

**TECHNICAL COORDINATING COMMITTEE  
SEPTEMBER 3, 2009  
MINUTES**

The Technical Coordinating Committee met on Thursday, September 3, 2009 at 10:00 a.m. in Suite 800, The Professional Building, Raleigh, NC with the following present:

**Member**

Chairman Russell, presiding  
Berry Baker  
Ray Boylston  
Tyler Bray  
Skip Browder  
Albert Corpening  
Lori Cove  
Russell Dalton  
David Eatman  
Fleming El Amin  
Samantha Fiozoko  
Tim Gardiner  
Berry Gray  
Scott Hammerbacher  
Michele Hane  
Chris Hills  
John Hodges-Copple  
Joey Hopkins  
Reid Huegerich  
Danny Johnson  
Justin Jorgensen  
Tom Kendig  
Mike Kennon  
Eric Lamb  
Patrick McDonough  
Kendra Parrish  
Jonathan Parker  
Betty Pearson  
Teresa Piner  
Coley Price  
Jacob Reynolds  
Mike Sorensen  
Scott Walston  
Scottie Wilkins

**Representing**

Wake Forest  
Granville County  
Cary  
NCDOT - TPB  
Clayton  
Youngsville  
Cary  
Apex  
Raleigh  
Raleigh  
Harnett County  
Wake County  
Johnston County  
Franklin County  
Morrisville  
Knightdale  
TJCOG  
NCDOT – Div. 5  
Apex  
Fuquay-Varina  
Granville County  
NCSU  
Raleigh  
Raleigh  
TTA  
Holly Springs  
TTA  
Angier  
Wendell  
Angier  
Rolesville  
Fuquay-Varina  
NCDOT – TBP  
Creedmoor

**Staff**

Ed Johnson  
Gerald Daniel  
Robert McCain  
Shelby Powell  
Kyle Ward  
Brandon Watson  
Kenneth Withrow

**Representing**

CAMPO Director  
CAMPO Staff  
CAMPO Staff  
CAMPO STAFF  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff

**Others Present**

Roger Henderson

**Representing**

Henderson Consulting

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

**AGENDA – APPROVED AS PRESENTED**

There were no requests for adjustment to the agenda. 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 in the agenda. With no one asking to be heard, the public comment portion was closed.

**MINUTES – AUGUST 6, 2009 – APPROVED AS PRESENTED**

Members had received a copy of the August 6, 2009 Minutes in their agenda packets. Mr. Chris Hills moved approval of the minutes as presented. His motion was seconded by Mr. Joey Hopkins, unanimously passed. Chairman Russell ruled the motion adopted.

**PROJECT PRIORITY LIST FOR THE 2011-2017 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) – INFORMATION RECEIVED**

Mr. Kyle Ward reviewed this item noting since the August meeting, staff had been working with member jurisdictions to refine the 2011-2017 MTIP Project Priority List (PPL). The TAC authorized release of the lists at their August 19, 2009 meeting for a 30-day public review and comment period beginning September 1, 2009. Mr. Ward explained minor changes made to the list since presentation to the TAC and TCC in August as follows:

1. NC 540 construction and I-440 widening were removed from the list  
\*NCDOT has indicated loop projects would be handled in a separate process

2. Four new projects in Fuquay-Varina and Angier have been developed  
\*in response to feedback from members – these are MPO developed projects for consideration

Members received in their packets the Draft Roadway PPL released on September 1, the revised Roadway PPL with the changes included (four new projects highlighted), and a copy of the PPL for Bicycle/Pedestrian and Transit projects. The Congestion Mitigation and Air Quality (CMAQ) Project list will be addressed in the next item on the agenda. It was noted the list would be updated to reflect TCC actions and presented to the TAC at the September 16, 2009 meeting. The public hearing will be held by the TAC at the September 16 meeting. The PPLs are due from the MPO, via NCDOT website submittal form, by October 30, 2009.

Members were provided with a handout of the listings and rankings at the meeting (projects highlighted in blue were discussed). Mr. Ward indicated feedback had already been received from a number of members as well as NCDOT. I-540 (Triangle Expressway) was discussed with Mr. Ward indicated this is the turnpike. Staff had been given direction to remove this from the PPL list since loop roads would be handled separately; however, he wanted to discuss this with the TCC prior to removal. He noted it is up to the TCC to determine whether this project stays on the list. Mr. Hopkins, NCDOT, explained that loop roads (NC 540 is considered a loop road) will be funded separately. Mr. Ed Johnson expressed concern with removal of the I-540 item from the list. He explained he went to a Transportation Board meeting the previous day and was advised that the 10 loop roads will be competing for an amount of money that is less than \$200 million per year; and that it will take more than 50 years to finish all 10 loops. He reviewed how these projects would be graded and emphasized he was concerned that this has been a top 5 priority for a long time and has slipped to number 8 on this list and the requested action by NCDOT would totally remove it from this list. He questioned if members were comfortable with having our priority list without 540 included. Mr. Johnson explained other projects shown in blue are variations of what to do in Angier and Fuquay. He reviewed how determinations were made in traffic origination and destinations noting the model indicated most of the traffic on Highway 55, north of Highway 210, wants to go to Raleigh and US 401 traffic wants to go to Apex and RTP. He stated Fuquay-Varina is interested in getting traffic out of their downtown area noting previous requests have been to do things with Judd Parkway. He spoke to the need to have a bypass around Fuquay and some way to better address the Highway 55 traffic. The listing has shown US 401 Bypass east of NC 55 and following the alignment they have been protecting. He pointed out on the map US 401 Bypass west and east of NC 55.

Mr. Johnson then pointed out NC 55 widening from Jicarilla Road to US 401 east of Fuquay-Varina while noting this would also involve amending the LRTP. Piney Grove Wilbon Road from US 401 south of Fuquay-Varina to Ralph Stephens Road was reviewed involving taking a road everyone uses to get around Fuquay and doing something to improve it. Avent Ferry Road would not have to be used if this is done and US 401 traffic would have a complete way to get around Fuquay-Varina with a road that

is already there. He noted that a large church is located in that area which makes it difficult to do a four lane widening. Mr. Johnson then explained the NC 55 widening project from Kennebec Road to Jicarilla Road; noting this is mostly a three lane road except where it goes by the airport is two lanes and a bike path at Kennebec. This would be a widening project that was shown in the LRTP. Mr. Johnson, Fuquay-Varina, explained this project is not something that has been put out front by the elected officials in Fuquay-Varina and at this point he would look at this as not a high priority in Fuquay-Varina at this time. He emphasized that Judd Parkway has been on their radar for a long time and they have worked hard to try to get it implemented. Mr. Johnson reiterated Judd Parkway is the only project the elected officials in Fuquay-Varina have put out for submittal to CAMPO. Mr. Ward indicated the Judd Parkway project does not score as well. Mr. Johnson explained Fuquay has tried to work with the northeast and northwest projects, have talked with DOT and working with CAMPO staff to the point of putting money up and thought that would be a way to help their case in getting both in the works but it hasn't turned out that way.

Ms. Hane spoke to land use and the environmental impacts with the different alternatives addressed by Fuquay-Varina representatives and noted she would like to see how it interacts with priorities of the two local communities. She questioned if there are environmental issues involved and how the various proposals relate to the land use plan. She pointed out these are things the state will look at when they determine which alternative to approve. Ms. Hane stated the alternatives should be identified on a map to see how they compare and get input from NCDOT to determine which project they would support and determine which scores the best. Ed Johnson explained a Tier 1 EIS level of scanning was being requested and it was difficult for him to indicate staff could get something out the door in 30 days for the TAC to adopt. He indicated there are issues in other areas and the question is whether we can come together with something everyone could support. Ms. Hane stated she did not know the Fuquay-Varina area well enough or have enough information to provide an informed recommendation. Mr. Parker stated what is recommended are the best efforts at what the technological merits are and the TAC has the authority to pull Judd Parkway to the top of the list if they desire. He did not feel the TCC should have an extended process to provide a perfect list. He felt the proposals before the TCC is the best effort and staff did a good job of ranking projects.

Mr. Johnson stated that Fuquay-Varina representatives met with NCDOT and will have a public meeting at their town hall. They are just doing scoping right now and Fuquay-Varina has told NCDOT they do not want them to widen 401. Fuquay-Varina feels Judd Parkway would be the alternative to get around their town. He expressed concern when each entity submits a list of priorities they feel are important and Fuquay-Varina submitted only one (Judd Parkway). He reported they had met with Angier on the 401 and 55 projects and felt they had come to some agreements on that. He emphasized Judd Parkway is more important to Fuquay-Varina and their elected officials have stated that to staff.

Mr. Price (Angier) indicated Angier needs relief on Highway 55 which is already over capacity and did not want to get bottlenecked in and are looking at any route ways to help them with Highway 55. Highway 55 currently has the highest commute traffic to RTP.

Ed Johnson explained a lot is determined by what NCDOT is amenable to funding by noting that Northeast Judd Parkway did not receive NCDOT's support. He asked Mr. Hopkins if NCDOT is more enthusiastic about doing this part of Judd Parkway than the last part. Mr. Johnson stated he would like to get something accomplished in this area rather than asking for Judd Parkway and not have DOT agree to it noting an eastern bypass would benefit Fuquay-Varina and Angier. He spoke to the Piney Grove Wilbon Road and Judd Parkway routes noting he could argue both sides of this case. He again emphasized something is needed to get traffic out of the middle of Fuquay on both sides of town. Mr. Johnson indicated he would appreciate if Mr. Hopkins or Mr. Wally Bowman could meet with Fuquay-Varina representatives on this. He noted what the Division Five office thinks of this has a lot to do with the outcome. Mr. Johnson stated the list as provided is a work in progress. Mr. Hopkins explained it is not that NCDOT does not support Judd Parkway but it is a matter of financial resources. He stated he did not know all the answers but had been told decisions will be more data driven and the projects in this area proposed by staff stack up better than Judd Parkway. Mr. Johnson stated the northwest portion of Judd Parkway does not accomplish all that is needed and must get to US 401 so it is a complete alternative for getting around Fuquay-Varina. The northwest portion by itself does not have enough bypass benefit and a determination should be made on how to get the whole thing done. He noted it is up to how much Fuquay-Varina wants to negotiate on this project.

Mr. Danny Johnson of Fuquay-Varina explained clearing was taking place for Northeast Judd Parkway which will be completed by Fall of next year and Fuquay-Varina has the money to finish the link of the southwest section of Judd Parkway (42 West) and that only leaves Judd Parkway west to make the entire loop. He also noted Judd Parkway stops just east of the railroad; and there is a creek in that area and that is the part Fuquay-Varina is starting the design work on to 42 West. Mr. Hopkins stated if the numbers being looked at currently do not include that section at NC 42 West, that would make a difference in benefit. It was noted models currently show Highway 55 traffic flows to Raleigh and US 401 traffic flows to RTP.

Mr. Lamb suggested that CAMPO staff work directly with the affected parties on Items 10-14 on the list. Ed Johnson noted this is a 3 party negotiation involving Harnett County, Angier and Fuquay-Varina and felt the staffs, managers and mayors of all three should be involved. He stated there is some way this can be done but was not sure meeting only with the Fuquay Board by themselves is the only thing that needs to be done. He indicated staff was not suggested that all 5 projects should be on the list but need something to help Angier and Fuquay-Varina.

Ms. Kendra Parrish of Holly Springs, indicated some of the roads shown on the list are more regional and noted members should not lose site of regional traffic. She spoke to

the importance of regional projects getting on the list. She indicated Holly Springs is in favor of Ralph Stephens Loop. Mr. Johnson indicated staff would review Item 14 further (Piney Grove Wilbon from US 401 to Ralph Stephens Road).

Mr. Eric Lamb referred to Raleigh 8 (Tryon Road realign and widen from NS Railroad to Wilmington Street) noting in scoring for project readiness, it should be listed at 10 rather than 5 noting a large portion of the project work has been done along with the private developer and the bridge replacement is the key. The City is funding improvements from the bridge back to Lake Wheeler Road and ideally that bridge would be co-funded and done at the same time. The City is moving forward with its portion currently.

Mr. Johnson explained CAMPO Staff #12 (NC 55 widening from Kennebec to Jicarilla Road) in Apex. Mr. Russell Dalton indicated discussions took place at an earlier meeting regarding splitting up projects in order to come up with lower cost projects and now it appears some should be put back together. Mr. Johnson stated he was fine with putting the projects back together if desired; but if there is a big project that could be split, it would more likely be funded. He stated CAMPO staff would work with Apex in combining their projects back together.

Lengthy discussion took place relating to whether to remove or leave in NC 540 (Triangle Expressway) with Mr. Johnson explaining it is definitely a matter for CAMPO to indicate to NCDOT and the Turnpike Authority what its wishes are. He indicated he hesitated in removing this from the list. Mr. Parker suggested creating a separate category for loops and turnpikes, and indicate NC 540 is CAMPO's number 1 project. Mr. Hopkins agreed with this suggestion.

Discussion took place relating to the MTIP BikePed Priority List with Mr. Withrow reviewing how the rankings were done for these projects. The No. 2 project (Mingo Creek Greenway) was reviewed. One issue involved is the cost going up substantially with Mr. Withrow noting it was originally estimated at \$1 million but has increased. He explained work in ongoing in determining how much Knightdale is paying and then determining the net cost. The project has multi-jurisdictional support and provides regional connectivity by providing a bridge over the Neuse River. Mr. Withrow reported NC 96 project was removed since it was mostly outside CAMPO's area. Mr. Withrow advised members to review the BikePed recommendations and let staff know of any questions.

Mr. Patrick McDonough of Triangle Transit referred to the BikePed grade separation at Avent Ferry and Western Boulevard noting these are two primary bus routes going to NCSU. He expressed safety concerns and stated he would provide staff with passenger counts.

The Enhancement Projects list was reviewed by Mr. Withrow. Mr. Johnson indicated members should review this list and advise staff what to do with these projects. Mr. Hopkins explained DOT is looking at these to be submitted and would like to see them

prioritized. He did not expect to see a call for these projects but there are still enhancement dollars to be spent. Mr. Johnson suggested that members let staff know if they see a bikeped oriented project on this list and it is not on the bikeped list. He stated he would like to get bikeped projects off the enhancement list.

This item will be placed on the next agenda.

### **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT LIST – INFORMATION RECEIVED**

This item relates to NCDOT's announced "call" for CMAQ projects for funding in 2013-2017 with a deadline of September 2009 which was extended to October 2009. A copy of documents/guidance was distributed to members and projects were solicited. NCDOT provided information showing that in years 2013-2017 approximately \$4.6 million per year is available. NCDOT's original statement that "any funding left after the close of this call will revert to the unprogrammed CMAQ fund balance and be redistributed through the CMAQ allocation formula during the next STIP cycle has been revised. The MPO is being asked to program funds for 2013 and 2014 now with the remainder programmed during the next TIP cycle. The agenda indicated members submitted projects; and a subcommittee meeting was held on August 26 to review submittals. An opportunity for submissions of additional projects is being offered based on a shortfall of projects that did not fully utilize the funds allocated to the MPO during the 2013-2014 timeframe. Due to inconsistencies in methods used for emission reduction calculations on projects it was reported that staff will work with members to develop standardized methodologies for calculating air quality benefits and to prioritize the projects. During the second call, emphasis is being placed on projects with regionally significant air quality improvement aspects. The deadline for submittal of applications is September 21. A subcommittee meeting was also scheduled for September 24 at 10:00 a.m. to discuss and rank the projects submitted that will then be submitted to the TCC for review at its October meeting. Mr. Johnson indicated the TCC was also being requested to consider rescheduling the next meeting to October 8 for time to review and provide a report to the TCC. Members received a handout showing projects previously submitted, those discussed at the subcommittee meeting, projects submitted since last week's meeting and ideas from Capital Area MPO staff that might be worthy of consideration. Staff reviewed other areas to determine who had the more data driven process for priorities; and it was determined that the Mecklenburg-Union MPO (MUMPO) had a fairly well developed process. Capital Area MPO staff had applied the MUMPO process to our projects. Discussion followed regarding various methods for reviewing the projects.

Ms. Shelby Powell reviewed the projects and process and recommended reviewing the information further at the subcommittee meeting on September 24. Mr. Johnson indicated staff wants to see if there was interest in getting standard calculations together noting many assumptions have to be made and members need to determine if what had been presented is the way we want to do this. He felt consistency of approach would be helpful. Mr. McDonough stated the value of coming up with standard methodology

would be helpful but if that is done, did not see how the MPO can wait until the September 24 meeting since projects will have been submitted by then. He spoke to the possibility of adding a meeting.

Ms. Powell stated staff had no intention of asking members to redo their applications. Mr. Johnson stated it would be nice to know whether everyone is of like mind about a preferred way to do this. He indicated he did not want to ramrod this item and stated possibly the subcommittee could come together after this meeting and he could send out recommendations by email. Mr. Hopkins stated this is not about methodology; but it is about the assumptions that people make and therefore, he did not know how this could be solved. Mr. Hodges-Copple indicated one thing that can be done is give a heads up when projects come in and there are two aspects involved including travel on a parallel route and if the analysis is being made based on a particular destination, i.e., shopping center, schools, etc. Mr. Johnson spoke to the need to be able to look at all the various parameters and see who assumes what. Mr. McDonough indicated he would be surprised if the subcommittee would be able to make a recommendation on September 24. Ms. Hane stated she had thought there would be more information available today and did not feel there would be much benefit to meeting again between now and September 24. Mr. McDonough indicated at the September 24 meeting he would like to see members having a better handle on what are some of the best practices in terms of methodology. Ms. Diane Wilson stated projects will need to be submitted as soon as possible.

Mr. Johnson indicated staff will continue to work on this and information would be made available on the website. He requested that members provide feedback on this item which would be shared with other members.

### **TRIANGLE REGIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) STRATEGIC DEPLOYMENT PLAN – UPDATE RECEIVED**

Mr. Withrow reviewed this item and reported the Steering Committee for the Triangle Regional ITS Strategic Deployment Plan had met monthly since April 13, 2009. Members include representatives of CAMPO, DCHC MPO, NCDOT, FHWA and ITRE and had reviewed an extensive list of national and international “Best Practices” in ITS Deployment that could be applied in this region. Mr. Withrow reviewed the eight examples that had been identified from that list for further research (outlined in agenda). A meeting of the Communication Partners was held during July and included the Overview of “Best” Practices, a Presentation on the Gap Analysis and Next Steps of Project were provided. Kimley-Horn Associates highlighted three of the “Best” Practices from the list of eight which were:

- (1) Ramp Metering System in Atlanta, Georgia
- (2) Seattle’s Active Traffic Management (ATM) strategy
- (3) MTC Travinfo Regional Traffic Database

The Draft Best Practices document was completed by the Consultant Team outlining the methods used in the three “Best” Practices. The Consultant staff and the Communication Partners met during June to discuss updating the Vision, Goals and Objective points originally developed in 1999 when the first ITS deployment Plan was unveiled. Kimley-Horn staff developed a process with input from the Communication Partners to determine what steps or methods were overlooked during development of the plan that may prevent the ITS Regional Deployment Plan from reaching its long-term vision. This process is known as “GAP” analysis. The consultant staff will now begin work in conjunction with the Steering Committee and Communication Partners to determine a course of action to implement ITS “Best” Practices throughout this region. This is referred to as developing a “regional architecture” for ITS deployment. Mr. Johnson stated we are trying to have a well developed regional list of ITS projects that needs to be done in the next 10-30 years along with project cost, as well as how to get them prioritized with everything else we are trying to get done. He noted staff was looking forward to sharing more specific information on this in the next few months.

#### **MPO STAFF REPORTS – RECEIVED**

Mr. Johnson announced Richard Epps had been hired as Grants Analyst.

#### **NCDOT REPORTS – RECEIVED**

Mr. Hopkins announced stimulus projects are moving forward and that Ms. Piner had worked hard on the Wendell project and felt it would go forward.

#### **OCTOBER TCC MEETING – CHANGED TO OCTOBER 8, 2009**

Mr. Huegerich moved that the October meeting be changed from October 1 to October 8, 2009. His motion was seconded by Ms. Hane, unanimously passed. Chairman Russell ruled the motion adopted.

#### **ADJOURNMENT**

There being no further business, the meeting was adjourned at 12 Noon.

Respectfully submitted,

Brenda Hunt