

1 PUBLIC COMMENTS - NONE RECEIVED

2
3 Chairman Bryan noted this was an opportunity for comments by those in
4 attendance. No one asked to be heard.

5
6 MINUTES - MARCH 15, 2006 - APPROVED AS PRESENTED

7
8 Members received a copy of the March 15, 2006 minutes prior to the meeting.
9 Mr. Sears moved approval of the minutes as presented. His motion, seconded
10 by Mr. Connelly, unanimously passed. Chairman Bryan ruled the motion
11 adopted.

12
13 LEGISLATIVE AGENDA - JOINT MPO TRANSPORTATION FUNDING INITIATIVES
14 TASK FORCE - APPROVED

15
16 The agenda reported the Joint MPO Transportation Initiatives Task Force
17 comprised of TAC members of CAMPO and DCHC met on March 31, 2006 to
18 discuss funding issues and develop a unified position on transportation funding
19 initiatives. The Task force identified a legislative agenda consistent with that
20 of both the North Carolina Blue Ribbon Commission on Transportation Needs
21 and the Triangle Regional Transportation Alliance. Members received the
22 recommended 2006 Legislative Agenda in their agenda packets. Chairman
23 Bryan reported there was good discussion at the meeting, suggested adopting
24 the following items and add them to respective legislative agendas:

- 25
26 (1) Permanently end the transfer of Highway Trust Fund Revenue
27 (over \$250 million/year) to the North Carolina General Fund.
28 (2) Modernize the equity formula to address congestion related needs.
29 (3) Create transportation and infrastructure local revenue option
30 authority.
31 (4) Ensure that any toll revenue generated in a region stays in that
32 region.

33
34 Chairman Bryan moved that the items listed be endorsed and distributed to all
35 MPO member agencies with request for inclusion in their respective legislative
36 agendas. His motion, seconded by Ms. Jones, unanimously passed. Chairman
37 Bryan ruled the motion adopted.

38
39 Chairman Bryan indicated he would like for Mr. Johnson to draft a letter for his
40 signature including data on how much on a regional basis we generate. We
41 understand that North Carolina is a donor state to the United States of America
42 and note this state gets back 92¢ on \$1 for gas tax. Wake County and urban
43 areas are donors to the State of North Carolina and recognize the need to
44 support the state to a certain extent. He stated Mr. Johnson did research for
45 the past 15 years and over the next 7 years of the TIP Wake County, based on
46 the vehicle miles traveled, will generate \$200 million per year and this doesn't

1 include the 3% tax paid on vehicles. \$100 million is received back from the
2 state which is a 50% return on our money. He felt this formula needs to be
3 modernized indicating no wonder we have traffic congestion in this area. He
4 hoped Mr. Johnson continues to develop this and send a letter to NCDOT and
5 NCDOT Board Members. Chairman Bryan stated if they have a better way to do
6 this and that number is not accurate, they should let us know. Mayor Byrne
7 agreed the formula needs to be more equitable.

8
9 **CAPITAL AREA MPO PUBLIC INVOLVEMENT PROCESS - HEARING HELD -**
10 **PROCESS APPROVED**

11
12 Mr. Russell reviewed this item noting in February, a federal MPO certification
13 review was performed, the results of which indicated that our MPO should
14 evaluate its current public involvement process, with more frequent reviews.
15 The reviews would assist with modification of the process, as needed, with the
16 goal of improving public outreach, particularly to minority and low-income
17 communities. As a result of the review recommendations, CAMPO TAC
18 approved conducting a review of the MPO's public involvement process on an
19 annual basis, to be performed in concert with each year's UPWP development
20 effort. This year, the public involvement process was reviewed and
21 modifications were suggested and presented to the TAC at its March 15, 2006
22 meeting. The TAC released the Public Involvement process for a minimum 30-
23 day public review period and called for a public hearing at today's meeting.
24 No comments had been received at the time of the agenda preparation.
25 Members received a copy of the proposed revisions in their agenda packets.

26
27 Chairman Bryan declared the hearing open.

28
29 No one was present to speak on this proposal; therefore, Chairman Bryan
30 closed the hearing.

31
32 Chairman Bryan stated the necessity to continue to look at ways to reach out to
33 the public including other newspapers, newsletters, websites, etc. He
34 indicated this is the kind of thing that constantly must be worked on in order to
35 do a better job with public contact.

36
37 Ms. Franklin moved approval of the revisions as included in the agenda. Her
38 motion, seconded by Mr. Byrne, unanimously passed. Chairman Bryan ruled the
39 motion adopted.

40
41 **MPO PLANNING PROCESS SELF-CERTIFICATION REVIEW - APPROVED -**
42 **RESOLUTION ADOPTED**

43
44 Mr. Withrow reviewed this item. He explained CAMPO annually conducts a self-
45 certification review as part of the approval of its Unified Planning Work
46 Program. This confirms that the MPO's planning process fully addresses all

1 current federal transportation planning requirement. The MPO's Unified
2 Planning Work Program (UPWP) is also used to document the results of this
3 review. The self-certification process takes the form of CAMPO TAC adopting a
4 resolution that self-certifies the MPO is fulfilling all federal requirements for
5 the transportation planning processes. The checklist of items reviewed during
6 this process with responses providing the current status of each item was
7 included as Attachment 7A in the agenda packet. Members also received the
8 resolution self-certifying the MPO is fulfilling all requirements for the
9 transportation planning process as put forth by the Federal guidelines. It was
10 reported a public hearing to receive comment had been scheduled and
11 advertised to be conducted at this meeting. No comments had been received
12 at the time of agenda preparation.

13

14 Chairman Bryan declared the hearing open.

15

16 No one was present to speak; therefore, the hearing was closed.

17

18 Ms. Jones moved adoption of the resolution of self-certification that the MPO is
19 fulfilling all federal requirements for the transportation planning processes and
20 the checklist. Her motion, seconded by Ms. Faulkner, unanimously passed.
21 Chairman Bryan ruled the motion adopted.

22

23 **FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5307 APPROPRIATION**
24 **DISTRIBUTION - APPROVED**

25

26 Mr. Russell reviewed this item noting in accordance with the FTA requirements,
27 each federal fiscal year the MPO is required to submit a letter to FTA
28 documenting the MPO's approval of the distribution of FTA Section 5307 transit
29 funds between the City of Raleigh, the Triangle Transit Authority (TTA) and the
30 Town of Cary. All parties had agreed to the proposed distribution as included
31 in Attachment 8A included in the agenda packet of the FTA appropriation for
32 FY 2006.

33

34 Mr. Connelly moved approval of the FY 2006 FTA Section 5307 Appropriation
35 Distribution as outlined in Attachment 8A. His motion, seconded by Mr. Byrne,
36 unanimously passed. Chairman Bryan ruled the motion adopted.

37

38 **FY 2006-2007 UNIFIED PLANNING WORK PROGRAM - APPROVED**

39

40 Mr. Russell reviewed this item and explained annually CAMPO is required to
41 prepare a Unified Planning Work Program detailing and guiding the urban area
42 transportation planning activities for the upcoming fiscal year (beginning July
43 1). Funding for the UPWP is provided by the Federal Highway Administration,
44 the Federal Transit Administration as well as state and local governments. The
45 UPWP identifies yearly funding allocations to support the ongoing and planned
46 transportation planning activities of the MPO. The UPWP must identify MPO

1 planning tasks to be undertaken with the use of federal transportation funds.
2 Areas of emphasis for development of the UPWP were noted from the TCC in
3 February 2005 and TAC in October 2005 planning retreats. Those areas of
4 emphasis have been reviewed and included in the draft 2006-2007 UPWP.
5 Staffs of CAMPO and DCHC, Triangle J Council of Governments and Triangle
6 Transit Authority met on January 20, 2006 to discuss coordination of joint work
7 tasks and plans for their inclusion in the upcoming UPWP. The UPWP
8 subcommittee for CAMPO met on February 9, 2006 and teleconferenced on
9 February 20, 2006 to review a draft UPWP for tasks specific to the CAMPO and
10 tasks that are to be undertaken in cooperation with the agencies listed.
11 Discussion of work activities presented in the draft FY 2006-2007 UPWP was
12 also held at the February 2, 2006, March 2, 2006 and April 6, 2006 TCC
13 meetings. A public hearing had been advertised for this meeting and any
14 comments would be reviewed and included as appropriate. No comments had
15 been received at the time of agenda preparation. Members received a copy of
16 the final UPWP document in their agenda packets. If the TAC approves the
17 UPWP as recommended, each MPO member government's share of the local
18 costs would be presented in Attachment 9B included in the agenda packet with
19 the exception that before actual invoicing in December, 2006, the amounts
20 would be adjusted to reflect an update to using the latest certified population
21 estimates as of July 2005. For fiscal planning purposes, Mr. Russell indicated a
22 very preliminary estimate of anticipated MPO member shares of local costs for
23 the FY 2007-2008 UPWP was also provided in the packets.

24
25 Chairman Bryan noted TAC members attend a meeting one time per month and
26 lose sight of the fact a lot of work is done by staff on a daily basis. He thanked
27 staff for their efforts noting the TAC depends a great deal on the staff. He
28 reviewed the accomplishments as outlined in the agenda packets. He
29 explained he attends many meetings where many people take credit for doing a
30 lot with transportation but it is this TAC body that is doing the planning and
31 this staff putting the work in behind the scenes. He noted increasing the
32 membership this past year was a huge effort to expand the footprint and
33 inclusion of other communities in this organization. He referred to the
34 upcoming work program involving aggressive work occurring mostly from staff.

35
36 Chairman Bryan declared the hearing open.

37
38 No one was present to speak; therefore, the hearing was closed.

39
40 Mr. Sears moved approval of the UPWP as outlined. His motion, seconded by
41 Mr. Bryne, unanimously passed. Chairman Bryan ruled the motion adopted.

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1 TRIANGLE REGION 8-HOUR OZONE AIR QUALITY STATUS REDESIGNATION
2 MAINTENANCE SIP SCHEDULE - UPDATE RECEIVED AS INFORMATION

3
4 Mr. Russell introduced this item noting the North Carolina Division of Air
5 Quality (NCDAQ) had completed final quality assurance on the 2005 ambient
6 ozone data for the Triangle. The final numbers released now show the Triangle
7 as being in attainment of the 8-hour National Ambient Air Quality Standard.
8 Before official, the data must be certified and approved by the U. S.
9 Environmental Protection Agency. NCDAQ anticipates the approval in mid -
10 late April. When approved by USEPA, NCDAQ will begin work on a
11 redesignation/maintenance Statewide Improvement Plan for the Triangle with
12 hopes that a draft document would be completed in early May and a public
13 hearing scheduled in early June. The EPA would then have 18 months to
14 approve the SIP. The attainment year of 2005 is used as a starting point for the
15 SIP and every third year beyond that is analyzed for a period of at least 10
16 years. NCDAQ will generate emission estimates for the years 2005, 2008, 2011,
17 2014 and 2017 in the redesignation/maintenance SIP. Triangle transportation
18 partners have indicated they are in between models and a new model would be
19 delivered in June or July but would not be fully validated until November,
20 2006. Concern was expressed regarding use of the existing model to set Motor
21 Vehicle Emission Budgets and then doing transportation conformity analysis in
22 the future with data from the new model. The concern being that the new
23 model numbers could be significantly different. NCDAQ indicated a willingness
24 to negotiate safety margins and evaluation of the differences when the new
25 model is completed November 2006 to determine if a SIP revision is warranted
26 using VMT and speeds from the new model. The redesignation schedule
27 provided by NCDAQ was provided in the agenda packets.

28
29 Mike Abraczinskas, NCDAQ, was present to further review this item. He noted
30 pending final EPA approval, the maintenance plan would begin. He explained
31 since we are in attainment, for the next several years there would be more
32 flexibility and can set the buffer. In response to questioning, Mr. Abraczinskas
33 stated the entire Triangle non-attainment area is showing attainment. Ms.
34 Franklin questioned if the air is actually better with Mr. Abraczinskas
35 responding the air is better and the Triangle area is three years ahead of
36 schedule in meeting these standards. Chairman Bryan questioned the worst
37 numbers reached while in non-attainment. Mr. Abraczinskas responded he was
38 not sure of the exact number but this area peaked in the late 1990's or early
39 2000's. The standard is .08 or 85 parts per billion. Chairman Bryan questioned
40 if there would be any impact on federal or state transportation dollars or the
41 ability to recruit industry. Mr. Abraczinskas indicated the immediate impact
42 would be less stringent controls on industries in the Triangle. He noted the
43 Charlotte area is still in non-attainment for the 8-hour standard and that is the
44 only portion of the state out of attainment. Mr. Stephenson questioned if
45 these are policy decisions or technical decisions and if NCDAQ was asking input
46 on the flexibility issue. Mr. Abraczinskas indicated this depends on analysis

1 from NCDAQ and further depends on how much below the levels we are and
2 many factors go into this consideration.

3
4 Ms. Jones questioned the comment made by NCDAQ that once attainment is
5 met it is unusual to go out of attainment. Mr. Abraczinskas explained it is
6 highly unlikely a scenario would occur in the Triangle area causing non-
7 attainment; however, there are no guarantees and a plan must be in place to
8 show this level would be maintained. He noted preliminary projections
9 indicate these numbers would go lower rather than higher.

10
11 Ms. Franklin indicated when we look at the 25-30 year needs for transportation,
12 there are many blockages to slow people and questioned if there is testing of
13 that plan regarding what it will do to air quality. It was pointed out the
14 purpose of transportation conformity exercise that is required would continue
15 to evaluate the future transportation plan against these limits we set and
16 would be done every four years.

17
18 Mr. Eagles pointed out the Triangle is not known for alternative fuels and the
19 number of vehicles is going up. Mr. Abraczinskas indicated vehicles are getting
20 cleaner and mass transit numbers are going up and emissions are going down
21 until 2020 and possibly 2030. Mr. Eagles questioned if there are steps that
22 could be taken for cities to push the Triangle into alternative fuels with Mr.
23 Abraczinskas noting there would be many benefits in addition to air quality
24 gains in the use of alternative fuels.

25
26 The schedule was received as information.

27
28 **MPO STAFF REPORTS - RECEIVED**

29
30 Ms. Wilson provided members with the FY 2007-2013 Metropolitan
31 Transportation Improvement Program Transit Portion Update. She noted all
32 information had been included. This was received as information

33
34 Mr. Russell reported on the US-1 Corridor Plan meeting to be held May 9, 2006.
35 He also indicated there would be an additional public input workshop on June
36 27, 2006.

37
38 Mr. Petrosky reported there had been two transit planning forums held in the
39 eastern and western portions of the county. In attendance were elected
40 officials, town and county managers and staff. The meetings were very
41 successful and were held to gather additional comments on the transit portion
42 of the Comprehensive Transportation Plan. He stated hopefully the bicycle and
43 transit elements would be available for review by the TAC in June.

1 Mr. Withrow explained Holly Springs is working on their pedestrian plan and
2 would hold a workshop tomorrow at Bass Lake Retreat Center from 4:00 p.m.
3 until 7:00 p.m.

4
5 Mayor Sears questioned the alternate funding strategy for I-540 noting no
6 information had been received for a while. Chairman Bryan reported no one
7 had heard anything to report.

8
9 Mr. Ahlert questioned if there was any feedback available on the interchange
10 reservation that was withdrawn for the Falls of Neuse Boulevard/US 1 project.
11 Mr. Eagles reported he understood that property had been sold and a developer
12 from Rolesville plans to put a Hooters on that property. He noted this is a
13 terrible intersection. Chairman Bryan agreed it is a terrible intersection now
14 and would only get worse. Mr. Russell stated he would follow up on this with
15 Jon Nance from NCDOT.

16
17 Chairman Bryan indicated if there is no reason to meet during the summer,
18 there would be no opposition to canceling any of the meetings.

19
20 **ADJOURNMENT**

21
22 Upon motion of Mr. Byrne, seconded by Mr. Sears, unanimously passed, the
23 meeting was adjourned at 5:15 p.m.

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25
26 Respectfully submitted,

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28
29 Brenda Hunt
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