



## **Technical Committee Meeting Agenda**

Wednesday, August 24, 2016

9:00 AM

Committee Room 2nd Floor  
Durham City Hall 101 City Hall Plaza  
Durham, NC 27701

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

### **CONSENT AGENDA**

4. **Approval of July 27, 2016 TC Meeting Minutes**

[16-181](#)

A copy of the July 27, 2016 minutes is enclosed.

**TC Action:** Approve the minutes of the July 27, 2016 TC meeting.

**Attachments:** [2016-08-24 DCHC MPO TC meeting minutes 07-27-16.pdf](#)

### **ACTION ITEMS**

**5. SPOT P4.0 Division Needs Tier Project Priorities and Local Input**[16-179](#)**Points (15 minutes)****Dale McKeel, LPA Staff**

Background:

The DCHC MPO Technical Subcommittee met on May 3, 2016, August 5, 2016, and August 10, 2016 to review highway and non-highway projects that will be eligible to receive Local Input Points from the DCHC MPO for the Division Needs tier. At each of the meetings, the DCHC MPO Technical Subcommittee followed the guidance set forth in the DCHC MPO's adopted *Methodology for Identifying and Ranking New TIP Project Requests* to discuss and prepare the preliminary assignment of Local Input Points. The *Methodology* is available on the MPO's website:

<http://www.dchcmpo.org/programs/improvement/tip2027/default.asp#tabs3>.

The *Methodology* presents two guiding principles for the assignment of Local Input Points. The first is that the DCHC MPO's Local Input Points will be assigned to projects that aim to achieve the goals of the adopted Metropolitan Transportation Plan (MTP) and align with the priorities of the DCHC MPO area. The second is that the NCDOT SPOT P4.0 raw quantitative score will serve as the quantitative basis for the MPO's prioritization of projects. The *Methodology* goes on to outline six criteria for first determining project eligibility. The precursory review of project eligibility will consider factors, including:

- Is the project in the adopted MTP?
- Is the project in an adopted regional or local plan?
- Has a feasibility study been started or completed for the project?
- Has any preliminary engineering been started or completed for the project?
- Is the cost justified by the project benefits?
- Does the total cost to NCDOT exceed the amount of funding available for the respective funding tier?

The *Methodology* sets targets for the assignment of Local Input Points for each mode of transportation. The targets are set to achieve the goals of the adopted MTP and align with the priorities of the DCHC MPO area. The targets are to be considered and in conjunction with the six criteria for determining project eligibility described above and the six factors for assigning Local Input Points described below.

The final guidance outlined in the *Methodology* includes the consideration of six factors for assigning Local Input Points. Local Input Points will be assigned in priority order based on the goals below with the first goal being the highest priority and the last goal being a lower priority.

1. The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted.
2. The priorities of the current MTP including the adopted distribution of funding between modes and the planning horizon year of projects.
3. The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation.
4. If the project is located within an area of overlapping Environmental Justice Communities of Concern identified in the MPO's 2014 Environmental Justice Report.

5. Public input received during public input sessions.
6. Geographic and jurisdictional balance or equity.

The attachments to this agenda item present the recommendation from the DCHC MPO Technical Subcommittee of the priorities for the preliminary assignment of Local Input Points for the Division Needs tier. The timeframe for determining specific Point assignments for the Division Needs tier is August - October 2016.

**Technical Subcommittee Action:** Recommended that the DCHC MPO Technical Committee support the recommended priorities for the preliminary assignment of Local Input Points for the Division Needs tier. Recommend that the DCHC MPO Board approve the Division Needs tier project priorities as shown in the attachments and release the assignment of Local Input Points for the public review and comment period. Recommended that the DCHC MPO Technical Committee and MPO Board grant DCHC MPO LPA staff the flexibility to coordinate with other MPOs, RPOs, and Divisions on the assignment of Local Input Points for the Division Needs tier and make modifications if necessary, to the preliminary assignment of DCHC MPO's Local Input Points to maximize the potential number of projects in the DCHC MPO area to receive funding through the NCDOT SPOT P4.0 process.

**TC Action:** Support the recommended priorities for the preliminary assignment of Local Input Points for the Division Needs tier. Recommend that the DCHC MPO Board approve the Division Needs tier project priorities as shown in the attachments and release the assignment of Local Input Points for the public review and comment period. Recommend that the DCHC MPO Board grant DCHC MPO LPA staff the flexibility to coordinate with other MPOs, RPOs, and Divisions on the assignment of Local Input Points for the Division Needs tier and make modifications, if necessary, to the preliminary assignment of DCHC MPO's Local Input Points to maximize the potential number of projects in the DCHC MPO area to receive funding through the NCDOT SPOT P4.0 process.

**Attachments:**      [2016-08-24 DCHC MPO TC - PPT for SPOT P4.pdf](#)  
                                 [2016-08-24 SPOT - Projects Not Receiving Points.pdf](#)  
                                 [2016-08-24 Preliminary DCHC MPO Preliminary Local Input Point Assignment f](#)

**6. DCHC MPO Traffic Incident Management (TIM) Program Assessment**[16-180](#)**Report (30 min)****KC Chae, LPA Staff****Felix Nwoko, LPA Staff****David Graham, Gannett Fleming**

Transportation Plans and Congestion Management Process (CMP), required by FHWA, contain Operational and Management Strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. Improved Traffic Incident Management (TIM) has been shown to reduce both incident duration and secondary crashes. National and local agencies as well as MPOs are realizing the importance of managing traffic and congestion given the financial strains on constructing new facilities. Development of TIM is also an element of the DCHC MPO 2040 MTP.

To help the DCHC MPO develop an effective TIM strategic direction that serves as the cornerstone for other Transportation Systems Management & Operations (TSM&O) activities and furthers their efforts to address federal congestion mitigation strategies, Gannett Fleming was hired.

An assessment was completed of TIM practices in the greater Durham, Orange and Chatham County areas. This assessment was to determine the status of regional efforts to clear traffic incidents in safe and timely manners, consistent with the MPO Congestion Mitigation Plan. During this assessment first responder agencies and personnel were solicited to complete an on-line survey, participate in project informational meetings and participation in a regional workshop, held on July 12, 2016.

A major goal for this assessment was to bring our regional incident responders together to facilitate better communication, cooperation and coordination for response to major incidents that affect the mobility of our local roadways. During this assessment a strategic plan and direction was also created. An objective of this strategic plan is to introduce and document an incident responder Memorandum of Understanding (MOU) that builds the foundation for improved traffic incident management in our region.

A consultant will present a summary of this TIM assessment report and the importance of the MOU toward improving the effectiveness of Incident Management in the region.

**TC Action:** Receive TIM Program Assessment Report. Recommend that the MPO Board authorizes the chair to transmit the MOU for signatures.

**Attachments:**      [2016-08-24 TIM Assessment Report Final.pdf](#)  
                                 [2016-08-24 TIM Transmittal Letter for MOU.pdf](#)  
                                 [2016-08-24 TIM DCHC MOU.pdf](#)

7. **Approval of Administrative Modification #1 to FY2016-2025 TIP (5 minutes)** [16-182](#)

**Felix Nwoko, LPA Staff**

The administrative modification #1 to the DCHC MPO's FY2016-2025 Transportation Improvement Program (TIP) proposes minor adjustments to project schedules and funding. The DCHC MPO's adopted Public Involvement Plan provides the opportunity for the DCHC MPO to process minor changes to projects contained within the MPO's TIP as administrative modifications. The distinction between an administrative modification and an amendment is that an amendment is required when:

1. There is a change in funding proposed that is greater than \$1M dollars; or
2. New projects are being added to the DCHC MPO's TIP.

Administrative modification #1 to the DCHC MPO's FY2016-2025 does not propose changes in funding greater than \$1M or add any new projects to the TIP. Additionally, two of the projects included in the administrative modification are sub-group projects of the DCHC MPO's U-4726 Group project. NCDOT does not require a STIP amendment for sub-group projects. A summary report of the changes included in administrative modification #1 is included as an attachment to this agenda item. A full PDF report that depicts the original and proposed version of each project is also included as an attachment to this agenda item. The full PDF report is also available through the MPO's online database, using this link: [bitly.com/tipamendments](http://bitly.com/tipamendments). Select #4 from the drop-down menu to review the full report.

**TC Action:** Review and recommend that the DCHC MPO Board approve administrative modification #1 to the FY2016-2025 TIP.

**Attachments:** [2016-08-24 TIP Resolution - Modification 1 - 16-25 TIP.pdf](#)  
[2016-08-24 TIP Modification 1 to the 16-25 TIP Summary Sheet.pdf](#)  
[2016-08-24-TIP-Modification 1-to the 16-25 TIP - FullReport.pdf](#)

8. **FY2017 Unified Planning Work Program (UPWP) Amendment #1 (5 minutes)** [16-178](#)

**Meg Scully, LPA Staff**

Amendment #1 of the FY2017 UPWP proposes to re-allocate STPDA funds among task codes and obligate STPDA funds that had been de-obligated from the FY2016 UPWP. The attached memorandum and resolution with tables provides details.

**TC Action:** Recommend the Board approve FY2017 UPWP Amendment #1.

**Attachments:** [2016-08-24 Memorandum FY17 UPWP Amend 1.pdf](#)  
[2016-08-24 2017 UPWP amend 1 Resolution with table.pdf](#)

**9. Pickett Road Closing (15 minutes)**[16-170](#)**Andy Henry, LPA Staff**

At the June MPO Board meeting, a Board member asked staff to look into closing the unpaved portion of Pickett Road given the installation of a traffic signal at Erwin Rd. and Randolph Rd and the recent official opening of Hollow Rock Nature Park. In 2011 and 2012, the MPO conducted a public meeting on the proposed closing and the TC subsequently made a recommendation to not close the road. The TC had decided to limit the evaluation to a transportation perspective and thus decided that the closing would reduce roadway connectivity and divert traffic into a residential neighborhood. See the attached 2012 memorandum for details. The MPO Board then decided to table this issue at their next meeting.

It should be noted that any steps to close Pickett Road will involve the county (e.g., Orange County), the NCDOT and adjacent property owners. The MPO has no direct role. See the attached document that compiles steps for abandoning a state road. In addition, both the Durham City Council and Durham Board of County Commissioners voted to support closing the road in 2011. As a result, the MPO could choose to take no action and refer any interested parties to the jurisdictions and agencies that can implement the road closing.

**TC Action:** Recommend any further action for the MPO Board.

**Attachments:** [2016-08-24 PickettRdMemo\(6-13-12\).pdf](#)

[2016-08-24 PickettRdStepToClose\(9-2-09\).pdf](#)

**10. 2045 MTP Guide Totals (20 minutes)**[16-173](#)**John Hodges-Copple, TJCOG**

The MPO developed forecasts for population and employment in the year 2045 for use in the Community Visualization land use model (CV 2.0) and Triangle Regional Model (TRM v6). The forecasts, which are often called guide totals, are at the county level. Staff will review the methodology used to develop the guide totals and request that the MPO Board approve the guide totals for use in developing the 2045 Metropolitan Transportation Plan (MTP). The guide totals and the assumptions of CV 2.0 can be adjusted before the final 2045 MTP is adopted as the localized impacts become apparent in the land use model results. See the attached Guide Totals document.

**TC Action:** Recommend the MPO Board approve population and employment guide totals for use in the development of the 2045 MTP.

**Attachments:** [2016-08-24 2045 Connect-Guide Totals.pdf](#)

**11. Goals/Objectives/Performance Measures (15 minutes)**[16-110](#)**Andy Henry, LPA Staff**

The MPO conducted a public input process for the draft Goals, Objectives, and Performance Measures and since March 2016 no changes have been made to the draft Goals and Objectives. Staff continued to work with CAMPO and local planners from the DCHC MPO to identify a feasible set of Performance Measures (PM) -- see the attached table. At this time, the draft Performance Measures do not have baseline or target values because the land use and transportation models that generate those numbers are in the process of being developed. Thus, staff requests that the Board approve the Goals, Objectives and Performance Measures for use in the 2045 MTP planning process. For example, they would be used to compare the various land use and transportation network alternatives. The final Goals, Objectives and Performance Measures will be adopted at a later meeting when the models are completed and the baseline and target values have been reviewed and accepted.

**TC Action:** Provide update to the MPO Board and recommend that the Board approve the draft Goals, Objectives and Performance Measures for use in the 2045 MTP planning process.

**Attachments:** [2016-08-24 G-Obj-PMs.pdf](#)

**12. Comprehensive Transportation Plan (CTP) Update (10 minutes)**[16-183](#)**Andy Henry, LPA Staff**

The draft CTP was submitted to the North Carolina Department of Transportation (NCDOT) for their internal review. The first step of this process, called the peer review, is complete and staff is making suggested modifications so the process can move to the management review step. The objective of today's presentation is to familiarize Technical Committee (TC) members with the CTP format, review the proposed schedule and receive comments. The draft CTP maps and documents are available at the MAP and REPORTS tabs on the following NCDOT Web page: <http://bit.ly/DCHCMPO-CTP>.

**TC Action:** Review draft CTP, provide comments and forward the presentation to the MPO Board.

**REPORTS FROM STAFF:****13. Reports from Staff**[16-107](#)**Felix Nwoko, LPA Staff**

**TC Action:** Receive report from staff.

**Attachments:** [2016-08-24 LPA staff report.pdf](#)

14. **Report from the Chair** [16-108](#)  
David Bonk, TC Chair

TC Action: Receive report from TC Chair.

15. **NCDOT Reports** [16-109](#)  
Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT  
Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT  
Brandon Jones (Darius Sturdivant), Division 8 - NCDOT  
Julie Bollinger, Transportation Planning Branch - NCDOT  
Kelly Becker, Traffic Operations - NCDOT

TC Action: Receive reports from NCDOT.

**Attachments:** [2016-08-24 NCDOT Progress Report.pdf](#)

**INFORMATIONAL ITEMS:**

**Adjourn**

**Next meeting: September 28, 9 a.m., Committee Room**

**Dates of Upcoming Transportation-Related Meetings: None**