

French Broad River Metropolitan Planning Organization

Minutes from the TCC Hybrid Meeting on February 12th , 2026

Minutes

ATTENDANCE:

In-person and remote via Zoom:

Lucy Crown	City of Asheville
Jessica Morriss	ART
Harry Buckner	Town of Biltmore Forest
William High (Chair)	Buncombe County
Chloe Donohoe	Buncombe Transit
Daniel Sellers	TPD
Jodie Ferguson	Haywood County
Autumn Radcliff	Henderson County
Janna Bianculli	Apple Country Transit
Matthew Manley	City of Hendersonville
Noah Taylor	Town of Maggie Valley
Nathan Bennett	Town of Mars Hill
Michael Malecek	Town of Mills River
Vicki Eastland	LOSRPO
Elizabeth Teague	Town of Waynesville
James Eller	Town of Weaverville
Ricky Hurley	Town of Woodfin
Doug Phillips	NCDOT Div 13
Steve Williams	NCDOT Div 14
Brendan Merithew	NCDOT
Stephen Sparks	NCDOT/TPD
Thomas Smith	NCDOT Div 13
Sarah Tolman	NCDOT

Members Without Representation Present:

Town of Black Mountain
Town of Canton
Town of Clyde
Town of Laurel Park
Madison County
Town of Montreat
Village of Flat Rock
Town of Fletcher

Additional Attendees:

Tristan Winkler
Daisy O'Connor

Sandy Broadwill
Ada McGovern

Hannah Bagli
Olin Daelhousen (Public)

WELCOME AND HOUSEKEEPING

Chair William High called the meeting to order and welcomed everyone at 11:03AM. A quorum was established to conduct the business before the meeting.

PUBLIC COMMENT

William High opened the floor for public comment. No comment was heard.

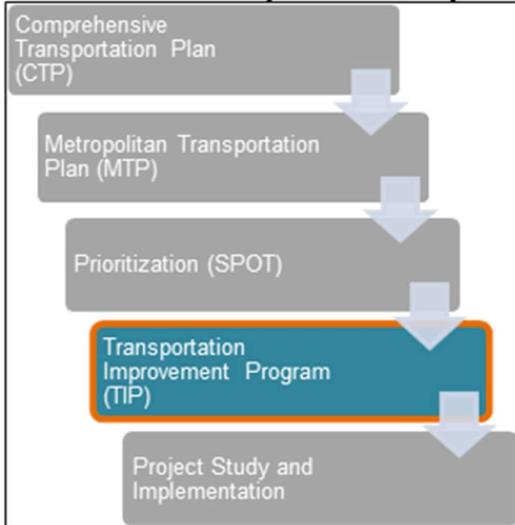
Consent Agenda:

3A: January TCC Meeting Minutes:

https://frenchbroadrivermpo.org/wp-content/uploads/2026/02/2026_01_15_DRAFT.MPO_TCC_Minutes.pdf

3B. Amendments to the 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:

- Multiple transit amendments for both Apple Country Transit and ART to update project descriptions and program funding for future fiscal years
- Multiple NCDOT transit amendments to program 5311 and 5310 funds for upcoming years.
- Date shifts for multiple rail projects that bring them into the current 4-year STIP/TIP window.

All TIP Amendment Summaries can be found here:

https://frenchbroadrivermpo.org/wp-content/uploads/2026/01/FBRMPO_February2026_TIP_Amendments_2635_Updated.pdf

3C. Letter of Support- Hendersonville BUILD Application:

a program of Land of Sky



The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SW
Washington, D.C. 20590

**RE: FY2026 BUILD Grant Application – Hendersonville Downtown Streets Modernization
Project: New Streets for New Business**

Dear Secretary Duffy:

On behalf of the French Broad River Metropolitan Planning Organization (FBRMPO), I am writing to express our strong support for the FY2026 BUILD grant application titled *“Hendersonville Downtown Streets Modernization Project: New Streets for New Business.”* This project is the result of a collaborative effort among the City of Hendersonville, Henderson County, the North Carolina Department of Transportation, and other regional and local partners.

As the federally designated metropolitan planning organization for this region, the FBRMPO is responsible for coordinating transportation planning and investment decisions that improve safety, mobility, and economic vitality across Western North Carolina. The Hendersonville Downtown Streets Modernization Project directly advances these goals by improving safety and accessibility for pedestrians and bicyclists along two historic downtown corridors; enhancing the public realm for residents, families, and visitors; reconnecting neighborhoods to downtown destinations

This project represents a balanced, context-sensitive investment that maintains necessary vehicular capacity while providing safer and more accessible transportation options for all users. In doing so, it supports economic development by strengthening Hendersonville’s downtown as a hub for local businesses, tourism, and regional recreation.

Support for this project would allow the U.S. Department of Transportation to highlight an investment that aligns closely with the Administration’s objectives, including:

- Improving safety and reliability within the local transportation system;
- Enhancing quality of life for residents and visitors;
- Expanding accessible, affordable, and connected transportation options while preserving roadway functionality; and
- Supporting job creation, local businesses, and long-term economic opportunity.

In summary, the Hendersonville Downtown Streets Modernization Project will serve as a catalyst for

339 New Leicester Highway, Suite 140 • Asheville, NC 28806 • www.fbrmpo.org
Long-Range Transportation Plan • Transportation Improvement Program
Highway Planning • Bicycle and Pedestrian Planning • Transit Planning • Air Quality
Public Involvement

safer streets, economic vitality, and resilient infrastructure in Western North Carolina. The French Broad River MPO strongly encourages USDOT's favorable consideration of this BUILD grant application.

Thank you for your leadership and for considering this request for BUILD Program funding.

Sincerely,

Tristan Winkler Director
French Broad River Metropolitan Planning Organization

3D. Letter of Support Asheville BUILD Application:

a program of Land of Sky



Sean Duffy, Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Dear Grant Review Committee,

The French Broad River Metropolitan Planning Organization (FBRMPO) supports the City of Asheville's grant application for the Better Utilizing Investments to Leverage Development (BUILD) program. This funding will facilitate a Corridor Feasibility Study for Hilliard Avenue, a backbone of our regional transportation network.

Hilliard Avenue is a critical link between Asheville's South Slope, River Arts District, and Central Business District. An estimated 68,000 people commute to Asheville's Downtown and South Slope regionally every day, with many traveling along Hilliard Avenue directly.

In August 2025, the FBRMPO Board adopted the Safe Streets for Western North Carolina: Regional Safety Action Plan, funded by a USDOT Safe Streets and Roads for All (SS4A) grant. This data-driven plan identifies Hilliard Avenue as a high-priority corridor and placed multiple intersections along Hilliard Avenue within the Total Top 1% of worst intersections for crashes, as well as the Top 1% for Vulnerable Road User (VRU) incidents. It is also a recognized priority in the City's Greenway-ADA-Pedestrian (GAP) Plan. This feasibility study is the necessary first step in addressing these systemic safety risks for pedestrians and cyclists.

The corridor is at the heart of our regional transit network. It intersects with Coxe Avenue, home to the Asheville Rides Transit (ART) Center. There are multiple bus stops along the corridor serviced by seven routes, and it provides a direct link to the Greyhound Intercity Bus.

The Corridor Study will complement the redesign and construction of a future Patton Avenue resulting from the North Carolina Department of Transportation's I-26 Connector Project, so that the full vision of a safe, welcoming, transformative, and well-functioning gateway into the city's economic heartbeat is realized.

The FBRMPO is currently working in close coordination with the City of Asheville to ensure this project is integrated into the Metropolitan Transportation Plan (MTP) as soon as possible. We view this study as a prerequisite for the future implementation of safety and infrastructure improvements that will benefit the entire Western North Carolina region.

Sincerely,

Tristan Winkler Director
French Broad River MPO

Elizabeth Teague moved to accept the consent agenda including the minutes from the January 2026 TCC Meeting, the amendments to the 2026-2035 TIP ,the Letter of Support for the Hendersonville BUILD Grant Application and the Letter of Support for the Asheville BUILD Application. Steve Williams seconded the motion which passed unanimously upon a roll call vote.

Business:

4A. 5310 Project Selection:

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from October 16, 2025, to January 15, 2026.

Additional information about Section 5310 is available at:

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

FY2025 Call for Projects Application Timeline	
October 16, 2025	5310 and JARC Call for Projects opens
January 15, 2026	5310 and JARC applications due to FBRMPO
February 4, 2026	FBRMPO Prioritization Subcommittee meets to review 5310 and JARC applications
February, 12 2026	TCC approves 5310 and JARC project selection
February 19, 2026	MPO Board votes on 5310 and JARC project selection
March 19, 2026	MPO Board approves TIP Amendments for 5310 and JARC projects

The 5310 Grant has two categories for funding:

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

FY 2024 FTA Section 5310 Funds Available to Asheville UZA	\$486,152	55% of Funds (Traditional)*	\$267,384
Section 5310 Admin at 10%	\$48,615	35% of Funds (Other)*	\$170,153
Remaining Section 5310 after Admin	\$437,537	*note: percentage divisions were calculated before 10% admin.	

MPO Staff reviewed the 5310 applications, rating them based on a scorecard (out of 100 points). The following pages show recommendations for awarding 5310 funds based on scores. The quantitative scoring methodology was simplified for this round of funding.

	Hendersonville Pedestrian Signals (Traditional)	Buncombe County SEDTAP (Traditional)	Buncombe County RIDE (Other)	Council on Aging Buncombe County (Other)
Project Code	HPS	BC SEDTAP	BC RIDE	COA
Score (out of 100 points)	95	95	90	85
Requested Amount	\$163,518	\$267,384	\$65,849	\$35,353
Proposed Local Match	\$66,355	\$66,846	\$65,849	\$35,353
Propose Local Match %	29%	20%	50%	50%
Proposed Total Project Amount	\$229,873	\$334,230	\$131,698	\$70,706
Scenario 1 (82% Funding)	\$134,457	\$219,864	\$54,146	\$29,070
Scenario 2 Awarded by Points	\$163,518	\$267,384	\$0	\$0
Pro-Rated by Points	\$155,342	\$254,015	\$59,264	\$30,050
Scenario 3 (pro-rated by Points)	\$136,298	\$222,874	\$51,999	\$26,366

Prioritization Recommendation: Recommend Scenario 1 for 5310 project applications.

Discussion around where Hendersonville will be putting the pedestrian signals will go. They would be in and around downtown ie. Hwy 25 one direction, King St, Church St and US 64. Those intersections carry a lot of traffic in a very walkable part of the city.

Elizabeth Teague moved to recommend Scenario 1 for 5310 Project Applications to the Board. Lucy Crown seconded the motion which passed upon a unanimous roll call vote.

4B. JARC Project Selection:

JARC (Jobs Access Reverse Commute) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for JARC ran from October 16, 2025, to January 15, 2026. Additional information about JARC is available at: <https://frenchbroadrivermpo.org/5310-and-jarc/>

FY 2025's Section 5307 (JARC) Allocation

Regional JARC - FY 2025 at 10% of FTA
5307 Amount allocated to Asheville
Urbanized Area

\$ 420,732

Applicant	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost	Project Score
City of Asheville	ART Routes 170, S3, S6, and Transit Operations Funding Request	7/2026-6/2027	The City of Asheville is seeking support through the Job Access and Reverse Commute (JARC, Section 5307) grant to sustain the operations of its pivotal public transportation routes, Routes 170, S3, and S6. These services are essential in bridging the mobility gap for low-income individuals, enabling seamless access to employment opportunities, and fostering community and regional connectivity.	\$420,732	\$420,732	\$841,464	100

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

Prioritization Subcommittee Recommendation: Fund City of Asheville's JARC Application for ART Routes 170, S6, and S3 at 100% of their funding request.

Discussion did not occur.

Steve Williams moved to approve the recommendation of the City of Asheville's JARC Application to the Board. Elizabeth Teague seconded the motion which passed unanimously upon a roll call vote.

4C. Regional Travel Survey Selection & Steering Committee Volunteers:

The MPO is preparing to initiate a Five-County Regional Travel Survey to collect updated information on how people travel within the region, including trip purpose, timing, mode choice, and emerging travel patterns such as telecommuting and off-peak travel. Travel surveys are a foundational input to the region's Travel Demand Model and are used to inform forecasts, project prioritization, safety analysis, and long-range transportation planning decisions.

The survey will collect statistically valid data from households and visitors across the MPO and RPO planning areas and will be used to recalibrate and validate key components of the regional travel demand model. Because this data directly influences how future transportation needs and investments are evaluated, early technical input is important to ensure the survey approach and resulting data are clear, transparent, and useful for decision-making.

To support this effort, staff is seeking **2-3 volunteers from the Technical Coordinating Committee**

to serve as technical liaisons during the project. The role would be **advisory and time-limited**, providing periodic technical feedback at key milestones related to survey design, assumptions, and interpretation of results. This would not be a standing subcommittee and would not require regular meetings, but rather occasional check-ins as the project progresses.

Staff is requesting volunteers interested in supporting the technical development of the travel survey and helping ensure the results are well understood and effectively applied in future modeling and planning efforts.

Discussion occurred around how long the survey would take, overall 18 months but won't require regular check ins. Discussion occurred around if there would be anyone from the Board, answer was no just TCC members. Discussion around how this data and reports would be used going forward after this study is complete. It will inform the future travel forecast model and general travel patterns in this region. Discussion on the status of I40 and the Pigeon River Gorge might affect this study during this time and would there be a way to incorporate what it should be like if the road was whole and complete. Answer was that it won't really be able to be added. Discussion around how much truck traffic moves through Haywood county. Discussion around transit riders and how they would be included in study. **Lucy Crown volunteered and William High also volunteered.**

4D: Bike/Ped Advisory Committee Consideration : Background

This is a follow up item from the October, 2025 discussion in which the Citizens Advisory Committee was dissolved. One former Citizens Advisory Committee noted that a Bike/Ped Committee could generate more interest and noted that there is a little interest in a number of smaller municipalities but not enough for many of them to have their own groups. This was also requested by the MPO Board to come back for discussion and consideration. To note: this was also brought to the Prioritization Subcommittee where a number of concerns were raised.

Overview

The MPO is considering the formation of a Bicycle and Pedestrian Advisory Committee to replace the current Citizens Advisory Committee and the Hellbender Regional Trail Workgroup. This committee would serve as a focused forum for community input on active transportation, safety, and multimodal planning initiatives across the MPO region.

The proposed committee would be composed primarily of community members, advocates, and other interested stakeholders appointed by the MPO Board, with attention given to geographic representation across participating jurisdictions. The intent is to create a body that reflects diverse perspectives from throughout the region while maintaining a manageable and effective working group.

The Bicycle and Pedestrian Advisory Committee would be advisory in nature and would provide recommendations to MPO staff, the Technical Coordinating Committee (TCC), and the MPO Board on matters such as:

- Complete streets and multimodal corridor concepts

- Identification of bicycle and pedestrian safety issues and needs
- Priorities for walking and bicycling infrastructure
- Community perspectives on active transportation projects and policies
- Support for regional initiatives such as the Safe Streets for WNC Plan and the Hellbender Regional Trail, as well as related bike/ped efforts

This committee would also help consolidate existing advisory functions into a single, more focused group, improving coordination and efficiency while strengthening public engagement on walking and bicycling topics.

Staff is seeking guidance from the TCC and MPO Board on whether to proceed with the formation of this committee and, if so, on key considerations related to membership structure, geographic representation, and scope of responsibilities.

POTENTIAL BYLAWS

Article I. Purpose

The Bicycle and Pedestrian Advisory Committee (BPAC) is established to advise the French Broad River Metropolitan Planning Organization (MPO) on matters related to bicycle and pedestrian transportation, safety, and multimodal planning.

The BPAC shall serve as a forum for community input and stakeholder perspectives on active transportation issues and shall provide recommendations to MPO staff, the Technical Coordinating Committee (TCC), and the MPO Board.

Article II. Responsibilities

The BPAC shall perform an advisory role and may provide input and recommendations on:

1. Bicycle and pedestrian safety concerns and needs within the MPO planning area
 2. Complete Streets and multimodal corridor concepts
 3. Priorities for walking and bicycling infrastructure investments
 4. Community perspectives on active transportation policies and programs
 5. Regional trail and greenway initiatives, including the Hellbender Regional Trail
 6. Public engagement related to bicycle and pedestrian planning efforts
 7. Other matters related to active transportation as requested by the MPO Board or TCC
- The BPAC shall not have decision-making authority and shall function solely in an advisory capacity.

Article III. Membership Section 1. Composition

The BPAC shall be composed primarily of community members, advocates, and other interested stakeholders appointed by the MPO Board.

Membership should reflect geographic diversity across the MPO planning area and may include representation from:

- Municipal and county jurisdictions
- Urban and rural communities
- Bicycle and pedestrian users
- Advocacy or nonprofit organizations
- Public health, education, or safety interests

Section 2. Number of Members

The BPAC shall consist of **[9–15] voting members**, as determined by the MPO Board.

Section 3. Appointments and Terms

- Members shall be appointed by the MPO Board.

- Terms shall be for **two (2) years**, with the option for reappointment.
- Initial appointments may be staggered to ensure continuity.
- Vacancies shall be filled by MPO Board appointment for the remainder of the term.
- A minimum of one representative per County shall be required

Section 4. Ex Officio Members

MPO staff shall serve as non-voting ex officio members to provide coordination and technical support. Additional non-voting members (such as representatives from partner agencies) may be appointed as needed.

Article IV. Officers Section 1. Officers

The BPAC shall elect the following officers from among its voting members:

- Chair
- Vice Chair

Section 2. Terms of Officers

Officers shall serve one-year terms and may be re-elected.

Section 3. Duties Chair:

- Presides over meetings
- Works with MPO staff to develop agendas
- Represents the BPAC to the TCC and MPO Board

Vice Chair:

- Assists the Chair
- Presides in the Chair's absence

Article V. Meetings Section 1. Frequency

The BPAC shall meet at least **quarterly**, or more frequently as needed.

Section 2. Quorum

A quorum shall consist of a simple majority of appointed voting members.

Section 3. Open Meetings

All meetings shall be open to the public and conducted in accordance with applicable open meetings laws and MPO policies.

Section 4. Voting

Actions and recommendations shall be adopted by a majority vote of members present.

Article VI. Relationship to MPO Committees

1. The BPAC shall report to the Technical Coordinating Committee (TCC) and MPO Board through staff.
2. BPAC recommendations shall be forwarded to the TCC and MPO Board for consideration
3. The BPAC shall not supersede the authority of the MPO Board or TCC

Article VII. Scope and Limitations

The BPAC:

- Shall not obligate MPO funds
 - Shall not direct MPO staff
 - Shall not act independently of MPO policies
 - Shall serve in an advisory capacity only
-

Article VIII. Dissolution and Transition

Upon adoption of these bylaws, the Bicycle and Pedestrian Advisory Committee shall replace the Citizens Advisory Committee and the Hellbender Regional Trail Workgroup. Existing advisory responsibilities related to bicycle, pedestrian, and trail issues shall be consolidated under the BPAC.

Article IX. Amendments

These bylaws may be amended by action of the MPO Board. Proposed amendments may be submitted by:

- The BPAC
 - MPO staff
 - The Technical Coordinating Committee
-

Article X. Effective Date

These bylaws shall take effect upon approval by the MPO Board.

Information Only

Discussion around if there were expectations on members being of the TCC and Board, it is meant to be separate from TCC and Board. Hesitation was given because when the previous citizen group was dissolved TCC had decided not to go forward with any additional groups because most of the people who would make sense for this group are already involved in many other boards/groups/committees etc. Blue Ridge Bicycle Club, Asheville on Bikes, Connect Buncombe already give recommendations from other MPO related and city/county committees. Discussion occurred on having a real need for a committee of direct citizen involvement outside of elected officials and technical people. Discussion around how this would be envisioned as different as the other similar committees throughout the region. Discussion around having the appointed members be allotted to one person per city or town or county, to avoid having a whole board of just City of Asheville people. Discussion around staffing and tie-ins to TDM. Discussion on tabling discussion for this moment. A lot of discussion on getting overextended with so many committees.

Several members voiced concerns and opposition to creating this board/committee.

6A. Division Project Updates

Division 13: TBD

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2026/02/Division14_February2026_Updates.pdf

6B. TPD Updates:

FHWA/FTA Updates :

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

6C.

Committee & Workgroup Updates

Prioritization Subcommittee— met on February 4th, next meeting March 4th.

- Local Input Point Methodology
- 5310 Project Selection
- JARC Project Selection

5307 Subrecipient Workgroup- met on November 18th, next meeting February 17th.

Points of Business/Discussion:

- Grant management update by the City of Asheville
- Locally Coordinated Plan update
- Title VI Plan Update
- 5310/JARC Call for Projects
- Knowledge-sharing opportunities within current group composition

Hellbender Trail Stakeholder Group/Regional Trail Forum Updates- met on April 3rd, 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	RFP Drafted
Staffing & Compensation Study	LOSRC	2024	Not Started

*See [Agenda](#) for the MPO Studies and Locally Administered Projects Updates.

PUBLIC COMMENT

William High opened the floor for public comment. No comment was heard.

ADJOURNMENT

William High adjourned the meeting at 12:22 PM as there was no further business.

