

**French Broad River Metropolitan Planning Organization**  
 Minutes from the Governing Board Meeting on January 22<sup>nd</sup>, 2026

**Attendance:**

In-Person and Remote via the Zoom Platform:

Kim Roney	City of Asheville
Chuck McGrady	BOT D14
Emily Whitmire	Village of Flat Rock
Jim Player	Town of Fletcher
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
Shanon Gonce	Town of Mills River
Jim McAllister	Town of Woodfin
Daniel Sellers	NCDOT TPD
Steve Williams	NCDOT Division 14
Doug Phillips	NCDOT Div 13
John Hunter	NCDOT TPD
Sheila Franklin	Henderson County
Jay Egolf	Henderson County
Stephen Sparks	NCDOT
Troy Wilson	NCDOT
Drew Ball	Buncombe County
Dr Ralph Hamlet	Town of Canton
Archie Pertiller	Town of Black Mountain
George Banta	Town of Laurel Park
Matt Albee	NCDOT
Brian Murphy	NCDOT
Mark Endries	Town of Weaverville
Brandon Rogers	Haywood County
Jay Hollingsworth	NCDOT

Matt Manley	City of Hendersonville
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**Members without Representation present:**

Town of Clyde
Town of Maggie Valley
Town of Mars Hill
Rural Transit

**Additional Attendees:**

Tristan Winkler (FBRMPO)    Hannah Bagli (FBRMPO)    Daisy O’Connor (FBRMPO)  
Asha Rado (LOSRC, Minutes)    Sandy Broadwill( FBRMPO)    Ada McGovern(FBRMPO)  
Carol Spagnuola (Public)    Maddie Barondeau(Public)    Darla Letourneau(Public)  
Connor Brown (Congressman Chuck Edwards Office)

**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.

- 1) **Carol Spagnuola:** She spoke on the Amboy Greenway. No one stops at intersection right after bridge that connects the two sides of greenway path but currently, she is here to push for an expedited solution, a safety crosswalk for pedestrians that has visuals, blinking lights etc. Visual queues and flashing lights help them slow down a little bit. Creates a safer pedestrian crossway now. She has 349 signatures for a petition for this. \* see recording for additional quotes from other citizens.  
[https://youtu.be/v85FOoijlhU?si=KvhDMw-CODl7D\\_1m](https://youtu.be/v85FOoijlhU?si=KvhDMw-CODl7D_1m)
  
- 2) **Maddie Barondeau-** She thanked Carol as she was also one of the signatures on the petition mentioned above. She is here today to speak on NC 251 on which she has spoke before the Board before. She was seeking updates on what was brought up at the November 2025 meeting in regards to safety updates at that location. She believes that all the short term solutions previously mentioned in November by Mike Sule are something that can be done now that shouldn’t require a long wait to accomplish. Especially with the local stakeholder coordination, there are two group rides on NC 251 every week, she wants to know what its going to take to get some digital signs put up during those rides. She questioned how much those things cost and if the ball was rolling to get that in place? Is there any movement on a public awareness

campaign, what it would take to do that and if she could be involved. NCDOT responded to her questions stating they are working on the things above that were mentioned but there was not a date given of exact execution. They also mentioned that over the course of the last month DOT traffic services has installed 96 total signs in that area and temporary striping that will be permanent striping once weather allows.

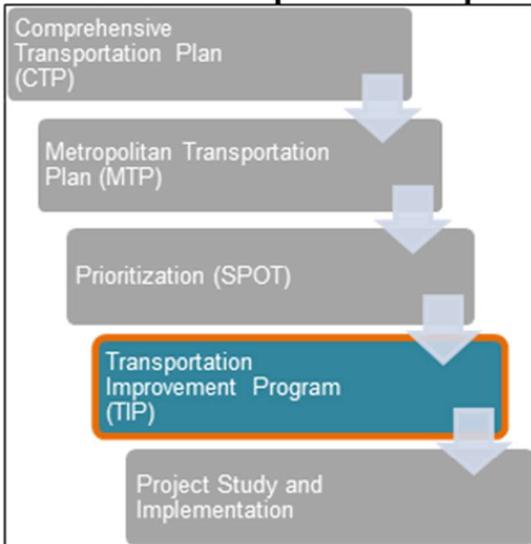
## CONSENT AGENDA

### 3A. Joint November 2025 Meeting Minutes:

[https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/2025\\_11\\_20\\_MPO\\_TCC-TAC-Combined-Meeting-Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/2025_11_20_MPO_TCC-TAC-Combined-Meeting-Minutes.pdf)

### 3B. Amendments to the 2024-2033 and 2026-2035 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.

#### Amendment Highlights:

Amendments this month include:

- RX-2413E: Accelerating construction of the Blue Ridge Southern Railroad crossing improvements on Louisiana Ave from FY31 to FY26
- RX-2413D: Accelerating construction of the Norfolk Southern railroad crossing improvements on Black Mountain Ave from FY31 to FY26
  - EB-5965: Modify scope from a sidewalk to a multiuse path along Deaverview Rd
  - BL-0008: Move construction funds for the Clear Creek Greenway from FY25 to FY26

All TIP Amendment Summaries can be found here: [https://frenchbroadrivermpo.org/wp-content/uploads/2025/12/FBRMPO\\_January2026\\_TIP\\_Amendments\\_26\\_35\\_Updated.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2025/12/FBRMPO_January2026_TIP_Amendments_26_35_Updated.pdf)

***Jay Egolf moved to approve the TAC Agenda, consent agenda including the Joint November 2025 minutes and the amendments to the 2024-2033 and the 2026-2035 TIP. Sheila Franklin seconded the motion which passed upon a unanimous roll call vote.***



**RESOLUTION APPROVING AMENDMENTS TO THE 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM  
(TIP)**

**WHEREAS**, the French Broad River Metropolitan Planning Organization (MPO) provides transportation planning services for the jurisdictions and transit providers within the French Broad River MPO Planning Area; and

**WHEREAS**, the Board has found that the French Broad River MPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

**WHEREAS**, the French Broad River MPO Board adopted the 2024-2033 Transportation Improvement Program on August 17th, 2023; and

**WHEREAS**, the FBRMPO Board (Transportation Advisory Committee) has reviewed the proposed amendments and modifications that are listed below and finds them satisfactory for addition to the TIP; and

**WHEREAS**, the French Broad River MPO has made these amendments and modifications available for public comment in accordance with the MPO's Public Involvement Policy;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the following amendments to the 2024-2033 Transportation Improvement Program (see next page):

**ADOPTED:** This the 22nd Day of January, 2026

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Anthony Sutton, FBRMPO Board Chair

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Attest, Tristan Winkler, Director, FBRMPO

a program of Land of Sky

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION APPROVING AMENDMENTS TO THE 2026-2035 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**WHEREAS**, the French Broad River Metropolitan Planning Organization (MPO) provides transportation planning services for the jurisdictions and transit providers within the French Broad River MPO Planning Area; and

**WHEREAS**, the Board has found that the French Broad River MPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

**WHEREAS**, the French Broad River MPO Board adopted the 2026-2035 Transportation Improvement Program on August 21st, 2025; and

**WHEREAS**, the FBRMPO Board (Transportation Advisory Committee) has reviewed the proposed amendments and modifications that are listed below and finds them satisfactory for addition to the TIP; and

**WHEREAS**, the French Broad River MPO has made these amendments and modifications available for public comment in accordance with the MPO's Public Involvement Policy;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the following amendments to the 2026-2035 Transportation Improvement Program (see next page):

**ADOPTED:** This the 22nd Day of January, 2026

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Anthony Sutton, FBRMPO Board Chair

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Attest, Tristan Winkler, Director, FBRMPO

**Business:**

**4A. Black Bear Drive (Canton) Safety Project**

NCDOT has requested a letter of support from the French Broad River MPO for a proposed safety project in Canton to provide sidewalks on Black Bear Drive from Substation Drive through a short section of Pisgah School Drive to provide a safer pedestrian connection between Pisgah High School and the surrounding neighborhood.

Information from NCDOT:

**Pisgah High School Safety Concern**

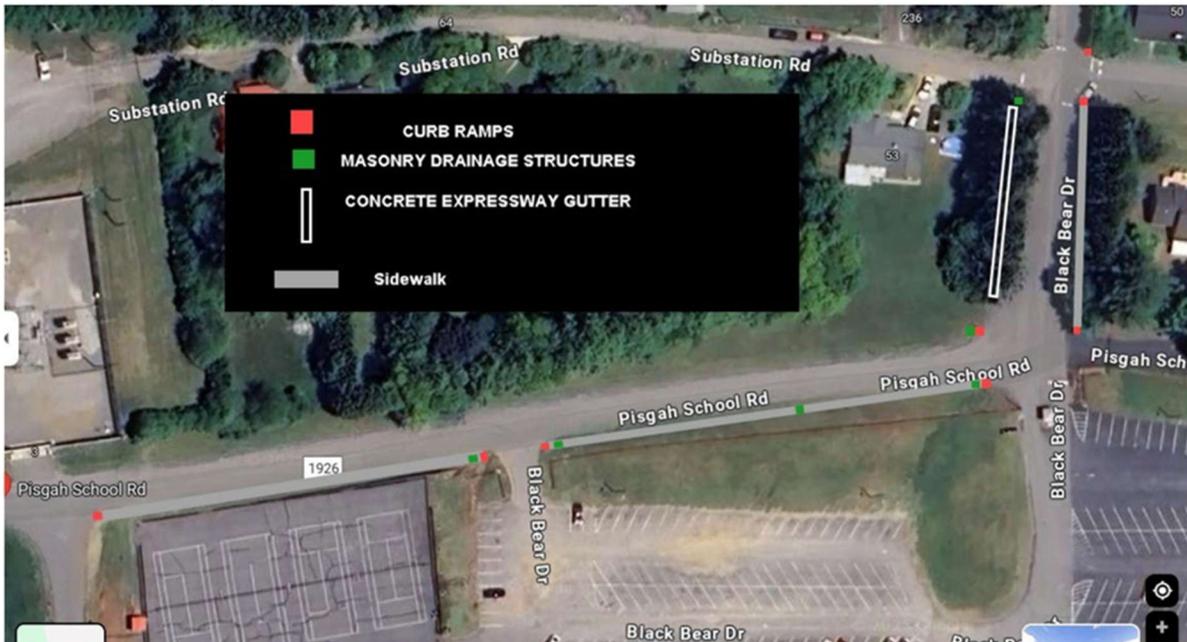
- School staff, students, and parents are walking on Black Bear Drive and Pisgah School Road regularly to and from the school and athletic facilities across Substation Road with traffic present.

**Improvement**

- Build a sidewalk to designate a pedestrian route inside existing ROW.

**Preliminary Estimate**

- +/- \$400k



January 22, 2026

**North Carolina Department of Transportation**

Division 14

**RE: Letter of Support – Proposed Safety Improvements on Black Bear Drive, Town of Canton**

Dear Wesley Grindstaff,

On behalf of the French Broad River Metropolitan Planning Organization (FBRMPO), I am writing to express our strong support for the proposed NCDOT safety project on Black Bear Drive in the Town of Canton to construct a sidewalk connection between Pisgah High School and the surrounding residential neighborhood.

This project addresses a clear and longstanding safety and connectivity need. Black Bear Drive serves as a key access route to Pisgah High School, yet currently lacks continuous pedestrian infrastructure. As a result, students, families, and nearby residents are required to walk along or cross roadways without adequate separation from vehicular traffic. The proposed sidewalk connection would significantly improve pedestrian safety, particularly for school-aged users, while strengthening connections between the school campus and adjacent neighborhoods.

Improving safe walking access to schools is a priority for the FBRMPO and is consistent with our adopted Metropolitan Transportation Plan, regional safety goals, and the principles of our Safe Streets planning efforts. Investments such as this help reduce crash risk, encourage walking, support healthier travel choices, and enhance overall quality of life in our communities. The proposed improvements—including sidewalk construction, curb ramps, and associated drainage elements—represent a practical, targeted approach to addressing these concerns.

The FBRMPO Board has reviewed the proposed project and appreciates NCDOT's continued partnership in advancing safety-focused transportation investments, particularly in smaller communities where relatively modest infrastructure improvements can yield substantial public benefit. We believe the Black Bear Drive sidewalk project is well-justified and would provide meaningful safety, mobility, and community connectivity benefits.

Thank you for your consideration of this project. Please do not hesitate to contact me if additional information or coordination with the FBRMPO would be helpful.

Sincerely,

**Anthony Sutton**

Chair, French Broad River Metropolitan Planning Organization Board

Discussion did not occur.

***Shanon Gonce moved to approve the Letter of Support for the Proposed Safety Project. Dr Ralph Hamlett seconded the motion which passed upon a roll call vote. Brandon Rogers recused himself from voting on this issue as he has a conflict.***

#### **4B. FY 2027 Unified Planning Work Program (UPWP)**

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

The Unified Planning Work Program (UPWP) is the French Broad River Metropolitan Planning Organization's annual planning work plan and budget. It describes what transportation planning activities the MPO and its partners will undertake during the fiscal year, how those activities support federal and regional goals, and how federal, state, and local planning funds will be used.

The UPWP is required under federal law to ensure that metropolitan transportation planning activities are:

- Continuing
- Comprehensive
- Cooperative

In practice, the UPWP functions as both:

- a scope of work for MPO staff and planning studies, and
- a financial plan that documents the use of federal planning funds.

No MPO planning activity using federal funds may occur unless it is included in an adopted UPWP.

##### **Why is the UPWP Important for Federal Funding?**

Approval of the UPWP is required in order for the MPO and its partners to access key federal planning funds, including:

- FHWA Metropolitan Planning (PL) funds
- FHWA Surface Transportation Block Grant (STBG) used for planning
- FTA Section 5303 Metropolitan Planning funds
- FTA Section 5307 Urban Formula Funds used for planning Of particular importance for FY 2027:
- FTA Section 5303 funds must be programmed in an approved UPWP in order for the City of Asheville (the region's 5303 Direct Recipient) to program planning funds- due in January.
- Without an approved or draft UPWP in place, transit planning activities supported by 5303 funds could be delayed.

As a result, the UPWP must be reviewed and acted on early in the calendar year to maintain uninterrupted funding.

##### **What Does the FY 2027 UPWP Emphasize?**

FY 2027 follows several recent years of major plan development, including the completion of the Metropolitan Transportation Plan (MTP), safety planning efforts, and multiple special studies. As a result, the FY 2027 UPWP is intentionally structured as a lower-intensity year focused on preparing for future work.

Key themes of the FY 2027 UPWP include:

- Maintaining federally required MPO functions, including the TIP, performance measures, public involvement, and coordination with NCDOT and FHWA
- Strategic and organizational planning, including development of an MPO Strategic Plan

- Staffing and compensation analysis, coordinated with the Land of Sky Regional Council
- Prioritization 8.0
- Background and preparatory work for the next MTP, including data review and development
- Continued coordination on transit, freight, safety, and multimodal priorities
- Updating the Locally Coordinated Plan This approach allows the MPO to:
- Develop a Strategic Plan for the MPO
- Providing support for new special studies, including the Buncombe County Transit Plan and US 64 (Four Seasons Boulevard) Corridor Study

#### Call for Planning Projects:

- MPO staff received five applications from the Call for Planning Projects:
  - [Buncombe County: Public Transportation Plan](#)
  - [City of Hendersonville: Corridor Study/Circulation Plan for Four Seasons Blvd \(US 64\)](#)
  - [Town of Weaverville: Update to the Reems Creek Greenway Feasibility Study](#)
  - [City of Asheville: Hilliard Avenue Corridor Feasibility Study](#)
  - [Town of Waynesville: Frog Level Small Area Plan](#)
- MPO staff is recommending the Buncombe County Public Transportation Plan & Four Seasons Boulevard Corridor Study for the FY 2027 UPWP

#### UPWP Approval Process and Schedule

The UPWP is approved in two steps to meet federal funding timelines while allowing additional refinement.

January 2026 – Draft UPWP Approval

- The TCC and MPO Board are asked to recommend/approve a Draft FY 2027 UPWP
- Draft approval allows:
  - programming of FTA Section 5303 funds beginning in January
- Minor revisions may still occur following draft approval March 2026 – Final UPWP Adoption
- The MPO Board considers and adopts the Final FY 2027 UPWP
- The final document incorporates:
  - any comments from NCDOT, FHWA, or FTA
  - any refinements identified during the draft period

Final adoption formally authorizes all FY 2027 planning activities

This two-step process is standard practice and ensures compliance with federal funding requirements while allowing sufficient time for review and coordination.

The Draft FY 2027 UPWP is available here: [https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/DraftUPWP\\_FY2027.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/DraftUPWP_FY2027.pdf)

Discussion occurred around organizational flow goes for these studies. Specifically the Henderson County TAC and their role and if other counties have this type of board. No, just Henderson County. Further discussion around why there are limits on studies. MPO staff is required to oversee these special studies. MPO is required by NCDOT and FHWA to be a part of these studies. Discussion around the Weaverville Reems Creek study. Discussion occurred around capacity and how we are actually implementing and getting projects completed. From a Staff perspective the four seasons blvd is attractive because of undertaking the MPO staff would need to do in taking these studies on.

***Chuck McGrady moved to approve the Draft FY 2027 UPWP. Jennifer Hensley seconded the motion and it passed upon a roll call vote.***



**RESOLUTION APPROVING THE DRAFT FY 2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, The French Broad River Metropolitan Planning Organization (FBRMPO) is designated as the Metropolitan Planning Organization for the Asheville Urbanized Area and is responsible for carrying out the federally required metropolitan transportation planning process; and

WHEREAS, Federal transportation planning funds are provided through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) pursuant to 23 U.S.C. §134 and 49 U.S.C. §5303; and

WHEREAS, The Unified Planning Work Program (UPWP) describes the transportation planning activities to be undertaken by the FBRMPO during the fiscal year and serves as the basis for receiving federal metropolitan planning funds; and

WHEREAS, The Draft FY 2027 Unified Planning Work Program identifies planning tasks, budgets, and funding sources necessary to support a continuing, comprehensive, and cooperative (3-C) transportation planning process for the region; and

WHEREAS, The Draft FY 2027 Unified Planning Work Program is being presented for approval in order to initiate required review, coordination, and public comment processes, with final approval anticipated following consideration of comments and any necessary revisions.

**NOW, THEREFORE, BE IT RESOLVED that:**

The French Broad River Metropolitan Planning Organization Board **hereby approves the Draft FY 2027 Unified Planning Work Program** for submittal to the North Carolina Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

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Anthony Sutton, FBRMPO Board Chair

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Attest, Tristan Winkler, Director, FBRMPO

#### 4C. 2026 Safety Targets

##### Safety Targets Background

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

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

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

State safety performance targets for 2026 were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in the document available here: [https://frenchbroadrivermpo.org/wp-content/uploads/2025/11/SafetyPerformanceMeasures\\_2026Targets\\_Memo\\_FrenchBroadRiverM\\_PO.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2025/11/SafetyPerformanceMeasures_2026Targets_Memo_FrenchBroadRiverM_PO.pdf)

Table 2: French Broad River MPO Safety Performance Target Achievement Determination Summary for CY 2023.

Performance Measures	5-Year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2019 - 2023	2019 - 2023	2017 - 2021			
Fatalities (5 Year Average)	43.7	52.8	51.0	No	No	No
Fatality Rate (5 Year Average)	0.876	1.099	1.047	No	No	
Serious Injuries (5 Year Average)	105.6	133.0	133.0	No	No	
Serious Injury Rate (5 Year Average)	2.096	2.773	2.731	No	No	
Non-Motorized Fatalities and Serious Injuries (5 Year Average)	15.1	21.4	20.0	No	No	

In 2025, the French Broad River MPO voted to become the first MPO in North Carolina to not go along with the State’s targets. Instead, the MPO adopted its own safety goal of “achieving a 10% reduction of fatalities and serious injury crashes by 2035, an additional 45% reduction by 2045, and moving towards zero serious injuries

and fatalities by 2050.”

In general, the MPO Board can either adopt 2026 safety targets in-line with the State or different targets. Last year the MPO Board became the first MPO in North Carolina to adopt targets not in-line with the State. Below are targets in-line with the goals of the Safe Streets for WNC Plan.

Performance Measure	NCDOT 2026 Target	MPO 2026 Target	2024 Data
Fatalities	39.1	67.3	78
Fatality Rate	0.792	1.363	1.524
Serious Injuries	97.0	149.6	145
Serious Injury Rate	1.95	3.01	2.834
Non-Motorized Fatalities & Serious Injuries	13.9	28.28	27

Discussion occurred around as the Ecusta trail is widened and lengthened and we are encouraging people to bike, walk and exercise, your actual denominator of vehicle miles travelled may reduce but your numerator is going to increase due to population increase. The number is always going to be a bad number.

Discussion also occurred around what the TCC recommended which was to follow NCDOT Safety Targets.

Discussion around towns and counties encouraging people to bike and walk and what that looks like in regards to safety targets.

Discussion around funding and different outcomes. Does DOT targets strengthen our funding abilities? Right now the only real consequence is state has to spend down their safety budget. Benefit around Safety Targets would be discussions like what we have during our meetings around the targets. These conversations help DOT make the case when the opportunities come up.

***Billy Clarke moved to approve adopting the MPO Safety Targets. Jim McAllister seconded the motion and it passed upon a roll call vote.***

#### **4D. Non-Discrimination Statement**

FBRMPO passed an update to its Title VI Plan on October 16, 2025. During discussion of the Title VI Plan the MPO Board inquired about adding “sexual orientation” to the nondiscrimination policy in the Title VI plan. MPO staff was asked to review regulations and return with solutions relative to the addition of “sexual orientation” to the nondiscrimination policy in the Title VI plan.

MPO staff has reviewed the pertinent regulations regarding what a Title VI Plan can and should contain with respect to nondiscrimination statements. NCDOT informed MPO staff that the Title VI plan was not the appropriate venue for nondiscrimination policy involving sexual orientation as it does not fit within the legislative purview of Title VI.

MPO staff examined nondiscrimination statements from other MPOs and Council of Governments and found several to use stand-alone statements which are contained outside of their Title VI plans. MPO staff has gathered sample nondiscrimination statements to present to the MPO Board and presents the following statement as a recommendation for approval.

#### **Staff Recommended Statement:**

*It is the policy of French Broad River Metropolitan Planning Organization, to ensure that no person shall, on the ground of race, color, national origin, Limited English Proficiency, sex, sexual orientation, age, income status, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs and activities.*

Discussion occurred around why “Limited English Proficiency” was capitalized. Discussion on adding veterans and gender identity to the statement as well. Discussion around why we didn’t adopt Title VII instead of making a standalone statement. Discussion on aligning with our members’ own statements (i.e. Buncombe County and City of Asheville’s statements)

***Kim Roney moved to approve the stand-alone Nondiscrimination Statement with the added inclusions of veterans, gender identity and natural hair to be published on the MPO website and integrated into key documents. Jim McAllister seconded the motion and it passed upon a unanimous roll call vote.***

**4E. Prioritization Subcommittee Vacancy**

**Item Overview**

The MPO Prioritization Subcommittee plays an important role in advising the MPO TCC and Board and is made up of four members of the TCC and three members of the MPO Board. One representative from the Board, Catherine Cordell (Weaverville), is no longer a representative of the MPO Board. Her position needs to be replaced.

**Purpose of the Subcommittee**

The MPO Prioritization Subcommittee was initially setup to advise the MPO TCC and Board on items related to the prioritization process but its role was expanded over the years to include the evaluation of the Locally Administered Projects Program (LAPP), being the steering committee for major MPO planning efforts including the Metropolitan Transportation Plan (MTP), and other items as needed.

**Current Roster**

All TCC, Board, and NCDOT members are welcome to join subcommittee meetings, but there are only seven voting members: four TCC representatives and three Board representatives. The current voting members include:

<b>Voting Member</b>	<b>Jurisdiction</b>	<b>TCC/Board</b>
Anthony Sutton	Town of Waynesville	Board
Archie Pertiller	Town of Black Mountain	Board
VACANT	-	Board
Autumn Radcliff (Chair)	Henderson County	TCC
William High	Buncombe County	TCC
Jessica Morris (Vice-Chair)	City of Asheville	TCC
Elizabeth Teague	Town of Waynesville	TCC

No discussion occurred.

***Anthony Sutton moved to nominate Mark Endries as the TAC appointee for the Prioritization Subcommittee Vacancy. Shanon Gonce seconded the motion and it passed upon a unanimous roll call vote.***

## 5A. Locally Coordinated Plan Update

A Locally Coordinated Plan (LCP), also known as a Coordinated Public Transit-Human Services Transportation Plan, is a strategy developed primarily for seniors, individuals with disabilities, and low-income residents. LCPs are federally required under FTA Section 5310 and focus on improving transportation for older adults, individuals with disabilities, and people with limited incomes. They are developed collaboratively among transit providers, human service agencies, and the public.

FBRMPO last adopted an updated LCP in 2018. FTA recommends updates every 4–5 years. Previously scheduled efforts to update the LCP through NCDOT created delays to this update cycle. The LCP is in need of an update as regional demographics and service needs have evolved and shifted since the 2018 update. An update LCP will also align with upcoming Section 5310 grant cycles and the Elevate 2050 Plan (MTP).

An update to the LCP is currently underway. The Steering Committee for the LCP update held its kickoff meeting on January 5, 2026. MPO staff has begun data collection and outreach and will continue to provide regular updates to the Board as the plan progresses. The target adoption for the LCP update is early 2027.

Information Only.

## 6A. Division Project Updates

**Division 13:** [https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/Division13\\_January2026\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/Division13_January2026_Updates.pdf)

**Division 14:** [https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/Division14\\_January2026\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/Division14_January2026_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 January 14<sup>th</sup>, next meeting February 4<sup>th</sup>

- Local Input Point Subcommittee

**5307 Subrecipient Workgroup**- met on August 19<sup>th</sup>;

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 3<sup>rd</sup>; next meeting TBD

**MPO Studies Status**

Study	Managing Entity	Year Programmed	Status
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	RFLOI Drafted
Staffing & Compensation Study	LOSRC	2024	Not Started

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

**6D. Legislative Updates:**

**PUBLIC COMMENTS**

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

**ADJOURNMENT**

**Anthony Sutton adjourned the meeting at 3:00PM as there was no further business before the Board.**

Member	Name	Vote#1-Consent	Vote#2 Letter of Support Canton	Vote#3Draft FY27 UPWP	Vote#4 2026 Safety Targets	Vote#5 Non-Discrimination	Vote#6 Prioritization Vacancy
Asheville (KR)	Kim Roney	y	y	y	y	y	y
Asheville (ST)	Sage Turner						
Black Mountain	Archie Pertiller	y	y	y	y	y	y
BOT D13	Billy Clarke	y	y	y	y	y	y
BOT D14	Chuck McGrady	not here for this vote	not here for this vote	y	no comment	no comment	not here for this vote
Buncombe County (DB)	Drew Ball	not here for this vote	not here for this vote	y	y	y	y
Buncombe County (PS)	Parker Sloan	not here for this vote	not here for this vote	no comment	y	y	y
Canton	Dr. Ralph Hamlett	y	y	y	y	y	y
Clyde	Dann Jesse						
Flat Rock	Emily Whitmire	y	y	y	y	y	y
Fletcher	Jim Player	y	y	y	y	y	y
Haywood County (BR)	Brandon Rodgers	y	abstained	no comment	no comment	not here for the vote	y
Haywood County (KE)	Kevin Ensley						
Henderson County (JE)	Jay Egolf	y	y	y	y	y	y
Henderson County (SF)	Sheila Franklin	y	y	y	y	y	y
Hendersonville	Jennifer Hensley	y	y	y	y	y	y
Laurel Park	George Banta	y	y	y	y	y	y
Madison County	Matt Wechtel	y	y	no comment	no comment	not here for the vote	y
Maggie Valley	Mike Eveland						
Mars Hill	John Chandler						
Mills River	Shanon Gonce	y	y	y	y	y	y
Montreat	Tom Widmer	no comment	y	y	y	no comment	y
Rural Transit	David White						
Town of Biltmore Forest	Drew Stephens	y	y	y	y	y	y
Urban Transit	Susan Bean	y	y	y	n	y	y
Waynesville	Anthony Sutton	y	y	y	y	y	y
Weaverville	Mark Endries	y	y	n	y	y	y
Woodfin	Jim McAllister/Betsy B	y	y	y	y	y	y

Total Yes	21	21	19	18	20	22
Total No	0	0	1	1	0	0
Total No Answer	1	0	2	3	2	0
Abstained	0	1	0	0	0	0

\*If they were here during roll call but did not vote in subsequent motions, their vote is for the motion\*