

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Draft Technical Coordinating Committee

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

Thursday, August 4, 2016

10:00 AM

Conference Room

1. Welcome and Introductions

TCC Chair Benjamin Howell opened the meeting with a Welcome and Introduction.

Present: 28 - Tim Gardiner, Corey Liles, Coley Price, Justin Jorgensen, Chair Benjamin Howell, Danny Johnson, David Bergmark, Darcy Downs, Candace Davis, Jerry Bradley, Michael Frangos, Matt Watterson, Kevin Lewis, Jimmy Eatmon, Jay Sikes, Tyler Bray, Jason Brown, Joe Bailey, David Keilson, Susan Wilson, Sandi Bailey, Sean Johnson, Brandon Watson, Ray Boylston, Matt Day, Matt Klein, Eddie Dancausse, and Jimmy Eatmon

Absent: 11 - Tim Maloney, Tammy Ray, Scott Hammerbacher, Ken Bowers, Eric Lamb, Berry Gray, Don Willis, Rupal Desai, David DeYoung, Michael Landguth, and Mark Wilson

2. Adjustments to the Agenda

No adjustments were made to the agenda

3. Public Comments

No Public comments were made.

4. Minutes

4.1 TCC Minutes: June 2, 2016 meeting

Requested Action: Approve the June 2, 2016 meeting minutes.

Attachments: [Minutes for June 2, 2016 meeting](#)

A motion was made by Member Darcy Downs, seconded by Member Tyler Bray, that this item be approved. The motion carried by a unanimous vote.

5. Regular Business

5.1 TIP PROJECT I-5710 - RAMP METERING on I-540

Battle Whitley/Jamille Robinson - NCDOT staff

Requested Action: Receive as Information**Attachments:** [I-5710 Ramp Metering](#)*TIP PROJECT I-5710 – RAMP METERING on I-540**Battle Whitley/Jamille Robinson – NCDOT staff*

Mr. Battle Whitley and Mr. Jamille Robinson of NCDOT presented information on the I-5710 ramp metering project along westbound I-540 including a video on ramp metering. Prior to this project, NCDOT completed an in-depth analysis of traffic operations along I-540 based on the Ramp Metering Study completed in 2013. NCDOT determined that implementation of on-ramp signals for congestion relief (i.e., “ramp metering,” the use of stop-and-go signals to regulate the flow of on-ramp traffic when merging onto the freeway) is a viable option to address increasing congestion and improve efficiency on this major freeway. Based on this analysis, four westbound ramps along I-540 have been selected as North Carolina’s first on-ramp signal sites.

- Exit 14 - Falls of Neuse Road (SR 2000).*
- Exit 11 - Six Forks Road (SR 1005)*
- Exit 9 - Creedmoor Road (NC 50)*
- Exit 7 - Leesville Road (SR 1839)*

Following the presentation, several questions were asked by TCC members.

Mr. Bray of Cary inquired as to the types of traffic enforcement NCDOT expected throughout the project. Mr. Whitley answered that the Department would be working with local law enforcement agencies but that instances of noncompliance was low in other states that had implemented ramp metering.

Mr. Frangos of Creedmoor inquired if the timing of the signals varied or was consistent throughout the day. Mr. Whitley replied that the times was consistent between the alternating ramp lanes but that the signals were only activated when the main line traffic was congested.

Ms. Cox of Apex inquired if ramp metering was expected to be implemented along NC 540 throughout southern Wake County. Mr. Whitley was not sure about NC 540 but did indicate that the Department was looking at other corridors throughout the state for ramp metering. Ms Cox followed up that interchange design changes may be necessary if this was a possibility along NC 540. Mr. Whitley indicated that design issues were more common with older interchanges and that newer construction would typically accommodate ramp metering signals.

Mr. Johnson of Fuquay-Varina inquired if there is a proposal in place for afternoon/eastbound traffic for PM peak period. Mr. Whitley replied that the eastbound traffic was not part of the original study and recommendation but that it could be studied in the future.

This TIP Item was received as information.

5.2 FFY 2018 Locally Administered Projects Program

Danna Widmar, MPO Staff

Requested Action: Recommend approval of the FFY 2018 Target Modal Investment Mix and Recommended Changes to the FFY 2018 LAPP Program.

Attachments: [MEMORANDUM: FFY18 LAPP Investment Mix](#)
[FFY18 Locally Administered Projects Program Changes](#)

As part of the LAPP Program, an annual modal investment mix is established to guide how available LAPP funding is programmed to meet the variety of needs in our regions multi-modal transportation network. Federal legislation provides for the continuation of federal transportation funds directly attributable to the Capital Area MPO. Additionally, the MPO receives an allocation from the Congestion Management and Air Quality Program (CMAQ) which is appropriated to the State of North Carolina. These federal sources will be incorporated into the funding program for FFY 2018.

Staff released the FFY 2018 Target Modal Investment Mix and Recommended Changes to the FFY 2018 LAPP Program for public review and comment from June 17th through August 17th, 2016.

Danna Widmar discussed LAPP in general and reviewed the Modal Investment Mix for 2018, which is proposed to increase to \$23 million in project programming, while keeping the percent breakdown per mode the same as prior years. Ms. Widmar then reviewed the proposed changes to the FFY 2018 LAPP Program. Since there have been no changes to the recommendations covered in the June TCC meeting, except for the Transit Plan Compliance element, Ms. Widmar only briefly covered the first five Topics.

Much discussion occurred at the June TCC meeting regarding the need for certain threshold requirements in addition to scoring components as it relates to Transit Plan Compliance so staff looked more closely at both aspects. Currently, the transit planning process is underway and the final work products continue to evolve for Wake County and the overall Capital Area MPO. The final components of the Wake Transit Work Plan and CAMPO's 2045 MTP are not anticipated to be adopted before scoring occurs for FFY18 LAPP Projects. Because of this, it is anticipated that most submittals will be operational, safety and security improvements to existing facilities rather than new capital projects. Staff recommends changes to the LAPP threshold requirements outlined in Section IV: Eligibility Requirements, including language consistent with roadway. To be eligible for LAPP, transit projects must be infrastructure projects that are necessary for operational, safety or security improvements to existing facilities, or new capital projects identified in the adopted MTP or in adopted components of the Wake Transit Work Plan. All of the transit effectiveness scoring elements are the same as discussed at the June TCC meeting. Ms. Widmar then discussed the recommended changes to the scoring component of Transit Plan Compliance. To receive 10 points, new capital projects must be 1st Horizon MTP Projects or 1st Ten Years of the Wake Transit Work Plan. 2nd Horizon MTP Projects will receive 5 points. Transit Infrastructure projects to existing facilities that are necessary for operational, safety or security improvements will be scored as 1st Horizon projects.

Ms. Widmar then accepted questions. Ray Boylston asked if thought had been given to the issue that the LAPP deadline is a week before the referendum and if the referendum doesn't pass, then the projects could change. Chris Lukasina responded that the uncertainty of the referendum doesn't change the current needs of the system to operate and that discussion is occurring about submitting projects that meet the current needs.

Ms. Widmar added that the scoring component related to existing facilities reflects that concern. Tim Gardiner asked if the LAPP funds are an eligible source for the TPAC to consider. Mr. Lukasina responded that the TPAC should not be directing the local agencies on what funding sources to use on projects, however there could be good projects being discussed by the TPAC that local agencies could consider. Tyler Bray asked when the requirement to assign project manager will occur. Ms. Widmar replied that the approval is based on the Executive Board approval date for projects, which is typically February but has been as late as March in the past. No other discussion occurred.

A motion was made by Member Ray Boylston, seconded by Member Danny Johnson, that this item be recommended for approval. The motion carried by a unanimous vote.

5.3

DRAFT MTP 2045 Goals, Objectives, and Performance Measures

Chris Lukasina, MPO Director

Requested Action: Receive as information

Attachments: [Draft Goals, Objectives, and Performance Measures](#)

*DRAFT MTP 2045 Goals, Objectives, and Performance Measures
Chris Lukasina, MPO Director*

The MPO staff has developed the draft goals, objectives, and performance measures for the 2045 Metropolitan Transportation Plan (2045 MTP/CTP). The draft is included as an attachment. The draft goals and objectives are designed to achieve the region's overall vision, and they are in compliance with the national goals established by MAP-21. For each goal and objective, potential performance measures have been recommended. The MPO staff is working closely with other agencies to complete the estimation of the performance measures.

Next steps in the 2045 MTP development include:

§ Completion of performance measurements and subsequent release for public comment

§ Completion of socioeconomic data guide totals and subsequent release for public comment (including 2013 and 2045 forecast values by county)

§ Executive Board approval of socioeconomic data guide totals, goals, objectives, and performance measures for use in the development the 2045 MTP, with final adoption taking place when the 2045 MTP is adopted.

This Informational Report was received as information.

5.4 Information about the TRM Version 6 Model Update

Chris Lukasina, MPO Director

Requested Action: Receive as information**Attachments:** [Triangle Regional Model v.6](#)

Information about the TRM Version 6 Model Update
Chris Lukasina, MPO Director

The Triangle Regional Model (TRM) is one of the core tools employed by the Capital Area MPO. It is developed through a partnership with our MPO, the Durham-Chapel Hill-Carrboro MPO, NCDOT, GoTriangle, and the Institute for Transportation Research and Education (ITRE) at NC State. It allows the partners to run computer simulations of traffic in the future, which aides in the prioritization of transportation projects by identifying deficiencies in the existing infrastructure. This prioritization takes place during the development of the Metropolitan Transportation Plan (MTP) every four years as well as many of our corridor studies and small or large area studies. At the completion of the MTP, the model outputs are used to determine whether the plan conforms to federally-mandated standards.

Due to the diligent efforts of the Triangle Regional Model Service Bureau and staff from both MPOs and NCDOT, the latest version of the model boasts strong statistical measures of accuracy. The attachment includes a review of these metrics.

Because the model is closely tied to the MTP, it is updated on a four year cycle as well.

The latest effort to update the model from version five to six has recently been completed, and the new model is referred to as "Version 6" or "TRM v.6". Once fully adopted Version 6 will become the official model for the region, meaning that it must be used in any future planning work past that point. The approval process for the Version 6 modeling platform follows the same multi-step process as that of many of the other MTP related components and tool. The MPO is being asked to bless the model for use in MTP-related development activities. This allows continued investigation and improvement of the model during the development of the plan. Once the plan and accompanying model scenarios are completed and pass an air quality determination, the Executive Board will be asked to adopt the 2045 MTP and all related tools and components, including the Version 6 model platform, as the official planning assumptions and tools for the region.

An initial public comment period will be held during August and September with consideration of initial approval steps by the Executive Board at their September meeting.

This Informational Report was received as information.

5.5 Connect 2045; Update on SE Data, future scenario development, and land use modeling

Matt Day, Triangle J COG

Requested Action: Receive as information.

Attachments: [CommunityViz 2 Overview](#)
[Connect2045 Scenarios](#)

Connect 2045; Update on SE Data, future scenario development, and land use modeling
Matt Day, Triangle J COG

The 2045 Metropolitan Transportation Plan (MTP) will be a joint plan by the Capital Area MPO and the DCHC MPO as has been the case for the last two plan updates. The Triangle J Council of Government (TJCOG) has been responsible for coordinating the many activities and tasks of the two MPOs and of local government staff, particularly with the CommunityViz land use allocation activities.

Matt Day of Triangle J COG gave a status report on the Connect 2045 CommunityViz model for the 2045 MTP. Mr. Day reported that the new CommViz model would include several new future scenarios based on various combinations of development and mobility foundations. The three development foundations will include, By Right, Community Plans, and AIM High. The three mobility foundations will include Constrained, Moderate, and Aspirational. Mr. Day provided a handout with information describing each foundation. Mr. Day reported that TJCOG staff would be contacting TCC membership for updated GIS data.

Mr. Frangos of Creedmoor asked if TJCOG did not already have the Town's information on File. Mr. Lukasina answered that this process did require updated information from those datasets collected several years ago.

This MTP Item was received as information.

5.6 Wake County Transit Plan Status Update

Bret Martin, MPO Staff

Requested Action: Receive as information*Wake County Transit Plan Status Update**Bret Martin, MPO Staff*

Following the Wake County Board of Commissioners approval of the Wake County Transit Financial Plan and corresponding Interlocal Governance Agreement (ILA) on June 6, 2016, the Transit Planning Advisory Committee (TPAC), created and authorized by the ILA, held its first meeting on June 20, 2016. To date, the TPAC has held multiple meetings to develop its operational structure, including its bylaws, membership, meeting schedule, and sub-committees and working groups, and to discuss the beginnings of many of its work products related to plan implementation outlined in the ILA as the TPAC's responsibility. It is anticipated that the CAMPO TCC and Executive Board will begin to receive recommendations related to its operational structure and composition by September or October and technical recommendations related to Wake County Transit Plan implementation by mid- to late-autumn. The referendum authorizing the ½ percent sales tax that would substantially fund the plan's vision will be decided on the general election ballot in November 2016.

This Informational Report was received as information.

5.7 Wake Transit - Interlocal Agreement Setting Forth the Mutual Understanding of Parties as to the Scope and Content of Various Transit Financial Plans

Bret Martin, MPO Staff

Requested Action: Recommend the Executive Board consider approval of the Interlocal Agreement and authorize the CAMPO Executive Director to sign the Agreement.

Attachments: [CLEAN Final Draft Financial Plan Agreement for approval 7.7.16 with exhibits](#)

Wake Transit – Interlocal Agreement Setting Forth the Mutual Understanding of Parties as to the Scope and Content of Various Transit Financial Plans

Bret Martin, MPO Staff

Prior to final approval of the Wake County Transit Plan and associated Interlocal Governance Agreement by Wake County in early June 2016, it was determined by Wake County and GoTriangle that the pre-existing Durham-Orange Tax District, which was created to authorize a referendum on a ½ percent sales tax for public transportation purposes, would be expanded to include Wake County to become a single tax district that includes all three counties. The purpose of the attached agreement is to set forth the formal approval of the Wake County Transit Financial Plan (as required by State law to levy sales tax revenue) under this single tax district (known as the "Triangle Tax District") and to outline the financial terms and conditions governing the collection and expenditure of revenues for transit systems within the district. More specifically, the agreement preempts the authority of certain tax district parties' involvement in the control, input in the administration of, or implementation or governance of the Wake County Transit Plan or any of its financial components. Further, the agreement does the same for certain tax district parties' involvement in the implementation of the Durham and Orange County plans and their financial components. This agreement is being considered by all tax district parties, including Durham County, Orange County, Wake County, Burlington-Graham MPO, Durham-Chapel Hill-Carrboro MPO, and Capital Area MPO. As of July 22, 2016, the Durham County and Orange County Boards of Commissioners have approved the agreement.

A motion was made by Member Darcy Downs, seconded by Member Michael Frangos, that this item be recommended for approval. The motion carried by a unanimous vote.

5.8 Wake Transit - Interlocal Agreement for the Joint Multi-Jurisdictional Procurement of Transit Planning Services

Bret Martin, MPO Staff

Requested Action: Recommend the Executive Board consider approval of the Agreement and authorize the CAMPO Executive Director to sign the agreement.

Wake Transit – Interlocal Agreement for the Joint Multi-Jurisdictional Procurement of Transit Planning Services

Bret Martin, MPO Staff

After receiving feedback from the Wake County Transit Planning Advisory Committee (TPAC) in July 2016, CAMPO, GoTriangle, the City of Raleigh, and the Town of Cary jointly developed and released a request for qualifications (RFQ) for on-call transit planning services that would cover a wide scope of services including many of the TPAC's roles and responsibilities as outlined in the Wake County Transit Interlocal Governance Agreement. The scope of services covered by the RFQ also covers other transit-related planning, environmental review, technology, and public outreach services that each of the parties may need over the coming years in pursuit of Wake County Transit Plan implementation. It is anticipated that a list of qualified consultants for services falling under the scope of this procurement will be finalized by the end of September 2016 and services can begin by the second quarter of fiscal year (FY) 2017. The purpose of the attached interlocal agreement for the joint multi-jurisdictional procurement of transit planning services is to define the responsibilities of the aforementioned agencies for procuring, funding, and managing the professional services of consultants to develop work products related to this scope of services. The agreement designates CAMPO as the lead agency for this procurement process, with the other agencies participating in the review of qualifications, selection of consultants, and the development of an annual task work program containing specific task orders for services to be provided.

A motion was made by Member Tim Gardiner, seconded by Member Ray Boylston, that this item be recommended for approval with two conditions. One being that the ILA allow the scope to be amended in the future, and the other allowing the ILA to be amended to add parties in the future. The motion carried by a unanimous vote.

5.9 Notice of Proposed Rulemaking: MPO Coordination and Planning Area Reform

Chris Lukasina, MPO Director

Requested Action: Receive as information; discussion.

Attachments: [Summary of Proposed Changes](#)

Notice of Proposed Rulemaking: MPO Coordination and Planning Area Reform
Chris Lukasina, MPO Director

FHWA and FTA have released a Notice of Proposed Rulemaking (NPRM) for revisions to the transportation planning regulations governing MPO's. The goal of the proposed revisions is to result in unified planning products for each designated urbanized area (UZA). The NPRM clarifies the definition of the Metropolitan Planning Area (MPA) to include the entire UZA plus all area that can be expected to urbanize in the next 20 years. Currently, the 23 USC 134 allows multiple MPOs to be designated within a single MPO if the Governor and MPO determine the size and complexity of the area make multiple MPOs appropriate; the proposed rule would establish certain requirements applicable in such instances where multiple MPOs serve a single MPA. It also proposes, if multiple MPOs in within and MPA are deemed appropriate, the multiple MPOs would be required to jointly develop a single Metropolitan Transportation Plan, a single TIP, and a single set of performance targets.

After review of the NPRM, CAMPO staff has developed preliminary comments in response to the NPRM, including:

- *The proposed changes to require joint planning products should be implemented on a scaled basis; actual MPA overlap should be evaluated on a percentage basis, and the higher the percentage of overlap, the more stringent the joint planning requirements should be.*
- *The purpose of the rule is noted to "enable individuals within that region to better engage in the planning process." It is unclear whether a larger geographic area covered under a single MPO would actually facilitate more direct public engagement from a larger entity.*
- *There is some question as to whether MPOs should be required to merge under the circumstances of overlapping MPA's or UZA's. CAMPO staff feels that this requirement would unduly remove local influence on the form, function and priorities of individual MPO's, and that the requirement to merge should not be enacted.*
- *The rule should recognize the levels of effort already being put into the joint planning efforts of adjacent MPO's, such as the existing joint MTP adopted by CAMPO and DCHC.*

Comments to FHWA and FTA on the proposed rule are due by August 26, 2016.

This Miscellaneous Item was received as information and discussion.

6. Informational Item: Budget

6.1 Operating Budget -2016
Lisa Blackburn, MPO Staff

Requested Action: Receive as information

Attachments: [FY 16 PROJECTED Budget Review QTR 3](#)

Operating Budget -2016
Lisa Blackburn, MPO Staff

The FY 2016 UPWP Operating Budget is \$3,131,488. As of 03-31-2016 we have spent \$1,706,837. Please see Attachment 6.1 for more details.

This Informational Report was received as information.

6.2 Member Shares - FY 2016
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 16 Member Dues Projection 3rd QTR](#)

Member Shares – FY 2016
Lisa Blackburn, MPO Staff

The 6.2 Attachment shows the Member's Share for FY 16. Total member share match for the FY 2016 is \$604,295 as of 03-31-2016 we have spent \$300,561.

This Informational Report was received as information.

7. Informational Item: Project Updates

7.1 Project Updates

Requested Action: Receive as information.

Attachments: [Project Updates](#)

Project Updates

Review the attachment for information related to ongoing projects and studies.

This Informational Report was received as information.

8. Informational Item: Staff Reports

- MPO Executive Director, Chris Lukasina

Mr. Lukasina gave an update on Member shares and stated there was a hold up with the financial system and that CAMPO would be sending out the shares once they have been updated and confirmed and then they will be sent out.

Mr. Lukasina gave an update that the Spot Regional Impact point allocation process has concluded. The deadline was last Friday and all points were submitted as approved by the Executive Board with the exception of 39 points which were moved from the Gresham Lake grade separation project to the Piedmont service passenger rail car project. With the Executive Board Chair approval, points could be moved around to maximize any projects that might have a real shot at potential funding. CAMPO followed that process and at 4:57pm CAMPO was finalizing the move of 39 points. The final point allocation at Gresham Lake was 10 points originally 49 points and 39 of those were moved and donated to other MPOs specifically for that rail car project. The SPOT system divided the project across all MPOs along the rail corridor. CAMPO provided points to three different MPO's for this project. Keeping the points on the Gresham Lake would not have changed its fate in the regional impact scoring. This is what the decision was based on and if anyone has further questions please feel free to contact CAMPO.

Mr. Lukasina informed the TCC members that there are stacks of Wake Transit Plan brochures available to be picked up and if anyone needs extras CAMPO has more. Mr. Lukasina stated that August is when the annual call for the LAPP programs and for the UPWP and is looking for this to happen at the Executive Board meeting later this month. To get the ball rolling if anyone has any special study ideas or request that you want to forward. Please send to Shelby Powell and include at a minimum a project description, scope, anticipated budget and who the partners for the project are and who them maybe. This is important information that determines how that may or may not fit into next year's work program and this is for the FY 18 budget.

Mr. Lukasina introduced CAMPO's newest employee Matthew Burns, Engineer Tech.

Mr. Lukasina also stated that our current year's work program includes funding for the CSX rail corridor study through Apex, Cary and up into Durham through Chatham County. This project includes several potential funding partners which one is NCDOT Rail Division. They have informed CAMPO that this is not a funding priority for them this year and they will not be able to financially participate in the study. This means that we either (A) have to change the scope of the study or (B) we have to change the budget in shape or form of the study. We may need to update cost and cost sharing for whatever study we might go forward with. CAMPO will meet with Cary and Apex. This is a partner study that we will be doing with DCHC MPO and will be meeting with all of them to try to regroup and to make a determination whether or not this is something that is viable to move forward this year or if it is something that would have to be amended in the UPWP.

- TCC Chair - No Report

- NCDOT Transportation Planning Branch - No Report

- NCDOT Division 4 - No Report

- NCDOT Division 5 - No Report

- NCDOT Division 6 - No Report

- NCDOT Rail Division - No Report

- NC Turnpike Authority - No Report

This matter was received as information

9. Adjournment