



NC Capital Area **Metropolitan Planning Organization**

***WELCOME!***

*Today's Executive Board meeting is being held online.  
The meeting will begin shortly.*

***Please be prepared to mute your audio following roll call.***

**Call In: 650-479-3208   Meeting Code: 474 734 329   Meeting Password: MEET**

**PUBLIC COMMENTS SPEAKER SIGN UP SHEET:**

**<https://docs.google.com/spreadsheets/d/1-dyqYyM9wwBbfTZdsAVpRjtGw7co8msbyBPxkOvRHYA/edit?usp=sharing>**

**Download Presentation Slides: <https://campo.legistar.com/Calendar.aspx>**



NC Capital Area **Metropolitan Planning Organization**

# Executive Board Meeting

September 16, 2020

4:00 P.M.

# Roll Call - Attendance

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Board of  
Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NC Board of Transportation

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

1. Welcome and Introductions  
*Roll Call of Voting Members & Alternates*
2. Adjustments to the Agenda
3. 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.*

## 4. Public Comments

*This is an opportunity for comments by those in attendance. Please limit comments to three minutes for each speaker.*

## 5. Consent Agenda

## 5. Consent Agenda

### 5. 1 Executive Board August 2020 Meeting Minutes Draft

Requested Action: Consider approval of the July 2020 Meeting Minutes

### 5. 2 SPOT 6 Project Modifications

Requested Action: Receive as information

### 5. 3 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Management Plan Update

Requested Action: Endorse the updated GoRaleigh 5310 Program Management Plan

### 5. 4 Transit Asset Management Performance Measures & Targets for State of Good Repair

Requested Action: Approve the recommended 2021 Performance Measures and  
Targets for Transit Asset Management and State of Good Repair and resolution of adoption.

# Roll Call – Consent Agenda

Town of Angier

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Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

## 6. Public Hearing

## 6.1 FY2020-2029 Transportation Improvement Program Amendment #2

CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment will also include changes from the updated Wake Transit Work Plan.

The FY2020-2029 TIP Amendment #2 will be posted for public comment from August 14 to **September 25, 2020\*** and a public hearing is scheduled for today's Executive Board meeting. Adoption will be considered at the October 21 Executive Board Meeting.

*\*Later additions of Bonus Allocation and Wake Transit BRT projects have extended the original 30-day public comment period.*

## 6.1 FY2020-2029 Transportation Improvement Program Amendment #2

**Requested Action:**  
**Conduct a Public Hearing.**

# End of Public Hearing

## 7.1 RTA Fast Study

# FAST

*Freeway And Street-based Transit network*



## Preliminary Study Findings

Joe Milazzo II, RTA  
Sept. 16, 2020



# Freeway And Street-based Transit network study

**PURPOSE:** Advance ideas for improving, accelerating regional connectivity

# Freeway And Street-based Transit network study

**PURPOSE:** Advance ideas for improving, accelerating regional connectivity

**PARTNERSHIP:** RTA business coalition, GoTriangle, and NCDOT

# Freeway And Street-based Transit network study

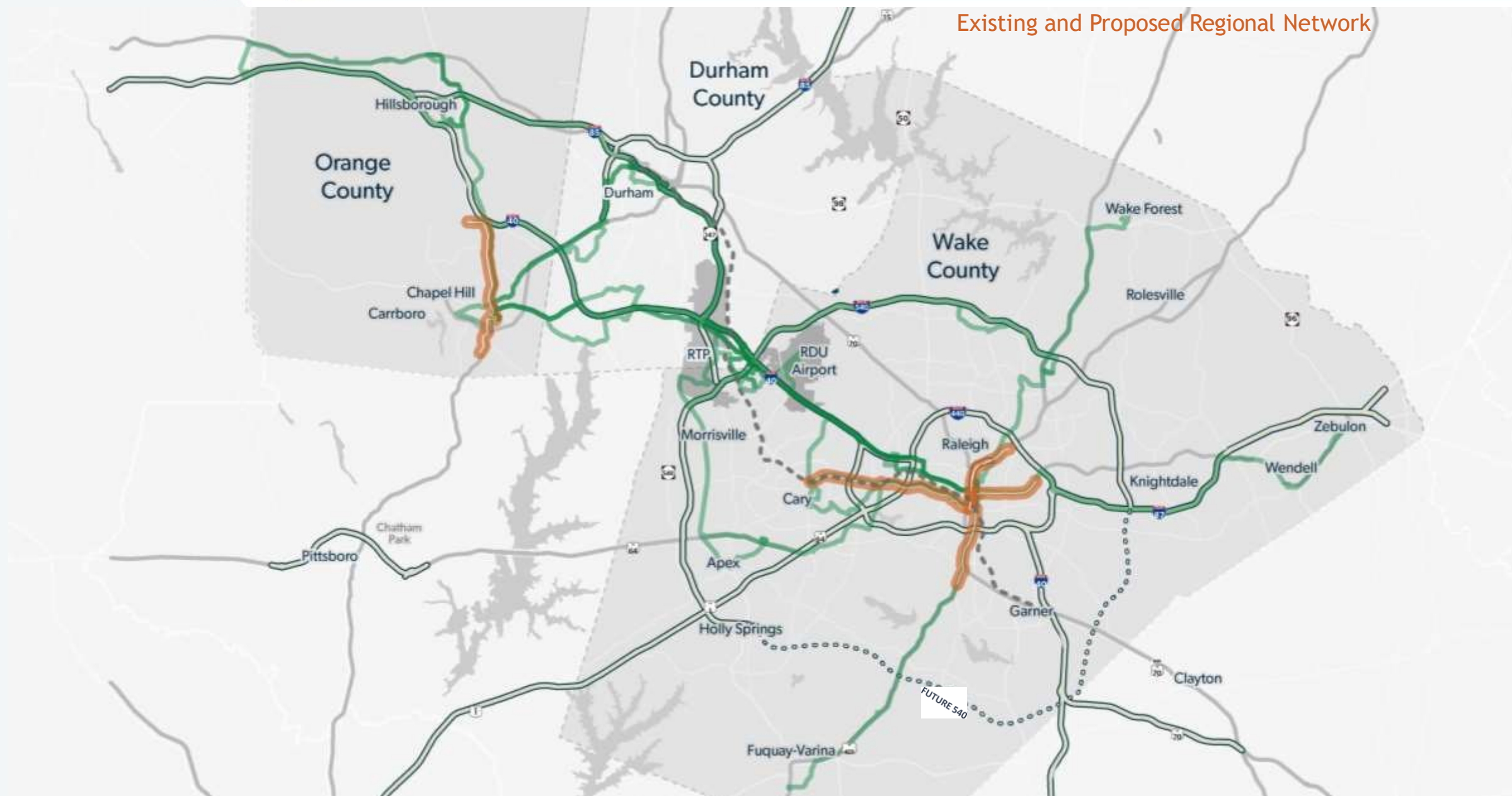
**PURPOSE:** Advance ideas for improving, accelerating regional connectivity

**PARTNERSHIP:** RTA business coalition, GoTriangle, and NCDOT

**POTENTIAL:** Encourage a “FAST” mindset – quick, low-cost, scalable

## Goals of a regional FAST network

- **Leverage roadway system** to create multimodal freeways and streets
- **Incorporate and extend 5 approved BRT corridors**, link to commuter rail
- Quickly create a viable, illustrative enhanced regional transit network
- Serve as template for other initiatives in North Carolina



The background features a dark teal color with large, diagonal, overlapping geometric shapes in a bright yellow-green. A white line with small yellow dots at the intersections runs diagonally across the center. The word "FAST" is written in a large, bold, white sans-serif font on the left side.

# **FAST**

*Freeway And Street-based Transit network*

Study Methodology

## Mobility Criteria

### Travel Demand

- Traffic Volume
- Transit Ridership

### Transit Performance

- Service Frequency
- Bus Speed

### Traffic Performance

- Traffic Delay
- Volume/Capacity

### Context

- Land Use Density
- Intersection Density

## Accessibility Criteria

### Access Equity

- Job Access

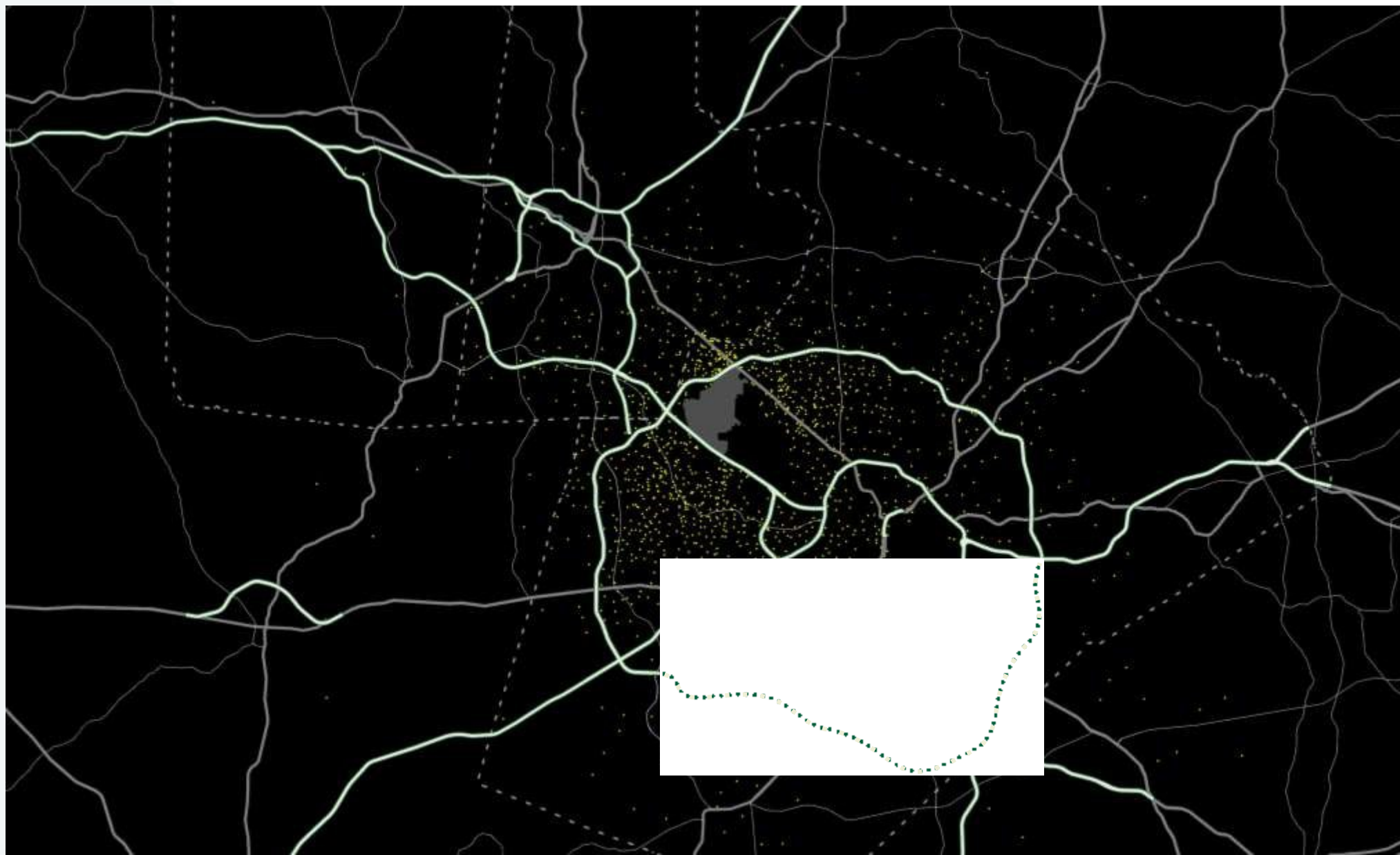
### Planned Projects

- STIP Review

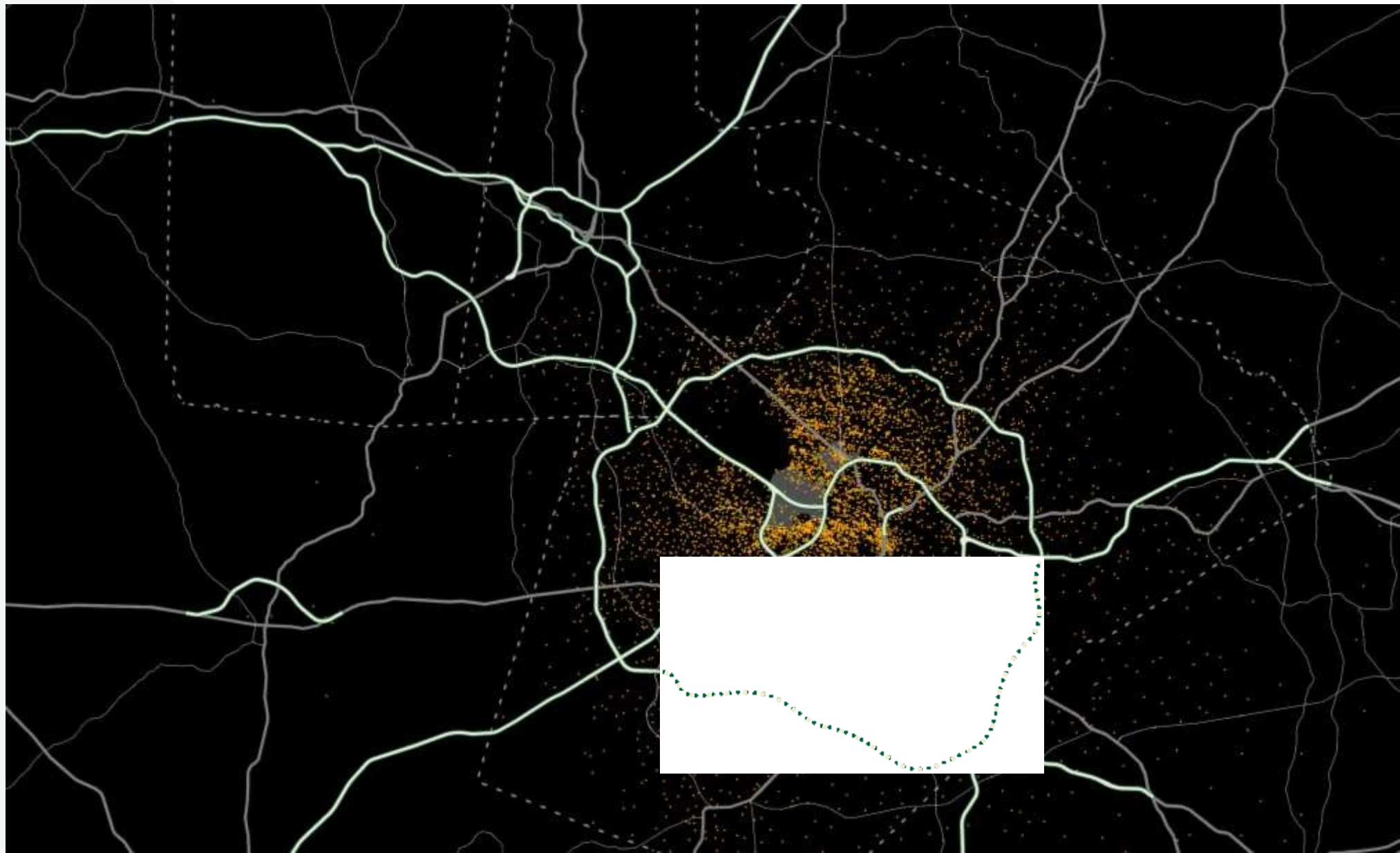
### Missing Links

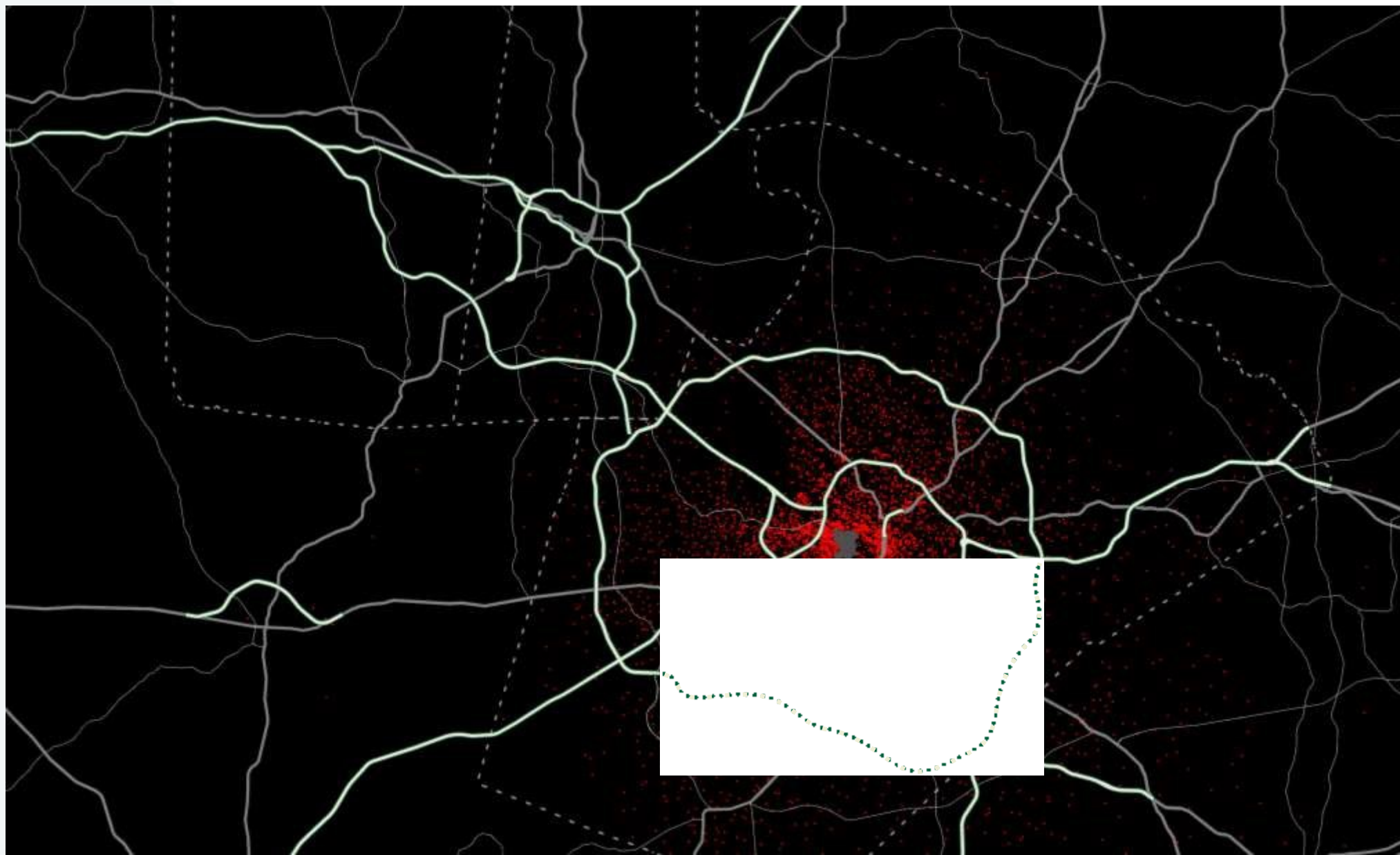
- Unserved Areas

2030 Trip Origins to RDU

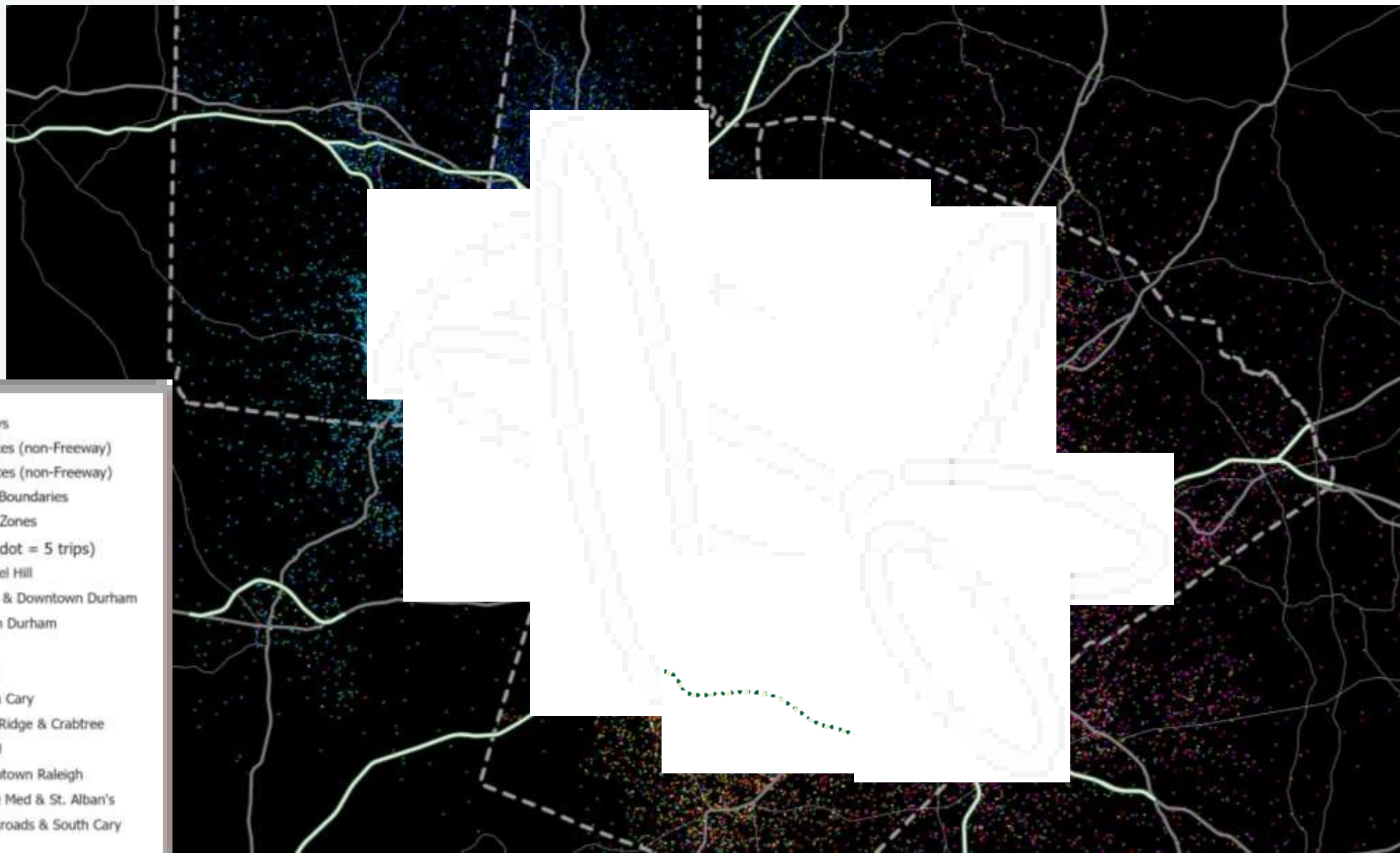


2030 Trip Origins to Blue Ridge/Crabtree





## 2030 Trip Origins to All Zones



- Freeways
  - US Routes (non-Freeway)
  - NC Routes (non-Freeway)
  - - - County Boundaries
  - Activity Zones
- Trip Origins (1 dot = 5 trips)
- to Chapel Hill
  - to Duke & Downtown Durham
  - to South Durham
  - to RTP
  - to RDU
  - to North Cary
  - to Blue Ridge & Crabtree
  - to NCSU
  - to Downtown Raleigh
  - to Wake Med & St. Alban's
  - to Crossroads & South Cary

The background features a dark teal color with large, diagonal, overlapping geometric shapes in a light yellow-green hue. A series of thin white lines with small yellow circular nodes at the intersections forms a network pattern across the image. The word "FAST" is prominently displayed in a large, bold, white sans-serif font on the left side.

# FAST

*Freeway And Street-based Transit network*

Low-cost transit advantages

## Freeway low-cost transit advantages



Source: SounderBruce

On-ramp signal bypass



Bus On Shoulder System (BOSS)



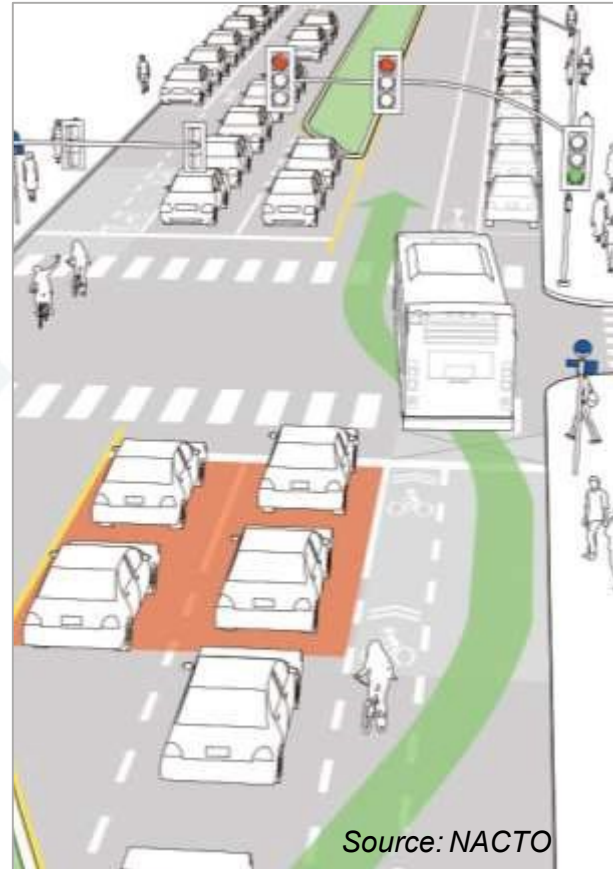
Source: Bing Maps

Yield-to-Bus

# Street low-cost transit advantages



● Transit Signal Priority



● Queue Jump Lanes



● RED Lanes

## Stop low-cost transit advantages



Source: Metropolitan Council

● Level Boarding



Source: KCATA

● Enhanced Bus Stop



Source: Oran Viriyincy

● "Floating" Bus Stop

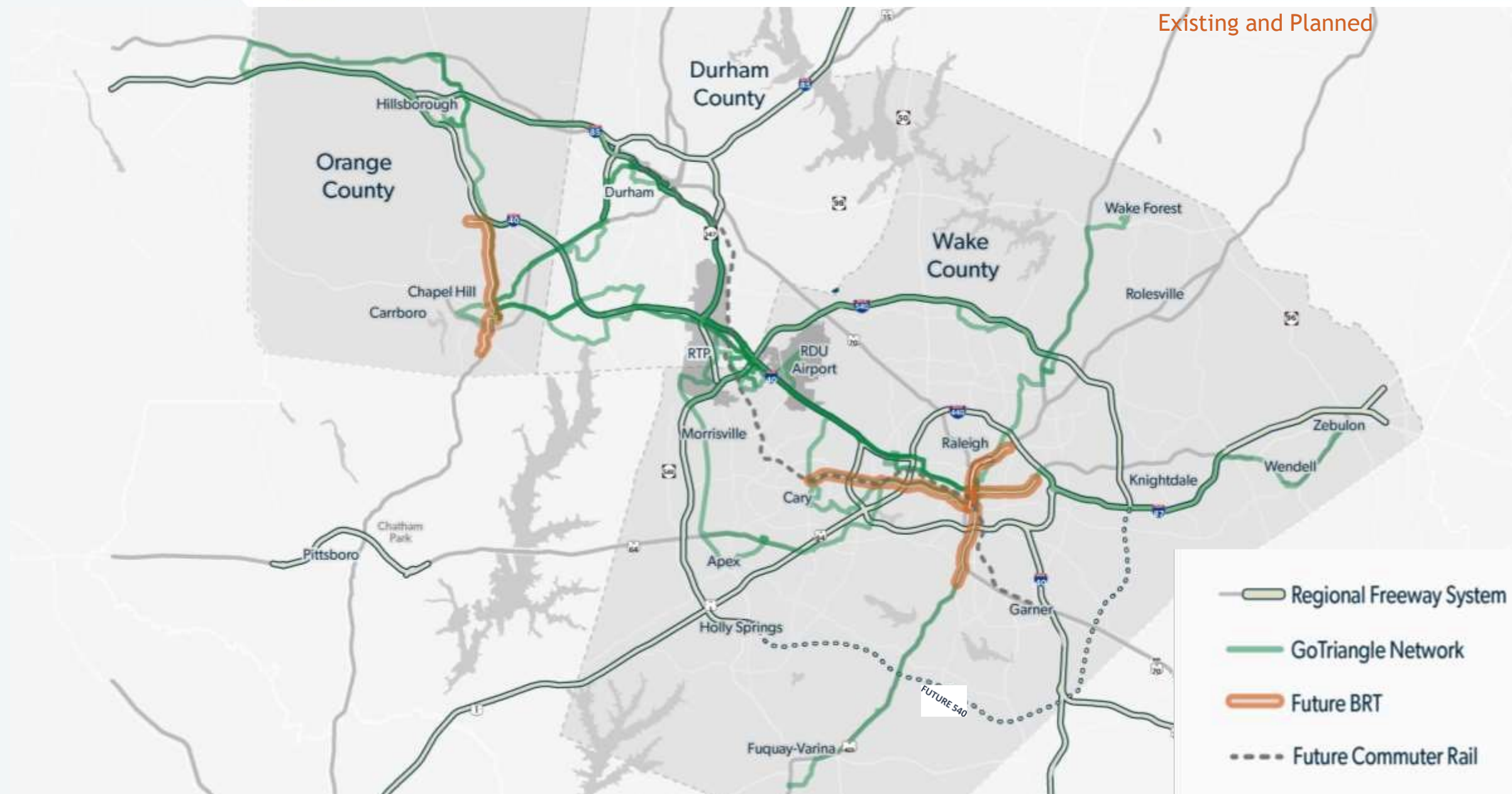
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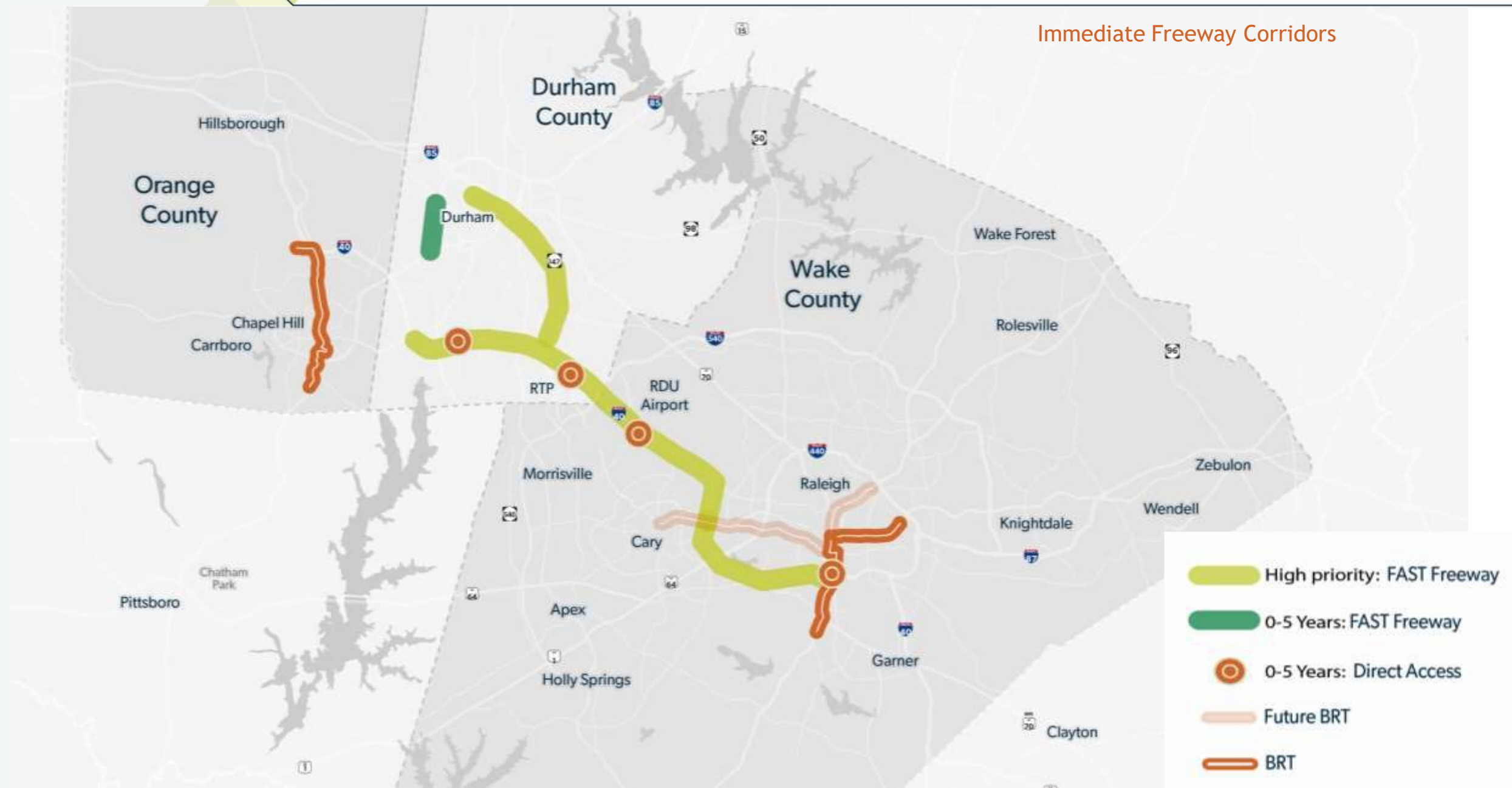
# FAST

*Freeway And Street-based Transit network*

Proposed 2025 FAST network

Existing and Planned





Immediate Freeway Corridors

**South Durham**



Direct Pedestrian Access

**US 15/501**



Bus On Shoulder System

**I-40 & NC 147**



Bus On Shoulder Expansion



Increased Service Frequency & Span

**RTP/Davis Drive**



Direct Access Ramps

**RDU**



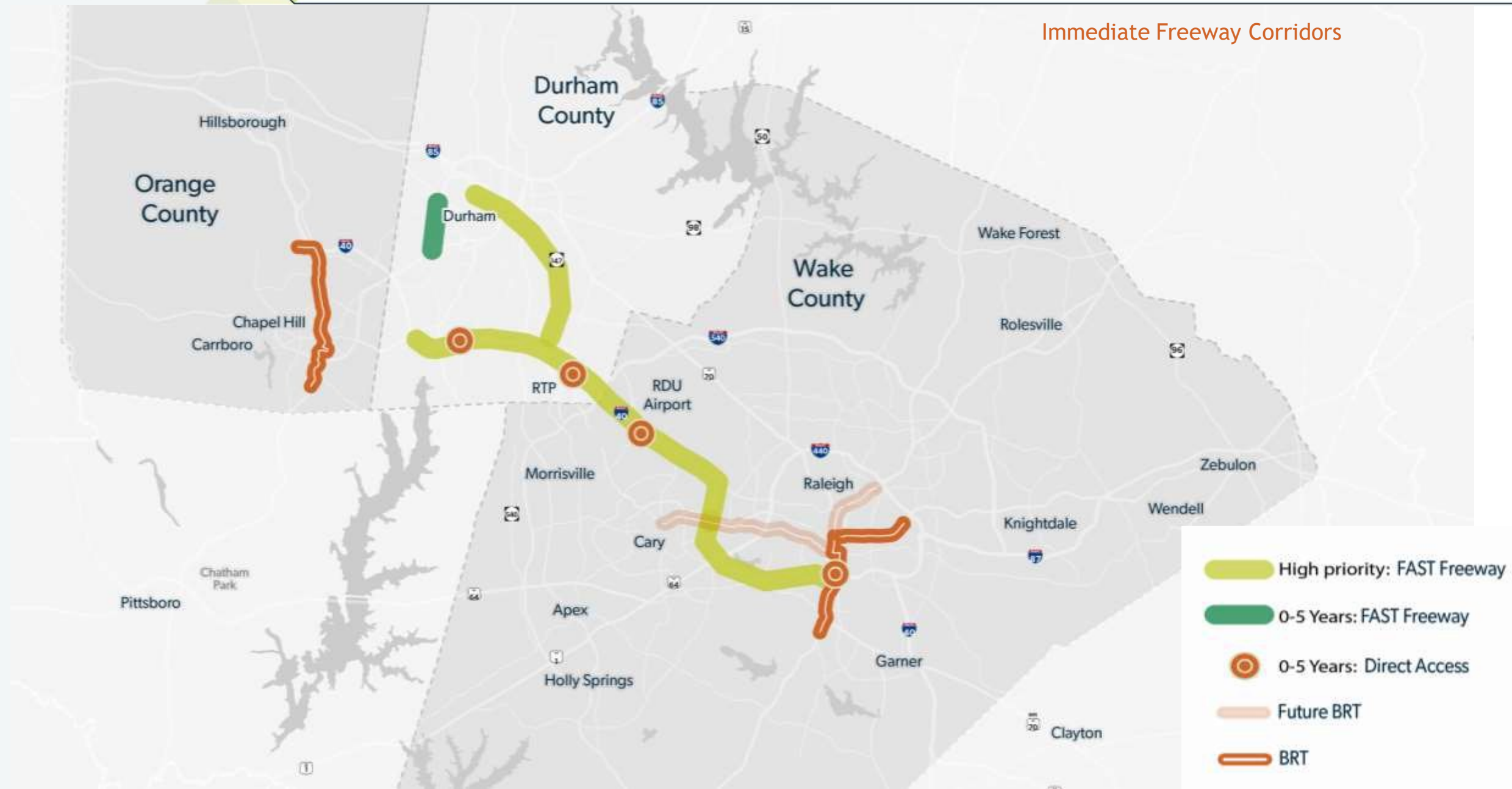
Direct Access Ramps

**Wilmington St**

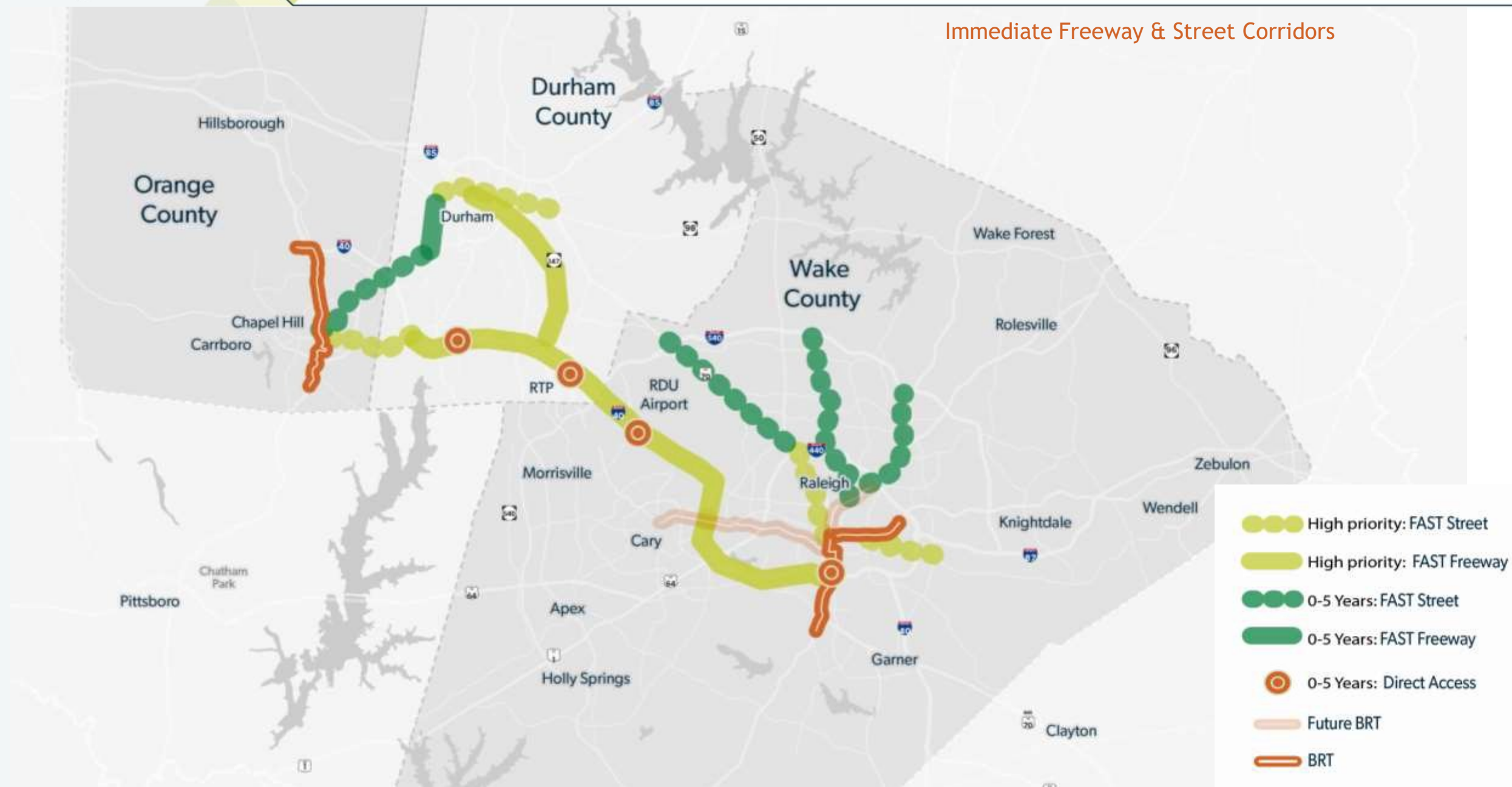


Direct Access Ramps





Immediate Freeway & Street Corridors





## Freeway & Street Corridors

### US 15/501

- Traffic Signal Priority
- Queue Jump Lanes
- Enhanced Access/Stops/Boarding

### Holloway/Main/Erwin

- Traffic Signal Priority
- Queue Jump Lanes
- Enhanced Access/Stops/Boarding
- Floating Bus Stops

### Six Forks Rd

- Traffic Signal Priority
- Queue Jump Lanes
- Enhanced Access/Stops/Boarding
- RED Bus Lanes (portion)

### Capital Blvd

- Traffic Signal Priority
- Queue Jump Lanes
- Future Through Lanes

### NC 54/Raleigh Rd

- Traffic Signal Priority
- Queue Jump Lanes
- Enhanced Access/Stops/Boarding
- RED Bus Lanes (portions)

### Glenwood Ave (west of I-440)

- Traffic Signal Priority
- Queue Jump Lanes
- Enhanced Access/Stops/Boarding

### Glenwood Ave (east of I-440)

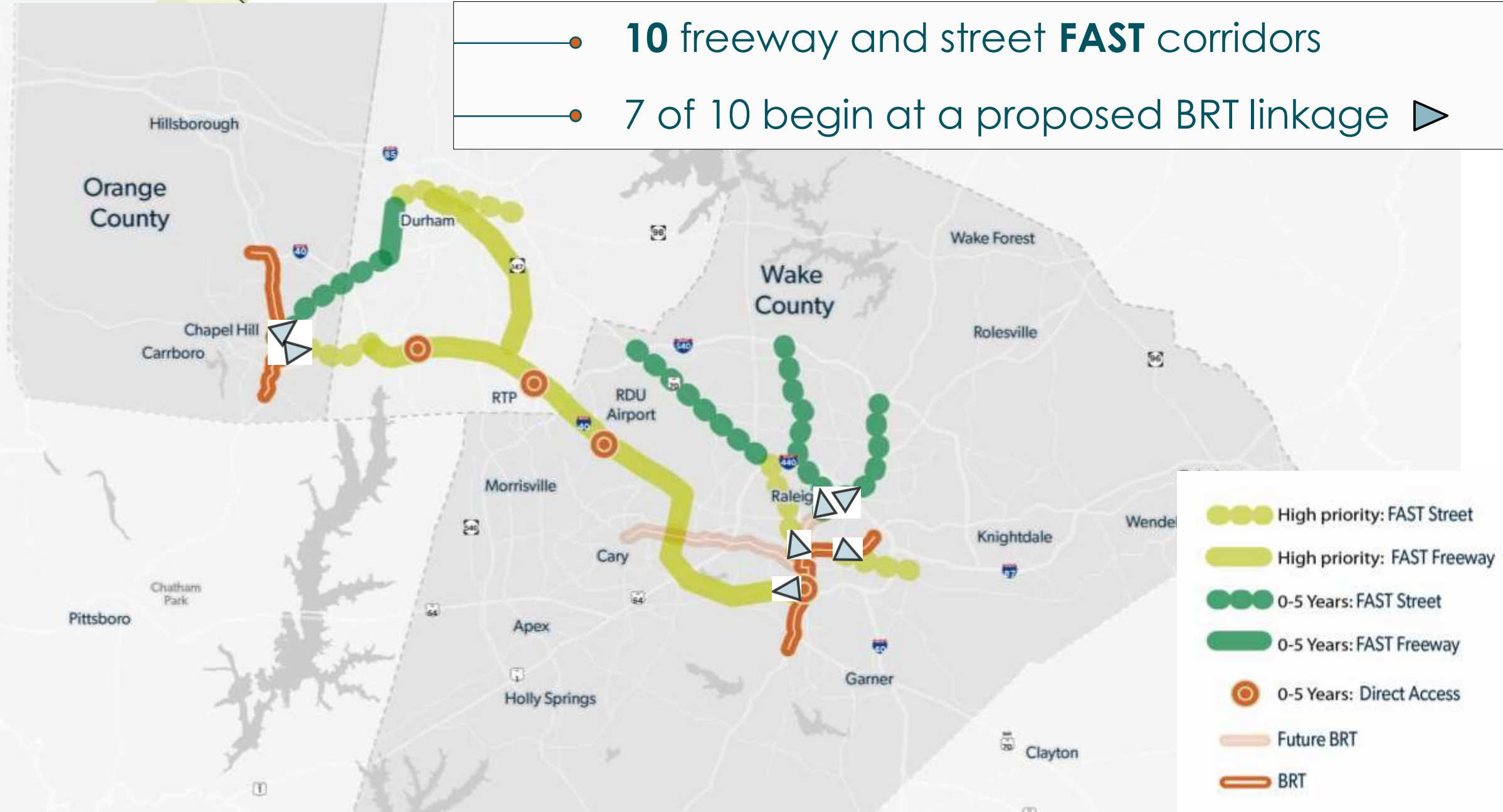
- Traffic Signal Priority
- Enhanced Access/Stops/Boarding
- RED Bus Lanes (portions)

### Poole Road

- Traffic Signal Priority
- Queue Jump Lanes
- Enhanced Access/Stops/Boarding
- Floating Bus Stops

## Preliminary Findings

- 10 freeway and street **FAST** corridors
- 7 of 10 begin at a proposed BRT linkage ►



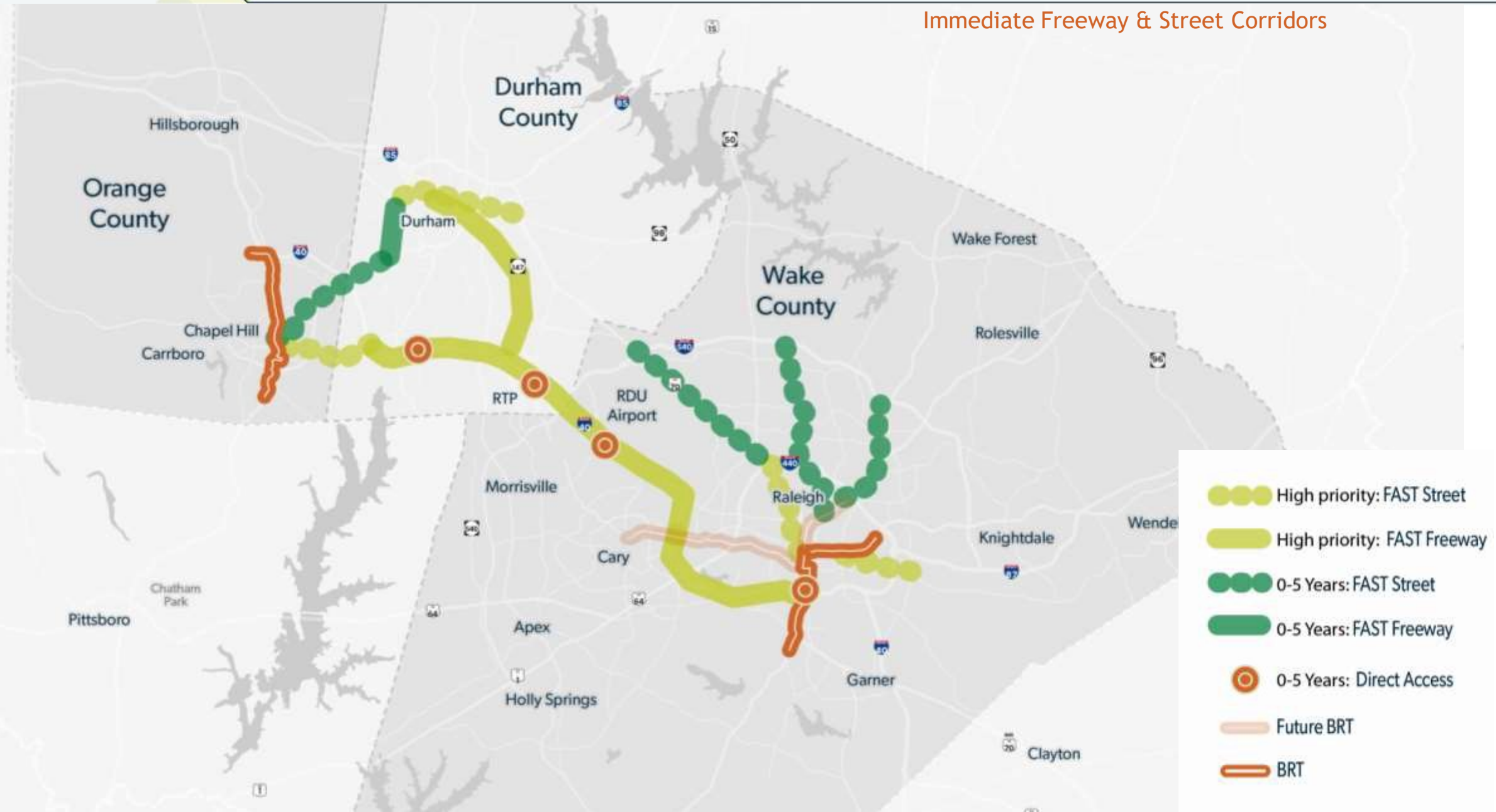
The background features a dark teal color with a large, stylized 'X' shape formed by two overlapping translucent yellow-green triangles. A white line with small yellow circular nodes runs diagonally from the bottom-left towards the top-right, passing through the center of the 'X'.

# **FAST**

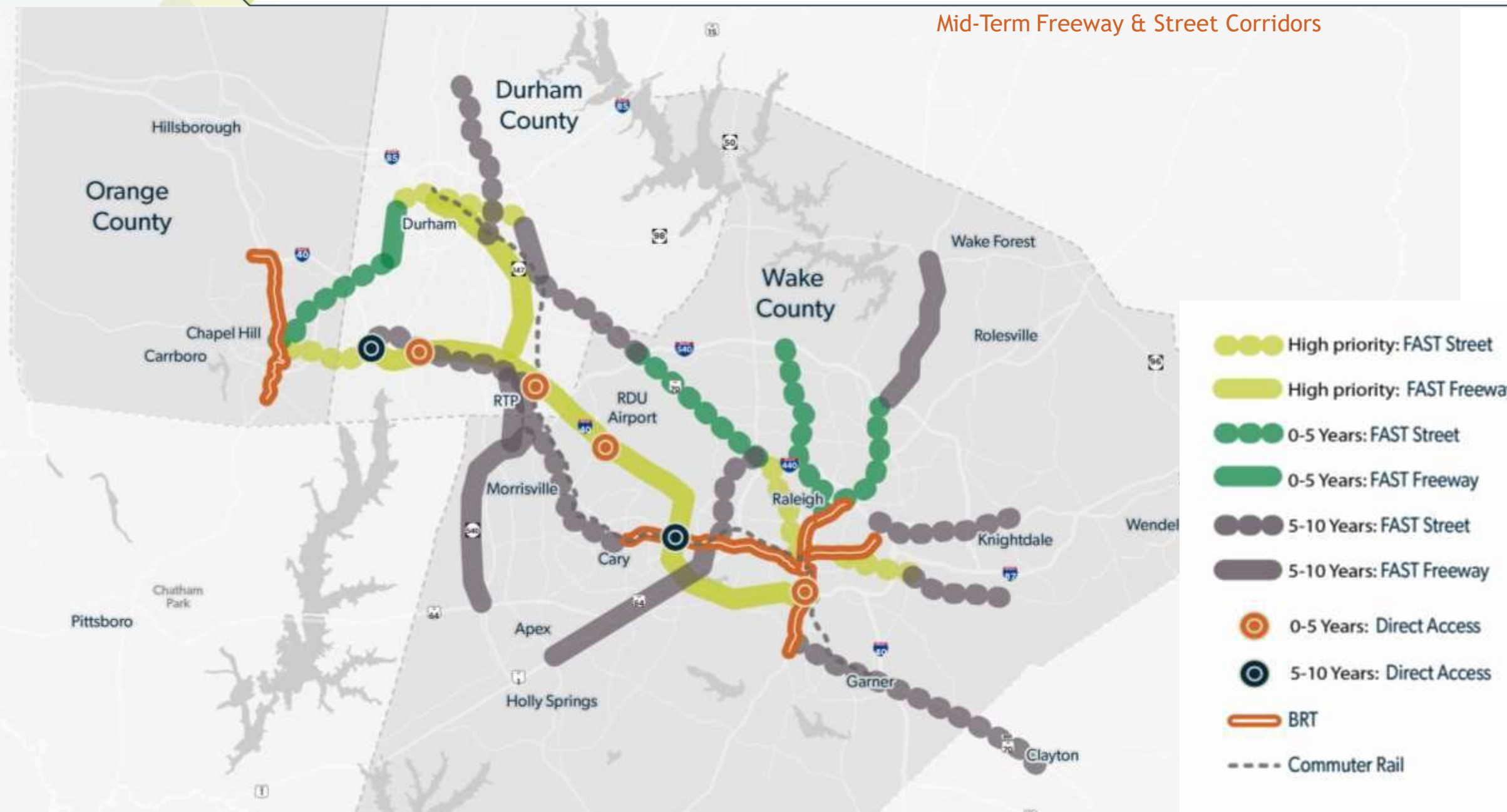
*Freeway And Street-based Transit network*

Example future FAST corridors

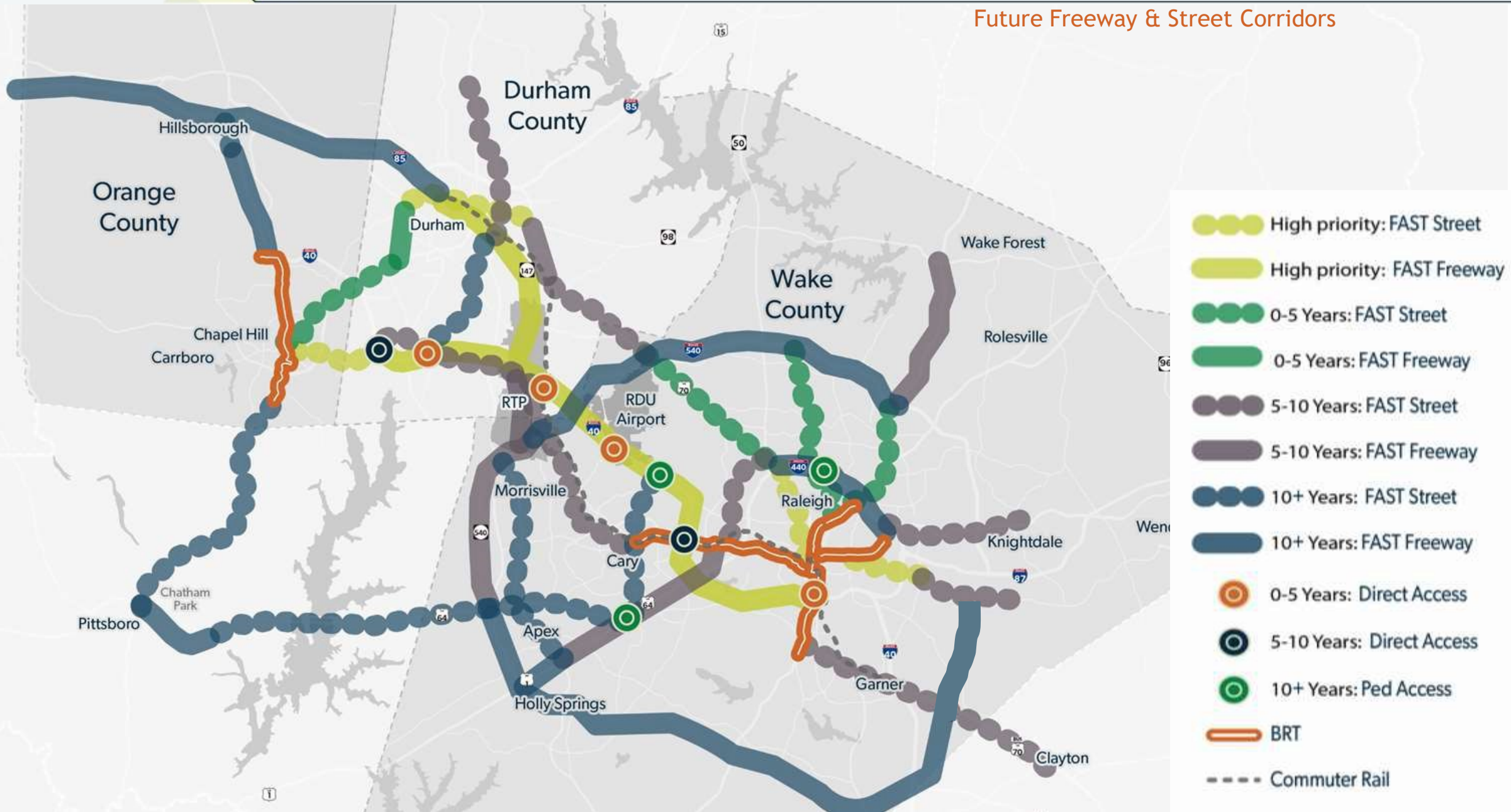
Immediate Freeway & Street Corridors



Mid-Term Freeway & Street Corridors



Future Freeway & Street Corridors



## Enhanced freeway transit advantages



Direct access ramp



Transit priority shoulder



Freeway transit station



# ***FAST***

*Freeway And Street-based Transit network*

Next Steps

## Next Steps

- Review ongoing/upcoming highway projects for potential transit advantage incorporation opportunities
- Develop implementation playbook for several illustrative examples
  - High priority projects
  - 0-5 year projects
  - “Deeper dive” on NC 147 (Durham Co.), US 70 in West Raleigh (Wake Co.)
- Study ends in Fall 2020

# Freeway And Street-based Transit network study

**PURPOSE:** Advance ideas for improving, accelerating regional connectivity

**PARTNERSHIP:** RTA business coalition, GoTriangle, and NCDOT

**POTENTIAL:** Encourage a “FAST” mindset – quick, low-cost, scalable

# FAST

*Freeway And Street-based Transit network*



## Preliminary Study Findings

Joe Milazzo II, RTA  
Sept. 16, 2020



## 7.1 RTA Fast Study

Requested Action:  
Receive as information.

## 7.2 Complete 540 Update

# CAMPO Complete 540 Update

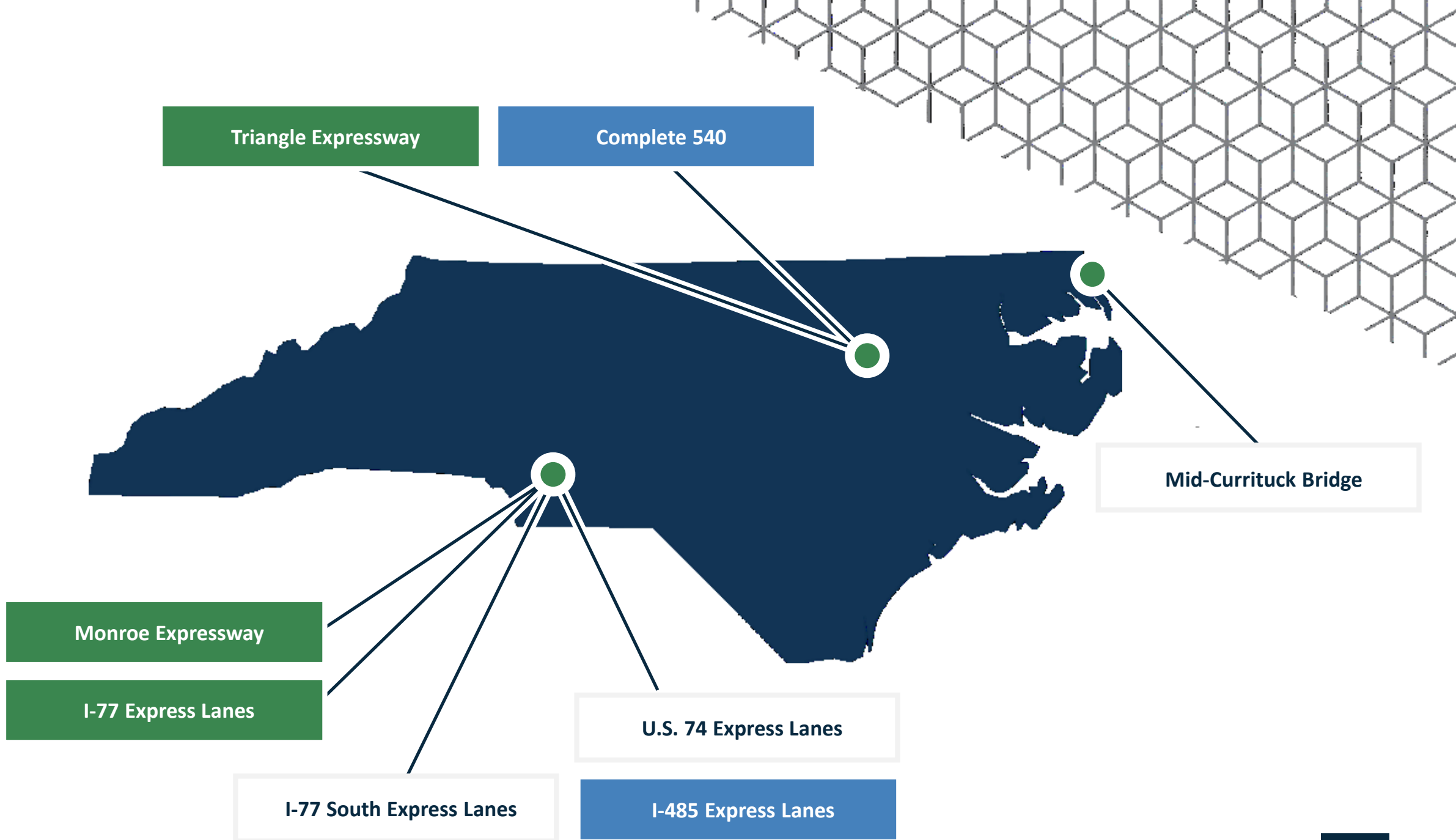
Dennis Jernigan, P.E., Rodger Rochelle, P.E. & David Roy

September 16, 2020



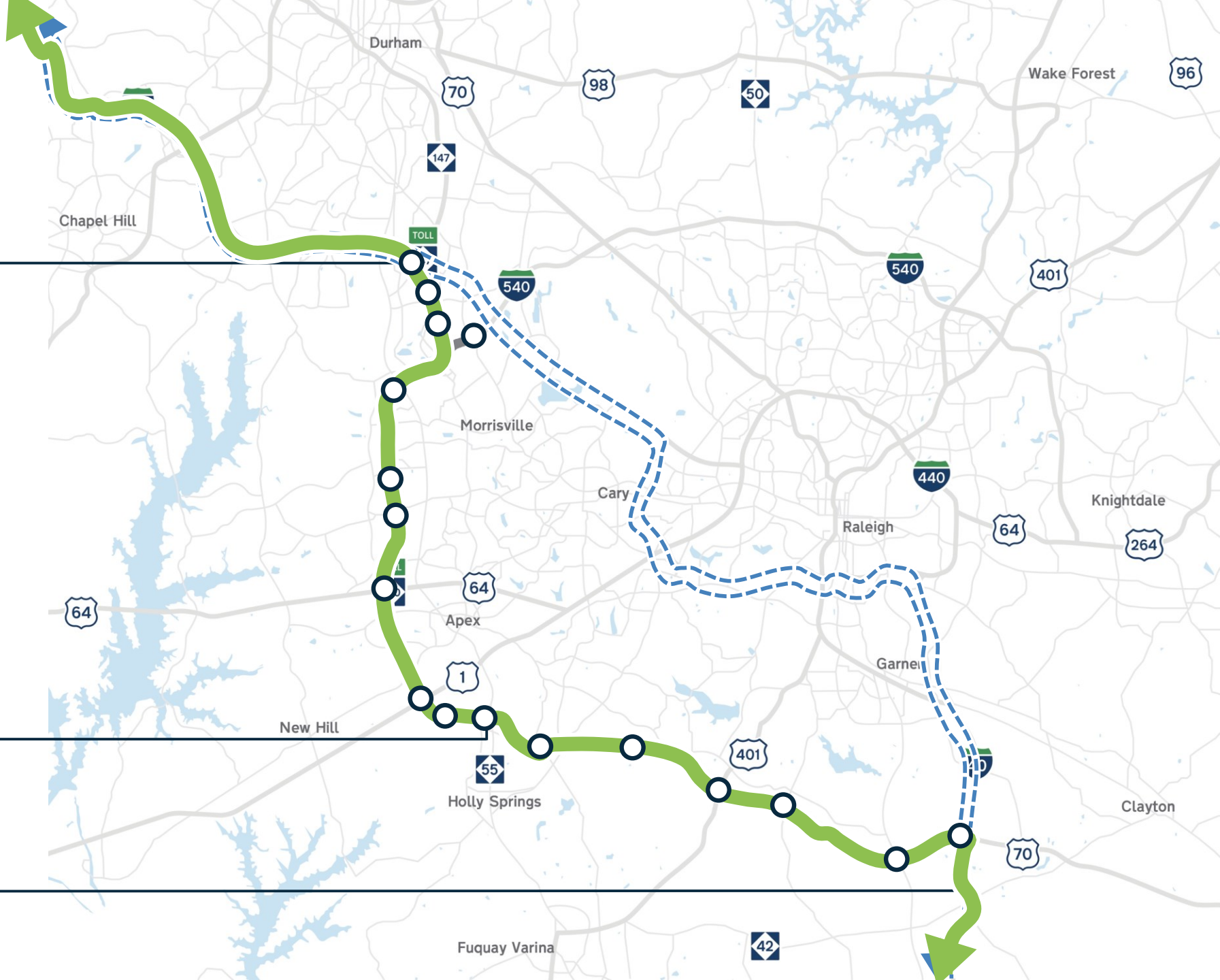
# Complete 540 Phase I

Dennis Jernigan, P.E.  
Director of Highway Operations



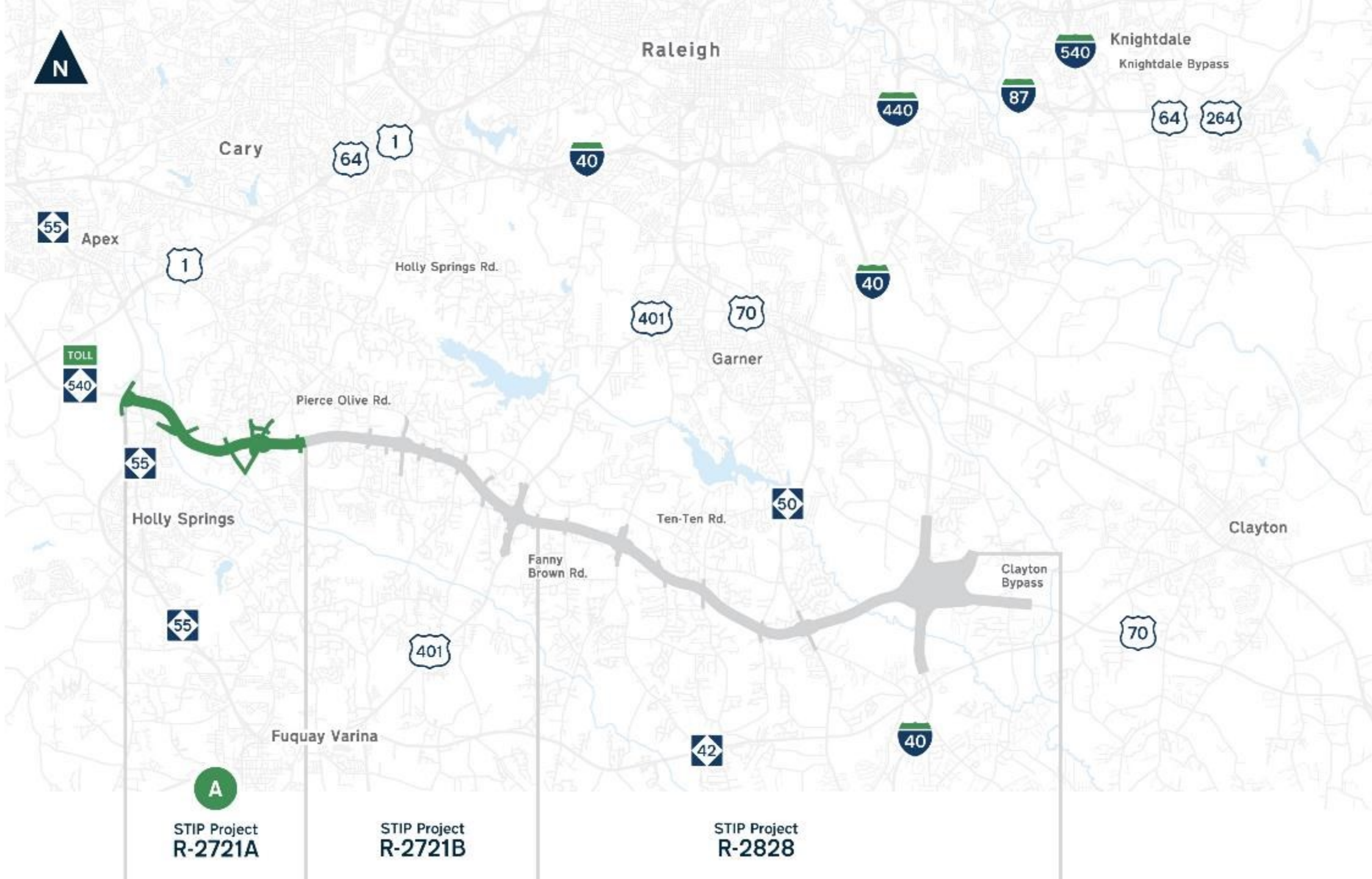
Triangle Expressway  
Open to traffic

Complete 540 Phase I  
Under construction



# Phase I of Construction





R-2721A



FLATIRON



A

77%

Plans for  
Construction

4.3 miles

Length of Project

\$183.5M

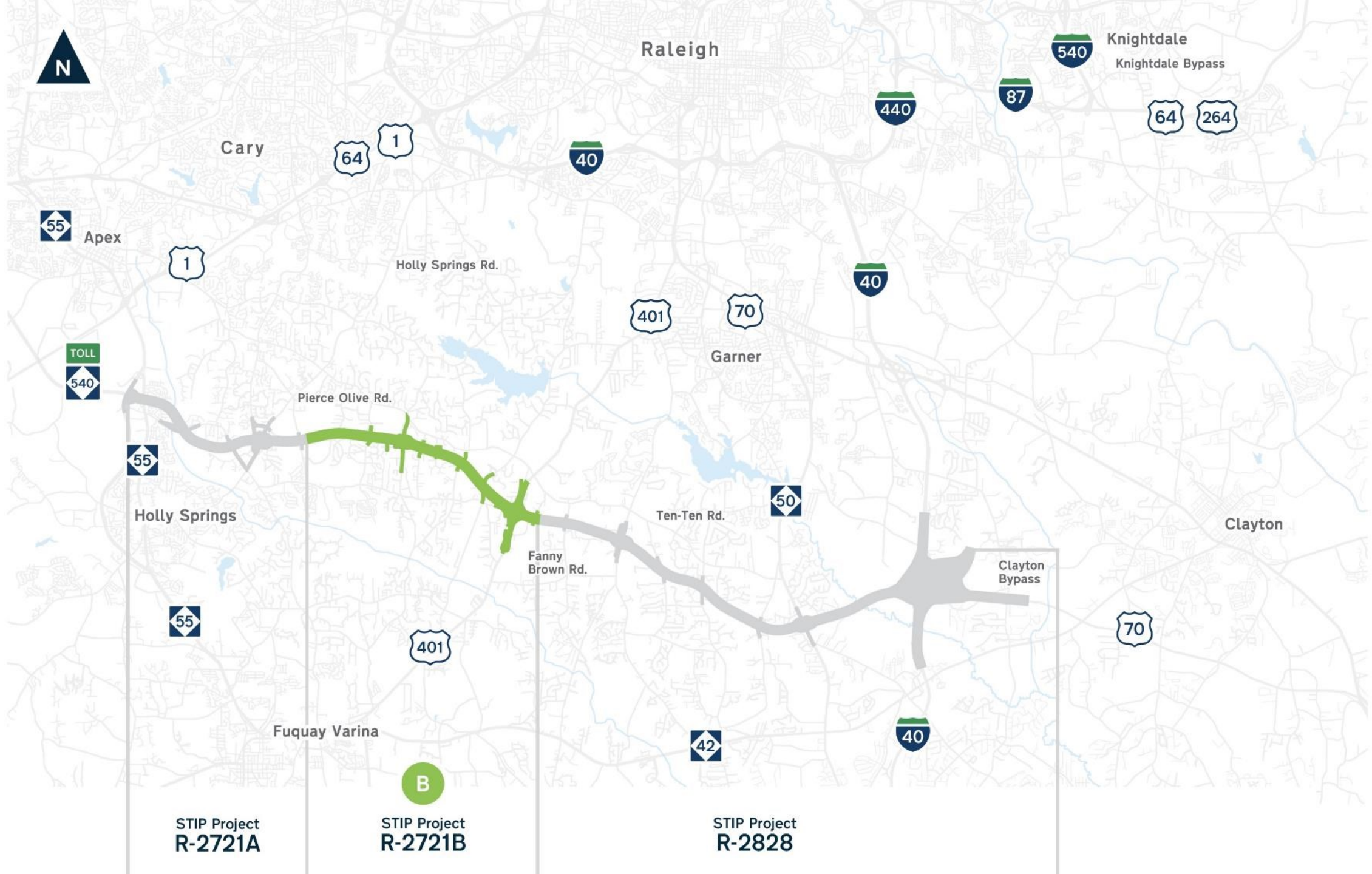
Cost of Contract

196

Design Submittals

98%

Parcels Settled



STIP Project  
R-2721A

STIP Project  
R-2721B

STIP Project  
R-2828

R-2721B



FLATIRON



B

83%

Plans for  
Construction

4.9 miles

Length of Project

\$160.0M

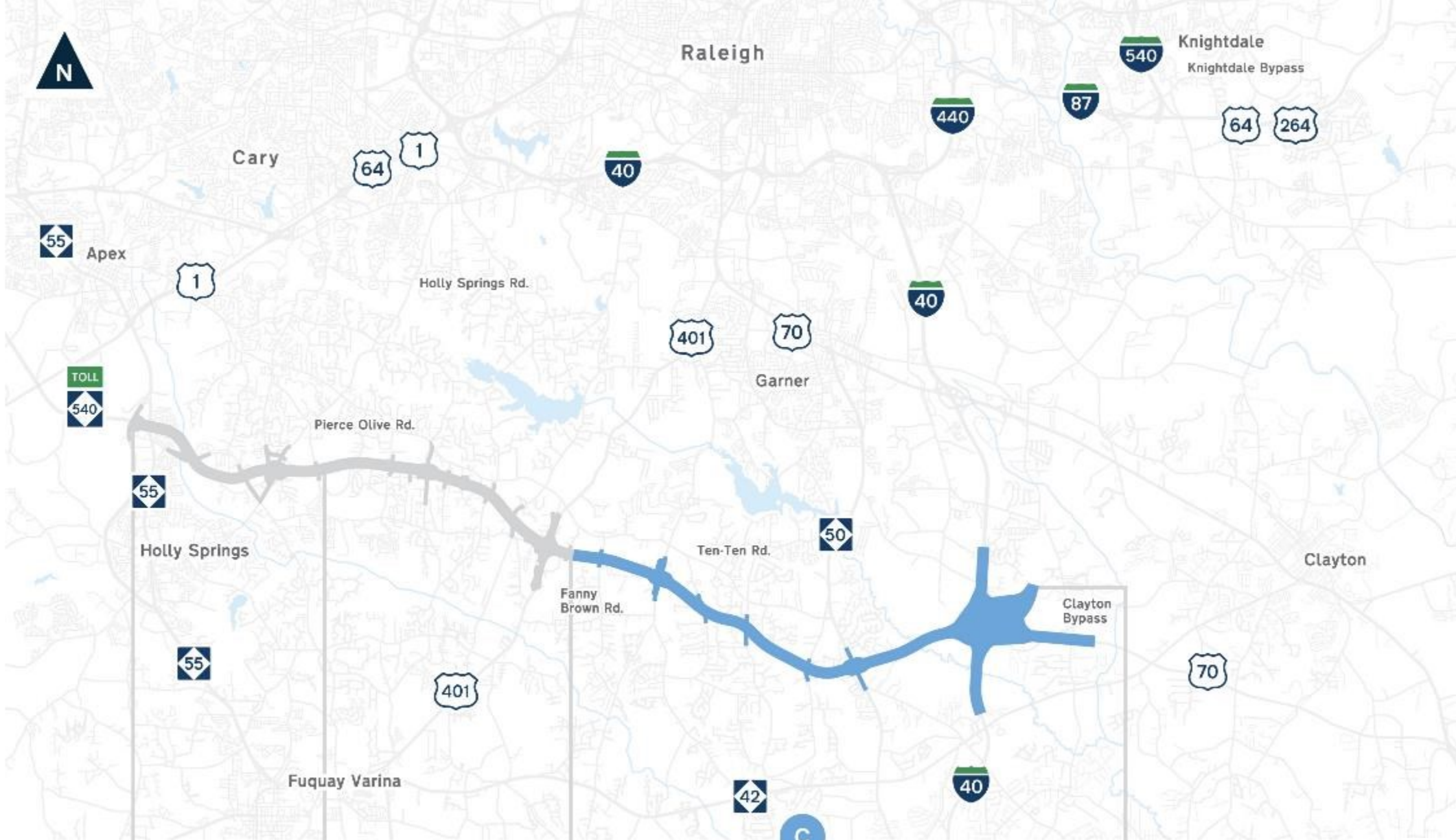
Cost of Contract

170

Design Submittals

96%

Parcels Settled



STIP Project  
R-2721A

STIP Project  
R-2721B

STIP Project  
R-2828

R-2828



C

93%

Plans for  
Construction

8.6 miles

Length of Project

\$403.2M

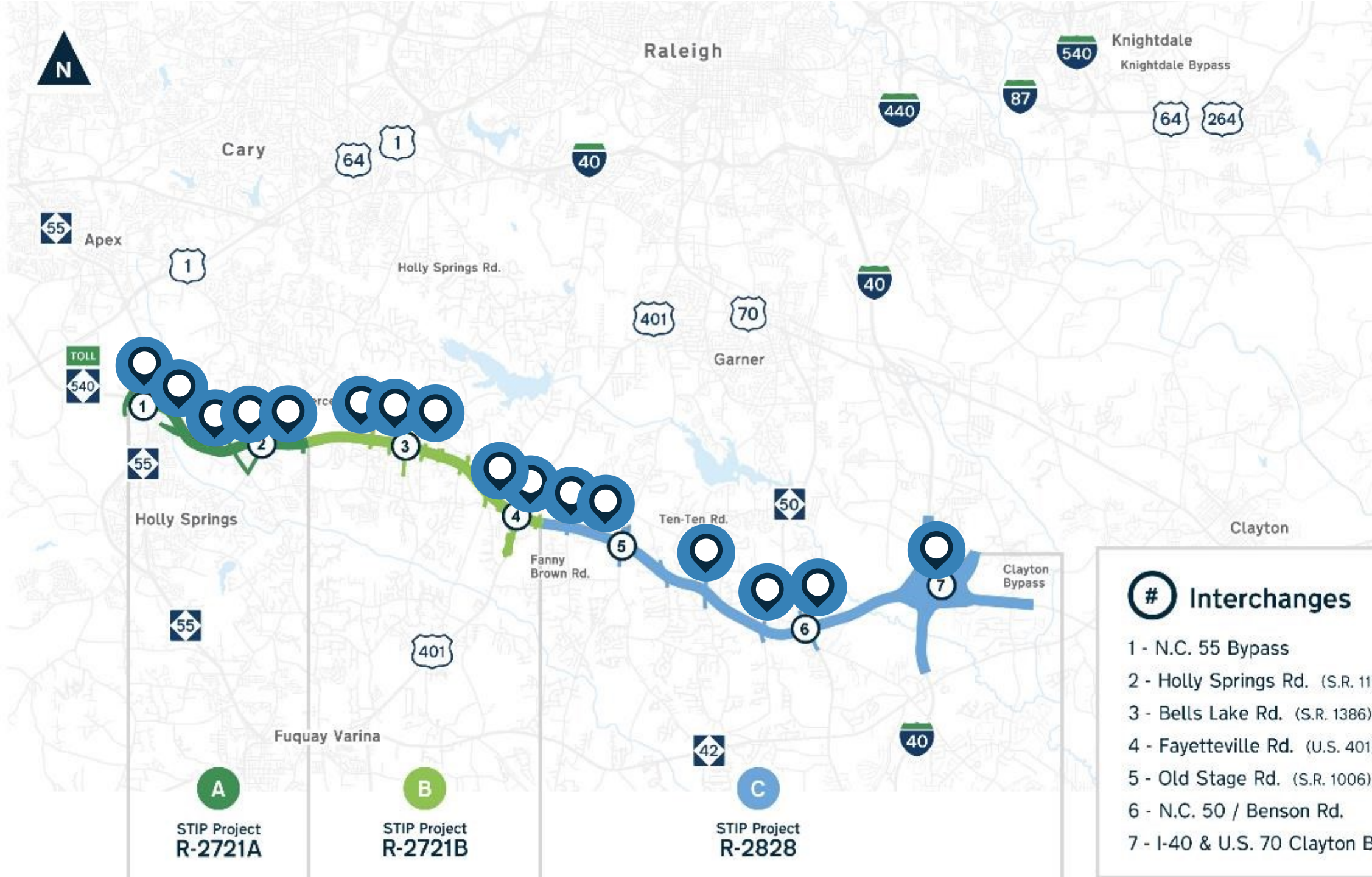
Cost of Contract

390

Design Submittals

89%

Parcels Settled















# Interchange

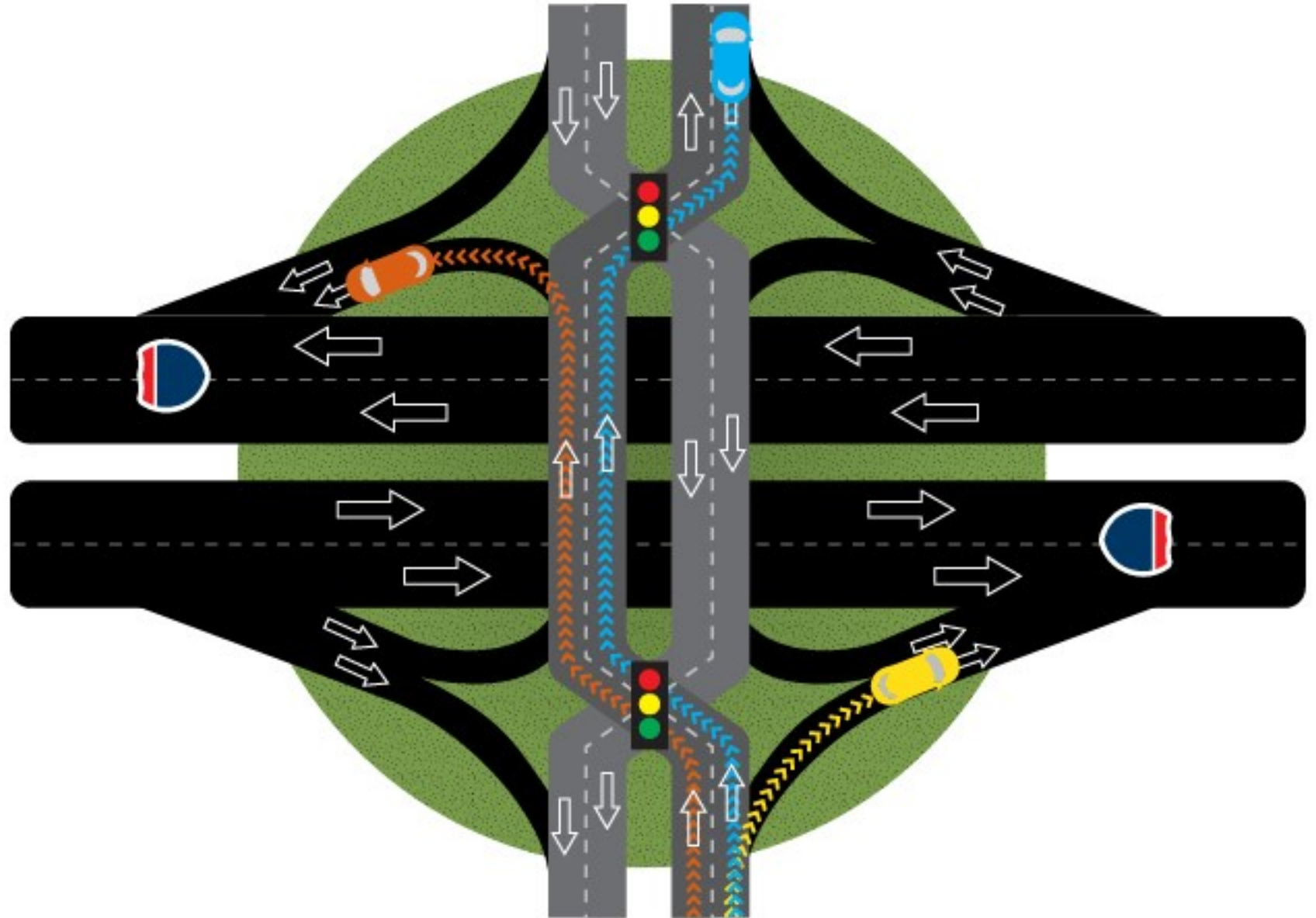
I-40 / U.S. 70



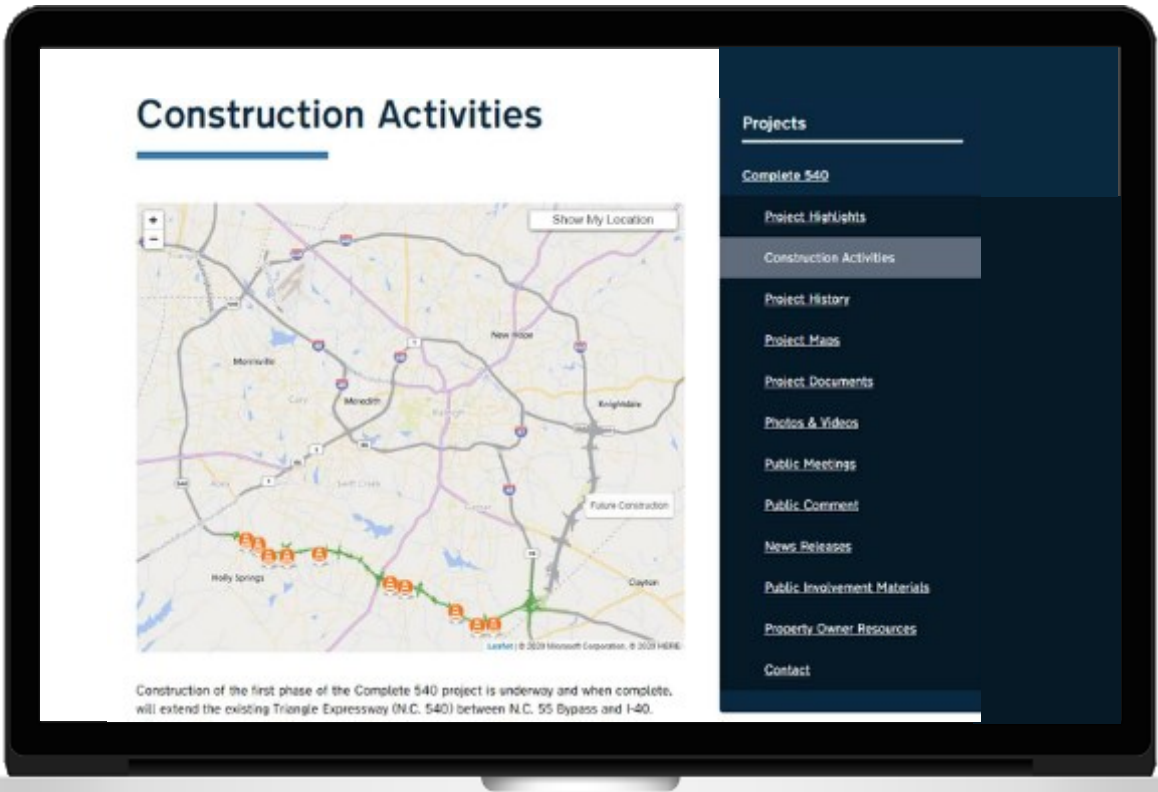
## Design

### Diverging Diamond Interchange

A



# Complete 540 Interactive Map



creative

connected

convenient



# Turnpike Projects



The N.C. Turnpike Authority is authorized to study, plan, develop, build, operate and maintain toll projects.

## Divisions

[About](#)

[Sections & Units](#)

[News](#)

**[Turnpike Projects](#)**

[Toll Collection](#)

[Turnpike Governance](#)

[Investor Relations](#)

[Doing Business](#)



# Community Outreach

## Complete 540 Outreach



### Virtual Meetings

Nearly 250 participants over 5  
virtual meetings



### Informing Residents

7652 postcards sent &  
11 Nextdoor posts

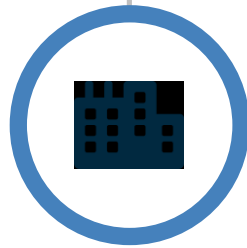


### Resident Inquiries

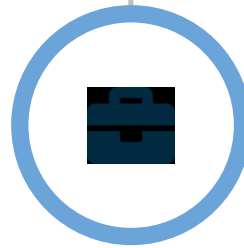
164 calls & 313 emails to the Complete  
540 Hotline



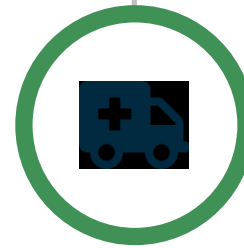
Residents /  
HOAs



Municipalities



Businesses



Emergency  
Services



Federal  
Agencies

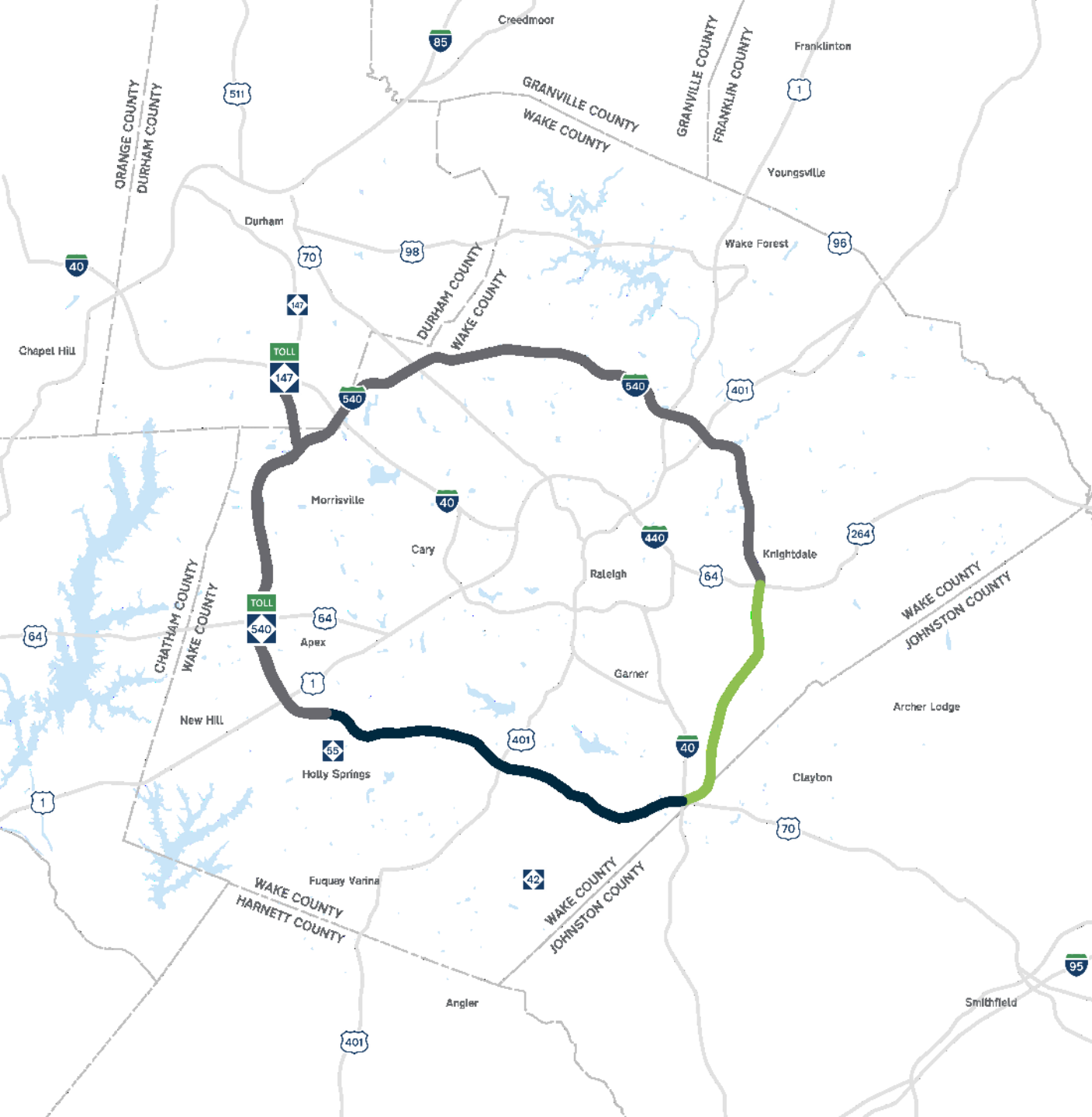
# Complete 540 Phase II



Rodger Rochelle, P.E.  
Chief Engineer



David Roy  
Director of Finance



-  Open to traffic (42 miles)  
I-540 & Triangle Expressway
-  Under construction (18 miles)  
Southern Wake Expressway (Phase I)
-  Missing link (11 miles)  
Eastern Wake Expressway (Phase II)

## Eastern Wake Expressway - Project Activities

### Completed Activities

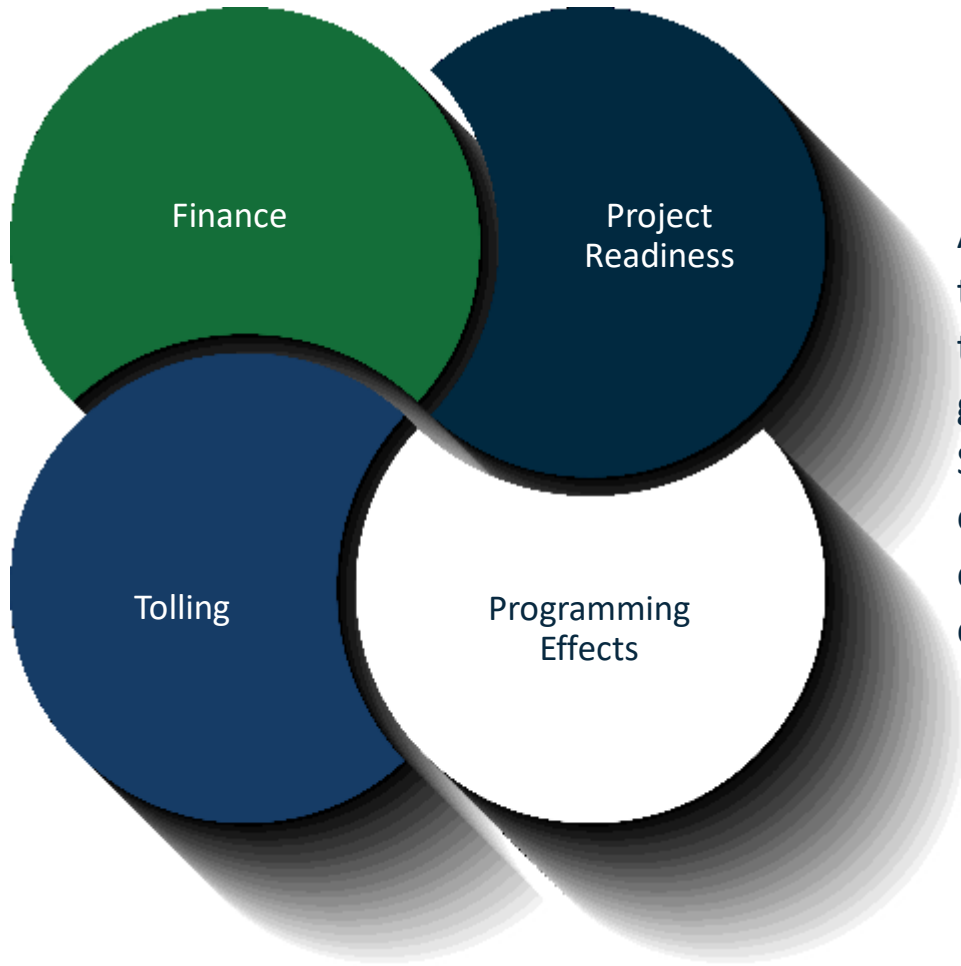
- Environmental Document
- Section 404/401 Corridor Permits
- Biological Opinion
- Air Quality Conformity
- Preliminary Design/Public Hearing Map
- Final Surveys
- Interchange Access Reports
- Service Road Study

### Activities Underway

- Reevaluation of Traffic Forecasts and Analysis
- Refining Preliminary Design
- Confirming Environmental Mitigation Availability
- Traffic and Revenue Studies
- Roadway and Structure Geotechnical Investigations

### Future Preconstruction Activities

- Refining Project Cost Estimate
- Other Financial Preparations
- Pavement Design and Life Cycle Cost Analyses
- Plans for right-of-way acquisition (no MAP Act)
- Utility Coordination
- Railroad Coordination
- Procurement Strategy
- Industry Coordination



At a reduced cost, with reduced risk, and without detriment to any STIP projects, we have a unique opportunity to fast-track the completion of the 540 Outer Loop around the greater Raleigh area. By leveraging the momentum of the Southern Wake Expressway and accelerating the completion of the Eastern Wake Expressway, we accelerate the benefits of an integrated multimodal transportation network for our communities.

# Project Readiness

## NEPA Document

- Record of Decision for the entire corridor
- Legal challenge settled
- Implementation of settlement commitments on track

## Permits

- Construction permits for Southern Wake included impacts for Eastern Wake
- Only permit modification required to reflect final design of Eastern Wake

## Mitigation

- Wetland and stream mitigation is available on accelerated schedule

## Final Surveys

- Completed for Eastern Wake
- Allows final design to progress once Design-Build contract(s) executed

## Geotechnical Investigations

- Roadway and structure investigations completed for Eastern Wake
- Enables final design to progress once Design-Build contract(s) executed

## Preliminary Designs Complete

- Designs are at sufficient stage to advance a Design-Build contract procurement.

## Right-of-Way Acquisition

- Processes and tools established with Southern Wake
- Eastern Wake early acquisition will leverage these tools and momentum from Southern Wake
- Map Act does not apply to Eastern Wake

## Industry Will Be Ready

- Disadvantaged Business Enterprises (\$75M/\$60M)
- Competitive Bidding

# Finance Benefits

## Construction Inflation Cost Savings

- **Estimate \$20 Million in inflation cost avoidance for each year** that Eastern Wake can be accelerated
- Allows for a reduction in Trust Fund dollars allocated to the project

## Market Interest Rate Savings

- Acceleration would leverage historically low interest rates for minimization of Trust Fund allocation
- Changes in interest rates, one-half percent (50 basis points) or less, could result in tens of millions of dollars in increased project costs
- For example, the TIFIA loan rate for Triangle Expressway in 2009 was 4.25%, today that rate is ~1.40%
- Rate certainty is extremely valuable

## Refinance Benefits

- Accelerating Eastern Wake would help facilitate the refinancing of the \$500 Million TIFIA loan for Southern Wake
- Based on today's TIFIA rate (~1.40%), refinancing could yield **over \$90M in net present value savings**
- Statute allows TIFIA to refinance existing loans if funds are used to add additional capacity

## Plan of Finance Momentum

- Coordination with USDOT and the due diligence required to secure a TIFIA loan can be a lengthy process
- Process was recently completed for Southern Wake, an earlier re-engagement with the USDOT will streamline the approval process and require less cost to secure the loan for Eastern Wake

## Reduction in Trust Fund Allocation

- Project acceleration, resultant cost avoidance
- Leveraging potential refinancing of Southern Wake USDOT TIFIA loan
- Acceleration of small tranche of Trust Fund dollars results in **\$300+ Million in Trust Fund dollars available for other projects in the future**



## Programming Effects

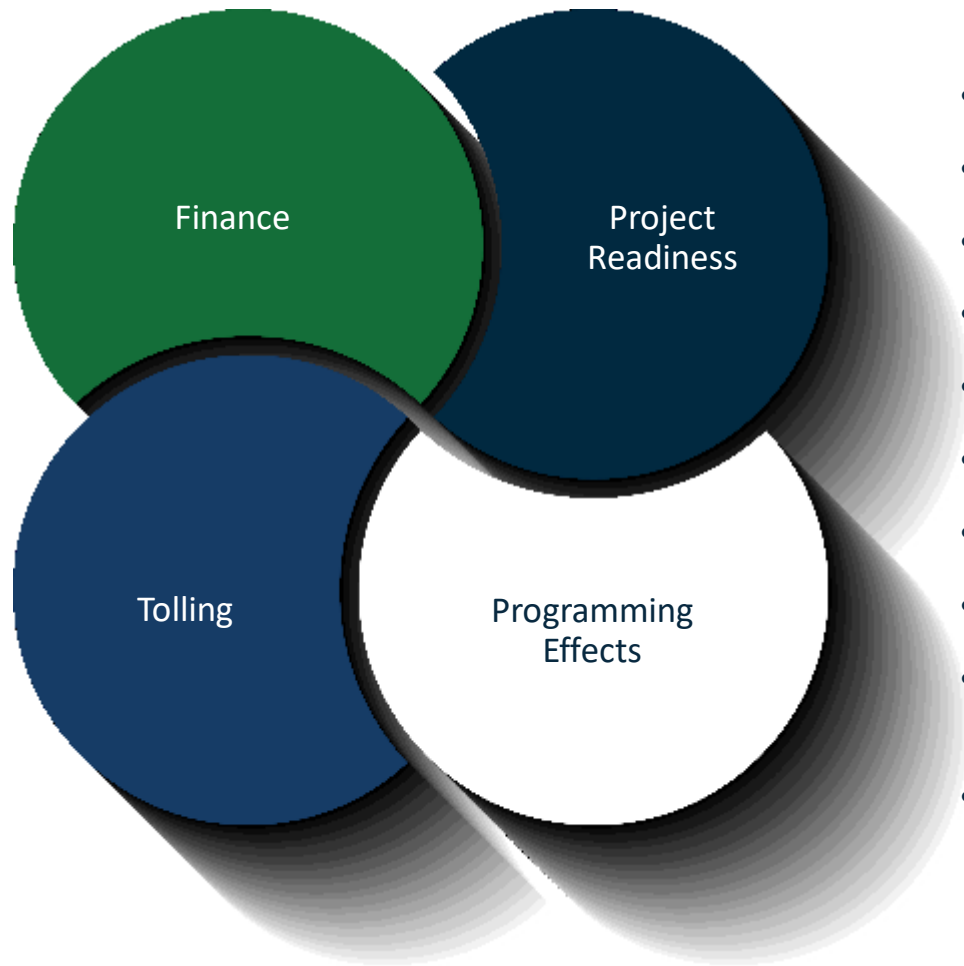
- In addition to a notable reduction in trust fund dollars needed to construct Eastern Wake:
  - Rebalancing of STIP and other project schedules are unaffected
  - Acceleration of trust fund dollars does not delay other projects
  - Delay of Eastern Wake trust fund allocation does not accelerate other projects
- Acceleration of Bonus Allocation Funds

## Bonus Allocation

- For funding obtained through highway tolling, allocation is one-half of the portion of project construction cost derived from toll revenue bonds, not to exceed \$100M.
- Eastern Wake – estimated toll revenue supported bonds will be notably greater than \$200M; one-half would exceed \$100M, therefore **\$100M in Bonus Allocation** applies.
- Funds are programmed and must be authorized within 5-year period beginning on July 1 of the fiscal year following the fiscal year of financial close.
- Eastern Wake – Under current proposed funding table, financial close could occur as early as July 2024. Therefore, bonus allocation would be available **5 to 6 years sooner**.

## Tolling Scenarios

	Western and Southern Wake Only	Eastern Wake Starting in 2029/2030	Eastern Wake Accelerated
Western Wake	Tolls through 2049	Tolls through 2049 ?	Tolls through 2058
Southern Wake	Tolls through 2058	Tolls through 2058 ?	Tolls through 2058
Eastern Wake	N/A	Tolls through 2068	Tolls through 2058
Future Trust Fund Allocation	N/A	~\$400M beginning in 2029	~\$75M beginning in 2025



- The Project is ready
- Completes the missing link
- Accelerates the systemwide benefits
- No impact on other projects
- Reduce overall cost and Trust Fund Allocation
- Unlock \$100M in Bonus Allocation
- Exploit historically low interest rates
- Reduced risk
- Synchronize tolling; remove tolling on the corridor ~10 years earlier
- Direct and indirect benefits to the local economy

# Contact Us

■ [ncdot.gov/complete540](https://ncdot.gov/complete540)

■ [complete540@ncdot.gov](mailto:complete540@ncdot.gov)

■ 1-800-554-7849

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■ @NCTurnpike

@NC\_QuickPass

The background is a dark blue field with a subtle, repeating pattern of light blue hexagons. Overlaid on this are several dynamic, glowing trails of small dots. These trails originate from the top-left and bottom-left corners and sweep upwards and to the right, resembling particle paths or data flows. The dots in these trails have a color gradient, starting as light blue and transitioning into a vibrant yellow-green towards their ends.

Thank you!

## 7.2 Complete 540 Update

**Requested Action:**  
**Receive as information.**

## 7.3 CAMPO Projects and Programs Funding Update

## 7.3 CAMPO Projects and Programs Funding Update

### SPOT Projects Update

- Updated 36 Month Let List
- Updated Reprogramming of SPOT projects in TIP/STIP

### LAPP Projects Update

- Financial Update
- Prior year projects Deadline Discussion and Recommendation

# SPOT Projects

# 36 Month Let List

NCDOT has released their list of SPOT projects to be let (bid opening) in the next 36 months

CAMPO has organized these based on the first, second, and third 12 months

List and dates are subject to change based on available funding and cash flows

## CAMPO Changes to First 12 Months Let-List

**B-5318:** replace bridge 910126 over Smiths Creek SR 2044 (Ligon Mill Road) in Wake Forest - **added**, not previously on list

**B-5326:** Replace bridge 247 over White Oak Creek in Garner - **added**, not previously on list

**P-5737:** Construct grade separation and close crossing at CSX S line at SR 2108 (Millbrook Road) in Raleigh - **removed**, previously 6/15/2021 now 6/16/2023

**U-5302:** Convert US 401 from south of Old Stage Road to south of Mechanical Blvd. in Garner to superstreet - **removed**, previously 11/17/2020 now 11/16/2021

# 36 Month Let List

## Funding Breakdown

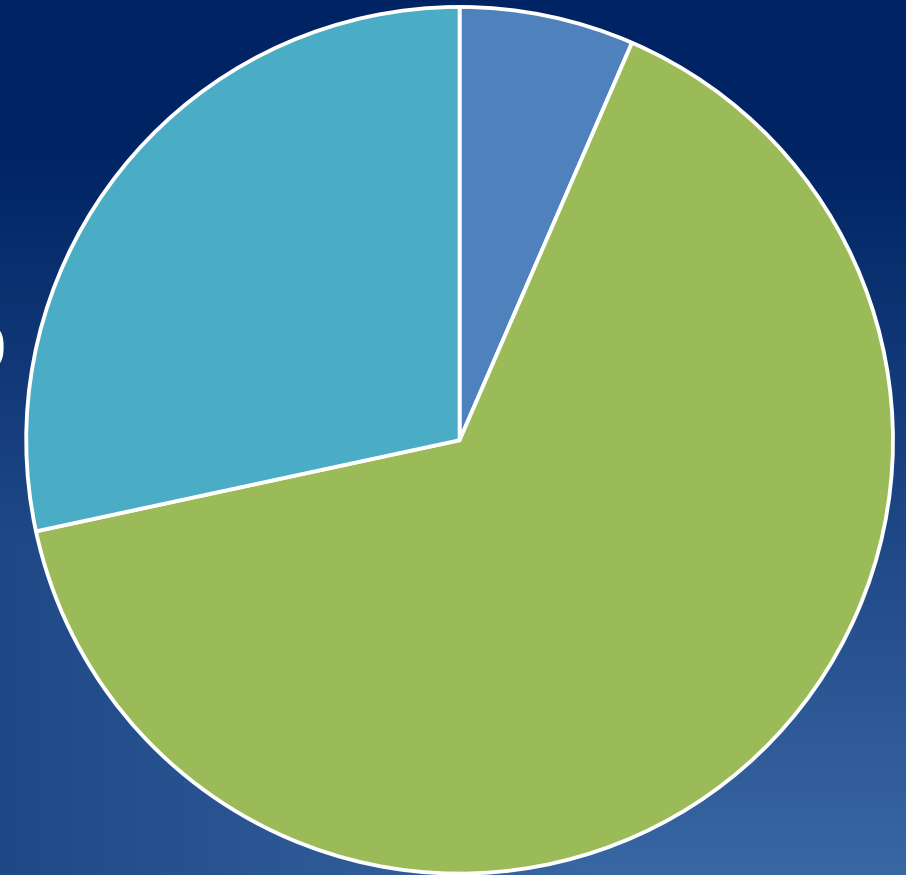
First 12 Months (7 projects): \$43,228,571

Second 12 Months (21 Projects): \$432,180,000

Third 12 Months (16 Projects): \$188,318,000

Total: \$923,098,000

## SPOT Project Funding

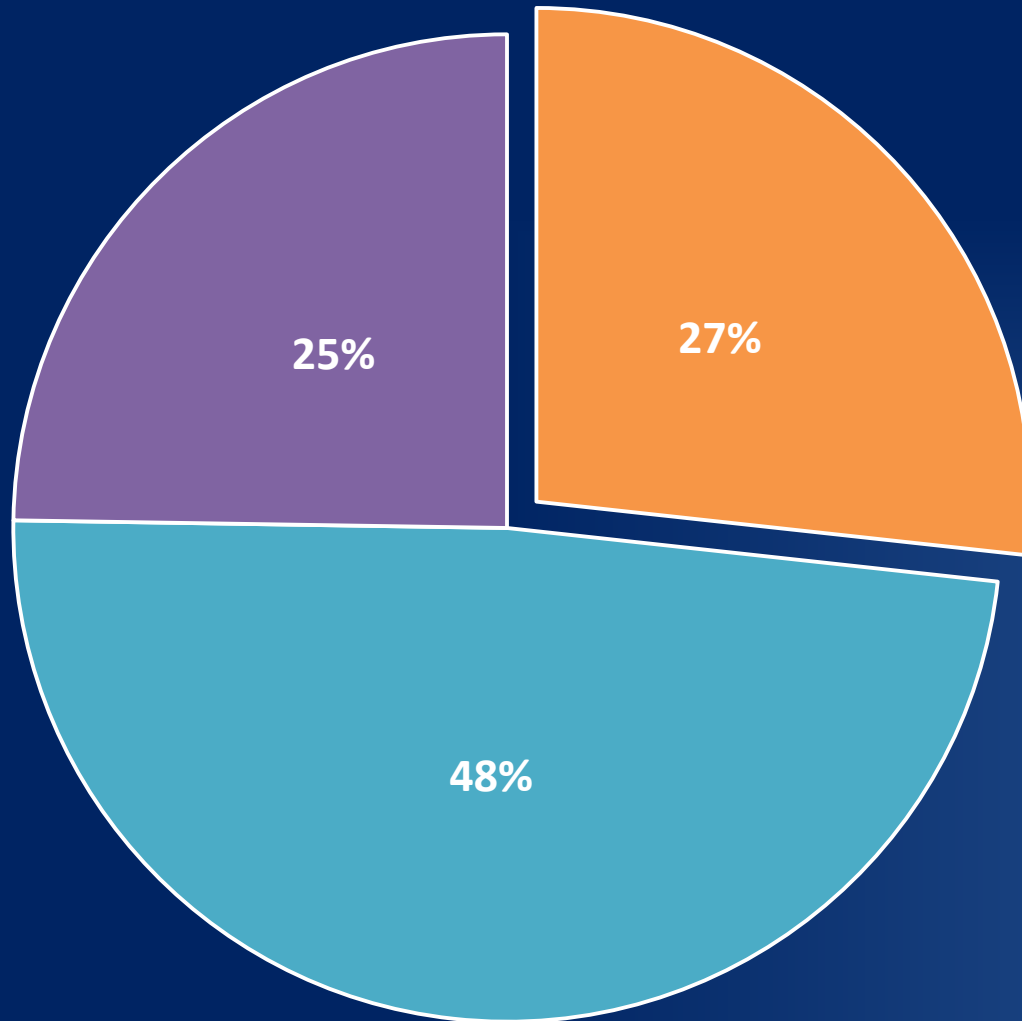


□ 1st 12 Months    ■ 2nd 12 Months    □ 3rd 12 Months

# Updated Reprogramming of SPOT Projects in TIP/STIP

- NCDOT Released reprogramming of FY2020-2029 STIP to show funding of FY2020-2032
- 77 Projects with Schedule Impacts
  - Mostly Delays (76 Projects)
- **Changes are not adopted until Executive Board takes action to approve via TIP Amendment**
- Updating cost estimates will likely require further reprogramming of SPOT projects

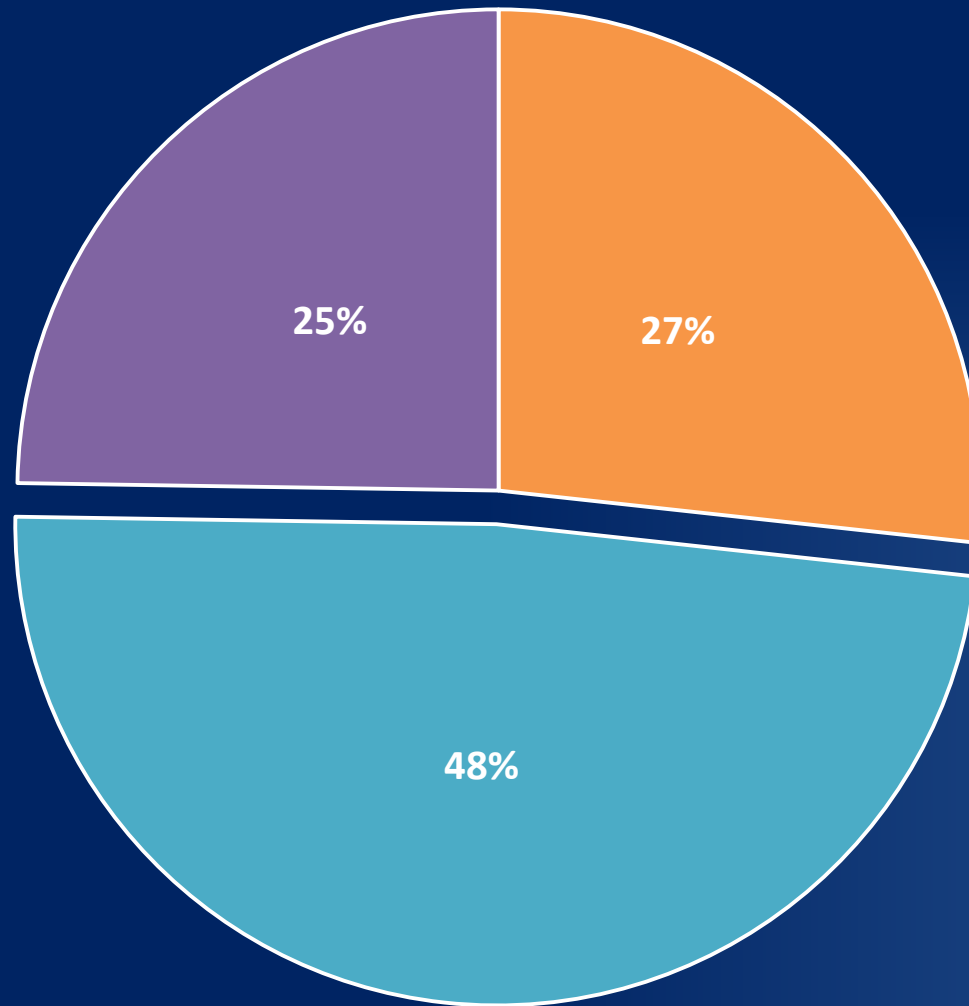
## Accelerated or No-Delay Projects



- 1 Acceleration
- 26 No Change
- Does not count projects already under construction
- Major Project:
  - Future 540 Construction from I-40 to US 64 Accelerated from 2029 to 2026

■ Accelerated or No Delays   ■ 1-3 Year Delay   ■ 4+ Year Delay

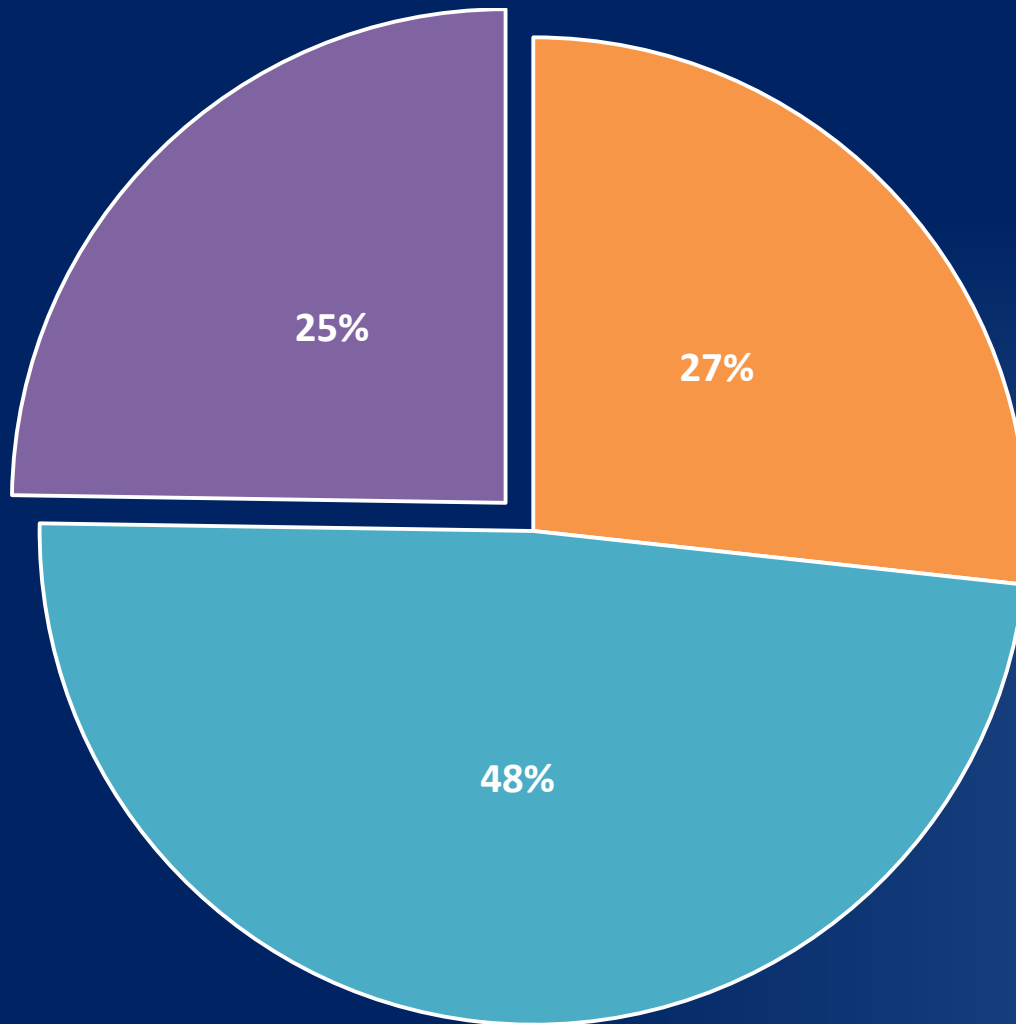
## 1-3 Year Delay Projects



■ Accelerated or No Delays ■ 1-3 Year Delay ■ 4+ Year Delay

- 49 Delays
- Major Projects:
  - I-40/US 1/US 64/I-440 Interchange delayed from 2024 to 2026
  - Rogers Rd Grade Separation delayed from 2021 to 2022
  - US 401 Superstreet from Old Stage Rd to Mechanical Blvd delayed from 2020 to 2023

## 4+ Year Delay Projects



- 25 Projects
- Major Projects:
  - US 64 Improvements from Laura Duncan to US 1 delayed from 2025 to 2029
  - I-40 Managed Freeways from NC 54 to Wade Ave delayed from 2025 to 2029
  - NC 50 (Creedmoor Rd) widening from I-540 to NC 98 delayed from 2025 to After 2032

■ Accelerated or No Delays   ■ 1-3 Year Delay   ■ 4+ Year Delay

# LAPP Projects

# Financial Situation

- NCDOT above cash floor
  - Some funding starting to move for LAPP projects ~\$5m
  - Eligible to resume deferred reimbursement up to \$16m
- August Redistribution Announced
  - State awarded ~\$143M
  - Roughly \$55M will be spent on converting projects from Advanced Construction to Obligated- primarily projects already under construction
- Future Transportation Funding Authorizations Still Unknown
  - <https://aashtojournal.org/2020/09/11/letter-calls-on-congress-to-make-turn-key-transportation-deal/>

# FFY2019 and Prior Year Projects Deadline

- CAMPO Executive Board adopted rule in August 2019 stating:

*All FFY2019 and prior year projects have until the end of FFY2020 to receive funding authorization or the project funding will be reprogrammed*

- All LAPP projects paused in May of 2020
- FFY2020 ends September 30, 2020
- Many prior year projects will miss this deadline due to required pause

# Recommended Options for CAMPO Executive Board

1. Allow a grace period for equal number of months project was paused  
Ex: Project A was paused in May 2020 and resumed in Nov. 2020;  
Project A would have 6 month extension to receive funding authorization
2. Set deadline for end of FFY2021 for projects to receive funding authorization

\*CAMPO Staff and TCC recommend Option 2 since some projects may require additional time to make up for expired NEPA docs, appraisals, and general time to remobilize

## 7.3 CAMPO Projects and Programs Funding Update

### Requested Action:

**Approve a deadline extension for prior year LAPP projects to receive funding authorization by the end of federal fiscal year 2021 (September 30, 2021).**

# Roll Call – Action Item

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Board of  
Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NC Board of Transportation

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

## 7.4 DRAFT 2050 MTP Socio-Economic Guide Totals

## 7.4 DRAFT 2050 MTP Socio-Economic Guide Totals

- The 2050 Metropolitan Transportation Plan (MTP) will be a joint plan by the Capital Area MPO and the DCHC MPO as has been the case for the last three plan updates.
- TJCOG has been responsible for coordinating the many activities and tasks of the two MPOs, particularly with development of socioeconomic data (SE Data)
- Support documents are included as attachments.

**Requested Action:**  
**Receive as information.**

## 7.5 Employment Analyst Update

## 7.5 Employment Analyst Update

- 2020 employment data is currently being collected for the purpose of informing the Triangle Regional Model of commuter origin and destination travel patterns for Spring 2020 (pre COVID 19 travel patterns).
- The Employment Analyst tool used to collect the data is an ArcGIS Online tool that allows staff members for all jurisdictions to review the current 2020 employment dataset as received by the ITRE model team and published by TJCOG.

## 7.5 Employment Analyst Update

- Staff for CAMPO and DCHC member jurisdictions received training on updating the location of employers, validating the number of employees and adding additional employers when applicable using the Employment Analyst Tool. Training sessions were held on July 8 and July 16.
- A considerable amount of progress has been made towards updating the employment data, the **deadline for completing updates is:**





**September 18, 2020**

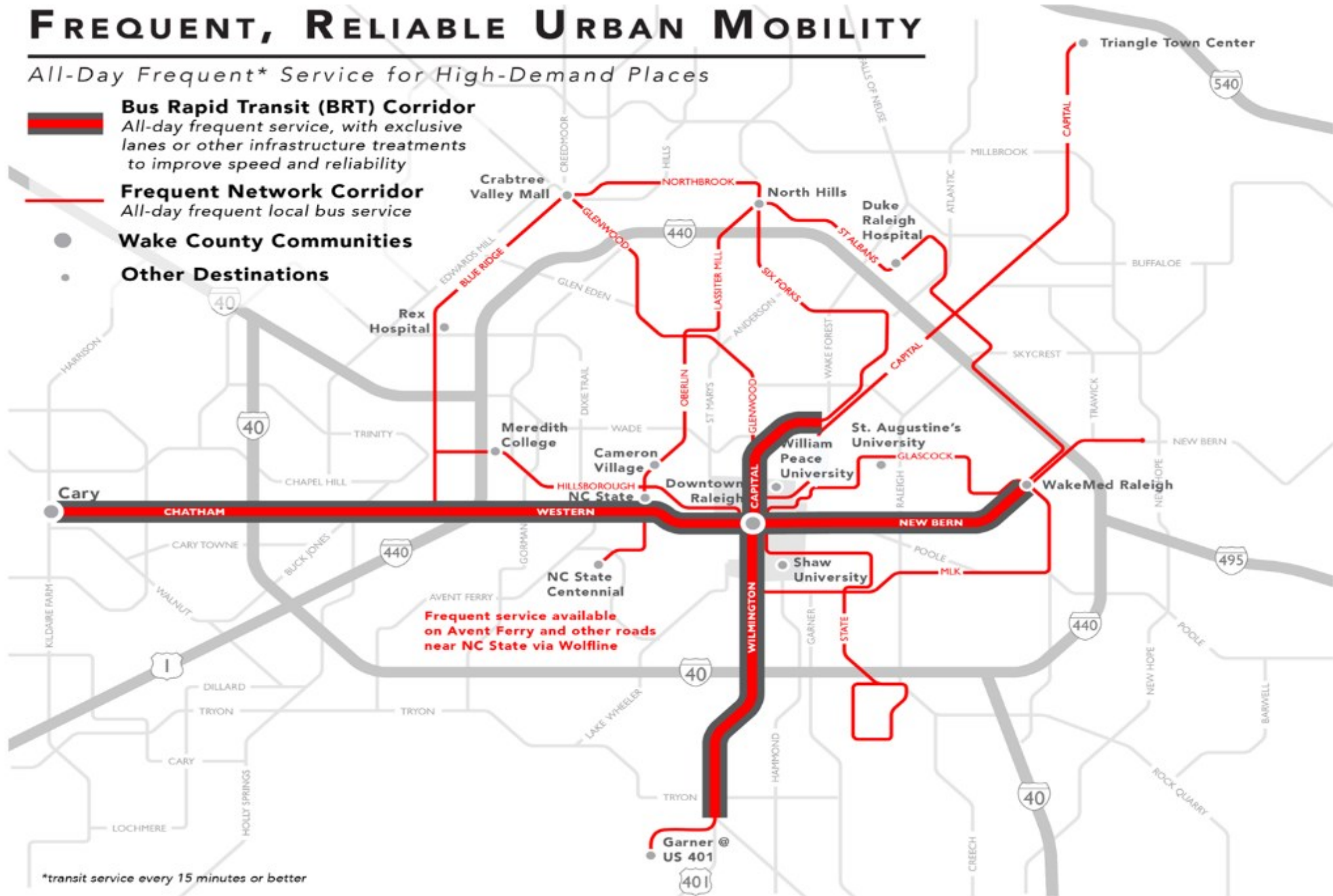
**Requested Action:**  
**Receive as information.**

## 7.6 Locally Preferred Alternative for Wake Bus Rapid Transit: Western Corridor

# FREQUENT, RELIABLE URBAN MOBILITY

All-Day Frequent\* Service for High-Demand Places

-  **Bus Rapid Transit (BRT) Corridor**  
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability
-  **Frequent Network Corridor**  
All-day frequent local bus service
-  **Wake County Communities**
-  **Other Destinations**



\*transit service every 15 minutes or better



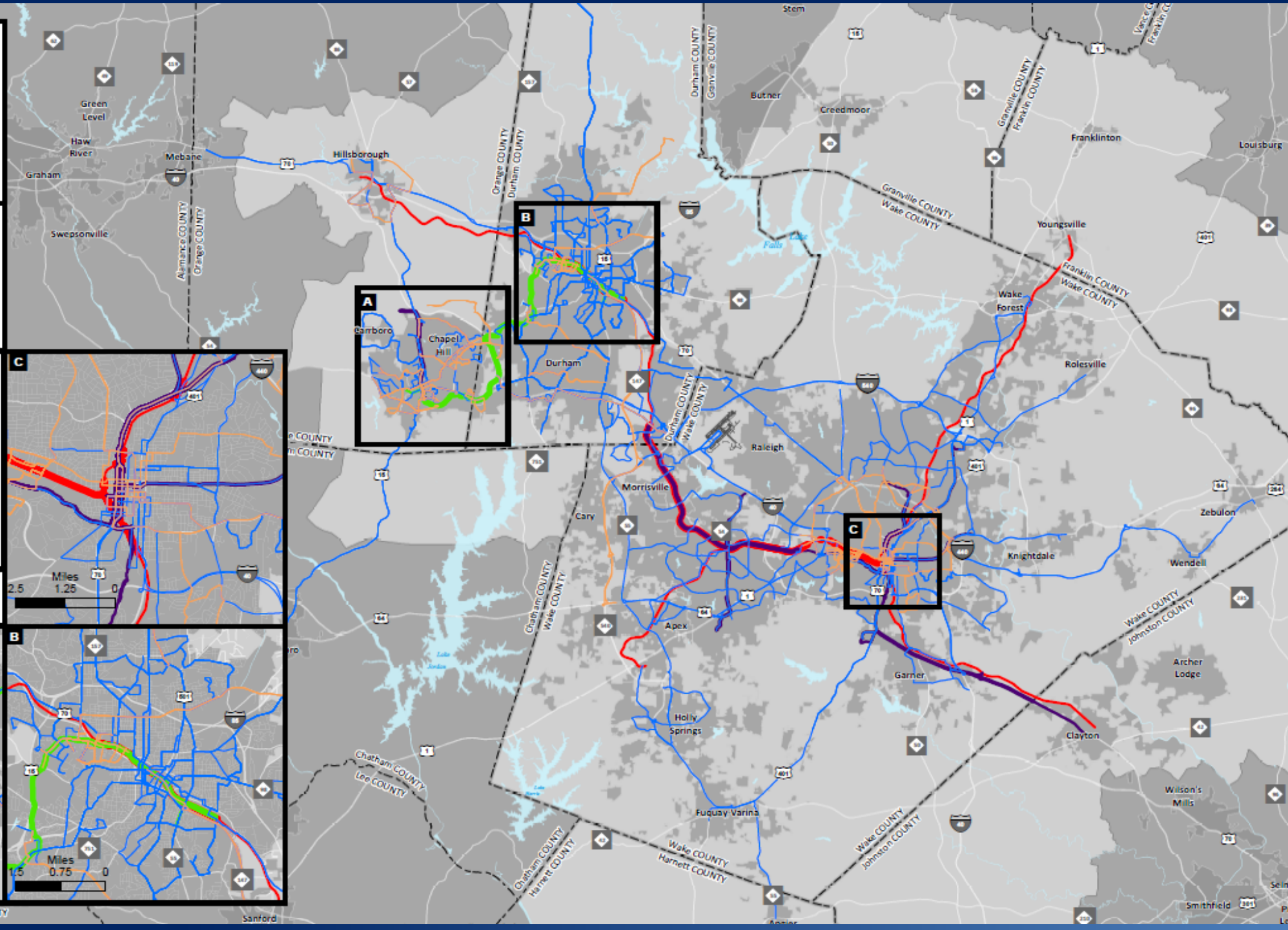
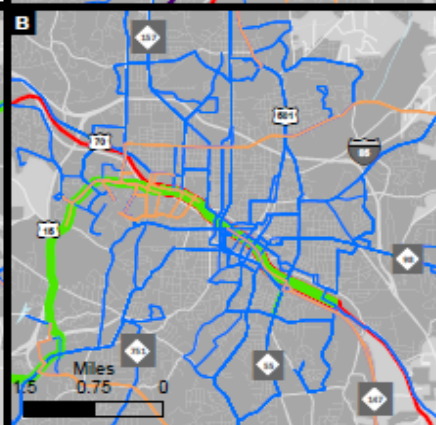
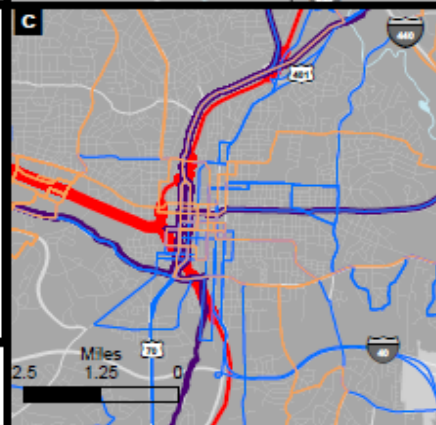
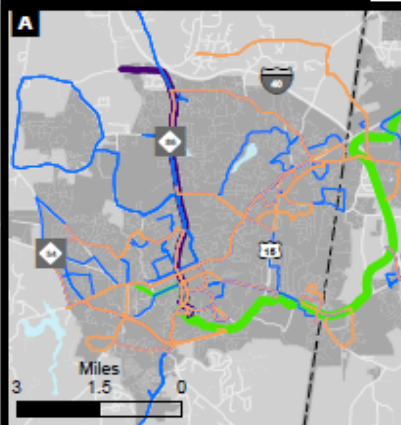
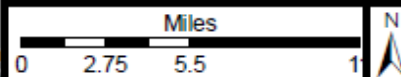
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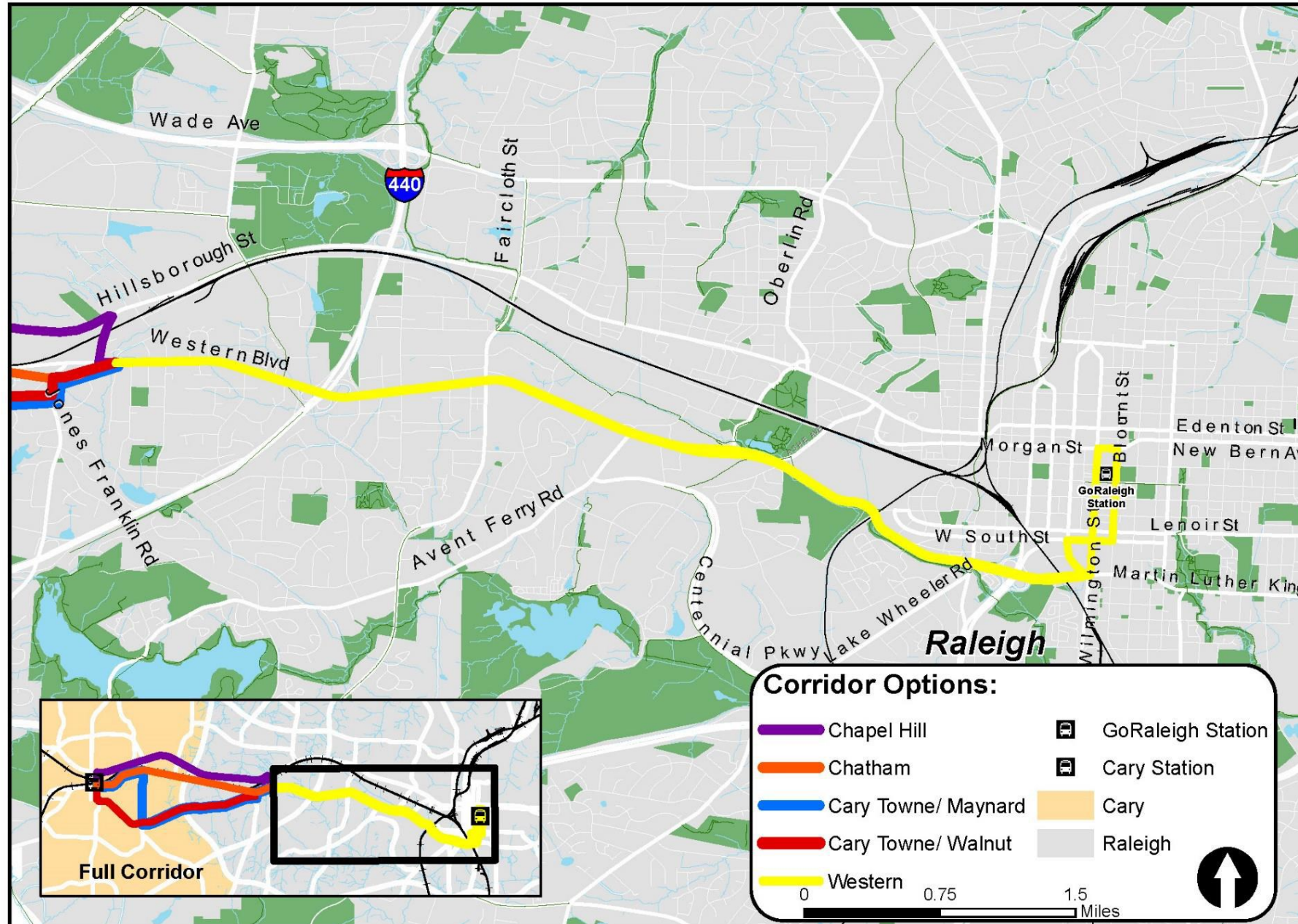
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## Mode

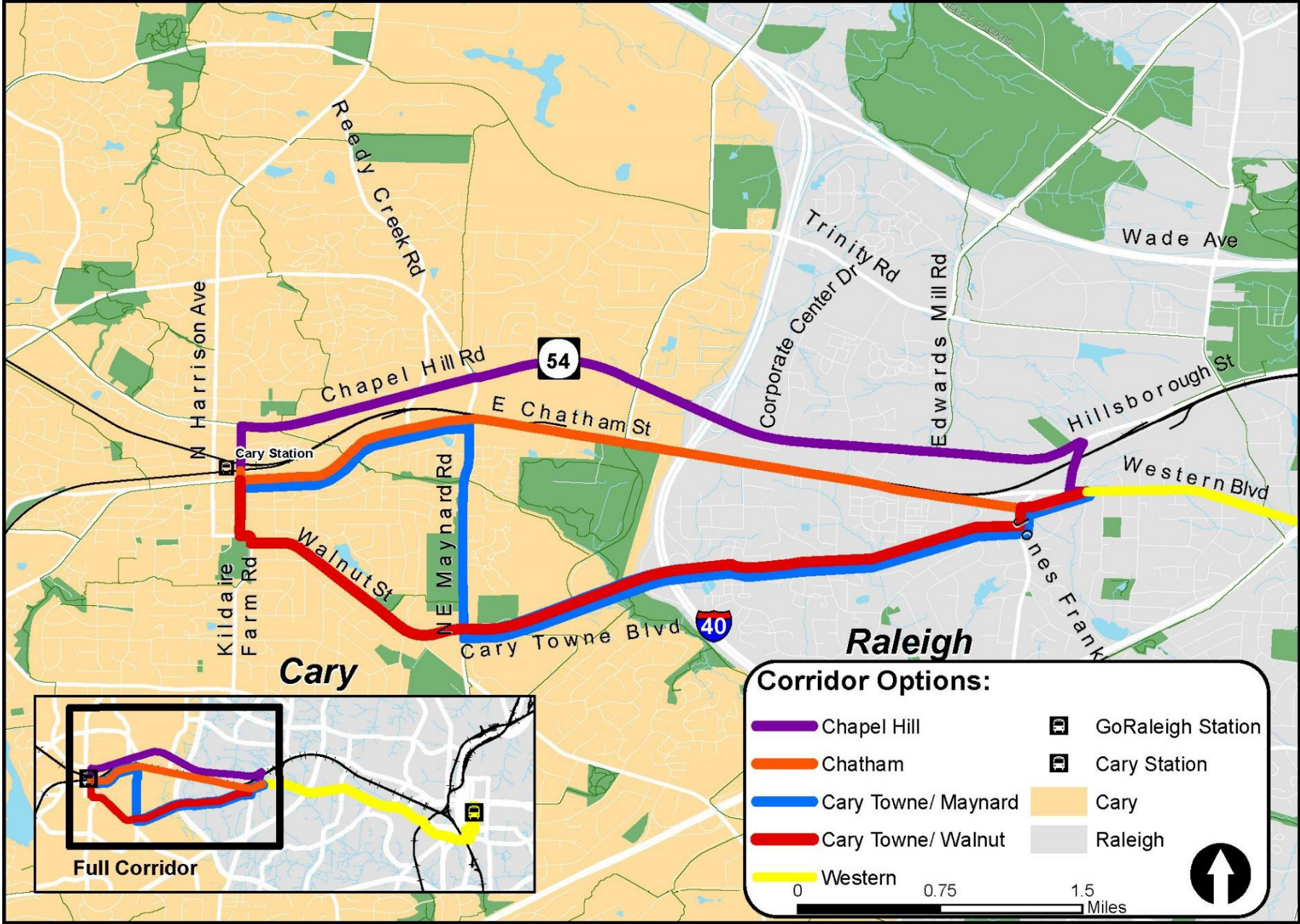
- Commuter Rail Transit
- Light Rail Transit
- Bus Rapid Transit
- Bus, < 15 Minute Headway
- Bus, > 15 Minute Headway



# Wake BRT: Western Corridor



# Wake BRT: Western Corridor



# Federal Process – Small Starts Program

## MIS PROCESS

1. Evaluate BRT corridor options
2. Define project sponsor
3. Ridership estimates
4. High level cost estimates

## SMALL STARTS

Total cost: <\$300 million

Funding: <\$100 million

### STEP 1: FTA APPROVAL

#### Project Development

- Review alternatives
- Environmental review
- Funding commitment
- Complete engineering

### STEP 2: FTA EVALUATION, RATING, AND APPROVAL

#### Full Funding Grant Agreement

- Construction

# Locally Preferred Alternative Considerations

- **Mode**

- For what mode of transportation is the infrastructure being built?
- Bus Rapid Transit vs. Express Bus, Light Rail, Street Car, etc.

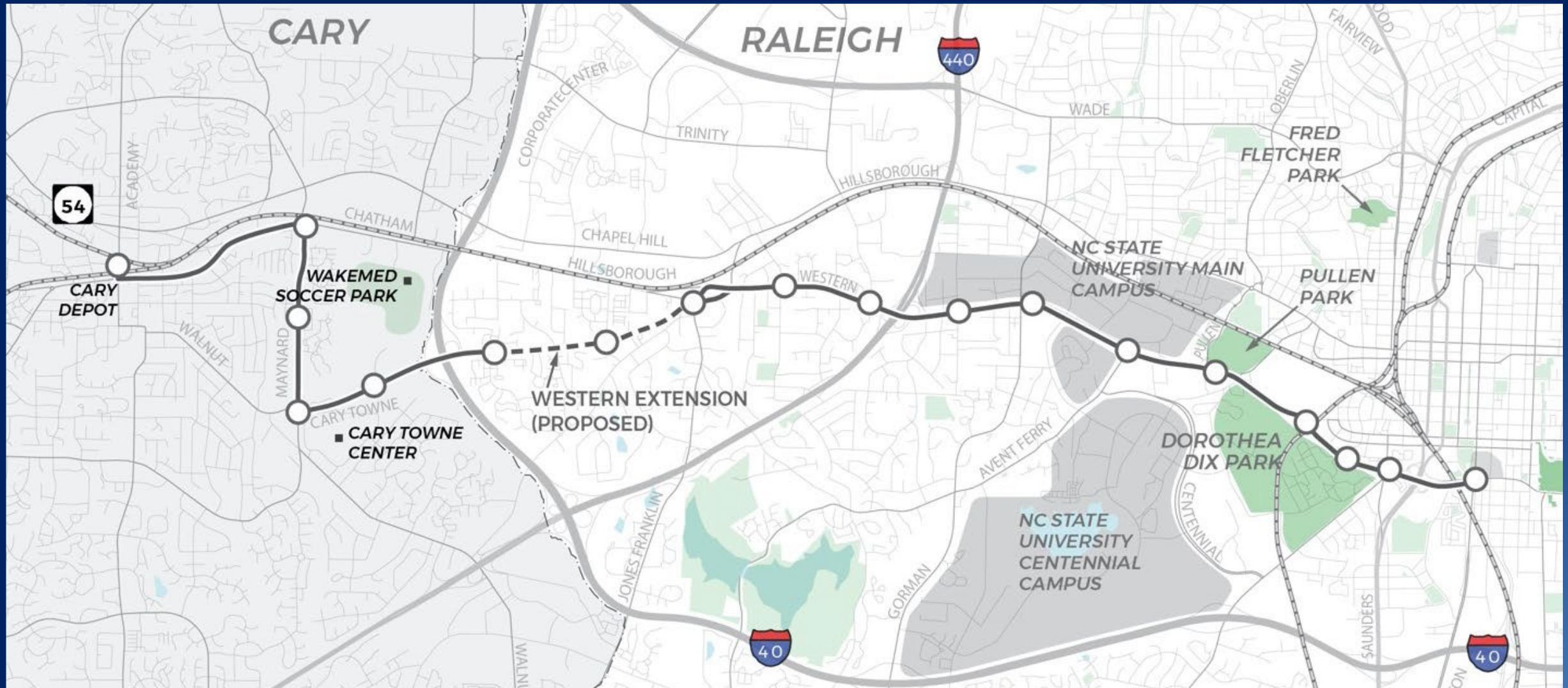
- **Alignment**

- What is the physical location/configuration of the facility that will support the selected mode?
- Wilmington, Salisbury, Blount, South and Morgan Streets in Downtown Raleigh
- Western Blvd from Downtown Raleigh to Jones Franklin Rd
- Western Blvd on New Location, Cary Towne Blvd, Maynard Rd, E Chatham St from Jones Franklin Rd to Downtown Cary

- **Termini**

- What are the end points of the infrastructure supporting the selected mode on the selected facility?
- East: GoRaleigh Station in Downtown Raleigh
- West: Downtown Cary Multimodal Transit Facility

# Wake BRT: Western Corridor Proposed LPA



# Support for Locally Preferred Alternative

- **Purpose and Need for Project**
  - Improve transit service
  - Accommodate projected growth
  - Bypass major congestion points
  - Improve attractiveness of service to result in ridership growth
- **Analysis of Potential Alternatives**
  - Alignment: Most suitable alternative that serves the identified travel market that satisfies project purpose and need
  - Mode: Most cost-effective and least intrusive mode that can satisfies purpose and need
  - Termini: Provides direct access to major origins and destinations that shape the travel market
- Still Need Concurrence from Cooperating Agencies – NCDOT, CAMPO, SHPO, Town of Cary, NCDEQ, USACE, NC State University

# Locally Preferred Alternative Consideration Schedule

ACTION	DATE
Town of Cary Endorsed LPA	July 23 <sup>rd</sup>
City of Raleigh Recommended LPA	August 18 <sup>th</sup>
LPA to TCC as Information	September 3 <sup>rd</sup>
LPA to Executive Board as Information	September 16 <sup>th</sup>
30-Day CAMPO Public Comment Period Begins	By October 19 <sup>th</sup>
Executive Board Public Hearing for LPA	October 21 <sup>st</sup>
Concurrence Meeting for CPs Through LPA	By October 30 <sup>th</sup>
TCC Recommendation on LPA	November 5 <sup>th</sup>
Executive Board Action on LPA	November 18 <sup>th</sup>

## 7.6 Locally Preferred Alternative for Wake Bus Rapid Transit: Western Corridor

Requested Action:  
Receive as information.

## 8. Informational Items: Budget

### 8.1 Operating Budget – FY 2020

### 8.2 Member Shares – FY 2020

**Requested Action:**  
**Receive as information.**

## 9.1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- R.E.D. Priority Bus Lanes Study
- Fayetteville/Raleigh Passenger Rail Study
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- NCDOT Highway Project U-2719
- Wake Transit Vision Plan Update
- Wake Transit Performance Tracker
- Northeast Area Study Update
- Bus On Shoulder Study

**Requested Action:**  
**Receive as information.**

## 9.2 Informational Item: Public Engagement Updates

**Requested Action:**  
**Receive as information.**

## 10. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Bicycle & Pedestrian Planning Division
- TCC Members

**Requested Action:**  
**Receive as information.**

# ADJOURN

## Upcoming Events

Date	Event
October 1, 2020 10:00 a.m.	<b>Technical Coordinating Committee</b> Online Only or One City Plaza – TBD
October 21, 2020 4:00 p.m.	<b>Executive Board</b> Online Only or One City Plaza - TBD
November 5-6, 2020	<b>BikeWalkNC Summit Online</b> Register at <a href="https://www.bikewalknc.org/nc-bikewalk-summit/">https://www.bikewalknc.org/nc-bikewalk-summit/</a>
December 1, 2020 January 5, 2021	Please HOLD DATES FOR: Joint DCHC/CAMPO Boards Meeting

