



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-IKGmcRN4/edit#gid=916175477>

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



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

April 7, 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: March 3, 2022

Requested Action:

Approve the March 3, 2022 Meeting Minutes.

5. Regular Business

- 5.1 Greater Triangle Commuter Rail Opportunity Analysis (Land Use, Affordable Housing, Travel Markets).
- 5.2 Strategic Plan Update.
- 5.3 Wake Transit FY 23 Work Plan.
- 5.4 Amendment #8 to FY2020-2029 Transportation Improvement Program (TIP) and Bonus Allocation Projects Update.

5.1 Greater Triangle Commuter Rail Opportunity Analysis (Land Use, Affordable Housing, Travel Markets)

Opportunity Analysis

A descriptive evaluation
of the Greater Triangle Commuter Rail Corridor

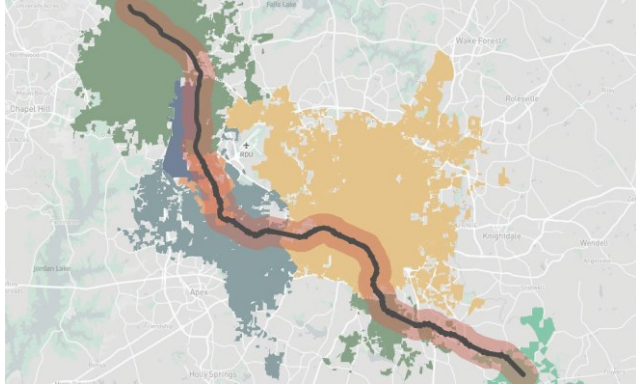


Triangle J Council of Governments

March 2022

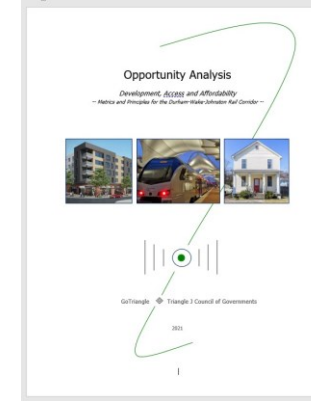
Two Types of Rail Corridor Technical Analysis: Service Analysis and Opportunity Analysis

Service Analysis: What Will It Take To Build?



- Staff work by STV Consultant Team
- What can happen **within** the NCRRight-of-way
- Capital Investments: track, structures, maintenance facilities, vehicles, etc.
- Service Patterns –stops, schedule, etc.
- Capital and Operating Costs
- Ridership
- Operational & Environmental Considerations

Opportunity Analysis: What **Might** We Get If We Build?

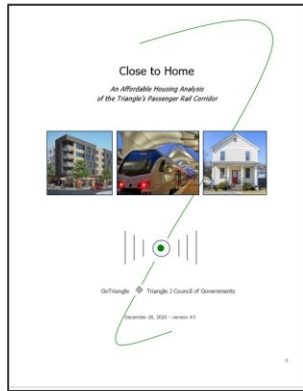


- Staff work by TJCOG and HR&A
- What can happen **along** the corridor
- Travel Markets (TJCOG)
- Land Use (TJCOG)
- Affordable Housing (TJCOG)
- Economic Impact (HR&A)



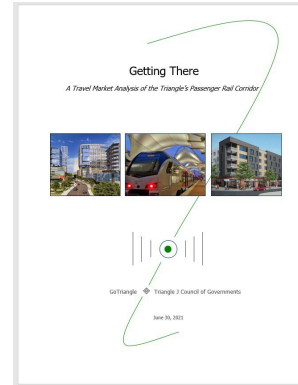
Passenger Rail Corridor Analysis: Region-Corridor-Station Study Areas

Affordable Housing Analysis



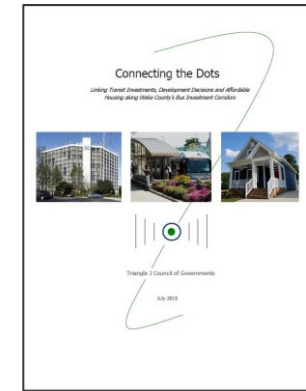
- Key Metrics
- Existing types and locations: legally-binding/affordability-restricted & naturally occurring affordable housing
- Planned additional affordable housing
- FTA CIG scoring calculation
- Opportunity sites & segments

Travel Market Analysis



- Where workers live
- Where residents work
- Connecting Workers to Jobs
- Emphasized areas:
 - Travel *to* Key Hubs
 - Travel *from* Key Neighborhoods
 - Race/Ethnicity
 - Income
 - Vehicle availability
 - Affordable Housing

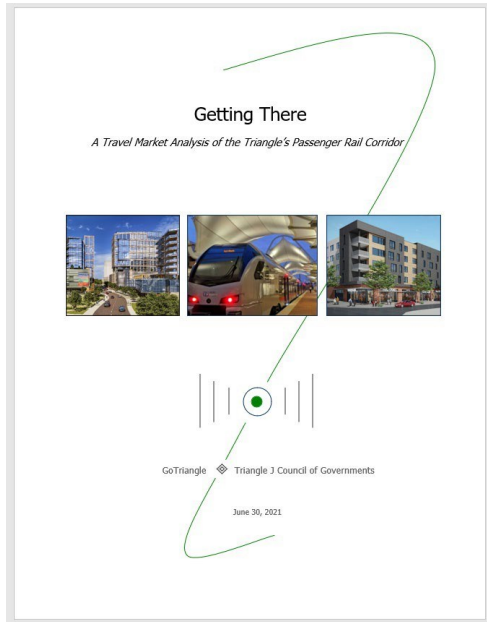
Land Use Analysis



- Place types & development status
- Existing population & jobs
- Capacity for added jobs and residents
- Emphasized topics:
 - Anchor Institutions
 - HR&A Market Analysis Results
 - Community ROW setbacks
 - FTA Joint Development



Passenger Rail Corridor Analysis: Why Travel Markets and Land Use Matter



- **The importance of starting with a focus on travel markets and land use, within a connected system**

- **Author of *Trains, Buses, People*:** *“A good transit corridor is one with high density where multiple centers line up, perhaps resulting in a bottleneck....A good corridor must be reasonably straight: people do not want to move in “U”s or circles or zig-zags. It is critical when identifying corridors to think about land use, not existing transportation infrastructure.*
- **Author of *Better Buses, Better Cities*:** *“I don't think that buses are superior to trains. We need a lot of investment in trains. We need new subway extensions, commuter rail improvements and more light rail. We also need a lot more bus service to complement that. **We need a strong spine of high-capacity transit**, and then we have great arteries and bus lines running to many more neighborhoods than have good service today. It's all connected.”*
- **Author of *Walkable City Rules*:** *“Transportation systems beget land use patterns. Then land use patterns beget transportation systems. **If they are not addressed together...mobility and quality of life suffer.**”*
- **Author of *Human Transit*:** *“**Density is still an overwhelming force for determining the possibilities and outcomes of transit**, and we can't begin to make good transit decisions until we understand it.”*

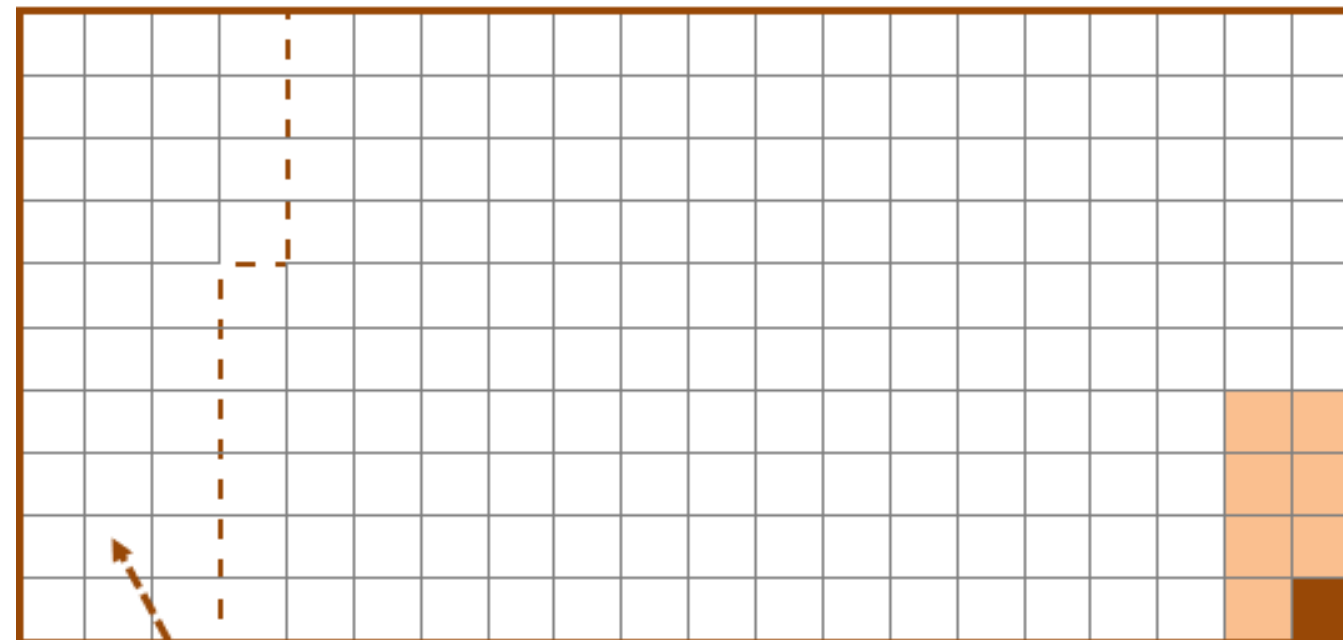


Opportunity Analysis Framework: Region-Corridor-Station Study Areas

❖ The analysis focuses on three areas:

- ❑ A four-county region through which the rail corridor passes (Orange, Durham, Wake, Johnston)
- ❑ The “rail corridor:” an area within one-mile of the railroad tracks for the planned initial investment
- ❑ “Station study areas:” ½-mile radius circles at 15 locations from the Phase I Study*

Relative Size of The 4-County Region, The 2-Mile Wide Rail Corridor, and the 15 Station Study Areas



← The large grid represents the combined size of Wake, Durham, Johnston and Orange Counties.

← These 8 boxes represent the size of the rail corridor – 1 mile on either side of the tracks.

← This box represents the combined size of the 15 station study areas: one-mile wide circles centered on a station platform.

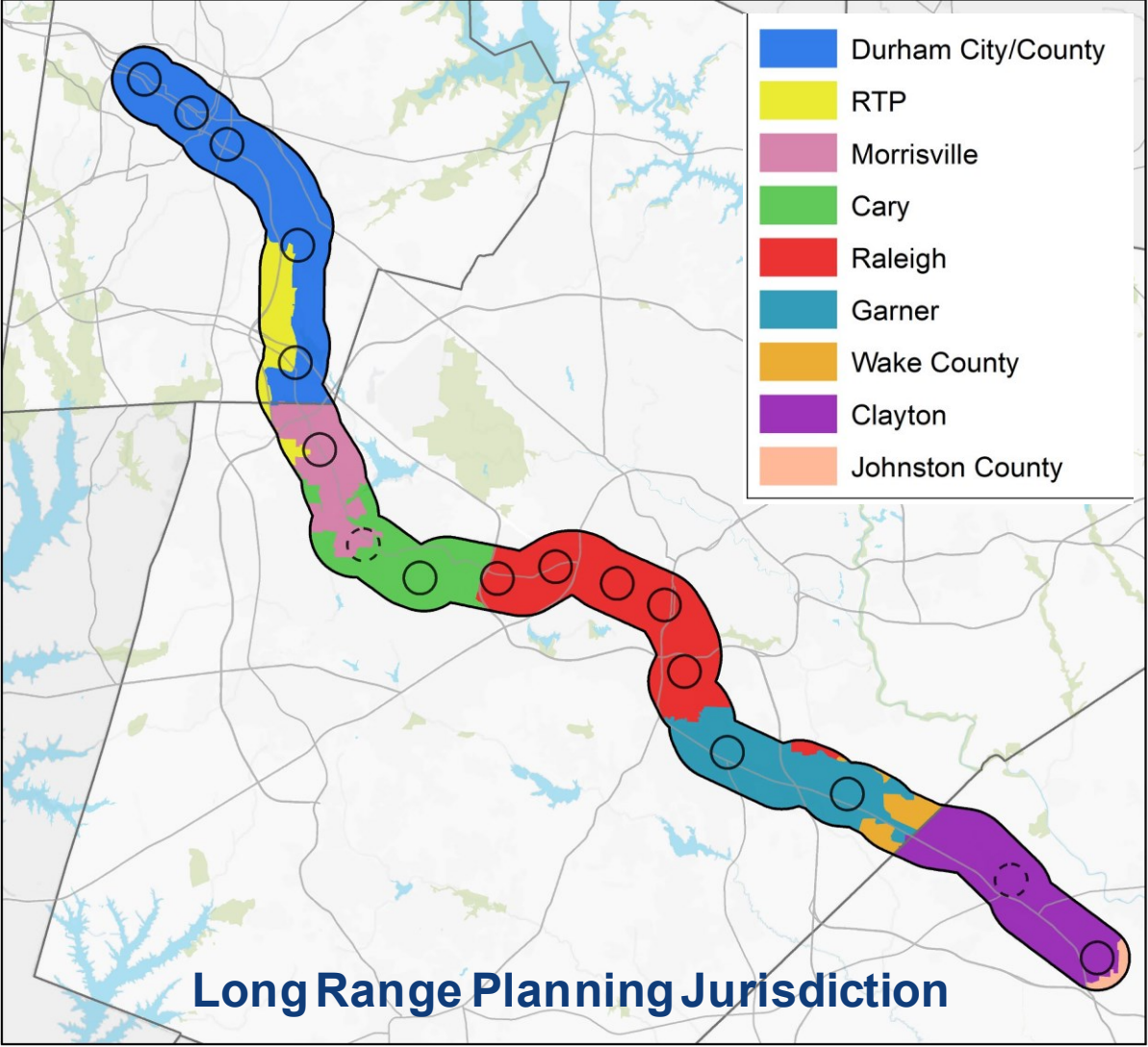
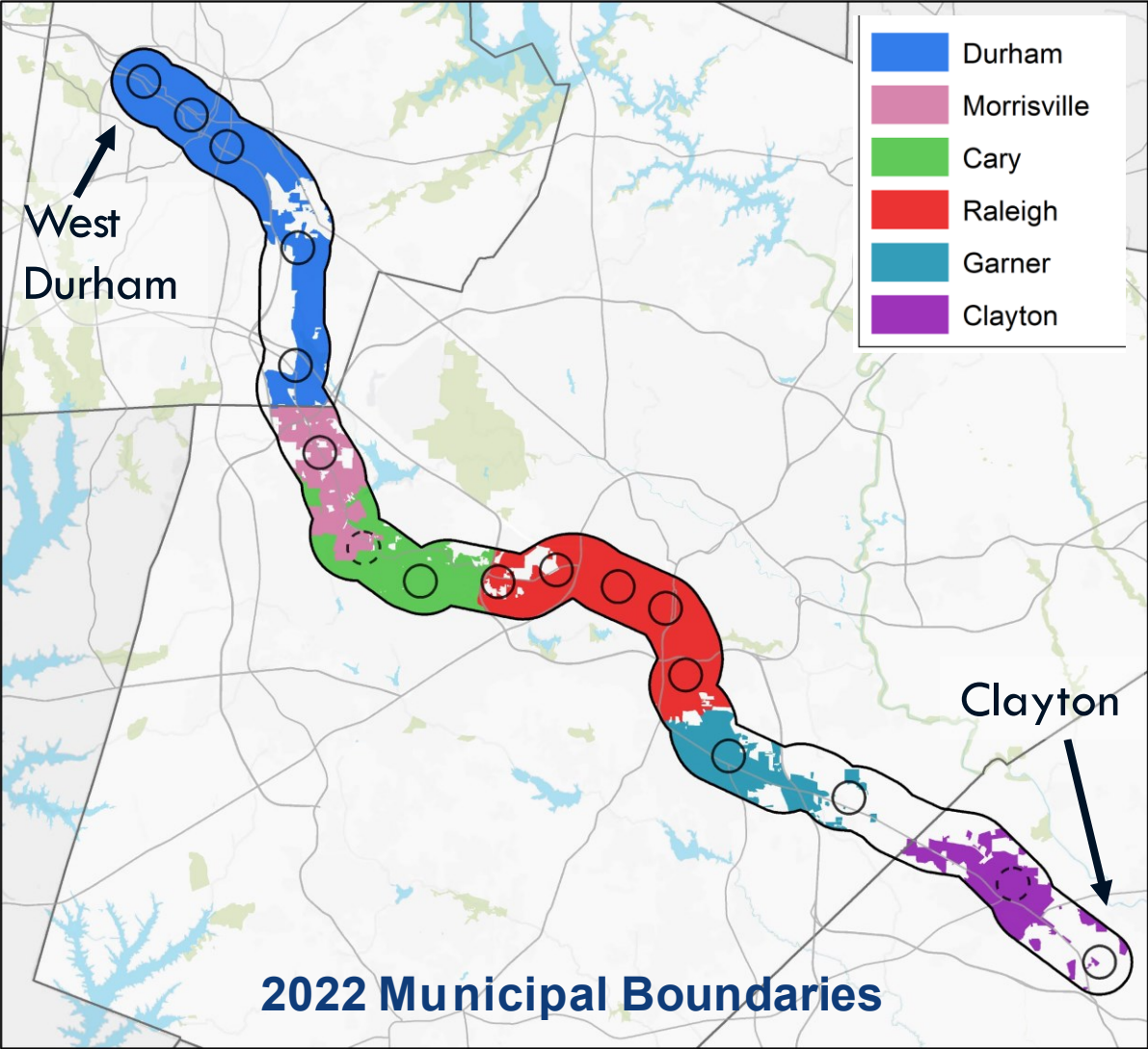
← Portion of region in Orange County, which is not part of the initial investment phase

*In addition to the 15 initial station study areas, this analysis also looked at 2 “infill” sites based on potential:

- downtown Clayton
- Morrisville Parkway



Passenger Rail Corridor Analysis: Land Use & Affordable Housing – Who’s in Charge?



Passenger Rail Corridor Analysis: Key Concepts

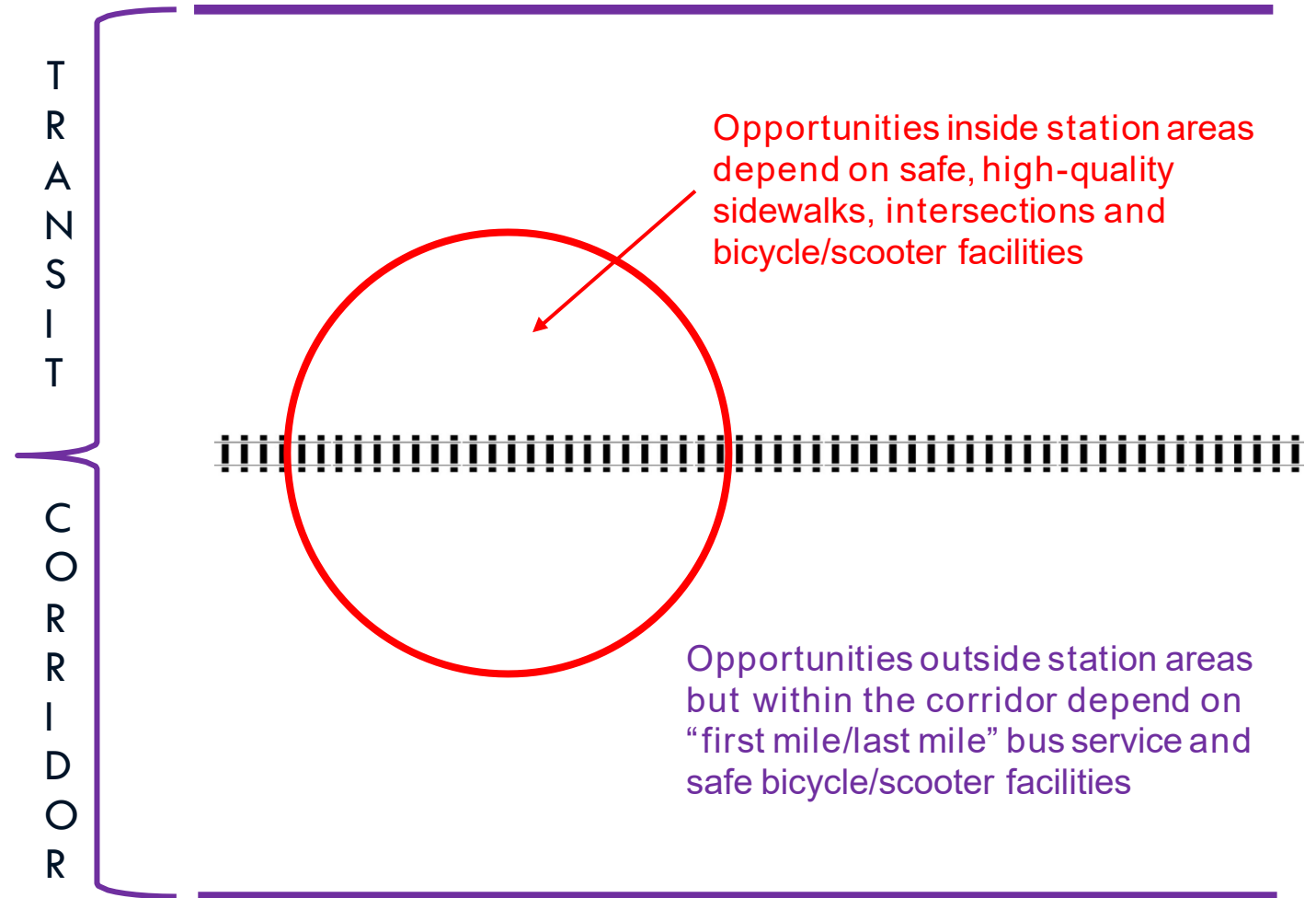
• Opportunity

- Opportunity is NOT benefit
- Opportunity + actions can lead to benefits
- Rail corridor opportunities and the actions that can transform them into benefits will differ in different station areas and along different segments of the corridor

• Descriptive Analysis

- seeks to understand evidence, not recommend decisions
- Most useful if paired with engagement

Opportunities, no matter the location, depend on the transit service being able to serve a user's travel needs.



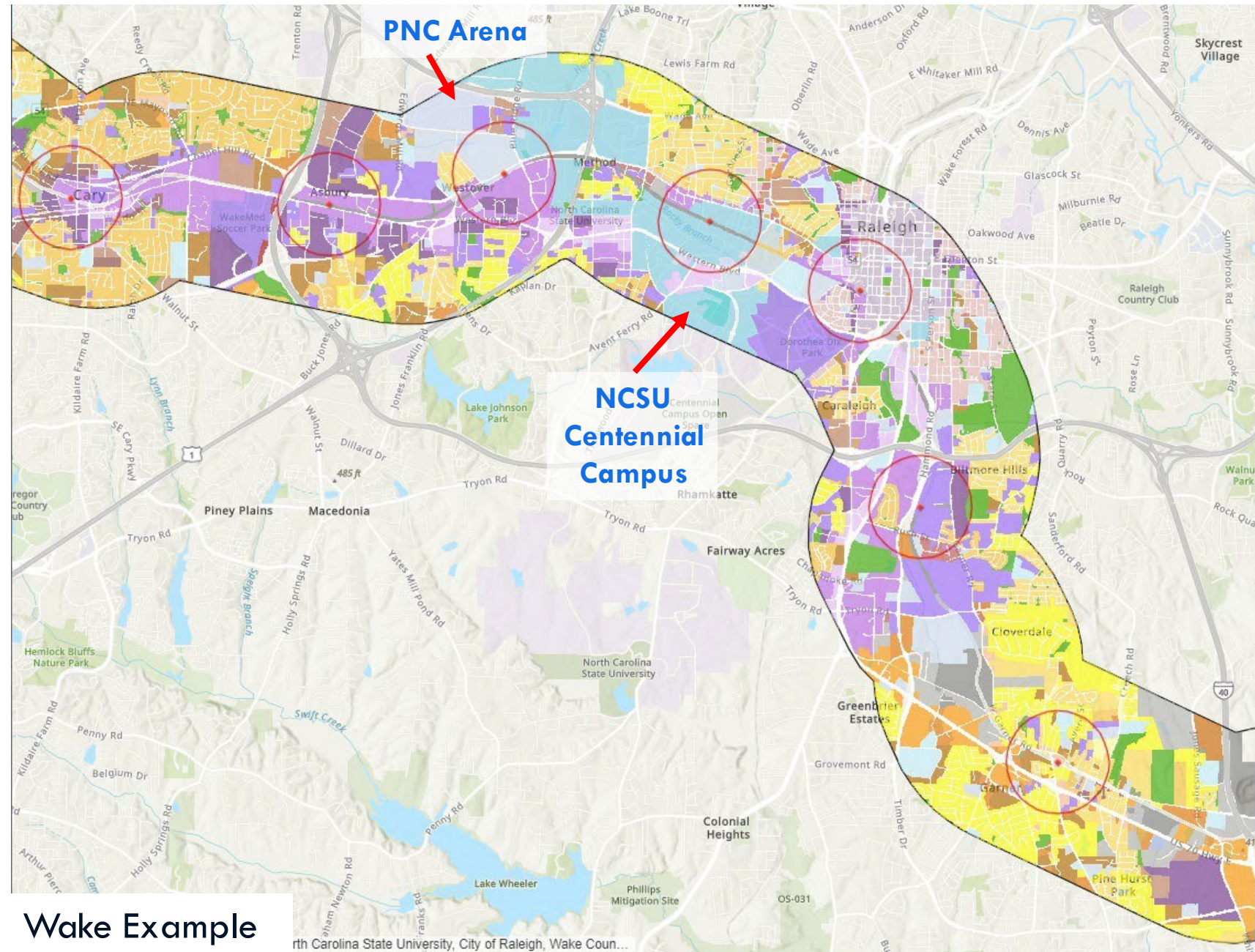
Opportunities outside the corridor depend on park and ride access and intersecting bus lines. These are part of the **Service Analysis**.



Passenger Rail Corridor Analysis: Land Use

- **Station Areas (red circles)**
- **Corridor (highlighted area)**

As a couple of important examples, both Centennial Campus and the PNC Arena are within the corridor, but not within a “rule of thumb” walking distance of a station, so transit, shuttle, and active transportation connections will influence access



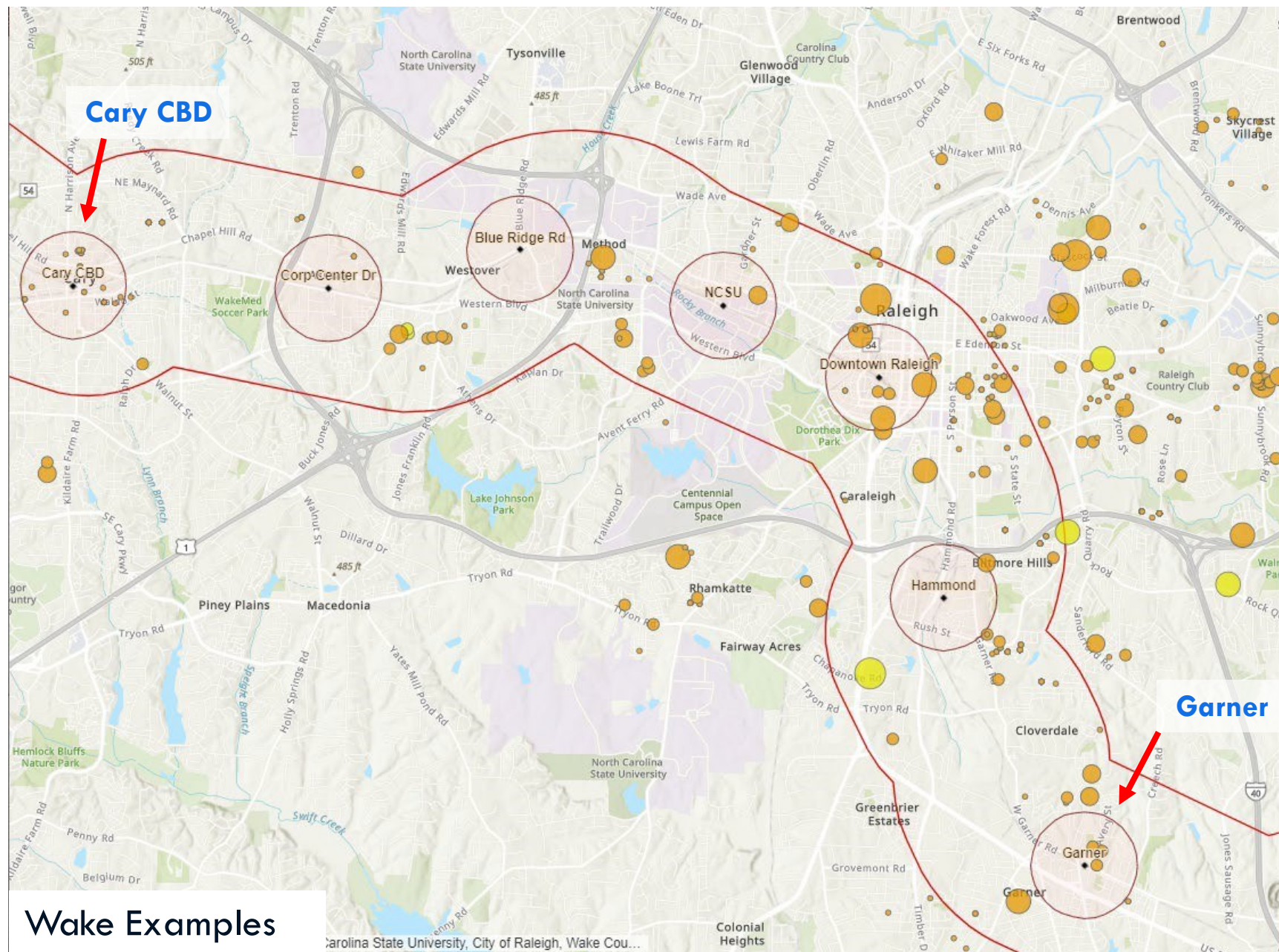
Passenger Rail Corridor Analysis: “LBAR” Housing

- Station Areas (circles)
- Corridor (red lines)

Similarly, many existing and planned affordable housing units are within station areas, but many others are in the corridor, but more than a short walk away.

Legally Binding, Affordability-Restricted (LBAR) Housing

- Existing “LBAR” units
- Planned “LBAR” units

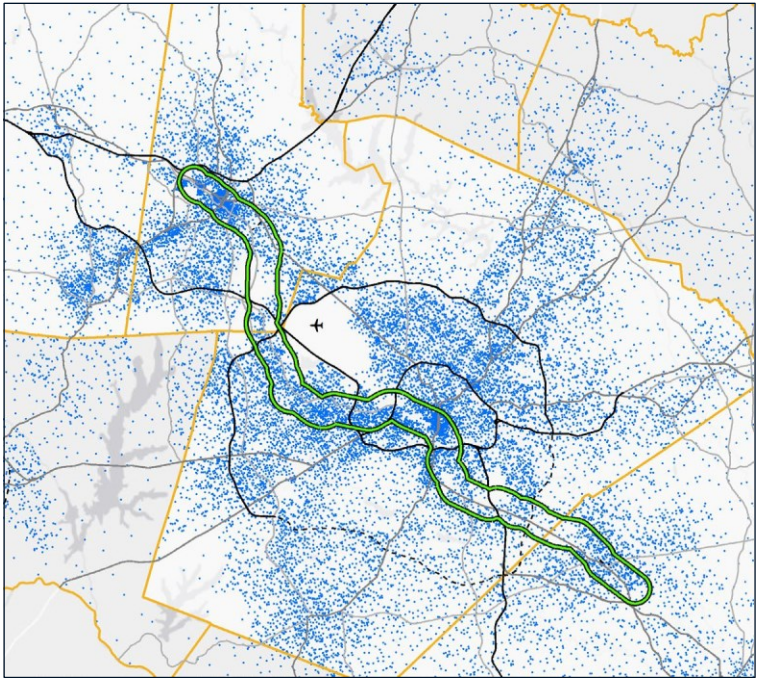
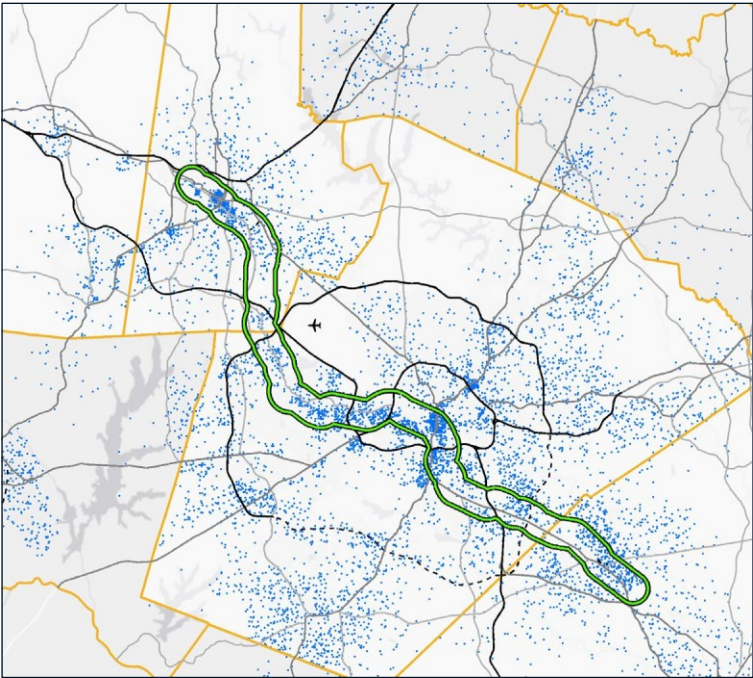
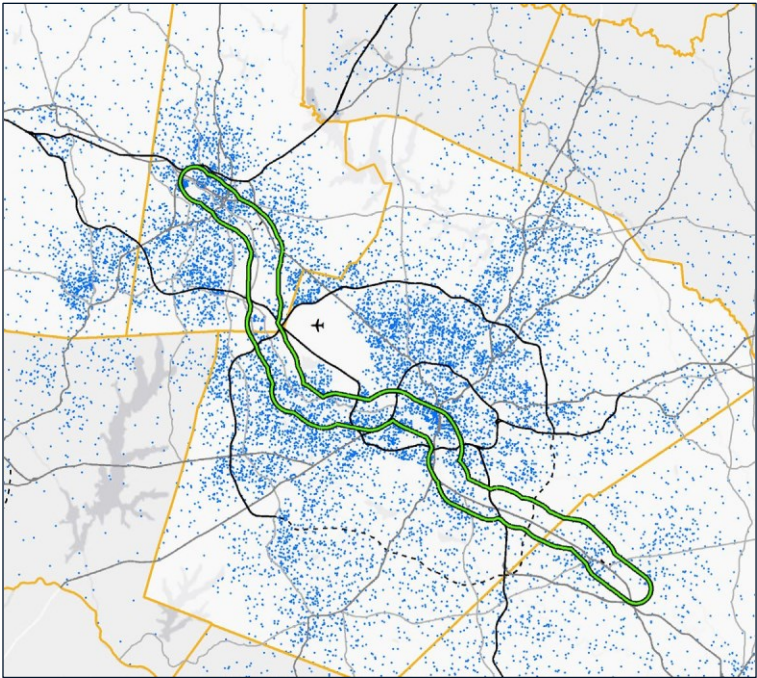


Passenger Rail Corridor Analysis: Land Use Analysis – Households

2020

2020-2050
growth

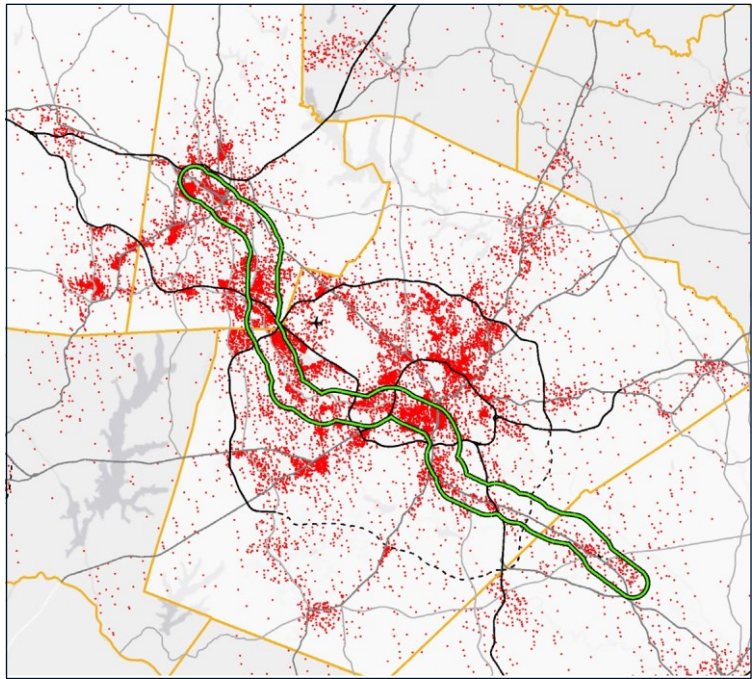
2050



Station Areas: 14,000	Station Areas: + 38,000	Station Areas: 52,000
Corridor: 89,000	Corridor: +105,000	Corridor: 194,000

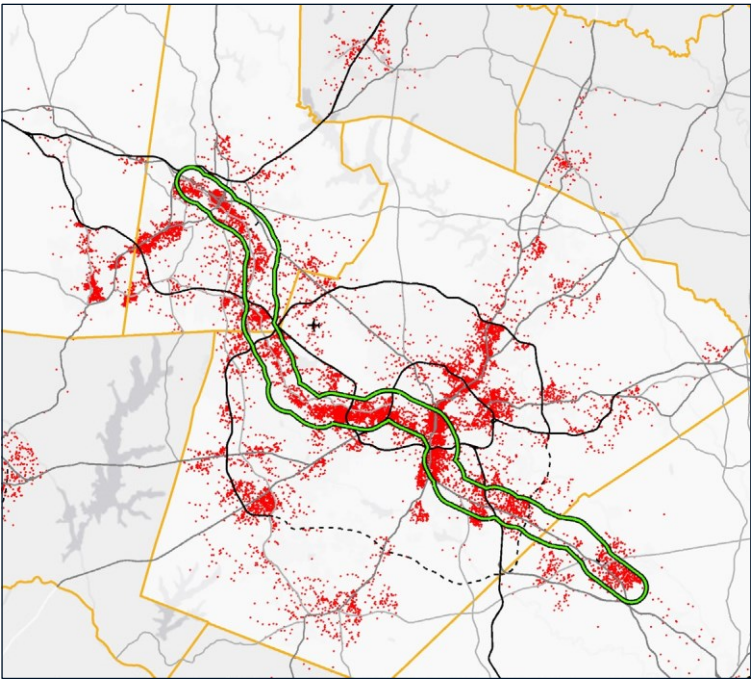
Passenger Rail Corridor Analysis: Land Use Analysis – Jobs

2020



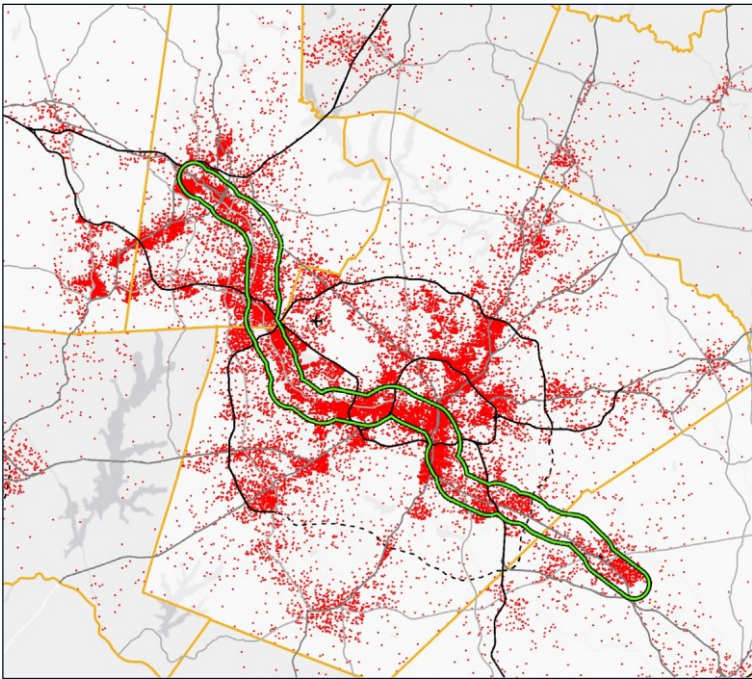
Station Areas:	95,000
Corridor:	295,000

2020-2050
growth



Station Areas:	+150,000
Corridor:	+373,000

2050



Station Areas:	245,000
Corridor:	668,000



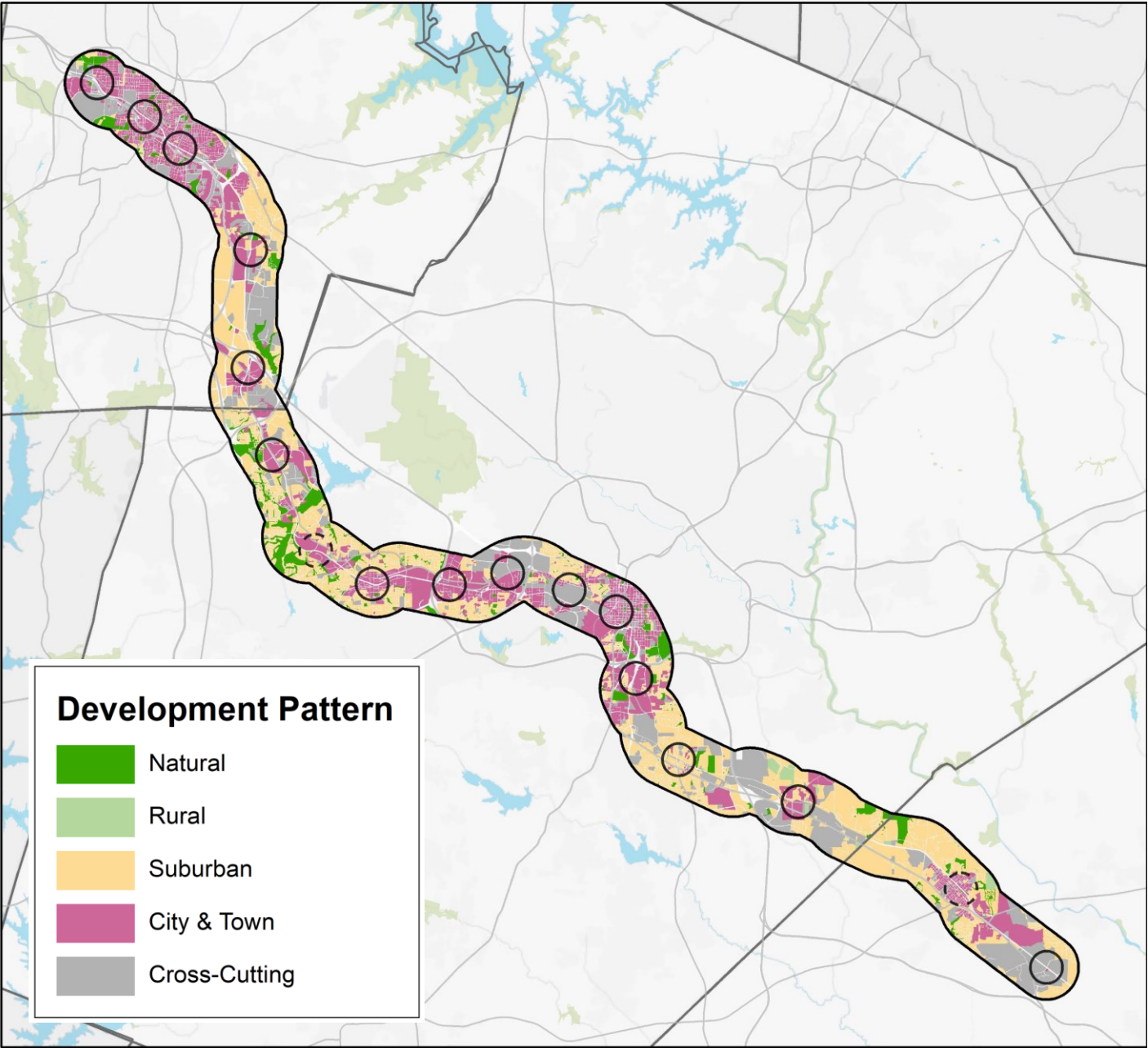
Passenger Rail Corridor Analysis

- Corridor Development Pattern

- The more “urban” a transit corridor, especially in station areas, the more likely it is to generate high ridership

Acres in Corridor*	Developed	Undeveloped or Not Fully Developed	Total
Natural	--	--	3,806
Rural	163	307	469
Suburban	13,670	7,724	21,395
City & Town	4,661	9,676	14,338
Cross-Cutting	7,347	5,356	12,703
Total	29,561	23,150	52,711

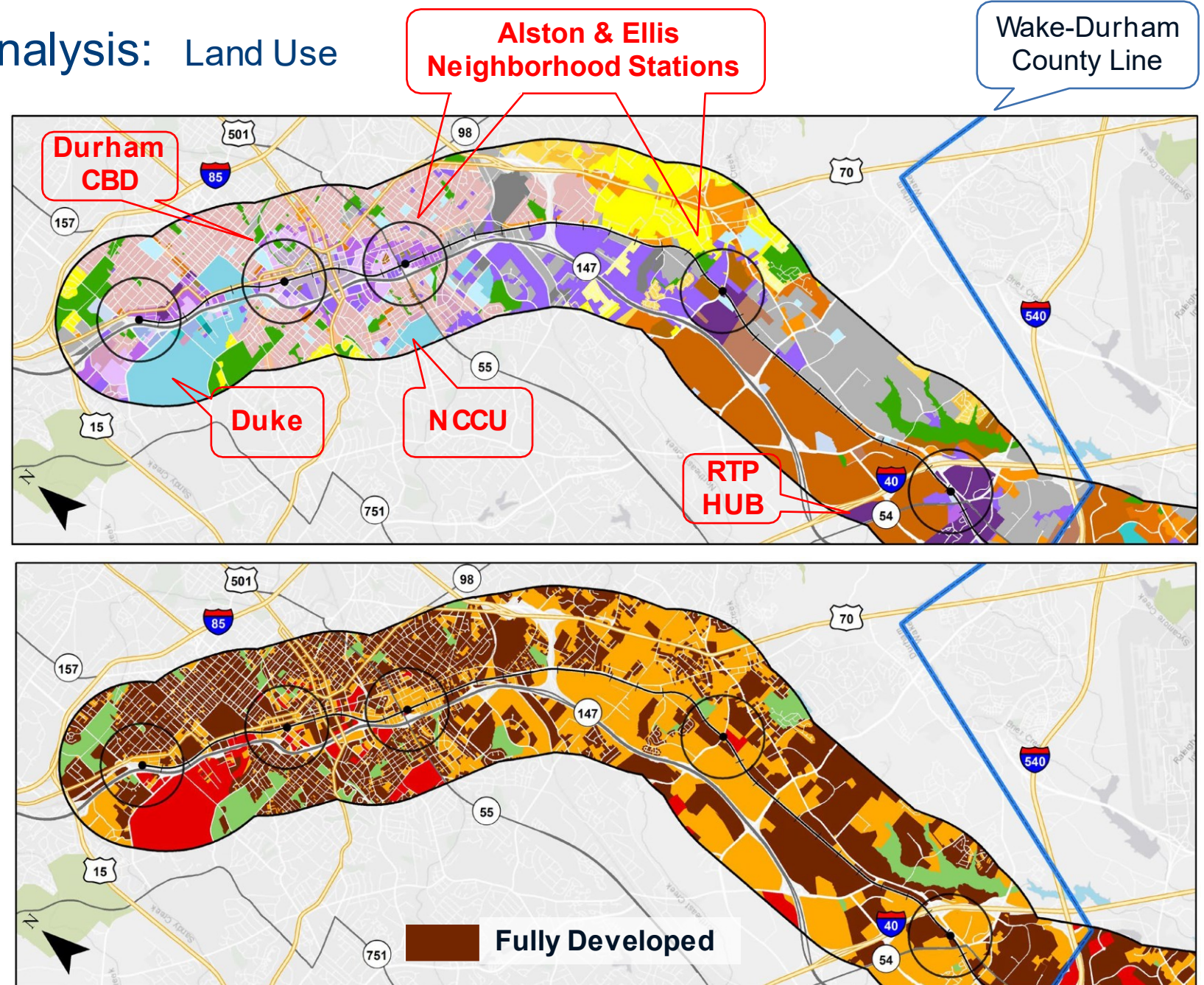
* Excluding rights-of-way



Passenger Rail Corridor Analysis: Land Use

• West Durham-RTP

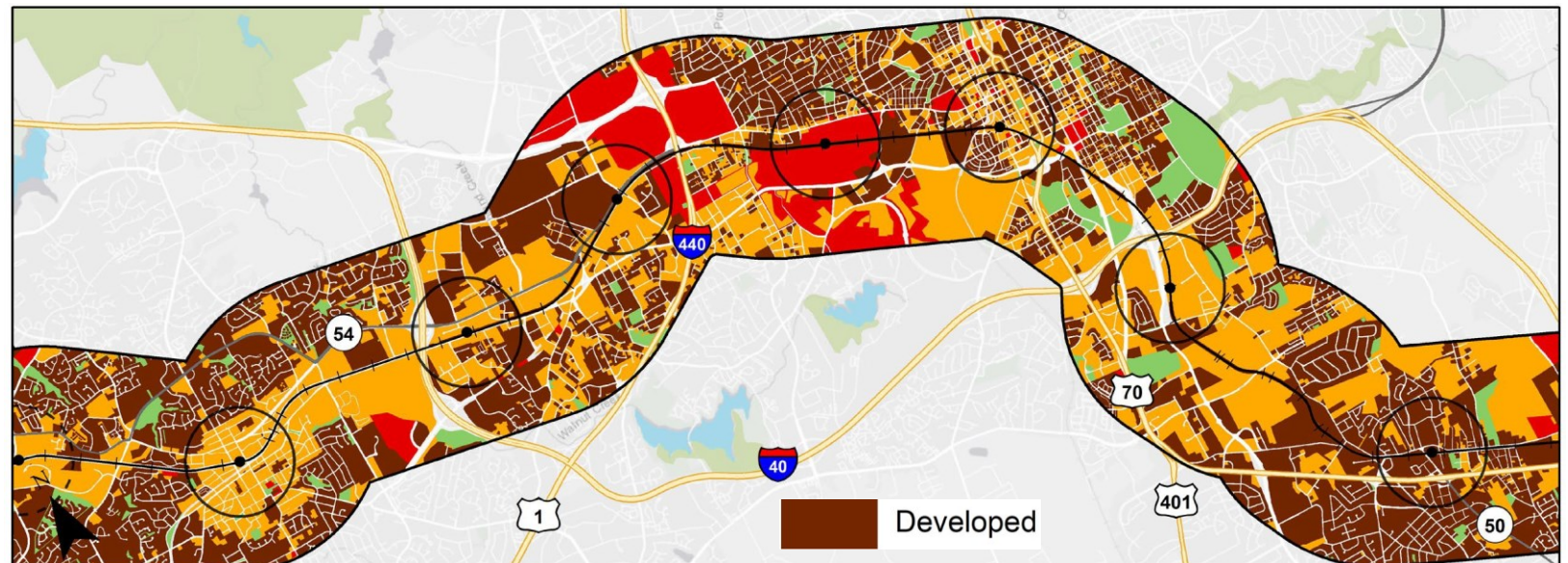
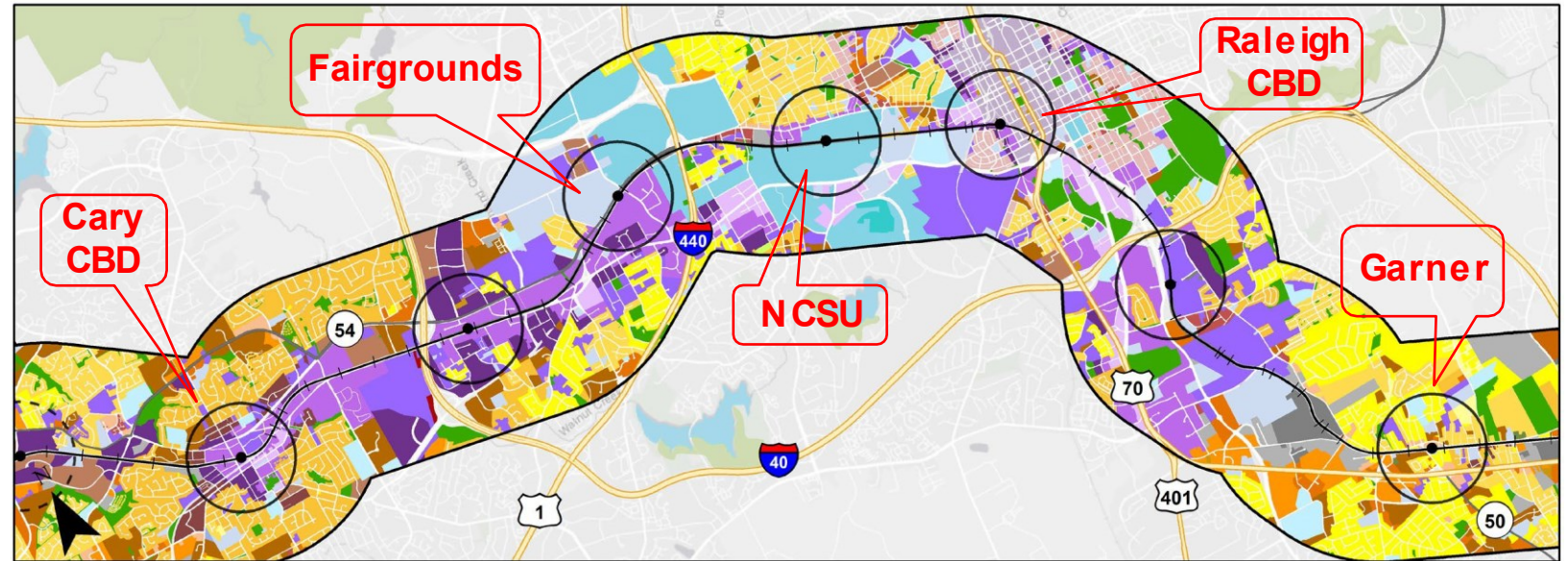
- Centers: 2 universities, Durham CBD, RTP Hub
- Key neighborhoods near stations:
 - Alston (established)
 - Ellis (developing)
- Opportunities between East End Connector and I-40
- NCCU and Durham Tech within “first mile-last mile”
- Key transit connectors:
 - Durham Transit Center
 - Relocated Regional Transit Center @ RTP station



Passenger Rail Corridor Analysis: Land Use

• Cary CBD - Garner

- Centers: Raleigh CBD & NCSU
- Anchor Institutions:
 - NCSU
 - Shaw University
 - State Government/Fairgrounds
- Places going from low transit to substantial transit; both rail and BRT:
 - Raleigh/Cary edge
 - Hammond Road
 - Garner
- Key transit connectors:
 - Raleigh Union Station
 - Intersecting BRT lines



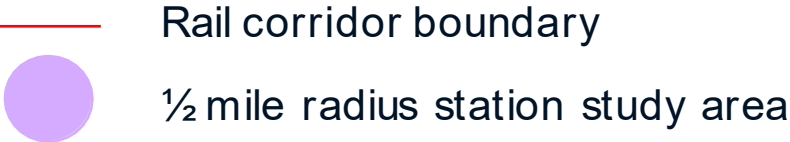
Passenger Rail Corridor Analysis: Housing Analysis

Existing types and locations:

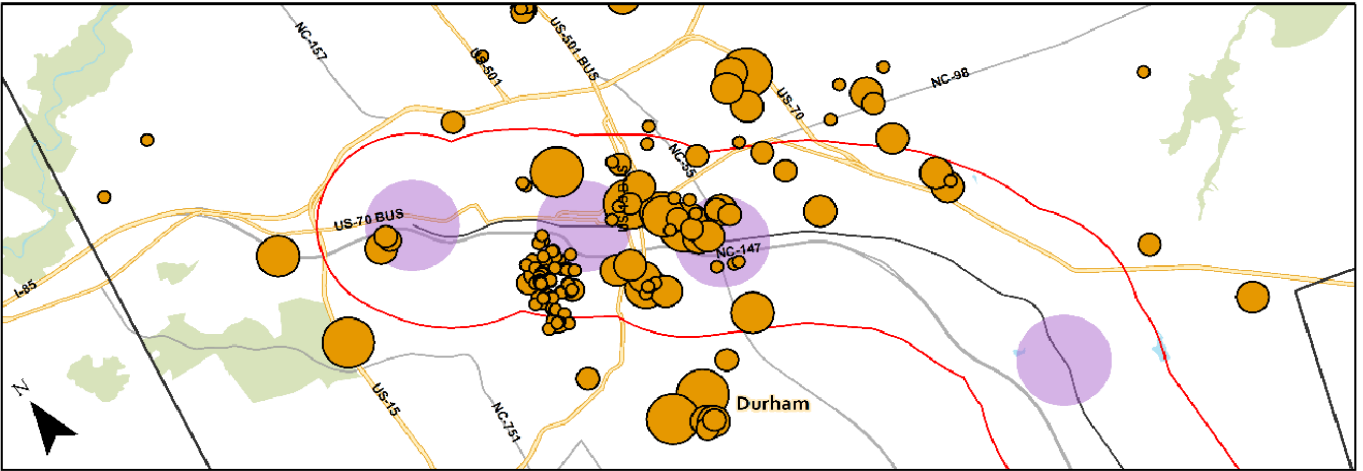
- legally-binding/affordable-restricted (LBAR)
- naturally occurring affordable housing (NOAH)

County	LBAR Units in Station Areas	LBAR Units in Corridor	% LBAR Units in Corridor
Durham	801	2,758	37% (of 7,425)
Johnston	104	202	8% (of 2,446)
Wake	743	3,321	25% (of 13,211)
TOTAL	1,648	6,177	27% (of 23,082)

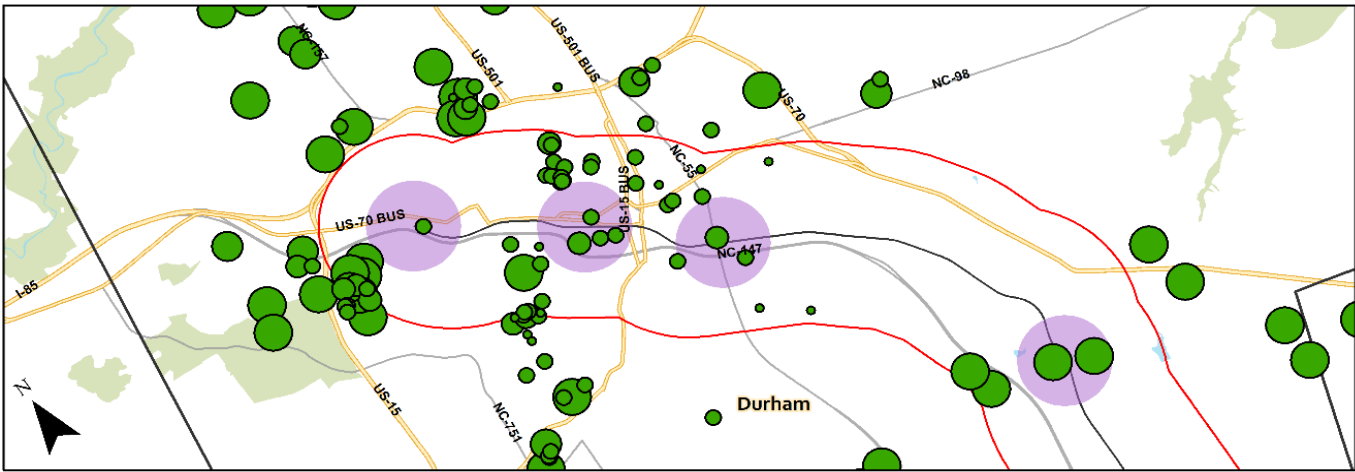
County	NOAH Units in Corridor	Total NOAH Units	% of NOAH Units in Corridor
Durham	5,648	30,607	19%
Johnston	976	2,188	45%
Wake	15,420	88,591	17%
TOTAL	22,044	121,386	18%



Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd



Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd



Passenger Rail Corridor Analysis: Housing Analysis

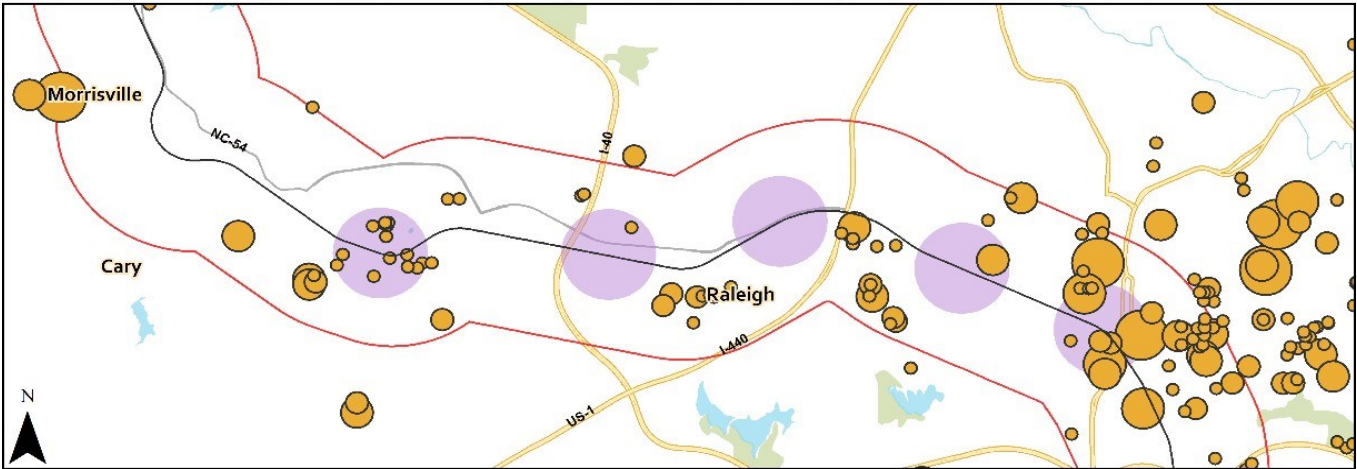
Existing types and locations:

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- naturally occurring affordable housing (NOAH)

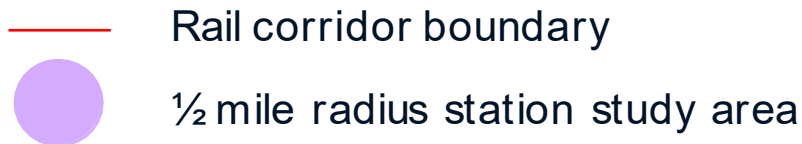
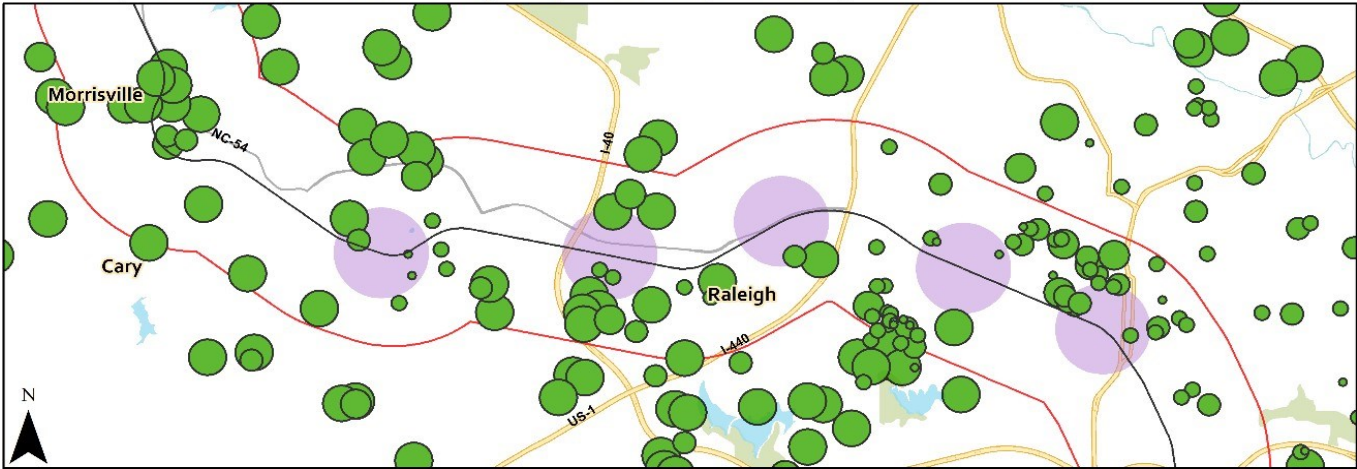
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TOTAL	22,044	121,386	18%

Stations (left-to-right): Downtown Cary, Corp Center Dr, Blue Ridge Rd, NCSU, Downtown Raleigh

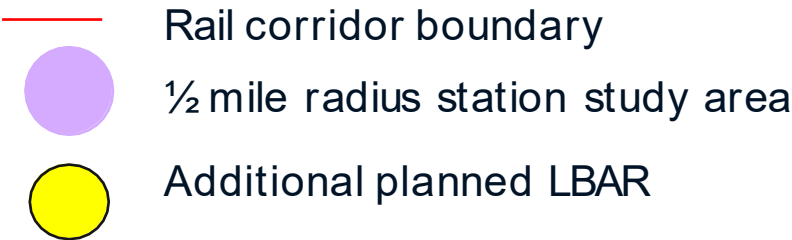


Stations (left-to-right): Downtown Cary, Corp Center Dr, Blue Ridge Rd, NCSU, Downtown Raleigh

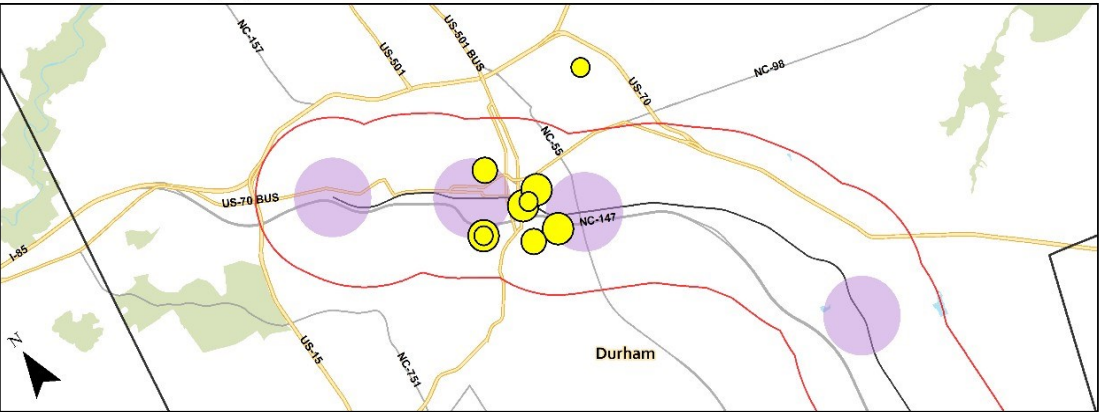


Passenger Rail Corridor Analysis: Housing Analysis

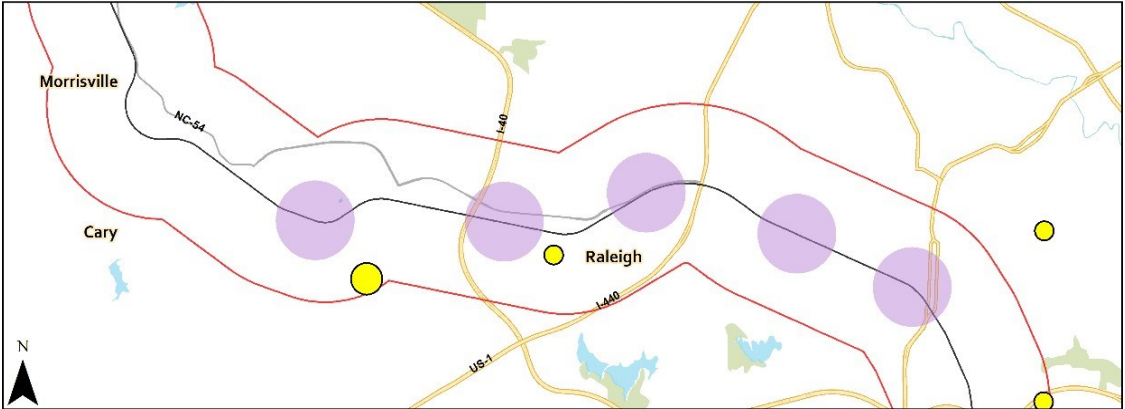
- Planned additional LBAR including LIHTC and Durham Housing Authority Downtown redevelopment



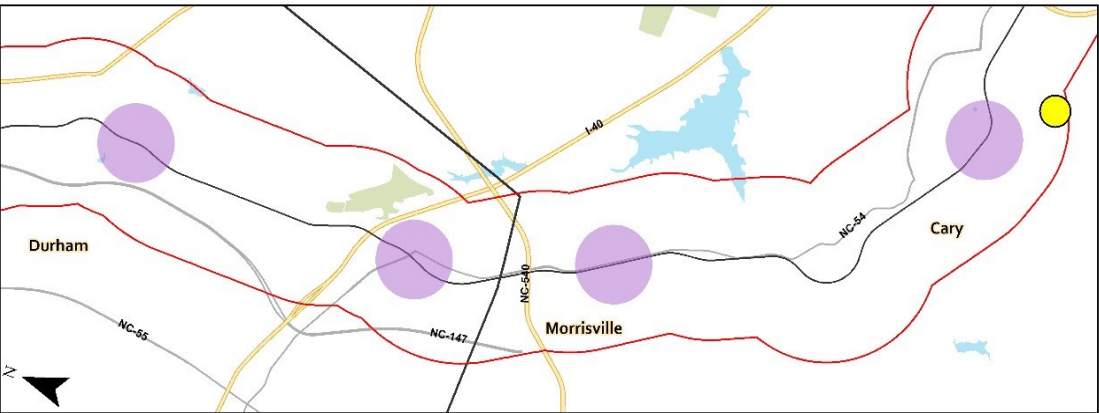
Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd



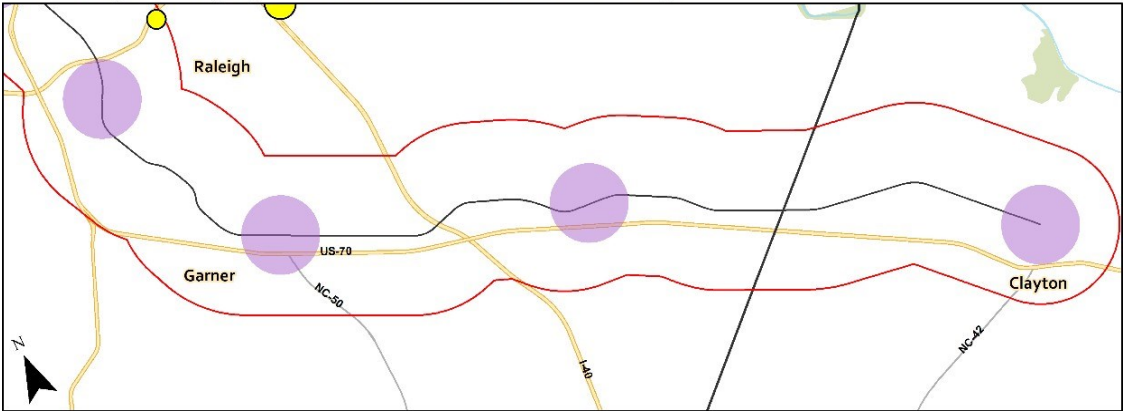
Stations (left-to-right): Downtown Cary, Corp Center Dr, Blue Ridge Rd, NCSU, Downtown Raleigh



Stations (left-to-right): Ellis Rd, RTP, Morrisville, Downtown Cary



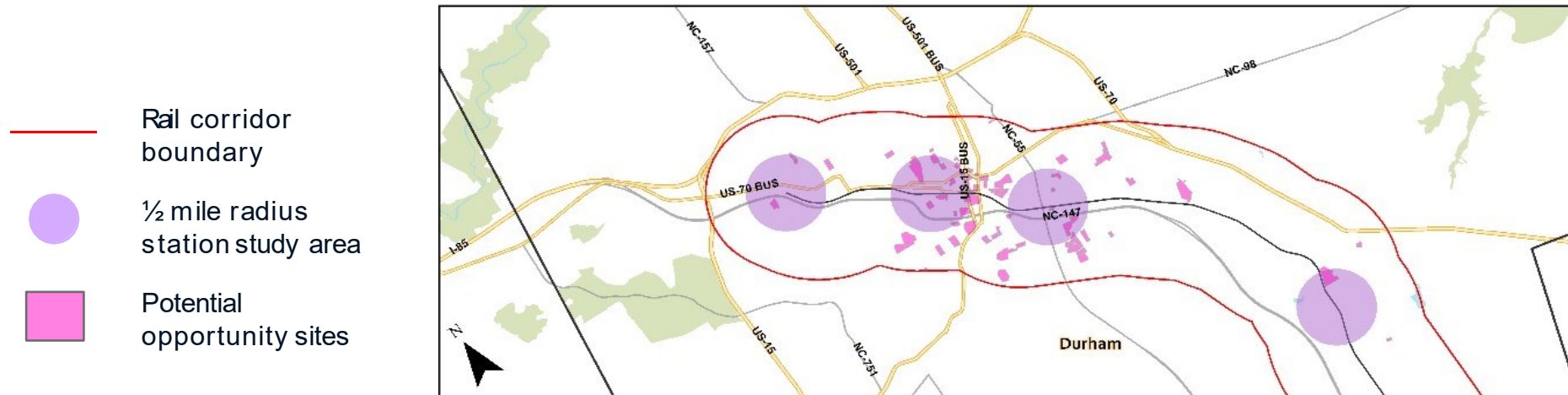
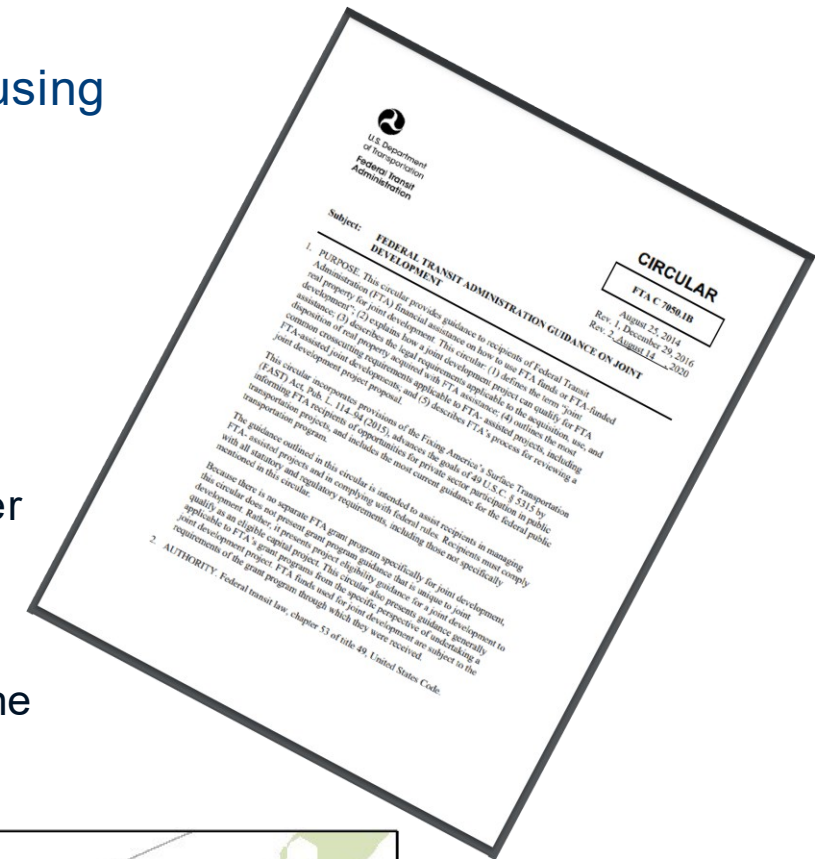
Stations (left-to-right): Hammond, Garner, Auburn, Clayton



Passenger Rail Corridor Analysis: Land Use & Affordable Housing

• Equitable TOD

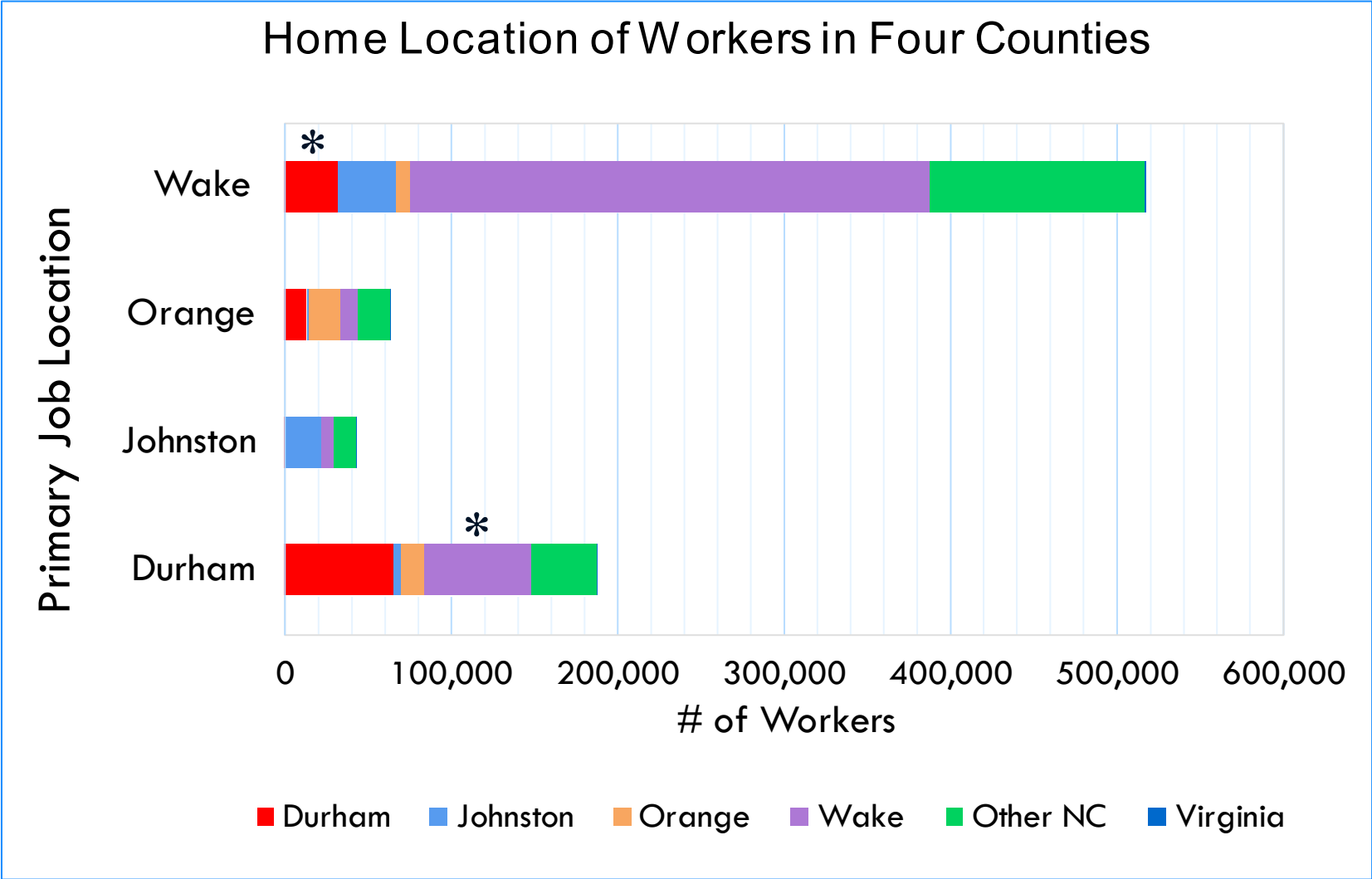
- There are significant public land assets along the corridor, including in or close to many station study areas
- The Federal Transit Administration (FTA) Joint Development program can be used to support use of public land at stations for affordable housing or other community services without transit project costs associated with joint development counting against a project's cost effectiveness score.
- Legally-binding, affordability-restricted housing in a station area improves the competitiveness of transit projects in the consideration of federal funding.



Passenger Rail Corridor Analysis: Travel Analysis – primary jobs

- **County-to-County Flows**

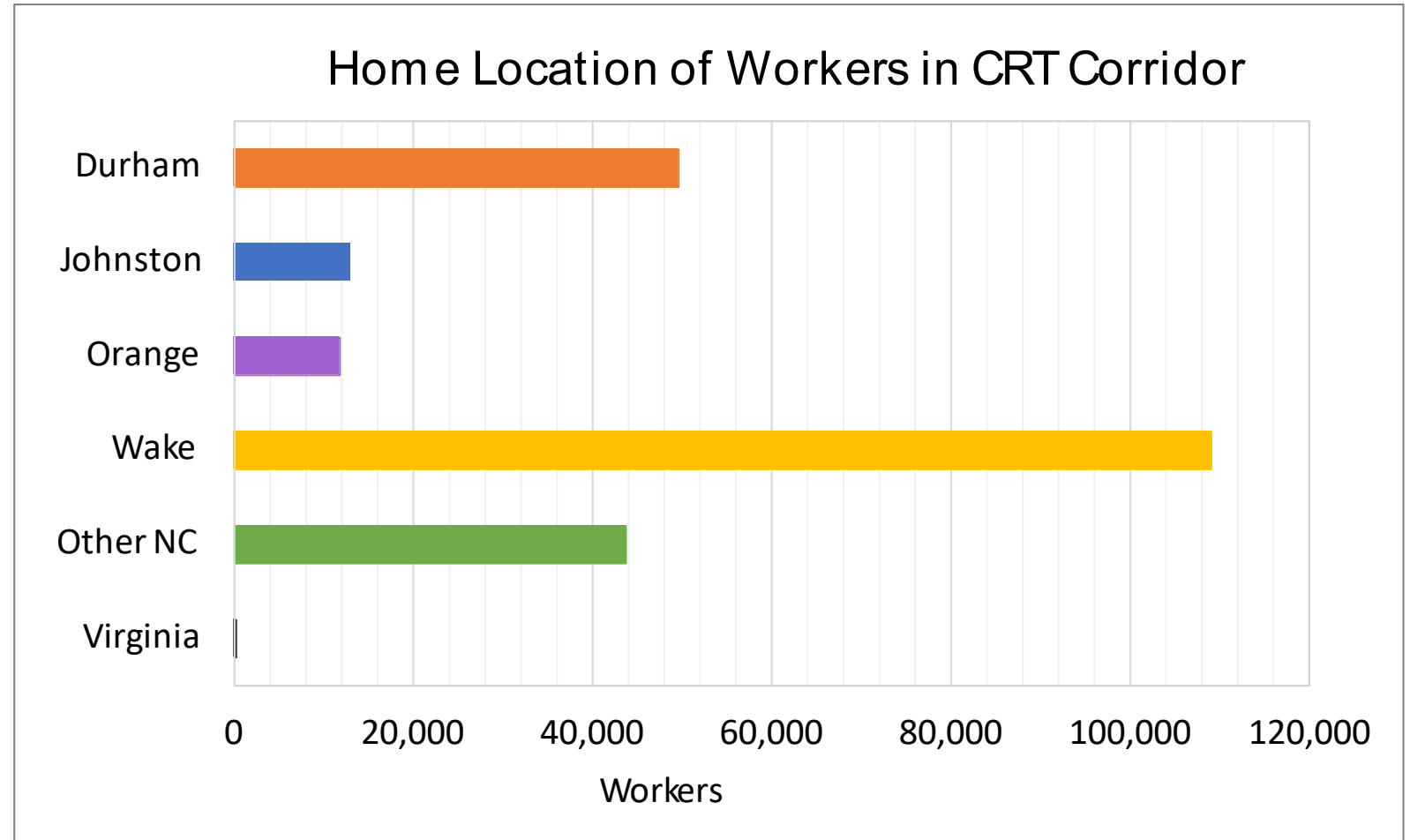
- 45% of workers who live in Wake, Durham, Orange & Johnston Counties have employers in another county
- The Wake-Durham flows are prominent: 96,000 workers have employers in the other county *
- About an equal number of Johnston and Durham workers have primary job employers in Wake County
 - 32,000 in Durham
 - 35,000 in Johnston



Passenger Rail Corridor Analysis: Rail Corridor Travel Markets

- **Where People With Primary Jobs in the Corridor Live**

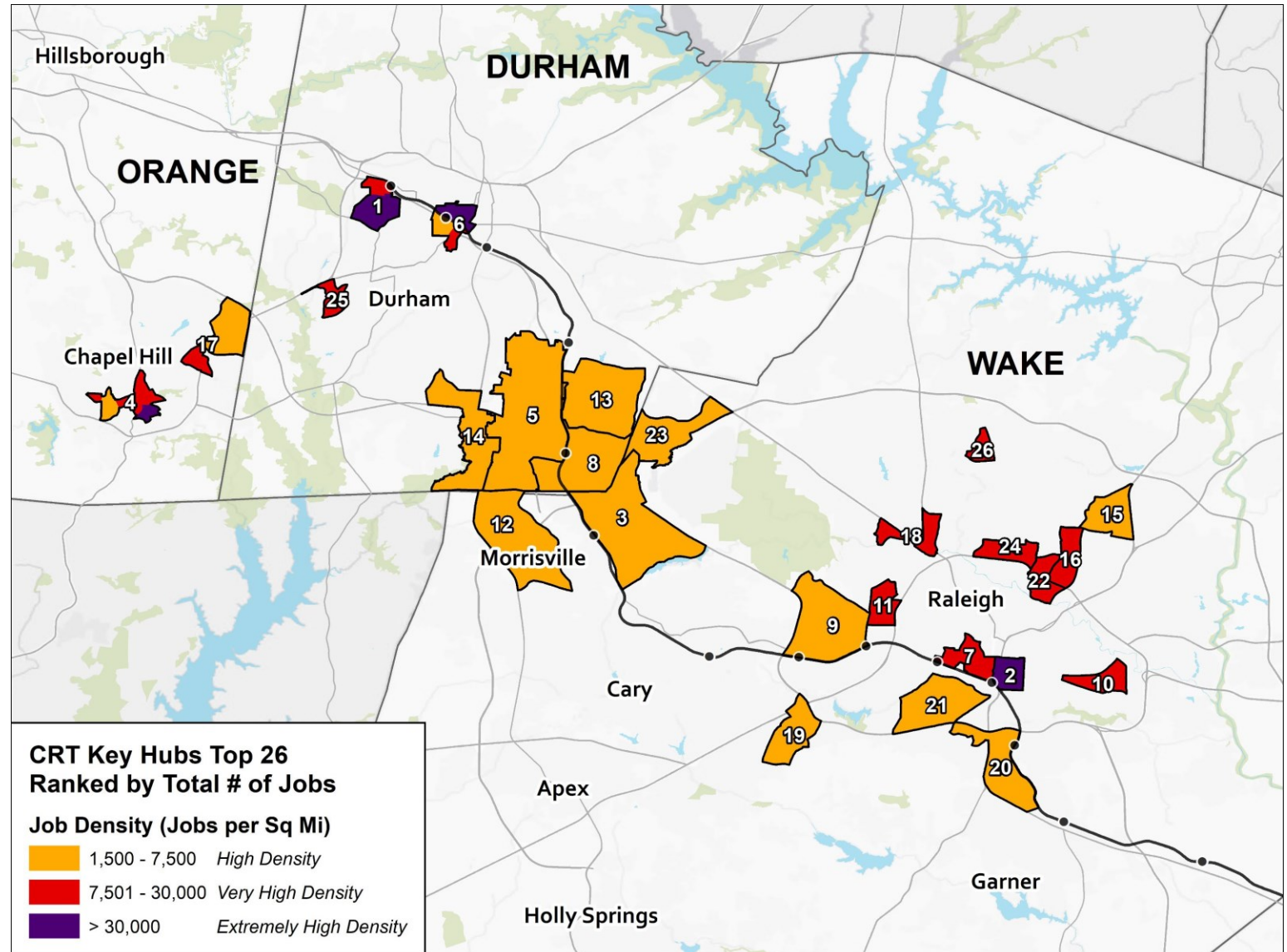
- 180,000 people live in Wake, Durham, Johnston and Orange County and have their primary job in the rail corridor
- 70,000 of these people live in one county and have their workplace in the corridor in another county
- 56,000 people both live and work in the corridor



Passenger Rail Corridor Analysis: All Jobs

• Jobs in Key Hubs

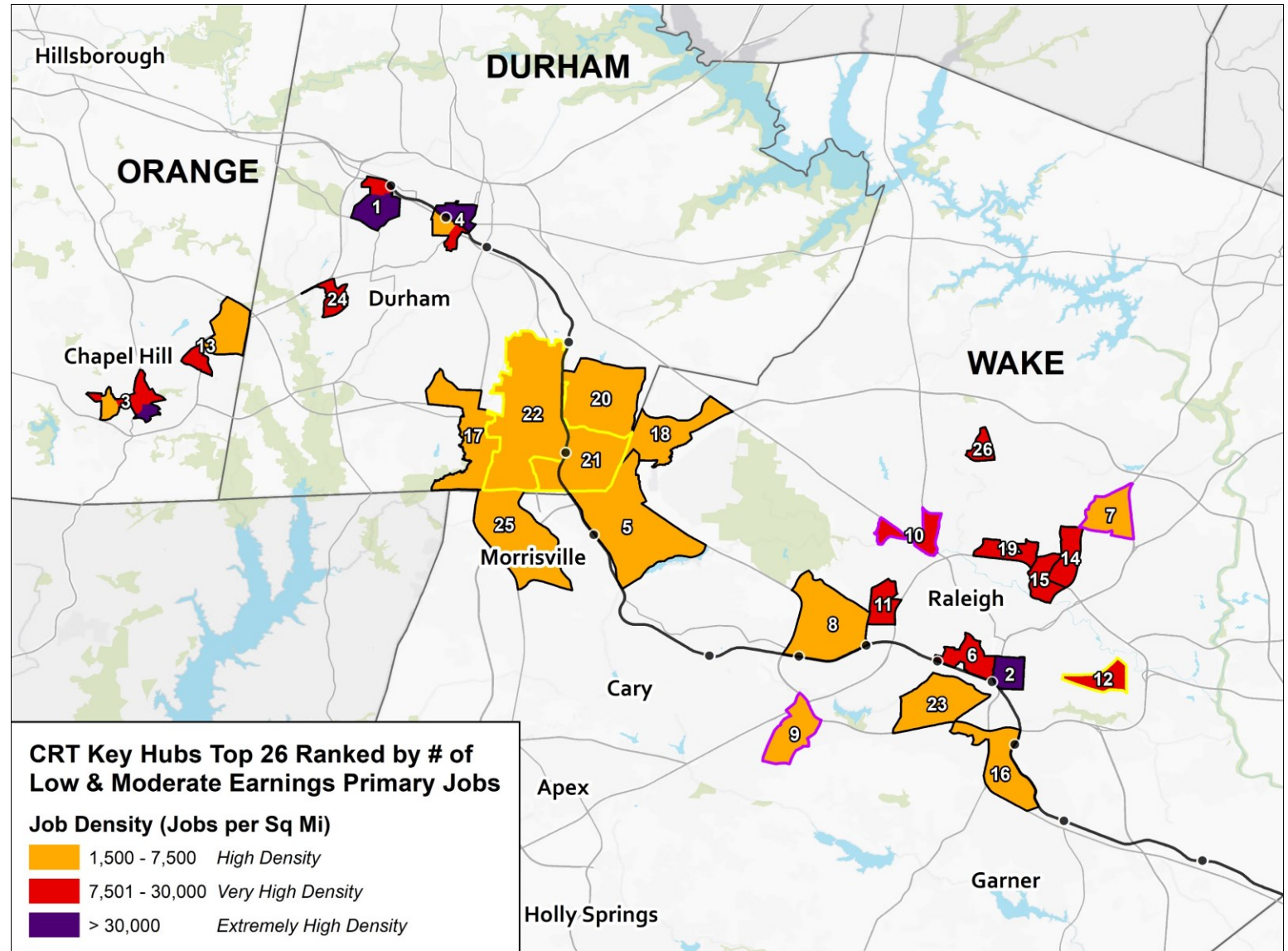
- Top hubs have 40% of the region's jobs on <3% of the region's land
- The rail line runs through 8 of the largest 10 job hubs
- These 8 hubs have 200,000 jobs



Passenger Rail Corridor Analysis: Low & Moderate Earnings Jobs

• Jobs in Key Hubs

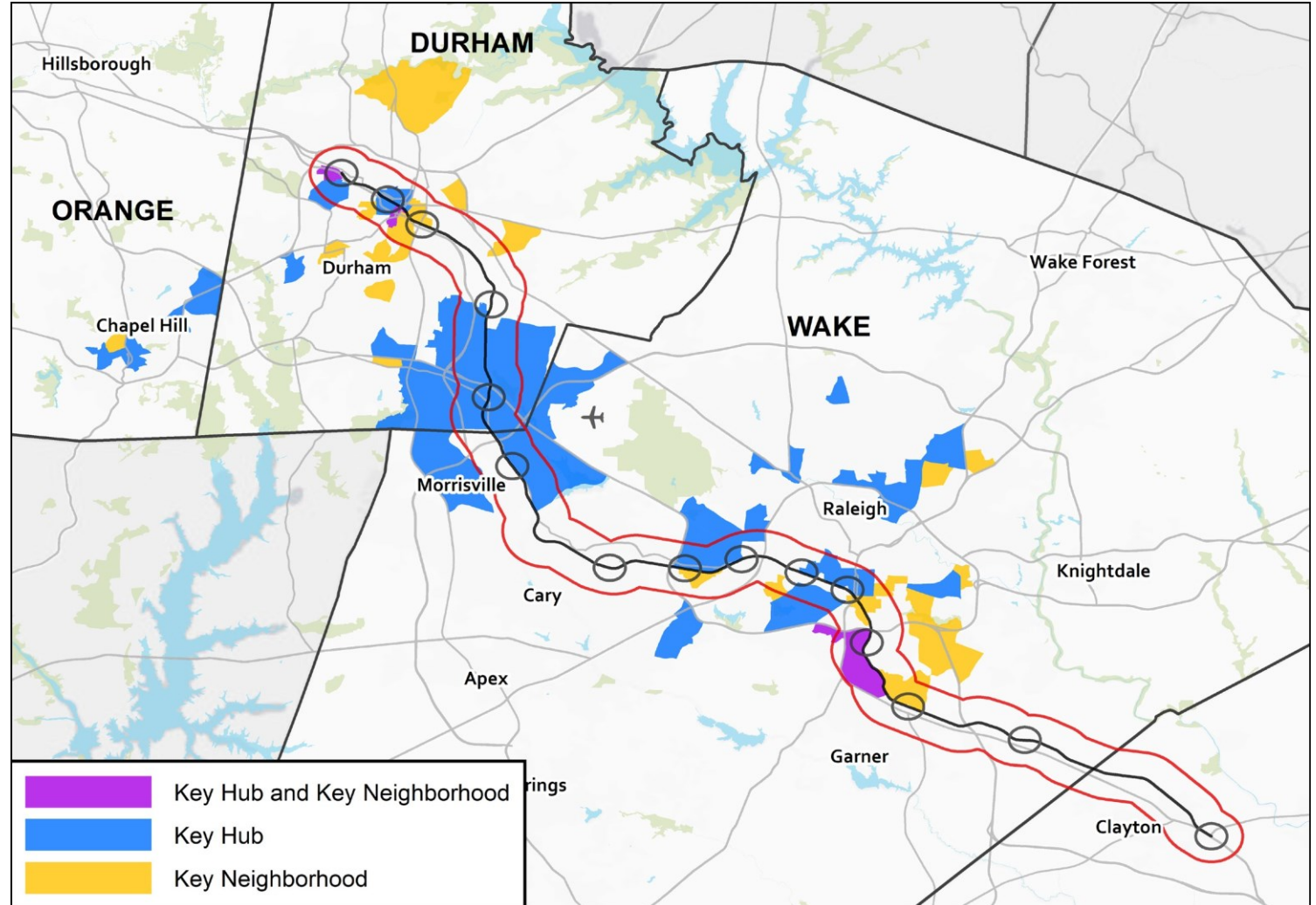
- Top hubs have 40% of the region's jobs on <3% of the region's land
- The rail line runs through 8 of the largest 10 job hubs
- These 8 hubs have 200,000 jobs
- 7 of the top 10 job hubs for total jobs are also in the top 10 for low & moderate earnings jobs
 - ↓ 2 hubs around RTP and ...
 - ↓ ...1 hub at WakeMed fall out of the top 10 for low & moderate earning jobs
 - ↑ 3 Wake County hubs move into the top 10: Crossroads, Crabtree and NE Raleigh



Passenger Rail Corridor Analysis: Travel Analysis “Top-Tier” Key Hubs & Neighborhoods

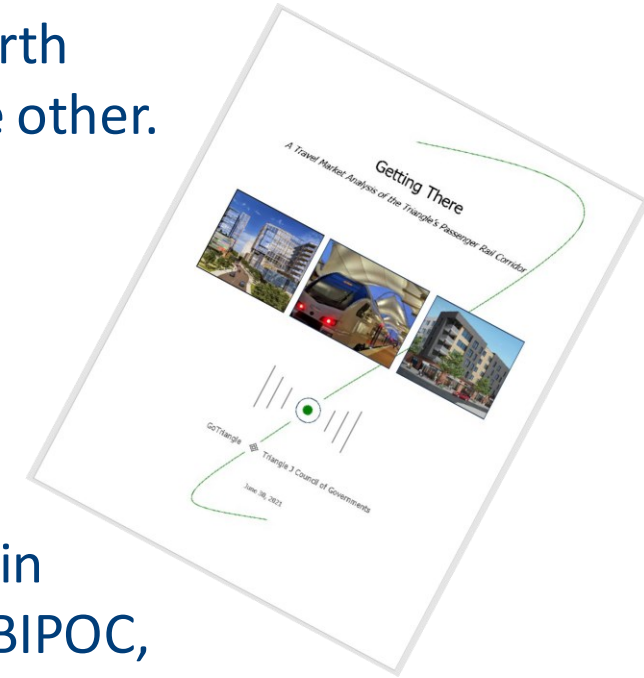
- **Composite Map**

- 41% of the corridor is high, very high, or extremely high job density today
- Neighborhoods were mapped based on Race/Ethnicity, Income, Vehicle availability and LBAR Status (REINVEST)
- 12 of the 15 initial station study areas overlap a key hub, a top-tier REINVEST Neighborhood, or both



Travel Market Analysis Take-Aways

1. The rail corridor is only 4% of the area of Orange, Durham, Wake and Johnston Counties, but has ~30% of the region's primary jobs: 280,000 jobs.
2. 23% of the region's jobs with earnings below \$40,000 per year are located in the rail corridor.
3. The Wake County-Durham County regional connection is the largest in North Carolina, with over 96,000 workers living in one county and working in the other.
4. 8 of the top 10 job hubs in the region are along the rail corridor, including the city centers of Raleigh and Durham, Duke University and Medical Center, North Carolina State University and the Research Triangle Park.
5. 56,000 workers both live and work in block groups along the rail corridor.
6. Almost 70,000 people live in neighborhoods that are completely or partly in the corridor and achieve thresholds for the amount and concentration of BIPOC, lower income and zero-car households, and legally-binding, affordability-restricted housing units.
7. Safe and seamless "first-mile/last-mile" connections are key to serving these neighborhoods.



Land Use Analysis Take-Aways

1. The rail corridor is only 4% of the area of Orange, Durham, Wake and Johnston Counties, but is forecast to hold 20% of the region's households and 45% of the region's jobs by 2050.
2. The corridor is forecast to add 100,000 housing units and 370,000 jobs by 2050. Even more corridor housing and commercial demand may be market-realistic.
3. With this growth, there will still be room for another 100,000 housing units and 330,000 jobs beyond 2050 based on the 2050 Transportation Plan.
4. Because much of the land in the corridor is beyond walking distance of a station, high-quality transit and active transportation connections to stations will be influential for household and job access.
5. If corridor land use is to serve a spectrum of users, then sustained, deliberate efforts to create equitable Transit-Oriented Development seem needed. Leveraging public land, federal Joint Development rules, and anchor institution collaboration may be impactful



Affordable Housing Take-Aways

1. There is a substantial amount of legally-binding, affordability restricted (LBAR) housing along the rail corridor, especially in Wake & Durham Counties, which can be linked to major job hubs by CRT
2. There is a substantial amount of multi-family naturally occurring affordable housing (NOAH) along the rail corridor, including a large percentage of Johnston County multi-family NOAH units
3. Housing Authority plans and LIHTC awards would add more than a thousand LBAR affordable housing units within station study areas
4. Existing affordable housing would earn a “medium-high” score in federal funding competition; future affordable housing would likely raise this score
5. Based on a “first pass” analysis, there are opportunities for more affordable housing using public and anchor institution land along the rail corridor, should communities and partners wish to pursue this option
6. Safe and seamless “first-mile/last-mile” connections will be important to serve affordable housing



Issues to Consider

The opportunity analysis was ***descriptive***, not ***prescriptive***, but the evidence suggests that the following issues might warrant particular attention:

- ❖ Involving institutional landowners, including GoTriangle, Cities, Counties, Universities, Housing Authorities, and the State in development and housing strategies in the corridor
- ❖ Ensuring land use & transit are given equal weight and planned together, and using equitable TOD as the framework for future planning
- ❖ Developing a compelling regional vision for the future growth this analysis looked at, not just in this corridor, but along a network of high-quality transit investments in the region
- ❖ Placing special emphasis on multi-family housing development in the corridor, through local efforts, leveraging public land, and using the FTA Joint Development program
- ❖ A collaboration on first-mile, last-mile investments to connect stations to destinations



Available Resources

- ❖ A detailed *Analysis Report* for each topic
- ❖ A four-page *Executive Summary* for each topic
- ❖ PowerPoint Presentations for each topic, plus a combined presentation
- ❖ More detailed data and mapping for each topic, by corridor segment and station study area

-- all materials will be available at ReadyForRailNC.com --



5.1 Greater Triangle Commuter Rail Opportunity Analysis (Land Use, Affordable Housing, Travel Markets)

Requested Action:

Receive as information.

5.2 Strategic Plan Update



NC Capital Area Metropolitan Planning Organization

Strategic Plan 2022-2027

TCC Presentation

April 7, 2022



Prepared and
Presented By:

OVERVIEW OF THE STRATEGIC PLAN

- Strategic Plan at-a-Glance
- Creating the Strategic Plan
- CAMPO's Strategic Plan
- Appendix:
 1. Sample Tactical Items
 2. CAMPO's Leadership Members



CREATING THE STRATEGIC PLAN

May 2021

Staff Kick-off
Sessions



**June - July
2021**

Member
Engagement,
Phase One



**July-August
2021**

Workgroup Kick-
off Session



**September
2021**

Executive Board
Strategic Plan
Retreat



**October
2021**

TCC Strategic
Plan Retreat



**November
2021**

Strategic Planning
Retreat with Staff
Leadership



**January
2022**

CAMPO Staff
Strategic Retreat



**January-
February
2022**

Draft the
Strategic Plan



**February-
March
2022**

Finalize and
Adopt the
Strategic Plan



Located on Page 5
of Strategic Plan



Vision

The Capital Area Metropolitan Planning Organization (CAMPO) will move towards a seamless integration of transportation services that offer a range of travel choices and are compatible with the character and development of our communities, sensitive to the environment, improve quality of life, and are safe and accessible for all.

CAMPO's purpose is to fulfill our core functions:

1. Provide a fair and impartial setting for decision making
2. Involve the public in decision making
3. Maintain the regional Metropolitan Transportation Plan (MTP)
4. Maintain the regional Transportation Improvement Program (TIP)

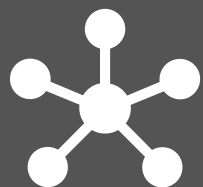
Purpose

Located on Page 3
of Strategic Plan

- **Technology & Innovation**
- **Forward Thinking**
- **Regionally Focused**
- **Safety**

- **Holistic View of Transportation**
- **Integrated Transportation Champion**
- **Equity**
- **Strong Education and Outreach**

Located on Page 3
of Strategic Plan



Guiding Principles

2014 FOCUS AREAS

Public
Engagement and
Education

Partnering With
Others

Educating Elected
Officials

Policy Leadership

Operational
Excellence for
CAMPO

Located on Page 4
of Strategic Plan



NEW FOCUS AREAS AND GOAL STATEMENTS



Increased Land Use and Transportation Coordination

CAMPO will strive to connect land use decisions to realistic transportation options beyond only roadways.



Increased Focus on Diversity, Equity, and Inclusion

CAMPO will work to improve both its internal and external focus on diversity, equity, and inclusion to ensure the development of an equitable transportation system.



Enhanced Bike-Ped Coordination

CAMPO will create programs, policies, and initiatives that will increase the coordination of bike-ped infrastructure in the region.



Active Role as Transit Champion and Coordinator Regionally and Locally

CAMPO will continue to be a leading voice in supporting a regionally and locally developed transit systems by being an active champion.



Prepared for the Future

CAMPO will work to prepare the organizations, existing members, and new jurisdictions for a potential expansion of CAMPO's service boundaries.



Located on Page 4
of Strategic Plan



Why Think Strategically?

This plan defines “who we are and what we want” and how we plan to achieve our vision and purpose. It lays out the actions and initiatives needed to accomplish this.



Implementation

Includes the process the ensure CAMPO creates additional plans to meet the tactical actions.



Handling Emerging Issues

Includes framework and filters for adjusting the strategic plan to react to changing environments or needs.

**Located on Page 5
of Strategic Plan**

CAMPO'S STRATEGIC PLAN

This section includes CAMPO's vision, mission, and values.

Additionally, this section incorporates the five focus areas established by the Board, staff, and stakeholders.



**Increased
Land Use and
Transportation
Coordination**



**Increased
Focus on
Diversity, Equity,
and Inclusion**



**Enhanced
Bike-Ped
Coordination**



**Active Role
as Transit
Champion and
Coordinator
Regionally and
Locally**



**Prepared
for the Future**

Located on Page 7
of Strategic Plan



Increased Land Use and Transportation Coordination

CAMPO will strive to connect land use decisions to realistic transportation options beyond only roadways.

Priorities

1. Broaden Engagement
2. Strengthen Education Regarding Land Use
3. Develop Policies and Practices to Strengthen Transportation and Land Use Planning



Increased Focus on Diversity, Equity, and Inclusion

CAMPO will work to improve both its internal and external focus on diversity, equity, and inclusion to ensure the development of an equitable transportation system

Priorities

1. Strengthen Internal Staff and Member Training Opportunities
2. Improve CAMPO's Storytelling Ability and Relationship Building
3. Develop Operational Procedures and Metrics That Improve the Ability to Meet DEI Goals



Enhanced Bike-Ped Coordination

CAMPO will create programs, policies, and initiatives that increase the coordination of bike-ped infrastructure in the region.

Priorities

1. Weave in More Opportunities for Stakeholder Engagement and Feedback
2. Improve Data Processes
3. Analysis of Soft and Hard Infrastructure to Improve the Regional System



Active Role as Transit Champion and Coordinator Regionally and Locally

CAMPO will continue to be a leading voice in supporting regionally and locally developed transit systems by being an active champion.

Priorities

1. Establish Policies and Programs that Set the Stage for Long-Term Stability of Regional Transit
2. Strengthen CAMPO's Presence in the Regional Transit Landscape
3. Holistic Improvement of Internal Operations



Prepared for the Future

CAMPO will work to prepare the organization, existing members, and new jurisdictions for a potential expansion of CAMPO's service boundaries.

Priorities

1. Secure Formal Long-Term Relationship with Lead Planning Agency
2. Improve our Organizational Structure and Capacity

APPENIDX ITEMS

Sample Tactical Items

(Appendix Item One)

Includes sample tactics to help CAMPO achieve its mission.

CAMPO's Leadership Members

(Appendix Item Two)

Lists the members of the elected and appointed leadership boards along with staff.

Questions?



Warren Miller

warren@fountainworks.com

919-539-292

Julie Brenman

julie@fountainworks.com

919-593-4850

5.2 Strategic Plan Update

Requested Action:
Receive as information.

5.3 Wake Transit FY 2023 Work Plan

- Wake Transit FY 23 Work Plan Schedule
- Public Comments from Draft Work Plan

FY 2023 Work Plan Development Schedule - Important Dates

ACTION	DATE
Planning & Prioritization/Budget & Finance Subcommittees Recommended Projects for Inclusion in Work Plan	March 29th – April 8th
TPAC Considers Recommending Work Plan for Adoption	April 20 th
CAMPO Executive Board to hold Public Hearing	May 18 th
CAMPO TCC Considers Recommendation of Adoption	June 2 nd
CAMPO Executive Board Considers Adoption	June 15 th
GoTriangle Board of Trustees Considers Adoption	June 22 nd

Public Engagement Overview

Narrative & Materials

1. News Release
2. Social Media briefs & schedule
3. Social Media graphics
4. Website content
5. One Pager
6. Postcard



Wake Transit @WakeTransit · Feb 14

The draft FY2023 Wake Transit Work Plan is now available for review! Wake Transit partners strategically develop an annual Work Plan that identifies projects that will be funded in the upcoming fiscal year. Take a look and leave your feedback at goforwardnc.org/wakeinput.



ANNUAL WAKE TRANSIT WORK PLAN
AVAILABLE FOR REVIEW
GOFORWARDNC.ORG/WAKE

7



- El plan anual de tránsito del condado de Wake para el año fiscal 2023 está disponible para una revisión comunitaria por un periodo de 30 días empezando el 14 febrero hasta el 16 de marzo. El borrador del plan se encuentra en línea, junto con información adicional: goforwardnc.org/wakeinput.
- Hay cuatro hallazgos que guían la implementación del plan: 1. Conectar a la región; 2. Conectar todas las comunidades del condado de Wake; 3. Crear movilidad urbana que sea frecuente y confiable; 4. Mejorar el acceso al tránsito.
- En total, se presupuesta \$118.1 millones en el borrador del plan anual de tránsito del condado de Wake para el año fiscal 2023. Esta estimado que \$104 millones de ese total serán colectados por el impuesto de medio centavo dedicado al tránsito, y el resto será derivado de una mezcla de otras fuentes de financiación.
- El borrador del plan anual de tránsito del condado de Wake sopesa el uso prudente de dinero de contribuyentes con una inversión pensativo en tránsito. Proporciona la financiación necesaria para administrar el programa de Wake Transit y para continuar la operación de los autobuses que fueron financiado en años pasados. Los \$29.8 millones que son propuestos para el presupuesto de operación proporciona la financiación necesaria para administrar el programa de Wake Transit y para continuar la operación de los autobuses que fueron financiado

Latest News and Information

Draft FY2023 Wake Transit Work Plan available for community review

► February 13, 2022

FEB. 14, 2022 — The draft FY2023 Wake Transit Work Plan is available for community review during a 30-day comment period from February 14 to March 16. The draft Work Plan is located online, along with additional information, at:

... [Continued](#)

Wake Input

[ABOUT US](#) [EVENTS](#) [PROGRESS REPORT](#) [PLANS](#) [PROJECTS](#) [WAKE INPUT](#) [SURVEY REPORTS](#) [NEWS](#)



Draft FY23 Wake Transit Work Plan Updates

Email Campaign

March 15th:
Last chance to comment!
1,700+ recipients

February 15th:
Draft work plan available for public comment!
1,700+ recipients

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

**The draft fiscal year 2023 Wake Transit
Work Plan is now available!**

Review the plan and submit your comments on proposed transit improvements
through March 16, 2022.

Let your voice be heard!

- Submit your comments online at goforwardnc.org/wakeinput
- Email comments to: publicengagement@gotriangle.org
- Mail comments to: GoTriangle, ATTN: Draft Work Plan Comments, 4600 Emperor Blvd., Suite 100, Durham, NC 27703
- Text "**Comment**" to **73224** (charges may apply); or, call **855-925-2801** (toll-free) and enter the code **6723** to leave a voicemail

Comment on the draft FY23 Wake Transit Work Plan

Print the Flyer

Share the News Release

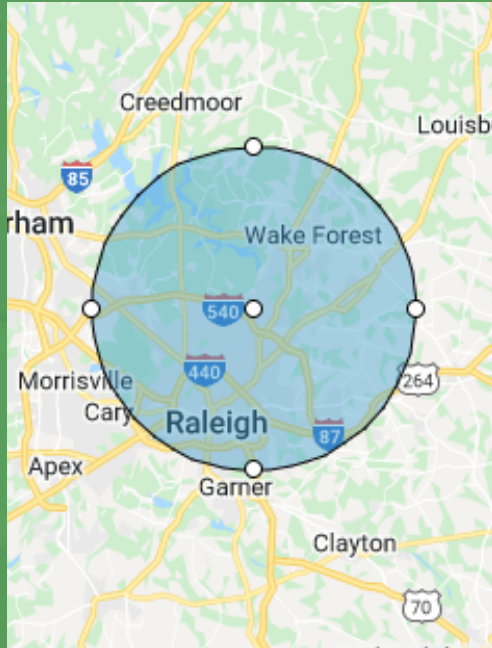
GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Community Partnerships

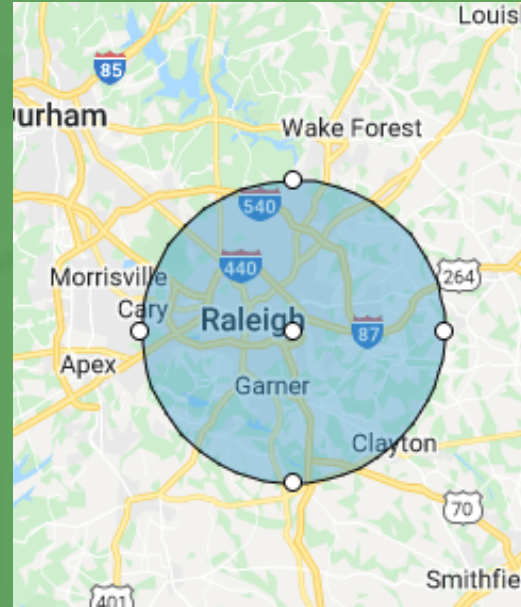
Date	Activity
December	Direct outreach to 65 Wake County organizations
January	Follow up to organizations
February 14	Public comment period announcement; News Release; Materials and social media schedule reminder to CE Subcommittee/TPAC members
March 17, 4 - 6 pm	Ask-A-Planner Roundtable
Door-to-Door Business Canvassing	
February 28, 10 am - 12 pm	Black Friday Market, Raleigh, NC
February 28, 10 am – 12 pm	Zen Succulent, Raleigh, NC
February 28, 10 am – 12 pm	Juiced!, Raleigh, NC
February 28, 10 am – 12 pm	El Toro, Raleigh, NC
February 28, 10 am – 12 pm	Cary African & Caribbean Market, Cary, NC
February 28, 10 am – 12 pm	La Bonita, Cary, NC
Tabling	
February 24, 9 - 11 am	Regional Transit Center
March 1, 2 - 4 pm	Cary Depot
March 2, 2 - 4 pm	Moore Square Station
March 16, 9 - 11 am	Mexican Consulate
Print & Digital Distribution	
Beginning Feb 14	Social and Economic Vitality Program
Beginning Feb 14	Wake County Human Services
Beginning Feb 14	StepUp Ministry
Beginning Feb 14	Raleigh Housing Authority

Targeted Social Media

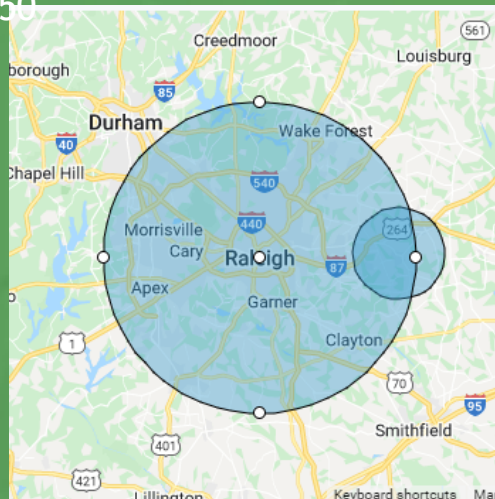
by geography, demographics, and language (2020 Census data)



African Americans, 18-50



Spanish Speakers, 18-50



Asian, Native American, Hispanic,
18-50



¡El borrador del plan de tránsito para el condado de Wake está disponible para su revisión! Cada año, los partners de Wake Transit desarrollan un plan anual que identifica los proyectos que serán financiados en el año fiscal. Las metas: mejorar el acceso a tránsito, la experiencia del pasajero, la conectividad, y opciones de viajar por la región. Revisa el borrador y deje sus comentarios a goforwardnc.org/wakeinput.

¡MIRA

LO QUE VIENE!

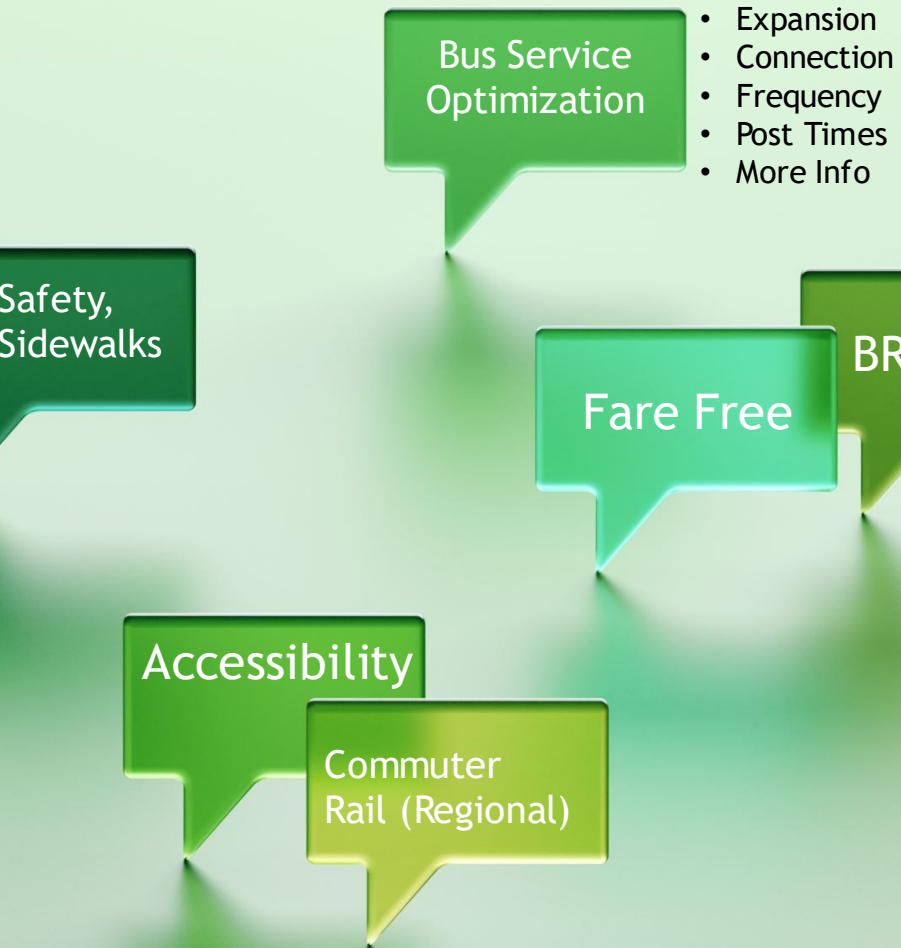


EL BORRADOR DEL
PLAN ANUAL DE TRANSITO DEL
CONDADO DE WAKE PARA
ESTÁ DISPONIBLE SU REVISIÓN

GOFORWARDNC.ORG/WAKEINPUT

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Comment Themes



Comment Themes & Activity

- Comment Period | February 14 through March 16
- ✓ 34 total comments

Wake Input Webpage Activity:

- ▶ 863 views
- ▶ 40 participants
- ▶ 156 responses
- ▶ 19 subscribers

Engagement Questions?

5.3 Wake Transit FY 23 Work Plan

Requested Action:
Receive as information.

5.4 Amendment #8 to FY2020-2029 Transportation Improvement Program (TIP) and Bonus Allocation Projects Update

CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. Specifically, numerous NC 540 Bonus Allocation projects are ready to move forward in their project implementation. This amendment will also include changes submitted from transit providers to reflect their current budgets and updates to the Wake Transit Work Plan.

Public Comment Period	March 21-April 19, 2022
Public Hearing	April 20, 2022

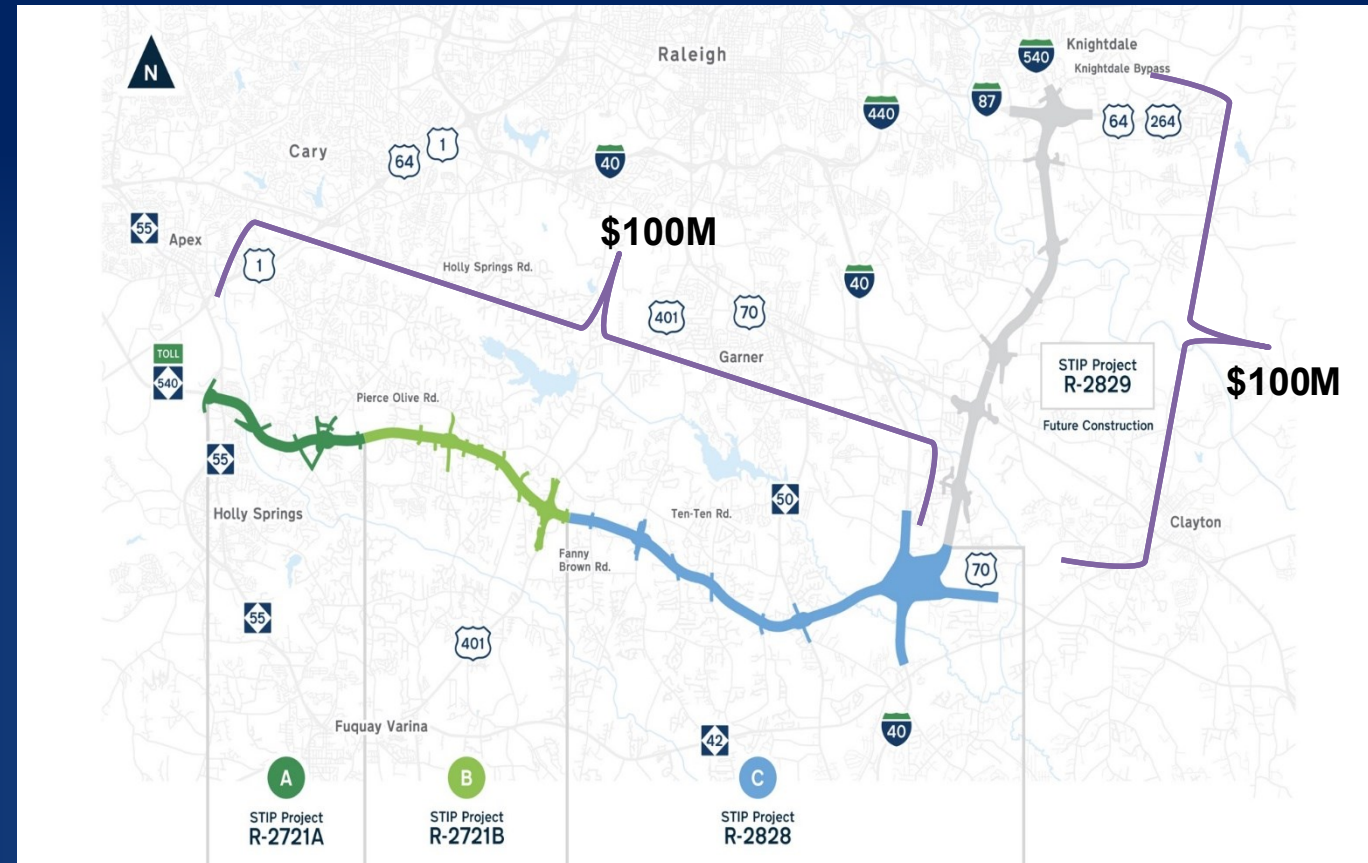
CAMPO Bonus Allocation

Strategic Transportation Investment (STI) law provides Bonus Allocation funding for:

- Local funding participation
 - ½ of local contribution
- Highway Tolling
 - ½ value of toll revenue bonds
 - ½ forecasted revenue for 1st 10 years—operation costs
 - \$100 million maximum
 - Must be programmed within toll county
- Programming Limitations
 - 10 percent Regional/Division Needs
 - Must be obligated within 5 years
 - Use on highway or highway-related projects only

NC 540 Bonus Allocation

- Two Bonus Allocation awards from Complete 540 Project
- R-2721 & R-2828 NC 55 to I-40
 - Must be obligated from FY2021-2025
- R-2829- I-40 to US 64/US 264
 - Upcoming



CAMPO Bonus Allocation

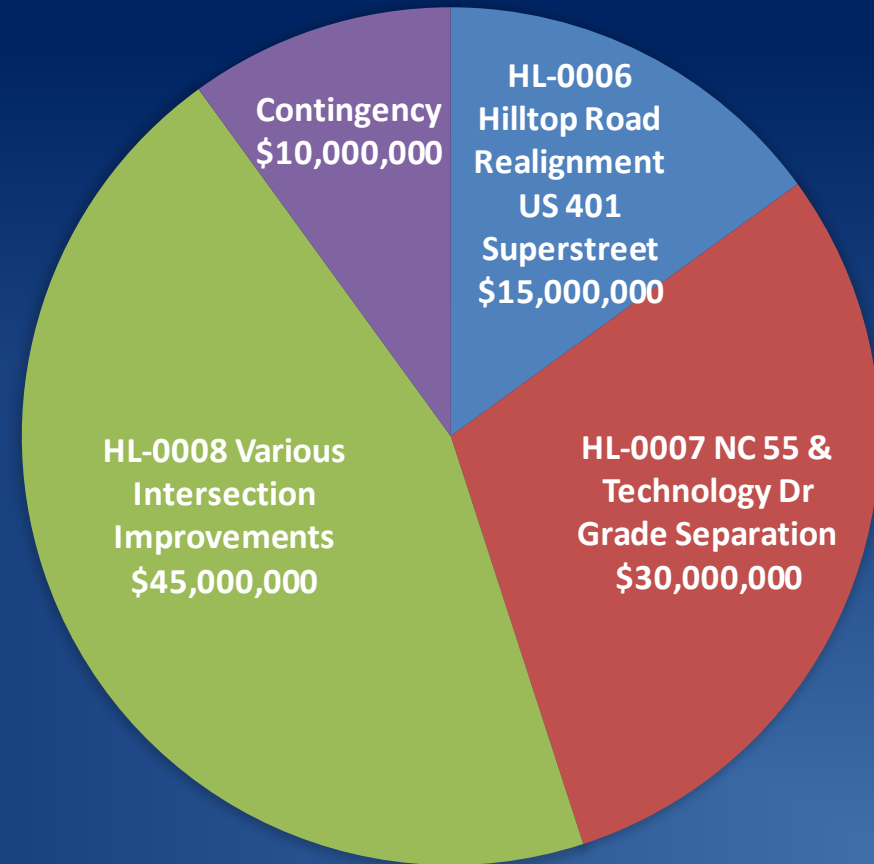
Guiding Principles

- Inclusion in the Metropolitan Transportation Plan (MTP)
- Logical Nexus to Generating Source of Bonus Allocation Funds
- Recognition of Funding Challenges with STI law
- Recognition of Funding Opportunities with STI law

FUNDING ADOPTED BY CAMPO BOARD

APRIL 2020

- \$45m for 2 major regional projects
 - HL-0006 & HL-0007
- \$45m for division and regional-level intersection improvements
 - HL-0008
- \$10m for contingency



HL-0006 & HL-0007 Updates

- Both projects in Preliminary Engineering Phase
 - HL-0006
 - Current Estimate: \$23,300,000 (\$8.3m over original programming)
 - HL-0007
 - Current Estimate: \$31,000,000 (\$1m over original programming)

Reminder: \$10m in contingency funding programmed for projects, flexibility with HL-0008 projects to make up for cost overages

HL-0008 Intersection Improvements Projects

- Prioritized list of adopted intersection improvements projects
- NCDOT Division 5 overseeing engineering and implementation of projects
- Engineering funding programmed to start feasibility and early engineering
- Right of Way and Construction funding not identified in TIP/STIP for individual projects
- Since April 2020, some projects have been recommended to be removed from list for various reasons
 - Funded through LAPP or developers, add'l study did not result in high enough need
- Project costs generally increased after further study
- First group of intersection projects ready for programming of Right of Way and Construction funding

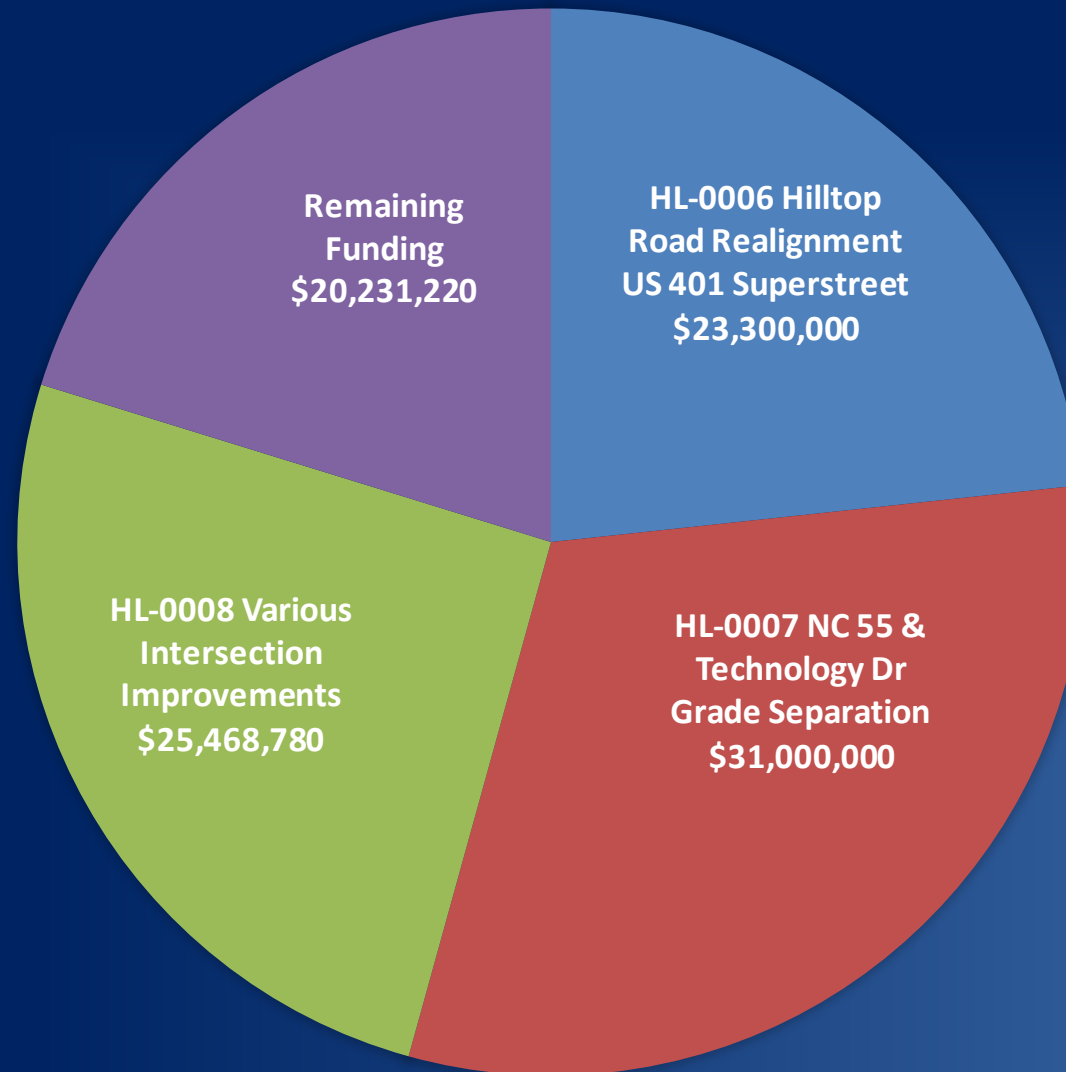
Bonus Allocation Intersection Projects Recommended for Programming

Project ID	Project Description	Funding Tier	Right of Way Year	Right of Way Cost	Utilities FFY	Utilities Cost	Construction Year	Construction Cost	TOTAL
HL-0008C	NC 50 (Benson Rd) & Timber Dr	Regional	2022	\$75,000		\$0	2023	\$525,000	\$600,000
HL-0008D	Holly Springs Rd & Sunset Lake Rd	Division	2023	\$400,000	2024	\$200,000	2025	\$1,750,000	\$2,350,000
HL-0008G	Lake Wheeler Rd & Hilltop Needmore Rd	Division	2022	\$300,000	2023	\$225,000	2024	\$2,400,000	\$2,925,000
HL-0008H	Lake Wheeler Rd, Simpkins Farm Ln & Simpkins Rd	Division	2022	\$250,000	2023	\$175,000	2024	\$1,750,000	\$2,175,000
HL-0008L	Ten Ten Rd, Bells Lake Rd & Graham Newton Rd	Division	2023	\$300,000	2024	\$225,000	2025	\$2,400,000	\$2,925,000
HL-0008O	NC 42 & Johnston Rd	Regional	2023	\$175,000	2024	\$125,000	2025	\$1,300,000	\$1,600,000
HL-0008P	Ten Ten Rd & NC 50 (Benson Rd)	Regional	2023	\$250,000	2024	\$175,000	2025	\$1,750,000	\$2,175,000
HL-0008Q	Optimist Farm Rd & Bells Lake Rd	Division	2023	\$300,000	2024	\$225,000	2025	\$2,400,000	\$2,925,000
HL-0008S	Olde South Rd & Penny Rd	Division	2023	\$175,000	2024	\$125,000	2025	\$1,100,000	\$1,400,000
TOTAL				\$2,225,000		\$1,475,000		\$15,375,000	\$19,075,000

Bonus Allocation Projects Recommended to be Removed from List

Project Description	Reason for Removal
Lake Wheeler Rd & Ten Ten Rd	TPD's estimate of 2025 (post-540) traffic shows a decrease on Ten Ten. With other improvements being made by developers, this location can likely be dropped.
Kildaire Farm Rd & Penny Rd	The Town of Cary is anticipating development improvements at this intersection. NCDOT Congestion Management and the Town of Cary have both evaluated the proposed turn lane and agree that it is not needed.
Main St & Holly Springs Rd	Project funded through LAPP.
Cleveland Rd & Old Drug Store Rd	New interchange at I-40 and NC 42 will sever intersection.
NC 50 & Steven Oaks Rd	NCDOT's analysis shows that a WB LTL is not needed and the RTL is being constructed under the Complete 540 project.
NC 42 & Old Stage Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Hilltop Needmoore Rd & Johnson Pond Rd	Developer completing portion of project. Further study of safety and mobility improvements shows low benefit to cost ratio.
Holly Springs Rd & Arthur Pierce Rd	The NCDOT analysis shows only a slight mobility benefit based on the existing volumes. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
NC 42 & Rock Service Station Rd	The NCDOT Mobility & Safety Unit has observed and further evaluated this intersection, and the proposed improvements would not result in a significant mobility benefit.
Ten Ten Rd & Rand Rd	NCDOT's analysis not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Optimist Farm Rd & Manns Loop Rd	NCDOT has evaluated this intersection, and it appears that queuing from the adjacent intersection is causing the issue.
White Oak Rd & Hillandale Ln	NCDOT has evaluated this intersection, and it appears that queuing from the adjacent intersection is causing the issue.
Old Stage Rd & Legend Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Johnson Pond Rd & Whitted Rd	NCDOT has evaluated this intersection, and no approaches appear to be over capacity. No mobility need is evident.
Optimist Farm Rd & Johnson Pond Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Ten Ten Rd & Johnson Pond Rd/Blaney Franks Rd	Signalization would increase overall delay. The 2025 traffic shows a decrease on Ten Ten.

TOTAL RECOMMENDED PROGRAMMING TO DATE



Next Steps

- Projects programmed in TIP will be programmed in STIP and will move forward to future phases
- NCDOT will continue engineering on additional HL-0008 projects
- HL-0006 and HL-0007 continue preliminary engineering phase
- Public engagement for projects to start soon

5.4 Amendment #8 to FY2020-2029 Transportation Improvement Program (TIP) and Bonus Allocation Projects Update

Requested Action:

Recommend approval of Amendment #8 to FY2020-2029 Transportation Improvement Program and removal of selected Bonus Allocation Projects from Intersection Improvement List.

6. Informational Items: Budget

6.1 Operating Budget – FY 2022

6.2 Member Shares - FY 2022

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

Studies:

- FY 22 Hot Spots
- Cary-TP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update
- Triangle Bikeway Implementation Study
- U.S. 401 Corridor Study
- Western Wake Traffic Signal System Integration Study
- Mobility Management Program Implementation Study

Other Updates:

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

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
April 20, 2022 4:00 p.m.	Executive Board Virtual
May 5, 2022 10:00 a.m.	TCC Regular Meeting Virtual