

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final Technical Coordinating Committee

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

Thursday, April 8, 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: 18 - Chair Juliet Andes, Sandi Bailey, Paul Black, Dylan Bruchhaus, Fontaine Burrell, Michael Clark, Phil Geary, Jay Heikes, Dennis Jernigan, Michael Malecek, Patrick Pierce, Jay Sikes, Emmily Tiampati, Morgan Simmons, Shannon Cox, Erin Klinger, Darius Sturdivant, and Jimmy Eatmon

Absent: 8 - Gregory Bethea, Kelly Blazey, Bo Carlson, Tim Gardiner, Chris Hills, Hannah Lundy, Akul Nishawala, and Julie Spriggs

2. Adjustments to the Agenda

There was no adjustment to the 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 March 2021 Meeting Minutes Draft

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

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

A motion was made by Member Ben Howell, seconded by Member Jason Myers that the minutes from the March 2021 TCC meeting be approved. The motion carried by unanimous vote.

5. Regular Business

5.1 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

Member Jay Heikes asked if there might be an opportunity in this first phase for other transit providers like GoTriangle and GoRaleigh to participate in the transit signal priority component. Mr. Mims responded that would currently fall outside of the scope of this project but it may be easily translated into future infrastructure such as expanded bus systems.

CAMPO Executive Director Chris Lukasina added that this is basically a pilot project for

our region and an opportunity to obtain useful information for implementation throughout our region.

Member Emmily Tiampati posed questions in the chat: "I'm assuming this will be a statewide effort. But how will locals be involved? E.g. corridor pilot projects? What will be the deliverable of this project, a study/plan for implementation? How is this related to the WWTSSI?" Mr. Lukasina replied that this is not directly related to the CAMPO Western Wake Traffic Signal System Integration (WWTSSI) as it does not cover this area, but it is hoped the information learned can be used to build out the integrated signal systems once that point of funding is reached in the STIP.

This Informational Report was received as information.

5.2 Triangle Region ITS Strategic Deployment Plan

Alex Rickard / MPO Staff

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 reminded all this information is available on our website and stated that CAMPO wanted to bring this to the Executive Boards attention one last time for official approval so it may be incorporated into the 2050 MTP. 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.

Mr. Rickard commented that for the Western Wake ITS Study, the normal core technical and oversight teams (CCT and SOT) are in place and are comprised of staffs, department heads, elected officials from involved jurisdictions. The third level of coordination / oversight will develop the regional ITS committee. He encouraged all to visit the CAMPO website <https://www.campo-nc.us/program-studies/its>

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

5.3 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. He mentioned that the plan is updated every 4 years, this plan update will extend the horizon of the plan through 2030, and covered the schedule and steps taken to the update the plan. Adoption of the plan is expected in April 2021 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:

- Sidewalk/access to transit infrastructure improvements
- Liked plan establishing more park-and-ride options/want additional park-and-ride options
- More cross community commutes and not downtown Raleigh as only hub for transfers
- Speed up implementation of investments
- Extend BRT farther up Capital Blvd
- Implement Commuter Rail/Make more frequent/Remove rail
- Need more transparency on Commuter Rail progress

*Increase Frequency & Reliability of**Routes:*

- 6
- 70X
- Falls of Neuse 2
- 23L
- GoCary 5

*Expand Service**In/to:*

- Wendell, Garner, Knightdale, Zebulon, SE Raleigh, Fuquay-Varina, Angier, Holly Springs, Brier Creek, Johnston County
- Expand farther past 540 + Six Forks

Free fare/no fare

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

Member Emmily Tiampati asked in the chat: Does this WCTP recommendation for adoption include the FY21 Annual Work Plan 4th Quarter Amendments requests that

were recently presented at the joint April 6th B&F and P&P Sub-Committee meeting? Mr. Martin responded no, and stated that is a different process with a different consideration which has not yet gone to TPAC, but will in April and move to the TCC in May.

A motion was made by Alternate Morgan Simmons, seconded by Member Ben Howell to recommend adoption of the Wake County Transit Plan Update to the Executive Board. The motion passed by unanimous vote.

5.4 Member Project Funding Designation (Earmark Funding) Support Policy Discussion

Gretchen Vetter, CAMPO Staff

Requested Action: Recommend Member Project Designation 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 concluded with 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 opened the floor for discussion and action consideration.

Several members posed concerns with the lack of information and uncertainty with the application deadline. Executive Director Chris Lukasina reminded all that currently, MPO staff has "blanket" approval from the Executive Board to support applications for "new" money grants (TIGER, INFRA) and cautioned that it would most likely not be known whether this is existing or new money that will be used. He added that there are additional limitations in NC due to STI law. Mr. Lukasina said that until the actual funding bill, which usually takes two actions from Congress, is made available a lot remains uncertain regarding how projects will be funded and the impact of funding to the region. He expressed that what the project funding source is for NCDOT will be important (ex. scored through SPOT vs. competitive discretionary grants). He stated that brand new project may be very difficult to be funded through this new earmark, encouraged all to think carefully about what they want to submit, that things like transit are a little different for funding designation, and said to contact Gretchen Vetter with any questions.

Member Tracy Stephenson expressed that he was fearful of delaying a decision and possibly being responsible for the region missing out on additional funding. Mr. Lukasina commented that any support letter policy that may be developed does not preclude local governments from pursuing funding from alternate sources. Many members agreed with the sentiment that creating a contingency policy would be better than not acting at all, as to not miss out on a funding opportunity if the projects are funded with "new" money.

Several alternative and edits to the current recommended action were discussed. Ultimately language was decided upon, and included Member Jason Myers' suggestion

for the addition of an MPO letter to the congressional delegation to request funding these projects with "new" money.

The requested action now reads:

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.

Alternate David Keilson commented that not all projects have a federally required environmental document completed, which would be required to construct the project and can take a long time to complete. Mr. Lukasina responded that list of projects shown is a short list and others could be considered; however, cautioned that recent discussions of earmarks sharply favor a focus on a timeline to use this money.

A motion was made by Alternate Sandi Bailey, seconded by Alternate Morgan Simmons to recommend approval of Member Project Funding Designation (Earmark Funding) Support Policy such as Endorsement or Letters of Support to the Executive Board with the following conditions:

- 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. The motion carried by unanimous vote with Member Emmily Tiampati abstaining.**

5.5**Amendment #4 to FY2020-2029 Transportation Improvement Program**

Gretchen Vetter, MPO Staff

Requested Action: Recommend approval of Amendment #4 to the FY2020-2029 Transportation Improvement Program.

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

Gretchen Vetter, MPO Staff reported on this item.

Ms. Vetter stated that CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment will also include changes from the updated Wake Transit Work Plan and the FFY22 LAPP Investment Program.

She said the FY2020-2029 TIP Amendment #4 was posted for public comment from on February 13th and will remain open until April 18th. Approval is anticipated at the April 21st Executive Board meeting. To date no comments have been received.

A motion was made by Member Ben Howell, seconded by Alternate Morgan Simmons to recommend approval of Amendment #4 to FY2020-2029 Transportation Improvement Program to the Executive Board. The motion passed by unanimous vote.

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

Requested Action: Receive as information.

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 said 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.

Member Sandi Bailey commented that the COVID relief funds have no match requirement and are 100% reimbursable, which is not the case for any bike/ped funding source. She expressed this was an opportunity for funding of projects that would not require a match to fund some portion of the design of projects. Ms. Vetter replied that if there is a recommendation for some of the funds to go for program design it is Federal funding so the 10-year rule would apply. If construction was not achieved in that time

frame, the funds would have to be returned.

Member Jason Myers asked if Vetter would expect a larger LAPP pot if the revenue picture does not change. Ms. Vetter responded that just because CAMPO recommends now not to use the funds for new programs does not mean we cannot change how much we programming amounts in the future. She reiterated it is a balancing act now and all need to consider overprogramming and obligations.

Member Tracy Stephenson asked if we should target this funding to take of existing projects affected by COVID and NCDOT cash issue. Ms. Vetter explained that when a project is obligated the oldest funds are used first, with the "first in first out" mindset. As this funding is the most recent it will not be touched until all other funds are drawn down.

CAMPO Deputy Director Shelby Powell conducted a roll call slate vote for all action items.

Member Emmily Tiampati voted yes to Minutes, WCTP, and TIP; and abstained on Earmark Policy and COVID-19 Funding.

A motion was made by Member Shannon Cox, seconded by Member Jason Myers to recommend not to program new projects with \$5.9m funding and to use funds to replenish LAPP balances to the Executive Board. The motion carried by unanimous vote with Member Emmily Tiampati abstaining.

5.7 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 has been refined. He said another model run had been done and is now posted online.**Mr. Lukasina provided a brief review of the steps and stated they are now in the Analysis and Evaluation stage. He indicated work continues through the analysis and evaluation framework and it is anticipated that the model run for the trend scenario will be completed and available for review in mid-April.**Mr. Lukasina stated that additional information was included in the agenda packet. He presented an updated Connect 2050 Scenario Framework chart which includes options for consideration in terms of mobility investment and development foundations. He reminded all that work will continue on the framework to incorporate feedback received through an online survey.**Mr. Lukasina asked all to review results of Deficiency Analysis through the web portal which includes some of the changes received in the development phase and CommunityViz inputs, and does include the committed developments:**<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>*

- Things to think about:
 - Locations of changes in travel patterns
 - Locations of changes SE data

*If different than expected, check Place Type, Development Status, and Density look up data.**Changes can be made through the online CommunityViz portal (via TJCOCG).**Mr. Lukasina shared anticipated milestone dates/Next Steps for the project, 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*

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

6. Informational Item: Budget

6.1

Requested Action: Receive as information.

Attachments: [FY 2021 Projected Budget Q2](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

6.2

Member Shares FY 2021

Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

Attachments: [FY 2021 Projected Member Dues Q2](#)

The Member Shares Report was included in the agenda packet.

The Member Shares Report was received as information.

7. Informational Item: Project Updates

7.1

TCC April 2021 Project Updates

Requested Action: Receive as information.

Attachments: [TCC March 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: [Exec Board Public Engagement Updates Apr 2021](#)

The Public Engagement Updates were included in the agenda

The Public Engagement Updates item was received as information.

8. Informational Item: Staff Reports

MPO Executive Director Chris Lukasina stated that:

-The State's ethics compliance forms are due April 15, 2021 and that some of the board members have not completed theirs yet. He suggested this might be a timely discussion with each of the TCC's board member.

-There is a free municipal bonds webinar, but that it does require registration. He said to contact Shelby Powell or himself for more information.

-The second round of local MTP meetings has been scheduled. A response is appreciated by April 16.

NCDOT Transportation Planning Division – no report.

NCDOT Division 4 – no report.

NCDOT Division 5 – no report.

NCDOT Division 6 Mr. Darius Sturdivant reported that Mr. Greg Burns has been promoted to Eastern Deputy Chief Engineer, and that Mr. Drew Cox is the new Division 6 Engineer.

NCDOT Rail Division -absent.

NC Turnpike Authority -absent.

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

Upcoming Meetings/Events

<i>Capital Area MPO TAC Meeting</i>	<i>April 21, 2021</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>May 6, 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>May 19, 2021</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>June 3, 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>	