

**TRANSPORTATION ADVISORY COMMITTEE
JANUARY 28, 2009
MINUTES**

The Capital Area Metropolitan Planning Organization's Transportation Advisory Committee met on Wednesday, January 28, 2009 at RDU Airport Authority Center, 1000 Trade Drive with the following present:

Member

Joe Bryan, presiding
Bob Ahlert
Dan Andrews
Harold Broadwell
Don Bumgarner
John Byrne
Frank Eagles
R. H. Ellington
Jan Faulkner
Mike Jones
Vivian Jones
Charles Meeker
Jeff Merritt
Julie Robison
Dick Sears
Nina Szlosberg
Ronnie Williams

Representing

Wake County
Clayton
Harnett County
Wendell
Zebulon
Fuquay-Varina
Rolesville
Angier
Morrisville
Apex
Wake Forest
Raleigh
TTA
Cary
Holly Springs
NCDOT
Garner

Staff

Chip Russell
Ed Johnson
Gerald Daniel
J. J. Walter
Kyle Ward
Diane Wilson
Kenneth Withrow

Representing

TCC Chair
CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Chairman Bryan called the meeting to order with discussion and actions taken as shown:

AGENDA – APPROVED AS AMENDED

Ms. Szlosberg requested that an item be added to the agenda relating to the new Economic Stimulus Package and proposed resolution. Without objection it was agreed to add this item to the agenda.

PUBLIC COMMENTS –RECEIVED

Chairman Bryan explained this was an opportunity for comments by those in attendance on items not on the agenda.

ELECTION OF OFFICERS – JOE BRYAN RE-ELECTED CHAIRMAN AND VIVIAN JONES RE-ELECTED VICE-CHAIR

Chairman Bryan turned the chair over to Mr. Johnson. Mr. Johnson reported the bylaws of CAMPO TAC specify that the Chair and Vice-Chair shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected chair and vice-chair shall take office immediately following the election.

Mr. Johnson opened the floor for nominations. Mr. Meeker moved that Joe Bryan be re-elected chairman and Vivian Jones be re-elected vice-chair. The motion was seconded by Mr. Byrne.

Mr. Meeker moved that nominations be closed and Mr. Bryan and Ms. Jones be appointed by acclamation. His motion was seconded by Mr. Sears, unanimously passed.

The chair was returned to Chairman Bryan.

Chairman Bryan, on behalf of Ms. Jones and himself, expressed appreciation for the continued vote of confidence. He indicated they do take this task seriously. He stated transportation is becoming an even more important issue. He noted it was phenomenal to think 1 ½ - 2 years ago this body was having debates about I-540 being a toll road and there had not been a toll road in North Carolina. Now that road with bond issue is going forth and result in a billion dollar investment that might not have happened until 30 years down the road. He stated there were 15 out of 16 votes in favor of leading this effort including the business community as well as the Legislature. He further indicated 1 year ago STAC was formed to take a special look at transit resulting in great work and there is now legislation being introduced this session. He stated there is a phenomenal amount of leadership done by this body without a lot of resources. He indicated we are now approaching transportation planning as a region. He spoke to the time the mayors and mayors pro-tem that place this as a high priority even with so many others wanting their time. He pointed out everyone knows all the work gets done by Mr. Johnson and his staff and looked forward to Mr. Johnson's continuing to serve in his capacity as CAMPO Director.

ECONOMIC STIMULUS PACKAGE – VARIOUS ACTIONS TAKEN

Ms. Szlosberg referred to the Economic Stimulus Package which will go before Congress today noting infrastructure including roads, bridges and transit are part of the package. She reported she had just received an alert an amendment is being offered which

proposed adding \$1.5 billion for the Transit Capital Improvement Program and \$1.5 billion for the New Streets Program. She explained the New Streets Program is vitally important for our region and state. Ms. Szlosberg reported she had written a letter to the Congressional delegation including facts and figures in support of the Nabler Amendment. She asked members if it was a good idea to adopt a resolution in support of that amendment and get that over to the Congressional office this afternoon.

Following brief discussion, Ms. Szlosberg moved adoption of a resolution requesting our Congressional delegation to support the amendment providing \$1.5 billion in New Starts Program for capital investments and transit. Her motion was seconded by Mr. Meeker, unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Meeker spoke to the need to insure that Wake County gets its share on a per capita basis. Mr. Meeker moved support of the Federal Highway stimulus package with the proviso that CAMPO is included on a per capita basis and that Chairman Bryan discuss this matter with the Secretary of Transportation. His motion was seconded by Mr. Byrne.

Mr. Johnson explained this has come up because the current state law requires funds to be split up by an equity formula and for DOT to be responsive to this request, the law would have to be changed to make this stimulus package subject to per capita. Mr. Meeker emphasized this should be requested because this equity formula is not being applied to Wake County now. Mr. Johnson indicated the equity formula does not allow per capita. Mr. Meeker indicated this body should request per capita funding and at the very least use of the equity formula. Mr. Meeker spoke to the need to let the Secretary of Transportation know we want as much as we are due under the equity formula.

A vote on Mr. Meeker's motion was taken and unanimously passed. Chairman Bryan ruled the motion adopted. Chairman Bryan indicated he would get on the Secretary's calendar and would take a contingent including Vice-Chair Jones and other members to sit down and make a case for this region.

CONSENT AGENDA

All items on the consent agenda are considered to be routine and may be enacted by one motion. If a member requests discussion on an item, the item will be removed from the consent agenda and considered separately. Mr. Meeker moved approval of the Consent Agenda. His motion was seconded by Mr. Ahlert, unanimously passed. Chairman Bryan ruled the motion adopted.

The following items were on the Consent Agenda:

MINUTES – NOVEMBER 19, 2008 – APPROVED AS PRESENTED

Minutes of the November 19, 2008 minutes were provided in the agenda packets. Consent agenda approval: Meeker/Ahlert - unanimous.

2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT (MTIP) AMENDMENT #1 – TOWN OF CARY – PUBLIC TRANSPORTATION PROGRAM – APPROVED

Annually, Federal Transit Administration (FTA) Section 5307 revenues are allocated to the Town of Cary as part of the regional Memorandum of Understanding between the City of Raleigh, The Triangle Transit Authority and the Town of Cary. The allocation of 5307 funds increased above original projections and corresponding amendments to the 2007-2008 MTIP and State Transportation Improvement Program (STIP) need to be made for the Town of Cary to fully utilize its share of these additional funds (not necessary for the City of Raleigh and TTA). The Town of Cary requests approval from the TAC of this Amendment #1 to the CAMPO 2007-2013 MTIP in order to utilize these additional eligible FTA Section 5307 funds for FY 2007-2008. The local share has also been increased to reflect the additional local funds dedicated to the Cary transit system. Members received in their agenda packets a copy of the proposed Amendment #1 and the resolution, as requested by the Town of Cary which has the concurrence and support of the City of Raleigh CAT and TTA staff.

TAC ACTION: Approve Amendment #1 to the 2009-2015 MTIP to reflect increased Section 5307 funding to the Town of Cary from the FTA. Consent Agenda Approval: Meeker/Ahlert – unanimous.

SAFE ROUTES TO SCHOOL APPLICATIONS – ENDORSED – RESOLUTION ADOPTED

Safe Routes to School is a national and international movement to enable and encourage children, including those with disabilities, to walk and bicycle to school. SRTS programs are comprehensive efforts that look at ways to make walking and bicycling to school a safer and more appealing transportation alternative, thus encouraging a healthy and active lifestyle from an early age.

The NCDOT Safe Routes to School Program is a federally funded program that was initiated by the passing of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. This established a national SRTS program to distribute funding and institutional support to implement SRTS programs in states and communities across the country.

SRTS programs facilitate planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools. SRTS programs consider infrastructure enhancements to

provide a safe physical environment for bicycling and walking. The program also emphasizes non-infrastructure approaches to educate and educate communities on how to demonstrate ways to safely take advantage of walking and bicycling opportunities in their neighborhoods. Members received in their agenda packets an overview of applications submitted by member agencies and the accompanying endorsement resolution. These applications will not be reviewed by NCDOT unless endorsement from MPO is received.

TAC ACTION: Endorse NCDOT Safe Routes to School Program applications from CAMPO Members. Consent Agenda Approval: Meeker/Ahlert – unanimous.

NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT APPLICATIONS – ENDORSED – RESOLUTION ADOPTED

The NCDOT Divisions Bicycle and Pedestrian Transportation, along with the Transportation Planning Branch provide funding grants totaling \$400,000 to municipalities throughout the state. The funds for this program are from earmark funds specifically set aside for bicycle and pedestrian planning. Applications were to be submitted directly to NCDOT by December 3, 2008. An endorsement by the TAC is required before NCDOT will consider these projects. Members received in their agenda packets a table describing the applications submitted by member agencies and the accompanying endorsement resolution.

TAC ACTION: Endorse NCDOT bicycle and pedestrian planning grant applications from CAMPO members. Consent Agenda Approval: Meeker/Ahlert – unanimous.

END OF CONSENT AGENDA

2035 LONG-RANGE TRANSPORTATION PLAN UPDATE – HEARING HELD OPEN

Mr. Johnson reviewed this item pointing out staff, along with DCHC, Triangle Transit, Triangle J Council of Governments and the Triangle Regional Model Service Bureau has been working for the last year to develop the MPO's updated fiscally constrained 2035 Long-Range Transportation Plan (LRTP). A work session was held by the TCC on June 5, 2008 to review the LRTP, funding projections and strategies for project selection and staffs of the two MPOs have been working closely to coordinate development and public input items for the plan update. He further reviewed the history of this item noting a study team worked in June and July to create a series of highway and transit investment alternatives that were then modeled. Results from the model runs were reviewed and analyzed in both the professional and public realms as the two MPOs developed the "Preferred Alternative" LRTP which had been scheduled to be adopted in December, 2008. MPO staff has been involved in meetings with the region's elected and business leadership to keep them informed of upcoming deadlines and discussed the benefits of creating a single consolidated LRTP.

Mr. Johnson then reported on the Joint TAC meeting held on October 29, 2008 to receive updates on the progress of the LRTP development and reached consensus on alternative R3 involving continuous light rail for the preferred transit scenario if determined to be feasible, both financially and technically. The LRTP was released for public review in early November and the TAC held a public hearing at its meeting on November 19, 2008 and was held open to provide the opportunity to receive further comments at today's meeting. Mr. Johnson reviewed the public workshops on the plan held at the following locations:

December 09 -	Fuquay-Varina Town Hall
December 10 -	Youngsville Town Hall
December 11 -	Apex Town Hall
December 15 -	Wendell Town Hall
December 17 -	Creedmoor Town Hall
January 8 -	Raleigh Municipal Building
January 12-	Wendell Town Council Presentation
January 13-	Morrisville Town Council Presentation
January 22-	Clayton Town Hall

Members received in their agenda packets a summary of the latest information on the current status of proposed 2035 LRTP projects based on the most recent revenue information. Mr. Johnson explained in order to meet the June 15, 2009 deadline for federal approval after the Air Quality conformity determination, it would be necessary for the pre-AQ plan to be approved at the February 2009 TCC and TAC meetings.

Mr. Johnson made a slide presentation that included primary objective of the 2035 LRTP, maps and charts showing 2005 and growth 2035 household and employment units, daily trip projections and follow up to the STAC recommendations. Mr. Johnson then reviewed charts outlining revenue projections, revenue sources by mode and challenges involved with the gap between the region's transportation needs and available funding.

Mr. Johnson provided a second presentation relating to major elements in the LRTP as follows:

- Southern half of I-540 completed as a toll road
- Northern half of I-540 is improved and converted to a toll road
- I-40 widened between US 1/64 and Wade Avenue
- I-40 widened between I-440 and NC 42 in Johnston County
- NC 50 improved between I-540 and Creedmoor
- US 401 improved from Raleigh to southern MPO boundary in Harnett County

Major elements not in the LRTP, the cost and lane miles added summary and non-tolled roadways funding gap summary were reviewed by Mr. Johnson.

Following the presentation, Ms. Szlosberg questioned if all projections were based on existing land use plans with Mr. Johnson responding they are reviewed by local government in relation to their comprehensive plan in whatever forms they exist. Many have fairly ambitious plans for mass transit. He indicated there are baseline projections that have been used.

In regard to revenue forecasts, Mr. Johnson explained this is the most troublesome noting in 1991 ISTEA required that plans could not be based on a wish list and must demonstrate there are enough revenues to pay for all projects included in the plan. He explained we have to determine how much revenue to expect over the next 27 years noting this is very difficult and the uncertainty is high. He noted the last plan presumed a 2% per year inflation rate. He stated if there is an upside of the economic downturn, it is the ability to lower the inflation forecast. He explained in 2011 there will be \$60 million per year solely for transit and in 2016 there will be \$60 million per year for everything but transit, i.e., paying for roads, bike/ped projects, ITS, etc. He noted this area of the Triangle combined has gotten 12% of federal/state funds for the last 19 years.

Mr. Byrne stated some of those present feel in order to get their hands around this information they would like to be sure their boards and community are aware of the plan and expressed concern with having to approve this plan in February. Mr. Johnson responded the deadline is June 15, 2009 to have the plan certified as meeting air quality standards and would like to lock down the plan in February in order for the air quality analysis to take place and determine if it in compliance with air quality standards. In order to go forward with this analysis, the plan has to be locked down. Some members expressed the need to further study the proposals for their area.

Discussion took place regarding the US 401 project with Mr. Johnson reviewing the proposal for this project in detail using the map available at the meeting. Mr. Byrne indicated he was not against the proposals but some of the proposals included in the plan are brand new to the citizens in the various areas. He spoke to the road shown that is a bypass road for US 401 and this needs to be reviewed further. Mr. Johnson stated there is nothing about this plan being adopted that would stop further study from occurring and the question is whether this is better than previous ideas. He noted everybody is not of like mind and the whole area needs to be knitted together but there must be agreement with something in principle and it could be refined later. Mr. Ahlert stated he felt this is a better plan. Mr. Johnson explained he would like to adopt something in February or determine a way to finesse the plan so it can be moved forward.

Discussion followed regarding the US 401/NC 55 area with Mr. Johnson noting US 401 has an ongoing study and NC 55 does not at this point. Mr. Ellington noted there is more traffic on NC 55 than US 401 by 4,000 vehicles per day.

Ms. Szlosberg stated she remembered emails from members of CAMPO driven by planning directors suggesting analyzing taking the larger projects off the plan and taking

those funds and applying them to smaller projects in all the different municipalities in the region so more could be done. Mr. Johnson responded that is what this plan depicts.

Mr. Sears noted the plan shows the southern half of I-540 completed as a toll road and that is the first he had heard of that. He questioned if it is proposed to go all the way around and make a loop. Mr. Johnson responded the Turnpike Authority wants to complete I-540 to I-40 but they are not in favor of extending it to 64 east since this would be expensive, wet and short. He noted he could understand this desire from a business standpoint but from a transportation planning standpoint it is not acceptable and are showing it going to US 64 as one project to be completed by 2025.

Discussion then took place relating to transit with Mr. Johnson noting this plan has been about transit more than any other previous plan and something needs to get done in the next 20-40 years in this area. He stated high gas prices have placed a lot of attention on transit and transit is very important to the future viability of this region. Mr. Johnson explained there was a brand new map placed on the web the previous evening showing the proposal for transit. He noted the plan shows light rail from Downtown Raleigh to RTP and Triangle Metro Center. RDU is on record saying they will provide rapid transit from the airport to RTP and working with RTP, rental cars will be moved to the other side of the lake and there will be a shuttle system to get to the rental cars. He indicated that system will be extended to RTP. Mr. Johnson stated if we can get to RTP, there will be access to the airport by 2025. The plan also shows light rail going 1 ½ miles further north than Spring Forest Road to I-540, then to Triangle Towne Center where there will be mixed use development by 2025 (shown in red on map available at the meeting). He then pointed out the route in blue on the map showing light rail by 2035 for 18 hours per day from Downtown Raleigh to Wake Forest and from Downtown Raleigh to Apex. Apex has a one mile extension to US 1 where they have proposed development that would be office, retail, shopping, etc. which is shown in this plan.

Mr. Johnson spoke to the feedback from the meeting held in Raleigh relating to providing high quality transit to the southeast part of the region. He referred to a future commuter rail from Downtown Raleigh to at least Clayton and possibly Selma or Goldsboro. We would pay 25% of the cost and the rest would be a combination of state and federal funds and could be done as early as 2017 but is shown as a 2025 commitment on the plan. Mr. Johnson stated this would serve a large part of the region. He noted the combination of projects shown in green, red and blue on the map shows the bus network doubling the amount of bus hours being provided in Wake County today. Mr. Johnson indicated the plan is supportive of the Wake Transit Initiative plan and represents the maximum that could be realistically accomplished by 2025.

Mr. Johnson stated he realized this is a lot of information but members should consider this a continual process.

Mr. Eagles questioned why the bus route to the north campus of Wake Technical College was not included until 2035. Mr. Johnson stated service to that area is important and

would be sure the map reflects this route. Mr. Eatman stated this route is on the plan and would be enhanced over time.

Chairman Bryan questioned how the public work shops are going, any feedback, changes, attendance, etc. Mr. Withrow responded there had been good participation at the workshops. He stated concern had been expressed is light rail service from the airport and many had the idea of going from the airport and connecting with a main line to Raleigh, Cary, Morrisville, etc. He had also received a comment from Mr. Ahlert regarding RDU. Mr. Withrow stated there was good participation but would have liked to have received more comments and hopefully comments would come in over time.

Ms. Jones stated she did not know there would be a meeting in Youngsville and did not think the meeting was advertised very well and when she found out it was held she was upset that she had missed it. She noted she had promised to advise some people in Wake Forest when the meeting would be held. Chairman Bryan suggested determining a way to increase the public participation noting a lot of hard work was done on this plan. He indicated that he, Mr. Meeker and Ms. Szlosberg would meet and determine a way to get people involved which could include calling a press conference and get the television stations, radio stations, newspapers and Triangle Business Journal together for a presentation from Mr. Johnson in order to generate more discussion. Ms. Jones stated it is too late for that at this point but should decide today to let people know when these meetings are held in the future. Mr. Johnson indicated an additional workshop could be held in Wake Forest and southern Wake County. Mayor Sears offered the use of the Holly Springs Town Hall for the southern Wake County meeting.

Moe Milazzo spoke regarding RTA transit priorities in MPO plans as follows:

- Support the multimodal transit vision of the Special Transit Advisory Commission (STAC) which includes buses first, then circulators and rail
- Support the staged implementation of light rail transit throughout the entire 56 mile STAC recommended corridor (Chapel Hill to North Raleigh) pending the approval of a detailed implementation plan
- Compare and evaluate both commuter and light rail operation for the STAC corridor as well as other rail corridors under consideration by the MPOs and prioritize all potential rail investments
- Encourage inclusion in the regional plan of fast growing nearby counties – especially Johnston which is already the third most populous county in the Triangle area
- Consider advance investments in trackage, station and bus connection elements in order to convey a sense of permanence and accelerate transit-oriented development (TOD)

A representative of Wake Up Wake County indicated this group is a coalition of local organizations and citizens who support the STAC vision for a multi-modal transit plan. She indicated there are hundreds who have signed their statement. She noted she now

has an email listing of all concerned and will let them know about hearings when she learns about them. She indicated a better job could have been done in letting the public know about the workshops. She emphasized if a plan is passed, the public will be needed to support any referendum and legislation. She indicated they want to help CAMPO sell this plan to the public. She referred to the new map noting it appears staff is responding to what has been stated at the hearings.

Jeff Mayo stated he uses transit and lives in Raleigh. He is a frequent user of CAT to get around and noted CAT has made improvements over the last few years. Some of the buses now run on Sunday. He felt increased Sunday service would be helpful. He explained buses run only 1 time per hour except during peak hours they run every ½ hour. He suggested that they run every ½ hour during non peak times and every 15 minutes during peak hours, particularly #15 WakeMed route. He noted more people are riding buses now due to high gas prices. He stated you cannot ride the bus if the bus is not available or if it is not going to run timely. He felt it would be good to have service to areas, i.e., Cary, Apex, Garner, Wake Forest, Knightdale, Wendell, Zebulon, Rolesville and places in Durham and Orange County.

Anne Franklin stated she is encouraged and hoped this plan moves forward. She indicated this will be important for each community to be able to see what is in the plan for their citizens. She hoped each community will talk to their local agencies, major employers, etc. to review this plan and felt the plan can be done if we focus on it. She spoke to the need to beef up public exchange relating to this plan as much as possible.

Chairman Bryan stated this hearing would remain open.

ACTION PLAN FOR PUBLIC TRANSPORTATION IN WAKE COUNTY – PUBLIC MEETINGS AUTHORIZED

David King, General Manager of Triangle Transit, presented updated information on the current status of the Wake County Transit Initiative proposal. Members received a copy of his PowerPoint presentation on this initiative. It was noted during 2007, the STAC group was commissioned by CAMPO and DCHC to provide a plan for Transit Investments in the Triangle Region. In May, 2008, the final STAC report was published with a recommendation of Buses, Circulators, 56 miles of rail (assuming Diesel Multiple Units and Light Rail). The report also assumed no federal funding assistance on the first phase of the project but did assume a ½ cent sales tax (exempting food and drugs) and a vehicle registration fee increase to \$10, to be approved by voter referendum, as the recommended funding method. A group of Wake County elected officials and business and community leaders have been exploring, with the technical assistance of Triangle Transit and others, a proposed action plan for Wake County to move forward on implementing improved transit services in Wake County. Several questions were asked at the November 19, 2008 TAC meeting relating to this plan and members received responses to those questions in the agenda packets. Mr. King indicated he had taken these thoughts to Apex, Cary and Garner.

Mr. King's presentation included a chart outlining benchmarks and the responsible party and completion date for each. He reviewed STAC's history and their final recommendations. His presentation also included a map outlining the Regional Transit Vision Plan and Wake County's component of the regional plan including bus service expansion, expanded hours of service and rail transit construction information. The report further included funding sources, spending on the bus and rail in the plan and why light rail is not included to Knightdale, Wendell and Zebulon. Whether bus service can be front-loaded was discussed, the capacity of the plan for future rail extensions and information related to congestion relief/intermodal transport fund and the case for legislative approval of the fund. A final benchmark chart was provided including responsible party and completion date for each benchmark. Mr. King indicated the transportation problems are truly regional and not defined by municipality or MPO limits. He stated the reality check is we are looking at a 15 county region. He spoke further about the Intermodal Bills noting they will be filed within the next two weeks and the hope is for the legislature to look favorably to granting of authority to counties and at that point decisions will have to be made about whether or not to call a referendum. He noted current economic conditions are harsh and timing will be critical.

Ms. Faulkner questioned what happened beyond northwest Cary noting it appears this is a rail line for people going to and from Raleigh to work which is a huge need. She questioned if there is a second stage and wanted to be sure she understands there are plans to include Morrisville noting a lot of people also go from the Morrisville area to RTP every day. Mr. King stated this plan is what we can afford in ten years and by 2025 believed going to Triangle Metro Center would be affordable and in the 2025 time frame would take that northwest Cary area and go the next 9 miles. Mr. King indicated they have tried to be extremely conservative so there are no expectations that cannot be delivered. He stated they are confident they can do what has been presented.

Mr. Meeker felt this is far enough to send out for public comment and there should be three meetings – one in the northwest portion of the county (Wake Forest), one in the southwest portion of the County (Cary/Apex area) and one in Central Raleigh.

Ms. Szlosberg indicated along with the public information campaign, it would be good to have an active tool where citizens can think about investments and revenues needed to be levied to make those ideas come to fruition noting she could provide that tool.

Mr. King indicated one great thing about Charlotte's light rail system is before it opened there was \$1.9 million worth of investment along the rail line that yielded \$25 million to Mecklenburg County and Charlotte in property tax revenues.

Ms. Szlosberg indicated this TAC has not formally endorsed the Intermodal Bill which will be introduced in the next 7-10 days. She stated it would be good to have a formal recommendation supporting the bill as they try to move it forward. Chairman Bryan indicated members need to get the bill in order to review it noting there are some issues,

i.e. governance and issues that deserve debate at this table. It was agreed to place the Intermodal Bill on the next agenda if it has been introduced.

Mr. Meeker moved that this plan be sent out for public comment and that three meetings be held - one in the northwest portion of the county (Wake Forest), one in the southwest portion of the County (Cary/Apex area) and one in Central Raleigh. His motion was seconded by Ms. Jones. Mr. Johnson explained this has not been handled by the MPO so far; however, joint presentations have been made but the ad hoc group has handled all other items. Mr. Meeker indicated he would recommend that the ad hoc group hold the meetings as recommended and that CAMPO work on getting the information out.

Mr. Merritt indicated the next intercity visit will be to Dallas, Texas and they have an interesting for light rail and land use around it and suggested some of the questions covered in the hearings be taken to Texas and ask them to those representatives and bring that information back and have a presentation to this body. He felt it would be very important to have that information.

A vote on the motion was taken and unanimously passed. Chairman Bryan ruled the motion adopted.

AMERICAN RECOVERY AND REINVESTMENT BILL OF 2009 – ENDORSED

Mr. Johnson reviewed this item noting enactment of an economic stimulus recovery plan from Congress is anticipated in the near future under a bill entitled “American Recovery and Reinvestment Bill of 2009”. The bill currently targets efforts in the following areas:

- Clean, Efficient, American Energy
- Transforming our Economy with Science and Technology
- Modernizing Roads, Bridges, Transit and Waterways
- Education for the 21st century
- Tax cuts to make work pay and create jobs
- Lowering health care costs
- Helping workers hurt by the economy
- Saving Public Sector Jobs and Protect Vital Services

NCDOT is currently preparing to be in a position to deliver projects as soon as possible following enactment and they plan to rely on projects that can be let in a very short timeframe and have a cash payout that is equally compact with the primary focus of the plan being preserving and creating jobs.

Mr. Johnson explained projects will be selected that will demonstrate geographic diversity, broad scopes and of benefit to a wide range of industry partners. In preparation, assumptions for evaluation of projects have been made and basic guidelines and a submittal spreadsheet have been prepared for submittal of highway, bicycle/pedestrian and transit candidate projects. Mr. Johnson reviewed the current

criteria for use in evaluating projects. Members received in their agenda packets a copy of the proposed bill, project guidelines and a submittal spreadsheet and a resolution which would endorse in concept the utilization of potential economic stimulus funds anticipated by enactment of this bill, calling for NCDOT to improve maintenance on state-owned secondary roads (both non-highway urban arterials and county roads); by accelerating repaving as well as providing wide and better maintained shoulders that would improve motorist, bicyclist and pedestrian safety and to incorporate those projects that have already been submitted by the local governments in our region to NCDOT and to Governor Perdue as candidate stimulus projects (included in agenda backup). Mr. Johnson noted on December 19, 2008, the North Carolina Metropolitan Mayors Coalition released a list containing \$2.8 billion of ready to go infrastructure projects that demonstrated local government's ability to put the federal stimulus dollars to work quickly on projects that will create nearly 100,000 jobs. The press release and list of projects identified in the CAMPO area was included in the agenda packets. The Federal Transit Administration also requested that MPOs and other entities identify potential projects immediately. FTA also plans to make grant awards as soon as possible after legislation is enacted (possibly mid February). Members received information from FTA regarding submittal requirements including a spreadsheet for submittals, information on Air Quality Conformity Exemptions and Categorical Exclusions in their packets.

Mr. Johnson suggested adding the following wording at the end of the **BE IT FURTHER RESOLVED** paragraph:

“subject to their meeting all applicable State and Federal requirements.”

Ms. Szlosberg stated there was no transit language included. Mr. Withrow indicated transit language could be included prior to sending the resolution forward.

Ms. Jones moved adoption of the resolution as amended. Her motion was seconded by Mr. Ahlert, unanimously passed. Chairman Bryan ruled the motion adopted.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – RESOLUTION OF SUPPORT ADOPTED

Mr. Johnson introduced Ann Tazwell noting she worked with NCSC and received grant CMAQ funds and one week ago an alert was received that she would be defunded without a resolution of support from CAMPO. The agenda noted NCDOT is soliciting proposals for candidate transportation projects to be considered for funding under the Congestion Mitigation and Air Quality Improvement in an effort to expend the remaining balance of target allocations established in October 2004. Any MPO or RPO currently retaining balance has been invited to develop and submit candidate project proposals to expend this balance. NC State University's NC Solar Center is applying for \$1.2 million in “statewide” CMAQ funding from NCDOT for the Clean Fuel Advanced Technology (CFAT) II project. NCSC is asking that each MPO representing an eligible CMAQ county send a letter of support or pass a resolution endorsing the CFAT II project stating

that if approved for funding by DOT, the CFAT II project will be included in their local transportation plans. Funding for CFAT II will not come out of MPO/RPO CMAQ funds, rather the \$1.2 million being requested is unallocated funds from the 2004 statewide projects. This project will reduce transportation related emissions through education and outreach, Mobile CARE – an initiative to recognize exemplary efforts to expand the use of alternative fuels and advanced transportation technologies, and sub-awards grants in CMAQ eligible counties for emission reduction projects such as the purchase of alternative fuel and heavy duty hybrid electric vehicles, development of refueling infrastructure, diesel retrofit and idle reduction technologies. Members received a copy of the project overview and the CMAQ call for projects and NCDOT schedule. A draft resolution was also provided.

Following brief discussion, Chairman Bryan moved endorsement of the resolution of support for the NCSC project submittal. His motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

REPORT FROM THE TCC CHAIR – RECEIVED

TCC Chairman Chip Russell introduced Michele Hane as the new vice-chair of the TCC.

MPO STAFF REPORT – RECEIVED

Mr. Johnson stated the CAMPO office has been relocated to the 8th floor of the Professional Building and there is space available for meetings noting it would be advantageous to have meetings there in order to be close to the CAMPO office. He stated the area would be ready in 1-2 months. Chairman Bryan indicated as soon as the CAMPO facility is ready, the TAC would meet in that location. Mr. Johnson stated he would also like to have meetings around the region as well.

Mr. Johnson reported he is in the process of hiring for 4 positions and had a large stack of applications.

ADJOURNMENT

There being no further business, the meeting was adjourned at 5:15 p.m.

Respectfully submitted,

Brenda Hunt