



French Broad River Metropolitan Planning Organization
Minutes from the Governing Board meeting on February 22, 2018

Attendance

Meeting Date:

02/22/2018

| Representing | VotingTAC | | Via Phone |
|--|-----------|----------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> Asheville, City of | Julie | Mavfield | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Asheville, City of | Gwen | Wisler | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Biltmore Forest, Town of | Fran | Cogburn | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Black Mountain, Town of | Ryan | Stone | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Buncombe County | Brownie | Newman | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Flat Rock, Village of | John | Dockendorf | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Haywood County | Michael | Sorrells | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> Henderson County | William | Lapsley | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Laurel Park, Town of | Bob | Vickerv (proxv for George Banta) | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Madison County | Matthew | Wechtel | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Urban Transit Providers | Adam | Charnack | <input checked="" type="checkbox"/> |

| Alternates/Agencies and Other Non Voting At TAC | | | |
|--|---------|----------|--------------------------|
| <input checked="" type="checkbox"/> FBRMPO/LOSRC | Tristan | Winkler | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> FBRMPO/LOSRC | Lyuba | Zuveva | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> FBRMPO/LOSRPO | Nick | Kroncke | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> FHWA | Mike | Dawson | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Henderson County | Autumn | Radcliff | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Henderson County/Apple Country Transit | Brian | Burgess | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> LOSRC | Ritchie | Rozzelle | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> NCDOT, Division 13 | Troy | Wilson | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> NCDOT, Division 14 | Steve | Williams | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> NCDOT, Division 14 | Brian | Burch | <input type="checkbox"/> |

WELCOME & INTRODUCTIONS, APPROVAL OF AGENDA

Chairman Lapsley called the meeting to order, read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. None was heard. He requested that introductions be made. The agenda was presented for approval with no modifications requested.

Gwen Wisler moved to approve the agenda as presented. Julie Mayfield seconded and the motion carried as all were in favor.

PUBLIC COMMENT

Chairman Lapsley called for any public comment. No one made any public comment.

CONSENT AGENDA

Ryan Stone moved to approve the Consent Agenda consisting of the January 2018 minutes. Matt Wechtel seconded and the motion carried without further discussion.

REGULAR UPDATES

- Brendan Merithew provided Division 13 updates and Steve Williams provided Division 14 updates.
- Daniel Sellers provided Transportation Planning Branch updates.
- Mike Dawson provided FHWA updates.
- Lyuba Zuyeva provided FBRMPO Committee & Workgroup Updates
- Lyuba Zuyeva provided staff updates including the following: MPO new board member orientation scheduled for March 16, 2018 beginning at 9:00am. In addition, a training is planned for Locally Administered Projects on March 19- further notice will be provided. Public input meetings are planned for Balfour Parkway and NC 191 widening in Henderson County.
- Lyuba Zuyeva provided legislative updates including that the federal government is operating under a Continuing Resolution through March 23. The infrastructure bill proposal includes_ a required 80% local match for federally funded projects, a portion would be set-aside for rural infrastructure, which would be distributed through state governors. At the state level, there is a new Bicycle and Pedestrian Division Director, Hanna Cockburn, who was previously staff to an RPO.

NEW BUSINESS

SPOT 5 Methodology

Tristan Winkler communicated that the MPO is required to submit to NCDOT the methodology used for applying local input points in the STI/SPOT prioritization process no later than April 1, 2018. Additional information about the STI/SPOT prioritization process is available at <https://www.ncdot.gov/strategictransportationinvestments>. As part of the process, the MPO plays two major roles: deciding which projects make it into the SPOT online tool and applying points to projects in the Regional Impact and Division Needs tiers. The MPO's methodology is what guides the determination of local input points to projects competing for inclusion in the 2020-2029 Transportation Improvement Program (TIP). For the updated methodology, the safety score will come from the NCDOT's safety score for projects in order to not duplicate work. The methodology

also means the MPO will apply points to projects until points are all assigned or until the funding level (fiscal realism) has been reached in order to use points more efficiently. Tristan Winkler continued that the MPO's local input points provide 15% of the score for projects in the Regional Impact tier and 25% for projects in the Division Needs tier. The draft methodology was discussed at the January TCC and Board meetings and was reviewed by the Prioritization Subcommittee. Tristan Winkler noted that one public comment was received favorable to the methodology and he reminded the Board that part of the MPO score is based on local preference, gathered through meetings with local jurisdictions. A survey will be released in March (open through mid-April) to gather public comments.

Discussion occurred regarding the allocation of local priority points between Buncombe County and the City of Asheville. Tristan Winkler confirmed that at the Prioritization Subcommittee meeting, it was decided that the initial distribution of local priority would be reduced across the region by about half and Buncombe County gets 125 points per tier (5 priority projects), Henderson County gets points for up to three priority projects (75 points) and Haywood County gets points for up to two priority projects (50 points). Additionally, for local priority purposes, if consensus cannot be reached at local meetings, a jurisdiction could have some of their points set aside to apply as they like. Asheville would have 50 points (2 projects) set aside to use as they see fit.

Gwen Wisler moved to adopt the French Broad River MPO SPOT 5 Methodology subject to revision on local input points to show 125 points for Buncombe County with up to two projects set-aside for the City of Asheville. Julie Mayfield seconded and the motion carried without further discussion.

Corridor Studies

Lyuba Zuyeva shared that this item is being presented in follow-up to the September 2017 presentation and discussion about the potential to fund corridor studies for critically important corridors in our 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 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 noted that the population of the MPO planning region is expected to increase in the next decade. Lyuba Zuyeva communicated that MPO staff proposed three scenarios to the TCC during the January meeting, who voted in favor of Scenario 3, which provides for a three-year pilot with one study each in Buncombe, Henderson County and the City of Asheville. MPO staff have received feedback since then that Henderson County and the City of Hendersonville are not currently interested in participating in a Corridor Studies pilot project. The proposal for discussion today is a modified version of the scenario, for a two-year pilot, which includes corridor studies in Buncombe County and the City of Asheville, with local dues to be paid by those jurisdictions. She noted that the TCC has not weighed in on this scenario.

Julie Mayfield shared that the City of Asheville and Buncombe County support the proposed corridor studies pilot project. Chairman Lapsley communicated that approval of this pilot project would not take funding from other municipalities/jurisdictions; rather, it would allow Buncombe County and the City of Asheville to apply for federal funding.

Julie Mayfield moved to approve the two-year pilot implementation of Corridor Studies with participation from Buncombe County and the City of Asheville under the proposed dues schedule. Gwen Wisler seconded and the motion carried without further discussion.

Haywood County JARC Set-Aside

Lyuba Zuyeva shared that in February 2017, as part of approving the new 5307 urban transit funding formula, the FBRMPO Board voted to flex Haywood County's portion of urban transit funds to Jobs Access Reverse Commute (JARC) category for the first year of urban funding available, in order to allow a non-profit agency to draw down those funds. Mountain Projects was able to apply for JARC funding for a deviated-fixed route as a result. Today, the MPO Board is requested to allow that scenario to continue for two additional years, applicable to FY 2017 and FY 2018 urban transit funds allocation for Haywood County. The level of funding would be approximately \$165k in FY 2017 and \$200k in FY 2018, subject to final FTA Section 5307 funding published amounts for each fiscal year in question, and minus a 10% fee withheld for JARC administrative oversight. She communicated that by taking up this item in February, Haywood County JARC funding could be included as part of the current call for projects (open through 3/29/2018). She shared that this has been discussed with Haywood County staff and they have no objections to continuing the urban transit set aside to JARC funding for two more years.

Chairman Lapsley moved to adopt the resolution for a continued set-aside of Haywood County urban transit funds into JARC category for two more years. Matt Wechtel seconded and the motion carried without further discussion.

Coordinated Public Transit-Human Services Transportation Plan Adoption

Lyuba Zuyeva shared that the Coordinated Public Transit-Human Services Transportation Plan or Locally Coordinated Plan (LCP) is a non-binding, not fiscally constrained plan that identifies community transportation and public transportation gaps in our region, as well as strategies to help close those gaps. The plan is a federal requirement for some FTA funding sources (5310) and provides an opportunity for public transportation providers to meet the needs of citizens in their service area. The LCP could be a tool for transit agencies applying for funding. Lyuba Zuyeva noted that currently there is a 5310 and JARC call for projects open through March 29, 2018. MPO and RPO staff provided a number of public outreach opportunities and public comments have been incorporated in the final draft. The RPO TAC (Board) has adopted this plan, as well.

Matt Wechtel moved to adopt the Coordinated Public Transit-Human Services Transportation Plan. Gwen Wisler seconded and the motion carried without further discussion.

Congestion Management Process Updates

Tristan Winkler presented updates to the MPO's Congestion Management Process (CMP) as well as next steps. The approach of this plan is to identify congested corridors, examine land use context and make recommendations based on those criteria. He shared that "mobility corridors" for the purpose of the FBRMPO CMP update are roads that carry people from one part of the region to another. "Management corridors" fall within more urban/more developed parts of the region and are more likely to have internalized trips –typically shorter trips that occur within a node and could be more easily accomplished by bicycling, walking or transit. The plan also

attempts to determine walkable urban places, or “WalkUPs”, which is partially based on street network connectivity; roadway connectivity has a positive association with walkability and has been found to have an inverse relationship to congestion in the national research. Tristan Winkler noted that the downtown areas are some of the “WalkUPs” that are likely to have the best connectivity in the region. Relaxing the level of service is likely to be more appropriate in those walkable urban places. For rural/suburban areas, access management and encouraging transit options and other TDM strategies could be important. Around the region, employment is growing in downtown Asheville and in Arden (Long Shoals and Airport Road areas). Low income individuals are spreading out a bit (Fairview, Leicester, Barnardsville, etc.) and regional commuting patterns show that fewer and fewer people are living and working in the same county. Essentially, in terms of connecting low income populations to employment centers, it is becoming more of a regional challenge. A draft CMP should be provided within the next month and a CMP workshop is planned to take place at Land Of Sky.

No action required at this time.

Transportation Demand Management Program Updates

Ritchie Rozzelle presented information about current initiatives under the regional Transportation Demand Management program umbrella (GoMountain). He shared that the purpose of TDM is to reduce or eliminate trips made by single occupancy vehicles (SOV). Some of the recent initiatives include working with Graystone Inn in Lake Toxaway that needs workforce shuttles to bring in the workers needed from the surrounding area. He shared that Maximize Carolina funding (through NC Commerce) may be available to alleviate this transportation challenge. Another initiative includes Mission Hospital and MAHEC, where parking demand creates the need for shuttles. The Council on Aging and Unite WNC and AARP are looking at a shared information platform to provide shared senior mobility. He noted that the main challenge in TDM is that congestion annoyances do not lead to changes. In the FBRMPO’s transportation planning region, the main transportation issue is around workforce transportation and public transportation that crosses county boundaries. The expanded Strive Not to Drive initiative this year will include events throughout the MPO region during the entire month of May.

No action required- information only.

PUBLIC COMMENT

No public comment.

ANNOUNCEMENTS

Reminder that the STBG call for projects is open through Good Friday (March 30, 2018). The next MPO Board meeting is March 22, 2018 at 1:00pm.

ADJOURNMENT

Julie Mayfield moved to adjourn the meeting, which was seconded and the meeting stood adjourned.