



NC Capital Area **Metropolitan Planning Organization**

***WELCOME!***

*Today's TCC meeting is being held online.  
The meeting will begin shortly.*

***Please be prepared to mute your audio following roll call.***

**PUBLIC COMMENTS SPEAKER SIGN UP SHEET:**

<https://docs.google.com/spreadsheets/d/1TJJFS4QQX0f4OXFsFJUy0Fkmwq89ug3aN5HC1pR9BIA/edit?usp=sharing>

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



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**January 5, 2023**

**10:00 AM**

# 1. Welcome and Introductions

## *Roll Call of Voting Members & Alternates*

City of Creedmoor  
City of Raleigh (5)  
County of Franklin  
County of Granville  
County of Harnett  
County of Johnston  
County of Wake (2)  
GoCary  
GoRaleigh  
GoTriangle  
Town of Angier  
Town of Apex

Town of Archer Lodge  
Town of Bunn  
Town of Cary (2)  
Town of Clayton  
Town of Franklinton  
Town of Fuquay-Varina  
Town of Garner  
Town of Holly Springs  
Town of Knightdale  
Town of Morrisville  
Town of Rolesville  
Town of Wake Forest

Town of Wendell  
Town of Youngsville  
Town of Zebulon  
Federal Highway Administration  
N.C. Dept. of Transportation (6)  
N.C. State University  
N.C. Turnpike Auth.  
Raleigh Durham Airport Auth.  
Research Triangle Foundation  
Rural Transit (GoWake Access)  
Triangle J. Council of Govts.  
Triangle North Executive Airport

## 2. Adjustments to the Agenda

### 3. Public Comments

*This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.*

## 4. Minutes

### 4.1 TCC Meeting Minutes: November 3, 2022

#### Requested Action:

**Approve the November 3, 2022 Meeting Minutes.**

## 5. Regular Business

- 5.1 Election of Chair & Vice Chair for 2023
- 5.2 Paved Trails and Sidewalk Feasibility Grant
- 5.3 Wake Bus Plan Project Prioritization Policy
- 5.4 Wake Transit: Greater Triangle Commuter Rail Update
- 5.5 FY 2024 Draft Unified Planning Work Program
- 5.6 LAPP Investment Program
- 5.7 Safety Performance Measures and Targets 2023

## 5.1 Election of Chair & Vice Chair for 2023

- Chair and Vice Chair are elected for 1-year terms at first meeting of calendar year
- Chair and Vice Chair can serve maximum of 3 consecutive terms
- Current Chair, Ben Howell (Clayton), has served 1 term
- Current Vice Chair, Tracy Stephenson (Fuquay-Varina), has served 1 term

### Requested Action:

**Elect Chair and Vice Chair for 2023.**



## 5.2 Paved Trails and Sidewalk Feasibility Grant

- NCDOT accepting applications for the Paved Trails and Sidewalk Feasibility Grant program. Deadline to apply is Jan. 9, 2023.
- Grant funding to evaluate the viability and design alternatives of planned bicycle and pedestrian paths.
- Feasibility studies will evaluate the viability of a transportation project, complete initial stages of design and environmental review, and develop implementation strategies. Public input will play an important role in the study's conclusions. The feasibility study enables communities to examine route alternatives, develop cost estimates, and advance projects to compete for additional funding for design and construction.
- The towns of Apex, Holly Springs and Morrisville are submitting information, along with a resolution of support for the grant.

## 5.2 Paved Trails and Sidewalk Feasibility Grant

### Requested Action:

**Recommend the Executive Board adopt the resolutions endorsing the Paved Trails and Sidewalk Feasibility Grant application for the towns of Apex, Holly Springs and Morrisville.**

## 5.3 Wake Bus Plan Project Prioritization Policy

# **Wake Bus Plan**

## Project Prioritization Policy

# **2022 Proposed Policy: Context**

# Purpose of the Project Prioritization Policy

*[Unchanged from 2018 Adopted Policy]*

**The Project Prioritization Policy is a decision-making framework. It is intended to provide:**

- A transparent and easily understandable process for making choices between competing investment needs associated with implementation of the Wake Transit Plan
- Guidance on the development of the 10-year bus service and capital investment plan prepared through the Wake Bus Plan
- An optional process that may be used by the TPAC to adjust bus service and the capital investment program outlined by the MYBSIP to reflect changes in available funds, new or substantially modified project requests, or other needs in the region

# Transit Plans, Bus Plans, and Prioritization

## Wake Transit Plan (2016)

- Route level **planning**
- **No** prioritization or programming done
- Public engagement on **proposed bus network**

## Wake Bus Plan and SRTPs (2018)

- Route level **implementation details**
- Prioritization and programming **policy created and implemented**
- Public engagement on **programmed projects**

## Wake Transit Plan Update (2020)

- **No** route level planning
- Re-prioritization and programming **done on Wake Bus Plan and SRTP projects, given changing financial and market conditions**
- Public engagement on **community priorities**

## Wake Bus Plan and SRTPs Update (present)

- Route level **planning and implementation details**
- Prioritization and programming **policy updated and implemented on new planned projects**
- Public engagement on **route concepts**

# Overall Wake Transit Prioritization Context

The adopted Wake Transit Plan Update Final Project Prioritization and Reprogramming Guidance supersedes the Wake Bus Plan Project Prioritization Policy. **This Policy we are updating applies only to bus service expansion projects, which is the last of eight tiers in the adopted Transit Plan Guidance:**

1. Continued Funding for Community Funding Area Program as Currently Programmed and Funding Programmed for Rural Elderly/Disabled and General Public Demand-Response Trips (GoWake Access Allocations)
2. Capital Projects with Design or Land Acquisition Phases Already Initiated, for Which later Phases Should Be Funded to Keep Their Momentum
3. Facilities/Infrastructure/Resources Needed to Support Future Expansion or General State of Good Repair and Operations
4. Projects That Involve Time-Sensitive External Grant Sources as Part of Their Overall Funding Mechanism (such as LAPP or other federal sources)
5. Wake Bus Rapid Transit Program of Projects
6. Commuter Rail Project Design, Right-of-Way/Land Acquisition, Construction, Vehicle Procurement, and Operations
7. Systemwide Bus Stop Improvements for Already Served Corridors/Stop Locations
- 8. Fixed-Route Bus Service Improvements and Corresponding Infrastructure that Ties to Bus Service Improvements/Expansion**



# Four Big Moves Drives the Prioritization Policy

*[Unchanged from 2018 Adopted Policy]*

- **Connect Regionally:** Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of **regional express routes**.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of **regional and express bus routes**.
- **Frequent, Reliable Urban Mobility:** Develop a frequent transit network in Wake County's urban core. The frequent transit network will include development of bus rapid transit services, plus **high frequency bus services** along major corridors in the County's most developed communities.
- **Enhanced Access to Transit:** Directs investment to existing **fixed-route services** to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

# Update to the 2018 Adopted Policy

## Key Challenges with the 2018 Adopted Policy:

- Methodology is a complicated and not easily replicable
- Project typology definitions overlap, and some are too restrictive in scope
- Unable to evaluate microtransit or on demand projects
- Operating project evaluation metrics need tweaking, since travel patterns have changed, and the County's network is much more built out than in 2018
- Capital project evaluation covers projects that are now addressed in the overall Wake Transit Plan prioritization guidance
- Programming methodology is not well defined
- Parts of Governance Framework are outdated

# What Projects go through Project Prioritization?

- **Includes:** proposals submitted by sponsors for new projects, major changes to existing projects, and related capital projects, including those that were previously programmed but have not been implemented or are not planned to be implemented in FY24 or earlier.
- **Excludes:** proposals for minor changes to existing routes/projects (e.g., slight route realignments that are cost neutral)

Major changes to existing projects will be guided by the definition of “Major Amendments” in the **Wake Transit Plan Amendment Policy**, defined in August 2022 as changes in scope that:

- Cause deviation from the original purpose of the project as intended when the project scope was included in the subject work plan;
- Cause deviation from the originally intended method of project achievement; and
- Cause a major deviation to the outcome of the project as intended when the project scope was included in the subject work plan.

# **2022 Proposed Policy: Process**

# Process for 2022 Proposed Policy

- The development of the 2022 Proposed Project Prioritization Policy was led by CAMPO with continuous input from the Wake Bus Plan Core Technical Team throughout the Summer and Fall of 2022
- Member Organizations of the Wake Bus Plan Core Technical Team include:
  - Apex
  - CAMPO
  - Cary / GoCary
  - Fuquay-Varina
  - Garner
  - GoTriangle
  - Holly Springs
  - Knightdale
  - Morrisville
  - NCDOT
  - NCSU
  - Raleigh / GoRaleigh
  - Rolesville
  - RTP
  - Wake County / GoWake
  - Wake Forest
  - Wendell
  - Zebulon

# Coordination with TPAC & Governing Boards

## Information Items:

- October 12, 2022: TPAC
- October 26, 2022: GoT P&L Committee
- November 3, 2022: CAMPO TCC
- November 16, 2022: CAMPO Executive Board

## Action Items:

- December 14, 2022: TPAC
- December 21, 2022: GoT P&L Committee
- January 5, 2023: CAMPO TCC
- January 18, 2023: CAMPO Executive Board
- January 25, 2023: GoT Board of Trustees

# **2022 Proposed Policy: Overview**

# Prioritization versus Programming



## Prioritization

- Guided by Project Prioritization Policy
- Prioritization model outputs a ranked list of projects
- Routes are ranked individually rather than as packages
- Does not consider available funds or timing



## Programming

- Guided by funding projections
- Programming exercise outputs a schedule of projects by fiscal year
- Routes are considered in packages when applicable
- Considers available funds and timing by year



# Proposed Methodology for Operating Projects: Change from 2018 to 2022

## Step 1: Project Typologies

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- **Investments to Local Services**
- ~~▪ All Day Transit Routes that Serve New Areas~~
- ~~▪ Improvements to Service Span and Frequency~~

## Step 2: Project Scoring by Type

Analyze ~~8~~ **6** prioritization metrics ~~based on 4 plan objectives (Develop, Connect, Enhance, and Sustain)~~ for each project

- Raw inputs: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

## Step 3: Overall Project Scoring

**Sum to get prioritized list of all projects** ~~Weigh metrics by typology to get prioritized list of all projects~~

- ~~▪ Weigh relative metric scores for each project based on the objectives of each typology~~
- Sum the **ordinal** weighted scores for each project
- Rank projects from highest priority to lowest

# Proposed Methodology for Operating Projects: 2022 Update

## Step 1: Project Typologies

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- Investments to Local Services

## Step 2: Project Scoring by Type

Analyze 6 prioritization metrics for each project

- Raw inputs: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

## Step 3: Overall Project Scoring

Sum to get prioritized list of all projects

- Sum the ordinal scores for each project
- Rank projects from highest priority to lowest

# 2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects**
- **Step 2: Draft Programming of Capital Projects**
- **Step 3: Proposals for Changes**
- **Step 4: Iterate and Adjust**
- **Step 5: Wake Transit Plan Goals**
- **Step 6: Finalize**

# **2022 Proposed Policy: Engagement**

# Public Comment Period

- The public comment period ran for 14-days from November 9th – 23rd, 2022
- The PPP was shared via the GoForward Website for review
  - Notifications were sent out through the CAMPO Website, the GoForwardNC webpage dedicated to Wake Transit involvement activities, as well as relevant social media accounts



**Wake Transit** @WakeTransit · Nov 23

Today is the final day to submit comments on a policy update that could impact the way bus projects in your area are prioritized. Learn more about the Wake Bus Plan Project Prioritization Policy update and ways to submit comments: [goforwardnc.org/getinvolvedwake](https://goforwardnc.org/getinvolvedwake). #GoForward #WakeTransit



# Public Comment Period

## PUBLIC COMMENT PERIOD:

- Those who engaged with the online materials and wanted to provide a comment were given the opportunity to provide answers for two separate questions:
  1. “What type of bus improvement projects make a difference to your daily commute?”
    - Received thirteen direct comments and one conversational reply\*
  2. “What comments do you have specific to the Wake Bus Plan Project Prioritization Policy Update Draft?”
    - Received six direct comments and no conversational replies\*
- All comments were reviewed by CAMPO staff. After consideration, it was decided that no changes were to be made to the Wake Bus Plan PPP.
  - Many of the comments were deemed relevant to the overall Wake Bus Plan effort and so it was decided that all relevant comments collected during the Wake Bus Plan Project PPP Community Engagement Effort would be incorporated into the upcoming Wake Bus Plan Engagement Effort.

*\* It is important to note that some commenters submitted multiple comments, and so the total number of comments does not reflect unique commenters.*

**Questions?**

## 5.3 Wake Bus Plan Project Prioritization Policy

### Requested Action:

**Recommend adoption of the updated Wake Bus Plan Project Prioritization Policy to the Executive Board.**



## 5.4 Wake Transit: Greater Triangle Commuter Rail Update

# Greater Triangle Commuter Rail Feasibility Study Results

GOTRIANGLE

# Study Partners

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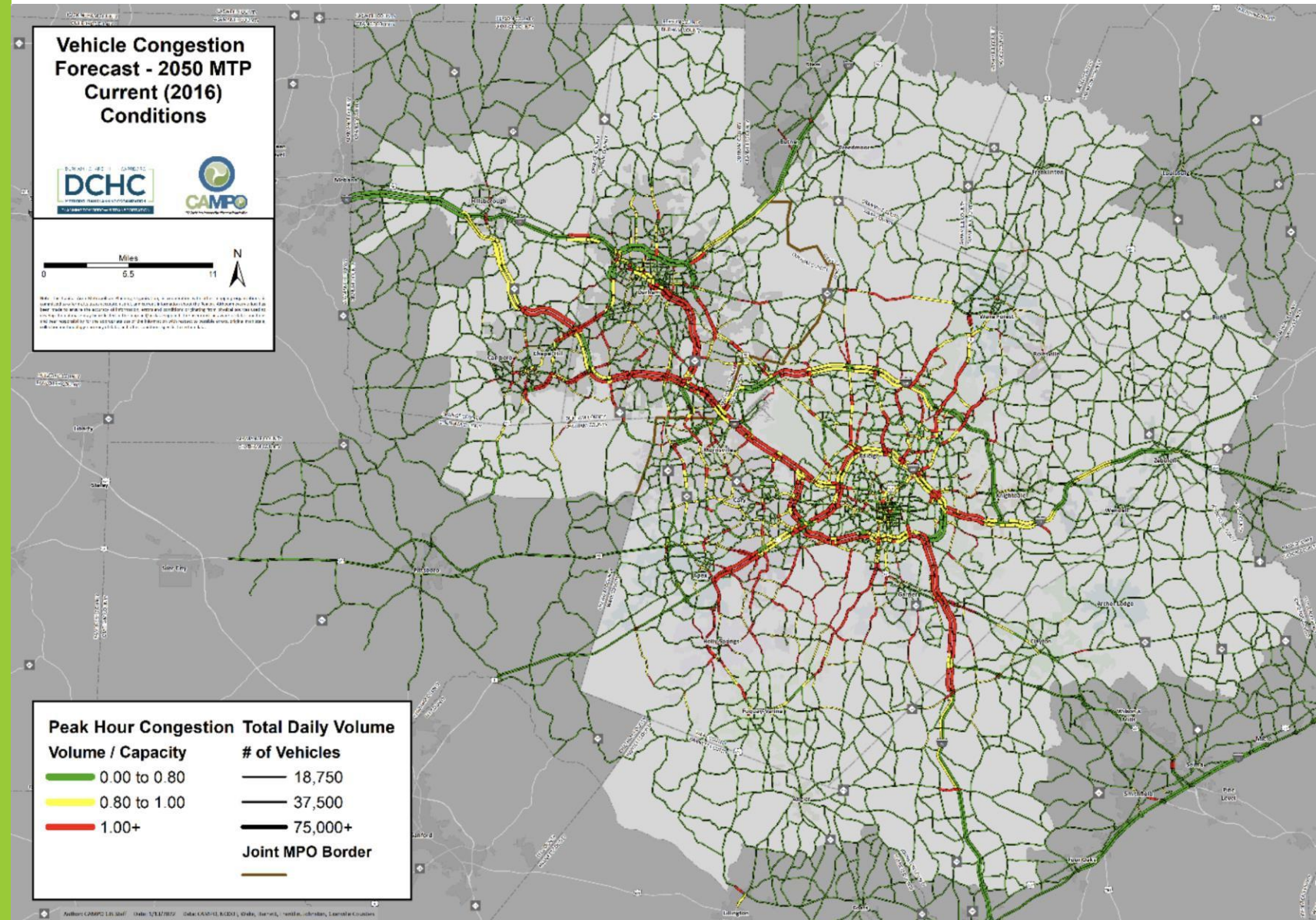


# Current Population, Vehicle Ownership, and Congestion

As of 2020, the Triangle region had a population of around 2 million people.

The region's current population owns around 1.3 million vehicles.

Source: Triangle Regional Model (ITRE)



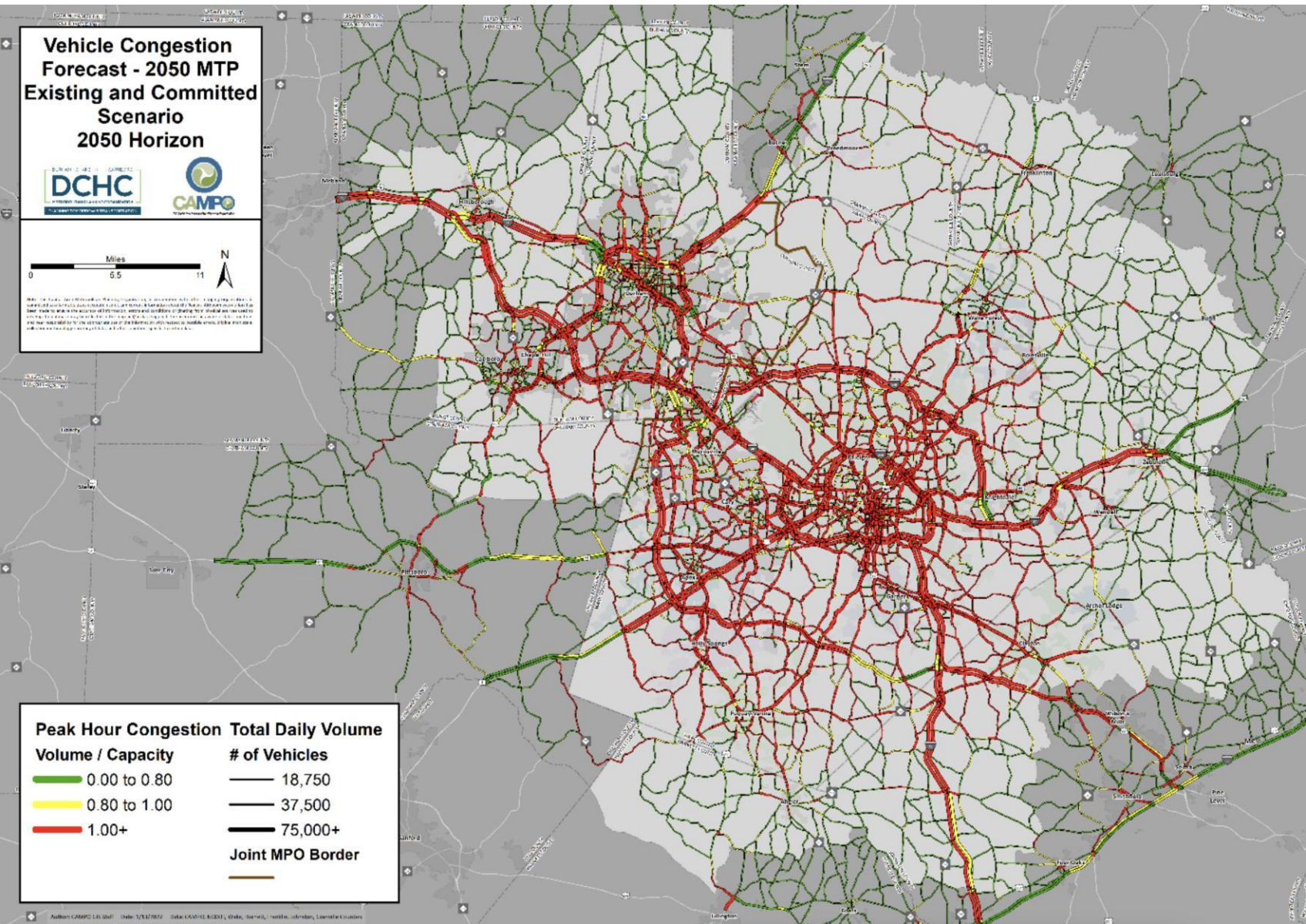


# 2050 Population, Vehicle Ownership, and Congestion

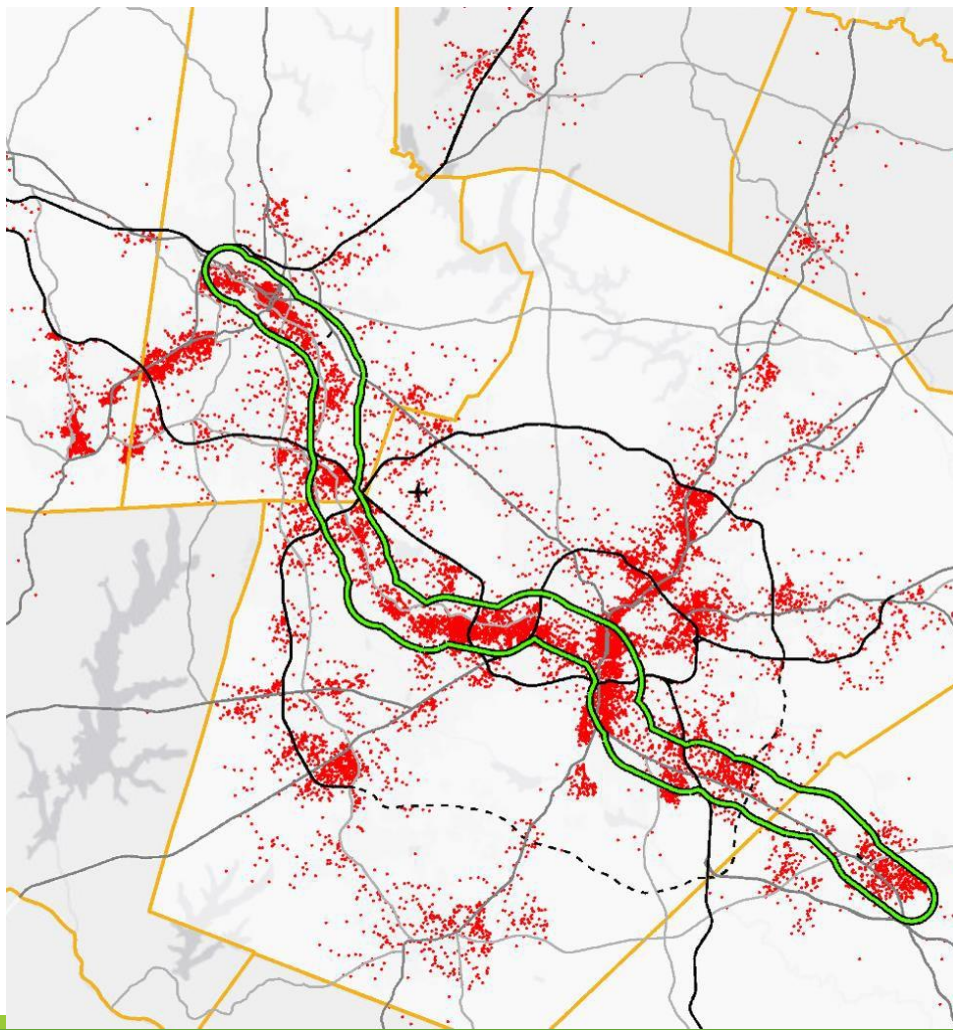
The region's population is projected to grow to over 3 million people by 2050.

The region's population is projected to own around 2.3 million vehicles by 2050.

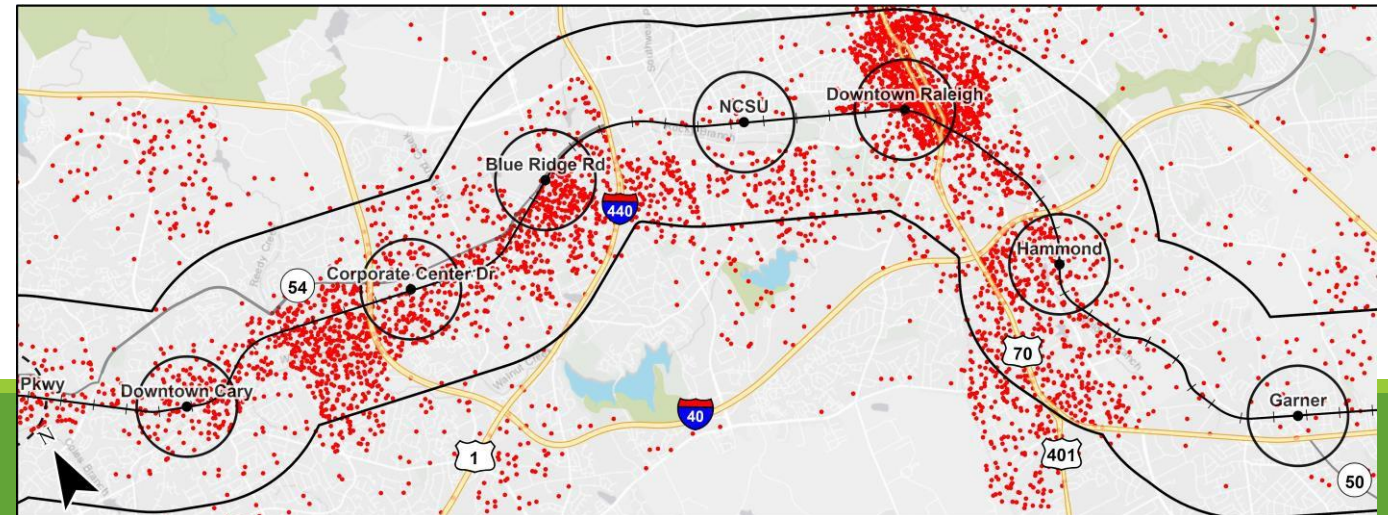
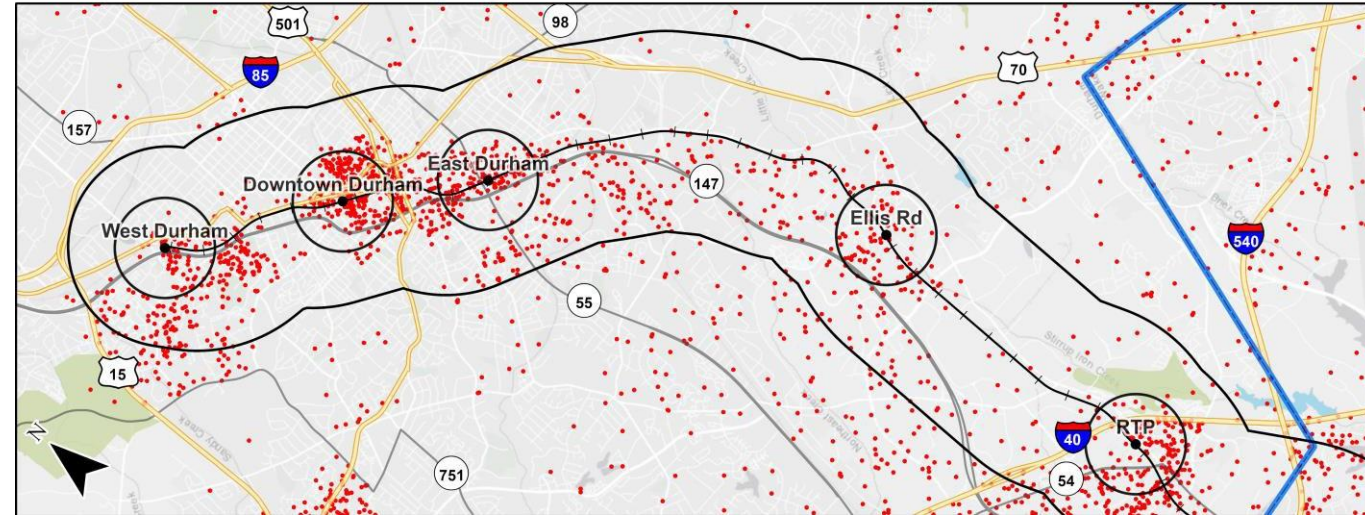
Source: Triangle Regional Model (ITRE)







2020-2050 Job Growth; 1 Dot = 50 Jobs

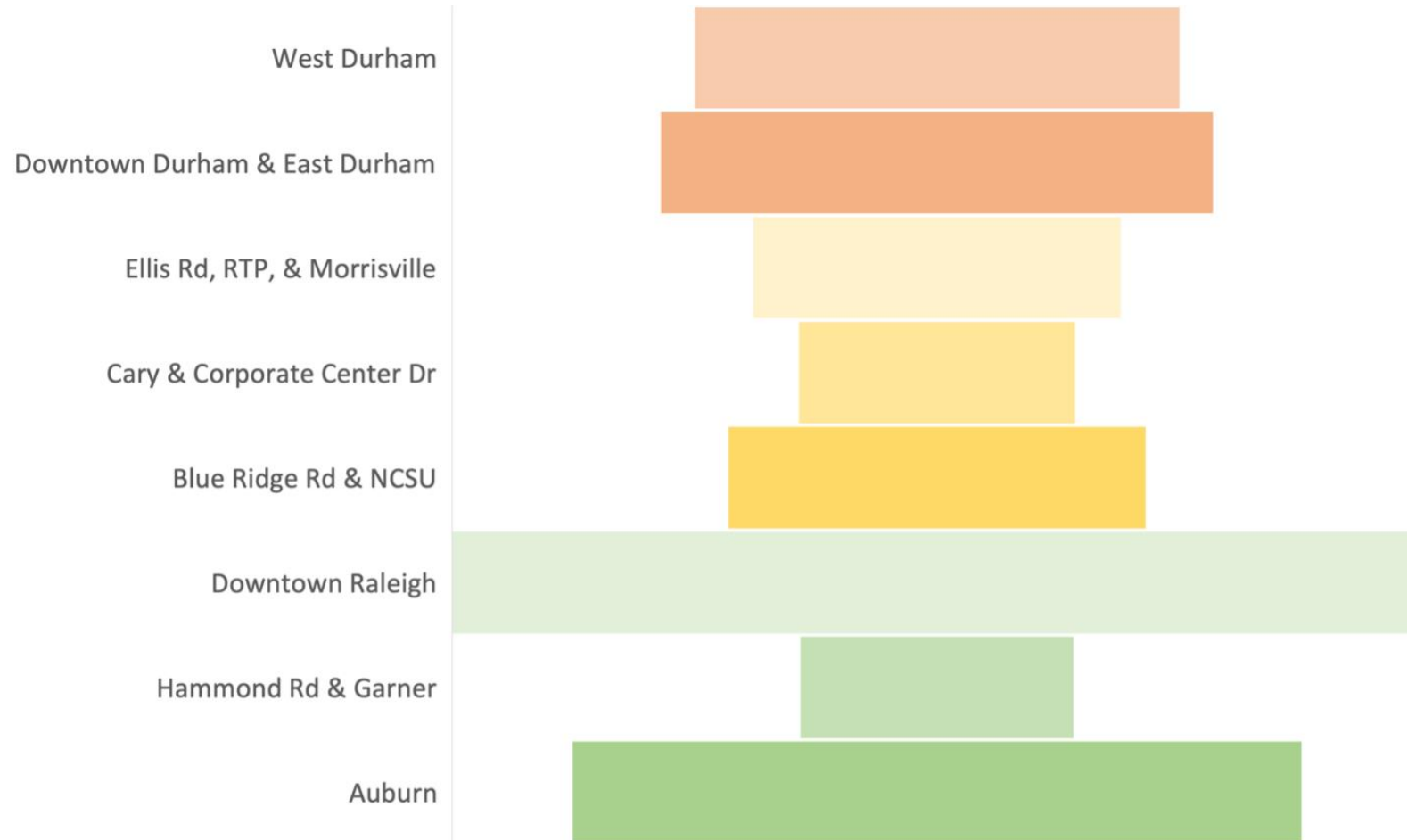


## Job Growth 2020 - 2050

The region will grow by more than 800,000 new jobs by 2050.  
 350,000 of those jobs will be near the commuter rail corridor.  
 The largest cluster of growth will occur in downtown Raleigh.

Source: 2050 MTP / TJCOC Opportunity Analysis

# Relative 2040 Boardings by Corridor Geography (West Durham – Auburn 8-2-8-2)





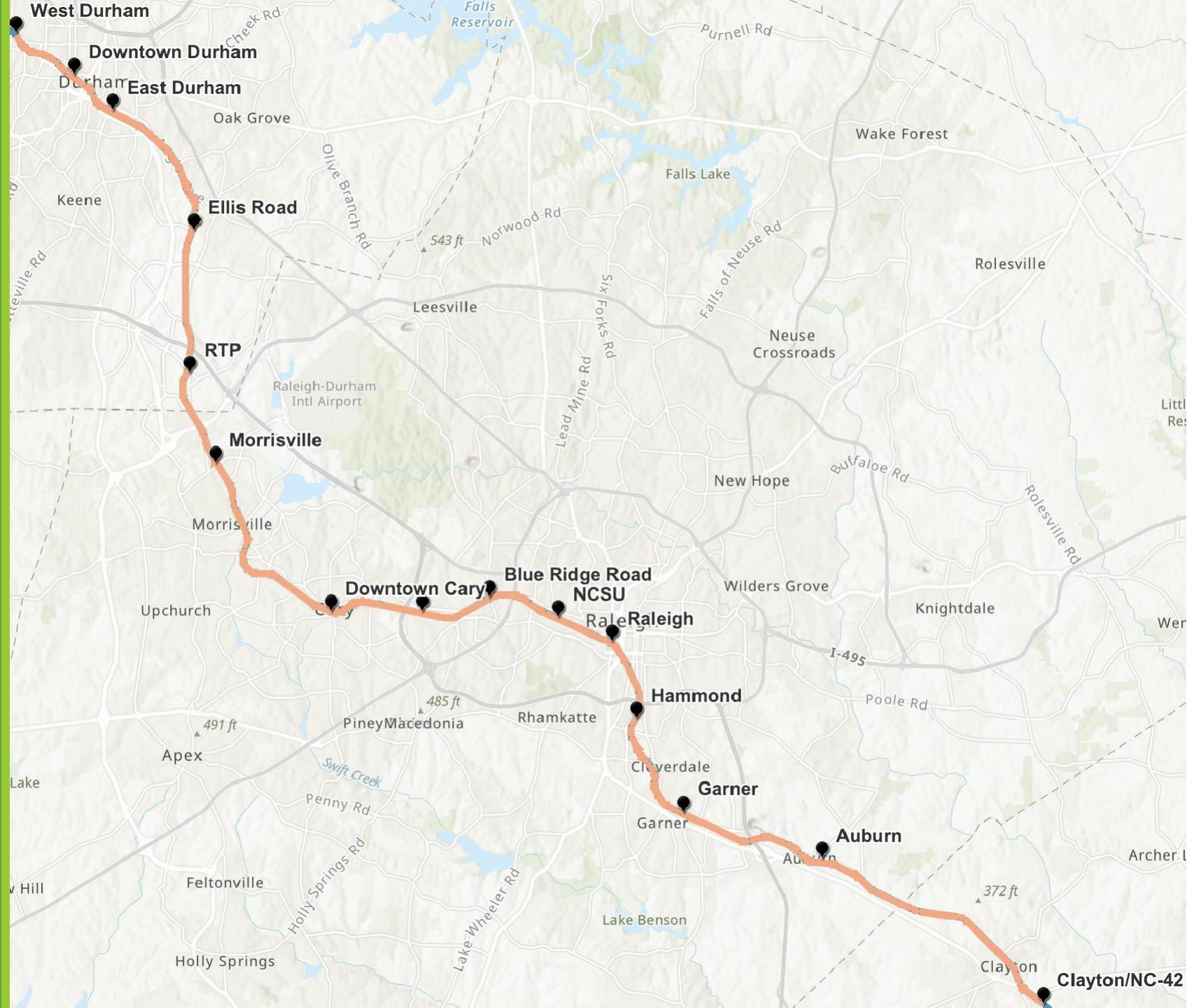
# Current Estimates

\$2.8 - \$3.2 billion in year of expenditure.

\$42 million / year to operate & maintain.

12,000 - 18,000 daily boardings by 2040.

Start of service between 2033 and 2035.



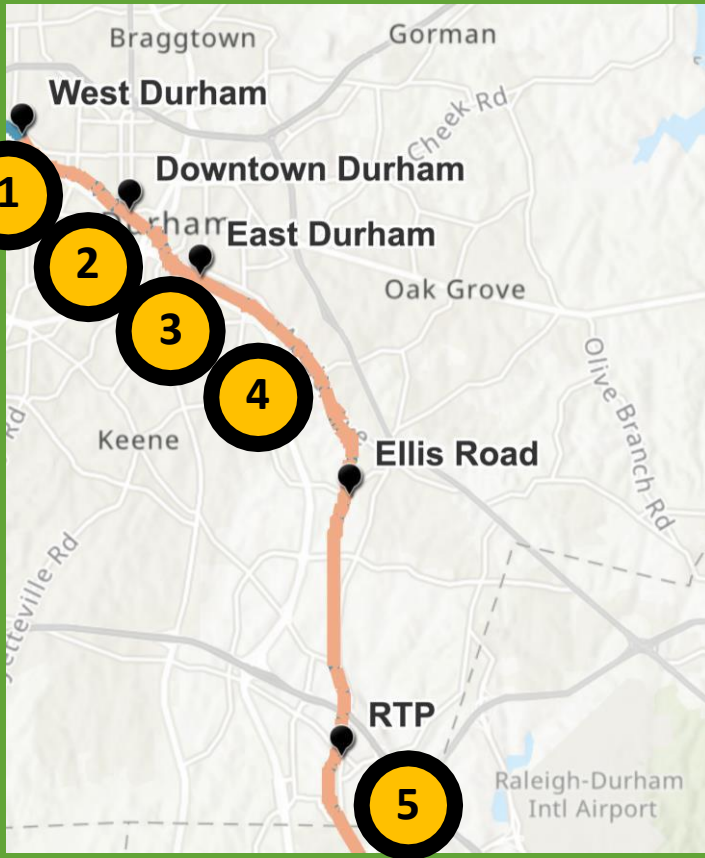


# Considerations for phased implementation

- Cost
- Ridership
- Complexity
- Time frame

Initial Service	Capital Cost	Daily Riders (2040)	Complexity	Likely Time Frame
<b>Western</b>	~\$1.6B (50% of total)	~3,000 (25% of total)	Highest Risk	~12 years
<b>Central</b>	\$800M - \$1.0B (25-30% of total)	~4,000 (33% of total)	Medium Risk	~10 years
<b>Eastern</b>	\$600M - \$700M (20% of total)	~4,000 (33% of total)	Lowest Risk	~8 years

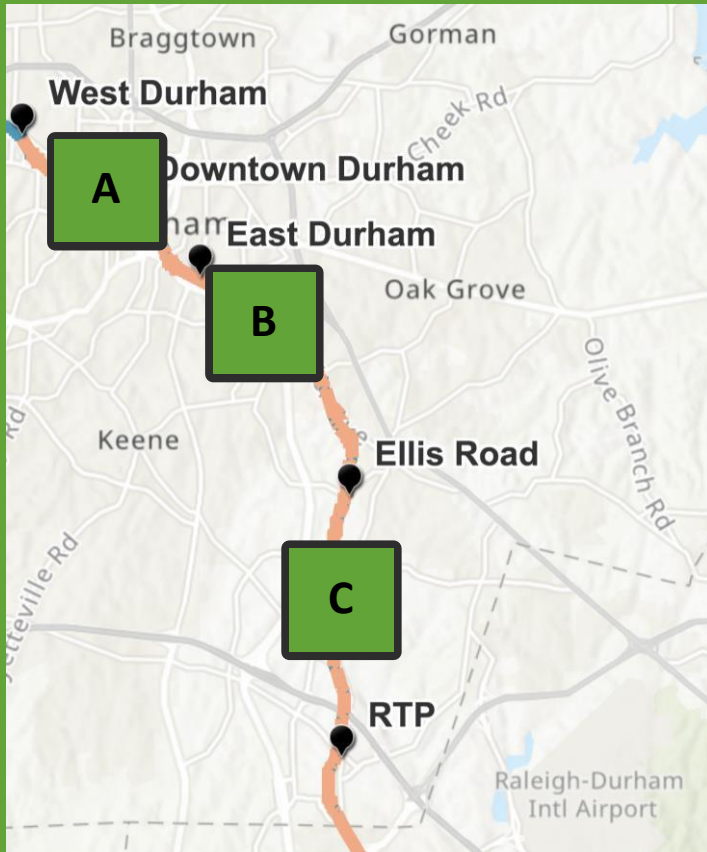
*Cost and ridership estimates are for each portion as a standalone initial service. Cost and ridership estimates in this table are not cumulative. The estimated cost of the western option cannot be afforded at this time within the financial capacity of the Durham Transit Plan.*



- 1** Railroad capacity modeling identified a need for about 3 miles of additional double track west of the West Durham station to alleviate conflicts between freight and passenger trains through central Durham.
- 2** Feasible solutions for adding a second track at grade through central Durham were identified, but it will take more time to obtain consensus on what design is preferred.
- 3** The east Durham station would require closing Plum Street. To move forward, the City must decide whether to close Plum Street to implement the station, or to eliminate this station from the plan.
- 4** Railroad capacity modeling identified the need for a third track through the east Durham freight yard area. Adding this track would require closing Driver Street. To avoid the closure, railroad partners could accept an alternative design.
- 5** To move forward, the location of the RTP station either north or south of NC 54 must be confirmed.

**The study found that implementation challenges were the most significant in Durham. The estimated cost of the western option cannot be afforded due to the financial capacity of the Durham Transit Plan.**

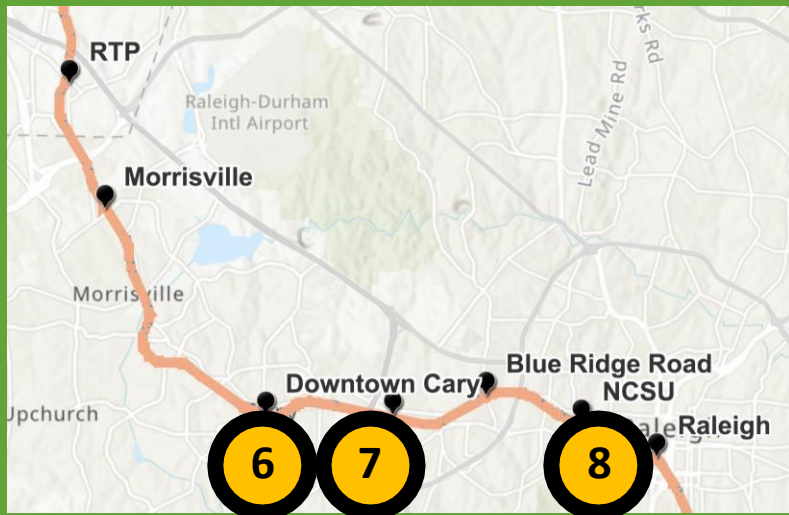
**The increased cost of the project exceeds the available funding identified for commuter rail implementation in the Wake Transit Plan and draft Durham Transit Plan. Availability of federal funding is uncertain. To implement the full project, additional funding must be identified.**



With estimated cost of around \$1.6B, the western portion has the greatest potential to see reduced transit project costs and more non-local funding by utilizing a phased approach

- A** A longer-term approach would increase likelihood of availability of state and federal funds for improvements
- B** State funding could be identified for standalone grade crossing improvements to address Plum Street and Driver Street challenges
- C** State funding committed for grade separations could be leveraged to obtain federal funding for double-tracking projects

**Durham County is already moving forward with an incremental approach, working with us to identify and pursue short-term opportunities to position for future state and federal grants.**



The central portion of the corridor requires significant coordination to align requirements of multiple host railroads and align schedules of several planned projects.

6

To implement the project, the Cary Amtrak station must be relocated west of Harrison Avenue as planned in the Town of Cary’s Downtown Cary Multi-modal Center project. There is not currently a schedule for the rail station relocation component of that project, and it will require approval of Amtrak, Norfolk Southern, NCR, and other parties.

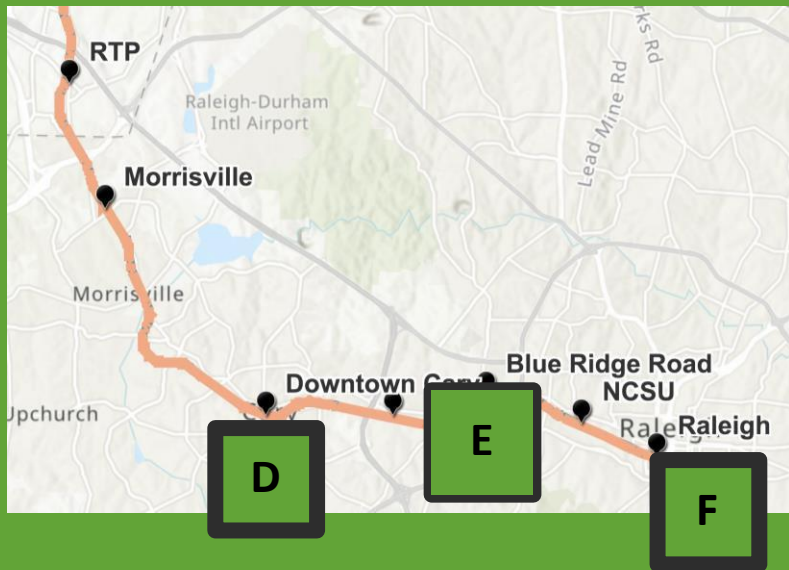
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There are multiple planned grade separations in this area, including E Maynard Road, Trinity Road, and McCrimmon Parkway. The estimated cost of these projects is around \$200M, and it may be necessary to build them prior to commuter rail implementation. The timing of these projects creates a significant coordination challenge that may result in the cost accruing to the commuter rail project if it moves forward prior to the state building the grade separations as standalone improvements.

8

West of Raleigh Union Station, there are known railroad capacity and coordination challenges between Norfolk Southern and CSX freight trains, Piedmont passenger trains, and long-distance Amtrak trains. Complex agreements will be required to implement service in this area.

The increased cost of the project exceeds the available funding identified for commuter rail implementation in the Wake Transit Plan and draft Durham Transit Plan. Availability of federal funding is uncertain. To implement the full project, additional funding must be identified.



With estimated cost at \$800M to \$1.0B, implementation of the central portion as an initial phase could be afforded in the next 10 years with local funding and federal loans. However, uncertainties may increase cost and/or delay.

D

Complex agreements involving Norfolk Southern, CSX, Amtrak, NCRR, and NCDOT add schedule and implementation risk to this phase; MOUs or term sheets should be obtained early. Agreements would also be needed with City of Durham, Town of Morrisville, Town of Cary, and City of Raleigh.

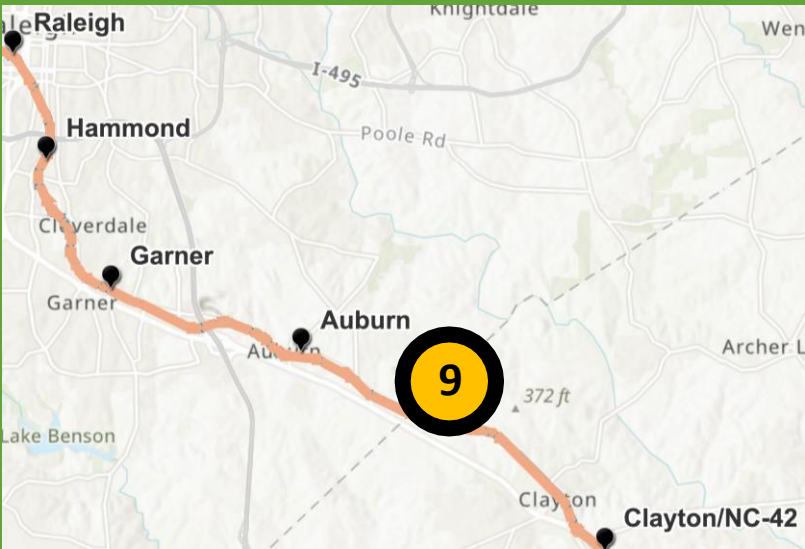
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Certainty on timing of NCDOT grade separations would need to be obtained, or cost may need to be added to the project.

F

Impact of S-Line project on operations and design at Raleigh Union Station must be determined.



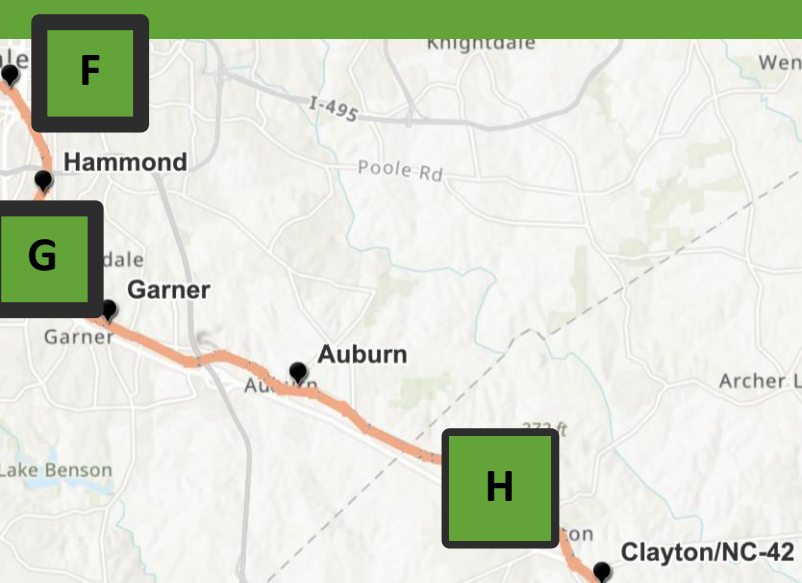


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Minimal additional infrastructure was identified as being necessary to extend limited service to Clayton. However, to move forward with the project in Johnston County, funding would need to be identified.

The feasibility study identified fewer challenges east of Raleigh Union Station, particularly in the southeast Wake portion of the corridor.

The increased cost of the project exceeds the available funding identified for commuter rail implementation in the Wake Transit Plan and draft Durham Transit Plan. Availability of federal funding is uncertain. To implement the full project, additional funding must be identified.



With estimated cost at \$600M - \$700M, implementation of the southeast Wake portion as an initial phase could be afforded in the next 10 years with local funding and federal loans, and there would be excess financial capacity for other efforts.

- F** Impact of S-Line project on operations and design at Raleigh Union Station must be determined.
- G** Agreements involving Norfolk Southern, Amtrak, NCR, NCDOT, City of Raleigh, and Town of Garner would be required; MOUs or term sheets should be obtained early.
- H** To include Johnston County, funding would need to be identified.

# Building the Full Regional Vision

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## Phased Implementation

- There are multiple potential paths forward
- Federal and state funding availability and timeline are uncertain

## Upside

- Phase 1 – 50% federal grant
- Extensions – 50% federal grant
- Standalone projects – up to 100% state and federal funding with possible local contribution for O&M

## Downside

- Phase 1 – locally funded
- Extensions – locally funded
- Standalone Projects – limited state & federal funding



# New Starts

Challenges with current ratings:

Medium-Low

Possibilities with future ratings:

Weak Medium

Medium



Population density and ridership data are holding back the ratings.

With continued growth in the region and increased commitment to adopting transit-supportive land use plans and ordinances, a Phase 1 project and/or extension could be competitive by the time it would need to be submitted for formal rating under current criteria.

Shifting to an all-day service plan that aligns with post-pandemic travel patterns may improve outlook.

Impact of new criteria could be positive or negative.

# Other State and Federal Opportunities

Rail infrastructure programs could offset some project costs

**Safety Projects** – Grade crossing elimination projects are eligible for multiple programs for up to 80% federal funding. State funding is also available, and committed state funding for grade separations can be used as local match for federal grants.

**Capacity Projects** – Double-tracking projects are eligible for multiple programs up to 80% federal funding if they have benefits for intercity passenger rail and freight. One or more sections of double-track could be submitted as a standalone project.

**Amtrak Station Improvements** – Durham, Cary, and Raleigh Amtrak station improvements could be submitted as standalone projects, to the extent they would benefit intercity passenger rail.

# Next Steps



## Public Engagement

- First Quarter of 2023



## Cost-Sharing Proposal

- Funding partners to finalize a proposal.
- Second Quarter of 2023



## Decision-Making Process

- Transit plans will be updated.
- Cost-sharing proposal will be considered.
- Second Quarter of 2023

# Cost-Sharing Proposal

Cost-sharing negotiations will include GoTriangle Board members and County Commissioners who serve on MPO Boards.

GoTriangle will facilitate these negotiations upon completion of the 45-day public engagement period.

Negotiations will result in a cost-sharing proposal and implementation recommendation.

# Decision-Making Process

GoTriangle's Board of Trustees will consider the negotiated cost-sharing proposal and implementation recommendation.

If adopted, GoTriangle will present the negotiated cost-sharing proposal and implementation recommendation for adoption by funding partners.

GoTriangle will also facilitate any needed updates to the transit plans.

If the implementation recommendation is adopted by the Counties and the MPOs, GoTriangle will facilitate the adoption of resolutions of support from all affected municipalities, NCRR, and NCDOT.

# Discussion

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FOR MORE INFORMATION ON THE GREATER TRIANGLE COMMUTER RAIL PROJECT, VISIT [WWW.READYFORRAILNC.COM](http://WWW.READYFORRAILNC.COM).

## 5.4 Wake Transit: Greater Triangle Commuter Rail Update

**Requested Action:**  
**Receive as Information.**

## 5.5 FY 2024 Draft Unified Planning Work Program



## 5.5 FY 2024 Draft Unified Planning Work Program

### Ongoing Efforts:

- MTP Bicycle/Pedestrian Element Update\*
- Fayetteville-Raleigh Passenger Rail Study, Phase II\*

### New Studies:

- Locally Coord. Human Services Transit Plan Update
- Regional Multi-Modal Safety Plan\*
- NW Harnett County Transit Study\*
- Wake Transit Plan Update\*
- Community Funding Area PMP Update
- Apex Rail Yard Relocation Study
- Morrisville Pkwy Access Management Study
- Wake Co. Collector Street Plan
- Triangle Bikeway NEPA / Design Management

### Ongoing MPO Programs:

- MTP
- LAPP
- TIP
- UPWP
- Wake Transit Plan Administration
- Public Engagement
- Mobility Coordination Committee
- Congestion Management Process
- Travel Demand Model
- Transit Coordination

*\*indicates multi-year study*

## 5.5 FY 2024 Draft Unified Planning Work Program, cont'd

### Budget

- \$0.75 / capita Member Shares estimated (could increase if additional planning funds received)
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency estimate: \$187,500 (appx 11% decrease from last year)

### MPO Self-Certification

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

## 5.5 FY 2024 Draft Unified Planning Work Program cont'd

### Other Items of Note

- Implements elements of adopted Strategic Plan and Organizational Study
- Includes new requirements from IJA
- Includes transit partner planning such as Raleigh's BRT Transit Station Area Planning work
- Membership lists to be updated for final version

### Next Steps

- Public Review & Comment Period Open: Jan. 13 - Feb. 14, 2023
- Public Hearing: Feb. 15, 2023

### Requested Action:

**Receive as information.**

## 5.6 FFY 2024 Locally Administered Projects Program (LAPP) Investment Program

## 5.6 FFY 2024 Locally Administered Projects Program (LAPP) Investment Program

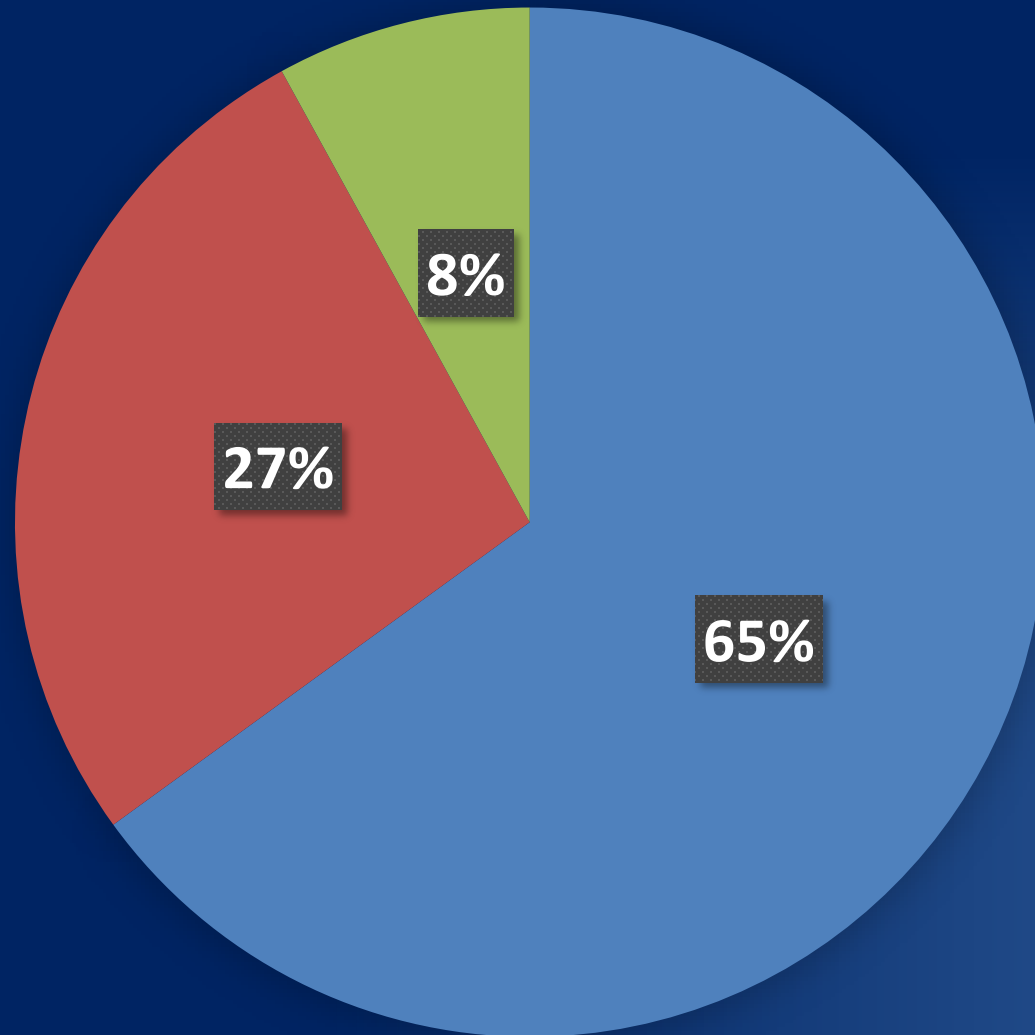
Call for Projects FFY 2024 LAPP Funds opened in August 2022

- 21 Projects Submitted

Scoring:

- Projects are only scored against projects of the same mode

## FFY 2024 LAPP Target Modal Mix

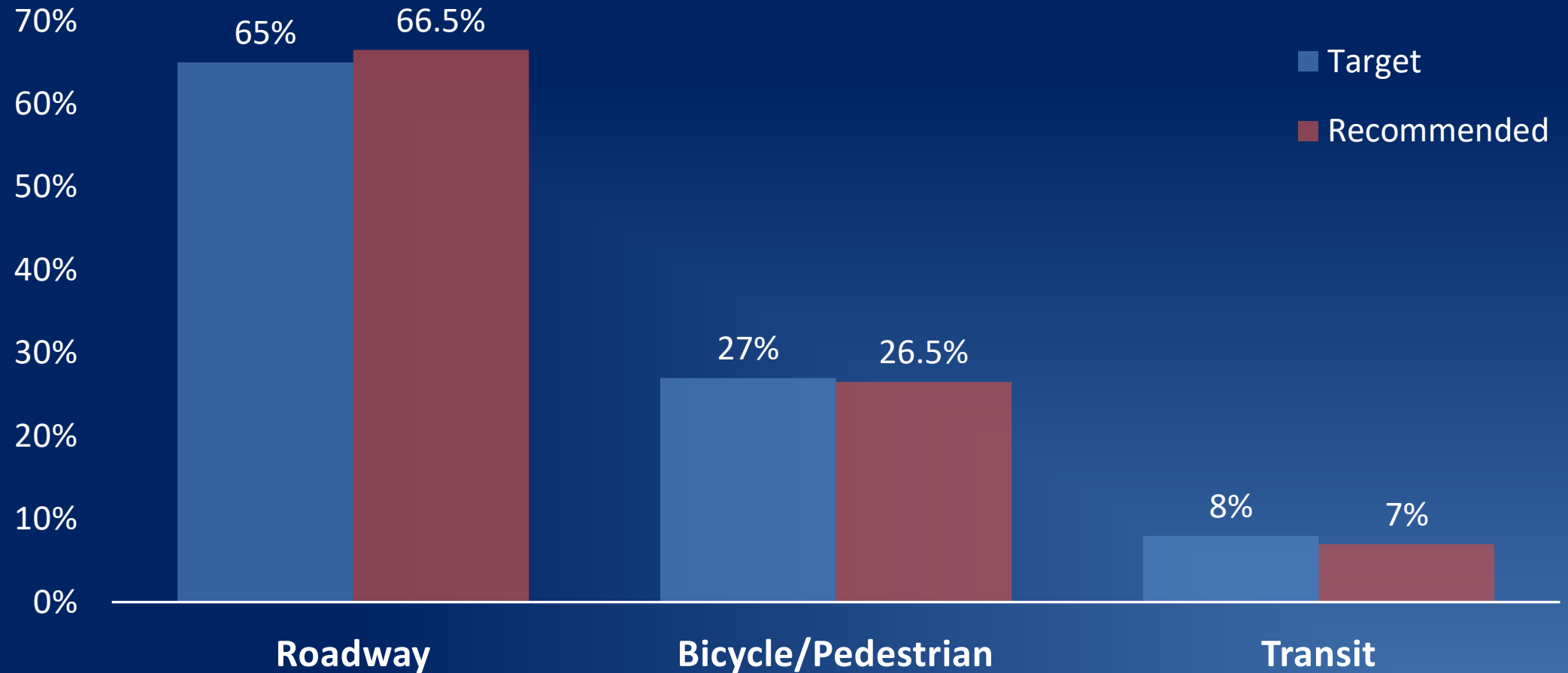


■ Roadway  
(\$16,250,000)

■ Bicycle Pedestrian  
(\$6,750,000)

■ Transit (\$2,000,000)

## Target vs. Recommended Percent Modal Investment Mix



# Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify 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 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, the Selection Committee determines if the project should be funded OR if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.



# Roadway Recommendations: \$16,963,200

Roadway Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvements	Raleigh	\$74,724,980	81%	\$ 14,000,000	\$14,000,000	74.57
NC 50/Mt. Vernon Church Turn Lanes	Wake County	\$1,457,000	20%	\$ 1,165,600	\$ 1,165,600	67.14
NC 50/Old Weaver Trail EB Right Turn Lane	Division 5	\$1,146,000	20%	\$ 916,800	\$ 916,800	64.00
Rolesville/Riley Hill Intersection Realignment	Wake County	\$1,101,000	20%	\$ 880,800	\$ 880,800	51.86
US 15/Hester Road Roundabout	Division 5	\$2,218,000	20%	\$ 1,774,400		47.86
Jones Sausage Road - Phase 1 (North)	Garner	\$13,599,909	44%	\$ 7,680,000		47.43
Shotwell Rd/US70B Intersection Improvements	Clayton	\$5,750,000	20%	\$ 4,600,000		44.29
US 401/Chalybeate Springs Rd Intersection Improvements	Harnett County	\$1,014,000	20%	\$ 811,200		37.57
<b>Total</b>		<b>\$101,010,889</b>		<b>\$ 31,828,800</b>	<b>\$16,963,200</b>	
<b>Target Modal Investment</b>					<b>\$16,250,000</b>	

# Bicycle/Pedestrian Recommendations: \$6,760,487

Bicycle/Pedestrian Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score
Southwest Downtown Bike and Pedestrian Gateway	Raleigh	\$1,095,000	40%	\$ 657,000	\$ 657,000	62.00
Angier Elementary School Sidewalk Connection	Angier	\$1,098,000	20%	\$ 878,400	\$ 878,400	51.50
Saunders Street and Hinton Street Sidewalk	Apex	\$1,344,000	20%	\$ 1,075,200	\$ -	51.25
Higgins Greenway Ph IV	Cary	\$2,950,500	34%	\$ 1,935,895	\$ 1,935,895	50.25
Alston Ridge Greenway	Fuquay-Varina	\$1,548,654	40%	\$ 929,192	\$ 929,192	43.00
Utley Creek Greenway West	Holly Springs	\$2,750,000	30%	\$ 1,920,000	\$ 1,920,000	39.00
Harnett Central Bike/ Ped path	Harnett County	\$600,000	27%	\$ 440,000	\$ 440,000	37.50
Clayton Connector Greenway Pedestrian Connection	Division4	\$1,250,000	30%	\$ 875,000		34.88
Batchelor Branch Greenway	Cary	\$14,000,000	93%	\$ 1,000,000		26.88
Total		\$26,636,154		\$ 9,710,687	\$ 6,760,487	
Target Modal Investment					\$ 6,750,000	

# Transit Recommendations: \$1,767,840

Transit Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score
Wolfline Bus Stop Improvements	Other	\$200,000	20%	\$ 160,000	\$ 160,000	60.00
Route 305 Minimum With Existing Sidewalk	GoTriangle	\$340,800	20%	\$ 272,640	\$ 272,640	57.00
Saunders Street and Hinton Street Sidewalk	Apex	\$1,344,000	20%	\$ 1,075,200	\$ 1,075,200	45.67
Route 305 Full Baseline Stops	GoTriangle	\$325,000	20%	\$ 260,000	\$ 260,000	40.33
Total		\$2,209,800		\$ 1,767,840	\$ 1,767,840	
Target Modal Investment					\$ 2,000,000	

## 5.6 FFY 2024 LAPP Investment Program, cont'd

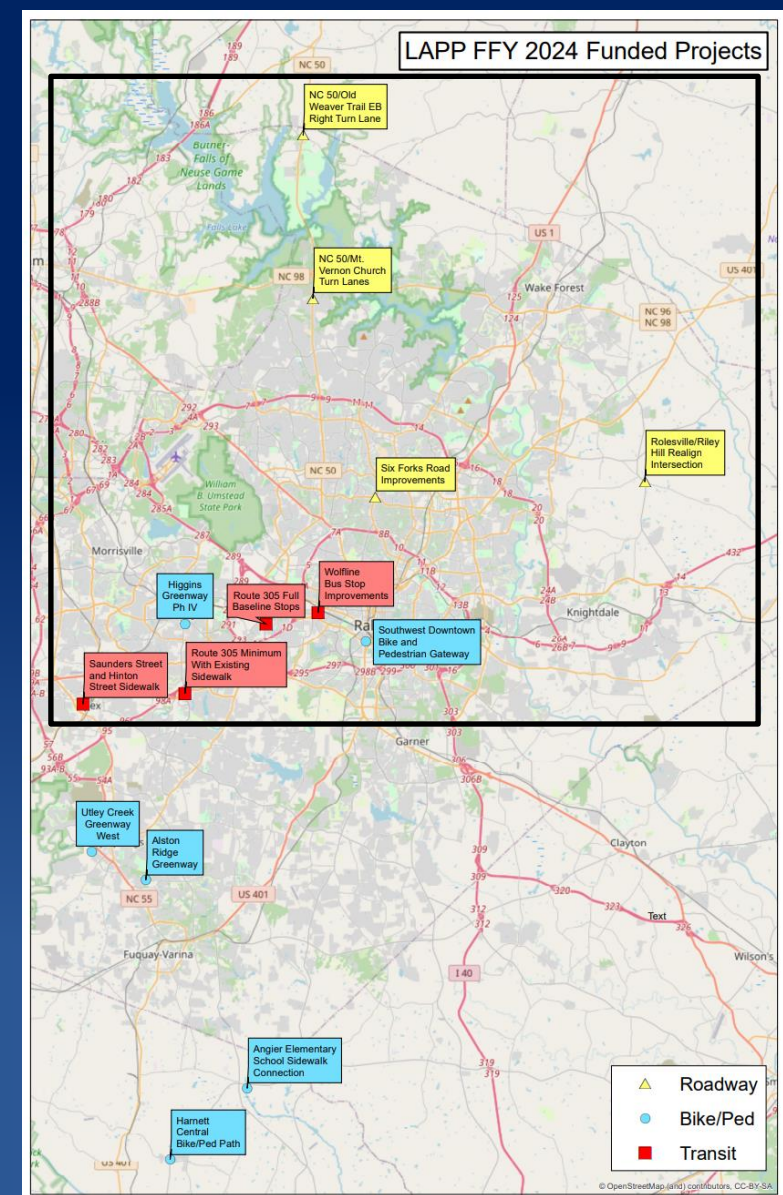
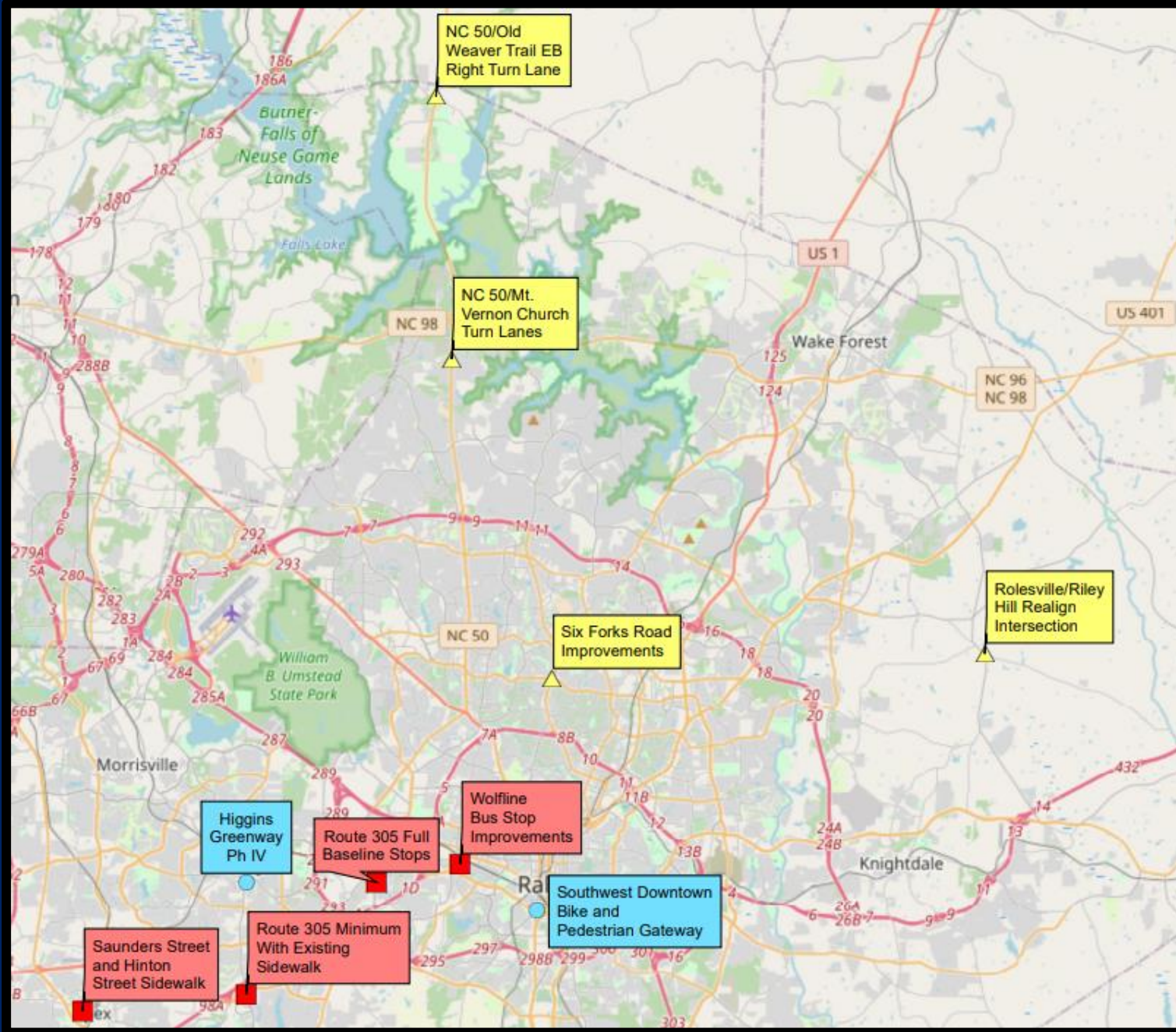
### Overprogramming Recommendation

FFY 2024 LAPP Recommended Investment Program	\$25,491,527
Board-Adopted Programming Recommendation	<u>\$25,000,000</u>

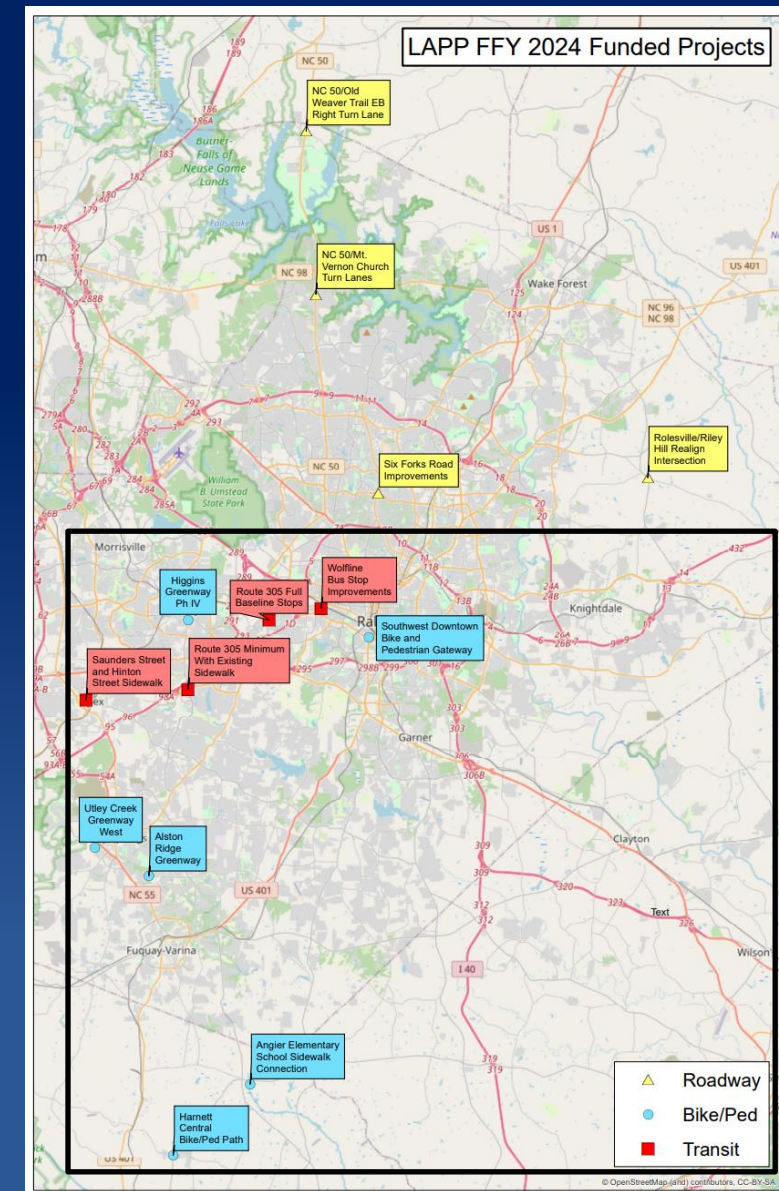
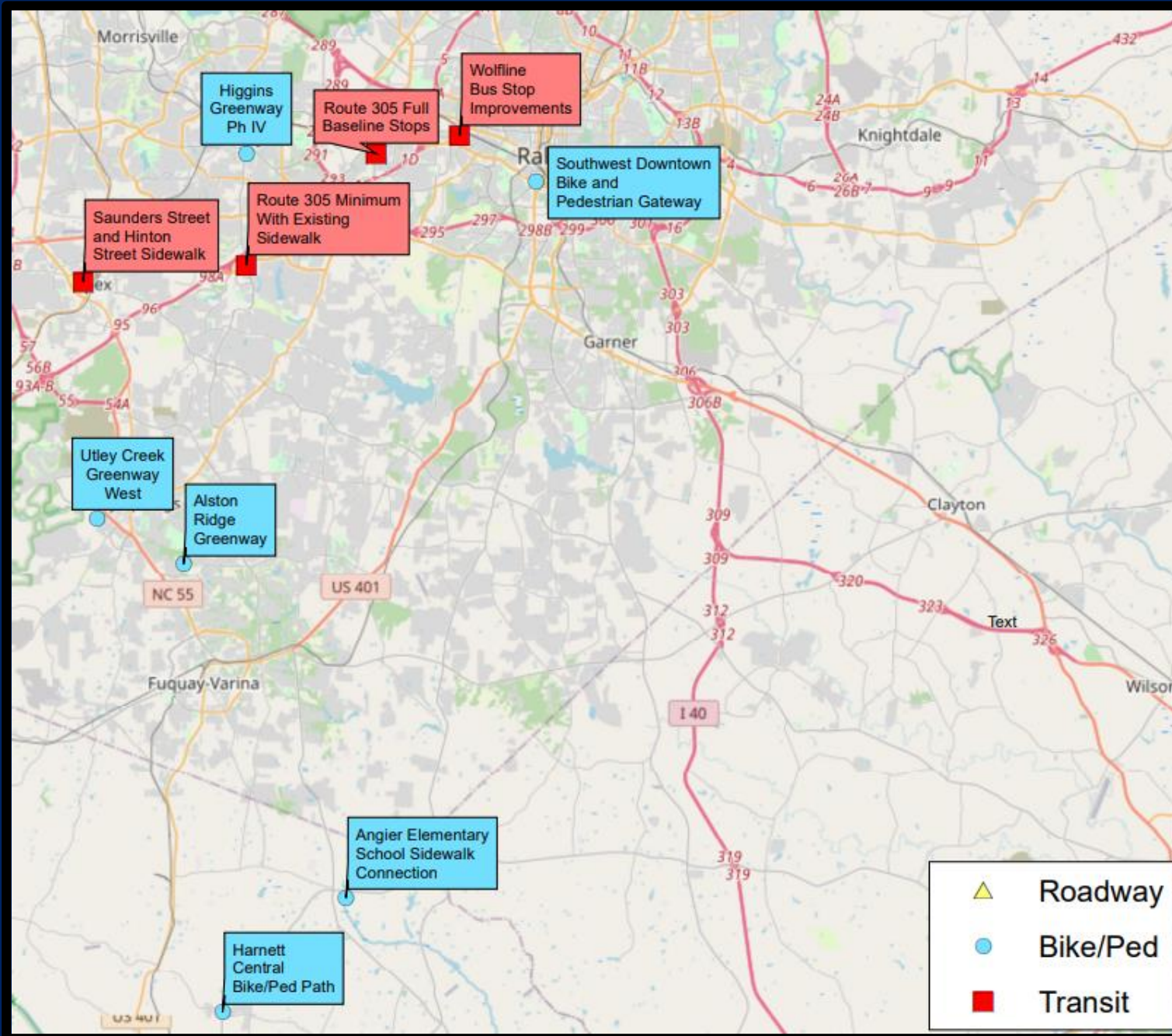
Amount Above Board Recommendation	<b>\$491,527</b>
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- \$25M does not use the full 20% overprogramming allowed by NCDOT
- \$25M was adopted prior to IIJA passage, which increased amount of funding designated for LAPP









## 5.6 FFY 24 LAPP Investment Program, cont'd.

### Next Steps

- Public Comment Period: January 3 – February 14, 2023
- Public Hearing and requested adoption: February 15, 2023
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

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



## 5.7 Safety Performance Measures and Targets 2023

## 5.7 Safety Performance Measures and Targets 2023

- MPOs are required to adopt the following five safety performance measures.
- MPOs are required to establish performance targets for each
- CAMPO has until February 28, 2023 to develop its own safety performance targets or adopt those established by NCDOT.

Category	Reduce by (Percentage)	Numbers
Fatalities	-19.57%/year	1,494.8 (2017-2021 ave.) to 1,202.29 (2019-2023 ave.)
Fatality Rate	-20.95 %/year	1.279 (2017-2021 ave.) to 1.011 (2019-2023 ave.)
Serious Injuries	-30.19%/year	4,903.4 (2017-2021 ave.) to 3,423.0 (2019-2023 ave.)
Serious Injury Rate	-31.75%/year	4.195 (2017-2021 ave.) to 2.863 (2019-2023 ave.)
Non-Motorized Fatalities & Serious Injuries	-26.52%/year	637.2 (2015-2019 ave.) to 468.2 (2017-2021 ave.)

## 5.7 Safety Performance Measures and Targets 2023

### Requested Action:

**Review safety performance targets and recommend the Executive Board agree to plan and program projects that contribute toward the accomplishment of the State's targets.**

# Roll Call Vote for Action Items

*5.1 Election of Char & Vice Chair for 2023*

*5.2 Paved Trails and Sidewalk Feasibility Grant*

*5.3 Wake Bus Plan Project Prioritization Policy*

*5.7 Safety Performance Measures & Targets 2023*

City of Creedmoor  
City of Raleigh (5)  
County of Franklin  
County of Granville  
County of Harnett  
County of Johnston  
County of Wake (2)  
GoCary  
GoRaleigh  
GoTriangle  
Town of Angier  
Town of Apex

Town of Archer Lodge  
Town of Bunn  
Town of Cary (2)  
Town of Clayton  
Town of Franklinton  
Town of Fuquay-Varina  
Town of Garner  
Town of Holly Springs  
Town of Knightdale  
Town of Morrisville  
Town of Rolesville  
Town of Wake Forest

Town of Wendell  
Town of Youngsville  
Town of Zebulon  
Federal Highway Administration  
N.C. Dept. of Transportation (6)  
N.C. State University  
N.C. Turnpike Auth.  
Raleigh Durham Airport Auth.  
Research Triangle Foundation  
Rural Transit (GoWake Access)  
Triangle J. Council of Govts.  
Triangle North Executive Airport

## 6. Informational Items: Budget

6.1 Operating Budget – FY 2023

6.2 Member Shares - FY 2023

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

## 7.1 Informational Item: Project Updates

### Studies:

- FY23 Hot Spots
- Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update
- U.S. 401 Corridor Study
- Mobility Management Program Implementation

### Other Updates:

- Mobility Coordination Committee
- Safe Routes to School (SRTS)
- CAMPO/NCDOT Non-Motorized Volume Data Program
- Triangle Transportation Choices (Triangle TDM Program)
- NCDOT Highway Project U-2719 – Updates
- NC 540 Bonus Allocation Projects

## 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
<b>Jan 18, 2023</b> <b>4:00 p.m.</b>	<b>Executive Board</b> <b>Virtual</b>
<b>Feb 2, 2023</b> <b>10:00 a.m.</b>	<b>TCC Regular Meeting</b> <b>Virtual</b>