

**TRANSPORTATION ADVISORY COMMITTEE  
FEBRUARY 21, 2007  
MINUTES**

The Transportation Advisory Committee met on Wednesday, February 21, 2007 at 4:00 p.m. at One Exchange Plaza, Room 809, Raleigh, NC with the following present:

**Members**

Chairman Bryan, presiding  
Robert Ahlert  
Tony Braswell  
Don Bumgarner  
John Byrne  
Lynn Buffaloe  
Jenny Edwards  
R. H. Ellington  
Jan Faulkner  
Anne Franklin  
Vivian Jones  
Buck Kennedy  
Charles Meeker  
Darryl Moss  
Dick Sears  
Nina Szlosberg  
Kaye Yadusky

**Representing**

Wake County  
Clayton  
Johnston County  
Zebulon  
Fuquay-Varina  
Franklin County  
Franklinton  
Angier  
Morrisville  
TTA  
Wake Forest  
Garner  
Raleigh  
Creedmoor  
Holly Springs  
NCDOT  
Youngsville

**Staff**

John Burris  
Ed Johnson  
Robert McCain  
Jake Petrosky  
Chip Russell  
Diane Wilson  
Kenneth Withrow

**Representing**

CAMPO Staff  
CAMPO Director  
CAMPO Staff  
CAMPO Staff  
TCC Chairman  
CAMPO Staff  
CAMPO Staff

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

**ADJUSTMENTS TO AGENDA – NONE RECEIVED – AGENDA APPROVED AS PRESENTED**

No changes were made to the agenda. Mayor Meeker moved approval of the agenda as presented. His motion was seconded by Mayor Sears, unanimously passed. Chairman Bryan ruled the motion adopted.

**PUBLIC COMMENTS – NONE RECEIVED**

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

**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. No items were pulled from the consent agenda. Items on the consent agenda were as follows:**

**MINUTES – JANUARY 17, 2007 – APPROVED AS PRESENTED**

Members had received a copy of the January 17, 2007 minutes prior to the meeting. Consent Agenda Approval – Meeker/Faulkner. Unanimously passed.

**NCDOT BICYCLE/PEDESTRIAN PLANNING GRANT APPLICATIONS – ENDORSED**

The NCDOT Divisions of Bicycle and Pedestrian Transportation and the Transportation Planning Branch provide funding grants to municipalities throughout the state for bicycle and pedestrian projects. The funds for this program are from earmark funds specifically set aside for bicycle and pedestrian planning. Applications are submitted directly to NCDOT. Endorsement by CAMPO is required before NCDOT will consider these projects. Consent Agenda Approval – Jones/Franklin. Unanimously passed.

**2006-2007 UNIFIED PLANNING WORK PROGRAM – VARIOUS ACTIONS APPROVED**

At the January 17, 2007 meeting, the TAC was presented with the schedule for development of the 2007-2008 UPWP. At that meeting, the TAC supported a study of the NC-50 corridor in Northern Wake County and Southern Granville County. The TCC, at its February 1, 2007 meeting held discussion on the development schedule and has forwarded to the TAC a request to preauthorize release of the 2007-2008 UPWP for public review and comment upon completion of draft document by staff and to set a public hearing date of March 21, 2007. This preauthorization of release will allow staff to open the public comment period prior to the next TAC meeting and provide for a public hearing on the draft document to be conducted at that meeting on March 21, 2007. Members received a schedule for development and adoption of the UPWP.

CAMPO annually conducts a self-certification review as part of approving its Unified Planning Work Program. This process takes the form of the TAC adopting a resolution that certifies that the MPO is fulfilling all federal requirements for the 3-C transportation planning processes. Members received a checklist of items reviewed during this process and a copy of the draft resolution self-certifying the MPO is fulfilling all requirements for the transportation planning process as put forth by the Federal guidelines.

TAC Action: Receive information on 2007-2008 UPWP development schedule and self-certification, preauthorize release of UPWP document for 30 day public review and comment period and set hearing to receive public comment for March 21, 2007. Consent Agenda Approval – Jones/Sears. Unanimously passed.

### **END OF CONSENT AGENDA**

#### **FY 2007-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) – PROPOSAL FOR STP-DA ALLOCATION FOR BICYCLE/PEDESTRIAN/TRANSIT PROJECTS – PROCESS FOR DISTRIBUTION ENDORSED**

This item was reviewed by Chairman Russell and Mr. Petrosky. Chip Russell indicated a meeting was held with NCDOT on January 11, 2007 to discuss the final version of the FY 2007-2013 STIP, scheduled to be approved by the NC Board of Transportation at its March 1, 2007 meeting. Members received an attached to their agenda that was distributed outlining cost increases and project schedule changes made since release of the draft FY 2007-2013 STIP in August, 2006. At the January 15, 2007 TAC meeting, discussion was held on the need to identify projects and distribute the \$750,000 annual allocation of Surface Transportation – Direct Attributable (STP-DA) funds that were identified in the approved FY 2006-2012 MTIP and draft FY 2007-2013 STIP as reserved for bicycle/pedestrian and transit projects. The TCC was directed to pursue a method of calling for projects and distributing funds for this annual allocation. Discussion on this issue was held at the February 8, 2007 TCC meeting and the following method of allocation was chosen for recommendation to the TAC. Members received an attachment of a table showing the fund distribution scenario endorsed by the TCC. This shows that 50 percent of the allocation (\$375,000) would be evenly distributed among member agencies. The local match would be determined by a sliding scale based on population. The remaining 50 percent would be awarded using a competitive process MPO-wide and would also be subject to the sliding scale match. Mr. Russell noted there were 3 options to start with and in looking at this what came out was liked by everyone. He noted the proposal would give each participating member funding to take home plus the competitive process items.

Chairman Bryan questioned if these funds could be used for sidewalk projects. Mr. Petrosky responded these funds can be used for sidewalk projects and for anything that has pedestrian safety concerns, i.e., sidewalks, bus shelters, etc. He noted there is funding that can be used for independent sidewalk projects. Mr. Russell noted it is nice

for everyone to be able to take something home every year where many of the members will never see a TIP project of any size. He noted there would be more criteria coming including timeframes, etc.

Mr. Ahlert questioned the other alternatives considered. Mr. Petrosky indicated one alternative would divide the funds equally among everyone noting members likes that but wanted competitive grants for larger projects. The second alternative would involve equal division of ½ and ½ would be used for county-wide competitive grants. The third consideration was 50% equally divided and 50% divided based on population. Mr. Ahlert indicated the process seems cumbersome for a small amount of money and questioned if this could be placing a burden on staff. Mr. Russell responded the cumbersome part will be the competitive portion and normally these grants are competitive anyway. He explained the TCC desired some flexibility and mixture. Mr. Russell pointed out the recommendation involves matching grants and the town must be able to match the funds. The funds can also be used for repairs and not just new construction.

Mayor Meeker moved approval of the allocation process as recommended by the TCC. His motion was seconded by Mayor Jones, unanimously passed. Chairman Bryan ruled the motion adopted.

#### **LONG RANGE REGIONAL TRANSIT VISION PLAN – SPECIAL ADVISORY COMMISSION APPOINTMENTS - VARIOUS ACTIONS TAKEN**

The agenda noted on August 18, 2006, the Triangle Transit Authority announced that its bid for federal New Starts Funding for Phase I of the Regional Rail project would not be pursued at this time. As discussed at the TAC's meeting on September 20, 2006, TTA's Board of Trustees requested that the MPOs (CAMPO and DCHC) take the lead through their respective LRTP processes in setting regional priorities for public transit in the Triangle. The Board has also indicated a need for expanded public involvement in setting regional transit priorities. At the January 15, 2007 meeting the TAC endorsed appointing a joint MPO special advisory commission to develop a recommended regional long-range vision plan for major transit investments, the Capital Area MPO appointing 14 members and the DCHC MPO appointing 10 members with each MPO designating a Commission Co-Chair. Members received in their agenda packets a proposed charge for the commission. Members also received at the meeting a memorandum dated February 21, 2007 that provided a listing of recommended members for the commission.

Mayor Meeker reported there were 45-50 nominees noting an effort was made to step back and make appointments representing a variety of groups. He stated there were another 25-30 people that are well qualified. He noted those recommended are individuals that have been active in this area. CAMPO represents several counties and tried to pick people from the north (Wake Forest), from the east (East Wake), Clayton and a couple from Cary and Morrisville. He noted CAMPO would have 3 alternates and explained the alternates feel they are not as important and suggested that everyone be

regular members with no alternates. CAMPO would have 17 members and DCHC would have 12 members. He also noted it would be important to have the chief staff person from RDU and RTP as ex-officio members.

Mayor Meeker moved accepting all 17 of the names provided as regular members and ask DCHC to convert their ex-officio members to regular members. His motion was seconded by Mayor Byrne.

Ms. Franklin questioned if there are regular transit users represented on the list. Chairman Bryan indicated Greg Flynn from Wake County may be a transit user. Ms. Franklin indicated TTA had a nominee who rides transit regularly and felt it was important to have this representation. She suggested adding one more member by appointing Matthew McKrell from IBM who has used the transit system for 10 years. Mayor Meeker explained if this is done DCHC would have to add another person noting he felt it would be better to remove one person rather than renegotiate numbers.

Following discussion, Mayor Meeker amended his motion and ask DCHC if they would have any objection if there is an ex-officio member added representing transit riders. Mayor Byrne, who seconded the original motion, agreed to the motion amendment.

The motion was amended was put to a vote and was unanimously passed. Chairman Bryan ruled the motion adopted.

Ms. Szlosberg questioned when the meetings would begin. Mayor Meeker explained the 2 staffs are working on a menu of options the group can consider on how they will proceed, staffing work needed and schedules. The level of staffing they will need and schedule should be determined as soon as possible.

Mr. Johnson indicated there had been concern that there be the proper amount of concern for this effort and was asking for proposals to provide support services and hearing facilitators, putting out meeting notices, notebooks, etc. They were to submit their proposal the following day and that information would be shared with everyone as soon as possible to see if that is acceptable. If the proposal is not acceptable, they will look at other ideas. Ms. Szlosberg noted the TTA approved authorization enabling the TTA the ability to do mode analysis.

Ms. Johnson explained he wanted to have this Blue Ribbon Commission provide a recommended plan by October 31 at the joint TAC meeting and receive feedback at that meeting and wrap up recommendations by the end of the calendar year. Chairman Bryan noted the key thing is we have so many people to come up with fresh look. He felt the October 31 date may be too aggressive and the commission may find things will not move along that fast but that is a very good goal. He thanked Mayor Meeker and Mr. Johnson for efforts made in taking the leadership role in putting together this commission. He noted the fact it will be a regional approach is very important.

## **LEGISLATIVE AGENDA UPDATE – RECEIVED**

Mr. Johnson reviewed this item noting CAMPO TAC adopted a legislative agenda for transportation funding initiatives on April 19, 2006. The legislative agenda was cooperatively created by CAMPO and DCHC MPO during a joint task force meeting on March 31, 2006, to address the growing need for additional transportation funding in the Research Triangle region. The adopted legislative agenda is consistent with that of both the North Carolina Blue Ribbon Commission on Transportation Needs and the Triangle Regional Transportation Alliance. Members received in their agenda packets a copy of the jointly adopted Legislative Agenda and legislative agendas of the Triangle Regional Transportation Alliance and the NC League of Municipalities. Mr. Johnson noted the purpose of this item is to provide an update on what legislative priorities are of some other transportation partners. He noted RTA has gone forward with strong focus on Turnpike Gap Funding. He stated the Western Wake Freeway and Triangle parkway becoming turnpikes can be bonded up to 70% of their total cost and 30% has to be funded by non toll resources (gap funding). At this time there are no dedicated resources for the gap funding. RTA has focused on that element as being important for their organization. This item was placed on this agenda to determine if members desire to make modifications. This was something adopted by both MPOs and still seems to be valid. Chairman Bryan indicated the Blue Ribbon group did recommend one cent sales tax with ½ to education and ½ to transportation. We are going out there and aggressively legislating hard this message. He encouraged other bodies that have not set their legislative agenda to consider this as well and would be helpful to have more people on board with a recommendation. Mr. Johnson indicated Beau Mills with the League of Municipalities Metro Coalition has been expecting there will be requests for a large bond for water and sewer needs. The position of the coalition is if there is going to be significant commitment to this, it should be a large commitment made to urban congestion. He had heard the governor and legislature may be coming forward with significant transportation proposals. Mr. Johnson indicated we can make adjustments or can have another coordination meeting noting the legislature is now in town and ready. Ms. Franklin suggested having this for more discussion at the next meeting and wanted to weigh in on interest in the state bond package but did not know enough about it at this point.

Following discussion, Chairman Bryan appointed Mr. Meeker, Ms. Faulkner, Ms. Franklin, Mr. Safran and Mr. Johnson to fine tune our legislative agenda.

## **RESPONSE FROM NCDOT TO CITY OF RALEIGH LETTER REGARDING EQUITY ALLOCATIONS – REQUEST FOR AUDIT OF NCDOT’S TIP EQUITY FORMULA METHODOLOGY AND PROCESS**

Mr. Johnson explained the State Equity Formula for funding distribution has come under scrutiny as it fails to address congestion related needs, particularly in our state’s metropolitan areas. The draft 2007-2013 STIP, reflects little change from the adopted 2006-2012 STIP with the except that projects have been further delayed or revised in

scope due to permitting and budgetary issues. The City of Raleigh sent a letter to Secretary Tippet requesting additional information on FY 2000-2006 Equity allocations and projects programmed in the Draft 2007-2013 STIP. The letter further requested a detailed list of Division 5 TIP project authorizations broken out by Fiscal year and County. Members received in their agenda packets the response received from NCDOT.

Mayor Meeker moved that the TAC make a formal request to the State Auditor to do an audit to determine how much money is collected in Division 5 for state and federal taxes, how they calculate the equity formula and how much should be spent over the next 7 years, how much was spent and how much was projected to be spent over the past 7 years. His motion was seconded by Mayor Jones. He explained the auditor should study what is happening here, how the funds have been collected in the last 7 years and what is provided from here forward. He noted the amount of funds authorized over the last 7 years averaged \$150 million - \$160 million per year and looking forward for the next 7 years it is \$20 million per year. Mayor Meeker noted we have been getting funds before but it is being cut by 80% going forward. He spoke to the need to find out what is going on, is the formula being applied correctly and if so it should be changed. If the formula is not being applied correctly, it should be applied correctly so Division 5 can get its share. Mayor Meeker requested that staff draft this letter in order to be sure we are precise enough noting the right questions have not been answered so far.

A vote on the motion was taken and unanimously passed.

#### **NCDOT REPORT – RECEIVED**

Mr. Johnson reported Mr. Bowman was not able to attend the meeting but had provided him with some schedule updates. He indicated I-540 from I-40 to 55 may be open in the late spring and 55 is in the very final stages of completion.

Mayor referred to the gap funding on the toll road and questioned if there is a current proposal. He felt the DOT should be paying for that and Division 5 should not be penalized for that over the next two decades.

Mr. Safran indicated he just came from the Turnpike Authority Meeting and this was discussed. He noted if a study of a project is done in an area, that division is assessed from the trust funds. He stated a question was asked if that would continue into gap funding. He stated if the TAC would like, he could come back with more definitive answers. He indicated the Turnpike Authority thinks DOT would assess the division for the gap but did not know if it would from Highway Trust Funds or from the equity formula.

Mayor Meeker requested that a report on this item be included on a future agenda. Ms. Szlosberg stated it seems the Authority might be looking for some legislative remedy around gap funding. Mr. Safran indicated they are going to ask to be part of an overall initiative by administration for funding transportation needs and will be part of an overall

funding mitigation request with this project being number 1. He stated they are going to ask to be in an initiative and would not go to the Legislature asking to be treated in a certain way but would do it through this organization or overall administrative package. Ms. Szlosberg stated if we have an opportunity for tightening up language and know there is going to be an effort to create more money for transportation infrastructure and if it is a priority of this organization to find money for that gap funding, maybe they should consider that as part of a legislative agenda. Chairman Bryan questioned if the Turnpike Authority will join in legislation for this gap funding if there is an initiative that he expects will be from administration. Mr. Safran indicated the Authority will ask to be part of an initiative to fund the gap. Chairman Bryan questioned if the Authority anticipates an initiative from the Governor and new monies available with Mr. Safran responding he did not know. Chairman Bryan indicated if there is no new money, he did not feel this body would be supportive of taking already limited money for this purpose. Ms. Szlosberg stated she felt what we are talking about is the idea of a bond package noting transportation has been identified as a huge need as well as other items. Mr. Safran stated in a world where a bond package might be initiated, the Authority would be asking for new money. He stated in the world we are living in today, they will not shy away from a deal that it is not to be assessed. He felt the gap funding has to be new money. Mayor Meeker emphasized this should not be equity formula money.

Mr. Johnson explained there are more projects competing for the same amount of trust fund monies. He stated the key is if the equity formula can't be redone, it must be corralled so no more things are put into it.

Chairman Bryan referred to a newspaper article today relating to the overrun of I-40 correction which we were told would not cost more than \$18 million and now it says \$21 million and it appeared the decision has been made this would come from Division 5. Ms. Szlosberg indicated that decision has not been made and was deferred in deference to Mr. Spaulding's absence due to a death in his family. She noted it is anticipated that is something that would be brought up at the February 28<sup>th</sup> Board meeting. Ms. Szlosberg stated she continues to support this funding not coming from Division 5 and stated that communication to the Governor, Secretary of Transportation and members of the Transportation Board never hurts.

## **ADJOURNMENT**

There being no further business, the meeting adjourned at 5:00 p.m.

Respectfully submitted,

Brenda Hunt

Transportation Advisory Committee  
February 21, 2007