



**French Broad River Metropolitan Planning Organization**  
Minutes from the TCC meeting May 10, 2018

**ATTENDANCE:**

**Meeting Date:**

**05/10/2018**

Representing	Voting TCC		Via Phone
<input checked="" type="checkbox"/> Asheville, City of	Dan	Baechtold	<input type="checkbox"/>
<input checked="" type="checkbox"/> Asheville, City of- Transit	Elias	Mathes	<input type="checkbox"/>
<input checked="" type="checkbox"/> Black Mountain, Town of	Jessica	Trotman	<input type="checkbox"/>
<input checked="" type="checkbox"/> Buncombe County	Josh	O'Conner	<input type="checkbox"/>
<input checked="" type="checkbox"/> Fletcher, Town of	Eric	Rufa	<input type="checkbox"/>
<input checked="" type="checkbox"/> Haywood County	Jodie	Ferguson	<input type="checkbox"/>
<input checked="" type="checkbox"/> Henderson County	Autumn	Radcliff	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hendersonville, City of	Matt	Champion	<input type="checkbox"/>
<input checked="" type="checkbox"/> Land of Sky RPO	Vicki	Eastland	<input type="checkbox"/>
<input checked="" type="checkbox"/> Maggie Valley, Town of	Ron	Hancock	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mills River, Town of	Brian	Burgess	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mountain Mobility	Matt	Cable	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 13	Brendan	Merithew	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 14	Steve	Williams	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, TPB	Daniel	Sellers	<input type="checkbox"/>
<input checked="" type="checkbox"/> Waynesville, Town of	Elizabeth	Teague	<input type="checkbox"/>
<b>16 Voting Members Present</b>			

Non Voting At TCC			
<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"/> FBRMPO/LOS RPO	Nick	Kroncke	<input type="checkbox"/>
<input checked="" type="checkbox"/> FHWA	Mike	Dawson	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Bill	Erickson	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Claudia	Nix	<input type="checkbox"/>
<b>6 Non-Voters Present</b>			

## **WELCOME AND HOUSEKEEPING**

Chairman O’Conner opened the meeting and introductions followed.

## **CONSENT AGENDA**

Chairman O’Conner requested approval for the Consent Agenda consisting of the January and March 2018 TCC minutes; approval of an additional member for the Citizens Advisory Committee roster; and, a UPWP FY 2019 Amendment to reflect an additional study previously selected for funding (Waynseville Greenway Feasibility Study). He also requested that the Agenda be approved at this time, as well.

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

## **PUBLIC COMMENT**

No public comment.

## **REGULAR UPDATES AND INFORMATION ITEMS**

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

Lyuba Zuyeva shared legislative updates including that the federal government there is ongoing work on the “Dig Once” bill for broadband infrastructure to be included as part of roadway projects. At the state level, a new billboard rule that would compensate billboard owners for financial loss due to transportation projects has died but may resurface. As part of staff updates, MPO staff participated in Balfour Parkway small group discussions in Henderson County. Most recently, the County voted not to proceed with the project. The MPO will be requested to remove the project from the TIP. Regular meeting cycle in June.

## **BUSINESS**

### MTP 2040 Amendments

Lyuba Zuyeva shared that the FBRMPO has been in coordination with FHWA to amend the Metropolitan Transportation Plan (MTP) to bring the plan up to Fast Act requirements. The MTP 2040 was adopted in September 2015 and the FAST Act was passed in December 2015. The MTP looks forward 25 years. These amendments include the addition of two new planning factors- enhancing travel and tourism and improving resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. The amendments also include the incorporation of national performance measures requirements and working with NCDOT to develop performance targets and a change to the Public and Stakeholder Involvement section to include additional stakeholders such as intercity bus providers. In addition, the MTP has an updated fiscal constraint to adjust expectations of the number of projects that could be funded through SPOT prioritization in the TIP/STIP. Projects previously selected for funding in the TIP/STIP through SPOT 4.0 are also being added, as well as I-40 widening west of Asheville. The MTP 2040 additional projects and project modifications list is posted at <http://fbrmpo.org/wp-content/uploads/2018/04/Additional-Projects-and-Project-Modifications.pdf>. She communicated that the public comment period is open through May 23.

**Dan Baechtold moved to recommend for FBRMPO Board adoption the MTP 2040 Amendments. Elias Mathes seconded and the motion carried as all were in favor.**

SPOT 5 Prioritization- Survey Results and Preliminary Regional Tier Points Assignment

Tristan Winkler shared that the SPOT 5 Prioritization process is a transparent, cooperative, and data-driven process used in North Carolina. The process, determines the funding for the majority of transportation projects in our region and across the state. He provided a prioritization update, including that four (4) projects in the MPO were funded at the Statewide Mobility tier; the MPO and RPO conducted a survey in the five-county region on all projects being considered in this round of prioritization with 2,492 responses collected; and, the MPO would assign Draft Regional Impact points in its May cycle, based on the MPO's methodology. Tristan Winkler next reviewed the survey responses county by county.

Tristan Winkler shared that in the Regional Impact tier, the MPO competes for points with all of the other MPOs and RPOs in the region made up of Divisions 13 and 14. He noted that local meetings were held with the jurisdictions in the MPO region. He reviewed the project priorities for each county in the MPO region. The prioritization subcommittee has made recommendations; but, there may be some revisions to those (cascading projects). He noted that cascading a project is advantageous for those projects that should be funded sooner rather than later; however, the Statewide Mobility tier comprises over 40% of the funding available through SPOT prioritization and cascading a project into Regional Tier could decrease the overall funding amount allocated for projects in our region. He reviewed the projects requested to cascade and he provided the pros and cons of cascading projects. The following projects have been requested to be cascaded through local meetings: I-25131A (Section A of I-26 Connector), the I-40 West of Exit 44 Widening (Haywood County request) and I-4400A I-26 widening in Henderson County. The Prioritization Subcommittee has recommended the I-26 Connector (I-2513A) for cascading and not the other two projects.

Dan Baechtold shared that the City of Asheville's MPO Board members are not supportive of cascading any projects. It's a vote against using regional funds instead of statewide funds. Discussion occurred about the impacts of cascading. Tristan Winkler communicated that when a higher number of projects is cascaded, other projects in our region are likely to miss out on funding. He noted that project delays would not necessarily bring other projects into the cycle. Brendan Merithew shared that Division 13 would support cascading Section A of the I-26 Connector.

Tristan Winkler reviewed the other projects that the Prioritization Subcommittee did not recommend for cascading including I-4400A (I-26 widening south of Hendersonville to US 25) in Henderson County, which is a priority for that county, and I-40 widening (west of Exit 44) which is a priority for Haywood. Tristan Winkler noted that this project is very likely to be funded at the Regional Impact tier with Division points. If the MPO region is going to get a project funded in the Statewide tier in the next round, it is probably along this corridor. Cascading the I-2513A project could move it forward more quickly. Autumn Radcliff shared that when the Prioritization Subcommittee considered cascading the project, the other two projects were not supported for cascading. However, all three projects are missing links to connectivity. The subcommittee is looking at the bigger picture and is concerned about where the Division is going to fall on

cascading. Steve Williams shared that Division 14 tries to align its points with the transportation planning bodies. Division 14 would support both projects (I-26 and I-40). Tristan Winkler shared that the next steps include working with the Divisions to align points on projects. He stated that they are all necessary projects; the question is whether cascading is the right way to fund these projects.

Discussion occurred regarding when projects could come up for consideration again if they were not funded in this round of prioritization. Tristan Winkler noted that even if a project gets into the TIP, it may not get funding committed. Final point assignments are due to NCDOT in July. However, final FBRMPO Regional Impact Tier points need to be assigned in June since the MPO Board does not meet in July.

**Brendan Merithew moved to recommend that the MPO Board follow the recommendations of the Prioritization Subcommittee regarding the Regional Impact tier points assignment, including cascading I-26 Connector Section A (I-2513A) and not the other two projects.**

Discussion occurred regarding the scores on the projects and how those compete with projects in other (bigger) regions and it was noted that the I-40 West Widening, at this point, has a better chance of scoring in this round than Section A of the I-26 Connector. Lyuba Zuyeva shared that if the project was not cascaded, it could be resubmitted in the Statewide Mobility tier for next round.

**Autumn Radcliff seconded the motion on the floor, which was approved upon a vote of 10 yays and four nays; two TCC members abstained.**

Tristan Winkler noted that with the scenario that the TCC is recommending, one additional recommendation to be made would be an exception to the methodology for project US 276 (Jonathan Creek Road) in Haywood County, which is in both the MPO and RPO regions. The recommendation is to place 21 MPO points on Jonathan Creek Road project in Haywood County.

**Elizabeth Teague moved to recommend that the MPO Board apply points to the Jonathan Creek Road project for the MPO. Eric Rufa seconded and the motion carried without further discussion.**

#### Changing the MPO Dues Billing Process

Lyuba Zuyeva shared that the MPO only bills for dues based on the federal funds that have been drawn down, which leaves the MPO without access to local dues if those are not billed during the fiscal year. She noted that changing the MPO dues billing process is being driven by the Land Use Study, which is currently out for bid. Changing the dues billing process would allow a little more flexibility in terms of timing, to address the planning needs of the MPO region. This would not the total annual dues amount being requested based on the MPO budget.

**Dan Baechtold moved to recommend for FBRMPO Board approval for the change in the MPO dues billing process starting with FY 2018 fourth quarter, to occur based on the amount budgeted for the year, rather than based on the funds spent down per quarter. Erica Rufa seconded the motion.**

Discussion occurred that it could be a benefit to the jurisdictions in the region if MPO staff would send out a more detailed balance of what has been paid for each quarter.

**The motion was approved upon a vote.**

#### STBG and TAP Project Selection

Tristan Winkler shared that Surface Transportation Block Grant Program (STBG) is a funding program under FHWA, which allocates funds to Transportation Management Areas (TMAs), i.e. MPOs with a

population of 200,000 or more. He reviewed the list of projects recommended by the Prioritization Subcommittee for Board approval.

**Elizabeth Teague moved to recommend FBRMPO Board approval of the STBG and TAP projects funding recommendation as presented. Matt Cable seconded and the motion carried without further discussion.**

#### FTA JARC and 5310 Projects Selection

Lyuba Zuyeva reviewed information about Jobs Access Reverse Commute (JARC) and 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities), which are two different transit and human services transportation funding categories allocated to the Asheville Urbanized Area. She also shared that the recommendation includes making the Prioritization Subcommittee the selection committee as there has been a difficulty in maintaining a sufficient interest and response from the JARC 5310 Selection Committee member agencies. She noted that the JARC funding for Haywood County is dedicated to applications from that county (green highlighted items on selection table). The recommendation is that the projects submitted by Mountain Projects be funded in full as there are no other agencies in Haywood County that have applied for this funding. She also reviewed the JARC funding applications from Mountain Mobility and Asheville Redefines Transit (ART) to provide transit services in the Town of Black Mountain. She reviewed the 5310 funding applications and noted that approval of these funding recommendations would bring a round of TIP amendments in June.

**Vicki Eastland moved to recommend for MPO Board approval funding for JARC and 5310 projects as presented and to recommend for MPO Board approval that the Prioritization Subcommittee be made the default selection committee for those grants in future FBRMPO calls for projects. Matt Cable seconded and the motion carried without further discussion.**

#### Balfour Parkway Resolution to Withdraw the FBRMPO Support for this Project

Lyuba Zuyeva shared that this item is a request for the MPO to withdraw its support for the Balfour Parkway Project through the adoption of a resolution. A TIP amendment for removal would come before the MPO in June.

**Autumn Radcliff moved to recommend for MPO Board approval the resolution to withdraw MPO support from the Balfour Parkway project. Jessica Trotman seconded and the motion carried without further discussion.**

#### **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES**

Strive Not To Drive is happening during the month of May.

Divisions are holding SPOT Prioritization local input meetings: Division 13--on June 14 at the Lakeview Center in Black Mountain, on June 12-at Mills River for Division 14.

The next TCC meeting will have a couple of presentations including one on the Regional Transit Study.

#### **PUBLIC COMMENT**

Claudia Nix thanked the TCC for moving forward on the STBG projects for Buncombe County. Bill Erickson thanked the TCC for moving to abolish the Balfour Parkway in the TIP.

#### **ADJOURNMENT**