

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final

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

Technical Coordinating Committee

Thursday, November 5, 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.

Each TCC member or alternate was asked to orally confirm attendance.

Present: 32 - Chair Juliet Andes, Sandi Bailey, Paul Black, Meade Bradshaw, Jason Brown, Bryan Coates, Shannon Cox, Luana Deans, Jimmy Eatmon, Michael Frangos, 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, Jason Myers, Akul Nishwala, Neil Perry, Patrick Pierce, Morgan Simmons, Tracy Stephenson, Darius Sturdivant, Courtney Tanner, Dennis Jernigan, and Britany Waddell

Absent: 17 - Gregory Bethea, Kelly Blazey, Ken Bowers, Bo Carlson, Neal Davis, Darcy Downs, Scott Hammerbacher, Irene Johnson, Sean Johnson, Catherine Knudson, Michael Landguth, Julie Maybee, Braston Newton, Pamela Perry, Jay Sikes, Larry Smith, and Kathryn Zeringue

2. Adjustments to the Agenda

There was no adjustment to 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 October 2020 Meeting Minutes Draft

Requested Action: Approve the October Meeting Minutes Draft

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

The TCC October 2020 Meeting Minutes Draft was included in the agenda packet.

A motion was made by Alternate Nishwala Akul, seconded by Member Jason Myers that the minutes from the October 2020 TCC meeting be approved. The motion carried by unanimous vote.

5. Regular Business**5.1** **2045 Metropolitan Transportation Plan Amendment
Air Quality Conformity Determination**
Chris Lukasina, CAMPO Staff

Requested Action: Recommend approval of the amendment to the 2045 MTP and Air Quality Conformity Report.

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

CAMPO Executive Director Chris Lukasina reported on this item.

Mr. Lukasina reminded all that this information had been presented in prior meetings.

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. 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.

He stated that this information was processed through the Executive Board last month, during which a public hearing was held. No negative comments were received during this meeting.

A motion was made by Vice Chair Eric Lamb, seconded by Member Jay Heikes to recommend approval of 2045 Metropolitan Transportation Plan Amendment - Air Quality Conformity Determination to the Executive Board. The motion passed by unanimous vote.

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

Bret Martin, MPO Staff

Requested Action: Consider recommending adoption of the locally preferred alternative (LPA) for the Wake Bus Rapid Transit: Western Corridor to the Executive Board.

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

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

Mr. Martin reminded all that the TCC was presented with this information in September, and that it is now ready to move forward for Executive Board consideration and adoption. Mr. Martin stated that the City of Raleigh and the Town of Cary have been evaluating alternatives for a BRT project linking downtown Raleigh and downtown Cary, which build on part of the work that was done for the fixed guideway corridor major investments study. The City of Raleigh and Town of Cary plan to request from the Federal Transit Administration (FTA) to enter the federal project development phase this fall, with a ratings 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 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. Mr. Martin wished to clarify that station identification markers are not part of the current LPA.

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 and 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 noted that this went through the Wake Transit concurrence process, and concurrence was obtained from the following cooperating agencies: NCDOT, CAMPO, SHPO, Town of Cary, NCDEQ, and NC State University

He reviewed the LPA's consideration schedule and stated that action is anticipated from the Executive Board during their November 2020 meeting.

A motion was made by Member Jason Myers, seconded by Alternate Morgan Simmons to recommend approval of Locally Preferred Alternative for Wake Bus Rapid Transit: Western Corridor to the Executive Board. The motion passed by unanimous vote.

5.3 FY 2021 Wake Transit Work Plan - 1st Quarter Amendment Request

Bret Martin, MPO Staff

Requested Action: Consider recommending approval of the FY 2021 Wake Transit Work Plan 1st quarter amendment request and authorization for the Executive Director to sign the applicable project-level agreement to the Executive Board

Attachments: [Staff Report](#)
[Attachment A - FY 21 Q1 Amendment Request Package](#)

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

Mr. Martin stated that one (1) FY21 Wake Transit Work Plan amendment request was submitted by GoTriangle for the 1st quarter of the fiscal year. Documentation for the amendment request, including more information on the nature of the request as provided to the Wake County Transit Planning Advisory Committee (TPAC), is included in Attachment A. Mr. Martin said that per the adopted Wake Transit Work Plan Amendment Policy, the amendment request falls into the 'Major Amendment' category.

Mr. Martin explained that the requested amendment, if approved, would allocate \$1.1 million from Project TC004-A (Project Development for Commuter Rail from Garner to Western Durham - Wake Share) to GoTriangle to reimburse the Federal Transit Administration (FTA) for its financial interest in five (5) parcels along the planned commuter rail corridor in Wake County. He said that included in the scope of the request is the demolition of a structure on one of the parcels and a small contingency for additional potential expenses. The parcels were previously purchased by GoTriangle with FTA funds in support of a rail project under development in prior years. The FTA's ownership share in the parcels is 55.7 percent. Mr. Martin explained that this reimbursement would give GoTriangle a 100 percent ownership interest in the subject parcels. GoTriangle plans to retain the parcels for project-related uses, such as station facilities and laydown areas for construction and contractor access, should construction of a commuter rail project proceed.

Mr. Martin stressed three important points:

- *Amendment would remove any remaining FTA financial interest in parcels along the corridor*
- *Demolition of a structure on one of the parcels and a small contingency for additional potential expenses included in scope*
- *TPAC to take closer look at rules and expectations for Wake Transit involvement in real estate interests*

He provided more specific information for the location of the five FTA assisted parcels. He stated that two are in the Town of Cary which are near the existing Cary Depot, one is in the downtown Morrisville area, and two are in West Raleigh.

A motion was made by Member Ben Howell, seconded by Member Jay Heikes to recommend approval of FY 2021 Wake Transit Work Plan - 1st Quarter Amendment Request and recommend authorization to sign the applicable project-level agreement to the Executive Board. The motion passed by unanimous vote.

5.4 FY 21 Unified Planning Work Program - Amendment #1

Shelby Powell, CAMPO Staff

Requested Action: Recommend the Executive Board adopt Amendment #1 of the FY 21 UPWP.

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 this information was presented during last month's meeting and that the FY 21 Unified Planning Work Program (UPWP) was adopted in February 2020. 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. Ms. Powell reminded everyone that 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.*
- *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 that the public comment period for the Amendment opened on October 16, 2020 and will run through November 15, 2020. She added that no comments have been received to date. Action to approve the Amendment is anticipated to occur at the November 18, 2020 Executive Board meeting.

A motion was made by Member Hank Graham, seconded by Member Jason Myers to recommend approval of FY 21 Unified Planning Work Program -

Amendment #1 to the Executive Board. The motion passed by unanimous vote.

5.5

Amendment #3 to FY2020-2029 Transportation Improvement Program

Gretchen Vetter, CAMPO Staff

Requested Action: Recommend approval of Amendment #3 to the FY2020-2029 Transportation Improvement Program.

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 reminded all that this information was presented during last month's meeting and that CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment includes major project changes that were submitted last month based on the financial impacts of reduced revenues from COVID19 and other ongoing issues within NCDOT.

Ms. Vetter stated that a public comment period was open from October 1 through November 2, 2020 and that public hearing was held during last month's Executive Board meeting on October 21. Only one comment was received, which was in support of the 540 acceleration. Ms. Vetter added that this amendment will be up for Executive Board approval at their November meeting.

Ms. Vetter reviewed 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 recapped the percentages of delays, which are:

Delays by STI Category

22 Division Projects 28%

26 Regional Projects 33%

30 Statewide Projects 39%

Ms. Vetter 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*

A motion was made by Member Ben Howell, seconded by Alternate Morgan Simmons to recommend approval of Amendment #3 to FY2020-2029 Transportation Improvement Program to the Executive Board. The motion passed by unanimous vote.

5.6 CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

Requested Action: Receive as information.**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 explained that the fund swap will assist with state projects that have been previously paid for with state funds using a process known as Advanced Construction (AC). NCDOT will be able to use CAMPO funding to convert State funds used on the Advanced Construction projects and reimburse NCDOT with federal funds. NCDOT can then use the reimbursed state funds to start up LAPP projects. She said that for this fund swap scenario, 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. The Advanced Construction used could be converted back through the August Redistribution at the end of the Federal fiscal year. She explained that the CAMPO Executive Board was presented with this information and voted to allow MPO to use fund swaps at our discretion. This means some of the LAPP projects will be able to begin soon.

LAPP Projects

Ms. Vetter then provided another update for the LAPP Projects. She reminded all 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 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.

Ms. Vetter discussed the LAPP prior year projects deadline extension. She reminded all that in August 2019 the CAMPO Executive Board passed rule requiring all prior year LAPP projects to request funding authorization by September 30, 2020 or project subject to deprogramming. Then in September 2020 the CAMPO Executive Board passed an

updated rule to extend the deadline for all prior year LAPP projects to receive funding authorization by September 30, 2021 for project subject to deprogramming.

Regarding the FY2022 project submittal policy, Ms. Vetter 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." She explained that the Executive Board accepted the TCC recommendation and adopted the following rule: "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. Ms. Vetter explained that this specifically makes way for the FFY2020 CMAQ projects on hold to not count towards a jurisdiction's submittal limit (3 Fuquay-Varina projects; 2 Cary projects).

The CAMPO Projects and Programs Funding Update Report was received as information.

5.7**NCDOT NC-MOVES 2050 Update**

Phil Geary, NCDOT Transportation Planning Division

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

A pre-recorded video was supplied by NCDOT in lieu of a live presentation. CAMPO Deputy Director Shelby Powell explained that the reason for including this presentation into today's agenda was due to a survey that will close on November 9, 2020. A link was provided to all participants to view after the regular online meeting.

The video information stated that NC Moves 2050 is a strategic transportation plan which will connect communities across North Carolina and is focused on creating a more responsive, diverse and inclusive transportation system for keeping people and freight moving safely and efficiently.

Progress since Fall 2019 was reviewed. Five objectives were defined by 20 strategies and implemented through 80 actions. These were refined through NCDOT subject matter experts, incorporated final public survey input, addressed overlaps and unclear definitions and viewed through levels of readiness, risk and resources. The Spring 2020 progress included five themes defined by 8 strategies and implemented through 32 actions.

Objectives and strategies were presented. These include:

- *Develop and mainstream risk/resiliency practices*
- *Provide connections to new industry clusters and transportation terminals*
- *Address air, sea and inland port capacity to handle freight demand*
- *Identify future transportation workforce supply and demand*
- *Improve quality of life and multimodal access to regional jobs and services*
- *Connect communities to statewide opportunities*
- *Enable smart and innovative statewide technology solutions*
- *Promote multimodal safety and behavioral-based programs, policies and tools*

Implementation strategy was explained in terms of complexity, timing and tiers: This involves grouping of actions into general 10-year periods based on combination of implementation timing and complexity. Actions in Tier 2 and 3 could start implementation in Tier 1 (initial planning and policy development) but given the complexity and resources required, it will take longer (beyond 2030) to deliver.

Detailed specifics and rationale were shown for Tier 1, 2 and 3 action plans. Tier 1 involves plan recommendations with visible, short-term impact (next 10+ years), which is already underway with NCDOT. Tier 2 addresses the next 20+ years, and Tier 3 the next 30+ years.

There is a 30 day comment period for NC Moves, and a survey and draft report available at www.ncmoves.gov. The survey opened October 9 and will run through November 9, 2020.

Plan implementation objectives were shown as: track, report and communicate progress, secure commitment of key partners and resources, identify recommendations that inform other system and modal plans.

Plan recommendations involve eight strategy profiles. Within each profile, a 1 page

Action Profile describes the details, including tactical steps for implementation and readiness, risk, resources and partners.
Also underway is the development of an interactive web tool to allow users to explore the 4 alternative futures: innovative, renewed, unstable and globally connected.

The video concluded with ways to become and stay Involved by promote NC Moves 2050, following on Facebook, Twitter, Instagram, and being a "Voice and a Champion" by informing, engaging, and generating excitement.

The NCDOT NC-MOVES 2050 Update 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 November 2020 Project Updates

Requested Action: Receive as information

Attachments: [TCC November 2020 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:** [Exec Board Public Engagement Updates Nov 2020](#)*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:**-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 has drafted 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.)**-The next Joint MPO meeting with the DCHC MPO will be held on December 1, 2020 and will a 100% virtual meeting. He said that an email should have already been sent 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 has now closed. 30 LAPP submittals are now under review for scoring analysis.**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 Intermodal Planning Division -absent.**TCC Members - No other members wished to add any further information.**Chair Andes thanked everyone for their participation.***The Staff Reports item was received as information.****9. Adjournment**

Upcoming Meetings/Events

<i>Capital Area MPO TAC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601</i>	<i>November 18, 2020 4:00 - 6:00</i>
<i>Capital Area MPO TCC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601</i>	<i>December 3, 2020 10:00 - noon</i>
<i>Capital Area MPO TAC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601</i>	<i>December 16, 2020 4:00 - 6:00</i>
<i>Capital Area MPO TCC Meeting One Bank of America Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601</i>	<i>January 7, 2020 10:00 - noon</i>