

**TRANSPORTATION ADVISORY COMMITTEE  
MINUTES  
SEPTEMBER 15, 2004**

The Transportation Advisory Committee met on Wednesday, September 15, 2004 at 4:00 p.m., in the Council Chamber of the Raleigh Municipal Building with the following present:

**MEMBERS**

Chairman Bryan, presiding  
John Byrne  
Bill Connolly  
Jan Faulkner  
Ann Franklin  
Vivian Jones  
Nancy Kelly  
Charles Meeker  
Dick Sears  
Keith Weatherly

**REPRESENTING**

Wake County  
Fuquay-Varina  
Wendell  
Morrisville  
TTA  
Wake Forest  
Rolesville  
Raleigh  
Holly Springs  
Apex

**STAFF**

George Chapman  
Ed Johnson  
Kenneth Withrow

**REPRESENTING**

TCC Chair  
CAMPO  
CAMPO

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

**AGENDA ADJUSTMENTS – APPROVED AS PRESENTED**

Chairman Bryan asked for any changes to the agenda. No changes were requested. Mr. Meeker 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 would be an opportunity for comments by those in attendance. No one asked to be heard.

**MINUTES – AUGUST 18, 2004 – APPROVED A PRESENTED**

Committee members had received copies of the August 18, 2004 minutes in their agenda packets. Mr. Sears moved approval of the minutes as presented. His motion was seconded by Mr. Weatherly, unanimously passed. Chairman Bryan ruled the motion adopted.

## **2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE – VARIOUS ACTIONS TAKEN**

Mr. Johnson reviewed this item noting a first draft of the 2030 update of the adopted 2025 LRTP was presented at the joint MPOs' TAC meeting on June 30, 2004. The second version of this draft was presented at the August 5, 2004 TCC meeting. Three public information workshops were held during August in Knightdale, Raleigh and Apex and the TAC held a public hearing at its meeting on August 18, 2004 to receive comments. Working with DCHC MPO, TTA, TJCOG and NCDOT staff, work was done to refine 2030 employment forecasts for two transportation analysis zones (TAZs). Changes to the draft LRTP based on these socioeconomic data revisions; as well as public and elected official input were provided in the backup information. The changes have been incorporated into the latest version of the draft Long Range Transportation Plan. He explained based on TAC guidance at the last meeting, the process of developing NCDOT's proposed multi-modal Comprehensive Transportation Plan (CTP) will be initiated. This plan development process will begin with two work efforts including converting the current CAMPO thoroughfare plan to the CTP's roadway system element to be completed by June, 2005 and working in partnership with the DCHC MPO, TTA and NCDOT, conducting a jointly funded regional study to develop the CTP's transit system element. Once underway, this long-range transit vision plan is expected to take approximately two years to complete. Its recommendations would then be utilized to continue work on the more specific multi-modal transportation corridor studies proposed in the LRTP.

Chairman Bryan indicated the hearing was left open at the last meeting.

Joe Millazo, RTA, thanked members of CAMPO for continued support of regional transportation. He emphasized important items of the plan including widening I-40 in the US 1 and US 64 area, acceleration and completion of I-540 which will be I-640 when completed around the entire city and support for signal system timing and improvements. He suggested considering tolls during consideration of long-term projects relating to I-40 Expressway.

Chairman Bryan declared the hearing on this item closed.

Mr. Johnson indicated there was a presentation last month and the latest version was sent to members. He provided and reviewed a handout showing bar graphs showing comparisons of costs vs. revenue. He reviewed two scenarios looking at roads identified priority on the plan and is planning to do a transit system vision plan to get a better idea. He indicated what level of investment we should be targeting for transit had to be determined. He recommended that local transit level of commitment should grow in direct proportion to the number of trips and the level of amendment to the level of service would grow by the same amount. Mr. Johnson noted staff recommended Scenario B (TTA + Local Transit Indexed to Total Trip Growth - +120%) and reviewed this in detail using the graph provided. Mr. Johnson then reviewed expected existing revenue forecast and expected revenue vs. costs using Scenario B. He indicated staff feels if the TAC

feels this information reflects a reasonable assumption on revenues, this would be a good way to balance the books and would be fiscally constrained. This will come back in early spring for final adoption with conformity information included. Mr. Meeker noted this does require a supplemental funding source of \$6 million starting in 2010 and this plan is fiscally constrained assuming that legislation passes allowing new taxes and fees. If legislation does not pass the plan will be out of balance. Mr. Johnson noted the report is still a skeleton report which is noted on the front page of the report. Mr. Weatherly indicated additional revenues is not the answer to every government problem and there should be responsibility on the spending side and noted the entire State budget can be looked at and priorities set. He indicated there are many things in the State budget that might fall short of that. Mr. Meeker indicated what this shows is hope there would be additional State funding to make up these costs. Mr. Johnson indicated this is a highly negotiable spreadsheet and there seemed to be 2/3 – 1/3 commitment. It is also assuming new increase from the State and Federal level but we do not know where it is coming from and we can do only so much. Ms. Franklin indicated the 2011 figure is accumulative with Mr. Johnson this indicates a revenue stream that starts in 2011. Ms. Franklin question would these provide time to get anything finished with the General Assembly. She hoped we would be invited to look at some scenarios for shorter term so we can get the General Assembly next year to be sure our case is being made for the next period of time and wanted to be there for that discussion. Chairman Bryan questioned if other MPOs are doing the same as we are doing with Mr. Johnson responding he was not really as familiar with how others re doing this but understood Charlotte is making assumptions about continuing increases in revenue. Mr. Chapman indicated the TAC would revisit this on a regular basis every three years. In response to questioning, Mr. Johnson indicated staff felt this is the middle of the road and optimism is towards the back of the planning period.

Ms. Faulkner indicated Morrisville doesn't ask for much and noted on the priority list they have an item involving extending Airport Boulevard from NC 54 to Town Hall Drive. This is not included on the long-range plan and would like to put this on the map rather than just on the priority list. Mr. Johnson explained the TCC had a lengthy discussion about this and a similar item in Holly Springs. He noted the issue is the current TP shows Airport Road coming into Morrisville being raised and brought over the railroad and tying into Town Hall Drive. This is shown as priority no. 19 on the TIP list. In going through this, staff recommended it would be better to investigate from McCrimmon Parkway. He noted this is a better place to cross. There is a similar issue in Holly Springs. This needs more study that we can do right now and suggested sticking with the recommendation and do a small area plan to get a better focus on the issue. The recommendation from staff and the TCC was to leave it off the funded project list until we can determine if that is the best thing to do or do McCrimmon Parkway instead. Ms. Faulkner indicated it is important to Morrisville noting they will have TwinLakes Neighborhood going in and there will be a 6 lane. Mr. Chapman noted the TCC discussed this extensively and was their recommendation it was an issue that we did not have enough confidence in terms of adequacy of solution to recommend it at this time. There is not funding available in the system that would forward that project in the short term. He indicated it is more a matter of importance as we get to the mid range and long

range implementation period. Chairman Bryan questioned how is this impacted to have this on the map and recognized there will be some relief on that corridor.

Mr. Chapman indicated this has gotten substantial amount of attention but there isn't unanimous view of the proper solution. From a technical point of view he felt we would not have sound technical advice. He noted this is something we committed to further evaluation on and having results would not be critical for this plan due to the lack of funding and there is no way to move the project forward more short term. He realized it is an important issue to be addressed. He felt almost every jurisdiction could bring up similar mid-term and long-term concerns. Mr. Johnson indicated it was his recommendation that we not place this on the plan. He noted it is hard to understand how you can widen a road and tear out the overpass plus they are widening the road. Mr. Johnson indicated it was his recommendation to the TCC that we not put this on the plan and it is hard to understand how you can widen a road and tear out the overpass plus we are trying to improve McCrimmon. Ms. Faulkner questioned if it is possible to put this on the map and study it also and does it not go on the map because there are no funds available. Mr. Chapman indicated the TCC discussed it being noted in the document itself and Mr. Johnson's intent is to do the study and bring it back when we have a comfort level. There is a commitment to study it and give it the attention it deserves. Mr. Faulkner stated she would like to have this on the map. Mr. Chapman reported the TCC recommended that we put a note in the plan indicating this is an issue. Mr. Chapman noted in the TCC discussions, there was concern about showing this on the map because the map is often taken without reference to any language from a plan and many indications. He questioned what message should indicate something under study and also was concerned about what message that would mistakenly convey. Mr. Johnson noted Page 43 in the plan identifies this as a study item.

Mr. Sears indicated this was approved by the TAC on November 19 and questioned if that should have been voted on by the TAC. Mr. Johnson indicated staff was present to serve the TAC and provide the best professional judgment filtered through the TCC and indicated he recommended this to the TCC and agreed on this course of action. He explained the Holly Springs issue and noted there is a need to pay close attention to the overall street network in this area. Mr. Sears noted it was agreed to submit this for study and determine if there is a better idea. He indicated the TCC representatives in Holly Springs were complimentary of the overall plan presented and agrees this is something we can look to.

Ms. Faulkner moved that Airport Boulevard be included on the LRTP. Her motion was seconded by Mr. Meeker.

Mr. Chapman indicated this would involve amendment to the map on Page 43 of the plan and would indicate no study be done. This is very similar to the Holly Springs Issue and is a difference of the position of the municipality and staff and the TCC but there are differences between the towns involved as well. He indicated Cary and Apex also had significant questions and that is why the further studies were recommended. He indicated it is the TAC plan and a TAC decision to make.

Mr. Byrne asked if something is being taken off the plan or just being added to the plan. Ms. Faulkner indicated her recommended change was on the plan already when the 2003 revision was made but is not on the plan now. Mr. Chapman noted the emphasis on McCrimmon parkway is changed. Mr. Byrne felt Morrisville knows more about what they need than anyone else and if you do not feel strongly about something, it gets washed under the table. Mr. Johnson indicated this road would be widened to 5 lanes and the proposal would tear it all out and redo it and these are confusing ideas that need to be reconciled. Ms. Faulkner indicated it does not make sense to have 6 lanes go into 2 lane 54.

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

Chairman Bryan indicated in the future if there are issues from a technical debate standpoint, they should be resolved before getting to the TAC table. Mr. Chapman indicated that is the goal at the TCC and staff's technical recommendations were made in this case.

Mr. Meeker indicated everyone is intent that the study move forward while we are leaving the road on the map. Mr. Johnson indicated this road would be placed on the 2020 completion.

Mr. Meeker moved proceeding with the adoption of the 2030 LRTP including the noted revisions to the socioeconomic data and highway network by giving it preliminary approval for use as the basis for the upcoming air quality conformity determination analysis, public review and finding, after which action on final approval of the LRTP would be taken and endorsement in principle the specific steps recommended for developing the Comprehensive Transportation Plan's Roadway and Transportation elements. His motion was seconded by Ms. Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

#### **FY 2006-2012 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM PRIORITY PROJECTS – VARIOUS ACTIONS TAKEN**

Chairman Bryan stated this was discussed at the previous meeting and the hearing was held open.. Moe Milazzo, RTA, was present to review this item. He reviewed the history of this item in detail. He reported at the TAC's public hearing held on August 18, residents of the Wakefield Subdivision requested that the TAC accelerate construction of the New Falls of Neuse Boulevard extension and bridge; which is currently listed as 10 on the draft roadway project priority list. Representatives of N. C. State University requested MPO support for funding to acquire a hybrid-powered public transit bus vehicle for evaluation research and for a proposed pedestrian underpass on Western Boulevard at Avent Ferry Road. Members were provided a copy of the current draft. No revisions had been made to the roadway element of the priority list; however, the bicycle-pedestrian element of the 2006-2012 list was revised based on input given by the

CAMPO bicycle & pedestrian stakeholders group on August 31 that were endorsed by the TCC on September 2. The transit element of the priority list was modified to incorporate TTA's Phase One Regional Rail service component and regional bus service equipment maintenance. Mr. Milazzo reported Alliance Members requested CAMPO support of the Western Wake Freeway Extension, the extension of I-540, improvements to I-40 W. to US 64 and Raleigh signal system improvements

Chairman Bryan closed the hearing.

Mr. Meeker referred to T. W. Alexander Drive Extension noting much of the right-of-way had been donated and there was an attempt to get more State funding; however, the funding is not in place but there was a good intent.

Discussion followed regarding if there should be State funding for that project and would take a second look at that next spring. Mr. Meeker moved that T. W. Alexander Drive be reviewed next spring should State funding be available for that project. His motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Meeker then referred to the Falls of Neuse widening and bridge relocation. He explained Wakefield residents were heard at the hearing regarding the safety issues. He indicated most of the right-of-way was donated, he had agreed to recommend to the Council that Raleigh pay \$5 million on this project and at least 1 of the Wakefield Developers would put in private funds. He noted projects 1 – 5 are already well established and the others do not have funding. Mr. Meeker moved that the Falls of Neuse project be changed from Priority 6 to Priority 10 and projects 6 - 9 be changed to items 7 through 10. His motion was seconded by Chairman Bryan, unanimously passed.

Chairman Bryan indicated the bridge on Falls of Neuse is very unsafe and would argue that it is really a regional safety issue and not just a Wakefield project. He indicated Raleigh is putting money into it as a safety issue and not just a Wakefield. Ms. Franklin indicated it appears the schools were advised and the access should be made more efficient and safe and those recommendations were not followed as they moved forward. She stated that concerned her and did not know if we have a role in working with them more closely. She noted this is a major contributor in increasing vehicle and felt public businesses should work more closely.

Mr. Johnson indicated when staff first saw the site plan, they were will along with their lay out and involved 9 driveways on 2 major thoroughfares. Chairman Bryan indicated a request should be made to request lower speed. He noted some curb cuts will be changed but involves technical engineering. Mr. Meeker indicated he meets monthly with Mr. Jobe and would bring this up to them at that time.

A vote on Mr. Meeker's motion was taken and unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Chapman indicated this is a good example of what should not occur.

## **PROPOSED ADJUSTMENTS OF THE 2000 URBANIZED AREA BOUNDARY AND 2030 METROPOLITAN PLANNING AREA BOUNDARY – VARIOUS ACTIONS TAKEN**

Mr. Johnson reviewed this item noting FHWA has indicated that the expansion of the MPO, to include the 2000 census-designated expansion of the Raleigh urbanized area to include area around the Town of Youngsville in Franklin County needs to be officially approved by the TAC resolution prior to the 2005 air quality conformity determination being made on the 2030 LRTP and 2006-2012 MTIP. For the past year, consideration has been given to expanding the MPO to include portions of the surrounding counties of Chatham, Franklin, Granville, Harnett and Johnston. FJWA has also indicated that the 230 LRTP report needs to address the current status of transportation plans in any such new areas added to the MPO. Adjustments of two MPO boundaries needs to be taken. The first boundary is the MPO's current Urbanized Area Boundary (UAB). The UAB is a "smoothed" version of the Raleigh urbanized area as delineated by the 2000 Census. The UAB defines the MPO's currently urbanized as of the year 2000 and is used primarily for federal roadway functional classification designations and data collection activities only. Action to approve adjustments to the UAB can and should be taken as soon as possible. The second boundary is the Metropolitan Planning Area Boundary (MAB). The MAB boundary delineates the area the MPO expects to become urbanized area in the next 25 to 30 years and thus also defines the official boundary of the MPO's jurisdiction. As such, the MAB cannot be officially adopted until the process of expanding the membership of the MPO has been concluded. Maps showing the proposed UAB and MAB for Wake County as well as the adjoining counties of Franklin, Granville, Harnett and Johnston County were provided. The TCC at their September 2, 2004 meeting recommended approval of the UAB as shown as well as the preliminary MAB including portions of the adjoining counties of Franklin, Granville, Harnett and Johnston that are recommended to be invited to become members of our MPO. The TCC recommendations were provided.

Mr. Meeker moved approving the Urbanized Area Boundary for the Capital Area MPO as outlined on the maps provided at the meeting and approval of the preliminary Metropolitan Planning Area Boundary as proposed and authorized that invitations be extended to portions of Franklin, Granville, Harnett and Johnston Counties as detailed in the agenda attachment to become members of CAMPO with responses from all invitees being requested by November 1, 2004. His motion was seconded by Mr. Connolly, unanimously passed.

## **CAPITAL AREA MPO – DCHC MPO DRAFT MEMO OF AGREEMENT ON REGIONAL COOPERATION –**

Mr. Johnson reviewed this item. He indicated at the Joint TAC meeting held on June 30, 2004, the staffs from both the Capital Area MPO and the DCHC MPO were instructed by their respective officials to draft and recommend a memorandum of agreement on regional cooperation within 60 days. The agreement and subsequent recommendations were to be presented during the Joint TAC meeting on September 29, 2004.

The Capital Area MPO small group working on this matter is to meeting with DCHC counterparts at TJCOG on Friday, September 24 at 9 a.m. to discuss the draft agreement proposal, prior to subsequent discussion and possible action at the next joint TAC meeting scheduled for September 29, 2004. Members received the final approved agreement pertaining to the Charlotte Area regional coordination agreement known as CRAFT, a one page fact sheet about it, the proposal for our region as developed by DCHC MPO staff and TAC and a comparison table between the CRAFT Agreement and the proposal developed by DCHC. The CRAFT agreement is less specific in some ways, such as how officers are to be elected and rotated between MPOs, designation of alternatives and who may attend and participate in Executive Committee meetings. He reviewed the changes in detail.

Mr. Meeker moved approval of the urban area boundaries and the MAB and who is wished to invite. His motion was seconded by Mr. Hunter, unanimously passed.

Mr. Meeker moved approval of the urban area boundary and the MAB and whomever they wish to fight over.

Me. Meeker moved approval of recommendations 1 and 2. His motion was seconded by Mr. Connolly with a roll call vote resulting in all members voting in the affirmative. Chairman Bryan ruled the motion adopted.

Mr. Johnson indicated the draft agreement is simpler and doesn't prescribe how chairs and vice chairs are to be elected. He indicated the committee working on this will hold another special meeting on September 29 at 9:30 a.m. Chairman Bryan indicated this proposal is simple, more flexible and the strategies achieve regional cooperation. Mr. Chapman indicated DCHC recommendations were based on the CRAFT agreement but have taken them to a higher level of detail.

It was agreed to discuss this at the Joint Meeting to be held this morning and requested any input in the interim.

#### **MPO STAFF REPORTS – RECEIVED**

Mr. Johnson indicated we have been asked to consider petitioning NCDOT to rename a bridge on the Outer Loop. Chairman Bryan reported this was received from a family desiring to name this bridge in honor of grandfather who was the last coroner of Wake County for 23 years and felt those types of long term service should be considered. He noted she was requested to write a letter on behalf of CAMPO encouraging DOT to name this bridge. He felt some type of policy or procedures is needed. He did not feel comfortable going forward without talking about the agreement. Mr. Franklin noted a committee is needed to work on this, and she would offer her services. Others appointed included Mr. Chapman and Mr. Connolly. Mr. Johnson indicated this would be brought back to the Committee next month.

**ADJOURNMENT**

There being no further business, the meeting was adjourned at 5:20 p.m.

Respectfully submitted,

Brenda Hunt