



NC Capital Area **Metropolitan Planning Organization**

# **CAPITAL AREA MPO**

**Technical Coordinating Committee Meeting**

**February 1, 2018**

**10:00 AM**

1. Welcome and Introductions
2. Adjustments to the Agenda
3. Public Comments

This is an opportunity for comments related to any item not on the agenda.

Please limit comments to three minutes per speaker.

## 4. Minutes

### 4.1 Minutes – November 2, 2017 minutes

#### Requested Action:

**Approve the November 2, 2017 meeting minutes**

### 4.2 Minutes – December 7, 2017 minutes

#### Requested Action:

**Approve the December 7, 2017 meeting Minutes**

## 5.1 TCC Elections: Chair and Vice Chair

### Requested Action:

**Conduct elections for Chair and Vice Chair.**

## 5.2 FY 2019 Unified Planning Work Program

UPWP for FY 19 – included as attachment in agenda

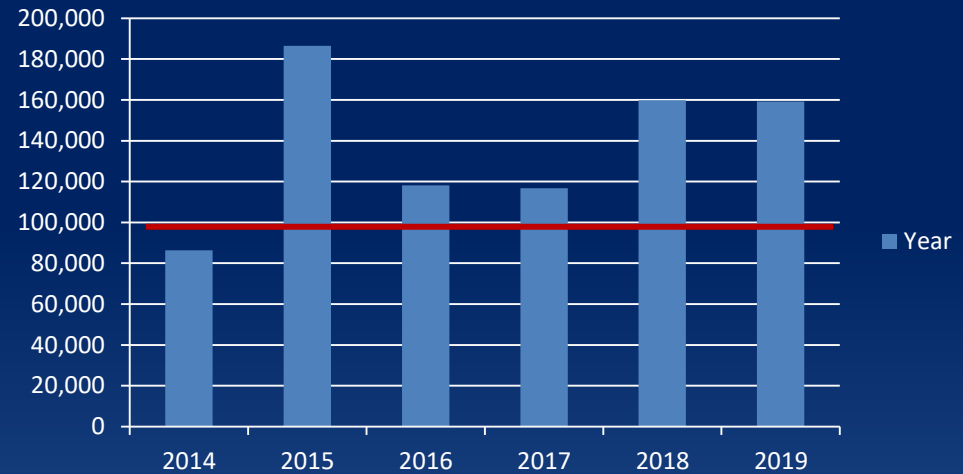
### Highlights:

- Continuation of FY 18 Studies
  - Southwest Area Study
  - Regional ITS Study
  - Triangle Tolling Study
- New Studies
  - R-E-D Lane Feasibility Study
  - Commuter Corridor Study
- Continuation of Core MPO Programs & Work
  - LAPP Program
  - Performance Targets
  - Regional Model Work
  - Ongoing Transportation Planning
  - Wake Transit

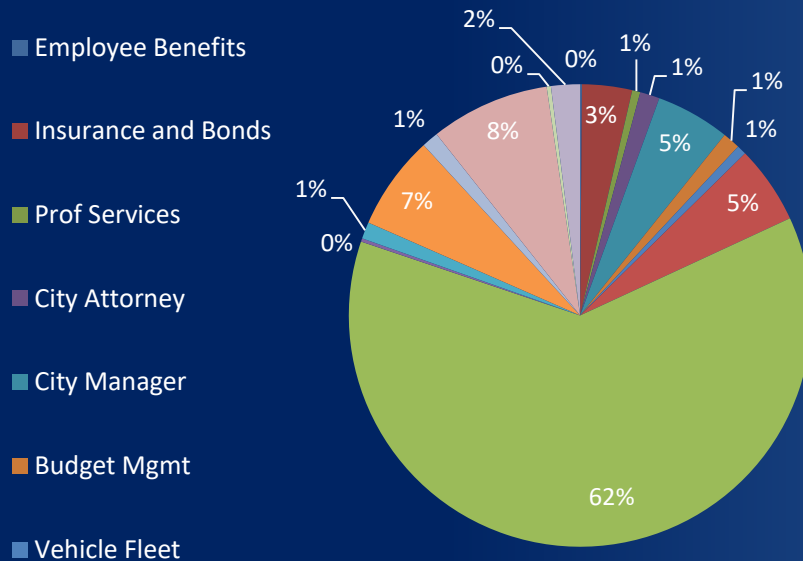
# Annual Indirect Costs

- Indirect Costs are a continuing annual expense
- 2014 Executive Board Policy resulted in \$100k cap
- Request from City of Raleigh to address increases in annual indirect costs

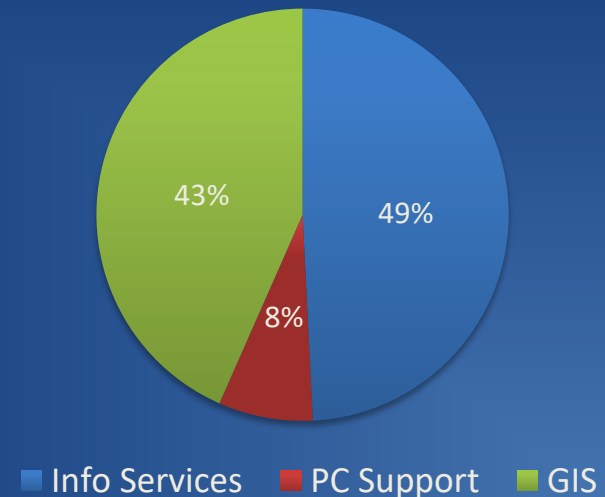
## Indirect Cost



## CAMPO Indirect Cost FY 2019



## IT Indirect Cost for CAMPO



## 5.2 FY 2019 Unified Planning Work Program, cont'd

- Open for public comment Jan 12 – Feb 12
- Public Hearing to be held during Feb 21 Executive Board meeting

### Requested Action:

**Recommend adoption of the FY 2019 UPWP, pending public hearing comments**

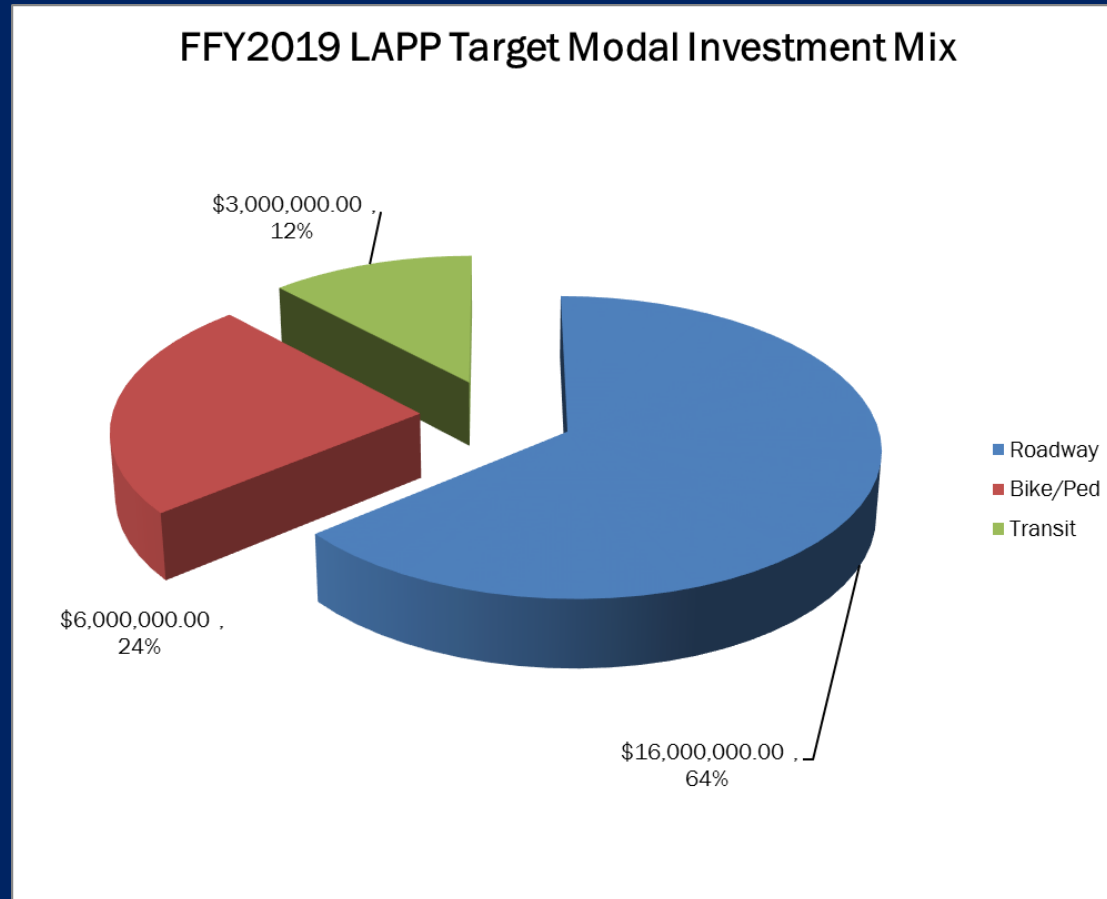
## 5.3 LAPP FFY19 Investment Program

- In August 2017 the NC Capital Area MPO's Executive Board opened a call for projects to identify and program available FFY 2019 Locally Administered Projects Program (LAPP) funds.
  - Highway projects are scored against other highway projects
  - Bicycle and pedestrian projects are scored against other bicycle and pedestrian projects
  - Transit projects are scored against other transit projects.
- The call for projects resulted in submission of 20 eligible projects for consideration. Historical information for Roadway and Bike/Ped is provided below.

	ROADWAY							BIKE/PED						
	Modal Mix		\$ Amounts			# of Projects		Modal Mix		\$ Amounts			# of Projects	
	Target	Actual	Submitted	Funded	Unfunded	Funded	Unfunded	Target	Actual	Submitted	Funded	Unfunded	Funded	Unfunded
12	65	64	\$6,416,250	\$6,416,250	\$0	8	0	20	22	\$4,981,115	\$2,061,915	\$2,919,200	7	6
13	65	63	\$8,110,250	\$6,380,750	\$1,729,500	8	4	20	19	\$7,630,140	\$1,965,220	\$5,664,920	8	8
14	65	62	\$8,588,000	\$6,500,000	\$2,088,000	3	3	20	21	\$5,379,870	\$2,202,670	\$3,177,200	7	7
15	65	55	\$17,804,000	\$8,365,620	\$9,438,380	9	5	20	30	\$10,860,460	\$4,428,380	\$6,432,080	3	10
16	65	60	\$17,062,985	\$12,884,649	\$4,178,336	6	5	20	32	\$14,332,631	\$6,718,951	\$7,613,680	7	11
17	65	61	\$18,192,972	\$13,290,892	\$4,902,080	8	4	20	34	\$15,407,665	\$7,916,685	\$7,490,980	7	8
18	65	62	\$26,221,991	\$15,918,000	\$10,303,991	3	7	20	22	\$14,254,644	\$5,666,952	\$8,587,692	5	5
19	64	62	\$25,313,500	\$15,498,100	\$9,815,400	6	2	24	25	\$16,941,531	\$6,273,300	\$10,668,231	3	6

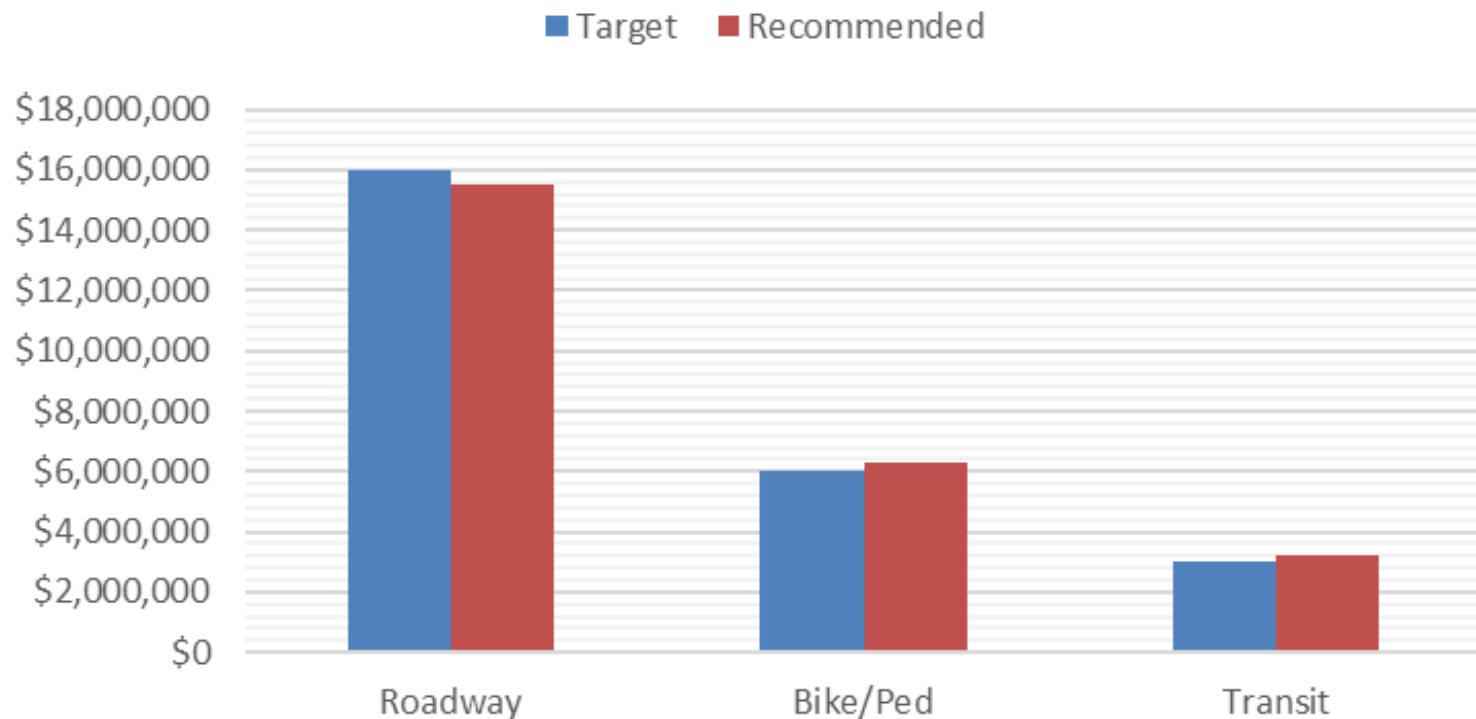


# FFY19 Target Investment Mix



# FFY19 Target vs. Recommended Mix

## FFY2019 LAPP Investment Mix



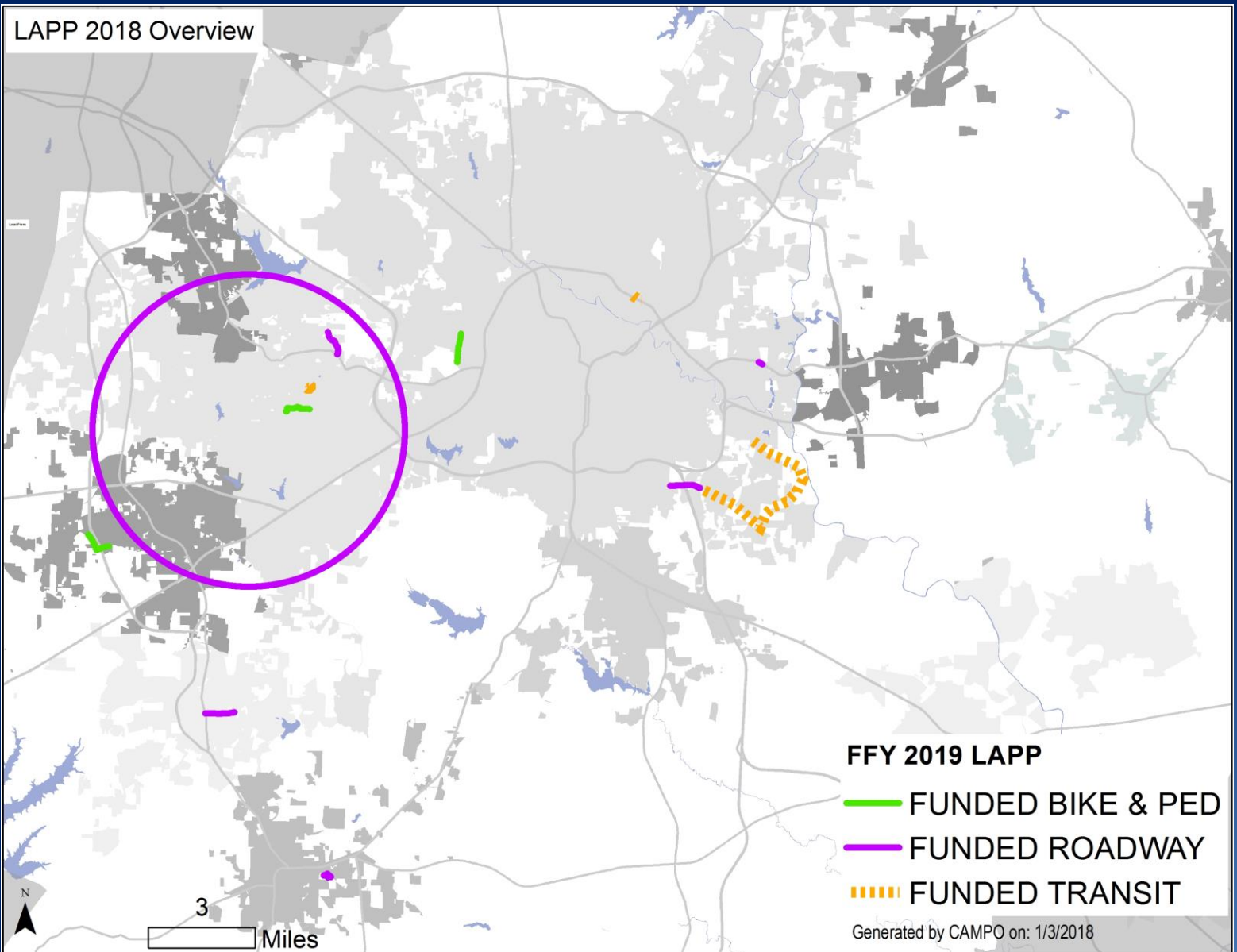
# FFY19 Programming Recommendations

FFY19 Programming Recommendations	
Source	Proposed FFY2019
STBGDA (average FFY16 and FFY17 apportionment)	\$ 13,090,624
TAP (annual amount for FFY16 & FFY17)	\$ 1,027,668
Over-program: CAMPO DA Funds at 20%	\$ 2,823,658
De-obligated funds (Average prior 3 fiscal years)	\$ 2,251,395
CMAQ (projection from NCDOT CMAQ Unit)	\$ 6,456,001
Total	\$ 25,649,346
Target	\$ 25,000,000

# Project Selection

- When reviewing projects, staff seeks clarification from the applicant only when needed to confirm eligibility and clarify the details of the project (project elements, detailed costs, etc.).
  - Eligibility Concerns: Federal Aid Eligible, MTP Compliant, Shovel Ready, etc.
  - Administrative Concerns: Reasonable Schedule, Required Materials, etc.
- The LAPP Selection Committee reviewed eligible FFY 2019 LAPP project submissions. Before starting their evaluation, they discussed philosophy in reviewing the projects, including:
  - Serving as an external reasonable check.
  - Raising questions: Has the applicant covered their bases?
  - Recommending approaches to implementation to improve the outcomes.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode. If a project does not score at least 50%, the LAPP 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.

## LAPP 2018 Overview



\*Note: Cary's Connected Vehicle ITS project is shown as a ring around the Town of Cary

# Roadway Projects

Project Name	Sponsoring Agency	Project Description	Requested Phase	Total Cost	Local Match %	Requested Funding	Recommended Funding	Total Score
Rock Quarry Road - Part A	Raleigh	This project would widen Rock Quarry Road to a four-lane median-divided section from Olde Birch Drive to Sunnybrook Road. The project scope will include curb & gutter, a sidewalk on the north side, a shared use path on the south, streetlights, and landscaping. This project will complete the last gap in the widening of Rock Quarry Road between Jones Sausage Road and central Raleigh. This project will be included in the NCDOT Design/Build contract for I-5111 (I-40 Widening).	PE, ROW, CON	\$ 14,183,000	30%	\$ 9,928,100	\$ 9,928,100	58.86
Holly Springs Rd. Widening	Holly Springs	This project will widen approximately 1 mile of Holly Springs Road to match previously widened sections of roadway. Widening will occur on both the north and south sides of the roadway. The project will provide missing links of sidewalk as well.	ROW, CON	\$ 2,518,120	20%	\$ 2,014,496	\$ 2,014,496	57.29
New Bern Ave. Bottleneck Elimination	Raleigh	Construct approximately 500 feet of a third lane on New Bern Avenue to provide a consistent three lanes eastbound. Project will include curb and gutter and sidewalk from start to end point.	ROW, CON	\$ 512,000	20%	\$ 409,600	\$ 409,600	57.00
Connected Vehicle Technology	Cary	The Town plans to expand a joint NCDOT-Cary Signal Phasing and Timing (SPaT) project by adding Connected Vehicle (CV) technology town-wide with additional Vehicle to Infrastructure (V2I) safety measures. This ITS project would upgrade existing traffic signal controllers, install Road Side Radio Units (RSUs), and implement a CV software suite to allow Town staff to communicate with drivers about roadway and operational conditions; allow vehicles to share data with Town staff such as speed, volume, and delay; and improve efficiencies through the retrieval of high definition data.	CON	\$ 2,000,000	20%	\$ 1,600,000	\$ 1,600,000	57.00
Old Honeycutt/Purfoy Road Intersection Improvements	Fuquay-Varina	This project consists of improving the intersection by potentially adding turning lanes, modifying signal timing, adding phases to the signals, and adding pedestrian crossings and signals.	PE, ROW, CON	\$ 1,218,500	25%	\$ 913,875	\$ 913,875	50.29
Reedy Creek Road Improvements Phase 2	Cary	This construction project is the 2nd phase of the Reedy Creek Road widening project extending from N Harrison Ave to NE Maynard Rd. Phase 1 is funded in FY18 and consists of ROW acquisition throughout the corridor and construction of Segment A, N Harrison Ave to 600 ft south of Watts Pond Lane. Phase 2 will construct Segment B from 600 ft south of Watts Pond Lane to NE Maynard Rd. The construction project widens Reedy Creek Road from a 2-lanes to a 3-lane cross-section with curb and gutter, center turn lane, 2 roundabouts, bike lanes, and sidewalks along both sides of the corridor.	CON	\$ 6,720,000	20%	\$ 5,376,000	\$ 632,029	46.57

# Bicycle and Pedestrian Projects

Project Name	Sponsoring Agency	Project Description	Requested Phase	Total Cost	Local Match %	Requested Funding	Recommended Funding	Total Score
Blue Ridge Road Bike/Ped Improvements	Raleigh	Build multi-use path, sidewalks, and separated bike facilities along Blue Ridge Road, including a new bridge over Wade Avenue.	ROW, CON	\$ 4,610,000	22%	\$ 3,595,800	\$ 3,595,800	69.50
Kelly and Apex Barbecue Pedestrian Projects	Apex	The Kelly and Apex Barbecue Pedestrian Project will complete a pedestrian route from Olive Chapel Elementary School through Kelly Road Park to Scotts Ridge Elementary School. This project completes the pedestrian gap along the east side of Kelly Road from Beaver Trail to Apex Barbecue Road and along the south side of Apex Barbecue Road from Kelly Road to the Scotts Ridge Elementary School driveway.	ROW, CON	\$ 925,000	30%	\$ 647,500	\$ 647,500	60.75
Higgins Greenway Ph 3	Cary	Right of way acquisition and construction for approximately .8 miles of 10' wide greenway trail, connecting and extending the existing Higgins Greenway to downtown Cary.	ROW, CON	\$ 2,900,000	30%	\$ 2,030,000	\$ 2,030,000	55.75

# Transit Projects

Project Name	Sponsoring Agency	Project Description	Requested Phase	Total Cost	Local Match %	Requested Funding	Recommended Funding	Total Score
FY2019 Bus Stop Improvements	GoRaleigh	This project will be for the design, right of way acquisition, and construction of at least 12 new bus shelter sites along Poole Road, Barwell Road, and Rock Quarry Road where new service will be implemented in FY19.	PE, ROW, CON	\$ 1,095,000	20%	\$ 876,000	\$ 876,000	53.00
Downtown Cary Multimodal Facility	GoCary	Architectural & Engineering Design (preliminary engineering) services, as well as right-of-way and land acquisition needs for Downtown Cary Multimodal Facility	PE, ROW	\$ 2,500,000	20%	\$ 2,000,000	\$ 2,000,000	42.50
Navaho Drive Sidewalk	GoRaleigh	This project would include approximately 1500 feet of sidewalk and curb and gutter on Navaho Drive, connecting where the sidewalk ends south of Executive Drive to Bush Street.	PE, CON	\$ 440,750	20%	\$ 352,600	\$ 352,600	40.00



# Future Considerations

There was discussion regarding the subject of LAPP funding and the relationship with non-federal funding sources, including Wake Transit tax district funding as well as Municipal transportation bond programs. The LAPP Selection Panel requests that further discussion be held on this topic in the Spring of 2018 during the development of the FFY2020 LAPP Program.

## 5.3 LAPP Investment Program

Schedule: The FFY19 LAPP Investment Program has been posted for public comment from January 19 through February 20<sup>th</sup>. A public hearing is scheduled for the February 21<sup>st</sup> Executive Board meeting.

### Requested Action:

**Recommend approval of FFY2019 LAPP Investment Program to CAMPO Executive Board**

## 5.4 FY2018 -2027 Transportation Improvement Program-Amendment #1

- NCDOT's STIP Unit notified the MPO of amendments to the 2018-2027 State TIP. The MPO should update the TIP to reflect these changes in order to meet federal regulations stating that the TIP and STIP must be identical. Additionally, amendments to the 2018-2027 TIP are necessary to carry projects over from the FY2016-2025 TIP amendment #7 that were not included in the initial FY2018-2027 TIP adoption by the CAMPO Executive Board.
- Staff will release the draft FY 2018-2027 Transportation Improvement Program - Amendment #2 for public review and comment from January 4, 2018 through February 5, 2018 and tentatively schedule a public hearing at the February 21, 2018 Executive Board meeting.

### Requested Action:

**Recommend approval of the FY2018-2027 TIP Amendment 2 to CAMPO Executive Board**

## 5.5 Wake Transit Plan Implementation Update

- Information Item: Draft FY 2019 Work Plan
- Action Items:
  - Bus Plan Project Prioritization Framework Policy
  - FY 2018 Q2 Amendments

# Wake Transit Implementation Planning Task Progress

Task	Status	Anticipated Completion
Public Engagement Policy	<b>To help streamline presentation of information, updates on these major tasks have been included in the packet distribution.</b>	
Staffing Model and Expectations Plan		
Community Funding Area Program Management Plan		
Bus Plan (previously known as Multi-Year Bus Service Implementation Plan)		
Transit Corridors Major Investment Study (MIS)		

# Help shape your community investment in Wake Transit

Fiscal Year 2019 Draft Work Plan Summary



## Wake County, growth and transit

- The Triangle is one of the fastest-growing regions in the nation.
- Wake County population exceeds one million and grows by 67 people per day.
- Growth brings new jobs and new opportunities, but also more traffic on already congested roadways.
- A strong regional transit system means better access and opportunities for everyone.



# The Wake Transit Plan includes “Four Big Moves”

1

**CONNECT**  
the region



2

**CONNECT**  
all Wake County  
communities



3

**CREATE**  
frequent, reliable  
urban mobility



4

**ENHANCE**  
access to transit





Over the next 10 years,  
**transit improvements will include:**



Expanding bus service.



Creating bus rapid  
transit lines.



Building a 37-mile  
commuter rail transit  
system.

# Investing in our community



Accessibility will be enhanced with a transit stop within walking distance of **54 percent** of the homes and **80 percent** of the jobs in Wake County.

**\$1 → \$4**

Every **\$1** invested in public transportation generates approximately **\$4** in economic returns.\*

**\$1B → 50K**

Every **\$1 billion** invested in public transportation supports and creates more than **50,000 jobs**. \*



Home values perform **42 percent** better on average if homes are located near public transportation with high-frequency service.\*

# Your investment at work



Bus service expanded in 2017 through the Wake Transit Plan



GO  *Raleigh*

- Increased Sunday service on all routes to match Saturday levels.
- Expanded South Saunders route to 15-minute all-day service.
- Funded 15 bus stop improvements throughout the system.



GO  *Cary*

- Increased all four Downtown Cary routes to all-day, every 30 minutes, six days a week.
- Added Sunday service on all routes.
- Funded 220 bus stop signs and 35 ADA compliant bus stops.



GO  *Triangle*

- Increased frequency from every hour to every 30 minutes Monday through Friday on Route 100 to RDU International Airport, NC State and Downtown Raleigh.
- Expanded service between Cary and Raleigh on Sunday.

## Key themes from public meetings and surveys

- Improve existing transit services through increased frequency, longer service spans and additional Sunday service.
- Construct better passenger facilities, including more bus stops with benches and shelters and better signage.
- Expand service to underserved locations and implement new transit routes.



# Proposed investments for July 1, 2018 – June 30, 2019

Fiscal Year 2019 Draft Work Plan

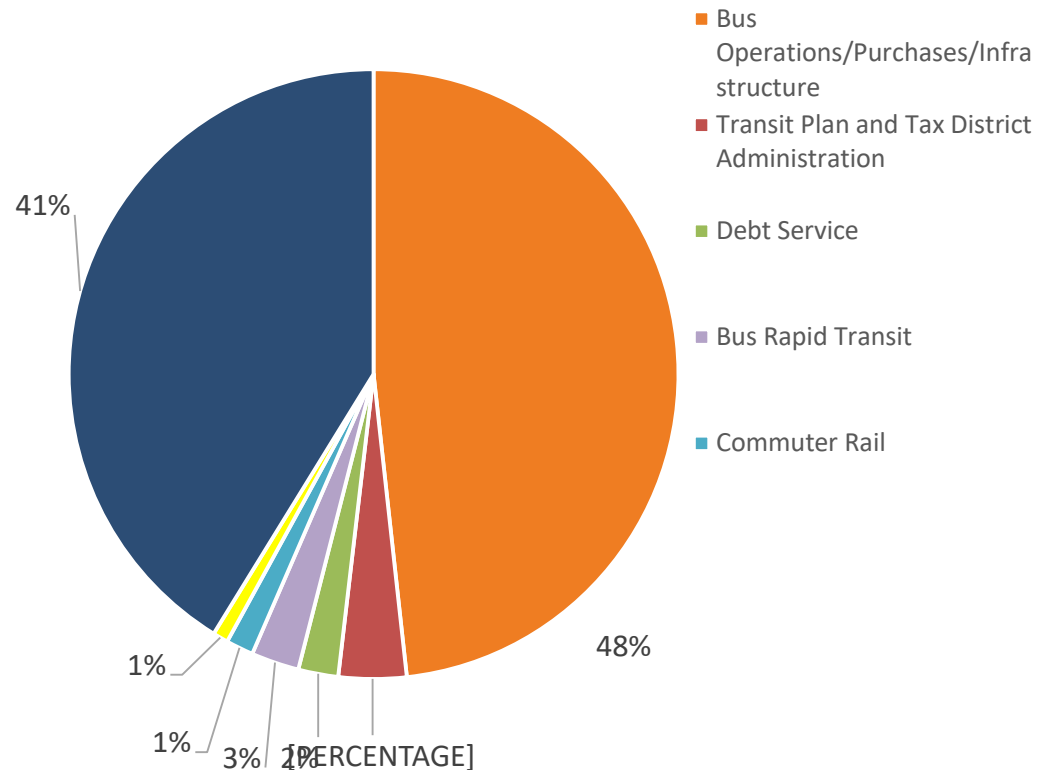
# Anticipated revenue and investments fiscal year 2019

This is the second year of a 10-year plan

## Revenues

Half-cent local option sales tax	\$86.7 million
Vehicle rental tax	\$4.1 million
\$7 county vehicle registration tax	\$6 million
\$3 increase to regional vehicle registration tax	\$2.6 million
<b>Total local</b>	<b>\$99.4 million</b>
<b>Other</b> (federal, state, fares and debt proceeds)	<b>\$16.8 million</b>
<b>Total</b>	<b>\$116.3 million</b>

## Expenditures





# Free fare for youths

We're making transit more accessible to **riders 18 and younger** who need to get to school, jobs, museums and other places to encourage them to become life-long transit riders.



# Proposed bus service expansion

for July 1, 2018 – June 30, 2019



- Realign the Worthdale and Apollo Heights routes by starting four new routes along Poole, Barwell, Rock Quarry, Martin Luther King Jr. and Sunnybrook roads to add much needed service to schools, shopping and a community center in Southeast Raleigh.
- Realign the Rex Hospital route by starting four routes along Blue Ridge and Edwards Mill roads to serve the NC Museum of Art, the NC Fairgrounds and the PNC Arena.



- Create a new route serving Cary's largest employment corridor, Weston Parkway, and Park West Village in Morrisville.



- Add more than 3,600 trips for the on-demand service that allows customers who are elderly or disabled to get where they need to go.



- Increase frequency on the express route between Durham and Raleigh (DRX) and the express route between Chapel Hill and Raleigh (CRX).
- Add service hours to Route 100, which serves Raleigh-Durham International Airport, and Route 300, which runs between Cary and Raleigh.
- Add operating hours at the Regional Transit Information Center, 919-485-RIDE (7433).



# Additional proposed transit investments

July 1, 2018 – June 30, 2019

- Buy additional and replacement buses for GoRaleigh and for GoTriangle to support additional bus service in the years ahead.
- Improve 55 bus stops.
- Add more park-and-ride lots and improve existing ones.
- Design the Raleigh Union Station Bus Facility.
- Build a regional operations and maintenance facility in Cary.
- Develop a strategy for new transit technology to enhance the customer experience.

# Longer-term investments

Nearly \$47 million (41%) of transit-dedicated revenue collected in the next fiscal year will go toward future transit projects including the planning, design and construction of:



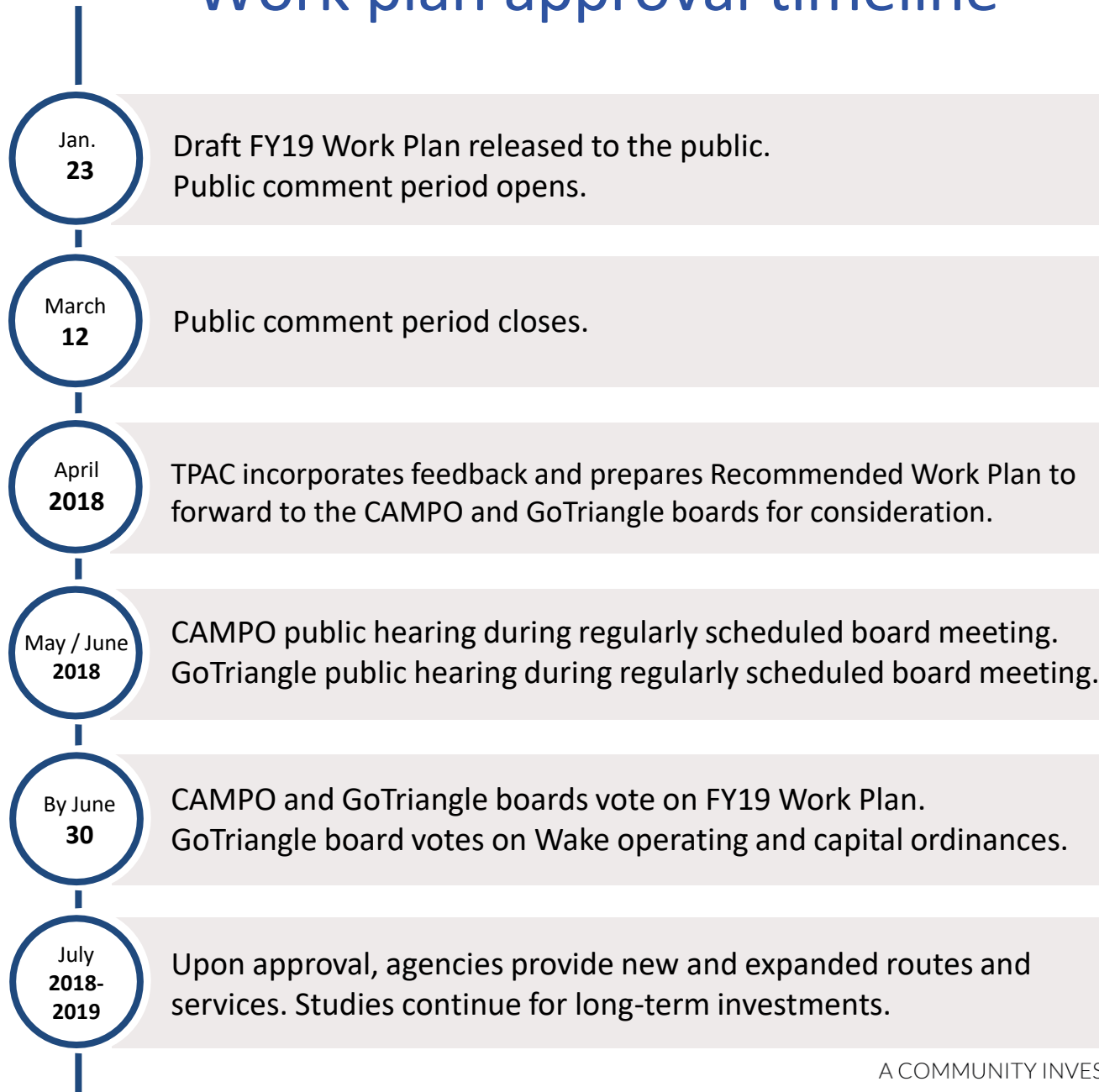
**Bus Rapid Transit** Dedicated bus lanes on roads in four of the busiest corridors so bus operators can bypass traffic and keep their routes on schedule. The plan calls for adding approximately 20 miles of bus rapid transit lanes, priority treatment at traffic signals and faster boarding and easier access for passengers to get on and off the bus.



**Commuter Rail Transit** 37 miles of rail service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham. Will use existing railroad tracks to provide comfortable passenger service that allows riders to relax or work on their way to key destinations.

In addition to the reserve funds, \$4.7 million will be invested in required studies and planning to advance the larger bus rapid transit and commuter rail projects in 2018 and 2019.

# Work plan approval timeline



# Help shape your community investment



For more information and to review the detailed draft work plan, go to [waketransit.com](http://waketransit.com).



Email your comments on the FY19 Work Plan to [info@waketransit.com](mailto:info@waketransit.com).



Or mail them to:  
GoTriangle, Attn. Ashley Hooper.  
P.O. Box 13787. Research Triangle Park, NC 27709



Follow us on Twitter to stay up-to-date  
[@waketransit](https://twitter.com/waketransit).



## 5.5 Wake Transit Plan Implementation Update – FY 2019 Draft Work Plan

### Requested Action

**Receive the FY 2019 Draft Wake Transit Work Plan as  
information**

## 5.5 Wake Transit Plan Implementation Update

- Bus Plan: Project Prioritization Framework Policy



# Project Prioritization Policy

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GoTriangle Planning & Legislative Committee

January 24, 2018

# Prioritization Framework

- Prioritization framework designed to be:
  - Transparent
  - Understandable
  - Repeatable
- Primarily, to program and assign projects through the Wake Bus Plan
- Potentially, to adjust future bus service and capital planning decisions



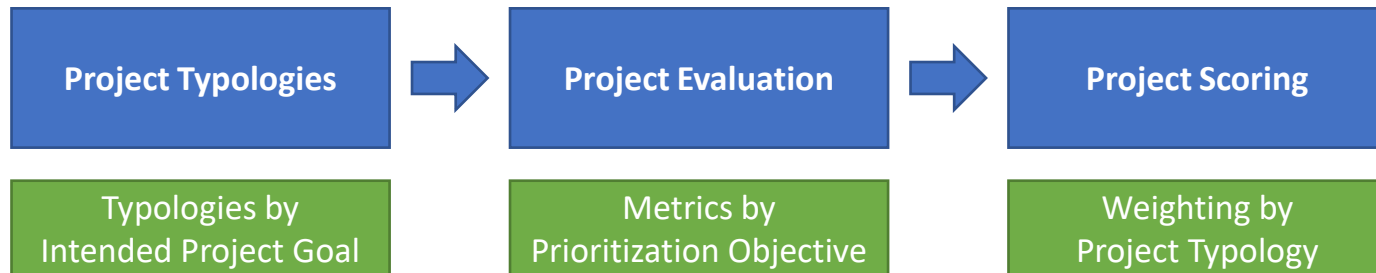
# Prioritization Process

1. Evaluation Framework
  - Objective, quantifiable
  - Designed to advance most viable and important projects
  - *Ranks projects and investments*
2. Governance Framework
  - Qualitative, but tied to goals
  - Designed to make sure overall Wake Transit Vision is being fulfilled
  - *Reviews and potentially, changes project rankings*

# Projects Included in Prioritization Process

- Projects identified in Wake Transit Plan
  - Included in Financial Model
- Project characteristics and projections are defined by the Wake Transit Bus Plan including:
  - Project typology
  - Need / role in network
  - Estimates of costs and benefits
  - Operating requirements

# Evaluation Framework – Operations



# Operating Project Typologies

Typologies	Definitions
Frequent Network	Frequent Network Corridors Includes phased or interim investments
Inter-County and Regional Express Routes	Limited Stop or Peak Only Routes
Routes that Serve New Areas (30 or 60 minute services)	Serve areas currently without all-day transit service Primarily coverage oriented routes
Improvements to Service Span and Frequency	Primarily increase span or frequency Applies to existing transit routes only

# Operating Project Evaluation and Scoring

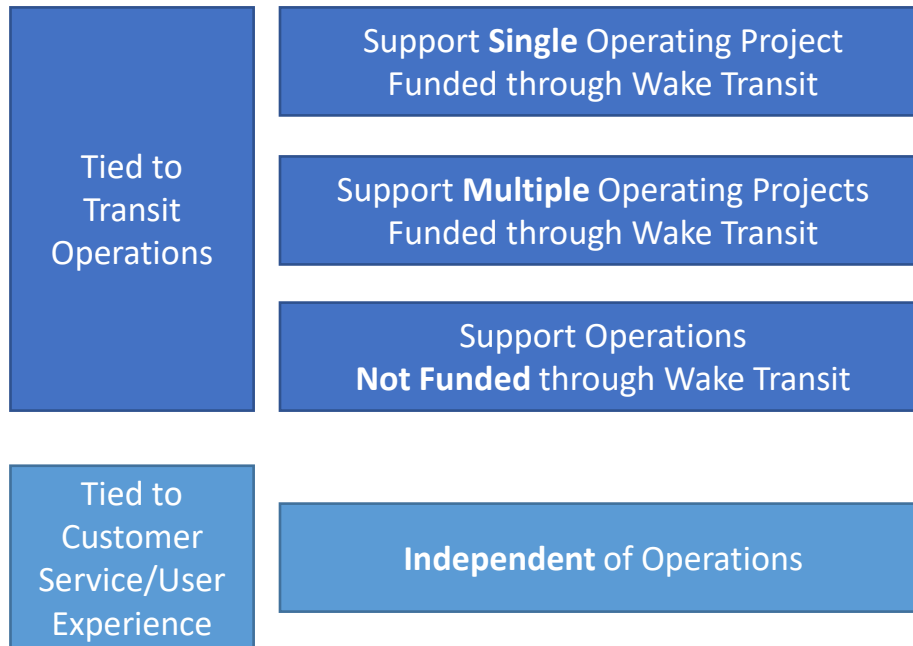
- Public outreach mostly confirmed previously defined Wake Transit Plan goals
- Metrics/weighting maintained based on these findings

Wake Transit Plan Goal	Outreach Findings
Prioritize Ridership-justified routes	<ul style="list-style-type: none"><li>■ 78% ranked attracting ridership as among their highest priorities for Wake Transit projects</li></ul>
Balance investment in service and capital	<ul style="list-style-type: none"><li>■ Respondents deemphasized short implementation timelines and low project costs</li></ul>
Majority of Wake County residents have access to reliable transit network	<ul style="list-style-type: none"><li>■ Connecting people to jobs was consistently highlighted as a priority of survey respondents</li><li>■ “Improve access to underserved neighborhoods” was the second highest prioritization priority</li></ul>
Focus investments on projects that enhance customer service and user experience	<ul style="list-style-type: none"><li>■ Capital investments in transit access and roadway improvements were strongly prioritized over new technology, expanded fare payment options, and bus stop amenities</li></ul>

# Operating Project Final Scoring

- Calculate Raw Score
- Raw Scores turned into relative score
  - Based on quartiles (ordinal scoring)
- Ordinal scores “weighted” using weights by project type
- Creates relative score within each project type

# Capital Project Evaluation



# Capital Projects Tied to Operations

- Projects tied to Wake Transit operations prioritized based on:
  - Total score of associated operating projects
  - Implementation timeframe
- Projects tied to operations not funded through Wake Transit prioritized based on:
  - Consistency with/advancement towards defined Service Standards and Performance Measures
  - Ridership of associated operations



# Governance Framework

- Adjust projects ranked based on objective criteria
- Maintain focus on Wake Transit Plan goals
- Process is guided by Wake Transit Plan goals and vision
- Any single year, more emphasis on one goal at expense of another

# Governance Framework Guidelines

Objective	2019-2021	2022-2024	2025-2027
Balance network to 70% ridership and 30% coverage	Balance investment portfolio to 50% productivity / 50% coverage	Balance investment portfolio to 60% productivity / 40% coverage	Balance investment portfolio to 70% productivity / 30% coverage
Infrastructure Spending	Ensure that the projects promised in the Wake Transit Plan can be delivered.	Ensure capital investments support 2025-2027 projects	Ensure remaining critical system-wide investments are funded
Connect Wake County Communities	All Wake County communities have access to commuter or regional bus	Connect highest need communities with all day bus service	Connect all communities with all day bus service (as appropriate)
Connect Wake County Communities	Balance investment portfolio to bring service to 45% residents /70% jobs	Balance investment portfolio to bring service to 50% residents /75% jobs	Balance investment portfolio to bring service to 54% residents /80% jobs
Prioritize Customer Service and User Experience	Assign at least 20% of capital spending to customer service	Assign at least 15% of capital spending to customer service	Assign at least 10% of capital spending to customer service

## 5.5 Wake Transit Plan Implementation Update – Bus Plan Project Prioritization Framework Policy

### Requested Action

**Recommend the Bus Plan Project Prioritization Framework  
Policy for Adoption**

## 5.5 Wake Transit Plan Implementation Update

- FY18 Q2 Amendments



## GoTriangle

- Tax District Administration
- 2 Project Amendment Requests

## CAMPO

- 2 Project Amendment Requests

## GoTriangle

- Transit Plan Administration
- 7 Project Amendment Requests

## FY 2018, Quarter 2, Submitted Amendments from Wake Transit Project Sponsors - Revised

### Proposed Major Amendments

Ordinance ID/Amendment ID#	Agency	Project Title	FY18 Original Funds	FY18 Amended Request	FY19 Funding Impact	Reason for Major Amendment Status
Tax District Administration						
TO001-18A-A	GoTriangle	1.0 FTE: Budget & Financial Manager	\$ -	\$ 31,875.00	\$127,500.00	Project proposed to be added to Work Plan
TO001-18A-B	GoTriangle	0.5 FTE: Tax District Administrative Assistant	\$ -	\$ 7,500.00	\$ 30,000.00	Project proposed to be added to Work Plan
Transit Plan Administration						
TO002-18A-A	CAMPO	1.0 FTE: Wake Transit Program/Project Manager	\$ -	\$ 75,000.00	\$153,750.00	Project proposed to be added to Work Plan
TO002-18A-B	CAMPO	1.0 FTE: Transit Planner	\$ -	\$ 75,000.00	\$153,750.00	Project proposed to be added to Work Plan
TO002-18A-C	GoTriangle	1.0 FTE: Paralegal	\$ -	\$ 41,250.00	\$ 82,500.00	Project proposed to be added to Work Plan
TO002-18A-D	GoTriangle	1.0 FTE: Wake Transit Program Director	\$ -	\$ 50,000.00	\$150,000.00	Project proposed to be added to Work Plan
TO002-18A-E	GoTriangle	1.0 FTE: Wake Transit Adminisrtation Coordinator	\$ -	\$ 16,875.00	\$ 67,500.00	Project proposed to be added to Work Plan
TO002-18A-F	GoTriangle	0.4 FTE: Performance Data Specialist	\$ -	\$ 13,200.00	\$ 26,400.00	Project proposed to be added to Work Plan
TO002-18A-G	GoTriangle	MYBSIP	\$ 1,292,000.00	\$ -		Project proposed to be removed from Work Plan - <i>supported by other funding</i>
TO002-18A-H	Tax District/Va rious	Reserve for additional staff	\$ 370,000.00	\$ 59,300.00		Proposed change in budgeted reserves; More than \$100,00 to a budget appropriation for projects less than \$500,000

### Proposed Minor Amendments

Ordinance ID/Amendment ID#	Agency	Project Title	FY18 Original Funds	FY18 Amended Request	FY19 Funding Impact	Reason for Minor Amendment Status
Transit Plan Administration						
TO002-18A-I	GoTriangle	1.0 FTE: BRT Project Engineer (position renamed/release \$)	\$ 153,750.00	\$ 78,750.00		Less than \$100,000 change to a budget appropriation for projects less than \$500,000
TO002-18A-J	GoTriangle	Creative Design Consultant	\$ 97,000.00	\$129,500.00		Less than \$100,000 change to a budget appropriation for projects less than \$500,000
Bus Acquisition						
TC001-18A-A	GoTriangle	Acquisition of 8 Buses (Scope Change to TC001-A)				Minor change in scope language

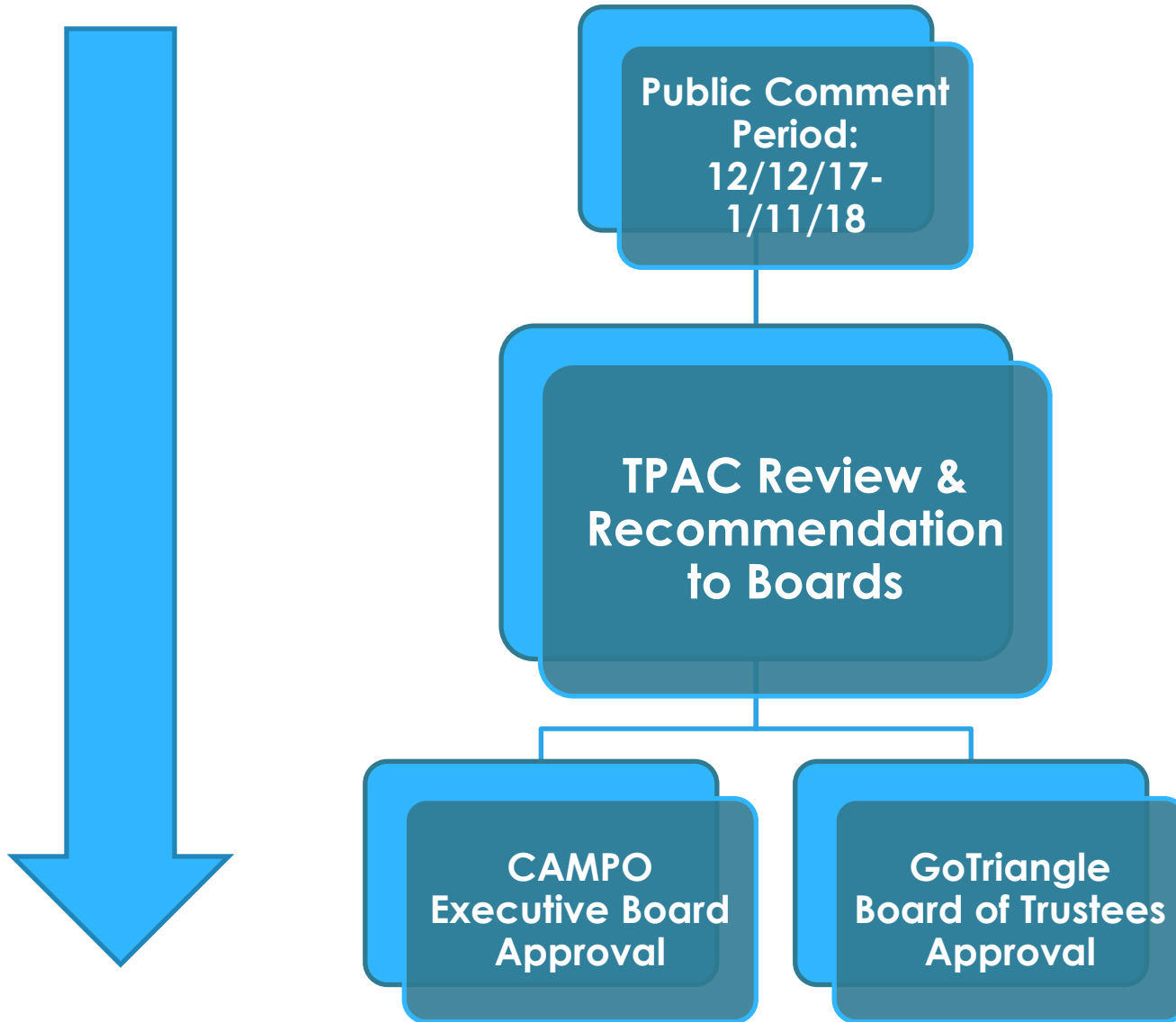
# Financial Impact of Amendment Requests

Ordinance Tag	Agency	Description	FY 2018 Adopted Budget	FY 2018 Proposed Amended Budget	FY18 Impact - Increase/ (Decrease)	FY19 Incremental Impact
Tax District Administration	Tax District (Go Triangle)	Budget and Financial Manager	\$ -	\$ 31,875	\$ 31,875	\$ 127,500
Tax District Administration	Tax District (Go Triangle)	Tax District Administrative Assistant	-	7,500	7,500	30,000
Transit Plan Administration	GoTriangle	Paralegal	-	41,250	41,250	82,500
Transit Plan Administration	GoTriangle	Wake Transit Program Director	-	50,000	50,000	150,000
Transit Plan Administration	GoTriangle	Wake Transit Administration Coordinator	-	16,875	16,875	67,500
Transit Plan Administration	GoTriangle	Performance Data Specialist	-	13,200	13,200	26,400
Transit Plan Administration	CAMPO	Wake Transit Program Manager	-	75,000	75,000	153,750
Transit Plan Administration	CAMPO	Transit Planner	-	75,000	75,000	153,750
Transit Plan Administration	Tax District (Go Triangle)	Reserve for additional staff	370,000	59,300	(310,700)	(379,250)
Transit Plan Administration	GoTriangle	BRT Project Engineer *	153,750	78,750	(75,000)	-
Transit Plan Administration	GoTriangle	Creative Design Consultant	97,500	129,500	32,000	-
<b>Total Financial Impact</b>			<b>\$ 621,250</b>	<b>\$ 578,250</b>	<b>\$ (43,000)</b>	<b>\$ 412,150</b>
Bus Acquisition	GoTriangle	Acquisition of 8 Buses**	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -

\*- Title change from FY18 Adopted budget.

\*\* - Repurpose funds from eight (8) service expansion vehicles to a mix of eight (8) service expansion/replacement.

# Amendment Process





## 5.5 Wake Transit Plan Implementation Update – FY 2018 Wake Transit Work Plan Q2 Amendments

- On January 22, 2018, TPAC discussed these amendments based on the packet provided.
- Motion was made to recommend the 2 non-FTE related amendments (Bus Acquisition – Scope Change; Creative Design Consultant – reallocation of funds) as well as send back to the Staffing Plan CTT to review content of FTE related amendments
- Motion passed unanimously

## 5.5 Wake Transit Plan Implementation Update – FY 2018 Wake Transit Work Plan Q2 Amendments

- Subsequent Actions on Amendments:
  - Staffing Plan CTT is in process of reviewing FTE-related amendments and will provide additional disposition to TPAC based on how amendments align with the Staffing Plan
  - GoTriangle Operations & Finance Committee voted to approve all amendments to their Board of Trustees pending a full recommendation from the TPAC in February.
  - CAMPO's Executive Board voted to approve the 2 non-FTE related amendments

## 5.5 Wake Transit Plan Implementation Update – FY 2018 Wake Transit Work Plan Q2 Amendments

- Next Steps:
  - Staffing Plan CTT will present disposition of their findings at the TPAC meeting on February 14<sup>th</sup>.
  - TPAC will receive and consider recommendation of all FTE-related amendments on February 14<sup>th</sup>.
  - Pending TCC recommendation, CAMPO Executive Board will receive and consider approval of all FTE-related amendments on February 21<sup>st</sup>.
  - GoTriangle Board of Trustees will receive and consider approval of all amendments on February 28<sup>th</sup>, as recommended by their Operations & Finance Committee

## 5.5 Wake Transit Plan Implementation Update – FY 2018 Wake Transit Work Plan Q2 Amendments

### Requested Action

**Recommend all amendments for approval by the Executive Board pending full TPAC recommendation**

## 5.6 2045 Metropolitan Transportation Plan Update

Long-range guide for major transportation investments for the North Carolina Capital Area Metropolitan Planning Organization

Recommends major transportation projects, systems, policies and strategies designed to maintain our existing systems and serve the region's future mobility needs

The Capital Area MPO MTP is integrated with land use and air quality strategies and goals for the urban area.

To capture growth trends

The feds said so

## 5.6 2045 Metropolitan Transportation Plan Update

### Upcoming MTP Milestones

Item	Anticipated Updates
Public & Agency Review (Full MTP Report)	Jan.- Feb. 2018
Public Hearing	February 21, 2018
Adopt 2045 MTP Report	February 21, 2018

## 5.6 2045 Metropolitan Transportation Plan Update

- Report and final technical analysis is completed and available for review via website

### Next Steps

- Public Hearing on February 21, 2018
- Consider adoption final 2045 MTP document (including CTP element)
  - February 21, 2018 Executive Board meeting.

### **Requested Action:**

Consider recommendation for the Executive Board to  
approve the full 2045 MTP/CTP

## 5.7 Safety Performance Measures and Targets

As part of the rule making for MAP-21 and the FAST Act, State DOTs and MPOs are required to adopt the following five safety performance measures:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Serious Injury Rate
- Number of non-motorized fatalities and non-motorized serious injuries

MPOs are required to establish performance targets for each of these measures. MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets in the State Highway Safety Improvement Program (HSIP) annual report.



## 5.7 Safety Performance Measures and Targets

### MPO Options

- Agree to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target
- Develop their own quantifiable targets with a methodology consistent with Federal reporting requirements.

NCDOT submitted their Highway Safety Improvement Program annual report to FHWA on August 21, 2017. The MPO has until February 27, 2018 to develop its own safety performance targets or adopt those established by NCDOT.

# NCDOT's 2018 Safety Targets

## 2018 Highway Safety Improvement Program (HSIP) Goals:

- Reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average) by December 31, 2018
- Reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average) by December 31, 2018
- Reduce total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average) by December 31, 2018
- Reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average) by December 31, 2018
- Reduce the total non-motorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average) by December 31, 2018

Public review and comment period (30-day) will be January 22 - February 20, 2018  
Public hearing held at the February 21, 2018 Executive Board meeting.

## Requested Action:

**Recommend MPO support NCDOT's targets**

## 5.8 P5.0 – SPOT Update

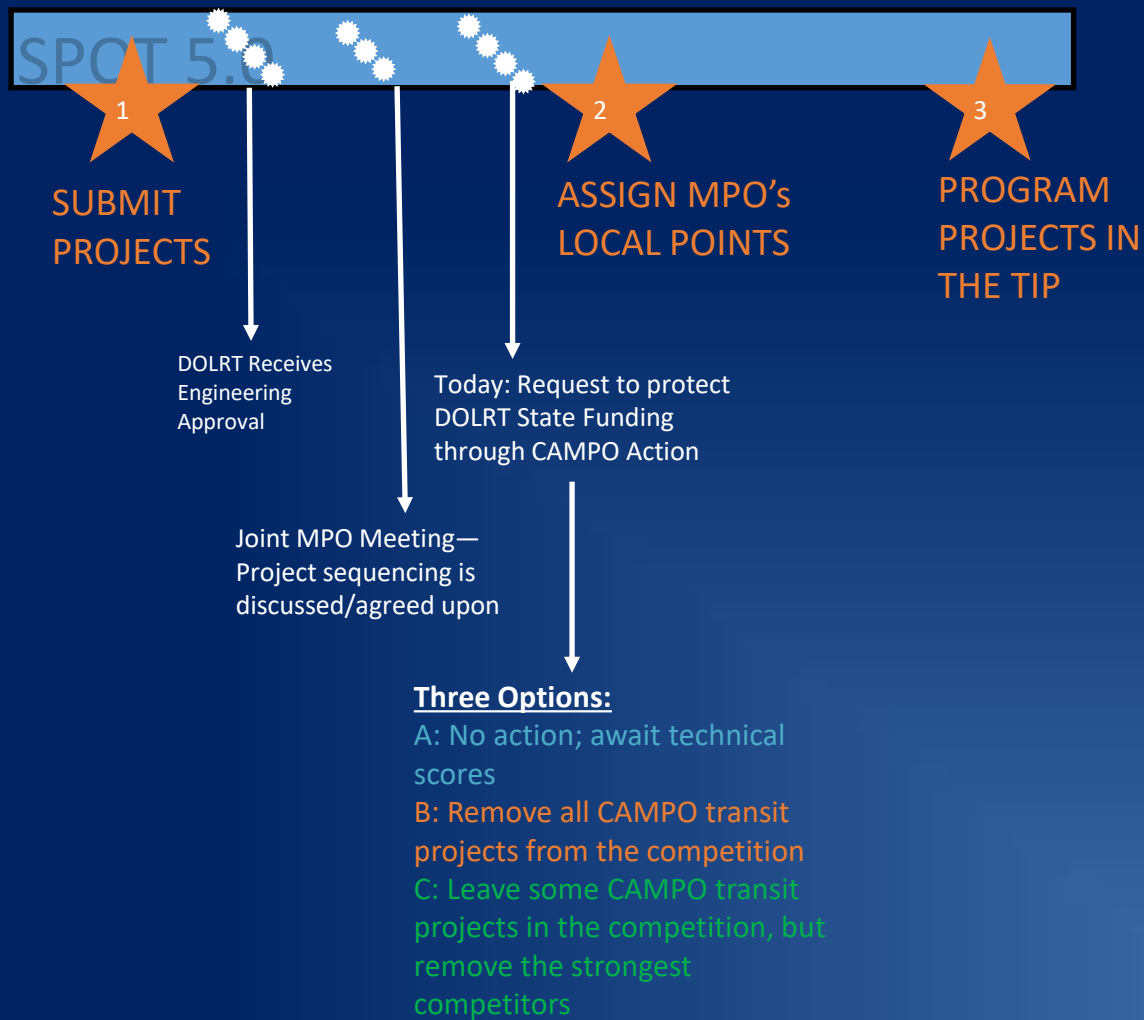
CAMPO staff will provide a status report on the P5.0 process including schedule updates, next steps for TCC and Executive Board, and regional collaboration efforts.

January – Executive Board removed nine BRT projects from SPOT in response to request from DCHC MPO

# DCHC MPO Request

Concern – Wake Transit BRT project negative impact to DOLR Quantitative Score

- Withdraw the eight regional BRT projects from consideration in the SPOT process
- Withdraw the seven regional BRT projects that enter Durham County from the SPOT process
- Modify the eight regional BRT projects such that they will be reclassified and in the division category



## A: No action; await technical scores

With this option, CAMPO takes no action, and awaits the technical scores of projects as submitted. Then, a decision is made to award local points to projects after technical scores are released.

### Potential Positive Impacts

- + CAMPO still has projects in the running for SPOT 5 funding
- + Information from technical scores allows staff to have better information for SPOT 6 submittals

### Potential Negative Impacts

- Scaling of the projects could negatively impact DOLRT score
- Negative effect on regional coordination

## B: Remove all CAMPO transit projects from the competition

With this option, CAMPO removes all transit projects from the funding competition.

### Potential Positive Impacts

- + DOLRT does not have competition from CAMPO transit projects
- + Tax District assures us Wake County does not NEED this state funding to get all Wake Transit projects done in 10 years
- +CAMPO has another shot at the funding through SPOT 6
- +Support from DCHC MPO on future CAMPO priorities

### Potential Negative Impacts

- If DOLRT does not get funded, we have no projects to be able to use the funding for transit.
- There are no BRT projects competing for SPOT 5 funding in Wake

## C: Leave some CAMPO transit projects in the competition, but remove projects that may unnecessarily increase DOLRT financial risk

With this option, CAMPO removes the most competitive projects from the funding competition, but reserves projects in the system to receive funding if DOLRT is unfundable.

### Potential Positive Impacts

- + Scaling impact to DOLRT is minimized
- + If DOLRT does not achieve funding for some reason, CAMPO has a transit project ready to utilize the funding
- + Tax District assures us Wake County does not NEED this state funding to get all Wake Transit projects done in 10 years
- + CAMPO Staff get better information from technical scores to prepare SPOT 6 submittals
- + Support from DCHC MPO on future CAMPO priorities

### Potential Negative Impacts

- Still has scaling impacts, but anticipated less negative impact on DOLRT, than the Option A

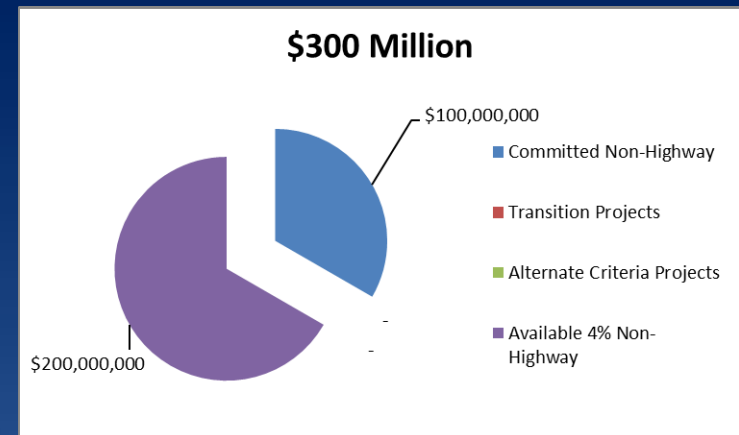


# DOLRT STI/SPOT Challenges

- STI Funding Availability
  - 10% Project CAP (\$247 million)
  - 10% Regional Allocation CAP
- Technical Scoring – Scaling
  - Grading on a Curve
- Competition Across Modes
  - Normalization in STI
    - 4% Non-roadway
    - 90% Roadway
    - 6% Flex

# STI P4.0 Budget Breakdown

- Statewide Mobility \$7.3 billion
- Combined Regions \$5.48 billion
- Combined Divisions \$5.48 billion
- 4% Regional Non-Highway \$219,286,000
- 6% Flex \$328,929,000
- Region C 10% Transit Cap \$120,350,000  
(Estimated to be \$160 - \$180 million for SPOT 5)



5.8

## P5.0 – SPOT Update

**Requested Action:**

Receive as information

## 6. Informational Items: Budget

6.1: Member Shares - FY 18

6.2: Operating Budget - FY 18

**Requested Action:**

**Receive as information**

## 7.1 Information Item: Project Updates

- Hot Spot Program
- Wake Transit: Amendment Process Policy Update
- Wake Transit Planning Studies & Tasks
- Regional Freight Plan Study
- Triangle Tolling Study
- NC 98 Corridor Study
- Rolesville Main Street Study
- Transit Systems Planning
- Southwest Area Study - Update

**Requested Action:**  
**Receive as information**

## 8. Information Item: Staff Reports

- MPO Director, Chris Lukasina
- 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**

# Upcoming Events

Date	Event
January 17, 2017 4:00 – 6:00	<b>Executive Board</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
February 1, 2018 10:00 – 12:00	<b>TCC</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
February 21, 2018 4:00 – 6:00	<b>Executive Board</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
March 1, 2018 10:00 – 12:00	<b>TCC</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601

# Upcoming Events

Date	Event
March 21, 2018 4:00 – 6:00	<b>Executive Board</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
April 5, 2018 10:00-12:00	<b>TCC</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
April 18, 2018 4:00 – 6:00	<b>Executive Board</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
April 25-27, 2018	<b>NC AMPO Conference</b> Durham Convention Center



# ADJOURN