

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final

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

Technical Coordinating Committee

Thursday, September 2, 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: 39 - Caleb Allred, Chair Juliet Andes, Sandi Bailey, Gregory Bethea, Jason Brown, Dylan Bruchhaus, Michael Clark, Bryan Coates, Shannon Cox, Travis Crayton, Pamela Davison, Bob Deaton, Darcy Downs, Tim Gardiner, Joe Geigle, Meredith Gruber, Scott Hammerbacher, Jay Heikes, John Hodges-Copple, Dennis Jernigan, Brandon Jones, Justin Jorgensen, David Keilson, Erin Klinger, Eric Lamb, Gaby Lawlor, Kevin Murphy, Jason Myers, Braston Newton, Akul Nishawala, Neil Perry, Patrick Pierce, Jason Rogers, Meg Scully, Jay Sikes, Morgan Simmons, Darius Sturdivant, Emmily Tiampati, and Brad West

Absent: 12 - Kelly Blazey, Ken Bowers, Phil Cordeiro, Phil Geary, Sean Johnson, Paul Kallam, Catherine Knudson, Michael Landguth, Hannah Lundy, Julie Maybee, Michael Moore, and Pamela Perry

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 August 2021 Meeting Minutes Draft
Sara Akimoto

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

Attachments: [TCC Minutes August 5, 2021](#)

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

5. Regular Business

5.1

Project U-2791 - I-440 Widening Project

Brandon Jones, NCDOT Division 5 Engineer

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[U-2719-U-4437 Update 2021-09-02](#)

Mr. Brandon Jones, NCDOT Division 5 Engineer reported on this item.

Mr. Jones stated that the Project U-2719, the proposed improvements to I-440 (Cliff Benson Beltline) from south of Walnut Street (S.R. 1313) in Cary to north of Wade Avenue (S.R. 1728) in Raleigh is under construction and is currently scheduled to have a completion date in 2024.

Mr. Jones shared a picture of the oldest section of I-440. He stated that the design build contract was awarded to Lane Construction/HDR in October 2018 for projected cost of \$346.2M. Mr. Jones stated that work began in July 2019 and included widening I-440 from 4 to 6 lanes, replacing pavement and bridges, and upgrading Interchanges.

Mr. Jones provided photos for various stages of development for the Wade Avenue portion of the project from North to South. He explained the existing interchange is served by 3 loops which create slower speeds and weaving issues. The new interchange will only have the one loop in the southwest quadrant.

He said the current mainline is served by 2 bridges, the expansion creates a 3rd bridge with the western most bridge part of the collector/distributor for access to the interchange heading South. Mr. Jones noted in the new design is the flyover structure which will carry westbound Wade avenue from the Ridge Road area and allows for a more efficient transition from westbound Wade to southbound 440.

Looking to the east, Mr. Brandon drew attention to the new bridge that will carry northbound 440 is just to the east of the existing dual bridges. The loop in southwest quadrant has been removed for maintenance of traffic and to construct the new loop which will be the only loop in the final configuration.

He emphasized the support structures that have been built for the new flyover bridge that will carry WB Wade Ave traffic from Ridge Road but also exit to 440 South toward Hillsborough St.

Similar photos were shared for Hillsborough Street. Mr. Jones said the design of the interchange is a larger footprint of the current interchange to allow for additional lanes on 440 and better movement connection between Wade Ave and Hillsborough Street interchanges. He showed a picture of the grading occurring on the west side of 440 construction progressing on the supports for the new bridge over Hillsborough St.

For Western Blvd, Mr. Jones stated the proposed Western Boulevard interchange offers the most unique change along the corridor. The interchange configuration is called a "Diverging Diamond", which moves from the current flyover and 3 loop design which creates many weave issues and slow exits and merges. He explained because left turns complicate signal operations and create safety conflict points, the diverging diamond configuration shifts the Western Blvd traffic to opposite sides of the roadway at the interchange so the left turns are unopposed and act like right turns allowing for simpler signal operations/timing. He added that critical tasks have been addressed not only with site clearing, but also involving major drainage improvements.

For Melbourne Road, Mr. Jones said the new bridge over Melbourne Road has been completed and opened to traffic. He stated that the wider bridge includes a sidewalk to allow for pedestrian/bicycle movements through the area and widening occurring through the median area.

For Athens Drive, Mr. Jones expressed the current Athens Drive bridge is scheduled for closure in October to demolish the existing bridge and build a new structure.

Mr. Jones provided a detailed updated for the Jones Franklin interchange. He stated the proposed design modifies the loop in the northeast quadrant and aligns the southbound 440 off ramps with Fort Sumter Road. He called attention to the new bridge that is being constructed over I- 440. He said traffic will be shifted to the new bridge in January so the existing bridge can be demolished. Due to the closure of the previous eastbound I-440 off ramp, a temporary loop was constructed. He emphasized that in order to build this new eastbound off ramp, Capital Center Drive has been permanently closed from Jones Franklin Rd. Mr. Jones stated a new connection has been built to Jones Franklin further south to provide appropriate access for this property.

Mr. Jones announced that U-2719 I-440 Next Steps include:

- Shift to New Ramp D at Wade –Completed*
- Shift to Temporary Median between Melbourne and Athens –Completed*
- Shift to New Loop C at Wade –Completed*
- Shift Mainline to new structure 3 (I-440 over Wade) –September 2021*
- Closure at Athens Drive –October 2021*
- Closures and shifts at Western –September/October 2021*
- DDI Completion –February 2023*
- Shift to New Bridge at Jones Franklin –January 2022*

Mr. Jones then presented information for the U-4437 – the Blue Ridge Road/Hillsborough Street Grade Separation project. He stated this proposed design will construct new bridges along Hillsborough, the railroad line, and Beryl Road while lowering Blue Ridge road to go under these facilities. He added there will be improvements made at the Blue Ridge/Trinity intersection and a jug handle road will be constructed that will provide temporary connection between Hillsborough and Blue Ridge with limited movements when Blue Ridge is closed. Mr. Jones presented various photos to showcase these efforts.

Mr. Jones acknowledged the big question is what to do with traffic with these roads closed? He announced the plan that is currently being finalized is a detour utilizing Wade Avenue, Edwards Mill Road, Hillsborough St on the west side, to Western Blvd to 440. He added NCDOT will be working with project stakeholders to develop a communication plan. He reiterated next steps include the closure of Blue Ridge – 11/1/2021 through 10/1/2023; and the closure of Hillsborough Street – Early 2022 through Mid 2022.

Question in the chat: Member John Hodges-Copple asked if the Blue Ridge railroad bridge will be sized to accommodate 3 tracks. Mr. Jones responded that he believed this to be the case, but would follow up with that inquiry.

The Project U-2791 - I-440 Widening Project item was received as information.

5.2 Update on Implementation of Wake BRT Program of Projects

Bret Martin, MPO Staff and Mila Vega, City of Raleigh Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

Mr. Martin, MPO Staff and City of Raleigh Senior Transit Planner Mr. Het Patel. reported on this item.

Mr. Martin reviewed that, following up from the CAMPO Executive Board's adoption of locally preferred alternatives (LPAs) for three (3) of the four (4) bus rapid transit (BRT) corridors, the City of Raleigh, as the designated project sponsor for implementation of each project, has made a lot of progress advancing them to their next steps of development. These corridors include the New Bern Avenue corridor, the Wake BRT: Western Corridor, and the Wake BRT: Southern Corridor.

Mr. Martin introduced City of Raleigh Senior Transit Planner Mr. Het Patel.

Mr. Patel provided a Wake BRT Program Overview, which included the status and next steps for the Northern, Western, Southern and New Bern Avenue Corridors. He explained that the City has completed 60% design plans for the New Bern Avenue corridor, which includes station locations, naming conventions, runningway designs, downtown routing, and station typologies. A number of systemwide BRT components have been developed, including station design/typologies, system standards, and branding. He added that for the Northern Corridor planning perspective, there is a need for further study and analysis.

Mr. Patel provided information for the FTA CIG Small Starts Process and what phase each corridor is in. The Southern and Western Corridors are each in Step 1, which is the project development process. The New Bern Corridor is in Step 2, which is proceeding toward entry into a Full Funding Grant Agreement. He further explained that the Western Corridor has entered the FTA project development phase and is currently at about 10% design. Mr. Patel presented more detailed information for each corridor, including length/miles, station platforms, dedicated transit lanes and TSP at signalized intersections. He drew attention to the New Bern Avenue BRT Runningway and Station Naming Conventions, which aim to be clear and concise, easy for people to locate via cross streets and logistically can fit on vertical station elements.

Mr. Patel reviewed the New Bern Avenue implementation timeline, with construction expected to begin in Summer 2022. For the Western Corridor, Mr. Patel discussed some dates/milestones and said construction is anticipated 2024-2045 but is contingent upon Federal Funding. The Southern Corridor is expected to begin construction 2025-2026 and is subject to the same Federal Funding issue.

For the Northern Corridor, the 2018 Wake Transit Plan Major Investment Study yielded two alternatives: West Street or Capital Boulevard. The 2021 Wake Transit Plan Update called for an extension of BRT infrastructure, including extensions to Triangle Town Center and North Hills, and called for further study to determine the extent of projects that can be implemented by 2030 and to identify post 2030 investments in the corridor. The RFQ was advertised in Summer 2021 for a Northern Corridor Major Investment Study (2021).

In the chat: Alternate Brad West asked if the long-term vision for New Bern Corridor is to have dedicated BRT lanes from Sunnybrook to New Hope. Mr. Patel responded that in

the future that an extension of dedicated lanes could be considered, but the project as defined and as financially constrained by the Wake Transit Plan only allows for that type of infrastructure west of I-440.

Mr. Patel announced that the Wake BRT Station Design process involved multiple workshops with key stakeholders: (Town of Cary, Town of Garner, Wake County, CAMPO and GoTriangle), which focused on Uniformity, Scale, Existing Style, Operation and Maintenance and Cost. He reviewed the six different Station Typologies: Urban Core, Intermodal, Split Island, Peripheral, Suburban and Shared Median. Conceptual photos were shared for each type. Station Amenities include:

- Seating*
- Weather protection*
- ADA accessible boarding*
- Digital signage*
- Trash & recycling*
- Real time arrival information*
- Off – board ticketing*
- Emergency phone*
- Art integration*
- USB Outlets for Charging*

Mr. Patel reviewed Wake BRT Branding Updates generated from the Branding Technical Committee meetings, listening sessions with stakeholders and six logo concepts presented during the Spring 2021 Open House. He said that the Next Steps include development of the final brand recommendation and guidelines, including final logo, color palette and fonts. They will also continue to work with a Branding Technical Committee. Mr. Patel shared that Dare Coulter was chosen as the Artist in Residence to assist with art integration into the Wake BRT program. Along the New Bern Avenue, community involvement will be sought to create conceptual ideas and inspiration. On a system level there will be collaboration with the design team to identify “blank canvasses” for art integration.

In the chat: Member Akul Nishawala asked where the existing bike lanes along the New Bern Avenue alignment fit into the proposed roadway cross sections. Alternate Mila Vega responded that there will be a multi-use path from downtown to Sunnybrook Rd for bikes and pedestrians. Mr. Nishawala clarified his question. He asked if there will be a multi-use path in Downtown Raleigh. Ms. Vega answered no, not in downtown as the ROW is extremely limited; however, they are reviewing opportunities for bike and BRT shared use within downtown.

Update on Implementation of Wake BRT Program of Projects item was received as information.

5.3**2050 Metropolitan Transportation Plan (MTP/CTP) Update**

Chris Lukasina, CAMPO Staff

Requested Action: Receive as information. Consider recommendation on Preferred Alternative to the Executive Board.

Attachments: [Staff Report](#)
[2050 MTP Report on Alt Analysis Public Survey Results](#)
[2050 MTP Schedule](#)

CAMPO Executive Director Chris Lukasina reported on this item.

The purpose of today's presentation was to provide an updated schedule and information on the MTP Update which is a baseline scenario for the future that is used to help analyze the various scenarios. It includes both a fiscally constrained element as well as an unconstrained vision plan element known as the Comprehensive Transportation Plan (CTP). This plan serves as both the region's Federally recognized MTP and State recognized MTP and CTP. The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2050 MTP.

Mr. Lukasina reminded all that most of this information was presented previously. He stated that the Analysis and Evaluation portion is now completed, and that work is now centered on the Preferred Option /Scenario phase.

Mr. Lukasina presented the updated Connect 2050 Scenario Framework chart again, which includes options for consideration in terms of mobility investment and development foundations. He drew attention to the Plans and Trends Scenario section which includes adopted community plans and trends but does not assume additional funding. Mr. Lukasina stated that there are four scenarios that match a development foundation with mobility foundation.

He reviewed that the Plans & Trends Scenario is:

- Based on local land use plans (community plans development foundation)*
- Where provided, incorporates "committed" development*
- "Asserts" development at Anchor Institutions like universities based on campus plans and discussions with staff*
- Includes current TIP funded projects*
- Transportation improvements in current transportation plans and current transportation programming framework*

Mr. Lukasina reiterated that the Trends Scenario include Major Roadway Investments for:

Major Roadway Investments

- Completion of Outer Loop*
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98*
- Smaller level of secondary roadway investments in 2nd two decade*

Major Transit Investments

- CRT from Clayton to Durham*
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors*
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor*

- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Mr. Lukasina then presented the same Connect 2050 Scenario Framework chart and drew attention to the Shared Leadership and All Together Scenarios. He explained that these scenarios use the Opportunity Places Development Foundation, which has 4 key elements and is a focus on important trip origins and destinations:

Mr. Lukasina explained the Opportunity Places Development Foundation is mechanically derived and that the Community Plans is the starting point. This has been modified as follows:

- Anchor institutions – increased asserted development
- Mobility hubs – more intense, mixed use development in ~2 dozen places; largely at previously identified “activity centers” in CommunityViz
- Frequent transit corridors – TOD development on developable parcels
- Affordable housing opportunity sites – asserted “LIHTC-like” projects on undeveloped public land through GIS-based criteria

He emphasized that this Development Foundation will be used for the Shared Leadership and All Together scenarios.

Mr. Lukasina drew attention to the main differences in the Alternative Analysis Shared Leadership Scenario:

Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Smaller level of secondary roadway investments in 2nd two decade

Major Transit Investments

- CRT from Clayton to Durham
- CRT from Apex to Wake Forest
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Mr. Lukasina showed the difference for the Alternative Analysis All Together Scenario

Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Higher level of secondary roadway investments in 2nd two decade

Major Transit Investments

- CRT from Selma to Mebane
- CRT from Apex to Franklinton
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors

- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network Community Funding Areas

Mr. Lukasina presented the Key Performance Measures chart regarding Population Growth and Job Growth, which encompasses Deficiencies and Needs (Baseline), Plans and Trends, Shared Leadership and All Together elements. He stated there have been no changes since the meeting when this chart was presented.

Mr. Lukasina introduced a new chart, Travel Choice Neighborhoods (TCN) which showed Population and Employment in the Deficiency Analysis, All Together, Shared Leadership, Plans and Trends scenarios. He said data is being analyzed currently to ensure correct calculations, and that information should be posted to the CAMPO website soon.

In the chat: Member Jason Myers asked if the non-motorized mode split is sensitive to density at all, and if current research shows that the strongest correlation with non-motorized trip percentages to be density (above other potential factors). CAMPO Deputy Director Alex Rickard responded in the affirmative and said that is the approach in TRMG2. Mr. Lukasina added that they do expect the number for non-motorized modes to change when they adjust that infrastructure in the model.

Mr. Lukasina reminded everyone that they may review results of all of the scenarios through the CAMPO web portal and provided the following information:

- ☐ Maps: 2050 MTP Scenario Maps
- ☐ Overview & Details: 2050 MTP

Moving towards the draft plan:

- Preferred Scenario recommendation
- Continue to review results for changes in travel patterns
- Begin to think about when projects may occur and what will be needed to implement them (fiscal resources)

If there are questions, contact CAMPO staff to discuss

All Alternatives scenarios and metrics remain available online for review.

Additional metrics and analysis may be updated online over the next few weeks

Mr. Lukasina said that a recommendation by the TCC to the Executive Board for a preferred scenario is being sought today and after the decision is made, this will go through a fiscal constraint exercise. He stated that even after the recommendation is made, tweaks and changes are anticipated to follow.

Ms. Bonnie Parker provided information for August Public Engagement Activities, which included a survey:

Survey Objectives - Gain feedback on two primary topics:

1. Ranking of Measures to inform comparison of scenarios
 - Broadly, simple and viable (no equity; safety)
2. Support for Additional Funding to inform how "aspirational" 2050 should be.

Ms. Parker provided 3 additional slides for a more specific breakdown of survey performance by region and preference where funding should be allocated. She said they are currently still working through comments received, and more detailed information will be provided at the next meeting.

Mr. Lukasina presented the 2050 MTP Revenue Forecast. 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
 - Potential New Revenue Assumptions (Required for All Together Scenario)

He noted the region's transportation needs and available funding presents several challenges that must soon be addressed which include: short and long term non-traditional funding sources, local and regional revenue options, advancement of MTP projects to implementation consistent with the air quality conformity project implementation schedule, and monitoring regional growth to ensure the Plan stays abreast of the region's needs. He presented a chart for the Preliminary MTP Financial picture, which was included in the agenda packet.

Mr. Lukasina shared new Revenue Assumptions information. These include:

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

In the chat: Member Patrick Pierce asked what the impact of SPOT 6 cancellation is on this forecast. Member John Hodges-Copple responded that SPOT cancellation does not affect the revenue side of the equation. it does affect the cost side, essentially that more of the revenue that comes in will be devoted to projects already in the pipeline. Mr. Lukasina said the impact of cancellation is not a factor for the 30-year plan, but more of a near term issue.

Mr. Lukasina concluded by providing 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>

Chair Juliet Andes asked for a motion and second for the requested action on a Preferred Alternative. There was initial hesitation to do so, and some concerns were raised by TCC Members, who requested clarification on the request. Mr. Lukasina reviewed the requested action, and stated that CAMPO staff recommends the All Together Scenario.

Member Jason Myers commented that it appears the plan is to use the same modal split with any additional revenue. He asked why would this be the case given the survey results. Mr. Lukasina replied that is what was done for 2045, and there was no consensus to change that. This time it is possible to move to a different mix, as there is leeway. He said discussions will be held with the Executive Board to gain further guidance and direction, or to see if they wish to see some results and tweak from there. Mr. Myers asked for clarification on what that means. Mr. Lukasina reminded all of the selection process and fiscal constraint, and that data could be reviewed from what was used last time as a starting point.

Mr. Lukasina said that the new information for this presentation is largely financial, and that nothing else has changed substantially. He asked for clarification for the hesitancy to recommend, and what other information the TCC would like to know. He explained that a TCC recommendation is not strictly necessary for this matter to be presented to the Executive Board; when they decide on a preferred alternative that is it. He added that at this point, there is not much time left in the schedule which is driven by Federal requirement deadlines. As it stands now, there will be a December Executive Board meeting.

In the chat: Member John Hodges-Copple asked if Mr. Lukasina might be seeking a motion to direct staff to craft a draft preferred scenario based on the components of the All Together Scenario, but perhaps with some guidance on the distribution of revenues to projects informed by the engagement.

Mr. Lukasina confirmed that the requested motion is for the All Together scenario to be the preferred option. He understood from Mr. Hodges-Copple comment that the TCC would additionally want to come back to revisit the new revenue assumptions; this would provide another chance to recommend how that investment would be allocated, and to use public engagement input to help direct those resources. Mr. Hodges-Copple commented that he felt that if MPO's were comfortable with opportunity-based land use as it's refined and the additional fiscal resources of the State and Local, then discussions could occur about how those resources would be allocated among specific projects.

Mr. Lukasina said that the next steps would be moving into fiscal restraint, setting initial horizon networks and then modifying this based on things like changed revenue assumptions. He said that once the Preferred Scenario is selected, discussions regarding the specific fiscal issues will continue over the ensuing months.

In the chat: Member Jason Myers said that he is concerned about meeting the Federal obligation timeline, and by looking at the provided metrics, using the current model there appears to be very marginal changes. He understands there will be an updated model, and asked when it will be ready. He also asked if there is an interim plan so other

planning does not occur too far in advance based on an outdated model at that point.

In the chat: Mr. Lukasina stated the TRM G2 will not be available for the 2050 MTP and that it would likely be used for any amendments as early as mid-2022. Mr. Rickard added that there will also be an opportunity to use TRMG2 in the upcoming Southeast Area Study (SEAS) and explore the changes from prior models.

Chair Andes stepped out of the meeting. Vice Chair Eric Lamb assumed the Chair duties.

Mr. Myers asked what the requirement is for FHWA as an MPO on this timeline, and what flexibility exists while waiting for the new model. Mr. Lukasina replied that the deadline to have an adopted conforming model is at the end of February. He stated that in January and February there will be additional MTP steps after the initial adoption in December, pending Air Quality conformity. He said the new model is expected to be functional in the Spring. A new or updated TIP and STIP will occur next year, which will likely require an MTP amendment. Mr. Lukasina added this could be an opportunity to use the new model. He said from a modeling perspective, the G2 will have more micro-level, improved aspects for key performance measure results at a regional level. When zooming in, what first appears as minimal impact changes will yield larger differences.

Vice Chair Lamb commented that what he understood is the new model does not currently meet Federal guidelines so there is a need to stay with the existing one for now. He reiterated Mr. Hodges-Copple's suggestions to approve the All Together Scenario with some additional refinement of the financial aspects. He added his own concerns regarding those centered about the NC First Commission knowing that is largely predicated upon what happens with the legislature.

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

5.4 Northeast Area Study Update Endorsement

Mike Rutkowski, Stantec

Requested Action: Recommend the Executive Board endorse the Northeast Area Study Update to be used in further long range planning efforts including the 2050 MTP.

Attachments: [Staff Report](#)

Mr. Brandon Watson, MPO Staff and Stantec Deputy Project Manager Mr. Timothy Tresohlavy reported on this item.

Mr. Watson shared that CAMPO has completed the update of the 18-month Northeast Area Study (NEAS), previously completed in 2014, in preparation for the 2050 MTP. The Northeast Area Study Update covers parts of Wake and Franklin Counties, northern and eastern sections of the City of Raleigh, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, Wake Forest, Youngsville and Franklinton. Mr. Watson introduced Mr. Tresohlavy.

Mr. Tresohlavy presented a Project Schedule/Overview for what has been completed to date, which include Existing Conditions and Initial Public Outreach, Scenario Planning and Develop Concept Designs, Recommendations and Public Review and Approval.

He stated that In spring, a Virtual Open House was held for a three-week period (Feb-Mar 2021) which is now closed for comments, but remains live for review. The Open House resulted in

- 1,099 total visitors*
- 725 unique visitors*
- 300 surveys completed*
- 97 new project subscribers*

Mr. Tresohlavy reviewed how the survey results were used, and said it was the first of three filters: Feedback, MTP Horizons, and Future Deficiencies Analysis.

Mr. Tresohlavy shared information for the 3 main Project Resources/ deliverables, which are Public Engagement, Project Workbook and Project Guidebook. Public Engagement yielded online feedback and involved virtual presentations, stakeholder meetings, and digital outreach. The Project Workbook encompasses the concepts of mobility, multimodal, connectivity, recommendations and priorities, concept designs and implementation strategies. The Policy Guidebook encompasses Best Practices and Adopted Plans & Policy Review. Policy priorities were analyzed along with specific hotspot locations and draft recommendations for roadway, bicycle, pedestrian, and transit projects in the study area. Mr. Tresohlavy provided the titles of each chapter, and more detail for some of them.

Chapters:

Chapter 1 Context

Chapter 2 Framework

Chapter 3 Snapshot

Chapter 4 Scenario Planning

Chapter 5 Hot Spots and Concepts Designs – Mr. Tresohlavy shared several photos to highlight these areas.

Chapter 6 Roadway Priority - Mr. Tresohlavy said these include new projects identified by Open House feedback.

358 Roadway Projects Identified

- *Widening (144)*
- *New Location (97)*
- *New Location – Minor Road (80)*
- *Grade Separation (14)*
- *Access Management (17)*
- *Intersection Realignment (4)*
- *Lane Management (2) – Interstate 540*

Chapter 7 Transit Priority - Mr. Tresohlavy stated these are near-term, and coordinate with Wake Transit Plan 2021-2030

- *First-Mile / Last-Mile Solutions, including Bike/Walk Connections*
- *Incorporate Micro-Mobility, Route Deviation, Car-Sharing*
- *Frequency / Weekend Service Improvements*

Mid-term

- *ZWX Extension (Zebulon) to Eastern Regional Center*
- *Extend service to Wake Tech Campus*
- *Support for Passenger Rail (S-line) and Crossing Solutions*
- *Extend transit service to Franklinton & Youngsville*

Long-term

- *BRT Extensions to Knightdale & Wake Forest*
- *Wendell Circulator Route*
- *Circulator Route* between NEAS-Wake towns, probably on CTP*
- *Eastrans on CTP* perhaps rail-trail for an interim period through a leasing arrangement*

*Chapter 8. Walk-Bike**293 Walk-Bike Projects Identified*

- *Street Redesign On-Road (67)*
- *Street Redesign Off-Road (96)*
- *Complete Street – Urban (39)*
- *Greenway / Trail (91)*

*Walk Bike Priority**Priority Buckets*

- *Near-term (33)*
- *Mid-term (78)*
- *Long-term (182)*
- *Some may be constructed as part of a roadway project – adjusted priority accordingly*
- *“Living document” rolls into MTP 2050 update process*

Mr. Watson said the final project workbook, public engagement summary, and policy guidebook, along with recommendations included in the appendix have been posted on CAMPO's website since June 24, 2021 for public comment as well as on the project website at www.neasupdate.com <http://www.neasupdate.com>. An update will be provided seeking endorsement of the project to be used in future planning studies including the 2050 MTP. He drew attention to one project which was removed from consideration of 2050 MTP as requested from Town of Zebulon., project A588a – NC 96 Zebulon Bypass. Mr. Watson concluded by stating his willingness to answer any questions, and by providing his contact information.

*Contact: Brandon Watson
brandon.watson@campo-nc.us
(919) 996-4397*

A motion was made by Member Dylan Bruchhaus, seconded by Member Scott Hammerbacher to recommend endorsement of Northeast Area Study Update to the Executive Board. The motion passed by unanimous vote.

5.5**2021 NCDOT Bicycle and Pedestrian Planning Grant Application**

Kenneth Withrow, MPO Staff

Requested Action: Adopt Resolution of Support for the Town of Franklinton.

Attachments: [Staff Report](#)

[NCDOT Bicycle & Pedestrian Planning Grant Application](#)

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

Mr. Withrow stated that the NCDOT Division of Bicycle and Pedestrian Transportation annually provides funding grants totaling \$400,000 to municipalities throughout the state. He explained that the funds for this program are from earmark funds specifically set aside for bicycle and pedestrian planning. He announced the Town of Franklinton is submitting an application directly to the Division of Bicycle and Pedestrian Transportation for the 2021 "Call" for projects in June of 2021. He reminded everyone that an endorsement by the CAMPO Executive Board is required before NCDOT will consider the application.

A motion was made by Member Scott Hammerbacher , seconded by Member Gaby Lawlor to recommend approval of the 2021 NCDOT Bicycle and Pedestrian Planning Grant Application to the Executive Board. The motion passed by unanimous vote.

5.6 Transit Asset Management Performance Measures & Targets for State of Good Repair

Crystal Odum, MPO Staff

Requested Action: Recommend the Executive Board approve the recommended regional 2022 Performance Measures and Targets for Transit Asset Management and State of Good Repair.

Attachments: [Staff Report](#)
[ATTACHMENT B 2022 TAM Performance Measures and Targets](#)
[ATTACHMENT C - 2022 TAM Resolution](#)

Ms. Crystal Odum, MPO Staff reported on this item.

Ms. Odum reviewed that, in its final rule for Transit Asset Management, the Federal Transit Administration requires transit agencies to set annual performance targets for the state of Good Repair or to participate in the State's program and to share that information with the State and MPO. The FTA also require the MPO to establish regional performance targets and reference the performance targets and performance -based plans in out TIPs and Metropolitan plans. MPO's are also required to coordinate with the transit providers and the state. As such, CAMPO staff met with the State, DCHC MPO and the transit providers on August 3rd, 2021 to review TAM performance for the previous year and to discuss 2022 DRAFT TAM Regional Performance Measures and Targets. Tier 1 transit agencies provided their annual certified reporting to show 2021/2022 performance and agency goals for next year.

Ms. Odum briefly shared a Performance Measure chart, with State and Regional percent transit asset management targets for 2021/22, 2020/21 and proposed target 2021/22 Regional targets. She stated that CAMPO staff recommends the 2022 TAM performance measures and targets (Attachment B) through this cooperative process and has posted the 2022 recommended targets for public comments for 30 days - August 13-September 12, 2021. GoCary and GoWake have chosen to participate in the State's plan and target goals again this upcoming year.

A roll call for each member individually to confirm yes or no vote for each action item was taken.

A motion was made by Member Michael Clark, seconded by Alternate Kevin Murphy to recommend approval of the Transit Asset Management Performance Measures & Targets for State of Good Repair to the Executive Board. The motion passed by unanimous vote.

5.7 Wake Transit Art Funding Eligibility Policy

Bret Martin, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)[Attachment 1- TPAC-Recommended Art Funding Eligibility Policy](#)

Mr. Martin, MPO Staff reported on this item.

Mr. Martin stated 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. He said 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

Mr. Bret Martin, MPO Staff reported on this item. He explained that, in 2020, the TPAC initiated steps toward developing policies and procedures for integrating art into transit projects with Wake Transit funding. In January 2021 the Art + Culture Workgroup was formed and tasked with the development of a draft policy. In June and August of 2021, the TPAC considered a draft policy for recommendation to CAMPO and GoTriangle.

Mr. Martin provided slides with examples of art integration projects. He said the Workgroup process involved peer review of art policies and revealed:

- Art policies are common for transit systems*
- 1% funding percentage is typical, though there are ranges*
- Funding – percentage of CIP construction costs is most common*
- Scale of art varies, but all kinds are funded*

Mr. Martin shared the elements of the Eligibility Policy, which include project types have been selected because they are highly visible, public-facing facilities. He added eligible project types that have been previously funded are still eligible for art funding. He noted this is a highly debated section, due to the current financial situation, recent investment priority feedback from the public, and potential Title VI concerns. He explained eligible projects can be eligible to use Wake Transit funds for art elements, even if the project is funded by multiple local agencies. Mr. Martin stated that project sponsors are not required to take or use WT funds to incorporate art into their eligible projects and that Capital projects for which art is an eligible expense of Wake Transit tax revenues include Fixed Guideway Projects (BRT, CRT) and Transit Centers.

Mr. Martin provided further detail for the Art Funding Eligibility Policy. The overall maximum impact using the current Wake Transit CIP equals \$6.4 million over 10 years. He mentioned that art funds are dedicated to the selection, fabrication and installation of works of public art, and the amount of funding eligible to be used is determined by two factors: 1) Total construction cost of project, and 2) Funding sources contributed toward the construction budget. He noted the maximum amount of funding eligible for art is \$5 million per project, regardless of total construction cost, but if the calculated maximum amount is more than \$5 million, the project's maximum amount will be evaluated on a case-by-case basis through a Wake Transit Work Plan development cycle or Work Plan amendment request.

Mr. Martin announced that in Section 3 Funding Policy, there is an opportunity to enable project sponsors to bring an artist on board as a member of the design team. He cited the example of the Artist in Residence programs.

The Artist Retention Fee section states that:

- All projects eligible for art funding are entitled to a \$30k lump sum up to 60% design
- Stand-alone allocation, does not count towards funding limitations prescribed in the previous section
- Lump sum would be added to allocation of funds for preliminary design phase

Mr. Martin shared that the TPAC vote to recommend was not unanimous, with the Town of Apex voting membership voting in opposition. From the majority perspective, it was felt this was 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. From the 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. 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 to be provided to both governing boards.

Mr. Martin concluded by providing Next Steps:

Wake Transit Art Funding Eligibility Policy Next Steps 2021

TCC Receives as Information	Sept. 2
Executive Board Receives as Information	Sept. 15
CAMPO Public Comment Period	Sept. 17-Oct.
19	
TCC Considers Rec to Executive Board	Oct. 7
TAC Holds Pub. Hearing/Considers Approval/Adoption	Oct. 20

Wake Transit Art Funding Eligibility Policy item was received as information.

5.8 CAMPO Projects and Programs Funding Update

Gretchen Vetter, CAMPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

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

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

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 yet.*
- 2 Versions: House passed own version of funding bill, Senate working on theirs (WH supported), VERY DIFFERENT- needs to match to pass to be signed by President.*
- Unclear what will happen and when, but very possible that deal will not be reached by end of FFY2021 on September 30, 2021.*

2. STIP/TIP Project Delays – Statewide Funding

- 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.*
- We 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 is currently unclear. CAMPO will provide updates as received.*

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.

Vice Chair Eric Lamb commented that at the local level it would be helpful to remind/reeducate member agencies as well as local officials about these funding opportunities. Ms. Vetter agreed and said these thoughts could be incorporated while

reviewing Federal transportation funding in the future.

CAMPO Projects and Programs Funding Update item was received as information.

5.9

Launch of the Wake Transit Performance Tracker

Stephanie Plancich, CAMPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report - Wake Transit Tracker 9.15.21](#)
[Press Release Wake Transit Tracker Launch \(Draft\)](#)

Ms. Stephanie Plancich, MPO Staff reported on this item.

Ms. Plancich explained the Wake Transit Performance Tracker is a new online resource, for program and project information. She announced that the tracker will be launched for full community use in September 2021 and hoped that by viewing the following presentation all would see the potential benefits to their respective organizations. The task to develop the Wake Transit Performance Tracker was assigned to the Capital Area MPO by the Wake County Transit Planning Advisory Committee (TPAC).

A 10-minute video narrated by Ms. Plancich was shared, which provided an overview of the tracker, as well as demonstrated the functions and features of the site.

Highlights included a brief walk through of the project maps, header and graphics-driven dashboard of the tracker. The overarching goal of the Wake Transit program is to build upon and enhance the transit network serving Wake County community members. The Tracker communicates progress toward reaching that goal through the map and the dashboard. While there is a plethora of complicated data, the tracker was built for quick access summaries as well. A total of 18 goals and totals are tracked and reported within the five dashboard categories: Service, Coverage, Fixed-Guideway, Ridership and Funding. A lot of information is found within the header tabs as well. Tips and tricks for navigating are available, and the video provided a walk through for how to use the tracker efficiently.

Content then focused on more specific ways the tracker can benefit individual organizations, which include continued Wake Transit investment will bring access to transit to more Wake County neighborhoods, and existing and future riders will benefit from a more connected transit network that offers faster service, operates for longer hours and is enhanced with a variety of user experience features. As these changes are being planned and implemented, the tracker will act as a primary resource of program information. Viewers were encouraged to find and share program information with a citizen, an elected official, boards and councils, the media and others. This site also has information regarding support for grant applications or to inform transportation and other studies.

At the conclusion of the video, Ms. Plancich announced that the video will be refined and links will be shared when available.

Launch of the Wake Transit Performance Tracker item was received as information.

6. Informational Item: Budget

6.1 **Member Shares FY 2021**
Lisa Blackburn, MPO Staff

Requested Action: Receive as Information

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.

6.2

Requested Action: Receive as information.

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

The Operating Budget Report was included in the agenda packet.

The Operating Budget Report was received as information.

7. Informational Item: Project Updates

7.1 TCC September 2021 Project Updates

Requested Action: Receive as information.

Attachments: [TCC September 2021 Project Updates](#)

The Project Updates were included in the agenda packet.

The Project Updates item was received as information.

7.2 **Public Engagement Updates**

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

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

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 stated that:

-The Southeast Area study has been posted for response from the consultant community.

-The US 401 Corridor Study public engagement has began, with a virtual public meeting to be held on September 14, 2021. There is also an online survey. All information for this project may be found at the www.US401corridorstudy.com website.

-The Joint MPO Boards meeting is still scheduled for Sept. 29, 2021, although no formal decision has been made regarding whether it will be in-person or a virtual format.

-The One Call for All which includes the UPWP Special Studies and LAPP projects closes on October 29, 2021.

Mr. Lukasina expressed his thanks to those who volunteered or were asked to participate in the TCC focus groups for the Strategic Plan Update. An email regarding retreats for both the TCC and Executive Board should be forthcoming, with the anticipated retreat dates in late October/early November. In-person versus virtual format has not yet been determined.

NCDOT Transportation Planning Division – no report.

NCDOT Division 4 – no report.

NCDOT Division 5 - Member David Keilson stated that regarding Complete Streets, they are working on some improved guideline policy which should be determined in the next two months. He added they are looking for local feedback for this. As project schedules and funding expectations change, NCDOT will work with CAMPO staff. Mr. Keilson also reiterated that the Fall Littersweep program will run from September 11-25, 2021 and asked all to help promote this cause.

A link to the project was provided in the chat:

<https://www.ncdot.gov/initiatives-policies/environmental/litter-management/Pages/litter-sweep-volunteers.aspx>

NCDOT Division 6 – no report.

NCDOT Rail Division – absent.

NC Turnpike Authority – no report.

NCDOT Integrated Mobility Division – absent.

TCC Members – no members wished to add anything further.

Vice-Chair Lamb thanked everyone for their participation and adjourned the meeting.

The Staff Reports item was received as information.

9. Adjournment

Upcoming Meetings/Events

<i>Capital Area MPO TAC Meeting</i>	<i>September 15, 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>October 7, 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>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>	