

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Draft Executive Board

One City Plaza
421 Fayetteville Street
Suite 203
Raleigh, NC 27601

Wednesday, April 15, 2020

4:00 PM

Conference Room

1. Welcome and Introductions

Notice: In order to protect the safety of the public, MPO partners, and staff during the COVID-19 States of Emergency, CAMPO is converting all meetings to a remote electronic format for the duration of the States of Emergency. The conference rooms and CAMPO Office are closed to meetings. Login information for each meeting can be found on both the homepage calendar and our Virtual Meeting Logistics webpage. This information was provided to the Executive Board Members and Alternates via email a week prior to the meeting.

Chair Hutchinson welcomed everyone and explained the logistics and planned course of action for the virtual meeting. He reviewed the opportunities that would arise during the meeting for any member of the public who wished to speak, which included three public hearings.

Each board member or alternate was asked to orally confirm attendance. Chair Hutchinson praised all for their participation.

Present: 20 - Mary-Ann Baldwin, Scott Brame, John Byrne, TJ Cawley, Ronnie Currin, Jacques Gilbert, Michael Grannis, Virginia Gray, Chair Sig Hutchinson, Vice Chair Vivian Jones, RS "Butch" Lawter, Ken Marshburn, Bob Matheny, Howard Penny, Jennifer Robinson, Perry Safran, Dick Sears, Bob Smith, Board Member Harold Weinbrecht, and William Allen III

Absent: 10 - Grady Hunt, Valerie Jordan, Matt Mulhollem, Neena Nowell, James Roberson, Michael Schriver, Edgar Smoak, John Sullivan, Gus Tulloss, and Art Wright

2. Adjustments to the Agenda

There was one adjustment to the agenda. The grant application for the Town of Holly Springs was added to the 2020 NCDOT Bicycle and Pedestrian Planning Grant Applications consent agenda item.

A motion was made by Member Will Allen III, seconded by Member John Byrne that the adjustment to add the Town of Holly Springs' grant application to the 2020 NCDOT Bicycle and Pedestrian Planning Grant agenda item be approved. The motion carried by unanimous vote.

3. Ethics Statement:

Vice Chair Vivian Jones read the Ethics Statement "In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest. Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved." No members of the Executive Board identified issues with conflicts during this meeting.

The following information from the Ethics Commission for 2020 was then presented via PowerPoint presentation slide:

Executive Board members and alternates are required by law to file certain financial disclosures called the Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the State Ethics Commission.

These two forms are due within 60 days of appointment and then every year thereafter.

Failure to file may result in fines of up to \$500 annually for an Executive Board member.

*As of 2019, the State Ethics Commission has a new electronic filing system:
<https://ef.ncsbe.gov/>*

This information was included in the previous agenda distribution emailing. A handout was also provided with full information and instructions for completing the forms.

4. Public Comments

Chair Hutchinson opened Public Comments and explained the parameters of this format.

There was one member of the public who spoke.

Ms. Susan Maruyama stated her address: 3413 Lewis Farm Road, Raleigh, NC.

Ms. Maruyama said:

"I'm speaking today about the importance of having a robust public engagement procedure in place when considering transportation projects from its very inception to the point when it is nominated to CAMPO.

It's extremely important to include a robust policy for public engagement when it comes to transportation projects that will be nominated for consideration to CAMPO. This means that public comment begins when the idea of the project is first discussed with City planning staff or City counsel. This is important because having the public's perspective will make that project's plan that much more relevant to the needs of the City. What we need and want and need from transportation projects is being rapidly transformed because our lives are being rapidly transformed. This transformation affects what we will need and want from transportation projects. We are living through extraordinary times and we the people are on heightened alert. We are paying particular attention to what our government officials and administrators do and do not do. We want to be part of the conversation on the decision you are considering that affect our transportation needs.

The COVID-19 crisis and the economic hardships that have suddenly impacted all of our lives should take precedence at this time. Who knows what we will need or can afford in the way of transportation when this crisis is over. We simply do not know what our new normal will be. I would like to request that CAMPO and NCDOT take a step back and put on hold all new projects until we are on the other side of COVID-19 and we have a better sense of what our transportation needs will be. Thank you very much."

Chair Hutchinson thanked Ms. Maruyama for her comment. As there were no additional members of the public who wished to speak, Chair Hutchsinson closed Public Comments.

5. Consent Agenda

A motion was made by Member John Byrne, seconded by Member Mary-Ann Baldwin to approve all items on the Consent Agenda. The motion carried by unanimous vote

5.1 Executive Board March 18, 2020 Draft Minutes

Requested Action: Approve the Executive Board March 18, 2020 Meeting Draft Minutes

Attachments: [ExecBrd March Meeting Minutes Draft](#)

- 5.2 Approval of Funding and Partnership Agreements for UPWP Activities**
Shelby Powell, MPO Staff
- Requested Action:** Authorize Executive Director to execute partnership and funding agreements as outlined in the MPO's adopted Unified Planning Work Programs.
- Attachments:** [Staff Report](#)
- 5.3 FFY 2020 FTA Section 5307, 5340, and 5339 and CARES Act Distribution**
Crystal Odum, MPO Staff,
- Requested Action:** Approval of the sub-allocation of FFY 2020 Section 5307, 5340, and 5339 funds and the CARES Act funds in the amounts shown in the attached letter to the Federal Transit Administration.
- Attachments:** [MOU Section 5307 5339 Apportionment Signed](#)
[Staff Report](#)
[CAMPO FTA Funding Sub-Allocation 2020 Split Letter Draft](#)
[FY 2020 FTA Section 5339 Worksheet for Raleigh UZA - Full Year Final](#)
[FY 2020 FTA Section 5307 Worksheet for Raleigh UZA - Full Year](#)
- 5.4 FY2020-2029 Transportation Improvement Program Amendment #1**
Gretchen Vetter, CAMPO Staff
- Requested Action:** Receive as information.
- Attachments:** [Staff Report](#)
[TIP Amendment #1](#)
- 5.5 Delegation of Authority to Execute FY 20 Wake Transit Work Plan Project Agreements**
Bret Martin, CAMPO Staff
- Requested Action:** Authorize the Executive Director to execute all agreements to which CAMPO is a party that are part of the FY 2020 Wake Transit Work Plan, and any amendments thereto.
- Attachments:** [Attachment 1 - FY 20 Wake Transit Work Plan Agreements Involving CAMPO as a Party](#)
[Staff Report](#)

5.6 2020 NCDOT Bicycle and Pedestrian Planning Grant Applications

Kenneth Withrow, MPO Staff

Requested Action: Recommend adoption of the resolutions.

Attachments: [Bicycle & Pedestrian Plan Grant-MPO](#)
[Resolution-Garner-CAMPO-2020-04-15-Final - Copy](#)
[Bicycle & Pedestrian Plan Grant-MPO](#)
[Resolution-RolesvilleCAMPO-2020-04-15-Final](#)
[Bicycle & Pedestrian Plan Grant-MPO](#)
[Resolution-HollySprings-CAMPO-2020-04-15-Final](#)

End of Consent Agenda**6. Public Hearing**

6.1

CAMPO Bonus Allocation Methodology

Alex Rickard, MPO Staff

Requested Action: Conduct a public hearing. Approve the proposed methodology for selecting projects to be programmed with Bonus Allocation funds.

Attachments: [CAMPO STI BA Methodology](#)
[Staff Report](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard reminded the board that this item had been presented previously and provided background for Bonus Allocation. He stated that Bonus Allocation is a funding incentive identified in the STI and is generated in one of two ways. The first is when a municipality or county contributes local funding to the construction of the roadway project. Half of their contribution comes back to the MPO to use in additional roadway projects. Mr. Rickard reminded all that there is an incentive there to partner with NCDOT in the funding of roadway projects. The second way is if tolling is enacted on a highway. In this case, the amount of tolling funding is either half of the revenue bonding, or in the absence of revenue bonds, it is half of the forecasted revenue for the first 10 years, minus the operation costs of that toll road. In either scenario, there is a limit to how much Bonus Allocation funding can be allocated, which is \$100 million dollars. This funding must be programmed on projects within the county in which the tolling is collected. Mr. Rickard reviewed additional programming limitations set in the STI for how much Bonus Allocation funding can be spent within the Regional Impact and Division Needs tiers, and stated the funding must be obligated within 5 years of the funding award and may only be used on highway or highway-related projects.

The methodology developed has taken all of this into consideration. Mr. Rickard reminded the board that they had previously adopted four guiding principles for Bonus Allocation, which are: Inclusion in the Metropolitan Transportation Plan (MTP), Logical Nexus to Generating Source of Bonus Allocation Funds, Recognition of Funding Challenges with Strategic Transportation Investment Law and Recognition of Funding Opportunities with Strategic Transportation Investment Law.

Mr. Rickard explained the realities of funding projects through the Strategic Transportation Investments law and the challenges and opportunities it presents for some projects. He explained that some projects may be difficult to program through STRI and SPOT than others. Some projects, even if high priority at the local level, are not viewed favorably in the DOT criteria scoring system and others, even if they score high and are a high priority at the local level and MPO, (for example secondary roads), STI investment law does not provide adequate funding for that type of project. Conversely, some projects do very well in STI and SPOT and may be better suited for programming with those funds instead of Bonus allocation funds.

Mr. Rickard provided information for Bonus Allocation methodology regarding local contribution. He stated that when a local government contributes funding to a project being submitted to SPOT that scores well and ultimately will be programmed in the STIP and being programmed within the first six years and therefore obtains committed status, the MPO then works with that contributing local government to determine existing MTP projects suitable for programming with Bonus Allocation funds. The programming recommendation would then be brought to the Executive Board for approval.

Mr. Rickard presented information for Tolling and reviewed the four Phases of Analysis

for Candidate Project Prioritization which are:

Phase I – determine study area for candidate selection

Phase II – analyze MTP projects using Triangle Regional Model (TRM)

Phase III – analyze intersection and operational improvement (non-modeled projects)

Phase IV – compare benefits between candidate projects in a common platform along with safety information

Mr. Rickard stated that a list of program projects would then be brought to the MPO Executive Board.

Mr. Rickard disclosed that the Bonus Allocation Methodology has been discussed with the MTP/TIP Subcommittee meetings for several years, including the dates of:

- 2019: April 16 & 30, Oct 8 & 22, Dec 12*
- 2020: January 21*

Mr. Rickard expressed that the MPO's adopted Public Participation Plan requires a 30-day minimum public comment period. Concerted efforts are made to exceed this. This is demonstrated between the current Bonus Allocation round where the required Comment Period of March 12-April 12, 2020 was extended to Actual Public Comment Period of February 25 through April 13, 2020 (47 days). He announced that there is also a specific page on the CAMPO website dedicated to Bonus Allocation.

He stated that outreach mechanisms to the public included website homepage & project page, social media through Twitter, Facebook and Instagram, and email to CAMPO's General Updates distribution list.

Chair Hutchinson praised the CAMPO staff for their work with the Bonus Allocation funds. Chair Hutchinson opened the Public Hearing. As there were no members of the public who wished to speak, Chair Hutchinson closed Public Hearings.

A motion was made by Board Member William Allen, III, seconded by Board Member John Byrne, that this item be approved. The motion carried by a unanimous vote.

6.2 NC 540 Bonus Allocation Programming

Alex Rickard /MPO Staff

Requested Action: Conduct public hearing. Approve the prioritized list of projects for programming with the NC 540 bonus allocation funds.

Attachments: [BA Programing Recommendation](#)
[Staff Report](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard briefly reiterated the two ways to generate Bonus Allocation, which are toll roads and local government contribution towards a roadway project. He stated that the purpose of the presentation today would focus on the Highway Tolling of NC 540 and that the same programming limitations apply. He stated that the NC 540 project was originally estimated to provide approximately \$200 million dollars of bonus allocation funds. Despite the fact this project contained multiple MTP and TIP projects, it was decided by NCDOT that for the purpose of Bonus Allocation funding the NC 540 Corridor would be considered to be one project, and thus was capped at \$100 million dollars, half of the originally planned \$200 million dollars.

Mr. Rickard provided information for funding caps for both the Regional Impact and Division Needs tiers. He reminded everyone that the NC 540 project incorporates R-2721: NC 540 from NC 55 to US 401, and R-2828: NC 540 from US 401 to I-40. He stated that the Regional impact cap actually exceeds the \$100 million dollars, so it would be possible to spend all of the \$100 million on Regional impact projects. At the Division need level, which is all of the secondary roads, the cap is approximately \$45 million dollars. These caps are set by STI law. Mr. Rickard stated that the \$100 million dollars of Bonus Allocation must be programmed between 2021-2025.

Mr. Rickard expressed that the same four guiding principles mentioned in the previous presentation apply here. Based on the adopted guiding principles and the programming caps established in the STI law, the following programming targets are recommended:

- Regional Impact: \$45 million*
- Division Needs: \$45 million*
- Contingency/Project Costs Overruns: \$10 million*

He stated that these funds could also be used as non-federal match for LAPP funds to cover additional project costs if needed.

Mr. Rickard reviewed Regional Impact projects that were considered under the Bonus Allocation methodology, and stated that two projects, US 401 Superstreet (A644 2035) from Lake Wheeler to Hilltop Needmore and NC 55 & Technology Drive Grade Separation (A98c 2045) were the top two candidates and have had programming funds proposed. Mr. Rickard explained that if the first two projects have funds remaining, CAMPO will seek Executive Board guidance on how to spend the remaining funds, and the other listed projects could be considered.

Mr. Rickard presented information for Division Needs tier projects with regards to recommendations for prioritization of intersection improvement projects. He explained it is more cost efficient as well as effective for travel time savings to take the \$45 million dollars and disperse across many small intersection projects rather than spend the majority of the Division Needs funding on widening a single corridor. He reminded all that

the list has been posted to the CAMPO website, was in their agenda packets, and had been presented to the TCC in March 2020.

Mr. Rickard disclosed that the NC 540 Bonus Allocation Prioritization and Programming has gone to the MTP/TIP Subcommittee meetings for several months, including the dates of:

- 2019: April 16 & 30, Oct 8 & 22, Dec 12*
- 2020: January 21*

Mr. Rickard expressed that the MPO's adopted Public Participation Plan requires a 30-day minimum public comment period. The required comment period of March 12- April 12, 2020 was extended to actual public comment period of March 5 through April 13, 2020 (40 days). He reminded all that there is also a specific page on the CAMPO website dedicated to Bonus Allocation.

He stated that outreach mechanisms to the public included website homepage & project page, social media through Twitter, Facebook and Instagram, and email to CAMPO's General Updates distribution list.

Mr. Rickard concluded by sharing Next Steps for Programming, which include:

Regional Impact:

- Staff to coordinate with Division 5 and STIP Unit on programming for TIP Projects (US 401/Hilltop Needmore and NC 55/Technology Dr.).*

Division Needs:

- Staff to coordinate with NCDOT and municipalities on programming for intersection projects.*

Mr. Rickard stated that any necessary TIP amendments will come to Executive Board for action.

Chair Hutchinson opened the Public Hearing. As there were no members of the public who wished to speak, Chair Hutchinson closed Public Hearings.

A motion was made by Board Member John Byrne, seconded by Board Member Ronnie Currin, that this item be approved. The motion carried by a unanimous vote.

6.3

Prioritization 6.0 Modal Candidate Project Lists

Alex Rickard, MPO Staff

Requested Action: Conduct public hearing. Consider approval of draft lists for submission and direct staff to maximize coordination with Division Engineers which may result in alternate projects being submitted with Chair approval.

Attachments: [P6_candidatesv3](#)
[Staff Report](#)
[Public Comments for Exec Board UPDATE 04.15.2020](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard reviewed the three action items for MPOs in NCDOT's prioritization process:

2023-2032 TIP/STIP Development

SPOT Actions - MPOs

1. *Select Projects to Submit for Scoring (44 projects per mode)*
2. *Assign Local Input points (approximately 12 months later)*
Regional Impact Points (2500 pts)
Division Needs Points (2500 pts)
3. *Adopt TIP – which sets the funding and the schedule for all of those projects programmed through SPOT funding.*

Mr. Rickard stated that, due to the current COVID-19 crisis, the deadline for project submittal has been recently changed. The original date of May 1, 2020 has now been extended to July 31, 2020, which adjusts every other action item including the development of the next STIP by approximately three months. Prior to this announcement, the SPOT subcommittee had been working towards the May 1, 2020 deadline and met several times, including:

Subcommittee Meetings:

- *April 16th and 30th, October 8th and 22nd, December 10th, 2019*
- *January 21, 2020 – Version 1*
- *March 3, 2020 – Version 2*
- *April 7, 2020 – Version 3*

Mr. Rickard emphasized that the SPOT process is not one single competition. There are approximately 22 different funding competitions within SPOT. Mr. Rickard stated that all the information for the current Version 3 of the project list is in the agenda packet as well as posted on the CAMPO website on the SPOT page. Mr. Rickard presented information regarding the changes from the last list (Version 2) to the current Version 3 and provided a comprehensive list for each mode of transportation.

He provided background on the Aviation project AV-5819 which was submitted in SPOT 4 and was a bundled project of improvements to the Triangle Executive Airport in Franklin County, programmed to go to Right of Way in 2020, with construction in 2021. That project is approximately \$12 million dollars and includes a runway extension from the airport. Recently the FAA has determined it is not justified based on their criteria. NCDOT is proposing to delay this project until 2029. In order not to freeze the \$12 million dollars and delay other projects bundled in this larger one, CAMPO suggests phasing the AV-5819, to allow the non-runway extension projects to move forward and move the runway extension portion to 2029.

*Project List Revisions:**Aviation*

- 3 new projects for Triangle North Executive Airport (non-runway related)
- Airport Rd Relocation & Industrial Area Access: Relocate Airport Rd and associated utilities, purchase ROW, construct access road and apron to accommodate the intended use of the industrial/commercial area
- New Terminal, Landside and Airside Improvements: Construct new airport terminal, landside parking/access and utilities, and airside access (apron, taxilane).
- NAVAID improvements: Relocate the AWOS, replace existing MALSR, upgrade the glideslope.

Bicycle and Pedestrian

- 31 new projects by CAMPO Members during Call for Projects
- 9 additional projects submitted during second Call for Projects
- 4 projects pulled from SPOT 5 bike/ped list
- No changes to list since Version 1, January 21st

*Rail**Removed*

- R150269 Jones Franklin Road extension grade separation (requested by City of Raleigh)
- R171628 Passenger Service from Raleigh to Wilmington – FAMPO will submit
- R171627 Rail improvements from Fayetteville to Raleigh – FAMPO will submit

Additions

- Southwest Cary Parkway grade separation
- East Whitaker Mill Rd grade separation
- Extension of Piedmont Service along S-line to Franklinton
- New Passenger Service along S-line from Sanford to Franklinton

*Roadway - Corridors**Removed*

- I-40 Managed Lanes projects (3)
- US 70 Bus: US 401 to I-40 widening
- H150718-A NC 55 Bypass: South Main to Dickens Rd widening
- H111019-A NC 50: Rand Road to NC 540 widening
- NC 55: Morrisville Carpenter Rd to NC 540 widening
- NC 55: NC 540 to Kit Creek Rd widening
- NC 50 (Creedmoor Rd) Glenwood Ave to Strickland Rd widening
- New Hill Olive Chapel Rd (future NC 751) widening
- Ten Ten Rd (SR 1010): Kildaire Farm Rd to Holly Springs Rd widening
- Rolesville Road modernization
- Rawls Church Road modernization

*Roadway- Interchanges and Intersections**Removed*

- Penny Rd / Olde South Rd
- US 1 (Capital Blvd) / Old Wake Forest Rd
- US 1 (Capital Blvd) / Sumner Blvd
- US 1 (Capital Blvd) / Calvary Dr
- US 1 (Capital Blvd) / Old Buffalo Rd
- US 1 (Capital Blvd) / Trawick Rd
- US 401 / Hilltop Needmore Rd

- NC 55 / Technology Dr – Williams St
- NC 55 BUS (North Main St) / Sunset Lake Rd

Alternates

- US 1 (Capital Blvd) / Spring Forest Rd
- NC 54 / Airport Blvd
- NC 50 / Rand Rd
- NC 55 (N Raleigh St) / NC 210

*Roadway – Operational Improvements (OI) & Intelligent Transportation Systems (ITS)**Removed*

- US 64 Managed Freeway – combined w/ NC-540 & NC-147 project
- I-87 Managed Freeway: I-540 to US64/264 split

Alternates

- NC-540 & NC 147 & US 64 Managed Freeway
- NC-540 Managed Freeway: US 1 to I-40/Clayton Bypass

*Transit**Removed*

- BRT 140: BRT service from RTP to downtown Raleigh then split to North Hills and Triangle Town Center
- BRT 180: BRT service from Clayton to downtown Raleigh then split to North Hills and Triangle Town Center

Mr. Rickard asked for flexibility regarding these lists, so Alternate projects may be incorporated when appropriate.

Member Bob Matheny asked for further clarification regarding the status of the Triangle Executive Airport project. Mr. Rickard commented that CAMPO has requested NCDOT to phase the project so that the nonrunway elements could move forward while the runway portion was delayed until 2029. In the event NCDOT was unable or unwilling to phase the project, Mr. Rickard added the nonrunway elements to the aviation project list so that they would compete without the runway element for funding in SPOT 6.

Member Will Allen III commented that many of the listed rail projects would be beneficial for both freight and commuter rail projects and expressed appreciation for those on the H-line between Wake and Durham counties.

Mr. Rickard reiterated that the MPO's adopted Public Participation Plan requires a 30-day minimum public comment period. The required comment period of March 12-April 12, 2020 was extended to actual public comment period of February 25 through April 12, 2020 (47 days). He announced that there is also a specific page on the CAMPO website dedicated to SPOT and included all versions of the project lists.

He stated that outreach mechanisms to the public included website homepage & project page, social media through Twitter, Facebook and Instagram, and email to CAMPO's General Updates distribution list.

He stated that Next Steps include the adjusted schedules of CAMPO submittal of projects in SPOT Online by July 31, 2020 and Alternate Criteria Weights due by October 23, 2020. He said that staff will continue to work with Division staff to update project lists and coordinate to maximize number of CAMPO submittals. He reiterated that the Executive Board will be asked to provide staff flexibility to continue modifying list through

coordination with Division Engineers up to the submittal deadline with final Chair approval. He stated that it was at the Executive Board's discretion to approve the lists today or table it for another date.

Chair Hutchinson opened the Public Hearing. As there were no members of the public who wished to speak, Chair Hutchinson closed the public hearing.

A motion was made by Board Member William Allen, III, seconded by Board Member Mary-Ann Baldwin, that this item be approved. The motion carried by a unanimous vote.

End of Public Hearings

7. Informational Item: Budget

This was received as information.

7.1 Member Shares FY 2020 Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 20 Projected Member Dues QTR 3](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

7.2 Operating Budget - FY 2020 Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 20 Projected Budget QTR 3](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

8. Informational Item: Project Updates

8.1 Executive Board April Project Updates

Requested Action: Receive as information

Attachments: [Executive Board April Project Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

9. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina reminded everyone that the NCAMPO conference originally scheduled for April has now been rescheduled for July 21-24. He stated that although registrations would automatically be carried over, hotel reservations would need to be rebooked by individuals.

He said that, although most of the CAMPO staff is currently teleworking due to the COVID-19 issue, CAMPO continues to operate normally and staff can be reached by phone or email. He praised the success of the Webex meetings to date.

TCC Chair - no report.

NCDOT Transportation Planning Division - no report.

NCDOT Division 4 -absent.

NCDOT Division 5 - Mr. Joey Hopkins provided financial impact information. He stated:

-Traffic volume has been reduced by 30-50% on some roads, and the Triangle Expressway volume are reportedly down by 50-60%.

-Vehicle sales, both new and used are down.

-Fiscal impact to NCDOT budget for FY2020 is estimated at \$200 million dollars, which is 6-10% of the total budget. FY2021 may be 7-11% impact. They are uncertain as to the magnitude of what the total impact or the length or recovery time will be in terms of the budget.

-All active projects are continuing to date. If contractors need to slow down due to social distancing guidelines or delay due to COVID-19 related issues they will not be penalized.

-NCDOT offices are operating with limited staffing and limited access to their facilities. The best option for contact will be via email. They also have phone access, but may be a slower response than usual.

-Operations such as Mowing and Litter will be impacted and reduced due to budget restrictions.

-Due to financial impacts and the legal requirement to keep a 7.5% reserve balance on the books, many projects will likely be delayed in the the short term. Unless a project has bond funding attached to it, expect delays.

-One positive is that some projects which require lane closures may be completed faster than anticipated due to reduced traffic flow, weather permitting. For example, in a couple of weeks the ramps at Aviation parkway will be closed at I-40 due to lower volumes with minimal impact, and will save a month's time on that contract.

NCDOT Division 6 - no report.

NCDOT Rail Division - absent.

NC Turnpike Authority - absent.

