

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

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

Wednesday, October 21, 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: 17 - William Allen III, Mary-Ann Baldwin, Scott Brame, John Byrne, TJ Cawley, Ronnie Currin, Joe Geigle, Jacques Gilbert, Michael Grannis, Virginia Gray, Chair Sig Hutchinson, Vice Chair Vivian Jones, Ken Marshburn, Bob Matheny, Neena Nowell, Bob Smith, and Harold Weinbrecht

Absent: 10 - Grady Hunt, Valerie Jordan, Catherine Knudson, RS "Butch" Lawter, Melvin Mitchell, Matt Mulhollem, Michael Schriver, Dick Sears, 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 Member Will Allen III, seconded by Member Michael Grannis to approve all items on the Consent Agenda. The motion carried by unanimous vote.

5.1 Executive Board September 2020 Meeting Minutes Draft

Requested Action: Approve the September 2020 Meeting Minutes Draft

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

This Minutes item was approved.

5.2 FY2020-2029 Transportation Improvement Program Amendment #2

Gretchen Vetter, CAMPO Staff

Requested Action: Approve Amendment #2 to the FY2020-2029 Transportation Improvement Program.

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

This TIP Item was approved.

5.3 SPOT 6 - Alternate Criteria

Alex Rickard/MPO Staff

Requested Action: Recommend approval of the SPOT 6 alternate criteria

Attachments: [Staff Report](#)

This Informational Report was approved.

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

*Chair Hutchinson opened Public Hearing and explained the parameters of this format.
There were three scheduled public hearings.*

6.1 Amendment #3 to FY2020-2029 Transportation Improvement Program

Gretchen Vetter, CAMPO Staff

Requested Action: Conduct a public hearing.**Attachments:** [Staff Report](#)[CAMPO Reprogrammed TIP August 2020](#)[Changes from Adopted TIP to August 2020 Reprogrammed TIP](#)

Gretchen Vetter, CAMPO Staff

*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 project changes that were submitted to the board last month based on the financial impacts of reduced revenues from COVID19 and other ongoing issues within NCDOT.**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 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 that showed 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 28%**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%). 4+ Year Delay Projects include:*

- 26 CAMPO Projects
- 10 Statewide, 7 Regional, 9 Division
- 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

Chair Hutchinson opened Public Hearing. Regional Transportation Alliance Executive Director Joe Milazzo expressed RTA's support for Turnpike Authority's proposal to accelerate the construction of future 540/ Eastern Wake 540. Mr. Milazzo said that Turnpike Authority's revenue provides a funding source and the proposal to synchronize toll removal enables the region to complete the entire 540 freeway project seven years ahead of schedule. He said additional benefits to the community include the creation of jobs and activation of bonus allocation funds. As SVP for the Raleigh Chamber, Mr. Milazzo said both the Chamber and RTA have endorsed the proposed acceleration and recommend this for the board's approval at their next meeting. Mr. Milazzo expressed

that while the business community is not happy with the delays to other projects, they come as no real surprise, and everyone understands the financial issues NCDOT has been experiencing due to the pandemic and existing issues prior to that time. He stated this only serves to highlight the need to provide sufficient resources for our growing region's mobility future. He concluded by saying they will continue to support viable, sustainable revenue solutions for that, including an access feedback approach and increased focus on operational improvements to move projects more quickly.

As there were no further requests to speak, Chair Hutchinson closed Public Hearing for the Amendment #3 to FY2020-2029 Transportation Improvement Program.

A public hearing was conducted for the Amendment #3 to FY2020-2029 Transportation Improvement Program item.

**6.2 2045 Metropolitan Transportation Plan Amendment
Air Quality Conformity Determination**

Chris Lukasina, CAMPO Staff

Requested Action: Conduct public hearing.

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

*2045 Metropolitan Transportation Plan Amendment
Air Quality Conformity Determination*

CAMPO Executive Director Chris Lukasina reported on this item.

Mr. Lukasina reminded all that this information had been presented in prior meetings, and although it is a separate agenda item, will tie into the following presentation regarding the Locally Preferred Alternative project.

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, and this effort is being led by GoRaleigh. This would involve the use of the future Western Boulevard Extension corridor, Cary Town Boulevard, Southeast Maynard Avenue and Chatham Street.

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 said this would use much of the same corridor in the currently adopted plan.

Mr. Lukasina concluded by saying that this Includes an air quality conformity determination and all this information was provided in the agenda packet.

Chair Hutchinson opened Public Hearing. As there were no requests to speak, Chair Hutchinson closed the Public Hearing for the 2045 Metropolitan Transportation Plan Amendment, Air Quality Conformity Determination.

A public hearing was conducted for the 2045 Metropolitan Transportation Plan Amendment for Air Quality Conformity Determination item.

6.3 Public Hearing for Wake Bus Rapid Transit: Western Corridor Locally Preferred Alternative

Bret Martin, MPO Staff

Requested Action: Hold a public hearing for the proposed locally preferred alternative for the Wake Bus Rapid Transit: Western Corridor

Attachments: [Staff Report](#)
[Attachment A - Map of Western BRT Corridor Alignment Alternatives](#)
[Attachment B - Map of Western BRT Proposed LPA](#)

CAMPO Deputy Director Shelby Powell reported on this item.

Ms. Powell reiterated that although this would be similar to the previous item, she explained that as it is up to the MPO to adopt an LPA for this major transit project, this would be a separate agenda item with a separate public hearing. Ms. Powell reminded the board that this information was presented last month, and that action on this item will occur next month.

Ms. Powell 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*

Ms. Powell presented an updated map of the locally preferred alternative that has been agreed upon by City of Raleigh and Town of Cary. She stated the only change to this updated version is that the Downtown Raleigh segment is now included.

Ms. Powell expressed that there is wide support for this LPA, and the project is subject to the Wake Transit Concurrence Process. Concurrence has been achieved from cooperating agencies including NDOT, NCDEQ, CAMPO, State Historic Preservation Office, Town of Cary, NCSU and the City of Raleigh. This support for the 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*

Ms. Powell reviewed the LPA consideration schedule. She stated that action for this item is anticipated from the Executive Board during the November 2020 meeting. She said a public comment period opened on October 16 and will remain open until November 15, 2020 and that no comments have been received to date, but any ones received in the future will be reported to the board prior to their vote at the November meeting.

Chair Hutchinson asked if any members had questions or comments.

Member Will Allen III inquired if the Downtown Raleigh alignment will pass by the RUS Bus facility. GoRaleigh transit head Mr. David Eatman responded that routing for the western portion in this phase will continue down Blount Street and Wilmington Street. He said that as future phases are studied, especially the West Street extension, routing will be developed on the west side of downtown Raleigh. For the current LPA submission, an exit to Western Boulevard from Blount Street and returning via Wilmington Street will be included. He added this will change as the Northern corridor is developed opportunities arise for the West Street extension.

Member Will Allen III commented he hoped this could be achieved as soon as possible and in conjunction with the development of the RUS Bus facility. Mr. Allen added that, regarding the Western Blvd extension a dedicated bus line is desirable in this new section of road. He asked if this is would be part of the Western Boulevard extension. Ms. Powell responded that it was her understanding the road project extension is traveling separately from the transit element of it. She added that the final design decision is still under discussion, but there will be some type of bus facility. She said as to not “muddy the waters” of the Transit project they wanted the road project to travel through federal approval channels separately. Mr. Eatman said that it is still very early in the process and that they have not yet begun work on the design. The current thought process includes bi-directional, dedicated bus lanes, along with bi-directional dedicated general-purpose lanes, as well as bike/ped infrastructure within the corridor. Mr. Eatman cautioned that there are limitations to what the Wake Plan and FTA will fund. For example, the general-purpose lanes and any additional right of way would require additional funding, and cost would need to be shared with FTA. He assured these are all important elements of the project that they will work through.

Chair Hutchinson opened Public Hearing. As there were no further requests to speak, Chair Hutchinson closed the Public Hearing for the Wake Bus Rapid Transit: Western Corridor Locally Preferred Alternative.

A public hearing was conducted for the Wake Bus Rapid Transit: Western Corridor Locally Preferred Alternative item.

End of Public Hearings

7. Regular Agenda

7.1 CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

Requested Action: Consider action on LAPP FFY2022 submittal policy.**Attachments:** [Staff Report](#)[Locally Administered Projects Program Funding Restart Approach
12-17-20](#)[LAPP Project Adjustment 12-17-2020](#)[Move Forward List 11-24-2020 by division](#)

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

Ms. Vetter provided background information regarding fund swapping. She stated that NCDOT contacted CAMPO staff in mid-October to discuss this opportunity, which could provide avenues to start LAPP projects without deferred reimbursement. Ms. Vetter said that NCDOT has participated in fund swaps with almost every MPO in the state and that they will be offering this opportunity to all MPOs in the state.

Ms. Vetter reviewed NCDOT's informational slides. She reiterated the goal is to continue to restart local projects and receive additional Federal funds in August 2021.

Ms. Vetter explained that the FAST Act is a Federal transportation bill that provides funding for a set number of years. She said that Federal-Aid Funding originates from Apportionment funds and filters into different revenue streams for funding sources, which are NHPP, STBG, STBG-DA, HSIP, CMAQ, NHFP, PL, TAP, TAP-DA and HWY-RAIL XINGS. In addition to the FAST Act, there is another crucial rule that applies when the annual Federal budget is passed, and that is called the Obligation Limitation. This limitation means when the FAST Act provides a specific amount of funding for this federal fiscal year, only a certain portion can be obligated, which is usually approximately 90% of the apportionment. Ms. Vetter presented how the funds are usually distributed and what we are allowed to obligate within the limitation. A percentage of the total apportionment funds carry no obligation authority, which can differ in each revenue category.

Ms. Vetter stressed that the principal goal is not to leave any funds unused at the end of the Federal fiscal year from a national perspective. She reiterated that everything must be obligated by September 30, 2020. Prior to this date, Federal Highways contacts all states in August to ascertain their status for obligating funds. If a state does not reach its obligation limitation this could afford another state more funding. Due to the recent August redistribution, a new obligation limitation exists for CAMPO because other states could not get all of their funding obligated by the end of the fiscal year. She cautioned this means a fairly quick turnaround will be necessary.

Ms. Vetter said that NCDOT has been successful the past several years with additional funds from August Redistributions, using a technique called 'Advanced Construction' and provided financial information for the past three years:

- 2018 - \$168M
- 2019 - \$116M
- 2020 - \$144M

Ms. Vetter addressed the issue of where additional obligation authority is used She

explained as funds must be obligated by September 30, it is typically allocated for expenses previously paid with state funds on federal projects that have been authorized using Advanced Construction (AC). She added this "conversion" reimburses NCDOT with federal funds.

Ms. Vetter presented information for two Federal authorization techniques – traditional financing and advance construction.

Traditional Financing

Obligate all funding at once – entire authorization amount comes from State's OA

- *Ex: \$5M authorization for CON; Amount is subtracted from state's annual OA (~\$1.2B); limits the amount of projects that can move forward at one time*
- *FHWA commits to reimburse NCDOT (typically to 80%)*

Advance Construction (AC) Another technique when reach obligation limit but want to keep moving project forward:

- *FHWA authorizes project to move forward, but does NOT commit to reimburse funds (risk)*
- *State initially pays for costs associated with the project*
- *Requests for partial reimbursement for eligible expenses (conversion) obligates OA*
- *Benefit: allows NCDOT to fund more projects concurrently*
- *Currently have ~\$600M ACed where costs already paid for with state funds*
- *NCDOT is using OA to convert these ACed funds to replenish state coffers*

Ms. Vetter reviewed an advantageous method to use Advance Construction to restart some of the LAP projects. She stated that NCDOT is requesting a fund swap. In essence, NCDOT would take \$10 million dollars of CAMPO's STBG-DA funding for FFY 2021 and designate it for some of their projects currently funded under Advance Construction. This would immediately free up Federal funding those projects have already been using. If NCDOT obligates the funding with STBG-DA money, it allows them to free up funds so some LAPP projects may begin. The Advanced Construction used could be converted back through the August Redistribution at the end of the Federal fiscal year.

Ms. Vetter then provided more detail for this approach. She stated that NCDOT has begun releasing funds for Locally Administered Projects in small allotments in order to restart them. NCDOT is proposing a multi-step plan to restart additional LAPs and prepare for August Redistribution in 2021. These four steps are:

1. *Perform \$50M of STBG-AnyArea/STBG-DA funding swaps with MPOs*
2. *NCDOT converts \$50M of STBG-DA*
3. *\$50M released for LAPs to move forward*
4. *\$50M requested in August Redistribution in 2021*

Step Details

STEP 1: Perform \$50M of STBG-AnyArea/STBG-DA funding swaps with MPOs
Asking MPOs to borrow STBG-DA funds

- *\$50M in STBG-DA goes towards NCDOT projects with AC*
- *\$50M in STBG-AnyArea for MPOs goes towards LAPs in FY 2022+*
- *STBG-AnyArea & STBG-DA have same funding rules*

**CAMPO swap request - \$10M*

*STEP 2: NCDOT converts \$50M of STBG-DA
FHWA reimburses NCDOT \$50M*

*STEP 3: \$50M released for LAPs to move forward
Projects to be authorized by June 2021 using Advance Construction
CAMPO allotment - \$10M
(same as swap request)*

*STEP 4: \$50M requested in August Redistribution in 2021
Request is same as Advance Construction amount
\$50M in AC for LAP will be added to other NCDOT August Redistribution request*

Ms. Vetter provided graphics which show with the August Redistribution 2021, and how the State will swap some of CAMPO's STBG DA funds and obligate those funds right away on existing projects that are using Advance Construction. Those state funds will be given back immediately to use on LAPP projects. She said during the next August Redistribution cycle, CAMPO will inform Federal Highways of this project funding available for them, and hopefully recover those funds during the redistribution, and obligate those funds again, so funding would be fully Federally reimbursed. This would be a mutually beneficial for all.

Ms. Vetter explained that the current \$10 million dollar estimate is because historically, CAMPO's apportionment has been 20% of the State's apportionment. This number could fluctuate a bit. Ms. Vetter welcomed any feedback on this tool, and fund swapping in general.

Ms. Vetter reviewed potential actions to consider, which include:

- 1. Allow NCDOT to use fund swaps whenever the opportunity presents itself*
- 2. Allow CAMPO Staff to use discretion with NCDOT when determining whether to implement fund swaps**
- 3. Do not allow NCDOT to use fund swaps*

Member Will Allen III commented that he felt this was a brilliant strategy, and that NCDOT had figured out a great way to work within the system to spend as much as we can on valued projects.

Member Michael Grannis stated he agreed with #2 CAMPO recommendation option, said he felt that this would allow jurisdictions some control and expressed appreciation for CAMPO staff experience and work.

Chair Hutchinson congratulated Ms. Vetter for a great presentation.

LAPP Projects

Ms. Vetter then 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. Given the feedback just given by board members regarding the fund swap opportunity, Ms. Vetter said CAMPO most likely would not move

forward with choosing specific projects for reimbursement yet, but rather prefers to figure out the best approach for utilizing the \$10 million dollars that would be freed up from the fund swap and eventual deferred reimbursement.

Ms. Vetter reiterated that the August Redistribution was very successful for NCDOT this year and that 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.

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 clean, one-year extension of the FAST Act.

FY2022 Project Submittal Policy Discussion and Potential Action

Ms. Vetter 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. She stated there is also the issue of five projects that were funded through 2020 which have been unable to execute agreements because they were funded thru CMAQ. The CMAQ unit is still in the process of figuring out balances from the 2019 rescission that did not occur. It continues to be a struggle to achieve forward movement for those projects with their municipal agreements. 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.

Ms. Vetter shared that this was discussed with the TCC this month for the FFY2022 LAPP Call for Projects. Their recommendation was: "For delayed municipal agreements on prior year projects due to NCDOT-caused delays should not count towards an applicant's submittal limit." She said this would specifically make way for the FFY2020 CMAQ projects on hold to not count towards a jurisdiction's submittal limit. (3 Fuquay-Varina projects and 2 Cary projects)

Ms. Vetter said that CAMPO Staff is concerned that if these projects can be submitted

and if they were to ultimately awarded, this could lead to overextension of jurisdictions, regardless of who is at fault for the delayed projects.

Ms. Vetter asked that the board consider two actions: Fund swap options and the TCC's recommendation FFY2022 LAPP Call for Projects. She stated if the board was interested in changing the submittal policy for the LAPP Call for Projects that action was requested for that as well.

Chair Hutchinson opened the meeting to members for questions and comments.

Member Will Allen III inquired if the Blue Ridge Road Bike/Ped project would be impacted by these decisions. Ms. Vetter responded that if the fund swap occurred, it could potentially be included because of the action the board took last month giving every project a deadline an extension to the end of this Federal fiscal year - those projects have another year to be completed.

Vice-Chair Vivian Jones requested clarification that this was just for this year. Ms. Vetter confirmed this was the TCC's recommendation.

CAMPO Executive Director Chris Lukasina said the board should consider when NCDOT's financial situation improves, whether member agencies and sponsors may become overwhelmed. 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 added that the board has charged CAMPO with the responsibility to share any concerns with transparency, and that although luck may have prevailed in the past, luck may run out. He reiterated that this policy is meant to be a management tool, not a punishment.

Member Will Allen III asked how to reconcile CAMPO staff concerns and the TCC recommendation. Mr. Lukasina said that the TCC made a formal recommendation, and that if the board chooses to accept, of course CAMPO will work hard to implement the Executive Board's decision, but reiterated that the TCC recommendation would remove a safeguard that the Executive Board put in place to specifically address keeping project sponsor agencies from getting overextended.

Member Harold Weinbrecht thanked Mr. Lukasina for sharing his concerns; however, he stated he had total confidence that the Town of Cary could handle the projects with no issues, and preferred to endorse the TCC recommendation.

Member John Byrne echoed this sentiment for the Town of Fuquay-Varina, and wished to move these projects forward.

Vice-Chair Vivian Jones stated that the Town of Wake Forest was in agreement as well.

A motion was made by Member John Byrne, seconded by Member Ronnie Currin to allow CAMPO staff to use discretion with NCDOT when determining whether to implement fund swaps and accept TCC's recommendation for to waive the submittal limit rule for projects running behind schedule for the FY22 LAPP submittals. The motion carried by unanimous vote.

7.2 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](#)

Deputy Director Shelby Powell reported on this item.

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 public comment period for the Amendment opened on October 16, 2020 and will run through November 15, 2020. Action to approve the Amendment is anticipated to occur at the November 18, 2020 Executive Board meeting.

Member Will Allen III asked for clarification for the Wake Transit Implementation Studies and expressed concern that the BRT extension could potentially cannibalize the ridership on the Commuter Rail Project. Ms. Powell responded that both the commuter rail and

BRT projects encompass different markets that will ultimately support one another and connect to the bus service and transit system and that the ridership modeling on the overall transit system is supported by having all the BRT and CRT projects connected. She said additional ridership studies will be completed as part of the Major Investment Study for the BRT Extension. CAMPO Executive Director Chris Lukasina added that this study is necessary in order for the MPO to take advantage of the BRT funding that was achieved through the SPOT process, and that the SPOT funding was anticipated as part of the overall Wake Transit budget. Mr. Allen requested that this information be included for the Board next month before they vote on this item.

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

7.3

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 presented a map of the Triangle Bikeway project that identifies the development of functional designed regional bicycle facility connection from Raleigh to the Park Center site at Research Triangle Park in Durham County 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 reviewed 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 emphasized the importance of studying the I-40 area. He explained by the 2035 forecast, far more plug in hybrid or battery electric vehicles are expected to be added to the nation's overall vehicle fleet. This will reduce regular vehicle emission pollution as well as reduce noise pollution. As this project progresses, this will afford bicycle riders and other active transportation users along this path to have a healthier experience.

Mr. Withrow reviewed the study schedule and said it may be adjusted in conjunction with the proposed Unified Planning Work Plan (UPWP) amendment. He expressed that currently there is a lot of support for this project, and as long as it remains on schedule a final report should be available at this same time next year.

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; and that the Case Studies could be found on the CAMPO website. The Case Studies that he presented during the meeting included:

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

6. House Creek Greenway – Raleigh, NC

PATH 400 – Atlanta, GA

In 2011, public engagement, land acquisition, and data collection began. Key stakeholders include: Livable Buckhead, City of Atlanta, GDOT, Marta, and the PATH Foundation. Trail funding sources have included a local sales tax (TSPLOST), state funding and federal grants. The trail will soon extend north into Sandy Springs, connect to the Atlanta Beltline to the south and the Peachtree Creek Greenway to the southwest. Key Points included the location in Atlanta, Georgia, trail length of 5.2 miles, construction timeline of 2014-2020, right of way: 66% in GDOT ROW, and total cost of \$28 million dollars.

Custis Trail – Northern Virginia

The Custis Trail was included as part of original I-66 highway construction project, which helped secure federal funds. The trail is extremely popular for commuting (a daily average of 2,500) and includes lighting. It connects to the DC metro bike network, the Mount Vernon Trail, the C&O Canal Towpath and will soon be extended 11 miles into Fairfax and Prince William Counties as part of “Transform I-66 Outside the Beltway,” a major capital transportation project. Key Points included the location in Arlington County, Virginia, Trail length of 4.5 miles, construction timeline of 1978-1982, right of way: 100% in VDOT ROW and total cost of \$2.5 million dollars.

US 36 Bikeway - Denver to Boulder, CO

US 36 Bikeway was part of a larger CDOT project to create bus rapid transit (BRT) service and tolled express lanes along the busy US 36 corridor. These investments were part of FasTracks, a multibillion-dollar public transportation expansion throughout metropolitan Denver. Additional funding sources included CDOT, FHWA, and Regional Transportation District (RTD). The US 36 Bikeway is well used (an estimated 500 daily users) for commuting to work, accessing activity centers, local businesses, transit stations, and to the greater bike network in Denver metro region. Key Points included location in Metro Denver, Colorado, trail length of 18 miles, construction timeline of 2015-2016, right of way: 100% in CDOT ROW at total cost of \$16.6 million dollars.

Charter Oak Greenway – East Hartford, CN

The Charter Oak Greenway runs parallel to I-384 and the right-of-way is a combination of an abandoned railroad corridor, CT DOT right-of-way, and local municipal lands. Trail funding has included federal TAP grants and local state bonds. It averages 304 daily users and recent plans call for it to extend in both directions (to Hartford in the east and to the Hop River State Park Trail in the west). The trail is part of the East Coast Greenway. Key Points included the location of East Hartford, Connecticut, trail length of 16 miles, construction timeline of 1988-2023, right of way: 66% in CDOT ROW with a total cost of \$29 million dollars.

I-40 Business – Winston Salem, NC

Added on to the Business 40 Improvement Project, this side path will connect several neighborhoods and key destinations (e.g. baseball stadium, hospital, and commercial areas) in Downtown Winston-Salem. Key partners include the City of Winston-Salem, NCDOT, Downtown Winston-Salem Partnership, and Creative Corridors Coalition. Funding sources include several federal (CMAQ and STBG Programs), state (NCDOT's STI Prioritization), and local (bond referendums) sources. Once complete, the side path will connect to a growing network of bike facilities and 25 miles of greenways throughout the region. Key Points included the location in Winston-Salem, NC, trail length of 1.2 miles, construction timeline of 2018-2020, right of way: 100% in NCDOT ROW at a total cost of \$8-10 million dollars.

House Creek Greenway – Raleigh, NC

House Creek Greenway is a multi-use path that runs parallel to the I-440 beltline in Raleigh, NC. The greenway provides key connections to a robust and growing greenway system. Strong support among residents was showcased in the approval of two bond referendums (2003 & 2007) that included funding for the trail. A partnership between the North Carolina Museum of Art, North Carolina State University's College of Natural Resources, and the City of Raleigh has also earned recognition from National Recreation Trails as a unique, multi-partner amenity. Key Points included the location in Raleigh, NC, trail length of 3.4 miles, construction time line of 2010-2012 at a total cost of \$3.8 million dollars.

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 current survey data results as of September 2020 that have been received from 1,900+ surveys, and that the survey will remain open until November 13, 2020.

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. Focus groups will be refined to include groups previously missed or groups from which input has not been adequately received.

Mr. Withrow provided an update on meeting 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; along with meetings with the mayors and local professional staff in the communities of Raleigh, Durham, Cary, Chapel Hill and Morrisville.

Mr. Withrow announced that there will be two virtual Triangle Bikeway public workshop sessions on October 29, 2020 (12:00 pm and 4:00 pm). The Focus Group meetings will be held on the week of November 9-13, 2020. Mr. Withrow also stated that the next Triangle Bikeway Working Group meeting will be held November 19, 2020, from 1:30-3:30. He concluded his presentation by addressing how the public can participate, 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*

Member TJ Cawley commented that the Asian population needed representation and should be included.

Chair Hutchinson thanked Mr. Withrow for the presentation. He said it was an exciting, significant project with amazing support from bike riders to the business community; and he looked forward to lending additional support and future updates.

Member Mary-Ann Baldwin commented that she had received a briefing on this topic and had invited the group to speak with the Raleigh City Council. She said everyone was very excited and expressed a desire to assist. Ms. Baldwin said they are particularly interested in helping to reach out to the African American and Latino populations. They already have some ideas and are eager to share, so asked that CAMPO follow up with them for this project.

The Triangle Bikeway Study Report was received as information.

8. Informational Item: Budget

8.1 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.

8.2 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.

9. Informational Item: Project Updates

9.1 Executive Board October 2020 Project Updates

Requested Action: Receive as information

Attachments: [Executive Board October 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:** [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.**

10. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that:

-CAMPO was approached by NCDOT Rail Division to request a letter of support for a transit-oriented development planning project grant request they will be making to FTA. CAMPO is in the process of drafting this letter. Although letters of support are within the normal range of CAMPO activities, this request contains a consideration of the FY 22 work program and budget to provide funding in addition to what they will be requesting from the grant. Some jurisdictions along the S-line have already pledged local funding as a part of that grant. A decision on the funding piece would be included in the FY22 Work Program.

-The next Joint MPO meeting with the DCHC MPO will be held on December 1, 2020 and will be a 100% virtual meeting. He said that an email would follow with more details, and asked that everyone save the date and mark their calendar.

--The annual one call for LAPP and Special Study ideas for next fiscal year is now underway and ends on October 31, 2020. Please address LAPP questions to CAMPO Staff Gretchen Vetter and Special Studies questions to CAMPO Deputy Director Shelby Powell.

TCC Chair - no report.

NCDOT Transportation Planning Division - Mr. Phil Geary stated that the NCDOT draft report is ready and that this is an update to a long range plan. He asked that everyone please take a minute and fill out the online survey. He stated they would greatly appreciate feedback by November 9, 2020 and said he had provided the link to the survey in the chat.

NCDOT Division 4 - no report.

NCDOT Division 5 - no report.

NCDOT Division 6 -no report.

NCDOT Rail Division - absent.

NC Turnpike Authority - Mr. Dennis Jernigan stated that three tie ins were completed this week on the Colonial pipeline from the R2828 projects. He said this was significant effort as there were originally nine different conflicts on this project. The remaining 3 tie ins were completed in one night and required 150 people and numerous pieces of equipment. He added that they have started setting girders on 1-40 and doing brick work on the bridges there, and have some virtual home owners association meetings to keep the community informed.

NCDOT Intermodal Planning Division -absent.

Executive Board Members - no members wished to add any further comment.

Chair Hutchinson thanked everyone for their participation.

The Staff Reports item was received as information.

11. Adjournment

Upcoming Meetings/Events

<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>	
<i>Capital Area MPO TCC Meeting</i>	<i>December 3, 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>December 16, 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>	