

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Draft Technical Coordinating Committee

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

Thursday, March 4, 2021

10:00 AM

Conference Room

1. Welcome and Introductions

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

Chair Andes welcomed everyone and asked if there were any new introductions to be made. There were no new members to be introduced. She explained the logistics and planned course of action for the virtual meeting. Chair Andes reviewed the opportunities that would arise during the meeting for any member of the public who wished to speak.

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

- Present:** 37 - Caleb Allred, Chair Juliet Andes, Sandi Bailey, Paul Black, Jason Brown, Dylan Bruchhaus, Michael Clark, Bryan Coates, Shannon Cox, Luana Deans, Bob Deaton, Darcy Downs, Jimmy Eatmon, Michael Frangos, Phil Geary, Joe Geigle, Hank Graham, Jay Heikes, John Hodges-Copple, Benjamin Howell, Dennis Jernigan, Justin Jorgensen, David Keilson, Member Eric Lamb, Gaby Lawlor, Jason Myers, Braston Newton, Akul Nishwala, Terry Nolan, Patrick Pierce, Rodger Rochelle, Julie Spriggs, Jay Sikes, Courtney Tanner, Emmily Tiampati, Sean Johnson, and Morgan Simmons
- Absent:** 17 - Gregory Bethea, Kelly Blazey, Bo Carlson, Neal Davis, Scott Hammerbacher, Niki Jones, Irene Johnson, Paul Kallam, Catherine Knudson, Michael Landguth, Hannah Lundy, Julie Maybee, Michael Moore, Neil Perry, Pamela Perry, 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 February 2021 Meeting Minutes Draft

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

Attachments: [TCC February 2021 Meeting Minutes Draft](#)

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

5. Regular Business

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

Shelby Powell, MPO Staff

Requested Action: Recommend the Executive Board adopt the FY 22 UPWP and Self-Certification.

Attachments: [Staff Report](#)
[FY 22 UPWP & Self-Certification - Final Draft](#)
[Resolution of Adoption - FY 22 UPWP](#)
[RESOLUTION-CERTIFYING-PLANNING-PROCESS-FY22](#)

MPO Deputy Director Shelby Powell reported on this item.

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 reminded all that this information was presented in previous meetings. She said that there was one minor change regarding a slight shift in funding partners for the Wake Transit BRT major investments extension study. This change was uploaded on CAMPO's UPWP website and will be linked in the Executive Board agenda.

Ms. Powell stated that the UPWP Core Programs will continue for LAPP, TIP, MTP, Travel Demand Model, Public Engagement and the Wake Transit Program. Information was shared via screen for 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, Western Wake Signal System Integration Study and the Wake Transit BRT Extension MIS. New special studies starting in FY22 are the Mobility Management Implementation Study and the Southeast Area Study Update.

Ms. Powell indicated that there is a slight budget increase to \$0.58 for Member Shares per capita. She added this information will be sent to finance/budget departments at the end of the year and that it is still anticipated the overhead will be approximately \$236,000 for our lead planning agency.

Ms. Powell said this document was out for Review and Public Comment from January 25 through February 18, 2021. Some comments were received from NCDOT which resulted in some minor adjustments to language and numbers. Ms. Powell concluded by stating that a Public Hearing was held on February 17, 2021 at the last Executive Board meeting; however, no comments were received.

A motion was made by Alternate Paul Black, seconded by Member Michael Clark to recommend the adoption of the FY 22 UPWP and Self-Certification to the Executive Board. The motion passed by unanimous vote.

5.2**FFY 2021 FTA Formula Grant Distribution**

Bret Martin, MPO Staff

Requested Action: Approve the sub-allocation of FFY 2021 Section 5307, 5340, 5339, and CRRSAA funds in the amounts shown in the attached split letter to the Federal Transit Administration.

Attachments: [Staff Report](#)

[Attachment 1 - FFY 2021 FTA Funding Sub-Allocation Split Letter - Draft](#)

[Attachment 2 - Section 5307-5340 Data and Calculation Worksheet](#)

[Attachment 3 - Section 5339 Data and Calculation Worksheet](#)

Mr. Martin, MPO Staff reported on this item.

Mr. Martin explained that each year the Federal Transit Administration (FTA) apportions formula grant funding for use within the Raleigh Urbanized Area (UZA). The Federal Fiscal Year (FFY) 2021 FTA Section 5307, 5340, 5339 formula apportionments to the Raleigh Urbanized Area (UZA) were released in January. He stated that the City of Raleigh is the federally recognized designated recipient of these funds and has worked with CAMPO to coordinate with GoTriangle, GoCary, Wake County, and North Carolina State University to develop the sub-allocation of these funding sources based on the most current CAMPO-approved Memorandum of Understanding (MOU) for the distribution of Section 5307, 5340, and 5339 funding among the City of Raleigh, GoTriangle, Town of Cary, and Wake County.

Mr. Martin expressed that additional formula funding was made available in January by the FTA through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). He said CAMPO and the City of Raleigh coordinated with the eligible recipients of the funding and determined that this funding source should be allocated in the same manner and using the same formula as the formula used to sub-allocate Section 5307 funds. He added that in keeping with our adopted MOU, the CRRSAA funds are allocated to recipients using the same proportional shares the recipients will receive from the FFY 2021 Section 5307 apportionment.

Mr. Martin shared that per FTA policy, the MPO must concur with the sub-allocation of UZA federal formula transit grants and the programming of projects that will make use of the funding and request that FTA disburse the requested funds to eligible direct recipients in accordance with the sub-allocation. He noted the following documents were provided in the agenda packet, which are:

- 1) The draft split letter to the FTA requesting the distribution of federal formula transit grants to eligible direct recipients in accordance with the CAMPO-approved sub-allocation MOU (Attachment 1);*
- 2) The Section 5307/5340 sub-allocation worksheet that determines the amounts to be disbursed to each eligible direct grant recipient for that funding source (Attachment 2); and*
- 3) The Section 5339 sub-allocation worksheet that determines the amounts to be disbursed to each eligible direct grant recipient for that funding source (Attachment 3).*

Mr. Martin concluded by sharing a chart with breakdown data which showed how funds are proposed to be distributed.

A roll call was taken for all action items on this agenda.

A motion was made by Alternate Morgan Simmons, seconded by Member Akul Nishwala to recommend the approval of the sub-allocation of FFY 2021 Section 5307, 5340, 5339, and CRRSAA funds in the amounts shown in the attached split letter to the Federal Transit Administration to the Executive Board. The motion passed by unanimous vote.

5.3**DRAFT 2050 MTP Deficiency Analysis**

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information and comment on preliminary Deficiency Analysis results.

Attachments: [Staff Report](#)
[Preliminary Deficiency Analysis](#)
[2050 MTP Schedule](#)

CAMPO Executive Director Chris Lukasina reported on this item.

Mr. Lukasina explained that the purpose of today's presentation was to provide an update on the preliminary review of the Deficiency Analysis results, which is a baseline scenario for the future that is used to help analyze the various scenarios used in the upcoming Alternatives Analysis stage. 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.

Mr. Lukasina provided a brief review of the steps and stated they are now in the Analysis and Evaluation stage.

Vision and Goals

- Review 2045 MTP
- Update Goals, Objectives, and Performance Measures
- Public Engagement Involve

Analysis and Evaluation

- Examine Data on Existing Conditions
- Forecast Future Problems (Deficiencies)
- Develop & Evaluate Alternative Scenarios
- Public Engagement Consult

*Preferred Option**Final Plan*

Mr. Lukasina explained the Deficiency Analysis helps to identify areas where there are potential gaps in the transit network. He said that in measuring the Worst-Case Scenario, the focus centers around the question of the capability of currently committed projects to handle long-term growth. Analysis was done through the Triangle Regional Model (TRM) using the socio-economic forecast through 2050. The transportation networks include committed transportation investments through 2025.

Mr. Lukasina shared that the preliminary deficiency analysis is an unrealistic scenario, as funding will continue past the current TIP/STIP and that growth and behavior patterns may shift. He explained this is still useful data as it sets a baseline for all other alternatives and illustrates the failure of committed transportation improvements to meet forecasted growth in travel demand during the useful life of these investments.

Mr. Lukasina reminded all that the Triangle Region continues to grow at a very fast pace and said that the anticipated growth by 2050 for population is +1,000,000 and for employment +900,000.

He provided a chart which compared 2016 and 2050:

2016: Population 1,328,035 Employment 838,394

2050: Population 2,375,230 Employment 1,737,956

Mr. Lukasina presented maps showing current data which illustrated the difference between peak /rush hour and mid-day travel. The travel network was examined in terms of base, socio-economic data, volume / capacity, areas that signify that a road has met or exceeded its capacity, peak hour travel with indicators for the worst travel hour of the day as well as off-peak. The mid-day map represented the daily travel for non-rush hour. Mr. Lukasina then displayed maps for projected traffic with anticipated 2050 growth patterns and existing transportation network and committed improvement projects to show what traffic could be then.

Mr. Lukasina presented maps and data which showcased the travel time for both Downtown Raleigh and RDU in the future, with anticipated travel times to major jurisdictions and areas. He provided the link:

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp>

Mr. Lukasina stated that additional information was included in the agenda packet. He presented an updated Connect 2050 Scenario Framework chart which includes options for consideration in terms of mobility investment and development foundations. He reminded all that work will continue on the framework to incorporate feedback received through an online survey. He added that there was good participation from CAMPO, and that we will continue to review and analyze and incorporate the results.

Mr. Lukasina asked all to review results of Deficiency Analysis through the web portal:

<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>

Things to think about:

- Locations of changes in travel patterns
- Locations of changes SE data
- If different than expected, check Place Type, Development Status, and Density look up data.
- Changes can be made through the online CommunityViz portal (via TJCOG).

Mr. Lukasina emphasized that this scenario only includes existing and committed transportation improvements.

Mr. Lukasina shared anticipated milestone dates/Next Steps for the project, which include:

Item	Anticipated Milestones
Deficiency Analysis	March 2021
Alternatives Analysis Review	April-June 2021
Continued AA Review	Summer 2021
Revenue Forecast Updates	April – August 2021
Preliminary Draft Financial Plan	Summer/Fall 2021

"Final" Draft Plan
Public Hearing
Adopt 2045 Plan

Fall 2021
Fall 2021
Fall 2021

Alternate Luanna Deans said she was not sure how to interpret the needs analysis results from the link: <https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>. Mr. Lukasina provided a brief walk-through explanation, said plans for a virtual "lunch and learn" session for all are underway to review the results of the preliminary deficiency analysis, and more information will be provided soon. He encouraged all to contact CAMPO staff with any additional questions.

The DRAFT 2050 MTP Deficiency Analysis Report was received as information.

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

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Locally Administered Projects Program Funding Restart Approach
12-17-20](#)
[Move Forward List 1-21-2021 by county](#)

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

Ms. Vetter said that the current funding forecast is optimistic. She reiterated that NCDOT was still above the cash floor, so some LAPP projects continue to move forward. She stated that NCDOT reached out to CAMPO in December to provide a billing plan. LAPP project managers were asked to submit the amount of funds anticipated for their future reimbursements going forward. Ms. Vetter stated NCDOT did their own analysis and set aside funding for all submitted projects to move forward with full reimbursements in this fiscal year. With regards to SPOT, Ms. Vetter expressed that there is evidence of additional projects restarting.

Ms. Vetter explained that while future transportation funding beyond this Federal fiscal year remains uncertain, the FFY2021 full budget passed, including full year allocation of transportation funding included in the FAST Act, which was extended through FFY2021. She said due to COVID Relief Bill talks, Congressional discussions regarding the next infrastructure package have been delayed, but when more information becomes available it will be shared with the TCC and Executive Board.

Under the COVID Relief Funding included in FFY2022 Annual Budget, CAMPO specifically received \$5.9 million dollars ("Direct Attributable" Funding). Ms. Vetter said this is treated as STBG-DA funding (eligible for roadway, bike/ped, transit), is up to 100% federally reimbursable, and is not part of an obligation limitation. She added that CAMPO staff is currently reviewing LAPP account balances and project schedules to determine the best recommendation for use.

Ms. Vetter briefly reviewed the adopted CAMPO LAPP Project Restart Policy but said that it is not needed at this time.

Proposed Policy if Projects are Required to Stop Work:

- *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.*
- *Deferred reimbursement, up to \$16m, allowed in region, could be used to keep projects moving as we wait for additional funding availability.*

Chair Juliette Andes requested an updated copy of the LAPP project status list for budgeting purposes. Ms. Vetter replied that she would secure this.

The CAMPO Projects and Programs Funding Update Report was received as information.

5.5 FY 2022 Draft Wake Transit Work Plan

Bret Martin, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[Attachment 1 - FY 22 Draft Wake Transit Work Plan - Public Review Draft](#)*Mr. Bret Martin, MPO Staff reported on this item.*

Mr. Martin provided an FY22 Work Plan Development Schedule of Important Dates. He said at its February 17, 2021 regular meeting, the Wake County Transit Planning Advisory Committee (TPAC) released the FY 2022 Draft Wake Transit Work Plan to be available for public review and comment through March 21, 2021 (a minimum 30-day public and agency comment period). Following the March 21st public comment period deadline, the TPAC is scheduled to finalize a recommended FY 2022 Wake Transit Work Plan at its April 21st meeting for consideration by both CAMPO and the GoTriangle Board of Trustees in May or June. Annual Wake Transit Work Plans contain a number of elements that work to authorize and institutionalize Wake County Transit Plan implementation investment decisions.

Mr. Martin presented information for the FY 22 Proposed Revenues and Expenditures. He shared a set of revenue assumptions based on collections and refined projections for sales, vehicle registration, and vehicle rental taxes, as well as other sundry sources, which total \$128.3 million dollars.

For bus service expansion, Mr. Martin stated there is slowed down bus service expansion through the transit plan update and reprogramming. Bus operations initiated in prior fiscal years will continue, and additional trips for Durham-Raleigh Express are proposed to be incorporated.

In terms of supporting capital investments, Mr. Martin stated that the draft work plan includes GoRaleigh vehicle acquisition to include: 5 expansion vehicles for fixed-route service, 12 replacement vehicles for fixed-route service and 4 replacement vehicles for paratransit service. Mr. Martin said the draft work plan includes systemwide bus stop and transfer point improvements for GoRaleigh, GoCary and GoTriangle, as well as construction of a GoRaleigh/GoWake Access paratransit maintenance/operations facility and a GoCary maintenance/operations facility. Additionally, the draft work plan includes design/land acquisition for new park-and-rides for I-440/Hillsborough and I-540/Falls of Neuse or Creedmoor, and transit center design, construction and updates for East Raleigh Community Transit Center (construction), Crabtree Valley Mall updates, Triangle Town Center updates, GoTriangle Regional Transit Center (design/land).

Mr. Martin mentioned that funding for a Wake Bus Plan Update, which includes an update to the strategic phasing of bus service expansion and supporting capital needs through 2030 and access to transit gap analysis and priorities assessment, is included in the draft work plan.

Regarding High-Capacity Corridor Investments, Mr. Martin presented a map to indicate that funding is included in the draft work plan for the City of Raleigh to complete final design for the Western BRT Corridor. He reminded all the LPA was approved last year.

Mr. Martin emphasized that there was a big difference between capital requests and what

has previously been programmed for capital investments, that caution was needed, and presented a chart to reflect this:

Capital Requests Vs. Programmed (FYs 22 and 23): Budget for vehicle acquisition, bus infrastructure, other capital, BRT, CRT

- *Programmed Total for FY22 \$91,321,389*
- *Requested Total for FY22 \$100,864,865*

For Bus Infrastructure FY 23:

- *Programmed \$13,015,307*
- *Requested \$42,331,141*

Note: Higher assume bus infrastructure costs for certain facilities

Mr. Martin gave some specific cautionary points that should be considered with the proposed investments, which include:

Increases to assumed costs and updates to implementation timelines and new projects not accounted for in programming

Remaining 10-Year capital liquidity above required fund balance minimum = \$23M

- o *Could be problematic for future critical capital projects*

Need to allow information/data on projects to better develop as we approach FY 22 to support investments

- o *Project readiness – Progress of prior project phases or allocations*
- o *Reasonableness of schedule for phases of project's life cycles*

Viability and competitiveness of additional bus service not accounted for in programming

- o *Should be supported by bus service performance data*
- o *Advancing ahead of other higher priority service investments*

Projects not caught up on concurrence policy requirements

- o *Difficult to fund design and land acquisition phases when there is no concurrence on preferred alternative*

Mr. Martin stated that the FY22 Draft Wake Transit Work Plan public comment period will run through March 21, 2021 and said that various methods are being used for outreach, including materials distribution in English and Spanish, news release and flyers, public-facing presentation, and social media posts and graphics. Online engagement efforts include email announcement to community organizations and an email announcement to individual GoForward subscribers.

Mr. Martin expressed that there has been / will be targeted in-person/virtual engagement:

2/11-2/19 direct outreach to:

25 Wake Community Organizations

44 Wake County Minority Churches

Wake County municipal partners

2/11 Wake Up Wake County

2/11 North Carolina Society of Hispanic Professionals

2/12 Dorcas Ministries

2/23: Wake County Habitat for Humanity

2/24: Wake Tech Community College

2/24 or 3/10: North Carolina Society of Hispanic Professionals virtual Youth Event

3/9 Town of Wendell virtual focus group

TBD Dorcas Ministries virtual event

TBD Town of Zebulon virtual event

Mr. Martin concluded by providing information for how to comment. He provided the website: Goforwardnc.org/wakeinput to obtain more information and to submit comments, as well as the physical mailing address: Go Triangle, ATTN: Public Engagement, 4600 Emperor Blvd, Ste 100, Durham, NC 27703 and Twitter @waketransit.

The FY 2022 Draft Wake Transit Work Plan Report was received as information.

5.6 Wake County Transit Plan Update - Final Plan Document

Bret Martin, MPO Staff

Requested Action: Receive as information and conduct the public hearing.**Attachments:** [Staff Report](#)[Wake County Transit Plan Update - Public Review Draft](#)[Appendix A - Major Capital Cost and Schedule Feasibility Memo](#)[Appendix B - Transit Market Reassessment Report](#)[Appendix C - Recommended Financial Assumptions for Wake Transit Plan Update](#)[Appendix D - Project Prioritization-Reprogramming Guidance Memo](#)[Appendix E - FYs 21-30 Programming of Wake Transit Plan Update Investments](#)[Appendix F - Wake Transit Plan Update Community Engagement Report](#)[Appendix G - Post-2030 Unconstrained High-Capacity Transit Corridors](#)

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

Mr. Martin provided a schedule of next steps to finalize the Wake Transit Plan update, which included dates through April for comment periods, information updates to various boards, a public hearing date, and when the boards will consider adoption. He mentioned that the plan is updated every 4 years, this plan update will extend the horizon of the plan through 2030, and covered the schedule and steps taken to the update the plan.

He expressed that the primary steps taken to update the plan have included a reassessment of cost and schedule feasibility assumptions for major capital projects, producing an updated countywide transit market reassessment, reassessing financial capacity for transit investments through 2030, soliciting public and stakeholder input on investment priorities, prioritizing investments, and reprogramming investments through the new 2030 horizon. He added they are now in the last phase of finalizing the plan update.

Mr. Martin presented Major Capital Cost/Schedule Feasibility Findings information. These include:

- BRT Project Schedules Elongated Compared to Previous Assumptions But Still Completely Deliverable By 2030*
- BRT Cost Assumptions Increased from Original Plan Based on Updated Assumptions for Project Characteristics and Elongated Schedules - Can Still Currently be Accommodated by Financial Model*
- New BRT Projects with New State Funding:
Cary to RTP and Garner to Clayton*
- Delivery of CRT Project Assumed to Conclude in FY 29 – Moved from FY 27*
- Wake Share of Assumed CRT Cost Updated (Actual Cost Share TBD)*

Market Reassessment findings still support the original transit plan investments; however, there were areas identified that are ripe for additional investment:

- Areas Projected to Be Ripe for Consideration of Higher Capacity Transit Investment (not already targeted for investment):*

- North Raleigh and Along I-440
- Along U.S. Route 1 Between Raleigh and Apex
- Along I-40 Between Raleigh and RTP
- North of RDU/Brier Creek

Mr. Martin presented the final Wake Transit Revenue Forecast through 2030. He 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 both pre-COVID and late 2020, 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 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; however, he said future revenues are projected to be very similar to the original transit plan projections.

Mr. Martin said the important elements from the Wake Transit 2030 Financial Forecasting are:

- Use Additional 3 Years of Tax Collections to Support Already Committed Expenditures
- Expenditures and New Revenue Assumptions Were Out of Sync
- Very Low Chance of Capacity for New Investment in Additional 3 Years of Planning Horizon
- Some Committed Expenditures Delayed
- Some Needed Cuts to Overall Expenditures (if only looking through 2030)
- Needed to Understand Public Priorities Within Set of Already Programmed Projects

Mr. Martin expressed 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.

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 reviewed the Wake Transit Plan Four Big Moves: Connect the region; connect all Wake County communities; provide frequent, reliable urban mobility; and enhance access to transit, and provided the updated plan through 2030 for each category.

For Connect the Region, Mr. Martin said improvements to express bus services between Wake and Durham Counties have been completed as well as service improvements to RDU. The commuter rail construction is planned to be complete in 2028-2029, with operations beginning in 2029 and the Wake BRT extensions to Research Triangle Park and Clayton have been added to plan, to begin operations in the 2028-2030 time frame.

For Connect all Wake County Communities, Mr. Martin stated to date all Wake County communities have been connected with fixed-route bus service and more bus service to Research Triangle Park and RDU Airport has been implemented. Further span and frequency improvements are planned for connections to Apex, Morrisville, and Research

Triangle Park.

Not included is the full planned build-out of inter-community services (e.g., weekend service, full span and frequency) originally anticipated in the 2016 Wake County Transit Plan.

For Frequent, Reliable Urban Mobility:

- 6 Miles Frequent Network Added to Date
- New Bern BRT Corridor to begin operations in 2023-2024
- Wake BRT: Western Corridor to begin operations in 2026-2027
- Wake BRT: Southern Corridor to begin operations in 2027-2028
- Wake BRT: Northern Corridor to begin operations in 2028-2029
- Wake BRT extensions to Research Triangle Park and Clayton to begin operations in 2028-2029
- Expands Frequent Network Beyond 83 Miles to 99 Miles

Mr. Martin said that included in Enhance Access to Transit is 100% of the originally planned funding for Community Funding Area Program and GoWake Access demand-response trips and to date, 47% of all bus service expansion investment has been implemented (measured in terms of the total amount of spending on bus service expansion programmed for the original Wake County Transit Plan). This plan allows for >90% of all bus service expansion in the original Wake County Transit Plan to be funded within the 2030 horizon. Not included is 10% of bus service expansion in original Wake County Transit Plan (measured in terms of total spending on bus service expansion).

The Wake County Transit Plan Update - Final Plan Document Report was received as information.

6. Informational Item: Budget

6.1

Requested Action: Receive as information.

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

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

6.2

Member Shares FY 2021

Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 2021 Projected Member Dues Q2](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

7. Informational Item: Project Updates

7.1 TCC Project Updates March 2021

Requested Action: Receive as information.

Attachments: [TCC March 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: [TCC Public Engagement Updates March 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:

-The Federal Infrastructure Rebuilding America grant is now open. He cautioned that this is a lengthy application process which can take 2-4 weeks to enter the full application materials. He said if anyone will be seeking a letter of support from CAMPO, please provide notification and any requested specific language to include as soon as possible to Chris or Shelby. He provided the following link in the chat:

<https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america>

-CAMPO has received questions about the Congressional level community project funding program. He said these usually fall under "Return of Earmarks" and provided a link to the briefing information in the chat:

https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/documents/Community%20Project%20Funding%20-%20Fact%20Sheet%20on%20Reforms_0.pdf

-The strategic plan update is expected to begin in April or May 2021.

-The recurring travel survey generated by TRM began a couple of weeks ago; however, is an "by invitation only" survey which was sent out to households.

-CAMPO is in the process of streamlining and updating the regular agenda item Project Updates. Any suggestions or feedback may be submitted to Chris.

-The Northeast Area Study open house will continue through March 10, 2021 and is available to all.

-The next Executive Board meeting will be kept to one hour, and will follow the joint Public Hearing for the Wake Transit Plan Update with the GoTriangle Board of Trustees.

-The Member Shares dues for the new fiscal year have been sent. Mr. Lukasina asked all to be aware of this for budgeting purposes.

NCDOT Transportation Planning Division - no report.

NCDOT Division 4 - no report.

NCDOT Division 5 - no report.

NCDOT Division 6 - no report.

NCDOT Rail Division- no report.

NC Turnpike Authority - Mr. Dennis Jernigan provided a brief update for the 540 project. He said despite the recent heavy rain they are making progress. He stated that outreach efforts have included meetings with various HOAs, meetings in person (pre-COVID) and discussions with many civic organizations. He asked everyone to let his office know if they have other groups they wish to include.

NCDOT Integrated Mobility Division -absent.

TCC Members - no members wished to add anything further.

Chair Andes thanked all for their participation and adjourned the meeting.

The Staff Reports item was received as information.

9. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TAC Meeting</i>	<i>March 17, 2021</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	

<i>Capital Area MPO TCC Meeting</i>	<i>April 1, 2021</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	

<i>Capital Area MPO TAC Meeting</i>	<i>April 21, 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>May 6, 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>	