

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

The Transportation Advisory Committee met on Wednesday, November 15, 2006 at 4:00 p.m. at the Wake County Commons, Conference Center Building, 4012 Carya Drive, Raleigh, NC with the following present:

Members

Chairman Bryan, presiding
Robert Ahlert
Tony Braswell
Lynwood Buffaloe
Don Bumgarner
John Byrne
Mike Chalk
Bill Connolly
Jenny Edwards
Anne Franklin
Jan Faulkner
Hubert Gooch
Vivian Jones
Buck Kennedy
Dick Sears
Russ Stephenson
Kaye Yadusky
Keith Weatherly
Ronnie Williams

Representing

Wake County
Clayton
Johnston County
Franklin County
Zebulon
Fuquay-Varina
Knightdale
Wendell
Franklinton
Triangle Transit Authority
Morrisville
Granville County
Wake Forest
Garner
Holly Springs
Raleigh
Youngsville
Apex
Garner

Staff

John Burris
Ed Johnson
Jake Petrosky
Chip Russell
Diane Wilson
Kenneth Withrow

Representing

CAMPO Staff
CAMPO Director
CAMPO Staff
TCC Chairman
CAMPO Staff
CAMPO Staff

Mayor Weatherly called the meeting to order noting Chairman Bryan would be arriving late. The following items were discussed with actions taken as shown:

ADJUSTMENTS TO AGENDA – NONE RECEIVED – AGENDA APPROVED AS PRESENTED

No changes were made to the agenda. Without objection, the agenda was approved as presented.

PUBLIC COMMENTS – NONE RECEIVED

Mayor Weatherly noted this was an opportunity for comments by those in attendance. No one asked to be heard.

CONSENT AGENDA

All items on the consent agenda are considered to be routine and may be enacted by one motion. If a member requests discussion on an item, the item will be removed from the consent agenda and considered separately. No items were pulled from the consent agenda. Items on the consent agenda were as follows:

MINUTES – SEPTEMBER 20, 2006 – APPROVED AS PRESENTED

Members had received a copy of the September 20, 2006 minutes prior to the meeting. Consent Agenda Approval – Franklin/Bumgarner. Unanimously passed.

COMPREHENSIVE TRANSPORTATION PLAN – RELEASE FOR PUBLIC REVIEW AUTHORIZED

Mr. Petrosky reviewed this item noting changes in state law in 2001 mandated that NCDOT develop CTPs replacing thoroughfare plans. He reviewed the history of this item noting over the past two years, staff had worked with NCDOT and representatives of member governments to develop the various elements of the plan including highway, public transportation and rail, bicycle and pedestrian. Mr. Petrosky noted this is the first time there has been a unified greenway plan for all of Wake County. He reviewed the roadway elements highlights. In response to comments from Ms. Franklin, Mr. Petrosky explained part of the process involves developing guidelines for local governments to give them an idea of how this works for them and ordinances reserving rights-of-way.

The next step involves release of the draft for public review and comment to be followed by consideration of approval in early to mid 2007. Staff provided the draft CTP to the TCC at the November 2, 2006 meeting. The TCC has forwarded the CTP to the TAC with the recommendation that staff be preauthorized to release the CTP for public review and comment for a period of at least 45 days once the draft documents have been finalized and available for public review in December, 2006. During this period, meetings would be held throughout the MPO planning area to assist the public with understanding and commenting on the draft CTP.

Chairman Bryan arrives at the meeting.

TAC Action: Authorize Capital AREA MPO staff to release draft CTP for public review and comment for a minimum period of 45 days beginning in December, 2006. Consent Agenda Approval – Franklin/Bumgarner. Unanimously passed.

SOCIO-ECONOMIC (SE) DATA RELEASE – TO BE PLACED ON JANUARY AGENDA

Mr. Petrosky reviewed this item. He provided the history of the item noting CAMPO in 2005 partnered with the Wake County Public School System and ITRE's Operations Research Education Lab to develop a parcel based land use forecasting methodology. Municipal planners input future land use and growth rate data into a county database that was used to develop student forecasts for the WCPSS and dwelling unit forecasts for 2010, 2015, 2025 and 2035. Data has been utilized to development employment forecasts to also serve as required land use input data for the Triangle Regional Model. These new SE data forecasts will serve as the basis for updating the region's MPOs' current 2030 LRTPs to 2035 over the next two years. Staff has developed draft SE Data forecasts for the portions of Granville, Franklin, Johnston and Harnett counties that are included in the TRM. Members received an attachment reflecting the draft SE Data forecasts for all MPO counties. This information was made available to municipal planners for review. Mr. Petrosky indicated review is occurring at this time and changes may be made to the data, based on input. He indicated the next step is to release the data to the public for review and comment. The TCC received the information at its November 2, 2006 meeting and forwarded it to the TAC with the recommendation that staff be authorized to release this information for a public review and comment period of at least 45 days after changes have been made.

Chairman Bryan noted Holly Springs is the fastest growing town and they are only expected to grow a small amount and questioned are they doing to do something differently than they have been doing over the past ten years. Mr. Petrosky indicated staff would have to go into the data to determine why those forecasts are low. Chairman Bryan noted Morrisville shows similar data and questioned what is being done to be sure the input data is relatively close. Mr. Petrosky indicated they have tried to hit a target for the past five years in terms of new growth. Chairman Bryan stated this data would come back to the Wake County Board of Commissioners for another school bond issue and they would be quoting this information. He stressed the need to be sure we don't look back and say the variable are way off.

Mr. Johnson stated this item basically authorizes staffs to release this data when they have gotten to a comfort level. He suggested bringing this item back in January before the data is released. He noted this is a new way of doing forecasts and once the details are worked out, it would be a good system. He noted this is a work in progress now.

Mayor Weatherly moved reconsideration of the consent agenda motion to release this data for public comment. His motion was seconded by Ms. Franklin, unanimously passed. Chairman Bryan ruled the motion adopted.

Chairman Bryan indicated, without objection, this item would be placed on the TAC agenda in January.

END OF CONSENT AGENDA

US-1 CORRIDOR STUDY – CONCEPT OF MEMORANDUM OF UNDERSTANDING ENDORSED

Mr. Johnson reviewed the history of this item as it appeared on the agenda including the area studied, result of study, those involved in the study, etc. He reviewed the four key factors identified as a result of the study: (1) considerable physical improvement will be required to address corridor issues; (2) current and foreseeable future land uses along the Corridor need to be evaluated before making any capital investment in improving the roadway itself, (3) the need to preserve future right-of-way and ensure connections to existing and new developments must be addressed, and (4) transportation planning must seek to include balanced multi-modal improvements. CAMPO, the City of Raleigh, the Town of Wake Forest, NCDOT and TTA hired the consulting firm of RS&H to perform this study in November, 2005. Public information workshops were held in the study area on two occasions. A steering committee was appointed comprised of representatives of all parties to the agreement along with representatives of economic development, the Wake County Public School System, private sector and neighboring planning organizations affected by the capacity of US-1, NCDOT and the four transit organizations that have or can provide service to the areas. Mr. Johnson explained upon endorsement by the TAC and the funding partners of the findings and recommendations, it is important that the corridor study be kept up to date by having close coordination with future development activity so that developments help to reinforce and implement the plan or the plan is amended to remain viable and in harmony with development actions. To achieve this, the Oversight Committee has borrowed an innovative strategy being used on the NC 73 corridor near Charlotte. This involves all of the strategic partners in the corridor, particularly those in charge of approving land use development actions, to jointly adopt a Memorandum of Understanding (MOU) for the coordination of Land Use and Transportation Planning along the US-1 Corridor in Wake and Franklin Counties. Members received a draft version of the MOU in their agenda packets developed and recommended by the Oversight Committee for this purpose. If the TAC endorses the concept of this corridor planning coordination strategy in principle as recommended by the TCC, the next step will be for each of the parties recommended to execute this MOU to review and jointly develop a mutually acceptable MOU document for the corridor to work in harmony with each current local government's existing zoning/land use regulations and guidelines. Members also received a draft set of by-laws for the MOU's "Council of Planning", which would be the advisory body that would have the primary responsibility for coordinating transportation and land use planning the corridor in the future.

Jan Anderson, RS&H Project Manager for this project was present to provide an overview of the Study including all options studied. Allen Danaher was present to review the transit component of this project. Ms. Anderson reviewed the study purpose and the study limits including the area from I-540 to US-1A in Franklin County where US-1A rejoins US 1. Existing travel conditions were reviewed including congestion,

growth in daily trips of 10% per year, truck volume is 8%-14%. The high crash areas were pointed out which exceeds the statewide average. Access points were reviewed including 110 driveways, median openings and cross streets and 12 signalized intersections. A graph was provided showing traffic demand vs. capacity that indicated the road is about to break down. The 2001-2004 crash rates were reviewed for various sections. She reviewed the 4 alternative plans developed. The study team reduced that down to 2 alternatives and then the final selection. She reviewed the preferred alternative which noted this should be a controlled access freeway, frontage/backage roads should be used on both sides, there should be 10 interchanges and 9 grade separated crossings. There should also be a raised median. The schematic of what the preferred plan would look like was provided including the location of interchange and cross roads.

Mr. Danaher reviewed the proposed transit service for the road noting there is very little transit service on the corridor today. He reviewed the proposed transit system components. He explained in the short term there would be two commuter bus routes from Wake Forest to Downtown Raleigh and to RTP/Durham/Chapel Hill. He reviewed the limited stops that included Downtown Wake Forest, US 1/Durham Road (NC-98), US 1/Falls of Neuse Road, US 1/Burlington Mills Road, US 1/Durant Road and US 1/ I-540. Advantages of this proposal and components were reviewed. Park and Ride facilities would be located on US 1/NC 98, US 1/Burlington Mills Road and US 1/I-540. CSX right-of-way would be preserved for future commuter rail service. Mr. Danaher provided a map showing proposed short and long term transit improvements. He noted the key thing is to intensity land use development patterns around all of these stations. Commuter bus service could use HOV lanes to provide faster trips by bus than driving. It was stressed the way land develops in the area determines if these roads function in the future.

Ms. Anderson provided cost estimates as follows: 343 parcels impacted; 37 total property takes; 296 acres taken, \$103,716,000 right-of-way costs, \$383,311,000 construction costs with a total estimates cost of \$487,027,000. This project can be staged. She reported the Project Leadership Team consisted of 31 members, 7 branches of NCDOT, 15 other local agencies, 4 local citizens, 6 meetings held, 10 teleconferences and field trips. There are 12 members of the Technical Oversight Team. She reviewed the community involvement that included 2 public information workshops, more than 100 local participants, maintenance of the web site by NCDOT and newsletters mailed to residents. Next steps include adoption of a MOU, securing funding and beginning the environmental review process.

Mr. Withrow stated the MOU was included in agenda packets and is a cooperative plan by which local governments along this corridor would work together to insure the plan and US-1 remains a viable corridor. There are additional details that should be addressed regarding the MOU upon endorsement by the TAC and others involved. He spoke to the desire to be sure this works in harmony with existing land use and zoning in place and local staff would insure it works well with all governments.

Ms. Jones moved endorsement in concept of the Memorandum of Understanding between governmental agencies to work together to insure land use plans preserve this corridor. Her motion was seconded by Ms. Faulkner. Chairman Bryan suggested that there be plenty of opportunity for citizens to weigh in on any recommendations made.

Mr. Johnson noted the TCC had indicated this may be something requiring local governments to look at Codes and development regulations and make modifications. The idea is to facilitate communication so everyone in the corridor knows what is going on and be aware of any changes. Mr. Russell, TCC Chairman, indicated the draft bylaws provided, are a first attempt.

A vote on the motion as taken and unanimously passed. Chairman Bryan ruled the motion adopted.

METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN, PRIORITY PROJECT LISTS – RECEIVED AS INFORMATION

Mr. Johnson reviewed the history of this item. The NC Board of Transportation released the 2007-2013 STIP at their August 2006 meeting. Adoption of the final document is expected in February/March of 2007. Public Comment meetings to receive comment on this STIP have been scheduled throughout the state during November and December, 2006. Meetings for CAMPO Districts are as follows:

- Division 4 November 30 – City Hall – Rocky Mount
- Division 5 December 01 – City Hall – Roxboro
- Division 6 December 13 – Bladen Community College – Dublin

Mr. Johnson explained at the public meetings, NCDOT would be accepting input into development of the 2009-2015 State TIP. CAMPO staff and member governments will be working to review the existing 2007-2013 MTIP and prepare the Priority Project List for the MTIP and input to the 2009=2015 STIP over the next six months.

Chairman Bryan indicated the TCC reviews these and ranks them from technical standpoints ending with a large list that is more than available resources. He stated there will be a \$6 billion shortfall over a 25 year period just in Wake County. He indicated the TCC endorsed this and has a TIP Task Force that will meet in December and it staff's intent to present a 2009-2015 priority list that has gone through this technical process.

This item was received as information.

REQUEST FOR CHANGE TO 2006-2012 METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP) PRIORITY PROJECT LIST – TOWNS OF MORRISVILLE AND CLAYTON - APPROVED

Mr. Johnson reviewed this item. He explained the Town of Morrisville has requested that the TAC amend the FY 2006-2012 MTIP Priority List for two projects submitted by the

Town. Members had received a copy of the Project Priority list from the approved 2006-2013 MTIP and a copy of the cover letter outlining the requested change and suggesting possible funding information and two resolutions passed by the Town of Morrisville related to this effort. Mr. Johnson indicated Morrisville has been struggling with traffic congestion on Morrisville Carpenter Road which is a 2 lane road. This results in traffic backing up throughout the day. He stated it is hoped there is relief coming from I-540 opening at the end of the year which will take traffic from NC 55 to RDU. He explained the projects are CAMPO Project #12 (U-3620 – widening Airport Road) and #25 (Morrisville Carpenter Road). Both projects are listed as unfunded as a result of the number of projects ahead of them. The request is to switch the order of these two projects that are within the Town of Morrisville. He explained Morrisville desires to move the highest ranking project (#12) from an “unfunded” status to a “funded” status on the list. The strategy has been to build a bypass parallel to NC 54 which is a high volume corridor that is also 2 lanes. A portion of the project is scheduled to be let in January, 2007. The letting for the widening of Airport Road is scheduled for January, 16, 2007. Members were provided an email from Morrisville suggesting that something involving delaying of this project to help get funding might be a good strategy.

Mr. Johnson further reported the Town of Clayton has requested a change to 2 projects that are identified as high priority. Project #29 (NC 55 from Fuquay-Varina to NC 27) is getting a lot of interest from NCDOT as a connection from the Town of Clayton to Neuse River and they are asking if the TAC would consider switching Project #6 (I-40 South widening from I-440 to NC 42) with #29. He pointed out the locations of the proposed changes on a map available at the meeting. Mr. Johnson explained the reason these items were brought up was technically this would be an administrative amendment without the technical process being recommended; however, this would be amending the list already submitted to NCDOT. He stated there is the possibility NCDOT would be willing to make these changes before the TIP is adopted in early 2007. He felt the TAC could endorse the concept to make these changes and still move forward with the TIP requests. Mr. Johnson explained the desire of Morrisville is to determine a way to get DOT to help them with Morrisville Carpenter Road noting Morrisville is willing to advance funds and get paid back at a later date. He stated having this project as high as possible on the priority list would be helpful. He reiterated none of these projects are funded.

Mayor Faulkner stated Morrisville desires to get started with Morrisville Carpenter Road due to the number of complaints received relating to the congestion. Morrisville’s Town Board agreed to put up \$4 million into improving that intersection if these projects can get moved up on the priority list in order for them to possibly get reimbursed at a later date. Chairman Bryan moved that the Project Priority List change requested by the Towns of Morrisville and Clayton be honored. His motion was seconded by Mr. Braswell, unanimously passed. Chairman Bryan ruled the motion adopted.

**JOINT TAC MEETING – NOVEMBER 29, 2006 – AGENDA ITEMS –
RECEIVED AS INFORMATION**

Mr. Johnson reported there would be a joint meeting of the TACs of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO at 9:00 a.m. on Wednesday, November 29, 2006. The meeting will be held at NC Biomedical Research Center, 15 T. W. Alexander Drive in Research Triangle Park. He indicated the meeting would focus on regional transit issues and urged all members or an alternate to be in attendance. Mr. Johnson indicated there has been a committee like the Blue Ribbon Committee consisting of members with standing in the community and expertise to come up with a plan for a Transit Vision Plan. A lot of work has been done on this but is still in the coordination process.

Mr. Stephenson requested that an item be included on the agenda to discuss how to influence federal funding.

This item was received as information.

MPO STAFF REPORTS – RECEIVED

Mr. Johnson provided members with 8 pages of a 67 page document prepared by NCDOT relating to the problem with paving on I-40. Wally Bowman, NCDOT, explained this involves repaving that took place on I-40 involving 3” concrete bonded overlay. He noted there were no problems with the inside lane; however, there were problems on the outside lanes with the bonding. The bond overlay expanded and contracted and the contractor is making repairs. The original contractor will be responsible for the repairs and would be working at least one more weekend on the repairs. NCDOT has advertised and are soliciting statements of interest from contractors interested in doing a permanent fix. He reviewed what would be involved in the project noting it would provide a unified look for the full width. He indicated innovative ideas are needed. He reviewed restrictions on the contractor during construction including night and weekend work, guidelines on how many miles traffic could back up, etc. This project will take at least 1 year. Mr. Bowman indicated negotiations and litigations are still ongoing. They have come to agreement and settlement with the original prime contractor but there were also sub-contractors, etc. Chairman Bryan questioned, whatever the amount is, when a decision would be made whether the funds come from Division 5 funds or spread across the state. Mr. Bowman indicated this question has been asked and the answer is it is equity Division 5 money and there are people asking if that can be reconsidered and be a state-wide impact. He indicated he was certain the Board of Transportation would be discussing this further but currently it is equity funds from Division 5. In response to questions, Mr. Bowman indicated the Knightdale Bypass and I-540 were constructed with concrete but that was at full depth. The I-40 project was bonded overlay which is different. Mr. Johnson noted there are a lot of new NCDOT employees in very high positions making decisions without knowledge and experience since they don't stay in jobs more than a couple of years. He stated work force

development is a real challenge for state government and DOT particularly. He explained there are other items that weigh into this and there is plenty of blame to go around on this project. He noted the full report gets into the problems in more depth

NCDOT REPORT – RECEIVED AS INFORMATION

Mr. Bowman provided a status report on various NCDOT projects. NCDOT plans to take bids on Davis Drive in December. He reported the I-540 project from US-1 to the Highway 64 Bypass would hopefully be opened before Christmas. There will be some ongoing work but all lanes would be open. The Highway 55 project to Durham is behind schedule and is trying to open 2 lanes in each direction this year.

Ms. Franklin thanked those who participated in Smart Commute. There were 12,780 participants and 92% that tried alternative modes of transportation are interested in continuing. She further reported the TTA is looking at what type of transit vehicles should be used for the next round of service. There have been public meetings held at the Urban Design Center and other areas. She indicated anyone desiring to provide input could do so online.

ADJOURNMENT

There being no further business, the meeting adjourned at 5:50 p.m.

Respectfully submitted,

Brenda Hunt