

TECHNICAL COORDINATING COMMITTEE
MINUTES
SEPTEMBER 2, 2010

ATTACHMENT 4A

The Technical Coordinating Committee met on Thursday, September 2, 2010 at 10:00 a.m. in the CAMPO Offices, Raleigh, NC with the following present:

Member

Chairman Russell, presiding
Brad Bass
Ken Bowers
Ray Boylston
Jerry Bradley
Teresa Byrd
Russell Dalton
Todd Desk
David Eatman
Mark Edmondson
Fleming El-Amin
Tim Gardiner
Scott Hemmerbecher
Bryan Hicks
Chris Hills
John Hodges-Copple
Joey Hopkins
Reed Huegerich
Danny Johnson
Justin Jorgensen
Ashley Kaade
Tom Kendig
Mike Kennon
Eric Lamb
Thomas Lloyd
Jerry Page
Jonathan Parker
Kendra Parrish
Lynn Patrie
Betty Pearson
Teresa Piner
Coley Price
Julie Wilkins

Representing

Wake Forest
Garner
Raleigh
Cary
NCDOT - Div. 6
Harnett County
Apex
Cary
Raleigh
Wake County FDC
Raleigh
Wake County
Franklin County
Rolesville
Knightdale
TJCOG
NCDOT - Div. 5
Apex
Fuquay-Varina
Granville County
Morrisville
NCSU
Raleigh
Raleigh
Rolesville
NCDOT - Div. 4
TTA
Holly Springs
Wake County
Angier
Wendell
Angier
Zebulon

Staff

Gerald Daniel
Richard Epps
Chris Lukasina
Robert McCain
Shelby Powell
Amy Ward

Representing

CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Kyle Ward
Brandon Watson
Kenneth Withrow

CAMPO Staff
CAMPO Staff
CAMPO Staff

Others

Vivian Jones
Roy Bruce
Candace Davis
Melissa Hodges
Michael Rutkowski
Kristina Solberg
Christy Shumate
Kelli Yeager

Representing

TAC
H. W. Lochner
Wake Forest
Butner
Kimley-Horn and Assoc.
NCDOT Rail Div.
NCTA
Raleigh

Chairman Russell called the meeting to order. The following items were discussed with actions taken as shown:

AGENDA - APPROVED AS AMENDED

Chairman Russell reported there would be an item added to the agenda relating to a request from Morrisville relating to approval of a letter relating to the regional transit system alternatives analysis. This item will be discussed following approval of the Minutes.

Without objection, the agenda was approved as amended.

PUBLIC COMMENTS - NONE RECEIVED

Chairman Russell announced this was an opportunity for comments by those in attendance relating to items not included in the agenda. No one asked to be heard.

MINUTES - AUGUST 5, 2010 - APPROVED AS PRESENTED

Members had received in their agenda packets a copy of the August 5, 2010 minutes. Mr. Hills moved approval of the minutes as presented. His motion, seconded by Mr. Huegerich, unanimously passed. Chairman Russell ruled the motion adopted.

NC TURNPIKE AUTHORITY REPORT - RECEIVED AS INFORMATION

Roy Bruce, H. W. Lochner, provided an update on the status on the extension of NC 540 around the southern end of Wake County. The Purpose and Need statement has been drafted and the NCTA is preparing for public workshops at the end of September. NCTA staff is seeking input from the TCC on the Draft

Purpose and Need statement as well as some conceptual alternatives being developed. Mr. Bruce provided information that will be presented to the public at the upcoming workshops. He indicated they have been working on surveys in the project area. There is an agency coordination meeting next week. Mr. Bruce indicated over 300 emails have been received. He pointed out the study area on a map available at the meeting noting this covers a broad section of southern Wake County and northwest Johnston County. They are also looking at upgrades and hybrid alternatives to go outside the study area. He explained three items considered in the project needs that included mobility through the area, options availability for both local and through traffic and improving the level of service issues. He noted the primary purpose is to improve transportation mobility and enhance connectivity with the other two items being desirable outcomes. The Purpose and Need Statement will be included on the website. He asked that members provide input. Mr. Bruce noted they have started looking at the alternatives process and reviewed the process in detail which ended up with the preliminary alternatives being evaluated. There are 9 new alternatives (various segments that can be combined 9 different ways). The various alternatives including the hybrid alternatives were pointed out. Mr. Bruce announced the workshops scheduled September 21-23, 2010, followed by a one month comment period until October 23. The September 21 work session will be held at Wake Tech; September 22 will be at Holly Springs High School and September 23 will be at Barwell Road Community Center. He stated they are looking for comments from agencies. After the comment period, detailed study alternatives will be selected and will be included in the draft Environmental Impact Study. The detailed study alternatives are scheduled to be complete this fall. Mr. Bruce indicated the project is on schedule for the Draft EIS in 2012 and the final EIS in 2013 which will cover both phases. He indicated they are always open to other segment ideas and this is the time for that.

In response to questioning, Ms. Shumate explained they have not included any tolling or funding at this point but are looking at alternatives. The detailed study alternatives will look into the tolling part and will look at different options for the eastern side.

Mr. Hopkins referred to the work sessions being held and noted, from a geographical standpoint, it would be good to move things around and get into different areas of the county. Ms. Shumate stated there will not be additional meetings until the detailed phase following the draft EIS. Mr. Hopkins indicated this schedule and locations are tough on the public and draining on staff and they cannot be two places at one time. He stated it doesn't look like there was any coordination at all on this.

The report was received as information.

**REGIONAL TRANSIT SYSTEM ALTERNATIVES ANALYSIS PROCESS -
MORRISVILLE LETTER - ENDORSED**

Ms. Kaade, representing Morrisville, explained members had received a copy of a letter to Triangle Transit Director, Greg Northcutt, providing input as part of the Alternatives Analysis process for the proposed development of the regional transit system. Ms. Kaade explained John A. Whitson, Morrisville Town Manager, sent the letter to Triangle Transit the previous week. The following comments were included in the letter and reviewed by Ms. Kaade:

- (1) We support the Town of Cary's request to examine an additional alignment that would run from the Triangle Town Center (Northeast Regional Center) through Raleigh, Cary and Morrisville to the Triangle Metro Center in Research Triangle Park. We understand that Triangle Transit has accepted this alignment for inclusion in the study.
- (2) We request that another alignment also be studied that runs from Highwoods at the Inner Beltline on I-440 to Northwest Cary.
- (3) We highlight the importance of connecting the regional rail line to the Raleigh-Durham International Airport (RDU), as a signature regional connection that links two important transportation modes and meets a key expectation of riders regarding system functionality.
- (4) We request that multiple options be considered for connecting the regional rail line to RDU, including a connection that links the McCrimmon Parkway/NC 54 intersection in Morrisville and points west including the Alston Regional Activity Center at the intersection of NC 55 and NC 540 in Cary. The corridor of study should include the Airport Boulevard corridor and environs heading into the planned new RDU rental car facility across I-40 from the Outlet Mall. This option provides one important option for providing an accessible link to RDU for residents in Morrisville, Cary, Raleigh and Wake County.
- (5) We request that multiple options be studied for connecting Morrisville and other Triangle communities to Research Triangle Park, including a transit circulator and a system of multiple direct connections to key locations.
- (6) We would like to confirm that a range of technologies, service levels and number of stations will be tested for each alternative alignment, including an option of multiple stations in Morrisville.

Ms. Kaade noted Morrisville is requesting endorsement of the letter. Mr. Parker explained currently Triangle Transit is dealing with corridor alternatives and screening them and those corridors will be presented at the public meetings. He noted it may be difficult to incorporate any additional corridors in that short amount of time. They have done angles on the corridors presented at this point. He explained the purpose of the September meetings is to take those corridors and look at that data and it may be a challenge to incorporate this request. In regard to the airport issue, Mr. Parker indicated once they get

to the corridor level, the analysis is done within that corridor. He explained if the corridor includes Morrisville, the analysis is done within the corridor and if that corridor does not include Morrisville, that analysis will not include alternatives within that corridor. Ms. Kaade noted these suggestions come from Morrisville staff. She indicated there planning director at the TAC meeting felt it sounds like the segments are set Mr. Parker indicated Triangle Transit will try to determine a way to address these concerns, given the tight schedule. He explained the consultants have done the work and it has to be reviewed and be sure everything is presented in nice fashion and there is not a lot of time available. He stressed this has to move forward since there is a schedule to meet. Mr. Parker also stated he had not had the opportunity to digest the letter and there could be another way to address Morrisville's requests. He noted it may be possible to do an addendum.

Mr. Maloney moved acceptance of Morrisville's position as the TCC did not see any red flags from a regional perspective and that Triangle Transit advise the TCC if they can address these requests. His motion, seconded by Mr. Boylston. Mr. Parker requested that CAMPO staff draft a note relating to the issues and Triangle Transit will send a response to all members so they can see what is occurring. Mr. Boylston indicated he would echo Mr. Parker's comments and as anything is moved forward to the TAC that is significant or important, the TCC should vote on it. He stressed the importance of moving forward carefully. Mr. Boylston indicated it should be clear in the letter that all elected officials realize this is not something the TCC voted on so it doesn't come back to the TCC relating to why the TCC did not tell them about it. Mr. Parker stated he realizes the TAC is the governing body but just as there were items pointed out had the TCC not had discussions would not have been raised. He indicated the TAC may have things to address but may not understand the full implications of those concerns and requests and that may be the piece missing. He noted some requests may have schedule and budgetary implications and affect the ability to manage the process. Mayor Jones indicated if at all possible, items would come back to the TCC. Mr. Parker indicated if it happens in the future, if there is a timing issue, everyone should be copied on an email or letter. Mr. Lukasina stated the MPO staff should continue to enhance communications with the TCC and TAC and hoped TCC members talk to their TAC members as well about items being discussed. Mr. Lukasina stated if and when at all possible, items will come to the TCC for recommendations to the TAC before the items go to the TAC. Mr. Parker indicated it would be appropriate if there are actions taken at the TAC meeting, that information be sent to all members so everyone knows what is going on. He suggested an action agenda wrap up summary of actions be posted on CAMPO's website following meetings.

A vote on the motion was taken and unanimously passed. Chairman Russell ruled the motion adopted.

NC 50 CORRIDOR STUDY UPDATE - RECEIVED AS INFORMATION

Michael Rutkowski, Kimley-Horn & Associates, was present to review what has been done to date on the NC 50 Corridor Study. He reviewed the study area extending from I-540 in Wake County north to NC 56 in downtown Creedmoor. He reviewed the significant traffic growth and safety issues over the past several years. In an effort to enhance mobility and safety on this corridor, the MPO contracted Kimley-Horn and Associates to lead a team of consultants in developing a multi-modal transportation solution for this route and develop land use recommendations to protect the integrity, rural character and mobility along the corridor. A planning charette was held in August and was well attended by the public and resource agencies, environmental groups, local government staff and local and state elected officials. Mr. Rutkowski reviewed information obtained to this point. He explained what is different about this corridor and the fact it has a 35% higher than state average crash rate. He pointed out on a map available the study area totaling 15 miles and noted the study is $\frac{3}{4}$ finished and they are now in the refinement stage. Mr. Rutkowski reviewed the focus area concepts, water quality issues and techniques for handling water, various land use transitions along the route, zoning classifications along the route, vehicles per day, topography, design characteristics of the existing roadway, land use growth etc. He noted this is a state owned road. How they approached the various land use zones was reviewed in detail. Mr. Rutkowski indicated there are people out there questioning if Highway 50 should be widened; however, by 2035, because of the funnel effect, the road will have to be widened and the question is when will it need to be widened. The consultants worked with the Division of Water Quality, the Corps of Engineers, municipal level utility representatives and NCDOT in this study. He pointed out the current appearance and width of the road in the 4 zones, using a map available at the meeting as follows:

- Zone 1 - 94' r/w which is the best it can get. Rural uses currently.
- Zone 2 - Goes through Falls Lake Area with topography issues. Only area people identify as a passing area, due to topography challenges, the footprint could be limited through this zone and a catch basin installed.
- Zone 3 - Rural and undeveloped. North of Wake County and going into Granville County. More prevalent passing areas. This is where swale will be incorporated. 124' from edge of road to edge of road.
- Zone 4 - Central Business District of Creedmoor. Pedestrian uses exist. Setback is close to the road. Mostly streetscape improvements needed in this area. Small town feel in this area with sidewalks on both sides, street trees, etc.

At this point Mr. Rutkowski reviewed the preferred access plan which is a \$150 million project. These funds are not available; therefore, key locations for interim improvements were identified. He reviewed connector opportunities. Passing areas can be added without much change. Areas that were developed

and those undeveloped with pointed out on the map. 31% of the available land for development is in Wake County and 35% is in Granville County. He stated we are looking at the potential of doubling population in the study area from 32,000 to 75,000 by 2035. Commercial or employment development is also proposed to double; therefore, more capacity is needed. Mr. Rutkowski pointed out focus areas at Old Weaver intersection noting they are looking at an activity center in that location.

Following the presentation of the study, Mr. Rutkowski indicated this information is on the website which includes a lot of information. After this process, they have a lot of momentum moving forward. He explained there are a lot of interim opportunities along this corridor.

The report was received as information.

2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM - AMENDMENT #6 - APPROVED

Mr. Lukasina explained in June, 2010, the TAC approved the FY 2011 STP-DA program that includes several projects requiring TIP action. Members received attachment 7A illustrating in table form required TIP amendments for three projects. The amendments are required to assign each project a TIP project number that more accurately reflects the scope of the project. There is no change in project costs and total impact on STP-DA funds. The 3 projects were Morrisville Parkway Extension in Cary, N. Judd Parkway design in Fuquay-Varina and realignment of Piney Grove/Wilbon Road in Holly Springs.

Mr. Johnson moved that a recommendation of adoption of Amendment #6 as outlined. His motion, seconded by Mr. Edmondson, unanimously passed. Chairman Russell ruled the motion adopted.

CAPITAL AREA TRANSIT/CAPITAL AREA MPO - 2035 TRANSIT PLAN - CONTRACT - HDR ENGINEERING, INC. OF THE CAROLINAS - APPROVED

David Eatman, Capital Area Transit, indicated a contract has been negotiated with HDR Engineering, Inc., to provide professional transit planning services to develop CAT's and CAMPO's 2035 Transit Plan. The purpose of the study was reviewed including providing CAT with a detailed operational and financial Short Range Transit Plan. The study may also be of assistance with the selection of bus services that could be deployed if a half-cent sales tax were to be implemented in Wake County. Cost of the study is being shared between CAT and CAMPO and funded with an 80% Federal, 10% State and 10% local share. Active participation from CAMPO's member organizations, Wake County, the towns within Wake County, NCSU and Triangle Transit will be included.

Mr. Hopkins moved approval of the contract with HDR Engineering of the Carolinas for development of the CAT/CAMPO 2035 Transit Plan. His motion, seconded by Mr. Boylston, unanimously passed. Chairman Russell ruled the motion adopted.

FUNCTIONAL CLASSIFICATION SYSTEM UPDATE - CHANGES APPROVED

Amy Ward, MPO Staff, reviewed this item. In June 2010, the TAC directed staff to begin updating the region's federal functional classification system in support of STP-DA programming. This effort also will serve to provide a more balanced approach to allocating resources throughout the region to address transportation challenges. This update will satisfy an immediate need for projects approved under the FY 2011 STP-DA Investment Program. Additional updates are being developed to address the remainder of the region's functional classification needs and remain consistent with federal and state guidance. The changes were provided in Attachment 9 included in the packet. Discussion took place relating to Piney Grove/Wilbon Road and Ralph Stephens Road and whether they are operating currently as urban collectors. Ms. Stark indicated FHWA looks at existing uses and not on future projections. Walter Street in Cary is also being considered for reclassification.

Following discussion, Ms. Parrish moved approval of functional classification changes as submitted. Her motion, seconded by Mr. Price, unanimously passed. Chairman Russell ruled the motion adopted.

STP-DA INVESTMENT PROGRAM UPDATE - INFORMATION RECEIVED

Mr. Lukasina reviewed this item noting the TAC directed MPO staff to move forward the development of a list of projects that could be used to obligate FY 2010 STP-DA funds. Staff was directed to monitor and report on the status of FY 2010 STP-DA funds to ensure programmed funds are obligated to the maximum extent possible. Members received an updated handout to Attachment 10A at the meeting.

Mr. Lukasina noted Lufkin Road Realignment (Apex) and Ligon Mill Road (Wake Forest) have been added. He further explained there are 4 projects which may need modification however the TCC will not meet before the end of September when this has to be decided. They will be listed and will go to the TAC. The four projects were Angier Park and Ride which will be converted to a division project, NC 55 (EL-5100GB) has permitting issues, Harnett Central Road (U-5118CA) is fully obligated - more than originally programmed - staff working that out and US 1 (U-5118BEB) if fully obligated, ended up with cost overrun on bid - \$12,000 additional funding needed. No action was required on this item.

Mr. Eatman reported on the CAT Operations and Maintenance Facility currently under construction on Poole Road. Various funding resources were used for this

facility. Pictures of the facility were provided. Mr. Eatman reported the facility is 45% complete at this time.

STP-DA MODIFICATIONS - "GRACE PERIOD" PROJECTS - APPROVED

Mr. Lukasina indicated in June 2010, the TAC, the TAC approved a one fiscal year "grace period" for those jurisdictions with non-competitive banked funds to allow local bicycle, pedestrian or transit projects to utilize those funds from the previous non-competitive program that is being phased out in response to the FY 2009 federal rescission. Members received a list of projects in Attachment 11A.

Following discussion, Mr. Johnson moved approval of the projects as presented in Attachment 11A. His motion, seconded by Mr. Boylston, unanimously passed. Chairman Russell ruled the motion adopted.

FY 2011 MEMBER DUES AND SHARE BALANCE - SHARE BALANCE APPLICATION TO OFFSET MEMBER DUES - APPROVED

Richard Epps explained over a four year period, \$1.3 million in unspent member dues was placed in a deferred revenue account. The TAC approved use of these funds as payment for member dues owed for FY 2010. These shares for 2010 totaled \$514,469.53 leaving a balance of \$789,495.47. Staff has discussed this and requested that the TCC forward a recommendation that the remaining amount of \$789,495.47 be utilized to offset dues for FY 2011. It is anticipated that most members will not be required to pay any dues for FY 2011 if this is approved. Mr. Hills moved that member dues share balance be applied to offset member dues for FY 2011. His motion, seconded by Mr. Hicks.

Mr. Hopkins indicated concern was expressed from some local governments with going two years without dues, there may be a budget issue and the dues could be removed from the line items. Mr. Epps indicated staff will send a letter for anticipated fund requirements for the following year prior to budget time. Mr. Maloney suggested sending out invoices with zero balance which would be helpful for accounting purposes.

A vote on the motion was taken and unanimously passed. Chairman Russell ruled the motion adopted.

INFORMATIONAL ITEMS - RECEIVED

Members received informational items included in the agenda relating to the Draft FY 2011-2020 State TIP, US 64 Corridor Study Update, ARRA project and budget update.

Mr. Lukasina indicated the Draft TIP is out and NCDOT will be meeting with CAMPO on September 28 relating to the TIP. He indicated SPOT funding will be discussed at the TAC meeting.

Mr. Lukasina indicated the first LAPP training will be September 22 and will last a full day. He indicated a lot of review is involved. He advised those who propose to submit a project in FY 2012 to attend.

Mr. Lukasina reported the Joint CAMPO/DCHC meeting will be held September 29 at the Airport Authority Building.

REPORT FROM NCDOT - RECEIVED

Mr. Hopkins, NCDOT Division 5, reported the Highway 98 Bypass in Wake Forest is open. In regard to Division 4, Mr. Hopkins indicated the 42 Bridge will be completed by October 1 and the project on NC 55 in Angier is basically complete. In regard to Division 6, it was reported 40 & 42/Cleveland Road ARRA project is underway.

Ms. Solberg reported the public comment period is open for the high speed rail project and comments may also be made electronically.

ADJOURNMENT

There being no further business, the meeting adjourned at 11:45 a.m.

Respectfully submitted,

Brenda Hunt