

French Broad River Metropolitan Planning Organization

Minutes from the TCC Hybrid Meeting on March 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
Daniel Sellers	TPD
Jodie Ferguson	Haywood County
Janna Bianculli	Apple Country Transit
Matthew Manley	City of Hendersonville
Noah Taylor	Town of Maggie Valley
Nathan Bennett	Town of Mars Hill
Vicki Eastland	LOSRPO
James Eller	Town of Weaverville
Ricky Hurley	Town of Woodfin
Mike Malecek	Town of Mills River
Doug Phillips	NCDOT Div 13
Steve Williams	NCDOT Div 14
Stephen Sparks	NCDOT/TPD
Cody Weddle	NCDOT
John Hunter	NCDOT
Nathan Moneyham	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
Haywood Transit
Buncombe Transit
Town of Waynesville

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. Comment was read that had been sent to MPO Staff. **(get this from Tristan)**

Consent Agenda:

3A: February 2026 TCC Meeting Minutes:

https://frenchbroadrivermpo.org/wp-content/uploads/2026/03/2026_02_12_DRAFT.MPO_.TCC_.Minutes.pdf

3B. Letter of Support-Asheville Airport BUILD Application:

The MPO received a request to provide a letter of support for a BUILD planning grant application. Due to the approaching deadline, a letter of support was provided (below).

This item is provided for information only.

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

March 3, 2026

U.S. Department of Transportation

Office of the Secretary

Re: FY 2026 BUILD Grant Application -Airport Roadway Improvements Program

Asheville Regional Airport (AVL)

Dear Secretary and Review Committee Members:

On behalf of the French Broad River Metropolitan Planning Organization (FBRMPO), I am pleased to provide this letter of support for the Asheville Regional Airport's FY 2026 BUILD Planning Grant application for the Airport Roadway Improvements Program.

Asheville Regional Airport has experienced sustained and significant passenger growth in recent years, resulting in increased vehicular traffic and operational strain on the existing entrance and exit configuration along NC 280 (New Airport Road). The proposed planning effort will advance the reconfiguration and expansion of Terminal Drive, separate inbound and outbound traffic movements, and develop a new outbound roundabout connection to NC 280. These improvements are critical to enhancing safety, operational efficiency, and long-term system reliability.

From a regional transportation perspective, this project directly supports several key priorities:

Safety and System Performance:

The current shared entrance/exit at Fanning Bridge Road has documented operational deficiencies, particularly during peak periods. Separating entrance and exit movements and eliminating left-turn exit conflicts onto NC 280 will reduce congestion, minimize delay, and significantly improve safety within the Airport circulation network and on the adjacent state highway.

Regional Mobility and Economic Vitality:

AVL serves as a primary air gateway for Western North Carolina and plays a vital role in supporting tourism, business recruitment, advanced manufacturing, and freight activity. Reliable landside access infrastructure is essential to sustaining this economic engine and ensuring that projected growth does not adversely impact the surrounding roadway network.

State of Good Repair and Future Readiness:

Much of the existing roadway infrastructure dates back several decades. The proposed planning work will position the Airport and its partners to implement phased improvements that modernize facilities, accommodate projected traffic volumes through 2045, and enhance long-term resilience.

The FBRMPO values its ongoing coordination with the Greater Asheville Regional Airport Authority and NCDOT. We appreciate the Airport's proactive engagement and commitment to regional collaboration as this project advances.

For these reasons, we support the Airport's request for \$2,560,000 in BUILD Planning funds, matched with local Airport funding, to advance this critical initiative. Strategic investment in this planning effort will help ensure safe, efficient, and sustainable access to one of Western North Carolina's most important transportation assets.

Thank you for your consideration.

Sincerely,



Tristan Winkler
Director
French Broad River Metropolitan Planning Organization

3C. FY2027 Unified Planning Work Program (UPWP) & Self-Certification:

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 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:
- New Planning Studies: the Buncombe County Public Transportation Plan & Four Seasons Boulevard Corridor Study are programmed in 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 Final FY 2027 UPWP is available here: https://frenchbroadrivermpo.org/wp-content/uploads/2026/03/UPWP_FY2027_Final.pdf

Noah Taylor moved to accept the consent agenda including the minutes from the February 2026 TCC Meeting Minutes, the Letter of Support-Asheville Airport BUILD Application and the FY 2027 UPWP with Self-Certification. Vicki Eastland seconded the motion which passed unanimously upon a roll call vote.

Business:

4A. Reprogramming of Rescinded 5310 Funds:

The City of Asheville, as the designated recipient of 5310 funds, has informed the MPO of Madison County's desire to forfeit two of their previously awarded funding allocations. The two funding allocations in question are:

- FY21: \$23,707 intended for the Expanded Transportation Program.
- FY22: \$33,414 intended for the Senior Transportation to Meal Sites Program.

This will make available \$57,121 to be used for 5310 programming once the funds have been

rescinded. Staff is asking for guidance and a recommendation from the TCC regarding how to reallocate the funding.

Administrative Funding

The following table documents the amount of administrative funding that has been allocated to the City of Asheville from Fiscal Year 2021 through Fiscal Year 2025. Per FTA Circular 9070.1H, which governs the use of FTA Section 5310 funding, “Up to 10 percent of the recipient’s total fiscal year apportionment may be used to fund program administration costs including administration, planning, and technical assistance for projects funded under this program.”

Call for Projects Fiscal Year	Funding Source	Admin % Awarded to City of Asheville	Admin \$ Awarded to City of Asheville
2021	5310	10%	\$ 35,428
2021	ARPA	10%	\$ 6,015
2022	5310	6%	\$ 31,021
2023	5310	10%	\$ 50,474
2024	5310	10%	\$ 47,756
2025	5310	10%	\$ 48,615
			\$ 219,309

Administrative Funding Option 1

Given that the City of Asheville only received 6% of its possible 10% in administrative funding in Fiscal Year 2022, the TCC could recommend raising the administrative funding in Fiscal Year 2022 to 10% or \$51,125 total. Doing so would require \$20,104 out of the available \$57,121 leaving \$37,017 to reallocate.

The Prioritization Subcommittee recommended this option.

Administrative Funding Option 2

The TCC could allocate 10% of the available \$57,121 (\$5,712) as administrative funding.

Funding Reallocation

Three possible scenarios include:

1. Holding an additional call for projects only for the amount to be reallocated. This Call for Projects would amount to 13% of the funding available during the last Call for Projects.

The last Call for Projects saw less project submissions than the previous Call for Projects.

2. Reallocating the funds to projects from the previous Call for Projects held October 2025 through January 2026. Projects from this Call for Projects were funded at 82% of their requested funding due to a deficit of funding as compared to requested funds. The funding deficit came to \$94,567. Reallocation of funds would allow all projects to be funded at 93% of their original request (unless funding is reallocated to FY22 administrative funds, which would leave the balance of the unallocated funds available).

FY2025			
Project Sponsor	Project Description	Funding Source	Federal Funding Approved
City of Hendersonville	Accessible Pedestrian Signals	Traditional 5310	\$134,457
Buncombe County	SED TAP	Traditional 5310	\$219,864
Buncombe County	RIDE Vouchers	Other 5310	\$54,146
Council on Aging Buncombe County	Door-To-Door Transportation for Seniors	Other 5310	\$29,070

	Hendersonville Pedestrian Signals (Traditional)	Buncombe County SEDTAP (Traditional)	Total Traditional Projects
Project Code	HPS	BC SEDTAP	
Score (out of 100 points)	95	95	
Requested Amount	\$163,518	\$267,384	\$430,902
Proposed Local Match	\$66,355	\$66,846	\$133,201
Propose Local Match %	29%	20%	24%
Proposed Total Project Amount	\$229,873	\$334,230	\$564,103
Funded Amount	\$134,457.00	\$219,864.00	\$354,321.00
Required Local Match %	20%	20%	20%
Required Match For Funded Amount	\$33,615.00	\$54,966.00	\$88,581.00
Required Total Project Amount	\$168,072.00	\$274,830.00	\$442,902.00
Percentage of Total Funding Available	30.73%	50.25%	80.98%
Proportional Allocation	\$11,375.48	\$18,601.18	\$29,976.67
New Funded Amount	\$145,832.48	\$238,465.18	\$384,297.67
New Required Match for Funded Amount	\$36,458.12	\$59,616.30	\$96,074.42
New Required Total Project Amount	\$182,290.60	\$298,081.48	\$480,372.08

Buncombe County RIDE (Other)	Council on Aging Buncombe County (Other)	Total Other Projects
BC RIDE	COA	
90	85	
\$65,849	\$35,353	\$101,202
\$65,849	\$35,353	\$101,202
50%	50%	50%
\$131,698	\$70,706	\$202,404
\$54,146.00	\$29,070.00	\$83,216.00
50%	50%	50%
\$54,146.00	\$29,070.00	\$83,216.00
\$108,292.00	\$58,140.00	\$166,432.00
12.38%	6.64%	19.02%
\$4,580.92	\$2,459.41	\$7,040.33
\$58,726.92	\$31,529.41	\$90,256.33
\$58,726.92	\$31,529.41	\$90,256.33
\$117,453.84	\$63,058.83	\$180,512.67

3. Apply to projects from the respective Call for Projects for which the funding is being reallocated. This would allow reallocation of \$23,707 to FY21 projects and \$33,414 to FY22 projects (unless funding is reallocated to FY22 administrative funds, which would leave the balance of the unallocated funds available). This option contains complexities based on the status of each of the FY21 and FY22 projects and the remaining need for funding.

FY2021			
Project Sponsor	Project Description	Funding Source	Federal Funding Approved
City of Asheville	Asheville Paratransit	Traditional 5310	\$190,306
Buncombe County	SEDAP	Traditional 5310	\$128,544
Council on Aging	Call-A-Ride	ARPA 5310	\$30,432
Madison County	Expanded Transportation	ARPA 5310	\$23,707

FY2022			
Project Sponsor	Project Description	Funding Source	Federal Funding Approved
City of Asheville	ADA Paratransit acquisition of services	Traditional 5310	\$210,000
Buncombe County	Buncombe County Additional Elderly and Disabled Transportation	Traditional 5310	\$57,720
Buncombe County	RIDE Vouchers Program-Support for Taxi Services for Individuals with Disabilities	Traditional 5310	\$42,482
Land of Sky Regional Council Senior Companions Program (SCP)	Maintenance of Senior Companion Program in Buncombe and Henderson	Traditional 5310	\$136,620
Madison County	Madison County Senior Transportation to Meal Sites	Traditional 5310	\$33,414

Discussion on not funding old projects but to allocate across newest projects. Discussion around making Asheville whole from the 22 allocation or just give them the 10% of the existing funds. Prioritization recommended the larger sum to make Asheville whole which is Option 1. Discussion around option 1 and how much does Asheville receive for admin vs how much we provide to other projects either existing or new. The second question posed was do we give it to old projects or most recent round of 5310 projects. Option 1, Asheville would be whole and the remaining amount will be reallocated to projects. Splitting this into two votes.

Lucy Crown moved to recommend funding City of Asheville admin funding option 1. Noah Taylor seconded the motion and it passed unanimously upon a roll call vote.

Vicki Eastland moved to recommend Option 2 for funding newer projects over old projects. Noah Taylor seconded the motion and it passed unanimously upon a roll call vote.

**4B. Bike/Ped Advisory Committee:
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.

In February, 2026, the TCC noted mixed support for the formation of the committee, the Board mostly discussed the number of seats and appointments.

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.

Composition

The MPO Board noted a smaller committee of nine members would be preferred. There was some discussion about potential ways for appointments to be made:

1. MPO Board & TCC Appointments

How Applications Would Be Solicited: The MPO would hold a call for applications, the TCC and Board would vet applications and make appointments to the committee.

Geographic Equity: A minimum of one appointee per county of residence (Buncombe, Haywood, Henderson, Madison) would be used to filter through applications.

2. County & Municipal Appointments

How Applications Would Be Solicited: Each jurisdiction in charge of making an appointment would request interested citizens to apply or consider appointment. Each jurisdiction's Council or Commission would provide the appointment.

Geographic Equity: Five Seats Would Remain Constant, Four Would Rotate Among Different Jurisdictions:

Seat #1: City of Asheville Seat #2: Buncombe County Seat #3: Haywood County Seat #4: Henderson County Seat #5: Madison County

Seat #6: Buncombe Municipalities (Black Mountain, Weaverville, Woodfin) Seat #7: Haywood Municipalities (Canton, Waynesville)

Seat #8: Henderson Municipalities (Fletcher, Hendersonville, Mills River)

Seat #9: Small Municipalities (Biltmore Forest, Clyde, Flat Rock, Laurel Park, Maggie Valley, Mars Hill, Montreat

3. County & At-Large Appointments

How Applications Would Be Solicited: Each County would appoint a member to the committee every two years, five other seats would be appointed by the MPO Board & TCC through an application process.

Geographic Equity: Each County's appointment would provide a minimum of one representative per County, other considerations would be made at the Board & TCC.

DRAFT 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 (Dependent on Composition Discussion)

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 **nine 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.

Discussion around if this should even be formed. There is still opposition between members around adding additional committees. Discussion around this being a good idea to help share information and coordination across the region. Discussion on having municipalities appointed and too many groups in area. Scenario 2 seems an easier way to appoint members.

Noah Taylor moved to approve the recommendation on the Formation of the MPO Bike/Ped Advisory Committee to the Board and to approve appointment scenario #2. Steve Williams seconded the motion which passed upon a roll call vote.

4C. P8 Local Input Point Methodology:

What a Local Input Point Methodology Does

The Local Input Point (LIP) Methodology establishes how the MPO assigns its limited pool of local priority points as part of North Carolina's Transportation Prioritization (STI/SPOT) process.

Its purpose is to ensure that:

- Local priorities are reflected in a data-driven, transparent, and defensible way
- Projects are evaluated consistently across jurisdictions and modes
- The MPO meets NCDOT requirements for public involvement and objective decision-making

The methodology does not replace SPOT scoring. Instead, it governs how the MPO applies its discretionary points within the broader statewide framework.

Per State requirements, every local input point methodology is required to have at least one quantitative criteria and one qualitative criteria.

What Local Input Points Do

Local Input Points:

- Allow MPOs to reflect regional and community priorities that may not be fully captured by statewide models
- Provide a mechanism to recognize:
 - Multimodal connectivity
 - Local safety concerns
 - Equity, access, and regional networks

In practice, Local Input Points serve as a policy balancing tool, not a technical re-scoring of projects.

In the prioritization process, funding is split into three different tiers. Local Input Points play a different role in generating a total score for projects evaluated in each tier:

	Quantitative Score	MPO LIPs	Division LIPs
Statewide Mobility	100%	0%	0%
Regional Impact	70%	15%	15%
Division Needs	50%	25%	25%

Summary of Recommended Changes

The Prioritization Subcommittee recommended two small changes to the Local Input Point Methodology

Highway Projects:

- Modify Safety Scoring Criteria to include the High Injury Network from the Safe Streets for WNC Plan

Bike/Ped Projects

- Add Safety as a component and include the Bike/Ped High Injury Network from the Safe Streets for WNC Plan
- Add the Hellbender Regional Trail as a scoring component to recognize projects that have regional significance

Draft Methodology: https://frenchbroadrivermpo.org/wp-content/uploads/2026/03/DRAFT-P8_Local_Input_Point_Methodology.pdf

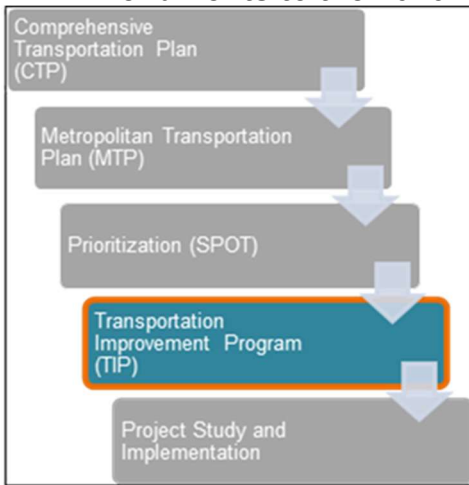
Due Date:

Final MPO Local Input Point Methodologies are due to NCDOT's SPOT office by the end of March.

Discussion did not occur

Steve Williams moved to recommend the adoption of the P8 Local Input Point Methodology to the Board. Noah Taylor seconded the motion and it passed unanimously upon a roll call vote.

4D: Amendments to the 2026-2035 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:

- Programming 5310 and JARC Projects from the most recent call for projects as well as reprogramming the FY21 and FY22 Madison County funds.
- I-2513AC (North of I-40 to Haywood Rd): Total project cost increased from \$275.7M to \$390.8M.
- EB-5831 (Coxe Ave Pedestrian Improvements): Moving ROW from FY26 to FY27 with construction also beginning in

- EB-5824 (Hominy Creek Greenway): Delay construction from FY 27 to FY 28

All TIP Amendment Summaries can be found here: https://frenchbroadrivermpo.org/wp-content/uploads/2026/03/FBRMPO_March2026_TIP_Amendments_Updated.pdf

Discussion did not occur.

Lucy Crown moved to approve the Amendments to the 2026-2035 TIP. Vicki Eastland seconded the motion and it passed upon a roll call vote.

5A. I-26 Connector (I-2513) Update:

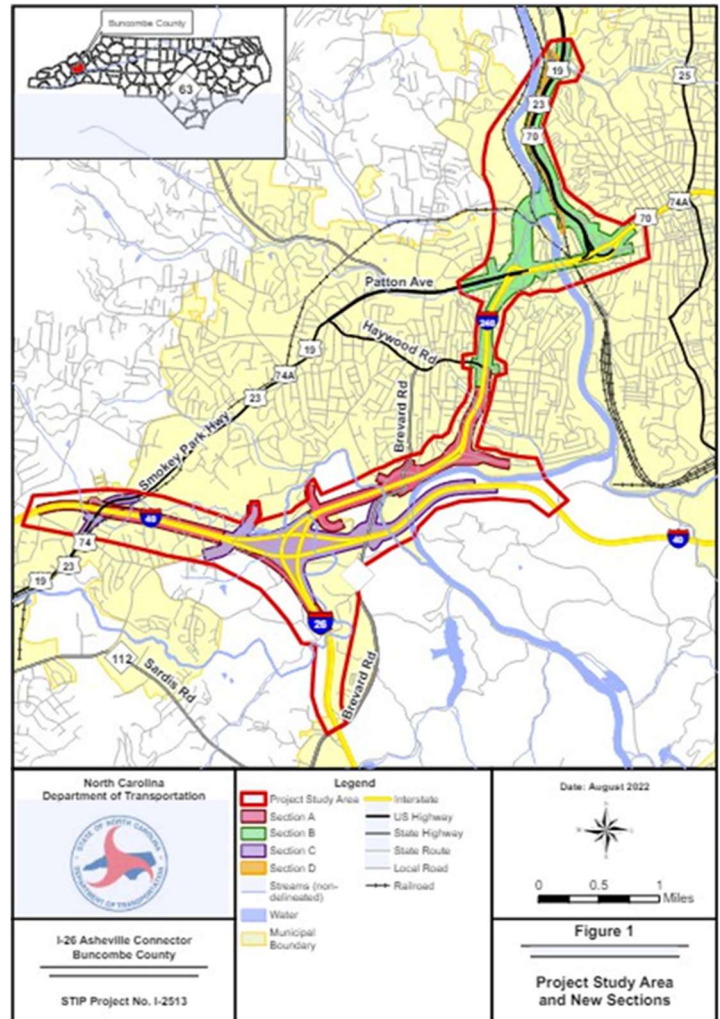
What is the I-26 Connector?

The I-26 Connector (I-2513) is a highway project in Buncombe County that aims to provide improvements to I-26, I-240, and parts of I-40. The project is split into several different sections (generally described below):

Section AA- Pavement rehabilitation on I-40 from roughly Sand Hill Road to Monte Vista Road. (STIP Status: Funded)

Section AB- I-26/I-40 AND I-40/US 19/23 (SMOKEY PARK HIGHWAY) INTERCHANGES. CONSTRUCT THE FOLLOWING IMPROVEMENTS: WIDEN I-40 EASTBOUND TO I-26 EASTBOUND RAMP, WIDEN I-26 WESTBOUND BETWEEN I-40 RAMPS, CONSTRUCT NEW I-40 WESTBOUND TO US 19/23 (SMOKEY PARK HIGHWAY) NORTHBOUND RAMP. (STIP Status: Funded)

Section AC- Widen I-26/I-240 from I-40 to Haywood Road (STIP Status: Funded) **Section B-** Highway Widening and New Bridge Construction over the French Broad River from Haywood Road to Broadway Avenue. (STIP Status: Funded)



Section C- Final Improvements to the I-26/I-40/I-240 interchange. (STIP Status: NOT Funded)

Section D- modernization and complete streets improvements to Riverside Drive (STIP Status: Funded)

The project also includes additional improvements that have been requested by the City of Asheville, including multimodal infrastructure and aesthetic enhancements.

Update

Nathan Moneyham, NCDOT Division 13 Construction Engineer, will provide an update.

Information Only.

Discussion did occur around when the project page would be live online, it is live now. The website is <https://www.ncdot.gov/projects/asheville-i-26-connector/Pages/default.aspx> which is available to the public for anyone to see. The website will provide updates once they are finalized.

5B. NCAMPO Conference:

MPO staff will provide a brief overview of the conference. Information Only.

Discussion did not occur.

6A. Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2026/02/Division13_February2026_Updates.pdf

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/>

FTA Bipartisan Infrastructure Law Website: <https://www.transit.dot.gov/BIL>

6C.

Committee & Workgroup Updates

Prioritization Subcommittee— met on March 4th, next meeting April 1st.

- Local Input Point Methodology
- 5310 Project Selection for Rescinded Funds

5307 Subrecipient Workgroup- met on February 17th, next meeting May 19th. Points of Business/Discussion:

- Grant management update by the City of Asheville
- Shared document repository discussion
- Locally Coordinated Plan update
- Service connection update
- 5310/JARC Call for Projects update
- Knowledge-sharing opportunities within current group composition

***See below for the MPO Studies and Locally Administered Projects Updates:**

https://frenchbroadrivermpo.org/wp-content/uploads/2026/03/2026_03_12_TCC-Agenda-Packet.pdf

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.

