

**TRANSPORTATION ADVISORY COMMITTEE  
FEBRUARY 15, 2006  
MINUTES**

The Transportation Advisory Committee met on Wednesday, February 15, 2006 at 4:00 p.m. at the Town of Rolesville Fire Department, 104 East Young Street, Rolesville, NC with the following present:

**Members**

Chairman Joe Bryan, presiding  
Robert Ahlert  
Tony Braswell  
Lynwood Buffaloe  
John Byrne  
David Camacho  
Bill Connelly  
Frank Eagles  
Jenny Edwards  
Jan Faulkner  
Ann Franklin  
Vivian Jones  
Tim Karan  
Nancy Kelly  
Buck Kennedy  
Ernie McAlister  
Perry Safran  
Nina Szlosberg  
Keith Weatherly  
James West  
Ronnie Williams  
Kaye Yadusky

**Staff**

John Burris  
Ed Johnson  
Jake Petrosky  
Diane Wilson  
Kenneth Withrow

**Others Present**

Senator Allen  
Wally Bowman  
Scottie K. Cornett  
Gary Faulkner  
Bryan Hicks

**Representing**

Wake County  
Town of Clayton  
Johnston County  
Franklin County  
Fuquay-Varina  
Wake Forest  
Wendell  
Rolesville  
Franklinton  
Morrisville  
TTA  
Wake Forest  
Creedmoor  
Rolesville  
Garner  
Cary  
N. C. Turnpike Authority  
Transportation Board  
Apex  
Raleigh  
Garner  
Youngsville

**Representing**

CAMPO Staff  
CAMPO Director  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff

**Representing**

NC House Transportation Committee  
NCDOT  
Granville County Planning  
Resident – Franklin County  
Roleville Planning Director

David Joyner	NC Turnpike Authority
Tony King	Louisburg
Matt Livingston	Rolesville Manager
Chip Russell	TCC Chair, Wake Forest Planning Director
Sarah Smith	NCDOT
Burt Tasaico	NCDOT
Scott Walston	NCDOT
David Wasserman	NCDOT
Pat Young	Franklin County Planning Director

The Meeting was called to order by Chairman Bryan with discussion and actions taken as shown:

### **US 401 BYPASS – COMMENTS RECEIVED**

Chairman Bryan introduced Nancy Kelly, Mayor of Rolesville, who in turn introduced Matt Livingston, Rolesville Town Manager.

Mr. Livingston indicated Bryan Hicks and Pat Young would provide a presentation on the US 401 Corridor.

Bryan Hicks, Rolesville Planning Director, spoke to the importance of the US 401 Bypass to Rolesville, Raleigh, Wake County, Franklin County, etc. The 401 Corridor location, location of the proposed bypass, etc. were pointed out on a map available at the meeting. Mr. Hicks indicated this is a multi-jurisdictional issue. US 401 serves as a major thoroughfare and in 2005 served 20,000 vehicles per day. He spoke to the fact that 68% of Rolesville's population commutes to work. He pointed out locations of new and proposed developments along US 401. Possible solutions to the traffic problem were reviewed.

Pat Young, Franklin County Planning Director, noted there is 10.5 miles of US 401 from Wake County to Louisburg. Two miles of US 401 through Louisburg are already 4 and 5 lanes. The Thoroughfare Plan was updated in 2002 in Franklin County. He pointed out on the map where 60%-70% of the population lives and use US 401 as a major north/south route. He indicated there is a significant amount of commuter traffic. He referred to the US 401 Regional Map and noted this is the only Strategic Highway System in this area. Mr. Young indicated the problem is that transportation access and mobility to areas is the first prerequisite for economic development and felt this bypass is an essential investment for this area. 56 percent of Franklin County's workforce commutes to Raleigh for work and it takes at least 1 hour during peak times to make the commute. He spoke to the vicious cycle created due to the lack of employment opportunities in Franklin County because of the lack of adequate transportation opportunities, the narrow shoulders making the road dangerous, the fact the road operates at a level of service D, the heavy volume of commercial traffic and the high accident

numbers. Mr. Young indicated the solution is to continue to identify US 401 as a top CAMPO priority from the Wake County Line to Louisburg.

The use of bond financing to widen and improve US 401 was reviewed by Mr. Young. He stated there is probably the largest differential between current and future costs for this corridor. He pointed out there is a lot of open space along this corridor allowing for more development. He stated there is still an opportunity to provide an affordable solution. Mr. Young pointed out the 5 road crossings on the 10 ½ mile stretch and locations for current and proposed developments. He indicated the cost for these improvements will be prohibitive if this project is delayed. He contended if this project is done in conjunction with innovative engineering design to control access and insure mobility, urban sprawl will be reduced and would also provide a positive economic impact allowing people to work in the area where they live. Controlling land use along this corridor is essential. Mr. Young indicated there are already a number of things in place including additional setback requirements, connectivity requirements, clustering, mixed use zoning, etc.

Senator Allen expressed her excitement about the partnership being built here. She stressed that this is a crucial project for Rolesville, Wake County and this region. Chairman Bryan stated this project would also affect Wake Forest, Wendell, Zebulon and Louisburg. It was noted that this is a vital project and appreciated was expressed for the presentation made. Concern was expressed about the non attainment areas and the importance of keeping cars moving and not putting out emissions. Wally Bowman, NCDOT, reviewed the design/build process. Mr. Johnson reported this bypass was delayed in the latest State Transportation Improvement Plan.

Tony King, Louisburg, indicated five counties have supported this project as a regional need and there is a strong push for it. He spoke to the importance of RPOs and MPOs working together for regional transportation issues.

Discussion took place relating to traffic counts along various sections of the road and additional developments approved along this corridor. 2,000 more homes have recently been approved along the corridor and more would be coming.

Mr. Livingston reported current plans indicate construction of the road is to begin in 2011 and their goal is to get this done quicker. Chairman Bryan noted the regional aspect is a very strong point and this is not just a road for Louisburg or Rolesville but is for the entire region. This road is identified as one of our top priorities and felt it was good for those present to witness the congestion first hand rather than just as a line on paper.

#### **AGENDA ADJUSTMENTS – NONE RECEIVED**

No one requested any agenda adjustments. Mr. Sears moved approval of the agenda as presented. His motion was seconded by Ms. Jones, unanimously passed. Chairman Bryan ruled the motion adopted.

## **PUBLIC COMMENTS – RECEIVED**

Chairman Bryan stated this is an opportunity for comments by those in attendance.

Gary Faulkner, Franklin County resident, indicated he has traveled along US 401 through the years and it becomes worse on a daily basis. He spoke to the bottleneck in Rolesville and stated that the bypass is desperately needed. He stated CAMPO's support of the 401 project is critical, noting NCDOT listens to the MPO. Mr. Faulkner referred to the high number of accidents along this route that included 6 fatalities. He indicated loss of life and the quality of life are important and felt this group should step up and help this area address this issue. He indicated a good portion of Franklin County is part of CAMPO and that Franklin County residents pay \$1.7 million in gas tax per year. He feels they deserve something in return for that investment.

Senator Allen indicated, as chairperson of the House Transportation Committee, that she welcomed comments made and would like advice on transportation matters at any time.

## **MINUTES – JANUARY 18, 2006 – APPROVED AS AMENDED**

Minutes of the January 18, 2006 TAC Meeting were provided to members in their agenda packets.

Ms. Franklin referred to Page 9 and suggested adding "municipal interest in transit" at the end of the second line following the word "review".

Mr. Ahlert moved approval of the minutes as amended. His motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

## **BICYCLE FACILITIES PLANNING AND ENGINEERING GUIDELINES – ENDORSED**

Mr. Petrosky reviewed this item. CAMPO staff and the Bicycle-Pedestrian Stakeholders Group and other interested parties had been working on a set of guidelines for member agencies to use in planning for bicycle facilities in their respective jurisdictions. These guidelines would provide uniformity and continuity between improvements being made throughout the MPO planning area. At the January TCC meeting, a draft copy of the plan was presented for endorsement. The TCC endorsed the document at that meeting.

Mr. Petrosky provided a presentation including what is included in the plan, types of facilities, reason for the plan, etc. He then reviewed development of the guidelines. He spoke to the need to accommodate bicyclists as well as vehicles on roadways. Examples of the various types of facilities and when each should be used were reviewed. He explained the Bicycle/Pedestrian Stakeholders group meets the 4<sup>th</sup> Tuesday of every

month. He noted a joint meeting was recently held with the RPOs in the region as well. Mr. Johnson indicated there had been a lot of differences of opinion in this group but they have worked together and come up with something everyone agrees with. Chairman Bryan indicated this would also help the environment.

Discussion followed relating to safety issues with Mr. Petrosky indicating studies have shown that on road cycling is safer than off road cycling, i.e., greenways, etc. Most cyclists use roadways and felt they should be given a couple of feet on the road to provide more opportunities for cars and bicycles to co-exist. He indicated guidelines indicate roads should be built right the first time to accommodate all users.

Mayor Jones indicated Wake Forest would soon be working on a bike plan and was glad this information would be available to provide guidance.

Mayor Jones moved endorsement of the plan as presented. Her motion was seconded by Mayor Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

Chairman Bryan noted these are guidelines and not requirements and we may or may not have the resources to do them.

## **COMPREHENSIVE TRANSPORTATION PLAN STATUS REPORT – RECEIVED**

Mr. Petrosky provided a status report on development of the Comprehensive Transportation Plan. CAMPO staff has been working with planning staff of member governments and NCDOT to develop a Comprehensive Transportation Plan. The plan is a long-range vision for Roadways, Transit, Bicycle and Pedestrian improvements with the MPO planning area. At this time, emphasis is being focused on the Transit portion of the Plan. He noted this is a vision plan and an unfunded plan.

The report was received as information.

## **UNIFIED PLANNING WORK PROGRAM – RECEIVED**

Mr. Withrow reviewed this item. Annually, CAMPO is required to prepare a Unified Planning Work Program (UPWP) detailing and guiding the urban area transportation planning activities. Funding is provided by FHWA, Federal Transit Administration (FTA) and state and local government. The UPWP identifies yearly funding allocations to support the ongoing transportation planning activities of the MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds. CAMPO staff, DCHC MPO, Triangle J COG and the Triangle Transit Authority met in January to discuss joint work tasks and plans for the FY 2006-2007 UPWP. The UPWP subcommittee for CAMPO met in early February to create a draft UPWP for tasks specific to CAMPO and tasks that will be undertaken in cooperation with the agencies listed above. The TCC planning retreat was held in February, 2005 and the TAC retreat was held in October 2005. Several areas of emphasis were identified at that time as being

of high importance. This is an opportunity for TAC representatives to provide their input into this UPWP.

Mr. Withrow spoke to the new CAMPO areas that have been included resulting in bigger tasks ahead. Items for the 2006/2007 UPWP were reviewed including long-range transportation, funding small transportation projects not included within the TIP, Triangle Regional Model surveys, addressing staffing needs, etc. Mr. Johnson indicated a range of proposals regarding staffing requirements would be provided as a result of the expanded geographic coverage which stretches current resources and other things staff would like to do. He noted a proposal would be provided at the March meeting. He explained the City of Raleigh feels it is appropriate for CAMPO to determine the level of staffing.

The report was received as information.

### **UPDATE ON STATE AND FEDERAL TRANSPORTATION FUNDING – RECEIVED**

Burt Tasaico, NCDOT, provided a status report on state and federal transportation funding perspectives. Topics covered included NCDOT organization, funding overviews, 2007-2013 STIP, SAFTEA funding, etc. An NCDOT organization chart was provided and reviewed including organizational divisions 1-14. Mr. Tasaico reviewed the Safe Accountable Flexible Transportation Equity Act (SAFTEA). Funding levels for TEA-21 and SAFTEA were reviewed. Major funded highway programs were reviewed. He spoke to annual apportionment and obligation limitation. He noted obligation authorities are real numbers that can be actually spent in the state. Four types of earmarks North Carolina has benefited from were reviewed. He was pointed out of the high priority projects, 52% of those dollars were already included in the State TIP programs and 48% were not included. Section 1702 funds (high priority) total \$301.2 million. Truly new monies North Carolina received totals \$30 million. Congressional Projects funding was reviewed.

Chairman Bryan questioned the process to get funds earmarked to complete the Outer Loop with Mr. Tasaico indicating this could go through the appropriation process which is done annually. Chairman Bryan questioned how much money is available for earmark with Mr. Tasaico responding he did not know. He indicated he had heard Highway Trust Funds will have a negative balance by 2008-2009. He noted earmarks reflect a dire need for funding transportation projects. Mr. Tasaico explained Congressional earmarked projects are reimbursement programs and funds must be spent first. The Congressional decision making process was reviewed. Mr. Tasaico, in response to questioning, stated NCDOT is required by state law to submit a report on the status of the Trust Fund on a yearly basis.

The report was received as information.

### **NC TURNPIKE AUTHORITY – TOLL FUNDING STATUS REPORT**

Chairman Bryan indicated recently the North Carolina Turnpike Authority was granted non-voting membership to CAMPO. The authority has been working diligently on advancing highway projects throughout the state by use of tolling. Several projects in CAMPO planning area have been suggested for construction/completion using tolling. This item was on the agenda for the TAC to be provided with a status report by the NC Turnpike Authority. Chairman Bryan introduced Perry Safran who would be representing the Authority on CAMPO. Mr. Safran introduced David Joyner, Executive Director, N. C. Turnpike Authority. Mr. Joyner provided a presentation including the case for tolling, nationwide tolling trends, tolling in North Carolina, the business of tolling. In regard to North Carolina's challenge, Mr. Joyner noted all numbers are going up and the revenue line is flat with increasing population and construction costs. He indicated there is proposed to be a \$30 billion deficit in the next 25 years and the same trend is occurring nationally. He explained we are looking at the Federal Highway Trust Fund being upside down in two years with obligations exceeding revenues. He referred to the political reluctance to increase the gas tax, decreased purchasing power with construction costs up 30%, North Carolina's population expected to increase more than 40% in the next 25 years, etc. He noted Charlotte is now the second most congested mid sized City in the United States. The Triangle area had the nation's second largest increase in commuter time over the past decade. Mr. Joyner provided a map noting the toll facilities in other states noting 25 states have toll facilities. He reviewed the vision of the N. C. Turnpike Authority created by the General Assembly in 2002. Entitlements of the authority were reviewed including condemnation of property, collection of tolls and fees, contracting for constructing, maintenance and operation of toll facilities, issuance of bonds, entering into partnerships with private entities, etc. Limitations were reviewed including no polls placed on existing roads, every toll road will have a free alternate route, etc. The approval process for toll roads was reviewed. Mr. Joyner indicated the first set of projects are located in Wake County referring to Triangle Parkway from 147 to I-540 (3 1/2 miles) at a cost of \$124 million to \$147 million with letting to occur sometime next summer. He noted the second project is Western Wake from Highway 55 to US 64/US 1 (11 miles) with a cost of approximately \$500 million. Mr. Joyner noted the study the Mayor's group requested by Wilbur Smith & Associates will be available in late April or early May and would provide findings for the feasibility of building a project and funding mechanism. He indicated the cost of turnpike projects is approximately \$35 million to \$40 million per mile and the Western Wake project does not have significant bridges. Half the right-of-way has already been purchased and a good job had been done buying the first half in Section B & C. Section A has a lot of right-of-way to be purchased through Apex. He noted the price of steel, concrete and asphalt have gone through the roof due to competition from China. Mr. Joyner explained on the average, they have \$600 million to \$700 million for new construction totaling 15-20 miles. He stressed the need to begin thinking of alternative ways to fund transportation since the Federal Highway Transportation funds soon will be upside down.

Chairman Bryan questioned the reasoning for not building the entire infrastructure needed for the entire Loop with Mr. Jones replying they are looking at going all the way to I-40. Chairman Bryan indicated completion of the Loop from I-40 on the east and to I-40 on the west would have merit.

Mr. Jones stated \$1.6 billion would be the cost for the 6 projects. He reviewed the toll road screening and study process. He understood tolling is not an easy decision to make. He then reviewed the latest technology referring to objections by drivers to stop to pay tolls. Technology includes cameras, transponders and on-line registration. He reviewed the advantages of tolling that included equity creation, congestion relief, time savings, early project delivery and economic development. He stated tolls can help bridge the gap between transportation needs and critical lack of resources.

Mayor Weatherly indicated the proposal is a basic inequity for the users in his area and hoped the study would show what can be done to insure users in his area will be removed from paying when the bonds have been repaid. No one will believe that traditional statute will handle this concern. He expressed concern that others in the future would feel obligated for some promise someone else made. Mr. Jones stated he did not know the answer and we are all subject to political whims of elected officials. Chairman Bryan noted this is a critical issue and there needs to be some iron clad unbreakable requirement that the toll comes off once the road bonds are repaid or it would be difficult to get local support for toll roads. Mayor Weatherly stated his constituents would not let him support this since no promises could be made that the toll would be removed once the road is paid for.

Ms. Franklin stated she felt local people would have something to say over time relating to how this works. She noted the first time she heard tolls proposed was for entire I-540 with the idea this would get enough revenue to complete it and would have a source of revenue to maintain the system. She stated there are no prospects for maintaining what we build noting tolls are a piece but have managed to lock ourselves in and not be able to support what we need. She indicated if a loop is built without tolling, she would question if there is a cost for adding tolling and what it would cost if we build the loop and then at a later time add the toll. Mr. Jones responded additional lanes are required at the tolling plazas at a cost of \$2 million - \$3 million per plaza.

Mayor Byrne indicated he hears the same thing Mayor Weatherly hears and if you look beyond this and when the toll road is in place, what local people get is their roads back. He stated there is a value in the existing roads and when other people are out there on the toll roads. Mayor Weatherly stated he was talking about the ability to insure the tolls will come off when the indebtedness is repaid. Mr. Jones indicated the legislature says you have to remove the toll when the debt is gone. Mr. Safran stressed the implementation of equity and how to keep it is the philosophy of the authority.

This report was received as information.

#### **TAC BYLAWS – RECEIVED**

Mr. Johnson indicated at the January 18, 2006 TAC meeting, a copy of the draft revised bylaws were presented for TAC review. Those bylaws and weighted voting schedule

were approved. This item was placed on the agenda to advise members they had an adopted copy of the bylaws.

**MPO STAFF REPORT – RECEIVED**

Mr. Johnson reported a joint task force was appointed to work on the Triangle legislative agenda. The first meeting will be Friday, March 3, 2006. He indicated he would be sending an email to members shortly.

**ADJOURNMENT**

There being no further business, Mayor Sears moved adjournment of the meeting at 6:20 p.m. His motion, seconded by Ms. Franklin, unanimously passed. Chairman Bryan ruled the motion adopted and the meeting adjourned.

Respectfully submitted,

Brenda Hunt