



METROPOLITAN PLANNING
ORGANIZATION
A PROGRAM OF LAND OF SKY

French Broad River Metropolitan Planning Organization

Minutes from the TCC meeting, March 14, 2019

ATTENDANCE :

Josh O'Conner
Jonathan Kanipe
Autumn Radcliff
Troy Wilson
Chuck Norris
Chris Medlin

Lyuba Zuyeva
Hannah Cook
Eric Rufa
Vicki Eastland
Jessica Trotman
Kenny Armstrong

Zia Rifkin
Stephen Sparks
Matt Champion
William High
Ritchie Rozzelle
Joel Setzer

Tristan Winkler
Steve Williams
Daniel Sellers
Joel Setzer
Nathan Bennett
Dana Bolden

Jessica Morriss
Mike Dawson
Jodie Ferguson
Nick Kroncke
Daniel Hyman

roseZebr@79

WELCOME AND HOUSEKEEPING

Vice Chair Autumn Radcliff opened the meeting and introductions followed.

CONSENT AGENDA

Chair Josh O'Conner requested approval for the Consent Agenda consisting of the February 2019 TCC minutes. He requested that the motion provide approval of the Agenda, as well.

Autumn Radcliff moved to approve the Consent Agenda and the Agenda as presented. William High seconded, and the motion carried as all were in favor.

PUBLIC COMMENT

No public comments were made.

REGULAR UPDATES AND INFORMATION ITEMS

Regular updates included NCDOT Divisions 13 and 14, and TPB updates and FHWA/FTA updates. MPO Subcommittee, Staff and Legislative updates were presented, as well.

BUSINESS

Prioritization Subcommittee Appointment to Replace Matt Champion

FBRMPO staff have received notice that Matt Champion will be leaving the City of Hendersonville for another position in our region. Matt's position on the FBRMPO Prioritization Subcommittee is open for new nominations.

Matt Champion moved to accept Autumn Radcliff's nomination as the new Prioritization Subcommittee member and to recommend that for FBRMPO Board approval. Jodie Ferguson seconded and the motion carried as all were in favor.

FY 2020 UPWP, 5-Year Calendar and Self-Certification

Every year the FBRMPO is required to adopt a Unified Planning Work Program, which is the budget for the MPO planning work for the year. The draft FY 2019 UPWP was adopted in January 2019 and the updated draft is posted at <http://www.FBRMPO.org/upwp-budget/>.

Lyuba Zuyeva shared about the UPWP, which describes tasks that MPO staff would undertake during the fiscal year. Highlights on new tasks includes the Regional Transit Feasibility Study, among other tasks and continuing projects include carrying forward Special Studies. For many of the continuing special studies, no funding has been drawn down in the current fiscal year. The Corridor Studies project will continue in FY 2020 and the project is currently in the RFP phase. The goal is to have the first invoice for the Corridor Studies project by the end of June. Lyuba also shared about the 5-year calendar, which plans transportation planning task for the next five years.

Autumn Radcliff moved to recommend the UPWP, 5-Year Calendar and Self-certification for FBRMPO Board approval. Vicki Eastland seconded and the motion carried without further discussion.

TAP-DA Funding Rescission in FY 2020 and TIP Modification for TAP Projects

Tristan Winkler shared that TAP is the Transit Alternative funds, which are parsed out directly to larger (more than 200 thousand population in the region) MPOs. During a federal rescission, funds that have not been obligated are returned to the federal government. He noted that currently, some of the TAP-DA funds are not obligated (\$40 million) by NCDOT. For the FBRMPO region, \$19 million is currently unobligated. Part of the problem goes back to the term “authorization”, which is more complicated than just putting a shovel in the ground. A TIP modification is under development to change funding source from STBG-DA to TAP-DA for projects, which have been authorized through an agreement with NCDOT. If the switch can be made to change the funding source for these projects, a sizable (or any) rescission may be avoided in the MPO region. Since FBRMPO holds the STBG-DA and TAP-DA allocations directly, it is simple to switch the funding source for projects currently in the TIP.

Discussion occurred about the timeline for the next round of call for projects.

Jessica Morriss moved to recommend for FBRMPO approval the proposed TIP Modifications to shift funding between TAP-DA and STBG-DA projects, to avoid losing funds due to federal rescission. Steve Williams seconded and the motion carried without further discussion.

A-0010A I-26 Widening North of Broadway: Project Update

Lyuba Zuyeva shared the latest information provided by the A-0010A project design team. MPO staff has discussed with NCDOT staff about concurrence point one; but it doesn't appear that a concurrence point objections would be feasible. Generally, there is a reluctance to revisit concurrence point one. Right now, the preference is to wait for the design team to show what the potential preliminary impact could be from the project. It could be late March before the preliminary impacts information is available. Lyuba also reminded the TCC that the project has been postponed. Hannah Cook shared that possibly the six-lane had been developed by the design team, but that has not been confirmed at this point.

Informational item only- no action required.

Travel Time Reliability Data for Several Key Corridors in the FBRMPO CMP

Tristan Winkler shared about travel time reliability. He noted that no data is perfect, as there are many things that could impact it. He noted that Census commute data has been added to the forecast. He clarified the difference between commute data and traffic data. Another very important variable, with regards to commute time, is distance of the commute. In general, rural areas have longer commute times as these areas are located further away from employment centers. Additionally, people make a variety of trips, which is what constitutes traffic data. He shared that traffic data is readily available from NCDOT. Tristan shared about roadway volume/capacity, which measures the volume on roadways at different points during the day and how that information is used to calculate capacity on roadways. He noted that various distributions affect volume to capacity, including retiree travel patterns and is different than peak

hour capacity. Travel time reliability data is collected from personal cellphones. Archived data is available for planning staff to review travel time reliability data. He shared that most complaints concern peak time traffic data versus usual travel time data. The FBRMPO region is being analyzed by MPO staff and includes comparisons to travel data from other regions. These comparisons have brought to light some of the weird things about local traffic reliability data, including that there is a smaller morning peak and higher Friday and Sunday peaks, which impact travel time in the region. He noted a definite trend on I-40 on Friday afternoons, that roadway reliability would be more impacted going east. The impact on Sunday is in the opposite direction to the west. Currently, some of the corridors are being ranked with regards to roadway reliability. Tristan noted that data can be pulled for a single day, a week, a month, etc. More information could be provided by MPO staff upon request from local governments.

Daniel Sellers shared that traffic forecasts do include information about roadway volume/capacity. He noted that this is historical data and questions arise with how to project the data reliably. Tristan shared that travel time reliability is fantastic data, but in the FBRMPO region, where development is at a high level; it's necessary to keep in mind what the data is communicating. He noted the goal to have more data in order to make better forecasts.

Informational item.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

NCAMPO conference in Charlotte from April 24-26

WTS lunch and learn coming up at the Asheville Fire/Police Training Room next Friday.

No MPO meeting cycle in April

Bon voyage for Lyuba Zuyeva from 12 to 1pm on March 28, prior to the FBRMPO Board meeting.

Autumn Radcliff shared appreciation for all of the assistance that Lyuba has provided over the years and that she would be missed.

PUBLIC COMMENT

No public comments were received.

ADJOURNMENT

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