

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

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

Thursday, March 3, 2022

10:00 AM

Conference Room

1. Welcome and Introductions

Chair Howell called the meeting to order and welcomed members. Mr. Nick Morrison with NCDOT's Integrated Mobility Division introduced himself as a new TCC member for NCDOT.

- Present:** 32 - Chair Juliet Andes, Sandi Bailey, Meade Bradshaw, Jason Brown, Dylan Bruchhaus, Bryan Coates, Jennifer Collins, Travis Crayton, Bob Deaton, Tim Gardiner, Phil Geary, Joe Geigle, Meredith Gruber, Jay Heikes, John Hodges-Copple, Benjamin Howell, Dennis Jernigan, Justin Jorgensen, Danielle Kittredge, Erin Klinger, Gaby Lawlor, Julie Maybee, Kevin Murphy, Jason Myers, Akul Nishawala, Jason Rogers, Jay Sikes, Morgan Simmons, Tracy Stephenson, Darius Sturdivant, Nick Morrison, and Sean Ryan
- Absent:** 13 - Than Austin, Gregory Bethea, Shannon Cox, Sean Johnson, Paul Kallam, Michael Landguth, Braston Newton, Neil Perry, Pamela Perry, Kevin Wyrach, Tansy Hayward, Fontaine Burrell, and Bynum Walter

2. Adjustments to the Agenda

Jason Myers asked that a LAPP funding request for the City of Raleigh's C-5604OF Blue Ridge Road pedestrian improvements project be added to the agenda. The item was added to the agenda as requested.

3. Public Comments

Martha Fish spoke in regards to the US 401 Corridor Study and how there had much public comment regarding the multiple locations of the proposed US 401 bypass. Mr. Fish stated that many of the routes would intersect productive farmland and destroy those active and viable businesses. Ms. Fish spoke about how the public had requested CAMPO's presence at a public information session in Fuquay-Varina where citizens might have an opportunity to voice their concerns and ask questions about the study and proposed bypass. Ms. Fish acknowledged that CAMPO heard that request and Kenneth Withrow, Chris Lukasina, and WSP staff participated in that public information session hosted by the Mayor Massengill and Town of Fuquay-Varina on January 11, 2022. Ms. Fish stated how the CAMPO Executive Board had made a motion in December to direct staff to study and analyze alternate routes of the bypass and how that motion was discussed at the Fuquay-Varina meeting in January. Ms. Fish stated that she and other members of the public were encouraged that CAMPO followed through on their promise to evaluate additional routes that may prove to possibly make more sense economically, strategically and possibly preserve farm businesses that would otherwise be impacted in sections A, B, & C. Ms. Fish stated that the public appreciates CAMPO's continued involvement and efforts that strive to meet the needs of these people.

4. Minutes

4.1 Minutes - February 3, 2022 TCC Meeting

Attachments: [TCC-MeetingMinutes-03Feb2022-DRAFT](#)

This Minutes was approved.

5. Regular Business

5.1 Triangle Bikeway Study and Final Report Kenneth Withrow, MPO Staff

Attachments: [TCC-2022-03-03-Triangle Bikeway_Presentation-SS21056](#)
[Staff Report](#)

Mr. Kenneth Withrow, CAMPO Staff reported on this item.

Mr. Withrow provided a summary of the project origins and background leading to an official study starting in March 2020 and concluding on December 31, 2021. Mr. Withrow reviewed the nine project goals of equity, regional collaboration, feasibility, connect to jobs, transportation choice, identity, safety, public benefit+support, and resiliency. Mr. Withrow reviewed the study area for the project with spans along I-40 from Chapel Hill to Raleigh. Several case studies were conducted as part of study including similar facilities in Winston-Salem, Seattle, Colorado, Atlanta, Hartford, and the Washington DC metro area. The study evaluated existing bicycle and pedestrian conditions along the corridor as well as planned trails and facilities. Mr. Withrow explained that the study also review existing and planned transit services throughout the study area as well as major employers and planned developments, and NCDOT TIP/STIP projects. Mr. Withrow reviewed the community engagement approach for the study including strategies for multi-jurisdictional coordination, broad stakeholder involvement, meaningful engagement with under engaged groups, and an flexible approach during COVID-19. Input was received from a standing working group, focus groups, and other stakeholder coordination efforts. Mr. Withrow reported that over twenty key stakeholder meetings, nine working group meetings, four virtual public meetings, and three focus group meetings were conducted throughout the study and over 4000 survey responses were collected. Mr. Withrow reported that the Triangle Bikeway working group was transitioning into the Triangle Bikeway Advisory Committee and that their first meeting was schedule for March 25th. Mr. Withrow reviewed the final steps of the study with the last action being the adoption by the DCHC Board in early May.

Member Joe Geigle of FHWA asked if the study addressed the operations of the facility including speed limits and hours of operation. Mr. Geigle expressed a concern that if speed limits and hours of operation are too restrictive the corridor may not provide a real option for commuting. Mr. Withrow acknowledged the concern and report that it had been discussed throughout the study and the intention was that this facility would be designed to serve as a community option. Mr. Withrow mentioned that it is anticipated that the Triangle Bikeway Advisory Committee will make recommendations on those specifics but that the operations will be controlled by the individual local governments along the corridor.

A motion was made by Member Akul Nishawala, seconded by Member Sandi Bailey to recommend endorsement of the Triangle Bikeway report to the Executive Board. The motion passed by unanimous vote.

5.2 US 401 Corridor Study Update Kenneth Withrow, MPO Staff

Attachments: [Staff Report](#)[Exec Board Presentation 2022_03_16-US 401 Corridor Study-mod](#)

Mr. Kenneth Withrow, CAMPO Staff and Mr. Will Letchworth, WSP reported on this item.

Mr. Withrow started the presentation by thanking all those that had provided feedback and input into the study and commented that this study had received more public comment than most CAMPO studies in recent years. Mr. Withrow went on to thank both MPO and WSP staff for their work in the analysis, reporting, and public engagement efforts. Mr. Withrow provided a review of the direction from the Executive Board at their December meeting. Mr. Withrow reported how the study was progressing to Phase 3 of the study which is the development of a preferred alternative but due to additional public comments, the Board directed CAMPO to study additional corridors than what were originally included in Phase 2 Alternatives Analysis. The purpose of the presentation today is to present the results of that additional analysis to the TCC and forward a recommendation to the Executive Board on whether to include additional alternatives in the study's Phase 2 Alternatives Analysis. Mr. Withrow explained that if the decision is made to include additional alternatives in the study, it would likely result in contract modifications for both scope and schedule of the project.

Mr. Withrow then introduced Mr. Will Letchworth of WSP to present the results of the additional analysis.

Mr. Letchworth started the presentation by reviewing the study's goals to

- reduce congestion and increase transportation capacity and safety*
- incorporate public and stakeholder input*
- encourage economic development*
- accommodate appropriate modes of travel (transit, bicycle, pedestrian, freight)*

Mr. Letchworth reviewed the study schedule, project history, and explained how the various alternatives for a bypass route were broken into three sections:

- A section - US 401 south to NC 42*
- B section - NC 42 southwest to NC 55*
- C section - NC 55 west to US 401*

Mr. Letchworth explained how the alternatives were screened based on travel demand model performance and project impacts. This screening process led to the selection of two primary options. Alternative X was developed using section A4, B6, and C1. Alternative Z was developed using sections A2, B5, with planned improvements along NC 201 and the Fuquay-Varina parkway being developed as planned.

Mr. Letchworth reviewed the Board action at their December meeting which directed staff to evaluate a minimum two additional alternatives and present the findings at a future meeting. Staff was further encouraged to include one option that focused on exploring widening of existing roadways negating the need of a greenfield alignment and a separate alignment further east of the current set of alignments.

Mr. Letchworth then reviewed a series of maps that compared the original study alternatives with the additional alternatives developed based on the Board's December direction. The new alternatives include corridors farther to the east that utilized Old Stage Road and Rock Service Station Road. Other alternatives utilized existing corridors such as US 401 and NC 55. Mr. Letchworth explained that the evaluation analysis did not simply focus on the traffic analysis for the individual corridors but the entire network for the study area to evaluate a comprehensive impact for each alternative.

Mr. Letchworth explained that the analysis results showed that in general the further east the least relief or benefit the new bypass would provide to the existing corridor. Based on these initial results, the analysis was further reduced to three new alternatives. Mr. Letchworth reviewed Alternative A which consists of improvements to Old Stage Road, Walter Myatt and Bud Lipscomb Road, and NC 210. Alternative C consists of improvements to Old Stage Road, Gardner Road, and NC 210. Alternative W consists of improvements to US 401, NC 55, and NC 210. Alternate X consists of previous segments A4, B6, and C1. Alternative Z consists of previous segments A2, B5, and NC 210. Mr. Letchworth explained that for each alternative, impacts were calculated and compared both against the existing conditions but also against the planned improvements in the adopted MTP.

Mr. Letchworth explained how each alternative was scored with respect to property impacts, agricultural impacts, environmental impacts, and project costs. Mr. Letchworth then reviewed the final project scoring for each alternative. Mr. Letchworth explained that the analysis shows that Alternative W, Z, and X performed best and again reiterated that the analysis shows the farther east the less impactful the improvements will be to existing corridor.

Mr. Withrow then presented the staff recommendation which is to consider further study on Alternatives X and Z, as previously recommended but to also include Alternative W based on the additional analysis.

Chair Howell then opened the floor for discussion and questions.

Member Jason Myers asked if the analysis was showing forecasted volumes per day for different segments of these alternative corridors? Mr. Letchworth confirmed that the numbers were forecasted 2050 volumes but that some averaging would occur for segments containing multiple TRM links.

Member Myers then asked for confirmation that all segments of the various future US 401 bypasses were showing forecasted 2050 volumes of less than 10,000 vehicles per day. Mr. Letchworth confirmed that based on the initial modeling that was correct. Mr. Letchworth clarified that these numbers were based on the current TRM networks without any additional refinement or small area modeling.

Member Myers then asked CAMPO staff, based on those forecasted volumes if the projects were needed or would likely be competitive for future funding. Mr. Lukasina answered that while forecasted volumes may be low for individual segments there are other segments along the corridor with much higher forecasted volumes. Mr. Lukasina went on to explain that while some individual segments may show low volumes and therefore would not provide independent utility, they are needed to provide the connectivity needs of the overall corridor. In response to competitiveness for funding, Mr. Lukasina explained that if the project moved forward with funding it would likely be through STI funding. In STI, the project would compete at the Regional Impact funding level against other regional projects in Region C (Division 5 and 6). Mr. Lukasina further explained that in the STI scoring process, NCDOT does not evaluate individual segment congestion measures but rather overall congestion for the corridor project.

In response to the explanation, Member Myers asked if the MPO staff thought this project would be competitive if submitted in the next round of STI (SPOT). Mr. Lukasina answered that due to the current funding situation there is very little funding available (2023, 2024 - 2025-2034) maybe something we submit, there may be other higher

priorities for the region. Mr. Lukasina went on to explain the purpose of this study is not to identify future candidates for SPOT but rather to identify the appropriate solution and alignment to better inform what has been included in the adopted MTP.

Member Jay Heikes suggested that for future presentations staff may want to consider showing total forecasted volumes of alternative corridors against existing congested corridors to provide better comparisons. Member Heikes suggested that comparing those corridor volumes with respect to the existing corridors may better illustrate the impacts the alignments provide.

Mr. Lukasina acknowledged that this agenda item presented a great deal of information for TCC member and unfortunately the materials were not available to be distributed ahead of time with the agenda. Mr. Lukasina encouraged members to continue to review the information and provide feedback to staff in time for the Executive Board meeting.

Member Tracy Stephenson commented that the Town of Fuquay-Varina's interest has been on identifying the best alignment so that future growth does not preclude a future project that may be needed to address transportation needs of the area.

Chair Howell thanked members of the public for attending and providing comments at the beginning of the meeting. Chair Howell noted that there will be additional opportunity for public comment at the Executive Board meeting.

A motion was made by TCC Vice-Chair Tracy Stephenson, seconded by Member Jay Sikes to recommend Alternatives W, X, & Z for further study to the Executive Board. The motion passed by unanimous vote.

5.3

FY 22 Unified Planning Work Program - Administrative Modification #1
Shelby Powell, CAMPO Staff

Attachments: [Staff Report](#)
[FY-22-UPWP-AdminModification-1-DRAFT](#)

Ms. Shelby Powell, CAMPO Staff reported on this item.

Ms. Powell started her report by reminding the TCC that any time federal funds are used for planning within the MPO region those funds must be included in the MPO's Unified Planning Work Program (UPWP). Ms. Powell went on to explain that GoRaleigh is intending to use a portion of their CARES Act/5307 funding for the Northern Bus Rapid Transit (BRT) Major Investment Study (MIS). Ms. Powell reported that this item has been released for public review and comment from February 14, 2022 and will end March 15, 2022.

A motion was made by Alternate Morgan Simmons, seconded by Member Dylan Bruchhaus to recommend approval of the FY 22 UPWP Administrative Modification to the Executive Board. The motion was passed by unanimous vote.

5.4

Amendment #8 to FY2020-2029 Transportation Improvement Program
(TIP) and Bonus Allocation Projects Update
Gretchen Vetter, CAMPO Staff

Attachments: [Staff Report](#)
[CAMPO Bonus Allocation Programming April 2022](#)

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

Ms. Vetter explained that the agenda item consisted of both amendment #8 to the FY2020-2029 Transportation Improvement Program as well as a status update on the MPO's Bonus Allocation (BA) funding from the NC 540 project. Ms. Vetter reported that the purpose of the TIP amendment is to program Right-of-Way (ROW) and construction funding for several of the NC 540 BA intersection projects as well as to address changes requested to the Wake Transit Work Plan. Ms. Vetter reported that the TIP amendment public comment period will run from March 21 through April 19th with a public hearing scheduled for the Executive Board meeting on April 20, 2022.

Ms. Vetter provided a summary of bonus allocation funding as defined through the Strategic Transportation Investment (STI) law. Ms. Vetter explained how BA funds were awarded either through local contribution or tolling to highway projects and the limitations on how BA funds can be used. Ms. Vetter reported on how the current BA funds are a result of projects R-2721 and R-2828 and how the MPO anticipates future BA funds through the R-2829 project. Mr. Vetter reminded the TCC members of the MPO's methodology on programming BA funds and the adopted guiding principles:

- Inclusion in the Metropolitan Transportation Plan (MTP)
- Logical Nexus to Generating Source of Bonus Allocation Funds
- Recognition of Funding Challenges with STI law
- Recognition of Funding Opportunities with STI law

Ms. Vetter reviewed the proposed project funding for the \$100 million BA funds from R-2721 and R-2828 adopted by the Executive Board in April 2020. Ms. Vetter provided an update on projects HL-0006 and HL-0007 with respect to cost increases. Ms. Vetter then provided an update on the HL-0008 intersection projects. Ms. Vetter explained that the MPO provided Division 5 with a prioritized list of intersection improvement projects and that Division 5 had reviewed those projects and made recommendations. These recommendations include modifications to scope and funding, remove project from consideration, and advance project to Right-of-Way and construction programming. Ms. Vetter reviewed the list of projects that were being recommended for programming of right-of-way and construction with some modifications to scope and budget based on NCDOT's analysis. Ms. Vetter then presented the list of projects that were being recommended to be removed from consideration for programming. Ms. Vetter explained these projects generally fell into two categories. The first are projects that have already been funded or constructed either through LAPP or developers since the list was provided to NCDOT. The second group are projects that fail to meet the standards or justifications for projects that NCDOT uses to award funding. As such, NCDOT recommended to remove the project from consideration.

Ms. Vetter reported that this first group of intersection projects recommended for funding in the TIP amounted to \$25,468,780. Ms. Vetter reported that the balance for the second group of intersection projects would be \$20,231,220. Ms. Vetter then reviewed the upcoming steps for the BA projects which included processing the TIP amendment to program the intersection projects, continued engineering work on HL-0006 & HL-0007 projects, and public engagement efforts expected within the coming months.

Member Jason Myers asked if the intersection projects were primarily signalization projects. Ms. Vetter responded that the intersection projects are primarily operational improvements such as adding turning lanes. Mr. Myers asked if pedestrian improvements were being considered in these projects and if not strongly encouraged the MPO to recommend a complete streets approach to these projects. Alex Rickard, CAMPO Staff reported that the MPO Staff had been directed by the Executive Board to take a complete streets approach to these projects and so bicycle and pedestrian improvements were being considered for all BA projects.

Member Jay Sikes asked for clarification on the list of projects recommended to be removed from consideration and if they were just being removed from NC 540 BA funding consideration or all future programming. Ms. Vetter explained that those projects were just being recommended to be removed from consideration of funding with these specific BA funds and that this action would not impact their status in the MTP or other funding eligibility.

This Informational Report was received as information.

5.5

Strategic Plan Update
Chris Lukasina, MPO Staff

Attachments: [Staff Report](#)
[2015 CAMPO Strategic Plan](#)

Chris Lukasina, MPO Executive Director reported on this item.

Mr. Lukasina provided a review of the MPO's Strategic Planning Process including the four phases:

- Phase 1 - Member and Stakeholder Input
- Phase 2 - Strategic Planning Retreats
- Phase 3 - Plan Development & Review
- Phase 4 - Implementation

Mr. Lukasina reported that the staff was in the process of completing phase 3, plan development, and that a document would be available for their review later this month. Mr. Lukasina reported that this item would be an informational report for the Executive Board this month and that a full briefing and detailed walkthrough of the plan recommendations would be provided at the April meetings.

Mr. Lukasina explained that the plan was being organized into three key components. The first component is Strategic Focus Areas which include

- Public engagement and education
- Partnering with others
- Educating Elected Officials
- Policy Leadership
- Organizational Excellence

Mr. Lukasina explained that the second component, Operational Focus Areas, was a new addition to the Strategic Plan and includes:

- Increased Land Use and Transportation Coordination
- Enhanced Bike-Ped
- Increased Focus on Diversity, Equity, and Inclusion (DEI)
- Active Role as Transit Champion and Coordinator Regionally and Locally
- Prepared for the Future

The third key component for the Strategic Plan update is Focus Area Tactical Actions.

Mr. Lukasina explained that this component breaks out action items for each of the Strategic and Operational focus areas and becomes the MPO's "to do" lists. The action items are expected to be organized into short term (1-2 years), mid-term (3-5 years), and long-term (5+ years). Mr. Lukasina further explained that the action items were for the entire MPO and not just the MPO staff so there will be items for TCC members and other agency staff.

This Miscellaneous Item was received as information.

5.6 Locally Administered Projects Program (LAPP) Additional Funding Request
Gretchen Vetter, CAMPO Staff

Attachments: [Staff Report](#)
[LAPP Project Adjustments 3-3-2022](#)

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

Ms. Vetter explained that the purpose of this agenda item is to address a LAPP funding request from the City of Raleigh for C-5604F, Blue Ridge Road Pedestrian Improvements. Ms. Vetter reported that the project includes sidewalks from the North Carolina Museum of Art to Trinity Road along Blue Ridge Road and includes a pedestrian bridge over Wade Avenue. Ms. Vetter reminded the TCC that additional funding requests are allowed through the LAPP program but that requests exceeding one million of CAMPO funds must obtain approval from the Executive Board. Ms. Vetter reported that the funding request is for an additional \$2,715,000 of CAMPO funds due to the construction bids coming in over 72% more than the engineer's estimate. Ms. Vetter explained that the cost difference is due to the steel costs associated with the pedestrian bridge and that the City of Raleigh would like to avoid having to rebid the project out of concern of further steel cost increases.

A motion was made by Alternate Morgan Simmons, seconded by Member Gaby Lawlor to recommend approval for the requested additional funding for C-5604F to the Executive Board. The motion passed by unanimous vote.

6. Informational Item: Budget

6.1 Operating Budget - FY 2022
Lisa Blackburn, MPO Staff

Attachments: [Q2 Budget Projection FY 2022](#)

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

6.2 Member Shares FY 2022
Lisa Blackburn, MPO Staff

Attachments: [Q2 Member Dues Projection FY 2022](#)

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 Project Updates - March 2022

Attachments: [Project Updates - March 2022](#)

The Project Updates were included in the agenda packet.

The Project updates items was received as information.

7.2

Public Engagement Updates
Bonnie Parker, MPO Staff

Attachments: [TCC Public Engagement Updates](#)

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 the TCC that there is a Virtual Wake Transit Ask a Planner event March 17th related to their open public review and comment period and for more information see goforward.com

-reminded the TCC that this year's NCAMPO conference will be held in Wilmington, NC on April 20-22, and that registration is open. Mr. Lukasina reported that five CAMPO staff members are presenting at the conference and encouraged members to attend.

-stated that CAMPO is continuing to work to fill all vacant positions and hopeful there will be announcements in near future.

-NCDOT Transportation Planning Division - no report

-NCDOT Division 4 - no report

-NCDOT Division 5 - no report

-NCDOT Division 6 - no report

-NCDOT Rail Division - absent

-NC Turnpike Authority - Member Dennis Jernigan advised members to be aware there are nighttime lane closures in the Lake Wheeler Road area for the next few weeks due to NC 540 construction.

-NCDOT Integrated Mobility Division - Member Nick Morrison reported that the Complete Streets Connect page was now live on NCDOT's site and contains updated policy guidance as well as training materials. For additional training needs please email completestreets@ncdot.gov. Mr. Morrison reported that the FY 23 TDM call for projects was open through March 18 and that application instructions and more information is available on the TDM Connect page. NCDOT is in the process of updating the NC Bicycle Route system. Mr. Morrison will send out an address for a public webmap on the bicycle route system and advised the group that public feedback and comments will be accepted through March 14th. Mr. Morrison also reported that NC Vision Zero has opened up their applications for leadership team institute. Those applications are due March 14th.

TCC Members - Alternate Morgan Simmons announced that she was leaving GoRaleigh and that this would be her final TCC meeting. Ms. Simmons is moving to Atlanta to work with Metropolitan Atlanta Rapid Transit Authority (MARTA) but expressed her

appreciation to the TCC for all their efforts and how much she has learned from the group and the experience. Chair Howell and many TCC members and MPO staff congratulated Ms. Simmons, wished her well in her new position and thanked her for her many contributions to the TCC.

Chair Howell thanked everyone for their participation and adjourned the meeting.

This was received as information.

9. Adjournment

Upcoming Meetings/Events