

# **FRENCH BROAD RIVER**

METROPOLITAN PLANNING ORGANIZATION

## **Prioritization Subcommittee Meeting Agenda**

January 7, 2020 – 9:00 A.M.

### **Agenda**

- 1. WELCOME AND HOUSEKEEPING (5 min)**
  - A. Welcome and Introductions, Approval of Agenda** Josh O'Conner
  - B. November 5, 2019 Minutes** Josh O'Conner
  
- 2. PUBLIC COMMENT**
  
- 3. BUSINESS (60-90 min)**
  - A. Land Use Study** MPO Staff
  - B. MTP Updates and Discussion** MPO Staff
  - C. STBGDA and TAPDA Call for Projects** MPO Staff
  - D. Regional Transit Study RFQ** MPO Staff
  
- 4. ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (3 min)**
  
- 5. TOPICS FOR NEXT MEETING? (3 min)**  
\*DRAFT\* SPOT PROJECT LIST
  
- 6. PUBLIC COMMENT 2**
  
- 7. ADJOURNMENT**

**French Broad River MPO  
Prioritization Subcommittee  
Meeting Minutes  
November 5, 2019**

**ATTENDING**

**Voting Members**

-Josh O’Conner, Buncombe County–  
Chair  
-Julie Mayfield, City of Asheville  
-Autumn Radcliff, Henderson County  
-John Dockendorf, Village of Flat Rock  
-Brian Burgess, Town of Mills River  
-Elizabeth Teague, Town of  
Waynesville

**Non-Voting**

-Tristan Winkler, FBRMPO  
-Nick Kroncke, FBRMPO  
-Emily Scott Cruz, FBRMPO  
-Janna Peterson, Henderson County  
-Stephen Sparks, NCDOT  
-Troy Wilson, NCDOT  
-Hannah Cook, NCDOT  
-Si Simmons, Haywood County  
-Erica Anderson, Land of Sky Regional  
Council  
-Mark Gibbs, NCDOT  
-George Webb, Citizen  
-Josh Harrold, Town of Black Mountain  
-Dan Baechtold, City of Asheville  
-Colby Brown, Manhan Group (Land  
Use Study Consultant)

**I. Welcome and Housekeeping**

**I-A // Welcome and Introductions, Approval of Agenda**

Prioritization Chair, Josh O’Conner, presided calling meeting to order at 9:05am. Members gave their introduction. The Agenda was approved.

**I-B // October 1, 2019 Minutes**

The minutes from the previous meeting were reviewed. Autumn Radcliff made a motion to pass the minutes as presented. John Dockendorf seconded. All approved.

**II. Public Comment**

George Webb made a public comment regarding the land use study regarding how comparisons are done. George wanted to view a tabled comparison (Excel) to see the number of dwelling units for categories, looking at all TAZs comparing current population, the 2040 output and the proposed 2045 output. He requested a summary by municipality as well. Discussion took place with Colby Brown (Metro Analytics) stating it could be produced.

**III. Business**

**III-A // Land Use Study**

Tristan Winkler started discussion of the Land Use study and that Colby Brown will be coming to present to TCC and Board on November 21st. This subcommittee was asked to give general feedback on the maps that were previously distributed. Colby Brown with Manhan Group gave some background information on developing the two scenarios. A question was asked regarding why the alternative scenario did not show growth in the urban areas when densifying was the intent of the output. Tristan provided a background on the GroWNC initiative and the output that came from that scenario. Colby provided clarification regarding growth in the urban areas and made mention to capacity constraints and restrictions of land use in the region. Colby made mention that capacity limits can be edited. Discussion took place regarding land supply, steep slopes and protected lands. Brian Burgess made mention of using a contrasting color scheme that highlights high-low differences in the datasets. It was made mention to provide an explanation for where the growth is occurring in relation to the GroWNC initiative. It was questioned how much of a role behavior versus congestion has on the scenarios and where trips get allocated. Discussion took place regarding how growth scenarios are developed and the role that municipalities have in how growth takes place. Elizabeth made mention of hopeful outcomes of the model including: showing protected lands, making the best use of limited corridors, and showing where the overlap occurs of the model outputs.

### **III-B // STBGDA Call for Projects**

Tristan Winkler made mention of the STBGDA programming window which is typically done in two-year windows. The issue identified is typically right-of-way and preliminary engineering (PE) and funded but not construction. There are a handful of projects funded without construction funding in municipalities across the region. It was recommended from the NCDOT programming unit that the shift is made to a five-year window with programming for all phases. Julie asked if the local match would be problematic since it would all be programmed at once. The next call for projects is scheduled in January. Concerns were voiced about the local match issue and that for smaller municipalities it would be too much funding to commit to at once. There was also concern about getting accurate cost estimates for projects up-front and the crucial role that PE plays in that. It was proposed to try a phased PE project with a "back out" clause if a situation presented itself where the municipality was no longer able to execute the project. It was requested to get an updated estimate of greenway costs and to use that number (price per mile of greenway) when looking at actual project costs.

*It was recommended to not make the municipalities commit to five years.*

### **III-C // MTP Events**



Emily Scott-Cruz made mention of the public input opportunities upcoming to .  
Brian Burgess made mention of the Mills River Comprehensive Plan and would let MPO staff know if there were potential public comment.

**IV. Announcement, News, Special Updates** - None.

**V. Topics for Next Meeting** Next Meeting: **December 3 at 9am.**

**VI. Public Comment 2** - No public comment at this time.

**VII. Adjournment** - The meeting was adjourned at 10:50 am.



# Item 3A:

## Land Use Study- Preferred Growth Scenario

In November 2019, the Land Use Study consultant presented on the population and employment data projections for the 2045 Travel Demand Model. In summary, the study looks at where growth in the region is expected to occur and assigns population and employment projects to geographic Transportation Analysis Zones (TAZs). Census data, local development, and employment data were compiled for the 2015 base year and used to project out to 2045.

The consultant developed and presented three growth scenarios: (1) Baseline, (2) Alternative Growth and, (3) WalkUPs. The consultant's presentation and links to the outputs of each scenario are on the MTP page on the FBRMPO website at: <http://frenchbroadrivermpo.org/mtp/> and linked below. The MPO Board made the recommendation that in order to allow time to review the outputs, this item should be reconsidered in January. The TCC will be asked to discuss and provide a recommendation to the MPO Board for a preferred growth scenario that will be used for the 2045 Travel Demand Model.

2045 Land Use Study Presentation: <http://frenchbroadrivermpo.org/wp-content/uploads/2019/11/TCC-and-Board-Meetings-November-21.pdf>

The following are different links with the WalkUP Scenario outputs, based on FBRMPOs Congestion Management Plan:

Household change: <https://arcg.is/0Civju>

Household population change: <https://arcg.is/0LKOWK>

Total employment change: <https://arcg.is/WO0vy>

Employment change by type: <https://arcg.is/9454K>



The following are different links with the Alternative Growth Scenario outputs, based on GroWNC's "Efficient Growth" Scenario:

Household change: <https://arcg.is/01Ou1q>

Household population change: <https://arcg.is/bqrnz>

Total employment change: <https://arcg.is/0j9z1O>

Employment change by type: <https://arcg.is/1aiyH9>

The following are different links with the Business as Usual Scenario outputs.

Household change: <https://arcg.is/nSiyb>

Household population change: <https://arcg.is/mnyiK>

Total employment change: <https://arcg.is/qG1fK>

Employment change by type: <https://arcg.is/0OGXXX>



# Item 3B:

## MTP- Public Input Update

### MTP- Updates and Discussion

To continue with the amended MTP Financial Plan, the steering committee would need to agree to a number of fiscal assumptions. These include:

#### Revenues

- Federal funding (currently 25% of NCDOT's budget) will continue at current levels, but keeping pace with inflation. This includes revenues for STBG, TAP, NHP, 5307, 5310, and other FHWA and FTA programs.
- State funding will continue at current levels, but will also keep pace with inflation. This includes funding that makes up 75% of NCDOT's budget.
- Local funding will be split into three distinct areas:
  - Local Government Revenues as Part of Project Match- the required match as part of STBG and TAP projects will be provided by local governments with programmed projects
  - Local Government Revenues for Local Government Funded Projects- these are revenues, largely from bond issues, that go towards independently funding projects, such as North Main Street Sidewalks (City of Hendersonville), Richland Creek Greenway (Town of Waynesville), and various transportation projects by the City of Asheville.
  - Private/Non-Governmental Funding- this includes funds from TDAs and non-profits that have been provided for transportation projects in the past- expected to continue at current levels.
- All revenues will be presented in FY 2020 dollars with inflation calculated as part of a decrease in purchasing power.

#### Costs

- Costs are presented in FY 2020 or near-term estimates so inflation is only calculated on the revenue side.



## **Revenue Allocation**

- Funding for projects will continue to be largely processed as they are today. Highway projects will be mostly programmed through SPOT/STI. Bike/Ped projects will be programmed through a combination of SPOT/STI, LAPP, and local sources. Transit will continue to be funded with 5307, 5310, 5311, state programs, and local funds.

## **Highway Financial Plan**

- Statewide Mobility funds- funding will be available for Interstate and other Strategic Highway Routes (US 23/74 in Haywood County) in the Statewide Mobility tier. The FBRMPO will continue to pull down an estimate 9.04% of Statewide Mobility funds made available over the next 25 years, based on the percentage of Statewide Mobility funding programmed to the FBRMPO in the 2020-2029 STIP.
- Regional Impact funds- funding will be available for US and NC routes, as well as potential Statewide Mobility projects in the Regional Impact tier. Region G will continue to receive 8.92% of the Regional Impact funding made available; the FBRMPO will receive 45.13% of the funding in Region G, based on population.
- Division Needs funds- funding will be available for secondary roads, bike/ped projects, and transit projects, as well as potential Regional Impact and Statewide Mobility projects in the Division Needs tier. Funding will continue to be divided equally by NCDOT Division with the FBRMPO expected to receive 46.3% of funding in Division 13 and 44.7% of funding in Division 14, based on population.

## **Bicycle and Pedestrian Financial Plan**

- TAPDA funds- 100% of all TAPDA funding at the FBRMPO will be programmed towards bike/ped projects
- STBGDA funds- approximately 75% of STBGDA funding will continue to be programmed towards bike/ped projects.
- Local Government funding- additional funding from local governments will be considered based on historic expenditures from local governments that have independently funded bike/ped projects in the past.
- Other sources- TDA funding will be considered on a county-by-county basis for counties that have had major TDA contributions to bike/ped projects
- SPOT and other State Funds- 6% of Division Needs funds will be expected to be programmed towards bike/ped projects in each NCDOT Division.





## **Transit Financial Plan**

Coming soon!

## **MTP Project Selection**

The goal in today's discussion is to give staff direction on how the steering committee would like to evaluate potential MTP projects.

As a reminder, the MTP project list begins with projects that are already funding in the 2020-2029 TIP. These include:

| <b>Statewide Mobility Projects in the TIP</b> |                        |             |           |               |                           |               |
|---|------------------------|-------------|-----------|---------------|---------------------------|---------------|
| <b>TIP ID</b>                                 | <b>Route</b>           | <b>From</b> | <b>To</b> | <b>Cost</b>   | <b>Improvement</b>        | <b>County</b> |
| I-4400 B                                      | I-26                   | US 25       | NC 280    | \$82,152,000  | Widening                  | Henderson     |
| I-4700  | I-26                   | NC 280      | I-40      | \$62,468,000  | Widening                  | Buncombe      |
| I-6018 *                                      | I-240/US 74 Alt        | -           | -         | \$35,100,000  | Interchange Improvement   | Buncombe      |
| I-6021 *                                      | I-40@Porters Cove Road | -           | -         | \$7,200,000   | Interchange Improvement   | Buncombe      |
| I-4759  | I-40@Liberty Road      | -           | -         | \$41,722,000  | Construct New Interchange | Buncombe      |
| I-4409  | I-40@Blue Ridge Road   | -           | -         | \$13,250,000  | Construct New Interchange | Buncombe      |
| I-2513 B                                      | I-26                   | Haywood Rd  | Broadway  | \$644,505,000 | Widening                  | Buncombe      |
| I-2513 C                                      | I-26@I-40/I-240        | -           | -         | \$217,602,000 | Improve Interchange       | Buncombe      |

\*Project Not Committed

Costs Do Not Include Previous Year Costs



| <b>Regional Impact Projects in the TIP</b> |                      |                |                    |               |                          |               |
|--|----------------------|----------------|--------------------|---------------|--------------------------|---------------|
| <b>TIP ID</b>                              | <b>Route</b>         | <b>From</b>    | <b>To</b>          | <b>Cost</b>   | <b>Improvement</b>       | <b>County</b> |
| I-4400A*                                   | I-26                 | US 25          | US 64              | \$80,000,000  | Widening                 | Henderson     |
| I-6054C*                                   | I-40                 | Wiggins Road   | Monte Vista Road   | \$102,900,000 | Widening                 | Buncombe      |
| I-2513A                                    | I-26                 | I-40           | Haywood Road       | \$163,690,000 | Widening                 | Buncombe      |
| A-0010AA                                   | Future I-26          | Broadway       | US 25              | \$116,900,000 | Widening                 | Buncombe      |
| U-5782                                     | US 25@WT Weaver Blvd | -              | -                  | \$1,795,000   | Intersection Improvement | Buncombe      |
| U-5783                                     | US 64                | Blythe Street  | White Pine Drive   | \$17,870,000  | Widening                 | Henderson     |
| U-6049                                     | NC 225               | South Main     | US 176             | \$4,633,000   | Bridge Widening          | Henderson     |
| U-6124                                     | NC 280               | NC 191         | NC 191             | \$9,600,000   | Access Management        | Henderson     |
| U-3403B                                    | NC 191               | Ledbetter Road | Blue Ridge Parkway | \$13,464,000  | Widening                 | Buncombe      |
| U-5781                                     | US 25@Edgewood Rd    | -              | -                  | \$1,003,000   | Intersection Improvement | Buncombe      |
| U-2801A                                    | US 25A               | US 25          | Rock Hill Road     | \$39,000,000  | Widening                 | Buncombe      |
| U-5972                                     | US 63                | US 19/23       | Newfound Road      | \$28,400,000  | Access Management        | Buncombe      |
| U-5971                                     | US 19@NC 63          | -              | -                  | \$2,700,000   | Intersection Improvement | Buncombe      |
| U-5973                                     | US 19@New Stock Rd   | -              | -                  | \$1,300,000   | Intersection Improvement | Buncombe      |
| AV-5735                                    | Runway Construction  | -              | -                  | \$300,000     | Runway Construction      | Buncombe      |



| Division Needs Projects in the TIP |                    |                           |                     |                    |                          |                   |
|------------------------------------|--------------------|---------------------------|---------------------|--------------------|--------------------------|-------------------|
| TIP ID                             | Route              | From                      | To                  | Cost               | Improvement              | County            |
| U-6172                             | US 23/74           | Balsam View Drive         | Old Balsam Road     | \$23,000,000       | Modernization            | Haywood, Jackson  |
| R-5921                             | US 276             | US 19                     | I-40                | \$20,700,000       | Modernization            | Haywood           |
| R-2588 B                           | NC 191             | Mountain Road             | NC 280              | \$79,700,000       | Widening                 | Henderson         |
| R-5746                             | Kanuga Road        | US 25B                    | Little River Road   | \$13,050,000       | Modernization            | Henderson         |
| R-5779                             | Crossroads Parkway | Current limits of SR 1631 | SR 1632             | \$4,071,000        | New Roadway              | Madison           |
| U-6048                             | US 19/23           | Chestnut Mountain Road    | Wiggins Road        | \$4,535,000        | Modernization            | Buncombe, Haywood |
| U-5888                             | US 23B             | Walnut Street             | -                   | \$3,450,000        | Intersection Improvement | Haywood           |
| U-6173                             | US 25/70           | Monticello Road           | Tillery Branch Road | \$39,000,000<br>** | Superstreet              | Buncombe, Madison |
| U-6159                             | US 276             | US 23/74                  | US 19               | \$13,600,000       | Access Management        | Haywood           |
| U-5839                             | US 276             | US 23/74                  | US 23B              | \$21,200,000       | Access Management        | Haywood           |
| U-6158                             | US 276             | Crymes Cove Road          | -                   | \$2,700,000        | Intersection Improvement | Haywood           |
| U-5832                             | NC 81              | Biltmore Avenue           | S Tunnel Road       | \$10,550,000       | Widening                 | Buncombe          |
| U-5886                             | White Street       | Willow Road               | US 176              | \$33,370,000       | Roadway Realignment      | Henderson         |
| U-5837                             | Riceville Road     | US 70                     | Clear Vista Lane    | \$2,000,000        | Modernization            | Buncombe          |



|         |  |                  |                    |              |                          |           |
|---------|--|------------------|--------------------|--------------|--------------------------|-----------|
| U-6163  | Mills Gap Road                         | Cane Creek Road  | -                  | \$1,300,000  | Intersection Improvement | Buncombe  |
| U-4739  | Amboy/Meadow Road                      | I-240            | Biltmore Avenue    | \$49,300,000 | Modernization            | Buncombe  |
| U-6230  | New Access Road for Enka Commerce Park | US 19/23         | NC 112             | \$1,300,000  | New Roadway              | Buncombe  |
| U-5887  | Highland Lake Road                     | NC 225           | US 176             | \$3,100,000  | Modernization            | Henderson |
| U-5834  | Mills Gap Road                         | US 25            | Weston Road        | \$15,333,000 | Widening                 | Buncombe  |
| U-6162  | N Louisiana Avenue                     | US 19/23         | Emma Road          | \$5,800,000  | Modernization            | Buncombe  |
| U-5840  | Old Airport Road                       | US 25            | Mills Gap Road     | \$8,785,000  | Widening                 | Henderson |
| U-6160* | US 19                                  | Fie Top Road     | Blue Ridge Parkway | \$26,600,000 | Modernization            | Haywood   |
| U-4712  | US 23B                                 | Hyatt Creek Road | US 276             | \$50,540,000 | Widening                 | Haywood   |
| U-6046  | NC 81                                  | US 70            | US 74A             | \$23,302,000 | Modernization            | Buncombe  |
| U-5548  | Brown Avenue                           | Boyd Avenue      |                    | \$500,000    | Roadway Realignment      | Haywood   |
| U-6047  | NC 112                                 | NC 191           | US 19/23           | \$44,515,000 | Widening                 | Buncombe  |

\*Project not committed

\*\*Project to be modified, awaiting new cost estimates



# Item 3C:

## **STBGDA Call for Projects**

At the last Prioritization Subcommittee meeting, the subcommittee recommended extending the call for projects window to five years with no requirement that a project be fully committed (i.e. Preliminary Engineering, Right-of-Way Acquisition, and Construction) with STBGDA funds.

With that policy, MPO staff plans to hold a call for projects, beginning in January and ending in March with \$25,000,000 available for programming in STBGDA and \$2,310,000 in TAPDA for FY 2022-FY 2026. If additional funds for an existing project are needed, funding could be programmed for FY 2021.

David Wasserman, the Western Unit Manager of the STIP Unit has requested a few minutes with the group to discuss alternative ways to program projects with STBGDA and TAPDA funds.



# Item 3D:

## **Regional Transit Feasibility Study RFQ**

MPO staff will provide an update on the Regional Transit Study RFQ and next steps.

