



Transportation Intergovernmental Policy Advisory Group

Meeting for Steering Committee

August 24, 2009

Summary Report

Prepared by  fountainworks
MARKET RESEARCH • POLICY CONSULTING
www.fountainworks.com

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Action Items:

1) Next Meeting:

September 21, 2009 – 10:00am

Hosted by NC Association of County Commissioners

5th Floor Board Room – Quorum Center, 323 Jones Street, Raleigh

For Next Meeting:

- 1) Review all policy topic ideas presented at August 24th meeting (including TIPAG group ratings of each idea) with your organizations, and be prepared to nominate 1-2 topics, along with rationale for each at September 21st meeting.

1 Overview

This report summarizes the third meeting of Intergovernmental Policy Advisory Group's Steering Committee. This meeting was held on August 24, 2009 and was hosted by the North Carolina Association of County Commissioners in Raleigh at the Quorum Center.

The major headings of this report correspond to the key segments and discussion points during the meeting.

Intergovernmental Policy Advisory Group- Steering Committee Members

Paul Meyer Julie White	NC League of Municipalities	pmeyer@nclm.org jwhite@nclm.org
Kevin Leonard	NC Association of County Commissioners	Kevin.leonard@ncacc.org
Mike Kozlosky	NC MPO Association	mike.kozlosky@wilmingtonnc.gov
Hannah Cockburn	NC RPO Association	hcockburn@ptcog.org
Betty Huskins	NC Council of Governments Association	bruhuskins@gmail.com
Mike Horn	Contractor Rep. Kimley-Horn & Associates	mike.horn@kimley-horn.com
Jim Trogdon Susan Coward Mark Foster Jim Westmoreland Terry Gibson Mark Tyler Ted Vaden	NCDOT Management Team	jhtrogdon@ncdot.gov scoward@ncdot.gov mfoster@ncdot.gov jwestmoreland@ncdot.gov tgibson@ncdot.gov mt Tyler@ncdot.gov tevaden@ncdot.gov
John Sullivan	USDOT/FHWA	john.sullivan@fhwa.dot.gov

1 Opening Comments

The meeting began with an orientation to the agenda and objectives for this third meeting of the Steering Committee.

2 Member Organizations' Policy Process:

As a follow up to the second meeting, the following members prepared and presented one page summaries of their policy making process. These summaries were distributed to each participant at the meeting.

- John Sullivan, Federal Highway Administration
- Kevin Leonard, NC Association of County Commissioners
- Paul Meyer, NC League of Municipalities

3 Policy Topics for the TIPAG Work Plan

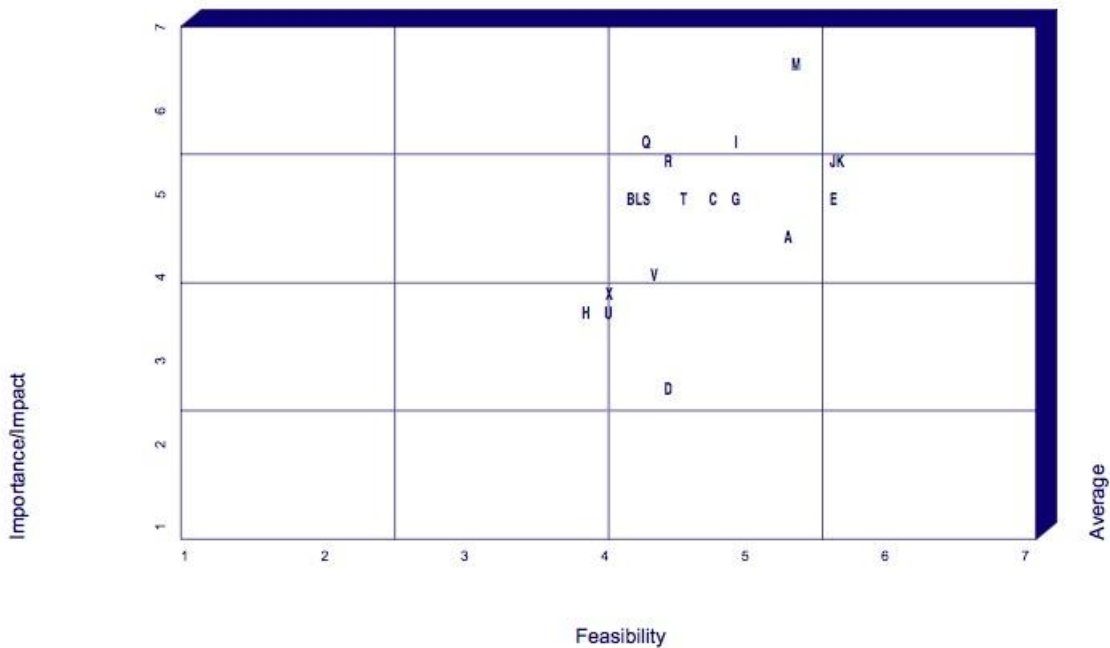
Each of the members were asked to consult with their organizations and associations and present up to three topic areas for the TIPAG to focus on. Recommendations were brought forth by NCDOT, NC RPO Association, NC MPO Association, NC League of Municipalities and Mike Horn.

Beau Mills of Fountainworks, presented each topic area, and the sponsoring organization provided clarifications as needed. Members were provided with a worksheet for the topics areas and asked to rate each one based on a 1-7 scale for both importance or potential impact and feasibility of accomplishing it. A total of 24 topics were presented. See Appendix A for a list of all topics and the ratings each received for importance and feasibility.

After all topics had been presented, the group decided to cluster some of the topics based on their similarity. This reduced the number of discreet topic area to 19 in total. Using electronic handheld voting software, the group then rated each of the 19 topic areas for importance and feasibility. The purpose of this exercise was to provide an initial interest to these ideas as potential work group focus areas.

On the following page is a graphic which displays the average rating for each topic area for both importance and feasibility, and a key which shows the topic area that corresponds with each letter.

Average Response to all Polls



A - Standardize DOT's policy making methodology

B - Develop & implement policies that support a multi-modal system

C - Decision making structure that devolves decisions to lowest level possible: (F) Decentralization of NCDOT

D - Develop access management policies

E - Standing method for local officials to communicate and be educated: (P) Improve process for communicating

G - Empowering the MPOs and local municipalities

H - Interagency Collaboration

I - Reduce land use & transportation disconnect

J - Increase awareness about system responsibility: (N) and state equity formula and clarify state and local responsibilities transportation improvements in the future.

K - Improve NCDOT-MPO-RPO operations: (O) planning implementation boundaries to be more effective and facilitate more coordinated planning

L - Improve upon statewide economic planning

M - Future transportation funding options

Q - Better manage today's existing scarce resources

R - Strategically integrate collective (intergovernmental) investment decisions across all modes of transportation

S - Streamline the implementation of federal-aid roadway projects by local governments

T - Provide clear state authorization for a range of important land use management strategies

U - Allow iterative updates to transportation projects be made to fit the changing needs of local and regional communities

V - Provide significant considerations to design standards

X - How can we allow a privately funded and constructed project move more quickly?

Top Rated Topics (Importance)

Letter	Topic	Importance Rating (1-7)
M	Future transportation funding options	6.5
I	Reduce land use & transportation disconnect	5.7
Q	Better manage today's existing scarce resources	5.6
K	Improve NCDOT-MPO-RPO operations: (O) planning implementation boundaries to be more effective and facilitate more coordinated planning	5.4
J	Increase awareness about system responsibility: (N) and state equity formula and clarify state and local responsibilities transportation improvements in the future.	5.4
R	Strategically integrate collective (intergovernmental) investment decisions across all modes of transportation	5.4

Top Rated Topics (Feasibility)

Letter	Topic	Importance Rating (1-7)
E	Standing method for local officials to communicate and be educated: (P) Improve process for communicating	5.6
J	Increase awareness about system responsibility: (N) and state equity formula and clarify state and local responsibilities transportation improvements in the future.	5.6
K	Improve NCDOT-MPO-RPO operations: (O) planning implementation boundaries to be more effective and facilitate more coordinated planning	5.6
M	Future transportation funding options	5.3
A	Standardize DOT's policy making methodology	5.2

4 Next Steps for the Steering Committee:

At the conclusion of the meeting the participants had developed the following action items for the next meeting of the Steering Committee of the Intergovernmental Advisory Group.

Two key action items:

1. The next meeting is on *Monday, September 21 at 10am* – and will be held at the 5th floor Board Room at the Quorum Center in Raleigh.
2. Each Steering Committee member will review all topic areas and be prepared to select 1 or 2 for the Advisory Group to consider as part of its initial work plan.

APPENDIX A: Policy Topic Areas

Worksheet – Comparison Potential Importance/ Impact and Feasibility Scale 1-7 (1 being low - 7 being high)	Importance/ Impact	Feasibility
<p>NC RPO</p> <p>A) Topic Area: Standardize NCDOT’s policy making methodology</p> <p>How can the process for developing NCDOT policies be developed that includes appropriate external partners that will</p> <ul style="list-style-type: none"> • Builds trust and credibility with partners? • Creates shared vision and ownership of the policy? • Result in better policy? 	4.5	5.2
<p>B) Topic Area: Develop and implement policies that support a multi-modal system</p> <p>How can a system of inter-connected policies be developed to insure that our espoused vision for a vibrant multi-modal transportation system is implemented that:</p> <ul style="list-style-type: none"> • Gets everyone out of the ‘car only’ mentality? • Makes multi-modal improvements the first choice, not the last choice? • Provides model ordinances for use by local governments that incorporate requirements and good design for sidewalks and bike accommodations? 	5.0	4.2
<p>C) Topic Area: Create a transportation decision making structure that devolves decisions to the lowest level possible, with the greatest involvement of local decision makers as possible</p> <p>Can a structure be established that decentralizes decisions and implementation so that:</p> <ul style="list-style-type: none"> • Decisions can involve local officials in the most meaningful way? • Decisions have as much local buy-in as possible? • Implementation can occur more quickly? • Roles and responsibilities of all parties involved are clear? 	5.0	4.8

<p>D) Topic Area: Develop access management policies that are clear and scalable to the specific environment</p> <p>Not every dollar general needs a deceleration and acceleration lane</p> <p>Provide model ordinances related to access management that tie the access standards to the type of roadway (either federal categories or new CTP categories)</p>	2.8	4.4
<p>E) Topic Area: Establish a standing method for local officials to communicate and be educated related to Transportation issues, policy and concerns</p> <p>Establish a statewide association of TAC members</p> <p>Establish a ‘Transportation Institute’ for training of local officials</p>	5.0	5.6
<p><u>NC Association MPO</u></p> <p>F) Topic Area: Progress toward decentralization of NCDOT into local project development offices</p> <p>Focus Question: What are the necessary steps to decentralize the decision-making from a centralized bureau into the field offices? How could the Department's decision making organizational framework be improved so that the decisions are made at the local/regional level?</p>	N/A	N/A
<p>G) Topic Area: Empowering the MPOs and local municipalities</p> <p>Focus Question: What are the next steps to empowering the locals to be able to ensure project implementation through the use of TIP and STP funds.</p> <p>Outsourcing some of these responsibilities (sub-regional tier projects) would allow municipalities the authority to complete mutually agreed upon projects with limited review by the Department and permit the Department to focus on the construction of larger regional and statewide tier projects and maintenance of existing facilities.</p>	4.9	4.9
<p>H) Topic Area: Interagency Collaboration</p> <p>Focus Question: How can NCDOT, the Regulatory Agencies, Local Governments and Non-governmental agencies ensure that once NEPA is completed that the chosen solution/alignment remain viable until construction is complete. How is the Integration of the NEPA process moving forward with the ILT?</p>	3.7	3.8

<p><u>NCDOT</u></p> <p>I) <u>Topic Area:</u> Make progress to reduce land use and transportation disconnect.</p> <p><u>Focus Question:</u> What type processes do we need to develop to better ensure effective agency coordination and communications occurs early on in the life of any new transportation and/or land development project?</p> <p><u>Associated opportunities within topic area:</u></p> <ul style="list-style-type: none"> - Access on Strategic Highway Corridor within municipal boundaries - Transportation considerations for new school location - Communications process and checklist 	5.7	4.9
<p>J) <u>Topic Area:</u> Increase awareness about system responsibility.</p> <p><u>Focus Question:</u> What type education or outreach efforts do we need to develop and implement to ensure all parties have a clear understanding of each others position on system responsibilities and to develop list of issues to be studied or addressed?</p> <p><u>Associated opportunities within topic area:</u></p> <ul style="list-style-type: none"> - Clarify DOT’s position about secondary system responsibility - Clarify DOT’s logic for the split of Powell Bill disbursements - How to most effectively develop and deliver multimodal projects - Establishment of speed limits on State Highways in municipal boundaries - Establish forum to discuss use and application or traffic signals/ITS technologies 	5.4	5.6
<p>K) <u>Topic Area:</u> Improve NCDOT/MPO/RPO operations.</p> <p><u>Focus Question:</u> How can we improve and better define the needs, working relationships, roles, and responsibilities of NCDOT, MPOs, RPOs, and Regional Transportation Authorities on various transportation projects, tasks, and activities?</p> <p><u>Associated opportunities within topic area:</u></p> <ul style="list-style-type: none"> - Local comprehensive transportation planning with NCDOT assistance - Policy development and approval processes - Multimodal and transit planning 	5.4	5.6
<p>L) <u>Topic Area:</u> Improve upon statewide economic planning.</p> <p><u>Focus Question:</u> What type thinking and planning should we be doing together to best promote the State’s many transportation assets and to foster good future statewide growth and economic development?</p> <p><u>Associated opportunities within topic area:</u></p> <ul style="list-style-type: none"> - Statewide logistics planning Opportunity to engage private / logistics partners in planning process 	4.9	4.2

<p>M) <u>Topic Area:</u> Future transportation funding options.</p> <p>Focus Question: How do we need to be working together to most effectively review and plan for the future transportation funding needs of the State?</p> <p><u>Associated opportunities within topic area:</u></p> <ul style="list-style-type: none"> - Future viability of gas tax revenues - Partnership with local governments in advocating for additional revenue - Opportunity to educate citizens about the impact to transportation funding when decision makers are uninformed (Bill Graham?? example) 	6.5	5.3
<p><u>Regional Councils</u></p> <p>N) <u>Topic Area:</u> The state equity formula with clarifications of the State and local responsibilities for maintaining, building, and funding transportation improvements in the future</p> <p>Focus Question: How could DOT develop a better communication tool/process to clarify the state equity formula and responsibilities for maintaining, building and funding of improvements in the future?</p>	N/A	N/A
<p>O) <u>Topic Area:</u> A discussion regarding the configuration of the transportation planning/implementation boundaries (meaning MPO/RPO as well as divisional) to be more effective and facilitate more coordinated planning.</p> <p>Focus Question: How could MPO and RPO Boundaries be reconfigured to be more effective</p>	N/A	N/A
<p>P) <u>Topic Area:</u> A discussion on how DOT is currently communicating with elected officials and how that process could be improved upon in the future?</p> <p>Focus Question: What communication policies are currently in place for mayors and county commission chairs, etc. and how could they be improved?</p>	N/A	N/A
<p><u>NC League of Municipalities</u></p> <p>Q) <u>Topic Area:</u> Better manage today's existing scarce resources in a more balanced and comprehensive manner (across the modes, tiers and geographic areas) for cost effective results with local and MPO/RPO buy-in.</p> <ul style="list-style-type: none"> • Focus Questions: How can NCDOT target the resources under its stewardship towards the state's most significant transportation needs, recognizing that these needs exist not only on the state highway tier but across the tiers and across the modes? • How can the NCDOT and its MPO and RPO partners effectively analyze, consider, and prioritize needs across the entire system in order to achieve buy-in, coordinated effort, and to maximize the effectiveness of the results? • How can NCDOT build trust of all stakeholders and meet citizen expectations in this process? 	5.6	4.2

<ul style="list-style-type: none"> • How can the NCDOT encourage and incentivize local and regional investment in the transportation infrastructure, recognizing that the state cannot carry the full load of all transportation needs? 		
<p>R) <u>Topic Area:</u> Strategically integrate collective (intergovernmental) investment decisions across all modes of transportation, not just for highways, and not just based on one-dimensional measures of congestion.</p> <ul style="list-style-type: none"> • How can NCDOT expand the current data-driven prioritization system that is being done for the highway program only to cover the transit, rail, bike-ped, aviation and ferry programs? • How can NCDOT create a benefits-assessment system that is sensitive enough to capture the interrelationships across modes? <i>(e.g. one that could pick up the benefits to both rail and highways of grade separating at-grade railroad crossings associated with the intercity high-speed rail initiative)</i> • How can NCDOT collapse the silos of its modal divisions in order to better identify and develop intermodal investments such as improved sea ports and freight rail services? <i>(Such decisions could lead to game-changing investment opportunities but currently have a difficult time being jointly developed by NCDOT's various modal divisions, each of whom works separately with our many local governments.)</i> • What options are available to provide funding a wide variety of transportation options is critical to the health of our environment and citizens? • What can be done to make funding formulas and project selection criteria equal for all transportation projects: transit, highway, bike, pedestrian, rail, or air? 	5.4	4.4
<p>S) <u>Topic Area:</u> Streamline the implementation of federal-aid roadway projects by local governments by identifying and eliminating unnecessary red tape in the process.</p> <ul style="list-style-type: none"> • What can be done to reduce unnecessary administrative burden on local governments implementing Federal-aid projects? • Federal standards must be met. What of the current additional state requirements add value to the process, and which of them are unnecessary time wasting aspects? • What can the local governments do to improve their federal-aid project delivery rate? 	5.0	4.2
<p>T) <u>Topic Area:</u> Provide clear state authorization for a range of important land use management strategies in order to consistently improve the quality of transportation planning tools in NC, to support quality analysis of complex transportation issues to guide investment decisions made on a more regional basis.</p>	5.1	4.5

<ul style="list-style-type: none"> • What would NCDOT and the MPOs need to do to create better validation and calibration standards to address concerns about travel demand model quality? • What can be done to move NCDOT and the MPOs to implementation of performance measures such as delay and cost effectiveness to better guide efficient and strategic transportation investment? • What can the State of North Carolina do to support and incentivize effective regional transportation planning? • What can local governments and the MPOs and RPOs do to support and achieve effective regional planning? • What opportunities exist for communities to work more closely with transportation designers to address local growth issues, changing economic development demands, and changes in transportation behavior as we seek to build communities that can serve our residents while accommodating increasingly limited public resources. 		
<p>U) Topic Area: Allow iterative updates to transportation projects be made to fit the changing needs of local and regional communities, after the project has been originally designed, and is in the funding cue.</p> <ul style="list-style-type: none"> • What mechanism could be installed/implemented to allow for changes to projects to better meet community needs without jeopardizing project funding? 	3.8	4.0
<p>V) Provide significant considerations to design standards that include greater walk ability and reduction on dependence on road infrastructure even when not within Green Book Standards.</p> <ul style="list-style-type: none"> • What is necessary to allow community walk ability/transit needs to override “green book” guidance? • How do we transform existing development to include greater multimodal options? 	4.2	4.3
<p>W) Increase and improve partnerships with AIA, ASLA, NCAMPO, NCARPO, APA, NCDOT, Health Department, and others through offering ongoing joint training opportunities, and information sharing forums.</p> <ul style="list-style-type: none"> • How would such a “committee/partnership” be structured? 	N/A	N/A

<ul style="list-style-type: none"> • How often would/should training opportunities be offered? • Would public organizations support the cost for this shared training and sending key staff? 		
<p><u>Mike Horn</u></p> <p>X) How can we allow a privately funded and constructed project move more quickly</p>	3.8	4.0