

**TRANSPORTATION ADVISORY COMMITTEE
NOVEMBER 17, 2010
MINUTES**

The Transportation Advisory Committee met on Wednesday, November 17, 2010 at 4:00 p.m. at the CAMPO offices, Professional Building, 127 W. Hargett Street, Suite 800, Raleigh, NC with the following present:

Members

Joe Bryan, presiding
Dan Andrews
Harold Broadwell
Don Bumgarner
John Byrne
Frank Eagles
Hubert Gooch
Jackie Holcombe
Vivian Jones
Nina Szlosberg-Landis
Jeff Merritt
Julie Robison
Dick Sears
Elic Senter
Russ Stephenson
Emma Stewart
Keith Weatherly

Staff

Ed Johnson
Chris Lukasina
Diane Wilson
Gerald Daniel
Richard Epps
Robert McCain
Shelby Powell
Amy Ward
Kyle Ward
Brandon Watson
Kenneth Withrow

Others

Wally Bowman
Ray Boylston
Carl Dawson
Rupal Desai

Representing

Wake County
Harnett County
Wendell
Zebulon
Fuquay-Varina
Rolesville
Granville County
Morrisville
Wake Forest
NCDOT
Triangle Transit
Cary
Holly Springs
Franklinton
Raleigh
Louisburg
Apex

Representing

CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff
CAMPO Staff

Representing

NCDOT - Div. 5
Cary
Raleigh
NCDOT

David Eatman
Jimmy Eatmon
Sean Flaherty
Tim Gardiner
Damien Graham
Jennifer Harris
John Hodges-Copple
Danny Johnson
Ashley Kaade
Mike Kennon
Tim Maloney
Chip Russell
Mitchell Silver

Raleigh
NCDOT - Div. 4
TJCOG
Wake County
TTA
NC Turnpike Authority
TJCOG
Fuquay-Varina
Morrisville
Raleigh
Wake County
TCC Chair - Wake Forest
Raleigh

The meeting was called to order by Chairman Bryan with discussion and actions taken as shown:

DECEMBER MEETING - CANCELLED

Upon motion of Mr. Sears, seconded by Mr. Byrne, unanimously passed, the December, 2010 TAC Meeting was cancelled.

CHAIRMAN'S COMMENTS - RECEIVED

Chairman Bryan thanked members for nine years of allowing him to be the chairman and vice-chairman of the TAC and was looking forward to turning the gavel over, hopefully to Mayor Jones, who has been very engaged in actions of the TAC. He indicated he had enjoyed serving in these capacities.

AGENDA - APPROVED AS AMENDED

Mr. Johnson reported on the need to add an item to the agenda relating to the Southwest Area Study (SWAS) Plan Update to be designated as Item 9.5. Without objection, the agenda was approved as amended.

PUBLIC COMMENTS - NONE RECEIVED

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

MINUTES - OCTOBER 20, 2010 - APPROVED AS PRESENTED

Minutes of the October 20, 2010 meeting were provided in the agenda packets. Mr. Andrews moved approval of the minutes as presented. His motion was

seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

PUBLIC HEARING

2009-2015 MTIP AMENDMENT #7 - HEARING HELD - AMENDMENT APPROVED CONDITIONALLY

Mr. Lukasina reviewed this item noting the TAC directed MPO staff to move forward the development of a list of projects that could be used to obligate FY 2011 STP-DA funds. The FY 2011 Modal Investment Mix calls for an approximately \$1.5 million transit program. STP-DA funds are being flexed to FTA and used as Section 5307 funds. The list of projects was provided in the agenda packets and was presented to the TCC at their October 7 meeting and forwarded to the TAC with endorsement. In accordance with MPO public involvement policy, the TAC released this amendment for a 30 day public review and comment period and scheduled a public hearing to be conducted at this meeting. The comment period opened on October 20, 2010 and closes November 18, 2010. He explained the hearing may be continued until the next TAC meeting or may be adopted at this meeting.

Chairman Bryan declared the hearing open.

No one asked to be heard.

Chairman Bryan declared the hearing closed.

Mr. Johnson explained there were 4 more days remaining on the comment period. No comments were received prior to this hearing. He suggested approval of this item subject to no additional comments being received. Staff and the TCC had recommended approval.

Ms. Jones moved approval of the amendment on the condition that no further comments are received by the end of the comment period on November 18, 2010. Her motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

THIS CONCLUDES THE PUBLIC HEARING

TRIANGLE TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM - REPORT - RECEIVED AS INFORMATION

Mr. Johnson indicated in 2006-2007, the Triangle Transit Authority brought together the Triangle organizations that were currently working on and/or

funding Transportation Demand Management (TDM) projects with the goal of creating a long-term plan for improving TDM efforts. The result was the Triangle Region 7-Year Long Range Travel Demand Management Plan. The plan called for, among other things, the two MPOs and the NCDOT to pool funds and have a competitive call for TDM projects. CAMPO has committee CMAQ funds to this program in previous and current TIPs. Triangle J is charged with staffing this effort on behalf of the funding organizations. In response, the TDM Program was developed to coordinate and evaluate regional TDM activities, including efforts by numerous partners to reduce traffic and air pollution by promoting commute alternatives such as mass transit, carpooling, biking, telecommuting and vanpooling. To ensure the most efficient use of resources and to be able to track progress, TJCOG is taking the lead in coordinating funding for marketing activities and then evaluating the effectiveness of these projects. TJCOG administers the regional TDM program and was present to provide an update on the program.

Sean Flaherty, TJCOG, provided a slide presentation outlining what is TDM. He stated the goal of the 7-Year TDM Plan is to reduce growth of commuter vehicle miles traveled by 25%. He further explained funding structure, local hotspots and regional support. He reviewed requirements and funding origination for special programs. The 7-Year CAMPO hotspots included the City of Raleigh's Central Business District, NCSU, North Raleigh/Beltline area and RTP. DCHC hotspots were reviewed briefly. Fiscal Year 2009 service providers were reviewed including Triangle Transit, Research Triangle Foundation, NCSU, UNC, City of Raleigh and Chapel Hill. FY 2009 results were reviewed including new alternative mode changes, reduction of daily trips volumes, reduction of daily trips, emissions reductions, energy savings, etc. Mr. Flaherty indicated the link to the final report will be on the TJCOG website. Service providers for today were reviewed. Mayor Byrne referred to the use of transit by Wake Technical College and the fact this is the largest college in Wake County with 60,000+ students. Mr. Flaherty reported the number of service providers has doubled using the same amount of funding. GoTriangle and SmartCommute programs were reviewed. In response to questioning, Mr. Flaherty indicated in their grants structure, CMAQ money is only used to fund programs in the CAMPO region. Chairman Bryan questioned the regional total trips per day with Mr. Flaherty indicating work on the regional numbers are being collated at this time and would be provided when completed.

Chairman Bryan indicated a service should be added at the airport and felt it would be a great service to have directions available on using the bus. Mr. Merritt agreed and felt better airport signage is needed and should be discussed with John Brantley, Airport Director.

The report was received as information.

TECHNICAL ANALYSIS OF POTENTIAL REGIONAL COMMUTER RAIL SYSTEM - REPORT RECEIVED AS INFORMATION

Jonathan Parker, Triangle Transit, reviewed this item and explained the consultant team of URS and Martin, Alexiou, Bryson, along with Triangle Transit staff have a presentation on the Transitional Analysis corridor screening results during the October 17, 2010 TAC meeting. At the Joint TAC meeting on September 29 the NC Railroad Company (NCRR) presented an overview of their Commuter Rail Ridership and Market Study that matches the recommended configuration of the 2008 Shared Corridor Commuter Rail Capacity Study. This includes trains every 40 minutes during the AM and PM peak periods on the four routes that were studied. The routes are along a 140-mile segment of the NCRR between Greensboro and Goldsboro. The TCC, at their October meeting, reviewed the question of whether a technical analysis is being conducted for regional commuter rail through the Triangle. The consultant team of URS indicated an analysis is underway and could be provided. Members received Attachment 6A at the meeting prepared by staff that included information relating to basic information, mobility improvements, environmental benefits, operating efficiencies, cost effectiveness, transit supportive land use and economic development effects. Mr. Parker explained options were being reviewed for a regional commuter rail system noting Apex and Wake Forest were requesting to be studied. The consultant, URS, worked on this and presented it to the TCC. This highlights assumptions based on the NCRR Commuter Rail Study. Conclusions of the study were reviewed and discussed with Mr. Parker reporting with the outlined passenger and freight travel coupled with the need to supply a corridor with freight and have them serve freight customers, a regional commuter rail service operating on shared double tracks is not possible. Two separate tracks are required for that type of service. If tracks are added, grade separation at the Cary and Boylan junctions would be needed and to operate that type of service with these frequencies between those points would not be cost effective. Potential options exist for commuter rail between Apex and Cary but not into Raleigh and from Wake Forest to Raleigh. Mr. Parker reported the technical report will be provided to the MPO early next week.

Mr. Johnson indicated freight trains are long and slow and commuter rail running at light rail frequency cannot be blended without physically separating them. He explained Cary and Downtown Raleigh are issues. He pointed out a different question is how much could we do before it gets expensive and disruptive to the community. Triangle Transit will be bringing additional information on this forward in the next 2-3 months which will be helpful in making future decisions.

Mayor Byrne noted Fayetteville's dynamic is changing dramatically since Fort Bragg will be expanded and urged thinking "out of the box" as we look into the

future. He stated Fort Bragg's tentacles reach deep into Raleigh and we must think about those changes. Mr. Parker agrees this is an issue bigger than Wake County or CAMPO areas and is a statewide issue and state resources may need to be brought in. It was pointed out the freight business is changing as well and that is a strategic line that should be reserved for freight. Ms. Szlosberg-Landis suggested placing this item on a future agenda noting DOT has a number of initiatives and a task force focusing on the military and everything possible needs to be done to support this expansion. She noted we may need to get a report on how to connect all of this and to understand where we fit into the work being done. Mr. Johnson explained lines such as Fuquay to Fayetteville, etc., are 20 years away and involves more of a strategic planning process.

This report was received as information.

HIGH SPEED RAIL GRADE CROSSING SAFETY STUDY AND REGIONAL COMMUTER RAIL FEASIBILITY STUDY PROPOSAL - INFORMATION RECEIVED

Mr. Johnson reviewed this item and explained the Southeast High Speed Rail project is progressing and MPO staff has identified areas where at-grade crossings should be studied to ensure proper functionality as the projects move through our area. NCDOT is preparing to study NC 54 relative to the NCR/SEHSR corridor. Several studies have been identified for funding in the MPO's Unified Planning work Program in the next two fiscal years which will enhance preparedness as the High Speed Rail project progresses. The overall study has been segmented into three phases as follows:

- Phase 1: in conjunction with NCDOT's NC 54 Study, the corridor between Morrisville and West Cary.
- Phase 2: the corridor between Gorman Street (Raleigh) and East Maynard (Cary). This would exclude the Blue Ridge Rd/Powell Drive portion.
- Phase 3: the corridor between East Maynard (Cary) and West Maynard (Cary)

Members received in Attachment 7A a map of the corridor highlighting study phases. Also, a commuter rail feasibility study throughout the region has been proposed that would provide information on whether commuter rail is a practical and cost effective option within our region in the years ahead and if so, which areas would best support commuter rail. At the November 4, TCC meeting the possibility of including these studies in the work program was discussed and approved in concept pending receipt of additional information. Additional information and description/cost will be provided in January, 2011. Mr. Johnson explained a good deal of roadway sits on top of railroad right-of-

way and NCRRT has stated they would like to address these encroachments. Mr. Johnson further reviewed the three phases in detail.

Chairman Bryan noted from a process standpoint, these are things we need to have answers to but questioned if there is a way to use other funds rather than CAMPO funds or replace that as funds are available down the road. He questioned who is responsible for this. He stated this is something that needs to be done and questioned if we are partnering more than we should I regard to our financial resources. Mr. Johnson explained we are working on this thinking as there are more partners working together, each can pay less and would involved 4-5 putting in relatively modest amounts ending up with something providing shared benefits. CAMPO funds are 80% federal and end up with 25% functional designs putting you in position to move aggressively as funds become available.

In response to questions, Mr. Johnson explained all three of the studies are looked at as areas between West Raleigh and RTP. No one is doing this work and we are trying to get to the point we know what we want to do so we can take these things off as individual projects and if funding becomes available, the plans would be in hand. Mr. Johnson explained more detailed concepts need to be developed and CAMPO is pushing to try to get this to occur. Ms. Szlosberg-Landis questioned could this be done in such a way that it can done and not redone as part of NEPA and not spend the money twice. Mr. Johnson indicated there is a sense of urgency to clarify what we want to do with all these grade separations and there are a lot of unknown issues that need to be sorted through. Ms. Holcombe indicated from Morrisville's perspective, they are very appreciative of the work going into this and they are anxious to see when the scope of this may be available and supported this moving forward.

Mr. Johnson indicated staff would like to bring more specific information in January but wanted to bring the concept forward to be sure the TAC buys in conceptually. Ms. Robison expressed Cary's support and agreed there is a sense of urgency. She indicated there is a level of uncertainty and wanted the scope to make the focus more apparent. She expressed concern with the messages we have received relating to safety rules and safety for shutting down crossings. She indicated Cary is looking at a broader perspective focusing on economic impacts and land use changes needed, potential to work with grade changes, etc. Ms. Robison felt there is a need to go ahead but questioned why the Highway Administration is running this first study. Mr. Johnson indicated he was concerned about how open minded everyone was to working on the Morrisville feed and felt this will end up with some very good information. He pointed out if we have an issue where the Rail Division and Morrisville cannot see eye to eye on crossovers, this will have to be dealt with.

Wally Bowman spoke in support of the studies being done, regardless of where the funds come from and there needs to be plans in place we when there is opportunity for more funds, we will need to know what we are going to do. Mr. Bowman noted we do have ARRA money coming to our division and the Morrisville grade separation is included and the issues with Morrisville will be worked out. He stated it will be a pain for a couple of years working it out but should not back peddle where we are. Mr. Johnson reported Morrisville indicated they wanted to contribute \$50,000 to bring in public involvement.

Mr. Johnson referred to an additional study on what a fully evolved rail system looks like 25 years from now. He explained David Eatman, CAT, thinks we should do a complete systems plan that would be a fully coordinated look at transit for the entire region. Mr. Johnson stated he feared there is hope that by next spring this will all be figured out and will go for a vote in the fall but knows we will have really good information about the first thing we might want to do but questioned what else do we want to have included to make it a successful referendum. He noted this is something staff will have additional information on in January. Ms. Szlosberg-Landis spoke to the need not to be duplicative noting we have an Alternatives Analysis under way now. Mr. Johnson indicated if a fully evolved system is the desire, it would involve more than just the Railroad Division. Mr. Merritt questioned if there is merit to waiting until the Alternatives Analysis is final with Mr. Johnson indicating it would take 6 months to start and 2 years to finish this kind of study. He questioned if the TAC would like staff to spend more time and effort in sorting through this. Mayor Jones felt this is a wise thing to do. Mr. Stephenson indicated it seems we should have a good idea of what we are selling before going to a bond referendum. Mr. Johnson indicated every Tuesday at 10:00 a.m. there is a standing meeting to talk about transit planning issues with Wake County and the transit providers. The Intermodal Bill requires the MPO and Wake County to approve this and would like to have a financial and transit plan out to 2040. He explained staff would like to put together something for the January meeting saying what we want to see in transit plans coming up in the spring. We are looking at 2 ½ percent growth where it has been 4-4 ½ percent and how much we will assume we will have to spend in the future is important. He indicated the way the LRTP works is the way to do this.

Mr. Stephenson indicated what we promise in the referendum has not been determined. Mr. Johnson stated we will have to come out with something and the more there is in it, the more it will pass; however, more cannot be promised that can be provided.

Chairman Bryan urged members to provide feedback on continuing to plan and have a future systematic plan. He further pointed out the need to focus on being ready to have a transit referendum and the need to know the costs and if

this is the best priority of where we want to spend our money. He indicated this item would be discussed further in January.

CAMPO STAFFING - POSITION RECLASSIFICATION - APPROVED

Mr. Johnson reviewed this item noting there is currently a vacant position of Senior Staff Support Specialist. There is a need for this position to be filled with an individual who would provide a higher level of office administrative support than outlined in the Senior Staff Support Specialist position description. He proposed that the currently vacant Senior Staff Support Specialist be reclassified to the position of MPO Staff Assistant - Operations Administrator. The services to be provided by this position were provided in Attachment 8A in the agenda packet. The TCC, at their November 4 meeting, recommended forwarding this reclassification to the TAC.

Mr. Weatherly moved approval of the reclassification as outlined. His motion was seconded by Ms. Robison, unanimously passed. Chairman Bryan ruled the motion adopted.

CAPITAL AREA/DCHC MPO JOINT LEGISLATIVE AGENDA - APPROVED

Mr. Johnson explained at the Joint TAC meeting held on September 29, 2010, discussion was held on the currently adopted Joint Legislative Agenda and was decided that the agenda should be updated. The Joint Executive Committee met and a draft legislative agenda (Attachment 9A) was developed. At the November 4 TCC meeting, this item was discussed and it was forwarded to the TAC for adoption.

It was pointed out this does not have to be approved at this meeting and could be discussed at the January meeting. Mr. Weatherly referred to Item 6 and did not want the proviso that had been added to the end relating to "without providing adequate funding". He emphasized he wanted this item to indicate he did not want the mandate for cities and town to have to maintain state roads. He did not want anything mentioned about funding.

Ms. Szlosberg-Landis requested that she be excused from voting on Item 6.. Mr. Eagles moved that Ms. Szlosberg-Landis be excused from voting on Item 6. His motion was seconded by Mr. Bumgarner, unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Weatherly moved that Item 6 be amended by striking all wording after "county governments". His motion was seconded by Mr. Broadwell. All members voted in the affirmative with the exception of Ms. Szlosberg-Landis who abstained from voting. Chairman Bryan ruled the motion adopted.

Mayor Bryan indicated the remainder of the items would be discussed at the January meeting.

SOUTHWEST AREA STUDY (SWAS) PLAN UPDATE - VARIOUS ACTIONS TAKEN

Mr. Daniel reviewed this item noting CAMPO advertised for proposals for technical assistance in conducting the proposed Southwest Area Study. Six proposals were submitted and evaluated by a subcommittee of the TCC comprised of the study's sponsors and stakeholders (MPO, NCDOT, CAT, Angier, Fuquay-Varina, Apex, Holly Springs, Wake County and Harnett County). Based on the submitted proposals, the top four consulting firms' proposed study teams were interviewed. The Southwest Area Study Core Technical Team recommended the consulting firm of Kimley-Horn and Associates of Cary, NC to be the first choice to conduct the study. Other member firms participating with KHO include Renaissance Planning Group, Nelson/Nygaard, Louise Productions along with Greenways, Inc. In the event negotiations for specific study contractual agreement were unsuccessful with KHA, the Core Technical Team recommended the second and third choice for consultants to conduct the study be PB Americas and STANTEC, respectively. Mr. Daniel reviewed the schedule that had been undertaken thus far in the process.

Mr. Byrne moved authorizing the study sponsors to negotiate a contractual agreement with the consulting firm of Kimley-Horn and Associates to conduct the Southwest Area Study and a multi-party interlocal agreement among the MPO & NCDOT for providing full funding of the study. In the event negotiations for the study contract are not successful with KHA, the second and third choice for consultants to be negotiated with to conduct this study, which would be PB Americas and STANTEC, respectively. His motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

INFORMATIONAL ITEMS - VARIOUS - RECEIVED

The agenda included reports relating ARRA projects, Budget Update, Member Shares and FY 10 STP-DA Investment Program. Mr. Epps reviewed each item. The reports were received.

REPORT FROM THE TCC CHAIR - RECEIVED

Mr. Russell reported the TCC would not be meeting in December.

MPO STAFF REPORTS - RECEIVED

Mr. Johnson reported Wisconsin and Ohio are refusing to take their high speed rail funds and that money may be redistributed to other states. He stated it is

highly likely that North Carolina will get a good part of those funds. He explained their issue is no money was provided for maintenance.

Mr. Johnson reported the first annual CAMPO 101 class will be held all day on January 26, 2011. This is intended to be for TCC and TAC members and any interested parties.

NCDOT REPORTS - RECEIVED

Mr. Bowman introduced Jimmy Eatmon who would be the NCDOT Division 4 representative. The following updates were provided by Mr. Bowman:

- Work is moving rapidly on I-40 between US 1 and US 64 Interchange and Wade Avenue
- Work on I-40 at the interchange with I-540 is back on schedule. Work will be complete this year before the end of December depending on the weather
- Work on US 401/Rolesville Bypass - working through issues and will go out for bids in January
- Timber Drive should be completed in October, 2012

Mr. Bowman indicated there will be open meetings on the MTIP in January through March, 2011 and action will be taken in the summer of 2011.

Mr. Bowman spoke regarding substandard bridges noting there are over 4000 substandard bridges in the state that were generally built in the early 1950's. Over the next 8-10 years 100-150 per year will be repaired/replaced. He indicated 400 per year should be replaced; however, due to funding problems the DOT is making tough choices on which to do first. In regard to the Wendell bridge problem, Mr. Bowman explained DOT will have a meeting with residents in that area and noted their concerns are realized by DOT. He indicated the detour is only 1.1 mile and DOT is against replacing this bridge. He indicated currently there are no funds to replace the bridge and there are many bridges that need to be handled with much longer detours and with more traffic.

Mr. Eatmon, Division 4, reported work is ongoing in getting utilities at I42/I40.

REPORT OF TURNPIKE AUTHORITY - RECEIVED

Ms. Harris provided updated maps that eliminated some of the routes previously reviewed. She reviewed routes eliminated. She reported the Authority is busy meeting with neighborhoods and had not been successful in eliminating the red corridor. She indicated there would be a meeting this evening at 7:00 p.m. to discuss the red route further. The Authority plans to

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continue to do additional studies and hoped to get the red route removed. She hoped by early in January, they will have done adequate documentation to get rid of the red route.

ADJOURNMENT

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

Respectfully submitted,

Brenda Hunt