



French Broad River Metropolitan Planning Organization
Minutes from the TCC meeting on June 13, 2019

ATTENDANCE:

Josh O’Conner	Tristan Winkler	Zia Rifkin	Nick Kroncke
Daniel Heyman	Eric Rufa	Ritchie Rozzelle	Mike Dawson
Erica Anderson	William High	Janna Peterson	Brian Burgess
Hannah Cook	Steve Cannon	Troy Wilson	Steve Williams
Vicki Eastland	Joel Setzer	Dan Baechtold	Autumn Radcliff
Jessica Trotman	Cole Sutton	Daniel Sellers	David Uchiyama
Chris Lee	Chris Medlin	Tyler Morrow	Shannon Mulkeen

WELCOME AND HOUSEKEEPING

Josh O’Conner opened the meeting and introductions followed.

CONSENT AGENDA

Josh O’Conner indicated that the Consent Agenda included May2019 minutes. He requested approval for the Agenda at this time, as well.

Brian Burgess 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 one made any public comments.

BUSINESS

FY 2020 UPWP Amendments

The Unified Planning Work Program (UPWP) is essentially the budget for the MPO. All major activities conducted by MPO staff, as well as Special Studies funded through the MPO are required to be entered into the UPWP for the current and/or upcoming fiscal year. The UPWP is primarily funded through FHWA Planning (PL) funds with a required 20% local match, funded by member governments in the FBRMPO region. Dues for the MPO are calculated based on each jurisdiction’s population within the MPO Planning Area. The UPWP may also be supplemented by STBG-DA funds that are “flexed” to fund planning activities.

The MPO receives approximately \$3.5 million a year in STBG-DA funding and has been flexing an average of \$250,000 per year to fund Special Studies. Any change in the amount of funding flexed requires a change to the TIP (ID # U-5616) that tracks STBG-DA in the FBRMPO planning area, which is used in this fashion. The purpose of the request to amend the UPWP for FY 2020 is predicated on the previously

approved version of the document, which programmed more funding toward PL than what is available. In order to alleviate this, MPO operations and the Regional Transit Feasibility Study would be shifted from PL to STBG-DA flex funding. This decreases the PL programmed to what is available and increases the amount of STBG-DA available for planning activities.

Tristan Winkler shared that with the recent change in federal requirements; unspent funds would not carryover, but would revert to NCDOT for redistribution. This is the first year that unspent funds would not be available due to the change. The FBRMPO is therefore supplementing with STBG-DA, as noted previously. The funding shift requested today would cover Special Studies, Corridor Studies, etc. FHWA is responsible for approving the funding, as well as NCDOT and the MPO.

Dan Baechtold moved to recommend the amendment to the FY 2020 UPWP go to the Board for consideration of approval. Brian Burgess seconded and the motion carried without further discussion.

Modification to the 2018-2027 TIP

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated cost. The proposed amendments for the 2018-2027 TIP, requested for June 2019 include U-5616 programs' STBG-DA funding to be flexed to planning activities and matches the amount programmed in the FY 2020 UPWP.

Vicki Eastland moved to recommend the TIP modification go to the MPO Board for approval. Brian Burgess seconded and the motion carried without further discussion.

A-0010A Discussion

MPO staff previously brought concerns about the A-0010A project preliminary designs to the MPO TCC and Board. As currently designed, the A-0010A project would widen the section of Future I-26 from Broadway to New Stock Road from four to eight lanes and from four to six lanes between New Stock Road and Weaver Boulevard. The 2040 MTP and the cross-section submitted to SPOT both recommended only six lanes for the entire project. NCDOT recently provided more information concerning potential impacts from a six-versus-eight lane cross-section, as the MPO Board requested. NCDOT staff provided a presentation on information requested to illustrate potential differences in impacts of a six-versus-eight lane cross-section.

Hannah Cook, Senior Project Engineer, Division 13, communicated that discussions regarding purpose and need for this project determined that eight lanes would be needed as six lanes would not be adequate. The NCDOT consultant has been tasked with looking at the environmental impacts of eight over six lanes. Hannah Cook noted that the existing ROW is about four acres short of what would be required for an eight lane. She shared that since the six lanes would not meet purpose and need, it was used for comparison purposes only.

Tristan Winkler shared that after meeting with local elected officials, the mood was to move forward with the projects and make design exceptions as appropriate with the goal of achieving Level of Service D. Tristan Winkler also noted that there are some substantial impacts at the Broadway interchange; but mitigation is hoped for, without impacting capacity. Hannah Cook communicated that geometry issues would also be addressed, even with design exceptions. Each design exception is handled on a case-by-case basis, to lessen impacts to the environment. Safety is also a function of geometry.

Dan Baechtold shared his concerns about the significant changes to the Broadway Interchange, which could impact the nearby Montford neighborhood. Steve Cannon communicated that the footprint for the connector would basically remain in the same configuration without impacting Montford. Chair O'Connor noted that, at this point, the decision is up to the elected officials.

Informational only- no action requested.

I-26 Communication Plan Presentation

Currently, more than \$1.3 billion is programmed to widen I-26 from Hendersonville to Weaverville and disruptions from construction are to be expected. NCDOT staff explained the plan to communicate upcoming construction activities on the I-26 corridor and efforts to mitigate traffic disruptions.

David Uchiyama, NCDOT Communications Officer for Divisions 13 and 14, shared that there would be specific outreach to agencies, which would be impacted by the I-26 construction. In the next couple of weeks, another NCDOT staff will come onboard to determine the type of outreach needed and the scope of that outreach. David Uchiyama shared the communication goals that would allow communities to understand what is going on, acquire necessary safety knowledge, etc. he noted that some work has already been done with the Blue Ridge Parkway (BRPW) staff about potential impacts from the project(s) and how they could do something new to assist with the mitigation. Part of the communication plan would be specific stories about whom is collaborating to disseminate information.

Informational Only- No Action Required

REGULAR UPDATES AND INFORMATION ITEMS

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

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

No MPO meeting cycle in July- the next TCC meeting is scheduled for August 8 and the Board on August 22.

PUBLIC COMMENT

No public comments received.

ADJOURNMENT

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