

**TECHNICAL COORDINATING COMMITTEE  
NOVEMBER 2, 2006  
MINUTES**

The Technical Coordinating Committee met on Thursday, November 2, 2006 at 10:00 a.m. in Room 110, 301 Hillsborough Street, Raleigh, NC. The following were present:

**Member**

Chairman Russell, presiding  
Juliet Andes  
Brad Bass  
Ray Boylston  
Skip Browder  
Russell Dalton  
Candace Davis  
Carl Dawson  
Rupal Desai  
David Eatman  
Fleming El-Amin  
Michele Hane  
John Hodges-Copple  
Eric Hodge  
Danny Johnson  
Mike Kennon  
Tom Kendig  
Denise Lavender  
Sharon Peterson  
Teresa Piner  
Kent Ramoneda  
Liz Rooks  
Tamra Shaw  
Sarah Smith  
Kendra Stephenson  
Scott Walston  
Battle Whitley  
Scottie Wilkins  
Don Willis  
Patrick Young

**Representing**

Wake Forest  
Cary  
Garner  
Cary  
Clayton  
Apex  
Apex  
Raleigh  
NCDOT  
Raleigh  
TTA  
Raleigh  
Triangle J-COG  
Raleigh  
Fuquay-Varina  
Raleigh  
NCSU  
NCDOT  
Wake County Planning  
Wendell  
Wake County Planning  
Research Triangle Foundation  
NCDOT  
NCDOT  
Holly Springs  
NCDOT  
NCDOT  
Granville County  
Wake County Human Services  
Franklin County

**Lead Planning Agency Staff**

Ed Johnson  
John Burris  
Jake Petrosky  
Diane Wilson  
Kenneth Withrow

**Representing**

CAMPO Director  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff

**Others Present**

Jan Anderson  
Rob Brink  
Jeff Dayton  
Chris Lukasima  
Kerby Powell

**Representing**

RS&H  
KARTS Director  
HNTB  
Upper Coastal Plain RPO/Johnston County  
Kerr-Tar RPO

Chairman Russell called the meeting to order with discussion and actions taken as shown:

**AGENDA – APPROVED AS PRESENTED**

No adjustments were made to the agenda. Without objection, the agenda was approved as presented.

**PUBLIC COMMENTS – NONE RECEIVED**

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

**MINUTES – AUGUST 3, 2006 – APPROVED AS AMENDED**

Minutes of the August 3, 2006 meeting were provided to members prior to the meeting in their agenda packets. Mr. Willis and Mr. Kendig requested that their names be included on the list of member present at the August 3, 2006 meeting. Ms. Hane moved approval of the minutes as amended. Her motion was seconded by Mr. Kendig, unanimously passed. Chairman Russell ruled the motion adopted.

**JOINT TAC MEETING – NOVEMBER 29, 2006 – AGENDA ITEMS DICUSSED – RECEIVED AS INFORMATION**

Mr. Johnson reported a joint meeting of the TAC of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO will be held at 9:00 a.m. on Wednesday, November 29, 2006. The meeting will be held at Longistics which I located at 10900 World Trade Boulevard.

Mr. Johnson indicated there has been a cry to get a fresh look at transit relating to a central transit service noting he has been working with DCHC MPO staff to determine how best to do that. What they came away with was a directive to move forward on

establishing something on the order of a Blue Ribbon Committee comprised of 15-20 people from the Triangle that would be people who have a lot of history in the Triangle and having a lot of information. The desire was to determine who this group was and have both MPOs endorse the list at the joint TAC meeting. The meeting would be focused on transit, discussion of the TIP and legislative issues. He indicated he was bringing this up in order to indicate where this joint TAC executive committee wants to go with this. He noted the Transit Infrastructure Blueprint Study is underway and John Hodges-Copple is leading this effort. He explained the group would be tasked with coming up with guiding principles and development of regional transit systems plans and would go through public outreach on moving forward on this and could have reference for funding in the next couple of years. He emphasized this group has not been appointed and those identified to serve have not yet been asked to serve and how the group would be facilitated is yet to be determined. Mr. Johnson indicated there are many things unresolved on moving forward at this time. The attempt was also was to have representatives of other than just the 3 core counties included. Mr. Johnson indicated that he, John Hodges-Copple and Mark Harrison had put together a list of 36 names for consideration. He noted Mayor Meeker suggested the group should not include more than 15-18 people. The names had been submitted to TTA and they may have culled the list down to a smaller list. He indicated it is really up to the 2 MPOs to determine the best members. Mr. Johnson indicated there had been concern that the 2 MPOs would think they would have so many slots to appoint and could run into an equity question and if people are appointed from various institutions, we will not know who we are getting and they may not be knowledgeable about transit. The thought was to get people with broad and diverse backgrounds. Mr. Johnson explained right now it is a matter of the list traveling around and being discussed at the TAC level and the joint TAC meeting is when this would be brought up. Chairman Russell felt perspective members should be called to determine their willingness to serve prior to the joint meeting on November 29. Mr. Johnson indicated the thought was to wait until after the November 7 election in order to know who would be available. Mr. Kennon indicated he did not think CAT had been requested to provide input on this list. Mr. Johnson responded people with local transit experience are needed for this group. Mr. Kennon indicated CAT doesn't know a great deal about what is going on with Mr. Johnson noting there are just a few people aware of this at this point. Mr. Kennon asked that CAT be kept more informed about what is going on and would like to come to the table prepared.

Mr. Hodges-Copple explained one thing that will be difficult is having the Transit Blueprint project that will have its own oversight committee and then there is the evolving Blue Ribbon Committee which is not of the leadership group that is to take information coming from the analysis effort and community engagement process and come up with the mother of all alternatives which would go in the pot with all other alternatives we analyze in the next LRTP. He noted the bottom line is clearly in the Blueprint piece CAT will be asked to appoint someone to that oversight committee and did not know who is driving that Blue Ribbon Committee. Mr. Kennon stressed the need to have a current CAT board member on the Blue Ribbon Committee. Mr. Johnson urged members against placing too much importance on this at this point noting someone

had to put the list together. Direction was received by Mr. Johnson from Mayor Meeker that there would be no more than 10-15 people.

Mr. Hodges-Copple explained there was a meeting with Mayor Meeker and Mayor Bell two weeks ago before the joint MPO meeting. The mayors wanted to appoint this committee at that meeting but directed staff to go back and come up with a list of names for consideration. Staff met last week and came up with a list and the idea was the 2 mayors, the TTA and TAC chairs would look at the list. He indicated this really is very much at the “not really sure where it is going” level and would not attach too much importance to it right now and it still would be the 2 MPOs making the decisions.

Mr. Johnson felt it would be an advantage to have a previous CAT member rather than someone new with no experience on this committee. Mr. Kennon indicated someone serving in the past does not know where we are today and where we are going. He urged that CAT be engaged for their input. Mr. Johnson indicated the list of names was developed 10 days ago and this was the first opportunity to report it. Mr. Boylston indicated Cary feels the same way noting there has been processes in the past they found out about after the fact and urged that everyone be kept informed.

Mr. Willis indicated, as he understood it, Mayor Meeker and Mayor Bell showed up representing their 2 MPOs and had this in mind when they got there. He indicated Mr. Hodges-Copple was also there and the mayors were trying to attach this group to the Blueprint Study. Chairman Russell suggested asking the TAC members to discuss this at the TAC meeting and possibly by that time would have more information.

Mr. Dawson questioned if there was a list of proposed members with Mr. Johnson responding there is a work-in-progress memo that was not available to the public. Mr. Hodges-Copple explained the directive from the mayors was they would like to have a small Blue Ribbon Committee of leaders that are regionally focused and they would like to address that at the joint meeting at the end of November. Staff then developed a list of names of people that might fill those requirements and provided them to the TTA and TAC leadership and that is all they had done. Mr. Dawson indicated it would have been nice to have had an opportunity for input. Mr. Hodges-Copple indicated if this group is appointed, the idea is not that they go off and do something with no input but they are supposed to get information from the analysis project. Mr. Willis stated the purpose of this group is not clear and he may have some feedback as well. Mr. Hodges-Copple indicated the committee did not come from staff and did not know the purpose. He stated staff's understanding was it would be a small group that would take a fresh look at transit. Mr. Johnson understood this is an attempt to come up with something that is a top down look at transit and the process is not well defined at this point. Mr. Kennon indicated his understanding is the TCC does not know where it fits. Ms. Hane indicated her understanding was it is too early to know where the TCC fits and this process has just started and staff had directions and they are moving forward and they are letting the TCC know at this time. Ms. Andes questioned if the list was open for suggestions. Mr. Johnson explained he spent 30 minutes on the telephone with Mayor Meeker who said

“let’s wait and talk about it” and until staff has a discussion with Mayor Meeker nothing further would be known. He advised members they would receive a copy of the list when authorization is granted and at that time would welcome any comments.

**COMPREHENSIVE TRANSPORTATION PLAN – INFORMATION RECEIVED  
– REFERRED TO TAC**

Mr. Petrosky reviewed this item noting the Comprehensive Transportation Plan (CPT) is the multi-modal long-range vision plan showing the transportation infrastructure needed to adequately handle an area’s travel demand for a minimum 20-year period. Staff has been working with NCDOT and representatives of member governments to formulate the various elements of this plan (highway, public transportation and rail, bicycle, and pedestrian). The next logical step involves the release of the DRAFT CTP for public review and comment followed by adoption of the CTP in February, 2007. Staff is asking that the TCC forward the CTP to the TAC with the recommendation of release to the public, for review and comment, for a period of 45 days during which time public meetings would be held throughout the MPO planning area. This item was placed on this agenda in order for the TCC to forward this plan to the TAC with a recommendation of release for 45-day comment period. Mr. Petrosky noted this plan had been developed over the last year for Wake County and a portion of Harnett and Johnston Counties. Granville County’s is under way and would focus on Franklin County when that is completed. He reviewed the status and the long process that had taken place to get to this point. The roadway portion was taken from all LRTPs and consultation with local governments. The transit portion is a composite of all transit ideas embedded in the region over the past year. The bicycle element had been worked on with all local governments and compiling their local plans. There is a composite greenway plan for the 3 county area which has not been done previously. He noted everything is on one map and that forced everyone to resolve any issues and work the kinks out which is an accomplishment that should be noted. He provided an overview of the 3 models and noted the draft maps are available on CAMPO’s web site and would send out the link following this meeting. Mr. Petrosky explained staff would like to have comments and any edits back by Thanksgiving in order for any changes to be incorporated by December 1 and the public involvement period would start after that. He spoke to the desire for regional workshops that would be piggy backed on existing meetings. He suggested the locations for the workshops including Wake Forest, Wendell or Knightdale, Clayton, Angier, Apex and Raleigh. He advised members to contact staff if an extra presentation to a planning board of council was desired. He announced a joint workshop in Clayton on November 16. Mr. Petrosky noted the desire is adoption of the CTP in February, 2007. The amending process has not been updated and there will be further meetings of the sub-committee on that. He referred to sample ordinances, etc. in order for local governments to know what to do in reserving right-of-way for these future facilities.

Ms. Hane questioned how up to date the street files are. Mr. Petrosky responded they were updated to mid summer. Ms. Hane indicated staff may want to update this information prior to the plan going out to the public. Mr. Petrosky explained the

important thing with public workshops is to have good maps. He also indicated members may want to take the additional initiative on public involvement and personally contact everyone with newly located roadways adjacent to their property. He felt it might be a good idea so people will not be able to say they have never heard of these roadways.

Ms. Hane moved forwarding the CTP to the TAC recommending release for the 45-day comment period as of December 1, 2006. His motion was seconded by Danny Johnson, unanimously passed. Chairman Russell ruled the motion adopted.

### **SOCIOECONOMIC DATA RELEASE – REFERRED TO TAC**

Mr. Petrosky reviewed this item noting in the fall of 2005, CAMPO partnered with Wake County Public School Systems and ITRE's Operations Research Education (ORED) Lab to develop a parcel based forecasting methodology. Municipal planners input future land use and growth rate data into a county database that was used to develop student forecasts for the WCPSS and dwelling unit forecasts for 2010, 2015, 2025 and 2035. The data has also been utilized to develop employment forecasts to satisfy the requirements for the Triangle Regional Model (TRM). Staff has also developed draft SE Data forecasts for the portions of Granville Franklin, Johnston and Harnett counties that are included in the TRM. The TCC will be presented the attachment provided in the packet (7A) that reflects draft forecasts for Wake County and the collar counties at the November meeting. Staff would also present employment interpolation factors that were used to translate future land use into employment figures. The objective is to decide whether to recommend that the TAC release the draft data for public comment on December 1 or wait until the December TAC meeting. Detailed forecasts will be made available to municipal planners for closer review via CAMPO's ftp site. Municipal review would occur during the month of November and changes could be made to the data, based on input, by the release date of December 1. This item was placed on this agenda for the TCC to receive the draft Socioeconomic Data for review and to consider forwarding to the TAC with recommendation of release at the November TAC meeting for public review and comment. Mr. Petrosky reviewed charts available at the meeting. He indicated the sub-committee should be reconvened on November 16 to review this further.

Ms. Hane questioned data related to RDU area with Mr. Petrosky explaining RDI is a special generator and their forecast will be done separately. Mr. Willis indicated the data shows dwelling units in Wake County and questioned if there had been consideration for incorporation of those into towns with Mr. Petrosky responding these will be urban service areas. Mr. Johnson noted this information shows Cary's dwelling unit growth ending by 2015 and Raleigh's by 2025. Mr. Petrosky noted that is the build out percentage that was input during the forecasting process. He stated Morrisville build out will be in 2015 and indicated some of the numbers may need to be tweaked. He stated a majority of the region's growth will be between now and 2025 and then there will be a leveling off. Projected growth in employment data and 2035 population versus

employment were discussed at length. Mr. Johnson urged all members to review the data and send any comments to Mr. Petrosky by the week before Thanksgiving. Mr. Johnson noted the Turnpike people want this information as soon as possible.

Mr. Browder moved that this item be forwarded to the TAC with a recommendation for release for public review and comment. His motion was seconded by Mr. Bass, unanimously passed. Chairman Russell ruled the motion adopted.

### **US-1 CORRIDOR STUDY – MEMORANDUM OF UNDERSTANDING AND PLAN REFERRED TO TAC**

Mr. Withrow explained the US-1 Corridor Study is in its final phase and the Oversight Committee had been working diligently to produce a Memorandum of Understanding (MOU) for the Coordination of Land Use and Transportation Planning along the US-1 Corridor in Wake and Franklin Counties. The final draft version, endorsed by the Oversight Committee, was provided in the agenda packets. The MOU will assist in coordinating transportation and land use planning along the corridor by means of a “Council of Planning”. The final draft by-laws for this Council were provided in the agenda materials. The Oversight Committee was requesting that the TCC endorse the MOU and By-Laws and forward them to the TAC with a recommendation of endorsement. Mr. Withrow introduced Jan Anderson, Project Director, with RS&H who provided an overview of what has transpired to this point. The purpose of this study and limits of the study that totaled 13 miles were reviewed by Ms. Anderson. She reviewed the existing travel conditions along the corridor that included 71,000 vehicles per day with a yearly increase of 10%; high volume of truck traffic, high crash areas, existence of 110 driveways and median openings, 12 signalized intersections and a 55 mph speed limit. Traffic demand versus capacity and average crash rates at the various intersections were reviewed with Ms. Anderson pointing out there is a definite need to improve the safety of this road. How the study was accomplished was reviewed beginning with the development of 4 alternatives, then narrowed to 2 and the final locally preferred alternative. Ms. Anderson reviewed the preferred alternative in detail which calls for a controlled access freeway using frontage and backage roads on both sides of US-1. She reported the right-of-way should be the same throughout the corridor all the way through Franklin County since it is prudent to prepare for widening when it is needed. There would be three travel lanes plus a special use lane (HOV, etc.) on each side. The proposed transit system components were then reviewed with Ms. Anderson noting the TTA was involved in this study. For 2030, two commuter bus routes were recommended going to Downtown Raleigh and RTP and on to Durham or Chapel Hill. The busses could use the special purpose lanes resulting in the bus trips not taking as long as driving vehicles. There would be a limited stop operation that would be consistent with TTA’s plans. Circulator bus service could be added where needed. She pointed out the needed locations for Park and Ride Facilities at US-1/Durham Road (US 98); US-1/Burlington Mills Road and US-1/I-540. Ms. Anderson further noted a comprehensive land use plan should be done for this corridor.

Costs for the project were outlined as follows:

Parcels Impacted	343
Total Takes	17
Total Acreage Taken	296 acres
Right-of-way Costs	\$100 million
Construction Costs	\$400 million
Total Cost	\$500 million

It was pointed out this road is the responsibility of NCDOT. Ms. Anderson reviewed the project leadership teams and community involvement opportunities.

The next steps were reviewed including adoption of a MOU, securing funding and beginning the Environmental Impact Study once the funding is in place. Funding for this project is not in the TIP noting CAMPO is the organization that prioritizes projects and would have to address how this project compares to other needs in the region.

Mr. Withrow reviewed the proposed MOU noting as stakeholders in this, local governments served by this roadway would be the keepers of the highway through this MOU and the Council of Planning would work in tandem to be sure the process is followed. There would be by-laws acted upon by the Planning Council when it is fully established following approval of the MOU by local municipalities. He encouraged those that are signatory agencies to meet with their local government representatives to be sure they understand what the MOU is before the TAC meeting in order for them to be educated in this matter.

Mr. Dawson noted if we add another layer of burden on developers, a public hearing should be held. He indicated we have specific development codes and staff can only enforce existing codes and this would take a change in those codes. Mr. Johnson noted this is a result of the desire to have a coordinated process so all stakeholders know everything going up and down the corridor. Mr. Russell stated this would not change development requirements any. He stated this is talking about a DOT road and the issue is to be sure the frontage and backage roads are implemented. He questioned if this corridor plan could be implemented and be sure there is a good network of frontage or backage roads. He noted if a developer doesn't want to do either, it may cause problems and wanted to be sure that doesn't occur. Mr. Dawson indicated this needs to be reviewed by the right people in the City. Mr. Johnson explained this is not trying to drive the process but to be sure the process is coordinated and be sure the plan is still viable in 10 years. Mr. Young felt this shouldn't be done before the TAC endorses it. Chairman Russell stated this was not looking at another layer of review. Mr. Johnson spoke to his concern that no one from Mr. Battle's office was included as a member and he had been invited to the meeting for this. He noted having Mr. Battle as an active member seems better to him and someone from the district office should be included.

Mr. Withrow noted this would be going before the TAC on November 15 and following this process, everything should be completed.

Mr. Young moved that the Memorandum of Understanding and the US 1 Plan be recommended to the TAC for endorsement. His motion was seconded by Ms. Hane, unanimously passed. Chairman Russell ruled the motion adopted. Mr. Johnson explained this has not been reviewed by the individual agencies or approved for TAC final adoption and the action should be endorsement of the concept subject to each stakeholder doing their own review and brought back in final form.

### **PROCESS FOR METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP) PRIORITY PROJECT REPRIORITIZATION – RECEIVED AS INFORMATION**

Mr. Johnson reviewed this item noting during development of the MTIP member jurisdictions presented lists of their top priority projects for which they are requesting funding. These projects are reviewed and ranked based on the latest scores and user benefits derived from the User Benefit Analyses performed for each project during development of the 2006-2012 MTIP. Further analysis of projects has been performed using such factors as Gross User Benefits, Benefits Per Mile and Years for a project to pay for itself. The issue of geographic equity, given that new member counties have projects which were previously not a part of the Capital Area MPO Project Priority List, was addressed as well. Historically, the Capital Area MPO TAC has required that projects (particularly roadway projects) be prioritized based on technical merit. A rating system is reserved for roadway improvements, since the vast bulk of all transportation capital dollars spent are on these types of facilities. The ratings system works based on the premise that along with conducting the user benefits analysis for each project, forecasted and current ADT volumes are developed using the approved Triangle Regional Model. This portion of the analysis can also produce accident (safety) benefits. Furthermore, the inclusion of various environmental (air and water quality, historic/park properties, wetlands and other critical habitat) and environmental justice (low-income and minority populations) factors have been essential in the development of the project priority listings. These factors were intended to “flag” potential environmental problems associated with a proposal, which could in turn be used to adjust the project to avoid negative impacts. Use of this analysis protocol may result in time needed to design and construct a project, as well as its ultimate cost to taxpayers and the community. Finally, five additional factors were applied to the projects scores (representing only 20% of the overall project score) based on subjective judgment of the project subcommittee. These five factors are:

- a) Local Priority Listing: Position on the approved, submitted local priority listing;
- b) Access Management/Lane Efficiency: Indicates how well the governing body protects the capacity of the proposed facility through access management and land use planning;
- c) Continuity of Request from Previous Local Priority List: Weight assigned to projects that have been in the previous priority listing submitted by the government agency;
- d) Financial support exhibited by sponsoring agency(-ies), which may include direct financing, private participation, or corridor protection; and
- e) Adherence to the goals/objectives in the CAMPO adopted long-range transportation plan.

This method provides a sound prioritization process; and discussion of changing or improving the current process should be carefully thought through. Staff is requesting discussion on this item at this time. Mr. Johnson indicated he is aware that Morrisville and Fuquay-Varina would like to modify priorities associated with their jurisdictions. He explained the technical process had not been done to merge the new members in yet and it would take 6 months to do that and over the next 6 months this information would have to be developed. DOT has stated they would have hearings in each division to receive input and the Division 5 hearing would be held in Roxboro on December 1 and DOT would like to get the 2009-2013 input at the same meeting. He noted there are probably other areas that have items they want to deal with and a process needs to be determined and ultimately this is a TAC call. Mr. Johnson reported DOT indicated this is not the last opportunity to provide public input. Mr. Johnson stated the LRTPs are planned 3 years in advance and felt that is the way the TIP should work. The Transportation Board had a meeting the previous day and FHWA advised them of this issue and the MPOs are to provide their concerns at the Board meeting to be held next month. He stated he would try to convene a meeting of the TIP Committee in December and asked that any members desiring to be a member of this committee contact him. He noted this item would be on the November TAC agenda.

#### **STATUS ON LONG-RANGE TRANSPORTATION PLAN AMENDMENT AIR QUALITY CONFORMITY DETERMINATION AND FY 2007-2013 MTIP – UPDATE RECEIVED**

Mr. Johnson reviewed this item noting in August, 2006, an amendment of the adopted 2030 LRTP to modify the Southern Wendell Bypass was brought before the TAC. This was approved by the TAC and based on that amendment, an air quality conformity determination is required. Mr. Johnson provided information on the status of that determination. It was also noted NCDOT released the FY 2007-2013 State TIP. Mr. Johnson reported there are 2 things going on relating to air quality – an amendment to the LRTP to have air quality associated with it and providing input for the 8-hour statewide implementation plan. He indicated there would be a meeting the following day to get into the details about whether we can be running a parallel process in tandem or stick to the models. He indicated this item would be brought back to subsequent meetings for updates.

#### **MPO STAFF REPORTS – RECEIVED**

Mr. Petrosky reported Bike/Ped Planning Grant applications are to be submitted to NCDOT by December 1 and the MPO will endorse the applications in December or January.

#### **MEETING SCHEDULE – DECEMBER MEETING CANCELLED**

Without objection, it was agreed the December meeting would be cancelled.

Technical Coordinating Committee  
November 2, 2006

**ADJOURNMENT**

There being no further business, the meeting was adjourned at 12:10 p.m.

Respectfully submitted,

Brenda Hunt