

**JOINT CAMPO/DCHC MEETING
OCTOBER 31, 2007
MINUTES**

The Transportation Advisory Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO held a joint meeting at the Raleigh-Durham Airport Authority Building Conference Room on October 31, 2007 at 1:30 p.m. Joe Bryan, Chair of CAMPO chaired the meeting. The following items were discussed with actions taken as shown:

Chairman Bryan called the meeting to order. He indicated the main purpose for this meeting was to receive an update from the Special Transit Advisory Commission (STAC). He noted this group had been working hard to come up with a plan leading to greater mobility in this region. Chairman Bryan stated transportation is becoming more and more at the forefront and the Legislature realized last year that the one area they fell short on was transportation. The Governor has a new special committee put in place across the state. He reported within the next two years there will be reauthorization of funds for transportation.

Alice Gordon, Chair of DCHC MPO, welcomed those present noting it was gratifying to see so many present. She thanked all those listed on the agenda that would be making presentations at this meeting noting they had all put in a lot of time to make this a fruitful meeting. She referred to STAC and indicated these members have had excellent attendance at their meetings and the chairs, vice chairs and staff have worked many hours to get to this point. She indicated the members and staff are owed a big debt of gratitude. She referred to a survey done by Realtor Magazine that indicated people want mass transit and not roads. Many stated public transportation is the best long term solution and developing communities that could walk to various services. She felt most people are receptive to new ideas for the kind of growth that would take the pressure off the roads. She felt this report is timely with the rising gas prices.

PUBLIC COMMENTS – NONE RECEIVED

Chairman Bryan asked that anyone present desiring to speak to this body come forward. No one requested to be heard.

SPECIAL TRANSIT ADVISORY COMMISSION (STAC) – REPORT RECEIVED

This item was placed on the agenda to receive a report from STAC.

George Cianciolo, STAC Co-Chair, indicated the original schedule called for the final report from STAC at this meeting. He explained this group had been working diligently noting this has been a long process and they are getting close to the final report stage; however, this report would be an update rather than a final report. The STAC has held ten meetings and has extended its schedule to allow for two additional meetings and proposed to deliver a final report to the MPOs at the beginning of the year. The TACs of

both MPOs have approved this extension. He indicated he would be discussing the background of the commission, charge to the commission, process, accomplishments to date, how they are developing a vision, issues, remaining challenges and next steps. Mr. Cianciolo was joined by Smedes York, Bo Glenn and their facilitator Philip Boyle. He stated the commission was appointed to develop a set of recommended major transit investments in the Triangle region. The recommendations are to be taken into consideration by the two MPOs when developing each MPO's 2035 Long Range Transportation. He reviewed the charge to the commission involving the joint development of a Regional Transit Vision Plan for a regional transit system to serve as the foundation for making comprehensive, cooperative and well coordinated decisions on future major transit investments. The development of this plan should include a robust public outreach/community engagement effort and a process for establishing priorities for regional transit investments. STAC is to deliver to the two MPOs a set of recommended major transit investments to serve the Triangle based on:

- Guiding principles for transit investments
- The Transit Infrastructure Blueprint Project analysis
- Priorities for transit investments
- A community engagement process

Mr. Cianciolo reviewed the process from Blueprint to Long Range Transportation Plans including review of analyses, dialogue and civic engagement and all of this comes together with long range transportation plans. The makeup of STAC consists of 29 voting members, 9 ex-officio members and staff support from ITRE, CAMPO, DCHC, TJCOG, RTA, NCDOT and TTA. Philip Boyle is the facilitator. All meetings are public and there is also a website containing information. They will seek public input on the final report.

Mr. Cianciolo reported 10,000 hours had been devoted to the STAC process thus far by everyone involved. More meetings are planned. He indicated without staff, they would not be where they are today. He explained they were asked to take a clean slate approach. He reviewed the process as follows:

1. Review existing transit plans and relevant sections of the 2030 Long Range Transportation Plans, including the goals and objectives states in those plans.
2. Determine the level and process for public outreach needed to inform and support the commission's recommendations.
3. Determine goals and objectives for regional major transit investments.
4. Review and evaluate transit options available to the region for the next 25-30 years.
5. Determine regional major transit investment recommendations.
6. Other areas as deemed advisable by the commission.

Mr. Cianciolo indicated this had been a learning experience and had to be able to look at this based on hard data. At this point the accomplishments were reviewed. Initial

meetings dealt with educating members on various aspects of regional transportation planning and transit. He reviewed the presentations made to the commission. In addition, there were discussions relating to the formation of goals and work had begun to look at illustrative scenarios for regional transit. The goals are still in draft form and have not been formally adopted. Illustrative scenarios for regional transit are based on an analysis of 18 potential corridors in the Triangle (shown on map provided in the agenda backup) and include all corridors that have been previously studied by the MPOs and two additional corridors suggested by the STAC. The commission had looked at three scenarios that illustrate potential options for regional transit including a rail only scenario, a bus only scenario and a bus-rail hybrid scenario (all scenarios shown on maps included in the agenda backup). Mr. Cianciolo indicated STAC has looked at the “where” noting in the next 30 years there should be transit investments in the triangle. He indicated this report should be a dynamic project. STAC has looked at different levels of service and are looking at the “what” now (which scenario at which corridor). He indicated members are wearing their “regional hats” and not their “local hats”. Mr. Cianciolo explained “how” is an important issue and is something they will be discussing over the next two meetings and involves costs, revenues, benefits and impacts. He explained you can have a great plan but it will be tough funding the plan. The commission will look at various aspects of funding and make recommendations about some of those aspects.

A map of the area involved in the triangle region was provided and reviewed. Issues involved include the complexity of our region’s multi-hub network, costs, trips by all modes per acre used as surrogate for estimating potential rider ship, revenue sources need to be expanded. Remaining challenges were reviewed. It was emphasized it is important that the public views this as worthy of what we want this region to be in the next 30 years. Next steps were reviewed with Mr. Cianciolo reporting the next two meetings would be held November 15, 2007 and December 4, 2007. Goals and the technical analysis will be used to finalize and prioritize a recommendation for regional transit based on elements of the transit scenarios. A report will be prepared and presented to the MPOs in early 2008 and recommendations will include transit corridors, operational technologies, estimated costs, an analysis of the costs and benefits of projects and phasing. The goal is to complete the report by February, 2008. He indicated the future role for STAC must also be considered.

Mr. York stated STAC members had put a lot of time into this and was very excited about having recommendations soon. The hours spent on this commission had been well spent and they are moving rapidly toward recommendations. Mr. York indicated this is an exciting plan and will involve all different levels of service. The idea of getting the public invested in the plan is very important. He noted major funding sources will be needed. He stated they are all looking closely at the vote in Charlotte on Tuesday regarding the repeal of the half cent sales tax noting hopefully the tax will not be repealed. Mr. York indicated he is excited about where they are at this point.

Bo Glenn expressed appreciation for the additional time for the commission to do their work. He indicated it had been very impressive to see the serious commitment of the members. He stated what was most impressive was watching staff function in this capacity. Staff has had multiple planning meetings and has come up with some great ideas and recommendations will reflect the best minds of transit in this area.

A representative of Research Triangle Foundation indicated this involves game changing plans. He stated Research Triangle Park was a game changing event and this plan might also be a game changing event. He indicated in this economy, the region's rise or fall is based on infrastructure and the plan is to show the world this area is competitive and will allow us to remain competitive.

Dr. Boyle indicated it would be helpful to receive thoughts about the process and things that jumped out during the presentation. He questioned what is important to those present in terms of expectations. Mayor Meeker felt the commission is on track. He questioned who would implement the initial steps. Mr. Cianciolo responded the MPOs should be involved with the plan implementations and would recommend major transit investments and that is the point if STAC continues to exist that their assistance in implementation could be used. Mayor Meeker questioned who would build and operate the system with Mr. Cianciolo responding that has not come up yet.

Discussion followed relating to how to get the needed funding when there are so many problems right now with keeping up existing roads, where the funding will come from, etc. It was noted if this works, everyone will have to work through the Legislature and the federal government.

Chairman Bryan indicated this is true regionalism and this is a regional plan and the benefits to everyone will be through the regional part of it. Mayor Jones indicated she was encouraged that everyone working on this is so positive and felt that will bring us through.

Russ Stephenson agreed with the statement that what happens in Charlotte on Tuesday. He felt getting broad based support behind a regional concept is the big challenge.

Mr. Kennedy felt it is very hard for the average person to comprehend what is ahead noting financing will be a major challenge. He felt if a poll of people and public transportation and mass transit were available today, how many would use it within the next 6 months and felt there would not be a large number of people willing to commit to it. This will be a cultural change to move into this type of transit situation and had no idea how to influence that change. He noted this may become a matter of necessity. Another challenge is to keep together to be the force to move ahead and everyone must stick together or the opposition will divide and conquer. Dr. Boyle indicated crafting the regional sense of this is important and we need to move forward as a region doing that in a way that lets people honor that.

Chairman Bryan indicated he hoped over the next few months we will have a public process plan so we are reaching out to the public and encouraging them. There was a lot of success with the Blue Ribbon Commission on the future of Wake County. He hoped STAC members would want to continue this work.

Ms. Gordon applauded the work of this group.

The report was received as information.

2035 LONG-RANGE TRANSPORTATION PLAN UPDATE – RECEIVED

John Hodges-Copple, Triangle J Council of Governments, explained by June, 2009, MPOs have to have Long-Range Transportation Plans. MPOs must come up with plans to show how the facilities and services in those plans are paid for by certain time periods. In regard to conforming, he explained those facilities, services for the growth they serve have to meet air quality requirements. He noted next week we will have the new emissions requirements for our region that must be met. The MPOs must have everything adopted by September, 2008 noting it takes that long to get through the air quality process. Mark Ahrendsen, DCHC MPO representative, reviewed the schedule for developing their LRTP noting public input would take place in August and September. One other task involved relates to land use scenarios. Mr. Johnson, CAMPO, indicated the last time CAMPO did a plan update it was decided to synchronize schedules. All participants felt it was time well spent and represents the epitome of regional work. Mr. Johnson explained it was realized DCHC had more specificity of what they wanted on the transit side than CAMPO. He reviewed what has changed between the last plan update. He indicated SAFTLU puts additional requirements on MPOs for early stakeholders coordination with DENR, etc. He spoke to the need to deal with these organizations early and do it in the LRTP update process. Mr. Johnson explained the CAMPO road plan had 209 projects in it and there are many issues that need to be thought through. He indicated fiscal constraints “will be a bear this time”. He spoke to the changes that have occurred since the last plan including an inflation rate of 15% per year and a revenue flow decrease. He indicated many will be faced with the issue of having plans way under funded that will be worked on in the next 15 months.

Discussion followed relating to the relationship between transportation and land use. It was noted this would be more successful of all areas work together.

Mr. Johnson indicated 23 members contributed to this effort and everything possible would be done to look at 2-3 alternatives involving what if we evolve in a different way, how to execute land use forecasts, etc. He spoke to the need to influence growth into transit corridors and stay out of areas where we will not have the transit services.

Ms. Gordon indicated DCHC would be looking at 4 different land use scenarios. Mayor Meeker indicated what we are seeing is no so much change in planning. He explained 5 years ago 5% of growth in Raleigh was subdivisions and now it is 80/20 ratio and

Raleigh is seeing a market change. He indicated planning will have to accommodate that change.

Mayor Tilton, Carrboro, stated there are some useful and important issues in this report and the previous report and the problems being pointed out are not being addressed head on and they seem directly related. He noted we have not got the money necessary to build the kind of roads to meet the motor vehicle transportation demand that is out there and no one knows where the \$4 billion - \$7 billion would come from for public transit. He indicated as long as we are pursuing road oriented solutions, we will not have funds needed to make public transportation systems work for us. He felt we are not having much discussion of the nature of the problem. He indicated the suggested action for this item is receiving the report and felt it would be more useful to have dialogue on how the problems interact with each other and solutions.

Mayor Meeker indicated when discussion relates to building something big, it can't be done at once. He stated 25 years ago Raleigh started building a greenway system and now \$200 million has been spent on the system but it was done gradually. He noted this is a popular system. He felt something needs to be started relating to transit and it may be a small link but once we do we will get constituency and revenues will increase. He indicated there will be a combination of funds, some sales tax, motor vehicle registration fees and some real property taxes. He indicated if we can it started, over time it will grow and get more supporters.

Ms. Gordon felt the advantages of sitting here would be to say whether everyone agrees on the approach. She felt the approach Mayor Meeker mentioned is the right one. She spoke to the need to have a success in transit and that can be just part of a plan. In regard to timing, she referred to the high gas prices and elected officials are cognizant of the fact that the time is favorable for positive outcome in transit. She indicated if we can get this plan in place, the timing is right. She felt if a transit plan could be put together and have a vision everyone agrees on, silence might mean consent. She was optimistic the timing is right and if we can come together on a transit vision, some how we will get the funding. She stated every conference she has attended has been bleak on federal government giving us anything. She noted this is a huge challenge but if we have a vision, we can figure out a way to fund it. Discussion followed regarding whether everyone is on the same page and the need to have discussion on the issues if there is disagreement.

Chairman Bryan stated the polling data does not indicate a huge appetite from the public for this and did not think there will be unanimous support or agreement. Mayor Meeker indicated the job of CAMPO and DCHC is to get a plan and the challenge is to sort out funding we can get that will have to be new and get some entity to get underway on initial projects. He felt once we have the first rail line or project, people will like it more.

This item was received as information.

LEGISLATIVE UPDATE – RECEIVED

Present to discuss this item were Ed Johnson, Jim Westmoreland and Carl Dawson. Mr. Dawson indicated they have colleagues spread out across the United States and they meet frequently and work on issues of common concern. He indicated Joe Milazzo, Regional Transportation Alliance, has been involved in this for a few years. He explained there have been bi-monthly meetings with legislators and Representative Willis from Wake County asked them to get their colleagues around the state to get metro areas to work together better than they do. This sparked interest in having discussions about how to have conversations throughout the state with metro areas throughout the state. Mr. Westmoreland has a great deal of understanding of how the Triad and Charlotte look. He referred to the documents included relating to this item in the backup. He indicated there is a new commission appointed that is the sixth one in the last 5 years and hoped this group can change things. Mr. Johnson stated he hoped this group considers talking about how we can work together throughout the state on issues of common concern.

Bo Mills indicated the big challenge for this region is to determine what everyone wants. Subsequent to that, working with colleagues in other parts of the state will be critical in working through legislation. He indicated the timing is right and we are on the radar screen noting transportation planning was failing during the last Legislature and hoped they will act on that failure. What this region brings to the table in the process is important. He felt Charlotte is going to reaffirm the half cent sales tax. He indicated another important event is what our Legislature does next. A special session of the Legislature has been called for to deal with transportation but that will not happen. Mr. Mills indicated the Legislature did appoint a special transportation committee to look at what should be done by the Legislature. He felt urban issues will get dealt with. It is not the mission of this committee to consider local option funding. This committee may meet one time before the end of the year and will meet a few times before May. He felt they would make preliminary recommendations but would be fairly modest. Mr. Mills indicated in 2009 when the long session convenes, transportation will be the #1 issue. He spoke to the need to work with this committee and make this a campaign issue. In the last session of the Legislature, infrastructure was the big point of discussion and they did not do much except giving counties a four cent real estate transfer tax and a ¼ cent sales tax. He indicated they also provided counties the authority to spend their funds on the state highway system. Chairman Bryan noted the Legislature did not give the counties the revenue to do this.

Mr. Mills stated it is time for counties to get in the roads business. He noted cities now have the authority to spend Powell Bill funds on state system roads as well. The Legislature capped the gas tax which reduced revenues by as much as \$140 million. The gap funding for the toll road also died on the vine at the last minute. Discussion followed regarding who would build schools if the county has to spend its funds on roads. Mr. Mills responded counties do not have to build roads but have the authority to build them. Mr. Milazzo spoke to the fact at some level we may begin accepting less than the best solution in order to have projects sooner. He referred to I-40 noting 6 lanes were funded

rather than the needed 8 lanes. In most of the eastern counties this has not been an enormous concern but it is a big issue here. He spoke to the gap funding requested by the Turnpike Authority and was hopeful a funding solution will occur immediately. Mr. Milazzo stated there is no shortage of demands and shortage of answers and wanted to continue working with everyone and wanted everyone to get together and talk about transportation.

Jim Westmoreland, Greensboro Transportation Director, commended this group for coming together as 2 policy boards and talking about common interests and needs. He felt the group is on the right track for exploring solutions for this region. He stated the timing of this discussion is good because NCDOT has a transformation process underway, the 21st Century Transportation Committee should all be educated about needs and interests and the upcoming federal reauthorization in 2009. He reiterated the timing is right for developing a plan for the region and funding options and solutions. He stated we all have common interests noting this region bumps up against Burlington and there are many common interests across the state. When we look at Greensboro and the Triad area, FedEx, etc., there are other things happening and everyone has to find ways to make our state as mobile as possible or we are in trouble. He stated everyone working together is important and should continue in terms of coming up with options for this region and possible favorable to our region in moving our state forward.

Ed Harrison, Chapel Hill, indicated the League of Municipalities had a meeting on transportation. He indicated there are federal shortfalls of multiple millions of dollars. He stated the USDOT is shifting focus from building out infrastructures to making systems work and the vision everyone should have and send to the 21st Century Transportation Committee is the systems need to work better. It is not a matter of ribbon cuttings, it is making the roads we have work better.

Mr. Ahrendsen stated the NCDOT Transformation Study is a follow up to the Statewide Transportation Plan done several years ago. As part of that they look at realigning how they spend funds and making sure what we have works better and shifting funding from new construction to alternate modes of transportation. The state system was divided into 3 tiers – roads of statewide significance, regional roads and local streets. He indicated there is concern it may be the responsibility of counties to build roads. The difference between permission versus responsibility without revenue sources was discussed. He spoke to the need to keep dollars in the state as opposed to sending funds to Washington.

Mr. Johnson indicated DOT cannot be all things to all people and they are primarily interested in statewide strategic highway corridors. He stated there is \$4 billion a year in their annual budget and they are expressing interest in 7% of the road network and was concerned that may leave the top 2 tiers for others to handle. He indicated all 3 tiers should get what they need.

Chairman Bryan indicated this is the think tank and there are people dealing with transportation daily. He questioned when would there be a transportation summit when

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we look at things system wide and raise the level of awareness to bring in national leaders. He questioned when will North Carolina have a summit for the State of North Carolina. Mr. Mills indicated he is working on that.

This item was received as information.

ADJOURNMENT

There being no further business, the meeting adjourned at 3:30 p.m.

Respectfully submitted,

Brenda Hunt