MINUTES

BURLINGTON-GRAHAM URBAN AREA
TECHNICAL COORDINATING COMMITTEE
TUESDAY OCTOBER 17, 2017
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

BGMPO STAFF PRESENT
Wannetta Mallette
Carley Maynard

NCDOT STAFF PRESENT
Ed Lewis, Division 7
Hemang Surti, NCDOT TPB

OTHERS PRESENT
Mark Kirstner, PART
Mia Holshouser, Granite Sky
Alexa Powell, Graham

Call to Order

Chairman Kirkman called the October 17, 2017 TCC meeting to order at 9:05 AM and introduced all members and guests. Chairman Kirkman asked for any speakers from the floor to limit comments to 3 minutes per speaker. No speakers were present and no changes to the agenda were made.

Approval of Minutes from August 15, 2017 TCC Meeting

Chairman Kirkman asked for any comments or corrections to the minutes from the August 15, 2017 TCC meeting. Montrena Hadley made a motion to approve the minutes and Nathan Page seconded the motion. All TCC members voted in favor.

Piedmont Triad Regional Freight Study/CommunityViz (Carryover Item)

Mark E. Kirstner, PART Director of Planning, provided an overview of the Piedmont Authority for Regional Transportation (PART) operations. PART, in addition to providing regional transportation service, maintains the Piedmont Triad Regional Model (PTRM). The growth in freight and its importance to national, state and regional

economies have resulted in the expansion of the regional travel demand model to include freight. Mr. Kirstner provided the TCC members an update of the Piedmont Triad Advanced Freight Study.

Mr. Kirstner described the three phases of the freight study. Phase I was a massive data collection effort that included surveying freight carriers. Items of particular interest were written comments related to "problem" areas for truck drivers. Identification of problematic areas will identify future transportation needs and assess freight travel routes. That information was shared with all of the regional MPOs. Phase II was the development of a tour-based model. An output from that effort was a dashboard that will be useful when PART collects local travel diary information for Phase III. PART is now collecting local data for the travel diary information from trucking companies and other service companies. Phase III, development of the Freight Demand Model, will begin in 2018 and is funded in part with NCDOT State Planning and Research (SPR) funds.

Mr. Kirstner explained the different types of freight models. PART has elected to build an enhanced freight tour-based model. A tour-based model will be integrated into the existing PTRM and calculate freight trips separately from other trips.

CommunityViz

Mr. Kirstner provided a brief description of CommunityViz. Mr. Kirstner recommended TCC members refer to the CommunityViz website for a more detailed overview:
http://communityviz.city-explained.com/communityviz/aboutcommunityviz.html

PART has made measurable progress over the past few months with its CommunityViz implementation plan to collect regional socioeconomic data. CommunityViz will be used to support informed, collaborative decisions about the future of development of our region. The CommunityViz Regional Steering Committee consists of land use planners, technical planning staff, and policy makers who will verify assumptions that may be used for growth allocations. CommunityViz uses a bottom-up approach, taking the information from the parcel level and building it up into future development growth allocations. Every parcel is tagged with a development status. The Land Use Steering Committee met twice and approved the grid geography for the regional model and the "development status and community types" categories for each parcel in the model area. The development status designates how much growth to assign to a parcel

in future growth scenarios. The community types represent a standardization of land use categories that every parcel in the model area will be designated, what type of land use currently exists, and what type of growth to apply to a parcel in future. The GIS Subcommittee met twice and provided guidance on the status of data needs and collection. Mr. Kirstner presented a listing of potential project partners with PART as the lead agency. Potential partners include, Piedmont Together, MPOs, RPOs, and NCDOT. Mr. Kirstner invited all TCC members to the next Land Use Steering Committee scheduled at PART on October 27, 2017, 9:00 a.m. The purpose of the meeting is to identify all community types and agree to allow the City of Greensboro to begin tagging parcels. In preparation for the meeting, Mr. Kirstner suggested attendees: review the Community Types suggested in the guidebook; assign land uses to one of the categories in their respective jurisdictions; and bring suggestions for additional categories. Community Types are designations of the actual land uses on the ground and do necessarily correspond to a parcel zoning. PART is hopeful CommunityViz will be operational by early 2019 as a tool for MTP updates.

The next steps include:

- Land Use Subcommittee designating Community Types
- Coding parcels in the City of Greensboro's demonstration project area
- Evaluation of Greensboro's efforts
- Coding the rest of PTRM area
- Establishing Memorandums of Understanding for data management

Mr. Kirstner then took questions from TCC members. Nathan Page had questions regarding existing land use data and future land use assumptions. Mr. Kirstner replied in terms of growth allocations, the PTRM looks at future growth of the travel demand model horizon years (2025, 2035 and 2045) and interim years. Future Community Types are based on future land use maps. A number of communities use CommunityViz to assist with infrastructure planning for water and sewer. CommunityViz is very robust and affordable. A license costs approximately $800 and PART is negotiating with the owner of the software for a regional purchase. The resource challenges will be training and application.

Cy Stober voiced his support of CommunityViz for data collection and land use projections but questioned the value for transportation planning. Mr. Stober said his staff has very good zoning data but not good land use data. He asked how the model will reconcile those differences. He also questioned the use of CommunityViz to

enhance transportation demand projections and predictions. Mr. Kirstner responded that CommunityViz directly supports the Regional Transportation Demand Model. He recounted his experiences at Guilford County and Piedmont Together and the differences between the top-down vs bottom-up approach to socioeconomic data collection. The bottom-up parcel level approach makes the data more accurate in which to make future growth allocations and projections. Mr. Kirstner expressed his views that other MPOs are using CommunityViz with good results. Mr. Stober then asked Mr. Kirstner to quantify the resources and define the role of the MPOs and member jurisdictions. Mr. Kirstner responded that the parcel data is required at the county level. Libby Hodges stated Alamance County had one of the best GIS systems in the country but wanted to know about the annual funding. Mr. Stober shared his concerns with collecting land use data since Alamance County does not have zoning data. The classification of land use data is current throughout the county and within the city limits of Mebane. Mr. Stober questioned the accuracy of land use projections in the absence of zoning and the usefulness of CommunityViz when comparing tax data to land use parcel data. Mr. Stober in closing said that investing in CommunityViz would collectively benefit the MPOs and all the member jurisdictions need accurate land use data. Mr. Page also questioned the financial investment and staffing resources required and the implications of not using CommunityViz when surrounding MPOs are. Mr. Stober felt it would be beneficial to the BGMPO for member jurisdictions to have accurate land use data whether it is traffic analysis zonal data, CommunityViz, or some other approach. Mr. Page said in the absence of future land use maps the travel demand model is the best tool to gauge future growth.

Ms. Mallette responded that the MPO staff shares their concerns regarding CommunityViz's resource requirements and the role of the MPO. Mr. Kirstner stated that the data collection would be funded as part of the travel demand model program with contributions by each of the MPOs. Mr. Kirstner explained that the staffing requirement determination is part of the evaluation process and it would not be desirable for another entity to tag parcels for another jurisdiction. The guidebook recommends a dedicated staffer with land use knowledge. Piedmont Together's efforts were funded by a HUD grant and required two PART staffers to implement.

Chair Kirkman thanked Mr. Kirstner and asked the TCC how they wished to proceed. Mr. Stober offered to partner with the County or MPO to collect data. Ms. Hodges said Alamance County does not have financial or staff resources but will support GIS efforts as they have one of the best GIS systems in the country. Abigaile Pittman requested the TCC develop a plan of action and make a formal recommendation so that she can present the results to either the Orange County Board of Commissioners or the

Planning Board. Ms. Mallette said that more information is needed regarding the MPO's responsibility, funding and staffing requirements, etc. Mr. Kirstner said that those questions would be answered after completion of the City of Greensboro demonstration project. The TCC discussed forming a subcommittee to study the issue and to formalize a recommendation at the January TCC meeting. Chair Kirkman recommended Ms. Mallette develop a recommendation for the next meeting. The TCC members agreed with Mr. Kirkman's recommendation and felt a formal commitment is needed based on the City of Greensboro's findings. Ms. Mallette agreed to provide a copy of Mr. Kirstner's presentation to the TCC.

Comprehensive Transportation Plan (CTP) Amendment

Hemang Surti, NCDOT Transportation Planning Branch (TPB) provided the CTP amendment update. The TPB presented four alternatives to amend the CTP to the TCC at their August 15, 2017 meeting. The TCC recommended Alternative 4 – to remove the portion of the Southern Alamance Loop as requested by City of Graham through an immediate amendment to the BGMPO CTP. The TAC approved the recommendation and expediting the process. The NCDOT-TPB held a public meeting on September 14, 2017 at the City of Graham Council Chambers. Twelve people attended the meeting and there no public comments made by September 30, 2017 deadline. Mr. Surti said the next steps are for the TCC to recommend approval of resolution and amendment maps. After approval by the TAC, NCDOT will place the item on the November 2017 NCDOT Board of Transportation (BOT) meeting agenda. After BOT approval, the maps will become official and that portion of the loop will be removed.

Mr. Page questioned if not improving Cherry Lane Road will have an effect on the I-40/85 interchange traffic conditions. Mr. Surti responded that there was evaluation of the Cherry Lane Road impacts if the road was not widened from two to four lanes with the Loop's removal. At the TAC August meeting, it was decided to maintain Cherry Lane's designation as a two-lane road. Mr. Page made a motion to recommend approval of the CTP amendment and Ms. Hodges seconded the motion. All TCC members voted in favor.

Ms. Pittman had questions concerning the schedule of the CTP update. Mr. Surti responded the recommendation is to amend the CTP maps now, then in January coordinate with the MPO to begin the MTP update.

STIP Transit Amendment - LinkTransit

Ms. Mallette provided an overview of the STIP amendment. LinkTransit is a recipient of Federal Transit Administration Section 5307 grant in the amount of $503,767 to support operating, capital and planning activities. LinkTransit is requesting a STIP amendment for operating assistance for the LinkTransit system. The acceptance of the funds requires a TIP amendment and resolution. Ms. Mallette requested the TCC recommend approval of the STIP amendment and resolution.

Ms. Pittman made a motion for approval. Ralph Gilliam questioned the STIP amendment impact to ACTA funding. Ms. Mallette responded there would be no impact to ACTA as LinkTransit was a direct recipient. There being no further discussion, Mr. Page seconded the motion and all TCC members voted in favor.

STIP Transit Amendment - PART

PART is the recipient of a NCDOT Congestion Mitigation and Air Quality (CMAQ) Program grant in the amount of $215,800. PART transferred the CMAQ grant funds from FHWA to FTA and requested a STIP amendment to use the funds for its Route 4 services in the Burlington-Graham MPO. Mr. Kirstner spoke on behalf of PART stating Route 4 was a highly successful transit route and all buses were at full capacity with standing room only.

Mr. Stober made a motion for approval. Amy Nelson seconded the motion. All TCC members voted in favor.

Approval of the Prioritization 5.0 Project Submission List

Earlier this year the BGMPO requested SPOT 5.0 projects submittals under the adopted MPO prioritization methodology. The BGMPO is eligible to submit up to 17 projects per transportation mode to the SPOT office for evaluation. TCC members had until August 31, 2017 to confirm any carryover projects and or submit any new projects. All projects submitted to the BGMPO by the deadline were entered in to the SPOT system for evaluation and a preliminary scoring. The 17th highest ranking projects were submitted to the TCC and TAC members for review on September 28 and to the SPOT office on September 29, 2017. Ms. Mallette apologized for the short deadline provided by the NCDOT SPOT staff. She thanked the TCC for noting entry errors and project duplications. Ms. Mallette reviewed the project list and reminded TCC members that

the scores were preliminary and subject to change upon future evaluation by the SPOT office based on travel time savings metrics. A public review session is scheduled for Wednesday November 15, 2017 from 6 pm to 8 pm at the City of Burlington Municipal Conference Room, 425 S. Lexington Avenue. In closing Ms. Mallette said the period to assign Local Input Points would occur next spring.

Ms. Pittman raised her concerns about the BGMPO ranking methodology and asked if a geographical weighted criterion was considered for projects that were of economic development benefit. She requested the TCC recommend forming a SPOT 6.0 Prioritization Subcommittee to review the SPOT 5.0 local ranking and evaluation process and develop new criteria for ranking projects. In addition, Ms. Pittman voiced concern that four TCC meetings a year were not enough to discuss pertinent issues and meet NCDOT deadlines. Other TCC members agreed to meet on a more frequent basis. Ms. Mallette said that she would review the bylaws and report back to the TCC.

Chair Kirkman requested volunteers to serve on the SPOT 6.0 Subcommittee. TCC members agreeing to serve: Abigaile Pittman, Cy Stober, Libby Hodges, Nathan Page and Mike Nunn (nominated by Nolan Kirkman), and non-voting members Hemang Surti and Ed Lewis. Ms. Pittman made a motion to approve the formation of the Subcommittee and Cy Stober seconded the motion. All TCC members voted in favor.

Chair Kirkman requested a motion to recommend the TAC release BGMPO SPOT 5.0 project list for public review and comments. Ms. Hodges made a motion to approve and Mr. Page seconded the motion. All TCC members voted in favor.

Division Engineer Report

Ed Lewis presented the Division 7 Engineer Report. Mr. Lewis reported that NCDOT public comments for the I-40/85 improvement project are available for review. A second NC 62 public meeting is scheduled for spring 2018 and ROW acquisition and environmental studies are underway. NCDOT is meeting with individual property owners to address design concerns. Mr. Lewis also presented an overview of the High Impact / Low Cost program. NCDOT is tasked to develop quantitative criteria to use in selecting projects to receive funding under this program. Mr. Lewis distributed the 12 criteria that can be used to identify candidate projects. Mr. Lewis stated that any new criteria will most likely be evaluated in Year 2. Each of the Department's 14 Divisions will identify their respective project scoring criteria (a minimum of 7) by December 1, 2017. Division 7's allocation of High Impact/Low Cost project funding is $3.4 million

over a two-year period. Mr. Lewis requested the TCC to review the criteria and provide comments and projects for consideration by October 20, 2017. Ms. Mallette said the BGMPO will accept project submittals on behalf of NCDOT.

Other Business

Ms. Mallette reviewed the 20% local match template for non-highway STIP projects. Eligible TCC members will be notified when the letter is required.

Mia Holshouser, Owner of Granite Sky Civic Design, provided an overview of the project tasks and schedule for the BGMPO website redesign and brand logo development. Ms. Mallette asked TCC members if there was any specific website content that needed to be included on the site. Ms. Hodges thanked the BGMPO for uploading the meeting minutes and hoped this would continue with new website design. Ms. Hodges also asked that an agenda and staff contact being added to the new website. Mr. Stober wanted the addition of an events calendar with all of the local upcoming meetings in the area. Mr. Page asked that there be a projects maps section on the landing page.

Adjournment

There being no further business, Chairman Kirkman adjourned the TCC meeting at 10:38 a.m. The next TCC meeting is scheduled on January 16, 2018.