

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Draft

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

Technical Coordinating Committee

Thursday, February 4, 2021

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 to the meeting.

A roll call for each member's attendance was taken.

- Present:** 33 - Chair Juliet Andes, Sandi Bailey, Paul Black, Kelly Blazey, Jason Brown, Michael Clark, Shannon Cox, Bob Deaton, Jimmy Eatmon, Tim Gardiner, Phil Geary, Joe Geigle, Hank Graham, Jay Heikes, John Hodges-Copple, Benjamin Howell, Dennis Jernigan, Sean Johnson, Justin Jorgensen, David Keilson, Erin Klinger, Gaby Lawlor, Hannah Lundy, Michael Malecek, Jason Myers, Braston Newton, Akul Nishwala, Neil Perry, Patrick Pierce, Julie Spriggs, Morgan Simmons, Emily Tiampati, and Britany Waddell
- Absent:** 15 - Than Austin, Gregory Bethea, Dylan Bruchhaus, Bo Carlson, Phil Cordeiro, Scott Hammerbacher, Niki Johnson, Paul Kallam, Catherine Knudson, Member Eric Lamb, Michael Landguth, Julie Maybee, Pamela Perry, Jay Sikes, 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 January 2021 Meeting Minutes Draft

Requested Action: Approve the TCC January 2021 Meeting Minutes Draft.

Attachments: [TCC January Meeting Minutes Draft](#)

The Minutes item was included in the agenda packet.

A motion was made by Member Ben Howell, seconded by Member Justin Jorgensen that the minutes from the January 2021 TCC meeting be approved. The motion carried by unanimous vote.

5. Regular Business

5.1 Northeast Area Study Update

Timothy Tresohlavy, Stantec

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

Mr. Timothy Tresohlavy, Stantec Consultant reported on this item.

CAMPO is in the process of updating the Northeast Area Study (NEAS) completed in 2014 in preparation for the 2050 MTP. The Northeast Area Study Update covers parts of Wake and Franklin Counties, northern and eastern sections of the City of Raleigh, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, Wake Forest, Youngsville and Franklinton.

Mr. Timothy Tresohlavy provided an update on project work for the Northeast Area Study in the past year and next steps moving forward. He said the Northeast Area Study Update began in February 2020 and is anticipated to go until June 2021.

Mr. Tresohlavy provided a brief account of progress to date. He said the NEAS Update has conducted public outreach in spring/summer 2020, and is coordinating an evaluation of transportation projects, policies and priorities that have shifted since the original study. Public engagement efforts included digital outreach, an interactive web map which yielded 344 comments, an online survey which elicited 466 responses and the creation of a project website – www.neasupdate.com/, which has had approximately 3,200 visits so far. He stated that virtual discussions were also held in the forms of stakeholder interviews, a public symposium and monthly core technical team meetings. Mr. Tresohlavy explained that the purpose of these engagements was to help drive the development of the Guiding Principles.

Mr. Tresohlavy provided more detail for feedback received from the interactive web map and survey questions such as “How would you spend \$100 on transportation?”, “Where should future development be located?” and “Type of development I would like to see”. Main takeaways include high interest for investment in non-vehicle modes of travel, downtown and developed areas, and issues of quality of life amenities and housing types. The Virtual Symposium had 60 attendees. Some feedback received included conserving additional open space, ease of access, more public greenway trails, walkable amenities, roadway improvements and less than 20 minutes driving in congestion.

Mr. Tresohlavy explained the project team has been working with the core technical team and stakeholder oversight team on establishing guiding principles as well as a land use planning exercise evaluating possible future development patterns and how they could the transportation network. In addition, policy priorities are currently being analyzed along with specific hotspot locations and draft recommendations for roadway, bicycle, pedestrian, and transit projects in the study area.

Specific Guiding Principles

Mobility Choice: Everyone must have adequate transportation service, options, and safe infrastructure

- ***Access = Opportunity:*** Convenient and efficient access to destinations of health and recreation as well as transport services will enhance individual opportunities for growth
- ***Redefining Infrastructure:*** We must be strategic to improve key corridors and enhance mobility through retrofitting existing infrastructure
- ***Connectivity:*** Work with our leadership and the development community to support

enhanced connectivity for street and trail networks

- *Preserving & Enhancing our Open Space: Protecting sensitive areas are critical to our community, and enhancing active/passive investment in our parks*
- *Balanced Communities: We strive to build our communities to balance live, work, and play. Placemaking and urban design will enhance opportunities for balance*

Mr. Tresohlavy provided maps to show four land use scenario alternatives and stated all four had a small impact on regional congestion using this metric. He presented different evaluation measures to show a greater impact in specific areas.

Mr. Tresohlavy reviewed the current project schedule and stated they are in the third phase which includes:

- o *Draft Recommendations*
- o *Infrastructure + Policy*
- o *Public Engagement – phase 2*
- o *Board Briefings round 3*
- o *Final Workshop*
- o *Prioritization*
- o *Reporting*

He said for the validation process for Roadway Validation process, they studied congestion (volume over capacity), validated the performance of MTP projects, incorporated adopted local CTPs (Comprehensive Transportation Plans) and looked at long-range roadway improvements in terms of widenings and new locations, access management and collector streets. Mr. Tresohlavy stated they are also studying alternative modes for bicycle & pedestrian network and transit concepts.

Mr. Tresohlavy shared dates for upcoming efforts in the next three months, which are:

Winter 2020-2021—Refine recommendations

Winter/Spring 2021—Prioritize w/public engagement

- *Virtual Open House (February 15, 2021)*
- *Online Survey*
- *www.NEASupdate.com/Events*

He expressed that following the Open House event they will seek endorsement of these projects and inclusion in the development of the 2050 MTP, and the tentative completion date is June 2021.

Mr. Tresohlavy concluded by providing information for the project website:

www.neasupdate.com <http://www.neasupdate.com>, asking for assistance to help spread the word through public engagement efforts, and said to contact CAMPO Staff member Mr. Brandon Watson for any further information.

The Northeast Area Study Update Report was received as information.

5.2**Safety Performance Measures and Targets FY21**

Alex Rickard, MPO Staff

Requested Action: Review safety performance targets and recommend Executive Board agree to plan and program projects that contribute toward the accomplishment of the State's targets.

Attachments: [Staff Report](#)
[Performance Measures & Targets FY 21](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard explained that CAMPO is required by federal law through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act to adopt 18 specific transportation performance measures. These measures are divided into four categories: Safety, Pavement/Bridge, System Performance, and Transit Assets.

Mr. Rickard said that the current options for MPO's are to either agree to planning and programming projects so that they contribute towards the accomplishment of the State DOT targets, or to develop their own quantifiable targets for their metropolitan planning area by a methodology consistent with federal reporting requirements. NCDOT submitted their Highway Safety Improvement Program annual report to FHWA on August 31, 2020. The MPO has until February 27, 2021 to develop its own safety performance targets or adopt those established by NCDOT.

Mr. Rickard shared the following statistical data for PM1- NCDOT Safety Targets and said that this was included in the agenda packet.

Mr. Rickard stated that the Five (5) Performance Measure for Review are:

PM1 – Safety

- 1. Number of fatalities*
- 2. Fatality rate (per 100 million VMT)*
- 3. Number of serious injuries*
- 4. Serious injury rate (per 100 million VMT)*
- 5. Number of non-motorized fatalities and serious injuries*

Mr. Rickard said that this data has been studied for two years now, and unfortunately, the state as a whole has had little reduction in the five categories and in some cases, has taken a downward turn. Mr. Rickard stated that conversations with the DOT safety office have taken place, and CAMPO will try to obtain more specific information for the TCC and Executive Board.

He presented two tables that showed both North Carolina and CAMPO's safety performance target achievement determination data with performance measures, 5 year rolling averages for target, actual and baseline, and whether or not the target was achieved or made significant progress. He stressed that he did not currently have specific breakdown data for factors such as driver impairment or weather but would be working to obtain this. Mr. Rickard expressed that NCDOT has offered to do a safety profile for CAMPO and to give a more detailed presentation to the TCC and Executive upon request.

Mr. Rickard reviewed the current NCDOT's 2021 Safety Targets. He added that this data

was included in the agenda packet and in the draft resolution. The targets are:

- For the 2021 Highway Safety Improvement Program (HSIP), the goal is to reduce total fatalities by 4.20 percent each year from 1,427.2 (2015-2019 average) to 1,309.9 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Program (HSIP), the goal is to reduce the fatality rate by 4.35 percent each year from 1.208 (2015-2019 average) to 1.105 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Program (HSIP), the goal is to reduce total serious injuries by 3.24 percent each year from 3,905.0 (2015-2019 average) to 3,656.1 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Program (HSIP), the goal is to reduce the serious injury rate by 3.35 percent each year from 3.281 (2015-2019 average) to 3.065 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Program (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 3.65 percent each year from 543.4 (2015-2019 average) to 504.4 (2017-2021 average) by December 31, 2021.

Member Emmily Tiampati asked if data/maps showing where these crashes impeding target achievements are taking place were available. Mr. Rickard replied that there is data that shows overall statistics for CAMPO and that the crashes are geo-located. He said this type of data will be part of a deeper dive effort. He stated he plans to obtain a copy of the GIS layering data by jurisdiction and will share it with all then.

Member Jason Myers asked if data were available for crashes, especially fatalities involving vulnerable users. Mr. Rickard responded that he was unsure but could look into that.

Member Jay Heikes asked whether data was available about the causes of the crashes, and how those causes were defined in the data. Mr. Rickard responded that NCDOT has always kept data for categories such as rear-end collision, weather, driver impairment and others as far as causes. Mr. Rickard said many safety issues have been identified but projects to address the solutions are up to 15 years out from being funded in the STIP.

Executive Director of BikeWalkNC Mr. Terry Lansdell asked if the type of road and ADV would be considered. Mr. Rickard said he would look into this. Mr. Rickard said he was personally curious to discover what percentage of MPO's crashes occur on freeways versus smaller secondary roads that are probably treated with a SPOT safety project that might be programmed in a smaller 2-3 year window instead of the 15 year out STIP.

Member Jason Myers asked about the NCDOT target of reducing fatalities in non-motorized vehicles and commented he thought it should be viewed per capita fatality/per serious injury rate on a smaller level to help identify where the issue lies and target those areas instead of statewide.

Member Akul Nishwala asked if the follow up to these questions would be available before taking action. Mr. Rickard responded that the recommendation from the staff would not change. He said the targets that NCDOT sets are with the focus of cutting those metrics by 50% by 2035 and ultimately achieving Vision Zero by 2050 and is what sets the goals, and CAMPO would still support that target. He added the conversations with NCDOT will be focused on how to correct the current trends, for which we need more information.

A motion was made by Member Akul Nishwala, seconded by Alternate Morgan Simmons to recommend agreement to plan and program projects that contribute

toward the accomplishment of the State's safety performance targets to the Executive Board. The motion passed by unanimous vote.

5.3

**Locally Administered Projects Program (LAPP) Investment Program
Gretchen Vetter, MPO Staff**

Requested Action: Recommend the Executive Board approve the FFY22 Locally Administered Projects Program (LAPP) Investment Program.

Attachments: [Staff Report](#)
[Recommended FFY22 LAPP Investment Program](#)
[LAPP Selection Panel Write-Up](#)
[LAPP FY2022 Funded Projects Map CAMPO Area](#)

Gretchen Vetter, MPO Staff reported on this item.

Ms. Vetter stated that the annual call for projects for the Federal Fiscal Year 2022 Locally Administered Projects Program (LAPP) which opened August 2020 is completed, with 30 eligible projects submitted. She explained that this program is how CAMPO determines how to allocate federal funding that is given to the MPO.

Ms. Vetter expressed that every year the Executive Board establishes the Target Modal Investment Mix with anticipated percentages of funding for Roadway, Bike/Ped and Transit. This year the FFY 2022 Target mix was 65% Roadway, 27% Bike/Ped and 8% Transit, which assumes a \$25 million dollar amount for this Federal fiscal year. Ms. Vetter shared a chart which compared the Target vs. Recommended Modal Mix. Ms. Vetter said that the current Target and Recommended Modal Mix numbers are very close: Recommended Modal Mix is Roadway: 64%, Bike/Ped 30% and Transit 6%.

Ms. Vetter provided a review of the Project Selection Process:

Staff seeks applicant clarification only to confirm eligibility and clarify project details

- Eligibility Concerns: Federal Aid Eligible, MTP Compliant, Shovel Ready, etc.*
- Administrative Concerns: Reasonable Schedule, Required Materials, etc.*

LAPP Selection Committee discusses evaluation philosophy, including:

- Serving as an external reasonable check.*
- Raising questions: Has the applicant covered their bases?*
- Recommending approaches to implementation to improve the outcomes.*

LAPP Selection Committee reviews eligible FFY 2022 LAPP project submissions

All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.

- If a project does not, Selection Committee determines if the project should be funded OR if the funds from that modal mix element should be reallocated to another modal mix element to fund higher-scoring projects.*

Ms. Vetter briefly reviewed Roadway Recommendations which are estimated at \$16,005,278. She said the top 9 projects were recommended, except one that returned the funds, which is the Jones Sausage Road Phase I (North) project and was removed from the list.

Ms. Vetter stated that for the Bike/Ped submissions, it was recommended to fund the top 7 projects for a total of \$7,469,023, except for one project, which was a Town of Cary sidewalk project with a railroad component. The selection panel was concerned about

the timeline and asked Town of Cary to consider either submitting a justification or said they could rescind the project and have their next project fully funded, which Town of Cary agreed was the best course of action.

Ms. Vetter shared that the Transit Modal Mix recommendations total \$1,525,700, with the top 4 projects to be fully funded. There was only one unfunded project which made up the entirety of the modal mix (\$2 million dollars) so the recommendation was to fund every project on the list but that one.

Ms. Vetter stated that the selection panel recommends further consideration of the following policies, which will be brought to the LAPP Steering Committee for discussion:

- Logical Termini*
- Conscious Development*
- Accessibility and Environmental Justice in Transit Scoring*
- Inclusion of Dedicated Access to Transit Funds in Wake County Transit Plan*
- Location Requirement in Transit Bundling Projects*

Ms. Vetter concluded by saying that a public comment period ran from January 7-14, 2021 and that a decision was anticipated at the February 17, 2021 meeting.

Member Jason Myers asked if the committee considered partial funding for the projects at the end of the lists in order to more closely match the modal investment mix, specifically on the Bike/Ped and Transit side. Ms. Vetter responded that there were discussions about offering partial funding for those projects. For Bike Ped it was projected slightly over, and for Transit slightly under. She explained there is one project for funding in Bike/Ped which was a GoRaleigh project for sidewalk access to transit. The rationale from the selection panel was that this project had a significant transit component and benefit to it so that accounted for how the funding was divided between Bike/Ped and Transit. For the Roadway projects the scoring breakdown and differential in between the next project on the list was a slightly steeper of a jump than the projects that were together above that; therefore, the panel felt that was a comfortable place to stop.

A motion was made by Member Ben Howell, seconded by Member Jason Myers to recommend approval of the Locally Administered Projects Program (LAPP) Investment Program to the Executive Board. The motion passed by unanimous vote.

5.4**Amendment #4 to FFY2020-2029 Transportation Improvement Program**

Gretchen Vetter, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)*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. This amendment will also include changes from the updated Wake Transit Work Plan and the FFY22 LAPP Investment Program.**She said the FY2020-2029 TIP Amendment #4 will be posted for public comment from February 13th-April 18th with a public hearing scheduled for the March 17th Executive Board meeting and approval anticipated at the April 21st Executive Board meeting.***The Amendment #4 to FFY2020-2029 Transportation Improvement Program Report was received as information.**

5.5 FY 21 Unified Planning Work Program - Amendment #2

Shelby Powell, MPO Staff

Requested Action: Recommend the Executive Board adopt FY 21 Unified Planning Work Program - Amendment #2

Attachments: [Staff Report](#)
[FY 21 UPWP - Amendment #2](#)
[RESOLUTION-OF-ADOPTION-Amendment#2-2021-UPWP](#)

Shelby Powell, MPO Staff

*CAMPO Deputy Director Shelby Powell reported on this item.**Ms. Powell reminded all that the following information was provided last month. She stated that the FY 21 Unified Planning Work Program (UPWP) was adopted in February 2020 and Amendment #1 to the document was adopted in November 2020. She added that this is Amendment #2 to this document which was requested by NCDOT, and that this amendment #2 is necessary in order to include the documentation of recently-awarded FTA funding through the FTA Pilot Program for Transit-Oriented Development Planning.**Ms. Powell explained that NCDOT will utilize this funding to conduct TOD planning along the S-Line rail corridor. This federal grant will be matched with local and state funds. She emphasized no CAMPO funds are anticipated to be used for the study, however, because this is a federal funding source for planning in our region, it must be documented in the UPWP. CAMPO will devote staff time and resources to assist with the planning effort as requested by NCDOT or member agencies.**Ms. Powell concluded by saying that this Amendment was released for public comment January 15, 2021 and will run through February 14, 2021, and to date no public comments have been received. It is anticipated that the Executive Board will take action to consider adoption of the Amendment at its February 17, 2021 meeting.*

A motion was made by Member Justin Jorgensen, seconded by Alternate Paul Black to recommend approval of the FY 21 Unified Planning Work Program - Amendment #2 to the Executive Board. The motion passed by unanimous vote.

5.6 Locally Preferred Alternative for Downtown Cary Transit Center

Bret Martin, MPO Staff

Requested Action: Approve the proposed LPA for the Downtown Cary Transit Center.

Attachments: [Staff Report](#)

[Attachment 1 - Downtown Cary Transit Center LPA](#)

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

Mr. Martin stated that the Town of Cary initiated a feasibility study for a new downtown transit center to serve as a major multi-modal hub in western Wake County that will provide access to and connections among local and regional bus services, bus rapid transit service, and commuter and inter-city passenger rail services. He said that The Town of Cary has worked for the last two years to identify sites that meet the requirements for such a facility and has brought a proposed locally preferred alternative (LPA) to the CAMPO Board for consideration.

Mr. Martin provided three maps, the first of which came from the Wake County Transit Plan where the original concept for a multi-modal transit center was first conceived. Mr. Martin expressed that under the frequent and reliable urban mobility big move, a facility in downtown Cary was envisioned to be a major transit station and would serve as the western terminus for the original western BRT corridor. A facility in downtown Cary was also envisioned to serve as a commuter rail station, as well as a transfer hub for several transit modes identified in the 2045 MTP. Mr. Martin stressed that this is a very important facility.

Mr. Martin presented an overhead satellite photo of the current facility serving the Town's transit system, the Cary Depot, and stated this site is severely limited in its ability to accommodate the growth of service provision envisioned in the Wake County Transit Plan. Mr. Martin provided further detail about the limitations of the current facility which include:

- *Station for 5 Inter-City Passenger Trains*
- *Designed as Train Station, Not as a Multi-Modal Hub*
- *Currently Transfer Facility for:*
- *7 Local Bus Routes*
- *3 Regional Bus Routes*
- *Severely Over-Capacity*
- *Facility Needed to Accommodate BRT, Commuter Rail, and Additional Bus Services*

Mr. Martin explained that consideration of a locally preferred alternative (LPA) for a regionally significant multi-modal center involves three (3) characteristics of a proposed project: location/site, modes accommodated, and adequate capacity to support the future program requirements of the modes to be accommodated. He said in concert with these considerations, three (3) key requirements were identified for potential sites. The sites had to be adjacent to both the North Carolina Railroad (NCRR) and CSX rail lines (Amtrak intercity rail service is provided on both rail lines), have straight sections of rail track to allow for 800- to 1,000-foot passenger rail platforms, and the site had to be located in the Downtown Cary special planning area to provide centralized transit connections. He added that the site had to be large enough to accommodate the capacity needs of all future modes and associated services.

Mr. Martin provided a map for the alternatives that were evaluated and highlighted the area the Town of Cary ultimately chose for CAMPO Board consideration. The chosen recommended LPA would make use of the existing site where the train station is currently located but expand to the west across Harrison Avenue. Mr. Martin explained that the preferred site involves a number of separately owned parcels that total approximately eight (8) acres that have direct access to both rail lines and have adequate sections of straight track for passenger rail platforms. A 'test fit' was performed to validate that the required functions of the new multi-modal center can be accommodated at the referenced site.

Mr. Martin provided rationale and support for the LPA:

Purpose and Need for Project

- Adequately sized and positioned comprehensive multi-modal transportation facility
- Facilitate expanded transportation options and regional connections
- Enhance and enrich downtown development efforts

Analysis of Potential Alternatives

- Site/Location: Most suitable alternative that adequately accommodates all modes to be served
- Modes Accommodated: Site is located and positioned to serve all planned modes of travel
- Necessary Capacity: Site is appropriately sized to adequately serve all planned modes and necessary program requirements

He stated that concurrence from the designated Cooperating Agencies under the concurrence plan for the facility has been obtained from: NCDOT, CAMPO, SHPO, NCRR and FRA.

Mr. Martin presented the LPA Consideration Schedule. He shared that on February 20, 2020, the Cary Town Council recommended the proposed site as the LPA for the downtown transit center. The LPA was proposed by the Town for concurrence by the Cooperating Agencies identified in the Downtown Cary Multi-Modal Transit Facility Concurrence Plan on December 17, 2020. He concluded by saying the LPA was posted for public review and comment on January 6th and will be available for comment through February 14th. The Executive Board held a public hearing on the proposed LPA at its January 20th regular meeting and will consider action on the LPA at its February regular meeting.

Alternate Patrick Pierce asked what the total acreage is of the alternative Cary transit center. Mr. Martin responded that the parcels they would be acquiring to the west total between 8 and 9 acres. Mr. Pierce asked a follow-up question regarding how many parking spaces were envisioned. Member Kelly Blazey responded that 640 parking spaces were currently planned. Member Jay Heikes asked what percentage of those were dedicated to park-and-ride or shared parking. Member Blazey replied that 140 spaces were dedicated to transit park-and-ride use.

A motion was made by Member Shannon Cox, seconded by Member Jason Brown to recommend approval of the Locally Preferred Alternative for Downtown Cary Transit Center to the Executive Board. The motion passed by unanimous vote.

5.7

Requested Action: Receive as information

Attachments: [GoRaleigh PMP FINAL 202003](#)
[Staff Report](#)
[2021 TCC Feb4 5310 Call for projects](#)

Crystal Odum, MPO Staff reported on this item.

Ms. Odum expressed that this was an informational item today regarding a call for projects and that much more information would be provided in the future during an extensive informational outreach effort. She explained that the federally recognized designated recipient of Section 5310 funding for the Raleigh Urbanized Area is the City of Raleigh/GoRaleigh who is issuing the call for projects and that CAMPO provides administrative support for the program. She explained that Section 5310 funds are available for projects that provide enhanced mobility for elderly persons and persons with disabilities.

Ms. Odum stated the 2020 updated and adopted 5310 Program Management Plan outlines the federal requirements, guidelines and processes to administer the program including the policies and procedures for project selection and criteria. The projects that are selected also need to be identified as a need in and supported by the most recently adopted, regional Coordinated Public Transit-Human Services Transportation Plan.

Ms. Odum said there is approximately \$1,200,000 available to be awarded for eligible projects for the FYs 2021 and 2022 call, which is \$100,000 less than the last two-year cycle.

Ms. Odum concluded by providing Key Dates:

*Feb 17: this informational briefing to the CAMPO Executive Board
Feb 26-March 26: the Open call for projects for four weeks,
In April: the Selection Committee will be convened by CAMPO to review applications.
Staff will be back before the CAMPO TCC and Executive Board recommending their approval of the selected Program of Projects in May.*

She asked that everyone look for the upcoming training regarding submitting projects for the Call for Projects in early March.

FYs 2021 and 2022 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Report was received as information.

6. Informational Item: Budget

6.1

Requested Action: Receive as information.

Attachments: [FY 2021 Projected Budget Q2](#)

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 Q2](#)

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****Public Engagement Updates**

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [TCC Public Engagement Updates Feb 2021](#)

The Public Engagement Updates were included in the agenda packet.

The Public Engagement Updates item was received as information.

7.2**TCC February 2021 Project Updates**

Requested Action: Receive as information.

Attachments: [TCC February 2021 Project Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

8. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina:

-reminded all the annual MPO 101 class will be held on February 25, 2021 and that an email for registration and training details has already been sent out. Ms. Bonnie Parker provided the link: <https://bit.ly/CAMPO101>

- stated that CAMPO continues to move forward with the update to the CAMPO strategic plan which is usually done every 4-5 years. He said this was delayed by a year this round in an attempt to better align with the decennial review of MPO boundaries and MOU, and if any changes arise, those changes could be incorporated into the MOU. He added that getting member agencies to approve changes can be very time consuming, so this is one of the reasons this is not done very often.

-Mr. Lukasina stated that the one on one meetings with each jurisdiction will start on February 15 to review items for the 2050 MTP. He said many at this meeting were involved in the previous data review which looked at things such as existing roadworks and data gleaned from tools such as CommunityViz regarding issues such as employment. Mr. Lukasina expressed that this is an opportunity to not only review this data but help ensure CAMPO has the full scope of projects for each jurisdiction while the 2050 MTP is developed and ultimately going through fiscal constraint. He added that these virtual meetings have all been scheduled and will continue for the next 2-3 months.

TCC Chair – no report

NCDOT Transportation Planning Division – no report

NCDOT Division 4 – no report

NCDOT Division 5 – no report

NCDOT Division 6 - Mr. Darius Sturdivant said the Western Angier Bypass project that was previously suspended is now on the move forward list. There are some issues with utilities and a railroad parcel that will need to be addressed, and more information will be provided when obtained.

NCDOT Rail Division – Mr. Neil Perry said that they are in the process of completing P6 scoring for 180 rail projects and that this is expected to be completed by the end of the month.

NC Turnpike Authority – Mr. Dennis Jernigan stated that regarding the 401 Wake Tech area, we will have a temporary closure of 401 this Saturday from 4 a.m. to 1 p.m. for some utility work.

NCDOT Integrated Mobility Division - absent

Executive Board Members – no members wished to provide additional comments.

The Staff Reports item was received as information.

9. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TAC Meeting</i>	<i>February 17, 2021</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>March 4, 2021</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>March 17, 2021</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>April 1, 2021</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>	