

## Technical Coordinating Committee

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June 11, 2026 – 11:00 A.M., Hybrid Meeting via Zoom or at Land of Sky Regional Council

Login: <https://us06web.zoom.us/j/81728600079>

Meeting ID: 81728600079

Call-In: 13126266799

### Agenda

1. **WELCOME AND HOUSEKEEPING (5 min)**

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  - A. Welcome and Introductions William High
  
2. **PUBLIC COMMENT**

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3. **APPROVAL OF AGENDA & CONSENT AGENDA** William High

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  - A. April, 2026 TCC Meeting Minutes
  - B. May, 2026 Special Meeting Minutes
  - C. FY 2027 Unified Planning Work Program (UPWP) Amendment #2
  - D. Letter of Support: Hendersonville Safe Streets for All Application
  - E. Letter of Support: Buncombe County EMS Safe Streets for All Application
  - F. Letter of Support- NCDOT BRIC Grant Application
  - G. Amendments to the 2026-2035 Transportation Improvement Program (TIP)
  
4. **BUSINESS**

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  - A. P8: DRAFT Local Input Points for Regional Impact Projects MPO Staff, 20 Min
  - B. HL-0013: Request for Additional Funds MPO Staff, 10 Min
  - C. U-5019A: Request for Additional Funds MPO Staff, 10 Min
  - D. Resolution of Support: Hendersonville Road @ Old Brickyard Road NCDOT Staff, 10 Min
  - E. AAM Grant Application MPO Staff, 10 Min
  
5. **INFORMATIONAL ITEMS**

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  - A. Lennie's Law/Bike Safety Zone MPO Staff, 5 Min
  
6. **REGULAR UPDATES (10-15 min)**

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  - A. NCDOT Division 13 and 14 updates Tim Anderson/Wesley Grindstaff or Designee
  - B. Transportation Planning Branch Daniel Sellers
  - C. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
  - D. Legislative Updates MPO Staff
  
7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

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8. **TOPICS FOR NEXT MEETING (August 13<sup>th</sup>)**

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9. **PUBLIC COMMENT**

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10. **ADJOURNMENT**

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3:

## Consent Agenda

**Item 3A:** April, 2026 Meeting Minutes

**Item 3B:** May, 2026 Special Meeting Minutes

**Item 3C:** FY 2027 Unified Planning Work Program (UPWP) Amendment #2

**Item 3D:** Letter of Support- Hendersonville Safe Streets for All Application

**Item 3E:** Letter of Support- Buncombe County EMS Safe Streets for All Application

**Item 3F:** Letter of Support- NCDOT BRIC Application

**Item 3G:** Amendments to the 2026-2035 Transportation Improvement Program (TIP)

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3A:

## April, 2026 Meeting Minutes

Available here: [https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/2026\\_04\\_09\\_DRAFT.MPO\\_TCC\\_Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/2026_04_09_DRAFT.MPO_TCC_Minutes.pdf)

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3B:

## May, 2026 Special Meeting Minutes

Available here: [https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/2026\\_05\\_11\\_MPO\\_TCC-TAC-Combined-Special-Meeting-Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/2026_05_11_MPO_TCC-TAC-Combined-Special-Meeting-Minutes.pdf)

## **Staff Report & Recommendations**

# Item 3C:

## **Modification to the FY 2027 Unified Planning Work Program**

### **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.

### **Proposed Amendments**

Following the amendment of the FY 2027 UPWP in April, 2026, the City of Asheville notified the MPO that it did not program the full amount of local match for FTA 5305-2 Area of Persistent Poverty Transit Program Support Fund that were required.

The amendment would fully allocate the local match for 5305-2 funds from \$32,814 to \$36,400 from the City of Asheville.

**Action Required:** Consider Recommending Adoption of the Amendment to the FY 2027 UPWP

# Item 3D:

## **Letter of Support- Hendersonville Safe Street for All Application**

The City of Hendersonville submitted a grant application for the USDOT Safe Streets for All Program to improve roadway safety in the City of Hendersonville. The City requested a letter of support from the MPO. The following was provided.

**Informational Item**

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

RE: FY2026 Safe Streets and Roads for All (SS4A) Grant Application – Safe Streets for Hendersonville: 7th Avenue Safety Implementation

Dear Secretary Duffy:

On behalf of the French Broad River Metropolitan Planning Organization (FBRMPO), I am writing to express our strong support for the City of Hendersonville’s FY2026 Safe Streets and Roads for All (SS4A) grant application for the “Safe Streets for Hendersonville: 7th Avenue Safety Implementation” project.

This project represents a collaborative effort between the City of Hendersonville, the French Broad River MPO, and the North Carolina Department of Transportation to improve safety, accessibility, resilience, and economic vitality along one of Hendersonville’s most important historic corridors.

The proposed improvements along 7th Avenue will create a safer and more comfortable transportation environment for all roadway users while maintaining the corridor’s critical role in the local transportation network. The project will support safer travel for drivers, pedestrians, bicyclists, families, older adults, and visitors while strengthening connections between downtown Hendersonville, nearby neighborhoods, and major regional trail facilities.

In addition to its transportation benefits, the project will support broader community and economic goals by:

- Improving roadway safety and reducing the potential for serious crashes,
- Enhancing quality of life and accessibility for residents and visitors,
- Supporting local businesses, tourism, and economic development opportunities,
- Improving multimodal connectivity while maintaining vehicular access and mobility, and

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- Incorporating infrastructure improvements that increase resilience to flooding and extreme weather events.

The FBRMPO strongly believes this project reflects the goals of the SS4A program and demonstrates how transportation investments can improve safety while supporting economic opportunity and community development in small and mid-sized communities.

Thank you for your consideration of this important application and for your continued support of safer transportation systems across the nation.

Sincerely,

A handwritten signature in black ink, appearing to read "Tristan Winkler". The signature is fluid and cursive, with the first name being more prominent.

Tristan Winkler  
Director  
French Broad River Metropolitan Planning Organization

# Item 3E:

## **Letter of Support- Buncombe County EMS Safe Streets for All Application**

Buncombe County EMS submitted a grant application for the USDOT Safe Streets for All Program to provide a faster delivery of whole blood to people severely injured in crashes. The County requested a letter of support from the MPO. The following was provided.

**Informational Item**

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METROPOLITAN PLANNING ORGANIZATION

To Whom It May Concern:

The French Broad River Metropolitan Planning Organization (FBRMPO) is pleased to support Buncombe County Emergency Medical Services' application to the USDOT Safe Streets and Roads for All (SS4A) Supplemental Planning and Demonstration Grant Program.

The proposed Regional Roadway Survivability Framework directly aligns with the goals and findings of the adopted Safe Streets for WNC (SSWNC) Safety Action Plan, completed jointly by the FBRMPO and Land of Sky RPO in 2025. The SSWNC Plan identified roadway fatalities and serious injuries as a growing regional crisis and specifically noted that post-crash care has historically received limited attention in transportation safety planning. The plan also emphasized the importance of integrating safety considerations into changing regional conditions, disaster recovery, and future transportation system risks.

The Buncombe County EMS proposal thoughtfully builds upon that framework by evaluating innovative strategies intended to improve post-crash survivability, responder safety, and emergency access reliability within Western North Carolina's unique transportation environment. Our region has unique challenges caused- in part- by our Appalachian topography. Growth has been centered around a few roadway corridors with very limited redundancy, making access more difficult and additional hazards more likely. The proposal's focus on mountainous terrain, severe weather disruptions, congestion, roadway incidents, and emergency response challenges is consistent with conditions identified throughout the regional safety planning process.

FBRMPO particularly appreciates the proposal's multidisciplinary approach and its commitment to measurable evaluation, data integration, and coordination with the regional Safety Action Plan. The proposed demonstration activities — including advanced post-crash clinical stabilization strategies, operational response analysis, and responder roadway safety improvements — represent an opportunity to further strengthen the region's understanding of post-crash care within the Safe System Approach.

Importantly, this effort complements rather than replaces the existing SSWNC framework. Findings and recommendations generated through this work have the potential to inform

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future updates to the regional Safety Action Plan and support more comprehensive transportation safety strategies across Western North Carolina.

FBRMPO looks forward to continued coordination with Buncombe County EMS and regional partners throughout the development and evaluation of this effort.

Sincerely,



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Tristan Winkler  
Director  
French Broad River Metropolitan Planning Organization

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## Staff Report & Recommendations

# Item 3F:

## Letter of Support- NCDOT BRIC Application

NCDOT Division 13 applied for a FEMA BRIC Application to improve drainage near Beacon Park. The following letter of support was provided.

**Informational Item**

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To Whom It May Concern:

On behalf of the French Broad River Metropolitan Planning Organization, I am pleased to provide this letter of support for Buncombe County and NCDOT's proposed Beacon Village Drainage Improvements project in Swannanoa, North Carolina, for consideration under FEMA's Building Resilient Infrastructure and Communities program.

Beacon Village is a historic residential community in the Swannanoa area with origins as an early twentieth-century mill village. Many of the homes and roadways in the area were constructed before modern drainage and resilience standards were in place. As a result, the community has experienced repeated roadway and property flooding, particularly along Edwards Avenue, where inadequate drainage has created recurring maintenance, access, and safety concerns.

Those long-standing issues were made more urgent by Hurricane Helene in September 2024, which caused extreme flooding across the Swannanoa area and resulted in significant impacts to the Beacon Village community. The proposed project would address documented drainage deficiencies along Richmond Avenue, Edwards Avenue, and associated drainage outlets toward US 70, helping reduce future flood risk for residents, road users, and public agencies responsible for maintaining the transportation system.

From the MPO's perspective, this project is strongly aligned with regional transportation resilience and hazard mitigation priorities. Improving drainage in Beacon Village would help maintain safer and more reliable access during heavy rain events, reduce recurring roadway flooding, support emergency response and neighborhood mobility, and lower the likelihood of repeated public expenditures for response, repair, and maintenance. The project would also help protect a modest-income residential community that has already experienced substantial storm impacts.

The French Broad River MPO has placed increased emphasis on transportation system resilience following Hurricane Helene, particularly where known infrastructure vulnerabilities affect community access, safety, and long-term recovery. The Beacon Village Drainage Improvements project represents a practical, targeted investment that would reduce future risk, improve roadway reliability, and strengthen the resilience of an established Swannanoa neighborhood.

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For these reasons, the French Broad River MPO supports the Beacon Village Drainage Improvements project and encourages its consideration for FEMA BRIC funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Tristan Winkler". The signature is fluid and cursive, with the first name being more prominent than the last.

Tristan Winkler

Director

French Broad River Metropolitan Planning Organization

# FRENCH BROAD RIVER

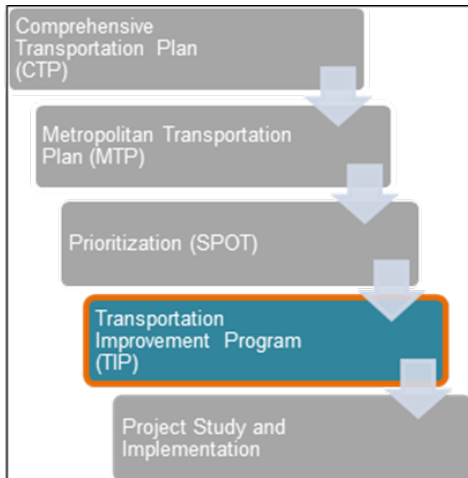
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## Staff Report & Recommendations

# Item 3G:

## Amendments to the 2026-2035 Transportation Improvement Program

### 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:

- Add additional Federal and Local funding to HL-0013 (9<sup>th</sup> Street Bridge Replacement)
- Add additional Federal and Local funding to U-5019A (Nasty Branch Greenway)
- Various pedestrian signal installation and improvements in Divisions 13 (Including Patton Ave at Louisiana Rd in Asheville, Flat Creek Rd at Village Way Intersections in Black Mountain, and US 70 Tunnel Rd at White Pine Dr)

- EB-5963 – Grove Street Sidewalks in Hendersonville: delay construction from FY25 to FY27, bringing the project into the federally approved STIP.

All TIP Amendment Summaries can be found here: [https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/FBRMPO\\_June2026\\_TIPAmendments\\_Updated.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/FBRMPO_June2026_TIPAmendments_Updated.pdf)

**Action Required:** Consider Recommending Adoption of the Amendments to the 2026-2035 TIP.

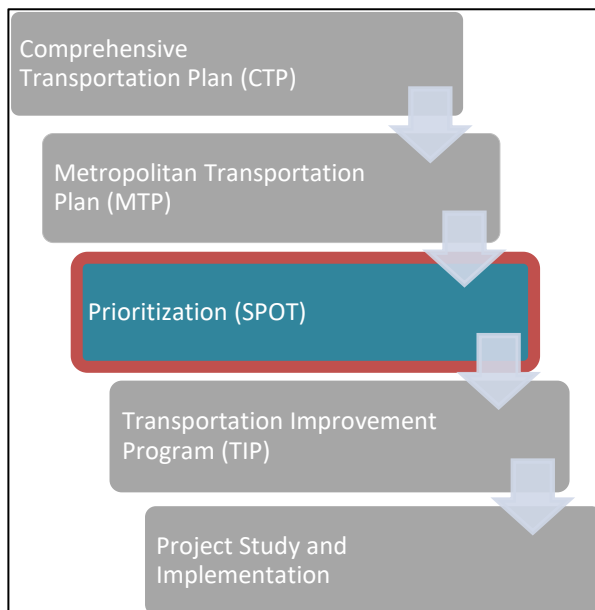
**Staff Recommendation:** Recommend Approval of the Amendments to the 2026-2035 TIP.

# Item 4A:

## P8- Regional Impact Local Input Points

### Background

The Prioritization Process (AKA SPOT, AKA P 8) is the process in North Carolina that helps determine the majority of transportation improvements across the State. The process is dictated by the [Strategic Transportation Investments Act \(STI\) of 2012](#) and is generally designed to be a data-driven, transparent process to determine what transportation projects are funded or not. MPOs are engaged throughout the process to submit projects for consideration (along with Divisions and RPOs) as well as local input points that are used to boost the scores of projects competing for Regional Impact or Division Needs funding.



### Action Items for Today

- Review Outcomes of Statewide Mobility and Regional Impact scores
- Discuss DRAFT local input points for Regional Impact projects

# FRENCH BROAD RIVER

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## Staff Report & Recommendations

### Statewide Mobility Projects

Statewide Mobility projects are programmed solely based on the quantitative score. Only one project in the region scored well enough for programming with available funding in P8- the I-40 Managed Lanes project from Exit 44 to Exit 27. The scores for all Statewide Mobility projects in the MPO are available below.

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)
I-40	Exit 44 (Smokey Park Highway)	Exit 27 (US 23/74)	Construct managed lanes. [TOLL PROJECT]	1 - Widen Existing Roadway	\$ 513,200,000	88.47
I-26	US 25	US 64 (Four Seasons Boulevard)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 220,100,000	68.70
I-26, I-240	I-26/I-40/I-240 final interchange improvements	N/A	Construct Final Interchange Improvements	8 - Improve Interchange	\$ 358,200,000	60.36
I-26	US 64	N/A	Construct interchange improvements	8 - Improve Interchange	\$ 121,200,000	59.13
US 19 (Patton Avenue)	US 19 (Patton Avenue) / US 23 / US 74 ALT and NC 63 (New Leicester Highway)	N/A	Construct final intersection improvements.	10 - Improve Intersection	\$ 43,800,000	58.47
I-26, US 23, US 19	NC 251/SR 1781 (Broadway Street)	US 25/US 70/SR 1725 (Weaver Boulevard)	Widen roadway to 6 and 8 lanes.	1 - Widen Existing Roadway	\$ 602,700,000	57.33
I-26, US 19, US 23	US 25 (Merrimon Avenue)	N/A	Improve interchange	8 - Improve Interchange	\$ 138,300,000	55.31

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## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)
I-26, US 19, US 23	NC 251/SR 1728 (Broadway Street)	N/A	Improve interchange	8 - Improve Interchange	\$ 101,900,000	45.29
US 19, US 23, I-26	SR 1684 (Elk Mountain Road)	N/A	Improve interchange	8 - Improve Interchange	\$ 75,300,000	42.39
NS AS Line	NC 251 (Riverside Drive), Asheville, Buncombe County	N/A		3 - Highway-rail crossing improvement (point)	\$ 26,219,000	39.29
I-26, US 19, US 23	US 25, US 70 (Weaver Boulevard)	SR 2207 (North Buncombe school Road)	Upgrade freeway to interstate standards	17 - Upgrade Freeway to Interstate Standards	\$ 171,500,000	31.67
I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	Upgrade freeway to interstate standards	17 - Upgrade Freeway to Interstate Standards	\$ 129,000,000	30.16

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Regional Impact Projects

Regional Impact projects are programmed 70% based on quantitative score, 30% based on local input from planning organizations and NCDOT Divisions. The quantitative scores for eligible Regional Impact projects are below, including Statewide Mobility projects that are eligible to cascade.

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantative Score (Out of 70)
NS AS Line (Asheville to Salisbury Passenger Service)	Asheville-to-Salisbury Passenger Rail along existing Norfolk Southern rail.	N/A	Upgrade rail infrastructure to support new intercity passenger service from Salisbury to Asheville on the AS Line. Project includes necessary infrastructure and stations to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	\$ 96,400,800	59.34
US 25 BUS (Asheville Highway)	North Main Street	NC 191 (Haywood Road)	Improve Multiple Intersections along US 25B to improve safety	25 - Improve Multiple Intersections along Corridor	\$ 22,800,000	49.62

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)
US 70	Beaucatcher Tunnel	US 74 ALT (South Tunnel Road)	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from Beaucatcher Tunnel to US 74A (South Tunnel Road)	24 - Implement Road Diet to Improve Safety	\$ 125,600,000	49.00
US 74 ALT (Patton Avenue)	NC 63 (New Leicester Hwy)	SR 1332 (North Louisiana Avenue)	Construct an additional westbound through lane to correspond to the U-5971B project, creating four receiving lanes west of the intersection of SR 1332 (N Louisiana Ave) at US 19/23 (Patton Ave). Change the northbound geometry to two left-turn lanes with a shared through-right lane. Split phasing will need to be replaced with standard NEMA phasing.	25 - Improve Multiple Intersections along Corridor	\$ 50,800,000	46.73

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)
NC 63 (New Leicester Highway)	SR 1004 (Newfound Road)	SR 1377 (Gouges Branch Road)	Improve the intersections of NC 63 with SR 1004(Newfound Road), SR 1302 (Ramsey Road,) and SR 1377 (Gouges Branch Road)	25 - Improve Multiple Intersections along Corridor	\$ 29,000,000	43.00
NC 191 (Brevard Road)	SR 3486 (Glenn Bridge Rd SE, Avery Creek Road), Southwicke Drive	N/A	Realign Glenn Bridge Rd to Laurel Park Dr. to covert to 4-leg intersections. Add exclusive left turn lanes on NC 191 at both intersections. Cul-de-sac Glenn Bridge Rd SE to maintain access to parcels near existing 5-leg intersection.	10 - Improve Intersection	\$ 8,600,000	42.29
NC 191 (Brevard Road)	SR 3431 (Pond Road)	N/A	Construct an additional left turn lane on Pond Rd in order to provide dual left turns onto NC 191	10 - Improve Intersection	\$ 2,300,000	41.56

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantative Score (Out of 70)
US 19 (Patton Avenue)	US 19 (Patton Avenue) / US 23 / US 74 ALT and NC 63 (New Leicester Highway)	N/A	Construct final intersection improvements.	10 - Improve Intersection	\$ 43,800,000	41.09
US 25 ALT (Sweeten Creek Road)	US 25 (Hendersonville Road)	SR 3116 (Mills Gap Road)	Widen to multi-lanes	1 - Widen Existing Roadway	\$ 209,500,000	40.49
US 19 (Smokey park Highway), US 23	I-40	NC 151 (Pisgah Highway)	Implement access management and complete streets improvements.	11 - Access Management	\$ 194,600,000	40.30
I-26	US 25	US 64 (Four Seasons Boulevard)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 220,100,000	39.13
US 25 (Sweeten Creek Road)	SR 3116 (Mills Gap Road)	SR 3081 (Rock Hill Road)	Widen to multi-lanes	1 - Widen Existing Roadway	\$ 182,100,000	37.51
I-26	US 64	N/A	Construct interchange improvments	8 - Improve Interchange	\$ 121,200,000	35.72
US 176 (Spartanburg Highway)	NC 225	SR 1783 (Upward Road)	Construct median, sidewalk, and side path along road. Attempt to consolidate driveway cuts.	11 - Access Management	\$ 109,900,000	35.53

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)
I-26, US 23, US 19	NC 251/SR 1781 (Broadway Street)	US 25/US 70/SR 1725 (Weaver Boulevard)	Widen roadway to 6 and 8 lanes.	1 - Widen Existing Roadway	\$ 602,700,000	35.34
I-26, US 19, US 23	US 25 (Merrimon Avenue)	N/A	Improve interchange	8 - Improve Interchange	\$ 138,300,000	35.00
NC 191	US 25 (Asheville Highway)	SR 1381 (Mountain Road)	Widen to Multi-Lanes.	1 - Widen Existing Roadway	\$ 160,000,000	34.33
NC 280 (Boylston Highway)	NC 191 northern intersection (Old Haywood Road)	NC 191 Southern Intersection (Old Haywood Road)	Construct access management and intersection improvements.	11 - Access Management	\$ 53,100,000	33.69
I-26, I-240	I-26/I-40/I-240 final interchange improvements	N/A	Construct Final Interchange Improvements	8 - Improve Interchange	\$ 358,200,000	32.88
US 19 (Dellwood Road)	South Lakeshore Dr	SR 1207 (Dayton Drive)	Access management project which will eliminate the TWLTL.	11 - Access Management	\$ 39,100,000	32.46
NC 112 (Sardis Road/Sandhills Road)	NC 191 (Brevard Road)	US 19/23 (Smokey Park Highway)	NC 191 (Brevard Road) to US 19/23 (Smokey Park Highway). Widen roadway to multi-lanes.	1 - Widen Existing Roadway	\$ 190,200,000	32.17

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)
US 19, US 23, I-26	US 25/US 70	N/A	US 25/US 70 Interchange. Improve interchange.	8 - Improve Interchange	\$ 47,400,000	28.80
US 19/23	NC 151 (Pisgah Highway)	SR 1200 (Wiggins Road)	Perform access management along US 19/23 within the project limits. Include complete streets elements.	11 - Access Management	\$ 111,100,000	28.60
NS AS Line	NC 251 (Riverside Drive), Asheville, Buncombe County	N/A	Installation of grade crossing improvements (Crossing #720 409S) at NC 251 (Riverside Drive) in Asheville in conjunction with pedestrian and bicyclist treatments	3 - Highway-rail crossing improvement (point)	\$ 26,219,000	28.23
US 276 (Russ Avenue)	US 23-74 (Great Smoky Mountain Expressway)	US 19 (Dellwood Road)	US 23-74 (Great Smokey Mountain Expressway) to US 19 (Dellwood Road). Access management.	11 - Access Management	\$ 42,500,000	28.22

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)
US 70 (W State Street)	SR 2500 (Blue Ridge Road)	NC 9 (Broadway Street)	Reduce the number of travel lanes and add complete streets elements.	24 - Implement Road Diet to Improve Safety	\$ 51,100,000	28.00
I-26, US 19, US 23	NC 251/SR 1728 (Broadway Street)	N/A	Improve interchange	8 - Improve Interchange	\$ 101,900,000	27.71
US 64 (Brevard Road)	SR 1312 (South Rugby Road)	SR 1424 (Brickyard Road)	Improve 5 Intersections along US 64.	25 - Improve Multiple Intersections along Corridor	\$ 29,000,000	25.54
US 19, US 23, I-26	SR 1684 (Elk Mountain Road)	N/A	Improve interchange	8 - Improve Interchange	\$ 75,300,000	25.37
US 23 BUS (South Main Street)	SR 1164 (Hyatt Creek Road)	US 276 (Pigeon Street)	SR 1164 (Hyatt Creek Road) to US 276 (Pigeon Street). Widen to multi-lanes.	1 - Widen Existing Roadway	\$ 65,400,000	23.87
I-26, US 19, US 23	US 25, US 70 (Weaver Boulevard)	SR 2207 (North Buncombe school Road)	Upgrade freeway to interstate standards	17 - Upgrade Freeway to Interstate Standards	\$ 171,500,000	22.47
I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	Upgrade freeway to interstate standards	17 - Upgrade Freeway to Interstate Standards	\$ 129,000,000	21.57
NC 215 (Penland Street)	US 19/23 (Park Street)	N/A	Improve the intersection of NC 215 and US 19/23	10 - Improve Intersection	\$ 22,000,000	21.44

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)
US 276	SR 1134 (Crymes Cove Rd), Raccoon Rd	N/A	SR 1134 (Crymes Cove Road) and Raccoon Road. Intersection realignment.	21 - Realign Multiple Intersections	\$ 6,500,000	19.89
NC 213 (Cascade Street)	Athletic Street	Bone Camp Road	Modernize NC 213 from Athletic Street to Bone Camp Road including Complete Streets	16 - Modernize Roadway	\$ 18,400,000	19.12
NC 81 (Swannanoa River Road)	SR 3214 (Biltmore Avenue)	US 74a (South Tunnel Road)	SR 3214 (Biltmore Avenue) to US 74A (South Tunnel Road). Widen existing roadway.	1 - Widen Existing Roadway	\$ 126,000,000	11.55
US 19 (Asheville Highway), US 23	NC 215	SR 1836 (Chestnut Mountain Road)	Modernization of roadway including Complete Streets elements and improving intersection operations as appropriate.	16 - Modernize Roadway	\$ 47,900,000	8.32

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Local Input Points Alternatives

MPO staff is recommending two alternatives to be considered for Draft Local Input Point Assignments.

#### Alternative #1: Strictly Follow the MPO's Local Input Point Methodology

The MPO's methodology recommends putting points on a minimum of two highway projects and one non-highway project or up to 150% of available funding, if funding is limited. Funding is limited this round. Based on \*current\* results, these projects would include:

Mode	Route	From	To	Cost	Improvement Type	MPO Score	SPOT Score
Rail	WNC Passenger Rail	Asheville	Salisbury	\$96,400,800	Passenger Rail Service	100	59.34
Highway	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	\$194,600,000	Access Management	96	40.30
Highway	US 70 (Tunnel Road)	Beaucatcher Tunnel	US 74A (South Tunnel Road)	\$125,600,000	Road Diet	85	49.00

#### Alternative #2: Assign Points In-Line With Local Priorities

As part of the MPO's methodology, local priorities are requested. Assigning points to all locally identified priorities would recognize the priorities identified by local governments throughout the region while still remaining within the MPO's available Local Input Point capacity.

Mode	Route	From	To	Cost	Improvement Type	MPO Score	SPOT Score
Rail	WNC Passenger Rail	Asheville	Salisbury	\$96,400,800	Passenger Rail Service	100	59.34
Highway	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	\$194,600,000	Access Management	96	40.30
Highway	US 70 (Tunnel Road)	Beaucatcher Tunnel	US 74A (South Tunnel Road)	\$125,600,000	Road Diet	85	49.00

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Mode	Route	From	To	Cost	Improvement Type	MPO Score	SPOT Score
Highway	US 25A (Sweeten Creek Road)	Rock Hill Road	Mills Gap Road	\$182,100,000	Widening	83	37.51
Highway	NC 63 (New Leicester Highway)	Newfound Road	Gouges Branch Road	\$29,000,000	Multiple Intersection Improvements	70	43.00
Highway	US 19 (Dellwood Road)	South Lakeshore Drive	Dayton Drive	\$39,100,000	Access Management	64	32.46
Highway	US 23B (South Main Street)	US 276 (Pigeon Street)	Hyatt Creek Road	\$65,400,000	Widening	48	23.87
Highway	NC 213 (Cascade Street)	Athletic Stret	Bone Camp Road	\$18,400,000	Modernization	47	19.12
Highway	Henderson Priority #1						
Highway	Henderson Priority #2						
Highway	Henderson Priority #3						

### Next Steps

After the MPO Board approves the Draft Local Input Point Assignment, it will go out for public comment. The final assignment will come back through the TCC and Board in August.

**Staff Recommendation:** Recommend Alternative #2 to the MPO Board

**Action Required:** Recommend DRAFT Regional Impact Local Input Point Assignment to the MPO Board

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4B:

## HL-0013: Request for Additional Funds

### Background

The MPO currently receives roughly \$6.5 million per year in a direct allotment of federal funds that it programs for both planning and capital expenditures in the region. These funds come from three federal programs:

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TAP)
- Carbon Reduction Program (CRP)

In past years, the MPO has combined these allotments into one Locally Administered Projects Program and programmed funds to different projects, largely sponsored by local governments, with some sponsored by NCDOT.

### Project Information

Project: HL-0013

Description: 9th Avenue Bridge Replacement

Sponsor: Town of Black Mountain

The MPO awarded \$365,000 in federal funds to the Town of Black Mountain in 2020 to replace a local bridge that had received a poor structural review. That amount was increased to \$800,000 in 2021 based on updated estimates from NCDOT.

The project recently went to bid for construction, and the bids came back at more than \$1.9 million, including NCDOT oversight fees. The Town of Black Mountain is requesting additional federal funds to allow the project to move forward.

Previously Awarded Federal Construction Funds	Total Request for Federal Construction Funds	Change in Federal Funds
\$800,000	\$1,566,110	\$766,110

## Staff Report & Recommendations

### Impact on MPO Funding

MPO staff coordinated with NCDOT staff to review available funding through FY 2030. The total amount of funds expected to be available is \$17,493,000, after the additional funds already programmed to the Clear Creek Greenway.

If additional funding is awarded to HL-0013, the future balance of available MPO funds would be reduced by \$766,110.

All funding assumptions are based on current federal allotments and are subject to change if a new federal transportation law is adopted.

### Staff & Prioritization Subcommittee Recommendation

Recommend a TIP modification for additional federal funds for HL-0013 in the amount of \$766,110 as well as the required local match.

**Action Required:** Consider a Recommendation to the MPO Board regarding the proposed TIP Modification

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4C:

## HL-0013: Request for Additional Funds

### Background

The MPO currently receives roughly \$6.5 million per year in a direct allotment of federal funds that it programs for both planning and capital expenditures in the region. These funds come from three federal programs:

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TAP)
- Carbon Reduction Program (CRP)

In past years, the MPO has combined these allotments into one Locally Administered Projects Program and programmed funds to different projects, largely sponsored by local governments, with some sponsored by NCDOT.

### Project Information

Project: U-5019A

Description: Nasty Branch Greenway from the Dr. Wesley Grant Southside Center to Phifer Street

Sponsor: City of Asheville

The Nasty Branch Greenway, formerly known as the Town Branch Greenway, was originally part of the RADTIP project, which was funded through the USDOT TIGER program. When costs for the larger project increased, this section was removed from the rest of the TIGER-funded project.

The MPO has previously supplemented the City of Asheville's TIGER-funded projects with Direct Attributable funds, including the Craven Street Bike/Ped Bridge in 2014, the French Broad River West Greenway in 2015, and the Town Branch/Nasty Branch Greenway in 2018.

The Nasty Branch Greenway project is preparing to go to bid later this year, and its cost estimate has increased. The City of Asheville has requested additional funds, with much of the increased cost related to NCDOT oversight and Construction Engineering and Inspection expenses.

Previously Awarded Federal Construction Funds	Total Request for Federal Construction Funds	Change in Federal Funds
\$3,412,000	\$4,253,000	\$841,000

## Staff Report & Recommendations

### Impact on MPO Funding

MPO staff coordinated with NCDOT staff to review available funding through FY 2030. The total amount of funds expected to be available is \$17,493,000, after the additional funds already programmed to the Clear Creek Greenway.

If additional funding is awarded to U-5019A, the future balance of available MPO funds would be reduced by \$841,000.

All funding assumptions are based on current federal allotments and are subject to change if a new federal transportation law is adopted.

### Staff & Prioritization Subcommittee Recommendation

Recommend a TIP modification for additional federal funds for U-5019A in the amount of \$841,000 as well as the required local match.

**Action Required:** Consider a Recommendation to the MPO Board regarding the proposed TIP Modification

# Item 4D:

## **Resolution of Support: US 25 (Hendersonville Road) @ Old Brickyard Road Proposed Improvements and Old Hendersonville Road @ Old Brickyard Road**

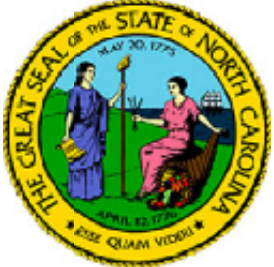

NCDOT is proposing an additional turn lane at the intersection of US 25 (Hendersonville Road) and Old Brickyard Road and intersection improvements at Old Hendersonville Road @ Old Brickyard Road. The plan sheets are provided.

A resolution of support has been requested from the MPO.



DECEL LENGTH = 150'  
 STORAGE = 75'



**DESIGN PRELIMINARY PLAN**  
 PROJECT  
**HENDERSON COUNTY**  
 OLD BRICKYARD RD (SR 1537)  
 AT OLD HENDERSONVILLE RD

05/2026



**DESIGN PRELIMINARY PLAN**  
**PROJECT**  
**HENDERSON COUNTY**  
**US 25 HENDERSONVILLE RD**  
**AT OLD BRICKYARD RD (SR 1537)**



05/2026

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### RESOLUTION SUPPORTING PROPOSED INTERSECTION IMPROVEMENTS AT OLD BRICKYARD ROAD, OLD HENDERSONVILLE ROAD, AND US 25 (HENDERSONVILLE ROAD) IN HENDERSON COUNTY

WHEREAS, the French Broad River Metropolitan Planning Organization is responsible for regional transportation planning and programming in the Asheville urbanized area, including portions of Henderson County; and

WHEREAS, NCDOT has identified the need for intersection and roadway improvements along Old Brickyard Road to improve safety, operations, and access for residents, businesses, freight traffic, and other roadway users; and

WHEREAS, the proposed improvements include modifications at the intersection of Old Brickyard Road and Old Hendersonville Road, including roadway widening, turn-lane/storage improvements, and associated operational improvements as shown in the preliminary design plan; and

WHEREAS, the proposed improvements also include modifications at the intersection of Old Brickyard Road and US 25 (Hendersonville Road), including roadway widening, geometric improvements, and turning-radius improvements to better accommodate traffic movements at the intersection; and

WHEREAS, these intersections serve an area with commercial, industrial, and local access needs and provide important connections between US 25 (Hendersonville Road), Old Brickyard Road, and the surrounding transportation network; and

WHEREAS, improvements to these intersections are expected to enhance roadway safety, reduce operational conflicts, improve turning movements, and support more reliable travel for passenger vehicles, service vehicles, and freight traffic;

NOW, THEREFORE, BE IT RESOLVED that the French Broad River Metropolitan Planning Organization supports the proposed intersection improvements at **Old Brickyard Road and Old Hendersonville Road** and at Old Brickyard Road and US 25/Hendersonville Road in Henderson County

ADOPTED this the 18<sup>th</sup> day of June, 2026.

## Staff Report & Recommendations

# Item 4E:

## Advanced Air Mobility (AAM) Grant Application

### What is Advanced Air Mobility (AAM)?

Advanced Air Mobility (AAM) refers to a new generation of aviation technologies that enable safe, sustainable, affordable, and accessible transportation using electric aircraft, drones, and other emerging aviation systems. AAM applications can include passenger transportation, cargo delivery, emergency response, medical transport, infrastructure inspection, and other public service functions.

AAM is not intended to replace existing transportation modes. Rather, it serves as an additional component of a multimodal transportation network that can improve connectivity, accessibility, and system resilience.

### What is the NCDOT AAM Planning Grant Program?

The North Carolina Department of Transportation (NCDOT) Division of Aviation has established the Advanced Air Mobility Planning Grant Program to assist local governments, MPOs, RPOs, airports, and other eligible entities in evaluating the potential role of AAM within their communities.

The program provides funding for planning activities such as:

- Transportation needs assessments
- Infrastructure and vertiport siting studies
- Feasibility analyses
- Multimodal integration planning
- Public engagement and outreach
- Policy and implementation strategies

The grant program supports planning efforts only and does not fund infrastructure construction.

### Why Could AAM Be Relevant to the French Broad River MPO Region?

The French Broad River MPO region possesses several characteristics that may make it well-suited for future AAM applications:

## Staff Report & Recommendations

- Mountainous terrain that can create transportation challenges and limit connectivity
- Vulnerability to natural disasters, flooding, and landslides that may disrupt traditional transportation networks
- Growing tourism and visitor travel demand
- Rural communities that may benefit from improved regional accessibility

Potential regional use cases could include:

- Emergency medical transportation
- Disaster response and recovery operations
- Search and rescue missions
- Rural and regional cargo delivery
- Infrastructure and utility inspections
- Future passenger mobility connections

### What Could a Regional AAM Plan Accomplish?

A regional AAM planning effort could:

- Identify priority transportation needs and potential use cases
- Evaluate opportunities for integration with existing transportation systems
- Assess potential vertiport, airport, and landing facility locations
- Analyze community, environmental, and equity considerations
- Support future resilience and emergency management initiatives
- Position the region to pursue future state and federal funding opportunities
- Inform future updates to the Metropolitan Transportation Plan and related regional planning efforts

**Action Required:** Consider Recommending Application to the NCDOT AAM Grant Program.

**Staff Recommendation:** Recommend Application to the NCDOT AAM Grant Program.

## **Staff Report & Recommendations**

# Item 5A:

### **Lennie's Law/Bike Safety Zones**

The Town of Woodfin has requested discussion of proposed legislation commonly referred to as "Lennie's Law" and the establishment of Bicycle Safety Zones. The proposal emerged following the deaths of two bicyclists on NC 251 (Riverside Drive) in Buncombe County in 2025 and seeks to provide additional tools to improve safety on corridors with significant bicycle activity.

The concept would allow designated roadways with high levels of bicycle use to be identified as Bicycle Safety Zones, within which enhanced penalties could be applied for certain traffic violations, such as speeding. Similar safety zone concepts have been used in other contexts, including school zones and highway work zones, where increased penalties are intended to encourage safer driving behavior.

The Town of Woodfin has adopted a resolution supporting the concept and has requested that the MPO discuss the issue. MPO staff are presenting this item for informational purposes only. MPOs generally do not engage in legislative advocacy except as directed by their governing boards and in accordance with applicable state and federal requirements.

Should the Board wish to take a position on the proposal, it may do so through future Board action. Staff would recommend that any MPO involvement remain limited to providing information and facilitating discussion unless otherwise directed by the Board.

# Leonard Antonelli and Jacob Hill Bicycle Safety Zone Act of 2025

## Aka: *Lennie's Law*

To honor the lives of Leonard Antonelli (Lennie, 27) and Jacob Hill (Jake, 32) - who tragically lost their lives on July 1st, 2025 when a commercial vehicle crossed the center line on a weekly group cycling ride near Asheville, NC on a popular cycling route - this bill proposes a simple solution to encourage and enforce stricter adherence to posted speed limits on popular cycling routes in North Carolina.

Similar to school zones with reduced speed limits and higher penalties for speeding, **Lennie's Law** proposes to designate certain popular cycling routes as **Bicycle Safety Zones** with higher penalties for speeding.

Local and State officials shall make road designations based on data of cycling related accidents and feedback from cycling groups in communities. Once a stretch of road is designated as a Bicycle Safety Zone, new signage should be put up along the route utilizing the existing "share the road" sign with this additional signage:

### **Bicycle Safety Zone** **Fines Higher for Speeding** **Next 15 Miles**



This simple, cost effective measure will raise awareness of cyclists on the road and impose a greater penalty for disobeying posted speed limits - a leading cause of cyclist/vehicle related accidents.

It's time we had safer places to ride in Western North Carolina, and Lennie's Law is one easy piece of legislation that will move us further down the road in honor of two young cyclists who should still be riding today.



## Town of Woodfin

90 Elk Mountain Road  
Woodfin, NC 28804  
PH: (828) 253-4887  
FX: (828) 253-4700

Resolution: 2026-03

Passed \_\_\_\_\_

### **RESOLUTION IN SUPPORT OF THE LEONARD ANTONELLI AND JACOB HILL BICYCLE SAFETY ZONE ACT OF 2025 (“LENNIE’S LAW”)**

**WHEREAS**, the Town of Woodfin is committed to promoting the safety, health, and well-being of all residents and visitors, including those who utilize public roadways for cycling and other forms of active transportation; and

**WHEREAS**, Western North Carolina is home to a vibrant and growing cycling community, with many roadways—particularly in and around Woodfin—serving as popular and heavily trafficked cycling routes; and

**WHEREAS**, on July 1, 2025, Leonard Antonelli (“Lennie”, age 27) and Jacob Hill (“Jake”, age 32) were tragically killed, while Griffin Tichenor was injured, when a commercial vehicle crossed the center line and struck them during a weekly group cycling ride near Woodfin, North Carolina; and

**WHEREAS**, this tragic crash underscores the urgent need for enhanced roadway safety measures to protect cyclists and prevent future loss of life; and

**WHEREAS**, the proposed Leonard Antonelli and Jacob Hill Bicycle Safety Zone Act of 2025, also known as “Lennie’s Law,” seeks to establish designated Bicycle Safety Zones on popular cycling routes across North Carolina, where stricter enforcement of posted speed limits and increased penalties for violations would apply; and

**WHEREAS**, “Lennie’s Law” proposes a practical, cost-effective approach—modeled after school zone safety measures—that is non-invasive to private property owners and existing roadways, including the installation of clear signage designating bicycle safety zones to increase driver awareness and accountability; and

**WHEREAS**, data consistently identify excessive speed as a leading contributing factor in vehicle-cyclist collisions, and enhanced enforcement mechanisms can play a critical role in reducing such crashes; and

**WHEREAS**, local leaders and advocates have expressed support for the concept of bicyclist safety zones as a proactive step toward improving roadway safety; and

**WHEREAS**, regional partners, including the French Broad Metropolitan Planning Organization and the North Carolina Department of Transportation, are actively evaluating strategies to improve safety along key corridors further demonstrating the need for coordinated action; and

**WHEREAS**, the Town of Woodfin recognizes that safer roadways benefit all users, including motorists, cyclists, and pedestrians, and contribute to a more livable, connected, and resilient community;

**NOW, THEREFORE, BE IT RESOLVED** by the Town Council of the Town of Woodfin that:

1. The Town of Woodfin formally expresses its strong support for the establishment of a law that increases awareness and consequences for speeding on designated roadways that meet prescribed criteria for bicycle safety; and
2. The Town supports collaboration with state and regional agencies to identify and designate appropriate Bicycle Safety Zones within and near Woodfin, based on data, community input, and demonstrated need; and
3. The Town encourages the North Carolina General Assembly to adopt this legislation to enhance cyclist safety through the establishment of Bicycle Safety Zones and increased penalties for speeding violations within those zones; and
4. The Town honors the memory of Leonard Antonelli and Jacob Hill and recognizes this legislation as a meaningful step toward preventing future tragedies.

This resolution shall become effective upon adoption.

Adopted: MM/DD/YYYY (date of adoption)

Effective: MM/DD/YYYY (date resolution effective)

Ayes \_\_\_\_\_

Nays \_\_\_\_\_

\_\_\_\_\_  
James C. McAllister  
Mayor

Attest:

\_\_\_\_\_  
Gena Powers  
Town Clerk

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 6A:

## Division Project Updates

Division 13: [https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/Division13\\_June2026\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/Division13_June2026_Updates.pdf)

Division 14: [https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/Division14\\_June2026\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/Division14_June2026_Updates.pdf)

# Item 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>

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 6C:

### Committee & Workgroup Updates

**Prioritization Subcommittee**— met on April 1<sup>st</sup>, next meeting June 3<sup>rd</sup>.

- P8 Express Design Assignments

**5307 Subrecipient Workgroup**- met on May 19<sup>th</sup>, next meeting August 18<sup>th</sup>.

Points of Business/Discussion:

- Grant management update by the City of Asheville including discussion of funds at risk of lapsing
- Shared document repository discussion
- Locally Coordinated Plan update
- ConCPT Grant application requirements
- Driver/Workforce Issues
- Knowledge-sharing opportunities within current group composition

### 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	Underway
Travel Survey/Model Upgrades	FBRMPO	2024	Contracting Underway
Staffing & Compensation Study	LOSRC	2024	Not Started

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Locally Administered Projects

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
BL-0005	Broadway St Ped Improvement	Buncombe	Closing Out	Recently Completed!	
HL-0012	I-240/Charlotte St Interchange & Ped Improvements	Buncombe	Closing Out	Recently Completed!	
BL-0007	Ecusta Trail (Kanuga Rd to US 64)	Henderson	95% Complete	Spring 2026 – completing punch-list items	2023
EB-5948	Onteora Blvd Sidewalks	Buncombe	Closing Out	Recently Completed!	2023
U-5190	New Leicester Sidewalks	Buncombe	Closing Out	Complete.	2023
HL-0014	Biltmore Ave/White Fawn Dr Intersection Improvements	Buncombe	60% Design	Moving to next phase in June 2026	2026
EB-5944	Johnston Rd Sidewalks	Buncombe	Design – 99% R.O.W – 99%	Construction Underway	2026
EB-5947	New Haw Creek Rd Sidewalks	Buncombe	Under Construction	Estimated to be complete in Summer 2026	2026
U-5019A	Nasty Branch Greenway	Buncombe	Design – 100% R.O.W. – 100%	Construction to begin Fall 2026, Currently undergoing cost corrections	2026
U-5019E	Craven St Bridge	Buncombe	Survey underway, design to begin August 2026		
HL-0003	Haywood Rd Resurfacing & Ped Improvements	Buncombe	Design – 90%	Going to bid in September 2024	2026
EB-5965	Deaverview Rd Sidewalks	Buncombe	Surveying underway	ROW – 2028 Construction - 2031	2031

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
BL-0008	Clear Creek Greenway	Henderson	ROW – 100% Construction- To Begin May 2026	Construction to begin May 2026	2026
BL-0076	Riceville Rd Sidewalks	Buncombe	Design – 75%	ROW beginning Summer 2026	2027
EB-5547A	Riverwalk Greenway (Black Mountain Ave to Flat Creek Greenway)	Buncombe	Design – 90%  ROW - 0%	Summer 2026 – will be let with EB-5547B	2026
EB-5547B	Riverwalk Greenway (Black Mountain Ave to Into the Oaks Trail)	Buncombe	Design – 90%	Release of ROW funds has been requested – will be let with EB-5547A	2027
EB-5774AA	Woodfin Greenway – Broadway St to Mill at Riverside	Buncombe	Design – 65%	ROW to begin in Fall 2026	2027
EB-5774AB	Woodfin Greenway – Mill at Riverside to Beaverdam Creek	Buncombe			Post 2030
EB-5824	Enka Heritage Trail	Buncombe	Design – 15%	On Hold	Post 2028
EB-5831	Coxe Ave Bike/Ped Improvements	Buncombe	Design – 70%	ROW – Fall 2026 Construction – FY27	2026
BL-0006	Various Ped Improvements within Asheville City Limits	Buncombe			2026

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
EB-5774B	Beaverdam Creek Greenway	Buncombe	Design – 25%	R.O.W. – 2026 CLOMR being considered for rise	2028
EB-5822	Wilma Dykeman Greenway Extension	Buncombe	Design – 25%	Going with river alignment, Public Meeting held in May 2026	2027
HL-0013	9 <sup>th</sup> Ave Bridge Replacement	Buncombe	Design – 90%	LET date was in March, 2026, opening bids May 2026	2026
BL-0078	Ecusta Trail (US 64 to Transylvania County Line)	Henderson	Design – 30%	Out to Bid as Design/Build	2027
EB-5945	Champion Dr Multi-Use Path	Haywood	Alignment change being looked at		Funded for ROW Only
EB-5946	NC 280 Multi-Use Path	Henderson	PE to Begin in 2028		Funded for PE Only
EB-5823	Bent Creek Greenway	Buncombe	PE to Begin in 2029		Funded for PE Only

# Item 6E:

## Legislative Updates