

**TRANSPORTATION ADVISORY COMMITTEE
MINUTES
May 18, 2005**

The Transportation Advisory Committee met on Wednesday, May 18, 2005 at 4:00 p.m. in the Council Chamber of the Raleigh Municipal Building with the following present:

Members

Chairman Bryan, presiding
Doug Boyd
Bill Connolly
Jan Faulkner
Ann Franklin
Vivian Jones
Nancy Kelly
Buck Kennedy
Ernie McAlister
Nina Szlosberg
Dick Sears
Keith Weatherly
James West

Representing

Wake County
Knightdale
Wendell
Morrisville
TTA
Wake Forest
Rolesville
Garner
Cary
NCDOT
Holly Springs
Apex
Raleigh

Staff

Chip Russell
Ed Johnson
Kenneth Withrow

Representing

TCC Chair
CAMPO Director
CAMPO Staff

Others Present

Robert Ahlert
Hubert Gooch
Lynnwood Buffalo
Kaye Yedusky
Joe Milazzo

Representing

Clayton
Granville County
Franklin County
Youngsville
Transportation Alliance

The meeting was called to order by Chairman Bryan with discussion and actions taken as follows:

AGENDA ADJUSTMENTS – AGENDA APPROVED AS PRESENTED

No changes were recommended for the agenda; therefore, without objection, the agenda was approved as presented.

PUBLIC COMMENTS – NONE RECEIVED

Chairman Bryan announced this was an opportunity for comments by those in attendance. No one asked to be heard.

MINUTES – APRIL 20, 2005 – APPROVED AS PRESENTED

Minutes of the April 20, 2005 meeting were provided to members in their agenda packets. Mayor Jones moved approval of the minutes as presented. Her motion was seconded by Mayor Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

I-40 MANAGED LANES FINANCIAL FEASIBILITY STUDY – PROGRESS REPORT – CONCEPT SUPPORTED

Mr. Johnson reviewed this item pointing out in 1999, NCDOT and Parsons Brinckerhoff Quade & Douglas, Inc. began a congestion management study for the Research Triangle region involving an investigation of the feasibility of high occupancy vehicle (HOV) lanes on Triangle freeways. The work to date determined HOV lanes are feasible on as much as 100 miles of the Triangle's freeways and such lanes would vary in their design by location and potential demand and a portion of the construction cost could be financed. Mr. Johnson reported a financial opportunities study is underway for a 27 mile portion of the I-40 corridor between Chapel Hill and Raleigh. Preliminary results indicate significant potential for partial funding of managed lanes as high occupancy toll (HOT) express lanes, particularly if using tolls that vary depending on I-40 congestion levels. Other forms of non-traditional sources of revenue, i.e., tax increment financing, have also been evaluated. The next step involves developing a detailed implementation plan for a cost-effective managed lanes program for Triangle freeways. The plan would confirm managed lane feasibility using the current regional travel demand model, determine where managed lanes should be built, identify their type, determine their cost, present a financing plan and establish implementation priorities. A Progress Report for the studies was included in the agenda packet. Representatives from Parsons Brinckerhoff Quade & Douglas were present to review the status of this item prior to its recommendations being finalized for submittal to NCDOT in June.

The project manager began the slide presentation that included newspaper clippings relating to congestion in the area and the project timeline. She stated this is an opportunity to speed up a typical environmental process and to think and act regionally. This involves a partnership and CAMPO would be working with NCDOT and DCHC. DCHC acted unanimously on this proposal and requested that CAMPO act on it urgently. She reviewed Phase I of the project involving congestion management noting HOV lanes are feasible on 100 miles of Triangle freeways using 1999 TRM. Phase II was reviewed that included HOV configuration and cost. 27 miles of I-40 were examined and tested. The cost would be between \$300 million to over \$1 billion. The Financing Opportunities Study was reviewed. Tolls from two uncongested HOV/HOT lanes per direction could generate capital funds from \$200 to 360 million. This study is nearing completion with

final results being prepared. Mr. Krause reviewed the Financial Feasibility Study which forecasts toll revenues from the Phase II HOV/Manages lanes project, identifies non-traditional funding sources and maximizes borrowing capacity via innovative financing tools. Mr. Krause further spoke to the Illustrative Finance Plan including inputs and results. The Toll Revenue Analysis, Non-Traditional Source Revenues and other financial considerations were reviewed including additional value capture options and other tax/fee driven options including gas tax, sales taxes, auto fees, non-real property tax and funding sources for regional opportunities. Mr. Krause explained there is no reason why Phase III should not start now since the need exists today in more congested sections of freeway network. He explained innovative financing is possible, other planned freeway improvements are either under construction or the environmental studies are underway. The managed lane network needs to be considered in other freeway planning and design.

It was pointed out this is an opportunity to speed up a typical environmental process and to think and act regionally and involves a partnership with CAMPO working with NCDOT and DCHC. It was reported DCHC acted unanimously on this proposal and requested urgent action on it. It was noted the concept is not just moving cars but to move people. The project manager spoke to the desire to have members understand there is another link to the transit investment already made in the region,

Mr. Johnson explained he had been involved in this for a number of years and this is more complicated than we are used to dealing with and deals with collecting fees we are not used to doing. He noted this is a far more ambitious idea of putting in place the philosophy of having lanes priced according to how congested they are. He indicated this item was brought forward in order to obtain comments. There are two MPOs that have supported this in the past and pointed out Secretary Tippet is very interested in this. He indicated Secretary Tippet feels the two MPOs must be actively supporting this both philosophically and financially. In response to questioning, Mr. Johnson reported Charlotte did open their HOV lane in December and the usage of that lane is going well and have allowed busses onto the HOV lanes for the first time. Ridership on the general purpose lanes have improved. I-77 to the north is crowded but that traffic on that segment has also improved. Access into the center city is very much improved. He explained it has been determined that HOV in that kind of market is working. Ms. Szlosberg questioned if an analysis had been done of the revenue that would be collected if the single occupancy lanes are tolled and the HOV lane is free. Mr. Krause indicated all available options would be reviewed and then decide what kind of financial mechanism is desired. Ms. Franklin spoke to her interest in the configuration for the accesses and questioned if using the right side of the road or making access the cheapest, easiest access had been considered. Mr. Krause noted as far as operation and maintenance cost, the manage lane concept is best.

Mr. Johnson noted the Durham TAC is very supportive. He explained the purpose for placement of this item on the agenda is for guidance and noted members could think about it 30 additional days. Ms. Szlosberg felt it would be good to have some sense of price range, general deliverables, etc. and should have more information on the scope of

the study. Mr. Johnson noted it would take several months for this to play out involving completing the study and negotiating a new study and bring back to this group to be sure members are in favor of it. Ms. Franklin requested something more specific to take to the TTA. Mr. Johnson summarized the discussion noting it was his understanding the committee desires more information but think this should be seriously considered. Ms. Kennedy felt it would be good to identify 2, 3 or 4 deliverables in order to know what the next study would encompass.

The project manager explained this is a 100 mile corridor that requires managing the congestion but there are parts of I-40 that nothing can be done. She indicated there are ways to do additional planning, additional environmental planning and ways to do some additional financing that are potentially less painful than traditional processes. She stated it would be good if something can be done about problems in that 100 miles using the least painful process.

Ms. Szlosberg moved that a message be sent that we generally support this concept but want more information on the deliverables and cost. Her motion was seconded by Mayor Sears, unanimously adopted. Chairman Bryan ruled the motion adopted.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2006-2012 – VARIOUS ACTIONS TAKEN

Calvin Leggett, NCDOT, was present to review this item. The agenda outlined the history of this item. The TAC discussed this item during their April 20 meeting where Mayor Meeker provided members with a letter dated April 19, 2005 expressing the Council's concern relating to the Draft STIP's proposed reallocation of funds to other parts of eastern North Carolina at the expense of Division 5 and Division 10, discussion followed regarding the need for completing the I-540 Western Wake Freeway. Mayor Sears noted that I-540 in western Wake also very much needed to address current congestion problems noting that citizens of Chatham, Harnett and Johnston counties are also concerned about this area due to commuter traffic. He indicated there is no question this is very essential and the question is how to get it done. Resolutions from the Towns of Apex, Fuquay-Varina and Holly Springs were provided opposing any delay in the construction of the I-540 Western Wake Freeway. Mayor Meeker suggested inviting NCDOT representatives to an upcoming meeting to discuss this item with Mr. Leggett noting he was present to provide information. The agenda noted once the Board of Transportation approves the FY 06-12 STIP; the MPO's Metropolitan Transportation Improvement Program for FY 06-12 can be finalized and released for a public comment period of at least 30 days including a public hearing at the TAC August 17 meeting with final approval taking place at the TAC's meeting in either August or September. This approval will also need to make the determination that the FY 06-12 MTIP conforms to the State's implementation plan for attaining the National Ambient Air Quality Standards.

Mr. Leggett was present to provide the state's perspective on how fund balancing works. He noted at the state level, they know there is a chronic state-wide funding problem and

the General Assembly knows they cannot pay all the bills and are starting to allow DOT more flexibility in utilizing funds to meet needs. He indicated there is a fair amount of excitement about managed lanes around the country; however, there are some legal issues involved. He reported Secretary Tippet is interested in the subject but we will have to wait and see. At this point, Mr. Leggett provided a slide presentation relating to how the funding works. He noted funds come from motor fuels tax, highway use tax and various fees. There has been no change in fee structure since 1983; however, there is a provision in the Senate Budget that may raise these fees. 2004-2005 NCDOT appropriations were reviewed as well as projected uses for the funds. Uses included TIP construction, highway maintenance funds, other construction projects, other agencies funds, municipal aid, administration, etc. In response to questions from Chairman Bryan, Mr. Leggett reviewed the history of the General Fund. Chairman Bryan questioned if Mr. Leggett felt North Carolina is a donor state with Mr. Leggett responding if all state-wide programs are considered, it would be found we are a donor on all of them. The more heavily populated and economic advantaged areas of the State tend to fund the more rural areas in all areas. Chairman Bryan questioned if it would be difficult to get the infrastructure in place so this could be documented with Mr. Leggett responding he did not know. Mr. Johnson indicated we have data about aggregate travel in each county and could apply the miles per gallon and determine the gas tax structure and come up with a number if people purchase gas in the same county they use it. Mr. Leggett then reviewed the equity formula, remaining intrastate mileage by division, annual fund balance, cash initiatives as of January, 2005 and projected revenue and expenditure summaries.

Mr. Johnson provided members with a spreadsheet outlining the schedule for the remainder of activities on the FY 06-12 TIP and the FY 07-13 TIP. He indicated it was hoped the FY 06-12 TIP would be approved in August. In regard to the FY 07-13 schedule, Mr. Johnson noted the TCC realized there is a TIP propriety list already and all members were asked to look at everything in there and determine if there is anything that should be updated and provide that to CAMPO in the next 30 days. The TCC will develop a priority listing in the month of August and there would be a 30 day public comment period at that time with adoption in September and the TIP would be turned over to the State before the end of October. The key fact is the priority listing we have will be used but if there are changes, additional projects, etc. the list would be refined. He noted this item was on the agenda primarily for guidance regarding the delay on the Western Wake Freeway, delay on US 401 corridor, inability to secure state matching funds for the Raleigh Signal System and on the Falls of Neuse project where there was STP DA funds proposed. Mr. Ahlert questioned if the FY 07-13 plan would include projects from the new members. It was noted some of the areas are in Division 4 (Franklin and Granville Counties). Mr. Johnson responded he would like to incorporate priorities from the new areas in to this list and staff would be addressing that.

Mr. Johnson explained, in regard to the Raleigh Signal System, the cost is expected to be \$28 million – 75% state funds and 25% local funds. It is proposed to have Raleigh pay 100% of its share (\$7 million) and \$16.8 million CMAQ funds. The State would have to provide \$4.2 million to match but the State has not been able to secure their \$4.2 million. \$3 million of that project was to install LED signal heads and NCDOT was going to do

that as a separate project and that reduced the project to \$25 million. Another \$1.2 million CMAQ funding that was not allocated towards the State share. The City's money is matching CMAQ and \$18 million CMAQ would be matched by \$7 million. There is \$1.2 million more in the CMAQ funds. Mr. Johnson explained he was still not sure how that funding works. Ms. Szlosberg explained some meetings had been held and had met with Secretary Tippet and there is commitment to get the signalization project done recognizing CMAQ is federal money coming through NCDOT. There is opportunity to replace \$1.2 million from this round of funding with additional CMAQ coming behind it.

Chairman Bryan indicated in speaker for Mayor Meeker, this was our number 1 priority and Mr. Leggett indicated that was the number 1 thing to do to improve congestion and improve our air quality in the future and the project should not be delayed. He indicated we are going to find \$4 million somewhere and all Mayor Meeker would like to hear is we are going to do this project and do it within 4 years. Ms. Szlosberg responded she felt money has been identified when you consider \$3 million contributed from signal upgrade funds. She indicated this is fully funded and will be done. Mr. Johnson indicated it is fully funded with CMAQ and City funding. Mr. Bowman spoke to the \$3 million reduction noting NCDOT looked at the original \$28 million estimate and determined what could be removed from the project. He discussed conventional bulbs versus LED bulbs. He explained the original \$28 million estimate was taken and the \$3 million for LEDs was removed and the State would also provide some reimbursement to the City noting the State has agreements with cities to reimburse them for maintenance they do on the State's signals. Mr. Dawson explained the City runs out of this reimbursement money before the end of the fiscal year each year and the City supplements this maintenance. He indicated even with the new rates, the cost for individual maintenance has increased and the allocation has not increased which is why Raleigh has been slow to act on signing the agreement. Mr. Dawson stated we are talking about a \$25 million project and the other \$3 million can be done as we go along if the agreement is signed and Raleigh does that maintenance.

Mr. Johnson indicated NCDOT let CAMPO make decisions about CMAQ funds and had more and more frustration about it. He stated he had a problem when he is told it is the State's money and they are giving it to us when federal law says it comes to our MPO because we are a non attainment area. In regard to the LED project, Raleigh will pay 25% of that \$3 million and possibly more depending on if there is money to pay for it. Mr. Johnson indicated there is progress and in theory it is fully funded if you like to say it has been funded.

Discussion followed regarding the Falls of Neuse Road project which is an \$18 million project. Mr. Johnson explained it was desired to use STP DA funds with the City paying \$5 million and STP DA paying \$10.8 million and the State paying \$2.2 million. He noted Secretary Tippet has directed STP DA funds would provide no financial participation or technical assistance on those types of projects and we will have to find our own match for those. Chairman Bryan stated those are two of our top 5 project and have been trying to move them forward as CMAQ and STP DA fund projects and the rules continue to change. He indicated we were partnering before and now we are not.

The Western Wake project was discussed with Mr. Johnson reviewing the status. He pointed out the location on a map made available at the meeting noting the section between RTP and US 64 was postponed for 4 years. The section from US 64 to Highway 55 that was to be built at the same time is shown as post year and the additional high priority for Apex and Holly Springs is shown as post year. He provided copies of Resolutions from Cary, Apex, Holly Springs, Fuquay Varina and Wake Forest opposing any delay in the construction of this road from Highway 64 to the Highway 55 Holly Springs Bypass.

Mayor Sears provided a Resolution adopted by the Wake County Mayors Association that was unanimously adopted in opposition to this delay. He noted this is a very important roadway and could involve homeland security issues. He emphasized 12 mayors are in opposition to this delay.

Mayor McAllister questioned why this road is being delayed with Mr. Leggett noting the equity formula exempts a stream of revenue from the formula. There is limited eligibility where that exempt money can be spent. The entire Western Loop is eligible but the problem is the last 2 years the Legislature took action to increase eligibility for the stream of money and at the same time that stream of money was shrunk due to that action allowing use of those funds for other purposes. This resulted in more mouths feeding at a smaller trough and there was \$2 promised for every \$1 available. Mr. Leggett indicated to date 41% of the money funded had been received. He explained there are projects that are totally new the State has not worked on at all, there are some that the State worked on for years and were partly funded through the equity formula that became eligible for the loop funding stream.

Ms. Szlosberg spoke to 2 ideas that would be worked on – the proposal by NCDOT to get legislative authority to increase the amount of money to be available and how we want transportation in North Carolina. She indicated we have an equity formula and other problems created in 1989 by the Legislature. She noted we are not living in 1989 any longer and have new circumstances particularly in urban areas and spoke to the need for RTA and the Metropolitan Coalition to move ideas forward.

Mr. Johnson referred to the US 401 project noting this was one project we thought was approved and ready to be let and has been put off for at least 3 years. He stressed this is a high priority project and when it gets to the implementation pipe, we think it will be done. He contacted Matthew Livingston, Rolesville Town Manager, and offered him the opportunity to speak on behalf of the US 401 project. He indicated he had a copy of the Resolution passed in 2001 regarding their priority 4 years ago. Matthew Livingston indicated there are a lot of important projects in Wake County and the 401 project is not only needed for the reasons outlined but to also help with the safety of southern Franklin County and northern Wake County noting the population in this area has greatly increased. He indicated residents in southern Franklin County use US 401 and the numbers continue to grow and there are 25,000 vehicles per day using this road and for a town of their size is a level of service F. He stressed these issues should be studied since

this is such a high priority, the route has been determined and would like to see it moved back on the schedule. He noted they would continue working on this effort and felt it is a great regional project.

Chairman Bryan request that staff prepare a letter for his signature to Secretary Tippet addressing these major items raised today. He noted we are also going into another TIP process and the TCC needs to technically review priorities including the priorities of the new members and their involvement in light of the US 401 project and recognize that in our next listing of priorities. He requested a technical overview by the TCC since conditions have changed. Mayor Sears spoke to the frustration in not knowing who to talk to. Mr. Johnson noted he sat with the Angier Town Board the previous night and they raised the same issue. His answer to them was this is a state law issue and everything is driven by state law and involves the 1989 Highway Trust Fund and the 2000 update. The state law has to be changed and the elected officials have to make the changes. He spoke to the need to get everyone who considers themselves a state official to change the law and get the Governor to sign it. This is an issue that rises to the top and the important work of the day is to get the Greater Triangle areas pushing in the same direction with the rest of the metropolitan areas in the state and doing it in a way that doesn't harm rural areas.

Following discussion Mayor Jones moved endorsing the schedule for approving the FY 06-12 MTIP and FY 07-13 STIP requests, including preauthorizing a public comment period on the MTIP beginning when it becomes available for review and concluding with a public hearing to be held at the TAC meeting on August 17, 2005. Her motion was seconded by Mayor Sears, unanimously passed. Chairman Russell ruled the motion adopted.

DESIGNATION OF US 64 AND INTERSTATE _95 – APPROVED – RESOLUTION ADOPTED

Joe Milazzo was present to address the TAC with a proposal to designate US 64 in eastern North Carolina from I-440 in Raleigh to I-95 in Rocky Mount as Interstate _95 (numbered designation to be determined at a future date). Mr. Milazzo pointed out the route on a map available at the meeting noting the original request was not approved; however, the piece between Raleigh and Rocky Mount was approved. He indicated the affected MPO must support the request.

Mayor Connolly moved adoption of the Resolution. His motion was seconded by Mayor McAllister, unanimously passed. Chairman Russell ruled the motion adopted.

JULY MEETINGS – CANCELLED

Mr. Johnson reported the July TCC and TAC meetings would be cancelled.

PROJECT UPDATES – RECEIVED

Mr. Bowman reported, in regard to the US 64/264 Bypass opening date, that the State is looking at a completion date at the end of June or early July.

He indicated the I540 project, west end, is 40% complete from I-40 to 55 is ahead of schedule with an anticipated completion in August, 2007. The east end from US 1 to US 64 is 31% complete and is behind schedule with an anticipated completion of April, 2006. He noted there are strong incentives to get this back on schedule.

The US 64 to 64 Bypass is on schedule and is 46% complete with an October, 2006 anticipated completion.

Highway 55 in Fuquay-Varina is 64% complete and from US 64 to Durham County is 42% complete with a June, 2006 completion date.

Us 64 in Cary is on schedule.

Wake Forest Bypass/NC 98 is 46% complete with a December, 2006 completion.

Bids were received on the Johnston County/Clayton Bypass in the amount of \$123 million with a completion date in 2 ½ - 3 years.

The report was received

ADJOURNMENT

There being no further business, the meeting adjourned at 6:30 p.m.

Respectfully submitted,

Brenda Hunt