

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

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

Wednesday, September 16, 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 asked if there were any new introductions to be made. There were no new members to be introduced. He explained the logistics and planned course of action for the virtual meeting. Chair Hutchinson reviewed the opportunities that would arise during the meeting for any member of the public who wished to speak.

Each Executive Board member or alternate was asked to orally confirm attendance.

Present: 12 - William Allen III, Scott Brame, Corey Branch, TJ Cawley, Ronnie Currin, Joe Geigle, Jacques Gilbert, Chair Sig Hutchinson, Vice Chair Vivian Jones, Neena Nowell, James Roberson, and Board Member Harold Weinbrecht

Absent: 19 - John Byrne, Michael Grannis, Virginia Gray, Grady Hunt, Valerie Jordan, Timothy Karan, Catherine Knudson, RS "Butch" Lawter, Ken Marshburn, Bob Matheny, Melvin Mitchell, Matt Mulhollem, Howard Penny, Perry Safran, Michael Schriver, Dick Sears, Bob Smith, Terry Turner, and Art Wright

2. Adjustments to the Agenda

There was no adjustment to agenda.

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 shared via 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. As there were no members of the public who wished to speak, Chair Hutchinson closed Public Comments.

5. Consent Agenda

A motion was made by Alternate Corey Branch, seconded by Member Will Allen III to approve all items on the Consent Agenda. The motion carried by unanimous vote.

5.1 Executive Board August 2020 Meeting Minutes Draft

Requested Action: Approve the August 2020 Meeting Minutes Draft

Attachments: [Draft Meeting Minutes - Aug 19, 2020](#)

This Minutes was approved.

5.2 SPOT 6 Project Modifications Chris Lukasina, MPO Executive Director

Requested Action: Receive as information

Attachments: [Staff Report](#)

This Informational Report was approved.

**5.3 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
Program Management Plan Update**

Crystal Odum, MPO Staff

Requested Action: Endorse the updated GoRaleigh 5310 Program Management Plan.

Attachments: [Staff Report](#)
[GoRaleigh_PMP_FINAL 202003](#)

This Miscellaneous Item was approved.

**5.4 Transit Asset Management Performance Measures & Targets for State of
Good Repair**

Crystal Odum, MPO Staff

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

Attachments: [Staff Report](#)
[Final Recommended 2021 Transit Asset Management Targets](#)
[TAM Performance Measures and Targets Resolution 202009](#)

This Miscellaneous Item was approved.

End of Consent Agenda

6. Public Hearing

6.1 FY2020-2029 Transportation Improvement Program Amendment #2

Gretchen Vetter, CAMPO Staff

Requested Action: Conduct a public hearing.

Attachments: [Staff Report](#)
[TIP Amendment #2](#)

Ms. Gretchen Vetter, CAMPO staff reported on this item.

Ms. Vetter reminded all that this information had been presented during previous meetings. She explained that later additions of Bonus Allocation and Wake Transit BRT projects have extended the original 30-day public comment period. Adoption will be considered at the October 21, 2020 Executive Board Meeting.

Chair Hutchinson opened Public Hearing and explained the parameters of this format. As there were no members of the public who wished to speak, Chair Hutchinson closed Public Hearing.

A public hearing was conducted for the FY2020-2029 Transportation Improvement Program Amendment #2.

End of Public Hearings

7. Regular Agenda

7.1

RTA FAST Study

Joe Milazzo, RTA Executive Director

Requested Action: Receive as information and comment as appropriate.

Mr. Joe Milazzo, RTA Executive Director reported on this item.

Mr. Milazzo stated that the Regional Transportation Alliance business coalition, GoTriangle, and NCDOT have conducted a study aimed to accelerate the creation of a regional Freeway And Street-based Transit ("FAST") network. He explained that the FAST study has developed an illustrative, scalable approach through multimodal corridors that potentially could provide rapid, frequent, and reliable transit service across the region. He said that this is envisioned to complement upcoming investments in bus rapid transit and commuter rail services, while directly serving RDU Airport and Research Triangle Park. The FAST study is the pre-planning work designed to inspire, inform, and advance ideas for improving regional connectivity, supported by technical analysis.

Mr. Milazzo stated the goals of a regional FAST network include leveraging the roadway system to create multimodal freeways and streets, incorporating and extending 5 approved BRT corridors, and links to a commuter rail. He said this could quickly create a viable, illustrative enhanced regional transit network, and serve as template for other initiatives in North Carolina. Analysis methods include Mobility and Accessibility Criteria. Mr. Milazzo presented maps to illustrate both existing and proposed networks.

*Mobility**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

Mr. Milazzo stated that Freeway, Street and Stop low-cost transit advantages could include on-ramp signal bypass, a Bus On Shoulder System (BOSS), Yield-to-Bus, Transit Signal Priority, Queue Jump Lanes, RED lanes, Level Boarding, Enhanced Bus Stop and a Floating Bus Stop.

Mr. Milazzo presented several maps to illustrate routes for existing and planned freeway corridors, as well as street corridors, which showed various types of recommendations. He said that enhanced freeway transit advantages could include a direct access ramp,

transit priority shoulders and a freeway transit station.

Results from a 45-day Comments Period were reviewed by consultants to help shape Next Steps, which include:

- 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.)*

He stated that the study ends later this fall.

Alternate Corey Branch asked how these target years correlate with other transit plans from different municipalities. Mr. Milazzo responded that this study assumes lines for the existing BRT continue on, and referred to the first Next Steps of “Review ongoing/upcoming highway projects for potential transit advantage incorporation”. He reiterated that FAST is not separate from the BRT. He stated there are a number of pilot projects emerging, which in part will study how to quickly incorporate transit advantages into existing networks. Mr. Branch inquired if highway projects would be included in the analysis. Mr. Milazzo said not at this initial phase but that there will be additional recommendations in the future. There will be an effort to look toward options for implementation, including how to leverage upcoming highway projects to include some of these recommendations in those designs.

The RTA FAST Study Report was received as information.

7.2**Complete 540 - Update**

Kenneth Withrow, MPO Staff

Dennis Jernigan, NC Turnpike Authority Staff

Requested Action: Receive as Information**Attachments:** [Staff Report](#)
[NC540 Update](#)

Mr. Kenneth Withrow, MPO Staff introduced Mr. Dennis Jernigan, P.E., Director of Highway Operations, North Carolina Turnpike Authority who reported on Phase I of this item.

Background: The proposed Complete 540 project would extend the Triangle Expressway from the N.C. 55 Bypass in Apex to U.S. 64/U.S. 264 (I-87) in Knightdale, completing the 540 Outer Loop around the greater Raleigh area. At this time, construction on both Projects R-2721 (N.C. 55 Bypass to U.S. 401) and R-2828 (U.S. 401 to I-40) are moving forward.

Mr. Jernigan thanked the Executive Board for the opportunity to share the Complete 540 update with them. He stated that the Turnpike Authority is always looking for ways to improve safety and efficiency. He gave a brief update of progress across the state for Phase I Complete 540 and provided rationales for each project. He added that one benefit of these projects could be possible increased employment. Mr. Jernigan shared a map of the current areas of interest throughout the state: Triangle Expressway, Monroe Expressway, 1-77 Express Lanes, US 74 Express, 1-77 South Express Lanes, 1-485 Express Lanes, the Mid-Currituck Bridge, and Complete 540.

He provided a more detailed summary of the Phase I construction progress for Complete 540, broken down by segment. This included both length of proposed construction segments and associated estimated costs. Progress to date includes work on bridges, various culverts and greenways. A drone video showed bridges under construction and helped showcase the enormity of the turbine interchange.

Mr. Jernigan stated that there is a Complete 540 Interactive Map available, which allows the viewer to pinpoint various drone locations.

Mr. Jernigan expressed that active community outreach efforts were already underway before the pandemic. In an effort to continue this relationship, virtual meetings have been established. Additional efforts include informing residents through postcards and Nextdoor posts and responding to resident inquiries to the Complete 540 Hotline. HOAs, municipalities, businesses, emergency service and federal agencies have also been contacted.

Mr. Jernigan said that Phase II would include project readiness regarding completed activities such as environmental documents and flood surveys. The current activities underway include the reevaluation of traffic forecasts and analysis, as well as future preconstruction activities that include financial preparations and railroad coordination. He concluded by stating progress for completion is approximately 28%, which is on target for the Complete 540 project.

Chair Hutchinson expressed his appreciation for the accommodations for bike/ped and greenways. He asked how much acreage the turbine interchange at 540 and I-40 would occupy. Mr. Rochelle responded that there are 481 acres for that interchange, which includes 37 acres of pavement.

Alternate Corey Branch inquired about the timeline for considering land acquisition for the

remaining part of 540, from Town of Knightdale to Town of Clayton. Mr. Roger Rochelle, P.E. Chief Engineer responded that it would depend upon when the design build contract is started, as typically the design build contract would be responsible for right of way acquisitions. He said that more information would be given in the next portion of the presentation.

Mr. Rodger Rochelle, P.E. Chief Engineer reported on Phase II -Complete 540. Mr. Rochelle provided a map for the 540 loop, which illustrated the portions either completed or under construction and the "missing link", or Eastern Wake Expressway which is approximately 11 miles long. He said discussions for how to best achieve this are underway.

Mr. Rochelle reviewed 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

Mr. Rochelle stated this is a draft proposal and any input for improving this proposal would be welcome. He reviewed the four primary areas of focus for NCDOT and NCRR: (1) Finance, (2) Project Readiness, (3) Tolling, and (4) Programming Effects. They have determined that at a reduced cost, with reduced risk, and without detriment to any STIP projects, there is a unique opportunity to fast-track the completion of the 540 Outer Loop around the greater Raleigh area. He stated that by leveraging the momentum of the Southern Wake Expressway and accelerating the completion of the Eastern Wake Expressway, benefits are accelerated for an integrated multimodal transportation network for our communities.

Mr. Rochelle presented the steps for Project Readiness, which include NEPA Document, Permits, Mitigation, Final Surveys, Geotechnical Investigations, Preliminary Designs Complete, Right-of-Way Acquisition and Industrial Readiness.

Mr. David Roy, Director of Finance reviewed the Financial Benefits which include Construction Inflation Cost Savings, Market Interest Rate Savings, Refinance Benefits,

and Plan of Finance Momentum. Reduction in Trust Fund Allocation involves:

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

Mr. Roy reviewed Programming Effects. He said in addition to a notable reduction in trust fund dollars needed to construct Eastern Wake, rebalancing of STIP and other project schedules are unaffected and the acceleration of trust fund dollars does not delay (or accelerate) other projects.

Mr. Roy presented information for 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.*

Mr. Roy reviewed Tolling Scenarios for Western and Wake County only, Eastern Wake County 2029/30 and Eastern Accelerated. He said under the current adopted STIP construction schedules starting in 2029 are difficult to forecast that far into the future; however, based on a typical plan of finance, tolls on the Eastern Wake County section are expected to be removed in 2068. This will be determined by the environment, market interest rate, constructions cost and so forth at the time. He stated that it is not unreasonable to assume the full trust fund allocation or STIP dollars would be needed.

Mr. Roy concluded by reiterating that this project completes the missing link , accelerates the systemwide benefits, will have no impact on other projects, can reduce overall cost and utilize Trust Fund Allocation, unlocks \$100M in Bonus Allocation, could synchronize tolling; remove tolling on the corridor 10 years earlier and have direct and indirect benefits to the local economy.

He provided the following contact information:

- *ncdot.gov/complete540*
- *complete540@ncdot.gov*
- *1-800-554-7849*
- *@NCTurnpike @NC_QuickPass*

Member James Robeson thanked everyone for the presentation and commented that this was a wonderful opportunity for job development. He said the timing was perfect given that Wake Tech was building a new campus in the Eastern portion of Wake County, and was excited about the possible acceleration and cost savings.

Chair Hutchinson and Alternate Corey Branch echoed their appreciation for the presentation and expressed support.

CAMPO Executive Director Chris Lukasina reminded the Board that this was a decision point for two reasons: (1) TIP amendment and (2) the tolling decision. He said the TIP amendment is the instrument by which the board would agree to accept to accelerate the

project. The TIP amendment would be presented during Public Hearing next month and the board would be asked to consider action on both the amendment and tolling during the November Executive Board meeting. The agenda item was received by the Executive Board for information only.

The Complete 540 Update item was received as information.

7.3

CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

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

Attachments: [Staff Report](#)

[STIP Reprogramming Parameters - August 2020](#)

[CAMPO Reprogrammed TIP August 2020](#)

[Side-by-Side Current TIP versus reprogrammed TIP](#)

[LAPP Project Guidance](#)

[Changes from Adopted TIP to August 2020 Reprogrammed TIP](#)

Gretchen Vetter, CAMPO Staff

Ms. Gretchen Vetter, MPO Staff reported on this item.

Ms. Vetter first provided an update for the SPOT Projects and reviewed the Updated 36 Month Let List. She stated that NCDOT has released their list of SPOT projects to be let (bid opening) in the next 36 months, that CAMPO has organized these based on the first, second, and third 12 months, and that this list and dates are subject to change based on available funding and cash flows.

She reviewed CAMPO Changes to First 12 Months Let-List. These include:

- 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

Ms. Vetter provided a funding breakdown summary:

- 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

Regarding the updated reprogramming of SPOT Projects in TIP/STIP, Ms. Vetter stated that NCDOT released reprogramming of FY2020-2029 STIP to show funding of FY2020-2032 which includes 77 Projects with schedule impacts and mostly delays (76 Projects). She added that this reprogramming information was provided in the agenda attachment. She reiterated that these changes are not adopted until the Executive Board takes action to approve the TIP amendment. Ms. Vetter stated that NCDOT provided information last week some projects in STIP have not had cost estimate updates for some time, so NCDOT is reviewing these. This could result in reprogramming of some projects.

She provided a specific breakdown for Accelerated or No-Delay Projects (27%), 1-3 Year Delay Projects (48%) and 4+ Year Delay Projects (25%).

Given all the projects that are delayed, Alternate Corey Branch inquired if any projects are moving forward in the next 4-5 years. Ms. Vetter responded that several projects that were already under construction are continuing forward. She explained that the reason for potentially large shifts is because NCDOT is required to keep the TIP and STIP financially constrained. NCDOT anticipates a lower availability of revenue and cash in the next 10-12 years, so will have to update the TIP and STIP accordingly. Mr. Branch commented that many changes to traffic data and analysis could occur just within two years. He asked if additional analysis was required, could that potentially increase the cost of these projects. Ms. Vetter acknowledged that this was a possibility.

Chair Hutchinson inquired if NCDOT's financial status were to greatly improve would some of the delays be reduced. Ms. Vetter said that NCDOT is closely monitoring this, and if anticipated funds materialize, this would be updated in the STIP. Chair Hutchinson said he felt managed freeways were a low cost high benefit project, and asked if it was possible to move that up the list to less than a 4 year delay. Ms. Vetter stated that, as far as changing or rearranging project priorities, NCDOT has indicated they would be willing to discuss this and may have some flexibility. CAMPO Executive Director Chris Lukasina said that typically new TIP or STIP projects have involved one on one meetings with NCDOT to discuss the draft program, and NCDOT has agreed to continue these meetings, although none are currently scheduled, as CAMPO wanted to give the board time to review all the changes. He said that while it is understandable that everyone wants all projects to move forward now, NCDOT has limited resources within a given time frame, and accelerating or moving projects may mean a deceleration for others. He added that funding rules complicate this process, but at minimum a list of proposed high priority projects could be submitted when NCDOT's revenue situation improves.

Member Will Allen III asked if all of this was due to the COVID-19 pandemic. Mr. Lukasina said that while the pandemic was an additional blow, NCDOT was already trying to recover from financial hits due to prior events such as hurricanes and a MAP Act???. There was a significant strategy use of "spending down" in the last two years, in order to qualify for additional funding from the Legislature. This occurred simultaneously with the pandemic and hurricanes events. Conflicting VMT data (which is related to gas tax revenue) is further complicating issues.

Ms. Vetter provided an update for the LAPP Projects. She stated that NCDOT was now above the cash floor, which means some funding is starting to move for LAPP projects. She said that \$5 million dollars has been allocated by NCDOT for these projects which can be reimbursed. She provided a quick review for the project selection process which includes those already in the construction phase that were paused. A list was created and sent to NCDOT. NCDOT recently informed CAMPO that it is willing to allow some projects to restart which are willing to defer reimbursement. This deferred reimbursement is expected to be repaid by October 2021. As a region we are eligible to resume deferred reimbursement up to \$16 million dollars.

Ms. Vetter shared that the August Redistribution has been announced. North Carolina was awarded \$143 million dollars, \$55 million of which will be spent on converting projects from Advanced Construction to Obligated- primarily projects already under construction. Ms. Vetter stated that although future transportation funding authorization is still unknown, there is strong advocacy for this, including a letter to Congress, available at

this link:

<https://aashtojournal.org/2020/09/11/letter-calls-on-congress-to-make-turn-key-transportation-deal/>

Ms. Vetter reviewed the FFY2019 and prior year projects deadline data. She reminded all that the CAMPO Executive Board adopted the rule in August 2019 stating that all FFY2019 and prior year projects have until the end of FFY2020 to receive funding authorization or the project funding will be reprogrammed. Given that all LAPP projects were paused in May 2020 and the FFY2020 ends September 30, 2020. Ms. Vetter acknowledged that many prior year projects will miss this deadline. Ms. Vetter presented two recommended options

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

Ms. Vetter emphasized that CAMPO Staff recommends Option 2 because some projects may require additional time to make up for expired NEPA docs, appraisals, and general time to "remobilize".

A slate vote was taken for this item and Consent Agenda items. All items passed unanimously.

A motion was made by Member Will Allen III, seconded by Alternate Corey Branch to approve the deadline extension for prior year LAPP projects to receive funding authorization to the end of federal fiscal year 2021 (September 30, 2021). The motion passed by unanimous vote.

7.4

DRAFT 2050 MTP Socio-Economic Guide Totals

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[2050 MTP Schedule](#)
[SE Data Guide 2020-08-16](#)

Mr. Chris Lukasina, CAMPO Executive Director reported on this item.

Mr. Lukasina stated that the intent of the presentation today was to present preliminary information and that it will be presented again to both TCC and the Executive Board for future action.

He reminded all that the 2050 Metropolitan Transportation Plan (MTP) is a joint plan by the Capital Area MPO and the DCHC MPO, as has been the case for the last three plan updates. He added that TJCOG has been responsible for coordinating the many activities and tasks of the two MPOs, particularly with development of socioeconomic data (SE Data) Mr. Lukasina shared that supporting documents were included as attachments.

He explained that draft data includes population and employment “guide totals” that are forecasted at the county level. He said these data are used to help inform forecasts for population and employment change between today and the ultimate 2050 horizon year. Mr. Lukasina expressed that a critical step in developing the 2050 MTP is to forecast trips and the amount, type and location of population and jobs in our region within a given time frame, partially gauged through the use data from local jurisdictions, the office of state planning office and state demographer, and the Census bureau. All Guide Totals will be updated, and a final set of Control Totals will be included in the request for final adoption of the MTP in December 2021.

DRAFT 2050 MTP Socio-Economic Guide Totals Report Item was received as information.

7.5**Employment Analyst Update**

Gerald Daniel, CAMPO Staff

Requested Action: Receive as information**Attachments:** [Staff Report](#)

Mr. Gerald Daniel, MPO Staff reported on this item.

Mr. Daniel stated that the Triangle Regional Model (TRM) team is collecting regional socio-economic data and transportation system characteristics. This will help shape the next iteration of TRM for commuter origin and destination travel patterns for Spring 2020 (pre COVID 19 travel patterns).

Mr. Daniel explained that the Employment Analyst tool used to collect the data is an ArcGIS, an 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. He said that the collection of roadway features such as speed limits and number of lanes on a facility was completed using the Network Analyst tool during the Winter of 2019. Mr. Daniel reiterated that the Network Analyst allowed members and planning staff to provide the model team with transportation network information for their respective jurisdictions and the Employment Analyst tool has the same functionality to validate employer/employee characteristics.

Mr. Daniel stated that the employment dataset is the last of three datasets used to inform TRM and represents a snapshot of observed regional employment characteristics. 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. The Employment Analyst progress workbook that each member may access was demonstrated in the presentation. Mr. Daniel said a considerable amount of progress by a few municipalities has been made towards updating the employment data. He strongly encouraged all jurisdictions to participate by not only entering but reviewing data for accuracy.

Mr. Daniel concluded by sharing that the employment data collection process has a scheduled completion date of September 18th, 2020.

Member Will Allen III requested confirmation that this tool is used to 'feed' the Triangle model for ridership for all transportation projects, including transit. Mr. Daniel acknowledged this. Regarding DHHS' impending move to Blue Ridge Road which will affect approximately 4,000 employees, Mr. Allen asked if this will be updated quickly in this model, as this could potentially impact ridership at the state fairgrounds stop. Mr. Daniel confirmed that the information could be updated quickly.

Mr. Allen stated he felt FTA preferred their own trips software (STOPS) and asked how the two correlate with regards to transit proposals. Mr. Daniels emphasized the importance of updated employment information in TRM needed to accurately model travel patterns and resultant congestion calculated in 'highway skims' which are subsequently fed into the STOPS model.

The Employment Analyst Update Report was received as information.

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

Bret Martin, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Attachment A - Map of Western BRT Corridor Alignment Alternatives](#)

[Attachment B - Map of Western BRT Proposed LPA](#)

Mr. Bret Martin, MPO Staff reported on this item.

Mr. Martin reminded the board that they took action last summer to adopt the Locally Preferred Alternative for the New Bern Transit Corridor, which is currently in project development and was the first of four corridor projects to advance. Building upon the identification and initial refinement of bus rapid transit (BRT) alternatives studied under the Wake Transit Fixed Guideway Corridors Major Investment Study (MIS), Mr. Martin stated that the City of Raleigh has been evaluating alternatives for a BRT project linking downtown Raleigh and downtown Cary, and plans to request from the Federal Transit Administration (FTA) to enter the federal project development phase this fall, with a rating application submission next summer.

Mr. Martin reviewed the original corridor concept as conceived in the Wake County Transit Plan and explained that the BRT corridor is included in the 2045 Metropolitan Transportation Plan. He stated that this corridor is a piece of a longer BRT project which extends from downtown Raleigh to RTP. A number of alignment alternatives were identified and evaluated in the MIS and subsequent study by the Town of Cary, with wide variation in alignment options identified west of the intersection of Jones Franklin Road and Western Boulevard, including Chapel Hill Road (NC 54), Chatham Street, Cary Towne Boulevard/Walnut Street and Cary Towne Boulevard/Maynard Road/East Chatham Street.

Mr. Martin stated that the MIS generated a single alignment option for the corridor between downtown Raleigh and Jones Franklin Road. This alignment would use a combination of Wilmington, Salisbury, Blount, South, and Morgan Streets in downtown Raleigh and the existing alignment of Western Boulevard from downtown Raleigh to Jones Franklin Road.

He provided a brief overview of the Federal process for the Small Starts program, and said that it is hoped this project will be eligible. He stated that City of Raleigh has been identified as the project sponsor for all four corridors. Mr. Martin said that the Small Starts program includes in the project development phase the engineering of the project all the way through final design. The project would then be considered for FTA funding before construction. If awarded funding, that would pay for the federal share of the project including project development and design work.

He reviewed the three elements associated with consideration of a Locally Preferred Alternative:

•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?

•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

Mr. Martin presented a map of the locally preferred alternative that has been agreed upon by City of Raleigh and Town of Cary. The City of Raleigh, in cooperation with the Town of Cary, determined that the Western Boulevard/Cary Towne Boulevard/Maynard Road/Chatham Street alternative (identified in Attachment B) is the most suitable alternative for adequately serving the travel market identified in the MIS and that satisfies the purpose and need for the project. Discussions for the extension into downtown Raleigh are still underway, and support for this selection of the preferred alternative was based on:

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 satisfies purpose and need*
- Termini: Provides direct access to major origins and destinations that shape the travel market*

Mr. Martin emphasized that this will still require concurrence from cooperating agencies – NCDOT, CAMPO, SHPO, Town of Cary, NCDEQ, USACE, and NC State University. He reviewed the past LPA milestone dates and planned schedule for dissemination of information to the Executive Board and the public. Action is anticipated from the Executive Board during the November 2020 meeting.

Member Will Allen III said it was his understanding that the Western Boulevard extension has been under development for a long time, and that one of the advantages of choosing this alignment is that dedicated bus-only lanes could be built for this new location extension without the presence of general purpose traffic on those lanes or interfering with those lanes. Mr. Martin responded the current proposal with the alternatives includes only bus lanes at this point. In the future or in a separate project there could be general purpose lanes added; however, what they have attached to this project specifically is bus only lanes.

Alternate Corey Branch commented that he hoped the multimodal component concerning pedestrians and bicycles would be kept for the Western Boulevard extension.

The Locally Preferred Alternative for Wake Bus Rapid Transit: Western Corridor Report was received as information.

8. Informational Item: Budget

- 8.1** **Operating Budget - FY 2020**
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 20 Projected Budget QTR 4](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

- 8.2** **Member Shares FY 2020**
Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 20 Projected Member Dues QTR 4](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

9. Informational Item: Project Updates

- 9.1** Executive Board September 2020 Project Updates

Requested Action: Receive as information

Attachments: [Executive Board September 2020 Project Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

- 9.2** **Public Engagement Updates**
Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [Public Engagement Updates Exec. Board Sept 2020](#)

The Public Engagement Updates were included in the agenda packet.

The Public Engagement Updates item was received as information.

10. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that:

-The annual one call for LAPP and Special Study ideas for next fiscal year is now underway. Please address LAPP questions to CAMPO Staff Gretchen Vetter and Special Studies questions to CAMPO Deputy Director Shelby Powell.

-An annual Member Share letter for the last fiscal year has been sent to each clerk or finance director, as well as TCC members. Quite a few payments are already in. CAMPO is hopeful that these will all be paid over the next month so the book may be closed for the fiscal year.

-He wished to emphasize the importance of CAMPO Staff Gerald Daniels' presentation regarding the employment analyst tool and how crucial data input is from all. He requested that everyone take the opportunity to both enter and check the data for accuracy. Currently, there is lower than desired participation, and CAMPO is tracking this. Members are encouraged to reach out to their staff. As the deadline approaches a report can be generated to show those who have not completed any work and shared with Executive Board members. He asked that if anyone needs more time, please contact CAMPO staff to discuss their situation.

-The National MPO conference will be held virtually this year. Registration is now open. Questions may be directed to CAMPO staff.

TCC Chair - no report.

NCDOT Transportation Planning Division - no report.

NCDOT Division 4 - no report.

NCDOT Division 5 - no report.

NCDOT Division 6 - no report.

NCDOT Rail Division - absent.

NC Turnpike Authority - no report.

NCDOT Bicycle & Pedestrian Planning Division – absent.

Executive Board Members – no members or alternates wished to add anything further.

Chair Hutchinson thanked everyone for their participation and praised CAMPO staff for all their efforts to date.

This Staff Report was received as information.

11. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting</i>	<i>October 1, 2020</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TAC Meeting</i>	<i>October 21, 2020</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>November 5, 2020</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TAC Meeting</i>	<i>November 18, 2020</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	