



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

April 4, 2024

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 (3) minutes for each speaker.

4. Minutes

4.1 TCC Meeting Minutes: March 7, 2024

Requested Action:

Approve the March 7, 2024 Meeting Minutes.

5. Regular Business

- 5.1 Southeast Area Study Update – Final Phase
- 5.2 Amendment #4 to FY2024-2033 Transportation Improvement Program (TIP)
- 5.3 NC 540 (R-2829) Bonus Allocation Programming
- 5.4 Mobility Management Program Memorandum of Understanding
- 5.5 CAMPO Memorandum of Understanding
- 5.6 TCC Bylaws Amendments & Updates

5.1 Southeast Area Study Update – Final Phase

Southeast Area Study Update

Technical Coordinating Committee

April 4, 2024

Agenda

1. Project Refresher and Update
2. SEAS Update Report
3. Project Prioritization
4. Call for Endorsement

SEAS

SOUTHEAST AREA STUDY

UPDATE



Project Refresher and Update

SEAS

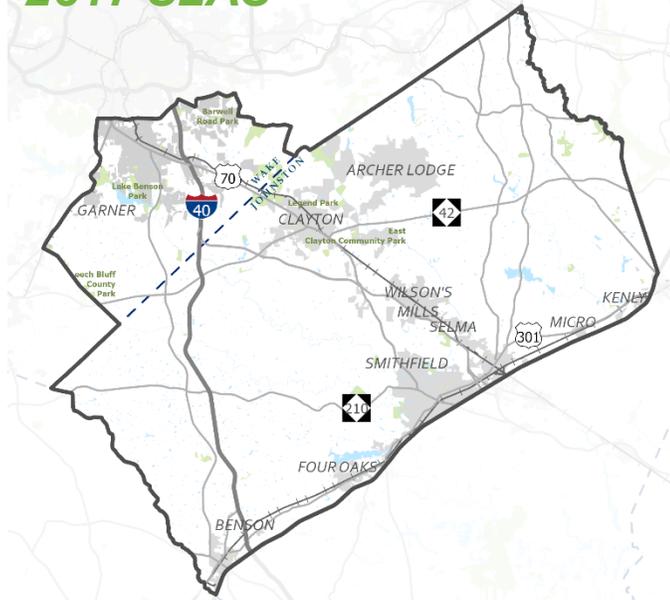
SOUTHEAST AREA STUDY

UPDATE

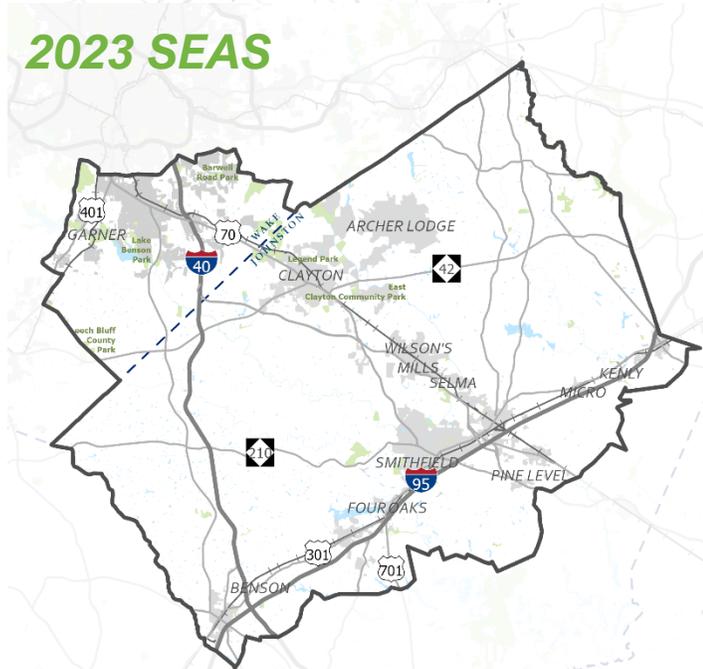
What is the SEAS Update?

This study **integrates land use and transportation** to accommodate existing and future travel needs for the purpose of reevaluating and revising, as needed, the **unified vision and comprehensive transportation strategy** established in the 2017 SEAS.

2017 SEAS



2023 SEAS



Guiding Principles



LIVABILITY

Enhance and promote our region's quality of life through transportation and land use decisions that equitably support public health, education, parks and recreation, public art, and local character.



TRAFFIC FLOW

Make it easier to move within and through our region by reducing congestion and improving roadway operations.



SUSTAINABLE GROWTH

Blend development decisions and transportation strategies to promote and sustain employment and population growth by offering housing and neighborhood choices to meet diverse needs while preserving the area's natural features.



TRAVEL SAFETY

Promote a safer, more secure transportation system by reducing crashes, enhancing reliability and predictability, and improving emergency coordination.



ACTIVE TRANSPORTATION

Integrate our transportation network to provide travel choices, especially walking and cycling, for all users, regardless of age and ability.



NETWORK CONNECTIVITY

Link local and regional destinations through improved connections and enhanced integration among travel modes.



ECONOMIC VITALITY

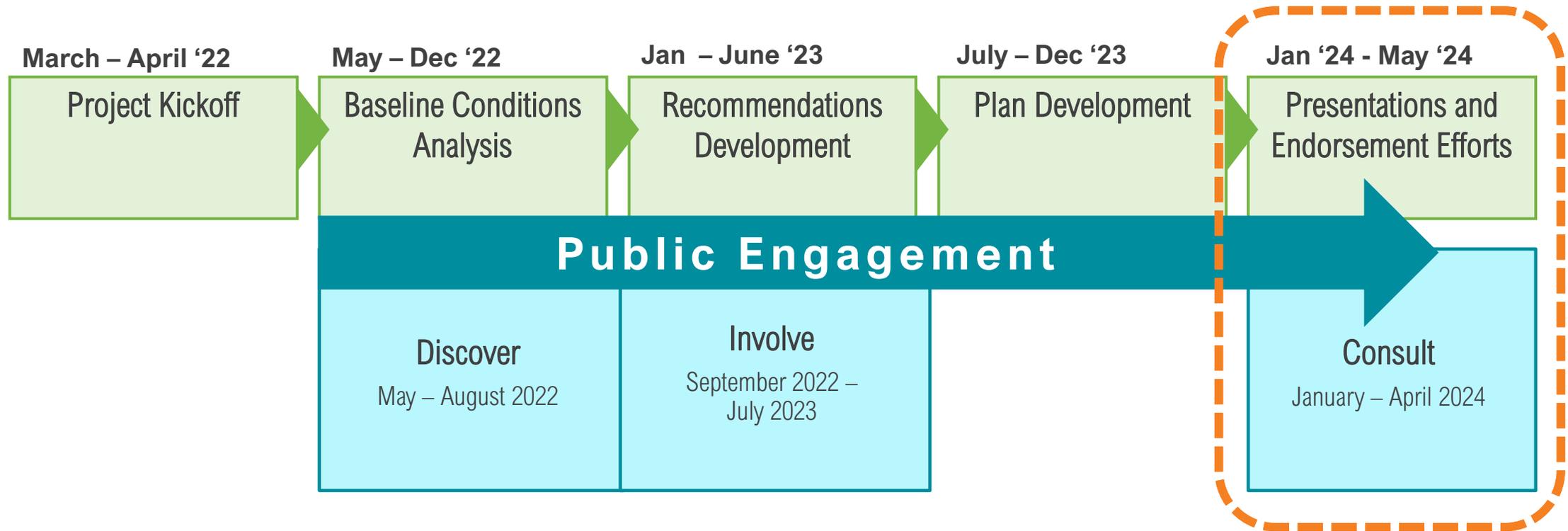
Grow our economy through a transportation network by connecting residents to jobs, goods, services, and opportunities within and beyond our region.



FREIGHT MOVEMENT

Support global competitiveness of our region through a transportation network that efficiently moves goods and services.

Project Schedule





SEAS Update Report

SEAS

SOUTHEAST AREA STUDY

UPDATE

Chapters

1
Introduction

2
Planning Framework

3
Regional Snapshot

4
Land Use and Scenario Planning

5
Multimodal Recommendations

6
Action Plan



SOUTHEAST AREA STUDY UPDATE

FINAL REPORT

SEAS

SOUTHEAST AREA STUDY

UPDATE

December 2023



Introduction

- Background and purpose of the SEAS Update
- How the SEAS area has changed since 2017
- Project Partners and Involved Parties



INTRODUCTION

In 2016, the Capital Area Metropolitan Planning Organization (CAMPO) initiated the Southeast Area Study (SEAS) to define the area's land use strategy and accommodate existing and future travel needs. The SEAS Update revisited the original SEAS, completed in 2017, for the purpose of reevaluating the unified vision and comprehensive transportation strategy and to refresh its policies and practices and produce recommendations for land use and transportation.

The recommendations from the SEAS Update will inform Johnston County's Comprehensive Transportation Plan (CTP), update CAMPO's overall CTP, and identify project priorities to be considered in the next Metropolitan Transportation Plan (MTP), the financially constrained, long-range transportation plan for the region. These recommendations are also intended to be used as a basis for ongoing planning and policy work in local town plans.

Planning Framework

- Engagement Phases overview
- Outreach by numbers
- Phase 1 and 2 activities, events, and participants
- Guiding Principles

2



PLANNING FRAMEWORK

A successful plan requires a strong planning framework. The SEAS Update intentionally engaged the public and a variety of stakeholders throughout the development of this plan. A meaningful engagement strategy includes the development of a shared vision, the consideration of alternatives, and an ultimate consensus around the findings and final recommendations.

This chapter outlines the engagement strategies and outcomes that informed the development of the SEAS Update.

Regional Snapshot

- Building Blocks: concurrent and adopted plans since 2017
- People
 - Demographic and socioeconomic trends
- Places
 - Growth and land use
- Mobility
 - Multimodal trends and conditions

3



REGIONAL SNAPSHOT

The Regional Snapshot is an assessment of the conditions and trends that affect how people live, work, and travel in and through the Southeast Area. It sets the stage for defining and shaping a new land use and transportation future. This context along with the input from Phase 1 Engagement provides the information needed for the development of recommendations responsive to the needs and values of the Southeast Area.

This chapter leverages a variety of data sources from the local, regional, and state levels. Individual data sources are noted where they are referenced. In many places throughout this document comparisons are made between the study area as a whole, as well as comparisons between the counties, region, or state.

Land Use and Scenario Planning

- Scenario planning purpose, process, and results
- Land use toolkit and recommendations by jurisdiction

4



LAND USE AND SCENARIO PLANNING

A critical component in the planning process was the establishment of a vision for future land use for the purposes of integrating and coordinating land use, development, and transportation investments. As part of the land use scenario planning process, the SEAS Update tested several scenarios to understand the impacts of growth in the study area. The scenario planning process explored various growth scenarios based on a combination of assumptions, alternatives, and sentiments from community input. The ultimate preferred scenario will act as a guide for future growth that blends land use and mobility needs in the study area. This chapter explores the questions, alternatives, and outcomes of the scenario planning effort.

Multimodal Recommendations

- Recommendations development process
- Equitable planning analysis
- Roadway, intersection, truck, freight, rail, bicycle, pedestrian, and transit recommendations



MULTIMODAL RECOMMENDATIONS

The SEAS Update's transportation recommendations consider the regional system holistically rather than focusing on each travel mode individually. The resulting recommendations provide a comprehensive multimodal network that invests in a fast-growing region.

Since a complete transportation network cannot be created without understanding the land use context, the SEAS Update transportation recommendation respond to the preferred growth strategy described in Chapter 4. The recommendations were also refined using the travel demand model to project the region's needs 20 years in the future.

Action Plan

- How the SEAS influences regional planning
- Project prioritization process per mode
- Prioritization maps and project tables
- Call to action and conclusion

6



ACTION PLAN

The Southeast Area Study represents something unique—an opportunity to create a unified planning approach across boundaries and jurisdictions. As the first integrated planning effort between CAMPO and UCRPO, the original Southeast Area Study brought together the larger region for idea sharing between jurisdictions, consideration of regional project impacts, identification of a shared vision, and a better understanding of where the region needs to go in the future.

Now, the SEAS Update continues to build on that foundation, as CAMPO, UCRPO, and Southeast Area jurisdictions update their vision for the region and take the next step towards implementing the land use policy, growth strategy, and transportation recommendations needed to meet their shared goals.

Project Prioritization

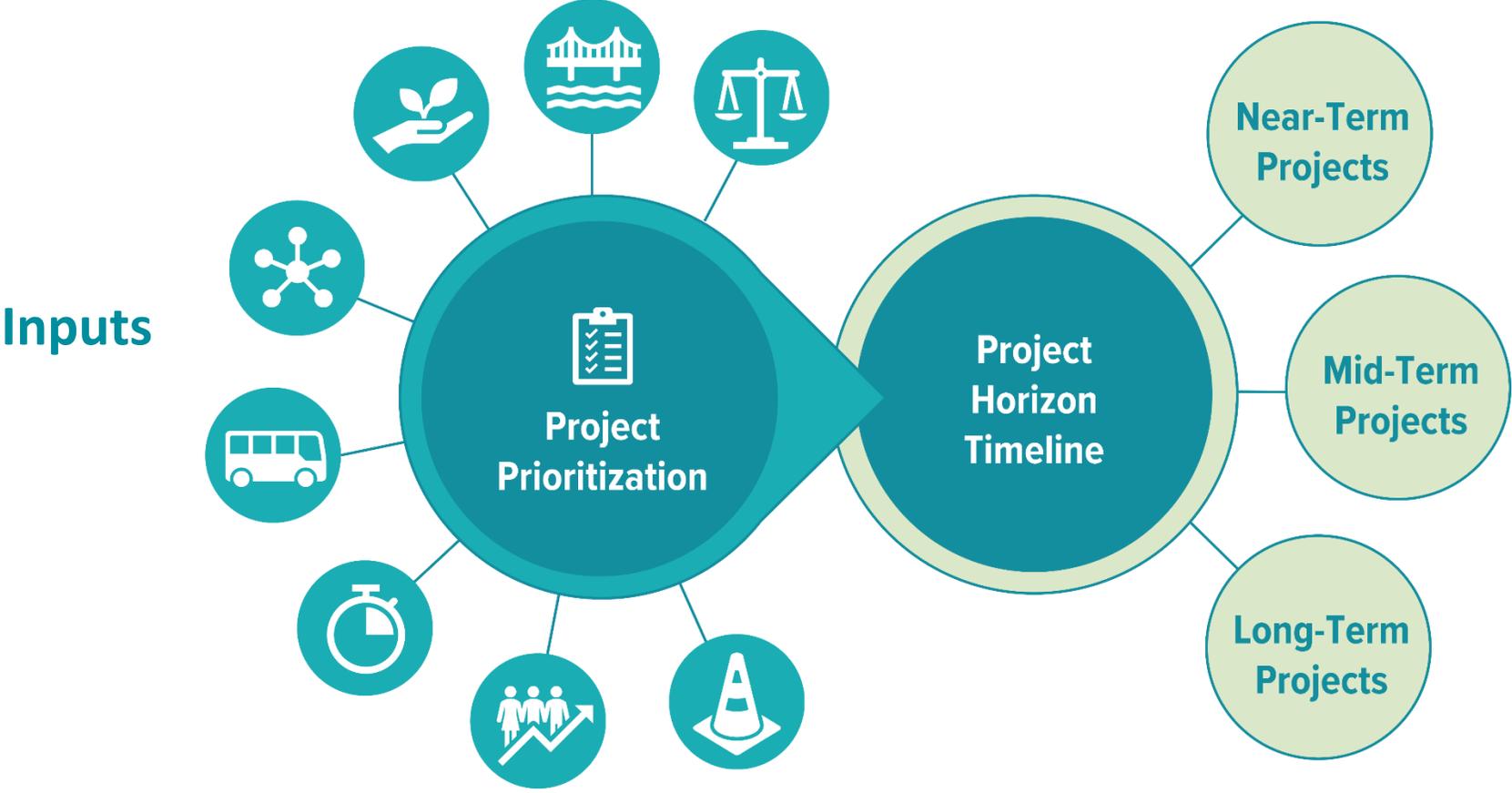


SEAS

SOUTHEAST AREA STUDY

UPDATE

Prioritization | Process



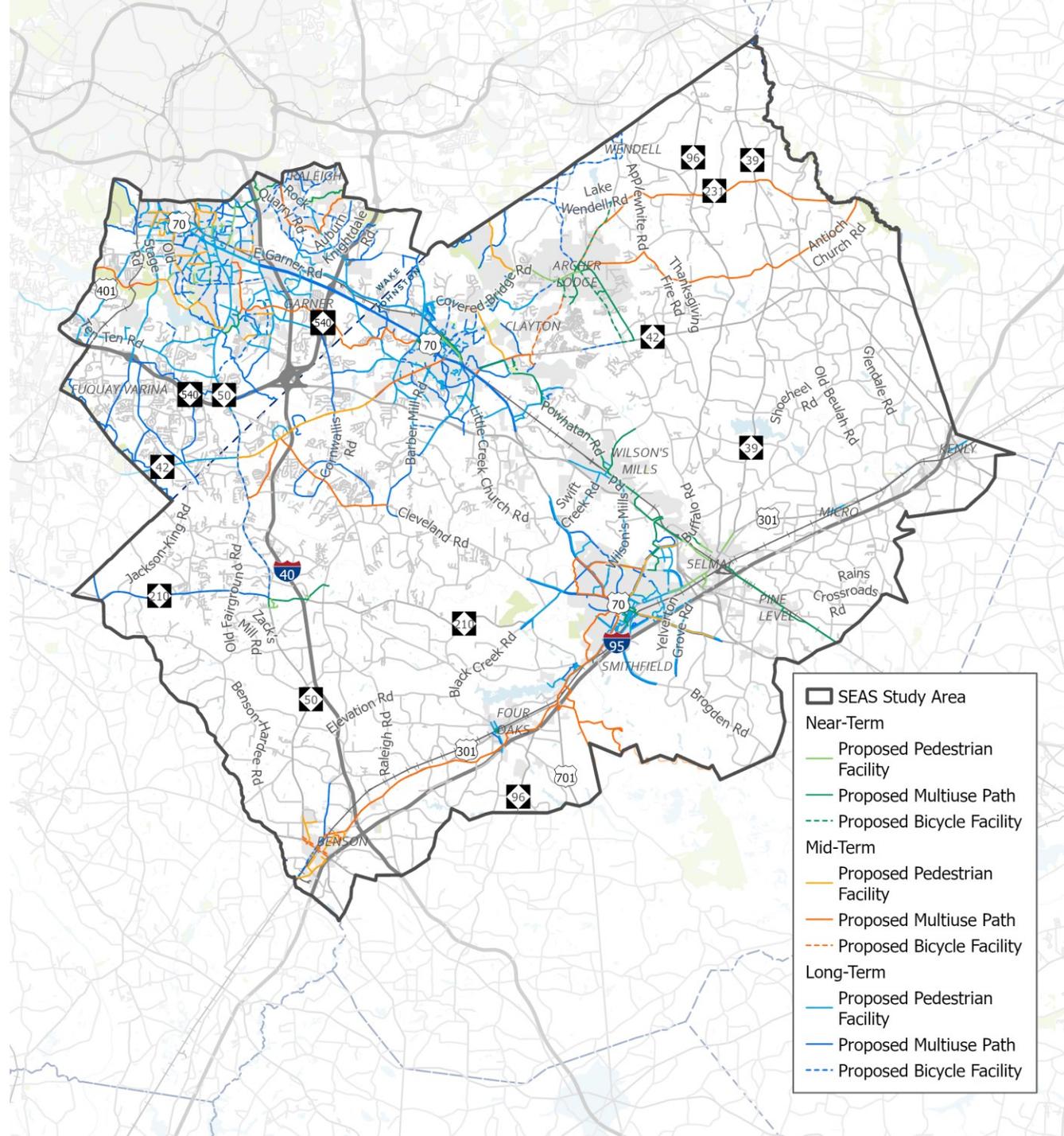
Prioritization is simply a decision-making tool. Local planners and elected officials are encouraged to be opportunistic about project funding.

Graphic demonstration of an example prioritization process

Bicycle and Pedestrian

Prioritized generally by facility purpose and location

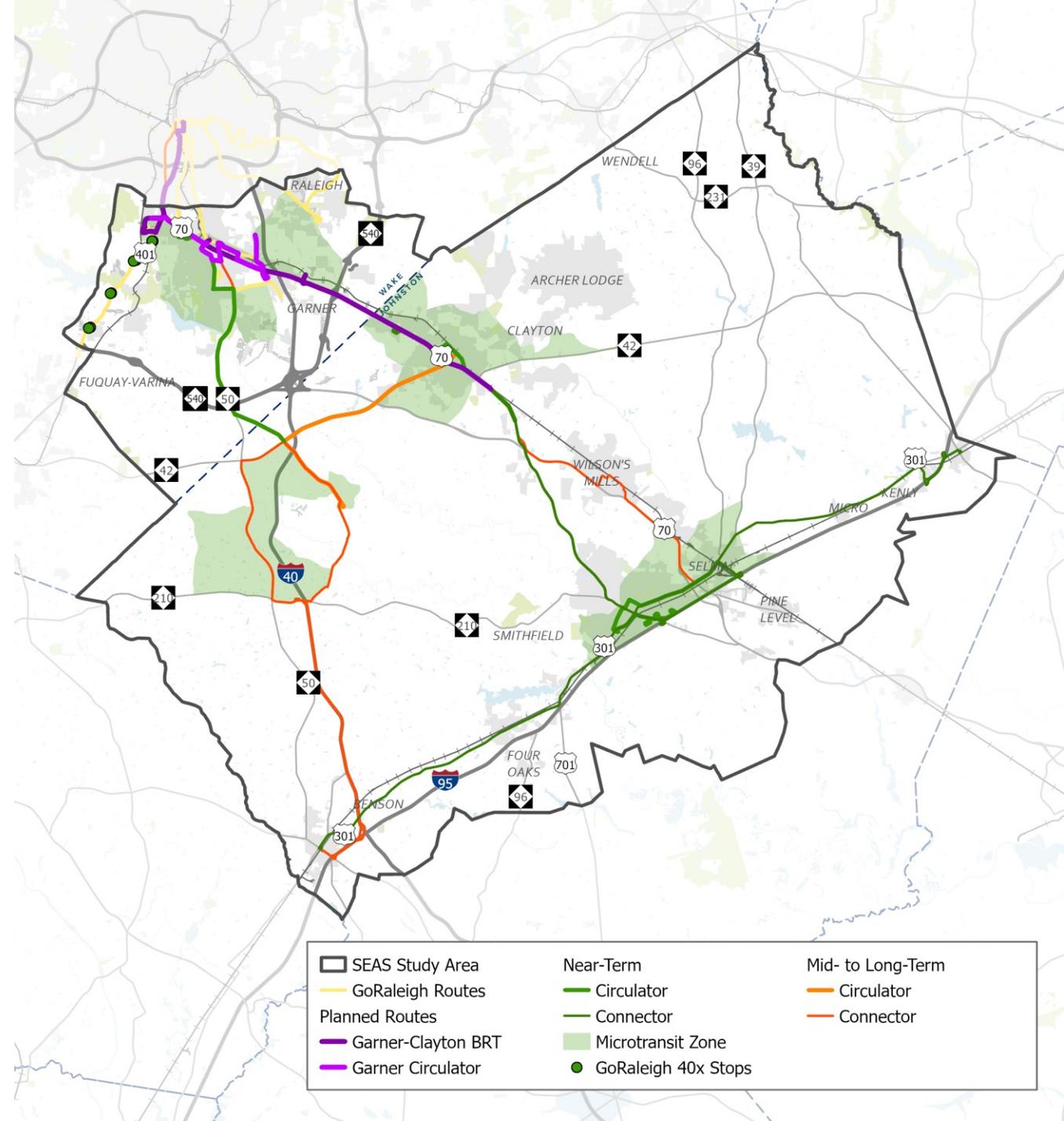
- Near-Term: recommendations fill gaps in the network, particularly within towns
- Mid-Term: recommendations intended to connect towns and recreational resources
- Long-Term: recommendations intended to complete the regional multimodal system



Transit

Prioritized generally by transit propensity and demand

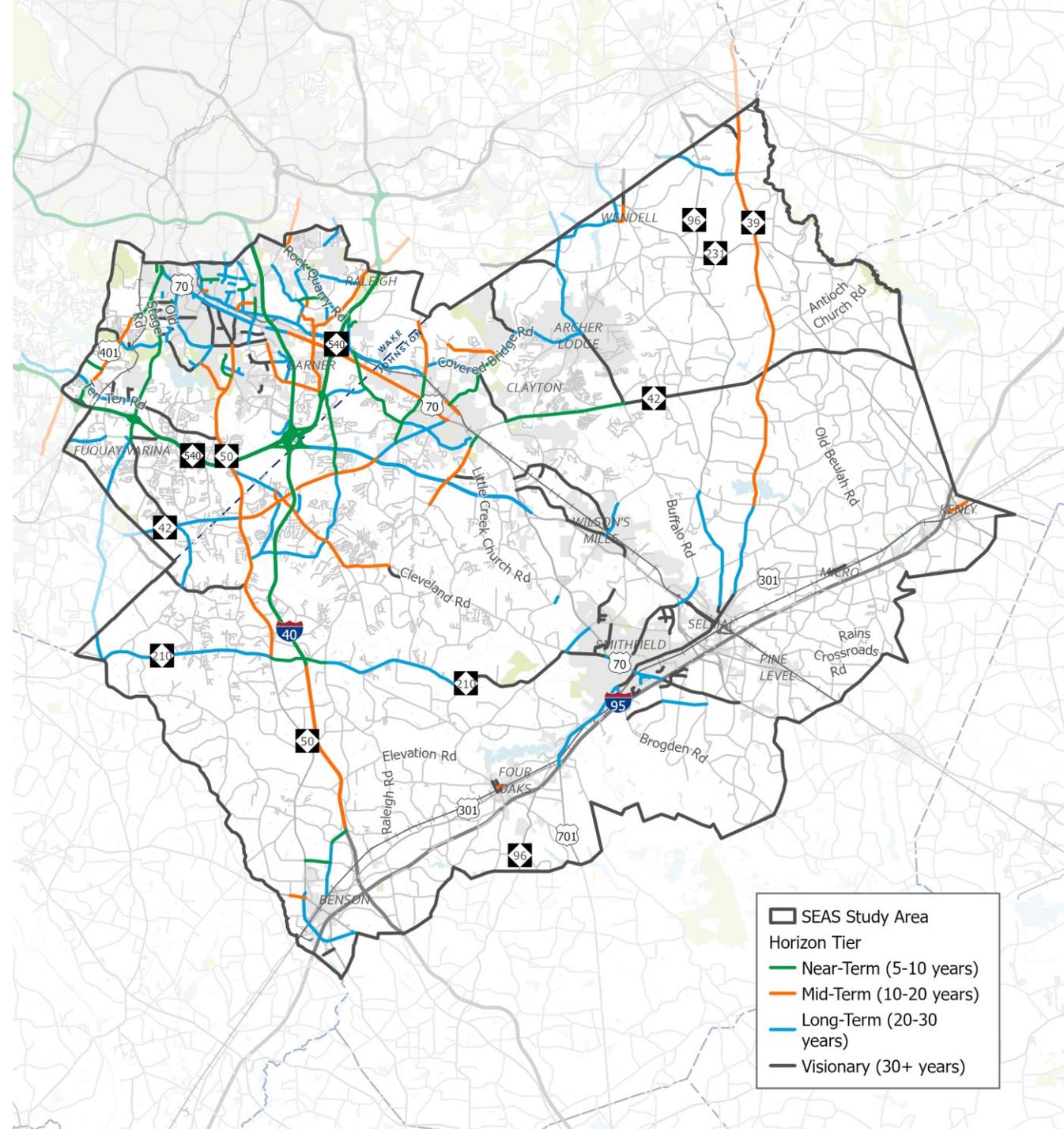
- Near-Term: recommendations providing key high-demand regional connections and microtransit to supplement
- Mid- to Long-Term: recommendations for areas that are projected to grow and have transit-supportive land uses in the future



Roadway

Prioritized generally by congestion improvement based on need

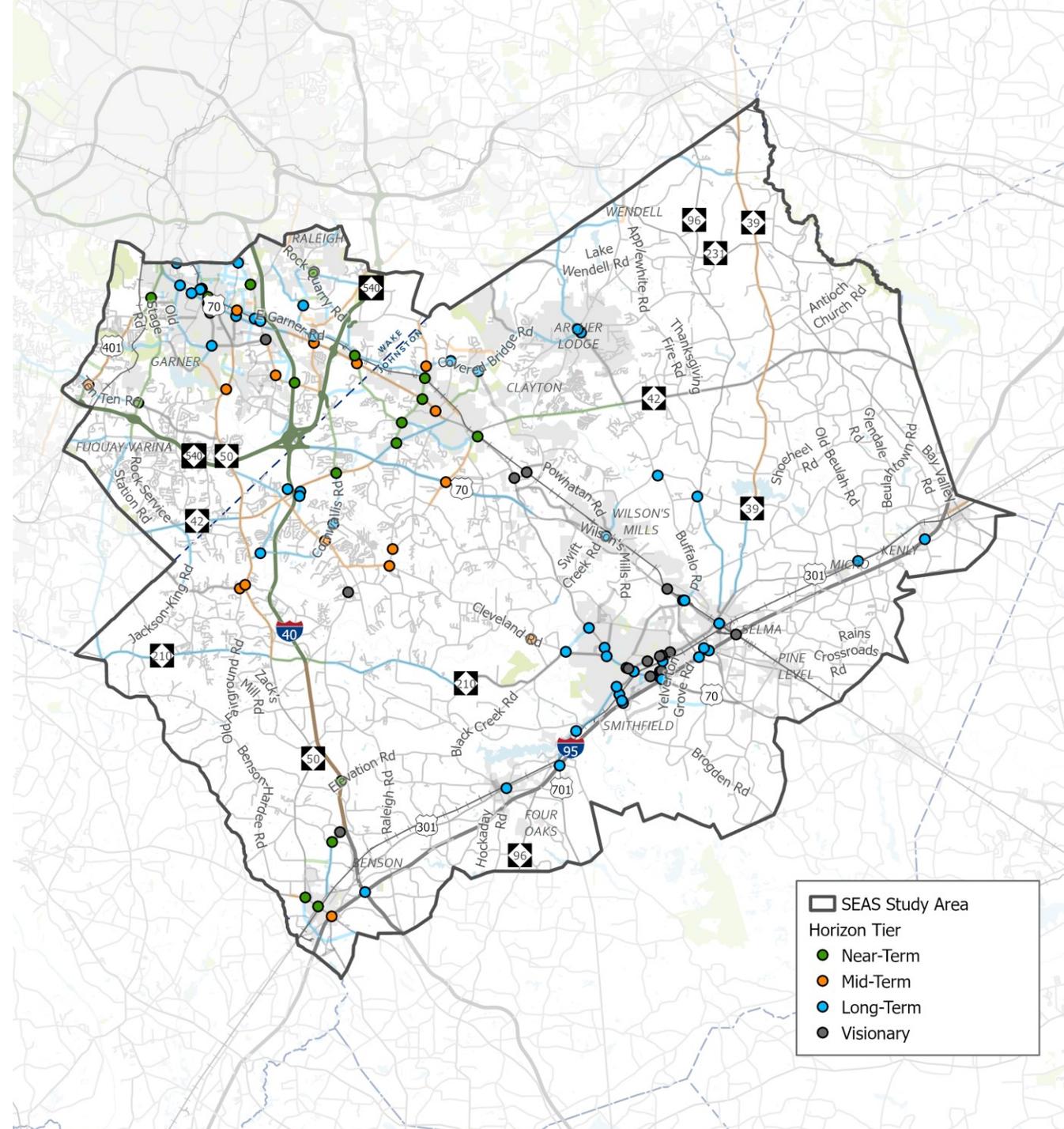
- Near-Term: projects providing greatest improvement
- Mid-Term: projects providing a good level of improvement
- Long-Term: projects providing minimal to moderate improvement
- Visionary: projects providing no to low congestion improvements



Intersections

Prioritized generally by congestion improvement based on need

- Near-Term: projects providing greatest improvement
- Mid-Term: projects providing a good level of improvement
- Long-Term: projects providing minimal to moderate improvement
- Visionary: projects providing no to low congestion improvements



Call for Endorsement



SEAS

SOUTHEAST AREA STUDY

UPDATE

Implementation | Unified Approach

- The SEAS Update includes **land use** and **transportation strategies** for all member jurisdictions in CAMPO and UCPRPO
- The transportation recommendations will inform the **CAMPO 2055 MTP**
- The transportation recommendations can be incorporated into the **UCPRPO area's CTP**



Thank you for taking the time to make the SEAS Update a coordinated planning effort!

SEAS

SOUTHEAST AREA STUDY

UPDATE

Next Steps

- Local Board Endorsement
- TCC and TAC Endorsement – May

SEAS

SOUTHEAST AREA STUDY

UPDATE



Thank You!

April 4, 2024

5.1 Southeast Area Study Update – Final Phase

Requested Action:
Receive as information.

5.2 FY2024-2033 Transportation Improvement Program (TIP) – Amendment #4

- CAMPO and statewide CAMPO-eligible projects
- Changes made from January 1, 2024 – March 31, 2024
- Select projects from April Item N
 - FFY 25 LAPP Investment Program
 - Statewide project HV-0001 : Construction of electric vehicle supply equipment
 - Statewide project ER-5600: Vegetation management

5.2 FY2024-2033 Transportation Improvement Program (TIP) – Amendment #4

Requested Action:
Receive as information.

5.3 NC 540 (R-2829) Bonus Allocation Programming

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

CAMPO Adopted Bonus Allocation Policy/Methodology

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

BA Methodology – local contribution

- MPO works with contributing local government to determine existing MTP projects suitable for programming with Bonus Allocation funds.
- MPO Executive Board approves all bonus allocation funding

BA Methodology – Tolling Generated

- Four Phases of Analysis for Candidate Project Prioritization

Phase I – determine study area for candidate selection

Phase II – analyze MTP projects using Triangle Regional Model (TRM)

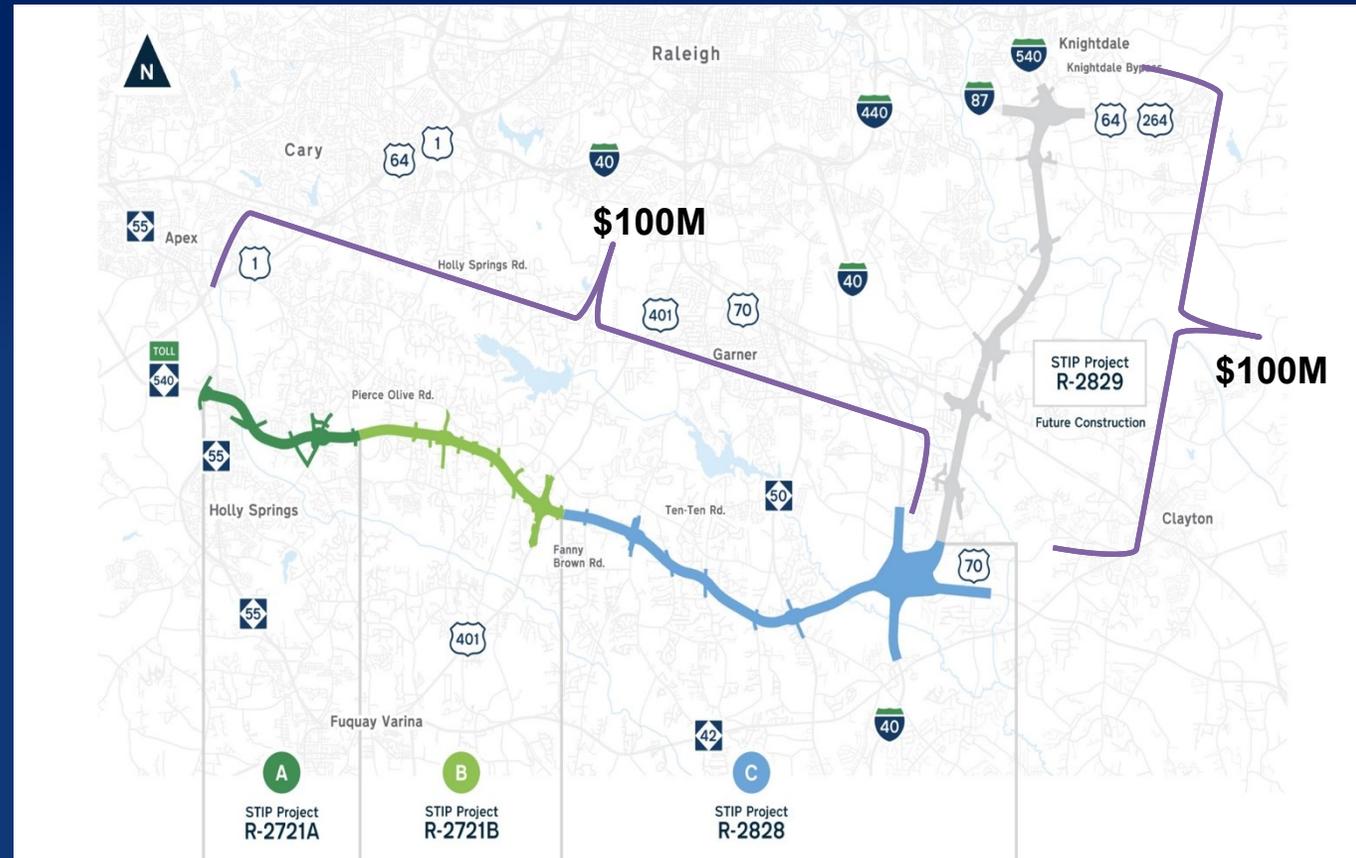
Phase III – analyze intersection and operational improvements
(non-modeled projects)

Phase IV – compare benefits between candidate projects in a common platform along with safety information

- MPO Executive Board programs projects

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
 - Must be obligated from FY2025-2029



Phase I & II

61 MTP Projects

17 Located in Johnston Co

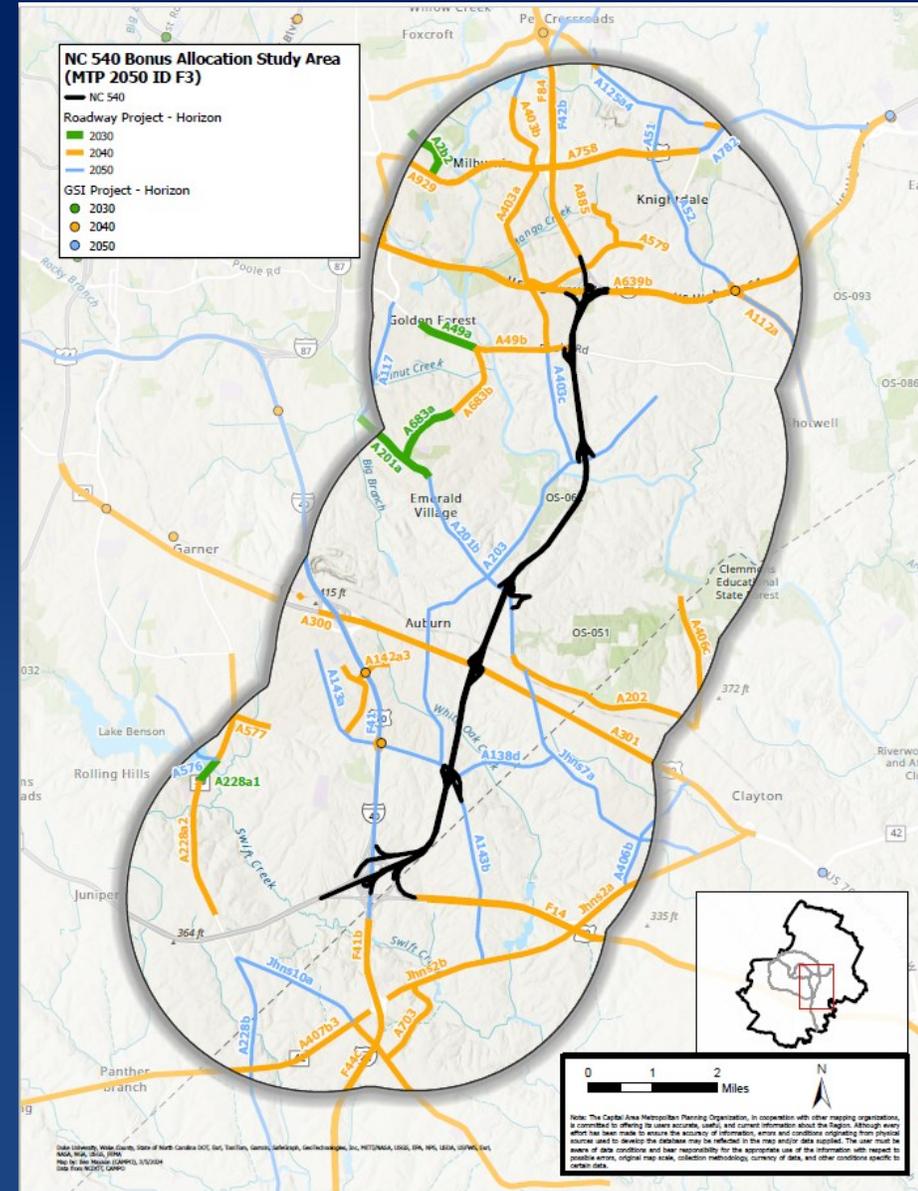
11 Project Dev Timeline Constraints

26 Other Funding Options

28 Less Competitive

39 Too Expensive

2 Projects: A228a1, A929



Recommendations

7 Regional Impact Projects

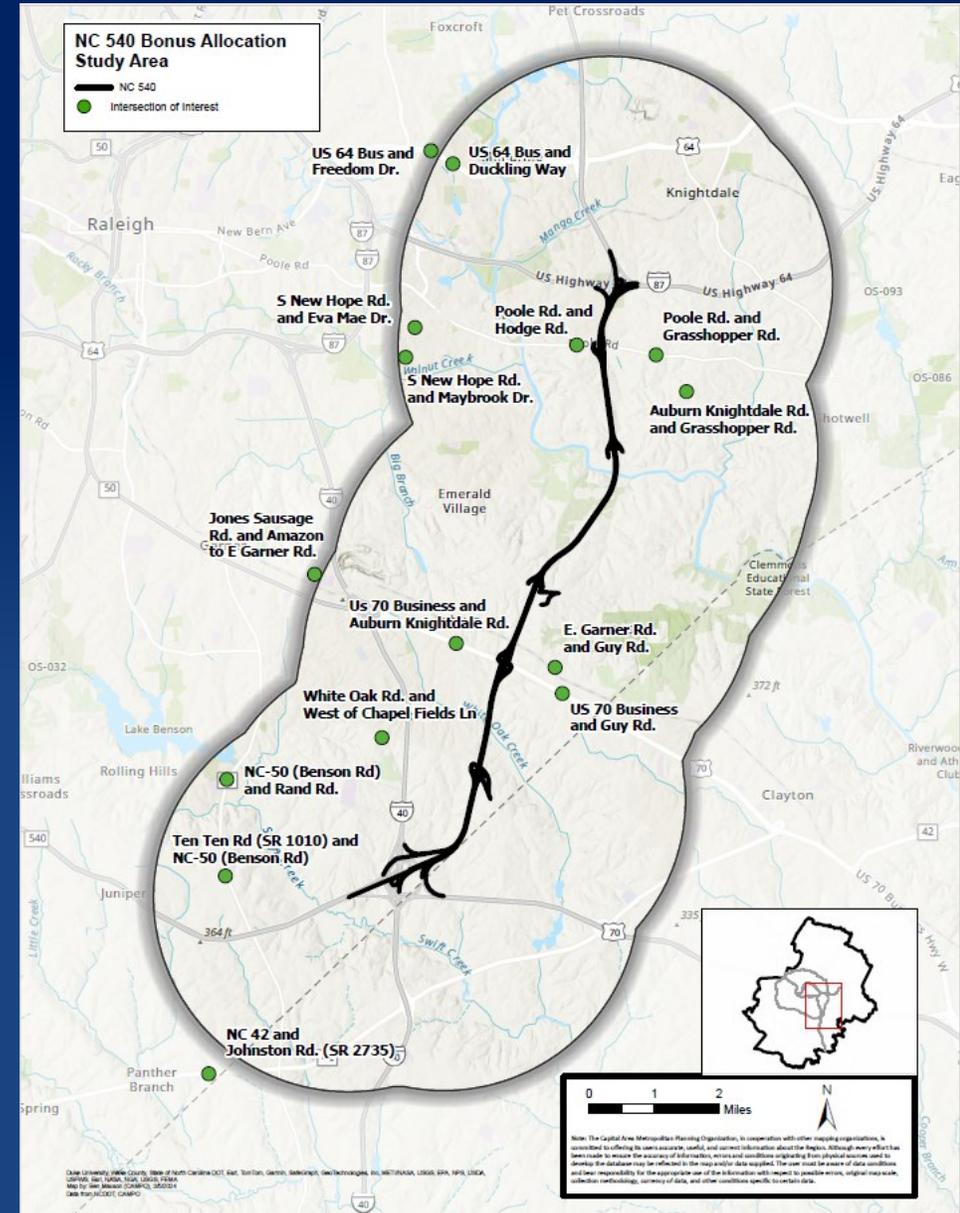
NC 50 (Benson Rd)

US 64 BUS

US 70 BUS

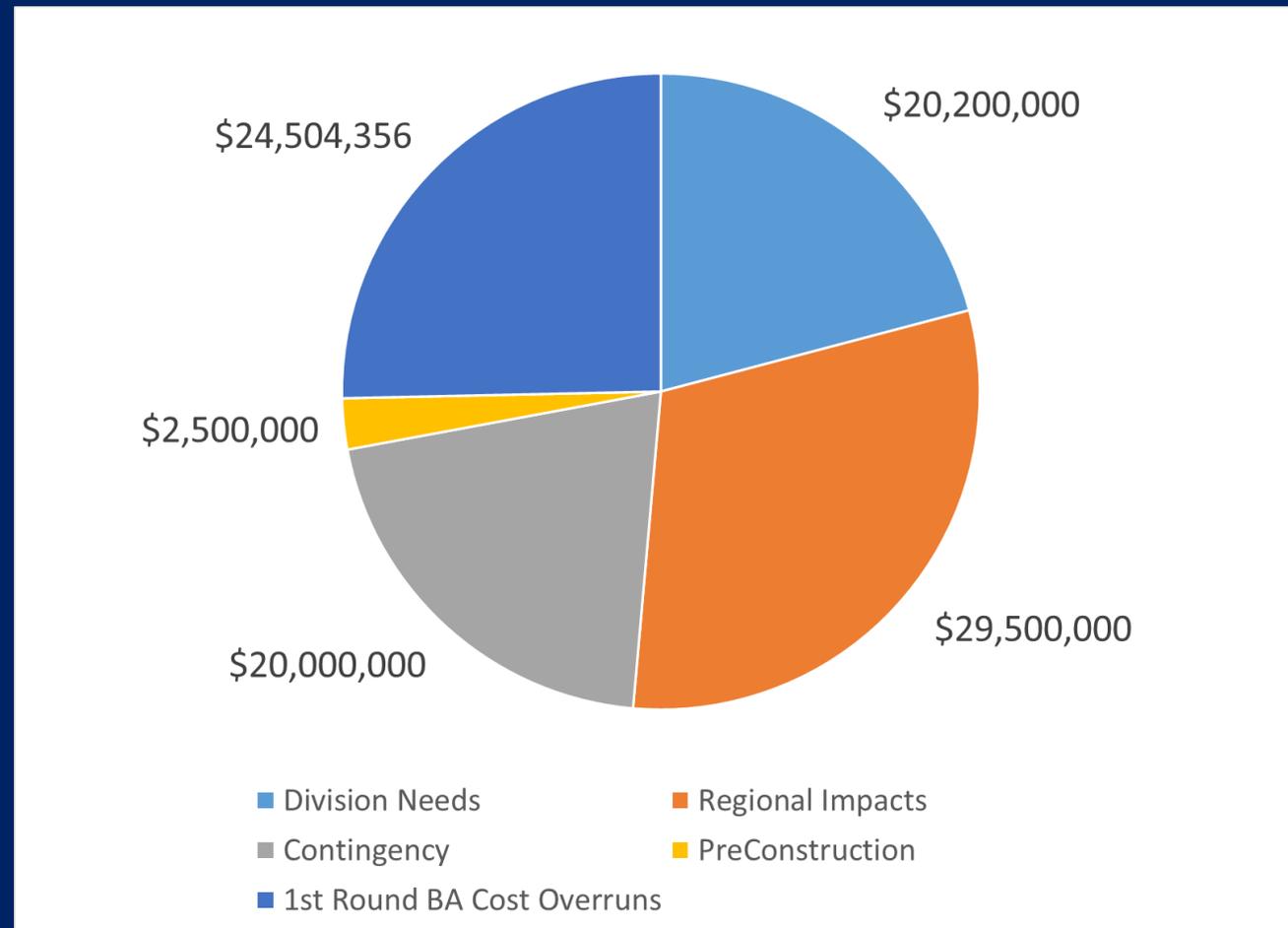
NC 42 / Johnson Rd

8 Division Needs Projects



Project No.	Mainline Roadway	Cross Street(s)	Description/Comments	Estimated Cost	Funding Tier
HL-0133A	Poole Rd.	Hodge	Second Eastbound Left Turn Lane (EB LTL) & Second Southbound Right Turn Lane (SB RTL)	\$ 2,700,000	Div
HL-0133C	E. Garner	Guy Rd	Install traffic signal, EB RTL 200 ft. storage, WB LTL 200 ft. storage, NB RTL 200 ft. storage.	\$ 2,000,000	Div
HL-0133B	Poole Rd.	Grasshopper	Construct EB RTL with min. 100 ft. storage and NB LTL with min. 300 ft. storage.	\$ 2,500,000	Div
HL-0133E	Auburn Knightdale	Grasshopper	EB RTL on Ak at Grasshopper	\$ 1,500,000	Div
HL-0133G	East Garner Rd	Jones Sausage Rd	Aux lanes along East Garner Rd	\$ 5,600,000	Div
HL-0133H	New Hope	Maybrook	100' northbound LTL.	\$ 1,400,000	Div
HL-0133K	White Oak	West of Chapel Fields Ln	Road improvements to address curve and safety issues	\$ 2,500,000	Div
HN-0012	New Hope	Eva Mae	LTLs on New Hope and signal	\$ 2,000,000	Div
HL-0133D	US 70 Bus	Auburn Knightdale	Intersection Improvements: Dual Turning lanes	\$ 2,500,000	Reg
HL-0008O	NC 42	Johnston Rd(SR 2735)	LTL on NC 42 at Johnston Rd.	\$ 1,300,000	Reg
HL-0008J	NC-50(Benson Rd)	Rand Rd.	Widen from Buffaloe to Rand	\$ 14,300,000	Reg
HL-0133F	US 70 Bus	Guy Rd	RCI similar to that proposed by U-6113	\$ 4,500,000	Reg
HL-0008P	Ten Ten Rd(SR 1010)	NC-50(Benson Rd)	Construct dual left turn lanes on northbound NC 50 and widen Ten Ten Road (SR 1010) for a receiving lane.	\$ 2,700,000	Reg
HL-0133I	US 64 Bus	Duckling Way	Directional crossover on US 64 Bus at Duckling Way	\$ 1,200,000	Reg
HL-0133J	US 64 Bus	Freedom	3rd EB through lane on US 64 Bus near Freedom Drive with ped accommodations	\$ 3,000,000	Reg

R-2829 BA DRAFT Programming



Next Steps

- CAMPO/Div 5 refine cost estimates and programming
- CAMPO/Div 5 review comments received from MPO members & P7 Results

- April / May – 30-Day Public Comment period & Public Hearing
- June-August - Projects to be included in TIP Amendment #5
 - Posted in June 2024; Adopted August 2024
- July 1, 2024 - Funding becomes available
- June 30, 2029 – Funding must be obligated

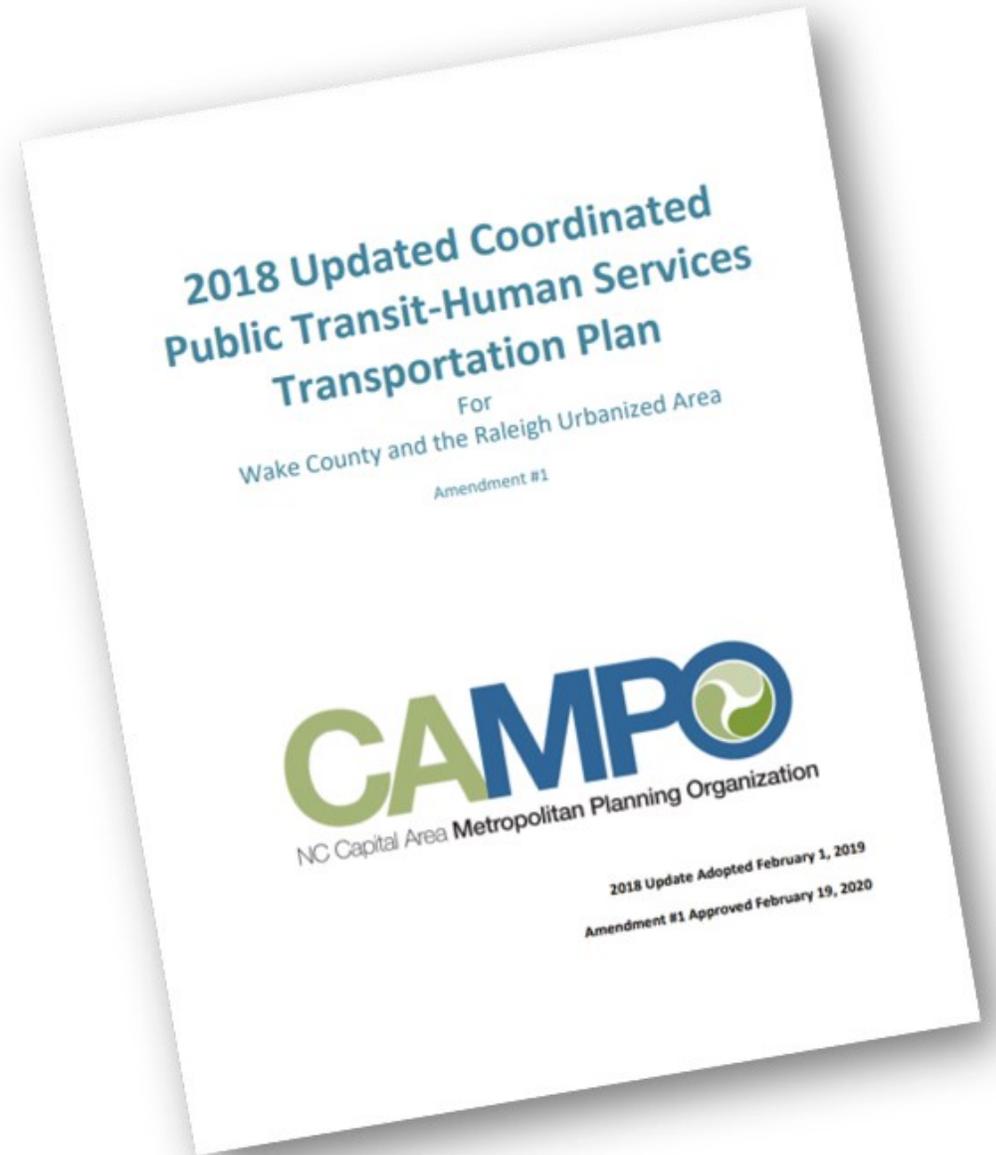
5.3 NC 540 (R-2829) Bonus Allocation Programming

Requested Action:
Receive as information.

5.4 Mobility Management Program Memorandum of Understanding

Mobility Management Implementation Study

- One of the Findings of 2018 Coordinated Plan
- Create a regional mobility management structure and program to support rural and regional transportation.
- Transit Partners participated in a two-year MMI study that concluded in June 2023.
- Recommendations endorsed by the Executive Board to implement an MMP.



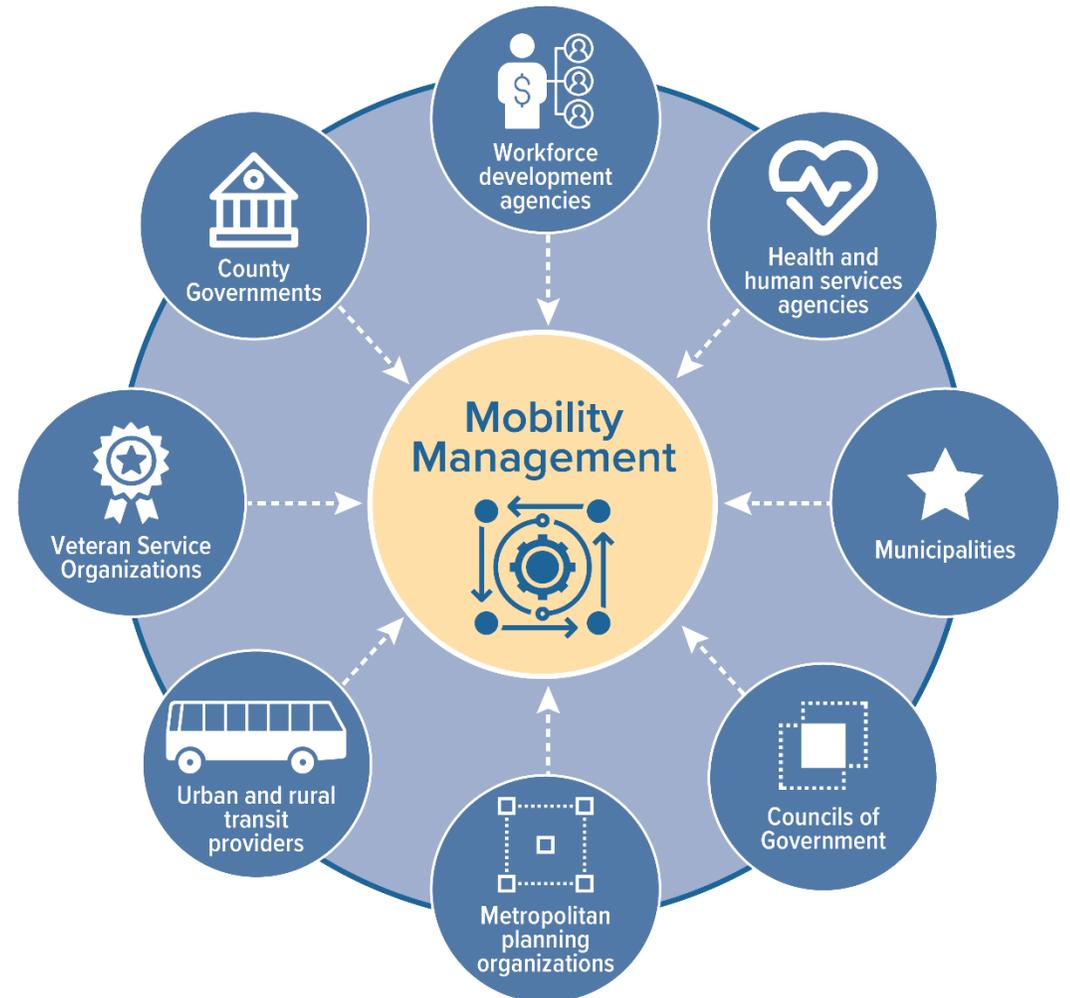
What is Mobility Management?

Mobility management **connects people** with disabilities, seniors, low-income individuals, and others with accessible, reliable **transportation options**.

Effective mobility management requires **coordination and cooperation** among a host of public and private entities, providing comprehensive and affordable service.

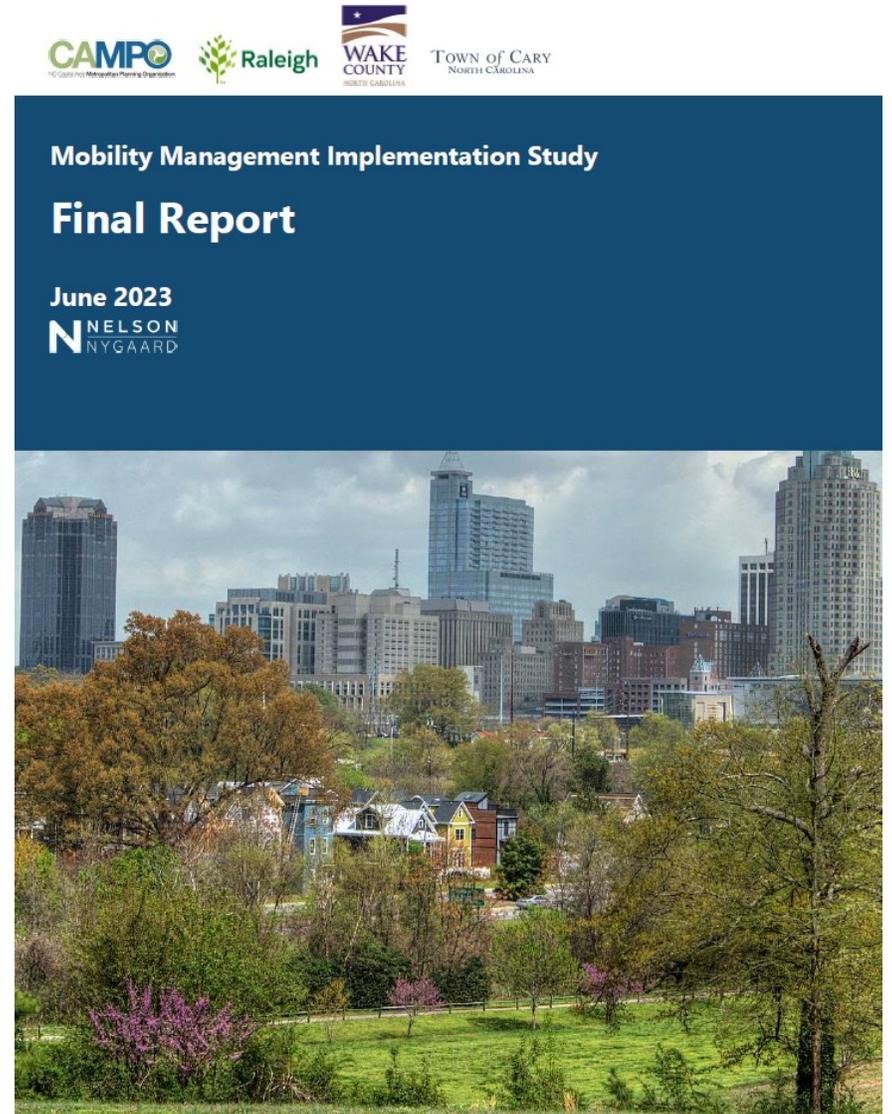
The process of mobility management seeks to **identify gaps and barriers** to public transportation that prevent individuals from using existing services.

Mobility managers work with partners to find solutions, creating a “**one-stop shop**” where people can find transportation service that meets their needs.



Mobility Management Implementation Study

- Establish a MOU for the MMP participants.
- Formalize w/By-laws and charge the region's Mobility Coordination Committee (MCC) with providing guidance and support to the mobility manager.
- Create a new position - Regional Mobility Manager to oversee the MMP.
- Establish a work plan to ensure the mobility manager works closely with the region's public transportation providers and other agencies.



5-Year Vision

START UP & ROLL OUT



- Information gathering, publication, and sharing
- Partnership building and community outreach
- Assistance to individuals and partners

YEARS 1-2

REFINEMENT & EXPANSION



- Expanded assistance to individuals and partners
- Support for coordinated transportation planning
- Evaluation of program metrics and investments

YEARS 3-4

TECHNOLOGY INTEGRATION & TRIP COORDINATION



- Increased provider collaboration and trip sharing*
- Technology investments and integration
- Realization of cost efficiencies

YEAR 5+

* As applicable; provider operations would remain independent

MCC Bylaws and MMP MOU

- **Mobility Coordination Committee (MCC)**

- Formalize MCC with bylaws, officers and voting procedures oversee the program
- Sampled after other peer and regional coordination bylaws
- Expand the MCC

- **Participant MOU**

- Draft MOU shared with TSC/MCC agency members and legal for review and comment
- Includes study background, process, vision, elements, and goals (primarily for signatories)
- Lists obligations
- Establish roles and responsibilities for the transit providers to participate in the program

MOU Obligations

- Accept MMIS recommendations and MCC formalization
- Maintain commitment to MCC (with formal by-laws)
- Share service information; collect and share supporting data
- Support outreach and communications
 - Website links
 - Collateral
 - Meetings
- Support future mobility management funding grant applications, as needed

5.4 Mobility Management Program Memorandum of Understanding

Requested Action:

Recommend the Executive Board authorize the Executive Director to sign and execute the final Mobility Management Program Memorandum of Understanding.

5.5 CAMPO Memorandum of Understanding Updates

- Add Chatham County, Town of Coats, and Town of Lillington as official voting members
- Updating transit agency names (complete by April Ex Board Meeting)
- Update to reflect changes in federal regulations
- Recognize weighted voting schedule update process

Requested Action:

Recommend approval of the updated MOU for local adoption by all MPO members.

5.6 TCC Bylaws Amendments & Updates

TCC Bylaws updates include:

- Addition of new MPO members (Chatham County, Town of Coats, and Town of Lillington).
- Updates to reflect changes in rules, regulations, and practices
- Update transit agency names

Next step: TCC Adoption

Requested Action:
Approve updated TCC Bylaws.

6. Informational Items: Budget

6.1 Operating Budget – FY 2024

6.2 Member Shares - FY 2024

Requested Action:
Receive as information.

7.1 Informational Item: April Project Updates

Studies:

- Southeast Area Study Update
- U.S. 401 Corridor Study
- MTP Bicycle & Pedestrian Element Update
- NW Harnett Co. Transit Connections Feasibility Study
- Morrisville Parkway Access Management Study (Study Website)
- Apex Rail Switching Operations Relocation Study
- FY 24 Coordinated Public Transit Human Service Transportation Plan Update

Other Updates:

- Wake Transit/Wake County TPAC Updates
- FY 2024 Wake Plan, Period of Performance Extension
- FY 2024 Wake Plan Development Update
- FY 2024 Community Funding Area Program Update
- Mobility Coordination Committee
- Triangle Transportation Choices (TDM Program)
- NCDOT Highway Project U-2719 Updates

7.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

8. Informational Item: Staff Reports

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

ADJOURN

Upcoming Events

Date	Event
April 17 4:00 p.m.	Executive Board Meeting
May 2 10:00 a.m.	Technical Coordinating Committee Meeting
May 15 4:00 p.m.	Executive Board Meeting
June 6 10:00 a.m.	Technical Coordinating Committee Meeting