



FY 2027 DRAFT Unified Planning Work Program

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

MPO Vision

Vision

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.

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FTA Section 5303 Metropolitan Planning Activities	Error! Bookmark not defined.

Common Acronyms

AMPO

Association of MPOs

ART

Asheville Rides Transit

BOT

Board of Transportation

CAV

Connected and
Autonomous Vehicles

CMP

Congestion Management
Process

CRP

Carbon Reduction
Program

CTP

Comprehensive
Transportation Plan

EJ

Environmental Justice

EPA

Environmental Protection
Agency

FHWA

Federal Highway
Administration

FTA

Federal Transit
Administration

GIS

Geographic Information
System

IIJA

Infrastructure Investment
and Jobs Act

ITS

Intelligent Transportation
Systems

LAP

Locally Administered
Projects

MOU

Memorandum of
Understanding

MPO

Metropolitan Planning
Organization

MTP

Metropolitan
Transportation Plan

NCAMPO

North Carolina
Association of MPOs

NCDOT

North Carolina
Department of
Transportation

NCDOT- IMD

NCDOT Integrated
Mobility Division

NCDOT- TPD

NCDOT Transportation
Planning Division

P 7.0

Prioritization 7.0

PIP

Public Involvement Policy

PL

Planning Funds

SOV

Single Occupancy
Vehicle

SPOT

Strategic Prioritization
Office of Transportation

STBG-DA

Surface Transportation
Block Grant- Direct
Allotment

STIP

State Transportation
Improvement Program

TAP

Transportation
Alternatives Program

TCC

Technical Coordinating
Committee

TOD

Transit Oriented
Development

TDM

Transportation Demand
Management

TIP

Transportation
Improvement Program

TMA

Transportation
Management Area

UPWP

Unified Planning Work
Program

Overview

In compliance with Federal law and guidelines, the French Broad River Metropolitan Planning Organization (FBRMPO) has developed a Unified Planning Work Program (UPWP) for Fiscal Year 2027 that will help to carry out a cooperative, comprehensive, and continuous transportation planning process for the FBRMPO Planning Area.

FY 2027 promises to be a busy and significant year for transportation planning in the FBRMPO planning area. The region has a number of studies on-going to better understand traveler behavior changes, identify new potential projects and a shifting environment that sees flat-revenues, rising needs, and rising costs. These changes require a shift in considerations from past practices in order to meet transportation needs and growth pressures.

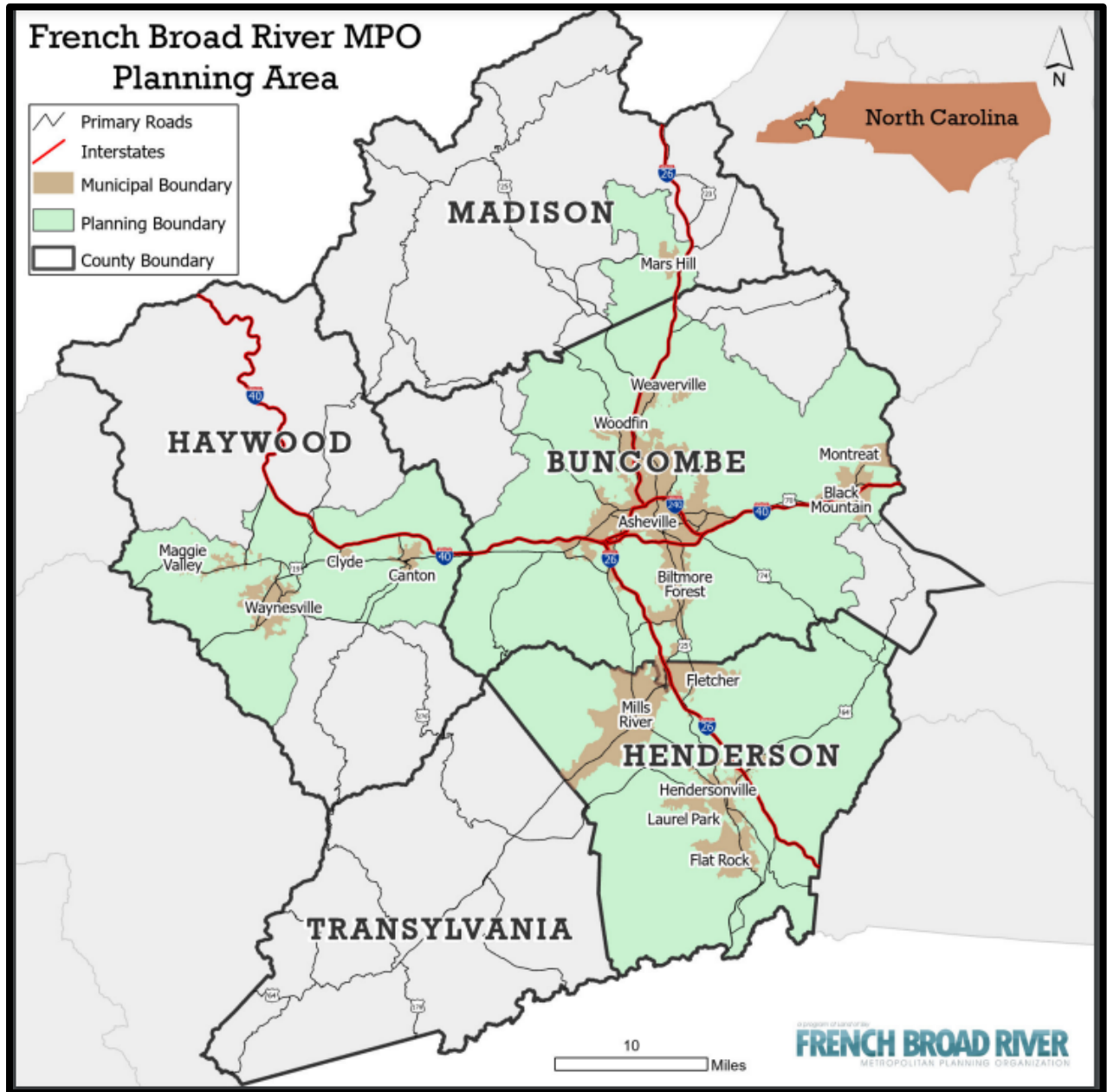
The FY 2027 UPWP lays out the various tasks planned for MPO staff to be completed to maintain federal requirements for the metropolitan planning process as well as address local needs to better prepare our region for the next round of projects either in the TIP or further out for implementation.

The UPWP reflects funding priorities for planning activities in the FBRMPO Planning Area, with the majority of funding utilizing an 80% federal share and a 20% federal share from project sponsors or MPO member governments.



FBRMPO Planning Area

The MPO Planning Area was updated in 2023 to incorporate changes from the 2020 Urbanized Area Boundary in accordance with federal planning requirements.



Funding Sources and Summary

In general, the UPWP is the FBRMPO's budget for personnel tasks and planning studies, either carried out by the MPO or studies using MPO planning funds carried out by member governments. The UPWP is largely funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), with reimbursements managed by the North Carolina Department of Transportation. UPWP's can have six general funding sources:

-Statewide Planning and Research Program (SPR)- These are federal planning funds used by NCDOT to conduct work for the French Broad River MPO. A 20% local match is required. (No SPR funds are programmed in the FY 2026 UPWP)

-FHWA Section 104(f) Funds- These funds are dedicated to MPO planning areas to perform metropolitan transportation planning tasks. A 20% local match is required.

-FTA Section 5303 Funds- These funds are used for transit planning in the MPO planning area by the region's 5303 Direct Recipient, the City of Asheville. The FTA provides 80% of these funds, NCDOT provides 10%, and the City of Asheville provides the 10% local match.

-FTA Section 5307 Funds- These funds are distributed to the region and are eligible for transit capital, operations, and planning. Planning tasks carried out with these funds by 5307 (sub)recipients or the MPO are required to be documented in the UPWP.

-FHWA Surface Transportation Block Grant Program- Direct Attributable Funds- The funds are dedicated to Transportation Management Areas and these funds can be used for transportation planning. A 20% local match is required.

-Safe and Accountable Transportation Options Set-Aside- a required set-aside of 104(f) funds to be used for safety planning for vulnerable users. No match is required.

-Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)- funds that can be used for various transportation and planning activities with 0% match required.

-Local Match- the match required to utilize federal planning funds is charged to MPO member governments in direct proportion to proportion of population within the MPO, per the most recent decennial census. The 2020 US Census will be utilized to calculate local dues for FY 26.

For MPO funding, PL funds and Surface Transportation Block Grant (flexed to PL) are utilized to cover 80% of MPO expenses with 20% of the funding coming from member government match. Match is determined by the percentage of population within the MPO for each dues paying member. For FY 2027, the total budget for the MPO (not including 5303 activities covered by the City of Asheville) is \$825,000, which requires a local match match of \$165,000. The match responsibilities break out to the following:

	Percent of MPO Population	FY 2027 Proposed Match
Buncombe County	37.94%	\$ 53,122.90
Henderson County	23.39%	\$ 32,741.62
City of Asheville	21.87%	\$ 30,619.68
Haywood County	9.96%	\$ 13,444.77
City of Hendersonville	3.45%	\$ 4,900.04
Town of Waynesville	2.34%	\$ 3,282.45
Madison County	1.35%	\$ 1,888.54

Additional local funds of \$25,000 will be provided from MPO Cash Reserves.

Key Initiatives

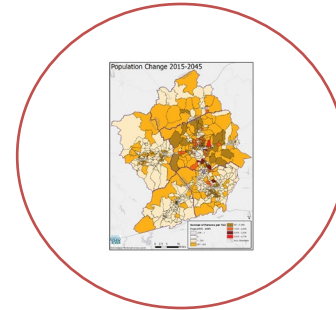
2055 Metropolitan Transportation Plan (MTP)
The MTP is the guiding document for transportation planning in the French Broad River MPO Planning Area. The MTP develops goals, objectives, and outlines key projects to accommodate growth and other challenges expected to face the region over the next 25 years.



Hellbender Regional Trail Network
The MPO adopted the Hellbender Regional Trail Plan in 2020. Work continues on assisting local governments plan and apply for projects that will become key connections to the overall regional trail network as well as educating the public and stakeholders on the need for regional connectivity.



WNC Regional Travel Demand Model
The MPO helps to maintain the Regional Travel Demand Model that forecasts how anticipated growth will utilize and impact our region's transportation network and can be utilized to evaluate the potential effectiveness of proposed transportation projects. NCDOT provides technical model runs and utilizes the model for traffic forecasting.



Prioritization 8.0
The Prioritization Process in North Carolina helps to determine the majority of capital expenses for transportation projects across the State. The MPO will consider the application of local input points for various projects in the process to help develop the 2028-2037 Transportation Improvement Program and determine what priority projects will be funded or not.



WNC Passenger Rail

NCDOT was recently awarded funding to begin environmental documentation for the proposed return of passenger rail service to Western North Carolina. The MPO will continue to advocate, coordinate, and educate in cooperation with regional and extra-regional efforts to bring back passenger rail service.



Development of the FY 2027 UPWP

The French Broad River Metropolitan Planning Organization (FBRMPO) developed the FY 2027 Unified Planning Work Program (UPWP) through a coordinated process involving member governments, partner agencies, and the public.

The development process began in **October 2025**, when the MPO issued a **Call for Projects** to member jurisdictions and partner agencies. This call remained open through **December 2025** and invited proposals for planning studies and initiatives that would support regional transportation priorities, improve multimodal mobility, and advance the goals of the MPO's long-range transportation planning efforts.

Through this process, two projects were selected for inclusion in the FY 2027 UPWP:

- **Buncombe County Transit Plan** – A planning effort to evaluate transit needs and opportunities within Buncombe County and identify strategies for improving transit service and coordination across providers.
- **US 64 (Four Seasons Boulevard) Corridor Study** – A corridor study focused on the US 64/Four Seasons Boulevard corridor to evaluate transportation needs, safety issues, and multimodal opportunities within one of the region's key commercial and transportation corridors.

Following the project selection process, MPO staff developed a **Draft FY 2027 UPWP**, which compiled the selected special studies along with the MPO's ongoing planning work tasks required to support the metropolitan transportation planning process. The **transit planning work program elements were developed in coordination with the City of Asheville**, which serves as the region's designated transit provider and contributes transit-related planning activities and funding information for inclusion in the UPWP.

The Draft FY 2027 UPWP was released in **January 2026** and presented at publicly noticed meetings of the MPO's **Technical Coordinating Committee (TCC)** and **MPO Board**. Following review and discussion, both bodies approved the draft UPWP for submission.

After being made available for review by state and federal partners, the FY 2027 UPWP returned to the MPO for final consideration in **March 2026**, where it was again presented to the TCC and MPO Board in public meetings prior to final adoption.

This process ensured that the FY 2027 UPWP reflects the priorities of MPO member jurisdictions, aligns with regional transportation goals, and complies with federal metropolitan planning requirements.

Detailed Task Code List

Data & Planning Support

NETWORKS AND SUPPORT SYSTEMS (\$20,000)

The MPO will continue to update and provide up-to-date data on traffic counts, street system changes, Vehicle Miles Traveled (VMT), crash data, fixed-route transit, and bicycle and pedestrian infrastructure changes. This also includes bicycle and pedestrian counts done around the region by MPO and TDM staff. This data is expected to be utilized as part of the MTP, P 8.0, and Safety Planning.

TRAVELERS AND BEHAVIORS (\$90,000)

The MPO anticipates considerable work on continuing to develop base year land use, employment, and demographic data for the 2055 Metropolitan Transportation Plan (MTP.) This includes pulling existing parcel and building permit data and reclassifying land uses in standardized regional codes.

TRANSPORTATION MODELING (\$10,000)

Work is anticipated on any potential updates to the Travel Demand Model as a result of amendments to the MTP in addition to any work to the Travel Demand Model as a result of the Regional Travel Survey.

Planning Process

TARGETED PLANNING (\$10,000)

The MPO will continue engagement and coordination with the clean cities coalition, Regional Resilience efforts, Strive Not to Drive, WNC Rail Committee, and Regional Freight Providers (amongst other groups.) This work task will also include developing reports on EV Infrastructure Gaps, Freight Detour Planning, and Managed Lanes.

REGIONAL PLANNING (\$80,000)

The MPO anticipates wrapping up the 2050 Metropolitan Transportation Plan (MTP) early in FY 2026. Additional work on potential amendments to the 2050 MTP as well as beginning work on the 2055 MTP is planned to occur as well.

SPECIAL STUDIES (\$150,000)

The MPO will continue work on managing and coordinating with various special studies throughout the region. This includes management of the Woodfin-to-Weaverville Greenway Study, Buncombe County Pedestrian Plan, Buncombe County Transit Plan, US 64 (Four Seasons Boulevard) Corridor Study, Regional ITS Plan, and Regional Travel Survey.

COMPLETE STREETS (\$9,200)

The MPO will continue efforts with the Hellbender Regional Trail and the Regional Trail workgroup to continue coordination efforts with local governments and stakeholders around the Hellbender Regional Trail.

Unified Planning Work Program (UPWP)

UNIFIED PLANNING WORK PROGRAM (\$20,000)

The MPO will maintain and amend the FY 2027 UPWP as needed as well as develop a UPWP for FY 2028. The development of the FY 2028 UPWP will include a Call for Planning Projects to enable local governments to utilize planning funds for the development of feasibility studies, corridor studies, or small area plans; or provide support for regional planning efforts. The MPO will also discuss the use of FTA Section 5303 funds for Metropolitan Planning purposes.

METRICS AND PERFORMANCE MEASURES (\$20,000)

The MPO will continue coordination with NCDOT on the consideration and adoption of federal performance measures and targets. This item also includes quarterly reports to NCDOT on MPO planning efforts.



Transportation Improvement Program (TIP)

PRIORITIZATION (\$70,000)

The MPO anticipates the consideration of local input points for Regional Impact and Division Needs projects as part of P 8.0 in FY 2027. This includes the scoring of projects and dissemination of information for decision-makers, stakeholders, and the public. This work is also expected to include the assignment of a number of express designs in the region to get a better idea of cost, scope, and impact of projects proposed in Prioritization.

METROPOLITAN TIP (\$40,000)

The MPO anticipates the adoption of the 2028-2037 Transportation Improvement Plan (TIP) in FY 2027 with continued amendments to the 2026-2035 TIP.

MERGER AND PROJECT DEVELOPMENT (\$30,000)

The MPO anticipates continued coordination on express designs administered during the course of P 8.0, continued meetings on I-2513, continued updates on I-4400/I-4700, and additional merger meetings as required.



Civil Rights Compliance (Title VI) and Other Regulatory Requirements

TITLE VI (\$10,000)

The MPO will ensure compliance with its Title VI Plan.

ENVIRONMENTAL JUSTICE (\$0)

No work planned for FY 2027

MINORITY BUSINESS ENTERPRISE PLANNING (\$0)

No work planned for FY 2027

PLANNING FOR THE ELDERLY AND DISABLED (\$10,000)

Call for 5310 Projects expected in early FY 2027 with projects awarded in the latter half of the fiscal year.

SAFETY/DRUG-CONTROL PLANNING (\$0)

No work planned for FY 2027

PUBLIC PARTICIPATION (\$50,000)

The MPO plans to continue best practices for public participation as part of P 8.0 and the development of the Draft 2028-2037 TIP, amendments to the existing TIP and MTP, and any other tasks where public input is beneficial. The MPO will also continue to engage the public in routine meetings and reach out to community stakeholders and groups to promote equitable input and awareness of MPO activities.

PRIVATE SECTOR PARTICIPATION (\$0)

No work planned for FY 2026

Statewide and Extra-Regional Planning (\$40,000)

MPO staff will continue to participate in a number of Statewide efforts. These include collaborations with the North Carolina Association of MPOs (NCAMPO.) NCAMPO holds quarterly meetings that are attended by FBRMPO staff as well as an annual conference, planned to be hosted in Charlotte in 2027.

MPO staff will also participate in educational webinars and workshops hosted by FHWA, FTA, NCDOT, AMPO, and other groups that may be hosting webinars and workshops relevant to MPO work. This includes AMPO membership fees and dues.

MPO staff also plans to continue participating in a number of workgroups and committees, including the Prioritization Workgroup, various subcommittees of the workgroup, the Locally Administered Project Workgroup, and others as assigned by NCAMPO, NCDOT, and FHWA.

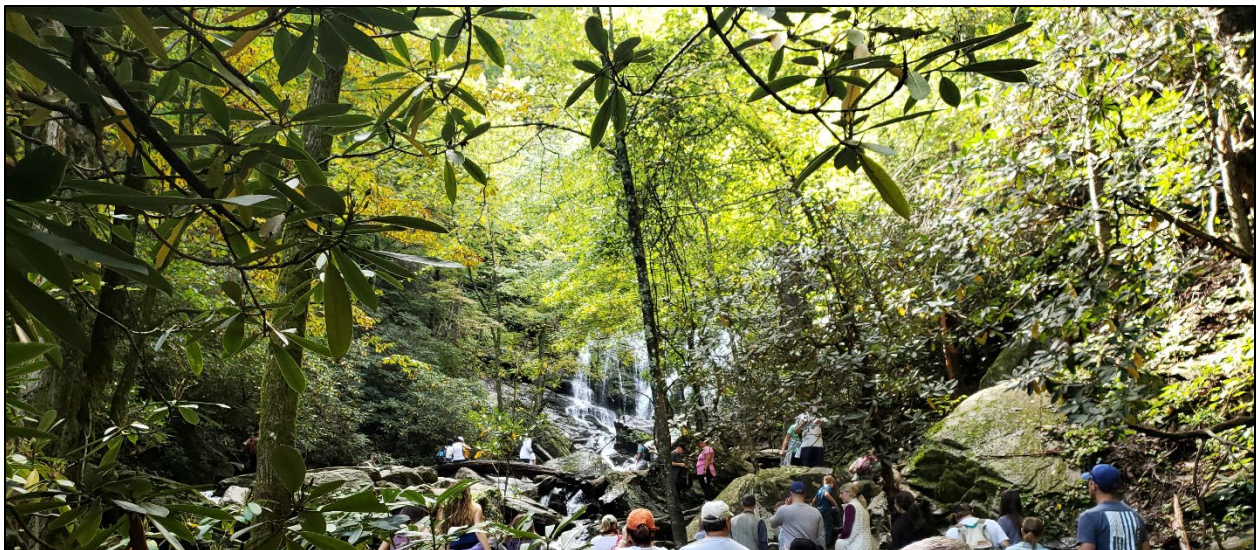
MPO staff will also continue coordination on a number of extra-regional efforts including coordination on the WNC Passenger Rail project and coordination with neighboring MPOs and RPOs, including the Land of Sky RPO, Southwestern RPO, Isothermal RPO, and Hickory MPO.

Conferences & Trainings Staff Plans to Attend: NCAMPO, NC-APA, NC Bike Walk Summit, AMPO, State Safety Summit

Management, Operations, and Program Support Administration (\$165,700)

MPO staff will continue to maintain the MPO Board, TCC, Prioritization Subcommittee, , 5307 Subrecipient Workgroup, Regional Transit Operators Workgroup, and the Hellbender Trail Workgroup. This includes the maintenance of minutes, website and agenda materials, providing meeting settings, social media maintenance, internal meetings for preparations, and other meetings and coordination as required by the LPA (Land of Sky Regional Council.)

This task also includes routine travel throughout the region, administrative responsibilities, and purchase and upkeep of software necessary for MPO work, including (but not limited to) GIS, Microsoft Office, Canva, and software that assists with TIP management.



Special Studies

Special studies are initiatives that are either a part of the metropolitan planning process or assist with local aspects of the planning process to help determine the feasibility of projects or treatments or provide a more comprehensive planning perspective to a corridor or small area. The special studies planned to begin or continue through FY 2027 include:

Study	Managing Entity	Year Programmed	Description
Woodfin-Weaverville Greenway Study	FBRMPO	2025	This study will hire a consultant to provide recommendations on potential alignments to connect the Woodfin Greenway project (EB-5547) to the planned Reems Creek Greenway in Weaverville. The study will look at potential alignments including along Future I-26, NC 251, and any other alignment deemed reasonable that would provide a safe, accessible route for bicyclists and pedestrians between the two identified greenway corridors. Preliminary cost estimates and public engagement will be included as well.
Regional ITS Plan (CRRSSA Funded)	FBRMPO	2026	The MPO will hire a consultant to develop a Regional Intelligent Transportation Systems (ITS) Plan that covers the MPO Planning Area.
Travel Survey/Model Upgrades (CRRSSA Funded)	FBRMPO	2026	The MPO will hire a consultant to update the region's travel survey and provide updates to the Travel Demand Model.
Staffing & Compensation Study	Land of Sky RC	2026	The Regional Council will hire a consultant to review and make recommendations on MPO compensation and staffing levels.

Study	Managing Entity	Year Programmed	Description
Buncombe County Pedestrian Plan	FBRMPO	2025	The MPO will hire a consultant to develop a pedestrian plan for Buncombe County to provide priority projects and policy recommendations to improve pedestrian safety and access.
Buncombe County Transit Plan	FBRMPO	2027	The MPO will hire a consultant to develop a transit plan for Buncombe County to examine capital and operational needs for Buncombe County residents, workers, and visitors.
US 64 (Four Seasons Boulevard) Corridor Study	FBRMPO	2027	The MPO will hire a consultant to conduct a corridor study on US 64 between Dana Road and I-26 to look at short and long-term improvements to consider for US 64 and the surrounding transportation network.
MPO Strategic Plan	FBRMPO	2027	The MPO will hire a consultant to conduct a Strategic Plan for the MPO to look at opportunities and needs across the region and how the MPO can best align its work to meet the needs of its member governments.

		MPO Planning and Admin - PL104			Safe and Accountable Transportation Options PL 104 Set-Aside (Program Code Y410)	STBGDA (Flexed to PL)			CRRSSA	Total			
FTA CODE	TASK CODE	TASK DESCRIPTION	Local 20%	Federal 80%	TOTAL	Federal 100%	Local 20%	Federal 80%	Total	Federal 100%	Local	Federal	Total
	II-A	Data and Planning Support	\$ 16,000	\$64,000	\$ 80,000		\$ -	\$0	\$ -		\$ 16,000	\$64,000	\$ 80,000
44.24.00	II-A-1	Networks and Support Systems	\$ 3,000	\$12,000	\$ 15,000		\$ -	\$0	\$ -		\$ 3,000	\$12,000	\$ 15,000
44.23.01	II-A-2	Travelers and Behavior	\$ 12,000	\$48,000	\$ 60,000		\$ -	\$0	\$ -		\$ 12,000	\$48,000	\$ 60,000
44.23.02	II-A-3	Transportation Modeling	\$ 1,000	\$4,000	\$ 5,000		\$ -	\$0	\$ -		\$ 1,000	\$4,000	\$ 5,000
	II-B	Planning Process	\$ 35,000	\$ 140,000	\$ 175,000	\$ 6,395	\$ 117,500	\$ 470,000	\$ 587,500		\$ 152,500	\$610,000	\$ 762,500
44.23.02	II-B-1	Targeted Planning	\$ 1,000	\$4,000	\$ 5,000		\$ -	\$0	\$ -		\$ 1,000	\$4,000	\$ 5,000
44.22.00	II-B-2A	Regional Planning	\$ 10,000	\$40,000	\$ 50,000		\$ -	\$0	\$ -		\$ 10,000	\$40,000	\$ 50,000
44.22.00	II-B-2B	Complete Streets Planning				\$ 6,395	\$ -	\$0	\$ -		\$ -	\$ 6,395	\$ 6,395
44.27.00	II-B-3A	Special Studies Operations	\$ 24,000	\$96,000	\$ 120,000		\$ -	\$0	\$ -		\$ 24,000	\$96,000	\$ 120,000
44.27.00	II-B-3B	TDM Coordination					\$ 39,500	\$158,000	\$ 197,500		\$ 39,500	\$158,000	\$ 197,500
44.27.00	II-B-3C	Buncombe County Transit Plan					\$ 50,000	\$200,000	\$ 250,000		\$ 50,000	\$200,000	
44.27.00	II-B-3D	US 64 Corridor Study					\$ 25,000	\$100,000	\$ 125,000		\$ 25,000	\$100,000	
44.27.00	II-B-3E	Staffing and Compensation Study					\$ 3,000	\$12,000	\$ 15,000		\$ 3,000	\$12,000	\$ 15,000
	III-A	Planning Work Program	\$ 6,000	\$24,000	\$ 30,000		\$ -	\$0	\$ -		\$ 6,000	\$24,000	\$ 30,000
44.23.02	III-A-1	Planning Work Program	\$ 3,000	\$12,000	\$ 15,000		\$ -	\$0	\$ -		\$ 3,000	\$12,000	\$ 15,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 3,000	\$12,000	\$ 15,000		\$ -	\$0	\$ -		\$ 3,000	\$12,000	\$ 15,000
	III-B	Transp. Improvement Plan	\$ 21,000	\$84,000	\$ 105,000		\$ -	\$0	\$ -		\$ 21,000	\$84,000	\$ 105,000
44.25.00	III-B-1	Prioritization	\$ 11,000	\$44,000	\$ 55,000		\$ -	\$0	\$ -		\$ 11,000	\$44,000	\$ 55,000
44.25.00	III-B-2	Metropolitan TIP	\$ 6,000	\$24,000	\$ 30,000		\$ -	\$0	\$ -		\$ 6,000	\$24,000	\$ 30,000
44.25.00	III-B-3	Merger/Project Development	\$ 4,000	\$16,000	\$ 20,000		\$ -	\$0	\$ -		\$ 4,000	\$16,000	\$ 20,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 4,000	\$16,000	\$ 20,000		\$ 8,000	\$32,000	\$ 40,000		\$ 12,000	\$48,000	\$ 60,000
44.27.00	III-C-1	Title VI Compliance	\$ 2,000	\$8,000	\$ 10,000		\$0	\$0	\$0		\$ 2,000	\$8,000	\$ 10,000
44.27.00	III-C-2	Environmental Justice	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 2,000	\$8,000	\$ 10,000		\$0	\$0	\$0		\$ 2,000	\$8,000	\$ 10,000
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
44.27.00	III-C-6	Public Involvement	\$ -	\$0	\$ -		\$8,000	\$32,000	\$ 40,000		\$ 8,000	\$32,000	\$ 40,000
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ -	\$0	\$ -		\$ 10,000	\$40,000	\$ 50,000		\$ 10,000	\$40,000	\$ 50,000
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ -	\$0	\$ -		\$10,000	\$40,000	\$50,000		\$ 10,000	\$40,000	\$ 50,000
	III-E	Management Ops, Program Suppt Admin	\$ 364	\$1,455	\$ 1,819		\$ 28,894	\$124,600	\$ 144,472		\$ 29,258	\$126,055	\$ 155,313
44.27.00		Management Operations	\$ 364	\$1,455	\$ 1,819		\$ 28,894	\$124,600	\$ 144,472		\$ 29,258	\$126,055	\$ 155,313
44.27.00		Program Support Administration	\$ -	\$0	\$ -		\$ -	\$0	\$ -		\$ -	\$0	\$ -
	III-F	Indirect Costs	\$ 26,011	\$ 104,045	\$ 130,056	\$ 2,905	\$ 10,871	\$ 43,482	\$ 54,353		\$ 36,882	\$ 150,432	\$ 187,314
44.27.00		Indirect Costs	\$ 26,011	\$ 104,045	\$ 130,056	\$ 2,905	\$ 10,871	\$ 43,482	\$ 54,353		\$ 36,882	\$ 150,432	\$ 187,314
		TOTALS	\$ 108,375	\$433,500	\$ 541,875	\$ 9,300	\$ 175,265	\$710,082	\$876,325		\$ 283,640	\$1,152,882	\$ 1,436,522
Continuing Studies													
FY Acct	Project	MPO Planning & Admin- PL 104			STBGDA (Flexed to PL)			CRRSAA	Total				
		Local 20%	Federal 80%	Total	Local 20%	Federal 80%	Total	Federal 100%	Local	Federal	Total		
2023	Regional ITS Plan (CRSSA)							\$300,000		\$300,000	\$300,000		
2023	Regional Travel Survey (CRSSA)							\$800,000		\$800,000	\$800,000		
2023	Regional Multimodal Plan (CRSSA)							\$250,000		\$250,000	\$250,000		
2023	Staff Oversight (CRSSA)							\$64,846		\$64,846	\$64,846		
2025	Buncombe County Pedestrian Plan				\$25,000	\$100,000	\$125,000		\$ 25,000	\$ 100,000	\$ 125,000		
2025	Woodfin-to-Weaverville Greenway Study				\$24,000	\$96,000	\$120,000		\$ 24,000	\$ 96,000	\$ 120,000		
2023	MPO Strategic Plan							\$75,000	\$ -	\$ -	\$ -		
	Total	\$0	\$0	\$0	\$49,000	\$196,000	\$245,000	\$1,414,846	\$49,000	\$1,610,846	\$1,659,846		

TABLES OF FY 26 UPWP FTA SECTION 5303 WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>The City of Asheville Transit Planning Division collects and analyzes various data related to the operation and maintenance of the transit system. This includes ridership data compiled from the Automatic Passenger Counters, fare data collected from the fareboxes, performance data collected from the real-time GPS and AVL system, etc. The data is used in reporting current system functions, as well as analyze the impact of system service changes, and to plan for future service improvements to increase system-wide ridership.</p> <p>Work Product: Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	Travelers and Behavior	<p>The City of Asheville Transit Planning Division utilizes land use and demographic data in partnership with the MPO and the City’s Planning and Urban Design department to coordinate land use and transportation decision-making on proposed new developments. In addition, the information is used in planning improvements to the transit system to ensure connectivity among ART’s fixed-route service and to other regional modes of transportation.</p>
II-A-3	Transportation Modeling	

II-B Planning Process		
II-B-1	Targeted Planning	<p>The City will be beginning a planning process for the development of a new/expanded downtown transit center - The ART Place Project. Preliminary planning activities will be performed in FY 25 and FY 26 and will include an analysis of the operational needs for ingress/egress of the site, as well as a space needs analysis for passengers and staff portions of a new transit center space.</p> <p>Work Product: Deliverables will consist of public involvement and visioning for the future project, space needs diagrams and quantities and a report regarding ingress/egress and staging needs for the new transit center.</p>
II-B-2	Regional Planning	<p>The City of Asheville Transit Planning Division continues to implement recommended service improvements in the transit master plan, as well as Implement the vision/long range plan outlined in the Multimodal Transportation Plan. Participate in the Regional Transit Operators meetings to discuss prioritization of regional transit projects. Attend TCC (Technical Coordinating Committee), and other transit advisory board meetings. In FY 25 and FY 26 the City of Asheville plans to conduct a Comprehensive Operational Analysis and Financial plan that will analyze base level service after 2020 service improvements and recommend operational service efficiencies and existing and future financial investments needed to implement the phases of the transit master plan.</p> <p>Work Product: Deliverables associated with Comprehensive Operational Analysis and Financial</p>

		Implementation plan will be developed by the City of Asheville.
II-B-3A	Special Studies Operations	
II-B-3B	Corridor Studies Operations	
II-B-3C	Special Studies Pass-Through	
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>Program Administration entails working on multiple reporting and managerial functions. Program administration includes monitoring subrecipients planning and grant activities, and reporting requirements for (drug/alcohol, NTD, FTA, etc.), work with the MPO to develop the UPWP per federal and state requirements, manage and administer the City's FTA and State grants, manage FTA compliance program, monitor and oversee the operations and maintenance contracts for the fixed-route and paratransit services. In FY26, the City of Asheville, as the designated recipient will be conducting routine oversight and monitoring meetings of the City of Asheville subrecipients.</p> <p>Work Products: Routine monitoring reviews of the subrecipients. Quarterly and Annual FTA Reports, Complete annual NTD reporting; work on Subrecipient Agreements and reports; Drug and Alcohol Reports, etc.</p>

III-A-2	Metrics and Performance Measures	
III-B Transportation Improvement Program		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	
III-B-3	Merger/Project Development	
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>The City will continue conducting Title VI analysis for any future route and/or fare changes and will monitor Title VI programs and plans of the region’s subrecipients.</p> <p>Work Product: FY 23-25 City of Asheville Title VI Plan Update.</p>
III-C-2	Environmental Justice	
III-C-3	Disadvantaged Business Enterprise Planning	<p>The U.S. The Department of Transportation suspended the goal setting requirements for the DBE program under the October 3, 2025 Interim Final Rule under 49 CFR § 26.81. The City still continues to work with and support individuals and subrecipients who deem themselves socially and economically disadvantaged. The City will continue their DBE Program without goal setting and continue to work to evaluate individual transit projects and procurements to ensure compliance with 49 CFR § 26.81 federal DBE requirements.</p> <p>Work Product: Evaluate individual transit projects and procurement standards.</p>
III-C-4	Planning for Elderly	

III-C-5	Safety/Drug Control Planning	<p>The City and subrecipients have approved Public Transportation Safety Plans. Required meetings and monitoring of performance measures will take place. Monitoring of Drug and alcohol reporting will also take place.</p> <p>Work Product: PTSP Committee meetings notes, performance measures, reports and submissions for FTA.</p>
III-C-6	Public Involvement	<p>The City will be conducting public involvement as part of the Art Place Project planning and visioning phase and also for the City’s Comprehensive Operational Analysis. n that will be prepared by the City with Buncombe County in FY 25 and FY 26.</p> <p>Work Product: Public meetings and survey results.</p>
III-C-7	Private Sector Participation	
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	<p>Conduct meetings as part of the City’s oversight responsibilities as part of grants management and administration. Meet quarterly with all subrecipients and work with subrecipients to address issues and/or concerns related to federal grants.</p> <p>5307: Henderson County staff will provide program support and planning for Henderson County urban transit services.</p>

		Work Product: Complete quarterly meetings and submit reports to subrecipients on items to follow-up during meetings.
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TABLES OF FY 26 UPWP FTA SECTION 5303 WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>The City of Asheville Transit Planning Division collects and analyzes various data related to the operation and maintenance of the transit system. This includes ridership data compiled from the Automatic Passenger Counters, fare data collected from the fareboxes, performance data collected from the real-time GPS and AVL system, etc. The data is used in reporting current system functions, as well as analyze the impact of system service changes, and to plan for future service improvements to increase system-wide ridership.</p> <p>Work Product: Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	Travelers and Behavior	<p>The City of Asheville Transit Planning Division utilizes land use and demographic data in partnership with the MPO and the City's Planning and Urban Design department to coordinate land use and transportation decision-making on proposed new developments. In addition, the information is used in planning improvements to the transit system to ensure connectivity among ART's fixed-route service and to other regional modes of transportation.</p>
II-A-3	Transportation Modeling	
II-B Planning Process		
II-B-1	Targeted Planning	<p>The City will be beginning a planning process for the development of a new/expanded downtown transit center, affordable housing, and potential other compatible uses - The ART Place Project. Preliminary planning activities will be performed in FY 25 and FY 26 and will include an analysis of the operational needs for ingress/egress of the site, a space needs analysis, and community engagement.</p> <p>Work Product: Deliverables will consist of conceptual designs and visioning for the future project, development of a financial plan, and technical analyses.</p>
II-B-2	Regional Planning	<p>The City of Asheville Transit Planning Division continues to implement recommended service improvements in the transit master plan, as well as Implement the vision/long range plan outlined in the Multimodal Transportation Plan. Participate in the Regional Transit Operators meetings to discuss prioritization of regional transit projects. Attend TCC (Technical Coordinating Committee), and other transit advisory board meetings. In FY 25 and FY 26 the City of Asheville plans to</p>

		<p>conduct a Comprehensive Operational Analysis and Financial plan that will analyze base level service after 2020 service improvements and recommend operational service efficiencies and existing and future financial investments needed to implement the phases of the transit master plan.</p> <p>Work Product: Deliverables associated with Comprehensive Operational Analysis and Financial Implementation plan will be developed by the City of Asheville.</p>
II-B-3A	Special Studies Operations	
II-B-3B	Corridor Studies Operations	
II-B-3C	Special Studies Pass-Through	
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>Program Administration entails working on multiple reporting and managerial functions. Program administration includes monitoring subrecipients planning and grant activities, and reporting requirements for (drug/alcohol, NTD, FTA, etc.), work with the MPO to develop the UPWP per federal and state requirements, manage and administer the City's FTA and State grants, manage FTA compliance program, monitor and oversee the operations and maintenance contracts for the fixed-route and paratransit services. In FY26, the City of Asheville, as the designated recipient will be conducting routine oversight and monitoring meetings of the City of Asheville subrecipients.</p> <p>Work Products: Routine monitoring reviews of the subrecipients. Quarterly and Annual FTA Reports, Complete annual NTD reporting; work on Subrecipient Agreements and reports; Drug and Alcohol Reports, etc.</p>
III-A-2	Metrics and Performance Measures	
III-B Transportation Improvement Program		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	
III-B-3	Merger/Project Development	
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>The City will continue conducting Title VI analysis for any future route and/or fare changes and will monitor Title VI programs and plans of the region's subrecipients.</p> <p>Work Product: FY 23-25 City of Asheville Title VI Plan Update.</p>
III-C-2	Environmental Justice	

III-C-3	Disadvantaged Business Enterprise Planning	The U.S. The Department of Transportation suspended the goal setting requirements for the DBE program under the October 3, 2025 Interim Final Rule under 49 CFR § 26.81. The City still continues to work with and support individuals and subrecipients who deem themselves socially and economically disadvantaged. The City will continue their DBE Program without goal setting and continue to work to evaluate individual transit projects and procurements to ensure compliance with 49 CFR § 26.81 federal DBE requirements. Work Product: Evaluate individual transit projects and procurement standards.
III-C-4	Planning for Elderly	
III-C-5	Safety/Drug Control Planning	The City and subrecipients have approved Public Transportation Safety Plans. Required meetings and monitoring of performance measures will take place. Monitoring of Drug and alcohol reporting will also take place. Work Product: PTSP Committee meetings notes, performance measures, reports and submissions for FTA.
III-C-6	Public Involvement	The City will be conducting public involvement as part of the Art Place Project planning and visioning phase and also for the City's Comprehensive Operational Analysis. n that will be prepared by the City with Buncombe County in FY 25 and FY 26. Work Product: Public meetings and survey results.
III-C-7	Private Sector Participation	
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	Conduct meetings as part of the City's oversight responsibilities as part of grants management and administration. Meet quarterly with all subrecipients and work with subrecipients to address issues and/or concerns related to federal grants. 5307: Henderson County staff will provide program support and planning for Henderson County urban transit services. Work Product: Complete quarterly meetings and submit reports to subrecipients on items to follow-up during meetings.

FTA	TASK	TASK	Transit Planning - 5303				Transit Program Support- 5307			Transit Program Support- 5305 -2			Total			
			Local	State	Federal	Total	Local	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
CODE	CODE	DESCRIPTION	10%	10%	80%		20%	80%		10%	90%					
	II-A	Data and Planning Support														
44.24.00	II-A-1	Networks and Support Systems	\$1,591	\$1,591	\$12,724	\$15,905										
44.23.01	II-A-2	Travelers and Behavior	\$398	\$398	\$3,181	\$3,976										
44.23.02	II-A-3	Transportation Modeling	\$0	\$0	\$0	\$0										
	II-B	Planning Process														
44.23.02	II-B-1	Targeted Planning	\$2,386	\$2,386	\$19,086	\$23,858				\$32,814	\$328,140	\$360,954				
44.23.01	II-B-2	Regional Planning	\$1,591	\$1,591	\$12,724	\$15,905										
44.27.00	II-B-3	Special Studies														
	III-A	Planning Work Program														
44.21.00	III-A-1	Planning Work Program	\$6,362	\$6,362	\$50,896	\$63,620										
44.24.00	III-A-2	Metrics and Performance Measures														
	III-B	Transp. Improvement Plan														
44.25.00	III-B-1	Prioritization														
44.25.00	III-B-2	Metropolitan TIP	\$795	\$795	\$6,362	\$7,953										
44.25.00	III-B-3	Merger/Project Development														
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
44.27.00	III-C-1	Title VI Compliance	\$795	\$795	\$6,362	\$7,953										
44.27.00	III-C-2	Environmental Justice														
44.27.00	III-C-3	Minority Business Enterprise Planning	\$795	\$795	\$6,362	\$7,953										
44.27.00	III-C-4	Planning for the Elderly														
44.27.00	III-C-5	Safety/Drug Control Planning	\$398	\$398	\$3,180	\$3,975										
44.27.00	III-C-6	Public Involvement	\$795	\$795	\$6,362	\$7,953										
44.27.00	III-C-7	Private Sector Participation														
	III-D	Statewide & Extra-Regional Planning														
44.27.00	III-D-1	Statewide & Extra-Regional Planning														
	III-E	Management Ops, Program Suppt Admin														
44.27.00		Management Operations					\$81,232	\$324,929	\$406,161							
		TOTALS	\$15,905	\$15,905	\$127,241	\$159,051	\$81,232	\$324,929	\$406,161	\$32,814	\$328,140	\$360,954	-	-	-	-

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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 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 was presented and approved in January, 2026, in order to initiate required review, coordination, and public comment processes, with final approval incorporating changes and modifications requested by planning partners incorporated.

NOW, THEREFORE, BE IT RESOLVED that:

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

ADOPTED this the 19th Day of March, 2026.

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION



Dr. Jennifer Hensley

Vice-Chair, French Broad River MPO Board



ATTEST

Tristan Winkler, MPO Director

2026
French Broad River
Metropolitan Planning Organization (MPO)
Self-Certification Process

Introduction

CFR 450.336 requires the North Carolina Department of Transportation (NCDOT) and the French Broad River Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the French Broad River MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The MPO’s responses are in **bold**.

2026
French Broad River
Metropolitan Planning Organization (MPO)
Self-Certification Process

Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Response: Yes.

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

Response: Yes, the French Broad River MPO Governing Board (MPO Board) is composed of elected officials, representatives for major modes of transportation providers, and state officials.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20 year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Response: Yes, the French Broad River MPO revised its Planning Area in 2023 to better fit with the revised Urban Area and growth projections.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314

Response: Yes.

- a. Is there an adopted prospectus? **Response: Yes.**
b. Are tasks and products clearly outlined? **Response: Yes.**
c. Is the U/PWP consistent with the MTP? **Response: Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the MTP.**
d. Is the work identified in the U/PWP completed in a timely fashion?
Response: Yes.

5. Does the urban area have a valid transportation planning process? 23 U.S.C. 134; 23 CFR 450

Response: Yes. The recent federal certification review indicated that result.

- a. Is the transportation planning process continuous, cooperative, and comprehensive?
Response: Yes.
b. Is there a valid MTP? **Response: Yes.**
c. Did the MTP have at least a 20 year horizon at the time of its adoption?
Response: Yes.
d. Does it address the 10 planning factors? **Response: Yes.**
e. Does it cover all modes of applicable to the area? **Response: Yes.**

2026
French Broad River
Metropolitan Planning Organization (MPO)
Self-Certification Process

- f. Is it financially constrained? **Response: Yes.**
- g. Does it include funding for the maintenance and operation of the system?
Response: Yes.
- h. Does it conform to the State Implementation Plan (SIP) if applicable?
Response: Yes.
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?
Response: Yes. It was updated and approved by the Board in September, 2025.
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
- b. Is it fiscally constrained? **Response: Yes, see 5f above.**
- c. Is it developed cooperatively with the state and local transit operators?
Response: Yes.
- d. Is it updated at least every 4 years and adopted by the MPO and Governor?
Response: Yes.
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)
23 CFR 450.320 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
- b. Was it used for the development of the TIP? **Response: Yes.**
- c. Is it monitored and reevaluated to meet the needs of the area? **Response: Yes.**
8. Does the urban area have a process for including environmental mitigation discussions in the planning process? **Response: Yes.**
- a. How? **Response: Yes, that was a part of the 2050 MTP.**
- b. Why not? **Response: N/A.**
9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart? **Response: Yes**
- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 **Response: Yes**
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 **Response: Yes**
- d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity **Response: Yes**
- e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects
Response: Yes

2026
French Broad River
Metropolitan Planning Organization (MPO)
Self-Certification Process

- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Response: Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 **Response: Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Response: Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender **Response: Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities **Response: Yes**
 - k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) **Response: Yes**
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1) **Response: Yes.**
- a. Did the public participate in the development of the PIP? **Response: Yes.**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Response: Yes.**
 - c. Is adequate notice provided for public meetings? **Response: Yes.**
 - d. Are meetings held at convenient times and at accessible locations? **Response: Yes.**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Response: Yes, it was updated in 2021.**
 - g. Are plans/program documents available in an electronic format, i.e. MPO website? **Response: Yes.**
11. Does the area have a process for including environmental, state, other transportation, historic, local land use and economic development agencies in the planning process? (23 CFR 450.324(h)) **Response: Yes.**
- a. How? **Response: The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.**
 - b. Why not? **Response: N/A.**

**RESOLUTION
CERTIFYING THE FRENCH BROAD RIVER METROPOLITAN PLANNING
ORGANIZATION (MPO)
TRANSPORTATION PLANNING PROCESS
FOR FISCAL YEAR 2025-2026**

A motion was made by Board Member Matt Wechtel and seconded by Board member Chuck McGrady for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the French Broad River MPO Governing Board has found that the Metropolitan Planning Organization (MPO) is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Board has considered how the transportation planning process will affect the involvement of the Disadvantaged Business Enterprises (DBE) in the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects (Sec. 105 (f), Public Law 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Board has considered how the transportation planning process will affect the elderly and the disabled per the provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the USDOT implementing regulations; and

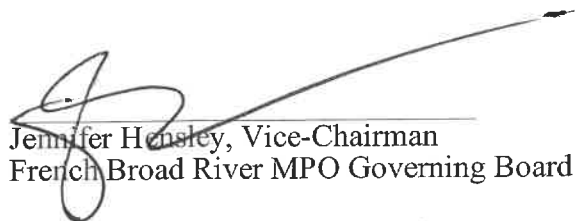
WHEREAS, the French Broad River MPO 2050 Metropolitan Transportation Plan meets all the requirements for an adequate transportation plan; and

WHEREAS, the French Broad River MPO Transportation Improvement Program (TIP) for Fiscal Year 2026-2035 is a subset of the currently conforming French Broad River MPO 2050 Metropolitan Transportation Plan; and


WHEREAS, the federal certification review conducted by FHWA and FTA in the fall of 2023 determined that the MPO's transportation planning process is being carried out in substantial compliance with applicable provisions of 23 U.S.C. 134 and 49 U.S.C. 5304.

NOW, THEREFORE, BE IT RESOLVED that the French Broad River Metropolitan Planning Organization certifies that the French Broad River Metropolitan Planning Organization's (MPO) transportation planning process is being carried out in accordance with applicable requirements including those in the checklist in attachment 1 to this resolution.

Adopted on this the 19th day of March, 2026.



Jennifer Hensley, Vice-Chairman
French Broad River MPO Governing Board



Attest, Tristan Winkler
French Broad River MPO Director