



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

January 2, 2020

10:00 AM

1. Welcome and Introductions

2. Adjustments to the Agenda

3. Public Comments

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

4. Minutes

4.1 TCC Meeting Minutes: November 7, 2019

Requested Action:

Approve the November 7, 2019 Meeting Minutes.

5. Regular Business

5.1 Elections: TCC Chair and Vice Chair 2020

According to the TCC Bylaws, the positions of Chair and Vice Chair are to be elected during the first meeting of each calendar year. Chair and Vice Chair serve for one year terms, for a maximum of three consecutive terms.

Current Chair Juliet Andes (Cary) has served for one term. Current Vice Chair David DeYoung (Clayton) has resigned his position with the Town of Clayton and is no longer a TCC member.

Requested Action:

Conduct elections for a TCC Chair and Vice Chair for 2020.

5.2 Triangle Regional Transportation Demand Management (TDM) Program Annual Impact Report

Triangle TDM Program FY19 Annual Impact

Jenna Kolling

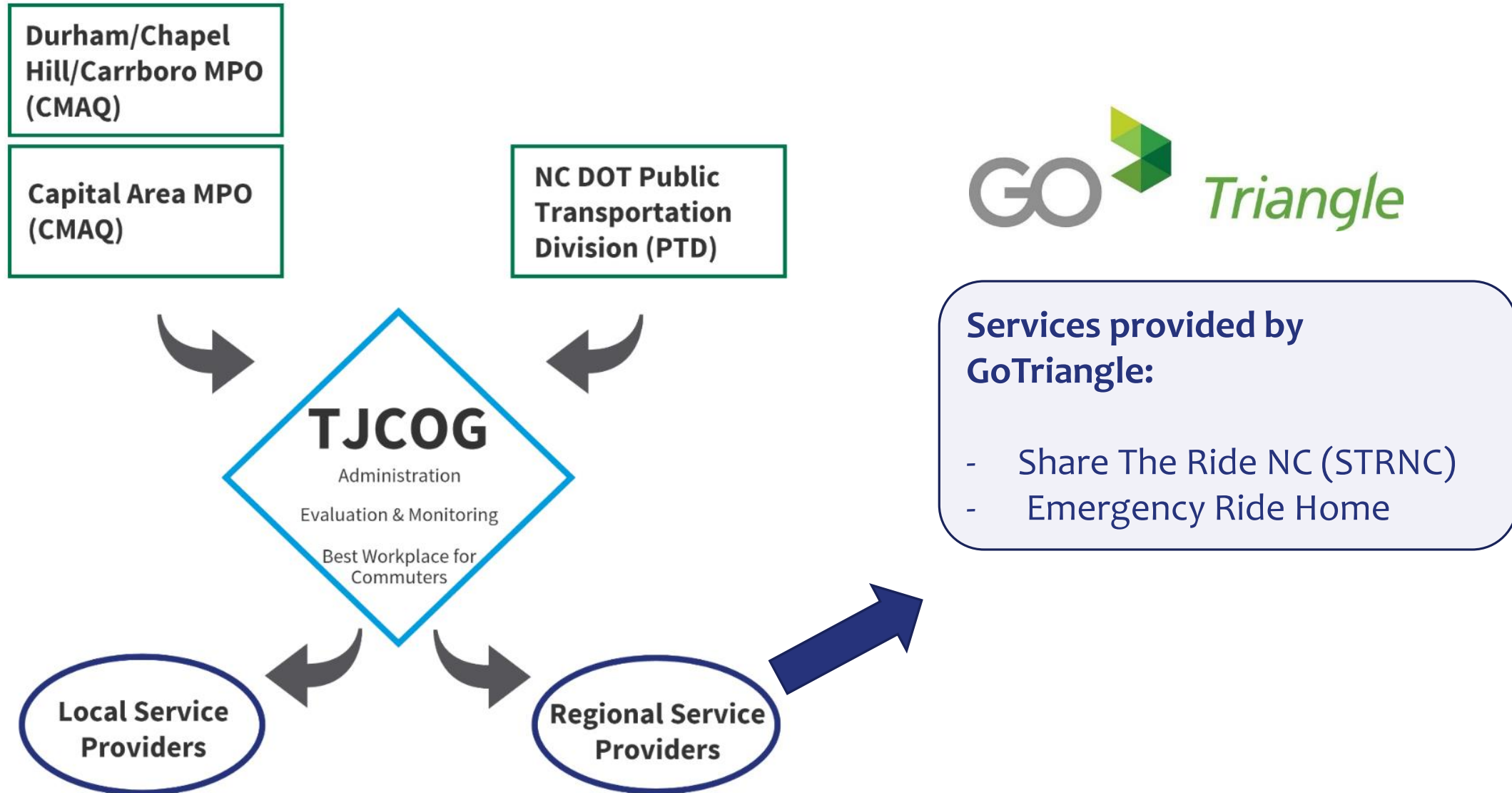
Jan 02, 2020



Why Measure TDM Impacts?

- Program funding depends largely on evaluation and monitoring of program impacts.
- Track participation in TDM services (the primary component of impact calculations) provides an opportunity to determine the most effective programming and set growth targets.
- Consistent and accurate reporting of TDM service benefits will drive actions that lead to better outcomes.

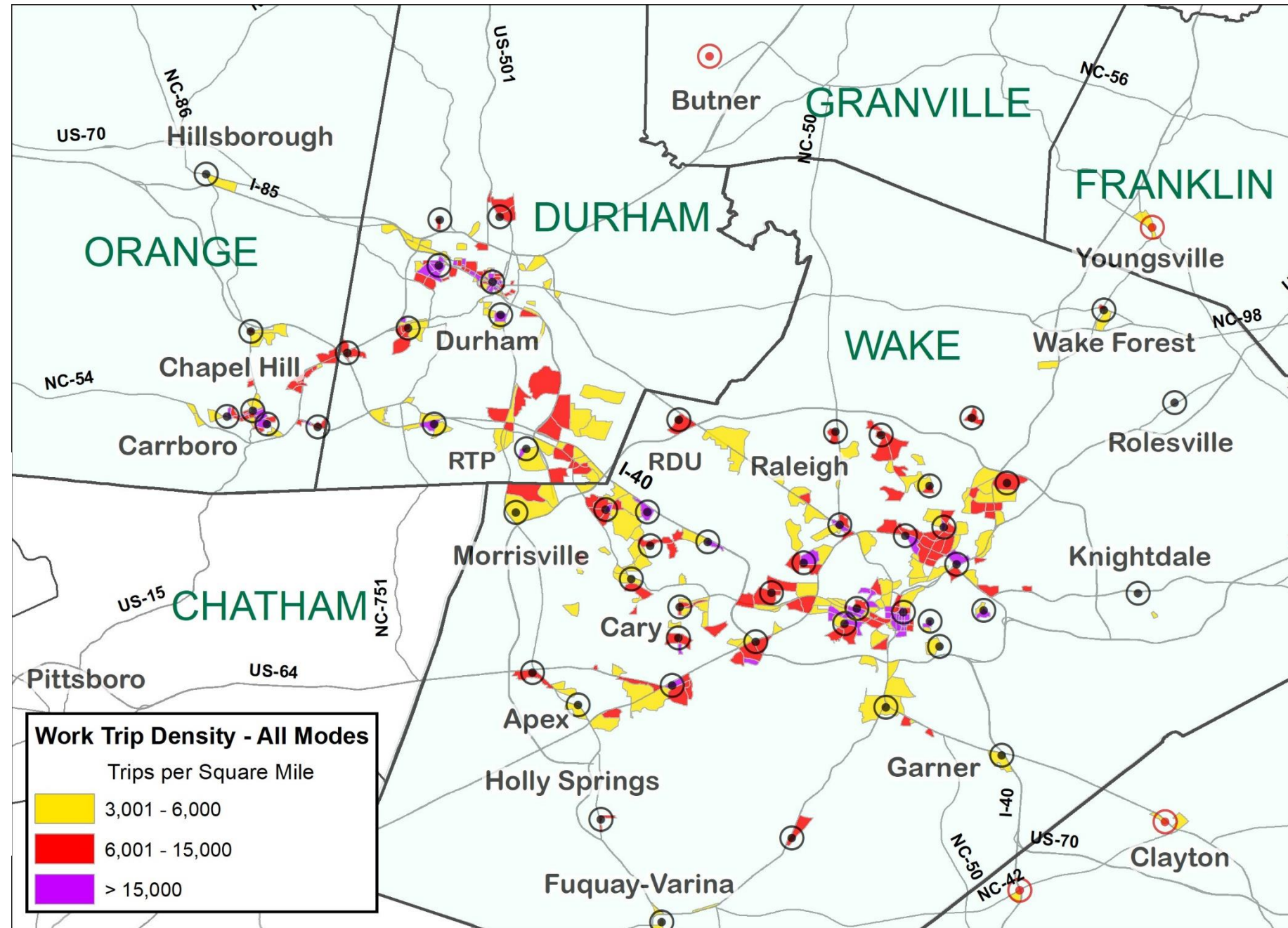
TDM Program Administration and Funding



Local Service Providers (“LSPs”) target TDM programming and outreach in and around their respective “**Hotspots**” = places identified as having the greatest potential for reducing SOV travel.

61 Hotspots, including:

- Traffic Analysis Zones (TAZs) with > 3,000 trips per sq. mi.
- Universities or large employers
- CBDs or areas with concentrated office/retail development

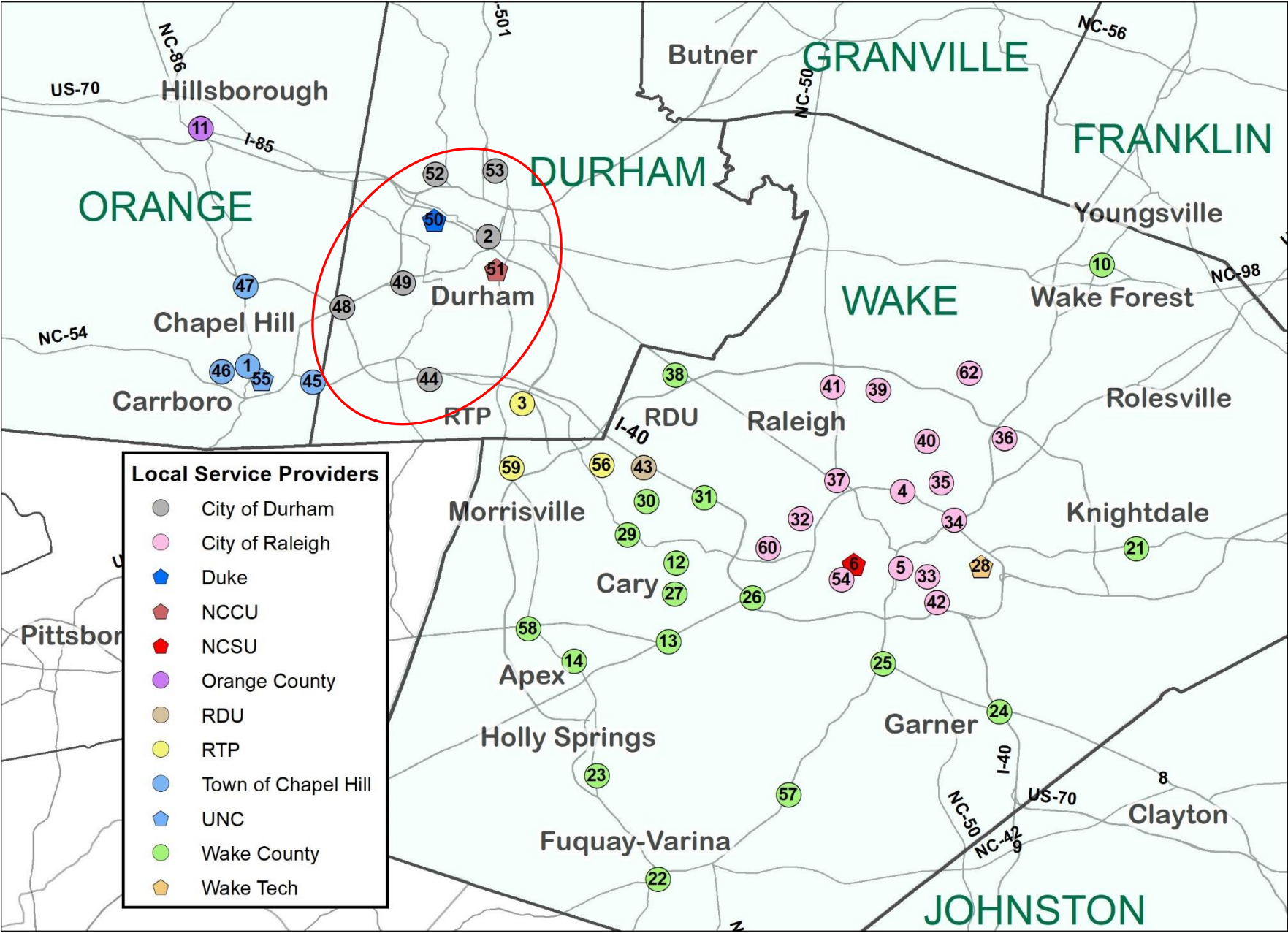


FY19 Triangle TDM Service Providers



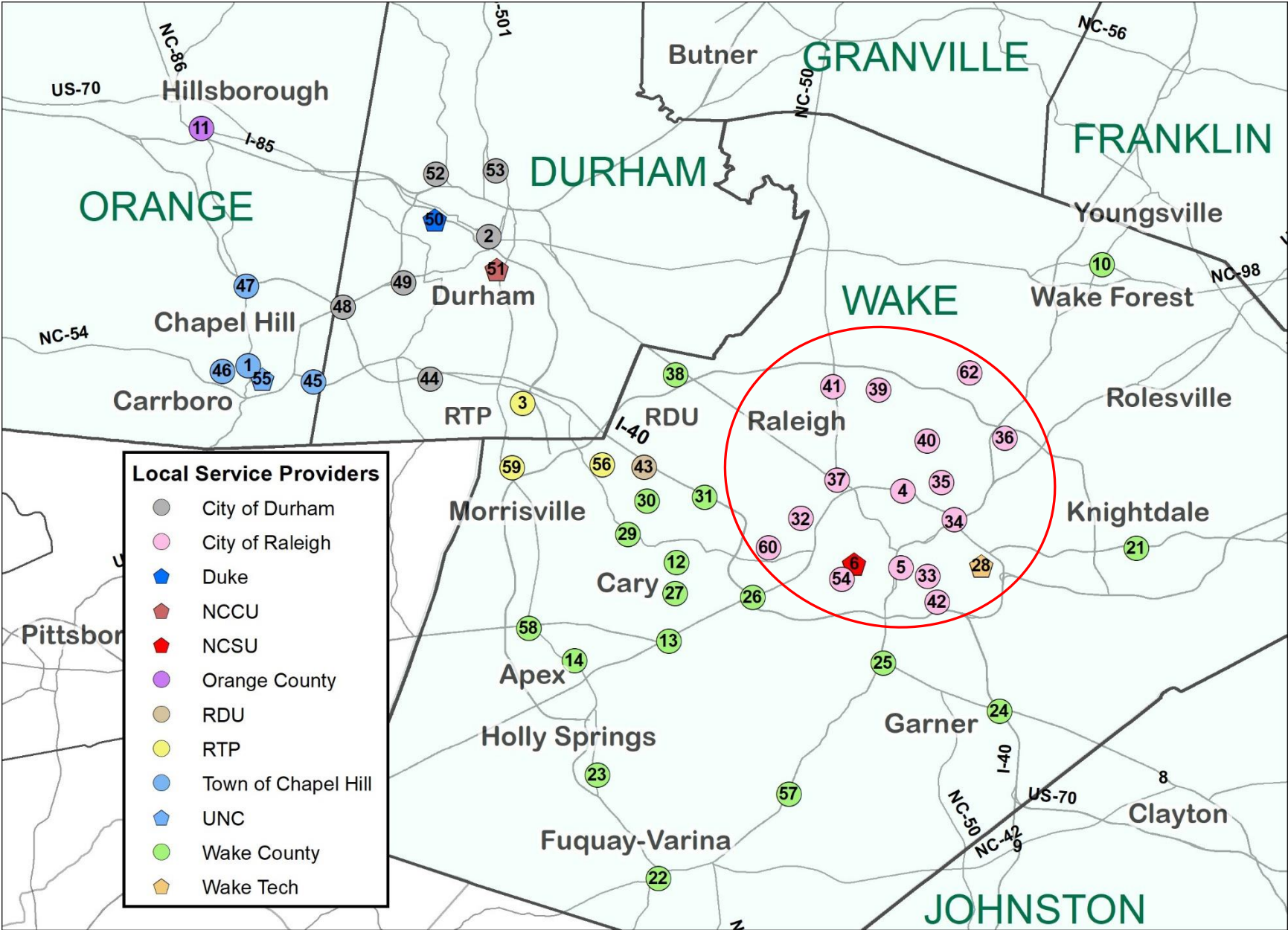
Local Service Providers

City of Durham



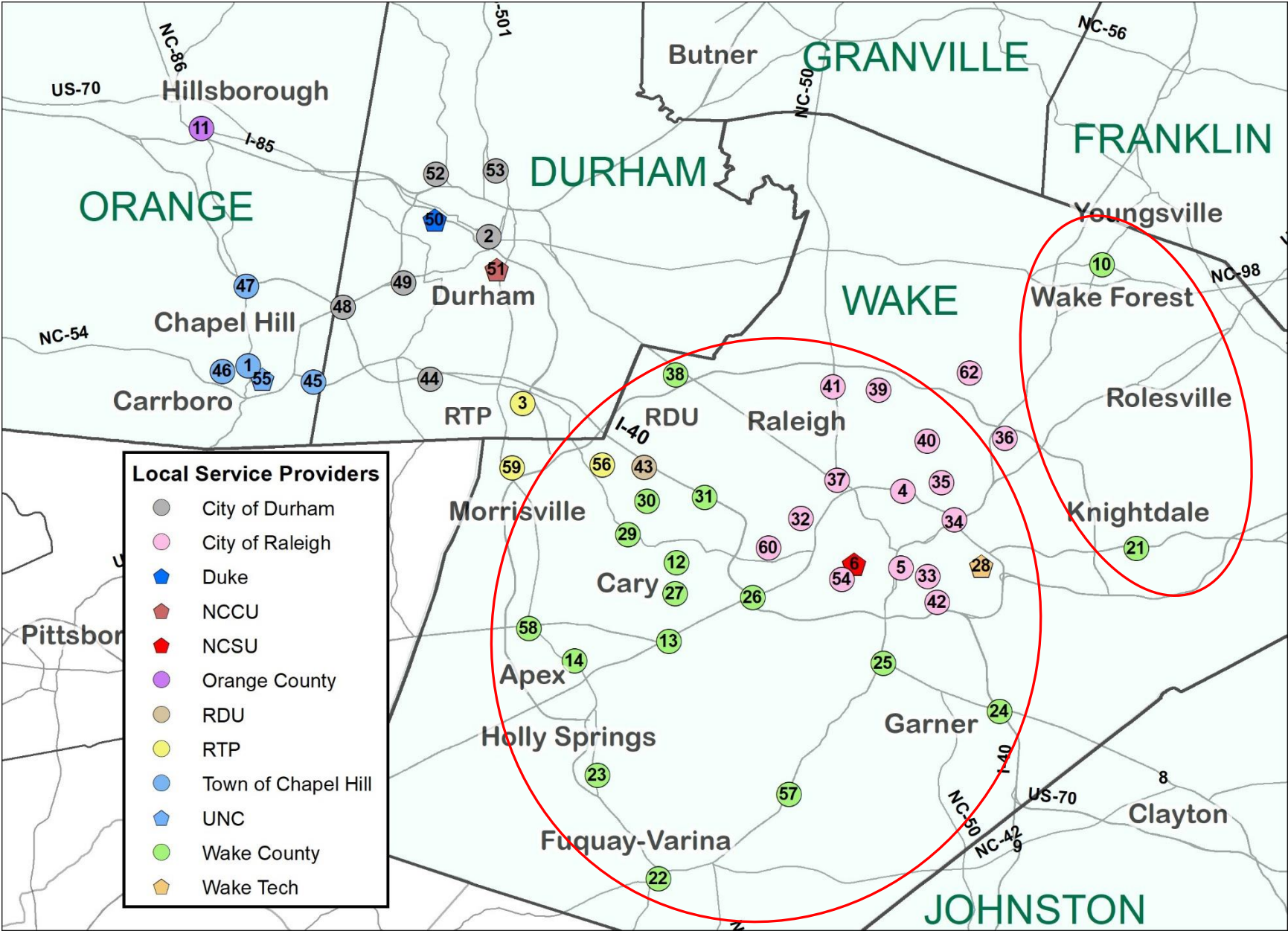
Local Service Providers

City of Raleigh



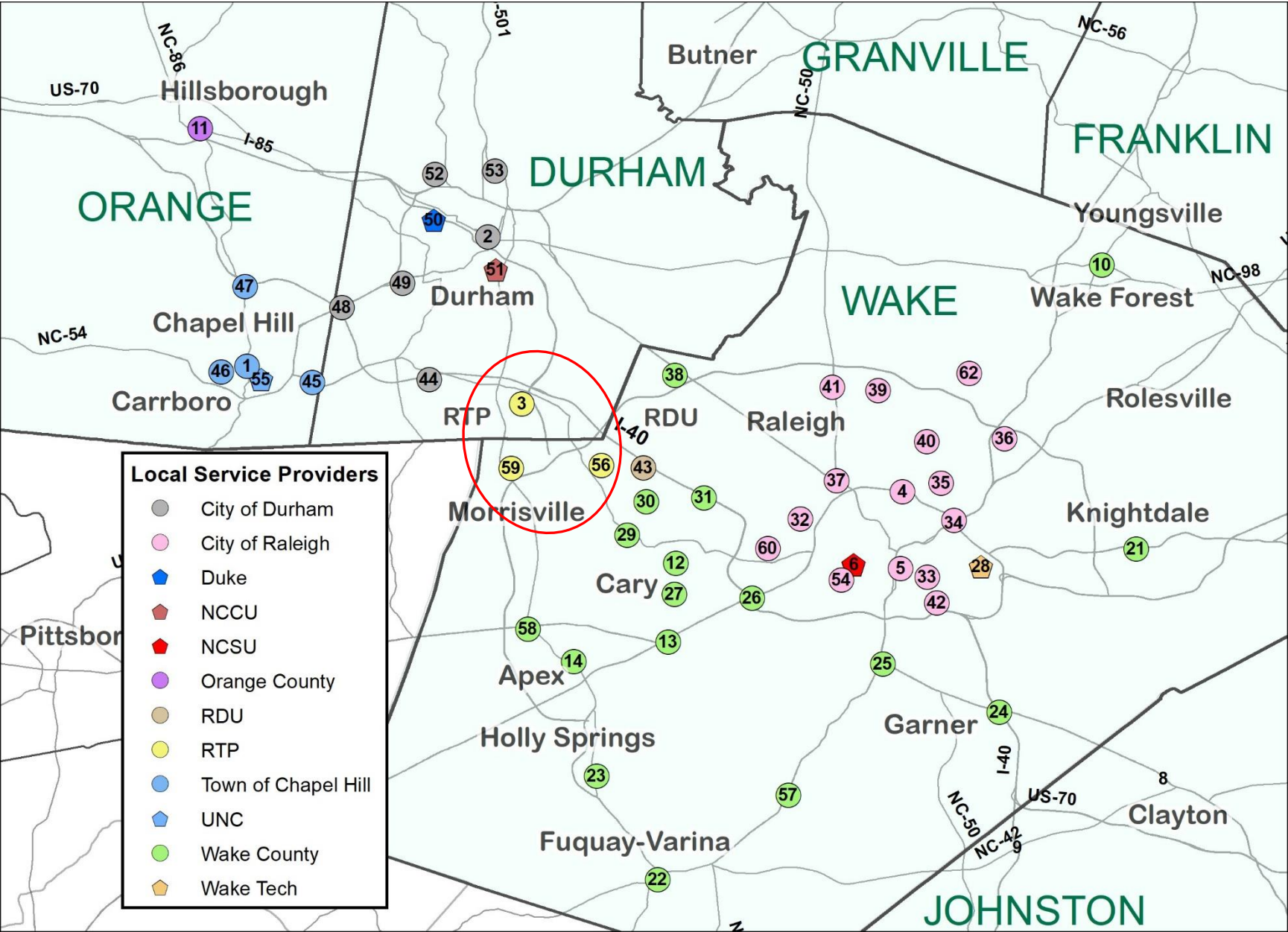
Local Service Providers

Wake County & RDU



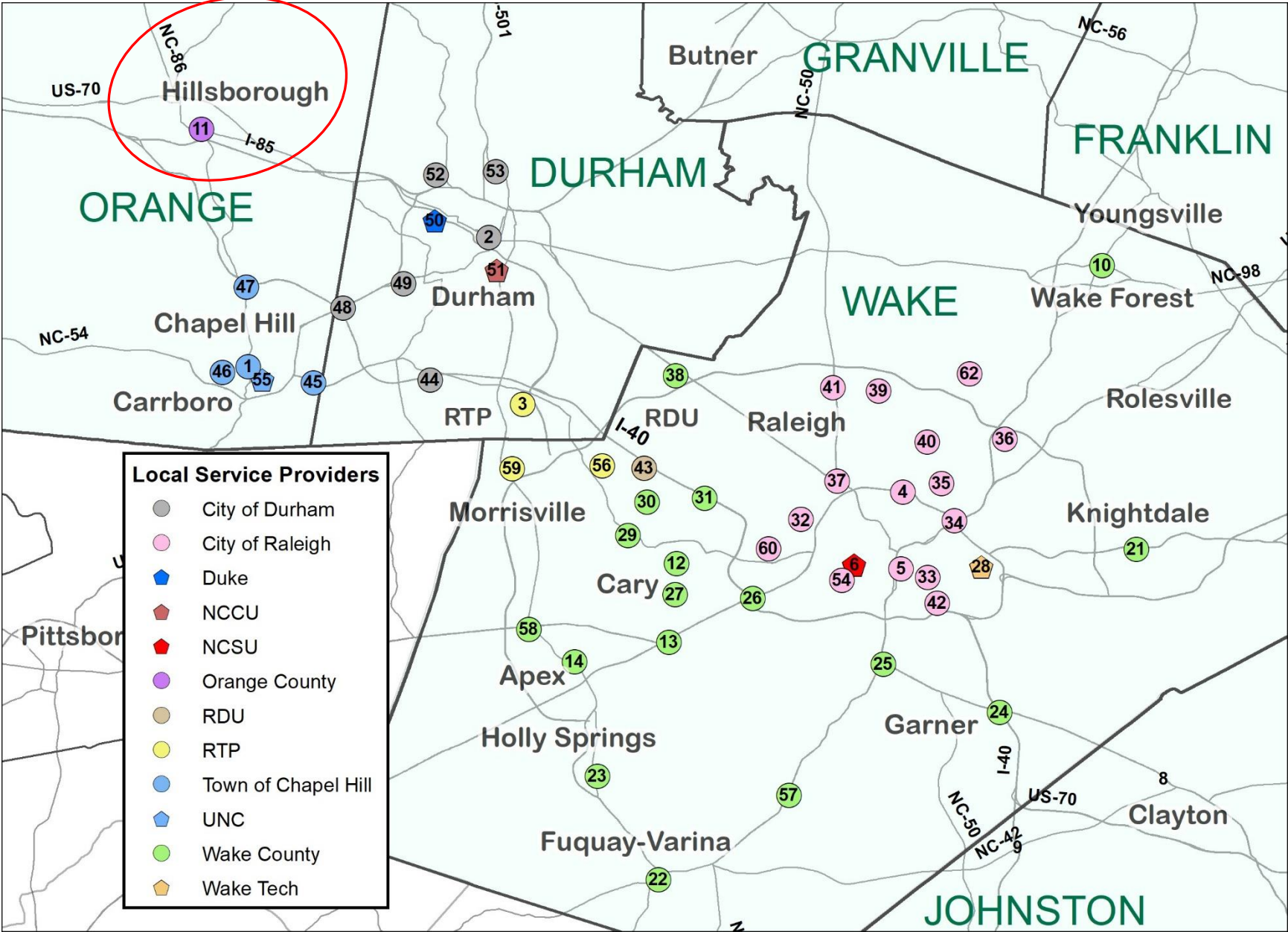
Local Service Providers

RTP



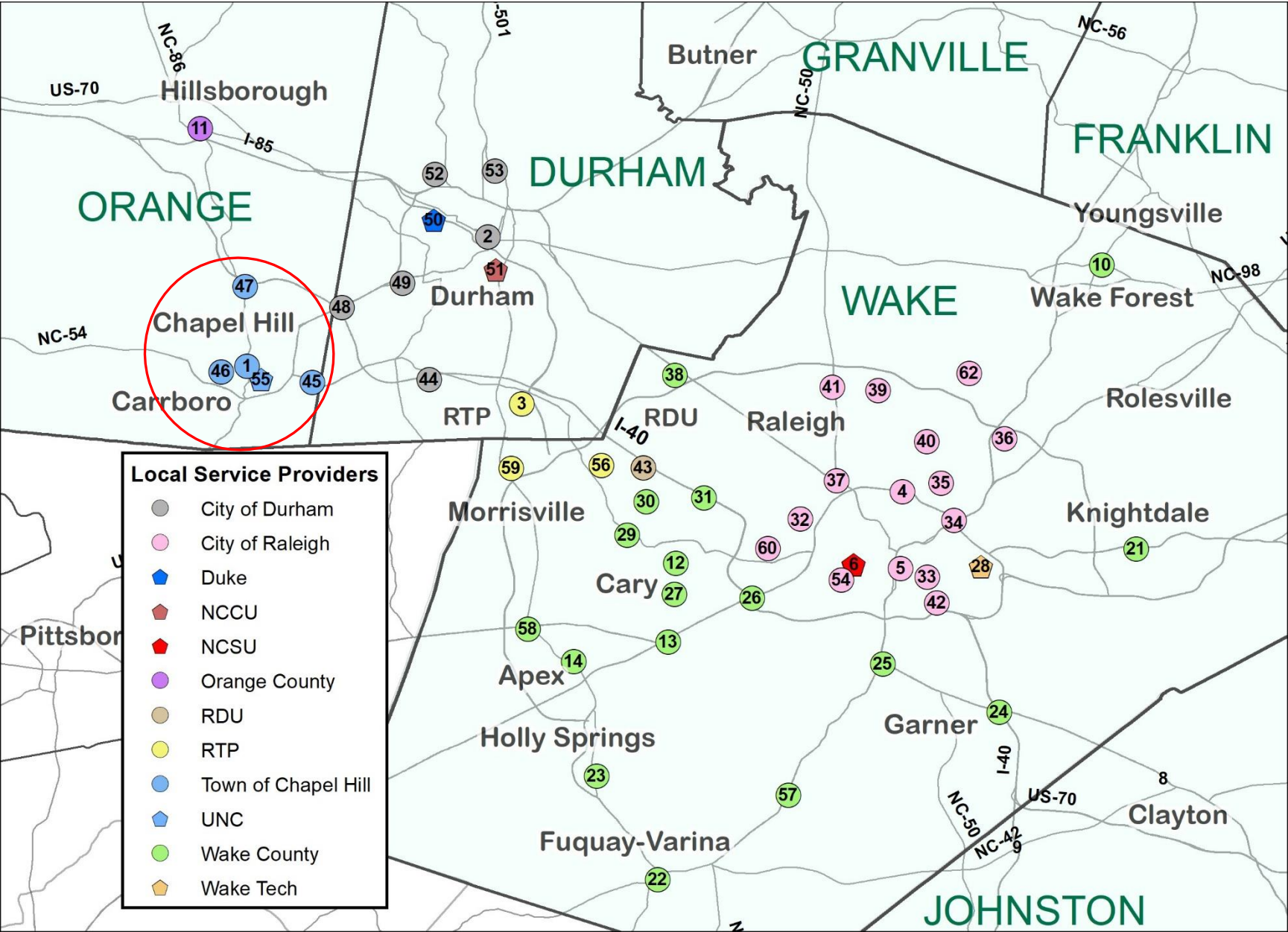
Local Service Providers

Orange County



Local Service Providers

Town of Chapel Hill



Local Service Providers

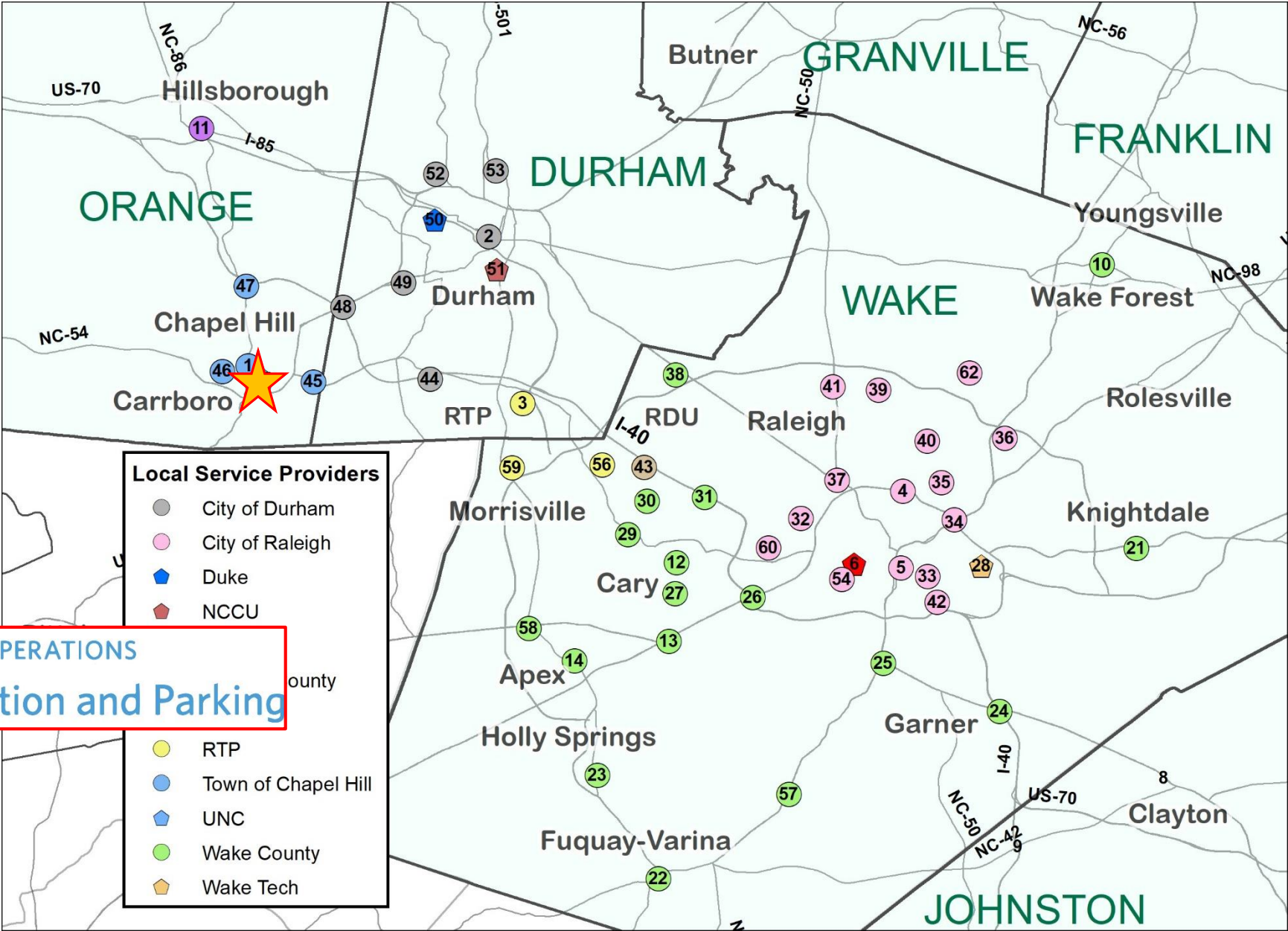
UNC Chapel Hill





FINANCE AND OPERATIONS

Transportation and Parking



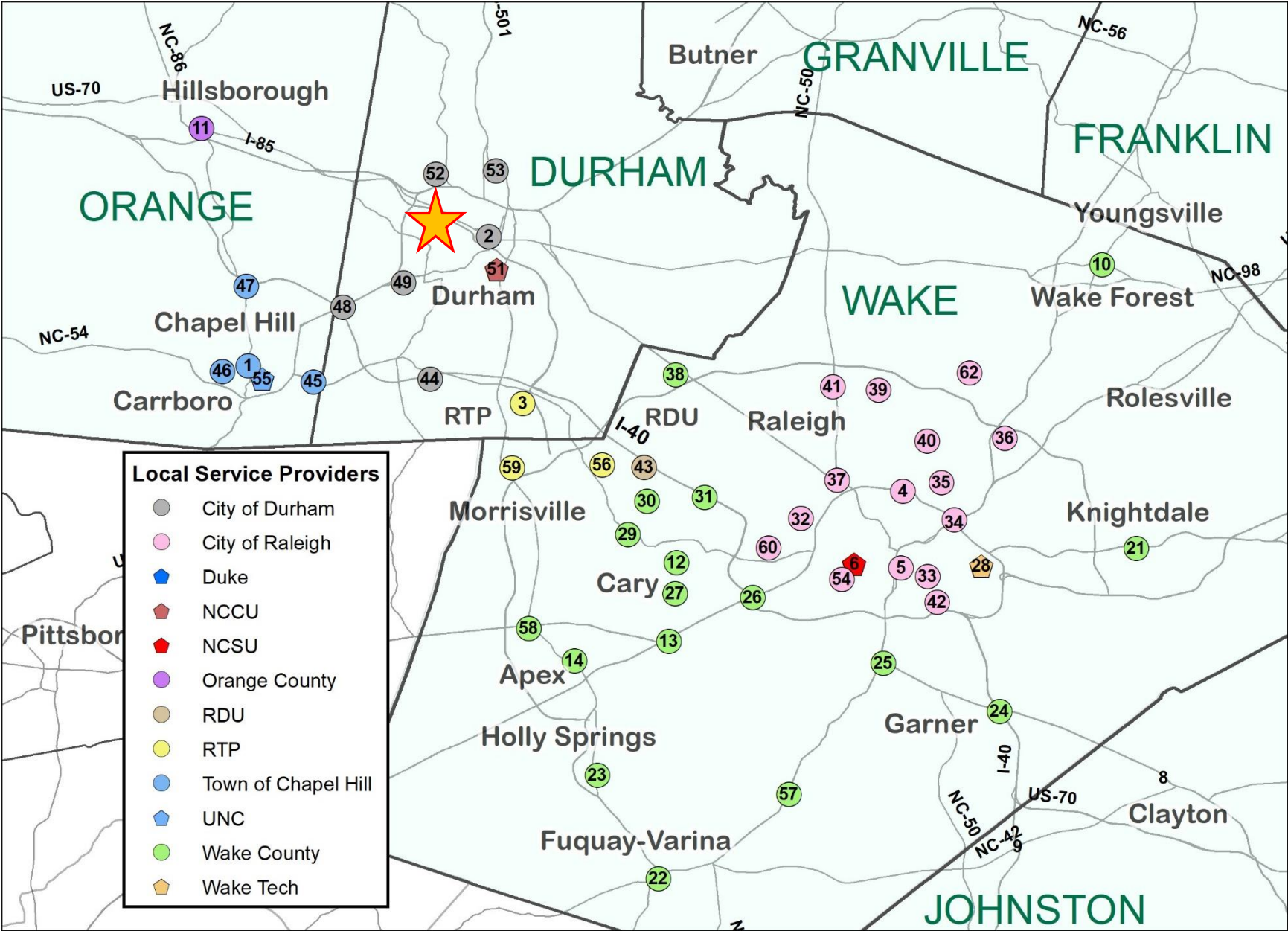
Local Service Providers

Duke

Unpark Yourself.



Bleed Blue. Live Green.
parking.duke.edu/alternative



Local Service Providers

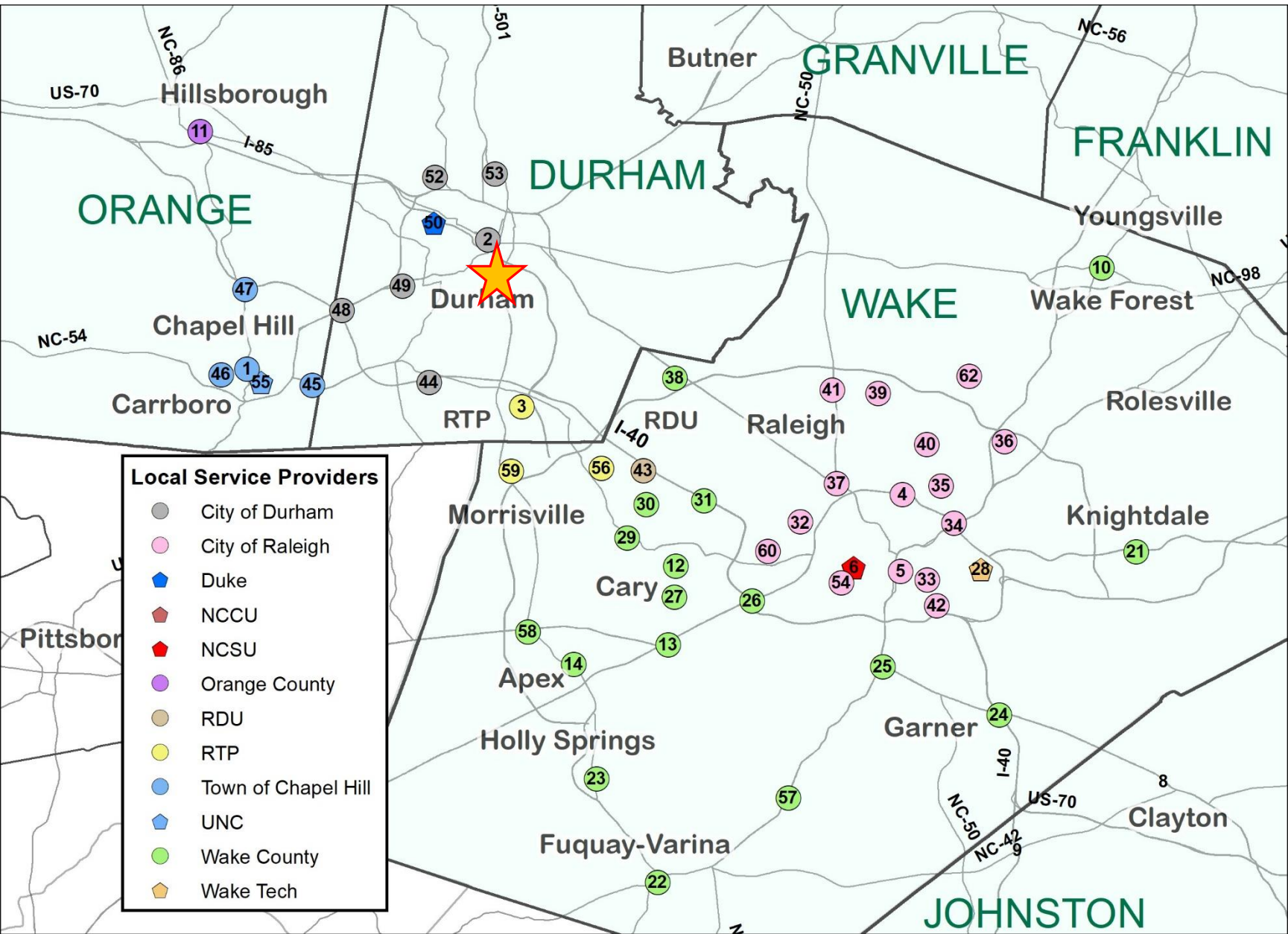
NC Central University

E-CAP
Eagle Commuter Assistance Program



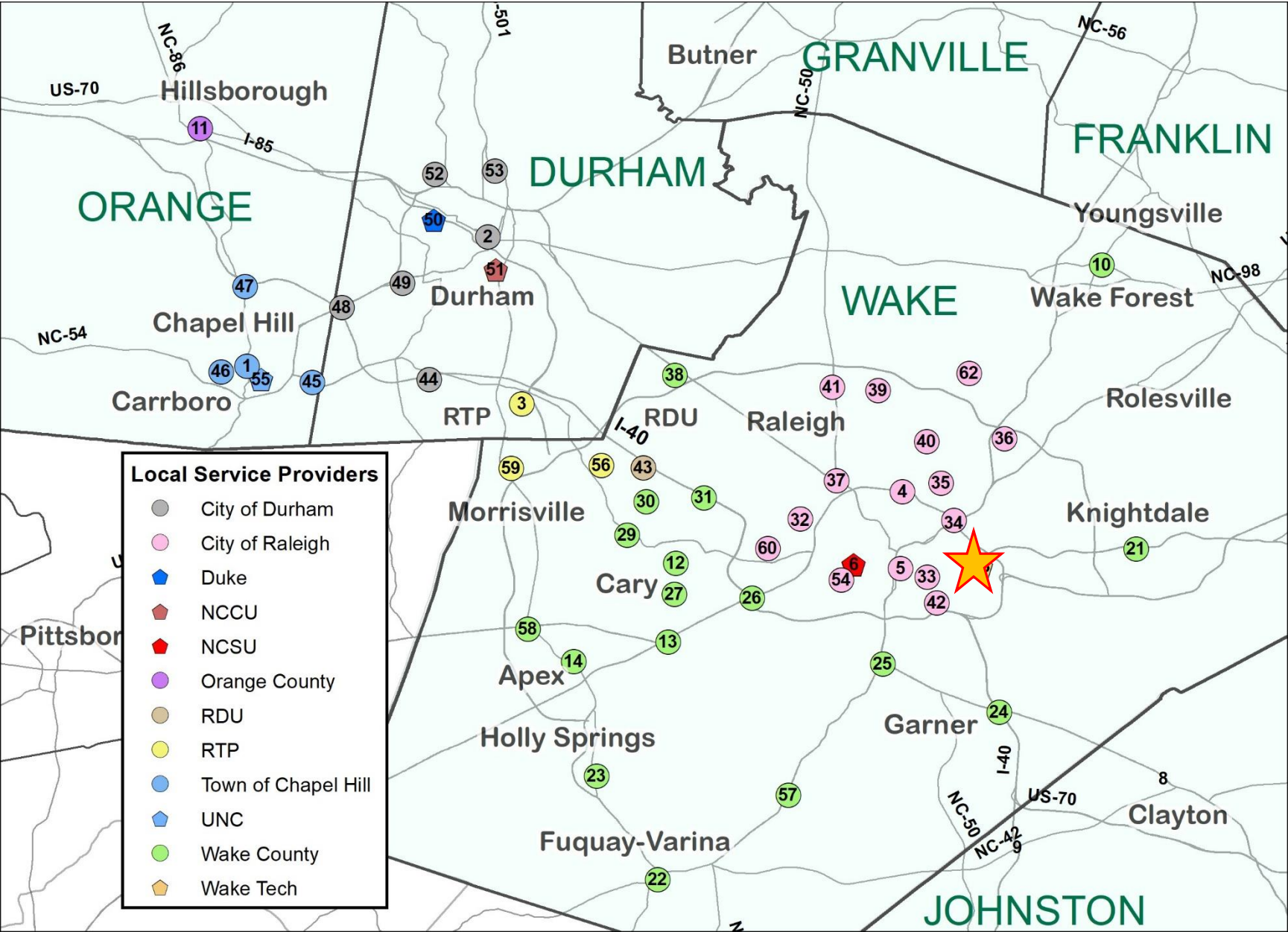
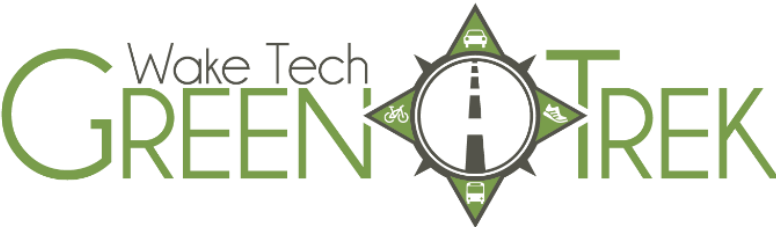
North Carolina Central University

**New TDM
Grantee in FY19**



Local Service Providers

Wake Tech



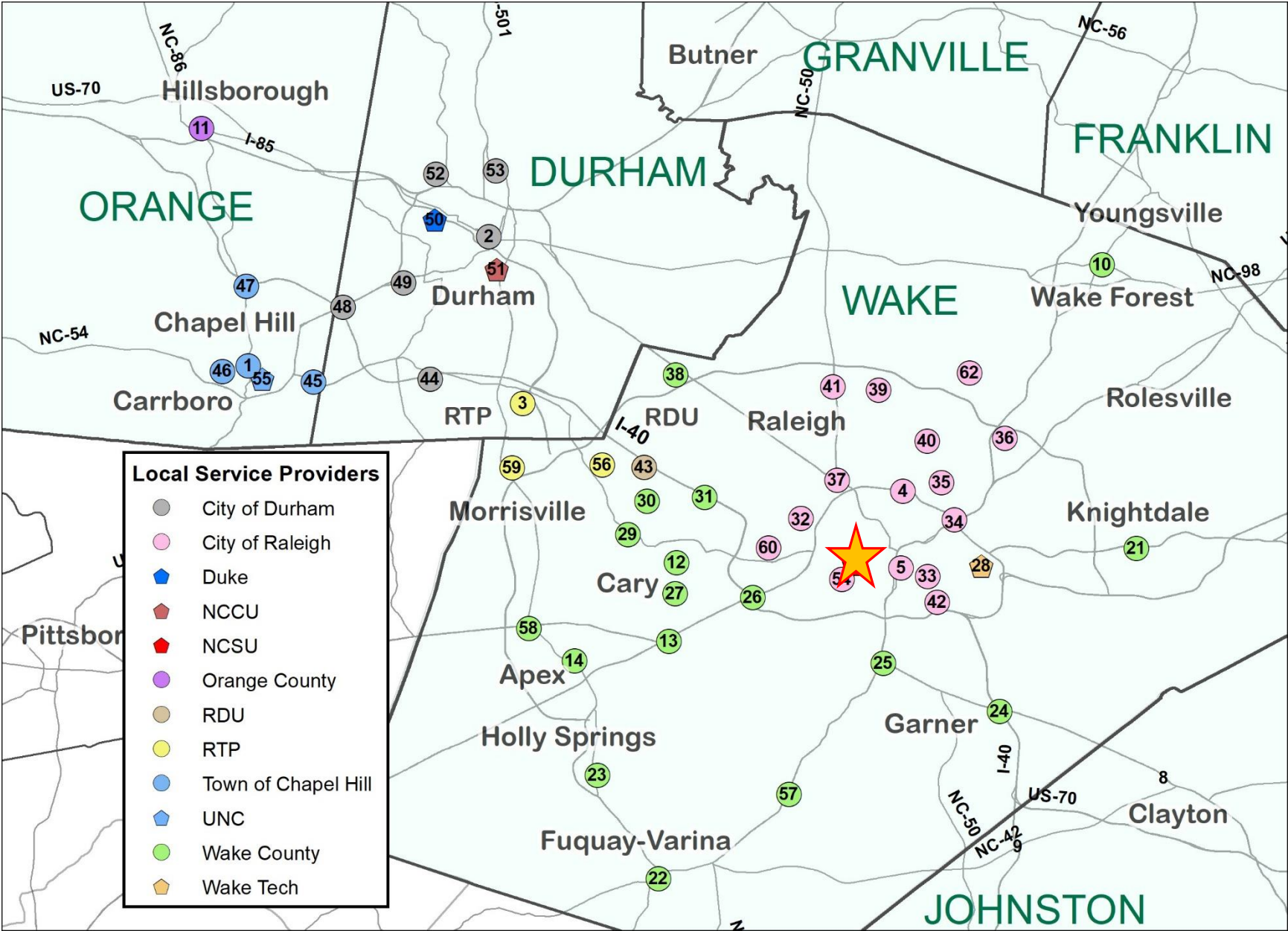
Local Service Providers

NC State

NC STATE UNIVERSITY



WOLFTRAILS



TDM Service Data Collection

- Each quarter, local and regional service providers report participation in TDM programs, in-person outreach events, and media outreach analytics.
- Some services can be evaluated independently of others, but most are inter-related.
- Methodology adjusts the credits for individual services to eliminate double-counting participation, which would otherwise result in over-estimating service benefits.

Estimating the Annual Impact of Triangle TDM

PARTICIPATION

1. Target / User Population
(e.g. visitors to GoTriangle website)

of active vanpool riders,
of GoTriangle boardings
with a GoPass



Estimating the Annual Impact of Triangle TDM

PARTICIPATION



PLACEMENTS

1. Target / User Population
(e.g. visitors to GoTriangle website)

X
Placement Rate =

2. Participants who make travel change
influenced by service ("placements")

Placement rates vary by TDM service type, service provider, and availability of local observational data.

Estimating the Annual Impact of Triangle TDM

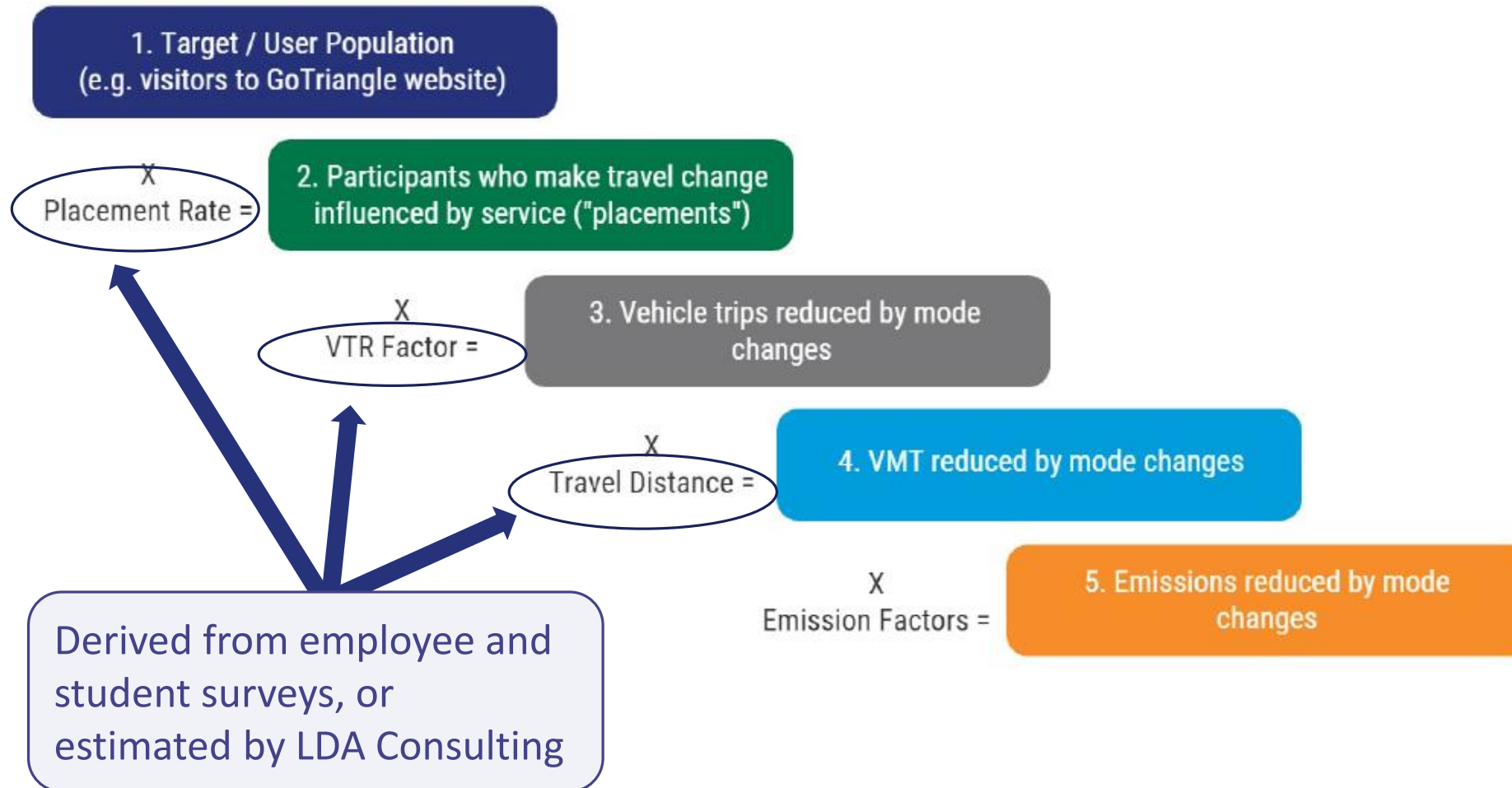
PARTICIPATION



PLACEMENTS



OUTCOMES



PARTICIPATION

PLACEMENTS

OUTCOMES

IMPACTS

IMPACTS OF TDM IN FY2019:



6.5 million vehicle trips avoided

That's nearly **111,000 days** not spent driving a car



2.9 million gallons of gas saved

It would take almost **346 tanker trucks** to hold that much gas



70 million commute miles reduced

That's roughly **24,000 trips** from San Francisco to New York



60,300 alternative transportation users supported

If all those users drove single-file, the traffic jam would stretch **171 miles**

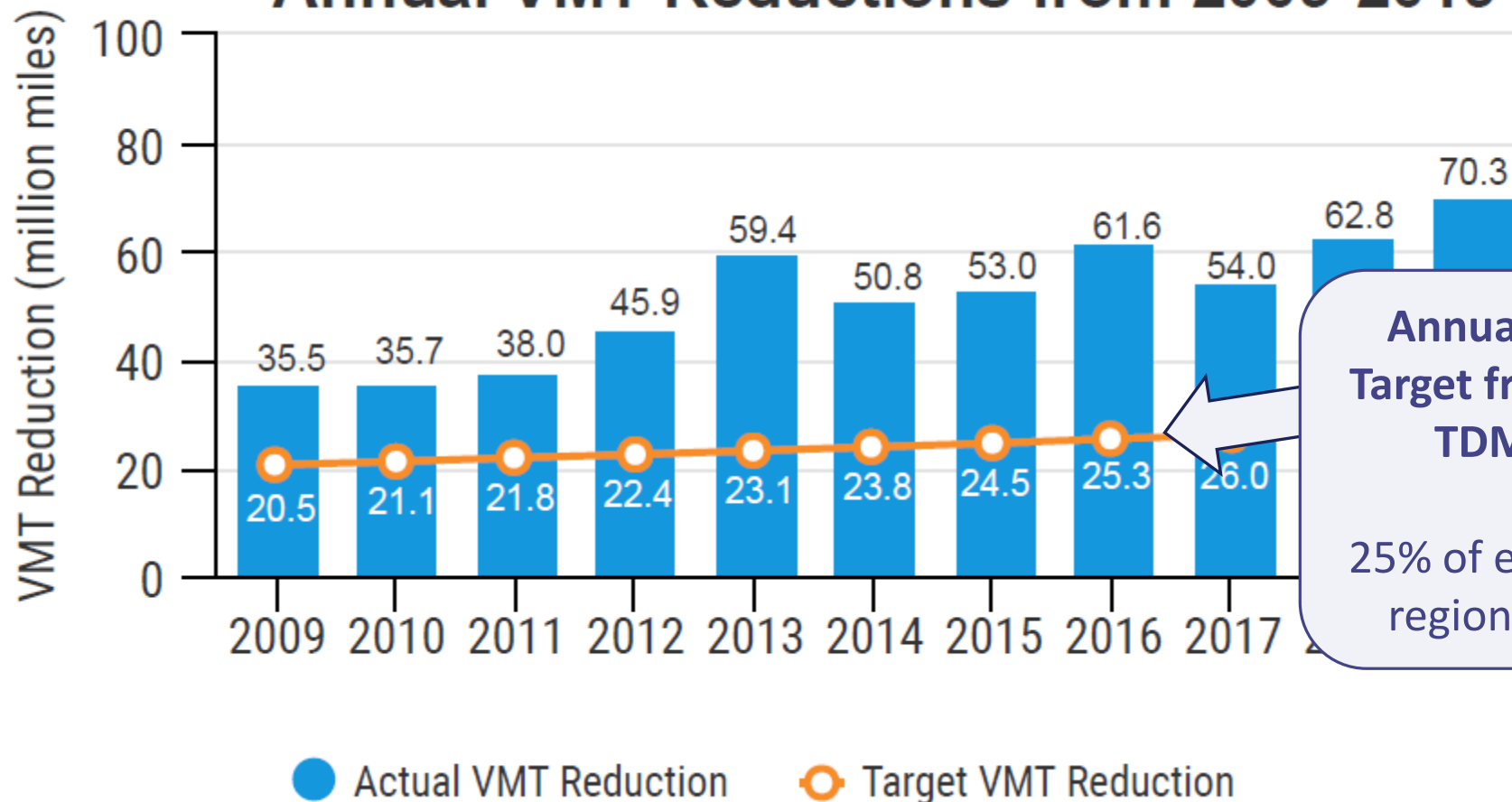


58 million pounds of Carbon dioxide (CO2) release prevented

That reduction would require **4,560 homes** not using electricity for a year



Annual VMT Reductions from 2009-2019



**Annual VMT Reduction
Target from 7-Year Triangle
TDM Plan (2007) =**

25% of estimated growth in
regional commute VMT

Limitations of Existing Methodology

- Uncertainty in assumptions made without local empirical data.
- Not all reported TDM services are represented in the calculation.
- Existing goal (25% reduction in commute VMT growth) from 7-year plan has been met year-after-year.

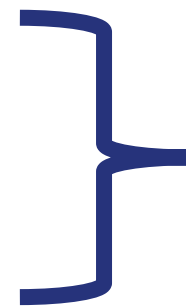
Planned Improvements to Impact Calculation Methodology

Triangle TDM Plan Update Goal 1 Outcome:

Improved processes for collecting data, tracking progress, and reporting enhanced performance metrics to more effectively monitor and communicate the impacts of TDM services.

New enhanced performance metrics in TDM ROI calculator include more holistic, system-wide benefits of TDM services:

- Reduced vehicle crashes
- Reduction in traffic congestion
- Deferral of new road construction
- Improved health outcomes*



ROI (Return on Investment)

Questions?



5.2 Triangle Regional TDM Program Annual Impact Report

Requested Action:
Receive as information.

5.3 Triangle Regional TDM Plan Update

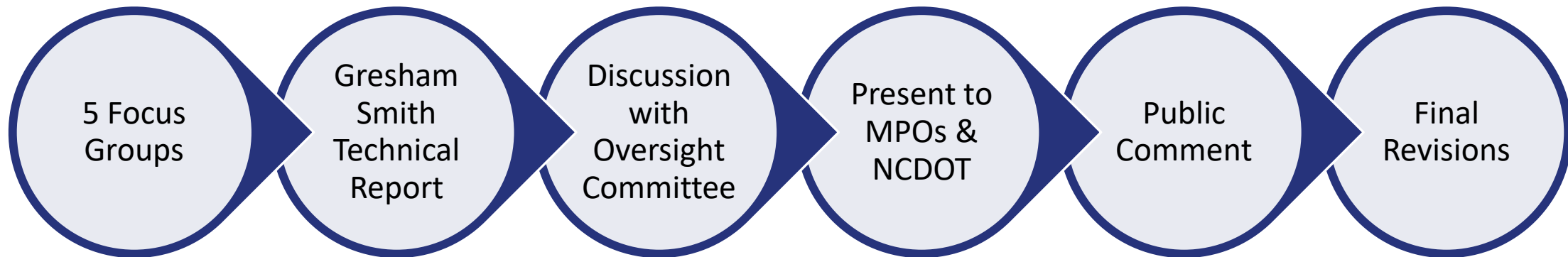


TRIANGLE TRANSPORTATION DEMAND MANAGEMENT UPDATED PLAN

Shuchi Gupta
Triangle J Council of
Governments

01/02/2020

Goal Development



***Plan is NOT yet approved!**

USER'S GUIDE TO THIS DOCUMENT

The Triangle TDM Updated Plan is designed to be a short, readable document focused on clear steps that the Triangle region will take going forward to encourage travel by means other than the single-occupant automobiles. It emphasizes the what, where, who and how of the Triangle TDM Program:

What: the heart of the Updated Plan is a set of 6 TDM goals, the outcome expected for each goal, and the specific activities under each goal.

Where: TDM services tend to be most effective in "hot spots," the term the plan uses to identify areas of concentrated employment where TDM services are prioritized.

Who: the Triangle TDM program is a structured collaboration involving state, regional, local and anchor institution organizations, each with defined roles and responsibilities for program management (funding, oversight, administration and evaluation) and service delivery.

How: The what, where and who is implemented through a competitive annual call-for-projects managed by an oversight committee made up of program funders that allocates funding to specific TDM activities.

To keep this document short, readable and current, as important as what the Updated Plan is and what it is not, it has been developed to not be a compendium of past TDM work, although information on prior work and a summary of its impacts over the past decade is available on the [Triangle TDM](http://www.triangletdm.org) website. Further, this document does not take a detailed look at travel trends and mobility challenges facing the Triangle region. These are included in the region's long-range Metropolitan Transportation Plan (MTP) available on the [Triangle TDM](http://www.triangletdm.org) website. The plan is not a list or review of current or planned investments in alternative modes, whether transit or active modes like pedestrian and bicycle travel. These, too, are contained in the MTP. The most recently adopted county transit plans for Durham, Wake and Orange Counties providing information on transit supply in the Triangle region too can be accessed on the [Triangle TDM](http://www.triangletdm.org) website.

Triangle TDM Website:
www.tjcog.org/tdm

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TRIANGLE TRANSPORTATION DEMAND MANAGEMENT UPDATED PLAN

Updated Goals



GOAL #1: REFINE AND ENHANCE PROGRAM EVALUATION METHODS

OUTCOME

Improved processes for collecting data, tracking progress, and reporting enhanced performance metrics to more effectively monitor and communicate program impacts.

RELEVANT ACTIVITIES

- a. Update and refine data collection and reporting processes.
- b. Explore the suitability of the FHWA TDM ROI Calculator for simplifying and standardizing program impact calculations.
- c. Incorporate broader TDM impacts such as reduced vehicle crashes, reduction in traffic congestion, deferral of new road construction, and improved health outcomes, into the development of new, enhanced performance metrics.
- d. Benchmark overall program performance against peer regions.



GOAL #2: ALIGN FUNDING CYCLES WITH PERFORMANCE

OUTCOME

Ensure accountability and performance from TDM Service Providers while providing them with the assurance and continuity of multi-year funding.

RELEVANT ACTIVITIES

- a. Collaborate with the three program funders (NCDOT, CAMPO and DCHC MPO) to shift the current annual nature of funding to performance-based multi-year cycles in the future.
- b. [Work with NCDOT to utilize unspent Congestion Mitigation and Air Quality \(CMAQ\) funding on eligible TDM and technology projects.](#)
- c. Manage the available funds so that adequate levels of annual funding are available for new applicants and innovative projects.
- d. Determine the time interval for regularly updating the TDM Plan after multi-year funding cycles have been established.



GOAL #3: EXPAND PROGRAM MARKETING AND OUTREACH

OUTCOME

Create widespread awareness of the TDM program among commuters, policy makers, professionals and organizational staff leading to higher rate of alternative commuting.

RELEVANT ACTIVITIES

- a. Identify and engage new Service Providers critical to expanding the TDM program in the Triangle region.
- b. Place a renewed emphasis on using appropriate social media platforms for wider and better outreach.
- c. Organize educational events on alternative commuting for transportation and planning professionals in MPOs, local government, local transit and economic development agencies, and universities and colleges.
- d. Establish a regional information clearinghouse and e-library targeted to transportation professionals and associated stakeholders.
- e. All Service Providers develop consensus and adopt regional branding of the Program including usage for the promotional items.
- f. Plan an annual regional event to promote alternative commute options.
- h. Conduct outreach and provide incentives in communities of color and low-income areas to promote alternative transportation options.
- i. Work with NCDOT and the MPOs to promote the new tiered Statewide TDM Recognition Program for employers and communities.



GOAL #4: GET INNOVATIVE

OUTCOME

Take advantage of existing and emerging opportunities and nontraditional demand management strategies to keep pace with rapidly changing technologies and trends.

RELEVANT ACTIVITIES

- a. Encourage innovative projects through the Triangle TDMs Request for Proposal (RFP) process.
- b. Engage in educational peer group learning and training activities to draw from TDM strategies successful elsewhere in the nation.
- c. Strengthen relationships with nontraditional partners involved in technology development and deployment, affordable housing, health providers, sustainability offices and parking operators.
- d. [Explore Partnerships with Chamber of Commerce or similar organizations to leverage their ability to offer alternate commute incentives to local retail and service industry workers otherwise lacking such capacity due to small staff size.](#)



GOAL #5: INTEGRATE WITH LOCAL AND REGIONAL PLANNING EFFORTS

OUTCOME

The Triangle TDM Program establishes itself as an indispensable component of several related local and regional programs, policies and plans.

RELEVANT ACTIVITIES

- a. Conduct cross-departmental meetings to solicit support and opportunities for collaboration on TDM programming in traditional TDM-related planning efforts such as Metropolitan Transportation Plans, and Bike-Ped, Land-Use and Corridor Planning.
- b. Focus outreach to organizations located along corridors and in hotspots with significant transit investments.
- c. Coordinate with the MPOs and transportation planning staff to bring a regional planning focus on Triangle TDM hotspots, [communities of color and low-income areas](#), and [include alternative transportation data in surveys and models](#).
- d. [Work with MPOs and NCDOT to incorporate TDM impacts into the 2050 Metropolitan Transportation Plan, State transportation plans and scoring and prioritization methods for transportation funding.](#)



GOAL #6: DEVELOP POLICY GUIDANCE

OUTCOME

A set of evidence-based policy tools that local governments, employers and service providers can use to improve TDM, with an emphasis on the two characteristics shown to be most influential in making travel choices: pricing and land use.

RELEVANT ACTIVITIES

- a. Identify policy priority topics annually that would be most beneficial on local and regional scale.
- b. Leverage research expertise and experience available from local universities and organizations in the preparation of policy guidance documents.
- c. Educate elected officials at the state and local level on TDM policy opportunities and resulting community benefits.
- d. Track marketing and use of policy guidance document as part of the TDM program evaluation.



Questions and Feedback?

Andrea Eilers

aeilers@tjcog.org or 919-558-2705

Shuchi Gupta

sgupta@tjcog.org or 919-558-2715

5.3 Triangle Regional TDM Plan Update

Requested Action:

Recommend approval of the Triangle Regional Transportation Demand Management Plan Update Goals.

5.4 Commuter Corridors Study



Commuter Corridors Study

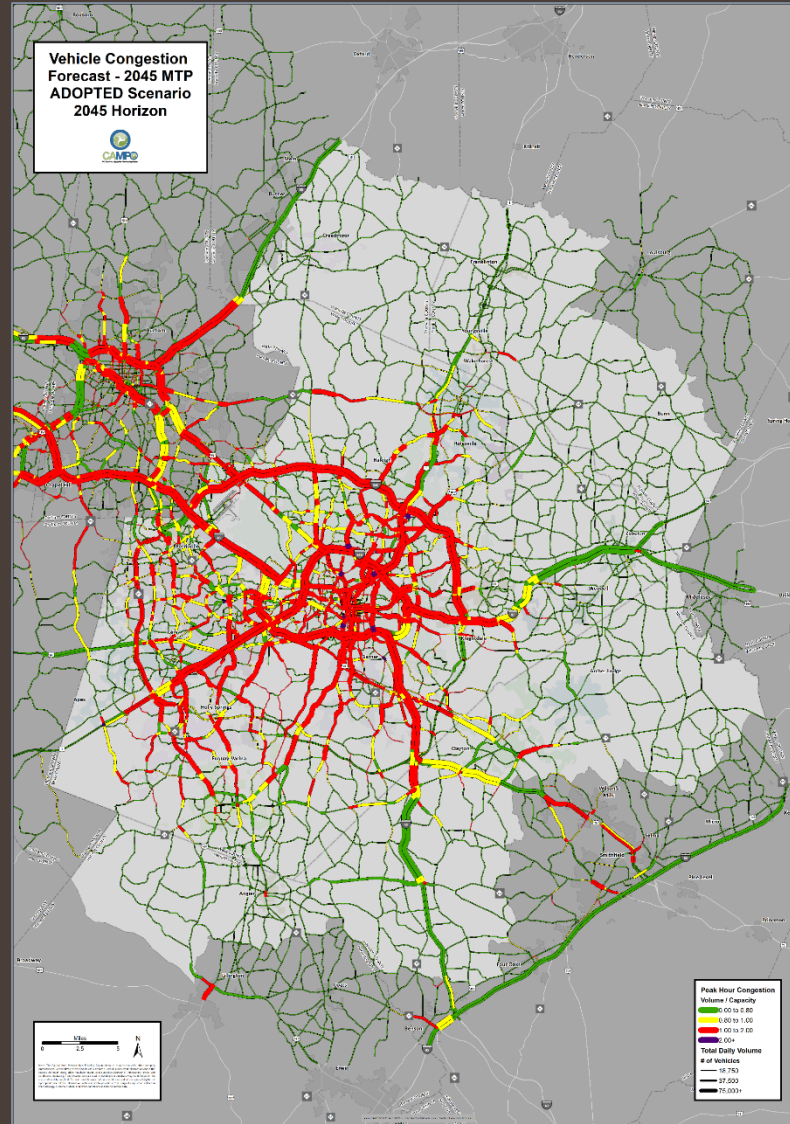
Capital Area MPO TCC Presentation

January 2, 2020

**BASELINE
MOBILITY**



CONTEXT

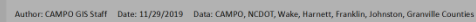


- 2045 MTP show that many interstates and highways in the region are projected to have significant traffic congestion in the future.
- 2045 MTP congestion forecast is based on the region's growth projections of two million people, one million jobs, and nine million trips.

STUDY PURPOSE

- Investigate the underlying causes of traffic congestion along major commuter corridors in the region
- Explore the emerging growth and mobility trends
- Test hypothetical future scenarios in terms of their impacts on mobility and other performance measures

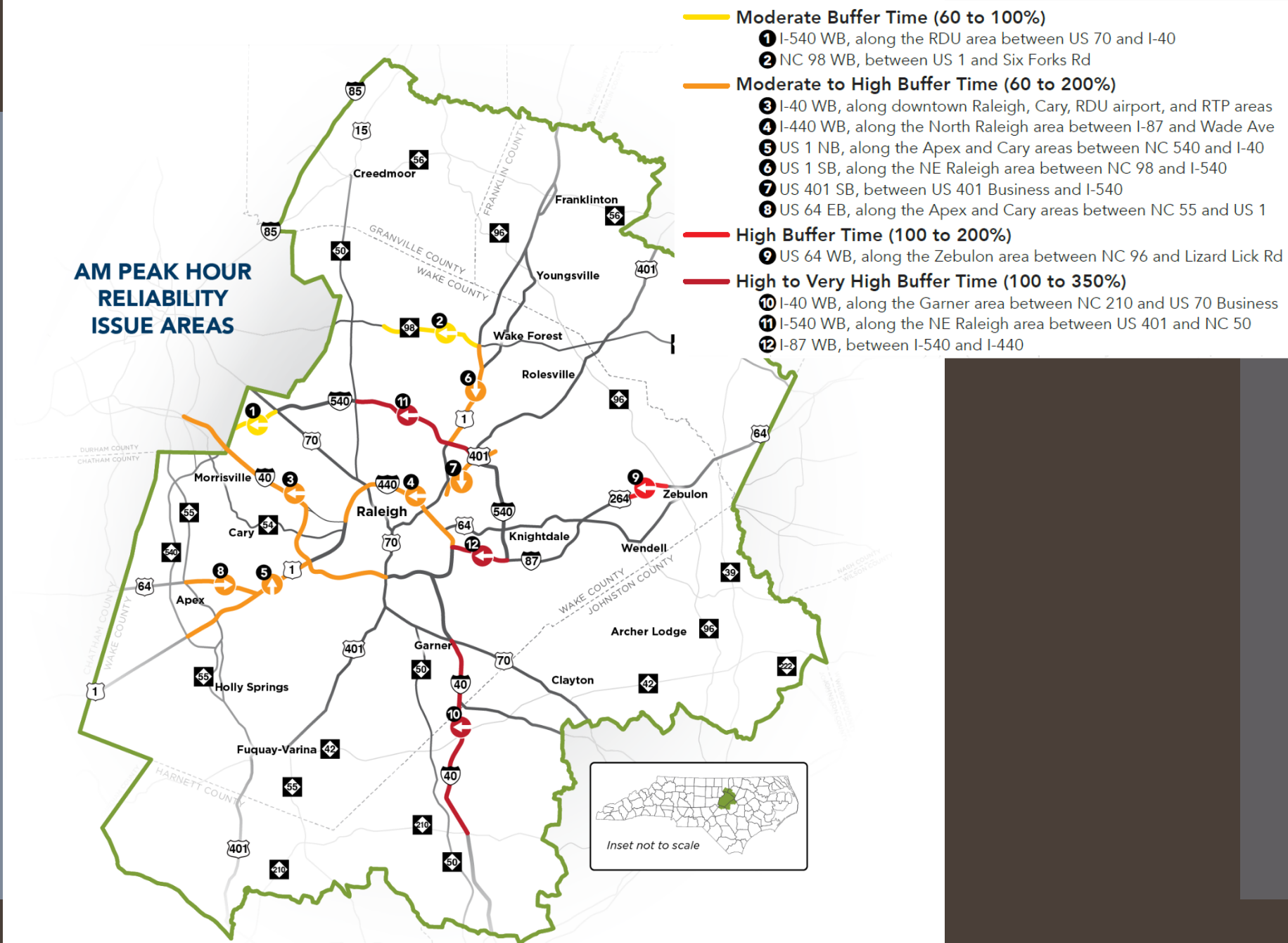
Economic backbone of the region



- Interstates:
 - I-40, I-440, I-87, I-540
- U.S. Highways:
 - US 1, US 1 Alt., US 64 Bus, US 70, US 70 Bus, US 401
- NC Highways:
 - NC 55, NC 55 Bypass, NC 540, NC 50, NC 54, and NC 98

AM Peak Hour Travel Time Reliability Issue Areas

Buffer Time:
Measures how much extra
time is needed to arrive on-
time 95 percent of the time

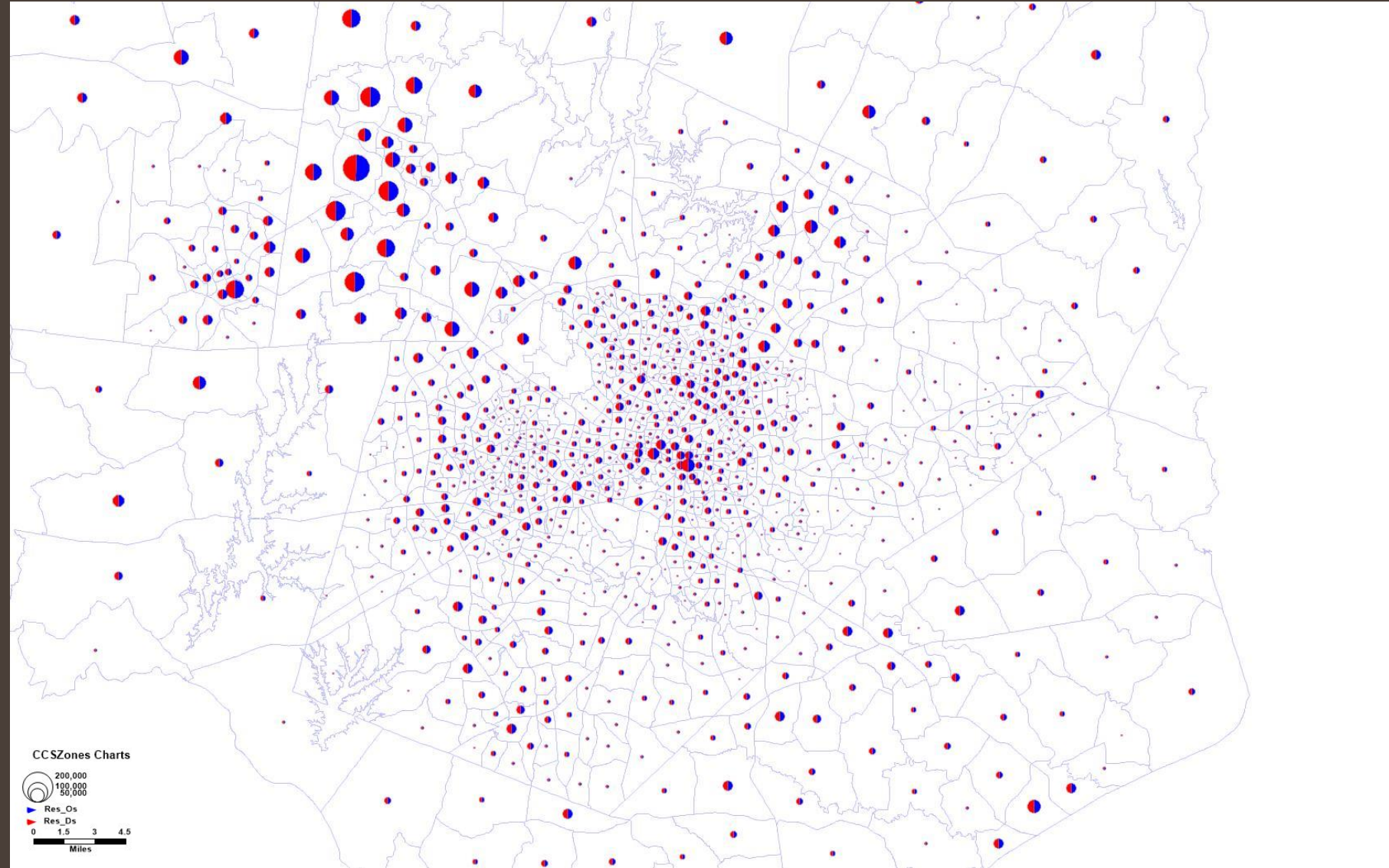


Buffer Time:
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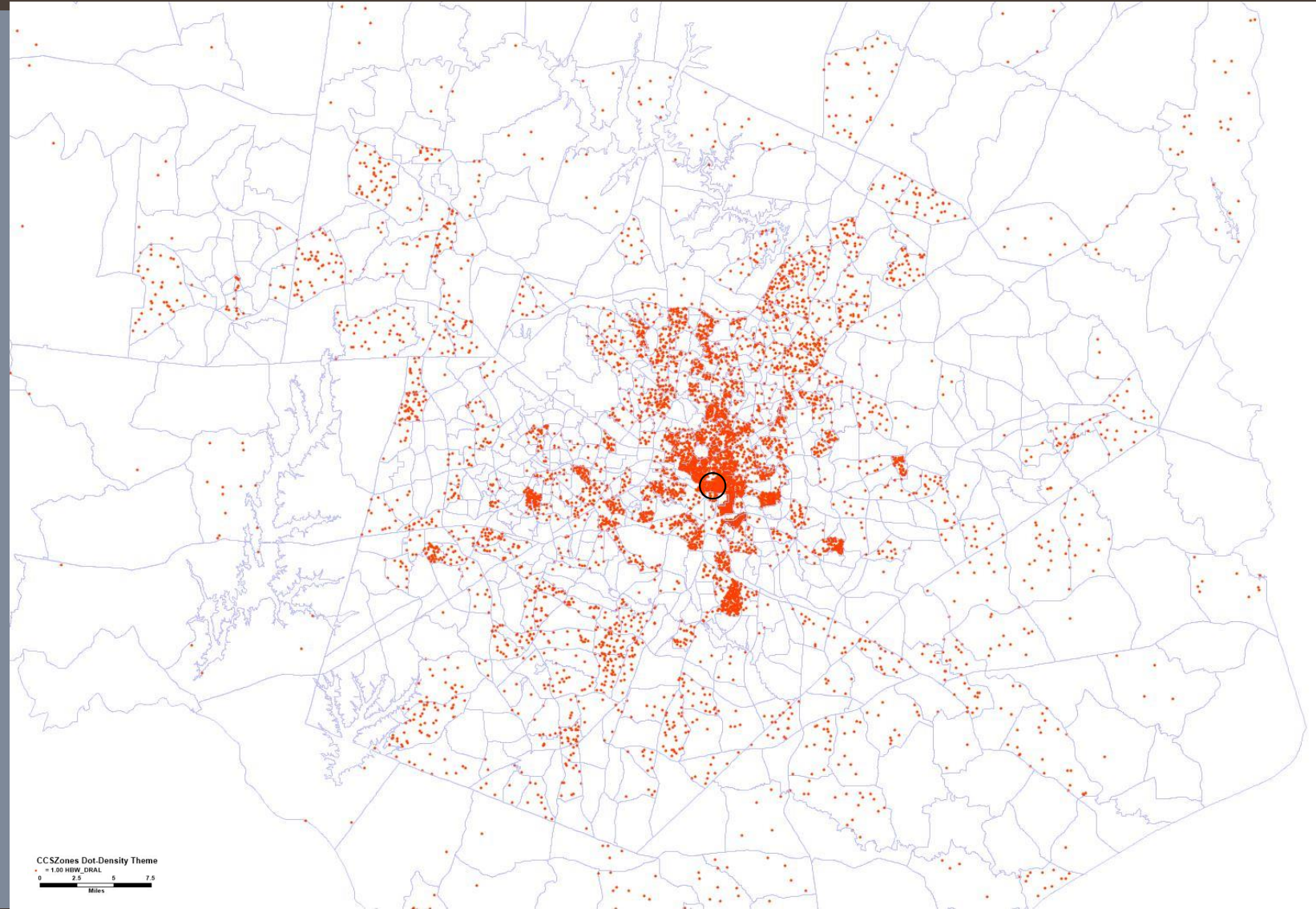


Trip Origins and Destinations of Resident Trips

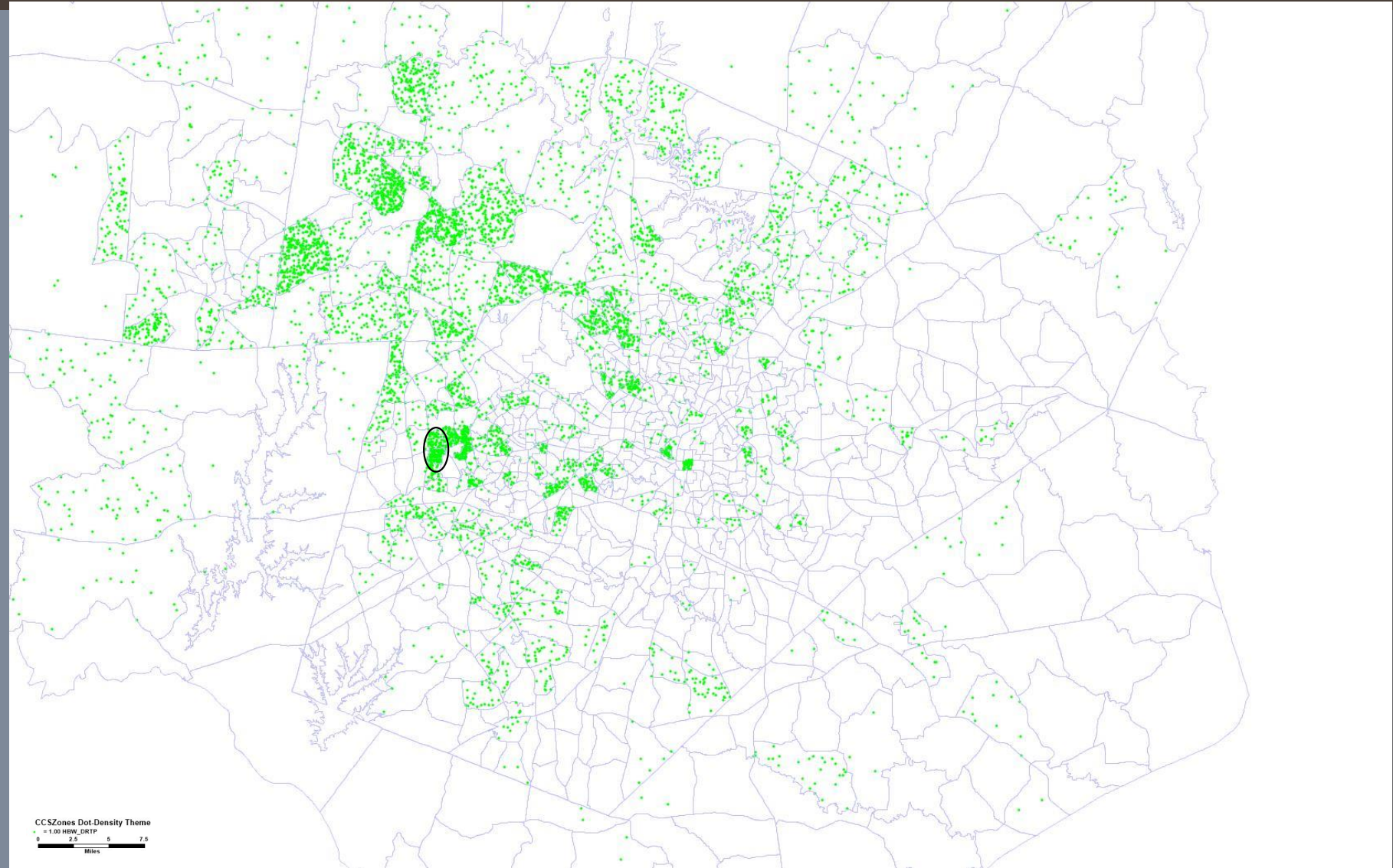
6.36 million trips per day



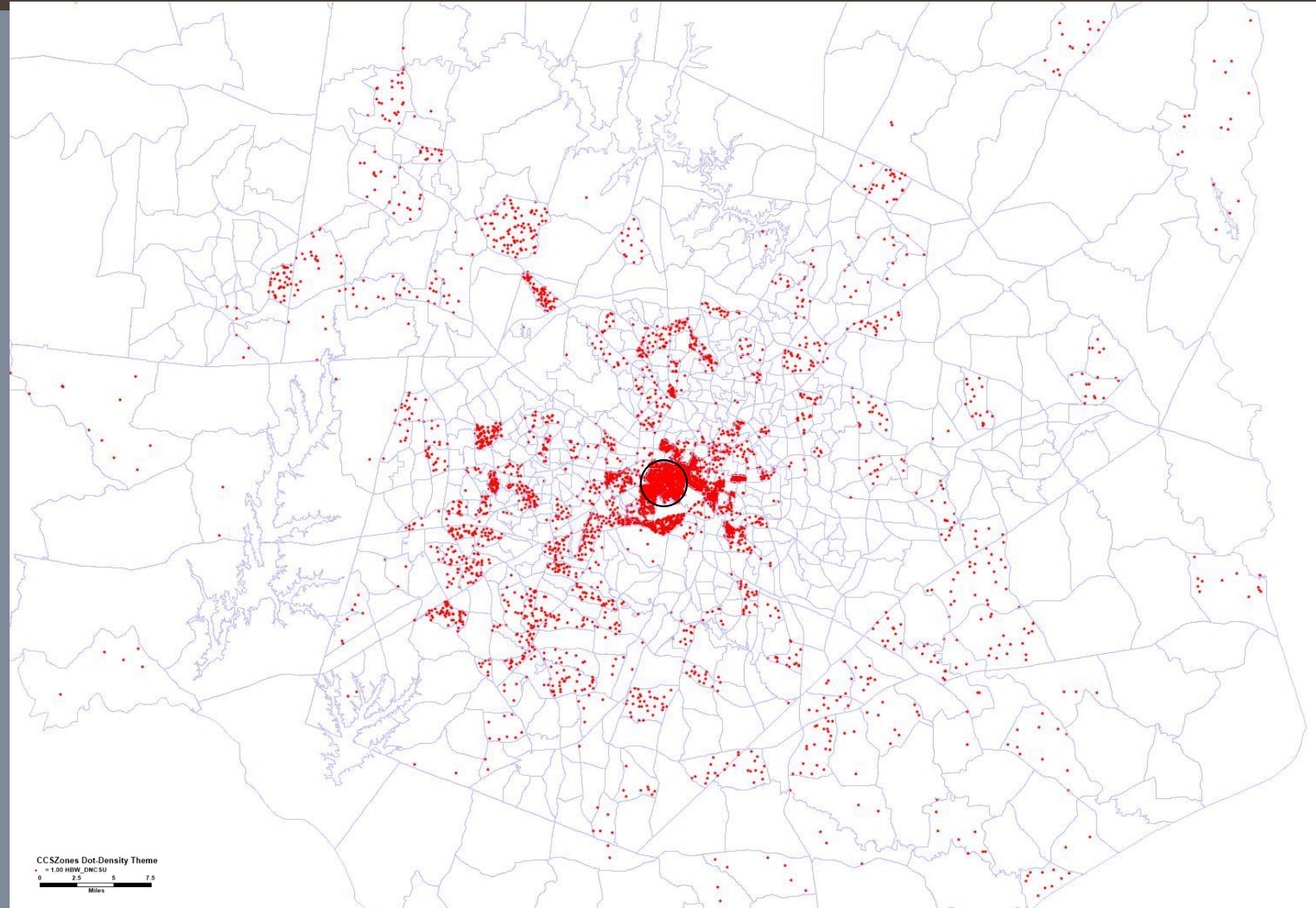
Home-Based Work Trips to Downtown Raleigh (7,894 trips)



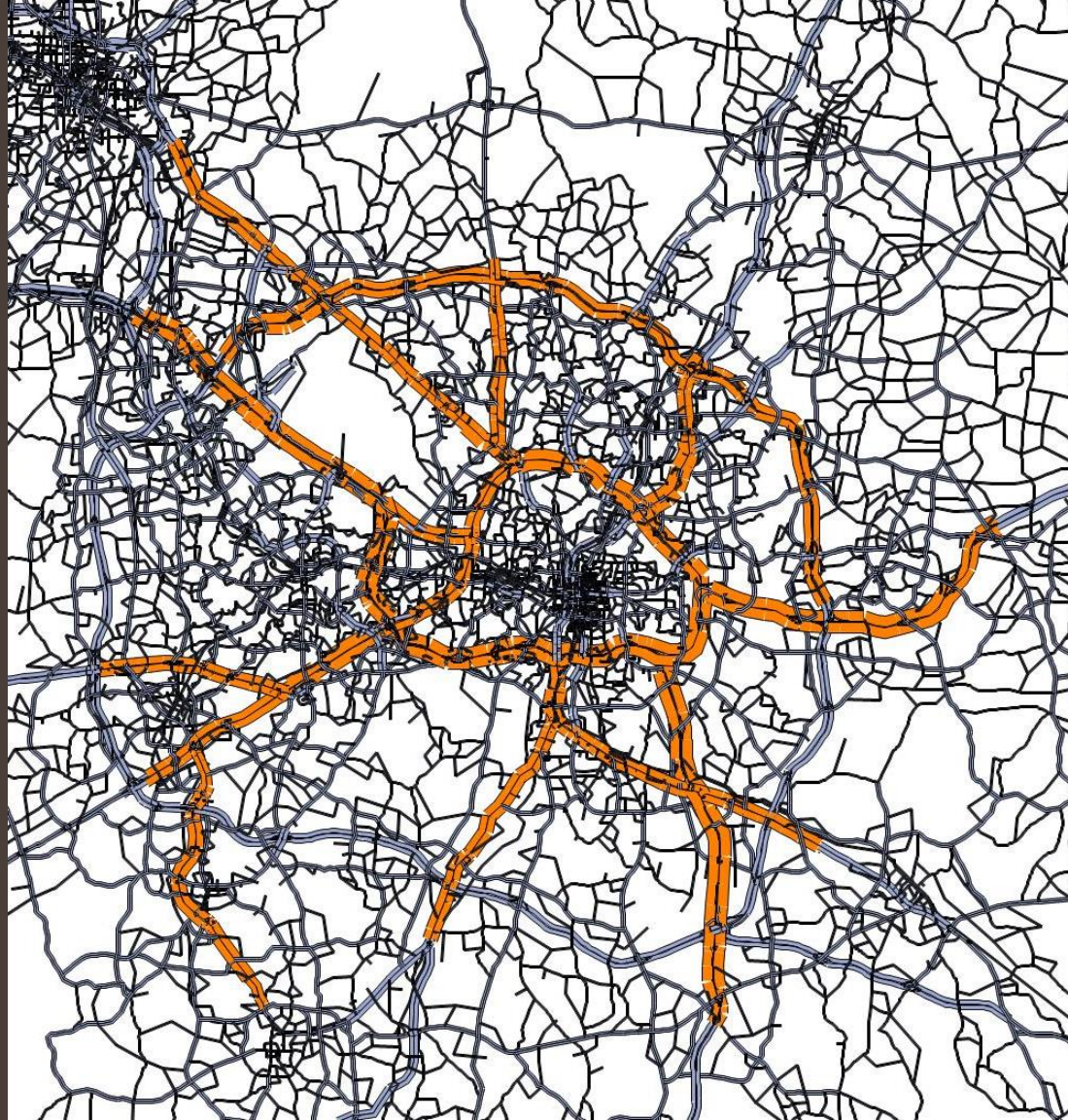
Home Based Work Trips to RTP (6,339 trips)



Home Based Work Trips to NCSU (9,227 trips)

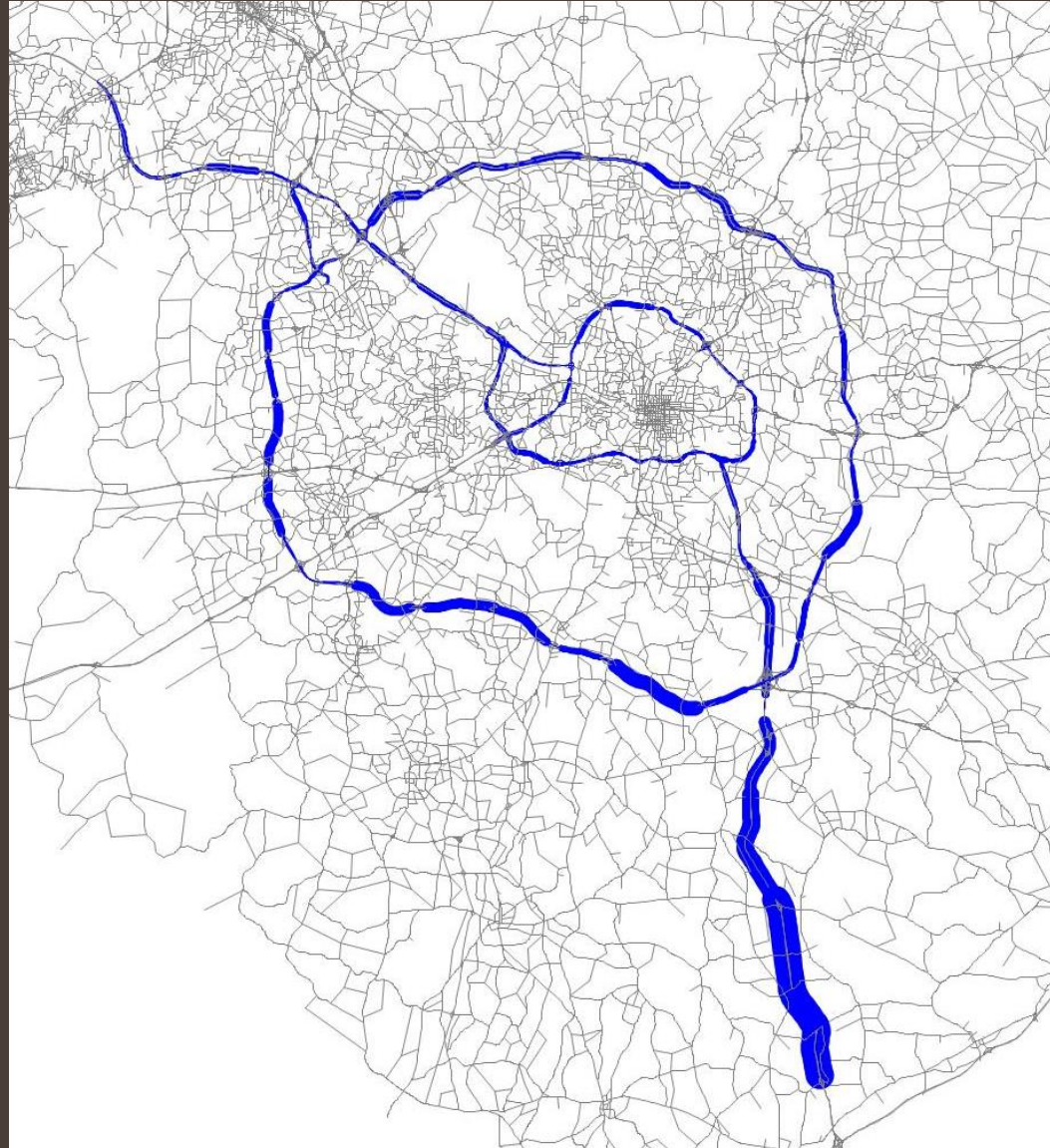


HIGHWAY MEGA EXPANSION (HWYX)



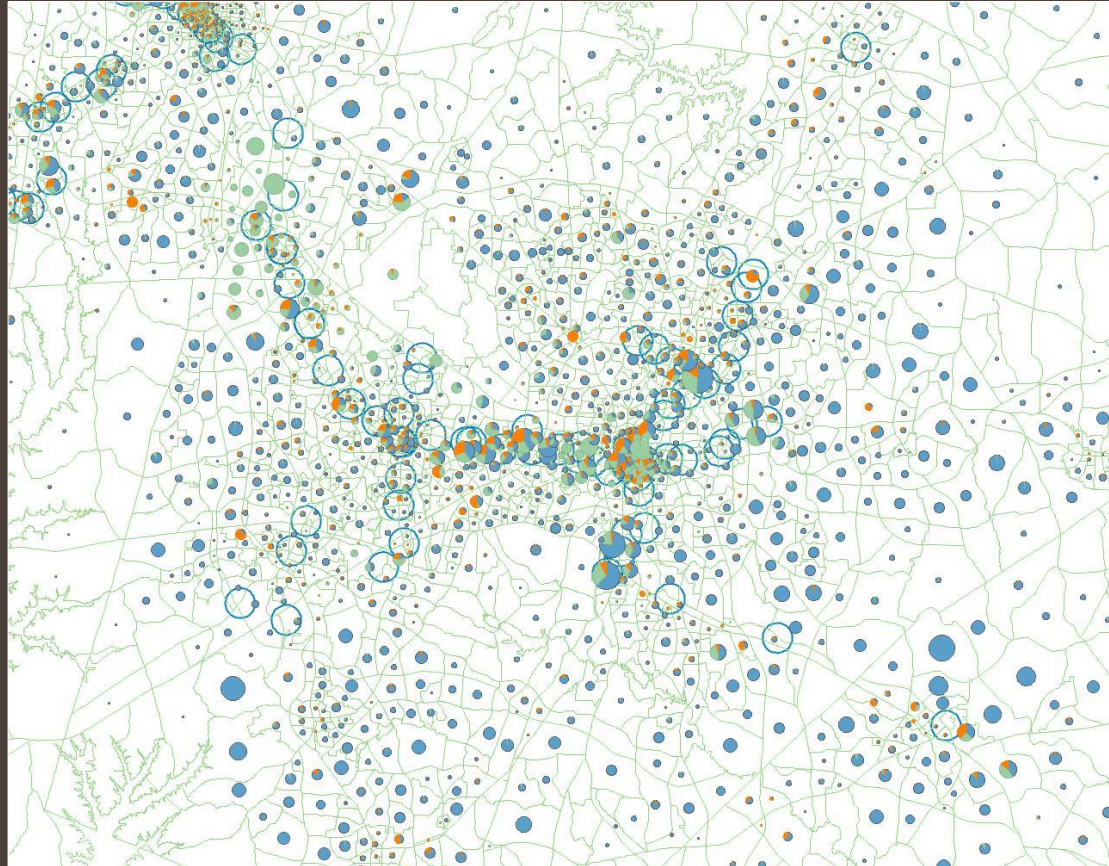
- Assumed doubling of the general purpose lane capacity of major commuter corridors
- Assumed same growth and land use allocation as the Adopted MTP
- Not a viable scenario because of potential severe community and environmental impacts

DYNAMIC TOLLING (TOLL)



- Assumed dynamic tolls on managed lanes along Interstates for Single-Occupant Vehicles (SOVs) and trucks while High-Occupancy Vehicles (HOVs) and buses could access the lanes for free
- Assumed dynamic tolls on I-440 and I-440 interchange ramps that carry traffic to and from Downtown Raleigh
- Tolling was deemed feasible for some corridors such as I-40 and I-540, but was considered very difficult for the I-440 corridor due to right-of-way restrictions and community impacts

EQUITABLE TRANSIT- ORIENTED DEVELOPMENT. (ETOD)



- Affordable housing growth near transit
- Assumed 50 percent additional growth in affordable multi-family, office and retail uses within half-mile of each planned transit station, and 100 percent increase in transit frequency
- Scenario was deemed realistic and feasible, and has the potential to curb future traffic congestion in the region

REGIONAL RESILIENCY (RESY)

Photos:
The Washington Post Article May 4, 2019;
Scenes of flooding along the Mississippi
City of Davenport, Iowa



- Plan for extreme weather events to build resiliency
- Assumed disruption to flood-prone roadway segments
- Scenario was deemed necessary for resiliency planning and roadway connectivity between the commuter corridors

GIG ECONOMY OF MOBILE WORKERS (GIG)



Photo by: Tony Coleman

- Economic future when a significant part of the labor force would consist of mobile, part-time, and independent workers who are likely to work from home, in shared work spaces, or local coffee shops
- Assumed 25 percent reduction in work-related commute trips for medium income and high income households
- Scenario was deemed realistic and has the potential to curb freeway traffic congestion during regular commuting hours, but may cause negative impacts to off-peak travel conditions or on local arterials

Proposed Mobility Hub Locations
(shown over 2045 TAZ Pie Charts of Population, Office, Service, and Retail Employments and CVIZ Activity Centers and Station Areas)

TAZ Charts

- 20000
- 10000
- 5000
- Total_PCP
- Office
- Service_Retail
- Service_Retail
- Point

0 2 4 Miles

- Potential smart mobility hub locations were identified
- Assumed 50% additional growth in household, office and retail within 1.5-mile band of each MHUB
- Assumed high frequency transit with downtown Raleigh and the RTP
- Scenario was deemed realistic and feasible, and has the potential to curb future traffic congestion in the region


































Comparison
of the
Scenarios
using Travel
Demand
Measures

Note:
HWYX not compared in the color
scheme as this was a bookend scenario

Performance Measures	MTP	HWYX	TOLL1	TOLL3	ETOD2	ETOD3	RESY	GIG	MHUB
Total Daily VMT, All Facility (no C Connectors)	54,732,612	1.0%	-0.3%	-1.9%	-2.4%	-2.4%	-0.3%	-2.8%	-0.4%
Total Daily VHT, All Facility (no C Connectors)	1,589,074	-6.2%	2.1%	6.6%	0.7%	0.5%	2.1%	-4.2%	-0.3%
Peak Average Speed by Facility (miles/hour)									
- Freeway	51.8	16.2%	-2.1%	3.5%	0.8%	0.8%	0.0%	1.4%	0.0%
- Arterial	35.6	2.8%	-3.1%	-7.9%	-0.6%	-0.6%	-1.4%	0.8%	0.3%
Truck Hours of Delay (daily)	10,941	-35.8%	13.3%	24.3%	1.5%	1.2%	10.7%	4.7%	-0.4%
Percent of VMT experiencing congestion - Peak									
- Freeway	25.2%	-84.1%	18.3%	-28.2%	-4.8%	-5.2%	-6.7%	-12.3%	-3.2%
- Arterial	14.6%	-31.5%	9.6%	52.1%	4.1%	3.4%	10.3%	-7.5%	2.1%
- Designated truck routes	9.4%	-48.9%	17.0%	23.4%	11.7%	9.6%	3.2%	-4.3%	2.1%
- Facilities w/bus routes	15.8%	-60.8%	8.2%	8.2%	1.3%	0.0%	3.2%	-5.7%	-2.5%
Mode Share Measures									
All Trips - Daily									
- Drive alone (single occupant vehicle -SOV)	4,207,352	0.1%	-0.2%	-1.2%	-4.0%	-4.0%	0.0%	-3.7%	-0.1%
- Carpool (Share ride)	3,742,429	0.0%	0.1%	1.1%	0.8%	0.5%	0.0%	-0.3%	-0.2%
- Bus	92,346	6.9%	-0.7%	0.6%	23.3%	31.6%	-1.5%	-5.0%	2.3%
- Rail	20,664	-3.4%	3.3%	1.2%	25.2%	25.7%	1.6%	-14.5%	-5.8%
- Non-Motorized (Bike and Walk)	749,185	-1.1%	0.4%	3.8%	21.3%	21.3%	0.6%	-5.3%	1.2%
Transit Measures									
Transit Ridership by Prod. Ends	Total								
- TTA (Including Rail)	75,321	-1.9%	-0.1%	-1.0%	8.5%	28.6%	0.3%	-13.2%	-1.6%
- CAT	121,505	-0.9%	-0.5%	-0.6%	29.7%	42.9%	0.1%	-20.6%	3.8%
Demographics Measures									
Population	2,057,266	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%
Employment	1,003,493	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%
Total Daily Person Trips	8,811,976	0.0%	0.0%	0.2%	0.5%	0.5%	0.0%	-2.5%	0.0%
Work Person Trips	1,301,458	0.0%	0.0%	0.0%	-0.3%	-0.3%	0.0%	-16.6%	-0.1%
Total Daily CV Trips	559,628	0.0%	0.0%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%
Daily Truck Trips	234,192	0.0%	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%
Other Measures									
Highway Lane Miles	9,245	10.5%	0.0%	0.0%	0.0%	0.0%	-0.4%	0.0%	0.0%
Trnsit Service Miles (Triangle, Raleigh & Cary)	53,455	0.0%	0.0%	0.0%	0.0%	64.4%	0.0%	0.0%	36.3%

Comparison of the Scenarios using Benefit-Cost Analysis

PERFORMANCE MEASURES FOR FUTURE SCENARIOS¹

FUTURE SCENARIO	NET BENEFIT (Millions of 2019 US Dollar per Year)	TRAFFIC CONGESTION	TRAVEL SPEED	MODE SPLIT	TRANSIT RIDERSHIP	TRAVEL TIME & RELIABILITY	SAFETY, PHYSICAL ACTIVITY & ACCESSIBILITY
TOLL3	-123.3						
ETOD	45.5						
GIG	97.2						
MHUB	-16.3						
RESY	-85.1						
		 POSITIVE CHANGE	 NEGATIVE CHANGE	 NEUTRAL/MIXED CHANGE			

¹Changes in performance measures are reported based on comparison to the 2045 Adopted MTP

FINDINGS

- **HWYX** was deemed unrealistic and infeasible due to huge costs and community impacts, so it was excluded from the list
- **TOLL** was deemed feasible for some corridors with managed lanes, but was deemed problematic for the I-440 corridor due to right-of-way restrictions and community impacts
- **ETOD** was deemed realistic and feasible, and has the potential to curb future traffic congestion
- **RESY** was deemed necessary for resiliency planning
- **GIG** was deemed realistic and has the potential to curb freeway traffic congestion
- **MHUB** was deemed realistic and feasible based on current trends, and has the potential to curb future traffic congestion

QUESTIONS

5.4 Commuter Corridors Study

Requested Action:
Receive as information.

5.5 NC Moves 2050 Update

Welcome



NC MOVES 2050

CONNECTING YOUR COMMUNITY,
YOUR VOICE AND YOUR FUTURE

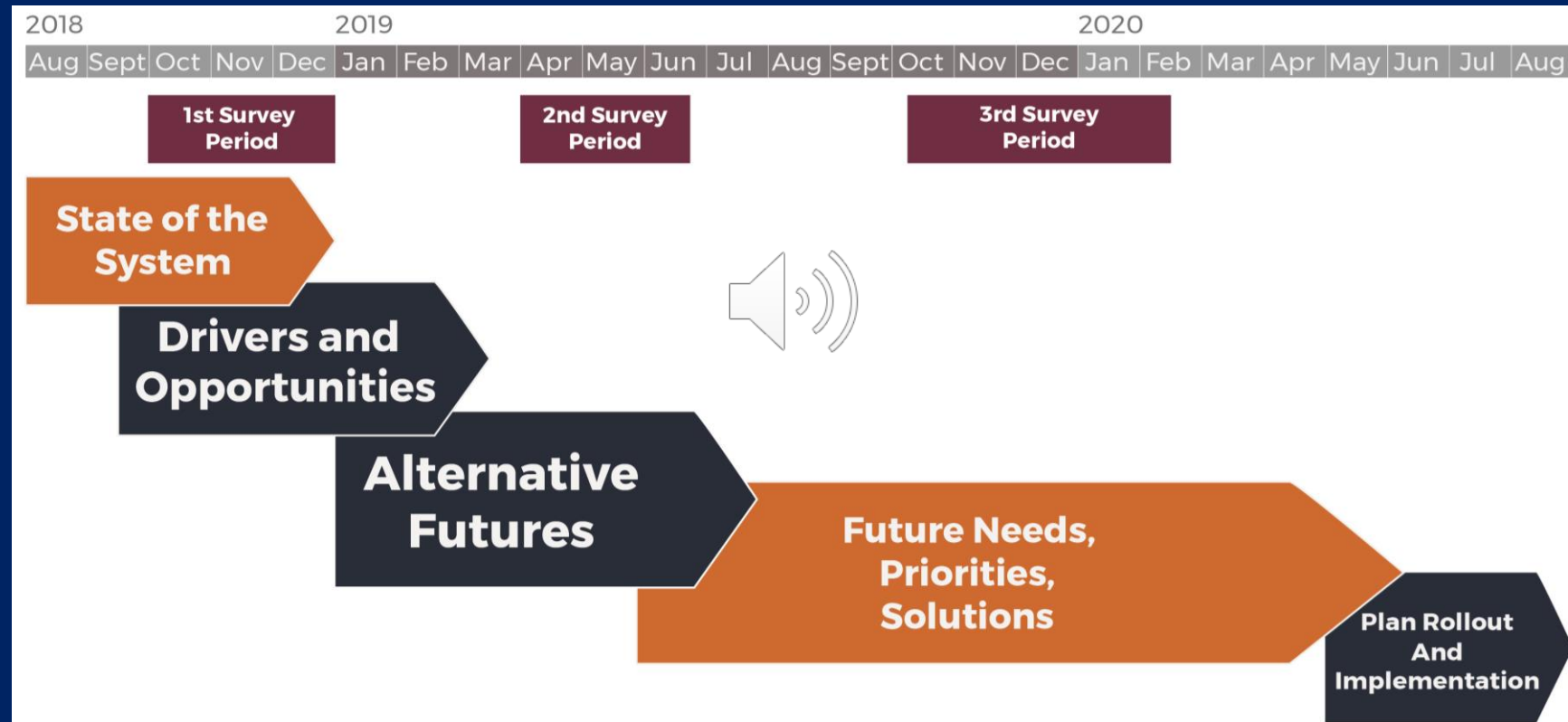
Agenda

Plan Updates

 Future Needs

How to Get Involved

What has Happened since May?



Drivers and Opportunities

Finalized 8 topic-based fact sheets highlighting key trends and potential impacts covering:



Demographics



Partnerships



Security



Resiliency



Economy



Funding




Tourism



Technology


Alternative Futures



INNOVATIVE

A future where technology in transportation drives new development patterns and economic growth. This results in a low-carbon, shared, lower cost and more accessible multimodal system.

Connected Hubs




Shared Mobility

DISRUPTING THE CAR
Alternatives to car ownership by trip length

Short Distance 0-10 miles	Medium Distance 10-15 miles	Long Distance 15+ miles
<ul style="list-style-type: none"> Public Transit Bike Share Car Share Motorcycle SCOOT Uber Gett 60% of trips in the US 	<ul style="list-style-type: none"> Car Share Uber Gett 25% of trips in the US 	<ul style="list-style-type: none"> Car Share Uber Gett 15% of trips in the US

Drones, Driverless and Electric Vehicles





GLOBALLY CONNECTED

A future where economic growth in manufacturing, technology, automation and services positions NC as a leading market for a skilled workforce, connected to the world by international gateways and an efficient freight system.

International Partners



Diverse Workforce



Industry Automation





RENEWED

A future where small towns and rural communities grow and are more connected to each other and urban centers by various forms of transportation

Local Economies



Connections



Balanced Growth





UNSTABLE

A future where funding instability, political and social events, environmental threats and energy uncertainty stall tourism and stagnate the economy. This creates a transportation system where travel costs are high and mobility is more unreliable.

Severe Weather Events



Funding Challenges



Threatened & At Risk Communities



Phase II Engagement Accomplishments



Outreach

- Attended
 - 7 college events
 - 9 conferences
 - 6 DMV events
 - 10 festivals
- Emailed 7,829 stakeholders
- Sent surveys to 15 county schools
- Placed 31 intercept survey boxes



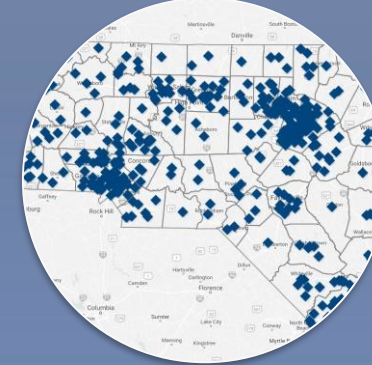
Survey #2

- 10,100 participants
- 4,205 took survey on website
- 2,880 took survey on phone
- 3,015 paper surveys
- 14,754 visitors on website
- 325,902 data points
- 929 comments



Table Topics

- 18 Conversations held
- Over 100 participants engaged
- 59% participants ages 18-29
- 25% African American
- 7% Hispanic



Public Comment Map

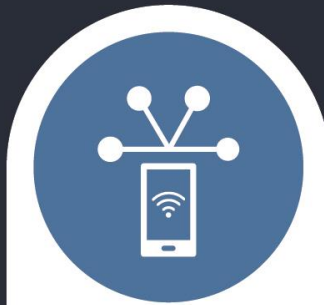
- Over 1000 comments received
- Comments made in all 100 counties
- 70% of participants were residents

Planning for Future Needs

Objectives for NC Moves 2050



**Provide
Transportation
Access for All**



**Improve
Transportation
through
Technology**



**Ensure
Safety &
Security**



**Support
a Strong
Economy**



**Maintain
a High-Quality
System**

How to Get Involved: Take the Survey!

Open Oct. 16 through Feb. 14
publicinput.com/ncmoves

NC Moves 2050 Survey

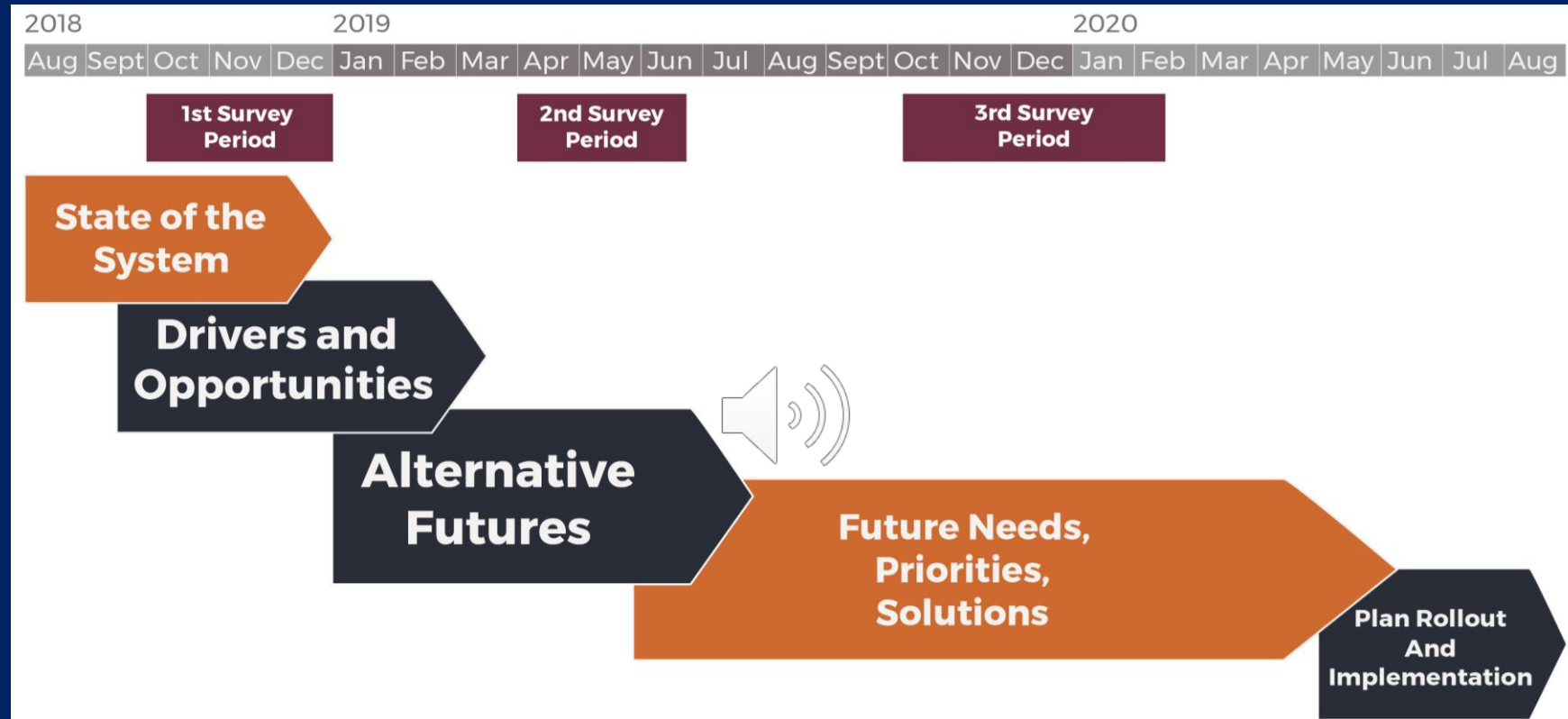
The vision of [NC Moves 2050](#) will reflect NCDOT's focus on policy-based solutions rather than specific projects. This means instead of making decisions like "building a bike lane on Main Street," we would look to "provide support for local bicycle projects."

There are five objectives that support the vision of NC Moves 2050. Each objective is based on research of existing transportation plans and future needs. They reflect the feedback of residents, stakeholders, partners, NCDOT staff and subject matter experts.



Under each of the five objectives, NCDOT has proposed several actions aimed to address the expected needs from today through 2050. The NC Moves 2050 team needs your feedback on which actions are most important to you and your community. **Please select your top three actions under each objective.** You can also add a suggestion for an action.

Stay Involved!



Promote NC Moves 2050

- #NCMOVES
- NCMOVES.GOV
- Follow us on Facebook, Twitter, Instagram
- Sign-up for Email Updates

Be a Voice and a Champion

- Inform
- Engage
- Generate Excitement



WWW.PUBLICINPUT.COM/NCMOVES

5.5 NC Moves 2050 Update

Requested Action:
Receive as information.

5.6 Greater Triangle Commuter Rail Alternatives Analysis Preliminary Results



Commuter Rail Update

January 2020



Greater Triangle Commuter Rail Study



Update of Alternatives
Analysis and Further Study

Draft/Preliminary
Results Snapshot

***Presentation slides available on
GoTriangle website at:***

<http://goforwardnc.org/project/commuter-rail/>

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT



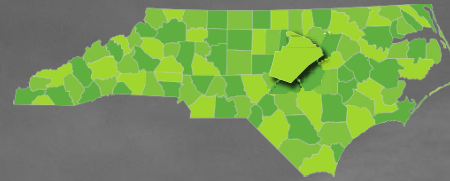
5.6 Greater Triangle Commuter Rail Alternatives Analysis Preliminary Results

Requested Action:
Receive as information.

5.7 FY2019 Wake Transit Annual Report

FY19 – Highlights

WAKE COUNTY TRANSIT



PROGRESS REPORT

July 1, 2018 - June 30, 2019





Wake County has more than a million residents, and that number grows by more than 60 people a day. In 2016, Wake County voters approved a half-cent transit-designated sales tax to invest in the Wake Transit Plan. By 2027, the plan should triple countywide bus services, increase the number of routes running every 15 minutes or less and add bus rapid transit and commuter rail systems. In fiscal year 2019, the revenue stream, which includes the half-cent sales tax and new vehicle registration fees, provided \$108,899,128 to the Wake Transit Plan.

In fiscal year 2019, that money helped expand bus service throughout Wake County, further linking colleges and universities, employment centers, medical facilities, dense residential areas, Raleigh-Durham International Airport and downtowns. Weekend and evening service was increased, stops were improved and additional on-demand trips were provided to elderly, disabled and rural Wake County residents.

The design phase for the county's first bus rapid transit corridor began in late spring. New Bern Avenue is one of four planned corridors that will feature dedicated bus lanes on local roads, priority treatment at traffic signals and raised platforms for commuters.

Planning and studies continue for a commuter rail line that will run between Garner and Durham, with stops at downtown Raleigh, NC State University, Cary, Morrisville and Research Triangle Park.

Fiscal year 2019 marked the first year of the community funding areas program, through which matching money will support more local community-oriented transit services. Municipalities wanting to create their own transit circulator services, additional demand-response trips, intercommunity connections or other types of services can now submit project proposals and receive matching funds through the program. Apex and Morrisville submitted applications for fiscal year 2019 funds.

View the Wake Transit Plan at goforwardnc.org/county/wake-county/about.

| LONG-RANGE GOALS

- ▣ Connect the region.
- ▣ Connect all Wake County communities.
- ▣ Create frequent, reliable urban mobility.
- ▣ Enhance access to transit.



SERVICE IMPROVEMENTS IMPLEMENTED

GO CARY

- ▣ Began first full year of expanded midday service on Routes 3, 4, 5 and 6 and Sunday service on all routes (1, 2, 3, 4, 5, 6).

GO RALEIGH

- ▣ Implemented two route packages that added service in Southeast Raleigh and realigned the Rex Hospital route to include service to the N. C. Museum of Art and the N. C. State Fairgrounds for the first time.
- ▣ Launched its fourth high-frequency network route, providing service every 15 minutes along Martin Luther King Jr. Blvd. and Poole Road in Southeast Raleigh. Ridership grew 60% over the previous year.

GO TRIANGLE

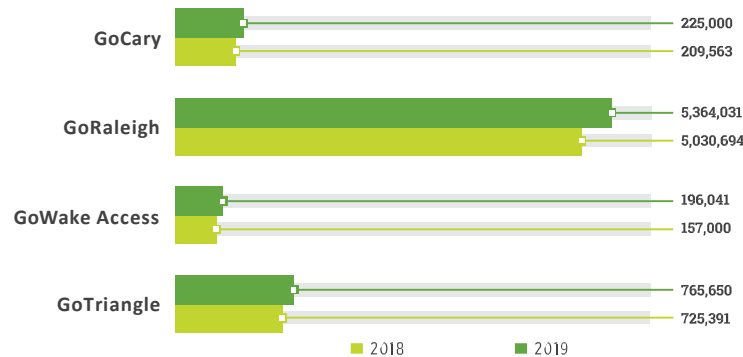
- ▣ Added peak-period trips on Route DRX (Durham-Raleigh Express) to bring frequency to every 15 to 30 minutes during the highest-use portions of the day.
- ▣ Added service on Route CRX (Chapel Hill-Raleigh Express) to improve reliability.
- ▣ Extended Sunday service on GoTriangle core Routes 100 and 300 until 9 p.m.
- ▣ Launched a holiday calendar with service on five additional holidays. GoTriangle provides service on all holidays except Christmas Day and Thanksgiving Day.

GO WAKE ACCESS

- ▣ Provided an additional 1,779 trips to rural, elderly and disabled riders in Wake County.
- ▣ Reduced the average time customers hold on the phone from 5 minutes to 3 minutes.

RIDERSHIP IMPROVEMENT

FY19



GoCary FY19 ridership increased almost 8% compared with FY 2018 ; over 225,000 riders on fixed-route services in FY 2019 , GoCary' s highest total since FY 2015 .

GoRaleigh FY19 ridership was 5,364, 031 . Total system ridership increased by about 6. 6% on routes operated by GoRaleigh.

GoWake FY19 ridership was 196, 041 , increasing 25% over FY18 ridership. GoWake provided 8 , 670 additional trips to Wake County in FY19 .

GoTriangle FY19 ridership on Wake routes was 765, 650 , increasing 5.5% over FY18 ridership.

**| CAPITAL PROJECTS IMPLEMENTED**GOCARY

- Selected a consultant for a systemwide Bus Stop Improvement Project and began preliminary design work.
- Held two programming and design workshops for GoCary's Bus Operations and Maintenance Facility and began reviewing the initial concept design.
- Continued the feasibility study for the downtown multi-modal transit facility with work related to site selection and the federal NEPA process.

GORALEIGH

- Completed engineering and design work for 43 bus stops.
- Secured with the City of Raleigh a Federal Transit Administration \$1.6million Low or No Emission Grant toward acquiring five electric buses. Vehicles should arrive for service in fiscal year 2021.
- Procured an additional 23 compressed natural gas buses.
- Continued work to acquire land for two projects: the East Raleigh Transit Center and the Poole Road ADA Facility.
- Submitted an application to the Federal Transit Administration Small Starts Grant program to advance project development of the New Bern Avenue bus rapid transit corridor. The City of Raleigh began working on 30% design and environmental documentation for the project.

GOTRIANGLE

- Executed a contract for professional services to provide bus stop and park-and-ride site plan designs.
- Executed a contract for professional services to plan, coordinate and perform feasibility studies for five park-and-ride locations in Wake County.
- Hired a consultant to perform a space and efficiency study to determine the operational and financial viability of suggested improvements at the Bus Operations and Maintenance Facility.
- Secured \$20 million BUILD grant for the Raleigh Union Station Bus facility.

| PLANNING PROJECTS INITIATEDGORALEIGH

- Began the Wake BRT: Western Boulevard Corridor Study to further refine alternatives and analyze land use along the Western Boulevard BRT corridor.

GOTRIANGLE

- Executed a contract for professional services to plan, coordinate and perform a study to determine the most feasible alternatives to relocate the Regional Transit Center.



SERVICE IMPROVEMENTS

GO CARY

- Implement systemwide changes in early 2020 that include new services such as Route 7 along Weston Parkway and the Holly Springs Express, which will connect Holly Springs with transit for the first time.

GO RALEIGH

- Continue to create new bus stops and improve others, with 80 sites set for engineering work.
- Gained approval to add three routes to the GoRaleigh system: Rolesville, Garner and Knightdale. Garner and Knightdale service (former GoTriangle routes) will be local, all-day service. The Rolesville Route will be GoRaleigh's first regional express service, connecting Rolesville with transit for the first time. The route will connect to two continuing express services to Research Triangle Park and downtown Raleigh.

GO TRIANGLE

- Add Route 310, providing all-day service Monday-Friday from the Regional Transit Center to Wake Tech RTP campus.
- Add Route NRX (North Raleigh-RTC Express), replacing Route 201.
- Add trips on Route DRX (Durham-Raleigh Express) to increase the route's frequency to every 15 to 30 minutes during the highest-use portions of the day.
- Add trips on Route CRX (Chapel Hill-Raleigh Express) to improve the frequency of the route.

GO WAKE ACCESS

- Coordinate with senior agency partners to increase public engagement and work with Fuquay-Varina on a planning study for on-demand microtransit services.

CAPITAL PROJECTS

GO CARY

- Build and upgrade at least 60 bus stops.
- Begin design of the GoCary Bus Operations and Maintenance Facility.
- Begin land acquisition for the downtown Cary Multimodal Center in late FY20 pending a final site selection.

GO RALEIGH

- Work on completing the design for the New Bern Avenue bus rapid transit corridor and initiate project development for the western and southern BRT corridors.
- Solicit construction bids for improvements to 43 bus stops. Complete right of way and land acquisition for 21 more bus stops, which will be added to the bid to be built in FY20.
- Design five enhanced transfer points. Construction is funded for one of those sites. Build the remaining four in FY21 with such upgrades as real-time displays, large shelters, additional seating, bicycle racks and a distinctive design.



GOTRIANGLE

- Conduct feasibility studies and obtain approvals to design and implement park- and-ride improvements in Apex, Wake Forest and other municipalities.
- Assign engineering design tasks to consultant and implement plans to construct eight bus stops that qualify for improvement.
- Continue coordination with regional partners to identify bus stops requiring improvements and to determine ways to implement them quickly.
- Coordinate engineering design and construction of planned improvements at the existing Carter Finley park- and-ride to help relieve traffic congestion on the NCSU Wolfline as well as during stadium events.
- Finalize design of 300 bus stop signs with GoTriangle logo and updated information and hire a company to coordinate fabricating and installing them. The new signs will replace those that use the former Triangle Transit logo.

| PLANNING PROJECTS

GORALEIGH

- Hold the first public meetings for the Western Boulevard BRT Study. A consultant was hired and initial scoping work completed.

GOTRIANGLE

- Continue planning and coordination with consultant to study the most feasible alternatives for relocating the Regional Transit Center.
- Complete an assessment of the efficiency of space and operations at the Bus Operations and Maintenance Facility as well as the financial viability of suggested short- and long-range improvements.

INCREASE IN REVENUE HOURS

FY19



GoCary systemwide revenue hours increased **2.05%** over FY 2018.

GoRaleigh systemwide revenue hours increased about **10%**.

GoWake Access systemwide revenue hours increased **10%**.

GoTriangle revenue hours on **Wake routes** increased **5.6%**.



\$92,496,302
HALF-CENT SALES TAX

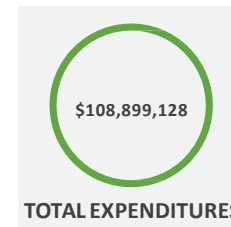
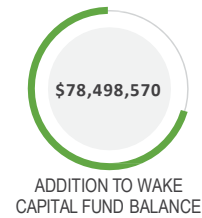
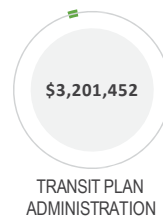
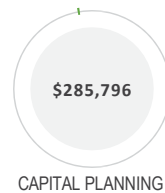
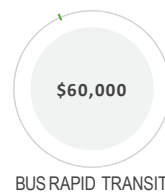
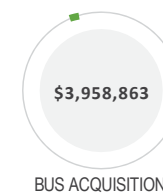
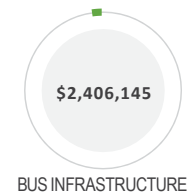
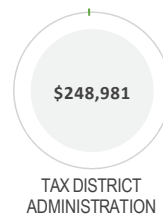
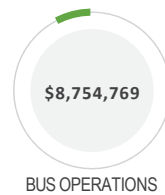
\$6,470,828
\$7 VEHICLE REGISTRATION TAX

\$4,258,283
VEHICLE RENTAL TAX

\$2,901,820
OTHER REVENUE

\$2,771,895
\$3 VEHICLE REGISTRATION TAX

\$108,899,128
TOTAL REVENUE





After the late summer launch of the Youth GoPass program invited them to ride free, youths ages 13 to 18 took to public transit in droves during fiscal year 2019. Teens swiped their GoPasses to the tune of 460,083 boardings on GoTriangle, GoRaleigh, GoCary and GoDurham routes. Dedicated transit funds in three counties allowed the agencies to create the program that brought teenagers new freedoms to explore the Triangle. Going forward, agency officials are hoping the wave of youth choosing transit will keep rising with a growing awareness of the environmental benefits and ease of traveling together.

Altogether, more than 6,600 teens ages 13 to 18 signed up for Youth GoPasses between July 2018 and June 30, 2019.

Christopher Reynolds, 17, is one of more than 400 Broughton High School students with a Youth GoPass, and he uses his every day to take GoRaleigh Route 8 between his home and school. His family had been spending about \$50 a month for him to use public transportation before the free Youth GoPass program started last year.

“ ”

My grandma read about the pass, and she printed out the articles about it.
My mom picked me up from school one day and we went to the library, and we got it.

All I needed was a student ID, which I had on me. It's easy.

- CHRISTOPHER REYNOLDS | BROUGHTON HIGH SCHOOL STUDENT



The Commuter Rail Transit project, as originally included in the Wake and Durham county transit plans, would run 37 miles from Garner to downtown Raleigh, North Carolina State University, Cary, Morrisville and the Research Triangle Park continuing to downtown Durham. The current plan calls for:

- Evaluating up to eight trips in each direction during peak hours with one to two trips each way during midday and evening hours.
- Leveraging the bus network to connect riders with key destinations such as the Raleigh-Durham International Airport.

Fiscal year 2019 brought about several milestones in the pre-planning stage of this project. In November 2018, the Capital Area Metropolitan Planning Organization designated

GoTriangle as the project sponsor for the initial 37-mile project. As project sponsor, GoTriangle would lead additional stages including project planning, development, engineering and construction in coordination with local and federal partners. In June 2019, the Commuter Rail Major Investment Study was completed. This study analyzed peer commuter rail systems and evaluated potential station locations, human and environmental considerations, and potential frequencies of commuter rail service.

In late fiscal 2019, several regional partners asked that the project be expanded, so an additional pre-planning study now underway will assess the feasibility of extending service to Selma in Johnston County and Mebane in Alamance County. The study, expected to be completed in late 2019, will provide more detail on possible timelines, costs and rider projections for the original project and for any proposed expansions. Results and additional information will be posted on the GoForwardNC.org website and shared with the community in a variety of ways as it becomes available.

The commuter rail project will incorporate significant community engagement and public input as it moves forward into any additional phases, which could include leveraging local transit funding sources with available federal and state funds.





5.7 FY2019 Wake Transit Annual Report

Requested Action:
Receive as Information.

5.8 Federal Rescission Update

1. SPOT and LAPP Project Delays
2. Federal Rescission Update

SPOT and LAPP Project Suspension Update

PE Suspension List Update

Updated NCDOT PE Suspension List: December 30, 2019

Changes Since November 19, 2019 List:

PE to Restart in January

- B-5684: US 401 (Capital Blvd), Replace bridge 910146 over Crabtree Creek in Raleigh
- U-5307A: US 1 from I-540 to north of Durant Road
- U-5751: NC 55/NC 42 at US 401 in Fuquay-Varina

PE to Restart in February

- BR-0050 Bridge 910172 and 910175 on US401 over Atlantic Ave
- I-5701 I-40/US 64; FROM I-440/US 1/US 64 TO SR 1370 (Lake Wheeler Road)
- I-5703 I-40 AND I-440/US 1/US 64 Reconstruct Interchange
- P-5718 CSX crossing at NE Maynard Road
- P-5734 Rail Crossing at Trinity Road

LAPP Project Delays

- Directive from NCDOT Chief Engineer's Office:
LAPP Projects will not be allowed to request Funding Authorization, and Construction Bids will not be awarded until at least May 2020 due to cash flow issues
- LAPP Project Managers Notified
- Projects May Continue if Local Jurisdiction Commits to Defer Reimbursement
- CAMPO Staff to Collect Feedback and Questions to Submit to NCDOT Division 5 and Chief Engineer's Office

Federal Rescission Update

LAPP Goals

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

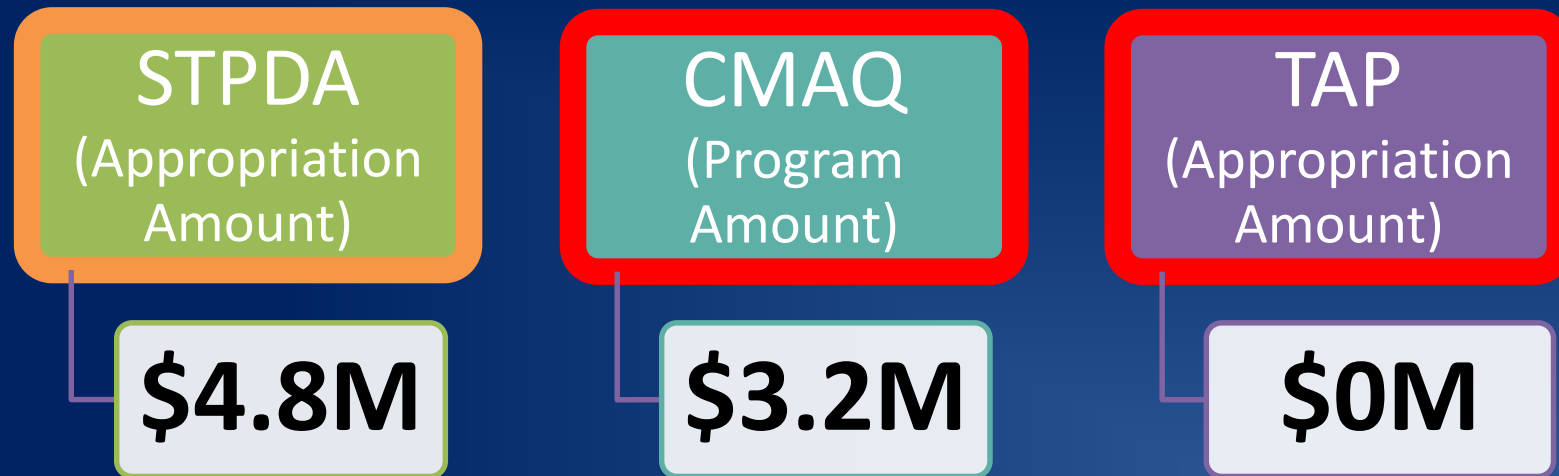
Federal Rescission:
July 2020

Impacts All Enclosed CMAQ and TAP Projects

Not Authorized by:

September 30, 2019

CAMPO Fund Balance 9/30/2019



*Note: NCDOT Reports all CMAQ Funds were protected from Rescission

CAMPO Rescission Impacts

Prior Year Project Determination

- FFY2019 projects have until the end of FFY2020 to request funding authorization.
- FFY2018 and prior year projects have until the end of the first quarter of FFY2020 (December 31, 2019) to request funding authorization.
- Projects that do not reach their respective deadlines must have Executive Board approval to request funding authorization; otherwise, the project will be deprogrammed.

Future Funding Implications Contingent On:

Project Delays, Rescission Implementation, Prior Year Project Liability,
Additional Funding Requests, Future Programming

Unobligated Prior Year LAPP Projects

TIP ID	Project	Jurisdiction	LAPP Year	Phase(s)	Fund	
U-5537	Lake Pine Drive	Apex	2015	CON	STBGP	\$ 538,153
U-5530OB	Leesville SRTS	Raleigh	2016	CON	STBGP	\$ 442,480
C-5604OD	Crabtree Creek West Greenway	Raleigh	2017	CON	CMAQ	\$ 1,547,000
U-5118BB	Durham Road OI	Wake Forest	2017	ROW	STBGP	\$ -
U-5530PA	NC 210 Sidewalk Connections	Angier	2017	CON	STBGP	\$ 356,680
U-5928	Peakway South Salem Interchange	Apex	2017	CON	STBGP	\$ 2,500,000
U-5118FB	Arendell Ave Access Management	Zebulon	2017	CON	STBGP	\$ 916,000
C-5604JA	Utle Creek Greenway	Holly Springs	2017	ROW, CON	CMAQ	\$ 508,800
C-5604HA	Mingo Creek Greenway	Knightdale	2018	CON	CMAQ	\$ 1,760,000
C-5604OF	Blue Ridge Road Pedestrian Improvements	Raleigh	2019	ROW, CON	CMAQ	\$ 3,598,800
C-5604FA	Beaverdam Creek Greenway	Zebulon	2019	CON	CMAQ	\$ 1,605,196
U-6095	Rock Quarry Road Part A	Raleigh	2019	PE, ROW, CON	STBGP	\$ 9,928,100
C-5604AA	Kelly and Apex Barbecue Pedestrian Improvements	Apex	2019	CON	CMAQ	\$ 647,500
U-6094	Holly Springs Road Widening	Holly Springs	2019	CON	STBGP	\$ 1,216,804
U-6095	New Bern Ave Bottleneck Elimination	Raleigh	2019	ROW, CON	STBGP	\$ 409,600
C-5604ID	Higgins Greenway	Cary	2019	CON	CMAQ	\$ 700,000
U-5530OC	Navaho Drive	Raleigh	2019	CON	TAP	
	Total					\$ 26,675,113

Consideration to Allow Funding Request

Two Projects:

City of Raleigh Leesville Safe Routes to School

- FFY2016
- Major delays due to issues with Wake County Public Schools on Right of Way
 - 90% plans submitted 2016
 - 2016- late 2018 ROW Issues
 - Late 2018- project transferred to City Roadway and Design Unit. Work to resubmit plans and certifications began.

City of Raleigh Crabtree Creek Greenway

- FFY2017
- Major delays due to a need to revise plans that added a suspension bridge to project
 - Early Plans and NEPA Documents submitted in 2017
 - 2017-2018: project learns of need to revise plans and works on revisions
 - 2019: updated plan review and ROW activities

5.8 Federal Rescission Update

Requested Action:

Provide a recommendation on whether to allow prior year LAPP projects to continue with LAPP funding.

5.9 Locally Administered Projects Program (LAPP) FFY2021 Investment Mix

Call for Projects FFY 2021 LAPP funds in August 2019

Scoring:

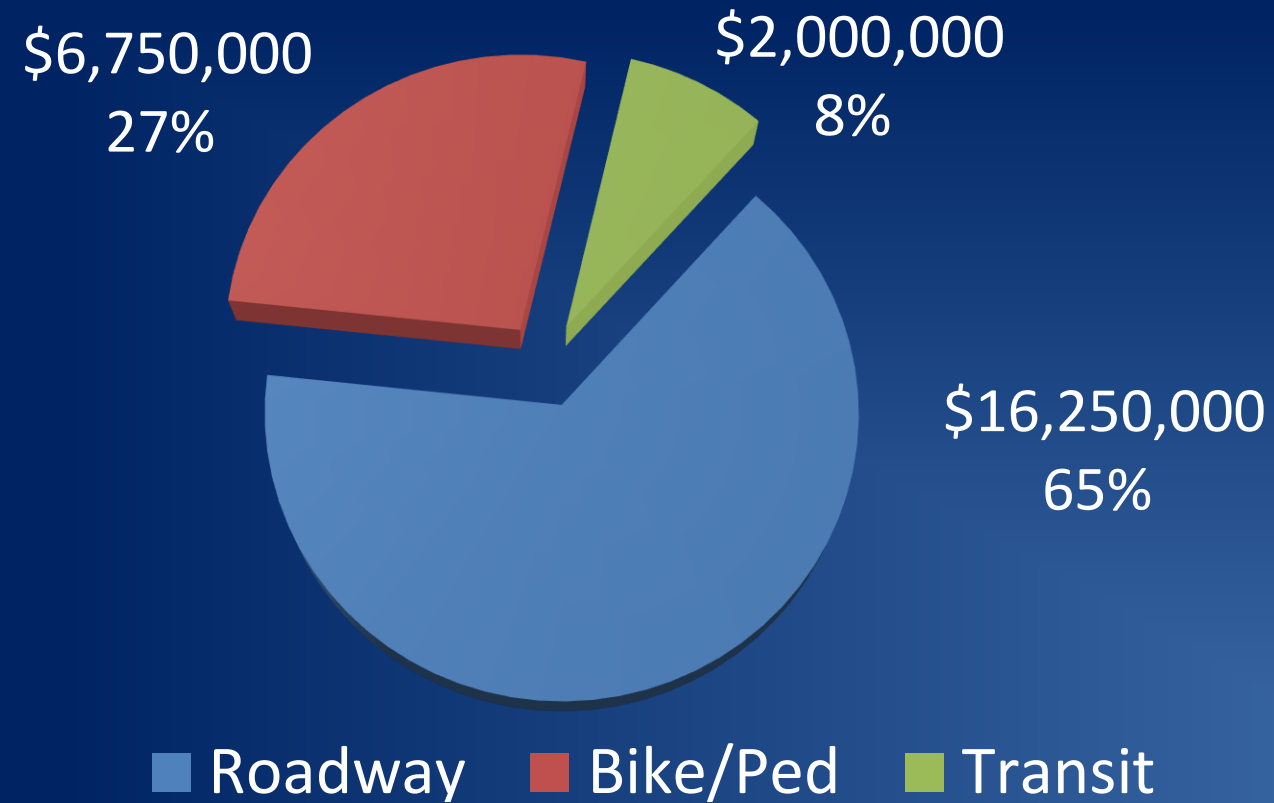
- Highway projects against other highway projects
- Bicycle and pedestrian projects against other bicycle and pedestrian projects
- Transit projects against other transit projects

**FFY 2021
Submissions:
39 Eligible Projects**

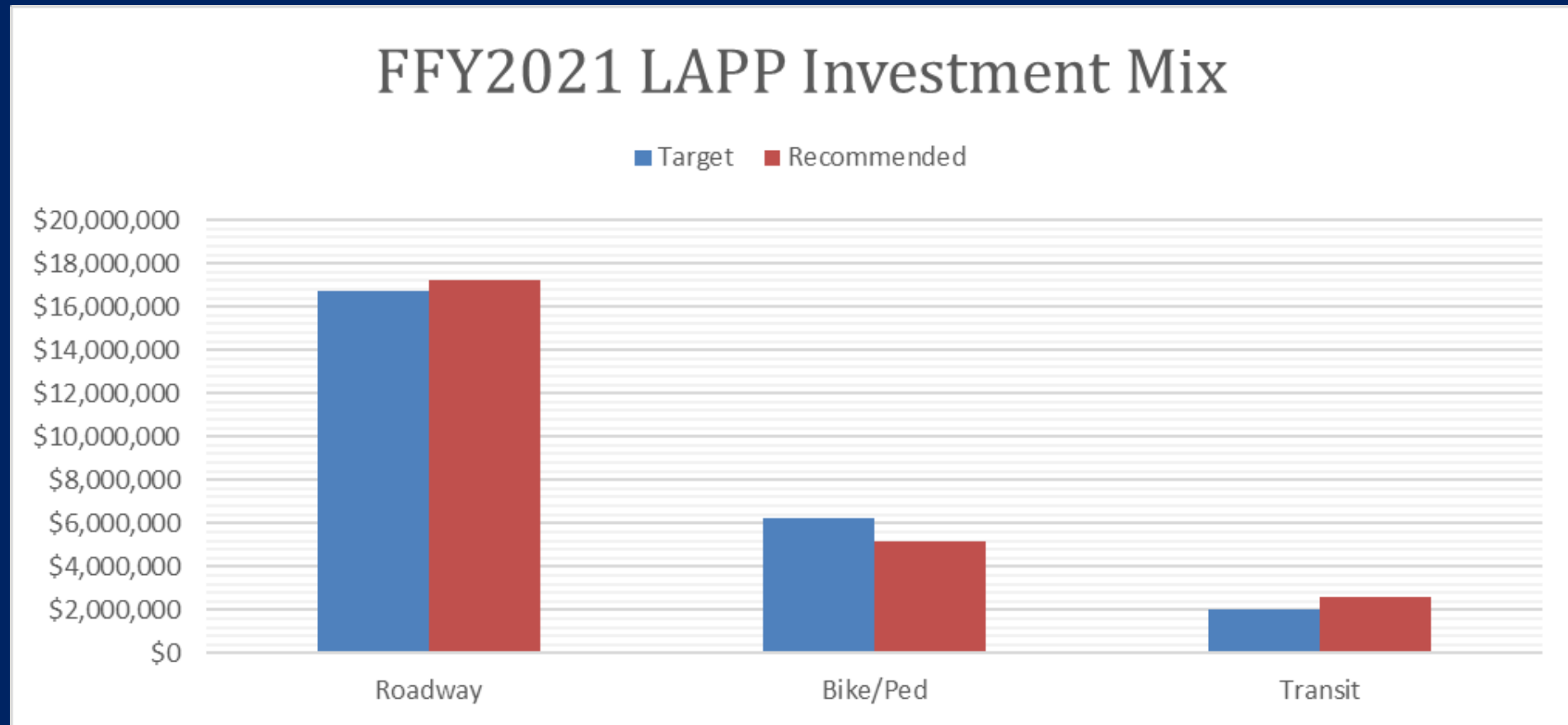
Historical funding is provided below:

	ROADWAY					BIKE/PED					TRANSIT				
	Modal Mix		\$ Amounts			Modal Mix		\$ Amounts			Modal Mix		\$ Amounts		
Fiscal Year	Target	Actual	Roadway Submitted	Roadway Funded	Roadway Unfunded	Target	Actual	Bike/Ped Submitted	Bike/Ped Funded	Bike/Ped Unfunded	Target	Actual	Transit Submitted	Transit Funded	Transit Unfunded
12	65	64	\$6,416,250	\$6,416,250	\$0	20	22	\$4,981,115	\$2,061,915	\$2,919,200	15	15	\$1,500,000	\$1,500,000	\$0
13	65	63	\$8,110,250	\$6,380,750	\$1,729,500	20	19	\$7,630,140	\$1,965,220	\$5,664,920	15	17	\$1,500,000	\$1,500,000	\$0
14	65	62	\$8,588,000	\$6,500,000	\$2,088,000	20	21	\$5,379,870	\$2,202,670	\$3,177,200	15	16	\$1,700,000	\$1,700,000	\$0
15	65	55	\$17,804,000	\$8,365,620	\$9,438,380	20	30	\$10,860,460	\$4,428,380	\$6,432,080	15	15	\$2,250,000	\$2,250,000	\$0
16	65	60	\$17,062,985	\$12,884,649	\$4,178,336	20	32	\$14,332,631	\$6,718,951	\$7,613,680	15	8	\$3,355,721	\$1,693,440	\$1,662,281
17	65	61	\$18,192,972	\$13,290,892	\$4,902,080	20	34	\$15,407,665	\$7,916,685	\$7,490,980	15	5	\$2,422,754	\$1,068,954	\$1,353,800
18	65	62	\$26,221,991	\$15,918,000	\$10,303,991	20	22	\$14,254,644	\$5,666,952	\$8,587,692	15	16	\$5,064,000	\$4,160,000	\$904,000
19	64	62	\$25,313,500	\$15,498,100	\$9,815,400	24	25	\$16,941,531	\$6,273,300	\$10,668,231	12	13	\$3,228,600	\$3,228,600	\$0
20	68	63	\$19,998,967	\$15,828,279	\$4,170,688	24	29	\$10,415,593	\$7,171,721	\$3,243,872	8	8	\$13,244,002	\$2,000,000	\$11,244,002

FFY21 Target Investment Mix



FFY21 Target vs. Recommended Mix



Project Selection

- Staff seeks applicant clarification only to confirm eligibility and clarify project 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 reasonable check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- LAPP Selection Committee reviews eligible FFY 2021 LAPP project submissions.
- 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, Selection Committee determines if the project should be funded OR if the funds from that modal mix element should be reallocated to another modal mix element to fund higher-scoring projects.

Roadway Projects

Project Name	Sponsoring Agency	Requested Phase (design, ROW, Const)	Total Cost	Local Match %	CAMPO Request	Recommended Funding (Target \$16,250,000)	Total Score	Rank (Roadway)	Rank (Overall)
Burlington Mills Road Realignment	Rolesville	No,No,Yes	\$ 2,360,037	20%	\$ 1,888,030	\$ 1,888,030	60.6	1	4
Old Wake Forest Road - North	Raleigh	No,No,Yes	\$ 13,948,000	20%	\$ 11,158,400	\$ 11,158,400	60.1	2	5
Holly Springs Road - Phase II	HollySprings	No,No,Yes	\$ 18,000,000	80%	\$ 3,600,000	\$ 3,600,000	59.1	3	7
Wendell Boulevard Wendell Falls Parkway Intersection Project	Wendell	No,Yes,Yes	\$ 769,091	25%	\$ 576,818	\$ 576,818	56.4	4	9

Bicycle and Pedestrian Projects

Project Name	Sponsoring Agency	Requested Phase (design, ROW, Const)	Total Cost	Local Match %	CAMPO Request	Recommended Funding (Target \$6,750,000)	Total Score	Rank (Bike/Ped)	Rank (Overall)
West Chatham Street Sidewalk	Apex	No,No,Yes	\$ 953,000	60%	\$ 381,200	\$ 381,200	66.2	1	1
Main Street Corridor Improvements	Rolesville	No,No,Yes	\$ 3,688,657	20%	\$ 2,950,926	\$ 2,950,926	60.8	2	3
Wendell Boulevard Sidewalk Project	Wendell	No,Yes,Yes	\$ 1,034,094	20%	\$ 827,275	\$ 827,275	59.7	3	6
Avent Ferry Road Sidewalk Connectors	HollySprings	No,No,Yes	\$ 1,250,000	20%	\$ 1,000,000	\$ 1,000,000	57.8	4	8

Transit Project

Project Name	Sponsoring Agency	Requested Phase (Design, ROW, Const)	Total Cost	Local Match %	CAMPO Request	Recommended Funding (Target \$2,000,000)	Total Score	Rank (Transit)	Rank (Overall)
GoApex Route 1 Bus Stop Improvements	Apex	No,No,Yes	\$ 610,000	30%	\$ 427,000	\$ 427,000	65.4	1	2
Bus on shoulder on I540 and I40	GoTriangle	No,No,Yes	\$ 153,600	20%	\$ 122,880	\$ 122,880	55.0	2	12
3 Sidewalk Connections to GoCary Transit Service	GoCary	Yes,Yes,Yes	\$ 1,360,712	25%	\$ 1,020,534	\$ 1,020,534	53.4	3	13
Improvements at 13 bus stops	GoTriangle	Yes,Yes,Yes	\$ 324,000	20%	\$ 259,200	\$ 259,200	49.7	4	18
Enhanced Transfer Points (6 site locations)	GoRaleigh	Yes,No,Yes	\$ 1,185,000	20%	\$ 948,000	\$ 787,737	49.0	5	19

5.9 LAPP FFY2021 Investment Mix

Schedule:

The FFY20 LAPP Investment Program will be posted for public comment from January 17 - February 16.

A public hearing is scheduled for the February 19th Executive Board meeting.

Requested Action:

Receive as information.

5.10 Unified Planning Work Program (UPWP) FY 2020

Continue Core Programs

- LAPP
- TIP
- MTP
- Travel Demand Model
- Public Engagement
- Wake Transit Program

Special Studies Continuing from 2020

- Triangle Bikeway Implementation Study
- Northeast Area Study Update
- Wake Transit
 - Web Visualization Interface
 - Wake Transit Vision Plan Update

New Special Studies

- Fayetteville-Raleigh Passenger Rail Feasibility Study Phase II (partner w/ FAMPO and NCDOT)
- US 401 Corridor Study
- Western Wake Traffic Signal System Integration
- Triangle Bus on Shoulder System Study
- Land Use – Transportation Development Evaluation
- Begin work on CAMPO Strategic Plan Update

5.10 Unified Planning Work Program FY 2020, cont'd

Budget

- \$0.55 / capita Member Shares
- Includes partnerships with DCHC MPO, Fayetteville MPO, GoTriangle, and NCDOT
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency est. \$225,000

MPO Self-Certification

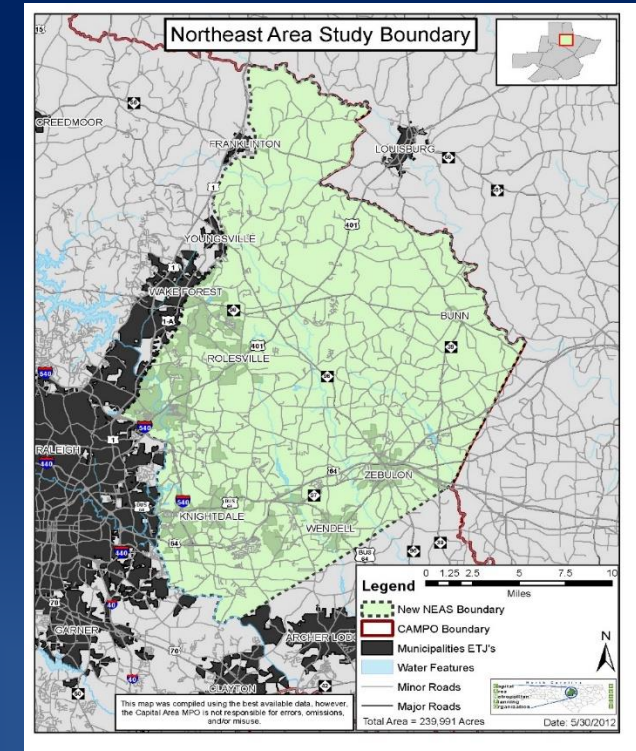
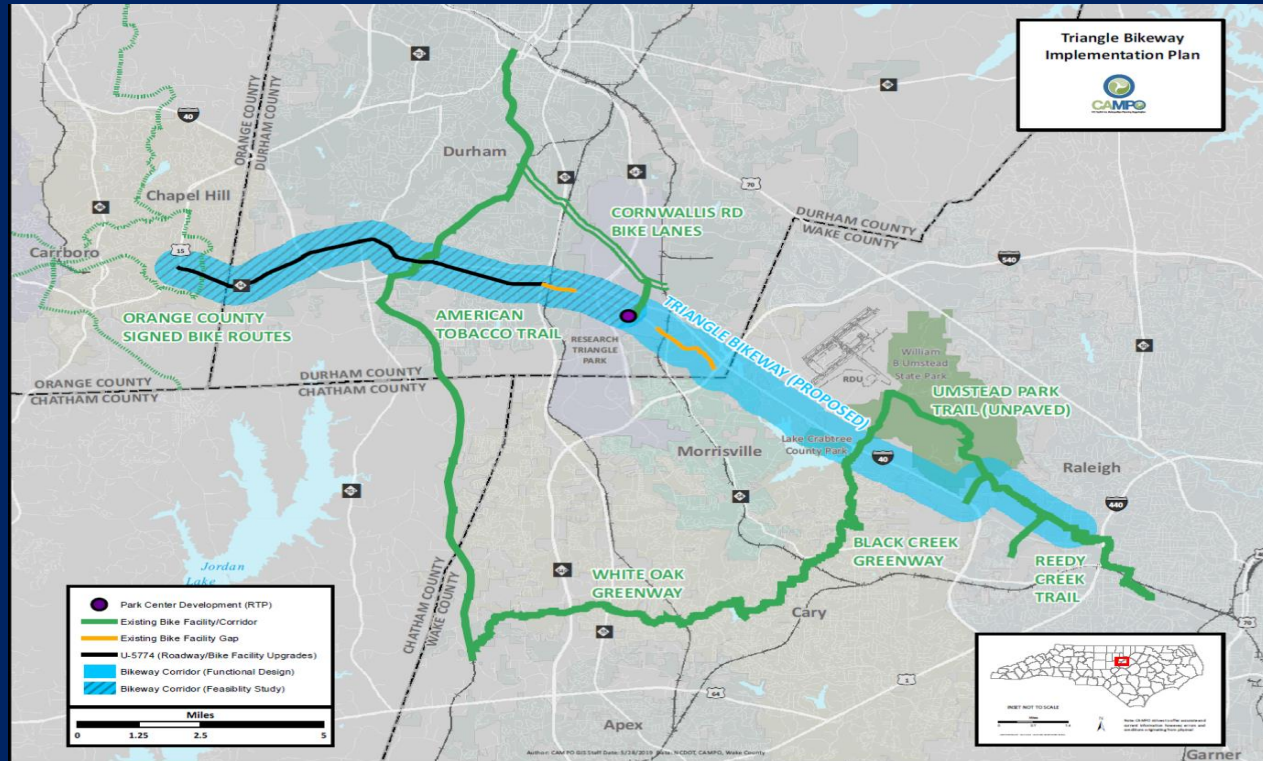
- Questionnaire in Appendix C
- Outlines how the MPO conforms to federal guidelines and requirements

Next Steps

- Public Review & Comment Period Now Open: Jan. 17- Feb. 16
- Public Hearing – Feb. 19
- Consider adoption at Feb. 19 Board Meeting

Requested Action:
Receive as information.

5.11 Contracts: Triangle Bikeway Implementation Study and Northeast Area Study Update



Triangle Bikeway Implementation Study: \$398,279 contract with McAdams
Northeast Area Study Update: \$400,000 contract with Stantec

5.11 Contracts: Triangle Bikeway Implementation Plan and Northeast Area Study Update

Requested Action:

Recommend the Executive Board approve the contracts for the Triangle Bikeway Implementation Plan and the Northeast Area Study Update, and authorize the Executive Director to execute said contracts.

6. Informational Item: Budget

6.1 Member Shares – FY 2020

6.2 Operating Budget – FY 2020

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

- Hot Spot Program
- Commuter Corridors Study
- (SRTS) John Rex Endowment Grant Award Update
- Triangle Regional ITS
- R.E.D. Priority Bus Lane Study
- Fayetteville/Raleigh Passenger Rail Study
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- NCDOT Highway Project U-2719
- Wake Transit Vision Plan Update
- Greater Triangle Commuter Rail Alternatives Analysis
- Northeast Area Study Update
- Coordinated Human Services Public Transportation Plan Update

Requested Action:
Receive as information.

7.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

8. Informational Item: Staff Reports

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

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

Date	Event
January 15, 2020 4:00 p.m.	Executive Board One City Plaza
January 30, 2020 8:30 a.m.	Joint CAMPO/DCHC Boards Meeting Apex Town Hall
February 6, 2020 10:00 a.m.	Technical Coordinating Committee One City Plaza
February 19, 2020 4:00 p.m.	Executive Board One City Plaza
February 21, 2020 8:30 a.m.	MPO 101 One City Plaza

Save the Date:

**Joint
CAMPO/DCHC
Boards Meeting
January 30, 2020**