

TRANSPORTATION ADVISORY COMMITTEE
SEPTEMBER 20, 2006
MINUTES

The Transportation Advisory Committee met on Wednesday, September 20, 2006 at 4:00 p.m. at the Wake County Commons, Conference Center Building, 4012 Carya Drive, Raleigh, NC with the following present:

Members

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

Representing

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

Staff

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

Representing

CAMPO Staff
CAMPO Director
CAMPO Staff
TCC Chair
CAMPO Staff
CAMPO Staff

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

ADJUSTMENTS TO AGENDA – AGENDA APPROVED AS PRESENTED

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

PUBLIC COMMENTS – NONE RECEIVED

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

MINUTES – AUGUST 16, 2006 – APPROVED AS AMENDED

Members had received a copy of the August 16, 2006 minutes prior to the meeting. Chairman Bryan requested that page 1 of the minutes be amended to reflect Mr. Connolly as Mayor Pro Tem rather than mayor of Wendell. Mr. Stephenson also requested that he be shown in attendance at that meeting. Ms. Jones moved approval of the minutes as amended. Her motion was seconded by Ms. Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

SOUTHERN WENDELL BYPASS – CONSIDERATION OF POSSIBLE LONG-RANGE TRANSPORTATION PLAN AMENDMENT – RICHARDSON ROAD ALTERNATIVE APPROVED

Chairman Bryan reviewed the item and its history as outlined in the agenda. He explained at the June 21, 2006 TAC meeting a 45-day public comment period was authorized and a public hearing was conducted at the August 16, 2006 TAC meeting. Public comment period closed August 25, 2006. It was noted Mercury Development will be presenting a complete Traffic Impact Analysis to NCDOT in the near future. Mr. Johnson reported additional correspondence was received and were included in the agenda packets. He referred to the Traffic Impact Analysis noting this was sent to NCDOT and the data was declared to be acceptable and a recommendation from DOT would be forthcoming and involves very extensive data. He stated the developer has also provided an alternative alignment concept for his subdivision showing an alignment through Falls River Parkway which is consistent with the plan. The developer and the Town of Wendell continue to support the proposed Richardson Road alternate and there were arguments heard both for and against this. NCDOT and staff feel either alternative is workable and there are concerns if either is built it would be adequate to handle the traffic increase from having connection to the Knightdale Bypass.

Mr. Stephenson questioned the history of the adopted alignment and the process that led to this adoption and how long it had been in place. Mr. Johnson explained he had been contacted by representatives of the developer in 2005 relating to their interest in building an interchange and were seeking an opportunity to have a public/private partnership with

NCDOT. After a number of meetings there were no readily available funds for NCDOT to partner with the developer so the developer chose to move forward and pay the full cost. This proposal was submitted to NCDOT in October and after the first of the year there was an agreement saying the MPO had to approve of any change. CAMPO staff felt the changes were significant enough to go through a formal plan amendment process and the TAC concurred and that started the 45 day comment period that just concluded. He noted the Town of Wendell and the developer want to have the Richardson Road connection as shown on the development plan. One alternative connects to Poole Road and the other which is the proposed alternate that is subject of the plan amendment connects to Richardson Road running between Martin Pond Road and Poole Road.

Mr. Sears questioned which proposal has the most impact. Mr. Johnson responded Richardson Road has more impact on residential property when upgraded to a major thoroughfare standard Richardson Road is not partially paved and higher design standards would impact on Richardson Road adjacent properties. There would be some impact to properties on Poole Road if that alternate is chosen but that road is already a major thoroughfare. Mr. Johnson noted the current alignment was approved in September, 2004 and was the outcome of a 2 year process of updating the plan done in 2002. Air quality work was then done with final approval on June 15, 2005.

Mr. Stephenson questioned if the original process included public input with Mr. Johnson responding this did involve public involvement. Mr. Johnson pointed out the two alignments and the original alignment on a map available at the meeting.

Mr. Stephenson questioned if the historic property question had been resolved. Mr. Johnson indicated when DOT does the TIP, anything potentially historic is treated as if it is officially historic. NCDOT sees the house on Richardson Road as potentially being identified as historic property and has to study any alternative that would not impact it first and then must determine how to minimize any impact and then mitigate any problem. At a minimum, the alignment should be straightened out and go beyond that historic property or NCDOT would not be able to support doing anything with it. Wally Bowman, NCDOT, indicated as long as the developer goes past the historic property, it doesn't preclude NCDOT from completing the project when funding becomes available.

Mr. Ahlert questioned the Town of Wendell's rationale for supporting the Richardson Road alternative. Mr. Connolly expressed appreciation to members for the time given to this item noting this is a case of "not in my backyard". Citizens in this area say they do not want the road or the subdivision; however, the subdivision is coming and the road is going somewhere. Wendell began reviewing this item last year and reviewed the two options. He indicated Wendell supports the Richardson Road amendment to the LRTP. He stated they reviewed the cost that is being paid by the developer and the developer's choice was to use the Richardson Road alignment and when the Wendell Board looked at this, there were more environmental concerns with the Poole Road alternative. The road would be upgraded to NCDOT standards. He indicated outside town nobody wants the road and inside town everyone wants the Richardson Road connection. The Wendell

Board voted 5-0 in favor of the Richardson Road alternative. He stated it would be another 25 years before the road is built unless it is built by the developer and another way to Raleigh is desperately needed. He felt this is the quickest and most painless relief and would free up more money for other projects. He noted the Wendell Board struggled with how unhappy the citizens would be but in the long run everybody will appreciate this road. He reported two votes were taken by the Wendell Board and asked the TAC to make an amendment to approve that Richardson Road be built to DOT standards. He emphasized this is a local Town of Wendell issue. In response to questioning, Mr. Bowman explained in the natural environment, these are two parallel roads and if the plan from the developer is used, it involves two lanes crossing the same wetland area and stream. Ms. Yadusky indicated she understood the environmental impact would be the same regardless. Mr. Bowman noted the two lane footprint is not as wide as a 4 lane footprint but the same areas are crossed and is just a matter of whether there are 4 lanes or 2 lanes. The developer will submit a permit to bridge over the wetlands.

Mr. Ferguson, Mercury Development, indicated the LRTP calls for a 2 lane road; however, they are proposing a 4 lane road and bridges with an arched culvert.

Ms. Franklin questioned whether Wendell endorsed 4 lanes or 2 lanes. Mr. Connolly noted the road would be 4 lanes until it passes the historic house and 2 lanes to Poole Road. Mr. Johnson indicated the latest subdivision plan shows the alignment as a 2 lane road but the reality is the plan was developed without this development being considered and would have to be 4 lanes. The DOT also says it should be 4 lanes. This would be more expensive for the developer to build on the southerly alignment and the stream crossing would have to be addressed.

Mr. Bowman indicated NCDOT received and acknowledged the Traffic Impact Analysis but had not had an opportunity to review it. NCDOT has agreed on the projected traffic that would be created by the development. Mr. Stephenson noted the original decision was based on a 2 lane road for Richardson Road and that may not be operative at this point. Mr. Bowman indicated NCDOT agrees Richardson Road should be 4 lanes from Knightdale Bypass, through development to Martin Pond Road and past the potential historic property and from there 2 lanes to Poole Road and intersection improvements on Poole Road.

Ms. Szlosberg spoke to the responsibility of public bodies for the protection of public investments, the lack of funds for TIP projects and the inability to meet the needs of the community for roads in the future. She noted some of the reason for the \$326 million hole in funding is because of the decision made to front load the US 64 Bypass. She noted this was a good decision and helped Knightdale and improved mobility in that area. She noted she did not feel comfortable in any way deciding something that would harm that public investment noting we do not have land use decisions at any municipality. She noted everyone has to think hard about those land use decisions in the future, otherwise, we will be facing a big mess. She was aware the interchange is on the LRTP which probably drove land use decisions. Ms. Szlosberg indicated at a minimum she would be

comfortable supporting only the LRTP on the books and felt that is a better transportation decision and should be reviewed on the context of making decisions on public investments.

Mr. Connolly indicated this is a road that is 25 years further down the road if it is built by NCDOT and would be at the cost of the developer rather than the taxpayers.

Mr. Connolly moved that Richardson Road be amended to be part of the LRTP connecting MP 427 to Poole Road. His motion was seconded by Mr. Weatherly.

Ms. Stephenson questioned if the southern leg could be 2 lanes rather than 4 lanes which might be more desirable.

Ms. Franklin spoke to the dramatic change that is coming for these residents and the fact that there are partnerships with private entities now in ways we have never had them before. She indicated transit helps to establish the scale in the community. She felt we could afford more good 2 lane roads than 4 lane roads. She asked if the maker of the motion would consider a 2 lane road rather than a 4 lane road.

Chairman Bryan reviewed the information that had been provided during discussions of this item. He stated if the road can be 2 lanes and move traffic, that is reasonable but must meet technical standards. He stated a significant amount of public investment had been made in this part of the county and must maintain that integrity and have the ability to move traffic efficiently. He spoke to the limited resources for this purpose and noted wherever the road is built, families and lives would be impacted. Ms. Franklin felt everyone was on the same page and well designed 2 lane roads can also move traffic.

Ms. Jones indicated in the long run this is not really a regional issue but is a Town of Wendell issue; however, this body has to deal with it. She understood Wendell is getting the road early and the developer will build whichever road is approved. She spoke to the need to look at the impact this change makes on people's lives and noted she was struggling with that.

Mr. Weatherly indicated everyone in local jurisdictions struggle with these kinds of issues and would give deference to the determination of the Wendell Commissioners noting they are a thoughtful body and representatives of their constituents which speaks volumes. He noted he believes in representative government and felt the Wendell representatives had looked at this issue thoughtfully more than he had; therefore, felt this body should give great thought to how Wendell had voted two times.

Mr. Sears agreed this is a local issue and felt he should abstain from voting since it is a local issue and there were two 5-0 votes. Chairman Bryan indicated this is CAMPO's LRTP and is CAMPO's job to plan for this region and this is a significant enough change that staff brought it to this body for a decision. Ms. Szlosberg indicated this development

has been approved and hoped in the future we begin to act rather than as individual entities, more regional.

Mr. Russell, TCC Chair, reported the TCC looked at this from a regional perspective noting Wendell is not asking for the bypass to disappear; therefore, this is a regional issue. The request is to move the alignment noting from a regional perspective, nothing is being changed but are just shifting it locally. He indicated the road will be there and the question of where to locate the road.

Ms. Franklin indicated she had heard the word bypass and understood it would be 4 lanes and withdrew her friendly amendment. Mr. Johnson indicated with this development, there was a clear need for 4 lanes. Mr. Johnson noted the motion does not support Richardson Road being upgraded to 4 lanes at this time and what is being voted upon is the alignment being in one place or the other. The width would be decided by NCDOT. The question before this body is whether to amend the plan or not.

Chairman Bryan reported the TCC chose not to weigh in on this issue.

A vote on the motion was taken and passed with all members voting in the affirmative with the exception of Ms. Szlosberg, Ms. Franklin and Mr. Stephenson voting in opposition. Chairman Bryan ruled the motion adopted.

REGIONAL TRANSIT INFRASTRUCTURE BLUEPRINT – RECEIVED AS INFORMATION

John Hodges-Copple, Triangle JCOG, reviewed this item. He explained funding exists in the UPWP for creation of a Regional Transit Vision Plan and the process for developing that plan, now known as the Regional Transit Infrastructure Blueprint, is underway. The focus is analysis of land use, travel markets and transit infrastructure costs within potential transit corridors in the Triangle. This will serve to provide the region's leaders with a solid foundation for discussions on investment priorities. The Triangle Transit Authority announced that its bid for federal New Starts Funding for Phase I of the Regional Rail project would not be pursued at this time was announced on August 18, 2006. TTA's Board of Trustees has requested that the MPOs, both CAMPO and DCHC, take the lead through their respective LRTP processes in setting regional priorities for public transit in the Triangle. The Board has also indicated a need for expanded public involvement in setting regional transit priorities. Members received in their agenda packets a project overview and task outline for the Blueprint project, documentation detailing the investment principle development and decision making processes and a summary of the project prepared by TJCOG. Members further received a memo from Mayor Meeker regarding the blueprint. It was noted a joint TAC meeting is scheduled in November when this issue will be discussed. Mr. Hodges-Copple provided members with a Project Overview handout. He noted CAMPO is now working on a Comprehensive Transportation Plan to replace the Thoroughfare Plan and the plan will include a transit component this time. He indicated this involves everything we would

like to do. He reviewed blueprint, land use, travel and cost analyses. The focus of the project is to provide clear, consistent information for decision-makers to engage the public and set priorities through the established MPOs. Goals were reviewed with Mr. Hodges-Copple noting the goals are designed to help decision makers and the public understand transit corridors and investments and set realistic priorities. He reviewed the goals in detail. He explained the project is built on three technical analyses and development of guiding principles including land use, travel market and cost analyses. The study area was reviewed consisting of the Triangle Transit Authority's defined service area of Durham, Orange and Wake Counties plus a 10-mile distance beyond these counties with all or a portion of 14 counties included. He reviewed important transit decision-making considerations, where we stand, schedule milestones and next steps.

Ms. Jones complimented Mr. Hodges-Copple on his concise and very understandable presentation.

Ms. Szlosberg indicated this news about our region's decision not to move forward with the federal process at this point has re-engaged everybody and questioned how we are going to get the public engaged. Mr. Hodges-Copple noted CAMPO's Comprehensive Transportation Plan is going out for public comment and review in October/November, 2006. There is an opportunity to enhance that if there are special groups CAMPO desires to go to, etc. He noted the minus side is this could confuse people.

Chairman Bryan indicated since the announcement about not continuing in the process because of the cost/benefit analysis, the TTA Board has come to the MPOs and asked us to leave this re-engagement of new vision for transit. He noted the previous week some members met with Harvey Schmidt (Chamber of Commerce) and Ed Willingham to talk about how to begin the process and that is what led to Mayor Meeker's memo. He noted Mayor Meeker assured him he would be a leader in this noting it will take a lot of work to get technical data, get public input, etc. A letter from Mayor Bell was also received discussing the MPOs working in concert and having a coordination meeting. The next joint CAMPO/DCHC meeting will be held in November which would be a good time to be sure the regional element is involved. He noted a structure would have to be created like the Blue Ribbon Committee and have many people come together to work on this. He noted Mayor Meeker had indicated he could not attend today's meeting and suggested received this item and make appointments to the committee at the next meeting.

Mr. Harrison, DCHC, spoke to Mayor Bell's letter. He indicated both CAMPO and DCHC need this data to develop sound LRTPs, etc., and also recognized the authority of each MPO to develop their own LRTP. He felt due to the regional nature of major transit investments, there is a need for both MPOs to cooperate closely. Ms. Szlosberg spoke to Charlotte's success in this area and felt they were successful because they had a big vision and a successful process. She suggested asking the Charlotte area's transit group about their process. Mr. Johnson indicated staff would come back with this information. Mr. Harrison explained several years ago the pros and cons of consolidating into one

MPO was discussed. The two MPOs entered into a Memorandum of Understanding of how the two would better cooperate and felt this is a good opportunity to do that.

Ms. Franklin indicated everyone should communicate well and educate as we go. She felt because there are several processes going on at once a master calendar should be provided so members can know when to anticipate things happening and when they overlap.

This item was received as information.

NC TURNPIKE AUTHORITY STUDY REPORT AND MEMORANDUM OF UNDERSTANDING – VARIOUS ACTIONS TAKEN

Mr. Johnson reported mayors of five Wake County towns, in December, 2005, requested that the North Carolina Turnpike Authority conduct a financial feasibility study for construction of the Western and Southern Wake sections of I-540 as a toll road. At their regularly scheduled meeting on June 13, 2006, the Authority received the Preliminary Financial Feasibility Study for the Triangle Parkway and the Western and Southern Wake Parkways. The Executive Summary portion of the report was presented to the TAC for review at the June 21, 2006 meeting. The Turnpike Authority's adopted policy and recent pending changes in state law, require MPO support to proceed further with more detailed analyses on these turnpike projects. Members received a copy of a letter from CAMPO expressing support, requesting that a Memorandum of Understanding be developed and outlining several issues to be addressed in the MOU. The Turnpike Authority's draft response to the letter was also provided. TAC member Anne Franklin, TTA Board of Trustees, has requested that additional items specific to transit be included in the MOU. The Turnpike Authority has presented a resolution that would convey approval by the MPO of the NCTA Section 129 application submitted to the USDOT. This would allow the two parties to enter into an agreement to permit toll collection on I-540. David Joyner was present representing the Turnpike Authority and noted this action is time sensitive.

Mr. Sears moved approval of the Authority's response to CAMPO's request for the MOU, the TTA request for transit specific item inclusion and the resolution of approval. His motion was seconded by Mr. Byrne, unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Weatherly referred to the letter submitted to the Turnpike Authority from Chairman Bryan, 4th point, stating the road must be designed or constructed to meet or exceed DOT standards. He noted his understanding was this body wanted to understand the scope of the project before a vote was taken. He understood there is an issue in Apex at the intersection on Old US 1 and DOT stated there is confusion as to whether that will be a full interchange or an interchange at all. Mr. Weatherly stated it was his understanding this would be part of the scope of the project and that is a concern in Apex. Mr. Joyner responded the Turnpike Authority had not changed the plans at all since they were

presented and would provide maps showing lanes and interchanges. Mr. Weatherly then questioned if it is anticipated this would be sold as an asset. Mr. Joyner indicated concessions are becoming popular but there are only 2 in the United States. He felt for the long range scenario, best practices are yet to be established. He could not imagine something like that in this state for many years to come. Mr. Johnson stated some work should be done on the wording. He indicated the wording came about from toll revenues going to fund roads outside the geographic area and this is talking about selling or leasing long term something that would be a large amount of money. He noted the money should stay in the region. In regard to sale of a public asset, Mr. Weatherly questioned would it be possible to do that before the indebtedness is paid. Mr. Joyner indicated if someone came in with that kind of money he would guess that is possible but had never heard of that.

Chairman Bryan indicated he thought the MOU would be easy to work out noting we are breaking new ground with tolls. He sensed from discussions in order to be sure we are getting a good MOU expertise on tolls is needed. He noted as we move toward this it may be necessary to employ that skill set so we know what we are signing. Mr. Johnson indicated the Turnpike Authority and DOT have an agreement between the two of them and are developing it for this project and are 2 separate agreements. He further noted there are a number of months to work on this.

Mr. Joyner, in response to a question, reported he had no new news relating to gap funding and still did not have a solution. He indicated they are heading to the “deep pockets” at the legislature.

Following lengthy discussion, Ms. Franklin moved that CAMPO ask the Turnpike Authority to assure the questions raised at this meeting are considered and wanted to be sure feasibility work will incorporate giving answers on how transit will be encouraged in the corridor. Her motion was seconded by Mr. Stephenson, unanimously passed. Chairman Bryan ruled the motion adopted.

FY 2007-2013 STATE TRANSPORTATION IMPROVEMENT PROGRAM – RECEIVED

Mr. Johnson reviewed this item noting at the September 5-6, 2006 Board of Transportation Meeting, the FY 2007-2013 STIP was released. Members received pages from the STIP containing projects with CAMPO’s planning area and a document prepared by staff comparing the 2006-2012 MTIP and the 2007-2013 STIP. Project pages were provided to members at the meeting. Due to the shortened timeframe for approval and the need to complete air quality conformity analysis within the next few months, it is necessary for the draft document to be released for public review and comment at this time. The public review and comment period is proposed to be opened on September 22, 2006 and close on November 5, 2006 with the public hearing to be held at the October 18, 2006 TAC meeting. Mr. Johnson reported this area received very little in this TIP. He noted the State would like to adopt this in mid

December noting we are already into one of the years identified. He reviewed proposed projects on the document provided. He indicated there is no urgency to take action at this time and would place this item on the October agenda in order to provide further information. He referred to the US 401 project which is proposed to be delayed one more year noting the part from Rolesville around the bypass and beyond has been removed. He noted this year \$62 million more was cut and this area received \$94 million. Chairman Bryan indicated this area sends in more that \$200 million per year. Discussion took place regarding GARVEE funds with Ms. Szlosberg reporting decisions on these funds would be made on January 2, 2007. She indicated this involves \$96 million spread over 7 years.

Mr. Nance explained the price of these projects without anyone doing anything increased 45% over the last 3 years and the funds just do not go as far. Mr. Nance indicated the Falls of Neuse Project received a federal earmark and this comes from the equity formula.

This item was received as information.

MPO STAFF REPORTS – RECEIVED

Ms. Franklin invited members to attend a Transportation Seminar sponsored by CAMPO to be held on October 19, 2006.

NCDOT REPORTS – RECEIVED

Mr. Bowman reported both ends of I-540 will be ready to drive on by the end of the year with completion scheduled for September, 2007.

OTHER BUSINESS

Mayor Byrne reported Wake Forest, Fuquay-Varina, Clayton and Hickory received Main Street designations from the State of North Carolina.

ADJOURNMENT

There being no further business, the meeting adjourned at 6:20 p.m.

Respectfully submitted

Brenda Hunt

Transportation Advisory Committee
September 20, 2006