



**Minutes of July 31, 2015**  
 10:00 AM, Greensboro, NC  
 Greensboro MPO Offices – Melvin Municipal Building  
 300 West Washington Street, Greensboro, NC 27402-3136

Name (In Attendance)	Organization	Name (In Attendance)	Organization
Chris Lukasina	CAMPO	Maurizia Chapman	NBMPO
David Wasserman	NCDOT	Calvin Leggett	NCDOT
Felix Nwoko	DCHCMPO	Tyler Meyer	GUAMPO
Kelly Larkins	GHMPO	Craig McKinney	GUAMPO
Tristan Winkler	FBRMPO	Joel Strickland	FAMPO
Greg Venable	HPMPO	Curtis Bridges	CRTPO
Bjorn Hansen	GCCMPO	Sarah Lee	NCDOT
Susan Pulliam	NCDOT	Wendy Miller	WSMPO
George Hoops	FHWA	Mike Kozlosky	WMPO
Peggy Holland	JUMPO	Phil Conrad	Cabarrus Rowan MPO
Dan Thomas	NCDOT	Candace Leonard	CRTPO
Tom Britton	GSATS	Lindsay Smart	DCHC MPO
		Name (Attendance via Phone)	Organization
		Julie White	NC Metropolitan Mayors Coalition
		Neil Burke	CRTMPO
		Shelby Powell	CAMPO

**Open Meeting/Welcome/Introductions** – Tyler Meyer opened the meeting by welcoming all present in person and via phone. He asked that introductions be made.

1. **Minutes** - Mike Kozlosky made a motion to adopt the minutes from the April 28, 2015 meeting. Phil Conrad seconded the motion which passed unanimously.
2. **Item 2** – Vice President’s Office was tabled.
3. **Treasurers’ Report** - Wendy Miller gave the Treasurers’ report:
  - 2014-2015 NCAMPO Fiscal Year
    - Checking Balance as of April 24, 2015 \$96,229.10
    - Checking Balance as of July 29, 2015 \$32,121.31
    - Share Account as of July 29, 2015 \$ 26.24
  - Summary of General Income and Expenses for Fiscal Year 2014
    - Balance Sheet submitted to Butler and Stowe for tax filing preparation.
    - Fiscal Year ended on March 31, 2015.
    - Financial information transmitted to Butler and Stowe on July 9, 2015.
    - Tax filing due to IRS August 15, 2015.

- 4. Conference Update** - Craig McKinney gave a conference update.
- Chris Lukasina mentioned that we need to raise registration rates. Maybe public sector/private sector rates. Look at raising vendor rates.
  - Shelby larger difference in early/late registration amounts.
  - Maurizia asked about using the events planner. Chris said it depends on the MPO's size. Would not recommend the most recent events planner.
  - Craig mentioned finding a new registration provider called Wildfire.
  - Craig said that they are negotiating with the Marriott downtown. The tentative dates are May 11-13. May have association meeting on the 10<sup>th</sup>.
- 5. FHWA Update** - George Hoops gave a FHWA update:
- Been permanently assigned as the FHWA NC Division Planning and Program Development Manager if you are unable to get in touch with Bill, Loretta, Eddie, or Joe, call me.
  - There has been so much interest in the upcoming 2-day NEPA Overview Training September 2-3 (Wednesday and Thursday) in Raleigh, that we will only be able to accommodate those that have already emailed me. In addition, we may only be able to accommodate two members of any one of the MPOs. Please note that there will be additional NEPA trainings available in the future.
  - Currently on schedule for federal approval of the STIP based on the scheduled TIP Board adoptions and TIP resolutions (provided in the spreadsheet attachment that accompanied my July 30th email). If the dates associated with your MPO are inaccurate or change, please let those cc'd on the July 30th email know.
  - MAP-21 Rulemaking Status: The System Performance + CMAQ + Freight NPRM is anticipated to be published in late October. The HSIP final rule is anticipated to be published in late October followed by the Safety PM and Planning final rules in late November. In addition, the formal comment periods for the Pavement and Bridge and Asset Management NPRMs ended in May and comments are now being reviewed. See [www.transportation.gov/regulations/report-on-significant-rulemakings](http://www.transportation.gov/regulations/report-on-significant-rulemakings) for more information.
  - Congress approved a funding package that would extend infrastructure spending until Oct. 29, 2015.
  - Chris Lukasina stated that UPWP dates were being moved up and maybe being moved up to far. Chris made a motion to move the UPWP deadline to be no earlier than February each year. Mike Kozlosky seconded the motion which passed unanimously.
- 6. Non-NCDOT Let Projects Initiative Updates** – Susan Pulliam
- Susan has a new position with the NC Turnpike Authority as Director of Customer Service.
  - Tata has resigned. Tennyson will be acting Secretary.
  - A Non-DOT Let Project is one where an entity outside of NCDOT (a municipality, county, other state agency, Railroad, etc.) delivers a project and is reimbursed with either state or Federal funding through NCDOT.
  - Usually a professional services contract is created between NCDOT and the outside entity to prepare plans and specifications, purchase right of way, and/or let a construction contract.
  - NCDOT's responsibilities will be to review the work produced to ensure it meets applicable state and Federal requirements.
  - Poor performance not a new issue...been around for many years; projects can fly "under the radar" regarding dashboard & transparency.
  - Opportunity for team approach to improve performance & address problem on multiple levels & within targeted areas
  - Federal emphasis on project completions/close out; Super Circular
  - Part of ongoing NCDOT shift to performance based culture in everything we do
  - Poor project delivery performance of Non-DOT Let projects (planned delivery vs. actual delivery)
  - Funding – committed \$ tied up in poor deliverers
  - Public perception – these are STIP projects therefore NCDOT should make good on delivery
  - Accountability – Who? How? Oversight? Enforcement mechanisms used to date?
  - Develop action plan and timeline necessary to improve delivery rates and stewardship of \$'s
  - Internal coordination to allow the Non-DOT let projects processes run smoother.

- Overall performance improvement of the program
- Update current policies, processes, etc. or generate new ones
- Develop a prioritization process for Non-DOT let projects
- Overarching items which may have impact in multiple risk areas
- Quarterly reporting on Subgroup progress in each risk area
- Incorporation of FHWA staff and ongoing input
- Explore MPO/RPO role & leverage best practice

**7. Legislative Update** – Julie White gave a Legislative Update:

- Tata left department, been articles about people showing interest in the position.
- Senate project acceleration list, will be released in the afternoon, and Julie will send out.
- House working on their own bond list that will include transportation items.
- Road diet provision in HB-44 that NCDOT Board would have to sign off on road diets for bike lanes.
- Emission testing change HB-169 – reliever some counties of having required emissions testing. Moving over to senate.
- Bill 581 – Study subdivision roads that want to be added to NCDOT system
- Calming devices – currently 70% of property owners to sign off want it lowered to 60%.
- Bike study law passed. Revisiting all bike laws – should be a study forthcoming.
- Budget provision. Cities and Counties paying for upgrades they request. Seeking clarification.

**8. TPB Update** – Dan Thomas gave a TPB update:

- Need a representative on the Freight Advisory Committee since Paul Black left FBRMPO. Wendy recommended Fred Haith from WSMPO.
- Need input from the MPOs on Strategic Transportation Corridors to get recommendations on corridor studies.
- CIA team developed several products that can be useful for the MPOs.
- New Bern MPO is being used as a pilot program for Indirect and Cumulative Effects analysis.
- Important to get input from resource agencies in development of long range planning. Developed list of contacts for environmental agencies and educated the agencies on long range planning. Working on updating GIS layers.
- Developing document to explain the transportation planning process. Would like feedback from the MPOs.

**9. Bonus Allocation Eligibility** – Calvin Leggett gave a Bonus Allocation Presentation: –

- H817 – GS 136-189.11 (f) – Incentives for Local Funding & Highway Tolling
- STI Law provides for Bonus Allocations to local jurisdictions for providing a portion of the construction cost of a project.
- 50% of the direct participation amount or 50% of the amount of toll revenue bonds (up to the caps) go back to the County or Counties for other highway projects. As of July 1, 2015, BA cap for any specific project is \$100M.
- MPO, RPO, or local government can apply BA in one or a combination of the three STI categories, however:
  - Funds must be obligated within the five fiscal years following financial close or receipt of local contribution
  - BA is distributed proportionally based on lane miles of new capacity if toll project is located in more than one MPO/RPO
  - Use in the Regional and Division categories is subject to 10% cap
- STIP 2016-2025 + Post Year identifies \$614M in Bonus Allocation funds:
  - 14 Budgeted Amounts – 9 toll bond revenue and 5 direct contributions
  - 7 Counties eligible for allocations
  - \$436M budgeted in 10 year (2016 – 2025) window and \$177M shown post years
  - CRTPO has \$144M of BA due to I-77 project – Financial close as of June 1 (these funds are currently available and the 5 year clock is running)

- Law is silent regarding how “other highway” projects are defined; NCDOT is responsible for determining definition.
- Can only be other eligible highway projects – intent confirmed by Fiscal Research. Examples include:
  - Widening projects which expand the roadway cross-section (ex. 2 lanes to 4 lanes).
  - New location projects which provide new roadway capacity.
  - Intersection/interchange improvements which provide additional physical and/or operational capacity and efficiency (roundabout improvements could fall into this category).
- Must be on state-maintained facilities or non-state maintained routes which are eligible for Federal-aid funding.
- Can be necessary preconstruction requirements to an eligible highway project. Corridor or systems level studies/planning which are not directly related to a proposed highway improvement would not be eligible.
- May use Alternate Criteria such as Interstate Maintenance, Bridge, or Safety projects
- Can be a component of or an addition to a proposed highway project if it’s an integral component of an eligible project’s environmental document such that a new or modified document is not required.
  - Must also provide a mobility benefit to the highway project and be included in the project’s construction contract (ITS devices are an exception).
  - Qualifying components or additions to projects would be subject to a cap of either \$1M or up to 10% of the base project’s construction contract whichever is greater, and the resulting amount cannot exceed \$10M. Examples include:
    - Traffic operational components and ITS devices which improve travel time reliability such as signal synchronization and dynamic message signs.
    - Provisions for non-motorized improvements included in an eligible highway project.
- Must have gone through a local prioritization process and scored through the NCDOT’s strategic prioritization process – therefore projects not identified in 2016-2025 STIP must have a score in a Prioritization cycle to gain eligibility for BA funds.
  - As mitigation for requiring submittal of projects, areas receiving bonus allocation will be given additional new highway project “draft pick” submittals at the rate of one per every \$10M up to 5 draft picks in anticipated BA.
  - Extra submittals will be available for those BA amounts associated with projects in the “committed” portion of the STIP. They do not have to all be used in any one prioritization cycle, but each pick can only be used once.
- May be used as the local share for incidental project enhancements on eligible highway projects which serve a mobility purpose.
  - Example could be for provision of wide outside shoulders to accommodate bicycle/pedestrian movement in a standard highway widening project.
- If MPO or other governmental entity directs BA funds to a project not otherwise funded in STIP the local government shall be responsible for conducting all necessary preconstruction activities.
  - Local government entities may request assistance of the NCDOT in developing these locally selected projects, but the decision to provide assistance is up to the Department.

#### **10. NCAMPO Business**

- Felix nominated Tyler to fill out the rest of the year as NCAMPO Chair. Hank made a motion to approve Tyler as Chair for the remainder of the year. Peggy seconded the motion which passed unanimously.

#### **11. SPOT Presentation** – David Wasserman updated the group on the following SPOT 4.0 items:

- Background
- General Overview of Changes From P3.0 To P4.0
- Scoring and Scaling
- Peak ADT
- In-Depth Review of P4.0 Highway Criteria, Measures and Weights
- In-Depth Review of P4.0 Non-Highway Criteria, Measures and
- Weights

- Timeline/Schedule
- SPOT Online
- Local Input Methodologies and Best Practices

**12. Next Meeting**

- Greensboro – October 30th

**13. Adjournment** – Consensus was that the meeting was adjourned.

Respectfully Submitted,

---

John Marshall, Secretary