



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/1DEuvr2Fn1mNPq2ByXFbrWaSC4VnYeRdutIeKXGqkfEc/edit?usp=sharing>

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



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

February 16, 2022

4:00 PM

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

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 Approve the Executive Board Meeting Minutes for January 19, 2022.
- 5.2. Approve Locally Administered Projects Program Prior Year Project Move Forward Requests (Knightdale's Mingo Creek Greenway and Wendell's Wendell Falls/Wendell Pkwy intersection improvements).
- 5.3 Approve the FY 2022, Q3 Wake Transit Work Plan Amendment Requests and authorize the Executive Director to sign any applicable agreements to which CAMPO is a party.

Requested Action:
Approve all items on the Consent Agenda.

PUBLIC HEARINGS

- 6.1 FY 2023 Unified Planning Work Program and MPO Self-Certification
- 6.2 FFY 2023 Locally Administered Projects Program (LAPP) Investment Program
- 6.3 Amendment #7 to FY2020-2029 Transportation Improvement Program

6.1 FY 2023 Unified Planning Work Program and MPO Self-Certification

- **Ongoing Efforts:**
 - Southeast Area Study
 - Mobility Management Implementation Study
 - BRT Extensions MIS
- **New Studies:**
 - Payback Period Metric Update
 - MTP Bicycle/Pedestrian Element Update
 - Fayetteville-Raleigh Passenger Rail Study, Phase II
 - Regional Connected Communities Project
- **Ongoing MPO Programs:**
 - MTP
 - LAPP
 - TIP
 - UPWP
 - Wake Transit Plan Administration
 - Public Engagement
 - Mobility Coordination Committee
 - Congestion Management Process
 - Travel Demand Model
 - Transit Coordination

6.1 FY 2023 Unified Planning Work Program and MPO Self-Certification

Budget

- \$0.57 / capita Member Shares estimated (could increase if additional planning funds received)
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency estimate: \$209,000 (appx 11% increase from last year)

MPO Self-Certification

- Questionnaire in Appendix C
- Outlines how the MPO conforms to federal planning guidelines and requirements

Next Steps

- Public Review & Comment Period Held: Jan. 2 - Feb. 15, 2022
- Public Hearing – Feb. 16, 2022

Requested Action:

Conduct public hearing.

**Approve the FY 2023 UPWP and MPO Self-Certification,
pending outcomes from the Feb. 16 public hearing.**

6.2 FFY 2023 Locally Administered Projects Program (LAPP) Investment Program

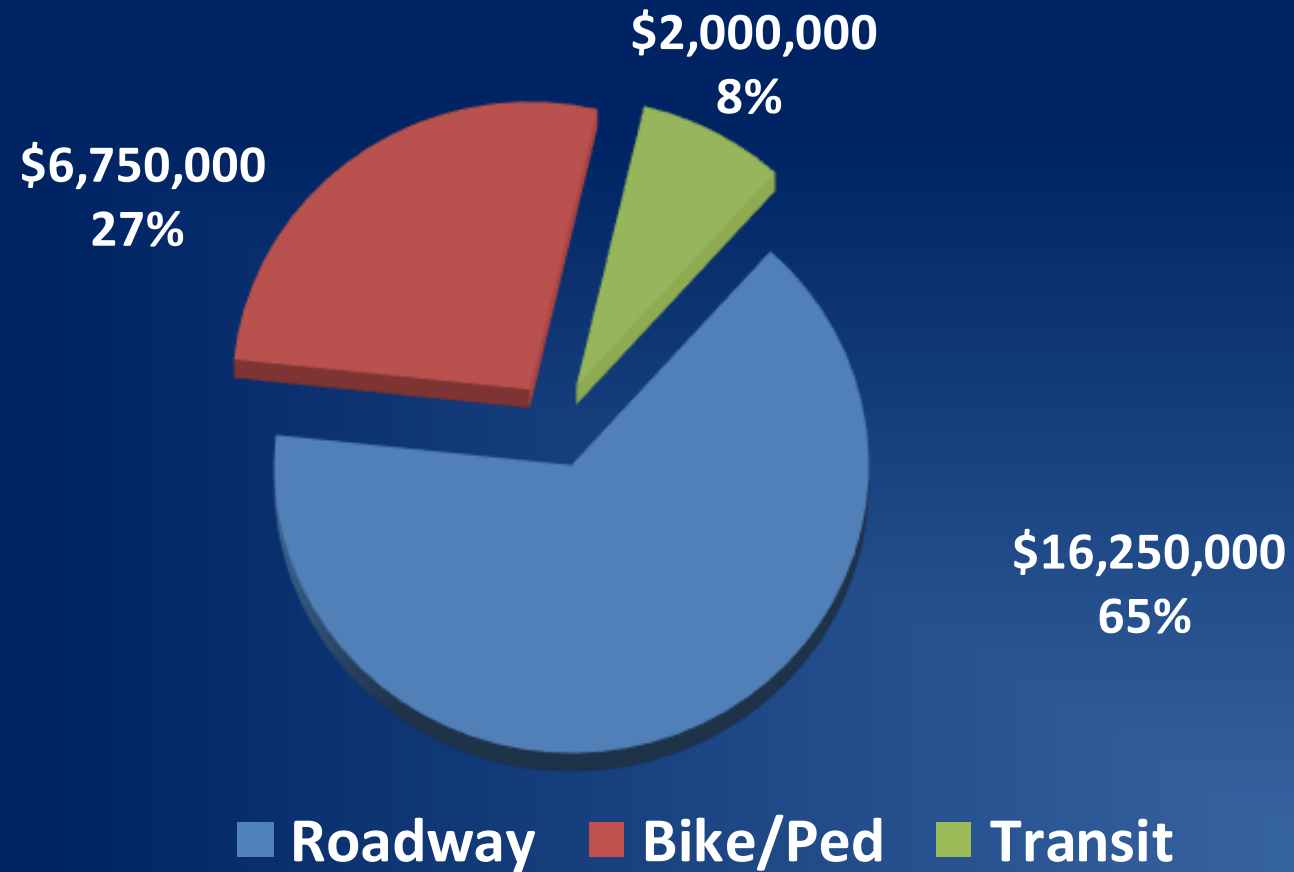
Call for Projects FFY 2023 LAPP Funds Opened in August 2021

- 28 Eligible Projects Submitted

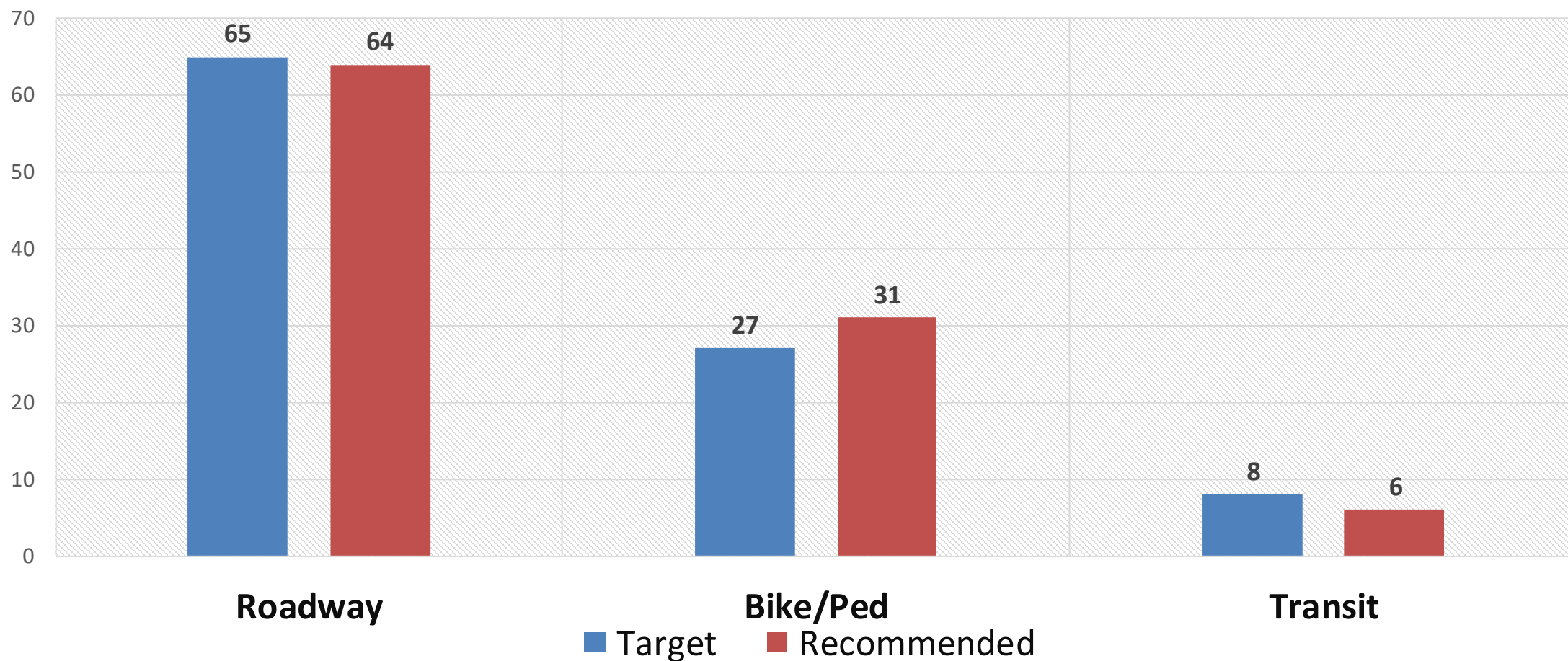
Scoring:

- Highway projects against other highway projects
- Bicycle and pedestrian projects against other bicycle and pedestrian projects
- Transit projects against other transit projects

FFY 2023 LAPP Target Modal Investment Mix



Target Versus Recommended Modal Investment Mix



*Note: Recommended Modal Mix only includes NEW LAPP funding (minus \$2.5m of total projects funding)

Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify project details
 - Eligibility Concerns: Federal Aid Eligible, MTP Compliant, Shovel Ready, etc.
 - Administrative Concerns: Reasonable Schedule, Required Materials, etc.
- LAPP Selection Committee discusses evaluation philosophy, including:
 - Serving as an external reasonable check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- LAPP Selection Committee reviews eligible FFY 2023 LAPP project submissions.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.
 - If a project does not, Selection Committee determines if the project should be funded OR if the funds from that modal mix element should be reallocated to another modal mix element to fund higher-scoring projects.

Roadway Recommendations: \$18,095,500 (\$15,595,500 NEW funding)

ROADWAY							
Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Recommended Funding	Total Score	
Apex Peakway SW Connector	Apex	\$25,000,000	50%	\$ 12,500,000	\$ 12,500,000	66.25	
Dillard Drive Two Way Left Turn Lane (TWLTL)	Division5	\$1,452,500	37%	\$ 802,500	\$ 802,500	58.00	
Jones Franklin at Athens SB Left Turn Lane	Division5	\$590,000	20%	\$ 472,000	\$ 472,000	53.50	
Blue Ridge Road Improvements (North)	Raleigh	\$5,402,000	20%	\$ 4,321,000	\$ 4,321,000	50.75	
Kennebec Road-Old Honeycutt Road Intersection Operational Improvements	Fuquay-Varina	\$934,610	20%	\$ 747,688		48.00	
Old Honeycutt-Hwy55 Intersection Operational Improvements	Fuquay-Varina	\$5,577,074	20%	\$ 4,461,659		44.75	
NC 55 Widening	HollySprings	\$4,500,000	20%	\$ 3,600,000		40.75	
Judd -Angier Intersection Operational Improvements	Fuquay-Varina	\$2,060,906	20%	\$ 1,648,725		38.00	
Pearces/Proctor Roundabout	Zebulon	\$1,082,000	20%	\$ 865,600		37.00	
Total		\$46,599,091		\$ 29,419,173	\$ 18,095,500		
Target Modal Investment					\$ 16,250,000		

Bike/Ped Recommendations: \$8,682,168

BICYCLE AND PEDESTRIAN

Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Recommended Funding	Total Score
Downtown Apex Safe Routes to School and Transit Connections: Apex		\$1,744,196	20%	\$ 1,395,357		64.33
Old Apex Road Sidewalk Gap	Cary	\$2,425,000	40%	\$ 1,200,000	\$ 1,200,000	56.00
Louis Stephens Drive Sidewalk Gap Connectivity	Morrisville	\$550,000	30%	\$ 385,000	\$ 385,000	53.67
East Main Street Sidewalk Connector	Clayton	\$700,000	30%	\$ 455,000	\$ 455,000	51.33
Penny Road Sidewalk Project	Division5	\$450,000	22%	\$ 350,000	\$ 350,000	50.00
Main Street Sidewalk Connector	HollySprings	\$825,000	20%	\$ 660,000	\$ 660,000	48.33
"Rails to Trails"	FranklinCounty	\$3,720,000	20%	\$ 2,976,000	\$ 2,976,000	47.00
House Creek Trail Grade Separation at Blue Ridge Road	Raleigh	\$2,597,000	20%	\$ 2,077,000	\$ 2,077,000	44.67
Southeast Judd Pedestrian Improvements	Fuquay-Varina	\$723,960	20%	\$ 579,168	\$ 579,168	44.67
Harnett Central Bike/ Ped Trail	HarnettCounty	\$639,081	20%	\$ 512,000		42.67
Alston Ridge Greenway	Fuquay-Varina	\$1,586,279	20%	\$ 1,269,023		40.33
Angier Elementary School Sidewalk Connection	Angier	\$1,267,900	20%	\$ 1,014,400		37.67
South Fuquay Avenue Streetscape	Fuquay-Varina	\$1,162,705	20%	\$ 930,164		36.00
Hodge Road Mingo Creek Crossing	Division5	\$337,000	26%	\$ 250,000		32.00
MTS Greenway Extension	Clayton	\$2,250,000	30%	\$ 175,000		19.40
Luddy Park Trail	Youngsville	\$1,974,000	20%	\$ 234,400		18.13
Total		\$22,952,121		\$ 14,462,512	\$ 8,682,168	
Target Modal Investment					\$ 6,750,000	

Transit Recommendations \$1,535,357

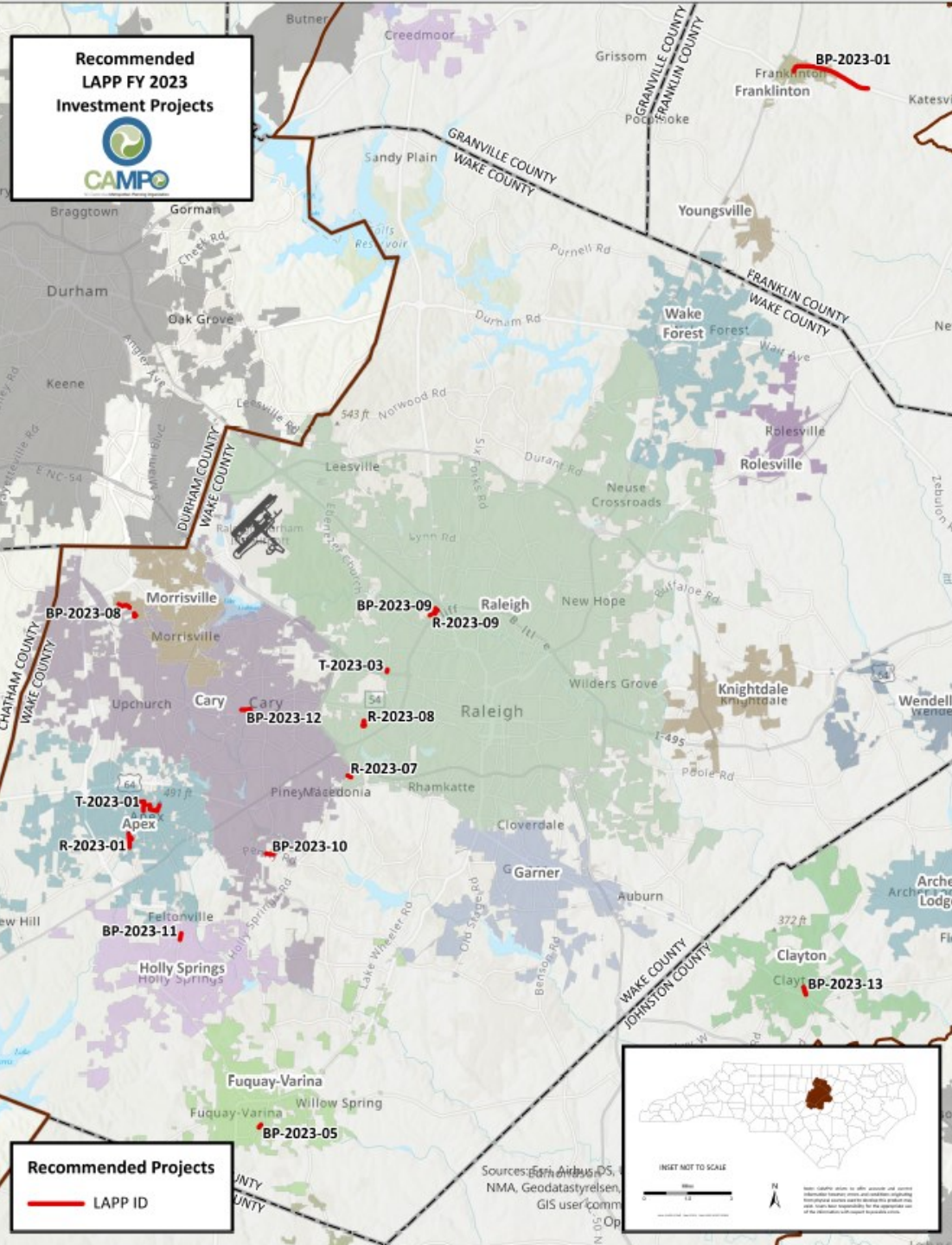
TRANSIT

Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Recommended Funding	Total Score
Downtown Apex Safe Routes to School and Transit Connections	Apex	\$1,744,196	20%	\$ 1,395,357	\$ 1,395,357	55.00
Blue Ridge Road/ District Drive Transit Connectivity and Access	GoRaleigh	\$175,000	20%	\$ 140,000	\$ 140,000	39.00
GoRaleigh Access-ADA Facility	GoRaleigh	\$15,800,000	87%	\$ 2,000,000		35.00
Total		\$17,719,196		\$ 3,535,357	\$ 1,535,357	
Target Modal Investment					\$ 2,000,000	

Overprogramming Recommendation

Board-Adopted Programming Recommendation	\$25,000,000
FFY2023 LAPP Selection Panel Programming Recommendation	- \$28,313,025
Funding to be Returned to Program from FFY2017	<u>+ \$2,500,000</u>
Amount Above Board Recommendation	\$813,025

- Current funding recommendation allows full funding for all recommended projects
- \$25M does not utilize full 20% overprogramming allowed by NCDOT
- \$25M adopted prior to IIJA passage, which increases amount of funding designated for LAPP



Policy-Level Recommendations

The Selection Panel recommends further consideration of the following policies – they will be brought to the LAPP Steering Committee for discussion:

- Complete Streets
 - Include Complete Streets Fields in LAPP Application
 - Discuss Complete Streets at LAPP Applicant Training
- Land Use Development Policies
 - Requests LAPP Selection Panel include local land use development policies in future Programs by way of scoring or eligibility requirements

6.2 FFY 2023 Locally Administered Projects Program (LAPP) Investment Program

Public Comment Period	January 14 – February 15, 2022
Public Hearing	February 16
TIP Amendment (Public Comment, Hearing, Adoption)	Same schedule as this FFY 2023 LAPP Approval
Mandatory LAPP Project Manager Training	March 15 from 9AM-3PM

Requested Action:

Conduct public hearing.

**Approve FFY2023 Locally Administered Projects Program
Investment Program.**

6.3 Amendment #7 to FY2020-2029 Transportation Improvement Program (TIP)

CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment will also include changes submitted from transit providers to reflect their current budgets and updates to the Wake Transit Work Plan and the recommended FFY 2023 Investment Program.

Public Comment Period: January 14th - February 15th

* NOTE: TP-5160 GoRaleigh's New Bern Ave BRT project contingency funding will change slightly from TCC agenda to reflect feedback from FTA during comment period

Requested Action:

Conduct public hearing.

Approve Amendment #7 to FY2020-2029 Transportation Improvement Program.

End of Public Hearings

7. Regular Business

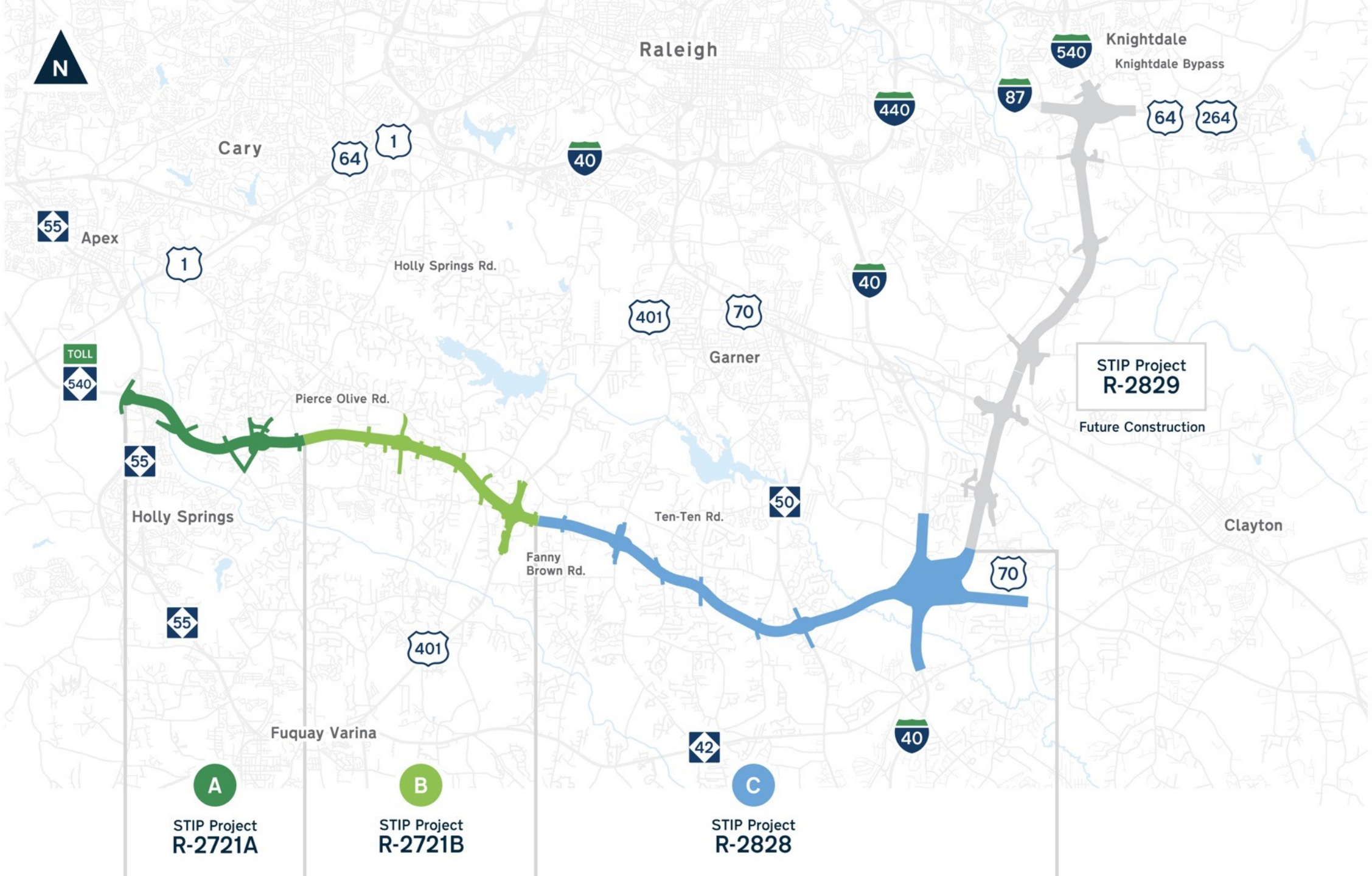
7.1 Complete NC 540 - Update

Update presentation provided by
Dennis Jernigan, N.C. Turnpike Authority

Complete 540

Triangle Expressway Southeast Extension

Dennis Jernigan, P.E.











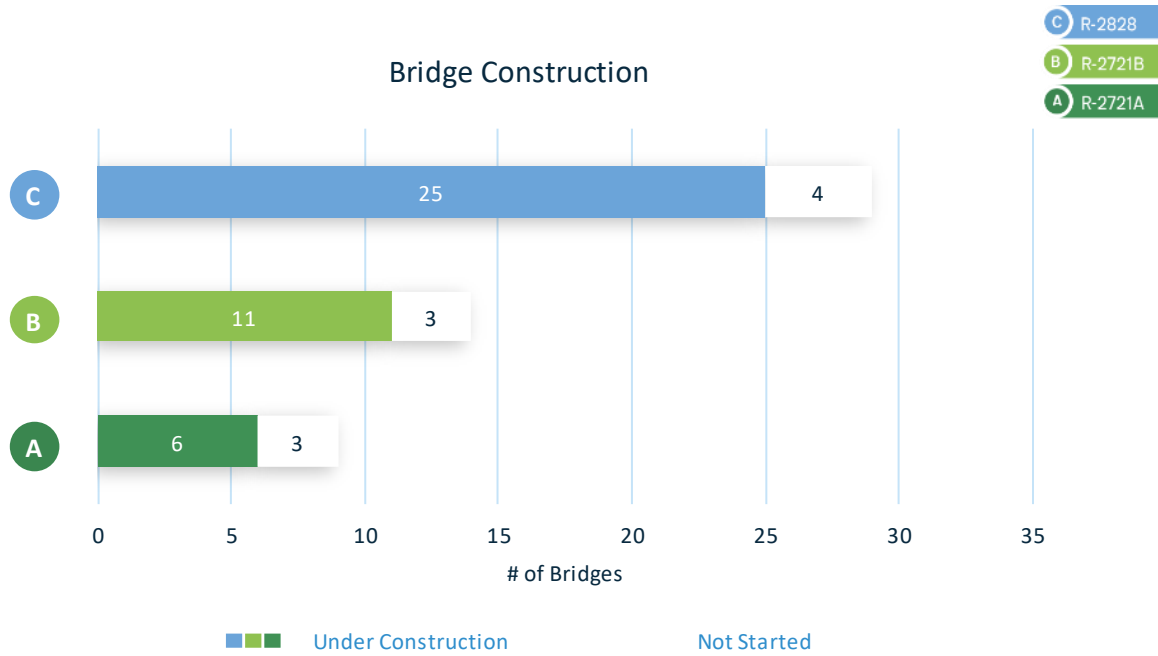




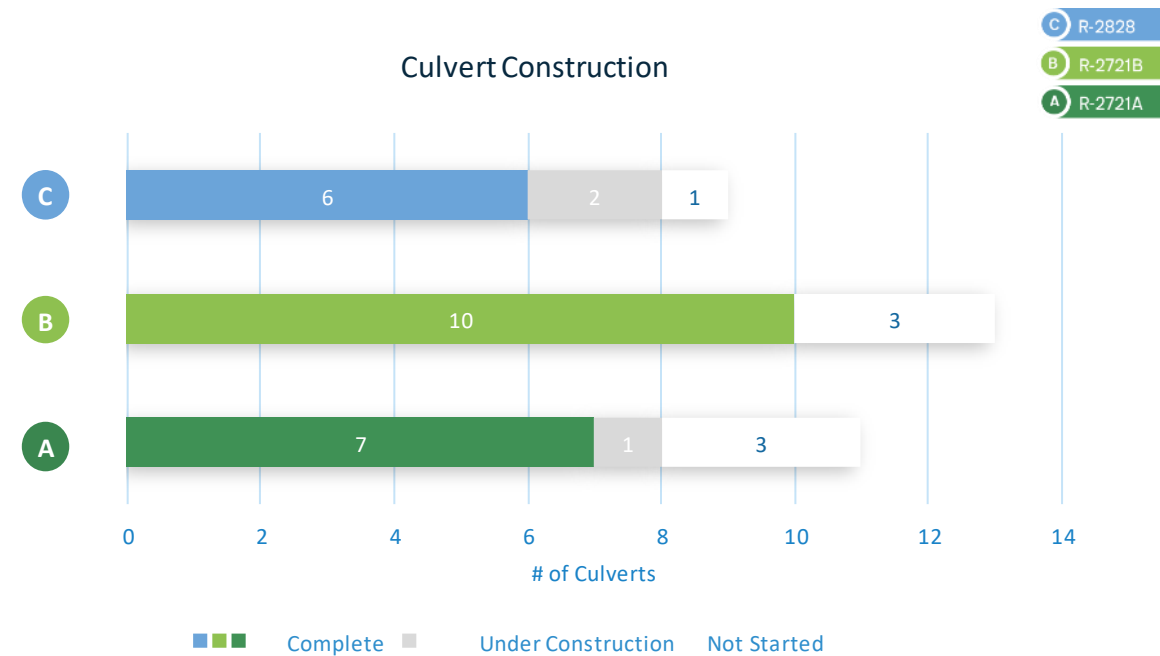


Construction Update

Bridge Construction



Culvert Construction





Resources at ncdot.gov/complete540



Noise Wall Locations

If you have any questions, please contact us at complete540@ncdot.gov or 1-800-554-7849



Wake Tech
Community
College

Laneridge

Old Stage
Place

Ten-Ten Rd

Sandy Ridge

Cre

Sedalia Park

Turner Pond

Grissom Farms

Turner Farms



41

50

55

Noise Wall 41

East of Fanny Brown Rd.
South side of Complete 540

Length: 4,898 ft.

Height Range: 5-27 ft.

Construction Timeframe*: TBD

Balloting Status: Approved

Noise Wall 50

West of Sauls Rd.
North side of Complete 540

Length: 2,025 ft.

Height Range: 14-21 ft.

Construction Timeframe*: TBD

Balloting Status: Approved

Noise Wall 55

West of
North side

ft.

: 8-28 ft

Timefr

us: App

Noise Wall 60

East of Benson Rd.
North side of Complete 540

Length: 4,885 ft.

Height Range: 10-27 ft.

Construction Timeframe*: TBD

Balloting Status: Approved

Noise Wall 49E

West of Sauls Rd.
South side of Complete 540

Length: 1,980 ft.

Height Range: 7-25 ft.

Construction Timeframe*: TBD

Balloting Status: Approved

Noise Wall 58

West of Benson Rd.
South side of Complete 540

6 ft.

Timeframe*: TBD

Approved

Proposed Noise Wall Balloting Status

Not Approved

Approved

*Construction dates are subject to change.



2021 Complete 540 Outreach



Public Meetings

Nearly 1,500 participants over
40 public meetings



Informing Residents

7,203 postcards & 31
Nextdoor posts



Resident Inquiries

648 emails & 352 calls to
the Complete 540 Hotline

Upcoming Presentations: Triangle East Chamber & Cary
Kildaire Rotary Club

7.1 Complete NC 540 - Update

Requested Action:
Receive as information.

7.2 I-40 Widening from Exit 301 to Exit 312 (Project I-5111); and Improvements at I-40/N.C. 42 Interchange (Project I-4739)

Presentation provided by
Brandon Jones, NCDOT Division 5



NORTH CAROLINA

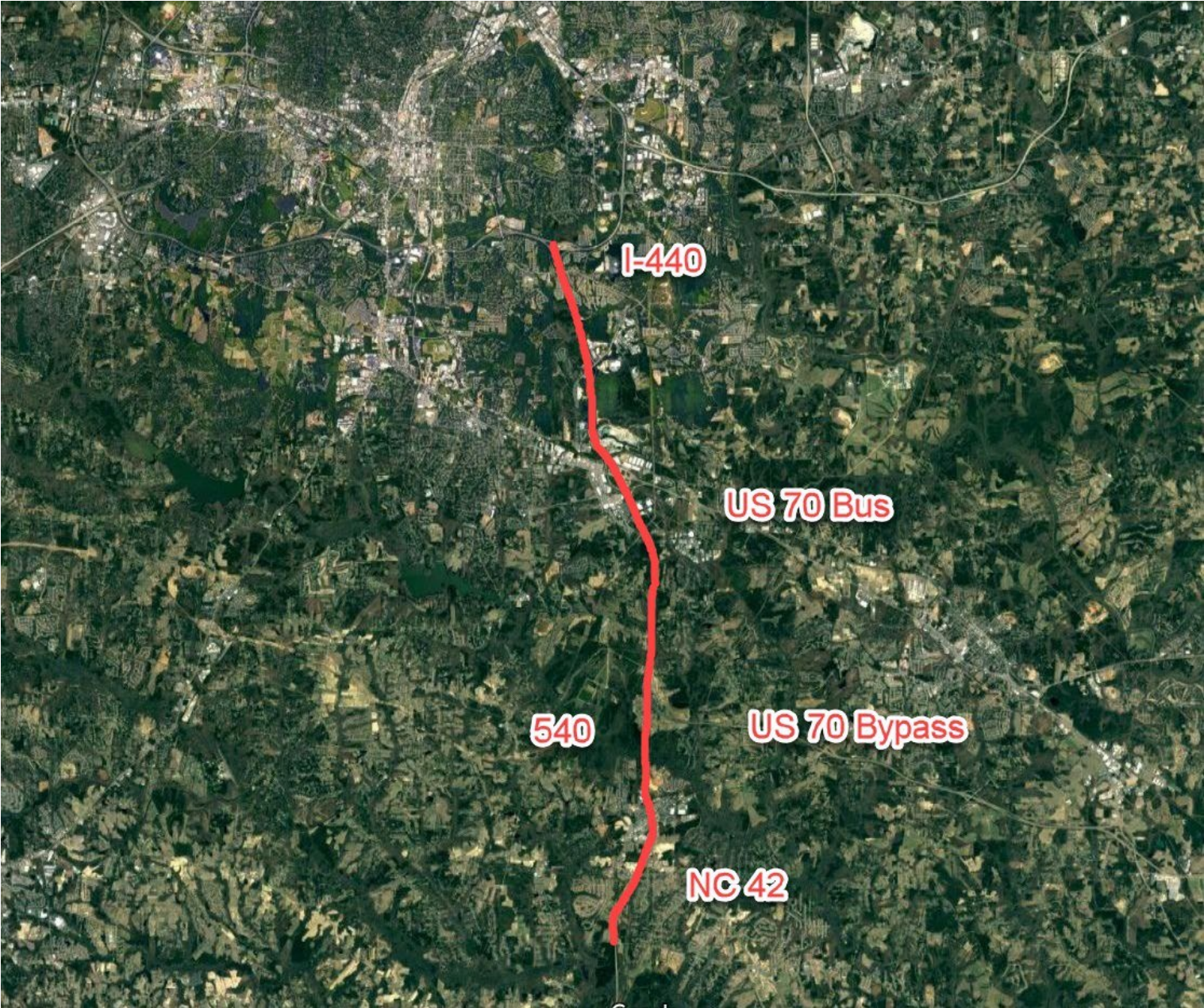
Department of Transportation



I-5111, I-4739 – I-40 Widening
U-6093 – Rock Quarry Road

February 2022 Update

Brandon Jones, Division Five Engineer









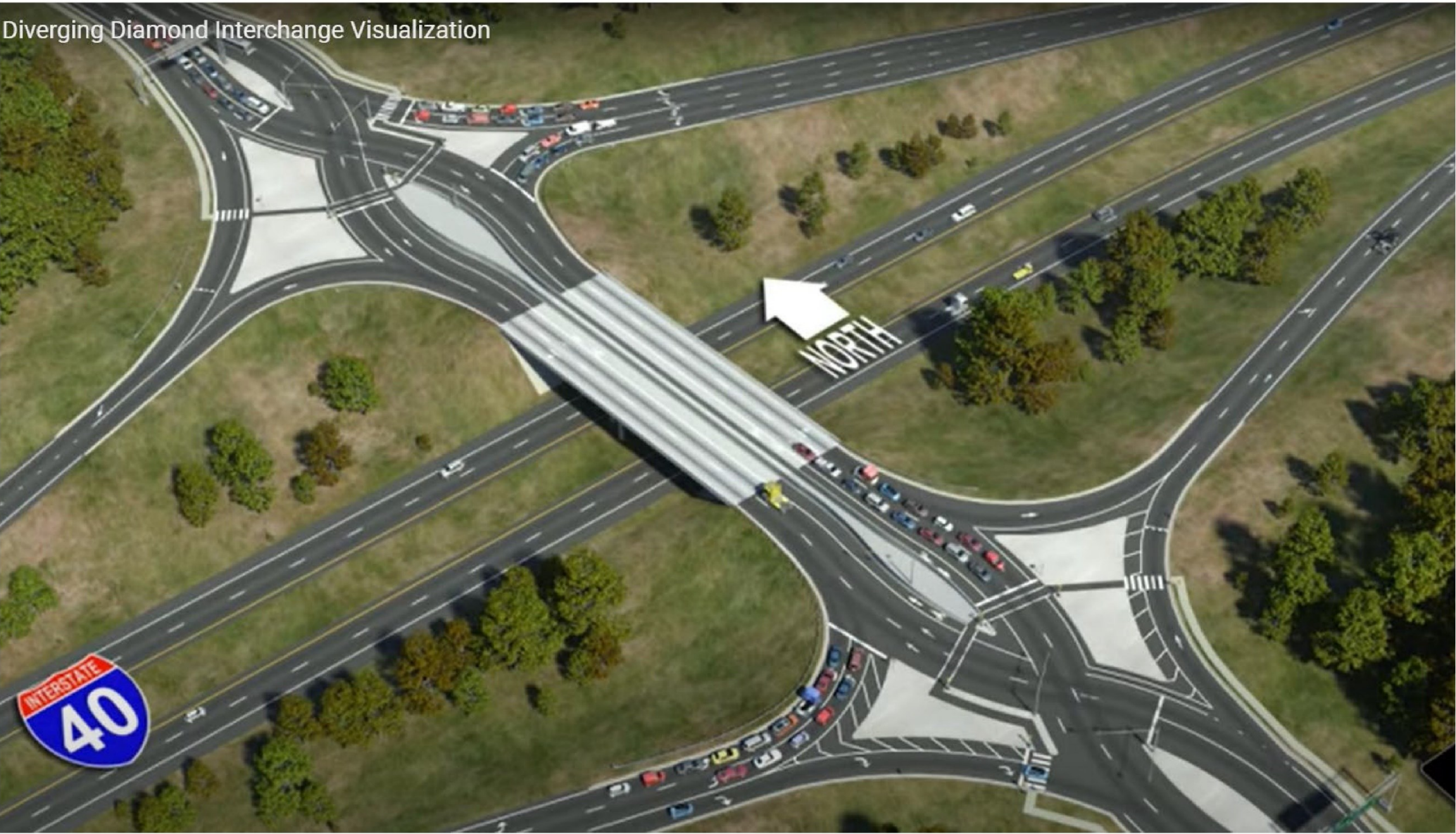




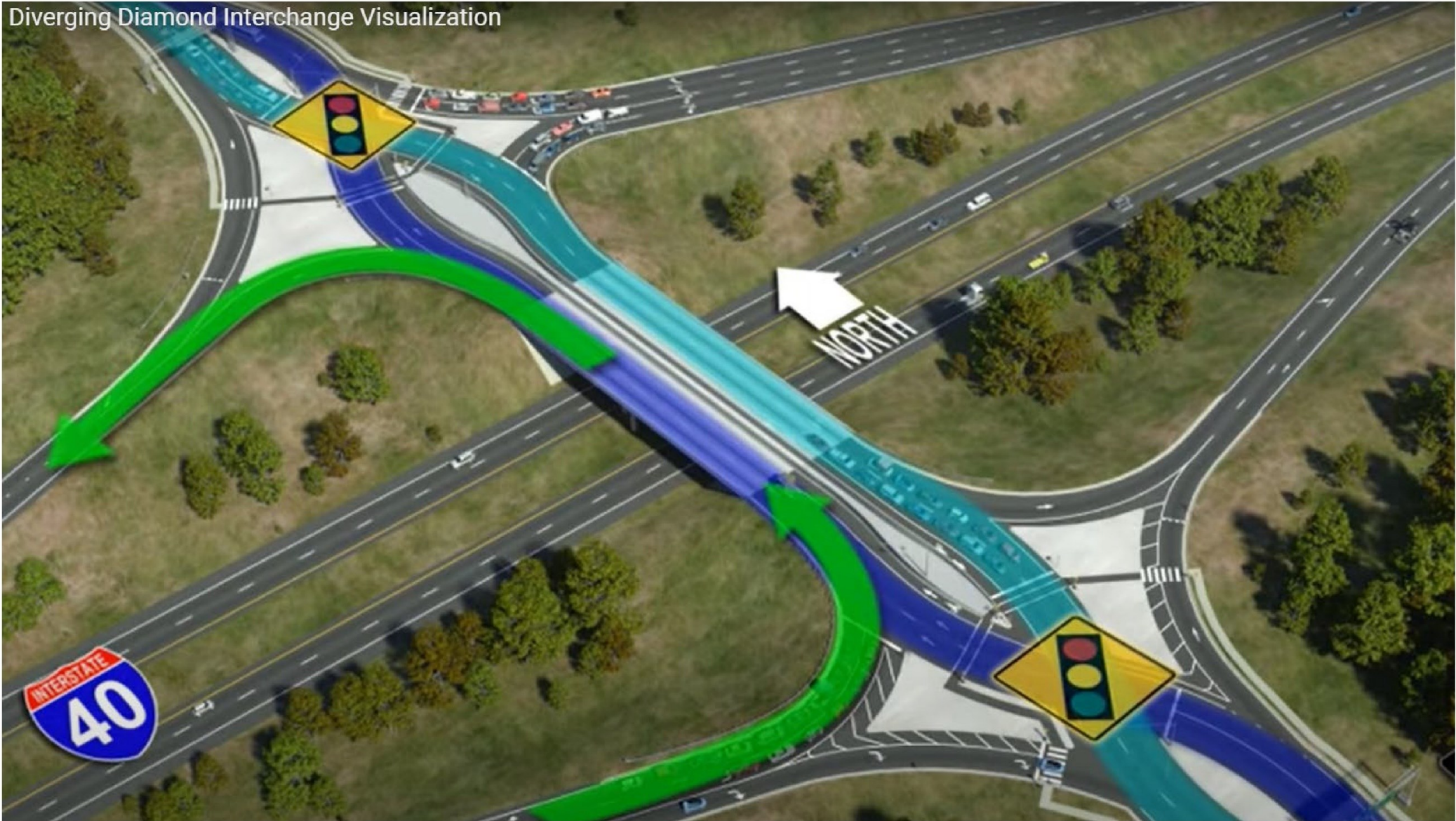




Diverging Diamond Interchange Visualization



Diverging Diamond Interchange Visualization






























 S.T. Wooten Corporation
www.americanaerialphotos.com

WAKE & JOHNSTON COUNTY
I-40 DESIGN BUILD PROJECT
C204134/D18001
11-10-20



I-5111/I-4739 Next Steps

- Cleveland School Road Access opens
 - February 2023
- All lanes open in final pattern from I-440 to US 70 Bypass
 - May 2023
- NC 42 DDI opens
 - Mid to late 2023
- Overall Completion Date
 - August 2024

U-6093 Rock Quarry Road Widening

Olde Birch to Sunnybrook



U-6093 Rock Quarry Road Timeline

- Duke/Spectrum/AT&T relocations complete
 - June 2022
- Water/Sewer work commences followed by drainage
 - August 2022
- Main roadway construction starts
 - Spring 2023
- Completion
 - Possibly by end of 2023

7.2 I-40 Widening from Exit 301 to Exit 312 (Project I-5111); and Improvements at I-40/N.C. 42 Interchange (Project I-4739)

Requested Action:

Receive as Information.

7.3 Safety Performance Measures and Targets 2022

7.3 Safety Performance Measures and Targets CY 2022



CAMPO is required by federal law through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act to adopt 18 specific transportation performance measures. These measures are divided into four categories:

Safety, Pavement/Bridge, System Performance, and Transit Assets.

MPOs are required to establish performance targets for each of these measures on an annual basis by either:

1. Agreeing to plan and program projects so that they contribute towards the accomplishment of the State DOT targets or
2. Develop their own quantifiable targets for their metropolitan planning area by a methodology consistent with federal reporting requirements

MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets.



NORTH CAROLINA Department of Transportation



Traffic Safety Data Trends / Performance Measures

Brian Mayhew

Brian Murphy

Presentation Overview

1

**Statewide Data
Trends**

2

**Capital Area
MPO Data
Trends**

3

**Safety
Performance
Measures**

4

**Safety Data
Resources**

5

**Questions /
Discussion**

Statewide Data Trends

- Population
- Vehicle Miles Traveled
- Fatalities
- Serious Injuries
- Pedestrian Fatal and Serious Injuries
- Bicycle Fatal and Serious Injuries
- Total Reported Crashes

1

**Statewide Data
Trends**

2

**Capital Area
MPO Data
Trends**

3

**Safety
Performance
Measures**

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**Safety Data
Resources**

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**Questions /
Discussion**

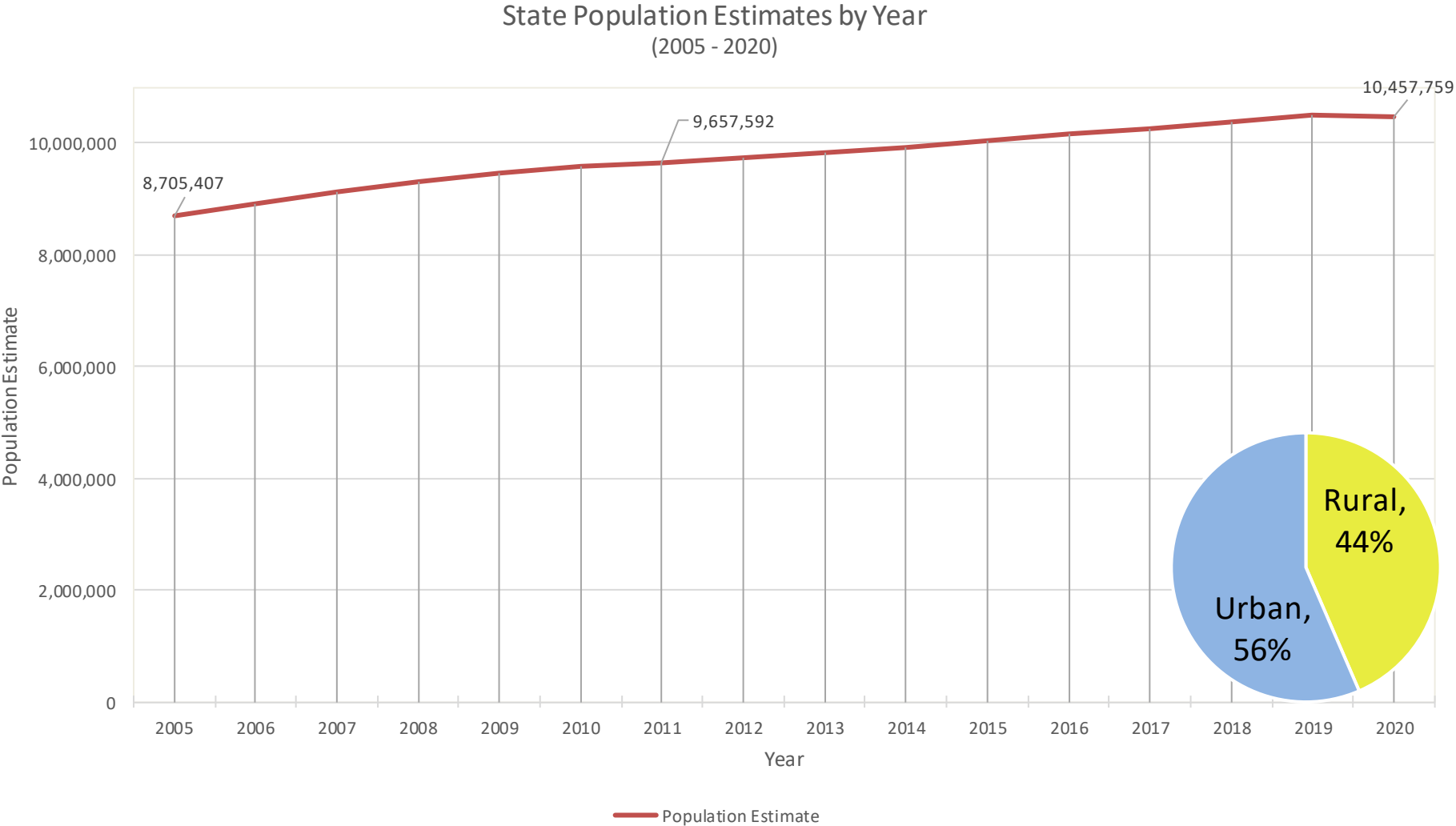


SHSP Goal

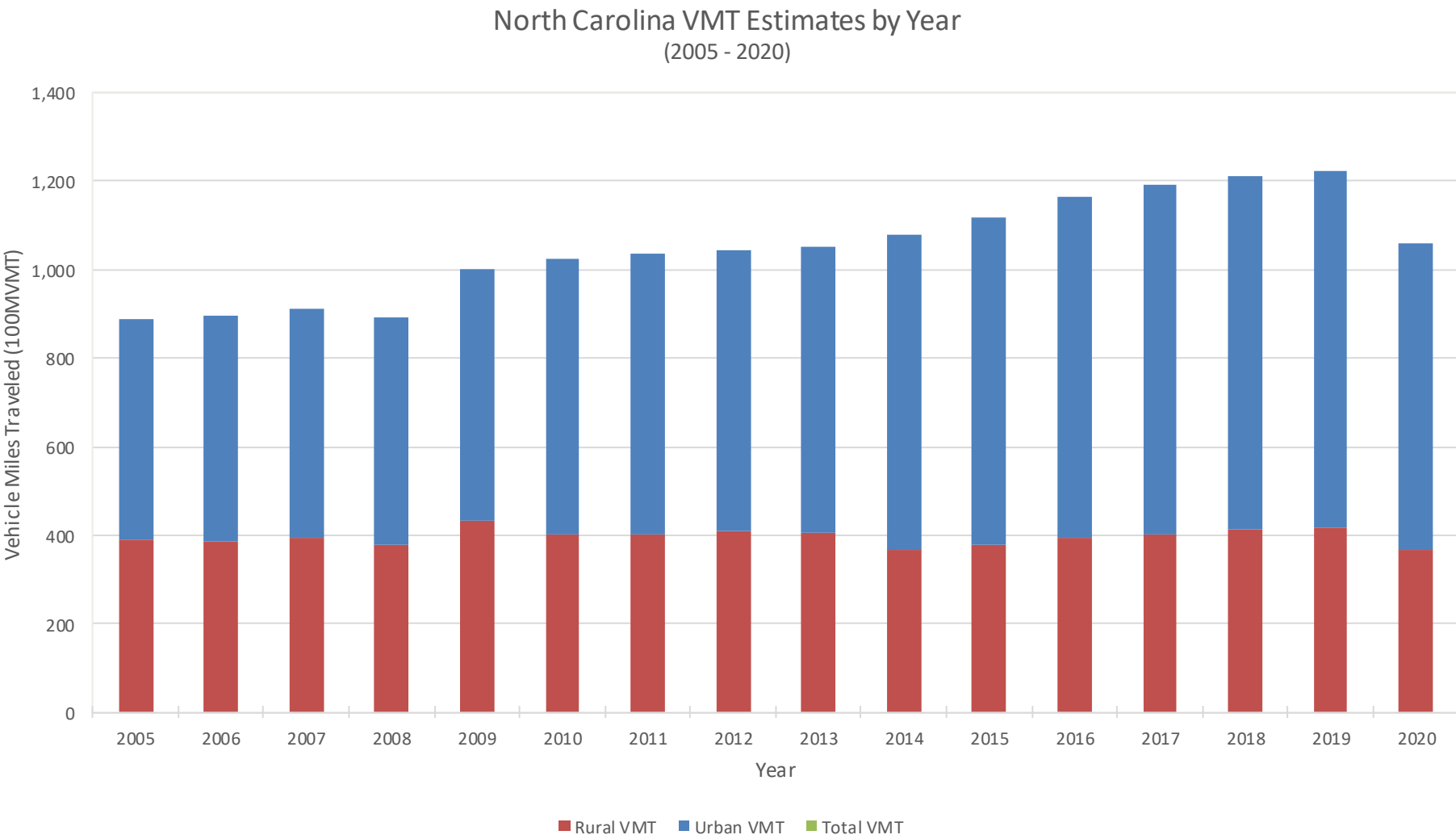
- Reduce all fatalities and serious injuries by half by 2035, moving towards zero by 2050.



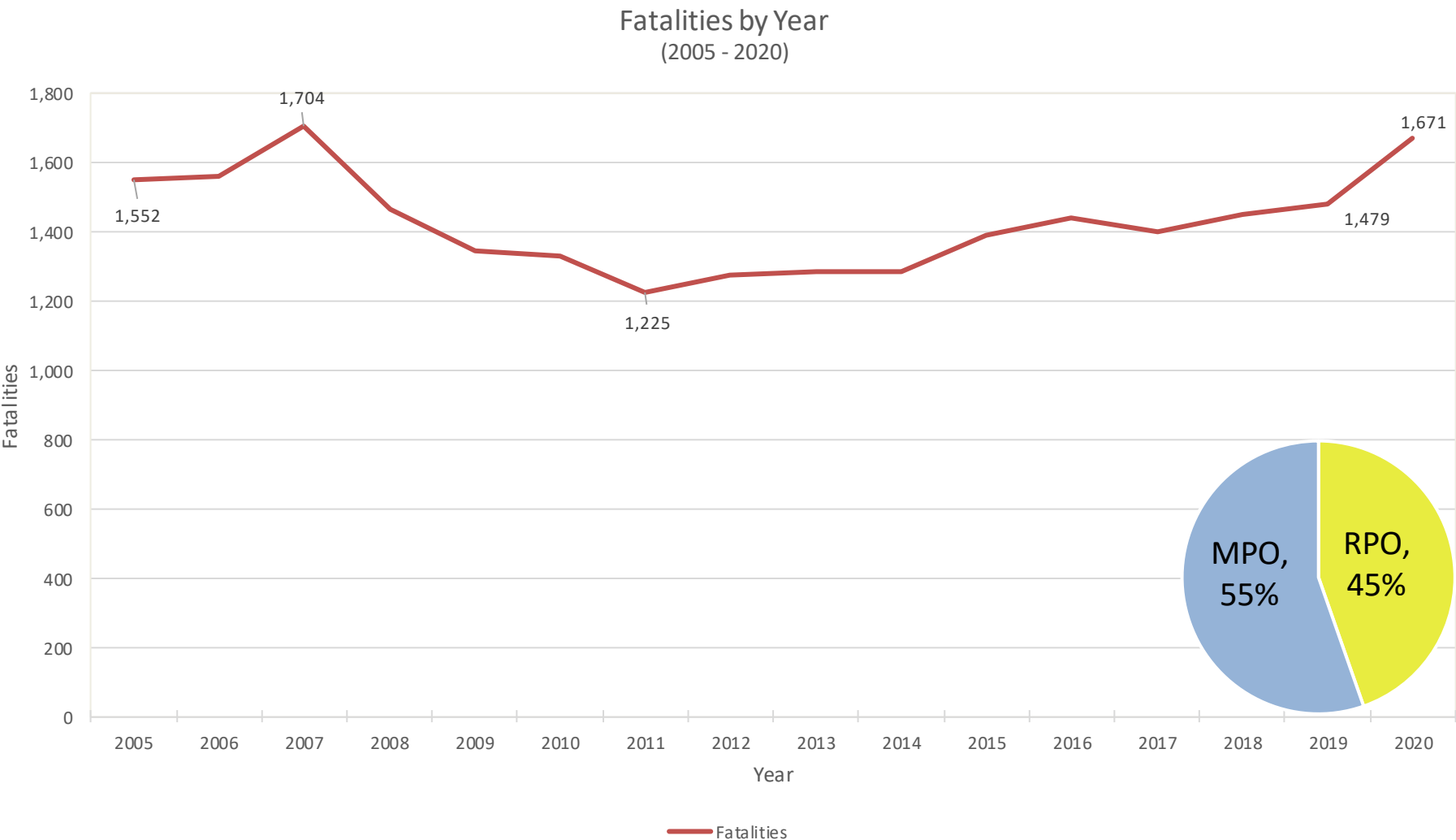
State Population



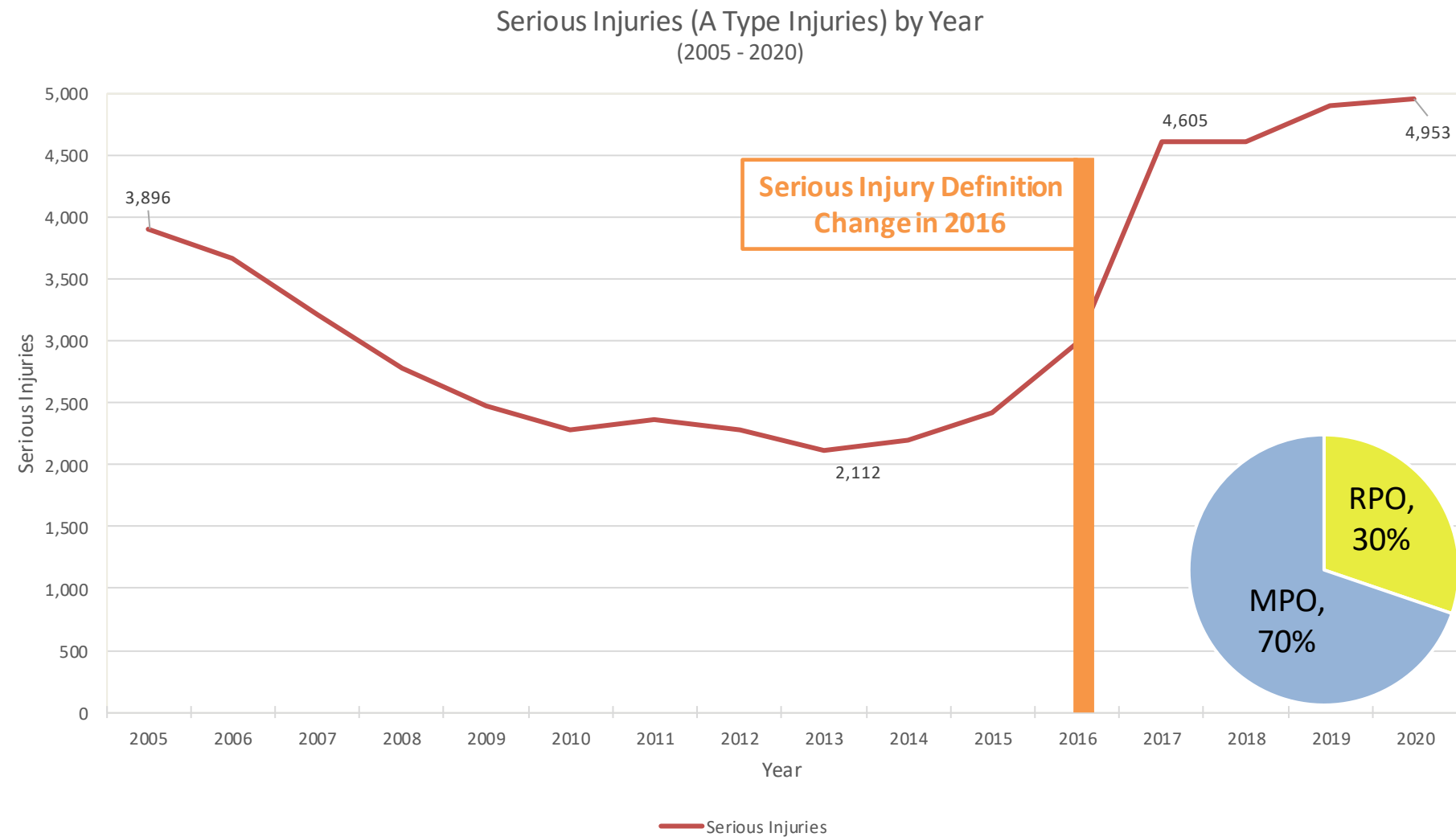
Vehicle Miles Traveled (VMT)



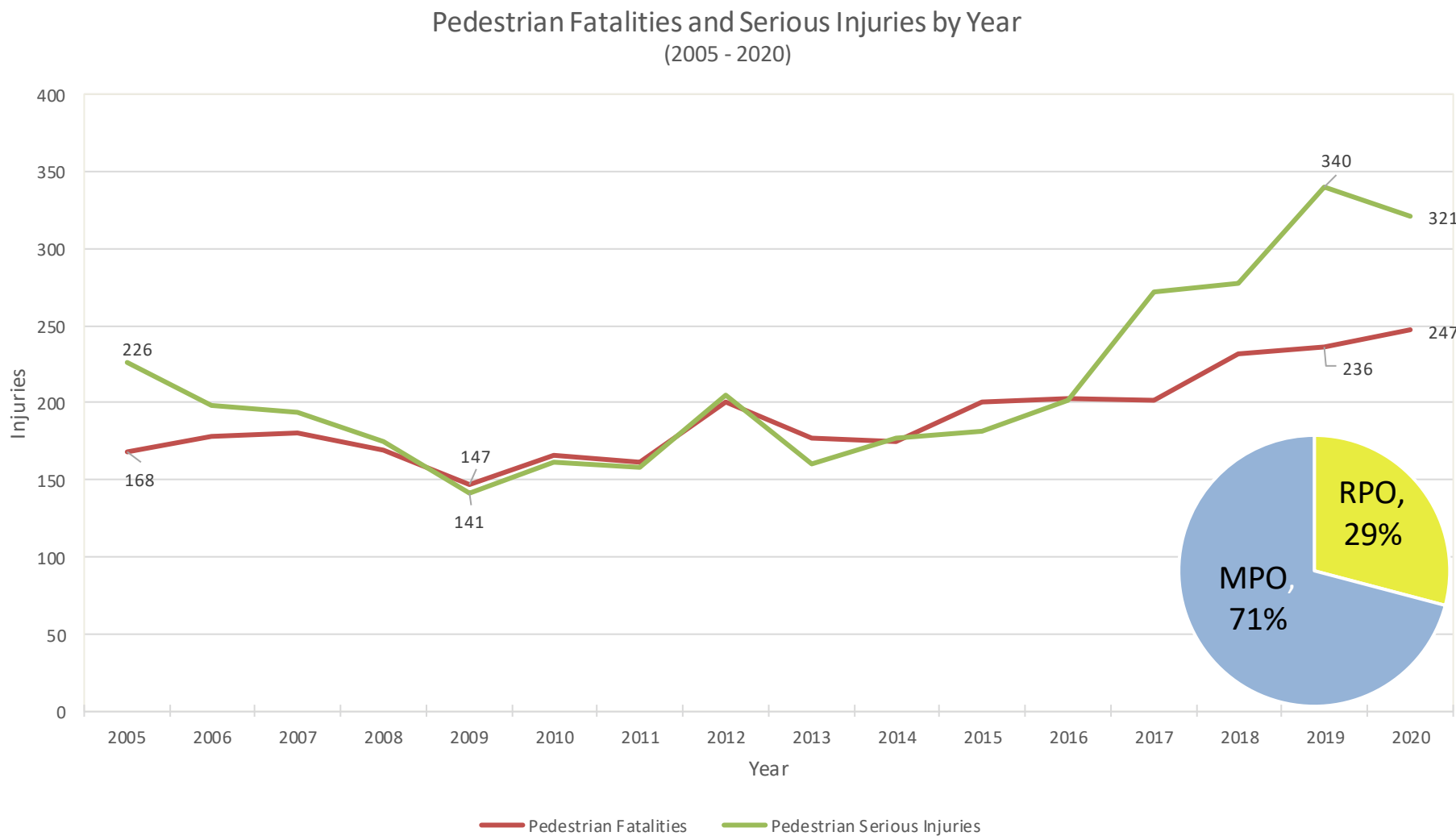
Fatalities



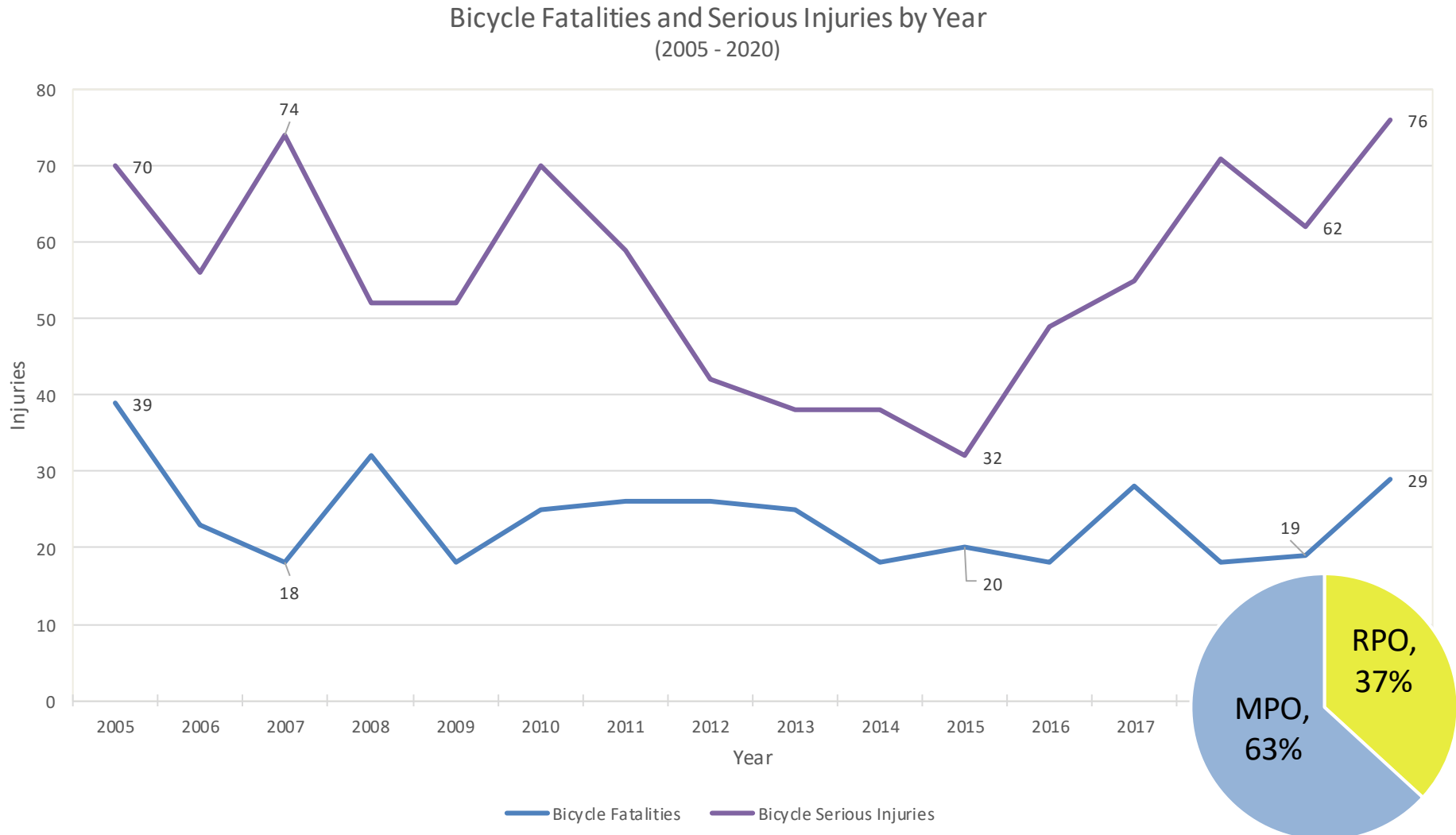
Serious Injuries (A Type – Disabling)



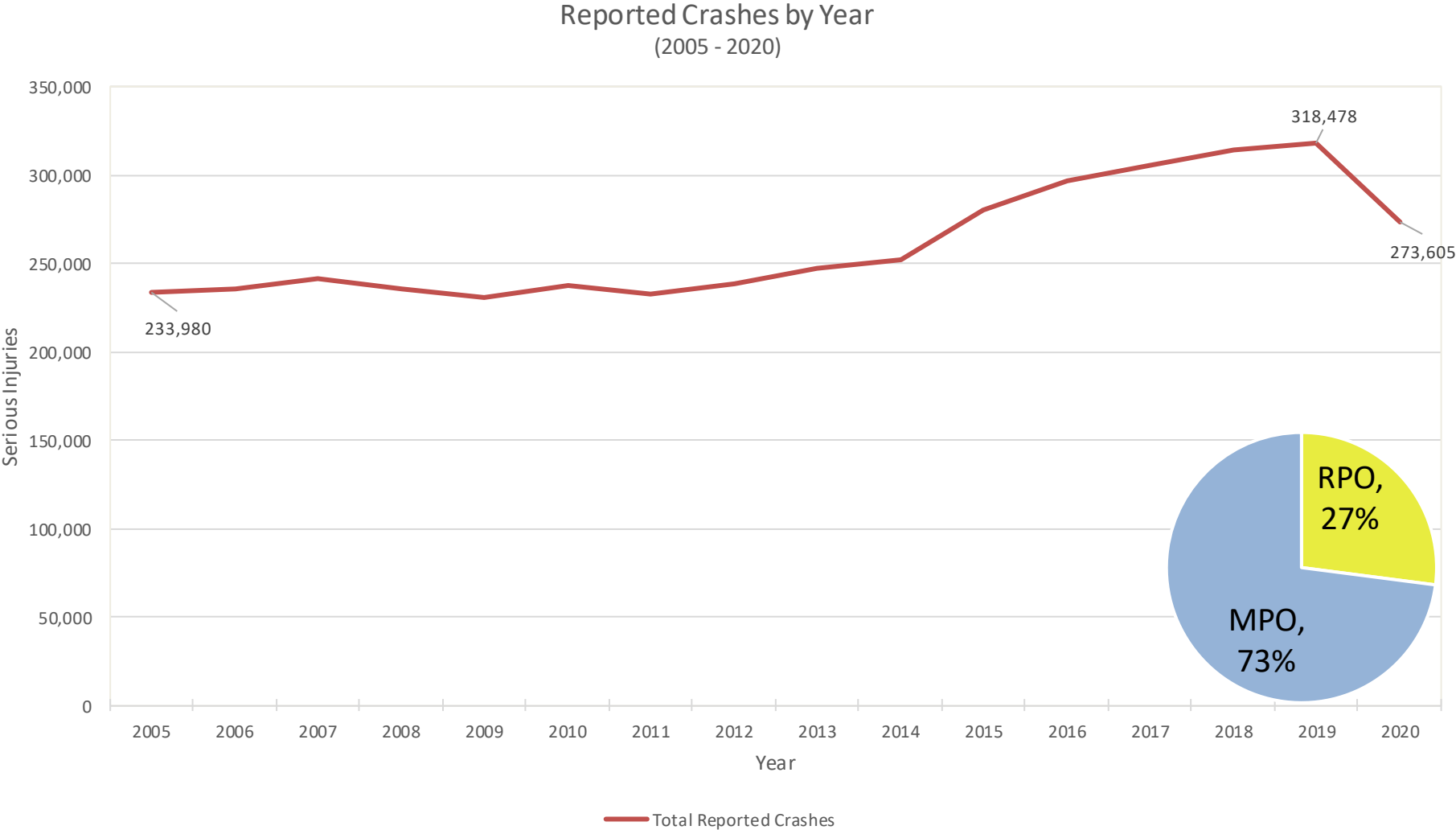
Pedestrian Fatalities and Serious Injuries



Bicycle Fatalities and Serious Injuries



Reported Crashes



Capital Area MPO Data Trends

- Vehicle Miles Traveled
- Total Reported Crashes
- Fatalities
- Serious Injuries
- Bicycle and Pedestrian Fatal and Serious Injuries
- Pedestrian Crashes
- Breakdown by Municipality within the Capital Area MPO

1

Statewide Data
Trends

2

Capital Area
MPO Data
Trends

3

Safety
Performance
Measures

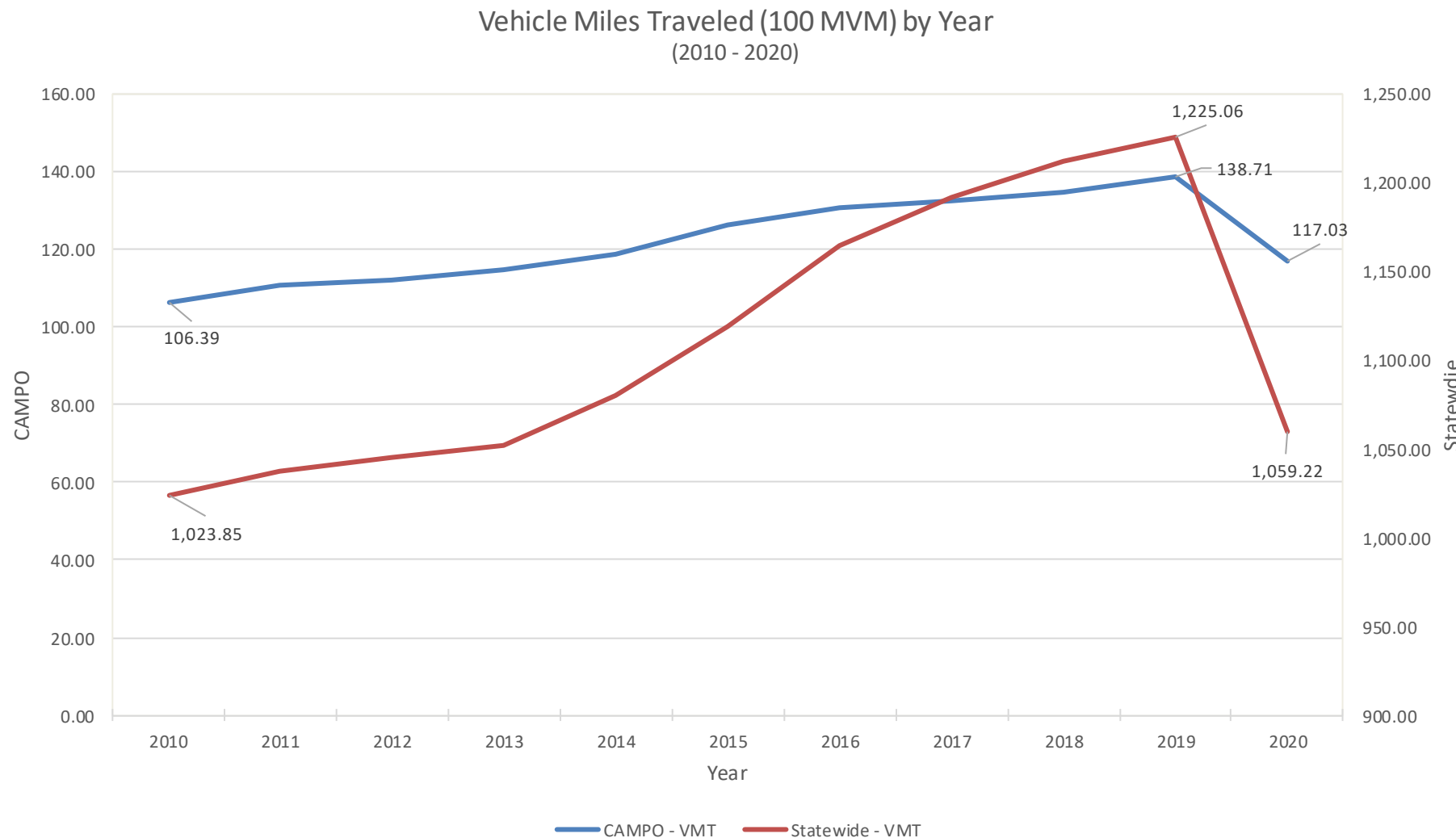
4

Safety Data
Resources

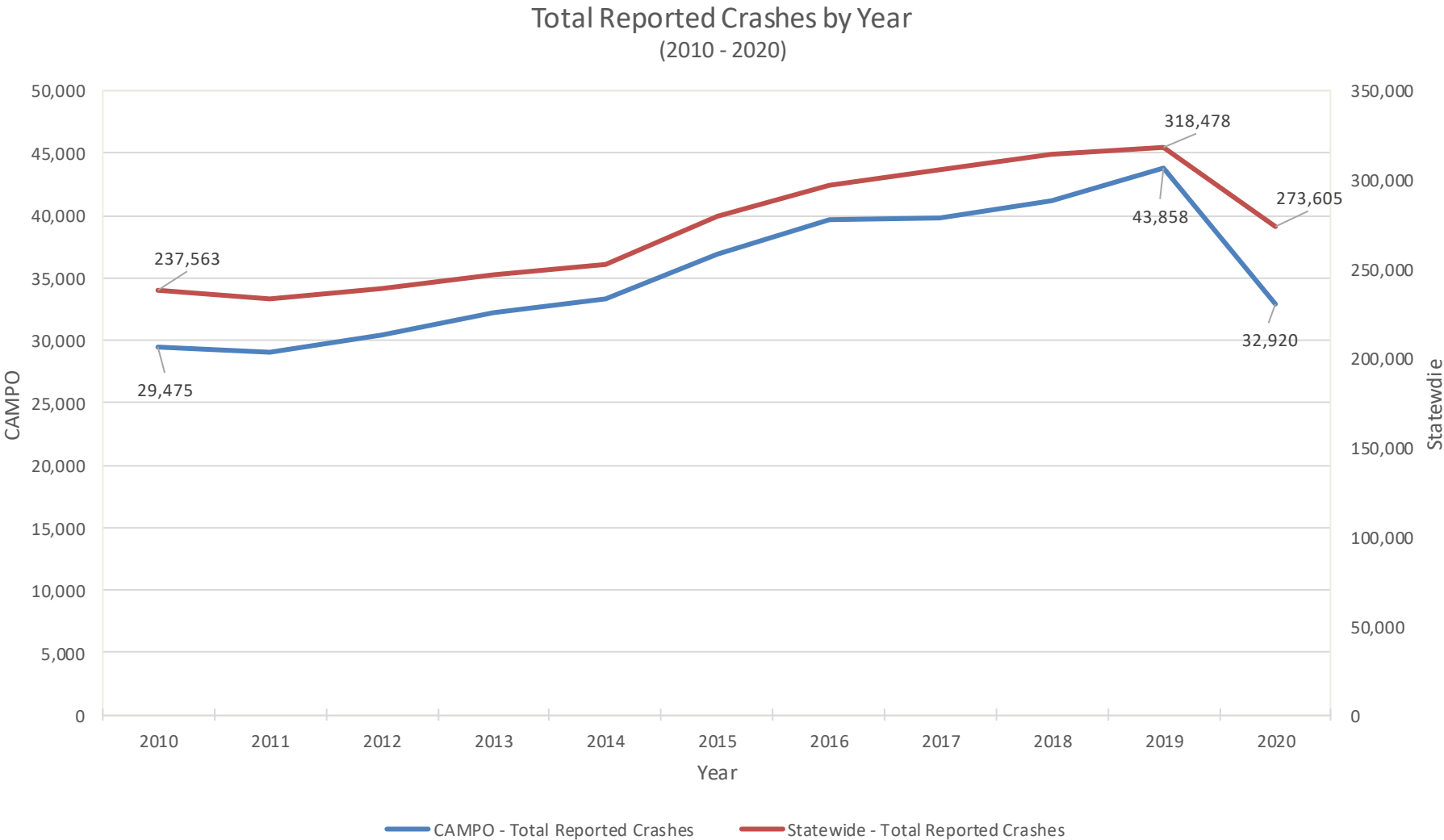
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Questions /
Discussion

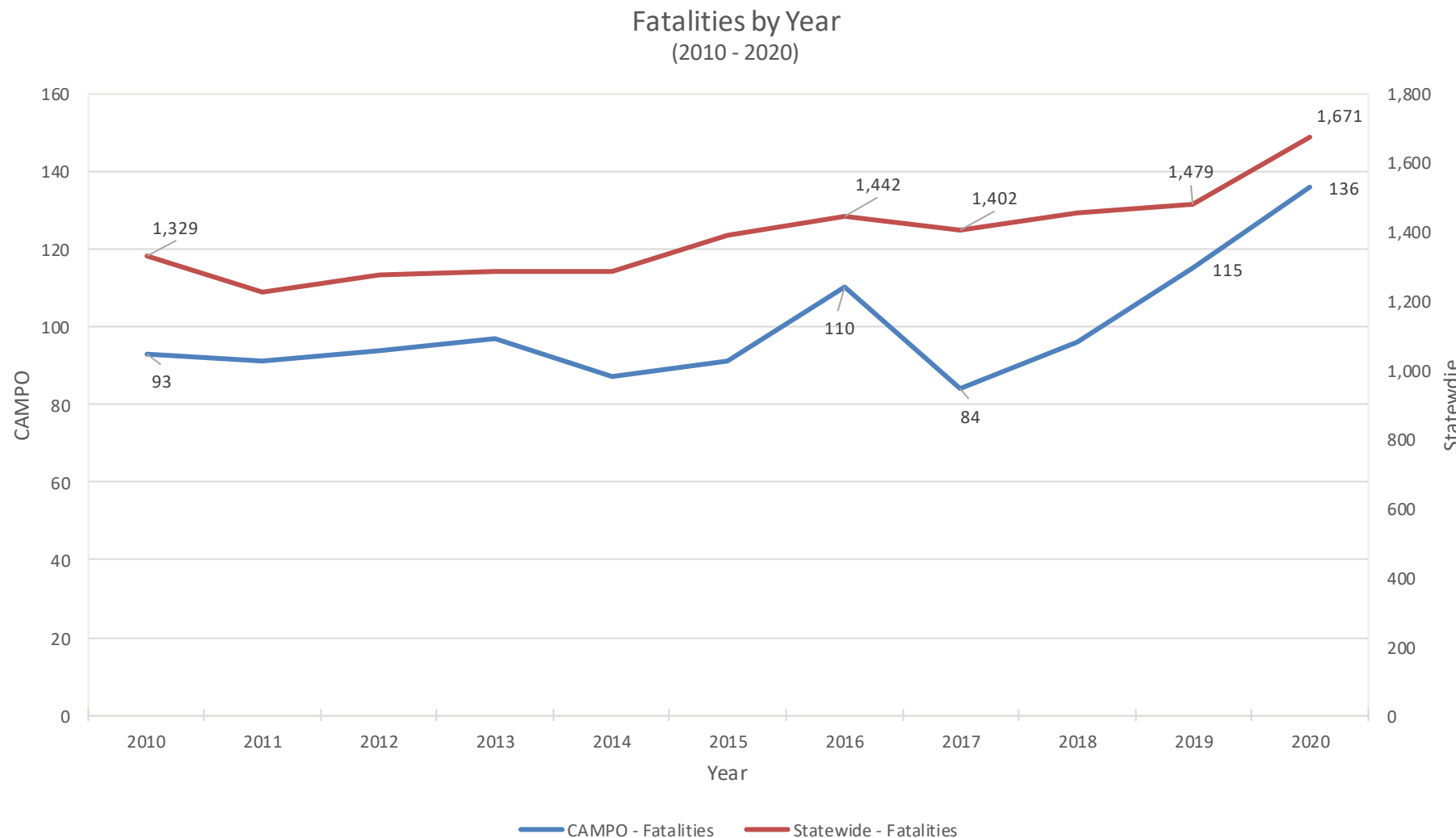
Vehicle Miles Traveled



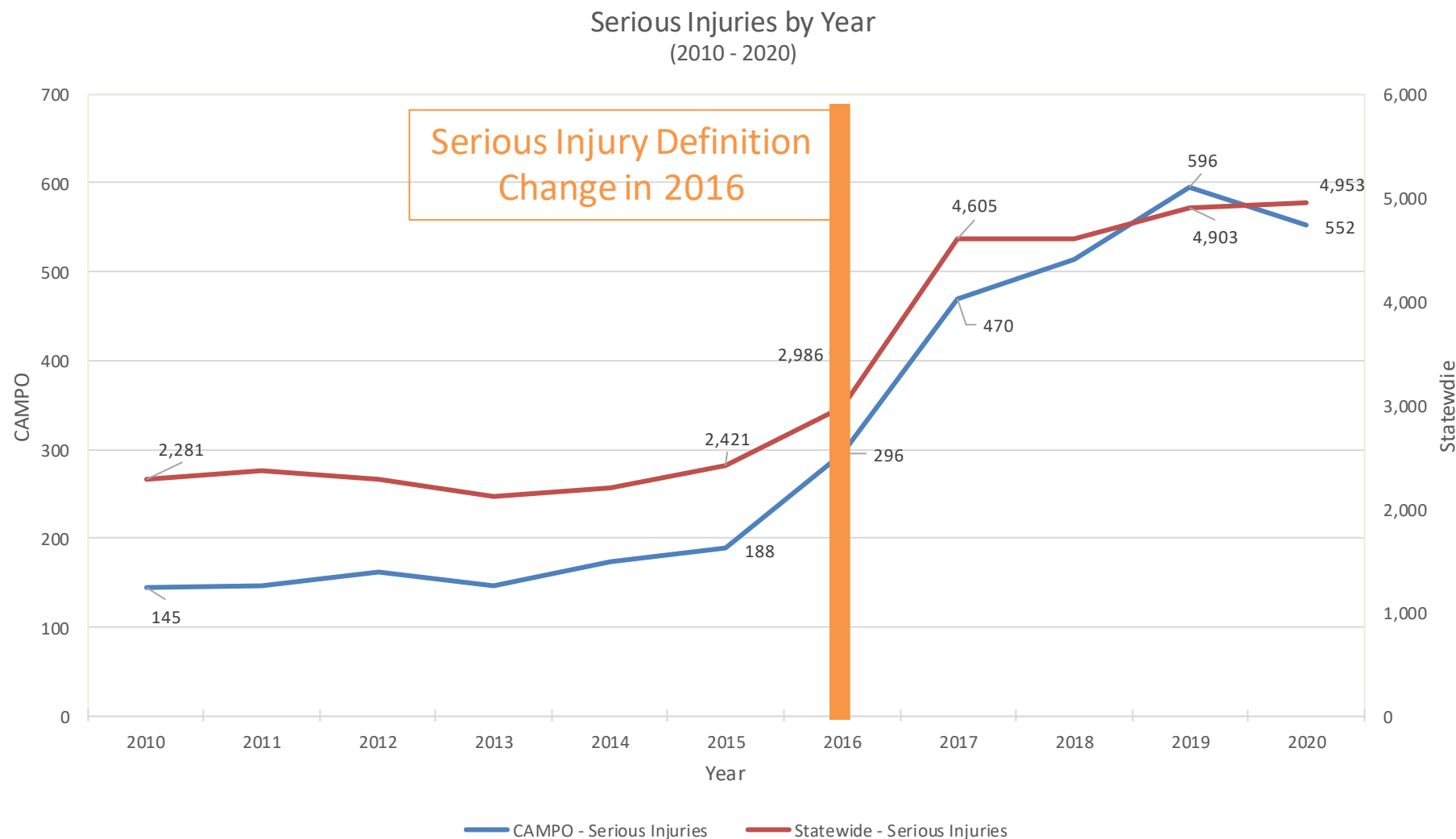
Total Reported Crashes



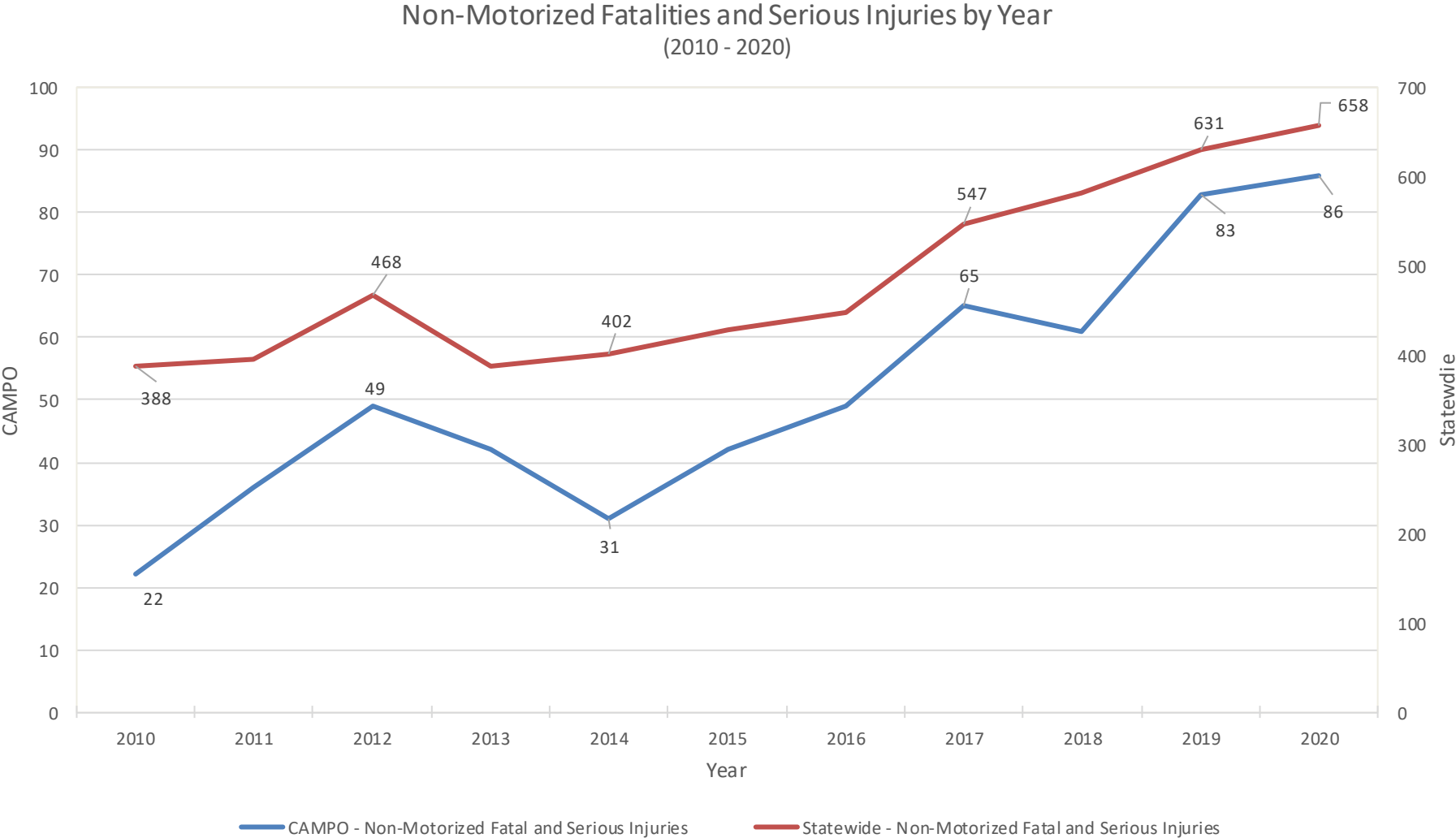
Fatalities



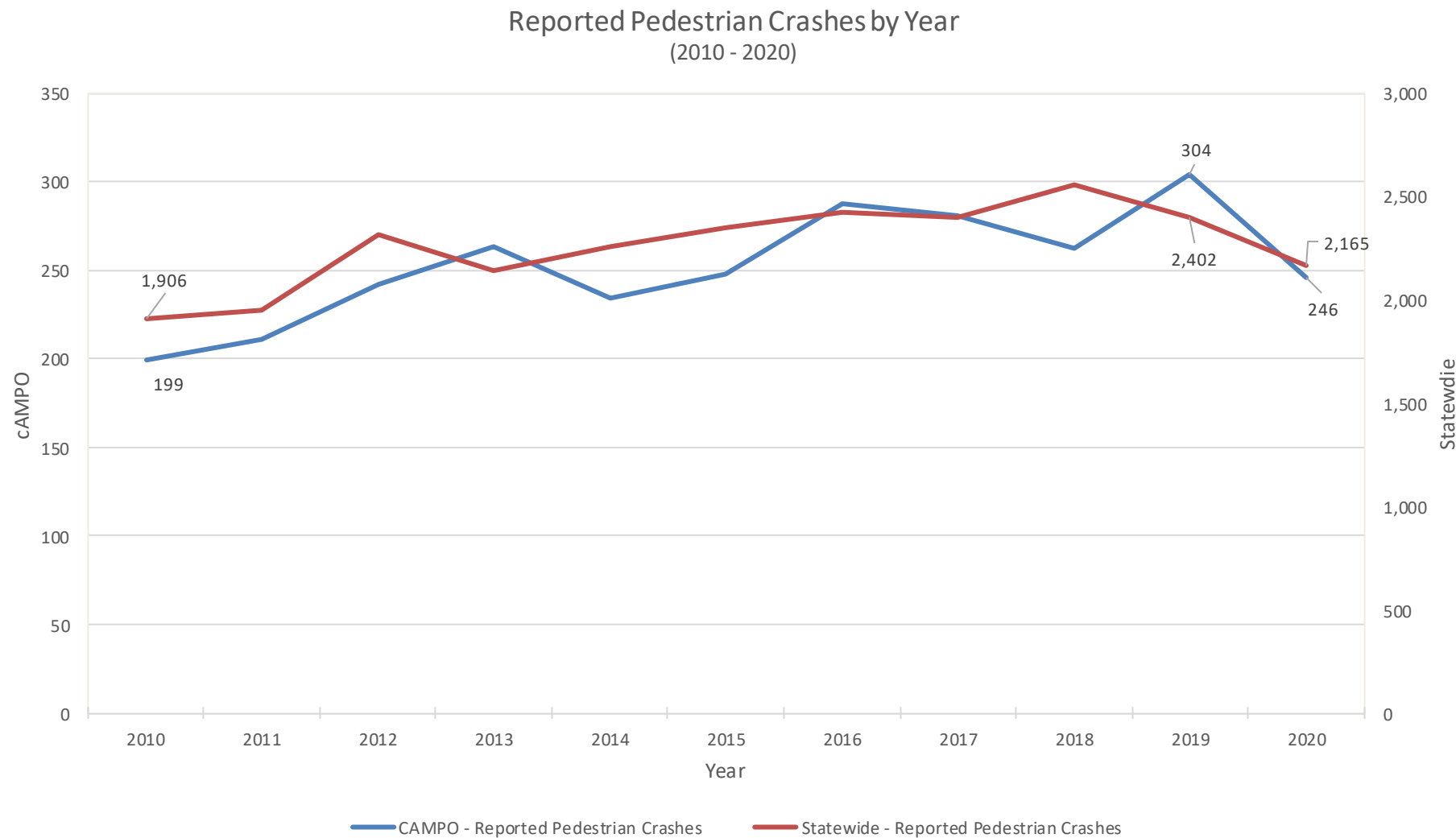
Serious Injuries (A Type – Disabling)



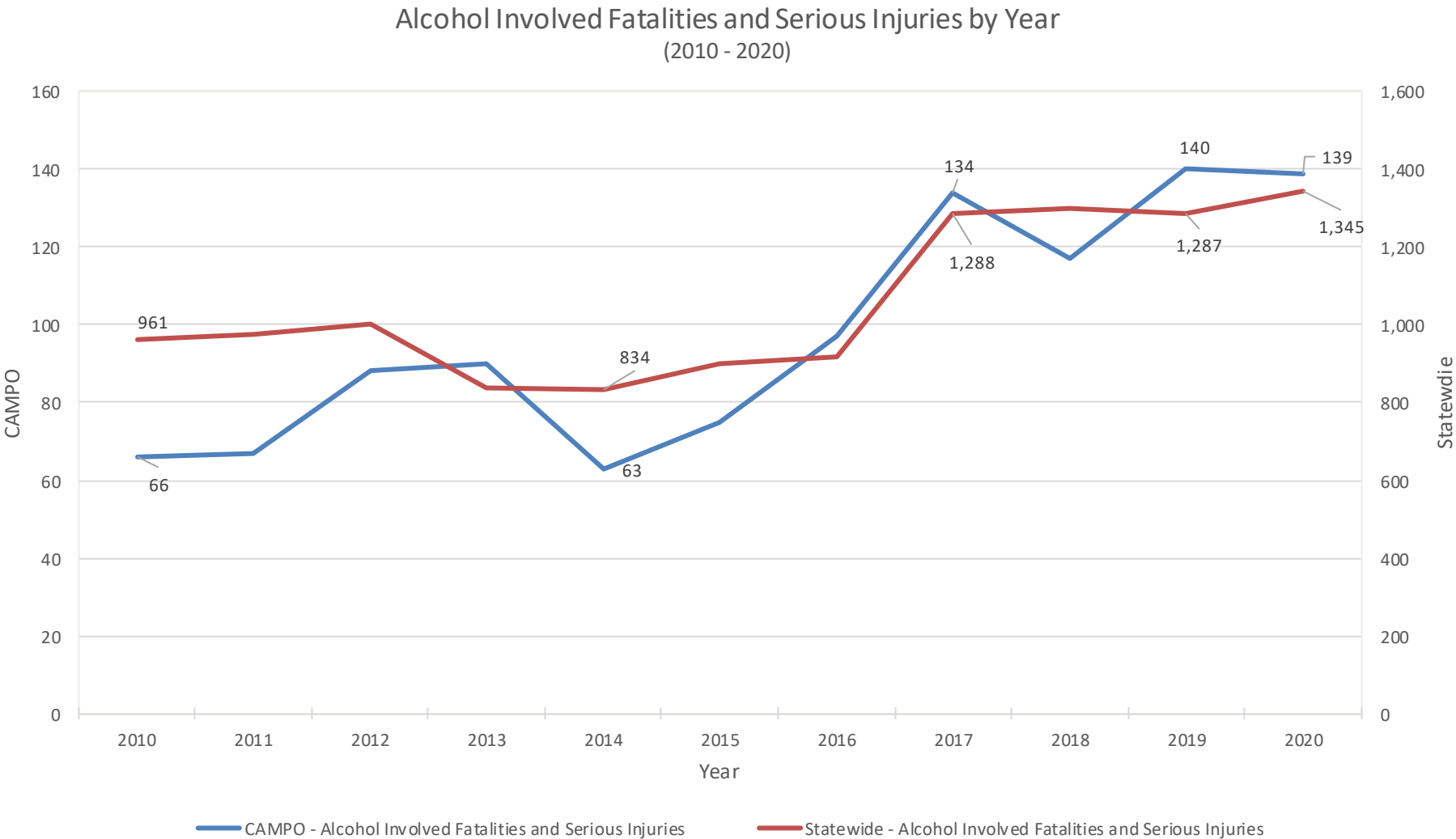
Non-Motorized Fatalities and Serious Injuries



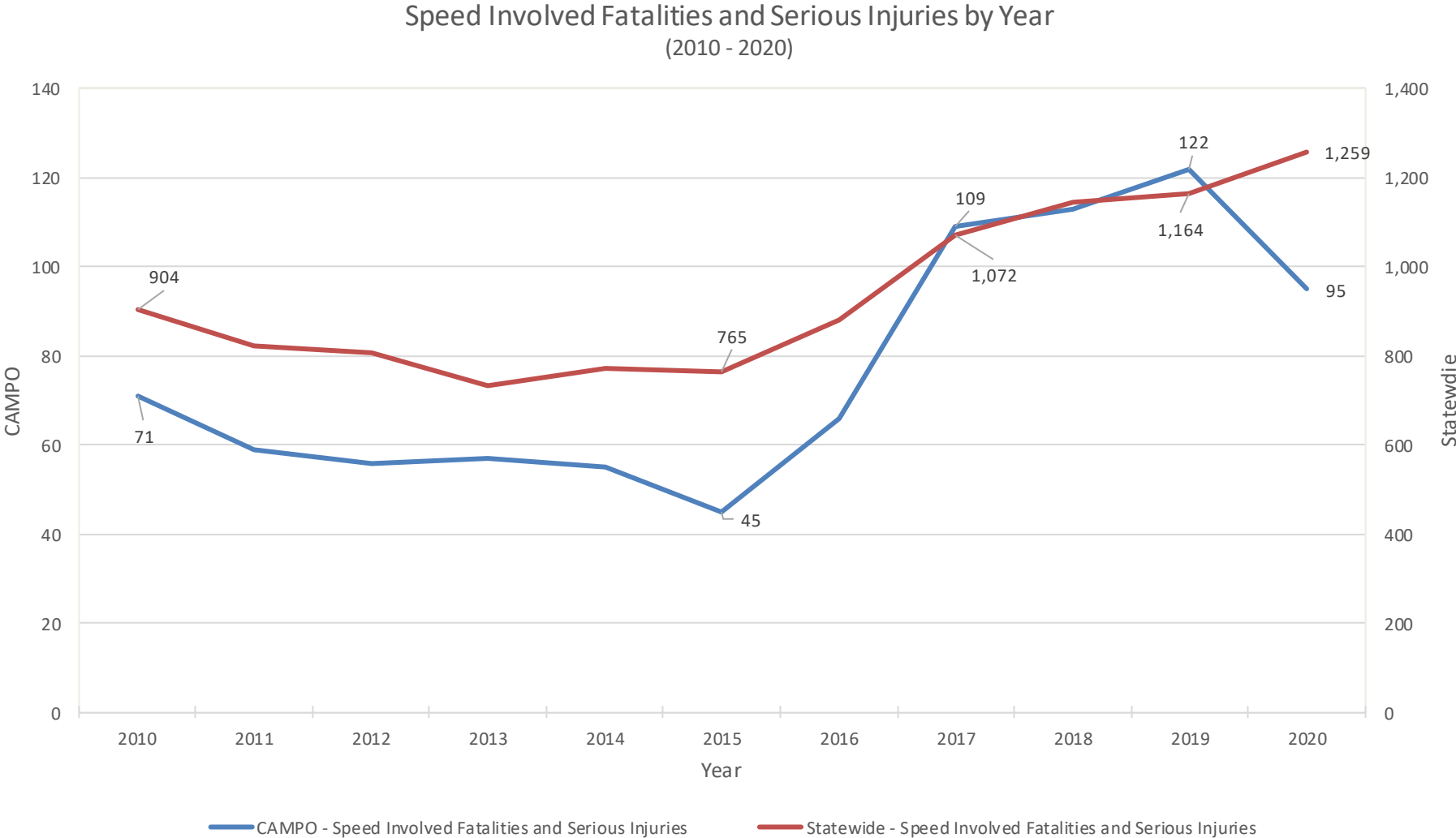
Pedestrian Crashes



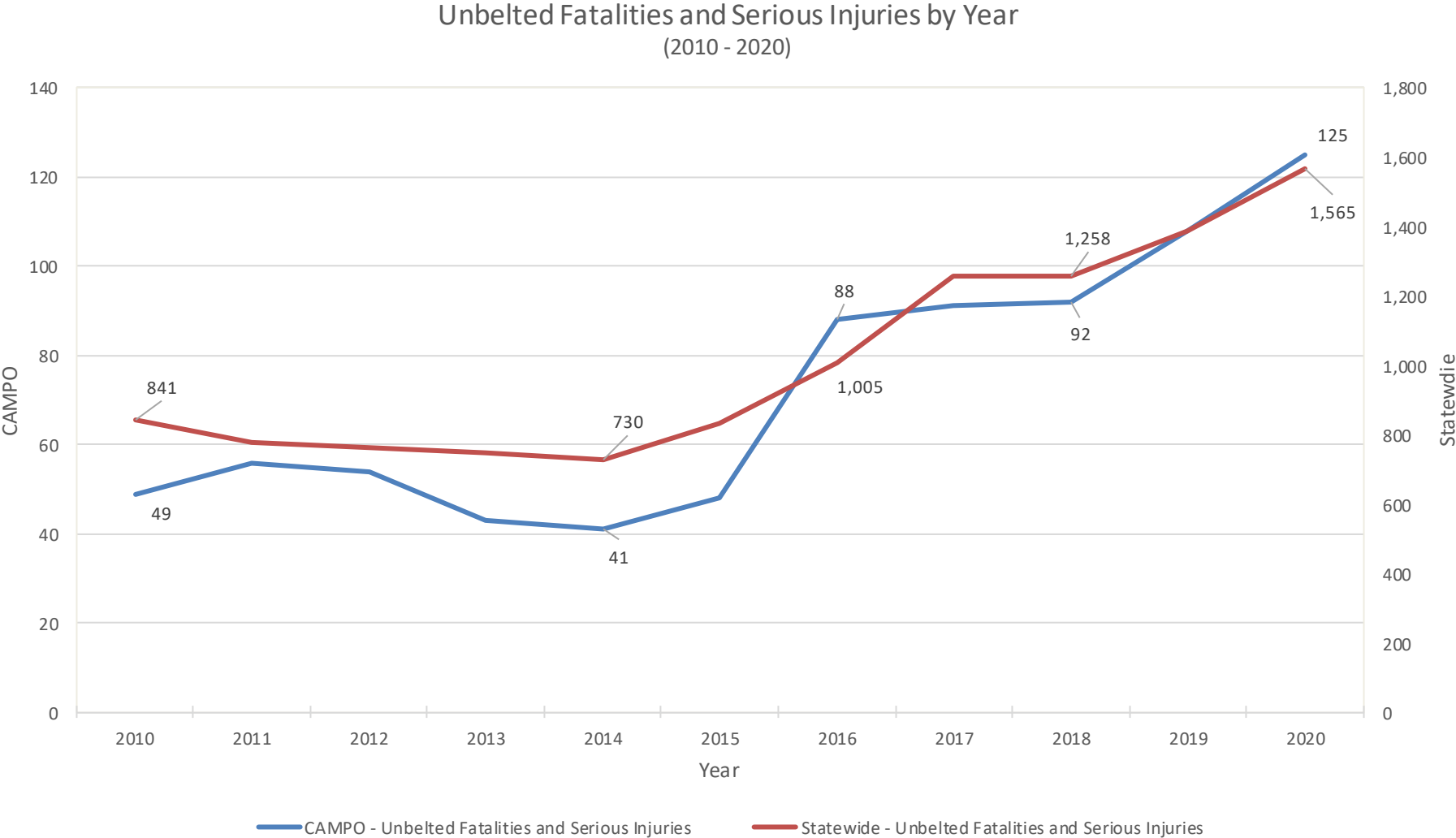
Alcohol Involved Fatalities and Serious Injuries



Speed Involved Fatalities and Serious Injuries



Unbelted Fatalities and Serious Injuries

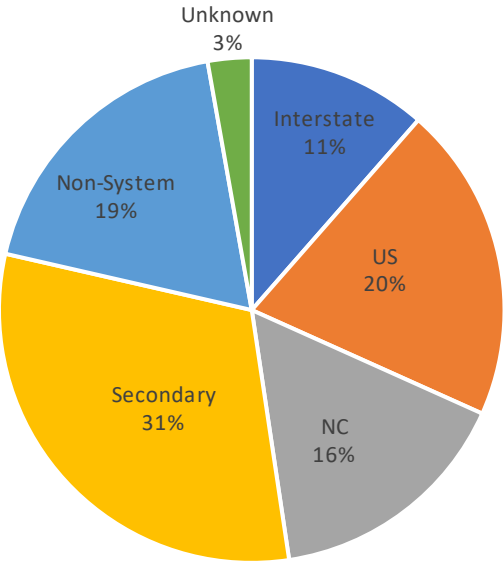


Breakdown by Municipality within the Capital Area MPO (2010 – 2020)

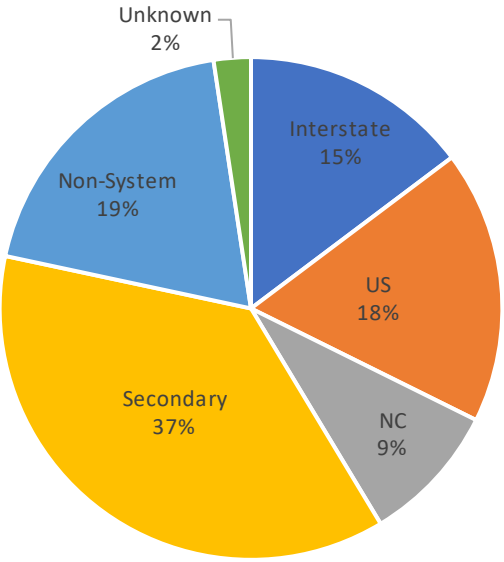
Municipality	Total Reported Crashes	Fatal Crashes	Serious Injury Crashes
Angier	1,071	2	4
Apex	10,287	6	26
Archer Lodge	174	2	8
Bunn	186	0	1
Butner	1,172	4	7
Cary	31,424	32	88
Clayton	5,797	13	19
Creedmoor	654	1	12
Franklinton	609	0	4
Fuquay-Varina	6,762	4	28
Garner	9,012	24	51
Holly Springs	4,895	12	13
Knightdale	4,589	7	13
Morrisville	5,244	8	11
Raleigh	200,407	334	1,242
Raleigh - Durham Airport	868	1	4
Rolesville	1,151	2	6
Wake Forest	6,843	12	25
Wendell	1,312	4	5
Youngsville	625	1	2
Zebulon	2,908	9	11
<i>Rural</i>	<i>92,759</i>	<i>528</i>	<i>1,166</i>
Total	388,749	1,006	2,746

Breakdown of Crash Frequency By Route Class

Statewide



CAMPO



Safety Performance Measures

- Background
- Assessment
- 2022 Safety Performance Measures

1

Statewide Data
Trends

2

Capital Area
MPO Data
Trends

3

Safety
Performance
Measures

4

Safety Data
Resources

5

Questions /
Discussion

Safety Performance Measures - Background

- MAP-21 / FAST Act Rulemaking
 - Requires State DOTs and MPOs to set targets for 5 Highway Safety Improvement Program (HSIP) safety performance metrics
 - Final Rules published in the Federal Register March 2016; effective April 2016

HSIP Safety Targets	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

- Targets:
 - Are based on 5 year rolling averages
 - Are for calendar years
 - Are established annually

Safety Performance Measures - Background

- Target reporting dates:
 - State: August 31st with annual HSIP report
 - MPO: February 27th

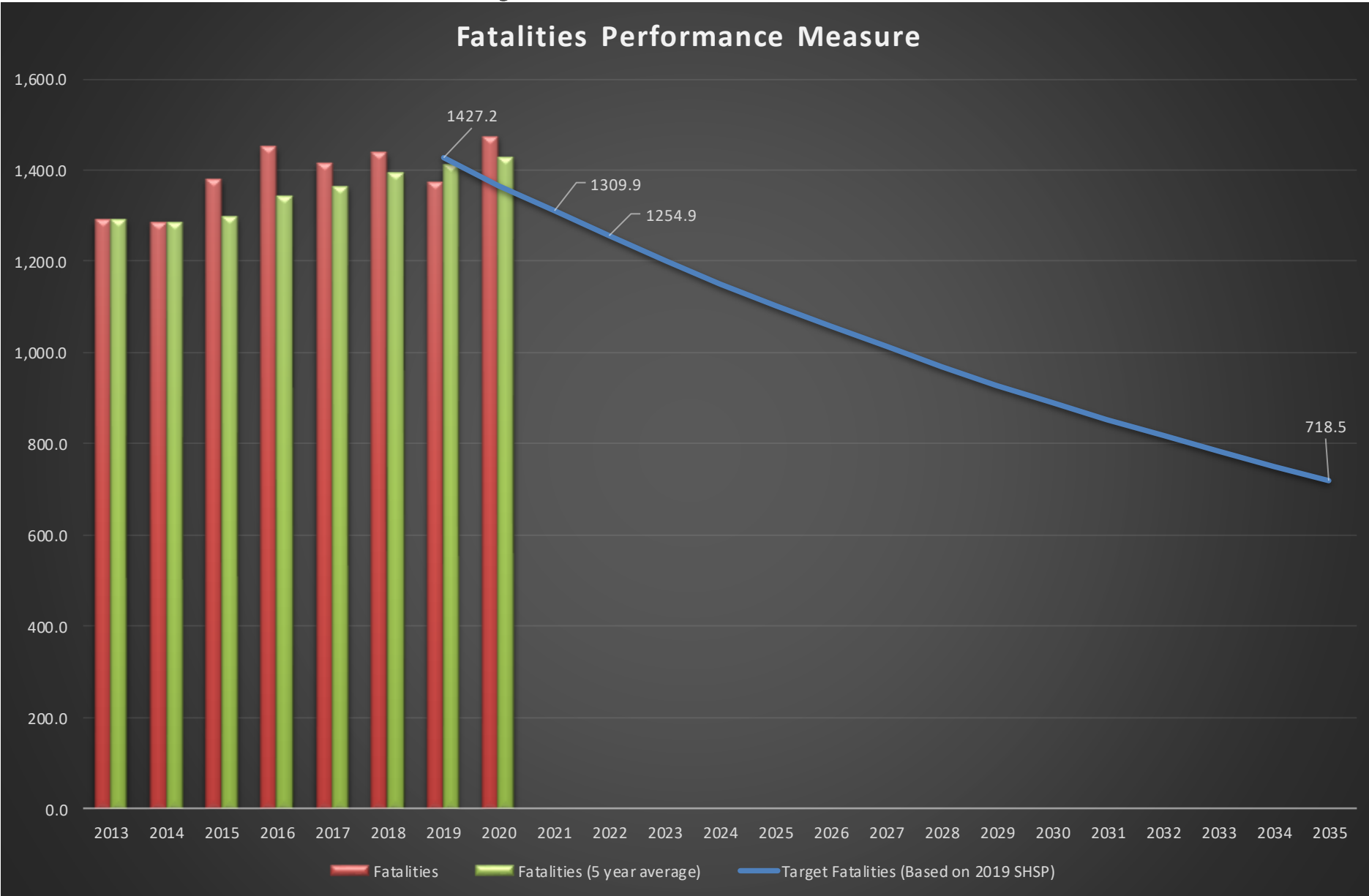


Safety Performance Measures - Background

- How are targets set?
 - Up to each State and MPO
 - MPO can adopt State methodology, or come up with their own



State Safety Performance Measures



Safety Performance Measures – Assessment

- Assessment of Significant Progress
 - FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP safety targets
 - CY 2019 targets were assessed in early 2021
 - FHWA will not directly assess MPO progress towards meeting HSIP safety targets



Safety Performance Measures - Assessment

- Assessment of Significant Progress (cntd)
 - FHWA assessed NCDOT's CY 2019 safety targets in early 2021
 - Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.

Assessment of Statewide Targets

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	1,214.7	1,410.0	1,363.0	No	No	No
Fatality Rate (5 Year Average)	1.097	1.192	1.214	No	Yes	
Serious Injuries (5 Year Average)	2,490.6	4,078.4	2,860.8	No	No	
Serious Injury Rate (5 Year Average)	2.228	3.422	2.522	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	403.7	515.6	436.2	No	No	

Safety Performance Measures - Assessment

- Assessment of Significant Progress (cntd)
 - FHWA assessed NCDOT's CY 2019 safety targets in early 2021
 - Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.

“Assessment” of CAMPO Urban Area MPO Targets

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	83.8	99.2	93.8	No	No	No
Fatality Rate (5 Year Average)	0.688	0.748	0.756	No	Yes	
Serious Injuries (5 Year Average)	207.2	412.8	255.0	No	No	
Serious Injury Rate (5 Year Average)	1.670	3.085	2.012	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	40.1	62.4	47.0	No	No	

Safety Data Resources

1

Statewide Data
Trends

2

Capital Area
MPO Data
Trends

3

Safety
Performance
Measures

4

Safety Data
Resources

5

Questions /
Discussion

Resources

- **Planning Organization Resources**

- <https://www.ncdot.gov/initiatives-policies/safety/traffic-safety/Pages/Planning-Organization-Resources.aspx>

- **North Carolina Strategic Highway Safety Plan**

- <https://spatial.vhb.com/ncdotshsp/>

- **Highway Safety Improvement Program (HSIP)**

- Our HSIP program is our primary method of identifying locations that are likely to produce a safety project. Locations are flagged if they exceed certain criteria and have patterns that we believe are correctable.
- Link to webpage with description of program and tabular reports: <https://connect.ncdot.gov/resources/safety/pages/nc-highway-safety-program-and-projects.aspx>
- Link to mapped HSIP locations for the last 5 years: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=bb6dd277ce6247438fc096200141949a>

- **Total Crash Frequency Grouped By Intersection**

- This product contains planning level crash data grouped by intersection. This data should not be used for detailed design decisions.
 - Special consideration should be given to data at ramps or loop locations.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=dc944f1c834f49a18479c17df1f783b9>

- **Planning Level Safety Scoring Data**

- This product contains planning level crash data for each half mile section of roadway. This data should not be used for detailed design decisions. This is the dataset that is used to score projects from a safety perspective as they go through the STI process.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=7415a4df4df1468585225bc74a77369b>

- **Fatal and Severe Injury Crashes**

- This product contains fatal and severe injury crashes mapped for the last 10 years.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=9a25021dbe91427a92f2eca57bd71ee2>

- **Bicycle and Pedestrian Crash Data**

- This product contains bicycle and pedestrians crashes mapped for years 2007 through 2020.
- Link to ArcGIS Online mapped data: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=b4fcdc266d054a1ca075b60715f88aef>

- **Safety Project Mapping**

- This product displays completed, funded, and on-hold spot safety and hazard elimination projects since 2019, and is updated quarterly.
- Link to mapped safety project locations: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=3f8b32844ad04673b391033a86496852>

- **Spot Mobility Project Mapping**

- This product displays completed, funded, and on-hold spot mobility projects since 2019, and is updated quarterly.
- Link to mapped safety project locations: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=af5150835edb4502a26762e966cb5dfa>

Discussion

1

Statewide Data
Trends

2

Capital Area
MPO Data
Trends

3

Safety
Performance
Measures

4

Safety Data
Resources

5

Questions/
Discussion

Discussion / Questions



Thank you!

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Traffic Safety Unit

North Carolina Department of Transportation

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Safety Planning Engineer

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North Carolina Department of Transportation

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7.3 Safety Performance Measures and Targets 2022

CY22 PM1 – NCDOT Safety Targets

Safety Performance Measure	Percent Reduction	FROM 2016-2020	TO 2018-2022
Total Fatalities	12.17%	1,428.8	1,254.9
Rate of Fatalities	13.78%	1.226	1.057
Total Serious Injuries	19.79%	4,410.2	3,537.6
Rate Serious Injuries	21.68%	3.782	2.962
Total Non-motorized Fatalities & Serious Injuries	17.93%	592.2	486.0

Requested Action:

Review safety performance targets and agree to plan and program projects that contribute toward the accomplishment of the State's targets.

7.4 Mobility Management Program Implementation Study



Mobility Management Implementation Study

CAMPO Executive Board

February 16, 2022

2018 Updated Coordinated Public Transit-Human Services Transportation Plan

For
Wake County and the Raleigh Urbanized Area
Amendment #1



2018 Update Adopted February 1, 2019
Amendment #1 Approved February 19, 2020

Context for Regional Mobility Management

- Creating a mobility management structure is one of **five main strategies** from the 2018 coordinated plan
- Highlights the need for **more rural transportation**, especially related to non-medical human services
- Focuses on helping individuals and organizations **navigate available services**
- The **Mobility Management Committee (MCC)** **identified a need** to seek outside expertise on **implementation** of mobility management



What is mobility management?

What is Mobility Management?

Mobility management **connects people** with disabilities, seniors, low-income individuals, and others with accessible, reliable **transportation options**.

Effective mobility management requires **coordination and cooperation** among a host of public and private entities, providing comprehensive and affordable service.

The process of mobility management seeks to **identify gaps and barriers** to public transportation that prevent individuals from using existing services.

Mobility managers work with partners to find creative solutions, creating a “**one-stop shop**” where people can find transportation service that meets their needs.



What do Mobility Managers do?



Understand and advocate



Convene and facilitate



Design and plan



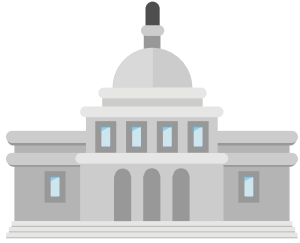
Launch and sustain





Who benefits from mobility management?

Who Benefits from Mobility Management?

**AGENCIES**

Mobility managers can work for a:

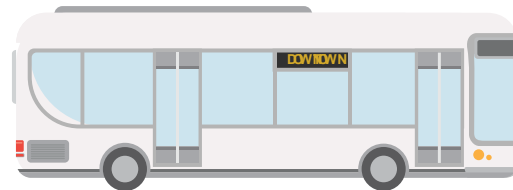
- Transit agency
- MPO
- Social service agency

Some mobility managers have multiple roles within their organizations.



A Vital Collaboration

Agencies work with customers to tailor transportation choices to individual need

**CUSTOMERS**

- Older adults
- Individuals with disabilities
- Families with low-incomes
- BIPOC (black, indigenous, and people of color) populations



What are the MMIS goals?

What are the MMIS goals?



Education: determine participation levels



Best practices, approach, **organizational structure** recommendations



Interagency local agreement;
partnerships for success



Viable mobility management program
plan with **resources and funding needs**



Implementation strategy, including
outreach and marketing





MMIS project phases

Project Phase I: Foundations & Learning

- Information gathering
 - Review of prior studies, identification of key gaps, interviews
- Peer review and analysis
- Initial outreach and engagement
- Implementation planning
- White paper
- Draft interagency implementation agreement



Project Phase II: Implementation

- Implementation strategy
- Operations and governance planning
- Public outreach and engagement strategy
- Final report





Who is involved in this study?

MMIS Structure

Funding Partners



TOWN of CARY
NORTH CAROLINA



CAMPO
(Administrative Agency)

Mobility Coordination Committee
(MCC)

Technical Steering Committee
(TSC)



Technical Steering Committee

- CAMPO
- Live Well Wake
- GoRaleigh
- NC Department of Transportation
- Harnett Area Rural Transit System (HARTS)
- Johnston County Area Transit
- Community & Senior Services of Johnston County (JCATS/CSS)
- Kerr Area Transportation Authority (KARTS)
- Town of Cary
- GoTriangle
- GoWake Access



- Town of Apex
- Community Partnership Network
- Town of Wendell
- Wake County Regional Centers
- Housing Authority of Wake Co
- Wake County Veterans Administration
- Durham Chapel Hill Carrboro MPO
(invited)



How are other regions managing mobility?



Study Peer Review Cities

- Austin, Texas
- Nashville, TN
- Columbus, OH
- Denver, CO
- Charlotte, NC
- San Francisco, CA

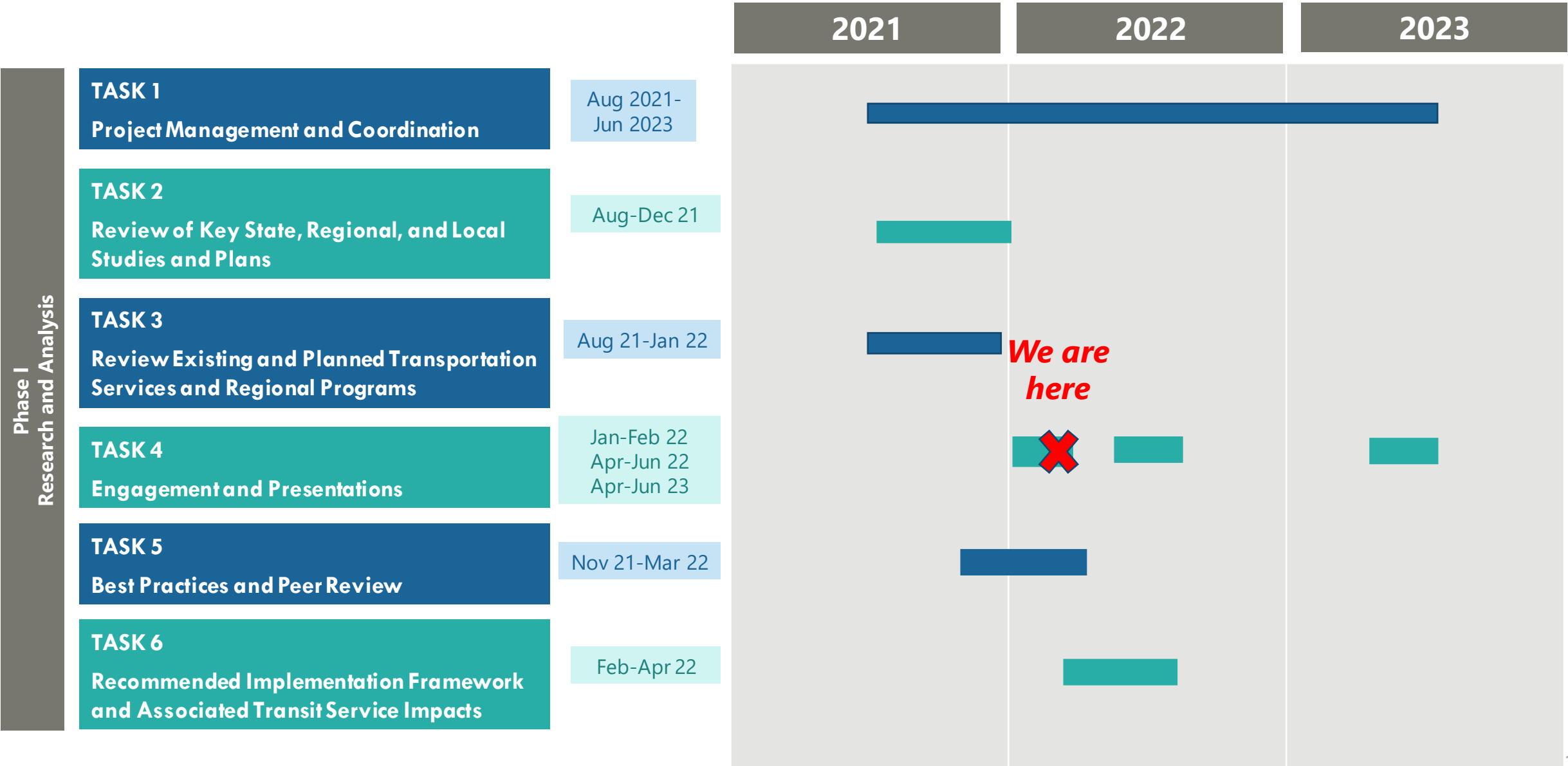
Preliminary Mobility Management Approaches – Peers

	Austin	Nashville	Columbus	Denver	Charlotte	San Francisco
Scale	Regional	Statewide	Statewide	Regional	In development	Regional
Staffing approach	Single mobility manager housed at Capital Metro (transit agency)	Transit agencies receive funding for mobility management services they provide with in-house staff	Six state mobility managers each cover nine-county regions	Separate entity - Denver Regional Mobility and Access Council (DRMAC) has 5 staff Works with local coordinating councils	Shared mobility program was recommended in coordinated plan	Regional Mobility Management Group (RMMG) 2-person staff

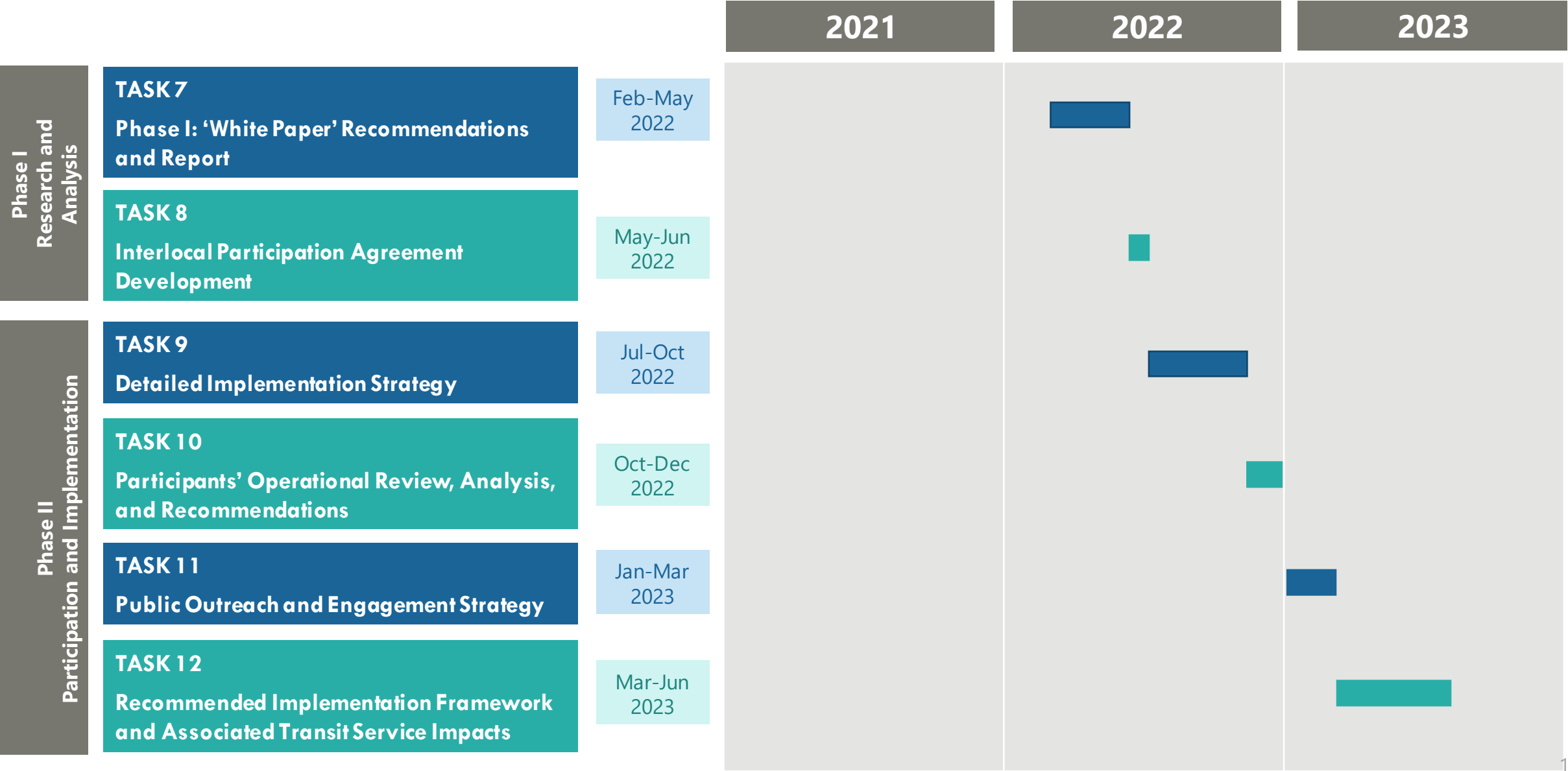


What is the project timeline?

Project Scope and Timeline





Project Scope and Timeline



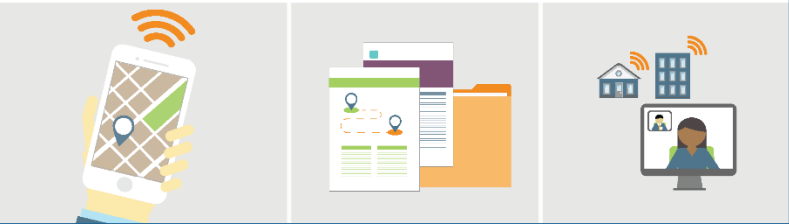


What is our Stage I Engagement Strategy?

Phase I Engagement Materials



Capital Area Mobility Management Implementation Study
August 2021 - June 2023



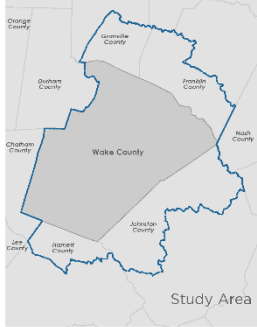
Capital Area Mobility Management Implementation Study (MMIS)

What is Mobility Management?
Mobility Management programs connect people with disabilities, seniors, and low-income individuals with accessible, reliable transportation options.

These programs seek to identify gaps and barriers to public transportation that prevent individuals from using existing services. Once gaps have been uncovered, Mobility Managers work with partners from the transportation and human service communities to find creative solutions, creating a "one-stop shop" where people can find transportation service that meets their needs.

MMIS Project Goals

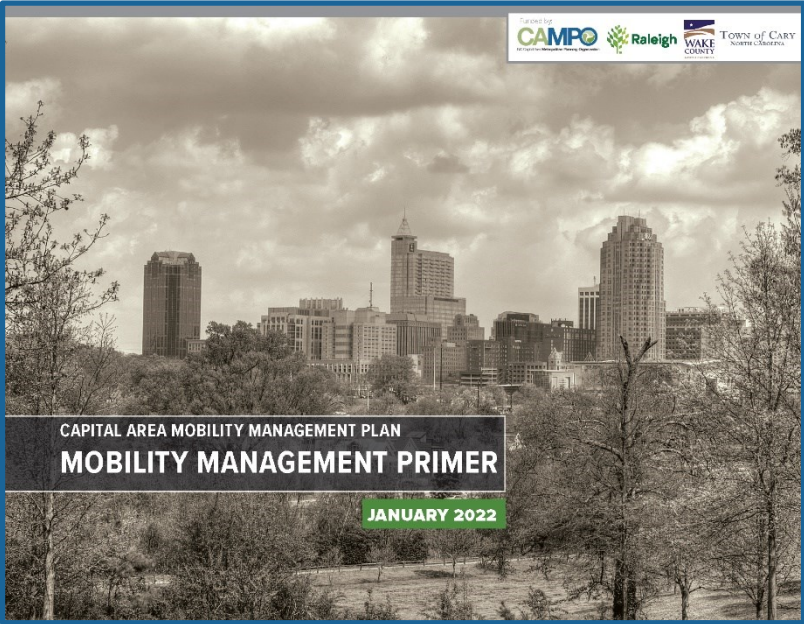
- Provide guidance and recommendations to help determine participation levels in the regional mobility management program.
- Clarify best practices, approach, and structure for implementing a mobility management program
- Prepare an interagency agreement that incentivizes partnerships and coordination to build a successful, scalable mobility management program
- Assist the partners in establishing a viable mobility management program that lays a strong foundation for future growth and improved coordination
- Develop an implementation strategy, plan, and schedule to develop the mobility management program



Funded by: CAMPO, Raleigh, Wake County, Town of Cary

Prepared by: NELSON NYGAARD

2-Page Flyer



Capital Area Mobility Management Plan
MOBILITY MANAGEMENT PRIMER
JANUARY 2022

Cover for 10-page Primer

This PowerPoint presentation can be provided by CAMPO staff or Nelson\Nygaard



What are the next steps?

Next Engagement?

- For Stage II of Engagement, we will:
 - Provide you with more information on **peers**
 - **Share ideas on** what mobility management might look like in the region
 - Describe **how mobility management can benefit** agencies and individuals



Future Engagement

- Stage II: April-June 2022
 - **Looking for agencies to confirm level of participation June-October 2022**
- Stage III: December 2022-February 2023



QUESTIONS

1. Is there anything else we have not covered today that will help you better understand mobility management?
2. What gaps do you see in your community that could be filled by a mobility management program?

Questions or Comments?



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Bill Schwartz
bschwartz@nelsonnygaard.com

7.4 Mobility Management Program Implementation Study

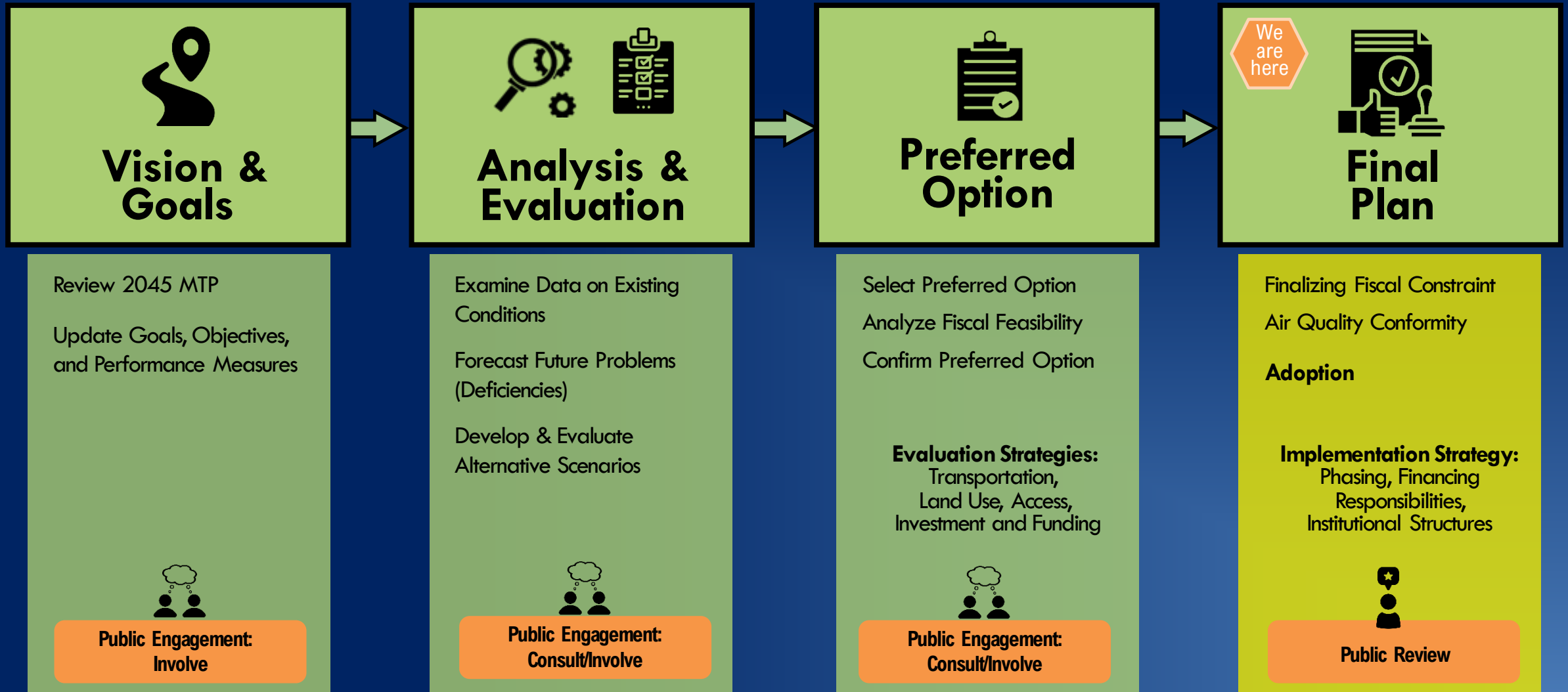
Requested Action:

Receive as information. Provide any initial thoughts and/or direction.

7.5 2050 Metropolitan Transportation Plan

MTP Update Process

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.



7.5 2050 Metropolitan Transportation Plan

- The CAMPO Executive Board approved the projects/programs for the 2050 MTP/CTP at their December 8, 2021 meeting.
- The MPO staff has worked on the necessary next steps to complete the full 2050 MTP/CTP report document. This includes:
 - Final network updates based on approved projects
 - Final socio-economic and travel demand forecast model runs
 - Air quality and environmental justice network analysis
 - Performance measure analysis and report
 - Document preparation
- A public hearing was held on Wednesday, January 19, 2022.

7.5 2050 Metropolitan Transportation Plan

Item	Anticipated Milestone Dates
Draft Plan	October 2021
Public Review & Comment	Oct. 28 – Dec. 8
Public Hearing	Nov. 17, 2021
Approve 2050 MTP pending AQ	Nov./Dec. 2021
AQ Conformity	Dec. 2021 – Feb. 2022
Final 2050 MTP Approval	Feb. 2022

Requested Action:

Final approval of the 2050 MTP/CTP and Air Quality Conformity Determination.

Roll Call Vote for Action Items:

Consent Agenda (January 2022 Meeting Minutes; LAPP Prior Year Project Move Forward; FY 2022, Q3 Wake Transit Work Plan Amendment); FY 2023 UPWP; FFY 2023 LAPP Program; FY 2020-29 TIP Amendment; 2050 Metropolitan Transportation Plan.

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

8. Informational Items: Budget

8.1 Operating Budget – FY 2022

8.2 Member Shares - FY 2022

Requested Action:
Receive as information.

9.1 Informational Item: Public Engagement Updates

9.2 Informational Item: Project Updates

Studies:

- FY 22 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 Schools Committee
- Safe Routes to Schools Road Safety Audit w/ NCDOT
- Non-Motorized Volume Count Data Program
- Triangle Transportation Choices (TDM) Program
- NCDOT Project U-2719 Update
- NC 540 Bonus Allocation Projects
- Draft FY 2023 Wake Transit Work Plan Development

Requested Action:
Receive as information.

10. 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.

ADJOURN

Upcoming Events

Date	Event
March 3, 2022 10:00 a.m.	TCC Regular Meeting Virtual
March 16, 2022 4:00 p.m.	Executive Board Virtual

MPO 101

**THURSDAY
FEBRUARY 24, 2022
8:30AM-12PM**

This training is targeted at Executive Board and TCC members and alternates, as well as other interested public officials. It is a primer on the core functions of the MPO and how they relate to our member agencies. If you have additional elected officials or staff members that are interested in attending, please encourage them to register!

Deadline is Tuesday, February 22.

REGISTER

<https://bit.ly/2022mpo101>

