

TAC Members

Mr. Joe Bryan, TAC Chair
Commissioner, Wake County

Mr. Charles Meeker, TAC Vice Chair
Mayor, City of Raleigh

Mr. R. H. Ellington
Mayor, Town of Angier

Mr. Keith Weatherly
Mayor, Town of Apex

Representative Not Yet Appointed
Town of Bunn

Mr. Ernie McAlister
Mayor, Town of Cary

Mr. Robert Ahlert
Mayor Pro-Tem, Town of Clayton

Mr. Daryl Moss
Mayor, City of Creedmoor

Mr. John Sullivan
Federal Highway Administration

Mr. Lynwood Buffaloe
Commissioner, Franklin County

Ms. Jenny Edwards
Mayor, Town of Franklinton

Mr. John Byrne
Mayor, Town of Fuquay-Varina

Mr. Buck Kennedy
Alderman, Town of Garner

Mr. Hubert Gooch, Jr.
Commissioner, Granville County

Mr. Teddy Byrd
Commissioner, Harnett County

Mr. Dick Sears
Mayor, Town of Holly Springs

Mr. Tony Braswell
Commissioner, Johnston County

Mr. Mike Chalk
Mayor Pro-Tem, Town of Knightdale

Ms. Jan Faulkner
Mayor, Town of Morrisville

Mr. Thomas Betts
Member, NC Board of Transportation

Mr. D.M. Campbell
Member, NC Board of Transportation

Ms. Nina Szlosberg
Member, NC Board of Transportation

Mr. Frank Eagles
Mayor Pro-Tem, Town of Rolesville

Ms. Ann Franklin
Board Member, Triangle Transit Authority

Ms. Vivian Jones
Mayor, Town of Wake Forest

Mr. Bill Connolly
Mayor Pro-Tem, Town of Wendell

Ms. Kaye Yadusky
Commissioner, Town of Youngsville

Mr. Don Bumgarner
Mayor Pro-Tem, Town of Zebulon

N.C. Capital Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE

June 21, 2006
4:00 pm - 6:00 pm

Wake County Commons
Conference Center Building, Room 100A
4012 Carya Drive
Raleigh, North Carolina

AGENDA HIGHLIGHTS

CONSENT AGENDA:

- 2006-2012 METROPOLITAN TRANSPORTATION PROGRAM AMENDMENT #1 - CAPITAL AREA TRANSIT
- 2006-2012 METROPOLITAN TRANSPORTATION PROGRAM AMENDMENT #2 - CARY TRANSIT
- JOINT ACCESS - REVERSE COMMUTE GRANT
- 2006-2012 METROPOLITAN TRANSPORTATION PLAN AMENDMENT #3 - CAPITAL AREA TRANSIT AND TRIANGLE TRANSIT AUTHORITY (JARC GRANT)

- CAPITAL AREA BICYCLE PEDESTRIAN STAKEHOLDER GROUP EDUCATION INITIATIVE

Reports and Recommendations of TCC

- CONSIDERATION OF POSSIBLE 2030 LONG-RANGE TRANSPORTATION PLAN AMENDMENT - SOUTHERN WENDELL BYPASS
- FY 2007-2008 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT SCHEDULE
- NC TURNPIKE AUTHORITY FINANCIAL FEASIBILITY REPORT - TRIANGLE PARKWAY AND WESTERN WAKE PARKWAY
- NC GENERAL ASSEMBLY, 2005-2006 SESSION SENATE BILLS 1819 (HB 2828) AND 1826 (HB2829)

THE CAPITAL AREA MPO VISION:

A multi-modal transportation network that is compatible with our growth, sensitive to the environment, improves quality of life and is accessible to all (2030 LRTP).

N.C. Capital Area Metropolitan Planning Organization
The Professional Building - Suite 406
127 West Hargett Street. Raleigh, NC 27601
(919) 807-8500 (Voice), (919) 807-8517 (Facsimile)

**N.C. CAPITAL AREA
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

June 21, 2006
4:00 pm - 6:00 pm
Wake County Commons
Conference Center Building, Room 100A
4012 Carya Drive
Raleigh, North Carolina

AGENDA

1. Preliminaries

2. Adjustments to the Agenda

3. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three minutes for each speaker.

CONSENT AGENDA

All items on the consent agenda are considered to be routine and may be enacted by one motion. If a Councilor requests discussion on an item, the item will be removed from the consent agenda and considered separately.

4. Approval of Minutes of April 19, 2006 TAC Meeting.

The minutes of the April 19, 2006 TAC meeting, are enclosed as [Attachment 4A](#).

TAC Action: Approval of minutes.

5. FY 2006-2012 Metropolitan Transportation Improvement Program - Amendment #1 (Transit Amendment)

The City of Raleigh has been notified by the North Carolina Department of Transportation - Public Transportation Division (NCDOT-PTD) of the appropriation of \$3,024,000 funds via Section 5309 for the purchase of twelve (12) expansion buses for Capital Area Transit. Total funding for this project will be as follows:

FTA Section 5309	\$3,024,000
NCDOT Funding	\$ 378,000
Local Funding (Raleigh)	<u>\$ 378,000</u>
Total Project	\$3,780,000

The Federal Transit Administration (FTA) has notified the City of Raleigh, Capital Area Transit, of the allocation of \$380,174 in discretionary funding (Fed Earmark ID #NC E-2006-BUSP-628) via Section 5309, for the purchase of replacement buses. Total funding for this project will be as follows:

FTA Section 5309	\$ 380,174
NCDOT Funding	\$ 47,589
Local Funding (Raleigh)	<u>\$ 47,589</u>
Total Project	<u>\$ 475,982</u>

[Attachment 5A](#) is the appropriate MTIP adopting resolution and amendment.

TCC Action: Recommended TAC approval of this amendment.

TAC Action: Approve Amendment #1 to the 2006-2012 Capital Area MPO Metropolitan Transportation Improvement Program.

6. FY 2006-2012 Metropolitan Transportation Improvement Program - Amendment #2 (Transit Amendment)

The Town of Cary has been notified by the North Carolina Department of Transportation - Public Transportation Division (NCDOT-PTD) of the allocation of \$216,000 funds via Section 5309 for the purchase of three expansion buses for the Town of Cary's C-Tran (Cary Transit) system. Total funding for this project will be as follows:

I.D. No.	System	Description	Funding		FFY
TA-4901	Cary	3 Expansion Buses	FBUS STAT L Total	\$216,000 \$20,819 <u>\$23,422</u> \$260,241	2006

[Attachment 6A](#) is the appropriate MTIP adopting resolution and amendment.

TCC Action: Recommended TAC approval of this amendment.

TAC Action: Approve Amendment #2 to the 2006-2012 Capital Area MPO Metropolitan Transportation Improvement Program.

**7. FY 2006-2012 Metropolitan Transportation Improvement Program -
Amendment #3 - Job Access - Reverse Commute (JARC) Grant**

At the April 6, 2006 TCC meeting, an announcement was made regarding the Job Access Reverse Commute (JARC) application process. A change to the process was announced and it was stated that for 2006, if the MPO desires to continue funding the project submitted and funded in 2005, it will be allowed to do so using the previously approved process guidelines. Should the MPO desire to support a new project, a set of criteria would need to be developed and a public call for projects would be required. At the May 4, 2006 TCC meeting it was decided that since the deadline for project submittal for 2006 is July, it will be more feasible to request an additional year of funding for the existing project.

For the 2007 award, the MPO will have ample time to develop criteria for submittal and selection of applications and to put out a public call for projects.

[Attachment 7A](#) is a copy of the JARC Application to be submitted to NCDOT. [Attachment 7B](#) is the appropriate MTIP adopting resolution and amendment to reflect the additional year of funding for the Brier Creek service.

TCC Action: Recommended TAC approval of this amendment.

TAC Action: A. Approve Joint Access Reverse Commute Grant Application for Service to Brier Creek.
B. Approve Amendment #3 to the 2006-2012 Capital Area MPO Metropolitan Transportation Improvement Program.

8. Capital Area MPO Bicycle and Pedestrian Stakeholder Group - Education Initiative

At the February meeting of the Capital Area Bicycle and Pedestrian Stakeholders Group (BPSG) the decision was made to send a letter would to law enforcement agencies, the DMV and NCDOT reiterating the need for increased statewide bicyclist and motorist education efforts. The January 2006 bicyclist fatality in Chapel Hill will be cited as evidence that more safety-oriented education is necessary to prevent avoidable accidents. The letter suggests three items to be emphasized in the campaign:

1. Drivers of vehicles are required by law to limit their speed for safety according to conditions (including visibility) and must always be prepared to slow or stop for vehicles or persons moving slowly or stopped ahead on the roadway.
2. Bicyclists are legally "drivers of vehicles" and are fully entitled to use public roadways by virtue of being members of the public.

3. Bicyclists operating at night are required by law to equip their bicycles with a rear-facing red lamp or bright red reflector in addition to a white headlamp to ensure that they can be seen by other roadway users.

The letter recognizes that local organizations such as MPOs and RPOs, along with cities and counties will need to play a role in a statewide education campaign and pledges the support and assistance of the BPSG. The Capital Area Bicycle and Pedestrian Stakeholders Group plans to partner with TTA and SmartCommute@RTP to create motorist and bicyclist education pamphlets outlining the rules and responsibilities of roadway users. The letter also suggests that local educational efforts will be more effective if NCDOT and other statewide agencies work concurrently to promote the message.

A copy of the BPSG letter is included as [Attachment 8A](#). A copy of an educational brochure, produced by the Durham Bicycle and Pedestrian Advisory Committee, similar to the brochure to be produced by the BPSG (with the assistance of TTA and SmartCommute@RTP) is included as [Attachment 8B](#). A possible resolution which could be adopted by the Capital Area MPO in support of the BPSG campaign request is included as [Attachment 8C](#).

TCC Action: Forwarded Bicycle Pedestrian Stakeholder Group letter to TAC for endorsement.

TAC Action: Receive information on BPSG initiative and take action as appropriate.

THIS IS THE END OF THE CONSENT AGENDA

REPORTS AND RECOMMENDATIONS OF TCC

9. Consideration of Possible 2030 Long-Range Transportation Plan Amendment - Southern Wendell Bypass

At the October 6, 2005 TCC meeting, information was presented regarding a proposed development in the Wendell area. At that time the following information was presented:

The recent completion of US 64/264 (Knightdale) Bypass has spurred interest in residential and commercial development in eastern Wake County due to the much-improved travel service and regional access. Mercury Development and Pulte Homes have recently proposed a large scale development, currently in the planning and design phase, that is expected to include 450,000 square feet of commercial space and 4,000 new homes. This proposed development, to be located east of Lake Myra and north of Poole Road in western Wendell, lies in the path of the proposed Southern Wendell Bypass, a future roadway shown on the Capital Area MPO Long-

Range Transportation Plan. This altered roadway alignment, as proposed by Mercury Development, would necessitate a Long-Range Transportation Plan amendment and therefore trigger a conformity analysis.

Several meetings were held between the MPO staff, representatives of Mercury Development, the Town of Wendell and NCDOT. A public information meeting was held on June 6, 2006 to inform land owners who might be affected by an alignment change and obtain their feedback. [Attachment 9A](#) is a copy of the resolution adopted by the town of Wendell. A map, questions asked, and comments received at the June 6 meeting were presented at the June 8, 2006 TCC meeting and are being presented here as [Attachment 9B](#).

The developer is required, by June 30, 2006, to submit a letter of MPO concurrence with the proposed relocation of the roadway. NCDOT and the developer are working to extend that deadline. This proposed realignment may constitute a change to the Capital Area MPO's adopted Long-Range Transportation Plan and it is therefore necessary to bring this item before the TCC and TAC for review and comment.

The information being presented today was shared with the TCC at its June 8, 2006 meeting. The TCC has forwarded this item to the TAC with a recommendation that the amendment process be begun by opening, on June 26, 2006, a 45-day public comment period. A public hearing should then be held (on August 16) to receive comments on this proposal.

TCC Action: Forward to TAC with recommendation to begin process required to make Long-Range Transportation Plan amendment and open 45 day public comment period.

TAC Action: Open 45-day public comment period on possible Long Range Transportation Plan Amendment to begin June 6, 2006 and conclude with public hearing to be conducted on August 16, 2006.

10. FY 2007-2008 Unified Planning Work Program Development Process and Schedule

Annually, the Capital Area MPO staff, working with the NCDOT, Triangle J Council of Governments, TTA, Capital Area Transit, and the Durham-Chapel Hill-Carrboro MPO, develops the work tasks and budget for the Unified Planning Work Plan (UPWP). The UPWP addresses such items as staffing and study needs as well as planning tasks for the upcoming year. The schedule previously used did not coincide with budget schedules of the Capital Area MPO member jurisdictions and agencies and in some cases may have precluded appropriate response time from those entities.

The Capital Area MPO, in an effort to be more proactive in its approach to UPWP development, and to allow ample time for local input, has prepared a schedule which will better meet the needs of the members. The Capital Area MPO will begin

June 21, 2006

Page 6 of 8

development of the UPWP during July with a proposed completion date for the draft UPWP of November.

[Attachment 10A](#) provides an outline of the UPWP development process and [Attachment 10B](#) is the newly revised timeline for UPWP development.

TCC Action: Reviewed the process and schedule for development of the 2007-2008 UPWP and set July 13, 2006 as the date for a full day "retreat" to allow staff and a subcommittee comprised of TCC members to begin development of the UPWP.

TAC Action: Receive information on UPWP development process and timeline and provide direction to staff as appropriate.

11. NC Turnpike Authority Study Report

In December of 2005, mayors of five Wake County towns requested the Turnpike Authority conduct a financial feasibility study for construction of the Western and Southern Wake sections of I-540 as a toll road. At their regularly scheduled meeting on June 13, 2006, the Turnpike Authority received the Preliminary Financial Feasibility Study for the Triangle Parkway and the Western and Southern Wake Parkways. The report contains several components, including:

- A. A traffic and revenue study,
- B. Project cost estimates, and
- C. A financial analysis

The Executive Summary portion of the report is enclosed as [Attachment 11A](#).

The Turnpike Authority's adopted policy requires local government and/or MPO support in order to proceed further with more detailed analyses on these turnpike projects.

TAC Action: Receive information on NC Turnpike Authority Preliminary Financial Feasibility Study for discussion and action as appropriate.

12. NC General Assembly 2005-2006 Session - Senate Bills 1819 (HB 2828) and 1826 (HB 2829)

Two pieces of legislation, related to turnpikes, were recently filed with the NC General Assembly for consideration during the 2005-2006 session. These items were filed to assist the efforts of both the NC Turnpike Authority and NCDOT in furthering turnpike projects. Additionally, they are intended to encourage regions across the state to invest in their mobility future and relieve some of the transportation funding burden of the state by expanding interest and consideration for turnpikes as potential mobility solutions.

June 21, 2006

Page 7 of 8

The legislative items filed are:

Senate Bill 1819 (House Bill 2828) - NC Turnpike Encouragement and Assistance

This Bill focuses on identifying sources to alleviate the initial funding shortfalls for turnpikes, recognizing that tolls alone are rarely sufficient to provide 100% of funding for a new turnpike. The bill targets 1/8 of the loop budget to help create a small annual funding stream or down payment to get good turnpike projects through the ramp-up stage. It also includes an infusion of general fund revenues that exceeds the targeted amount of the loop budget. Existing loop funds (the remaining 7/8 of the loop budget) would also remain eligible for the purpose of closing the funding gap for those loop projects under consideration as turnpikes.

The text of this Bill is enclosed as [Attachment 12A](#).

Senate Bill 1826 (House Bill 2829) - Turnpike Revenue Retention

This Bill clarifies that the majority of tolls collected on a section of turnpike must stay where the revenues are generated in order to maximize usage and acceptance of turnpikes in North Carolina. This bill is similar in purpose to the language in last year's I-95 budget provision that retains any future tolls on that interstate. The bill provides flexibility for the Turnpike

Authority to develop a statewide system by authorizing up to 25% of toll revenues generated on a Turnpike section to be spent on other Turnpike sections along the same corridor or a nearby intersecting toll corridor upon approval of the affected metro and rural transportation planning agencies. The bill also clarifies that existing freeway lanes would count as a free alternative if new express toll lanes were considered for a roadway.

The text of this Bill is enclosed as [Attachment 12B](#).

TAC Action: Receive information on Legislative Bills for discussion and action as appropriate.

13. **Reports from the TCC Chair**
Chip Russell, TCC Chair

14. **MPO Staff Reports**
Ed Johnson, MPO Director

15. **NCDOT Reports**
Scott Walston / Sarah Smith - Transportation Planning Branch
Richard Greene - Division 4
Jon Nance / Wally Bowman - Division 5
Terry Gibson - Division 6

16. **Other Business and Pending Items**

INFORMATIONAL ITEMS

PENDING ITEMS

Item #01 - Comprehensive Transportation Plan (for Highways) - (Spring 2006)

Item #02 - Capital Area MPO Organization Structure - (Summer 2006)

Item #03 - Joint MPO Socioeconomic Data Collection/Forecasting Process - (Spring -
Summer 2006)

UPCOMING MEETINGS

July 13, 2006 - Capital Area MPO TCC UPWP Development Retreat
(Location to be announced)

July 19, 2006 - Capital Area MPO TAC Meeting - *Tentative*
(4 PM-6PM, Wake County Commons Conference Center)

August 3, 2006 - Capital Area MPO TCC meeting
(301 Hillsborough Building)