

French Broad River Metropolitan Planning Organization

Minutes from the TCC Hybrid Meeting on June 11th , 2026

Minutes

ATTENDANCE:

In-person and remote via Zoom:

Anna Sexton	City of Asheville
Harry Buckner	Biltmore Forest
William High (Chair)	Buncombe County
Daniel Sellers	TPD
Matthew Manley	City of Hendersonville
Noah Taylor	Town of Maggie Valley
Vicki Eastland	LOSRPO
Jodie Ferguson	Haywood County
Elizabeth Teague	Town of Waynesville
Doug Phillips	NCDOT Div 13
Steve Williams	NCDOT Div 14
Stephen Sparks	NCDOT/TPD
Chris Medlin	NCDOT
John Hunter	NCDOT
Jeremy Chapman	NCDOT
Chloe Donohoe	Buncombe Transit
Troy Wilson	NCDOT
James Eller	Town of Weaverville
Brendan Merithew	NCDOT Div 13
Janna Bianculli	Apple Country Transit
Tyler Morrow	Town of Fletcher
Nathan Bennett	Town of Mars Hill
Christina Harris	City of Asheville
Cody Weddle	NCDOT
Mike Malecek	Town of Mills River

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
ART
Haywood Transit
Town of Woodfin

Additional Attendees:

Tristan Winkler	Sandy Broadwill	Hannah Bagli
Daisy O'Connor	Asha Rado (Minutes)	Olin Daelhousen (Public)

WELCOME AND HOUSEKEEPING

Chair William High called the meeting to order and welcomed everyone at 11:05AM. A quorum was established to conduct the business before the meeting.

PUBLIC COMMENT

William High opened the floor for public comment.

Consent Agenda:

3A: April 2026 TCC Meeting Minutes:

https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/2026_04_09_DRAFT.MPO_TCC_Minutes.pdf

3B. May, 2026 Special Meeting Minutes:

https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/2026_05_11_MPO_TCC-TAC-Combined-Special-Meeting-Minutes.pdf

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.

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.



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
- 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,

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



Tristan Winkler

Director

French Broad River Metropolitan Planning Organization

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.



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 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,



Tristan Winkler Director
French Broad River Metropolitan Planning Organization

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.



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

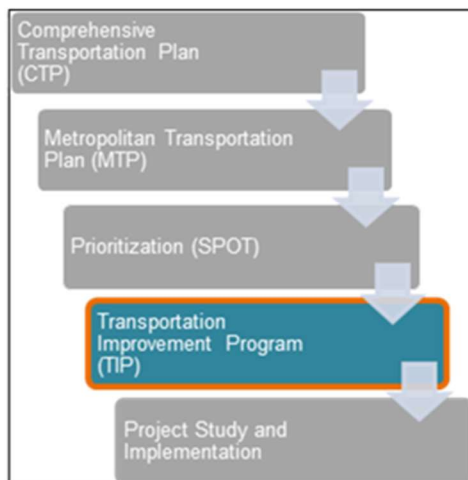
Sincerely,



Tristan Winkler Director
French Broad River Metropolitan Planning Organization

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 (9th 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

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.

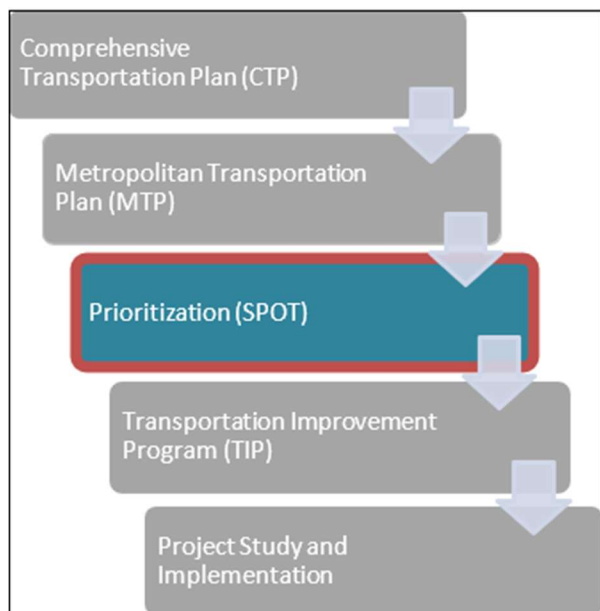
Steve Williams moved to accept the consent agenda including the minutes from the April 2026 meeting, the May special meeting minutes, The FY 2027 UPWP Amendment #2, Letter of Support-Hendersonville Safe Streets for All Application, Letter of Support-Buncombe County EMS Safe Streets for All Application, Letter of Support- NCDOT BRIC Application and the Amendments to the 2026-2035 TIP. Vicki Eastland seconded the motion which passed unanimously upon a roll call vote.

Business:

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

*Please see [Agenda](#) for all project charts.

Local Input Points

The MPO is currently holding local priority meetings. This section will be updated with information as that information is developed.

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.

Discussion around the methodology for the project that scored higher under the spot process.
Discussion about bringing a project up by adding LIP. Done during draft and final assignments.

Steve Williams moved to recommend alternative #2 DRAFT Regional Impact Local Input Points to the Board. Matthew Manley seconded the motion and it passed unanimously upon a roll call vote.

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

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

Discussion did not occur

Vicki Eastland moved to approve recommending the HL—0013: Request for Additional Funds to the Board. Anna Sexton seconded the motion and it passed upon a roll call vote.

4C. U-5019A: Request for Additional Funds:

Project: Nasty Branch Greenway
Sponsor: City of Asheville
Year Funded: 2018
Previous Award: \$3,412,000
Request: \$4,253,000
Status: 90% Design; Preparing to Let

This project used to be part of the Rivers Arts District transportation project. At this time based on updated estimates to increase this award.

Impact to MPO Funding

- Funding Available Through FY 2030
 - \$17,493,000
 - U-5019A Request: \$841,000
 - Total Request from Both Projects: \$1,607,110
 - Remaining "Balance": \$15,885,890

Discussion occurred around timeline of this project and when the bid will be. Discussion about waiting until when COA knows actual cost estimates and when it is more concrete. Concern was brought up about asking for funds many times and if we could possibly table the discussion or if this would effect DOT's timeline.

Janna Bianculli moved to approve the recommendation of the U-5019A: Request for Additional Funds to the Board. Matthew Manley Seconded the motion and it passed upon a roll call vote.

4D. Resolution of Support: US 25 (Hendersonville Rd) @ Old Brickyard Rd Proposed Improvements and Old Hendersonville Rd @ Old Brickyard Rd

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.

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 18th day of June, 2026.

Discussion occurred around possible side walks in this area that would warrant consideration for this intersection. Not currently no.

Noah Taylor moved to recommend the adoption of the Resolution of Support: US 25 (Hendersonville Rd) @ Old Brickyard Rd Proposed Improvements and Old Hendersonville Rd @ Old Brickyard Rd to the board. Vicki Eastland seconded the motion and it passed upon a roll call vote.

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:

- 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.

Discussion around how much money the grant would potentially be. If awarded would be more conversations.

Steve Williams moved to recommend the application of the NCDOT AAM Grant program to the board. Noah Taylor seconded and it passed upon a roll call vote.

5A. Lennie's Law/Bike Safety Zone

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

6A. Division Project Updates

Division 13:

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2026/04/Division14_April2026_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 April 1st, next meeting June 3rd.

- **P8 Express Design Assignments**

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

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

https://frenchbroadrivermpo.org/wp-content/uploads/2026/06/2026_06_11_TCC_Agenda_Packet_Updated.pdf

PUBLIC COMMENT

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

ADJOURNMENT

William High adjourned the meeting at 12:55 PM as there was no further business.

