

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

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

Wednesday, September 15, 2021

4:00 PM

Conference Room

1. Welcome and Introductions

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

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

Each Executive Board member or alternate was asked to orally confirm attendance.

Present: 16 - William Allen III, Scott Brame, John Byrne, Jessica Day, Joe Geigle, Jimmy Gooch, Michael Grannis, Virginia Gray, Vice Chair Vivian Jones, Terry Mahaffey, Ken Marshburn, Bob Matheny, Sig Hutchinson, Neena Nowell, Lewis Weatherspoon, and Harold Weinbrecht

Absent: 15 - Mary-Ann Baldwin, TJ Cawley, Ronnie Currin, Grady Hunt, Valerie Jordan, Catherine Knudson, RS "Butch" Lawter, Melvin Mitchell, Matt Mulhollem, Perry Safran, Michael Schriver, Dick Sears, Bob Smith, John Sullivan, and Art Wright

2. Adjustments to the Agenda

There was no adjustment to the agenda.

3. Ethics Statement:

Vice Chair Vivian Jones read the following: 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.

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

Each Executive Board member or alternate was asked to orally confirm attendance.

4. Public Comments

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

5. Consent Agenda

A motion was made by Member Will Allen, seconded by Member Michael Grannis to approve all items on the Consent Agenda. The motion carried by unanimous vote.

5.1 Executive Board August 2021 Meeting Minutes Draft
Sara Akimoto

Requested Action: Approve the Executive Board August 2021 Meeting Minutes Draft

Attachments: [Executive Board August Meeting Minutes Draft](#)

The Executive Board August 2021 Meeting Minutes Draft item was approved.

5.2 **2021 NCDOT Bicycle and Pedestrian Planning Grant Application**
Kenneth Withrow, MPO Staff

Requested Action: Adopt Resolution of Support for the Town of Franklinton.

Attachments: [Staff Report](#)
[NCDOT Bicycle & Pedestrian Planning Grant Application](#)

The 2021 NCDOT Bicycle and Pedestrian Planning Grant Application item was approved.

5.3 **Transit Asset Management Performance Measures & Targets for State of Good Repair**
Crystal Odum, MPO Staff

Requested Action: Adopt the recommended 2022 Performance Measures and Targets for Transit Asset Management and State of Good Repair and sign the resolution.

Attachments: [Staff Report](#)
[ATTACHMENT B 2022 TAM Performance Measures and Targets](#)
[ATTACHMENT C - 2022 TAM Resolution](#)

The Transit Asset Management Performance Measures & Targets for State of Good Repair item was approved.

End of Consent Agenda

6. Regular Agenda

6.1 Update on Implementation of Wake BRT Program of Projects

Bret Martin, MPO Staff and Mila Vega, City of Raleigh Staff

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

Mr. Martin, MPO Staff and City of Raleigh Transit Planner Ms. Mila Vega reported on this item.

Mr. Martin reviewed that, following up from the CAMPO Executive Board's adoption of locally preferred alternatives (LPAs) for three (3) of the four (4) bus rapid transit (BRT) corridors, the City of Raleigh, as the designated project sponsor for implementation of each project, has made a lot of progress advancing them to their next steps of development. These corridors include the New Bern Avenue corridor, the Wake BRT: Western Corridor, and the Wake BRT: Southern Corridor.

Mr. Martin introduced City of Raleigh Transit Planner Mila Vega.

Ms. Vega provided a Wake BRT Program Overview, which included the status and next steps for the Northern, Western, Southern and New Bern Avenue Corridors. She explained that the City has completed 60% design plans for the New Bern Avenue corridor, which includes station locations, naming conventions, runningway designs, downtown routing, and station typologies. Several systemwide BRT components have been developed, including station design/typologies, system standards, and branding. She added that for the Northern Corridor planning perspective, there is a need for further study and analysis.

Ms. Vega provided information for the FTA CIG Small Starts Process and what phase each corridor is in. The Southern and Western Corridors are each in Step 1, which is the project development process. The New Bern Corridor is in Step 2, which is proceeding toward entry into a Full Funding Grant Agreement. She further explained that the Western Corridor has entered the FTA project development phase and is currently at about 10% design. Ms. Vega presented more detailed information for each corridor, including length/miles, station platforms, dedicated transit lanes and TSP at signalized intersections. She drew attention to the New Bern Avenue BRT Runningway and Station Naming Conventions, which aim to be clear and concise, easy for people to locate via cross streets and logistically can fit on vertical station elements.

Ms. Vega reviewed the New Bern Avenue implementation timeline, with construction expected to begin in Summer 2022. For the Western Corridor, she discussed some dates/milestones and said construction is anticipated 2024-2045 but is contingent upon Federal Funding. The Southern Corridor is expected to begin construction 2025-2026 and is subject to the same Federal Funding issue.

For the Northern Corridor, the 2018 Wake Transit Plan Major Investment Study yielded two alternatives: West Street or Capital Boulevard. The 2021 Wake Transit Plan Update called for an extension of BRT infrastructure, including extensions to Triangle Town Center and North Hills, and called for further study to determine the extent of projects that can be implemented by 2030 and to identify post 2030 investments in the corridor. The RFQ was advertised in Summer 2021 for a Northern Corridor Major Investment Study (2021).

Ms. Vega announced that the Wake BRT Station Design process involved multiple

workshops with key stakeholders: (Town of Cary, Town of Garner, Wake County, CAMPO and GoTriangle), which focused on Uniformity, Scale, Existing Style, Operation and Maintenance and Cost. She reviewed the six different Station Typologies: Urban Core, Intermodal, Split Island, Peripheral, Suburban and Shared Median. Conceptual photos were shared for each type. Station Amenities include:

- Seating
- Weather protection
- ADA accessible boarding
- Digital signage
- Trash & recycling
- Real time arrival information
- Off – board ticketing
- Emergency phone
- Art integration
- USB Outlets for Charging

Ms. Vega reviewed Wake BRT Branding Updates generated from the Branding Technical Committee meetings, listening sessions with stakeholders and six logo concepts presented during the Spring 2021 Open House. She said that the Next Steps include development of the final brand recommendation and guidelines, including final logo, color palette and fonts. They will also continue to work with a Branding Technical Committee. Ms. Vega shared that Dare Coulter was chosen as the Artist in Residence to assist with art integration into the Wake BRT program. Along the New Bern Avenue, community involvement will be sought to create conceptual ideas and inspiration. On a system level there will be collaboration with the design team to identify “blank canvasses” for art integration.

Member Will Allen asked about the western corridor and how the connection to Union Station would be accomplished. Ms. Vega responded that they are looking at the possibility of combining projects and will need to better define the parameters. Mr. Allen emphasized the importance of easy connections between modes.

Member Michael Grannis inquired about plans to protect any new art that may be installed. Ms. Vega said that adequate lighting and the placement of cameras should act as a strong deterrent. She added that the durability of material would be considered.

Chair Hutchinson thanked Ms. Vega for her presentation and asked for further clarification about the Union Station connection and how New Bern might be involved. Ms. Vega said that this could be a in the web of a larger line.

The Update on Implementation of Wake BRT Program of Projects item was received as information.

6.2**Northeast Area Study Update Endorsement**

Mike Rutkowski, Stantec

Requested Action: Recommend the Executive Board endorse the Northeast Area Study Update to be used in further long range planning efforts including the 2050 MTP.

Attachments: [Staff Report](#)

Mr. Brandon Watson, MPO Staff and Stantec Consultant Mike Rutkowski reported on this item.

Mr. Watson shared that CAMPO has completed the update of the 18-month Northeast Area Study (NEAS), previously completed in 2014, in preparation for the 2050 MTP. The Northeast Area Study Update covers parts of Wake and Franklin Counties, northern and eastern sections of the City of Raleigh, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, Wake Forest, Youngsville and Franklinton. Mr. Watson introduced Mr. Rutkowski.

Mr. Rutkowski presented a Project Schedule/Overview for what has been completed to date, which include Existing Conditions and Initial Public Outreach, Scenario Planning and Develop Concept Designs, Recommendations and Public Review and Approval.

He stated that in spring, a Virtual Open House was held for a three-week period (Feb-Mar 2021) which is now closed for comments, but remains live for review. The Open House resulted in:

- 1,099 total visitors*
- 725 unique visitors*
- 300 surveys completed*
- 97 new project subscribers*

Mr. Rutkowski reviewed how the survey results were used, and said it was the first of three filters: Feedback, MTP Horizons, and Future Deficiencies Analysis.

Mr. Rutkowski shared information for the 3 main Project Resources/ deliverables, which are Public Engagement, Project Workbook and Project Guidebook. Public Engagement yielded online feedback and involved virtual presentations, stakeholder meetings, and digital outreach. The Project Workbook encompasses the concepts of mobility, multimodal, connectivity, recommendations and priorities, concept designs and implementation strategies. The Policy Guidebook encompasses Best Practices and Adopted Plans & Policy Review. Policy priorities were analyzed along with specific hotspot locations and draft recommendations for roadway, bicycle, pedestrian, and transit projects in the study area.

Chapters:

Chapter 1 Context

Chapter 2 Framework

Chapter 3 Snapshot

Chapter 4 Scenario Planning

Chapter 5 Hot Spots and Concepts Designs

Chapter 6 Roadway Priority - These include new projects identified by Open House feedback.

358 Roadway Projects Identified

- Widening (144)*

- New Location (97)
- New Location – Minor Road (80)
- Grade Separation (14)
- Access Management (17)
- Intersection Realignment (4)
- Lane Management (2) – Interstate 540

For Transit Priority, Mr. Rutkowski stated these are near-term, and coordinate with Wake Transit Plan 2021-2030.

- First-Mile / Last-Mile Solutions, including Bike/Walk Connections
- Incorporate Micro-Mobility, Route Deviation, Car-Sharing
- Frequency / Weekend Service Improvements

Mid-term

- ZWX Extension (Zebulon) to Eastern Regional Center
- Extend service to Wake Tech Campus
- Support for Passenger Rail (S-line) and Crossing Solutions
- Extend transit service to Franklinton & Youngsville

Long-term

- BRT Extensions to Knightdale & Wake Forest
- Wendell Circulator Route
- Circulator Route* between NEAS-Wake towns, probably on CTP
- Eastrans on CTP* perhaps rail-trail for an interim period through a leasing arrangement

Chapter 8. Walk-Bike

293 Walk-Bike Projects Identified

- Street Redesign On-Road (67)
- Street Redesign Off-Road (96)
- Complete Street – Urban (39)
- Greenway / Trail (91)

Walk Bike Priority

Priority Buckets

- Near-term (33)
- Mid-term (78)
- Long-term (182)
- Some may be constructed as part of a roadway project – adjusted priority accordingly
- “Living document” rolls into MTP 2050 update process

Mr. Watson said the final project workbook, public engagement summary, and policy guidebook, along with recommendations included in the appendix have been posted on CAMPO’s website since June 24, 2021 for public comment as well as on the project website at www.neasupdate.com <http://www.neasupdate.com>. He drew attention to one project which was removed from consideration of 2050 MTP as requested from Town of Zebulon., project A588a – NC 96 Zebulon Bypass. Mr. Watson concluded by stating his willingness to answer any questions, and by providing his contact information.

*Contact: Brandon Watson
brandon.watson@campo-nc.us
(919) 996-4397*

Chair Hutchinson emphasized that connectivity is a critical component for the greenways. Mr. Rutkowski confirmed the intent was to ensure this. Mr. Watson added that special attention was paid to those connections such as bridges without pedestrian infrastructure

along the western boundaries. Several board members expressed their thanks for the information and expressed support for the project.

A motion was made by Member Will Allen, seconded by Member John Byrne to endorse the Northeast Area Study Update to be used in further long range planning efforts including the 2050 MTP. The motion passed by unanimous vote.

6.3 2050 Metropolitan Transportation Plan (MTP/CTP) Update

Chris Lukasina, CAMPO Staff

Requested Action: Receive as information. Consider action on Preferred Alternative to use in the next phases of the MTP development.

Attachments: [Staff Report](#)
[2050 MTP Report on Alt Analysis Public Survey Results](#)
[2050 MTP Schedule](#)

CAMPO Executive Director Chris Lukasina reported on this item.

The purpose of today's presentation was to provide information on the MTP Update which is a baseline scenario for the future that is used to help analyze the various scenarios, as well as obtain a preferred option. It includes both a fiscally constrained element as well as an unconstrained vision plan element known as the Comprehensive Transportation Plan (CTP). This plan serves as both the region's Federally recognized MTP and State recognized MTP and CTP. 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 reminded all that most of this information was presented previously. He stated that the Analysis and Evaluation portion is now completed, and that work is now centered on the Preferred Option phase. He reminded everyone that all the scenarios are available for viewing on the CAMPO website, and provided the link.

Mr. Lukasina presented the updated Connect 2050 Scenario Framework chart again, which includes options for consideration in terms of mobility investment and development foundations. He drew attention to the Plans and Trends Scenario, Shared Leadership Scenario and the All Together Scenario. which includes adopted community plans and trends but does not assume additional funding. Mr. Lukasina stated CAMPO recommends the All Together Scenario and provided a brief review for all three.

He reviewed that the Plans and Trends Scenario is:

- Based on local land use plans (community plans development foundation)*
- Where provided, incorporates "committed" development*
- "Asserts" development at Anchor Institutions like universities based on campus plans and discussions with staff*
- Includes current TIP funded projects*
- Transportation improvements in current transportation plans and current transportation programming framework*

Mr. Lukasina reiterated that the Plans and Trends Scenario include Major Roadway Investments for:

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*
- Smaller level of secondary roadway investments in 2nd two decade*

Major Transit Investments

- CRT from Clayton to Durham*
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and*

Western/Chatham/NC 54 corridors

- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Mr. Lukasina then presented the same Connect 2050 Scenario Framework chart and drew attention to the Shared Leadership and All Together Scenarios. He explained that these scenarios use the Opportunity Places Development Foundation, which has 4 key elements and is a focus on important trip origins and destinations. Mr. Lukasina explained the Opportunity Places Development Foundation is mechanically derived and that the Community Plans is the starting point. This has been modified as follows:

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

Mr. Lukasina stated that this Development Foundation was used for both the Shared Leadership and All Together scenarios. The only difference was on the transportation network side.

Mr. Lukasina drew attention to the main differences in the Shared Leadership Scenario:

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
- Smaller level of secondary roadway investments in 2nd two decade

Major Transit Investments

- CRT from Clayton to Durham
- CRT from Apex to Wake Forest
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Mr. Lukasina showed the difference for the All Together Scenario, which is the CAMPO recommended option and would require additional revenue assumptions. He explained that if the board adopted this scenario that would direct CAMPO to continue to make some financial assumptions that would make that option affordable.

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 decade

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/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network Community Funding Areas

Mr. Lukasina presented the Key Performance Measures chart regarding Population Growth and Job Growth, which encompassed all of the presented scenarios. The last column indicates the financial revenue assumptions.

Mr. Lukasina introduced a new chart, Travel Choice Neighborhoods (TCN) which showed Population and Employment in the Deficiency Analysis, All Together, Shared Leadership, Plans and Trends scenarios.

Mr. Lukasina reminded everyone that all alternative scenarios and metrics remain available online for review. He provided the following information:

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

Moving towards the draft plan:

- Preferred Scenario recommendation
- Continue to review results for changes in travel patterns
- Begin 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

Ms. Bonnie Parker provided information for August Public Engagement Activities, which included a survey:

Survey Objectives - Gain feedback on two primary topics:

1. Ranking of Measures to inform comparison of scenarios - broadly, simple and viable (no equity; safety)
2. Support for Additional Funding to inform how "aspirational" 2050 should be.

Ms. Parker provided additional slides for a more specific breakdown of survey performance by region and preference where funding should be allocated. She presented percentage information for Comments Received, which included prioritized support interest for transit-rail, transit support, bike infrastructure, bike/ped support, and safety among other topics. Ms. Parker provided a link provided where the full information and comments may be viewed:

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

Mr. Lukasina explained how this data shows interest in additional funding and feeds into the All Together Scenario recommended by the TCC and CAMPO staff. He commented that during the TCC meeting earlier this month, questions were raised about assumptions CAMPO might use for that new revenue and how it would be utilized across the different modes. He presented the 2050 MTP Revenue Forecast and provided background for this process. He explained the Revenue Forecast is broken into three decades and is derived from:

- 1st Decade:
 - TIP/STIP (10 yr Work Program) Mr. Lukasina explained this decade tends to be more rigid for revenue.
 - 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
 - Potential New Revenue Assumptions (Required for All Together Scenario)

He noted the region's transportation needs and available funding presents several challenges that must soon be addressed which include short and long term non-traditional funding sources, local and regional revenue options (where the Executive Board would have the most influence), advancement of MTP projects to implementation consistent with the air quality conformity project implementation schedule, and monitoring regional growth to ensure the plan stays abreast of the region's needs. He presented a chart for the Preliminary MTP Financial picture and provided a detailed walkthrough explanation.

Mr. Lukasina shared new Revenue Assumptions information which include:

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

Mr. Lukasina explained this could be used a default policy. He reminded all that the default percentages would be 61% roadway, 32% transit and 7% bike /ped. He stated that even after the recommendation is made, tweaks and changes are anticipated to follow.

Mr. Lukasina provided the anticipated milestone dates/Next Steps:

Item	Anticipated Milestones
Alternatives Analysis Review	April-June 2021
Continued AA Review	Summer 2021
Revenue Forecast Updates	June – October 2021
Preferred Scenario	September 2021
Draft Financial Plan	October 2021

Public Hearing
Adopt 2045 Plan

November 2021
Nov./Dec. 2021

Mr. Lukasina said that a consideration of and recommendation by the Executive Board for the All Together Scenario is being sought today and after the decision is made, it will go through a fiscal constraint exercise.

Member Will Allen commented that he believed the local and regional funding options do not obligate anyone, which Mr. Lukasina confirmed and further explained that this would happen in the 2nd and 3rd decades.

Chair Hutchinson expressed his support for the All Together scenario, especially with the amount of growth that is expected.

Member Michael Grannis asked why there was low minority response for public engagement. Ms. Parker explained that day to day struggles may have precluded involvement and that this demographic may not see the immediate value in long range plans versus quick fixes.

Mr. Grannis inquired about possible negative consequences if the All Together Scenario was selected. Mr. Lukasina responded that there are currently a lot of long-range land use plans throughout the multiple jurisdictions. CAMPO completes large area studies to 'stitch' those together which culminates in the MTP. He said In the past the Executive Board has preferred something aspirational yet realistic, knowing that an update 4 years later would be provided. He added that it becomes challenging with 27 jurisdictions with individual high priorities. As the scenarios are examined, some metrics do not move as much as some may desire.

Vice Chair Vivian Jones expressed her support for the All Together as well. She summarized an article she read which said the public engagement procedures currently utilized generate results from a higher income bracket so it would be beneficial to find different ways to obtain input across the board. She emphasized the importance of officials being involved, and referenced the high turnout of Town of Wake Forest participants.

A motion was made by Vice Chair Vivian Jones, seconded by Member Michael Grannis to approve the All Together scenario as the Preferred Alternative to use in the next phases of the MTP development. The motion passed by unanimous vote.

6.4 Wake Transit Art Funding Eligibility Policy

Bret Martin, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Attachment 1- TPAC-Recommended Art Funding Eligibility Policy](#)

Mr. Martin, MPO Staff reported on this item.

Mr. Martin stated that, at the direction of the Wake County Transit Planning Advisory Committee (TPAC), an Art & Culture Workgroup coordinated by the City of Raleigh was created to help inform the development of a policy for integrating art into projects supported by Wake Transit tax revenues. He said the purpose of the policy that was ultimately developed is to identify projects that are eligible to use Wake Transit funds for art, set funding parameters, guide Wake Transit project sponsors through the process of requesting art funding and reporting expenditures, and to provide program staff with the information necessary to implement the policy.

He explained that, in 2020, the TPAC initiated steps toward developing policies and procedures for integrating art into transit projects with Wake Transit funding. In January 2021 the Art + Culture Workgroup was formed and tasked with the development of a draft policy. In June and August of 2021, the TPAC considered a draft policy for recommendation to CAMPO and GoTriangle.

Mr. Martin provided slides with examples of art integration projects. He said the Workgroup process involved peer review of art policies and revealed:

- Art policies are common for transit systems*
- 1% funding percentage is typical, though there are ranges*
- Funding – percentage of CIP construction costs is most common*
- Scale of art varies, but all kinds are funded*

Mr. Martin shared the elements of the Eligibility Policy, which include project types have been selected because they are highly visible, public-facing facilities. He added eligible project types that have been previously funded are still eligible for art funding. He noted this is a highly debated section, due to the current financial situation, recent investment priority feedback from the public, and potential Title VI concerns. He explained eligible projects can be eligible to use Wake Transit funds for art elements, even if the project is funded by multiple local agencies. Mr. Martin stated that project sponsors are not required to take or use WT funds to incorporate art into their eligible projects and that Capital projects for which art is an eligible expense of Wake Transit tax revenues include Fixed Guideway Projects (BRT, CRT) and Transit Centers.

Mr. Martin provided further detail for the Art Funding Eligibility Policy. The overall maximum impact using the current Wake Transit CIP equals \$6.4 million over 10 years. He mentioned that art funds are dedicated to the selection, fabrication and installation of works of public art, and the amount of funding eligible to be used is determined by two factors: 1) Total construction cost of project, and 2) Funding sources contributed toward the construction budget. He noted the maximum amount of funding eligible for art is \$5 million per project, regardless of total construction cost, but if the calculated maximum amount is more than \$5 million, the project's maximum amount will be evaluated on a case-by-case basis through a Wake Transit Work Plan development cycle or Work Plan amendment request.

Mr. Martin announced that in Section 3 Funding Policy, there is an opportunity to enable project sponsors to bring an artist on board as a member of the design team. He cited the example of the Artist in Residence programs.

The Artist Retention Fee section states that:

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

Mr. Martin shared that the TPAC vote to recommend was not unanimous, with the Town of Apex voting membership voting in opposition. From the majority perspective, it was felt this was 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. From the minority perspective, 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. In the event that a TPAC vote is not unanimous for items that are subsequently forwarded to the CAMPO Executive Board and GoTriangle Board of Trustees, the adopted TPAC bylaws require both the majority and minority perspectives on the matter to be provided to both governing boards.

Mr. Martin concluded by providing Next Steps:

Wake Transit Art Funding Eligibility Policy Next Steps 2021

TCC Received as Information	Sept. 2
Executive Board Received as Information	Sept. 15
CAMPO Public Comment Period	Sept. 17-Oct. 19
TCC Considers Rec. to Executive Board	Oct. 7
TAC Holds Pub. Hearing/Considers Approval/Adoption	Oct. 20

Chair Hutchinson and Vice Chair Jones expressed their support for art integration and referenced some Wake County examples around the region that have been aesthetically enhanced. Member Michael Grannis stated he was in agreement with supporting the art integration funding as it has produced a very positive effect for a relatively small expenditure in the Town of Clayton.

The Wake Transit Art Funding Eligibility Policy item was received as information.

6.5 CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Move Forward List 7-22-2021 by division](#)

[CAMPO Projects and Programs Update Requested Actions
9 29 2021](#)

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

Ms. Vetter reminded all that this information was presented previously and provided a brief overview for Future Federal Transportation Funding, STIP/TIP Project Delays, SPOT 6.0 and LAPP.

1. Future Federal Transportation Funding

- No adopted bill designating federal funding for next year yet.
- 2 Versions: House passed own version of funding bill, Senate working on theirs (WH supported), VERY DIFFERENT- needs to match to pass to be signed by President.
- Unclear what will happen and when, but very possible that deal will not be reached by end of FFY2021 on September 30, 2021.

2. STIP/TIP Project Delays – Statewide Funding

- NCDOT working on updating cost estimates on projects in current STIP. Cost increases have gone up by over \$7 billion.
- STIP required to be fiscally constrained, will likely see another large TIP/STIP overhaul in response to updated costs.
- We will be working with NCDOT on this process over the next 12 months.

3. SPOT 6

- NCDOT Board of Transportation officially cancelled SPOT 6 due to limited funding availability for new projects.
- Expect to get quantitative scores back, but will not go through local input points process.
- What will happen to develop future TIP/STIP is currently unclear. CAMPO will provide updates as received.

4. LAPP

- Executive Board deadline 9/30/2021 for all LAPP projects to receive funding authorization.
- Current policy: Projects that do not meet deadline are required to request Board's approval to move forward, in order to keep LAPP funding once the project has all required deliverables to request funding authorization.
- Outstanding LAPP projects sent to individual Executive Board members by request.

Ms. Vetter presented a detailed chart with Current Unobligated Projects, which total \$55,806,220. She noted that projects denoted with C-XXXX have been on hold due to issues with CMAQ Unit, which is outside the control of sponsoring agencies. Total Less C-XXXX projects: \$48,469,930. She said the award letter for the CMAQ has finally been received so those projects will be revisited next month.

Member Jessica Day asked if any discussion has occurred about the possible extension

for the LAPP projects. Ms. Vetter responded that no discussion has happened yet. She explained that the current deadline was already an extension of a deadline put into place previously by the Executive Board.

Member John Byrne commented he did not see an issue with another extension. Ms. Vetter replied that there was an understanding that for the CMAQ projects that were delayed due to the CMAQ unit issues additional discussions will be anticipated.

Mr. Lukasina explained that this deadline means when the projects are ready, they will require Executive Board permission to move forward.

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

6.6

Launch of the Wake Transit Performance Tracker

Stephanie Plancich, CAMPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report - Wake Transit Tracker 9.15.21](#)
[Press Release Wake Transit Tracker Launch \(Draft\)](#)

Ms. Stephanie Plancich, MPO Staff reported on this item.

Ms. Plancich explained the Wake Transit Performance Tracker is a new online resource, for program and project information. She announced that the tracker launched for full community use this month and hoped that by viewing the video all would see the potential benefits to their respective organizations. The task to develop the Wake Transit Performance Tracker was assigned to the Capital Area MPO by the Wake County Transit Planning Advisory Committee (TPAC).

Due to technical difficulties, the six-minute video walk through of the tracker was not able to be shared with the Executive Board during the meeting. Ms. Plancich stated a Youtube link would be shared so members could view the information at their convenience.

Ms. Plancich and Mr. Lukasina encouraged all to view and share program information with their communities.

The Launch of the Wake Transit Performance Tracker item was received as information.

7. Informational Item: Budget

7.1

Requested Action: Receive as information.

Attachments: [FY 2021 Projected Budget Q4](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

7.2 Member Shares FY 2021
Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 2021 Projected Member Dues Q4](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

8. Informational Item: Project Updates

8.1 Executive Board September 2021 Project Updates

Requested Action: Receive as information.

Attachments: [ExecBrd-2021-09-15-Project-Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

8.2 Public Engagement Updates
Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [EB Public Engagement Updates September 2021](#)

The Public Engagement Updates were included in the agenda packet.

The Public Engagement Updates item was received as information.

9. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that:

-The Southeast Area study has been posted for response from the consultant community. It is hoped that this project will be up and running by the end of the calendar year.

-The US 401 Corridor Study public engagement has begun. A virtual public meeting was held on September 14, 2021. There is also an online survey that is open until September 29, 2021. All information for this project may be found at the www.US401corridorstudy.com website.

-The Joint MPO Boards meeting is still scheduled for Sept. 29, 2021, and a formal decision has been made that it will be held in a virtual format.

-The One Call for All which includes the UPWP Special Studies and LAPP projects closes on October 29, 2021.

Mr. Lukasina expressed his thanks to those who volunteered or were asked to participate in the Executive Board focus groups for the Strategic Plan Update. An email regarding retreats for both the TCC and Executive Board should be forthcoming, with the anticipated retreat dates in late October/early November. In-person versus virtual format has not yet been determined.

TCC Chair – no report.

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 – absent.

NCDOT Integrated Mobility Division – absent.

Executive Board Members – no members wished to add anything further.

Chair Hutchinson thanked everyone for their participation and adjourned the meeting.

The Staff Reports item was received as information.

10. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting</i>	<i>October 7, 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>October 20, 2021</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00 pm</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>November 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>November 17, 2021</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00 pm</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	