

# NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final

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

## Technical Coordinating Committee

---

Thursday, October 7, 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:** 40 - Chair Juliet Andes, Paul Black, Kevin Bowen, Jason Brown, Dylan Bruchhaus, Fontaine Burrell, Michael Clark, Bryan Coates, Jennifer Collins, Shannon Cox, Travis Crayton, Luana Deans, Darcy Downs, Tim Gardiner, Joe Geigle, Meredith Gruber, Scott Hammerbacher, Jay Heikes, John Hodges-Copple, Benjamin Howell, Dennis Jernigan, Sean Johnson, Brandon Jones, Justin Jorgensen, David Keilson, Danielle Kittredge, Erin Klinger, Eric Lamb, Gaby Lawlor, Julie Maybee, Kevin Murphy, Jason Myers, Akul Nishawala, Neil Perry, Matt Poling, Morgan Simmons, Mark Spanioli, Darius Sturdivant, Emmily Tiampati, and Brad West

**Absent:** 10 - Gregory Bethea, Kelly Blazey, Phil Geary, Paul Kallam, Catherine Knudson, Michael Landguth, Hannah Lundy, Braston Newton, Pamela Perry, and Jay Sikes

### 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 September Meeting Minutes Draft

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

A motion was made by Alternate Morgan Simmons, seconded by Alternate Kevin Murphy that the minutes from the September 2021 TCC meeting be approved.  
The motion carried by unanimous vote.

**5. Regular Business**

## 5.1 CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

Attachments: [Staff Report](#)

[CAMPO Projects and Programs Update Requested Actions  
9 29 2021](#)

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

*Ms. Vetter provided an update on CAMPO funding and programs from State and Federal sources. Since the 2021 federal fiscal year closed on September 30th, CAMPO Staff is reviewing funding expectations moving into the next fiscal year and reviewing projects requesting to move forward after the LAPP FFY2021 funding authorization deadline set by the CAMPO Executive Board. She added that staff will also review the status of the outstanding LAPP CMAQ projects, that have just received their award letter to move forward from NCDOT.*

*Ms. Vetter reminded all that this information was presented previously and provided a brief overview for Future Federal Transportation Funding, STIP/TIP Project Delays, SPOT 6.0 and LAPP.*

### *1. Future Federal Transportation Funding*

- No adopted bill designating federal funding for next year.*
- FAST Act extended until November 1st*
- 2 Versions: House passed own version of funding bill, Senate passed theirs (WH supported),: these are very different and will need to match to pass.*
- House has not voted on Senate version of bill*
- 

### *2. STIP/TIP Project Delays*

- NCDOT working on updating cost estimates on projects in current STIP. Cost increases have gone up by over \$7 billion.*
- STIP required to be fiscally constrained, will likely see another large TIP/STIP overhaul in response to updated costs.*
- CAMPO will be working with NCDOT on this process over the next 12 months.*

### *3. SPOT 6*

- NCDOT Board of Transportation officially cancelled SPOT 6 due to limited funding availability for new projects.*
- Expect to get quantitative scores back, but will not go through local input points process.*
- What will happen to develop future TIP/STIP? TBD*

### *4. LAPP*

- Executive Board deadline 9/30/2021 for all LAPP projects to receive funding authorization.*
- Current policy: Projects that do not meet deadline are required to request Board's approval to move forward in order to keep LAPP funding once the project has all required deliverables to request funding authorization.*
- Outstanding LAPP projects sent to individual Executive Board members by request.*

*Ms. Vetter presented a detailed chart with Current Unobligated Projects, which total \$55,806,220. She noted that projects denoted with C-XXXX have been on hold due to issues with CMAQ Unit, which is outside the control of sponsoring agencies. Total Less C-XXXX projects: \$48,469,930. She said the award letter for the CMAQ has finally been received so those projects will be revisited.*

Ms. Vetter shared 3 project requests: Blue Ridge Road Bike/Ped Improvements (Raleigh LAPP Year 2019), Beaver Creek Greenway Extension (Apex LAPP Year 2020) and GoApex Route 1 Bus Stop Improvements (Apex LAPP Year 2021). All three projects are in the construction phase. She said a recommendation to approve these three current requests to move forward with awarded LAPP funding is being sought today.

Ms. Vetter reviewed CMAQ project information which included:

- FFY2020 and FFY2021 CMAQ-selected projects unable to move forward with their projects due to delays with NCDOT CMAQ Unit
- Projects just received award letter in September 2021
- Current September 30, 2021 Executive Board Deadline would require projects to come in for permission to move forward for every new phase of work
- LAPP FFY2023 Call for Projects includes a submittal reduction policy, that reduces the number of projects an applicant can submit by the number of outstanding projects the applicant is managing
- For the FFY2022 Call for Projects, the CAMPO Executive Board waived these delayed CMAQ projects from counting toward the policy

Ms. Vetter concluded by explaining the 3 action requests. 1) approval of outstanding LAPP projects request to move forward after the FFY2021 authorization deadline 2) extension of FFY2021 authorization deadline for delayed CMAQ projects to the end of FFY2022, and 3) remove delayed CMAQ projects from submittal reductions for FFY2023 LAPP call for projects.

Member Emmily Tiampati requested clarification for the first action requested, and which projects would be included. Ms. Vetter replied that the action request was only for the 3 projects that are ready to move forward and that the remaining projects on the list would need to wait until they achieve the same status.

**A motion was made by Alternate Matt Poling, seconded by Member Michael Clark to recommend 1) approval of outstanding LAPP projects request to move forward after the FFY2021 authorization deadline 2) extension of FFY2021 authorization deadline for delayed CMAQ projects to the end of FFY2022, and 3) remove delayed CMAQ projects from submittal reductions for FFY2023 LAPP call for projects to the Executive Board. The motion passed by unanimous vote.**

**5.2 Amendment #6 to FY2020-2029 Transportation Improvement Program**  
Gretchen Vetter, CAMPO Staff

Attachments: [Staff Report](#)  
[CAMPO TIP Amendment #6](#)

*Ms. Vetter shared 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 submitted from transit providers to reflect their current budgets and updates to the Wake Transit Work Plan. She said Amendment #6 will be posted for public comment from October 18th- November 16th, with a public hearing and approval scheduled for the November 17th Executive Board meeting.*

*Ms. Vetter added that CAMPO expects to see the first round of SPOT delays in October STIP Amendment requests from NCDOT. These delays have been postponed but will be shared as soon as they are available.*

*Member Emmily Tiampati asked for clarification on the HO-0005 project. Ms. Vetter responded that NCDOT initially programs projects such as these in a broad "catch all" category of funding and assigns an ID. Once a specific location is identified, a new ID is created. Ms. Vetter added she thought this would be a SPOT project and would follow up with Ms. Tiampati to see if this fell under her jurisdiction of Holly Springs.*

*In the chat: Alternate Matt Poling expressed he thought this was in the Fuquay Varina jurisdiction.*

*IMs. Vetter responded that HO-0005 is a Statewide ITS project and that CAMPO staff could contact NCDOT to ascertain whether the location has been broken down for the project yet. She added NCDOT will frequently program the projects early and might not know locations until they finish some preliminary engineering or perform further analysis.*

**The Amendment #6 to FY2020-2029 Transportation Improvement Program was received as information.**

### 5.3 Wake Transit Work Plan Project Period of Performance Extensions - FYs 2018 and 2019

Bret Martin, MPO Staff

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

[Attachment 1 -Updated FYs 2018 and 2019 Project Period of Performance Extensions](#)

[Attachment 2 - Originally Proposed FYs 2018 and 2019 Project Period of Performance Extensions](#)

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

*Mr. Martin stated that a number of project funding agreements that tie to project funding allocations authorized in the FY 2018 and the FY 2019 Wake Transit Work Plans expire on December 31, 2021, and September 30, 2021, respectively. Per the Wake Transit Governance Interlocal Agreement, the project funding agreements that tie to project funding allocations in Wake Transit Work Plans are a component of the Work Plan that the CAMPO Executive Board and GoTriangle Board of Trustees must approve/adopt each year. The agreement periods of performance are a key piece of the decision the boards make to allocate funds to projects, as the duration funds are made available to projects is an essential element for maintaining overall program control. Mr. Martin provided a breakdown of the applicable elements of the annual Wake Transit Work Plans: Operating and Capital Budgets and Associated Ordinances, Multi-Year Operating Program and Capital Improvement Plan, Financial Model Assumptions Update and Operating and Capital Project Funding Agreements.*

*He expressed the specific action the CAMPO Executive Board took to adopt the FYs 2018 and 2019 Wake Transit Work Plans included approval of the specific agreement templates for capital projects that detail a 42-month period of performance for FY 2018 Work Plan projects and a 39-month period of performance for FY 2019 Work Plan projects. Consequently, even though the currently adopted Wake Transit Work Plan Amendment Policy is silent on the issue, through consultation with CAMPO's attorney, CAMPO staff has determined that extending the periods of performance for project funding agreements that tie to the FYs 2018 and 2019 Wake Transit Work Plans effectively amounts to being a set of Wake Transit Work Plan amendments that require consideration and approval by the Wake Transit governing boards. Mr. Martin said that CAMPO staff has also determined that the remaining balance of funds originally allocated to projects that were not expended before the expiration of the agreements will need to be re-allocated or re-encumbered to the applicable projects by action of the CAMPO Executive Board. The applicable projects under consideration for period of performance extensions and re-encumbrances of funds were provided in Attachment 1 in the agenda packet.*

*Mr. Martin explained the first opportunity the CAMPO Executive Board will have to consider approval of these extensions and re-encumbrances of funds is October 20th, which is 20 days after the original agreements expire. That the agreements will terminate before they have approval to be extended will result in the need for new agreements to be drafted once approval is granted. He stated to fast-track consideration of these period of performance extensions, the TCC will be asked to consider an action of recommendation to the Executive Board at its October 7th regular meeting. The Wake County Transit Planning Advisory Committee (TPAC) will consider recommendation of approval to the Wake Transit governing boards at its October 13th regular meeting.*

*Mr. Martin said while it is definitely not preferable in most cases to process Wake Transit*

*Work Plan amendments in a fast-tracked manner that does not comport with the specific protocols established in the adopted Wake Transit Work Plan Amendment Policy, time is of the essence to get this done to ensure the gap between agreements is as short as possible. Following up from the TCC's, TPAC's, and Executive Board's consideration of action, the TPAC, in cooperation with CAMPO as the lead agency, will revisit the Wake Transit Work Plan Amendment Policy to establish more concrete policies and expectations for this type of amendment to get ahead of the issue well before agreements that tie to applicable projects expire.*

*In the chat: Alternate Margaret Scully asked: "Considering the large number of agreements for which period of performance was not sufficient, will TPAC consider extending the initial period of performance to avoid this entire process in the future (hopefully). Is this an indicator that longer period of performance are needed?" Mr. Martin replied that it could go either way, that some agreements might need an extension and others might not need the full duration. He added this would be something for TPAC to discuss in the future.*

**A motion was made by Alternate Morgan Simmons, seconded by Member Shannon Cox to recommend approval of the period of performance extensions and re-allocation of leftover funds for the FYs 2018 and 2019 Wake Transit Work Plan project funding allocations as detailed in Attachment 1 to the Executive Board. The motion passed by unanimous vote.**

## 5.4 Wake Transit Art Funding Eligibility Policy

Bret Martin, MPO Staff

Attachments: [Staff Report](#)

[Attachment 1- TPAC-Recommended Art Funding Eligibility Policy](#)

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

*Mr. Martin reviewed that at the direction of the Wake County Transit Planning Advisory Committee (TPAC), an Art & Culture Workgroup coordinated by the City of Raleigh was created to help inform the development of a policy for integrating art into projects supported by Wake Transit tax revenues. The purpose of the policy that was ultimately developed is to identify projects that are eligible to use Wake Transit funds for art, set funding parameters, guide Wake Transit project sponsors through the process of requesting art funding and reporting expenditures, and to provide program staff with the information necessary to implement the policy. He provided a brief review of the full presentation given at the last board meeting. Mr. Martin reiterated policy parameters for eligible projects and funding limitations.*

*Mr. Martin stated although the TPAC recommended the attached policy, the TPAC's vote on a recommendation of the policy was not unanimous, with one dissenting vote coming from the Town of Apex's voting membership. In the event that a TPAC vote is not unanimous for items that are subsequently forwarded to the CAMPO Executive Board and GoTriangle Board of Trustees, the adopted TPAC bylaws require both the majority and minority perspectives on the matter be provided to both governing boards. Following are the majority and minority perspectives from the TPAC's consideration of the Wake Transit Art Funding Eligibility Policy:*

*Majority Perspective: It is worth making a decision and setting expectations now to allow investment in art integration for the most visible and permanent passenger-facing facilities so transit facilities that are being designed and built now can benefit from the identity, culture, aesthetic, and place-making effects of art.*

*Minority Perspective: Given Wake Transit's financial challenges, making a decision and setting expectations to commit \$6.4 million over the next 10 years to art integration may not be the most responsible use of funds, especially since the public has expressed interest in and prioritized other investments that we are not funding.*

*Mr. Martin said an overview of the TPAC-recommended Wake Transit Art Funding Eligibility Policy was presented at the TCC's September 2nd regular meeting and a recommendation is sought to the board today. He added the TPAC-recommended policy was released for a CAMPO-administered public comment period on September 17th. The comment period will remain open through October 19th. No comments have been received to date. The Executive Board will hold a public hearing and consider approval of the policy at its October 20th regular meeting.*

*Member Shannon Cox asked to clarify the Town of Apex's dissenting vote. She said that the Town of Apex is very supportive of the concept of art integration throughout the region, but that a policy draft of possible cost sharing or a match approach would be helpful to ensure everyone can meet their obligations for the Wake Transit Plan.*

**A motion was made by Alternate Morgan Simmons, seconded by Vice Chair Eric Lamb to recommend approval of the Wake Transit Art Funding Eligibility Policy to the Executive Board, pending no adverse and actionable public comments.**



The motion passed by majority vote, with one Member, Shannon Cox voting against the motion.

## 5.5

### **Executive Board Working Group to Inform Commuter Rail Cost Share and Financing Negotiations**

Bret Martin and Chris Lukasina, MPO Staff

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

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

*Mr. Martin explained that in early 2020, CAMPO entered into a Memorandum of Understanding in Support of Continued Development of the Greater Triangle Commuter Rail Project with GoTriangle, North Carolina Railroad Company (NCRR), North Carolina Department of Transportation (NCDOT), Durham-Chapel Hill-Carrboro MPO (DCHC MPO), Wake County, Durham County, and Johnston County that details a number of commuter rail early project development activities to be executed before a project concept is ultimately accepted and advanced for further development and expenditure. He stated one such activity is facilitating cost-sharing negotiations and securing a local government commitment of funds for 100% of the non-federal share of estimated costs for project design, management, financing, construction, and operation and maintenance in a state of good repair. GoTriangle, the project sponsor for commuter rail early project development activities, began discussions on this topic earlier this year with staff from both MPOs and Durham and Wake Counties, as well as some GoTriangle trustees and county commissioners from both counties.*

*Mr. Martin said the final institutionalization of any cost-share agreement that determines the amount of Wake Transit tax revenues that will be budgeted, programmed, or otherwise committed to a commuter rail project, as well as any special financing arrangements, will require action by the CAMPO Executive Board and the GoTriangle Board of Trustees. Given that these are the two (2) parties responsible for making the referenced financial decisions, and the GoTriangle Board of Trustees also governs the GoTriangle organization as the project sponsor for commuter rail early project development activities, it is important for CAMPO's Executive Board, or a delegate group of board representatives, to contribute to the evolution and overall direction of cost-sharing and financing discussions. Mr. Martin stated at its October 20th regular meeting, the Executive Board will consider establishing appropriately representative group of members to more intimately participate and represent the CAMPO Executive Board in commuter rail cost-sharing and financing discussions. At the TCC's October 7th regular meeting, CAMPO staff will provide some thoughts on the composition of such a group, as well as the envisioned role of the group. CAMPO staff will also invite TCC members to share thoughts on the formation of such a group.*

**This Miscellaneous Item was received as information.**

**5.6 Triangle Bikeway Study - Triangle Bikeway ILA amendment**

Kenneth Withrow, MPO Staff

Attachments: [Staff Report](#)[Triangle Bikeway ILA Amendment and Exhibits](#)

*Mr. Kenneth Withrow, MPO Staff reported on this item.*

*Mr. Withrow stated the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization have embarked on an Implementation Study for a regional bicycle connection from Raleigh to the Park Center site at Research Triangle Park in Durham County via a separated greenway type facility generally following the I-40 corridor; and a Feasibility Study for a regional bicycle facility between the Park Center site and US 15-501 (Fondham Boulevard) in Chapel Hill; which will also address bicycle/pedestrian facility gaps along NC 54 in Durham County.*

*He said additional funding has been incorporated into a supplement to the Design Scope of Services that includes (1) Stakeholder Coordination, (2) Additional 3D Modeling - I40 Durham County, and (3) Additional Feasibility Analysis, Coordination, 3D Modeling - Trenton Road To I-440. The current Interlocal Agreement has been amended to include DCHC MPO as an additional funding partner for the supplement.*

*Chair Andes asked if this will affect the schedule. Mr. Withrow replied that there would be no impact.*

**A motion was made by Alternate Paul Black, seconded by Member Travis Crayton to recommend approval of the Triangle Bikeway Study - Triangle Bikeway ILA amendment to the Executive Board. The motion passed by unanimous vote.**

## 5.7

**FY 2022 Unified Planning Work Program Amendment #1**

Chris Lukasina, CAMPO Staff

Attachments: [Staff Report](#)

[FY 22 UPWP Amendment #1 - Draft](#)

[2022 UPWP Amended Table 3-Draft](#)

*CAMPO Executive Director Chris Lukasina reported on this item.*

*Mr. Lukasina briefly described what the UPWS is and does. He stated that the FY 22 Unified Planning Work Program (UPWP) was adopted in February 2021.*

*The Unified Planning Work Program (UPWP) outlines the work tasks and budget for the MPO for the fiscal year. The Draft FY22 UPWP outlines the priority work for the MPO for the period from July 1, 2021 through June 30, 2022. Several special studies that are already underway will continue in FY22, including the Triangle Bikeway Study and the Western Wake Signal System Integration Study. New studies expected to begin in FY 22 are the Southeast Area Study Update and the Mobility Management Program Study. The MPO will also focus time and resources on updating the regional Travel Demand Model, maintaining the TIP, and completing the work on the 2050 Metropolitan Transportation Plan. Other ongoing programs include the LAPP, public engagement, and Wake Transit.*

*As the fiscal year has begun changes to several projects have occurred, including Wake Transit funded projects. Items included in this Amendment are:*

*Amendment #1:*

- Triangle Bikeway - adjusted funding to include additional study and funding from DCHC MPO, a change to the eastern study area boundary, and additional NCDOT and community stakeholder coordination.*
- Wake Transit Bicycle & Pedestrian Study - adjusted to remove the \$75,000 devoted to this study. These activities have been included in a GoTriangle project and CAMPO will no longer be leading this effort.*
- Wake Transit BRT Extension Study - adjusted to include the Town of Clayton as a funding partner.*
- Mobility Management Program Implementation Study - adjusted the funding sources to reflect CAMPO, Wake County, City of Raleigh, and Town of Cary financial contributions to the study, and to reflect the multi-year project schedule.*

*Mr. Lukasina said the Amendment will be out for public comment from October 15, 2021 through November 16, 2021. Action to approve the Amendment is anticipated to occur at the November 17, 2021 Executive Board meeting.*

**The FY 2022 Unified Planning Work Program Amendment #1 was received as information.**

**5.8 2050 Metropolitan Transportation Plan (MTP/CTP) Update**

Chris Lukasina, CAMPO Staff

Attachments: [Staff Report](#)[2050 MTP Schedule](#)[CAMPO MTP 2050 Draft Fiscal Constraint Handout 2021-10-08](#)[Comments Compilation Oct 2021 Updated](#)

CAMPO Executive Director Chris Lukasina reported on this item.

*Mr. Lukasina provided an update on development of the 2050 Metropolitan Transportation Plan (2050 MTP/CTP). The Metropolitan Transportation Plan is the region's long-range transportation plan and includes both a fiscally constrained element as well as an unconstrained vision plan element known as the Comprehensive Transportation Plan (CTP). As such, this plan serves as both the region's federally recognized MTP and state recognized MTP and CTP. This plan is required to be updated every four years. A current development schedule was included as an attachment in the agenda packet.*

*Mr. Lukasina reminded all that the MTP was built on Land Use and Mobility Foundations. He stated the MPO staff has completed the updated scenario alternatives for the 2050 MTP/CTP. At the September meeting, the Executive Board approved the All Together scenario as the preferred scenario for use in the remaining phases of MTP development and the first fiscal constraint exercise has been completed. He added as the fiscal constraint stages of the MTP development began, the TCC recommended reviewing new/additional revenue assumptions to identify an appropriate multimodal investment mix for use of those financial resources the plan.*

*Mr. Lukasina provided a brief review of the full presentation given at the last two board meetings, including information for the Opportunity Places Development Foundation and Travel Choice Neighborhoods.*

*Mr. Lukasina presented charts to highlight the first draft of the fiscal restraint exercise for the Preferred Scenario for Transit, Roadway and Bike/Ped Elements with the breakdown of major transit investments for each category for various projects.*

*He explained in detail the differences between the preferred and fiscally constrained scenarios. He presented the 2050 MTP Revenue Forecast and provided background for this process. He explained the Revenue Forecast is broken into three decades and is derived from:*

- 1st Decade:
  - TIP/STIP (10 yr Work Program)
  - Local funding/development activity
- 2nd & 3rd Decades:
  - "Traditional" Federal & State Funds
  - Assumed increases for Shared Leadership and All Together scenarios
  - MPO portion based NCDOT Financial Forecast
  - Transit Funds
  - Wake Transit Plan Forecast (modified/extended)
  - Local Revenue
  - Based on Local CIPs / Development Activity
  - New Regional/Local Revenue Assumption

*He presented a chart for the Preliminary MTP Financial picture and provided a detailed walkthrough explanation. He stated in the preferred scenario both recommendations of the NC First Commission for additional revenue and assumed additional new, local regional funding is included. This exercise was based on a ½ cent sales tax.*

*Mr. Lukasina shared new Revenue Assumptions information which include:*

- *Local and regional revenue options*
- *Prior MTPs have made similar assumptions*
- *Driven by modal investment mix*
- *2045 MTP used overall MTP investment mix*
- *Multimodal in nature*
- *Roadway investments targeted at secondary roads*
- *In addition to existing ½ cent Wake Transit revenue (sales tax, reg. fee)*
- *Examples of prior assumptions include:*
- *½ cent sales transit sales tax (Wake, Durham, Orange)*
- *½ cent sales tax equivalent (2035, 2040, 2045 plans)*
- *¼ cent sales tax equivalent (2045 MTP for Franklin, Granville, Harnett, Johnston)*
- *VMT based revenue*
- *Property tax based revenue*
- *New local/regional bond programs (e.g. Pennies for Progress)*

*Mr. Lukasina presented pie charts for the New Regional/Local Revenue Assumptions with three (3) alternatives. He explained these were generated in response to the TCC's request during their last meeting. He added the Executive Board asked staff to begin with a similar investment mix to the 2045 MTP and to bring options or recommendations back in October. Mr. Lukasina provided a specific breakdown of how funding would be allocated for each alternative, with the total for 2031-2050 of \$ 3.021 billion dollars.*

*Summary of 3 Alternatives:*

*Alternative 1 (currently in use)*

- *Similar modal breakdown to traditional funds*
- *Resources for ITS/TDM and O&M*
- *Additional Transit resources beyond current WTP (frequent network)*
- *2031-2050 total: \$3.021 Billion*

*Alternative 2*

- *Additional resources for Bicycle/Pedestrian investments*
- *Similar additional Transit resources beyond current WTP*
- *Additional resources for ITS/TDM and O&M*
- *2031-2050 total: \$3.021 Billion*
- *Would require reduction of 20 secondary road projects*

*Alternative 3*

- *Additional resources for Complete Streets/Local Roadway Capacity*
- *Lowest additional Transit resources (beyond WTP).*
- *Lower resource level for O&M and ITS/TDM*
- *2031-2050 total: \$3.021 Billion*
- *Would add 10 secondary road projects*

Mr. Lukasina asked the TCC members if they had additional suggestions other than what was presented, or a combination of alternatives. He emphasized that these can be modified.

In the chat: Member Emmily Tiampati asked if there were any plans for major transit investments in the SW part of the County, and how and which specific significant projects per jurisdiction would be affected by changes per each alternative. Mr. Lukasina replied there will be a lot of project movement in the next few weeks of the MTP development across the horizon years, so there is no specific list of projects at this time. He added today's presentation was to provide an understanding of the associated 'buying power' for each alternative.

Alternate Morgan Simmons asked how the public and Board Member comments during the September 29, 2021 Joint MPO Boards meeting which indicated a desire for less emphasis on traditional roadway in future planning would impact the decision on which alternative would be selected. Mr. Lukasina responded when the fiscal constraint was applied, there was a 48% reduction in roadway projects in the preferred scenario. He added this is an important opportunity for all to weight in with thoughts and suggestions.

There were several additional questions from Members and Alternates in the chat regarding eligibility for TIP, SPOT and LAPP projects which were answered by CAMPO Deputy Alex Rickard and other CAMPO staff members. Mr. Rickard clarified that SPOT is the NCDOT process to select projects for programming in TIP/STIP with state and Federal dollars. LAPP is a CAMPO specific program that selects projects for programming in TIP/STIP with Federal funds that come directly to CAMPO. Ms. Vetter added that any project that is funded with Federal funds or is "regionally significant" need to be in the TIP/STIP, so all SPOT and LAPP projects are in the STIP and TIP. SPOT is the statewide competitive process that the MPO competes in for statewide funding, LAPP is the CAMPO-wide competitive funding process that determines what to do with the funding going directly to CAMPO.

Member Travis Crayton asked what the difference was between the bike/ped vs. complete streets categories, given that presumably complete streets projects would also include bike/ped elements. Mr. Rickard replied that the bike/ped portion of the pie would theoretically go to stand alone bike/ped projects, or any bike/ped project that is not part of a funded roadway project (complete streets). He added that funding is extremely limited for stand alone bike/ped and secondary road projects, but that transit projects can be funded through Wake Transit, with some Federal assistance.

As more questions were raised, Chair Andes cautioned that the set two (2) hour meeting duration was rapidly coming to an end. She suggested an additional work session (which could be recorded for those not able to attend) prior to the next TCC meeting to ensure all members/alternates questions or concerns could be addressed. She asked members to carefully review the presented alternatives and return with a decision or ideas for how to best modify the plan. Mr. Lukasina said there did not appear to be strong support for any one alternative and reiterated that adjustments could be made. He stated that the later a decision is made, the less time there will be to react to changes.

Mr. Lukasina provided the anticipated milestone dates/Next Steps:

Item	Anticipated Milestones
Alternatives Analysis Review	April-June 2021
Continued AA Review	Summer 2021
Revenue Forecast Updates	June – October 2021

<i>Preferred Scenario</i>	<i>September 2021</i>
<i>Draft Financial Plan</i>	<i>October 2021</i>
<i>Public Hearing</i>	<i>November 2021</i>
<i>Adopt 2045 Plan</i>	<i>Nov./Dec. 2021</i>

This MTP Item was received as information.

**5.9 Triangle Regional Model Protocol**  
Chris Lukasina, CAMPO staff

**Attachments:** [2021 TRM Protocol](#)

*CAMPO Executive Director Chris Lukasina reported on this item.*

*Mr. Lukasina explained the Triangle Regional Model Protocol is the governing document for the Triangle Regional Model. Created in 2001, it establishes the regional partnership, process, requirements, and resources needed to develop and support the current and future Triangle Regional Model. Additionally, it formally accounts for “ancillary modeling tools” and allowing them to be part of the TRM budget and workplan, clarifies the Model Team roles/responsibilities and expectations. (technical and advisory role) and clarifies the steps needed for TRM work program changes.*

*Mr. Lukasina stated that recent updates have been approved by the Triangle Regional Model Executive Committee. He said in accordance with the current Protocol, these updates require CAMPO Executive Board approval. A copy of the updated Protocol document was included in the agenda packet.*

**A motion was made by Alternate Paul Black, seconded by Alternate Kevin Murphy to recommend approval of the TRM Protocol Updates to the Executive Board. The motion passed by unanimous vote.**

**6. Informational Item: Budget**

**6.1**

**Attachments:** [FY 2021 Projected Budget Q4](#)

*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

**Attachments:** [FY 2021 Projected Member Dues Q4](#)

*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**                      October 2021 Project Updates

**Attachments:**   [TCC October 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

**Attachments:**   [TCC Public Engagement Updates 2021\\_10\\_07](#)

*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:*

*-reminded everyone of the retreat dates for the TCC (November 5, 2021) and the Executive Board (October 22, 2021). He said the format of in-person, hybrid or 100% virtual has yet to be determined.*

*-stated this is the third round of the MTP 101 meetings and each jurisdiction will or has been scheduled.*

*-welcomed Division 4 Alternate Jennifer Collins.*

*-stated CAMPO Administrative Assistant Sara Akimoto will be departing her position on October 15, 2021 and thanked her for her service. He said the vacancy/position will be posted soon.*

*NCDOT Transportation Planning Division – no report.*

*NCDOT Division 4 – Ms. Collins thanked Mr. Lukasina for the introduction, and stated she looks forward to working with everyone. She said the Branch Road extension project is currently in the roadway acquisition phase and expects construction funds to be released in Spring 2022.*

*NCDOT Division 5 – no report.*

*NCDOT Division 6 – no report.*

*NCDOT Rail Division – absent.*

*NC Turnpike Authority – Mr. Dennis Jernigan stated there is a lot of work planned for intersecting roadwork and that updates will be provided as they occur.*

*NCDOT Integrated Mobility Division -absent.*

*TCC Members -no members wished to add any further comments.*

*Chair Andes thanked everyone for their participation and adjourned the meeting.*

**This was received as information.**

**9. Adjournment**

## Upcoming Meetings/Events

<i>Capital Area MPO TAC Meeting</i>	<i>October 20, 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>November 4, 2021</i>
<i>One Bank of America Plaza</i>	<i>10:00 - noon</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TAC Meeting</i>	<i>November 17, 2021</i>
<i>One Bank of America Plaza</i>	<i>4:00 - 6:00</i>
<i>421 Fayetteville Street, Suite 203</i>	
<i>Raleigh, NC 27601</i>	
<i>Capital Area MPO TCC Meeting</i>	<i>December 2, 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>	