

French Broad River Metropolitan Planning Organization
Minutes from the Governing Board Meeting on August 20th, 2026

Attendance:

In-Person and Remote via the Zoom Platform:

Kim Roney	City of Asheville
Archie Pertiller	Town of Black Mountain
Chuck McGrady	BOT Div 14
Drew Ball	Buncombe County
Parker Sloan	Buncombe County
Dr Ralph Hamlett	Town of Canton
Jim Player	Town of Fletcher
Brandon Rodgers	Haywood County
Kevin Ensley	Haywood County
Jay Egolf	Henderson County
Jennifer Hensley	City of Hendersonville
George Banta	Town of Laurel Park
Mike Eveland	Town of Maggie Valley
Shanon Gonce	Town of Mills River
Tom Widmer	Town of Montreat
Drew Stephens	Town of Biltmore Forest
Susan Bean	Urban Transit
Anthony Sutton	Town of Waynesville
Mark Endries	Town of Weaverville
Jim McAllister	Town of Woodfin
Tim Anderson	NCDOT
Doug Phillips	NCDOT Div 13
Steve Williams	NCDOT Div 14
Vicki Eastland	LOSRPO
Beau Waddell	BOT Div 14
R.H. Darnell	NCDOT

Members without Representation present:

BOT Div 13
Town of Clyde
Village of Flat Rock
Madison County
Town of Mars Hill
Rural Transit

Additional Attendees:

Tristan Winkler (FBRMPO)	Daisy O'Connor (FBRMPO)	Hannah Bagli (FBRMPO)
Sandy Broadwill(FBRMPO)	Cheryl Stuller (Town of Flat Rock)	Matt Manley(Hendersonville)
Maddie Barondeau (Public)	Adam Smith (Public)	Greg Shuler (Public)

WELCOME, INTRODUCTIONS & ROLL CALL

Anthony Sutton called the meeting to order at 1:04 PM and welcomed everyone. He read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No conflict's were had.

Quorum was announced to conduct the business of the Board.

PUBLIC COMMENT

Anthony Sutton opened the floor for public comment.

Maddie Barondeau- Spoke on her late Fiancé Lennie's crash that led to his death. The crash occurred on July 1st, 2025. She read a statement (please see attached) and she mentioned the crash in Johnson City TN that had occurred the day before on August 19th, 2026.

Adam Smith- Chair of the Woodfin Parks and Enrichment Community board. He thanks the board for their immediate action that was taken on Riverside Dr. He also acknowledged the tragedy in TN as well. He spoke further on bicycle safety zones and Lennie's Law.

Tristan Winkler mentioned the public comments that were received via email that had been sent to the board that morning. In summary, the most emails were on the NC Passenger Rail project. 15 comments were in favor. Additionally, US 70/Tunnel Rd road diet project, 6 people were in support and 6 had concerns and 3 people had other suggestions. Two other comments in support of Sweeten Creek Rd.

Discussion occurred around what a road diet is and what the road diet would look like for tunnel road. Discussion also occurred around support of the bike safety signs.

CONSENT AGENDA

3A. June 2026 Meeting Minutes:

https://frenchbroadrivermpo.org/wp-content/uploads/2026/08/2026_06_18_MPO.DRAFT_Board_Minutes.pdf

3B. Letter of Support-WNC Source 5310 Application:

Mr. Tim Camp, Transportation, Facilities and Safety Director
WNCSource
526 7th Ave. E.
Hendersonville, NC 28792
August 3, 2026

Dear Mr. Camp,

On behalf of the French Broad River Metropolitan Planning Organization (FBRMPO), I am pleased to provide this letter of support for Henderson County's application for North Carolina Department of Transportation Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funding for FY 2027 to support Apple Country Transit, operated by WNCSource.

FBRMPO has reviewed the application and fully supports the request for funding to continue providing essential transportation services for seniors and individuals with disabilities in Henderson County.

Reliable transportation is critical to ensuring residents can access medical appointments, shopping, community services, and recreational opportunities that contribute to their health, independence, and quality of life. These services play an important role in meeting the mobility needs of some of the community's most vulnerable residents.

We appreciate WNCSource's continued commitment to providing these essential transportation services and look forward to the positive impact they will continue to have throughout Henderson County.

Sincerely,

Anthony Sutton
Chair, French Broad River MPO Board

3C.Prioritization Subcommittee Appointment:

Item Overview

The MPO Prioritization Subcommittee plays an important role in advising the MPO TCC and

Board and is made up of four members of the TCC and three members of the MPO Board. One representative from the TCC, Elizabeth Teague (Waynesville), plans to retire and will no longer be a representative of the TCC. Her position needs to be replaced.

Purpose of the Subcommittee

The MPO Prioritization Subcommittee was initially setup to advise the MPO TCC and Board on items related to the prioritization process but its role was expanded over the years to include the evaluation of the Locally Administered Projects Program (LAPP), being the steering committee for major MPO planning efforts including the Metropolitan Transportation Plan (MTP), and other items as needed.

Current Roster

All TCC, Board, and NCDOT members are welcome to join subcommittee meetings, but there are only seven voting members: four TCC representatives and three Board representatives. The current voting members include:

Anthony Sutton, Town of Waynesville (Board) Archie Pertiller, Town of Black Mountain (Board)
Mark Endries, Weaverville (Board)
Autumn Radcliff (Chair), Henderson County (TCC) William High, Buncombe County (TCC)
Jessica Morris (Vice-Chair), City of Asheville (TCC)

TCC Action

The TCC nominated Noah Taylor with Maggie Valley to replace Elizabeth Teague on the Prioritization Subcommittee.

ACTION REQUIRED: Consider Approval of Noah Taylor's Appointment to the MPO Prioritization Subcommittee.

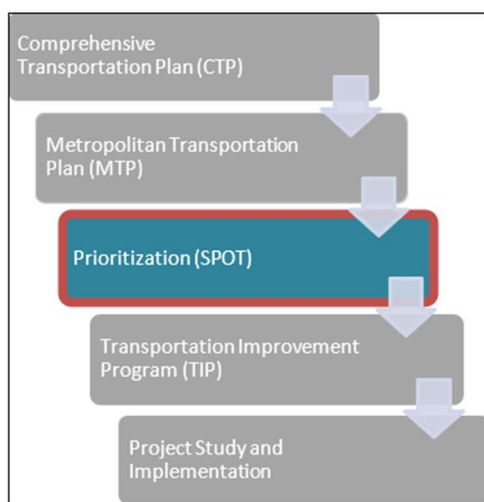
Chuck McGrady moved to approve the TAC Agenda, consent agenda including the June 2026 Meeting Minutes, the Letter of Support for the WNC Source 5310 Application and the Prioritization Subcommittee Appointment of Noah Taylor. Kevin Ensley seconded the motion which passed unanimously upon a roll call vote.

Business:

4A. Approval of Regional Priority Projects:

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 P8 Survey Results
- Approve Final Local Input Point Assignment for the P8 Regional Impact tier

Summary of Recommendations

- The MPO has 1,900 Local Input Points for the Regional Impact tier
 - Local Input Points are used by MPOs, RPOs, and NCDOT Divisions to give projects a better chance of getting funded and to reflect regional priorities.
- **Regional Impact Projects Recommended to Receive Points (1,015)**
 - WNC Passenger Rail (15)
 - US 25B (Asheville Highway) Multiple Intersection Improvements (100)
 - US 70 (Tunnel Road) Road Diet (100)
 - US 23/74 (Smokey Park Highway) Access Management (100)
 - NC 63 (New Leicester Highway) Multiple Intersection Improvements (100)
 - US 25A (Sweeten Creek Road) Widening (100)
 - US 176 (Spartanburg Highway) Access Management (100)
 - US 64 (Brevard Road) Multiple Intersection Improvements (100)
 - US 19 (Dellwood Road) Access Management (100)
 - US 23B (South Main Street) Widening (100)
 - NC 213 (Cascade Street) Access Management (100)

- **Donate Points to Other Planning Organizations for WNC Passenger Rail (26)**
 - Charlotte Regional Transportation Planning Organization (14)
 - Cabarrus-Rowan MPO (12)
- **Transfer Points to Division Needs Funding Tier (500)**
- **Accept Donated Points from Land of Sky RPO (+200)**
 - NC 191 (Brevard Road) @ Glenn Bridge Road Intersection Improvement (100)
 - US 276 (Pigeon Street) @ Crymes Cove Road Intersection Improvement (100)

P8 Public Survey

The French Broad River Metropolitan Planning Organization (FBRMPO), in coordination with the Land of Sky Rural Planning Organization (LOSRPO), conducted the Prioritization 8.0 (P8.0) Project Prioritization Survey to gather public input on transportation projects submitted for consideration through North Carolina's Strategic Prioritization of Transportation Investments (SPOT) process. The survey was conducted online from **June 11 through July 22, 2026**, providing residents and stakeholders an opportunity to express their level of support for proposed highway, bicycle and pedestrian, transit, rail, and other multimodal transportation projects throughout the region.

The survey received **852 responses** from residents across Western North Carolina, representing **more than 120 ZIP codes**. Respondents were able to evaluate projects in multiple counties and across multiple transportation modes, resulting in broad regional participation. In addition to project ratings, the survey generated **304 written comments** that provided valuable insight into community transportation priorities and concerns.

Several consistent themes emerged from the survey results. Across every county, respondents expressed greater interest in **non-highway projects** than highway projects. Projects that improve **walking, bicycling, greenway connectivity, passenger rail, transit, and pedestrian safety** consistently received some of the highest ratings, while highway projects focused on addressing major regional bottlenecks, improving intersections, and enhancing safety generally received stronger support than projects centered primarily on roadway widening.

Although project priorities varied somewhat by county, several regional trends were evident:

- **Safety emerged as the region's highest transportation priority**, with respondents frequently identifying dangerous intersections, speeding, and the need for safer facilities for pedestrians and bicyclists.
- **Multimodal investments received broad respondent support**, particularly greenways, sidewalks, shared-use paths, passenger rail, and transit improvements that expand transportation options and improve connectivity.
- **Targeted highway improvements remained important**, especially projects that address congestion, operational efficiency, and safety along major interstate corridors and key intersections.

- **Written comments closely reinforced the quantitative survey results**, emphasizing transportation choice, accessibility, regional connectivity, and investments that improve quality of life while maintaining an efficient transportation network.

[THE FULL SURVEY REPORT IS AVAILABLE ON THE MPO WEBSITE](#)

REGIONAL PRIORITY PROJECTS

At the June TCC & Board meetings, the MPO Board elected to assign DRAFT local input points to the following projects:

County	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Draft LIP Points
Buncombe	US 19 (<u>Smokey park</u> Highway), US 23	I-40	NC 151 (Pisgah Highway)	Implement access management and complete streets improvements.	11 - Access Management	\$ 194,600,000	100
Buncombe	US 70 (Tunnel Road)	<u>Beaucatcher</u> Tunnel	US 74 ALT (South Tunnel Road)	Implement a road diet with intersection improvements on US 70 (Tunnel Road) from <u>Beaucatcher</u> Tunnel to US 74A (South Tunnel Road)	24 - Implement Road Diet to Improve Safety	\$ 125,600,000	100
Buncombe	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	100
Buncombe	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	100
Buncombe	WNC Passenger Rail	Asheville	Salisbury	Upgrade rail infrastructure to support new intercity	5 - Passenger rail service (line)	\$ 96,400,800	15

				passenger service from Salisbury to Asheville on the AS Line.			
County	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Draft LIP Points
Haywood	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	100
Haywood	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	100
Henderson	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	100
Henderson	US 25 BUS (Asheville Highway)	North Main Street	NC 191 (Haywood Road)	Improve Multiple Intersections along US 25B to <u>improve</u> safety	25 - Improve Multiple Intersections along Corridor	\$ 22,800,000	100
Henderson	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	100
Madison	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	100

****See [August 2026 Agenda](#) for more project listings****

Proposed LOSRPO Point Donation

The Land of Sky RPO has proposed donating local input points to the MPO to assign points to two additional projects.

County	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT
Buncombe	NC 191 (Brevard Road)	SR 3486 (Glenn Bridge Rd SE, Avery Creek Road), <u>Southwicke Drive</u>	N/A	Realign Glenn Bridge Rd to Laurel Park Dr. to <u>covert</u> 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
Haywood	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

Donation of Points to Other Planning Organizations for WNC Passenger Rail

- Greater Hickory MPO & Foothills RPO plan to apply their points to the project
- CRTPO and Cabarrus-Rowan MPO do not plan to apply their points but will consider if points are donated to them

Planning Organization	Percent of the WNC Passenger Rail Project	Local Input Points Needed from Each PO
Greater Hickory MPO	36.5%	37
Foothills RPO	22.5%	23
French Broad MPO	14.8%	15
CRTPO	14.1%	14
Cabarrus-Rowan MPO	11.8%	12

Local Input Point Transfer to Division Needs

Each MPO and RPO can transfer up to 500 points to the Division Needs tier. While these points are unlikely to be needed at the Division Needs tier, it may enable some other options with more funding available at the Division Needs tier (currently) and a number of lower cost projects at that tier.

Prioritization Subcommittee & TCC Recommendation: Recommend the Presented Priorities

Action Required: Recommend Approval of Regional Priority Project List, Including:

- Regional Priority Projects
- Donation of Local Input Points to Other Planning Organizations for WNC Passenger Rail
- Receive 200 Donated Points from Land of Sky RPO for Priority Projects
- Transfer of 500 Regional Impact Points to the Division Needs funding tier

Discussion occurred around Sweeten Creek Widening.

Chuck McGrady motioned to approve the Regional Priority Project List including: the Regional Priority Projects, Donation of Local Input Points to other planning organizations for WNC passenger rail, receive 200 donated points from the LOSRPO for priority projects and transfer of 500 Regional Impact Points to the Division Needs funding tier. Jim Player seconded the motion and it passed upon a unanimous roll call vote.

4B. Resolution Supporting Lennie's Law:

Background

Lennie's Law is a proposed state legislative initiative that would authorize the designation of Bicycle Safety Zones on qualifying roadways and allow enhanced penalties for certain traffic violations within those zones. The proposal is intended to provide an additional safety tool for corridors with substantial bicycle activity or documented safety concerns.

The MPO Board received an informational presentation on Lennie's Law in June 2026. Although formal action was not scheduled on the agenda, a motion was made during the meeting to support the proposal. The motion did not pass. Following the discussion, Board members agreed that the item should return in August for additional consideration and a formally scheduled vote.

Since the June meeting, multiple local governments in the region have adopted resolutions supporting Lennie's Law. The attached resolution would allow the MPO Board to take a formal position on the proposal.

Additional information from advocates is attached.

TCC Recommendation: Approve the Resolution of Support

Action Required: Consider Recommending Adoption of the Below Resolution supporting Lennie's Law.

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.

RESOLUTION SUPPORTING THE LEONARD ANTONELLI AND JACOB HILL BICYCLE SAFETY ZONE ACT OF 2025, ALSO KNOWN AS “LENNIE’S LAW”

WHEREAS, the French Broad River Metropolitan Planning Organization is committed to advancing a safe, accessible, and multimodal transportation system for all residents and visitors to the region; and

WHEREAS, Western North Carolina is home to a significant bicycling community, and many roadways throughout the region serve as important recreational and transportation routes for bicyclists; and

WHEREAS, on July 1, 2025, Leonard Antonelli and Jacob Hill were tragically killed, and Griffin Tichenor was injured, when a commercial vehicle crossed the center line and struck them during a group bicycle ride near Marshall, North Carolina; and

WHEREAS, this tragic crash underscores the continuing need for coordinated efforts to reduce serious injuries and fatalities involving bicyclists and other vulnerable roadway users; and

WHEREAS, the proposed Leonard Antonelli and Jacob Hill Bicycle Safety Zone Act of 2025, also known as “Lennie’s Law,” would authorize the designation of Bicycle Safety Zones on qualifying roadways and provide for increased awareness, signage, enforcement, and penalties for certain traffic violations within those zones; and

WHEREAS, multiple local governments within the French Broad River MPO planning area have adopted resolutions supporting the proposed legislation; and

WHEREAS, Bicycle Safety Zones could provide an additional safety tool for roadways with substantial bicycle activity, documented safety concerns, or other conditions warranting increased driver awareness and enforcement; and

WHEREAS, the designation of Bicycle Safety Zones should be based on objective safety and usage data, local and regional input, roadway conditions, and the practical ability to provide meaningful and consistent enforcement; and

WHEREAS, Bicycle Safety Zones and enhanced enforcement should complement, rather than replace, roadway-design changes, infrastructure improvements, education, and other proven measures for improving the safety of bicyclists and all roadway users; and

WHEREAS, improving roadway safety requires continued coordination among the North Carolina General Assembly, the North Carolina Department of Transportation, local governments, metropolitan and rural planning organizations, law-enforcement agencies, and roadway users;

NOW, THEREFORE, BE IT RESOLVED that the French Broad River Metropolitan Planning Organization Board:

Expresses its support for the establishment of state legislation authorizing Bicycle Safety Zones on roadways meeting appropriate safety and usage criteria;

Encourages the North Carolina General Assembly to introduce and enact legislation generally consistent with the Leonard Antonelli and Jacob Hill Bicycle Safety Zone Act of 2025, including provisions for clear signage and enhanced penalties for speeding and other applicable traffic violations within designated zones;

Encourages the State to establish clear and objective criteria for designation, provide opportunities for local and regional input, and consider the feasibility of consistent enforcement when establishing Bicycle Safety Zones;

Supports coordination among NCDOT, local governments, planning organizations, law-enforcement agencies, and community stakeholders to identify appropriate candidate corridors and evaluate the effectiveness of designated Bicycle Safety Zones;

Affirms that Bicycle Safety Zones should serve as one component of a broader safety strategy that also includes roadway-design improvements, infrastructure investment, education, and other context-appropriate countermeasures;

Honors the memory of Leonard Antonelli and Jacob Hill and recognizes the proposed legislation as an effort to prevent similar tragedies and improve safety for bicyclists throughout North Carolina;

ADOPTED this 20th day of August 2026.

Anthony Sutton
Chair, French Broad River MPO Board

Attest, Tristan Winkler
French Broad River MPO Director

Discussion around not usually showing a political standpoint on these types of pieces. Mayor McAllister mentions how bad this road is when it comes to speeding. Discussion around safety metrics and tying our budgets/plans/policies so everyone gets to their destination safely. This would give us a collaborative approach and to advocate at a state level. Discussion around the negatives around the last meetings vote. With MPO staff being grant funded they are not allowed to lobby or advocate. There are other MPOs who do but they set up their budget with

local contributions to do that. Once the board chooses to do it is on the boards accord. Discussion around if laws started at bottom and go up via the food chain. Overall support was discussed from several municipalities. Discussion occurred around the term “popular cycling routes” and who the local and state officials who deemed them popular were.

Jim McAllister moved to approve the Resolution of Support for Lennie’s Law. Kim Roney seconded the motion and it passed unanimously upon a unanimous roll call vote.

4C. Pedestrian & Bicycle Advisory Committee Appointments:

Background

The MPO established a Pedestrian and Bicycle Advisory Committee at its April, 2026 meeting. The committee was setup to include:

- Five (5) members appointed by the MPO Board
- One (1) member appointed by Buncombe County
- One (1) member appointed by Haywood County
- One (1) member appointed by Henderson County
- One (1) member appointed by Madison County

The MPO held a call for applications from June 5th – July 6th and received 20 applications. Two of the applicants went on to be appointed by counties:

- Mike Sule- Buncombe County
- Hunter Marks- Henderson County

This left the MPO with 18 applications to consider. Staff recommendations for appointment are based on affiliation with community groups in the region and familiarity with the MPO. These include:

- Maddie Barondeau, Asheville
- Dawn Barr, Hendersonville
- Catherine Cordell, Weaverville
- Sherree Lucas, Asheville
- Laura Rice, Hendersonville [The Full List of Applications](#)

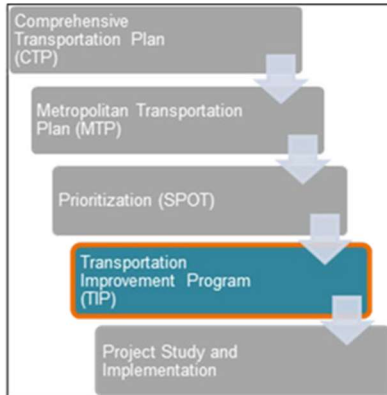
Action Requested: Recommend the Appointment of Five (5) members to the MPO Pedestrian & Bicycle Advisory Committee

Discussion did not occur.

Archie Pertiller moved to approve the appointments of : Maddie Barondeau, Dawn Barr, Catherine Cordell, Sherree Lucas and Laura Rice to the Pedestrian & Bicycle Advisory Committee. Mark Endries seconded the motion and it passed unanimously upon a roll call vote.

4D. Approval of Funding & Schedule Changes to Regionally-Significant Projects:

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:

- Updating the TIP ID for TG-0011 to TG-0022 (ART Routine Capital)
- Adding Utilities that were not previously programmed for BL-0076 (Riceville Rd Sidewalks), HS-2013O (Onteora Blvd Bridge Sidewalks), and HS-2414U (Carolina Blvd & Waitse! Way Safety Improvements)
- Delaying construction of I-4409A (Blue Ridge Rd Bridge Replacement) from FY 26 to FY 27

All TIP Amendment Summaries can be found here: https://frenchbroadrivermpo.org/wp-content/uploads/2026/07/FBRMPO_August2026_TIPAmendments.pdf

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

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

Discussion did not occur.

Jim Player moved to approve the Amendments to the 2026-2035 TIP. Shanon Gonce seconded the motion and it passed unanimously upon a roll call vote.

6A. Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2026/08/Division13_August2026_Updates.pdf

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2026/08/Division14_August2026_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 August 5th, next meeting September 2nd.

- Regional Priority Projects

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 [Agenda](#) for Locally Administered Projects and MPO Studies Status)

6D. Legislative Updates:

PUBLIC COMMENTS

Anthony Sutton opened the floor again for public comment. No comment was heard.

ADJOURNMENT

Anthony Sutton adjourned the meeting at 2:55PM as there was no further business before the Board.

Member	Name	PRESENT	Vote#1-Consent	Vote#2-Regional Impact Priority Proj	Vote#3 Lennie's Law	Vote #4 Ped/Bike Committee Noms	Vote#5 Regionally Significant Projects
Asheville (KR)	Kim Roney	PRESENT	Y	Y	Y	Y	Y
Asheville (ST)	Sage Turner	ABSENT					
Black Mountain	Archie Pertiller	PRESENT	Y	Y	Y	Y	Y
BOT D13	Billy Clarke	ABSENT					
BOT D14	Chuck McGrady	PRESENT	Y	Y	Y	Y	Y
Buncombe County (DB)	Drew Ball	PRESENT	Y	Y	Y	Y	Y
Buncombe County (PS)	Parker Sloan	PRESENT	Y	Y	Y	Y	Y
Canton	Dr. Ralph Hamlett	ABSENT					
Clyde	Dann Jesse	ABSENT					
Fiat Rock	Emily Whitmire	ABSENT					
Fletcher	Jim Player	PRESENT	Y	Y	Y	Y	Y
Haywood County (BR)	Brandon Rodgers	PRESENT	Y	Y	Y	Y	Y
Haywood County (KE)	Kevin Ensley	PRESENT	Y	Y	Y	Y	Y
Henderson County (JE)	Jay Egolf	PRESENT	Y	Y	Y	Y	Y
Henderson County (SF)	Sheila Franklin	ABSENT					
Hendersonville	Jennifer Hensley	PRESENT	Y	Y	Y	Y	Y
Laurel Park	George Banta	PRESENT	Y	Y	Y	Y	Y
Madison County	Matt Wechtel	ABSENT					
Maggie Valley	Mike Eveland	PRESENT	Y	Y	Y	Y	Y
Mars Hill	John Chandler	ABSENT					
Mills River	Shanon Gonce	PRESENT	Y	Y	Y	Y	Y
Montreat	Tom Widmer	PRESENT	Y	Y	Y	Y	Y
Rural Transit	David White	ABSENT					
Town of Biltmore Forest	Drew Stephens	PRESENT	Y	Y	Y	Y	Y
Urban Transit	Susan Bean	PRESENT	Y	Y	Y	Y	Y
Waynesville	Anthony Sutton	PRESENT	Y	Y	Y	Y	Y
Weaverville	Mark Endries	PRESENT	Y	Y	Y	Y	Y
Woodfin	Jim McAllister/Betsy Ervin	PRESENT	Y	Y	Y	Y	Y
	Total Yes		19	19	19	19	19
	Total No		0	0	0	0	0
	Total No Answer		0	0	0	0	0
	Abstained		0	0	0	0	0

MPO Bike Safety Zones:

My name is Maddie Barondeau, I am a resident of Asheville and I work in Henderson County. I am grateful to be considered for appointment to the Pedestrian & Bicycle Advisory Committee.

In October of last year, I spoke during public comment about the crash that killed my fiancé, Lennie Antonelli, and Jake Hill, and injured Griffin Tichenor. The crash occurred on July 1, 2025, just two days after Lennie and I picked out an engagement ring.

I understand there may be questions about the circumstances surrounding the crash. While there are still many questions I do not have answers to, I am willing to share the information I do have with anyone here. One important update is that we now know impairment was a factor in the crash. When I spoke last October, the toxicology results had not yet been returned.

I share that information because I want the MPO to understand that my advocacy extends beyond a single issue. I am working for changes at the local, state, and national levels, including efforts to address impaired driving. At the same time, I believe it is important to investigate and examine crashes from a holistic perspective. Roadway design, infrastructure, driver behavior, enforcement, education, and impairment all play a role. The MPO's work on transportation infrastructure is one important responsibility to prevent violence like this from happening again.

I am grateful for the bicycle warning signs that were installed along NC 251 last November, and for the speed limit reduction that followed earlier this year. I also believe NC 251 would benefit from a centerline rumble strip, and I am currently in discussions with NCDOT about speed studies on other roads in the area.

When I spoke in October, you also heard Adam Smith present the concept of Bicycle Safety Zones. Today, I am asking you to vote in support of the resolution to establish Bicycle Safety Zones with the eventual goal of increasing penalties for speed violations in designated areas.

I will continue fighting for changes that improve safety for all vulnerable road users. But improving road safety is not the responsibility of any one person. I ask everyone in this room to consider what action you can take to make our roads safer. Supporting Bicycle Safety Zones is a practical, meaningful step that can help save lives.

Thank you for your time and consideration.