

ATTACHMENT A

WAKE COUNTY TRANSIT PLAN Transit Planning Advisory Committee

TPAC Regular Meeting via WebEx • March 10, 2021 • 9:30am-11:15am

MEETING MINUTES

I. Welcome and Introductions (*Ben Howell, TPAC Chair*)

Voting Members

Town of Morrisville	Ben Howell (Chair)	Town of Garner	Gaby Lawlor (Vice Chair)
Wake County	Tim Gardiner	CAMPO	Shelby Powell
Wake County	Akul Nishawala	Town of Apex	Shannon Cox
City of Raleigh	Michael Moore	GoTriangle	Sharon Chavis
City of Raleigh	David Eatman	Town of Cary	Kelly Blazey
Town of Knightdale	Jason Brown	NCSU	Darcy Downs
Town of Holly Springs	Emmily Tiampati	RTP Foundation	Hank Graham
Town of Wendell	Bryan Coates		

Voting Alternates

Town of Cary	Kevin Wyrauch	GoTriangle	Steve Schlossberg
CAMPO	Bret Martin		

Other Alternates

Town of Apex	Allyson Coltrane	City of Raleigh	Het Patel
Town of Cary	Christine Sondej	City of Raleigh	Mila Vega
Town of Morrisville	Brad West	City of Raleigh	Andrea Epstein
Town of Morrisville	Caleb Allred	City of Raleigh	Shavon Tucker
GoTriangle	Liz Raskopf	City of Raleigh	David Walker
Wake County	Tim Maloney		

General Attendees (*= Guest Presenters)

TPAC Administrator	Stephanie Plancich	NCDOT	Bob Deaton
CAMPO	Evan Koff	NCDOT	*Jason Orthner
CAMPO/GoTriangle Boards	Will Allen	NCDOT/Mott Mac	Marston Raue
City of Raleigh	Ryan Boivin	Wake Up Wake County	Nathan Spencer
City of Raleigh	Meghan Finnegan	GoTriangle	Wendy Mallon
City of Raleigh	Morgan Simmons	GoTriangle	Kim Johnson
City of Raleigh	Kristin Treadway	GoTriangle	Scott Thomas
City of Raleigh	Sara Warren	GoTriangle	*Erin Convery
City of Raleigh	Matthew Van Hoeck	HNTB	Mark Huffer
City of Raleigh	Jason Hardin	HDR Inc.	Bill Gilmore
Town of Cary	Tony Wambui		

Note: The presentation was uploaded to the CAMPO website the morning of the meeting. Those slides were provided and added to the master presentation after the meeting, and the complete slide deck has now been saved along with the meeting agenda and attachments at:

<https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-pac/archives>.

- II. **Adjustments to the Agenda** – Item V. was removed from the agenda.
- III. **General Public or Agency Comment** - None

TPAC ADMINISTRATIVE ITEMS

- IV. **Meeting Minutes**
(Action Item: Ben Howell, TPAC Chair, 5 minutes) Attachments A & B

Motion to approve the January and February TPAC meeting minutes made by Sharon Chavis. Second by Shelby Powell. No other discussion. Passed Unanimously.

- V. **Assignment of Art & Culture Work Task Lead Agency** - Removed from the agenda.

PLANNING AND PROGRAMMING ITEMS

- VI. **Wake County Transit Plan Update-Final Plan Update Document**
(Action Item: Bret Martin, CAMPO, 10 minutes) Attachment C (and Appendices C1-C7)

Over the past several months, CAMPO staff has presented to the TPAC the results of the final FY2021-2030 Wake Transit investment strategy, as well as high-level information on the organization and content of the final document for the Wake County Transit Plan Update. The final plan update document was provided to the TPAC as information at its February 17th meeting and is currently out for public review and comment through the end of March. This document is provided as Attachment C. Bret focused today’s presentation on the engagement completed so far as well as the remaining steps planned to get the plan adopted.

Members were reminded that the Wake Transit Plan Update is included in the 3-document, combined Wake Transit engagement effort that launched on February 19th. This specific engagement period ends on March 31st. Bret reminded the TPAC that it is voting today to recommend adoption of the update, before the 40-day comment period has ended, and explained that when the TPAC chose to combine the Wake Transit Plan Update with the other two document engagement periods, this was the compromise made. Comments made between now and the end of the comment period will be collected by staff for review and compiled into a full report presented to the TCC and Wake Transit governing boards before they take action on this item in April.

GoTriangle staff is managing the Wake Transit engagement activities and provided a couple of progress slides, which Bret incorporated into his presentation. Over 650 people have visited the Wake Input webpage and staff published five (5) Facebook posts and 18 Twitter posts and has conducted five (5) targeted outreach efforts to try and engage non-white populations, women, young and low-income populations. GoTriangle has also worked to get the campaign information out in five (5) TPAC member municipalities and has worked with several partner organizations to spread the word to local community members. To date, 23 comments have been submitted for the Plan Update. Bret provided a summary of those comments.

Remaining steps to adoption include:

- March 17 Joint Public Hearing at CAMPO Executive Board Meeting
- March 31 End of comment period
- April 8 CAMPO-TCC Meeting (**revised date from regular TCC schedule*)
- April 14 DCHC MPO Board presentation
- April 21 CAMPO Executive Board meeting
- April 28 GoTriangle Board of Trustees meeting

Motion to recommend approval of the FYs 2021-2030 Wake County Transit Plan Update to the CAMPO and GoTriangle governing boards made by Shannon Cox. Second by Kelly Blazey. No other discussion. Passed Unanimously.

*****Voting record is attached at the end of the minutes*****

VII. Bus Rapid Transit (BRT) Extensions Major Investment Study and Alternatives Analysis
(Information Item: Bret Martin, CAMPO, 10 minutes) Attachments D & E

In April of 2021, CAMPO is planning to kick off a major investment study (MIS) that will develop and evaluate alternatives and ultimately select preferred alternatives for bus rapid transit (BRT) extensions from Cary to Research Triangle Park and from Garner to Clayton. These extensions would build onto two (2) of the core BRT corridors already included in the Wake County Transit Plan. The extensions have been included in the Wake County Transit Plan Update, and the capital improvements thereof are assumed to be funded with State revenue sources in the FY2020-2029 Transportation Improvement Program. Consistent with the pre-project development feasibility planning and alternatives analyses completed for the four (4) core BRT corridors in the original Wake County Transit Plan, the MIS for these BRT extensions will generally involve an analysis of the travel markets to be served, identification of environmental constraints in each corridor, development of alignment and station area alternatives to study further, development of market-appropriate operating plans, evaluation of alternatives against a set of performance and other relevant criteria, development of capital and operating cost estimates, selection of recommended preferred alternatives, a risk assessment, assessment of federalizing the extensions, and identification of project sponsors.

The presentation first showed the original plan for the western and southern BRT corridors, then showed the extensions that will be studied as part of the MIS. Next Bret showed a map from the MTP that showed how closely aligned the Western extension seems to follow the NC 54 corridor and the southern extension follows the US 70 corridor, as well as how closely aligned it is with the planned commuter rail corridor.

An important point made is in how we are defining BRT for the purposes of our study and local needs.

<u>Typical Characteristics:</u>	<u>But Could Involve:</u>
<ul style="list-style-type: none">• Dedicated/Unobstructed Runningway• High Frequency• Traffic Signal Priority• Off-Board Fare Payment• Enhanced Stops/Stations• Specialized Vehicles• Distinct Branding	<ul style="list-style-type: none">• Operating Plan That Best Serves the Market• Infrastructure Improvements in the Right Places to Achieve Certain Travel Benefits• Appropriate Investment in Corridors at the Right Time• Express Bus and Lower Stop Densities Where Appropriate

Bret noted that the BRT extensions are dependent upon the completion of the already planned Western and Southern BRT corridors. Their development timeline is consistent with the completion schedules recently updated and incorporated into the Wake County Transit Plan Update. To be flexible with each extension's unique needs, CAMPO plans to study the corridors individually and will establish two separate core technical teams to support each segment as it moves through the study process.

CAMPO plans to develop an implementation strategy that matches the need and forecasted ridership in the opening year of each extension but will also study anticipated growth and need in future years to ensure that each corridor is designed to be adaptable. For example: dedicated travel lanes may not be warranted in the opening year, but that level of infrastructure will be considered and planned as the area continues to develop and as ridership grows.

A total of \$115M in state funding has been allocated in the CAMPO Transportation Improvement Program for these two extension projects. These funds are anticipated to cover all of the capital infrastructure needs as well as the vehicles that will be purchased to get the extensions online. The extensions are included in the Wake Transit Plan Update, have been added to the local and statewide Transportation Improvement Programs (TIP) and is included in the 2045 CAMPO/DCHC Metropolitan Transportation Plan (MTP). Funding contributions for the study are proposed to be \$400,000 from Wake Transit, \$10,000 from the Regional Transportation Alliance and \$20,000 from the Research Triangle Foundation.

Questions from TPAC Members:

From Emmily Tiampati to everyone: 10:11 AM

What do you mean by Federalizing the corridors?

Answer: Evaluate the feasibility of pursuing federal discretionary funding for them

From Nathan Spencer to everyone: 10:13 AM

I am concerned that this corridor plan will end up compromising federal funds for commuter rail, especially when there are so many other corridors like an extension to Knightdale that need attention. What assurance can you provide that this won't compromise CRT federal funding?

Answer: There is no guarantee right now. Part of the study process will be about getting an understanding of the benefits and challenges of these projects. Running the corridors through the STOPS model will be a key part of that evaluation process. Modeling done using the TRM has revealed that investments are complementary.

Will- Followed up on Nathan's question, asking about the effect the BRT corridors could have on CRT ridership. He stated that he will be watching how this develops closely to know early if this project will result in a hindrance to commuter rail (CRT) which the public voted for.

Bret noted that there are well documented ways for BRT and CRT systems to complement each other. (Ex. serving different travel markets, offering 1st/last mile options, etc.) As we get further into the study process, we will identify the relationship between our two planned investments. We will be looking at the best ways for the services to complement each other and not compete with each other. Bret noted that we are about a year away – next summer – from being ready to review and select a locally preferred alternative. At that time, we will be able to see how the BRT corridors will align with CRT.

Bret also presented that the community has made BRT a priority, both in the original Wake Transit Plan and through engagement for the update currently out for public comment. Not following through on the planned BRT investments is a danger, both in meeting public expectations and need, but also in the loss of \$55M in anticipated net revenue for the Wake Transit program from the state.

Bret assured the TPAC that he will be providing regular updates as the study unfolds.

From Brad West to everyone: 10:17 AM

Is CRT is more express style with less frequent stops and BRT more frequent stops with slower speeds? Want to clarify how they can work together without conflicting.

Answer: Yes – that is exactly right. BRT is an express service with set stations, but it serves more intra-community trips, comes more often and with less distance to on/off boarding locations.

Following up on Nathan's comment about other area in the region that could benefit from BRT service, Bret explained that the \$115M in state funding is earmarked for support of these two specific corridors. The allocation was based on meeting specific scoring criteria set by NCDOT. When the funds became available, our BRT extensions were the highest scoring available project in the region. This funding cannot be repurposed for a BRT project elsewhere.

Received as information.

VIII. FY22 Community Funding Area (CFA) Program Update
(Information Item: Evan Koff, CAMPO, 15 minutes)

The FY22 Community Funding Area (CFA) Program call for projects opened October 26, 2020, and closed January 8, 2021. Two (2) applications were submitted for consideration. Evan Koff, the CFA Program manager, reported that there was full attendance at this year's applicant training. He held presubmittal meetings with several agencies interested in exploring funding options for their projects. Ultimately, two agencies applied. Those two projects have completed the selection process and are being presented today as information for TPAC awareness and discussion prior to the release of the recommended FY2022 Wake Transit Work Plan.

Project #1: Research Triangle Park requested capital funds to improve the services, accessibility and technologies at its mobility hub location. Wake Transit funds will enhance the work already done and that is being planned at the location.

Project #2: Planning funds that will allow the Town of Knightdale to expand the scope of its Comprehensive Transportation Plan update process to incorporate in-depth analysis of transit needs and opportunities.

Evan reviewed the program's set scoring criteria and compared this year's applicant scores with those of previously awarded projects. Where the Knightdale project scored the same as other planning projects, he noted that the RTP project score was on the low end of the category. Evan noted that the community served that is located around RTP is unique. It is a very different type of community than that served by a municipality. The selection committee took those unique characteristics and needs into consideration as it reviewed the project applications and made a recommendation to fund both applications.

Evan reminded the TPAC that all CFA program awards are automatically increased by 10% to be used as needed for cost overruns and other unforeseen expenses that may arise, but noted that the 10% increase only applies to projects that have not already met program caps, including the \$50,000 for planning efforts and a maximum 30% of available program balance for operating expenses. Should both FY22 projects be adopted as part of the annual work plan, there will be some carry over funds from this year to be included in next year's call for projects.

It is the recommendation of the CFA Program Selection Committee to fully fund both projects with some conditions and to incorporate them into the FY2022 Wake Transit Work Plan for consideration of adoption in June.

From Emmily Tiampati to everyone: 10:32 AM

FY 2022 - Only \$50K earmarked for planning. Meaning if multiple entities apply, only one will get funding?

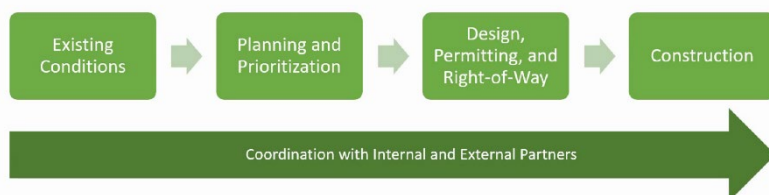
Answer: Not necessarily. The \$50K is the maximum amount of funding that can be allocated to a single planning project. The selection committee has the option to fund one or fund all planning applicants in a single year, but each project will be limited to the \$50k cap for planning projects.

Received as information.

IX. GoTriangle Bus Stop Improvement Program
(Information Item: Erin Convery, GoTriangle, 10 minutes)

Erin Convery, Sr. Planner at GoTriangle, provided an overview of GoTriangle's bus stop improvement program. GoTriangle has been awarded funds and plans to complete improvements at 65 stop locations. To-date, 3 are done, 2 are under construction, 12 are out for bid, 4 are on ROW acquisition/public engagement steps, 7 are in the design phases and another 37, funded with LAPP funds, will start the planning process in late FY21-early FY22.

BUS STOP IMPROVEMENT PROCESS



GoTriangle has created an interactive stops map that is housed on its website. It's a public facing resource to track bus stop improvement progress.

Erin reported that an existing conditions field inventory was completed in 2020 for the GoTriangle and GoDurham systems. They used a mapping application that captures 50 characteristic notations which resulted in a GIS database with detailed existing conditions at each stop. She believes that GoRaleigh is conducting a similar inventory, which will provide more stops information for Wake County.

Once a stop is identified as in need of improvement, it moves into a planning and prioritization process. Type of need is ridership, accessibility and new v existing routes. Once stops are prioritized, staff enters a scoping process that involves working with local municipalities and other organizations where stops are located to ensure that the process is well coordinated. They work closely with NCDOT and other partner agencies to design each stop, secure ROW when needed, and to complete permitting and other approval processes.

On average, stop improvements cost \$8-10k for design and up to \$40K for standard amenities added during stop construction. It typically takes 12-16 months to complete the process from start to finish.

GoTriangle has requested FY22 Wake Transit Work Plan funds and FY22 LAPP funds for 24 additional stops. She noted that the downtown Apex transfer point and several existing park & ride lots also have completed an existing conditions study, and improvements will be planned at those locations soon too.

Bret asked to what degree GoTriangle uses its Title VI plan to drive project prioritization and to determine what amenities will be installed at each stop?

Answer: Accessibility is listed as part of the prioritization process, but how geographic equity is being considered so one part of the service area doesn't get more of the improvements over another, or how socio-economic factors are being built into the process are being worked out. Eric noted that equity considerations will be built into the process as it is further refined and defined through the process she outlined.

Received as information.

X. **Transforming Rail Corridors: The S-Line Opportunity** (Information Item: Jason Orthner, 20 minutes)

Jason Orthner, the NCDOT Rail Division Director, provided the TPAC with an overview of the planning underway for the S-Line rail corridor owned by CSX. This line runs from Hamlet, NC to Richmond, VA cutting through the greater Raleigh/Triangle planning area. NCDOT recognizes the opportunity to acquire the S-Line section in our state with the goal of developing strong intercity and regional passenger rail service as well as supporting growth in communities that would be served by the rail line. Recently, NCDOT won a grant with the Federal Railroad Administration (FRA) to acquire the S-Line, followed by a grant with the Federal Transit Administration (FTA) to develop a comprehensive transit-oriented development (TOD) vision for the S-Line corridor.

Jason informed the TPAC that the line originally opened in the 1930's and ran all the way into Florida. The S-Line has historically been a mover of people. Many existing towns grew up around the line although several

segments lay unused today and/or have been sold off over the years. The segment North Carolina is looking to purchase is currently a CSX-owned, minor use, freight line.

Study for this passenger-focused S-Line began in 1992. The designation of Raleigh to Richmond as Tier II of the project was made in 2002 and affirmed in 2017. In 2019, FRA obligated \$1M to stand up the Southeast Rail Commission (SEC Commission), which includes each of the impacted states along the planned corridor and other agencies that need to be involved in the study and implementation process. More information about the project, progress, who is involved, news and opportunities to get involved are posted on the Southeast Corridor webpage. <https://www.ncdot.gov/divisions/rail/projects/southeast-corridor/Pages/default.aspx>.

Virginia is a little further along in the process of buying its portion of the S-Line and is looking forward to controlling its destiny on and around the corridor. The \$47.5M FRA grant NC received in support of buying its portion of the line will help the state realize the same benefits listed for VA enhancing the Raleigh to Richmond service corridor.

The FTA grant provides \$900k, and community partners have contributed \$370k toward the match requirement to-date. These funds will address corridor wide planning with emphasis on 13 potential TOD station development locations that are being considered. Several locations are within the Wake Transit/CAMPO planning area.

Bret asked why Cary, which has a station and a planned improved station was not shown on the map. Jason explained that their focus is not on locations that already have well-developed plans and infrastructure that would benefit from the S-Line. Instead, they are focused on communities that are not active or already served by rail. In essence, the goal is to bring those towns up to the same level of benefit that Cary is already capitalizing on. Cary is a model community for this effort.

Right now, NCDOT is working with a variety of stakeholders to develop partnerships AND is looking at options to secure additional funding to support development of the corridor

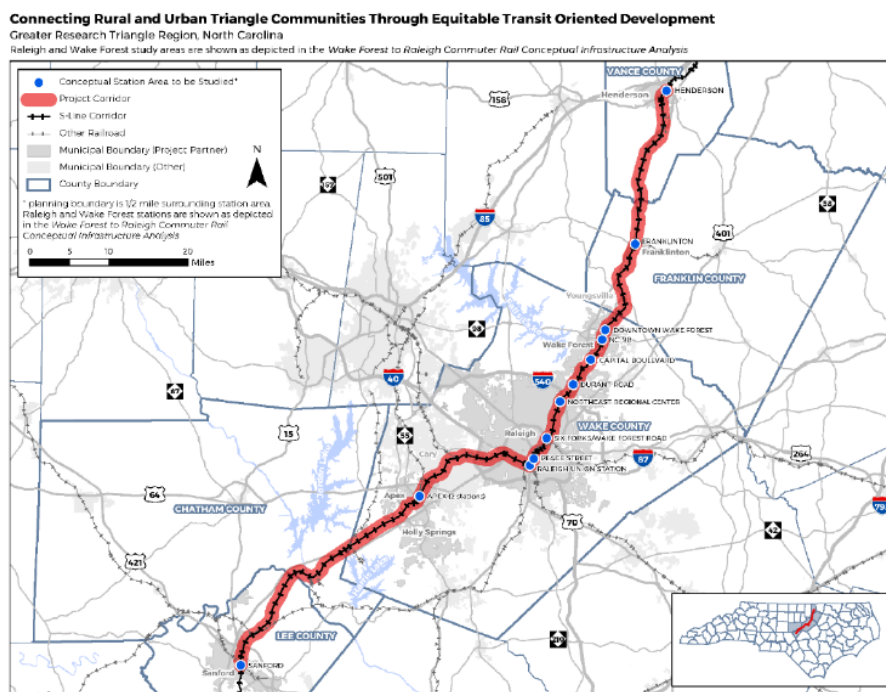
From Will Allen to everyone: 10:49 AM Jason, two questions, please: (1) Has CSX concretely agreed to sell the S-Line to us? (2) What total price are they asking? I hear it is much higher than \$50mm. Thank you.

Answer: CSX is well engaged in the process. We are working closely with them to explore purchase options. They are hopeful that the details will be fleshed out this year.

Will then asked for clarification on Jason's mention of a 57-mile corridor noting that it is not enough track to serve the entire corridor being discussed.

Answer: 57 Miles is the amount of track that is the focus of the current study. Further discussion and longer-range planning will include many more miles. Those options have yet to be fully explored to identify the best opportunities for the full corridor. That will come in later phases of development.

Received as information.



XI. Subcommittee Report: Attachment F

Ben noted that a joint meeting of the B&F and P&P subcommittees is scheduled on April 6th from 2:30-4:30pm to discuss FY21/Q4 Work Plan amendment requests, development of the recommended FY22 Work Plan and review of the annual project status and expenditure review results. He then read through the additional subcommittee updates including;

1. The Budget & Finance (B&F) Subcommittee reduced its meeting time from 2 hours to 1.5 hours. It will now meet on the 3rd Thursday of the month, from 1:30-3:00pm.
2. Public Engagement & Communications, to better align with the policy and strategies it develops and deploys, will now be called the Community Engagement (CE) Subcommittee
3. The Community Engagement Subcommittee reduced its meeting time from 2 hours to 1.5 hours. It will now meet on the 4th Thursday of the month, from 1:30-3:00pm.
4. All subcommittee meetings now begin at 1:30pm on their designated days.

Stephanie will be sending out updated meeting links shortly.

XII. Other Business

Ben asked each TPAC member to support the ongoing Wake Transit engagement effort by sharing social media posts, adding links to their websites, adding notice to their newsletters and staff communications, etc. He also ensured they were aware of the scheduled joint CAMPO/GoTriangle public hearing for the draft Wake Transit Plan Update that is set for March 17th at 4:00pm.

XIII. Adjourn

The next TPAC meeting is scheduled for April 21st, 2021. This is the 3rd week of the month so check that your calendars are correct. April is shaping up to have a very full agenda with several action items and annual updates being presented.

March 10, 2021 TPAC Voting Record			Action 1	Action 2
Agency/Org	Role	Name	Approve January & February TPAC Meeting Minutes	Recommend adoption of the FY21-30 Wake Transit Plan Update
-	-	Motion -> Second ->	Sharon Chavis Shelby Powell	Shannon Cox Kelly Blazey
Apex	Primary	Shannon Cox	Y	Y
CAMPO	Primary	Shelby Powell	Y	Y
CAMPO	Alternate	Bret Martin	Y	Y
Cary	Primary	Kelly Blazey	Y	Y
Cary	Alternate	Kevin Wyrach	Y	Y
Garner	Primary	Gaby Lawlor	Y	Y
GoTriangle	Primary	Sharon Chavis	Y	Y

GoTriangle	Alternate	Steve Schlossberg	Y	Y
Holly Springs	Primary	Emmily Tiampati	Y	Y
Knightdale	Primary	Jason Brown	Y	Y
Morrisville	Primary	Ben Howell	Y	Y
Raleigh	Primary	Michael Moore	Y	Y
Raleigh	Primary	David Eatman	Y	Y
RTP	Primary	Hank Graham	Y	Y
Wake County	Primary	Tim Gardiner	Y	Y
Wake County	Primary	Akul Nishawala	Y	Y
Wendell	Primary	Bryan Coates	Y	Y