



**French Broad River Metropolitan Planning Organization**  
Minutes from the TCC meeting on May 11, 2017

**ATTENDANCE:**

**Meeting Date:**

**05/11/2017**

Representing	Voting TCC		Via Phone
<input checked="" type="checkbox"/> Asheville, City of	Dan	Baechtold	<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"/> Canton, Town of	Jason	Burrell	<input type="checkbox"/>
<input checked="" type="checkbox"/> Fletcher, Town of	Mark	Biberdorf	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hawwood County	Kris	Bovd	<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"/> Maggie Valley, Town of	Andrew	Bowen	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mountain Mobility	Denise	Braine	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 13	Rick	Tipton	<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"/>
<input checked="" type="checkbox"/> Wavnesville, Town of	Elizabeth	Teague	<input type="checkbox"/>

Non Voting At TCC			
<input checked="" type="checkbox"/> Black Mountain Public Works	Jamey	Matthews	<input type="checkbox"/>
<input checked="" type="checkbox"/> Black Mountain, Town of	Larry	Harris	<input type="checkbox"/>
<input checked="" type="checkbox"/> Citizen	Claudia	Nix	<input type="checkbox"/>
<input checked="" type="checkbox"/> Citizen, FBRMPO Citizens Adv. Committee	Stagg	Newman	<input type="checkbox"/>
<input checked="" type="checkbox"/> Davenport	Christy	Staudt	<input type="checkbox"/>
<input checked="" type="checkbox"/> FBRMPO/LOSRC	Vicki	Eastland	<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"/> JM Teague	Reuben	Moore	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Erica	Anderson	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Ritchie	Rozzelle	<input type="checkbox"/>
<input checked="" type="checkbox"/> McGill	Don	Hunley	<input type="checkbox"/>
<input checked="" type="checkbox"/> NC Dept. of Insurance	April	Riddle	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT TPB	Terry	Arellano	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 13	Cole	Hood	<input type="checkbox"/>

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<input checked="" type="checkbox"/>	NCDOT, Division 14	Steve	Cannon	<input type="checkbox"/>
<input checked="" type="checkbox"/>	NCDOT, Division 14	Jonathan	Woodard	<input type="checkbox"/>
<input checked="" type="checkbox"/>	U.S. Senator Richard Burr's Office	Robin	Ramsey	<input type="checkbox"/>

**19 Non-Voters Present****WELCOME AND HOUSEKEEPING**

Josh O'Conner opened the meeting and introductions followed.

**CONSENT AGENDA**

Josh O'Conner indicated that the Consent Agenda included March minutes and the UPWP FY 2018-Administrative Change. He requested approval for the Agenda at this time as well.

**Elizabeth Teague moved to approve the Consent Agenda and the Agenda as presented. Andrew Bowen seconded and the motion carried as all were in favor.**

**PUBLIC COMMENT**

No one made any public comments.

**REGULAR UPDATES AND INFORMATION ITEMS**

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

Lyuba Zuyeva announced that there have been two appointments to the FBRMPO Board- Bill Clarke, NC Board of Transportation, Division 13 and Larry Harris, appointed by the Buncombe Commission as the rural transit representative for the county. Alderman Harris is also the alternate representative for the Town of Black Mountain on the FBRMPO Board.

Lyuba Zuyeva provided legislative updates including that there is an adopted federal budget for FY 2017, which will fund the government through the end of September. A federal court has granted the EPA more time to review the 2015 ozone and air quality standards rule. The Metro-Planning Area Rule is repealed. At the state level, the Senate has released their version of the biennial state budget. The Senate's (SB 325) proposed \$22.9 billion state budget includes a \$1 billion tax cut. Another bill, SB 257 would affect future recipients of the Bicycle and Pedestrian Planning Grant that NCDOT provides to local governments. The provision would mandate that bike/ped grant recipients implement a project within six years or refund NCDOT for the full cost of the plan. Also at the state level, HB 496 would create a Study Committee to review the voting structures of the MPO TAC's (Boards). HB 81 would modify the Strategic Prioritization Bill. HB 219 would create a megaproject fund to fund transportation projects, selected by a workgroup overseen by the Department, of statewide or regional significance that exceed \$200 million in total project cost.

## **BUSINESS**

### A Presentation by North Carolina Secretary of Transportation- Jim Trogdon

Lyuba Zuyeva introduced Transportation Secretary, Jim Trogdon, who was appointed in January 2017 by Governor Cooper. Secretary Trogdon spoke to NCDOT current priorities. Secretary Trogdon shared that his department is working to improve time for project development from the current 10 years to three years and the Divisions will be more engaged in the project delivery process. Due to the challenge of slow delivery, NCDOT has been accumulating a cash balance since 2012 that is currently at \$3.3 billion. He communicated that projects in the deliverable part of the STIP will be accelerated in order to spend the cash balance down to \$1 billion by next summer. Secretary Trogdon indicated that spending down the cash balance could influence the conversation about creating additional transportation revenue streams for North Carolina. With the state's tremendous growth, the bond proposal at the state level will likely be revisited in order to maintain a higher level of project delivery through the next five years. Technologies are changing and it is anticipated that revenues from fuel taxes will be declining. This will lead to a need to supplement and then replace the fuel consumption tax. Secretary Trogdon shared that by 2025, vehicles will be required to get 55 miles to the gallon on average; most new vehicles will likely be electric by then. He communicated that NCDOT will be working with local governments to find new funding alternatives for transportation projects. Another important project at NCDOT focuses on how to improve safety on the roads, as the state ranks fifth in the nation for motor vehicle fatalities. Most fatalities are due to driver behavior (distracted, etc.). Secretary Trogdon spoke to the STI prioritization process and encouraged transportation regions to consider alternative scoring criteria for the Division Tier projects. Secretary Trogdon spoke on the subject of emerging technologies. NCDOT plans to consider the application of innovative technologies, including unmanned aircraft for uses such as mapping and assessing traffic. Self-driving vehicles could make transportation a lot cheaper for mobility of passengers and goods. NCDOT's goal is to position the state to take advantage of new technologies and expected economic growth.

A question and answer session followed. In response to a question about how the state's transportation system positions North Carolina when looking at surrounding states, Secretary Trogdon indicated that North Carolina is one of the states that is growing at a tremendous rate. Peer states (Georgia, Virginia, Texas, etc.) are growing as well. When looking at revenues, North Carolina is competitive with some of these states; however, the size of our state dilutes the funding. It is vital to increase revenues and to reduce dependence on the motor fuel tax. In addition, there is a need to reduce the use of some of the energy sources. Discussion occurred regarding the issuance of transportation bonds. Secretary Trogdon shared that NCDOT has very little debt, which limits the department in terms of debt authority without an instrument. The issuance of bonds needs to be a longer, thoughtful and more deliberate process. Discussion occurred regarding the potential for a future partnership between NCDOT and the Department of Commerce concerning broadband expansion. Secretary Trogdon commented that he believes that NCDOT can assist in the efforts to extend fiber (in concert with Commerce) to cover rural areas. Strategies to accomplish the expansion of the broadband fiber networks are being developed. Discussion occurred regarding the concept of Smart Cities and whether there are areas of the state that are taking the lead on the concept. Secretary Trogdon shared that the Smart Cities concept fits in with the internet of things trend and that implementation is happening in small steps. He shared that the Town of

Cary, NC has done an internal smart city application and found a direct correlation between water consumption and traffic congestion in the town. There is substantial interest at the state level in creating Smart Cities and transportation concepts. Discussion occurred about the outlook for regionalized transit and how existing models might shift to bring some of the users of shared mobility strategies (Uber and similar) back to the transit model. Secretary Trogdon communicated that 50% of our funds are motor fuel dependent and a higher percentage at the federal level. The state needs to move quickly to find funding streams that are not dependent on motor fuel taxes and not dependent on federal funds. There is a plan to accept more of that burden at the state level and he shared the belief that funding caps may be removed in the future. In the short-term, NCDOT manages those funds that help fund transportation options like vanpools to employment, etc. and is looking for proposals.

Discussion occurred regarding opportunities for passenger rail in the state. Secretary Trogdon shared that NCDOT is looking to expand inter-city rail opportunities, for example between Raleigh and Charlotte, from Raleigh to Richmond and from Salisbury and Raleigh to the East. Currently no funding is available for a substantial expansion. Secretary Trogdon invited interested stakeholders to get in touch with him for further questions.

**No action required at this time.**

#### SPOT 5.0 updated Timeline and Other Updates

Tristan Winkler shared a few brief updates on SPOT 5.0. MPO staff is currently working on project submittals after having held county-level meetings to discuss potential new projects. Bicycle, pedestrian and transit project submittals have also been solicited from local governments. MPO staff is hoping to wrap-up the local meetings by the end of May and will likely bring the draft list of projects before the MPO TCC and Board in June. Projects for SPOT 5.0 will come back for final approval by the TCC and Board in August. In terms of project submittals, the Prioritization Subcommittee's last meeting roughly broke out the recommended number of projects for each county (based on each county's population).

Tristan Winkler pointed out the use of "normalization" when scoring bicycle and pedestrian projects at the Division Tier. There is a floor of at least 4% of funding for alternative mode projects, which in the past was open to competition across the state. With SPOT 5.0, half of this 4% funding pool would be set aside for Division-specific competition, which will make projects in our region more competitive. Tristan Winkler also added that when bicycle and pedestrian projects are submitted for scoring in SPOT, there is no commitment for a local match yet. Local project sponsors have the option of removing those projects later, after they have been scored.

**No action required at this time.**

#### Amendments to the 2016-2025 Transportation Improvement Program (TIP)

Tristan Winkler provided an overview of the proposed amendments to the TIP including increasing the amount of funding "flexed" from STBGP-DA to Planning "PL" funding for feasibility studies; increasing the amount of STBGP-DA for PE on U-6055 (Canton Roundabout at NC 110 and Locust); accelerating construction of I-5885 (I-40/Hendersonville Road Interchange) to FY 2017; and adding JARC funds for the Black Mountain Trailblazer. He mentioned that the MPO has received more requests for feasibility studies during the recent call for STBG projects.

**Dan Baechtold moved to approve recommending the TIP Amendments to the MPO Board as presented. Josh Harrold seconded and the motion carried without further discussion.**

#### STBG Project Selection

Tristan Winkler shared that there was a robust discussion at the Prioritization Subcommittee meeting about STBG funding. A competitive call for projects was held between January and April of this year. More applications were received than can be funded. Using the MPO's approved methodology, the projects were scored and the Prioritization Subcommittee was provided with three scenarios for funding by MPO staff. Tristan Winkler reviewed the funding scenarios: Scenario A- Fund as many projects at 100% as possible based on scoring; Scenario B- Fund projects strictly by score with Beaucatcher Greenway funded at 79.53%; Scenario C- Fund all projects at reduced amounts. He shared that MPO staff does not recommend Scenario C because reduced funding would compromise implementation/viability of the smaller projects. He noted also that the Prioritization Subcommittee recommended Scenario A be presented to the TCC. Tristan Winkler briefly reviewed the projects, which were included for funding in that scenario, including Buncombe County's 251 Greenway, Buncombe County's Beaverdam Creek Greenway, the Town of Maggie Valley's US 19 Complete Streets Improvements, Town of Waynesville's Brown Avenue Road Diet; Village of Flat Rock's Flat Rock Greenway Feasibility Study; Henderson County's Oklawaha Extension North-Feasibility Study, and also Oklawaha Extension South Feasibility Study. Tristan Winkler noted that the recommended scenario would leave roughly \$1 million that would rollover into the next call for projects. One project that was not recommended for funding at this time was the City of Asheville's Beaucatcher Greenway that was determined ineligible by FHWA as the project does not serve a sufficient transportation purpose.

**Mark Biberdorf moved to recommend for the MPO Board to review and approve the list of projects for STBG funding. Matt Champion seconded and the motion carried without further discussion.**

#### Job Access Reverse Commute (JARC) and FTA Section 5310 Transit Funding Project Selection

Lyuba Zuyeva shared that JARC and FTA Section 5310 are both transit funding categories and she reviewed the call for projects, which was competitive under both categories. The funding recommendations from the Selection Committee were presented. Under the Section 5310 funding, projects are broken up by "traditional" and "other" funding. At least 55% of projects approved for funding must be traditional. She reviewed the projects that were recommended to be fully funded as traditional projects including the City of Asheville's ADA Paratransit acquisition of services and Jewish Family Services Elder Club Transportation. She communicated that the "other" project were recommended to be funded at 55% of requested funding and she reviewed those projects that included Jewish Family Services Elder Club (Hendersonville) -Internal Operations; City of Asheville's ADA Upgrades for Dedicated Signals Near Bus Stops; Land of Sky Regional Council Senior Companions Program (SCP) expansion of SCP in Buncombe and Henderson Counties; and, Buncombe County's RIDE Vouchers Program-Support for Taxi Services for Individuals with Disabilities. Lyuba Zuyeva communicated that by funding those projects as recommended, the MPO will spend down \$324,092 in Section 5310 funding, which includes the City of Asheville's 10% administrative fee. Lyuba Zuyeva shared that on the JARC side, as part of the urban transit formula study that concluded in March, the first year of Haywood County's portion was rolled into JARC with the right of first refusal for those funds going to Haywood County applicants. Mountain Projects was the sole Haywood County

applicant and recommended projects included funding for Capital and Operations of a new deviated fixed route in Haywood County. Also included in Haywood County's portion of the funding set aside in JARC is the 10% administrative fee to the City of Asheville. Also recommended for funding at 50% of the requested level of funding Buncombe County's Black Mountain Trailblazer Operating Assistance for one year of funding, the City of Asheville's Limited Sunday Services-Nine Routes for one year of operations funding; and City of Asheville Black Mountain Transit Route 170-Continued Support for Operations, one year of funding. At this point, Lyuba Zuyeva indicated that MPO staff request one small change from what the Selection Committee recommended and that would be to add some of the leftover funding to the Buncombe County's Black Mountain Trailblazer operations funding to more closely align the funding cycles for the Trailblazer project and Asheville Transit Route 170 which would have both projects end in December 2018. The total JARC funding allocated would be \$521,192 which includes the City of Asheville's 10% administrative fee. Denise Braine asked if Jewish Family Services has the Elder Club open in Hendersonville and that was affirmed.

**Andrew Bowen moved to recommend the MPO Board to approve the selected list of JARC and 5310 projects for funding. Autumn Radcliff seconded and the motion carried without further discussion.**

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

Lyuba Zuyeva announced that the TCC will meet next on June 8<sup>th</sup>. In addition, there will be a public input meeting on May 23<sup>rd</sup> for the Draft 2018-2027 TIP, and information about the meeting is posted on the MPO's website.

Tristan Winkler announced that the Friends of Connect Buncombe would be hosting a greenway event to discuss greenways across the region on May 19<sup>th</sup>. He also mentioned Strive Not to Drive, which is now a regional event and runs May 12<sup>th</sup> to May 19<sup>th</sup>.

Elizabeth Teague requested that the June 8<sup>th</sup> TCC meeting provide an opportunity to recognize Ritchie Rozzelle for all of his support on the Strive Not to Drive initiative this year.

#### **PUBLIC COMMENT**

A public comment was received regarding the desire to have Sweeten Creek Road widened. Tristan Winkler shared that the widening project is in the TIP and Rick Tipton shared that acceleration of the project is dependent on right of way acquisition and NCDOT will do everything possible to accelerate.

#### **ADJOURNMENT**

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