

French Broad River Metropolitan Planning Organization
Minutes from the Governing Board Meeting on October 16th 2025

Attendance:

In-Person and Remote via the Zoom Platform:

Kim Roney	City of Asheville
Sage Turner	City of Asheville
Chuck McGrady	BOT D14
Emily Whitmire	Village of Flat Rock
Jim Player	Town of Fletcher
Kevin Ensley	Haywood County
Parker Sloan	Buncombe County
Jennifer Hensley	City of Hendersonville
Tom Widmer	Town of Montreat
Drew Stephens	Town of Biltmore Forest
Anthony Sutton	Town of Waynesville
Catherine Cordell	Town of Weaverville
Jim McAllister	Town of Woodfin
Daniel Sellers	NCDOT TPD
Steve Williams	NCDOT Division 14
Chris Medlin	NCDOT Division 13
Doug Phillips	NCDOT Div 13
John Hunter	NCDOT TPD
Kevin Ensley	Haywood County
Sheila Franklin	Henderson County
Jay Egolf	Henderson County
Stephen Sparks	NCDOT
Troy Wilson	NCDOT
Drew Ball	Buncombe County

Members without Representation present:

Town of Black Mountain

Town of Clyde
Town of Maggie Valley
Town of Mars Hill
Rural Transit
Urban Transit
Town of Mills River
BOT DIV 13
Town of Canton
Madison County
Town of Laurel Park

Additional Attendees:

Tristan Winkler (FBRMPO)	Hannah Bagli (FBRMPO)	Daisy O'Connor (FBRMPO)
Asha Rado (LOSRC, Minutes)	Sandy Broadwill(FBRMPO)	David Roy (NCDOT)
Carly Swanson (NCDOT)	Kate Trimble (NCDOT)	Wesley Grindstaff(NCDOT)
Adam Smith(Public)	Maddie Barondeau(Public)	Ryley Ober (Citizen Times)
Christina Foust(Public)	Kim King (WLOS)	Ben Robinson (WLOS)

WELCOME, INTRODUCTIONS & ROLL CALL

Anthony Sutton called the meeting to order at 1:01 PM and welcomed everyone. He read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No conflict's were had.

Quorum was announced to conduct the business of the Board.

PUBLIC COMMENT

Anthony Sutton opened the floor for public comment.

Maddie Barondeau- Please see attached written statement that was read as her public comment.

Adam Smith- A local born and raised native of Asheville. Working in nonprofits, he is part of the Woodfin parks community enrichment committee. He knew Lennie Antonelli through work connections at Liberty Bikes. Spoke fondly of Lennie. Through the loss of Lennie, he started discussing bicycle safety zone signs, the idea is to have these posting signs for bicycle safety much like "construction safety zone" etc. It would raise awareness and impose higher penalties for speeding in bicycle heavy areas. He believes that signage would greatly improve our public safety.

MPO Speech:

My name is Maddie Barondeau, I am a resident of Buncombe County and I work in Henderson County. I'm here today as a call for action for road safety with regard to the cycling accident on NC-251 in Madison County on 7/1/2025 that killed two people and injured a third. Their names are Lennie Antonelli, Jake Hill, and Griffin Tichenor.

On Sunday, June 29th, my boyfriend, Lennie Antonelli, took me to a jeweler to pick out an engagement ring. Afterwards, we called his parents and they were so excited to hear we were looking at rings. Lennie told me he planned to ask my dad for his blessing at the cycling races in Indianapolis later in July.

Instead, two days later, on July 1st, I called Lennie's parents, this time to tell them Lennie was hit and killed by the driver of a dump truck on NC-251. I grieve the loss of my soulmate, and the loss of the future we had planned, but will never get to share together. Today, I wear that ring we picked out as a remembrance rather than a promise for the future.

As part of that grieving, I am here to ask this group to protect their constituents from ever having to go through the terrible loss I am going through right now.

I want you to feel guilt, I want you to feel shame, because two people died on July 1st and it is your job to protect the safety of your constituents on the roads. From 2015-2024, Asheville ranks first per capita in North Carolina for fatal bicycle crashes according to Asheville Citizen Times, and I expect that ranking will continue in 2025. According to the French Broad MPO website, the NCDOT has a goal of reducing crashes by 50% by 2030, but I see that bicycle and pedestrian fatalities and serious injuries have consistently risen since 2013. Your staff has told me that you have not met your safety targets since their creation in 2018. Given this data, my response to you is this: You can't keep doing the same thing and expect a different outcome. So here is what I ask you to consider today:

1. I cannot hold my representatives accountable if I do not know how they are voting. I would like the dissenting votes to be recorded in the minutes from now on.
2. Where is NC-251 in the queue for design review and can it be prioritized for review sooner given the recent violence?
3. Where is Swannanoa River Road, in the queue for design review and can it be re-prioritized for review given the recent violence?
4. I understand the interstate is important. Believe me, I drive it to work every day and want that construction completed. What I don't understand, is why this group has continually voted to fund the interstate over local roads when the interstate is eligible for federal funding. That is an inefficient use of my money and taxpayer money. I expect better.
5. Similarly, I consistently keep hearing that funding is a barrier to getting these projects done. That is not an acceptable excuse to say to my face. People are dying. You are in this position because you need to figure out solutions to keep people safe. Actions can be taken now to incentivize safer driving practices, requiring minimal funding, which my friend Adam will share his idea for this shortly.

I can imagine a future where you can bike from Asheville to Hendersonville on 25 and then ride the Ecusta trail all the way to Brevard. I can imagine the future of the Hellbender trail system, and I'm asking you to make that a reality.

It may take 10 or more years to make this happen, but you need to allocate the funding now to make this a reality. And I know that reality will yield such benefits to western North Carolina. I ride and run on the new Ecusta trail and see how many people have come outside to enjoy it, I see the businesses alongside the trail are booming. Not only would funding protected bike lanes and trails lead to improved safety, but it will also yield an improved economy.

When you leave this meeting today, I want you to think about me. How my heart is shattered and so unnecessarily. I want you to sit in that discomfort tonight. I want you to think if your spouse or your child died, wouldn't you be in the same position as me, begging for change? Wouldn't you feel indescribable regret for delaying action? Except the difference is you have the power to vote and fund positive change for this community. Expect me to hold you accountable to that.

I don't expect you to answer my requests and questions today—these are topics that you must discuss. I do expect an answer, and you can expect me to return to these meetings to understand your progress. I am happy to provide a copy of my comments to be recorded in the minutes or for your personal notes.

Thank you for your time, and I would like to introduce Adam, who would like to propose a potential solution for bicycle safety.

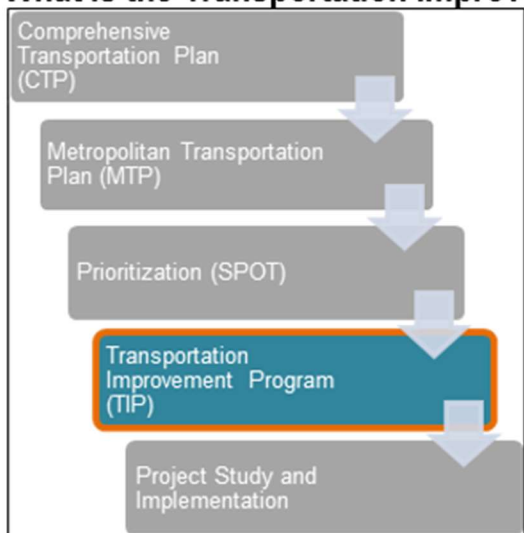
CONSENT AGENDA

3A. September 2025 Meeting Minutes:

https://frenchbroadrivermpo.org/wp-content/uploads/2025/10/2025_09_18_MPO.DRAFT_.Board_.Minutes.pdf

3B. Amendments to the 2024-2033 Transportation Improvement Program (TIP):

What is the Transportation Improvement Program (TIP)?



improvements

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.

Amendment Highlights:

Amendments this month include:

- Segmenting EB-5774A (Woodfin Greenway) into EB-5774AA and EB-5774-AB
- Segmenting I-4409 (1-40/Blue Ridge Road) into I-4409A, which replaces the bridge, and I-4409B, which upgrades I-40/Blue Ridge Road
- Delay construction for U-5019A (Nasty Branch Greenway)
- Various safety statewide and division wide safety

All TIP Amendment Summaries can be found here:

https://frenchbroadrivermpo.org/wp-content/uploads/2025/09/FBRMPO_October2025_TIP_Amendments.pdf

Kevin Ensley moved to approve the TAC Agenda, consent agenda including the September 2025 minutes and the amendments to the 2024-2033 TIP. Jim McAllister seconded the motion which passed upon a unanimous roll call vote.

Business:

4A. Title VI Plan:

The purpose of the Title VI Plan is to comply with federal regulations under 49 CFR Part 21 and 23 CFR 200. These regulations require all recipients of federal funds to comply with Title VI of the Civil Rights Act of 1964 and its subsequent federal acts, as shown under the Authorities section of this document.

FBRMPO is a recipient of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds and will likely use other federal funds. The FBRMPO last updated its Title VI Plan in June 2019, the Title VI Plan is reviewed annually and updated periodically in order to ensure accuracy and responsiveness to changes in local demographics.

MPO staff has revised the previously adopted June 2019, Title VI Plan through adapting the template plan produced by the North Carolina Department of Transportation. The proposed update tailors the plan specifically to the French Broad River MPO region and updates the included demographic information to the latest available.

The North Carolina Department of Transportation Office of Civil Rights has reviewed the draft update and provided comments which are reflected in the changes presented here.

[Draft - Updated Title VI Plan](#)

TCC recommendation as to Approve the Title VI Plan.

Discussion occurred around MPO's language around "sex" is this regarding sexual orientation. Woodfin changed their wording to include not just gender but also sexual orientation. Executive orders would limit us and constrain the language we can use in reference to Title VI. Proposal to investigate if we can do this and then come back to it. Question about limited English proficiency, it's important to have translations on public transit. Discussion around getting a demographic around Woodfin.

Jim McAllister moved to approve the Title VI Plan and adopt it with amendment to look into changing language in regards to gender or sexual orientation and come back to it after investigation. Kim Roney seconded the motion which passed upon a roll call vote.

4B. 5310 & JARC Call for Projects

The French Broad River MPO holds Calls for Projects for Federal Transit Administration (FTA) Section 5310 and Jobs Access Reverse Commute (JARC) funds, the two transit and human services transportation funding categories allocated to the Asheville Urbanized Area. While the City of Asheville is the Designated Recipient of these funds and is required to provide contracting, administration, and oversight, the FBRMPO is required to determine how these funds are to be used and distributed across the region.

5310

FTA's Enhanced Mobility of Seniors & People with Disabilities (Section 5310) makes federal funding available to the Asheville Urbanized Area with the City of Asheville serving as the designated recipient. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

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 type projects: no more than 45% of the total funding amount can go to those projects

The table below shows the available funding for Section 5310 FY2024 that must be distributed:

FY 2025's Section 5310 Allocation	
FY 2025 FTA Section 5310 Funds Available to Asheville UZA	\$486,152
Section 5310 Admin at 10%	\$48,615
Remaining Section 5310 after Admin	\$437,537

*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 will 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.

JARC

Jobs Access Reverse Commute (JARC) is a type of public transportation funding that was consolidated into FTA Section 5307 urban transit funding in 2012. JARC is geared towards transportation for low-income individuals to jobs and job training. Transit capital and operating expenses are eligible, with an appropriate local match required (20% for capital/ 50% for operating).

JARC funding in the MPO region is calculated based on a 10% set aside from the 5307 FTA urban transit formula allocated to the Asheville Urbanized Area.

FY 2024's Section 5307 (JARC) Allocation	
Regional JARC - FY 2024 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	\$ 420,732

Timeline for 5310 and JARC:

FY2024 Call for Projects Application Timeline	
January 16, 2025	5310 and JARC Call for Projects opens
February 20, 2025	5310 and JARC applications due to FBRMPO
March 5, 2025	FBRMPO Prioritization Subcommittee meets to review 5310 and JARC applications
March 13, 2025	TCC approves 5310 and JARC project selection
March 20, 2025	MPO Board votes on 5310 and JARC project selection
May 15, 2025	MPO Board approves TIP Amendments for 5310 and JARC projects

[5310 Call for Projects](#)

[5310 Application](#)

[JARC Call for Projects](#)

[JARC Application](#)

TCC Recommendation was to approve the 5310 and JARC call for projects.

Discussion around if there were any purposed changes than last years split of funding. Short answer no.

Kim Roney moved to approve the call for 5310/JARC projects. Parker Sloan seconded the motion and it passed upon a unanimous roll call vote.

4C. Call for Planning Projects

The FBRMPO Unified Planning Work Program (UPWP) is the MPO's budget document for planning activities throughout the fiscal year that includes in-house planning activities as well as special studies undertaken in the region utilizing MPO planning funds. These activities are paid for by federal planning (PL) funds (or STBGDA funds "flexed" to planning) as well as a required 20% local match provided by member governments.

Typically, the MPO has held a call for planning projects for the following year's UPWP (FY 2027, in this case.) The Draft UPWP is due in January. The Final UPWP is due in March.

Eligible Applicants: Any Member Government of the French Broad River MPO

Eligible Activities:

- Transportation Master Plan
- Corridor Studies
- Access/Mobility Studies
- Inventories of Existing Routes and Right of Way Investigations
- Future population, Employment, and Economic Growth Studies
- Traffic studies such as circulation plans, traffic count programs, intersection analysis, and small area studies
- Bicycle and Pedestrian planning such as bicycle parking, sidewalk/bicycle lane master plans and trail and greenway plans
- Economic Impact Studies for Transportation Investments
- GIS data development/mapping applications
- Transportation related health impact assessments

- Transit Master Plan

- Conceptual/Scoping Studies and Limited Engineering Design (specifically up to 15 percent "line and grade" design per NCDOT guidance), also known as "Planning Preliminary Plans" or "Functional Roadway" plans

Required Non-Federal Match: 20% (no in-kind contributions)

Call for Projects Proposed Schedule:

- October 30th- Issue Call for Projects
- December 30th- Applications Due
- January/February- Projects Selected
- March- Projects Programmed in the FY 2027 UPWP
- July- Agreements between Land of Sky & Approved Applications

Proposed Funding Available: \$500,000 (but staff recommends programming no more than two projects)

TCC recommends approving the call for projects.

Discussion around clarification between “project” and “study”.

Parker Sloan moved to approve the call for planning projects. Kim Roney seconded the motion and it passed upon a unanimous roll call vote.

4D. MPO Committee/Workgroup Update & Discussion

Background

- The Citizens Advisory Committee has been standing committee at the MPO since roughly 2012 with members from the general public, with a charge to provide recommendations related to public engagement and the MPO’s Public Involvement Plan, among other related tasks
- The Citizens Advisory Committee has struggled with attendance since 2021
- MPO staff has undergone two iterations of soliciting new applicants, but the attendance has remained a struggle
- In 2025, the Citizens Advisory Committee voted to dissolve itself
- In May, 2025 the MPO Board voted to keep the Citizens Advisory Committee in-place, citing a lack of other ways for the public to be directly involved
- In July, 2025 the Citizens Advisory Committee revisited the discussion and once again voted to dissolve itself; recommending a bike/ped committee in its place
- In August and September, the Prioritization Subcommittee discussed adding at-large seats to the subcommittee or adding a bike/ped committee and did not recommend either
- In October, 2025 the TCC voted to accept the Citizen Advisory Committee’s recommendation to dissolve it and to further explore committee and workgroup opportunities for public engagement

TCC recommended dissolving the Citizens Advisory Committee.

Discussion around thanking TDM on working with the aging community to help them ride the bus. Question on

which group is looking at ADA compliance committee, because of overlap between walkability and accessibility, it was recommended to add a bike/ped with ada added. Discussion around who was on the Hellbender group, it is both prioritization subcommittee and some stakeholders around region. Combining it with hellbender was brought up.

Two motions will be needed.

Sheila Franklin moved to approve the dissolution of the Citizens Advisory Committee. Kevin Ensley seconded the motion.

Kim Roney made a friendly amendment to move to accept recommendation of the citizens advisory committee to dissolve itself approved by Sheila Franklin and Kevin Ensley who motioned before discussion. This passed upon a roll call vote.

Discussion on staff going into communities instead of having community members come to us. Discussion around complete streets. Suggestion to speak with Hellbender Group to see if they are willing to transition to a bike/ped/ada compliant group instead.

Jim McAllister recommended to add non-voting members to the Prioritization Committee and adding this to agenda for next month.

5A.I-40 Managed Lanes

Background

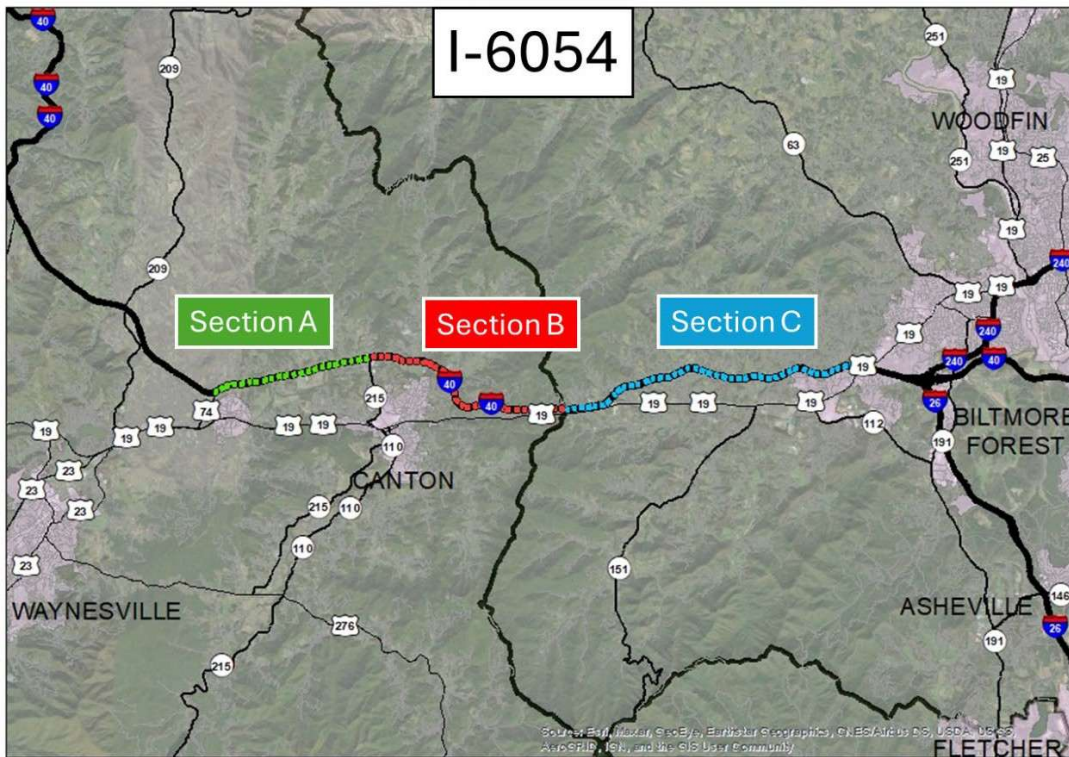
What is the Project Under Consideration?

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)

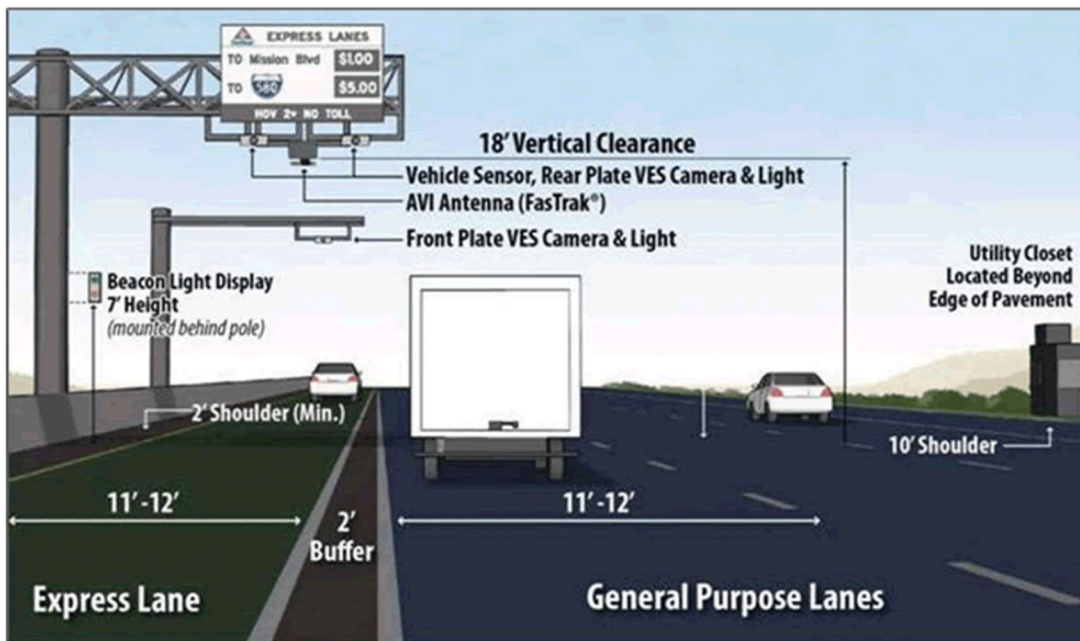
Section C: Exit 37 (Wiggins Road) to Monte Vista Road



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. 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.

In September, 2025, the MPO Board and TCC voted to submit I-40 as a widening from Exit 44 to Exit 27, with the intent to consider changing the project from a "conventional" widening to a managed lanes widening in P8 by no later than the January meeting.

Discussion at the Meeting

David Roy, Director of Innovative Finance at the NCDOT Turnpike Authority will provide additional information from the preliminary financial analysis for managed lanes on I-40 as well as a general background on the turnpike authority and toll facilities. A one-pager provided by the Turnpike Authority is available below.

Presented by Carly Swanson, NCDOT Turnpike Authority.



I-40 Express Lanes

October 2025

PROJECT UNDER CONSIDERATION

- The Project would add ~16.4 miles of express lanes on I-40 from Exit 27 to Exit 44 (Divisions 13/14).
- General widening project previously broken into three sections for prioritization:
 - I-6054A – widening from Exit 27 to 31
 - I-6054B – widening from Exit 31 to 37
 - I-6054C – widening from Exit 37 to 44

BACKGROUND

- In January 2024, the Land of Sky RPO (LOSRPO) and the French Broad River MPO (FBRMPO) requested NCDOT and NCTA to study express lanes on the planned I-6054 widening project.
- Stantec provided sketch-level Traffic and Revenue (T&R) forecasts for the Project with the following scenarios:
 - One express lanes in each direction
 - Two express lanes in each direction, allowing large commercial vehicles in the lanes
- NCTA prepared a high-level financial feasibility analysis.
- Per state law, tolling must be approved by the impacted local planning organization(s).
- Initial tolling analysis results show maximum \$100 million in Bonus Allocation being made available to LOSRPO and FBRMPO.
- NCDOT and NCTA are not advocating for a particular path forward.
- NCDOT and NCTA will continue to provide support for LOSRPO and FBRMPO to determine the best path forward for the region.

ANALYSIS RESULTS

- T&R analysis shows revenue forecasts for both scenarios are sufficient to cover all operations & maintenance and major maintenance costs, and a portion of the upfront capital costs.
- Both scenarios would require gap funding outside of toll revenue backed debt to complete construction – consistent with all NC toll projects.
- Gap funding would come from the STIP and/or federal discretionary grants.
- The scenarios with two express lanes in each direction generated additional revenue due to commercial traffic.
- Changes to the project's cost estimate or interest rates could affect the results of the analysis.

Analysis Results (2025\$)	One Express Lane	Two Express Lanes
Project Financing Cost	~\$700 million	~\$850 million
Bond(R) Financing Capacity	~\$225 million	~\$350 million
Funding Gap	~\$475 million	~\$500 million

ILLUSTRATIVE SCHEDULE

- 2028-2037 STIP approved by BOT & FHWA: mid to late 2027
- Project Development / NEPA: 2-3 years
- Construction: 5-6 years
- Open to traffic: mid-2030s

Information Only.

Discussion occurred from a logistic industry like trucking companies, do you get more pushback in regards to tolls. As its still a choice, sometimes they make it and sometimes they do not.

***There was lengthy discussion around this informational presentation on managed lanes. Please see the video recording of the meeting starting at 02:05:23 and continues until 02:23:00.**

Link: <https://www.youtube.com/watch?v=bCl8qjvKdpc>

5B. (TDM) Commute Friendly WNC Program

Commute Friendly WNC is a *free* workplace and campus certification program that encourages employers and colleges to take an active role in supporting multimodal employees, students, and visitors. It is a program that recognizes and celebrates those organizations that go the extra mile to promote ways of getting around our community that reduce traffic congestion and improve air quality. (That means carpooling, vanpooling, public transit, biking, walking, and even remote work!)

The Commute Friendly certification is both a recruitment tool and a bragging right. But it's also a community of like-minded businesses, campuses, and organizations who care about making Western North Carolina a place where transportation is not a barrier to employment or education, and where every mode of transportation is an opportunity to connect and build the future we want.

Most importantly, becoming certified unlocks all of Go Mountain Commuting's free programming.

Benefits include:

- An on-site assessment and multimodal consultation, with an in depth explanation of resources and options available to your community.
- Creation of workplace or campus-specific outreach materials and resources.
- Creation of workplace or campus-specific commuter challenges.
- Promotion as a Commute Friendly Workplace or Campus
- Inclusion in Commute Friendly WNC quarterly networking and learning sessions.
- Bicycle Commuting 101 lunch & learns (and) Bus Ride-Alongs to teach your community how to tackle multimodal commutes
- Grant-writing assistance for multimodal amenities or plans (when available).
- Personalized commute planning assistance for your employees or students.
- Go Mountain Commuting will table at your events, or speaking at your functions, by request

The first info session is scheduled for **Monday, November 3rd, from 12:30pm-2pm** at the Land of Sky Regional



Council. **Lunch will be provided.** Please register by [clicking this link](#) or scanning the QR code:
Email sandy@landofsky.org if you have any questions.

6A. Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2025/10/Division13_October2025Updates.pdf

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2025/10/Division14_October2025_Updates.pdf

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>

6C.

Committee & Workgroup Updates

Prioritization Subcommittee— met on September 3rd, next meeting November 5th.

- P8 Submittals
- Elevate 2050 Updates
- Subcommittee Bylaws Discussion

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.

(*See [Agenda](#) for Locally Administered Projects and MPO Studies Status)

7D. Legislative Updates:

PUBLIC COMMENTS

Anthony Sutton opened the floor again for public comment. No comment was heard.

ADJOURNMENT

Anthony Sutton adjourned the meeting at 3:40PM as there was no further business before the Board.

Member	Name	Vote#1-Consent	Vote#2 Business 4A with friendly amendment	Vote#3 Business 4B	Vote#4 Business 4C	Vote#5 Business 4D
Asheville (KR)	Kim Roney	Y	Y	y	y	y
Asheville (ST)	Sage Turner	Y	Y	y	y	y
Black Mountain	Archie Pertiller	not present	not present	not present	not present	not present
BOT D13	Billy Clarke	not present	not present	not present	not present	not present
BOT D14	Chuck McGrady	Y	non answer	Y	y	y
Buncombe County (DB)	Drew Ball	non answer	Y	y	y	y
Buncombe County (PS)	Parker Sloan	Y	Y	y	y	y
Canton	Dr. Ralph Hamlett	not present	not present	not present	not present	not present
Clyde	Dann Jesse	not present	not present	not present	not present	not present
Flat Rock	Emily Whitmire/Susan Gregory	Y	Y	y	y	y
Fletcher	Jim Player	Y	Y	y	y	y
Haywood County (BR)	Brandon Rodgers	not present	not present	not present	not present	not present
Haywood County (KE)	Kevin Ensley	Y	Y	Y	y	y
Henderson County (JE)	Jay EgoIf	Y	Y	y	y	y
Henderson County (SF)	Sheila Franklin	Y	Y	y	y	y
Hendersonville	Jennifer Hensley	Y	Y	y	y	y
Laurel Park	George Banta	not present	not present	not present	not present	not present
Madison County	Matt Wechtel	not present	not present	not present	not present	not present
Maggie Valley	Mike Eveland	not present	not present	not present	not present	not present
Mars Hill	John Chandler	not present	not present	not present	not present	not present
Mills River	Jeff Moore	not present	not present	not present	not present	not present
Montreat	Tom Widmer	Y	Y	y	y	non answer
Rural Transit	David White	not present	not present	not present	not present	not present
Town of Biltmore Forest	Drew Stephens	Y	Y	y	y	y
Urban Transit	Susan Bean	not present	not present	not present	not present	not present
Waynesville	Anthony Sutton	Y	Y	y	y	y
Weaverville	Catherine Cordell	Y	Y	y	y	y
Woodfin	Jim McAllister/Betsy Ervin	Y	Y	y	y	y
Total Yes		15	15	15	15	15
Total No		0	0	0	0	0