

WELCOME!

*Today's Executive Board meeting is being held online.
The meeting will begin shortly.*

Please be prepared to mute your audio following roll call.

Call In: 650-479-3208 Meeting Code: 474 734 329 Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

<https://docs.google.com/spreadsheets/d/1t1SSOkasoyolFdU1TWM0Svw3-6bE7mcJHebqnFzbMms/edit?usp=sharing>

Download Presentation Slides: <https://campo.legistar.com/Calendar.aspx>



Executive Board Meeting

July 15, 2020

4:00 P.M.

Roll Call - Attendance

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Board of
Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NC Board of Transportation

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

1. Welcome and Introductions
Roll Call of Voting Members & Alternates
2. Adjustments to the Agenda
3. 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.

4. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three minutes for each speaker.

5. Consent Agenda

5. 1 Executive Board June 2020 Meeting Minutes Draft

Requested Action: Approve the June 2020 Meeting Minutes

5. 2 Public Participation Plan Update - Electronic Meetings

Requested Action: Adopt the Public Participation Plan Update

5. 3 Updates to the Air Quality Memorandum of Agreement (MOA)

Requested Action: Authorize the Executive Director to execute the updated Air Quality MOA.

Roll Call – Consent Agenda

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6. Public Hearing

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

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

- LAPP FY2022 Call for Projects Anticipated to open at August Executive Board Meeting
- LAPP Steering Committee to recommend any changes to the program and establish the Target Modal Investment Mix
- FY2022 LAPP Committee addressed 4 issues and the Target Modal Investment Mix

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, speed limits, etc.

Issue #2: Revisiting Submittal Reduction for Delayed Projects Policy

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.

Recommended change: Remove “by mode” from existing policy. Allow all LAPP applications to submit a minimum of one project per year. Policy to go into effect in FY2023 round of LAPP.

Issue #2: Revisiting Submittal Reduction for Delayed Projects Policy

Example: Community A has two prior year bike/ped LAPP projects that do not have their funding authorization. The current policy would allow Community A to submit three roadway projects, one bike/ped project, and three transit projects. The proposed policy would allow Community A to submit one project per mode.

If Community A is eligible to submit three projects per mode and has three outstanding LAPP projects, Community A would still be allowed to submit one total project.

*To allow current LAPP projects to adjust to this proposal, the proposal would not go into effect until the FY2023 Round of LAPP.

Issue #3: Modal Submittal Cap

Current Policy: *LAPP applications will not be accepted for LAPP funds exceeding the modal target dollar figure as set by the target modal investment mix.*

- FFY2021 roadway project was awarded 65% of total investment in roadway category
- Members of Steering and Selection Panel requested this subject be discussed
- Discussion during FFY2015 program development: No change at that time.

Issue #3: Modal Submittal Cap

Projects that have Earned 50% or Higher of Awarded Modal Funding					
FFY	Mode	Jurisdiction	Project	Percentage of Modal Mix	Local Match
2012	Bike/Ped	Raleigh	Creedmoor Road Improvements	55%	20%
2014	Roadway	Holly Springs	Main Street Extension	64%	20%
2015	Bike/Ped	Cary	White Oak Greenway	61%	50%
2016	Transit	Raleigh	Raleigh Bikeshare	91%	20%
2017	Transit	GoRaleigh	Computer Aided Dispatch	100%	20%
2018	Transit	GoRaleigh	CNG Fueling Station	66%	20%
2019	Roadway	Raleigh	Rock Quarry Road	64%	30%
2019	Bike/Ped	Raleigh	Blue Ridge Pedestrian	57%	22%
2019	Transit	GoCary	Downtown Multimodal Facility	62%	20%
2020	Transit	GoRaleigh	Bus Stops	100%	20%
2021	Roadway	Raleigh	Old Wake Forest North	65%	20%
2021	Bike/Ped	Rolesville	Main Street Improvements	57%	20%

Issue #3: Modal Submittal Cap

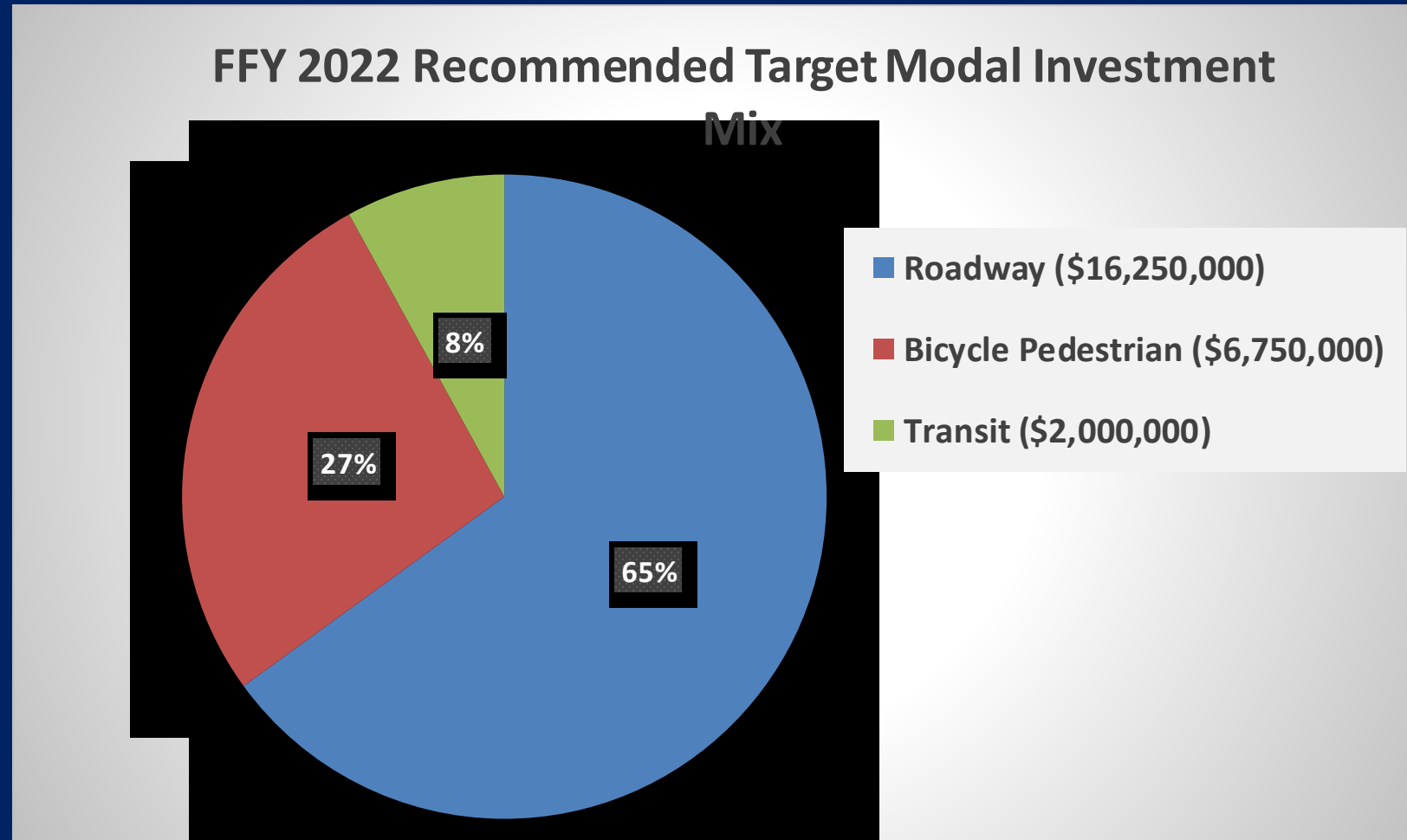
Recommended Change: No change.

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

Recommendation: No change from FFY2021 Target Modal Investment Mix



Issue #5: Transit Scoring

Scoring Implemented in FFY2016 Round of LAPP

Since then:

- Wake Transit Tax District Funding available
- Wake Transit Plan Implementation
- Transit coverage and service increased

Issue #5: Transit Scoring

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

Recommended Changes to LAPP Transit Scoring

1. Reliability Improvements Measure
2. Safety and Security Measure
3. Rider Experience Measure
4. Minimum Requirements for Bus Stop Improvements

Proposal #1: Reliability Improvements Measure

Current approach:

Improves time reliability and reduces delays across the system. The project will be scored based on the following formula:

(travel time on the route after the improvement – travel time on the route before improvement) * # average daily ridership on the route anticipated 12 months after the improvement is completed.

Scores will be awarded on a scaled basis for all submitted projects with the top project receiving 10 points.

Proposal #1: Reliability Improvements Measure

Reason to address now:

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.

Proposal #1: Reliability Improvements Measure

Primary Project Types	Secondary Project Types	Reliability Improvements
Admin/Maintenance Facilities	All	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact (1 pt.)
Customer Facilities	Transit Centers/Stations	Medium Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	Low Impact (1 pt.)
Infrastructure Improvements	Bus on Shoulder	High Impact (10 pts.)
Technology/Equipment	Administrative	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (5 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	High Impact (10 pts.)
Technology/Equipment	Onboard Systems — Safety	No Impact (0 pts.)
Technology/ITS	Signal Coordination/Priority Systems	High Impact (10 pts.)

Proposal #2: Safety and Security Concerns Measure

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.

Reason to address now:

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.

Proposal #2: Safety and Security Concerns Measure

Primary Project Types	Secondary Project Types	Safety and Security
Admin/Maintenance Facilities	All	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	Medium Impact (3pts.)
Customer Facilities	Transit Centers/ Stations	High Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	Medium Impact (3 pts.)
Infrastructure Improvements	Bus on Shoulder	Low Impact (1 pt.)
Technology/Equipment	Administrative	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — Safety	High Impact (5 pts.)
Technology/ITS	Signal Coordination/Priority Systems	Low Impact (1 pt.)

Proposal #3: Rider Experience Measure

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.

Reason to address now:

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.

Proposal #3: Rider Experience Measure

Primary Project Types	Secondary Project Types	Rider Experience
Admin/Maintenance Facilities	All	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	High Impact (5 pts.)
Customer Facilities	Transit Centers/Stations	High Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	High Impact (5 pts.)
Infrastructure Improvements	Bus on Shoulder	High Impact (5 pts.)
Technology/Equipment	Administrative	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	High Impact (5 pts.)
Technology/Equipment	Onboard Systems — Safety	Low Impact (1 pt.)
Technology/ITS	Signal Coordination/Priority Systems	Medium Impact (3 pts.)

Combined Proposed Tiered Scoring for Reliability Improvements, Safety & Security, and Rider Experience				
Primary Project Types	Secondary Project Types	Reliability Improvements	Safety and Security	Rider Experience
Admin/Maintenance Facilities	All	Low Impact (1 pt.)	Low Impact (1 pt.)	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact (1 pt.)	Medium Impact (3 pts.)	High Impact (5 pts.)
Customer Facilities	Transit Centers/ Stations	Medium Impact (5 pts.)	High Impact (5 pts.)	High Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	Low Impact (1 pt.)	Medium Impact (3 pts.)	High Impact (5 pts.)
Infrastructure Improvements	Bus on Shoulder	High Impact (10 pts.)	Low Impact (1 pt.)	High Impact (5 pts.)
Technology/Equipment	Administrative	Low Impact (1 pt.)	Low Impact (1 pt.)	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (5 pts.)	Medium Impact (3 pts.)	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	High Impact (10 pts.)	Medium Impact (3 pts.)	High Impact (5 pts.)
Technology/Equipment	Onboard Systems — Safety	No Impact (0 pts.)	High Impact (5 pts.)	Low Impact (1 pt.)
Technology/ITS	Signal Coordination/ Priority Systems	High Impact (10 pts.)	Low Impact (1 pt.)	Medium Impact (3 pts.)

Proposal #4: Minimum requirements for bus stop improvements

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.

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

- These proposed changes and Target Modal Investment Mix will be posted for Public Comment from June 12, 2020 to July 16, 2020.
- A Public Hearing is scheduled for the July 15, 2020 Executive Board Meeting.
- The Executive Board will consider approving the proposed changes to the program and the Target Modal Investment Mix, and open the One Call for All Call for Projects at their August 19, 2020 Meeting.

Requested Action:

Conduct a Public Hearing.

6. End of Public Hearing

7. Regular Business

7.1 Update on Wake Transit Vision Plan Development and FY 21 Work Plan Reassessment

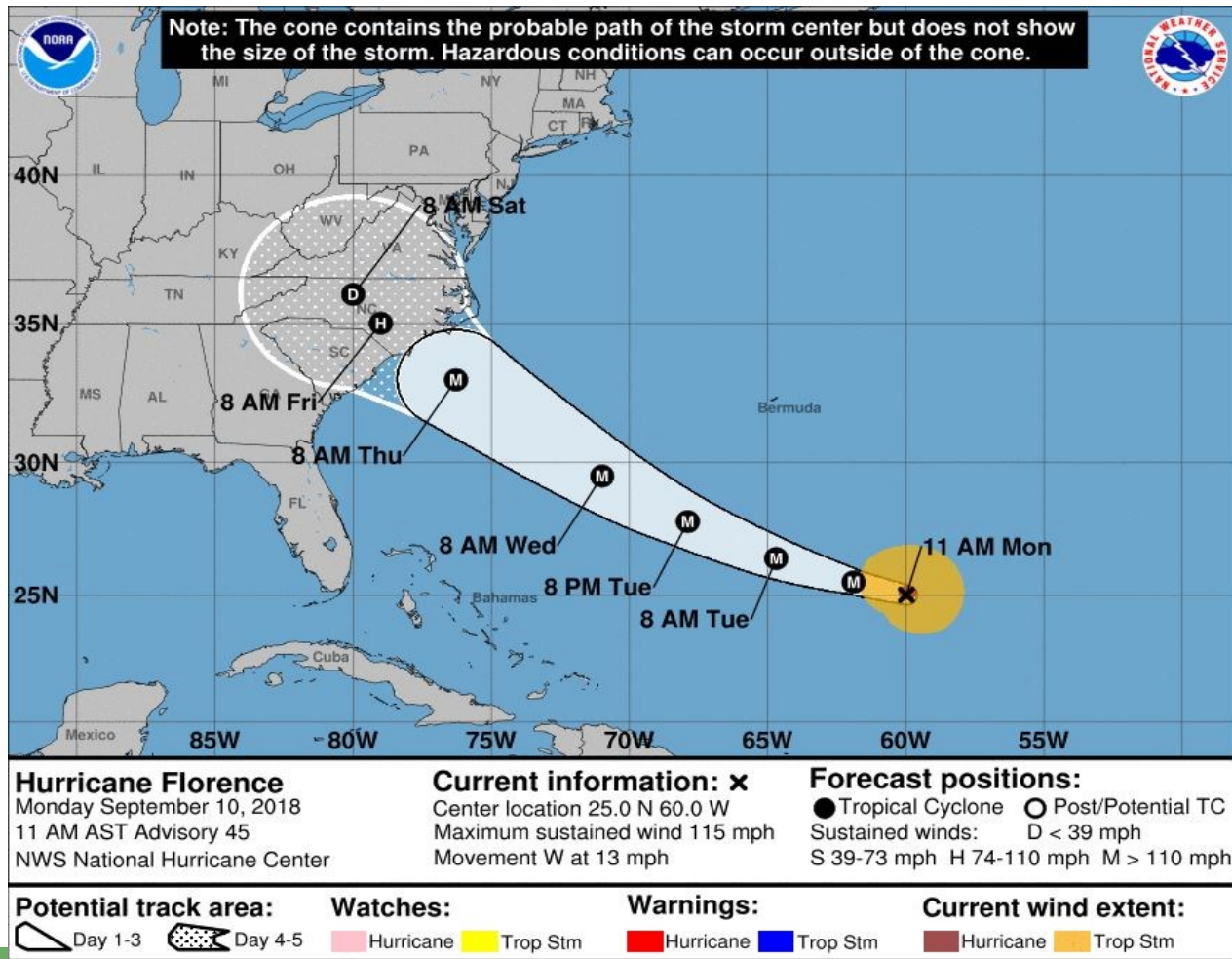


Update on Wake Transit Vision Plan Development and FY 21 Work Reassessment

CAMPO Executive Board
July 15, 2020 - 4:00pm

Wake Transit 2030 Financial Scenarios

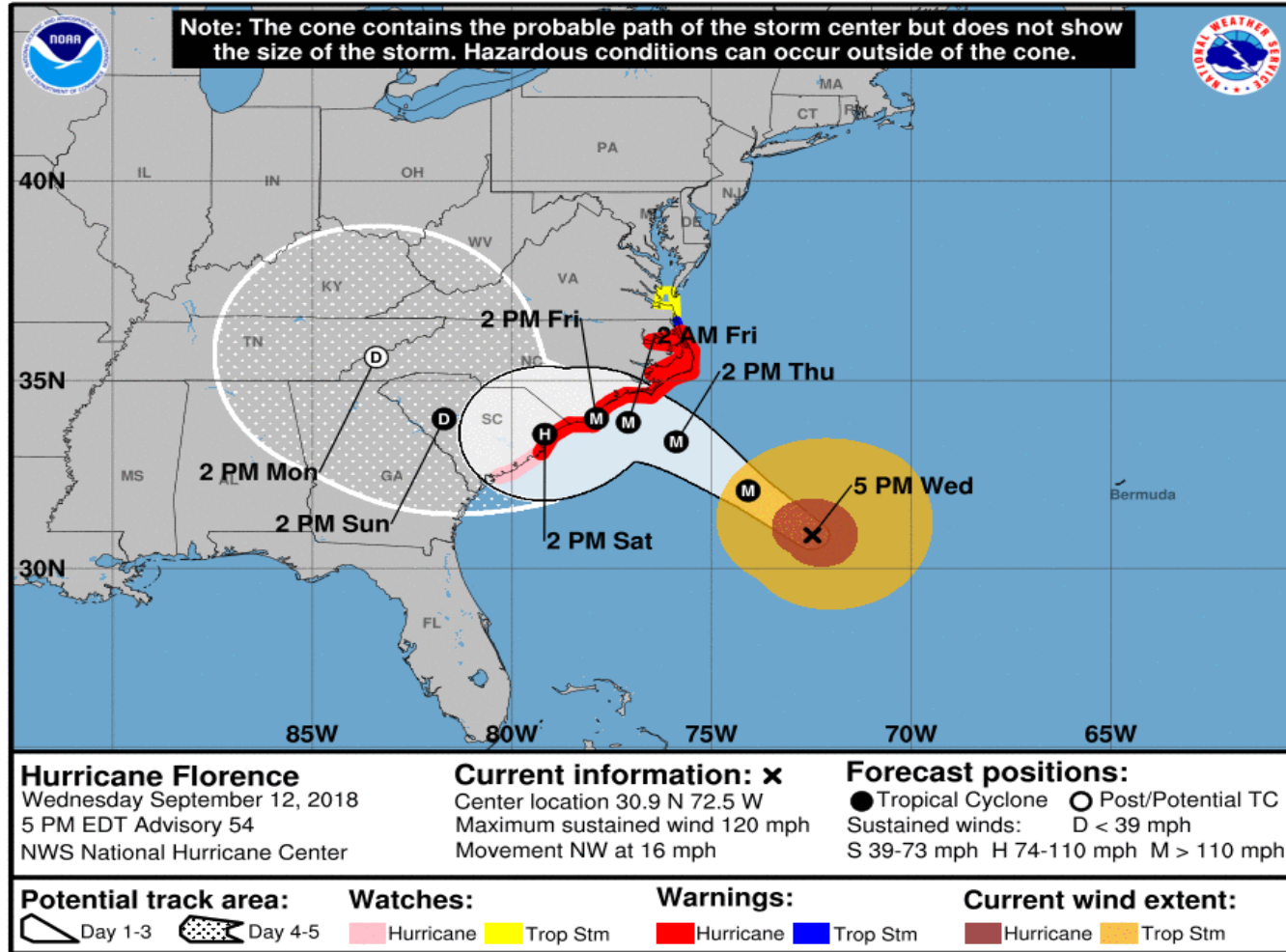
Financial Scenario Planning: Hurricane Forecasting



- Cone of Uncertainty
- Closer = More Certainty
- Farther = Less Certainty
- Forecast Based on Knowns and Educated Guesses About Known Unknowns
- February 2020
- But There are Still Unknown Unknowns

Wake Transit 2030 Financial Scenarios

Financial Scenario Planning: Hurricane Forecasting



- Continuous Access to New/Fresh Information
- Continuous Refinement of Assumptions
- As We Get Closer, Known Unknowns Become Knowns
- Unknown Unknowns Become Knowns → Significant Change in Direction
- June 2020

Wake Transit 2030 Financial Scenarios

Scenario 1: Very Conservative	Scenario 2: Conservative	Scenario 3B: Moderate-Low	Scenario 4: Moderate-High	Scenario 5: Optimistic
<div><div>Less Revenue Collections</div><div>Higher Project Costs</div><div>Lower Federal Participation</div><div>Higher Revenue Collections</div><div>Lower Project Costs</div><div>Higher Federal Participation</div></div>				

Wake Transit 2030 Financial Scenarios

FEBRUARY SALES TAX GROWTH ASSUMPTIONS

Scenario 1: Very Conservative	Scenario 2: Conservative	Scenario 3B: Moderate-Low	Scenario 4: Moderate-High	Scenario 5: Optimistic
<p><u>FY 21</u>: 3% from FY 20</p> <p><u>FY 22</u>: 4% from FY 21</p> <p><u>FYs 23-30</u>: 3 – 4% per year</p>		<p><u>FY 21</u>: 3% from FY 20</p> <p><u>FYs 22-30</u>: 4% per year</p>		

RANGE (FYs 21-30): \$1.169 - \$1.192 billion

Wake Transit 2030 Financial Scenarios

JUNE SALES TAX GROWTH ASSUMPTIONS

Scenario 1: Very Conservative	Scenario 2: Conservative	Scenario 3B: Moderate-Low	Scenario 4: Moderate-High	Scenario 5: Optimistic
<div><div><u>FY 21:</u> -7.3% from FY 20</div><div><u>FYs 22-30:</u> 2.5-3% per year</div></div>	<div><div><u>FY 21:</u> -7.5% from FY 20 (but higher FY 20 base)</div><div><u>FYs 22-30:</u> 3-4% per year</div></div>	<div><div><u>FY 21:</u> -5% from FY 20</div><div><u>FYs 22-30:</u> 3.5-4% per year</div></div>	<div><div><u>FY 21:</u> 0% from FY 20</div><div><u>FYs 22-30:</u> 4-5% per year</div></div>	

RANGE OF TOTAL COLLECTIONS (FYs 21-30): \$921 million - \$1.085 billion

Wake Transit 2030 Financial Scenarios

COMPARISON OF REVENUE ASSUMPTIONS

Change in Total Sales Tax Collections Compared To:	Scenario 1: Very Conservative	Scenario 2: Conservative	Scenario 3B: Moderate-Low	Scenario 4: Moderate-High	Scenario 5: Optimistic
February Scenario Results	-\$248 million	-\$248 million	-\$233 million	-\$193 million	-\$107 million

REDUCTION OF \$107 - \$248 MILLION

Wake Transit 2030 Financial Scenarios

JUNE SCENARIO OUTPUTS

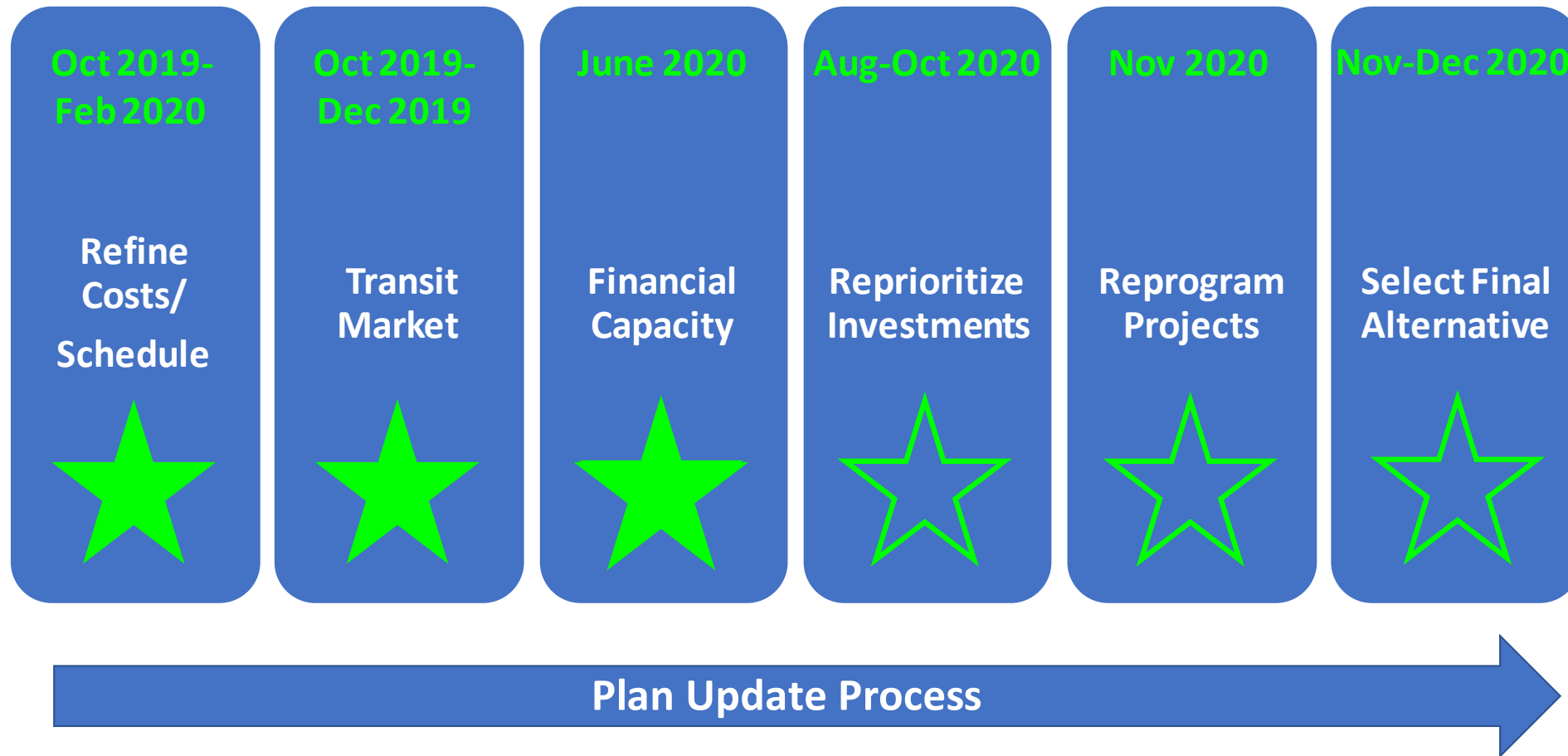
Impact Type	Scenarios 1-2: Conservative	Scenarios 3-4: Moderate	Scenario 5: Optimistic
Operating	Cut \$21.5-\$32.5M starting in FY 22	Cut \$8.6-\$15.3M starting in FY 22	+\$1.7M starting in FY 28
Capital	Cut \$93-\$157M	Cut \$38M to +\$36M	+\$88M
Capital Programming Impact	Postpone \$69-\$133M to FYs 28-30	Postpone \$164-\$183M to FYs 28-30	No postponement to FYs 28-30

Wake Transit 2030 Financial Scenarios

TAKEAWAYS

- **Use Additional 3 Years of Tax Collections to Support Already Programmed Expenditures**
- **Low Chance of Capacity for New Investment in Additional 3 Years of Planning Horizon**
- **Some Programmed Expenditures Delayed**
- **Likely Need Cuts to Overall Expenditures (if only looking through 2030)**
- **Will Revisit in October with Updated Revenue Data**
- **Public/Stakeholder Messaging and Input → Help Set Priorities**

Updated Task Schedule



Upcoming Prioritization Engagement

- **Public Engagement Period: August 3rd – 28th**
- **Stakeholder Engagement Period: Mid-September**
- **Still Implementing 4 Big Moves and 2016 Wake Transit Plan**
- **COVID-19 → Reduced Revenue Forecast → Expenditures Out of Sync with New Revenue Assumptions**
- **Understand Public Priorities Within Set of Already Programmed Projects**
- **Survey**
 - **Understanding Travel Priorities**
 - **Prioritize Future Projects in Multi-Year Investment Strategy**

7.1 Update on Wake Transit Vision Plan Development and FY 21 Work Plan Reassessment

Requested Action:

Receive as information.

8. Informational Item: Budget

8.1 Member Shares – FY 2020

8.2 Operating Budget – FY 2020

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- Triangle Regional ITS
- R.E.D. Priority Bus Lanes Study
- Fayetteville/Raleigh Passenger Rail Study
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- NCDOT Highway Project U-2719
- Wake Transit Vision Plan Update
- Wake Transit Performance Tracker
- Northeast Area Study Update

Requested Action:
Receive as information.

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. Informational Item: Staff Reports

- MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Bicycle & Pedestrian Planning Division
- Executive Board Members

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

Date	Event
August 6, 2020	Technical Coordinating Committee Online Only
August 19, 2020 4:00 p.m.	Executive Board Online Only
September 3, 2020	Technical Coordinating Committee Online Only or One City Plaza – TBD
September 16, 2020 4:00 p.m.	Executive Board Online Only or One City Plaza - TBD