



NC Capital Area **Metropolitan Planning Organization**

***WELCOME!***

*Today's TCC 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: 477 159 580   Meeting Password: MEET**

**PUBLIC COMMENTS SPEAKER SIGN UP SHEET:**

**<https://docs.google.com/spreadsheets/d/11-XsyGuRtILKs8rgH34qsCru7VH-d0bQ9u-lKGmcRN4/edit?usp=sharing>**

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



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**June 2, 2022**

**10:00 AM**

# 1. Welcome and Introductions

## *Roll Call of Voting Members & Alternates*

City of Creedmoor  
City of Raleigh (5)  
County of Franklin  
County of Granville  
County of Harnett  
County of Johnston  
County of Wake (2)  
GoCary  
GoRaleigh  
GoTriangle  
Town of Angier  
Town of Apex

Town of Archer Lodge  
Town of Bunn  
Town of Cary (2)  
Town of Clayton  
Town of Franklinton  
Town of Fuquay-Varina  
Town of Garner  
Town of Holly Springs  
Town of Knightdale  
Town of Morrisville  
Town of Rolesville  
Town of Wake Forest

Town of Wendell  
Town of Youngsville  
Town of Zebulon  
Federal Highway Administration  
N.C. Dept. of Transportation (6)  
N.C. State University  
N.C. Turnpike Auth.  
Raleigh Durham Airport Auth.  
Research Triangle Foundation  
Rural Transit (GoWake Access)  
Triangle J. Council of Govts.  
Triangle North Executive Airport

## 2. Adjustments to the Agenda



### 3. Public Comments

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

## 4. Minutes

### 4.1 TCC Meeting Minutes: May 5, 2022

#### Requested Action:

**Approve the May 5, 2022 Meeting Minutes.**

## 5. Regular Business

- 5.1 Western Wake Traffic Signal System Integration Study
- 5.2 Roadside Landscaping & Forestation Program
- 5.3 Mobility Coordination Committee Update
- 5.4 Wake Transit FY 23 Work Plan and Project Delivery Groupings
- 5.5 FY2024-2033 Preliminary Draft State Transportation Improvement Program
- 5.6 Locally Administered Projects Program FFY2024 Program and Target Modal Investment Mix

## 5.1 Western Wake Traffic Signal System Integration Study

# Western Wake Traffic Signal System Integration Study

Technical Coordinating Committee Meeting | June 2, 2022

Prepared For:



Prepared By:



In Coordination With:

Kimley»Horn





# Agenda

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



An aerial photograph of a complex highway interchange with multiple lanes, overpasses, and surrounding greenery. The image is covered with a semi-transparent blue filter. The text 'Section 1' is positioned in the upper left area of the image.

## Section 1

# Summary of Alternatives

# Status Quo Alternative



## System – Status Quo:

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



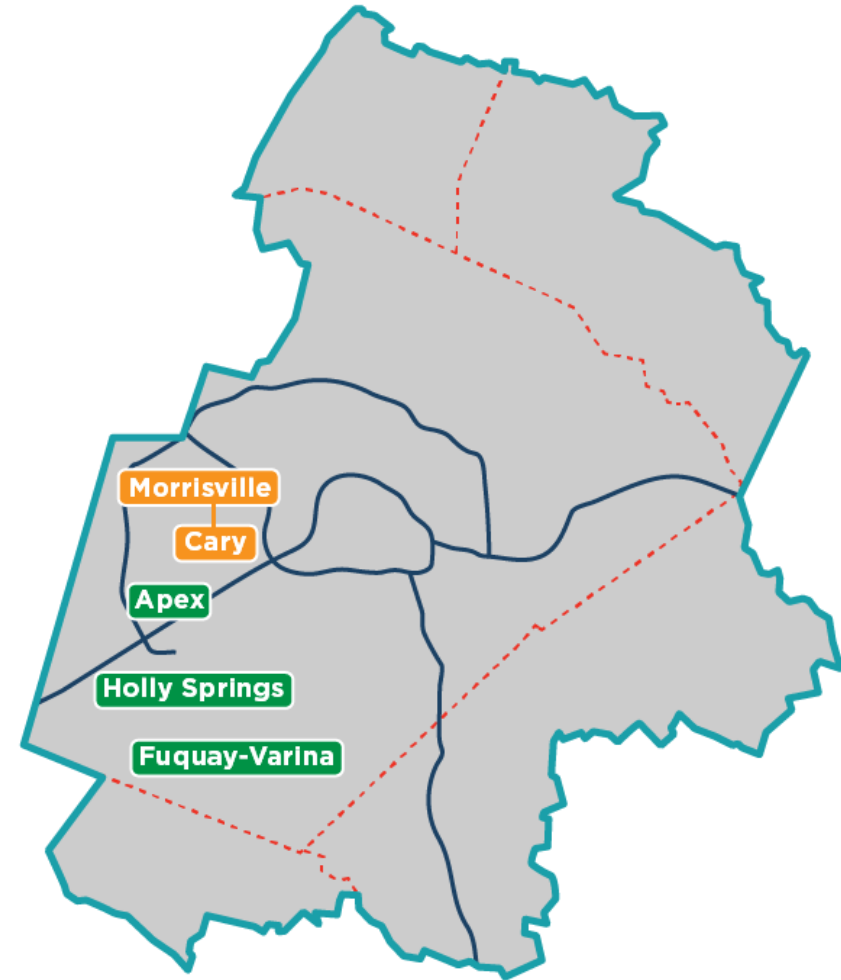
## Cost:

- \$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





# 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



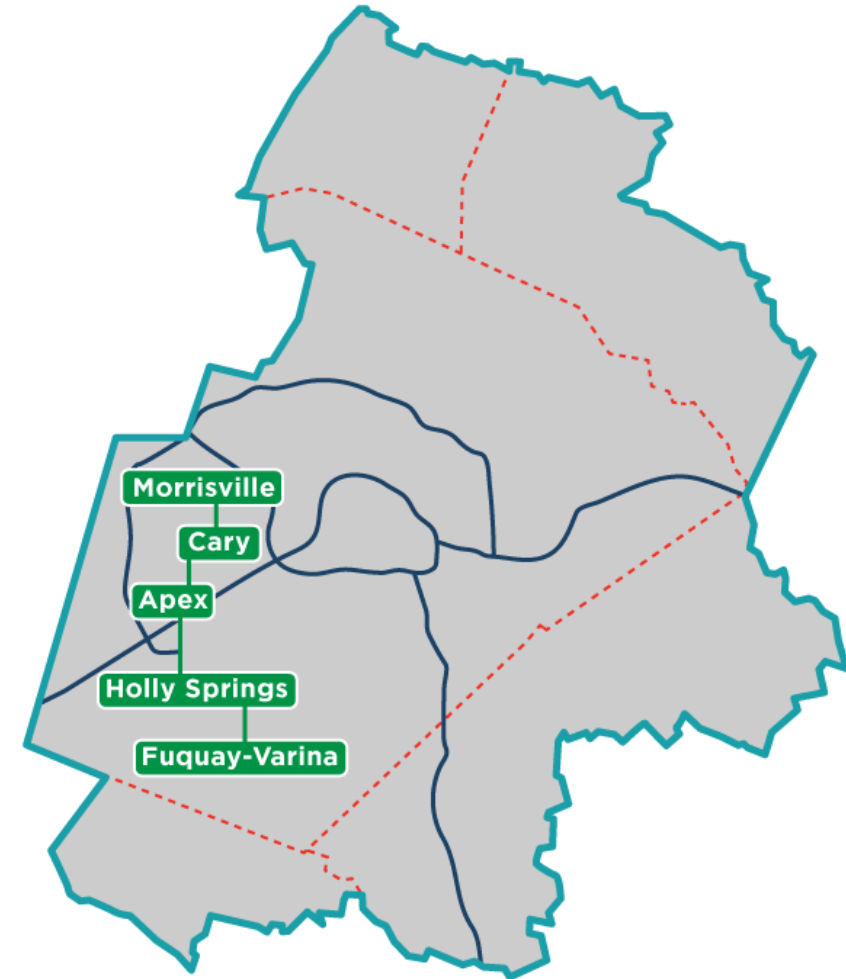
## Cost:

- 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



# Separate System Alternative



## System – 5 Separate Signal Systems:

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



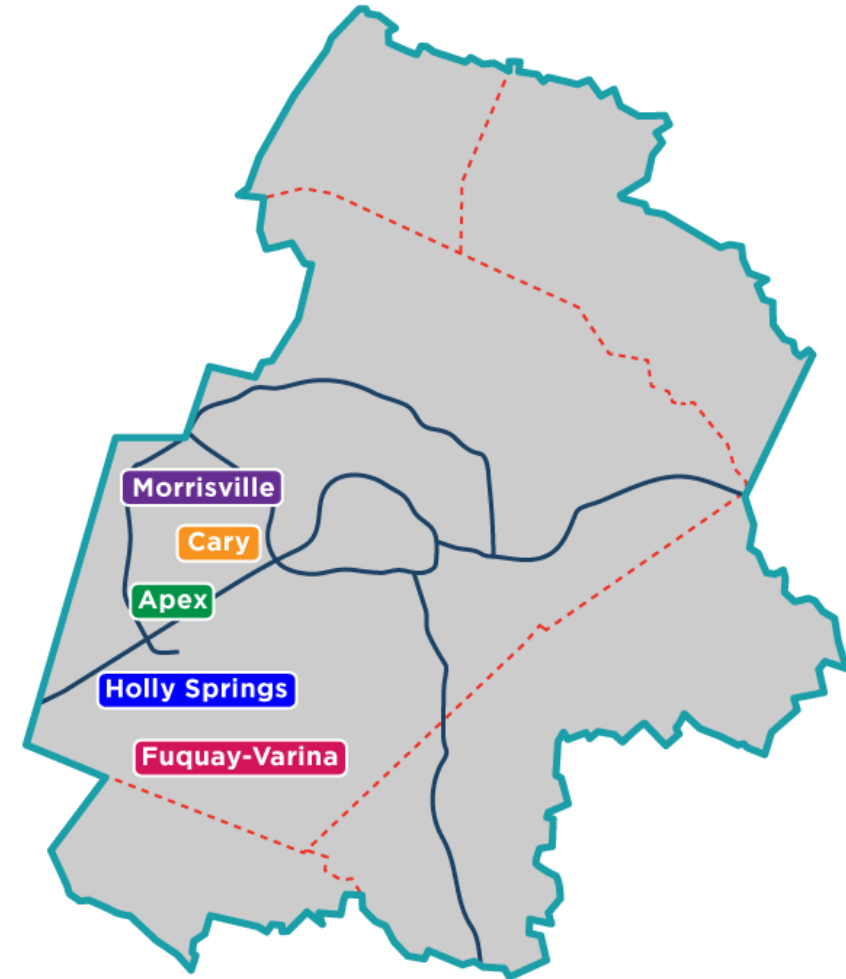
## Cost:

- 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

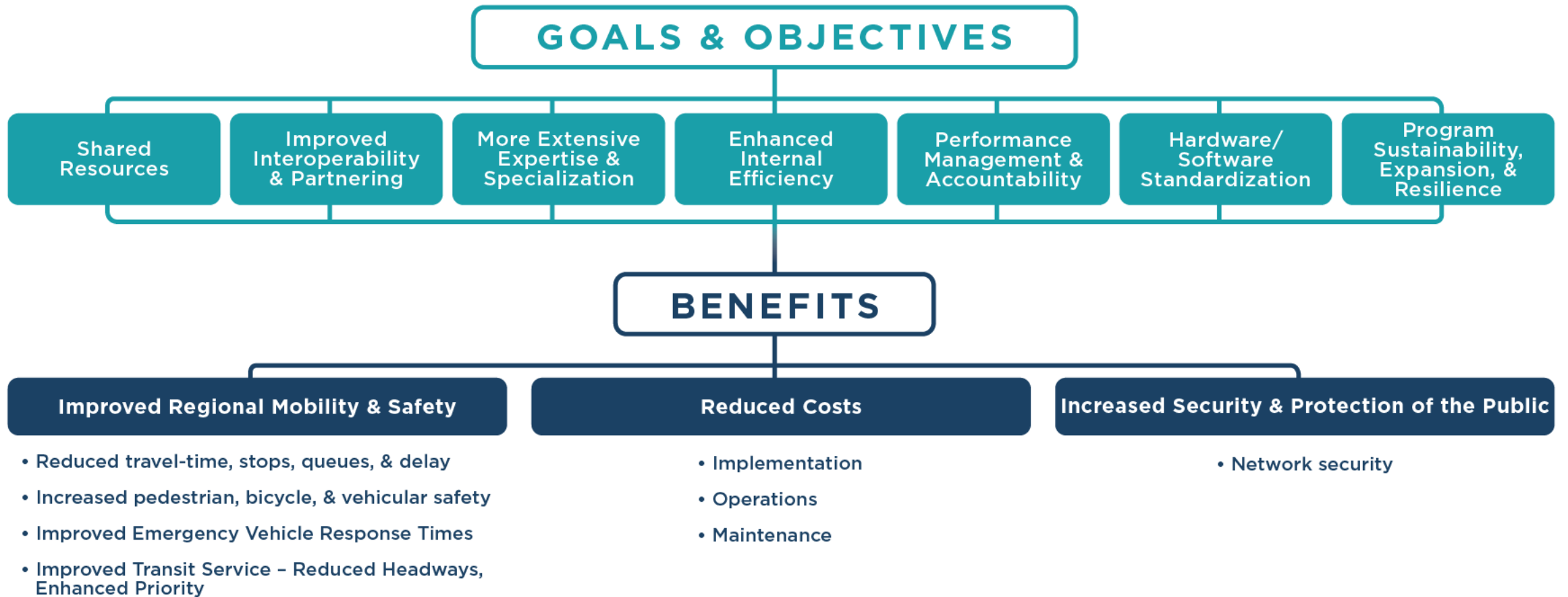




## Section 2

# Regional Benefits

# Regional Benefits & Objectives for the WWTSSI Project





# 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



## 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



## 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<sub>2</sub>  
annually per re-  
timed signal



Iowa

ICM Strategies

**28%**

Increase  
in mobility





An aerial photograph of a city intersection, overlaid with a semi-transparent blue filter. The image shows a multi-lane road crossing another, with several cars and a large truck visible. In the background, there are commercial buildings, including one with a 'Walgreens' sign, and a dense line of trees. The text 'Section 3' and 'Prioritization' is overlaid on the left side of the image.

## Section 3 Prioritization



# 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 |



## Section 4 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 IJJA 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)

The background image is a blue-tinted photograph of a city skyline. In the foreground, a multi-lane highway with several cars is visible, flanked by green trees and grass. In the background, several tall skyscrapers are visible, including one with a distinctive pointed top. A construction crane is also visible on the right side of the skyline.

Section 5

# 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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**Cole Dagerhardt**

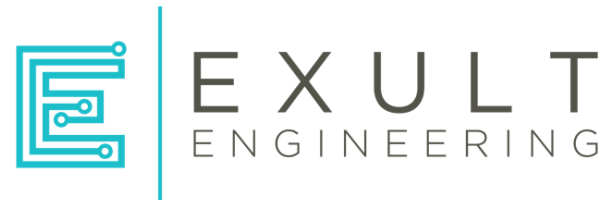
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## 5.1 Western Wake Traffic Signal System Integration Study

### Requested Action:

Receive as information.

## 5.2 Roadside Landscaping & Forestation Program





# Roadside Development of AESTHETICS in North Carolina

Aesthetic Engineering Section, Roadside Environmental Unit, NCDOT

# NCDOT & AESTHETICS

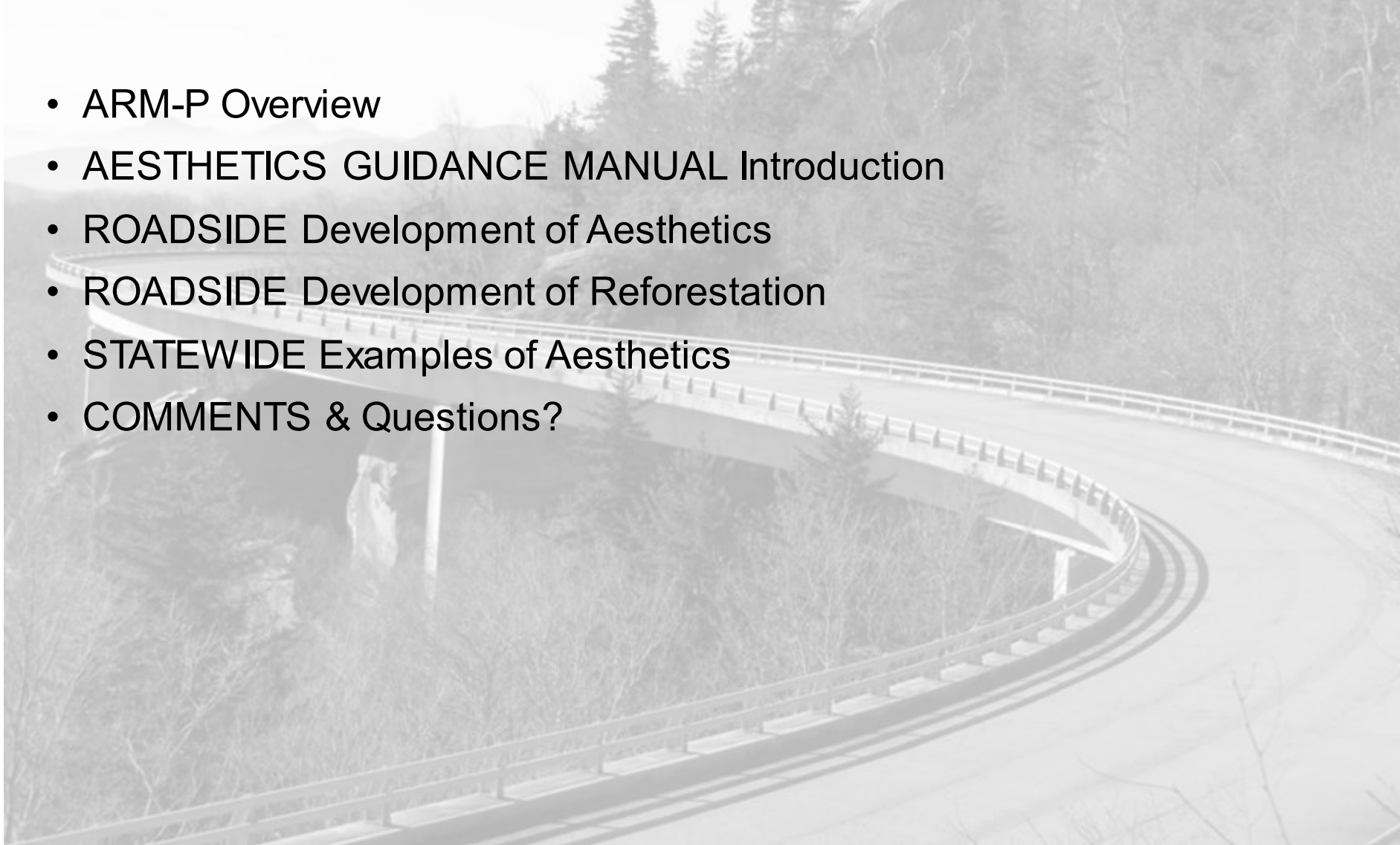
“I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel.”

**Maya Angelou**



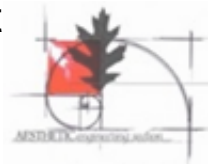
# NCDOT & AESTHETICS Agenda Overview:

- ARM-P Overview
- AESTHETICS GUIDANCE MANUAL Introduction
- ROADSIDE Development of Aesthetics
- ROADSIDE Development of Reforestation
- STATEWIDE Examples of Aesthetics
- COMMENTS & Questions?



# NCDOT & AESTHETICS – ARM-P:

- (ARM-P) Aesthetics Roadside Management Program
- (AGM) Aesthetics Guidance Manual
- “HOLISTIC” In Approach
- STRATEGIC
- Principles of Vegetation Management
- Principles of Litter Management
- Principles of Aesthetic Engineering
- PPP's (*New Leaf Society*)
- Context Sensitive Solutions
- Creative Placemaking
- 3 Tiered Classification (Standard, Enhanced & Landmark)
- Aesthetics Policy - (Funding)



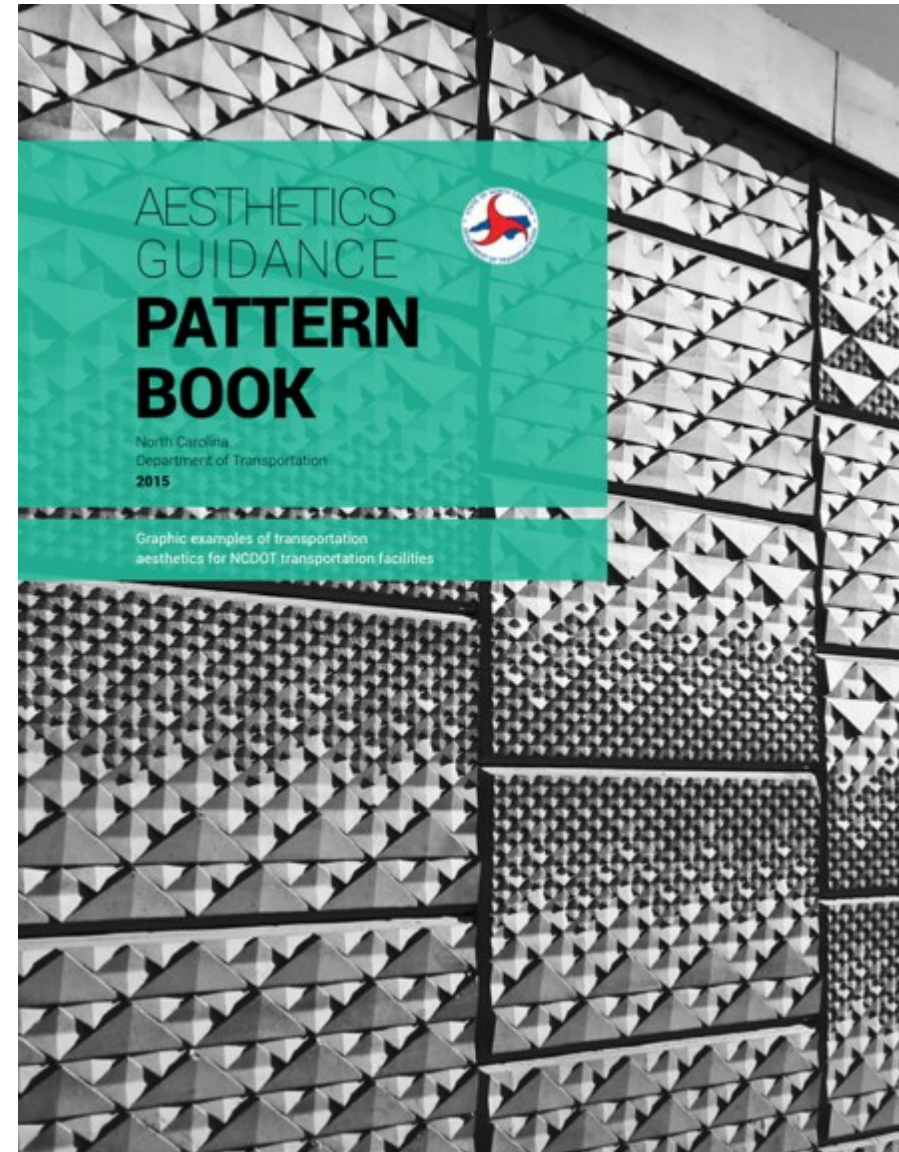
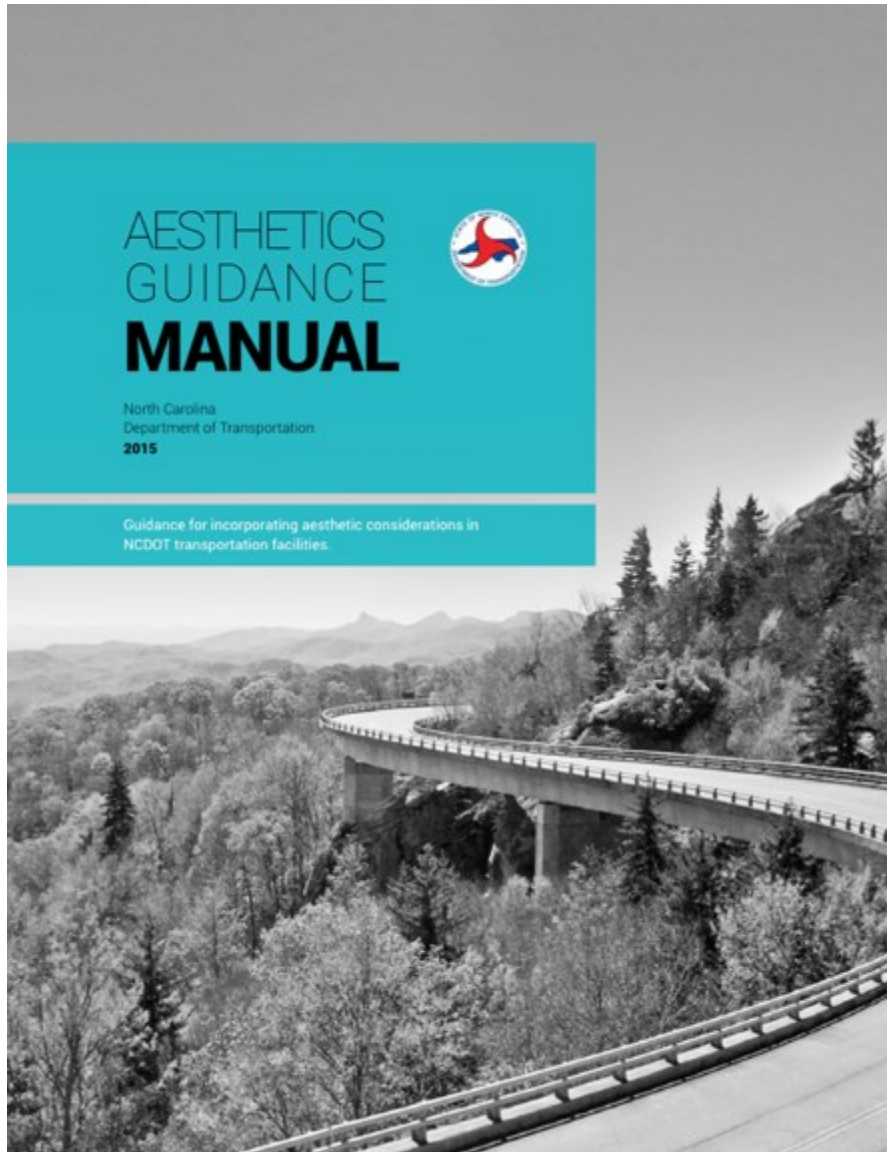
AESTHETIC Engineering Section  
Roadside Environmental Unit - NCDOT

**Aesthetic Roadside Management Program (ARM-P)** – A selective, HOLISTIC, and programmatic approach to managing VISUAL QUALITY along North Carolina Roads with a focus on “Keeping NC beautiful TODAY and for FUTURE generations.” ARM-P (Aesthetic Roadside Management Program) utilizes the principles of Roadside Environmental Vegetation Management, Litter Management, and Aesthetic Engineering. It looks to incorporate Public Private Partnerships, Context Sensitive Solutions and Creative Placemaking, to enhance corridors, improving the visual character of our communities and countryside, and manage corridors to conserve and preserve their natural, cultural, and intrinsic qualities, thus fostering the inherent characteristics of our state in an effective, efficient, and progressive manner.

The Aesthetic Roadside Management Program is not only about the visual character or about Departmental management procedures. It's about building bridges and working to be Inclusive to partner with many of the varied stakeholders who are connected to these routes. Whether its local communities, private businesses, municipal and state governments the core of the program's success lies within developing and establishing these partnerships. It also involves developing a strategy for the management of the visual quality and assests of the corridor. Taking in consideration such factors as: what community features distinguish one place from another (Context Sensitivity)?, what do people see as they travel these roads?, what



# NCDOT & AESTHETICS — Aesthetics Guidance Manual:



## Roadside Development of Aesthetics:





# Roadside Development of Aesthetics: Interstate 26 Scenic Corridor





# Roadside Development of Aesthetics: Interstate 26 Scenic Corridor





# Roadside Development of Aesthetics: Interstate 26 Scenic Corridor





# Roadside Development of Aesthetics: Interstate 26 Scenic Corridor





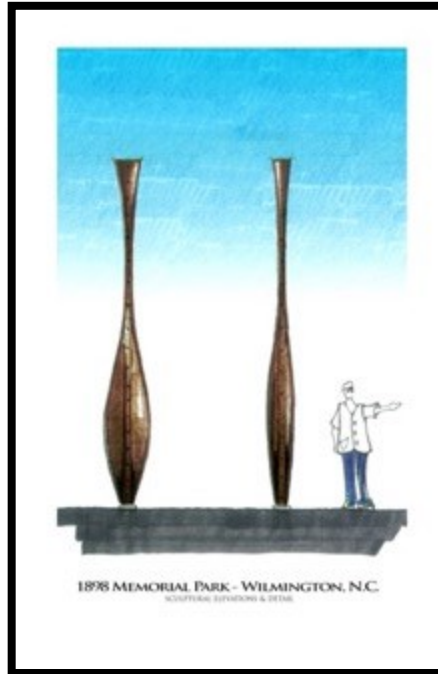
# Roadside Development of Aesthetics: Interstate 26 Scenic Corridor





# Roadside Development of Aesthetics:

Historic Seaport Scenic Byway & 1898 Memorial



1898 MEMORIAL PARK - WILMINGTON, N.C.  
PLAN VIEW @ THIRD STREET



# Roadside Development of Aesthetics:

Historic Seaport Scenic Byway & 1898 Memorial





# Roadside Development of Aesthetics:

Historic Seaport Scenic Byway & 1898 Memorial





# Roadside Development of Aesthetics: Historic Seaport Scenic Byway & 1898 Memorial





# Roadside Development of Aesthetics:

Historic Seaport Scenic Byway & 1898 Memorial



# Roadside Development of Aesthetics:

Historic Seaport Scenic Byway & 1898 Memorial





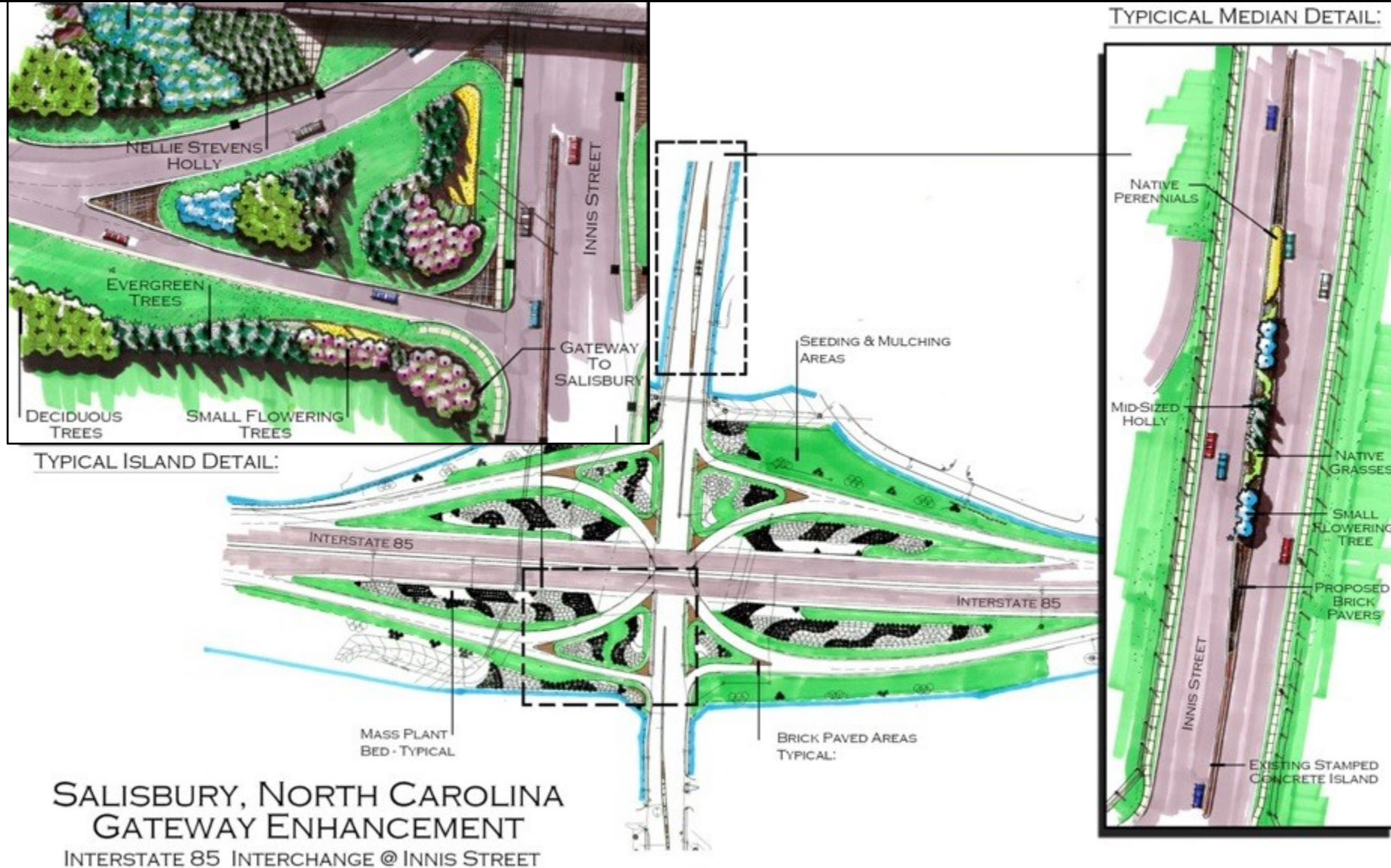
# Roadside Development of Aesthetics: Historic Seaport Scenic Byway & 1898 Memorial





# Roadside Development of Aesthetics:

Innis Street Gateway- Salisbury, NC





# Roadside Development of Aesthetics:

Innis Street Gateway- Salisbury, NC



Innis Street Gateway  
Salisbury  
Division 9



# Roadside Development of Aesthetics:

Innis Street Gateway- Salisbury, NC





# Roadside Development of Aesthetics:

Innis Street Gateway- Salisbury, NC





# Roadside Development of Aesthetics:

Innis Street Gateway- Salisbury, NC





# Roadside Development of Aesthetics:

Innis Street Gateway- Salisbury, NC





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics:

Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics:

Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Reforestation/Revegetation Statewide Examples





# Roadside Development of Aesthetics: Statewide Examples



## 5.2 Roadside Landscaping & Forestation Program

### Requested Action:

Receive as information.



## 5.3 Mobility Coordination Committee Update

## 5.3 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



## 5.3 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.

## 5.4 Wake Transit FY 23 Work Plan and Project Delivery Grouping

- FY 23 Recommended Wake Transit Work Plan
- Comments Received
- Project Delivery Groupings



# Recommended Wake Transit FY 23 Work Plan (Attachment A)

| ACTION   | DATE  |
|--|---|
| TPAC Considers Recommending Work Plan for Adoption                             | April 20 <sup>th</sup>                        |
| CAMPO/GoTriangle Public Comment Period for Recommended Work Plan               | April 29 <sup>th</sup> – May 29 <sup>th</sup> |
| FY23 Recommended Wake Transit Work Plan Public Hearing - CAMPO Executive Board | May 18 <sup>th</sup>                          |
| CAMPO TCC Considers Recommendation of Adoption                                 | June 2 <sup>nd</sup>                          |
| CAMPO Executive Board Considers Adoption                                       | June 15 <sup>th</sup>                         |
| GoTriangle Board of Trustees Considers Adoption                                | June 22 <sup>nd</sup>                         |



# Operating Projects

1.0 FTE request from CAMPO for new Senior Transit Planner/Analyst  
TO002-BC: New Senior Planner – FY23 Allocation: ~\$158K

Increases to Cover Competitive Hiring Market for Town of Cary Staff  
TO002-N, AC, AD, AE, & AV: Increase - ~\$59K

Additional 0.5 FTE for GoTriangle's Finance Team (Tax District  
Administration); Re-Allocation of 0.4 FTE from Paralegal to Legal &  
additional 0.4 FTE for Real Estate services  
TO001-F & TO002-R: Increase - ~\$129K

GoTriangle Bus Operations Cost Per Hour Increase  
TO005: A, C, D, X, & AS: Increase - \$140K

FY23 Fare Suspension Impact (Youth GoPass, Hold Harmless, Mobile  
Ticketing)  
Decrease - \$425K

## Community Funding Area Program

Town of Fuquay-Varina: Transit Feasibility Plan (New Project: FY23  
Allocation: \$50K)

Town of Apex: GoApex Route 1 Fixed-Route Circulator (Increase  
~\$16K)

Reserve (Decrease ~\$66K)

Continue Operating Projects Initiated in Prior Fiscal  
Years (Multiple Partners)

New Route 9 - Hillsborough Street (City of Raleigh)

Marketing for Bus System Expansion (City of Raleigh)

3.0 FTE's (City of Raleigh)  
Fiscal Analyst  
Engineering & Construction Management  
Senior Real Estate Analyst

1.0 FTE (GoTriangle)  
Project Implementation Team



# Capital Projects

Fund Town of Fuquay-Varina's CFAP planning study to determine local and regional need  
New Project: TC003-S – \$50K

GoTriangle Expansion of Bus Operations and Maintenance Facility (Wake County Share)  
Request to move \$350K of FY24's original \$2.28M in Planning and Design funding into FY23

Bus Stop, Park-and-Ride and Transfer Point Improvements  
GoRaleigh, GoCary and GoTriangle

New Hillsborough / I-440 Park-and-Ride (Construction)

Transit Center Land Acquisition, Design, and Updates  
Midtown Transit Center  
Triangle Town Center Updates  
East Raleigh Community Transit Center

Technology Investments

## Vehicle Acquisition

GoRaleigh  
Fixed Route Vehicles  
Paratransit Vehicles  
Support Service Vehicles  
GoTriangle  
Fixed Route Vehicles

## Maintenance Facility Improvements

Expansion of GoRaleigh Operations Facility (Design / Construction)  
GoRaleigh / GoWake Access Paratransit Maintenance & Operations Facility (Design)  
Raleigh Union Station Bus Facility (Construction / Art Installation)

## Bus Rapid Transit

Southern Corridor Bus Rapid Transit Facility  
Art Retention Fee  
Project Development and Final Design

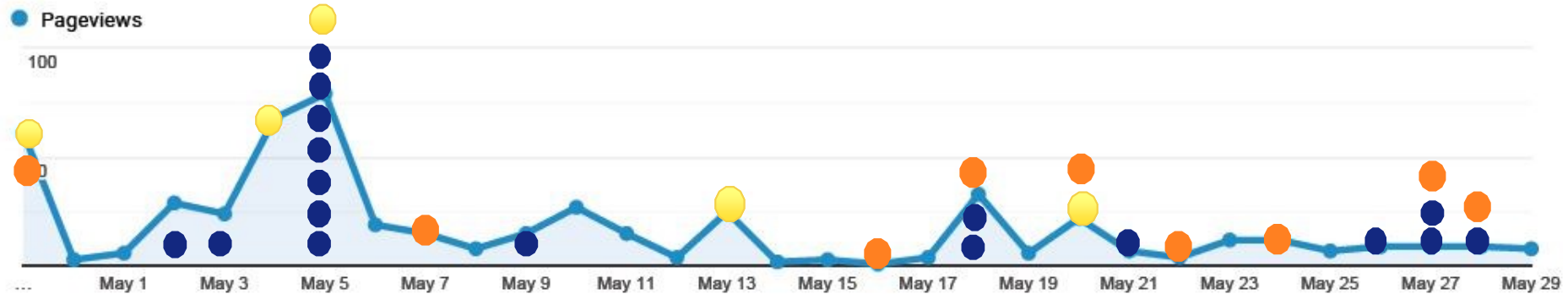
## Comments Received (Attachment B)

- Public Comment Period April 29-May 29
- GoTriangle and CAMPO pushed information to public via various channels



# Wake Input Webpage | Emails | Comments | Social

## April 29 – May 29



| Page       | Pageviews                                     | Unique Pageviews                              | Avg. Time on Page  | Entrances                                     | Bounce Rate   | % Exit   | Page Value  |
|------------|---|---|--|---|---|--|---|
|            | <b>546</b><br>% of Total:<br>9.36%<br>(5,831) | <b>403</b><br>% of Total:<br>9.11%<br>(4,423) | <b>00:02:01</b><br>Avg for View:<br>00:01:22<br>(47.13%) | <b>317</b><br>% of Total:<br>9.92%<br>(3,194) | <b>68.14%</b><br>Avg for View:<br>66.59%<br>(2.32%) | <b>52.93%</b><br>Avg for View:<br>54.78%<br>(-3.37%) | <b>\$0.00</b><br>% of Total:<br>0.00%<br>(\$0.00) |
| 1. /input/ | <b>546</b><br>(100.00%)                       | <b>403</b><br>(100.00%)                       | <b>00:02:01</b>  | <b>317</b><br>(100.00%)                       | <b>68.14%</b>                                       | <b>52.93%</b>  | <b>\$0.00</b><br>(0.00%)                          |

● Emails w/content

● Comments Received

● Social Media Posts

### Recommended FY23 Wake Transit Work Plan

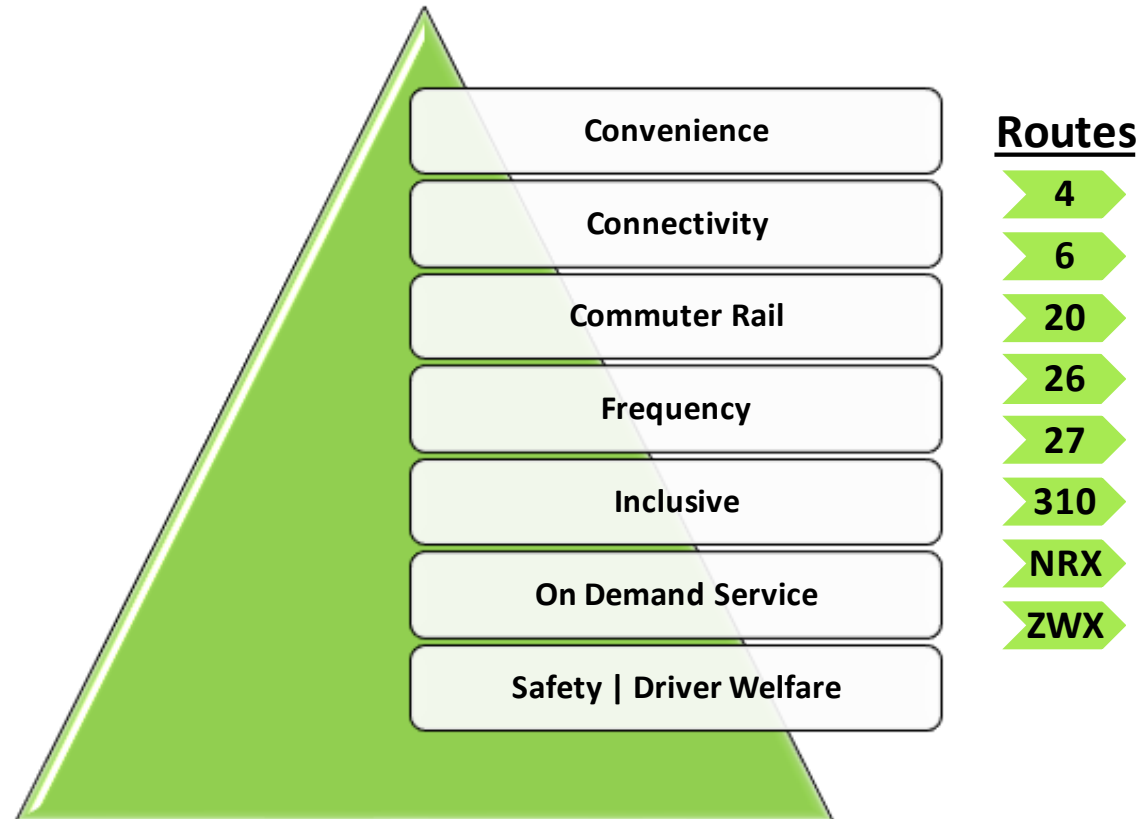
#### Project Engagement

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS | SUBSCRIBERS |
|-------|--------------|-----------|----------|-------------|
| 115   | 20           | 97        | 17       | 4           |

**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

# FY23 Recommended Wake Transit Work Plan

## Comment Themes





# Project Agreement Groupings & Reporting Deliverables (Attachment C)

## FY2023 Wake Transit Work Plan Agreement Groupings and Project Reporting Deliverables

| <u>Groupings:</u>  |  | <u>Amount:</u>    |
|--|--|-------------------|
| General Operating - Bus Operation                                | <a href="#"><u>General Opt-Bus Operation'!A1</u></a>       | 22,808,758        |
| General Operating - Transit Plan Admin                           | <a href="#"><u>General Opt-Transit Plan Admin '!A1</u></a> | 5,479,393         |
| General Operating - Tax District Admin                           | <a href="#"><u>General Opt-Tax Dist Admin'!A1</u></a>      | 551,371           |
| Special Funding -YGP - GoTriangle                                | <a href="#"><u>GoTriangle Youth GoPass'!A1</u></a>         | 5,000             |
| General Capital - Bus Infrastructure                             | <a href="#"><u>General Capt-Bus Infrastructure'!A1</u></a> | 17,711,713        |
| General Capital - Bus Acquisition - City of Raleigh              | <a href="#"><u>General Capt-COR VAQ'!A1</u></a>            | 2,652,840         |
| General Capital - Bus Acquisition - GoTriangle                   | <a href="#"><u>General Capt-GOT VAQ'!A1</u></a>            | 1,000,000         |
| General Capital - Community Funding Area - Town of Fuquay-Varina | <a href="#"><u>General Capt-FV'!A1</u></a>                 | 50,000            |
| Special Capital - Bus Infrastructure- GoRaleigh                  | <a href="#"><u>Special Capt-GoRaleigh'!A1</u></a>          | 7,800,000         |
| Special Capital -Bus Infrastructure - GoTriangle                 | <a href="#"><u>Special Capt-GOT'!A1</u></a>                | 9,110,000         |
| Special Capital - BRT - GoRaleigh                                | <a href="#"><u>Special Capt-BRT'!A1</u></a>                | 7,630,000         |
| Special Operating & Capital Technology - Raleigh & Cary          | <a href="#"><u>R&amp;C Technology'!A1</u></a>              | 35,000            |
| Special Operating & Capital Technology - GoTriangle              | <a href="#"><u>GoTriangle Technology '!A1</u></a>          | 15,000            |
| <b>Total</b>   |  | <b>74,849,075</b> |
| Reserve Technology   | N/A  | 1,081,600         |
| Community Funding Area Program Project Sppnsor Pending           | N/A  | 902,963           |
| <b>Total including Reserve</b>                                   |  | <b>76,833,638</b> |

# Project Agreement Groupings & Reporting Deliverables (Attachment C)

| GoTriangle General Operating Funding Agreement: Bus Operations |  |              |
|--|--|--------------|
| 1)   | Route 100 Frequency and Sunday Span Improvements - TO003-A   | \$ 607,005   |
| 2)   | Route 300 Improvements - TO003-B   | \$ 681,596   |
| 4)   | Additional Trips for Durham-Raleigh Express - TO003-C  | \$ 314,190   |
| 5)   | Reliability Improvements for Chapel Hill-Raleigh Express - TO003-D   | \$ 68,795    |
| 6)   | New Route 310: RTC-Cary - TO003-X  | \$ 1,366,838 |
| 7)   | Improvements to Route 303: Holly Springs-Apex Raleigh - TO003-AC   | \$ 1,538,988 |
| 8)   | Route NRX / North Raleigh Express - TO003-AS   | \$ 70,623    |
| 9)   | Route - Reallocation - N/A*  | \$ (355,146) |
| 10)  | GoTriangle Complimentary ADA Services - TO003-BH   | \$ 480,095   |
|  | <u>Deliverables</u>  |              |
|  | 1. Revenue hours of service  |              |
|  | 2. Ridership   |              |
|  | 3. Passenger boardings per revenue hour  |              |
|  | 4. Operating cost per passenger boarding   |              |
|  | 5. Farebox recovery  |              |
|  | 6. On-time performance   |              |
| 11)  | Extension of Regional Information Center Hours - TO003-E   | \$ 26,922    |
|  | <u>Deliverables</u>  |              |
|  | 1. Phone Call Report   |              |
|  | 2. Results of customer satisfaction survey   |              |
| 12)  | Short Term Park-and-Ride Leases - TO003-F  | \$ 96,920    |
|  | <u>Deliverables</u>  |              |
|  | 1. Status of executed lease agreement  |              |
|  | 2. Utilization of facility (report what is known about utilization on a rolling quarterly basis); if available, measured at each site by applying drive-to access mode percentage to stop ridership based on percentages observed from rider surveys |              |
|  | * - Route Reallocation will be assigned to current Wake Transit project in the Bus Operating Agreement   |              |
| Wendell General Operating Funding Agreement: Bus Operations    |  |              |
| 1)   | Contribution toward Zebulon-Wendell Express Park and Ride - TO003-G  | \$ 4,636     |
|  | <u>Deliverables</u>  |              |
|  | 1. Status of executed lease agreement  |              |
|  | 2. Utilization of facility (report what is known about utilization on a rolling quarterly basis); if available, measured at each site by applying drive-to access mode percentage to stop ridership based on percentages observed from rider surveys |              |



## 5.4 Wake Transit FY 23 Work Plan and Project Delivery Grouping

### Requested Action:

**Recommend the Executive Board adopt the FY 23 Wake Transit Work Plan and Project Agreement Groupings & Deliverables**

# Roll Call Vote for Action Items:

*May 5<sup>th</sup> Minutes; Recommend Ex Bd adopt FY 23 Wake Transit Work Plan and Project Delivery Groupings*

City of Creedmoor  
City of Raleigh (5)  
County of Franklin  
County of Granville  
County of Harnett  
County of Johnston  
County of Wake (2)  
GoCary  
GoRaleigh  
GoTriangle  
Town of Angier  
Town of Apex

Town of Archer Lodge  
Town of Bunn  
Town of Cary (2)  
Town of Clayton  
Town of Franklinton  
Town of Fuquay-Varina  
Town of Garner  
Town of Holly Springs  
Town of Knightdale  
Town of Morrisville  
Town of Rolesville  
Town of Wake Forest

Town of Wendell  
Town of Youngsville  
Town of Zebulon  
Federal Highway Administration  
N.C. Dept. of Transportation (6)  
N.C. State University  
N.C. Turnpike Auth.  
Raleigh Durham Airport Auth.  
Research Triangle Foundation  
Rural Transit (GoWake Access)  
Triangle J. Council of Govts.  
Triangle North Executive Airport



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

# Initial Thoughts

- 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



## Initial Thoughts

- 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

## Preliminary Draft STIP



- Provided to MPOs and RPOs on Monday, April 25
- NCDOT Local Officials STIP Education Webinar was held on Tuesday, May 17
- NCAMPO letter expressing concern of a lack of collaboration and coordination beyond developing the framework.
- Requests for NCDOT staff to present on the Draft STIP



# 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

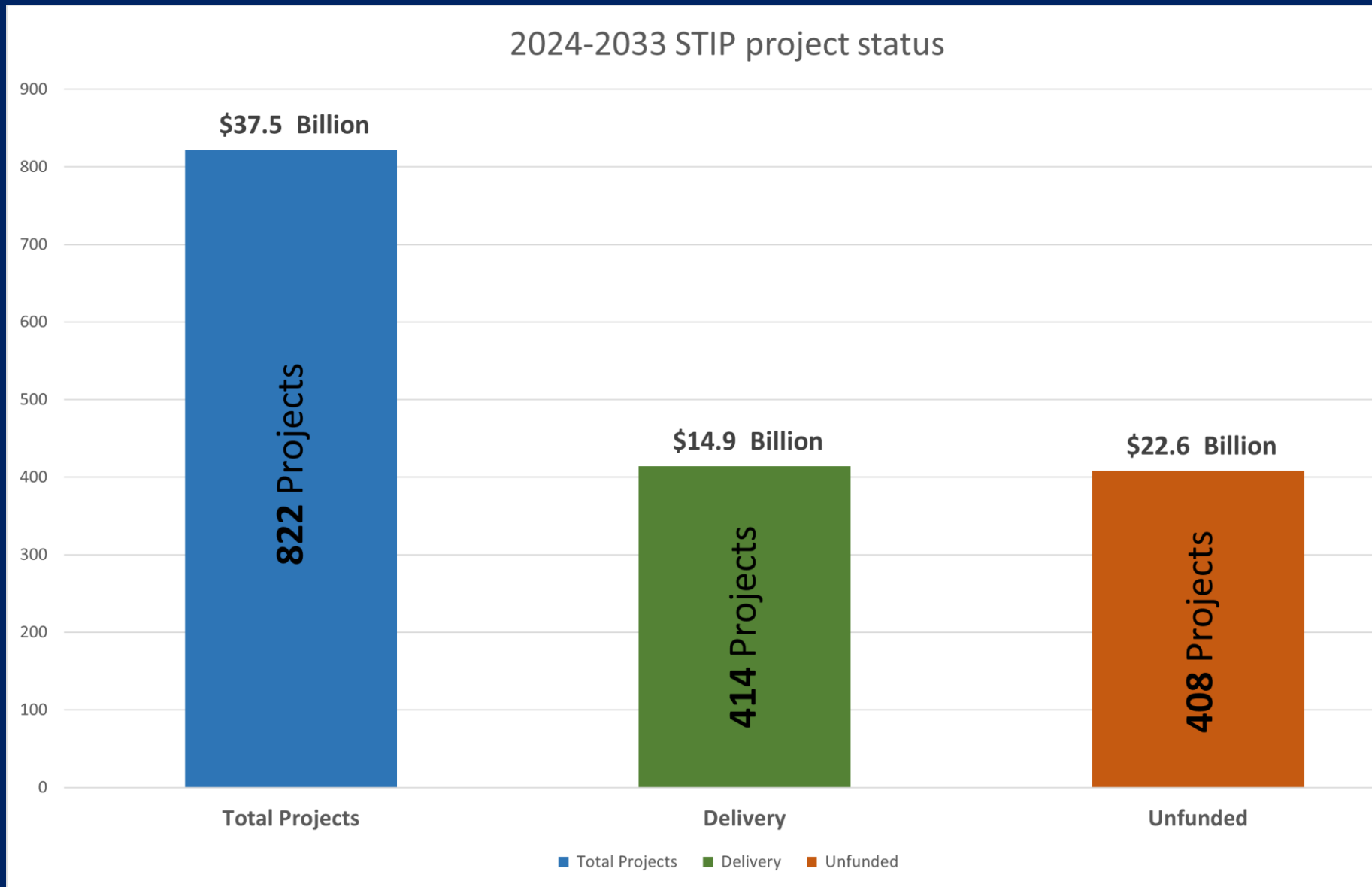
## Seniority Approach (P3-P4-P5)

- 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       | P <sub>3</sub>       | 90    | #1              |
| B       | P <sub>3</sub>       | 70    | #2              |
| C       | P <sub>4</sub>       | 95    | #3              |
| D       | P <sub>5</sub>       | 95    | #4              |

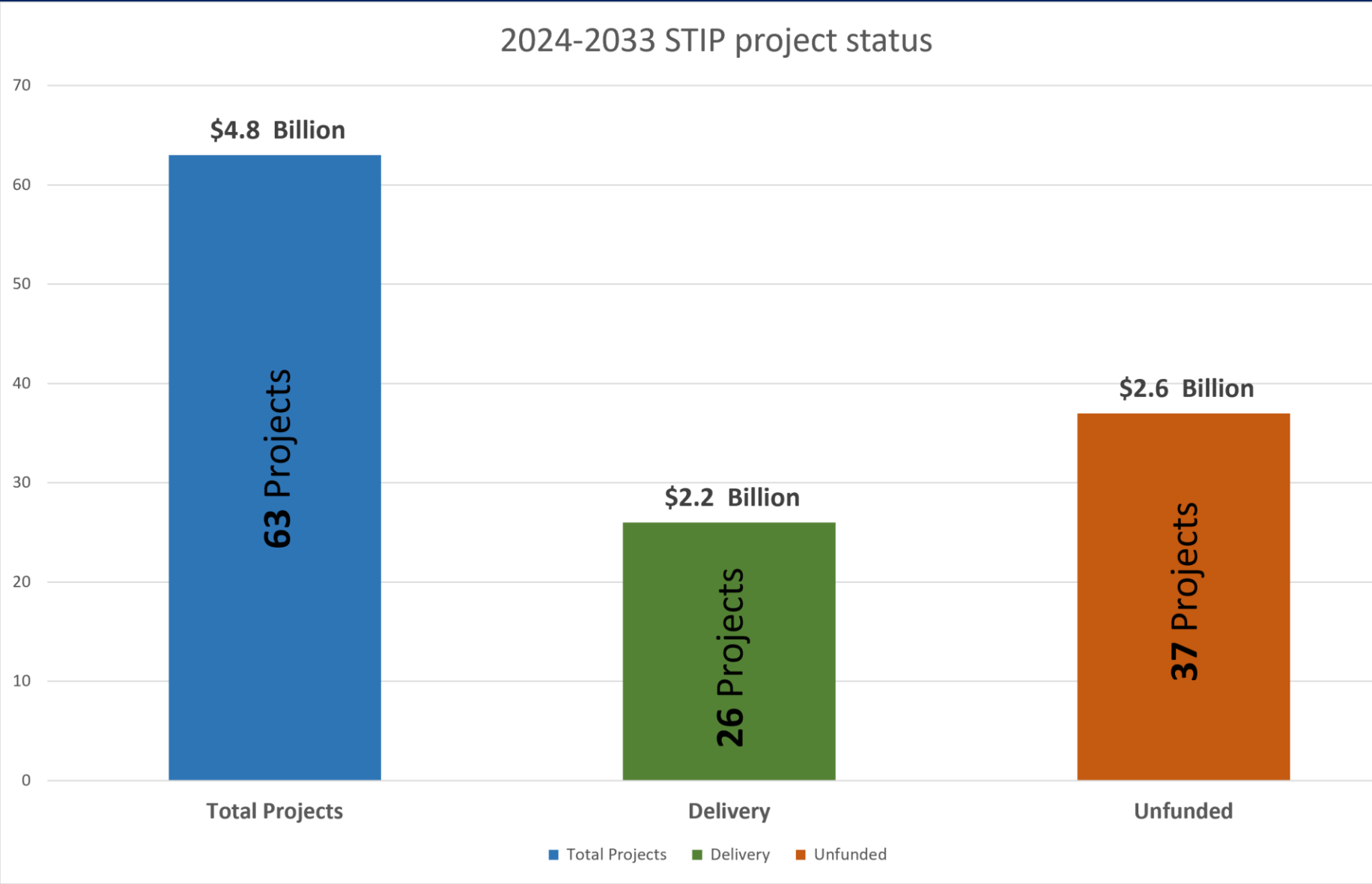
# 2024-2033 STIP Projects Big Picture



**58%** of STI project funding from 2020-2029 STIP **removed** in 2024-2033 STIP



# 2024-2033 STIP CAMPO Portion Big Picture



54% of CAMPO’s STI projects funded in 2020-2029 STIP **removed** in draft 2024-2033 STIP

# TIP/STIP Requirements

- **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**

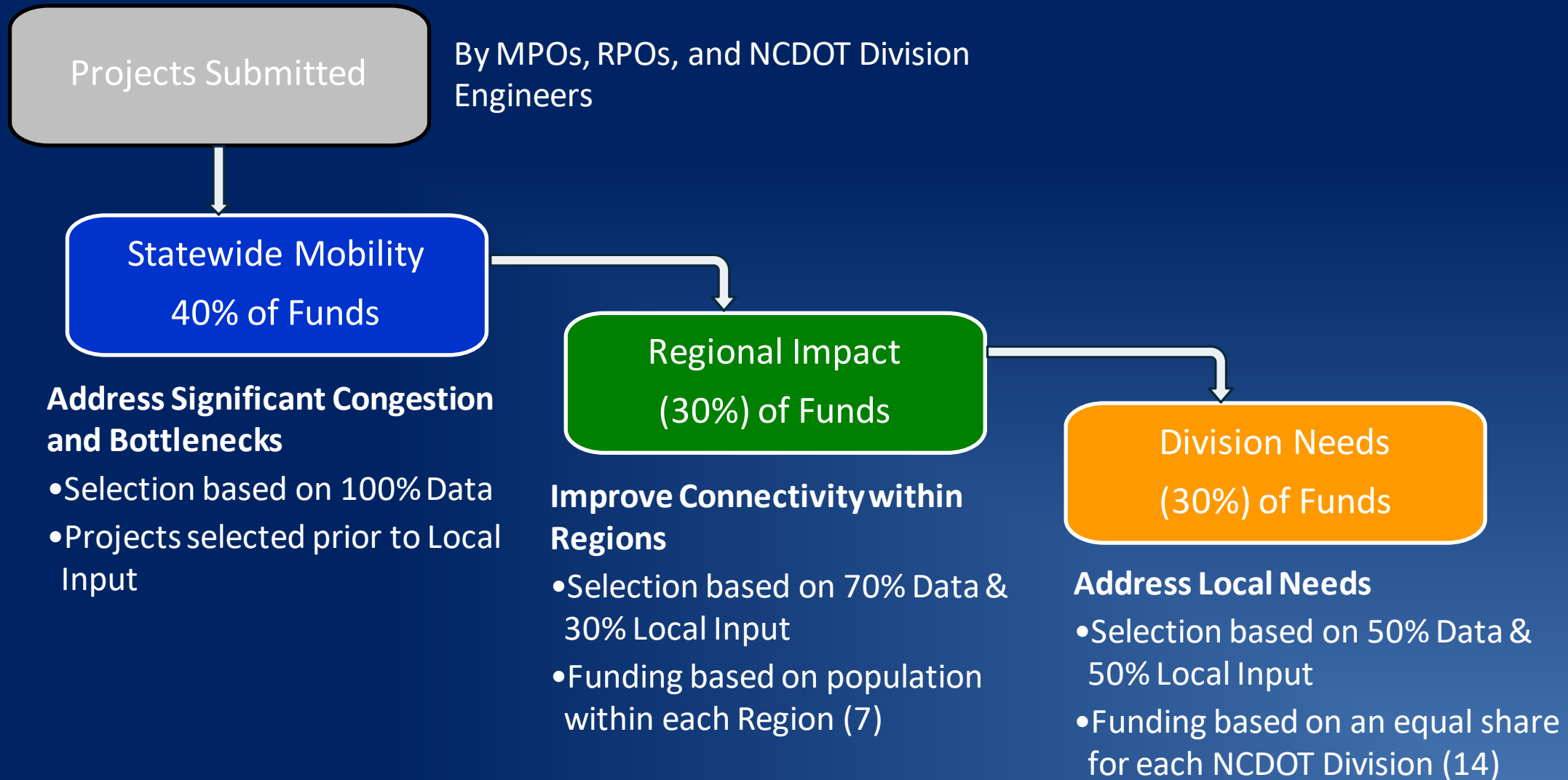
- Ensure TIP is a subset of the adopted MTP
- Ensure TIP is consistent with NCDOT STIP
- Amendments to current MTP
- Air Quality Conformity determination

# NCDOT Funding Issues that impact STIP

- NC MAP Act Settlements
- Gas tax revenue fluctuations
- Increases to existing project costs in the current STIP
  - Completed before projects have been fully defined
  - Inaccuracies with NCDOT's automated cost estimate tool
  - Performed years before construction – account for increases
  - Recent increases in land acquisition, materials, contractor rates
  - Project scope changed driven by local or NCDOT requests (a.k.a. “scope creep”)



# STI Programming Process



# STI Programming Process

Statewide Mobility

40% of Funds



Programmed first in Statewide

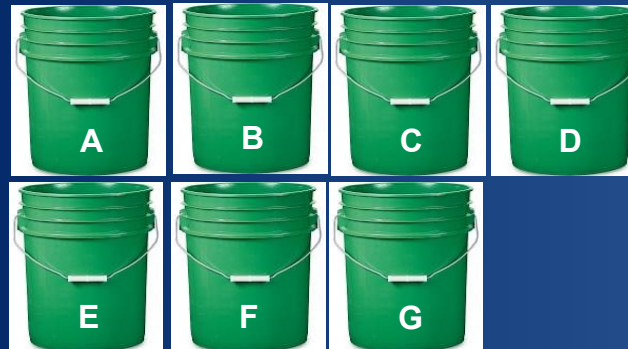
- Interstate Maintenance
- Bridge Replacement
- Highway Safety

Regional Impact

(30%) of Funds



Divided based on % of  
State Population



Programmed first in each Region

- Bridge Replacement
- Highway Safety

Division Needs

(30%) of Funds



Divided based on  
Equal Share



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

**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.

| 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



# 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      |
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| 8        |                   |                    |
| 9        |                   |                    |
| 10       |                   |                    |
| 11       |                   |                    |
| 12       |                   |                    |
| 13       |                   |                    |
| 14       |                   |                    |
| 15       |                   |                    |
| 16       |                   |                    |
| 17       |                   |                    |
| 18       |                   |                    |
| 19       |                   |                    |
| 20       |                   |                    |

\$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 recompute

# 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               |
| <b><i>Project Schedule Exchange Deadline(with concurrence from NCDOT Division)</i></b> | <b><i>MPOs</i></b>         | <b><i>Sept. 30, 2022</i></b> |
| 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.*



## **NORTH CAROLINA**

Department of Transportation



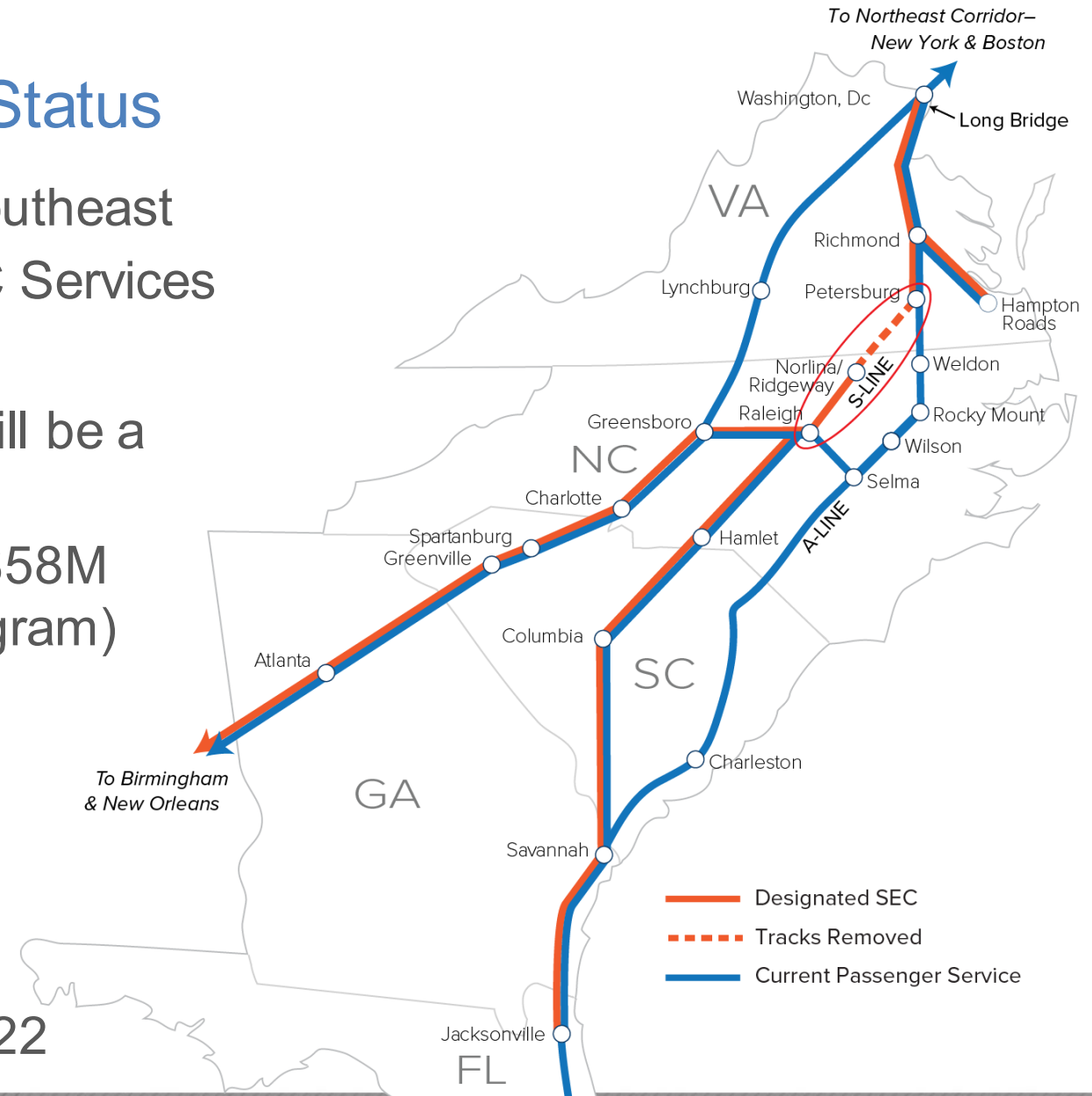
# Southeast Corridor – S-Line Development CAMPO TCC

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

June 2, 2022

## S-Line Development – Current Status

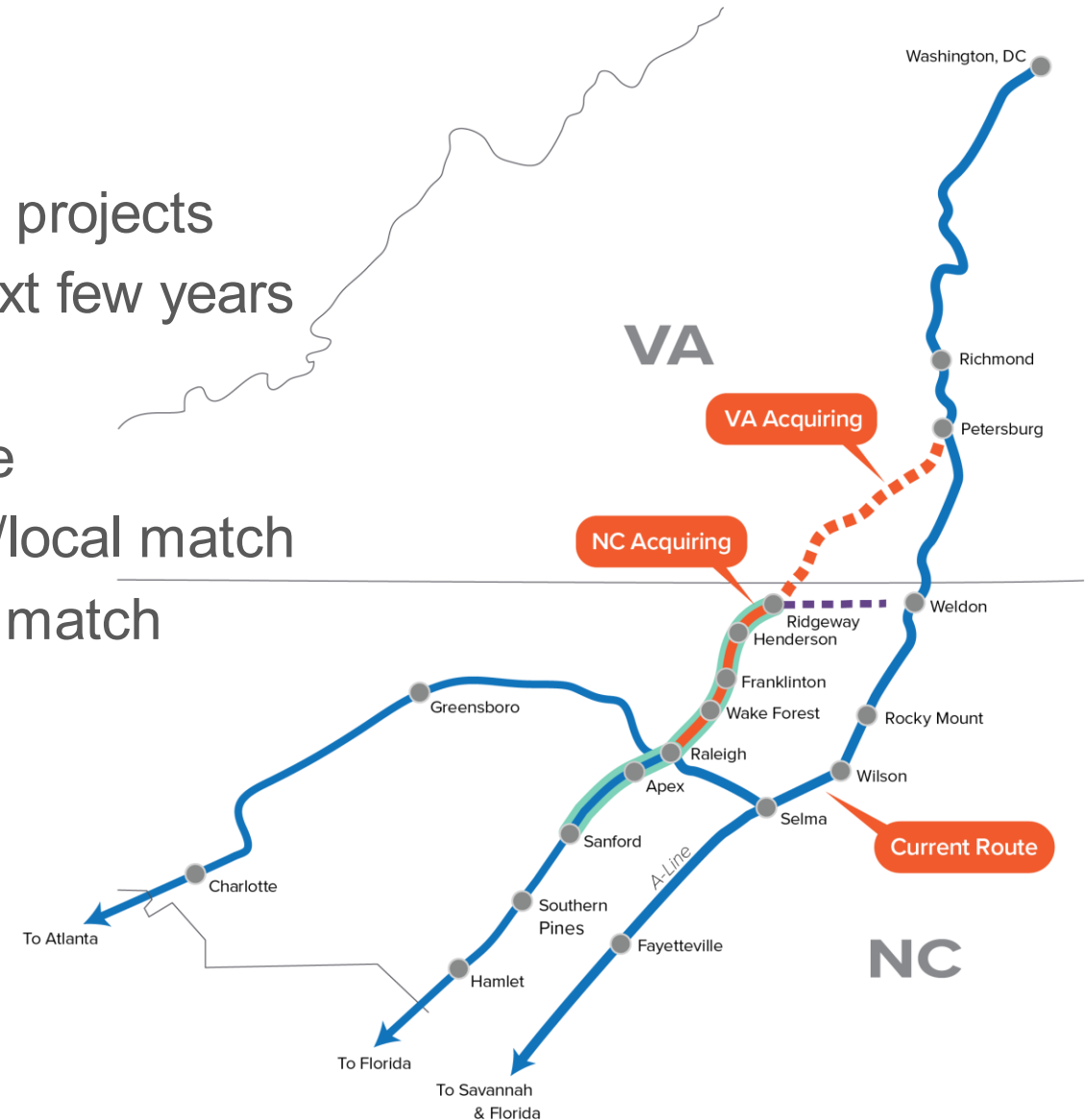
- S-Line is the Critical Missing Link in Southeast
- Proposed to link successful VA and NC Services
- NEPA Complete
- Corridor acquisition being finalized – will be a state-owned corridor
- 30% engineering grant announced! – \$58M (largest award under CRISI FY 21 program)
  - 162 miles railroad corridor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





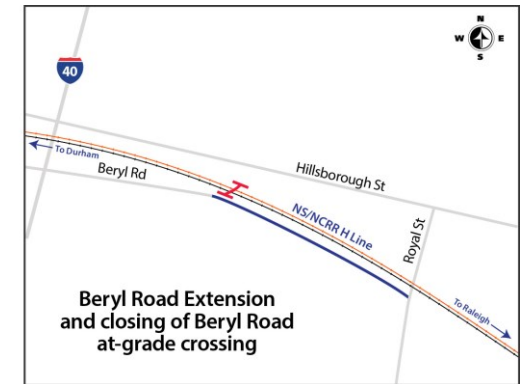
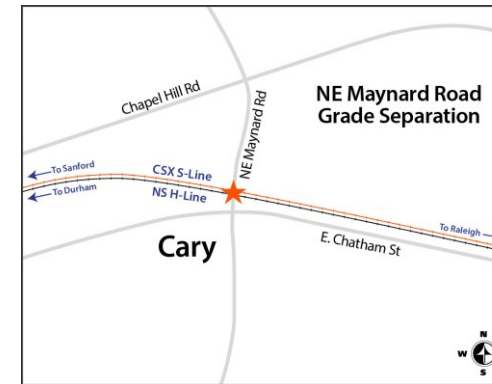
## Timing is Critical

- 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

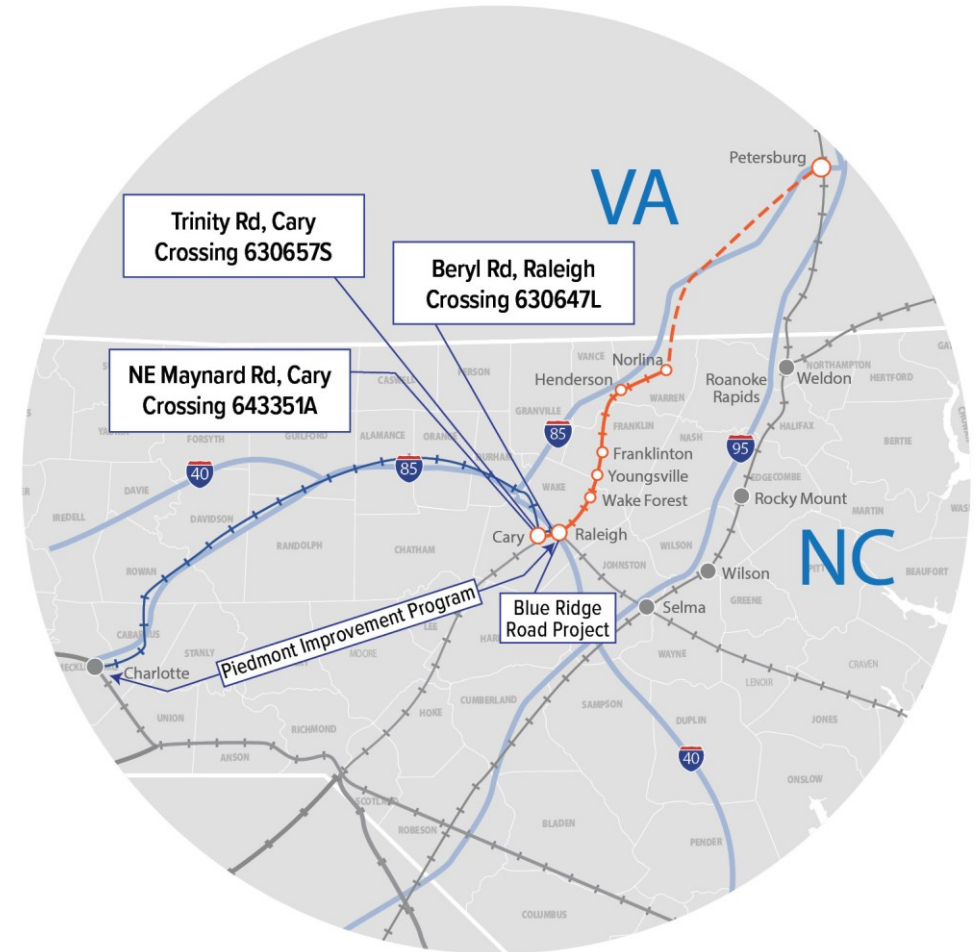
- North Raleigh Projects
  - Millbrook Road (P-5737)
  - New Hope Church Road (P-5715)
  - Durant Road (P-5720)
- Trinity Road, Cary (P-5734)
  - Eligible for swap in draft STIP
- NE Maynard, Cary (P-5718)
  - Eligible for swap in draft STIP
- Beryl Road, Raleigh (P-5736)
  - Eligible for swap in draft STIP
- Governor's budget recommendation
  - (\$10M annually over 10 years)



***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](mailto:jorthner@ncdot.gov)

## 5.5 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 30, 2022.**

## 5.6 Locally Administered Project Program (LAPP) FFY 2024 Program and Target Modal Investment Mix



## 5.6 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 August 18<sup>th</sup> 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

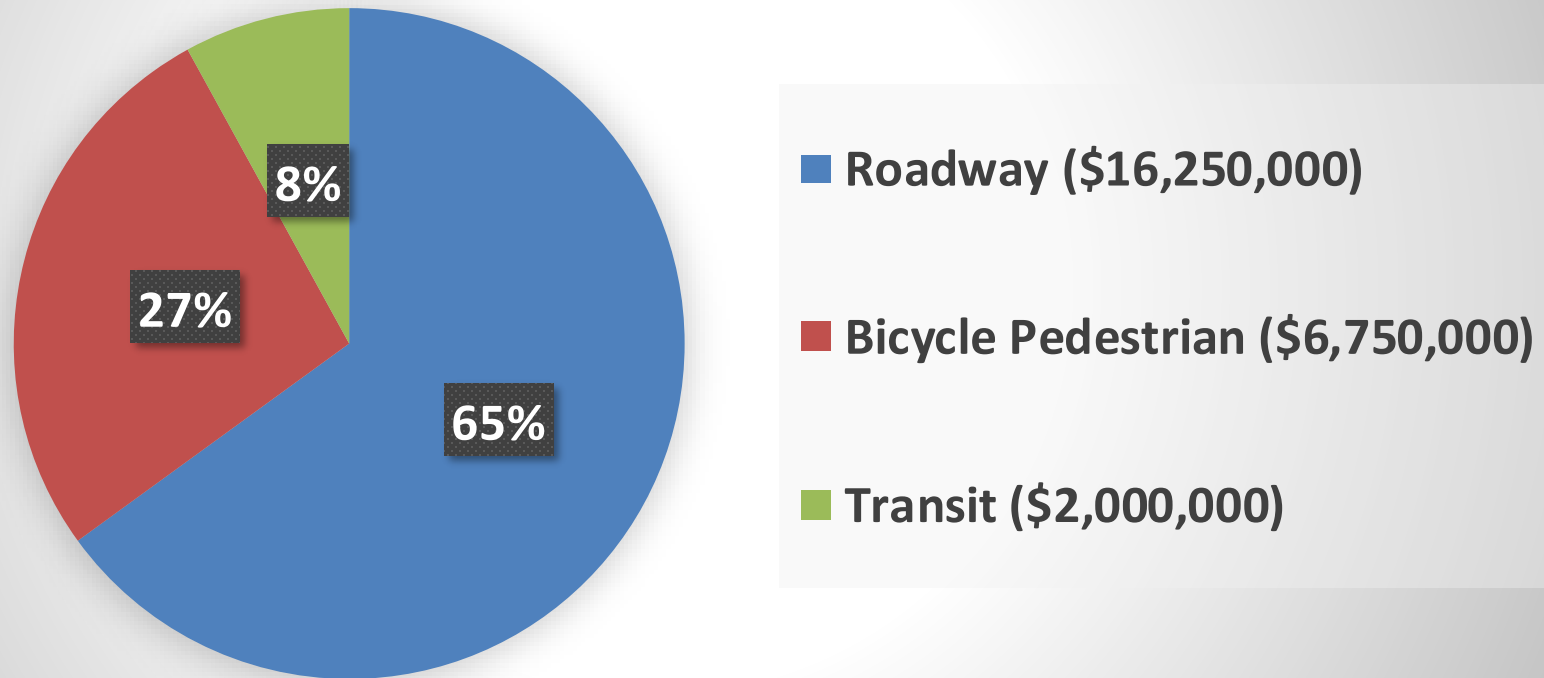
3. LAPP Selection Panel Policy Recommendations



Discussion Items

# Issue #1: Target Modal Investment Mix

## FFY 2024 Target Modal Investment Mix





# 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.

## Issue #2: Equity in LAPP Scoring

Equity in Scoring Criteria has been discussed through multiple LAPP iterations

- Concerns on how to properly include equity in scoring
- 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

# 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.



## 5.6 Locally Administered Project Program (LAPP) FFY 2024 Program and Target Modal Investment Mix

Requested Action:

Receive as information.

## 6. Informational Items: Budget

6.1 Member Shares— FY 2022

6.2 Operating Budget - FY 2022

**Requested Action:**  
**Receive as information.**

## 7.1 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) Projects
- NCDOT Highway Project U-2719 – Updates
- NC 540 Bonus Allocation Projects
- Wake Transit Plan Implementation Updates
- Draft FY 2023 Wake Transit Work Plan Development

## 7.2 Informational Item: Public Engagement Updates

**Requested Action:**  
**Receive as information.**



## 8. Informational Item: Staff Reports

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

**Requested Action:**  
**Receive as information.**

# ADJOURN

## Upcoming Events

| Date                               | Event                                  |
|------------------------------------|--|
| <b>June 15, 2022<br/>4:00 p.m.</b> | <b>Executive Board<br/>Virtual</b>     |
| <b>July 7, 2022<br/>10:00 a.m.</b> | <b>TCC Regular Meeting<br/>Virtual</b> |