

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

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

Wednesday, June 17, 2020

4:00 PM

Conference Room

1. Welcome and Introductions

Notice: In order to protect the safety of the public, MPO partners, and staff during the COVID-19 States of Emergency, CAMPO is converting all meetings to a remote electronic format for the duration of the States of Emergency. The conference rooms and CAMPO Office are closed to meetings. Login information for each meeting can be found on both the homepage calendar and our Virtual Meeting Logistics webpage. This information was provided to the Executive Board Members and Alternates via email a week prior to the meeting.

Chair Hutchinson welcomed everyone and explained the logistics and planned course of action for the virtual meeting. He asked if any new member or alternate introductions were to be made. Terry Mahaffey stated that this was his first time to participate, and that he represented the Town of Apex.

CAMPO Deputy Director Shelby Powell asked each Executive Board member or alternate to orally confirm attendance.

Present: 20 - William Allen III, Scott Brame, Corey Branch, John Byrne, TJ Cawley, Joe Geigle, Michael Grannis, Virginia Gray, Chair Sig Hutchinson, Vice Chair Vivian Jones, Timothy Karan, RS "Butch" Lawter, Terry Mahaffey, Neena Nowell, Howard Penny, Jennifer Robinson, Dick Sears, Bob Smith, Nina Szlosberg-Landis, and Board Member Harold Weinbrecht

Absent: 10 - Ronnie Currin, Catherine Knudson, Ken Marshburn, Bob Matheny, Matt Mulhollem, Perry Safran, Michael Schriver, Gus Tulloss, Art Wright, and James Roberson

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Ethics Statement:

Vice Chair Vivian Jones read the Ethics Statement "In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest. Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved." No members of the Executive Board identified issues with conflicts during this meeting.

The following information from the Ethics Commission for 2020 was then shared via presentation screen:

Executive Board members and alternates are required by law to file certain financial disclosures called the Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the State Ethics Commission.

These two forms are due within 60 days of appointment and then every year thereafter.

Failure to file may result in fines of up to \$500 annually for an Executive Board member.

*As of 2019, the State Ethics Commission has a new electronic filing system:
<https://ef.ncsbe.gov/>*

This information was included in the previous agenda distribution emailing. A handout was also provided with full information and instructions for completing the forms.

4. Public Comments

Chair Hutchinson opened Public Comments and explained the parameters of this format. As there were no members of the public who wished to speak, Chair Hutchinson closed Public Comments.

5. Consent Agenda

A motion was made by Member Vivian Jones, seconded by Alternate Corey Branch to approve all items on the Consent Agenda. The motion carried by unanimous vote.

5.1 Executive Board May 20, 2020 Meeting Draft Minutes

Requested Action: Approve the Executive Board May 20, 2020 Meeting Draft Minutes

Attachments: [Exec Board May 2020 Meeting Minutes Draft](#)

5.2 FY 2021 Recommended Wake Transit Work Plan

Bret Martin, MPO Staff

Requested Action: Consider: 1) Approval of the FY 2021 Recommended Wake Transit Work Plan and its corresponding project agreement structure, with the revenue assumption modifications recommended by GoTriangle staff; and 2) Authorize the Executive Director to execute all FY 2021 Work Plan project-level agreements to which CAMPO is a party.

Attachments: [Staff Report](#)

[Attachment A - FY 2021 Recommended Wake Transit Work Plan](#)

[Attachment B - Agreement Groupings-Deliverables](#)

5.3 FY2020-2029 Transportation Improvement Program Amendment #1

Gretchen Vetter, CAMPO Staff

Requested Action: Consider approval of Amendment #1 to the FY2020-2029 Transportation Improvement Program.

Attachments: [TIP Amendment #1](#)

[Staff Report](#)

5.4 2020 NCDOT Bicycle and Pedestrian Planning Grant Application

Kenneth Withrow, MPO Staff

Requested Action: Adopt the Resolution of Support.

Attachments: [Resolution Endorsing Bicycle & Pedestrian Plan Grant-Fuquay Varina](#)

5.5 Contract Approval: Bus on Shoulder Study

Shelby Powell, MPO Staff

Requested Action: Approve contract with HDR, Inc for the Bus on Shoulder Study, and authorize the Executive Director to execute the contract.

Attachments: [Contract Between CAMPO & HDR - Bus on Shoulder Study](#)

[Staff Report](#)

5.6 CAMPO Legal Services

Shelby Powell, MPO Staff

Requested Action: Authorize the CAMPO Executive Director to sign letters of engagement with the law firms Parker Poe and Cauley Pridgen to provide on-call legal services for the MPO from July 1, 2020 to June 30, 2023.

Attachments: [Staff Report](#)

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

6.1 Public Participation Plan Update - Electronic Meetings

Bonnie Parker, MPO Staff

Requested Action: Conduct Public Hearing for the Public Participation Plan Update.

Attachments: [Staff Report](#)

[Draft of proposed changes in RED. PPP Update](#)

[Draft PPP Update.clean copy](#)

Chair Hutchinson opened Public Comments.

Ms. Bonnie Parker, CAMPO Staff reported on this item.

Ms. Parker reminded all that this information was presented at the May meeting, and would be presented again next month. The COVID-19 response and declared emergencies have created an unprecedented situation for online public meetings, public comment, and public hearings.

Ms. Parker expressed that the Federal Highway Administration (FHWA) released guidance in April stating that MPOs may hold public meetings and accept public comments during meetings that are solely held online, or electronically, and that such information should be reflected in the MPO's Public Participation Plan (PPP). She explained that, out of an abundance of caution, MPO staff are recommending adding language to the PPP that specifically mentions the permissibility of electronic meetings, which includes the requirement of public notifications and means to access (view or listen to) meetings and requires the publicly posting of meeting materials. CAMPO's current PPP already has more extensive requirements for public comment periods and public notices.

Ms. Parker explained that the North Carolina Open Meetings Law, which the MPO also abides by as stated in the PPP, includes language enabling electronic meetings and voting. Also, in the fall of 2019, the Executive Board adopted an updated PPP that incorporated language related to online participation, however, that language did not address meetings that are solely held electronically - with no in-person option available.

Ms. Parker concluded by stating that a Public Comment period will be open from May 1 - June 18, 2020, as any update to the PPP requires a 45-day public comment period. She added that, to date no public comments have been received. The TCC recommended approval at their last meeting, and after the Public Hearing today, the Executive Board will be asked for their consideration of approval in August.

As there were no members of the public who wished to speak, Chair Hutchinson closed Public Comments.

The Public Participation Plan Update - Electronic Meetings was received as information.

End of Public Hearings**7. Regular Agenda**

7.1

American Tobacco Trail Natural Gas Pipeline - Update

Chief Deputy Secretary David Howard and NCDOT Staff

Requested Action: Receive as information.*Chief Deputy Secretary David Howard reported on this item.*

Mr. Howard thanked everyone for the invitation and opportunity to provide detailed information. He said that the American Tobacco Trail is an important asset to this region. Mr. Howard stated that NCDOT is committed to utilizing right of way along trails where possible, and that using right of way along trails for utilities has been done for several years. He added that on the American Tobacco Trail alone, there are 120 encroachments which allow for multiple uses for the greater public good. He added that utility encroachments are very common.

Mr. Howard provided brief background information for this now cancelled project request. He stated that in 2018, a request was made by Dominion to utilize NCDOT right of way along the American Tobacco Trail for a pipeline. In August 2018 NCDOT notified various stakeholders along the American Tobacco Trail that the proposed 7.6 -mile, 12-inch gas line project by PSNC Energy would address the goal of supporting the growing demand in Chatham, Durham, and Wake counties. He stated that staff members from those counties, along with Town of Cary staff attended a meeting in August 2018 with NCDOT staff.

Following the 2018 stakeholder meeting, Mr. Howard conveyed that Dominion's 2019 plan was shared with everyone who attended the 2018 meeting. During this time, NCDOT was in negotiations and discussions with Dominion regarding the cost of the encroachment; and was adamant about protecting the trail and engaging the public. When finalized, the total amount was submitted to the Board of Transportation, according to procedure. If Dominion had proceeded as planned, they would have been required to submit plans not only to NCDOT but to the Army Corp of Engineers for approval to secure the necessary permit. If the plans had been developed, the public plan process would also have been necessary to receive the final permits. Mr. Howard emphasized that no agreement was ever signed with Dominion.

As of May 19, 2020, information was presented to the public that the NC Board of Transportation approved this pipeline on May 7th, with a \$3.0 million payment from Dominion/PSNC to NCDOT. There was no recorded public engagement on this process, which raised major concerns, including:

Lack of communication with local officials, particularly as to why the pipeline is being considered

- Due to this being completely in the NCDOT ROW, minimal local permitting requirements (and therefore influence on the project)*
- Access to the trail during construction*
- Safety concerns during construction and once the pipeline is installed*
- Appearance of the trail and its surroundings (tree canopy in particular) during construction and once the pipeline is installed*
- How this project may affect existing agreements between communities and NCDOT regarding maintenance responsibilities*

On June 1, 2020 NCDOT learned that Dominion Energy rescinded the request to utilize NCDOT right of way along the ATT for a pipeline. Mr. Howard apologized for the lack of communication, stated NCDOT's commitment to improving this process and said that

NCDOT welcomed suggestions.

CAMPO Executive member Nina Szlosberg-Landis thanked Mr. Howard for his information and leadership. She stated that there have been discussions with Chairman Fox and other board members regarding these concerns, and said there should be recognition that a better process should be in place when issues like this atypical encroachment arise, which was of a somewhat controversial nature. Time should be given to pause, reach out to partners and have discussions. She felt the Dominion request was not fully vetted and explored as it should have been; and there must be a commitment to do a better job in the future.

The American Tobacco Trail Natural Gas Pipeline Update was received as information.

7.2

CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

Bobby Lewis, NCDOT Chief Operating Officer

Requested Action: Consider endorsing resolution to encourage NCDOT to continue to support of the Triangle Travel Demand Management (TDM) Program.

Attachments: [Staff Report](#)

[Triangle TDM Business Case](#)[CAMPO TDM Resolution June 2020](#)[COVID19 TIP Project Schedule Delays Released April 21](#)[NCDOT Projects Authorized to Move Forward 5/5/2020](#)[LAPP Project Guidance](#)[CARES Act Talking Points](#)

Mr. Bobby Lewis, NCDOT Chief Operating Officer and Mr. Van Argabright, Director, Division of Planning & Programming reported on this item.

Mr. Lewis stated that even before the COVID-19 pandemic, storm response and recovery and legal settlements depleted the NCDOT cash balance, which necessitated the department to enact aggressive measures. These included delayed project lettings, reduced capital program, and decreased or suspended routine maintenance. NCDOT enacted a spend plan with targets below appropriated levels with appropriations for restricted accounts increased, and decreased General Maintenance Reserves (GMR). He shared that NCDOT had to prepare for a mandated move of funds into a new disaster reserve.

Mr. Lewis shared that at the end of April, NCDOT's cash balance was \$271 million, which is below the minimum balance established by G.S. 143C-6-11. When the cash balance falls below the minimum required by law, NCDOT is prohibited from entering into new transportation contract commitments.

Mr. Lewis provided more detail for the recent storm damage for this year as well as past years, and the effect of NCDOT's budget issues, which have resulted in deferred maintenance for many projects. He said that the budget since 2012 has reduced by approximately 50 percent. He shared examples of projects deferred such as roads, supply storage areas, and storm drains, and what temporary solutions have been applied where possible. He added that there are approximately 350 storm sites as of April 2020 that are in need of repair, which include 75 road closures. Mr. Lewis stressed that residual effects are anticipated for the next several years.

Mr. Lewis presented the plan to mitigate these revenue losses, which include

- Department recently completed a plan to stabilize finances
- Major goal is to keep active construction projects moving because suspensions would create claims and be disruptive to motorists
- Plan indicates NCDOT would likely have to refrain from entering into major contract commitments until March 2021
- Plan includes reductions in: Preliminary Engineering, Right-of-way acquisitions, Construction, Operations, Maintenance, and Modal spending

Mr. Lewis said that the CARES Act deadline, which expired was extended until

September 1, 2020. The NC General Assembly set aside the \$300M in reserve in anticipation of Congress amending CARES to allow these funds to be used for revenue replacement and has requested of the delegation that COVID recovery legislation Congress is currently considering include a change to CARES to allow states to use funds from that act for revenue replacement. He concluded by saying that NCDOT is working to update language for emergency reserve funds to align with FEMA requirements for reimbursement.

Mr. Argabright stated there are other issues to consider. The course of the COVID-19 pandemic is not fully known, which includes its effect on transportation revenue. The Federal transportation funding bill – FAST Act expires at the end of fiscal year 2020. Congress will need to pass new multi-year funding bill (or Extension Act) and Appropriations Act (or Continuing Resolution) prior to the beginning of fiscal year 2021 (Oct 1, 2020) or federal funding will be disrupted. Also unknown is what North Carolina's share would be if any during the August redistribution.

Mr. Argabright shared that the US House passed the HEROES Act in mid-May, which has effectively done away with the August redistribution so if this proceeds, this redistribution will not be available. The HEROES Act includes \$15 billion dollars directly allocated for state DOTs. Estimates of the amount for NC in the current language are:

- \$364M statewide
- \$25M for urbanized areas with a population of greater than 200,000

Mr. Van Argabright provided an update for FHWA Funding and said they are working with the General Assembly to obtain revenue enhancements. He shared that there is a two day course offered for any interested parties. Mr. Argabright provided insight into the Authorization Act, Appropriation Act, and how and why FHWA funding is allocated in ten different categories including STBGA, TAP and CMAQ. He explained that any unused appropriations that the State did not authorize in the fiscal year do not roll over, so it is in the State's best interest to authorize all funding that is allowed to them by FHWA. Mr. Argabright explained that historically, STBGDA, TAP-DA, and CMAQ have struggled to authorize all of their funds within the fiscal year, so the State usually authorized more funding in other categories to make up for the lower authorizations in those categories.

Mr. Argabright presented information regarding FHWA Authorization Techniques. Traditional Financing involves obligating all funding at once – the entire authorization amount comes from State's OA and FHWA commits to reimburse NCDOT (typically to 80%). Advance Construction (AC) involves the following steps:

- FHWA authorizes project to move forward, but does NOT commit to reimburse funds (risk)
 - State initially pays for costs associated with the project
 - Requests for partial reimbursement for eligible expenses (conversion) obligates OA
- Benefit: allows NCDOT to fund more projects concurrently

Mr. Argabright explained that currently NCDOT has spent \$600 million dollars of state funds on ACed projects and that they have not been reimbursed by FHWA yet. Due to current cash issues, NCDOT is using OA to convert these ACed funds to replenish state coffers.

Mr. Argabright stated that prior to COVID-19, NCDOT was allowing LAP projects to advance if payment deferral arrangements could be made. After the COVID-19 outbreak,

LAP projects were temporarily suspended to allow time to determine effect COVID-19 would have on revenue, and develop plan to stabilize finances. He added that LAP projects will be resuming as soon as possible and they will work with Planning Organizations to determine priorities.

Mr. Argabright concluded with a brief for TDM. He said that, as NDCOT is currently below the cash floor they cannot amend the existing agreement at this time. They will proceed with authorizing the funds and as soon as they are above the cash floor limit, they will amend the agreement. He provided contact information for himself and for Mr. Bobby Lewis.

Member Will Allen inquired if the Piedmont Amtrak train will be running again. Mr. Argabright responded that they planned to do so after legislation is passed and NCDOT funds rise above the cash floor. They felt confident the funding will eventually be there in the next 1-2 months.

Alternate Corey Branch asked about the timeline for LAPP projects and if September or October 2020 was realistic for the NCDOT cash floor issue to be resolved so projects can begin moving forward. Mr. Argabright reiterated that they need to wait to see what legislation is passed but will be discussing this amongst themselves in the meantime. Mr. Argabright is hopeful that the issue could be resolved by that time if GARVEE or BUILD Bonds are issues in August. Furthermore, he is hopeful the Federal government will do something before the July recess by way of federal relief; but he is cautious that they may wait for June jobs report to pass any legislation. Mr. Branch inquired that, once funding and approval was ready to proceed, if everything was approximately six months behind schedule. Mr. Argabright confirmed this.

Chair Hutchinson thanked Mr. Lewis and Mr. Argabright for their presentations.

A roll call vote was taken by CAMPO Deputy Shelby Powell for each voting member or alternate.

CAMPO Projects and Programs Funding Update was received as information.

7.3 Locally Administered Projects Program (LAPP) FY2022 Proposed Changes and Target Modal Investment Mix

Gretchen Vetter, CAMPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[FY2022 LAPP Potential Changes Memo](#)

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

Ms. Vetter stated that the LAPP program is still moving forward, and preparations for FY 2022 have begun. The call for projects is anticipated to open during the August 2020 Executive Board Meeting. There have been three LAPP Steering Committee meetings, during which recommendations for any proposed changes to the program and the Target Modal Investment Mix have occurred. The FY 2022 LAPP Committee addressed four issues and the Target Modal Investment Mix. These issues include:

Issue #1: Roadway Travel Time Savings Calculation (For Information Only)

Benefit/Cost: 20 Points: Travel time savings anticipated by the implementation of the project, as identified using the regional travel demand model compared to the cost of the project to the LAPP program

Travel Time Savings / LAPP Cost: CAMPO Staff is enhancing the methodology in which Travel Time Savings for roadway projects is calculated in order to normalize specific data sets, including segment length and speed limits.

Issue #2: Revisiting Submittal Reduction for Delayed Projects Policy

The current policy aims to hold jurisdictions accountable for existing LAPP Projects behind schedule:

"For applicants with prior projects that have not obligated funds, the applicant must reduce the number of allowable new applications per agency per mode by the number of that agency's prior LAPP projects (by mode) that did not meet authorization prior to the end of the federal fiscal year."

Ms. Vetter stated that the recommended change to this policy would be to remove the language "by mode" from the existing policy. The new policy would still allow all LAPP applications to submit a minimum of one project per year. The policy would go into effect in FY2023 round of LAPP.

Issue #3: Modal Submittal Cap

The current policy states that LAPP applications will not be accepted for LAPP funds exceeding the modal target dollar figure as set by the target modal investment mix.

In FFY2021 one roadway project was awarded 65% of total investment in roadway category. Members of the Steering and Selection Panel requested that this subject be discussed to ensure mutual agreement. A discussion was also held during the FFY2015 program development period, during which it was decided not to make any changes to this policy.

There is no recommended change for this issue. The LAPP Steering Committee ultimately agreed that the score of the project should have a higher significance when considering funding, compared to the total cost. The LAPP Selection Panel would also have the opportunity to address situations in which this concern arises.

Issue #4: Target Modal Investment Mix

The recommended Target Modal Investment Mix is the same as FFY 2021. The recommended mix is 65% Roadway, 8% Transit, 27% Bicycle and Pedestrian. The Steering Committee noted a need for funding in all three modes funded through LAPP, and could not justify adding more funding to one mode at the expense of another.

Issue #5: Transit Scoring

Ms. Vetter shared a brief history of the LAPP scoring process for transit projects, noting that a formal quantitative scoring methodology was implemented in FFY2016 Round of LAPP. Since then: Wake Transit Tax District Funding has become available, the Wake Transit Plan is under Implementation, and Transit coverage and service has increased in the Region. Ms. Vetter noted this was an appropriate time to check in on the Transit scoring criteria and make sure the scoring methodology was meeting its intended effect. Ms. Vetter reminded the TCC of the current scoring methodology for Transit projects:

Transit Effectiveness Score: 50 Total Points

- Safety and Security Concerns: 5 Points
- Rider Experience: 5 Points
- Connectivity: 10 Points
- Improves Facilities: 10 Points
- Reliability Improvements: 10 Points
- Benefit Cost: 10 Points

*Planning Consistency: 10 Points**Local Priority Points: 10 Points**Prior Agency Funding: 10 Points*

Ms. Vetter expressed that there are four recommended changes to LAPP Transit Scoring: 1) Reliability Improvements Measure, 2) Safety and Security Measure, 3) Rider Experience Measure and 4) Minimum Requirements for Bus Stop Improvements.

Proposal #1: Reliability Improvements Measure

Ms. Vetter stated that the current approach focuses on improving time reliability and reducing delays across the system. Scores will be awarded on a scaled basis for all submitted projects with the top project receiving 10 points, and the project will be scored based on the following formula:

$(\text{travel time on the route after the improvement} - \text{travel time on the route before improvement}) * \# \text{ average daily ridership on the route anticipated 12 months after the improvement is completed.}$

Ms. Vetter explained the reason to address this issue now is because the intended effect of this scoring criterion was to have a cascading arrangement of scores based on the scaled value of travel-time savings. Since most projects do not have travel-time savings, most projects receive 0 points for this criterion, while 1 or 2 projects in a given round receive 10 points. This results in minimal variability in scoring for the projects.

Accurately scoring these projects has also raised issues, since a lack of standardization for calculating the travel time savings for reliability improvement projects create difficulty in fairly scoring each improvement.

Ms. Vetter shared the proposed change: Change reliability improvements from a quantitative formula to a tiered score based on impact by project type. This would allow

more variation in scoring compared to the scaled cascading model that is currently in place. This would also allow for more consistency and clarity when scoring this criterion. High Impact projects would receive 10 points, medium impact projects would receive 5 points, low impact projects would receive 1 point, and no impact projects would receive 0 points for the criteria. (A detailed chart of all project types and impacts can be found in the agenda attachments).

Proposal #2: Safety and Security Concerns Measure

Ms. Vetter explained that the current approach enhances safety and security of the system, rider or user. The proposed project must address a documented safety or security concern or policy. If the project sponsor effectively demonstrates improved safety and security resulting from the project, the project will receive 5 points.

Ms. Vetter explained the reason to address this issue now is because the intention of the current scoring method is to award projects that address a safety and security issue. Since most transit projects submitted to CAMPO can justify having a safety and/or security component, these points are usually awarded to all projects and does not increase competition and variability between projects. The types of projects funded through LAPP have a significant opportunity to affect the safety and security of the transit network and its users.

Ms. Vetter shared the proposed change: Change scoring criterion from binary (yes/no) evaluation to tiered evaluation based on impact by project type. This would allow for variation in the scoring, increasing the competition in this criterion. This tiered approach scoring for safety and security is consistent with how many other MPOs and DOTs address this subject. High impact projects would receive 5 points, medium impact projects would receive 3 points, low impact projects would receive 1 point, and no impact project would receive 0 points. (A detailed chart of all project types and impacts can be found in the agenda attachments).

Proposal #3: Rider Experience Measure

Ms. Vetter expressed that the current approach enhances amenities that contribute to a more comfortable and convenient user experience. The proposed project must improve or enhance the rider experience. If the project sponsor effectively demonstrates enhanced comfort or convenience of the rider, the project will receive 5 points.

Ms. Vetter revealed that the reason to address this issue now is because, similar to safety and security concerns, CAMPO wishes to address the rider experience measure to expand the scoring variation from either 5 points or 0 points. Since most projects can justify their project improves the rider experience, most projects receive 5 points for this criterion. Changing the way this measure is scored would allow more competition and variation between scores.

Ms. Vetter shared the proposed change: Change scoring criterion from binary (yes/no) evaluation to tiered evaluation based on impact by project type. This would allow for variation in the scoring, increasing the competition in this measure. High impact projects would receive 5 points, medium impact projects would receive 3 points, low impact projects would receive 1 point, and no impact projects would receive 0 points. (A detailed chart of all project types and impacts can be found in the agenda attachments).

Proposal #4: Minimum requirements for bus stop improvements

Ms. Vetter announced that LAPP currently does not have minimum requirements in place for bus stop improvement projects. To maintain consistent levels of expectations for all bus stop improvement projects, CAMPO proposes imposing minimum requirements for

these projects. If an applicant's local policy has stricter requirements for these criteria, the applicant should follow their local policy. Bus stop improvements should at a minimum:

- Identify all bus stops with clear signage*
- Ensure new bus stops are accessible and meet the federal Americans with Disabilities (ADA) standards, where practical.*
- Upgrade existing bus stops to meet federal ADA standards, where practical.*
- Provide passenger amenities such as shelters and benches, depending on the level of passenger activity. Generally speaking, stops with more than 25 daily passenger boardings or more will be equipped with a shelter.*

Ms. Vetter stated that these proposed changes and Target Modal Investment Mix were posted for Public Comment from June 12, 2020 through July 16, 2020. She said that if there is no July meeting, it is anticipated that the Executive Board will approve Target Modal Investment Mix, and open the One Call for All Call for Projects at their August 19, 2020 meeting.

Chair Hutchinson asked if there was no July meeting how that would affect the Public Hearing aspect. Mr. Lukasina said that if there was a July meeting, that would be the only action item, with a possible Wake Transit informational one. He reminded all that historically the July meetings have been canceled, and if held this year a quorum would be needed. He confirmed with Ms. Vetter that the end of October is the expected close of the call for projects, so there would still leave a month and a half for submissions.

Member Will Allen asked if staff from GoTriangle had been involved with and agreed with the proposed changes to transit scoring. Ms. Vetter confirmed this, and added that a survey had been sent and one on one phone calls made to all transit providers.

Member Vivian Jones commented that she felt a July meeting should occur to meet time timeline to have the call for projects open in August. Several other Members and Alternates were in agreement. Chair Hutchinson made an official declaration that a July Executive Board Meeting would be held virtually.

The Locally Administered Projects Program (LAPP) FY2022 Proposed Changes and Target Modal Investment Mix Report was received as information.

7.4

Northeast Area Study Update

Brandon Watson, CAMPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[Northeast Area Study Update](#)
[NEAS Update Virtual Meeting Flyer](#)

Mr. Brandon Watson, CAMPO Staff reported on this item.

Mr. Watson stated that the basic purpose of these types of studies is to help achieve robust public engagement and to examine network issues in a smaller area more closely. Recommendations from the North Area Study Update will inform the 2050 MTP and prioritization of projects, and refresh and update policies and priorities that have evolved since the original study.

Mr. Watson explained that the previous Northeast Area Study (NEAS) was completed in FY 2014. That study evaluated land use and transportation issues in the northeastern section of CAMPO's planning area. The study covered parts of Wake and Franklin Counties, the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, and parts of Wake Forest, Youngsville, Raleigh, and Franklinton. As with the Southwest Area Study in FY 18 and 19, the NEAS needs to be updated in order to prepare for the 2050 MTP. Mr. Watson emphasized that the current study will include all the areas of interest from the 2014 study, with the important addition of the US-1 study area to ensure the frontage and backage roads for the US 1 Freeway Project (U-5307) are incorporated.

Mr. Watson shared that there was great feedback from the 2014 study. Comments included issues pertaining to safety and congestion issues along specific roadways, preservation of farmland, economic development, as well as bicycle and pedestrian concerns and missing links in the area.

Mr. Watson stated that Stantec was contracted as the lead consultant by a selection committee team of members from around the northeast area; subconsultants include Alta Planning & Design, City Explained, Inc., Nealon Planning, J S Lane Company, and LK Consulting Solutions. As a part of this study (similar to 2014) a Stakeholder Oversight Team (SOT) was created, including decision-makers and community leaders, to provide oversight direction and valuable feedback on the study findings and recommendations. They will meet 3-4 times during the study to provide local context more on the policy making and stakeholder engagement side, key decision-making on priorities and recommendations, and encourage others to participate. Also, through partnership with all communities in the study area another committee was created, a Core Technical Team, made of local planning/engineering municipal staff. They will focus on key deliverables for the study providing local context, integrating planning efforts, and meeting more frequently (about 10 times) during the study. The CTT and SOT met on June 15.

Mr. Watson provided information for the specific study update tasks which include starting with the discovery and inventory of existing conditions, building off of the 2014 NEAS. Next would be developing the vision and guiding principles through public outreach. Also, conducting some land use scenario planning starting with base conditions and exploring two alternatives. Policy updates using best practices will be recommended leading into the exploration and assessment of current and future needs.

During this process draft recommendations for all modes will be made, looking at performance standards and implementation of those projects, and concluding with the review of all recommendations leading to final documents being approved.

Mr. Watson reviewed the project work plan timeline schedule. He expressed that it is a 16 month process, with additional anticipated Executive Board and local board updates in the fall of 2020 and spring of 2021. The completion date is estimated to be June 2021.

Mr. Watson announced that outreach efforts include a project website, survey, interactive map, e-newsletters, virtual public project symposiums, small group interviews, traveling roadshow "pop-ups", board briefings, and a final project workshop. He added that deliverables for this study include a project workbook, best practices/policy guidebook, public outreach and collaboration, and hot spots and concept designs.

Mr. Watson disclosed that there is an interactive map on the CAMPO website which allows an individual to pinpoint a place of interest or concern to be addressed such as a physical issue of intersections or corridors, connections needed, barriers to overcome and streams / railroad / highways. The project team is also looking for feedback on non-physical challenges such as policies, demographics / outreach to specific communities, growth strategies, and other coordination needed.

Mr. Watson concluded by sharing information regarding how to become involved. This includes visiting the project website: www.NEASUpdate.com, taking the online survey, utilizing the interactive mapping tool, encouraging others to do the same, and watching the virtual meeting recordings. There was also a strong emphasis on the importance of involving under-engaged communities and to please pass along any contacts people may have to increase public engagement. Mr. Watson provided his contact information for any follow up questions.

The Northeast Area Study Update Report was received as information.

7.5

DRAFT MTP 2050 Goals, Objectives, and Performance Measures

Chris Lukasina, MPO Executive Director

Requested Action: Receive and review the DRAFT MTP 2050 Goals and Objectives for discussion, comments, and feedback with MPO staff.

Attachments: [Staff Report](#)
[2050 MTP Schedule](#)
[2050 MTP Public Engagement Strategy](#)
[2050 MTP Goals & Objectives](#)

Executive Director Mr. Chris Lukasina reported on this item.

Mr. Lukasina reminded all that the Metropolitan Transportation Plan development is on a four year cycle. He stated that recent focus has been on technical enhancement updates and that a more active phase of the 2050 MTP began last December 2019. The pace and level of activity is expected to increase in the upcoming 18 months.

Mr. Lukasina provided a list of current and anticipated major milestones for the 2050 MTP, which include:

- 1. Vision – Goals & Objectives review*
- 2. Travel Model and Socio-Economic Data*
- 3. Alternatives Analysis*
- 4. Preferred Option Review*
- 5. Fiscal Constraint*
- 6. Initial 2050 MTP Adoption*

Mr. Lukasina reminded all that there is a link to the current schedule in the agenda packets for MTP related activities. He emphasized that this is a tentative schedule which is subject to change and encouraged everyone to pay attention to this list. The initial 2050 MTP Adoption is currently slated for next December 2021, with final adoption anticipated in late Winter/early Spring of 2022. The Public Engagement Strategy for each phase will be customized to individual milestones.

Mr. Lukasina stated that the draft revision of the MTP was provided in the agenda packets. He shared that due to an ongoing effort to coordinate with the Triangle DHCH MPO, the goals, objectives and performance measures have been largely unified, many of which align with the State targets as well. This unification is useful for the public, who may not see the delineation between CAMPO and DHCH MPOs.

Mr. Lukasina provided an overview of the goals, objectives and performance measures for the 2050 MTP. The development of the draft incorporated a review of existing goals, objectives and measures which included data analysis and a review of current planning principles in the region. This resulted in updated language and enhancements to goals and objectives. Mr. Lukasina stated that performance measures and any associated targets will follow later in the MTP development process.

Mr. Lukasina shared that the Federal government requires stated minimum performance measures and targets. He added that anything beyond these minimums is up to the Board's discretion as an MPO; however, the Federal government will hold the MPO accountable for any target measures adopted. The decision was made over the last four years to adopt the minimum requirements, with the provision to approve measures for

monitoring and further analysis. One issue has been the lack of updated available data with regard to effort versus reward - how much effort is needed to obtain and maintain the data for a particular measure and to monitor targets versus what the actual benefit is for the region.

Mr. Lukasina divulged the draft goals and objects which include clarifying language, which are (in no particular order of priority or importance):

GOAL 1: Protect the Human and Natural Environment and Minimize Climate Change

Obj. A: Reduce mobile source emissions, GHG, and energy consumption

Obj. B: Reduce negative impacts on natural and cultural environment

GOAL 2: Connect People & Places

Obj. A: Connect people to jobs, education and other important destinations using all modes

Obj. B: Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)

GOAL 3: Promote and Expand Multimodal & Affordable Choices

Obj. A: Enhance transit services, amenities and facilities

Obj. B: Improve bicycle and pedestrian facilities

Obj. C: Increase utilization of affordable non-auto travel modes

Goal 4: Manage Congestion & System Reliability

Obj. A: Allow people and goods to move with minimal congestion, time delay, and greater reliability.

Obj. B: Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride)

Obj. C: Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)

GOAL 5: Improve Infrastructure Condition & Resilience

Obj. A: Increase proportion of highways and highway assets in 'Good' condition

Obj. B: Maintain transit vehicles, facilities and amenities in the best operating condition

Obj. C: Improve the condition of bicycle and pedestrian facilities and amenities

Obj. D: Promote resilience planning and practices

GOAL 6: Ensure Equity & Participation

Obj. A: Ensure that transportation investments do not create a disproportionate burden for any community

Obj. B: Promote equitable public participation among all communities

GOAL 7: Promote Safety and Health

Obj. A: Increase safety of travelers and residents

Obj. B: Promote public health through transportation choices

GOAL 8: Stimulate Economic Vitality

Obj. A: Improve freight movement

Obj. B: Coordinate land use and transportation

Obj. C: Target funding to the most cost-effective solutions

Obj. D: Improve project delivery for all modes

Mr. Lukasina provided the Next Steps necessary for 2050 MTP Goals & Objectives,

which include the continued refinement of draft goals, objectives, and preliminary performance measures with DCHC and subsequent release for public comment, an online survey, continued development of socioeconomic data guide totals and subsequent release for public comment, and Executive Board approval of socioeconomic data guide totals, goals, objectives and performance measures for use in the development the 2045 MTP. The final adoption of the 2050 MTP is anticipated to occur in approximately one year to a year and a half from now.

The DRAFT MTP 2050 Goals, Objectives, and Performance Measures Report was received as information.

8. Informational Item: Budget

8.1 Member Shares FY 2020

Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 20 Projected Member Dues QTR 3](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

8.2 Operating Budget - FY 2020

Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 20 Projected Budget QTR 3](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

9. Informational Item: Project Updates

9.1 Executive Board June 2020 Project Updates

Requested Action: Receive as information

Attachments: [TAC-2020-06-17-Project Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

10. Informational Item: Staff Reports

CAMPO Executive Director Chris Lukasina:

-congratulated transit agencies for their recent awards, notably GoCary and GoRaleigh.

-stated that today is Census Day of Action, which encompasses enhanced outreach efforts. He reiterated that the census can be completed online very easily and encouraged all to participate.

-reminded all that Executive Board members and alternates are required by law to file certain financial disclosures called the Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the State Ethics Commission. Failure to file may result in fines of up to \$500 annually for an Executive Board member, and that CAMPO has no power to waive these fees.

-stated that everyone should anticipate sometime in August a few amendments to the Work Plan and Budget. The primary focus is regarding the handling Special Studies, budget updates and the anticipated impacts of revised funding.

-shared that in the next fiscal year the Triangle Regional Model will experience a modernization and update. The Model Service Bureau, which is housed in ITRE will secure a new consultant to help in this effort. Improvements and enhancements are expected within the next 12-18 months.

-stated that CAMPO is planning to release an RFP in early July for the US 401 Corridor Study, which is a special study focused on the US 401 corridor between future 540 and the MPO's southern boundary near Lillington in Harnett County.

-referred to Mr. Watson's Northeast Study information. Due to the COVID-19 pandemic, this study is being completed almost 100 percent virtually, including public engagement efforts. This provides a unique opportunity to gauge the success of these types virtual studies.

-reminded all that the Triangle Bikeway study work group will be starting soon, and that more information will be forthcoming.

TCC Chair - no report.

NCDOT Transportation Planning Division - no report.

NCDOT Division 4 - no report.

NCDOT Division 5 - Mr. Joey Hopkins stated that:

-Blue Ridge Road Grade Separation project is under contract, along with the Beltline widening, and was originally planned to begin after the 2020 state fair. This has now been pushed until after the 2021 state fair, and will require road closures of up to 20 months, including stretches of Hillsborough street for 6 months. Stakeholders have been informed and schedule changes will be coordinated.

Member Will Allen asked if the projected completion year of July 2023 would be affected. Mr. Hopkins responded that there is an anticipated delay and that it doesn't affect the Beltline widening project.

