

**Durham-Chapel Hill-Carrboro MPO
N.C. Capital Area MPO
Joint TAC Meeting**

November 30, 2005 - 9:00 am

Longistics, Inc.
10900 World Trade Boulevard - Raleigh, NC

The following individuals were in attendance at the meeting:

TAC Members in Attendance:

Bill Bell	DCHC MPO TAC Chair
Joe Bryan	Capital Area MPO TAC Chair
Diane Catotti	City of Durham
Frank Eagles	Town of Rolesville
Ann Franklin	Triangle Transit Authority
Alice Gordon	Orange County
Ed Harrison	Town of Chapel Hill
Vivian Jones	Town of Wake Forest
Ellen Reckhow	Durham County
Bill Strom	Triangle Transit Authority

Others In Attendance:

Mike Abraczinskas	NC Division of Air Quality
Bob Ahlert	Town of Clayton
Mark Ahrendsen	DCHC MPO - TCC Chair
Amy Armbruster	Triangle Transit Authority
Laura Boothe	NC Division of Air Quality
John Burriss	Capital Area MPO
Alison Carpenter	DCHC MPO
John Claflin	Triangle Transit Authority
Sanford Cross	Triangle J Council of Governments
Eddie Dancausse	Federal Highway Administration
Fleming El-Amin	Triangle Transit Authority
Diane Elliott	DCHC MPO
Tim Gauss	Town of Morrisville
Andy Henry	DCHC MPO
Jamelah Holdip	DCHC MPO
John Hunsinger	NCDOT
Ed Johnson	Capital Area MPO
Joe Milazzo	Regional Transportation Alliance
Felix Nwoko	DCHC MPO

Jake Petrosky	Capital Area MPO
Shelby Powell	Kerr Tar RPO
Jeremy Raw	DCHC MPO
Chip Russell	Capital Area MPO - TCC Chair
Reggie Scales	Parsons Brinkerhoff
Tamra Shaw	NCDOT-PTD
Sarah Smith	NCDOT-TPB
Burt Tasaico	NCDOT
Scott Walston	NCDOT-TPB
Barb Weigel	Triangle Transit Authority
Marcus Wilner	Federal Highway Administration
Diane Wilson	Capital Area MPO Staff
Kenneth Withrow	Capital Area MPO
Donna Wood	Franklin County

*Our goals can only be reached
through a vehicle of a plan,
in which we must fervently believe, and
upon which we must vigorously act.
There is no other route to success.*

..... Pablo Picasso

Mayor Bill Bell, Chairman of the DCHC MPO TAC opened the meeting at 9:25 am and requested that all TAC members introduce themselves.

Welcome

Duane Long provided a welcome to all attendees.

Air Quality - Update of State Implementation Plan (SIP) - Emissions Budget(s)

SIP Overview & Emissions Budget

Laura Boothe of the North Carolina Division of Air Quality (NCDAQ) provided an overview of the State Implementation Plan and Motor Vehicle Emissions Budgets. A PowerPoint show (included in the TAC packets) was presented. NCDAQ transmitted a memorandum earlier this year providing the Division's preferred approach to setting Motor Vehicle Emissions Budgets (MVEB) and inviting partners to provide a written response by January 2006. Ms. Boothe reviewed the Timeline associated with setting of the MVEBs. Three options are being considered for setting MVEBs. The options presented and "points of consideration for each" are:

1. Area-wide
 - a. One budget for entire area is shared by all within the area.
 - b. A conformity lapse impacts the entire area
 - c. Significant time issue in resolving projects removal or delay due to numerous MPO/RPO involvement.
 - d. If resolution not reached in timely manner - conformity lapse for entire non-attainment area could result.

2. Sub-Area (Multi County)
 - a. Individual budgets can be set for multiple (2 or more contiguous) counties and those counties only share the budget.
 - b. A conformity lapse in one MPO/RPO in the non-attainment area does not impact the remaining areas until their next conformity determination.
 - c. There is no requirement for a new conformity analysis for the entire non-attainment area if one MPO or RPO revises/updates their plan if conforming plans are in place for the other areas.

3. Sub Area (County);
 - a. A budget is set for each individual county in the non-attainment area.
 - i. This sub-area MVEB will help assure future conformity determinations, transportation plans and TIPS will produce emission patterns that are consistent with how modeling demonstrates the area will achieve the National Ambient Air Quality Standards (NAAQS).
 - b. This will preserve the county VMT growth projected by MPO/RPO/NCDOT staffs.
 - c. If a county cannot meet its budget then entire MPO lapses.
 - d. There is no requirement for a new conformity analysis for the entire non-attainment area if one MPO or RPO revises/updates their plan if conforming plans are in place for the other areas.
 - e. A lapse by one MPO/RPO does not impact the remaining areas until their next conformity determination.

Comparison of Sub-area and Area-wide Budgets

Discussion ensued relative to the above three options. John Hodges-Copple presented a revised version of the Triangle Region Motor Vehicle Emission Budgets *Options and Implications* which was included in the TAC packet. Questions were raised regarding DAQ's preferred method. County-by-County is DAQ's preference as this is stated as being consistent with the manner in which modeling is handled. Unplanned growth can be addressed should the need occur. DAQ will ultimately make the final demonstration and recommendation to the Environmental Protection Agency (EPA) but MPOs are being encouraged

to make a recommendation (with supporting information) prior to the end of January, if the MPOs desire a budget scheme that is different than County-by-County. Staffs of the two MPOs were directed to work together to review the options and present a recommendation to the TCCs and TACs. Another Joint TAC meeting before the end of January at which time a recommendation should be presented for action.

*** Copies of the PowerPoint and handout for this item are included with this document.*

Legislative Update

Legislative Actions

Beau Mills, Director of Intergovernmental Relations North Carolina Metropolitan Coalition, spoke to the recent legislative session. Little took place that affected transportation. The only item that affected transportation was the authorization of the State to issue Grant Anticipation Revenue Vehicle (GARVEE) bonds. It allows the state to issue special bonds to pay for federally approved (major) transportation projects because the bonds are repaid with future federal money, they don't effect the state's credit or impose an ordinary state debt. Unfortunately, the approval included the stipulation that the funds be distributed in accordance with the equity formula. Distributing these funds by equity formula seems to defeat the purpose of the GARVEE bond, which is to fund major projects..

Mr. Mills noted that the current law and equity formula benefit the districts of the N.C. legislature's leadership, thus there is little chance for change, especially in the upcoming short session, which tend to address non-controversial issues.

Mr. Mills commented that it is important for transportation officials to build a coalition with school and other infrastructure (water, sewer, etc.) partners to promote legislative issues and thereby increase the chances of favorable legislation for all infrastructure needs.

Thinking Ahead

Joe Milazzo, Executive Director Regional Transportation Alliance, provided information on the North Carolina Thinking Ahead working group formed in March of this year. The group was tasked by the Governor with examining short term needs such as safety, maintenance and economic development and studying solutions to help address resources needed to implement the 25-year statewide transportation plan adopted by the Board of Transportation.

Besides the eight outreach forums conducted at different locations throughout the state, the conducted a statewide poll but the results are not yet available

Blue Ribbon Commission to Study Solutions to North Carolina's Urban Transportation Needs

Duane Long, Director of Longistics and Blue Ribbon Commission member, presented information on the Commission and indicated that a draft report of the Commission's findings was being presented at the Commission's next meeting on December 6, 2005. At that time the report is expected to become public.

SAFETEA-LU and Transportation Finance

Burt Tasaico, State Program Analysis Engineer, of NCDOT's Program Analysis Unit, gave a PowerPoint presentation on the Safe Accountable Flexible Efficient Transportation Equity Act - a Legacy for Users (SAFTEA-LU).

Overall Average Annual Apportionment increased by 36 percent. Total Funding increased by 45 percent. North Carolina's Public Transportation Funding increased by 98 percent with significant increases being seen in Rural, Urban and "other" categories. Highway Program Funding increased by 35 percent with North Carolina's Average Annual Funding increasing 32 percent. The Rate of return (dollars contributed vs. dollars actually returned to the state) will increase from 90.5% to 92%, and will be incrementally implemented over the next several years.. North Carolina receives approximately \$1 billion per year in federal transportation funding.

Discussion regarding funding and possibility of raising local dollars followed. Issues must be identified and then solutions found for funding. Staffs were asked to come up with options for funding projects. DCHC has already put forth 2 options. Mayor Bell stated that a small group to discuss this item should be formed, and should consider broad the broader issue, that is the solution is both state funding (i.e., General Assembly) and local funding. Commissioner Bryan stated that this is a world class region that raising awareness of the people of the triangle is needed. At some point, due in part to traffic problems, employers and employees alike will stop moving to the Triangle. Mayor Jones indicated that a task force should be formed to develop a legislative agenda.

Duane Long indicated that adjustment to the equity formula is too controversial, and therefore was not a specific Blue Ribbon Commission recommendation.

Commissioner Bryan indicated that an Infrastructure committee has been formed comprised of leaders from Wake County to create a picture for visualization of options for solutions to the infrastructure problems in Wake Co. He also suggested that transportation financing be part of a broader issue that includes school and water/sewer financing, and perhaps a "World Class Region" conference could define and promote the solutions. Commissioner Reckhow

stated that time is of the essence on these matters. The Triangle J Council Of Governments is interested in completing a regional infrastructure study.

A copy of the PowerPoint presentation for this item is included with this document.

Triangle Region Legislative Agenda for 2006

This item was addressed through the discussion listed above.

Updates/Priorities for 2006

FY 2007-2013 TIP Development Process and Schedule

Burt Tasaico provided a quick overview of a PowerPoint presentation on the TIP development process. The Board of Transportation plans to release the draft State TIP in March, and adopt the final State TIP in August.

A copy of the PowerPoint presentation for this item is included with this document.

A timeline for development of DCHC's 2007-2013 TIP was presented in the packet provided to TAC members. Ed Johnson stated that the Capital Area MPO has submitted to NCDOT its 2007-2013 Project Priority List and that the hope is that this document will provide assistance in development of the draft State TIP that is expected to be released in March 2006.

I-40 Managed Lanes Financial Feasibility Study

Mark Ahrendsen indicated that the question on I-40 is what the next steps are. Ellen Reckhow asked if, since High Occupancy Toll (HOT) lanes have been discussed as a possible method of funding this project, any discussion been held with the NC Turnpike authority on possibly adding this project to the list of projects they are funding. Ed Johnson indicated that this topic has been discussed but that the Turnpike Authority referred the discussion back to NCDOT. Mr. Johnson stated that perhaps a Memorandum of Agreement with NCDOT might be the appropriate way to move things forward. Staff was directed to write a letter to NCDOT regarding this item.

Long Range Transportation Plan

Due to time constraints this item was not discussed.

Regional Transit Vision Plan

John Claflin of the Triangle Transit Authority provided an update on the Regional Transit Vision Plan. At the May 30, 2005 Joint TAC meeting a presentation was made on the need for a coordinated region-wide transit plan. It outlined future year congestion forecasts and presented an overview of Charlotte's Transit/Land Use Plan.

Two alternatives for the Regional Transit Vision Plan were shown. Alternative A is a "do nothing" plan where each MPO would plan independently for future transit service expansions and the Comprehensive Transportation Plans (CTPs) being completed on a county level would contain the transit component. NCDOT and representatives of a CTP subcommittee made up of Capital Area MPO TCC members in cooperation with representatives of the local transit agencies have been working on a Wake County CTP. Alternative B would be a Coordinated Triangle Region Transit Vision Plan. This plan would be modeled after Charlotte-Mecklenburg Transit/Land Use Plan and would cost approximately \$1 million to complete. This would be divided 4 ways - NCDOT/TTA/DCHC/CAMPO.

Several other options were unveiled including collaboration during the CTP development process, during the next LRTP development cycle, and funding of a smaller scale study to determine regional transit priorities and the relationship between partners.

Staff was directed to bring back a recommended approach to be acted upon at the next joint meeting.

A copy of the PowerPoint presentation for this item is included with this document.

Triangle Transit Authority Regional Rail Plan Update

John Claflin reported that the Regional Rail design is complete and the New Start application has been submitted (October 2005). Feedback from the Federal Transit Administration has been received and changes to the model were made to FTA's satisfaction. A decision from FTA is due in the next few months on whether the Regional Rail project will receive a Full Funding Grant Agreement in the coming federal fiscal year. Several encouraging events have occurred. The President's budget and SAFETEA-LU both provided \$20 million for further development of the Regional Rail system, and congressional support for the project has strengthened over the last six months. TTA is making a few arguments in support of the project. The FTA changed project evaluation criteria in the Spring 2005 that put the TTA project at a disadvantage, thus TTA is asking that the new guidelines be waived. Also, although the Triangle Regional Model is the only major tool for estimating ridership, TTA notes that the model has tended to underestimate transit ridership.

Included in the packet were copies of letters of support to FTA from Senator Dole and Representative Price.

Smart Commute Challenge Wrap-up and Plans for 2006

Other Business

Due to time constraints, this item was not discussed. Ellen Reckhow made the comment that this challenge had been a great success.

There being no further business, the meeting was adjourned at 12:19 pm.

Adjourn

Respectfully Submitted

Diane Wilson
Capital Area MPO