

**JOINT CAMPO/DCHC MEETING  
OCTOBER 29, 2008  
MINUTES**

The Transportation Advisory Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO held a joint meeting at Research Triangle Foundation Headquarters Building, 12 Davis Drive, at 4:00 p.m. with the following present:

**Capital Area MPO – TAC Members**

Chairman Joe Bryan	Wake County
William Connelly	Wendell
Al Corpening	Youngsville
Frank Eagles	Rolesville
Jan Faulkner	Morrisville
RH Ellington	Angier
Hubert Gooch	Granville County
Vivian Jones	Wake Forest
Russell Killen	Knightdale
Charles Meeker	Raleigh
Joe Moore	Cary
Jeff Merritt	TTA
Russ Stephenson	Raleigh
Nina Szlosberg	NCDOT
Ronnie Williams	Garner

**Durham-Chapel Hill-Carrboro MPO – TAC Members**

Chairperson Alice Gordon	Orange County
William Bell	Durham
Diane Catotti	Durham
Ed Harrison	Chapel Hill
Becky Heron	DCHC
Lydia Lavelle	Carrboro
George Lucier	Chatham County
Ryan Mickles	Chapel Hill
Ellen Reckhow	Durham County
Mike Woodard	Durham

**Others Present**

Ellen Beckmann	DCHC
Mary Bell	Public
John Hodges-Copple	Triangle J COG
Gerald Daniel	CAMPO
Carl Dawson	City of Raleigh

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Rupal Desai	NCDOT
David Eatman	City of Raleigh CAT
Sarah Ezzell	NCDOT
Anne Franklin	CAFT
Damien Graham	Triangle Transit
Andy Henry	DCHC
Joseph Huegy	ITRE
Ed Johnson	CAMPO
Renee Johnson	City of Raleigh
Mike Kennon	City of Raleigh
Michael Kozak	NCDOT
Karen Lincoln	Orange County
Robert McCain	CAMPO
Patrick McDonough	Triangle Transit
Dale McKeel	DCHC
Adena Messinger	Carrboro
Joe Milazzo	RTA
Feliz Nwoko	DCHC
Greg Northcutt	Triangle Transit
Karen Rindge	Wake Up Wake County
Greg Smith	PNI
Jill Stark	FHWA
Pat Strong	TJCOG
Robert D. Teer, Jr.	NCTA
Kyle Ward	CAMPO
Scott Walston	NCDOT
Scottie Wilkins	Granville County
Diane Wilson	CAMPO
Kenneth Withrow	CAMPO

Joe Bryan, Chair of CAMPO and Alice Gordon, Chair of DCHC co-chaired the meeting.

Chairman Bryan called the meeting to order. He stated he looked forward to today's discussion, particularly regarding the Long Range Transportation Plan. He noted the two MPOs are working on this as well as the 21<sup>st</sup> Center Transportation Committee. He thanked everyone for their efforts and time and extra meetings beyond the normal scope in getting to this point.

Chairperson Gordon indicated the last time a joint meeting was held, STAC presented their report and this time discussions will take place on the LRTP. She indicated it was not too long ago that DCHC and CAMPO signed a Memorandum of Agreement that was the beginning of these discussions. She expressed her pleasure in welcoming everyone here to meet together to develop a joint vision for this region.

**PUBLIC COMMENTS – RECEIVED**

Karen Rindge, representing Wake Up Wake County and Capital Area Friends of Transit, indicated these are broad based coalitions of organizations that have come together due to their concerns about growth and regional transportation. There are over 60 civic leaders from the capital area that have signed a statement of support and they have a website entitled Capital Area Friends of Transit.

**MINUTES – MAY 21, 2008 JOINT TAC MEETING – APPROVED AS PRESENTED**

Members had received a copy of the minutes in their agenda packets prior to the meeting. Chairman Bryan moved approval of the minutes as submitted. His motion was seconded by Mike Woodard, unanimously passed. Chairperson Gordon ruled the motion adopted.

**2035 LONG RANGE TRANSPORTATION PLAN – PRESENTATION OF OPTIONS – RECEIVED**

John Hodges-Copple, Triangle J COG, began the presentation of the 2035 Long Range Transportation Plan fiscally constrained options. He stressed this has come from many people working very hard over a short period of time. He stated what staff would like to accomplish at this presentation included providing an understanding of the major steps being faced as we move forward, make everyone comfortable with the information, review the big picture, review some of the major performance measures, provide transit details and highlight MPO specific projects for the TACs. The next steps involve each MPO selecting their alternative and once a set of projects is endorsed, proceed with the air quality conformity process and in order to fund transit, legislative authority would be required in the spring. He stated air quality conformity must be received by June 15, 2009 or we will go into a lapse. Mr. Hodges-Copple reviewed current and proposed revenue sources. He indicated if you don't have a plan to pay for a plan, you don't have a plan noting fiscal constraint is a key element for the TACs. He reviewed the regional highway picture and performance measures. Mr. Hodges-Copple reviewed the options and their associated costs using maps available at the meeting. The options were explained in detail. The options were as follows:

- RO - Bus Transit Only
- R1 - Commuter Rail
- R2 - STAC (DMU)
- R3 – STAC (Electric LRT)

Mr. Hodges-Copple explained technical staffs did a variations concept maps of R3 and reviewed each (3A, 3B, 3C, 3D, 3E). Capital costs, annual operating costs in today's dollars and daily ridership for all options were reviewed.

Andy Henry, DCHC MPO discussed DCHC MPO principal projects using maps available at the meeting. Projects included I-40 HOV Lanes, I-40 widening (Orange County), I-85 widening, East End Connector, Durham Freeway widening, Triangle Parkway, US 70 Upgrade to freeway and Northern Durham Parkway. Other minor arterials were pointed out. He reviewed the options and their impact in the DCHC area. He reviewed major cost items and local source revenues including ½ cent and ¼ cent sales tax and increase in vehicle registration fee noting even with those additional revenues, there would be up to a \$1.4 billion deficit in the DCHC area. He reviewed the public input schedule for DCHC (24 meetings). He indicated DCHC TAC will hold a public hearing at their November meeting. The public comment period will end in early December and the LRTP will be approved in December after which the air quality confirmation process begins.

Ed Johnson, Capital Area MPO, provided a recap of 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 the \$2 billion in assumed new funding. He noted unfunded transit needs were expected to approach an additional \$2 billion. Total additional funding needed beyond traditional sources by 2030 total \$6 billion in Wake County. He reviewed the 2035 LRTP challenges including inflation, state and federal revenues flat or falling and very little for CAMPO in the FY 09-15 STIP. Preliminary estimates of 2035 LRTP funding shortfall for roadways in 2008 dollars discounting for future inflation total \$8.4 billion; for transit totals \$3.5 billion and total unfunded needs for 2009-2035 (mostly in Wake County) total \$12.2 billion. Mr. Johnson explained maps available at the meeting were the first time members had seen both MPO's plans on one single map. He applauded all of those involved who pulled this information together and noted there could be a single regional plan if it was decided to do it. Mr. Johnson then reviewed north and south roadway maps showing roads to be constructed by 2015, 2025 and 2035. Key roadway features were reviewed. Example maps were reviewed for each of the options being considered. In regard to key transit initiatives, Mr. Johnson explained in studying the light rail option, STAC was told light rail was not an option and then started getting signals that maybe we could consider this option and that presented opportunities to consider different alignments. Durham came up with one alignment to go to NCCU and Mr. Johnson stated he came up with one for Downtown Raleigh using one-way streets in the Downtown area. He explained that has not been decided as yet and we do not need to commit to that approach. He stated if we wish to take the time and resources, TTA feels 2-4 years of additional effort depending on how much is decided to look at would be needed. As far as the LRTP, Mr. Johnson stated we need to commit if light rail is what is desired and if members would like to consider that as an option. Mr. Johnson reviewed additional elements including implementing improved ITS, TDM strategies, bicycle/pedestrian accommodations and clarifying I-40 improvements. In regard to I-40, Mr. Johnson stressed it is time to think about if I-40 needs more expansive renovations to improve safety and general capacity, especially between I-540 and NC-55. One study strategy should be to focus on what we would like to see for I-40 and should also look at providing choices for motorists who use it because there is no alternative.

Chairperson Gordon questioned if members could agree that some form of transit option should be considered noting the challenge then would be to consider fiscal constraints. Lengthy discussion followed relating to the various options. Ms. Reckhow questioned whether STAC is going to look at any kind of cost effectiveness noting some are more costly and questioned if any one alternative surfaced as the optimal route. Mr. Hodges-Copple indicated one of the reasons staff went through all variations was to see the percentage of connection of the two MPOs ridership wise and compare the cost since connection does affect ridership substantially. He stated staff would like to hear which variations are preferred and to hear what kind of additional information is needed in order for the MPOs to make their decisions. Ms. Reckhow noted commuting between Wake and Durham Counties on a work day totals 65,000. Mr. Hodges-Copple noted in comparison, Mecklenburg County has a typical commuting pattern with 30,000 coming into Mecklenburg County and in our region there is a much heavier flow between Wake and Durham Counties since Mecklenburg is a dominant central location. Ms. Reckhow stated there are 101,000 commuting into Durham to work from various directions and the challenge is to move people in and out as efficiently and effectively as possible. She hoped thought would be given to a route that runs through the region and how we can help it. She also felt improvements to I-40 should be considered. She felt if light rail is used, interesting things could be done in getting to the airport.

Chairperson Gordon questioned if there could be agreement that option R-2 would be the preferred option. Ms. Szlosberg agreed focus should be on getting answers about transit. She questioned performance measures used and wanted to introduce into the record things that are not on the performance measures noting there is nothing about carbon emissions. Ms. Szlosberg stated we are living in a carbon constrained economy which will affect people's travel pattern. She further noted how ozone is affected by highways and transit must be considered. She indicated there is nothing included about local use. She felt these things should be considered particularly when we are thinking about a blend of investments skewing more towards highway investments than other modes. Mayor Meeker agreed that the STAC alignment makes sense and both MPOs should use the same technology. In Wake County this involves rail from Durant Road to Central Raleigh to Cary.

Chairman Bryan indicated if there were unlimited money, R-3 would be preferred. He stated he would like to have a copy of today's presentation and wanted to know more about financial constraints. He was not in favor of I-40 converting to a turnpike toll road. He stated he would like to look at all variables. Chairman Bryan noted he would like to see comparisons of how much per person per year will be spent for the various options. He stated it appears there will be \$8.4 billion in unmet needs which is a significant shortfall in whatever plans the two MPOs come up with. He questioned which transit plan is preferred, how these are prioritized and where would the money come from. He stated these are things members would have to answer to the public and when we move forward with a transit option, it needs to be something that the public can see how it works for them and it needs to be financially defensible.

Mr. Merritt noted he would like to know how land use can affect the cost of the project. Ms. Szlosberg stated land use can impact in a positive way vehicle miles traveled. Lydia Lavelle indicated it is hard to ignore R-1 when costs and funding are considered. Mayor Meeker stated R1 involves more trains per day on existing tracks and involves not much money but not much service either. Chairman Bryan stated within that corridor there is room to add light rail in the future and you are not getting a lot of service but getting some service versus none. Mr. Hodges-Copple reviewed possible routes for commuter rail. In response to questioning, Mr. Johnson indicated commuter trains can only go so far on the tracks we have and track expansion would benefit all forms of rail using it. The dilemma is who would pay and how costs would be shared for shared benefit. Mayor Meeker stated in moving ahead, it doesn't make sense to have all rail or all bus. He stated rail is needed but could take 7-8 years to get in place and buses can be brought on line faster. Chairperson Gordon questioned if anyone would like to recommend which should go first – light rail or DMU. Chairman Bryan felt light rail would be preferred and not have two technologies. Chairperson Gordon stated it appeared the consensus would be light rail is the way to go forward. Ms. Reckhow indicated it appeared Option R3 is what is being focused on. Mayor Jones indicated the cost of light rail must be considered since tracks must be built. Mr. Hodges-Copple stated some tracks must be built whether DMU or light rail are used. He indicated light rail units weigh less than DMU units. Patrick McDonough, TTA, reviewed numbers of trains and possible scheduling for light rail versus DMU. He explained generally light rail is more expensive to put in ranging from \$40 million to \$50 million per mile versus DMU at \$30 million to \$35 million per mile. Light rail is 10%-40% cheaper to operate. He indicated you pay more money up front for light rail but it becomes cheaper when you get to approximately year 12. Chairperson Gordon noted carbon emissions must be considered. Mayor Jones stated if we go to the R3 concept, light rail beginning at Durant Road is a big mistake and should go all the way to Wake Forest. Mr. Merritt questioned the percentage of users that are commuters versus other users. Mr. Johnson encouraged members to review the data provided noting normally work movements would be the majority of users but life styles are changing and people will use it for a variety of uses.

Additional discussion followed relating to I-40 improvements with Mr. Johnson explaining the last plan called for HOV lanes from Raleigh to Chapel Hill with diamond lanes that would be grade separated. He noted staff feels it may be time to think about redoing I-40 noting these improvements do not plan and design themselves. He stated I-40 is the life line of our region. In response to questioning, Mr. Johnson stated from a fiscal constraint standpoint, money is not there to do the improvements to I-40 but from a needs standpoint, the faster improvements are made, the cheaper they would be. Mr. Harris stated I-40 should be improved as stated by Mr. Johnson and the work needs to be done, the sooner the better and should be a priority for the region.

Ms. Reckhow noted if the focus is on R3, the beauty of it is the flexibility and the final route may not be the exact red line as shown on the map. She stated light rail can leave this corridor at certain points. She suggested including a footnote with R3 indicating this is a concept but it can be improved upon to meet our needs better which can be

determined through further study. She indicated light rail could be extended to other communities.

Discussion followed relating to highway projects. Ms. Heron felt thought should be given to park and ride lots. Ms. Szlosberg questioned if a list of highway projects was available.

Chairman Bryan stated I-40 improvements should be made the #1 priority since it is so important to the entire region.

Lengthy discussion took place relating to revenues.

Mayor Bell noted whatever our vision is for a system, the vision should drive it. He also stated he had changed his mind about a referendum and felt this is important enough that the elected officials should be able to do this without a referendum relating to increased sales tax. He stated he would take this message to the General Assembly. He stated this is not a project that will be done in the next 3 years and would probably take 10 years before we get to light rail. He stated if we have any faith in what we are doing, we should be paying for the long run and not the short run. He felt the sales tax increase is top priority and should be gearing up a program that everyone can be behind and take it to the General Assembly. He emphasized the region is a stake and would ask the General Assembly to allow elected officials to do this without a referendum with a possible caveat that there would be a sunset included and let elected officials make the decision. He stated the elected officials are accountable to the people and it is too important to put a plan in place than to depend on a referendum. He explained when this was originally discussed, he was looking at the region approach but would hate to be in position resulting in Durham residents approving the increase and Wake County not approving it. He stated there is someone in the General Assembly that feels that way also. He noted projects as important as this should be done without a referendum. Chairman Bryan stated that has not been historically what the General Assembly has done and a vast majority of the public wants to weigh in on additional investments. He felt proposed legislation should be voted on by the public and is more doable. He stated the public should say they are prepared to make this kind of investment in this community and could not support this would a vote from the public. Mayor Bell indicated he did not come to this decision overnight and had given it a lot of thought. He stated the General Assembly poses its will upon the people and local officials are elected just like the General Assembly and they are held accountable to the citizens like local officials. He indicated this should be put before the General Assembly and let them decide if it should be a referendum. Mayor Bell stated at some point in time certain issues are important and this might be an exception to the general rules. Ms. Heron agreed with Mayor Bell. Ms. Reckhow stated Durham has a prepared food tax on the ballot which is something Wake County adopted 15 years ago. She noted she generally agreed with Mayor Bell. Ms. Reckhow stated it is essential that we look at the full package. She questioned if any revenue from the Federal government is expected. Mr. Hodges-Copple noted STAC assumed a 25% Federal share. Ms. Reckhow felt a

complete financing program should be flushed out and bring in a complete package rather than just sales tax and vehicle tax revenue. She requested a chart outlining various components. Mr. Johnson noted this is where there is the most inconsistency between the two MPOs. He stated CAMPO is 30-45 days behind in this area and had not locked anything down yet. He stated sales tax has had more discussion and must determine when it starts and how much it yields. Mr. Johnson stated the next thing CAMPO has to do is have the new revenues thought out and put in the plan.

Mayor Killen indicated he supported this and we need to have vision and lead and a comprehensive transit system is needed. He agreed with Mayor Bell this has to be done but felt it should go to a vote. He felt it would take more than just money and building it to make it work and it must have public support. Mayor Jones agreed noting public support is essential and if the public is not given an opportunity to vote, we will not have their support.

## **21<sup>ST</sup> CENTURY TRANSPORTATION COMMITTEE – UPDATE RECEIVED**

Joe Milazzo was present to provide an update on the 21<sup>st</sup> Century Transportation Commission. He stated one year ago this 24 member commission was formed by the General Assembly to deal with transportation challenges in our growing state. He stated policy and funding issues were to be addressed. Five members from this area were appointed: Nina Szlosberg, Brad Wilson, Steve Zelnak, George Miller and Sen. Richard Stevens. A series of recommendations were developed including gap funding legislation and preserving transportation. The commission is charged with completing all its work by December, 2008. He stated interim recommendations were released and all recommendations are due by the end of this year and will be considered by the General Assembly in 2009. He reviewed the status of various items including the Intermodal Bill, etc.

Chairperson Gordon noted members had received a proposed Resolution of Support for Triangle Regional Priorities for the 21<sup>st</sup> Century Transportation Committee. Discussion took place regarding the Resolution.

Ms. Szlosberg provided a report noting revenues have been falling and there was a 6% drop in revenues last month which impacts the ability to fund projects on the list. She stated we are really going to have to look at new ways of funding transportation in North Carolina. She stated the Finance Committee will make recommendations to the Committee of the Whole that will go to the Legislature. She reported some things on the table include vehicle miles traveled assessments. She noted many things are being discussed and there are lots of issues involved. The next meeting will be held on November 5 when they will review funding that is being considered. She stated at the end of the day, their charge is to suggest to the General Assembly a new way of funding transportation so we can provide transportation into the 21<sup>st</sup> century.

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Chairman Bryan stated our future will be defined by our solutions. He reported on his recent trip to China and spoke to the phenomenal growth in that country. He noted we need to make infrastructure investments somehow and someday and hoped we will end up with a plan that works.

Chairperson Gordon stated it is very important that the 2 MPOs get together and try to come up with a transit plan. She expressed appreciation for all the work done by staff.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 6:00 p.m.

Respectfully submitted,

Brenda Hunt