



NC Capital Area **Metropolitan Planning Organization**

TCC Meeting

May 2, 2019

10:00 AM

1. Welcome and Introductions
2. Adjustments to the Agenda
3. Public Comments

4. Minutes

4.1 TCC Meeting Minutes: March 7, 2019

Requested Action:

Approve the March 7, 2019 Meeting Minutes.

5. Regular Business



NC Capital Area **Metropolitan Planning Organization**

NC Non-Motorized Volume Data Program (NC NMVDP)

Phase II Updates

Institute for Transportation Research and Education (ITRE)
Bicycle and Pedestrian Program



NC STATE UNIVERSITY

May 2nd, 2019



North Carolina's Non-Motorized Volume Data Program (NC NMVDP) is a **research project to test a bicycle and pedestrian count protocol and replicate this methodology across the state.**



**NCDOT Sponsored
Research Project**

*What gets measured, gets done.
If you're not counted, you don't count!*



NC STATE UNIVERSITY





Motivations Behind NC NMVDP

Use of AADPT and AADBTT estimations

- Project Prioritization and Funding
- Planning Decisions
- Complete Streets Policy Implementation
- Operations and Maintenance

Need common, consistent system to measure volume to:

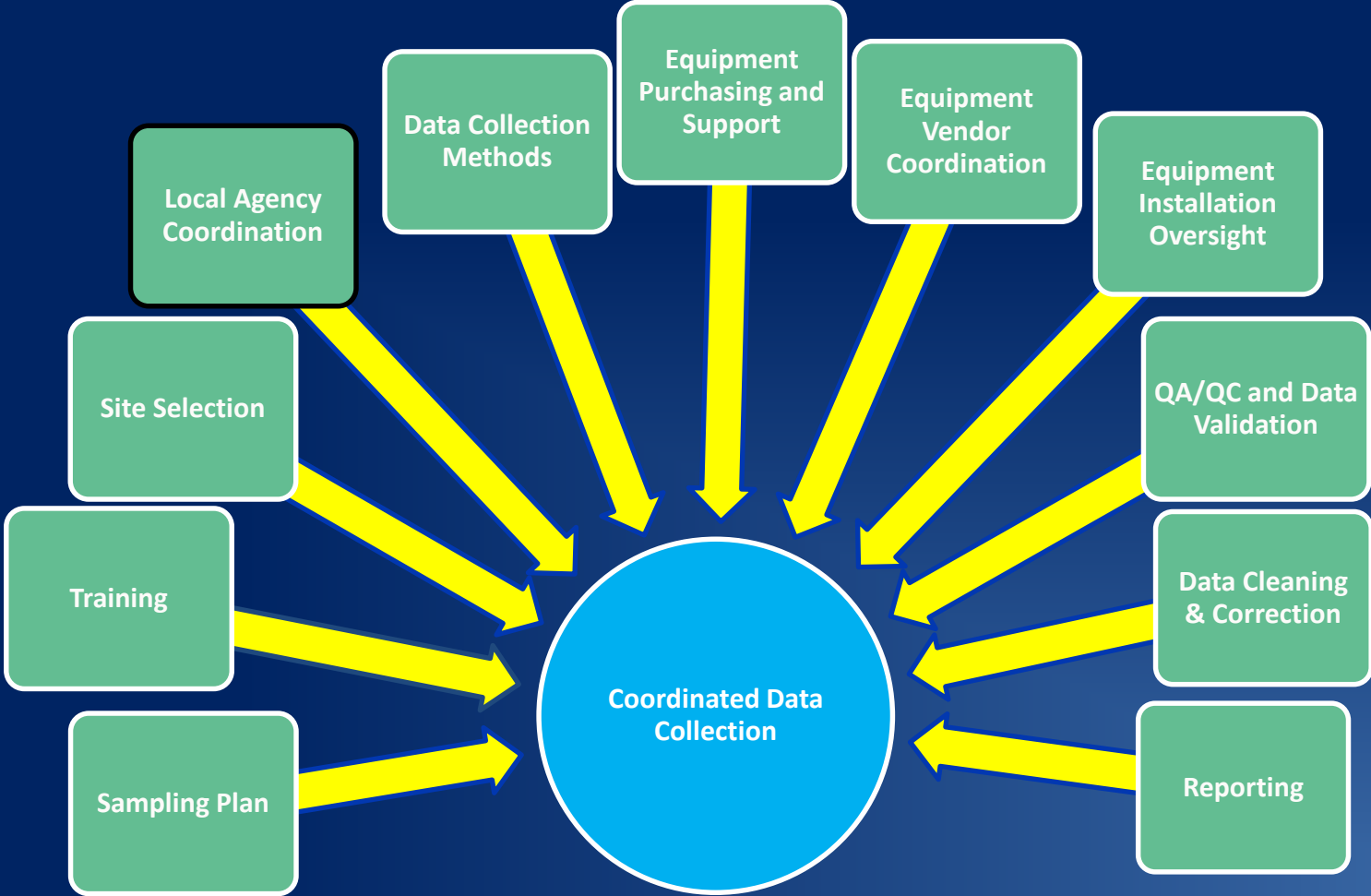
- Understand current trends and model future usage
- Evaluate at different levels (site, corridor, region)
- Share data

Annual Average
Daily Traffic
(AADT)

Annual Average Daily
Pedestrian Traffic
(AADPT)

Annual Average Daily
Bicycle Traffic
(AADBT)

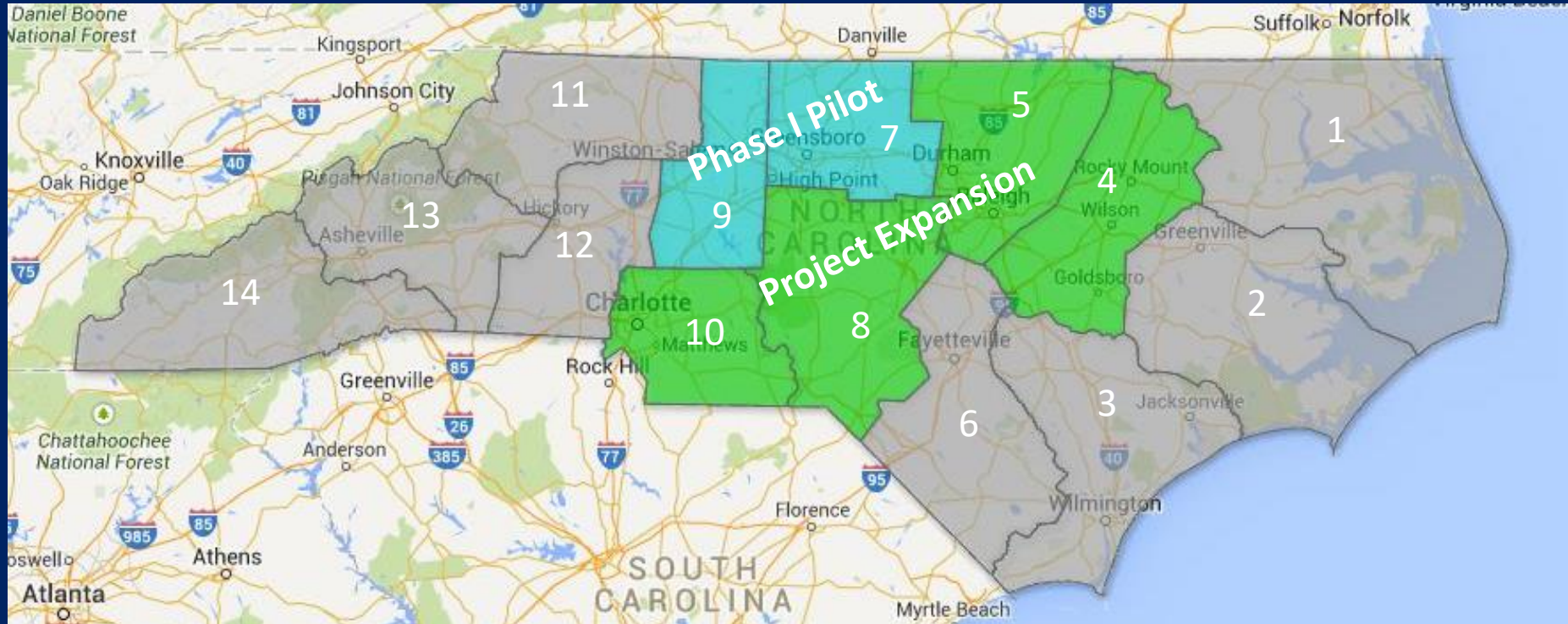
Elements of the NC NMVDP



NC NMVDP Coordination Areas

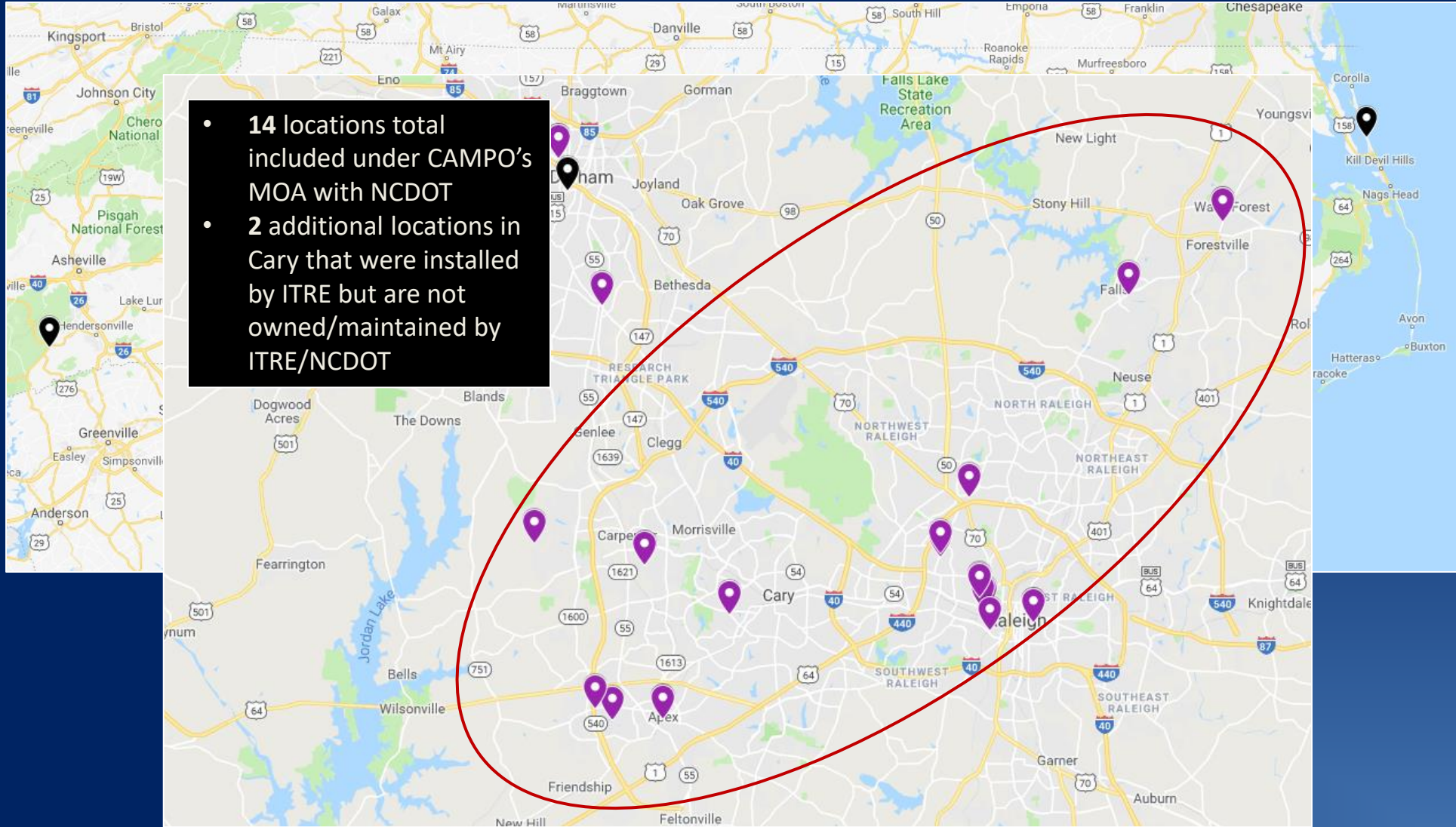


Phase I (Pilot), Phase II, and Future Expansion



- *November 2013 – Phase I Pilot Project kicks off; Divisions 7 & 9*
- *September 2014 – First counter installed*
- *December 2014 – Phase I installs completed*
- *April 2015 – Phase II begins; Divisions 4, 5, 8 & 10*
- *June 2018 – Phase II installs completed; 48 stations installed (71 individual loggers or 141 unique bicycle & pedestrian sensors)*
- *Future – Divisions 1-3, 6, 11-14*

NC NMVDP Continuous Counting Locations (as of 2019)



- 14 locations total included under CAMPO's MOA with NCDOT
- 2 additional locations in Cary that were installed by ITRE but are not owned/maintained by ITRE/NCDOT

NC NMVDP Phase II – CAMPO Counter Locations

[Map Link](#)

Cary, NC – 3 locations

Apex, NC – 3 locations

Raleigh, NC – 7 locations

Wake Forest, NC – 1 location

(14 locations total)

2 additional locations in
Cary, NC

- **equipment installed by
ITRE but not
owned/maintained by
ITRE or NCDOT**

City	Location
Apex	Salem St (Saunders St / Chatham St)
Apex	Beaver Creek Greenway
Apex	Olive Chapel Rd (I-540 / Ashley Downs Dr)
Cary	Louis Stephens Dr (Green Hope Elementary)
Cary	New Hope Church Rd (near ATT Trailhead)
Cary	Black Creek Trail
Raleigh	Hillsborough St (Hawthorne Rd / Forest Rd)
Raleigh	Rocky Branch Trail
Raleigh	Ridge Rd (Birnamwood Rd / Lewis Farm Rd / Horton St)
Raleigh	Neuse River Greenway
Raleigh	Cameron St (Daniels St / Oberlin Rd)
Raleigh	Hargett St (Monie Ln / Swain St)
Raleigh	Crabtree Creek Greenway
Wake Forest	Main St (Dunn Ave / East Holding Ave)

NC NMVDP Phase II – Maintenance Responsibilities

- ITRE/NCDOT is responsible for **non-routine** maintenance of the equipment **until ownership is transferred to the agency** (24 months after the installation date)
 - Battery replacement
 - Replacing malfunctioning equipment
 - Sensor replacement
 - Data transmittal charges
 - Any other non-routine hardware or software maintenance
- The agency is responsible for all **routine** maintenance
 - Including as required by an executed encroachment agreement
 - Could include: removing obstructions/equipment hazards on or near the equipment and monitoring the security of the equipment

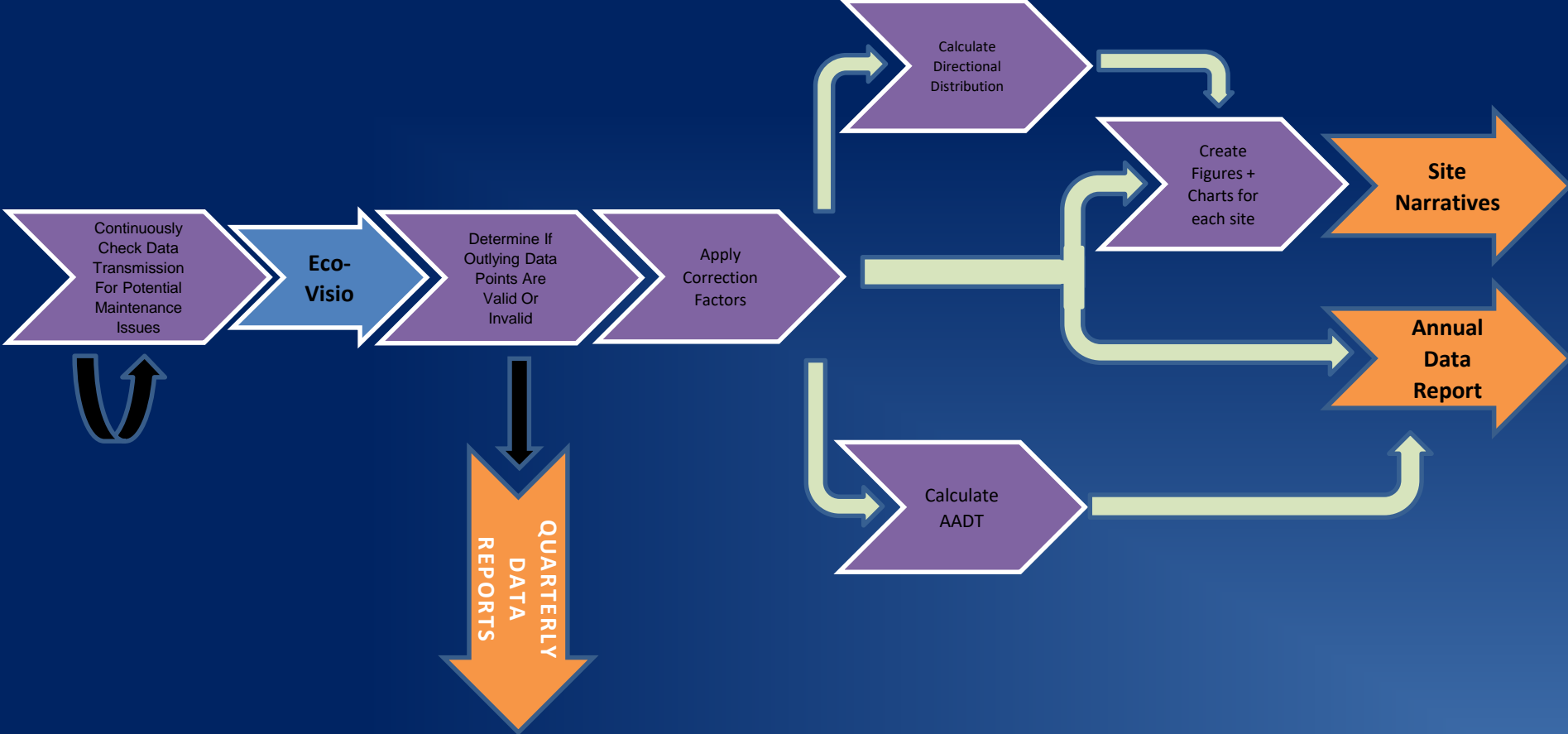
NC NMVDP Phase II – Data Reporting

- Data is reported to agencies on a quarterly and annual basis
 - Q1: Winter (December, January, February)
 - Q2: Spring (March, April, May)
 - Q3: Summer (June, July, August)
 - Q4: Fall (September, October, November)
- Quarterly data is checked and scrubbed of invalid data resulting from equipment error and provided within 30 days of the last day of a reporting period
- Annual data is one year of cleaned and corrected volume data with a summary statistics report representing the period from December through November
- *Once a counter has been in place through a full program year (December through November), the counter will be included in the annual report and quarterly reports will no longer be provided*

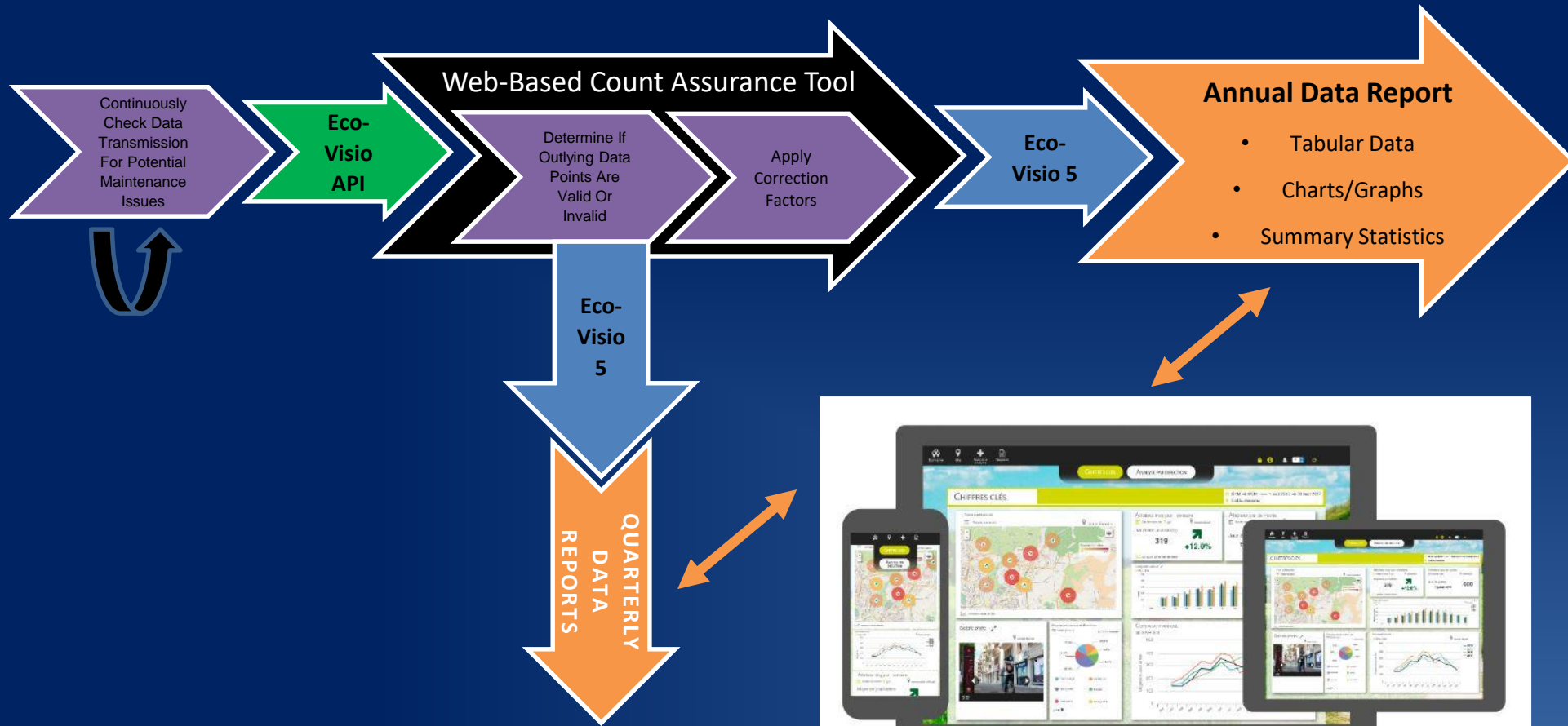
NC NMVDP Phase II – Data Process

1. Data is Transmitted from Counters
2. Access Data via Eco-Visio
3. Validate Equipment/Data Using Video Cameras
4. Calculate Correction Factors
5. Monitor Data to Identify Potential Maintenance Needs
6. Process Data for Reporting
 - Clean
 - Correct
 - Analyze
7. Create Reports

NC NMVDP – Data Process (2014 – 2018)

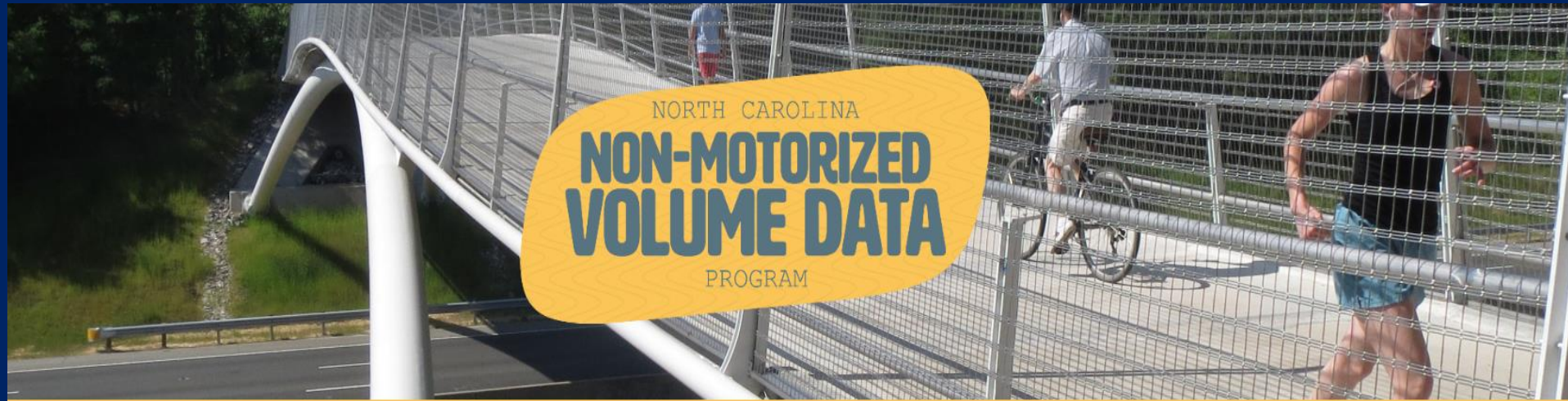


NC NMVDP – Data Process (Beginning in 2019)



Eco-Visio 5 presents count data collected by Eco-Counters in the form of interactive dashboards that are accessible from a smartphone, tablet, or computer.

NC NMVDP – Quarterly Newsletter (Beginning in 2019)



NC Non-Motorized Volume Data Program (NMVDP)

Quarterly Newsletter
April 2019

Exciting Program Updates!

The NC NMVDP is undergoing exciting changes to improve our internal processes and enhance the products that we deliver to our local agency partners.

Starting this year, we will be:

- Providing regular updates to our local agency partners through our new Quarterly Newsletter.

The newsletter will be used to share regular information on data reports, technical assistance support, training opportunities, and updates to program processes.

Institute for Transportation Research and Education

[About](#) [Focus Areas](#) [Research](#) [Training](#) [Technical Services](#) [Q Search ITRE](#)

NC Non-Motorized Volume Data Program

About

ITRE is assisting the North Carolina Department of Transportation (NCDOT) in the establishment of a statewide bicycle and pedestrian count program. ITRE, NCDOT, and local agencies are working in partnership to install and monitor continuous bicycle and pedestrian count systems on sidewalks, roadways, and shared use paths across the state. This program will evaluate facility usage over time, inform the project prioritization process, provide quantifiable evidence to support multi-modal Complete Streets policies, and improve municipal and regional active transportation planning. The program's resultant datasets can be used in planning tools to measure existing trends and model future non-motorized projections at the site, corridor, and regional levels.

2014-2015: Phase I, Pilot

The pilot phase of the NC Non-Motorized Volume Data Program was conducted in NCDOT Divisions 7 and 9 (the Piedmont Triad region) to test a bicycle and pedestrian count protocol and replicate the methodology across the state. Twelve continuous count stations began monitoring bicyclist and pedestrian travel in late 2014. These stations cover a mix of sites across different land uses, travel patterns, and volume groups. Detailed technical information can be found in the Phase I Final Report and Appendices. The following programmatic elements were piloted:

- > Agency Coordination
- > Site Selection and Procurement
- > Equipment Installation and Onboarding
- > Equipment Validation
- > Data Handling, Monitoring and Management
- > Equipment Maintenance
- > Data Reporting

Documentation and Datasets

- > [Phase I Final Report](#) [PDF] [↗](#)
- > [QA/QC Workflow Poster](#) [Presented at 2016 NATMEC] [PDF] [↗](#)
- > ["Establishing NC's Non-Motorized Volume Data Program" Webinar](#) [↗](#)
 - > Topics covered include the purpose of counting bicyclists and pedestrians, current state of practice, site selection, local agency partnerships, and data management.
- > [2015 Continuous Count Station Site Overview and Data Summary](#) [PDF] [↗](#)
- > [2015 Continuous Count Station Dataset](#) [Spreadsheet] [↗](#)



[Making People Count, 2016 NCAMPO Conference Presentation](#) [4.82 MB] [↗](#)



[Continuous Count Station Overview and Data Summary](#) [10.87 MB] [↗](#)

NC NMVDP Key Contacts:



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Thank you!

NC STATE UNIVERSITY

**INSTITUTE FOR TRANSPORTATION
RESEARCH AND EDUCATION**



5.1 Non-Motorized Volume Data Program – Phase II Update (May 2019)

Requested Action:
Receive as information.

5.2 Southwest Area Study Update



Southwest Area Study

TCC PRESENTATION

MAY 2, 2019

AGENDA

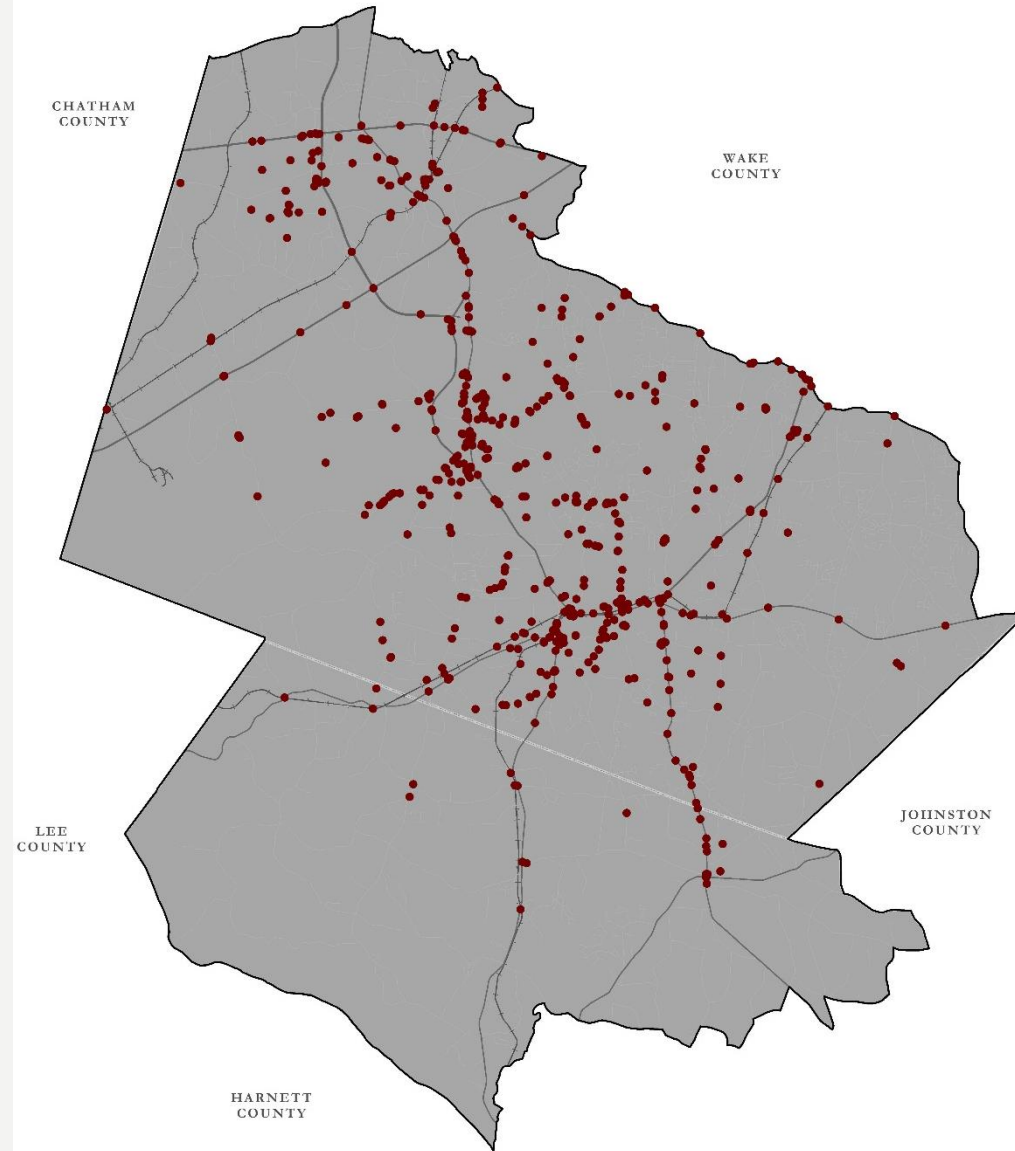
High-level Summary



Next Steps



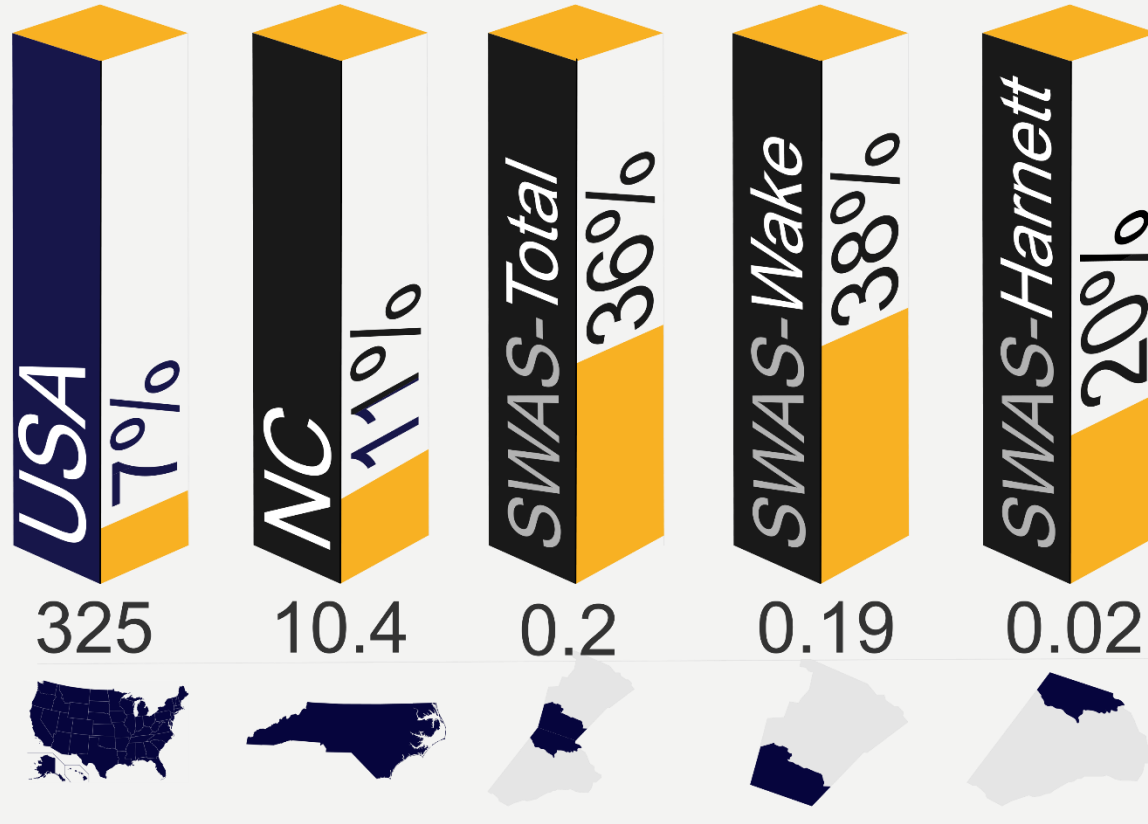
PUBLIC INPUT COMMENTS





HIGH LEVEL SUMMARY

GROWTH

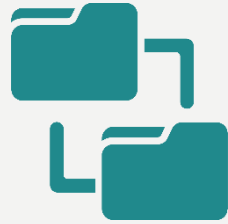


2018
population
millions

COORDINATION



Jurisdiction
Coordination



Data
Sharing



Sensitivity
Testing

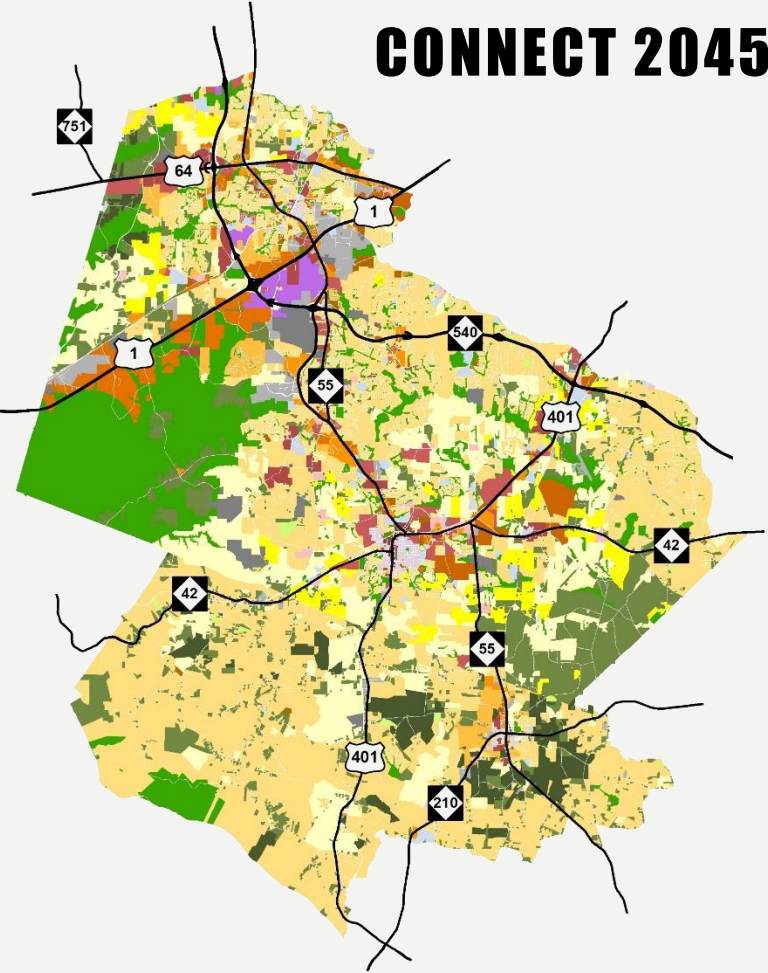


CommunityViz
Model Run

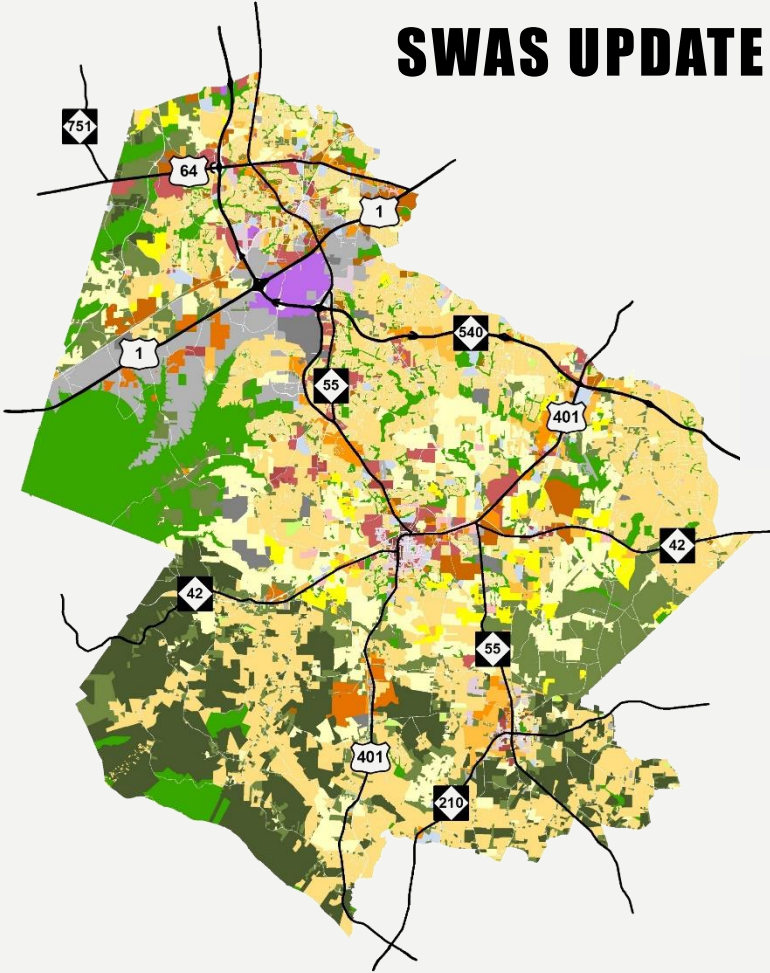


Data Transfer
for TRM Run

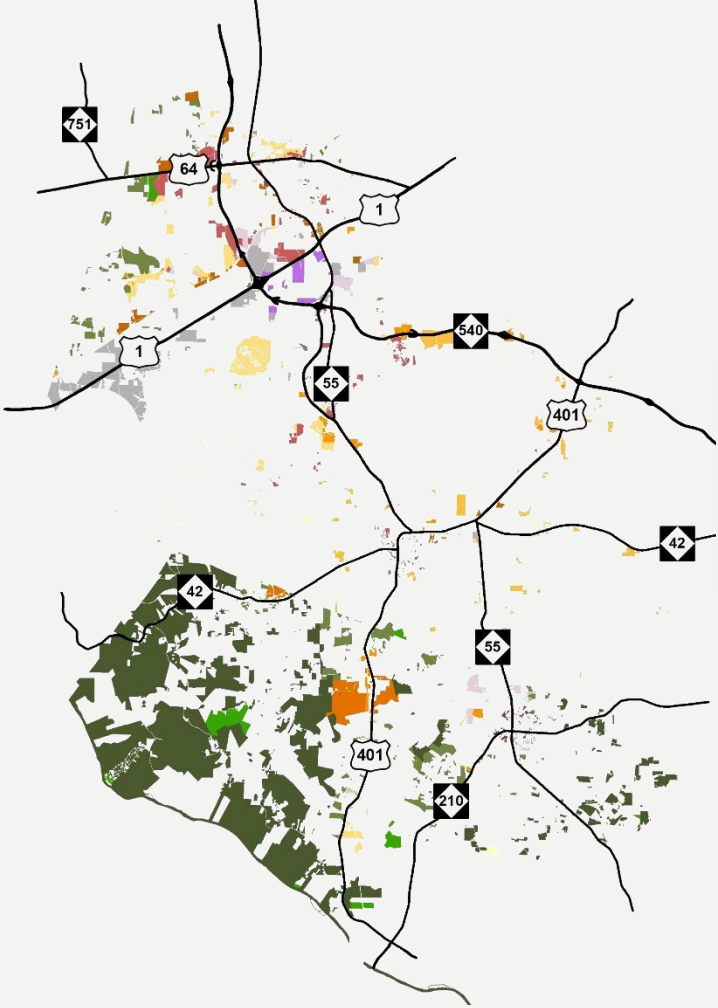
CONNECT 2045



SWAS UPDATE



CHANGE IN ACREAGE BETWEEN THE TWO SCENARIOS



	Connect	Local Plan Updates	
• Open Space	13%	12%	*
• Agriculture	3%	13%	
• Rural Living	11%	12%	*
• Suburban Neighborhood	60%	48%	
• Suburban Retail	2%	2%	
• Suburban Office	4%	4%	
• Industrial	3%	5%	
• Urban Centers	4%	4%	



ROADS

SAFETY

SOURCE: NCDOT

2014-2018 Reported
Vehicle Crash History



CHATHAM
COUNTY

WAKE
COUNTY

LEE
COUNTY

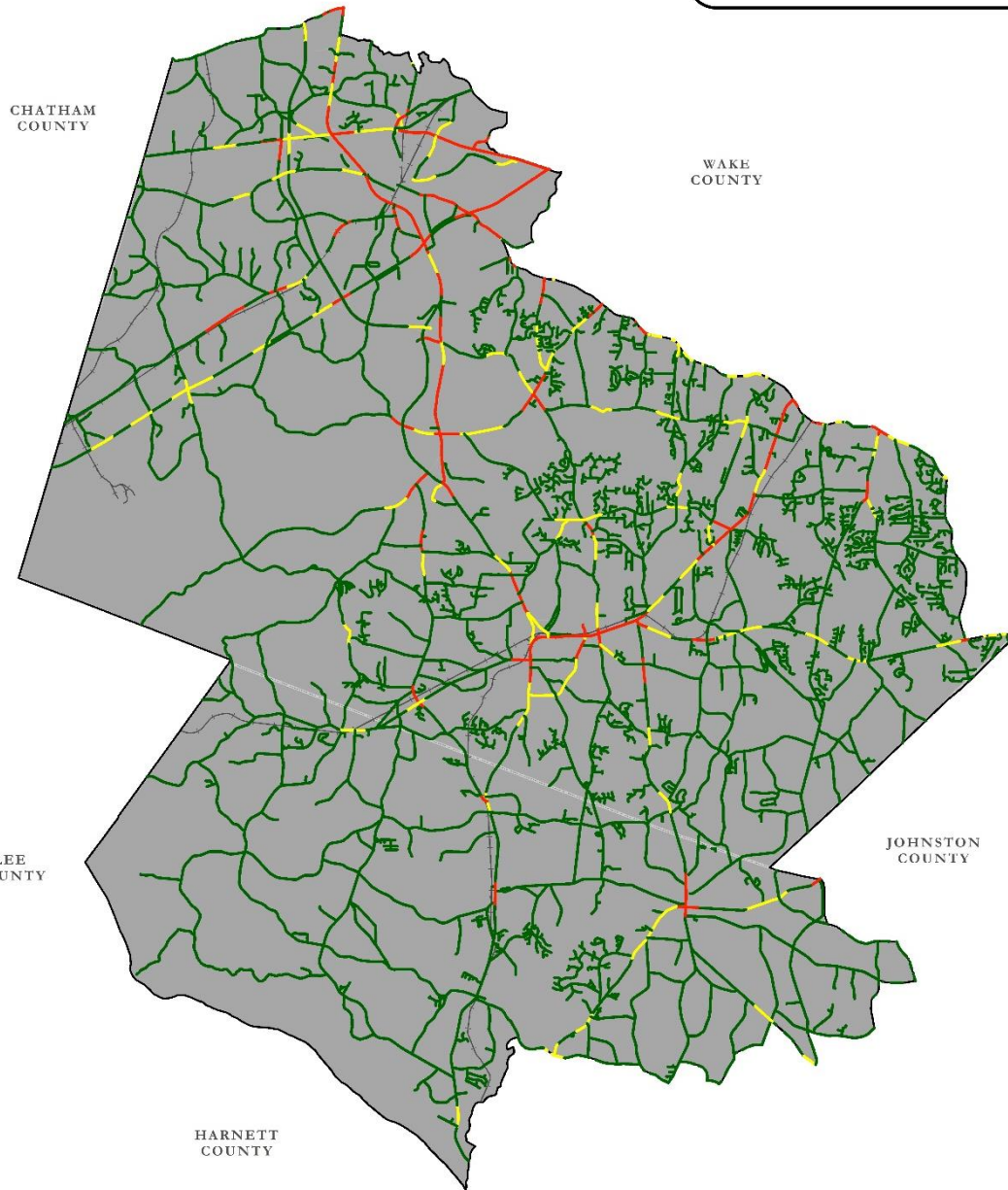
JOHNSTON
COUNTY

HARNETT
COUNTY

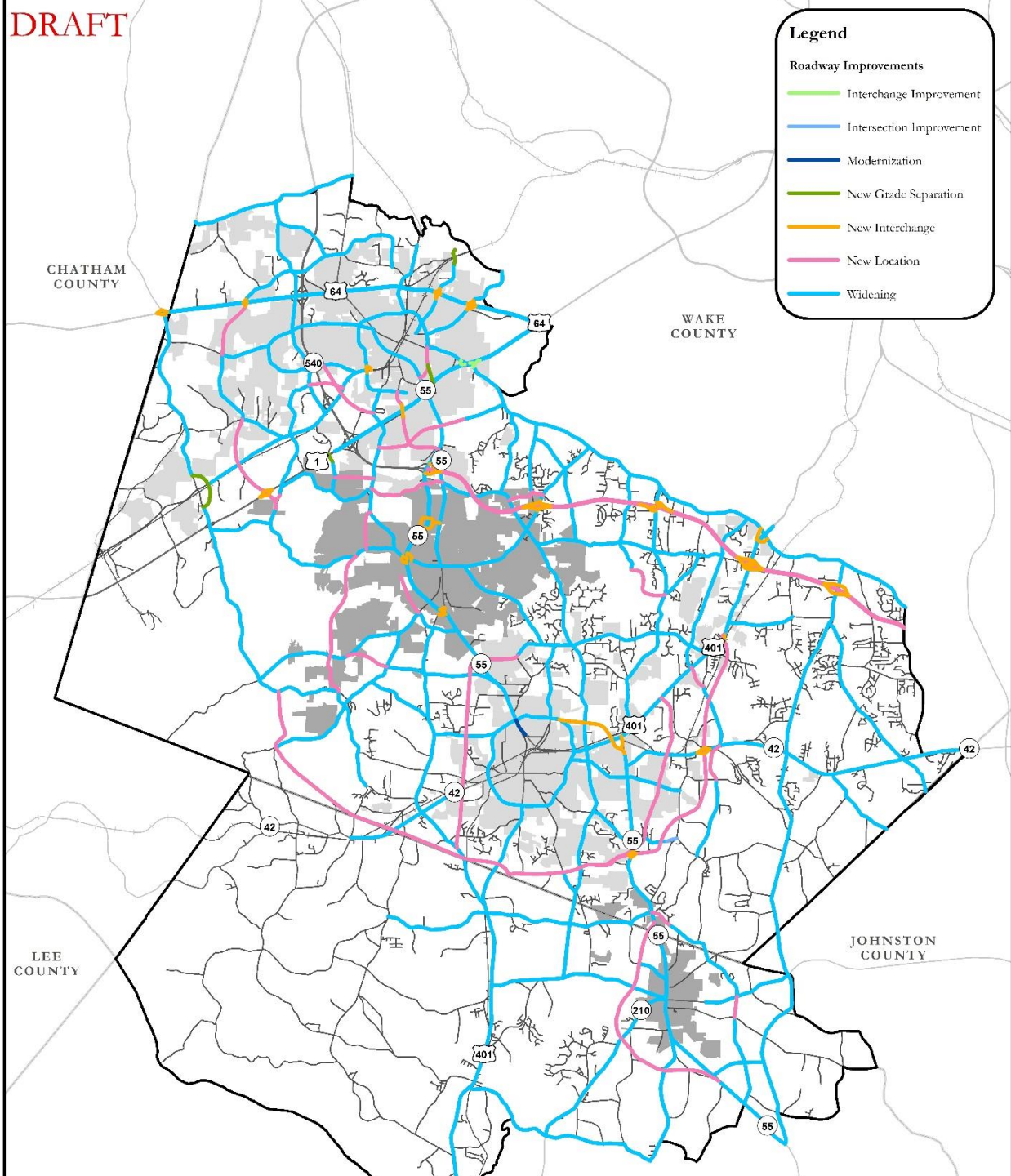
Legend

Total Crashes

- Fewer than 17 (<0.5 Standard Deviation)
- 18 to 38 (0.50 - 1.5 Std Dev)
- Over 39 (>1.5 Std Dev)



DRAFT



Legend

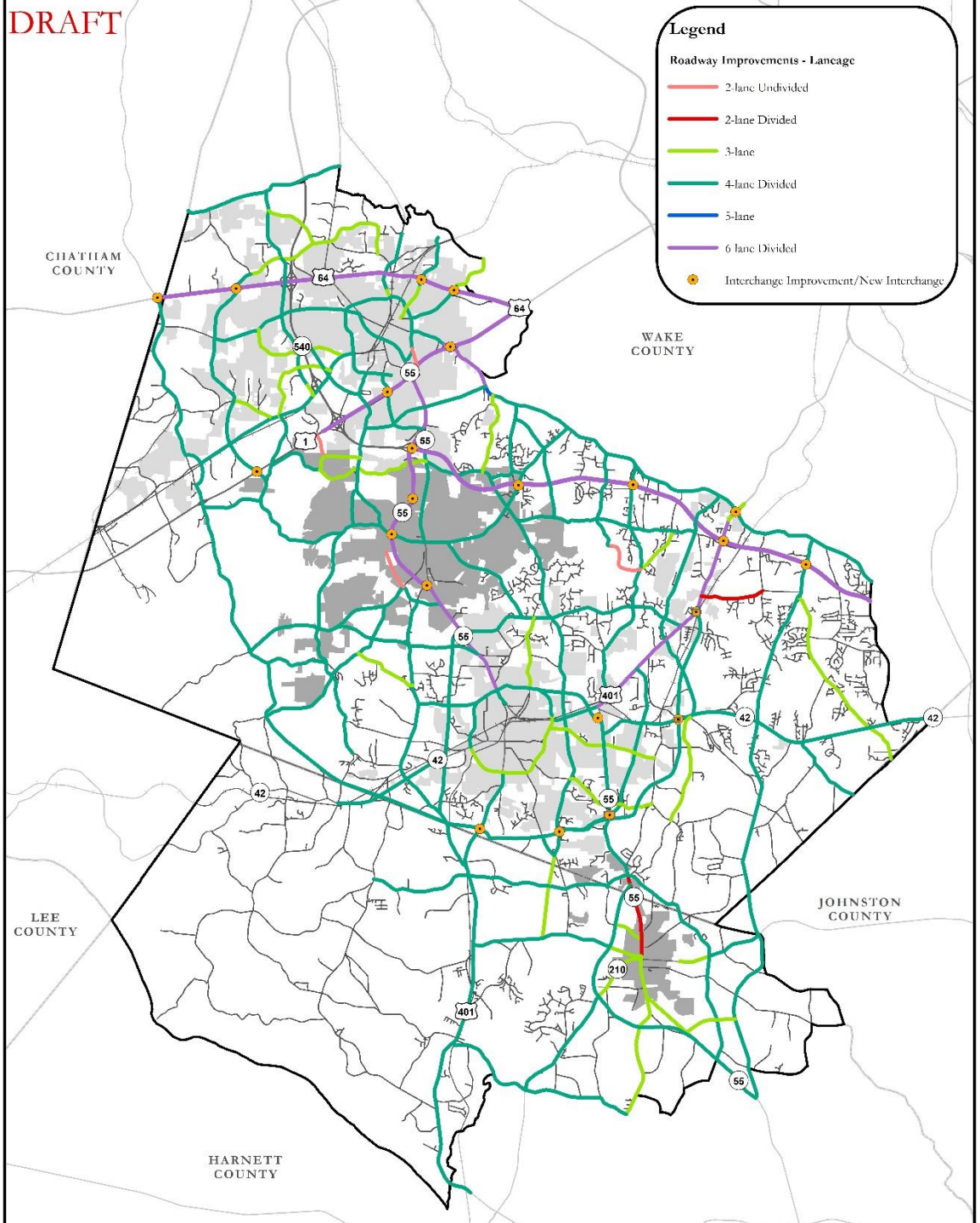
Roadway Improvements

- Interchange Improvement
- Intersection Improvement
- Modernization
- New Grade Separation
- New Interchange
- New Location
- Widening

ROADS

Type of Improvement

DRAFT



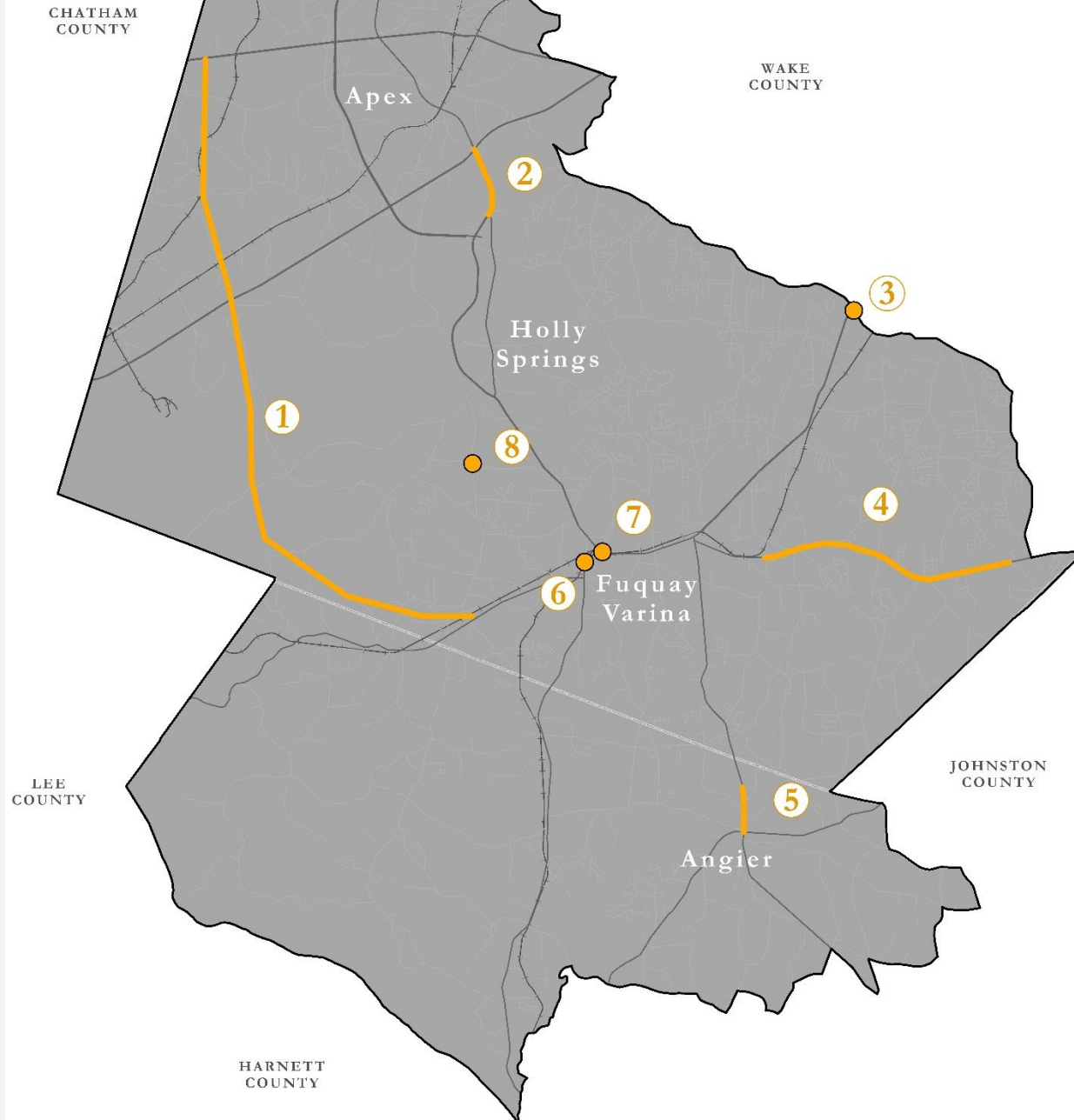
ROADS

Laneage



HOT SPOTS

HOT SPOTS



1. Future NC 751

2. NC 55 – Apex

3. US 401 at Ten-Ten Road

4. NC 42

5. NC 55 – Angier

6. NC 42/Main Street at
Wake Chapel Road

7. Broad Street at Ennis
Street

8. Piney Grove Wilbon Road
at Wade Nash Road



HOT SPOT #2

PHASES

Recommendation 1 –
4 Lane Super Street

Recommendation 2 – Interchange at
Jessie Drive Extension/NC 55. Bridge at
Technology Dr./NC 55 (Phase 2)

Recommendation 3 – Collector Streets
Connectivity enhancements (through
development)

Recommendation 4 – DDI or SPUI at
NC 55/US 1

Recommendation 5 – Free flow right
turn to NC 55 from E. Williams

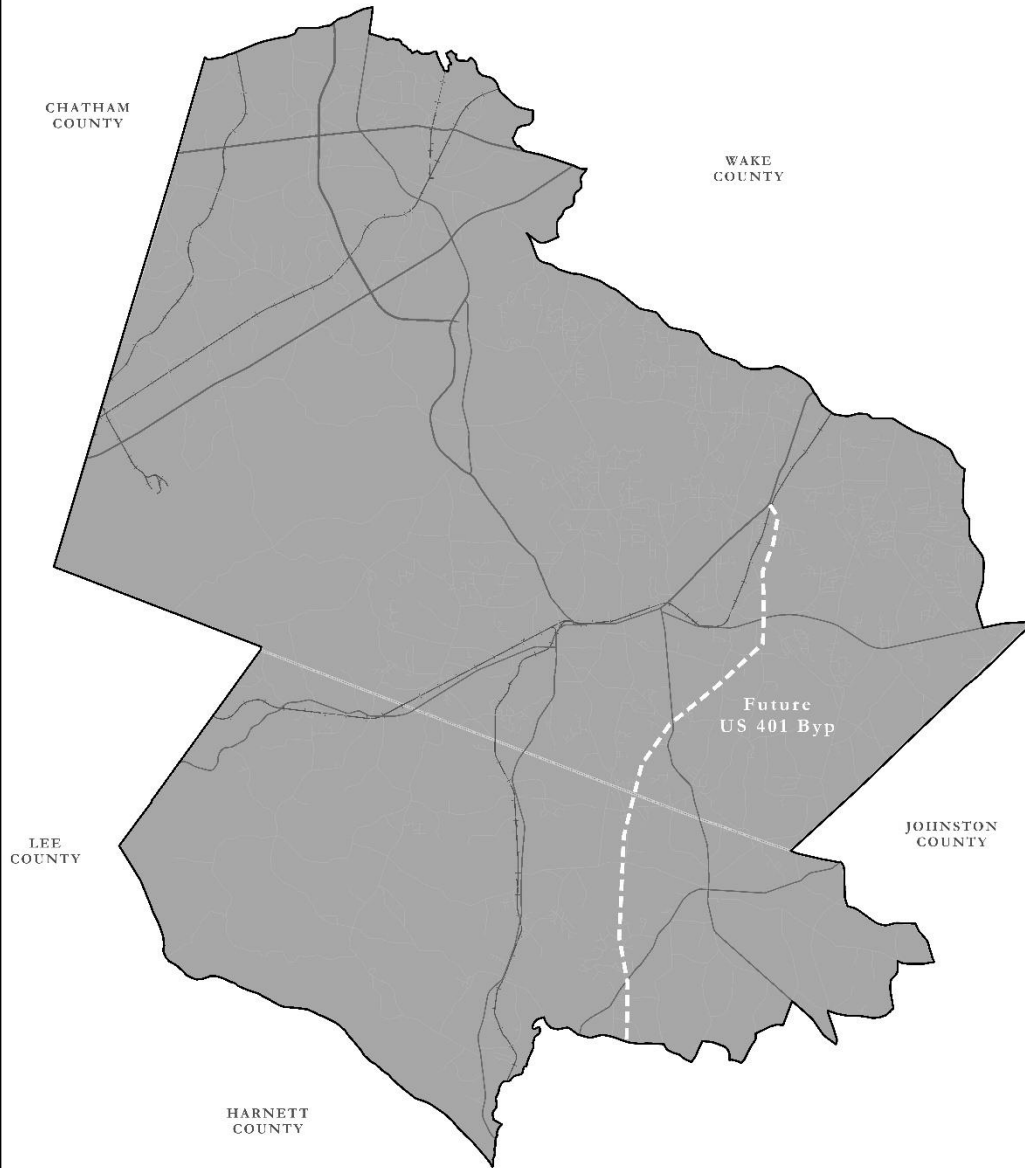
Probable Cost-35M-\$45M

*2045 MTP Model Data: 7,800vpd-
14,000vpd on Jessie Drive 2045MTP



REGIONAL TRAVEL DEMAND MODEL

PRELIMINARY RESULTS



MAJOR IMPROVEMENTS

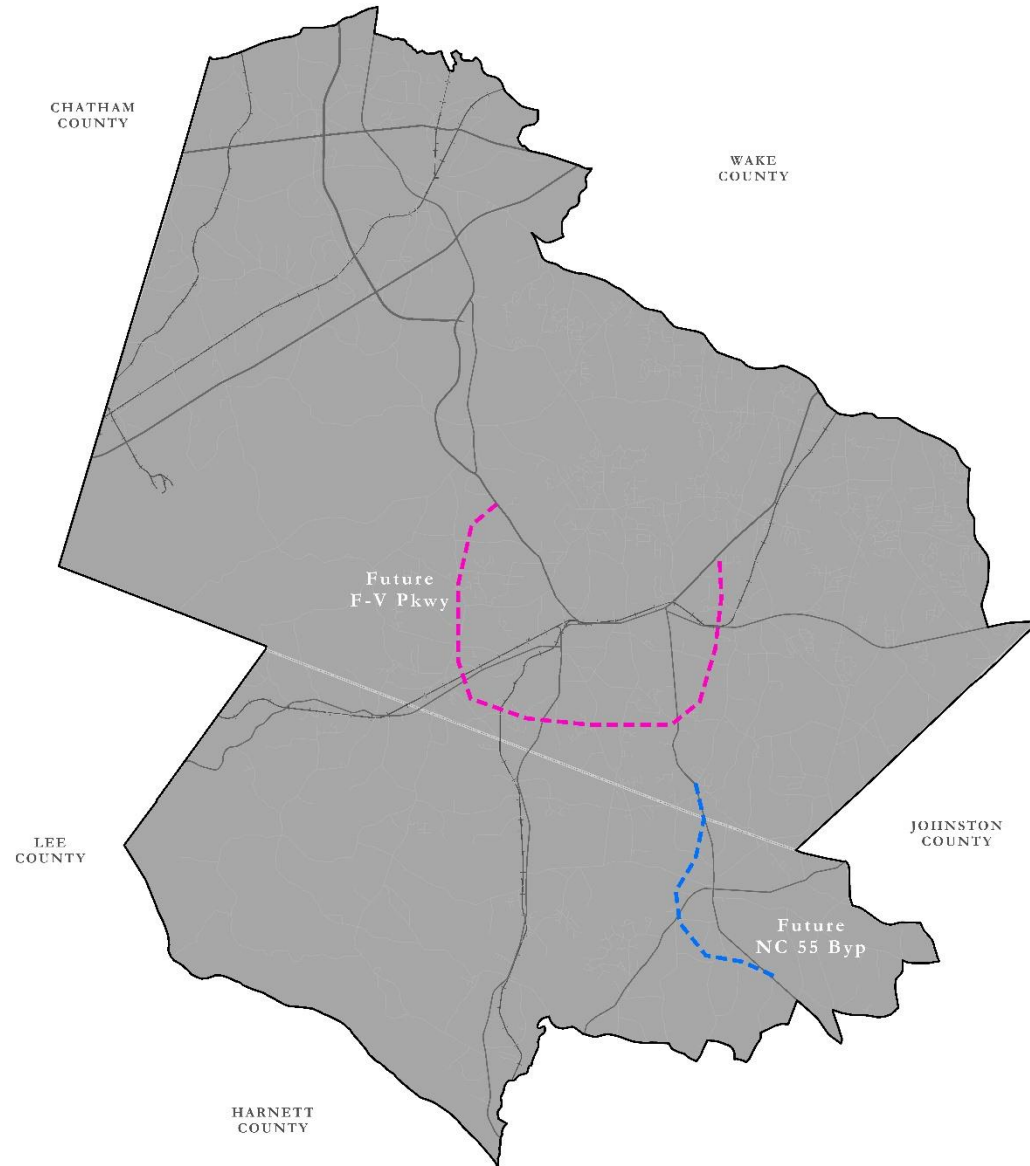
Recommendations

Remove US 401 Bypass in Harnett Co.

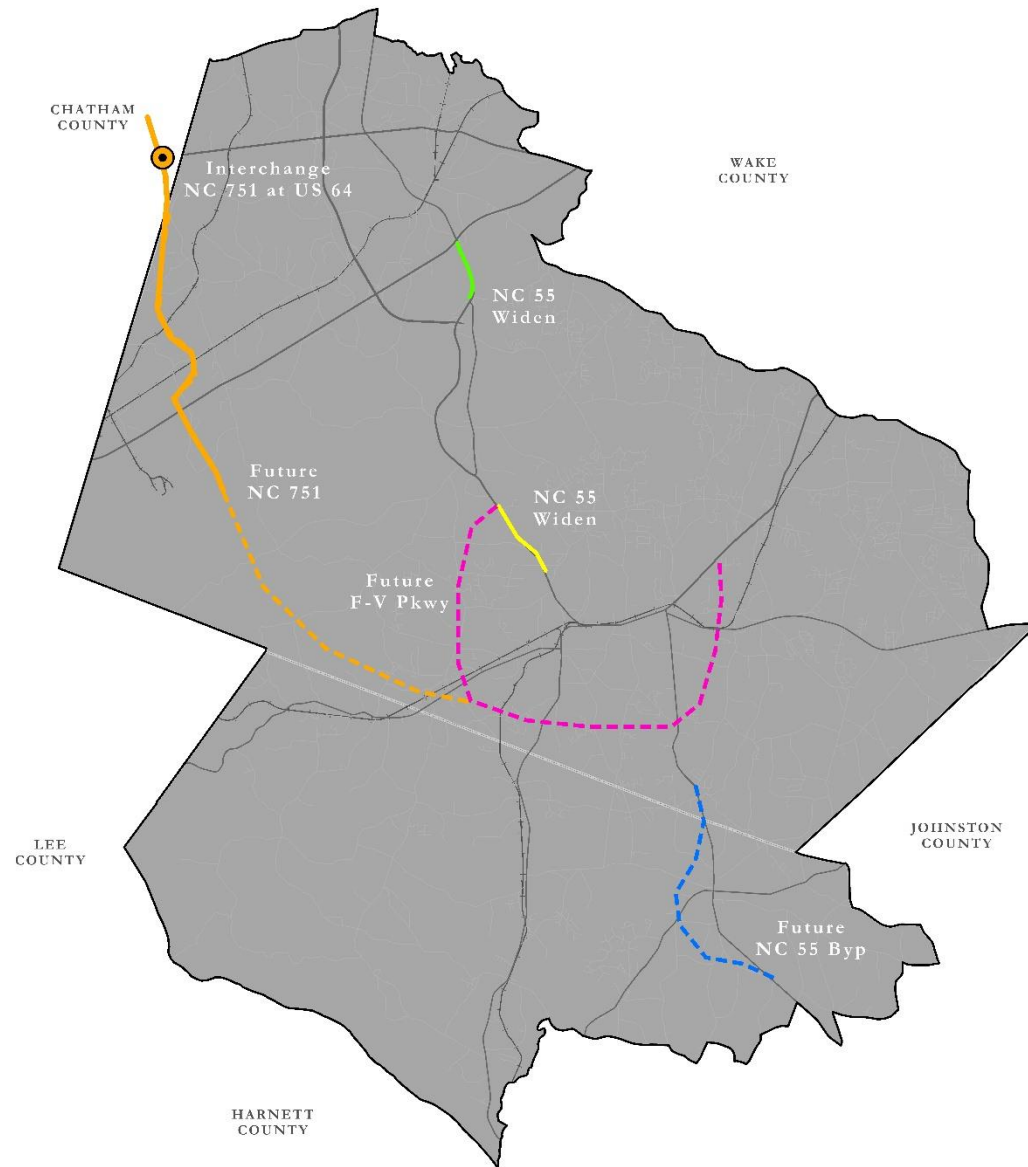
MAJOR IMPROVEMENTS

Recommendations

- Keep US 401 Bypass in Fuquay-Varina
- Construct Fuquay-Varina Parkway
- Construct NC 55 Bypass in Angier

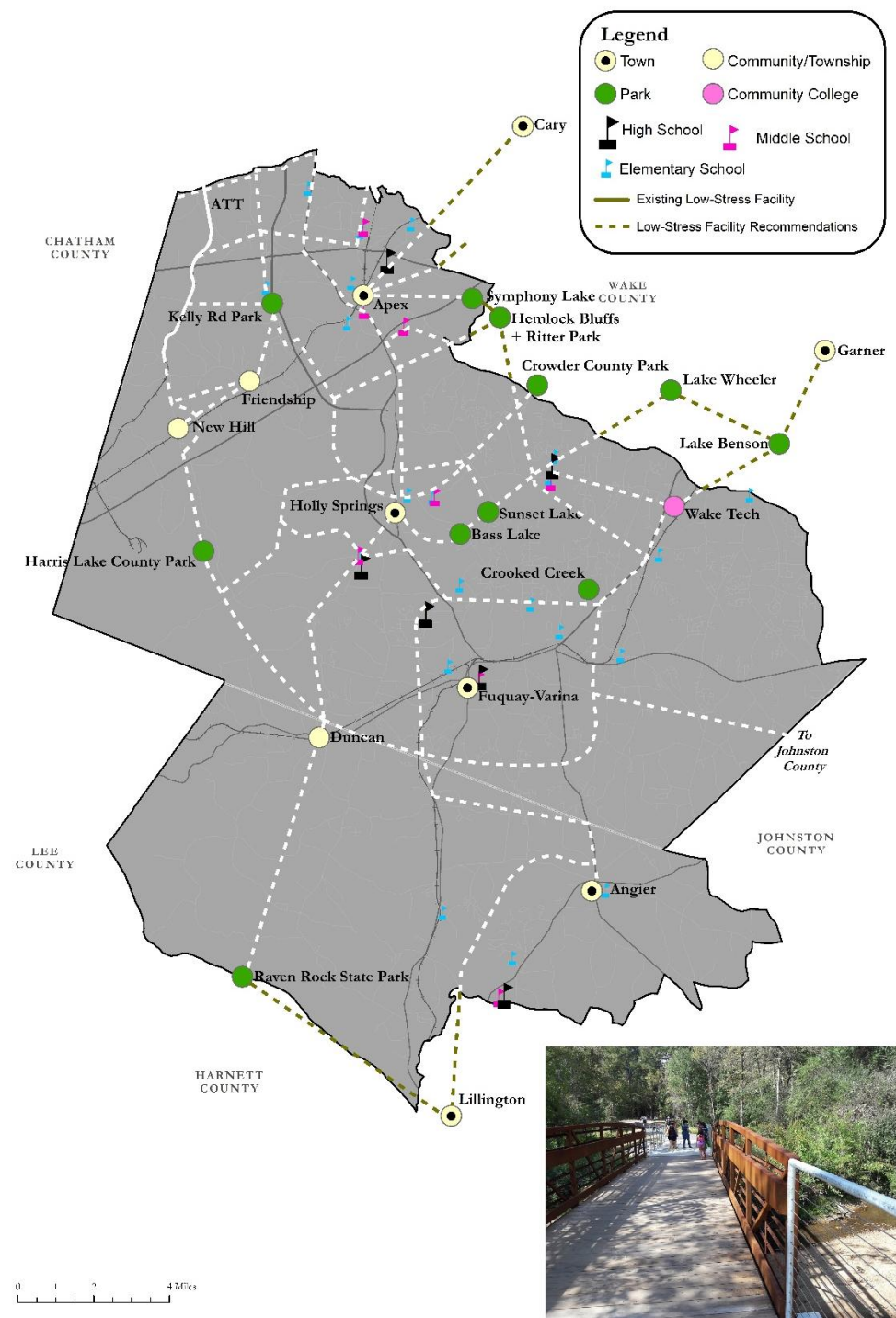


MAJOR IMPROVEMENTS



Recommendations

- Construct NC 751
- Construct interchange with NC 751 and US 64
- Widen existing NC 55 between Apex and Holly Springs
- Widen existing NC 55 in Fuquay-Varina



Active Modes LOW STRESS NETWORK

SAFE ROUTES: WHAT'S NEEDED:

- ✓ School Zone Signs
- ✓ Sidewalks & Connections
- ✓ High Viz Crossings
- ✓ Walk/Bike Events
- ✓ Discussions about Best Practices with school principals



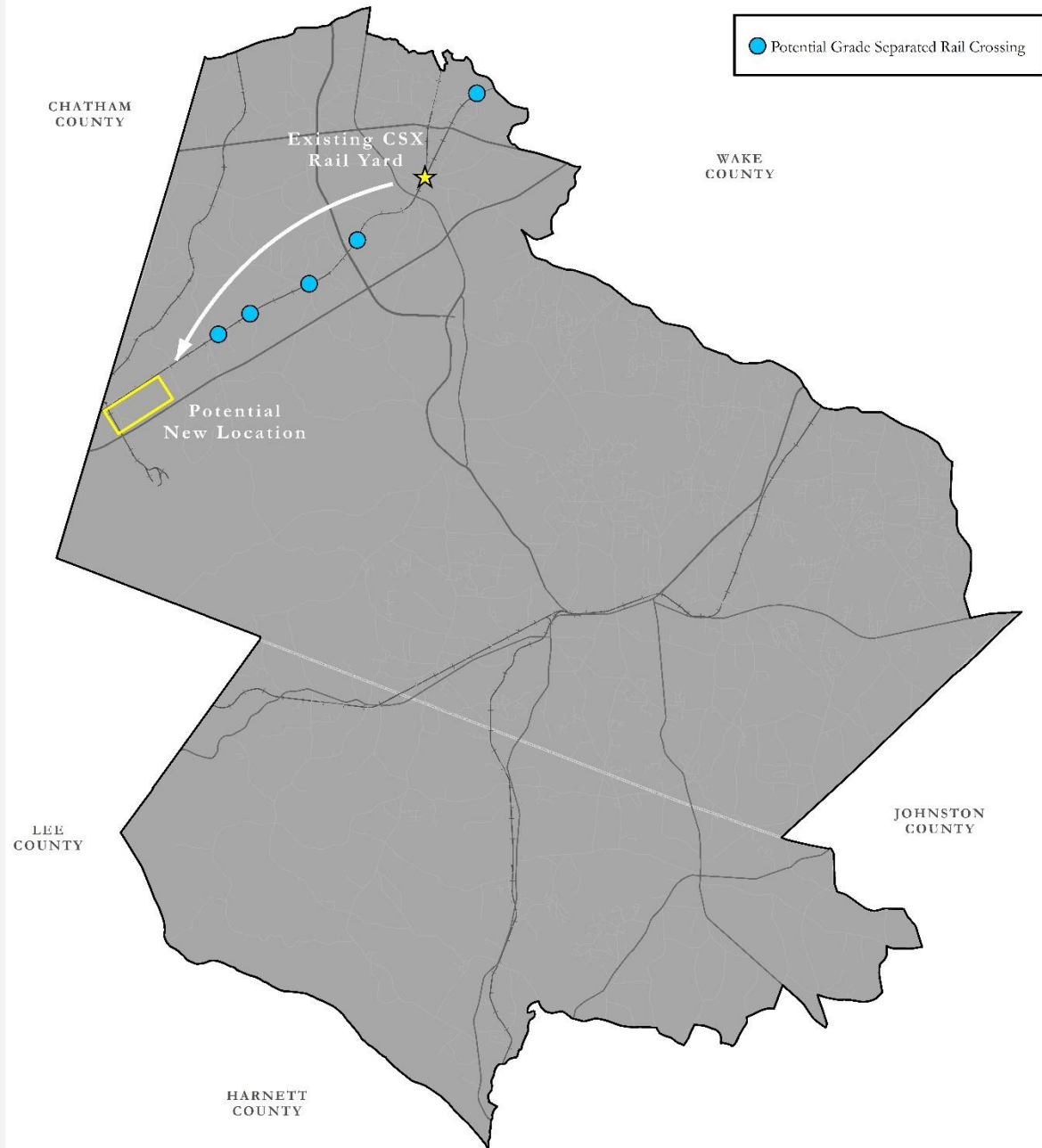


STRATEGIC CONNECTIONS ACROSS CSX

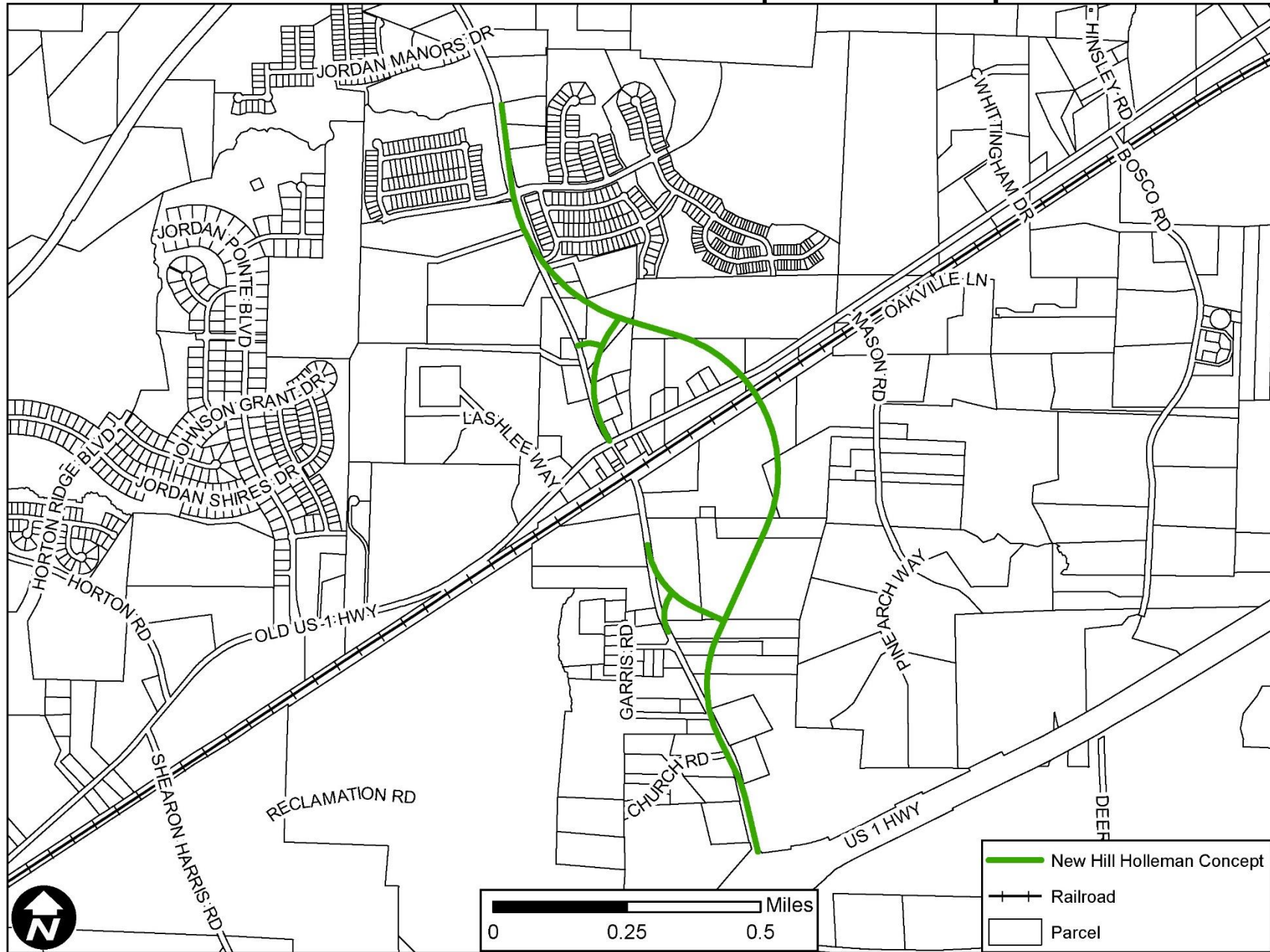
PRELIMINARY RECOMMENDATIONS

CSX-Apex Yard

Potential
Relocation

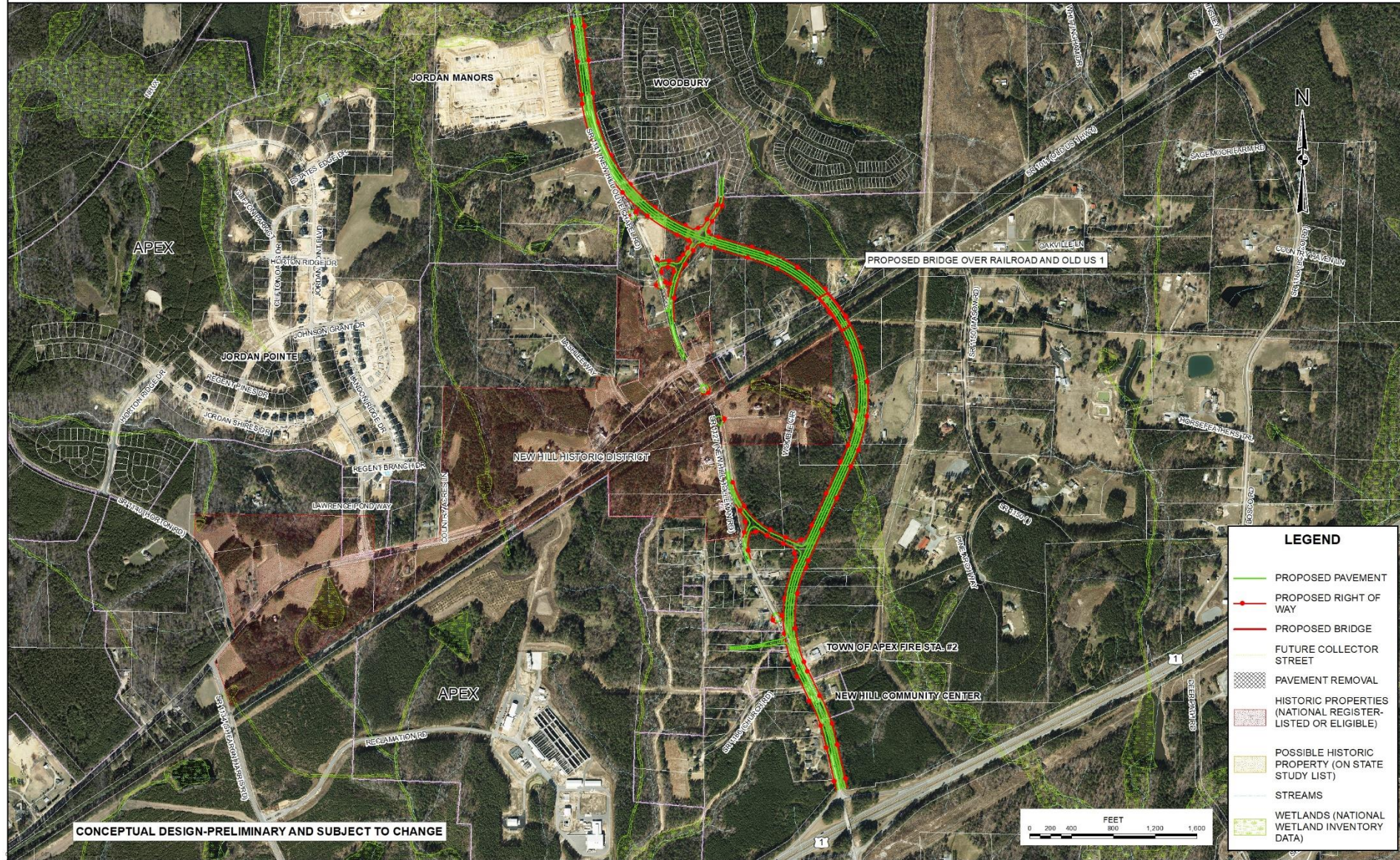


New Hill Holleman Road Grade Separation Concept





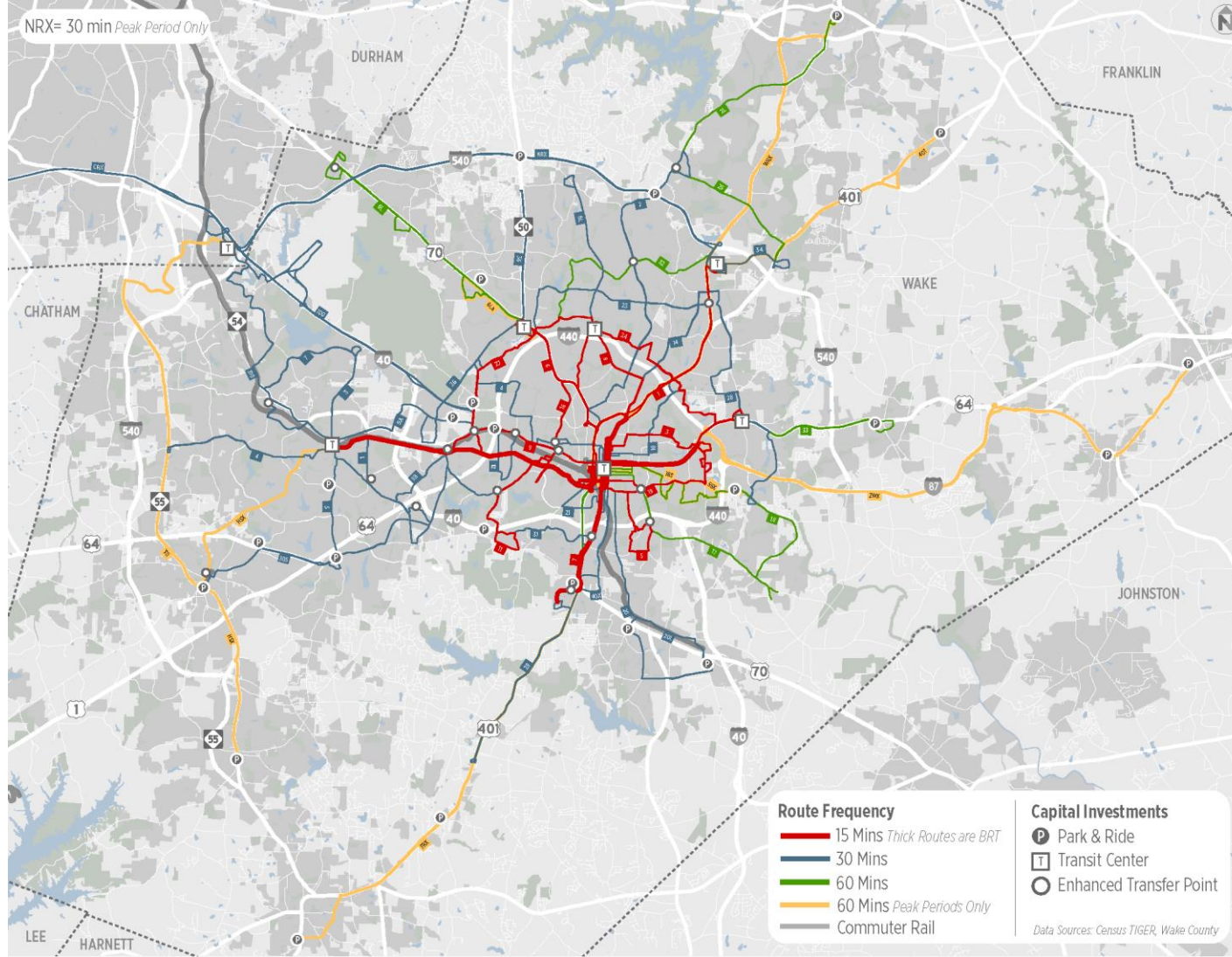
SR 1127 (NEW HILL-HOLLEMAN ROAD)/SR 1141 (NEW HILL-OLIVE CHAPEL ROAD) GRADE SEPARATION CONCEPT





TRANSIT

PRELIMINARY RECOMMENDATIONS






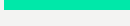
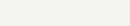
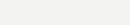
- Provides a phased approach to achieving the goals of the Wake Transit Vision Plan through 2027

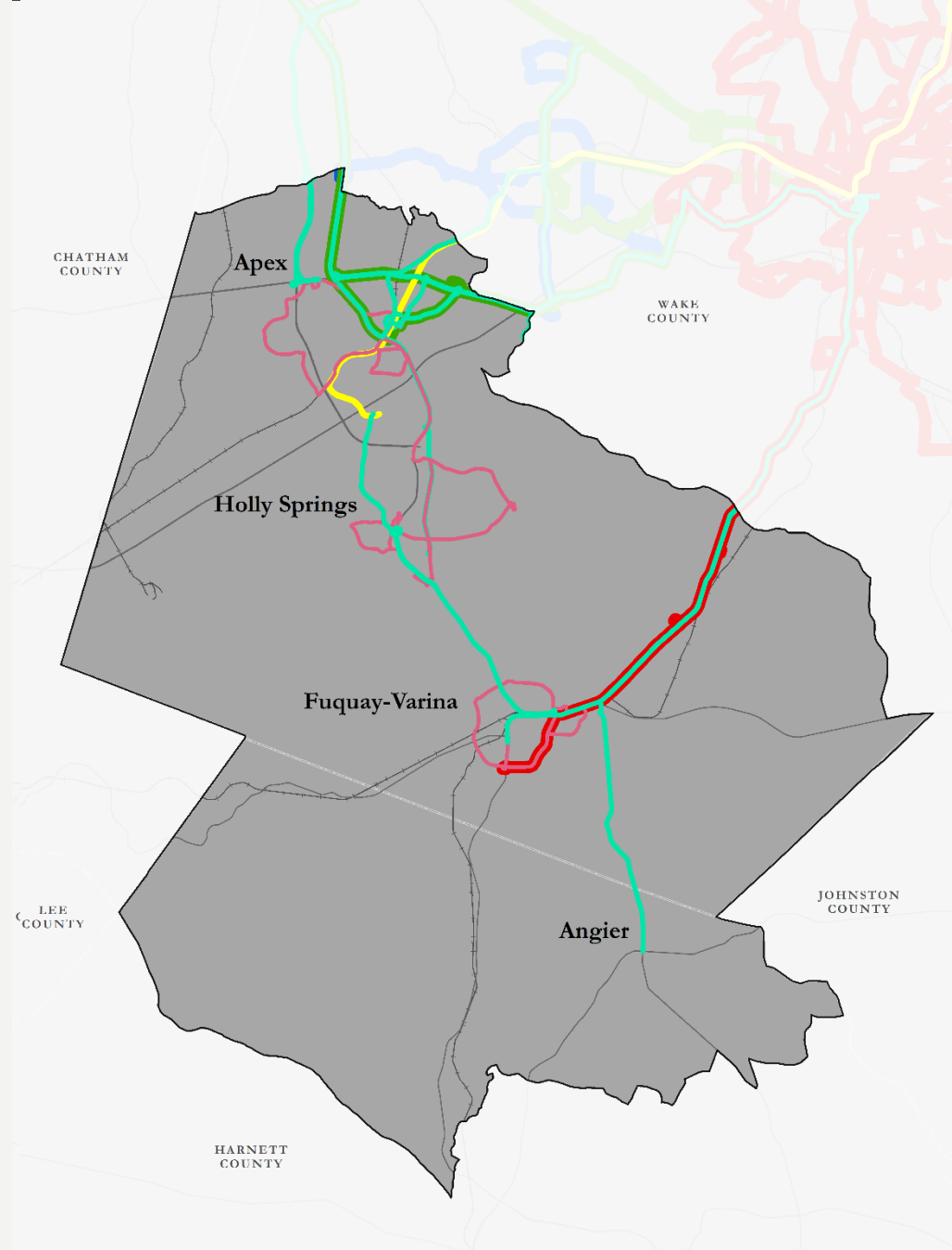
- Includes Capital and Operating Plans


- Emphasizes transition from coverage-focused service to ridership-focused service

WAKE BUS PLAN

Transit Service

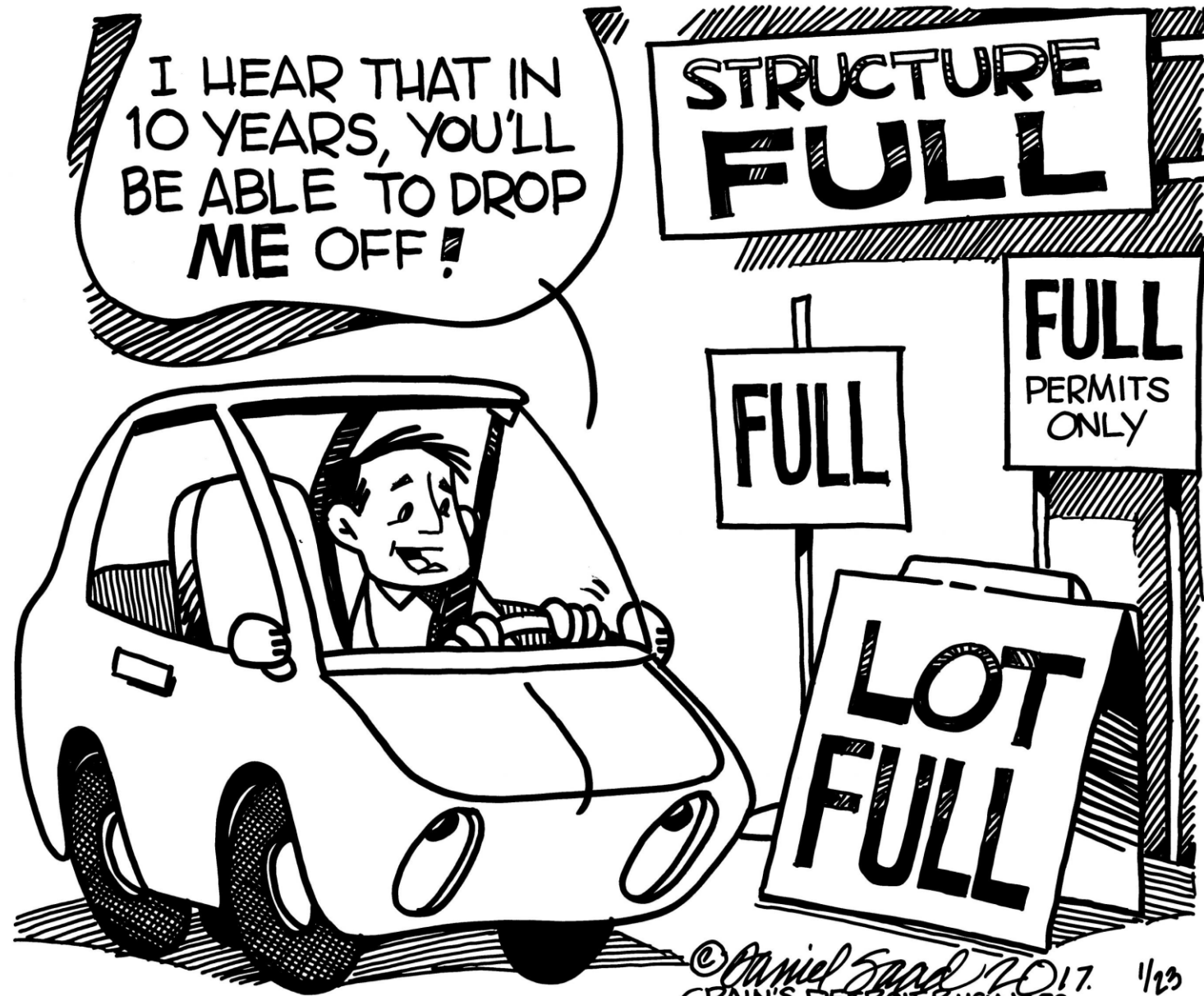
-  GoRaleigh - Existing
-  GoTriangle - Existing
-  GoCary - Existing
-  Bus proposed
-  Circulator
-  Commuter Rail - Planned





TECHNOLOGY

TECH



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CRAIN'S DETROIT BUSINESS



NEXT STEPS

NEXT STEPS

- Pop-Up Events - ongoing on sidewalks, at the Southern Wake Regional Center in Fuquay-Varina and at Farmer's Markets
- Executive Board – June 21 at 4:00 pm
- Local Boards / Council presentations – July/August
 - Harnett County – July 15 at 6:00 pm
 - Apex Town Council – July 16 at 7:00 pm
 - Holly Springs Town Council – July 16 at 6:30 pm
 - Fuquay-Varina Board – August 5 at 7:00 pm
 - Angier Board – August 6 at 7:00 pm
 - Wake County Board – August 7 at 1:30 pm
- Endorsement – August 21 at 4:00 pm

www.swastudy.com

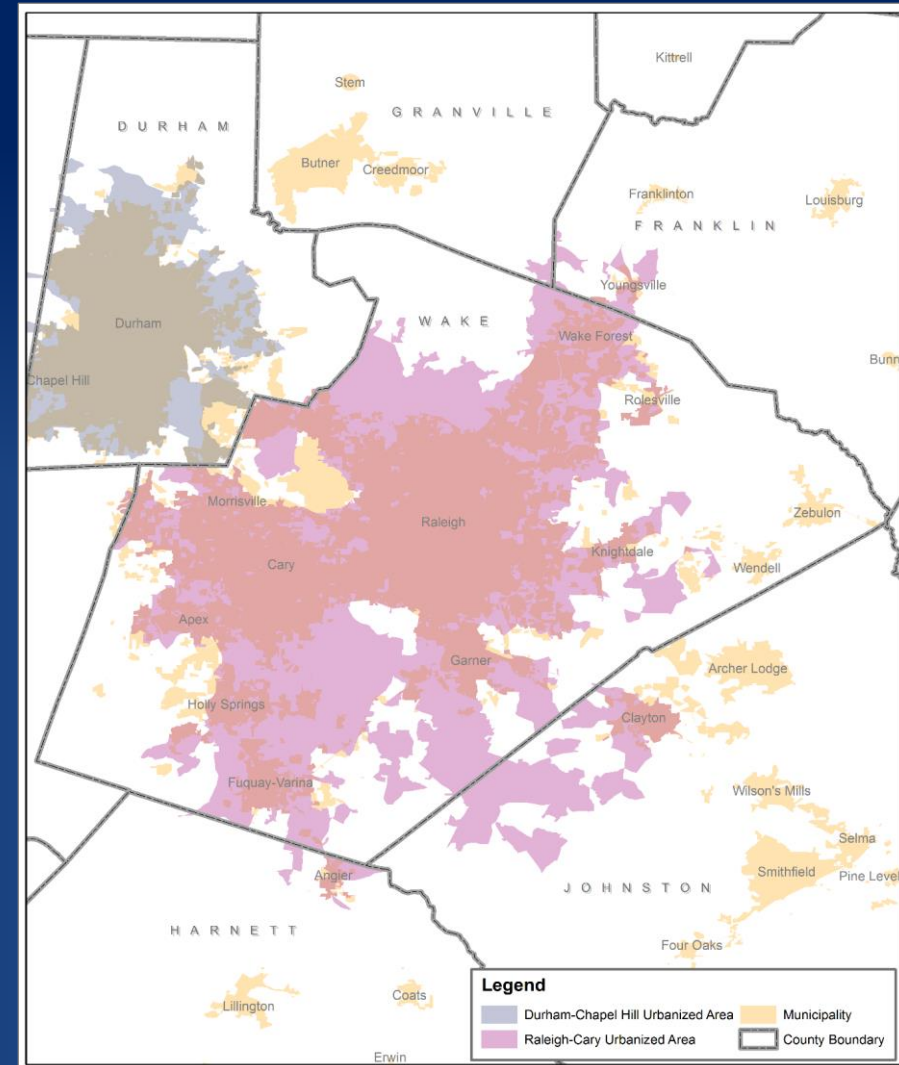
5.2 Southwest Area Study Update

Requested Action:
Receive as information.

5.3 FY 2019-20 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

5.3 FY 2019-20 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

- For the enhanced mobility of seniors and individuals with disabilities
- Raleigh/Cary urbanized area
- Grant awards for 2019 and 2020
- Program of projects recommended to CAMPO Executive Board for approval on May 15, 2019



FYs 2019 and 2020 Call for Projects

- March 1, 2019 – March 29, 2019
- > 200 agency, non-profit, and provider contacts notified
- Notices distributed by email and on GoRaleigh website
- Grant workshop and webinar:
 - **Workshop:** March 12, 2019
 - **Webinar/Recorded Power Point:** March 1 – March 29, 2019

5.3 FY 2019-20 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

Eight (8) applications received

– \$2,243,761 in total funding requests

\$1,298,618 available in funding

****Requests exceeded available funding by

\$932,323

Project Selection Committee

- Met April 10th to develop program of projects recommendation
- Regionally representative committee of 4 members
- Seven (7) of the Eight (8) applications/organizations approved for funding.
- Recommend full funding for four (4) applicants
- Recommend reduced funding for three (3) applicants



5.3 FY 2019-20 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

Organization	Funding Request	Recommended Funding	Project Type
Alliance of Disability Advocates	\$214,808	*\$214,808 (Fully Funded)	Other
The Arc of the Triangle	\$241,388	\$241,388 (Fully Funded)	Traditional
The Center for Volunteer Caregiving	\$113,053	\$82,727 (Reduced)	Other
Community and Senior Services of Johnston County	\$260,601	\$260,601 (Fully Funded)	Traditional
GoTriangle	\$299,200	\$224,400 (Reduced)	Traditional
GoWake Access	\$1,010,972	*\$263,773 (Reduced)	Traditional
Western Wake Crisis Ministry	\$10,920	\$10,920 (Fully Funded)	Other

5.3 FY 2019-20 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

Requested Action:

Recommend the endorsement of the FFY 2019 and 2020 program of Section 5310 projects per the attached program of projects.

5.4 Statewide Prioritization (SPOT 6.0) Update

SPOT

- Quantitative, needs-based approach to identifying statewide transportation needs.
- First step towards developing a fiscally constrained State Transportation Improvement Program (STIP) and NCDOT's 5/10 year Work Programs.
- Each MPO submits candidate projects for consideration in the STIP.
- Projects are scored by NCDOT and each MPO is asked to assign priority points to projects in the region.
- <https://www.ncdot.gov/strategictransportationinvestments/>



SPOT Actions - MPOs

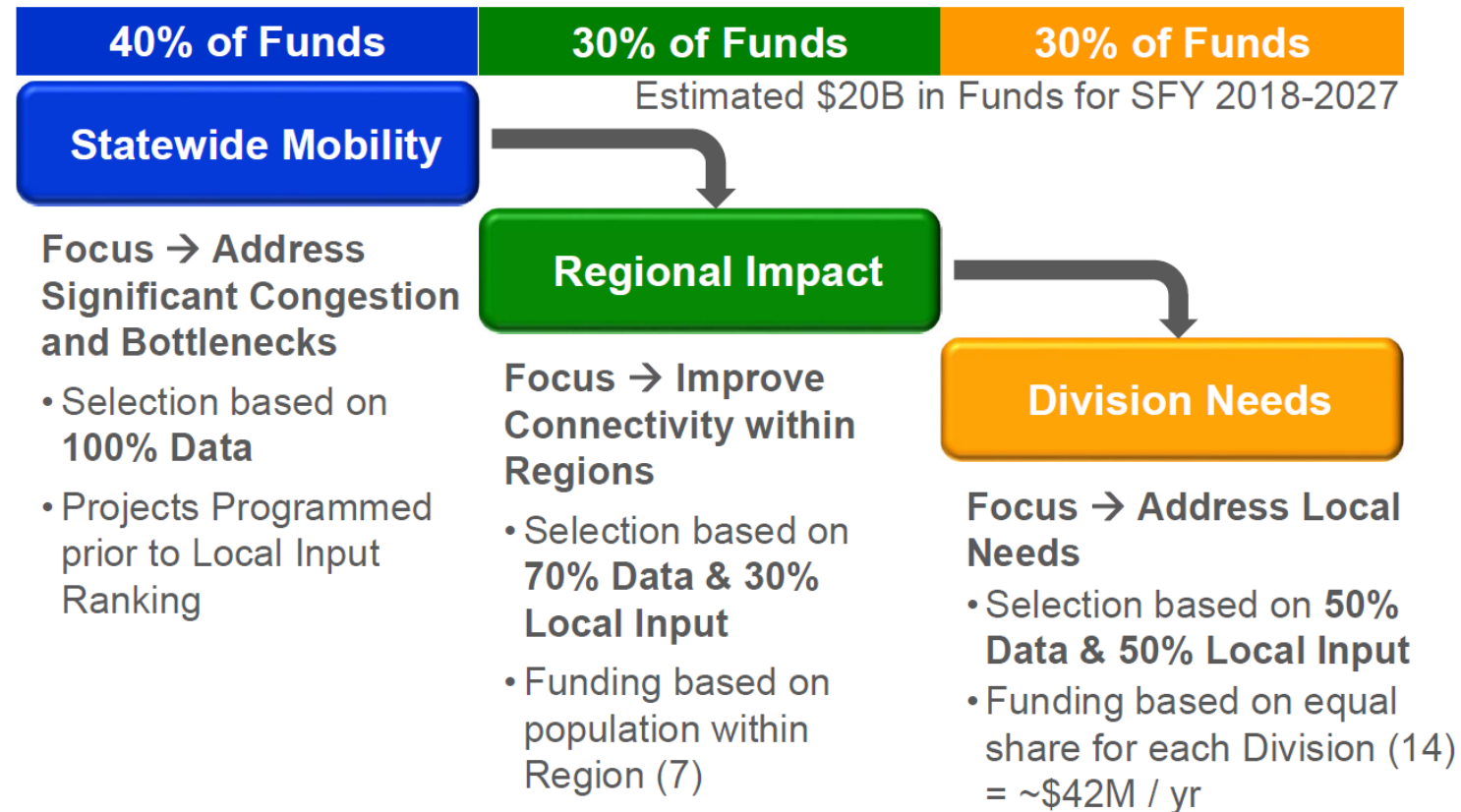
1. Select Projects to Submit for Scoring
2. Assign Local Input points
 - Regional Impact Points
 - Division Needs Points
3. Adopt TIP

Prioritization 6.0 & STI

ncdot.gov

STI Prioritization and Programming Process

How STI Works



Recommended Aviation Scoring

Criteria	Measure	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
NCDOA Project Rating	NCDOA Project Rating	40%	30%	25%
FAA ACIP Rating	FAA Airport Capital Improvement Plan (ACIP) rating	10% 30%	5% 15%	10%
Benefit/Cost	Total Economic Contribution/ Cost to NCDOT	20%	15%	10%
Constructability Index	Measures Project Constructability	30% 10%	20% 10%	5%

Bicycle & Pedestrian - Weights

- WG reached consensus on proposed weight changes

Criteria	Measure	Division Needs (50%)
Safety	(Number of crashes x 40%) + (Crash severity x 20%) + (Crash Risk x 20%) + (Project safety benefit x 20%)	15% 20%
Accessibility/ Connectivity	Points of Interest pts + Connections pts + Route pts	10% 15%
Demand/ Density	# of households and employees per square mile near facility	10%
Connectivity	Degree of bike/ped separation from roadway, connectivity to a similar or better project type, part of/connection to a national/state/regional bike route	10%
Cost Effectiveness	(Safety + Accessibility/Connectivity + Demand/Density) / Cost to NCDOT	5%

P6.0 Hwy Criteria & Weights (Mobility)

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Congestion = 30%	} 100%	--	--
	Benefit-Cost = 25%			
	Freight = 25%			
	Safety = 10%			
	Economic Comp. = 10%			
Regional Impact	Congestion = 20%	} 70%	15%	15%
	Benefit-Cost = 20%			
	Safety = 10%			
	Accessibility/Connectivity = 10%			
	Freight = 10%			
Division Needs	Congestion = 15%	} 50%	25%	25%
	Benefit-Cost = 15%			
	Safety = 10%			
	Accessibility/Connectivity = 5%			
	Freight = 5%			

Note: Area-Specific Criteria Weights pending

Safety Benefit Factor Updates

- Safety Benefit Factor Updates

Improvement Type	Safety Benefit Factor (% Reduction)	Segment / Point Location
1 - Widen Existing Roadway	Varies	Segment
1A - Widen Existing Roadway - Add lane to Freeway	10	Segment
1B - Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided - Rural	55	Segment
1C - Widen Existing Roadway - Install two-way left turn lane on a two lane roadway	20	Segment
1D - Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided Superstreet with Partial Control of Access - Urban	15	Segment
1E - Widen Existing Roadway - Widen 2 lane roadway to 4 lane divided with Partial Control of Access - Urban	10	Segment
1F - Widen Existing Roadway - Widen 4 lane divided roadway to 6 lane divided - Urban	15	Segment
1G - Widen Existing Roadway - All other projects	N/A	Segment
2 - Upgrade Arterial to Freeway/Expressway	40	Segment
3 - Upgrade Expressway to Freeway	25	Segment
4 - Upgrade Arterial to Superstreet	35	Segment
5 - Construct Roadway on New Location	Varies	Segment
5A - Construct Roadway on New Location - Freeway Bypass	10	Segment
5B - Construct Roadway on New Location - Superstreet Bypass	5	Segment
5C - Construct Roadway on New Location - All other projects	N/A	Segment
6 - Widen Existing Roadway and Construct Part on New Location	N/A	Segment
7 - Upgrade At-grade Intersection to Interchange or Grade Separation	40	Point
8 - Improve Interchange	10	Point
9 - Convert Grade Separation to Interchange	N/A	Point
10 - Improve Intersection	Varies	Point
10A - Improve Intersection - Convert an existing intersection to a roundabout	40	Point
10B - Improve Intersection - All other projects	25	Point
11 - Access Management	25	Segment
12 - Ramp Metering	5	Segment
13 - Citywide Signal System	5	Segments
14 - Closed Loop Signal System	15	Segment
15 - Install Cameras and DMS	N/A	Segment
16 - Modernize Roadway	20	Segment
17 - Upgrade Freeway to Interstate Standards	10	Segment
18 - Widen Existing or Construct New Local (Non-State) Roadway	N/A	Segment
19 - Improve Intersection on Local (Non-State) Roadway	25	Point
20 - Convert Grade Separation to Interchange to Relieve Existing Congested Interchange	N/A	Point
21 - Realign Multiple Intersections	15	Points
22 - Construct Auxiliary Lanes or Other Operational Improvements	10	Segment
23 - Improve Highway / Railroad Crossing	90	Point
24 - Implement Road Diet	25	Segment

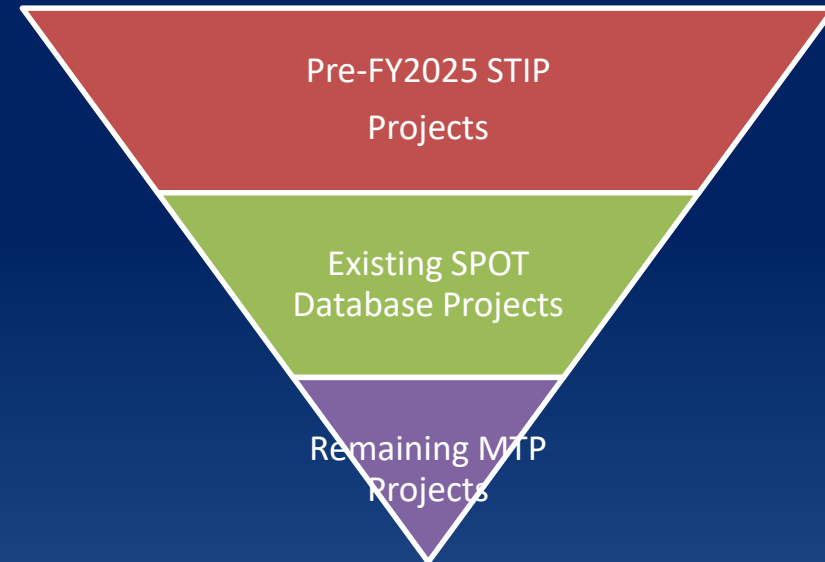
P6.0 Hwy Criteria & Weights (Modernization)

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Congestion = 10% Safety = 25% Freight = 25% Lane Width = 10% Shoulder Width = 20% Pavement Condition = 10%	100%	--	--
Regional Impact	Congestion = ?% Safety = 25% Freight = 10% Lane Width = 10% Shoulder Width = ?% Pavement Condition = 10%	70%	15%	15%
Division Needs	Safety = 20% Freight = ?% Lane Width = 5% Shoulder Width = 10% Pavement Condition = ?%	50%	25%	25%

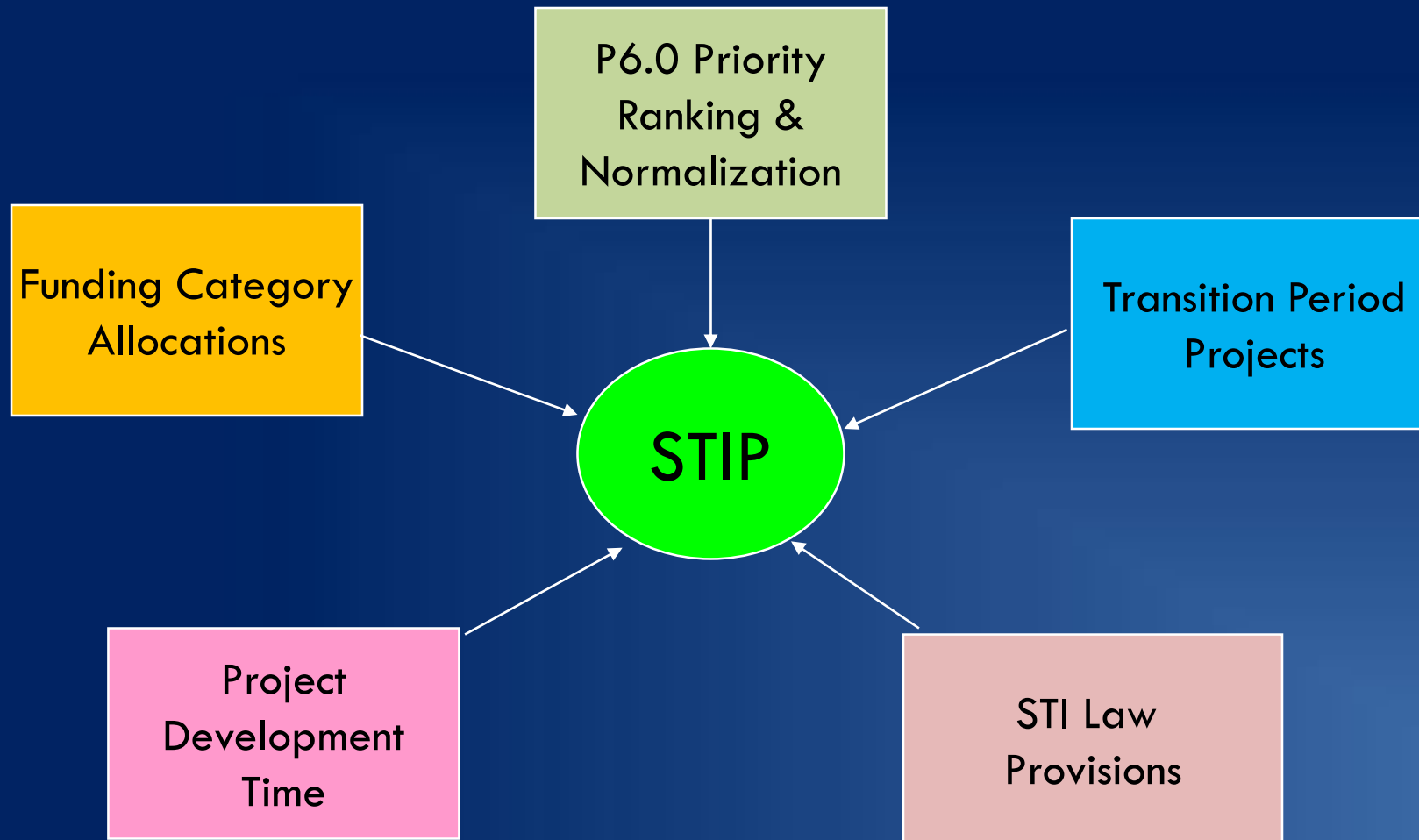
Note: Area-Specific Criteria Weights pending

CAMPO SPOT Review

- CAMPO can submit 44 additional roadway projects
- Initial List Creation:
 - STIP-funded projects prior to 2025 and
 - Existing SPOT database projects
 - MTP projects (SPOT requirement)
 - Delay, Travel Time, Socio-Economic growth trend metrics used as basis for comparing projects
 - A. E+C Delay/Lane Mile
 - B. 1st Decade Delay/Lane Mile
 - C. 2nd Decade Delay/Lane Mile
 - D. Network Connectivity
 - E. Interchanges/Operational Improvements
 - F. ITS Projects
- Results in a list of 44+ recommended submittals
 - Staff will coordinate with NCDOT Divisions to ensure maximum submittal of CAMPO projects.



Prioritization to Programming

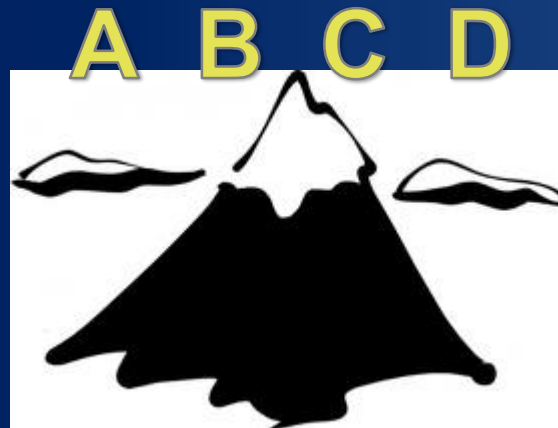


Project Development Influence

Final SPOT Score	Expected Project Delivery Time (Years)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
80	9		NEPA		Design		ROW		CON		
75	4	Design	ROW		CON						
70	1	CON									
65	5	Design		ROW		CON					
60	8		NEPA		Design		ROW		CON		

CAMPO Adopted Methodology

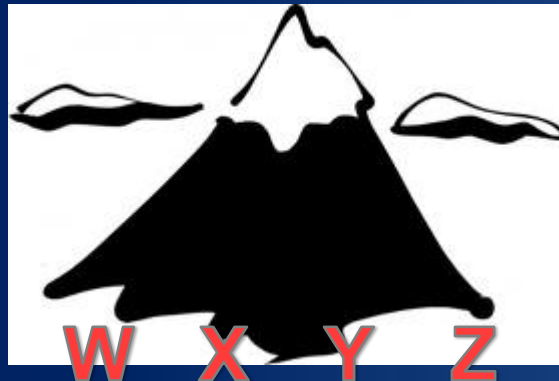
- **Maximizing Funding Potential**
 - “Wasted Effort”
 - Some of our projects score so well quantitatively, they do not need any additional local points



While very important to the region, putting our limited, local points here would not significantly improve their chances for funding

CAMPO Adopted Methodology

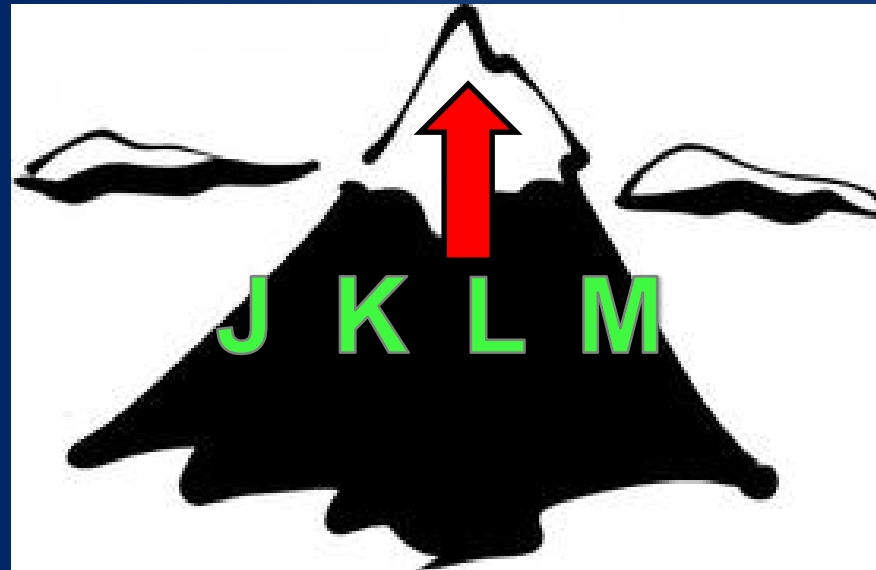
- **Maximizing Funding Potential**
 - “Wasted Effort” (Part 2)
 - Some of our projects score poorly, and even the maximum number of local points would not make them competitive



While important to the region, these projects are not competitive in this process

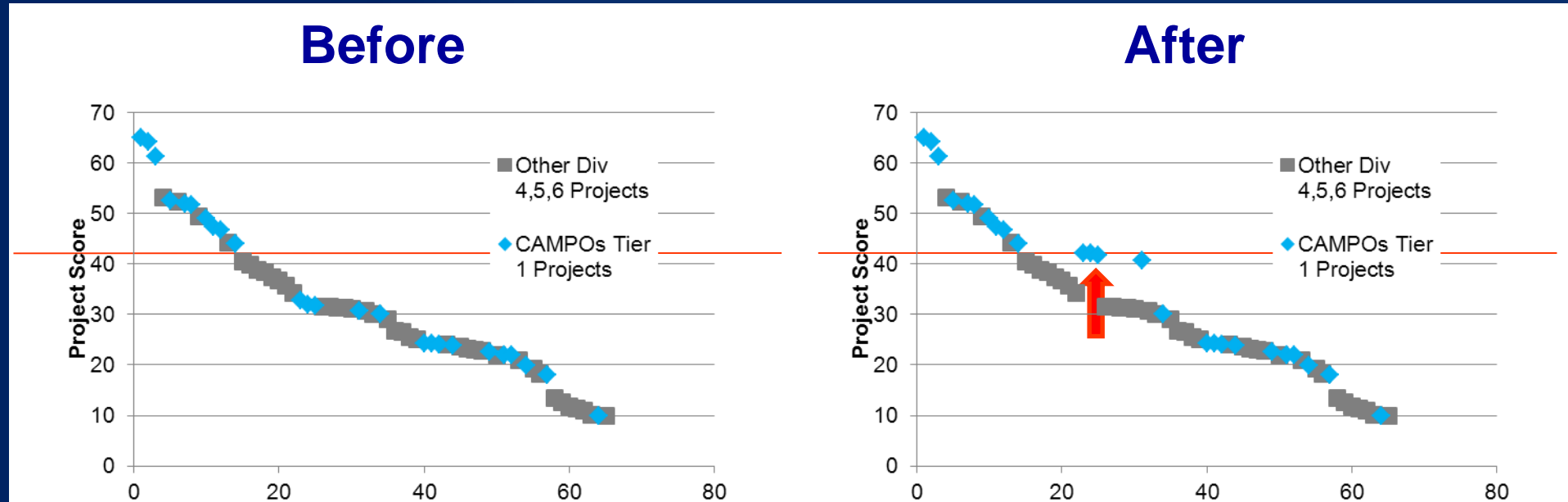
CAMPO Adopted Methodology

- **Maximizing Funding Potential**
 - The goal, then, is to assign points to bring projects from the middle of the pack to the top



CAMPO Adopted Methodology

- **Maximizing Funding Potential**
 - Example: Regional Projects



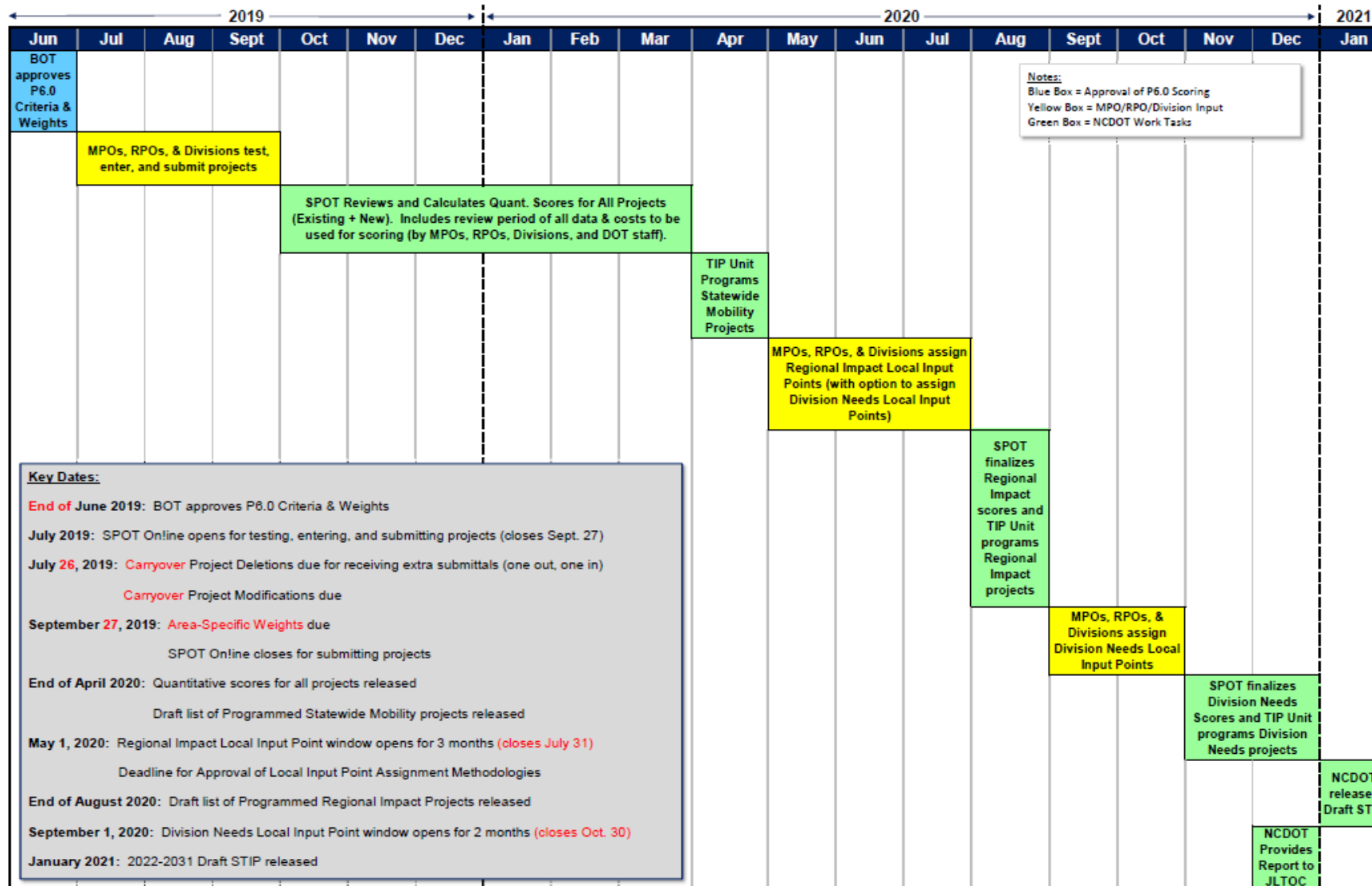
No local points applied to projects above the red line (already competitive)

This strategy increases the number of projects with a chance at funding

SPOT Schedule & Next Steps

Prioritization 6.0 Schedule

February 28, 2019



SPOT Schedule & Next Steps

- Subcommittee Meetings – April / June
- CAMPO Call for Projects: April 18th – May 20th
 - Bike/Ped: Project Details, Cost, Letter of Support
 - Transit: Project Details, Cost, Ridership, Letter of Support
 - Aviation – Triangle North Executive Airport
- June TCC / Executive Board – Approve Project Lists for Public Review

SPOT Schedule & Next Steps

- Project List adjustments – June / August
- Public Hearing – August 21st
- Exec Board Project List approval – August 21st
- CAMPO Submits Projects in SPOT Online by Sept 27th
- Alternate Criteria Weights due – Sept 27th

5.4 Statewide Prioritization (SPOT 6.0) Update

Requested Action:
Receive as information.

5.5 FY2020 Unified Planning Work Program (UPWP) Amendment #1

- Increase PL allocation from a statewide redistribution - \$481,601
- Increase in budgeted benefits amount
- Reduction in STBGP-DA funding in UPWP - \$373,016
- Small potential increase in local share (see attachment)
- No change in scoped activities – additional funds will cover benefits adjustment and supplement the contingency funding

- PUBLIC COMMENT OPEN May 6 – June 5, 2019

Requested Action:
Receive as information.

5.6 FY2018-2027 Transportation Improvement Program Amendment #7

5.6 FY2018-2027 Transportation Improvement Program Amendment #7

The FY2018-2027 Transportation Improvement Program has a proposed amendment. Projects in this amendment are reflective of action by the CAMPO Executive Board to program funding on new shovel-ready projects to protect funding from a future rescission.

The public comment period for the FY2018-2027 TIP Amendment #7 has been open from April 15 to May 15. A public hearing is scheduled for the May 15 Executive Board regularly scheduled meeting.

Requested Action:

Recommend approval of FY2018-2027 TIP Amendment #7.

5.7 Federal Rescission Update

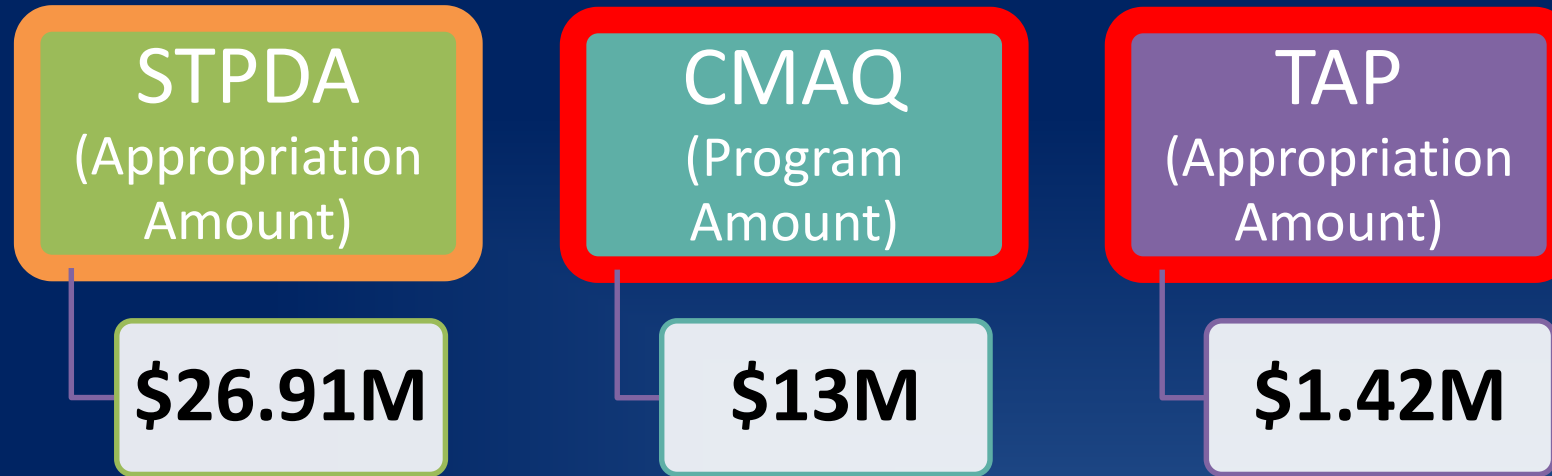
LAPP Goals

1. Develop a holistic approach to identifying and prioritizing small but highly effective transportation projects.
2. Utilize available funding sources in a more efficient manner.
- 3. Avoid future Federal rescissions to the maximum extent possible.**
4. Establish an annual modal investment mix to guide locally administered investments.
5. Create an appropriate tracking system to monitor project status and better ensure obligation and expenditure of programmed funds.
6. Establish a training program for LAPP participants.

Federal Rescission:
July 2020

Impacts All Exposed CMAQ and TAP Projects
Not Authorized by:
September 30, 2019

Current Fund Balance



CMAQ: Congestion Mitigation and Air Quality

TAP: Transportation Alternatives Program

STP: Surface Transportation Block Grant Program

Project	Location	TIP ID	Call	Funding Source	Phases Funded	Obligation Status	Exposed Funds	Notes
NC 56 East Greenway	Creedmoor	C-5166A	2009	CMAQ	CON	Full		
NC 56 West Greenway	Creedmoor	C-5166B	2009	CMAQ	CON	Full		
Morrisville Parkway Extension	Cary	U-5315	2015	STPDA	CON	Full		
US 401 @ SR 2301/SR2307	Division 5	U-5118EO	2015	STPDA	PE, ROW, CON	Full		
Ligon Mill Road	Wake Forest	U-5118BA	2015	STPDA	CON	Full		
Oi Kelly Rd & Olive Chapel	Apex	U-5118AF	2015	STPDA	PE, ROW, CON	Full		
2015 Safety Improvements	Division 5	U-5118EN	2015	STPDA	PE, ROW, CON	Full		
OI NC 55 Apex Peakway	Apex	U-5118AE	2015	STPDA	PE, ROW, CON	Full		
Lake Pine Drive Improvements	Apex	U-5537	2015	STPDA	CON	Partial	\$538,153	Authorization needed for CON
Avent Ferry Road Improvements	Holly Springs	U-5529	2015	STPDA	ROW	Full		
Priority Pedestrian Corridors	Wake Forest	EL-5100AD	2015	TAP	ROW, CON	Full		
White Oak Greenway	Cary	U-5530IB	2015	STPDA	ROW, CON	Full		
Capital Boulevard Pedestrian Improvements	Raleigh	U-5514	2015	STPDA	ROW	Full		
Avent Ferry Road Improvements	Holly Springs	U-5529	2016	STPDA	CON	None	\$1,504,000	
NC 42 at SR 2736	Division 5	W-5601BC	2016	STPDA	CON	Full		
Roundabout at NC 96 and NC 98	Division 5	W-5601AB	2016	STPDA	CON	Full		
Capital Blvd/Peace St. Interchange Enhancements	Raleigh	B-5121/B-5317	2016	STPDA	CON	Full		
Stadium Drive Complete Streets	Wake Forest	U-5515	2016	STPDA	ROW, CON	Full		
Green Level West Rd Widening	Cary	U-5500B	2016	STPDA	CON	Full		
RTP/Morrisville Davis Drive Trail	RTP	U-5530NA	2016	TAP	CON	Full		
New Bern Ave Pedestrian Improvements	Raleigh	C-5604OA	2016	CMAQ	ROW, CON	Partial	\$1,726,863	Authorization needed for CON
Panther Creek Greenway & Trailhead	Cary	C-5604IA	2016	CMAQ	CON	Full		
Trailwood Sidewalk	Raleigh	U-5530OA	2016	STPDA	CON	Full		
Leesville SRTS	Raleigh	U-5530OB	2016	STPDA	CON	None	\$442,480	
Bridge Street Pedestrian Improvements	Fuquay-Varina	U-5530GB	2016	STPDA	PE, ROW, CON	Full		
Crabtree Creek Greenway II	Cary	C-5163	2016	CMAQ	CON	Full		
Bus Stop Improvements	GoTriangle	TG-4321A	2016	STPDA	PE, CON	Full		
Raleigh BikeShare Implementation	GoRaleigh	C-5604OB	2016	TAP/CMAQ	CON	Full		
US Highway 401- NC 55 & 42	Fuquay-Varina	U-5118GB	2017	STPDA	PE, CON	Full		
NC 55 Bypass SuperStreet	Holly Springs	U-5118JB	2017	STPDA	CON	Full		
Wake Forest/Blount/Person Rd. Complete Streets	Raleigh	U-5118OA	2017	STPDA	CON	Full		
Arendell Ave Access Management and OI	Zebulon	U-5118FB	2017	STPDA	ROW, CON	None	\$948,000	
N Judd Parkway NE Widening	Fuquay-Varina	U-5927A	2017	STPDA	CON	Full		
Durham Rd. OI	Wake Forest	U-5118BB	2017	STPDA	ROW, CON	None	\$2,030,092	
Peakway South Salem Interchange	Apex	U-5928	2017	STPDA	CON	None	\$2,500,000	
Connect N Judd Parkway NW (PE, ROW)	Fuquay-Varina	U-5317	2017	STPDA	ROW	Full		
Walnut Creek Greenway- Trailwood Segment	Raleigh	C-5604OC	2017	CMAQ	ROW, CON	None	\$683,400	
NC 210 Sidewalk Connections	Angier	U-5530PA	2017	STPDA	PE, CON	Partial	\$356,680	Authorization needed for CON
White Oak Creek Greenway- MacArthur Section	Cary	C-5604IB	2017	CMAQ	CON	Full		
Main Street Improvements	Youngsville	C-5604QA	2017	CMAQ	PE, CON	Partial	\$440,000	Authorization needed for CON
Crabtree Creek West Greenway	Raleigh	C-5604OD	2017	CMAQ	CON	None	\$1,545,300	
Uttley Creek Greenway Connection	Holly Springs	C-5604IA	2017	CMAQ	PE, ROW, CON	Partial	\$508,800	Authorization needed for ROW, CON
Sam's Branch Greenway Phase II	Clayton	U-5530LA/LB	2017	TAP	CON	Full		
Computer Aided Dispatch and Bus Tracking	GoRaleigh	TT-5209	2017	STPDA	CON	Repurposed		
Connect N Judd Parkway NW (CON)	Fuquay-Varina	U-5317	2018	STP	CON	Full		
Morrisville-Carpenter Road Widening	Morrisville	U-5618	2018	STP	UTIL, CON	Partial	\$5,670,000	Authorization needed for CON
Reedy Creek Road Improvements	Cary	U-5501A&B	2018	STP	ROW, CON	Partial	\$4,095,093	Authorization needed for CON
Gorman Street Connector	Raleigh	C-5604OE	2018	CMAQ	ROW, CON	None	\$250,000	
James Street to Downtown Apex Ped Improvements	Apex	U-5530AC	2018	TAP	CON	None	\$394,100	
Mingo Creek Greenway Extension	Knightdale	C-5604HA	2018	CMAQ	ROW, CON	None	\$2,057,600	
Timber Drive Sidewalks	Garner	C-5604RA	2018	CMAQ	PE, CON	Partial	\$275,432	Authorization needed for CON
Bus Stop Improvements	GoCary	TG-5234	2018	STP	PE, CON	Repurposed		Flex request initiated, funding still not in account
Transit Signal Priority Project	GoRaleigh	TT-6108	2018	CMAQ	CON	Full		
Compressed Natural Gas Fueling Station	GoRaleigh	TD-5289	2018	STP	PE, CON	Repurposed		
Prior Year Funding Total							\$25,965,993	
Rock Quarry Road- Part A	Raleigh	U-6093	2019	STP	PE, ROW, CON	None	\$9,928,100	
Holly Springs Road Widening	Holly Springs	U-6094	2019	STP	ROW, CON	None	\$2,014,496	
New Bern Ave. Bottleneck Elimination	Raleigh	U-6095	2019	STP	ROW, CON	None	\$409,600	
Connected Vehicle Technology	Cary	U-5118IC	2019	STP	CON	None	\$1,600,000	
Old Honeycutt/Purfoy Rd. Intersection Improvements	Fuquay-Varina	U-6096	2019	STP	PE, ROW, CON	Partial	\$721,500	Authorization needed for CON
Reedy Creek Road Improvements Phase II	Cary	U-5501	2019	STP	CON	None	\$632,029	
Blue Ridge Road Pedestrian Improvements	Raleigh	C-5604OF	2019	CMAQ	PE, ROW, CON	None	\$3,595,800	
Kelly and Apex Barbecue Pedestrian Improvements	Apex	C-5604AC	2019	CMAQ	ROW, CON	None	\$647,500	
Higgins Greenway Phase III	Cary	C-5604ID	2019	CMAQ	ROW, CON	None	\$2,030,000	
FY2019 Bus Stop Improvements	GoRaleigh	TD-5304	2019	STP	PE, ROW, CON	None	\$876,000	
Downtown Cary Multimodal Facility	GoCary	TD-5305	2019	STP	PE, ROW	None		Flex request initiated, funding still not in account
Navaho Drive Sidewalk	Raleigh	U-5530OC	2019	TAP	PE, CON	None	\$352,600	
Current Year Funding Total							\$22,807,625	

Funding at Higher Risk of Rescission



CMAQ

Current Exposed Balance	\$13,066,186
Recently-Approved Changes to date	-\$2,320,531
Higher Confidence of Project Authorization (See Packet)	<u>-\$6,415,346</u>
Current Anticipated CMAQ Exposed Funding	\$4,330,310
 Strategies	
If Addition of Shovel-Ready Projects	-\$2,594,924
If FY 20 Projects Start PE Earl	- \$528,535
If Retroactive 80/20 Match on Higher Confidence Projects	-\$4,749,692
Flex Remaining Funds to FTA	Balance

CMAQ TCC Recommendation

Current Exposed Balance	\$13,066,186
Recently-Approved Changes to date	-\$2,320,531
Higher Confidence of Project Authorization (See Packet)	<u>-\$6,415,346</u>
Current Anticipated CMAQ Exposed Funding	\$4,330,310

Strategies

If Addition of Shovel-Ready Projects	-\$2,594,924
If FY 20 Projects Start PE Early	- \$528,535
If Retroactive 80/20 Match on Higher Confidence Projects	Balance
Flex Remaining Funds to FTA	\$ 0

Upcoming Schedule and Deadlines

Schedule and Deadlines

May

- Deadline for TIP Action to **program additional funding to existing LAPP projects and/or program funding on new projects.**

June

- Deadline to **Flex Funds to FTA.**
- Target deadline for all LAPP projects to **request funding authorization from FHWA (in LAPP handbook). CAMPO will present which projects still need funding authorization at this time.**

Schedule and Deadlines

August

- Decision from Executive Board on whether to **reprogram or deprogram exposed projects** that did not reach deadline. Decision determines how much funding available for LAPP FY2021 Call for Projects, which generally begins in August.

5.7 Federal Rescission Update

Requested Action:
Receive as information.

6. Informational Item: Budget

6.1 Member Shares – FY2019

6.2 Operating Budget – FY2019

Requested Action:
Receive as information.

7. Informational Item – Project Updates

- Hot Spot Program
- Commuter Corridors Study
- (SRTS) John Rex Endowment Grant Award Update
- Southwest Area Study (Update)
- Triangle Regional ITS
- Triangle Tolling Study
- R.E.D. Priority Bus Lane Study

Requested Action:
Receive as information.

8. Information 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

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

Date	Event
May 6, 2019 4:00 - 7:00 p.m.	Raleigh Area Transportation Fair (NCDOT) NCSU McKimmon Center
May 15, 2019 4:00 p.m.	Executive Board One City Plaza
June 6, 2019 10:00 a.m.	Technical Coordinating Committee One City Plaza
June 19, 2019 4:00 p.m.	Executive Board One City Plaza