

**French Broad River MPO
Prioritization Subcommittee**

**Meeting Minutes
September 3rd, 2025**

ATTENDANCE in Person or Remote

Voting Members

Autumn Radcliff, Henderson County
Archie Pertiller, Town of Black Mountain
William High, Buncombe County
Catherine Cordell, Town of Weaverville
Elizabeth Teague, Town of Waynesville
Jessica Morriss, City of Asheville

Non-Voting Members

Tristan Winkler, FBRMPO

Steve Williams, NCDOT

Doug Phillips, NCDOT

Lyuba Zuyeva, VHB

Janna Bianculli, Hendersonville

Vicki Eastland, LOSRPO

Hannah Bagli, FBRMPO

Daniel Sellers, NCDOT

Troy Wilson, NCDOT

Joel Strickland, McAdams

Alex Mumby, Waynesville

WELCOME AND INTRODUCTIONS

Elizabeth Teague started the meeting at 9:30AM with introductions. A quorum was announced, and roll was called.

PUBLIC COMMENT

Elizabeth Teague opened the floor for public comment. No comments were heard.

APPROVAL of August 2025 MEETING MINUTES AND AGENDA

***Jessica Morriss to approve the August 2025 Meeting Minutes and agenda.
William High seconded the motion which passed unanimously upon a roll call vote.***

BUSINESS

4A: 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 have to 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 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. 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 *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.
- Appendix F. Unfunded Projects (CTP) goes before the board for adoption.

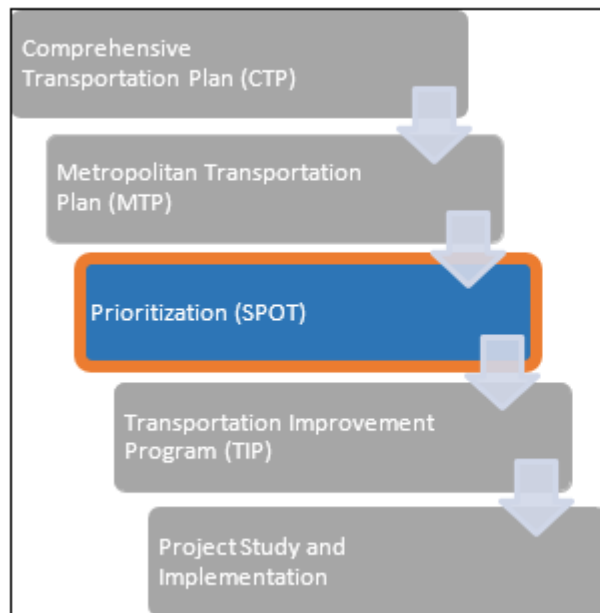
Discussion did not occur.

Archie Pertiller moved to recommend the Elevate 2050/MTP Final Draft to the TCC and Board. William High seconded the motion and it passed upon a roll call vote.

4B. P 8 Final Submittals:

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.

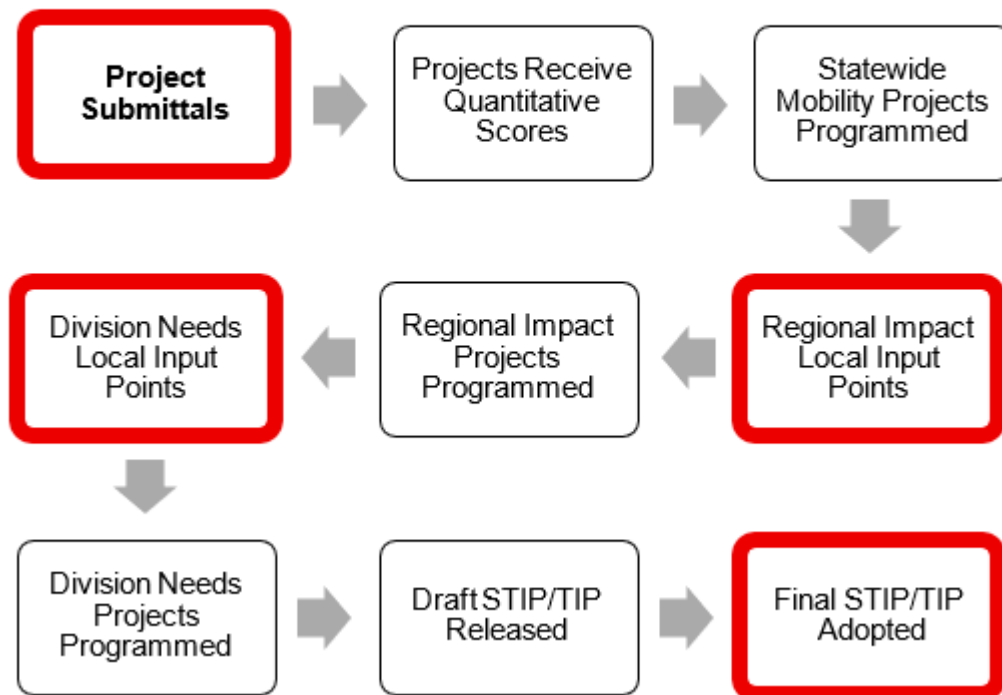


Action Items for Today

- Recommendation of the Final Submittal List

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.

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
August, 2026	Final Regional Impact Local Input Points
October, 2026	Draft Division Needs Local Input Points
November, 2026	Final Division Needs Local Input Points
January, 2027	Draft STIP Released

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.

Capacity Projects:

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type
I-26 (US 19/US 23)	US 25 (<u>Merrimon Avenue</u>)	N/A	US 25 (MERRIMON AVENUE) INTERCHANGE. IMPROVE INTERCHANGE.	8 - Improve Interchange
I-26 (US 19/US 23)	US 25/US 70	N/A	US 25/US 70 INTERCHANGE. IMPROVE INTERCHANGE.	8 - Improve Interchange
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.	1 - Widen Existing Roadway
I-26	US 25	US 64 (Four Seasons Boulevard)	Add Additional Lanes.	1 - Widen Existing Roadway
I-26	US 64		US 64 INTERCHANGE IMPROVEMENTS	8 - Improve Interchange
NC 191	US 25 (Asheville Highway)	SR 1381 (Mountain Road)	Widen to <u>Multi-Lanes</u> .	1 - Widen Existing Roadway
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
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
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
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

Corridor Retrofits:

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type
US 23 BUSINESS (SOUTH MAIN STREET)	SR 1164 (Hyatt Creek Road)	US 276 (Pigeon Street)	SR 1164 (HYATT CREEK ROAD) TO US 276 (PIGEON STREET). WIDEN TO MULTI-LANES.	16 - Modernize Roadway
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.	16 - Modernize Roadway
US 276 (RUSS AVENUE)	US 23-74 (Great Smoky Mountain Expressway)	US 19 (Dellwood Rd)	US 23-74 (GREAT SMOKEY MOUNTAIN EXPRESSWAY) TO US 19 (DELLWOOD ROAD). ACCESS MANAGEMENT.	11 - Access Management

Rural Safety:

No Projects

Low Cost:

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type
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
US 276	SR 1134 (Crymes Cove Rd), Raccoon Rd		SR 1134 (CRYMES COVE ROAD) AND RACCOON ROAD. INTERSECTION REALIGNMENT.	10 – Improve Intersection

Number of Carryover Projects by Type:

Project Type	# of Carryover Projects
Capacity Projects	10
Corridor Retrofits	3
Rural Safety	0
Low Cost	2

New Highway Submittals:

As a starting point for new submittals, MPO staff looked at submittals to P7, MTP, and Safe Streets considerations.

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)	<u>Beaucatcher Tunnel</u>	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
Sand Hill Road	Sand Hill School Road	-	Intersection Improvement (Division Needs)	Yes	Lower cost submittal, scored well in P7
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
<u>Elkwood Avenue</u>	NC 251 (Riverside Drive)	US 25 (<u>Merrimon Avenue</u>)	Modernization (Division Needs)	Yes	Priority sidewalk corridor for Woodfin & Asheville; notable crash history.

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 (Jonathan Creek Road)	Access Management (Regional Impact)	No	Safe Streets priority corridor

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
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

Highway Projects Considered But Not on the List: Buncombe County

- I-40 Widening (potentially managed lanes) from Monte Vista Road to Exit 37 (Wiggins Road)
- Clingman Avenue: Improve Multiple Intersections from Hilliard Avenue to Patton Avenue (identified in the Patton Avenue Corridor Study)
- US 25 (Merrimon Avenue) @ Beaverdam Creek Road: Improve Intersection (identified as the biggest non-interstate bottleneck in the region, per RITIS)
- US 25 (Merrimon Avenue) Roadway Upgrade from I-240 to Wembley Road (complete Road Diet of Merrimon Avenue, upgrade intersections, and improve sidewalks.)
- NC 63 (New Leicester Highway): Access Management from US 19/23 (Patton Avenue) to Newfound Gap Road (Safe Streets priority, previous TIP project, previous submittal)
- US 25 (Hendersonville Road): Access Management from I-40 to NC 280 (Airport Road) (or a section thereof, identified in the Hendersonville Road Study, previous submittal)
- NC 280 (Airport Road): Access Management from US 25 (Hendersonville Road) to the French Broad River (previous submittal)
- US 70 (Tunnel Road): Access Management from I-240 to the Blue Ridge Parkway (previous submittal)
- Cane Creek Road: Modernization from US 74A (Charlotte Highway) to Mills Gap Road (previous submittal)
- Old Fort Road: Modernization from US 74A (Charlotte Highway) to Whitaker Road (previous submittal)
- Broadway Avenue Road Diet from I-240 to Chestnut Street

Haywood County

- NC 215: Modernization from US 19/23 to US 276 (Safe Streets priority)
- US 19 (Soco Road) Modernization from Fie Top Road to the Blue Ridge Parkway (previous submittal)
- US 19 (New Clyde Highway): Access Management from NC 215 to Midway Crossing Drive
- US 19 (Carolina Boulevard): Access Management from Morgan Street to Pleasant Hill Road

Henderson County

- US 64 (Chimney Rock Road): Modernization from Fruitland Road to Gilliam Mountain Road (previous submittal)
- Duncan Hill Road: Modernization from US 64 (Four Seasons Boulevard) to Signal Hill Road (previous submittal)
- Butler Bridge Road: Modernization from US 25 (Hendersonville Road) to NC 280 (Boylston Highway)
- Hooper Creek Road: Modernization from Mills Gap Road to Terry Gap Road (MTP priority)
- Blythe Street: Modernization from US 64 (Brevard Road) to NC 191 (Haywood Road) (previous submittal)
- White Pine Drive: Modernization from US 64 (Brevard Road) to Hebron Road (previous submittal)

Madison County

- Bruce Road: Modernization from North Main Street to School House Lane (previous submittal)

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	
Old Haywood Road Sidewalks	US 19/23/74 (Patton Avenue)	US 19/23/74 (Smokey Park Highway)	7 - Protected Linear Pedestrian Facility (Pedestrian)	No	Scored well in P7
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

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	
<u>Old Basalm Road</u>	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 (<u>Thickety Road</u>)	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	<u>Ecusta Trail</u>	<u>Oklawaha Greenway</u>	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	<u>2nd</u> 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 <u>Oklawaha</u> 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
<u>Oklawaha Greenway-Jackson Park to Blue Ridge CC</u>	Jackson Park	Blue Ridge Community College	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Yes	

Madison County (One Submittal)

Route	From	To	Project Type	MTP?	Notes
Park Drive <u>Sidepath</u>	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 <u>crossing</u> 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 <u>crossing</u> improvement (point)	Yes	

New Public Transportation Submittals:

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

Discussion around substituting Elkwood Ave, rather than a substitution NCDOT would be willing to add this or the intersection of Merrimon at Beaverdam Creek instead of substitution to their submittal.

Jessica Morriss moved to approve the List of Recommended Final Submittals to the TCC and Board. Archie Pertiller seconded the motion and it passed upon a roll call vote.

4C. Express Designs

What are Express Designs?

Express designs are meant to be “quick” designs of a potential transportation project, developed in collaboration between NCDOT, the MPO, and local government staff.

These designs serve primarily as a tool to get a better idea of the potential cost of a project, but can also serve to look at high-level issues that a project may encounter.

Express Design Requirement for P9

The Prioritization Workgroup recommended that express designs be required for projects in the Prioritization process by P9 (next round- expected to begin in 2027). To begin work towards that requirement, express designs are starting in early 2026 to get as many express designs done as possible.

There are exceptions to the requirement. As of right now, lower-cost projects (projects expected to cost <\$10,000,000) are exempt and POs are allowed to have one project per round that is not required to have an express design.

Express Design Allotments

NCDOT has said that their capacity for express designs is roughly 200/year or 400/prioritization cycle. Split between the different MPOs, RPOs, and Divisions, the French Broad River MPO is being allotted 10 express designs over the P8 cycle.

Due Dates for Express Design Selection:

November 30th – 1/3rd of Express Design Assignments Due May 31st- 1/3rd of Express Design Assignments Due September 30th- 1/3rd of Express Design Assignments Due

Highway Projects on the New Submittal or Carryover List with Completed Express Designs in the Last Three Years

Route	From	To	County	Improvement Type
N Louisiana Avenue	Patton Avenue	Emma Road	Buncombe	Modernization
NC 81 (Swannanoa River Road)	Biltmore Avenue	S Tunnel Road	Buncombe	Modernization
NC 112 (Sand Hill/Sardis Road)	NC 191 (Brevard Road)	US 19 (Patton Avenue)	Buncombe	Widening
US 276 (Russ Avenue)	US 23/74 (Smokey Mountains Expressway)	US 19 (Dellwood Road)	Haywood	Access Management
NC 280 (Boylston Highway)	NC 191 (Brevard Road)	NC 191 (Haywood Road)	Henderson	Access Management
I-26	US 64 (Four Seasons Boulevard)	-	Henderson	Interchange Improvement
Berkley/Signal Hill/Thompson	US 64 (Four Seasons Boulevard)	US 25B (Asheville Highway)	Henderson	Modernization
Future I-26	Broadway Street	Weaver Boulevard	Henderson	Widening

Discussion around a project that might be less than 10M can it still be submitted for express design, short answer yes. Discussion around submittal process.

Information Only.

4D. Prioritization Subcommittee Bylaws

Following up from a conversation at the last meeting and in coordination with the MPO's Citizens Advisory Committee, MPO staff would like to discuss the possibility of adding three at-large seats to the Prioritization Subcommittee.

The current bylaws allow for the following membership:

- Three MPO Board members
- Four MPO TCC members

Members can serve an unlimited number of two-year terms.

A current proposal would be to add three at-large members to the subcommittee to enable more citizen participation directly with MPO processes.

MPO staff would like feedback on the following considerations:

-generally adding three at-large members to the subcommittee

- appointment process for at-large members
- geographic equity considerations for at-large members

Per the Last Discussion

- Potentially recommend a bike/ped committee as well
 - Recommend corridor cross-sections for planned projects
 - Discuss Hellbender planning and implementation
 - Help develop tools & data for planning processes

Discussion occurred around adding people at large, opposition to adding public members occurred. Discussion of combining Bike/Ped and Hellbender together. Discussion on potential issues with some of the committees.

William High moved to table the vote on the changes to the Subcommittee Bylaws to the TCC and Board at this time. Jessica Morriss seconded and it passed upon a roll call vote.

PUBLIC COMMENT

Elizabeth Teague opened the floor for public comment. No comments were heard.

ADJOURNMENT

Elizabeth Teague adjourned the meeting at 11:18 AM.