

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final

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

Technical Coordinating Committee

Thursday, May 6, 2021

10:00 AM

Conference Room

1. Welcome and Introductions

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

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

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

Present: 32 - Caleb Allred, Chair Juliet Andes, Sandi Bailey, Paul Black, Jason Brown, Dylan Bruchhaus, Fontaine Burrell, Michael Clark, Shannon Cox, Luana Deans, Bob Deaton, Darcy Downs, Michael Frangos, Phil Geary, Joe Geigle, Jay Heikes, Chris Hills, John Hodges-Copple, Dennis Jernigan, Justin Jorgensen, David Keilson, Eric Lamb, Gaby Lawlor, Jason Myers, Akul Nishawala, Pamela Perry, Patrick Pierce, Matt Poling, Julie Spriggs, Morgan Simmons, Darius Sturdivant, and Emmily Tiampati

Absent: 16 - Joshua Baird, Gregory Bethea, Kelly Blazey, Ken Bowers, Bo Carlson, Sean Johnson, Paul Kallam, Catherine Knudson, Michael Landguth, Hannah Lundy, Julie Maybee, Neil Perry, Jay Sikes, Scott Hammerbacher, Braston Newton, and Phil Cordeiro

2. Adjustments to the Agenda

There was no adjustment to agenda.

3. Public Comments

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

4. Minutes

4.1 TCC April 2021 Meeting Minutes Draft

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

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

A motion was made by Vice Chair Eric Lamb, seconded by Alternate Morgan Simmons that the minutes from the April 2021 TCC meeting be approved. The motion carried by unanimous vote.

5. Regular Business

5.1**Complete 540 - Update**

Dennis Jernigan, North Carolina Turnpike Authority

Requested Action: Receive as Information

Attachments: [Staff Report](#)

Mr. Dennis Jernigan, North Carolina Turnpike Authority reported on this item.

Background: The proposed Complete 540 project would extend the Triangle Expressway from the N.C. 55 Bypass in Apex to U.S. 64/U.S. 264 (I-87) in Knightdale, completing the 540 Outer Loop around the greater Raleigh area. Transportation, social and economic demands and mobility considerations are the basis for additional transportation infrastructure in southeastern Wake County. At this time, construction on both Projects R-2721 (N.C. 55 Bypass to U.S. 401) and R-2828 (U.S. 401 to I-40) are moving forward.

Mr. Jernigan provided two maps with Phase I and II information, and drew attention to the interchanges. He provided statistical data for DBT design submittals, ROW access status, bridge construction and culvert construction. He explained that since the charts were created, even more progress has been made to date. Mr. Jernigan presented several pictures to illustrate ongoing work.

Mr. Jernigan presented the Complete 540 interactive map which was designed to be creative, connected and convenient which showcases various construction activities.

Mr. Jernigan explained that many avenues had been used to promote Community Outreach efforts, which included partners with residents/HOAs, municipalities, businesses, emergency services and federal agencies, as well as virtual meetings, informing residents and a resident inquiries hotline.

Mr. Jernigan highlighted an interview given by Turnpike Authority's Chief Engineer Roger Rochelle which prompted a magazine article. Due to that recognition, the project became the cover of the Road and Bridges magazine.

Mr. Jernigan said that currently, portions of 540 are:

- *Open to traffic -42 miles, 1-540 & NC 540 (Knightdale to Holly Springs)*
- *Under construction – 18 miles Southern Wake Expressway (Phase I – NC 55 to I-40/US 70 Interchange)*
- *Missing link -11 miles Eastern Wake Expressway (Phase II – I-40/US 70 Interchange to US 64/I-87)*

Mr. Jernigan concluded by providing contact information:

*Ncdot.gov/complete540
Complete540@ncdot.gov
1-800-554-7849
Twitter @NCTurnpike
@NC_QuickPass*

The Complete 540 – Update Report was received as information.

5.2**Triangle Region ITS Strategic Deployment Plan**

Alex Rickard / MPO Staff

Requested Action: Recommend Executive Board endorse the recommendations for consideration in the development of the 2050 MTP.

Attachments: [Staff Report](#)

CAMPO Deputy Director Alex Rickard reported on this item.

Mr. Rickard reminded all this information was presented previously and shared a screen shot from CAMPO's website, which showed where the ITS information can be found. He stated that The Triangle Region ITS Strategic Deployment Plan update has been posted to the MPO's website for review.

A motion was made by Member John Hodges-Copple, seconded by Alternate Paul Black to recommend endorsement of the recommendations for consideration in the development of the 2050 MTP to the Executive Board. The motion passed by unanimous vote.

5.3 FY 2021, 4th Quarter Wake Transit Work Plan Amendment Requests

Bret Martin, MPO Staff

Requested Action: Approve the FY 2021, 4th Quarter Wake Transit Work Plan Amendment Requests, with the noted exception to the amendment request for project TC005-A1, and authorize the Executive Director to sign the applicable project-level agreements to which CAMPO is a party.

Attachments: [Staff Report](#)
[Attachment 1 - FY 21 Q4 Wake Transit Work Plan Amendment Requests Package](#)

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

Mr. Martin stated that a total of eight (8) amendments to the fiscal year FY 2021 or a prior year Wake Transit Work Plan have been requested by various project sponsors. He provided a summary of the requests which include:

- *Add Saturday Service to Wake Forest Reverse Circulator (+~\$19K)*
- *Increase Off-Peak Frequency on GoCary Weston Parkway Route (cost neutral with other Town of Cary amendments)*
- *Rearrange Scopes and Budgets for 3 Other GoCary Bus Operations Projects to Better Reflect ADA and Vehicle Leasing Costs (cost neutral with other Town of Cary amendment)*
- *Remove Funding Allocation for Local Match to Acquire Alternative Fuel Vehicles (-\$1.2M)*
- *Expand Scope of Funding Allocation for Northern BRT Further Alternatives Analysis, Project Development, and Final Design to Include Larger Study Area (expand to Triangle Town Center and North Hills area)*
- *Expand Scope of New Bern BRT Construction Allocation to Include Design and Integration of Art (+\$500K)*

Mr. Martin disclosed that the amendment requests were released for public comment between March 19, 2021, and April 18, 2021, and that no public comments were received in response to the amendment requests. He said the TPAC recommended approval of the requests at its April 21st regular meeting with a finding that the changes in scope of work for the projects requested to be modified are appropriate for the continued implementation of the Wake County Transit Plan and that funding the requests does not involve an unwarranted use of funds, with one exception. For the amendment request to include design and integration of art elements into the construction of the New Bern Avenue Bus Rapid Transit (BRT) facility (project TC005-A1) and to add commensurate funding, the TPAC made the following recommendation:

- *Up to \$250,000 of the requested \$500,000 should be made available to the project immediately upon approval by the CAMPO Executive Board and GoTriangle Board of Trustees of the amendment request;*
- *That the full amount requested for the design and integration of art be made available (\$500,000) to the project if and when an art funding eligibility policy currently under development is adopted by the CAMPO Executive Board and GoTriangle Board of Trustees if the policy ultimately allows for the requested amount of \$500,000 to be funded under the policy; and*
- *If the adopted art funding eligibility policy's allowable amount for the subject project is more restrictive than the \$500,000 request, the amount made available to the project should be the greater of \$250,000 or the maximum permissible amount allowable*

for the subject project under the adopted policy, up to \$500,000.

A motion was made by Alternate Morgan Simmons, seconded by Member Jason Myers to recommend approval to the Executive Board of the FY 2021, 4th Quarter Wake Transit Work Plan Amendment Requests, with the noted exception to the amendment request for project TC005-A1, and authorization for the Executive Director to sign the applicable project-level agreements to which CAMPO is a party. The motion passed by unanimous vote.

5.4 2020 Public Transportation Agency Safety Plan Performance Measure Targets

Crystal Odum, MPO Staff

Requested Action: Recommend the Executive Board adopt the initial transit performance targets outlined in Attachment A and sign the resolution.

Attachments: [Staff Report](#)

[2020 Initial Public Transportation Agency Safety Performance Targets](#)

[RESOLUTION PTASP CAMPO Adoption of Initial Targets 20210516](#)

Ms. Crystal Odum, MPO Staff reported on this item.

Ms. Odum reviewed that on July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under the FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). She reminded all that the rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). Agencies were originally required to have a certified Agency Safety Plan that met statutory requirements no later than July 20, 2020.

Ms. Odum expressed that in recognition of the extraordinary operational challenges that the COVID-19 public health emergency presents for transit agencies, FTA has twice published Notices of Enforcement Discretion on April 22, 2020 and December 11, 2020 delaying enforcement of the final rule. Transit providers subject to the PTASP final rule are now required to have their certified agency safety plans in place by July 20, 2021 rather than July 20, 2020 or December 31, 2020, which includes safety performance targets, and sharing targets with their MPO and State. Regional transit agencies GoTriangle, GoRaleigh/City of Raleigh, GoCary/Town of Cary and GoWakeAccess/Wake County have each prepared Safety Plans and drafted performance targets in advance of the second enforcement extension. (July 20, 2021)

Ms. Odum explained that per 23 C.F.R. § 450.306, the MPO is required to set regional performance targets for each performance measure no more than 180 days after the transit agency establishes their performance targets (originally required by January 20, 2021 extended to July 20, 2021). As such CAMPO staff met with transit providers and DCHC MPO on December 9, 2020 and including the State (NC DOT IMD staff again on April 15, 2021, discussed their individual agency safety plans and initial performance measures and targets. She added that after the regulations and consultation with the FTA, FHWA, NC DOT IMD and the partner agencies, CAMPO staff developed the initial safety target measures for the region based on their input.

Ms. Odum clarified that CAMPO staff suggests to TCC to recommend the Executive Board adopt the initial safety transit agency performance targets, per Attachment A, as the basis for continued partner discussions and collaboration. As federally required, staff will present updated, collaborative safety measures and targets for inclusion into the Metropolitan Transportation Plan (MTP)/TIP after July 2021 for recommended adoption.

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 Alternate Morgan Simmons, seconded by Member Akul Nishawala to recommend adoption of the initial transit performance targets outlined in Attachment A and sign the resolution to the Executive Board. The motion passed by unanimous vote.

5.5 Mobility Coordination Committee Update

Crystal Odum, MPO Staff

Requested Action: Receive as information**Attachments:** [Staff Report](#)[ATT A May 2021 Executive Summary MCC Update](#)

Ms. Crystal Odum, MPO Staff reported on this item.

Ms. Odum reviewed the elements of what the Mobility Coordination Committee encompasses:

- *Key recommendation of the 2018 Updated Raleigh Urbanized Area/Wake County Locally Coordinated Human Services Transportation plan which sets regional priorities for transportation investments and initiatives for human services and public transit coordination supporting elderly, disabled and low-income individuals;*
- *Made up of regional transit and human service providers and designed to provide an infrastructure for coordination;*
- *Responsible for Guiding Implementation of recommendations, coordination and making funding recommendations for human service, medical and rural transportation service;*
- *Reports to the CAMPO Executive Board through TCC/TPAC.*

Ms. Odum reviewed the Core Recommendations which include:

- 1. Create an organizational infrastructure to lead coordinated planning efforts;*
- 2. Develop a coordinated, consistent ADA paratransit program in Wake County;*
- 3. Prepare for potential changes in Medicaid Transportation;*
- 4. Develop a mobility management structure for Wake County and the Raleigh Urbanized area;*
- 5. Establish a regional mobility framework for emerging mobility partners.*

Ms. Odum said that they are now focusing on the short-term goals (2019-2022) which include 1) establishing the MCC; 2) creating a consistent framework for Wake County's ADA Services; 3) coordinating the management and delivery of ADA services; 4) monitoring the ongoing changes in the State's Medicaid program and 5) transitioning rural transportation programs into a mobility management framework. Ms. Odum presented the chart Recommended Implementation Strategy Schedule" which was derived from the recommendations outlined in the plan for the region. Ms. Odum displayed a detailed breakdown chart of these recommendations as well, which were provided in the agenda packet.

Ms. Odum reviewed the MCC: Key Progress and Activities which are:

- *Mobility Management Program Implementation Study*
- *Independent Functional Assessment / Contract language*
- *ADA Gap Methodology*
- *Creation of a regional ADA map*
- *5310 Program Support & 2021 Call for Projects*
- *MCC Milestone Sign off Sheets*
- *State's Medicaid Program Implementation and Impact*
- *Outreach to human service agencies*

Ms. Odum shared the MCC Next Steps which include 1) Continue with the MMP procurement process, 2) Prepare for July 1st MMP consultant start, 3) Pull informative regional Plans, Studies, Information 4) Prepare for July 1st Medicaid Program implementation and 5) June 9th NCPTA Roundtable. She said they will also continue with the ADA policy development.

The Mobility Coordination Committee Update Report was received as information.

5.6 FYs 2022 and 2023 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

Crystal Odum, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[Att A - 2021 Section 5310 Recommended Program of Projects](#)

Ms. Crystal Odum, MPO Staff reported on this item.

Ms. Odum reminded all that each year, the Raleigh Urbanized Area (UZA) is apportioned formula grant funding by the Federal Transit Administration (FTA) for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program, and that CAMPO helps facilitate the call for projects. She reviewed that the FTA Section 5310 Program provides 1) capital and operating grants to non-profit organizations, private operators, and public agencies, 2) provides coordinated transportation services 3) was planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities and that 4) the funding is for the Raleigh-Cary Urbanized Area. Ms. Odum reviewed that the 5310 Program Management Plan was approved by CAMPO and GoRaleigh in 2020, lists FTA requirements and explains the project selection process and criteria.

Ms. Odum shared that for the 2021 Call for Projects, applications were accepted from February 26 through March 26, 2021. A total of seven (7) applications were received from various agencies. A project selection committee comprised of representatives from CAMPO, DCHC MPO, NC DOT Intermodal Mobility Division (IMD), the Town of Morrisville and the City of Creedmoor met on April 9th and April 16th, 2021, to review the applications and make a recommendation on which projects should be awarded funding based on selection criteria outlined in the adopted program management plan.

Ms. Odum provided a Grant Application Snapshot and stated that six (6) of the seven (7) applications were determined to be eligible for the available funding and are recommended for funding. One applicant was deemed ineligible and eliminated from funding consideration. The committee recommended to fully fund the requests received by five (5) non-profit agencies and one (1) transit agency that propose to provide mobility management and essential trips for elderly persons and persons with disabilities

Ms. Odum expressed that a thirty (30) day public comment period was started beginning on April 26, 2021 advising of the 5310 Section Recommended Program of Projects for FY 2022- 2023. A Public Hearing is scheduled for the May 19, 2021 CAMPO Executive Board meeting and at their June 16, 2021 meeting, staff will request the recommended program of projects be approved.

The FYs 2021 and 2022 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection Report was received as information.

5.7 FY 2022 Recommended Wake Transit Work Plan

Bret Martin, MPO Staff

Requested Action: Conduct public hearing.**Attachments:** [Staff Report](#)[Attachment 1 - FY 22 Recommended Wake Transit Work Plan](#)

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

Mr. Martin reminded all this information was presented previously in March. He briefly reviewed the FY22 Work Plan Development Schedule of Important Dates. He said at its February 17, 2021 regular meeting, the Wake County Transit Planning Advisory Committee (TPAC) released the FY 2022 Draft Wake Transit Work Plan which was available for public review and comment through March 21, 2021. Following the March 21st public comment period deadline, the TPAC finalized a recommended FY 2022 Wake Transit Work Plan at its April 21st meeting for consideration by both CAMPO and the GoTriangle Board of Trustees in May or June. The TCC will receive the recommended work plan as information on May 6th, the Executive Board will hold a public hearing and receive as information on May 19, the CAMPO TCC will consider recommendation of adoption and the Executive Board will consider adoption during their respective June meetings, and the GoTriangle Board of Trustees will consider adoption on June 23, 2021.

Mr. Martin presented high level information for the FY 22 Proposed Revenues and Expenditures. He shared a set of projected revenues for FY 22 for sales, vehicle registration, and vehicle rental taxes, which total \$108.1 million dollars, to be balanced with \$108.1 million in proposed expenditures.

Mr. Martin provided a draft work plan operating budget versus recommended work plan operating budget and noted there was a small reduction in operating costs mostly from the transfer of CFA funds to the capital budget. He further provided a specific breakdown of the changes to various budget categories for the capital budget between the draft work plan and the recommended work plan and said that most reductions to the FY22 capital budget were moved to FY23 as a result of questionable project readiness for a number of project phases for which funding was originally requested to be made available in FY 22.

For bus service expansion, Mr. Martin stated there is slowed down bus service expansion through the transit plan update and reprogramming effort associated with that process. Bus operations initiated in prior fiscal years will continue and additional trips for Durham-Raleigh Express have been added, along with increased off-peak frequency on the GoCary Weston Parkway Route and expanded Wake Forest Reverse Circular Service to Saturdays.

In terms of supporting capital investments, Mr. Martin stated the recommended Work Plan includes GoRaleigh vehicle acquisition to include: 5 expansion vehicles for fixed-route service, 12 replacement vehicles for fixed-route service and 4 replacement vehicles for paratransit service. Mr. Martin said the recommended Work Plan includes systemwide bus stop and/or transfer point improvements for GoRaleigh, GoCary and GoTriangle, as well as construction of a GoRaleigh/GoWake access paratransit maintenance/operations facility and a GoCary Maintenance/operations facility. Additionally, the recommended Work Plan includes design/land acquisition for a new Park-and-Ride at I-440/Hillsborough and transit center design, construction and/or updates for East Raleigh Community Transit Center (construction), Crabtree Valley Mall updates, Triangle Town Center updates, and GoTriangle Regional Transit Center

(design/land). Also included are the Wake Bus Plan Update, Town of Knightdale CTP Transit Element Enhancement and the final design for the Western BRT corridor.

Mr. Martin said that while the Public Comment period did not generate very many specific comments, one issue was prominent regarding the consideration of a free-fare pilot during FY 22. He added that work is now underway to explore this with another funding source that isn't under the purview of the Wake Transit program. He said a recommendation action on the use of the other funding source for that purpose may be sought from the TCC in June 2021.

Member Tim Gardiner asked if how we were referring to the use of funds for fares had been decided. Mr. Martin expressed that agreed upon language was important for consistent messaging purposes, but said that a consistent way of referring to the issue has not yet been formally declared. Member Jay Heikes and Alternate Morgan Simmons expressed that GoTriangle has been using the term "continued suspension of fare collection". CAMPO staff member Crystal Odum added that at a previous MCC meeting, Mr. David Walker advised Raleigh to use the term "suspended fare" instead of "fare free", and that leadership is expected to meet on the fare initiative to provide more direction. Member Akul Nishawala commented that "suspension of fare collection" implies that it is temporary and that fares will be collected again in the future. He felt it was important to consider whether this program is going to be permanent.

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

5.8 Locally Preferred Alternative for Wake BRT: Southern Corridor

Bret Martin, MPO Staff

Requested Action: Conduct public hearing.

Attachments: [Staff Report](#)

[Attachment A - Wake BRT - Southern Corridor Alternatives](#)

[Attachment B - Wake BRT Southern Corridor LPA](#)

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

Mr. Martin reminded all that the TCC has recently seen the LPA process before for other corridors, so this item should be easy to follow.

Mr. Martin explained that building upon the identification and initial refinement of bus rapid transit (BRT) alternatives studied under the Wake Transit Fixed Guideway Corridors Major Investment Study (MIS), the City of Raleigh is in the process of developing a BRT project linking downtown Raleigh and Purser Drive in the Town of Garner. The MIS generated multiple alignment options for the corridor between downtown Raleigh and Purser Drive in Garner.

Mr. Martin presented maps to showcase the plans in which the Wake BRT Southern Corridor was originally conceived, including the Wake County Transit Plan and the 2045 MTP. He shared that there were 6 proposed alternatives developed for the corridor for further study and that those alignment alternatives are provided in Attachment A.

He presented information for the Northern Section and Southern Section alignments in the corridor. The alignments within the Northern Section would use a combination of Wilmington, Salisbury, Blount, South, and Morgan Streets in downtown Raleigh and either S. Wilmington Street, S. McDowell Street or S. Saunders Street from downtown Raleigh to the convergence of S. Saunders Street and S. Wilmington Street at US 70. The alignments within the Southern Section would use either Fayetteville Road (US 70/US 401) or S. Wilmington Street Extension (proposed new roadway) and Garner Station Boulevard to connect to Purser Drive in Garner.

Mr. Martin provided a brief review of the Federal process for the Small Starts program. He said that the Small Starts program includes in the project development phase the refinement and selection of a preferred alternative for the project all the way through final design. The project would then be considered for FTA funding before construction. If awarded funding, that would pay for the federal share of the project including project development and design work.

Mr. Martin reminded all that consideration of a locally preferred alternative (LPA) for a high-capacity, fixed-guideway transit project involves three characteristics of a proposed project: mode, alignment, and termini. In its evaluation of modes, alignments, and termini along the corridor and between downtown Raleigh and Purser Drive in Garner, the City of Raleigh, in cooperation with the Town of Garner, determined that the Wilmington Street to Wilmington Street Extension and Garner Station Boulevard alternative (identified in Attachment B) is the most suitable alternative for adequately serving the travel market identified in the MIS and that satisfies the purpose and need for the project.

Mr. Martin concluded by providing a Locally Preferred Alternative Consideration Schedule. He said the LPA will be proposed by the City of Raleigh for concurrence by the

Cooperating Agencies identified in the Wake BRT: Southern Corridor Concurrence Plan in mid- to late-May. The proposed LPA will be posted for a 30-day public comment period by May 14th, and the Executive Board is scheduled to hold a public hearing on the LPA at its May 19th regular meeting. Both the TCC and the Executive Board will consider action on the LPA at their respective June meetings. Mr. Martin emphasized that this will still require concurrence from cooperating agencies – – NCDOT, CAMPO, SHPO, Town of Garner, NCDEQ, and USACE.

Member Jason Myers inquired about station locations, and if they were part of the LPA project. Mr. Martin replied that while initial station locations identified through the BRT MIS process were shown on the map that depicts all of the proposed alternatives, station locations are not part of the locally preferred alternative decision.

This Informational Report was received as information.

5.9 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 has been refined, the Plans and Trends Scenario is now available online and work is underway for Analysis and Evaluation.

Mr. Lukasina reviewed the 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.

He stated that the Plans & Trends Scenario is:

- *Based on local land use plans*
- *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 & current transportation programming framework*

Mr. Lukasina shared that the Trends Scenario include Major Roadway Investments for:

- *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 include:

- *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*

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 preliminary 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.

Mr. Lukasina then presented the same Connect 2050 Scenario Framework chart, and drew attention to the Shared Leadership Scenario, which is in development now.

Mr. Lukasina stated that the Opportunity Places Development Foundation has 4 key elements and is a focus on important trip origins and destinations:

Opportunity Places Development Foundation

Mechanically derived – 4 main elements

Community Plans is the starting point. Modified as follows:

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

Mr. Lukasina said that all may review results of the Trends Scenario through the CAMPO web portal:

<https://www.campo-nc.us/mapsdata>. He added that things to consider 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).

He reminded all that this scenario only includes Plans and Trends Scenario Foundations.

Mr. Lukasina concluded by providing anticipated milestone dates/Next Steps for the project which are still on track:

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

Member Shannon Cox inquired about affordable housing opportunity sites, if they know where these are expected, how they might be impacted, and whether it would be helpful for municipalities to help identify future affordable housing sites. Member John Hodges-Copple responded in the affirmative, that there are some sites that local governments have identified and commitments have been made such as City of Raleigh who has a deal for a site along the New Bern corridor. Any other commitments of this

type would be helpful information. As a scenario, the desire is for this to be mechanically derived such as was done for the Wake BRT opportunity analysis, for parcels that meet certain criteria, such as being publicly owned and vacant, and are feasible to do this. In these scenarios, they are treated just like any other multi-family project, with reporting for these units that they have this additional identification of being affordable housing. The intent is to have 100 sites with about 100 units of affordable housing each to test the scenario. Mr. Hodges-Copple said this is a new project and that not all details secured yet, but everyone is welcome to contact him with questions or to provide information.

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

6. Informational Item: Budget

6.1 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.

6.2

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. Informational Item: Project Updates

7.1 TCC May 2021 Project Updates

Requested Action: Receive as information.

Attachments: [TCC May 2021 Project Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

7.2 Public Engagement Updates

Bonnie Parker, MPO Staff

Requested Action: Receive as information.**Attachments:** [TCC Public Engagement Updates May 2021](#)*The Public Engagement Updates were included in the agenda packet.***The Public Engagement Updates item was received as information.****8. Informational Item: Staff Reports***MPO Executive Director Chris Lukasina stated that:**-The Strategic Plan Update will begin this month. Along with that will be considerations for what may be needed for physical facilities beyond December, as well as a return to office date and format.**-The quadrennial Federal Certification is underway, the first part of which was held earlier this week. The second part will be next week. More information may be found on the CAMPO website, and comments or feedback may be submitted to CAMPO staff.**-Starting this week or month, CAMPO will begin issuing a periodic newsletter which highlights projects and initiatives.**-TCC Member Mr. Jimmy Eatmon is retiring. Mr. Lukasina expressed his appreciation for his dedication.**NCDOT Transportation Planning Division-no report**NCDOT Division 4 - Mr. Eatmon thanked everyone for a wonderful experience and said he will miss everyone.**NCDOT Division 5 -no report.**NCDOT Division 6 – no report.**NCDOT Rail Division- absent.**NC Turnpike Authority -no report.**NCDOT Integrated Mobility Division -absent.**TCC Members - no members wished to add anything further.**Chair Andes thanked everyone for their participation.***The Staff Reports item was received as information.****9. Adjournment**

