

**French Broad River MPO
Prioritization Subcommittee**

**Meeting Minutes
June 3rd, 2026**

ATTENDANCE in Person or Remote

Voting Members

Archie Pertiller, Town of Black Mountain
Anthony Sutton, Town of Waynesville
Jessica Morriss, City of Asheville
William High, Buncombe County
Mark Endries, Town of Weaverville

Non-Voting Members

Tristan Winkler, FBRMPO	Hannah Bagli, FBRMPO
Daisy O'Conner FBRMPO	Ada McGovern, FBRMPO
Sandy Broadwill, FBRMPO TDM	Stephen Sparks, NCDOT
Doug Phillips, NCDOT	Steve Williams, NCDOT
Daniel Sellers, TPD	Alex Mumby, Waynesville
Janna Bianculli, Apple Country Transit	Mike Malecheck, Town of Mills River
Anna Sexton, City of Asheville	Cody Weddel, NCDOT
Vicki Eastland, LOSRPO	Brendan Merrithew, NCDOT

WELCOME AND INTRODUCTIONS

Jessica Morriss started the meeting at 9:30AM with introductions. A quorum was announced, and roll was called.

PUBLIC COMMENT

Jessica Morriss opened the floor for public comment. No comments were heard.

APPROVAL of April 2026 MEETING MINUTES AND AGENDA

***Anthony Sutton moved to approve the April 2026 Meeting Minutes and agenda.
Archie Pertiller seconded the motion which passed unanimously upon a roll call vote.***

BUSINESS

4A: LAPP Projects- Requests for Additional Funds

Background

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

- Surface Transportation Block Grant (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, but some sponsored by NCDOT.

Two projects that were previously funded are currently requesting additional funding.

Project #1: HL-0013

Description: 9th Avenue Bridge Replacement Sponsor: Town of Black Mountain

Background: the MPO awarded \$365,000 in federal funds to the Town of Black Mountain in 2020 to replace a local bridge that received a poor structural review. That figure was increased to \$800,000 in 2021 with 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.

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

Project #2: U-5019A

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

Sponsor: City of Asheville

Background: the Nasty Branch Greenway, formerly known as the Town Branch Greenway, was a part of the RADTIP project, funded through the USDOT TIGER program. When costs for the project increased, this part of the project was removed from the rest of the TIGER project. The MPO supplemented the City's TIGER funded with DA funds, funding 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 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 cost going to NCDOT oversight and Construction Inspection expenses.

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

Impact on MPO Funding

MPO staff coordinated with NCDOT staff to look at available funding through FY 2030. The total amount of funds expected to be available are \$17,493,000, after the additional funds that have already been programmed to the Clear Creek Greenway. If both projects are awarded funds, the future balance would go down to \$15,885,890.

TO NOTE: all of this is based on current allotments. This is subject to change if a new federal

transportation law is adopted.

Staff Recommendation

Recommend Additional Funds for Project HL-0013 and U-5019A.

Discussion occurred around if they are justified by cost construction market conditions or if it is an oversight. With the 9th street project it will be able to give enough funding to cover the bid, the Asheville Greenway project will go to DOT oversight and construction infraction. The engineers estimate is projecting it will be over the previous estimate because of escalating cost. If Asheville gets funds and the bid comes in less, they would return the grant funds back to MPO. Discussion around other projects that might be effected by this. Tough to say at the moment was the response. Discussion also occurred around the past Black Mountain project cost revisions. Discussion on if it would be a cost share split. Maximum amount the federal funds can cover is 80%, the MPO would be covering just 80% of cost for each project. There would still need to be a 20% local match. If MPO were to deny requests, the standard agreement between NCDOT and the local governments says that federal funds will cover 80% up to a certain amount and beyond that amount 100% would be on local gov. It would be over 1 million dollars for Black Mountain to have to cover the project if the MPO were to reject request. Discussion around cost environment right now, re bidding would only increase the cost.

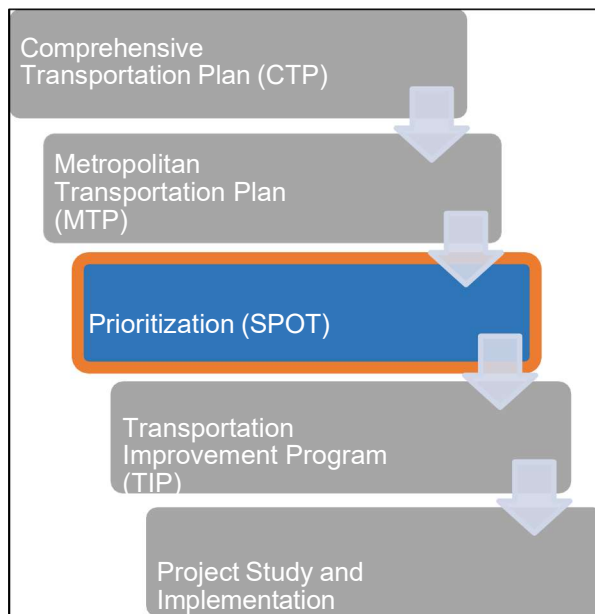
Anthony Sutton moved to recommend Additional Funds for Projects HL-0013 and U-5019A to the TCC and Board. Mark Endries seconded the motion and it passed upon a roll call vote.

4B. 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 next steps for local input points for Regional Impact projects

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

****See [AGENDA](#) for the rest of the charts****

Next Steps

1. Hold Local County-by-County meetings to discuss local priorities and apply those to the MPO's Local Input Methodology
2. Bring Results to the TCC for Recommendations (June 11th)
3. Bring TCC Recommendations to the MPO Board for Approval (June 18th)
4. Public Comment on Draft Local Input Points
5. Final TCC & Board (August 13th & 20th)

One consideration: Cascading Projects.

Per MPO Policy, Statewide Mobility project may cascade to the Regional Impact funding tier with Board approval. MPO staff does not recommend cascading any Statewide Mobility projects this round.

Information Only.

Discussion did not occur.

PUBLIC COMMENT

Jessica Morriss opened the floor for public comment. No comments were heard.

ADJOURNMENT

Jessica Morriss adjourned the meeting at 10:38 AM.