

TRANSPORTATION ADVISORY COMMITTEE
JUNE 20, 2007
MINUTES

The Transportation Advisory Committee met on Wednesday, June 20, 2007 at 4:00 p.m. at Wake County Commons, 4012 Carya Drive, Raleigh, NC with the following present:

Members

Chairman Bryan, presiding
Robert Ahlert
Lynnwood Buffaloe
Don Bumgarner
John Byrne
Mike Chalk
Bill Connolly
Frank Eagles
R. H. Ellington
Jan Faulkner
Anne Franklin
Hubert Gooch
Vivian Jones
Buck Kennedy
Charles Meeker
Dick Sears
Keith Weatherly

Representing

Wake County
Clayton
Franklin County
Zebulon
Fuquay-Varina
Knightdale
Wendell
Rolesville
Angier
Morrisville
TTA
Granville County
Wake Forest
Garner
Raleigh
Holly Springs
Apex

Staff

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

Representing

CAMPO Staff
CAMPO Director
CAMPO Staff
TCC Chairman
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 to the agenda were requested; therefore, without objection, the agenda was approved as presented.

PUBLIC COMMENTS – NONE RECEIVED

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

MINUTES – MAY 16, 2007 – APPROVED AS AMENDED

Members received minutes of the May 16, 2007 meeting in their agenda packets. Chairman Bryan noted page 6, paragraph 1, should be amended by changing “Mayor Kennedy” should be changed to “Alderman Kennedy”; Page 7, Paragraph 6, should be changed from “Hit motion” to “His motion” and Page 7, last paragraph, should be changed from “Burnette” to “Bennett”. Mayor Meeker moved approval of the minutes as amended. His motion was seconded by Mayor Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

FTA SECTION 5307 AND 5340 APPORTIONMENT FOR FY 2007 – APPROVED

Mr. Johnson explained in accordance with FTA Regulations, the MPO is required to submit a letter to the FTA regarding the distribution of the FY 2007 Appropriation between the City of Raleigh, TTA and the Town of Cary. TTA and the Town of Cary are sub-recipients of the appropriation and both agree with the distribution of the FTA Apportionment of these funds. A grant application cannot be submitted to FTA until a letter is submitted (copy of submittal letter was included in the agenda packet).

Mayor Meeker moved approval of the FTA Section 5307 and Section 5340 apportionments as outlined in the letter. His motion was seconded by Mayor Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

SOCIO-ECONOMIC (SE) DATA UPDATE – RECEIVED – RELEASED FOR PUBLIC REVIEW PERIOD

Chairman Bryan noted the purpose for this item being placed on this agenda is to receive information and release the data for a 30 day public review and comment period. Mr. Petrosky explained CAMPO staff had been working closely with staff of member jurisdictions to refine the housing and employment forecasts and develop a draft dataset which would be used as input to the Triangle Regional Model. The draft dataset had been sent to members and is posted on the CAMPO website. Mr. Petrosky reviewed in detail information on the methodology used in creating the forecasts, summary totals and outstanding issues. Members were provided a copy of the draft dataset document in their agenda packet. He noted this information had been presented previously to the TCC and TAC and staff had reviewed comments received and incorporated in the dataset as appropriate and the information should now be released for public comment. The data is not formally adopted until the Long Range Transportation Plan is adopted. Data forecasts and the extent of the forecasts were reviewed at length.

Chairman Bryan questioned who provided these numbers for the data with Mr. Petrosky responding the data came from a number of different places. Employment numbers were gathered from Information USA which was purchased and then reviewed by local governments. Other information, i.e. base year dwelling units, etc., came from the census. Chairman Bryan questioned the forecast that Morrisville is only going to double in population with Mayor Faulkner noting Morrisville is landlocked. Chairman Bryan stressed Wake County School Board and others will look at these CAMPO generated numbers and if they haven't been checked carefully and do not have an update strategy in place, all growth issues in this region will be blamed on the TAC. Mr. Johnson explained the data is for urban service areas. Mayor Byrne noted the fact this is for urban service areas cleared things up in his mind. Mr. Johnson indicated this points out the fact that local governments should be looking at areas they will expand into and noted this data will be updated at least every four years and whether we do this socio-economic data more often is to be determined.

Mr. Petrosky reviewed all CAMPO area figures for dwelling units and employment. Chairman Bryan noted Forbes recognized Raleigh as the Number 1 place in America for jobs and Wake County added 36,000 people last year which is a 5% growth rate and felt the numbers seem low for the growth rate. He stated he wants to be sure the methodology is available for review and changes where needed. He stated the numbers seem much lower than what we have seen and what the expectations would be for the quality of life of this region. The growth rate in the data indicated 2.4% and we are actually growing at 5%. Mr. Petrosky explained buildable areas and current land use plans were considered noting land use plans should not change that much.

Mr. Johnson explained the 30 year trend for this region has been 2.5% - 3% growth per year and that had been extrapolated and noted there had also been a few years with flat growth. He stated this area has economic cycles and data also shows slowing growth at the end of the planning period as a result of running out of land and other factors. The data is saying we do not think we can sustain this level of growth for the next 30 years. Mr. Johnson stated planners have thought long and hard about these numbers. There are things that can be questioned and this data has been thrown out to generate discussion. Mayor Pro-Tem Eagles felt the numbers were under projected.

Mayor Meeker suggested that members be provided with the last 2 versions for comparison purposes and that this data be left open for review for the next two months. Mr. Petrosky explained this data will be 10 times as accurate as the previous data because the methodology is better now and have included input from all planners in the area and the information is based on local land use plans, etc. and cooperation with adjacent counties has also created better forecasts.

Mr. Russell explained this time we have been more careful and methodical in these forecasts and had discussed bringing in another party to be sure these projections are in line. He indicated 2015 are the best numbers and after that you don't know. Mr. Johnson indicated the Turnpike Authority emissions projections come out as reasonable to what

we have. Mr. Petrosky noted the Turnpike Authority says our projections are high in the corridor where they are working.

Ms. Franklin spoke to the need to push to get the results of the Turnpike Authority study out as quickly as possible since other decisions depend upon this information.

It was suggested that this information be placed on all municipality's websites.

Following discussion Ms. Franklin moved deletion of the routes from the data and that members be provided with the previous 2 versions for comparison purposes and this data be left open for review for the next two months. Her motion was seconded by Mayor Meeker, unanimously passed. Chairman Bryan ruled the motion adopted.

SEAMLESS TRANSIT IN THE TRIANGLE – INFORMATION RECEIVED

Mr. Johnson reviewed this item explaining in November, 2006 Mayors Meeker and Bell directed the local transit providers to look at new transit corridors, improvements to existing services and un-served or under-served corridors and develop \$5, \$10 and \$15 million expenditure scenarios. This project was to be completed by April 2007. Staff of the MPOs, the Capital Area Transit, Cary Transit, Chapel Hill Transit, TTA, Clayton, Duke, NCSU, NCCU and UNC participated in this project. Members received in their agenda packets a copy of John Talmadge's (Director of Commuter Resources for TTA) Powerpoint presentation. Mr. Johnson reported this information had been shared with the TCC previously.

Mayor Meeker indicated the thought was there is a planning process to put together mid and long term transit plans noting areas will not go from where they are now to active transit systems in one step. He indicated an intermediate step would be something like commuter bus service to various areas. The charge was to look at new regional corridors, improving existing regional services, look at un-served and under-served local corridors and develop the various scenarios as outlined by Mr. Johnson. Mayor Meeker indicated the results show the things that would be most likely to get regional bus service. He spoke to the need to involve commuter bus services from other areas to Raleigh, etc. and the need to look at the eastern half of the Triangle.

Mr. Johnson reviewed how Mr. Talmadge solicited input noting people in the eastern portion of the county thought this meant connecting the 2 communities and there were suggestions about extending TTA from Downtown to Wake Tech to Fuquay as opposed to the charter service currently provided by Wake Tech. Other possible options were reviewed. Mr. Johnson indicated more discussion should take place to determine if this is the right way to proceed. He stressed this is a work in progress and will be discussed further by the TCC.

Mayor Meeker explained the idea would be to enhance bus service quickly on the bigger corridors and look at the car registration fee of an additional \$10 to cover this. A report on this would be made in August. He felt we are seeing more interest in transit.

Mr. Johnson reviewed the \$5 million Scenario Services including a map of the area to be served. This would involve new Express service to 2 additional counties and 5 additional towns and would be a Real-time arrival system. Further included would be 1 local Rapid Ride corridor and 2 new local services. He indicated support activities expenses of \$280,000 per year, expenses of \$35 million over 7 years and revenue from current sources of \$10.7 million. Gap funding of \$24.3 million would come from contributions from governments outside of the 3-County area (assumed 50% of route operating costs) of \$225,000 and a new source would be needed of \$24 million or \$3.4 million annually.

The \$10 million Scenario Summary was reviewed. Additional services above the \$5 million Scenario were reviewed including new Express Service for 3 additional counties and 7 additional towns. Real-time arrival system, Sunday Regional service, improved frequency on existing Express route between Chapel Hill and Raleigh and RDU direct service from Durham only. This would also include 3 local Rapid Ride corridors and 4 new/improved local services. Support activities expenses would total \$570,000 per year, expenses would total \$70 million over 7 year and revenue from current sources would total \$21 million. Gap funding would total \$48.7 million from contributions from governments outside of 3-County area (assumed 50% of route operating costs) of \$1.7 million and new source needed of \$47 million or \$6.7 million annually.

The \$15 million Scenario Summary was reviewed. Additional services above the \$10 million Scenario would include new Express service to 5 additional counties and 11 additional towns. Real-time arrival system, Sunday Regional service and improved frequency on existing Express routes and RDU direct service. This would include 3 local Rapid Ride corridors and 6 new/improved local services. Support activities expenses would total \$900,000 per year, expenses of \$96 million over 7 years and revenue from current sources of \$31 million. Gap funding would total \$65 million from contributions from governments outside of the 3-County area (assumed 40% of route operating costs) of \$3 million and new source needed of \$62 million or \$8.9 million annually.

Revenue assumptions and new funding source options were reviewed.

Chairman Bryan questioned if there had been thought given on putting a lot of money where people live. Mr. Johnson noted that was a point well taken and staff realized there are 2 philosophies being melded together on the map. He noted that is not the last input that would be given and stated the Mayor of Durham made it clear he wanted some of this service to improve service in each City. He explained there is no attempt to force closure on this and all comments would be passed along.

Mr. Eagles noted 20,000 vehicles per day run through Rolesville and questioned why is there service proposed to go to Franklin County and not Rolesville. Mr. Ahlert stated

consideration should be given to going to Smithfield noting there is a lot of traffic coming through Clayton from that area.

Mayor Meeker indicated some time ago it was thought the center of the Triangle would be RTP but with growth in the area, the center of Triangle will be at the center of Wake County. He spoke to the need to start thinking of future transit and that is what this item is aiming at. Mr. Johnson noted NCSU is now the center of the Triangle and it is moving west.

Ms. Franklin thanked Mayor Meeker for pushing this forward. Mayor Meeker hoped over the next 60-90 days to start making decisions about what enhanced bus service will be.

Mayor Jones indicated she had already talked to the TTA and Wake Forest desires bus service from Wake Forest to Raleigh and they are willing to assist in the funding. She noted this service is desired as soon as possible and would like for it to be routed around town. She stressed Wake Forest is very interested in that service.

This report was received as information.

KERR AREA TRANSPORTATION ASSOCIATION – TRIANGLE CONNECTOR – RECEIVED AS INFORMATION

Mr. Withrow reviewed this item. He stated the Kerr Area Transportation Authority (KATA), d/b/a KARTS; has initiated a pilot program using funding provided through a supplemental Rural General Public grant from NCDOT. The program is known as the Triangle Connector. This connector began operation on May 14, 2007 and the evaluation period will end June 30, 2007. The program will be evaluated and if deemed a success, KATA will request additional funding.

The goals of the Triangle Connector are:

- (1) provide general public transportation and transportation options to interested clientele,
- (2) assist with job access for the 14,500 commuters in Franklin County, and
- (3) relieve congestion along the US-1 corridor.

The shuttle used for the Triangle Connector will utilize three park and ride lots; one in each of the Franklin County towns of Louisburg, Franklinton and Youngsville. The final destination of the route is Raleigh at Triangle Town Center, which is served by a CAT stop. All lots are also in walking distance for a large part of the population targeted for shuttle service. The run schedule for the shuttle vehicle has been made to accommodate working hours. The shuttle vehicle will be re-striped and marketed to attract a broad customer base. The target for success in the initial phase of the project is to transport an average of 40 people a day. Members received information on the Triangle Connector including frequently asked questions and a map of the route in their agenda packets.

Mr. Withrow noted Franklin County Planning Department will be issuing a survey. The News and Observer will write an article on this service to assure we get public exposure. He noted this is an opportunity for transit from Franklin County and beyond and wanted to be sure everyone is aware of this. Mr. Johnson indicated the CAT system is expanding service to Triangle Towne Center and this is beginning to be a transit hub for this area.

Chairman Bryan questioned how much does it cost to move 40 people per day. Mr. Johnson noted this is a rural grant and would have to obtain this information from KARTS. Chairman Bryan requested that this information be provided to members noting if it costs hundreds of thousands of dollars to move 40 people, we should have some input as to how long it will continue. Mr. Johnson indicated the cost per rider would be provided.

This item was received as information.

LEGISLATIVE UPDATE – RECEIVED AS INFORMATION

Mr. Johnson indicated the current legislative session is underway and House and Senate committees are reviewing many transportation related bills. Issues such as Gap funding for Turnpike projects in the Triangle as well as measures to address rising construction costs are on the agendas. NC Go! And other local and regional organizations have also been working to keep transportation issues at the forefront of discussions. Members received a newsletter produced by NC Go! in their agenda packets.

Mr. Johnson indicated he had just received word that the Medicaid Tax swap was almost passed today. He reviewed the impact of this swap.

Chairman Bryan questioned if there was information available on the gap funding for the Turnpike Authority. Mr. Johnson indicated nothing is final at this point and as of this date there was nothing in the House or Senate budget speaking to the gap funding. Mr. Johnson noted he had been told that adjustment to the Highway Use Tax of some amount and converting it from net to gross tax over 2 years, as approved by both sides, would have a fixed percentage of revenue going to the Turnpike Authority. He noted that is currently a Senate proposal and has not been put in writing. He noted the House wants to do something with it but feels it should come from DOT's current revenues. The Senate and House have different ideas of how to do this and would require a lot of leadership and courage to deal with it. He noted the thought was the budget will be approved without gap funding in it and will be something done after adoption to address this gap funding.

There is another bill filed by Tony Rand for Onslow County through DOT and other municipalities to only levy transportation improvements on developers based on the impact they have on the road they are connecting to. The first developer to develop the intersection is the one that has to pay and others get a free ride and this bill would share

costs. He noted many municipalities are concerned about this but is only for Onslow County now.

This item was received as information.

TURNPIKE AUTHORITY – MEMORANDUM OF UNDERSTANDING

Mr. Johnson explained provided members with a revised Memorandum of Understanding with “Proposed Revisions to May 16 Version” included on the top of the first page. He noted the Turnpike Authority’s attorney feels the previous language as adopted last month could be possibly construed as a binding legal agreement rather than a Memorandum of Understanding.

Mayor Meeker indicated he had reviewed the changes that were requested by the Attorney General’s office staff. The proposed changes were reviewed. Section 6 changes reflected the fact the document is not a contract and Mayor Meeker indicated he had no problems with this section. He then reviewed the proposed changes to Sections 1 and 3 which he felt were not necessary as long as Section 6 is included.

Mayor Meeker moved confirming CAMPO’s support of the Memorandum of Understanding as drafted and including Section 6 changes as proposed and deletion of the changes proposed in Sections 1 & 3. His motion was seconded by Mayor Byrne.

Mayor Weatherly questioned what this change does with Mayor Meeker responding Section 6 sets forth the parties current understanding and commitments. He noted this is a good faith document and can be changed later if necessary. The document is intended to reflect our understandings today. Mayor Weatherly questioned why this is different than just having in the minutes what the circumstances are at the time. Mayor Meeker responded this protects us more and is in writing and items can be called to the Turnpike Authority’s attention if necessary. He noted CAMPO has signed off on this project for federal approvals and this agreement is more help to us. He explained the MOU is to pin down and be clear of our understandings.

Mayor Weatherly questioned if the Turnpike Authority adopted this MOU. Perry Safran, representing the Turnpike Authority, explained the proposed changes were comments that came back from their attorneys and their minutes indicate they would approve the MOU if these modifications were made as recommended by the Turnpike Authority’s attorneys. Mayor Weatherly indicated CAMPO predicated its vote on the fact that the Turnpike Authority adopted the MOU and proceeded knowing that was a condition to have that vote. He noted now we are coming back and find out the Authority did not adopt the MOU and now they want it changed. Mayor Meeker explained Section 6 reflects what we talked about in the minutes and is reflected now in the MOU and not just in the minutes.

Chairman Bryan referred to Section 6 noting he could see the need for the affirmative statement in the first portion of this section. He questioned the need for the last sentence which seemed negative. Mayor Meeker agreed noting he did not see the need for the affirmative and negative in this section but did not see any effective difference in including it and this would close this out

Mr. Safran did not think this is a breach of faith noting there are 9 policy makers working hard to do the gap funding and do the right thing. He noted Mayor Meeker worked diligently to word this in a way the 2 agencies will sign off on it. He felt the proposed amendments are for clarification and not a backwards move and there is enough leeway in the motion that it doesn't have to go back.

Mayor Faulkner questioned what would happen if this is not approved. Mayor Meeker responded the Authority would like to sign it and the Attorney General says that should not sign it unless this Section 6 is added. Mayor Meeker reiterated this is a Memorandum of Understanding and not a contract and is included in the MOU rather than just stated in the minutes of the meeting.

Chairman Bryan questioned how quickly will the Turnpike Authority sign this MOU rather than waiting another month. Mayor Meeker responded it would be signed quickly.

Following discussion, Mayor Meeker amended his motion to support the MOU as drafted including changes to Section 6 as proposed and deletion of the proposed changes in Sections 1 and 3 and that the Turnpike Authority submit the signed copy to Chairman Bryan with 7 days. Mayor Byrne seconded the amended motion. A vote on the motion was taken with all members voting in the affirmative with the exception of Mayors Weatherly and Jones who voted in opposition. Chairman Bryan ruled the motion adopted.

MPO STAFF REPORT – RECEIVED

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

NCDOT REPORT – RECEIVED

Chairman Bryan indicated we do not sometimes recognize our partners and the hard work they do and work done for our region. He expressed appreciation for NCDOT's work.

Mr. Bowman reported I-540 on the west end from I-40 to US 55 will open by the end of June or early July. Mayor Faulkner requested a sign to include the exit to Morrisville.

Mr. Bowman reported I-40 in Durham County is going along well and is very smooth noting this work was praised by the Federal Highway administration. He indicated all of the 9 marathon weekends may not need to be used. He further reported the detour using NC 147 and I-85 is working well.

Transportation Advisory Committee
June 20, 2007

Mr. Bowman reported the Clayton Bypass had an original completion date of July, 2009; however, the work is ahead of schedule and is 75% complete. The project could be finished by the end of this year or early 2008.

ADJOURNMENT

There being no further business, upon motion of Mayor Meeker, seconded by Mayor Byrne, unanimously passed, the meeting was adjourned at 5:30 p.m.

Respectfully submitted,

Brenda Hunt