

**TECHNICAL COORDINATING COMMITTEE  
AUGUST 3, 2006  
MINUTES**

The Technical Coordinating Committee met on Thursday, August 3, 2006 at 10:00 a.m. in Room 110, 301 Hillsborough Street, Raleigh, NC. The following were present:

**Member**

Chairman Russell, presiding  
Juliet Andes  
Brad Bass  
Wally Bowman  
Michael Frangos  
Michele Hane  
Joe Huegy  
Mike Kennon  
Tamra Shaw  
Sarah Smith

**Representing**

Wake Forest  
Cary  
Garner  
NCDOT – Div. 5  
Knightdale  
Raleigh  
TTA  
Raleigh  
NCDOT – PTD  
NCDOT – TPB

**Lead Planning Agency Staff**

Ed Johnson  
John Burris  
Kyle Ward  
Diane Wilson  
Kenneth Withrow

**Representing**

CAMPO Director  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff

**Others Present**

Warren Miller  
Beau Mills  
John Talmadge

**Representing**

Fountainworks  
NCLM  
TTA

**AGENDA – ADJUSTED AS MEETING PROCEEDED**

Chairman Russell indicated the agenda would be adjusted as needed as the meeting proceeds. There were no objections.

At this point Mr. Johnson recognized Beau Mills, N. C. League of Municipalities, who recently returned from China as an Eisenhower Fellowship recipient. The purpose was to look at how China goes from a 19<sup>th</sup> Century Transportation System to a 21<sup>st</sup> Century System. Mr. Mills reported China is investing in their infrastructure at a clip never seen before. He indicated they have learned that transportation is no longer an impediment but is an investment in their country. He noted in the next 15 years China will have a better transportation system that we do. They are also investing in education at a greater rate. He stated we had better watch out noting they have already built 30,000 miles of interstates which will increase greatly in the next few years. Mr. Johnson indicated Mr.

Mills had sent him an email with this report and would provide a copy to all members. He also pointed out Mr. Mills had helped MPOs advance their causes in the N. C. Legislature.

### **MINUTES – JUNE 8, 2006 – APPROVED AS PRESENTED**

Minutes of the June 8, 2006 meeting were provided to members prior to the meeting in their agenda packets. Ms. Hane moved approval of the minutes as presented. Her motion was seconded by Mr. Bass, unanimously passed. Chairman Russell ruled the motion adopted.

### **REGIONAL TRANSPORTATION DEMAND MANAGEMENT OVERVIEW – REPORT RECEIVED AS INFORMATION**

Mr. Johnson introduced John Talmadge, TTA, who was present to provide an overview and update on the status of the current Regional TDM activities. He explained Transportation Demand (TDM) strategies are meant to create a more efficient transportation system through demand reductions. Such things as education and public/private incentives are used to encourage use of transportation choices that are more efficient, reduce travel times and congestion and therefore reduce emissions which improves air quality. The emphasis is placed on reduction of the use of single occupant vehicles by providing alternative commuter options. Mr. Johnson indicated we have been working with the TTA in developing a TDM that is multi-year noting everything we do requires years of commitment. He noted this has been an annual program and is trying to evolve into a multi-year program and Mr. Talmadge has been instrumental in this.

John Talmadge, Director of Community Resources at TTA, indicated the TTA houses this program. He provided a PowerPoint presentation (copy was included in agenda backup). The presentation included information on what is a TDM Program, what are we doing, how are we doing, what don't we know and what's next. He reported in the Triangle this program has meant providing regional services, implementing social marketing programs, building relationships with employers, coordinating with partners in the region and facilitating TDM planning, surveys and research. In regard to what we are doing, Mr. Talmadge explained we are providing regional services in the form of Emergency Ride Home, on-line ride matching, vanpools and informational resources. Also used are social marketing strategies to promote services directly to employees and university students including SmartCommute Challenge and Redefine Travel. He explained this is trying to help people that are motivated make a change since it is hard to break habits. Mr. Talmadge indicated they are building relationships with employers referring to Best Workplaces for Commuters, working with employer transportation coordinators, fostering cooperative associations (Downtown Raleigh, Raleigh Corporate Center, etc.) and offering new hire packets. Coordination has also taken place with partners in the region. They are now moving from measuring our behavior to measuring the targets' behaviors including expressions of interest, ridership or market shares for each mode, VMT reductions and pollution reductions and are attributing changes in outcomes with actions taken. The success of the SmartCommute Challenge was

reviewed that resulted in 12,071 pledges which was 141% over their objective; 1,592 new registrants for online ridematching; 6,565 rides attempted which was an increase from 2005 and above the rest of the state; pledges came from employees at 92 employers but 50% were from just 11 employers; 9 new vanpools started, TTA set several daily ridership records and the follow-up survey indicated 603 (59%) had previously driven alone are now using new modes an average of 2.3 times per week. Mr. Talmadge then spoke to the Redefine Travel Program which is aimed at university students which has had more than 25,000 web hits since August, strengthened partnerships with area universities and colleges, TTA ridership increases at UNC and NCSU of 242 boardings per day and CAT ridership increases from NCSU and Meredith U-PASS programs of nearly 200 boardings per day. Mr. Talmadge referred to the Durham CTR Ordinance affecting employers of over 100 employees and requires them to put together a plan, do a survey and pay a little bit of money. This survey data represents 50,377 employees and 100,754 trips per day; 9.8% of Person-miles traveled by environmentally Friendly Modes which is 178,240 miles every day – 35 trips from Raleigh to Los Angeles and back and at 21 miles per gallon represents 8,488 gallons of gas saved each day. The Emergency Ride Home program was reviewed which includes 370+ registrants this year, 30 of whom had driven alone prior to registering. Rides home provided this year totaled 10-15. The Bike-to-Work-Week program held last year was reviewed with Mr. Talmadge reporting 74 bicyclists registered as bike mentors, 24 registered as bike novices and 80 attended events and many positive responses had been received following the event. He reviewed New Hire Packets noting more than 500 packets were delivered to more than 10 employers which would be tracked. What we don't know was reviewed that included effects of various strategies from each other and from exogenous factors, i.e., gas prices, etc.; lasting effects of the strategies and outcomes for modes without ridership counts. What's next was reviewed with Mr. Talmadge stating for 2007 they are considering consulting with university faculty on evaluation methodologies for TDM program, automated phone surveys, on-line surveys of ERH database, employer level analysis of site based program effectiveness and development of a Regional 7-Year TDM Program.

Mr. Talmadge then referred to the upcoming SmartCommute Challenge beginning August 15, 2006. He explained being a participant employer means putting up posters and informing employers about the Challenge. He indicated on site events could be done if requested by employers with more than 50 employees. He stated this is a way to generate excitement about different transportation options noting from the survey work done, this has been effective. This year they are looking at getting people to extend their commitment more than one time in six weeks. Mr. Johnson indicated the number of miles and gas saved are very effective and powerful. He suggested many times when you register for something, there is a check box where you can opt in or out for future mailings for follow up which could assist in building the data base. Mr. Talmadge stated TTA also desires to determine how to use data the MPOs are collecting to verify survey results TTA is getting and would like to work more closely with the two MPOs. Mr. Johnson noted there is a tremendous amount of data to be harvested from the Household Travel Survey and upcoming Travel Behavior Surveys.

Mr. Lamb questioned flex time programs data with Mr. Talmadge indicating they do not have anything specific about flex time and all of these types of programs are really going to be at the employer's discretion and TTA works more on changing the mode of transportation rather than time shifts.

Mr. Burris reported there had just been 5,100 household surveys that included special interest groups and are getting ready to do a Transit On Board Survey which would be useful for the model as well as transit providers. Survey reports would be sent to members and all data collected would be provided to anyone requesting it.

This report was received as information.

### **JOB ACCESS – REVERSE COMMUTE (JARC) GRANT – RECEIVED AS INFORMATION**

Ms. Wilson reviewed this item. The agenda provided the history of the item. Ms. Wilson reported MPO staff, assisted by Capital Area Transit and NCDOT PTD, has developed an application and selection process packet (provided at the meeting). The TCC is being requested to review and make comments on these guidelines and other documents for submission, evaluation and selection of JARC Grants. She indicated the handout provided was a first draft just to get this started and to receive feedback from members following their review. She referred to Page 8 of the document which is a second part entitled "Locally Developed Human Services Transportation Coordinated Plan". This has to be developed by transit partners and an MPO plan. She referred to financial questions still pending noting staff is in the process of working these out. Ms. Wilson indicated as this moves forward, staff would be requesting a subcommittee to work on this item. She noted there are a lot of local, state, federal, private and public agencies that have to be involved in this process. Section 3 of the document indicates what the plan would entail. She urged members to review the document and provide feedback on anything missed, etc. She referred to the need to get this process started and noted noting staff usually does not apply for grants so close to the deadline; however, with the planning required this may be necessary. Ms. Wilson explained this item was placed on this agenda to receive the report as information and to ask feedback from members. She noted funding questions came up recently so the item is not ready to go to the TAC at this point for action. She hoped next month staff would have more information on funding issues for developing the plan and at that point action may be requested. Ms. Shaw indicated there is a flexible deadline.

Chairman Russell indicated this item would be placed on the September agenda.

### **FY 2007-2008 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT PROCESS AND SCHEDULE – RECEIVED AS INFORMATION**

Mr. Withrow reviewed this item. The agenda indicated annually the CAMPO staff along with NCDOT, Triangle J Council of Governments, TTA, Capital Area Transit and DCHC develops the work tasks and budget for the Unified Planning Work Plan (UPWP). The

schedule previously used did not coincide with budget schedules of CAMPO member jurisdictions and agencies and in some cases precluded appropriate response time for some members. In an effort to be more proactive in its approach to UPWP development and to allow ample time for local input, a schedule as prepared which will better meet the needs of MPO members. On July 13, 2006 a retreat was held to discuss development of CAMPO 2007-2008 UPWP and an organizational structure that would support the MPO goals and priorities. Members received a draft report outlining highlights of the Retreat. TCC members are being asked to review this report and provide comments as appropriate. Mr. Withrow explained the purpose of the retreat was to consider an organizational structure that would support the goals and priorities of CAMPO. He indicated it was the desire to have something for October so member governments would have any needs in time for budget deliberations. He indicated they looked at what this organization would be like over the next five years. Warren Miller discussed strategies and put together a plan entailing how the retreat would be outlined. The retreat was held on July 13, 2006 where many issues were discussed including priority areas, areas where improvements are needed, visioning process for CAMPO and how all of this impacts future UPWPs. Mr. Johnson reported he received very good follow up feedback from people who had ideas including Ms. Andes, Chairman Russell and Mr. Heugy. He stated he would share Mr. Huegy's with everyone and Mr. Russell's had already been circulated. He noted a staff expansion concept has to be developed for consideration and a group is needed to serve as a sounding board and have a meeting in the next two weeks so a recommendation could be brought back at the September meeting. He stated there is currently a UPWP committee and those members would be working on this item.

Mr. Frangos questioned if more money would be requested from member municipalities. Mr. Johnson noted after reviewing the City of Raleigh's 2 year budget proposal, fees may increase some but not a huge amount. He noted a lot of the work is coming from DOT and we are doing a lot of NEPA work at the planning level. He noted rather than a commitment we will do all of this, he wanted to see some commitment that the NEPA work staff is doing recognizes we need some resources from DOT if that is to be done. He has had a meeting with leadership agencies and made it clear MPO feels this is appropriate and noted the message was heard. Mr. Frangos spoke in support of additional employees.

Chairman Russell thanked those who attended the retreat. This item was received as information.

**CAMPO COMPREHENSIVE TRANSPORTATION PLAN PUBLIC INVOLVEMENT AND AMENDMENT PROCESSES – RECEIVED AS INFORMATION**

Mr. Petrosky reviewed this item noting the CAMPO Comprehensive Transportation Plan is an unfunded vision plan meant to identify future roadway, transit and bicycle improvements needed over the next fifty years. Staff has been working with local planners to create a draft version of the plan including all of Wake County and portions of Johnston and Harnett counties. It is anticipated the CT maps would be adopted after a

significant public involvement process. A report on all portions of the CTP would be presented for adoption at a future date. Pdf maps of the Roadway, Transit and Bicycle Elements of the CTP had been made available for TCC review and the TCC now needs to discuss the public involvement process that the draft CTP maps would go through during September and October. A draft public involvement process was included in the agenda backup. It was also suggested that the TCC create a subcommittee that would be responsible for drafting an amendment process to be submitted for approval by the TCC and TAC with the report. Mr. Petrosky noted the maps are becoming more and more final and there are now draft roadway maps. He requested that all members review the maps and provide comments back to staff over the next month and at the beginning of September would have near final maps to go to DOT for formal review. He reviewed Draft Public Involvement and Approval Schedule provided in the agenda packet. He spoke to the need to convene a subcommittee to discuss the CTP amendment and update process. He noted it will take an earnest effort for committee members and staff to get this done but gray areas are not needed and everyone needs to know what should be done. He indicated the subcommittee should meet sometime in September and in October would go out for six regional public involvement sessions. He stated in October the subcommittee will present the amendment and update process to the TCC and in November hoped to have the public hearing to approve the amendment and update process and at some point in November approve the map and process.

Ms. Hane referred to the suggested locations for public involvement sessions noting none were listed for Raleigh. She suggested setting up a session during major commute times when riders get on and off busses in a location close to Moore Square. Mr. Johnson felt this was a good suggestion. Mr. Lamb questioned if these would be like a workshop. Mr. Petrosky indicated it is preferred not to have just a meeting and preferred to piggyback some existing meetings. He indicated Ms. Wilson would be contacting members to determine existing meeting schedules.

#### **MPO STAFF REPORTS – RECEIVED**

Mr. Johnson reported the next TAC meeting would be held in a different location and at a different time. He stated the TAC indicated they would like to start at 8:00 a.m. at the Wendell Community Center. The Turnpike Authority discussion regarding the Western Wake Freeway will be discussed from 8:00 a.m. – 9:30 a.m. He indicated the Mayors' group from Wake County decided they would like to approach a Memorandum of Understanding with them to get things clarified. He stated there is some discussion about this being final approval the MPO will give but that will not happen. He noted the Turnpike Authority has all of their consultants coming in from all over the country to this meeting and there would be questions answered that would go out with the TAC agenda. He stated at 9:30 a.m. there would be a hearing on Wendell Falls Parkway proposed Transportation Plan amendment to align with Richardson Road noting the public comment period will run a few days after the hearing; therefore, final action would probably not be taken at that meeting.

Mr. Johnson further reported Scottie Wilkins, Granville County Planner, had indicated Kentucky has a very unified way of getting things into the TIP involving filling out a three page information sheet about each project. He noted for the CTP NEPA will have to have standardized information.

Mr. Johnson referred to Morrisville noting they had a small area plan involving going down the center of town with a 2-way pair, one on each side of the railroad tracks. He noted the concept was to use parallel roads and would be looking at that further with them.

In regard to the US 1 Corridor Study, Mr. Withrow noted three priority issues had come up through receipt of questionnaires – (1) intersection improvements and access management; (2) interchanges and (3) 2-way frontage roads on 540. He indicated these are the major issues brought out so far noting many comments had been received. He indicated a transit meeting would be scheduled in the next 2-3 weeks. He referred to a proposed Memorandum of Understanding and indicated some initial tweaks had been done on the agreement. Mr. Johnson explained, in regard to the Memorandum of Agreement, that 8 jurisdictions would be part of this plan and this would indicate if anyone of them wanted to change the plan they would have to go through a steering committee process where all stakeholders would be involved.

Mr. Burris referred to a transit survey kickoff meeting to be held noting he had sent information on this to members. This would involve getting inventory updates of sidewalk and greenway facilities noting he would like to have information back by August 11 with a drop dead deadline at the end of August. He explained all new sidewalks and greenways created between 2003-2005 should be provided.

#### **NCDOT REPORT – RECEIVED**

Ms. Smith reported the 2007-2013 TIP release has been delayed.

Mr. Bowman reported I-540 work is still going well. Mr. Johnson noted NC 98 Bypass opened recently.

#### **OCTOBER MEETING – DATE CHANGED TO OCTOBER 12, 2006**

Chairman Russell reported the State Planning Conference in Concord, N.C. would be held on the TCC's usual meeting date in October. It was agreed to hold the TCC meeting on October 12, 2006.

**ADJOURNMENT**

There being no further business, the meeting was adjourned at 11:15 a.m.

Respectfully submitted,

Brenda Hunt