

TRANSPORTATION ADVISORY COMMITTEE
JUNE 18, 2008
MINUTES

The Capital Area Metropolitan Planning Organization's Transportation Advisory Committee met on Wednesday, June 18, 2008 at 4:00 p.m. at Wake County Commons, 4012 Cary Drive, Raleigh, NC with the following present:

Member

Chairman Bryan, presiding
Bob Ahlert
Dan Andrews
J. Harold Broadwell
Lyn Buffaloe
Don Bumgarner
John Byrne
Al Corpening
Frank Eagles
Jan Faulkner
Anita Fuller
Hubert Gooch
Vivian Jones
Russell Killen
Jeff Merritt
Daryl Moss
Dick Sears
Nina Szlosberg
Russ Stephenson
Keith Weatherly
Ronnie Williams
Harold Weinbrecht

Representing

Wake County
Clayton
Harnett County
Wendell
Franklin County
Zebulon
Fuquay Varina
Youngsville
Rolesville
Morrisville
Franklinton
Granville County
Wake Forest
Knightdale
TTA
Creedmoor
Holly Springs
NCDOT
Raleigh
Apex
Garner
Cary

Staff

Ed Johnson
Robert McCain
J. J. Walter
Kyle Ward
Diane Wilson
Kenneth Withrow

Representing

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

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

ADJUSTMENTS TO AGENDA – APPROVED WITH CHANGE

Mr. Johnson indicated he had failed to include on this agenda approval of the new updated Triangle Regional Model. He explained the model is ready to go into production and be approved as the new official model. It was agreed to add this item at the new Item 12.

Mr. Williams moved approval of the agenda with the addition as outlined relating to the Triangle Regional Model. His motion was seconded by Ms. Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

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.

Ms. Jones moved approval of the consent agenda as presented. His motion was seconded by Mr. Ahlert, unanimously passed. Chairman Bryan ruled the Consent Agenda adopted.

Items on the Consent Agenda were as follows:

MINUTES – MAY 21, 2008 – APPROVED AS PRESENTED

Minutes of the May 21, 2008 meeting were provided to members prior to the meeting in their agenda packets.

TAC ACTION: Approval of the May 21, 2008 minutes as presented. Consent agenda approval: Jones/Ahlert – unanimous.

2007-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM – ADMINISTRATIVE MODIFICATION – CAPITAL AREA TRANSIT – APPROVED – RESOLUTION ADOPTED

Capital Area Transit had requested that an administrative modification be made to the 2007-2013 Metropolitan Transportation Improvement Program to reflect funding changes that have been identified. Members received attachments included in their agenda packets including a funding table reflecting the proposed changes and the resolution of approval for the proposed changes. The TCC voted unanimously to recommend TAC approval of the request.

TAC ACTION: Approve Capital Area Transit’s requested administrative modification to the 2007-2013 Metropolitan Transportation Improvement Program. Consent agenda approval: Jones/Ahlert – unanimous.

2007-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM – ADMINISTRATIVE MODIFICATION – TRIANGLE TRANSIT – APPROVED – RESOLUTION ADOPTED

Triangle Transit has requested that an administrative modification be made to the 2007-2013 Metropolitan Transportation Improvement Program to reflect funding changes that have been identified. Members received attachments included in their agenda packets including a funding table reflecting the proposed changes and a resolution of approval for the proposed changes. The TCC voted unanimously to recommend TAC approval of this request.

TAC ACTION: Jones/Ahlert – unanimous.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) – FY 2009-2015 – PUBLIC REVIEW PERIOD AUTHORIZED – HEARING TO BE HELD AUGUST 20, 2008

In response to several submittals by our MPO to the NCDOT in late 2007 and early 2008, including our MPO's top priority roadway, transit, STP-DA and CMAQ projects and programs for inclusion in the next update of the State Transportation Improvement Plan (STIP), on June 5, 2008, the NC Board of Transportation adopted the FY 2009-2015 STP. A fully corresponding draft FY 2009-2015 MTIP has been prepared and provided to members in their agenda packets. This should now be released for public review and comment. The TCC received this document at its June 5, 2008 meeting and voted unanimously to recommend that the draft FY 2009-2015 MTIP be released for public review and comment period, including the TAC conducting a public hearing to receive comments at its meeting on August 20, 2008. The comment period is recommended to begin on June 21 and end on August 15, 2008 so that all comments submitted prior to the public hearing have been received prior to the TAC meeting. A public hearing should be scheduled to be conducted at the August 20, 2008 TAC meeting to receive comment on the document.

TAC ACTION: Approval to schedule and give notice of a period of opportunity for the public to review and comment on the draft FY 2009-2015 MTIP beginning on June 21, 2008 and ending August 15, 2008 with a public hearing to be conducted at the August 20, 2008 TAC meeting. Jones/Ahlert – unanimous.

JOB ACCESS/REVERSE COMMUTE GRANT (JARC) FUNDING – ENDORSED

On February 20, 2008, the TAC was given a presentation on the Job Access/Reverse Commute Grant Funding program. At that time, the City of Raleigh (as lead planning agency for the MPO) was designated as the recipient for disbursement of these funds. Subsequent to that meeting, applications were received and reviewed. The JARC committee met on several occasions to determine which submittal(s) should be funded. Members received in their agenda a listing of projects recommended for funding. The

TCC at its May 1, 2008 meeting received this information and voted unanimously to recommend TAC endorsement.

TAC ACTION: Endorse funding of JARC projects as proposed. Jones/Ahlert – unanimous.

END OF CONSENT AGENDA

MPO STAFF EXPANSION AND REORGANIZATION – APPROVED

Mr. Johnson reviewed this item noting CAMPO conducted an organizational study in 2003 that lead to a number of recommendations for possible changes in the MPO's organization including among others consideration of merging our MPO with the Durham-Chapel Hill-Carrboro (DCHC) MPO to form a single MPO for the Triangle region. He reported our TAC voted to explore such a merger but after preliminary discussions, the proposal was not supported by the DCHC MPO's TAC.

Following discussions lasting one year and subsequent approvals in October, 2005, our MPO was officially expanded to include portions of four counties surrounding Wake including Franklin, Granville, Harnett and Johnston Counties and six municipalities including Angier, Bunn, Clayton, Creedmoor, Franklinton and Youngsville. This increased the number of member governments from 13 to 23 and nearly doubled the land area covered in the MPO from 860 to 1,600 square miles.

Mr. Johnson reported Planning Retreats were hold on July 13, 2006 and February 6, 2008 and the TCC discussed current and anticipated MPO planning work requirements as well as MPO members' desires for enhanced MPO planning services. The objective was to evaluate these MPO planning services needs and desires against the MPO's current staff to develop a plan for possibly expanding and reorganizing the MPO staff.

The TCC has been reviewing this item for the past few months and worked with staff to develop a detailed MPO staff expansion and reorganization proposal. This proposal was provided to members prior to this meeting. Mr. Johnson reviewed the proposal and indicated staff feels the following would be accomplished as a result of the changes:

- 1) Expand the full-time staff positions from 7 to 11.
- 2) Establish 2 new MPO deputy director positions (Pay Grade 40), one in charge of planning and the other in charge of member services (to increase senior management oversight capabilities while also increasing opportunities for MPO staff career advancement.
- 3) Establish four cross-trainable transportation planner positions (Pay Grade 37), one existing, one upgrade (from 36), and two new, whose roles would be delineated as follows:
 - Two planners to specialize in working at the district level, (tentatively defined as northern and southern with the supervising deputy director

position serving in that capacity for the central district) that would be able to work more closely on a day-to-day basis with member governments as well as to provide the resources needed to move forward on the major work efforts needed to integrate systems level and project level transportation planning to improve and streamline environmental studies (referred to as CTP/NEPA integration).

- One planner to specialize in multi-modal planning and public outreach as well as to oversee the MPO's efforts on providing members' education and training opportunities.
 - One planner to specialize in fiscal management including grants administration.
- 4) To improve the ability for the MPO to attract and retain key personnel, pay grade increases are proposed for the MPO Director (42 to 44), the Transportation Engineer/Modeler (36 to 38) and the Administrative Assistant (25 to 31).

Mr. Johnson noted the TAC at the December 19, 2007 meeting approved utilizing an increased portion of its federal STP-DA funds to cover the expenses associated with increasing and reorganizing the MPO staff, so that the MPO members' annual share of the MPO's Work Program costs would not need to increase because of the proposed staff increase. Both NCDOT's approved FY 2009-2015 STIP and our MPO's draft FY 2009-2015 MTIP now include this increased STP-DA funding. Mr. Johnson reported the TCC recommends that the TAC authorize taking the necessary steps to place these proposed staffing changes into the City of Raleigh budget for 2008-2009 to be undertaken as soon as practicable. Mr. Johnson reviewed the proposed organization chart made available at the meeting. Cost involved would be \$280,000 per year to an ultimate \$1.2 million per year. Mr. Johnson indicated office arrangements will have to be expanded to provide the space for the additional personnel since there is no ability to expand in the current office location. He stated there may be an opportunity elsewhere in their current building for expansion which will be worked into the proposed budget. He indicated he had received a great deal of support from the City of Raleigh administration who are in full support of this proposal and have authorized this to go before the City Council to be included in the City's budget if approved by the TAC. In response to questioning from Ms. Szlosberg relating to the annual budget impact, Mr. Johnson responded the exact cost will depend upon timing and expertise of individuals hired. He explained the pay grades are comparable to the City's current pay structure and these positions are identical to what the City uses in other Public Works positions and the proposal is generally in the ballpark with other MPOs.

Chairman Bryan questioned if 11 staff members is in line with other MPOs with Mr. Johnson responding DCHC has 10 staff members and their area of coverage is half as large as CAMPO's. Chairman Bryan indicated he liked the fact that funds other than member government funds would be used. Chairman Bryan moved that staff bring back in the future if STP-DA funds can be used to lessen the amount put in the budget by local governments reducing this match from 43% to a much lower level. His motion was seconded by Ms. Faulkner, unanimously passed. Ms. Jones indicated she saw nothing

wrong with asking staff to look at this but did not think it should be tied to the staffing changes as proposed. Mr. Johnson stated the season is just about closing on the current budget year and the suggestion by Chairman Bryan would be something done late in the calendar year. He noted he would be glad to work on scenarios and bring them back to the TAC prior to the next budget year. By consensus, it was agreed that staff would work on this for presentation prior to the next budget year.

Chairman Bryan moved approval of the staff changes as outlined by Mr. Johnson. His motion was seconded by Ms. Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

2035 LRTP UPDATE – SPECIAL TRANSIT ADVISORY COMMISSION RECOMMENDATIONS – RECEIVED AS INFORMATION

This item was reviewed by Mr. Johnson. He provided the history of this item noting at the May 21, 2008 Joint meeting of CAMPO and DCHC Transportation Advisory Committees, copies of the Special Transit Advisory Commission's (STAC) report were distributed to members in attendance and a presentation was made by STAC officials regarding the recommendations contained in the report. The Executive Summary from the report was provided in the backup. Chairman Bryan has identified five principles for emphasis in future work efforts associated with the STAC findings as follows:

- More uniform and transit-supportive land use planning and development oversight must be implemented to ensure that any investment in a better transit system is successful.
- The STAC's recommended improvements need to be prioritized with consideration of proportionality so that the location, timing and costs associated with all transit improvements are commensurate with the amount and geographic source of revenue being generated and utilized to pay for those improvements.
- More emphasis is needed in providing high quality transit services to outlying areas.
- Follow-up work involving "due diligence" activities need to be carried out by the appropriate agencies as soon as practicable to bring greater certainty to critically important variables such as cost estimates and predicted ridership.
- Any voter referendum to secure revenue for a transit system should be designed in a manner to ensure the widest possible measure of long-term, continued public support by being sure to be able to "over-deliver" on any commitments promised.

Mr. Johnson indicated CAMPO staff has been working with DCHC staff, Triangle Transit, Triangle J Council of Governments and Triangle Regional Model Service Bureau on incorporating STAC's recommendations into the MPOs' 2035 LRTP update. Members received in their packets and current LRTP update schedule.

Mr. Johnson then reported on the June 5, 2008 TCC work session to discuss the LRTP, funding projections and strategies for project selection for the update. Members received a copy of the funding presentation provided to the TCC at the work session which was

reviewed by Mr. Johnson. As a part of the 2035 LRTP update process, the two MPO staffs are jointly developing several alternatives incorporating a variety of roadway and transit system improvements for detailed analyses over the next two months. These alternatives incorporate varying degrees of the STAC's recommended transit system in order to provide forecasted ridership and cost information. The results of these analyses will serve as the basis for public review and comment on the STAC's findings as well as any emerging LRTP recommendations. Mr. Johnson explained the purpose of this item being placed on this agenda was to allow TAC members to discuss STAC's findings and recommendations and to present any questions, comments or guidance to staff for follow-up work as a part of what is already planned for the LRTP update process. He noted it may also be worthwhile to discuss STAC's recommended implementation measures and process, including if, when and how it might be best to proceed with developing a more detailed plan of action for taking a proposed sales tax increase through to actual voter approval.

Mr. Johnson spoke to inflation rates using 1980 costs compared to current costs. He indicated projects will have to be cut back from the transportation plan because of the tremendous increase in cost of the plan. He referred to the Executive Summary of the STAC report noting included is a network of 56 miles of various types of rail and a substantial increase of buses in the area. He indicated a way must be developed to cover everything we are trying to do in our plan. He noted a lot of the plan will be about land use and transit and is not about number of trips but is about the intensity of those trips in terms of where they are located. Mr. Johnson then reviewed scenarios that were provided. He indicated Charlotte, as an example, felt it was more important to spend money on a bus network first and they have a strong component of that in its entirety. He noted this area has 7 transit providers, 5 of which are pretty significant, and Charlotte has only one entity. He indicated the question is how to make a collective decision in the best interest of all of these entities and we have to determine if what STAC proposed is the right mix. Mr. Johnson spoke to the necessity of analyzing a number of alternatives that will look at various scenarios. Scenario 1 involves what STAC recommends – no more, no less. Scenario 2 involves supplementing local bus service to some extent. Scenario 3 involves adding rail. He noted numbers will be run to come up with ridership estimates in the next 30 days. Mr. Johnson then reviewed a handout provided at the meeting including current units versus number of units, population increases and job increases over the next 30 years. He noted growth has been shown reoriented closer to transit corridors and whether that will occur or not is not known but the information is showing if growth does occur this way, the number shown will be the impact on transit, highways, etc. He urged members to review information provided carefully. Mr. Johnson stated one thing that should be considered is looking at repositioning employment so more is at the outlying end of transit corridors. He stated a transit system between downtown and Eastern Wake County would have more people riding that way in the morning if there were more jobs for them to go to. Mr. Johnson explained the intent is to bring back information in August in terms of what staff thinks are the emerging best ideas.

Ms. Szlosberg questioned if consideration had been given to what we know is happening with petroleum costs and how that is affecting transit noting she would be curious to see what a shift in capital outlay to hybrid buses would do to the numbers. Mr. Johnson spoke to the need to presume electrical rates. He indicated there are some people misrepresenting plug in hybrids to be very cheap emphasizing there is less certainty about electrical rates than petroleum. He stated this is a good question and would develop information on this. Mayor Weatherly referred to ridership of various transit groups noting he would find it helpful to have a figure on how much it costs per rider mile which would be a good way to determine efficiency.

Following discussion, Chairman Bryan explained this item was placed on the agenda to determine how the MPO would like to move forward with analysis of the report and eventual action. Mayor Weatherly questioned if there is any deadline for action to occur. Chairman Bryan spoke to the need to get all questions on the table and felt there may need to working groups. Mayor Weatherly stated he would be interested in the rail segment from a component side of transit and the funding issue. Mayor Jones questioned if a work session devoted entirely to this issue would be helpful in moving this forward. Mr. Johnson stated staff would be ready to provide some information in August. Chairman Bryan stated he was thinking in terms of having a workshop on this item in the fall and more would be known about what is occurring at the Legislature by then. He felt the MPO needs to be diligent about taking its position versus a deadline noting it may also be necessary to ask STAC to come back for a meeting. Mr. Johnson indicated this has to be done before Thanksgiving in order to allow a 45 day public comment period on the LRTP. He stated whatever the MPO likes about the STAC recommendations should be included in the LRTP as part of the funding plan in order to move forward on it whenever it is decided that should happen. This plan will be in force for 4 years and anything we anticipate doing over the next 4 years should be included in the LRTP as a funding element. He stressed a lot of effort and good work was put into this proposal and felt we owe it to the region to get a much booked as possible. He indicated by the end of November it should be sent off for air quality conformity analysis. He felt discussion relating to what is most important versus what is least important should take place as soon as possible and felt a workshop would be helpful.

Mr. Merritt indicated part of the STAC report involves the rail component and the fact rail would drive private investment in property more than buses. He questioned if there is a source of information for the 500 single family houses over 250 acres, what would be the revenue that generates and what it costs the county to service them versus 500 units on 2 acres-- what property taxes generated would be versus what it would cost to service those 500 units. He spoke to the need to understand the actual tax generation noting possibly TJCOG could help supply this information.

Chairman Bryan stated we should stay focused on what we have and what we have received and should move forward with that and allocate staff resources in that manner. He indicated he was interested in why Wake County can't be its own region with 840,000 people and 12 municipalities and questioned why we don't have those options and new

legislation that would include that. He questioned why we can't have that flexibility since this part of the region wants to grow and if we are going to have the population, why are we going to put a lot of resources in areas that are not interested in growing. Chairman Bryan indicated it is not clear in the legislation that an individual county could pursue this type of project individually. Nina Szlosberg indicated she sat on the committee and this was addressed. She suggested getting Jerry Cohen to write an executive summary of this would work. David King noted, since there is a lack of clarity on this issue that Jerry Cohen is the one to talk to and get it fixed. Chairman Bryan stated as we look at this, he wanted clarification if there is flexibility for an individual County to act and further would like to know if there is language about governance. He questioned if we are going to enact a one-half cent sales tax, are we being held responsible as elected officials noting the governance issue needed discussion. Chairman Bryan stated he needs to be in the position to be able to explain to the public clearly why he voting one way or the other.

Chairman Bryan indicated for anything put before the public for a vote, members need information relating to decisions that need to be made and a timeline for those decisions. Mr. Johnson noted the idea of Wake County going it alone is more kindly thought of in Wake County than anywhere else and this is a thorny issue. Chairman Bryan questioned why Wake County does not have the same option as Mecklenburg County. He stated having the option doesn't mean this will be pursued but the same options should be available throughout the state. Mr. Johnson stated the issue is we set up a regional transit authority in 1993 including Durham and Orange County's 41%. He indicated one solution seems to be heading toward the notion of 1 alternative for redoing the TTA and the other is Wake County doing its own thing. Chairman Bryan indicated he did not think it is unrealistic to think of 12 existing municipalities being a region. Lengthy discussion followed relating to this issue. Mr. Johnson stated there are issues associated with doing things together and doing things separately is difficult as it relates to a 56 mile rail system. Mr. Johnson encouraged members, as they look at the way legislation is written, to do this as a group. He stated the way he read it, it is up to the TTA to make the call about whether counties can go on their own or not.

Mayor Jones felt we will be losing something if actions are not taken regionally. She explained when we prioritize what is done, we may be doing more of the project in our part of the region but we have to continue looking at this from a regional standpoint and will be taking a step backward if this is not done as a region. She noted she will be a better partner with Wake County and its municipalities that she will be with Durham and Chapel Hill but it is important for everyone to work together.

Mr. Johnson suggested moving forward at two parallel levels – getting what will be in the LRTP in the next 60 days and moving forward on an initiative leading to a vote of the public one to two years down the road. He suggested having a small group of the two TACs to begin the thought process with dialogue about a referendum noting there are a lot of people that have tremendous interest in various aspects of STAC's

recommendations and the two MPOs have to decide among themselves they want to move forward with this with other parts of the region.

Mr. Johnson requested that any further questions be posed to him by email and he would compile the questions and answers for members.

21ST CENTURY TRANSPORTATION COMMITTEE – CONGESTION RELIEF/INTERMODAL TRANSPORTATION FUND – SWUPPORT FOR LEGISLATIVE BILLS INTRODUCED (H2323, S1894) – TABLED

Mr. Johnson reviewed this item. The General Assembly established the 21st Century Transportation Committee to study transportation infrastructure needs in the State. This committee has formed four subcommittees: Finance, Intergovernmental, Prioritization/Best Practices/Efficiency and Intermodal. An interim report for the committee was submitted on May 1, 2008 with a final report due December 31, 2008. Members received a report from the Intermodal subcommittee in their agenda packets. The Intermodal subcommittee has proposed new legislation titled the Congestion Relief/Intermodal Transport Fund which has subsequently been filed as House Bill 2363 and Senate Bill 1894 (included in agenda packets) and if approved would move forward on providing the ways and means for funding for public transportation, freight and passenger rail and ports. Mr. Johnson reported various groups including DCHC and Triangle Transit have expressed support for these bills being approved by the N. C. General Assembly. DCHC's position paper provides a good overview of the bill's intent and urges that the bill be amended to ensure the opportunity for greater financial support of improved local transit services. All of the local transit service providers have expressed their support for being able to utilize a portion of these potential transit revenue sources. In response, the original language of the proposed legislation was amended to include a requirement that the MPOs must approve the financial plan. Although this recognition of MPOs as the forum for governmental coordination in transportation planning, the means for developing and approving the bill's referenced financial plan are not specifically delineated as the bills are worded. He suggested it could be helpful for the bill to make reference to the financial plan's inclusion in the MPOs' approved fiscally-constrained Comprehensive Long-Range Transportation Plan (LRTPs) and Metropolitan Transportation Improvement Program as the MPOs' primary means of carrying out their approval responsibilities, although MPO approval of other more specifically detailed financial plans may also be needed.

Mr. Johnson noted this item was placed on the agenda in order for the TAC to discuss if it is the desire to take a position on the bill. He noted it was probably premature to expect a vote on this at this meeting.

Ms. Szlosberg moved that a vote on this item not be taken at this meeting and that the TAC look for more information from Jerry Cohen at future meetings and that the item be placed back on the agenda at that time. Her motion was seconded by Mr. Stephenson, unanimously passed. Chairman Bryan ruled the motion adopted.

TRIANGLE REGIONAL MODEL – APPROVED – RESOLUTION ADOPTED

Mr. Johnson provided a handout at the meeting noting staff has developed an advanced Regional Travel Demand Forecast Model. He reviewed the capabilities of the model noting it is capable of providing multi-modal forecasting. He noted in comparing this model with others all over the country, our model is better than any other one in the country. He stated this item was placed on the agenda for the TAC's endorsement of using this as the official model. Members received a proposed Resolution adopting this as the official model.

Following discussion, Mr. Merritt moved endorsement of the Triangle Regional Model being used as the official model and adoption of the necessary Resolution. His motion was seconded by Ms. Faulkner, unanimously passed. Chairman Bryan ruled the motion adopted.

REPORT FROM THE TCC CHAIR – RECEIVED

TCC Chairman Russell reported the TCC is currently reviewing the STAC recommendations, there is an LRTP coming up and on the heels of that work is another TIP submission.

NCDOT REPORT – RECEIVED

Mr. Bowman reported the Clayton Bypass has opened. He further reported the Board of Transportation has approved the TIP and projects include I-40 from Clayton Bypass into Raleigh and the 1 mile bottleneck and I-40/540. The US 1 project was reviewed with Mr. Bowman reporting this project should begin in 2010. He stated he was curious to see how fuel prices will affect the TIP. He explained the cycle for the 2011 TIP will start all over again in the fall with a draft released next June.

OTHER BUSINESS AND PENDING ITEMS – COMMENTS RECEIVED

David King referred to previous questions raised relating to legislation and felt there is a willingness to make desired changes. He noted Johnston County wants to find a way to have additional authority added. He stated the question about could Wake County go alone is provided for but felt someone is needed to write that down in a clear way. He stated Wake County could choose to go along under the statutes as written and the objective is to take STAC's work and decide what parts of it we want to do and then decide if we want to proceed regionally, locally or county by county. He emphasized we are growing as a region and Johnston and Franklin Counties are also growing. He noted the people pursuing this legislation through the 21st Century Committee are willing to listen and adjust the legislation to meet what is needed. He felt the sooner we can get our arms around that, the better.

Transportation Advisory Committee
June 18, 2008

Mayor Jones reported express bus service between Raleigh and Wake Forest will begin July 7, 2008.

Chairman Bryan reported Wake Up Raleigh is having a transit meeting on June 26, 2008 from 7:00 p.m. until 9:30 p.m. at the McKimmon Center.

Chairman Bryan reported there would be no July meeting.

ADJOURNMENT

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

Respectfully submitted,

Brenda Hunt