

**TRANSPORTATION ADVISORY COMMITTEE
MINUTES
JANUARY 26, 2005**

The Transportation Advisory Committee met on Wednesday, January 26, 2005 at 4:00 p.m. in the Council Chamber of the Raleigh Municipal Building with the following present:

MEMBERS

Chairman Bryan, presiding
Jan Faulkner
Ann Franklin
Vivian Jones
Nancy Kelly
Ernie McAllister
Dick Sears
Nina Szlosberg
James West
Mike Williams

REPRESENTING

Wake County
Morrisville
TTA
Wake Forest
Rolesville
Cary
Holly Springs
NCDOT
Raleigh
Garner

STAFF

George Chapman
Ed Johnson
Kenneth Withrow

REPRESENTING

TCC Chair
CAMPO Director
CAMPO Staff

OTHERS PRESENT

Harvey Schmidt

REPRESENTING

President, Chamber of Commerce

Chairman Bryan called the meeting to order. The following items were discussed with actions taken as shown:

AGENDA ADJUSTMENTS - AGENDA APPROVED AS PRESENTED

There were no changes to the agenda; therefore, without objection, the agenda was approved as presented.

PUBLIC COMMENTS - RECEIVED

Harvey Schmidt, President of the Greater Raleigh Chamber of Commerce, spoke to the announcement received earlier in the month while representatives from various municipalities, legislators, etc. were visiting San Diego looking at transportation improvements relating to the \$326 million being moved from District 5 over the next six years during the next TIP. He indicated this punctuates the concern about the general state of transportation funding facing our region. He indicated there are not enough dollars currently to meet current or future transportation needs. He spoke to the need to take action and encouraged members to discuss with their legislators the need to look at

remedial options during this session of the General Assembly. He referred to the \$250 million that each year goes from the Highway Trust Fund noting it is felt there should be some reevaluation of the distribution system in place and modernizing so higher value is placed on congestion mitigation. Mr. Schmidt stated we were fortunate in moving the Knightdale Bypass up on the program rapidly and did not think that particular project has implications to only District 5 but also to districts to the east. He noted the way the formula is written, this district takes the full brunt of that benefit when it is really spread over a broader base. He felt arguments should be made to take into consideration some of those kinds of projects and the need for more focus on congestion mitigation. He referred to the San Diego visit where they learned that area is doing an interesting thing in managing mobility problems and taking control over options themselves, i.e., local options investments to pay for transit, highways and local arteries. He felt this should be considered for this area and should look at the possibility of having a tolling authority. He indicated there is a new legislature, new speaker and new speaker pro tem and now is a good time to consolidate this message. He indicated they will be working on this locally and state-wide to get this message across. Chairman Bryan indicated a good part of this meeting would be spent discussing what they saw in San Diego.

MINUTES – DECEMBER 15 AND 20, 2004 - APPROVED AS AMENDED

Minutes of the December 15 and 20, 2004 meetings were provided to members in their agenda packets. Ms. Faulkner requested that the December 20, 2005 minutes reflect that she was present. Mr. Sears moved approval of the minutes with Ms. Faulkner listed as being present at the December 20, 2004 meeting. His motion was seconded by Mr. McAllister, unanimously passed. Chairman Bryan ruled the motion adopted.

ELECTION OF OFFICERS – CALENDAR YEAR 2005 – JOE BRYAN ELECTED CHAIR – CHARLES MEEKER ELECTED VICE-CHAIR

The agenda indicated according to the TAC bylaws, the Chair and Vice-Chair shall be elected by a majority of the eligible voting members of the TAC at the first regularly scheduled meeting of the calendar year. The newly elected Chair and Vice-Chair shall take office immediately following the election and serve to one year. Duties of the chair include calling and presiding at meetings and appointment of committees. The Chair also appoints a staff member to serve as Clerk of the committee. The Clerk shall provide or otherwise delegate staff service for the TAC, as needed, and will be responsible for taking summary minutes of the Committee's proceedings. In the absence of the Chair, the Vice-Chair shall preside and complete all other duties of the Chairman.

Mr. Chapman reported the TCC, at its January 6, 2005 meeting, elected Chip Russell (Wake Forest Planning Director) as its Chair and Tim Clark (Wake County Planning Department) as Vice-Chair. At this point Mr. Chapman announced this would be his last meeting as he would be retiring February 28, 2005. He thanked members for the support given staff over the years. He spoke to the work done by this body over the last five years which has been a significant factor in the transportation planning process in the region.

At this point, Chairman Bryan turned the chair over to Mr. Chapman for the election of Chairman.

Mr. Chapman opened the floor to nominations for chairman. Mr. Sears nominated Joe Bryan as Chair. No other nominations were received. Ms. Jones moved that nominations be closed and Joe Bryan elected chairman by acclamation. Her motion was seconded by Ms. Kelly, unanimously passed. Mr. Chapman ruled the motion adopted.

The chair was turned over to Chairman Bryan.

Mr. Bryan thanked members for their continued support.

Chairman Bryan opened the floor to nominations for vice-chair. Mr. Sears nominated Charles Meeker as vice-chair. Ms. Jones moved that nominations be closed and Charles Meeker elected vice-chair by acclamation. Her motion was seconded by Mr. West, unanimously passed. Chairman Bryan ruled the motion adopted.

Chairman Bryan referred to the retirement of George Chapman and suggested that there be a proclamation from this body presented to him in the future at the appropriate time. He noted Mr. Chapman is a visionary, is articulate, and a soft spoken individual that commands respect as a result of their knowledge and demeanor. He indicated that has been felt throughout Wake County. Chairman Bryan stated there are certain people that make an unbelievable impact on this community and one of those individuals has been George Chapman. He stated his association with Mr. Chapman had been a pleasure and expressed appreciation for the guidance Mr. Chapman had given him. He wished him the best of luck in his travels and looked forward to his continued service to Raleigh and Wake County. Mr. West indicated Mr. Chapman has played a key role in moving this city in a strategic direction. Mr. Chapman stated he was retiring with mixed emotions but uppermost was one of looking forward to the future and he would be an active member of this community.

At this point Mr. Chapman relinquished his chair to Tim Clark, Vice-Chair of the TCC.

STATUS REPORT ON TRIANGLE REGION 2005 AIR QUALITY CONFORMITY DETERMINATION PROCESS – REPORT RECEIVED – HEARING TO BE HELD FEBRUARY 16, 2005

Mr. Johnson reviewed this item explaining the Triangle Ozone Non-Attainment Region's Technical Consultation Meeting was held on Monday, December 20, 2004 at the Triangle J Council of Governments. The items of discussion included: (1) Regionally significant and exempt projects, (2) Forecasted Emissions vs. Budgets/Baseline Comparisons and (3) the Draft Conformity Determination Report. John Hodges-Copple, TJCOG, is leading this coordination effort involving three MPOs, three RPOs, FHWA, FTA, USEPA, NCDOT and NCDENR-DAQ. Mr. Johnson provided members with a draft copy of the Conformity Analysis and Determination Report dated January 25, 2005. The plan is

currently in the 45-day comment period and the public hearing will be held on February 16, 2004. After the hearing, the report can be approved at that time or the committee could wait to approve it in March. He noted there is a lot of statistical data about all the 7 ¼ counties that shared this designation in the Triangle Region. He noted that data is presented on Pages 5 & 6 of the report which provides the emissions calculations. He stated everybody passes the test; however, when you look at Wake County, we are very close to exceeding the limit by the year 2030 on some items, i.e., carbon monoxide which is a concern to us. Mr. Johnson indicated this is the first time he could recall where there were three RPOs and three MPOs sharing this effort. This work was led by John Hodges-Copple and 25 others who met monthly. He explained if this is approved in June, the next time we will have to do this will be 10/1/07 which is eight months short of the three year normal that has been driven by Burlington/Graham being on a different timeframe. Mr. Johnson reported there has been some talk that the Feds may extend this to four years rather than three years. He stated this does demonstrate we have conformity with the LRTP. Issues involve reviewing all projects to determine if they are regionally significant and should they be considered exempt from air quality conformity. He indicated hundreds of projects had been reviewed and were down to one project on Hillsborough Street they are disagreeing about. He indicated they do not want that project to be considered an exempt project and we have said we have done air quality analyses indicating the emissions are negligible; however, they feel taking four lanes down to two lanes will have an impact on traffic and should not be exempt. He indicated we could let this decision stand or continue to debate the issue but thought he should alert this body to the issue. He stated he is on the Board of Trustees for the Hillsborough Street partnership and he has had to recuse himself from taking action on what should be done. In response to questioning, Mr. Johnson indicated EPA says it should not be exempt and we think it should be exempt and involves an honest disagreement. He indicated the question is whether this body feels the principle is important enough to address. Ms. Franklin indicated it seems the Hillsborough Street Project is intended to keep traffic moving and reduce the number of starts and stops and seems it would improve air quality. She stated possibly we should learn from this but it didn't seem worth holding up the entire report for this. Mr. Johnson explained if we have conformity lapse, all projects not exempt cannot advance. He felt the Hillsborough Street Project should be exempt because it is improving pedestrian safety. Chairman Bryan indicated Mayor Meeker and NCDOT would be interested in those and would refer to their understanding of the issue. Mr. Johnson noted a decision needs to be made by next month and felt this was important enough that the committee should weight in on it. Chairman Bryan questioned if it is anticipated that the project will be in conformity with Mr. Johnson responding it is anticipated it will be in conformity. Mr. Johnson explained it is also important to know this is meeting tests currently in place done by NCDOT and approved by EPA several years ago. He indicated they are now developing a new state-wide implementation plan to meet 8-hour standards and it will have a new budget which could be harder than they are currently. He noted it is important that we monitor this so we can be sure they set an attainable goal. Mr. Johnson indicated every time we change an LRTP or TIP in a way that is not consistent with the TIP, we have to go through this.

This item will be placed on the next agenda for public hearing.

CALL FOR CMAQ PROJECTS – REVIEWING APPLICATIONS – APPROVED

Mr. Johnson reported CAMPO sent notification to its members on November 29, 2004 that NCDOT has recently announced its revised guidelines for selecting projects for funding with federal Congestion Mitigation for air Quality (CMAQ) funds. NCDOT indicates it anticipates approximately \$22 million in CMAQ funding (80% federal/20% non-federal) being available for obligation in our MPO area over the next seven federal fiscal years. At its meeting on December 20, 2004, the TAC indicated it intended to allocate \$21 million of these funds to pay for NCDOT's 75% share of the cost of upgrading the Raleigh Signal System. The new guidelines place more responsibility on MPOs to prioritize proposed CMAQ projects for NCDOT to approve. NCDOT is requesting that the MPO's prioritized project list be submitted to NCDOT by January 25, 2005. CAMPO members were requested to submit their applications to the CAMPO office by December 31, 2004. As of December 30, 2004, the following submitted proposed CMAQ applications: (1) the City of Raleigh, (2) Triangle J COG, (3) Town of Cary, (4) Town of Holly Springs and (5) NCSU. The agenda included an attachment summarizing the applications. Mr. Johnson reported the staff during the January 6, 2005 TCC meeting presented the cost-benefit results from each project's emission reduction calculations. Mr. Chapman addressed the TCC with conclusions as reached by the TAC during their December 20, 2004 meeting. Following discussion, the TCC decided that the following CMAQ projects be prioritized for funding: (1) City of Raleigh's upgrade of Signal System, (2) Triangle J COG Livable Communities Incentive Fund (also endorsed by DCHC), (3) Triangle J COG Best Workplaces for Commuters Program, (4) Town of Cary's Penny Road/Holly Springs Road intersection, (5) Town of Holly Springs' sidewalk project along NC 55 and Main Street and (6) NCSU one way street configuration and signalization at Cates Avenue and Pullen Road. Mr. Withrow reviewed the priority projects noting they totaled \$1.008 million that would be available in FY 2012. He noted the remaining projects could be funded in other ways. Projects recommended totaled \$833,000 and if any other project is added, the \$1 million cap would be exceeded. Mr. Johnson explained this involves borrowing State funds to build these projects on their schedule and pay back with CMAQ funds on an annual basis. Mr. Johnson indicated air quality benefits were also considered in the review of these projects and noted CMAQ funds do not pay for feasibility studies. Mr. Withrow explained if this is approved, they would go forward to NCDOT for their review with DAQ and DENR.

Following discussion, Ms. Jones moved approval of the projects as recommended by the TCC. Her motion was seconded by Mr. Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

Chairman Bryan indicated we have the ability to allocate the funds and we have been told by DOT this will do more for air quality than anything that we can possibly do. He indicated having that local authority and ability to do this will make a significant impact and is something we have long been waiting to do.

COMPREHENSIVE TRANSPORTATION PLAN – UPDATE – RECEIVED AS INFORMATION

Mr. Johnson reported one of the tasks assigned to the Comprehensive Transportation Plan (CTP) Subcommittee as established October 7, 2004, is to conduct a detailed corridor study addressing land use, transit and other transportation modes on the US 1 Corridor. CAMPO staff has been working on drafting the US 1 North Corridor Study RFP that includes a preliminary draft scope of work shown that was included in the agenda packet. Other tasks that are to involve oversight by the CTP Subcommittee include converting the current CAMPO Thoroughfare Plan into being the roadway system element of NCDOT's recently recommended transition into more extensive and robust multimodal Comprehensive Transportation Plan and moving ahead on conducting regional long-range transit vision plan study to develop what would eventually become the transit element of the CTP. Mr. Johnson reported with the upcoming planning retreat scheduled for February 10, 2005 and the three-year USDOT Certification Review scheduled for February 16 & 17, the TCC will provide guidance to the CTP Subcommittee and MPO staff as to the desired timetable and products that will be accomplished for each task.

Mr. Johnson explained this was intended to be one of several corridors we looked at; however, this corridor was deemed the highest priority. He noted the goal is to determine if we can make US 1 North Corridor into a freeway. He further explained we also have the TTA willing to be a 25% funding partner to look at transit options on this corridor. Problems will be investigated and determination made of the range of appropriate transit with one option being regional rail. He stated when we look at corridors, we must look at the entire range of modal needs for that corridor noting the best strategy is providing transit in this corridor. The Committee has been working on the scope on this. He noted interlocal agreements would be involved and it is hoped this would be under contract by May. This will result in a plan for the corridor we can roll out sheet by sheet. He referred to two proposed interchanges at Park Road and US1A. Sixteen acres have been reserved by Wake Forest and there is a plan in place to retrofit an interchange at that heavily used intersection. Mr. Johnson noted there are many details that are unresolved, i.e., how to cross the Neuse River, etc. He noted this report was being presented for informational purposes. He explained Cary is funding something similar to this dealing with where Western Wake Freeway crosses Highway 55. He stated the area we have planned next would be between Holly Springs and Apex where I-540 crosses US 1 and 55 which could turn into a traffic nightmare like Crossroads and would probably begin next year. He indicated our work program is done on an annual basis and this was presented in March and approved in April.

This report was received as information. Chairman Bryan indicated emergency preparedness should also be considered to determine if there are ways to design roads that might lessen the impacts when we have unusual events.

Discussion took place relating to the gridlock that occurred as a result of the January ice storm with Mr. Johnson noting this area's roads have high build pressure and that event was the first of the symptoms. These symptoms will only get worse from here noting we

have a lot of reserve capacity we have burnt up without thinking about it and will start seeing more events like that more regularly.

Ms. Franklin spoke to the need for each individual community to work together in concern more than we are presently.

METROPOLITAN PLANNING ORGANIZATION EXPANSION IMPLEMENTATION PROCESS – RECEIVED AS INFORMATION

Mr. Johnson reviewed this item. He reviewed the history of this item noting letters of invitation had been sent to the counties and local governments adjoining the current CAMPO boundary to join CAMPO. CAMPO has received responses to the letters of invitation during the month of November and the TAC took action to execute their acceptance into the MPO in principle subject to a jointly executed membership agreement during their November 17, 2004 meeting. CAMPO is preparing to send a letter to governments in the newly added areas showing that members have been approved to join the MPO. Several organizational agreements will need to be updated. These include the Memorandum of Understanding, TAC and TCC bylaws, the Prospectus and Member non-federal cost-sharing percentages for the Unified Planning Work Program and the Metropolitan Area Boundary. The MOU between CAMPO and TTA will also be addressed. The staff plans to conduct an outreach process for the newly added members agencies to identify issues of concern and also to create a MPO member “primer” for all members. The primer would consist of a notebook that includes the MPO’s history, frequently asked questions and the MOU and bylaws, etc. The Expansion Implementation Subcommittee as established on October 7, 2004 will need to meet as soon as practicable to discuss these and other details for moving forward on implementing the MPO expansion.

This item was received as information.

REGIONAL TRANSPORTATION ALLIANCE – SAN DIEGO TOUR – INFORMATION RECEIVED

Mr. Johnson reported members of the Regional Transportation Alliance and invited guests participated in the January 6-8, 2005 Tour to San Diego, California to see the region’s transportation infrastructure and examine their approach to address pressing transportation needs. Members received a report on the finding from this tour included in their packets. Mr. Johnson spoke to San Diego’s commitment to managed lanes and explained their concept including building express lanes in the middle of freeways, tolling them and run them using private entities. He noted the key is regional tolling and the funds stay in the region. Their plan includes 1/3 freeways, 1/3 highways and transit and 1/3 everything else. He noted they have a very strong and effective system and encouraged everyone to review the report. Chairman Bryan indicated The News and Observer coverage was done well and possibly we may be able to get some legislative agenda for the region.

COMMENTS FROM THE CHAIR – RECEIVED

Chairman Bryan requested additional information relating to Tri-Trans in getting funding in this cycle and questioned the plan of action and steps we anticipate over the next year. He indicated more time should be spent on \$326 million and how our body may become engaged in championing a strategy to increase the pie for everyone. He stated there is a role for us and at a future meeting time should be spent on what our role should be and what losing \$326 million means short term.

Ms. Franklin requested a presentation at the next meeting noting they are referring to several things. She indicated TTA is moving forward to get modeling to answer the FTA questions. She noted challenges are more with what we are experienced in 20 years and there are outstanding people working on this. She reported they have closed on the Dillon property and the needed properties are coming into line. She noted the yard and shop work is moving forward and the design of the vehicles is moving forward. She indicated it will take a few months to get the pieces together.

Chairman Bryan requested that this be placed on a future agenda.

REPORT FROM TCC CHAIR – RECEIVED

Mr. Clark reported the various subcommittees are working hard. There will be a planning retreat on February 10 noting it had been since years since the last retreat.

MPO STAFF REPORTS – RECEIVED

Mr. Johnson referred to the CAMPO self-certification noting at the next meeting we will be in day one of a two day certification process. This is to certify the MPO is fulfilling federal requirements and State laws of transportation planning programs. Extensive review is involved and a lot of information is received from the reviews. Part of the process involves having an opportunity for citizens who desire to speak at a public meeting.

ADJOURNMENT

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

Respectfully submitted,

Brenda Hunt