

Technical Coordinating Committee

September 11, 2025 – 11:00 A.M., Hybrid Meeting via Zoom or at Land of Sky Regional
Council

Login: <https://us06web.zoom.us/j/86856945387>

Meeting ID: 86856945387

Call-In: 13126266799

Agenda

1. **WELCOME AND HOUSEKEEPING (5 min)**

 - A. Welcome and Introductions William High
2. **PUBLIC COMMENT**

3. **APPROVAL OF AGENDA & CONSENT AGENDA** William High

 - A. August, 2025 TCC Meeting Minutes
 - B. Memorandum of Understanding Final Approval
 - C. Board Bylaws
 - D. TCC Bylaws
 - E. Modifications to the 2024-2033 Transportation Improvement Program (TIP)
4. **BUSINESS (60-75 min)**

 - A. Adoption of the Elevate 2050 Metropolitan Transportation Plan (MTP) McAdams Staff
 - B. I-40 Managed Lanes: P8 Consideration NCDOT/MPO Staff
 - C. Final P8 Submittals MPO Staff
 - D. Functional Classification Changes NCDOT TPD Staff
5. **INFORMATIONAL ITEMS (20-30 min)**

 - A. I-2513 Update Nathan Moneyham, NCDOT
6. **REGULAR UPDATES (10-15 min)**

 - A. NCDOT Division 13 and 14 updates Tim Anderson/Wesley Grindstaff or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
 - D. Legislative Updates MPO Staff
7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

8. **TOPICS FOR NEXT MEETING (October 9th)**

9. **PUBLIC COMMENT**

10. **ADJOURNMENT**

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: August, 2025 Meeting Minutes

Item 3B: Memorandum of Understanding Final Approval

Item 3C: Board Bylaws

Item 3D: TCC Bylaws

Item 3E: Modifications to the 2024-2033 Transportation Improvement Program (TIP)

Staff Report & Recommendations

Item 3A:

August, 2025 Meeting Minutes

https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/2025_08_14_DRAFT.MPO_TCC_Minutes.pdf

Staff Report & Recommendations

Item 3B:

Memorandum of Understanding Final Approval

A Memorandum of Understanding (MOU) for a Metropolitan Planning Organization (MPO) is a formal agreement between various governmental entities and stakeholders involved in metropolitan transportation planning.

What an MOU for an MPO Includes

1. **Governance Structure:**
 - **Organizational Framework:** Details the structure of the MPO, including decision-making processes and membership.
 - **Decision-Making Processes:** Describes how decisions will be made, including voting rights and procedures.
2. **Funding and Resources:**
 - **Financial Contributions:** Specifies how funds will be provided to the MPO for operations and planning
3. **Responsibilities and Obligations:**
 - **Planning Duties:** Outlines planning duties and deliverables, such as transportation plans and studies.
 - **Compliance:** Addresses compliance with federal, state, and local regulations and requirements.
4. **Termination:**
 - **Termination Conditions:** Defines conditions under which the MOU can be terminated by any party.

Summary of Changes to the MOU

- Formatted changes to meet with the approved MOU template from NCDOT
- MPO Board membership changes
 - Transylvania County removed as a non-voting member
 - Urban Transit Representative clarified
 - Rural Transit Representative clarified
 - FTA Representative added as a non-voting member
- MPO TCC membership changes
 - Transylvania County removed as a non-voting member

Staff Report & Recommendations

- FTA Representative, NCDOT Freight Representative, NCDOT Rail Representative, Regional Housing Representative, and Vulnerable Road Users Representatives added as a non-voting members
- A section on dues-paying members and local dues responsibilities was added

Steps Since the Draft Approval

Since the Board and TCC approved the Draft MOU, every member jurisdiction of the MPO has approved the MOU. No significant changes have been made since the draft MOU went before Board and TCC.

Approval by the Board and TCC will make the new MOU the official MOU for the French Broad River MPO.

Staff Recommendation: Recommend Final Approval of the Memorandum of Understanding

Staff Report & Recommendations

Item 3C:

Board Bylaws

With the new Memorandum of Understanding (MOU), a number of changes to keep the bylaws in-line with the MOU. This includes:

- updating membership in the bylaws to reflect the changes to membership in the MOU
 - formalizes Transit Representative seats (previously done by amendment)
 - adds FTA non-voting seat
 - removes Transylvania County non-voting seat
- updating references to the MOU

The updated bylaws are provided below.

https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/FBRMPO-Board-Bylaws-2025_Redline.pdf

Staff Report & Recommendations

Item 3D:

TCC Bylaws

With the new Memorandum of Understanding (MOU), a number of changes to keep the bylaws in-line with the MOU. This includes:

- updating membership in the bylaws to reflect the changes to membership in the MOU
 - removes NCDOT Statewide Bicycle Committee seat (the committee has been inactive for several years)
 - adds a number of non-voting seats at FHWA's request:
 - NCDOT Freight representative
 - NCDOT Integrated Mobility Division representative
 - NCDOT Rail representative
 - NCDOT Regional Safety Engineer representative
 - FTA representative
 - At-large Regional Housing representative
 - At-large Vulnerable Road Users representative
 - removes Transylvania County non-voting seat
 - removes NCDOT Public Transit Division (defunct division at NCDOT)
- updating references to the MOU

The updated bylaws are provided below.

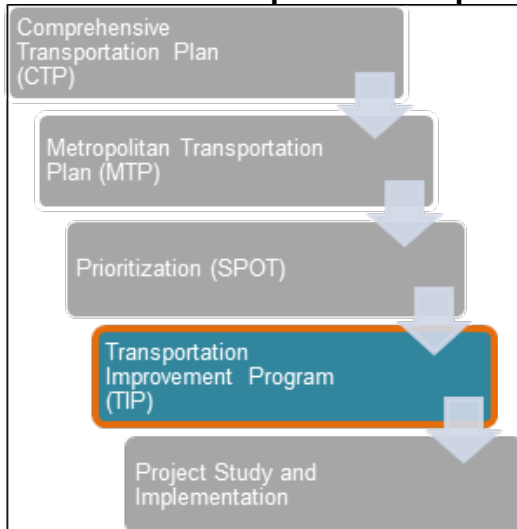
https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/FBRMPO-TCC-Bylaws-2025_Redline.pdf

Staff Report & Recommendations

Item 3E:

Modifications 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.

Modification Highlights:

Amendments this month include:

- Various guardrail installations in Divisions 13 and 14.
- Correcting EB-5774A to match the STIP

All TIP Amendment Summaries can be found here:

https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/SeptemberTIP_Modifications.pdf

Action Required: Consider Adoption of the Modifications to the 2024-2033 TIP.

Staff Recommendation: Approve the Modifications to the 2024-2033 TIP.

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Item 4A:

Adoption of the Elevate 2050 Metropolitan Transportation Plan (MTP)

Elevate 2050/MTP Final Draft

Elevate 2050, or the Metropolitan Transportation Plan (MTP) update, is a federally required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP must be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September 2020 (not including amendments).

Updates:

The draft Elevate 2050 plan was available for public comment between July 7 and August 15, 2025, and three public meetings were held between July 7-9. During the course of the draft Elevate 2050 plan being made available for comment, 492 people visited the survey site and 14 comments were received.

Since the draft was published, several edits were made to the document as well as the incorporation of project changes presented to this group in August 2025.

Approval from the TCC and Board is required in September 2025 to keep the region in compliance with federal requirements.

Key Elements of Elevate 2050:

- Federally required planning factors are incorporated throughout the entirety of the document to visually connect each portion of the plan to federal requirements.
- The Elevate 2050 Vision, Goals, and Objectives are outlined in *Chapter 02*, and were written following Phase 1 of public engagement.
 - **Vision Statement:** The FBRMPO region envisions a resilient, equitable, connected, and well-maintained multimodal transportation system that reflects the unique character of the region and its terrain, while getting all travelers and goods to their destinations safely, easily, and reliably. This system supports an inclusive, healthy, and economically vibrant region that aligns with land use goals and expands mobility

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choices.

- Growth projections for the FBRMPO area over the next 25 years.
 - Based on the Socioeconomic and Land Use Study, which was completed in May 2025 with the Preferred Growth Scenario approved by the Board in March 2025.
 - The adopted scenario, Consolidated Growth, predicted continued growth focused in more urban areas with overall reduction in vehicle miles traveled and aspirational policy changes.
 - The study projects more than 84,000 new residents in the region and over 74,000 new jobs.
- *Chapter 04. Existing Conditions* summarized the trends and status in the FBRMPO region for:
 - **Safety:** Crash rates have increased, especially for vulnerable users (pedestrians, cyclists). The region is developing a regional safety action plan (Safe Streets for WNC).
 - **Congestion:** Concentrated along I-26, I-40, and US-25 corridors. Non-recurring congestion (e.g., crashes, weather) is a major contributor.
 - **Freight:** The region is a key freight corridor with growing truck volumes and limited truck parking. Hurricane Helene disrupted freight routes.
 - **Public Transit:** Multiple providers offer fixed-route and demand-response services. Ridership has declined post-COVID and post-Helene.
 - **Bicycle & Pedestrian:** Significant investment in greenways and trails (e.g., Ecusta Trail, Hellbender Trail). Challenges include funding, topography, and safety.
 - **Rail:** Interest in restoring passenger rail service (Asheville–Salisbury corridor). Freight rail is recovering from Helene-related damage.
 - **Aviation:** Asheville Regional Airport (AVL) is the third busiest in NC, with major expansions underway.
 - **Tourism:** Increasing off-season travel underscores the need for resilient, multimodal infrastructure that can handle seasonal surges and year-round demands. Improved connectivity between key destinations should remain a top priority to alleviate congestion, support workforce mobility, and enhance visitor experience.
 - **Technology:** Planning for electric vehicles, connected/autonomous vehicles, and intelligent transportation systems (ITS).
- The summary of public engagement addresses the outreach conducted throughout the timeline of the Elevate 2050 process. *Appendix B. Public Engagement* and *Appendix H.*

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Public Comments Received expand upon the outreach efforts that factored into the development of the Elevate 2050 plan.

- 130 attendees at public meetings/workshops
 - 36 attendees to virtual focus groups
 - 938 online survey respondents with over 9,000 visits to the project website throughout the development of Elevate 2050.
- *Chapter 06. Modal and Policy/Program Recommendations* provide guidance to the FBRMPO regarding broad efforts and specific studies to consider going forward, supplementing the fiscally constrained infrastructure project list in the plan.
 - The Financial Plan outlines the anticipated revenues for the next 25 years and how those funds will be allocated.
 - The financial plan is based on STI/SPOT with roadway funding broken out into Statewide Mobility, Regional Impact, and Division Needs tiers. Bike/ped funding projections represent a combination of STI/SPOT projections and the MPO's Locally Administered Projects funding. Transit funding was based on federal, state, and local contributions.
 - An inflation factor of 5% was used; however, to simplify the process of programming projects, the inflation factor was subtracted from the revenue (versus being added to the revenue), allowing for project costs to be programmed in current year dollars.
 - Elevate 2050 identifies the projects that fall within fiscal constraints (e.g. the projects within each funding tier that can be delivered within the forecasted funds through 2050).
 - There are three (3) horizon year periods that helped guide projections:
 - Near Term (FY26-35)
 - Mid-Term (FY36-45)
 - Long-Term (FY46-50)
 - The Near-Term horizon year funding only includes currently programmed STIP projects.

Changes to the Draft Elevate 2050 Plan (since July 7, 2025):

Slight grammatical changes were made as well as inclusion of a section on High Occupancy Toll (HOT) lanes, electric vehicle (EV) infrastructure, and environmental mitigation activities. Additional appendices were added, including: *Appendix G. Model Output Summary*, which addresses the travel demand model outputs with Elevate 2050 projects incorporated, *Appendix H. Public Comments Received*, which provides full reports from each phase of public comments, and

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Appendix I. Plan Revisions, which identifies the additions to the plan between when the draft was published for comment and adoption of the plan.

Actions Required:

- The Elevate 2050 Plan goes before the TCC and Board for adoption.

The MTP is available here: <https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/Elevate2050MTP-090225-WithoutAppendices-compressed.pdf>

The appendices, including the unfunded portion/updated CTP is available here:
<https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/Elevate2050MTP-090325-AppendicesOnly.pdf>

Staff Report & Recommendations

Item 4B:

I-40 Managed Lanes: NCDOT Update & P8 Considerations

What is the Project Under Consideration?

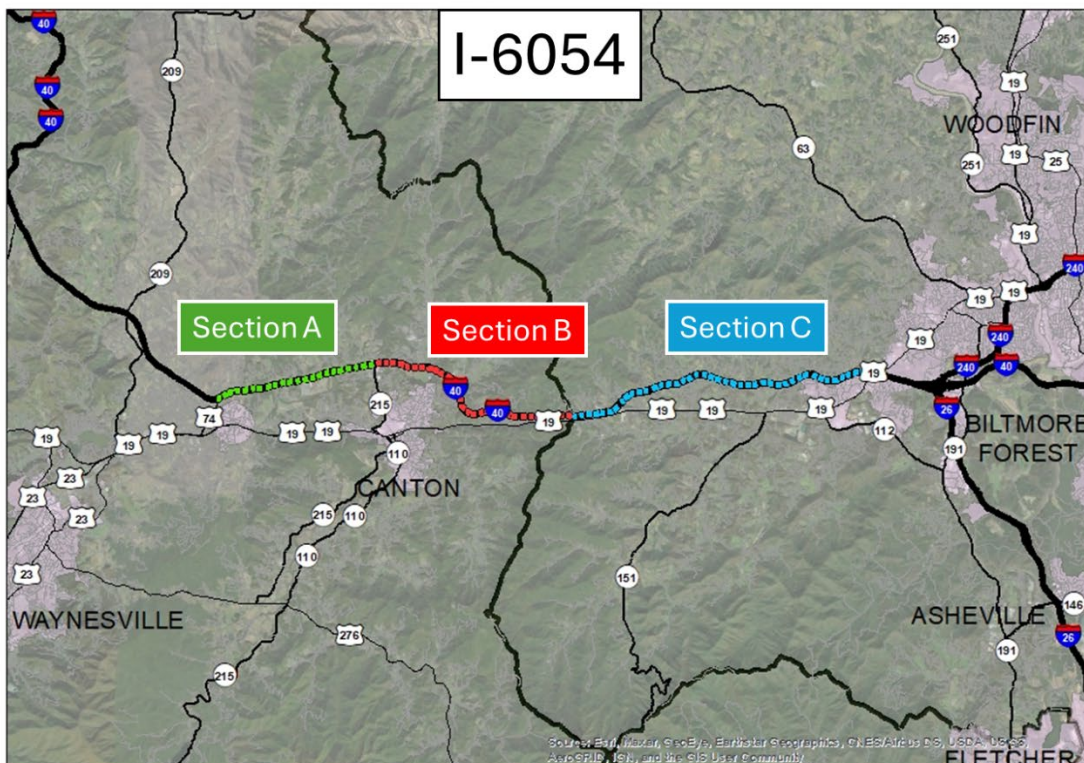
I-40 from roughly Exit 44 near Monte Vista Road in Buncombe County to Exit 27 (US 23/74) in Haywood County. The project has been submitted as a widening since P 5 and was an uncommitted project in the STIP (I-6054.)

In the past, I-6054 has been submitted in three sections:

Section A: US 23/74 (Smokey Mountain Expressway) to NC 215 (Champion Drive)

Section B: NC 215 (Champion Drive) to Exit 37 (Wiggins Road)

Section C: Exit 37 (Wiggins Road) to Monte Vista Road



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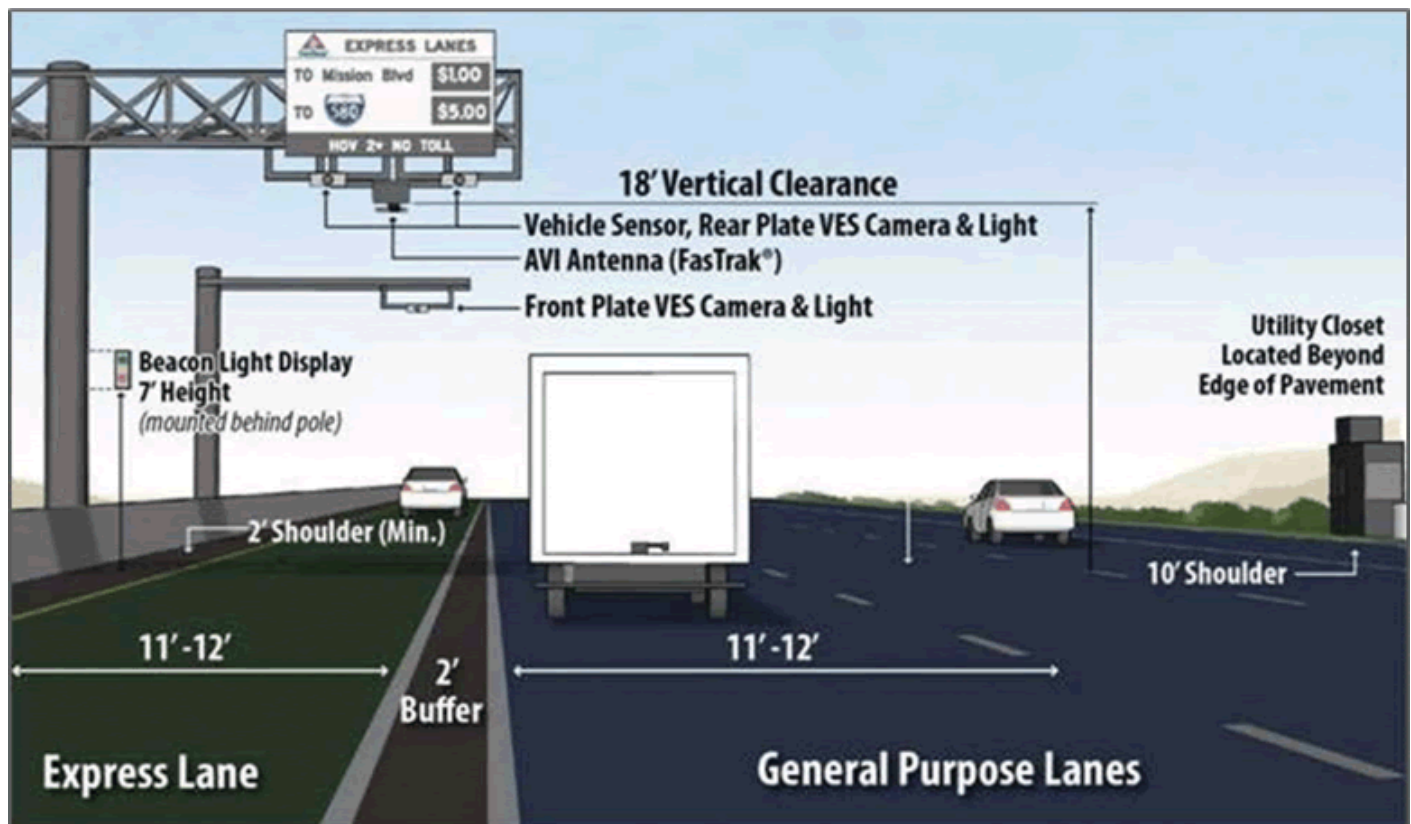
METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

What are Managed Lanes?

Managed lanes are special highway lanes where traffic flow is actively controlled, often using tolls, to keep vehicles moving reliably. They give drivers the option to pay for a faster trip, while carpoolers and buses may use them for free, helping reduce congestion in the regular lanes.

The potential application in I-6054's case would most likely be with High Occupancy Toll (HOT) lanes. This would leave the existing lanes on I-40 as free-flow lanes, while additional lanes would be managed and tolled.



1- Example Cross-Section of Express Lanes from the "Priced Managed Lane Guide" by FHWA

Past Discussion

In 2018, the MPO adopted the [Congestion Management Process](#), a federally-required plan that sets congestion targets and recommends strategies for addressing congestion. In the plan, "Managed Lanes" are identified as a potential application to address congestion on I-40 in West Buncombe and Haywood counties.

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In January, 2024 the MPO Board voted to support a study led by NCDOT to look at the feasibility of managed lanes on the I-6054 project. The study's findings were presented to staff on September 6, 2025.

Study Findings

Representatives from NCDOT will report on the findings of the study. In general, the study found that managed lanes on I-6054 would likely be financially viable, help the project score better, and would likely be eligible for the maximum amount of bonus allocations (\$100 million) that would enable the MPO to program additional projects in Buncombe and Haywood counties.

General Reasons for Consideration

PROS

- **Better Scoring in Prioritization-** the project would likely score better due to the reduced need of State funding to do the project (the benefit/cost score would be expected to improve), making the project more competitive.
- **Funding For Additional Improvements-** The project is expected to generate \$100 million in bonus allocation funding, which would be programmed in Buncombe and Haywood counties by the MPO, within eligibilities
- **Reduced Congestion-** Studies have found that managed lanes reduces congestion for all travel lanes on a facility (not just the managed lanes)
- **Improved Reliability-** tolling keeps traffic in the managed lanes moving at a predictable speed.
- **Supports Carpools and (Potential) Transit-** Many managed lanes allow high-occupancy vehicles and buses to travel toll-free, improving transit reliability.
- **Encourages Smart Travel Behavior** – Drivers can choose to pay for reliability during peak hours, potentially shifting some trips to off-peak times or carpooling.

CONS

- **Perceived Equity Issues (“Lexus Lanes”)** – Some see them as benefiting wealthier drivers who can afford tolls.
- **Implementation Costs** – Building and operating managed lanes requires significant investment in tolling infrastructure and ongoing maintenance.
- **Enforcement Challenges** – Ensuring compliance with tolls and HOV rules requires monitoring.
- **Limited Use Without High Demand** – If traffic isn't heavy, managed lanes may be underutilized, reducing cost-effectiveness.
- **Public Perception & Political Risk** – Opposition can arise if the public feels tolls are unfair or if benefits aren't clearly communicated.

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Topic for Discussion

The primary topic of discussion is whether or not to submit the managed lanes project for P 8. The MPO is the only entity that can submit the managed lanes project; NCDOT is not allowed to submit managed lanes projects. It has also been noted that it would be advisable to submit the entire corridor as one project vs. several sections, if managed lanes are preferred.

Option #1: Submit the managed lane project from Exit 27 to Monte Vista Road

Notes:

- the MPO may still reverse this decision up until the project goes to bid.
- Division 14 has noted it would submit whatever project the MPO removes in order to submit the project
- Discussions, coordination, and outreach could continue on this consideration

Option #2: The MPO does not submit the managed lane project

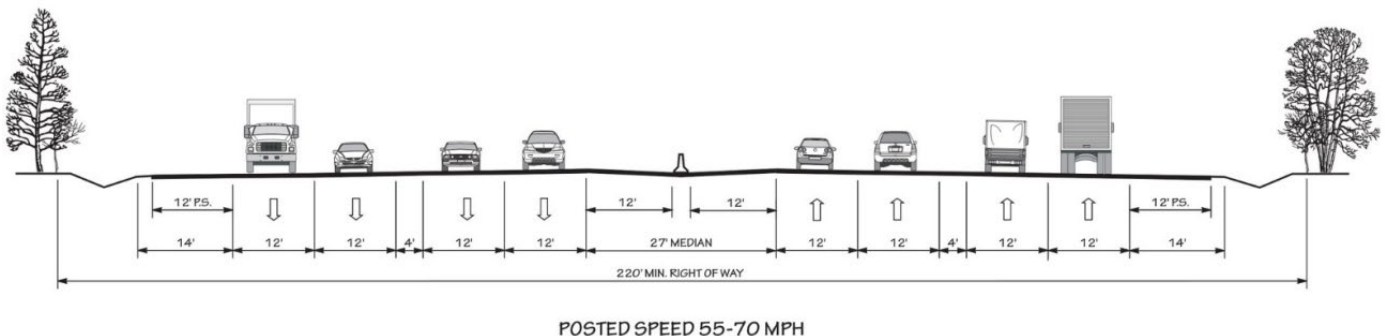
Notes:

- Division 14 would still be expected to submit I-40 as a widening project (without managed lanes)
- Discussions, coordination, and outreach could continue on this consideration

Potential Typical Cross-Section for Prioritization, if submitted as Managed Lanes:

TYPICAL SECTION No. 8E

8 LANE FREEWAY (4 GENERAL PURPOSE LANES, 4 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS



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Other Managed Lane/Toll Projects in North Carolina:

- I-77 Managed Lanes (Mecklenburg and Iredell Counties, Completed)
- Triangle Expressway Tolloed Lanes (Research Triangle Park to I-40, Completed)
- Monroe Expressway Tolloed Lanes (Mecklenburg and Union Counties, Completed)
- Complete 540 Tolloed Lanes (Wake and Johnston Counties, Under Construction)
- I-485 Express Lanes (Mecklenburg County, Under Construction)
- Mid-Currituck Bridge Tolloed Road (Currituck County, In-Development)
- Two US 74 Express Lanes Projects (Mecklenburg County, In-Development)
- I-77 Express Lanes to the SC Border (Mecklenburg County, In-Development)

Other Examples on I-40

One point of discussion at the MPO's Prioritization Subcommittee in January, 2024 was the fact that there are currently no managed lanes on I-40 in the United States. However, there are several projects currently under development or consideration, including projects in North Carolina, Tennessee, Arizona, and California.

Staff Report & Recommendations

Item 4C:

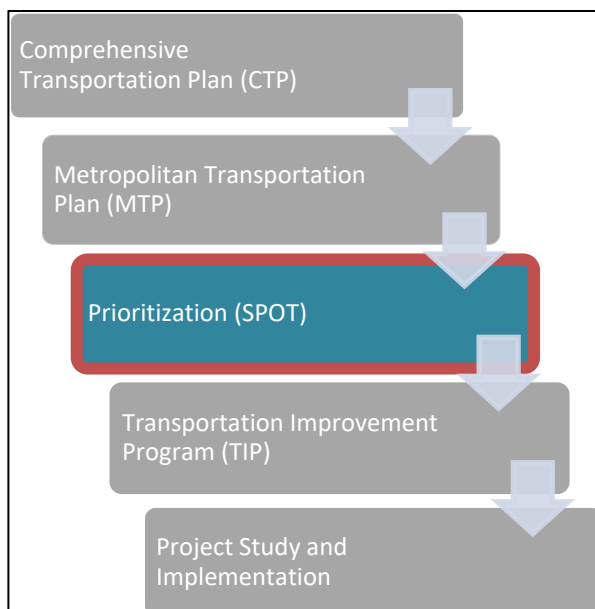
P8 Project Submittals- Final Approval

Very Brief Overview

The Prioritization Process (AKA SPOT, AKA P 8) is the process in North Carolina that helps determine the majority of transportation improvements across the State. The process is dictated by the [Strategic Transportation Investments Act \(STI\) of 2012](#) and is generally designed to be a data-driven, transparent process to determine what transportation projects are funded or not. MPOs are engaged throughout the process to submit projects for consideration (along with Divisions and RPOs) as well as local input points that are used to boost the scores of projects competing for Regional Impact or Division Needs funding.

Project submittals are planned transportation projects that are elected to be considered for funding in the process by MPOs, RPOs, or NCDOT Divisions. Projects will be scored based on the mode, facility type, and proposed improvement, to compete for any available funding.

The end result of the process is expected to be the 2028-2037 State Transportation Improvement Program (STIP), as well as the Transportation Improvement Program (TIP) at the MPO.



Action Items for Today

- Recommendation of the Final Submittal List

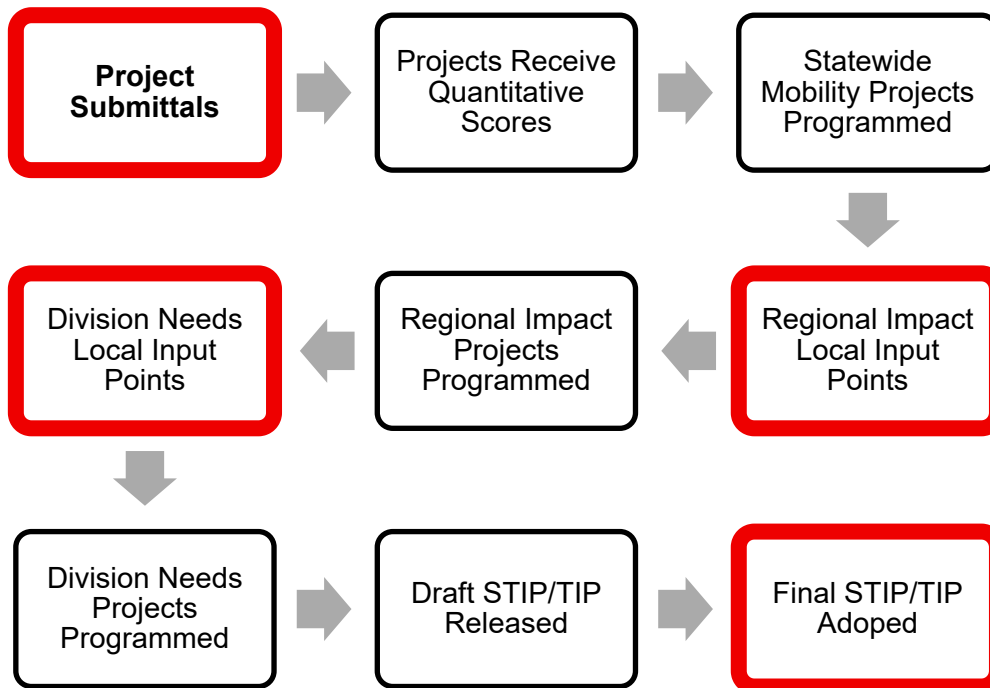
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Prioritization Background

There are several “major” steps in the prioritization process. The steps are laid out below with MPO tasks circled in red.



Initial/Current Step

We are currently at Step #1 in the process- Project Submittals.

Project Submittals generally come from three different places:

1. **New Projects Submitted by the MPO-** the MPO can submit **18** projects of each mode for consideration in the prioritization process (18 highway, 18 transit, 18 rail, 18 bike/ped, 18 aviation.)
2. **New Projects Submitted by the Divisions-** NCDOT Divisions are allotted **10** submittals per mode for consideration in the prioritization process.
3. **Carryover Projects-** projects that are “automatically” added to the prioritization process, either because they are “siblings” of existing projects or were projects decommitted in the last round.

Other sources of projects for our region:

1. **New Projects Submitted by Other Planning Organizations-** Land of Sky RPO, Foothills RPO, and Southwestern RPO are all adjacent to the FBRMPO and sometimes projects submitted go into the MPO.

Staff Report & Recommendations

MPO Schedule

August, 2025	Draft Submittals Approved by Board & TCC
August 22-September 17, 2025	Public Comment on MPO Draft Submittals
September, 2025	Final Submittals Approved by Board & TCC
June, 2026	Draft Regional Impact Local Input Points
June 19, 2026-August 19, 2026	Public Comment on Draft Local Input Points (Regional Impact)
August, 2026	Final Regional Impact Local Input Points
October, 2026	Draft Division Needs Local Input Points
October 16, 2026-November 18, 2026	Public Comment on Draft Local Input Points (Division Needs)
November, 2026	Final Division Needs Local Input Points
January, 2027	Draft STIP Released

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Carryover Projects

These projects will be automatically submitted into P8 unless the MPO takes action to remove, modify, or swap them. Carryover projects do not count towards the MPO's 18 new submittals.

TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type
A-0010AB	Statewide Mobility	I-26, US 19, US 23	US 25, US 70 (Weaver Boulevard)	SR 2207 (North Buncombe School Road)	NC 251/SR 1728 (BROADWAY STREET) INTERCHANGE. IMPROVE INTERCHANGE.	17 - Upgrade Freeway to Interstate Standards
A-0010AC	Statewide Mobility	I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	SR 1684 (ELK MOUNTAIN ROAD) INTERCHANGE. IMPROVE INTERCHANGE.	17 - Upgrade Freeway to Interstate Standards
A-0010AD	Statewide Mobility	I-26 (US 19/US 23)	US 25 (Merrimon Avenue)	N/A	US 25 (MERRIMON AVENUE) INTERCHANGE. IMPROVE INTERCHANGE.	8 - Improve Interchange
A-0010AG	Statewide Mobility	I-26 (US 19/US 23)	NC 251/SR 1728 (BROADWAY STREET)	US 25/US 70	NC 251/SR 1728 (BROADWAY STREET) TO US 25/US 70. WIDEN ROADWAY TO EIGHT AND SIX LANES.	17 - Upgrade Freeway to Interstate Standards
A-0010AJ	Statewide Mobility	I-26, US 19, US 23	US 25, US 70 (Weaver Boulevard)	SR 2207 (North Buncombe School Road)	Upgrade existing 4-lane section to Interstate Standards	17 - Upgrade Freeway to Interstate Standards
A-0010AK	Statewide Mobility	I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	Upgrade existing 4-lane section to Interstate Standards	17 - Upgrade Freeway to Interstate Standards
U-2801AA	Statewide Mobility	US 25A (SWEETEN CREEK ROAD)	US 25 (Hendersonville Road)	SR 3116 (Mills Gap Road)	US 25 (HENDERSONVILLE ROAD) TO SR 3116 (MILLS GAP ROAD)	1 - Widen Existing Roadway
U-2801AB	Statewide Mobility	US 25A (SWEETEN CREEK ROAD)	SR 3116 (Mills Gap Road)	SR 3081 (Rock Hill Road)	SR 3116 (MILLS GAP ROAD) TO SR 3081 (ROCK HILL ROAD)	1 - Widen Existing Roadway

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TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type
I-2513C	Statewide Mobility	I-26/I-240	I-26/I-40/I-240 Final Interchange Improvements	N/A	I-26/I-40/I-240 FINAL INTERCHANGE IMPROVEMENTS	8 - Improve Interchange
U-5971B	Statewide Mobility	US 19 (Patton Avenue)	US 19 (Patton Avenue) / US 23 / US 74 Alternate and NC 63 (New Leicester Highway)	N/A	Construct final intersection improvements.	10 - Improve Intersection
A-0010AF	Regional Impact*	I-26 (US 19/US 23)	US 25/US 70	N/A	US 25/US 70 INTERCHANGE. IMPROVE INTERCHANGE.	8 - Improve Interchange
U-6047	Regional Impact	NC 112 (SARDIS ROAD/ SANDHILL ROAD)	NC 191 (Brevard Road)	US 19/23 (Smokey Park Highway)	NC 191 (BREVARD ROAD) TO US 19/23 (SMOKEY PARK HIGHWAY). WIDEN ROADWAY TO MULTI-LANES.	1 - Widen Existing Roadway
U-5832	Regional Impact	NC 81 (SWANNANOA RIVER ROAD)	SR 3214 (Biltmore Avenue)	US 74A (South Tunnel Road)	SR 3214 (BILTMORE AVENUE) TO US 74A (SOUTH TUNNEL ROAD). WIDEN EXISTING ROADWAY.	1 - Widen Existing Roadway

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Recommended New Highway Submittals: Buncombe County (Nine New Submittals)

Route	From	To	Project Type	MTP?	Notes
US 19/23 (Smokey Park Highway)	I-40	NC 151	Access Management (Regional Impact)	Yes	Highest scoring MPO submittal P6, P7
NC 63 (New Leicester Highway)	Newfound Road	Gouges Branch Road	Improve Multiple Intersections (Regional Impact)	No	Lower cost submittal, based on public input from P7, scored well in P7
NC 191 (Brevard Road)	Glenn Bridge Road/Avery Creek Road	-	Improve Intersection (Regional Impact)	No	Lower cost submittal, scored well in P7, frequently brought up by the public
US 70 (Tunnel Road)	Beaucatcher Tunnel	US 74A (South Tunnel Road)	Road Diet (Regional Impact)	No	Lower cost submittal, highest scoring project on US 70 in P7
US 70 (State Street)	Blue Ridge Road	NC 9	Road Diet (Regional Impact)	Yes	Lower cost submittal, overlaps with Safe Streets priority corridor
Clingman Avenue	Patton Avenue	Hilliard Avenue	Multiple Intersection Improvements	Yes	Replaced Sand Hill Road @ Sand Hill School Road
Reems Creek Road	US 19/23 (Weaverville Highway)	Ox Creek Road	Modernization (Division Needs)	Yes	Scored well in P7, Weaverville priority, partially overlaps with Safe Streets priority
North Louisiana Avenue	US 19/23 (Patton Avenue)	Emma Road	Modernization (Division Needs)	Yes	Previously funded, overlaps with Safe Streets priorities, scored well in P7
Elkwood Avenue/Old Burnsville Highway	NC 251 (Riverside Drive)	US 25 (Merrimon Avenue)	Modernization (Division Needs)	Yes	Priority sidewalk corridor for Woodfin & Asheville; notable crash history.

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Haywood County (Three Submittals)

Route	From	To	Project Type	MTP?	Notes
US 19/23 (Asheville Highway/Park Street)	Chestnut Mountain Road	NC 215	Modernization (Regional Impact)	Yes	Haywood priority greenway connection; roundabout at NC 215
NC 215 (Penland Street)	US 19/23 (Park Street)	-	Intersection Improvement (Regional Impact)	Yes	Safe Streets priority intersection
US 19 (Dellwood Road)	US 23/74 (Great Smoky Mountain Expressway)	US 276 (Russ Avenue)	Access Management (Regional Impact)	No	Safe Streets priority corridor; changed termini to Russ Avenue vs. Jonathan Creek Road

Henderson County (Five Submittals)

Route	From	To	Project Type	MTP?	Notes
US 176 (Spartanburg Highway)	NC 225 (Greenville Highway)	Upward Road	Access Management (Regional Impact)	Yes	High scoring project from P7
US 25B (Asheville Highway)	North Main Street	NC 191	Multiple Intersection Improvements (Regional Impact)	Yes	Lower-cost submittal, high scoring project in P7
NC 280 (Boylston Highway)	NC 191 (Haywood Road)	NC 191 (Brevard Road)	Access Management (Regional Impact)	No	Previously funded project, scored well in P7

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Route	From	To	Project Type	MTP?	Notes
Signal Hill/Berkely/Thompson Street	US 64 (Four Seasons Boulevard)	US 25B (Asheville Highway)	Modernization (Division Needs)	Yes	Henderson County priority project; expected to score better in P8
Fanning Bridge Road	US 25 (Hendersonville Road)	NC 280 (Airport Road)	Modernization (Division Needs)	Yes	Fletcher priority project; modified from Multiple Intersection Improvements

Madison County (One Submittal)

Route	From	To	Project Type	MTP?	Notes
NC 213	Athletic Street	Bone Camp Road	Access Management (Regional Impact)	No	Madison County priority

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

New Bike/Ped Submittals:

Buncombe County (Nine New Submittals)

Route	From	To	Project Type	MTP?	Notes
Tunnel Road Sidewalks	New Haw Creek Road	Blue Ridge Parkway	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	
Patton Avenue	Old Haywood Road	Johnston Blvd	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	
North Blue Ridge Road	US 70 (State Street)	Cragmont Street	7 - Protected Linear Pedestrian Facility (Pedestrian)	No	Scored well in P7; replaces Old Haywood Road sidewalks
Lake Julian Greenway	French Broad River	Lake Julian	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	
Fairview Road	Swannanoa River Road	Liberty Street	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	
Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment)	Hominy Creek Greenway	French Broad River Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	PE funding programmed by MPO
US 70 Sidewalks	Franklin Street	Warren Wilson Road	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	Request of FANS
NC 251 (Riverside Drive)	Future 1-26	Woodfin Ave	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	NCDOT IMD Study Getting Started
Reems Creek Greenway	Quarry Road	Karpen Soccer Field	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	PE funding programmed by MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Haywood County (Three Submittals)

Route	From	To	Project Type	MTP?	Notes
Richland Creek Greenway-North	Recreation Park	Haywood High Tech Center	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	
Old Basalm Road	Hyatt Creek Road	400 Feet SW of Piney Mountain Road	7 - Protected Linear Pedestrian Facility (Pedestrian)	No	
NC 215 (Champion Drive)	SR 1589 (North Canton Road)	SR 1513 (Thickety Road)	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	PE and ROW Programmed With MPO Funds

Henderson County (Five Submittals)

Route	From	To	Project Type	MTP?	Notes
Church Street and King Street	US 176	North Main Street	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	Highest scoring Division 14 project in P7
Above The Mud Greenway Connector	Ecusta Trail	Oklawaha Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	2 nd highest scoring Division 14 project in P7
N Main Street/Clear Creek Road Sidewalks	Nix Road	Baldwin Avenue	7 - Protected Linear Pedestrian Facility (Pedestrian)	Yes	Connection to Oklawaha and Clear Creek Greenways
Mills River Valley Trail	French Broad River	NC 191	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	PE previously programmed
Oklawaha Greenway-Jackson Park to Blue Ridge CC	Jackson Park	Blue Ridge Community College	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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Madison County (One Submittal)

Route	From	To	Project Type	MTP?	Notes
Park Drive Sidepath	NC 213	Mars Hill Recreation Park	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	#1 Priority from Mars Hill Bike/Ped Plan

New Rail Submittals:

Route	From	To	Project Type	MTP?	Notes
NS AS Line	NC 251 (Riverside Drive)	N/A	3 - Highway-rail crossing improvement (point)	Yes	
NS AS Line (WNC Passenger Service)	Salisbury	Asheville	5 - Passenger rail service (line)	Yes	
NS AS Line	SR 2500 (Blue Ridge Rd),	N/A	3 - Highway-rail crossing improvement (point)	Yes	

New Public Transportation Submittals:

Transit System	Route / Facility Name (or Project Name)	Project Description
Haywood Public Transit	Haywood County Transfer Station	Transfer Building with Bathrooms and Side Small Vehicle Maintenance Capabilities
Haywood Public Transit	Expansion Vehicles	Two (2) expansion vehicles.
City of Asheville	Transit Maintenance Facility	Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment.
City of Asheville	Transit Multimodal Facility	Construct a new transit multimodal facility to accommodation vehicles that pick-up and drop transit riders.
City of Asheville	Mobile Fair Collection System	
Apple Country Transit	Expansion Vehicles	25' LTVhybrid vehicle for Route 2 expansion.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Changes from the Draft Submittal List

Draft Submittal Project	Final Submittal Project	Justification
Sand Hill Road @ Sand Hill School Road Intersection Improvement (Buncombe, Highway)	Clingman Avenue from Patton Avenue to Hilliard Avenue, Multiple Intersection Improvements (Buncombe, Highway)	Draft Submittal Scored Okay
US 19 (Dellwood Avenue) Access Management from US 23/74 to US 276 (Jonathan Creek Road) (Haywood, Highway)	US 19 (Dellwood Avenue) Access Management from US 276 (Russ Avenue) (Haywood, Highway)	With limited funding projected, a smaller section of project may be more competitive.
Old Haywood Road Sidewalks from Patton Avenue to Patton Avenue (Buncombe, Bike/Ped)	North Blue Ridge Road from US 70 (State Street) to Cragmont Road (Buncombe, Bike/Ped)	Both projects scored well in P7; North Blue Ridge Road provides more geographic equity, Division 13 may submit Old Haywood Road.

Action Needed: Recommend a List of Final P8 Project Submittals to the MPO Board

Prioritization Subcommittee Recommendation: Approve the Final List

Staff Report & Recommendations

Item 4D:

Functional Classification Changes

Functional classification is the process of grouping streets and highways into classes according to the character of service they are intended to provide and include evaluation of annual average daily traffic (AADT) data, speed limit, length, and other roadway characteristics. Accurate roadway functional classification ensures that federal aid funds are allocated where they are needed most. The North Carolina Department of Transportation (NCDOT) Transportation Planning Division (TPD) is responsible for processing updates to the Federal Functional Classification System in North Carolina every 10 years in partnership with planning organizations (MPO's & RPO's) for submission to the Federal Highway Administration (FHWA) for approval. Functional classification for roadways is categorized into the 7 classifications noted below:

- 1 – Interstate
- 2 – Freeway
- 3 – Other Principal Arterial
- 4 – Minor Arterial
- 5 – Major Collector
- 6 – Minor Collector
- 7 – Local

For the French Broad River MPO, an internal NCDOT committee identified the roadways. Then TPD worked with MPO, RPO, and Division staff to refine the attached list for functional classification updates placed in front of you today.

NCDOT TPD is requesting approval of the updates for submittal to FHWA.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Roadway	FromRoad	ToRoad	Proposed FC	ExistingFC	AADT	SpeedLimit	County
US 64	NC 280	Bumcombe St	Minor Arterial	Principal Arterial	7400 - 15000	40 - 55	Henderson, Transylvania
Tracy Grove Rd (SR 1793)	Mid Allen Rd (SR1893)	Howard Gap Rd (SR 1006)	Major Collector	Minor Collector	2800	40	Henderson
Dana Rd (SR 1525)	Ridge Rd (SR1783)	Howard Gap Rd (SR 1006)	Major Collector	Minor Collector	3900	40	Henderson
Naples Rd (SR1534)	US 25 Bus	S Naples Rd (SR1695)	Major Collector	Local	5300	45	Henderson
S Naples Rd (SR1695)	Naples Rd (SR1534)	US 25 Bus	Minor Collector	Major Collector	900	35	Henderson
E Barnwell St, S Grove St	US 25 Bus	US 176	Major Collector	Local	6600 - 10000	35	Henderson
E Price St/Old Kanuga Rd (SR1138)	Willow Rd (SR1171)	Kanuga Rd (SR1127)	Minor Collector	Major Collector	800 - 1600	30 - 40	Henderson
Finley Cove Rd (SR 1171), Hebron Rd (SR2155), Laurel Park Hwy, Willow Rd (SR 1171)	E Price St (SR1138)	White Pine Dr (SR 1173)	Minor Collector	Major Collector	100 - 2200	30 - 35, 55	Henderson
Kanuga Rd (SR1127)	Little River Rd (SR 1123)	US 25 Bus	Major Collector	Minor Arterial	4900 - 9700	35 - 40	Henderson
Willow RD/Price Rd (SR1137)	Finley Cove Rd (SR 1171)	Kanuga Rd (SR1127)	Minor Collector	Local	1900	35	Henderson
US 176	US 25 Bus	Mills St (SR 1819)	Principal Arterial	Minor Arterial	21500	35 - 55	Henderson
Fruitland Rd (SR1574)	Terrys Gap Rd (SR 1565)	US 64	Minor Collector	Local	4200 - 7100	35 - 40	Henderson

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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Roadway	From Road	To Road	Proposed FC	Existing FC	AADT	Speed Limit	County
Sugarloaf Rd (SR 1734)	Piney Mountain Rd (SR 1733)	US 64	Minor Collector	Local	2800 - 7300	45	Henderson
Little River Rd (SR 1123)	NC 225	Crab Creek Rd (SR 1127)	Minor Collector	Local	1300 - 3100	35	Henderson
Butler Bridge Rd (SR 1345)	NC 280	N Rugby Rd (SR 1365)	Minor Collector	Local	6200	35	Henderson
Fanning Bridge Rd (SR 1358/SR 3539)	NC 280	US 25	Minor Collector	Local	6100 - 9200	35	Henderson
Ray Hill Rd (SR 1316), Holly Springs Rd (SR 1322), Brickyard Rd (SR 1323), Turnpike Rd (SR 1328), N Greenwood Forest Dr (SR 1488)	US 64	NC 280	Minor Collector	Local	2800	35	Henderson
School House Rd/Ladson Rd/Banner Farm Rd/Warlick Rd (SR 1314)	NC 191	US 64	Minor Collector	Local	1800 - 4200	45	Henderson
US 25 Bus	NC 191	I26	Principal Arterial	Minor Arterial	21000 - 36000	40-55	Henderson

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Roadway	FromRoad	ToRoad	Proposed FC	ExistingFC	AADT	SpeedLimit	County
W Blue Ridge Rd (SR 1812)	NC 225	US 176	Minor Collector	Major Collector	1400	25	Henderson
NC 191	NC 280	US 25 BUS	Minor Arterial	Principal Arterial	12,500	35-55	Henderson
Old Spartanburg Rd (SR 1803)	Upward Rd (SR 1783)	Upward Rd (SR 1783)	Major Collector	Minor Collector	2200	35	Henderson
Jones Cove Rd (SR 1800)	Old Clyde Rd (SR 1523)	Old Clyde Rd (SR 1523)	Minor Collector	Major Collector	800 - 2600	35	Haywood
Miller St, Smathers St, Sulphur Springs Rd	Eagles Nest Rd (SR 1177)	US 276	Minor Collector	Major Collector	600 - 4400	25	Haywood
Crabtree Mtn Rd (SR 1549)	Willis Cove Rd (SR 1546)	Thickety Rd (SR 1513)	Minor Collector	Major Collector	450	30	Haywood
Thickety Rd (SR 1513)	Crabtree Mtn Rd (SR 1549)	NC 215	Minor Collector	Local	1400 - 2900	30	Haywood
Iron Duff Rd (SR 1364)	NC 209	I40	Minor Collector	Local	1800	40	Haywood
Monticello Rd (SR 1727)	US 19 Bus	US 25	Major Collector	Local	4500 - 7600	35	Haywood
Commerce St	Depot St	Miller St	Minor Collector	Local	0	35	Haywood
Allens Creek Rd (SR 1147)	US 23 Bus	Lickstone Rd (SR 1140)	Minor Collector	Local	4000	35	Haywood
Raccoon Rd (SR 1812)	US 276	Ratcliff Cove Rd (SR 1818)	Minor Collector	Local	3700	45	Haywood
Hospital Dr (SR 1929)	US 23 Bus	Jones Cove Rd (SR 1800)	Major Collector	Local	4800 - 8000	35 - 40	Haywood

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Roadway	FromRoad	ToRoad	Proposed FC	ExistingFC	AADT	SpeedLimit	County
Hyder Mountain Rd (SR 1513)	Richland Creek Rd (SR 1519)	Charles St (SR 1642)	Minor Collector	Local	350	35	Haywood
Charles St (SR 1642)	Hyder Mountain Rd (SR 1513)	US 19	Major Collector	Local	350	35	Haywood
Stamey Cove Rd (SR 1823), Ratcliff Cove Rd (SR 1818)	NC 215	Raccoon Rd (SR 1812)	Minor Collector	Major Collector	600 - 1900	35	Haywood
Broad St/Old Clyde Rd (SR 1523)	US 74	NC 215	Major Collector	Local	2600	35, 45	Haywood
Thickety Rd (SR 1513)	Charles St	Crabtree Min Rd (SR 1549)	Minor Collector	Major Collector	200 - 2300	25 - 30, 55	Haywood
Old Mars Hill Hwy (SR 2148), NC 197	US 19	US 19	Major Collector	Minor Arterial	600 - 6800	35, 55	Buncombe
NC 251	Lower Flat Creek Rd (SR 1742)	Fletcher Martin Rd (SR 1620)	Major Collector	Minor Arterial	1500	45	Buncombe
NC 63	Meadows Town Rd (SR 1001)	Alexander Rd (SR 1620)	Minor Arterial	Major Collector	5000	35, 45	Buncombe
Jenkins Valley Rd (SR 1641), Old NC 20 Hwy (SR 1641)	Old Leicester Hwy (SR 1002)	Rhymer Rd (SR 1623)	Minor Collector	Major Collector	3900	35	Buncombe

FRENCH BROAD RIVER

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Roadway	FromRoad	ToRoad	Proposed FC	ExistingFC	AADT	SpeedLimit	County
Elk Mountain Scenic Hwy (SR2230), Ox Creek Rd (SR2109)	Reems Creek Rd (SR1003)	Beaverdam Rd (SR 2230)	Minor Collector	Major Collector	400 - 1100	35, 40, 55	Buncombe
NC 694	US 70	Blue Ridge Pkwy (FED 901)	Minor Collector	Minor Arterial	900 - 2000	35, 55	Buncombe
Beaverdam Rd (SR 2030, SR 2053), Webb Cove Rd (SR 2053)	US 25	NC 694	Major Collector	Minor Arterial	1400 - 6500	35, 55	Buncombe
Porters Cove Rd (SR 2838)	US 70	I40	Principal Arterial	Local	15000	35	Buncombe
Patton Cove Rd (SR 2740)	US 70	I40	Principal Arterial	Local	18000	55	Buncombe
North Fork Rd (SR 2474)	Old US 70 Hwy (SR 2435),	NC 9	Minor Collector	Major Collector	1200 - 2600	35	Buncombe
US 74 Alt	Village Rd (SR2815)	Hollywood Rd (SR 2810)	Minor Arterial	Principal Arterial	3800 - 5700	45, 55	Buncombe
Enka Lake Rd (SR 3446), Queen Rd (SR3447)	NC 151	NC 112	Minor Collector	Local	3700 - 8500	35 - 40	Buncombe
Clayton Rd (SR3501)	NC 191	NC 146	Major Collector	Local	8800	45	Buncombe
NC 9	US 70	I40	Principal Arterial	Minor Arterial	7800	20, 35	Buncombe
US 70	NC 9	I40	Minor Arterial	Principal Arterial	2200 - 10500	35	Buncombe

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Roadway	FromRoad	ToRoad	Proposed FC	ExistingFC	AADT	SpeedLimit	County
S Charlotte St (SR 3284), US 70	Biltmore Ave (SR 3214)	I40	Principal Arterial	Minor Arterial	12000 - 21000	35 - 45	Buncombe
US 25	S Charlotte St (SR3284)	Broadway St (SR1781)	Minor Arterial	Principal Arterial	9100	20, 35	Buncombe
Broadway St (SR1781)	WTWeaver Blvd	I240 (RMP 4930)	Major Collector	Principal Arterial	8000	35	Buncombe
New Haw Creek Rd (SR2302)	US 70	Maple Dr	Minor Collector	Local	6300	35	Buncombe
Bee Tree Rd (SR2416), Warren Wilson Rd (SR2416), Old US 70 Hwy (SR 2435), Riverwood Rd (SR 2436)	Riceville Rd (SR2002)	Whitson Ave (SR2727)	Minor Collector	Local	3400 - 6000	35	Buncombe
Sulphur Springs Rd, Mimosa Dr	US 19 Bus	US 19	Minor Collector	Local	1000	35	Buncombe
Glendale Ave	NC 81	Fairview Rd	Minor Collector	Local	4800	35	Buncombe
Thompson St	NC 81	Glendale Ave	Minor Collector	Local	3000	35	Buncombe
London Rd	Fairview Rd	WChapel Rd	Minor Collector	Local	0	35	Buncombe
WChapel Rd	US 25 Alt	US 25	Minor Collector	Local	0	35	Buncombe
Concord Rd (SR3150)	Mills Gap Rd (SR3116)	Cane Creek Rd (SR 3136)	Minor Collector	Local	3800	40	Buncombe
Cedar Ln (SR3159), Weston Rd (SR3157)	US 25 Alt	Mills Gap Rd (SR3116)	Minor Collector	Local	2300	35	Buncombe

FRENCH BROAD RIVER

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Staff Report & Recommendations

Roadway	FromRoad	ToRoad	Proposed FC	ExistingFC	AADT	SpeedLimit	County
Clarks Chapel Rd	I26	126 (RMP 4985)	Minor Arterial	Local	8100	35	Buncombe
Montford Ave	WChestnut St	Haywood St	Minor Collector	Local	10200	35	Buncombe
Broadway St (SR1781)	US 25	N Lexington Ave	Interstate	Principal Arterial	0	35	Buncombe
Swannanoa River Rd (SR 3389)	NC 81	NC 81	Minor Collector	Minor Arterial	2700	35	Buncombe

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):

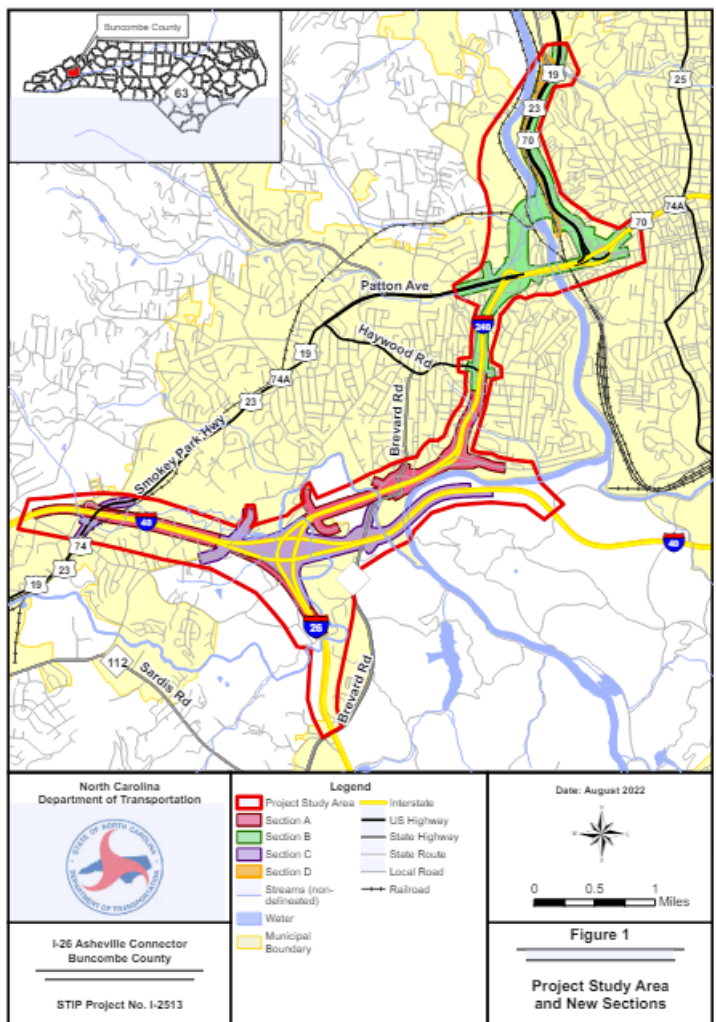
Section AA- Pavement rehabilitation on I-40 from roughly Sand Hill Road to Monte Vista Road. (STIP Status: Funded)

Section AB- I-26/I-40 AND I-40/US 19/23 (SMOKEY PARK HIGHWAY) INTERCHANGES. CONSTRUCT THE FOLLOWING IMPROVEMENTS: WIDEN I-40 EASTBOUND TO I-26 EASTBOUND RAMP, WIDEN I-26 WESTBOUND BETWEEN I-40 RAMPS, CONSTRUCT NEW I-40 WESTBOUND TO US 19/23 (SMOKEY PARK HIGHWAY) NORTHBOUND RAMP. (STIP Status: Funded)

Section AC- Widen I-26/I-240 from I-40 to Haywood Road (STIP Status: Funded)

Section B- Highway Widening and New Bridge Construction over the French Broad River from 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)



Staff Report & Recommendations

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 French Broad River MPO and City of Asheville, including multimodal infrastructure and aesthetic enhancements.

Update

Nathan Moneyham, NCDOT Division 13 Construction Engineer, will provide an update.

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/Division13_September2025Updates.pdf

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2025/07/Division14_August2025Updates.pdf

Item 6B:

TPD Updates

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>

Item 6C:

Committee & Workgroup Updates

Prioritization Subcommittee— met on August 6th, next meeting September 3rd.

- P8 Submittals
- Elevate 2050 Updates
- Subcommittee Bylaws Discussion

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

5307 Subrecipient Workgroup- met on August 19th;

Points of Business/Discussion:

- Transit-specific training and learning opportunities for workgroup
- Grant reporting updates and future detailed reporting needs
- Knowledge-sharing opportunities within current group composition

Hellbender Trail Stakeholder Group/Regional Trail Forum Updates- met on April 3rd; next meeting TBD

Citizens Advisory Committee- met on July 7th

- Discussed the Committee's current standing, recommended dissolution.

MPO Studies Status

Study	Managing Entity	Year Programmed	Status
CTP/MTP Update	FBRMPO	2024	Underway
Safe Streets for All Regional Action Plan	FBRMPO	2024	Completed
Patton Avenue Corridor Study	City of Asheville	2023	Underway
Woodfin-Weaverville Greenway Study	Town of Woodfin	2025	Underway
Buncombe County Pedestrian Plan	Buncombe County	2025	Underway
Hellbender Implementation Plan	FBRMPO	2024	Not Started
Regional ITS Plan	FBRMPO	2024	Contracting Underway
Travel Survey/Model Upgrades	FBRMPO	2024	Not Started
Staffing & Compensation Study	LOSRC	2024	Not Started

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	Closing Out	Recently Completed!	
BL-0007	Ecusta Trail (Kanuga Rd to US 64)	Henderson	Under Construction	Late Summer 2025 due to the impacts of Hurricane Helene	2023
EB-5948	Onteora Blvd Sidewalks	Buncombe	Under Construction	Recently Completed!	2023
EB-5926	US 19 (Soco Rd) Bike/Ped Improvements	Haywood	Under Construction	2024	2022
U-5190	New Leicester Sidewalks	Buncombe	Closing Out	Recently Completed!	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, submitted final plans to NCDOT, awaiting action.	2024
EB-5947	New Haw Creek Rd Sidewalks	Buncombe	Under Construction	Estimated to be complete in April 2026	2025
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 – 90%	Going to bid in September 2024	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	ROW – To be completed in May 2025 Construction- To be transferred to NCDOT	ROW complete in 2025, Construction to begin in FY25 and will extend into FY26	2024
BL-0076	Riceville Rd Sidewalks	Buncombe	Design – 30%	Late 2025	2025
EB-5547A	Riverwalk Greenway (Black Mountain Ave to Flat Creek Greenway)	Buncombe	Design – % ROW - 0%	Summer 2025	2025
EB-5547B	Riverwalk Greenway (Black Mountain Ave to Into the Oaks Trail)	Buncombe	Design – 30%	2025	2025
EB-5774A	Woodfin Greenway	Buncombe	Design – 65%	R.O.W. – 2025 Construction – 2026/2027	2027
EB-5824	Enka Heritage Trail	Buncombe	Design – 15%	R.O.W. – 2025 - 2026	2025
EB-5831	Coxe Ave Bike/Ped Improvements	Buncombe	Design – 10%	ROW/Construction – June 2026	2025
BL-0006	Various Ped Improvements within Asheville City Limits	Buncombe			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)
EB-5774B	Beaverdam Creek Greenway	Buncombe	Design – 25%	R.O.W. – 2026 Final landowner coordination required post Helene	2026
EB-5822	North RAD Greenway	Buncombe	Design – 25%	30% Design will determine the path forward/interaction with I-2513B/D	2026
HL-0013	9 th Ave Bridge Replacement	Buncombe	Design – 50%	Design – Complete in September 2025 R.O.W. – Began September 2024	2026
BL-0078	Ecusta Trail (US 64 to Transylvania County Line)	Henderson	Design – 30%	Winter 2025	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