

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

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

Thursday, November 4, 2021

10:00 AM

Conference Room

1. Welcome and Introductions

Eric Lamb, Vice Chair, announced that he would preside over today's meeting.

Present: 31 - Sandi Bailey, Dylan Bruchhaus, Michael Clark, Bryan Coates, Jennifer Collins, Shannon Cox, Luana Deans, Tim Gardiner, Phil Geary, Joe Geigle, Meredith Gruber, Scott Hammerbacher, Jay Heikes, John Hodges-Copple, Benjamin Howell, Sean Johnson, Justin Jorgensen, David Keilson, Danielle Kittredge, Erin Klinger, Eric Lamb, Kevin Murphy, Jason Myers, Akul Nishawala, Neil Perry, Jay Sikes, Morgan Simmons, Andrew Spiliotis, Darius Sturdivant, Emmily Tiampati, and Jeff Triezenberg

Absent: 12 - Than Austin, Gregory Bethea, Kelly Blazey, Ken Bowers, Dennis Jernigan, Paul Kallam, Michael Landguth, Julie Maybee, Michael Moore, Braston Newton, Pamela Perry, and Tracy Stephenson

2. Adjustments to the Agenda

There were no adjustments to the agenda.

3. Public Comments

No members of the public signed up to speak at the meeting.

4. Minutes

4.1 TCC October 2021 Meeting Minutes

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

A motion was made by Alternate Morgan Simmons, seconded by Member Benjamin Howell, that this item be approved. The motion carried by a unanimous vote.

5. Regular Business

5.1 Amendment #6 to FY2020-2029 Transportation Improvement Program

Gretchen Vetter, CAMPO Staff

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

Gretchen Vetter, MPO Staff, reported on this item. She noted that the amendment was included in the agenda packet, and reported that there may be a slight change to a bicycle/pedestrian project in Morrisville due to some questions about construction funding figures included by NCDOT in the table. She noted that this would be sorted out prior to adoption of the amendment by the Board.

A motion was made by Member Jason Myers, seconded by Member Benjamin Howell, that this item be recommended for approval to the Executive Board. The motion carried by a unanimous vote, with Member Dylan Bruchhaus abstaining.

5.2 FY 2022 Unified Planning Work Program Amendment #1

Shelby Powell, CAMPO Staff

Attachments: [Staff Report](#)[FY 22 UPWP Amendment #1 - Draft](#)[2022 UPWP Amended Table 3-Draft](#)[RESOLUTION-OF-ADOPTION-Amendment#1-2022-UPWP](#)

Shelby Powell, MPO Staff, reported on this item. She noted that this amendment had come to the TCC in October as informational. As a reminder, the FY 22 Unified Planning Work Program (UPWP) was adopted in February 2021. As the fiscal year got underway, changes to several projects have occurred, including Wake Transit funded projects. Items included in this Amendment are:

- 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. The overall project budget will remain the same.*
- 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.*

The Amendment will be out for public comment from October 18, 2021 through November 16, 2021. No comments have been received to date. Action to approve the Amendment is anticipated to occur at the November 17, 2021 Executive Board meeting.

A motion was made by Member Jason Myers, seconded by Member Jay Sikes, that this item be recommended for approval to the Executive Board. The motion carried by a unanimous vote with Member Dylan Bruchhaus abstaining.

5.3

FY 2022, Q2 Wake Transit Work Plan Amendment Requests

Bret Martin, MPO Staff

Attachments: [Staff Report](#)

[Attachment 1 - FY22 Q2 Wake Transit Work Plan Amendment Request Package](#)

Bret Martin, MPO Staff, reported on this item. A total of nine (9) amendments to the fiscal year (FY) 2022 or a prior year Wake Transit Work Plan have been requested by various project sponsors, including CAMPO, Research Triangle Foundation, and the City of Raleigh for consideration in the 2nd quarter of FY 2022. Documentation for the amendment requests, including more information on the nature of each request as provided to the Wake County Transit Planning Advisory Committee (TPAC), is provided in Attachment 1. The amendment requests were released for public comment between September 3, 2021, and October 3, 2021. No public comments were received in response to the amendment requests.

These amendment requests include the following:

- 1) Proposed changes to the budgeted amounts for CAMPO's funding allocations for lead agency staffing (Projects TO002-L, -V, and -W) to better align budgets with actual expenditure performance over the past couple of years;*
- 2) The proposed removal of the FY 22 funding allocation for the 'Hold Harmless Subsidy for Implementation of Countywide Fare Strategy' (Project TO005-W), which is not needed during the fiscal year with the systemwide suspension of fares;*
- 3) The proposed removal/reduction of the FY 22 allocations for the City of Raleigh's, Town of Cary's, and GoTriangle's Youth GoPass funding (Projects TO005-L1, -L2, -L3), which are mostly not needed during the fiscal year with the systemwide suspension of fares;*
- 4) A proposed change in scope for the Research Triangle Foundation's Research Triangle Park Mobility Hub Enhancements (Project TC002-BH) to remove components of the project that were completed prior to the award effective date for the appropriated funds, which further results in a change in priority order of improvements to be made with the appropriated funds; and*
- 5) A proposed change to the budgeted amount for the construction phase of the New Bern Corridor Bus Rapid Transit Facility (Project TC005-A1) to satisfy additional Federal Transit Administration (FTA) budget contingency requirements.*

The TPAC recommended approval of the requests at its October 13th regular meeting with the following findings:

- 1) The proposed change in scope of work for the project requested to be modified is appropriate for the continued implementation of the Wake County Transit Plan;*
- 2) Removing funding from projects that will not be used during the fiscal year will allow more funding to be encumbered to other projects; and*
- 3) Modifying budgeted funding amounts to the amounts requested does not involve an unwarranted use of funds.*

A motion was made by Alternate Morgan Simmons, seconded by Member Jason Myers, that this item be recommended for approval to the Executive Board. The motion carried by a unanimous vote with Member Dylan Bruchhaus abstaining.

5.4 Public Transportation Agency Safety Performance Measures and Targets Crystal Odum, MPO Staff

Attachments: [Staff Report](#)

[Attachment B Final Regional PTASP targets](#)

[Attachment C - PTASP Resolution](#)

Shelby Powell, MPO Staff, reported on this item. On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under the FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) and all rail transit operator recipients. Agencies were originally required to have a certified Agency Safety Plan that met statutory requirements no later than July 20, 2020, which includes safety performance targets and sharing targets with their MPO and State. Because of COVID, the date of compliance for the agencies was moved to July 20, 2021. All regional transit agency partners have shared safety plans on file.

Per 23 C.F.R. § 450.306, the MPO is required to collaboratively set regional performance targets for each performance measure no more than 180 days after the transit agency establishes their performance targets (originally required by January 20, 2021 extended to July 20, 2021). As such CAMPO staff has discussed collaboratively with the transit providers, the DCHC MPO and the State (NC DOT IMD) staff individual agency safety plans, the regional partner's data sharing agreement and initial and final safety performance measures and targets. For the regional PTASP goal setting, the providers agree to follow the written, regional procedures established for Transit Asset Management in the original CAMPO Board action dated September 19, 2018 with the exception of establishing unrequired annual regional performance measures and targets.

On May 19, 2021, the CAMPO Executive Board adopted the initial regional transit agency safety performance targets to meet compliance deadlines and as the basis for continued partner discussions and collaboration. After receiving all certified agency safety plans including benchmark targets that are based on data years 2015 - 2019 and meeting with partners on August 3, 2021, staff is recommending the TCC recommend final 2021 regional transit agency safety targets per Attachment B for Executive Board adoption and subsequent inclusion into the Metropolitan Transportation Plan (MTP)/TIP.

Member John Hodges-Copple asked what the unit of measurement for system reliability was in this report. Ms. Powell responded that it was system vehicle revenue miles divided by system failures as reported.

A motion was made by Member Akul Nishawala, seconded by Member Jason Myers, that this item be recommended for approval to the Executive Board. The motion carried by a unanimous vote with Member Dylan Bruchhaus abstaining.

5.5**2050 Metropolitan Transportation Plan (MTP/CTP) Update**

Chris Lukasina, CAMPO Staff

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

Chris Lukasina, MPO Staff, reported on this item. 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 has been included as an attachment. 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 during October, initial fiscal constraint was applied to the Preferred Scenario. The MPO staff has updated the initial fiscal constraint step for the preferred scenario of the 2050 MTP/CTP. This includes updated additional revenue assumptions and ongoing local input. In October, the Executive Board requested another scenario for the additional local/regional revenue to be included in the draft plan. Online draft plan materials have been updated to reflect this scenario and the TCC attachments have been updated to reflect these assumptions. The Executive Board asked staff to bring back any feedback and recommendations on these updates.

Mr. Lukasina reported that the Executive Board received feedback generated at the TCC MTP workshop that occurred in October, and wanted the TCC to further discuss the inclusion of a 1-cent sales tax equivalent in the revenue projections. This would be in line with previous MTP's where the 1/2-cent transit sales tax had been contemplated and included prior to its actual existence. The result of including this additional revenue is approximately \$6 Billion in the second and third decades of the plan. Staff has generated a new investment framework around this revenue that includes additional funding for bicycle, pedestrian, transit, operations and maintenance, and ITS, while keeping the dollar amount dedicated to Complete Streets/Secondary Road improvements the same (although the portion of the "pie" is actually smaller than in Alternative 3 discussed previously, the dollar amount remains the same in this new Alternative 4).

Member Bryan Coates asked when the Towns would receive feedback from earlier meetings held with MPO staff where they expressed some concerns about projects being moved into the unfunded element of the MTP scenario. Mr. Lukasina responded that the staff is still reviewing the data collected at those local meetings, and was still holding several local meetings over the next week or so. Maps on the MPO's MTP website should be updated at least every Friday with results from those meetings. Mr. Coates asked if MPO staff could meet with Town Administration soon to review these changes; Mr. Lukasina asked him to reach out to MPO staff via email to set that up.

Alternate Morgan Simmons asked if the transit slice of the pie included transit operations and maintenance. Mr. Lukasina responded that it did, as well as funding for additional capacity and infrastructure improvements over the life of the plan.

Alternate Jeff Triezenberg asked for clarification on the differences in secondary road funding between Alternative 3 and Alternative 4. Mr. Lukasina responded that the dollar amount for those things is the same between the two alternatives, but since Alternative 4

includes more overall funding than Alternative 3, the proportion of funding going to the secondary roads was lower in Alternative 4.

Ms. Simmons commented that she liked that Alternative 4 really took into account the needs of the region that had been discussed at the Workshop. Member Shannon Cox agreed, and noted that Alternative 4 meets a wider variety of needs and is responsive to public input received.

Mr. Lukasina reported that the initial public comment period is scheduled from October 28th to December 8th, with the public hearing scheduled for November 17th, 2021. Next steps in the 2050 MTP development include:

- *Continued refinement of the financial forecast*
 - *Continued refinement of the fiscally constrained Preferred Scenario and draft plan.*
- Material is available online: <<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp>>*
- *Updated 2050 MTP/CTP schedule*

A motion was made by Member Shannon Cox, seconded by Alternate Luana Deans, that the Executive Board move forward with using the financial assumptions in Alternative 4, including the regional 1-cent sales tax equivalent for new revenue, to develop the 2050 MTP. The motion carried by a unanimous vote.

6. Informational Item: Budget

6.1

Attachments: [Q1 Budget Projection FY 2022](#)

This Informational Report was received as information.

6.2

Member Shares FY 2022

Lisa Blackburn, MPO Staff

Attachments: [Q1 Member Dues Projection FY 2022](#)

This Informational Report was received as information.

7. Informational Item: Project Updates

7.1

TCC November 2021 Project Updates

Attachments: [TCC November Project Updates](#)

This Informational Report was received as information.

7.2

Public Engagement Updates

Bonnie Parker, MPO Staff

Attachments: [TCC Public Engagement Updates 2021 11 04](#)

This Informational Report was received as information.

8. Informational Item: Staff Reports

The following staff reports were received as information:

MPO Director - Mr. Lukasina reminded members that the TCC retreat is scheduled for Friday, November 5 and members can participate either virtually or in-person. There will need to be a December TCC meeting so that the TCC can make a recommendation on the Draft 2050 MTP. That meeting will be December 2 and should be very short. The CAMPO Administrative Assistant position is open for a few more days and we hope to have a replacement on board shortly after the holidays. The Southeast Area Study is in contract negotiations and will be starting up shortly after the holidays. Finally, the NCAMPO Conference will happen in the spring in Wilmington for the first time in a couple of years, and the call for presentations is open.

NCDOT Transportation Planning Division - Mr. Geary had no report.

NCDOT Division 4 - Ms. Collins had no report

NCDOT Division 5 - Mr. Keilson had no report

NCDOT Division 6 - Mr. Sturdivant had no report

NCDOT Rail Division - Mr. Perry had no report.

NC Turnpike Authority - absent

NCDOT Intermodal Division - absent

TCC Members -

Vice Chair Eric Lamb announced that this would be his last meeting of the TCC after having served on the body for over 20 years; he hopes to continue working with many people in the region after he leaves public service. He thanked the TCC members for their hard work and dedication to transportation in the region. Various members expressed thanks and appreciation toward Mr. Lamb.

9. Adjournment

There being no further business, Mr. Lamb adjourned the meeting.

Upcoming Meetings/Events

The next TCC meeting will be held December 2, 2021 at 10 a.m.