

## **French Broad River Metropolitan Planning Organization**

Prioritization Subcommittee

January 23, 2014

Minutes

### **Attending**

Wanda Austin-NCDOT Division 14  
Jack McCaskill-Montreat  
Josh O'Conner-Buncombe County  
Matt Cable-Henderson County  
Autumn Radcliff-Henderson County  
Eddie Henderson-Fletcher  
Doug Dearth-Weaverville

Kristina Solberg-NCDOT Division 13  
Rick Tipton-NCDOT Division 13

### ***Non-Voting/Staff***

Vicki Eastland  
Josh King  
Lyuba Zuyeva  
Paul Black

### **WELCOME AND HOUSEKEEPING**

Matt Cable opened the meeting.

### **PUBLIC COMMENT**

No public comment.

### **BUSINESS**

#### **Prioritization Methodology Recommendations**

Josh King indicated that the draft SPOT prioritization methodology was sent out and comments were solicited but no feedback reported. The TCC approved overall framework methodology. Paul Black indicated that regarding previously-completed studies, it remains to be decided what would qualify for points-- Preliminary Engineering & Design only, or would it include feasibility and planning study. Some discussion followed. Consensus that if a feasibility study has been completed then the project would receive points for prior planning and design work completed. Division 13 has access to the Amboy Road Feasibility Study if the MPO staff would like to see it.

Kristina Solberg posed a question regarding determining compatibility with the local growth pattern. Paul Black-this is up to local jurisdictions to determine, depending on what locally-adopted plans and policies exist. GroWNC is not an adopted plan but a regional vision and would not count. Further discussion about other potential criteria to include under the local discretionary points, which would account for 40% of the total FBRMPO highway score. Currently the two proposed measures under local criteria are "top local priority" and "project consistent with local growth patterns." Lyuba Zuyeva suggested including economic development; questions as to how to measure it.

Paul Black-reminder that the methodology is due to NCDOT on the first Thursday in April, 2014. Josh King-questioned how to deal with other modes regarding awarding points. FBRMPO will have 1800 points to allocate at regional level, and 1800 points at the Division level. FBRMPO will have to rank aviation, transit, rail, highway and bike ped projects. Suggestion to ranking all the projects within each mode, and take all the top tier projects and pull them together for SPOT points based on how they score. Since no rail projects submitted in our region, we can use NCDOT rail criteria and scale the project points.

Discussion about how to reconcile allocating SPOT points to a variety of projects across modes and sizes—would FBRMPO allocate points to a bus project competing for \$6,000 in state match, vs. to highway project valued in millions. There was a recommendation at the state level of 4% going to the other (non-highway) modes. If 4% of all FBRMPO points were allocated to non-highway modes, that would mean 72 points at the Division level and 72 points at the Regional level (where only Aviation projects compete apart from highway).

Further discussion about the possibility of dividing the projects into tiers, where the top tier projects would get 100 points each, mid-level projects would get 50 points and the long term tier would receive 10 points each. Further conversation followed to clarify the three tier process. Suggestion to use a \$100,000 threshold for assigning any points and/or 4% minimum. Importance of small projects to the region as a whole.

Discussion regarding SPOT prioritization methodology to be continued. Meeting adjourned.