

**CRAFT Technical Committee
Meeting Notes
January 23, 2007**

Attendees: Hank Graham, Gaston MPO; Bob Cook, MUMPO; Linda Dosse, NCDOT; Shannon Ransom, NCDOT; Barry Mosley, MUMPO; Stuart Basham, MUMPO; Jonathan Parker, NCDOT; Randi Philbeck, Gaston MPO; Jack Flaherty, NCDOT; Bjorn Hansen, Centralina COG; Timothy Gibbs, CDOT; Andy Grzynski, CDOT; David McDonald, CATS; Katherine English, NCDOT; Dana Stoogenke, Rocky River RPO; Nicholas Swartz, UNCC; David Hooper, RFATS; Brian Barnes, SC DHEC; Leslie Coolidge, SC DHEC; Frances Thomas, RFATS; Wendy Bell; Catawba COG; Reuben Crummy, NCDOT; Rockne Bryant, NCDOT; and Phil Conrad, Cabarrus-Rowan MPO.

1. Ms. Frances Thomas from RFATS convened the meeting at 10:05 AM and welcomed all in attendance. She then asked for everyone to introduce themselves and introduced guests from South Carolina DHEC.
2. Ms. Frances Thomas asked for any comments or corrections to the September 28, 2006 meeting notes. Mr. Bob Cook made a motion to accept the notes as presented and Mr. Hank Graham seconded the motion. The vote was unanimous.
3. Mr. David McDonald gave an update on the Metropolitan Transit Commission (MTC) and the five transit corridors under study. The MTC is currently implementing Light Rail in the South Corridor with a completion date of November 2007. The South Corridor will be 9.6 miles long and include 15 stations. The North Corridor is 25 miles long and is slated for commuter rail extending to Mount Mourne in Iredell County. Extension into Iredell County will require funding assistance from Iredell/Mooresville for incremental capital cost as well as long-term share of operating costs. There is currently a \$70 million shortfall for this project. The Northeast Corridor is an extension of the South Corridor Light Rail line and is 11 miles long with 14 stations. It is scheduled for completion in 2013 through the use of federal funds. The Southeast Corridor is a 14 mile BRT line with 16 stations. Implementation has been delayed until September 2011. The West Corridor is scheduled for enhanced bus services along Wilkinson Boulevard in the short term and a streetcar between Uptown and the Airport for the long term. The MTC is also pursuing a Center City Streetcar that will replace bus routes in downtown and include 34 stops. RFATS is also pursuing an MIS to extend mass transit into York County. The results of this study will be presented to the MTC in the near future. The MTC recently updated the horizon year for the 2025 Transit System Corridor System Plan to include 2030. The total cost of the system is \$8.9 billion.
4. Mr. Brian Barnes from SC DHEC gave a presentation on Mobile Source VOC emissions. He stated that the precursor pollutant VOC is insignificant to the ozone problem in York County. He noted a 2004 Transportation Conformity Rule Revision that allows an area to determine that pollutants are insignificant to the

area's air quality problem. With this being the case, York County could exclude VOC from the regional emissions analysis. Current conformity analysis shows a .001 improvement for VOC, which is well below the 10 percent threshold. (The biogenic sector is the most abundant source of VOCs.) Mr. Barnes explained that the VOC insignificance request was presented to the York County Interagency Group and will be included in the Attainment SIP demonstration due June 15, 2007 to EPA.

5. Mr. Bjorn Hansen provided a report on the Lake Norman Bike Route. He stated that the initial map was created in 2003 to include a circuitous route around Lake Norman. The route includes 4 counties, 5 municipalities, 3 planning organizations, 2 NCDOT Divisions, and is 125 miles long. The Bike Route includes recommendations for road improvements and/or signage, bike lanes, pave shoulders, and wide outside lanes. The next steps are to identify additional funding, work with NCDOT to install signage along route, incorporate plan into local development regulations, and coordinate with planning agencies and communities to identify priority projects. Ms. Frances Thomas indicated that York County has added some pavement for a bike lane on SC 321 through a resurfacing contract. CRAFT members expressed an interest in the application of this concept through the DOT Resurfacing Program in North Carolina.
6. Mr. Jonathan Parker gave an update on the 2007 TIP Conformity. He explained that NCDOT was performing Travel Demand Modeling work thru the second week of February. He indicated that there were some issues with the 2020 Build versus No Build conformity modeling test. He stated that NCDOT was using some off model analysis to reduce some of the projected VMT for 2020. He highlighted the June 30, 2007 deadline for completion of the Metrolina TIP Conformity.

Mr. Parker stated that the 2009-2015 TIP is scheduled to be released in the fall of 2007. He indicated that the MPO's should submit their TIP Priorities this summer. He stated that the current TIP is over-programmed in the outer years particularly 2009, which is the last year of federal funding through SAFETEA-LU. Ms. Frances Thomas stated that RFATS had recently completed a TIP Conformity and LRTP Amendment on the SC side of the Metrolina Region. (EPA has ruled that RFATS can perform Plan and TIP Conformities on their own schedule.)

7. Mr. Tim Gibbs distributed a tentative schedule for the HOV/HOT Study. He stated that the regional partners are working with NCDOT Audit staff to finalize the Statement of Interest and Multi-Party Agreement stating that Charlotte and NCDOT staff will serve as co-project managers. The next steps are to confirm agencies that will participate, finalize the statement of interest, finalize the multi-party agreement, complete determination of DBE, WBE, and other requirements, hold selection committee meeting, and advertise the project to consultant groups. Mr. Gibbs hopes to negotiate a contract with the selected consultant by the end of

the fiscal year, so that the multi-party agreements can be executed. The consultant would begin work in earnest and hopefully complete the study within 9 months.

8. Mr. Andy Grzyski gave a presentation on the City of Charlotte Transportation Action Plan (TAP). The TAP projects that the percent of thoroughfares operating at a LOS E/F will increase from 29 percent in 2005 to 64 percent in 2030. The total cost of the TAP is \$3.57 billion. The City Council voted to bond approximately \$250 million in transportation investments by 2010 for local roads. There is a \$65 billion shortfall in the Statewide Transportation Plan. The TAP identifies 6 legislative objectives: 1) secure local revenue options, 2) address critical State roads, 3) pursue elimination of the Trust Fund transfer and phase out of the 25 percent intrastate component of the Equity Formula, 4) establish cooperative demonstration program to implement City's street design guidelines including ETJ area, 5) gain legislative authority for Turnpike Authority to implement projects identified in the HOV/HOT Study, and 6) establish incentives for regional efforts in air quality non-attainment areas. In terms of local revenue options, the City Council indicated a preference for the Real Estate Transfer fee because it generated the most revenue and could be directly linked to transportation needs.
9. Mr. Bob Cook initiated a discussion on the next Executive Committee meeting. CRAFT members felt an Executive Committee is warranted to include a discussion on local plans/projects and funding applications such as the Pennies for Progress in York County, ½ Cent Sales Tax in Mecklenburg County, and the Charlotte TAP. Mr. Cook also mentioned the recent local initiative to build road projects by the Wilmington MPO and it's possible relevance to the Metrolina Region.
10. The meeting was adjourned at 11:55 AM.