

## MINUTES

### BURLINGTON-GRAHAM URBAN AREA TECHNICAL COORDINATING COMMITTEE TUESDAY JANUARY 16, 2018 9AM

#### MEMBERS PRESENT

Nolan Kirkman, Burlington  
Libby Hodges, Alamance County  
Nathan Page, Graham  
Amy Nelson, Burlington  
Montrena Hadley, Mebane  
Cy Stober, Mebane  
Abigaile Pittman, Orange County  
Ralph Gilliam, ACTA  
Brandon Parker, Gibsonville  
Michael Douglas, Green Level  
Joseph Geigle, FHWA  
Ben York, Alamance  
Sean Tencer, Haw River  
Dan Danieleley, Burlington Airport Authority  
Richard White, Elon

#### BGMPO STAFF PRESENT

Wannetta Mallette  
Carley Maynard

#### NCDOT STAFF PRESENT

Hemang Surti, NCDOT TPB  
Rachel Bingham, NCDOT DOA  
Brian Murphy, NCDOT  
Mike Mills, NCDOT DIV 7

#### OTHERS PRESENT

Aaron Cain, DCHC

#### Call to Order

Chairman Nolan Kirkman called the January 16, 2018 TCC meeting to order at 9:05 a.m. and introduced all members and guests. Chairman Kirkman asked for any speakers from the floor to limit comments to 3 minutes per speaker. No public comments were made. Dan Danieleley requested NCDOT Aviation Representative, Rachel Bingham be added to the agenda. Mike Mills made a motion to add Ms. Bingham to the agenda and Dan Danieleley seconded the motion. All TCC voted in approval.

Mr. Kirkman then called for the election of 2018-2019 TCC Chair and Vice-Chair. Mr. Kirkman nominated Mike Nunn in absentia. There being no further nominations, Sean Tencer made the motion to elect Mike Nunn as TCC Chairman, seconded by Amy Nelson. All TCC members voted in approval.

Mr. Kirkman then asked for nominations for Vice-Chair. Dan Danieleley nominated Mr. Kirkman for TCC Vice-Chair. Nathan Page questioned if the TCC Chair and Vice-Chair should represent the same jurisdiction. Mr. Kirkman declined the nomination.

Abigaile Pittman then nominated Nathan Page. Sean Tencer seconded the motion. As there were no further nominations, all TCC members voted in favor of Nathan Page as TCC Vice-Chair. Thereafter, Vice-Chair Page presided over the meeting.

### **Approval of Minutes from October 16, 2017 TCC Meeting**

Sean Tencer made a motion to approve the minutes of the previous meeting as corrected. Cy Stober seconded the motion. All TCC members voted in favor.

Vice-Chair Page informed the TCC that Alexa Powell was also a Graham representative. Ms. Mallette requested the TCC inform the MPO in writing when there is a change in representation. Ms. Pittman asked about the process for inviting presenters to future TCC meetings. Ms. Mallette said that the TCC should notify the MPO at least two weeks prior to the scheduled meeting.

### **Aviation Presentation**

Mr. Danieleley introduced Rachel Bingham, NCDOT Department of Aviation (DOA). Ms. Bingham manages NCDOT DOA's northwest region which includes 17 airports. Mr. Danieleley felt it was important for the TCC to have a better understanding of STI funding for aviation projects.

Ms. Bingham informed the TCC that the BGMPO has one SPOT 5.0 holding tank aviation project. The Burlington-Alamance Regional Airport is categorized under STI as a Division Needs - General Aviation Airport. There are 62 Division Needs airports statewide. The statewide funding for general aviation improvement projects is capped at \$18.5 million annually. Aviation SPOT projects are typically multimillion dollar projects involving expansion of facilities - runways, terminal areas, etc. that generally exceed the funding cap. Ms. Bingham explained the process of phasing aviation projects over a three or more year period: (1) design, (2) land acquisition, and (3) construction. Ms. Bingham suggested the TCC consider phasing aviation projects in the same manner as highway projects. The entire aviation project should be submitted for scoring and later phased in the same manner as SPOT highway projects are reviewed. This process should lessen the impacts to MPO and Division needs budgets.

Mr. Stober asked if this was a fairly new process and if there was written guidance. Ms. Bingham responded that very few MPOs and NCDOT Divisions were phasing the

projects in the SPOT system and that resulted in aviation projects exceeding the budget cap.

Mr. Kirkman asked Mike Mills to explain the difference between a regional project and a division project of significant cost. Mr. Mills said that the NCDOT Division is allocated \$12 - \$15 million annually for transportation projects and these projects types should be considered as regional projects. He advised addressing this issue with the SPOT Office. Mr. Mills added that aviation projects compete against other non-highway projects for funding. Vice-Chair Page questioned the prioritization of funding for non-highway projects. Mr. Mills responded that Division points are assigned to the most competitive projects regardless of mode. Mr. Stober suggested Mr. Mills provide a draft Division needs list to MPOs.

### **NC 54 Corridor Study**

Aaron Cain, DCHC MPO provided an overview of the NC 54 Corridor Study. Mr. Cain said that DCHC MPO is funding the project and the project is located in the jurisdictions of DCHC, TARPO and BGMPO. DCHC contracted VHB to conduct an in-depth review of NC 54 between Old Fayetteville Road in Carrboro and I-85 in Graham. The study team consists of DCHC, BGMPO, TARPO, NCDOT Division 7, Orange County, Town of Carrboro, Alamance County, and the City of Graham. The study is necessary as planners are expecting an increase in residential development over the next 20 years and NC 54 will become the primary route for travel between Alamance County and Chapel Hill. The project scope includes evaluating congestion, safety, and access management issues and providing forecasts and potential future projects for funding in the SPOT process. Mr. Cain presented an overview of the existing conditions findings which included traffic counts at critical intersections along the corridor and analyzed vehicle speeds, variations in traffic by time of day, and crash data. A more in-depth existing conditions summary will be presented at the first round of community meetings. At the conclusion of his presentation, Mr. Cain invited the TCC members to attend one of three community meetings: 1) Rigmor House Event Center, January 23, 2018; 2) Graham Civic Center, January 24, 2018; and 3) Carrboro Town Hall, January 25, 2018 and visit the project website at [www.NC54West.com](http://www.NC54West.com). The second series of public workshops is scheduled in May. The study will conclude September 2018.

Mr. Stober asked about the status the Bus Rapid Transit (BRT) project on NC 86 and representation on the NC 54 Steering Committee from the cycling community. Mr. Cain

responded that Chapel Hill submitted the BRT dedicated lanes for SPOT 5.0 and 4.0. Mr. Cain said the bus system is used enough in this area that the dedicated lanes would be utilized to decrease headways. The BRT project will extend from downtown to Southern Mill Road. Libby Hodges responded that Commissioner Byrd is representing the cyclist community from Alamance County.

Mr. Mills said the Division did not receive any requests for NC 54 SPOT projects from either Alamance or Orange counties.

### **BGMPO Safety Performance Targets**

Brian Murphy, NCDOT Safety Planning Engineer, presented an overview of the 2030 NCDOT and BGMPO safety performance targets. MPOs are required to integrate performance measures and targets into their transportation planning processes and show demonstrable progress towards meeting the performance targets. The MTIP and MTP should align with the performance targets. MPO's have until February 27, 2018 to agree to adopt NCDOT's safety targets or commit to developing its own quantifiable performance measures. The five safety-related performance measures that were recently submitted as part of NCDOT's yearly Highway Safety Improvement Program annual report are: 1) Number of fatalities, 2) Fatality Rate (per 100 million VMT), 3) Number of Serious Injuries, 4) Serious Injury Rate (per 100 million VMT), and 5) Number of Non-motorized (Pedestrians + Bicyclists) Fatalities and Serious Injuries.

TCC members discussed the increase in fatalities and crashes, especially those involving pedestrian and cyclists and debated whether to adopt NCDOT targets or develop its own. Mr. Murphy highly recommended adoption of the State targets for 2018 and discussed the impacts of a establishing a zero fatality target. Joe Geigle further explained the federal targets and said that for 2018 there will be no impacts at the MPO level if state targets are not met. MPOs also have the ability to establish safety performance measures when updating their MTPs.

Thereafter, Ms. Hodges made a motion to recommend TAC endorsement of NCDOT's safety targets for each of the five measures. Ms. Pittman seconded the motion. All TCC voted in favor.

### **Unified Planning Work Program (UPWP) BGMPO Budget FY 2019**

Ms. Mallette presented an overview of the FY2019 BGMPO UPWP. The UPWP is developed annually and outlines all major transportation planning and related activities within the BGMPO Study Area for the upcoming fiscal year (July 1, 2018 – June 30, 2019). While it is the mission of the BGMPO to complete work planned within a program year, task elements may span fiscal years and therefore are carried forward into subsequent work programs until completion. The FY 2019 allocation of Federal PL funds of \$288,076 is received through a PL104 planning grant from the Federal Highway Administration (FHWA) and \$20,000 in Section 5303 and \$120,000 in Section 5307 Transit Planning Funds from the Federal Transit Administration (FTA). As part of the UPWP, the Federal government requires MPO's to certify their transportation planning process on an annual basis. Ms. Mallette explained that the UPWP Budget includes \$100,000 of unobligated funds from 2016 that will be used towards the development of the MTP update. She also received two requests for funding from the Town of Green Level, \$30,000 to conduct a transportation study and ACTA, \$35,000 to conduct a transit planning study.

The TCC discussed raising the BGMPO \$25,000 UPWP project funding cap to support community transportation plans. Ms. Pittman suggested this topic be a discussion on a future TCC agenda. The TCC questioned the local match requirement. Mr. Geigle responded the use of FHWA funds requires a 20% local match.

There being no further discussion, Mr. Tencer made a motion to recommend TAC approve the resolution certifying the MPO transportation planning process and adoption of the FY 2018-2019 UPWP report if no substantial public comments. Ms. Pittman seconded the motion and all TCC members voted in approval.

### **Burlington-Graham MPO P5.0 Local Input Points Methodology**

Ms. Mallette provided an overview of the draft BGMPO P5.0 Local Input Points Methodology. The BGMPO methodology did not significantly change from P4.0. NCDOT recently updated its guidance for MPOs to develop and adopt a local project ranking process and assignment of Local Input points. All methodologies will need to be reviewed and approved by NCDOT to ensure each methodology meets the revised standards by March 14, 2017. The local project ranking process requires at least one public comment period. The BGMPO public comment period began December 5, 2017 and will close January 17, 2018.

The TCC discussed the prioritization project ranking process. Ms. Pittman presented her comments that included a clause for deviating from the methodology. Ms. Mallette said the next steps would include incorporating public comments if any, and forwarding the draft methodology to the SPOT Office for review and presenting the final document to the TCC and TAC.

Mr. Danieleley made a motion to recommend TAC approve the methodology if there are no substantial comments or changes at the conclusion of the public comment period and after review by the NCDOT SPOT Office. Mr. Stober seconded the motion. All TCC members voted in favor.

### **NCDOT Division Engineer Report**

Mr. Mills briefly discussed the Division Engineer Report.

### **Other Business**

Ms. Mallette provided an update of the City/County of Greensboro CommunityViz demonstration project and invited the TCC to attend the next Stakeholder Meeting January 25, 2018, 10 a.m. at PART Headquarters.

Hemang Surti gave an overview of the CTP update process and tentative schedule. Mr. Surti explained the purpose and difference between the Metropolitan Transportation Plan (MTP) and the Comprehensive Transportation Plan (CTP). The CTP is a long-range transportation plan for all modes that support community priorities and serves as a basis for developing SPOT projects. The CTP is not financially constrained and recommended local jurisdictions began developing a list of their long-range transportation projects in preparation of the CTP update. Mr. Surti requested projects for the CTP 2.0 and advised the TCC members to begin forwarding their CTP 2.0 projects for NCDOT-TBD evaluation.

The TCC discussed the draft 2018 meeting calendar. Mr. Stober made a motion to approve the 2018 meeting calendar, Ms. Hodges seconded the motion. All TCC members voted in favor. The TCC added a review of the bylaws to the February meeting agenda.

### **Adjournment**

There being no further discussion, Montrena Hadley made a motion to adjourn and Mr. Danieleley seconded the motion. All TCC members voted in approval. Vice-Chair Page

adjourned the TCC meeting at 11:18 a.m. The next TCC meeting is scheduled on February 20, 2018.