

Attachment A

WAKE COUNTY TRANSIT PLAN Transit Planning Advisory Committee

TPAC Regular Meeting via WebEx • July 13, 2022 • 9:30am- 12:00pm

MEETING MINUTES

I. Welcome and Introductions

Gaby Lawlor, TPAC Chair, opened the meeting. The roll call was conducted, and quorum was established.

7/13/2022 TPAC Attendance		PM= Primary Member, VA= Voting Alternate, OA= Other Alternate, MG= Meeting Guest															
Agency/Org	Name	PM	VA	OA	MG	Agency/Org	Name	PM	VA	OA	MG	Agency/Org	Name	PM	VA	OA	MG
TPAC Chair/Garner	Gaby Lawlor	1				Knightdale	Andrew Spiliotis	1									
TPAC Vice-Chair/Raleigh	David Eatman	1				Morrisville	Caleb Allred		1								
Apex	Shannon Cox	1				Morrisville	Danielle Kittredge	1									
Apex	Katie Schwing		1			NC State University	Andrea Neri	1									
CAMPO	Evan Koff				1	Raleigh	Ryan Boivin										1
CAMPO	Crystal Odum				1	Raleigh	Janice Copeland										1
CAMPO	Bonnie Parker				1	Raleigh	David Eatman	1									
CAMPO	Shelby Powell	1				Raleigh	Andrea Epstein		1								
CAMPO	Anna Stokes		1			Raleigh	Michael Moore	1									
Cary	Kelly Blazey	1				Raleigh	Het Patel										1
Cary	Liam Brailey				1	Raleigh	Melanie Rausch										1
Cary	Mark MacDougall		1			Raleigh	Cara Russell										1
Cary	Kevin Wyrach				1	Raleigh	Shavon Tucker		1								
Fuquay-Varina	Allison Wylie	1				Raleigh	David Walker										1
GoTriangle	Paul Black				1	Rolesville											
GoTriangle	Sharon Chavis				1	RTP Foundation	Travis Crayton	1									
GoTriangle	Katharin Eggleston				1	Wake County	Tim Gardiner	1									
GoTriangle	Saundra Freeman	1				Wake County	Tim Maloney		1								
GoTriangle	Jenny Green				1	Wake County	Akul Nishawala	1									
GoTriangle	Curtis Hayes				1	Wake Forest	Brad West		1								
GoTriangle	Jay Heikes				1	Wendell	Mathew Burns	1									
GoTriangle	David Jerrido				1	Wendell	Bryan Coates										1
GoTriangle	Kim Johnson				1	Zebulon	Aaron Chalker	1									
						Other Guest/WakeUp											
GoTriangle	Charles "Chuck" Lattuca				1	Wake County	Nathan Spencer										1
GoTriangle	Wendy Mallon				1	Other Guest/NCDOT	Bob Deaton										1
GoTriangle	Michelle Peele	1				Other Guest/Consultant	Mark Huffer										1
GoTriangle	Liz Raskopf				1	Other Guest/Consultant	William "Bill" Gilmore										1
GoTriangle	Steven Schlossberg		1			Other Guest/GoTriangle Board	Will Allen III										1
GoTriangle	Scott Thomas				1	Other Guest/Eastern Region	Darryl Blevins										1
GoTriangle	Katie Urban				1	Other Guest/Consultant	John Adams										1
Knightdale	Kevin Lewis		1														

II. Adjustments to the Agenda - None

Chair Lawlor noted that there were no adjustments to the agenda.

III. General Public or Agency Comment

Chair Lawlor began the comment section by calling on Katie Schwing of Apex who had requested to make a public comment in advance of the meeting. Ms. Schwing shared that the GoApex Route 1 and GoApex Door to Door ADA paratransit service are slated to start service on Saturday, July 30th. She noted that many people in

Apex are very excited for this service to begin and thanked the TPAC for their work making the Wake Transit program possible.

Chair Lawlor then opened the floor for anyone else wishing to make comments. Nathan Spencer of WakeUp Wake County then took the floor. He began his remarks by thanking GoRaleigh for increasing bus operator pay to \$19 / hour which puts their wages close to a livable wage. Next, he noted that WakeUp Wake County would be pushing a TOD standard for all communities and would be looking to municipal representative to share this with their individual communities. Finally, Mr. Spencer remarked upon the recent news which slated the cost of the Greater Triangle Commuter Rail (GTCR) project at \$30 million making the project something unlikely to move forward in the short-term. Therefore, he stated that WakeUp Wake County would begin asking for the reserve funding for the GTCR be put back into other projects that could help to deliver better service in the near-term.

In response to Mr. Spencer's comments, Will Allen stated that while he understands there may come a time when the funding re-allocation that Mr. Spencer is suggesting may be appropriate, it is important to understand that this is still a draft plan with final details not coming until August. It will be early 2023 at the very earliest that we could consider releasing any funding. Mr. Allen stated that he believed no other modes can accomplish what commuter rail can, and that we need to continue finding the money to do it.

TPAC ADMINISTRATIVE ITEMS

IV. TPAC Meeting Minutes Attachment A

MOTION to adopt the May TPAC minutes was made by Michael Moore. Second by Shelby Powell. No comments. Passed unanimously.

PLANNING AND PROGRAMMING ITEMS

V. Administrative Requirements for Wake Transit Funding

Anna Stokes (CAMPO) gave a presentation highlighting some of the administrative requirements associated with project sponsors' use of Wake Transit funding. She noted that while the presentation would not be comprehensive, it should serve as a guide for partners on what responsibilities they may have, and where they could look for more information. Ms. Stokes began by giving more detail on capital funding and operating agreements, noting that the information on what is required for capital funding and operating agreements is detailed in the Transit Governance Interlocal Agreement, or ILA. She explained that capital funding and operating agreements are required for annual appropriations for projects in the Wake Transit Work Plan, that they detail the expectations, roles and responsibilities of all parties, and that Wake Transit funds cannot be spent prior to their execution. More detail was also given on the expectation for both types of agreements.

Ms. Stokes then moved on to discuss reporting requirements noting that reporting for Wake Transit-funded projects should be accessible and able to clearly communicate important aspects of the effort. She then gave more detail on what is required (generally, quarterly, and annually), and highlighted the use of this reporting data in the Wake Transit Tracker. Next, Ms. Stokes spoke about the requirements for community engagement as detailed in the draft 2022 update of the Community Engagement policy noting that project sponsors should adhere to the guiding principles of accountability, inclusivity, and transparency. She then gave more detail on the expectations for the development of community engagement strategies for Wake Transit projects, as well as the different requirements for program- and project-level investments.

The last formal topic Ms. Stokes spoke about was the Wake Transit concurrence process which she explained as being the process in which project sponsors verify compliance with

applicable laws, regulations, and policies enacted and/or enforced by agencies having regulatory authority over a resource or interest that may be substantially impacted by a project. She then gave more detail on the concurrence points, specific roles and responsibilities, and what projects are subject to concurrence. Ms. Stokes then ended her presentation with a link to the CAMPO TPAC Document Library and encouraged all Wake Transit partners to use this resource. There were no comments or questions.

Received as information.

VI. Greater Triangle Commuter Rail Update Attachment B

Katharine Eggleston (GoTriangle) provided an update of the Draft Phase II Feasibility Study Summary Report for the Greater Triangle Commuter Rail (GTCR). Ms. Eggleston began by giving an overview of the area highlighting expected population growth, vehicular ownership, and congestion issues. She then spoke about the GTCR corridor itself, stating that more than a significant portion of the anticipated new jobs for the region are expected to be near the infrastructural rail corridor with the most job growth expected in downtown Raleigh.

Ms. Eggleston then moved on to explain two different options for the project to move forward. The first option would implement the entire corridor, from Auburn to West Durham, at one time. This is projected to cost anywhere from \$2.8 to \$3.2 billion to implement with service starting between 2033 and 2035. The second option splits the corridor into phases and begins with a starter service from Auburn to Raleigh Union Station which would cost \$600 to \$700 million to implement with service starting between 2031 to 2033. Ms. Eggleston noted that this starter service was selected because it has the potential to achieve a ridership level of 4,000 to 6,000 boarding per day without the complexity of infrastructure constraints found west of Raleigh. Ms. Eggleston then wrapped up her presentation by giving some details on key implementation challenges, potential avenues for federal funding, and next steps.

Following Ms. Eggleston's presentation Tim Gardiner (Wake County) asked when the TPAC would need to make a decision on the GTCR and Chair Lawlor asked when the phase two report would be final. Ms. Eggleston answered both questions noting that the phase two report would be up for final review in August or September and that they would be looking for a decision later in the Fall. Mr. Gardiner then asked if any federal funding opportunities that come up would be brought to the TPAC. Ms. Eggleston answered affirmatively, noting that if there is an interest in using Wake Transit funding as a local match that GoTriangle would work with CAMPO and the TPAC to bring an item through the standard processes. Mr. Gardiner said that while he would engage with the elected board on study results and get guidance from them on how to represent at the TPAC, he would also be interested in how the interim projects could move forward or be paid for and would hope to have some higher level guidance on how to approach this topic in next year's work plan.

Chair Lawlor asked if GoTriangle would also look at how the project would rate, particularly for option 2. Ms. Eggleston answered by saying that the GoTriangle team had already been looking at New Starts competitiveness for full and starter services. While the overall project was pretty close to line in original study for competitiveness, new costs put both options below line. While the FTA is currently updating the guidance for the New Starts program which could change this, it is unclear how that new guidance would affect the competitiveness of this project and that won't be known for approximately a year. In the meantime, GoTriangle is looking at the potential for federal loan programs like TIFIA or RIF to help it move forward.

Shelby Powell (CAMPO) commented that it would be a good idea to think about what the GTCR numbers are and how they can affect the Wake Transit model. We should be starting to formulate questions / scenarios we would like to run in order to decide how to move forward with Wake Transit model and this project in particular. Ms. Powell suggested that this could perhaps be done through the Planning & Prioritization committee. Steve Schlossberg (GoTriangle) responded by noting that GoTriangle has been running a lot of scenarios on 8-2-8-2

and the starter service while simultaneously looking at railroad RIF funding which includes lower interest and a longer payback period than other options.

Mr. Gardiner noted that as we move through this process the financial numbers may make these decisions for us. There has already been delays to some BRT and bus operations to accommodate the GTCR project and there may not be an appetite to delay any additional services. We need to fundamentally say if there is an issue and understand what we would do. David Eatman (Raleigh) noted that inflation is a major issue and that they have also felt its impact on the BRT projects. However, we need to vet the priorities of the region. These will not be easy conversations, but we need to leave enough time for these discussions. Mr. Schlossberg replied that GoTriangle has been working really hard to discuss what the real cash flow is and that they believe it is always better to be more realistic and conservative.

Andrew Spiliotis (Knightdale) noted in the Microsoft Teams Chat that in evaluating project feasibility it would be helpful to better understand tradeoffs surrounding the implementation of commuter rail compared to other modes. For example, if the commuter rail isn't implemented, would higher peak hour congestion on I-40 and the Durham Freeway require widening projects in those corridors? If so, what are the estimated costs of those widening projects? Additionally, Mr. Spiliotis notes that it would also be helpful to share any estimated TOD return on investment estimates as commuter rail will generate more development than BRT in the corridor so ROI may differ. Ms. Eggleston replied that there is an economic development study in the area that could shed light on TOD. Additionally, Jay Heikes (GoTriangle) noted that if we did move rail forward we would do more TOD work to make these decisions. Concerning other modes, Ms. Eggleston noted that the GTCR study was only scoped to look at implementing the service in the corridor existing information of this type it is a bit dated. GoTriangle would be happy to participate in the follow-up conversation on this subject as needed.

Anna Stokes (CAMPO) asked if the time delays associated with boarding issues using low platforms had been included in the analysis. Ms. Eggleston stated that a detailed technical report was created that looks into this among other things and that GoTriangle also talked to other systems that use low level platforms with "mini-high" platform blocks. Ms. Eggleston also noted that FTA does require every car in the train be accessible so in addition the mini-high platforms all other boarding areas must be equipped with lifts. Ms. Stokes also asked about the use of a buffer around the entire corridor as opposed to just the station areas noting that this doesn't actually show places that are served by commuter rail. Mr. Heikes replied that the 0.5 mile areas surrounding the actual stations were examined and the results can be found in the TJCOG report online. Additionally, Mr. Heikes noted that GoTriangle is working to increase connectivity throughout each station area.

Mr. Gardiner commented that as the GTCR project is being framed out and next steps are being discussed it is important that we are coordinating with NCDOT and ensuring that this work aligns with the S-Line corridor they are pursuing. It is critical that there is coordination between these discussions.

Het Patel (Raleigh) stated that under a New Starts application we would know how much preliminary design work and NEPA work would happen. As we move forward with a financial plan and strategy we need to present other grant funding opportunities; the competitiveness and level of completion needed to get into those programs; and the final implications with reaching that level of readiness. Ms. Eggleston responded by noting that there are some grants that are for shovel ready project only, but that others that can be used for planning.

This presentation was received as information.

VII. Subcommittee Report:

Subcommittee meeting agendas and materials are posted online at least 3 days in advance of scheduled meetings at <https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/subcommittee>.

Subcommittee	Budget & Finance	Planning & Prioritization	Community Engagement
Chair	Steven Schlossberg, GoTriangle	David Walker, City of Raleigh	Andrea Epstein, City of Raleigh
Vice Chair	Shavon Tucker, City of Raleigh	Kevin Wyrauch, Town of Cary	Bonnie Parker, CAMPO
Next Meeting	TBD	7/26 – 1:30-3:30pm	7/28 – 1:30-3:00pm

Chair Lawlor reviewed the upcoming Subcommittee meeting schedule and noted that since the agenda had been published it had been confirmed that the Budget & Finance Subcommittee would not meet in July.

VIII. Other Business

During the call for other business Chair Lawlor brought up the new Wake Transit SharePoint Access which had switched hosts from Wake County to GoTriangle. She noted that instructions on how to access the new site had been sent out via email by GoTriangle, and also noted that anyone who has trouble with access could reach out to Michelle Peele at GoTriangle for help.

IX. Adjourn

Chair Lawlor adjourned the meeting.
The next TPAC meeting is scheduled to be held virtually on August 10th, 2022.