

**TRANSPORTATION ADVISORY COMMITTEE
AUGUST 15, 2007
MINUTES**

The Transportation Advisory Committee met on Wednesday, August 15, 2007 at 4:00 p.m. at Wake County Commons, 4012 Carya Drive, Raleigh, NC with the following present:

Members

Mayor Meeker, presiding
Robert Ahlert
Lynwood Buffaloe
Don Bumgarner
John Byrne
R. H. Ellington
Jan Faulkner
Anne Franklin
Hubert Gooch
Vivian Jones
Nancy Kelly
Buck Kennedy
Ernie McAlister
Perry Safran
Dick Sears
Keith Weatherly
Kaye Yadusky

Representing

Raleigh
Clayton
Franklin County
Zebulon
Fuquay-Varina
Angier
Morrisville
TTA
Granville County
Wake Forest
Rolesville
Garner
Cary
Turnpike Authority
Holly Springs
Apex
Youngsville

Staff

Ed Johnson
John Burris
Chip Russell
Diane Wilson
Kenneth Withrow

Representing

CAMPO Director
CAMPO Staff
TCC Chairman
CAMPO Staff
CAMPO Staff

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

ADJUSTMENTS TO AGENDA – AGENDA APPROVED AS PRESENTED

No changes to the agenda were requested; therefore, without objection, the agenda was approved as presented.

PUBLIC COMMENTS – NONE RECEIVED

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

MINUTES – JUNE 20, 2007 – APPROVED AS PRESENTED

Members received minutes of the June 20, 2007 meeting in their agenda packets. Ms. Franklin moved approval of the minutes as presented. Her motion was seconded by Mayor Byrne, and unanimously passed Mayor Meeker ruled the motion adopted.

2005-2035 SOCIO-ECONOMIC (SE) DATA FORECASTS – PUBLIC HEARING – APPROVED

Vice Chairman Meeker explained this item was discussed at the previous meeting noting there had been questions relating to certain figures.

The agenda provided background information relating to this item. It was noted in preparation for updating the MPO's current 2030 LRTP over the next 18 months, the MPO staff has worked closely with the staffs of its member agencies to develop and refine forecasts of socio-economic (SE) data needed to serve as input to the Triangle Regional Travel demand Forecasting Model (TRM). These forecasts included estimates of dwelling units, employment, household income and auto ownership for each of the region's approximately 2400 traffic analysis zones for each of the plan's horizon years (2005, 2015, 2025, 2035). At the June 20, 2007 TAC meeting, information was presented relating to the methodology used to create the forecasts, summary totals and outstanding issues still needing to be resolved at that time. The TAC opened a public review and comment period (June 22 – August 15, 2007) and scheduled a public hearing to be conducted at this TAC meeting. TCC and TAC members were presented this information and comments were solicited. Comments received had been reviewed and incorporated into the dataset as appropriate. Members received in their agenda packets the updated SE data forecasts. The TCC voted unanimously on August 2, 2007 to forward the current version of the 2005-2035 SE data forecasts to the TAC for its approval to be used in updating the CAMPO LRTP with the recommendation that the TAC also reserve the right to approve further refinement to the SE data as may be deemed advisable in the future while the LRTP update is underway.

Mr. Johnson reported there have still been concerns expressed about some of the figures. He noted the chief architect of this project, Jake Petrosky, has resigned to work towards a master's degree in urban planning. Mr. Withrow has taken this over.

Mr. Withrow reviewed the changes in Cary and Rolesville figures and the changes had been input into the data. There were no significant overall changes in regard to the 30 year trend.

The Rolesville Manager referred to the 7,943 dwelling units noted for 2035 in Rolesville and noted that is saying none of the development is built out. Mayor Meeker indicated this is dwelling units and the Rolesville population growth is up to 20,247 in 2035.

Mayor Meeker declared the hearing open.

No one asked to be heard, thus the hearing was closed.

Mayor Jones moved approval of use of the SE data for updating the Capital Area MPO's Long Range Transportation Plan (LRTP) while also reserving the right to consider approval of further adjustments to the SE data as may be deemed advisable while the LRTP update is underway. Her motion was seconded by Mayor Byrne, and unanimously passed. Mayor Meeker ruled the motion adopted.

STP-DA BICYCLE-PEDESTRIAN-TRANSIT RESERVE FUNDS – AWARDS FOR FY 2007 – APPROVED

Mr. Johnson reviewed the history of this item noting at the January 15, 2007 TAC meeting, discussion was held on the need to identify projects and distribute the \$600,000 annual allocation of Surface Transportation – Direct Attributable (STP-DA) funds that were identified in the approved FY 2007-2013 STIP as reserved for bicycle/pedestrian and transit projects. The TCC was directed to pursue a method of calling for projects and distributing funds for the annual allocation. At the February 8, 2007 TCC meeting a method of allocation was chosen, recommended and subsequently endorsed by the TAC. An annual allocation of \$600,000 from the MPO's STP-DA funds was identified in the approved FY 2007-2013 STIP as reserved for bicycle/pedestrian and transit projects. The TCC recommended and the TAC endorsed allocation of the funds as follows:

- 50% (\$300,000) divided equally among the member governments
- 50% (\$300,000) by competitive applications

On February 21, 2007 the TAC directed MPO staff to prepare the appropriate application forms and, based on the TAC approved allocation formula, call for projects. The forms were prepared by staff and applications were received. On July 19, 2007 the TCC subcommittee met to discuss the applications received. Members received in their agenda packets the list of the projects submitted and ranking criteria used to evaluate them. This list was presented to the TCC at their August 2, 2007 meeting along with the subcommittee recommendation of funding for two projects. After funding these two projects, an additional \$20,000 of the \$300,000 competitive allocation remained. A request as made by Morrisville that this remaining funding be approved for their Airport Boulevard project submittal. Discussion was held and the award of this \$20,000 was endorsed by the TCC. The three TCC endorsed projects and their funding amounts are as follows:

- Zebulon – Government Center Bicycle and Pedestrian Improvements
- Cary – Kildaire Farm Road Sharrows
- Fuquay-Varina – Wake Chapel Road Pedestrian Improvements
- Morrisville – Airport Blvd. Sidewalks

Mr. Johnson further reported the Federal fiscal year ends September 30, 2007. He met with DOT the previous week and it was decided to enter a master agreement, similar to a memorandum of understanding. This would involve a document CAMPO, DOT and each member would sign to allow DOT to pass the funds directly to the towns rather than going through the CAMPO office. The agreement would be between the DOT and the individual towns. Mr. Johnson explained one time per year in June there would be an annual program for what CAMPO desires to do with the funds that would be sent to DOT. This would be a much cleaner way to do this and would involve a TIP amendment the DOT would move forward in September.

Commissioner Yadusky moved approval of the allocation of STP-DA Bicycle-Pedestrian-Transit project funding to projects as outlined, subject to completion of the Memorandum of Agreement. Her motion was seconded by Mayor Byrne, and unanimously passed Mayor Meeker ruled the motion adopted.

UPWP AMENDMENT TO ADDRESS COST INCREASES IN US-64 CORRIDOR STUDY – APPROVED – RESOLUTION ADOPTED

Mr. Withrow reviewed this item. He explained NCDOT initiated a comprehensive study to develop a plan for the future of US-64 and NC 49 from Charlotte/Statesville to Raleigh. In May, 2005 the Report on “Phase I” of the study was published. Phase I of the study was intended to develop a corridor vision to address connectivity and mobility, relieve traffic on I-40 and I-85, improve safety, support regional and local transit plans, economic development and local land use plans, be sensitive to environmental and social factors and optimize costs and benefits to users and funding agencies. “Phase IIA” of this study is intended to begin transitioning the corridor vision into specific alternatives for evaluation. After extensive discussion and negotiation NCDOT has selected URA Corporation to perform the engineering services for Phase IIA. The initial cost for CAMPO’s portion of the Phase IIA study was estimated at \$100,000. At the conclusion of negotiations, the cost estimate was revised upward by \$85,000. A UPWP amendment will be needed to increase the programmed funds by this amount. Members received information in their agenda packets reflecting the UPWP amendment required and showing how this may affect other projects scheduled for funding this fiscal year. The TCC received this information at their August 2, 2007 meeting and forwarded a recommendation of approval of Amendment #1 to the 2007-2008 UPWP to address these funding needs for the US-64 Corridor Phase IIA Study. Mr. Withrow noted changes were included in the agenda as a result of this amendment. Mayor Weatherly noted this body at an earlier date did advocate a change in the proposal for US-1 to the 50/540 interchange to change from a freeway to an expressway and wanted to be sure that is incorporated. Mr. Johnson indicated this was communicated to NCDOT from Apex and Cary and the intent of this funding is to be sure this is carried out

Following discussion, Mayor Byrne moved adoption of the Resolution amending the UPWP to address the additional funding for Phase IIA of the US-64 Study. His motion

was seconded by Mayor Faulkner, and unanimously passed. Mayor Meeker ruled the motion adopted.

2009-2015 TRANSPORTATION IMPROVEMENT PROGRAM – PRIORITY PROJECTS LISTS – VARIOUS ACTIONS TAKEN

It was reported during December 2006, staff solicited projects from member jurisdictions for inclusion in the 2009-2015 Metropolitan Transportation Improvement Plan (MTIP). Each member jurisdiction was asked to submit prioritized lists of Highway, Advance Planning, Bicycle/Pedestrian and Enhancement projects. The deadline for submitting these projects was March 30, 2007. On April 5, 2007, staff received word from NCDOT that the Draft 2009-2015 State Transportation Improvement Program (STIP) would be released during the fall of 2007 and that the MPO's Priority Project lists should be submitted by July 31, 2007. Staff of many of the state's MPOs notified NCDOT this timeframe was unworkable and that lists would be forwarded as soon as feasible. Staff then began analysis of the projects submitted. Based on technical information and working with TCC subcommittee members, a list of priority projects was developed and refined to provide the best possible evaluation of projects while achieving some level of geographic equity among member jurisdictions. The subcommittee met during June, July and August to refine the list of projects based on factors such as: cost, user benefits, time for payback, etc. The TCC then met on August 2, 2007, received the project analysis table and unanimously voted to allow the subcommittee to perform the final ranking for presentation to the TAC. The subcommittee met on August 7, 2007 and the final recommended lists of priority projects were endorsed for forwarding to the TAC. Members received in their agenda packets the listing of the TCC's Recommended Priority projects for the Capital Area MPO. A public comment period of at least 30-days is needed to allow the public an opportunity to review and comment on the projects in the lists and a public hearing should be scheduled to receive these comments at the September 19, 2007 TAC meeting. The TCC recommendation is that the TAC forward these draft lists to NCDOT for its use in developing the Draft 2009-2015 State TIP. Following the public hearing on September 19, 2007, the final lists of Priority Projects as approved by the TAC would be sent to NCDOT.

Mr. Johnson noted members received at this meeting a handout showing recommended projects by user benefits within cost tiers. Mr. Johnson stated staff had met with DOT a number of times and they are having difficulty providing a firm figure at this time noting the equity formula requires that every year when the fiscal year is closed out DOT reconciles the funds and the remaining funds are applied to the next year or future years. Cost estimates on several projects have gone up significantly. He noted this involves a Federal earmark to come directly to the MPOs. Staff is not sure of the end result number at this time; however, this information should be available by next month's TAC meeting. Mr. Johnson indicated DOT has indicated they will have the draft STIP in September but had major concerns about not having the funding detailed enough to do that and felt the draft would not be available before October or November. STP-DA fund numbers should be available in the next 30 days. He indicated there has been a general

satisfaction that earmarking for transit/bike/pedestrian projects is a good way to do business. He stated there should be funding set aside that the MPO reserves to do small projects that accomplishes good benefits and could supplement what DOT and other municipalities do with their own funds. Mr. Johnson reported this was discussed by the TCC and they also felt this is a good idea and it was suggested that the TAC provide feedback on this. He noted Winston-Salem has an operations improvements fund where they have put these funds and it firewalls the money can be used for up to 3 years and allocated in the TIP as programmatic expense rather than specific projects. Mayor Meeker noted everyone agrees we need to hold onto that control. He stated we are showing a small negative balance through 2012 and \$5,000 a year to 2013/2014. He stated we will have the ability to allocate CMAQ funds and more money starting next month and felt this discussion was referring to a reserve for small urban projects. Mayor Meeker stated there should be a small local match. Mayor Jones felt this reserve would be a good idea.

At this point Mr. Johnson reviewed the tables provided noting the list for overall projects was included in the agenda packet and the handout provided at this meeting is for highway tiers. He noted the master list in the past included projects that are important to the region but they generally get a lower priority. He explained the methodology involved in preparation of the tiered listing noting staff took the master list and subdivided the projects into the following 3 state-wide tiers.

- Tier 1 – State wide, interstate and strategic roads
- Tier 2 – N. C. highways
- Tier 3 – Secondary Roads

Mayor Byrne noted North Judd Parkway from NC 42 W to E. Broad Street is Fuquay-Varina's number 1 priority. He explained there are 2 major roads coming into Fuquay-Varina (NC 55 and US 401) and they intersect where the railroad track is located creating the worst intersection at the southern end of Wake County. He indicated the entire town recognized this as a problem through a bond referendum that passed with 85% voting in favor of getting something done to Judd Parkway. He reiterated Fuquay-Varina passed a bond referendum to get Judd Parkway extended and would like to move this to #10 where they can get Judd parkway extended all the way around this community. Fuquay would pay for it and get the funds back from NCDOT. He further explained in Harnett County there are 2 ways to cross the Cape Fear River (NC 42 and 401/421) and all those people funnel into this bad intersection. He emphasized the people in Fuquay-Varina have seen this is a significant problem and funded a road that should be funded by the State of North Carolina to help their community. By moving into the top 10 category, Fuquay would have the ability to do that and use funds that the State would pay them back. He reiterated this is very important to their community and this region. Fuquay-Varina's Town Manager explained they would like to leverage their local money with State money to get this Parkway constructed and they are willing to put up their own money to get it done and to borrow additional money if they need to, knowing the State will pay them back that additional money. He noted this project would be 50% reimbursed and 50%

non-reimbursed. Mr. Johnson explained what Fuquay-Varina is proposing is a 2 lane road on a 4 lane right-of-way noting we are costing a 4 lane road. He stated this is a project that in some cases 2 lanes will not handle the traffic and they do not score well. He indicated common sense tells you it is a good way to get started. He stated the analysis process looks at the 2035 efficacy for what Fuquay is willing to build. Fuquay-Varina's Manager indicated they are willing to pay \$7 million to make this happen. Mr. Johnson explained Judd parkway is like Cary Parkway and loops around the town and would be the NC 55 and NC 42 Bypass. Mayor Meeker questioned whether it would be satisfactory if this project were moved from 12 to 10 on the big list. Mr. Johnson noted if NCDOT wants to do this 10 on the list would be fine. If they do not want to do this, 10 will not be good enough. He suggested negotiating with NCDOT Board Members. Mr. Bowman, NCDOT, explained this is a good project and was not aware about this being a top 10 project. He indicated it should be in the current TIP and funded in later years but can be built earlier. He indicated the project needs to be funded and being #10 may help get the funding quicker but there is no magic number. Mr. Bowman indicated if adding the project in the next TIP is being considered, they will look at the top 10. Mayor Jones spoke to the impact on other projects that would be listed after Judd Parkway if this change is approved. Mayor Byrne emphasized this project involves a community willing to fund the project versus the state using all of its money. This has been done several times previously and should be done to move this important project forward. He indicated he did not know of another project in Wake County taking on something of this significance. Mayor Jones indicated Wake Forest has taken on some projects in this manner; however, she did not object to this project. She referred to the project calling for widening US 1A in Wake Forest and they are preparing to pay for that themselves and other towns have done the same thing.

Mr. Russell explained this is the predicament we have had previously relating to sending the top 10 list to NCDOT. He noted the top 10 projects total \$2.5 billion and questioned the chances of these obtaining funding. This is why the list was broken down into tiers showing different kinds of projects. Mayor Byrne indicated Judd Parkway is a project that will get funded and it is a reality and the voters decided this is important. Mr. Russell indicated the list of projects 1 – 63 and rankings are based on year 2035 and are the best projects for today or the next 5 years with the money we have. Mayor Byrne noted Mr. Johnson had stated the plans for Judd Parkway calls for a 4 lane road and they are trying to get just 2 lanes and are trying to help DOT get something done that is important in that section of the community. He indicated \$50,000 was spent to determine what is the most important thing to happen in Fuquay-Varina and this is the most important thing. He explained 90% of the people that will use this road will not be citizens of Fuquay-Varina but will be commuters coming from Harnett and Johnston Counties.

Ms. Franklin indicated this is like the discussions relating to the new development that will go west of Wendell when State standards require us to consider a 4 lane road to match up with new housing coming there. She questioned if the MPOs have addressed this with the State noting we are getting locked up moving forward since there is no

money to build what we can project will be needed in 2035. Mr. Johnson reviewed the analytical measures used for determining 2035 needs. This analysis says where you have the worst problems getting the most relief results in getting the highest score. He stated this project is one of many in the region that are excellent projects that do not stack up to the litmus test of putting out fires in this region. He stated we could discuss the fact there is no funding dedicated by the State to even partner with municipalities and the State is requiring MPO support. Mr. Johnson was not sure in negotiations with DOT that Mr. Spaulding is aware of this. The Fuquay-Varina Manager indicated they have been to DOT several times and DOT says they have to start at CAMPO.

In response to questioning, Mr. Johnson explained what we have been working on relates to the understanding Charlotte has been told DOT will participate at 25% of their projects and felt DOT will come through with that level of funding requests and was not sure what to request. He indicated this plan goes into effect October 1, 2009 and must be adopted several months before that. The draft will come from the State this fall and there will be a reconciliation and public involvement process.

Mayor Byrne moved endorsement of forwarding the Draft 2009-2015 MTIP Priority Project List to NCDOT for use in the development of the 2009-2015 STIP; opening the 30-day public comment period to receive comment on the Draft 2009-2015 MTIP Priority List and schedule a public hearing to be conducted on September 19, 2007; that STP-DA and CMAQ funding come back to this committee in September and that Judd Parkway go from #12 to #10 on the Project Priority List. His motion was seconded by Mayor Weatherly, and unanimously passed Mayor Meeker ruled the motion adopted.

LEGISLATIVE SESSION – UPDATE – VARIOUS ACTIONS TAKEN

Mr. Johnson indicated this year's legislative session has just concluded with little progress on transportation issues. NC Go! And other local and regional organizations worked hard to keep transportation issues at the forefront of discussions during this session. He indicated rumors are that a special session may be called later this year to address unresolved issues. Mr. Johnson indicated he would be sending out a table stating House and Senate Bills that are subject to being considered in the next legislative session. He stated if there is a special legislative session gap funding for Triangle Expressway packaged with a number of other items should be considered. Discussion should take place relating to the concern about the proposal for private funding in place of gap funding for the Expressway which could involve longer or higher tolls. He noted without state money in this turnpike project, the interest rate may be affected.

Mr. Safran reported the Turnpike Authority did have a meeting earlier in the day and passed a Resolution urging a special session and wanted to be sure this body heard this from him as CAMPO's representative on the Turnpike Authority. He noted this is not an equity deal. Mr. Safran explained the Turnpike Authority is investigating a second tier subordinated debt and stated it is true that will make the process shift. He stated he did not know any answers to the mezzanine financing. He emphasized the Authority had a

game plan and it did not work. Their game plan now is to look for financial institutions that will give them the best deal “without giving away the farm” or making concessions. Mayor Weatherly questioned who has the authority to make that happen and whether the Turnpike Authority has this kind of authority. Mr. Safran responded it is his understanding that the Turnpike Authority has existing statutory authority but do nothing without advice. Mayor Meeker indicated any significant item relating to the Authority would come before CAMPO. Mayor Meeker suggested that CAMPO express concern about the gap funding and request if gap funding is not used that this body be consulted. He spoke to the need to have the State keyed in. Mr. Weatherly stated if the initial plan is not going to occur using gap funding through the Legislature the entire issue should be brought back to the table. He questioned what legal authority should be changed before tolling for the entire loop can be investigated. Mayor Meeker indicated it should be stressed that we want the General Assembly to provide the gap funding and if something else is proposed, this body would like to hear about that in order to provide an opinion. Mr. Safran explained the Turnpike Authority approved sending out Requests for Interest to financial institutions both foreign and domestic and could be as early as November this year to have the RFP for funding mechanism on a subordinating debt.

Mayor Meeker moved that CAMPO continue to support gap funding through the General Assembly; that the Turnpike Authority come back at the September meeting about any options being considered other than gap funding and a report be provided on what needs to be done to allow tolling the previously built portions of the loop. His motion was seconded by Mr. Safran, and unanimously passed Mayor Meeker ruled the motion adopted.

Mayor Sears moved that the General Assembly be encouraged to have a special session this year to deal with transportation issues in general and in particular the gap funding for the Triangle Expressway. His motion was seconded by Mayor Pro-Tem Bumgarner, and unanimously passed Mayor Meeker ruled the motion adopted.

Later in the meeting Mayor Sears questioned how the request for the special session would be communicated to the legislature. Mr. Johnson indicated a Resolution would be prepared and passed along to the legislative leadership and any others that staff feels would be assistance in this effort.

SPECIAL TRANSIT ADVISORY COMMISSION (STAC) – UPDATE RECEIVED

Mr. Hodges-Copple, Triangle J Council of Governments, reviewed this item. The Special Transit Advisory Commission was appointed by the region’s two MPOs and has met several times over the past three months. Mr. Hodges-Copple noted the hardest work is ahead of them and now that they understand our plans and the available services, growth, etc., priorities must now be determined and scenarios of transit investment. The next meeting will be held August 21, 2007 at 8:30 a.m. at the Raleigh Durham Airport Authority Building. He explained STAC would come back to the two CAMPOs with recommendations upon completion of their work. Additional information is included on

the following website: www.transitblueprint.org and the final meeting is currently planned to be October 31, 2007 at a joint MPO meeting. Mr. Hodges-Copple indicated the STAC may need to go beyond that to the end of the year or early 2008. The resulting information will have to be worked into the LRTP for each MPO.

The report was received as information.

MPO STAFF REPORT – RECEIVED

Mr. Johnson stated he had spoken to the auditor that has been obtained to audit NCDOT. The field work has been done and they have drafted the first version report and are going through with the editing at this point. This will be provided to CAMPO in 3-4 weeks. Mr. Johnson explained he made it clear there are a number of things that are happening by policy and not state law requirements.

NCDOT REPORT – RECEIVED

Mr. Bowman reported the ongoing repairs to I-40 will not be coming from Division 5 equity formula but would be funded from the Statewide Administrative budget. He further reported the Clayton Bypass is ahead of schedule by 1 year and is 82% complete and will be completed early next summer. He noted this will be a record for early completion of any project. The contractor is S. T. Wooten. Davis Drive is 20% complete and is ahead of schedule with a projected completion date of November, 2008. Mr. Bowman referred to the I-40 project noting the milling off the asphalt is almost complete and will start next week doing the overlay which will take 3-4 weeks. Projected completion date is May, 2008. He reported the Airport Boulevard project is ahead of schedule and is 11% complete and has a completion date of August, 2008.

Discussion then took place relating to a meeting on the Falls of Neuse bridge replacement to tie in with US 1. He noted the City of Raleigh is scheduled to take bids in March, 2009 with a completion date of late 2010 or early 2011. The State's current schedule for US 1 completion is October, 2010. He indicated this bridge needs to be kept safe and is safe at this time. He spoke to the need for coordination with Raleigh in order for the projects to conclude simultaneously in order to avoid a long detour.

OTHER BUSINESS

Mayor Byrne indicated all members of the TAC are public officials and referred to his concern as a public official relating to the interstate bridge accident in Minneapolis. He spoke to his concerns relating to how quickly infrastructures are deteriorating noting when you start talking about heavy trucks crossing these roads he appreciates the highway patrol assuring they are not overloaded. In response to questioning from Mayor Meeker, Mr. Bowman indicated the load restriction is 38 tons and is continually being reviewed. Mayor Byrne stressed the need to keep these roads and bridges safe and pointed out the need to not steer clear of our worn infrastructure.

Technical Advisory Committee
August 15, 2007

ADJOURNMENT

There being no further business, the meeting was adjourned at 5:25 p.m.

Respectfully submitted,

Brenda Hunt