



Minutes of November 7, 2014
9:00 AM
Third Floor Conference Room
Bryce Stuart Municipal Building
100 East First Street
Winston Salem, NC

Name (In Attendance)	Organization	Name (In Attendance)	Organization
Greg Venable	High Point MPO	Peggy Holland	Jacksonville MPO
Tyler Meyer	Greensboro MPO	Bjorn Hansen	Gaston MPO
Paul Black	FBRMPO	Wendy Miller	WSMPO
Alpesh Patel	NCDOT Programming	Bob Cook	CRTPO
Felix Nwoko	DCHCMPO	Candace Leonard	CRTPO
Mike Rutan	FAMPO	Curtis Bridges	CRTPO
Tristan Winkler	FBRMPO	Maurizia Chapman	NAMPO
Neil Burke	CRTPO	Debra Collins	NCDOT PTD
Kevin Edwards	WSMPO	Mike Kozlosky	WMPO
Alex Richard	CAMPO	Sandra Stepney	NCDOT Rail
Mark Hoeweler	Grand Strand Transportation Study	Patrick Flannagan	NCARPO
Aaron Dawson	FAMPO	Loretta Barren	FHWA
Adam Snipes	NCDOT Program Development	Julie White	Metro Mayors
Susan Pullium	NCDOT TPB	Patrick Norman	NCDOT TPB
Phil Conrad	Cabarrus-Rowan MPO		

Name (Attendance via Phone)	Organization	Name (Attendance via Phone)	Organization
Bob League	Rocky Mount MPO	Chris Lukasina	CAMPO
Darryl Vreeland	Greenville MPO	Lauren Blackburn	NCDOT Bike/Ped
Sarah Lee	NCDOT Prioritization	Don Voelker	NCDOT Prioritization

1. **Open Meeting/Welcome/Introductions** - Paul Black determined there was a quorum and opened the meeting by welcoming all present in person and via phone. He asked that introductions be made.
2. **Minutes** - Paul presented the minutes sent out prior to the meeting and asked if there were any changes; there being none he asked for a motion to approve the minutes. Mike Rutan made the motion, Peggy Holland seconded, and all voted to approve.
3. **TPB Topics**

Susan Pullium presented on the Governor’s 25 year Vision Plan. She noted strategies were “not uncomplicated” for new revenue generation.

- \$600 Billion if we needed to replace our entire roadway system
- Plan to “help and support” bike and ped local efforts
- Hope is that funding [transportation] can be addressed in upcoming long legislative session
 - VMT is not going up enough to generate new revenue—per capita we are not collecting enough to pay for the system
- BOT: pay attention to their FAST subcommittee around funding options
- Neil asked about the road list that came out with the initial unveiling of the 25 year plan; Susan noted that it should be called the “bond list” rather than a “road list” and that it was a hypothetical list based on projects already in NEPA process; a “what might a list look like?” straw man. It is not a final list, and there needs to be a tie back to STI.
- Mike K. noted that ILM already passed a resolution related to the Plan and asked if it was still a rural program. Susan talked about the need to balance rural needs and NEPA process with STI in general.
- Mike K. asked about the [earlier administration’s] 21st Century Funding Committee recommendation; Susan said that was part of the discussion being balanced with “what do we have an appetite for” in NC.
- Loretta mentioned a resolution from Hampton Roads MPO endorsing interstate idea that is included in the plan
- Neil asked how we get to a “preservation first” before we add more to the system.
- Paul added that the SPOT Investment Summits need to be part of the discussion; where STI ended up with a historic funding balance [between modes] does not necessarily get us where we need to be in the future. Can the Executive Branch help bring those back to the NCGA as part of the larger discussion? Susan said the Department will take it under advisement.

Patrick Norman is over the Transportation Planning Branch. He is from Caldwell County and knows John Marshall well. Patrick worked with Division 12 Operations in the Shelby office. Through his experiences he learned about being efficient with insufficient resources and that will help him manage TPB. Wants to know if you have suggestions for improvements. Patrick will give us an update on the statewide model at the January meeting.

Alpesh Patel is getting up to speed as the new TIP unit leader. The Board of Transportation at their meeting in December release the Draft STIP. The STIP will be organization by division but will be searchable. There will also be an online mapping module that shows the location but also key project characteristics and timing. Alpesh introduced Adam Snipes his unit's new staff engineer. He is behind the GIS mapping component so advise him if there are any problems. Paul Black requests they include completed projects over a long period- say going back 10 to 15 years or so to facilitate tracking investment levels over time and so forth. Alpesh said they'll give us an excel spreadsheet.

Alpesh gave a presentation the STIP and elaborates on the various STI requirements and provisions. Wendy Miller asks what if we put STP-DA on a regional roadway project for a bicycle/ pedestrian betterment? Alpesh confirms that's part of the regional tier exemption.

Alpesh laid out the work surrounding normalization that is getting started soon. He discussed the process currently being used for this draft STIP. He mentioned the relative magnitude of transition projects across the first five years using one of Calvin Leggett’s graphs. He then presented the basic format of the STIP tables before concluding with the timeline for rolling out the STIP, up to its final approval date in June 2015. Alpesh said if any MPO wants to schedule a one on one priority

discussion with program development and the board member, they should let NCDOT know. The MPO's have until February 2015 to do so.

Lauren Blackburn said the Bicycle and Pedestrian Division has been developing a statewide bike/ped network data layer. They will put it on other website for downloading once they get it done. The data will be interactive and accept corrections from agency users. She said they will be releasing updated bike/ped crash data on an annual basis with about a 12 month lag.

Debbie Collins brought a new deputy director on board and they are now ready to look at things differently. She describes MAP-21 and how they need to step up their game relative to transit performance measures. They have not been doing a good job but want to moving forward. They will have a committee to discuss this, including MPO volunteers. She also mentioned the relationship of transit to congestion and how they want to address it in the future. Other comments mentioned:

- PWP calendar - draft due January 30th
- Lauren Blackburn representing alternate modes on the STI Committee
- We need to do a better job at the local level of identifying projects sooner
- Agencies without designation letters need to take care of it
- Transit representative on MPO board by October 1 requirement
- Calls for projects for 5311 and 5310 (rural) as well as state match for 5307 and ROAP and ROAP and SMAP
- Discussed the various training initiatives for local systems; some of the planning they are working on for rural systems
- Stresses the need to check the draft tip with your transit system- check it for accuracy
- Looking at 5303 deliverables and would like to have a dialogue with us about how we can modify administration

Mike Kozlosky asked can we go ahead and get our PL allocation letters? TPB advises for now we should plan on the same figure that was used last year.

Shirley Williams moved to special projects liaison for multi-state initiatives. Neil Perry is the new rail planning manager. Rail comments:

- Working on a planning grant for charlotte gateway station
- Looking at the NC/VA railroad tiger grant around Ahoskie / Gates County
- Working on about 3 million worth of other smaller projects
- Gearing up for the STI and working closely with Lauren
- If MPOs want to move forward new projects contact Neil Perry before spring 2015
- State rail plan draft is expected in December with completion expected in June 2015
- Legislative report for economic impact of some major rail projects

4. **Patrick Flannagan** gave the NCARPO update. He describes the presentations he and Tyler Meyer made to the FAST committee. They want feedback on their strategies for raising revenues. He said we should coordinate through our board members on that subcommittee to see if they have anything we should take out for review from our constituencies. RPOs are working together to study their local methodologies. They hope to learn from each other and gain insights into good measures and data sources. They had discussions about the SPOT timeframes- 5 vs 7 years etc. They have

been talking about the ethics requirements. They are seeing folks drop out rather than deal with the rigmarole.

5. **Loretta Barren** gave a FHWA update. Sec Foxx has done a big focus on bike/ped initiatives. They are doing a bike/ped assessment on one location in the first half of next year and will include in a report to the Secretary and Congress. Also looking at bike pedestrian network connectivity examples. If you want to profile a recent or upcoming project submit it. This would be due in January. They can only submit one or two so they would like the Association to weigh in on which we think are the best.
6. **Don Voelker** gave a SPOT update. He mentioned the two 60 day vs one 90 date period for local input. Giles Perry said there could be only one public comment period if we wanted. He said he would like us to give a definitive position. Also mentioned the issue of which years of projects would be subject to reprioritization. He said in the draft STIP projects will be subject to reprioritization in years 8, 9, and 10. People want to see the draft STIP before making a decision on this. Gave a presentation to BOT already on what the spot committee is up to so they will be aware of deliberations.

Julie- does that mean they approve/disapprove [the committee's](#) recommendations on an ongoing basis? Don- he is not sure, but he will certainly keep us apprised of what the BOT reaction is. Julie- please let us know of anything the bot plans to recommend to the general assembly at variance with the workgroup recommendations. Julie- are they on the JLTOC agenda in December? Don - no.

7. **SPOT workgroup representation.** Neil Burke and Chris Lukasina were added to the SPOT work group to replace Ellen Beckman and Paul. Paul will become the alternate. Suraiya Rashid was also named as an alternate.
8. **Requested STI Changes.** Julie - do we want to **advocate a position on STI changes**? The group agreed that is a good idea. Here are the points discussed:
 - Request local input points be added on statewide tier
 - Request that local input points from MPO/RPO be given more weight than Division Engineers, like what had been proposed by the workgroup last year before the BOT determined not to accept that recommendation at that time
 - Exempt STP-DA from STI categories and limitations
 - Exempt transit matches from STI: budget sufficient transit funds to make needed matches. If that's not possible, then have a separate competitive process for determining what to match and what not to match
 - Consider some other small project exemptions to STI: as a part of that we recommend providing the division engineer a small, flexible funding pot for responding to small project needs
 - Restore ability to use state funding for bike/ped matches
 - Require NCDOT live up to its complete streets policy: (1) eliminate local cost sharing requirement for sidewalks incidental to roadway projects; and (2) change bridge unit policy so that meeting complete street needs are a key consideration rather than something to be resisted, ignored, and/or charged to local governments
 - Definition of tiers has to change - regional tier; statewide tier. In particular the regional tier definition is far too restrictive

- Modernization projects - need to be competitive: this will require specialized prioritization and a normalization type of logic to compare to congestion projects
- Rural accessibility and connectivity factors should be pushed to modernization rather than capacity projects

Wendy - interchange projects- they need to be looked at a lot more closely.

Tyler- any thoughts about land use variables? What about the land use - congestion relationship?

Neil - congestion can occur in the lower density areas coming in and out of the urban area. There is not a clear sense of how to do this. Kozlosky relates his experience of having statewide projects- selected in his MPO area after submittal by Division Engineers> projects that were not included in the LRTP.

9. Organizational status & finances. Wendy updates us on the organizational items. The current account balance is \$23,066, with a \$1,200 payment to Kara Louise for conference development services pending. She notes that the tax form has been successfully submitted, after a few difficulties completion the process. Website updates- they are considering migrating the web hosting platform for this upcoming conference. Streamlining the credit card payment process is one thing that would benefit from such a move.

10. Conference updates. Alex described the efforts at conference development. A series of mobile tours are in development. The meeting will be at the convention center. The room block in the Raleigh Hilton downtown at a cost of \$169. The conference rate will be proposed with the draft budget, due for review with the draft conference budget on November 28. The committee will decide unless it's a significant change, in which case it will be brought to the board for review and input via survey monkey. Wendy notes that the one day rate can be a profit center, but it has to be high enough to not undercut the full conference registration. Student rates would not be offered due to the need to recoup costs. They are considering having a TAC member reception. They are thinking about trying to get some business community speakers. Future conference site may be Charlotte. Bob needs to coordinate with CDOT to see if that will fly. Backup may be the CRMPO doing it again. 2017 conference - New Bern would like to do it. Maurizia will retire after that. As far as the NCAMPO mailing list is concerned, it will be posted on the NCAMPO website. NCAMPO will invite SC MPOs to the next conference. Also Hampton Roads, especially for the New Bern meeting.

11. Quarterly meeting format. Paul asks for preferences regarding the quarterly meeting format one day versus two day? Two days can be hard for people to make it both days. One day is probably the way to go unless there is so much material it needs to be spread to two. Next meeting is February 6 Friday in Raleigh. Our conference meeting needs two hours at least; of course it will also be in Raleigh. Next meeting will be a two day meeting in July 30 & 31 in Asheville.

12. Legislative update

Federal

- Inhofe will be chair of EPW. although he and Boxer disagree on air quality, but they generally work very well together on the infrastructure pieces

- Issue right now is identifying the revenue - the new senate leadership is basically just a switching of chair and ranking minority member- Mr. Hatch recognizes the need but he has never proposed anything big enough to address full need
- In the House you will likely see Paul Ryan as the ways and means chairman. His budget proposals have recommended cutting the highway program and requiring it to rely on current revenue streams. This may make the house an uphill battle
- Looking back over recent history you see that congress has repeatedly kept highway funding at flat levels
- Nick Rahall lost – Defazio will be new ranking minority
- Senate banking committee--he thinks Shelby will be the new chair
- Senate commerce committee- regulates trucking - Senator Johnson is the chair with Nelson as ranking minority member
- Inhofe understands MPOs though he is not necessarily the biggest fan
- AMPO has been working hard with other local advocates seeking more support
- Infrastructure may be a second level issue, behind trade, tax reform, and possibly immigration
- If congress agrees to do a transport bill they probably will do tiger with about 300 to 600 million
- Surface transport bill extended through May 31, 2015; at the same time they moved 11 billion into the HTF

State

- Julie is hearing that tax reform at the state level will have a second iteration
- Sales tax may be further extended
- May change sales tax from point of sale to per capita across the state
- Might limit counties to per capita vs point of sale based distribution
- There will be a push on the workgroup to send more money to the rural areas
- NC Chamber is supporting transportation increases
- Apparently governor staff did not have a discussion with legislators before the governor released his proposal
- Legislators may think debt is not a bad idea, however they may have a problem with the governor's list
- There are some folks who think the billion would be "new money" perhaps not realizing it would entail 100m per year of debt service subtracted from what would otherwise fund the STI
- Julie thinks the legislature may be open to make available further local funding options for increasing transportation revenues
- Partly since there are some legislators who would tend to oppose an revenue increases
- May be that the legislature caps the gas tax to where it would otherwise fall and then raise the use tax. Our 3% use tax is the lowest in the southeast.
- Elections - democrats gained 3 in the house (two in buncombe, one in wake), republicans picked up one seat in the Senate. Perhaps this may make them more favorable to urban issues? Or will it make them ignore them further?

Respectfully Submitted,

John Marshall, Secretary