

**TRANSPORTATION ADVISORY COMMITTEE  
OCTOBER 15, 2008  
MINUTES**

The Capital Area Metropolitan Planning Organization’s Transportation Advisory Committee met on Wednesday, October 15, 2008 at One Exchange Plaza, Raleigh, NC with the following present:

**Member**

- Joe Bryan, presiding
- Vivian Jones, presiding
- Bob Ahlert
- Dan Andrews
- J. Harold Broadwell
- Don Bumgarner
- John Byrne
- Jan Faulkner
- Hubert Gooch
- Russell Killen
- Charles Meeker
- Jeff Merritt
- Dick Sears
- Nina Szlosberg
- Harold Weinbrecht
- Ronnie Williams

**Representing**

- Wake County
- Wake Forest
- Clayton
- Harnett County
- Wendell
- Zebulon
- Fuquay-Varina
- Morrisville
- Granville County
- Knightdale
- Raleigh
- TTA
- Holly Springs
- NCDOT
- Cary
- Garner

**Staff**

- Chip Russell
- Gerald Daniel
- Renee Johnson
- Robert McCain
- Kyle Ward
- Diane Wilson
- Kenneth Withrow

**Representing**

- TCC Chair
- CAMPO Staff
- CAMPO Staff
- CAMPO Staff
- CAMPO Staff
- CAMPO Staff
- CAMPO Staff

Vice-Chair Jones called the meeting to order with discussion and actions taken as shown:

**AGENDA – APPROVED AS PRESENTED**

No adjustments were made to the agenda; therefore, without objection, the agenda was approved as presented.

## **PUBLIC COMMENTS –RECEIVED**

Vice-chair Jones explained this was an opportunity for comments by those in attendance on items not on the agenda.

Anne Franklin indicated she is a member of the Capital Area Friends of Transit. She explained this group will be comprised of a broad coalition of groups that think transit is the key for the future. She noted they are interested in the Long Range Transportation Plan and were interested in being advised of the public input process.

## **MINUTES – AUGUST 20, 2008 – APPROVED AS PRESENTED**

Minutes of the August 20, 2008 meeting were provided to members prior to the meeting. Mr. Meeker moved approval of the August 20, 2008 minutes as presented. His motion was seconded by Mr. Williams, unanimously passed. Vice-chair Jones ruled the motion adopted.

CHAIRMAN BRYAN ARRIVED AT THE MEETING

## **2035 LONG-RANGE TRANSPORTATION PLAN – RELEASED FOR PUBLIC COMMENT – PUBLIC HEARING SCHEDULED FOR NOVEMBER 19, 2008**

John Hodges-Copple, Planning Director for Triangle J-Council of Governments, reviewed this item. He reviewed the history of the item noting MPO staff has been working with representatives of the Durham-Chapel Hill-Carrboro MPO, Triangle Transit, Triangle J Council of Governments and the Triangle Regional Model Service Bureau in preparing the 2035 Long Range Transportation Plan. The draft report was presented at the August 20, 2008 TAC meeting and included:

- Goals and Objectives adopted by the TAC on May 21, 2008
- Schedule of events and deadlines that apply to the 2035 LRTP
- A map and list of all roadway projects to be included in the 2035 RTP
- Preliminary cost estimates and revenue projections
- Local options revenue estimates
- Maps showing three transit scenarios that reflected the Special Transit Advisory Commission (STAC) network

Mr. Hodges-Copple indicated the preferred alternative tables for both highway and transit projects were not complete at that time. Since August 20 TAC and TCC meetings, staff members have been working to create a highway preferred alternative and four transit preferred alternatives that will be modeled and analyzed using two land use alternatives. Members received in their agenda packets maps and tables identifying the highway network and outline the four preliminary preferred transit alternatives as well as additional information currently ready for public review and comment. Mr. Hodges-

Copple made a slide presentation (copies provided to members) that included where we are in the process and what the TAC is being asked to consider at the various stages of the plan development. His presentation also included what is a fiscally constrained option. The four transit alternatives were reviewed as follows:

- (1) RO – Bus only scenario
- (2) R1 – Commuter rail system – work trip oriented with 30 minute peak/60 minute off peak headways. Routes include:
  - A. Hillsborough→Durham→Cary→Raleigh→Clayton
  - B. Apex→Wake Forest via Cary, Downtown Raleigh & US-1 Corridor
  - C. Durham→Carrboro via Carolina North and University Rail Spur
- (3) R2 – Light Rail from UNC Hospital to Downtown Durham Multimodal Center Diesel Multiple Unit (DMU) trains from Duke Medical Center →RTP→Cary→Raleigh→to Durant Road
- (4) R-3 – Continuous light rail line from UNC Hospital→Duke Medical Center→NCCU→RTP→Cary→Raleigh→Durant Road

It was noted R3 is particularly unique due to its routing through Downtown Raleigh as compared to the other alternatives that use the existing railroad lines. Currently the staffs of MPOs, TJCOG and the Triangle Model Service Bureau are working to finalize the highway networks and transit routes that will be modeled as part of the preferred alternative analysis. The agenda stated staff's recommendation is that the Preferred Highway Alternative and the four preliminary transit alternatives be released for public review and comment. Currently model runs are being made that will provide additional information for public review which will be disseminated when available.

Discussion followed relating to the difference in the alignment between options 2 and 3. Mr. Merritt questioned whether it is possible to diverge rail at any point for any mileage as long as there is a willingness to pay for this. Mr. Hodges-Copple responded that is true and did not want to imply the routes as reviewed are definite and if changes are desired, they can be made; however, they must receive all necessary approvals.

Mr. Byrne stated Wake Technical College is the largest school in Wake County with more students and questioned if rail had been considered in that area. Mr. Hodges-Copple stated his guess was there is bus service in this corridor and rail service was defined to match the STAC recommendation in terms of alignment. He stated this was a good question to ask noting none of the students live on this campus and all must travel to and from the campus. Mr. Hodges-Copple stated these options are being put out for thoughts and public comment and members could like portions of several plans and one or the other does not have to be chosen. He indicated something has to be chosen in the end and must be fiscally constrained and pass air quality requirements. He stated one option or a combination of the more than one option can be chosen.

Ms. Wilson continued with the slide presentation. She recapped the 2030 LRTP funding shortfall noting the plan excluded an additional \$1.6 billion in road needs that cannot be paid for by 2030 even with \$2 billion in assumed new funding, unfunded transit needs were expected to approach an additional \$2 billion. The total additional funding needed beyond traditional sources by 2030 is \$6 billion in Wake County. Ms. Wilson reviewed the 2035 LRTP challenges. She indicated the 2035 LRTP funding shortfall for roadways totals \$8.4 billion and for transit totals \$3.5 billion. CAMPO 2035 LRTP funding shortfall, mostly in Wake County totals \$12.2 billion. Ms. Wilson reviewed the criteria for assigning road projects. Maps of LRTP projects were reviewed. She reviewed transit options in detail as well as maps of the various options and preliminary cost estimates. Ms. Wilson reviewed the next steps including release of preliminary options, getting public feedback on the preliminary options, holding a public hearing at the November 19, 2008 TAC meeting and approving the draft 2035 LRTP in January/February, 2009. Requested action for this meeting were:

- (1) Release the 2035 LRTP Preliminary Options for public review and comment
- (2) Schedule public hearing to be conducted at November 19, 2008 TAC meeting

Discussion took place relating to how to get the most public involvement. Ms. Wilson indicated there will be 6 meetings at various locations. Chairman Bryan requested that Ms. Szlosberg get a couple of people together to work with CAMPO staff on assuring the public is made aware of this plan. He indicated this could include Channel 5, Headline Saturday, Channel 11, video streaming, RTN, etc. He stressed the need to get this information out. Ms. Szlosberg noted the average person needs the proper interactive tools to understand what this means to them. Chairman Bryan indicated as much detail as possible would be good in order for people to understand this information.

Mayor Meeker indicated in regard to the proposed rail service, that the City of Raleigh will be supporting electric rail and should follow the plans proposed by STAC.

Chairman Bryan questioned if the options are fiscally constrained. Mr. Hodges-Copple explained there have been meetings to work on this and staff is close to completion and would take an additional 7-10 days to reach that comfort level. He noted staff wants to be sure the TAC understands what number is there, where it is coming from and if it is reasonable noting this is not easy on the revenue side.

Chairman Bryan questioned if this plan also speaks to greenways, bike and pedestrian facilities, etc. Mr. Hodges-Copple reviewed the various components of the plan that includes bike/ped facilities, greenways, transit, etc. Mr. Withrow noted bike/ped facilities are treated in the same manner as in previous LRTPs and there are maps showing these projects throughout the entire region.

Chairman Bryan stated that Raleigh, Wake County, Wake Forest and Knightdale had a major initiative to complete 28 miles of greenway from Falls Lake to Johnston County

and questioned if that is in the plan. Mr. Withrow indicated this will be included in the LRTP as well.

Mr. Meeker moved that the TAC receive Preliminary Preferred Alternative materials and authorize release of the 2035 LRTP for public review and comment, with the comment period to close 45 days after dissemination of the remaining model related information and that a public hearing be scheduled for the November 19, 2008 TAC meeting. His motion was seconded by Mr. Merritt, unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Meeker referred to preliminary discussions that have taken place relating to the ½ cent sales tax and increased registration fee. He indicated discussions had taken place about having the Wake County mayors get together and bring that to this group and questioned if that would be agreeable to members. No one expressed any objections. Mr. Meeker stated he would notify all CAMPO members about the meeting. Chairman Bryan spoke to the necessity to notify all members since part of the proposed legislation would include a ¼ cent sales tax for counties abutting Wake County.

Mr. Byrne suggested the possibility of videoing the 6 presentations to be made and taking the best of the 6 and place that on a web cast. He also felt it is important that this go through civic clubs in the community. He suggested that planning directors in each community should make presentations over and beyond what CAMO does to assure this information gets out.

Chairman Bryan indicated developing these plans and getting in position to make investments at the appropriate time is very important and was pleased the top leadership of member towns were present.

#### **2011-2017 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) – INFORMATION RECEIVED**

Ms. Wilson reviewed this item. She explained at the August 20, 2008 TAC meeting, information relating to the 2011-2017 MTIP project priority list development schedule and proposed process were presented to the TAC. The process as presented was endorsed by the TAC. Based on that endorsement, staff of the MPO and member jurisdictions developed the project priority list using projects previously requested by member jurisdictions during the FY 2009-2015 MTIP cycle. Members received in their packets a table reflecting the current list and includes modifications based on local input received during the last month. She indicated the MPO staff and TCC subcommittee members will receive technical data from the Triangle Regional Model during October and this data, along with efforts to achieve reasonable geographic equity among member jurisdictions, will result in a prioritized list of roadway, bicycle-pedestrian, advanced planning and enhancement projects for submittal to the TCC and TAC. A prioritized list of projects will be submitted to the TAC in November and at that a request to open the

public review and comment period will be made. Ms. Wilson suggested that members talk with their planners and provide them feedback for presentation to the subcommittee.

Mayor Weinbrecht spoke to a couple of points of concern for efficiency and effectiveness. He noted only 2 of 10 Cary projects submitted are on the list and indicated they would like to know better the type of metrics being used by CAMPO and NCDOT. He further indicated equity and geographic distribution of projects could be further explained noting only 2 jurisdictions received less than Cary. He question if this is based on population estimates, voting structure of CAMPO. He indicated Cary feels this should be revisited. Chairman Bryan explained these projects come from staff and goes through the TCC to review the technical merits. Ms. Wilson stated the projects are not ranked and all projects are submitted to CAMPO during the 2009-2015 process and would check this out for Cary. Mr. Withrow reviewed the ranking and scoring process. Chairman Bryan indicated much effort is taken to assure equity throughout the region.

This report was received as information.

#### **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) – PROJECT SELECTION PROCESS POLICY CHANGES – INFORMATION RECEIVED**

Ms. Wilson reviewed this item noting the Congestion Mitigation and Air Quality (CMAQ) Program provides funding to areas designated “Maintenance” for air quality. These funds are used to support projects that reduce transportation related emissions in these areas. NCDOT has identified areas of program administration and project delivery where improvement can be made. A proposal developed by NCDOT staff, entitled “New Direction for CMAQ in North Carolina” is currently being considered by the NC Board of Transportation for action at their November meeting. Members received in their agenda packets a copy of the presentation made to the Board by NCDOT staff and outlining the changes recommended; a copy of the letter and resolution submitted by the NC Association of Metropolitan Planning Organizations (NCAMPO) regarding this proposal; a copy of the letter submitted on behalf of the High Point Urban Area MPO (representing comments from the Cabarrus-Rowan MPO, Greensboro MPO, High Point MPO, Winston-Salem MP and the Piedmont Triad RPO) and a copy of the final presentation made which outlined comments received and recommendations made after receipt of comments. Ms. Wilson indicated this was brought to the TAC to see if it is desired to weigh in on this. Ms. Szlosberg reviewed the major items that changed including reducing the minimum project cost threshold from \$250,000 to \$100,000 and regional implementation. Mr. Eatman questioned if there would be calls for projects noting he was sure all transit systems have projects would meet the qualifications. Ms. Szlosberg stated she would check into this and call Mr. Eatman. Chairman Bryan indicated there are many changes proposed and questioned how this impacts this MPO. He further questioned what the changes are and if they are to the benefit of the MPO. He noted we are supposed to get \$8.4 million but did not know what we are getting and whether the rules make it harder to get these funds. He further questioned if the state is taking more control over money that is supposed to be CAMPO’s. Mr. Hodges-Copple

stated in both CAMPO and DCHC, CMAQ funds are spent and there is no balance. He stated unlike many funding pots, he felt we benefited pretty well from this one. Ms. Szlosberg indicated the reason this was reviewed is because of the need to streamline the process Chairman Bryan indicated this information was received but wanted all the questions answered and there is no agreement until the questions are answered.

#### **NC 98 FUNCTIONAL CLASSIFICATION CHANGE – APPROVED**

Ms. Wilson reviewed this item and explained Functional Classification is the manner by which roadways are grouped based on the type of service they are intended to provide. This classification is mainly used as a planning tool and to determine appropriation of funding. The partial completion of the Wake Forest Bypass (R-2809) created a need to realign NC 98 in the Functional Class system. Members received information relating to this item in their agenda packets. The proposed change includes the following:

- NC 98 Business, NC 98 to the existing NC 98 Business add as an Urban Collector (0.11 mile)
- Old NC 98, NC 98 east of SR 2053 to NC 98 Business west of SR 5166 delete as an Urban Collector (0.33 mile)
- SR 5166, NC 98 Business to end of new road at water treatment plant add as an Urban Local (0.11 mile)

This change must be approved by the MPO prior to any revision being made.

Mr. Ahlert moved approval of the request for functional classification change for NC 98 as outlined. His motion was seconded by Ms. Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

#### **I-540 ROADWAY OFFICIAL DESIGNATION REQUEST – RECEIVED AS INFORMATION**

It was pointed out as the 540 is constructed, designation as an interstate roadway is required. The first segment from I-40 to US-70 was designated I-540, the second from Falls of Neuse to US-1 was also requested and designated I-540. The third segment from US-1 to US-64/264 is now complete and the request is being made to designate it I-540. Members received in their agenda packets the letter sent to FHWA Division Administrator, John Sullivan, requesting the I-540 designation for this portion of the roadway. This item was placed on the agenda for information.

#### **REPORT FROM TCC CHAIR – RECEIVED**

Mr. Russell reminded members of the joint CAMPO/DCHC meeting to be held October 29, 2008 and RTP Headquarters Building at 4:00 p.m.

#### **NCDOT REPORT – RECEIVED**

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Ms. Szlosberg reported at the end of September, transportation revenues were down by 8%. Chairman Bryan indicated building permits in Wake County was down 42% and is probably going lower.

**N.C. TURNPIKE AUTHORITY – REPORT REQUESTED**

Chairman Bryan requested that the Turnpike Authority be invited to the next meeting to provide an update on the I-540 toll road.

**ADJOURNMENT**

There being no further business, the meeting was adjourned at 5:30 p.m.

Respectfully submitted,

Brenda Hunt