



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

Executive Board Meeting

March 16, 2016

4:00 PM

Welcome and Introductions

- Ethics Statement

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest. Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

- Public Comments

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

CONSENT AGENDA

6.1

- Minutes from the March 16, 2016 Executive Board Meeting

Requested Action: Approve Minutes

6.2

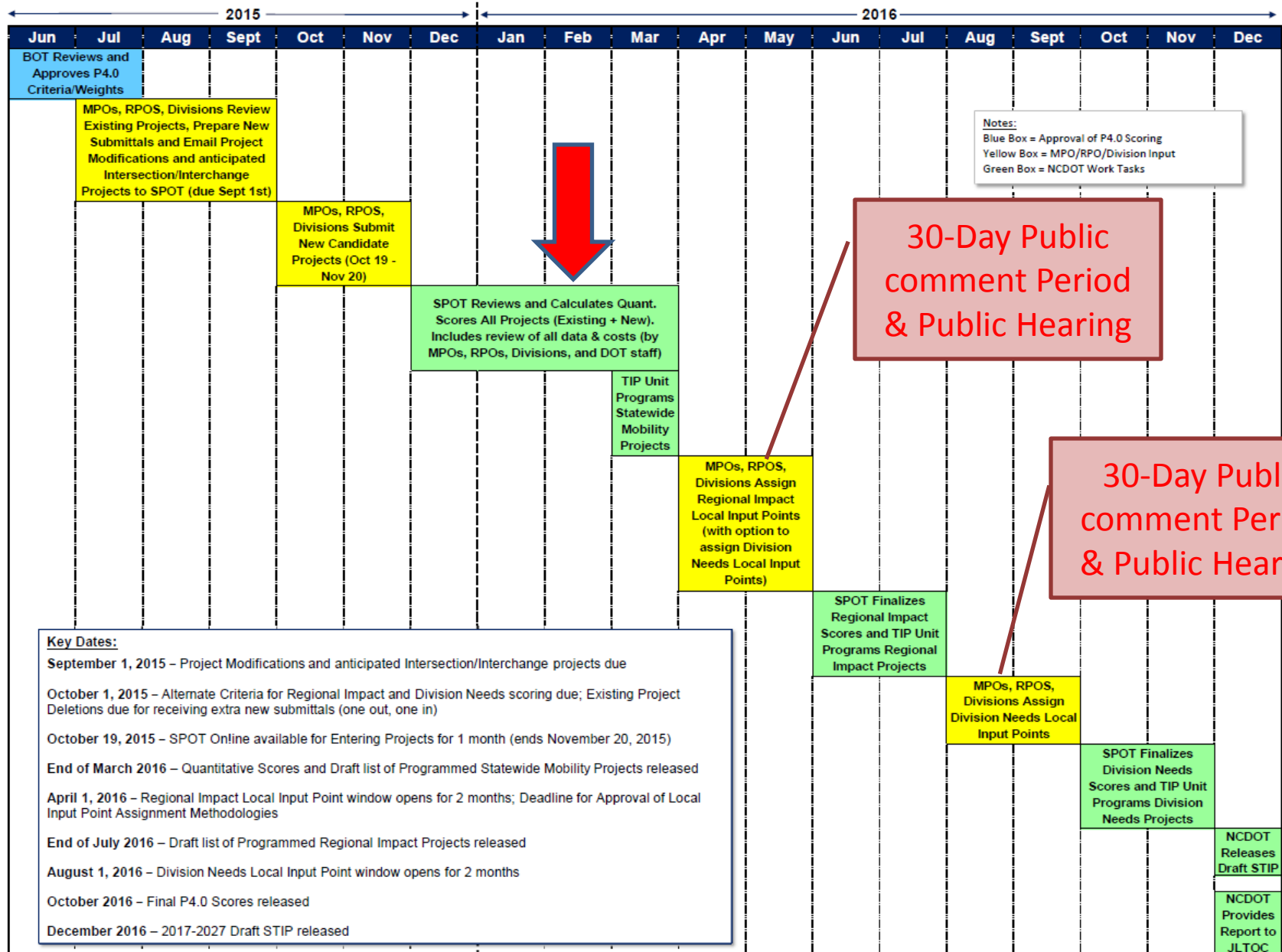
- Raleigh-Cary Rail Crossing Study

Requested Action: Schedule a Public Hearing at the April 20, 2016 Executive Board Meeting

8.1 Prioritization (SPOT) 4.0 Update

- Staff will provide an update on the Prioritization (SPOT) 4.0 schedule along with adjustments to the CAMPO Prioritization Methodology
 - Separate 30-day public comment periods and public hearing
 - Update CAMPO prioritization documentation
 - Confirm Target Modal Mixes

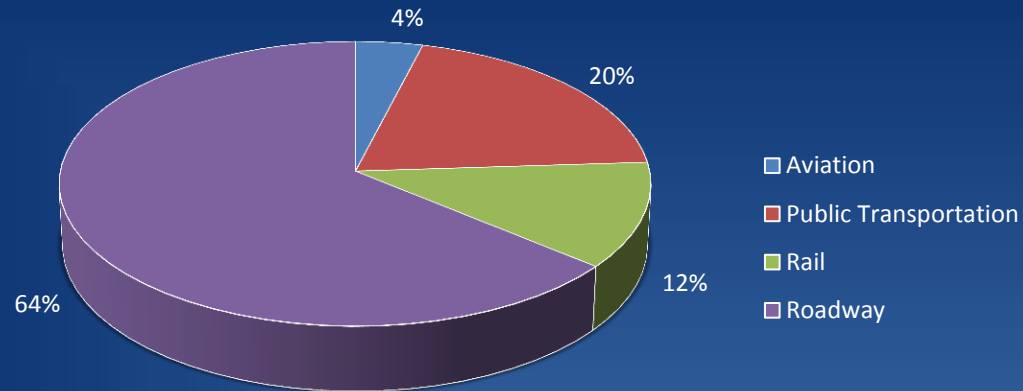
Prioritization 4.0 Timeline



CAMPO Local Prioritization Methodology Review

Regional Impact – Target Modal Mixes

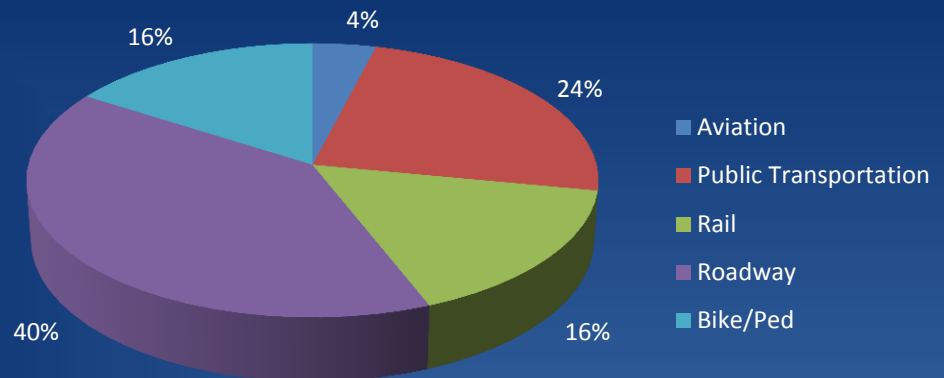
Aviation	100
Bike/Ped	N/A
Public Transportation	500
Rail	300
Roadway	1 600
Total	2500



CAMPO Local Prioritization Methodology Review

Division Needs – Target Modal Mixes

Aviation	100
Bike/Ped	400
Public Transportation	600
Rail	400
Roadway	1000
Total	2500



8.1 Prioritization (SPOT) 4.0 Update

- Separate public comment periods and public hearing for Regional Impact & Division Needs point assignments
- Administration Updates to Prioritization documentation
- Confirmation on Target Modal Mixes

Request Actions:

Recommend Executive Board approve updates to local prioritization methodology and target modes

8.2 Public Participation Plan Update Public Involvement Plan 101

The Capital Area MPO has a Public Involvement Plan that describes how the MPO involves the public in developing transportation plans and related policy documents. Related to this plan is the Title VI (Civil Rights)/Minority/Low-income/Limited English Proficiency Outreach Plan.

Public Involvement Plan 101 (cont)

- Note that the plan gives us minimum standards;
- We will still be tailoring public engagement for special studies and area studies in coordination with our members

Changes are mostly cosmetic, however:

4 Substantive Changes:

- Revision of the methodology to determine “Communities of Concern” for the Title VI/Minority/Low-income/LEP Plan
- Adding or making clearer what the public participation requirements are for adopting, amending, or correcting plans or other required documents.
- Updating notification and outreach to reflect new technology & open meetings law changes
- Addition of MTP and Strategic Plan goal & performance measure references related to public participation

Communities of Concern

Working with the Community Studies unit at NCDOT and our partners at DCHC we use 5 data points for Census Block Groups:

- Minority (combination of race and Hispanic/Latino ethnicity)
- Limited English Proficiency
- Zero Car Households
- Poverty Status (as defined by Census)
- Age (under 18 and over 65-potential non-drivers).

Thresholds: 50+1 vs. Percentiles

- Give flexibility to look at other thresholds than the central value
- Can look at higher or lower values on your spectrum
- Quartiles: like the 25% and 75% equivalents of the median (if the median were 50%)

(Aside--Can also be done as percentiles as any break point along your spectrum, just not quartiles anymore—say the 65th percentile)



In the 2 MPOs:

- At 75th percentile, 449 block groups trigger out of 755, or 59.5%.
- At 60th percentile, 606 block groups trigger out of 755, or 80%.
- At the median (50th percentile), 679 block groups trigger out of 755, or 90%

So What's the issue?



of EJ Variables Per Block Group

MPO_RPO_Boundaries
Complete_ACS_2009_2013_Block_Group

EJ9County-75th

triggers for 75th

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2
3
4
5

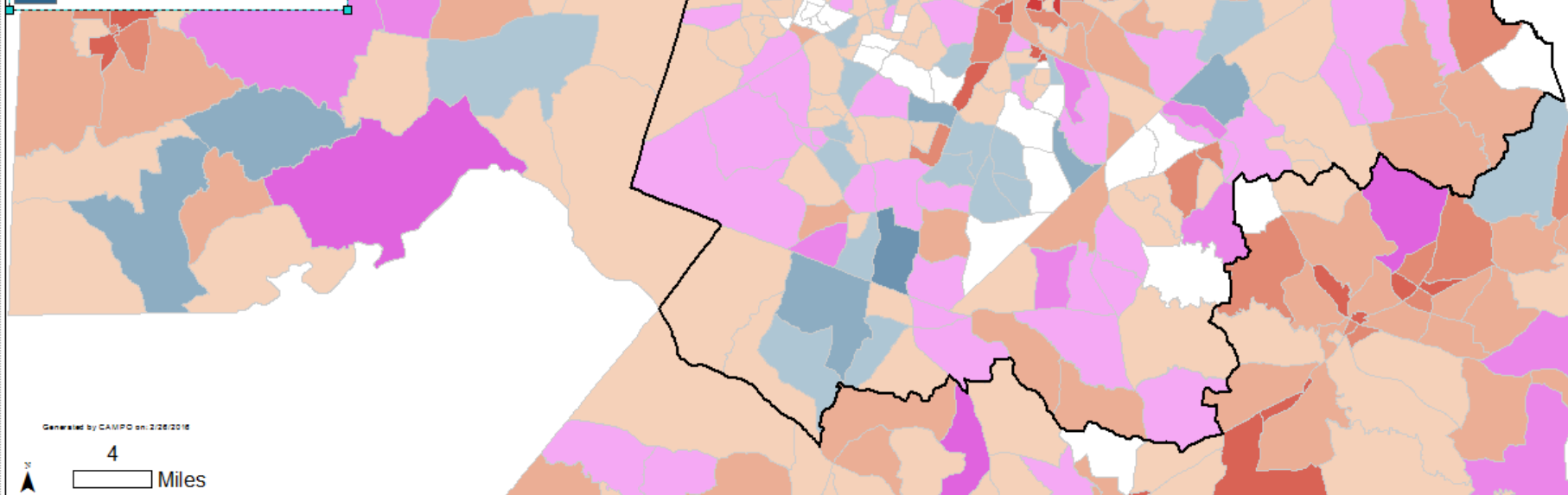
EJ9County-60th

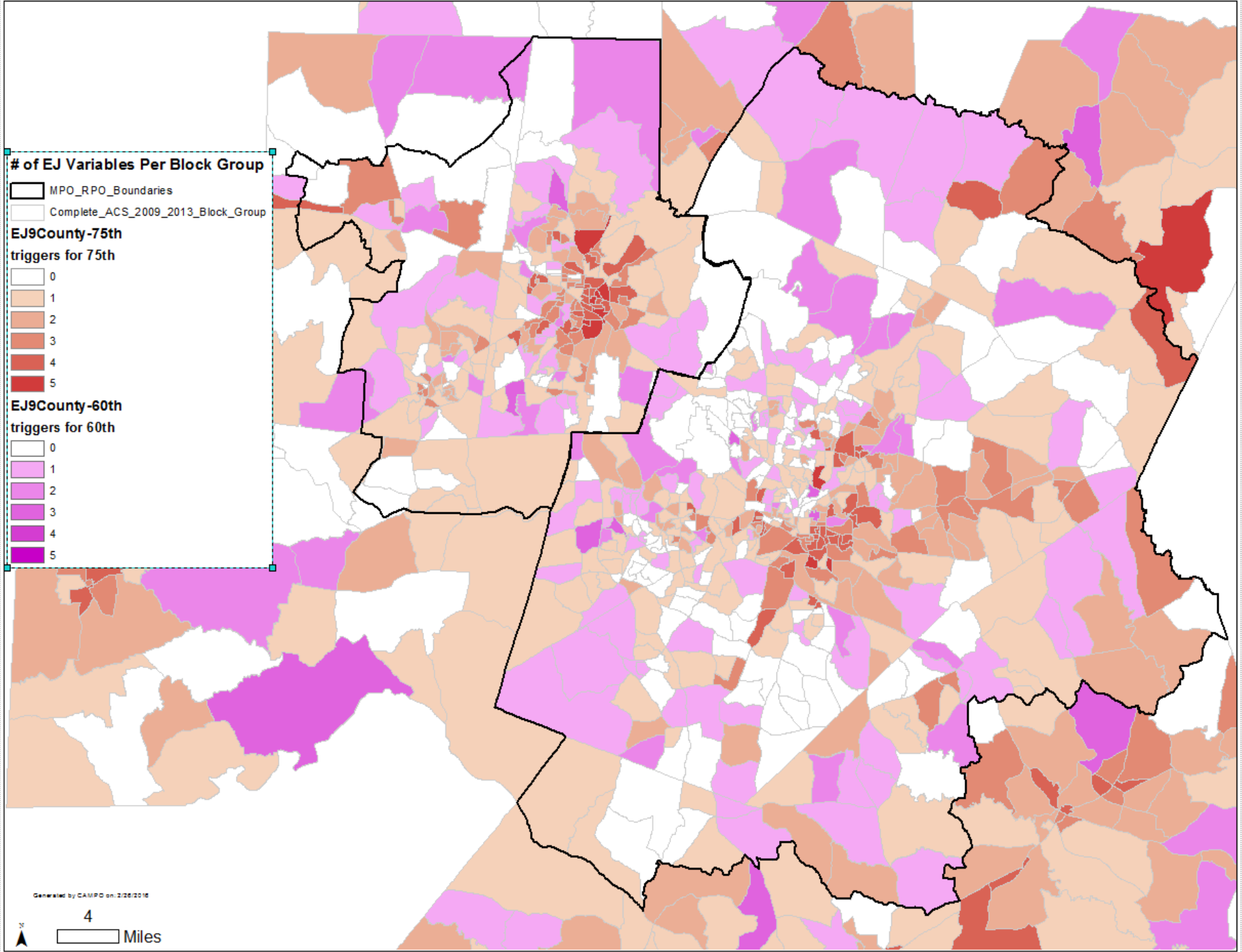
triggers for 60th

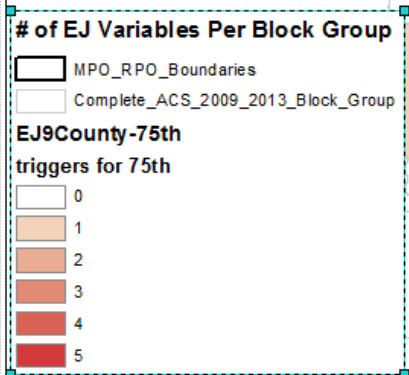
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triggers for 50th

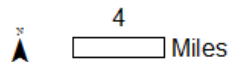
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Generated by CAMPO on: 2/26/2016



Clarification

- Current plan covers MTP, TIP, and PIP
- Does not specifically address requirements of full adoptions versus amendments
- Does not specifically address related plans or sub-documents

Clarification in 2 ways in updated plan

- Overall table of outreach actions for all pertinent documents
- More in-depth, descriptive sections for each planning or policy document

Summary Table of Public Participation

CAMPO follows agency organization and operation policies that provide specific guidelines for public records and public access (see appendices). CAMPO policies are adopted or amended after ten days public notice.

Summary Table of Public Participation

Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Notice	Public Access
OPEN MEETINGS					
Governing body	Executive Board	Monthly	at every meeting	in accordance with NCGS Open Meetings Law	<ul style="list-style-type: none"> Agenda posted in advance on CAMPO website Opportunity at each meeting; content is open but Committee Chair may specify time length to accommodate numerous commenters Summary of advance public comments provided in writing Meeting Calendar posted at venue
Committees	TCC	Monthly			
	Ad Hoc Area Planning and Corridor Study Committees	Varies by Plan			
	Standing Subcommittees	As needed			
Workgroups	Standing and Ad-hoc Staff and Professional Workgroups	As needed	Not Applicable	Not Applicable	Not Applicable
Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Hearing Notice	Public Access
Program Adoption					
Plans and Program Adoption	CTP/MTP	Every 4 years	42 Days	14 Days	<ul style="list-style-type: none"> Posted on website with public notices Hard copies available Advance comments documented for review Opportunity for comment at plan-specific meetings prior to adoption and at meetings where considered/adopted
	TIP/SPOT	Every 2 years	30 Days		
	LAPP	Annually	See LAPP Handbook		
	AQCD	Every 2 years for TIP; Additional if MTP not on same schedule	30 Days		
	CMP	Every 4 Years	30 Days		
	UPWP	Annually	30 Days		

Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Hearing Notice	Public Access
Program Amendments					
Modifications (Plan and Program Amendments)	CTP/MTP	As needed	30 Days	N/A	●Posted on website with public notices; hard copies available ●Advance comments documented for review ●Opportunity for comment at meetings where considered/adopted
	TIP/SPOT				
	AQCD				
	CMP				
	UPWP				
	PPP	As needed	45 days ²	45 days ²	
Program Modifications (Administrative Amendments)					
Technical Corrections (Plan and Program Administrative Modifications)	CTP/MTP	As needed	at meeting where item is being considered	N/A	●Agenda posted in advance on CAMPO website ●Opportunity at each meeting; content is open but Committee Chair may specify time length to accommodate numerous commenters ●Summary of advance public comments provided in writing
	TIP/SPOT				
	AQCD				
	CMP				
	UPWP				
	PPP				

Documents

The Capital Area MPO is responsible for 3 primary documents to implement the 3C process: the Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. In addition, CAMPO has a Public Participation Plan (this document) that covers those 3 primary documents. There are also 2 documents that are the charter of the MPO, the Memorandum of Understanding (MOU) and Prospectus.

Metropolitan Transportation Plan

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to consideration for governing board approval. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

A Plan Update is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

Amendments: Amendment means a that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination when applicable.³

Modifications Administrative modification means a minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).⁴

Metropolitan Transportation Plan (MTP)

- Details comprehensive plan for transportation modes
- Includes long and short range goals and strategies
- Identifies funding sources and estimates costs
- Provides framework for choosing transportation projects

Adopted: Every four years
Amended: As needed
See Summary Table of Participation for Access, Notice, and Comment Periods

Congestion Management Plan(CMP)

A Congestion Management Plan (CMP) is a management system and process used by an MPO to improve traffic operations and safety by using strategies that reduce vehicle miles traveled during peak commuting hours and provide other congestion relief.

A CMP usually identifies low-cost improvements with short timeframes (5-10 years), where traditional projects (lane additions etc.) can cost significantly more and have longer implementation timeframes. It follows the same requirements at the MTP.

Transportation Studies

Periodically, CAMPO undertakes specialized studies to address specific modes, issues, target areas, or corridors. These studies are included and funded as part of the UPWP and advance specific goals, strategies or projects included in the MTP. Frequently, the results of a specialized study lead to the development of a project or multiple projects that are advanced through the TIP. These studies help identify broad issues, concerns, and desires that might be relevant to a specific segment of the population or to a particular geographic area within the county.

Each study has a specific public outreach effort to involve the appropriate participants.

Congestion Management Plan (CMP)

- Looks for smaller, short-term solutions
- Reviews congestion as the primary concern
- Helps inform the MTP

Adopted: Every four years
Amended: As needed
See Summary Table of Participation for Access, Notice, and Comment Periods

Transportation Studies

- Modal studies such as transit or bicycle/pedestrian
- Data collection and analysis for traffic management
- Sub-area, road, intersection, or corridor studies
- Specialized studies to advance the MTP goals

Adopted: Endorsed (rather than adopted) for use in future MPO planning and programming activities
Amended: As needed
See Summary Table of Participation for Access, Notice, and Comment Periods

Changes to print vs electronic outreach

- Current plan still requires legal ads in print media for PIP, MTP, and TIP actions
- No longer required under NCGS §143-318.12
- Reflects changing nature of how people get their information
- Does not preclude using print media when a specific situation warrants print use

Addition of Goals

- Every plan needs a goal, and our already adopted Strategic Plan and draft MTP have PPP goals to inform this plan;
 - Strategic Plan goals/measures folded in by reference
 - Placeholder reference for 2045 MTP goals & measures; draft goals have PPP-specific goal and related objectives/measures to tie in once adopted

Addition of Goals

Strategic Plan Goals Related to the PPP

CAMPO updated its strategic plan in early 2015, and it includes elements that are relevant to the PPP.

CAMPO Vision Statement:

The region has a common vision of what it wants its transportation system to be:

- 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**. [emphasis added for PPP]

The 2040 Metropolitan Transportation Plan commits our region to transportation services and patterns of development that contribute to a distinctive place where people can successfully pursue their daily activities.

Four strategic focus areas were identified that will help create an environment where regional transportation needs are prioritized and understood and CAMPO will achieve its vision:

- 1. Public engagement and education** [emphasis added for PPP]
2. Partnering with others
3. Educating elected officials
4. Policy leadership

8.2 Public Involvement Plan Update

- Staff released the draft Public Involvement Plan Update for public review and comment from **February 25, 2016 through April 20, 2016** and is preparing for the tentative public hearing at the April 20, 2016 Executive Board meeting.

Requested Action:

Set the public hearing for the April 20th meeting

8.3 Wake County Transit Investment Strategy -

Executive Board (2/17) and TCC (3/3) discussion on several items:

- Develop a system that is streamlined, transparent, impartial, and representative
- What is governance?
- Roles / responsibilities
- Updates on process to develop a governance structure
- Examples / best practices from other regions

8.3 Wake County Transit Investment Strategy -

What is Governance?

- Fiduciary needs and associated roles and responsibilities
- Regulatory needs and associated roles and responsibilities
- Technical planning/prioritization/programming needs and associated roles and responsibilities
- Implementation of transit services/programs/capital projects

8.3 Wake County Transit Investment Strategy -

Roles & Responsibilities:

- Governance development
 - Ongoing governance
 - Project/program development/implementation
-
- Role of each jurisdiction?
 - Role of MPO?
 - Role of transit agencies?
 - 3 R's (View, Voice, Vote)

8.3 Wake County Transit Investment Strategy - Mecklenburg County, NC

- Major policy-making bodies:
 - Charlotte City Council
 - Metropolitan Transit Commission (MTC) - all jurisdictions represented but equivalent to city transit authority board
- Governance Pieces:
 - Fiduciary and Regulatory - **City** collects and distributes funding, takes on debt, and ensures compliance with laws
 - Technical Planning/Prioritization/Programming –
 - Items developed by **City** staff and first reviewed by **MTC**
 - **MTC** recommends decisions on items to **City Council**
 - If disagreement – Conference Committee convenes
 - Implementation – **City's** transit system implements projects

8.3 Wake County Transit Investment Strategy - Orange and Durham Counties, NC

- Major policy-making bodies:
 - County Boards
 - GoTriangle Board of Trustees
 - DCHC MPO

- Governance Pieces:
 - Fiduciary and Regulatory – **GoTriangle**
 - Technical Planning/Prioritization/Programming:
 - **GoTriangle** staff develops and Board of Trustees approves
 - **DCHC MPO** incorporates into its plans/programs
 - Staff Working Group from three parties involved in plan amendments and assumptions
 - Implementation – **Chapel Hill Transit, Go Durham, Durham County Access, Orange Public Transportation, Go Triangle**

8.3 Wake County Transit Investment Strategy - California Models

- ~20 Examples
- In almost all cases:
 - Fiduciary and Regulatory – Either MPO or separate regionally representative tax district board and staff; Not project sponsors
 - Technical – Either MPO or separate regionally representative tax district board and staff; Not project sponsors
 - Implementation – Local governments and transit providers within tax district
- Theme: Separation of governance pieces allows for appropriate checks and balances and prevents conflicts of interest

8.3 Wake County Transit Investment Strategy - Puget Sound and Denver Models

- Regional multi-county tax districts
- Sound Transit and Regional Transportation District (Denver) – Transit agencies handle all 3 pieces of governance for tax districts but governing bodies are truly regionally representative
- Sound Transit - Regional tax district raises revenue for regional transit projects but overlaps with smaller tax districts that raise revenue for more localized transit projects
- Denver Regional Transportation District – Multi-county tax district raises revenue to be used by one provider for entire district
- Regional tax districts involve only one project sponsor

8.3 Wake County Transit Investment Strategy -

Wake County Transit Governance Interlocal Agreement General Themes

- Parties to the Agreement: Wake County, CAMPO, GoTriangle
- Fiduciary/Regulatory Role: GoTriangle
- Technical Role: CAMPO Executive Board and/or Go Triangle Board of Trustees?
 - Transit Planning Advisory Committee (TPAC) comprised of technical staff to advise boards on technical decisions including but not limited to:
 - Annual budgets
 - Multi-year capital and operating programs updated annually
 - Annual financial model updates
 - Conference Committee to reconcile differences
- Implementation: Transit providers and municipalities in Wake County enter into project funding agreements with GoTriangle

8.3 Wake County Transit Investment Strategy - Yet To Be Determined

- Complete composition of TPAC and weighting of its voting membership
- Respective responsibilities of CAMPO and GoTriangle staff for developing technical planning and programming products for TPAC review and CAMPO and GoTriangle governing bodies' decisions
- Mechanism for determining agencies responsible for individual projects and committing agencies to providing all projects promised to the voters
- Opportunities for public participation in technical decision making and updates to the adopted plan – TPAC to develop public participation plan
- Framework and respective responsibilities for transit project level decision making
- Additional governing agreements beyond this overarching Interlocal Agreement

8.3 Wake County Transit Investment Strategy - Updated Schedule

- Revised schedule proposes to consider final CAMPO action in May

Action	<i>Revised Anticipated Date</i>
TCT Meeting	March 21, 2016
TCC Meeting	April 7, 2016
Open Public Comment Period (joint with GoTriangle)	No later than April 18 th , 2016
Hold Public Hearing *	April 20 th , 2016 May 18 th , 2016
Consider Wake Transit Plan and ILA	May 18 th , 2016

- * Possible joint Public Hearing with GoTriangle Board of Trustees

8.3 Wake County Transit Investment Strategy - Update

Requested Action:

Provide comments on potential schedule, draft plan, and items related to the development of an Interlocal Agreement.

9. Budget Informational Items

Attachments 9.1 and 9.2

9.1: FY 16 Operating Budget

The FY 2016 UPWP Operating Budget is \$3,131,488.

Please see attachment 9.1 for more details. As of 12-31-2015 we have spent \$1,009,832.

9.2: FY 16 Member Shares

Attachment 9.2 shows the Member's Share for FY 16. Total member share for the FY 2016 is \$604,295 as of 12-31-2015 we have spent \$176,194.

Requested Action:
Receive as information

10. Project Informational Items

Attachment 10.1

- Hot Spot Program
- NC 54 & More Study
- Transit Systems Planning
- Raleigh-Cary Rail Crossings Study (RCRX)
- Southeast Area Study
- Regional Freight Plan Study
- LAPP
- (SRTS) John Rex Endowment Grant Award Update
- NC Non-Motorized Volume Data Program – Phase II Region Roll-out

Requested Action:
Receive as information

11. Staff Reports

- Chris Lukasina, MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Branch
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- Executive Board Members

Upcoming Meetings

- Apr. 7, 2016 TCC
- Apr. 20, 2016 Executive Board
- May 5, 2016 TCC
- MAY 11-13, 2016 NC Association of MPO's Statewide Conference – Greensboro, NC
- May 18, 2016 Executive Board

ADJOURN