

MINUTES

BURLINGTON-GRAHAM URBAN AREA TRANSPORTATION ADVISORY COMMITTEE TUESDAY, JANUARY 16, 2018 5:00 PM

MEMBERS PRESENT

Ken Jacobs, Whitsett
Don Tichy, Village of Alamance
Eddie Boswell, Alamance County
Lee Kimrey, Graham
Carissa Graves, Green Level
Ralph Gilliam, ACTA
Jim Butler, Burlington
Bob Ward, Burlington
Leonard Williams, Gibsonville
Mark Marcoplos, Orange County

BGMPO STAFF PRESENT

Wannetta Mallette

NCDOT STAFF PRESENT

Hemang Surti, NCDOT- TPB
Mike Mills, NCDOT- Division 7
Joe Geigle, DOT-FHWA
Brian Murphy, NCDOT

Other Present

Scott Rhine, PART
Amy Galey, Alamance County
Amy Nelson, Burlington
Nathan Page, Graham
Abigaile Pittman, Orange County

Call to Order

Chairman Williams called the January 16, 2018 TAC meeting to order and welcomed all members and guests. Chairman Williams asked for any speakers from the floor to limit comments to three minutes per speaker. No public comments were made.

Wannetta Mallette read the Ethics Reminder. There were no known conflicts of interest identified by TAC members.

Nomination and Election of TAC Officers for 2018

Ms. Mallette requested nominations for TAC Chairman and Vice Chair for 2018. Hermang Surti made a motion to elect Mr. Williams for TAC Chair and Carissa Graves seconded the motion. All TAC members voted in favor. Mr. Williams nominated Bob Ward for TAC Vice-Chair and Eddie Boswell seconded the motion. All TAC members voted in favor.

Approval of Minutes / Changes to Agenda

Chairman Williams asked for any corrections to the October 17, 2017 meeting minutes or changes to the agenda. No changes were made to the agenda and there were no

corrections to the minutes. Lee Kimrey made a motion to approve the minutes, Don Tichy seconded the motion. All TAC voted in approval.

NC 54 Corridor Study

Aaron Cain, Durham Chapel Hill Carrboro (DCHC) MPO Senior Transportation Planner, provided a project overview of the NC 54 Corridor Study. DCHC contracted the VHB consulting firm to conduct a NC 54 corridor study from Graham to Carrboro. The project scope includes evaluating congestion, safety, and access management issues and providing forecast and potential future projects for funding in the SPOT process. In addition to recommendations for the short- and long-term needs of automobiles in the corridor, the study will also seek to recommend appropriate and feasible accommodations for transit service along the corridor, where appropriate, and connections to and accommodations for the existing and proposed bicycle and pedestrian network along the corridor. Mr. Cain summarized the composition of the study team and existing conditions and invited the TAC to one of the three public meetings: January 23rd Rigmor House, January 24th Graham Civic Center and January 25th Carrboro Town Hall. Mr. Cain will return to provide periodic project updates.

BGMPO Safety Performance Targets

Brian Murphy, State Traffic Safety Engineer, presented an overview of NCDOT's Safety Performance Targets as required by federal legislation. The targets are based on five calendar year rolling averages and will be established annually. FHWA will determine whether a State DOT has met or made significant progress toward meeting Highway Safety Improvement Program (HSIP) targets but will not directly assess MPO progress. NCDOT has adopted the goal of reducing fatalities and serious injuries by half (645) by the year 2030. Mr. Murphy described the process of achieving the state targeted goals and how the safety targets are correlated to safety program dollars expenditures. Mr. Kimrey said the state should be more aggressive with establishing their targets in comparison to other states. Mr. Murphy then defined the four levels of serious injury types.

Mr. Murphy said the BGMPO is required to set and show demonstrable progress towards meeting the performance targets and reflect those targets in their MTPs and MPO Planning Agreements with transit agencies, DOTs and planning partners. The STIP and TIP should also be aligned with the new performance targets. Mr. Murphy provided the BGMPO crash data and respective safety 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. After discussion, Mr. Boswell made the motion to adopt the 2018 safety targets established for the BGMPO. Jim Butler seconded the motion. The motion passed unanimously.

Unified Planning Work Program (UPWP)/BGMPO Budget FY 2019

Ms. Mallette explained that the BGMPO is required by federal regulations to prepare an annual UPWP that details and guides the urban area transportation planning activities within the BGMPO Study Area for the upcoming fiscal year (July 1, 2018 – June 30, 2019). She reviewed the funding sources for the UPWP, and added that the UPWP must identify MPO planning tasks to be performed with the use of federal transportation funds. As part of the UPWP, the Federal government requires MPO's to certify their transportation planning process on an annual basis. Ms. Mallette provided an overview of the UPWP and stated that 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 BGMPO FY 2019 allocation of \$288,076 is received through a PL 104 planning grant from the Federal Highway Administration and \$20,000 in Section 5303 and \$120,000 in Section 5307 Transit Planning Funds from the Federal Transit Administration. Ms. Mallette explained that the FY19 budget will include \$100,000 of unobligated funds from 2016 that will be used toward the development of the MTP update. She announced that she received two requests for transportation planning study assistance from the Town of Green Level and ACTA. Ms. Mallette also reported that the TCC recommended increasing the local planning study assistance limit from \$25,000 to \$50,000. Ms. Mallette said the UPWP is subject to a public comment period and reviewed the timeline for approving the UPWP. Mr. Boswell made a motion to increase the planning study limits and release the UPWP for public comment. Mr. Butler seconded the motion. The motion passed unanimously.

Burlington-Graham MPO Assignment of Local Input Points Report

The Strategic Transportation Investments (STI) Act requires each MPO to develop and adopt a local project ranking process for all modes of transportation. Under STI all modes of transportation compete internally and are evaluated on statewide, division and regional criteria. Statewide projects are 100% data driven and exempt from the local project rankings. Regional (NC and US highway routes, etc.) and Division (all other state facilities, etc.) projects are included in the local evaluation process. 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.

Ms. Mallette reviewed how projects are scored through the Strategic Prioritization Office of Transportation (SPOT) process and explained the P5.0 requirement for developing a methodology for assigning local input points. Ms. Mallette then presented the BGMPO draft methodology and said it would need to be released for public review and comment. All methodologies must be approved by the Methodology Review Committee (MRC) prior to April 1, 2018. Ms. Mallette stated that no changes were made to how the TAC has assigned local input points in the past. However, the TCC recommended adding a clause that the TAC could deviate from the methodology in order to give more weight to geographical and economic development transportation needs. Mr. Kimrey asked what prompted the TCC to include the clause as projects were evaluated based on their scoring. Mark Marcoplos said that Orange County has economic development projects that would benefit from the weighting and their transportation projects were not scoring well. After discussion, Mr. Boswell made the motion to make no changes to the BGMPO methodology and release the draft methodology for public review and review by the MRC. The motion was seconded by Mr. Kimrey. All TAC voted in favor.

Division Engineer Report

Mr. Mills briefly discussed the Division Engineer Report.

Other Business

Ms. Mallette announced the MTP update will begin later this year and that the website is in the final design stage.

Hemang Surti gave an overview of the CTP update process and tentative schedule. Mr. Surti explained that the purpose Comprehensive Transportation Plan (CTP) was 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.

Adjournment

There being no further business before the TAC, Chairman Williams adjourned the meeting at 6:14 p.m. The next meeting is scheduled for **Tuesday, March 20, 2018.**