

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Draft

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

Technical Coordinating Committee

Thursday, January 7, 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. She explained the logistics and planned course of action for the virtual meeting.

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

Present: 37 - Chair Juliet Andes, Sandi Bailey, Gregory Bethea, Paul Black, Kelly Blazey, Jason Brown, Michael Clark, Shannon Cox, Bob Deaton, Jimmy Eatmon, Michael Frangos, Tim Gardiner, Phil Geary, Joe Geigle, Hank Graham, Jay Heikes, John Hodges-Copple, Benjamin Howell, Dennis Jernigan, Niki Johnson, Sean Johnson, Justin Jorgensen, Erin Klinger, Member Eric Lamb, Gaby Lawlor, Julie Maybee, Jason Myers, Braston Newton, Akul Nishwala, Patrick Pierce, Morgan Simmons, Tracy Stephenson, Darius Sturdivant, Emmily Tiampati, Vincent Gerry, Scott Walston, and Danny Johnson

Absent: 16 - Than Austin, Ken Bowers, Dylan Bruchhaus, Bo Carlson, Neal Davis, Scott Hammerbacher, Irene Johnson, Catherine Knudson, Michael Landguth, Hannah Lundy, Michael Moore, Neil Perry, Pamela Perry, Jay Sikes, Larry Smith, and Kathryn Zeringue

2. Adjustments to the Agenda

There was no adjustment to agenda.

3. Public Comments

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

4. Minutes

4.1 TCC November 2020 Meeting Minutes Draft

Requested Action: Approve the TCC November 2020 Minutes Draft.

Attachments: [TCC-2020-11-05-Meeting-Minutes-DRAFT](#)

A motion was made by Member Jason Mysers, seconded by Member Ben Howell that the minutes from the November 2020 TCC meeting be approved. The motion carried by unanimous vote.

5. Regular Business**5.1 Election of Chair & Vice Chair for 2020**

Chris Lukasina, MPO Executive Director

Requested Action: Conduct elections for Chair and Vice Chair of the TCC for 2021.

Attachments: [Staff Report](#)

CAMPO Executive Director Chris Lukasina reported on this item.

Mr. Lukasina announced that according to the TCC Bylaws, the positions of Chair and Vice Chair are to be elected during the first meeting of each calendar year. Chair and Vice Chair serve for one-year terms, for a maximum of three consecutive terms. Mr. Lukasina added that current Chair Juliet Andes (Cary) has served for two terms. Current Vice Chair Eric Lamb (Raleigh) has served for one term.

A nomination for TCC Chair was made by Alternate Sandi Bailey. A motion to approve the nomination was made by Member Ben Howell and seconded by Member Michael Frangos.

A nomination for TCC Vice Chair was made by Member Shannon Cox. A motion to approve the nomination was made by Member Danny Johnson and seconded by Member Jay Heikes. The motions for both the Chair and Vice Chair passed by unanimous vote.

5.2**FY 2020 Wake Transit Annual Report
Bret Martin, MPO Staff and Sharon Chavis, GoTriangle**

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Attachment 1 - Wake County Progress Report 2020_Final](#)

[Attachment 2 - FY 2020 Wake Transit CAFR](#)

Mr. Bret Martin, MPO Staff and Ms. Sharon Chavis, GoTriangle reported on this item.

Mr. Martin shared that the Wake Transit Governance Interlocal Agreement requires production of and presentation to CAMPO and the Wake County Board of Commissioners an annually audited financial statement for the Wake Transit annual operating and capital funds and an annual update on Wake Transit projects, including milestones and timelines.

Mr. Martin introduced Ms. Sharon Chavis, who provided an overview of FY 2020 Wake Transit annual progress, which spans July 1, 2019 to June 30, 2020.

Ms. Chavis offered a list of tasks and projects, which have been accomplished. These include:

Service Improvements Implemented

- *Added two all-day service routes*
- *Added midday service and new week-day service*
- *Connected regional transit routes and added peak-period trips for frequency*
- *Altered service to improve reliability*
- *Improved customer service*
-

Capital Projects Implemented

- *Bus Stop Improvements*
- *Completed the design work and initiated the construction of 57 bus stops*
- *Began the design phase to improve 77 existing bus stops*
- *Completed 21 bus stops improvements for Wake Transit Plan funded routes*
- *Completed safety and ADA accessibility improvements at 29 bus stops*

Transit Facilities

- *Completed study or preliminary design for two bus operations and maintenance facilities*
- *Continued feasibility studies for a multimodal transit facility, Wake park-and-ride lots, transit centers, and the Raleigh Union Station bus facility*

Procurements

- *Ordered 10 compressed natural gas buses*
- *Procured 5 buses and 2 electric buses*

Planning Projects Initiated

- *Initiated planning and design for transfer points*
- *Completed two park-and-ride lots' designs*
- *Selected the locally preferred alternative and completed preliminary engineering for the BRT New Bern Avenue corridor*
- *Initiated Phase 2 of the Greater Triangle Commuter Rail Feasibility Study*
- *Began updating the Wake Transit Plan*

- *Began developing the Wake Transit Performance Tracker*

Ms. Chavis stated that there were some challenges that arose due to the COVID-19 pandemic which affected the overall program, which include impacts to ridership and revenue hours. Ridership decreased overall from 8% - 18% as transit demands nationwide were reduced significantly. While some bus service expansion occurred in FY 2020, overall revenue hours decreased, particularly in the 4th quarter, due to the impacts of COVID-19.

She added that many accomplishments were achieved, which were for the most part in line with the Four Big Moves. These are: added, expanded, and altered bus service to connect communities in Knightdale, Rolesville, Wake Forest, Garner, Raleigh, Cary, Durham, Chapel Hill, and RTP, provided additional service to senior riders, designed and improved bus stops system-wide, and continued work on BRT and CRT to enhance access to transit.

Ms. Chavis then provided information for what is planned next for FY21. These include Service improvements such as Implementing systemwide changes to add new routes or service, increase frequency, and extend service to connect communities, Capital Projects such as continuing or beginning designs for Raleigh Union Station and maintenance facilities, and Planning Projects such as initiating a Regional Fleet and Facilities Study.

Ms. Chavis shared a Financials chart, which showed a breakdown of revenues collected and expenses. She added that even during this reporting period when the pandemic affected earlier assumptions for the budget, spending was less than anticipated.

The FY 2020 Wake Transit Annual Report item was received as information.

**5.3 Greater Triangle Commuter Rail Phase II Study Progress Update
Bret Martin, MPO Staff and Katharine Eggleston, GoTriangle**

Requested Action: Receive as information.

Attachments: [Staff Report](#)

Mr. Bret Martin, MPO Staff, Mr. Jay Heikes, Ms. Liz Razkopf, and Ms. Elise Belien, GoTriangle staff reported on this item.

Mr. Martin reminded all that GoTriangle, as the designated project sponsor for the commuter rail corridor identified in the Wake County Transit Plan, completed a Phase I alternatives analysis and feasibility study for the corridor in early 2020. Following the phase I study, a decision was made to continue to the next step to define project concept, to further identify and better understand high risk areas along the corridor, and to prepare a project for entry into the Federal Transit Administration New Starts Development phase, should that be determined to be the best course of action. This course of study (phase II) was commenced in the spring of 2020.

Mr. Martin introduced Mr. Jay Heikes, who provided a brief overview of progress toward the study to date.

Mr. Heikes shared maps of planned regional investments, including bus rapid transit, commuter rail and key regional bus connections. He stated that GoTriangle is the project sponsor and is coordinating with regional partners. He said the project is primarily funded by public transit tax proceeds from Durham and Wake Counties, with additional contribution from Johnston County. Meetings are planned with these entities as well as additional impacted stakeholders. He emphasized that one of the primary goals of this study is to achieve regional consensus on the project concept and the timeline for delivery.

Mr. Heikes reminded all that this is still early in the process. Mr. Heikes provided a draft schedule of goals. He said work has been underway for approximately six months, with a completion target date at the end of 2021. He said coordination efforts have been made, which include regular briefings to governing boards, including quarterly updates to TPAC, monthly or as-needed meetings with municipalities to discuss jurisdiction-specific issues, and monthly group meetings with municipalities and major institutions across the corridor.

Ms. Liz Razkopf presented information regarding recent public engagement efforts to raise awareness, obtain public feedback and coordinate regionally, during pandemic conditions. She stated that round I engagement results yielded 5,600 survey views, 2,700 unique participants, and 500 participants in the first 3 days, which resulted in nearly 5,000 project-related comments.

She said a concerted effort was made concerning equity and inclusion to ensure fully represented participation. Community partnerships were utilized to reach populations underrepresented in the transit planning process such as Advance Community Health, Meals on Wheels of Durham and North Carolina Society for Hispanic Professionals. Access to a multilingual survey was also provided, which yielded 203(8%) unique participants and 399(8%) project-related comments.

In order to adapt to COVID-19 circumstances, Ms. Razkopf said some in-person events were planned for areas that may not have had access to online services. These include

drive-through community days and pop-up events, which provided paper surveys, and meetings, and presentations were converted to a virtual format. In addition, email campaigns, social media and geo-targeting, and virtual focus groups were utilized. Materials were distributed through press releases, social posts, posters, web pages, and videos.

Ms. Elise Belien presented information and a breakdown on specific survey data. She shared that over 2,400 (89%) of 2,700 participants responded to at least one demographic question. Ms. Bielen expressed that she would be providing a much deeper dive into this data at an upcoming stakeholder meeting on Jan 25, 2021 should anyone want more information. She briefly reviewed participant breakdown for ethnicity and race, and data for respondents compared to corridor counties for their census populations.

Ms. Belien said that there appears to be overwhelming support in general. Major participant takeaways include reducing congestion, environmental benefits, decreasing commute times, bringing the Triangle up to modern metropolitan standards and a sense of connectivity throughout the Triangle. Concerns include project cost and funding allocation, ineffectiveness, not inclusive, serves only commuters, does not serve those most in need (not equitable), some geographic areas are not served, and project impacts.

Ms. Belien reviewed some of the specific questions that were posed. In response to the question, "What would you like in a commuter rail train that connects Durham and Wake Counties?" the majority of respondents indicated reliability, frequency, affordability and scheduling of service.

For the question "What do you see the commuter rail train doing for your community?," common themes that emerged were easing congestion, impacts to the environment and connectivity. In response to the question "At the end of this study, local leaders will decide whether to move forward with the proposed commuter rail train. What else should they be considering to make that decision?," project cost, issues of equity and environmental impacts topped the list.

Ms. Belien provided Next Steps for public engagement, which include reviewing and incorporating all data received in the next couple of weeks, the use of focus groups to investigate themes raised with survey respondents, ongoing education for understanding of the project and additional public comment periods.

Member Kelly Blazey asked if comments for respondents residing in Cary could be filtered out and shared with her. Ms. Belien responded in the affirmative.

The Greater Triangle Commuter Rail Phase II Study Progress Update item was received as information.

5.4**FY 2021, Q2/Q3 Wake Transit Work Plan Amendments**

Bret Martin, MPO Staff

Requested Action: Consider approval of the FY 2021 Q2/Q3 Wake Transit Work Plan Amendment Requests and authorization for the Executive Director to sign the applicable project-level agreements.

Attachments: [Staff Report](#)

[Attachment 1- FY 21 Q2-Q3 Wake Transit Work Plan Amendment Package](#)

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

Mr. Martin reminded all that in June of 2020, the Capital Area MPO Executive Board and GoTriangle Board of Trustees adopted a FY 2021 Wake Transit Work Plan with a number of unfunded projects placed in an 'Unbudgeted Reserve' queue. This decision was made based on uncertainty surrounding the impacts of the COVID-19 pandemic on the collection of revenues that fund the Wake County Transit Plan. Mr. Martin explained that these projects were set aside to be considered for funding in the 2nd quarter of the FY when more clarity on the future financial capacity of Wake Transit Plan implementation could be established. He said as Wake Transit Plan implementation partners have worked to establish clarity with COVID-19 impacts over the past several months, it has been determined that a number of projects previously set aside in the referenced 'Unbudgeted Reserve' queue are financially eligible to move forward for further consideration of inclusion in the FY 2021 Wake Transit Work Plan. Mr. Martin expressed that this requires a significant amendment, and provided a summary of its contents:

Summary of Amendment Requests

- *Amendment Requests Involving 35 Projects/Funding Allocations*
- *All Considered 'Major Amendments': 30-Day Public Comment Period (in agenda packets)*
- *Project Sponsors: CAMPO, GoTriangle, City of Raleigh, Towns of Cary and Morrisville, and Wake County*
- *34 Requested Amendments Concern FY 21 Wake Transit Work Plan Unbudgeted Reserve Queue*
- *1 Requested Amendment is Completely New – Real Estate Support Services (City of Raleigh)*
- *\$1,607,334 Impact to FY 21 Operating Budget (recurring in subsequent years) – 8 Projects*
- *\$7,725,476 Impact to FY 21 Capital Budget – 15 Projects*
- *12 Projects Moved from FY 21 Unbudgeted Reserve to Future Years*

Mr. Martin provided a brief overview of the FY 21 operating projects in unbudgeted reserve, which incorporate three staff resource allocations and funding to proceed with bus service expansion. He stated that for FY 21 Capital Projects in Unbudgeted Reserve, two planning projects are proposed to move forward, including starter funding for the Wake Bus Plan and BRT Extension major investment study that CAMPO will be leading. He added there are also several vehicle acquisition allocations proposed, as well as bus stop and transfer point improvements.

An additional amendment request from the City of Raleigh for real estate support services has been proposed to be added to the FY 2021 Wake Transit Work Plan.

Mr. Martin shared information for the FY 21 Capital Projects in Unbudgeted Reserve that were originally proposed for FY21 that have been delayed for future years. These include

bus stop improvements and design and land acquisition phases for bus infrastructure projects. He explained that most of these delays were due to project readiness issues.

Mr. Martin concluded by sharing the findings of the TPAC in its review of the amendment requests, which were:

- Most Public Comments Support Amendments (Apex Letter + 21 Public Comments)*
- Funding Requests Appropriate for Continued Implementation of Transit Plan*
- Funding Requests Do Not Involve Unwarranted Use or Re-appropriation of Funds*
- Adequate Financial Capacity Identified for Projects*
- Meet Standards Set for Their Priority Relative to Other Investments and Their Readiness for Implementation*

A motion was made by Member Ben Howell, seconded by Alternate Morgan Simmons to recommend approval of the FY 2021 Q2/Q3 Wake Transit Work Plan Amendment Requests and authorization for the Executive Director to sign the applicable project-level agreements to the Executive Board. The motion passed by unanimous vote.

5.5 CAMPO Projects and Programs Funding Update Gretchen Vetter, MPO Staff

Requested Action: 1) Recommend approval of Town of Apex additional funding request; 2) Recommend approval of first in, first out approach for the restart of LAPP project funding.

Attachments: [Staff Report](#)
[Locally Administered Projects Program Funding Restart Approach 12-17-20](#)
[LAPP Project Adjustment 12-17-2020](#)
[Move Forward List 11-24-2020 by division](#)

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

Ms. Vetter reiterated that NCDOT was now above the cash floor, which means some funding is starting to move for LAPP projects. She said that approximately \$5 million dollars out of the \$15 million dollars that has been allocated by NCDOT and fund swapping for these projects can be reimbursed. She added that NCDOT's financial planning/budgeting could increase availability of funds for LAPP projects as well in this fiscal year.

Ms. Vetter announced that, while the future of transportation funding authorizations is still unknown, the FFY2021 budget formally passed, including a full year allocation of transportation funding included in the FAST Act. She said there is additional transit, aviation, and general transportation/highway funding and a one-year extension of the FAST Act.

Ms. Vetter reviewed the current CAMPO LAPP Project Restart Policy.

Under the current situation:

- CAMPO was allotted roughly \$15million to restart LAPP projects with full reimbursement.
- CAMPO elected to restart all projects that were able to resume or move on to next phase using those funds with full reimbursement.
- NCDOT has indicated they expect to see more available funding over next few months.
- Based on project schedules, CAMPO anticipates some LAPP projects coming forward in next few months to start new phases.

The proposed policy moving forward is:

- Pending funding availability, award funding to projects as they are ready with funding made available to CAMPO from NCDOT.
- If CAMPO gets to a point where there are more projects ready to start work than there is available funding, CAMPO recommends using a first-in-first-out approach to restart these projects.
- This would include additional funding requests.
- NCDOT is allowing Deferred reimbursement, up to \$16m, allowed in region, could be used to keep projects moving as we wait for additional funding availability.

Ms. Vetter then moved on to the pending additional funding request.

Ms. Vetter expressed that the Town of Apex has requested additional funding for a 2015 U-5337 Apex Lake Pine Drive Improvements project in the amount of \$1,234,827 of CAMPO funds. The additional funding requested is due to increased construction costs and required additional culvert work. Ms. Vetter stated that LAPP does allow additional funding requests for existing projects at a 50/50 Match, and that requests over \$1million dollars are required to receive Executive Board Approval.

A motion was made by Member Michael Clark, seconded by Member Paul Black to 1) Recommend approval of Town of Apex additional funding request; and 2) Recommend approval of first in, first out approach for the restart of LAPP project funding to the Executive Board. The motion passed by unanimous vote.

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

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Recommended FFY22 LAPP Investment Program](#)

[LAPP Selection Panel Write-Up](#)

[LAPP FY2022 Funded Projects Map CAMPO Area](#)

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

Ms. Vetter stated that the 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 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 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. She stated that information obtained today indicates that one of the projects selected will be returning the funds (approximately \$300,000) and is choosing to pursue local funding instead in order to expedite the process, so the numbers currently shown may change slightly. 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 \$15,797,273. She said the top 9 projects were recommended, except the one that will be returning the funds, which is the Jones Sausage Road Phase I (North) project and will be 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 opened January 7 and will remain open until January 14, 2020 with a public hearing scheduled for the January 20, 2020 Executive Board meeting, and anticipated decision at their February 17, 2020 meeting.

The Locally Preferred Alternative for Downtown Cary Transit Center item was received as information.

5.7 Wake Transit Vision Plan Update Progress Report Bret Martin, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

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

Mr. Martin provided a Wake Transit Plan update schedule, which covered the extension of the Wake Transit Plan horizon for the original plan of 2027 to 2030 for the plan update.

Mr. Martin explained that, to date, the focus of the plan update has been on reassessing cost and schedule feasibility assumptions for major capital projects, producing a countywide transit market reassessment, determining remaining financial capacity for additional transit investments through 2030, soliciting public and stakeholder input on investment priorities, prioritization of investments, and reprogramming investments through the new 2030 horizon. Mr. Martin stated that they are now in the final stage, which is finalizing the plan update document.

Mr Martin provided a Wake Transit Plan Update schedule of Next Steps:

<i>December 2nd – January 21st</i>	<i>Finalize Plan Update Document</i>
<i>No later than January 22nd</i>	<i>Begin 40-Day Public Comment Period</i>
<i>February 4th</i>	<i>TCC Receives Plan Update as</i>
<i>Information</i>	
<i>February 17th</i>	<i>TPAC Considers Recommendation of</i>
<i>Adoption</i>	
<i>February 17th</i>	<i>CAMPO Executive Board Receives Plan</i>
<i>Update as Information and Holds Public Hearing*</i>	
<i>No later than March 3rd</i>	<i>End 40-Day Public Comment Period</i>
<i>March 4th</i>	<i>CAMPO TCC Considers</i>
<i>Recommendation of Adoption</i>	
<i>March 17th</i>	<i>CAMPO Executive Board Considers</i>
<i>Adoption</i>	
<i>March 24th</i>	<i>GoTriangle Board of Trustees Considers</i>
<i>Adoption</i>	

Mr. Martin reminded everyone of the necessary past reevaluation of the financial situation through the new 2030 horizon due to the pandemic. He shared a set of revenue assumptions that were generated based on actual collections and refined projections for sales, vehicle registration, and vehicle rental taxes for use in the Wake Transit Plan Update, which are slightly more optimistic than through when the pandemic first emerged. The total reduction is approximately \$105,707,049, or a 7.8% decrease from the original pre-COVID-19 forecast. He emphasized that this is not much different than previously assumed in the adopted 2016 plan.

Mr. Martin stated that back in August and September of 2020, the public and targeted stakeholders were surveyed regarding priority investment tradeoffs in terms of Productivity vs. Coverage, Regional vs. Local, Speed vs. Access and Service vs Infrastructure, and shared a breakdown of those results. He said for the vast majority of categories, the public and stakeholders were in alignment.

Mr. Martin shared a breakdown of the Investment Priority Framework, which was informed by public, stakeholder, and project sponsor input and the adopted project prioritization policy. Mr. Martin expressed this was the first time a prioritization methodology was developed that encompassed all investment types associated with the Wake County Transit Plan. Mr. Martin explained that the six categories shown were ranked in order of priority. He said with the new financial assumptions, categories 1-5 can be funded; however, by category, 6 the funds are exhausted. Mr. Martin said the rationale behind putting bus service expansion as a lower priority is because a lot has already been done in this area. To date, 47% of all planned bus service expansion investment, in terms of funds to be spent on bus service expansion, has been implemented (25% of all transit service expansion), and the proposed investment strategy allows for 80-90% of all bus service expansion in original plan to be funded within 2030 horizon (89-95% of all transit service expansion).

Mr. Martin presented an overall plan update narrative, which includes:

- Extending Planning Horizon from 2027 to 2030 = Three Additional Years of Revenue Collections
- Still Working to Implement the 2016 Plan
- However, Our Revenue Forecast Through 2030 Has Decreased by 7.8% From February 2020 to October 2020 (\$105.7 million)
- Project Cost Assumptions for BRT Have Increased to Assume More Dedicated Infrastructure and Schedule Elongated to Match Feasibility Findings
- New Assumption of State Revenue for BRT Extensions to Morrisville/RTP and Clayton (\$50+ million net gain)
- Project Cost Assumption for CRT Has Increased With Further Study and Schedule Elongated to Match Feasibility Findings
- Early Aggressive Implementation of Bus Service Expansion Has Impacted Ability to Continue Ramp Up of Bus Services on Originally Assumed Schedules
- Overall, Some Minor Reduction to Ability to Implement Originally Planned/Programmed Bus Service Expansion By 2030

Mr. Martin reviewed the most significant programming changes from the original plan to the new plan by showing changes to anticipated project completion years. He emphasized that the New Bern programming has not changed. Mr. Martin discussed changes in Capital Cost Assumptions for major capital projects, which have risen, and noted that some cost increase is due to changes in YOE and some is due to changes in project assumptions and further study of cost feasibility. Mr. Martin concluded by providing brief information for the changes in operating cost assumptions. He said that for BRT operations, no change is anticipated, but for Commuter Rail they expect a 25% increase in cost.

The Wake Transit Vision Plan Update Progress Report item was received as information.

5.8 DRAFT 2050 MTP Scenario Development

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[2050 MTP Schedule](#)

CAMPO Executive Director Chris Lukasina and Mr. John Hodges-Copple, Triangle J. Council of Governments reported on this item.

Mr. Lukasina stated this was the early part of the discussion on the 2050 MTP scenario development and introduced Mr. John Hodges-Copple, Triangle J. Council of Governments staff.

Mr. Hodges-Copple reiterated that this was a big step in the MTP development where scenarios are created and then analyzed. He presented a chart reflecting from markets to investments and said that alignment, service or facility features and technology were the heart of the investments which flow from the travel markets.

Mr. Hodges-Copple explained that the MTP is the foundation for other plans and studies and covers both CAMPO and DCHC MPO, is fiscally constrained, must pass air quality conformity, is long-term focused and must be consistent.

He provided some transit examples, but said the context applies to roads or other modes.

- 2050 Metropolitan Transportation Plan
- County Transit Plan updates in Wake, Durham and Orange Counties
- Project Studies and Designs:
 - Commuter Rail between Wake and Durham (and maybe extending to Johnston County in initial investment and Orange County in a latter phase)
 - Relocation of GoTriangle's Regional Transit Center

Mr. Hodges-Copple said that some opportunities and challenges that need to be considered include post-COVID conditions, technology change, balancing transportation demand concerns with supply concerns and rethinking land use, affordable housing, transit pricing and parking policies.

Mr. Hodges-Copple stated that the MTP is basically a 12-step plan as outlined below, and emphasized that they are currently focused on numbers 3 and 4:

1. Build the Planning Tools
 - a. CommunityViz Growth Allocation (TJCOG)
 - b. Triangle Region Transportation Model (ITRE-NCSU)
2. Determine Vision, Goals, Objectives, Performance Measures, Targets
3. Establish the Scenario Framework
4. Create the Development & Mobility Investment Foundations for Each Scenario
5. Adopt Population and Job Guide Targets to 2050
6. Analyze a "Learning Scenario" based on Connect2045 and updated population and job data and forecasts
7. Conduct a "Deficiency and Needs" Analysis
8. Refine and Use Tools to Create Detailed Scenarios
9. Conduct Alternatives Analysis of Scenarios
10. Select a Preferred Scenario

11. Complete 2050 MTP Report
12. Adopt the 2050 MTP and Demonstrate Air Quality Conformity (late 2021/early 2022)

Mr. Hodges-Copple said the logical progression is to first obtain a good sense of land use which will influence travel and decisions on investments. He said one of the goals of the MTP is to stress the long-term view or to begin with the end in mind in terms of things such as population and job growth. He provided maps to show progress on the NC540 – NC 55 toll road extension from October 2008 to February 2019.

Mr. Hodges-Copple presented a brief overview of the CommunityViz Growth Tool and said it helps to bring consistency to a complex task. He explained what CommunityViz needs to create a scenario, which includes: The location of features that constrain development, such as water bodies, wetlands and stream buffers, the type of place each parcel will become (and the intensity of each place type for each jurisdiction), the current development status of each parcel relative to its future use, the factors that will influence how attractive each parcel is for development, termed land suitability, and the types and amounts of growth that will be allocated, termed “growth targets”. He encouraged all to explore the tool at their convenience, and provided information for additional support materials such as the CommunityViz local guidebooks and look up tables.

Mr. Hodges-Copple presented a current scenario framework chart. He stressed that if anyone has issues or concerns for this framework that it is important to share these. He said the Development Phase is a focus on important trip origins and destinations and encompasses issues such as Key Hubs -highly concentrated areas such universities and the RTP area, as well as Mainstays such as town centers, and along major transportation corridors. One area that has not been studied is on the residential trip destination side for equity centered neighborhoods, and potential reinvestment in neighborhoods.

Mr. Hodges-Copple concluded by sharing conversation starters which include-

1. What key mobility investments should be part of one or more scenarios?
2. If our transportation investment decisions are to avoid being “silo-ed,” what are other policy issues that should be front and center in 2050 MTP scenario discussions?
3. What else should we be mindful of as we consider long term investments for mobility within the Triangle?
4. What is most important to measure as we compare scenarios?

Member Shannon Cox asked if there would be an opportunity to see the output of the modeling that was done in CommunityViz. Mr. Hodges-Copple responded yes, that capacity for development data was available now and could be viewed on their website and that people may search for their own community there. He added the growth allocation depends on the guide totals and associated transportation infrastructure. CAMPO Executive Director Chris Lukasina said the TJCOG link was now posted in the chat box, and said the first allocation and TRM analysis will come from what was committed by local planning efforts, and the deficiency and needs analysis and that it is anticipated all will be presented with that information during the February 2021 meeting.

The Draft 2050 MTP Scenario Development item was received as information.

5.9 FY 21 Unified Planning Work Program - Amendment #2

Shelby Powell, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[FY 21 UPWP - Amendment #2](#)

CAMPO Deputy Director Shelby Powell reported on this item.

Ms. Powell 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 will be released for public comment January 15, 2021 through February 14, 2021, and it is anticipated that the Executive Board will take action to consider adoption of the Amendment at its February 17, 2021 meeting.

The FY 21 Unified Planning Work Program - Amendment #2 item was received as information.

5.10 Unified Planning Work Program (UPWP) and MPO Self-Certification - FY 22

Shelby Powell, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Draft FY 22 UPWP and MPO Self-Certification](#)

Ms. Powell reminded all that the Unified Planning Work Program (UPWP) outlines the work tasks and budget for the MPO for the fiscal year and outlines the priority work for the MPO.

Ms. Powell stated that the MPO will focus time and resources on updating the regional Travel Demand Model, maintaining the TIP, and completing the work on the 2050 Metropolitan Transportation Plan. Other ongoing programs include the LAPP, public engagement, and Wake Transit.

She said that several special studies that are already underway from FY21 will continue in FY22, including the Triangle Bikeway Study, US 401 Corridor Study, CAMPO Strategic Plan Update, Wake Transit, the BRT Extension MIS and the Western Wake Signal System Integration Study.

Ms. Powell expressed that new studies expected to begin in FY 22 include the Southeast Area Study Update and the Mobility Management Program Study. Ms. Powell stated that members from our locally coordinated human services transportation plan recommended a consultant help with the implementation elements of the Mobility Management Program for the area. Ms. Powell added that CAMPO staff member Crystal Odum has been working with the mobility coordination committee for the past year and a half to evaluate the current situation there and generate recommendations, which includes securing a consult to ascertain what a regional mobility management program would entail.

Ms. Powell indicated that there is a slight budget increase to \$0.58 for Member Shares per capita. The budgets also assumed Wake Transit funding. Ms. Powell reminded all that City of Raleigh is paid to act as our Lead Planning Agency. She said expected indirect costs for FY 22 will total approximately \$236,000, which is a 5% increase from last year.

Ms. Powell explained that the MPO Self-Certification is an annual requirement to ensure we meet all Federal planning requirements for the MPO. Ms. Powell stated that this was included in the agenda packet as Questionnaire in Appendix C.

Ms. Powell provided next steps, which include a public review and comment period from January 15- February 14, 2021, and a public hearing on Feb. 17, 2021 during the Executive Board meeting. She concluded by saying it is anticipated that the Executive Board will take action to consider adoption of the Amendment at its March 17, 2021 meeting.

The Unified Planning Work Program (UPWP) - FY 22 item was received as information.

5.11 Safety Performance Measures and Targets FY21

Alex Rickard, MPO Staff

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

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. He added that CAMPO staff continues to recommend using the State goals and that NCDOT establishes and reports their targets in August. CAMPO must establish theirs by February.

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 shared the following statistical data and said that this was included in the agenda packet.

Safety Performance Measure	2015-2019	2017-2021
Total Fatalities	1,427.20	1,309.90
Rate of Fatalities	1.208	1.105
Total Serious Injuries	3,905.00	3,656.10
Rate Serious Injuries	3.281	3.065
Total Non-motorized Fatalities & Serious Injuries	543.4	504.4

Mr. Rickard concluded by saying the data would be posted on our website during the public review and comment period from January 15 to February 14, 2021, that a more detailed briefing would be provided during the TCC February meeting and that a public hearing is scheduled for February 17, 2021.

The Safety Performance Measures and Targets FY21 item was received as information.

6. Informational Item: Budget

- 6.1** **Operating Budget - FY 2021**
Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

Attachments: [FY 2021 Projected Budget Q1](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

- 6.2** **Member Shares FY 2021**
Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 2021 Projected Member Dues Q1](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

7. Informational Item: Project Updates

- 7.1** TCC January 2021 Project Updates

Requested Action: Receive as information.

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

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

- 7.2** **Public Engagement Updates**
Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [Ex Board Public Engagement Updates Jan 2021](#)

The Public Engagement Updates were included in the agenda packet.

The Public Engagement Updates item was received as information.

8. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that:

-Many have been contacted about doing some virtual local plans and reviews in coordination with the MTP effort to ensure CAMPO has the full universe of projects as we go into alternatives analysis. There are three communities we are still trying to coordinate with and hope to complete that soon.

-the next MPO 101 training session will be held on February 25, 2021. He encouraged all new members and elected officials to attend, and asked all to contact CAMPO staff if they had any ideas for other topics of interest for additional training.

-congratulated the City of Raleigh for being awarded the Triangle's first ever FTA Small Starts Capital Investment Grant for the New Bern BRT corridor.

•NCDOT Transportation Planning Division - no report.

•NCDOT Division 4- no report.

•NCDOT Division 5- no report.

•NCDOT Division 6- no report.

•NCDOT Rail Division - absent.

•NC Turnpike Authority - no report.

•NCDOT Integrated Mobility Division - absent.

TCC Members - no members wished to add any further comment.

The Staff Reports item was received as information.

9. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TAC Meeting</i>	<i>January 20, 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>February 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>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>	