

**TRANSPORTATION ADVISORY COMMITTEE
SEPTEMBER 15, 2010
MINUTES**

The Transportation Advisory Committee met on Wednesday, September 15, 2010 at 4:00 p.m.. at the CAMPO Office, Professional Building, 127 W. Hargett Street, Suite 800, Raleigh, NC with the following present:

Members

Chairman Bryan, presiding
Dan Andrews
Harold Broadwell
John Byrne
R. H. Ellington
Hubert Gooch
Jackie Holcombe
Don Lancaster
Darryl Moss
Julie Robison
Dick Sears
Elic Senter
Russ Stephenson
Keith Weatherly

Representing

Wake County
Harnett County
Wendell
Fuquay-Varina
Angier
Granville County
Morrisville
Franklin County
Creedmoor
Cary
Holly Springs
Franklinton
Raleigh
Apex

Staff

Ed Johnson
Gerald Daniel
Richard Epps
Chris Lukasina
Robert McCain
Shelby Powell
Amy Ward
Kyle Ward
Brandon Watson
Diane Wilson
Kenneth Withrow

Representing

CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Others

Wally Bowman
Ray Boylston
Roy Bruce
Todd Dalton
Rupal Desai
Jennifer Harris
Scott Hammerbacher

Representing

NCDOT
TCC & Cary
H. W. Lochner
Cary
NCDOT
Turnpike Authority
Franklin County

John Hodges-Copple
Bill Houppermans
Danny Johnson
Liz Johnson
Ashley Kaade
David King
Tom Lane
Tim Maloney
Jeff Miles
Mike Rutkowski
Brad Schultz
Zach Smith
Jill Stark
Emma Stewart
William Woodall

TJCOG
URS/Triangle Regional Transit
Fuquay-Varina
Morrisville
Morrisville
Triangle Transit
Butner
Wake County
Citizen
Kimley-Horn & Assoc.
Triangle Transit
Orange County
FHWA
Louisburg
Johnston County

The Meeting was called to order by Chairman Bryan. The following items were discussed with actions taken as shown:

AGENDA – APPROVED AS PRESENTED

No changes were made to the agenda. Mr. Weatherly moved approval of the agenda as presented. His motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

PUBLIC COMMENTS – NONE RECEIVED

Chairman Bryan announced this was an opportunity for comments from those in attendance relating to any items not included on the agenda. No one asked to be heard.

MINUTES – AUGUST 18, 2010 – APPROVED AS AMENDED

Members had received a copy of the August 18, 2010 Minutes with amendments made by CAMPO staff at the meeting. Mr. Senter moved approval of the minutes with amendments recommended by staff. His motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

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. Mr. Byrne moved approval of the consent agenda. His motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

Items on the consent agenda were as follows:

2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM – AMENDMENT #6 - APPROVED

In June 2010, the TAC approved the FY 2011 STP-DA program. This program includes several projects requiring TIP action. Attachment 4A was provided in the packet illustrating required TIP amendments for three projects. The amendments are required to assign each project a TIP project number that more accurately reflects the scope of the project. Project costs and total impact to CAMPO STP-DA funds remain unchanged. The TCC received information on this item at their September 2, 2010 meeting and forwarded a recommendation of adoption.

TAC Action: Adopt Amendment #6 to the Capital Area MPO FY 2009-2015 MTIP. Consent Agenda Approval: Byrne/Sears – unanimous.

FUNCTIONAL CLASSIFICATION SYSTEM UPDATE – APPROVED

In June 2010, the TAC directed staff to begin the process of updating the region’s federal functional classification system in support of STP-DA programming. Additionally this update effort will serve to provide a more balanced approach to allocating resources throughout the region to address transportation challenges. This initial update will satisfy an immediate need for projects approved under the FY 2011 STP-DA Investment Program. Additional updates are being developed to address the rest of the region’s functional classification needs and remain consistent with federal and state guidance. A list of proposed changes to the functional classification system was provided in Attachment 5A. The TCC received information on this item at its September 2, 2010 meeting and forwards a recommendation of approval.

TAC Action: Approve functional classification changes as submitted. Consent Agenda Approval: Byrne/Sears – unanimous.

END OF CONSENT AGENDA

LOCALLY ADMINISTERED PROJECTS PROGRAM (LAPP) – HEARING HELD OPEN

Mr. Lukasina reviewed this item noting the TAC directed staff to develop a long term program to manage locally administered projects. Staff has worked with the LAPP Committee to develop a recommended program and project prioritization system. Draft LAPP eligibility requirements, annual program schedule, project scoring and prioritization criteria were included in the packets. On August 18, 2010, the TAC released the LAPP process and prioritization system for public review and comment period beginning August 18 and concluding on October 20, 2010. At that time, the TAC also

scheduled a public hearing to be conducted at this meeting. This public hearing may be held open through the October 20, 2010 meeting.

Chairman Bryan declared the hearing open.

No one asked to be heard.

Chairman Bryan indicated the hearing would be held open until the next meeting.

NC TURNPIKE AUTHORITY UPDATE – RECEIVED

Roy Bruce, H. W. Lochner, was present to provide a status update on the extension of NC 540 around the southern end of Wake County. He explained the Purpose and Need statement has been drafted and the NCTA is preparing for public workshops at the end of September. The NCTA staff is seeking input from the TAC on the Draft Purpose and Need statement as well as some conceptual alternatives being developed. His presentation also included information that will be presented to the public at the upcoming public workshops. Members received in their agenda packets additional information provided by the NCTA. The study area was reviewed using a map available at the meeting and noted they are looking at other alternatives including improving existing facilities and hybrid alternatives. He reviewed current and projected levels of service on existing facilities. Mr. Bruce indicated the primary purpose of the project is to improve transportation mobility and enhance connectivity. He reviewed existing alternatives in detail. Currently there are 9 preliminary location alternatives and 1 involving improving I-40, I-440 and US 64/274 Bypass. One hybrid alternative involves a newly located roadway from existing Western freeway to I-40, then using I-40, I-440 and US 64/264. He explained there are really 3-4 basic ways to get from the west side to the east but there are 9 different combinations. He reviewed the upcoming work sessions to be held September 21, 22 and 23 throughout the study area and explained the purpose of the meetings is to get public comment on the Purpose and Needs and preliminary alternatives identified. He emphasized they are also interested in hearing from TAC members and staff. There has been coordination with environmental agencies and comments will be received from them. The schedule from this point forward was reviewed. In response to questioning from Chairman Bryan, Mr. Bruce indicated the study will be based on tolling and other options. He further explained there are improvements to the transportation system involved other than building the loop and other projects are not being precluded.

Following discussion, the update was received as information.

TRIANGLE REGIONAL TRANSIT PROGRAM – RECEIVED AS INFORMATION

Ms. Wilson reviewed this item. She explained at the June meetings, the TCC and TAC were given presentations on the Triangle Regional Transit Program Alternatives

Analysis. Since that time, public workshops have been conducted by the consultant, URA, in Apex, Cary, Chapel Hill, Durham, Knightdale and Raleigh. A second round of workshops is scheduled during September. At the August TAC meeting the TAC authorized sending a letter conveying member concerns (letter and response from Triangle Transit included in packet). On September 3, a copy of the Draft Transitional Analysis was received by the MPO with comments requested by September 7. The primary purpose of the Analysis is to define the corridor(s) for inclusion in the Alternatives Analysis studies. The document is on the MPO Website. Chairman Bryan indicated David King made a presentation to the Wake County Commissioners. He indicated there are 3 preferred corridors located from northwest Cary to Triangle Towne Center, from UNC into Duke Hospital (East Duke) and commuter rail to link the region from Johnston County into RTP and into Durham County. Additional study is still required and there are still many questions coming in. Chairman Bryan noted this is not Triangle Transit's plan but is "our plan".

David King indicated there will be 5 more public meetings. He indicated the cross triangle corridor takes advantage of the fact we already have 3 Amtrak per day in that corridor and there are plans for a 4th, 5th and 6th. He indicated if we continue to receive high speed rail money, high speed rail service will be added to that. Mr. King stated whatever rail service we put in, that comes from the family of services we have referred to as express rail. He indicated all 3 corridors will be studied. Triangle Towne Center to northwest Cary is 18 miles and it is highly unlikely we would be able as a region to afford all 18 miles on the first bite even with federal funding; however, the data will be available on the entire length. The study will tell what the best package would be for federal funds and which would be best for Wake County right out of the block. He spoke of the tight schedule. Mr. King explained CAMPO is helping put together the bus part of the equation and will then determine how this all works together so something can be built that is affordable and allow the possibility of a referendum next year if the economy works out when this is done next spring. Mr. King further explained the LRTP has 80 miles of rail corridor and they are trying to identify a subset of those 80 miles to determine the most affordable and the best place to start. He stated next February or March they will be in a position to recommend which piece to start with. Whatever is not included would be in the financial model for the second or third phase. Mr. King indicated this is complex business and they are trying to take complex transportation jargon and make it simple and trying to find the best place to start with what they can afford.

In response to questioning from Mr. Sears relating to bus service, Mr. King indicated a mid term bus plan which will look at both what would be done in the first 3 years and what would be the first thing done if the referendum fails. He indicated they should be able to identify where in Raleigh the most productive new bus routes would be connecting Raleigh to RTP. Mr. Eatman and Mr. Boylston are working on this.

The report was received as information.

NC 50 CORRIDOR STUDY UPDATE – RECEIVED AS INFORMATION

Michael Rutkowski, Kimley-Horn and Associates, reviewed the history of this study. He reviewed the study area extending from I-540 in Wake County, north to NC 56 in downtown Creedmoor. He reviewed the significant traffic growth and safety issues over the past several years. In an effort to enhance mobility and safety on this corridor, the MPO contracted Kimley-Horn and Associates to lead a team of consultants in developing a multi-modal transportation solution for this route and develop land use recommendations to protect the integrity, rural character and mobility along the corridor. A planning charette was held in August and was well attended by the public and resource agencies, environmental groups, local government staff and local and state elected officials. Mr. Rutkowski reviewed information obtained to this point. He explained what is different about this corridor and the fact it has a 35% higher than state average crash rate. He pointed out on a map available the study area totaling 15 miles and noted the study is $\frac{3}{4}$ finished and they are now in the refinement stage. Mr. Rutkowski reviewed the focus area concepts, water quality issues and techniques for handling water, various land use transitions along the route, zoning classifications along the route, vehicles per day, topography, design characteristics of the existing roadway, land use growth, etc. He noted this is a state owned road. How they approached the various land use zones was reviewed in detail. Mr. Rutkowski indicated there are people out there questioning if Highway 50 should be widened; however, by 2035, because of the funnel effect, the road will have to be widened and the question is when will it need to be widened. The consultants worked with the Division of Water Quality, the Corps of Engineers, municipal level utility representatives and NCDOT in this study. He pointed out the current appearance and width of the road in the 4 zones, using a map available at the meeting as follows:

- Zone 1 – 94' r/w which is the best it can get. Rural uses currently.
- Zone 2 – Goes through Falls Lake Area with topography issues. Only area people identify as a passing area, due to topography challenges, the footprint could be limited through this zone and a catch basin installed.
- Zone 3 – Rural and undeveloped. North of Wake County and going into Granville County. More prevalent passing areas. This is where swale will be incorporated. 124' from edge of road to edge of road.
- Zone 4 – Central Business District of Creedmoor. Pedestrian uses exist. Setback is close to the road. Mostly streetscape improvements needed in this area. Small town feel in this area with sidewalks on both sides, street trees, etc.

At this point Mr. Rutkowski reviewed the preferred access plan which is a \$150 million project. These funds are not available; therefore, key locations for interim improvements were identified. He reviewed connector opportunities. Passing areas can be added without much change. Areas that were developed and those undeveloped were pointed out on the map. 31% of the available land for development is in Wake County and 35%

is in Granville County. He stated we are looking at the potential of doubling population in the study area from 32,000 to 75,000 by 2035. Commercial or employment development is also proposed to double; therefore, more capacity is needed. Mr. Rutkowski pointed out focus areas at Old Weaver intersection noting they are looking at an activity center in that location.

Following the presentation of the study, Mr. Rutkowski indicated this information is on the website which includes a lot of information. After this process, they have a lot of momentum moving forward. He explained there are a lot of interim opportunities along this corridor.

Discussion followed relating to the need to protect the Falls Lake water supply. Mr. Moss spoke to the importance of protecting Falls Lake. Mr. Gooch indicated there will be a briefing by the consultant at the Granville County Board meeting on October 4 noting this project has been a priority for Granville County for many years. He indicated he is pleased with this process thus far.

Ms. Robison referred to how this has transitioned from a transportation to land planning to water quality and wanted to be sure members were aware that Triangle J through the Water Resources Advisory Committee and Regional Mayors Group have been meeting on transfer of development rights to address development and water resource and quality protection. She encouraged looking at that as this study moves forward.

This report was received as information.

**CAPITAL AREA TRANSIT/CAPITAL AREA MPO – 2035 TRANSIT PLAN -
CONTRACT – HDR ENGINEERING, INC. OF THE CAROLINAS – APPROVED**

This item involves a contract negotiated with HDR Engineering, Inc. to provide professional transit planning services to develop Capital Area Transit's (CAT) and the Capital Area MPO 2035 Transit Plan. The purpose of the study was reviewed including providing CAT with a detailed operational and financial Short Range Transit Plan. The study may also be of assistance with the selection of bus services that could be deployed if a half-cent sales tax were to be implemented in Wake County. Cost of the study is being shared between CAT and CAMPO and funded with an 80% Federal, 10% State and 10% local share. Active participation from CAMPO's member organizations, Wake County, the towns within Wake County, NCSU and Triangle Transit will be included. Mr. Johnson noted this has been approved by the City of Raleigh and endorsement by the TAC was requested.

Chairman Bryan moved approval of the contract with HDR Engineering of the Carolinas for development of the Capital Area Transit/Capital Area MPO 2035 Transit Plan. His motion was seconded by Mr. Broadwell, unanimously passed. Chairman Bryan ruled the motion adopted.

STP-DA UPDATE – APPROVED

Mr. Lukasina indicated the TAC directed the MPO staff to move forward the development of a list of projects that could be used to obligate FY 2010 STP-DA funds. Staff was directed to monitor and report on the status of FY 2010 STP-DA funds to ensure programmed funds are obligated to the maximum extent possible. A status update was provided at the meeting with Mr. Lukasina noting this update was current at 3:58 p.m. He reviewed the handout presented at the meeting in detail (Attachment 11B).

Mr. Byrne moved approval of the table provided at the meeting. His motion was seconded by Mr. Weatherly, unanimously passed. Chairman Bryan ruled the motion adopted.

STP-DA MODIFICATION – APPROVED

Mr. Lukasina indicated in June 2010, the TAC approved a one fiscal year “grace period” for those jurisdictions with non-competitive banked funds to allow local bicycle, pedestrian or transit projects to utilize those funds from the previous non-competitive program that is being phased out in response to the FY 2009 federal rescission. Members received a list of projects in Attachment 11A. The TCC received this information at their September meeting and recommended approval.

Mr. Senter moved approval of the FY 11 STP-DA non-competitive “grace period” projects as submitted. His motion was seconded by Mr. Ellington, unanimously passed. Chairman Bryan ruled the motion adopted.

FY 2011 MEMBER DUES AND SHARE BALANCE - APPLICATION OF MEMBER DUES SHARE BALANCE TO OFFSET MEMBER DUES FOR FY 2011 APPROVED

Richard Epps explained over a four year period, \$1.3 million in unspent member dues was placed in a deferred revenue account. The TAC approved use of these funds as payment for member dues owed for FY 2010. These shares for 2010 totaled \$514,469.53 leaving a balance of \$789,495.47. Staff has discussed this and requested that the TCC forward a recommendation that the remaining amount of \$789,495.47 be utilized to offset dues for FY 2011. It is anticipated that most members will not be required to pay any dues for FY 2011 if this is approved. The TCC received information on this item at its September meeting and forwarded a recommendation that member dues share balance be applied to offset member dues for FY 2011.

Following brief discussion, Mr. Broadwell moved approval of the application of member dues share balance to offset member dues for FY 2011. His motion was seconded by Mr. Ellington, unanimously passed. Chairman Bryan ruled the motion adopted.

DRAFT FY 2011-2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM – INFORMATION RECEIVED

The agenda noted the NC Board of Transportation released the draft FY 2011-2020 STIP which had been provided to members in August. The full draft STIP is available on the website. MPO staff has performed a review of the 2011-2020 STIP compared to the 2009-2015 MTIP and prepared an analysis of the differences for MPO specific projects. Members received a report on these findings (Attachment 14A). NCDOT will be meeting with CAMPO during September to review and receive comments on projects. Final adoption is anticipated for the summer of 2011. Mr. Johnson indicated the priority process is working and NCDOT is being responsive to what has been asked on high priority projects. The NCDOT will meet with CAMPO on September 28 from 2:30 – 4:30 p.m. at NCDOT Emergency Information Center. He requested that those interested in attending advise staff.

The report was received as information.

TCC CHAIR REPORT – RECEIVED

Mr. Boylston indicated he had been on the TCC for several years and thanked the TAC for their support last year in increasing CAMPO staff.

NCDOT REPORTS – RECEIVED

Mr. Bowman referred to Attachment 11B discussed previously and stated he had a conversation with Raleigh staff that if there were PE funds authorized for Section B then you can increase those funds for Section B but can't go back and put extra DA funds on projects if it wasn't previously. Mr. Johnson explained this has been a moving target that changes often and if that is the case, he felt he had the liberty to stand down from this request to something different. He indicated the goal is to get as much money authorized as possible to take the funds off the table and 11B is what they thought was the best idea available to agree to. He indicated this is within the area he would consider discretionary and without objection, staff would proceed.

Mr. Bowman reviewed TIP projects noting the 98 Bypass in Wake Forest opened the previous week; US 401 project north out of Rolesville to Franklin County is 15% complete and scheduled for completion by December 2011; I-40 is ahead of schedule and is 78% complete and should be finished in early spring and Timber Drive is 3% complete.

Mr. Bowman provided the Division 4 report as follows:

R-5152 Dual lefts from NC 42 onto SR 1010 (Cleveland) – Status is the same as last report. Working on utility relocation prior to construction in the spring.

U-5118DA Access management and signal improvements along NC 42 from Commerce Drive and Cleveland Road – Funding authorization has been requested.

U-5118DC Right turn lane on NC 42 to I-40 East – Funding authorization has been requested.

U-5118DE Widening Shotwell Road and bridge – PE funds have been authorized.

Mr. Bowman referred to ARRA and LAPP projects noting there are a lot of hurdles with these federal funds. He stated they are running into problems with both large and small municipalities. He cautioned if this money is requested, it should be understood what is required.

MPO STAFF REPORT – RECEIVED

Mr. Johnson referred to the I-40 project from I-84 split to I-95 noting that project has been broken into 3 sections. Meredith McCormick, NCDOT, has been appointed to look out for the long term viability of this project.

Mr. Johnson referred to the widening of US 1 to Wade Avenue noting one of the early deliverables was the contractor deciding to put up the permanent lighting early. He noted the benefits of this lighting are great and having the interchanges well lit is a great benefit.

Chairman Bryan reminded members of the Joint CAMPO/DCHC TAC meeting on September 29 at 8:30 a.m. at the RDU Airport Authority building.

ADJOURNMENT

There being no further business, the meeting was adjourned at 5:45 p.m.

Respectfully submitted,

Brenda Hunt