

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

**TECHNICAL COMMITTEE**

**24 May 2017**

**MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Committee met on 24 May 2017 at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Margaret Hauth (Vice Chair)	Hillsborough Planning
Kayla Seibel (Member)	Chapel Hill Planning
Kumar Neppalli (Member)	Chapel Hill Engineering
Hannah Jacobson (Member)	City of Durham Planning
Pierre Osei-Owusu (Member)	City of Durham Transportation
Tina Moon (Member)	Carrboro Planning
Bergen Watterson (Member)	Chapel Hill Planning
Laura Woods (Member)	Durham County Planning
Theo Letman (Member)	Orange Public Transportation
Max Bushell (Member)	Orange County Planning
Cara Coppola (Member)	Chatham County Planning
John Hodges-Copple (Member)	Triangle J Council of Governments
Geoff Green (Member)	GoTriangle
Gretchen Coperine (Member)	Research Triangle Foundation
Brandon Jones (Member)	NCDOT, Division 8
Julie Bogle (Member)	NCDOT, TPB
Kurt Stolka (Member)	UNC
Richard Hancock (Alternate)	NCDOT, Division 5
Patrick Wilson (Alternate)	NCDOT, Division 7
Jen Britt (Alternate)	NCDOT, Division 8
Dale McKeel	City of Durham/DCHC MPO
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Brian Rhodes	DCHC MPO
Aaron Cain	DCHC MPO
Anne Phillips	DCHC MPO
Richard Major	GoTriangle
Jessica Kemp	City of Durham General Services
Bill Barlow	Atkins North America

Quorum Count: 20 of 31 Voting Members

Vice Chair Margaret Hauth called the meeting to order at 9:07 a.m. A roll call was performed. The Voting Members and Alternate Voting Members of the DCHC MPO Technical Committee (TC) were identified and are indicated above. Vice Chair Margaret Hauth reminded everyone to sign-in using the sign-in sheet that was being circulated.

# **PRELIMINARIES:**

## **2. Adjustments to the Agenda**

Felix Nwoko stated that he would add an item about MPO transit performance measures and targets to the end of the agenda.

## **3. Public Comments**

Vice Chair Margaret Hauth asked if there were any members of the public signed up to speak. There were no members of the public signed up to speak during the meeting.

# **CONSENT AGENDA:**

## **4. Approval of April 26, 2017, TC Meeting Minutes**

There was no discussion of the minutes. Geoff Green made a motion to approve the April 26, 2017, TC meeting minutes. Max Bushell seconded the motion. The motion passed unanimously.

# **ACTION ITEMS:**

## **5. 2045 Metropolitan Transportation Plan (MTP) -- Deficiency Analysis**

Andy Henry, LPA Staff

The Deficiency Analysis is the next step in the 2045 MTP development process. It uses region, corridor, and roadway level analyses to identify future transportation deficiencies. Andy Henry discussed differences between the MTP and the Comprehensive Transportation Plan (CTP) and the Deficiency Analysis methodology. Andy Henry described the impact of projected population and employment growth on traffic in the region. Andy Henry stated that the current deficiency analysis model does not account for the impact of Light Rail Transit (LRT) and Bus Rapid Transit (BRT). He also provided examples of travel times that would be affected by future congestion.

Felix Nwoko and Andy Henry discussed how isolating transit-friendly zones might affect the overall model.

John Hodges-Copple and Andy Henry discussed examples of areas that offer few or no alternatives to congested routes. In response to a question from Max Bushell, Andy Henry explained his choice of congestion metrics. Andy Henry provided examples of the most congested corridor segments in response to a question from Meg Scully. Max Bushell suggested that it might be wise to refer to past projects to show that corridors will remain congested in spite of continuous efforts to alleviate congestion. John Hodges-Copple reiterated Max Bushell's suggestion.

Andy Henry reviewed the schedule for developing and adopting the MTP. He noted that the MPO has an interest in expediting the MTP development because approval after February 2018 would impose new Fixing America's Surface Transportation (FAST) Act requirements, and an approval after April 2018 would mean a plan lapse. Andy Henry promised to update the Deficiency Analysis presentation based on feedback he received from John Hodges-Copple and Max Bushell.

Max Bushell made a motion to forward the Deficiency Analysis to the MPO Board. Geoff Green seconded the motion. The motion passed unanimously.

#### **6. SPOT 5.0 Update**

Aaron Cain, LPA Staff

Aaron Cain drew attention to a handout with the calendar for submitting projects for the Strategic Prioritization Office of Transportation (SPOT) 5.0. He outlined plans for reducing the number of highway and bicycle/pedestrian projects to the thresholds allowed by the SPOT process. Aaron Cain noted that the number of rail and transit projects is below the threshold allowed by the SPOT process.

Felix Nwoko and Aaron Cain discussed whether the bicycle/pedestrian project on Old NC 86 should be submitted by Carrboro or Orange County.

Aaron Cain stated that some projects may be removed from SPOT consideration because they will be funded and included in the final Statewide Transportation Improvement Program (STIP). Aaron

Cain added that the proposed final STIP would be released in the summer and will likely be approved by the North Carolina Department of Transportation (NCDOT) Board of Transportation (BOT) in August 2017.

Aaron Cain and Bergen Watterson discussed changes to a Carrboro highway project. Aaron Cain and Pat Wilson discussed the widening project on I-85 in Orange County.

Aaron Cain discussed the next steps and the timeline for submitting projects for the SPOT 5.0 process. In response to a question from Bergen Watterson, Aaron Cain confirmed that the upcoming SPOT subcommittee meeting would be held on May 31, 2017, at 3:30pm.

This item was informational and no further action was required by the TC.

#### **7. STBGDA Projects through FFY18**

Aaron Cain, LPA Staff

Aaron Cain discussed how the BOT plan to adopt the STIP in August, instead of June, will affect development of the Transportation Improvement Program (TIP). Aaron Cain stated that he expected to hear about the Congestion Mitigation Air Quality Program (CMAQ) projects by the end of June. He also drew attention to the list of Surface Transportation Block Grant Program (STBGP) projects. Aaron Cain stated that additional STBGP projects would be incorporated into the TIP, and the TIP would be submitted to the MPO Board for approval in September 2017.

Pierre Osei-Owusu and Meg Scully discussed the procedure for flexing CMAQ funds.

This item was informational and no further action was required by the TC.

#### **8. Approval of Amendment #10 to the FY2016-25 Transportation Improvement Plan**

Aaron Cain, LPA Staff

Amendment #10 to the FY2016-25 TIP includes one request from the City of Durham to program \$383,670 of FY17 STBG funds to project C-5572, West Ellerbe Creek Trail. This request is being made so that funds can be accessed more readily for a project that is ready for construction.

John Hodges Copple made a motion to recommend that the MPO Board approve Amendment #10 to the FY 2016-25 TIP. Hannah Jacobson seconded the motion. The motion passed unanimously.

**Additional Agenda Item: MPO Transit Performance Measures and Targets**

Felix Nwoko, LPA Manager

Felix Nwoko discussed legislative reasons for developing transit performance measures and targets, and the transit agencies that would be required to participate in this process. Felix Nwoko described criteria for the two tiers of performance measures and targets required by federal legislation. He noted that the agencies in the MPO region fall under tier 2 requirements. Felix Nwoko stated that some transit agencies, such as Orange Public Transportation, Durham ACCESS, and Chatham County, have elected to develop performance measures and targets with NCDOT Public Transportation Branch (PTB), instead of the MPO. Felix Nwoko added that because there is no rail transit in the MPO region, the MPO is only required to develop performance measures and targets for three areas: equipment, rolling stock, and facilities. The MPO does not have to develop performance measures for infrastructure. Felix Nwoko discussed the data that would be needed to develop appropriate performance measures and targets.

Vice Chair Margaret Hauth and Felix Nwoko discussed whether performance measures would be applied to bus stops and shelters. Felix Nwoko discussed plans to coordinate the development of transit performance measures and targets with the Capital Area Metropolitan Planning Organization (CAMPO).

Pierre Osei-Owusu and Felix Nwoko discussed how the MPO would account for the performance measures that are being developed by individual transit agencies, such as GoDurham. Felix Nwoko clarified that the MPO Board would be approving the transit performance measures only after information has been gathered from individual transit agencies and made consistent.

Pierre Osei-Owusu and Felix Nwoko discussed the American Public Transportation Association's (APTA) objection to the legislation that requires transit performance measures and targets. Felix Nwoko

clarified that the federal legislation was not setting targets; rather, the MPO and transit agencies would set their own targets.

Felix Nwoko discussed the timeline for developing the transit performance measures and targets. In response to a question from Bergen Watterson, Felix Nwoko clarified that transit agencies have been informed about the required performance measures and targets. Felix Nwoko also discussed some of the steps that need to be taken by transit agencies to develop the performance measures and targets.

In response to an inquiry from Vice Chair Margaret Hauth, Felix Nwoko clarified that the concern that the legislation addresses is that vehicles are being used for longer than their useful life.

Pierre Osei-Owusu stated that difficulties might arise in determining benchmarks given that GoDurham extends the useful life of buses by refurbishing them. Theo Letman and Felix Nwoko discussed whether the useful life benchmark would be measured in years or mileage.

Felix Nwoko discussed the scale for determining the condition of facilities.

There was additional discussion of whether bus stops would be covered by this legislation. Felix Nwoko and Pierre Osei-Owusu confirmed that bus stops are not included.

Richard Major commented that the legislation requiring the performance measures and targets is primarily about safety.

Felix Nwoko and Vice Chair Margaret Hauth discussed the implications of agencies being able to choose their own benchmarks and how this may change in the future.

Felix Nwoko gave the TC two options to move forward with this process, vote to recommend approval of the targets or recommend that a subcommittee meet to address lingering questions and refine the targets.

Cara Coppola and Felix Nwoko discussed how the legislative mandate would apply to Chatham County. In response to a question from Vice Chair Margaret Hauth, Meg Scully clarified that the type of

funding that transit agencies receive was the deciding factor in whether a transit agency could align with the MPO or NCDOT PTB. There was continued discussion of the role that individual transit agencies would play in developing the MPO's performance targets. There was discussion of scheduling a DCHC MPO subcommittee meeting to allow for coordination with CAMPO.

Pierre Osei-Owusu suggested that a subcommittee of the three transit system meet to develop a timeline for the performance measures and targets.

There was continued discussion of the role that individual transit agencies would play in developing the MPO-wide performance targets, and the role that the MPO would play in governing the targets submitted by transit agencies.

There was discussion of whether any member of the TC could report on where Chapel Hill was in developing their performance measures.

Pierre Osei-Owusu stated that targets should be defined as "proposed," since changes may be made in the future. Felix Nwoko and Margaret Hauth discussed whether the targets should be described as "proposed" or "initial."

Geoff Green recommended convening a subcommittee so that all agencies could provide input into the targets. The TC discussed the best time to schedule a subcommittee meeting.

Geoff Green made a motion to endorse proposed targets but also to convene a subcommittee which could modify the proposed targets, and forward the proposed targets (as modified, if applicable, by the subcommittee) to the MPO Board. Pierre Osei-Owusu seconded the motion. The motion passed unanimously.

## **REPORTS:**

### **9. Reports from the LPA Staff**

Felix Nwoko, LPA Staff

Meg Scully stated that she is developing an amendment schedule for the Unified Planning Work Program (UPWP), STBGP, and 5303 funds. She asked the TC to forward amendments to her before the first quarter reimbursement report comes out.

Meg Scully stated that she would be putting together a training workshop for agencies that receive STBGP or 5303 funds through the FY2018 UPWP. She stated that the workshop would likely occur after the June TC meeting and would cover topics such as eligible activities, reporting processes, deadlines, and eligible expenses. Meg Scully stated that she would contact eligible participants, and that administrative staff in charge of reporting should attend.

**10. Report from the DCHC MPO TC Chair**  
Margaret Hauth, DCHC MPO TC Vice Chair

There was no report from the TC Chair.

**11. NCDOT Reports**

Richard Hancock, NCDOT Division 5, stated that bids were recently opened for the Old Durham/Chapel Hill bicycle/pedestrian project. Richard Hancock stated that although bids were higher than expected, the project will likely be let in coming weeks.

Pat Wilson, NCDOT Division 7, stated that the Division plans to submit the entire length of I-85 from the I-40/I-85 split to the Durham County line for consideration in the SPOT 5.0 process. Pat Wilson added that the MPO can still submit various sections of I-85 to SPOT for widening in addition to the Division. Max Bushell and Aaron Cain discussed the utility of submitting the same section of I-85 twice.

Pat Wilson stated that there would be a meeting to discuss alternate criteria for the SPOT process in the first week of July. Aaron Cain stated that Division 5 is also interested in discussing alternative criteria for the SPOT process, and although he has had a meeting with David Keilson, no meeting involving all of the Division 5 planning organizations has been set.

Pat Wilson clarified that the shorter section of I-85 that would be submitted to SPOT 5.0 would likely be from the I-40/I-85 split to Church Street or even to NC 86, but that this still needs to be confirmed.



Brandon Jones, NCDOT Division 8, stated that an informational meeting about roundabouts and superstreets has been set for June 9 at 3pm. There was discussion of whether superstreet or synchronized street is the preferred term. Cara Coppla explained why the meeting was being held. There was discussion of whether the meeting might be of interest to the MPO Board. Aaron Cain stated that he has been in contact with Jim Dunlop to set up a presentation about superstreets at the August MPO Board meeting.

There was no report from NCDOT Transportation Planning Branch.

There was no report from NCDOT Traffic Operations.

**INFORMATIONAL ITEMS:**

**12. Recent News, Articles, and Updates**

Felix Nwoko commended Andy Henry and Julie Bogle for their tireless work on the CTP.

**ADJOURNMENT:**

There being no further business before the DCHC MPO Technical Committee, the meeting was adjourned at 10:48 a.m.