

TECHNICAL COORDINATING COMMITTEE
MINUTES
AUGUST 4, 2011

The Technical Coordinating Committee met on Thursday, August 4, 2011 at 10:00 a.m. in the CAMPO Offices, Raleigh, NC with the following present:

Member

Chairman Johnson, presiding
Juliette Andes
David Bamford
Wally Bowman
Ray Boylston
Jerry Bradley
Skip Browder
Candace Davis
Carl Dawson
Todd Delk
David DeYoung
David Eatman
Jimmy Eatmon
Mark Edmonson
Samantha Ficzkko
Tim Gardiner
Mark Hetrick
Chris Hills
Joey Hopkins
Reed Huegerich
Justin Jorgensen
Ashley Kaade
James Linn
Thomas Lloyd
Tim Maloney
Brian O'Sullivan
Jonathan Parker
Teresa Piner
Coley Price
Jill Stark
Don Willis

Representing

Fuquay-Varina
Cary
Garner
NCDOT
Cary
NCDOT Div. 6
Clayton
Wake Forest
Raleigh
Cary
Clayton
CAT
NCDOT Div. 4
Wake County
Harnett County
Wake County
Zebulon
Knightdale
NCDOT Div. 5
Apex
Granville County
Morrisville
RTF
Rolesville
Wake County
NCSU
Triangle Transit
Wendell
Angier
FHWA
Wake County

Staff

Ed Johnson
Gerald Daniel
Richard Epps
Valorie Lockhart
Chris Lukasina
Robert McCain
Amy Ward
Kyle Ward
Diane Wilson
Kenneth Withrow

Representing

CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Others

Ronnie Williams

Representing

TAC

Tyler Bray
Tom Cook
Ray Magsanoc
Joe Milazzo

NCDOT
ITRE
Parsons Brinckerhoff
RTA

Chairman Johnson called the meeting to order. The following items were discussed with actions taken as shown:

AGENDA - APPROVED AS AMENDED

Mr. Johnson indicated there would be an add-on item that would be discussed following approval of the Minutes. The item relates to FY 2012-2018 TIP and Air Quality Conformity Determination. This is in an effort to fast track the process. Item 17 (Future Interstate Designation I-44, Raleigh to Hampton Roads) was removed from the agenda.

Without objection, the agenda was approved as amended.

PUBLIC COMMENTS - NONE RECEIVED

Chairman Johnson announced this was an opportunity for comments by those in attendance relating to items not included in the agenda. No one asked to be heard.

MINUTES - JUNE 2, 2011 - APPROVED AS PRESENTED

Members had received in their agenda packets a copy of the June 2, 2011 minutes. Mr. Browder moved approval of the minutes as presented. His motion was seconded by Mr. Delk, unanimously passed. Chairman Johnson ruled the motion adopted.

FY 2012-2018 TIP & AIR QUALITY CONFORMITY DETERMINATION - APPROVED

Mr. Lukasina reviewed this item noting in March the TCC discussed an amendment to the LRTP that was approved in anticipation of what was contained within the draft TIP at that time and the products that would have to be modified to keep everything matching. Since then, the STIP has been adopted by NCDOT in July which was 2 months later than anticipated. As a result things were slightly behind when the Air Quality Conformity process began which required 2 conformity runs in order to meet Federal Air Conformity requirements. It was just determined this morning that some numbers were updated this morning for Person and Orange Counties. Air Quality Conformity determination is done on the entire Triangle, not just on CAMPO counties and involves 3 MPO's approving everything within a certain amount of time. This item is being fast tracked to be sure CAMPO approves this on time. The TAC in June approved the release for public comment for the 2012-2018 TIP and the Air Quality Conformity Determination report. The public comment for both ends August 31. Staff requested a recommendation from the TCC to the TAC to approve all documents at the August meeting pending no negative comments through August 31. This will allow all of CAMPO's action to take place and give everyone plenty of time to get everything done to avoid a conformity lapse. The TIP and Conformity Report have to be completed and approved by September 30, the end of the federal fiscal year. Funding

for projects would be impacted if a conformity lapse occurs. Staff is working on, if there is a lapse, identifying what projects, if any, would be impacted by that.

Mr. Parker moved that the TCC recommend approval to the TAC of the 2012-2018 TIP and Air Quality Conformity Determination pending no negative public comments through August 31. His motion was seconded by Mr. Hopkins, unanimously passed. Chairman Johnson ruled the motion adopted.

POLICY AND PROCEDURES GUIDEBOOK - APPROVAL BY TAC RECOMMENDED

Ray Boylston explained in 2010 the MPO Organizational Committee recommended that the MPO work to develop a guidebook to identify and document the MPO's work, policies and schedules. The TCC formed a Policy Guidebook subcommittee to guide this effort. The MPO contracted with ITRE to perform the task of compiling information related to the MPO's processes and regulatory framework. The draft guidebook has been reviewed and endorsed by the Policy Guidebook subcommittee and the Organizational Committee. He indicated ITRE had done an excellent job and had checked other areas and could find no other guide of this nature that pulls together the functions, tasks and responsibilities into one document. He noted with this guide, CAMPO is at the cutting edge in this effort. Members of the subcommittee were recognized. He expressed appreciation to all who worked on this document. He indicated if there are any edits or ideas that arise at this stage that members notify CAMPO staff. Staff will be looking at ways to post the big document on the website by chapter to make it user friendly. The subcommittee will reconvene and look at the Phase II study involving ways to improve the website in terms of automation to make things easier for members.

Tom Cook, ITRE, provided highlights of major sections of the final document. Members received an Executive Summary at the meeting. He expressed appreciation for the work performed by the subcommittee and CAMPO staff. He reviewed the types of study that went into the development of the document noting they did not find any other MPOs in their search that had created such a document. Key features were reviewed including a comprehensive index at the back of the document, links are created to enable readers to go directly to the reference needed. He reviewed the process for approval of various types of projects; funding for transportation and planning projects; amendment processes; glossary with a list of acronyms, an index, etc. He referred to the Executive Summary that does not provide as much detail and is targeted to the TAC and the general public and elected officials. Mr. Boylston noted this is a living document and will require continuing maintenance by the CAMPO staff.

At this point Chairman Johnson recognized the presence of Mayor Ronnie Williams, Vice-Chair of the TAC.

Ed Johnson indicated he stayed completely out of this process and was favorably impressed how well it turned out. Chairman Johnson commended Mr. Boylston and his committee for doing a great job of knowing what needed to be asked and including it and staff for their work on this. He hoped the TAC will find this is a very valuable pool of information and would assist in understanding the chronology, terminology, procedures involved with CAMPO.

Mr. Huegerich moved that the TCC recommend endorsement of the final draft by the TAC. His motion was seconded by Mr. Browder, unanimously passed. Chairman Johnson ruled the motion adopted. Members gave a round of applause to all involved in preparation of the guidebook.

AIR QUALITY CONFORMITY MEMORANDUM OF AGREEMENT - APPROVED - TAC RECOMMENDED TO SIGN AGREEMENT

Mr. Withrow explained the NC Division of Air Quality (DAQ) has requested that CAMPO execute an Air Quality Conformity Memorandum of Agreement (MOA). MOA partners including the NC Division of Air Quality (NCDAQ), the NCDOT, FHWA and FTA, EPA and NCDENR have also been asked to execute the document. Mr. Withrow reviewed the history of this item noting that CAMPO and NCDAQ finalized text corrections to the document in June that were presented to the TAC at their June 15, 2011 meeting. The TAC will review the final document and are scheduled to endorse signing the Air Quality Conformity MOA document at their August 17 meeting. Members received a copy of the finalized MOA.

Ed Johnson reported Eric Lamb had submitted a comment to have this reviewed by the City Attorney's office. Mr. Johnson indicated he met with the City Attorney and reported it is the attorney's opinion that it is not the purpose of the Raleigh City Attorney to be providing legal counsel to CAMPO. Mr. McCormick indicated his purpose is to provide counsel to the City of Raleigh. Mr. McCormick suggested that CAMPO may want to consider how it wants to have legal representation. Mr. Johnson indicated at some point, some day, CAMPO may get sued about something in the future. He indicated staff will bring something to CAMPO in the next budget cycle about addressing legal representation.

Mr. Delk moved that the TCC recommend to the TAC authorization to sign the CAMPO Air Quality Conformity Memorandum of Agreement. His motion was seconded by Mr. Hetrick, unanimously passed. Chairman Johnson ruled the motion adopted.

FEDERAL FUNDING RESCISSION - STAFF DIRECTED TO DRAFT LETTER FOR TAC APPROVAL

Mr. Lukasina explained NCDOT has been required by the US Congress to return \$66.3 million of unobligated funds. This is part of a \$2.5 billion national rescission of funds. NCDOT has opted to use unobligated funds in the Congestion Mitigation and Air Quality (CMAQ) program, Transportation Enhancements (TE) program and State Planning and Research funding (SPR) program. NCDOT noted a lack of demand in these programs as a primary reason for returning these funds to the federal government. All of these programs will retain some level of funding to start FY 2012. Amounts to be rescinded from apportionments are as follows:

CMAQ -	\$40.0 M of \$80 M (50% of NC's appropriated funds)
TE -	\$12.5 M of \$45 M (28% of NC's appropriated funds)
SPR -	\$13.6 M of \$31 M (44% of NC's appropriated funds)

Members received additional information in their agenda packets. He indicated this item is on the agenda for information.

In answer to a question, Mr. Lukasina explained as a state we have the amount we are authorized to obligate each year. Of that, we aren't obligating the full amount so when the rescission hits they are taking the amount that could be obligated from those categories and sending it back to the federal government. In regard to the enhancement program, there has not been a call for projects since 2004. In regard to the draft 2012-2018 STIP, the enhancement funds were programs for roadside, environmental and beautification programs. Those decisions have recently been made without any real input from the MPOs or the RPOs. He explained staff discussed when it is seen there are funds available in CMAQ which is broken into tiers, how to get some of that money for LAPP projects, etc. noting if the money is spent, it doesn't have to be returned. Mr. Lukasina indicated on a state-wide level, CMAQ projects are usually on interstates or state highways and used for the greater benefit of the overall state. Discussion followed relating to the difficulty in replacing rolling stock locally and the possibility of CMAQ funds providing that replacement. Chairman Johnson asked if it is that NCDOT currently doesn't have a clear direction of how to suggest these projects for evaluation on a statewide basis noting it seemed with congestion management and air quality issues, not only in this region, but other regions across the state, that there may be some projects that maybe could have used these funds. Chairman Johnson indicated this needs to be worked out with all the MPOs. Mr. Lukasina reviewed the types of projects selected by NCDOT but other than the MPO's action on the TIP, there is really no say in what gets funded from that pot in that tier of CMAQ projects. He noted staff will have to ask NCDOT how that decision is made. Chairman Johnson indicated he was looking at the opportunity to present more requests for this funding source. He suggested considering as an MPO or representing CAMPO with the other MPOs as an organization to find ways to utilize these funds.

Mr. Johnson questioned if DCHC had made any comments on this rescission. Mr. Lukasina responded he was only aware of the newspaper article but did not know of any formal action. Ms. Stark indicated she attended the last DCHC TCC meeting the previous Wednesday and DCHC that was stated that they wanted FHWA to look into the intent of the enhancement program and noted that every state does this differently. Ms. Stark indicated once the feds allocate the funds to NCDOT, FHWA does not have any legal authority to go in and say how they conduct the program but they do look at the intent of the program. She suggested looking at how other states are doing enhancement programs and working with NCDOT to offer assistance. She indicated staffing shortage is probably what the problem is but, regardless, there has to be some way to work on this process. Ms. Stark did not find the way it is done here necessarily successful because there had been no call for projects in 7 years. Mr. Lukasina indicated one thing considered is moving more to a CMAQ program or something similar to how STP funds are obtained.

Mr. Boylston suggested that an official letter from CAMPO be forwarded outlining these concerns, signed by the TAC chair, indicating our expectations are in the future that we have more frequent opportunities to utilize these funds and pointing out this is not the time to be giving up money and asking for the opportunity to obtain these funds. This would get the message out loud and clear that CAMPO basically thinks this is unacceptable.

Mr. Johnson indicated the purpose of this agenda item was to determine what members thought about this. Mr. Johnson stated his personal opinion was it is really a travesty that this occurred and it primarily happened because of the way NCDOT has

chosen to manage these funds. He indicated CMAQ are managed outside the TIP unit, State-wide Planning is in charge of it and Susan Coward is the Deputy Secretary in charge of it. He noted the program has been developed without a lot of coordination with the MPOs and we've seen the projects after the fact. Mr. Johnson explained these funds are supposed to be allocated to North Carolina based on the amount of non-attainment area population that we have in this state as compared to the entire country. He noted one could argue that all this money should land in those non-attainment areas. The way this is currently written, a third of the money is being taken off the table and through some process, we don't yet understand, NCDOT is going to make decisions about it. He noted up to know, those decisions have resulted in a lot of unspent funds and the statement that there is no apparent sufficient demand to utilize these funds is absurd. Mr. Johnson further stated, before all the blame is laid on NCDOT on this issue, the process of having rescissions is a federal problem that is fundamentally flawed at the Congressional level and they are authorizing more money than they are taking in and using rescissions to settle the problem. Mr. Johnson stated NCDOT is probably looking at this as money that will have to be turned back in and we could, as an example of Nevada, spend it all and would not have to turn it back in but it seemed like Nevada had to eventually come back and do something different.

In response to questioning from Mr. Boylston relating to drafting a letter for the TAC's consideration, Chairman Johnson requested that staff compose something to recommend to the TAC that the TCC expressed concerns relating to this rescission and let the TAC express itself as well. Mr. Lukasina suggested that members provide any comments on the rescissions to staff in the next two weeks and then staff can look at incorporating some of the comments into a letter the TAC can review at their September meeting and that would be very timely and is when the rescission actually occurs. Mr. Lukasina indicated this would indicate moving into the next federal fiscal year CAMPO would like to have more opportunity to get this funding. Chairman Johnson indicated he would like to get this item on the TCC agenda for September.

Mr. Johnson noted when the next item (Congestion Mitigation and Air Quality Program Changes), comments for CMAQ are due by August 31, 2011 and it may be better to have one letter on both issues and submitting it in time for the next item as well. He felt the letter could be composed and placed on the TAC's agenda in August and if they are agreeable, go ahead and send it in by the deadline. Mr. Lukasina noted comments from members should be emailed to him by the end of the day Monday, August 8.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM - CHANGES - STAFF TO DRAFT LETTER FOR RESERVE FUNDING - MEETING SCHEDULED FOR REVIEW

Mr. Lukasina reviewed this item noting in August, 2010 the MPO adopted and programmed a list of CMAQ projects for the years 2013, 2014 and 2015 that were programmed into the STIP by NCDOT and listed in Attachment 8 in the agenda packets. NCDOT has indicated there will be a call for projects to program CMAQ projects for the years 2016 and 2017. While official target CMAQ allocations are not yet available, NCDOT has directed the MPO to use the previous target allocation figures as guidelines for programming 2016 and 2017 projects. Previous target allocations for our MPO were:

2013 - \$7,726,926

2014 - \$7,914,227
2015 - \$8,053,935

The above figures average \$7,898,363 per year. In prior years the MPO has opened a call for projects to be locally administered using CMAQ funds; however, the LAPP program has been successful in addressing bicycle and pedestrian needs in local communities, which are the types of projects previously applied for in the CMAQ program in this MPO.

Staff is recommending using the majority of the CMAQ funds in our area to implement meaningful, broader-based projects such as implementing the ITS Deployment Plan or funding projects identified by the Congestion Management Process Stakeholder Group or I-40 Partnership. These projects would use the funds more responsibly by making larger impacts on air quality improvement and congestion relief. Staff further recommends including a portion of the available CMAQ funding in the LAPP program for the years 2016 and 2017 to program on local projects during those LAPP cycles. Staff also recommends continuing to fund the regional TDM program using CMAQ funds (the TDM program is currently programmed through 2017). The item was placed on this agenda for feedback and discussion on this idea.

Mr. Lukasina indicated NCDOT has released guidance on how the Statewide and Regional CMAQ projects will be prioritized and has requested comments to be submitted by August 31, 2011. This guidance was provided in the agenda backup.

It was agreed that MPO staff draft a letter for both TIP and CMAQ for reserve funding and contact LAPP/CMAQ members for a meeting the week of August 8 to review changes.

FFY 11 STP-DA INVESTMENT PROGRAM UPDATE - CHANGES RECOMMENDED FOR APPROVAL

Mr. Lukasina explained the TAC programmed nearly \$17 million in FFY 2011 STP-DA funding for projects. Staff was directed to monitor and report on the status of FFY 2011 STP-DA funds to ensure programmed funds are obligated to the maximum extent possible. Members received Attachment 9 in their packets providing a status update on these projects.

Mr. Price referred to Poplar Street in Angier and referred to a change that needed to be made.

Mr. Lukasina summarized recommended changes that included a recommendation on the Cary Morrisville Parkway Extension project as discussed and to deprogram the Northwest Harnett Bike/Ped plan project as discussed by Mr. Price.

Ms. Kaade moved approval of the requested modifications by the Town of Cary on the Morrisville Parkway Extension project and to deprogram the Northwest Harnett Bike/Ped TIP project. Mr. Lukasina reviewed the modifications requested by Cary to have an increase in budget, \$60,000 federal and \$15,000 local. Mr. Huegerich seconded the motion. The motion passed unanimously. Chairman Johnson ruled the motion adopted.

Chairman Johnson felt there would be some discussion on what to do with these funds with one option being to roll the funds over to transit. Mr. Lukasina explained we are over programmed by about \$7 million in 2011 so any funding not used is future funding anyway. He noted for every dollar we are over programmed that is utilized in 2011 is a dollar less in 2015 that can be used for other projects.

An amendment to the motion was made to do the Cary only modification. Ms. Kaade and Mr. Huegerich accepted the amendment to the motion.

Chairman Johnson explained the motion on the floor is increasing Cary's project by \$60,000. A vote on the amended motion was taken and unanimously passed. Chairman Johnson ruled the motion adopted.

LOCALLY ADMINISTERED PROJECTS PROGRAM (LAPP) 2013 - APPROVED

Mr. Lukasina reviewed this item and explained CAMPO successfully programmed \$10.2 million in FFY 2012 on transit, bicycle, pedestrian and roadway projects in the MPO area through the LAPP program. This was done using the modal investment mix of 15% Transit, 65% roadway and 20% bicycle/pedestrian that was approved by the TAC in March, 2011. The LAPP Committee met on May 25, 2011 to develop a recommendation for the FY 2013 modal investment mix. The Committee's recommendation was provided in Attachment 10 included in the packets. The recommendation was a mix of 65% for roadway, 20% bicycle/pedestrian and 15% to transit which is the same done in 2012 funding. He explained a public comment period for the FFY 2013 target modal investment mix ended on July 15, 2011. A public hearing is scheduled for the August 18, 2011 TAC meeting. Upon adoption following the close of the hearing, the FFY 2013 LAPP call for projects can be opened. The annual LAPP applicant training is scheduled for August 18, 2011 and any member planning to submit a LAPP application in FY 13 is required to attend the training. Mr. Johnson indicated it was important to note the charts provided only show the funds we have direct control over and will be pulling together what is in the TIP in terms of all the money being spent in our area from all sources combined which will be much more highways and transit and this presents the true big picture. He noted by the time the TAC sees this that chart will be available so they will understand what we have direct control over allocating.

Ms. Andes moved recommending that the TAC set the FFY 2013 LAPP target modal investment mix and open the FFY 2013 LAPP Call for Projects on August 17, 2011. Her motion was seconded by Mr. Browder, unanimously passed. Chairman Johnson ruled the motion adopted.

UNIFIED PLANNING WORK PROGRAM - FY 2012-2013 - INFORMATION RECEIVED

Mr. Epps explained during the fall of 2011, staff and TCC subcommittee members will begin work on the 2012-2013 Unified Planning Work Program (UPWP). A draft UPWP will be prepared for TCC and TAC review with the expectation that a minimum 30-day public review and comment period will be conducted and final adoption will occur early in 2012. Emphasis in the 2012-2013 UPWP will be placed on the following activities:

2040 Long-Range Transportation Plan development
Air Quality Conformity Determination report development

2014-2020 Transportation Improvement Plan
Corridor Studies

Mr. Epps stated funding for most items in the UPWP is dependent on dues from member governments. Billings to member governments can be expected during July 2013 for their portion of the MPO local funding match required on federal dollars received for projects. The billings are based on a per capital share. The UPWP special projects call will be conducted as part of the 2013 LAPP development process.

Mr. Johnson indicated there will be a committee meeting this month to review recommendations for funding special studies, sub-area studies, etc. The next UPWP there will some expectations of what special contributions might be for these types of projects. Mr. Johnson pointed out that 6 months of that year will be involved in a potential referendum on transit. In regard to special studies, he noted he has been considering centers around Highway 42/I-40 area. There has been a lot of TIP study of what to do with that area and has morphed into an idea that there should be a citizens plan that is more of a network approach.

The item was received as information.

MEMBER DUES - FY 2011 - APPROVED

Mr. Epps explained over a four-year period, \$1.3 million in unspent member dues was placed in a deferred revenue account. The TAC approved use of these funds as payment for member dues owed for FY 2010 and FY 2011. Member dues shares for FY 2010 and 2011 totaled \$514,469.53 and \$511,937.47, respectively leaving a balance of \$379,608. Staff has discussed this and is asking the TCC to forward a recommendation that the remaining amount (\$379,608) be utilized to offset dues for FY 12. If approved, it is anticipated that most members will not be required to pay any dues for FY 2012.

Mr. Maloney moved forwarding a recommendation to the TAC that member dues share balance be applied to offset member dues for FY 2011. His motion was seconded by Mr. Price, unanimously passed. Chairman Johnson ruled the motion adopted.

FEDERAL FUNCTIONAL CLASSIFICATION CHANGE - CLAYTON - APPROVED

Ms. Ward reviewed this item noting Functional Classification is the process by which streets and highways are grouped according to which level of service they provide. Most travel involves movement through a network of roads, therefore, it becomes necessary to channelize this network in a logical and efficient manner. Functional Classification defines this channelization process by defining the part that the road plays in the overall flow of the trip through the highway network. NCDOT has recommended updating of the region's functional classification system to support STP-DA fund programming. STP-DA funds may only be utilized for improvements to roads on the federal aid system designated as "Collector" or higher. Discussion followed relating to the timeline for final approval and the process with Mr. Lukasina noting the last time it took 2 months.

Mr. Hopkins moved approval of forwarding recommendation of adoption of Federal Classification as shown in Attachment 13A to the TAC. His motion was seconded by Mr. Delk, unanimously passed. Chairman Johnson ruled the motion adopted.

SECTION 5307 APPORTIONMENT - APPROVED

Mr. Eatman reviewed this item noting in accordance with FTA Regulations, CAMPO is required to submit a letter (included in the packets as Attachment 14) to FTA regarding the distribution of the Section 5307/5340 FY 2011 Appropriation of Funds for the Raleigh Urbanized Area between the City of Raleigh/Wolfline Triangle Transit Urbanized Area between the City of Raleigh/Wolfline, Triangle Transit Authority (TTA) and the Town of Cary. TTA and Cary are sub-recipients of the appropriation. A grant application requesting funds cannot be submitted to FTA until the letter has been executed as required. The total FTA FFY 2011 Appropriation for the Raleigh Urbanized Area for Section 5307/5340 is \$8,200,935.

Mr. Parker moved that a recommendation be forwarded to the TAC for adoption of Federal Function Classification Change as outlined. His motion was seconded by Mr. Browder, unanimously passed. Chairman Johnson ruled the motion adopted.

TRIANGLE REGIONAL TRANSIT PROGRAM - UPDATE RECEIVED

Mr. Parker indicated the Alternatives Analysis (AA) process is substantially complete, which builds on the prior work of the STAC, the Joint MPO 2035 Long Range Transportation Plan and the MPO's endorsement of investment corridors through the Transitional Analysis in October 2010. The Draft AA Reports have been released to the region's government officials and the general public as of July 18, 2011. Mr. Parker stated documents are available online at the Triangle Regional Transit Program website. These reports contain detailed technical analysis and documentation on the three priority fixed guideway transit corridors within the Triangle Region, including two within the CAMPO planning area. The reports will inform process for the two MPOs in their selection of a Locally Preferred Alternative (LPA) for each of the three corridors. The LAP represents the local decision for the preferred alignment, technology and general station locations for each of the transit corridors. When an LPA is adopted by CAMPO, the adopted corridor must be included in the MPO's fiscally constrained Long Range Transportation Plan, as specified in the federal statutes for major transit project development process and is required before potential Federal Transit Administration New Starts funds are pursued. Mr. Parker indicated this work supports the decision making of the region's three principal boards of county commissions, each of the two MPO TACs and the Triangle Transit Board of Trustees in the adoption of county transit financial plans that would firm a regional transit financial plan for the Triangle Region. In June, the DCHC TAC, the Triangle Transit Board of Trustees and the Durham County Board of Commissioners each adopted a Durham County Bus and Rail Investment Plan that will be placed on the ballot for voter approval in November 2011. Work is continuing in Orange and Wake Counties in support of developing transit financial plans in those counties. An update was provided of report recommendations. Additional updates can be provided as needed at each of CAMPO's TCC and TAC meeting in support of CAMPO public involvement process until an LPA decision is reached. Following the LAP decision, Triangle Transit will conduct environmental scoping meetings for each of the three LPAs and at the appropriate time will submit grant applications to the FTA for potential New Starts

funding. Mr. Parker reported on Monday TTA participated in a City of Raleigh workshop and a public hearing held and endorsed the alternative at that meeting. A rendering of the endorsed alternative was provided and explained. The schedule was reviewed. He asked that members review the report and send comments to staff. Endorsement of the other alignment piece will probably be endorsed by the City of Raleigh in September. Mr. Parker explained because of the issues of affordability with the amount of bus service, TTA will be working with the local jurisdictions on a minimum operable segment of the light rail alternative. He indicated LPA adoption is scheduled for February.

The public involvement was discussed at length and the fact that over the next 1-2 months will be the time to dig into this and make comments on anything in the report, etc. Mr. Johnson indicated it is his hope that by the time this is presented to the TAC for their final approval that all local governments that choose to do so will have taken a positive action on a plan.

The report was received as information.

2040 STATEWIDE LONG-RANGE TRANSPORTATION PLAN - INFORMATION RECEIVED

Tyler Bray, NCDOT, reported NCDOT is launching an effort to guide transportation planning for the next 30 years and has requested MPO participation. They are updating the Statewide Long-Range Transportation Plan, called the 2040 Plan, which will help guide North Carolina's transportation policy focus and assist in determining transportation needs in 2040 and how to best meet them. In addition to highways, the plan will address aviation, ferries, rail, bicycles, pedestrian facilities and public transportation. Mr. Bray provided a presentation regarding the Plan including tasks completed and information on future activities. Materials have been developed to provide more information about the 2040 Plan and encourage participation, including a survey to help people provide their vision of North Carolina's transportation future. All MPOs around the state will receive a presentation. It is proposed the plan will be completed in June, 2012.

Mr. Bray indicated the Draft 2040 Plan will be complete in December 2011 and adopted in June 2012 following public input, etc. He reviewed the public involvement process in detail. They are planning on having 3 or 4 workshops later on this year to assure all areas are aware of this work. He referred to the public survey that was taken resulting in 4100 responses. Key findings included the fact that people still feel automobiles will be vital, people feel the transportation system will be similar to the way it is into the future, etc. He indicated people's attitudes will need to be changed if we are going to implement strategies being studied. He reviewed quality of life factors noted in the surveys, upcoming challenges, etc. Mr. Bray indicated they would like the MPOs and RPOs to start thinking about spending priorities and how good is good enough. He requested that members email him or CAMPO staff with any questions and indicated he would be glad to attend individual municipalities to provide a presentation.

This report was received as information.

INFORMATION ITEMS - RECEIVED

Technical Coordinating Committee
August 4, 2011

Information was included in the agenda relating to the 2011 Operating Budget Update, 2012 Operating Budget Update and US-1 North Phase II.

The items were received as information.

BY LAWS AND COMMITTEES - INFORMATION RECEIVED

Chairman Johnson indicated he and Mr. Boylston would be meeting with Ms. Wilson to discuss by laws and committees and providing better structure for the TCC.

MPO STAFF REPORT - RECEIVED

Mr. Johnson reported on July 21 there were 70 people in attendance at the Annual Tomato Sandwich Day and 200 tomatoes were eaten.

NCDOT REPORTS - RECEIVED

Mr. Hopkins, Division 5, reported, in regard to the 401 projects, that the portion leading to Rolesville is slightly ahead of schedule and should be done by the end of year. The Rolesville Bypass is just getting underway. Timber Drive is ahead of schedule by 18% and there is a chance it will be open by the end of this year. Edwards Mill Road Greenway is on schedule and is supposed to be complete somewhere around State Fair time and if it is not complete by then, it will be usable by the opening of the Fair.

Jimmy Eatmon, Division 4, reported Dairy Farm Road is open.

ADJOURNMENT

There being no further business, the meeting was adjourned.

Respectfully submitted,

Brenda Hunt