



**French Broad River Metropolitan Planning Organization**  
Minutes from the TCC meeting on February 9, 2017

**ATTENDANCE:**

**Meeting Date:**

**02/09/2017**

Representing	Voting TCC		Via Phone
<input checked="" type="checkbox"/> Apple Country Transit	Matt	Champion	<input type="checkbox"/>
<input checked="" type="checkbox"/> Asheville. City of	Dan	Baechtold	<input type="checkbox"/>
<input checked="" type="checkbox"/> Asheville, City of- Transit	Vaidila	Satvika	<input type="checkbox"/>
<input checked="" type="checkbox"/> Black Mountain	Josh	Harrold	<input type="checkbox"/>
<input checked="" type="checkbox"/> Buncombe County	Josh	O'Conner	<input type="checkbox"/>
<input checked="" type="checkbox"/> Fletcher. Town of	Mark	Biberdorf	<input type="checkbox"/>
<input checked="" type="checkbox"/> Havwood Countv	Kris	Bovd	<input type="checkbox"/>
<input checked="" type="checkbox"/> Henderson Countv	Autumn	Radcliff	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hendersonville, City of	Brendan	Shanahan	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mills River, Town of	Jesse	James	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mountain Mobility	Denise	Braine	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT. Division 13	Rick	Tioton	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 14	Brian	Burch	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, TPB	Daniel	Sellers	<input type="checkbox"/>

Non Voting At TCC			
<input checked="" type="checkbox"/> Asheville, City of- Transit	Elias	Mathes	<input type="checkbox"/>
<input checked="" type="checkbox"/> Buncombe County	Karla	Furnari	<input type="checkbox"/>
<input checked="" type="checkbox"/> Davenport	Lori	Boyer	<input type="checkbox"/>
<input checked="" type="checkbox"/> FBRMPO/LOSRC	Zia	Rifkin	<input type="checkbox"/>
<input checked="" type="checkbox"/> FBRMPO/LOSRC	Tristan	Winkler	<input type="checkbox"/>
<input checked="" type="checkbox"/> FBRMPO/LOSRC	Lyuba	Zuyeva	<input type="checkbox"/>
<input checked="" type="checkbox"/> FHWA	Mike	Dawson	<input type="checkbox"/>
<input checked="" type="checkbox"/> JM Teague	Reuben	Moore	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Erica	Anderson	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Bill	Eaker	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Kyle	Guie	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Ritchie	Rozzelle	<input type="checkbox"/>
<input checked="" type="checkbox"/> Vaughn and Melton	Joel	Setzer	<input type="checkbox"/>

## **WELCOME AND HOUSEKEEPING**

Josh O’Conner opened the meeting and introductions followed.

## **PUBLIC COMMENT**

No public comments were presented.

## **CONSENT AGENDA**

Josh O’Conner indicated that the Consent Agenda included January minutes. He requested approval for the Agenda at this time as well.

**Josh Harrold moved to approve the Consent Agenda and the Agenda as presented. Dan Baechtold seconded and the motion carried as all were in favor.**

## **REGULAR UPDATES AND INFORMATION ITEMS**

Regular updates included NCDOT Division 13 and 14 updates and TPB and MPO Subcommittee and Staff updates. FHWA/FTA updates were also presented.

Lyuba Zuyeva provided legislative updates including that Jim Trogon has been sworn in as the state’s new Secretary of Transportation. At the federal level, no full fiscal year budget yet- still operating under a Continuing Resolution (CR) through April. The US Census 2020 planning work is gearing up and local jurisdictions will be requested to update their address lists in the spring of 2018. Also at the federal level, some discussions are starting about increasing the infrastructure spending levels.

## **BUSINESS**

### **TIP Amendments**

Tristan Winkler presented a brief overview of the proposed 2016-2025 TIP Amendments including additional funding for Black Mountain’s River Walk Greenway Phase II, adding PE funding for the City of Asheville’s Lexington and Coxe Avenues complete streets improvements, a new access road in Buncombe County funded with ARC economic development funding near the planned Blue Ridge Road Interchange, and PE for a number of projects that were funded in SPOT 4.0. Tristan Winkler shared that the draft STIP is out.

**Dan Baechtold moved to recommend to the MPO Board to approve the recommended TIP Amendments. Mark Biberdorf seconded and the motion carried without further discussion.**

### **Functional Classification Changes- Additional Links to Be Considered**

Lyuba Zuyeva explained that this is a follow-up to previous list of functional classification changes supported by local governments in the City of Asheville, the Town of Canton and the Town of Waynesville and approved by the FBRMPO Board in June of 2016. Those recommended changes were submitted to NCDOT TPB for further review, prior to submission to FHWA for final review and approval. In a recent follow up discussion with NCDOT TPB, two links were identified that were not included in the original list and which would make add more logical termini and strengthen the case for some of the previously proposed changes. The first requested change is the City of Asheville- Hazel Mill Road, from Westwood Place to Craven Street- change to Minor Collector (in connection with Westwood Place and Craven Street

previously recommended for minor collectors). The other requested change is for the City of Asheville-Victoria Road from Livingston Street to Hospital Drive and Hospital Drive from McDowell Street to Biltmore Avenue (change to Major Collector), to continue major collector classification for Victoria previously requested from Meadow Road up to Livingston. Lyuba Zuyeva noted that City of Asheville's Traffic Engineering staff are in support of these two classification changes.

**Denise Braine moved to recommend for the MPO Board to review and approve these two additional Functional Classification Changes. Jesse James seconded and the motion carried without further discussion**

### **5307 Urban Transit Formula Study**

Lyuba Zuyeva shared that the FBRMPO Board has approved funds for a special study to look at a new formula that could be utilized to allocate 5307 urban transit funds in the MPO region and to include Buncombe County and Haywood County as sub-recipients of 5307 funds. Background to the study includes that in 2007, the City of Asheville and Henderson County approved a previous version of the formula to share the FTA 5307 urban transit funding apportioned to the Asheville Urbanized Area. In 2012, the US Census released the new urbanized area numbers where a larger portion of Buncombe County and Haywood County were shown as urbanized than previously. Further, NCDOT Public Transportation Division has been implementing cuts to rural (5311) public transit funding to providers in our region due to the urbanizing trends in those counties and a decrease in rural 5311 funding to our state. Further, under the FAST Act, adopted in December of 2015, Demand Response transit service, previously not eligible for the urban 5307 transit funding is now eligible. Lyuba Zuyeva introduced Joel Eisenfeld with KFH Group who shared background on the 5307 Study and reviewed a summary of alternative formulas for allocating the funding to the City of Asheville and subrecipients.

Joel Eisenfeld shared that transit agencies in the MPO region receive either FTA 5307 (urban) or FTA 5311 (rural) federal funding. Rural 5311 funding is passed through to local agencies from NCDOT. The City of Asheville receives the allocation of FTA 5307 urban transit funding for the Asheville Urbanized Area, without specific set-asides by individual transit agencies. A Steering Committee, with representatives of the City of Asheville, Buncombe County, Haywood County/Mountain Projects and Henderson County staff has reviewed nine different formula options and narrowed the choice down to two formulas: Option #1 preserves the previously utilized formula but makes allowances for Buncombe County and Haywood County. The second selected alternative is Option #9 (which will be a little bit simpler) that adjusts the previously utilized formula to remove revenue miles from the equation but retains the 10% incentive which is calculated based on passenger miles and operating revenue. The presentation slides are available at <http://fbrmpo.org/wp-content/uploads/2017/02/FBRMPO-Urban-Transit-Funding-Formula-Study-TCC.pdf>.

Lyuba Zuyeva shared that the Steering Committee offered additional recommendations for the 5307 funds. The first recommendation is to keep a 10% JARC set-aside (which has been funding projects such as ART's Route 170 and Black Mountain Trailblazer. The second recommendation is to direct the first year of Haywood County's share to be part of the JARC set-aside, with the right of first refusal for this portion of the funding given to Haywood County applicants; to allow a private non-profit to utilize the funds prior to Haywood County assuming subrecipient responsibilities for 5307 funds. Another recommendation calls for the City of Asheville to remain as the Designated Recipient (DR) for 5307 funds in our region, with three

other entities as subrecipients under the City. This recommended set-up could be advantageous because it would allow funds underutilized by one agency to be shifted and used by another provider in the region, rather than returning unutilized funds to the FTA. A final recommendation by the Steering Committee is to allow for a three-year phase in period to allow for a smoother transition, more predictability, and to avoid drastic cuts to services.

Vaidila Satvika encouraged the Board to consider keeping revenue miles in the formula. The City of Asheville is thinking about expanding service and its needs can best be met by having revenue miles included. Denise Braine shared that it is important to recognize the difference between fixed route and demand response service concerning how the revenue miles are calculated.

Lyuba Zuyeva shared that the full extent of the City of Asheville's revenue miles applies (as it is entirely within the urbanized area). Buncombe County and Haywood County have urbanized and rural areas, and revenue miles would have to be pro-rated accordingly.

**Mike Champion moved to recommend that the City of Asheville remain the Designated Recipient (DR) for 5307 funds in the region; and, to recommend the MPO Board approve a 10% JARC set-aside and to defer to the MPO Board to make a decision on the selection of a formula. Denise Braine seconded and the motion carried without further discussion.**

#### **SPOT Prioritization 5.0 Preliminary Schedule**

Tristan Winkler shared that in January, NCDOT released the schedule for the STI/SPOT 5.0 prioritization process. MPO staff will be starting the local input for new projects in February-March of 2017 and will be looking to the Prioritization Subcommittee to provide input and guidance, prior to new projects coming to the MPO TCC and Board for adoption. He iterated that MPO staff would be looking to set up meetings with jurisdictions in the region soon. September 2017 is the deadline for new project submissions, however intersections and interchanges will be due in the spring of 2017 (deadline has not yet been provided by NCDOT).

Discussion occurred regarding lessons learned from SPOT 4.0 and it was shared by MPO staff that the SPOT methodology may be tweaked a little. MPO staff will be looking at more efficient ways of prioritizing projects as a smaller pot of funds may be available. Lyuba Zuyeva communicated that it is beneficial to our region to identify more intersection and interchange projects, as those might compete well against larger projects. Daniel Sellers noted the importance of reviewing projects at the local level before scoring begins on projects. Tristan Winkler communicated that local meetings will include discussions about what to expect at the local level and the local cost share component of projects.

**No action required at this time.**

#### **American Community Survey Data 2011-2015**

Tristan Winkler gave an overview of some of the data available through the American Community Survey (ACS), and how ACS differs from the decennial census. The ACS is a relatively recent addition (began in 2005) and data are developed based on a smaller sample, made available more frequently. For the MPO transportation planning purposes, the ACS data are particularly important because they can be used to support meeting Title VI (non-discrimination) and environmental justice requirements for transportation planning. The ACS and Census On the Map data are also relevant to the work of the MPO as both sources provide data on transportation (journey-to-work) trends including commuting patterns from county to

county. MPO and LOSRC staff can be a resource to local governments in terms of accessing and mapping the ACS data.

**No action required at this time.**

**ANNOUNCEMENTS, NEWS, SPECIAL UPDATES**

Lyuba Zuyeva announced that Stormwater Summit is coming up on February 22<sup>nd</sup>.

The statewide NCAMPO conference will be held in New Bern on April 26-28, 2017.

An MPO TCC and Board member orientation is scheduled for March 15<sup>th</sup>.

Officer elections will be coming up in March for the TCC and Board.

**PUBLIC COMMENT**

No public comments were presented.

**ADJOURNMENT**

Josh O'Conner adjourned the meeting as there was no further business.