



# French Broad River Metropolitan Planning Organization

Minutes from the TCC meeting on February 8, 2018

## ATTENDANCE:

**Meeting Date:**

**02/08/2018**

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	Vaidila	Satvika	<input type="checkbox"/>
<input checked="" type="checkbox"/> Black Mountain, Town of	Jessica	Trogdon	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Buncombe County	Josh	O'Conner	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hawwood County	Jodie	Ferguson	<input type="checkbox"/>
<input checked="" type="checkbox"/> Henderson County	Autumn	Radcliff	<input type="checkbox"/>
<input checked="" type="checkbox"/> Henderson County/Apple Country Tra	Brian	Burgess	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hendersonville, City of	Matt	Champion	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Land of Sky RPO	Vicki	Eastland	<input type="checkbox"/>
<input checked="" type="checkbox"/> Maggie Vallev. Town of	Ron	Hancock	<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"/>

Non Voting At TCC			
<input checked="" type="checkbox"/> Asheville Multi-Modal Transp. Com.	Rich	Lee	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bell Engineering	Dana	Bolden	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bell Engineering	Josh	Kerrick	<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"/> FBRMPO/LOSRPO	Nick	Kroncke	<input type="checkbox"/>
<input checked="" type="checkbox"/> FHWA	Mike	Dawson	<input type="checkbox"/>
<input checked="" type="checkbox"/> J.M. Teague Engineering	Kenny	Armstrong	<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	Cannon	<input type="checkbox"/>

## **WELCOME AND HOUSEKEEPING**

Chairman O’Conner opened the meeting and introductions followed.

## **CONSENT AGENDA**

Chairman O’Conner requested approval for the Agenda, with no modification requested. Minutes adoption from January 2018 has been postponed.

**Dan Baechtold moved to approve the Agenda as presented. Vaidila Satvika 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. Daniel Sellers shared that NCDOT will soon have some additional staff to assist with planning.

Lyuba Zuyeva shared legislative updates. MPO Subcommittee and Staff updates were also presented. As part of staff updates, Lyuba Zuyeva noted that Henderson County has chosen not to participate in the corridor studies pilot at this time and that a Buncombe County-City of Asheville pilot proposal will come to the MPO Board. Chairman O’Conner commented about potential corridor studies that there are some background conversations necessary with the County Commission and the City of Asheville.

## **BUSINESS**

### SPOT 5 Methodology

Tristan Winkler shared a very brief overview of the SPOT prioritization process. The MPO’s role in assigning local input points for the SPOT prioritization requires a methodology approved by NCDOT, the TCC and Board. The draft methodology presented today is generally the same as in SPOT 4.0 , with a couple of changes in how the MPO’s 1800 points for each tier are applied. One of the methodology changes is that points would be applied to recommended projects with a consideration for cost vs. available funding-up to a 120% of the funding available, by tier. He noted that with that change, the MPO is likely to be leaving points on the table. Another change, in terms of the overall data used to score projects, is the consolidation of safety criteria—FBRMPO will use NCDOT SPOT safety score for this component. MPO staff will meet with local jurisdictions to determine the most important projects to them. For this round of prioritization, the number of priorities available to each jurisdiction has been reduced. Lyuba Zuyeva shared that there was a small change done to local priority points to increase total local points within Regional and Division tiers to 275 each (to allow an additional project for Buncombe County). Tristan Winkler noted that any exceptions to the methodology that the TCC and Board wish to make would be allowable, and an explanation would need to be provided when assigning points. NCDOT has provided preliminary approval for this methodology and MPO staff are requesting TCC recommendation for the Board approve of the methodology at their February meeting.

Dan Baechtold shared that sometimes the City of Asheville has roadway projects, which have bike/ped or may be stand-alone bike/ped projects. Tristan Winkler shared that a 20% match is required for stand-alone

bike/ped projects. He also noted that as part of the MPO's methodology, local governments need to provide assurance of the availability of the local 20% match before the MPO would put points on those projects. Discussion occurred about projects that are not funded and how those could score in future rounds of prioritization. Daniel Sellers shared that NCDOT's desired mode of operation would be to clear projects out if those do not score high enough. Regarding public involvement, Tristan Winkler shared that projects that the MPO intends to put points on would be put out for public comment. During the last round of prioritization, 800 surveys were completed. This time around, the surveys would be distributed on the front-end of the process and the MPO is hoping for even more public involvement.

Discussion occurred regarding how bike/ped projects could be elevated in the prioritization process and Lyuba Zuyeva shared that the local match for bike ped projects is written into the STI law in North Carolina. Tristan Winkler communicated that just because a project does not mention bike /ped improvements, those could be included as design elements. He continued, that notes are provided in the surveys to provide more understanding to citizens. Lyuba Zuyeva communicated that local government members interested in changes to the local match requirement for bike ped projects could work through the Metro Mayors group to bring the issue up in Raleigh. Vicki Eastland shared that the 20% local match issue is already under review in some of the committees in workgroups at the statewide level.

**Dan Baechtold moved to recommend the SPOT 5 Methodology favorably to the MPO Board for approval. Vicki Eastland seconded and the motion carried without further discussion.**

#### Haywood County JARC Set-Aside

Lyuba Zuyeva shared that Haywood County is still working out the processes and procedures to become the subrecipient of 5307 urban transit funding. In the meantime, for an additional two-year period, MPO staff recommend that 5307 funds designated for Haywood County be set aside as "JARC Jobs Access Reverse Commute Category" to allow Mountain Projects (current Transit Operator in Haywood County) to apply for those funds during the upcoming JARC call for projects. She noted that Mountain Projects would like to apply for JARC funding to provide a deviated fixed route in the urbanized area of Haywood County.

**Jodie Ferguson moved to recommend that the MPO Board adopt the continued set-aside of Haywood County urban transit funds into JARC category for two more years. Matt Cable seconded and the motion carried without further discussion**

#### Draft Coordinated Public Transit-Human Services Transportation Plan Adoption

Lyuba Zuyeva shared that the draft of the Coordinated Public Transit-Human Services Transportation Plan (or Locally Coordinated Plan-LCP) has been advertised for public comments in the fall and posted to the MPO and RPO websites. In the current round, the MPO is coordinating with the RPO and including all five counties in the LCP. This plan is required by FTA to look at what public transportation services are available in the planning region, what gaps in services exist, etc. The LCP provides the opportunity for local service providers to come together to examine gaps in service. This is not a fiscally constrained plan, but it provides a wider overview and serves as a platform for a variety of agencies to apply for funding. The LCP satisfies a specific requirement when applying for 5310 grant funding in order to close some of the

transportation gaps and barriers. MPO staff gathered demographic data, operating statistics, and held a variety of stakeholder and public outreach events to put together the draft LCP. Comments received have been incorporated into the current draft plan. Some recommendations are focused on specific demographic groups (seniors, low income and disability) including the development of a regional call center and improving communication tools. Service expansion, utilizing technology and new platforms such as Micro-transit and regional and inter-regional coordination improvement suggestions have also been incorporated. Lyuba Zuyeva also shared that the 5310 and JARC call for projects is currently open through late March. Discussion occurred regarding having a transit route from Madison County to North Buncombe County and Tristan Winkler shared that there is mention of improving transfers/levels of service across county lines and the broad language in the LCP recommendations would cover Madison County, should they choose to apply for funding. Vicki Eastland shared that the RPO TCC approved the draft LCP today.

**Dan Baechtold moved to recommend the Coordinated Public Transit-Human Services Transportation Plan for adoption by the FBRMPO Board. Matt Cable seconded and the motion carried without further discussion.**

#### CMP (Congestion Management Process) Updates

Tristan Winkler shared that CMP is a federally mandated plan for MPOs over 200,000 in population. Updates today include draft approach and recommendations including identifying congested corridors, examining land use congesting and making recommendations for addressing congestion. A general approach includes relying on land use analysis to break up recommendations for “mobility” vs. “management” corridors. Walkability and roadway connectivity is a big part of the land use analysis, as research suggests that roadway connectivity is one of the stronger factors helping regions deal with high volumes of traffic. Tristan Winkler shared that “urban walkable areas” have been identified for the CMP as having different needs and requiring different congestion management approaches than rural/suburban areas. Another required focus for the CMP is looking at where low-income individuals reside and where the jobs were developed between 2002 and 2015. That data suggests that low-income populations have been locating farther out from central urban areas. Generally, the census data points to housing being more affordable in the outlying areas, which is away from the urban areas where the jobs are located. Commuting trends in the MPO region point to more commuters crossing county lines for employment. As commute patterns become more regionalized, this regional connections more important to employers and low-income individuals. He shared that there will be a CMP workshop coming up in spring 2018.

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

#### Transportation Demand Management Program Update

Ritchie Rozzelle, TDM Manager, shared updates from his program and Strive Not to Drive updates. He reviewed what transportation demand management (TDM) consists of including reduction of single occupant vehicle (SOV) trips and otherwise offsetting the volume demand on roadways and the impact of traffic on the environment. Tactics include public transit, carpooling, vanpooling, active transportation, remote working, alternative work hours, car-share and incentives for businesses. GO Mountain is brand for

the TDM program in the MPO's transportation region. Ritchie Rozzelle reviewed several national trends related to transit and SOV alternatives including micro transit and shared mobility. TDM priorities in our region include creation of vanpools and employee shuttles; building incentives and leveraging economic benefits to drive carpooling and ridesharing; assisting transit operators to promote a more connective public transportation network; and to build-out park and ride systems and find momentum when user groups align (aging communities and workforce), among other priorities. Ritchie Rozzelle also reviewed the Strive Not to Drive (SNTD) for 2018 initiative: this year, SNTD will happen in the month of May and will move around the transportation region to promote more local leadership for the initiative.

**Informational only. No action required.**

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

STBG-DA call for projects is open through March 30, 2018. Nearly \$22million is available. The JARC and 5310 call for projects is open through March 29, 2018.

#### **PUBLIC COMMENT**

No public comments.

#### **ADJOURNMENT**

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