

**TECHNICAL COORDINATING COMMITTEE
MINUTES
NOVEMBER 4, 2010**

The Technical Coordinating Committee met on Thursday, November 4, 2010 at 10:00 a.m. in the CAMPO Offices, Raleigh, NC with the following present:

Member

Chairman Russell, presiding
Brad Bass
Bill Barlow
Ray Boylston
Jerry Bradley
Carl Dawson
Todd Delk
Rupal Desai
Kristen Dwiggin
David Eatman
Mark Edmondson
Samantha Ficzk
Tim Gardiner
Elizabeth Goodson
Berry Gray
Scott Hammerbacher
Chris Hills
John Hodges-Copple
Joey Hopkins
Reed Huegerich
Danny Johnson
Justin Jorgensen
Ashley Kaade
Tom Kendig
Eric Lamb
Thomas Lloyd
Tim Maloney
Jonathan Parker
Teresa Piner
Coley Price
Liz Rooks
Martin Stankus
Jill Stark
Stephanie Sudano
Don Willis

Representing

Wake Forest
Garner
NCDOT - PTD
Cary
NCDOT Div. 6
Raleigh
Cary
NCDOT - TPB
Cary
CAT
Wake County
Harnett County
Wake County
Holly Springs
Johnston County
Franklin County
Knightdale
Triangle J-COG
NCDOT Div. 5
Apex
Fuquay-Varina
Granville County
Morrisville
NCSU
Raleigh
Rolesville
Wake County
Triangle Transit
Wendell
Angier
RTF
Raleigh
FHWA
Holly Springs
Wake Human Services

Staff

Ed Johnson
Gerald Daniel
Richard Epps
Chris Lukasina
Robert McCain
Shelby Powell
Amy Ward
Kyle Ward
Brandon Watson
Diane Wilson
Kenneth Withrow

Representing

CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Others

Candace Davis
Brian Dehler
Sean Flaherty
Jennifer Harris
Kristin Maseman
Warren Miller
Kelli Yeager

Representing

Wake Forest
WSP Sells
TJCOG
NC Turnpike Authority
H. W. Lochner
Fountainworks
Transit – Raleigh

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

AGENDA – APPROVED AS PRESENTED

No changes were made to the agenda, therefore, without objection, the agenda was approved as presented.

PUBLIC COMMENTS – NONE RECEIVED

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

MINUTES – OCTOBER 7, 2010 – APPROVED AS AMENDED

Minutes of the October 7, 2010 meeting had been provided to members prior to the meeting. Chairman Russell made a correction to page 10 relating to the word “de’javous”. Mr. Delk requested moving his name on the attendance list from “others” to the “member” section. Mr. Lloyd changed his area represented from “Raleigh” to “Rolesville”. Page 5, paragraph 3 was changed to reflect comments by Mr. Northcutt. Mr. Johnson moved approval of the minutes with these amendments. His motion was seconded by Mr. Hopkins, unanimously passed. Chairman Russell ruled the motion adopted.

**TRIANGLE TRANSPORTATION DEMAND MANAGEMENT (TDM)
PROGRAM – REPORT RECEIVED AS INFORMATION**

Sean Flaherty, Triangle J COG, reviewed this item. In 2006-2007, the Triangle Transit Authority brought together the Triangle organizations that were currently working on and/or funding Transportation Demand Management (TDM) projects with the goal of creating a long-term plan for improving TDM efforts. The result was the Triangle Region 7-Year Long Range Travel Demand Management Plan. This plan called for the two MPOs and NCDOT to pool their funds and have a competitive call for TDM projects. CAMPO has committed CMAQ funds to this program in previous and current TIPs. TJCOG is charged with staffing this effort on behalf of the funding organizations. In response, the TDM Program was developed to coordinate and evaluate regional TDM activities, including efforts by numerous partners to reduce traffic and air pollution by promoting commute alternatives such as mass transit, carpooling, biking, telework and vanpooling. To ensure the most efficient use of resources and to be able to track progress, Triangle J is taking the lead in coordinating funding for marketing activities and then evaluating the effectiveness of these projects. The Triangle J – COG administers the regional TDM program. Mr. Flaherty provided a slide presentation that included information on what is TDM, goal of the 7-year TDM Program, funding structure of the grant, etc. Hotspots defined included the Central Business District in Raleigh, NCSU, North Raleigh (I-440 Corridor and RTP). DCHC hotspots were pointed out. A map was available and reviewed outlining the FY 2009 service providers. Results of the first year TDM Plan in FY 2009 were reviewed that included reduction of daily trips, reduction of daily miles traveled, reduction of emissions and energy savings. FY 2011 service providers were reviewed using the map available at the meeting. Activities occurring this year, SmartCommute statistics, etc. were reviewed. Mr. Hodges-Copple explained one thing being done in the funding structure is wherever a hotspot is located, the funding goes to that MPO. Mr. Johnson indicated Mr. Flaherty does an excellent job leading this effort and it is probably for what is put in versus what we get back, the “best bang for the buck” in the transportation arena and felt this program would reach even higher levels of success. It was pointed out that this program could not be as strong as it should be until everyone else is doing their part and there must be something to sell in incentives and incentive programs will get people out of their cars.

This report was received as information.

**TRIANGLE REGIONAL TRANSIT PROGRAM – ALTERNATIVES ANALYSIS
– INFORMATION RECEIVED**

Mr. Johnson explained the Triangle Transit Program Transitional Analysis document was released for public review on September 28 and at the October 4 TCC meeting a presentation was made by the consultant team and Triangle Transit staff on the Transitional Analysis corridor screening results. A copy of the executive summary of the Transitional Analysis was included in the TCC packets and the entire draft report is

available online. A presentation was also made to the TAC on October 20, 2010. At the October 20 meeting, the TAC was given “electronic voting devices: and asked to respond to questions related to the Triangle Regional Transit Program. Warren Miller was present to provide the questions and results. A technical memorandum was prepared by URS that investigates the feasibility of providing high frequency commuter express rail service, on the NC Railroad as well as the CSX railroad lines, serving Apex and Wake Forest. An updated work schedule had been received calling for CAMPO and DCHC to approve the regional transit plan by April, 2011. Members received a handout of the results of the questions asked at the previous meeting which were reviewed by Warren Miller, FountainWorks. Lengthy discussion took place relating to the fact that the results of the questions indicated support for improvements to bus service for the region. Mr. Dawson indicated Charlotte started with buses and that is what actually generated support for doing rail as an enhancement. Mr. Johnson noted the first 4-5 years will be bus service improvements. Mr. Parker indicated the February/March timeframe will be important for the elected officials when all information can be provided; however, work on financial modeling will be going on all along the way.

Discussion followed relating to upcoming meetings with Mr. Hodges-Copple questioning if they would be looking at other regions that have both bus and rail to get a benchmark to determine how they split it, if we are similar to other places, etc. He indicated it is good to understand what others did so we could have this as a benchmark and questioned who would be doing that analysis. Mr. Parker indicated this is something Triangle Transit can do if that is what members want to see. Mr. Johnson felt this would be useful information to have. In response to questioning, Mr. Parker indicated Triangle Transit is working hard to do an alternatives analysis with the idea that the plan right now is to have a locally preferred alternative for a vote in April. He noted the next public meetings will take place in late February. In response to a question from Mr. Johnson relating to the schedule, Mr. Parker indicated David King has been trying to work on this schedule and was originally made with the assumption of 3 approvals but ultimately nothing will happen unless the county calls for a vote. The county’s vote should occur next year to allow sufficient time to campaign and noted elected officials make that decision. He spoke to the need to put information on the table so everyone has enough information to make an informed decision. Mr. Johnson indicated the required procedures are being handled by URS and Triangle Transit and implications will fall on us to determine if this is realistic. Mr. Johnson indicated he would be glad to hear any opinions on how we can get this done. Chairman Russell indicated there had been several good suggestions made for additional data and this should be included in a memo to Triangle Transit. Mr. Parker indicated he felt most questions had been handled with the exception of the ones relating to the Cary to Apex and Wake Forest to Raleigh lines. Mr. Boylston stated he had suggested at the previous meeting, and URS agreed to provide the information relating to comparison data on the last 10 New Start projects approved and what their measures were. Mr. Hodges-Copple indicated information was also requested about the bus/rail split I other successful areas. Mr. Parker indicated Triangle Transit could work on this information noting this comes down to how the project is rated. Mr. Boylston stated information is needed on their performance measures, user benefit, passengers per mile,

etc. Mr. Willis spoke to the need for services to reach those who need transit service the most. Chairman Russell requested that Mr. Boylston write the memo outlining questions to be answered to Triangle Transit. Mr. Hodges-Copple indicated it helps to know how we stack up with all the competition. Mr. Parker explained the FTA evaluation process is very extensive

This report was received as information.

TECHNICAL ANALYSIS OF POTENTIAL REGIONAL COMMUTER RAIL SYSTEM – REPORT RECEIVED

Mr. Withrow reviewed this item noting the consultant team of URS and Martin, Alexiou, Bryson and Triangle Transit staff gave a presentation on the Transitional Analysis corridor screening results during the October 7 TCC meeting. Following this presentation and discussion concerning this item, it was noted the NC Rail Road Company (NCR) presented an overview of their Commuter Rail Ridership and Market Study at the Joint TAC meeting on Wednesday, September 29. The study matches the recommended configuration of the 2008 Shared Corridor Commuter Rail Capacity Study and includes trains every 40 minutes during the AM and PM peak periods on the four routes studied. The routes are along a 140-mile segment of the NCR between Greensboro and Goldsboro. TCC members questioned whether a technical analysis is being conducted for regional commuter rail through the Triangle. The consultant team of URS stated that an analysis was underway and could be provided at the November TCC meeting. Members received Attachment 7A which is a summary report prepared by URS regarding the feasibility of a regional commuter rail system (Durham to the Johnston County Line and Wake Forest to Apex, with frequent, all-day service) being submitted for information as requested by CAMPO staff and as discussed at the October 7 TCC meeting.

Mr. Parker indicated this item received a lot of attention at the last meeting and this was primarily in response to CAMPO and written in August about analysis of a commuter rail system that would operate from Raleigh to Wake Forest and Durham. In order to do the level of frequency discussed, two sets of tracks would be required. He reviewed the two controlling junction points. The Wake Forest to Apex line would have to cross those and would require an above grade crossing. In regard to Apex, Mr. Parker noted light rail may make sense to Apex as commuter rail and the most feasible would be the option from Downtown Apex to Downtown Cary with a transfer. In regard to Wake Forest, commuter rail probably would be service from Wake Forest to Downtown Raleigh. He spoke to the issues relating to Wake Forest and Apex service. In regard to Apex, he referred to a decision whether commuter rail between Apex and Cary makes sense or whether in the future light rail connections make sense. He spoke to the variables for high speed rail as it relates to Wake Forest.

Mr. Johnson indicated there is no real systematic study to determine what should be in the financial plan for the rest of the rail network. He indicated the 2035 financial plan

says there will be light rail from Wake Forest to Raleigh by 2025 and Cary to Apex by 2035 which leaves Apex with nothing. He indicated the question not asked is could we do more than 9 trains per day and noted there is no answer to that question. Mr. Parker explained they are required to do a technical memorandum for Wake Forest to Raleigh and Cary to Apex lines which would be provided in January. He suggested waiting to see how that product looks and make any decisions at that point. Mr. Johnson stated a determination must be made on what will be done next fiscal year in the work program in the next month or two and cannot wait another 6-8 months.

FY-2011-2012 UNIFIED PLANNING WORK PROGRAM – SPECIAL STUDIES – INFORMATION RECEIVED – VARIOUS ACTIONS TAKEN

Mr. Epps reviewed this item noting in the fall of each year, the MPO staff begins work on the Unified Planning Work Program (UPWP) for the coming year. The initial phase of this work includes identifying funding available and special studies to be undertaken. The TCC's UPWP subcommittee has met several times and identified studies to be performed in FY 2011-2012. Studies recommended by the subcommittee were provided to members in their agenda packets (Attachment 8A).

Discussion followed relating to the special projects for US 1 – extension of US 1 and the study along US 1 corridor. It was indicated if there are not enough funds to do both projects, the preference would be to do the existing corridor plan rather than extending the length of the corridor plan.

Mr. Boylston expressed his concern relating to sending this forward to the TAC without more detailed project scopes and urged delaying this item until the next TCC meeting to provide the additional information. He indicated if projects are submitted, questions should be answered as to what is the problem, the approach, what is desired, etc. Mr. Johnson indicated staff did not have sufficient time to get the full scope together and would develop that. Mr. Boylston referred to the Commuter Rail Feasibility Study noting he would like to get more information from URS to determine what white papers look like and information detailing information on users of this corridor, etc.

Mr. Hodges-Copple, in response to concern expressed, reported the TJCOG board at their August meeting asked that they request convening of the Rail Division of DOT for one high level meeting to understand all various plans and projects underway and coming up since there is a lot of uncertainty. This would also involve stakeholders so all would be on the same page and would include further understanding of all issues including access and design. He noted similar things are occurring on the DCHC side as well.

Mr. Johnson explained Mr. Epps had indicated local governments are planning their budgets for next fiscal year now and would seem to be beneficial for them to understand these studies and determinations since local governments are involved. Mr. Parker suggested pulling the commuter rail study until January with Mr. Johnson noting all

could wait until January; however, there is the need to determine if something is missing or if there are concerns from members relating to these items.

Mr. Eatman explained the UPWP is an administrative process and the NCSU piece is time critical and would like this one to move forward.

Danny Johnson indicated the biggest challenge in this region is you have to look at the total picture and there are a lot of pieces floating around but no big umbrella stating this is the best for the entire region. He agreed better clarification of the scope of work is needed and was in favor of keeping this on the agenda.

Chairman Russell indicated the committee should move on the current year amendment and the others could be held until January in order to finalize the scope of work. Mr. Epps explained the budget is due to local governments in December and a placeholder could be placed in the budget for \$250,000 so this can move forward.

Danny Johnson moved accepting the Southwest Area Study and the Multi-Modal Underpass Feasibility Study, combining the two US-1 North Items (I-540 to US 1A in Youngsville and US-1A in Youngsville to MPO Boundary) and approve in concept the High Speed Rail Grade Separation Stud and Commuter Rail Feasibility Study with more information on the rail items being provided at the December or January meetings. His motion was seconded by Mr. Delk, unanimously passed. Chairman Russell ruled the motion adopted.

FY 2010-2011 UNIFIED PLANNING WORK PROGRAM – AMENDMENT – VARIOUS ACTIONS TAKEN

The TCC UPWP subcommittee identified several studies shown in the current UPWP for which funding modifications are required as well as several studies/projects to be added. Members received Attachment 9A outlining those recommended changes. This will require an amendment to the FY 2010-2011 UPWP.

Mr. Epps reviewed this item noting the four special studies include the Southwest Area Study; the Mid Range Transit Plan; the High Speed Rail Grade Separation Study, Phase 1 and the Community VIZ Scenario Planning. Mr. Eatman reviewed an additional amendment included in handout 9A1 for NC State Transportation Planning Studies involving NC State earned FTA 5307 monies programmed through Raleigh. Mr. Kendig explained this study's focus is on the 2010-2020 outlook for maintaining sufficient people moving capacity, including supporting capital infrastructure, to deliver reliable and high quality inter-and intra-campus mobility to the university community. The work will consider anticipated campus growth and development reflected in the Campus Master Plan and changing urban and access conditions in the university area. Mr. Kendig reviewed the scope of the study with a total project budget of \$200,000.

Mr. Eatman moved that items outside of the rail studies be approved and the rail study items approved in concept until more information is provided. The motion was seconded by Mr. Delk, unanimously passed.

CAPITAL AREA MPO STAFFING – CHANGE RECOMMENDED FOR APPROVAL

Mr. Johnson indicated the MPO currently has a vacancy in the position of Senior Support Specialist (COR Pay Grade 25). With the recent organization review, an increase in the need for MPO staff to manage, or provide assistance for, multiple special projects has increased the need for the MPO staff to have a projects management coordinator that could also provide the higher level of office administrative support needed to coordinate and be responsible for supporting the increased project and committee meeting activities. He proposed that the current vacant Senior Staff Support Specialist be reclassified to the position of MPO Staff Assistant (COR Pay Grade 34). Members received in Attachment 10A services to be provided by this reclassified position.

Mr. Johnson spoke to the need for additional staffing and the need for the TCC to discuss this further. He indicated there is room for expansion in this Professional Building on the sixth and seventh floors. Mr. Boylston requested adding a flow chart to the TAC when this item comes before them.

Mr. Boylston moved that the TCC recommend approval of this reclassification as outlined and that a flow chart be provided to the TAC. His motion was seconded by Mr. Johnson, unanimously passed. Chairman Russell ruled the motion adopted.

CAPITAL AREA/DCHC MPO JOINT LEGISLATIVE AGENDA – COMMENTS WELCOMED

Mr. Johnson indicated at the Joint TAC meeting held on September 29, 2010, discussion took place on the currently adopted Joint Legislative Agenda. It was decided that the agenda should be updated. The Joint Executive Committee met and a draft legislative agenda is being developed. Attachment 11A included the draft legislative agenda. Mr. Johnson requested that members send any comments to him by email.

INFORMATIONAL ITEMS – RECEIVED

The agenda provided information relating to ARRA Projects, Budget Update, Member Shares and the 2040 Long Range Transportation Plan (LRTP). Mr. Johnson requested that any members with questions regarding these items call staff.

NC TURNPIKE AUTHORITY – REPORT – RECEIVED

Jennifer Harris, NC Turnpike Authority, reviewed a map available at the meeting outlining various alternatives for the turnpike. She reported over 2000 comments had been received since the September workshop and meetings had been held with environmental agencies and agreements were made to eliminate the blue, purple and yellow segments (as shown on the map). The red segment (reviewed on the map) is still included for the time being. She referred to the ongoing investigations relation to the discovery of mussels. The eastern portion of the project was pointed out with Ms. Harris noting in September only the green (shown on map) segment was shown. She explained there had been a meeting with Wake County and the City of Raleigh and understood the Randleigh property developed a couple of other corridors shown in tan and gray on the map. A slight revision was noted to the pink segment (on the map) involving a combination coming from the orange segment. She spoke to Garner's desire to eliminate the red segment and the Turnpike Authority is also advocating eliminating the red segment. Mr. Harris explained they are now left with 5 combinations from end to end and more work will be taking place on these options.

Ms. Harris reviewed the next steps including conducting additional surveys in Swift Creek and will be coordinating with the Wildlife Division as it relates to the mussels. Work will continue on the design work and studies. She noted a lot of stream delineations are around the protected corridor but they now need to expand around other segments.

Mr. Johnson questioned the schedule for deciding on the red segment with Ms. Harris responding that would be hard to say. There was a meeting on Tuesday with various agencies involved

It was noted the alternatives from Garner to the 64 Bypass, green versus tan, both have some impact on Randleigh Farms and I-40 north to 64/264 does not have a protected corridor. Developing the line shown in tan on the map would have a significant impact on Randleigh Farms property and the gray line would involve an additional 4 miles of road but would avoid that problem. The additional 4 miles would add \$200 million and does not provide benefit other than avoiding property the city and county want to develop.

Mr. Johnson stated he hoped the red alternative would be removed.

The report was received as information.

NCDOT REPORTS – RECEIVED

Kristina Solberg, Rail Division, stated it will take a few more months to have a recommendation on the high speed rail section from Raleigh to Richmond.

Transportation Coordinating Committee
November 4, 2010

Joey Hopkins, Division 5, reported there will be a traffic switch on I-40 with traffic shifted to the median and there will be no more than 2 lanes open. This section will be back to 3 lanes next spring or summer.

Mr. Hopkins indicated there will be a meeting later today in Wendell relating to the bridge closed by NCDOT on Old Battle Bridge Road and the desire not to reopen the bridge. There are 1100 vehicles per day using the road and the detour is only 1 mile. The estimated cost to bring it up to where school buses and fire trucks can pass over it is \$200,000.

Mr. Hopkins indicated next Monday morning there will be a Regional Priority 2.0 meeting at the Raleigh Durham Airport Authority Building.

Mr. Hopkins reported for Division 6 noting McIver Road improvements in Angier are under contract and the project is underway.

DECEMBER TCC MEETING – CANCELLED

Chairman Russell announced the December TCC meeting would be cancelled.

ADJOURNMENT

There being no further business, the meeting adjourned at 12:30 pm.

Respectfully submitted,

Brenda Hunt