French Broad River Metropolitan Planning Organization

Minutes from the Governing Board Meeting on October 15th, 2026

Attendance:

In-Person and Remote via the Zoom Platform:

Kim Roney	City of Asheville
Drew Ball	Buncombe County
Jim Player	Town of Fletcher
Kevin Ensley	Haywood County
Jennifer Hensley	City of Hendersonville
George Banta	Town of Laurel Park
Drew Stephens	Town of Biltmore Forest
Susan Bean	Urban Transit
Mark Endries	Town of Weaverville
Jim McAllister	Town of Woodfin
Brenden Merithew	NCDOT Div 13
Steve Williams	NCDOT Div 14
Beau Waddell	BOT Div 14
Tim Anderson	NCDOT
Matt Wechtel	Madison County
David White	Rural Transit
Emily Whitmire	Village of Flat Rock
Sage Turner	City of Asheville
Stephen Sparks	NCDOT
John Hunter	NCDOT TPO
Daniel Sellers	NCDOT TPO
Dr. Ralph Hamlet	Town of Canton
Brett Towery	NCDOT
Troy Wilson	NCDOT
Dann Jesse	Town of Clyde
Cody Weddle	NCDOT
Kevin Bridges	NCDOT
Sheila Franklin	Henderson County
Jay Egolf	Henderson County

DRAFT

Anthony Sutton	Town of Waynesville
Christina Harris	City of Asheville
Carrie Simpson	NCDOT
Boris Goenaga	NCDOT
Matthew Manley	City of Hendersonville

Members without Representation present:

BOT Div 13
Town of Black Mountain
Town of Maggie Valley
Town of Mars Hill
Town of Mills River
Town of Montreat

Additional Attendees:

Tristan Winkler (FBRMPO) Daisy O'Connor (FBRMPO) Hannah Bagli (FBRMPO)
Sandy Broadwill(FBRMPO) Asha Moss (LOSRC,Minutes) Amber Fawson (Public)
Natasha Schwade(Public) Emmaleigh Argonauta(Public) Jay Dore(Public)
Mike Holmes (Public, Just Economics)

WELCOME, INTRODUCTIONS & ROLL CALL

Anthony Sutton called the meeting to order at 1:01PM 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.
Tristan Winkler mentioned receiving the below via Email:
"Hey Tristan, here is the formal email below I sent to the state. Please use it as you wish and send it forth for public comment. As we discussed on the phone, for vulnerable roadway users, they have made this corridor far less safe. The fact that the state designated this as a known cycling corridor due to its connection to Blue Ridge Parkway,

North Carolina Arboretum, and Pisgah National Forest Bent Creek, only makes this feel like an insult. The fact that we have recently had two deaths, Lennie and Jacob, it seems the state cares less and less about the actual safety of vulnerable users. I mean, there's even a share the road sign on 191 by the new dollar store. Rumble striping the entirety will create conflict for anyone to safely use it. Furthermore, it feels worse knowing this was supposed to be a funded, projected marked for bike lanes in 2019 and now pushed back beyond 2040.

We also know rumble striping is not fixing run-off vehicles on 191 by the new Clayton light. The yellow bollards the state put up in the center line lasted about 1 day. They reinstalled them several times; their remains are in the ditch by the light. The state knows just by giving up how big of a problem that corner is. They stopped even putting the bollards back up, knowing they will be hit again and again.

Dear Division Engineer and Division 13 Design Team,
I am writing to formally report a critical safety hazard created by the recent full-length rumble strip installation along the NC 191 (Brevard Road) corridor in Buncombe and Henderson counties.
While rumble strips are intended to mitigate run-off-road vehicle crashes, the current installation on NC 191 has effectively eliminated the usable paved shoulder for non-motorized users. By milling continuous or improper edgeline rumble strips along this corridor, cyclists are forced directly out of the shoulder and into the active travel lane. On a high-speed arterial with heavy vehicular traffic, commercial vehicles, and constrained sightlines, this installation has transformed NC 191 into a grotesquely unsafe corridor for vulnerable road users.
Furthermore, this installation appears to directly contravene several established NCDOT design guidelines and safety policies:
1. Inadequate Usable Shoulder Width: NCDOT design policy and FHWA guidelines mandate that rumble strips/stripes should only be placed where a minimum of 4 feet of clear, smooth, usable paved shoulder remains outside the rumble strip. Along extensive stretches of NC 191, the remaining paved width outside the rumble strip is either virtually non-existent or inadequate to safely accommodate a bicycle.
2. Omission of Bicycle Periodic Gaps: NCDOT guidelines for non-freeway corridors require periodic bicycle gaps (a 10-to-12-foot gap every 40 to 60 feet) to allow cyclists to safely transition between the shoulder and the travel lane to avoid road debris, severe cracks, or obstacles. The continuous nature of these rumble strips leaves no safe, controlled exit or entry path.
3. Debris Accumulation: Narrowing the clear area beyond the rumble strip creates a debris trap for gravel, tire wire, and glass, making the tiny fraction of remaining asphalt impassable and forcing bicyclists entirely into the motor vehicle travel lane under N.C. Gen. Stat. § 20-4.01.
NC 191 is a critical regional connector for local residents, commuters, and recreational cyclists connecting Buncombe County and Henderson County. By removing the functional shoulder, NCDOT has significantly elevated the risk of severe or fatal rear-end and

sideswipe collisions between motor vehicles and cyclists.
To remedy this immediate safety hazard, I respectfully request that NCDOT Division 13 take the following actions:
Conduct a Field Audit: Inspect the newly installed rumble strips along NC 191 to measure remaining clear shoulder width against NCDOT standard specifications.
Mill/Fill Non-Compliant Sections: Asphalt-fill or smooth over non-compliant rumble strip sections where clear paved shoulder width falls below the minimum required 4-foot threshold.
Cut Standard Bicycle Gaps: If rumble strips remain in compliant sections, retrofit the corridor with mandatory NCDOT periodic bicycle gaps to allow safe lane transitions.
Thank you for your prompt attention to this urgent safety concern. I look forward to your response regarding NCDOT's plan to review and correct this corridor.
Sincerely

Jay Dore "

Jay Dore -Resident of Buncombe Co. 191 and Brevard Rd. He wrote the emailed comment as well. Spoke on the rumple strip that tore up the road and further detail of his emailed comment.

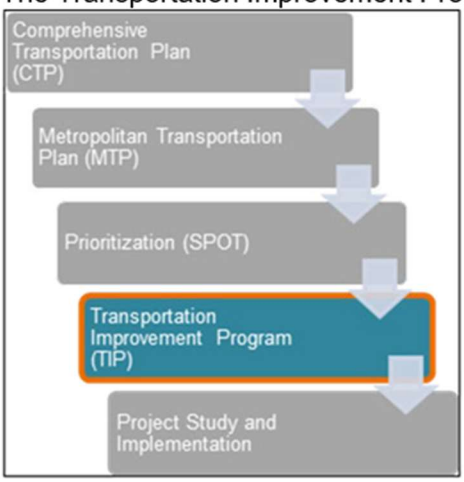
CONSENT AGENDA

3A. September 2026 Meeting Minutes:
https://frenchbroadrivermpo.org/wp-content/uploads/2026/10/2026_09_17__MPO.DRAFT_.Board_.Minutes.pdf

3B. Amendments to the 2026-2035 Transportation Improvement Program (TIP):

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:

- EB-5774AA – moving $50,000 from construction into utilities
- Adding Capital Expenses for Apple Country Public Transit

All TIP Amendment Summaries can be found here:

https://frenchbroadrivermpo.org/wp-content/uploads/2026/09/October2026_TIPAmendments_FBRMPO_R1.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.

3C. Letter of Support-NCDOT PROTECT Grant Application for Howard Gap Road:

The Honorable Sean Duffy
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the French Broad River Metropolitan Planning Organization (FBRMPO), I am writing to express our strong support for the North Carolina Department of Transportation's **Howard Gap Road: Resilience After Landslides Project** and its application for funding through the U.S. Department of Transportation's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program.

Howard Gap Road provides an important connection between communities in Polk County and the surrounding region. A section of the roadway has remained closed following recurring slope and roadway failures in 2018 and 2019, requiring affected travelers to use a 16-mile detour that adds approximately 30 minutes to some trips. The closure has also reduced access to homes, emergency services, utilities, businesses, and other essential destinations.

The need to restore this connection has become even more significant following Hurricane

Helene, which caused widespread damage throughout Western North Carolina in September 2024, including extensive damage to U.S. 176 between Saluda and Tryon. With U.S. 176 closed during reconstruction, I-26 is currently serving as the primary regional connection between these communities. In this context, restoring Howard Gap Road would provide valuable network redundancy and an additional route within a transportation system that has experienced significant disruptions from extreme weather events.

The proposed project would improve the long-term resilience and reliability of Howard Gap Road through roadway reconstruction, slope stabilization, retaining infrastructure, and drainage improvements designed to address the conditions that contributed to previous failures. Reopening the roadway would restore an existing transportation connection that has been unavailable since 2019, reduce travel burdens associated with the current detour, improve access for emergency and utility services, and provide greater flexibility within the regional transportation network.

As the Metropolitan Planning Organization responsible for coordinating transportation planning and investment across the French Broad River region, FBRMPO recognizes the importance of transportation system resilience and network redundancy, particularly in a region that has experienced significant impacts from flooding, landslides, and other extreme weather events. Projects such as the Howard Gap Road improvements demonstrate how targeted investments in existing infrastructure can strengthen the reliability of the broader transportation network and improve the ability of communities to maintain access during and following disruptive events.

For these reasons, the French Broad River Metropolitan Planning Organization strongly supports the **Howard Gap Road: Resilience After Landslides Project** and NCDOT's application for federal PROTECT Resilience Improvement Grant funding. We respectfully encourage the U.S. Department of Transportation to support this important investment in transportation resilience and connectivity in Western North Carolina.

Respectfully,

Tristan Winkler
Director
French Broad River Metropolitan Planning Organization

3D. Letter of Support-NCDOT PROTECT Grant Application for Coastal Flood Warning System:

The Honorable Sean Duffy
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

October 1, 2026

Dear Secretary Duffy:

On behalf of the French Broad River Metropolitan Planning Organization (FBRMPO), I am pleased to express our strong support for the North Carolina Department of Transportation's application for funding through the U.S. Department of Transportation's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program to advance statewide transportation flood resilience.

Flooding is one of the most significant hazards affecting the reliability and continuity of transportation systems in Western North Carolina. Recent flooding events, including the impacts of Hurricane Helene in September 2024, demonstrated how quickly flooding and associated hazards can disrupt roads, bridges, transit services, and other critical transportation infrastructure. These disruptions can limit access to homes, businesses, healthcare, emergency services, and other essential destinations while placing additional demands on already constrained transportation networks.

FBRMPO supports NCDOT's efforts to advance and integrate a suite of flood warning, monitoring, and transportation resilience tools—including FIMAN, T-SAPP, BridgeWatch, DriveNC, and related systems. Integrating these resources can strengthen the ability of transportation agencies and regional partners to identify and communicate flood-related risks, monitor conditions, anticipate transportation disruptions, and make informed decisions before, during, and following severe weather events.

As a Metropolitan Planning Organization, FBRMPO has a direct interest in improving the resilience of the transportation system and incorporating better information about hazards and vulnerabilities into transportation planning and investment decisions. Tools that provide timely information about flooding, bridge conditions, roadway impacts, and potential disruptions can support more informed planning, emergency response, incident management, and coordination among transportation and emergency management agencies.

The proposed initiative also provides an important opportunity to improve coordination and interoperability among existing tools and data sources. A more integrated statewide approach can help ensure that information developed through flood monitoring and transportation systems is useful not only to NCDOT, but also to MPOs, local governments, emergency responders, and other partners responsible for maintaining mobility and community access

during disruptive events.

FBRMPO recognizes that transportation resilience depends not only on investments in physical infrastructure, but also on the data, technology, coordination, and decision-support capabilities necessary to understand risks and respond effectively. Continued investment in statewide flood warning and transportation resilience tools will help strengthen the reliability of North Carolina's transportation network, improve emergency preparedness, reduce the impacts of transportation disruptions, and support economic continuity for communities throughout the state.

For these reasons, the French Broad River Metropolitan Planning Organization strongly supports NCDOT's application for PROTECT funding to advance statewide transportation flood resilience and the continued development and integration of FIMAN, T-SAPP, BridgeWatch, DriveNC, and related tools. We appreciate NCDOT's leadership in pursuing this initiative and encourage the U.S. Department of Transportation to support this important investment in the resilience and reliability of North Carolina's transportation system.

Tristan Winkler
Director
French Broad River Metropolitan Planning Organization

3E. Letter to the US Census Bureau Regarding Proposed Changes:
The Honorable Howard Lutnick
Secretary
U.S. Department of Commerce
1401 Constitution Avenue, NW
Washington, DC 20230

Re: Decennial Census of the Population of Americans; Proposed Residence Criteria and Proposed Regulations for Demographic Questions, Docket No. 260903-0005

Dear Secretary Lutnick:

The French Broad River Metropolitan Planning Organization (FBRMPO) appreciates the opportunity to submit comments on the U.S. Census Bureau's proposed residence criteria and regulations governing demographic questions for the decennial census.

FBRMPO is the federally designated metropolitan planning organization for the Greater Asheville region in Western North Carolina. Its planning area includes Buncombe, Haywood, Henderson, and Madison Counties and the municipalities within the MPO planning area. In this role, FBRMPO is responsible for carrying out the federally required metropolitan transportation planning process, including development and implementation of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), public participation policies, performance-based planning activities, and coordination with the North Carolina Department of Transportation (NCDOT), transit agencies, local governments, and other regional partners.

FBRMPO shares the considerations raised by the Association of Metropolitan Planning Organizations (AMPO) in its national comments on the proposed rule. AMPO's comments appropriately emphasize the importance of Census population and demographic data for transportation forecasting and modeling, federal funding and program requirements, Metropolitan Planning Organization and Transportation Management Area (TMA) designations, Title VI analysis, and small-area planning. FBRMPO submits these comments to provide additional regional context regarding how changes to Census residence criteria and demographic data collection could affect transportation planning in Western North Carolina.

Census population and demographic data are foundational to FBRMPO's transportation planning activities. FBRMPO uses these data to understand existing and projected population and employment patterns, develop socioeconomic forecasts, support the region's travel-demand model, identify current and future transportation needs, develop and evaluate the MTP, support transportation project prioritization, conduct Title VI analyses, plan for transit and multimodal transportation needs, and provide technical assistance to local governments and regional partners. FBRMPO also relies on Census data as one component of the broader data foundation used to understand transportation demand and evaluate how transportation investments will serve communities throughout the region.

One particularly important example is FBRMPO's development of long-range socioeconomic projections for the region. FBRMPO recently completed a 2050 Land Use and Socio-Economic Forecast that includes population and employment projections at a level of detail appropriate for use in the region's travel-demand modeling process. These forecasts support evaluation of alternative growth scenarios and inform the identification and prioritization of transportation needs through the MTP process. Reliable Census population data provide an essential benchmark for these forecasts and for understanding whether observed changes in population and travel demand reflect actual regional growth or changes in methodology or population definitions.

Reliable and consistent Census data are therefore important not only for documenting population change, but also for translating population and demographic change into transportation needs. FBRMPO's current planning activities include developing base-year land use, employment, and demographic data for the next MTP and maintaining and updating

transportation modeling resources. Changes to the underlying population universe or residence criteria could affect the assumptions used in these analyses and make it more difficult to maintain consistency between observed population trends, socioeconomic forecasts, and transportation demand.

FBRMPO encourages the Census Bureau to enumerate and publish a complete resident-population dataset for planning purposes if the population used for congressional apportionment differs from the complete population residing in a region. Transportation systems and other public infrastructure serve people who live, work, study, and travel in a community regardless of how they are treated for apportionment purposes. Metropolitan planning agencies need population information that reflects those demands and can be used consistently at regional, local, corridor, transportation analysis zone, and other small-area geographies. The proposed changes to the definition of "usual residence" may also affect regions differently. Proposed § 60.2 would use a January 3–April 1 enumeration period and consider the number of days an individual spends at a residence, together with tax records and other information. FBRMPO's planning area includes communities with varied population patterns, including seasonal and second-home populations, college and university students, and residents whose employment or other activities may involve travel across jurisdictional boundaries. Additional Census analysis and guidance explaining how the proposed methodology would apply to these populations would help regional planning agencies understand and account for any resulting changes.

Consistency across Census years is equally important. FBRMPO uses Census benchmarks to calibrate and validate transportation models, develop long-range population and socioeconomic forecasts, monitor growth trends, evaluate transportation needs, and support the development of the MTP. FBRMPO's current MTP, *Elevate 2050*, is a federally required long-range multimodal transportation plan that evaluates future transportation needs and guides transportation investments throughout the region.

Changes in Census definitions or population universes can make it difficult for transportation planning agencies to distinguish actual regional growth or decline from changes caused by methodology. FBRMPO therefore encourages the Census Bureau to clearly document methodology changes and, where practicable, provide comparable historical and current datasets that allow MPOs to maintain continuity in population, demographic, and socioeconomic analyses over time.

Census population measures may also affect transportation requirements tied to population, including MPO and TMA designations, urban area population totals, federal transportation funding distributions and suballocations, and program eligibility. These relationships are particularly important for metropolitan areas such as Asheville, where Census population measures help establish the demographic and geographic context for federal transportation planning requirements.

FBRMPO encourages continued coordination among the Census Bureau, U.S. Department of

Transportation, Federal Highway Administration, Federal Transit Administration, and other federal agencies so that transportation agencies have clear guidance regarding which population measures apply to federal programs, designations, funding formulas, and planning requirements.

FBRMPO also relies extensively on demographic data for Title VI analysis, corridor studies, transit planning, community engagement, needs assessments, socioeconomic modeling, and evaluation of transportation investments. FBRMPO's Title VI program recognizes the importance of demographic information in ensuring that transportation planning and decision-making appropriately consider the populations and communities affected by transportation investments.

FBRMPO appreciates that proposed § 70.4 would continue to allow the Census Bureau to collect demographic information through the American Community Survey (ACS) and other surveys. However, the ACS is not a complete substitute for the decennial Census. The decennial Census is designed to enumerate the full population and provides a foundational population benchmark, while the ACS is a sample survey that produces estimates from a smaller annual sample. The two products therefore serve different purposes and are not fully interchangeable, particularly for small-area analysis, population benchmarking, and long-term data continuity.

FBRMPO also encourages the Census Bureau to clarify how proposed § 70.3 and Department Administrative Order 216-26, *Disclosure Avoidance for Statistical Products*, will operate together and what that interaction will mean for the continued availability and usability of demographic data at the census tract, block group, transportation analysis zone, and other small geographic levels used in transportation planning. Small-area demographic data are particularly important to MPOs because transportation needs and the effects of transportation investments can vary substantially within a region. Maintaining useful geographic detail is therefore critical for meaningful project development, and community engagement.
Finally, nationally consistent Census data provides a common foundation that individual regions cannot easily recreate. If MPOs and other public agencies must increasingly rely on locally developed surveys, administrative records, or independent population and demographic estimates, differences in methodology, geographic coverage, and data quality could make comparisons across regions and over time more difficult. Developing replacement datasets would also require significant staff time and financial resources that could otherwise support transportation planning, project development, public engagement, and implementation.
For an MPO such as FBRMPO, maintaining locally developed socioeconomic and demographic datasets at the level necessary for regional modeling and planning would be a substantial and ongoing technical, financial, and administrative burden.

FBRMPO supports the Census Bureau's efforts to establish clear and workable procedures for the decennial census. As the Bureau considers the proposed rule, we respectfully encourage Census to:

1. **Preserve data continuity** by minimizing unnecessary changes to population definitions and providing comparable historical and current data when

methodologies change;

2. **Provide a complete resident-population dataset for planning purposes** if the population used for congressional apportionment differs from the complete population residing in a region;
3. **Maintain reliable population and demographic products at useful geographic levels**, including small-area geographies necessary for transportation modeling, Title VI analysis, and project planning;
4. **Clearly document methodology and population-universe changes** so MPOs can distinguish actual demographic trends from changes resulting from Census methodology;
5. **Provide guidance on the treatment of populations with complex residence patterns**, including seasonal residents, students, and other populations whose circumstances may create challenges under a revised definition of "usual residence"; and

6. **Coordinate with USDOT and other federal agencies** to ensure that changes to Census population measures do not create unnecessary uncertainty regarding transportation program requirements, MPO and TMA designations, funding distributions, or other population-based federal requirements.

Reliable, consistent, and geographically detailed population and demographic data are essential to FBRMPO's ability to fulfill its federal transportation planning responsibilities and to help local, state, and federal partners make informed decisions about transportation investments in Western North Carolina. Census data provide a national foundation that supports transportation planning well beyond the purposes of congressional apportionment, and maintaining that foundation is in the public interest.

Thank you for considering these comments and the transportation planning needs of the Western North Carolina. FBRMPO looks forward to continued engagement with federal, state, regional, and local partners to support reliable data and effective long-term transportation planning.

Sincerely,

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Anthony Sutton, French Broad River MPO Board Chair

3F. Letter of Support- Land of Sky Safe Routes to School Program:

Background

- Land of Sky Regional Council has maintained a Safe Routes to School Program since 2023 that covers Buncombe, Haywood, Henderson, Madison, and Transylvania counties
- NCDOT has opened the Safe Routes to School Programming Grant window with applications due November 6, 2026
- Successful applications will be funded from January 1, 2027-June 30, 2028
- A 20% Non-Federal Match is Required

Letter Contents

October 15, 2026 Jennifer Delcourt
Statewide Planner & SRTS Program Manager
Integrated Mobility Division
NC Department of Transportation

RE: Support for Land of Sky Regional Council Safe Routes to School Grant Application

Dear Ms. Delcourt:

On behalf of the French Broad River Metropolitan Planning Organization, I am pleased to express our support for Land of Sky Regional Council and its forthcoming Safe Routes to School (SRTS) Planning and Programming grant application.
The French Broad River Metropolitan Planning Organization supports Safe Routes to School programming because it improves student safety and well-being and strengthens school community partnerships that encourage safe walking and bicycling where feasible. Safe Routes to School is not just about moving students, it's about developing skills and habits for a healthy and active lifestyle. Land of Sky's SRTS program intends to implement safety education and programming, walk and bike to school encouragement events, bike rodeos, and other biking and walking safety events within the Land of Sky Region.

If funded, the French Broad River Metropolitan Planning Organization supports continued SRTS activities throughout the region, including safety education, encouragement programming, outreach and communications, and coordination among schools, local governments, and

community organizations.

We appreciate Land of Sky Regional Council's SRTS continued commitment to bicycle and pedestrian safety and support its efforts to secure funding for this regional program. Thank you for your consideration. Sincerely,

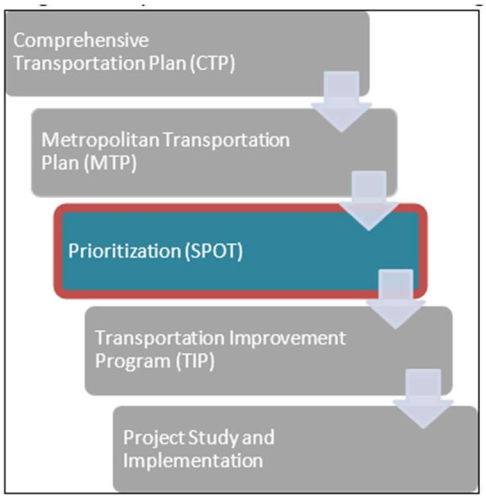
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Anthony Sutton
Chair, French Broad River MPO Board

Jim McAllister moved to approve the TAC Agenda, consent agenda including the September 2026 Meeting Minutes, the amendments to the 2026-2035 TIP, the Letter of Support for NCDOT PROTECT Grant Applications for Howard GAP Landslide and the Coastal Flood Warning System, the Letter of Support to the US Census Bureau Regarding Proposed Changes and the Letter of Support for the Land of Sky Safe Routes to School Grant Application. Matt Wechtel seconded the motion which passed unanimously upon a roll call vote.

Business:

4A. Draft Priority Projects for Division Needs:
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.



Funding Tiers
The STI Law breaks up funds for this process into three different funding tiers. Each tier has different eligibilities, as shown below:
Statewide Mobility- Freeway projects and Asheville Airport
Regional Impact- US/NC Highways, Passenger Rail
Division Needs- Secondary Roads, Bike/Ped, Transit

Action Items for Today
- Review Outcomes of the Regional Impact funding tier
- Discuss DRAFT local input points for Division Needs projects

Statewide Mobility Projects
Statewide Mobility projects are programmed solely based on the quantitative score. Only one project in the MPO scored well enough for programming with available funding in P8:

- I-40 Express Lanes from Exit 44 to Exit 27 (Haywood, Buncombe counties)

Regional Impact Projects
Regional Impact projects are programmed 70% based on quantitative score, 30% based on local input from planning organizations and NCDOT Divisions. Five projects in the MPO scored well enough for programming with available funding in P8:

- WNC Passenger Rail (Salisbury to Asheville)
- US 25B (Asheville Highway) from North Main Street to NC 191 (Haywood Road)- Improve Intersections
- NC 63 (New Leicester Highway) from Newfound Road to Gouges Branch Road- Improve Intersections
- US 19/23 (Smokey Park Highway) from I-40 to NC 151 (Pisgah Highway)- Access Management
- NC 191 (Brevard Road), Glenn Bridge Road, Avery Creek Road- Improve Intersection

All of these projects are expected to be programmed in the 2028-2037 STIP/TIP, but it is unclear whether or not those projects will be fully funded or funded just for engineering.

Division Needs Projects
Below is a list of all Division Needs projects in (or partially in) the MPO, sorted by their MPO Score.

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
US 19 (Smokey Park Hwy)	Rutherford Road	NC 151	Construct a sidewalk along US 19 (Smokey Park Hwy) from Rutherford Road to NC 151.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,632,800	31.57	95

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Church Street and King Street	US 176	North Main Street	Fill gaps between existing sidwalks on Church and King Streets in Hendersonville. This includes upgrading signals and other pedestrian infrastructure to be ADA compliant.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,569,200	40.79	87
Transit Multimodal Facility	City of Asheville Service Area and routes provided by ART	N/A	Construct a new transit multimodal facility to accommodation vehicles that pick-up and drop transit riders.	5 - Facility - Passenger Station	$ 50,000,000	35.41	85
Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment)	Hominy Creek Greenway	French Broad River Greenway	Construct a new multi-use path from the French Broad River Greenway to the Hominy Creek Greenway.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,555,952	37.78	85

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Patton Avenue	Old Haywood Road	Johnston Blvd	Construct sidewalks from the western terminus of Old Haywood Road to Johnston Blvd along Patton Avenue. This project would fill gaps in the existing sidewalk network on this corridor.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 6,086,400	**35.16**	**82**
Lake Julian Greenway	French Broad River	Lake Julian	Construct multi-use path from Lake Julian to the French Broad River.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,880,800	**35.31**	**80**
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	**24.78**	**79**
SR 1511 (Berkeley Road), SR 1509 (Thompson Street), SR 1508 (Berkeley Road/Signal Hill Road)	US 64 (Four Seasons Boulevard)	US 25 BUS (Asheville Highway)	Modernize the roadway to improve safety for all users.	16 - Modernize Roadway	$ 31,700,000	**23.93**	**78**

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Ecusta Rail Trail	Existing Estatoe Trail Cherry St Brevard	SR 1211 (Battle Creek Rd) Henderson Co.	Construct a rail to trail project on the Banked Ecusta Rail Line from existing Estatoe Trail in Brevard to SR 1211 Battle Creek Rd in Henderson Co. This project will construct remaining sections of EB-6037B from the southern terminus of BL-0007 to the existing Estatoe Trail in Brevard. (This is for BF-0002 and BL-0078)	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 12,000,000	**29.33**	**77**
SR 1332 (North Louisiana Avenue)	US 19/23 (Patton Avenue)	SR 1338 (Emma Road)	Modernize Roadway	16 - Modernize Roadway	$ 28,100,000	**22.92**	**77**

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Transit Maintenance Facility	Facility location - 224 Louisiana Ave, Asheville, NC 28806 City of Asheville Service Area.	N/A	Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment.	9 - Facility - Maintenance	$ 59,000,000	**25.57**	**75**
Tunnel Road Sidewalks	New Haw Creek Road	Blue Ridge Parkway	Construct new sidewalks and fill-in sidewalk gaps from New Haw Creek Road to the Blue Ridge Parkway.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 6,186,800	**33.43**	**67**
Old Haywood Road Sidewalks	US 19/23/74 (Patton Avenue)	US 19/23/74 (Smokey Park Highway)	Construct new sidewalks from Patton Avenue to Smokey Park Highway.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,499,200	**30.07**	**67**

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
SR 1006 (Howard Gap Road)	SR 1734 (Sugarloaf Road)	N/A	Improve intersection at SR 1734, Sugarloaf Road, and SR 1006, Howard Gap Road. Consider a roundabout and include SR 1746, N. Allen Road.	10 - Improve Intersection	$ 13,000,000	27.01	64
Above The Mud Greenway Connector	Ecusta Trail	Oklawaha Greenway	Construct a greenway to connect the Ecusta Trail to the Oklawaha Greenway and Jackson Park.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 4,236,000	28.95	61
US 70 Sidewalks	Franklin Street	Warren Wilson Road	Construct sidewalks from Franklin Road to Warren Wilson Road.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 4,278,400	23.64	56
Greenway-Jackson Park to Blue Ridge CC	Jackson Park	Blue Ridge Community College	Construct greenway along existing sewer easement from terminus of existing Oklawaha Greenway in Jackson Park to Blue Ridge Community College.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,243,600	26.49	54

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Richland Creek Greenway-North	Recreation Park	Haywood High Tech Center	Construct a new section of multi-use path from the existing recreation park to tie in with an existing path near the Haywood Industrial Park in the Town of Waynesville.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 5,461,600	**23.25**	**54**
SR 1003 (Reems Creek Road)	US 19, US 23 BUS (Weaverville Highway)	SR 2109 (Ox Creek Road)	Modernize SR 1003 to include paved shoulders, wider lanes and improved horizontal/vertical geometry where possible.	16 - Modernize Roadway	$ 116,000,000	**16.13**	**50**
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	**15.99**	**47**
SR 1358 (Fanning Bridge Road)	US 25 (Hendersonville Road)	NC 280 (Airport Road)	Modernize Fanning Bridge Road with Complete Streets Improvements	16 - Modernize Roadway	$ 75,000,000	**8.78**	**46**

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
North Louisiana Avenue Sidewalks	Mallard Drive	Adams Hill Road	Construct sidewalks from Mallard Drive to Adams Hill Road	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 714,000	26.30	41
N Main Street/Clear Creek Road Sidewalks	Nix Road	Baldwin Avenue	Construct sidewalks from Nix Road to Baldwin Ave along Clear Creek Rd/N Main Street in Hendersonville.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,539,600	20.86	39
NC 251 (Riverside Drive)	Future 1-26	Woodfin Ave	Construct sidewalks along NC 251 (Riverside Drive) from future I-26 to Woodfin Ave.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,321,200	18.27	39
SR 3548 (Clingman Avenue)	Patton Avenue	Hilliard Avenue	Improve the intersections of Clingman Avenue at Patton and Hilliard	25 - Improve Multiple Intersections along Corridor	$ 18,300,000	15.67	38
Reems Creek Greenway	Quarry Road	Karpen Soccer Field	Construct Reems Creek Greenway from Quarry Road to Karpen Soccer Field.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 9,831,000	18.56	37

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Mills River Valley Trail	NC 191 (Old Haywood Rd)	NC 191 (Haywood Rd)	Construct the Mills River Valley Trail multi-use path from NC 191 to NC 191 through Mills River.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 5,464,000	**16.05**	**37**
Haywood County Transfer Station	The site is located on 50 Armory Drive in Clyde NC. This location houses Haywood Public Transit operated by Mountain Projects Inc. This land was deeded from Haywood County Government to Mountain Projects on December 21, 2007	N/A	The Passenger Transfer Station would serve Haywood Public Transit as a location for the public to transfer from one bus to another. The building would have public bathrooms and an out of the weather waiting area.	5 - Facility - Passenger Station	$ 1,065,000	**22.38**	**35**

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
SR 1674 (Elkwood Avenue/Old Burnsville Hill Road)	NC 251 (Riverside Drive)	US 25 (Merrimon Avenue)	Modernize Elkwood Road to improve safety, improve intersections, and add complete streets improvements.	16 - Modernize Roadway	$ 49,700,000	6.03	33
SR 2500 (North Blue Ridge Road)	US 70	Cragmont Street	Construct sidewalks along North Blue Ridge Road from US 70 to end of existing sidewalk on Cragmont Street.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,589,600	20.65	32
Fairview Road	Swannanoa River Road	Liberty Street	Construct sidewalks along Fairview Road to from Swannanoa River Road to Liberty Street.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,967,600	20.30	32
Park Drive	NC 213	Mars Hill Recreation Park	Construct a sidepath along Park Drive from NC 213 or Mars Hill Recreation Park.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 2,262,800	12.99	25
Saluda Grade Rail Trail	SR 1105 (Greenville Street)	Bell Park (Near SR 1852/US 176)	Convert railway to MUP.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 4,304,200	10.13	20

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Merrimon Ave	Lake Louise Drive	Brown Street	Construct sidewalks along Merrimon Ave from Lake Louise Drive to Brown Street.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,374,000	**15.25**	**15**
NC 215 (Champion Drive)	SR 1589 (North Canton Road)	SR 1513 (Thickety Road)	Construct approximately 3,600 feet of ADA compliant sidewalk on the eastern side of NC 215 (Champion Drive).	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 2,843,000	**10.72**	**10**
Haywood County Expansion Vehicles	Two expansion vehicles would allow for new fixed-route service that would provide transit service to Maggie Valley and tie-in to the existing fixed-route between Waynesville and Canton.	N/A	Purchase two expansion vehicles (25' LTVs) to expand service in Haywood County	1 - Mobility (route-specific) - New Service	$ 185,197	**7.14**	**10**

Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
Old Balsam Road	Hyatt Creek Rd	Piney Mountain Rd	Construct a sidewalk from Hyatt Creek Rd to approximately 400ft southwest of Piney Mountain Rd in Waynesville to connect to fill a sidewalk gap.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,112,800	13.73	0
SR 1147 (Allens Creek Road)	SR 1149 (Piney Mountain Road)	Knothead Drive (Private Drive)	Extend sidewalk on the East side of Allens Creek Road to allow pedestrian access to shopping areas and services and to Allens Creek Park.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,613,400	7.34	0

TCC & Prioritization Subcommittee Recommendation: Draft Points Awarded Based on the MPO Score & Preliminary Willingness for Local Match for Non-Highway Projects
Number of Points Used: 1,639 out of 2,400 Notes:

- LEAVES ROOM FOR ADDITIONAL REQUESTS
- Nine (9) projects in Division 13, Eight (8) projects in Division 14
- The TCC Recommended the Addition of Ecusta Rail Trail and Above the Mud Greenway (shown below)

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	TOTAL MPO SCORE
13	US 19 (Smokey Park Hwy)	Rutherford Road	NC 151	Construct a sidewalk along US 19 (Smokey Park Hwy) from Rutherford Road to NC 151.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,632,800	**31.57**	**95**
14	Church Street and King Street	US 176	North Main Street	Fill gaps between existing sidwalks on Church and King Streets in Hendersonville. This includes upgrading signals and other pedestrian infrastructure to be ADA compliant.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,569,200	**40.79**	**87**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	TOTAL MPO SCORE
13	Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment)	Hominy Creek Greenway	French Broad River Greenway	Construct a new multi-use path from the French Broad River Greenway to the Hominy Creek Greenway.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,555,952	**37.78**	**85**
13	Patton Avenue	Old Haywood Road	Johnston Blvd	Construct sidewalks from the western terminus of Old Haywood Road to Johnston Blvd along Patton Avenue. This project would fill gaps in the existing sidewalk network on this corridor.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 6,086,400	**35.16**	**82**
13	Lake Julian Greenway	French Broad River	Lake Julian	Construct multi-use path from Lake Julian to the French Broad River.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,880,800	**35.31**	**80**
14	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	**24.78**	**79**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	TOTAL MPO SCORE
14	SR 1511 (Berkeley Road), SR 1509 (Thompson Street), SR 1508 (Berkeley Road/Signal Hill Road)	US 64 (Four Seasons Boulevard)	US 25 BUS (Asheville Highway)	Modernize the roadway to improve safety for all users.	16 - Modernize Roadway	$ 31,700,000	23.93	78
14	Ecusta Rail Trail	Existing Estatoe Trail Cherry St Brevard	SR 1211 (Battle Creek Rd) Henderson Co.	Construct a rail to trail project on the Banked Ecusta Rail Line from existing Estatoe Trail in Brevard to SR 1211 Battle Creek Rd in Henderson Co. This project will construct remaining sections of EB-6037B from the southern terminus of BL-0007 to the existing Estatoe Trail in Brevard. (This is for BF-0002 and BL-0078)	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 12,000,000	29.33	77

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	TOTAL MPO SCORE
13	SR 1332 (North Louisiana Avenue)	US 19/23 (Patton Avenue)	SR 1338 (Emma Road)	Modernize Roadway	16 - Modernize Roadway	$ 28,100,000	**22.92**	**77**
13	Transit Maintenance Facility	Facility location - 224 Louisiana Ave, Asheville, NC 28806 City of Asheville Service Area.	N/A	Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment.	9 - Facility - Maintenance	$ 59,000,000	**25.57**	**75**
14	SR 1006 (Howard Gap Road)	SR 1734 (Sugarloaf Road)	N/A	Improve intersection at SR 1734, Sugarloaf Road, and SR 1006, Howard Gap Road. Consider a roundabout and include SR 1746, N. Allen Road.	10 - Improve Intersection	$ 13,000,000	**27.01**	**64**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	TOTAL MPO SCORE
14	Above The Mud Greenway Connector	Ecusta Trail	Oklawaha Greenway	Construct a greenway to connect the Ecusta Trail to the Oklawaha Greenway and Jackson Park.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 4,236,000	28.95	61
13	SR 1003 (Reems Creek Road)	US 19, US 23 BUS (Weaverville Highway)	SR 2109 (Ox Creek Road)	Modernize SR 1003 to include paved shoulders, wider lanes and improved horizontal/vertical geometry where possible.	16 - Modernize Roadway	$ 116,000,000	16.13	50
14	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	15.99	47
14	SR 1358 (Fanning Bridge Road)	US 25 (Hendersonville Road)	NC 280 (Airport Road)	Modernize Fanning Bridge Road with Complete Streets Improvements	16 - Modernize Roadway	$ 75,000,000	8.78	46
13	SR 3548 (Clingman Avenue)	Patton Avenue	Hilliard Avenue	Improve the intersections of Clingman Avenue at Patton and Hilliard	25 - Improve Multiple Intersections along Corridor	$ 18,300,000	15.67	38

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	TOTAL MPO SCORE
13	Park Drive	NC 213	Mars Hill Recreation Park	Construct a sidepath along Park Drive from NC 213 or Mars Hill Recreation Park.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 2,262,800	12.99	25

Action Needed: Recommend Approval of Assignment of Draft Local Input Points for Division Needs Projects & Cascading of Requested Haywood County projects

Next Steps:

Action	Date
Public Comment on Draft Division Needs Local Input Points Opens	October 19, 2026
Prioritization Subcommittee Recommends Final Local Input Point Assignment	November 4, 2026
Public Comment on Draft Division Needs Local Input Points Closes	November 18, 2026
Board & TCC Finalize Local Input Point Assignment	November 19, 2026

Prioritization Subcommittee & TCC Recommendation: Approve the Draft Local Input Points as Shown.

Discussion occurred around Path for Lake Julian, there was some confusion around where the path will be run and where it goes. It's part of the Buncombe County Greenway master plan connecting the river to certain parks/places. Discussion around Fanning Bridge Rd and why it has a low score but it is heavily used and having sidewalks would be very beneficial for residents. Clarification was given by MPO Director. Discussion around Dellwood rd and Dayton dr and asking for clarification on acronyms on list.

Kevin Ensley moved to approval the assignment of Draft Local Input Points for Division Needs Projects & Cascading of Requested Haywood County projects. Mark Endries seconded the motion and it passed upon a unanimous roll call vote.

5A. I-40 Express Lanes Update:

Background

NCDOT will provide an update on the proposed I-40 Express Lanes project between Exit 27 in Haywood County and Exit 44 in Buncombe County. Previously proposed as a conventional widening project, I-6054 was submitted to Prioritization 8.0 (P8) as an express lane project and scored well enough to be programmed in the Statewide Mobility Tier. The project is expected to advance into engineering, with construction funding still uncertain.

The MPO has considered managed lanes along this corridor for several years, and the Board

requested a feasibility study in January 2024. This update will give the Board and TCC an opportunity to discuss NCDOT's approach to project development, tolling, and financing, including how lessons from the I-77 Express Lanes project could inform the process.

Kevin Bridges with NCDOT will provide an update on the project.
Information Only.

Discussion occurred around defunding projects against NCDOT's requests and what happens.

5B. Merrimon Avenue Road Diet Report:

The Merrimon Avenue road diet converted the section between W.T. Weaver Boulevard and Midland Road from four lanes to three, adding a center turn lane and bicycle lanes. NCDOT's August 2026 report compares conditions before construction with 18 months following completion.

Findings include 24% fewer total crashes, increased bicycle use, and longer vehicle travel times-approximately 47–51 seconds during weekday afternoons. Pedestrian and bicycle crashes increased slightly. The report also notes that Hurricane Helene affected travel during the study period.

Carrie Simpson with NCDOT will provide a summary of the report

Discussion around signal timing, where it seems as though some back ups and queues don't seem necessary. Discussion around when signal timing was last looked at. Discussion around bike crashes.

Information Only.

6A. FY 2028 Unified Planning Work Program:
The Draft FY 2028 Unified Planning Work Program is due in January, 2027. MPO staff will provide a presentation on policy recommendations that may impact planning considerations for FY 2028, but want to hear from members about what potential initiatives would be important to them. Some items that have been discussed in the past:

- Express Design Fund
- Regional ADA Assessment and Prioritization Tool
- More Planning Studies
- Permanent Bike/Ped Counting Stations
- Resurfacing Opportunity Program
- Local Technical Assistance Program

- Transit Access Assessment Program
- Regional Transportation Data Program
- Others

Any discussion and inputs are helpful to help form the FY 2028 Unified Planning Work Program.

Information Only.

7A. Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2026/10/Division13_October2026_Updates.pdf

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2026/10/Division14_October2026_Updates.pdf

7B. 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

7C.Committee & Workgroup Updates
Committee & Workgroup Updates
Prioritization Subcommittee— met on October 7th, next meeting October 28th

- Division Needs Priority Projects
- MPO Awarded Projects

5307 Subrecipient Workgroup- met on August 18th, next meeting November 17th. Points of Business/Discussion:

- Grant management update by the City of Asheville including discussion of funds at risk of lapsing
- Triennial review update
- 5310/JARC call for projects
- Knowledge-sharing opportunities within current group composition

MPO Studies Status

Study	Managing Entity	Year Programmed	Status
Woodfin-Weaverville Greenway Study	Town of Woodfin	2025	Closing Out
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	Underway
Staffing & Compensation Study	LOSRC	2024	Not Started- Led by Land of Sky
MPO Strategic Plan	FBRMPO	2027	RFLOI Drafted
US 64 (Four Seasons Boulevard) Corridor Study	FBRMPO	2027	Not Started
Buncombe County Transit Plan	FBRMPO	2027	Not Started

7D. MPO Awarded Projects: See Agenda

7E. 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.