



French Broad River Metropolitan Planning Organization

Minutes from the TCC meeting on February 13, 2020

ATTENDANCE:

| | | | |
|----------------|------------------|-----------------|------------------|
| Josh O'Conner | Tristan Winkler | Zia Rifkin | Nick Kroncke |
| Eric Rufa | Vicki Eastland | Janna Peterson | Mike Dawson |
| Jodie Ferguson | Emily Scott-Cruz | Autumn Radcliff | William High |
| Brian Burgess | Chris Medlin | Lonnie Watkins | Dan Baechtold |
| Stephen Sparks | Hannah Cook | Daniel Heyman | Troy Wilson |
| James Voso | Joel Setzer | Daniel Sellers | Elizabeth Teague |
| Garrett Higdon | Lori Boyer | | |

WELCOME AND HOUSEKEEPING

Josh O'Conner opened the meeting, welcomed everyone and introductions followed.

CONSENT AGENDA

Josh O'Conner indicated that the Consent Agenda included the January 9, 2020 minutes and the Citizens' Advisory Committee (CAC) Applications. He requested approval for the Agenda at this time, as well.

Janna Peterson moved to approve the previous minutes and the Agenda. Jodie Ferguson seconded and the motion carried as all were in favor.

Brian Burgess moved to discuss the CAC applications under business, which received a second and an affirmative vote, and placing it on the business agenda.

PUBLIC COMMENT

No one made any public comments.

BUSINESS

Citizen's Advisory Committee Applications

Nick Kroncke provided background information on the CAC applications received from LeeAnne Tucker, Director of Land of Sky's Area Agency on Aging and Tim Barrier from Morganton, which is in another MPO region.

Brian Burgess shared his concern with having a CAC member from outside the FBRMPO region. Discussion occurred that usually, community members should live or work in the region where they want to serve. Chair O'Conner noted that the objective of the CAC is to provide a conduit for citizen participation in the transportation planning process.

Brian Burgess moved to accept the CAC applications as presented. William High seconded and the motion carried without further discussion.

Draft Project List for Prioritization

The Prioritization Process (aka, SPOT) is the process in which the majority of funding decisions are made for transportation improvement projects. North Carolina has a relatively unique process for prioritizing projects that is data-driven and transparent, as mandated by the Strategic Transportation Investments law, which was enacted in 2012. MPOs, RPOs, and NCDOT Divisions work together to develop and prioritize projects across the state with the goal of efficiently using transportation funds to enhance infrastructure while supporting economic growth and local needs.

MPO staff assembled a Draft SPOT Project list from meetings with local government staff as well as the Henderson TAC. Projects that are submitted in the SPOT process would be under consideration for funding for the 2023-2032 Transportation Improvement Program (TIP). This list of projects would go before the TCC and Board in February, go out for public comment in February, and go back to the TCC and Board for final approval in March. Submittals are due to the SPOT office by the end of April. This is the first major step in the prioritization process to determine which projects would get funded. Tristan Winkler noted that a few projects modifications occurred since local meetings were held.

Discussion occurred regarding modernization projects and attempts by the MPO to have those types of projects have separate criteria including roadway upgrades, along with safety and congestion factors.

Discussion occurred regarding road diets. A road diet is not trying to improve travel time, the goal is to increase safety. Tristan Winkler shared about the Merrimon Avenue project for a road diet and it was noted that the roadway also has another project for modernization, which has not scored well.

MPO staff reviewed new project submittals for highway projects including: Biltmore Avenue/McDowell Road, which was modified to become a combined project.

Projects that are either in the Developmental portion of the TIP (funded for right-of-way in FY 2026 or later) or are considered a “Sibling” of a project in the TIP are automatically resubmitted into the next round of prioritization, unless requested otherwise. Carryover projects do not count towards the MPO’s 25 submittals for each mode.

Brian Burgess moved to recommend the Draft Project Submittal List to the MPO Board for consideration of approval. Eric Rufa seconded and the motion carried upon a vote.

Safety Performance Targets

As part of MAP-21 requirements in 2012, safety performance measures became a requirement for MPOs and DOTs. Beginning in 2017, as part of the FAST Act, states established annual targets in the Highway Safety Improvement Program (HSIP) report. Safety targets are established annually, based on the calendar year, are set for all five performance measures based on five year rolling averages of data, and require coordination between state DOTs and MPOs. The five performance measures include: 1) number of fatalities, 2) rate of fatalities per 100 Million VMT, 3) number of serious injuries, 4) rate of serious injuries per 100 Million VMT and, 5) number of non-motorized fatalities and non-motorized serious injuries.

NCDOT has submitted statewide safety performance measure targets in August 2019 to FHWA. FBRMPO has 180 days (until February 27, 2020) to establish safety targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's safety target for that performance measure; or committing to a different set of quantifiable targets for safety performance measures for the FBRMPO region. NCDOT's 2020 safety targets that were provided to FHWA in the 2019 HSIP report are listed below.

For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total fatalities** by 6.23 percent each year from 1,396.4 (2014-2018 average) to 1,227.8 (2016-2020 average) by December 31, 2020.

For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the fatality rate by 5.39 percent each year** from 1.211 (2014-2018 average) to 1.084 (2016-2020 average) by December 31, 2020.

For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total serious injuries by 8.54 percent each year** from 3,362.6 (2014-2018 average) to 2,812.8 (2016-2020 average) by December 31, 2020.

For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the serious injury rate by 7.64 percent each year** from 2.886 (2014-2018 average) to 2.462 (2016-2020 average) by December 31, 2020.

For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the total non-motorized fatalities and serious injuries by 7.13 percent each year** from 494.6 (2014-2018 average) to 426.6 (2016-2020 average) by December 31, 2020.

Discussion occurred regarding the general metrics of the trends seen on the roadways in the state. Nick Kroncke explained that the HSIP outlines some of the measures to achieve the goals. Tristan Winkler noted that roadway design is part of the metrics for the safety measure targets. Hannah Cook communicated that the HSIP is similar to the STIP in the sense that the goal is to increase safety over time. Nick Kroncke noted that the FBRMPO is agreeing to the safety measure targets provided by NCDOT. He also noted that the FBRMPO region might have a higher rate on some targets, which leads to the region needing higher reduction targets to meet the state's targets. Additionally, it was noted that reporting parameters may lead to a measure being higher or lower than average. Nick Kroncke noted that from staffs' perspective, the best way to move forward is to agree with NCDOT targets and then to work with collaborative partners in the planning processes to obtain better data, leading to better recommendations in plans. Daniel Sellers shared his perspective that the safety measure targets are mainly aspirational and the goal is to show movement towards the targets.

Additional safety and crash data is available here:

<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>.

William High moved to recommend the MPO Board adopt a resolution supporting NCDOT Safety Measure Targets. Brian Burgess seconded and the motion carried without further discussion.

Metropolitan Transportation Plan (MTP) 2045 Updates

The Metropolitan Transportation Plan (MTP) is a federally required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to

be reasonably expected to work within projected revenues The French Broad River MPO is required to update its MTP every five years with the next update due in September 2020.

French Broad River MPO staff reviewed what the Prioritization Subcommittee has been working on for the MTP including: Finalizing Goals and Objectives, Financial Plan Assumptions, and Project Selection. In addition, MPO staff plan to hold three public workshops around the region in March. These include: March 2nd: Henderson County Public Library (Hendersonville); March 5th: Waynesville Public Library (Waynesville); and March 11th: Pack Memorial Library (Asheville). Workshops are planned from 12 to 3pm.

Informational item. No action requested.

REGULAR UPDATES AND INFORMATION ITEMS

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

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

PUBLIC COMMENT

No public comments were received.

ADJOURNMENT

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

DRAFT