

**TECHNICAL COORDINATING COMMITTEE  
OCTOBER 2, 2008  
MINUTES**

The Technical Coordinating Committee met on Thursday, October 2, 2008 at 10:00a.m. at One Exchange Plaza, Raleigh, NC with the following present:

**Member**

Ray Boylston  
Carl Dawson  
Rupal Desai  
Michael Frangos  
Danny Johnson  
Eric Lamb  
Joe Moore  
Teresa Piner  
Scott Walston  
Shelby Powell  
Scottie Wilkins  
Dave Roesler  
Martin Stankus  
Jacob Reynolds  
Fleming El-Amin  
Ken Bowers  
Whitley Battle  
Liz Rooks  
Jill Stark  
Brad Bass  
Sarah Ezzell  
Dominique Boyd  
Bryan Coats  
Bill Barlow  
Ashley Jones  
Russell Dalton  
Reed Huegerich  
Candice R. Davis  
Tom Kendig  
Mitch Silver  
Al Corpening

**Representing**

Vice Chair  
Raleigh  
NCDOT  
Knightdale  
Fuquay Varina  
Raleigh  
TTA  
Wendell  
NCDOT  
Kerr-Tar RPO  
Granville County  
Creedmoor  
Raleigh  
Rolesville  
Raleigh  
Raleigh  
NCDOT  
RTP  
FHWA  
Garner  
NCDOT  
NCDOT  
Wake County  
NCDOT  
Morrisville  
Apex  
Apex  
Wake Forest  
NCSU  
Raleigh  
Youngsville

**Staff**

Gerald Daniel  
Renee Johnson  
Robert McCain  
Kyle Ward  
Diane Wilson  
Kenneth Withrow

**Representing**

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

Vice Chairman Boylston called the meeting to order with discussions and actions taken as follows:

**WELCOME AND INTRODUCTIONS**

Vice Chairman Boylston commented on the new faces at this meeting and asked that everyone introduce themselves and state their affiliations

**AGENDA – APPROVED AS AMENDED**

Mr. Withrow indicated there would be an add-on to the agenda. The item relates to the Capital Area MPO Functional Classification System and revisions that have been proposed by NCDOT. Without objection the agenda was approved as amended.

**PUBLIC COMMENTS - NONE RECEIVED**

**MINUTES-AUGUST 20, 2008 – APPROVED AS PRESENTED**

Members had received a copy of the August 20, 2008 minutes in their agenda packets. Mr. Frangos moved approval of the minutes as presented. His motion, seconded by Mr. Bass, unanimously passed. Vice Chairman Boylston ruled the motion adopted.

**LONG-RANGE TRANSPORTATION PLAN – PREFERRED ALTERNATIVE**

Mr. Withrow reviewed the history of this item as included in the agenda. He advised members and stakeholder of the steps and data that was included in the analysis which included: southeast data, household unit data, data that encompassed the change in growth in the Research Triangle Region, and employment statistics. Mr. Withrow advised members that the Staff of the Capital Area MPO had been working with representatives from the Durham-Chapel Hill Carrboro MPO, Triangle Transit, Triangle J Council of Governments and the Triangle Regional Model Service Bureau in preparing the 2035 Long Range Transportation Plan (LRTP).

The 2035 Long-Range Transportation Plan initial Draft Report was distributed at the August 20, 2008 TCC and TAC meetings. At that time the “preferred alternative” tables for both highway and transit projects were not complete. Mr. Withrow explained that

with the assistance of the Durham Chapel Hill/ Carrboro MPO the scope of work has been defined on all highway projects. The project identified revenue streams by which the projects could be funded for the 2015 through 2035 project year. Projects that have not been identified for funding can be considered in the 2040-2050 project year. Mr. Withrow discussed the transit piece of the project that the special advisory committee had been working on for over a year. From these meetings a highway “preferred alternative” and four transit “preferred alternatives” that were modeled and analyzed in conjunction with two land use alternatives were identified as follows:

(1) Bus Focus – to be run using the “baseline” socioeconomic data scenario, (2) Tall STAC – to be run using the “Transit Node” socioeconomic data scenario, (3) Electric STAC (which substitutes Light Rail for DMU Rail) – to be run using the “Transit Node” socioeconomic data scenario, and (4) STAC Light (which includes a commuter rail component) – to be run using the “baseline” socioeconomic data scenario.

Mr. Withrow stated that he wanted to draw attention to the bold and highlighted items that were presented on the Comparison of Transportation Systems Evaluation Measures Handout. Mr. Withrow stated that although many items were discussed at the August 20<sup>th</sup> meeting, the handout was an expanded representation that the model works and does a good job of producing data.

Several questions were addressed by MPO members in reference to the Evaluation Measures Exhibit. Russell Dalton asked did the Highway Intensive piece of data represent a highway intensive advantage since it showed a lot less CV hours of delay? Mr. Withrow explained that largely the exercise was to show the differences of what could occur, looking at all the transportation scenarios. Mr. Withrow stated that the Durham 2030 LRTP had an extensive transportation component. While our transportation LRTP did not. Mr. Withrow stated this was an attempt to show that the transit piece is very important and we want to show the difference in doing only highways versus very integrated LRTP.

Ken Bowers stated looking at all the scenarios the VMT does not change much; he inquired as to whether the VMT factored in all the hours including rail? Mr. Withrow explained that each scenario had a land use or a corridor land use component factored in which was a baseline land use plan reassigning SEJ to various major corridors such as US1, US64, and transit nodes that were identified by Triangle Transit, assigned SE data to those locations. Mr. Withrow stated that we did not get as much variation as we expected, but it did show the robustness of the model and what we are getting in terms of data.

Ken Bowers inquired into the data showing the TALL STAC versus the 2035 existing plus committed and stated that the daily transit was up 110,000 per day, he was concerned that not displacing any VMT at all means that trips displaced were of no length. Mr. Bowers asked how that was possible. Mr. Withrow stated that he did not have an answer for that question.

Ken Bowers also inquired as to why the Land Use scenario was used to calculate STAC and TALL STAC while baseline was used to calculate EX TALL STAC. Mr. Withrow explained that it was simply a choice that they had made. That they were not married to the land use scenario and utilized the baseline method to see what would occur when you overlaid a transportation network onto a land use.

Mr. Mitch Silver stated for the TAC analysis the MPO assumed existing land uses to generate demand. Mr. Silver questioned whether an increased density was projected along the corridors? Mr. Withrow explained the land use was to 2035 and density was increased along certain corridors such as 540, US64, US1, and along some transportation nodes such as Wendell, Knightdale and along the TTA line. Mr. Withrow explained that projected SE data was redistributed to those areas.

Mr. Frangos asked was the data received pertaining to STAC Light? Mr. Withrow stated that the information released did not pertain to STAC Light that that information had not been compiled as of yet; that information had been sent to the modeling service bureau and would be forthcoming. Mr. Frangos also inquired whether STAC and TALL STAC each had transit components. Mr. Withrow stated No....it was largely an academic exercise. He stated that they were basically at a critical path and reiterated that they had taken the information that they could use to run this data. Mr. Withrow stated that four new scenarios would be created to run the "preferred scenarios". Mr. Withrow stated the goal was to have as many scenarios as possible to consider. Mr. Frangos inquired whether the MPO members would have an opportunity to fine tune the alternatives after the scenarios had been completed. Mr. Withrow explained that as soon as the preferred scenarios were complete they would be forwarded to the partners for examination and fine tuning.

MPO members inquired as to whether the information concerning the land use maps was contained on the website? Mr. Withrow stated that the maps were consolidated with the initial report which is available on the website for review.

Eric Lamb asked was he correct in stating that at this point we do not have an adopted highway plan, and that currently we are basing our plans off the information that we have here. Mr. Lamb asked if we are doing LRTP work without a CPP, and addressing transit planning off the STAC plan and information. Kyle Ward stated that this was basically correct, he stated the MPO approached transit providers and asked them how would they address major corridors with local buses given a certain level of funding. Local providers then matched up what they felt would be most appropriate, given we were doing these certain level of STAC coordinates.

Vice Chairman Boylston stated that given Mike Frangos' situation in Knightdale, was he being asked to vote to move to the TAC without knowing actually what his city would be getting. Mr. Boylston wanted to know if it would be accurate to state that members were being asked to have faith in the process, not having seen everything and without having access to all the information?

Diane Wilson stated that there was an immediate need for TCC members to vote to move the recommendation to the TAC so that the 45 day comment and public hearing could be held on at the TAC meeting on November 19, 2008. Ms. Wilson stated that the CAMPO staff apologized that members had been cut short on time to review the proposals and make recommendations, but as soon as the modeling information was received by staff it would be made available to all members via email, mass mailings and via the website. Ms. Wilson assured all members that they would have an opportunity to voice their opinions and provide feedback.

Vice Chairman Boylston asked was their a motion to receive the 2035 LRTP Preferred Alternative materials and forward them to the TAC with a recommendation of release of the 2035 LRTP for a minimum 45-day public review and comment period. Motion was received to forward the Preferred Alternative materials to the TAC by Mr. Browder and seconded by Mr. Frangos, unanimously passed. Vice Chairman Boylston ruled the motion adopted.

Joe Moore stated that he was concerned that the members were putting this information out just to meet a deadline and Scottie Wilkins concurred. Eric Lamb stated that he was hesitant to use the wording “Preferred Alternative” especially since not all information was available. Vice Chairman Boylston made a motion to adjust the wording from “Preferred” to Preliminary. The motion was passed unanimously.

## **2011-2017 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PROJECT PRIORITY LIST**

Kenneth Withrow presented a list of Project priorities that were submitted by member organizations. Mr. Withrow explained that staff of the Capital Area MPO and members of the Technical Coordinating Committee had been working to develop the 2011 – 2017 MTIP Project Priority List. List changes and modifications were submitted by Granville, Apex and the City of Raleigh. Mr. Withrow submitted a current inventory that showed a breakdown of roadway projects based on project tiers. The priority list also contained pedestrian and bicycle improvement requests that had previously been submitted for funding.

Mr. Withrow explained that some projects had been shortened to give cities the most bang for their buck. Mr. Withrow stated that largely this is where the process is and the MTIP committee will be meeting within the next two weeks to incorporate this information.

Joe Moore stated that looking at the list and repeating items that had previously been discussed there was still concern over how the projects get selected, and once selected, how the projects are distributed among the partners as far as geographic equity. Mr. Moore stated that the information had been taken back to the Cary town members and the above concerns had been voiced.

The Draft 2011 -2017 MTIP Project Priority List was received as information.

## **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM - PROJECT SELECTION POLICY CHANGES**

Kenneth Withrow stated the Congestion Mitigation and Air Quality (CMAQ) Program provides funding to areas designated “Maintenance” for air quality. These funds are used to support projects that reduce transportation related emissions in areas. Mr. Withrow stated that NCDOT has reconsidered changes to the NCDOT proposal. The functional adjustment was to allow for the re-alignment of NC98 Business caused by the partial completion of the Wake Forest Bypass. Proposed changes included:

- NC Business, NC 98 to the existing 98 Business, add as an Urban Collector. (0.11 Mile)
- Old NC 98, NC 98 east of SR 2053 to NC Business west of SR 5166, delete as an Urban Collector. (0.33 Mile)
- SR5166, NC 98 Business to end of new road at water treatment plant, add as an Urban Local (0.11 Mile)

Mr. Withrow advised members and stakeholders that there were still some unused funds available and RFP’s out. He stated that projects that had a regional scope would be given greater consideration. Mr. Withrow also advised members that there were new guidelines associated with SEAMAC funding that would be available in November 2008.

Ms. Wilson asked members and stakeholders to review the website that Ms. Arellano had referred to in her email which contains all of the written comments received that have been posted at <http://www.ncdot.org/~tpb//services/air.html>.

Motion was received to forward information on proposed CMAQ changes to TAC by Mr. Mr. Lamb and seconded by Mr. Rook, unanimously passed. Vice Chairman Boylston ruled the motion adopted.

## **I540 ROADWAY DESIGNATION**

Mr. Withrow advised members that as the 540 is constructed, designation as interstate roadway is required. The first segment (I-40 to US-70) was designated I-540, the second (Falls of the Neuse to US-1) was also requested and designated I-540. The third segment (US1 to US-64/264) is now complete and the request is being made to designate it I-540 as well. Mr. Withrow made available a copy of a letter sent to FHWA Division Administrator, John Sullivan requesting the I-540 designation for this portion of the roadway.

This information was received for information purposes only.

## **MPO STAFF REPORTS**

Kenneth Withrow advised members that two applications had been submitted in reference to the Bike Ped RFP. Mr. Withrow also advised members that there was a call for projects with the Safe Routes for schools RFP. Mr. Withrow suggested that stakeholders interested in applying for these funds might find some good examples of successfully funding programs from other states on the internet. He also advised members that Apex had been successful in receiving funding last year, and might be a good source of information.

## **NCDOT REPORTS**

None Received

## **OTHER BUSINESS AND PENDING ITEMS**

Jill Stark had some suggestions that she wanted to share with members in reference to the Safe Routes for Schools RFP. Some of the tips and suggestions Ms. Starks offered included:

- Coordinate with local school systems
- Discuss issues that have come up
- Have an evening workshop for 2 – 3 hours that will help cities get endorsement for their applications
- Look for good examples of funded projects from other states

## **INFORMATIONAL ITEMS**

Mr. Barlow, NCDOT, PTD provided members and stakeholders with copies of the transit newsletter that was produced to keep members abreast of the transit happening in the area. Copies of July through September newsletters were provided.

## **ADJOURNMENT**

There being no further business, the meeting adjourned at 11:20a.m.

Respectfully submitted,

Renee Johnson