

**TRANSPORTATION ADVISORY COMMITTEE
APRIL 16, 2008
MINUTES**

The Capital Area Metropolitan Planning Organization's Transportation Advisory Committee met on Wednesday, April 16, 2008 at 4:00 p.m. at Wake County Commons, 4012 Cary Drive, Raleigh, NC with the following members present:

Member

Chairman Bryan, presiding
Robert Ahlert
Dan Andrews
Harold Broadwell
Lynwood Buffaloe
Don Bumgarner
Albert Corpening
Frank Eagles
R. H. Ellington
Jan Faulkner
Vivian Jones
Russell Killen
Jeff Merritt
Dick Sears
Elic Senter
Russ Stephenson
Nina Szlosberg
Keith Weatherly
Harold Weinbrecht
Ronnie Williams

Representing

Wake County
Clayton
Harnett County
Wendell
Franklin County
Zebulon
Youngsville
Rolesville
Angier
Morrisville
Wake Forest
Town of Knightdale
Triangle Transit
Holly Springs
Franklinton
Raleigh
NCDOT
Apex
Cary
Garner

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

Others

Chip Russell
David Eatman
Wally Bowman
Rupal Desai
John Hodges-Copple
David King
Wib Gulley

Representing

TCC Chair
Raleigh Transit Administrator
NCDOT Div. 5
NCDOT
TJCOG
Triangle Transit
Triangle Transit

Chairman Bryan noted there had been much discussion focused around Youngsville, the home of country music artist Jason Michael Carroll who has appeared on the Grand Ole Opry and has had a hit record entitled "Alyssa Lies".

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

AGENDA – APPROVED AS SUBMITTED

There were no changes made to the agenda; therefore, upon motion of Mr. Stephenson, seconded by Mr. Sears, unanimously passed, the agenda was approved as submitted.

PUBLIC COMMENTS – NONE RECEIVED

Chairman Bryan announced this was an opportunity for comments by those in attendance on items not on the agenda. 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.

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

Items on the consent agenda were as follows:

MINUTES – MARCH 19, 2008 – APPROVED AS PRESENTED

Minutes of the March 19, 2008 minutes were provided to members at the meeting.

TAC ACTION: Approval of the minutes of the March 19, 2008 meeting as presented. Consent agenda approval: Jones/Sears – 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 (MTIP) to reflect funding changes that have been identified. Members received a copy of the table reflecting the requested change and a copy of the accompanying resolution adopting the administrative modification included in their agenda packets.

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TAC ACTION: Approve Triangle Transit's requested administrative modification to the 2007-2013 Metropolitan Transportation Improvement Program and adoption of resolution. Consent Agenda approval: Jones/Sears – unanimous.

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

The Capital Area Transit is requesting that an administrative modification be made to the 2007-2013 Metropolitan Transportation Improvement Program (MTIP) to reflect funding received for Job Access Reverse Commute and New Freedom projects. Members received in their agenda packets a copy of the table reflecting the requested change and a copy of the accompanying resolution adopting the administrative modification.

TAC ACTION: Approve Capital Area Transit's requested administrative modification to the 2007-2013 Metropolitan Transportation Improvement Program and adoption of the resolution. Consent Agenda approval: Jones/Sears – unanimous.

SPECIAL TRANSIT ADVISORY COMMITTEE – FUNDING – AGREEMENT MODIFICATION APPROVED

In the fall of 2006, the TAC discussed a request from Triangle Transit's Board of Trustees that the MPOs take the lead through their LRTP processes to set regional priorities for public transit in the Triangle. In January of 2007, the TAC endorsed appointing of a joint MPO Special Transit Advisory Commission (STAC) to develop a recommended regional long-range vision plan for major transit investments.

An agreement, providing for \$100,000 in services to be completed by December 2007 was discussed and the Durham-Chapel Hill-Carrboro MPO approved an agreement based on that figure. Later, the Institute for Transportation Research and Education (ITRE) provided a proposal outlining tasks based on the original agreement and timeline with a final cost of \$173,296. This total cost was to be shared as follows:

- 30% Capital Area MPO
- 20% Durham-Chapel Hill-Carrboro MPO
- 25% Triangle Transit Authority (now Triangle Transit)
- 25% NCDOT

The Durham-Chapel Hill-Carrboro MPO endorsed the agreement at the \$100,000 level and authorized payment of \$20,000 toward the STAC's work. The Capital Area MPO's TAC endorsed payment of 30% of the \$173,296 figure.

The STAC has continued to work diligently on the recommendations that are its charge and, staffs of ITRE and the MPOs continue to work together completing the report of the process and recommendations. Due to the increase in work and time, costs have risen and it is incumbent upon us now to modify this agreement to not only the \$173,296

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authorized by the TAC but to submit a contract amendment to cover the cost of continued work required to finalize the STAC recommendations. It is anticipated that this amount will not exceed \$200,000.

TAC ACTION: Approve modification of agreement for Special Transit Advisory Commission funding to reflect the \$200,000 cost figure. Jones/Sears – unanimous.

END OF CONSENT AGENDA

PUBLIC HEARINGS

All items listed for public hearings have been advertised according to law and a minimum 30-day public review and comment period opened. These hearings are being held to receive public comment on the topics outlined in each item.

2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) – AIR QUALITY CONFORMITY DETERMINATION – HEARING - TO BE PLACED ON MAY TAC CONSENT AGENDA

The Draft Air Quality Conformity Determination (AQCD) Report for the Capital Area MPO's FY 2009-2015 MTIP along with that of the Durham-Chapel Hill-Carrboro MPO, the Burlington-Graham MPO and portions of the Triangle Ozone maintenance areas outside the MPO boundaries for which NCDOT conducts planning was received during March. Members received in their packets a copy of the draft report released on March 19, 2008 for a 30-day public review and comment period which closed on April 18, 2008 (2 days following this meeting). Approval of the AQCD, including the determination that the FY 2009-2015 MTIP conforms to the State's Implementation plan for attaining the National Ambient Air Quality Standards (NAAQS) should follow a public hearing being held at this TAC meeting. Due to the fact that the public review and comment period does not close until April 18, 2008, any approval should be subject to no further comments being received by the comment period closing date. Should additional comments be received, the item will be brought back to the TAC at its May meeting. The AQCD and its associated appendices had been published and were available through the MPO website. Mr. Hodges-Copple was present to answer any questions. He reviewed the required approval bodies and noted we are meeting all requirements and are now a maintenance area. He explained this will come back to the TAC at the end of the final version noting today's action would be acting on the draft document. The final version will be available at the May meeting.

Discussion followed relating to whether adoption of the public hearings at this meeting would be urgent given the fact there remains 2 days of the comment periods. Mr. Johnson expressed his preference of adopting the UPWP as early as convenient noting his experience with public comment periods is very few comments are received at the latter point of the period. Chairman Bryan felt the committee should follow all regulations and suggested that comments be received at this meeting and the items be placed on the May agenda for action. He felt this would avoid any questions relating to legal procedure.

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Ms. Jones stated she had no problem approving the items following the public comment at this meeting subject to not receiving additional comments. Chairman Bryan ruled the hearings would be held today and placed on the May consent agenda for final action.

Chairman Bryan declared the hearing open.

No one asked to be heard; therefore, the hearing was closed.

Ms. Jones moved that the comment period remain open until April 18, 2008 and that this item be placed on the May consent agenda for final action. Her motion was seconded by Mr. Sears, and unanimously passed. Chairman Bryan ruled the motion adopted.

LONG-RANGE TRANSPORTATION PLAN – GOALS AND OBJECTIVES – HEARING - TO BE PLACED ON MAY CONSENT AGENDA

Mr. Johnson reviewed this item noting at the March 19, 2008 TAC meeting, Long Range Transportation Plan Goals and Objectives, containing modifications suggested by the TCC. These were reviewed and suggested revisions were noted. Members received a copy of the draft Goals and Objectives endorsed by the TCC incorporating the revisions noted by the TAC at the March meeting. The Goals and Objectives were released on March 19, 2008 for a 30-day public review and comment period which closes on April 18, 2008. A public hearing is scheduled to be conducted at this meeting to receive comments. Due to the fact that the public review and comment period does not close until April 18, 2008, following the hearing the comment period would remain open until April 18, 2008 and the item would be referred to the May TAC meeting's consent agenda.

Chairman Bryan declared the hearing open. No one asked to be heard; therefore, the hearing was closed.

Ms. Jones moved that the comment period remain open until April 18, 2008 and that this item be placed on the May consent agenda for final action. Her motion was seconded by Mr. Williams, and unanimously passed. Chairman Bryan ruled the motion adopted.

2008-2009 UNIFIED PLANNING WORK PROGRAM (UPWP) – HEARING – TO BE PLACED ON MAY CONSENT AGENDA

Mr. Johnson reviewed this item noting on March 19, 2008 a copy of the Draft 2008-2009 UPWP was distributed to TAC members. The draft was released on March 19, 2008 for a 30-day public review and comment period which closed on April 18, 2008. The TAC also scheduled a public hearing to receive comment for this meeting. As part of the approval of the UPWP, the MPO conducts a self-certification and members received a checklist of items reviewed during this process with responses and a proposed resolution self-certifying that the MPO is fulfilling federal requirements for the 3-C transportation planning processes. Due to the fact that the public review and comment period does not close until April 18, 2008, following the hearing the comment period would remain open

until April 8, 2008 and the item would be referred to the May TAC meeting's consent agenda.

Chairman Bryan questioned if CAMPO was sufficiently staffed for the myriad of transportation issues in the region and whether staff planned for this and the eventual retirement of Mr. Johnson. Mr. Johnson indicated the TCC has discussed this a number of times. When the CAMPO office is fully staffed currently there are 7 full time positions. The TCC, at their last meeting, was provided with the most recent staff reorganization concept involving expanding the full time staff to 11 and upgrading some positions to higher pay grades in order to pay for their responsibilities and be competitive. Our counterpart MPO is proposing gearing up their staff by adding 5 positions. There are also some suggestions in STAC that regional coordination efforts must be emphasized and that would involve consolidating the staffs in a variety of ways. This is all to be considered a work in progress subject to the TIP being approved and if STP-DA funding is approved for changes. Mr. Johnson noted staff is moving forward with the expectation these new employees would be hired this fall and the possibilities of collective staffing of CAMPO and DCHC remains on the table for discussion.

Chairman Bryan declared the hearing open. No one asked to be heard; therefore, the hearing was closed.

Mr. Johnson referred to the checklist of items relating to the self-certification process which confirms we are conforming to all state and federal regulations. He read the checklist and responses. In summary, Mr. Johnson indicated CAMPO does have a valid transportation plan, has a TCC and TAC, the planning work program is adopted annually and the TIP is current; however, it will be updated in the next 2 months. He noted the information was provided in order for members to feel comfortable certifying CAMPO continues to maintain the planning process in good fashion.

Ms. Jones moved that the comment period remain open until April 18, 2008 and that this item be placed on the May consent agenda for final action. Her motion was seconded by Mr. Sears, and unanimously passed. Chairman Bryan ruled the motion adopted.

PUBLIC INVOLVEMENT PROCESS – HEARING – TO BE PLACED ON MAY CONSENT AGENDA

Mr. Johnson reviewed this item noting in February 2005 during a routine federal certification review of the MPO, comment was received that the MPO should evaluate its public involvement process more frequently. As a result, the self-certification review for the MPO included an annual evaluation of the Public Involvement Process. Members received a copy of the current MPO Public Involvement Policy document for review in their agenda packets. The Public Involvement Policy was released on March 19, 2008 for a 30-day public review and comment period which closes on April 18, 2008.

Due to the fact that the public review and comment period does not close until April 18, 2008, following the hearing the comment period would remain open until April 8, 2008 and the item would be referred to the May TAC meeting's consent agenda.

Mr. Johnson indicated recently it was determined the City of Raleigh is in the process of updating its Comprehensive Plan using the Limehouse software for public involvement which is a robust way to get comments on the planning process. CAMPO is trying to see if it can license that program and use it as part of this process.

Chairman Bryan declared the hearing open. No one asked to be heard; therefore, the hearing was closed.

Mr. Sears moved that the comment period remain open until April 18, 2008 and that this item be placed on the May consent agenda for final action. His motion was seconded by Ms. Faulkner, and unanimously passed. Chairman Bryan ruled the motion adopted.

Chairman Bryan suggested checking with RTN in order to televise meetings which would be one way to get more public involvement in these hearings. It was also noted the meetings could be taped for replay.

END OF SCHEDULED PUBLIC HEARINGS

LEGISLATIVE UPDATE AND 21ST CENTURY TRANSPORTATION COMMITTEE – RECEIVED AS INFORMATION

David King, General Manager, and Wib Gulley, General Counsel, of Triangle Transit were available to provide an update on the Legislative Agenda, 21st Century Transportation Committee and legislation being proposed by the Intermodal Subcommittee. Mr. King indicated Brad Wilson, Blue Cross/Blue Shield, is chairman of this group and it has divided itself into 4 committees. He referred to the Intermodal Committee noting their charge is to look at the transportation situation and make recommendations for funding, programs, efficiencies, reorganization or anything they feel is appropriate.

Mr. King reported there are some things that can be done with DOT; however, if everything humanly and politically possible were done, there would be disparity between revenues coming in and requirements of a growing state and region. The commission is charged with looking at all of this. Work began last fall and there have been 6 meetings. Mr. King reviewed the history of the Highway Trust Fund Bill in effect since 1989. He indicated they have looked at Charlotte's success in their south corridor light rail system. The cost of this system was \$465 million and was expecting to carry 9,100 passengers per day after the first of the year. He reported in March the system carried 14,000 passengers per day. Before it opened, there was \$1.86 billion worth of investment put into this area by private interests. Over the last several years, property values in Charlotte have gone up 35% and along this corridor increased 50%. The committee has also been looking at

the other 5 corridors Charlotte has in mind and reviewed the locations. Mr. King reviewed what has been studied thus far by the committee. Ms. Szlosberg pointed out when Charlotte applied for the 25% funding from the State, there would be no reoccurring pot of money from the state which comes from a big pot of money.

Mr. King indicated the product from STAC is to be finalized one week from Friday and would come to CAMPO for review and debate and approval in order to produce the LRTP on a timely basis. He discussed the 3 elements of the proposal. This includes a fairly substantial increase in local and regional bus service in Durham, Chapel Hill, Raleigh and the RDU area. This would include 56 miles of fixed guideways (some rail and some bus) connecting Memorial Hospital in Chapel Hill to Duke Hospital, the airport, through Cary, Downtown Raleigh to Durant Road in North Raleigh. He noted this is draft legislation and needs more work but is a good skeleton to work from. He indicated the head of the Charlotte/Mecklenburg System was in town the previous day noting Charlotte has quit advertising their express bus service since they don't have any more room. More buses are needed before they can add passengers, which bodes well for our project. He spoke to the increasing efforts made by cities and counties to upgrade transit as we approach \$4 per gallon gas and no additional input of funds. Mr. King stated this is very timely as we look at what will be done with the STAC report. Charlotte based its local funding on a ½ cent sales tax. He noted what this bill does for us is authorize Wake, Durham and Orange Counties to have a ½ cent sales tax referendum and also authorizes, in the doughnut counties, i.e., Johnston, Harnett, etc., 3 funding sources, one for a \$5 per vehicle registration surcharge, a 5% surcharge on vehicle activity and a ¼ cent sales tax for transit purposes. The bill takes off the requirement for having to get local legislation for this purpose. If there is another way to raise an equal amount of money that is more palatable, that is fair game as well.

Mr. Ahlert noted in the case of Johnston County, half of the county will be served by the plan set out and the other half will not. He questioned splitting up counties so only that portion of the county served by transit would be included. Mr. King responded Jerry Cohen is in charge of the legislation being drafted and if there is anybody who can figure out how to draw circles around some portions of the county, he can determine that. He indicated Mecklenburg County has the same problem. Mr. Gulley suggested talking to the local delegation about determining a way to tailor the bill. Mr. King indicated the Piedmont Authority has been working with it surrounding counties and 5 or 6 of those counties have increased taxes and have paid for express bus service from Mt. Airy to Winston-Salem. He stated there is a way to tailor the bill and would help to have that flexibility. He stated there is a lot of work to be done once the STAC report is received.

Mr. King indicated his group has not prioritized projects and from Durant Road to Capital Boulevard is 10 miles and from Downtown Raleigh to Northwest Cary is 10 miles and they can be done independently, together, deferred in favor of bus service, etc. and discussions about what takes place will take place at CAMPO meetings and various council chambers. He emphasized a lot of work needs to be done noting it took Charlotte 9 years to get their project on the ground.

Chairman Bryan invited Mr. King and Mr. Gulley to address the Wake County Board of Commissioners at their earliest convenience along with the co-chairs of STAC. He indicated what he was hearing today is that the Wake County Board of Commissioners will be given the responsibility of voting on holding a referendum on the sales tax. He indicated he would like STAC to make a presentation as well and presumed there would be lively discussion as we move forward.

Chairman Bryan stated there are many questions including funding priority, how the costs had been determined, and whether funds stay within Wake County or to the regional greater good. He indicated he would imagine there would be a lot of interest from the Board and wanted to feel comfortable getting direction and guidance from the commissioners. He hoped somewhere there is great work occurring on process – how do we have a process versus jumping straight into “self actualization”. He questioned how we sell this to the community versus how do we make sure this is the right vision, right plan, financially feasible and that due diligence has occurred. Mr. King indicated costs are based on a detailed spreadsheet making assumptions on the year of construction and year of opening. It must be determined what the ½ cent tax will yield, if the last 10 years is the accurate growth rate, etc. Chairman Bryan stated he wants to be the first to have the board involved in this debate on getting the transit system in the region that has been so hard to do. Mr. King stated he and Mr. Gulley would attend the Board of Commissioner’s meeting whenever Chairman Bryan indicated and would also issue an invitation to Mr. Cavanaugh. Mr. Johnson reported Mr. Cavanaugh has indicated he would be uncomfortable addressing individual governments before the MPO receives the report and would prefer to present the report to the 2 MPOs together. Chairman Bryan stated as soon as the report is presented to the MPOs, he would like them to make a presentation to the Wake County Board of Commissioners.

Mr. Gulley noted the project that has been described will not all be done at once and this legislation may get into the STAC report and recommendations. In regard to the State level legislation, this talked about the crucial roles 3 counties play and is an opportunity to act as a county and a consortium with all partners as a region. He explained if the county does not want to proceed, the municipality may step forward. As an example, the legislation would enable the City of Raleigh to enact a vehicle registration tax, not sales tax. Chairman Bryan stated this needs to be clarified. Mr. Gulley explained the bill speaks to the region and the action they want to support is a regional plan for major transit investments. It has to work for the region and also different parts of the region and nothing happens unless one or more counties in the region move forward. Each of the Boards of County Commissioners in our 3 county region have to approve a final plan setting forth how all the money will be spent to the various travel modes (busses, rail, etc.), when it will be done and make it clear where the benefits will go. There would have to be a plan that all feel comfortable with before going to a referendum and the funds have to be spent according to state law. Mr. Gulley stated, in response to questioning from Chairman Bryan, that funds have to be spent as approved by the Commissioners according to an approved financial plan. Ms. Szlosberg indicated the plan has to pass through many hurdles.

Mr. King stated this legislation is in draft form and has not been approved by the full committee and has a journey ahead of it. In regard to the original TTA plan, Chairman Bryan questioned if there was discussion at STAC about due diligence and there doesn't seem to be a plan of action other than enacting and building. He questioned was there discussion about engineering, testing of various variables, etc. Mr. King responded the process includes that and to get from vision to on the ground is a multi-year and multi-step process. He noted some of that work is done but there is a long way to go still. He stated every month that can be taken out of that process, if there is a commitment to do this, saves a good deal of money. He stressed if one month is saved, money is saved. Ms. Szlosberg reviewed what was involved in the Charlotte project and felt it is important to look at Charlotte and take some lessons from them and apply them here.

Mr. Gulley stated Chairman Bryan had discussed due diligence and pointed out STAC has spent months on their detailed data and looked at where we are, where we are going to be, what we need to do, etc. He indicated this was a fresh look and they have ended up with what they feel is best for the region. Mr. Johnson stated there was inordinate amount of attention given to the question "can we afford this". What is resulting is a year of sophisticated modeling to determine if this can be built and a lot of time was spent looking at this and resulted in defacto prioritization STAC hasn't really adopted. He explained what is now a \$2.4 billion project up front will be \$9.3 billion over the life of the construction period. Every time numbers are put out there, they get bigger as you go down the line. He noted there is 6.50% inflation built in. He stated when you get into prioritization, different regions will have different issues. He stressed once the STAC recommendations are received, the MPOs will have 4 months to wrap this up. He felt STAC made great progress and would be up to the 2 MPOs to take it from here. Mr. Johnson stated what is done in the next 18 months is critical for this region. He indicated the LRTP update occurs every 4 years and need to have CAMPO's preferred plan ready to go to air quality in September at the latest. This is an attempt to get more specific where we want to be by 2035. He explained there is no grace periods on these plans; however, what is in the plan is negotiable. If it is CAMPO's determination not to have anything for transit, that is ok. There must be a plan we can demonstrate the ability to pay for.

Mr. Weinbrecht stated wording as far as the proceeds refers to equal distribution and questioned what is meant by equitable and will towns and municipalities have input on the formula. Mr. Johnson responded it has been identified Wake County is one of the donor counties in the state. He noted CAMPO will have its fiscal plan and other MPOs will have their fiscal plans and ideally we agree with each other but it is up to the individual MPOs. This policy board decides the outcome for our MPO and its counterpart in DCHC determines theirs.

Mr. Stephenson questioned if Charlotte learned lessons on how they put together their plan and are there things we can learn from them. Mr. King noted in 1998, citizens in Mecklenburg County voted 58% for the ½ cent sales tax which was a bubble map. They came back on November 6, 2007 because of a petition drive recalling that vote and the result was 70% in favor to revalidate this. Mr. King reported Raleigh's Planning Director

has recommended when STAC makes their report that it be sent to the various planning directors in the 3 county area for their review to determine how it matches up with their comprehensive plans. He felt that would be good input. Ms. Szlosberg explained Charlotte has indicated they stressed communication and felt we must be aggressive in sharing this information with the public. She stated the Charlotte Chamber of Commerce spent \$600,000 to fight back the petition drive. The Chamber of Commerce stepped up, raised the \$600,000 and fought this effort and had they spent that money earlier on to do that public education effort, the petition drive would not have occurred.

SPECIAL TRANSIT ADVISORY COMMISSION – DRAFT REPORT – RECEIVED AS INFORMATION

Mr. Johnson reported the TAC endorsed appointing a joint MPO Special Transit Advisory Commission (STAC) in January, 2007 to develop a recommended regional long-range vision plan for major transit investments. The STAC has met since May 2007 and has scheduled the final commission meeting for April 25, 2008 at RTP Headquarters in Research Triangle Park from 3:00 – 5:00 p.m. Members had received a draft report from the STAC prepared by staff of the two MPOs, the Triangle J Council of Governments, the Institute for Transportation Research and the Environment (ITRE) and Triangle Transit. The report included maps outlining recommendations on a Regional Transit Vision Plan, enhanced Region-Wide Bus Service and recommended rail investments. The draft report is posted on the STAC website for review and a Blog has been created to post comments. Based on any comments, staffs will prepare the final report which is expected to be endorsed by STAC members at the April 25 meeting. The report will then be presented to the TACs of both MPOs. DCHC's TAC expressed interest in receiving the final report presentation along with CAMPO at a Joint MPO meeting in early May. During the 2035 LRTP update process, staff of the MPO will provide opportunities for public review and comment on these recommendations as well as the entire LRTP.

Mr. Johnson stated he was aware DCHC has concern about local transit service needs and were they being provided for and there is some work being done now to determine what a fully evolved transit system for Cary and Raleigh might look like so we can determine needs and how much is being covered by the recommendations. In regard to where to go from here, he noted there is more than one county doing something simultaneously that would be of mutual benefit and everybody is feeling uncomfortable about how to do about doing this. Mr. Johnson stated these are good questions, issues and concerns for STAC.

Chairman Bryan noted his questions are prioritization, land use planning tied to transit, discussions of a process that clarifies ridership and some return on our investment, clarification on what funds will be spent on what county, how to move forward and do you move forward with land use planning, busses, go directly to rail, prioritization of rail, income stream. Chairman Bryan stated he wanted to know all the underlying variables that created the investment model we use. He questioned why they don't recommend

going down US-1 Corridor first noting that is where all the people are and why is there not more emphasis on putting infrastructure in place where the people are going to live.

Mr. Weatherly stated he will need to know what is changed noting there was thought when the federal government discussed rail earlier than rail wasn't something customers want. He questioned the basis for saying this is something ridership demands and cost factors being involved would not go to support a white elephant. He stated the issue of public transportation to him is giving people who move around the Triangle choices and did not want to be a part of big government forcing people onto buses and commuter trains. He felt good choices and reasonable alternatives are needed.

Ms. Slosberg indicated there will be opportunities to debate all issues and it is important for members of this body to know and understand transit money is separate money from highway money. This doesn't mean we can't use STP funds from federal government and apply them to transit but transit money is from a pot of money specific to transit. She stated it is important to understand as these issues are considered they should be reviewed in a factual way.

Mr. Weatherly spoke to the possibility of the county commissioners dedicating ½ cent of the current sales tax to this. Mr. Merritt stated he would like STAC to hear from the development community.

Ms. Jones indicated this TAC had expressed a desire of receiving the report from STAC separate from DCHC and questioned if that is something we can revisit. She noted STAC has done their work and they need to give the report to this TAC and there needs to be time to discuss it. She felt issues brought up should be discussed in-depth and need to take their report and decide what will be done with it. She indicated she could not see why CAMPO and DCHC can't hear their report together and go separately to discuss it. Chairman Bryan stated this is a regional plan and a regional approach and at some point there should be a joint meeting; however, historically the joint meetings have not been that well attended. Ms. Jones stated what she envisioned is that there be a joint meeting to receive the report and synopsis and then CAMPO would go away and DCHC would go away. Ms. Jones stated she would like the opportunity to read and review the report. Mr. Ahlert agreed with Ms. Jones noting if all we are going to do is receive the report and not have debate or discussion at that time on the report, it would be better to have a joint meeting which would give everyone the sense the two bodies are working together. Mr. Weatherly suggested inviting DCHC to the CAMPO meeting. Mr. Johnson stated he would advise when this meeting would be held.

MPO STAFF REPORT – RECEIVED

Mr. Walter provided a brief report on the Bike to Work Program. He invited members to participate in the Quick Ride around the Capital noting bicycles will be provided. He urged that anyone interested email him.

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ADJOURNMENT

Upon motion of Mr. Williams, seconded by Mr. Sears, and unanimously passed, the meeting was adjourned at 6:10 p.m.

Respectfully submitted,

Brenda Hunt