

**French Broad River MPO
Prioritization Subcommittee**

**Meeting Minutes
July 10th, 2024**

ATTENDANCE in Person or Remote

Voting Members

William High, Buncombe County
Autumn Radcliff, Henderson County
Archie Pertiller, Town of Black Mountain
Jessica Morris, City of Asheville
Elizabeth Teague, Town of Waynesville
Catherine Cordell, Town of Weaverville

Non-Voting Members

Tristan Winkler, FBRMPO	Stephan Sparks, NCDOT Div 13
Hannah Bagli, FBRMPO	Daniel Sellers, NCDOT – TPD
Jon Barsanti, FBRMPO	Asha Rado LOSRC, Minutes
Mike Malecek, Town of Mills River	Joel Strickland, McAdams
Emily Scott-Cruz, McAdams	Lucy Crown, City of Asheville
Suzette Morales, FHWA	Alex Mumby, Town of Waynesville
Chloe Donohoe, Buncombe County	Hannah Smith, NCDOT Div 13
Colby Brown, Manhan Group	Troy Wilson, NCDOT Div 14

WELCOME AND INTRODUCTIONS

Elizabeth Teague started the meeting at 9:33 AM with introductions. A quorum was announced, and roll was called.

PUBLIC COMMENT

Elizabeth Teague opened the floor for public comment. No comments were heard.

APPROVAL OF June 2024 MINUTES AND AGENDA

***William High moved to approve the June 2024 meeting minutes and the agenda.
Jessica Morriss seconded the motion which passed unanimously upon a roll call vote.***

BUSINESS

4A. Ranking of Existing STIP Projects

From NCDOT:

“As part of the development of the 2026-2035 Draft STIP, NCDOT is seeking input from Planning Organizations (POs) and Divisions on priorities of existing committed projects. These projects have previously been selected for funding through Prioritization 3.0 (P3.0), Prioritization 4.0 (P4.0), or Prioritization 5.0 (P5.0). The input will be used to assist the STIP Unit when adjusting schedules to meet federal and state fiscal constraint requirements. As you are aware, the P7.0 funding availability for many of the Regional Impact and Division Needs funding categories is in the negative (see attached funding availability as of May 17, 2024). For these funding categories, schedule changes will occur to meet federal and state fiscal constraint requirements for the Draft 2026-2035 STIP. By default, the STIP Unit will use the Seniority Approach as the initial ranking of priorities for the 7 Regional Impact and 14 Division Needs funding categories (the Statewide Mobility category has already been completed). The Seniority Approach was recommended by the Prioritization Workgroup and approved by the Board of Transportation (BOT) to develop the 2024-2033 STIP. This approach ranks projects in each STI funding category as follows: highest to lowest scoring projects from P3.0, followed by highest to lowest scoring projects from P4.0, followed by highest to lowest scoring projects from P5.0.

POs and Divisions can modify rankings within their Region or Division as long as **both the PO and Division agree on any changes**. If the PO and Division do not agree on changes, or do not desire to make any changes, the STIP Unit will continue to use Seniority Approach rankings as input in the development of the Draft 2026-2035 STIP.

The attached spreadsheet contains multiple tabs of the existing committed projects within your PO by STI funding category, with each tab sorted by Seniority Rank. If there is a desire to adjust the rankings in any of the STI funding categories, please enter the new rankings in column E, with any additional comments or pertinent information that will assist the STIP Unit when adjusting schedules. Please note that not all POs have existing committed projects in all STI funding categories. In addition, each project should have a unique ranking (i.e., no multiple #1s).

We highly encourage each PO and Division to set up meeting(s) to discuss proposed changes to the rankings and invite STIP Unit staff to participate virtually if desired (Ben Johnson for Divisions 1, 2, 3, 4, 6; David Wasserman for Divisions 5, 7, 8, 9; and Teresa Robinson for Divisions 10, 11, 12, 13, 14)

All revisions to the rankings are due by August 30th, to meet the schedule of releasing the Draft 2026-2035 in January 2025. Rankings are one input the STIP Unit will consider when developing the Draft STIP. Other considerations include (but not limited to) funding availability, project delivery

schedule, project cost, project sequencing, whether the project has been awarded a federal In sum, the MPO is being asked for any potential changes to rankings with existing projects. This will be used by NCDOT in (re)programming projects currently committed in the STIP.

*See agenda for full lists of projects (https://frenchbroadrivermpo.org/wp-content/uploads/2024/07/2024_07_10_Prioritization_Agenda.pdf)

Discussion occurred around when Sweeten Creek was funded in P3. Clarification and more information was given around the New Stock interchange from Hannah Smith. Discussion also occurred on what exactly the MPO was looking to accomplish today as a group. The rankings that are lower will more likely be de-committed or significantly delayed. Division needs will be a more complex conversation and might need a separate conversation with each county/city as more people beyond who is in meeting might need to be apart of the conversation on rankings.

Discussion around the process of choosing rankings. Just because something has been on the list the longest doesn't mean it should outrank or outweigh another newer project that might have a bigger need at current time. If there is opportunity to segment the project it could be prioritized.

Discussion around approach to making a recommendation in August. It was proposed that since we had representation from everyone that we go ahead and rank the Regional but meet separate for the Division 13 needs with City of Asheville. We can send out invites to TCC and TAC Board reps to discuss rankings. For region handle this with prioritization.

No voting needed.

4B. 2050 Socio-Economic Projections

Introduction

As part of the development of the Metropolitan Transportation Plan (MTP), the MPO develops what's referred to as the "**Preferred Growth Scenario**" that determines how much growth the region should be planning to accommodate in 2050, what kind of growth is expected (in terms of demographics and business type), and where that growth is expected to go. This information feeds into the region's Travel Demand Model, which is used to develop traffic projections to determine future transportation needs. Outputs from the model are used to build Purpose & Need Statements for future projects as well as a starting point for the development of traffic forecasts that NCDOT uses to determine roadway needs for projects.

Last Time (2020)

During the last time the MPO conducted this study in 2020 for the 2045 Metropolitan Transportation Plan, the MPO hired Manhan Group to develop the socio-economic projections for the 2020 Travel Demand Model update. Manhan developed three different growth scenarios that the MPO Board used to recommend a Preferred Growth Scenario that was used. The scenarios included:

- 1) **Business As Usual**- future development patterns similar to recent development patters
- 2) **"Efficient" Growth**- future development would be more constrained to areas with existing water and sewer infrastructure
- 3) **"WalkUP" Scenario**- future development would be more focused in walkable areas and areas with lower transportation impacts

The MPO Board adopted the "WalkUP" Scenario in 2020.

2050 Socio-Economic Projections

For this study, the MPO contracted with Manhan Group once again and scoped four growth scenarios to be considered.

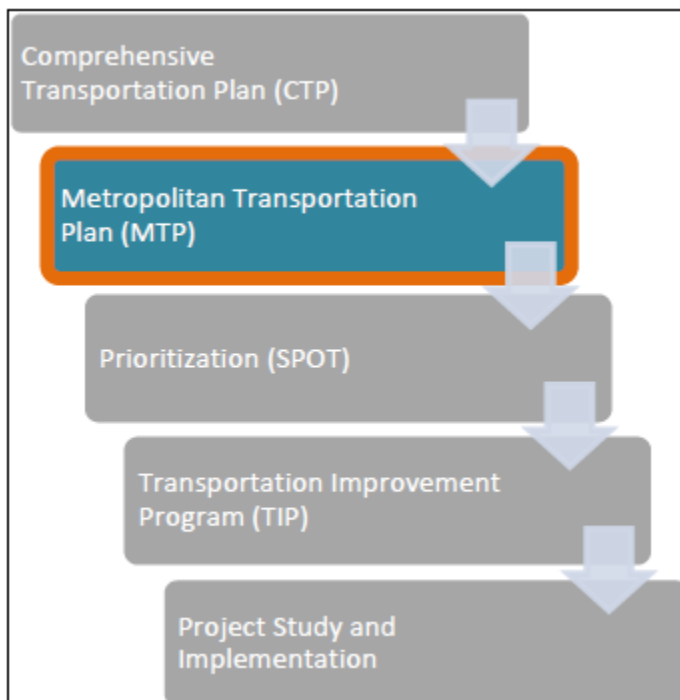
Colby Brown with Manhan Group will provide an overview of the study and provide an introduction to potential growth scenarios for the subcommittee to consider.

Discussion occurred how we are growing in population and development. The last time we did this exercise, “Higher Growth” was something that was mentioned as something we should account for. Leaning towards state demographer, higher growth.

4C. 2050 Metropolitan Transportation Plan

Very Brief Overview

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 last update completed in September, 2020 (not including amendments.)



Why You Should Care

- Projects requiring federal actions or federal funds cannot proceed without being in the MTP
- Provides a realistic roadmap to the region’s next 25 years by looking at current and projected challenges and opportunities
- Helps to explore links between transportation and land use
- Provides an opportunity to revisit regional priorities
- Involve the public and other stakeholders in regional transportation planning

General Summary for Today

- Select branding for the 2050 MTP (see poll below)
- Review Phase I of Public Engagement

Phase 1 of Public Involvement for the 2050 MTP update, which aims at defining vision and goals for the plan, will occur over the next couple months—with a survey opening mid-July and public events over the first full week of August. The survey will remain open through the end of August, and we encourage you to share the website with your network: <https://publicinput.com/fbrmpo2050mtp>

Proposed events:

Date / Time	Location	Event
Friday, August 2 from 9-11am	Hendersonville Main Library (downtown)	Public Workshop
Friday, August 2 from 2-4pm	Mars Hill Town Hall	Public Workshop
Friday, August 2 from 6-8pm	Canton	Pickin' in the Park
Monday, August 5 from 3-4:30pm	Deaverview Apartments (Asheville)	Community Engagement Market

Please complete the following survey to identify your preferred concept for the “branding” of the 2050 MTP effort:

<https://www.surveymonkey.com/r/68NZ3JT>

Discussion did not occur.

PUBLIC COMMENT

Elizabeth Teague opened the floor for public comment. No comments were heard.

ADJOURNMENT

Elizabeth Teague adjourned the meeting at 11:16 AM.