



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: 2536 648 6450 Meeting Password: meet

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

https://docs.google.com/spreadsheets/d/1UJ770u-EhkRK7b2sZ4HEntCwJ7IR6RZ-m8_mFlZ-dsU/edit?usp=sharing

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



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating ommittee Meeting

February 2, 2023

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

N.C. Dept. of Transportation (6)

N.C. State University

Raleigh Durham Airport Auth.

Research Triangle Foundation

Rural Transit (GoWake Access)

Triangle J. Council of Govts.

Triangle North Executive Airport

Federal Highway Administration

N.C. Turnpike Auth.

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

TCC Meeting Minutes: January 5, 2023

Requested Action:

Approve the January 5, 2023 Meeting Minutes.

5. Regular Agenda

- 5.1 FY 2024 Draft Unified Planning Work Program
- 5.2 FFY 2024 LAPP Investment Program
- 5.3 Draft 2024-2033 TIP/STIP Update
- 5.4 TIP Amendment #11
- 5.5 CAMPO SRTS Program – Road Safety Audit Report Review
- 5.6 Mobility Management Implementation Study Update
- 5.7 2020 Urbanized Areas Update

5.1 FY 2024 Draft Unified Planning Work Program

5.1 FY 2024 Draft Unified Planning Work Program

Ongoing Efforts:

- MTP Bicycle/Pedestrian Element Update*
- Fayetteville-Raleigh Passenger Rail Study, Phase II*

New Studies:

- Locally Coord. Human Services Transit Plan Update
- Regional Multi-Modal Safety Plan*
- NW Harnett County Transit Study*
- Wake Transit Plan Update*
- Community Funding Area PMP Update
- Apex Rail Yard Relocation Study
- Morrisville Pkwy Access Management Study
- Triangle Bikeway NEPA / Design Management

Ongoing MPO Programs:

- MTP
- LAPP
- TIP
- UPWP
- Wake Transit Plan Administration
- Public Engagement
- Mobility Coordination Committee
- Congestion Management Process
- Travel Demand Model
- Transit Coordination

**indicates multi-year study*

5.1 FY 2024 Draft Unified Planning Work Program, cont'd

Budget

- \$0.75 / capita Member Shares estimated (could increase if additional planning funds received)
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency estimate: \$187,500 (appx 11% decrease from last year)

MPO Self-Certification

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

5.1 FY 2024 Draft Unified Planning Work Program cont'd

Other Items of Note

- Implements elements of adopted Strategic Plan and Organizational Study
- Includes new requirements from IJA
- Includes transit partner planning such as Raleigh's BRT Transit Station Area Planning work
- Membership lists to be updated for final version

Next Steps

- Public Review & Comment Period Open: Jan. 13 - Feb. 14, 2023
- Public Hearing: Feb. 15, 2023

Requested Action:

Recommend the Executive Board adopt the FY 2024 UPWP.

5.2 FFY 2024 Locally Administered Projects Program (LAPP) Investment Program

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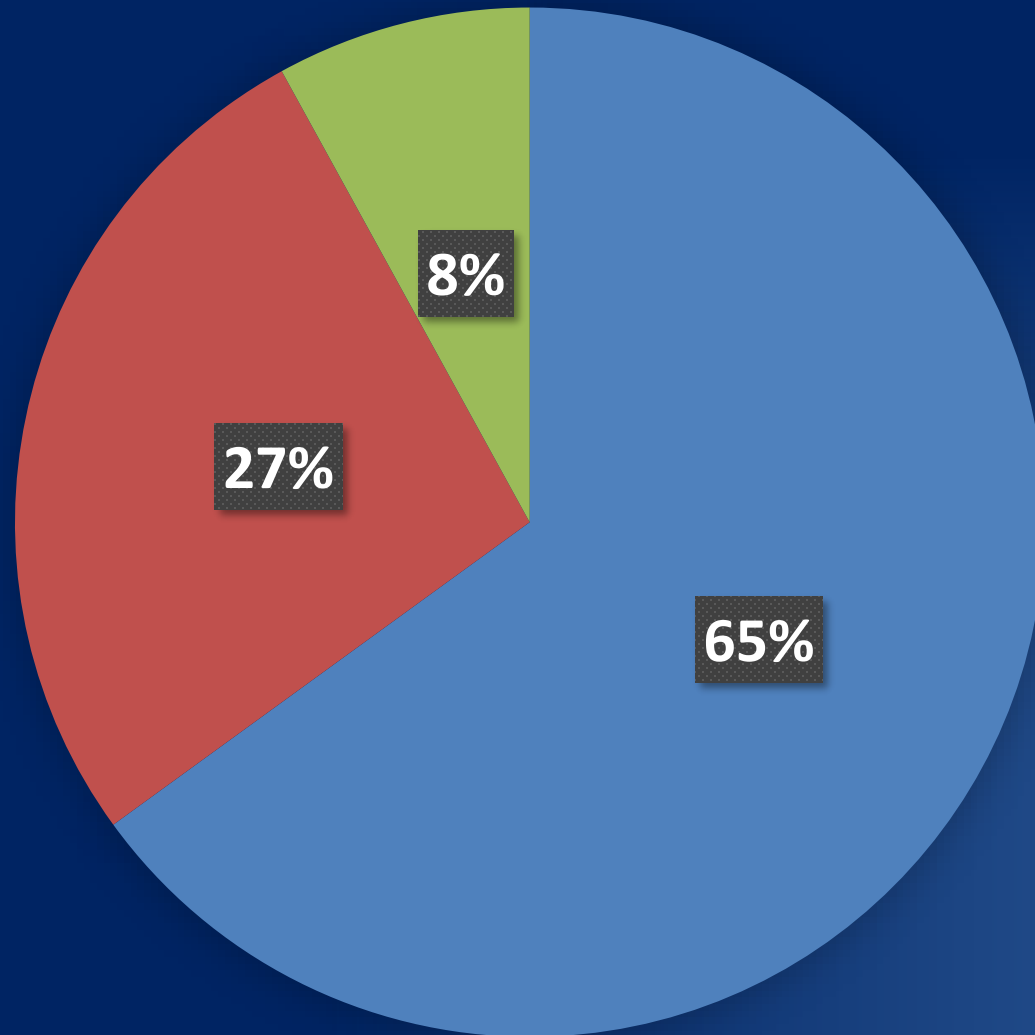
Call for Projects FFY 2024 LAPP Funds opened in August 2022

- 21 Projects Submitted

Scoring:

- Projects are only scored against projects of the same mode

FFY 2024 LAPP Target Modal Mix

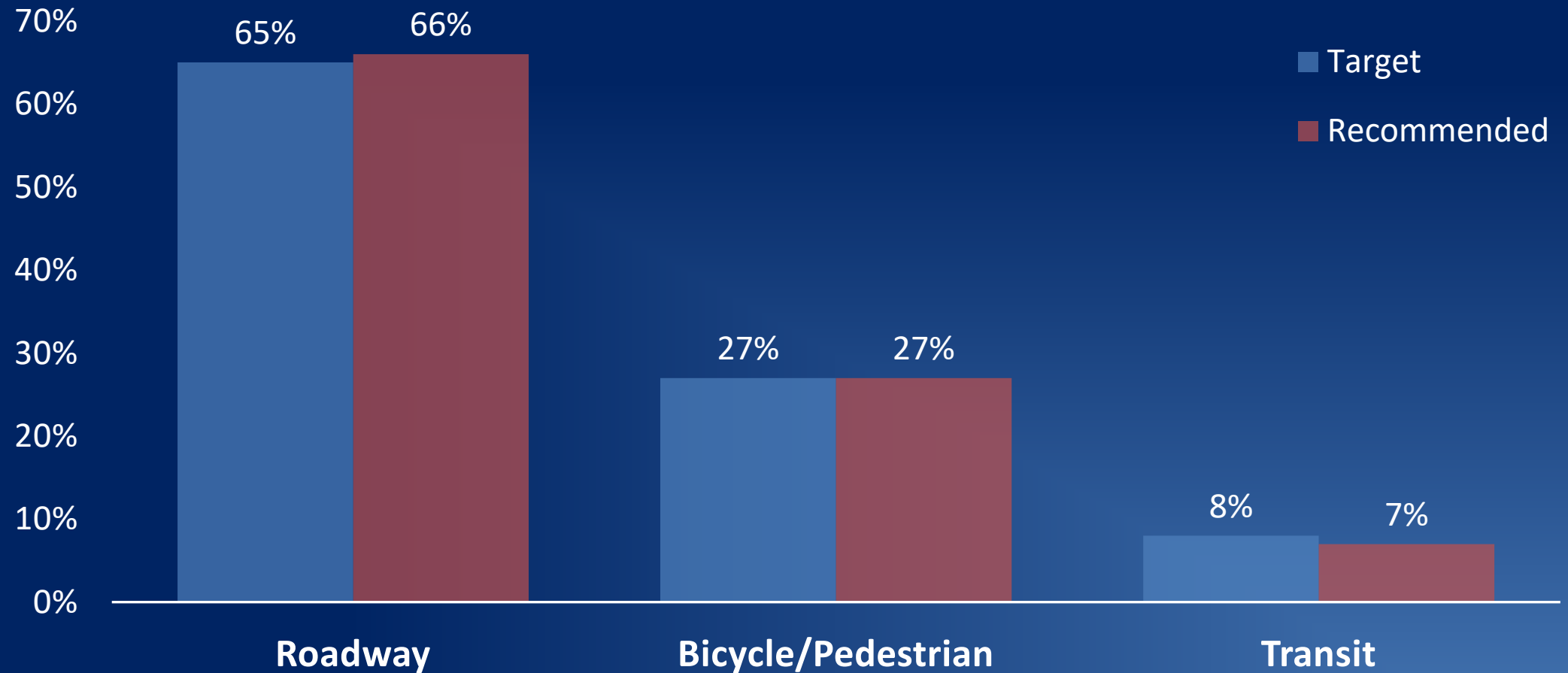


■ Roadway
(\$16,250,000)

■ Bicycle Pedestrian
(\$6,750,000)

■ Transit (\$2,000,000)

Target vs. Recommended Percent Modal Investment Mix



Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify 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 check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- 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, the Selection Committee determines if the project should be funded OR if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.

Roadway Recommendations: \$16,691,200

Roadway Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvements	Raleigh	\$62,471,000	78%	\$ 14,000,000	\$ 14,000,000	74.57
NC 50/Old Weaver Trail EB Right Turn Lane	Division 5	\$1,146,000	20%	\$ 916,800	\$ 916,800	64.00
US 15/Hester Road Roundabout	Division 5	\$2,218,000	20%	\$ 1,774,400	\$ 1,774,400	47.86
NC 50/Mt. Vernon Church Turn Lanes	Wake County	\$419,000	20%	\$ 335,200		47.71
Jones Sausage Road - Phase 1 (North)	Garner	\$9,600,000	20%	\$ 7,680,000		47.43
Shotwell Rd/US70B Intersection Improvements	Clayton	\$5,750,000	20%	\$ 4,600,000		41.43
Rolesville/Riley Hill Intersection Realignment	Wake County	\$287,000	20%	\$ 229,600		40.29
US 401/Chalybeate Springs Rd Intersection Improvements	Harnett County	\$1,014,000	20%	\$ 811,200		34.71
Total		\$82,905,000		\$ 30,347,200	\$ 16,691,200	
Target Modal Investment					\$ 16,250,000	

Bicycle/Pedestrian Recommendations: \$6,760,487

Bicycle/Pedestrian Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score
Southwest Downtown Bike and Pedestrian Gateway	Raleigh	\$1,095,000	40%	\$ 657,000	\$ 657,000	62.00
Angier Elementary School Sidewalk Connection	Angier	\$1,098,000	20%	\$ 878,400	\$ 878,400	51.50
Saunders Street and Hinton Street Sidewalk	Apex	\$1,344,000	20%	\$ 1,075,200	\$ -	51.25
Higgins Greenway Ph IV	Cary	\$2,950,500	34%	\$ 1,935,895	\$ 1,935,895	50.25
Alston Ridge Greenway	Fuquay-Varina	\$1,548,654	40%	\$ 929,192	\$ 929,192	43.00
Utley Creek Greenway West	Holly Springs	\$2,750,000	30%	\$ 1,920,000	\$ 1,920,000	39.00
Harnett Central Bike/ Ped path	Harnett County	\$600,000	27%	\$ 440,000	\$ 440,000	37.50
Clayton Connector Greenway Pedestrian Connection	Division4	\$1,250,000	30%	\$ 875,000		34.88
Batchelor Branch Greenway	Cary	\$14,000,000	93%	\$ 1,000,000		26.88
Total		\$26,636,154		\$ 9,710,687	\$ 6,760,487	
Target Modal Investment					\$ 6,750,000	

Transit Recommendations: \$1,767,840

Transit Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score
Wolfline Bus Stop Improvements	Other	\$200,000	20%	\$ 160,000	\$ 160,000	60.00
Route 305 Minimum With Existing Sidewalk	GoTriangle	\$340,800	20%	\$ 272,640	\$ 272,640	57.00
Saunders Street and Hinton Street Sidewalk	Apex	\$1,344,000	20%	\$ 1,075,200	\$ 1,075,200	45.67
Route 305 Full Baseline Stops	GoTriangle	\$325,000	20%	\$ 260,000	\$ 260,000	40.33
Total		\$2,209,800		\$ 1,767,840	\$ 1,767,840	
Target Modal Investment					\$ 2,000,000	

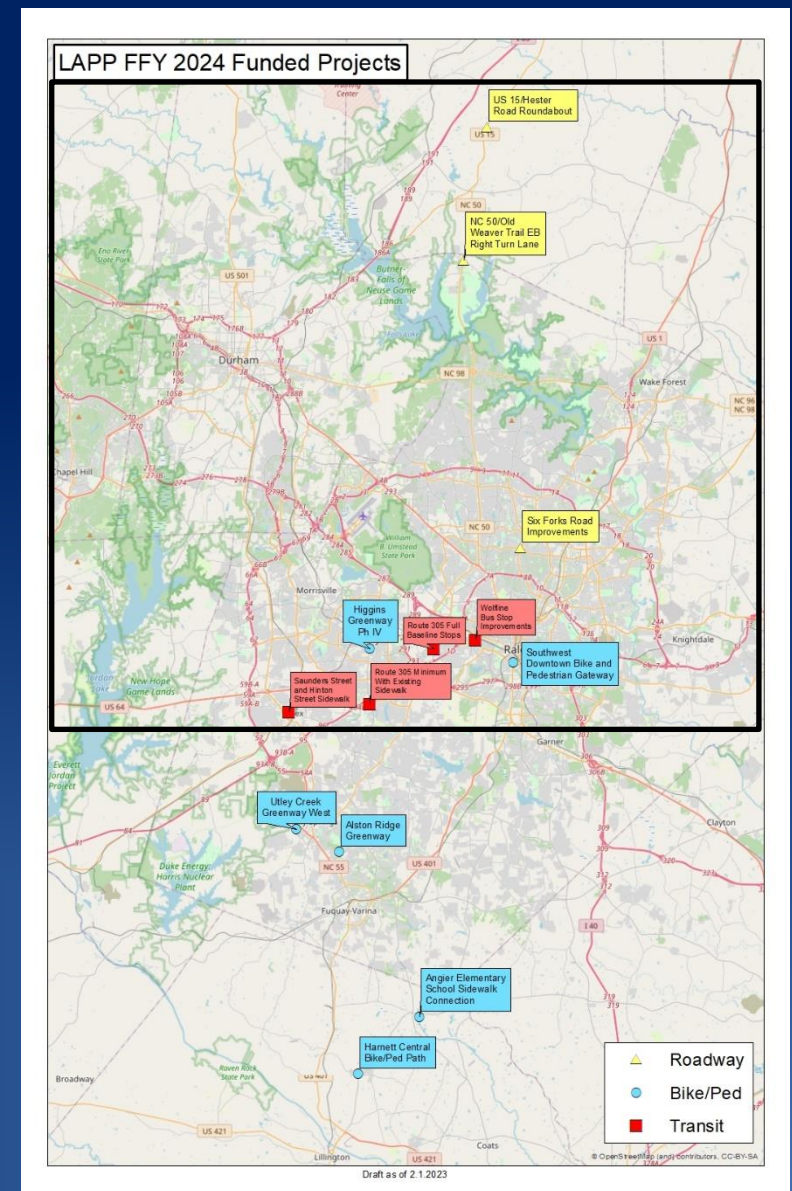
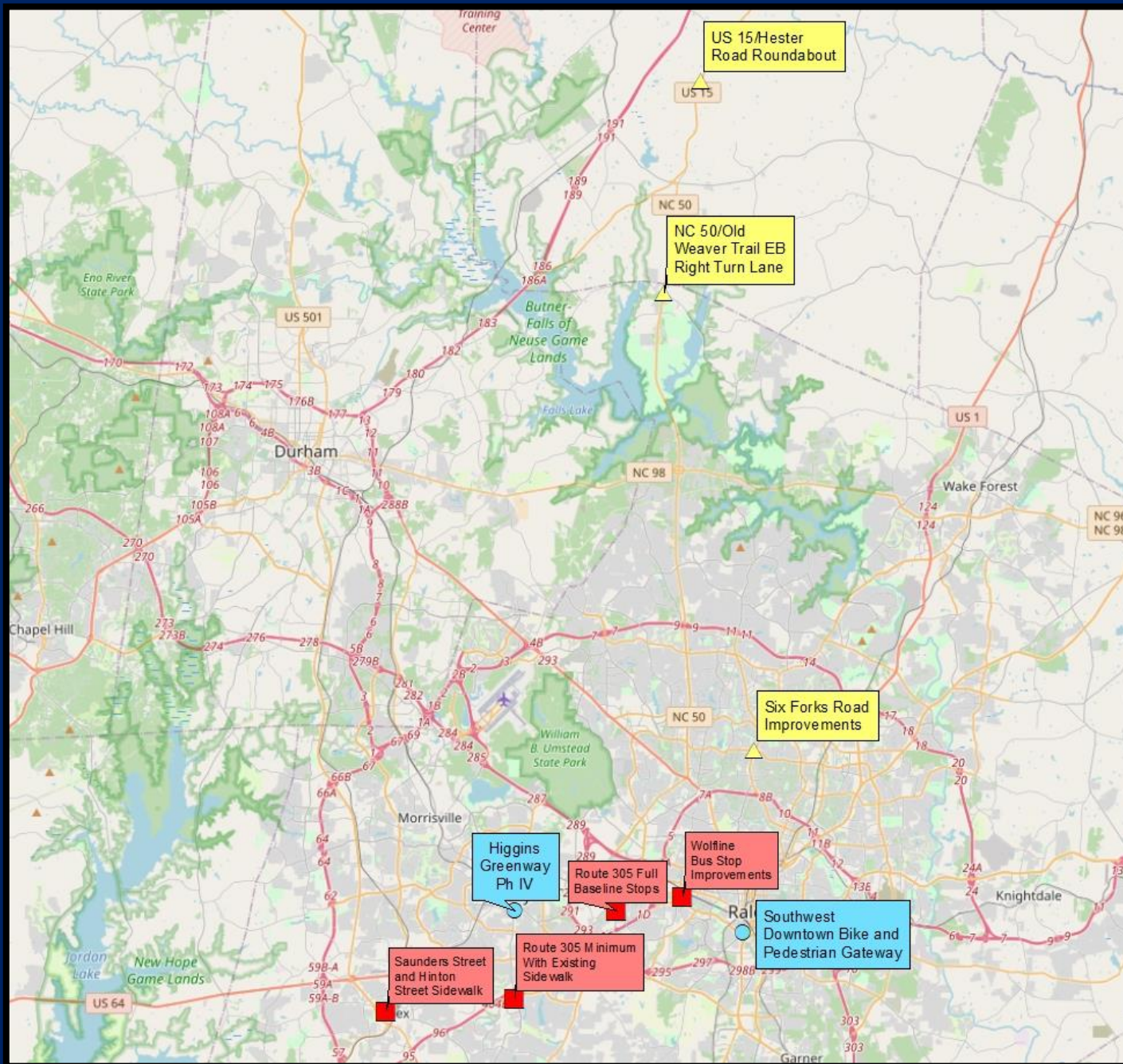
5.2 FFY 2024 LAPP Investment Program, cont'd

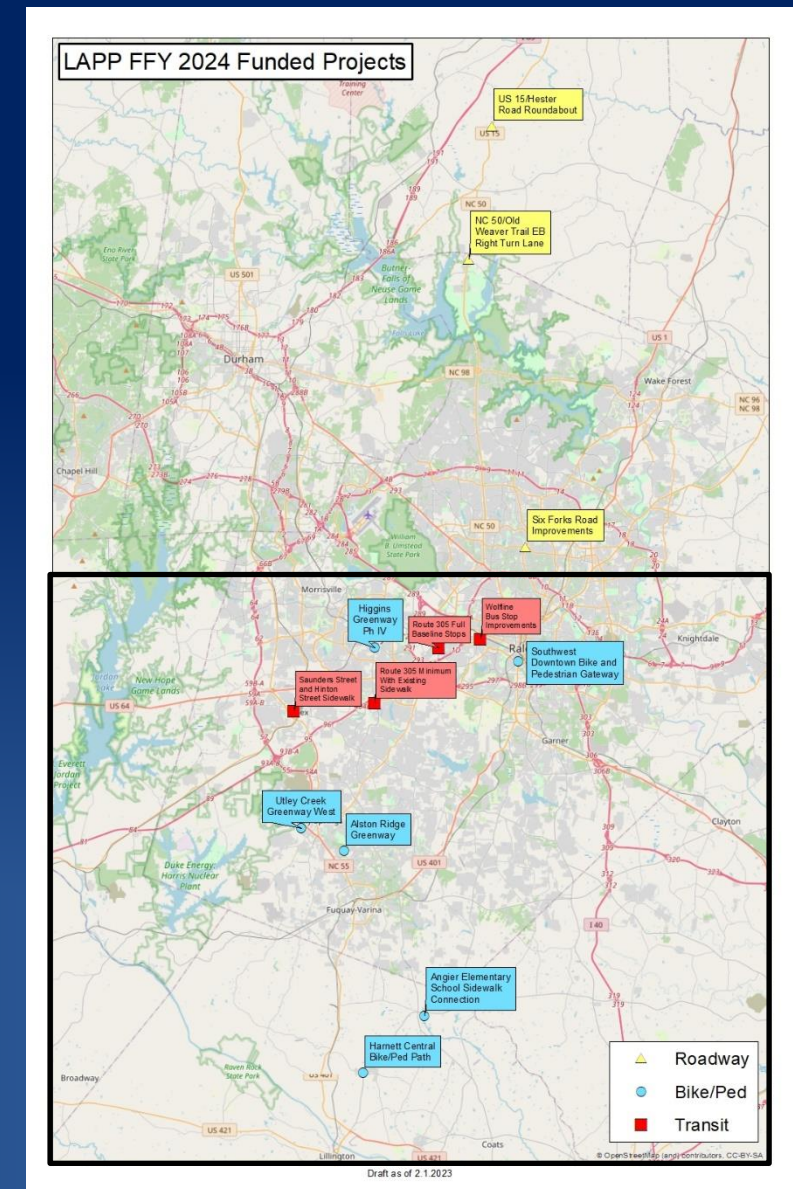
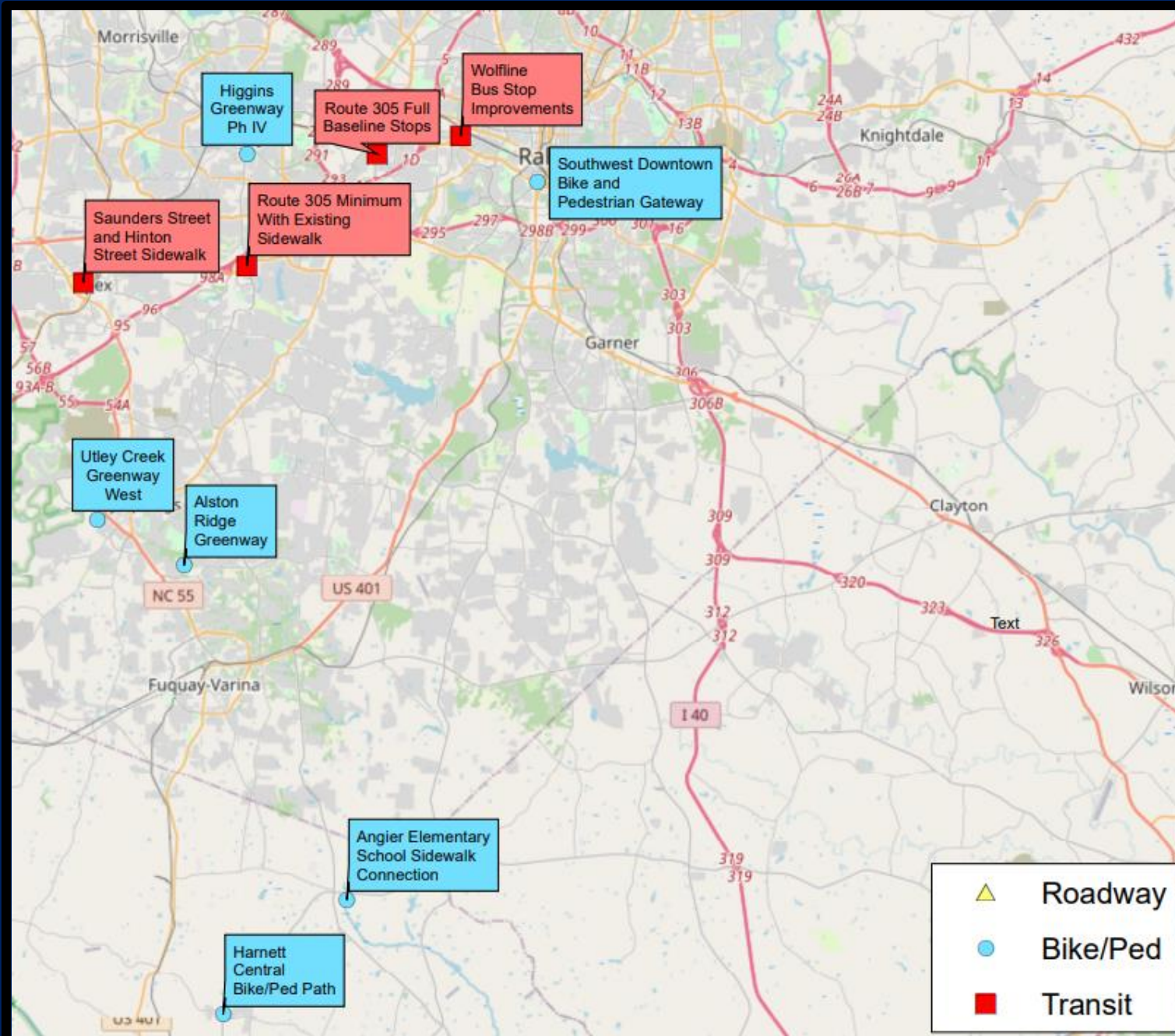
Overprogramming Recommendation

FFY 2024 LAPP Recommended Investment Program	\$25,219,527
Board-Adopted Programming Recommendation	<u>\$25,000,000</u>

Amount Above Board Recommendation	\$219,527
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- \$25M does not use the full 20% overprogramming allowed by NCDOT
- \$25M was adopted prior to IIJA passage, which increased amount of funding designated for LAPP





5.2 FFY 24 LAPP Investment Program, cont'd.

Next Steps

- Public Comment Period: January 3 – February 14, 2023
- Public Hearing and requested adoption: February 15, 2023
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

Requested Action:

Recommend approval of the FFY 24 Locally Administered Projects Program Investment Program.

Roll Call Vote for Action Items

4.1 January 5, 2023 Minutes

5.1 FY 2024 Draft Unified Planning Work Program

5.2 FFY 2024 LAPP Investment Program

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

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N.C. State University

N.C. Turnpike Auth.

Raleigh Durham Airport Auth.

Research Triangle Foundation

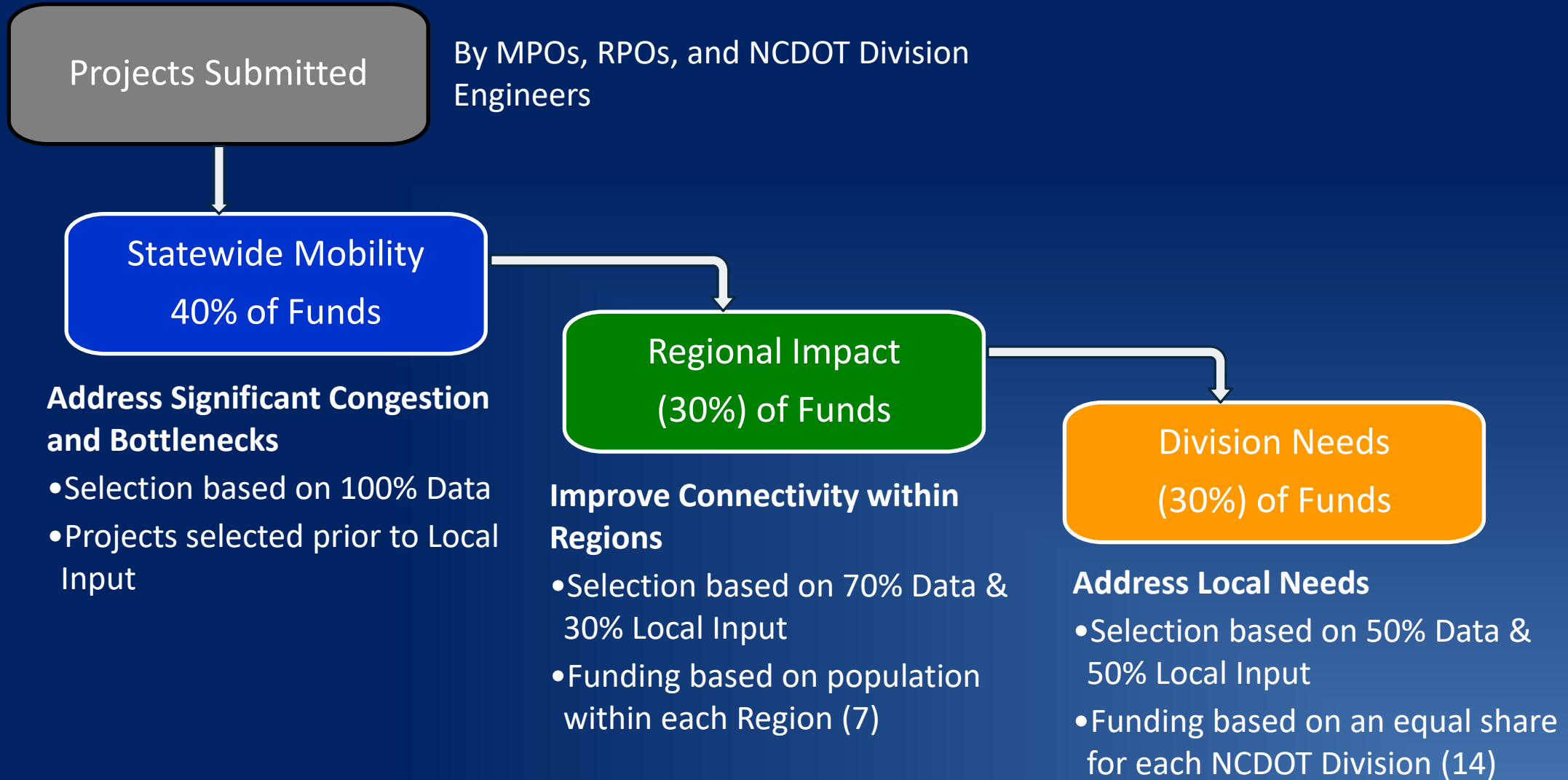
Rural Transit (GoWake Access)

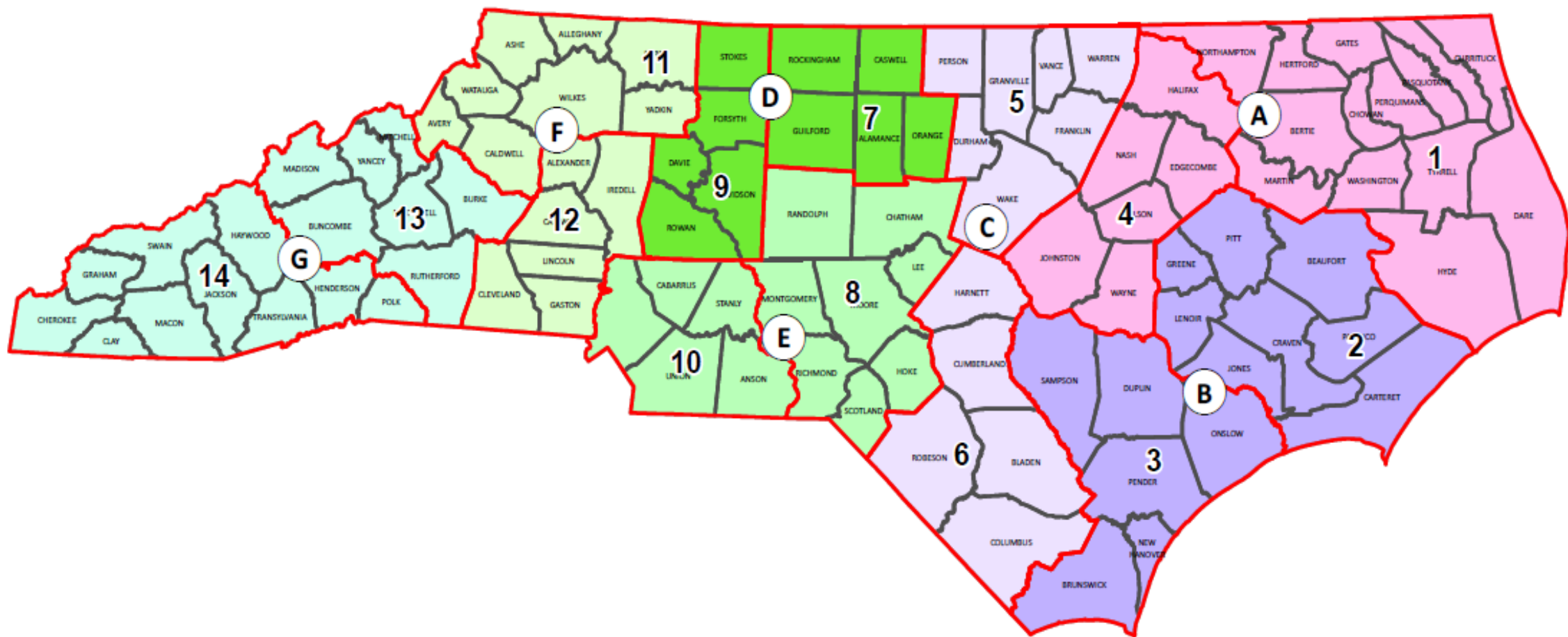
Triangle J. Council of Govts.

Triangle North Executive Airport

5.3 Draft 2024-2033 Transportation Improvement Program (TIP)/ State Transportation Improvement Program (STIP) Update

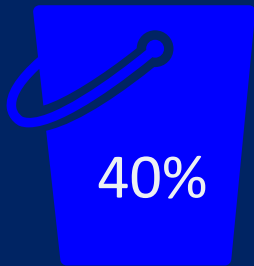
STI Programming Process





STIP Funding Distribution

Statewide Mobility



Programmed First

Interstate Maintenance
Bridge Replacement
Bridge Rehabilitation
Highway Safety

Regional Impact



% of State Population



Programmed First

Bridge Replacement
Bridge Rehabilitation
Highway Safety

Division Needs



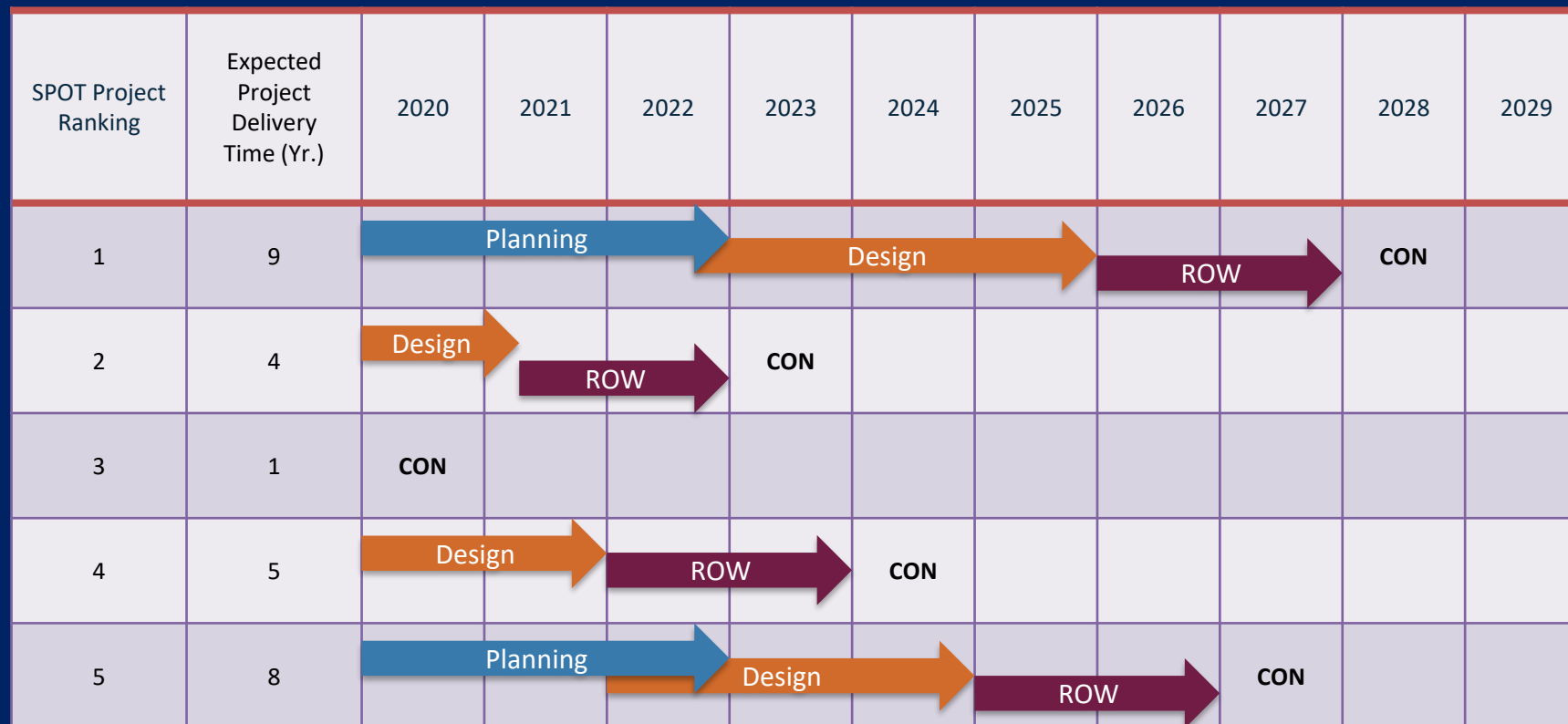
Equal Share



Programmed First

Bridge Replacement
Bridge Rehabilitation
Highway Safety
MPO Direct Attributable
Transportation Alternatives
Highway-Rail Crossing
Economic Development

Project Programming vs. Scheduling



- Regardless of priority, projects cannot be programmed for Right of Way (ROW) or Construction (CON) prior to completion of planning/environmental and design work
- A lower-scoring project that can be delivered soon may get scheduled prior to a higher-ranking project that still needs extensive work

Draft 2024-2033 STIP Development Method

- Refreshed 1,000+ estimates in the 2020-2029 STIP, resulting in substantial cost increases
- A combined \$8B overprogrammed in the 10-year STIP
- BOT approved process:
 - Stop P6.0, No Local Input Points
 - Develop 2024-2033 STIP using existing projects in 2020-2029 STIP

Existing 2020-2029
STIP Funded projects
No new P6.0 evaluated projects

Project Pool

Draft 2024-2033 STIP



Projects to be reprioritized in
P7.0

Process of programming the Draft 2024-2033 STIP

SPOT Workgroup recommended and NC BOT approved process

- Programmed First: Delivery Projects
 - ROW underway, Federal Grants, CON scheduled FY26 or sooner
- Programmed Second: P3-P4-P5 Seniority Approach

Initial April 2022 Draft Release

August 2022 Draft Release

- Additional revenue from new State Budget
- Projects returned to Reprogrammed 2020-2029 STIP schedule (if possible)

New “swap” process offered

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 requested all “swap” decisions by March 17, 2023

CAMPO MTP/TIP Subcommittee

- Met several times in the fall of 2022 and January 2023
- Developed a recommendation for two “swaps”

– Regional Impact:

“SWAP” ACTION	STIP/TIP #	PROJECT	DESCRIPTION	FUNDING
DELAY	U-5966	NC-147 Ext.		\$109m
ACCELERATE	U-5751	US401/NC 55/NC 42		\$89m

– Division Needs:

“SWAP” ACTION	STIP/TIP #	PROJECT	DESCRIPTION	FUNDING
REMOVE	U-6193	Duraleigh/Edwards Mill Rd.		\$17m
ACCELERATE	U-6117	Apex ITS		\$4m
ACCELERATE	U-6119	Raleigh ITS		\$5m
ACCELERATE	TD-5307	Triangle Town PnR		\$2m

Candidates for Delay

Statewide Mobility

U-5307A

US 1 – I-540 to Durant Rd (\$291m)

Regional Impact

U-5307B & U-5307C

US 1 – Durant to NC 98 (\$321m)

U-5966

NC 147 Ext (\$109m)

Division Needs

U-6193

Duraleigh Rd / Edwards Mill Rd (\$17m)

Candidates for Acceleration

Statewide Mobility

U-6101 (Managed Motorways) (\$139m)

P-5734 (Trinity RR Grade Separation) (\$37m)

Regional Impact

U-5751 (US 401 / NC 55/ NC 42) (\$89m)

TO-6166 (RTP – Clayton BRT) (\$100m)

P-5718 (NE Maynard) & P-5736 (Beryl Rd Crossing) (\$58m)

Division Needs

U-6117 (Apex ITS Project) (\$4m)

U-6119 (Raleigh ITS Project – Software) (\$5m)

TD-5307 (Triangle Town Center Transit Center & PnR) (\$2m)

CAMPO MTP/TIP Subcommittee

- Developed a recommendation for two “swaps”

- **Regional Impact:**

“SWAP” ACTION	STIP/TIP #	PROJECT	DESCRIPTION	FUNDING
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5.3 Draft 2024-2033 TIP/STIP Update

Schedule & Next Steps	
TCC & Ex. Board Review	February 2023
TCC & Ex. Board Action	March 2023
NCDOT Deadline	March 17, 2023
2050 MTP Amendment	Spring 2023
TIP/STIP Adoption	Summer 2023

Requested Action:
Receive as information.

5.4 TIP Amendment #11

- CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program.
- Posted to CAMPO Website for Public Review/Comment
 - February 13th through March 15th
 - Public Hearing scheduled for March 15th

Requested Action:
Receive as information.

5.5 CAMPO SRTS Program – Road Safety Audit Report

5.5 CAMPO SRTS Program – Road Safety Audit Report Review

Vandora Springs Elementary School Road Safety Audit

JENNIFER DELCOURT
SAFE ROUTES TO SCHOOL WAKE COUNTY

PRESENTATION TO CAMPO TCC
FEBRUARY 2, 2023

What is a Road Safety Audit / Assessment (RSA)?

A formal safety performance evaluation of an existing or future road or intersection by an independent multidisciplinary team.



RSA Objectives

1. Enhance understanding about crash risk and unique vulnerabilities of pedestrians
2. Engage with a variety of stakeholders to expand perspectives on pedestrian safety needs
3. Identify and prioritize specific locations, along a set of select roadways in the area, where crash risk may be highest for pedestrians
4. Discuss potential countermeasures and safety improvements for priority locations

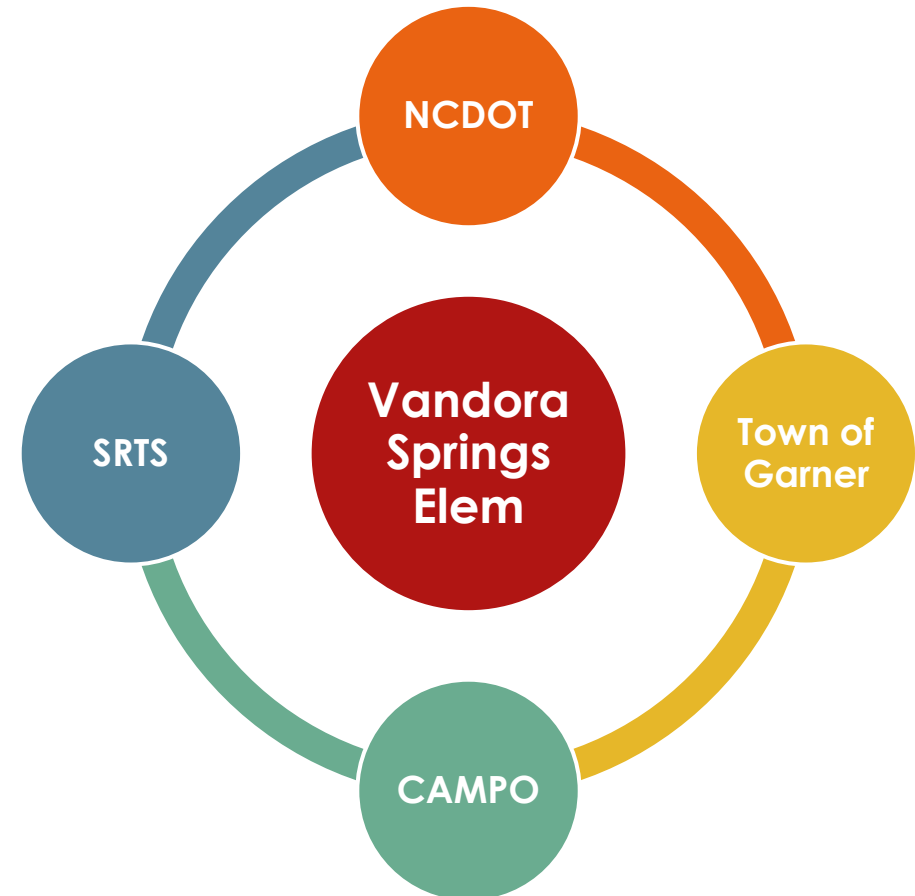


Source: VHB

School RSA Pilot Project

GOALS

1. To develop a process for evaluating safety and comfort of infrastructure around prioritized schools, identify solutions that decrease fatalities and serious injuries and increase safety and comfort, and identify funding options.
2. To help partner organizations meet annual safety targets.



About Vandora Springs Elementary School

Total students- 542

- Carpool - 212 families
- Bus - 146
- Walker - 20
- Daycare - 39
- Vendor - 10
- YMCA - 35

- Campus recently renovated
- There was formerly a crosswalk & crossing guard located at Woodland Dr & Vandora Springs Rd
- NTZ (No Transport Zone) was recently revised – no walkers west of Vandora Springs Rd.
- Jaycee Park abuts the back side of the school on Sycamore Dr.

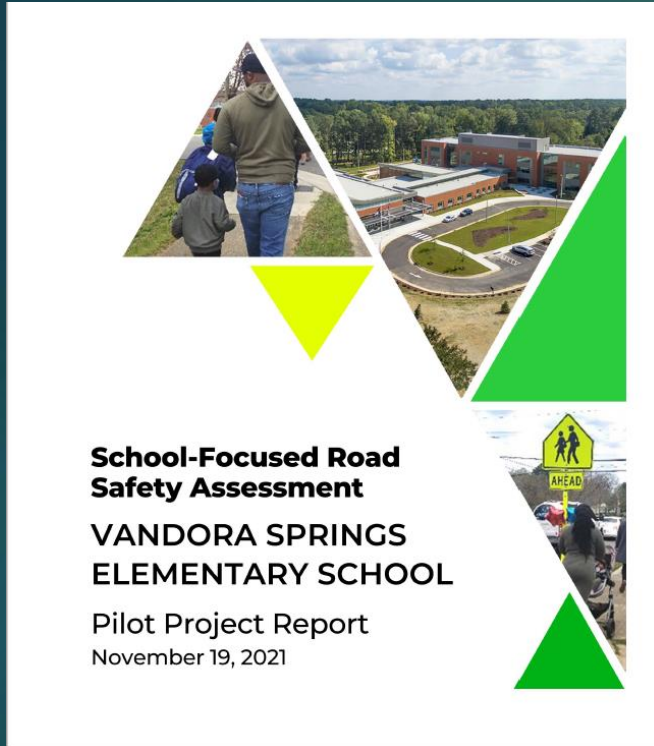


An aerial photograph of a residential area with a road intersection. A white line indicates a proposed sidewalk along the west side of Woodland Road, extending from the intersection with Vandora Springs Road towards the top left. A red arrow points from a text box to this line. Another red arrow points from a second text box to a proposed high-visibility crosswalk at the intersection. The surrounding area includes houses, trees, and a parking lot.

Add sidewalk along west side of
Woodland Road and Vandora
Springs Road

Add High Visibility
mid-block
crosswalk that ties
to school sidewalk
at public r/w

Final Report



Available online at:
wakegov.com/saferoutestoschool

RECOMMENDATIONS

Table 2

Location	Identified Issue	Potential Countermeasures	Priority	Cost	Agency Lead
Corridor-wide	Lack of data on how many people walk & bike	Coordinate bike/ped Counts to support sidewalk and crossing improvement assessments	Near term (less than 2 years)	Low	NCDOT
Corridor-wide	Absence of an enhanced crossing on Vandora Springs Rd	Assess locations for an enhanced crossing to provide access to the school (a proposed crossing diagram is included in Appendix 7)	Mid-term (2-5 years)	Med-high	Town of Garner
Corridor-wide	Travel speeds above posted limits on Vandora Springs Rd	Narrowing of wide northbound lane	Near Term (less than 2 years)	Low	Town of Garner & NCDOT
Spring Dr to Woodland Rd	Vehicle passing in no-passing areas	Reallocation of travel lanes that may include cross-hatching center lanes to reduce lane width, add bike lane, other paint solutions to reduce lane width	Near term (less than 2 years)	Low	Town of Garner & NCDOT
Woodland Rd	Pedestrians walking along shoulder on Woodland Rd	Add sidewalks along Woodland Rd	Mid-term (2-5 years)	TBD	Town of Garner
Vandora Springs Rd to Park Ave	Existing unenhanced crossing	Evaluate crosswalk location at Park Ave to determine if it should be removed, relocated, or enhanced.	Short-term (less than 2 years)	Low	Town of Garner & NCDOT

Next Steps

- ▶ Maintain relationship with school – Walk to School Days
- ▶ Follow up with Core Team
- ▶ Develop LAPP Project?
- ▶ Identify opportunities for more RSAs via SRTS subcontract

Next CAMPO SRTS

Subcommittee Meeting:

Friday, March 17 @ 10am



5.5 CAMPO SRTS Program – Road Safety Audit Report Review



Requested Action:
Receive as Information

5.6 Mobility Management Implementation Study Update



Mobility Management Implementation Study

Stakeholder Presentation on
Proposed Framework

Winter 2023

Purpose

- Re-introduce mobility management and the explain the MMIS
- Share the goals and vision for mobility management in the CAMPO region
- Summarize completed outreach and engagement activities
- Present the recommended program framework, timeline, funding, and implementation steps
- Seek written endorsement by March 1, 2023 to implement the program by July 1, 2023



MMIS Background

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 solutions, creating a “**one-stop shop**” where people can find transportation service that meets their needs.

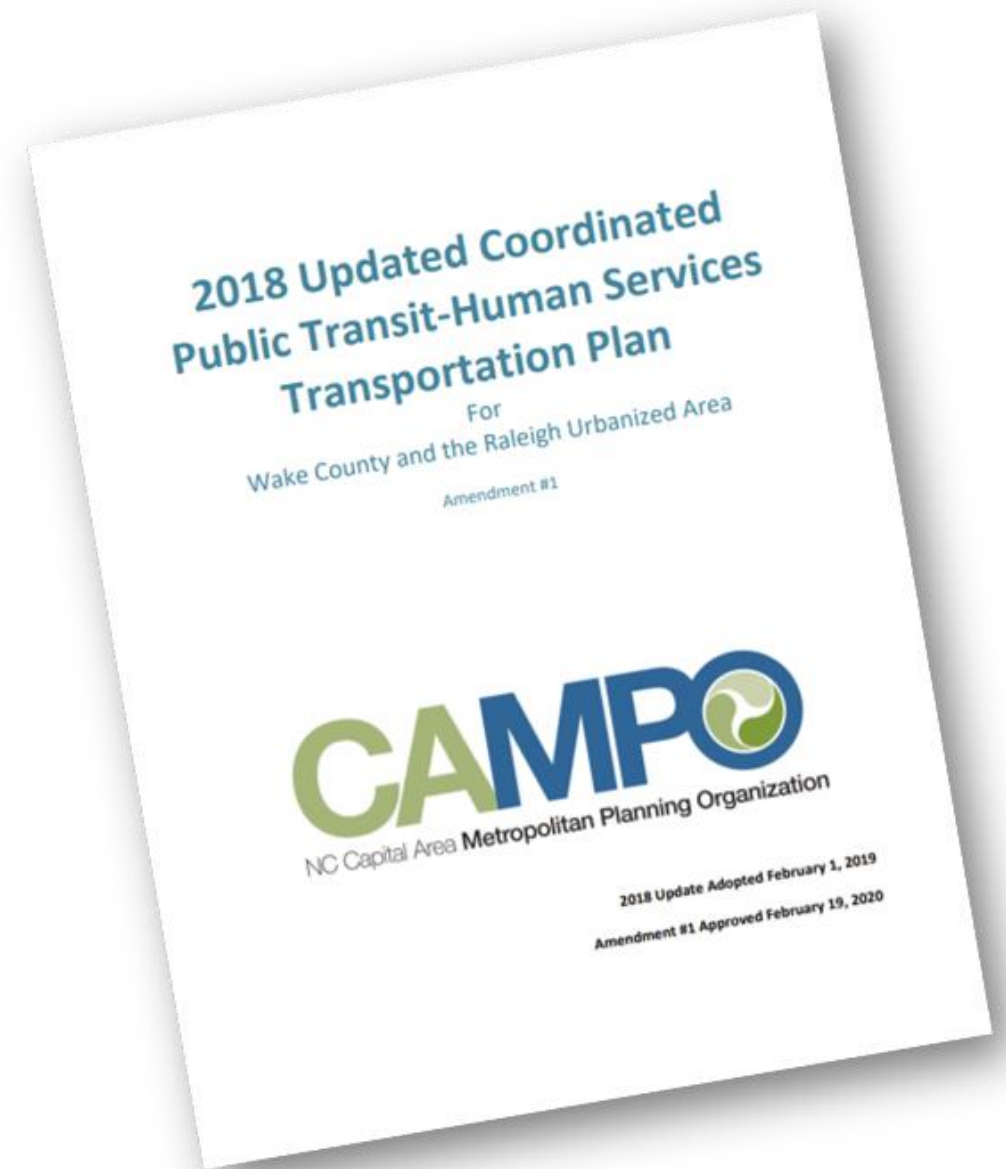


Why is Mobility Management Needed Here?

- Public transportation options outside our region's fixed-route bus systems are limited and more coverage is needed
- In the more rural parts of our region, it is difficult to sustain regularly scheduled bus service because the demand is comparatively low
- At the same time, available reservation-based transportation services are not well known and those that are available are often constrained
- A program that includes more outreach, consolidated information, and better coordination with providers and others can help address these unmet needs

Recommended Strategy

- 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 Coordination Committee (MCC)** identified a need to seek outside expertise on **implementation** of mobility management



MMIS Elements

- Phase One
 - Review of relevant services and programs and agency interviews
 - Summary of applicable peer best practices
 - Outreach to agency boards and focus groups
 - Recommended implementation framework / White Paper
 - Endorsement by Technical Steering Committee (TSC) and agency boards
- Phase Two
 - Detailed implementation plan with agency operational input
 - Outreach and engagement strategy
 - Final report



Mobility Management Vision & Goals

Vision for Mobility Management

- The program seeks to:
 - Deliver better public transportation and services in rural areas, including travel training
 - Help riders connect to and use transit
 - Make it easier to find out about services
- It will help:
 - Older adults, people with disabilities, and people with low incomes
 - Agency staff and advocates
- As it evolves:
 - Trip sharing will increase, better technology will be available, and progress will be measurable



5-Year Vision



* As applicable; provider operations would remain independent

Mobility Management Goals

1. Through **engagement, outreach, and coordination**, offer consistent and easily accessible information on available public transportation services,
2. Through **data collection, needs assessment, and program design**, better address the concerns of people who face mobility challenges, and
3. Through **program evaluation and refinement**, promote and improve coordination and use of technology among providers leading to a better user experience, more transportation services, and reduced operating costs



Outreach and Feedback

Outreach and Feedback

- Board and committee presentations
 - Winter 2022
- Technical Steering Committee (TSC)
 - Five meetings
 - **Support for current proposal obtained at October 2022 meeting**
- Focus groups to obtain feedback and refine program
 - Providers and advocates (July 2022)
 - Riders (August 2022)
- Program elements refined into a project “White Paper”



Recommendations

Recommended Program Design

- Recruit a full-time mobility manager
 - FY24 start – July 1, 2023
 - Serve the full CAMPO region
 - Administratively part of CAMPO staff but rotating among providers
- Use the Mobility Coordination Committee (MCC) as a mobility management steering committee
 - Will require some MCC reframing and formalization of procedures
- Fund with Federal Transit Administration (FTA) 5310 program funds
 - \$120,00 – \$150,000 per year

Implementation Elements (Goals)

1. Engagement, outreach, and collaboration
2. Data collection, needs assessment, and program design
3. Program evaluation and refinement

Engagement, Outreach, and Collaboration

- Partner engagement and coordination
 - Relationship building
- Mobility management identity and brand development
- Development of publication of public materials
 - Program description
 - Transportation resources (providers, service areas, eligibility)
- External promotion
 - Outgrowth of forthcoming engagement and marketing task

Data Collection, Needs Assessment, Program Redesign

- Transportation information database development
- Webpage
- Referral of riders to current providers
- Data compilation and reporting
 - Trend analyses
 - Clients served
 - Agencies participating
 - Unmet needs (i.e., solutions not available because services do not exist)

Program Evaluation and Refinement

- Travel training referrals
- Periodic meetings with decision-makers
- Use of data and lessons learned for future prioritization
- Staff training and development
- Technology assistance and advocacy



Next Steps and Schedule

Next Steps

- Formal commitment sought through a **written statement** endorsing the proposed framework and that commits staff time (1-2 hours/week on average)
 - Draft language shared in report and presentation
 - Prior to March 2023
- Formal framework endorsement sought from CAMPO TCC and Executive Board (March 2023)

Status of Support/Upcoming Meetings

- City of Raleigh – 2/9
- Town of Apex – received endorsement
- JCATS – received endorsement
- Wake County – 2/1
- GoTriangle – endorsement to be received
- HARTS – 2/14
- KARTS – TBD
- Town of Cary – 2/21

Next Steps continued

- Future Project Tasks
 - Participants' operational review, analysis, & recommendations (Task 9)
 - Public outreach & engagement strategy (Task 10)
 - Study final report
- Overall MMIS completion by June 2023
- FY 2024 program rollout (July 1, 2023)

Draft Language

- [Agency Name] has **reviewed the proposed CAMPO region mobility management program framework** prepared for the Mobility Management Implementation Study. This report summarizes tasks completed during the project's first phase, including outreach activities and recommends steps for the region to implement a regional mobility management program beginning at the start of FY 2024.
- [Agency Name] **endorses the recommendations made in the mobility management framework**. In addition, [Agency Name] **pledges to work collaboratively with the regional mobility manager and will direct staff resources** accordingly to ensure a strong regional program. In addition, [Agency Name] pledges to **continue to support the Mobility Coordination Committee (MCC)** in its ongoing mission to continue to guide ongoing coordination activities and to implement the recommendations of the region's coordinated public transit human services transportation plan (CPT-HSTP).

Questions or Comments?



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Bill Schwartz
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5.7 Urbanized Areas Update

The Decennial Census has released new definitions for classifying Urbanized Areas. These definitions, which are used to establish North Carolina's MPO boundaries, were last updated in 2012.

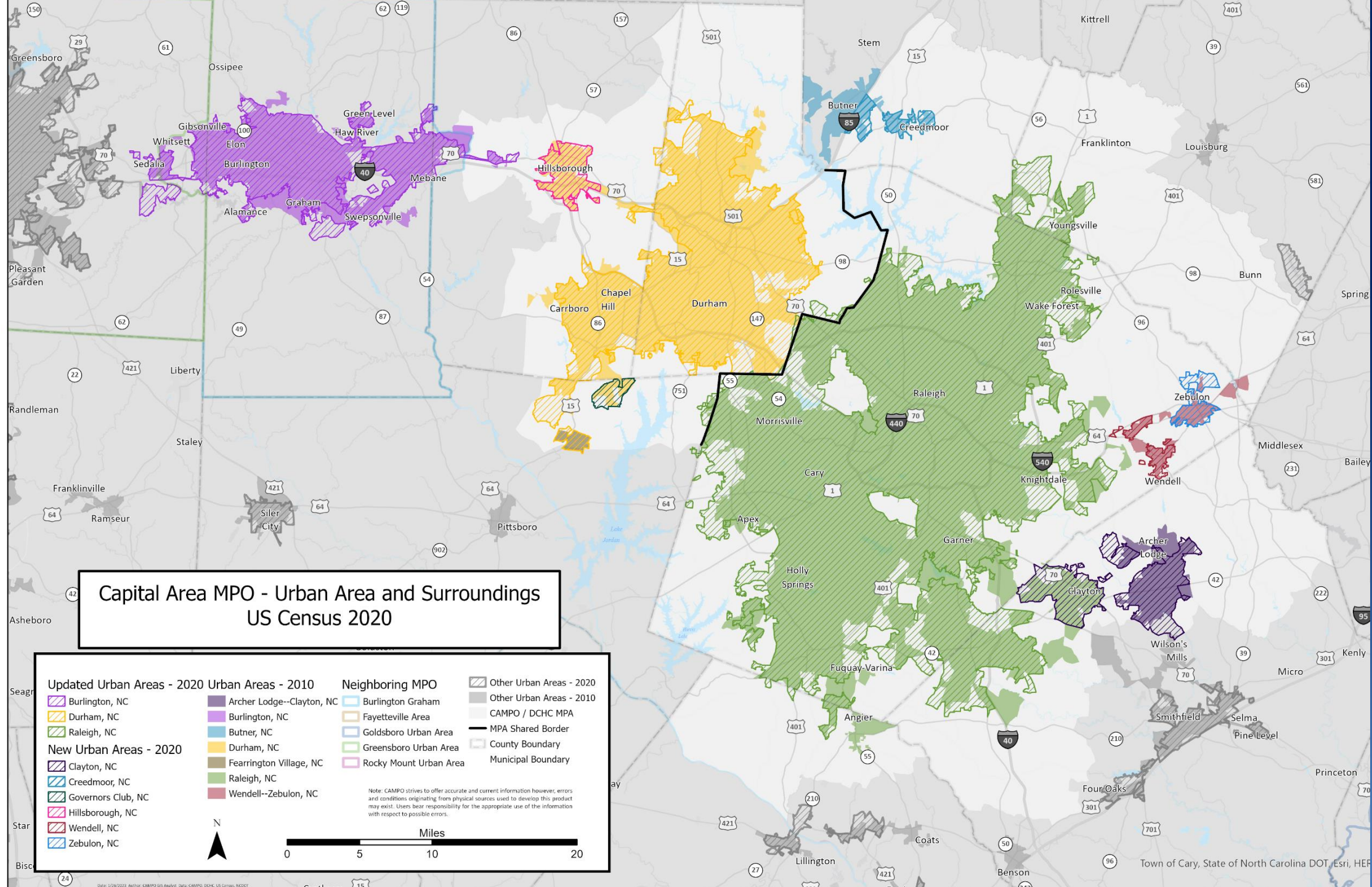
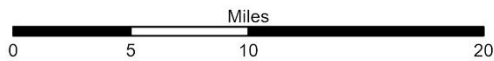
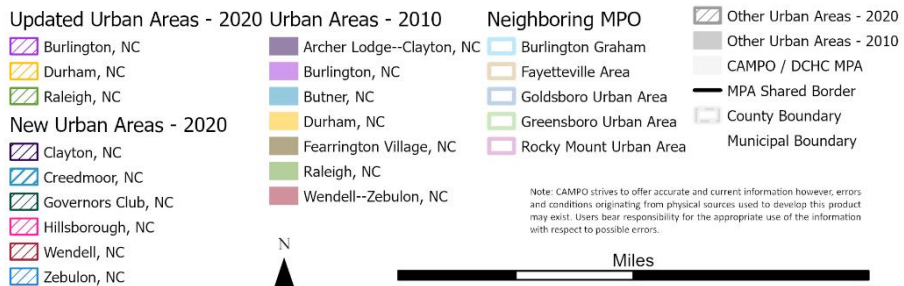
With the release of the new Urban Areas, MPO's have begun to review their current boundaries against the new guidelines.

An MPO boundary includes the urbanized area(s) and areas anticipated to be urbanized within 20 years.

An MPO's boundary determines the area within a region that is available for MPO planning services. Currently, the Capital Area MPO boundary contains approximately 1,603.53 square miles and has a population of 1,380,426.

New Urbanized Area mapping is available via the Census website:
<https://tigerweb.geo.census.gov/tigerweb/>

Capital Area MPO - Urban Area and Surroundings US Census 2020



5.7 Urbanized Areas Update

Possible impacts to the Capital Area MPO boundary include:

- Southeastern CAMPO boundary in Johnston County
 - New urban area for Clayton/Archer Lodge
- Western CAMPO boundary in Chatham County
 - Cary/Apex growth into Chatham County

Additionally, voluntary changes may also impact the final MPO boundary

Discussions are beginning with each of these areas. MPO staff will provide recommendations for updates to the Capital Area MPO boundary in upcoming meetings.

Requested Action:
Receive as information.

6. Informational Items: Budget

6.1 Operating Budget – FY 2023

6.2 Member Shares - FY 2023

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

Studies:

- FY23 Hot Spots
- Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update
- U.S. 401 Corridor Study
- Mobility Management Program Implementation

Other Updates:

- Mobility Coordination Committee
- Safe Routes to School (SRTS)
- CAMPO/NCDOT Non-Motorized Volume Data Program
- Triangle Transportation Choices (Triangle TDM Program)
- NCDOT Highway Project U-2719 – Updates
- NC 540 Bonus Allocation Projects

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

ADJOURN

Upcoming Events

Date	Event
Feb 15, 2023 4:00 p.m.	Executive Board Virtual
Mar 2, 2023 10:00 a.m.	Technical Coordinating Committee