



French Broad River Metropolitan Planning Organization

Minutes from the TCC Virtual Meeting via Zoom on August 13, 2020

ATTENDANCE:

Josh O’Conner	Tristan Winkler	Zia Rifkin	Nick Kroncke
Troy Wilson	John Ridout	Eric Rufa	Vicki Eastland
Cole Sutton	Marshall Williams	Daniel Sellers	Stephen Sparks
Autumn Radcliff	Jessica Morriss	Nathan Bennett	Emily Scott-Cruz
Daniel Cobb	William High	Harry Buckner	Chris Medlin
Michael Dawson	Erica Anderson	Marcelo Moreno	Jessica Trotman
Eric Hardy	Kim Roney	Janna Peterson	Dan Baechtold
Joel Setzer	David Wasserman	Lori Boyer	Pat Deck
Steve Cannon	Hannah Cook	George Webb	Lonnie Watkins
Wanda Austin	Pat Christie		

WELCOME AND HOUSEKEEPING

Chair O’Conner opened the meeting, welcomed everyone, and roll call followed. A quorum was announced to conduct business.

CONSENT AGENDA

Chair O’Conner indicated that the Consent Agenda included the June 11, 2020 minutes. He requested approval for the Agenda at this time, as well.

Daniel Cobb moved to approve the previous minutes, as presented. Nathan Bennett seconded and the motion was approved upon a roll call vote of the member governments present.

PUBLIC COMMENT

Chair O’Connor called for public comments. None were received.

BUSINESS

STBGA/TAPDA Project Selection

FHWA has several funding programs, including Surface Transportation Block Grant- Direct Allotment (STBGDA) and Transportation Alternatives Program- Direct Allotment (TAPDA.) These are funding programs that distributed to states with the requirement that funds be distributed to large urban areas (like the FBRMPO), small urban areas, rural areas, and some funds that may be used anywhere in the state. For large urban areas, MPOs are in charge of programming the funds (the MPO’s “Direct Allotment.”) Member governments and NCDOT are eligible to apply as long as the projects meet the program’s eligible activities. The MPO receives approximately \$4,500,000 of these funds annually; the vast majority (\$4,250,000) comes in the form of STBGDA.

More information on these funding programs as well as specific information on the most recent call for projects is available here: <http://frenchbroadrivermpo.org/local-administered-projects/>

The MPO held a call for projects from January 31st – April 17th for STBGDA and TAPDA funds. Utilizing both sources of funds would enable \$27,200,000 over five years. NOTE: the call was initially for \$28,200,000 but \$1,000,000 was programmed by the MPO Board to supplement the NC 251/Beaverdam Creek Greenway in June 2020

For this call for projects, the MPO received the following applications:

Local Government	Project	Mode	Funding Requested	Previously DA Funded
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	\$352,000	No
City of Asheville	Coxe Avenue Improvements	BikePed	\$9,040,000	Yes
City of Asheville	Page/Haywood/Flint Intersection	Highway	\$6,800,000	No
City of Asheville	Hazel Mill Sidewalks	BikePed	\$1,600,000	No
City of Asheville	School Zone Safety	BikePed	\$660,000	No
City of Asheville	NorthRAD Greenway	BikePed	\$1,000,000*	Yes
Black Mountain	Bridge Replacement	Highway	\$544,000†	No
Black Mountain	Riverwalk Greenway	BikePed	\$960,000	Yes
Division 13	Broadway Sidewalks	BikePed	\$310,000	No
Division 13	Bruce Road	Highway	\$5,000,000	No
Division 13	Charlotte Street Ramp	Highway	\$668,250	No
Division 13	Haywood Road Resurfacing	Highway	\$5,014,000	No
Division 13	Sand Hill/Sardis Intersection	Highway	\$296,000	No
Hendersonville	Clear Creek Greenway	BikePed	\$1,960,380	No
Henderson County	Ecusta Trail Ph I	BikePed	\$1,142,038	No
Henderson County	Ecusta Trail Ph II	BikePed	\$1,518,476	No
Henderson County	Ecusta Trail Ph III	BikePed	\$2,414,705	No
Henderson County	Ecusta Trail Ph IV	BikePed	\$5,779,538	No
Henderson County	Ecusta Trail Ph V	BikePed	\$3,791,429	No

*Initial request was \$2,000,000- MPO staff worked with NCDOT programming staff to request an additional \$1,000,000 from NCDOT for potential cost overruns.

†Initial request of \$365,600 increased based on NCDOT recommendations

Utilizing the [MPO's scoring methodology](#) (pages 7-10), projects received the following scores:

Local Government	Project	Mode	Total	Rank
Division 13	Broadway Sidewalks	BikePed	63	1
Black Mountain	Riverwalk Greenway	BikePed	61	2
Hendersonville	Clear Creek Greenway	Highway	54	3

Black Mountain	Bridge Replacement	Highway	49	4
Division 13	Charlotte Street Ramp	Highway	48	5
Henderson County	Ecusta Trail Ph I	BikePed	47	6
City of Asheville	Coxe Avenue Improvements	BikePed	45	7
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	43	8
City of Asheville	NorthRAD Greenway	BikePed	43	8
Henderson County	Ecusta Trail Ph II	BikePed	38	10
Division 13	Haywood Road Resurfacing	Highway	38	10
Henderson County	Ecusta Trail Ph III	BikePed	35	12
City of Asheville	School Zone Safety	BikePed	35	12
City of Asheville	Hazel Mill Sidewalks	BikePed	33	14
Henderson County	Ecusta Trail Ph IV	BikePed	32	15
Henderson County	Ecusta Trail Ph V	BikePed	32	15
Division 13	Sand Hill/Sardis Intersection	Highway	30	17
Division 13	Bruce Road	Highway	25	18
City of Asheville	Page/Haywood/Flint Intersection	Highway	23	19

The Prioritization Subcommittee recommended the following projects for programming:

Fund Top 13 Projects, Remainder for Cost Overruns

Local Government	Project	Mode	Score	Federal Funding
Division 13	Broadway Sidewalks	BikePed	63	\$310,000
Black Mountain	Riverwalk Greenway	BikePed	61	\$960,000
Hendersonville	Clear Creek Greenway	Highway	54	\$1,960,380
Black Mountain	Bridge Replacement	Highway	49	\$544,000
Division 13	Charlotte Street Ramp	Highway	48	\$668,250
Henderson County	Ecusta Trail Ph I	BikePed	47	\$1,142,038
City of Asheville	Coxe Avenue Improvements	BikePed	45	\$9,040,000
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	43	\$352,000
City of Asheville	NorthRAD Greenway	BikePed	43	\$1,000,000
Henderson County	Ecusta Trail Ph II	BikePed	38	\$1,518,476
Division 13	Haywood Road Resurfacing	Highway	38	\$5,014,000
City of Asheville	School Zone Safety	BikePed	35	\$660,000
Henderson County	Ecusta Trail Ph III	BikePed	35	\$2,414,705

Total Cost (Federal Funds): **\$25,583,849**

Remaining Funds: **\$1,616,151**

Jessica Morriss moved to recommend the STBGDA/TAPDA Projects for approval by the MPO Board. Dan Baechtold provided the second and the motion carried upon a roll call vote of the member governments present, and without further discussion.

Prioritization Subcommittee Vacancy

The MPO's Prioritization Subcommittee consists of seven members- four TCC members and three Board members. The subcommittee meets once a month on the first Tuesday at 9:00 AM. The subcommittee was formed initially to deal with the prioritization process but has evolved into the general steering committee for all MPO efforts, including updating the MTP, land use projections, and the development of any other regional plan.

The current roster is:

MPO TCC Representatives	MPO Board Representatives
Autumn Radcliff (Henderson County)	Jerry Vehaun (Town of Woodfin)
VACANT	Anthony Sutton (Town of Waynesville)
Elizabeth Teague (Town of Waynesville)	Julie Mayfield (City of Asheville)
Josh O'Conner (Buncombe County)	

The seat formerly held by Brian Burgess (Town of Mills River) is currently vacant. A TCC member is required to fill the vacancy.

Jessica Morriss moved to recommend Dan Baechtold to the MPO Board, to serve on the Prioritization Subcommittee. Dan Baechtold seconded and the motion carried upon a roll call vote of the member governments present, and without further discussion.

Know Your SIT- Modernization/Roadway Upgrade Projects Presentation

Back in March, a presentation on the meaning and potential benefits of access management was given to the TCC and Board. In an on-going effort to provide more information about specific improvement types (SIT) that are submitted to SPOT for prioritization, this presentation series continues by looking at modernization and roadway upgrades.

Modernization often involves bringing the roadway up to current design standards, which may include increasing the lane or shoulder width, improving the roadway geometry, and/or adding turn lanes at intersections. Roadway Upgrades is a similar SIT that involves a collection of roadway improvements such as modernizing a section, adding complete streets elements, and/or incorporating access management such as restricting turn movements.

In the most recent round of Prioritization, P6.0, a number of roadway corridors were submitted for modernization or roadway upgrades. Blue Ridge Road, Sweeten Creek Road, Brown Avenue, and Duncan Hill Road are a few examples from around the region.

NCDOT Division 14 staff covered this topic.

No action required

Asheville Transit Master Plan Presentation

Marcela Moreno provided a brief presentation on the Transit Master Plan.

Marcela Moreno provided a brief presentation on the Transit Master Plan.

The Transit Master Plan (TMP) serves as the guiding document for the City of Asheville's transit system, providing specific routing recommendation to improve service in the short term while serving as a long-term vision plan for future expansion and improvements. The study was funded by the FBRMPO and the City of Asheville. In 2018, the TMP was updated to provide guidance on the operation and growth of the transit network after extensive public input, coordination with committees, input from operators, and interest group discussions. The plan outlines the current operating environment, ART transit service, review of local plans, public involvement, routing recommendations, evaluation and recommendations for county extensions, transit facility infrastructure, and a 10-year phased implementation and financial plan. The TMP reflected public input, proposed strategic extensions of service, supported crosstown routes, and devised a TMP timeline. The plan included the following:

- 2020 Service Change—
 - New service with three new routes, extended service along New Leicester Highway, redesigned maps, updated schedule, and improved frequency on high volume routes.
- Extended Service Hours
- ART Station Renovation
- Service Extension Evaluation and Recommendations (including to Weaverville, Woodfin, Erwin, Reynolds, Shiloh, Enka and Candler, Fairview, and Beaverdam)
- Transit Maintenance Facility
- 10 Year Phased Implementation Plan

The goals of system redesign were to (1) minimize impacts to existing ridership while increasing system operational efficiencies; (2) reduce the need for all routes to meet at the Downtown Station, and facilitate more transfers on-street, where appropriate, to promote faster travel times through the Downtown; and (3) preserve coverage, even if reducing frequencies, to lower ridership route segments and destinations that negatively impact travel times and on-time performance on existing routes.

No action required.

REGULAR UPDATES AND INFORMATION ITEMS

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

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

PUBLIC COMMENT

Chair O'Conner opened the second public comment period. No public comments received.

ADJOURNMENT

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