

ATTACHMENT 6A

Joint Meeting of the Transportation Advisory Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO

November 29, 2006

MINUTES OF MEETING

The Joint Transportation Advisory Committee met on November 29, 2006 in the
Congressional Room at the NC Biotechnology Center. The following attended:

DCHC TAC Members

**Mayor William V. "Bill" Bell	Mayor, City of Durham (TAC Chair)
**Diane Catotti	City of Durham
**Alice Gordon	Orange County (TAC Vice-Chair)
*Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
*Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit Authority
**Mike Woodard	City of Durham

CAPITAL AREA MPO TAC Members

**Bob Ahlert	Town of Clayton
**Lynwood Buffaloe	Franklin County
**Joe Bryan	Wake County (CAPITAL AREA MPO TAC Chair)
**Frank Eagles	Town of Rolesville
**Jan Faulkner	Town of Morrisville
**Anne Franklin	TTA
**Hubert Gooch	Granville County
**Vivian Jones	Town of Wake Forest
**Buck Kennedy	Town of Garner
**Charles Meeker	City of Raleigh (CAPITAL AREA MPO TAC Vice-Chair)
**Darryl Moss	City of Creedmoor
**Dick Sears	Town of Holly Springs
**Russ Stephansen	City of Raleigh, Council Member
**Nina Szlosberg	NCDOT
**Voting Member	
*Alternate or non-voting member	
Stephen Appald	KIPE-UNC
Ellen Beckmann	City of Durham/Transportation
Anna Biton	Town of Chapel Hill
David Bonk	Town of Chapel Hill

43	Wally Bowman	NCDOT-Division 5 Engineer
44	John Burris	CAPITAL AREA MPO
45	Catherine Campbell	N.C. Railroad Company
46	Carl Dawson	City of Raleigh
47	Rupal Desai	NCDOT-TPB
48	Mark Dunzo	Kimley-Horn and Associates, Inc.
49	David Eatman	City of Raleigh
50	Fleming El Amin	Triangle Transit Authority
51	Mike Fendrick	Parsons Brinckerhoff & Quade, Inc.
52	Alison Fiori	Smart Commute
53	Dee Freeman	Triangle J COG
54	Bob Geary	The Independent
55	Wib Gulley	Triangle Transit Authority
56	Michele Hane	Town of Morrisville
57	Patrick Hannah	Durham Chamber of Commerce
58	Roger Henderson	Kimley-Horn and Associates, Inc.
59	Andy Henry	City of Durham/Transportation
60	Ben Hitchings	Town of Morrisville
61	John Hodges-Copple	Triangle JCOG
62	Joe Huegy	Triangle Transit Authority
63	Sig Hutchinson	Triangle Transit Authority
64	Ed Johnson	CAPITAL AREA MPO
65	Phyllis Jones	NC DENR - DAQ
66	David Joyner	N.C. Turnpike Authority
67	Mike Kennon	City of Raleigh
68	David King	Triangle Transit Authority
69	Michael Kozak	NCDOT-PTD
70	Eric Lamb	City of Raleigh
71	Denise Lavender	NCDOT-PTD
72	Karen Lincoln	Orange County Planning
73	Roy Magyar	UNC-CH
74	Stephen Mancuso	City of Durham-DATA
75	Grady McCallie	N.C. Conservation Network
76	Dale McKeel	Town of Carrboro
77	Joe Milazzo	Regional Transportation Alliance
78	Melissa McMahon	UNC-CH Kenan Institute
79	Natalie Mengelkoch	Kimley-Horn and Associates, Inc.
80	Beau Mills	NC Metropolitan Coalition
81	Bill Murchison	Triangle Transit Authority
82	Greg Northcutt	Triangle Transit Authority
83	Pierre Osei Owusu	City of Durham-DATA
84	Jonathan Parker	NCDOT-TPB
85	Shelby Powell	KerrTar RPO
86	Brian Rhodes	City of Durham/Transportation
87	Liz Rooks	Research Triangle Foundation
88	Cap Russell	Town of Wake Forest

89	Brad Schulz	Triangle Transit Authority
90	Juanita Shearer-Swink	Triangle Transit Authority
91	Sara Sherman	NCDOT-TPB
92	Jeffrey Starkweather	Chatham County, NC Smart Growth Alliance
93	John Tallmadge	Triangle Transit Authority
94	Rob Teer	N.C. Turnpike Authority
95	Rawley Vaughan	UNC-CH Kenan Institute
96	Tony Vanderbeck	Chatham County
97	Duane Verner	URS
98	Randy Voller	Mayor, Town of Pittsboro
99	Michael Waldroup	Durham Citizen
100	Scott Walston	NCDOT-TPB
101	Chao Wang	City of Durham/Transportation
102	Barbara Weigel	Triangle Transit Authority
103	Don Willis	Wake County Human Services
104	Jennifer Willis	Wake County Government
105	Diane Wilson	CAPITAL AREA MPO
106	Melanie Wilson	Wake County Planning
107	Kenneth Withrow	CAPITAL AREA MPO
108	Patrick Young	Franklin County

109
110 Mayor Bell, DCHC TAC Chair called the meeting to order at 9:04 a.m. and the Roll Call
111 was conducted.

112 Joe Bryan, CAPITAL AREA MPO TAC Chair provided a welcome from CAPITAL AREA
113 MPO. There are new faces on CAPITAL AREA MPO; they are representing Franklin, Johnston,
114 Harnett, and Granville County.

115 **Adjustments to the Agenda**

116 There were no adjustments to the agenda.

117 **Triangle Regional Transit Planning**

118 Mark Ahrendsen provided an overview of the transit issue for the Triangle Regional Transit
119 Planning.

120 David King, with TTA spoke regarding the Regional Transit Infrastructure Blueprint. We
121 need to have a Triangle-wide vision and that requires the two MPOs working together. The agency
122 has spent about a decade working on the plan that Mark described that was created in the mid 90's.

123 When it was created it was a regional plan but over the last decade, it became characterized as a
124 TTA plan. This is part of the reason why it has not been successful to date. It needs to be a
125 regional plan. Everyone needs to understand why we arrived at this particular plan and be able to
126 explain it to anyone that asks. If we can't, the plan probably will not succeed. As we embark on
127 this voyage today of trying to come up with a new regional plan that will be the objective. The
128 technical team needs to supply TAC members with the necessary information so that everyone
129 understands the problems and the need for transit in the Triangle. We need to do a Triangle-wide
130 rail and not just pieces. When we have a plan that everyone can agree to and move forward
131 together on, we will be successful. TTA challenges the MPOs to keep the region together.
132 Everyone should be thinking about if and when the two MPOs might merge.

133 John Hodges-Copple, with Triangle J COG provided a power point presentation on the
134 Regional Transit Infrastructure Blueprint Project. This is the technical piece which looks at the
135 land use, travel in the corridors, and the costs associated with the investments. It is not the decision
136 making piece. Some information that has not been available before is: 1) new growth forecast for
137 the region taking us out to 2035 which is due to be completed before the holidays. 2) We will have
138 a new regional transportation model. We expect the technical analysis to be done by next summer.
139 Staff is in the process of setting up a technical oversight committee. This will be made up of staff
140 from local governments, the transit systems, regional organizations (universities). The technical
141 committee will meet for the first time in December. John stated that the study area is TTA's
142 authorized service area. That includes the three central counties that make up TTA, Durham,
143 Orange, and Wake, as well as a ten mile buffer around those counties. The corridors themselves
144 come from a lot of the existing plans and studies: the LRTPs, the Comprehensive Transportation
145 Plan that is being developed, TTA's mid-nineties regional transit plan and the project level studies.

146 Barbara Weigel, with Triangle Transit Authority, spoke regarding the Regional Transit
147 Infrastructure Blueprint Project. One of the tasks assigned will be to look at the travel patterns and
148 markets in the various corridors. We will also look at the transit potential for the same corridors.
149 Once we have an idea of the potential uses; we will use that information to help point toward certain
150 technologies or service characteristics that would best meet the transit markets. The team decided
151 that there are four different technologies they will be looking at and they are: local bus, bus rapid
152 transit, light rail transit, and regional rail/commuter rail. There is an overlap in many of these
153 services.

154 Mayor Meeker asked if the team is looking at express bus service and Barbara responded
155 yes. If the area is applicable, it will be applied. These categories are broad. Ellen Reckhow asked
156 if the team is going to look at express buses in HOV lanes. Barbara replied yes that could be a
157 possibility. The team will identify opportunities to choose a more specific type of technology.

158 Alice Gordon stated that the express bus needs to be added as a separate category under the
159 different types of technology.

160 Mark Ahrendsen described the attachments that require TAC action and/or discussion.

161 Mayor Meeker stated that the public outreach is going to be very important. The time to do
162 it is when we have a draft Regional Transit Blueprint so there is something the public can look at,
163 analyze and comment on. This should be late spring/early summer of next year. The main thing to
164 focus on today is to see if we can agree on the size, composition, and get the joint advisory
165 committee moving quickly. Perhaps the committee could have up to fifteen people, nine appointees
166 by CAPITAL AREA MPO and six appointees by DCHC, and we should try to get the appointees
167 made in December so they can begin meeting in January. This advisory group could start talking

168 about what type of public outreach is needed, what kind of guiding principles we have and do the
169 initial analysis of the blueprint once the draft comes in.

170 Darryl Moss spoke regarding why it was important for Creedmoor and Granville County to
171 become a member of CAPITAL AREA MPO. As you know, we are a very rural community and
172 the data we look at shows that our traffic infrastructure is being impacted primarily by Wake and
173 Durham County. It is very important that we don't lose sight of the infrastructure. Mayor Bell
174 agreed with Mr. Moss.

175 Mayor Bell stated that he would like to get agreement between the two MPOs stating that
176 they want to establish a joint advisory committee. A motion was made by Mayor Meeker and
177 seconded by Jan Faulkner to establish a joint advisory committee formed by the two MPOs. The
178 motion carried unanimously.

179 In regards to setting up the committee, Bill Strom feels that the advisory committee should
180 be set up half and half appointed by each respective MPO. Becky Heron asked who will be making
181 the appointments because we need to make sure the entire community is represented. Mayor Bell
182 stated that if this motion passes, he was going to suggest that the two Chairs and two Vice-Chairs of
183 the respective MPOs meet to try to come up with a recommendation that they could take back to
184 their respective MPO.

185 Joe Bryan spoke regarding why he thinks it is important to establish the committee. They
186 established a blue ribbon committee last year on the future of Wake County and pulled together
187 sixty-five business and community leaders to look at the infrastructure needs for the next twenty-
188 five years, transportation, education, open space, criminal justice, and water/sewer, to get their
189 input. This approach gives a lot of backup for getting community support.

190 Mayor Bell stated that the ultimate responsibility for developing the long range
191 transportation plan rests with the MPO.

192 Mayor Meeker stated that as long as the group is represented, the ratio is not important.
193 Ellen Reckhow supports the creation of a committee but hopes we will be flexible in the amount of
194 members. Ms. Reckhow stated that the public process should be at the beginning so we don't miss
195 any new ideas.

196 Mayor Bell suggests that the Chair and Vice Chair of the two MPOs get together and come
197 up with a recommendation to bring back to members. Mayor Meeker suggested having a
198 conference call before the December CAPITAL AREA MPO TAC meeting.

199 Alice Gordon stated that it is important to remember that this committee needs solid
200 data/information and have a broad base of community outreach.

201 Ann Franklin asked if the blueprint work can be done quicker. There are some on going
202 projects that shouldn't be confused. They are establishing a couple of different groups; a technical
203 group to the blueprint and in the CAPITAL AREA MPO area there is comprehensive transportation
204 plan activity, and transit discussion that is a part of that. There will be regional meetings within
205 CAPITAL AREA MPO taking place in January and February. Please make sure it is very clear as
206 to what process is going on and when.

207 Ed Johnson stated that the comprehensive transportation plan (CTP) is something that
208 NCDOT has been working on to replace the thoroughfare plan. It is a vision plan that is not tied to
209 federal law; it is basically a multimodal thoroughfare plan. The CAPITAL AREA MPO area is
210 working on this and in the process they are making it very clear that the transit element is a work in
211 progress and the process we are discussing today is what is going to ultimately form the transit
212 element of the CTP. It is not intended to be driving this process; it is actually the other way around.

213 We are trying to have a dialogue about transit at the same we are discussing the comprehensive
214 transportation plan and all of the other elements.

215 Ann Franklin asked what the meetings in January and February will be about. Ed Johnson
216 stated it is largely to develop the maps that show the road system, the transit system and things of
217 that nature. When we actually adopt them is up to the MPO and the NCDOT because they have to
218 sign off on it also. This is really a work in progress.

219 Nina Szlosberg stated one thing about the public outreach effort is that we are going to have
220 to think about it in terms of financial commitment and where the funds will come from because it
221 will take professional facilitation in her view, as well as a lot of meetings and publications. She
222 does not know whose responsibility it is to come up with a budget but it is something that we need
223 to look at now.

224 Mayor Bell stated that he expects staff to have recommendations to bring back to the MPO
225 regarding this item.

226 Alice Gordon stated that it has to be a joint effort because our staff has made it clear, they do
227 not have the resources budgeted right now to do extensive public outreach.

228 **Triangle Seamless Public Transportation Service Project**

229 Mayor Bell stated back in 2002 Raleigh, Durham, Chapel Hill, and Cary transportation
230 agencies discussed having a merged bus system. It was put together under the leadership of TTA
231 and it evolved to a discussion of a seamless transportation system. We will be discussing where we
232 are at this point and the direction we are going to move in. Raleigh, Durham, TTA, and the
233 NCDOT are involved.

234 Dee Freeman, with Triangle J COG, provided an update on this project. We looked for
235 windows of opportunity that would allow us to take advantage of the assets that we have and our

236 work over the past couple of years has centered on how we can improve our service. In order to
237 move this process along, the Mayors at their last meeting on November 17, 2006, met with the work
238 groups that are processing this initiative and received an update on the project. Handouts of the
239 meeting summary have been provided. All eight workgroups that are involved are staff driven.
240 They are comprised of staff members from the cities of Durham and Raleigh, and TTA. The
241 regional brand of Go Triangle has been identified as the method by which to identify this effort.
242 This will not be something we substitute for existing logos like CAT and DATA. It will be an
243 additional logo that will be visible. The Regional Call Center will be up and running by March
244 2007. A centralized capital procurement strategy is still under work but has great promise. When
245 CAT, DATA, and TTA go to buy buses and other equipment, they need to join together and take
246 advantage of economics of scale. In the area of technology, a fair amount of progress has been
247 made. Procedures for policies for safety, security and dispatching communications are items that
248 staff has also made progress on. An area that needs a lot of work is Regional Bus Plan/Service
249 Coordination. This is the tough part where we get individuals on their turf trying to work with
250 others in other communities to make this whole process work. We have workgroups currently
251 working on this item. The Mayors have been very specific in their instruction for staff to do certain
252 things. They discussed Expanded Regional Bus Service, and based on the earlier conversation
253 about the rapid bus segment of the plan this would fit well with it. There are a number of interlocal
254 agreements on paratransit service and centralized maintenance that need work. There was
255 discussion about expansion of urban bus service particularly from the prospect of going from city
256 center to city center. This is something that Mayor Meeker in particular noted. The MPOs must be
257 involved. We also discussed the notion of regional bus service, as well as other work, that may
258 qualify for funding through the state legislature. We must have the attention of the public for

259 outreach and public involvement. The workgroups are to report by March 12, 2007 to TJCOG.
260 TJCOG will compile and prepare a report much like the one attached that the Mayors will review
261 and we will then use the Mayors meeting on April 20, 2007 to provide an update.

262 Becky Heron asked if this is going to have any impact on transportation for the elderly and
263 handicapped. Mr. Freeman stated his understanding about paratransit is it will work pretty much
264 the way it does now. Ms. Heron stated that we need to be very careful with this aspect, as the
265 elderly and handicapped depend on this service. Mark Ahrendsen stated that the focus will be on
266 seamless regional service for travel within the Triangle. Traveling within the Triangle is currently a
267 real challenge. Ms. Heron asked what is going on with the current studies. Mr. Freeman stated that
268 there is a separate study for county bus service community transportation services. Alice Gordon
269 stated that it is important to have a seamless plan. Ms. Heron stated there is a big difference in unit
270 costs between counties.

271 **Transportation Funding/Local Option Revenue Source**

272 Ed Johnson stated that for the first time, the MPOs have come up with a joint legislative
273 agenda that was adopted in the spring of 2006. We have a number of initiatives going on. They are
274 using a “goal post map” process for showing what is going on. They have had a difficult time
275 finding out exactly how much revenue each county generates. They spent a lot of time developing a
276 technique that uses the vehicle miles of travel data that the state reports to the highway
277 administration which is called the Highway Performance Monitoring System (HPMS). We have the
278 data going back fifteen years identifying total spending, gas tax revenue and things of that nature.
279 Essentially, we calculated a mile per gallon rate that we applied to the vehicle miles and came up
280 with the amount of revenue each county generated. It is important to remember that a county like
281 Orange County may or may not have much gas being purchased in Orange County, but because of

282 I-40 and I-85 and all the traffic that goes through the county, there is a lot of gas being consumed by
283 motorists. It is important to remember that our process uses vehicle miles of travel to calculate
284 revenue coming from each county. The total spending jumps from the data in something NCDOT
285 calls a “never ending” report, which supposedly accounts for every dime that they spend going for
286 all modes of travel, maintenance, staff hours and everything else at the county level. We have
287 compared those two numbers to show you a rate of return for each county. North Carolina is a
288 donor state and we only get back about 85 cents on the dollar of what goes to Washington. The
289 gross revenue is before anyone takes any money. The \$250 million a year that the legislature pays
290 is off the top of the gross tax revenue. What does not come back from Washington is also in this
291 figure. Beyond that, it is a matter of looking at a number of things regarding how much you are
292 generating versus how much you are getting back. You can see that there are relative differences
293 from one county to another. It is similar to what we have created showing per-capita spending.
294 Small rural counties with expensive infrastructure, particularly in the mountains, are going to have
295 more expensive projects. This is the first time that this information has been compiled. A copy was
296 sent to NCDOT for comments about a month ago asking for them to provide data for the next seven
297 years of the TIP, which they said they could provide, but I have not received anything as of yet.
298 The maintenance part is the most difficult part for the NCDOT to estimate because they can tell
299 what is in the TIP, but they can’t tell you the rest. Mr. Johnson feels that if they show the next
300 seven years, it will be even worse for the Triangle because there are very few big projects in the
301 Triangle area within the next seven years. This donor county relationship is expected to get worse
302 not better. The equity formula was developed in 1989 as part of the Highway Trust Fund. It was
303 established to build a network of interstate highways and thus that is what drives the formula. This
304 data makes you think that it is time to take a fresh look at it.

305 Nina Szlosberg asked if the numbers imply in any way that the equity formula that was
306 created in 1989 is not applied per the legislation. Ed Johnson stated that he is not implying that
307 anyone is violating state law; but he would note that in 1990, the original equity formula was
308 modified. It used allow for plus or minus ten percent over two highway divisions over seven years
309 resulting in an ability to move funds.

310 Mayor Meeker stated that it should be noted that we have never had an accounting audit so
311 we don't really know whether the equity formula has been applied correctly. Also, in the past we
312 have only received about seventy cents on the dollar and the projection for the future is much
313 worse. We need to find out if the formula is being applied correctly.

314 Joe Bryan stated that they have been trying to raise this issue to the state legislators and now
315 we have a document to show them. All seven counties are donors but the reality is that the federal
316 government gives us ninety two cents on the dollar back. Wouldn't it be nice not to be a donor at
317 the federal government level? We have a major congestion problem in the area and money we are
318 generating is not returning. This is an excellent piece of information generated by staff.

319 Mayor Bell stated that the newspaper showed Durham with a plus. Ellen Reckhow stated
320 that the formula doesn't account for employment. We have a lot of extra pressure on our roadways
321 because we are a job center. When we are doing our transportation model, we are looking at
322 population and employment. The equity formula leaves the employment out. That is a large
323 problem for the region. Durham County imports eighty-one thousand people on a typical workday
324 to work and the roads get pulse of traffic but we are not getting extra funds to help. We are not
325 getting funding that matches the need.

326 Joe Bryan stated that this is just one item where our region is a donor to the entire state.
327 Wake County sends in about one billion dollars and we get back six hundred million dollars for

328 education and Medicaid. We are a four hundred million dollar donor in just that one area. As we
329 continue to build these cases of making sure that we have sustainable resources available to make
330 sure that we have core infrastructure in place. Part of it is educating the public and our delegation
331 to not just say raise your taxes. This case has to be made at the state legislature.

332 Nina Szlosberg asked for clarification if the data implies that the amount of gas money
333 consumed in a county, not purchased in a county. Ms. Szlosberg stated that there are some studies
334 in the U.S. regarding revenue collection. A VMT fee structure may be a revenue stream more
335 directly tied to our need and if we are putting together a legislative agenda item asking for a remedy
336 this needs to be added.

337 Ed Harrison stated that there should be a legislative committee to look at why the General
338 Assembly is not looking at the equity formula.

339 Nina Szlosberg stated that they had a highway trust fund study commission about two years
340 ago which she served on. There may be greater reluctance within the legislature to look at the
341 formula. It is a political problem and needs to be addressed.

342 David King stated that it is not just the Triangle, the Triad and Charlotte area also have the
343 problem. Everyone should work together as it is not just rural versus urban. Rural collar counties
344 have similar interests.

345 Mark Ahrendsen provided an overview of the agenda item.

346 Beau Mills, Director of the N.C. Metropolitan Coalition, which is an affiliate of the North
347 Carolina League of Municipalities (NCLM), spoke on his organization's work. They are focusing
348 on infrastructure with the four million new people coming to the state within the next twenty-five
349 years. It is going to be a priority for local governments. Specifically, in order of priority, the
350 NCLM have identified infrastructure financing as our top priority. In particular, we are focusing on

351 transportation. We need dedicated revenue sources to address the growth, and we also need local
352 option revenue sources to address our transportation problem. They are going to be pursuing a state
353 bond package. The NCLM is going to be a full partner working with the local governments. The
354 staff is working closely with local staff and with the Association of County Commissioners. There
355 are meetings to address the infrastructure problem. The Association of County Commissioners'
356 number one priority is Medicaid problems. We are going to see if we can find a way to tie the two
357 problems together. Joe Bryan stated that education will also be a legislative priority.

358 Ellen Reckhow stated that the NCLM is going to seek a legislative study. As Nina
359 mentioned, we just completed a study. What does the NCLM feel they can accomplish with another
360 study? Mr. Mills stated that it is a complicated issue as there is a problem with the way existing
361 funds are used. They are going to study this problem. Part of it is the equity formula and part is the
362 way NCDOT itself is set up in terms of the regions and divisions and how it relates to actual
363 transportation.

364 Ed Johnson stated that it will have a lot to do with the next Governor. That person will have
365 a lot to do with this study.

366 Joe Milazzo, N.C. Transportation Alliance, presented a power point presentation. The goals
367 for the 2007 legislature are: turnpike gap funding and fixed route transit alternatives.

368 Nina Szlosberg stated that \$23 million for transit went back to the General Budget over the
369 last two years because there were no eligible projects. Transit is not subject to the equity formula.
370 The legislature needs to think about how specific we will get. Should we hold the TTA transit
371 money somewhere? Obviously, we just lost \$350 million because we got it early.

372 David King thanked Wib Gulley who now works with TTA. We need to work together on
373 the specificity of state support.

374 Joe Bryan thanked Joe Milazzo and Beau Mills for helping keep the toll revenue generated
375 in the region.

376 Nina Szlosberg stated that she hopes we continue to support the N.C. Turnpike Authority.
377 We need a choice on toll ways, e.g. HOV, HOT, etc.

378 David Joyner stated that they are waiting for information from TTA to check the effect of
379 HOV and transit on the toll roads. Nina Szlosberg stated that the fear is they want to make sure the
380 figures work. There will be a revenue loss so we need to decide how important the funds are and
381 how we will make up the lost revenue. David Joyner stated that express buses can only operate on
382 toll roads because they need congestion free conditions.

383 Beau Mills spoke regarding his work with the Charlotte City Council. They have a very
384 bold transportation action plan from the city's transportation responsibilities. Over the next twenty-
385 five years, in addition to their \$3 billion transit system that they are building with their five cents
386 sales tax, they have a \$3 billion dollar shortfall for the city's own transportation system over the
387 next twenty-five years. In order to close the gap, they are looking at revenue sources for
388 transportation. The budget committee recommended to the full City Council that they pursue as a
389 top priority a one percent land transfer tax and that the second priority, should that not be
390 successful, is impact fees for transportation. They are also talking, but have not made a decision,
391 about taking more responsibility for the lower tier state roads. They also agreed that the transfer
392 from the Highway Trust Fund is something that needs to end. They are also looking at the
393 opportunity to work more with the N.C. Turnpike Authority for regional HOV, HOT, and managed
394 lanes.

395 Dick Sears, Mayor of Holly Springs, stated that they lost about \$52 to \$53 million in the
396 Highway Trust Fund transfer. He was under the understanding it was illegal to begin with. How do

397 we end the Highway Trust Fund transfer to General Fund itself? Beau Mills stated that they have
398 the judicial ruling on the transfer and it is legal. It will require legislation to change it. The transfer
399 from the Highway Trust Fund to the General Fund was part of the 1989 Highway Trust Fund
400 legislation. Because it is made into law, it can be changed by law and that is exactly what we are
401 going to pursue. Becky Heron stated that the counties need to work toward a menu of local options.

402 Mark Ahrendsen stated that all states are dealing with transportation problems. A lot of
403 communities have begun to take the funding issue on locally over the last five years. The most
404 successful are linked to a package of improvements.

405 Anne Franklin stated that they have avoided working with other communities nationally and
406 that we should talk more. We need to be partners with each other. The federal government should
407 be a partner with infrastructure. Joe Bryan agrees with Anne Franklin. If the local governments
408 pay for everything, the state government is going to let us. They will allow us to keep raising taxes
409 as long as we are doing it. The State is supposed to be building the roads and is not.

410 Mark Ahrendsen stated that the latest reports received from the NCDOT with the projections
411 for federal revenue is they do not anticipate a sufficient revenue stream to even fund the most recent
412 transportation authorization. By 2009 or 2010, there will be less than an eighty-eight percent return
413 because there will not be sufficient revenue coming in at the federal level to reallocate back to the
414 states in accordance with the authorization bill.

415 Ed Johnson stated that the legislative agenda could be updated for the next session if the
416 group wishes.

417 Nina Szlosberg asked if they could task the staff to come up with a proposed language and
418 put on the agenda next month for a vote.

419 Alice Gordon stated that in the long term the group should get together to make amendments
420 to the legislative agenda. The Chairs and Vice Chairs could create a recommendation.

421 David King stated that, through a potential partnership with Cherokee Investment Partners,
422 TTA has an opportunity to do something that is extremely powerful and nationally significant in
423 marrying transit with land use through a master developer agreement.

424 Ed Johnson stated that he has thirty-two years in the Triangle. When he served on the Wake
425 County Blue Ribbon Commission and he presented a six billion dollar deficit to one county and all
426 the other leaders were there, they stated that we have to take charge of this and started thinking.
427 This region has to have a single MPO, empowered with dedicated funding with total authority,
428 sooner not later.

429 **Other Business:**

430 **Joint Resolution by the Durham-Chapel Hill-Carrboro MPO and Capital Area MPO to**
431 **Exempt Expenditures Associated with Repairs to I-40 from NC 147 t US 15-501 from the**
432 **Equity Formula**

433
434 Mayor Bell stated that Ellen Reckhow is leaving the meeting early and asked that this item
435 be discussed early in the meeting.

436 It is a joint resolution by the two MPOs regarding the repairs on I-40. Ellen Reckhow stated
437 that we spent \$44.8 million over a three year period to widen I-40. We now hear that the concrete is
438 failing in two of the lanes. It will cost approximately \$18.6 million to repair the road. The repair
439 cost represents 41.5% of the original project cost and the repaired surface will have a shorter life.
440 All this is a bitter pill to swallow. Ms. Reckhow hopes that the TAC can support the resolution
441 which would ask the state to look at a different approach rather than taking this out of the equity
442 formula in terms of funding.

443 Joe Bryan spoke regarding the repairs on I-40. There has been an \$18.6 million mistake
444 made and if action is not taken, they are going to take the \$18.6 out of our equity formula. Mayor
445 Meeker recommended adding a paragraph to the resolution stating “WHEREAS, this region is a
446 donor region and sends in a lot of money that we don’t receive back”. Let Ed Johnson and Mark
447 Ahrendsen work on the exact amount of the equity formula to make our case.

448 Nina Szlosberg asked for an update on the I-40 repairs. Wally Bowman, NCDOT Division
449 5 Engineer, provided an update on the project. We solicited statements of interest from contractors
450 and, of the three that solicited, we have short listed it to two. This is a design build project and the
451 big design portion is the traffic control. The Department of Transportation has given the contractor
452 some guidelines and parameters that he must build the project by as far as when lanes can be closed.
453 There will not be lane closures both day and night like with the original project. It will be all night
454 work with occasional weekend work, but not every weekend. We have variable message signs,
455 highway advisory radios, and media to make sure that the public is informed. Of the two
456 contractors, one indicated that they could finish the project in one construction season.

457 Nina Szlosberg asked how long will the asphalt work last compared to concrete. Wally
458 spoke with the engineers who did the design and the 3” concrete overlays is equivalent to thirty year
459 design as if it was a full depth 14 ½”. There would be ongoing maintenance every six to eight
460 years. Asphalt typically lasts ten to twelve years.

461 A motion was made by Mayor Meeker and seconded by Alice Gordon to approve the
462 resolution, putting in language about the Triangle being a major donor region. The motion carried
463 unanimously.

464 Becky Heron is concerned that we are getting a double whammy. We are already paying for
465 a big portion of the improvements on I-85. Ellen Reckhow stated that the CAPITAL AREA MPO
466 members need to discuss this with their NCDOT board member as the DCHC members have done.

467 Nina Szlosberg stated that the concrete that is removed will be reused and will not go to the
468 landfill because of environmental concerns and it is a part of the design specifications in the
469 contract.

470

471 **Adjournment**

472 There being no further business before the Joint Meeting of the Transportation Advisory
473 Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO, the meeting
474 adjourned at 11:13 a.m.