

TRANSPORTATION ADVISORY COMMITTEE
JUNE 21, 2006
MINUTES

The Transportation Advisory Committee met on Wednesday, June 21, 2006 at 4:00 p.m. at the Wake County Commons, Conference Center Building, 4012 Cary Drive, Raleigh, NC with the following present:

Members

Chairman Bryan, presiding
Bob Ahlert
John Byrne
Bill Connolly
Frank Eagles
Jenny Edwards
Jan Faulkner
Anne Franklin
Vivian Jones
Buck Kennedy
Ernie McAlister
Charles Meeker
Perry Saffron
Dick Sears
Keith Weatherly
Kaye Yadusky

Representing

Wake County
Clayton
Fuquay-Varina
Wendell
Rolesville
Franklinton
Morrisville
TTA
Wake Forest
Garner
Cary
Raleigh
N.C. Turnpike Authority
Holly Springs
Apex
Youngsville

Staff

John Burris
Ed Johnson
Jake Petrosky
Diane Wilson
Kenneth Withrow

Representing

CAMPO Staff
CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff

Others Present

Michael Adams
Johnnie Batchelor
Greg Ferguson
Dean Hatfield
Joe Huegy
Mike Jones
Eddie Dancausse
Carol Hinnant
Scott Lane
Jon Nance
Teresa Piner

Representing

Mercury Development
Louis Berger
TTA
Mercury Development
FHWA
Town of Wendell
Louis Berger
NCDOT
Town of Wendell

47 Billie A Poole
48 Clifford Richardson
49 Mark Richardson
50 Chip Russell Wake Forest - TCC Chair
51 Sarah Smith NCDOT
52 Mary J Spivey
53 Billy Tillott Louis Berger
54 Jerry M. West
55 Julie Woosley TTA
56

57 Chairman Bryan called the meeting to order with discussions and actions taken as
58 follows:

59
60 Several adjustments were made to the agenda:

- 61
62 1. A quorum was not present at the opening of the meeting and therefore action
63 on the consent agenda was withheld until later in the meeting.
64
65 2. Discussion on the North Carolina Turnpike Authority Study Report was
66 moved to follow Consideration of an Amendment to the 2030 Long-Range
67 Transportation Plan.
68

69 Chairman Bryan thanked all in attendance for coming to the meeting and indicated that
70 he would be sending a letter to those members not in attendance.
71

72 The public comment portion of the meeting was opened with the request that those
73 wishing to speak on the Wendell Falls item (possible amendment to the Long-Range
74 Transportation Plan) withhold their comments until that item is addressed.
75

76 The Chairman then thanked Mr. Ed Johnson for the consent agenda style of the agenda.
77 He feels this will make things move much faster.
78

79 The minutes contained in the packets mailed to members were minutes of the April 19,
80 2006 TAC meeting. The cover page of the minutes incorrectly listed the date of the
81 meeting as March 15, 2006.
82

83 At 4:20 pm a quorum was announced and action was taken on the consensus items. A
84 motion was made by Mayor Meeker, for approval of the consent agenda items, seconded
85 by Ann Franklin and unanimously approved, with the correction to the Minutes as noted.
86 Chairman Bryan ruled the motion adopted. The consent agenda items approved were (a)
87 minutes of the April 19, 2006 TAC meeting, Amendments 1,2 and 3 to the 2006-2012
88 MTIP and support for the Capital Area Bicycle Pedestrian Stakeholder Group education
89 initiative.
90
91

92 **Item 9: Consideration of Possible 2030 Long-Range Transportation Plan**
93 **Amendment – Southern Wendell Bypass – 45-day Minimum Public Comment**
94 **Period Authorized**

95
96 Mayor Meeker (Raleigh) cited a conflict of interest and asked to be removed from the
97 discussion. A motion, made by Chairman Bryan, excusing Mayor Meeker from the
98 discussions was seconded by Mayor Sears and unanimously passed. Chairman Bryan
99 ruled the motion adopted.

100
101 Mr. Ed Johnson addressed the TAC outlining the proposed Wendell Falls Subdivision
102 and providing basic information on the requested change in alignment. The project
103 developer (Mercury Development) has presented a Planned Unit Development proposal
104 to the Town of Wendell which would include construction of the planned interchange on
105 US 64 Bypass and a roadway which would connect the interchange with existing
106 thoroughfares in Wendell. The roadway as proposed would be on new alignment
107 (existing Richardson Road) and vary significantly from the proposed Wendell Bypass as
108 shown on the Capital Area MPO’s Adopted 2030 Long Range Transportation Plan.

109
110 Last fall staff was asked to review the proposed alignment which is different from the one
111 shown in the adopted 2030 Long-Range Transportation Plan. The LRTP alignment was
112 developed with the desire to avoid existing homes and link Wendell Falls Parkway with
113 Poole Rd near the intersection with Martin Pond. Mercury Development has been asked
114 to consider a more northern alignment by the Town of Wendell.

115
116 The developer is working with NCDOT to obtain the appropriate permits to construct an
117 interchange off of the US 64 Bypass and a four-lane roadway through the development.
118 This would connect with existing thoroughfares in Wendell. In order for NCDOT to
119 permit Mercury to construct the interchange and parkway, the MPO needs to approve the
120 alignment of the Wendell Falls Parkway. NCDOT has asked for a letter from the MPO
121 stating where we are, in the process of considering a change to the LRTP to
122 accommodate this issue, and/or support for the alignment. At this time, the TAC will
123 need to vote whether to open the amendment process to consider modifying the LRTP to
124 reflect the new alignment requested by the Town of Wendell.

125
126 Mayor Byrne asked about the historic significance of property in the proposed alignment.
127 Mr. Johnson addressed this by stating that the site is not on the national register but is
128 eligible and has been a concern of the Capital Area MPO and NCDOT due to the fact that
129 the site location may restrict or prohibit NCDOT from making improvements to the
130 roadway in the future. Greg Ferguson (Mercury Development) stated that he has offered
131 to purchase the Richardson House and move it to the north side of the road adjacent to
132 the graveyard for preservation. Mayor Byrne stated that he recognizes the importance of
133 historic sites and thinks they should be avoided whenever possible.

134
135 Chairman Bryan opened the floor to comments from the public on this issue. The
136 following comments were received.

138 **Mr. Cliff Richardson – 6608 Richardson Road, Wendell, NC**

139 Mr. Richardson commented that he had been to several meetings and listened to many
140 reasons for the developer to construct the new roadway through Richardson Road. He
141 states that he had heard no valid reason for this roadway choice. He states that the
142 Developer’s representative (Greg Ferguson) stated at one meeting that cost is not the
143 issue. Mr. Richardson also noted that if this is the case, why not construct the original
144 alignment. He went on to comment that if every developer is allowed to do whatever and
145 move roads wherever they want there will be no need for the Capital Area MPO or the
146 Triangle Transit Authority or other entities. Mr. Richardson stated that he doesn’t
147 understand why an alignment would be chosen that affects more people and accomplishes
148 the same thing. He asked the TAC members to look closely at all the facts before
149 deciding.

150
151 **Ms. Billie Poole, PO Box 1955, 1724 Eagle Rock Rd., Wendell, NC**

152 Ms Poole indicates that she and her siblings own a farm on Eagle Rock Road and live on
153 Poole Road. They are opposed to the new alignment. It will be devastating to the family.
154 There is already a subdivision on each side of the farm and it directly affects them. They
155 have owned the family farm for years and still have agricultural uses there. She stated
156 that she came before the TAC to help put a face on those being devastated.

157
158 **Mr. Michael Adams, 132 Wiley Oaks Dr., Wendell, NC**

159 Mr. Adams stated that this new alignment affects more people. He questioned whether
160 all of Richardson Rd will be 4-lanes or just part. He cited problems with turning out of
161 Wiley Oaks Rd which were expressed during the June 6, 2006 meeting. Mr. Adams
162 stated that a four-lane road would destroy the quality of life on Richardson Road and a
163 two-lane will result in traffic gridlock.

164
165 **Mr. Mark Richardson, 105 North Selma Rd., Wendell, NC**

166 Mr. Richardson stated that his family owns farms in the area and that the property owners
167 had no voice – since they are out of the town’s corporate limits – on the negative impacts
168 on them. He noted that the environmental impact noted does not seem sufficient. He
169 stated that the bottom line is that in the PUD the developer shows building two crossings
170 of the same creek; because 4000 homes is a huge environmental impact in itself. He
171 states that his family’s history (the land has been in the family for over 150 years), the
172 Civil War era gravesites, the house built by Dr. William Richardson (who was the first
173 doctor in the area) will all be lost. His family takes pride in the area and is not happy to
174 be pushed out. Mr. Richardson stated that insufficient evidence has been presented to
175 support the alignment.

176
177 **Ms. Meredith Spivey, Poole Rd**

178 Ms. Spivey stated she is against the proposed change. She stated that the proposed road
179 would exacerbate problems with the Richardson Rd. intersection which is already
180 dangerous. She indicated there is limited sight distance at the intersection and this would
181 further reduce safety. She stated that no one in the area was informed about the resolution
182 that the Town of Wendell voted on when the change was considered. She indicated that a

183 study or documentation that explained the proposed change before the change was made
184 should have been provided.

185
186 Mayor Bryan asked (Wendell) Mayor Pro-Tem Connelly for comments. Mr. Connelly
187 responded that the Town of Wendell voted in favor of the construction of a roadway and
188 favors an alignment that would keep the roadway away from the Marks Creek Watershed.
189 He indicated that the Town supported the development out of a need to have a roadway
190 built but was unaware of the public opposition. The roadway is not currently on the
191 town's thoroughfare plan. He then asked the Capital Area MPO to support the item.

192
193 A question was raised about the Fuller Property which was recently purchased by Wake
194 County for open space and/or a school site. This property lies in the path of the LRTP
195 alignment. Chairman Bryan explained that Wake County purchased the tract of land
196 knowing that a road may need to be constructed on the northern portion of the property
197 and that the purchase would not prohibit the completion of the Southern Wendell Bypass
198 as shown on the LRTP.

199
200 Ann Franklin expressed concern over the justification being provided for the proposed
201 change. The general feeling was that there needed to be more documentation related to
202 the reasoning behind the change as well as the impacts of both the existing and proposed
203 alignment. Mr. Johnson stated that the Capital Area MPO staff had conducted an impact
204 analysis of five alternative alignments and that information has been provided to the
205 TAC. He stated that the Capital Area MPO has requested documentation from the Town
206 of Wendell and Mercury development regarding the reasons given/considered from the
207 change but has not yet received anything.

208
209 **Greg Ferguson** of Mercury Development spoke stating that a document explaining the
210 various reasons had been compiled and is to be distributed to the landowners in the area.

211
212 A motion was made by Mayor Jones to open a minimum 45-day public comment period,
213 was seconded by Mayor Pro-Tem Eagles and unanimously approved. Chairman Bryan
214 ruled the motion adopted.

215 216 217 **NC Turnpike Authority – Study Report - Received as Information for Discussion**

218
219 Mr. Johnson addressed this issue presenting a PowerPoint presentation of the findings of
220 the report. Following comments by Turnpike Authority member Perry Saffron, the
221 following questions arose:

- 222
223
- 224 1. What are the next steps?
 - 225 2. Who approves the next step relative to the Turnpike study?
 - 226 3. Why is a 35 year bond recommended? This is substantially longer than the 20
227 year bond originally planned.
 4. Will tolls come off after the bonds are repaid?

- 228 5. Who will handle funding of the project, the NC board of Transportation or the
229 Turnpike Authority?
230 6. Is there a plan of action and if so, whose plan?
231 7. What are the bond rates and tolling rates?
232 8. Can existing roads be tolled?
233 9. Is maintenance by NCDOT an option in order to get the costs down?
234 10. If maintenance is paid by tolls, what happens after the bonds are paid for?
235 11. Where does the money for the next study come from?
236 12. Who decides where the money comes from?
237 13. Where will the \$215 million in gap funding come from once toll roads are being
238 constructed?
239 14. What roles do local officials and the TAC play during the decision making
240 process?
241 15. Where does toll money go after bonds are repaid? Do they go to another part of
242 the state or the region?
243 16. Will the TAC be able to review the final feasibility report before approval of any
244 additional study of the tolls?
245 17. What has been spent in Wake County for construction and maintenance of
246 transportation facilities?
247

248 TAC members also requested information on a “best estimate” of how much fuel tax is
249 being gleaned from Wake County vs. how much it receives in transportation funding
250 (including maintenance). Mr. Johnson stated that the best we can tell at this point is that
251 Wake County is getting back approximately \$0.60 on the dollar but staff will try to
252 document this so that it can be cited by TAC members. Concern was expressed that once
253 the bonds for the toll roads have been retired, the roads would be considered, by the state,
254 as an asset that could then be sold to a private firm that would reinstate the tolls.
255

256 Mr. Johnson indicated that there should be a meeting on August 15 or 16 to have a
257 thorough presentation by the Turnpike Authority. Ms. Franklin had questions about
258 information contained on page 7 of the executive summary. Mayor Meeker of Raleigh
259 stated that highway projects should not be held “hostage” by members of the Board.
260

261 Division Engineer Jon Nance stated that with regard to the \$215 million shortfall, there is
262 not “gap funding” available. He stated that during the next legislative session there could
263 be a statute dealing with “gap funding” introduced.
264

265 Chairman Bryan requested that the focus of the August TAC meeting be to deal with the
266 NC Turnpike Authority’s Toll Road Report for the Western Wake/Southern
267 Wake/Triangle Parkway tolling opportunities and the proposed realignment of the
268 Southern Wendell Bypass.
269

270 The August meeting will be held on August 16, 2006 at 9:00 am. Chairman Bryan
271 requested that there be someone at the meeting (with expertise in tolling issues) to answer
272 questions.
273

274 **FY 2007-2008 UPWP Development Process and Schedule – Received as Information**

275

276 Mr. Johnson stated that the schedule for development of the UPWP has been revised to
277 provide member jurisdictions adequate time for input into the development of the UPWP
278 and to provide a document by which they can plan their jurisdictional budgets. Chairman
279 Bryan suggested that local and county managers be brought to the table to assist in the
280 process.

281

282

283 **2006-2012 MTIP Amendment #4 – Approved**

284

285 Ms. Franklin requested that this item be addressed. Mr. Johnson provided a brief
286 description of the amendment. A motion, made by Mayor Ahlert to adopt Amendment
287 #4 to the 2006-2012 MTIP, was seconded by Ms. Franklin and was unanimously
288 approved. Chairman Bryan ruled the Motion adopted.

289

290

291 **Staff Reports**

292

293 Mr. Chip Russell, TCC Chair, presented an update on the US-1 Corridor Study and the
294 upcoming Public Information Workshop. TAC members had questions about the
295 proposed interchange at New Falls of Neuse and US-1 relative to the right of way issue
296 presented at an earlier TAC meeting. Mr. Nance noted that NCDOT has no control over
297 local land use decisions and understands the concern over the lack of ability to save right-
298 of-way in the areas around proposed roadways.

299

300 There being no further business, the TAC adjourned at 6:15 pm.

301

302 Respectfully Submitted,

303

304 Diane Wilson

305 Senior Planner, Capital Area MPO