



**French Broad River Metropolitan Planning Organization**  
Minutes from the TCC meeting on January 11, 2018

**ATTENDANCE:**

**Voting**

Brian Burgess (Apple Country Transit)  
Dan Baechtold (City of Asheville)  
Vaidila Satvika (Asheville Transit)  
Jonathan Kanipe (Town of Biltmore Forest)  
Jessica Trotman (Town of Black Mountain)  
Josh O’Conner (Buncombe County)  
Jason Burrell (Town of Canton)  
Mark Biberdorf (Town of Fletcher)  
Autumn Radcliff (Henderson County)  
Vicki Eastland (LOSRPO)  
Jesse James (Town of Mills River)  
Matt Cable (Mountain Mobility)  
Brendan Merithew (NCDOT Division 13)  
Brian Burch (NCDOT Division 14)

Daniel Sellers (NCDOT TPB)  
James Eller (Town of Weaverville)

**Non-Voting**

Adrienne Isenhower (Town of Biltmore Forest alt.)  
Mike Dawson (FHWA)  
Lyuba Zuyeva (FBRMPO)  
Nick Kroncke (FBRMPO)  
Tristan Winkler (FBRMPO)  
Zia Rifkin (FBRMPO)  
Ritchie Rozzelle (LOSRC TDM Program)  
Troy Wilson (NCDOT Division 13)  
Steve Cannon (NCDOT Division 14)

**WELCOME AND HOUSEKEEPING**

Vice Chair Radcliff opened the meeting and introductions followed.

**CONSENT AGENDA**

Chairman O’Conner indicated that the Consent Agenda included November minutes, STBG-DA, 5310 and JARC Spring Call for Projects. He requested approval for the Agenda at this time as well.

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

**PUBLIC COMMENT**

No public comment. Lyuba Zuyeva shared that several public comments have been received from residents of Flat Rock about North Highland Lake Road; several comments have also been received from residents of West Asheville who are opposed to I-26 Connector Section A.

**REGULAR UPDATES AND INFORMATION ITEMS**

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

Lyuba Zuyeva shared staff updates with the TCC that included information about the NCAMPO Conference coming up at the end of April and the NC Statewide Planning Conference in September. She also communicated that the TCC meeting in September may move to the third Thursday of that month.

Lyuba Zuyeva shared legislative updates including that at the federal level, a Continuing Resolution is in place until February 19. Also at the federal level, the tax reform package has been adopted, but the bill did not resolve the Highway Trust Fund solvency issue. Lastly, waiting for details about the infrastructure bill to fund transformative projects. Hopefully, some details of that plan will be available later in January.

## **BUSINESS**

### Proposed Amendments to the 2018-2027 TIP

Tristan Winkler shared a very brief overview of the Transportation Improvement Program (TIP) document which is required to be in conformance with the state STIP. With that in mind, there are a number of proposed amendments to the 2018-2027 TIP including to add committed funding for I-26 widening I-4400B and split the project into two sections; delay construction on U-5548 (Brown Avenue Realignment in Waynesville); Remove EB-5757 (Brown Avenue Road Diet in Waynesville) from the TIP; and, to delay PE funding for EB-5822 (the North RAD Greenway); and, add FTA 5307 funding for Buncombe County and Mountain Projects; and, to add a new Transit Vehicle Project for the City of Asheville.

**Jason Burrell moved to approve the TIP Amendments as presented and recommend those to the MPO Board for consideration. Dan Baechtold seconded and the motion carried without further discussion.**

### Draft FY 2019 UPWP

Lyuba Zuyeva shared that every year the FBRMPO is required to adopt a Unified Planning Work Program (UPWP), which is the budget for the MPO and describes the planning work tasks for the year; in addition a five-year schedule is adopted. FTA-funded transportation planning tasks for our region are also included. NCDOT Public Transportation Division has coordinated with FTA to ensure that federal transit planning funding can be made available at the start of the state fiscal year in July, which means that MPOs have to adopt the UPWP draft in January. The draft FY 2019 UPWP is posted on the MPO website at <http://www.fbrmpo.org/upwp-budget/>. Lyuba Zuyeva reviewed the new items in the draft FY19 UPWP including beginning work on the MTP Plan update; the Comprehensive Transportation Plan (CTP) update; and the Special Studies newly selected for funding in FY 19, which are not yet reflected in this draft UPWP and will be added to the version brought back for adoption in March. The FY19 UPWP also outlines the continuation of ongoing items including data collection and analysis, SPOT 5, TIP Maintenance and project development participation. The narrative is included in the full UPWP draft on the MPO website.

**Mark Biberdorf moved to recommend for FBRMPO Board approval the draft FY 2019 UPWP and Five-Year Plan for 2019-2023. Jason Burrell seconded and the motion carried as all were in favor.**

### Corridor Study Set-Aside

Lyuba Zuyeva shared that this item is a continuation of the discussion started in September 2017 regarding the potential to fund corridor studies for critically important corridors in the MPO region, utilizing the unobligated fund balance with an additional local match. A cost of \$175,000 per year is expected to cover one study with most of the funds (\$157,500) becoming a pass-through for a selected qualified consultant firm to undertake the study, and 10% of the funding (\$17,500) supporting the additional MPO staff time to administer the study. She communicated that MPO staff have presented information to the Henderson

County Commission. Many of those potential corridors are identified in the Congestion Management Process; sometimes, there seems to be a gap between a need for improvements being identified in the CTP and more detailed recommendations that are needed to move a project forward once it is funded. Many of those corridors carry longer cross-county trips allow people to commute to work and to other important destinations. Lyuba Zuyeva shared that the planning region is expecting a large projected population increase due to people moving into the region. This would contribute to increased congestion on the major corridors. Today's goal is to narrow the decide on the funding scenario:

- One would be to fund three corridor studies (City of Asheville, Buncombe County and Henderson County), with participation from the City of Asheville, the City of Hendersonville, Buncombe County and Henderson County
- The other option would be a four-year pilot for four corridor studies that would also include one corridor in Haywood County.

A multi-year local match would be required for each scenario.

Vaidila Satvika shared that the City of Asheville has discussed this and prefers the three-year study program scenairo. Lyuba Zuyeva shared that typically, for smaller municipalities, the counties pick up the dues. The Town of Waynesville would be responsible for their local match should the four-year option be approved. She continued that local jurisdictions could also apply for funding through STBG-DA funds flexed to PL funds for other corridor studies.

Autumn Radcliff shared that Henderson County Commissioners seemed very open to moving forward and staff would prefer to wait for elected officials input regarding additional funding for dues. Mark Biberdorf wanted to know if the Henderson Commission was leaning towards the four-year option. Discussion occurred regarding the US 64 corridor in Laurel Park and how a corridor study may have improved the public response to specific projects. Chairman O'Conner noted support from the Buncombe Commission to commit funding (through a 3-year pilot) to tackle some issues regarding major corridors. Lyuba Zuyeva offered to provide presentations to other elected officials upon request. MPO staff is open to forwarding this item to the MPO Board for consideration.

**Dan Baechtold moved to approve the 3-year Pilot Corridor Study set aside and to recommend that to the MPO Board for consideration. Vaidila Satvika seconded and the motion carried without further discussion.**

#### Planning Studies Selection

Tristan Winkler reviewed the call for planning projects timeline. Applications were due December 31, 2017 and \$90,000 in federal funding was available. A 20% local match is required from local jurisdictions. He reviewed what types of projects may be funded and he reviewed the applications that were received: City of Asheville request for Bicycle and Pedestrian Counting Equipment; Town of Black Mountain request for a Downtown Parking Study; and Henderson County request for Mud Creek Greenway Feasibility Study. Tristan Winkler noted that the applications request more funding than what is available. He noted that the Prioritization Subcommittee determined that all of the projects could be funded through flexing a slightly larger amount from STBG funds to PL planning funds. All three projects are recommended for approval by

the Prioritization Subcommittee with an increase of \$26,000 from STBG funding flexed to MPO PL funding. Chairman O’Conner noted that the next round of STBG projects does not have feasibility and planning projects as an eligible expense. Tristan Winkler communicated that the MPO has close to \$22 million in STBG funding and flexing \$30,000 or so should not have too much of an impact. Lyuba Zuyeva communicated that flexing additional STBG funding might also be needed to provide sufficient funding for the corridor studies pilot program.

**Vaidila Satvika moved to recommend the increase in STBG flex to PL funds and the funding for planning studies for FY 2019 as presented for consideration by the FBRMPO Board. Matt Cable seconded and the motion carried without further discussion.**

### Safety Performance Measures

Lyuba Zuyeva shared that performance measures have been around since MAP-21 in 2012 and have been further required as part of the FAST Act adopted in 2015. She noted that any TIP or MTP update after May 2018 would have to reflect how performance measures would be impacted. She shared that the FBRMPO can sign off on the NCDOT performance measures targets or the region could develop its own target measures. Five areas where safety performance measures targets are required include the number of fatalities, rate of fatalities per 100 million vehicle miles travelled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized (bicycle/pedestrian) fatalities and non-motorized serious injuries. Lyuba Zuyeva reviewed some of the crash trends in the MPO planning region. Total crashes have started to go back up (from being down during the recession period) and total fatalities have remained more or less stable. Bike fatalities can fluctuate very significantly and pedestrian fatalities represent 11% of all traffic fatalities and are on an upward trend. Motorcycle crashes have increased during the recession and have decreased post-recession. Lyuba Zuyeva indicated that it makes sense to go along with NCDOT targets; otherwise a higher level of staff time burden and increased scrutiny from the FHWA would be expected. There would not be a penalty for our region for not meeting those targets over the next year. Many of the data received from the state are currently at the county level and MPO staff are working with NCDOT to obtain the data at the MPO Planning area level for future reference and comparison. She noted that the Prioritization Subcommittee recommends going with the state’s targets. This will be an ongoing process to update the targets from year to year. MPO staff inclination is to go ahead and go with the proposed NCDOT targets.

Discussion occurred about targets increasing over time and whether NCDOT has been aggressive in trying to reduce crashes over time. Autumn Radcliff shared that at some point, continuous reduction in crashes may no longer be feasible once a stable plateau is achieved. Chairman O’Connor discussed that there are human factors involved in crashes. Many variables go into these safety factors, not just the built environment. Vaidila Satvika shared that our streets are very unsafe. Tristan Winkler shared that when faster traffic is moving through areas with non-motorized traffic demand, this typically leads to safety issues. Chairman O’Conner shared that there is a need to be aware of the finite resources that are available to reduce crashes. Matt Cable commented that for the next round, it would be good to take into account major construction projects (i.e. I-26); those projects could affect safety performance. Jessica

Trotman asked if those (county-level) reports are the only data sources available. Lyuba Zuyeva communicated that there are other sources for crash and safety data.

**Vaidila Satvika moved to approve MPO staff recommendation on safety performance measures targets and to forward that to the MPO Board for consideration. Dan Baechtold seconded and the motion carried without further discussion.**

#### SPOT 5.0 Local Input Methodology Discussion

Tristan Winkler provided a very brief overview of how STI/SPOT Prioritization works and indicated that the MPO has three major roles in this process: submitting projects, scoring projects, and assigning MPO local priority points. He reviewed the use of local input points. Methodology changes as currently proposed would consolidate data sources used to calculate safety, congestion and freight categories of the MPO score. This change would allow the MPO to use the SPOT safety score, SPOT congestion score and SPOT freight score in calculating the MPO internal score. He clarified that the state scoring methodology is determined by the SPOT Workgroup which decides on specific criteria to obtain a quantitative score for all projects across the state. Discussion occurred regarding the need to make changes to the current methodology.

Tristan Winkler shared that another change suggested to the Methodology is to change local priority points (25% of total MPO score) by limiting the number of points available and by having at least 25 points put on a project or none in order to make the best use of the MPO's points. For this round, it is proposed that 500 points be set aside for Bicycle/Pedestrian and Transit projects, if applicable, at the Division Needs Tier. After those 500 points are applied, then the roadway projects would be reviewed for prioritization. In March, NCDOT plans to release state projects scores for SPOT 5. In May/June the MPO would be assigning points to Regional Impact Tier projects.

**Information only. No action required at this time.**

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

Lyuba Zuyeva shared that there is a broadband workshop planned for January 22, 2018 at Land of Sky offices and she may be contacted for more information on the workshop or how to RSVP.

Tristan Winkler announced that the Spring Call for Projects (STBG-DA, 5310, and JARC funding) is open through the end of March. Contact MPO staff if interested in submitting an application.

#### **PUBLIC COMMENT**

No public comments.

#### **ADJOURNMENT**

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