

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

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

Wednesday, June 16, 2021

4:00 PM

Conference Room

1. Welcome and Introductions

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

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

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

Present: 17 - William Allen III, Scott Brame, TJ Cawley, Ronnie Currin, Jessica Day, Joe Geigle, Jacques Gilbert, Michael Grannis, Virginia Gray, Vice Chair Vivian Jones, Ken Marshburn, Sig Hutchinson, Russ May, Melvin Mitchell, Neena Nowell, Lewis Weatherspoon, and Harold Weinbrecht

Absent: 13 - Mary-Ann Baldwin, John Byrne, Grady Hunt, Valerie Jordan, Catherine Knudson, RS "Butch" Lawter, Bob Matheny, Matt Mulhollem, Perry Safran, Michael Schriver, Dick Sears, Bob Smith, 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:
<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 Will Allen III, seconded by Member Michael Grannis to approve all items on the Consent Agenda. The motion carried by unanimous vote.

5.1 Executive Board 2021 May Meeting Minutes Draft

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

Attachments: [Executive Board May 2021 Meeting Minutes Draft](#)

The May 2021 Meeting Minutes Draft item was approved.

5.2 FY 2022 Recommended Wake Transit Work Plan

Bret Martin, MPO Staff

Requested Action: 1) Approve the FY 2022 Recommended Wake Transit Work Plan and its corresponding project agreement structure; and 2) Authorize the Executive Director to execute any applicable project-level agreements to which CAMPO is a party.

Attachments: [Staff Report](#)

[Attachment 1 - FY 22 Recommended Wake Transit Work Plan](#)

[Attachment 2 - Project Agreement Groupings and Reporting Deliverables](#)

[Attachment 3 - FY22 Wake Transit Work Plan Engagement Summary Report](#)

The FY 2022 Recommended Wake Transit Work Plan item was approved.

5.3 Locally Preferred Alternative for Wake BRT: Southern Corridor

Bret Martin, MPO Staff

Requested Action: Adopt the Locally Preferred Alternative for the Wake BRT: Southern Corridor.

Attachments: [Staff Report](#)

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

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

[Attachment C - Southern BRT LPA Draft Executive Board Resolution](#)

The Locally Preferred Alternative for Wake BRT: Southern Corridor item was approved.

5.4 Wake Transit Financial Policies & Guidelines Amendments

Bret Martin, MPO Staff

Requested Action: Approve the proposed amendments to the Wake Transit Financial Policies & Guidelines.

Attachments: [Staff Report](#)

[Attachment 1 - 2021 Amendments to Wake Transit Financial Policies and Guidelines](#)

The Wake Transit Financial Policies & Guidelines Amendments item was approved.

5.5 2021 NCDOT Bicycle and Pedestrian Planning Grant Applications

Kenneth Withrow, MPO Staff

Requested Action: Adopt the Resolution of Support for Garner and Youngsville.**Attachments:** [Staff Report](#)[Bicycle & Pedestrian Plan Grant-MPO
Resolution-Garner-CAMPO-2021-06-16-Final
Bicycle & Pedestrian Plan Grant-MPO
Resolution-YoungsvilleCAMPO-2021-06-03-Final](#)

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

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: Approve the recommended 5310 program of projects in Attachment A.**Attachments:** [Staff Report](#)[Attachment A - FY22-23 5310 Program of Projects](#)

The FYs 2022 and 2023 Enhanced Mobility of Seniors and Individuals with Disabilities item was approved.

5.7 Mobility Management Program Implementation Study Funding Agreement

Crystal Odum, MPO Staff

Requested Action: Authorize the Executive Director to sign the Funding Agreement for the Mobility Management Program Implementation Study.**Attachments:** [Staff Report](#)[Att A - MMP Study Funding Agreement](#)[Att B- Contract Template](#)

The Mobility Management Program Implementation Study Funding Agreement item was approved.

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

6.1 Amendment #5 to FY2020-2029 Transportation Improvement Program

Gretchen Vetter, CAMPO Staff

Requested Action: Conduct a Public Hearing.**Attachments:** [Staff Report](#)
[CAMPO TIP Amendment #5](#)*Ms. Gretchen Vetter, CAMPO Staff reported on this item.**Ms. Vetter explained that CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. She said this amendment will also include changes submitted from transit providers to reflect their current budgets.**Ms. Vetter presented information for the new format which should be easier to read and track on both ends and said the Amendment #5 will be posted for public comment from June 1st-August 15th, with a public hearing scheduled for today.**Chair Hutchinson opened Public Hearing and explained the parameters of this format. As there were no members of the public who wished to speak, Chair Hutchinson closed Public Hearing.***A Public Hearing was conducted for the Amendment #5 to FY2020-2029 Transportation Improvement Program item.**

6.2 Locally Administered Projects Program (LAPP) FFY2023 Proposed Changes and Target Modal Investment Mix

Gretchen Vetter, CAMPO Staff

Requested Action: Conduct a Public Hearing.

Attachments: [Staff Report](#)
[FY2023 LAPP Potential Changes Memo](#)

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

Ms. Vetter explained proposed changes to the Target Modal Investment Mix were recommended by LAPP Steering Committee. She said the Locally Administered Projects Program (LAPP) FFY2023 Call for Projects is anticipated to open at the August 18th Executive Board Meeting. She added that a Public Comment period opened on June 1 and will run through August 15, 2021.

Ms. Vetter announced that there were 7 issues for either action (items 1-5) or discussion (6-7), which include:

1. Buffer for Bicycle and Pedestrian Connection Criteria
2. Parallel Route Selection Requirement
3. Project Cost Application Fields (Administrative)
4. Location Requirements for Bundled Transit Projects
5. Target Modal Investment Mix
6. Including Equity in LAPP Scoring Criteria
7. LAPP Selection Panel Policy Recommendations

Ms. Vetter provided a breakdown for each issue along with staff recommendations, which are as follows:

Issue #1: Buffer for Bicycle and Pedestrian Connection Criteria

Ms. Vetter explained that with regards to Network Connections the project must be within approximately ¼-mile of activity centers, high density residential development, or government facilities. To qualify for these points, the activity centers, etc. must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time of application. The project will receive one point for each connection made, up to a maximum of 15 points. To receive these points, network connections must be identified on the project map and/or listed in the application. She stated the proposal is to increase buffer to ½ mile for greenway projects, due to isolated nature of greenway projects relative to sidewalk/complete streets/bike lane projects.

Ms. Vetter stated CAMPO staff recommendation for Issue #1 is to keep buffer distances consistent between bike/ped project types which encompasses evaluating projects on serving transportation purpose, rather than recreation, using different standards of measuring connectivity and using a balanced scoring system.

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Issue #2: Parallel Route Selection Requirement

Ms. Vetter explained that roadway projects on new locations are evaluated using a "parallel route". Elements of TEAAS (Safety), V/C Ratio and Travel Time Savings are considered. She said that the current selection process is informal. These are submitted by the applicant and reviewed by CAMPO. Ms. Vetter expressed that the CAMPO Staff Recommendation for

Issue #2 is to add a field to the application for parallel route and require submittal prior to pre-submittal meetings. This will allow time for discussion and collection of TEAAS reports prior to submittal window deadline.

Issue #3: Project Cost Application Fields (Administrative

Ms. Vetter said that LAPP applicants are required to submit the following cost and match information as a part of their application:

- Cost by phase of work*
- Total project cost*
- Total cost requested from CAMPO*
- Local match*
-

She stated that all fields are individual and do not have any consistency checks in place to ensure costs and match are accurate. Ms. Vetter said the CAMPO staff recommendation is to update the LAPP application to include consistency checks as part of cost and match information.

Issue #4: Location Requirements for Bundled Transit Projects

Ms. Vetter stated the current policy is that LAPP transit applications are not required to include locations of bundled projects Ex: bus stop improvements, enhanced transfer points. She said this Issue was raised by the LAPP Selection Panel after the FFY22 round and is intended to help evaluate projects similar to each other and also to assist with tracking projects after funding awarded. Ms. Vetter shared that the CAMPO staff recommendation for Issue #4 is to require locations to be identified for bundled transit projects.

Issue #5: Target Modal Investment Mix

Ms. Vetter reviewed the following information:

FFY 2022

- Roadway 65% \$16,250,000*
- Bike/Ped 27% \$6,750,000*
- Transit 8% \$2,000,000*

She said for the Modal Investment Mix there is a general need for additional funding in all modes but cannot justify increasing one mode at the expense of others. She added there are future funding uncertainties: and thought should be given to Federal funding reauthorization, over-programming and existing LAPP projects cost overruns. She expressed that the CAMPO staff recommendation for Issue #5 is: Keep same target modal investment mix and tentative programming amount (\$25m) as prior round of LAPP. If new funding information is made available, CAMPO Staff or LAPP Selection Panel may recommend revising the programming amount.

Issue #6: Equity in LAPP Scoring

Ms. Vetter stated that Equity in Scoring Criteria has been discussed through multiple LAPP iterations. There are concerns on how to properly include equity in scoring and nuances on how equity is measured. She presented the CAMPO staff recommendation for Issue #6 which is to use the next two LAPP cycles to introduce equity in LAPP scoring criteria through a 2-year process.

- Year 1: Initial discussions and completion of LAPP Strategic Plan Update and Public*

Participation Plan

- Year 2: Use feedback to develop scoring criteria, weights, and measures

Issue #7: LAPP Selection Panel Recommendations

Ms. Vetter stated that the LAPP Selection Panel provided policy-level recommendations as part of their FFY22 meetings and that there is not a consensus on actionable items for policy issues for the following:

- 1. Logical Termini*
- 2. Conscious Development*
- 3. Accessibility and Environmental Justice in Transit Scoring*
- 4. Inclusion of Dedicated Access to Transit Funds in Wake County Transit Plan*

She said that the CAMPO staff recommendation is to review policy concerns with the LAPP Selection Panel and at future LAPP trainings. Ms. Vetter concluded by saying that this presentation today was for information only, and that action will be requested during the August meeting.

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

A Public Hearing was conducted for the Locally Administered Projects Program (LAPP) FFY2023 Proposed Changes and Target Modal Investment Mix item.

End of Public Hearings**7. Regular Agenda**

7.1 Bus on Shoulder Study Report

Patrick McDonough, HDR

Requested Action: Receive as Information**Attachments:** [Staff Report](#)
[BOSS Implementation Blueprint Report](#)

Mr. Patrick McDonough, HDR Senior Transit Planner / Transit-Oriented Development Lead reported on this item.

Mr. McDonough shared that the Triangle Region Bus on Shoulder System Expansion Study (BOSS) was guided by a Technical Steering Committee comprised of members from CAMPO, DCHC MPO, GoTriangle, NCDOT, NC State Highway Patrol, and the Regional Transportation Alliance. He stated that the overall purpose of the study was to evaluate feasibility and the need for expanding Bus on Shoulder operations throughout the Triangle, create a blueprint for how other North Carolina regions can establish successful BOSS programs and document best practices and design criteria for BOSS that can be used statewide.

Mr. McDonough presented Peer Review Findings, which concluded that the Triangle / NC are already BOSS leaders, the BOSS has excellent safety record everywhere with regular maintenance supports operations/safety and that there is variety in BOSS Implementation. He presented a graphic for a project visualization in development for the Julia Tuttle Causeway in Miami, Florida.

Mr. McDonough reviewed information for the Criteria Development and Potential Facilities. He stated that BOSS documentation is almost non-existent (except in FL, and now NC). The current study team created 24 minimum and recommended criteria for design and operations.

Cambridge Systematics staff member Mr. Alpesh Patel presented maps to showcase which facilities would benefit the most from BOSS and what facilities are opportunities based on existing plans and the STIP with a regional focus. He expressed that the most promising segments are as follows:

- US 1 from I-540 in Apex to I-40 in Raleigh, continuing along I-440 to Wade Avenue
- I-40 from exit 289 to the Johnson County Line
- I-440 from US 1 North to I-87 in East Raleigh

Mr. McDonough said that future steps will be to continue active dialogue among Triangle BOSS team members, MPOs, transit agencies will engage NCDOT staff on which STIP projects could incorporate BOSS elements, and NCDOT will consider amendments to BOSS implementation and operating plan based on this study and additional NCDOT research.

Mr. McDonough concluded by provided contact information for this project:

CONTACTS

Shelby Powell – Deputy Director
CAMPO
Shelby.Powell@campo-nc.us

Patrick McDonough – Senior Transit Planner / Transit-Oriented Development Lead

HDR

Patrick.McDonough@hdrinc.com

CAMPO Deputy Director Shelby Powell commented that this study will conclude as soon as all documents and the executive summary are received. She said this will be released for a public comment period and will come back to the Executive Board for endorsement in August or September.

Chair Sig Hutchinson expressed appreciation for all the hard work and efforts for this study.

Member Will Allen asked if there was hard data to show what average speed increase BOSS helps in terms of schedule keeping. Mr. McDonough stated that this type of data is very difficult to collect, due to factors such as bus operator individual choice in certain traffic conditions, congestion, accidents in the breakdown lane and so forth. From personal experience he felt that it helped on several occasions and added that perhaps in the future technology such as cell phones could be utilized to collect this data.

Chair Hutchinson asked if there was a status update for the previously planned BOSS for I-540 in North Raleigh which was delayed by the pandemic. Member Jay Heikes stated that GoTriangle is working with NCDOT to secure contractors to install signs for NDCOT ROW which should be in place later this year. Currently there is one route that would use the I-540 BOSS, NRX, that is currently suspended due to the continued work from home in RTP. GoTriangle will continue to evaluate this route for the potential to bring it back online as conditions warrant.

Bus on Shoulder Study Report was received as information.

7.2

Sub-Allocation of American Rescue Plan Act Transit Formula Funds

Bret Martin, MPO Staff

Requested Action: Approve the sub-allocation of American Rescue Plan Act transit formula funds in the amounts shown in the attached split letter to the Federal Transit Administration.

Attachments: [Staff Report](#)
[Attachment 1 - 2021 American Rescue Plan Sub-Allocation Split Letter - Draft](#)

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

Mr. Martin stated that in March of 2021, a total of \$32,723,559 in transit formula funding was made available for use in the Raleigh Urbanized Area (UZA) by the Federal Transit Administration (FTA) through the American Rescue Plan (ARP) Act. He said that this funding was made available for use by eligible federal formula transit grant recipients to aid in their recovery from revenue and cost impacts associated with the COVID-19 pandemic and is in addition to prior funding made available under the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). He explained that the eligible recipients for this funding in the Raleigh UZA are the City of Raleigh, Town of Cary, GoTriangle, and Wake County.

Mr. Martin said that while the prior CARES Act and CRRSAA formula apportionments to the Raleigh UZA were distributed among the UZA's eligible recipients using the same percentage shares they each receive from the distribution of regular annual Section 5307 apportionments, the City of Raleigh (as the designated recipient of federal formula transit grants to the Raleigh UZA) and CAMPO (which must concur with the distribution of formula grant funding) proposed to use a portion of the funds to support the continued suspension of fares across transit services provided in the region through FY 2022.

Mr. Martin expressed that the eligible recipients of the funding concurred with this proposal, agreed to suspend fare collection through FY 22, and propose to use a portion of the total \$32,723,559 apportionment to backfill budget shortfalls that would manifest by removing an assumption of fare revenues from their respective FY 2022 budgets. The total funding made available to the eligible recipients for this purpose totals \$723,094, and the breakdown of those funds among the eligible recipients are as follows:

Agency FY 22 Budgeted/Projected Fare Revenues

<i>City of Raleigh</i>	<i>\$0 (Using prior CARES Act apportionment to cover FY 22 fare suspension)</i>
<i>Town of Cary</i>	<i>\$220,996</i>
<i>Wake County</i>	<i>\$82,098</i>
<i>GoTriangle</i>	<i>\$420,000</i>
<i>TOTAL</i>	<i>\$723,094</i>

Mr. Martin explained that for the remaining \$32,000,465 of the total apportionment, CAMPO and the eligible funding recipients agreed to distribute the funds using the same percentage shares as the normal sub-allocation formula used to distribute the standard annual federal formula transit grant allocations to the Raleigh UZA, with one exception. If any of the eligible recipients could show that the particular recipient has experienced shortfalls of other normal and prevailing funding sources from the 4th quarter of FY 2020 projected through FY 2022 as a result of the pandemic that exceed the total amount of

revenue the respective recipient has received from the CARES Act and CRRSAA and would otherwise receive from the ARP, additional funds could be made available through the ARP apportionment.

Mr. Martin explained that in response to this proposal, GoTriangle made a request to receive additional funds from the ARP apportionment beyond what GoTriangle would otherwise receive. Through verification of the request, CAMPO staff found that GoTriangle's total shortfall of its other normal and prevailing funding sources during the referenced period exceeds the total amount of revenue GoTriangle would receive from the aforementioned federal funding apportionments by approximately \$1.94 million. Accordingly, the proposed sub-allocation of funds makes this additional amount available to GoTriangle and distributes the remaining funds to the City of Raleigh, Town of Cary, and Wake County in accordance with the respective remaining percentage shares they each represent. Mr. Martin then shared the final proposed sub-allocation amounts for each of the recipient transit agencies.

A motion was made by Member Will Allen III, seconded by Member Ken Marshburn to approval the sub-allocation of American Rescue Plan Act transit formula funds in the amounts shown in the attached split letter to the Federal Transit Administration. The motion passed by unanimous vote.

7.3 Policy Framework for Use of Wake Transit Funds to Acquire Real Property

Bret Martin, MPO Staff

Requested Action: Approve the Policy Framework for Use of Wake Transit Funds to Acquire Real Property.

Attachments: [Staff Report](#)
[Attachment 1 - Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

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

Mr. Martin said that at its May 12th regular meeting, the Wake County Transit Planning Advisory Committee (TPAC) recommended approval to CAMPO and the GoTriangle Board of Trustees of a policy framework for the use of Wake Transit funds to acquire real property.

He stated that the primary purpose of the policy framework is to clarify the requirements and responsibilities of Wake Transit Plan implementation project sponsors and assigned lead agencies. Mr. Martin provided a detailed breakdown for the following: Purpose, Applicability, Submission of Information for Consideration of Funding Real Property Acquisition, Real Property Inventory and Utilization Plan and Further Methods of Institutionalization.

1. Purpose

Clarify Requirements and Responsibilities of Project Sponsors and Lead Agencies For:

- *Submission of Information for TPAC Review of Requests*
- *Maintaining and Reporting Certain Information for Applicable Real Property*
- *Allowable Methods for Disposal and Use of Applicable Proceeds*
- *Methods for Incorporating Tenets of Policy Framework into Program-Level Processes for Transit Plan Implementation*

2. Applicability

- *Acquisition and management, use and disposition of real property acquired using Wake Transit Tax Revenues*
- *Does not apply to real property leasing or acquisition of personal property, real property easements, or other nonpossessory interests*
- *Transit centers, maintenance facilities, transit stations, park-and-ride facilities, laydown areas, admin offices, ROW for fixed-guideway facilities*
- *Applicable federal/state law controls in any instances of conflict*

Applicability Threshold(s)

All Individual Parcels or Combination of Contiguous Parcels That Exceed:

- *0.10 acre (~4,350 square feet) AND >\$50,000 value*

EXCEPT

- *Real property to exclusively support street side bus stop or bus transfer point infrastructure that does not exceed 0.50 acre (~21,780 square feet) AND >\$75,000*

3. Submission of Information for Consideration of Funding Real Property Acquisition

Mr. Martin shared that the following information for TPAC Review should be submitted

with project funding request forms or applicable amendment request forms beginning July 1st: Necessity, Location and Size, Property Value, Funding Sources, Title Issues, Environmental Issues, Displacements and Incidental Uses.

He said that TPAC Standard of Review includes:

- Need – Is acquisition necessary as opposed to other alternatives?*
- Cost – Are the costs reasonable for the project's relative level of priority and compared to other options?*
- Location – Does the location comport with the needs of the project and its role in implementing the Wake Transit Plan*

4. Real Property Inventory and Utilization Plan

(Information required to be maintained and reported for Wake Transit-funded real property)

- a) Work Plan Project ID*
- b) Property Location*
- c) Summary of Conditions on Title*
- d) Original Acquisition Cost*
- e) Appraised/Assessed Value and Appraisal Date*
- f) Wake Transit Financial Participation Percentage and of Other Funding Partners*
- g) Description of Existing Improvements*
- h) Current and Planned Use of Property and Proposal for Disposition, if Applicable*

He said this is minimally updated and reported annually with 4th Quarter Progress Report and applies to all Wake Transit-funded property, regardless of when funding was requested.

5. Disposal Methods /Use of Proceeds

(Allowable methods for the disposal and use of proceeds for Wake Transit-funded real property)

- No Remaining Eligible Use = Dispose of Property Within 3 Years in Accordance With Available Methods*
- Method #1: Sell and Reimburse Wake Capital Fund (Method #1)*
- Method #2: Offset Within Same Distinct Wake Transit-Funded Project*
- Method #3: Sell and Keep Net Proceeds in Open Project*
- Method #4: Transfer Property to Other Eligible Project*
- Method #5: Retain Title with Buyout*
- Applicable federal/state rules control in any instances of conflict when federal/state interest in subject property*

6. Further Methods of Institutionalization

Mr. Martin explained that this is applicable project-level agreements to require compliance with the adopted policy framework.

Member Will Allen III expressed his appreciation for this effort.

A motion was made by Member TJ Cawley, seconded by Member Vivian Jones to approve the Policy Framework for Use of Wake Transit Funds to Acquire Real Property. The motion passed by unanimous vote.

7.4 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 reminded all that most of this information was presented previously that and work is underway for Analysis and Evaluation portion. Mr. Lukasina explained that the purpose of today's presentation was to provide an updated schedule and 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. Mr. Lukasina stated that the Deficiency and Needs Analysis portion has been refined, and that the Plans and Trends Scenario is now available online.

Mr. Lukasina presented 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. Mr. Lukasina stated that there are four scenarios that match a development foundation with mobility foundation Two of these are completed and two are underway.

He reviewed that the Plans & Trends Scenario is:

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

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

Major Roadway Investments

- Completion of Outer Loop*
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98*
- Smaller level of secondary roadway investments in 2nd two decade*

Major Transit Investments

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

Mr. Lukasina then presented the same Connect 2050 Scenario Framework chart and drew attention to the Shared Leadership and All Together Scenarios, which are in development now. He explained that these scenarios use the Opportunity Places

Development Foundation, which has 4 key elements and is a focus on important trip origins and destinations:

Mr. Lukasina explained the Opportunity Places Development Foundation is mechanically derived and that the Community Plans is the starting point. This has been modified as follows:

- Anchor institutions – increased asserted development*
- Mobility hubs – more intense, mixed use development in ~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*

He emphasized that this Development Foundation will be used for the Shared Leadership and All Together scenarios.

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

Major Roadway Investments

- Completion of Outer Loop*
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98*
- Smaller level of secondary roadway investments in 2nd two decade*

Major Transit Investments

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

Mr. Lukasina showed the difference for the Alternative Analysis All Together Scenario

Major Roadway Investments

- Completion of Outer Loop*
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98*
- Higher level of secondary roadway investments in 2nd two decade*

Major Transit Investments

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

He presented the four (4) maps previously reviewed with Socio-Economic Data, Volume/Capacity, Peak Hour and Off-Peak times with specific data breakdown with updated information for Preliminary Deficiency Analysis, Preliminary Trends, Preliminary

Shared Leadership and Preliminary All Together scenarios.

Mr. Lukasina displayed the same maps previously shared for Travel Time (Downtown Raleigh) for RDU, Downtown Wake Forest, Downtown Knightdale and Downtown Holly Springs in terms of the Preliminary Shared Leadership Scenario and All Together Scenario.

Mr. Lukasina displayed four charts for Preliminary Mobility Metrics to showcase the difference in investments from early model runs.

*Mr. Lukasina reminded all that they 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 TJCOC).*

He emphasized that All Alternatives Analysis phase scenarios are available online for review and that additional metrics and analysis will be available online over the next few weeks.

Mr. Terry Landsdell asked in the chat: When we address opportunity development foundations, are you correlating zoning changes and permit development into the calculus?

Mr. Lukasina responded in the affirmative. He said that the development foundations are based on adopted community plans from every jurisdiction. He said CAMPO has gone through an exercise with the local staffs to input future land use plans for their area by type and intensity/what density may look like or is desired to look like. Mr. Lukasina explained that the Opportunity Places Foundation began with the community-based data set and from there the four global mechanical changes in that GIS data set were made. He added if ultimately the Executive Board decides to use a Preferred Scenario and Opportunity Based Development Foundation, CAMPO would need to go back to those local jurisdictions and present the different assumptions desired to be used in the 2050 MTP. In order for this to come to fruition, local jurisdictions would also need to change their local comprehensive land use plans. In the past this has been done for some larger regional plan updates for big area studies such as the Northeast Area Study. Mr. Lukasina emphasized that any change is up to each individual jurisdiction.

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

<i>Item</i>	<i>Anticipated Milestones</i>
<i>Alternatives Analysis Review</i>	<i>April-June 2021</i>
<i>Continued AA Review</i>	<i>Summer 2021</i>
<i>Revenue Forecast Updates</i>	<i>April – August 2021</i>
<i>Preliminary Draft Financial Plan</i>	<i>Summer/Fall 2021</i>
<i>"Final" Draft Plan</i>	<i>Fall 2021</i>
<i>Public Hearing</i>	<i>Fall 2021</i>
<i>Adopt 2045 Plan</i>	<i>Fall 2021</i>

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

8. Informational Item: Budget

8.1 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.

8.2

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.

9. Informational Item: Project Updates

9.1 Executive Board June 2021 Project Updates

Requested Action: Receive as information.

Attachments: [Executive Board June 2021 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: [Exec Bd Public Engagement Updates June 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 the Strategic Plan Update has begun this month and that online links, emails and surveys have gone live. He said that in person retreats for both the TCC and Executive Board were being discussed, and could be held virtually, depending on pandemic conditions.

-Mr. Lukasina reviewed that the CAMPO building lease will expire at the end of December and that options are being considered. In the past a search committee helped guide this process with input from both the TCC and Executive Board Chairs to ensure CAMPO's unique needs are met in conjunction with board criteria which have included:

- 1) Location central to the region*
- 2) Efficient office space for staff (current staff = 17, with expected growth to 20-25 staff members in the next few years)*
- 3) Accessible to both the public and Executive Board members*
- 4) Conference /meeting rooms large enough for board meetings with public attendance and other trainings*
- 5) Cost consideration*

Member TJ Cawley added that he felt adequate parking options should be included for consideration.

-Mr. Lukasina referenced the recent Federal Certification review with Federal Highways Administration which occurs once every four (4) years. He stated that overall it was very positive and anticipates CAMPO may have recommendations for a few updates or changes; for example, updating Federal law references and the MOU which can be a lengthy process.

-Mr. Lukasina stated that CAMPO has hired a new part time employee, Mr. Daniel Spruill, Engineering Technician who began on June 14, 2021.

TCC Chair - No report.

NCDOT Transportation Planning Division – No report.

NCDOT Division 4 – No report.

NCDOT Division 5 - Mr. Brandon Jones reported that on June 10th there was one important road opening on Louis Stephens Road, which is a vital connection between RTP, Morrisville and Cary. He announced there will be a Fall Litter Sweep campaign starting on September 11th and to date, more than seven (7) million pounds of litter has been collected.

NCDOT Division 6 – No report.

NCDOT Rail Division – Absent.

NC Turnpike Authority – Absent.

NCDOT Integrated Mobility Division – Absent.

Executive Board Members – Member Michael Grannis asked when CAMPO planned in person board meetings. Mr. Lukasina said that the goal was to have the first in person

meeting in August, but that it would depend on pandemic conditions.

Chair Hutchinson first asked board members if there were any objections to cancelling the July meeting. There were no objections. Chair Hutchinson thanked everyone for their participation.

The Staff Reports item was received as information.

11. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TCC Meeting</i>	<i>July 3, 2021 -cancelled</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>July 16, 2021 -cancelled</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>August 5, 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>August 18, 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>	