

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

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

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Wednesday, April 21, 2021

4:00 PM

Conference Room

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## 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:** 19 - William Allen III, Mary-Ann Baldwin, Scott Brame, John Byrne, Ronnie Currin, Jessica Day, Jacques Gilbert, Jimmy Gooch, Michael Grannis, Virginia Gray, Vice Chair Vivian Jones, RS "Butch" Lawter, Ken Marshburn, Bob Matheny, Shaun McGrath, Russ May, Melvin Mitchell, Lewis Weatherspoon, and Harold Weinbrecht
- Absent:** 11 - Joe Geigle, Valerie Jordan, Catherine Knudson, Matt Mulhollem, Neena Nowell, Perry Safran, Michael Schriver, Dick Sears, 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. The deadline was April 15, 2021.*

*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:  
<https://ef.ncsbe.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 Member Vivian Jones, seconded by Member Will Allen to approve all items on the Consent Agenda. The motion carried by unanimous vote.**

#### **5.1 Executive Board March 2021 Meeting Minutes Draft**

**Requested Action:** Approve the Executive Board March 2021 Meeting Minutes Draft.

**Attachments:** [Exec Board 2021 March Meeting Minutes Draft](#)

**The Executive Board March 2021 item was approved.**

**5.2**

Amendment #4 to FY2020-2029 Transportation Improvement Program

Gretchen Vetter, MPO Staff

**Requested Action:** Approve Amendment #4 to the FY2020-2029 Transportation Improvement Program.

**Attachments:** [Staff Report](#)  
[TIP Amendment #4](#)

The TIP Amendment #4 item was approved.

**End of Consent Agenda****6. Regular Agenda**

**6.1 NCDOT Multimodal Connected Vehicle Pilot Project**

Keith Mims, NCDOT

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

*Mr. Keith M. Mims, NCDOT Staff reported on this item.*

*Mr. Mims stated that this project is a recipient of the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant.*

*He explained that CAV-Connected Vehicle technology allows vehicles to wirelessly communicate with each other and with the infrastructure around them. Mr. Mims emphasized the importance of connected Vehicle technology in terms of Safety, Mobility and the Environment.*

*Mr. Mims provided more background for the Grant Award. He said that the NCDOT MMCVP project was awarded a \$2.1 million grant under the 2019 ATCMTD program, and that out of 33 applications received, the MMCVP project was one of ten projects selected for an award. He added that FHWA's ATCMTD program funds early deployments of forward-looking technologies that can serve as national models.*

*Mr. Mims presented an overview of the MMCVP Project which include:*

- *32 intersections located within and around North Carolina State University*
- *Partner with Wolfline bus fleet to achieve transit priority*
- *Reduce idle time*
- *Increase reliability of arrival/departure times*
- *Promote usage*
- *Deploy applications for mobile devices to reach pedestrians and bicyclists*
- *Assist visually impaired pedestrians*
- *Improve pedestrian safety*
- *Applications for mobile devices ensures largest segment of users can realize benefits*

*He said this can optimize system performance to accommodate drivers, transit priority, preemption, and pedestrian movements, increase data collection and reporting and that the pilot can be used to evaluate the effectiveness of the technology and applications for potential future deployments throughout North Carolina.*

*Mr. Mims provided the Project Goals and Objectives:*

*Goal: Improve mobility within the pilot area for motorists*

- *Improve travel times*
- *Improve travel speeds*
- *Reduce travel delay*

*Goal: Improve mobility within the pilot area for transit*

- *Increase schedule adherence for transit buses*
- *Increase arrival on green*
- *Increase transit ridership rates*
- *Improve rider experience*
- *Improve transit vehicle operator experience*

*Goal: Improve safety for all users of the pilot area*

- *Reduce the number of crashes*
- *Reduce the crash severity in the study area*

- Reduce the number of red light violations
- Reduce the number of crashes involving cyclist and pedestrians
- Improve the road users safety impression of the pilot area
- Improve the experience of vision impaired pedestrians in the pilot area

Goal: Reduce environmental impacts in the pilot area

- Reduce transportation-related emissions
- Reduce idle times and therefore fuel use

Goal: Reduce costs/ Improve ROI

- Demonstrate the benefits outweigh the costs
- Provide cost savings to transportation agencies
- Reduce resources needed from first responders
- Reduce resources needed for data collection

Goal: Share institutional benefits

- Develop lessons learned and recommendations for future deployment strategies

Mr. Mims presented information for the project improvements and applications for signal and intersection improvements with multimodal applications. These include Signal Phase and Timing (SPaT), Transit Signal Priority (TSP), Intelligent Traffic Signal System (I-SIG), High-Resolution Data, DSRC/Cellular Hybrid Communications and Automated Traffic Signal Performance Measures (ATSPM) with multimodal applications of Pedestrian in Crosswalk Warning, Mobile Accessible Pedestrian Signal System, Red Light Violation Warning, Speed Threshold Warning, Work Zone Warning and Connected Eco-Driving.

Mr. Mims stated that the System Concept incorporated Multimodal Application on Smartphones, Roadside Units (DSRC/Cellular), Transit Signal Priority - Controllers and Software and Active Pedestrian Detection.

With regards to the Woffline Integration, he said this involves: Transit Signal Priority, 45 buses, 11 routes and 31 signalized intersections.

Mr. Mims provided a breakdown of the Evaluation process from the initial defining goals, evaluation questions and identifying performance measures all the way through to measuring performance, conducting benefit cost analysis, and reporting performance.

Mr. Mims provided a very detailed project schedule from 2020 through anticipated 2024. Details were included in the agenda packet.

Mr. Mims thanked everyone for their time. He concluded by providing his contact information:

Keith M. Mims, PE  
MMCV – Project Manager  
Signal Equipment Design Engineer  
NCDOT  
kmmims@ncdot.gov

Member Will Allen asked if this study will include other bus lines that are run by GoRaleigh and GoTriangle, and if not, has any consideration been given to inadvertent impacts to their schedules, while benefiting the Wolf Line. Mr. Mims responded that this was not part of the scope of this pilot, but something that could be included in future studies. Mr. Allen expressed interest in obtaining a copy of the presentation.

Member TJ Cawley asked if it was possible that cell phones could trigger pedestrian sensors when an individual was near the intersection. Mr. Mims said that currently the technology is not that pinpoint accurate.

The NCDOT Multimodal Connected Vehicle Pilot Project Report was received as information.

**6.2 Triangle Region ITS Strategic Deployment Plan**

Alex Rickard / MPO Staff

Jody Lewis / VHB

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

*Deputy Director Alex Rickard and Mr. Jody Lewis, NCDOT staff reported on this item.*

*The purpose of this presentation was to present an update of the Triangle region ITS deployment plan and reviewed the purpose, major components study objectives and the major findings. Mr. Rickard provided a brief background of the plan from its original creation in 2010. Many changes have occurred since then. This project lasted through 2019 and concluded in 2020 and is a joint project between CAMPO and DCHC.*

*He introduced VHB Engineering project manager Mr. Jody Lewis.*

*Mr. Lewis stated the team is comprised of the following entities: CAMPO, DCHS, VHB Engineering NC, P.C., Iteris and ICF.*

*Mr. Lewis expressed that the purpose of the plan is to provide a framework for the near-term, mid-term, and long-term (up to 10 years from present) deployment of ITS technologies to enhance efficiency and sustainability of the regional transportation system. He said geography includes the combined areas of the Durham-Chapel Hill-Carrboro MPO (DCHC MPO) and the Capital Area MPO (CAMPO).*

*Mr. Lewis reviewed the study objectives, which are to support Vision Zero, support reliability across an integrated transportation network, enhance network mobility, improve multimodal connectivity and equitable access, improve, monitor, and manage assets and support economic vitality.*

*He said that major study efforts include updating the regional ITS architecture, assessing current ITS deployment and identifying gaps between current conditions and goals, assessing current state of the practice and emerging technologies and identifying deployment recommendations.*

*Mr. Lewis presented an architecture update which is a web-based document. He said the architecture was updated to the latest version USDOT's Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT), is a Web-based document that can be hosted locally and includes all of the backbone requirements for developing the deployment plan. He stated it is currently hosted by Iteris (<https://local.iteris.com/ncarch/index.htm>) and will be hosted by Triangle J Council of Governments (TJCOG).*

*Mr. Lewis expressed that the scope includes the geographic scope, time-frame, and services included in the architecture. The planning section links the Objectives for the region from the ITS Plan update to the services in the architecture. He said the Stakeholders section lists the agencies and private sector organizations that play a role in the implementation, management, or operation of ITS systems and contributing systems in the region, and the inventory section lists the things – the systems and devices that make up ITS in the region as well as non-ITS systems that have data needed by the ITS systems or that take data from ITS.*

Mr. Lewis addressed the current deployment and gaps. He stated that the 2010 ITS Deployment Plan was utilized, which identified what was planned vs what has been implemented. Also considered was feedback from stakeholders in the region: transit operators, municipal/MPO staff and NCDOT staff, along with large stakeholder group meetings and small group stakeholder interviews.

Mr. Lewis presented information for stakeholder engagement, which included:

- Three large stakeholder group meetings/workshops  
All municipalities, transit operators, emergency services, NC Toll Authority, NCDOT, and both DCHC and CAMPO staff were invited attendees
- Ten Small group interviews included  
Town of Cary, Town of Morrisville, and Town of Apex  
City Durham  
City Chapel Hill and Town of Carrboro  
City Raleigh, Town of Garner, and Town of Wake Forest  
NCDOT Central Office  
NCDOT Divisions 4, 5, and 6  
NC Turnpike Authority  
GoTriangle

Mr. Lewis presented examples of current deployments. He provided maps and the links: <https://drivenc.gov/> and <https://triangle.transloc.com>

Mr. Lewis shared that current deployments include traffic management centers, dynamic message signs, traffic signal systems connected via communication systems, wide area fiberoptic cable communication networks with supplemental wireless, bicycle detection and lead-pedestrian-interval (LPI) signal phasing, emergency vehicle pre-emption, wrong-way driving detection on I-540 ramps, CCTV cameras, Signal Phase and Timing (SPaT) challenge deployments for connected vehicles, integrated corridor management for large scale roadway construction projects and Waze and Google Maps navigation platforms.

Mr. Lewis reviewed the state of the practice and emerging technologies which include literature research, utilized feedback from stakeholders in the region, transit operators, Municipal/MPO staff and NCDOT staff, and large stakeholder group meetings and small group stakeholder interviews.

He provided examples of things to come to the region such as autonomous and connected vehicle technologies, transit vehicle preemption, and continued operation and deployment of past successes.

Mr. Lewis provided a list of major deployment play recommendations. He stated that 42 action items were identified which include:

- Build and inventory a regional fiber optic cable network
- Establish a regionally compatible asset management system
- Continue constructing coordinated traffic signal systems
- Establish software and hardware platforms to support connected and automated vehicles seamlessly across the region
- Continue developing municipal agreements to consolidate municipal traffic signal systems
- Continue deployments to support transit – transit signal priority/bus rapid transit, unified farebox systems, and improved AVL systems



- *Establish a regional task force/working group intent on ITS deployment*

*Mr. Lewis said that actions to date include the Regional Traffic Signal System Integration and the establishment of a regional task force/working group intent on ITS deployment. He explained the Western Wake Traffic Signal System Integration Study will define the implementation steps necessary for the successful integration of all traffic signals within the jurisdiction of the Town of Morrisville into the CaryATMS, and further define future implementation steps and additional work needed for the potential integration of all traffic signals within the jurisdictions of Apex, Holly Springs and Fuquay-Varina into the Cary ATMS, including examination of potential need for additional traffic management centers. Mr. Lewis said for the regional task force/working group intent on ITS deployment, two out of three tiers of working groups have been established through the Western Wake study. The highest level (management level) is yet to be fully established.*

*Member Will Allen expressed interest in obtaining this presentation as well. Mr. Rickard posted a link in the chat for access to both the general CAMPO website for the full presentation and the specific link to the ITS information.*

*Member TJ Cawley expressed his hope that this continues to be an open architect system.*

*Mr. Rickard commented that there is a need to see this as one big region, not just CAMPO.*

*Chair Hutchinson said that they have a fiber map that they could share upon request.*

**The Triangle Region ITS Strategic Deployment Plan Report was received as information.**

**6.3 Wake County Transit Plan Update - Consideration of Adoption**

Bret Martin, MPO Staff

**Requested Action:** Adopt the Wake County Transit Plan Update.

**Attachments:** [Staff Report](#)

[Attachment A - Wake Transit Plan Update Comment Period](#)

[Engagement 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 and provided a brief background on the plan.*

*Mr. Martin provided a schedule of next steps to finalize the Wake Transit Plan Update, which included dates for the prior comment period and for consideration of adoption by the Executive Board and GoTriangle this month. Adoption of the plan is expected this month by both boards.*

*Mr. Martin shared Engagement Analytics from February 19 to March 31, 2021. These included:*

- *Public Comments: 572 views, 68 participants and 65 comments.*
- *Public Hearing: 93 participants (includes board members and member staff) and 5 public comments.*
- *Social Media 20 Tweets re: comment period, 13,868 impressions and 233 engagements. There were 5 Tweets re: public hearing, 7,947 impressions and 95 engagements.*
- *Facebook posts re: comment period- 5 received with 3,044 reached and 42 engagements.*
- *Facebook posts re: public hearing – 2 received with 265 reached and 10 engagements.*
- *Geo-Targeting included 12 campaigns with 20,746 impressions.*
- *Website (GoForwardNC.org/wakeinput) had 1,250 unique views with 3:09 average time on the page.*
- *Local newsletters included Downtown Raleigh Alliance with 15,000 subscribers, RALtoday with 41,000 subscribers and Raleigh Convergence with 2,000 subscribers.*

*Mr. Martin stated that there was good partner coordination for the engagement effort with the TPAC, and different engagement strategies were implemented for each, including:*

- *CAMPO: social media*
- *City of Raleigh: Weekly newsletter, commute Smart Monthly Newsletter, social media*
- *Town of Apex: Email, social media*

- *Town of Holly Springs: social media*
- *Town of Wendell: Focus Group, Monthly newsletter, social media*
- *Town of Wake Forest: 500 flyers, face masks*
- *Town of Zebulon: Department webpage update, social media*

*Mr. Martin expressed that Community Partnerships were also incorporated, with various engagement strategies utilized. These included: Outreach planning & recruitment "All on the Bus" Bilingual Virtual Training Session w/ GoCary; flyers, swag bags, email, social media, a virtual student session for 3 Wake County high schools; emails to congregations and colleagues and the distribution of hand sanitizers. Community Partnerships were 25 Wake Community Organizations, 44 Wake County Minority Churches, Wake County municipal partners, Dorcas Ministries, Habitat for Humanity of Wake County, League of Wake Women Voters, NC Society of Hispanic Professionals, Oak City Baptist Church, Wake Tech Community College, Eastern Wake Education Center and Western Wake Crisis Ministry.*

*Mr. Martin presented an Engagement Activities Map which showcased the broad outreach efforts throughout Wake County.*

*He reviewed the Comment Themes based on input received for desired transit improvements, although stressed there really was no one single prevalent issue:*

*Capital Improvements:*

- *Sidewalks- 3*
- *Bus stops and amenities- 2*
- *Park-and-rides- 1*
- *Transfer points- 4*
- *Bus Rapid Transit- 4*
- *Commuter Rail- 19*

*Operating Projects:*

- *Travel time – 5*
- *Service expansion – 11*

*Fares:*

- *Implement free fare weekend pilot program -17*
- *Set aside \$1 million for implementation -6*

**A motion was made by Member John Byrne, seconded by Member Mary-Ann Baldwin to adopt the Wake County Transit Plan Update. The motion passed by unanimous vote.**

#### 6.4 Member Designated Project Funding (Earmark Funding) Support Policy Discussion

Gretchen Vetter, CAMPO Staff

**Requested Action:** Approve recommended Member Designated Project Funding Support Policy.

**Attachments:** [Staff Report](#)

[CAMPO Member Designated Projects Write-Up](#)

[Draft Congressional Delegation Member Designated Projects Letter](#)

[Member Project Designation Instruction Booklet](#)

*Ms. Gretchen Vetter reported on this item.*

*Ms. Vetter provided background for this designation:*

- Federal transportation funding designated in large, multi-year legislations (FAST Act, MAP-21, TEA-21) “Authorizations/ Reauthorizations”.
- Current Authorization Bill, FAST Act, will expire at end of FFY2021 in September.
- Congress is preparing next authorization bill. Goal is to be ready by FFY2022, but if not adopted, FAST Act likely to be extended.
- Both House and Senate are preparing separate bills, once approved they are reconciled for differences and ultimately sent to President for signature.

*Ms. Vetter explained what Member Designated Projects are and why there is a need for discussion. She said the House Committee on Transportation and Infrastructure announced they are including “Member Designated Projects” in their version of the bill. This means House members will be able to include funding for specific projects in their Districts in the legislation (action previously referred to as earmark funding, has not been included in legislation in past 10 years). Ms. Vetter stated that House members have sent out solicitations for projects to local governments, MPOs, and DOTs for consideration. Letters of support from MPO or DOT are requested as part of submittal. Shovel-Readiness or ability to implement quickly has been feature of House Proposal. She said the Senate has not discussed including member designated projects in their version of bill or if it would support these inclusions.*

*Ms. Vetter cautioned that currently it is unknown how Member Designated Projects are funded as the House bill not introduced yet.*

*Ms. Vetter expressed that two options exist.*

1. Use “existing money”: The project is funded through State’s existing allocation. (ex: project funding will come from State’s STBG apportionment). Zero sum scenario.
  2. Use “new money”: Congress designates new funding to pay for projects beyond what comes to State in apportionments. The overall transportation pot gets larger. Similar to BUILD or TIGER Grant.
- She added that historically, earmark projects have been funded with “existing money”.*

*Ms. Vetter presented information for the implications from Statewide Transportation Investments (STI) Law. She said that the STI Law is the State Law that dictates how NCDOT allocates transportation funding (establishes SPOT process). This law says all federal aid funds are subject to the SPOT Process. Ms. Vetter said there are exceptions for discretionary grants and that projects that are not “committed” in SPOT cannot be funded before “committed” projects. She said if Member Designated Projects are funded*

with “existing money”, STI Law prohibits NCDOT from awarding funding unless the project is “committed”.

Ms. Vetter reviewed the current eligible “Existing Money” projects within STI Law requirements, which include:

- Existing LAPP Projects
- “Committed” SPOT Projects- emphasis on shovel-readiness means earlier projects may be in better place to take advantage of designation (FY22&23 projects below).

U-5748	B-5684
U-5302	AV-5700
U-5747	EB-5718
U-5750	EB-5838
U-6022	EB-5814
U-6023	EB-5894
U-6026	EB-5895
B-5684	P-5720
P-5715	P-5707

Ms. Vetter presented the key takeaways and topics for discussion. She reiterated that this is a developing situation, with limited information available currently, and that local jurisdictions submitting Member Designated Project applications have/will request letters of support from MPO. She stated that since this process has not been used in 10 years, there is no existing policy to reference.

She explained that if projects are funded with “existing money” this means there is narrow eligibility (must score in STI) and would have negative impact on committed/close to be committed projects. If projects are funded with “new money”, applications will be similar to discretionary grant applications, and not impacting regional allocations.

Ms. Vetter shared that during their April 4 meeting, several TCC members had expressed concern about the lack of information and uncertainty with the application deadline, although did not want to miss an opportunity for projects funded with “new money”. They acknowledged there is still opportunity to provide feedback on how projects are funded. After much discussion the requested action was approved with the following conditions:

*Recommend Member Project Designation Support Policy to the Executive Board:*

*Draft Earmarks Policy for MPO Actions such as Endorsement or Letters of Support*

1) Recognize/acknowledge NCDOT will require STI compliance. Contingent upon current information, CAMPO will endorse/support local government to move forward in their project funding requests contingent upon new monies.

2) MPO letter to congressional delegation suggesting new monies so that existing projects already underway don’t get negatively impacted by earmarks. MPO will connect with NCAMPO for similar letter.

Ms. Vetter opened the floor the Executive Board for discussion and action consideration.

Member John Byrne expressed support of the letter; however, said he thought it best to keep the current policy until more information is received from Congress.

A slate vote was taken for all action items.

**A motion was made by Member John Byrne, seconded by Member Mary-Ann Baldwin to approve the recommended Member Designated Project Funding**

Support Policy. The motion passed by unanimous vote.

## 6.5

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

**Requested Action:** Approve recommended COVID-19 Funding Relief Approach.

**Attachments:** [Staff Report](#)

[PE Move Forward List 3-3-2021 by county CAMPO Only](#)

[CAMPO COVID Relief Funding Recommendation](#)

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

*Ms. Vetter reiterated that the current funding forecast is optimistic. She reiterated that NCDOT was still above the cash floor, so LAPP projects continue to move forward. With regards to SPOT, Ms. Vetter expressed that a new move forward list has been released, which was included in agenda packet.*

*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.*

*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.*

*Ms. Vetter briefly reviewed the overprogramming rationale and analysis which is used to protect funds from Federal rescission, and provided FY2021 funding snapshots for FFY2021 without COVID funding relief (\$46,123,820), FY2021 with the COVID relief (\$40,165,082) and FFY2022 projected funding which includes swap return, in addition to FFY22 projects, and anticipated DA and CMAQ allocation (\$31,642,296). She added that CAMPO staff is currently reviewing LAPP account balances and project schedules to determine the best recommendation for use.*

*Ms. Vetter stated that the CAMPO staff recommendation is: Do not program new projects with \$5.9m funding. Use funds to replenish LAPP balances.*

*Unique Circumstances:*

*1) The higher than usual number of projects that are anticipated to come through for funding authorization in the next year due to the unanimous pause and restart policy enacted by NCDOT.*

*2) The fund swap with NCDOT in October of 2020, which obligated \$10m of balance that will not be returned until next FFY.*

*3) The future of DA funding largely unknown past FFY2021 since current funding bill due to expire.*

*Ms. Vetter stated that the staff recommendation is: Do not program new projects with \$5.9m funding. Use funds to replenish LAPP balances.*

**A motion was made by Member Will Allen, seconded by Member TJ Cawley to approve the recommended COVID-19 Funding Relief Approach. The motion passed by unanimous vote.**

**6.6 2050 Metropolitan Transportation Plan (MTP/CTP) Update**

Chris Lukasina, CAMPO Staff

**Requested Action:** Receive as information.

**Attachments:** [Staff Report](#)  
[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 information on the MTP Update which is a baseline scenario for the future that is used to help analyze the various scenarios. 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 stated that the Deficiency and Needs Analysis portion is being finalized and work is underway for Analysis and Evaluation.*

*Mr. Lukasina presented an updated Connect 2050 Scenario Framework chart which includes options for consideration in terms of mobility investment and development foundations. Mr. Lukasina drew attention to the Plans and Trends Scenario section which includes adopted community plans and trends, but does not assume additional funding.*

*Mr. Lukasina reminded all that there will be an online map to explore for the different data sets which should be available this week. The following information was shared via screen:*

*Plans & Trends Scenario*

- Based on local land use plans*
- Includes current TIP funded projects*
- Transportation improvements in current transportation plans & current transportation programming framework*

*Mr. Lukasina shared that the Trends Scenario include:*

*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*
- Continuation of WTP frequent bus network*
- Community Funding Areas*

*He noted that the commuter rail in the S-line corridor was not currently included, but will be in a future trend scenario.*

*Mr. Lukasina reminded everyone that this information was shared during previous meetings. He presented preliminary deficiency analysis maps that have been slightly updated, showing data which illustrates 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 the trend scenario map 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 showed the travel time for both Downtown Raleigh and RDU in the future, with anticipated travel times to major jurisdictions and areas, and showcased the preliminary trends scenario and travel time projections.

He reiterated that the trends scenario information should be available on the CAMPO website very soon, and provided the link: <https://www.campo-nc.us/mapsdata>. He reminded all that the Deficiency and Needs Analysis has been refined is also available for viewing.

Mr. Lukasina said that things to think about while viewing this information are:

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

Mr. Lukasina shared anticipated milestone dates/Next Steps for the project which are still on track, 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	Fall 2021
Public Hearing	Fall 2021
Adopt 2045 Plan	Fall 2021

The 2050 Metropolitan Transportation Plan (MTP/CTP) Update Report was received as information.

## **7. Informational Item: Budget**

### **7.1**

**Requested Action:** Receive as information.

**Attachments:** [FY 2021 Projected Budget Q3](#)

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 Q3](#)

*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 March 2021 Project Updates**

**Requested Action:** Receive as information.

**Attachments:** [Project Updates - April 2021](#)

*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:** [Exec Board Public Engagement Updates Apr 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 Wake Transit staff has been working on a Performance Tracker, which will be an online resource for board members, partners, and the public. The testing tool for this will be in May. Board members may volunteer to be the 'guinea pigs' and feedback will be expected and appreciated. For questions or comments, please contact CAMPO Wake Transit staff Ms. Stephanie Plancich.*

*TCC Chair – no report*

*NCDOT Transportation Planning Division – no report*

*NCDOT Division 4 -no report*

*NCDOT Division 5 - Mr. Joey Hopkins announced that he has taken a new position as the NCDOT Deputy Chief of Planning but will remain in Raleigh. He said he looks forward to taking all the lessons learned from his past position and instilling them into his new one. He stated his expression for everyone, and introduced his replacement, Mr. Brandon Jones.*

*Chair Sig Hutchinson expressed his deep appreciation and admiration for Mr. Hopkins' past job performance, and many other Executive Board members echoed those sentiments.*

*Mr. Jones introduced himself again, thanked Mr. Hopkins and provided a little personal background experience information. He stated that NCDOT's litter pick efforts have made great strides, and that the litter sweep program is this week.*

*NCDOT Division 6 - Mr. Darius Sturdivant stated that the right of way move forward list was released on Monday, which includes the R-5705 project. He shared that Mr. Greg Burns has been promoted to the Eastern Deputy Chief Engineer and that his replacement is Mr. Drew Cox.*

*NCDOT Rail Division - absent*

*NC Turnpike Authority no report*

*NCDOT Integrated Mobility Division -absent*

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

*Chair Hutchinson thanked everyone for their participation.*

**The Staff Reports item was received as information.**

**10. Adjournment**

## Upcoming Meetings/Events

*Capital Area MPO TAC Meeting*                      *May 6, 2021*  
*One Bank of America Plaza*                      *4:00 - 6:00*  
*421 Fayetteville Street, Suite 203*  
*Raleigh, NC 27601*

*Capital Area MPO TCC Meeting*                      *May 19, 2021*  
*One Bank of America Plaza*                      *10:00 - noon*  
*421 Fayetteville Street, Suite 203*  
*Raleigh, NC 27601*

*Capital Area MPO TAC Meeting*                      *June 3, 2021*  
*One Bank of America Plaza*                      *4:00 - 6:00*  
*421 Fayetteville Street, Suite 203*  
*Raleigh, NC 27601*

*Capital Area MPO TCC Meeting*                      *June 16, 2021*  
*One Bank of America Plaza*                      *10:00 - noon*  
*421 Fayetteville Street, Suite 203*  
*Raleigh, NC 27601*