

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/1YlwjbkgQ7roJN1vvgXLibDmpDYgaucwkJcfOXx1Q5qg/edit#gid=916175477

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



Executive Board Meeting

October 20, 2021 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

Federal Highways – Ex. Ofo

NC Turnpike Auth – Ex. Ofo



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 Comment

Speakers:

- Please state name and address (city/town/county).
- Please limit comments to 3 minutes for each speaker.



5. Consent Agenda

- 5.1 Executive Board September 2021 Meeting Minutes Draft Requested Action: Approve the September 15, 2021 Regular Meeting Minutes.
- 5.2 CAMPO Projects and Programs Funding Update
 Requested Action: 1) Approve the outstanding LAPP projects request to move forward after the FFY2021 authorization deadline,
 2) Approve the extension of FFY2021 authorization deadline for delayed CMAQ projects to the end of FFY2022, and,
 3) Approve the removal of delayed CMAQ projects from submittal reductions for FFY2023 LAPP call for projects.
- 5.3 Triangle Regional Model Protocol
 Requested Action: Approve the TRM Protocol Updates.
- Wake Transit Work Plan Project Period of Performance Extensions FYs 2018 and 2019
 Requested Action: Approve the period of performance extensions and re-allocation of leftover funds for the FYs 2018 and 2019 Wake Transit Work Plan project funding allocations, as detailed in Attachment 1, and authorize the Executive Director to execute any applicable agreements to which CAMPO is a party.
- 5.5 Triangle Bikeway Study Triangle Bikeway ILA Amendment
 Requested Action: Approve the Triangle Bikeway ILA Amendment and Contract for the study.

Requested Action:

Approve all actions as listed on Consent Agenda.



6. Public Hearing



5.1 Wake Transit Art Funding Eligibility Policy



Wake Transit Art Funding Eligibility Policy

Executive Board Regular Meeting October 20, 2021

Art Funding Eligibility Policy

- Project types have been selected because they are highly visible, public-facing facilities
- Eligible project types that have been previously funded are still eligible for art funding
- Highly debated section, keeping in mind current financial situation

Section 2 – Eligible Projects

- Project can be eligible to use WT funds for art elements, even if project is funded by multiple local agencies
- Project sponsors are <u>not</u> required to take or use WT funds to incorporate art into their eligible projects
- Capital projects for which art is an eligible expense of Wake Transit tax revenues include:
 - 1. Fixed Guideway Projects (BRT, CRT)
 - 2. Transit Centers

Art Funding Eligibility Policy

Total Construction Cost	Maximum Amount Eligible for Art
Under \$50 million	1%
\$50 million to \$100 million	\$500,000 + 0.50% of the amount over \$50 million
Greater than \$100 million	\$750,000 + 0.25% of the amount over \$100 million

Overall Maximum Impact Using Current CIP = ~\$6.4 million over 10 years

Section 3 – Funding

3.1 – Percent for Art

- Art becomes an allowable expense
- Art funds dedicated to the selection, fabrication and installation of works of public art
- Amount of funding eligible to be used is determined by two factors:
 - 1. Total construction cost of project
 - 2. Funding sources contributed toward construction budget

Art Funding Eligibility Policy

- Purpose of this section is to enable project sponsors to bring artist on board as a member of the design team
- Example: Artist in Residence programs

Section 3 – Funding

3.3 – Artist Retention Fee

- All projects eligible for art funding entitled to \$30k lump sum up to 60% design
- Stand-alone allocation, does not count towards funding limitations
- Lump sum would be added to allocation of funds for preliminary design phase

TPAC/TCC Recommendation and Voting Record

- TPAC/TCC Votes to Recommend Not Unanimous
- Town of Apex Voting Membership Opposed Recommendation of Policy
- <u>Majority Perspective</u>: It is worth making a decision and setting expectations now to allow investment in art integration for the most visible and permanent passenger-facing facilities so transit facilities that are being designed and built now can benefit from the identity, culture, aesthetic, and place-making effects of Art.
- <u>Minority Perspective</u>: Given Wake Transit's financial challenges, making a decision and setting expectations to commit \$6.4 million over the next 10 years to art integration may not be the most responsible use of funds, especially since the public has expressed interest in and prioritized other investments that we are not funding.





6.1 Wake Transit Art Funding Eligibility Policy

Requested Action:

1) Conduct a Public Hearing; and

2) Approve the Wake Transit Art Funding Eligibility Policy, pending no adverse and actionable public comments.



End of Public Hearing



7. Regular Business



7.1 Project U-2791 - I-440 Widening Project



NORTH CAROLINA

Department of Transportation



















October 2021 Project Update
U-2719 I-440
U-4437 Blue Ridge Rd/Hillsborough St.

Brandon Jones, Division Five Engineer

ncdot.gov



Oldest Section of I-440

Design Build Contract Awarded to Lane Construction/HDR in October 2018 - \$346.2M

Work Began in July 2019

Widening from 4 to 6 lanes

Replacing Pavement

Replacing Bridges

Upgrading Interchanges



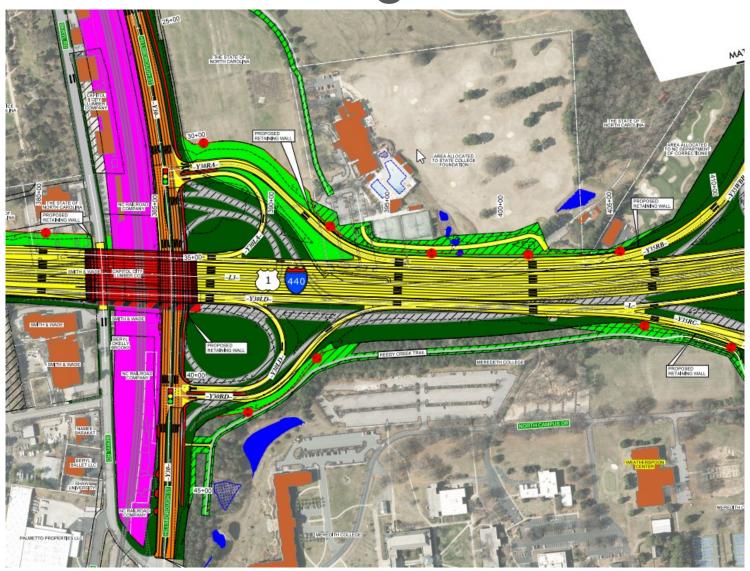








Hillsborough Street



Hillsborough Street

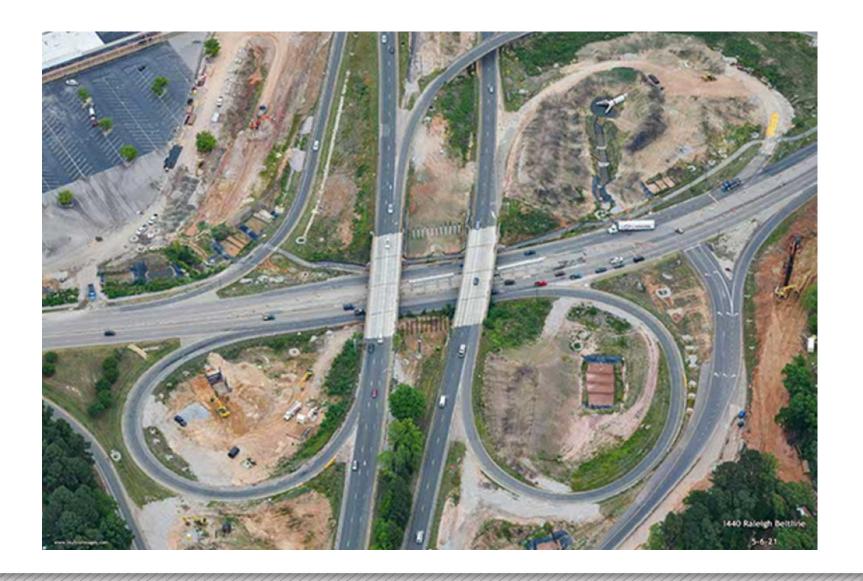


Hillsborough Street







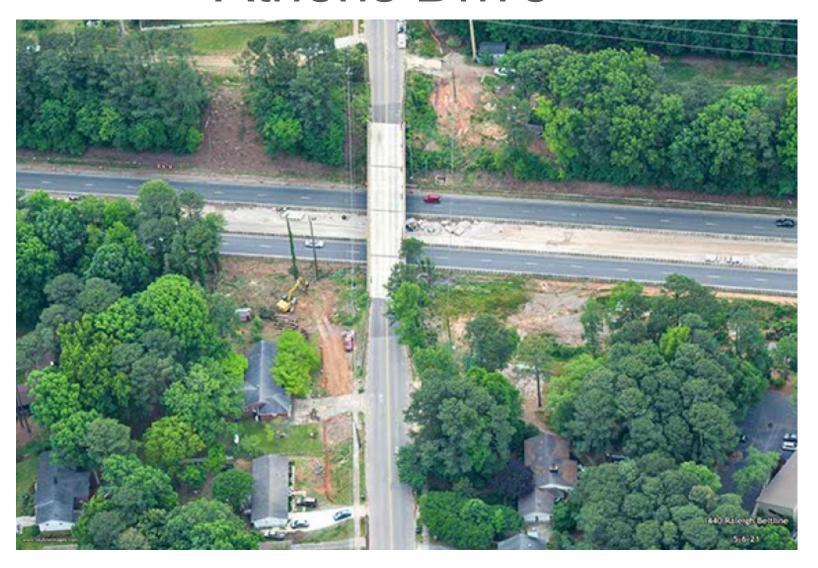




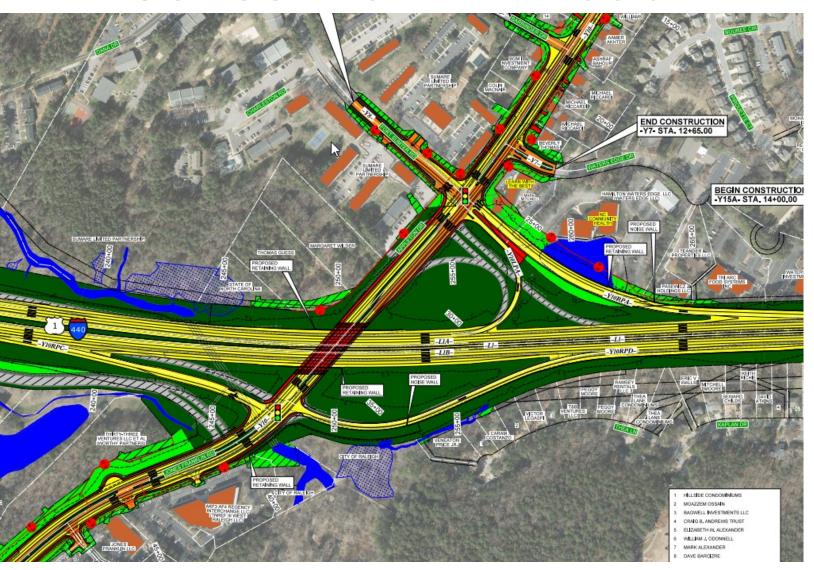
Melbourne Road



Athens Drive



Jones Franklin Road



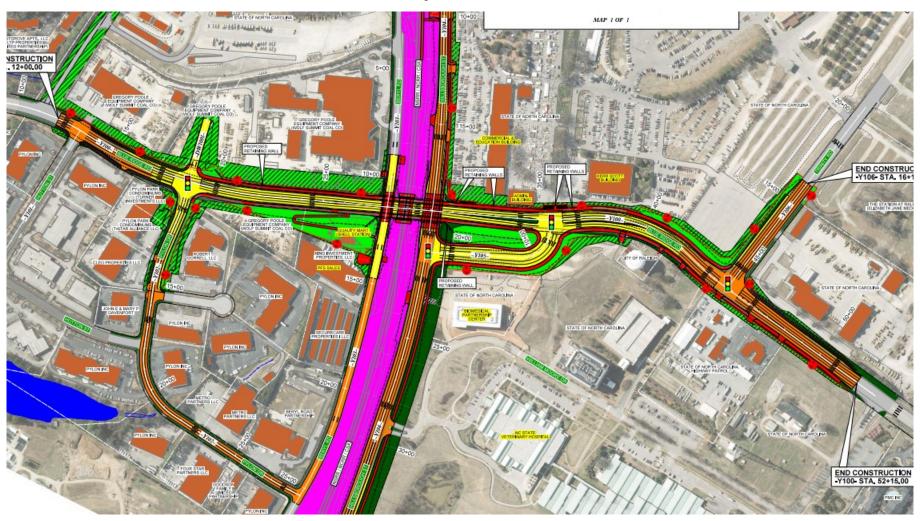
Jones Franklin Road



U-2719 I-440 Next Steps



U-4437 Blue Ridge Road/Hillsborough Street Grade Separation



ncdot.gov

U-4437 Blue Ridge Road/Hillsborough Street Grade Separation



ncdot.gov

U-4437 Blue Ridge Road/Hillsborough Street Grade Separation



ncdot.gov

U-4437 Blue Ridge Road/Hillsborough Street Grade Separation – Next Steps



7.1 Project U-2791 - I-440 Widening Project

Requested Action:

Receive as information.



7.2 Executive Board Working Group to Inform Commuter Rail Cost Share and Financing Negotiations



Greater Triangle Commuter Rail (GTCR) Cost-Share/Financing Work Group

- Early 2020 MOU in Support of Continued Development of GTCR
- Early Project Development Activities, Including Securing Local Funding Commitment for 100% Non-Federal Share
- GoTriangle Began Discussions on Cost-Sharing/Financing with Staff from MPOs and Wake/Durham Counties and GoTriangle Trustees and County Commissioners
- Final Call on Cost Sharing/Financing Requires Action of Executive Board and GoTriangle Board of Trustees
- GoTriangle Board Governs GoTriangle as Project Sponsor for GTCR → Important for Executive Board to Contribute
 to Evolution and Direction of Cost Sharing/Financing Discussions
- Establish Group of Board Members to Represent CAMPO in Cost Sharing/Financing Discussions
- Staff Envisions: Monthly/Bi-Monthly Touchpoints with 5-7 Members
- Group Will Not Make Decisions Required of Entire Board





7.2 Executive Board Working Group to Inform Commuter Rail Cost Share and Financing Negotiations

Requested Action:

Assemble a working group of Executive Board members to represent CAMPO in commuter rail cost-share and financing discussions.



Roll Call Vote — Action Items: Consent Agenda Items (Executive Board September 2021 Meeting Minutes Draft, CAMPO Projects and Programs Funding Update, Triangle Regional Model Protocol, Wake Transit Work Plan Project Period of Performance Extensions - FYs 2018 and 2019, Triangle Bikeway Study - Triangle Bikeway ILA Amendment); Public Hearing Item (Wake Transit Art Funding Eligibility Policy); Regular Item: (Executive Board Working Group to Inform Commuter Rail Cost Share and Financing Negotiations)

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Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon



7.3 Amendment #6 to FY2020-2029 Transportation Improvement Program (TIP)

CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment will also include changes submitted from transit providers to reflect their current budgets and updates to the Wake Transit Work Plan.

Public Comment Period: October 18th - November 16th

Public Hearing and Approval (anticipated) November 17th Executive Board meeting



7.3 Amendment #6 to FY2020-2029 Transportation Improvement Program (TIP)

Requested Action:

Receive as information.



7.4 FY 2022 Unified Planning Work Program Amendment #1



FY 2022 UPWP was adopted in February 2021

Amendment #1:

- Triangle Bikeway adjusted funding to include additional study and funding from DCHC MPO, a change to the eastern study area boundary, and additional NCDOT and community stakeholder coordination.
- Wake Transit Bicycle & Pedestrian Study adjusted to remove the \$75,000 devoted to this study. These activities have been included in a GoTriangle project and CAMPO will no longer be leading this effort.
- Wake Transit BRT Extension Study adjusted to include the Town of Clayton as a funding partner.
- Mobility Management Program Implementation Study adjusted the funding sources to reflect CAMPO, Wake County, City of Raleigh, and Town of Cary financial contributions to the study, and to reflect the multi-year project schedule.



7.4 FY 2022 Unified Planning Work Program Amendment #1

Amendment #1 Process:

Public Comment period Oct 15 – Nov 16

Executive Board to consider adoption at November 17, 2021 meeting

Requested Action:

Receive as information.



7.5 2050 Metropolitan Transportation Plan (MTP/CTP) Update



MTP Update Process

The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2050 MTP.



Review 2045 MTP

Update Goals, Objectives, and Performance Measures







Analysis & Evaluation

Examine Data on Existing Conditions

Forecast Future Problems (Deficiencies)

Develop & Evaluate
Alternative Scenarios



Public Engagement: Consult





Preferred Option

Select Preferred Option

Analyze Fiscal Feasibility

Confirm Preferred Option

Evaluation Strategies:
Transportation,
Land Use, Access,
Investment and Funding



Public Engagement: Consult Plan

ALL Scenario results are

Final

https://www.camponc.us/transportationplan/2050-metropolitantransportation-plan-mtp

available:

Scenario Framework

Four scenarios that match a development foundation with a mobility foundation:

Connect 2050 Scenario Framework			≘ ⊆ √				
rialliework			Mobility Investment Foundation				
			Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
		Existing or Underway	basis for all scenarios				
	Foundation	Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario			
	Development	Opportunity Places (Key Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario	All Together Scenario	
	ă	Build-Out					If unlimited \$ & capacity growth

^{*} More focused investment on Complete And Safe Streets, Active Transport, and Transit



The Opportunity Places Development Foundation

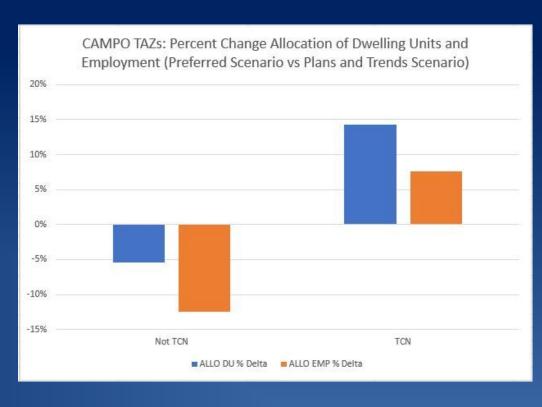
-- a focus on important trip origins and destinations --

Opportunity Places Development Foundation

Mechanically derived – 4 main elements

Community Plans is the starting point. Modified as follows:

- 1. Anchor institutions increased asserted development
- 2. Mobility hubs more intense, mixed use development in ~2 dozen places; largely at previously identified "activity centers" in CommunityViz
- Frequent transit corridors (Travel Choice Neighborhoods) – TOD development on developable parcels
- 4. Affordable housing opportunity sites asserted "LIHTC-like" projects on undeveloped public land through GIS-based criteria



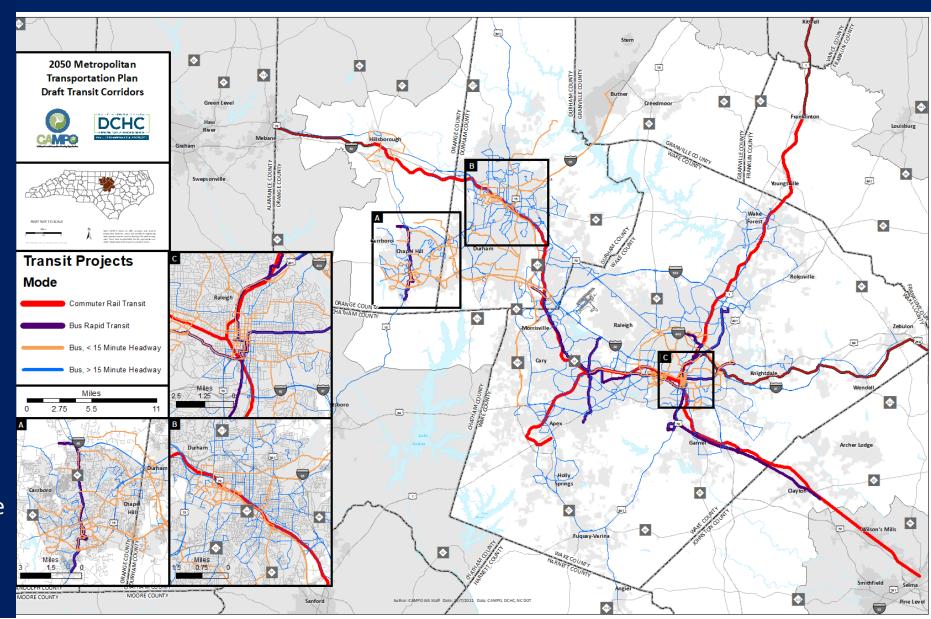
This Development Foundation is used for the **Preferred Scenario**

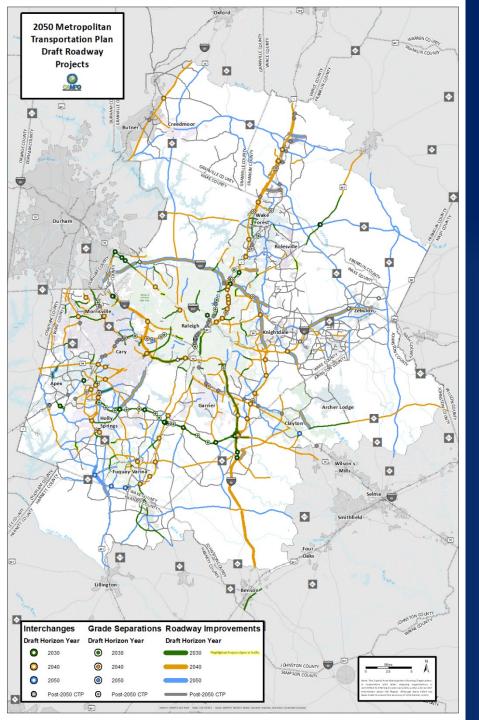
Major Transit Investments

- CRT from Selma to Hillsborough
- CRT from Apex to Franklinton
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC54 corridors
- BRT Infrastructure and
 Service in Harrison/Kildare
 Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Increased investment in the frequent bus network
- Community Funding Areas

Preferred Scenario Transit Element

1st Draft of Fiscal Constraint





Preferred Scenario Roadway Element

2050 Preferred Scenario

- Traditional financial resources largely focused on higher order roadways (State/Federal funds)
- Fiscal Constraint impacted 48 percent of preferred scenario roadway projects
 - 429 projects moved to CTP horizon year
 - Additional regional/local revenue assumptions resulted in Higher level of secondary roadway investments in 2nd two decades

Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Higher level of secondary roadway investments in 2nd two decades

*With additional regional/local revenue assumptions

2050 Metropolitan **Transportation Plan** Draft Bike/Ped Corridors • 🐷 [421]

Preferred Scenario Bicycle & Pedestrian Element

On & Off-Road Corridors

- Functional Classification:
 - Statewide (Inter-Regional)
 - Regional (Intra-Regional/Collector)
 - Local
- Sidewalks are included Programmatically

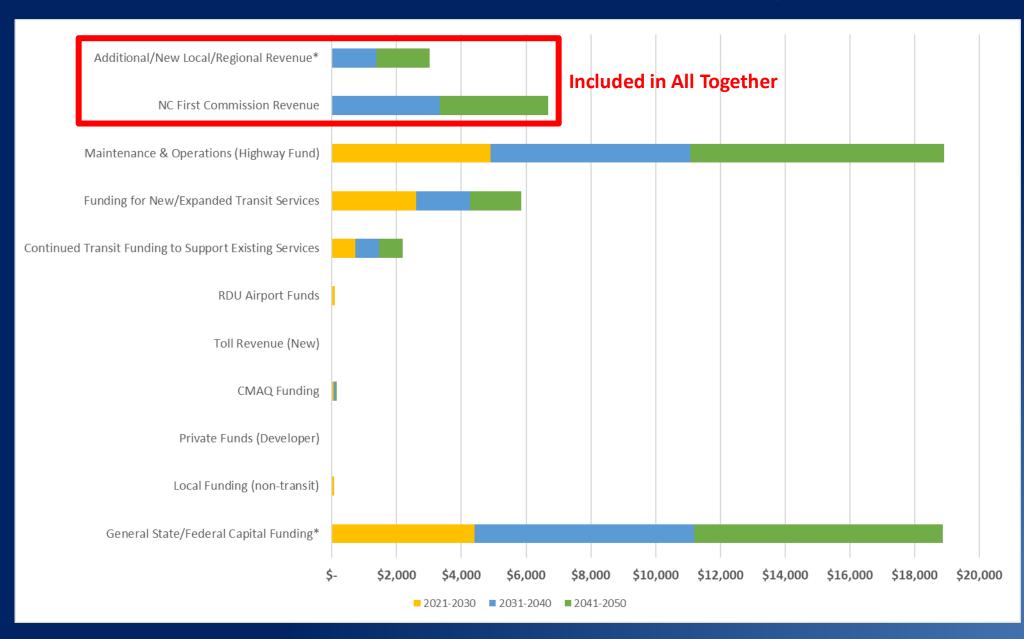
2050 MTP Revenue Forecast

Our Revenue Forecast is derived from:

- 1st Decade:
 - TIP/STIP (10 yr Work Program)
 - Local funding/development activity
- 2nd & 3rd Decades:
 - "Traditional" Federal & State Funds
 - Assumed increases for Shared Leadership and All Together scenarios
 - MPO portion based NCDOT Financial Forecast
- Transit Funds
 - Wake Transit Plan Forecast (modified/extended)
- Local Revenue
 - Based on Local CIPs / Development Activity
- New Regional/Local Revenue Assumption



Preliminary 2050 MTP Financials

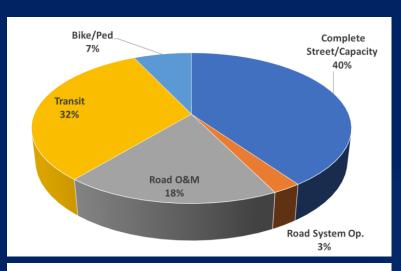


New Revenue Assumptions

- Local and regional revenue options
- Prior MTPs have made similar assumptions
 - Driven by modal investment mix
 - 2045 MTP used overall MTP investment mix
 - Multimodal in nature
 - Roadway investments targeted at secondary roads
 - In addition to existing ½ cent Wake Transit revenue (sales tax, reg. fee)
- Examples of prior assumptions include:
 - ½ cent sales transit sales tax (Wake, Durham, Orange)
 - ½ cent sales tax equivalent (2035, 2040, 2045 plans)
 - ¼ cent sales tax equivalent (2045 MTP for Franklin, Granville, Harnett, Johnston)
 - VMT based revenue
 - Property tax based revenue
 - New local/regional bond programs (e.g. Pennies for Progress)

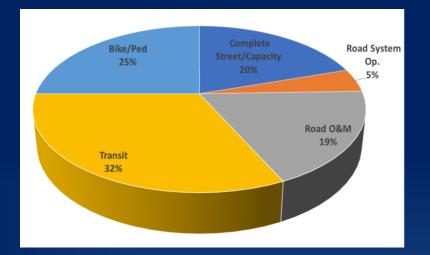


New Regional/Local Revenue Assumptions



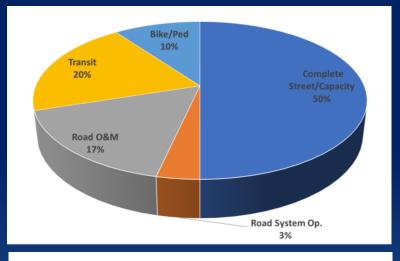


- Similar modal breakdown to traditional funds
- Resources for ITS/TDM and O&M
- Additional Transit resources beyond current WTP (frequent network)
- 2031-2050 total: \$3.021 Billion



Alternative 2

- Additional resources for Bicycle/Pedestrian investments
- Similar additional Transit resources beyond current WTP
- Additional resources for ITS/TDM and O&M
- 2031-2050 total: \$3.021 Billion
 - Would require reduction of 20 secondar road projects



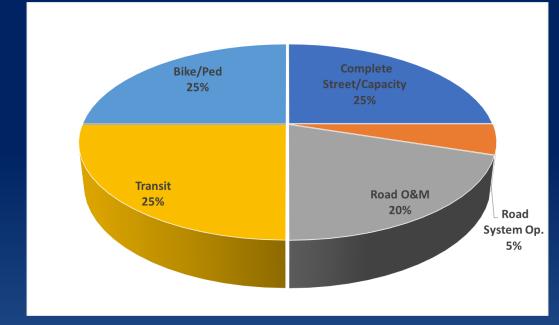
Alternative 3

- Additional resources for Complete Streets/Local Roadway Capacity
- Lowest additional Transit resources (beyond WTP).
- Lower resource level for O&M and ITS/TDM
- 2031-2050 total: \$3.021 Billion
 - Would add 10 secondary road projects

New Regional/Local Revenue Assumptions

TCC Discussion

- Additional revenue investment mix discussed at Oct. TCC meeting & TCC Workshop
- General support for more bike/ped.
- Continued discussion on Complete Streets Capacity vs.
 more for Transit (beyond existing WTP resources)
- Could assume a full 1 cent sales tax equivalent



Alternative 4 (1 cent equivalent)

- Doubles size of the "pie"
- Amount for Complete Streets/secondary roads remains the same as Alt 3 but share of pie decreases
- Additional resources for both Transit and standalone bike/ped
- Increase for O&M and ITS/TDM
- 2031-2050 total: \$6.042 Billion

Review data on CAMPO website:

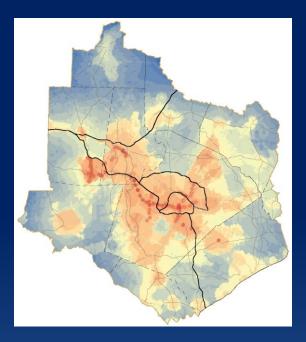
- Maps: 2050 MTP Scenario Maps
- Overview & Details: 2050 MTP

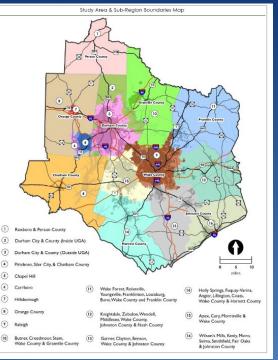
Moving towards the draft plan:

- Fiscal Constraint updates/refinements*
- Continue to think about when projects may occur and what will be needed to implement them (fiscal resources)
 - If there are questions, contact CAMPO staff to discuss

All scenarios and metrics remain available online for review.

* Additional refinements, metrics, and analysis may be updated online over the next few weeks.





5.8 2050 Metropolitan Transportation Plan (MTP/CTP) Update

Item	Anticipated Milestone Dates	
Alternatives Analysis Review	April- June 2021	
Continued AA Review	Summer 2021	
Revenue Forecast Updates	June - October 2021	
Preferred Scenario	September 2021	
Draft Plan	October 2021	
Public Input & Comment	Oct. 28 – Dec. 14	
Public Hearing	November 2021	
Adopt 2050 Plan	Nov./Dec. 2021	

Receive as information.



8. Informational Items: Budget

8.1 Operating Budget – FY 2021

8.2 Member Shares - FY 2021

Receive as information.



9.1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- (SRTS) Road Audit Project CAMPO/NCDOT
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- Public Transit Safety Perform. Measures and Targets Update
- NCDOT Highway Project U-2719 Updates
- Northeast Area Study Update
- Southeast Area Study Update

- US 401 Corridor Study
- Wake Transit Plan Implementation Update
- Wake Transit Performance Tracker
- Wake Transit Art Funding Eligibility Policy
- NC 540 Bonus Allocation Projects
- Cary-RTP and Garner-Clayton Bus Rapid Transit Extensions Major
 Investment Study
- Western Wake Traffic Signal System Integration Study
- UPWP FY 2023

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.



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 Integrated Mobility Division
- Executive Board Members

Requested Action:
Receive as information.



ADJOURN

Upcoming Events

Date	Event
October 22, 2021 9:00 a.m.	Executive Board Retreat Apex Town Hall or Zoom
November 4, 2021 10:00 a.m.	TCC Webex
November 5, 2021 9:00 a.m.	TCC Retreat TBD
November 17, 2021 4:00 p.m.	Executive Board TBD

