



Meeting Agenda Packet

Technical Coordinating Committee
September 27, 2005
9:00 a.m.

Second Floor Conference Room
High Point Municipal Building
211 S. Hamilton Avenue
High Point

**TECHNICAL COORDINATING COMMITTEE
MEETING AGENDA**

SEPTEMBER 27, 2005

Action Items

1. Approve minutes of August 23, 2005 TCC meeting

Information Items

2. Introduction of Consultant to aid with MPO Transportation Planning Administrator activities.
3. Proposed changes to the Thoroughfare Plan.

Other Items

4. Division Engineer Report (Mike Mills, Pat Ivey, Tim Johnson)
5. PART Report (Scott Rhine)
6. NCDOT Transportation Planning Branch Report (Monica Kerr)
7. MPO Staff Report (Craig Hughes)
8. Other Business

*****We will be meeting in the Second Floor Conference Room*****



High Point Urban Area MPO TCC

Meeting Date: September 27, 2005 Agenda Item Number: 1

Action Requested:

Approval of August 23, 2005 TCC meeting minutes.

Summary of Information: Attachments: Yes X No

Enclosed.

Vote: Motion by: _____ Second by: _____

Vote: For _____ Against _____

Motion Description:

Item 3: Resolution finding the Metropolitan Transportation Improvement Program (MTIP) for 2006-2012 in conformity with the North Carolina State Implementation Program

Motion by: Scott Rhine moved to recommend approval of the resolution finding the Metropolitan Transportation Improvement Program (MTIP) for 2006-2012 in conformity with the North Carolina State Implementation Program

Seconded by: John Frezell

Vote:

For: Unanimous

Against: None

Presented by Phil Wylie. Phil stated that we have found that the MTIP and the STIP are in conformity.

Craig Hughes stated that the document was available for a thirty-day public comment period, which ended August 18, 2005. It was available in the office and on the website.

Item 4: MPO Certification Review by FHWA Acknowledgement of Receipt of Report

Motion by: John Frezell

Seconded by: Guy Cornman

Vote:

For: Unanimous

Against: None

Phil Wylie stated that Bill Marley from FHWA conducted an onsite review of the Metropolitan Planning Process on the HPMPO in January 27-28, 2005. We had scheduled the presentation for TAC, but we have some time this morning to have the presentation. We can have some discussion and then present it to TAC.

Bill Marley stated that he was present to primarily convey to TCC the findings of the certification review process that was done January 27-28, 2005. High Point became a TMA when the Greensboro MPO was designated a TMA by US Census in 2000. The High Point MPO retained Jamestown (which according to the Census is part of the Greensboro Urban Area) as a member of the MPO and thus became a TMA. A TMA has to be certified every three years by the Federal Government as to the Metropolitan Planning Requirements. I have a Power Point Presentation that will take 10-12 minutes to go through. It has an overview of what happened during the certification, why we have the certification and some of the findings from the review. The certification review team consists of personnel from the Federal Highway Division Office. Each state capital typically has a Federal Highway Division Office. Also, the Federal Transit Administration from Region 4 in Atlanta was included, because it is a joint review by Federal Highway and Federal Transit. The purpose of the review is to assess the degree

of compliance with the Federal Planning Requirements found in 23 CFR section 134, to identify noteworthy practices or any problem areas with the process, to make recommendations for improvements and determine if any corrective actions are necessary. The review typically lasts a couple of days and has a public hearing. High Point is a new TMA and there was no previous certifications or reviews to work from. MPO and NCDOT coordination is always a big issue and we try to discuss any agreements and contracts with MOU's. We reviewed the Unified Work Program (UWP), Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP), where coordination is very important and the TIP has to agree with the STIP for it to be approved by the Federal Government. Other review items include transit issues, Regional Travel Demand Modeling, Land Use Planning, Air Quality Planning, Title VI and Public Involvement, Environmental Justice issues, Congestion Management, and ITS planning. Congestion Management is a requirement for Transportation Management Areas. Other review items include the needs of the MPO, public involvement meetings and comments, certification and review findings. The findings include commendations, recommendations, and corrective actions. The first commendation is that there is a lot of transit planning and coordination initiatives designed to accommodate the increased traffic during furniture markets. The second commendation is the passing of municipal bonds for transportation projects, which demonstrates local support for projects and serves as an additional revenue source for making financial forecasts. We all know there is a shortage of Federal and State funding, so we like to see these bond projects getting support. The last two commendations are for PART's lead in Air Quality Program coordination between the regional MPO's in the triad area. The City of High Point employs a multilingual director of Human Relations and Hi-Tran is introducing outreach efforts to promote transit usage to the Hispanic Community, which goes a long way in addressing Title VI and Environmental Justice issues.

The first recommendation encourages the MPO to consider adding multi-level representation on its policy report. The second recommendation is that as part of the next plan update, you are encouraged to expand the documentation for safety and security in the Long Range Transportation Plan. You are encouraged to expand documentation in the direction of the planning process and environmental considerations. It is also suggested, that the MPO include a map of environmentally sensitive areas in the LRTP. The MPO is encouraged to amend the financial plan in the LRTP as to not estimate more revenues than needs. Also, we encourage the MPO to expand the consideration of freight issues in the planning process. Federal Highway is encouraging all MPOs to put more emphasis on freight planning, as it is becoming more of a national issue. We encourage expanding and including operating and maintenance cost for Highways and Transit and to review the validation of financial assumptions and the financial plan portion of the LRTP before the next plan update. Financial constraint is also another issue like freight that is receiving more attention at the national level. Funding in the LRTP should be expanded to include locally funded transportation projects, such as the ones to be funded by the bond program. The MPO is also encouraged to include and document project criteria or project priority selection criteria. Consider developing an agreement with Hi-Tran and PART to clarify their special roles in the Transportation Planning Process. The regional

travel demand model will be developed as multimodal not just highway related. Be involved with the state implementation plan's development process. This insures that the latest and best available data assumptions can be used leading to the development of a STIP budget that represents the interests of the MPO and better Air Quality for the triad area. Also, PM 2.5 conformity determinations are due April 15, 2006. The LRTP update and conformity determination work for the one-hour ozone standard is due October 1, 2007. The MPO is also encouraged to evaluate and document and revise, if you need to, the public involvement policy to make it more effective. Staff is also encouraged to avail themselves for public involvement training for Environmental Justice input. Consider Environmental Justice in the project selection process to see that the LRTP and TIP reflect those decisions. The MPO is encouraged to develop a policy statement regarding the consideration of Title VI and Environmental Justice in the Transportation Planning Process. There were a few Corrective Actions that were found. As part of the next LRTP update, the MPO needs to expand the short and long-range elements of the Transit portion of the plan to analyze and address planning capital, and operations and maintenance needs over the horizon of the plan. We found the need to provide more documentation in consideration of minority and low-income populations in the Transportation Planning Process. At a minimum, the MPO needs to map the locations of these populations and compare those with the adopted LRTP. The review team also requested that this activity be accomplished within nine months of the date of the report. The date of the report is recent as opposed to January of this year. The report finds that the High Point urban area MPO substantially meets the Federal Government's Transportation Planning requirements. The High Point urban area MPO is certified as of February 1, 2005. Again, this is the first certification review and we commend you for what you are doing and we will work with you to correct the Corrective Actions.

Craig Hughes asked, "With the new Transportation Bill, will it be another four years before we have to be recertified?" Bill Marley answered, "yes." Bill noted that all MPO's would have to be recertified every four-years.

Phil Wylie noted that he appreciated all that Bill Marley has done. We have paid particular attention to the Corrective Actions that were mentioned in terms of Environmental Justice. Brenda Slack and some of the staff in Planning have brought some basic drawings that they have compiled. Phil asked Brenda to explain the work that has been accomplished. Brenda Slack stated that at the last meeting, we looked at maps that showed records that were at or above what the MPO overall percentages were. For MLI populations we have revised those maps and set some new thresholds. With the Hispanic distribution, we have set a threshold to 10% so that the map represents block groups with 10% or more. The below poverty distribution was set at 20%. The Minority Population distribution we used was 50%. This shows some different percentages than what we showed at the last meeting. The numbers we used at the last meeting were 4%, 29%, 9.6%, and 22%.

Phil noted the big difference here is that we have started to overlay some of the Transportation projects. As we start selecting and prioritizing the upcoming projects for the MTIP, we need to bring Environmental Justice into that factor. From High Point's

standpoint, we have done this as part of an on going planning process, but we have never documented it. We will start looking at some criteria of what other MPO's are doing and how they are setting up their selection criteria. We will get back with Bill Marley and his staff to look at the percentages that we have used. We would like to be more consistent with other MPO's across the state. If you start looking at the Hispanic Population in the core area of High Point, that doesn't relate very well with the county area and the same for Minority Population. Since we have so many jurisdictions that can have a bearing on how something shows up in Thomasville, Archdale, and Jamestown compared to High Point.

Bill Marley noted Lynise Devance is our Environmental Justice/Title VI Coordinator in the division office and she will be glad to hear that you have done all this work already. Phil also noted that the next step is to get public involvement and we all know that it will be extremely difficult. This is an avenue where Lynise had some ideas when we talked to her during the certification process.

Item 5: The selection of Stantec as a consulting firm for High Point MPO Projects

Motion by: Guy Cornman moved to approve the selection of Stantec as a consulting firm for High Point MPO Projects.

Seconded by: John Frezell

Vote:

For: Unanimous

Against: None

Presented by Phil Wylie. Phil stated that we have looked at bringing in a consultant to help with the recommendations and Corrective Actions listed in the review. They will also look at the Air Quality and Congestion Management and mitigation projects. Phil reported that Mark McDonald had done a very extensive selection process for the "on call" consultants for Transportation Engineering, for highway design projects and we included Transportation Planning in that. We have met with Stantec and developed a scope of services with them and they will give us some assistance over the next six to nine months. The scope of services would include the LRTP and the recommendations that have been made. The 3-C certification process, public involvement, and project selection methodology. We need to take Environmental Justice and the mapping that we have done and come up with some criteria on how it will affect our project selections. Stantec will provide assistance with Congestion Mitigation and Air Quality. As you know, we are in a seven-year program with NCDOT. We have submitted for the first year, but we need to submit an application for years two through seven. We want to compare the old Transportation Model to the new Transportation Model. Scott Rhine noted that the model would be completed in October 2005.

Phil added that Stantec has submitted a scope of services for about 500-600 hours. This is listed as an Information Item. If the TCC has enough comfort level with it, I would like to make it an Action Item and see if you could authorize us to enter into a contract with Stantec. The contract is not to exceed \$60,000 dollars for these services.

Mark McDonald stated one reason we have chosen Stantec is because they have staff that has worked with NCDOT in the past. They have specifically worked with Statewide Planning, as MPO Coordinators and they know the process very well. Phil Wylie noted that Stantec is familiar with FHWA and FTA. Mark Freeman has been around for a number of years. We feel confident that Stantec can do the work that we need done.

Information Items

Item 6: Update on the Transportation Planning Administrator Position

Presented by Phil Wylie. Phil stated we have done extensive advertising for the Transportation Planning Administrator. We have had several people apply for the position, but several of the applicants had accepted other positions before we could get back in touch with them. One of those was within four days of the date that he filed the application. We did have one gentleman in for interviews. We did extend an offer and he decided to go with another company.

Other Items

Item 7: Division Engineer Report

Division Seven

Presented by John Hunsinger. John reported that we are continuing to work on the NC Moving Ahead Project in High Point on US-311 and it is going well. He added that Mike asked if there are safety issues that can be addressed with some small construction funds? We will not know anything about Moving Ahead Funding until January 2006. Mike Mills is trying to get Piedmont Parkway on the Board Agenda. Phil noted that we opened bids on Piedmont Parkway last week from Wendover Avenue to Tarrant Road. We had six or seven company's bid on the project. The price range went from \$5.12 million to \$6.7 million. The low bid was Sharpe Brothers and D.H. Griffin Infrastructure. We would like to get the contract awarded as soon as possible. If we don't get it in August it will be October before the board meets again.

Division Eight

Presented by Alison Whitesell. Alison reported that the I-40, I-740, and I-85 roadway improvements have been completed since August 17, 2005. The grading and seeding is still underway, but there will not be any more lane closures. Sunset Avenue is underway in Asheboro and the water line and taps are ready to proceed. The intersection of Park Street and Sunset Avenue will be open by the week of August 22, 2005. Maintenance had to do some widening work at the intersection of Back Creek Church Road and NC-64.

Division Nine

Presented by David Spainhour. David reported that the Peace Street Bridge in Thomasville is open. The Hoover Street crossing has been removed. At the Dell site, we still have some stripping and seeding to do, but the pavement is finished. The first

computer is to come off the line September 19, 2005. NC-109, Midway School Road down to Thomasville, is doing well. We have heard everything in the TIP will be delayed four months.

Item 8: PART Report

Presented by Scott Rhine. Scott reported that PART has received notice to proceed on the Park-N-Ride lot in Thomasville and it will be completed within 60 days. PART has an interagency consultation meeting next Wednesday, August 31, 2005. We will discuss the recently released guidance on PM 2.5. The meeting will be held at the train depot in Burlington. In mid September 2005, we will have our mode choice elements completed, so we can do some testing and calibration on alternatives for the model. In October the model is scheduled for completion. Once all of this is complete, we will get back to the municipalities to update our SE Data. We have received some funding from the Federal Transportation Bill to construct an intermodal transportation facility. Also, we have been working with Elon University to get funds appropriated to PART for the purchase of vehicles for transportation service at the university to be primarily used by Elon University.

Item 9: NCDOT Transportation Planning Branch Report

Presented by Monica Kerr. Monica reported that the Air Quality report is complete. MPO deadline schedule is under development.

Item 10: MPO Staff Report

No information to report.

Item 11: Other Business

Presented by Phil Wylie. Phil stated that we are working on a Corridor for the Westside Thoroughfare from US-311 on into the airport. We are continuing to work with the Winston-Salem MPO on this. We have some areas around I-40 and Bus 40 that are beginning to take shape. We need to spend some time fine-tuning the area in our MPO. The High Point MPO needs to work on the East/West Roadway Piedmont Parkway and Temple School Road going to Winston-Salem. We would like to meet twice within the next 30 days, so we can have something to take back to PART at the next meeting in September.

The new Federal Transportation Bill has some earmarks for our area in the amount of \$10 million for projects R-609 and R-2606. There are dollars there for the Johnson Street/Sandy Ridge Road engineering as it extends from Skeet Club Road up in the airport area and funds for airport area road network planning.

There being no further business, the meeting was adjourned.