

**TRANSPORTATION ADVISORY COMMITTEE  
JANUARY 18, 2006  
MINUTES**

The Transportation Advisory Committee met on Wednesday, January 18, 2005 at the Wake County Commons Conference Center Building, Room 100A, 4012 Carya Drive, Raleigh, N. C., with the following present:

**Members**

Chairman Bryan, presiding  
Robert Ahlert  
Tony Braswell  
Lynnwood Buffaloe  
David Comacho  
Bill Connelly  
Jenny Edwards  
Jan Faulkner  
Ann Franklin  
Hubert Gooch  
Buck Kennedy  
Ernie McAlister  
Bob Schaumleffel  
Nina Szlosberg  
Chet VanFossen  
Keith Weatherly  
James West  
Ronnie Williams  
Kaye Yadusky

**Representing**

Wake County  
Town of Clayton  
Johnston County  
Franklin County  
Wake Forest  
Wendell  
Franklinton  
Morrisville  
TTA  
Granville County  
Garner  
Cary  
Creedmoor  
Transportation Board  
Holly Springs  
Apex  
Raleigh  
Garner  
Youngsville

**Staff**

John Burris  
Ed Johnson  
Jake Petrosky  
Diane Wilson  
Kenneth Withrow

**Representing**

CAMPO Staff  
CAMPO Director  
CAMPO Staff  
CAMPO Staff  
CAMPO Staff

**Others Present**

Chip Russell  
John Hodges-Copple  
Jon Nance  
Sarah Smith  
Scott Walston  
David Wasserman

**Representing**

CAMPO TCC Chair  
TJCOG  
NCDOT  
NCDOT  
NCDOT  
NCDOT

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

**AGENDA ADJUSTMENTS – NONE RECEIVED**

No one requested any agenda adjustments; therefore, the agenda was approved as presented.

**PUBLIC COMMENTS – NONE RECEIVED**

Chairman Bryan stated this is an opportunity for comments by those in attendance. No one requested to be heard.

**MINUTES – NOVEMBER 16, 2005 AND NOVEMBER 30, 2005 – APPROVED AS PRESENTED**

Minutes of November 16, 2005 TAC Meeting and November 30, 2005 Joint TAC DCHC MPO/CAMPO meetings were provided to members in their agenda packets. Mr. McAlister moved approval of the minutes as presented. His motion was seconded by Ms. Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

**ELECTION OF OFFICERS FOR 2006 – JOE BRYAN ELECTED CHAIRMAN – CHARLES MEEKER ELECTED VICE-CHAIRMAN – WEIGHTED VOTING FIGURES APPROVED**

Chairman Bryan turned the chair over to Mr. Johnson.

Mr. Johnson explained CAMPO Bylaws require that the Chair and Vice-Chair be elected annually at the first regularly scheduled meeting of the calendar year. He further explained the MOU states that “Each member government shall be apportioned weighted voting based on the most recent certified North Carolina Population Estimates for Municipalities and Counties utilizing a vote weighting formula of one vote for each 10,000 of population or portion thereof.” The latest NC Population estimate has been received and the weighted voting figures must be adjusted and approved at this meeting. Members received the revised weighted voting figures bases on the latest population estimates.

Mr. Johnson opened the floor for nominations for Chairman. Mr. Weatherly nominated Joe Bryan. There were no additional nominations. Mr. Kennedy moved that the nominations be closed and Mr. Bryan appointed by acclamation. His motion, seconded by Mr. Connolly, unanimously passed. Mr. Johnson ruled the motion adopted.

Mr. Johnson turned the chair over to Chairman Bryan.

Chairman Bryan opened the floor for nominations for Vice-Chairman. Mr. Ahlert nominated Charles Meeker. There were no additional nominations. Mr. Ahlert moved

that nominations be closed and Mr. Meeker appointed by acclamation. His motion, seconded by Ms. Edwards, unanimously passed. Chairman Bryan ruled the motion adopted.

Chairman Bryan reviewed the progress made by CAMPO during 2005 noting it was a significant year with a lion's share of the work being done by staff. He indicated Mr. Johnson knows more about transportation than anyone in the region. He stated this year would be an equally challenging year for this body.

Ms. Franklin noted TTA was not listed as a voting member on the MOU. Mr. Johnson indicated this would be corrected.

Ms. Franklin moved approval of the weighted voting figures as presented with the addition of one vote for TTA. Her motion, seconded by Mr. McAlister, unanimously passed. Chairman Bryan ruled the motion adopted.

### **CAMPO TCC AND TAC BYLAWS – APPROVED**

The expansion of the CAMPO planning boundaries and recent census data collection has created a need to revise the Bylaws for the TAC. Staff had reviewed the bylaws and recommended several changes. Ms. Franklin moved approval of the changes. Her motion, seconded by Mr. McAlister, unanimously passed. Chairman Bryan ruled the motion adopted.

### **NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT APPLICATIONS – APPROVED – RESOLUTION ADOPTED – LETTER TO BE SENT TO BOARD OF TRANSPORTATION**

Mr. Petrosky reviewed this item. The NCDOT Division of 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 2, 2005. Endorsement by CAMPO is required before NCDOT will consider these projects. Members received an overview of the four applications that were submitted. Mr. Petrosky reported Raleigh submitted an application for a Bicycle Plan Update (\$180,000); Wake Forest submitted an application for a Bicycle Plan (\$50,000); Holly Springs submitted an application for a Bicycle Plan (\$35,000) and Wendell presented an application for a Pedestrian Plan (\$25,000). He felt all would be good projects that meet the goals and objectives of all adopted plans. The TCC approved these applications at their last meeting. Mr. Petrosky explained the next step is adoption of the resolution from the TAC endorsing the applications.

Ms. Szlosberg explained this is a fairly new program. She indicated there is so much statewide competition that the Legislature is considering expanding the program. She felt it would be good for this body to write a letter to the Secretary of Transportation and

NCDOT to let them know how appreciative we are for this funding and offering any assistance we can provide in expanding the program. Chairman Bryan indicated Powell Bill funds could also be used to build sidewalks and questioned whether those funds can be used to match funds for this grant. Mr. Johnson stated that Powell Bill funds are state funds and this grant money is federal money therefore Powell Bill funds should be eligible for matching funds for this grant. Mr. Nance, NCDOT, indicated he would check into this further and advise Mr. Johnson by email.

Mr. McAlister moved adoption of a resolution for endorsement of the grant applications and that staff draft a letter of support as well as for increasing funding for this program. His motion, seconded by Mr. Kennedy, unanimously passed. Chairman Bryan ruled the motion adopted.

### **STRATEGIC HIGHWAY CORRIDORS INITIATIVE – INFORMATION RECEIVED**

David Wasserman, NCDOT, presented information on North Carolina's Strategic Highway Corridors Initiative. This is an effort to preserve and maximize the mobility and connectivity on an identified "core" set of highway corridors. In addition, promoting environmental stewardship through the use of existing facilities where possible, and fostering economic prosperity through the safe and efficient movement of people and goods. The initiative offers a long-term vision for use by NCDOT and its stakeholders when making land use decisions and design and operational decisions on the highway system.

Mr. Wasserman presented a slide show outlining this initiative. He indicated the main themes of this initiative are mobility, connectivity and fostering economic prosperity. This involves a set of existing highways vital to moving people and goods within and just outside NC. Goals of this initiative, benefits of Strategic Highway Corridors, corridor selection criteria, etc. were reviewed. He noted these facilities are generally located in activity centers. He explained there is no timetable or funding set for this plan at this point. Mr. Wasserman stressed that land use is where help and support is needed. He provided a document entitled "Land Use Policy Guidelines for Mobility Protection" and explained this is available on the NCDOT website. Corridor protection options, corridor access limitations and the super street concept were reviewed.

Ms. Szlosberg indicated the Strategic Corridors Plan is part of a statewide plan. Ms. Franklin questioned if local communities are required to adopt land use rules before investments are made. Mr. Wasserman responded that is not required. He explained when the CTP is requested, some kind of land use plan goes along with that. Ms. Franklin referred to the huge challenges to get to complimentary parallel systems and rules that make it work.

Mr. Weatherly thought Highway 64 West where it goes from the Beltline to 751 was consistent with what DOT had planned with Mr. Petrosky explained this was shown as an upgraded freeway and is now shown as an upgraded expressway.

Chairman Bryan questioned where the money would come from to implement this plan. Mr. Wasserman indicated this is to help guide decision-making and DOT is not going out and pursuing additional projects at this point. There are currently no funding pots for this plan. Chairman Bryan questioned if this would leap ahead of projects we have proposed previously. Ms. Szlosberg indicated as projects come up, all criteria developed for planning should be followed. DOT by doing plans is doing what it can do legislatively and this proposal puts the tools in place so when we have an opportunity to influence the environment, it can be done in a way to improve mobility.

Mr. Nance, NCDOT, indicated this is being applied to some of the major developments on main roads as they come on board. Mr. Wasserman explained as developers come forward, it is recommended they begin discussions with NCDOT up front so they will know what to expect along these corridors.

This report was received as information.

#### **EVALUATION OF MPO BOUNDARIES, STRUCTURE AND GOVERNANCE – ENDORSED**

Mr. Johnson reviewed this item. Following each census, and more frequently if requested, General Statute 136-200.2 requires the Governor and Secretary of Transportation, in cooperation with the affected Metropolitan Planning Organization, to perform an evaluation of the boundaries, structure and governance of each MPO in the State. Members received in their packets a CAMPO report for 2005. Mr. Johnson indicated CAMPO is the last MPO in the state to turn this in noting this is due to the expansion just undertaken. This documents what CAMPO has been doing for the last two years. He stated no action is required on this item.

Ms. Franklin pointed out that on page 4, bullet 2, it states that the Capital Area MPO and Durham-Chapel Hill-Carrboro MPOs boundaries do not abut.. Mr. Johnson explained that is referring to urbanized area boundaries which are a census definition of population that is urbanized.

Chairman Bryan indicated communication with the public is still a challenge for us. Mr. Johnson indicated a tremendous amount of work had been done in this area including converting all documents to Spanish, working on areas to get better outreach to areas that are hard to touch, etc. Mr. Petrosky indicated the public involvement plan must be readopted every year and all ongoing activities would be incorporated into that document.

This was received as information.

## **STATE IMPLEMENTATION PLAN – MOTOR VEHICLE EMISSIONS BUDGETS – AREA-WIDE BUDGET APPROVED**

John Hodges-Copple, Triangle J – COG, reviewed this item. At the joint TAC meeting on November 30, 2005, the NCDENR, Division of Air Quality, presented information on the development of a State Implementation Plan (SIP) to meet air quality standards in NC. The SIP will include limits for pollutants such as Nitrogen Oxides and Volatile Organic Compounds. These limits are known as emission budgets. Historically, DAQ has used a county-by-county budget when developing the budgets, and have indicated this to be their preference for this development process. DAQ has now asked the MPOs and NCDOT/RPOs to submit their preferred alternative and justification by the end of January 2006. The TACs asked staff to review several alternatives (area-wide, county by county and MPO wide) and present a recommendation to their TAC after which the TAC would discuss the item and make a recommendation to DAQ. Members received in their agenda packets an executive summary and information on possible implications of the various budget alternatives. The TCC discussed this at their last meeting and voted 18-3 to request a single budget covering all four counties together.

Mr. Hodges-Copple reported DCHC went with the county level budgets involving Person, Durham, Orange and Chatham Counties. Pros and cons of each option were reviewed by Mr. Hodges-Copple.

Mr. Johnson further reviewed the alternatives. He reviewed how NCDOT's estimates are made. He provided a map of the CAMPO region noting if the budgets are grouped together, there will be a larger domain with which to share emissions. He noted NCDOT still prefers the county by county budget and was doubtful CAMPO could get an area-wide budget established; however, the TCC wanted to be on record supporting that. He reported the dissenting 3 votes at the TCC were NCDOT representatives. He further noted a number of people discussed this issue at a meeting held prior to this meeting.

Mr. Young indicated the bottom line is each of the four counties is tied together regardless. Due to this, they felt the county-by-county budget was an unfair method of measurement. The model is being based on a linear extrapolation of historic growth pattern. He noted all projects would be held up if one county were not in compliance.

Mr. Walston indicated there is not a simple extrapolation and there are some new formulas. He indicated his personal opposition to the region wide budget is it would lower the region's flexibility, i.e., if something happened in Johnston County, an air quality conformity analysis would have to be done for the entire region. On separate budgets, if something happens in Smithfield, CAMPO does not have to go to conformity analysis. He felt more staff resources would be doing air quality analysis. Mr. Hodges-Copple explained you could in theory with four budgets have a pattern of emissions different than the model that is better for health but still violates the emissions budget. He explained budgets are not set at optimum levels and are set based on what the plans say they will generate. Ms. Szlosberg questioned by running data through the model, how would that correspond to decisions by DAQ about what is healthy for citizens to

breathe. Mr. Johnson indicated citizens would be getting a target value of pollution. He indicated attainment is being demonstrated based on number of vehicle miles traveled in our area and DAQ's plan says by 2009 there will be attainment. He stated once attainment is demonstrated and achieved, there is another plan for monitoring it. Ms. Szlosberg questioned how choosing one option over the other would cascade down into land use decisions. Mr. Hodges-Copple explained what different options mean for air quality and decisions local officials have to make. He noted no one knows the answer to the first question. In regard to the decision, Mr. Hodges-Copple indicated what the MPO is not modeling is land use.

Ms. Franklin indicated according to the TCC's vote, a strong case was made for handing together rather than separately. Mr. Johnson reported the majority felt the area-wide budget would be less likely to get us in trouble with exceeding the budget. Ms. Szlosberg noted that is what has driven decisions across the county to go multi-modal.

Chairman Bryan stated the TCC overwhelmingly voted for the four county approach and questioned if those meeting before this meeting were in agreement. Mr. Young responded these representatives were in agreement with the TCC's recommendation.

Mr. Kennedy moved recommending to NCDENR Division of Air Quality to allow the area-wide budget for the CAMPO region. His motion was seconded by Mr. Ahlert. Mr. Johnson suggested that CAMPO have an opportunity to approve the budget before they go into the SIP. It was agreed to add to the motion that CAMPO would like to know what the budget is and have an opportunity to review and agree with it. A vote on the motion was taken and passed with all members voting in the affirmative except Ms. Szlosberg who voted in opposition. Chairman Bryan ruled the motion adopted.

#### **NC TURNPIKE AUTHORITY – REQUEST FOR EX-OFFICIO MEMBERSHIP – APPROVED**

Mr. Johnson reported CAMPO had received a letter from David W. Joyner, Executive Director of the NC Turnpike Authority, requesting that the Turnpike Authority be given ex-officio membership in the MPO. Perry Safran would be the non-voting representative if approved. Mr. Johnson indicated the TCC did not object to this request.

Mr. Weatherly moved approval of he NC Turnpike Authority's request for ex-officio membership in CAMPO. His motion, seconded by Ms. Szlosberg, unanimously passed. Chairman Bryan ruled the motion adopted.

#### **JOINT DCHC MPO/CAMPO TASK FORCE TO ADDRESS TRANSPORTATION FUNDING INITIATIVES – MEMBERS APPOINTED**

Mr. Johnson explained at the joint TAC meeting on November 30, 2005, an agreement was made to establish a task force with representatives from both TACs to develop a joint legislative agenda for 2006. A letter was received from DCHC regarding their appointees

to the task force and stating their desire to discuss broader funding issues involving both State and local actions.

Ms. Franklin and Mr. Gooch volunteered to serve. Chairman Bryan also indicated he would serve along with Mayors Meeker, Weatherly and Buffaloe.

### **POSSIBLE ALTERNATIVE FINANCING FOR ADVANCEMENT OF PROJECTS – DISCUSSED**

Mr. Johnson reviewed this item noting recently the NC Turnpike Authority was asked to consider the completion of the western and southern portions of the Wake Outer Loop Freeway via toll financing. Due to funding shortfalls and other budgetary restrictions, discussions of funding roadway construction via toll financing are becoming more prevalent. He stated it may be appropriate to discuss the need to have a Memorandum of Agreement in place which will involve all pertinent parties, including the Turnpike Authority, and enhance development of a region-wide list of improvement priorities, which could be funded through tolls, which all members can support. He explained there is concern among some that the Turnpike Authority may get too narrowly focused.

Chairman Bryan suggested placing this item at the beginning of an agenda, allowing 30-45 minutes for discussion and have the Turnpike Authority representatives present to report on what they are doing, revisit the data on tolls, etc. Mayor Weatherly indicated the Western Wake Mayors have advocated a study of the impact of toll roads and noted great skepticism had been expressed for part of the Wake Outer Loop being financed in this manner when the other part was built another way. He stated the study should be completed before there are comprehensive discussions. Chairman Bryan suggested that this item be placed on the February agenda.

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

Mr. Russell indicated the TCC had a retreat one year ago and the TAC recently held a retreat. He spoke to the need to reconcile the two lists and find out commonalities and put something together for review at a future meeting.

### **MPO STAFF REPORTS – RECEIVED**

Mr. Johnson reported the invoices sent to member municipalities supporting the MPO program would be going out the following week. He indicated the bills are less than previously estimated. He stated the next two years would be less than forecasted and would stay about the same for the program we are currently running.

### **NCDOT REPORTS – RECEIVED**

Mr. Nance reported on the Garner Signal System that will be completed by the end of the year. All hardware is in place and it is a matter of updating computer software.

**OTHER BUSINESS – RECEIVED**

Ms. Franklin reported she had asked staff if they could begin some regional meetings to discuss where transit is in area plans and use that as an opportunity for TTA to review plans for starting bus service. She stated she would coordinate this with staff and hoped these could take place in February and March which would provide time to work on any feedback to include in the Transit Plan for April. Mr. Petrosky explained this would be part of the CTP currently being put together and this would have to be done immediately.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 5:55 p.m.

Respectfully submitted,

Brenda Hunt