

# Prioritization Subcommittee

## *Meeting Agenda*

September 4, 2024

9:30 AM

**Meeting to be held at Land of Sky Regional Council or via**

**Zoom:** <https://zoom.us/j/91373453789>

**Voting Members on the Committee:** Jessica Morris (City of Asheville, Vice-Chair), William High (Buncombe County), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Chair), Archie Pertiller (Town of Black Mountain), Catherine Cordell (Town of Weaverville)

<b>1. Welcome and Introductions</b>	Elizabeth Teague
<b>2. Public Comment</b>	Elizabeth Teague
<b>3. Approval of August, 2024 Meeting Minutes</b>	Elizabeth Teague
<b>4. Business</b>	
A. 2050 Socio-Economic Projections- Business as Usual Scenario Development	Colby Brown, Manhan Group
B. Elevate 2050 MTP Update- Vision, Goals, and Next Steps	Joel Strickland, Emily Scott Cruz, McAdams
C. 5310 Project Scoring Criteria	Daisy O’Conner, MPO Staff
<b>5. News, Events, Updates</b>	Elizabeth Teague
<b>6. Public Comment</b>	Elizabeth Teague
<b>7. Adjournment</b>	Elizabeth Teague

# Item 4A

## **2050 Socio-Economic Projections- Business as Usual Scenario Development**

### **Overview**

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 patterns
- 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.

### **Update for Today**

Colby Brown will provide an update on the development of the Business as Usual Scenario.

As a reminder, the subcommittee selected four scenarios to explore:

1. Business as Usual
2. Consolidated Growth
3. Dissipated Growth
4. Greater-than-Expected Growth

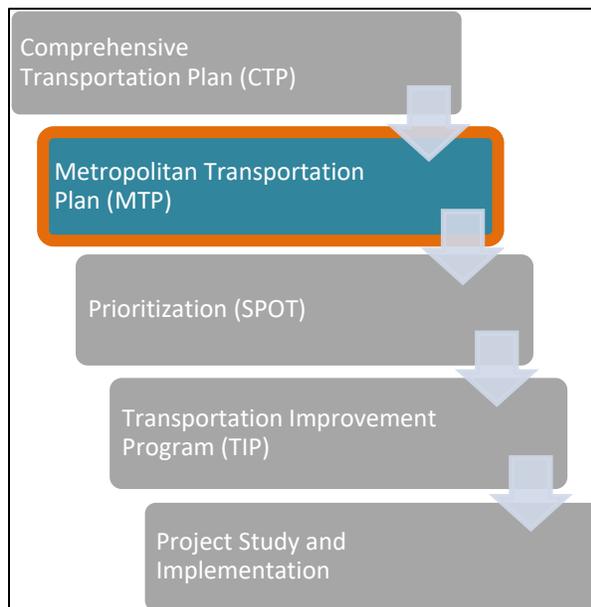
**No Action Requested**

# Item 4B:

## 2050 Metropolitan Transportation Plan (MTP)

### 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

- Subcommittee feedback on Draft Vision & Goals is requested
- Overview of Public Input from Phase I

Vision Statement:

**The FBRMPO region envisions an equitable, connected, well-maintained, and sustainable multimodal transportation system that gets all travelers to their destinations safely, easily, and reliably. This system supports an inclusive, healthy, and economically vibrant region that aligns with land use goals and expands mobility choices.**

Goal	Objectives
Improve Access + Connectivity	
1. Support an efficient, reliable, and connected multimodal transportation system that equitably improves access and mobility to all activities for all users.	1.a. Create a connected network of bikeways and pedestrian routes by expanding existing facilities and closing gaps.
	1.b. Enhance and expand transportation options and choices for all users to ensure network efficiency and reliability.
	1.c. Implement transportation facilities that are appropriate for intended adjacent land use.
	1.d. Support transit initiatives to improve service frequency, quality, access, and reliability..
Promote Sustainability	

Vision Statement:

**The FBRMPO region envisions an equitable, connected, well-maintained, and sustainable multimodal transportation system that gets all travelers to their destinations safely, easily, and reliably. This system supports an inclusive, healthy, and economically vibrant region that aligns with land use goals and expands mobility choices.**

Goal	Objectives
2. Preserve/enhance the natural and human environment while creating a safe and secure transportation network.	2.a. Mitigate and reduce impacts of transportation projects and travel patterns on the environment.
	2.b. Plan facilities that support context sensitive design and promote a system that is compatible with community needs and the natural environment;
	2.c. Minimize effects of transportation projects on water quality.
	2.d. Reduce greenhouse gas emissions from mobile sources to continuously meet EPA air quality standards and increase utilization of other modes.
Address Capacity Management + Mobility	
3. Implement strategies that address congested roadway segments and increase roadway connectivity.	3.a. Develop strategies that address system performance and congested segments.

Vision Statement:

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Goal	Objectives
	3.b. Improve travel time reliability for all modes.
	3.c. Improve safe freight movement within and through the region.
Enhance Safety, Security, + System Preservation	
4. Provide and maintain safer and more secure places to live, walk, bike, ride the bus, and drive.	4.a. Improve safety of travelers and residents.
	4.b. Improve system resilience and security by reducing existing vulnerabilities and improving ability to achieve timely emergency response.
	4.c. Maintain current transportation network across all modes in a state of good repair.
	4.d. Minimize conflict between different modes of travel, reduce unsafe behaviors, and increase attentiveness and awareness.
Foster Economic Vitality	
5. Develop a transportation system that supports a thriving, sustainable, broad-based	5.a. Promote an adaptable transportation system that supports the local and regional economy and job growth and enhances economic prosperity.

Vision Statement:

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Goal	Objectives
economy while maintaining the surrounding area's character and expanding extra-regional travel, job access, and efficient movement of freight and goods.	
	5.b. Invest in projects that enhance tourism and extra-regional travel.
	5.c. Improve job access for non-motorized users (i.e. bicyclists, pedestrians, and transit users).
	5.d. Increase the region's affordability as a place to live, work, and visit.
Advance Equity	
6. Promote equity and public participation throughout all stages of planning.	6.a. Increase participation of historically underrepresented and traditionally underserved groups in the planning process.
	6.b. Eliminate harmful environmental, health, and safety effects of the transportation system on people in disadvantaged communities.
	6.c. Invest in transportation options in disadvantaged communities to fully meet residents' needs.

# Item 4C:

## **5310 Scoring Criteria**

FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. To program the funds, the MPO holds an annual call for projects, staff evaluates projects using a set of adopted criteria, and final approval for projects goes through the MPO Board.

In the last call for projects, the subcommittee requested the scoring criteria be revisited to emphasize projects that aren't already required and may not be funded without an award from the MPO's 5310 program. That addition and several other changes have been proposed to the criteria below.

<b>Project Evaluation Criteria</b>	<b>Possible Points</b>	<b>Points Awarded</b>
<b>Minimum Requirements</b>		
Does applicant provide proof of local match?	Yes or No	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	Yes or No	
Does the project expand or sustain services that are separate or unique relative to the organization's regulatory requirements?	Yes or No	
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	Yes or No	
<b>Project Needs and Goals</b>	<b>25</b>	
How will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	0-10	
Does applicant include map of service area and/or requested demographic data and number of people served?	0 or 5	
Does the project address a need identified in the Coordinated Human Services Transportation Plan?	0 or 5	
How well does the project demonstrate the most appropriate match of service delivery to need and address unmet needs?	0-5	
<b>Project Budget and Organizational Preparedness</b>	<b>30</b>	
Did applicant submit a clearly defined project budget? Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	0-5	
Does the agency demonstrate continued commitment to the life of the project beyond the availability of the requested grant resources?	0-5	
How will project be affected if it does not receive funding? Would the project exist without 5310 funding? (Project that demonstrate a higher level of need will be scored higher)	0-10	
How does the project align with the agency's experience in funding management, organizational capacity, and operations and management.	0-5	
<b>Project Implementation</b>	<b>30</b>	
Does the proposal outline an implementation and evaluation plan?	0-10	
Does applicant describe process of evaluating service?	0 or 5	
Does the application identify key personnel?	0 or 5	
Does the applicant demonstrate their institutional capability to carry out service delivery of project as described?	0-5	
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	0-5	
<b>Equity, Coordination, and Outreach</b>	<b>15</b>	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0-5	

Does the applicant provide an outreach plan identifies the ways that applicant intends to market to target groups, marginalized populations, and promote awareness of the project?	0-5	
Does the applicant outline how they will market to target group and promote awareness of the project?	0-5	
<b>Bonus for Alternative Fuels/Fuel Efficiency</b>	<b>5</b>	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0 or 5	
<b>Total (Out of 100, with 5 additional bonus points)</b>	<b>100 + 5</b>	