

MINUTES
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
AUGUST 4, 2005

The Technical Coordinating Committee met on Thursday, August 4, 2005 at 10:00 a.m., at 301 Hillsborough Building, Room 110, Raleigh, NC. The following were present:

Members

Chip Russell, presiding
Brad Bass
Ellen Beckman
Wally Bowman
Tim Clark
Michele Hane
Howard Harrell
Joe Huegy
Mike Kennon
Dianne Khin
Eric Lamb
Jim Parajon
Teresa Piner
Liz Rooks
Tamra Shaw
Sarah Smith
Mike Sorensen
Kendra Stephenson
Don Willis

Representing

Wake Forest
Garner
NCDOT – TPB
NCDOT – Div. 5
Wake County
Raleigh
NCSU
TTA
Raleigh
Apex
Raleigh
Raleigh
Wendell
Research Triangle Foundation
NCDOT – P&D
NCDOT – TPB
Fuquay-Varina
Holly Springs
Wake County Human Services

Lead Planning Agency Staff

Ed Johnson
Kenneth Withrow
Dianne Wilson
Jake Petrosky
John Burriss

Representing

CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Others Present

Representing

Chairman Russell called the meeting to order. Discussion followed with actions taken as shown.

ADMINISTRATIVE ITEMS

ADJUSTMENTS TO AGENDA – AGENDA APPROVED AS PRESENTED

There were no changes made to the agenda; therefore, the agenda was approved.

PUBLIC COMMENTS – NONE RECEIVED

Chairman Russell invited comments from those in attendance. No one asked to be heard.

MINUTES – JUNE 2, 2005 – APPROVED AS PRESENTED

Committee members had received copies of the June 2, 2005 minutes in their agenda packets. Mr. Bass moved approval of the minutes as presented. His motion was seconded by Mr. Frangos, unanimously passed. Chairman Russell ruled the motion adopted.

SMART COMMUTE CHALLENGE – INFORMATION RECEIVED

John Talmadge, Triangle Transit Authority, was present to advise members of the Smart Commute Challenge. He reviewed funding of the program which is a region wide TDM Service Program. He explained this challenge includes Wake, Durham and Orange Counties and would take in the fringes next year. He explained this is a marketing effort to get employees to pledge to use transit, carpools, etc. at least one time in a six week period (August 15 – September 30). He spoke to the big incentive grand prize of two airline tickets and five night hotel stay as well as many other prizes. He noted anyone who pledges would also be receiving bright green wrist bands with the words “One less car today”. Businesses would also be offering discounts. The goal is to get 20,000 pledges this year and there would be radio, newspaper ads and community events would also be advertising the event. He noted there is a marketing firm working on public relations throughout this period. He thanked the City of Raleigh, Apex, Knightdale, NCDOT and others who are participants and encouraged other towns to participate. Mr. Russell urged all TCC members to pledge.

This report was received as information.

TIP PRESENTATION BY NCDOT’S PROGRAM DEVELOPMENT BRANCH – RECEIVED AS INFORMATION

CAMPO’s TIP/Project Priority Subcommittee had asked specific questions concerning NCDOT’s methodology in developing the TIP as well as what funding streams are available for NCDOT’s use. Mike Stanley, a member of NCDOT’s Program Development Division” was present to discuss DOT’s funding streams and how projects are prioritized by the DOT. He provided members with copies of his presentation and reviewed the information in detail. Mr. Stanley reviewed the three sources of funding for the NCDOT Budget that totaled \$3.3 billion as follows: (1) State Highway Fund,

42%/\$1.4 billion; (2) State Highway Trust Fund, 31%/\$1.0 billion; and Federal-Aid, 27%/\$0.9 billion. The State Highway Fund has no TIP road funding and the State Highway Trust Fund and Federal-Aid had restricted eligibility. Projected TIP funding sources were reviewed for 2006-2012 including 58% Federal Aid and 42% State Highway Trust Fund. Mr. Stanley's presentation also included Highway Trust Fund Budget for FY 2005. He reviewed the Highway Trust Fund General Fund Transfers noting \$170 million was transferred per year from FY 1990 until January, 2002 and was increased up to \$375 million per year. He reviewed the percentages for TIP funding sources and TIP Road Building budget. The 1989 Equity Formula was reviewed as follows: 50% population of region as percent of state; 25% remaining intrastate system miles and 25% equal share. System Eligibility by Funding Source was reviewed with Mr. Stanley noting this is a 78,000 mile system. Mr. Johnson requested that Mr. Stanley provide a break down of where State Highway Funds. Mr. Stanley indicated he would provide he requested information along with a summary of last year's budget in State Highway and State Highway Trust Fund. NCDOT's decision making process was discussed. Mr. Johnson questioned why has NCDOT not added intrastate system needs into the yet not completed part of the equity formula. Mr. Stanley indicated the option of using all system miles as that mileage component has been presented to various committees and they have over the last few years been having discussions of that imbalance of needs versus dollars. Mr. Stanley noted the equity formula NCDOT works under is under State Statute.

Discussion followed regarding the federal aid match with Mr. Stanley explaining they estimate the amount of federal aid dollars they anticipate getting and calculate the amount of dollars needed to match that and deduct that amount out of the budget before they allocate particular projects. Mr. Hodges-Copple questioned why the greater percentage is taken out of loops. Mr. Stanley responded more debt service is being applied to the urban loop budget. The full amount of the \$950 million bond referendum in 1996 was applied to eligible projects. Mr. Johnson noted seven cities having loops are paying for the loop program through delay of their projects.

Mr. Stanley further reviewed the three tier system of funding priorities with Mr. Johnson noting it should be made clear that STP should be on the lower order facilities rather than the top tier.

The report was received as information.

FY 2006-2012 MTIP AND AIR QUALITY CONFORMITY REPORT – VARIOUS ACTIONS TAKEN

Mr. Johnson review this item noting the reason for the MPO's existence is to develop long range plans and work with the State DOT to get them implemented by adoption of TIPs. He reviewed the history of this item explaining the N. C. Board of Transportation (NCBOT) approved the FY 2006-2012 STIP on July 7, 2005. Then CAMPO's Metropolitan Transportation Improvement Program (MTIP) for FY 2006-2012 and the Air Quality Conformity Determination Report were released for public comments for 30

days that ended August 17, 2005. A public hearing has been scheduled for the TAC's August 17 meeting and final approval could occur in either the August or September TAC meeting. The approval includes the determination that the FY 2006-2012 MTIP conforms to the State's implementation plan for attaining the National Ambient Air Quality Standards. Members received in their packets the MTIP as adopted by the Board of Transportation and the Air Quality Conformity Determination Report that has been published and advertised for public review and comment.

Mr. Withrow reported CAMPO's TIP/Project Priority Subcommittee met on Friday, July 15, 2005 to address the scheduling of the 2006-2012 MTIP projects and expressed a strong position concerning the lack of funding for the Raleigh Signal System upgrade and the delay for the Western Wake Expressway. They also examined other regionally significant projects such as I-40, I-440, and US 70 with regard to their scheduling and requested that staff address these project and present possible revisions to those schedules. CAMPO staff reviewed the transit element and made corrections that will be incorporated into the MTIP as well. Attachment 6B included in the agenda backup outlined the subcommittee's proposed revision to the highway element of the MTIP. Highway projects showing a revision in the schedule are: Project I-4744 – the I-40 widening, (2) Project R-2635 – Western Wake Expressway, (3) Project U-2719 – Widening I-440 and (4) Project U-4708 – the rehabilitation of Raleigh's existing signal system. Mr. Johnson indicated the schedules for the projects within CAMPO's MTIP were adjusted for years four through seven, which does not effect the ensuing three-year period for the TIP schedule by which the MPO will receive federal funds. NCDOT may move projects and phases of projects listed within the 2006-2012 MTIP without additional programming or project selection approval by the MPO within that three-year period, providing that air quality conformity and financial constraint criteria are met. CAMPO staff further reviewed the transit portion of the MTIP and found a number of inconsistencies between the proposed MTIP and the submitted transit list adopted by the TAC on November 17, 2004. Members received in their packets correspondence from CAMPO staff addressing those errors and providing the corrections. Mr. Johnson reported it was determined that the best course of action for the FY 2006-2012 CAMPO TIP was to: (a) adopt the project schedule for the highway portion that had been initially drafted by NCDOT, (2) forward to NCDOT corrections to the transit portion of the FY 2006-2012 MTIP, and (3) re-emphasize to NCDOT the region's highest priority projects through the FY 2007-2013 Project Priority Lists.

It was reported the TCC recommended that the TAC adopt the initial draft of the MTIP for FY 2006-2012 and the companion Air Quality Conformity Determination Report.

Mr. Johnson referred to the letter dated June 15, 2005 to Secretary Tippetts relating to regional concerns regarding the Transportation Improvement Program and provided members with a copy of the letter and reviewed the contents in detail. Mr. Lamb referred to the Falls of Neuse Project noting in reading the letter from Mr. Bryan, the MPO expected a \$2.6 million match and thought it was a full allocation of \$13 million over two years. Mr. Johnson explained \$13 million is 80% federal and 20% non federal money and the feds want the City to put in a 20% share. Mr. Lamb noted we are putting in \$5

million of an \$18 million project which is more than 20% to get the right of way done. Mr. Johnson noted there are a variety of ways to handle the \$13 million and the preferred way is not amenable to NCDOT. Mr. Lamb questioned why STP DA funds could not be used for right of way. Mr. Johnson explained if they do provide the funds it would take 10-15 years to get permitted and if the City does it, the City can do it in three years. He stated NCDOT said they would help with funding if the City does the project. Mr. Russell indicated he was sure the TAC will discuss this issue at their meeting.

Mr. Dawson referred to the signal system noting the agreement with the state indicated there would be a 75/25 split on this \$28 million project. The state has reduced the scope by alternative funding noting 25% of the signals would require LED replacement from the city's system and the state has not offered to make up that difference resulting in \$750,000 more on Raleigh's plate that would reduce the amount of reimbursement for maintenance of the other 75% of the signals. He stated this is not a good deal for the city. Mr. Russell explained right now it is not funded and the committee suggests accelerating this to 2009. He indicated this body should take the City of Raleigh's comments on how that funding is and move it forward to 2007/2013. He stated this could be the recommendation to the TAC. Mr. Russell questioned if the City of Raleigh has a maintenance agreement for the signal system. Mr. Dawson stated there are two agreements - one for the computer signal system and hardware in the field.

Mr. Withrow then reported on 7/12/05 NCDOT requested MPO Planners and Transit System Managers to review the transit information in the STIP for errors. Several corrections are needed and the corrections were highlighted on the appropriate pages in the attachment provided in the agenda backup. He reported meetings had been held with PTD staff at NCDOT regarding those projects and corrections were presented. He stated the changes noted are what staff recommends be included in the 2006-2012 MTIP. Mr. Johnson explained it is very important to have the numbers as correct as possible and a draft would be put together with the changes by the time this goes to the TAC.

Mr. Parajon questioned how to deal with reviewing this information and was concerned about pushing something forward where changes are being made in the last two days. Mr. Russell indicated there are no changes in the priority in the 2006-2012 MTIP from what was done last time and the decision from the subcommittee has been any real changes would be addressed in the 2007-2013 MTIP. Mr. Johnson referred to the expanded MPO which determines how much TIP we will adopt and currently we are just Wake County. He noted October 2, 2005 will be the first meeting as an expanded growth area which is when the TIP goes into effect. The 2007-2013 TIP will be the first one that should have the new areas included.

Following discussion, Mr. Frangos moved adoption of the initial draft of the MTIP with the 4 changes suggested and transit changes as outlined in the agenda backup. His motion was seconded by Mr. Bass, unanimously passed. Chairman Russell ruled the motion adopted.

Discussion followed relating to the Raleigh Signal System with it being agreed the desire to have this as top priority should be restated.

CAPITAL AREA MPO 2007-2013 PROJECT PRIORITY LIST – PUBLIC COMMENT PERIOD AUTHORIZED

Mr. Withrow reviewed this item noting the TCC and TAC members agreed during their May meetings to a schedule for development of the 2007-2013 Project Priority list. Members received information in their packets showing the schedule of activity for the 2007-2013 Project Priority List exercise. CAMPO's TIP/Project Priority Subcommittee met on July 15, 2005 to review the process to be used in prioritizing transportation projects from throughout the region. The exercise also incorporated the high priority TIP projects submitted by the governments of counties now in the process of becoming official MPO members of CAMPO. Franklin, Granville, Harnett and Johnston Counties were in previous years solely members of Rural Planning Organizations and had developed their transportation priority lists through those agencies. High priority corridors identified by the RPOs include US 401 in Franklin County, I-40 in Johnston County, NC 55 and US 401 in Harnett County and NC 50 and I-85 in Granville County. Mr. Withrow explained during the June 15 TAC meeting, Chairman Bryan requested that the priority list undergo objective technical analysis as part of its development. The subcommittee directed staff to compile the list of projects from throughout the region, perform a user benefits analysis on the projects, and score those projects based on criteria developed during the previous comprehensive transportation priority setting exercise. Projects will be sorted based on the geographic division that the project is in and project cost stratification. Members received at the meeting the highway projects and their initial scoring. The purpose of the information at this time is for an initial TCC review of the FY 2007-2013 Project Priority List and recommendation that the TAC authorize a 30-day public comment period on the FY 2007-2013 Project Priority List. During the public comment period, the TIP/Project Priority Subcommittee will review the FY 2007-2013 Project Request spreadsheet. He noted a formal recommendation would be provided at the September 1, 2005 TCC meeting. Mr. Withrow suggested that the Project Priority Subcommittee get together this week and review the user benefit analysis and use that to set priorities. Some of the priorities have been taken care of in the June 15 letter to the Secretary of Transportation as well as what we have been discussing in priority setting in the 2006-2012 MTIP. He felt it is important that there be full opportunity to review this so everyone will understand what was done. He noted the draft was not ready. He further reported they would suggest going forward with the Bicycle/Pedestrian component. Mr. Johnson explained new members coming in are having concern that their needs will be addressed in an area that had many needs already. He reviewed the process that would be involved in assuring new members' concerns are being handled fairly. He noted another month would be needed and staff would work hard and have meetings with new members.

Jake Petrosky reviewed the Bicycle/Pedestrian Plan noting the 2006-2012 MTIP did not include many projects. He indicated a new draft list would be submitted in the 2007-2013 MTIP. Members were provided with a draft list that included the top 20 projects.

He explained emphasis was placed on giving points when municipalities contributed to the right of way and operation/maintenance funds. He reviewed the process involved in the selection of projects referring to the desire to make the process as clear and as easy to document as possible. Criteria used were reviewed including benefits to other transportation modes, etc. He stated if there were questions that proposed revisions or comments be submitted to CAMPO staff by the end of this week or early next week in order for changes to be made. He noted this listing is a near final list. Mr. Johnson indicated the technical process needs to have common sense applied to it as well and look at this as an aid in making good decision on the priorities. It was reported the Bike/Ped Committee meets monthly if anyone desired to become involved.

Mr. Petrosky indicated there were problems in the last TIP getting any top priorities funded and hopefully meetings could be set up with NCDOT and determine how to get our projects funded. He stated there is a small pot of funding in the entire State and would like to see us work with DOT to get the best list possible. He spoke to the STP-DA funding noting there is significant funding for Bike/Ped projects and there would be a call for projects in October and that is another avenue that may be good to get smaller Bike/Ped projects that are crucial to the transportation network.

Following discussion Mr. Lamb moved recommending to the TAC that the 30 day public comment period be authorized. His motion was seconded by Mr. Hodges-Copple, unanimously passed. Chairman Russell ruled the motion adopted.

JOINT MPO SOCIOECONOMIC DATA EXERCISE – PROPOSED FORECAST METHODOLOGY – RECEIVED AS INFORMATION

Mr. Withrow reviewed this item noting staff members from both CAMPO and DCHC have been conducting meetings to address socioeconomic data collection for the Triangle Regional Model (TRM) with the initial meeting held on May 3, 2005. The group discussed issues of refreshing the 2002 base data in the TRM as well as collecting data for 2005. The Wake County Public School System representative had commented that the school system was growing at a rate of 5,000 students per year and that the school bond is scheduled to be moved to 2006. The School System desires to geocode every student in the county. Mike Miller, N. C. State's OR/Ed Lab participated in the meeting and commented that he is currently working on a project that would utilize a parcel resolution land use analysis based on the Wake County Public School System's node geometry layer. Data will be collected at the parcel level for a given base year and forecasted for future years. Mr. Withrow explained the subcommittee met in June to gather information about the exercise that Mr. Miller is doing and found that both data collection efforts for the TRM and schools can be combined. With the goal of finalizing the 2005 socioeconomic data gathering exercise by the end of January, 2006, the municipalities will need direction in completing the socioeconomic data gathering exercise for both transportation planning and school planning. The Technical subcommittee agreed by consensus that the July 12, 2005 Joint S. E. Data Subcommittee of the Whole should be cancelled to allow for the following actions to take place: (1) OR/Ed. Lab will have a fully completed planning region geodatabase for all of Wake

County by mid-July, (2) TRM Model Team will have the TAZ structure for the new model area by mid July and (3) the technical team, in conjunction with planning staff from Raleigh, Cary and Wake Forest will be called upon to test the methodology being developed by the OR/Ed. Lab that the Wake County municipal planning agencies will use in creating forecasts for both school and transportation infrastructure. The smaller technical committee is working with Mr. Miller on defining development profiles that will be used during the socioeconomic data gathering exercise. Mr. Withrow spoke to the methodology being developed. He further noted how this will be a useful tool including forecasting, planning segment analyses, land use studies, capacity analysis and forecast, school location optimization, school attendance boundaries optimization, etc. Mr. Withrow reported at this time the database is being finalized noting there are 3,000 parcels left to do. The technical crew will meet next week and after August 9 tests will be done of what they have come up with. He requested that anyone interested in being involved in the testing let him know. He explained by September this will go live and will do demos and can begin doing data collections that are needed to be done. Mr. Petrosky indicated hopefully this will make things easier for town planners.

This report was received as information.

STRATEGIC CORRIDOR STUDY – US 64/NC49 – DEFERRED TO SEPTEMBER MEETING

It was reported an update on the Strategic Corridor Study including an update on the US64/NC49 study would be deferred until the September meeting.

MPO STAFF REPORTS – RECEIVED

Mr. Johnson referred to the pending item relating to the Comprehensive Transportation Plan noting work is continuing on the plan.

ADJOURNMENT

There being no further business, the meeting was adjourned at 12:05 p.m.

Respectfully submitted,

Brenda Hunt