

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Draft Executive Board

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

Wednesday, August 17, 2016

4:00 PM

Conference Room

1. Welcome and Introductions

Mayor Sears opened the Executive Board meeting with a welcome and asked were there any introductions. Sam Bridges introduced himself as Former Mayor of Garner and Clint Morgan with Atkins.

Present: 19 - Lance Olive, Chair Dick Sears, Mike Gordon, Vice Chair Harold Weinbrecht, Michael Grannis, John Byrne, Gordon Springle, Mark Stohlman, Nancy McFarlane, Vivian Jones, Terry Hedlund, Tom Jackson, Art Wright, James Roberson, Lewis Weatherspoon, Virginia Gray, Zelodis Jay, Ronnie Williams, and William Allen III

Absent: 9 - Cedric Jones Sr., Gus Tulloss, Terry Hutchens, Frank Eagles, Don Bumgarner, John Sullivan, Perry Safran, Sig Hutchinson, and Jeff Sheehan

2. Adjustments to the Agenda

Mayor Sears made a motion to add 8.2, to the agenda as a public hearing.

A motion was made by Chair Dick Sears, seconded by Board Member John Byrne, that this was added as a public hearing and was approved. The motion carried unanimously.

3. Ethics Statement:

Vice Chair Harold Weinbrecht read the standard ethics statement, and noted that no members expressed a conflict of interest for this meeting.

4. Public Comments

No public comments were made.

5. Minutes

5.1 Executive Board minutes: June 15, 2016 meeting

Requested Action: Approve the June 15, 2016 meeting minutes.

Attachments: [Executive Board Minutes for August 17, 2016 meeting.pdf](#)

A motion was made by Board Member James Roberson, seconded by Board Member William Allen, III, that this item be approved. The motion carried by a unanimous vote.

7. Public Hearing

Mayor Sears opened the Public Hearing.

8.2 FFY 2018 Locally Administered Projects Program

Danna Widmar, MPO Staff

Requested Action: Conduct Public Hearing, Adopt 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 region's 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. The LAPP threshold requirements are outlined in Section IV: Eligibility Requirements and the recommended changes for transit include language that is 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 Executive Board 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.

Dick Sears opened and closed the public hearing and no comments were received.

A motion was made by Board Member William Allen, III, and seconded by Board Member Nancy McFarlane to adopt the FFY 2018 Target Modal Investment Mix and changes to the FFY 2018 LAPP Program, and to open the FFY 2018 LAPP Call for Projects and UPWP Call for Special Studies. The motion carried by a unanimous vote.

End of Public Hearings

Mayor Sears Closed the Public Hearing.

8. Regular Agenda

8.1

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](#)

Mr. Jamille Robinson introduced the Ramp Metering presentation by noting that the North Carolina Department of Transportation (NCDOT) completed an in-depth analysis of traffic operations along I-540 and 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.

The NCDOT State Transportation Improvement Program (STIP) Project I-5710 is the installation of the state's first ramp metering signals on four existing on-ramps to westbound I-540 in the City of Raleigh in Wake County at:

- 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)

Mr. Robinson received questions on communications and outreach. Executive Board members asked if the signage will be consistent with the preferred naming of ramp signals and about whether presentations will be made to municipal boards. Mr. Robinson said the standard signage needs to be looked at more closely and the NCDOT team is available for presentations. Discussion occurred about linking municipal websites to the NCDOT Project website and video presented today. Mr. Robinson also indicated that brochures are available for members to and us. Questions were then posed regarding the selected project locations, the potential addition of eastbound locations, and the anticipated outcomes and issues. Mr. Robinson introduced Mr. Battle Whitley to respond to the detailed engineering questions.

Mr. Battle Whitley informed the Executive Board that construction activities will involve the addition of pavement to some ramps, extension of guardrail, additional signing and pavement markings, and installation of ramp metering signals and Intelligent Transportation Systems (ITS) elements (CCTV cameras, fiber-optic communications cable, and server and communications equipment). All work will occur within the existing right-of-way, with some minor pavement widening and extension of existing ramp lanes. The on-ramp signals will be operational during peak times (rush hour) and activated through sensors when congestion is present.

The project is scheduled for completion within Fiscal Year 2016 at an estimated total cost of \$1.1 million. It is anticipated that the proposed on-ramp signals will be operational in spring 2017.

"Ramp metering" also known as "on ramp signals" is a traffic management concept and form of Intelligent Transportation Systems (ITS) that has been used successfully for decades in cities to improve the flow of vehicles entering busy freeway facilities. On-ramp signals can significantly improve conditions on the freeway resulting in benefits to both the mobility and productivity of the roadway system.

The use of on-ramp signals for congestion relief is a relatively new approach in this region of the country and this project will be the NCDOT's first implementation of this technology

in the state.

"An Elected Officials Briefing on the project will be held on August 30, and a Public Meeting has been scheduled for September 29. Small group meetings with Raleigh citizens; as well as meetings with area Citizens Advisory Councils (CACs) will be occurring as well.

Ms. Vivian Jones expressed appreciation to Mr. Whitley and the NCDOT project staff regarding the presentation and thoroughness of information.

This TIP Item was received as information.

8.3

DRAFT MTP 2045 Goals, Objectives, and Performance Measures

Chris Lukasina, MPO Director

Requested Action: Receive as information

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

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.

8.4 Information about the TRM Version 6 Model Update

Chris Lukasina, MPO Director

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

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 aids 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 tools.

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.

8.5 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](#)

Mr. John Hodges-Copple, Planning Director for the Triangle J. Council of Government discussed three scenarios that will be used for purposes of modeling. He emphasized that much of the work being completed by local staffs currently relates to the land use aspects, not the transportation modeling which

which is a separate step in the process. For the land use scenarios, TJCOCG is receiving information from each municipality for 1) Development by Right Scenario, or what the future will look like if the land is developed according to current zoning, 2) Development According to Plan Scenario, or what the future will look like if the land is developed based on the local comprehensive plan, and 3) Development According to Ideal Scenario. Since some information is still outstanding, TJCOCG continues to need input into these land use scenarios. Since some information is still outstanding, TJCOCG continues to need input into these land use scenarios from local agencies. Executive Board members discussed current processes and how they align or don't align with the TJCOCG time frame. Mr. Hodges-Copple clarified that, for instance, the Town of Cary is in the middle of a Comprehensive Plan amendment and they've been asked to submit what they think is likely to be approved, rather than submitting the old plan which will likely be out of date by the beginning of next year. TJCOCG is more concerned about accurate information, to the extent possible right now, and they will make changes throughout the fall as necessary to accommodate the local agency processes.

This MTP Item was received as information.

8.6 Wake County Transit Plan Status Update

Bret Martin, MPO Staff

Requested Action: Receive as information*Mr. Martin presented the item.*

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 in September 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 on November 8, 2016.

This Informational Report was received as information.**8.7 Wake Transit - Interlocal Agreement for the Joint Multi-Jurisdictional Procurement of Transit Planning Services**

Bret Martin, MPO Staff

Requested Action: Consider approval of the Interlocal Agreement and authorize the CAMPO Executive Director to sign the agreement.**Attachments:** [ILA for Procurement of Firm to assist with Wake Transit Plan-version 4](#)

Mr. Martin stated that when the TCC considered the item, it recommended approval to the Executive Board 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. Both of the those adjustments were amenable to all parties and were incorporated into the Executive Board draft.

A motion was made by Board Member John Byrne, to consider approval of the Interlocal Agreement and authorize the CAMPO Director to sign the agreement, and seconded by Board Member Michael Grannis, that this item be approved as amended. The motion carried by a unanimous vote.

8.8 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: 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](#)

Mr. Martin stated that the signature block for CAMPO in the Executive Board's draft is incorrect because it is for the Raleigh City Manager. Then I would make reference to the Executive Board approving the ILA conditional on the signature block for CAMPO being adjusted to reflect that the CAMPO Executive Director will sign it rather than the Raleigh City Manager.

A motion was made by Board Member Gordon Springle, to consider approval of the Interlocal Agreement and authorize the CAMPO Director to sign the agreement, and seconded by Board Member Zelodis Jay, that this item be approved as amended. The motion carried by a unanimous vote.

8.9 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](#)

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.

This Miscellaneous Item was received as information.

9. Informational Items

10. Informational Item: Budget**10.1 Operating Budget -2016**
Lisa Blackburn, MPO Staff

Requested Action: Receive as information

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

This Informational Report was received as information.

10.2 Member Shares - FY 2016
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

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

This Informational Report was received as information.

11. Informational Item: Project Updates**11.1 Project Updates**

Requested Action: Receive as information.

Attachments: [Project-Updates-2016-8-17-Executive Board.pdf](#)

This Informational Report was received as information.

12. Informational Item: Staff Reports

- MPO Executive Director, Chris Lukasina

Mr. Lukasina gave an update that the final Regional Impact category point allocation from CAMPO. Back in June you authorized staff to make changes with approval or concurrence from the Chair. There were 39 points that changed before deadline. It was about 8 minutes before the final submission deadline with NCDOT. They were moving the 39 points from the Gresham Lakes grade separation which is north of downtown Raleigh along the CSX rail corridor. Those 39 points were donated by CAMPO to three other MPO's across the state to ensure that the passenger rail car project that supports the expanded Amtrak passenger rail service between Raleigh and Charlotte would receive the maximum amount of points once we put those points on.

Mr. Lukasina introduced Matthew Burns, Engineer Tech as CAMPO's newest addition to staff and is in one of our Engineering positions. Matthew started about a month ago and will be with CAMPO for the next several months and will be working on some planning projects.

Mr. Lukasina also stated to keep members informed that we have several RFQ's on the street and these are projects that are included in the adopted work program this fiscal year. Many of the submission periods are closing and staff is reviewing these and working through the selection process and that those that would require approval by the Executive Board Members would be coming to you in the next several months and those that do not will be coming to you in a contract and will get underway as soon as we can.

- 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*
- Executive Board Members - No Report*

This matter was received as information

13. Adjournment