

**NC Capital Area Metropolitan
Planning Organization
Meeting Minutes - Final
Technical Coordinating Committee**

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

Thursday, October 1, 2020

10:00 AM

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 Andes welcomed everyone and asked if there were any new introductions to be made. There were no new members to be introduced. She explained the logistics and planned course of action for the virtual meeting. Chair Andes reviewed the opportunities that would arise during the meeting for any member of the public who wished to speak.

CAMPO Deputy Director Shelby Powell asked each TCC member or alternate to orally confirm attendance.

- Present:** 33 - Chair Juliet Andes, Sandi Bailey, Joshua Baird, Gregory Bethea, Paul Black, Jason Brown, Bryan Coates, Shannon Cox, Luana Deans, Bob Deaton, Jimmy Eatmon, Tim Gardiner, Phil Geary, Joe Geigle, Hank Graham, Jay Heikes, John Hodges-Copple, Benjamin Howell, Justin Jorgensen, David Keilson, Erin Klinger, Member Eric Lamb, Gaby Lawlor, Michael Malechek, Jason Myers, Akul Nishwala, Neil Perry, Jay Sikes, Morgan Simmons, Tracy Stephenson, Darius Sturdivant, Vincent Gerry, and David Walker
- Absent:** 21 - Than Austin, Kelly Blazey, Ken Bowers, Bo Carlson, Michael Clark, Davis Anita Davis, Neal Davis, Scott Hammerbacher, Danny Johnson, Irene Johnson, Paul Kallam, Catherine Knudson, Michael Landguth, Julie Maybee, Branston Newton, Kendra Parrish, Pamela Perry, Larry Smith, Courtney Tanner, Kathryn Zeringue, and Niki Johnson

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Public Comments

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

4. Minutes

4.1 TCC September 2020 Meeting Minutes Draft

Requested Action: Approve the September 2020 Meeting Minutes Draft

Attachments: [TCC September 2020 Meeting Minutes Draft](#)

A motion was made by Vice Chair Eric Lamb, seconded by Alternate Morgan Simmons to recommend approval of TCC September 2020 Meeting Minutes Draft. The motion passed by unanimous vote.

5. Regular Business

5.1

Triangle Bikeway Study

Kenneth Withrow, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[Triangle Bikeway Study-2020-10-01](#)

Mr. Kenneth Withrow, MPO Staff reported on this item.

Mr. Withrow explained that the Triangle Bikeway project will study the idea of a 17 mile bicycle path. The bikeway will link Raleigh, Research Triangle Park (RTP), Durham and Chapel Hill along I 40 and NC 54. The current planning effort includes design and construction recommendations between Raleigh and RTP, and a corridor assessment for the connection west to Durham and Chapel Hill. Ideas from residents will shape the plan. Agencies across the region are working together in the planning process, which will take approximately 18 months.

Mr. Withrow presented a map of the study area; and explained that the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization have embarked on an Implementation Study for a functional design bicycle connection from Raleigh to the Park Center site at Research Triangle Park in Durham County via a separated regional bicycle facility generally following the I-40 corridor; along with a feasibility study for a regional bicycle facility between the Park Center site and US 15-501 (Fordham Boulevard) in Chapel Hill. The feasibility study will also address bicycle/pedestrian facility gaps along NC 54 in Durham County.

Mr. Withrow also presented the project objectives, with the focus on establishing a bicycle and pedestrian commuter alternate to I-40 along a direct, mostly parallel path. Along with the aforementioned functional design and feasibility study objectives, the additional objectives include:

- Develop standards, character and design palette
- Connect to transit
- Establish maintenance responsibility
- Coordinate with planned and future TIP projects along corridor
- Connect to Triangle bicycle and pedestrian network
- Secure stakeholder buy-in on preferred alternatives and implementation strategies and priorities
- Meaningful stakeholder and decision-maker involvement that informs, educates, and responds to all input

Mr. Withrow noted that six (6) Supporting Case Studies from throughout the country identified examples of bicycle facilities that were mostly built within right-of-way of major highways and freeways could be found on the CAMPO website:

1. PATH 400 – Atlanta, GA
2. Custis Trail – Northern Virginia
3. I-90 Trail, Seattle, WA
4. US 36 Bikeway - Denver to Boulder, CO
5. Charter Oak Greenway – East Hartford, CN
6. I-40 Business – Winston Salem, NC

Mr. Withrow provided the project link of www.trianglebikeway.com, which contain the elements of Explore Other Bikeways in the U.S., Share Your Knowledge of the Corridor, and Help Share the Plan.

Mr. Withrow presented a schedule of both current and anticipated progress. He stated that community engagement approaches include effective multijurisdictional coordination, broad stakeholder involvement, meaningful engagement with under-engaged groups and adaptive engagement during the COVID-19 pandemic.

Mr. Withrow expressed that a Variety of Collaborative Groups are involved. The Working Group reviews data, community input, alternatives, provides guidance to study, connects study to the community and meets every other month. Stakeholder Coordination with specific stakeholders helps to provide input from specific point of view. Focus Groups involve coordination with a variety of community members, which can provide input from many points of views.

Mr. Withrow provided an update on activities that have been conducted during the study. He shared that over the past few months extensive work has been done between the consultant, MPO staffs, and the Triangle Bikeway Working Group; and meetings have occurred with the mayors and local professional staff in the communities of Raleigh, Durham, Cary, Chapel Hill and Morrisville.

Mr. Withrow presented current survey data results as of September 2020 that have been received from 1,800 surveys. He attributed the large number of participants to stakeholder meetings and other involved parties that had passed the information on to constituents. He encouraged all to participate in the survey. Mr. Withrow provided a breakdown of Corridor and Survey Demographics for race, gender and household income.

Mr. Withrow stated that the Next TWG Meeting will be held November 19, 2020, from 1:30-3:30. He concluded by addressing Next Steps which will include:

- Engage (www.trianglebikeway.com)*
- Distribute Website Link to Your Networks + Social Media*
- Update Crowdsourc Map with Info Specific to Your Organization*
- Send Focus Group Referrals to Kenneth.Withrow@campo-nc.us*
- Continue Stakeholder & Elected Official Meetings*
- Begin Focus Group meetings*

The Triangle Bikeway Study Report was received as information.

5.2 SPOT 6 - Alternate Criteria

Alex Rickard/MPO Staff

Requested Action: Recommend approval of the SPOT 6 alternate criteria

Attachments: [Staff Report](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard reviewed that SPOT is the state’s scoring system for selecting projects for programming in the STIP. He explained that scoring criteria is developed by the SPOT Workgroup and approved by the DOT Board of Transportation; however, there is a provision in the law that says adjustments may be made to the criteria and weighting if there is agreement. Mr. Rickard expressed that CAMPO staff, the Durham/Chapel Hill/Carrboro MPO and Division 5 Engineer’s office staff are proposing the following changes to roadway criteria, which is similar to what was done in SPOT 5.

For Division 5 Mobility: Accessibility and Connectivity Criteria

Mr. Rickard stated that 50% of the accessibility and connectivity criteria is comprised of two parts: county location (advantageous to socio-economically challenged regions) and connectivity which is tied to capacity improvement. Mr. Rickard expressed that this criteria does not make sense at the Division level because it is the smallest pot of money and major capacity projects such as widening and new location projects will not be funded at the Division 5 level. The group is recommending that the Accessibility and Connectivity points be moved over to the Safety category. It was also the opinion of the group that the Freight criteria is not appropriate at the Division level because the state does not collect Freight data on secondary roads, resulting in a potential loss of 5 points. The recommendation is to move those 5 points over to Safety as well.

<i>Criteria</i>	<i>P6.0 Default</i>	<i>Division 5</i>
<i>Benefit-Cost</i>	<i>15%</i>	<i>15%</i>
<i>Congestion</i>	<i>15%</i>	<i>15%</i>
<i>Accessibility/Connectivity</i>	<i>5%</i>	<i>5%</i>
<i>Safety</i>	<i>10%</i>	<i>20%</i>
<i>Freight</i>	<i>5%</i>	<i>0%</i>

For Division 5 Modernization types of projects, there is the same recommendation to move Freight points to Safety.

<i>Criteria</i>	<i>P6.0 Default</i>	<i>Division 5</i>
<i>Paved Shoulder Width</i>	<i>15%</i>	<i>10%</i>
<i>Pavement Condition</i>	<i>10%</i>	<i>10%</i>
<i>Lane Width</i>	<i>5%</i>	<i>5%</i>
<i>Safety</i>	<i>20%</i>	<i>25%</i>
<i>Freight</i>	<i>5%</i>	<i>0%</i>

Mr. Rickard stated that Division 6, CAMPO, Fayetteville MPO are in agreement for Mobility, and agree that moving Freight points to Safety is appropriate. As currently there is no agreement on what to do with Accessibility and Connectivity points, those remain the same for now.

<i>Criteria</i>	<i>P6.0 Default</i>	<i>Division 6</i>
<i>Benefit-Cost</i>	15%	15%
<i>Congestion</i>	15%	15%
<i>Accessibility/Connectivity</i>	5%	5%
<i>Safety</i>	10%	15%
<i>Freight</i>	5%	0%

Mr. Rickard said the recommendation for moving Freight points to Safety is the same for Division 6 Modernization.

<i>Criteria</i>	<i>P6.0 Default</i>	<i>Division 5</i>
<i>Paved Shoulder Width</i>	10%	10%
<i>Pavement Condition</i>	10%	10%
<i>Lane Width</i>	5%	5%
<i>Safety</i>	20%	25%
<i>Freight</i>	5%	0%

Member Jason Myers asked for lane width scoring criteria clarification. Mr. Rickard responded that this is for the modernization projects, and that modernization is not a widening. He said the goal is to bring the roadway and shoulder width up to current design standards. The deficiency is measured and the difference gets scaled. Mr. Rickard added that this does not impact widenings, new locations, or mobility projects, and that it is only used for scoring the modernization projects. Alternate Akul Nishwala asked if the reverse would be true, and if projects would get credit for a road diet type project that was narrowing lanes that are currently wider than necessary in order to add bicycle facilities or the like. Mr. Rickard said he was not sure how this category would affect those type of projects. Executive Director Chris Lukasina said that the lane width only works one way but not the other, i.e. scaling back would not score well in this particular category.

A motion was made by Member Ben Howell, seconded by Member Justin Jorgensen to recommend approval of SPOT 6 - Alternate Criteria to the Executive Board. The motion passed by unanimous vote.

5.3 CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

Requested Action: Provide a recommendation on LAPP FFY2022 submittal policy.

Attachments: Staff Report

- STIP Reprogramming Parameters - August 2020
- Changes from Adopted TIP to August 2020 Reprogrammed TIP
- CAMPO_Reprogrammed TIP August 2020
- Side-by-Side Current TIP versus reprogrammed TIP

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

Ms. Vetter provided an update for the reprogramming of SPOT projects in TIP/STIP.

Ms. Vetter stated that due to COVID-19 impacts and other ongoing issues, 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 last month. She reiterated that these changes are not adopted until the Executive Board takes action to approve the TIP amendment, work on which will be started this month. 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. Ms. Vetter reviewed the percentages of delays, which are:

Delays by STI Category
22 Division Projects 20%
26 Regional Projects 33%
30 Statewide Projects 39%

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

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. 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. The state has been able to use this to open up and obligate federal funding for several of the LAPP projects, which means that these projects have federal funding and can move forward within normal reimbursement parameters. CAMPO is working with NCDOT to obtain the list so it can be determined which projects may formally move forward, how to use the \$5 million dollars and how to assign the deferred reimbursement funding beyond that. She added that more information is anticipated next month. Ms. Vetter announced that, while the future of transportation funding authorizations is still unknown, a Continuing Resolution was passed by the House and Senate and that the Resolution includes a one-year extension of the FAST Act.

She reminded all that the TCC recommended, and 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.

At their September 2020 meeting, the CAMPO Executive Board passed an updated rule to extend deadline for all prior year LAPP projects to receive funding authorization by September 30, 2021 or project subject to deprogramming.

Ms. Vetter reviewed the FFY2022 LAPP call for projects submittal deadline, which is at the end of October 2020, and reviewed the current CAMPO policy, which states:

“For applicants with prior projects that have not obligated funds, the applicant must reduce the number of allowable new applications per agency per mode by the number of that agency’s prior LAPP projects (by mode) that did not meet authorization prior to the end of the federal fiscal year.”

Ms. Vetter noted that since all LAPP projects were paused in May of 2020 and FFY2020 CMAQ Projects are still unable to execute their agreements, there would be jurisdictions impacted by this rule through no fault of the jurisdiction.

Ms. Vetter emphasized that when this policy was established, it was not meant to be punitive, but rather a tool put in place to limit the number of simultaneously occurring projects an awardee would have to manage. She recognized that this current issue was through no fault of the local jurisdictions. She stressed that if this policy was bypassed, it could potentially front load the project managers if funding was received for these upcoming projects on top of the prior and ongoing ones.

Member Tracy Stephenson expressed deep concern. He did not feel project restriction across the board was the correct course of action, and said projects should be examined for current status, especially given the uncertainty of the funding timing. He said if his CMAQ projects continue to be delayed, he would be perpetually held to a standard he is unable to meet, not just for this year but for following years as well, making catching up very challenging.

Alternate Luana Deans echoed Mr. Stephenson’s sentiment regarding CMAQ projects and questioned why they would even be counted because they have not been programmed.

Ms. Vetter said that CAMPO understands the concerns. She reminded all that FY 2020 CMAQ projects have been programmed in the TIP, not the STIP and have not yet gone through the CMAQ approval process. It is CAMPO’s understanding these will be moving forward in January 2021 through the call for projects, but turnaround time is unknown. She added with the newly signed Continuing Resolution more information may be forthcoming from the CMAQ unit.

Mr. Stephenson felt it was unfair to assume multiple projects could not be handled efficiently simultaneously without a proven track record. Ms. Deans felt that was assuming these will still be programmed in FY20. She said if funding was awarded in January 2021, it would be manageable if the projects would be programmed in FY 21 or FY22. Ms. Vetter said depending on when the CMAQ call for projects occurs, that would determine in what year projects would be appropriately programmed.

Member Sandi Bailey agreed that there should be no penalty for those projects for which agreements have not been completed as it is not the fault of municipalities, and municipalities should be responsible for managing load.

Mr. Stephenson asked what the confidence level was for when agreements would go out, given that NCDOT’s financial situation is still in flux. Ms. Vetter answered that these

questions have been posed by CAMPO to NCDOT as well. It is CAMPO's understanding that NCDOT feels optimistic that the worst of the financial crisis may be over and are hopeful for additional Federal funding. They have requested that everyone remain openminded about programming much as possible in case the funding does become available. Ms. Vetter said that seeing FY21 agreements executed currently is a good sign. Mr. Stephenson reiterated that he felt additional projects would naturally be spread out over time and therefore manageable.

CAMPO Executive Director Chris Lukasina said there has been an unfortunate history of multiple overextended LAPP projects which resulted in parties having to repay or cut projects, and left other submittals not funded. He reiterated that this policy is meant to be a management tool, not a punishment. He expressed that although the TCC was free to make any motion they chose, if they chose to waive this rule to bear in mind NCDOT's financial situation could worsen which could result in a smaller funding cycle or no programming.

Member Sandi Bailey made a motion that FY22 LAPP applicants or applications not be penalized for projects with delayed municipal agreements. Mr. Lukasina clarified that the motion would only pertain to projects that do not have a fully executed agreement due to delays from NCDOT. The motion was then clarified to: Recommend that for the FFY2022 LAPP Call for Projects, delayed municipal agreements on prior year projects due to NCDOT-caused delays should not count towards an applicant's FY22 submittal limit.

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

A motion was made by Member Sandi Bailey, seconded by Member Jason Myers to recommend to the Executive Board that for the FFY2022 LAPP Call for Projects, delayed municipal agreements on prior year projects due to NCDOT-caused delays should not count towards an applicant's submittal limit. The motion passed by unanimous vote.

5.4 Amendment #3 to FY2020-2029 Transportation Improvement Program

Gretchen Vetter, CAMPO Staff

Requested Action: Receive as information.**Attachments:** Staff Report

CAMPO_Reprogrammed TIP August 2020

Changes from Adopted TIP to August 2020 Reprogrammed TIP

*Ms. Gretchen Vetter, MPO Staff reported on this item.**Ms. Vetter stated that CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. She said that this amendment includes major STIP revisions to the current programmed TIP based on the financial impacts of reduced revenues from COVID19 and other ongoing issues within NCDOT.**Ms. Vetter expressed that the FY2020-2029 TIP Amendment #3 will be posted for public comment from today October 1, 2020 to November 2, 2020 and a public hearing is scheduled for the October 21, 2020 Executive Board meeting. She explained that later additions of Bonus Allocation and Wake Transit BRT projects have extended the original 30-day public comment period. She concluded by saying the CAMPO Executive Board will consider approving the amendment at their November 18, 2020 meeting.***The Amendment #3 to FY2020-2029 Transportation Improvement Program Report was received as information.**

**5.5 2045 Metropolitan Transportation Plan Amendment
Air Quality Conformity Determination**

Chris Lukasina, CAMPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[CAQ Conformity Amendment Form](#)
[Map 1](#)
[Map 2](#)
[Map 3](#)

CAMPO Executive Director Chris Lukasina reported on this item.

Mr. Lukasina explained that this amendment would modify the alignment for the Western Corridor BRT to incorporate the recommended Locally Preferred Alternative (LPA) for this project.

Mr. Lukasina presented a map of the original and proposed alignment for the Wake BRT Western Corridor Proposed LPA, as well as an MTP map version to show both the current and the proposed amended LPA route.

He concluded by stating that a public comment period opened on October 1, 2020 and a public hearing will be scheduled during the Executive Board meeting on October 21, 2020, with consideration for approval anticipated at their November 2020 meeting.

The 2045 Metropolitan Transportation Plan Amendment-Air Quality Conformity Determination Report was received as information.

5.6 FY 21 Unified Planning Work Program - Amendment #1

Shelby Powell, CAMPO Staff

Requested Action: Receive as information.**Attachments:** Staff Report

Resolution of Adoption - FY 21 UPWP Amendment #1

FY 21 UPWP Amendment #1

Ms. Powell reminded all that the FY 21 Unified Planning Work Program (UPWP) was adopted in February 2020. She expressed that as the fiscal year began, changes to the funding sources for several special studies were made. She added it was determined that one special study, the Fayetteville-Raleigh Passenger Rail Study Phase II, would not move forward in FY 21 due to the inability of NCDOT to financially participate, and the outcomes of Phase I indicated the need for additional coordination with our partners along the corridor.

Ms. Powell shared that transit agencies also had adjustments to budget sources and project identification that needed to be included in this UPWP. Ms. Powell stated that items included in this Amendment are:

- *Triangle Bikeway - adjusted funding allocations to reconcile with actual spending on the study, and extended the time period of the study to conclude in FY 22 instead of FY 21. Total study cost remained the same.*
- *Northeast Area Study - adjusted funding allocations between FY 20 and FY 21 to reconcile with actual spending on the study. Total study cost remained the same.*
- *Fayetteville-Raleigh Passenger Rail Study - adjusted the start of Phase II to begin in FY 22 instead of FY 21. Deleted FY 21 funding associated with this study.*
- *Bus on Shoulder Study - adjusted the funding sources to reflect CAMPO and GoTriangle financial contributions to the study, and remove the DCHC MPO and NCDOT financial contributions to the study.*
- *Wake Transit Implementation Studies - added the Wake Transit BRT Expansion Major Investment Study from Research Triangle Park to Clayton, as per the adopted Wake Transit Work Program. This study will begin in FY 21 and is anticipated to conclude in FY 22. Also adjusted budget figures to align with adopted Wake Transit Work Program.*
- *GoRaleigh - added funding from the federal CARES Act for Western Boulevard TOD study and an operational analysis to be conducted by GoRaleigh (including updates to Table 4A).*
- *GoCary - adjusted funding table to reflect 20% local match for 5307 funds, and remove NCDOT/State 10% match for 5307 funds. (including updates to Table 4B).*
- *Appendix A - updated membership lists to reflect most recent member names as of time of the Amendment.*

Ms. Powell concluded by stating the Amendment will be out for public comment from October 16, 2020 through November 15, 2020, and that action to approve the Amendment is anticipated to occur at the November 18, 2020 Executive Board meeting.

The FY 21 Unified Planning Work Program - Amendment #1 Report was received as information.

6. Informational Item: Budget

- 6.1** **Operating Budget - FY 2021**
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: FY 2021 Projected Budget Q1

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

- 6.2** **Member Shares FY 2021**
Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: FY 2021 Projected Member Dues Q1

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

7. Informational Item: Project Updates

- 7.1** TCC October 2020 Project Updates

Requested Action: Receive as information

Attachments: [TCC-2020-10-01-Project Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

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

Requested Action: Receive as information.

Attachments: [Executive Board Oct 2020 Public Engagement Updates](#)

The Public Engagement Updates were included in the agenda packet.

The Public Engagement Updates item was received as information.

8. 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.

-The National MPO conference will be held virtually this year and three CAMPO staff, Shelby Powell, Bret Martin and Gretchen Vetter are on the program. Registration is now open. Questions may be directed to CAMPO staff.

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 - absent.

NCDOT Intermodal Planning Division - absent.

TCC Members – no TCC member or alternate wished to add any further comment.

Chair Andes thanked everyone for their participation and adjourned the meeting.

The Staff Reports item was received as information.

9. Adjournment

Upcoming Meetings/Events

<p><i>Capital Area MPO TAC Meeting</i> <i>One Bank of America Plaza</i> <i>421 Fayetteville Street, Suite 203</i> <i>Raleigh, NC 27601</i></p>	<p><i>October 21, 2020</i> <i>4:00 - 6:00</i></p>
<p><i>Capital Area MPO TCC Meeting</i> <i>One Bank of America Plaza</i> <i>421 Fayetteville Street, Suite 203</i> <i>Raleigh, NC 27601</i></p>	<p><i>November 5, 2020</i> <i>10:00 - noon</i></p>
<p><i>Capital Area MPO TAC Meeting</i> <i>One Bank of America Plaza</i> <i>421 Fayetteville Street, Suite 203</i> <i>Raleigh, NC 27601</i></p>	<p><i>November 18, 2020</i> <i>4:00 - 6:00</i></p>
<p><i>Capital Area MPO TCC Meeting</i> <i>One Bank of America Plaza</i> <i>421 Fayetteville Street, Suite 203</i> <i>Raleigh, NC 27601</i></p>	<p><i>December 3, 2020</i> <i>10:00 - noon</i></p>