

**TRANSPORTATION ADVISORY COMMITTEE
FEBRUARY 20, 2008
MINUTES**

The Transportation Advisory Committee met on Wednesday, February 20, 2008 at 4:00 p.m. at Wake County Commons, 4012 Carya Drive, Raleigh, NC with the following present:

Members

Chairman Bryan, presiding
Robert Ahlert
Dan Andrews
Lynwood Buffaloe
Don Bumgarner
John Byrne
Bill Connolly
Albert Corpening
Frank Eagles
R. H. Ellington
Jan Faulkner
Anita Forbes
Jeff Merritt
Vivian Jones
Tim Morris
Russell Killen
Dick Sears
Elic Senter
Russ Stephenson
John Sullivan
Keith Weatherly
Harold Weinbrecht

Staff

Ed Johnson
Diane Wilson
J. J. Walter
Kenneth Withrow

Others

Chip Russell
David Eatman

Representing

Wake County
Clayton
Harnett County
Franklin County
Zebulon
Fuquay-Varina
Wendell
Youngsville
Rolesville
Angier
Morrisville
Franklinton
Triangle Transit Authority
Wake Forest
Garner
Knightdale
Holly Springs
Franklinton
Raleigh
FHWA
Apex
Cary

Representing

CAMPO Director
CAMPO Staff
CAMPO Staff
CAMPO Staff

Representing

TCC Chairman
Raleigh Transit Administrator

ADJUSTMENTS TO AGENDA – APPROVED AS PRESENTED

No changes to the agenda were requested; therefore, without objection, the agenda was approved as presented.

Chairman Bryan reported the March agenda would include a report from Calvin Leggett, NCDOT, on the TIP process.

PUBLIC COMMENTS – NONE RECEIVED

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

ELECTION OF OFFICERS – JOE BRYAN ELECTED CHAIR – VIVIAN JONES ELECTED VICE-CHAIR

The By-Laws of the Capital Area MPO specify that the Chairman and Vice-Chairman shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chairman and Vice-Chairman shall take office immediately following the election.

Chairman Bryan turned the chair over to the clerk. Ms. Hunt opened the floor for nominations for chairman. Mr. Stephenson moved that Mr. Bryan be re-elected as chair. No other nominations were made. Mr. Sears moved that nominations be closed and Mr. Bryan be elected Chair by acclamation. His motion seconded by Mr. Sears, was unanimously passed. The clerk ruled the motion adopted.

The chair was returned to Chairman Bryan.

Chairman Bryan then opened the floor for nominations for Vice-Chair. Mr. Weatherly nominated Vivian Jones as Vice-Chair. No additional nominations were made. Mr. Weatherly moved that nominations be closed and Ms. Jones be elected Vice-Chair by acclamation. His motion seconded by Ms. Faulkner, was unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Weatherly indicated the vote was saying nothing about CAMPO's leadership but diversity is needed and the leadership should be spread around to smaller towns. He noted it is good to have new blood in leadership.

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 agenda and considered separately. No items were pulled from the consent agenda. Mr. Stephenson moved approval of the consent agenda. His motion seconded by Mr. Ahlert,

Transportation Advisory Committee
February 20, 2008

was unanimously adopted. Chairman Bryan ruled the motion adopted. Items on the consent agenda were as follows:

MINUTES – DECEMBER 19, 2007 MEETING – APPROVED AS PRESENTED

Members received minutes of the December 19, 2007 meeting in their agenda packets. Approved on Consent Agenda: Stephenson/Ahlert – unanimous.

2007-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) - AMENDMENT #2 TOWN OF CARY – PUBLIC TRANSPORTATION PROGRAM – APPROVED – RESOLUTION ADOPTED

Annually, Federal Transit Administration (FTA) Section 5307 revenues are allocated to the Town of Cary as part of the regional Memorandum of Understanding between the City of Raleigh, the Triangle Transit Authority and the town of Cary. The allocation of 5307 funds increased above original projections and an amendment to the 2007-2008 MTIP and State Transportation Plans must be made to reflect the additional allocation. The Town of Cary therefore requested approval from the TACV of this Amendment (#2) to the Capital Area MPO 2007-2013 MTIP in order to recognize these additional federal funds and allow the full drawdown of all Town of Cary eligible FTA Section 5307 funds for FY 2007-2008. The local share has also been increased to reflect the additional local funds dedicated to the Cary transit system. Members received a copy of the proposed Amendment #2 to the CAMPO 2007-2013 MTIP as requested by the Town of Cary and the accompanying resolution.

Action: Approve Amendment #2 to the 2007-2013 MTIP to reflect increased Section 5307 funding to the Town of Cary from the FTA and adoption of resolution. Consent Agenda Approval: Stephenson/Ahlert – unanimous.

NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT APPLICATIONS – ENDORSED – RESOLUTION ADOPTED

The NCDOT Bicycle Pedestrian Transportation Division and Transportation Planning Branch provide grant funding totaling \$400,000 to municipalities throughout the state. The funds for this program come from earmark funds set aside for bicycle and pedestrian planning. Applications are submitted directly to NCDOT however, MPO endorsement is required before submittals can be reviewed. The deadline for submittal for this year's program was December 3, 2007 and two applications were submitted from CAMPO members. Members received in their agenda packets a copy of the two applications and a copy of the required resolution of support. The TCC reviewed and recommended endorsement of the Grant applications and associated resolution at their January 3, 2008 meeting.

Action: Endorse NCDOT bicycle and pedestrian planning grant applications from CAMPO members and adoption of association resolution. Consent Agenda Approval: Stephenson/Ahlert – unanimous.

**INTER-LOCAL FUNDING AGREEMENT FOR FINANCIAL PLANNING
COMPONENT OF LONG RANGE PLAN – APPROVED**

The agenda noted annually the Unified Planning Work Program (UPWP) contains a line item for Transportation Planning under which funds are allocated to support the financial planning component of the Long Range Transportation Plan (LRTP). The Durham-Chapel Hill-Carrboro (DCHC) MPO in 2006 initiated a contract with the Louis Berger Group to perform revenue forecasts for use in development of the 2035 LRTP. In an effort to develop consistency in planning methods and documents, data collection, cost determination and reporting among other items, the Capital Area MPO is proposing that an inter-local agreement be entered into with the DCHC MPO by which revenue forecasts can be developed for CAMPO as well. This will provide consistency in methodology.

Action: Enter into inter-local agreement between CAMPO and DCHC MPO as outlined.
Consent Agenda Approval: Stephenson/Ahlert – unanimous.

THIS IS THE END OF THE CONSENT AGENDA

**JOB ACCESS/REVERSE COMMUTE AND NEW FREEDOM PROGRAM –
COORDINATED PUBLIC TRANSPORTATION – HUMAN SERVICES
TRANSPORTATION PLAN – CITY OF RALEIGH DESIGNATED AS
RECIPIENT OF FUNDS**

Mr. Johnson explained with the passage of the federal transportation law, known as SAFETEA-LU in 2005, projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must meet several requirements. Urbanized areas over 200,000 in population must have a “designated recipient” who is designated by the chief executive officer of the State, and the projects must be “derived from a locally developed, coordinated public transit-human services transportation plan”. The law requires that this plan be “developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public”. The “designated recipient” is responsible for conducting the competitive selection process for JARC funds, applying to FTA for funding, passing through funds to subrecipients and monitoring subrecipient activities. Members received a letter to the North Carolina Department of Transportation from CAMPO appointing the City of Raleigh as the designated recipient of Section 5316 (Job Access Reverse Commute, JARC) and Section 5317 (New Freedom) funding. CAMPO and the City of Raleigh have taken the lead in developing a coordinated regional public transit-human services transportation plan (CPT-HSTP). They have worked in collaboration with the public transportation agencies and community transportation programs in the MPO’s jurisdiction to respond to SAFETEA-LU requirements. The purpose of this plan is to help improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in CAMPO area through a

better coordinated transportation system. Members received in their agenda packets an overview of the plan and a copy of the application document and scoring criteria.

David Eatman provided and reviewed slides relating to this item. He reviewed New Freedom funding which supports new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990. He explained how the plan was developed noting stakeholders surveyed to determine needs included public/private transportation providers, human service agencies, advocates, representatives of public advisory bodies and consumers. A number of meetings were held throughout Wake County with stakeholders as outlined included. These meetings resulted in needs being identified with Mr. Eatman explaining more than 11 were identified. The top 11 needs rose to the top which were included in the agenda packet. The “Top Three” needs included the following:

- Daily services expanded to areas outside the City of Raleigh (Morrisville, Southern Wake County, surrounding counties)
- Improve Access to Employment Centers and Adult Education
- Single Customer Information Call Center

Available funding was reviewed (JARC - \$435,184.00; New Freedom - \$342,935.00; Total \$778,119.00).

Next steps would include soliciting and awarding projects “Services” based upon Eleven Top Priority Needs. Proposals are due in April 2008 after which designated recipient would be selected for the allocation of JARC and NFP funds. Mr. Eatman indicated he would be working with TTA to seek proposals. He stated the City of Raleigh is currently the recipient for other transit funding and it seems the City of Raleigh would be the logical place since Raleigh is currently federally audited annually. He stated there can be more than one which is up to this body. Mr. Johnson noted this audit is similar to the certification requirements from FHWA. Mr. Johnson indicated this would streamline administrative overhead.

Chairman Bryan referred to the introductory slide which indicated “Coordinated Public Transit” and stated he did not think it is coordinated currently. He indicated there is Raleigh’s CAT, TTA, Cary, DATA and Chapel Hill. Mr. Eatman indicated no matter what organization, we could do a better job with coordination; however, strides have been made. He explained the effort to try to do common sense things including a Regional Call Center, the GoTriangle Logo and in the next year that logo will start to be recognized as a community of services. He explained when people come into Raleigh, they will not you can transfer between those services and regional passes will allow these transfers through the region. He recognized the need for a lot of work on the human service side. Chairman Bryan questioned what the funds would provide. Mr. Eatman explained annually \$175,000 is provided for transportation annually and it is very targeted and doesn’t go a long way. This outreach would bring in transportation providers from all surrounding mass transits in the region. Chairman Bryan questioned if outlying counties are serviced, i.e. Granville and Franklin. Mr. Eatman indicated as part

of the MPO, they would be eligible to apply for these funds to provide service. Ms. Jones indicated she participated in workshops to develop this plan and indicated it is appropriate to refer to this plan as coordinated. She stated all stakeholders in public transportation were there and thought it was important for other municipalities in Wake County to have a say relating to what needs to be done. She felt good about what was accomplished at those meetings and the level of participation by everyone. Ms. Jones stated she is excited about this money being available to everyone to be able to participate in public transportation. Ms. Jones moved endorsement of the Job Access/Reverse Commute and New Freedom Coordinated Public Transportation – Human Services Transportation Plan and endorsement of the City of Raleigh as designated recipient of funds. Her motion, seconded by Mr. Eagles was unanimously passed.

SHORT/MID-RANGE TRANSIT PLAN PROPOSAL – RECEIVED AS INFORMATION

Mr. Johnson reviewed this item noting one of the items discussed at the February 7, 2008 TCC Retreat was a proposal by Capital Area Transit to expand the scope of its upcoming study throughout the urban areas of Wake County. The proposal is a 10-15 year outlook of transit service for the area; and does not seek as a mission to take the place of currently existing or proposed plans noted for the region. Mr. Johnson spoke to the need to look at this from the bottom up. He was pleased to see staff work is really focusing at looking at this holistically. He noted Charlotte/Mecklenburg involves one big city in the middle of their county and one transit system that does it all. He explained this region has a TTA whose funds come from 3 counties and several others that are not active funding partners in paying for transit service. He indicated every one of these 6 transit groups does short range planning that is operational oriented for the next 5 years on how to improve their system in a cost constrained fashion. We have not gotten them to work together to think 10-15 years further out into the future and all 6 transit companies working together resulting in seamless service. A lot of advancement has been made in areas, i.e. GoTransit.org, etc. The issue is putting services on the ground has not been accomplished yet. He reviewed what has occurred thus far in determining what this would cost and what it would entail. The TCC has endorsed this and the transit providers have agreed to get their individual 5 year plans and work on this collaborative long range project that will take 12-18 months to do. This item was placed on this agenda to get the TAC's reaction to determine if that is the appropriate emphasis for this group to be working on, The group consists of CAT, TTA, DATA, Chapel Hill Transit, Duke, Wolfline and CTRAN.

In response to questioning from Mr. Weatherly, Mr. Johnson explained this effort is to determine what is being done today, what doesn't work, what is needed to lower costs, more jointly funded items, etc. STAC is working from the top down and recommendations will come forward in the next month or so.

Mr. Weatherly questioned if this is within the scope of existing service or will it include light rail. Mr. Johnson indicated STAC is working on high cost premium transit needs of

this region. The item being discussed today is a bottom up approach as opposed to a top down approach and deals with the system out there and what we can do to grow it in terms of quantity and quality of service. Mr. Stephenson indicated Charlotte realized they had to use the road infrastructure and grow it up from there. Mr. Johnson stated this could involve putting service where there isn't any, moving service, providing more service on weekends, etc.

Chairman Bryan questioned how this will be tied to land use decisions. Mr. Johnson indicated in this case that is of less concern and involves serving areas that have some level of demand based on what is out there today. STAC is looking at where the intent is to change land use patterns by investing in transit in a big way. Chairman Bryan indicated there are a lot of people studying transit. He questioned how many studies are ongoing and how are we going to coordinate the studies and what would the cost be. Mr. Johnson indicated the work program will be presented next month and anticipated there will be \$300,000 - \$400,000 worth of effort.

Mr. Eatman spoke to the need for this to be a CAMPO plan and think about how service to areas along major corridors, i.e. Capital Boulevard, US 70, US 64, US 401 and others integrate with what CAT provides. He noted financially this will give us a good financial model and be a mid range outlook of 10-12 years. He noted the CAT system currently has bus and facility needs and this will give an outlook of what this system will look like in 10-15 years. Mr. Johnson indicated the City of Raleigh pays \$15 million in ad valorem taxes to support CAT and there is a lot of talk to provide services on these corridors but no one has offered. One issue is defining what we would like to do and then focus on how it will be funded noting a dedicated regional funding source is needed. Mr. Johnson indicated the State is trying to put all the counties in the transit business and many municipalities are not paying for transit at all currently and that is the issue that needs to be addressed and this plan will help.

Mr. Stephenson stated as a result of the changing economy, this is trying to address alternatives. Ms. Jones indicated if we don't do something like this, we will never get off first base. She spoke to the need to work together to come up with a plan. Mr. Ahlert hoped some of the counties and municipalities outside Wake County would be included.

Chairman Bryan stated it would be ok with him if there were only one bus service but wanted it to be good and timely service. He did not care whose system it is and one system would be nice rather than all these uncoordinated systems.

This item was received as information.

CONGESTION MITIGATION AND AIR QUALITY FUNDS – APPROVED

Mr. Johnson reviewed this item. The TAC was previously presented with information on the status of Congestion Mitigation and Air Quality (CMAQ) funds and a proposal to use those funds that were available for the MPO. Following that meeting an update was provided by NCDOT which indicated that the MPO had programmed all of the funds

allocated to it previously and that no new funds were available at this time. Members received in their agenda packets a CMAQ application submitted by Triangle J Council of Governments for funding of the Transportation Demand Management program services for the four year period from 2009-2012. A chart was also provided outlining the Proposed Triangle TDM Program Budget and Funding Partners (FY2008-2015). Mr. Johnson explained additional discussion took place relating to Surface Transportation Direct Allocation (STP-DA) funds and a proposal that would fully utilize the unobligated funds to:

- (1) establish a reserve for the MPO to utilize as it sees fit to fund operational improvements to enhance traffic safety and mitigate traffic congestion.
- (2) Supplement the MPO operational budget to hire additional staff for the purpose of improving and expanding program services as has been discussed and agreed upon in principle at recent TAC and TCC strategic planning retreats.

In regard to the MPO operational budget supplement, the TCC held a retreat in February and the additional staffing was discussed. He noted additional information on the retreat would be provided to the TAC when it is further refined.

Mr. Johnson indicated the TAC in December discussed the proposal to fund operational improvements to enhance traffic safety and mitigate traffic congestion. Mayor Meeker submitted a memo requesting answers to the following questions:

- (1) Are there any restrictions on using these funds for operating purposes for public transportation, i.e., building a fixed guideway system or operating a bus system?
- (2) When would public transportation requests need to be submitted so they could be funded at the start of the 2009 fiscal year?

Mr. Johnson stated this is a program that would be managed by Triangle J COG with close involvement of TTA. He indicated Mr. Hodges-Copple was the architect that put this together. Mr. Johnson explained what this is doing is spending money that would be received in FY 2013, 2014 and 2015 which DOT has not released yet. He stated DOT seems amenable to doing this based on our funding our share. He noted this item is on this agenda to get the TAC's approval to request that DOT provide this funding to match what DCHC is putting in and NCDOT will match that amount. This will allow this project to get underway by July 1. This action will approve CAMPO submitting a proposal to DOT for funding \$3.1 million as CMAQ funding.

Mr. Johnson indicated the Best Work Places for Commuters was started by EPA and they told CAMPO two years ago they would not sponsor that and encouraged it to keep going. Mr. Hodges-Copple reviewed the program further including the types of projects involved. Mr. Johnson explained we are mandated by State law to reduce vehicle miles traveled by 25% and this program is in direct response to that mandate. The funds we are spending are CMAQ funds. Staff has worked with DOT and they stated the funds we are

Transportation Advisory Committee
February 20, 2008

talking about spending in fiscal years 2013, 2014 and 2015 which are part of the TIP and they are amenable to releasing them later this year. Mr. Johnson indicated this is the best use of this money to reduce congestion.

Ms. Jones moved approval of submitting a proposal for \$3.1 million as CMAQ funding. Her motion seconded by Mr. Stephenson, was unanimously passed. Chairman Bryan ruled the motion adopted.

Mr. Johnson indicated staff is still sorting things out regarding some of the issues brought up by Mr. Meeker.

SPECIAL TRANSIT ADVISORY COMMISSION (STAC) – UPDATE RECEIVED AS INFORMATION

Mr. Johnson reported this 29 member Special Transit Advisory Commission (STAC) is taking their work very seriously. There have been 14 meetings held each lasting 3-7 hours to carry out its charge to look at major transit proposals appropriate for the next 25-30 years in the Triangle area. He reported at their February 4 meeting, their plan involved spending as much as \$2 billion funding a Charlotte level of effort. This would involve raising \$80 million - \$90 million through a ½ cent sales tax. They are not saying it is ½ cent, they are saying it is the amount of money such a tax will generate from wherever it from. They are saying “this level of money”. He reviewed items that had been discussed by the Commission to this point. He stated the last meeting would be February 29 and a draft proposal will come out 3 days in advance to reflect what the members have said recently they would like to see emphasized. Mr. Johnson stated he felt confident there is a much better idea of what a transit bus component could be and what it would cost if it is done. He indicated recommendations would be made and was not sure if it would be a joint CAMPO/DCHC meeting. He noted anything approved would have to be included in the LRTP later this year. He emphasized a lot of work has been done by a lot of people who are being very thoughtful about this effort and there have been a lot of philosophical differences that have been worked out. He stated this group is truly working for the entire region and was proud to have been involved in this effort.

Mr. Ahlert felt it would be better to have the presentation of recommendations at separate meetings rather than a joint meeting. Chairman Bryan indicated these recommendations will come before the TAC for action and there would be serious discussions at this table. Mr. Johnson stated STAC has accepted the fact that decision will not be theirs to make and would be elected officials making these determinations. He noted STAC would hand their recommendations off to the governing bodies and ask for any further direction and it would be up to the two MPOs from that point forward.

Chairman Bryan spoke to the recent Charlotte trip noting it was a Charlotte based system that they started out with phenomenal bus service. The business community took great leadership in this effort and saying they expect this for their companies to stay in Charlotte and expand and for this service to be delivered to their employees. He

explained a lot of work was done at the front end in tying land use and transit together and assuring you have transit oriented developments and potential to create additional density and investment that would support that type of rail service. Mr. Stephenson stated Charlotte did start off with multi-jurisdictional agreements on what it would take for them to be competitive and part of that was to be sure they had a system that provided something for everyone. Chairman Bryan spoke to the need to be transparent noting the public is not going to buy in when you are not transparent and tell them what it is and let them decide.

Mr. Merritt indicated Charlotte's transit plan began with a STAC like process and this takes years and years to occur. He indicated Charlotte was smart in hiring The Urban Land Institute and in 1997 got a ½ cent sales tax.

Mr. Eagles questioned if consideration had been given to expanding transit service to places like Wilson, Nash County and Vance County noting there are people driving every day to Raleigh from Wilson, Rocky Mount, Fayetteville, Henderson, etc. He felt what is being considered is short term. He felt the Feds would look more favorable when these projects go further out and address more needs.

Chairman Bryan indicated he was looking forward to the STAC discussions. The report was received as information.

NCDOT REPORT – RECEIVED

Richard Greene, NCDOT Division 4 Engineer, was present and reported on various projects in Division 4. He stated there would be a May, 2008 ribbon cutting on the Clayton Bypass project. Wally Bowman, Division 5 Engineer, referred to the southern portion of the I-40 project from Wade Avenue to the 440/I40 split which will involve land closures at night and on weekends. In early summer they will overlay the road which will preserve it. He reported the Airport Boulevard project from Hwy. 54 to McCrimmon Parkway will be completed in August, 2008. The Davis Drive project is ahead of schedule and is scheduled for completion in November, 2009. The Wake Forest Bypass bid was awarded in January with work starting in early March and scheduled completion in June, 2010.

MPO STAFF REPORT – RECEIVED

Mr. Johnson reported for the last several years there have been one-on-one meetings between TAC members and NCDOT on TIP projects. He indicated in CAMPO's case this gets complicated since 3 Divisions are involved and many board members. He reported Monday, March 17 from 11:00 a.m. until 1:00 p.m. has been set for TAC members who would like to attend and speak to NCDOT about what is intended to be in the draft TIP. He indicated generally 5 to 13 people attend and can accommodate everyone who would like to be there. He indicated an announcement would be sent to all members shortly and asked that those members desiring to attend advise CAMPO staff. Chairman Bryan indicated there has been good attendance at the previous meetings and

Transportation Advisory Committee
February 20, 2008

try to have a minimum of 5 people to be sure all regions and sizes of municipalities are represented.

Chairman Bryan indicated the Board of Transportation is listed as a TAC member and was curious why they haven't participated lately. He indicated previously Ms. Szlosberg attended. He questioned what should be done to encourage this participation in the future. Mr. Bowman indicated Ms. Szlosberg does intent to attend CAMPO meetings when she can and had a meeting conflict today. He noted Mr. Spaulding is the main representative for Division 5. Mr. Johnson stated DOT has a policy of having one Board member present regardless of the number of divisions. When CAMPO expanded to include outlying areas these Board members were added to the distribution list hoping they would attend. He stated the Division 4 representative came to one meeting. Chairman Bryan requested that the Board be advised that their presence at these meetings would be welcome.

ADJOURNMENT

There being no further business, the meeting adjourned at 5:45 p.m.

Respectfully submitted,

Brenda Hunt