

NC Capital Area Metropolitan Planning Organization

*One City Plaza
421 Fayetteville Street
Suite 203
Raleigh, NC 27601*



Meeting Minutes - Final

Thursday, August 2, 2018

10:00 AM

Conference Room

Technical Coordinating Committee

1. Welcome and Introductions

Mr. Geoff Green introduced himself as the new TCC Alternate for GoTriangle.

Patrick McDonough stated that Jeff Mann would be sending a letter to Chris Lukasina.

Present: 24 - Eric Lamb, Justin Jorgensen, Chair Benjamin Howell, Michael Frangos, Jay Sikes, Jason Brown, David Keilson, Sandi Bailey, Sean Johnson, Shannon Cox, Darius Sturdivant, Het Patel, Mark Eatman, Tim Jacobs, Suzette Morales, Dirk Siebeubuedt, Juliet Andes, Tim Bender, Tim Gardiner, Jason Myers, Geoff Green, Terry Nolan, Patrick McDonough, and David DeYoung

Absent: 39 - Rich Cappola, Tammy Ray, Scott Hammerbacher, Ken Bowers, Danny Johnson, David Bergmark, David Eatman, Darcy Downs, John Hodges-Copple, Deans Luana, Ellis Cayton, Joey Hopkins, Barry Baker, Mike Kennon, Tracy Stephenson, Bob Clark, Eddie Dancausse, Christine Sondej, Kendra Parrish, Paul Kellam, Holly Miller, Richard Campbell, Jay McLeod, Kelly Blazey, Russell Dalton, Tansy Hayward, Chris Hills, Michael Landguth, Tim Maloney, Adam Mitchell, Cathy Reeves, Lisa Potts, Samantha Smith, Tracy Stephenson, Jeff Triezenberg, Andy Thomas Jr., David Walker, Bynum Walter, and Patrick Reily

2. Adjustments to the Agenda

There were no adjustments to the agenda

3. Public Comments

No members of the public appeared to speak.

4. Minutes

4.1 Meeting Minutes - June 5, 2018

Attachments: [TCC-Draft-Minutes-June 5 2018.pdf](#)

A motion was made by Member David DeYoung, seconded by Juliet Andes, that this item be approved. The motion carried by a unanimous vote.

5. Regular Business

5.1

FY2020 Locally Administered Projects Program

Gretchen Vetter, MPO Staff

Attachments: [Memorandum FFY20 Locally Administered Projects Program](#)
[FFY20 LAPP Target Modal Investment Mix 2018](#)

Ms. Vetter stated that the development of LAPP FY2020 cycle began with 2 meetings of the LAPP Steering committee in April. These proposed changes were out for Public comment from June 20 - July 21, 2018. No public comments were received. A public hearing will be held at the August 15, 2018 Executive Board meeting and will request to open the one call for public comments. There were (5) Proposed changes issued:

Change #1 Implementing cost estimate requirements for LAPP Project submittal

** Cost estimate must be within 2 years of application year*

** Contingency Requirements:*

- Minimum 25% Required

- Strongly recommended variable contingency by phase

- May waive variable contingency at discretion of presubmittal committee

Change #2 Include A Summary of LAPP Selection Committee. Recommendations with the Annual Draft LAPP Investment Program.

** Formal write -up will be included in agenda materials during LAPP Investment Program adoption process.*

Change #3 Updating Threshold for Administrative Approval of Project Modification Requests

** Current policy: Administrative approval allowed for increases within 10% of LAPP Program (Currently \$2.5 million)*

** Proposed policy: administrative approval of cost-increases up to \$1 million*

** Summary in annual LAPP reporting*

Change #4 Maintaining the Current Policy on Allowing LAPP Applicants to use Bond Referendum Funding as their Local Match for LAPP Projects

** Discussion of issue requested by LAPP Selection Committee*

** TCC Survey and LAPP Steering Committee did not take issue with current policy*

Change #5 Requiring Agencies Applying for Transit Funding to Disclose if they Intend to use Wake Transit Funding as a Match for their Project

** FFY2019 was the first-year agencies could apply for both funding sources- developing issue with unknown consequences*

** Proposal will be used to monitor and track*

** Can readdress topic in the future with more information*

Ms. Vetter also presented information on the Annual Target Modal Investment Mix which Anticipated Programming Amount for FY2020: \$25 Million

Determined using:

Historic STBGP and TAP Apportionments

20% Over-Programming Allowance for STBGP and TAP

CMAQ Programming Allowance

Average returned funding over past 3 years

FFY2019 Target Modal Investment Mix:

\$25 Million Recommended Programming

*Slight change from prior years
Recommended additional funding to Bike/Ped*

*64% Roadway
24% Bicycle Pedestrian
12% Transit*

Proposed FFY2020 Target Modal Investment Mix:

In response to:

- Historic increase in unfunded roadway and bicycle and pedestrian projects through LAPP*
- SPOT Process Limiting Available State Funding for Secondary Roadway Projects*
- TCC Survey Input*

*Bike/Ped Funding remains the same
4% increase in Roadway Funding (~\$1 Million)
4% Decrease in Transit Funding*

Important reminders about the Target Modal Investment Mix

** This mix is determined annually. Decisions this year do not necessarily affect future years.*

** The final modal investment mix does not have to match the target and is determined by the quantity and quality of projects submitted during the application process. Final investment mix must be adopted by CAMPO Executive Board.*

Ms. Vetter stated that there will be a LAPP Applicant Training: August 20th from 9am - 12pm at the CAMPO office and noted that you must attend applicant training to submit projects for FFY2020 round and has recommend the Executive Board consider approval of the FFY2020 LAPP proposed changes and Target Modal Investment Mix.

Jason Meyers asked if cost of increase in CAMPO has been seen are showing up in all modes and are they attached to one particular mode and are we seeing it in construction industry just out of market curiosity.

Chris Lukasina stated that this isn't marketed to one particular mode. This defiantly is related to construction cost. But we are seeing the continued trend of estimates early in the project that it has been a lower construction market.

Jason also stated he was very curious with the construction market and this is not the only place that's having this construction

Chris Lukasina stated that the biggest hit was done with the design phase or NEPA phase on a project during the rescission. Those are the projects that got hit the hardest with cost increases. But hopefully now we are seeing projects that are getting estimates post rescission. But there are still increases but not as bad.

Brandon Watson stated that he defiantly recognizes the need for more funding. But moving forward to next year it needs to keep in mind that this is the second year we are taking another portion from transit and there's a big infinitive on transit right now to getting those projects through and we are relying on extra funding through the wake transit plan.

A motion was made by Member Suzette Morales, seconded by Member Jay Sikes, that this item be approved. The motion carried by a unanimous vote.

5.2 Triangle Regional Freight Plan

Kenneth Withrow, MPO Staff

Attachments: [Triangle Region Freight Plan - Executive Summary\(draft\)](#)

Kenneth Withrow gave an update on the Triangle Regional Freight Plan and stated that a correction to the Clayton Area was Range Road and not Ranch Road. He also stated that they have received one comment from the town of Apex and that it desires to incorporate the Jessie Drive connection between NC55 / Ten Ten Road. This area has been experience some freight traffic on it to be able to have some freight traffic on it and it would elevate some traffic that wants to excess to US-1 via Ten Ten Road that will serve as right movement to NC 55 to US-1 with that growth in that area. Also, will info Mr. Joe Bryan about the study prior to the August 15, 2018 Executive Board meeting.

A motion was made by Member Shannon Cox, seconded by Member David DeYoung, that this item be approved. The motion carried by a unanimous vote.

5.3 FY 2019 Wake Transit Work Plan Amendment

Bret Martin, MPO Staff

Attachments: [Attachment A - FY2019 Wake Transit Work Plan Q1 Amendment Packet](#)

Mr. Bret Martin gave an update on the FY 2019 Wake Transit Work Plan Amendment

Request from GoTriangle to amend FY 2020 programmed amount for Raleigh Union Station bus Facility in CIP.

Increase amount by \$2.26 million from \$1.6 million to \$3.86 million in FY 2020

14-Day public comment period - No public comments

TPAC recomends approval with no finding of significant financial impact.

TPAC has received no public comments on this amendment.

Jason Myers asked if this is moving money from 2020 to 2021, or if this is an increase in funding. Mr. Martin responded that the CIP only goes out to 2020, so we haven't programmed the full pot of funds yet. Mr. Myers asked if that meant this project is taking funds from the reserve; Mr. Martin responded that it is, but Wake Transit will be funding the Raleigh Union Station Bus Facility regardless, so showing the funding as per the amendment will possibly enable a grant to be awarded, thus lessening the burden of this cost on the Wake Transit Program.

A motion was made by Member Jason Myers, seconded by Member Sandi Bailey, that this item be approved. The motion carried by a unanimous vote.

5.4 Wake Transit Plan Implementation Update

Bret Martin, MPO Staff

Mr. Martin presented the results of the April/May Wake Transit outreach. The purpose of the outreach was to share a phased network roll-out, the BRT alignments and possible station areas. August and September outreach will focus on the short range implementation of services through 2024, plus capital investments and the Community Funding Area market analysis. He reviewed the status of the On-Call planning tasks for Wake Transit. The Staffing Plan is complete and will be considered by TPAC on August 8. The Community Funding Area Program Management Plan is in draft form under review, and is anticipated to be used as a call for projects for the 2020 Work Plan cycle. The Public Engagement Policy will be presented to the TPAC in September. The Bus Plan is finalizing the 10-year roll-out planning, and the Coordinated Human Services Transportation Plan is underway. There is a group working on Fare Policy. The Cary Comprehensive Operational Analysis is underway and two scenarios have been developed for public review. Finally, the Major Investment Study is still underway, and the group is exploring how to transition BRT projects from the MIS study to project development. Discussions are underway regarding a concurrence policy for project sponsors to follow, and project sponsorship for major investments.

This Informational Report was received as information.

5.5 P5.0 (SPOT 5) Update

Alex Rickard / CAMPO Staff

Mr. Rickard stated that a summary table with final modifications to the Regional Impact point allocation was provided to everyone as a hand out. He reviewed these and stated each one was made to maximize coordinated point assignment with our NCDOT Division engineers and neighboring MPOs and RPOs. He also stated that each was made with CAMPO Executive Board chair approval as required by the adopted SPOT Methodology.

Received as information.

6. Informational Item: Budget**6.1 Operating Budget - FY 2018**

Lisa Blackburn, MPO Staff

Attachments: [FY 2018 PROJECTED Budget QTR 3](#)

Received as information.

6.2 Member Shares - FY 2018

Lisa Blackburn, MPO Staff

Attachments: [FY 2018 PROJECTED Member Dues QTR 3](#)

Received as information.

7. Informational Item: Project Updates

Project updates were given out at the meeting.

Received as information.

8. Informational Item: Staff Reports

MPO Executive Director - Chris Lukasina

Mr. Chris Lukasina welcomed Bret Martin back to CAMPO. Mr. Lukasina also gave an update on the 2019 NC AMPO Conference that will be held in Charlotte, NC on April 24-26 of next year. Anyone that would like to attend may go to the hotel website. If the Western fills up they will work to negotiate with the Hilton in Charlotte (uptown Hilton) for a secondary over flow site. There will be more info once this has been secured. Mr. Lukasina also provided an update on the Air Quality Conformity - MTP & TIP. This was kicked off in May and is still on track to do the formal conformity determination on the MTP and the current TIP in November. If there are any changes you will be informed. This is also an opportunity to remind you that depending on the type of action that might be needed moving forward for as long as we are under the conformity process. The TIP maybe something that may take 3 to 6 months or it may take as long as 18 months to process.

TCC Chair - Ben Howell - No report

NCDOT Transportation Planning Division - No report

NCDOT Division 4 - No report

NCDOT Division 5 - No report

NCDOT Division 6 - No report

NCDOT Rail Division - Absent

NC Turnpike Authority - Absent

Received as information.

9. Adjournment

Upcoming Meetings/Events