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NC Capital Area **Metropolitan Planning Organization**

WELCOME!

Today's Executive Board meeting is being held online.
The meeting will begin shortly.

Please be prepared to mute your audio following roll call.

Call In: 650-479-3208   Meeting Code: 474 734 329   Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:
https://docs.google.com/spreadsheets/d/1j0Jq7iMpncwYdZQIkKeLLPX9A3vcTf1lAwo9FrZyoVw/edit?usp=sharing

Download Presentation Slides: https://campo.legistar.com/Calendar.aspx

1. Welcome and Introductions

Roll Call of Voting Members & Alternates

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Bd. Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NCDOT - Div 4

NCDOT - Div 5

NCDOT - Div 6

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

Ex Officio Non-Voting Members:

Federal Highway Admin.

NC Turnpike Authority

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2.   Adjustments to the Agenda

3.   Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4.   Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.

5. Consent Agenda

5.1 Minutes – May 18, 2022 Executive Board Meeting

-Approve minutes

5.2 CAMPO Office Space Update and Upfit Phase 1

-Authorize CAMPO Executive Director to execute a purchase agreement with Storr Office Environments and secure necessary office furniture and equipment.

5.3 Wake Transit FY 23 Work Plan and Project Agreement Groupings and Deliverables

-Adopt the FY 23 Wake Transit Work Plan and Project Agreement Groupings and Deliverables; Authorize Executive Director to sign/execute necessary agreements.

Requested Action:
Approve all items on the Consent Agenda.

6.   Regular Agenda

6.1   NCDOT Mileage Based User Fee Pilot Program

6.2   Western Wake Traffic Signal System Integration Study

6.3   Mobility Coordination Committee Update

6.4   Locally Administered Projects Program FFY24 Program and Target Modal Investment Mix

6.5   FY2024-2033 Preliminary Draft State Transportation Improvement Program (STIP)

6.6   CAMPO Decennial Administrative Review and Update

6.1   NCDOT Mileage Based User Fee Pilot Program

- NCDOT has partnered with the Eastern Transportation Coalition to hold a Mileage-Based User Fee (MBUF) pilot from 6/6 to 10/31. The Coalition, a partnership of 17 states and Washington D.C., is studying a mileage-based fee to determine if it would be a viable transportation funding source.

- The Coalition and NCDOT are conducting a free pilot program designed with strict privacy protection measures to safeguard your data.

- The federal grant authorizes 450 general public and elected officials to participate using a plug-in device, in-vehicle telematics, or through manual reporting.

6.1   NCDOT Mileage Based User Fee Pilot Program

- https://www.youtube.com/watch?v=QzJKT2lPfQc

- Visit NorthCarolinaMBUFpilot.com to learn more and enroll using your preferred mileage reporting option. If you have questions or concerns, please contact a Pilot team member at 984-254-7400 or NorthCarolina@MBUFpilot.org.

Requested Action:

Receive as information.

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6.2   Western Wake Traffic Signal System Integration Study

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Western Wake Traffic Signal System Integration Study

Executive Board Meeting | June 15, 2022

Prepared For:

CAMPO
NC Capital Area Metropolitan Planning Organization

Prepared By:

EXULT
ENGINEERING

In Coordination With:

Kimley»Horn

Dewberry

Agenda

1. Project Background/Overview
2. Summary of Alternatives
3. Regional Benefits
4. Prioritization
5. Funding
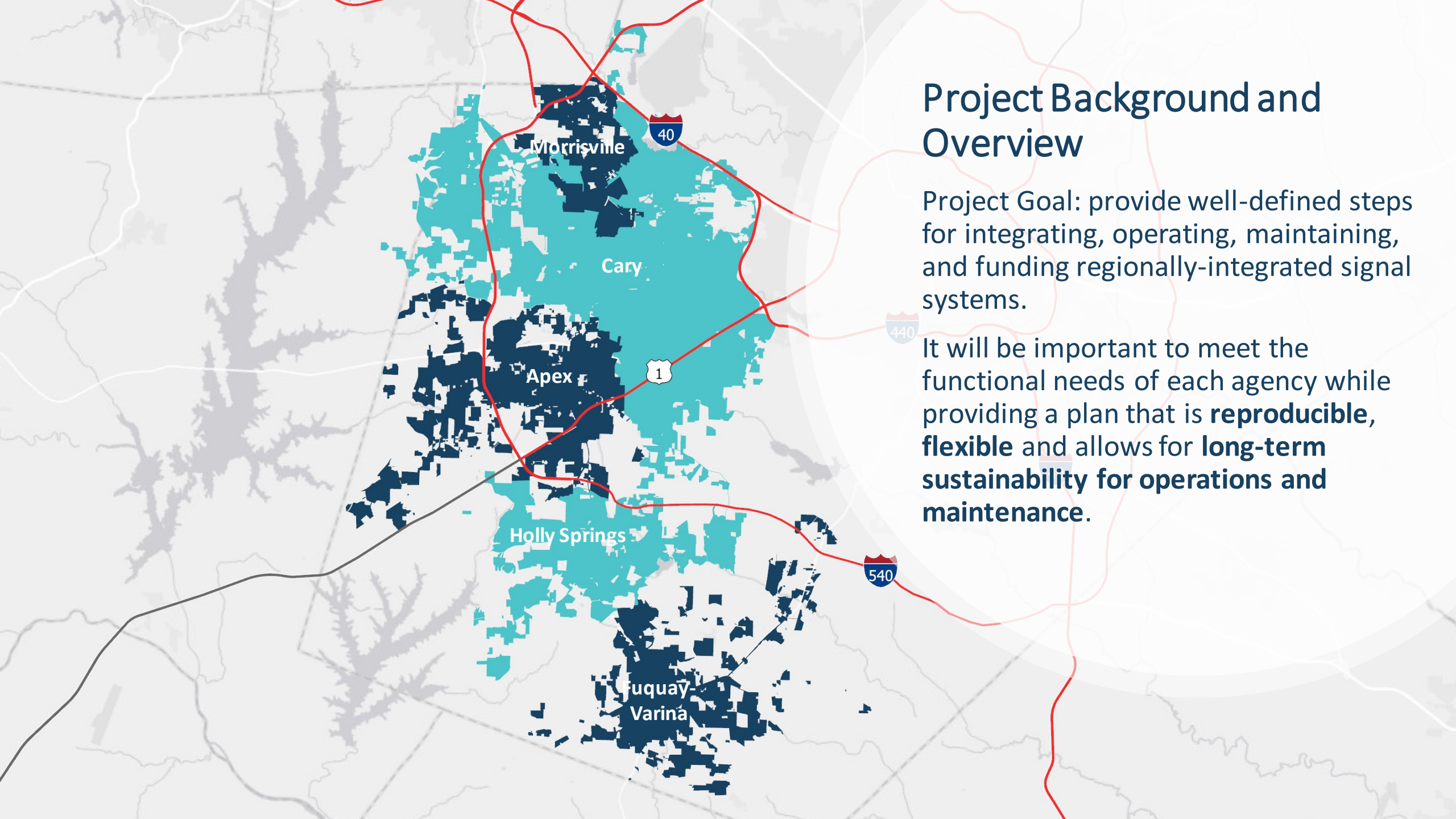6. Program Cost Overview

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Section 1

Project Background and Overview

Project Background and Overview

Project Goal: provide well-defined steps for integrating, operating, maintaining, and funding regionally-integrated signal systems.

It will be important to meet the functional needs of each agency while providing a plan that is **reproducible**, **flexible** and allows for **long-term sustainability for operations and maintenance**.

Section 2
Summary of Alternatives

Status Quo Alternative

System – Status Quo:

- Cary/Morrisville Integrated System
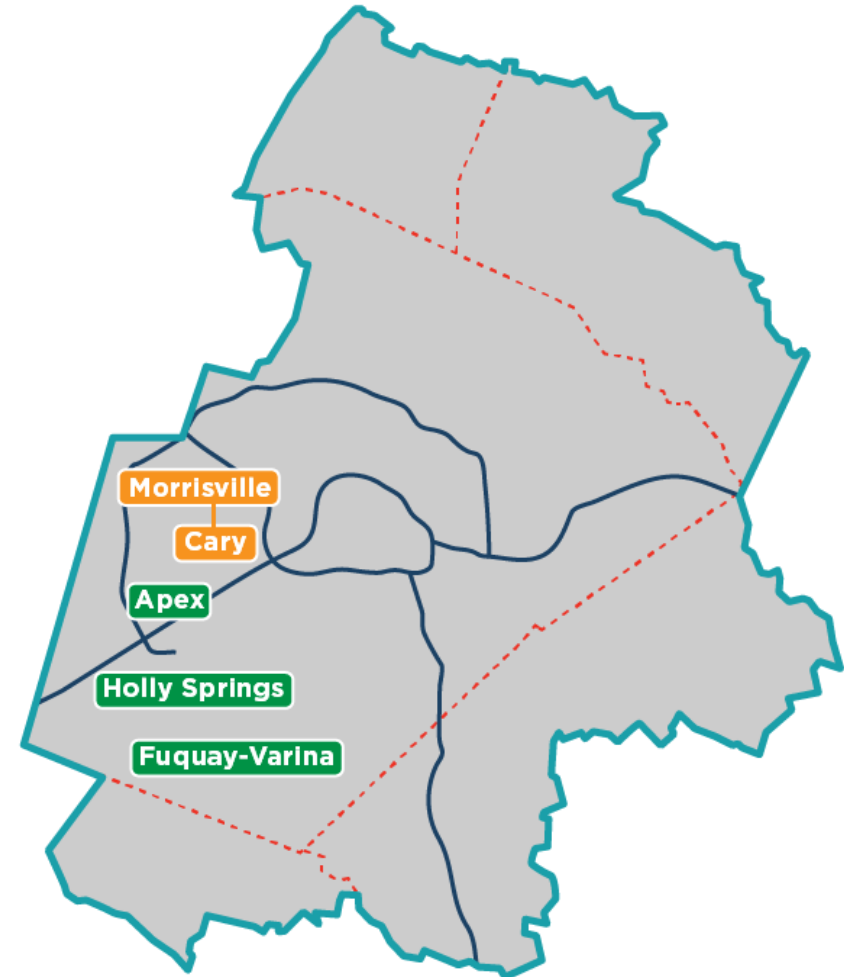- NCDOT O&M of Apex/Fuquay-Varina/ Holly Springs Systems

Cost:

- $0 Investment for Apex/Fuquay-Varina/Holly Springs

Impact:

- Less maintenance resources than recommended by FHWA
- Less frequent re-timing
- Less implementation of advanced technology

Morrisville
Cary
Apex
Holly Springs
Fuquay-Varina

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Regional System Alternative

System – Regional System:

- Cary/Morrisville and Apex/Fuquay-Varina/Holly Springs Integrated System
- Apex/Cary/Fuquay-Varina/Holly Springs/Morrisville Integrated System
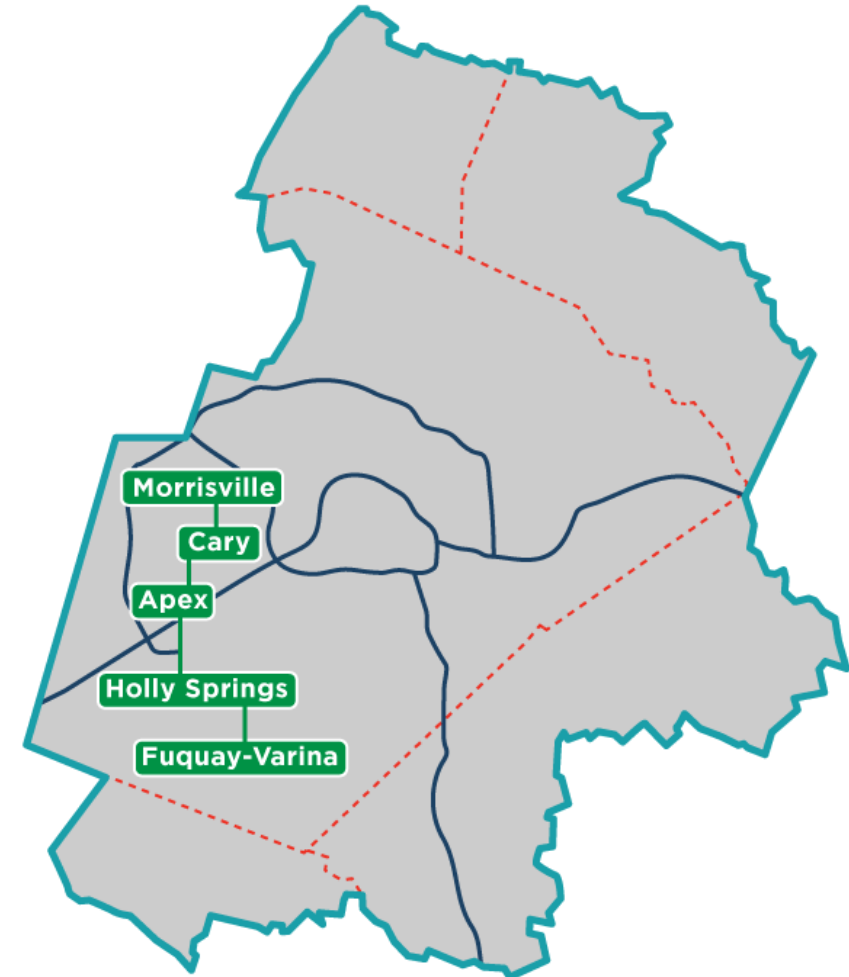
Cost:

- Moderate O&M Cost and Capital Investment
- Less flexibility/autonomy - must share resources and may require sacrifice of preferences in some cases to standardize and achieve efficiencies

Impact:

- Higher Level of Service (A or C)
- Maintenance in accordance with FHWA staffing recommendations
- More frequent re-timing
- More advanced technology and hyper-specialized expertise
- Shorter lead-time for build-out

Morrisville
Cary
Apex
Holly Springs
Fuquay-Varina

Separate System Alternative

System – 5 Separate Signal Systems:

- Apex/Cary/Fuquay-Varina/Holly Springs/Morrisville Separate Systems
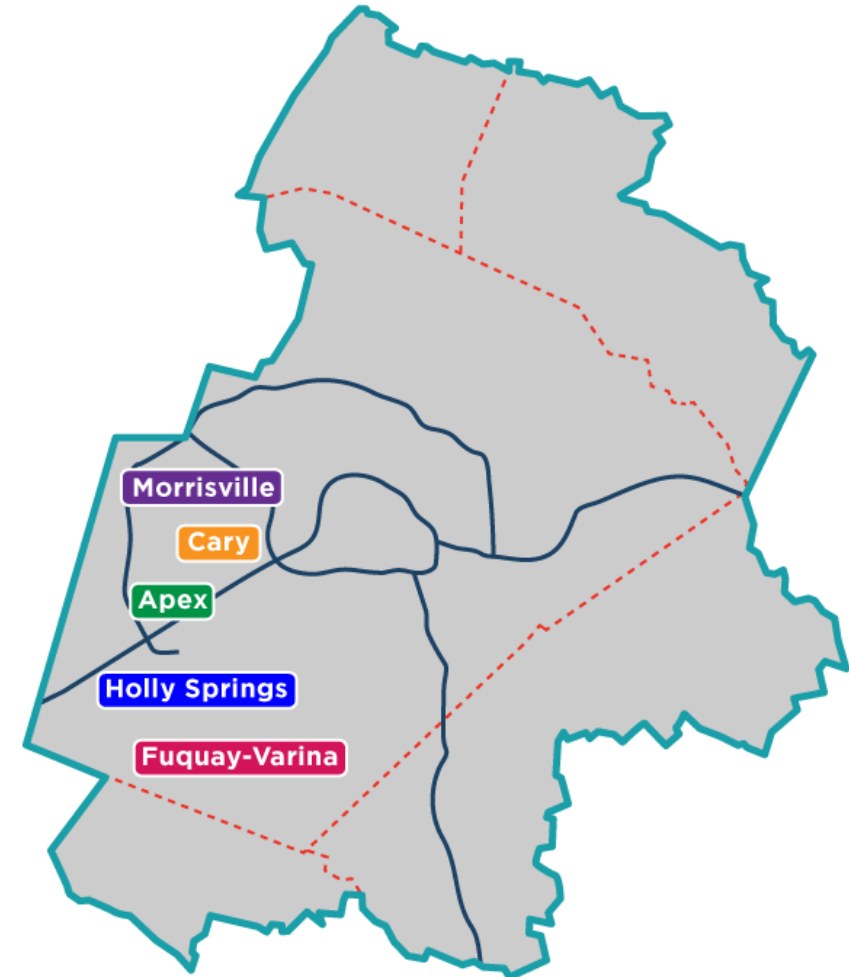
Cost:

- Higher O&M Cost
- Extensively Higher Capital Investment
- Longer lead-time for build-out
- Less efficiency and specialized expertise for the region

Impact:

- Higher Level of Service (A or C)
- Maintenance in accordance with FHWA staffing recommendations
- More frequent re-timing
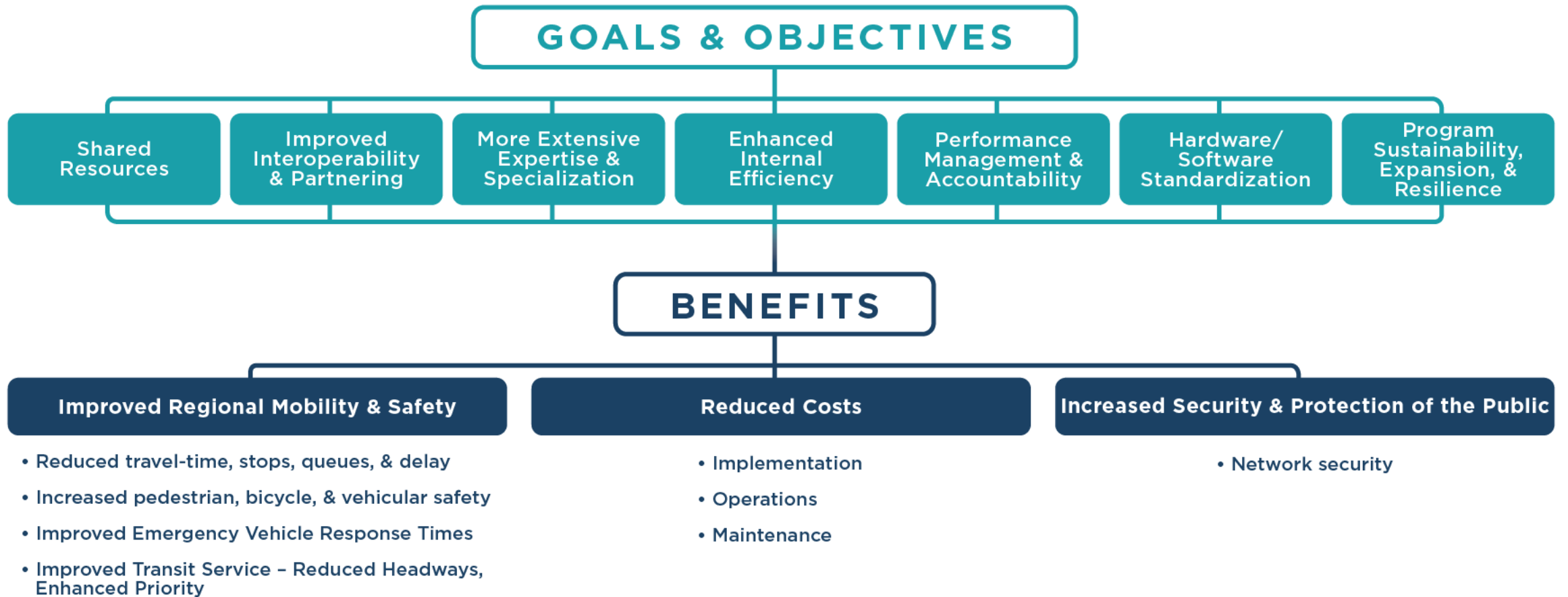- More advanced technology

Section 3
Regional Benefits

Regional Benefits & Objectives for the WWTSSI Project

GOALS & OBJECTIVES

- Shared Resources
- Improved Interoperability & Partnering
- More Extensive Expertise & Specialization
- Enhanced Internal Efficiency
- Performance Management & Accountability
- Hardware/ Software Standardization
- Program Sustainability, Expansion, & Resilience

BENEFITS

Improved Regional Mobility & Safety	Reduced Costs	Increased Security & Protection of the Public
• Reduced travel-time, stops, queues, & delay • Increased pedestrian, bicycle, & vehicular safety • Improved Emergency Vehicle Response Times • Improved Transit Service – Reduced Headways, Enhanced Priority	• Implementation • Operations • Maintenance	• Network security

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Example #1: California PASS Program

Bay Area

11
Municipalities

Synchronized a Regional Signal System

16%
Total Auto Travel Time Savings

28%
Average Auto Speed Increase

12%
Total Auto Fuel Consumption Savings

192.4 tons/day
Total Auto Emissions Reduction

12:1 to 105:1
Benefit Cost Ratio ranged from

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Example #2: Alicia Parkway Inter-Jurisdictional Signal Timing

Orange County, CA

5
Municipalities

41
Signals

31%
average commute
speed increase

75%
Reduction of
number of stops

11%
Reduction in
travel times

1.1
million gallons
of fuel saved over
three years

7%
Reduction of
greenhouse gas
emissions

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Example #3: Various Signal System Benefit Studies

Arizona

Implementation of Pedestrian Hybrid Beacons

46%
Reduction of pedestrian crashes

Portland, WA

Signal System Re-timing

300
metric tons of CO_2 annually per re-timed signal

Iowa

ICM Strategies

28%
Increase in mobility

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Section 4
Recommendations and Prioritization

Integration Guidebook Outline

- Chapter 1: Executive Summary

- Chapter 2: Technology, Infrastructure, and User Access Evaluation

- Chapters 3 & 4: Detailed and High-Level Implementation Plan

- Chapters 5 & 6: Detailed and High-Level Operations and Maintenance Plan

- Chapter 7: Prioritization and Funding Plan

- Chapter 8: Regional Architecture Compliance

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Prioritization

Near-Term (1-3 years)

- Planning and preparation

- Low-hanging fruit

Mid-Term (3-6 years)

- Critical infrastructure

- Technology Baseline

Long-Term (6-10 years)

- Full Buildout

- Full Technology Roll-Out

- Continual Improvement Programs

Capital Costs		
Cary and Morrisville Integrated System	Near-term	$ 1,200,000
	Mid-term	$ 1,575,000
	Long-term	$ 1,070,000
		$ 3,845,000
Apex, Fuquay-Varina, and Holly Springs Integrated System	Near-term	$ 350,000
	Mid-term	$ 2,400,000
	Long-term	$ 5,325,000
		$ 8,075,000

Integration Guidebook Recommendations

Cary and Morrisville Integration Recommendations
Near-term *– Next 3 years*

- Integrate additional Town of Morrisville Traffic signals into the Cary signal system network
- Add Town of Cary operations and maintenance staff to support organic growth of the Cary signal infrastructure and integration of all signals in Morrisville
- Dedicate traffic signal and maintenance/storage space in the new Town of Morrisville Public Works Facility, which is currently under design.
- Conduct a regional communications infrastructure study.
- Add cameras to Morrisville intersections based on operational needs
- Update and execute agreements between Town of Cary and Town of Morrisville for the on-going shared resources and management of signals including:
    - Collaborate between the two agencies to ensure network security.
    - Define user roles and responsibilities, as they relate to the system, between varying members of the Town of Cary and Town of Morrisville agencies.
    - Develop performance requirements for availability and reliability for fiber infrastructure.
    - Develop performance requirements for traffic signal operations

Integration Guidebook Recommendations

Cary and Morrisville Integration Recommendations
***Mid-term* –** Next 3-6 years

- Redundant, path-diverse C2C connection between Cary and Morrisville facilities to enable Morrisville staff to view CCTV cameras and system operations.

- Provide user access to the Fire Departments, Police, and Emergency Departments based on operational need

- Establish traffic signal maintenance and storage space in new Town of Morrisville Public Works Facility once construction is completed.

- Begin implementation of technologies used in Cary to the Morrisville signals where appropriate (i.e., TSP, EVP)

- Implement ATSPM at all traffic signals along key corridors in Cary and Morrisville

- Evaluate potential ICM corridor along I-40, NC 54, Aviation Parkway, Airport Boulevard, I-540, NC 147, and Harrison Avenue

- Establish communications connectivity to neighboring jurisdictions (Durham and Raleigh)

- Perform a transportation network-specific cyber security assessment

Integration Guidebook Recommendations

Cary and Morrisville Integration Recommendations
Long-term – Next 6-10 years

- Implement ICM technologies along I-40's parallel arterials and cross-connecting interchange arterials

- Build-out fiber connections to peripheral signals within Cary and Morrisville

- Establish pilot program for testing of new technologies as they become available throughout the system

- Consider smart city connectivity and other advanced technologies when planning and investing in the communication networks

- Add Town of Cary operations and maintenance staff to support organic growth of the Cary signal infrastructure and integration of all signals in Morrisville (as needed)

- Provide connectivity to allow for electronic signal lab capabilities in new Town of Morrisville Public Works Facility.

Integration Guidebook Recommendations

Recommendations to advance toward a regional system
Near-term – Next 3 years

- Each agency to evaluate potential participation in a regional system. Determine which agencies will be a part of the regional system.

- Form a steering committee/oversight committee for the proposed regional system

- Determine who the Regional Host should be for the regional signal system.

- Develop agreements between agency for on-going shared resources and management of signals including:

  o Define roles, responsibilities, data sharing requirements, and cost sharing responsibilities as they relate to the system.

  o Develop performance requirements for availability, reliability, and security of fiber infrastructure.

  o Develop performance requirements for traffic signal operations and maintenance.

- Begin requests for capital expenditures, new employee positions, and annual operating and maintenance expenses

- Construct the proposed Fuquay-Varina signal system.

- Perform a regional communications infrastructure study to:

  o Identify fiber optic cabling needs for both field-to-central and center-to-center connectivity throughout the region

  o Evaluate network topology.

  o Perform an evaluation of gaps in traffic signal system communications along the periphery of the system

Integration Guidebook Recommendations

Recommendations to advance toward a regional system
Mid-term – Next 3-6 years

- Add cameras to individual intersections based on operational needs.

- Develop regional standards for signal system technology

- Design the Apex and Holly Springs portions of the regional system.

- Explore the possibility of a STIP project to upgrade controllers with an ATSPM-capable local controller software.

- Construct the regional TMC and signal maintenance facilities

- Establish a C2C communications link between the regional TMC and the STOC

- Elevate operation and maintenance of the regional system to increased LOS

- Evaluate connected vehicle, EVP, and TSP technologies along key arterials within the regional system

- Employ management of a network monitoring software to enable proactive and responsive network maintenance as a regional collaborative.

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Integration Guidebook Recommendations

Recommendations to advance toward a regional system
Long-term – Next 6-10 years

- Construct the Apex and Holly Springs portions of the proposed regional system and integrate them into a regional system with the previously constructed Fuquay-Varina signal system

- Construct fiber optic cable connections along the proposed regional communication ring to provide path-diverse, redundant, regional connectivity among municipalities

- Accommodate user access for all agencies within the regional network such that each can view and monitor system performance.

- Deploy EVP and TSP Technologies throughout the system

- Deploy connected vehicle technology throughout the system

- Deploy ATSPM throughout the region

- Elevate operation and maintenance of the regional system from level-of-service perspective for opportunities of enhanced traffic operations

- Achieve connectivity between the regional system and the nearby City of Raleigh and Town of Garner signal systems

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Section 5
Funding

Funding Opportunities

Regional System = Improved Scoring & Faster Funding

- Efficient use of funds, reduced long-term capital funding

- Collaborative/more extensive use of technology

- Benefit to more communities and potentially more disadvantaged communities

- Enhanced benefit to the environment

- Aligns with roll-out of IIJA Programs

Potential Funding Sources:

- Strengthening Mobility And Revolutionizing Transportation (SMART) Grant Program

- Congestion Relief Program

- Congestion Mitigation and Air Quality (CMAQ)

- Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program

- STIP

- Safety Specific:

  - Safe Streets and Roads for All Grant Program

  - Highway Safety Improvement Program (HSIP)

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Section 6

Program Cost Overview

Program Cost Overview

Alternative	Total Annual O&M Cost	Annual O&M Cost Per Signal	% Increase in O&M Costs	Implementation Cost	% Increase in Implementation Cost	Regional 10-Year Cost
2 Regional Systems	$3,182,288	$5,730	5%	$11,920,000	12%	$43,742,880
1 Regional System	$3,070,224	$5,450	0%	$10,620,000	0%	$41,322,238
5 Separate Systems	$3,462,927	$6,410	18%	$16,500,000	55%	$51,129,274

Thank You!

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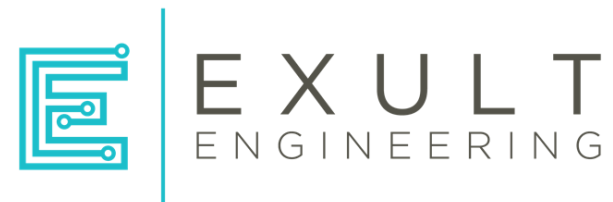
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6.2   Western Wake Traffic Signal System Integration Study

Requested Action:

Receive as information.

6.3 Mobility Coordination Committee Update

6.3   Mobility Coordination Committee Update

Context –

2018 Locally Coordinated Human Services –Public Transportation Plan
- Established short-, mid- and long-term goals for implementation

2020 – MPO approved plan amendment to revise short-term goals

Short-Term Goals (May 2019 – June 2022):

- ✓ Create Organizational / Administrative Infrastructure
- ★ Develop Regional ADA Structure
- ★ Coordinate/Centralize ADA Delivery Structure
- ✓ Monitor State's Medicaid Program
- ★ Initiate Rural Transportation Program/Mobility Management Strategy
- ★ Develop Mobility Management Program
- ★ Develop Emerging Mobility Policy

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6.3   Mobility Coordination Committee Update

- Short-term report to be posted on our website soon:

    https://www.campo-nc.us/about-us/committees/mobility-coordination-committee

- Mid-term goals: 2023 - 2025

Requested Action:

Receive as information.

6.4 Locally Administered Projects Program (LAPP) FFY2024 Program and Target Modal Investment Mix

6.4 Locally Administered Projects Program (LAPP) FFY2024 Proposed Changes and Target Modal Investment Mix

- Update on ongoing future enhancements and Target Modal Investment Mix

- One-Call-For-All (LAPP FFY 2024 & UPWP FY 2024) anticipated to open at <u>August 18th</u> Executive Board Meeting.

Public Comment:	June 15 - August 16, 2022
Public Hearing:	August 17, 2022 Executive Board Meeting

Issues Overview

1. Target Modal Investment Mix — Action Item

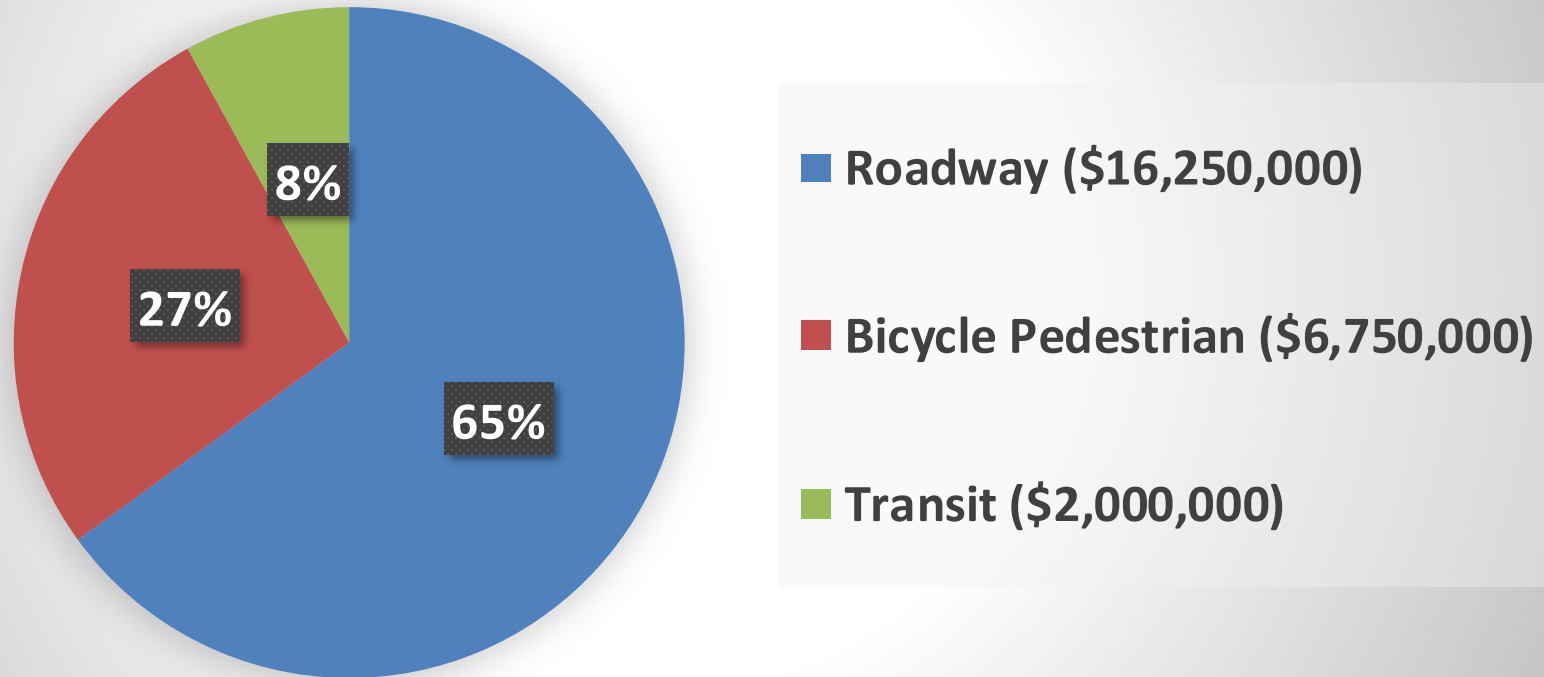2. Including Equity in LAPP Scoring Criteria
3. LAPP Selection Panel Policy Recommendations — Discussion Items

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Issue #1: Target Modal Investment Mix

FFY 2024 Target Modal Investment Mix

- Roadway ($16,250,000)
- Bicycle Pedestrian ($6,750,000)
- Transit ($2,000,000)

Issue #1: Target Modal Investment Mix

- Modal Investment Mix:
  - General need for additional funding in all modes
  - Cannot justify increasing one mode at expense of others

- Future Funding uncertainties:
  - Federal funding reauthorization
  - Overprogramming
  - Existing LAPP projects cost overruns

Staff Recommendation:
Keep same target modal investment mix and tentative programming amount ($25m) as prior round of LAPP. If new funding information is made available, CAMPO Staff or LAPP Selection Panel *may* recommend revising programming amount.

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Issue #2: Equity in LAPP Scoring

Equity in Scoring Criteria has been discussed through multiple LAPP iterations

- o Concerns on how to properly include equity in scoring
- o Nuances on how equity is measured

Staff Recommendation:
"Stick to the plan" - Use next LAPP cycles to introduce equity in LAPP scoring criteria

- – 2023: Initial discussions and completion of LAPP Strategic Plan Update and Public Participation Plan
- – 2024: Use feedback to develop equity elements in LAPP

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Issue #3: LAPP selection panel recommendations

LAPP Selection Panel provided policy-level recommendations as part of their FFY23 meetings

1. Conscious Development

Staff Recommendation:
- CAMPO Staff does not recommend including these policy items as requirements in LAPP, but rather to review the policies with Steering Committee and at future LAPP trainings.
- Broader regional discussions about how to measure development related transportation impacts are underway throughout the Research Triangle region.

6.4   Locally Administered Projects Program (LAPP) FFY2024 Program and Target Modal Investment Mix

Requested Action:

Receive as information.

6.5 FY2024-2033 Preliminary Draft State Transportation Improvement Program (STIP)

- NCDOT developed initial DRAFT 2024-2033 STIP based upon recommendations from the Prioritization Work Group
  - Feb 2022: NC Board of Transportation adopted WG recommendations

- MPO staff received the NCDOT Draft STIP spreadsheet on **April 25**
  - Staff conducting data review, and preparing maps/spreadsheets
  - Staff focusing exclusively on STI projects(NCDOT Prioritization)
  - CAMPO discretionary projects, NCDOT safety and maintenance projects are exempt

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- NCDOT did not consult with MPOs on project programming and schedules prior to the release date

- NCDOT has tasked MPOs/RPOs to present overview of the DRAFT STIP to their TCC and Boards

- Majority of unfunded projects are highway mode
  - Several projects in other modes are also left unfunded
  - Many unfunded highway projects had complete streets enhancements within project scope

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Draft STIP Development Process

Step 1 – Start from scratch – build next STIP from existing 2020-2029 STIP funded projects (no new P6 evaluated projects)

Step 2 – Develop list of "Delivery projects" – first funded based on upcoming let dates, right-of-way purchases, and grants

Step 3 – Determine which of the remaining 2020-2029 funded projects remain in STIP: Seniority Approach (P3-P4-P5)

Notes:
- Projects will retain STIP funding as budget allows per category
- Projects with funding removed will be re-evaluated in P7
- Previously committed projects that maintain funding may also have to be re-evaluated in P7 scoring

NCDOT Project Evaluation Approach
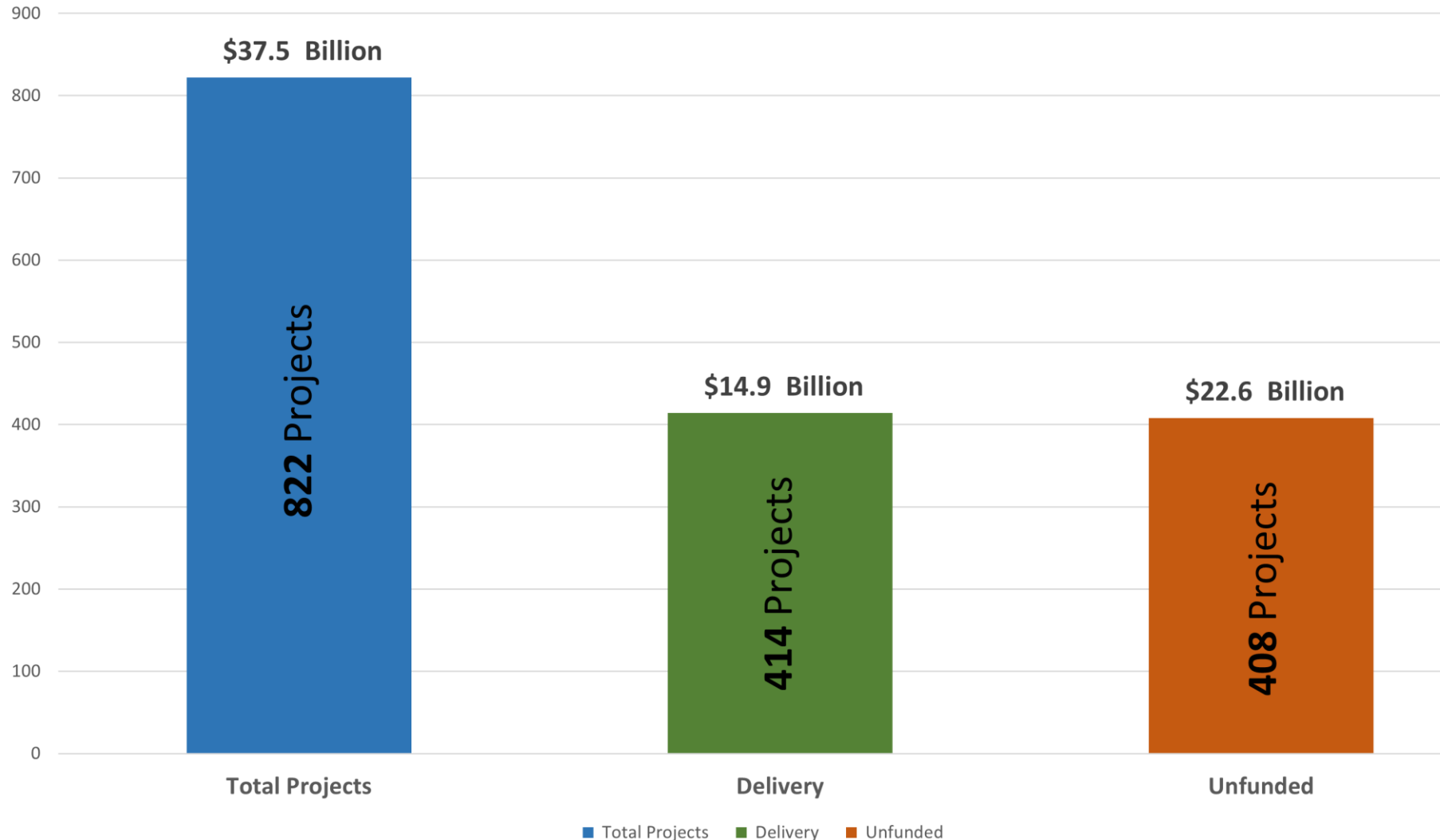
Seniority Approach (P3-P4-P5)

- First in last out concept
- Based on when project obtained "committed status" in a previous STIP
- Projects with highest scores from each SPOT cycle are funded until budgets are expended
- Flexibility (swap/cascading) opportunities

Table: Project selection example

Project	Prioritization Round	Score	Selection Order
A	P3	90	#1
B	P3	70	#2
C	P4	95	#3
D	P5	95	#4

2024-2033 STIP CAMPO Portion Big Picture

2024-2033 STIP project status

$4.8 Billion — Total Projects — **63** Projects

$2.2 Billion — Delivery — **26** Projects

$2.6 Billion — Unfunded — **37** Projects

Legend: ■ Total Projects ■ Delivery ■ Unfunded
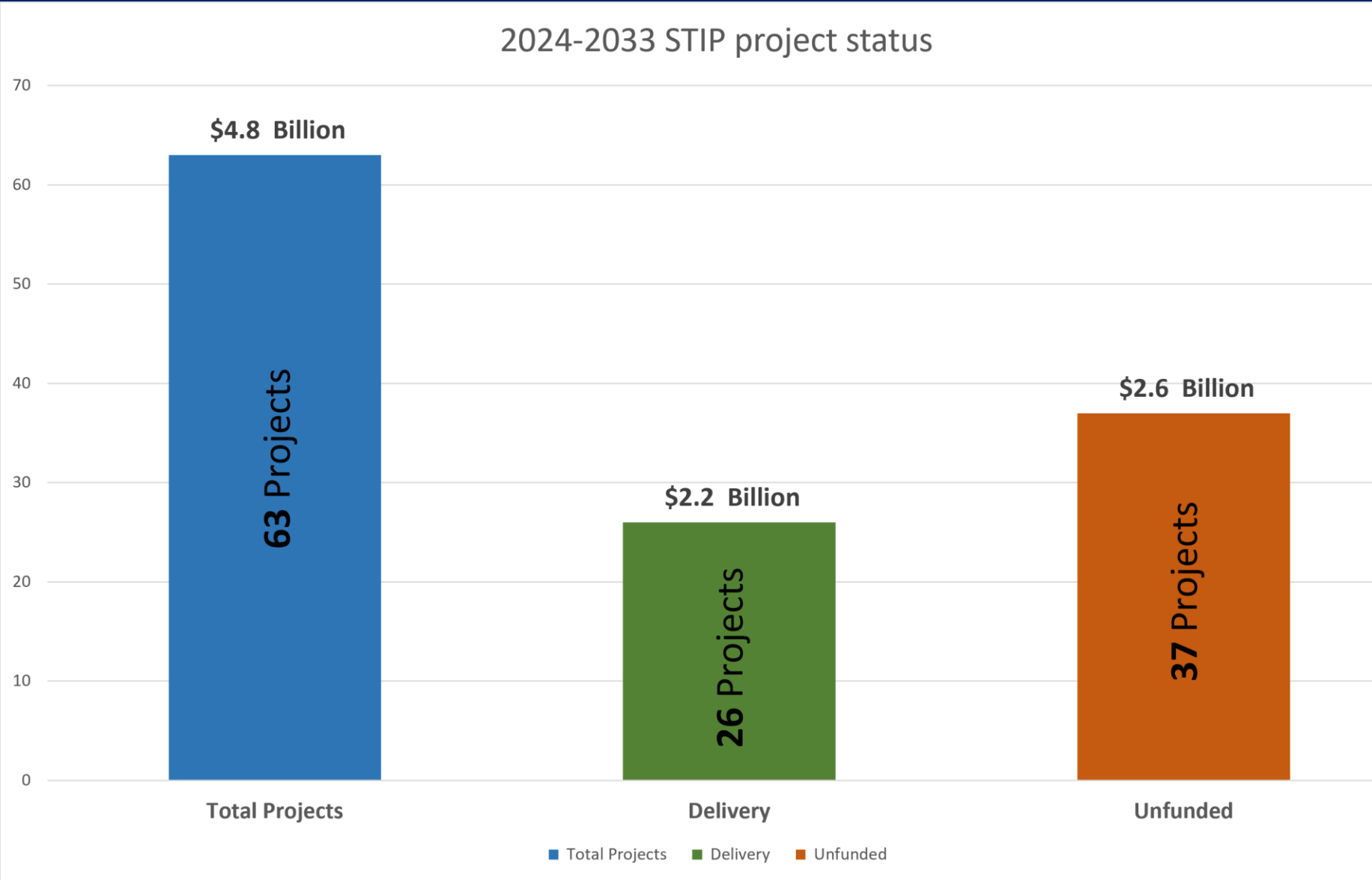
54% of CAMPO's STI projects funded in 2020-2029 STIP **removed** in draft 2024-2033 STIP

- **FHWA Requirements**
  - NCDOT must adopt a new STIP every four years
    - Typically two-year development cycle for STIP in NC
  - MPO's TIPs incorporated directly, without change, into North Carolina's STIP
  - MPO TIPs must include at least the next four years
  - Fiscal Constraint
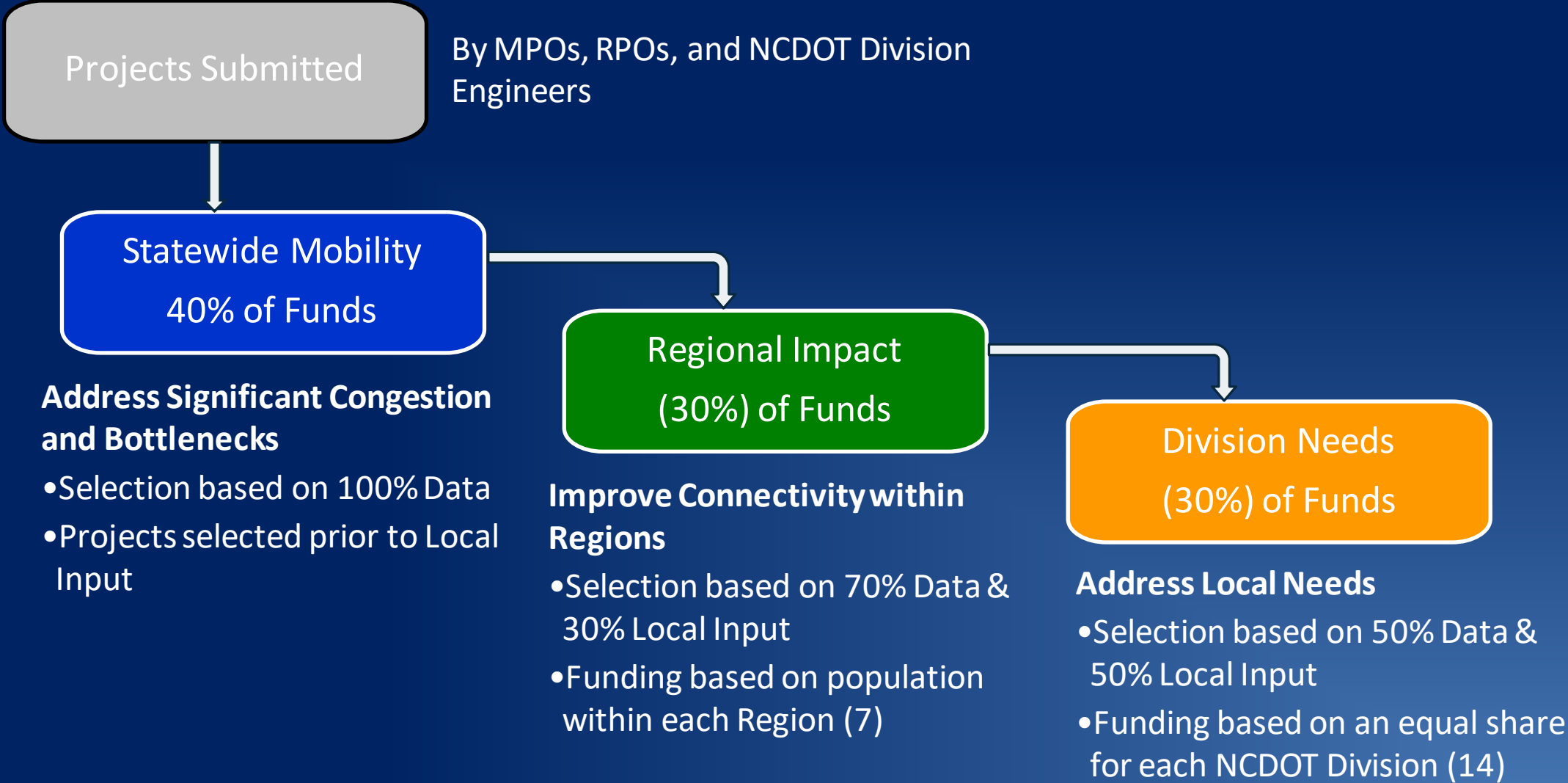 - Conforms with State Implementation Plan for air quality

- **CAMPO Requirements**
  - Ensure TIP is a subset of the adopted MTP
  - Ensure TIP is consistent with NCDOT STIP
  - Amendments to current MTP
  - Air Quality Conformity determination

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STI Programming Process

Statewide Mobility
40% of Funds

40%
$
Statewide Mobility

Statewide Mobility

Programmed first in Statewide
• Interstate Maintenance
• Bridge Replacement
• Highway Safety

Regional Impact
(30%) of Funds

30%
$
Regional Impact

Divided based on % of State Population

A B C D
E F G

Programmed first in each Region
• Bridge Replacement
• Highway Safety

Division Needs
(30%) of Funds

30%
$
Division Needs

Divided based on Equal Share

1 2 3 4 5
6 7 8 9 10
11 12 13 14

Programmed first in each Division
• Bridge Replacement
• Highway Safety
• Others...

NCDOT 2024-2033 STIP Funding Availability

Available Funding	Programming Status
$10.6B	$3.36B Over

Region	Available Funding	Programming Status
A (D1 & D4)	$647.5M	$383.2M Over
B (D2 & D3)	$919.2M	$391.2M Over
C (D5 & D6)	$1.78B	$297.1M Over
D (D7 & D9)	$1.33B	$596.7M Over
E (D8 & D10)	$1.67B	$756.5M Over
F (D11 & D12)	$881.0M	$455.7M Over
G (D13 & D14)	$676.1M	$982.2M Over

REG Total: $3.86B Over

Division	Available Funding	Programming Status
1	$569.7M	$129.5M Over
2	$569.7M	$190.3M Over
3	$569.7M	$77.3M Under
4	$569.7M	$223.2M Under
5	$569.7M	$172.4M Over
6	$569.7M	$87.4M Under
7	$569.7M	$65.4M Under
8	$569.7M	$85.3M Over
9	$569.7M	$31.6M Under
10	$569.7M	$68.8M Over
11	$569.7M	$102.4M Under
12	$569.7M	$234.0M Over
13	$569.7M	$325.7M Over
14	$569.7M	$88.2M Over

DIV Total: $706.9M Over

Includes estimated funding from Infrastructure and Investment Jobs Act (IIJA)

As of January 25, 2022. Available Funding reflects accounting for 3% inflation. Programming Status Amounts are compared to 100% of budget.

NCDOT 2024-2033 STIP Funding Availability

Available Funding	Programming Status
$10.6B	$3.36B Over

Region	Available Funding	Programming Status
A (D1 & D4)	$647.5M	$383.2M Over
B (D2 & D3)	$919.2M	$391.2M Over
C (D5 & D6)	$1.78B	$297.1M Over
D (D7 & D9)	$1.33B	$596.7M Over
E (D8 & D10)	$1.67B	$756.5M Over
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Division	Available Funding	Programming Status
1	$569.7M	$129.5M Over
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3	$569.7M	$77.3M Under
4	$569.7M	$223.2M Under
5	$569.7M	$172.4M Over
6	$569.7M	$87.4M Under
7	$569.7M	$65.4M Under
8		
9		
1		
1		
1		
1		

$3.36 Billion Over

$680 Million Over

$138 Million Under (D5 significantly over)

What Is A "Committed" Project At This Point?

- Workgroup recommends that projects beyond the first 5-years of the STIP, would require reprioritization

- Projects with Right-of-Way or Construction funding in the first 5-years does not have to recompete

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Project Schedule Flexibility (Project Swaps)

NCDOT will allow flexibility based on:

- Delivery projects can be exchanged for unfunded projects

- Swap project budget cannot exceed 110% of draft STIP project cost

- Must be within the same STI tier

- Agreement from all applicable MPOs/RPOs and NCDOT Division Engineers

- NCDOT has indicated project swap documentation must be provided to NCDOT by **September 30, 2022****

- **CAMPO staff believe this to conflict with TIP/STIP programming requirements and existing flexibility.*

Action	Agency Responsible	Anticipated Milestones
NCDOT releases Initial Draft 2024-2033 STIP to MPOs/RPOs	NCDOT	April 25, 2022
Project Schedule Exchange Deadline(with concurrence from NCDOT Division)	*MPOs*	*Sept. 30, 2022*
Draft 2033-2024 STIP released for public comment	NCDOT	December 2022
2024-2033 STIP Adoption	NC Board of Transportation	June 2023
2024-2033 TIP Adoption*	CAMPO	Aug/Sept 2023

* Air quality conformity determination and public engagement needs may change this schedule.

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Southeast Corridor – S-Line Development
CAMPO TCC

Jason Orthner, P.E., CPM
Rail Division Director

June 15, 2022

S-Line Development – Current Status

- S-Line is the Critical Missing Link in Southeast
- Proposed to link successful VA and NC Services
- NEPA Complete
- Corridor acquisition being finalized – will be a state-owned corridor
- 30% engineering grant announced! – $58M (largest award under CRISI FY 21 program)
  - 162 miles railroad corridor engineering
  - 80 miles of highway corridor improvements
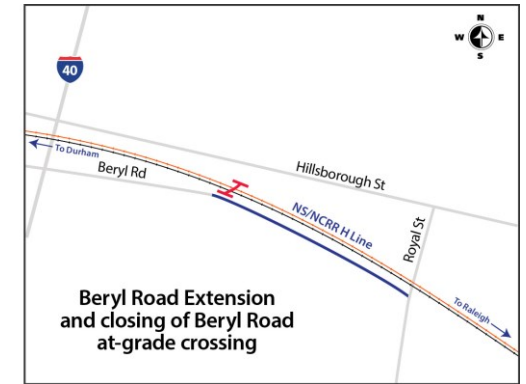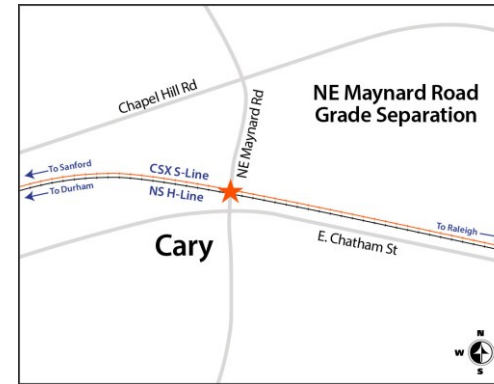- Preparing for final design/construction grant opportunities August-October 2022
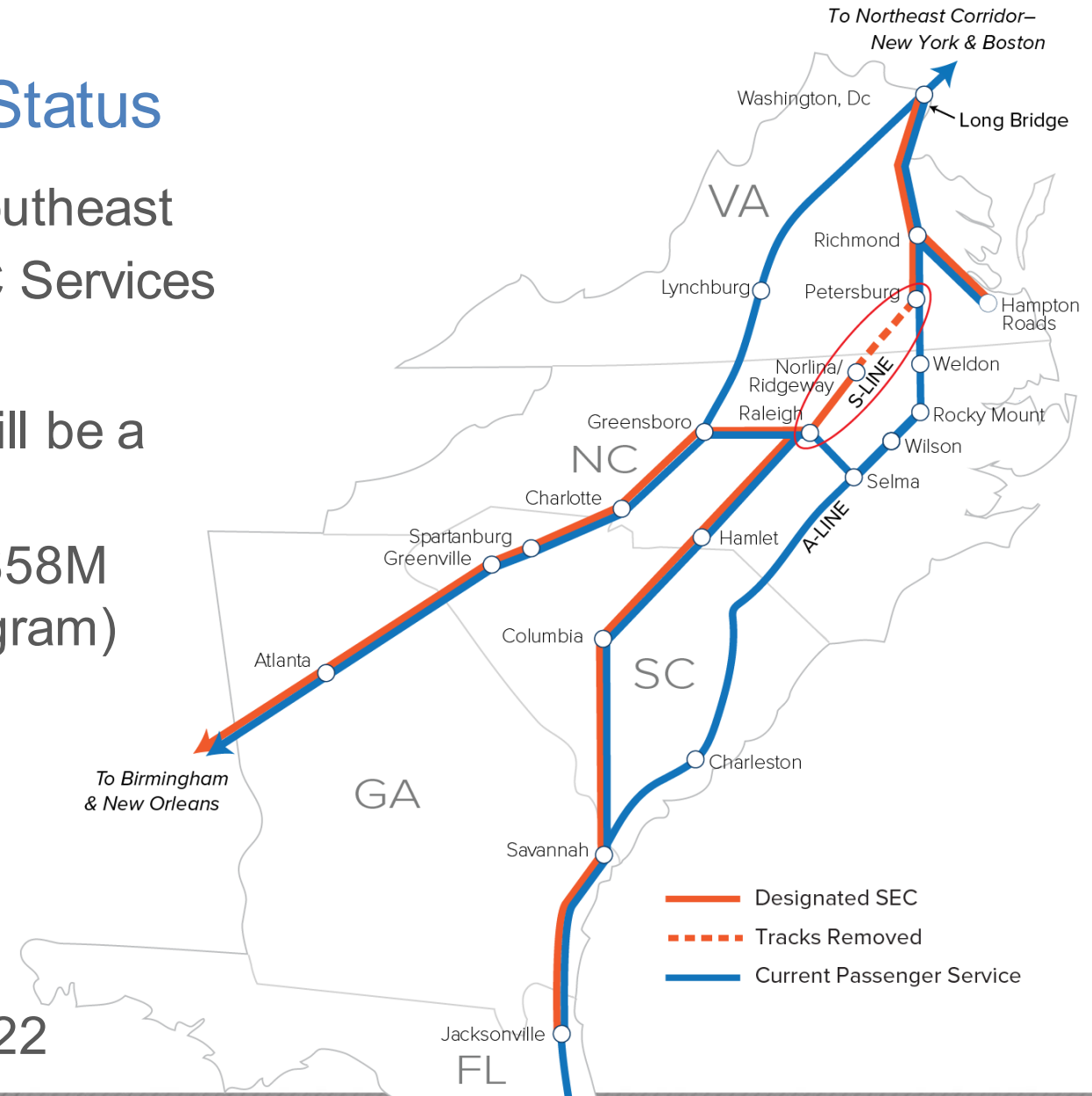
Timing is Critical

- S-Line one of few currently well-positioned projects
- Other national projects will mature over next few years
- Significant regional/FRA/Amtrak interest
- Opportunity for new high-frequency service
- Grant opportunities require identified state/local match
- Current rail projects in STIP are best state match source for NC
- Waiting for future STI prioritization cycles will lead to missed grant opportunities
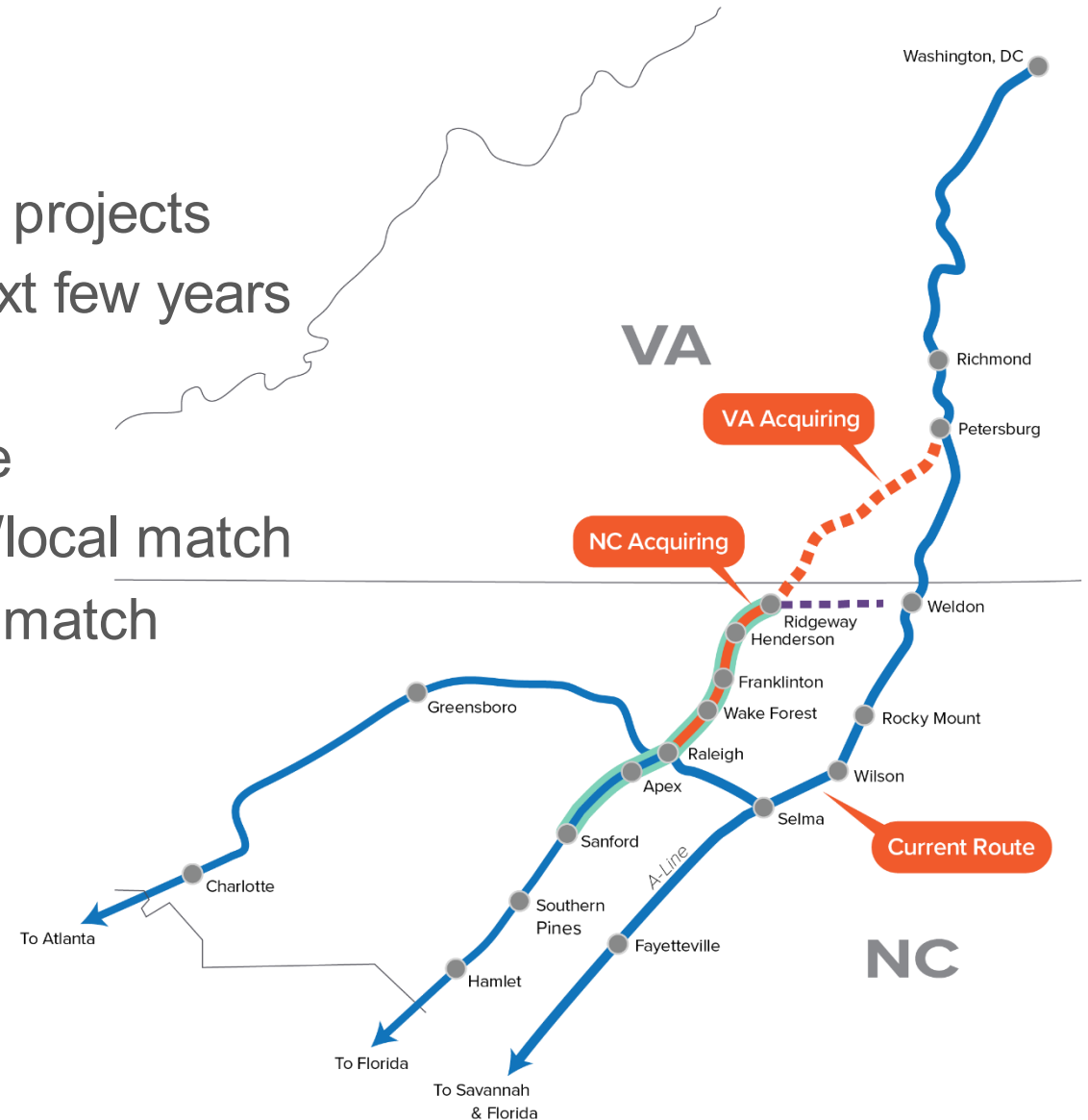
# Proposed Projects/Sources for Funded Match

- North Raleigh Projects
  - Millbrook Road (P-5737)
  - New Hope Church Road (P-5715)
  - Durant Road (P-5720)

- Trinity Road, Cary (P-5734)
  - Eligible for swap in draft STIP

- NE Maynard, Cary (P-5718)
  - Eligible for swap in draft STIP

- Beryl Road, Raleigh (P-5736)
  - Eligible for swap in draft STIP

- Governor's budget recommendation
  - ($10M annually over 10 years)

Trinity Road Grade Separation — Cary

NE Maynard Road Grade Separation — Cary

Beryl Road Extension and closing of Beryl Road at-grade crossing

The above investments provide approximately $290M matching funds for over $1.1B in federal funds (at 80/20)

Raleigh to Cary S-Line STIP projects

- Each project is on the Southeast Corridor
- Provide incremental state investments that support the national network
- Support S-Line development, East-West commuter corridor, and increased intercity service, safety and mobility
- Build upon previous federal and state investments including:
  - The Piedmont Improvement Program (ARRA funds)
  - Blue Ridge Road Project (TIGER funds)
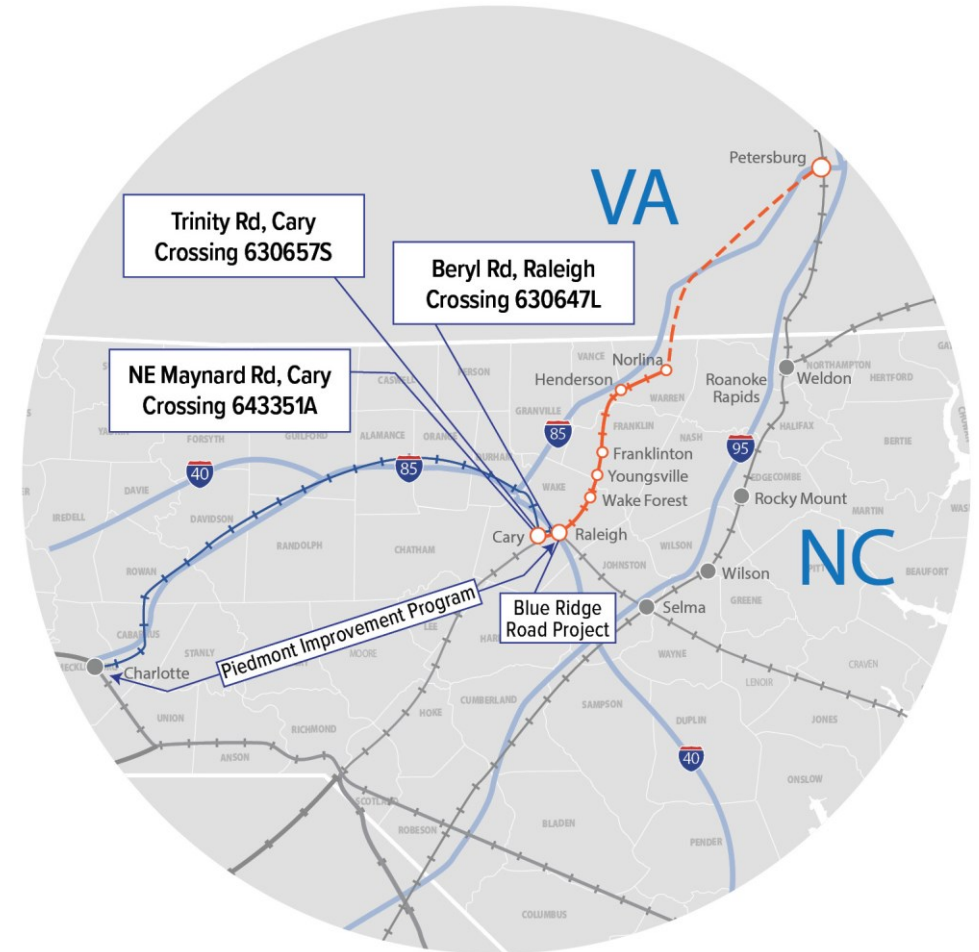
NORTH CAROLINA
Department of Transportation

Jason Orthner, P.E., CPM
Rail Division Director

jorthner@ncdot.gov

6.5   FY2024-2033 Preliminary Draft State Transportation Improvement Program (STIP)

- Next Steps:
  - Continue review of draft STIP
  - Member agencies provide comments to CAMPO by 6/30/22
  - CAMPO review and submit comments/questions to NCDOT
  - CAMPO work to identify any potential swap projects

Requested Action:

Receive as information.

Provide comments on the preliminary draft STIP to CAMPO staff by June 30th, 2022

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6.6   CAMPO Decennial Administrative Review & Update

- In April 2022, the Capital Area MPO Executive Board directed CAMPO staff to begin the process to conduct the decennial review of MPO's boundaries, members, and administrative structure.

- Process is conducted after each decennial Census and was last conducted in 2012. In the coming months, each of these elements will be reviewed and updated.

- Executive Board has requested any member governments or agencies that would be willing to serve, or continue to serve, as the MPO's host agency, known as the Lead Planning Agency (LPA).

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6.6   CAMPO Decennial Administrative Review & Update

There were three member agencies that submitted letters of interest to serve as the LPA for CAMPO into the future:

- City of Raleigh
- Triangle J COG
- Town of Cary

Requested Action:

Direct CAMPO staff to get further information from all three submitting agencies via more detailed proposals on financial and administrative structures from Triangle J COG and Town of Cary and to report back on the status of the draft LPA agreement version under development for the City of Raleigh option.

7.   Informational Items: Budget

7.1 Operating Budget – FY 2022

7.2 Member Shares - FY 2022

Requested Action:
Receive as information.

8.1   Informational Item: Project Updates

Studies:
- FY22 Hot Spots
- Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update
- Triangle Bikeway Implementation Study
- U.S. 401 Corridor Study
- Western Wake Traffic Signal System Integration Study
- Mobility Management Program Implementation Study

Other Updates:
- Mobility Coordination Committee
- Safe Routes to School (SRTS)
- Safe Routes to School (SRTS) Road Safety Audit Project CAMPO/NCDOT
- Non-Motorized Volume Data Program
- Triangle Transportation Choices (Triangle TDM Program)
- NCDOT Highway Project U-2719 – Updates
- NC 540 Bonus Allocation Projects
- Wake Transit Plan Implementation Updates
- Draft FY 2023 Wake Transit Work Plan Development

8.2   Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

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9.   Informational Item: Staff Reports

- MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- Executive Board Members

Requested Action:
Receive as information.

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ADJOURN

Upcoming Events

Date	Event
July 7, 2022 10:00 a.m.	TCC Regular Meeting Virtual
July 20, 2022 4:00 p.m.	Executive Board Virtual
August 4, 2022 10:00 a.m.	TCC Regular Meeting Virtual
August 17, 2022 4:00 p.m.	Executive Board TBD

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