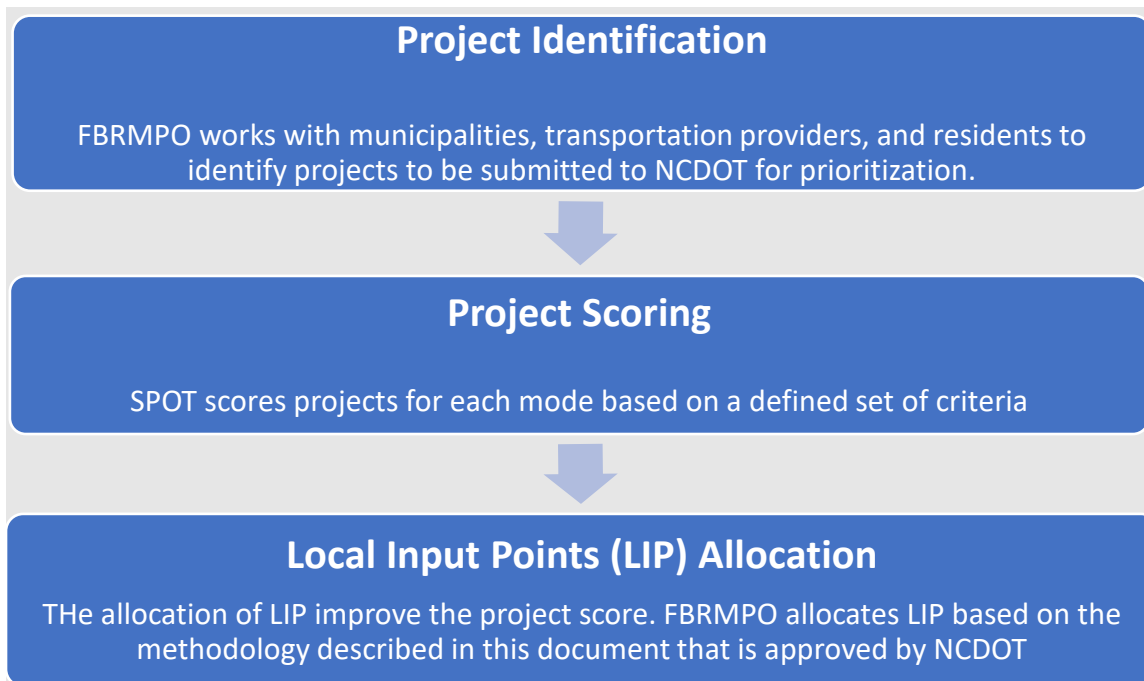
As part of the prioritization process, projects are solicited from planning organizations and NCDOT Divisions. Projects submitted into the prioritization process are placed into three different funding categories based on facility and project types: Statewide Mobility, Regional Impact, and Division Needs. Project scoring for the Statewide Mobility funding category is based solely on quantitative data developed by the Prioritization Workgroup. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Division Engineers assign local input points to projects in the Regional Impact and Division Needs funding categories. These points are applied in the calculation of the final project scores for Prioritization 5.0 to determine which projects are funded at the



Project eligibility for each STI category, as defined in law, are shown below:

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS Routes • STRAHNET Routes • ADHS Routes • Not Completed Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500,000 Cap)	Other Commercial Service Airports not in Statewide (\$300,000 cap)	All airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All Projects (\$0 State funds)
Public Transportation	N/A	N/A	All other service including terminals, stations, facilities, etc.
Rail	Freight Capacity Service on Class 1 Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail Service not included on Statewide or Regional

To ensure local input points are being applied through a process that is transparent, MPOs and RPOs are required to develop a methodology that outlines how they will determine which projects will have local input points applied. This local input methodology for the French Broad River MPO has been developed to meet the requirements of Session Law 2012-84 which requires that MPOs and RPOs have a process that includes at least two criteria (with at least one being qualitative), for determining project prioritization.



FRENCH BROAD RIVER MPO PRIORITIZATION TASKS

The French Broad River MPO engages in the prioritization process in the following ways:

1. Selection of transportation projects to be considered in the prioritization process
2. Apply local input points to projects in the Regional Impact and Division Needs funding categories using a process that follows the MPO's local input methodology
3. Involve the public in the MPO's tasks during the prioritization process
4. Consider/Adopt the 2026-2033 Transportation Improvement Program (TIP)

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1900 points – Regional Impact projects
- 1900 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following:

- Two criteria (at least one must be qualitative)

- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on FBRMPO's website (www.frenchbroadrivermpo.org)

POINT ASSIGNMENT PROCESS

OVERVIEW AND GUIDING PRINCIPLES

The following principles will be used for the allocation of FBRMPO's local points.

Cascading Projects

During the prioritization process, projects are allowed to “cascade” from one funding category into another. For example, if a project in the Statewide Mobility funding category is unsuccessful at being funded, the project may cascade into the Regional Impact and/or Division Needs funding categories to be funded. The same may be applied to Regional Impact projects which may cascade to the Division Needs funding category. Projects may not cascade in the opposite direction (i.e. Division Needs to Regional Impact or Statewide Mobility).

MPO Cascading Policy: The MPO will- by default- **not** assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

Non-Highway Projects

Regional Impact Non-Highway Policy: The MPO will reserve 200 points in the Regional Impact tier that will be prioritized for non-highway modes, but may be used towards highway projects if the Board finds insufficient warrant for the application of points towards these modes.

Division Needs Non-Highway Policy: The MPO will reserve 700 points for Division Needs that will be prioritized for non-highway modes, but may be used towards highway projects if the Board finds insufficient warrant for the application of points towards these modes.

General Application and Deviations from Methodology Scoring

Projects with the highest MPO Scores will be given the maximum number of points allowable within their funding category until the MPO points are expended **or** 150% of the estimated amount of funding available within that funding category is expended. If no funding is projected to be available in this round of prioritization in a funding tier, the MPO will consider putting points on a minimum of three projects as way to state regional priorities, with one of those projects being non-highway. .

The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion, recommendations from the TCC and other MPO committees, and/or public input. Any exceptions will require written explanation to be provided to NCDOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

Point Sharing Among Planning Organizations

Assignment of local points to a project that crosses MPO boundaries may be based on a proportionate share of project mileage within FBRMPO and after confirmation from adjacent RPO that they will assign proportionate points to project.

MPO/RPO	Project Miles	% of Project in MPO	Max. Points per PO
FBRMPO	3.52	55%	55
LOSRPO	2.88	45%	45
TOTAL	6.4	100%	100

Local Input Point Flexing Policy

The FBRMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 LIP can be transferred from one category to the other. If the organization utilizes flex LIP, the FBRMPO will provide written documentation to the SPOT office prior to assigning Regional Impact Local Input Points.

NCDOT Division 13 and 14 Coordination

Coordination with NCDOT Division 13 and 14 staffs will occur as FBRMPO's LIP are being allocated in an effort to ensure that mutual assignment of local points can be considered.

Final point assignments submitted to the NCDOT Strategic Prioritization Office (via SPOT Online) must be adopted by FBRMPO Board.

TOTAL SCORE AND PROJECT RANKING APPROACH

STATEWIDE MOBILITY

Modes Considered: Highway and Aviation

Projects considered for funding in the Statewide Mobility funding category will be programmed based solely on the quantitative scoring developed by NCDOT and the P 7.0 workgroup. The MPO methodology for local input points does not apply to determining funding at this funding category.

However, please note the MPO's Cascading Policy for projects that are eligible for Statewide Mobility but may cascade to other funding categories.

REGIONAL IMPACT

Modes Considered: Highway and Aviation

Projects considered for funding in the Regional Impact funding category will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility projects will be considered for cascading on a case-by-case basis
- Highway, Aviation, and Rail projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 150% of estimated funding available is exhausted. If no funding is available, the MPO will consider putting points on a minimum of three highway projects and one non-highway projects as a way of stating priorities.
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

DIVISION NEEDS

Modes Considered: Highway, Bicycle/Pedestrian, Transit, and Aviation

Projects considered for funding in the Division Needs funding category will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility and Regional Impact projects will be considered for cascading on a case-by-case basis
- Bicycle, Pedestrian, and Transit projects will be scored based on the methodology detailed below and compete for 500 local input points reserved for these modes
- Highway and Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 150% of estimated funding available is exhausted. If no funding is available in a Division Needs tier, the MPO will consider putting points on a minimum of three highway projects and one non-highway projects as a way of stating priorities.
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

DESCRIPTION OF CRITERIA AND WEIGHTS

Projects will be scored based on the transportation mode. These include: Highway, Aviation, Bicycle/Pedestrian, and Transit. There are no Rail or Ferry projects within the FBRMPO planning area.

HIGHWAY

There are overarching criteria that link back to goals in the MTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

Maximum Points	Minimal Need	Low Need	Moderate Need	High Need
Improve Safety on Surface Streets and Highways				
NCDOT P 7.0 Safety Score				
24	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th - 49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	8 Points	16 Points	24 Points
Address Congestion and Bottlenecks				
NCDOT P 7.0 Congestion Score				
17	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th - 49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	6 Points	12 Points	17 Points

Improve Non-Motorized Transportation Options				
	Bicycle and Pedestrian Average Risk Score			
12	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th - 49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	3 Points	6 Points	9 Points
	Proposed Complete Streets Treatment			
	No Complete Streets Recommendations	Bikeable Shoulder	Sidewalks and/or On-Street Bike Lanes	Multi-Use Path and/or Protected Bike Facilities
	0 Points	1 Point	2 Points	3 Points
Maintain and Improve Safe Freight Movement				
	NCDOT P 7.0 Freight Score			
10	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th - 49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	3 Points	7 Points	10 Points
Planning Process				
	Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?			
10	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	0 Points		10 Points	

Ensure Changes Respect Our Unique Places and Environments		
	Is the project located within an area of existing public utility service area?	
7	Partially or Completely Outside Existing Public Water/Sewer Service Area	Completely Inside Existing Public Water/Sewer Service Area
	0 Points	5 Points
	Does the project use a non-widening strategy from the MPO's Congestion Management Process (CMP) to address congestion?	
	The project does not use a non-widening strategy from the CMP to address congestion	The Project uses a non-widening strategy from the CMP to address congestion on a CMP Corridor
	0 Points	2 Points
Resiliency		
	Does the project overlap with identified environmental threats to the transportation network?	
5	Project does not overlap with documented 100-year floodplain, historic landslide location, or identified wildlife corridor	Project overlaps with documented 100-year floodplain, historic landslide location, or identified wildlife corridor
	0 points	5 points
Local Priorities		
15	<p>Local Priority points will be distributed based on county-level meetings with TCC and/or MPO Board members or Local TAC. County groups including local government representation will pick priority projects for each tier. Each priority project will receive an additional 15 points in this methodology. Each county group will receive the following number of priority projects to pick, loosely based on proportion of population:</p> <ul style="list-style-type: none"> Buncombe- 5 projects Henderson- 3 projects Haywood- 2 projects Madison- 1 project 	

NON-HIGHWAY MODES

AVIATION

- Aviation projects must be requested to cascade to Regional Impact and/or Division Needs categories, per the MPO's cascading policy outlined in this methodology. Aviation projects will use the P 7.0 score and local priority points to score the project at the Regional Impact or Division Needs level. This score (out of 100) will be used to compete with other modes at that funding category.

Quantitative P7.0 Score				
	P 7.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)			
75	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 th - 49.9 th percentile of all projects in the region	Projects scoring within the 50 th – 74.9 th percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	0 Points	25 Points	50 Points	75 Points
Planning Process				
	Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?			
10	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	0 Points		10 Points	
LOCAL PRIORITIES				
15	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

RAIL, BICYCLE, PEDESTRIAN, AND TRANSIT

- Bicycle and Pedestrian projects will not receive local input points from the MPO without written affirmation of required local match from a sponsoring local government representative as well as the use of local priority points from the MPO's methodology.
- Bicycle and Pedestrian projects will be scored based on the P 7.0 score, planning background, and local priority points. These projects will compete for the Division Needs points reserved for rail, bicycle, pedestrian, and transit projects.
- Transit projects will be scored based on the P 7.0 score and local priority points. These projects will compete for the Division Needs points reserved for rail, bicycle, pedestrian, and transit projects.

- Rail projects may compete at the Regional Impact or Division Needs tiers and will be scored based on the P 7.0 Quantitative Score, planning background, and local priorities. These projects will compete for points reserved for rail, bicycle, pedestrian, and transit projects.

Quantitative P 7.0 Score				
75	P 7.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)			
	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 th - 49.9 th percentile of all projects in the region	Projects scoring within the 50 th – 74.9 th percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	0 Points	25 Points	50 Points	75 Points
Planning Process				
	Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?			
10	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	0 Points		10 Points	
LOCAL PRIORITIES				
15	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

SCHEDULE AND PUBLIC OUTREACH

PUBLIC INVOLVEMENT PROCESS

At a minimum, the FBRMPO will follow its Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted **Public Involvement Plan**, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO's contact person, phone number and e-mail address will be included in the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.
- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

The Effect of MPO Local Input Points on Project Prioritization

The MPO's allocation of local input points on projects in the Regional Impact and Division Needs funding categories plays a part in determining the project's overall score in the state's prioritization process. For each funding category the MPO's allocation of local input points accounts for the following percentage of a project's P 5.0 score:

Regional Impact Funding Category – 15%

Division Needs Funding Category – 25%

MATERIAL SHARING

The FBRMPO plans to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the FBRMPO website in accordance with the MPO's Public

Involvement Policy and will remain available until after the adoption of the TIP and STIP by the MPO Board, and NC Board of Transportation, respectively.

The FBRMPO plans to maintain the following resources on its website:

- A link to NCDOT's Prioritization homepage
- The FBRMPO prioritization methodology
- A schedule of the local input process
- Draft and final local input point scores and records of deviations

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

I-26 Connector (I-2513) Update

What is the I-26 Connector?

The I-26 Connector (I-2513) is a highway project in Buncombe County that aims to provide improvements to I-26, I-240, and parts of I-40. The project is split into several different sections (generally described below):

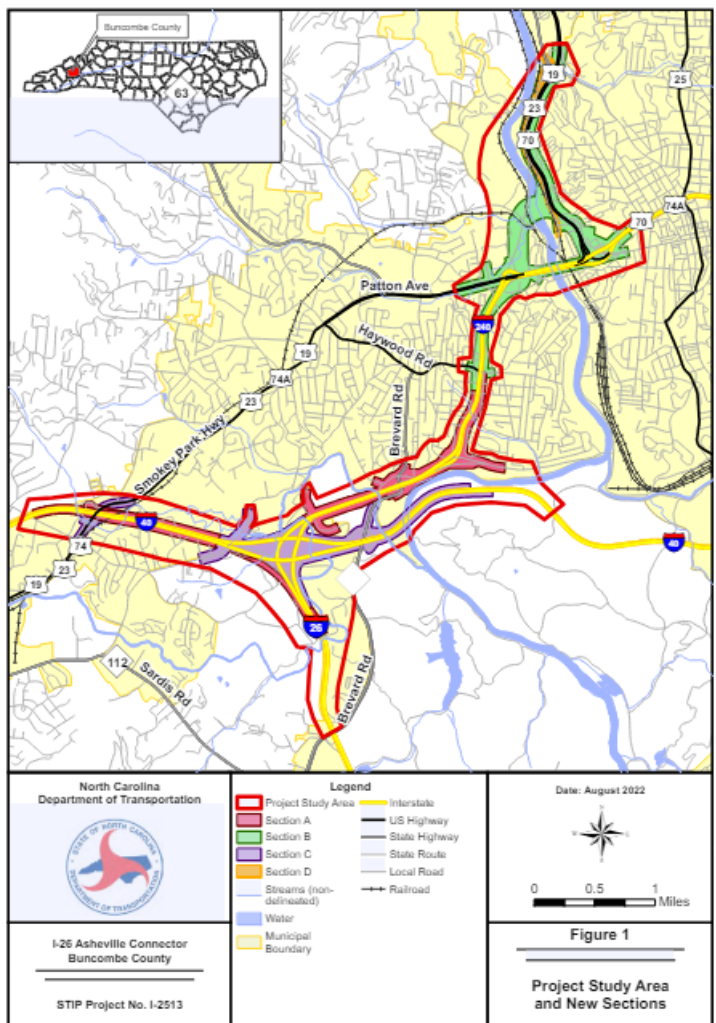
Section A- Highway Widening from the I-40 interchange to just south of Haywood Road (and some improvements to I-40) (STIP Status: Funded)

Section B- Highway Widening and New Bridge Construction over the French Broad River from just south of Haywood Road to Broadway Avenue. (STIP Status: Funded)

Section C- Final Improvements to the I-26/I-40/I-240 interchange. (STIP Status: NOT Funded)

Section D- modernization and complete streets improvements to Riverside Drive (STIP Status: Funded)

The project also includes additional improvements that have been requested by the City of Asheville, including multimodal infrastructure and aesthetic enhancements.



FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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Update

Sections B & D recently went to bid for design-build, however, all the bids came in over the cost estimate of the project.

Nathan Moneyham, NCDOT Division 13 Construction Engineer, will provide an update on the I-2513 project and plans to continue to move the project forward.

North Carolina Department of Transportation (NCDOT) **Whitepaper – Optimization and Refinement within the Design-Build Process**

Optimization and Refinement (O&R) provides NCDOT with an approach allowing for the evaluation of a baseline technical proposal, baseline price proposal, and O&R proposal to select the best value Design-Build Team. The O&R process allows for a post award extension of project procurement where NCDOT and the best value Design-Build Team work collaboratively to optimize and refine the project as necessary. O&R presents NCDOT and the Design-Build Team with an opportunity to refine the project scope and mitigate major project related risk items that may not be achievable through the typical Design-Build procurement.

O&R provides an opportunity to refine the overall project scope and reduce cost while delivering the required aspects of the original project scope. During the O&R period NCDOT and the Design-Build Team will work collaboratively to find scope reductions and optimizations that do not eliminate necessary functions of the project. O&R allows NCDOT to understand the cost and schedule impact for critical decisions based on the Design-Build Team's actual design and construction approach. NCDOT working with and compensating the Design-Build Team during the O&R period creates an opportunity for both parties to mitigate risks and create a more efficient and optimally priced project.

O&R is developed around the following principles:

- Effectively addressing certain high-risk proposal elements by transitioning negotiation of these elements to the post award O&R Period.
- Reducing project scope and cost collaboratively, where funding may not be available to deliver NCDOT's desired project scope.
- Mitigating project risks through collaborative efforts between both NCDOT and the Design-Build Team.
- Provides an opportunity for incorporating innovative designs during the O&R period without impacting the best value Design-Build Team's design process and / or schedule.

Design-Build Team efforts during the O&R period are proposed in the O&R proposal. The O&R proposal will be submitted along with the baseline technical proposal and baseline price proposal. The O&R proposal may include innovative approaches that, if incorporated into the project, improve NCDOT's likelihood of meeting its project goals. The Design-Build Team is paid a monthly payment, which is included within the Design-Build Team's baseline price proposal. At the successful conclusion of the O&R period, reductions to the project scope and cost are documented through the O&R supplemental agreement. This will result in a low bid adjustment being made within 90 days. If NCDOT and the Design-Build Team cannot agree to an O&R supplemental agreement, or agree to extend the O&R period, NCDOT may terminate the contract at its sole discretion.

Potential activities of the O&R period may include:

- Coordinate the incorporation of innovative concepts
- Coordinate risk mitigation
- Perform preliminary engineering to refine project scope and costs
- Coordinate utility relocations
- Coordinate with third parties (Railroad, Utilities, etc.)
- Identify additional ROW impacts and / or savings
- Establish the baseline schedule

The O&R proposal is evaluated and scored along with the technical proposal to determine an overall consensus technical score. The technical score is then used to determine a quality credit percentage which will be applied to a Design-Build Team's price proposal to obtain an adjusted price based upon price and quality combined. The Design-Build Team with the lowest adjusted price may be awarded the contract.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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Item 5B:

FY 2024 5307 Suballocation

What are 5307 Funds?

FTA Section 5307 Funds are Urban Transit Formula funds that are provided to urban areas from FTA and distributed to transit agencies based on a suballocation formula or other programming determined by the MPO. The funding can generally be used for capital improvements, operations, and planning activities.

Prior to 2017, the City of Asheville and Henderson County were the only entities receiving 5307 funding. In 2017, the MPO adopted a new suballocation formula to allow Buncombe County and Haywood County to utilize the funds as well as a 10% set-aside for Job Access Reverse Commute (JARC) activities.

What Has Changed With 5307 Funds?

FY 2024 is the first year Haywood County is not eligible to receive 5307 funds due to changes in the Asheville Urbanized Area boundary, determined by the US Census Bureau. A modified version of the MPO's 5307 Suballocation Formula was approved in September, 2023, that provided the split between the City of Asheville, Buncombe County, and Henderson County.

	Asheville (46.9%)	Buncombe (31.9%)	Henderson (21.2%)	JARC Set-Aside
2024	\$1,742,889.73	\$1,185,462.31	\$787,830.75	\$412,909.20

MPO Staff will provide a brief presentation on 5307 Funding

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/Div13_May_Updates.pdf

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/Div14_May_Updates.pdf

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

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

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

NCDOT TPD NEWS



NCDOT Transportation Planning Division (TPD) Newsletter

May 2024

TPD Statewide Initiatives

Below is a list of current initiatives being undertaken by NCDOT.

1 Year Anniversary: Clean Transportation Plan

The Clean Transportation Plan, released on April 6, 2023, outlined a roadmap to continue growing the state's clean energy economy while reducing greenhouse gas emissions and investing in cleaner and more accessible transportation options for all North Carolinians.

"We're working hard to ensure North Carolina citizens can take full advantage of the transition to a clean energy economy and the financial opportunities it brings for every day families," said Governor Roy Cooper. "We have surpassed our initial goal of new zero-emission vehicle registrations and continue to invest in charging infrastructure across the state, particularly in economically disadvantaged communities. North Carolina is the clean energy epicenter of the world and we'll continue to lead the transition to our clean energy future."

After achieving so much in one year, the coming years NCDOT plans to:

- Continue working with the public and stakeholders on ways to reduce transportation-related pollution through education and outreach;
- Pursue new federal funding opportunities to build a more robust and equitable multimodal transportation system.
- Develop and implement strategies to increase state funding for clean transportation activities and projects that reduce emissions;
- Expand the capacity and resources of the Clean Transportation Team.
- Continue expanding North Carolina's multimodal transportation network to provide more travel options for residents and increase access and mobility for underserved populations;
- Explore options to reduce emissions from construction materials and other activities related to the construction of transportation infrastructure;
- Recommend the implementation of various transportation demand management and vehicle miles traveled reduction strategies to increase the efficiency of the transportation network.

Learn more about by visiting the [Climate Change & Clean Energy website](#).

NCDOT 2023 Wildflower Awards

In 1985, the North Carolina Department of Transportation launched its [Wildflower Program](#) with just 12 acres of roadside land adorned with wildflower beds. The initiative has flourished, and almost four decades later hundreds of acres of wildflower beds are planted and meticulously maintained on roadsides statewide. The program's success is due to NCDOT's employees, who were honored this week during the 2023 Wildflower Awards.

Division 13 took home one of the ten prizes for the planting along US 25/70 at South Windy Ridge Road in Madison County.

"Connecting people, products, and places safely and efficiently with customer focus, accountability, and environmental sensitivity to enhance the economy and vitality of North Carolina...."

- NCDOT Mission Statement

Safety News

National Distracted Driving Awareness Month

Distracted driving comes in many forms, but cell phone use while driving has become the most prevalent. Texting while driving is illegal in North Carolina and a violation of this law could result in a fine. Do your part by putting away your phone until you've safely arrived at your destination.

"Why should we look to the past in order to prepare for the future? Because there is nowhere else to look."

- James Burke

TPD Overall News

Traffic Forecast

H192727 / H192735; Hendersonville- Completed
Modernization of Signal Hill Road, Thompson Street, Berkely Road from US 64 to US 25
Business and Modernization of Duncan Hill Road from US 64 to Signal Hill Road.

U-2801A; Sweeten Creek Rd. – Completed
Widen a stretch of Sweeten Creek Road (U.S. 25A) in Asheville from two lanes to a four-lane divided roadway from Hendersonville Road (U.S. 25) to Rock Hill Road.

U-4739; Amboy Rd./Meadow Rd.- Completed
Widen Amboy and Meadow roads to a modernized roadway between I-240 and N.C. 81 (Biltmore Avenue).

CTP and MTP Schedules

FBRMPO CTP: meetings held with each county in March and April. Comments are being compiled with plan being to discuss those next month and take to the public before adoption in the summer.

FBRMPO MTP: consultants under contract for both the MTP study and the 2050 SE data study. Kick off meetings happening now. It's a long way to September 2025, but there is substantial work to do also.

Transylvania County CTP: Draft Plan back from communications office, to be reviewed internally by TPD. We've also started organizing the appendix into a document for publication. The plan is to finish these initial reviews in May.

NC By Train Ridership Continues to Grow

The state's passenger rail carried over 101,000 people in the first two months of this year, compared with 83,000 riders in the same months last year. That represents a 21% increase over 2023 and a 65% increase over pre-pandemic total of 61,000 in 2019. Then it had its highest-ever ridership month in March, carrying over 66,600 passengers.

"The ongoing record ridership shows that people love the service and are using it. We want even more people to see how using NC By Train can be an option for them," said Jason Orthner, NCDOT Rail Division director. "We're excited to partner with a variety of cities and organizations along the Piedmont Corridor between Raleigh and Charlotte to show people all the places and events they can get to using the train."

NCDOT Rail Division continues to support special schedules for North Carolina events. All trains will stop for the High Point Market April 13-17 and the Cheerwine Festival in Salisbury May 18. In addition to concerts, festivals and events, NC By Train is partnering with local sports teams to get riders on board. On May 12, people can take the train to High Point and then walk, take transit or request a rideshare less than a half a mile to the High Point Rockers stadium where NC By Train is the game day partner.

NCDMV Launches Kiosks

In an effort to shorten lines and wait times at offices across the state and provide services outside of typical office hours, the NCDMV is piloting the use of self-service kiosks in grocery stores. Customers can renew their license or state ID card (unless they renewed online last time); order a duplicate or change the address on their license, permit or state ID card; and apply/update their voter registration (only as part of a driver license/ID transaction listed above).

NCDOT Cash Report

NCDOT Cash Watch Number Report for April 26, 2024, reached \$2,400,396,036 in Unreserved Cash roughly split 75/25 between the Highway Fund and the Highway Trust Fund.

Contact Us

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www.ncdot.gov

FHWA Updates – May 2024

FHWA Announces \$830 Million in Awards for PROTECT Discretionary Grant Program

On April 11, 2024, the Federal Highway Administration (FHWA) [announced](#) approximately \$830 million in awards from the [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Discretionary Grant Program](#). The PROTECT Discretionary Grant Program is funding 80 projects nationwide that will help States and local communities strengthen surface transportation systems and make them more resilient to natural hazards, including climate change, extreme weather events, flooding, sea-level rise, heat waves, and other disasters. More information is available [here](#).

FHWA Announces \$148 Million in Awards for Reduction of Truck Emissions at Port Facilities

On April 24, 2024, FHWA [announced](#) \$148 million in awards from the [Reduction of Truck Emissions at Port Facilities \(RTEPF\) Grant Program](#). The RTEPF Grant Program is awarding grants to 11 States and Puerto Rico to improve air quality and reduce pollution for truck drivers, port workers, and families that live in communities surrounding ports. More information is available [here](#).

U.S. DOT Announces \$23.6 Million in Awards for Thriving Communities Program

On April 15, 2024, the U.S. Department of Transportation (DOT) [announced](#) \$23.6 million in awards from the [Thriving Communities Program \(TCP\)](#). The TCP is awarding grants to three national and six regional Thriving Communities Capacity Builders to support 112 communities in accessing Federal funding and resources. More information is available [here](#).

FTA Announces \$17.6 Million in Awards for Transit-Oriented Development Planning

On April 2, 2024, the Federal Transit Administration (FTA) [announced](#) \$17.6 million in awards from the [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). The Pilot Program for TOD Planning is funding 20 projects in 16 States to help plan for transportation projects that connect communities and improve access to transit and affordable housing. More information is available [here](#).

FTA Announces \$316 in Available Funding to Improve and Expand Ferry Services

On April 17, 2024, FTA [announced](#) the availability of \$316 million in funding to support and modernize passenger ferry service in communities across the country. The [Passenger Ferry Grant Program](#) is providing \$51 million in funding to buy, replace, or modernize passenger ferries, terminals, and related equipment. The [Electric or Low-Emitting Ferry Pilot Program](#) is providing \$49 million in funding to buy ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems. The [Ferry Service for Rural Communities Program](#) is providing \$216 million in funding to initiate or expand ferry services in rural areas, including capital, planning, and operating costs. The application deadline for all three programs is June 17, 2024. More information is available [here](#).

U.S. DOE Announces \$54 Million in Available Funding for Communities Taking Charge Accelerator

On April 16, 2024, the U.S. Department of Energy's (DOE's) Joint Office of Energy and Transportation with the U.S. DOT [announced](#) the availability of \$54 million in funding through the [Communities Taking Charge Accelerator](#). This program will make strategic investments at the local level that address key barriers to expanding access to electrified mobility options for individuals without home charging, accelerate the transition to electrified fleets, and mature the implementation of managed charging

systems to mitigate impacts and optimize usage of the electrical grid. The application deadline is July 16, 2024. More information is available [here](#).

FHWA Announces \$3 Million in Available Funding for Roadside Pollinator Program

On April 8, 2024, FHWA announced the availability of \$3 million in funding through the [Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way Program \(Roadside Pollinator Program\)](#). The goals of the Roadside Pollinator Program are to fund the implementation, improvement, or further development of the applicants' Pollinator Friendly Practices Plan on routes eligible for Federal-aid. The application deadline is June 18, 2024. More information is available [here](#).

FHWA Accepting First Applications for Transportation Access Pilot Program

On April 16, 2024, FHWA announced the first application period for the [Transportation Access Pilot Program](#). This first round seeks to identify transportation agencies that are currently working on, or are soon planning to start, transportation accessibility analysis studies. Letters of interest are due by June 7, 2024 to be considered for the first round of the pilot program. More information is available [here](#).

Application Deadlines Approaching for Other U.S. DOT Discretionary Grant Opportunities

Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the U.S. DOT:

- [May 1 – Prioritization Process Pilot Program \(PPPP\)](#),
- [May 6 – National Infrastructure Project Assistance \(Mega\) Program](#),
- [May 6 – Infrastructure for Rebuilding America \(INFRA\) Program](#),
- [May 6 – Rural Surface Transportation Grant \(Rural\) Program](#),
- [May 10 – Innovative Finance and Asset Concession Grant Program](#),
- [May 16 – Safe Streets and Roads for All \(SS4A\): Planning and Demonstration Grants](#),
- [May 16 – SS4A: Implementation Grants](#),
- [May 27 – Strategic Innovation for Revenue Collection \(SIRC\) Program](#),
- [June 10 – Low-Carbon Transportation Materials \(LCTM\) Grants Program](#),
- [June 17 – Active Transportation Infrastructure Investment Program \(ATIIP\)](#), and
- [August 29 – SS4A: Planning and Demonstration Grants](#).

FHWA Announces 2024 Environmental Excellence Award Winners

On April 30, 2024, FHWA announced the 2024 Environmental Excellence Award (EEA) recipients. The biennial EEA program recognizes outstanding transportation projects, processes, and partners that used FHWA funding sources to go above and beyond compliance to achieve environmental excellence. The winning projects and programs exemplify FHWA's priorities of safety, economic strength and global competitiveness, equity, climate and sustainability, transformation, and organizational excellence. More information is available [here](#).

- North Carolina Department of Transportation Flood Inundation Mapping for Transportation Resiliency and Climate Adaptation (North Carolina)

FTA Announces Updates to the Final Rule and National Plan for Public Transportation Safety

On April 9, 2024, FTA [announced](#) the availability of updates to the final rule for Public Transportation Agency Safety Plans (PTASPs) [[89 FR 25694](#)] and the National Public Transportation Safety Plan [[89 FR 25316](#)]. The final rule updates [49 CFR 673](#) to include provisions for safety committees, safety performance targets, safety risk reduction programs, training for transit workers, and a safety management system process that addresses infectious diseases. The updated National Public Transportation Safety Plan includes safety performance measures for all agencies subject to the PTASP regulations, and safety risk reduction performance measures for Section 5307 recipients that serve an

urbanized area with a population of 200,000 or more. Additional information is available [here](#) and [here](#).

Comment Deadlines Approaching for U.S. DOT Federal Register Notices

Please be aware of the approaching comments deadlines for the following Federal Register notices from the U.S. DOT:

- [May 13 – Buy America Requirements for Manufactured Products](#),
- [May 13 – Request for Information on the Use of Manufactured Products in Highway Projects](#),
- [May 20 – PROTECT Discretionary Program Metrics](#), and
- [June 11 – Request for Information on Goals, Criteria, Thresholds, and Measurable Data Sources for Designating the National Multimodal Freight Network \(NMFN\)](#).

U.S. DOT Resources on Asset Management, GHG Emissions, EV Charging, and Carbon Reduction

The U.S. DOT recently published the following resources:

- [Asset Management Integration Case Studies](#):
 - [Atlanta Region](#),
 - [Southeast Michigan Council of Governments](#),
 - [Washington State DOT](#),
 - [Washoe County Regional Transportation Commission](#),
 - [West Virginia DOT](#),
- [Asset Management Peer Exchange Summaries](#):
 - [Integrating Highway Asset Management into Planning and Programming](#),
 - [Integrating Transit Asset Management into Planning and Programming](#),
- [How Are Greenhouse Gas \(GHG\) Emissions Different From Criteria Pollutant Emissions?](#),
- [Public Electric Vehicle \(EV\) Charging Infrastructure Playbook](#), and
- [State Carbon Reduction Strategies](#).

NCHRP Research on Coordination, Mobility Inclusion, and Cooperative Automation Data

The National Cooperative Highway Research Program (NCHRP) recently published the following research:

- [Practices for Statewide and Metropolitan Planning Organization \(MPO\) Coordination](#),
- [Transformational Technologies and Mobility Inclusion Playbook](#), and
- [Using Cooperative Automated Transportation Data for Freeway Operational Strategies](#).

Webinars on Equity, EVs, Safety, Asset Management, Climate Change, and Bicycle/Pedestrian Data

Here is the registration information for some upcoming webinars and virtual meetings:

- [May 3 – U.S. DOT Advisory Committee on Transportation Equity](#),
- [May 10 – Rural EV Infrastructure Virtual Peer Exchange](#),
- [May 15 – Operating Intersections for Pedestrian Safety](#),
- [May 22 – Equitable Data Analysis](#),
- [May 29 – Don't Let Financial Uncertainty Derail Your Transportation Asset Management Plan](#),
- [May 30 – Climate Adaptation and Resilience in Transportation](#),
- [June 11 – Bicycle and Pedestrian Count Data Gathering and Reporting](#),
- [June 18 – Climate Change Research and Technology](#), and
- [September 4 – Roadway Safety for People Experiencing Homelessness](#).

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6D:

NCDOT IMD Updates

Item 6E:

Committee & Workgroup Updates

Prioritization Subcommittee— met on May 1st; next meeting June 5th.

- 5310 Project Selection
- JARC Project Selection
- LAPP Updates
- P 7 Updates

Transit Operators' Workgroup— last met on September 18th; next meeting TBD

Points of Business/Discussion:

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

5307 Subrecipient Workgroup- met on April 25th; plans to meet in July

Points of Business/Discussion:

- TIP/STIP Updates Needed
- FY 2025 UPWP
- FY 2024 5307 Allocations

Hellbender Trail Stakeholder Group/Regional Trail Forum Updates- met on April 23rd; next meeting TBD.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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	Underway
CTP/MTP Update	FBRMPO	2024	Consultant Selected; Contracting in Progress
Safe Streets for All Regional Action Plan	FBRMPO	2024	Underway
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	Not Started
Woodfin-Weaverville Greenway Study	Town of Woodfin	2024	Consultant Selected; Contracting in Progress
Buncombe County Multimodal Master Plan	Buncombe County	2024	Interlocal Agreement Underway
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

Additional Items:

Recommended Actions: Accept the reports.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Locally Administered Projects

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
BL-0005	Broadway St Ped Improvement	Buncombe	Closing Out	Recently Completed!	
HL-0012	I-240/Charlotte St Interchange & Ped Improvements	Buncombe	Under Construction	Recently Completed!	
BL-0007	Ecusta Trail (Kanuga Rd to US 64)	Henderson	Under Construction	Winter 2024 (Weather Dependent - Possibly Spring 2025)	2023
EB-5948	Onteora Blvd Sidewalks	Buncombe	Under Construction	Spring 2024, possibly later in the year.	2023
EB-5926	US 19 (Soco Rd) Bike/Ped Improvements	Haywood	Under Construction	2024	2023
U-5190	New Leicester Sidewalks	Buncombe	Under Construction	Spring 2024	2023
HL-0014	Biltmore Ave/White Fawn Dr Intersection Improvements	Buncombe	Working on Project Agreement	Construction to Begin This Year	2024
EB-5944	Johnston Rd Sidewalks	Buncombe	Design – 99% R.O.W – 99%	Construction to Begin This Year	2024
EB-5947	New Haw Creek Rd Sidewalks	Buncombe	Design – 99% R.O.W. – 99%	Construction to Begin This Year	2024
U-5019A	Town Branch Greenway	Buncombe	Design – 95% R.O.W. – 100%	Construction to Begin This Year	2024
HL-0003	Haywood Rd Resurfacing & Ped Improvements	Buncombe	Design – 80%	Construction to Begin This Year	2024

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
BL-0008	Clear Creek Greenway	Henderson			2024
BL-0076	Riceville Rd Sidewalks	Buncombe	Design – 0%	October 2024	2025
EB-5547A	Riverwalk Greenway (Black Mountain Ave to Flat Creek Greenway)	Buncombe	Design – 30%	Late 2024	2025
EB-5547B	Riverwalk Greenway (Black Mountain Ave to Into the Oaks Trail)	Buncombe	Design – 30%	Late 2024	2025
EB-5774A	Woodfin Greenway	Buncombe	Design – 85%	R.O.W. – 2024 Construction - 2025	2025
EB-5824	Enka Heritage Trail	Buncombe	Design – 15%	R.O.W. – Late 2024 or Early 2025	2025
EB-5831	Coxe Ave Bike/Ped Improvements	Buncombe	Design – 10%	Spring 2024	2025
BL-0006	Various Ped Improvements within Asheville City Limits	Buncombe			2026
EB-5774B	Beaverdam Creek Greenway	Buncombe	Design – 30%	R.O.W. - Late 2024	2026
EB-5822	North RAD Greenway	Buncombe	Design to Begin Soon		2026
HL-0013	9 th Ave Bridge Replacement	Buncombe	Design – 30%	Design – Complete in 2025 R.O.W. – Beginning Late 2024	2026

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
BL-0078	Ecusta Trail (US 64 to Transylvania County Line)	Henderson	Design Underway	Winter 2024	2027
EB-5945	Champion Dr Multi-Use Path	Haywood	ROW Underway		Funded for ROW Only
EB-5946	NC 280 Multi-Use Path	Henderson	PE to Begin in 2026		Funded for PE Only
EB-5823	Bent Creek Greenway	Buncombe	PE to Begin in 2029		Funded for PE Only
EB – 5946	NC 280 Multi-Use Path	Henderson			Funded for PE Only

Item 6E:

Legislative Updates