

WAKE TRANSIT PLAN

Transit Planning Advisory Committee

TPAC REGULAR MEETING

February 12, 2020

9:30 AM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

I. Welcome and Introductions

Shannon Cox, TPAC Chair

II. Adjustments to the Agenda

Shannon Cox, TPAC Chair

III. General Public or Agency Comment

Shannon Cox, TPAC Chair

IV. Meeting Minutes

Attachment A

Requested Action:

Consider approval of the
January 15th, 2020 TPAC Meeting Minutes.

Stephanie Plancich, TPAC Administrator

V. Subcommittee Administrative Updates

Attachment B

Stephanie Plancich, TPAC Administrator

Public Engagement & Communications

1/23/20

Mike Charbonneau, GoTriangle

1st term, Chair

Andrea Epstein, Raleigh

1st term, Vice Chair

Process Subcommittee:

1/28/20

Tim Gardiner, Wake County

2nd term, Chair

Ben Howell, Morrisville

2nd term, Vice Chair



Attachment B

TPAC Subcommittee Work Task List

Fiscal Year **FY20**

Subcommittee **Public Engagement & Comms**

Time Period **February-July**

Task Type	Description	Task Month(s)	Lead Agency(s)		Subcommittee Partnership(s)			
			CAMPO	GoTriangle	Process	B&F	P&P	PE&C
Specialized	Finalize the PE&C related Lead Agency Operating Guidelines	February		x				
Tracking/Oversight	Receive presentation of findings of the Community Attitudinal Survey	February-March		x				
Recurring/Annual	Review Public Engagement Policy for update recommendations to Governing Boards at their June meetings	February-May	x	x				
Recurring/Annual	Finalize the list of Work Plan plans, programs and projects that will need individual PE Plans in the next fiscal year	February-June		x				
Recurring/Annual	Adopt a schedule to receive Public Engagement Plan presentations from project sponsors	February-June		x				
Recurring/Annual	Continuously disseminate information back to agencies and provide calendar information to the Lead Agency	February-July		x				
Tracking/Oversight	Receive regular process updates for current Wake Transit PE&C activities	February-July		x				
Specialized	Host a Wake Up Wake County Map Experience event for TPAC members	March	x	x				
Specialized	Finalize Subcommittee flier template and first draft	March-May		x				
Specialized	Draft a Comment Response Procedure for Wake Transit related public comments and media coverage	March-May		x				

Attachment B

TPAC Subcommittee Work Task List

Task Type	Description	Task Month(s)	Lead Agency(s)		Subcommittee Partnership(s)			
			CAMPO	GoTriangle	Process	B&F	P&P	PE&C
Recurring/Annual	Provide feedback and support for the Wake Transit dashboard/map development process	March-June	x					
Specialized	Communicate with TDM partners to determine Wake Transit PE&C support needs and include in Communications Plan	April-June		x				
Recurring/Annual	Hear Annual Work Plan PE&C progress presentation before it goes to TPAC	April & July		x				
Specialized	With PE&C Lead Agency, develop the initial Wake Transit Communications Plan and FY21 Communications Strategy	April-July		x				
Specialized	Determine content needs for Toolkit and Guidebook, complete their development in conjunction with Communications Strategy	April-July		x				
Recurring/Annual	Review and provide feedback on drafted Public Engagement Plans	May-June		x				
Recurring/Annual	Participate in after-action review and support needed revisions to annual Work Plan Public Engagement Plan	June-July		x				
Recurring/Annual	Participate in after-action review meeting and support needed revisions to the annual Work Plan Public Engagement Plan	June-July		x				
Recurring/Annual	Draft the PE&C Subcommittee August-January Work Task List	July		x				

V. Subcommittee Administrative Updates

Requested Action:

Consider confirmation of the PE&C and Process Subcommittee 2020 Chair and Vice Chair election recommendations, and endorsement of the PE&C Subcommittee's draft February-July Work Task List

VI. Greater Triangle Commuter Rail: Continued Discussion

Attachments C1 and C2

Bret Martin, CAMPO and Jay Heikes, GoTriangle

COMMUTER RAIL UPDATE

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

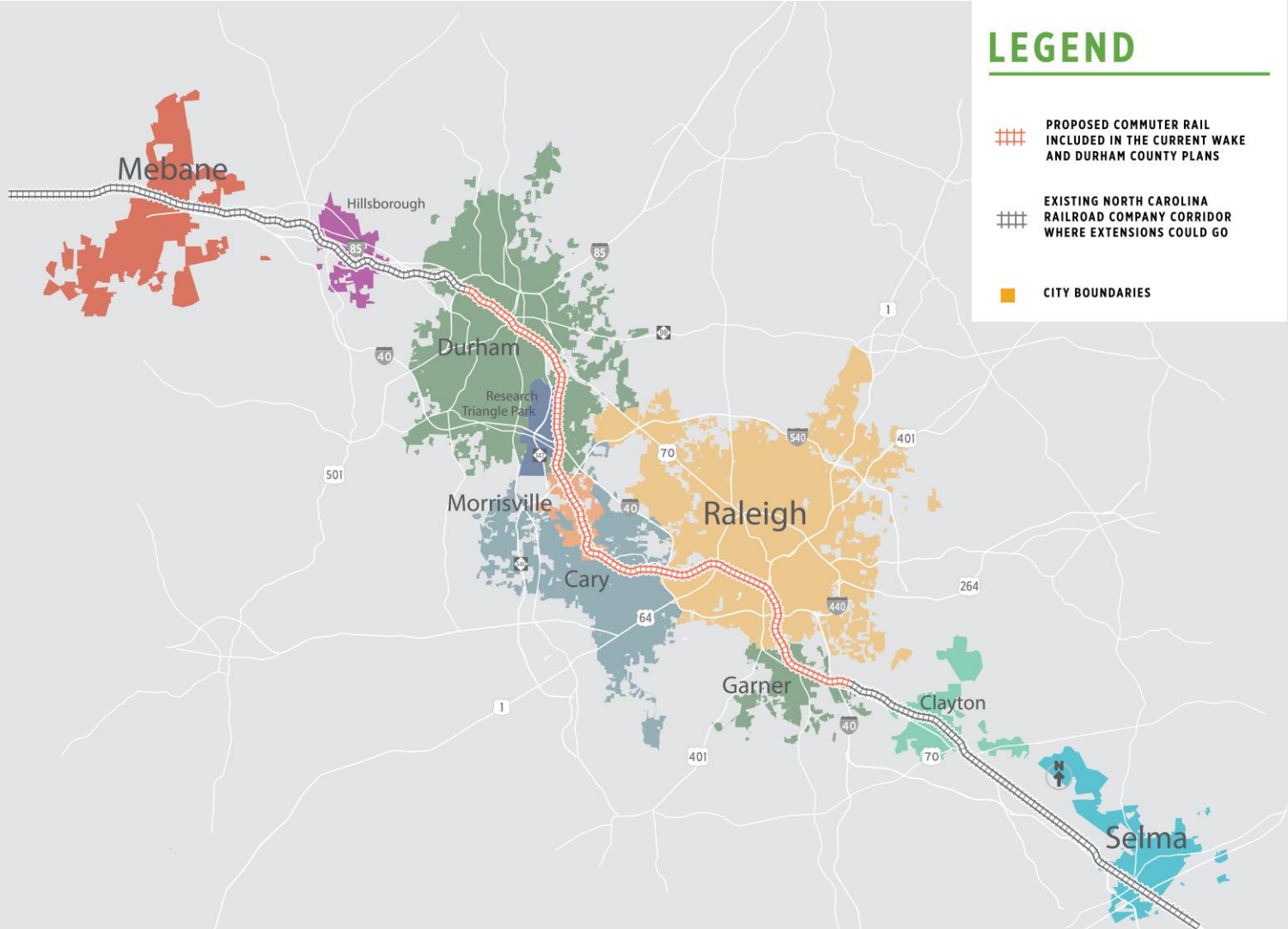
**TPAC Meeting
February 12, 2020**



PROPOSED COMMUTER RAIL PROJECT



- The Commuter Rail Transit project, as included in the current Wake and Durham county plans, would run 37 miles along the North Carolina Railroad Corridor between Garner and West Durham with stops at downtown Raleigh, N.C. State, Cary, Morrisville and Research Triangle Park.
- The project in the county transit plans calls for up to eight trips in each direction during peak hours with up to two trips each way during midday and evening hours, for a total of 20 weekday roundtrips.



WORK ON THE PROJECT TO DATE

- A project team that includes Durham County, Wake County, Orange County, Johnston County, CAMPO, DCHC, the North Carolina Railroad Company, NCDOT, the Research Triangle Foundation and GoTriangle is working together on preliminary feasibility studies.
- Through these studies, the team is trying to understand whether there is a viable commuter rail project to bring forward for public input and continued refinement and whether any scenario is likely to qualify for federal funding, which could fund up to 50 percent of the project.

PREVIOUS STUDY: CRT MAJOR INVESTMENT STUDY

This study of the 37-mile corridor completed in May 2019 showed:

- Taking commuter rail in the corridor would be faster and more reliable than driving at rush hour or taking a bus.
- The operating scenario providing service every 30 minutes in peak periods and limited service midday and evenings was the most productive among the scenarios studied.
- 16 potential candidate station zones would be appropriate for further analysis
- Ridership results would be consistent with those from similar commuter rail systems.
- Additional analysis would be needed to refine ridership estimates and to identify infrastructure required to support any commuter rail operating plans.

CURRENT STUDY: GREATER TRIANGLE CRT STUDY

What do we hope to take away from this study?

- Provide elected officials the data needed to decide whether to take the project to the next phase of development
- Examine scenarios adding Johnston County/Selma and Orange County/Mebane
- Refresh and update ridership estimates, infrastructure assumptions, and cost estimates that were included in prior high-level planning studies
- Identify additional activities necessary before initiating project design and implementation

EXISTING RAIL CORRIDOR

Freight Rail – Heavy Rail

- Freight operation constitutes the movement of goods and cargo in freight rolling stock (e.g., boxcars, flatcars), which are typically hauled by diesel-powered locomotives.
- The North Carolina Railroad Company (NCRR) owns the 317-mile corridor and Class I freight rail provider Norfolk Southern operates and maintains the railroad through a long-term lease with NCRR



Intercity Rail – Heavy Rail, Shared Track

- Intercity transit mode services covering longer distances than commuter or regional trains
- The main provider of intercity passenger rail service in the U.S. is Amtrak
- Four intercity passenger service routes run on the North Carolina Railroad including the Carolinian and the Piedmont which are sponsored by NCDOT



The North Carolina Railroad is built for the service it currently offers

Added capacity, including commuter rail, would require additional infrastructure, including added tracks

All Scenarios Studied Necessitate Another Track

Existing/Planned Traffic

- 27 freight and intercity passenger trains per day

Scenario 1: Three round trips in the peak periods

- +14 commuter trains per day (7 round trips)

Scenario 2: Five round trips in the peak periods

- +24 commuter trains per day (12 round trips)

Scenario 3: Eight round trips in the peak periods

- +40 commuter trains per day (20 round trips)

Evaluated Eight Scenarios

End Points	Weekday Round Trips	Service Pattern	Range of Cap. Cost* [YOES]	O&M Cost [2019\$]	Range of Ridership**
Durham-Garner	20	8-2-8-2	\$1.4B – \$1.8B	\$29M	7.5K – 10K
Durham-Garner	12	5-1-5-1	\$1.4B – \$1.8B	\$20M	5K – 7.5K
Durham-Garner	7	3-1-3	\$1.4B – \$1.7B	\$13M	4.5K – 6K
Mebane-Selma	20	8-2-8-2	\$2.5B – \$3.2B	\$57M	8K – 11.5K
Mebane-Selma	12	5-1-5-1	\$2.5B – \$3.2B	\$40M	6K – 9K
Mebane-Selma	7	3-1-3	\$2.3B – \$3.1B	\$26M	5K – 7.5K
Hillsb.-Clayton	20	8-2-8-2	\$1.8B – \$2.4B	\$44M (+\$15M)	8K – 11.5K
Durham-Clayton	20	8-2-8-2	\$1.6B – \$2.1B	\$37M (+\$8M)	7.5K – 10K

- Current Wake Transit Plan assumes \$1.33B capital cost for Durham-Garner 8-2-8-2



FUNDING CAPACITY

Needs federal funding to be affordable

Orange: Incremental cost to include Hillsborough and/ or Mebane is large relative to est. ridership

Johnston: Would require significant additional new revenue

Durham and Wake: Affordability will depend on:

- Cost share
- Prioritization versus other investments
- Ability to control costs

LOWER COST AND MORE SERVICE SCORES HIGHER

End Points	Weekday Round Trips	Service Level	Expected Score	“Upside” Score	“Downside” Score
Mebane-Selma	20	8-2-8-2	Medium-Low	Medium	Medium-Low
Mebane-Selma	12	5-1-5-1	Medium-Low	Weak Medium	Medium-Low
Mebane-Selma	7	3-1-3	Medium-Low	Weak Medium	Medium-Low
Durham-Garner	20	8-2-8-2	Medium	Medium	Medium-Low
Durham-Garner	12	5-1-5-1	Weak Medium	Weak Medium	Medium-Low
Durham-Garner	7	3-1-3	Weak Medium	Weak Medium	Medium-Low
Hillsb.-Clayton	20	8-2-8-2	Weak Medium	Medium	Medium-Low
Durham-Clayton	20	8-2-8-2	Medium	Medium	Medium-Low

To be eligible for federal funding, project must score a Medium rating

Note: Scenarios rated as “Weak Medium” are projected to score at the low end of the Medium range, meaning that if any single component score is reduced, the overall score would fall below the eligibility requirements

CRITICAL NEXT STEPS

Public board meetings with County boards and MPOs

- Local decision-making on next steps

Memorandum of Understanding for next phase of work (early project development activities):

- NCRR, GoTriangle, Counties, MPOs



FOCUS ON RISK MANAGEMENT

Requirements Risk:

- Difficulty of succinctly and fully developing project requirements
- Differences in project stakeholder goals

Design Risk:

- Design-related assumptions change
- Situations where unknown factors cause designs to change

Market Risk:

- Open market pricing and/or contract packaging strategies

Construction Risk:

- Site activities
- Coordination of contractors

NEXT PHASE OF STUDY: KEY FOCUS AREAS

Local Engagement: Build a foundation for sustained regional cooperation

Further Refine Project Concept: Define infrastructure and frequency of trains

Metrics: Provide monetary costs, non-monetary costs, and benefits

Railroad Buy-in: Rail network modeling, determine necessary requirements

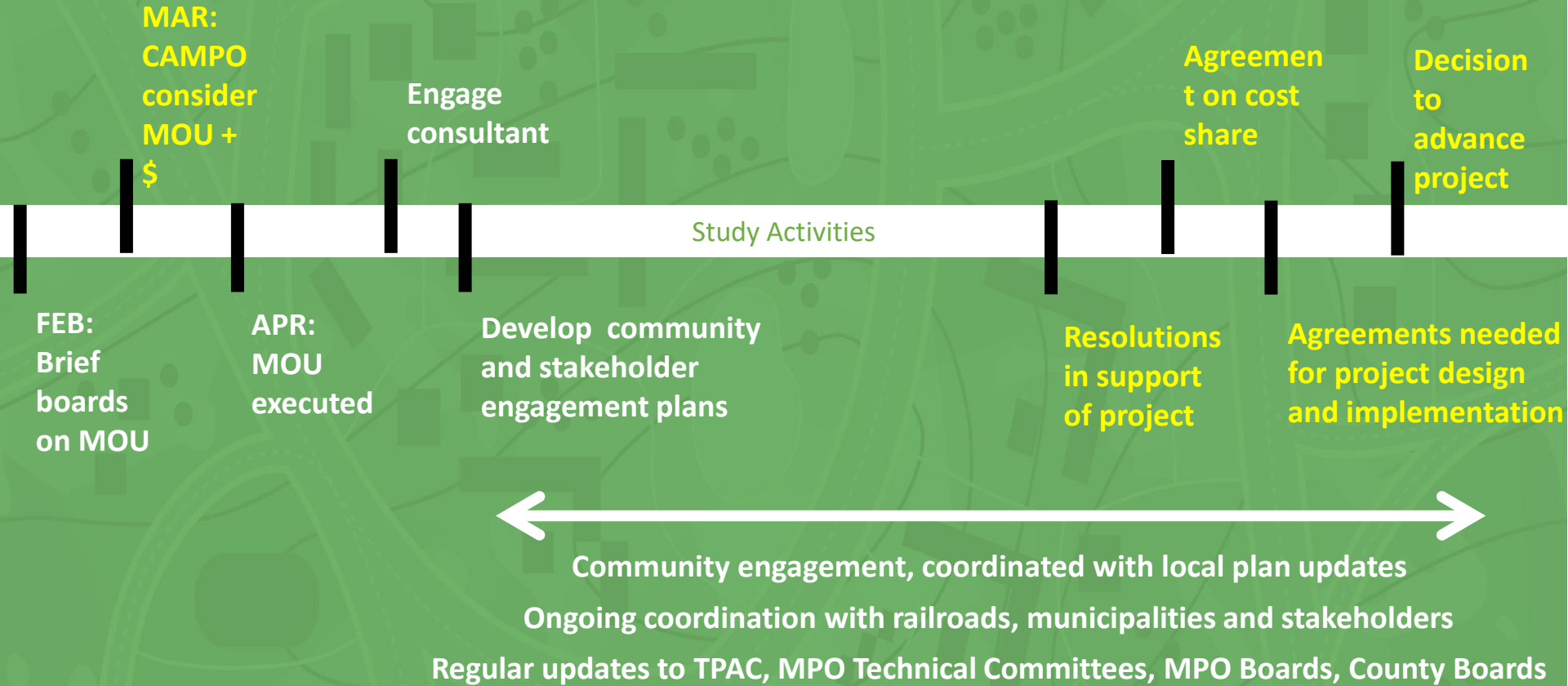
Capacity Building: Develop management plan and procure consultant support

FTA Funding Eligibility: Ridership modeling and economic development potential

Cost Share: Obtain commitment of 100% of non FTA funds

NEXT PHASE OF STUDY: TIMELINE

• TIMELINE





GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Questions and Comments

VI. Greater Triangle Commuter Rail: Continued Discussion

Requested Action:
Receive as Information

VII. FY20 Wake Transit Work Plan 3rd Quarter Amendment Request

Bret Martin, CAMPO

VII. FY 2020 Work Plan 3rd Quarter Amendment Request

Commuter Rail Early Project Development Funding

Source	Amount	Fiscal Year	Notes
Funds appropriated to GoTriangle for Rail Traffic Controller (RTC) modeling	\$ 333,333	2019	These funds were previously appropriated to GoTriangle specifically for rail network capacity modeling using a RTC model.
Use existing allocation from previous CRT Reserve encumbrance	\$2,303,038	2018	This amount was never “pulled down” from the CRT reserve and allocation is being requested as a part of the Q3 Amendment
New allocation from CRT Reserve encumbrance	\$3,363,269	2020	This is the new request as part of the Q3 amendment from the 2020 CRT reserve encumbrance of \$42.7M
Total Wake Budgeted Amount	\$6,000,000		

VII. FY 2020 Work Plan 3rd Quarter Amendment Request

Proposed Scope of Work

- Land surveys, encroachment identification and utility investigations
- Preliminary engineering and environmental study for key risk areas
- Assessment of land availability for stations and park-and-rides and identification of site options for maintenance facility
- Rail Traffic Controller (RTC) modeling and railroad coordination
- Community and stakeholder engagement planning
- Feasibility assessment for FTA CIG program and develop project management plans
- Further refinement of risk assessment

VII. FY20 Wake Transit Work Plan 3rd Quarter Amendment Request

Requested Action:

Consider recommending approval of the FY20 Work Plan 3rd Quarter amendment request to fund “Early Project Development Activities for Commuter Rail” to the Wake Transit governing boards, with the condition that no funds will be spent until an MOU detailing the cost share is approved by the appropriate Boards.

VIII. Wake Transit Plan Vision Update Progress Report

Bret Martin, CAMPO

Plan Update Task Schedule

October-February

Refine Costs/
Schedule



October-December

Transit Market



Early 2020

Financial Capacity



Early 2020

Choices and Tradeoffs



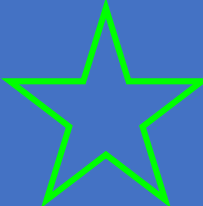
Mid 2020

Develop and Evaluate Alternatives



Late 2020

Select Preferred/
Final Alternative



Plan Update Process

Updated Engagement Schedule



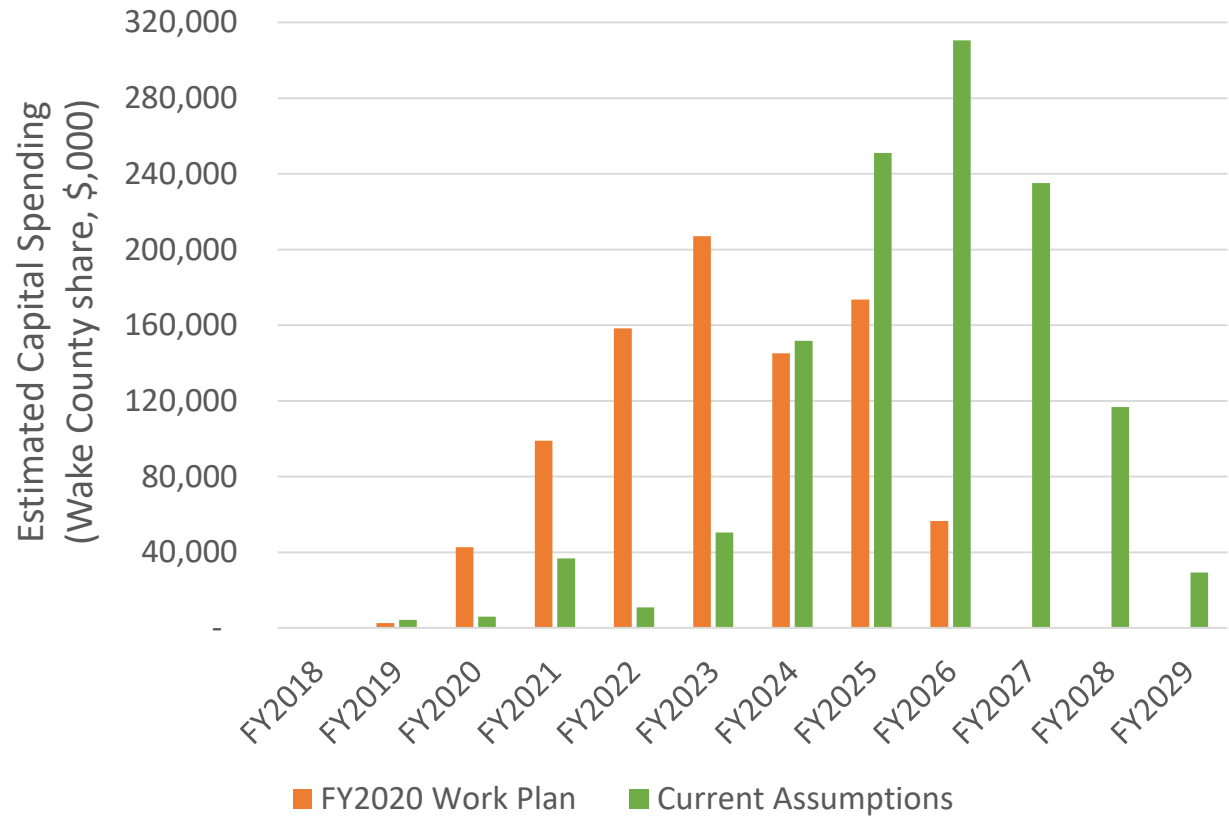
Current Status

- **Cost/Schedule Assumption Reassessment and Market Assessment Substantially Complete**
- **Goal = Finish everything that will inform choices and tradeoffs discussion and core design retreats**
- **Schedule on hold: Have everything we need for determination of remaining financial capacity, except clarity on commuter rail next steps**
- **Will not complete financial capacity task and proceed to choices and tradeoffs until we get this clarity**

Updated Cost and Timeline Estimates – Commuter Rail

Updated Assumptions (Draft FY21 Work Plan)

- **\$933 - \$1,202.9 million** Wake share (year of expenditure \$'s)
- **Spent in FY19 to FY29**
- **Assumed Service opens in FY29**



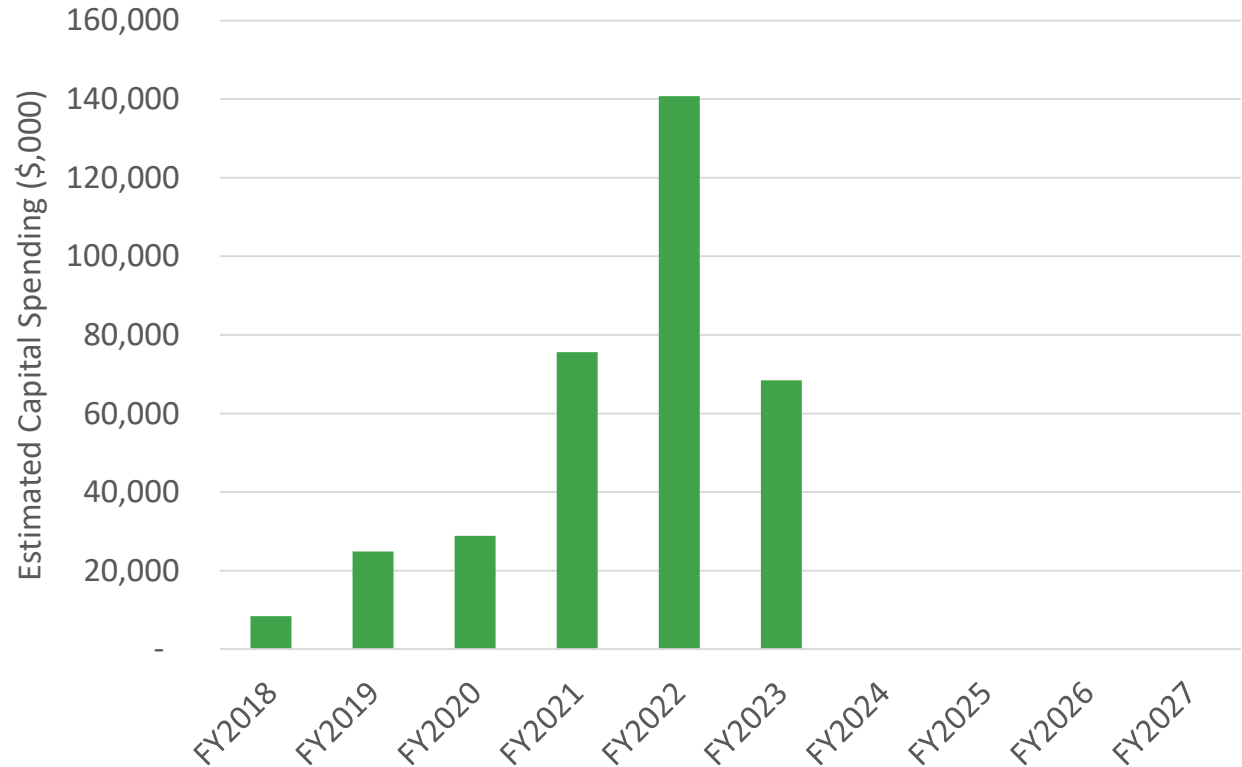
Financial Impact

- **Total Financial Impact: \$48,057K - \$317,624K higher than originally assumed in transit plan and FY 20 Work Plan**
- **Financial Impact Based on Changes in Project Characteristics (converts all expenses to 2020 dollars):**
 - **Lower limit of range is \$29,780K less than originally assumed**
 - **Upper limit of range is \$183,624K higher than originally assumed**
- **Financial Impact Based on Changes to Years of Expenditure:**
 - **Lower limit is \$48,057K higher than originally assumed, but \$77,837K more than new project cost assumption**
 - **Upper limit is \$134,000K higher than originally assumed**

Updated Cost and Timeline Estimates – Bus Rapid Transit

Original Wake Transit Plan

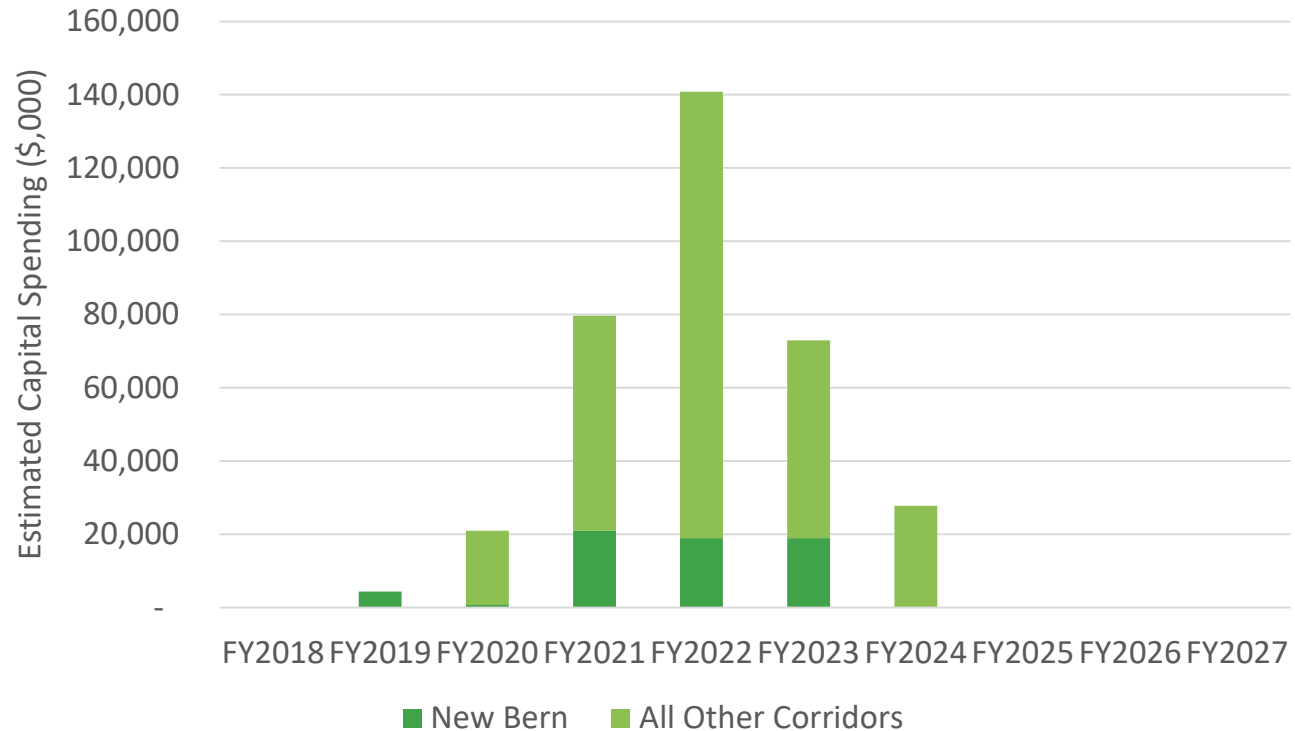
- **\$347 million for all corridors (YOE \$'s)**
- **Spending in FY18 to FY24**
- **Service opens in FY24 on all corridors**
- **Assumed 50% corridors with dedicated runningway**



Updated Cost and Timeline Estimates – Bus Rapid Transit

FY20 Work Plan

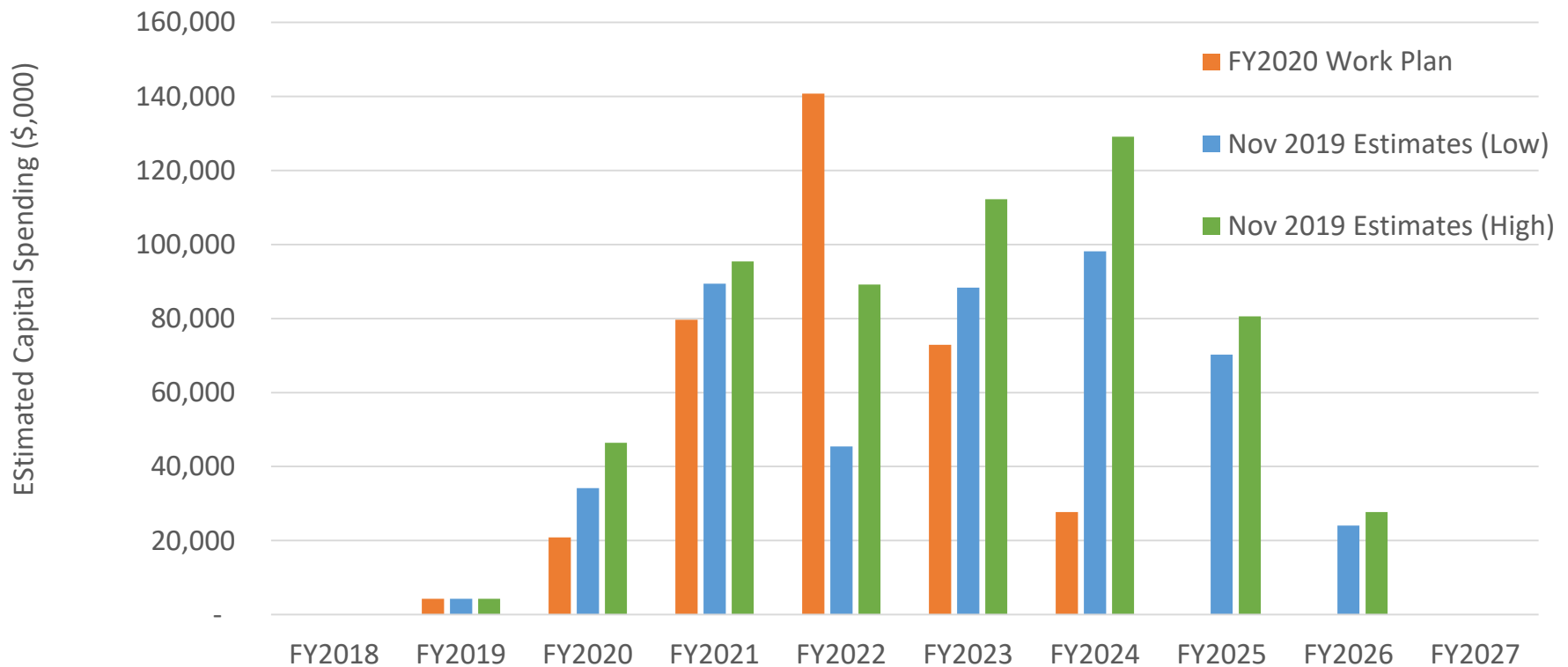
- **\$346.3 million for all corridors (YOE \$'s)**
- **New Bern Corridor estimates developed further (\$63.8 million)**
- **Spent in FY19 to FY24**
- **Service opens in FY24 on all corridors**



Updated Cost and Timeline Estimates – Bus Rapid Transit

Current Assumptions

- **\$454.1 million to \$584.9 million for all corridors (YOE \$'s)**
- **Spent in FY19 to FY26**
- **Service opens in FY23 to FY27 depending on corridor**
- **Assumes 100% corridors with dedicated runningway**



Financial Impact

- **Total Financial Impact: \$110,392K - \$242,716K higher than originally assumed in transit plan/FY 20 Work Plan**
- **Financial Impact Based on Changes in Project Characteristics (converts all expenses to 2020 dollars):**
 - **Lower limit of range is \$65,052K higher than originally assumed**
 - **Upper limit of range is \$182,561K higher than originally assumed**
- **Financial Impact Based on Changes to Years of Expenditure:**
 - **Lower limit is \$45,340K more than originally assumed**
 - **Upper limit is \$60,155K more than originally assumed**

What Could Change the Assumptions?

- **Decisions on BRT alignment and amount of dedicated runningway**
- **FTA requirements for project sponsors to show they can manage cost and schedule risk**
- **Other similarly large projects have underestimated the time and staffing commitment required to move a project through the process**
- **Cost assumptions for commuter rail may be reduced by findings from Rail Traffic Controller (RTC) modeling that reveal fewer infrastructure improvements are needed or by reducing assumed service frequencies**

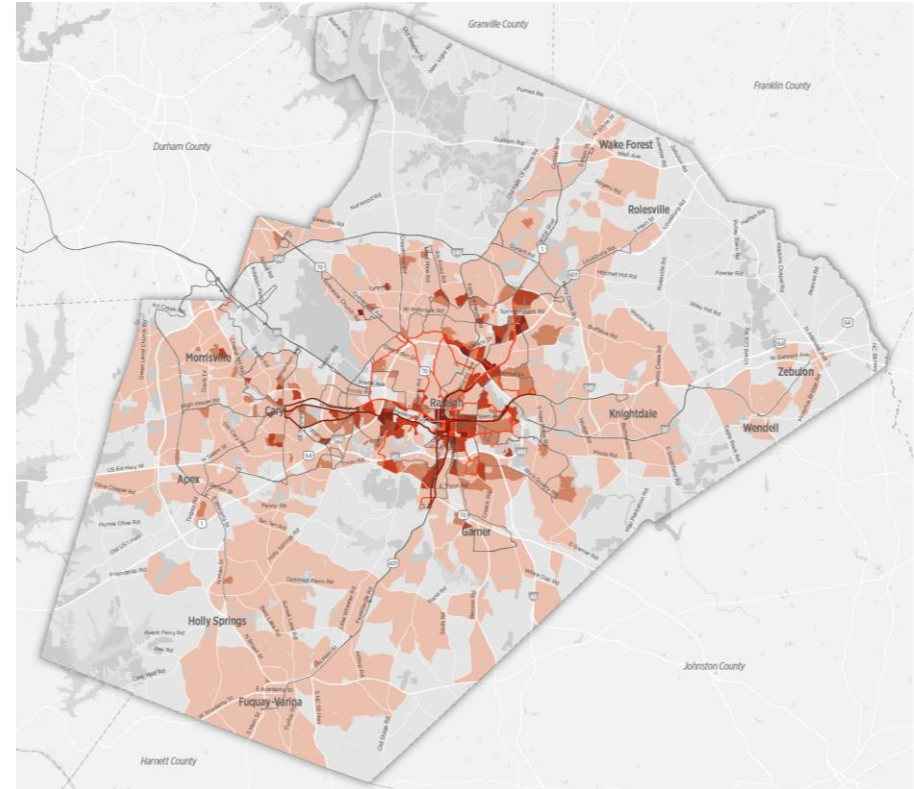
Market Assessment Approach

Purpose:

- Understand where there is demand for transit
- Evaluate the appropriateness of planned services
- Identify new and emerging opportunities for transit investment

Approach:

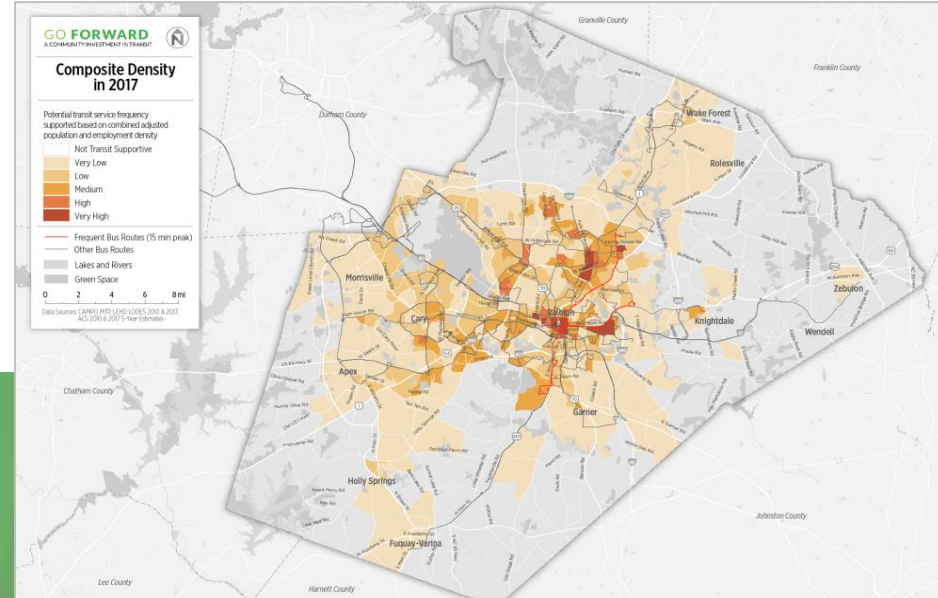
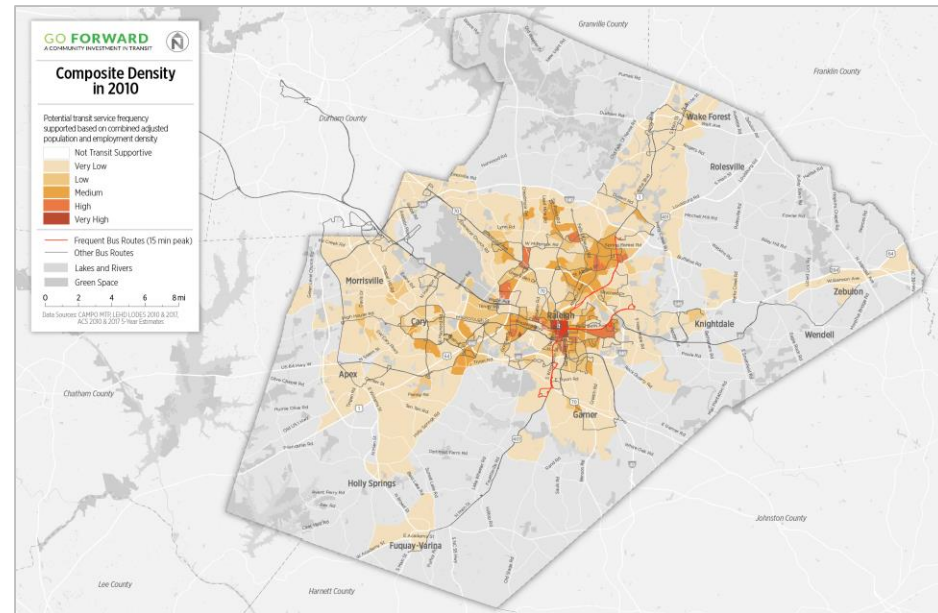
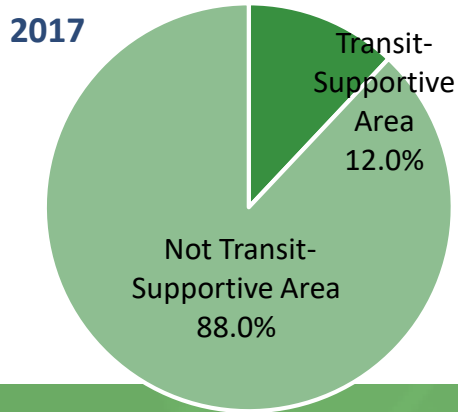
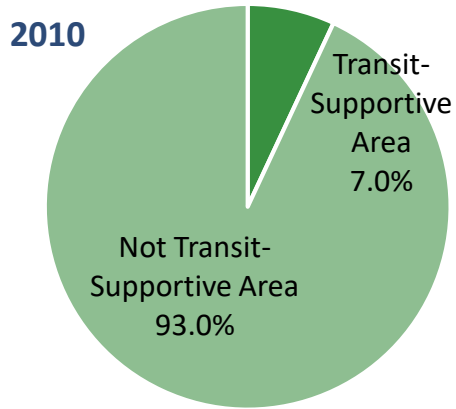
- Population density – 2010, 2017, and 2035
- Population density adjusted by socioeconomic characteristics – 2010, 2017, and 2035
- Employment density – 2010, 2017, and 2035
- Composite density – 2010, 2017, and 2035
- Major activity centers and points of interest
- Local travel patterns – 2013 and 2035
- Congestion – 2013 and 2035



Market Assessment Approach

Composite Density

Proportion of county acreage supportive of fixed-route transit



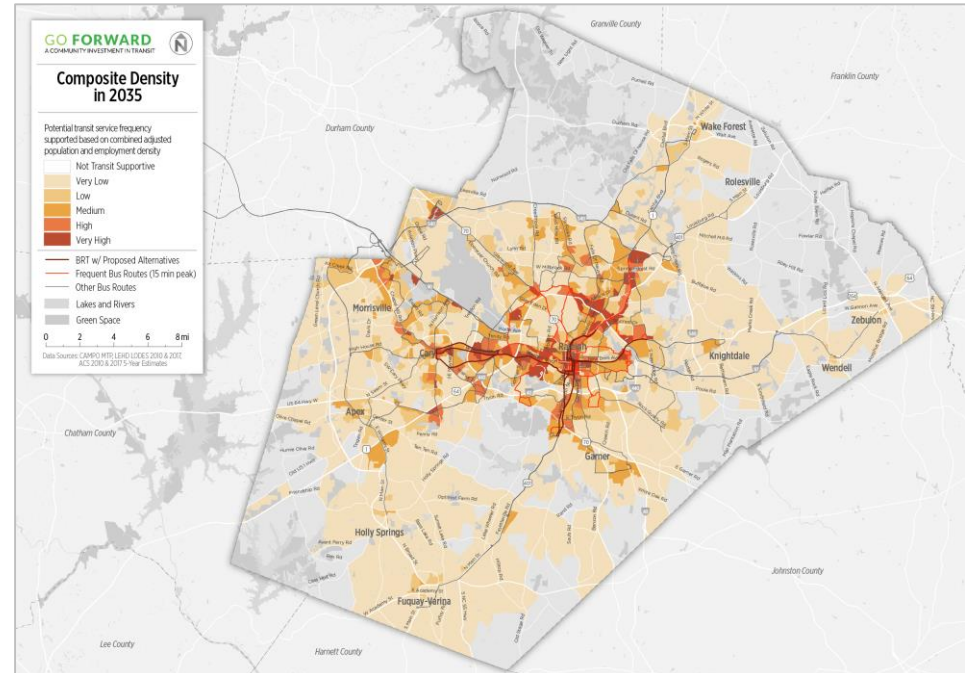
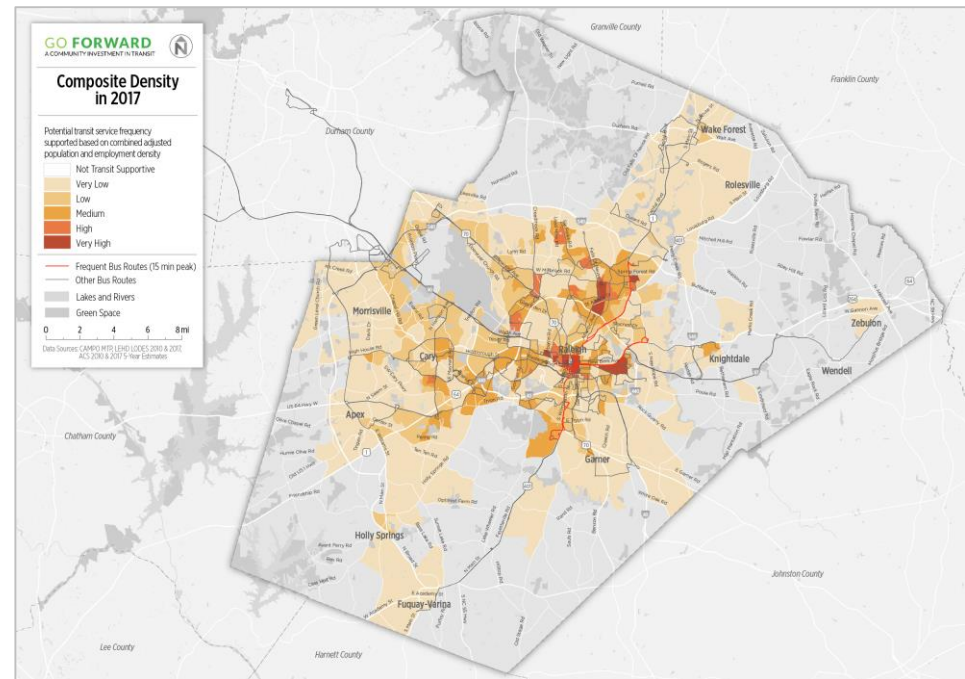
Composite Density

Combined population and employment:

- Downtown Raleigh and the area immediately surrounding downtown
- Northwestern Raleigh along Capital Boulevard
- Eastern Raleigh along New Bern Avenue
- Southern Raleigh along Wilmington Street
- Northern Raleigh along I-440 loop
- Between Raleigh and Cary along Western Boulevard
- Between Cary and Morrisville/RTP
- Parts of Apex, Garner, and far northern Raleigh

Areas that show increased density, not along MTP High Capacity Transit Corridors:

- Northern Raleigh and along I-440
- Along U.S. Route 1 between Raleigh and Apex
- Along I-40 from Raleigh to RTP
- North of RDU



VIII. Wake Transit Plan, Vision Update Progress Report

Requested Action:

Receive as Information

IX. FY21 Work Plan: Public Engagement Progress Report

Liz Raskopf, GoTriangle

Public Engagement: Online

Materials (incl. Spanish)

- Handout
- Presentation
- Draft plan
- News release
- Comment box

Online Engagement

- >600 community organizations and individuals
- 20 Wake County Public Libraries
- 32 comments (week one)



Please provide your comments on any aspect of the FY2021 Draft Wake Transit Work Plan.

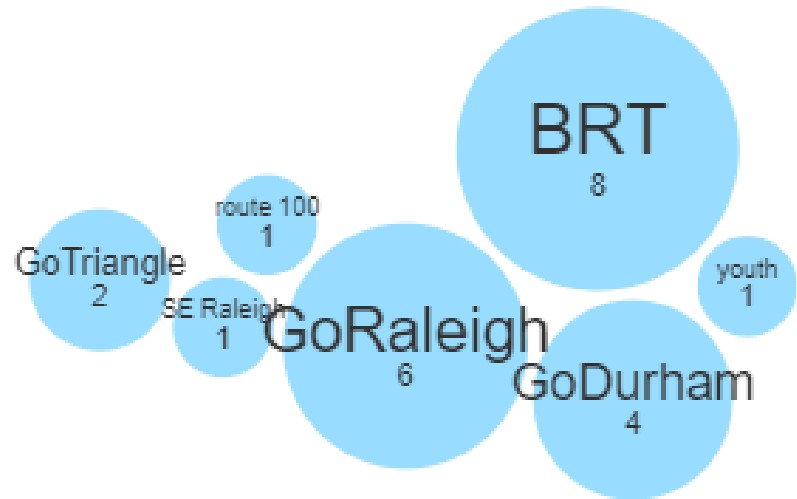
Sírvase hacer comentarios sobre cualquier aspecto del Borrador del Plan de Trabajo de Tránsito de Wake del año fiscal 2021.

Share your thoughts and ideas...

Public Engagement: In-Person

Public Engagement: Comments

- 39 comments as of 2/10
- Bus service main focus
- Concerns about frequency
- Concerns about gentrification
- Concerns about price of fares
- Support for proposed new serv
- Interest in amenities
- Interest in service to outer towns
(Zebulon, Wendell, Knightdale, Wake Forest)



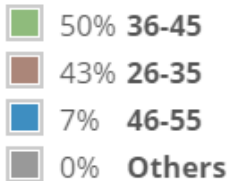
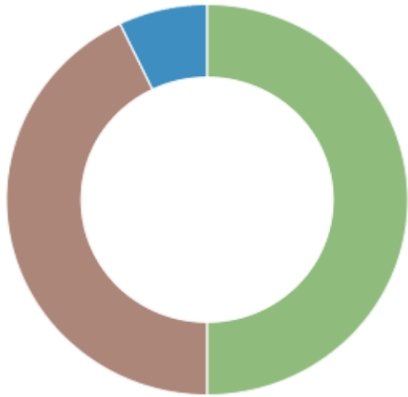
Public Engagement: Demographics

To help ensure we are reaching all members of the Wake County community please consider answering the following demographic questions.

Para asegurarnos de que estamos llegando a todos los miembros de la comunidad del Condado de Wake, considere responder las siguientes preguntas demográficas optativas.

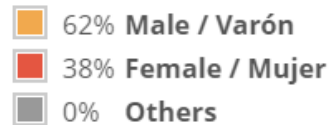
What is your age?

¿Cuántos años tiene?



What is your gender?

¿Cuál es su género?



What is your race/ethnicity?

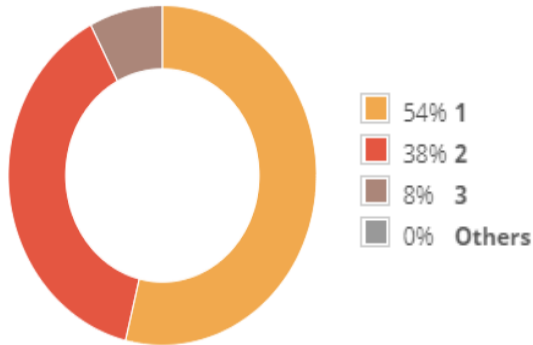
¿Cuál es su raza/etnia?

83%	White / Blanco/a	10 ✓
8%	Black or African-American / Negro/a o afroamericano/a	1 ✓
8%	Hispanic, Latino, or Spanish / Hispano/a, latino/a o español/a	1 ✓
8%	Native Hawaiian or Other Pacific Islander / Nativo/a de Hawái u otro isleño/a del Pacífico	1 ✓
8%	I prefer not to answer / Prefiero no responder	1 ✓
0%	Asian / Asiático/a	0 ✓
0%	American Indian or Alaska Native / Amerindio/a o nativo/a de Alaska	0 ✓
0%	Other / Otro	0 ✓

Public Engagement: Demographics

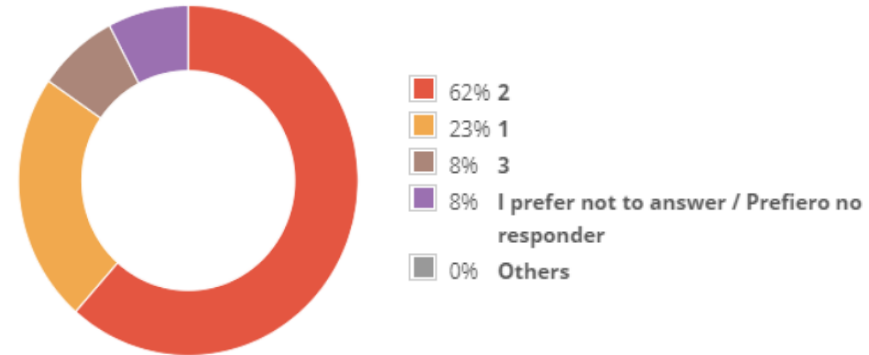
How many cars are available for drivers in your household to use?

¿Cuántos automóviles hay disponibles para que usen los conductores de su hogar?



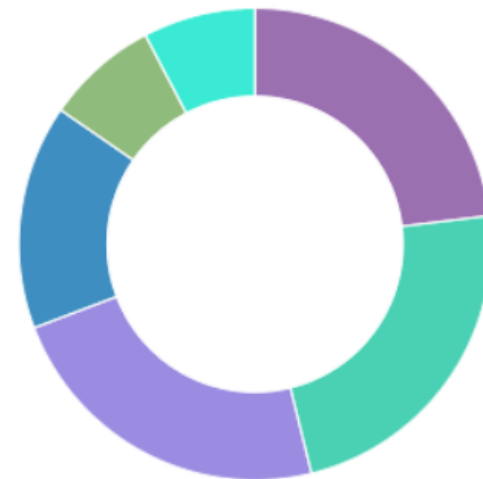
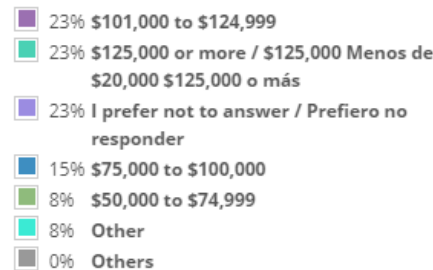
How many licensed drivers are there in your household?

¿Cuántos conductores con licencia hay en su hogar?



Which of the following groups does your total annual household income fall into?

¿Cuál de los siguientes grupos representa el ingreso total anual de su hogar?



IX. FY21 Work Plan: Public Engagement Progress Report

Requested Action:

Receive as Information

X. Subcommittee Chair Reports

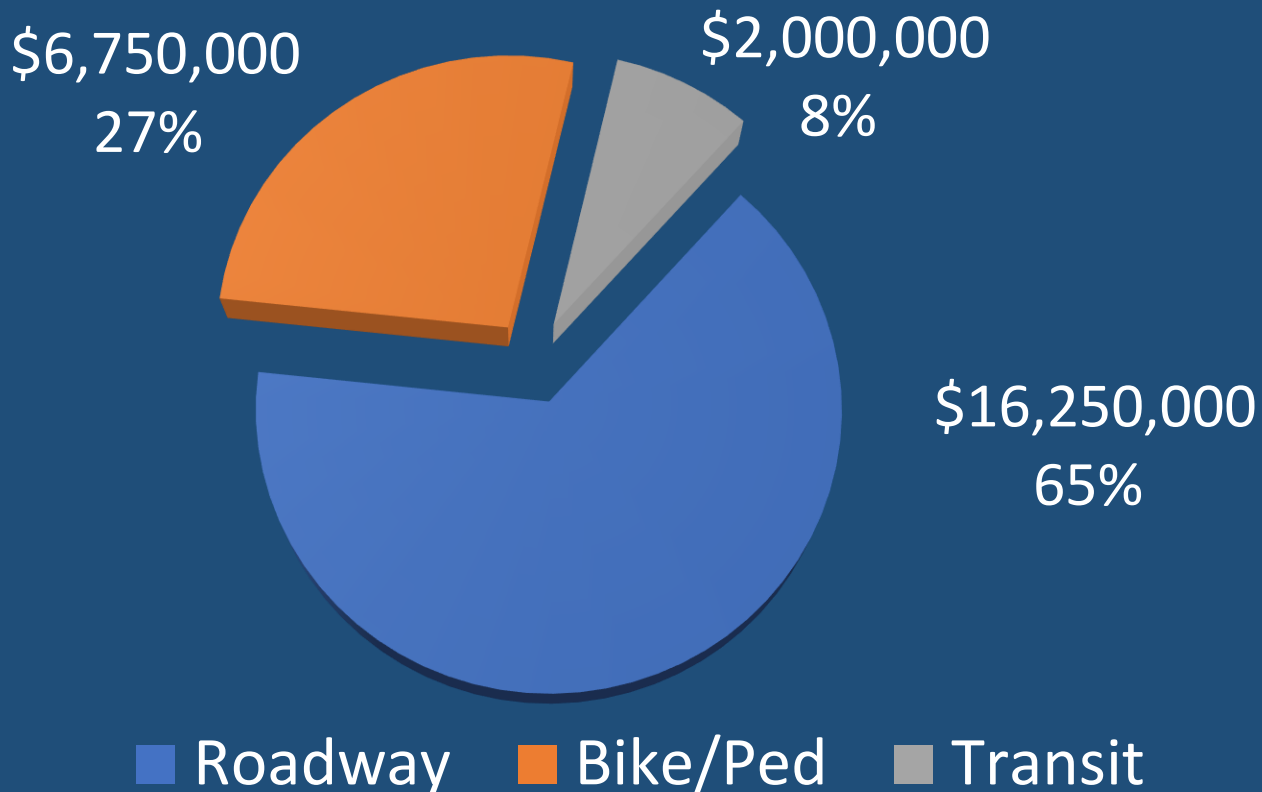
- Process
- Budget & Finance
- Planning & Prioritization
- Public Engagement & Communications

XI. Other Business

LAPP Program Update

Gretchen Vetter, CAMPO

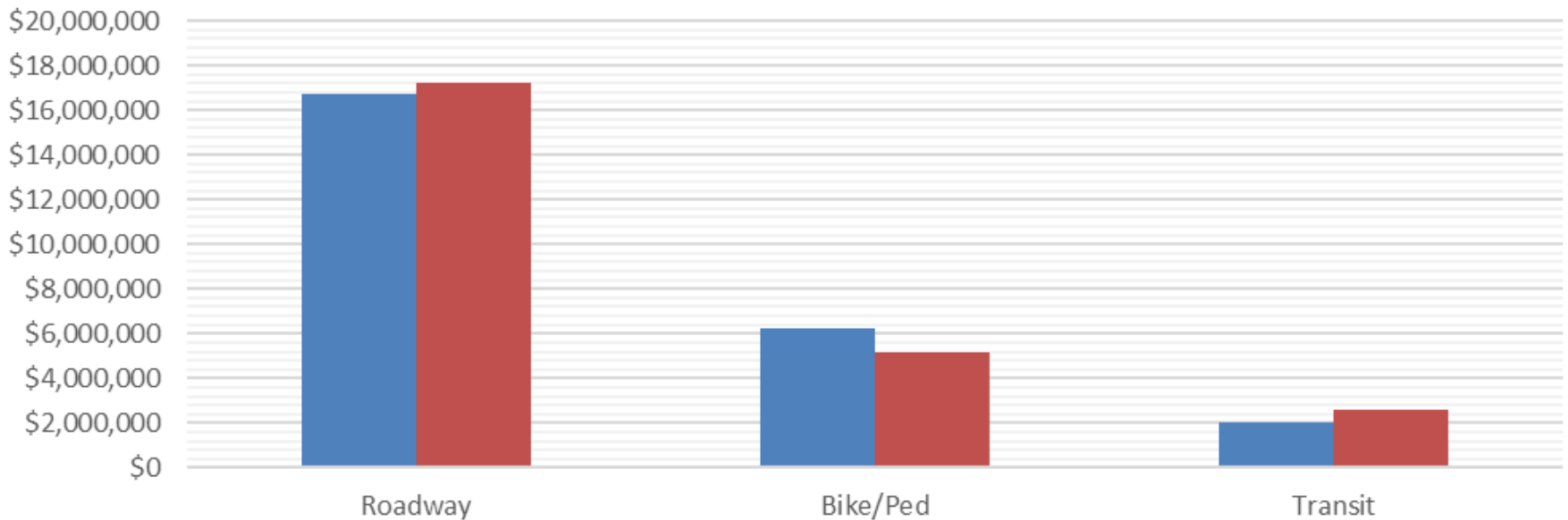
FFY21 Target Investment Mix



FFY21 Target vs. Recommended Mix

FFY2021 LAPP Investment Mix

■ Target ■ Recommended



Transit Projects

Project Name	Sponsoring Agency	Requested Phase (Design, ROW, Const)	Total Cost	Local Match %	CAMPO Request	Recommended Funding (Target \$2,000,000)	Total Score	Rank (Transit)	Rank (Overall)
GoApex Route 1 Bus Stop Improvements	Apex	No,No,Yes	\$ 610,000	30%	\$ 427,000	\$ 427,000	65.4	1	2
Bus on shoulder on I540 and I40	GoTriangle	No,No,Yes	\$ 153,600	20%	\$ 122,880	\$ 122,880	55.0	2	12
3 Sidewalk Connections to GoCary Transit Service	GoCary	Yes,Yes,Yes	\$ 1,360,712	25%	\$ 1,020,534	\$ 1,020,534	53.4	3	13
Improvements at 13 bus stops	GoTriangle	Yes,Yes,Yes	\$ 324,000	20%	\$ 259,200	\$ 259,200	49.7	4	18
Enhanced Transfer Points (6 site locations)	GoRaleigh	Yes,No,Yes	\$ 1,185,000	20%	\$ 948,000	\$ 787,737	49.0	5	19

Schedule:

The FFY20 LAPP Investment Program will be posted for public comment from January 17 - February 16.

A public hearing is scheduled at the February 19th CAMPO Executive Board meeting.

Questions?

XI. Other Business

Introduction to the Mobility Coordination Committee (MCC)

Crystal Odum, CAMPO



NC Capital Area **Metropolitan Planning Organization**

Mobility Coordination Committee (MCC)

TPAC Presentation ~ February 12, 2020

What is the Mobility Coordination Committee?

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

2018 CHS-PTP Amendment #1 Recommendations

Create Organizational Infrastructure

Establish the Mobility Coordination Committee (MCC)

Coordinate ADA Policies, Service and Service Delivery

Develop a Mobility Management Approach for Rural Transportation

Shift implementation from 2023-2025 to 2019-2022

Lead Emerging Mobility Strategy

Prepare for Changes in NEMT/Medical Transportation

**Amendment #1 is currently in a Public
Comment Period from 1/17 to 2/16**

CPT-HSTP Recommendations Implementation Table

Time-frame	Recommendations	Effort Level	Project Lead	Receive as Information	Make Recommendations	Adopting Board(s)
Short Term	1.1 Establish Mobility Coordination Committee (MCC)	Medium	CAMPO	TPAC; local groups & boards	TCC	CAMPO
	1.2 Create Consistent Regional UZA ADA Structure incorporated into individual provider ADA plans	High	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC	Transit Providers
	1.3 Coordinate ADA Service Delivery	High	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC	Transit Providers
	1.4 Initiate Rural Transportation Network	Medium	CAMPO	TBD	TBD	TBD
	1.5 Monitor State Medicaid Transportation Program	Low	MCC	TPAC; TCC; CAMPO Board, local governments	n/a	n/a
	1.6 Develop Mobility Management Program	Medium	TBD	TPAC; TCC; CAMPO Board, local governments	MCC; TCC	CAMPO; Transit Providers; local governments
	2.1 Develop Emerging Mobility Policy (<i>Supported as part of Task 1.6</i>)	Medium	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC; TCC	CAMPO; Transit Providers
Mid-Term	2.2 Evaluate Brokerage Model; Develop MOU for implementing a regional approach	High	CAMPO	TPAC	MCC; TCC	CAMPO; Transit Providers
	2.3 Evaluate Medical Transportation Needs/Conduct Scenario Planning reflected in recommended plan updates	Medium	CAMPO	MCC	MCC; TCC	CAMPO; Transit Providers
	3.1 Revise/Expand Mobility Management Program	Low	TBD	MCC; TPAC	MCC; TCC	CAMPO; Transit Providers; local governments
Long Term	3.2 Implement Brokerage Model	High	CAMPO	TPAC	MCC; TCC	CAMPO; Transit Providers
	3.3 Expand Emerging Mobility Options	Medium	CAMPO	TPAC	MCC; TCC	CAMPO; Transit Providers
	3.4 Evaluate Sustainability of Mobility Coordination Committee	Medium	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC; TCC	CAMPO

MCC Next Steps

- Finalize the draft CPT-HST Plan;
- On 2/19 seek CAMPO Executive Board approval of the amended Plan including to formally establish the Mobility Coordination Committee
- Continue work on the implementation strategy for the CPT-HST Plan
- Provide a future update on specific committee Implementation Strategies and accomplishments to date



XIV. Other Business

- New and Old Business
- TPAC Member Discussion

XV. Adjourn

Next TPAC Meeting:
March 11, 2020, 9:30am