

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

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

Wednesday, January 20, 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 new board members to introduce themselves :

-Granville County Commissioner Russ May stated he was excited to contribute and learn more about CAMPO, and would do his best to be a productive member to promote growth and prosperity.

-Harnett County Commissioner Lewis Weatherspoon said he was excited to return to CAMPO to see what progress had made and would be in the future.

- Note: As (former) Member James Roberson was recently appointed to the NC House of Representatives by Governor Cooper and has therefore has resigned his seat as Mayor of Knightdale, alternate Councilor Ben McDonald will be representing Knightdale until further notice. He stated he was excited to be here tonight and hopefully will continue on the board.

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

Present: 22 - William Allen III, Mary-Ann Baldwin, Scott Brame, John Byrne, TJ Cawley, Susan Evans, Jacques Gilbert, Jimmy Gooch, Michael Grannis, Virginia Gray, Chair Sig Hutchinson, Vice Chair Vivian Jones, Terry Mahaffey, Ken Marshburn, Ben McDonald, Shaun McGrath, Russ May, Melvin Mitchell, Neena Nowell, Lewis Weatherspoon, Harold Weinbrecht, and Bob Matheny

Absent: 11 - Ronnie Currin, Grady Hunt, Valerie Jordan, Catherine Knudson, RS "Butch" Lawter, Matt Mulhollem, Perry Safran, Michael Schriver, Bob Smith, John Sullivan, and Art Wright

2. Adjustments to the Agenda

There was no adjustment to agenda.

3. Ethics Statement:

Vice Chair Vivian Jones read the 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." No members of the Executive Board identified issues with conflicts during this meeting.

The following information from the Ethics Commission for 2020 was then shared via presentation slide:

Executive Board members and alternates are required by law to file certain financial disclosures called the Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the State Ethics Commission.

These two forms are due within 60 days of appointment and then every year thereafter.

Failure to file may result in fines of up to \$500 annually for an Executive Board member.

As of 2019, the State Ethics Commission has a new electronic filing system:

MPO/RPO TAC Filers | Ethics Commission (nc.gov)

This information was included in the previous agenda distribution emailing. A handout was also provided with full information and instructions for completing the forms.

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 Chair Vivian Jones, seconded by Member John Byrne, to approve all items on the Consent Agenda. The motion carried by unanimous vote.

5.1 Executive Board November 2020 Draft Minutes

Requested Action: Approve the Executive Board November 2020 Minutes Draft.

Attachments: [Executive Board November 2020 Meeting Minutes Draft](#)

The Executive Board November 2020 Draft Minutes item was approved.

5.2 FY 21 Unified Planning Work Program - Amendment #2

Shelby Powell, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[FY 21 UPWP - Amendment #2](#)[RESOLUTION-OF-ADOPTION-Amendment#2-2021-UPWP](#)

The FY 21 Unified Planning Work Program - Amendment #2 Item was approved.

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

Shelby Powell, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[FY 22 UPWP & Self-Certification - Final Draft](#)[Resolution of Adoption - FY 22 UPWP](#)[RESOLUTION-CERTIFYING-PLANNING-PROCESS-FY22](#)

The Unified Planning Work Program (UPWP) and MPO Self-Certification - FY 22 Item was approved.

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

Bret Martin, MPO Staff

Requested Action: Consider approval of the FY 2021 Q2/Q3 Wake Transit Work Plan Amendment Requests and authorization for the Executive Director to sign the applicable project-level agreements.**Attachments:** [Staff Report](#)[Attachment 1- FY 21 Q2-Q3 Wake Transit Work Plan Amendment Package](#)

The FY 2021, Q2/Q3 Wake Transit Work Plan Amendments Item was approved.

End of Consent Agenda**6. Public Hearing**

6.1

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

Requested Action: Conduct a Public Hearing.

Attachments: [Staff Report](#)

[Recommended FFY22 LAPP Investment Program](#)

[LAPP Selection Panel Write-Up](#)

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

Chair Hutchinson opened Public Hearing and explained the parameters of this format.

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

Ms. Vetter stated that the annual call for projects for the Federal Fiscal Year 2022 Locally Administered Projects Program (LAPP) which opened August 2020 is completed, with 30 eligible projects submitted. She explained that this program is how CAMPO determines how to allocate federal funding that is given to the MPO.

Ms. Vetter expressed that every year the Executive Board establishes the Target Modal Investment Mix with anticipated percentages of funding for Roadway, Bike/Ped and Transit. This year the FFY 2022 Target mix was 65% Roadway, 27% Bike/Ped and 8% Transit, which assumes a \$25 million dollar amount for this Federal fiscal year. Ms. Vetter shared a chart which compared the Target vs. Recommended Modal Mix. She stated that information obtained today indicates that one of the projects selected will be returning the funds (approximately \$300,000) and is choosing to pursue local funding instead in order to expedite the process, so the numbers currently shown may change slightly. Ms. Vetter said that the current Target and Recommended Modal Mix numbers are very close: Recommended Modal Mix is Roadway: 64%, Bike/Ped 30% and Transit 6%.

Ms. Vetter provided a review of the Project Selection Process:

Staff seeks applicant clarification only to confirm eligibility and clarify project details

- Eligibility Concerns: Federal Aid Eligible, MTP Compliant, Shovel Ready, etc.*
- Administrative Concerns: Reasonable Schedule, Required Materials, etc.*

LAPP Selection Committee discusses evaluation philosophy, including:

- Serving as an external reasonable check.*
- Raising questions: Has the applicant covered their bases?*
- Recommending approaches to implementation to improve the outcomes.*

LAPP Selection Committee reviews eligible FFY 2022 LAPP project submissions

All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.

- If a project does not, Selection Committee determines if the project should be funded OR if the funds from that modal mix element should be reallocated to another modal mix element to fund higher-scoring projects.*

Ms. Vetter briefly reviewed Roadway Recommendations which are estimated at \$15,797,273. She said the top 9 projects were recommended, except the one that will be returning the funds, which is the Jones Sausage Road Phase I (North) project and will be

removed from the list.

Ms. Vetter stated that for the Bike/Ped submissions, it was recommended to fund the top 7 projects for a total of \$7,469,023, except for one project, which was a Town of Cary sidewalk project with a railroad component. The selection panel was concerned about the timeline and asked Town of Cary to consider either submitting a justification or said they could rescind the project and have their next project fully funded, which Town of Cary agreed was the best course of action.

Ms. Vetter shared that the Transit Modal Mix recommendations total \$1,525,700, with the top 4 projects to be fully funded. There was only one unfunded project which made up the entirety of the modal mix (\$2 million dollars) so the recommendation was to fund every project on the list but that one.

Ms. Vetter stated that the selection panel recommends further consideration of the following policies, which will be brought to the LAPP Steering Committee for discussion:

- Logical Termini*
- Conscious Development*
- Accessibility and Environmental Justice in Transit Scoring*
- Inclusion of Dedicated Access to Transit Funds in Wake County Transit Plan*
- Location Requirement in Transit Bundling Projects*

Ms. Vetter concluded by saying that a public comment period ran from January 7-14, 2021 and that a decision was anticipated at the February 17, 2021 meeting.

No members of the public wished to speak.

A public hearing was conducted for the Locally Administered Projects Program (LAPP) Investment Program item.

6.2 Locally Preferred Alternative for Downtown Cary Transit Center Bret Martin, MPO Staff

Requested Action: Conduct a public hearing.

Attachments: [Staff Report](#)

[Attachment 1 - Proposed Downtown Cary Multi-Modal Facility LPA](#)

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

Mr. Martin stated that the Town of Cary initiated a feasibility study for a new downtown transit center to serve as a major multi-modal hub in western Wake County that will provide access to and connections among local and regional bus services, bus rapid transit service, and commuter and inter-city passenger rail services. He said that The Town of Cary has worked for the last two years to identify sites that meet the requirements for such a facility and has brought a proposed locally preferred alternative (LPA) to the CAMPO Board for consideration.

Mr. Martin provided three maps, the first of which came from the Wake County Transit Plan where the original concept for a multi-modal transit center was first conceived. Mr. Martin expressed that under the frequent and reliable urban mobility big move, a facility in downtown Cary was envisioned to be a major transit station and would serve as the western terminus for the original western BRT corridor. A facility in downtown Cary was also envisioned to serve as a commuter rail station, as well as a transfer hub for several transit modes identified in the 2045 MTP. Mr. Martin stressed that this is a very important facility.

Mr. Martin presented an overhead satellite photo of the current facility serving the Town's transit system, the Cary Depot, and stated this site is severely limited in its ability to accommodate the growth of service provision envisioned in the Wake County Transit Plan. Mr. Martin provided further detail about the limitations of the current facility which include:

- Station for 5 Inter-City Passenger Trains
- Designed as Train Station, Not as a Multi-Modal Hub
- Currently Transfer Facility for:
 - 7 Local Bus Routes
 - 3 Regional Bus Routes
 - Severely Over-Capacity
- Facility Needed to Accommodate BRT, Commuter Rail, and Additional Bus Services

Mr. Martin explained that consideration of a locally preferred alternative (LPA) for a regionally significant multi-modal center involves three (3) characteristics of a proposed project: location/site, modes accommodated, and adequate capacity to support the future program requirements of the modes to be accommodated. He said in concert with these considerations, three (3) key requirements were identified for potential sites. The sites had to be adjacent to both the North Carolina Railroad (NCRR) and CSX rail lines (Amtrak intercity rail service is provided on both rail lines), have straight sections of rail track to allow for 800- to 1,000-foot passenger rail platforms, and the site had to be located in the Downtown Cary special planning area to provide centralized transit connections. He added that the site had to be large enough to accommodate the capacity needs of all future modes and associated services.

Mr. Martin provided a map for the alternatives that were evaluated and highlighted the area the Town of Cary ultimately chose for CAMPO Board consideration. The chosen recommended LPA would make use of the existing site where the train station is currently located but expand to the west across Harrison Avenue. Mr. Martin explained that the preferred site involves a number of separately owned parcels that total approximately eight (8) acres that have direct access to both rail lines and have adequate sections of straight track for passenger rail platforms. A 'test fit' was performed to validate that the required functions of the new multi-modal center can be accommodated at the referenced site.

Mr. Martin provided rationale and support for the LPA:

Purpose and Need for Project

- Adequately sized and positioned comprehensive multi-modal transportation facility
- Facilitate expanded transportation options and regional connections
- Enhance and enrich downtown development efforts

Analysis of Potential Alternatives

- Site/Location: Most suitable alternative that adequately accommodates all modes to be served
- Modes Accommodated: Site is located and positioned to serve all planned modes of travel
- Necessary Capacity: Site is appropriately sized to adequately serve all planned modes and necessary program requirements

He stated that concurrence from Cooperating Agencies including NCDOT, CAMPO, SHPO, NCRR and FRA is required.

Mr. Martin presented the LPA Consideration Schedule. He shared that on February 20, 2020, the Cary Town Council recommended the proposed site as the LPA for the downtown transit center. The LPA was proposed by the Town for concurrence by the Cooperating Agencies identified in the Downtown Cary Multi-Modal Transit Facility Concurrence Plan on December 17, 2020. He concluded by saying the LPA was posted for public review and comment on January 6th and will be available for comment through February 14th, and the Executive Board will hold a public hearing on the proposed LPA at its January 20th regular meeting and will consider action on the LPA at its February regular meeting.

No members of the public wished to speak. Chair Hutchinson closed Public Hearing.

A public hearing was conducted for the Locally Preferred Alternative for Downtown Cary Transit Center item.

End of Public Hearings

7. Regular Agenda

7.1

Election of Chair & Vice Chair for 2021

Chris Lukasina, MPO Executive Director

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

Attachments: [Staff Report](#)

CAMPO Executive Director Chris Lukasina reported on this item.

Mr. Lukasina announced that according to the Executive Board Bylaws, the positions of Chair and Vice Chair are to be elected during the first meeting of each calendar year. Current Chair Sig Hutchinson has served for one term. Current Vice Chair Vivian Jones has served for one term. He explained that either a nomination could be made for both positions, or could be nominated separately.

A nomination for both Executive Board Chair Hutchinson and Vice Chair Jones to continue serving in their current posts was made by Member Will Allen and seconded by Member Mary-Ann Baldwin.

Both Chair and Vice Chair thanked everyone for their reappointments and said it was an honor to serve.

A nomination for both Executive Board Chair Hutchinson and Vice Chair Jones to continue serving in their current posts was made by Member Will Allen and seconded by Member Mary-Ann Baldwin. The motion for both the Chair and Vice Chair nominations passed by unanimous vote.

7.2

DRAFT 2050 MTP Scenario Development

Chris Lukasina, MPO Executive Director

Requested Action: Receive as information and comment on alternatives analysis framework.

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

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

Mr. Lukasina provided a brief overview for new members. He stated this was the early but substantial part of the four year cycle of the 2050 MTP scenario development, with the anticipated goal of adopting it along with the impending Air Quality Conformity component by the end of this calendar year.

Mr. Lukasina introduced Mr. John Hodges-Copple, Triangle J. Council of Governments staff.

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

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

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

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

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

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

1. Build the Planning Tools
 - a. CommunityViz Growth Allocation (TJCOG)
 - b. Triangle Region Transportation Model (ITRE-NCSU)
2. Determine Vision, Goals, Objectives, Performance Measures, Targets
3. Establish the Scenario Framework
4. Create the Development & Mobility Investment Foundations for Each Scenario
5. Adopt Population and Job Guide Targets to 2050
6. Analyze a "Learning Scenario" based on Connect2045 and updated population and job data and forecasts

7. Conduct a "Deficiency and Needs" Analysis
8. Refine and Use Tools to Create Detailed Scenarios
9. Conduct Alternatives Analysis of Scenarios
10. Select a Preferred Scenario
11. Complete 2050 MTP Report
12. Adopt the 2050 MTP and Demonstrate Air Quality Conformity (late 2021/early 2022)

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

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

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

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

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

He stressed the importance of submitting feedback and questions and said that he and CAMPO staff would be happy to address them.

CAMPO Executive Director Chris Lukasina reiterated that an online survey tool would be available by next week for their response. He added that a lot of the work that goes into the MTP happens in the various special studies, including big areas such as the Southeast and Northeast studies and compared it to one large regional "quilt". He reminded all of the importance to keep an eye on the big picture and urged all to participate in the survey.

Member Allen posed a question in the chat: "I presume pre-existing mobility projects, such as those approved and ongoing in the Wake Transit Plan, would remain. In other words, when you ask about key mobility investments, you are not starting from a blank

sheet of paper.”

Mr. Hodges-Copple stated that with reference to key investments, there is a set of existing and committed projects, and scenarios will be carried through for those projects. He said if there are projects that are in the STIP for example, which are funded in the first ten years those would typically be included in most if not all scenarios; however, if a project has not secured all funding it may not be in all scenarios, as they do not want to presume something will happen if the final decisions are still pending.

Member Allen stated that he understood this but wanted reassurance that long term capital projects that would not have committed funding will be considered and monitored going forward, as the board and public have committed to these projects and should be in the plan.

Mr. Hodges-Copple stated that he felt confident big projects such as commuter rail would be included in the scenarios but that it will be up to the MPOs as for how it is reflected in the final plan. He added that fiscal constraint does play a part and suggested a future separate discussion for this.

Member Mary-Ann Baldwin commented that as voters approved projects such as BRT and commuter rail as part of the Wake Transit Plan, she expected that commitment to be honored.

Mr. Lukasina responded that to help alleviate concerns, CAMPO could look at the historical path to see how this has worked when the plan is updated every four years. He added that he could not see any development alternatives that would not include big projects such as the BRT and commuter rail investments already identified. He added the final decisions will be up to the board.

The Draft 2050 MTP Scenario Development Report was received as information and comment.

7.3

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

Requested Action: Receive as information.

Attachments: [Staff Report](#)

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

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

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

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

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

Service Improvements Implemented

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

Capital Projects Implemented

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

Transit Facilities

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

Procurements

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

Planning Projects Initiated

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

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

2020, overall revenue hours decreased, particularly in the 4th quarter, due to the impacts of COVID-19.

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

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

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

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

7.4

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

Requested Action: Receive as information.

Attachments: [Staff Report](#)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chair Hutchinson, and Members Will Allen III, Mary-Ann Baldwin and Ken Marshburn commended all of the speakers for the presentation and long term effort, and stressed the importance of a commuter rail for economic growth.

Retired NCRR staff member Scott Saylor asked about what he perceived as low public interest in economic development projects. Ms. Belien replied that, in actuality, there was quite a bit of interest and perhaps the data presented could have been explained from a different angle. Mr. Charles Lattuca stated that they plan to drill down through the data and explore this topic in focus groups.

Member Jay Heikes said this was just to initially gauge what people know about this project and its potential benefits. Member Mary-Ann Baldwin said that it might be a language issue, that using the key words of "job creation" versus economic development might be helpful.

The Greater Triangle Commuter Rail Phase II Study Program Update Report was received as information.

7.5

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

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

Attachments: [Staff Report](#)
[PE Move Forward List 3-3-2021 by county CAMPO Only](#)
[CAMPO COVID Relief Funding Recommendation](#)

CAMPO Projects and Programs Funding Update

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

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

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

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

Under the current situation:

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

The proposed policy moving forward is:

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

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

A roll call for each member individually to confirm yes or no vote for each action item was taken by CAMPO Deputy Director Shelby Powell.

A motion was made by Member Mary-Ann Baldwin, seconded by Member Bob

Matheny to 1) Approval of the Town of Apex additional funding request; 2) approval of first in, first out approach for the restart of LAPP project funding for the CAMPO Projects and Programs Update item. The motion passed by unanimous vote.

7.6

Safety Performance Measures and Targets FY21

Alex Rickard, MPO Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)
[Performance Measures & Targets FY 21](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard explained that CAMPO is required by federal law through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act to adopt 18 specific transportation performance measures. These measures are divided into four categories: Safety, Pavement/Bridge, System Performance, and Transit Assets.

Mr. Rickard said that the current options for MPO's are to either agree to planning and programming projects so that they contribute towards the accomplishment of the State DOT targets, or to develop their own quantifiable targets for their metropolitan planning area by a methodology consistent with federal reporting requirements. He added that CAMPO staff continues to recommend using the State goals and that NCDOT establishes and reports their targets in August. CAMPO must establish theirs by February.

Mr. Rickard stated that the Five (5) Performance Measure for Review are:

PM1 – Safety

1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

Mr. Rickard shared the following statistical data for PM1- NCDOT Safety Targets and said that this was included in the agenda packet.

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

Mr. Rickard concluded by saying the data was posted on our website for public review and comment period on January 15 and will run until February 14, 2021, and that a more detailed briefing would be provided during the Executive Board February 17, 2021.

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

7.7**Joint MPO Transportation Policy Principles**

Chris Lukasina, MPO Staff

Requested Action: Review the updated Joint Triangle Transportation Policy Principles.

Attachments: [Joint CAMPO-DCHC Transportation Policy Principles](#)

CAMPO Executive Director Chris Lukasina reported on this item.

Mr. Lukasina explained CAMPO staff has worked with DCHC MPO and TJCOG staff to incorporate feedback received from the Joint MPO Board into the Joint Triangle Transportation Policy Principles.

He added the Joint Triangle Transportation Policy Principles are jointly developed and adopted policy priorities for the Research Triangle Region and key to economic development opportunities, healthy and equitable communities, and a safer region for all travelers. Mr. Lukasina said that these updates were included as an attachment.

He concluded by expressing the policy principles will be brought back for presentation at the February CAMPO Executive Board meeting. Chair Hutchinson encouraged everyone to view these principles.

The Joint MPO Transportation Policy Principles Report received as information and for review.

8. Informational Item: Budget**8.1****Operating Budget - FY 2021**

Lisa Blackburn, MPO Staff

Requested Action: Receive as information.

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

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

8.2**Member Shares FY 2021**

Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

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

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

9. Informational Item: Project Updates

9.1 Executive Board January 2021 Project Updates

Requested Action: Receive as information.

Attachments: [TAC-2021-01-20-Project-Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

9.2 Public Engagement Updates

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

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

The Public Engagement Updates were included in the agenda packet.

The Public Engagement Updates item was received as information.

10. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that:

-Executive Board members and alternates are required by law to file certain financial disclosures called the Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the State Ethics Commission each year, and that the deadline was April 15, 2021. CAMPO staff member Bonnie Parker provided a link to the NC Ethics Commission site in the chat box.

-The next MPO 101 training session will be held on February 25, 2021. He encouraged all new members and elected officials to attend.

-Part time CAMPO staff member Eli Heetderks has left, and will start a new full time job at the EPA in RTP.

-There are several public comment periods open and can be viewed on our website: campo-nc.us.

-Several meetings are or will be scheduled with MPO's throughout the region from February through April.

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 – no report.

•NC Turnpike Authority - no report.

•NCDOT Integrated Mobility Division – no report.

Executive Board Members – Chair Hutchinson expressed his appreciation for all the CAMPO staff and their continued efforts. He said that Member TJ Cawley had posed the question of whether TCC members would be receiving the survey as well. He encouraged all to attend the MPO 101 training.

No other members wished to add any further comment. Chair Hutchinson adjourned the meeting.

The Staff Reports item was received as information.

11. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting</i>	<i>February 4, 2021</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TAC Meeting</i>	<i>February 17, 2021</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>March 4, 2021</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<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>	