



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**August 3, 2023**

**10:00 AM**

# 1. Welcome and Introductions

## 2. Adjustments to the Agenda

### 5.5 LAPP Additional Funding Request

### 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: June 1, 2023

#### Requested Action:

**Approve the June 1, 2023 Meeting Minutes.**

## 5. Regular Business

- 5.1 Resolutions of Support for US 1A Designation Removal & US 70 Rerouting
- 5.2 Wake Bus Plan Update
- 5.3 FY 2023 Period of Performance Extension Requests
- 5.4 LAPP FFY 2025 Proposed Changes & Target Modal Mix
- 5.5 LAPP Additional Funding Request
- 5.6 Amendment #13 to FY 2020-2029 TIP

## 5. Regular Business (continued)

5.7 2050 MTP Amendment, AQ Conformity Determination, and Triangle Regional Model Update

5.8 FY 2024-2033 TIP

5.9 Prioritization 7.0 Modal Candidate Project Lists

5.10 2020 Urbanized Area & MPO Boundary Update

5.11 Update to the CAMPO Public Participation, Title VI and Limited English Proficiency Plans

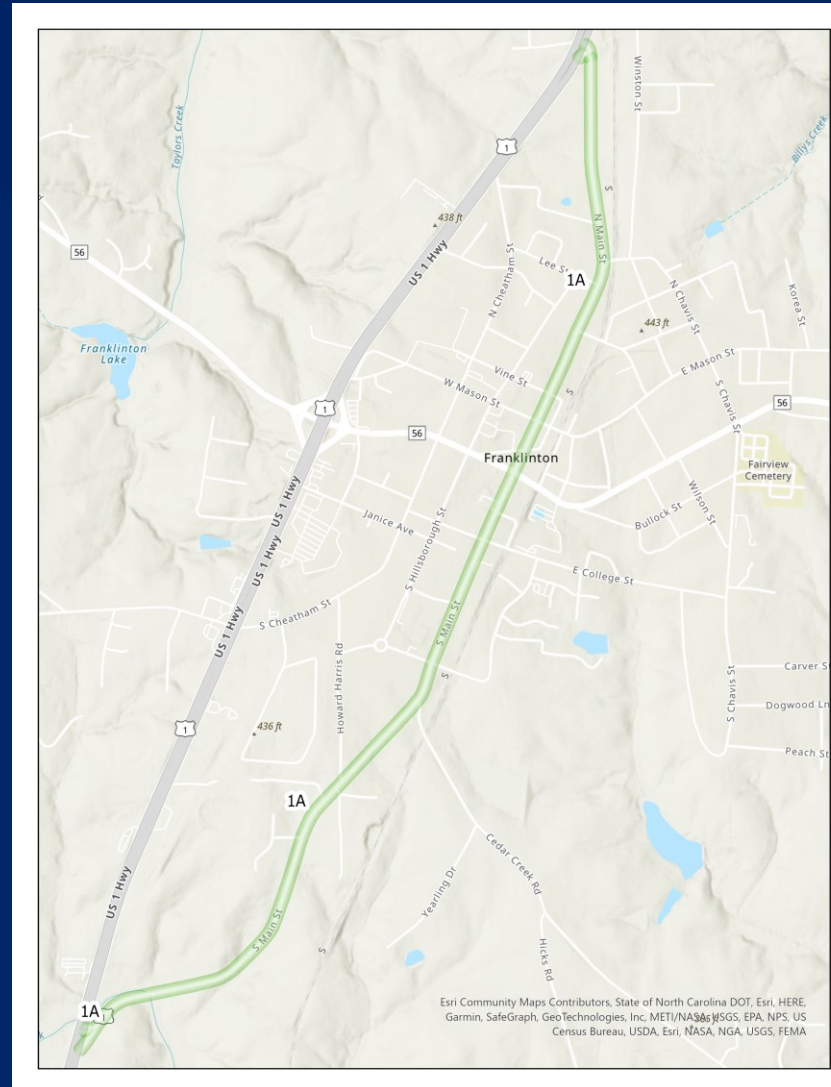
5.12 FY 24 UPWP – Amendment #1

## 5.1 Resolutions of Support for US 1A Designation Removal & US 70 Rerouting

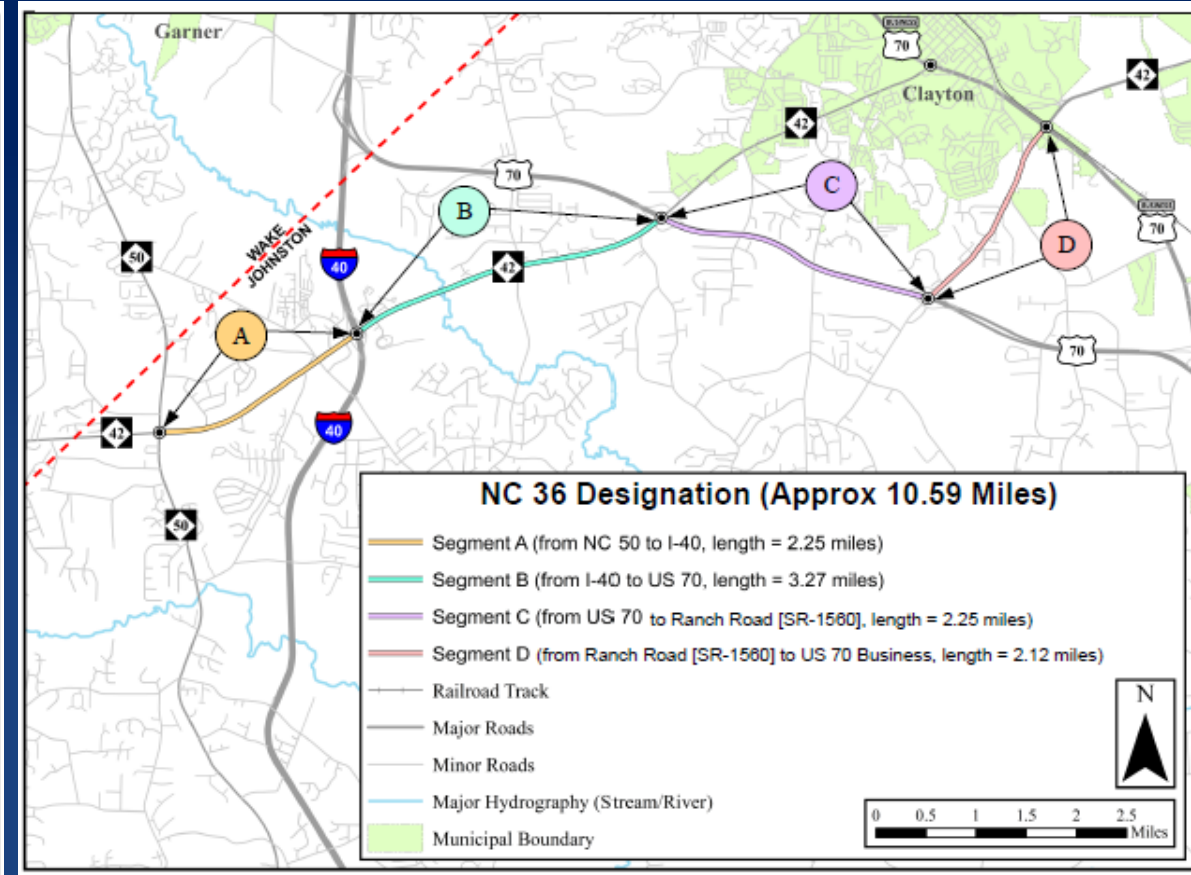
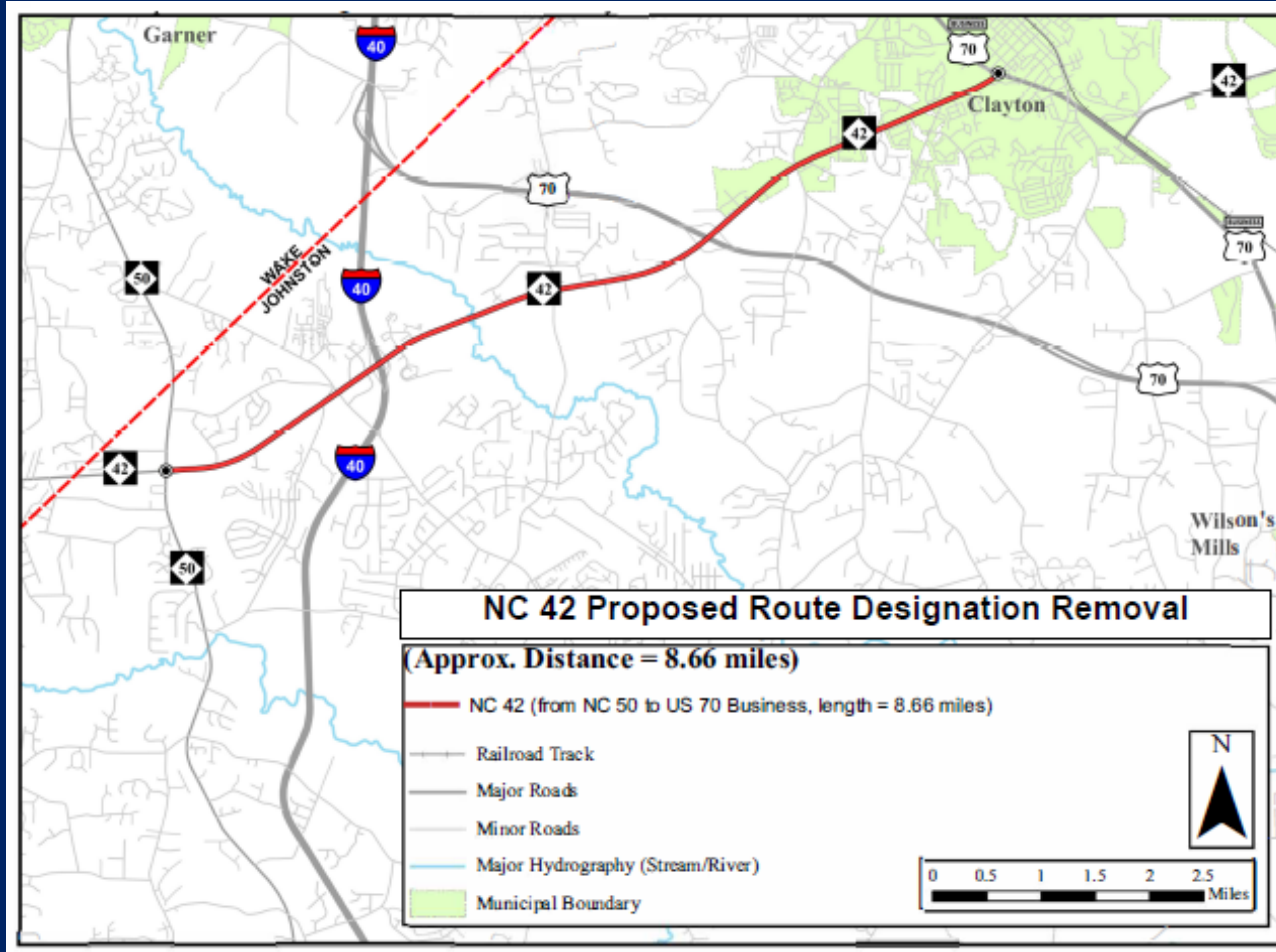
Two Resolutions of Support requested by NCDOT:

- Removal of US 1-A designation through Town of Franklinton
- Rerouting of US 70 in Wake/Johnston Counties plus redesignation of NC 42 as NC 36

# Removal of US 1-A Designation in Franklinton:

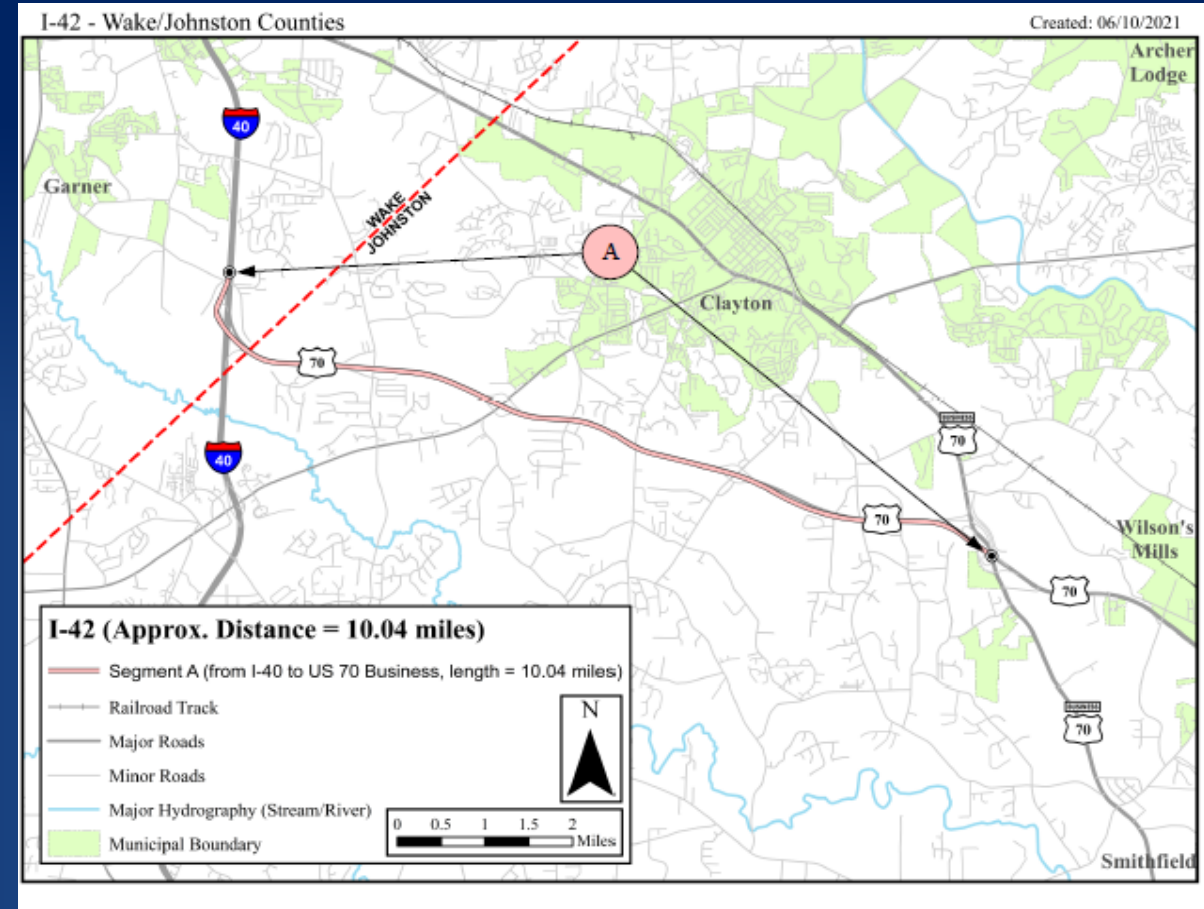
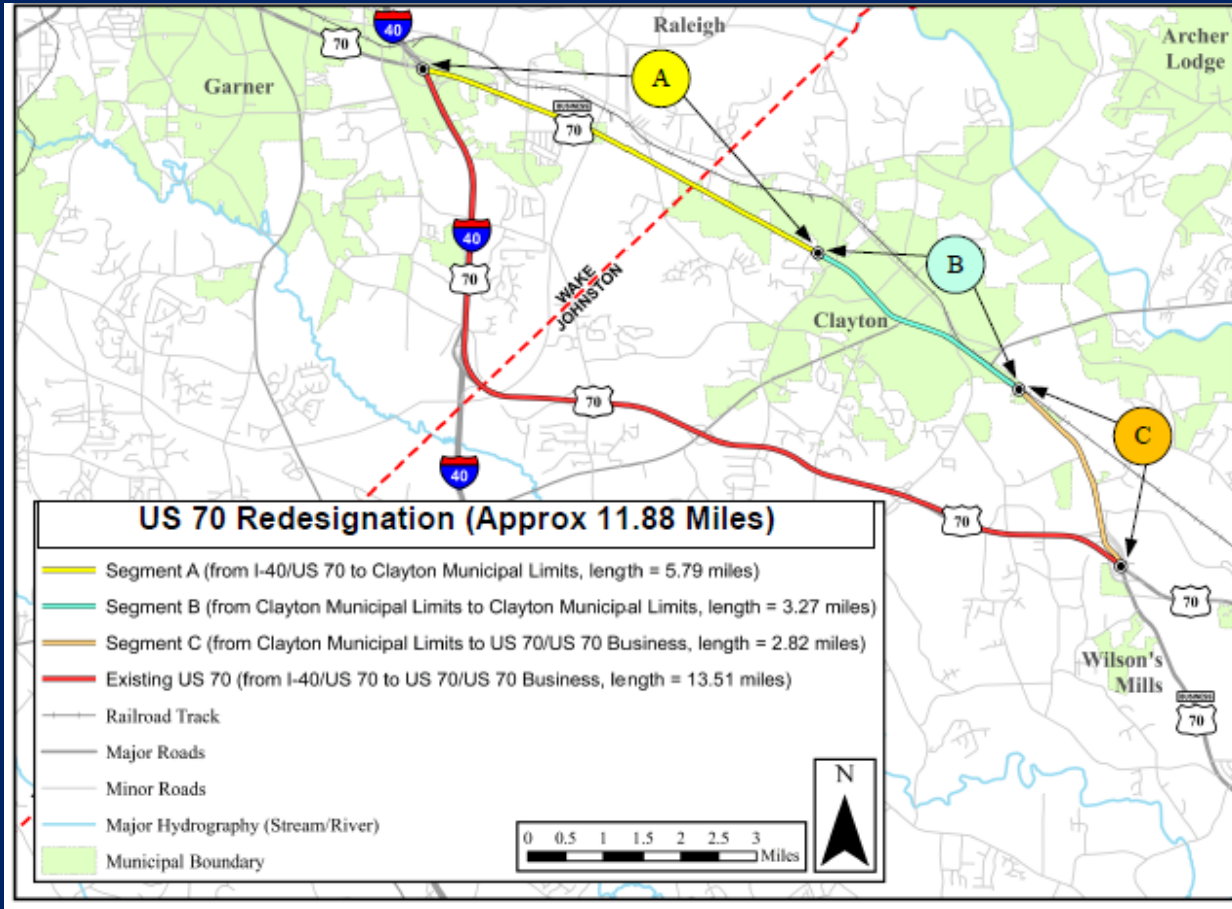


# NC 42 Conversion to NC 36





# US 70 Redesignation



## 5.1 Resolutions of Support for US 1A Designation Removal & US 70 Rerouting

### Requested Action:

**Recommend the Executive Board adopt the Resolutions of Support as attached.**



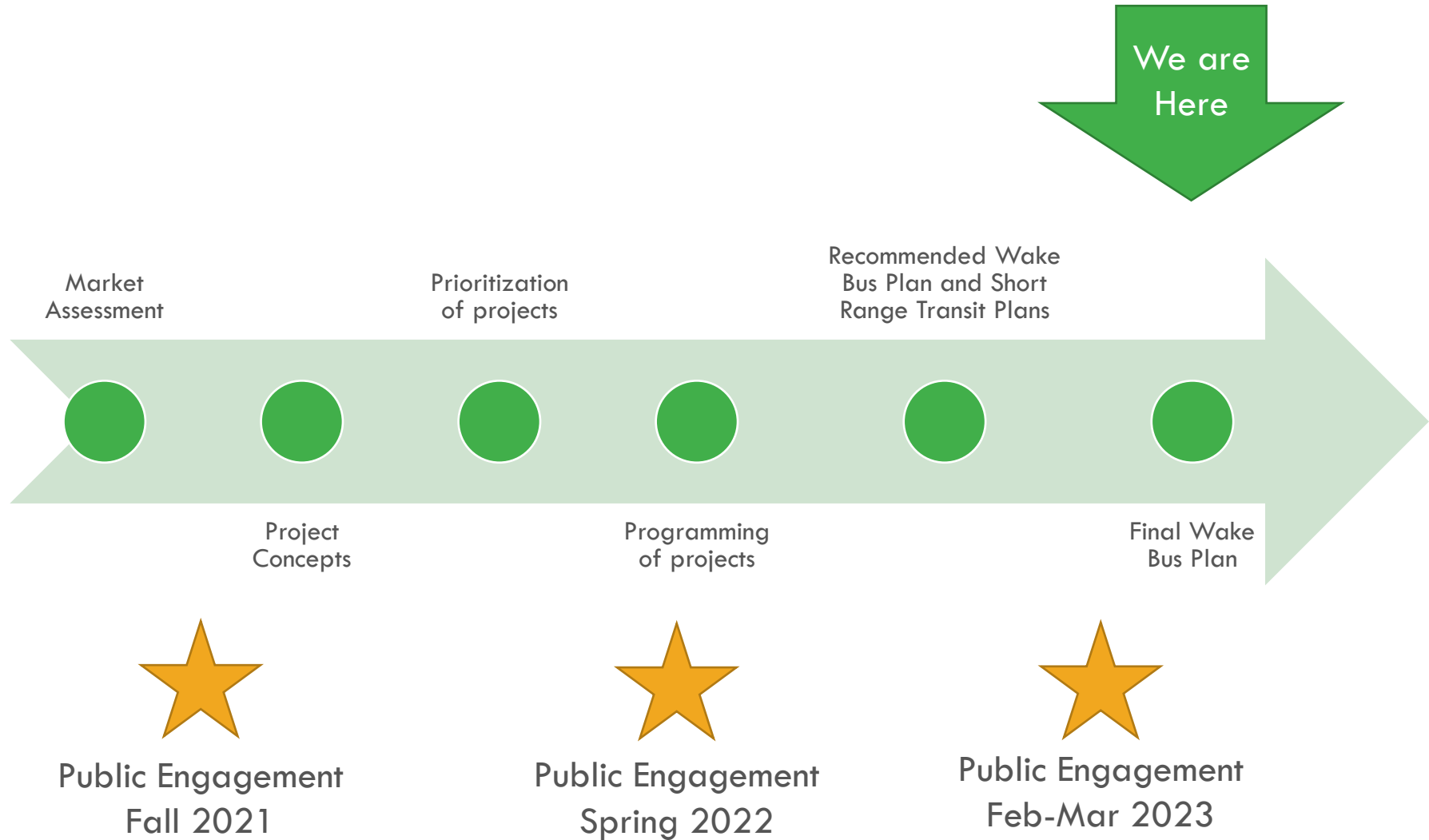
## 5.2 Wake Bus Plan Update



# Recommended FY 2025-2030 Wake Bus Plan

June 2023

# Where are we in the process?



# What is the Wake Bus Plan?

The Wake Bus Plan is a year-by-year investment schedule for bus projects included in the Wake Transit Plan. It includes:

- Bus service or operating projects
  - Introduce new bus routes or bus services
  - Increase the frequency of bus routes
  - Extend the hours of operations
- Capital projects.
  - Passenger facilities (new bus stops, transit centers, etc.)
  - Vehicles (buses and vans)
  - Vehicle maintenance facilities

**Focus is on 2025 – 2027 but includes projects planned until 2030.**

### Invest in Frequency

- Frequent bus routes performed well, even during COVID.
- Bus Plan looked to areas where increasing service levels

- **Examples:**

- GoRaleigh Route 5 Biltmore Hills
- GoRaleigh Route 11 Avent Ferry
- Go Raleigh Route 3 Glascock
- GoRaleigh Route 7L Carolina Pines
- GoTriangle Route 100X

### All-Day Service

- Community input and changes in travel plans demonstrated a need to operate service all day long and on weekend days.
- Expanded some services during the middle of the day and on Saturdays and Sundays.

- **Examples:**

- GoTriangle Route 305 Holly Springs-Apex-Raleigh
- GoTriangle Route ZWX Zebulon-Wendell-Raleigh
- GoCary Route 12 ACX
- GoRaleigh Route 12 Method

### New Service Model

- Changes in work schedules and growth in areas that have lower density develop meant the Bus Plan considered new service models, like microtransit.

- **Examples:**

- GoRaleigh North Wake Microtransit (replaces Route 401X Rolesville)

### Improve Service Performance

- Adjust route alignments or eliminate underperforming routes to ensure that the Wake Transit Plan funds and other funding sources are serving the highest need.

- **Examples:**

- GoRaleigh North Wake Microtransit (replaces Route 401X Rolesville)
- GoRaleigh Route 26 elimination with realignment of Route 27L and Route
- GoTriangle 311 and NRX route elimination

# Creating the Draft Wake Bus Plan

**Bus Plan combines data and community/stakeholder input:**

- Data inputs:
  - Analysis of transit markets and needs
  - Assessment of gaps between existing services and needs
  - Evaluation of existing bus services

# Creating the Draft Wake Bus Plan

**Bus Plan combines data and community/stakeholder input:**

- Community/stakeholder engagement
  - Collected feedback on locations and types of accessibility improvements
    - Needs for investments like sidewalks, crosswalks, bike lanes, etc.
    - Conducted in Fall 2021
  - Shared draft service improvement ideas
    - Ideas for new bus routes and new service types
    - Conducted in Spring 2022
  - Current input on recommended improvements and timing
    - Conducted in Spring 2023





# Spring 2023 Engagement Overview

- **Online Survey**
  - February 20<sup>th</sup> and March 22<sup>nd</sup>, 2023
- **In-Person**
  - 16 pop-ups held between February 20<sup>th</sup> and March 22<sup>nd</sup> at transit centers, bus stops, and community centers
  - Collected comments via paper surveys
  - Shared handout with QR code for the online survey





# Outreach Metrics

- Email Outreach:

- Email to 533 contacts: Community Organizations, Businesses, and Apartments

- Pop-Up Events (16):

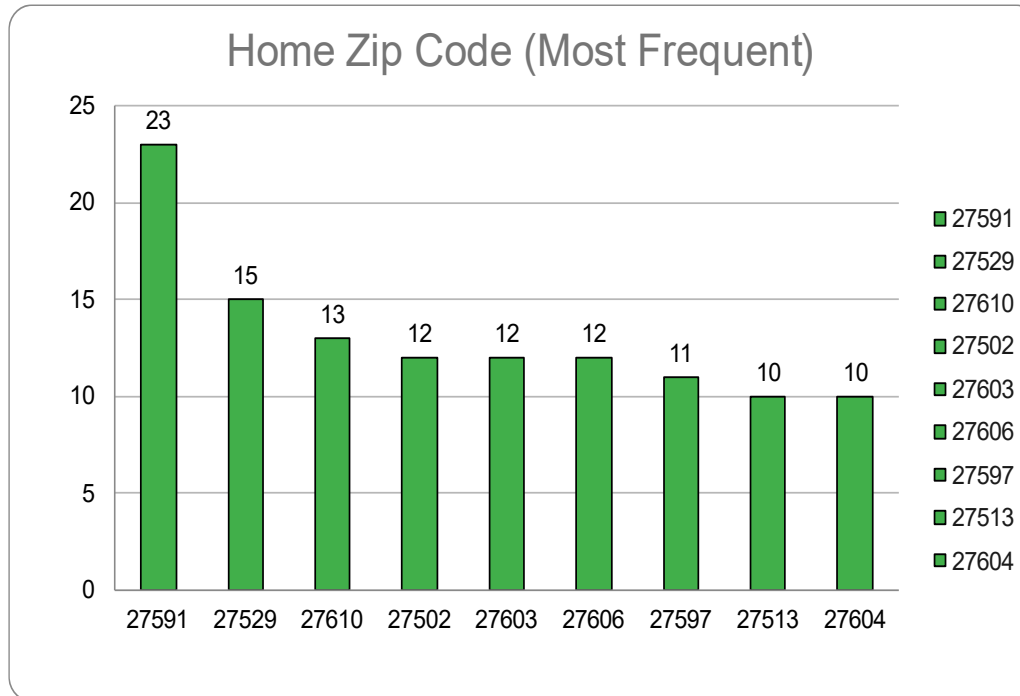
- Wake Tech North Campus
  - Garner Senior Center
  - Triangle Town Center Mall
  - Wendell Falls Activity Center
  - Wendell Eastern Wake Senior Center
  - GoRaleigh Station
  - Boxyard RTP
  - Fuquay-Varina Community
  - Apex Senior Center
  - Crabtree Valley Mall Bus Stop
  - Western Wake Farmers Market
  - NCSU Stafford Commons
  - Cary Depot
  - Dorcas Ministries
  - Holly Springs Farmers Market
  - Knightdale Station Park

- Public Input.com survey traffic:

- [www.goforwardnc.com](http://www.goforwardnc.com): (792)
  - [Publicinput.com](http://Publicinput.com) (219)
  - [Triangleblog.com](http://Triangleblog.com) (23)

## Online Survey: 762 Participants

Responses by Zip Code



- 87% reported speaking English “well”
- 46% identified as men, non-binary or ‘other’
- 45% identified as women
- 19% with annual household income under \$53,001
- 18% identified as a racial minority or multiracial
- 8% identified as disabled

# Top comments by agency

GoCary	GoRaleigh	GoTriangle
<ul style="list-style-type: none"> <li>• Higher frequency on Route 12 Apex-Cary</li> <li>• Service in West Cary</li> <li>• Better regional connections from Cary to RDU, Durham, and Garner</li> </ul>	<ul style="list-style-type: none"> <li>• Move Route 33 improvements earlier to coincide with Wake Tech 4.0 opening</li> <li>• Concern about removal of NCSU stop on Route 11L</li> <li>• Concern about alignment changes on Oberlin/Six Forks package</li> <li>• Proposals for alignment changes for each route</li> <li>• Better regional connections to areas south of Raleigh</li> </ul>	<ul style="list-style-type: none"> <li>• Concerns about removal of Eubanks P&amp;R from CRX</li> <li>• Concerns about loss of DRX service</li> <li>• Concerns about 311 elimination</li> <li>• Proposals for local stops and alignment changes on ZWX</li> <li>• Better service to RDU</li> <li>• Better regional connections to specific areas around the county</li> </ul>

# Updates to Wake Bus Plan

# Final Updates to Wake Bus Plan

- Updates to draft Wake Bus Plan and SRTPs based on:
  - Public engagement
  - Changing BRT schedules
  - Considerations raised prior to engagement but held off until this round

# Recommended Changes

## GoCary

- Increase frequency and add Sunday service on Route 11 East Cary and Route 12 Apex-Cary
  - Align with Wake Bus Plan Service Guidelines and Performance Measures

## GoRaleigh

- Implement 33 Knightdale to align with opening of Wake Tech Campus
  - FY25 instead of FY27
- Minor Adjustments:
  - Adjust Route 7 South Saunders service reduction based on BRT implementation schedule
  - Allow North Wake Microtransit to implement earlier if GoRaleigh is ready
  - Acknowledge Oberlin/Six Forks Package may be impacted by Northern BRT design

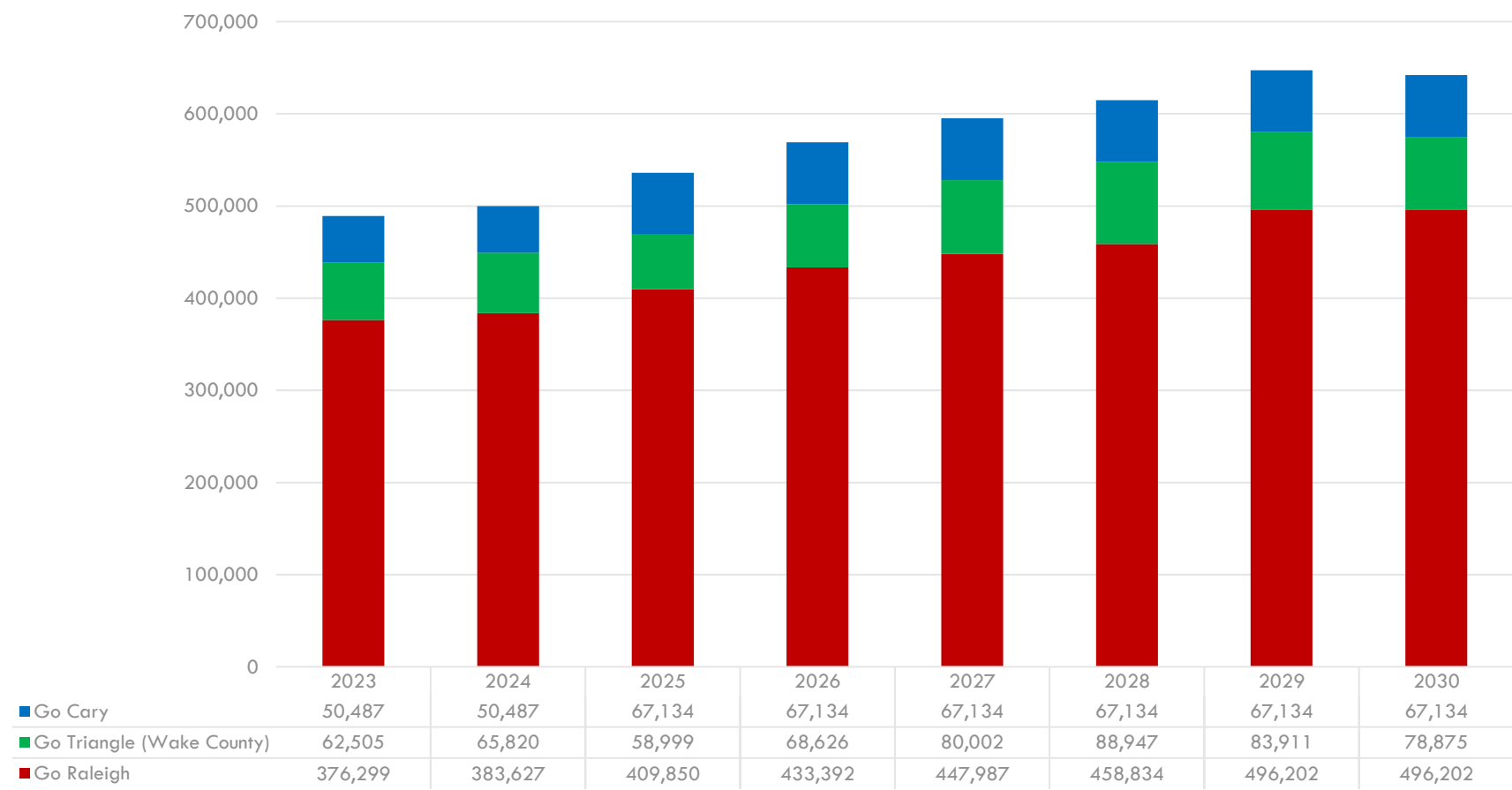
# Recommended Changes

## GoTriangle

- Route ZWX (Zebulon Wendell Express)
  - Maintain service to downtown Raleigh and extend to RUSBUS (potential to decouple after BRT is implemented)
  - Add bus stops in Wendell rather than single mobility hub
  - Shift start date to FY2026
- Route 311 (Apex to RTC)
  - Reintroduce as hourly service during peak period
  - Add funding for bus stop improvements
- Potential changes evaluated as part of other efforts :
  - DVX – Finalize park and ride lot locations through Durham Bus Plan Work
  - CRX – Orange County routing will be finalized through Durham Bus Plan work.
  - RDU service – will require further conversations with RDU

# Bus Service Investments

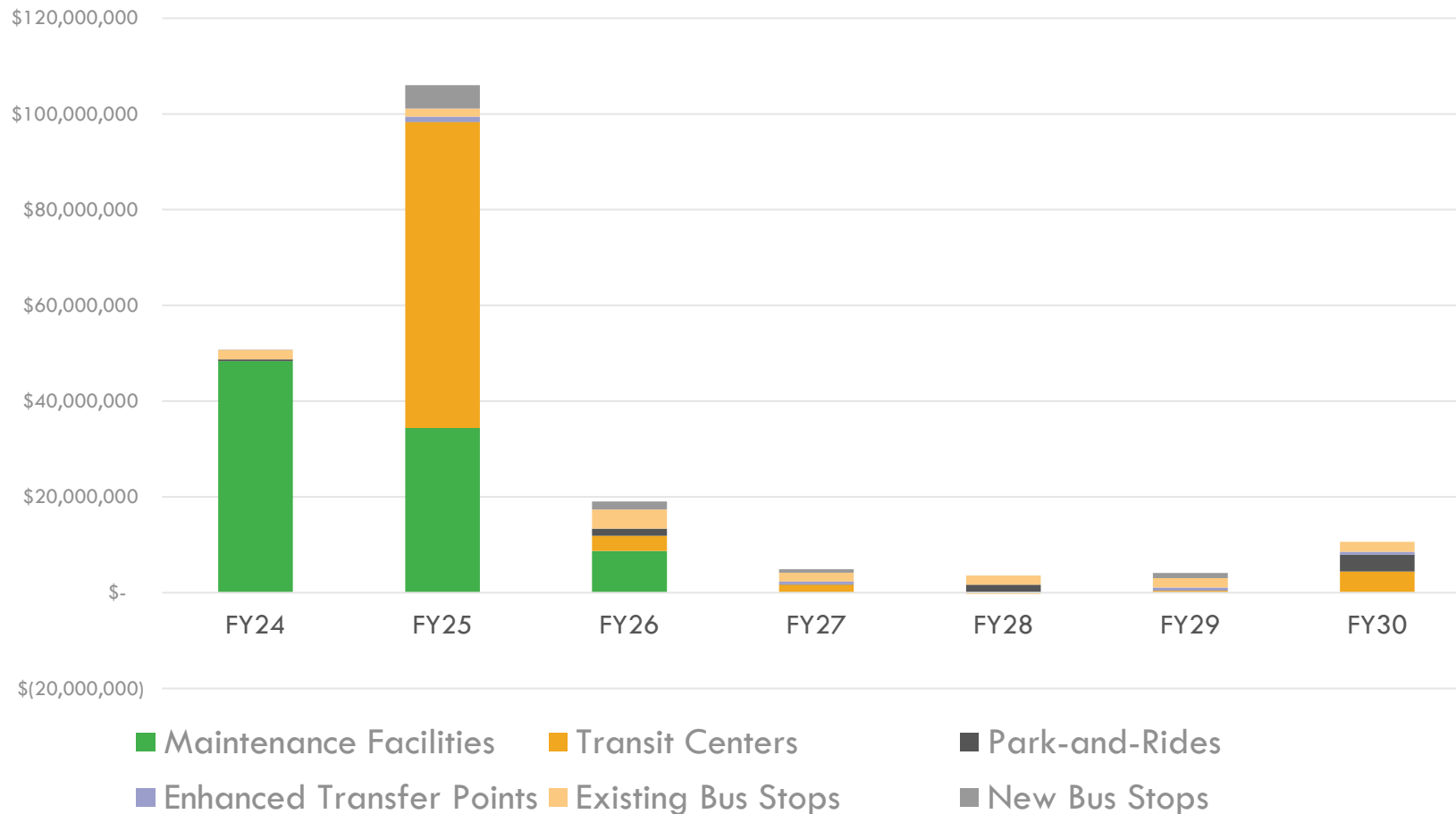
Wake Bus Plan will increase bus service in Wake County by adding roughly 31% more service by 2023. Most new service will be in Raleigh.





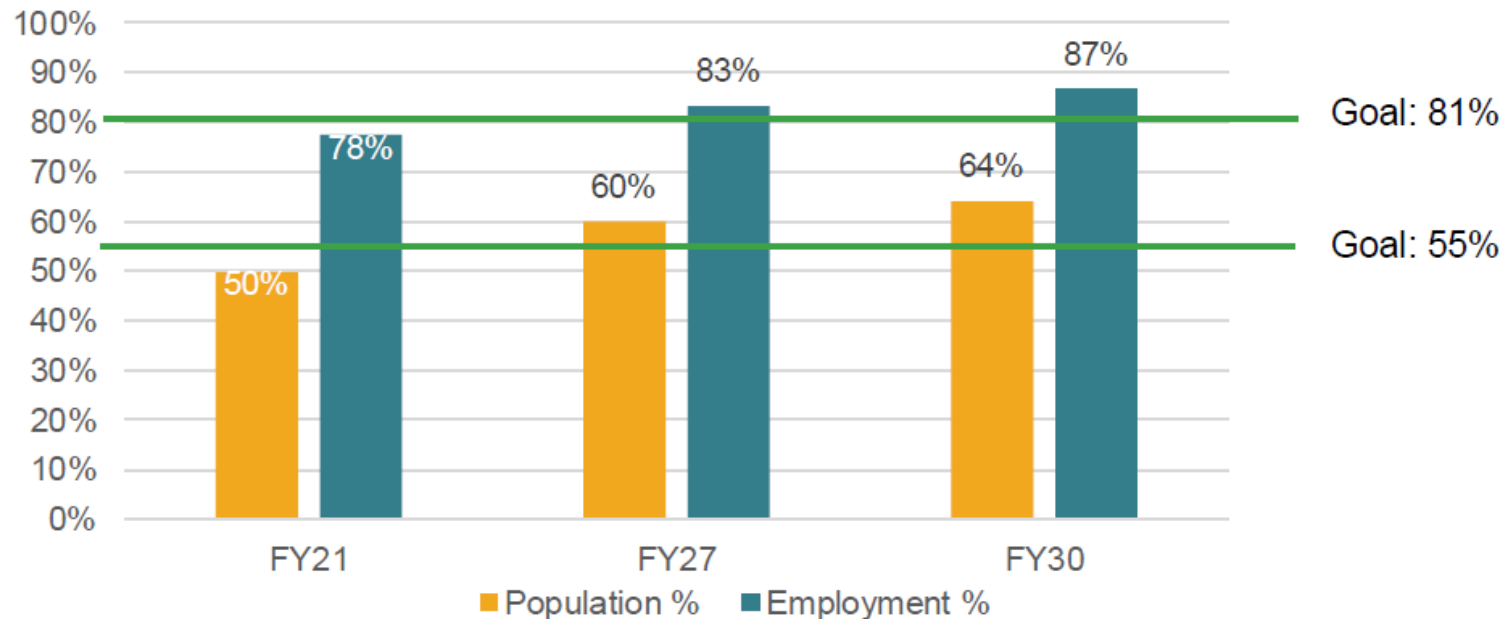
# Capital Project Investments

**Adding service means adding and improving passenger facilities. It also means buying more buses. Plan allocates \$279 million to capital projects.**



## Goal: Expand Access to All-Day Bus Service

**Achieves the Wake Transit Plan goal of ensuring that all-day transit service is accessible to 55% of Wake County residents and 81% of jobs in Wake County by 2027.**



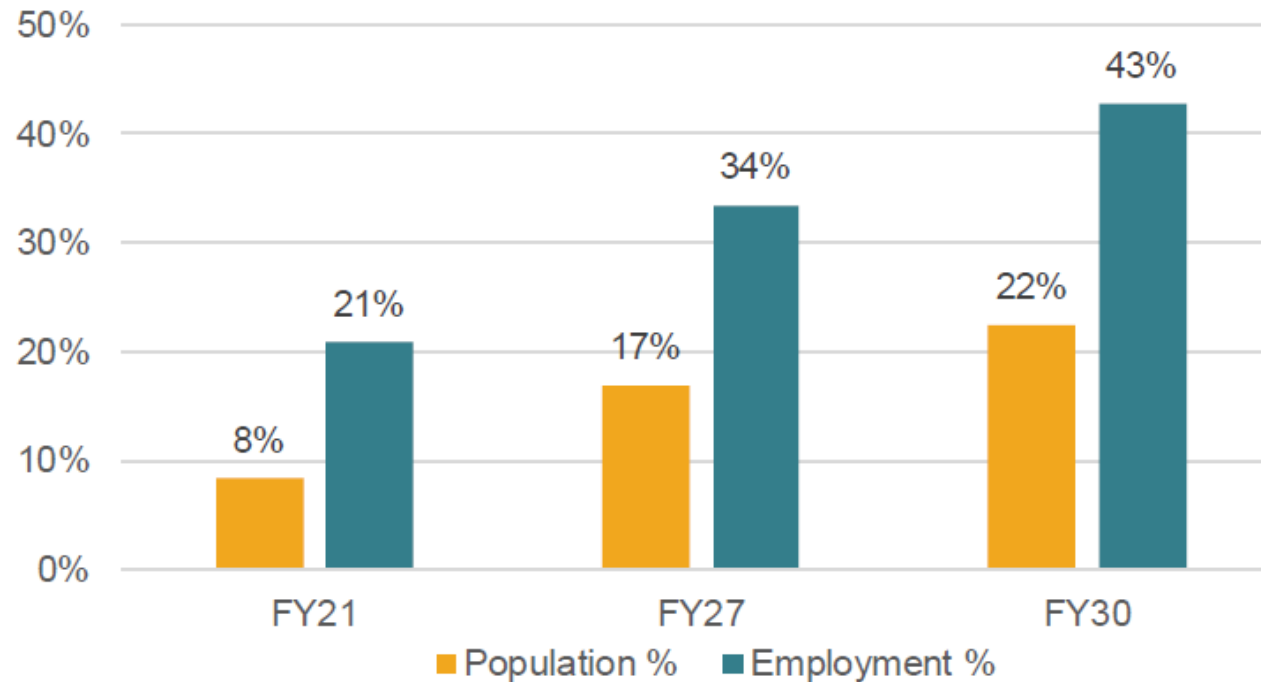
Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

Includes bus, bus rapid transit, and microtransit services (within  $\frac{3}{4}$  mile of a Smart Shuttle node or within the boundaries of an on-demand microtransit zone)

## Goal: Expand Access to Frequent Bus Service

Providing frequent and reliable urban mobility is one of the four Big Moves. The Wake Bus Plan increases the percent of residents and jobs in proximity to high frequency transit.



Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

Includes bus and bus rapid transit.

## Next Steps

**8/16/2023- CAMPO Executive Board (Action Item)**

**8/23/2023- GoTriangle Board of Trustees (Action Item)**

**Thank You!**

## 5.2 Wake Bus Plan Update

### Requested Action:

**Recommend the Executive Board adopt the 2025-2030 Wake Transit Bus Plan.**

## 5.3 FY 2023 Period of Performance Extension Requests

# Summary of Special Period of Performance Schedule

FY2023 Wake Transit Work Plan Amendment Schedule

Cycle	Amendment Type	Submission Deadline	Public Review Period Start	Joint B&F/P&P Review	Public Review Period Ends	TPAC Recommends Work Plan Amendment(s) to Governing Boards	CAMPO TCC Recommendation of TIP* & Work Plan Amendment(s)	CAMPO Executive Board Approves TIP* & Work Plan Amendment(s)	GoTriangle Board of Trustees Approves Work Plan Amendment(s)
2nd Qtr	Major	August 26, 2022	Sept. 1, 2022	September 22, 2022	September 30, 2022	October 12, 2022	November 3, 2022	November 16, 2022	November 16, 2022
	Minor		Sept. 1st to 15th						
3rd Qtr	Major	December 2, 2022	Dec. 9, 2022	December 15, 2022	January 9, 2023	January 18, 2023	February 2, 2023	February 15, 2023	February 22, 2023
	Minor		Dec. 9th to 23rd						
4th Qtr	Major	February 28, 2023	March 6, 2023	March 22, 2023	April 5, 2023	April 10, 2023	May 4, 2023	May 17, 2023	May 24, 2023
	Minor		Mar. 6th to 20th						
POP	Special POP Cycle***	May 26, 2023	No public or subcommittee review for special POP amendment cycle.			June 14, 2023	August 3, 2023	August 16, 2023	August 23, 2023

\* Some Wake Transit Work Plan amendments will also require a CAMPO Transportation Improvement Program (TIP) amendment. In the event that the TIP amendment schedule does not align with the Work Plan amendment dates, or other factors, such as required air conformity determinations, will delay TIP amendment considerations, the CAMPO TCC and Executive Board will consider those amendments for approval at the soonest opportunity.

\*\* Some meeting dates around the 2022 holiday season and for the 2023 calendar year have yet to be set. The dates reflected on this schedule are based on previous recurring meeting cycles, but may be adjusted once the TPAC, TCC and governing boards approve next year's meeting calendars.

\*\*\* The special amendment request cycle for Period of Performance (POP) extension requests was recommended by the TPAC as part of the Wake Transit Work Plan Amendment Policy update expected to be adopted by the Wake Transit governing boards in fall 2022. This 4th scheduled amendment cycle ONLY allows POP extension requests for projects with agreements set to expire in the upcoming fiscal year. These requests are not subject to the public or subcommittee review processes prior to TPAC consideration.



# Summary of Period of Performance Extensions

Agency	Contract Number	WTWP Project ID	Project Title	Original Allocation	Additional WTWP Amendments	Funds Remaining to Re-Encumber	Recommended Extension	Funding / Scope Impact	Reason for Major/Minor Amendment Status
City of Raleigh	20-053	TC005-A1	Bus Rapid Transit - Project Development	\$28,720,000	+\$13,650,000	\$37,367,195.16	(12/31/2025)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
	21-020	TC001-J	Paratransit Replacement Vehicles	\$380,000		\$123,605.76	(12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
	21-019	TC002-AQ	Pleasant Valley Shopping Center Transfer Point Improvements	\$152,421		\$144,208.02	(12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
		TC002-AO	WakeMed North Transfer Point Improvements	\$152,421		\$149,255.58	(12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
		TC002-AN	Capital / Millbrook Transfer Point Improvements	\$152,421		\$134,654.02	(12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
		TC002-AH	Hillsborough / Jones Franklin Transfer Point Improvements	\$246,000		\$246,000.00	(12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
		TC002-AE	Hillsborough / Gorman Transfer Point Improvements	\$246,000		\$246,000.00	(12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
		TC002-AD	Construction of Cross Link / Rock Quarry Transfer Point Improvements	\$246,000		\$246,000.00	(12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Morrisville	20-058	TC002-BF	Bus Stop / Node Improvements for Smart Shuttle	\$248,000		\$152,202.04	(12/31/2025)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	21-017	TC002-Y	Systemwide Bus Stop Improvements	\$64,800		\$64,800.00	(12/31/2025)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds

More detail for each request is available in the agenda attachment.

## 5.3 FY 2023 Period of Performance Extension Requests

### Requested Action:

**Recommend the Executive Board approve 10 requested Period of Performance extensions for project agreements set to expire in FY24.**

## 5.4 LAPP FFY 2025 Proposed Changes & Target Modal Mix

## 5.4 Locally Administered Projects Program (LAPP) FFY 2025 Proposed Changes and Target Modal Investment Mix

- Proposed changes and Target Modal Investment Mix recommended by LAPP Steering Committee
- One-Call-For-All (LAPP FFY 2025 & UPWP FY 2025) anticipated to open at August 16<sup>th</sup> Executive Board Meeting.
- Mandatory FFY 2025 LAPP Applicant Training on August 17, 9 am – 12 pm

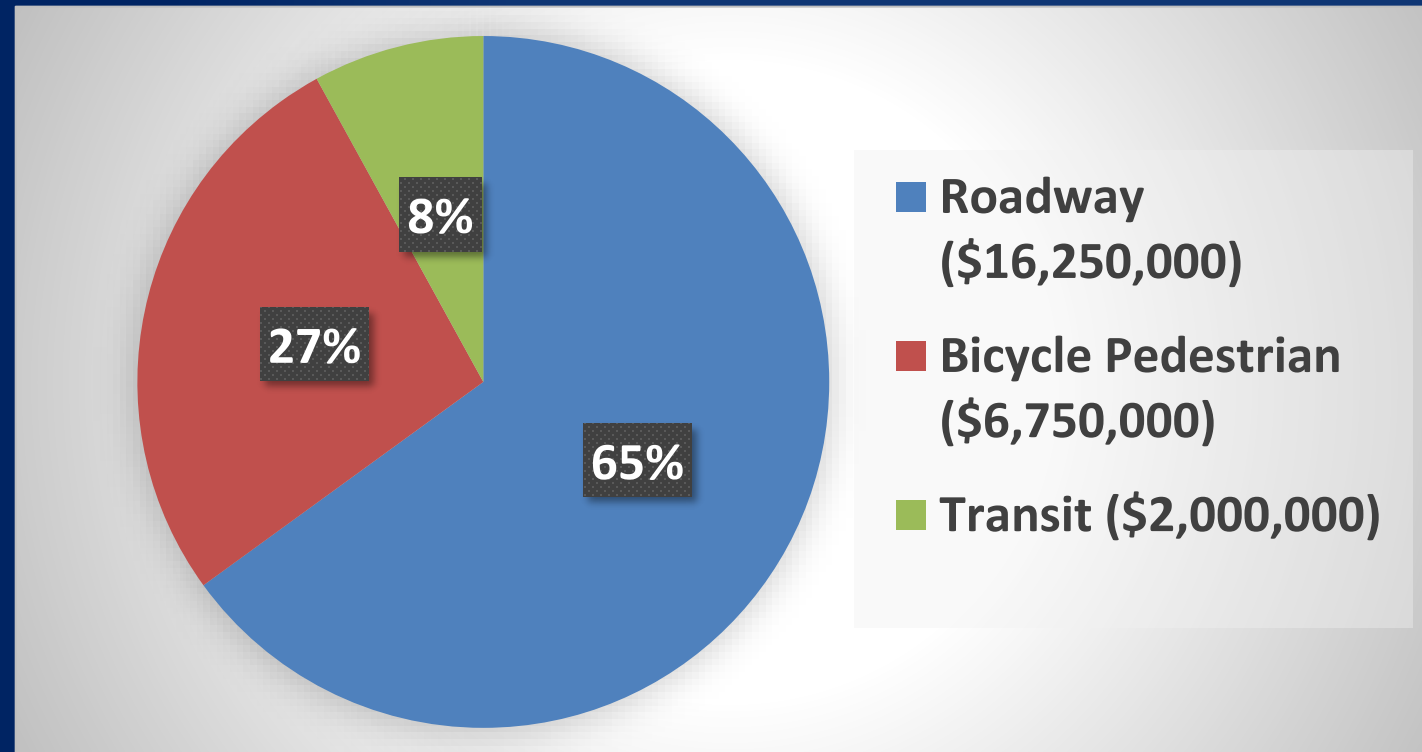
Public Comment: June 1 - August 15, 2023

Public Hearing: August 16, 2023 Executive Board Meeting

# FFY 2025 Target Modal Investment Mix

## Staff Recommendation:

Keep same target modal investment mix and tentative programming amount (\$25m) as prior round of LAPP. If new funding information is made available, CAMPO Staff or LAPP Selection Panel may recommend revising programming amount.



# Equity in LAPP Scoring

Equity in Scoring Criteria has been discussed through multiple LAPP iterations

- Concerns on how to properly include equity in scoring
- Nuances on how equity is measured

## **Staff Recommendation:**

- Spring 2023: Use feedback to develop scoring criteria, weights, and measures
- FFY 25 LAPP cycle: Incorporate an equity metric into the LAPP scoring criteria for testing purposes only

# Equity in LAPP Scoring: Draft Scorecard

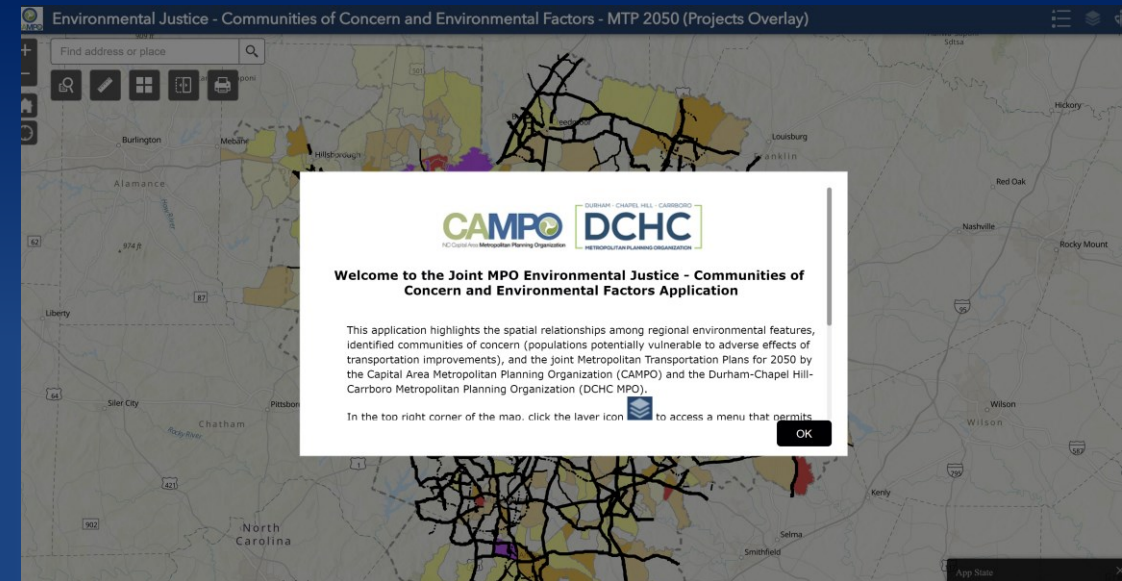
<b>Access to Opportunities</b>	2	Provides three or more CoCs with safe and affordable access to destinations.
	1	Provides a CoC with safe and affordable access to destinations.
	0	Will not provide CoCs with safe and affordable access to any destinations.
	-1	May adversely impact CoCs access to destinations.
<b>Access to Health</b>	2	Provides three or more CoCs with safe and affordable access to health resources.
	1	Provides a CoC with safe and affordable access to health resources.
	0	Will not provide CoCs with safe and affordable access to any health resources.
	-1	May adversely impact CoC access to health resources.
<b>Transit Services</b>	2	Improve transit service from a CoC to a key activity center(s).
	1	Improve transit service within a CoC.
	0	Will not provide new transit service within a CoC.
	-1	May degrade transit service within a CoC.
<b>Travel Time Savings</b>	2	May improve travel time between a CoC and key activity center(s).
	1	May improve travel times within a CoC.
	0	Has no impact on travel times within a CoC.
	-1	Project may degrade travel times within a CoC.
<b>Multimodal Safety</b>	2	May improve safety in a location with documented safety concerns in a CoC.
	1	May improve safety through improvements in a CoC.
	0	Has no impact on safety within a CoC.
	-1	May introduce factors (higher speeds, higher volumes, etc.) that could adversely impact safety within a CoC.
<b>Community Impacts</b>	0	No disproportionate impacts (physical and/or economic) on existing residences or businesses.
	-1	May have disproportionate impacts on existing residences or businesses.
	-2	May have disproportionate impacts on existing residences or businesses in a CoC.

Earn a maximum of 10 points for projects impacting Communities of Concern. Negative points will be assigned for negative impacts.

# Equity in LAPP Scoring: Communities of Concern (CoC)

For the purpose of LAPP, it is proposed that underserved communities be identified using CAMPO's Communities of Concern which classify protected classes using block group census data.

- Age 70+
- Hispanic/Latino
- Limited English Proficiency
- Low Income
- Minority (Non-white)
- Zero Car Household





# Equity in LAPP Scoring: Draft Methodology

<b>Access to Opportunities</b>	2	Provides three or more CoCs with safe and affordable access to destinations.
	1	Provides at least one CoC with safe and affordable access to destinations.
	0	Will not provide CoCs with safe and affordable access to any destinations.
	- 1	May adversely impact CoCs access to opportunity destinations.

1. Define “safe and affordable access” as the ability to safely walk or bike to a destination.
2. Create a quarter-mile radius buffer around the project.
3. Identify areas with CoCs (origins) and identify the locations of educational facilities and community services (destinations) within the project buffer.
4. Use GIS or other mapping tools to determine if the project connects or improves connections for cyclists and/or pedestrians between these origins and destinations.
5. Answer the following application questions:
  - Does your project provide one or more CoCs with safe and affordable access to opportunity destinations? If YES -
    - How many CoCs does it connect?
    - List the opportunity destination(s).

# Equity in LAPP Scoring: Draft Methodology

<b>Access to Health Resources</b>	2	Provides three or more CoCs with safe and affordable access to health resources.
	1	Provides at least one CoC with safe and affordable access to health resources.
	0	Will not provide CoCs with safe and affordable access to any health resources.
	-1	May adversely impact CoC access to health resources.

<b>Travel Time Savings</b>	2	May improve travel time between a CoC and key activity center(s)*.
	1	May improve travel times within a CoC.
	0	Has no impact on travel times within a CoC.
	-1	Project may degrade travel times within a CoC.

<b>Transit Services</b>	2	Improves transit service from a CoC to a key activity center(s)*.
	1	Improves transit service within a CoC.
	0	Will not improve transit service within a CoC.
	-1	May degrade transit service within a CoC.

\*Key activity centers were defined for the MTP as part of a regional effort and the data set is managed by TJCOG.

# Equity in LAPP Scoring: Draft Methodology

<b>Multimodal Safety</b>	2	May improve safety with documented safety concerns in a CoC.
	1	May improve safety in a CoC.
	0	Has no impact on safety within a CoC.
	-1	May introduce factors (higher speeds, higher volumes, etc.) that could adversely impact safety within a CoC.

1. Does your project include safety improvements within a CoC? If YES –
  - Describe the safety improvements or countermeasures included in your project.  
These include protected bike lanes, pedestrian refuge islands, signalized midblock crossing treatments, traffic calming, etc.
2. Does your project address documented safety concerns within a CoC? If YES –
  - Has documentation of the safety concerns been uploaded?  
Provide documentation for safety concerns. A ten-year history TEAAS report is recommended as documentation of a safety concern but local police reports may also be used.

# Equity in LAPP Scoring: Draft Methodology

<b>Community Impacts</b>	0	No negative impacts (physical and/or economic) on existing residences or businesses.
	-1	May have negative impacts on existing residences or businesses.
	-2	May have negative impacts on existing residences or businesses in a CoC.

IMPACT	
<b>Increases traffic through neighborhoods.</b>	A roadway project that adds capacity to a neighborhood street, referred to by Federal Highway Administration functional classification as “urban local”, “urban collector”, or “local”.
<b>Increases vehicle speeds.</b>	Designs a new roadway or modifies an existing street for higher speeds.
<b>Requires land acquisition for necessary right-of-way.</b>	Determine a threshold for total land acquisition out of total area of parcels impacted.
<b>Requires relocations of homes and businesses.</b>	Identify if a home or businesses is located within the right-of-way.
<b>Results in changes to neighborhood character and land uses.</b>	Automobile-oriented transport planning tends to cause more dispersed, automobile-oriented development (sprawl) while walking and transit improvements tend to have opposite effects, encouraging more compact, mixed, multi-modal development.
<b>Creates a barrier to walking and cycling.</b>	Constructs a new road or widens an existing road without providing safe and accessible crossing accommodations for pedestrians and cyclists.

## 5.4 LAPP FFY 2025 Proposed Changes & Target Modal Mix

### Requested Action:

**Recommend the Executive Board approve the FFY 2025 LAPP Program and open the annual One-Call-for-All for LAPP and UPWP projects.**

## 5.5 LAPP Additional Funding Request

**EB-6021 Beaver Creek Greenway Extension** – Awarded partial funding for construction in FFY 2020. The Town requested 1,969,590 (30% of the estimated project cost, \$6,565,300), and the project received \$1,052,881.

The project has already committed \$1.3 million in funds and the Town is requesting a 50/50 match for the remainder of the original project costs.

	FFY 20 Estimate	Committed Funds	Remainder	New Request
LAPP Share	\$1,052,881	\$1,052,881	\$0	\$2,624,599
Town Share	\$5,512,419	\$263,221	\$5,249,198	\$2,624,599
Construction Total	\$6,565,300	\$1,316,102	\$5,249,198	\$5,249,198

## 5.5 LAPP Additional Funding Request

In addition, based on the lowest bid received for the project, there is a shortfall of 1.6 million from the original project costs as line-item costs have continued to increase due to inflation. This request also includes additional funds for construction to address the funding shortfall.

	Funding Shortfall	Committed Funds	New Request	New Budget
LAPP Share	\$818,030	\$1,052,881	\$2,624,599	\$4,495,510
Town Share	\$818,030	\$263,221	\$2,624,599	\$3,705,850
Construction Total	\$1,636,060	\$1,316,102	\$5,249,198	\$8,201,360

### Requested Action:

**Recommend the Exec. Board approve the Town of Apex's EB-6021 additional funding request.**

## 5.6 FY 2020-2029 Transportation Improvement Program (TIP) Amendment #13

- CAMPO has received notification from NCDOT of changes to regional projects that require amending the FY 2020-2029 TIP.
- Posted to CAMPO Website for Public Review/Comment
  - August 2<sup>nd</sup> through September 20<sup>th</sup>
  - Public Hearing scheduled for September 20<sup>th</sup>

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



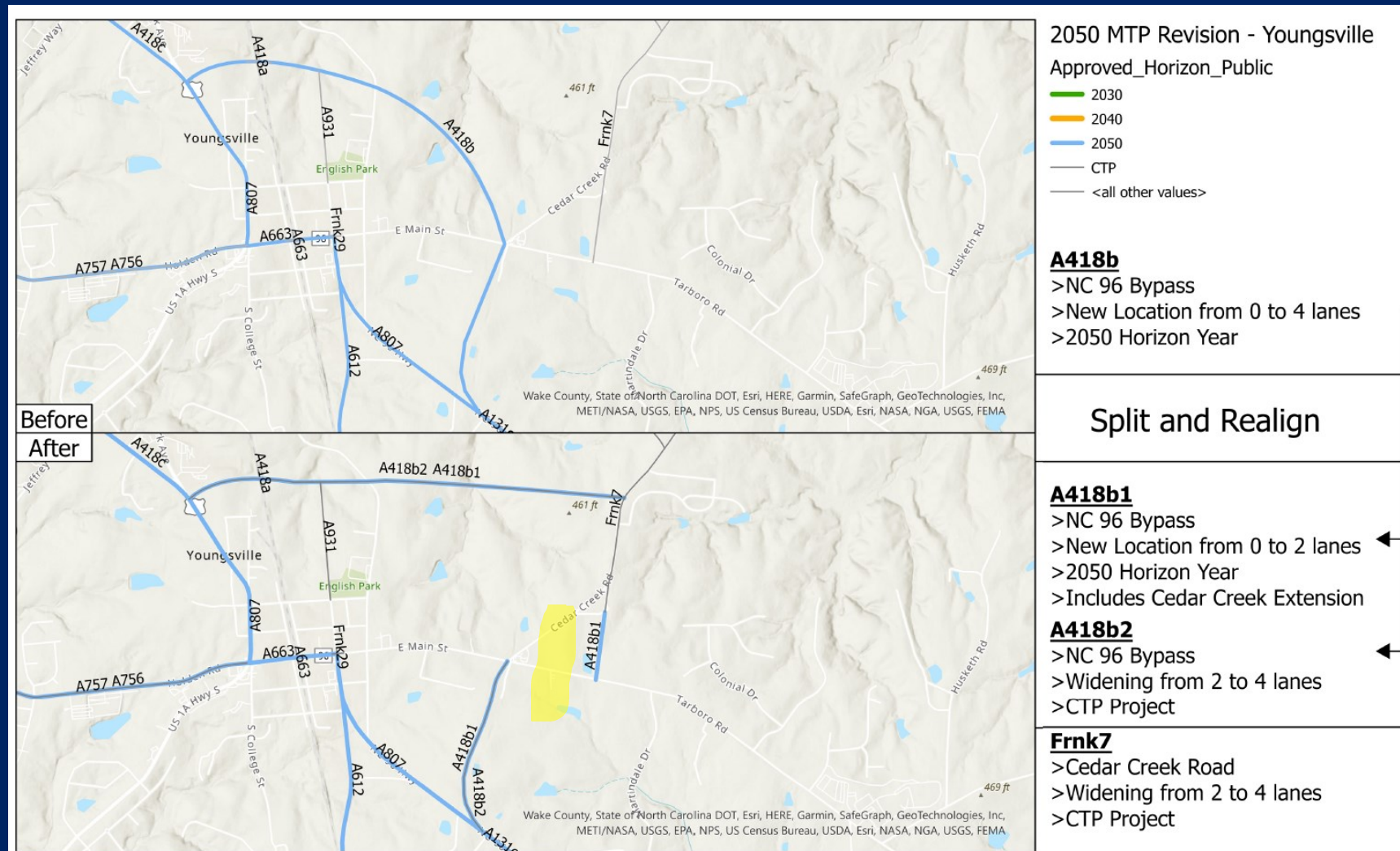
## 5.7/5.8 2050 Metropolitan Transportation Plan Amendment #1, FY2024-2033 Transportation Improvement Program

- Air Quality Conformity is a federal requirement for MTPs and TIPs
- MTP Amendments based on Project Schedules
  - NCDOT's Draft FY2023-2033 STIP
  - CAMPO's NC 540 Bonus Allocation Projects
  - Local Requests
- MTP Amendments based on Project Scope Changes
- MTP Amendments to Remove Projects

## 5.7/5.8 2050 Metropolitan Transportation Plan Amendment #1, FY2024-2033 Transportation Improvement Program

- TRMG2 – consideration of TRMG2 as the official model for travel demand forecasting for the CAMPO region
- CAMPO's FY2024-2033 Transportation Improvement Program
- Public Comment – June through August 16<sup>th</sup>
- Public Hearing – Executive Board mtg on August 16<sup>th</sup>

# 5.7/5.8 2050 Metropolitan Transportation Plan Amendment #1, FY2024-2033 Transportation Improvement Program



## 5.7/5.8 2050 Metropolitan Transportation Plan Amendment, FY2024-2033 Transportation Improvement Program

### Requested Action:

**Recommend the Executive Board approve Amendment #1 to the MTP, the Air Quality Determination Report, adopt the Triangle Regional Model G2 platform as the official travel demand model for the MPO region, and approve the FY2024-2033 Transportation Improvement Program.**

## 5.9 Prioritization 7.0 Modal Candidate Project Lists

# 2026-2035 TIP/STIP Development

## SPOT Actions - MPOs

### 1. Select Projects to Submit for Scoring

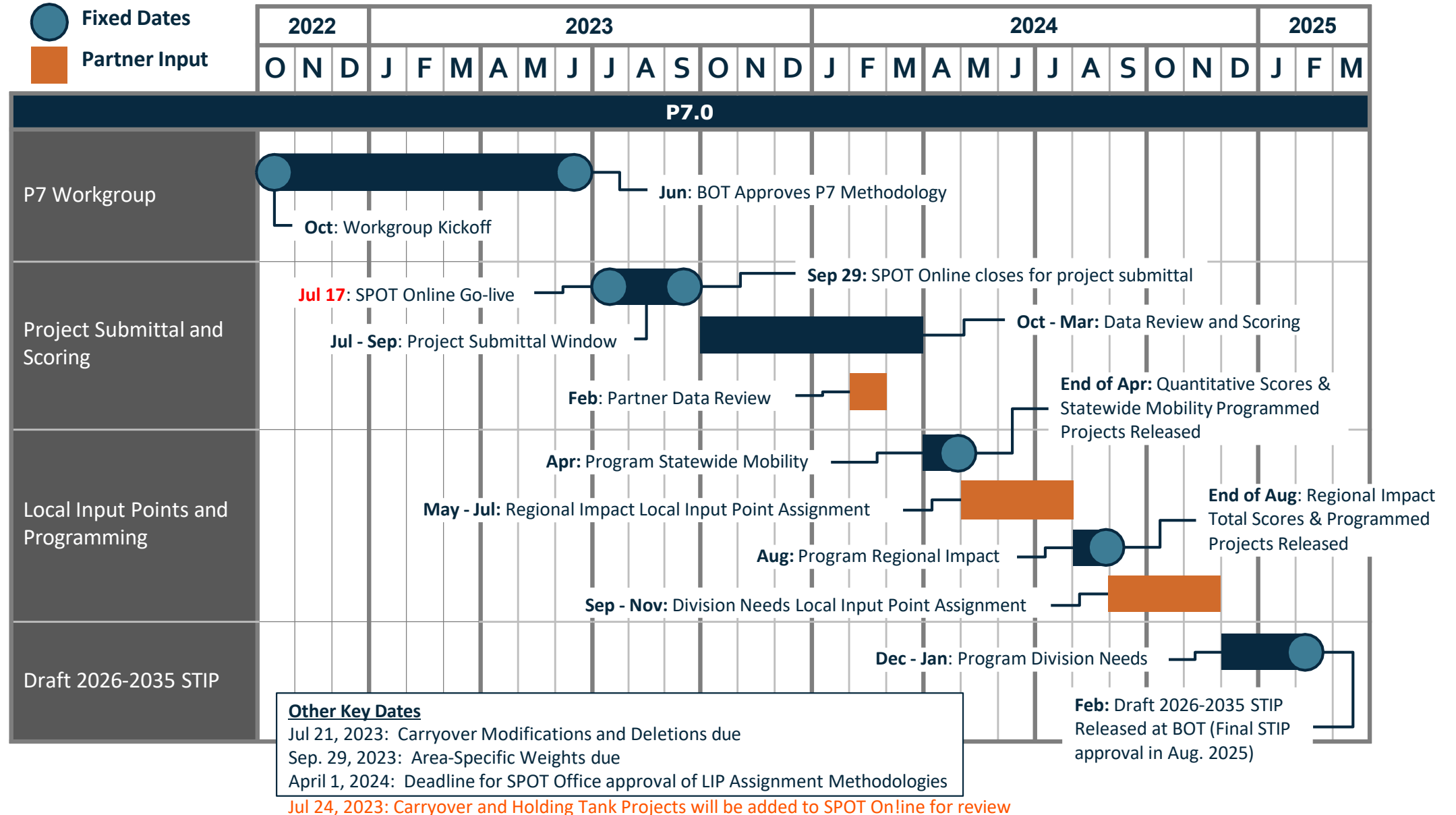
*(46 projects per mode)*

### 2. Assign Local Input points

- Regional Impact Points *(2500 pts)*
- Division Needs Points *(2500 pts)*

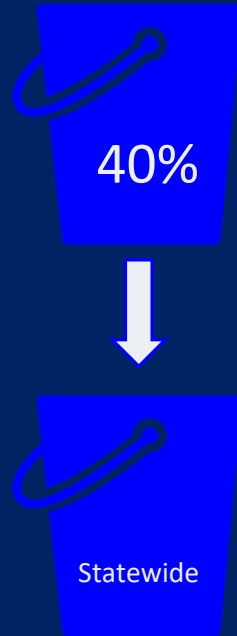
### 3. Adopt TIP

# P7 Schedule



# STIP Funding Distribution

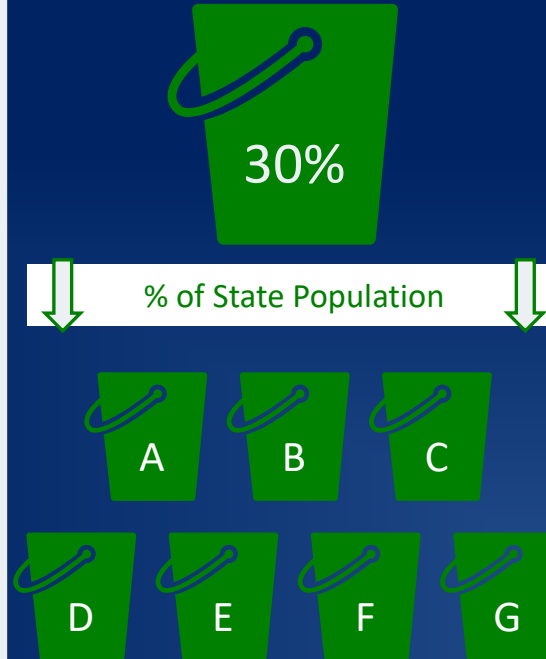
## Statewide Mobility



### Programmed First

Interstate Maintenance  
Bridge Replacement  
Bridge Rehabilitation  
Highway Safety

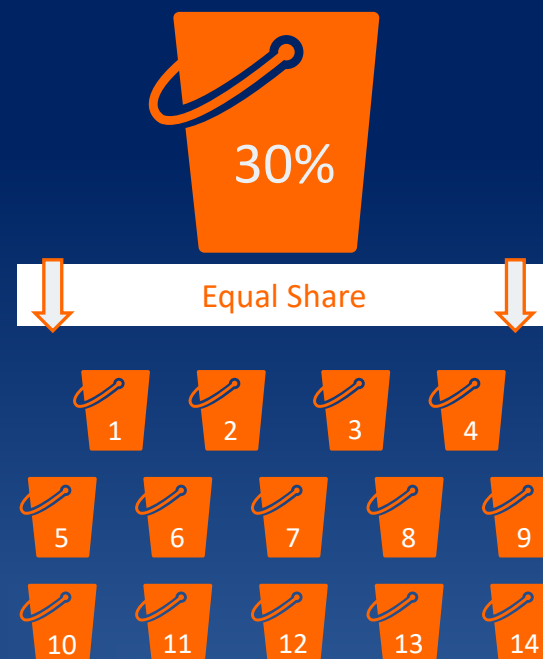
## Regional Impact



### Programmed First

Bridge Replacement  
Bridge Rehabilitation  
Highway Safety

## Division Needs

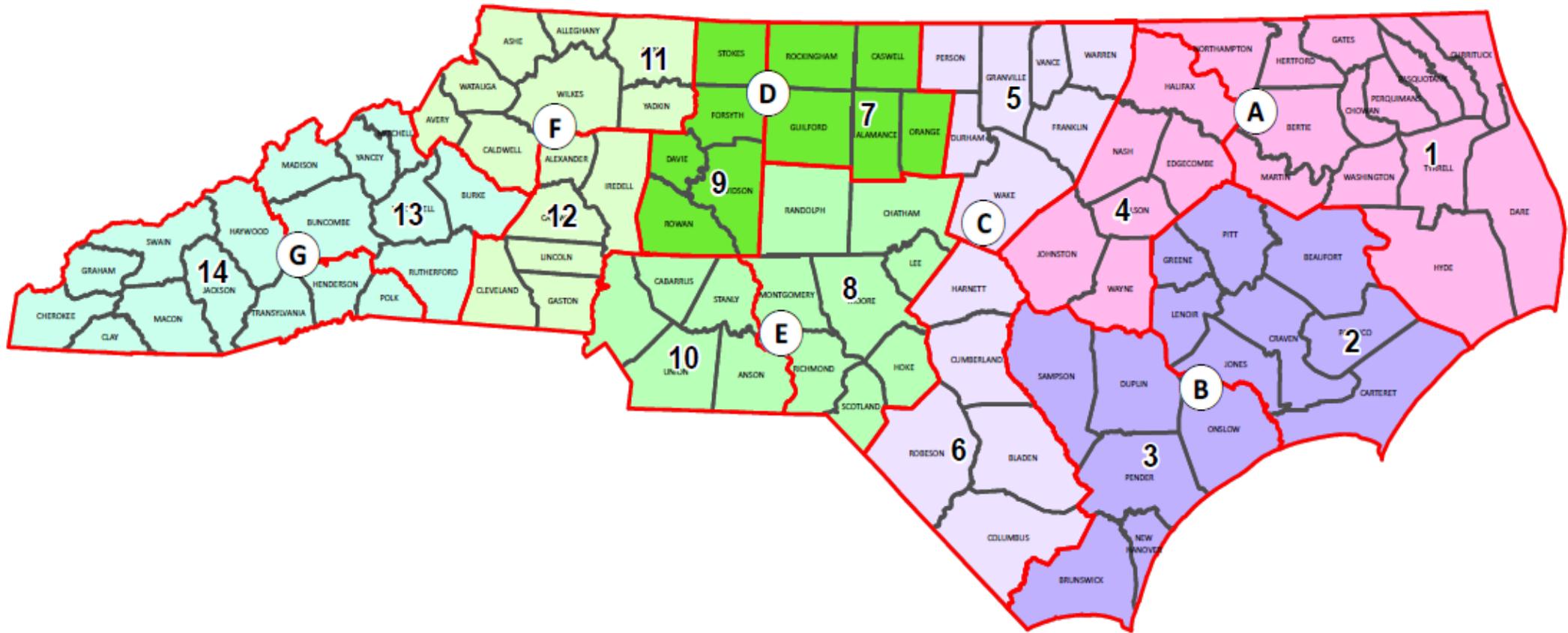


### Programmed First

Bridge Replacement  
Bridge Rehabilitation  
Highway Safety  
MPO Direct Attributable  
Transportation Alternatives  
Highway-Rail Crossing  
Economic Development

Defined in STI Legislation





Defined in STI Legislation

# P7 Preliminary Budget

Statewide: \$3.94 Billion

Region A: \$40.7 million

Region C: \$1.34 Billion

Division 4: \$154 million

Division 5: \$-14 million

Division 6: \$182 million

## 5.9 Prioritization 7.0 Modal Candidate Project Lists

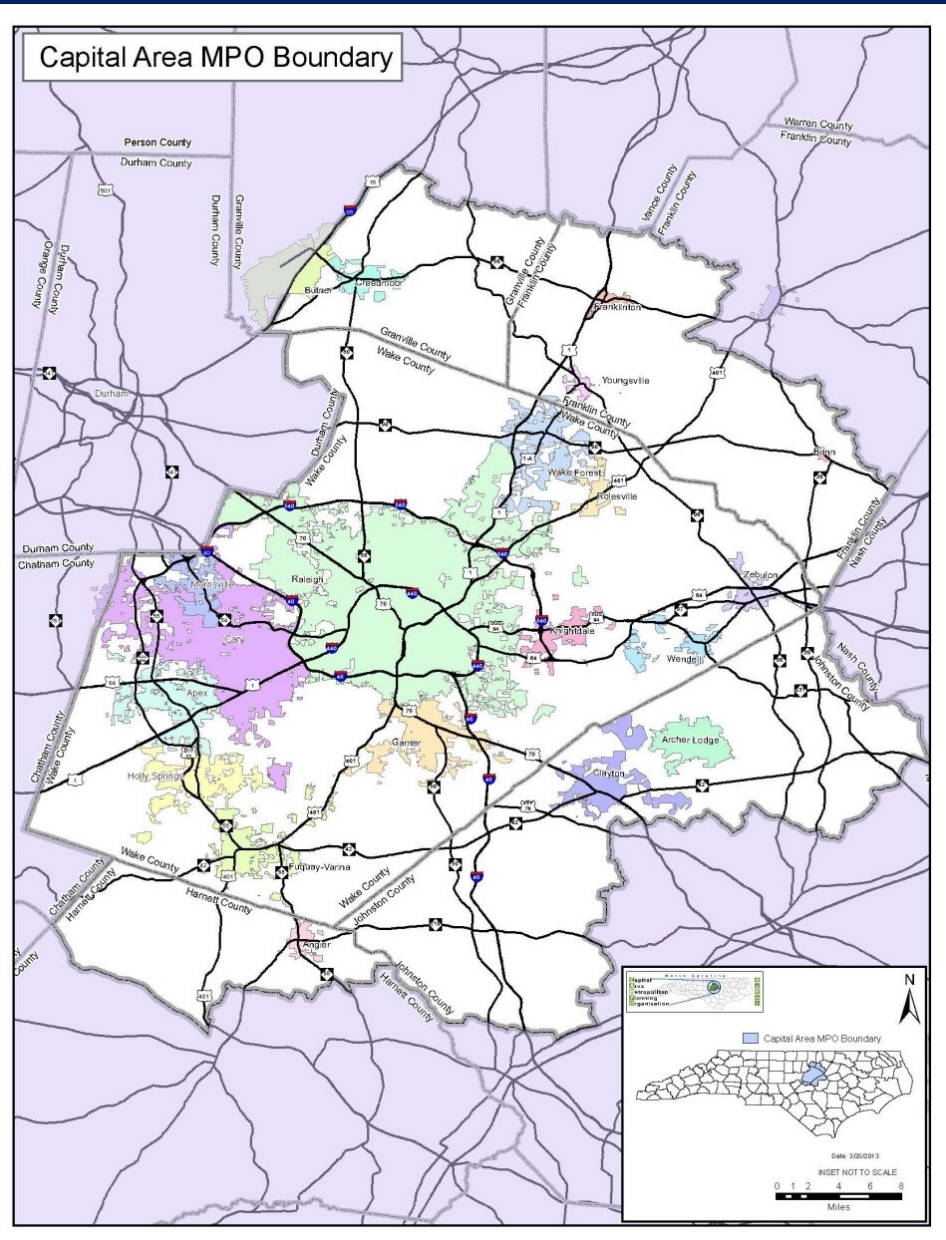
### Next Steps

- Review Draft Candidate Lists
- Public Comment – August 21<sup>st</sup> through September 20<sup>th</sup>
- Public Hearing – Executive Board mtg on September 20<sup>th</sup>
- Submit projects through SPOT Online by Sept 29<sup>th</sup>
- Alternate Criteria weights due by Sept 29<sup>th</sup>
  
- *Next Subcommittee Meeting August 9th*
  - Alex Rickard – [alex.rickard@campo-nc.us](mailto:alex.rickard@campo-nc.us)
  - Daniel Spruill – [Daniel.Spruill@campo-nc.us](mailto:Daniel.Spruill@campo-nc.us)

## 5.9 Prioritization 7.0 Modal Candidate Project Lists

Requested Action:  
Receive as information.

## 5.10 2020 Urbanized Area & MPO Boundary Update



# CAMPO

- The NC Capital Area MPO consists of elected officials and staff representing 5 counties and 19 municipal jurisdictions
- All of Wake and parts of Franklin, Granville, Harnett, & Johnston Counties
- Combined 2020 population of 1.25 million (12% of NC)

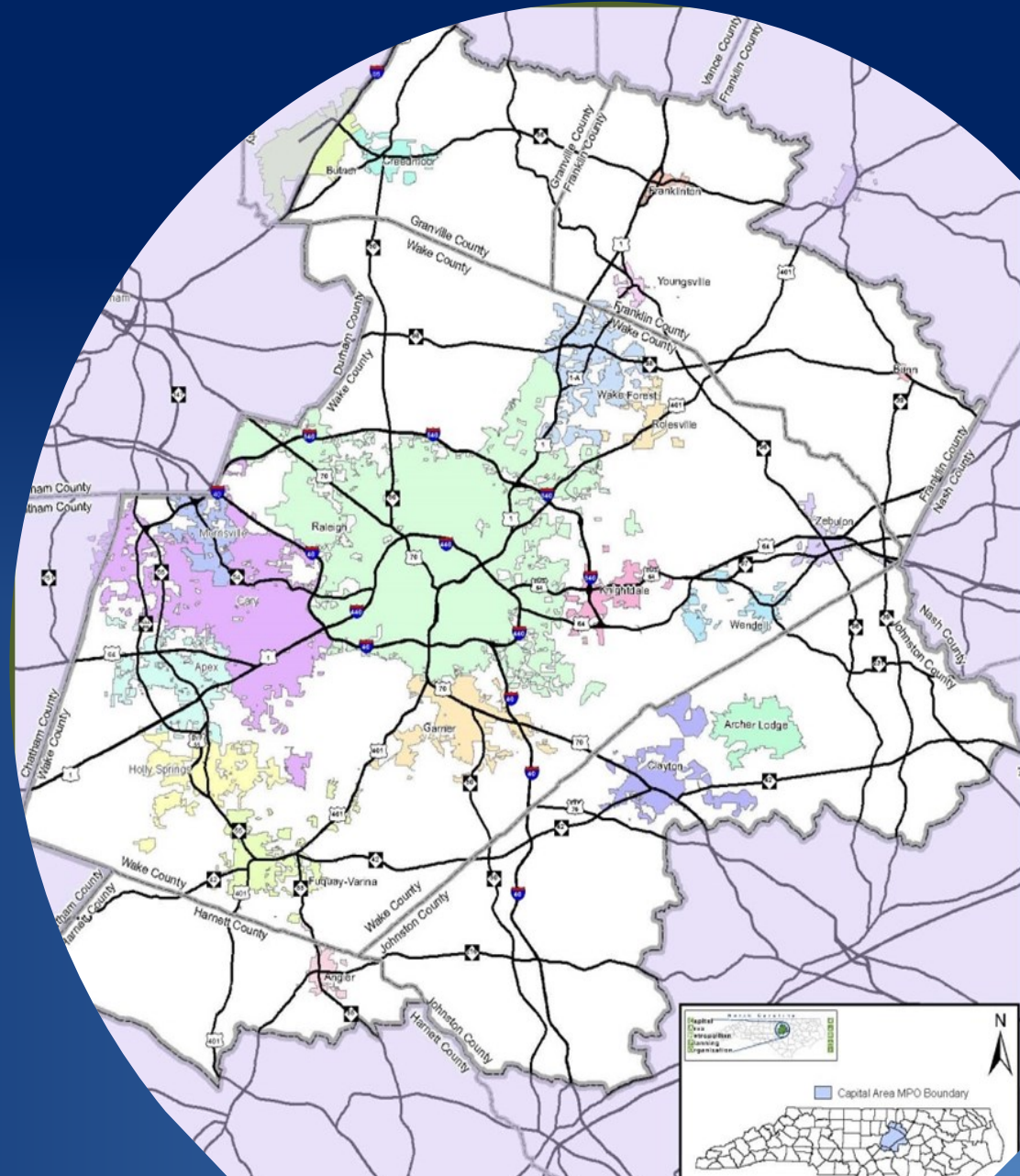


# How are the MPO boundaries determined?

- Federal regulation
- Boundaries are reviewed every 10 years based on census
- Existing urbanized area plus 20-year forecast
- Requires changes to MPO governing documents

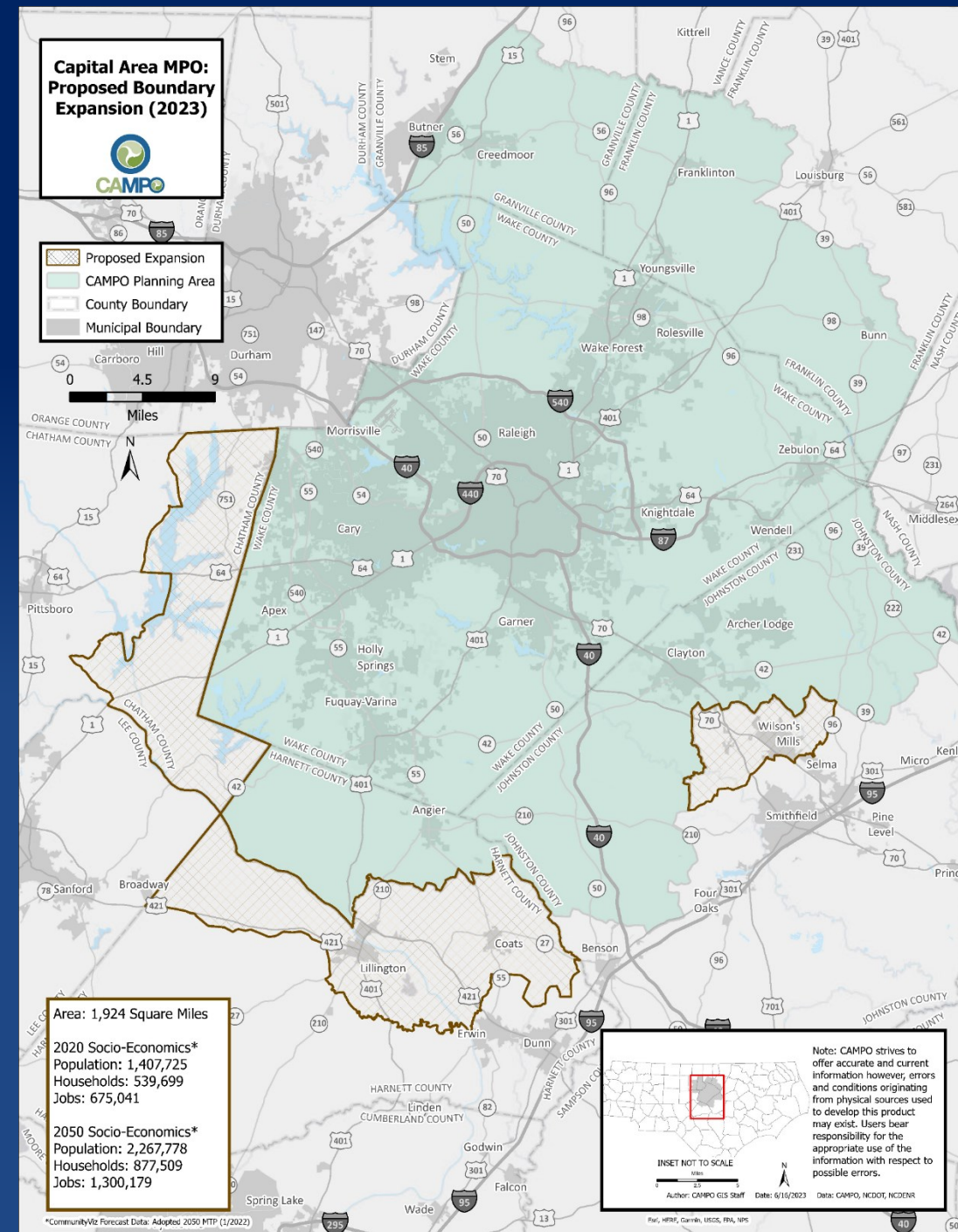
## CFR 23. Section 450.312

1. *At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.*
2. *The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.*



# 2020 CAMPO Boundary Changes?

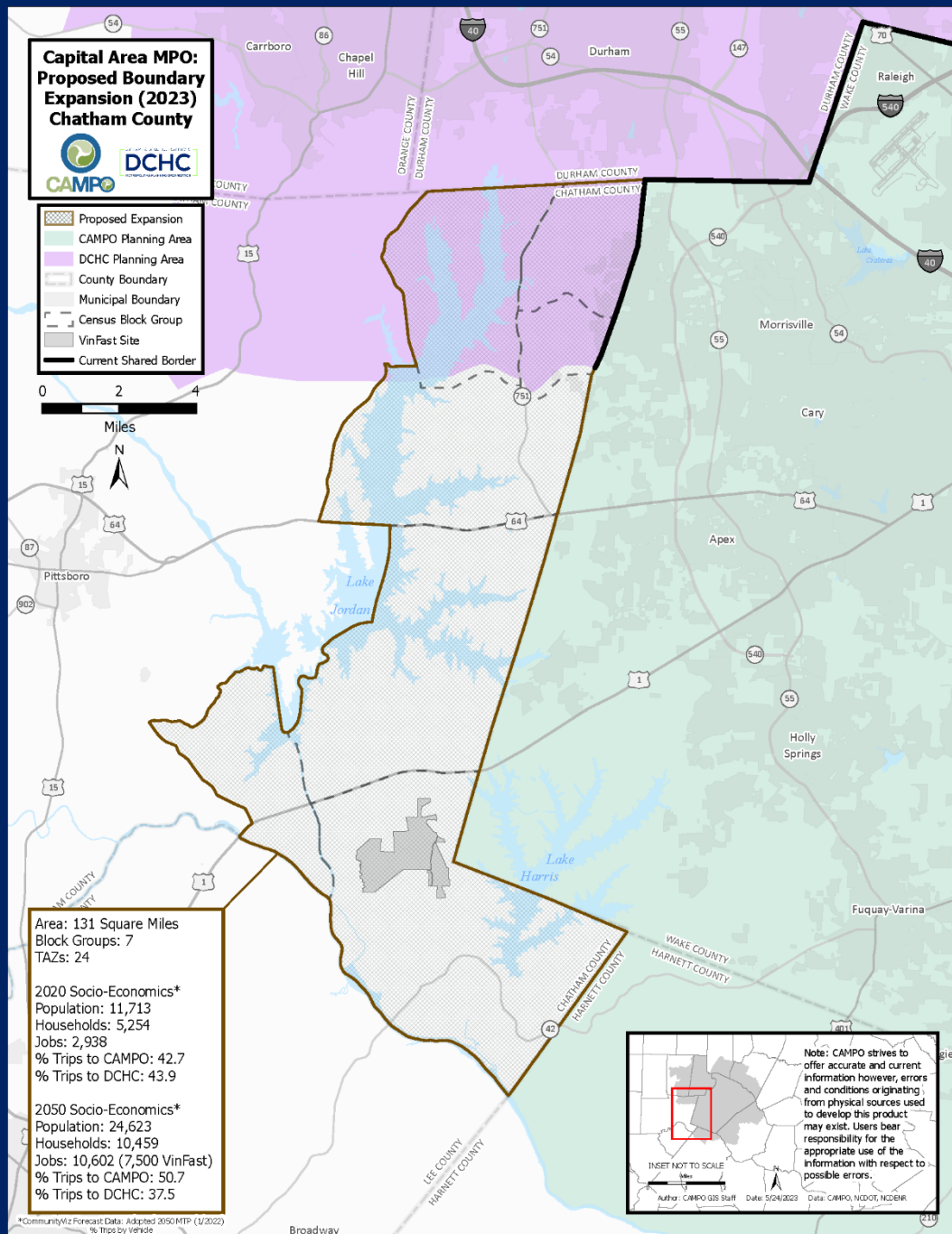
- CAMPO has been evaluating potential changes to the MPO boundary based on the new urbanized area boundary, the 20 year growth forecast, and travelshed. Potential boundary changes include:
- Expansion in Chatham, Harnett, and Johnston Counties. These would include both required changes and voluntary additions to the MPO boundary.





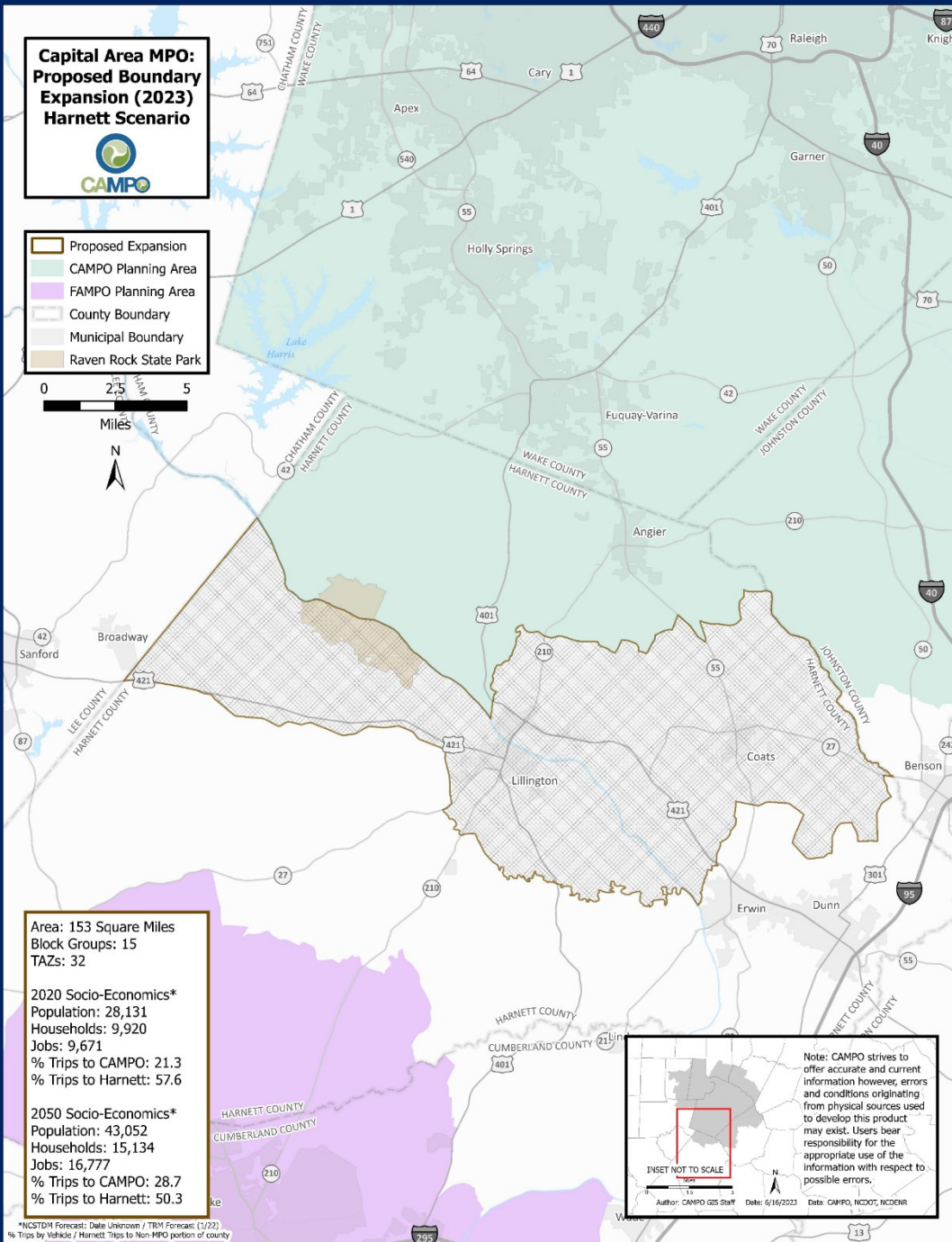
# CAMPO – Chatham County

- Growth in western Wake County has begun to expand into eastern Chatham County (Cary/Apex).
- Travel patterns are oriented towards CAMPO/Wake County
- Chatham County BOCC have voted to request membership for the areas highlighted (06/20/23).
- Potential boundary change includes Chatham County east of Lake Jordan.
  - Cary and Apex growth areas
  - Moncure area
  - Triangle Innovation Point megasite area



# CAMPO – Harnett County

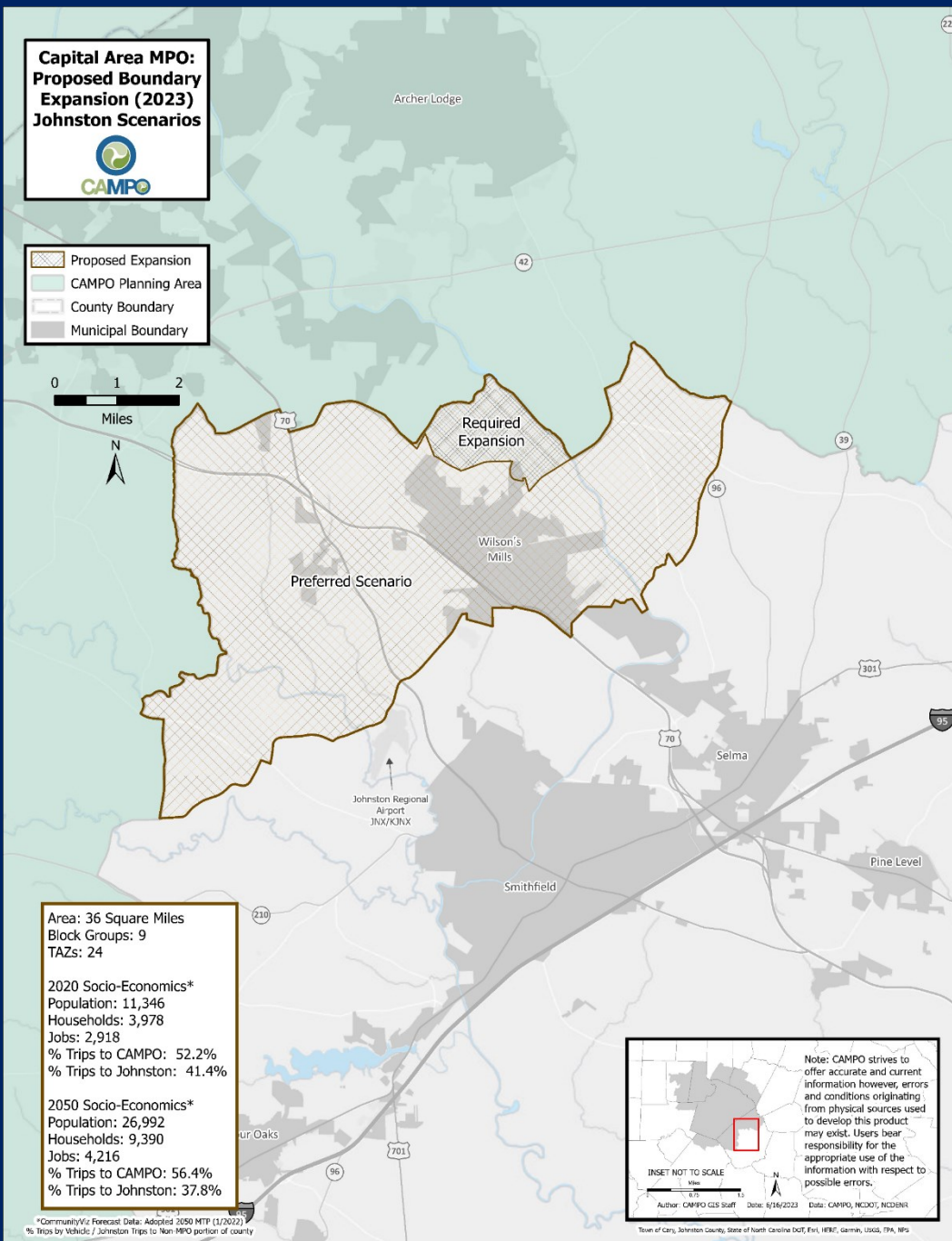
- Growth in southern Wake County has begun to expand into northern Harnett County.
- Travel patterns are oriented towards CAMPO/Wake County
- Harnett County BOCC, Coats, and Lillington have requested membership.





# CAMPO – Johnston County

- 2020 Census split Clayton/Archer Lodge into separate urbanized area.
- On June 19<sup>th</sup>, 2023, Johnston County BOCC decided to remain a part of CAMPO.
- Growth in western Johnston County continues along the US 70/Future I-42 corridor
- Travel patterns are oriented towards CAMPO / Wake County
- Potential boundary change includes additional areas in western Johnston County.
  - Wilson's Mills
  - Cleveland area



## 5.10 2020 Urbanized Area Update and MPO Boundary Update

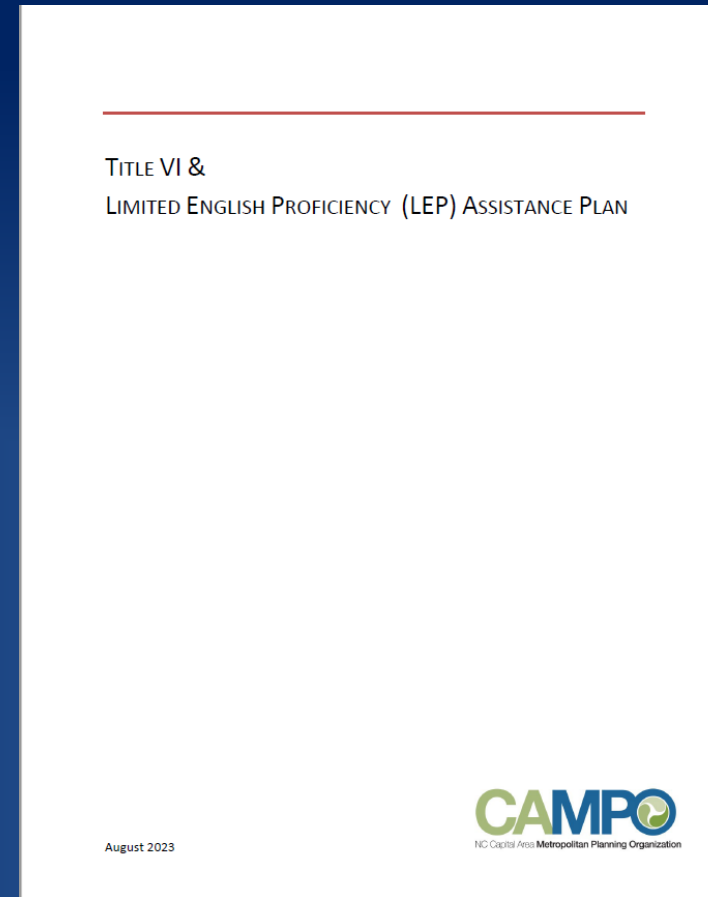
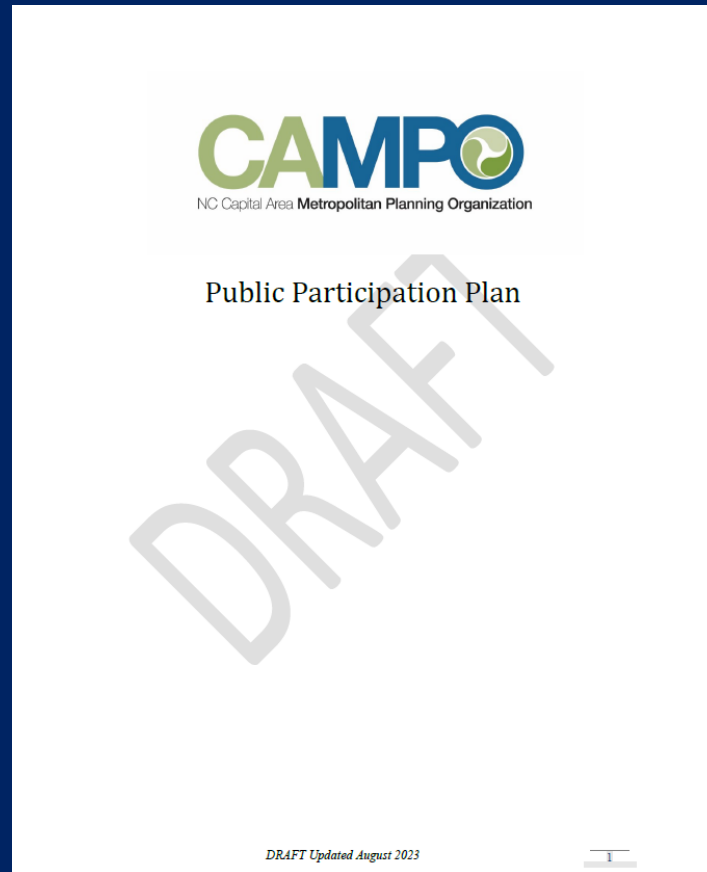
Next steps include:

- Public Comment Period (August 16th to September 20th)
- Public Hearing (September 20, 2023)
- Adopt new CAMPO boundary
- Update CAMPO MOU

**Requested Action:**

**Receive as information.**

## 5.11 Update to the CAMPO Public Participation, Title VI, and Limited English Proficiency Plans



# Purpose of the PPP

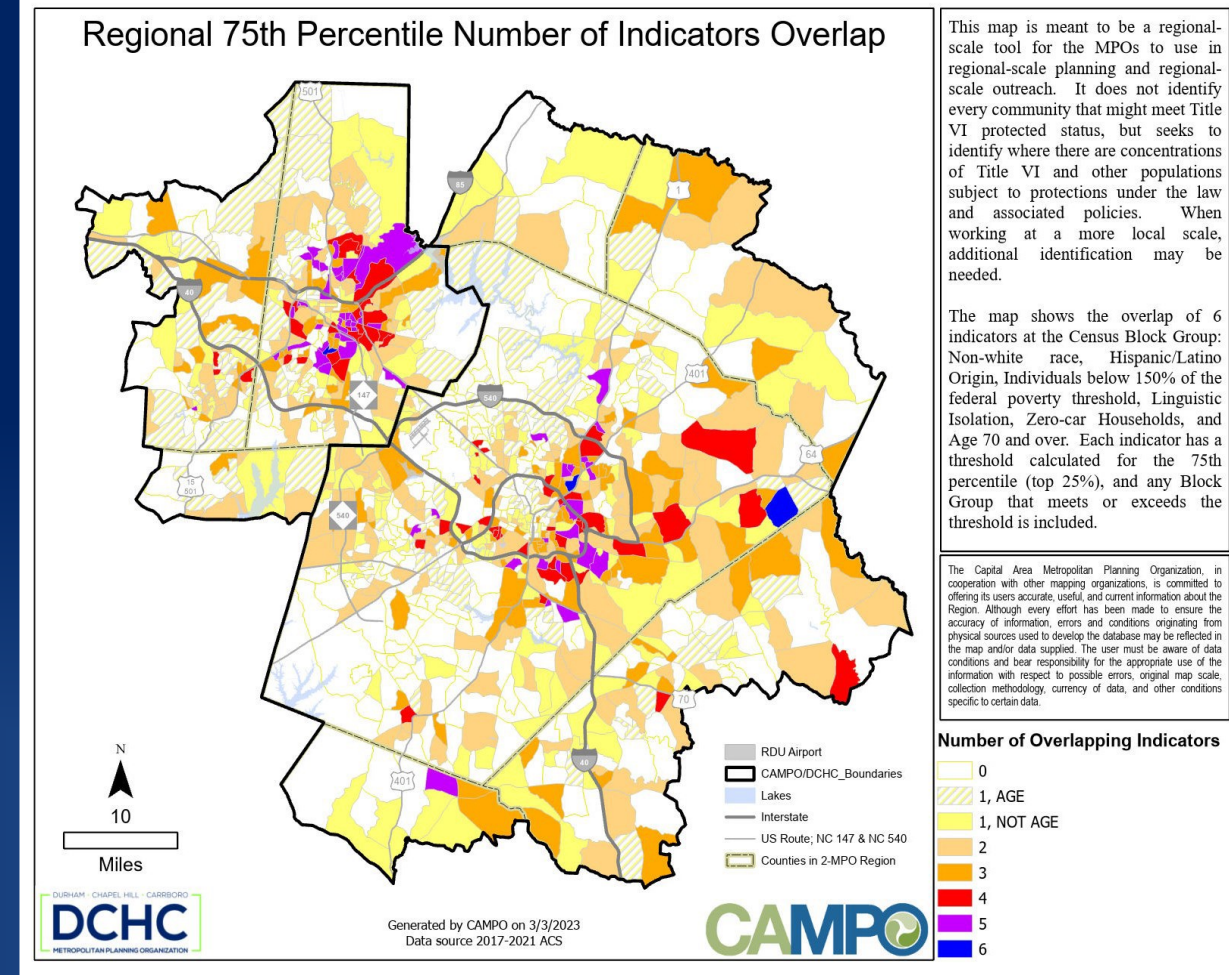
- Provide a framework to guide the public participation process in future transportation planning projects at CAMPO
  - Executive Board and TCC Meetings
  - Formation of Core Plans (MTP, TIP)
  - Other studies and projects
- Describes the importance of environmental justice and provides a framework for including it as a part of the public participation process.
- Requirements for public comment periods, public notices, public participation based on meeting type (electronic, in-person, committees, etc.)

# Purpose of the Title VI Plan

- MPO's signed non-discrimination assurance statement
- Procedures to follow if complaint were to be received
- Identifies concentrations of “environmental justice” populations, CAMPO's Communities of Concern map

## EJ Populations Include:

- ✓ Non-White Race
- ✓ Hispanic/Latino Origin
- ✓ Individuals Making less than 150% of the Federal Poverty Rate



- ✓ Individuals who speak English “Not at all” or “Not very well”
- ✓ Zero-car households
- ✓ Individuals Age 70 and older

# Purpose of the LEP

- Outlines how persons, regardless of proficiency for *speaking or reading* English, are given fair opportunity and access to participate in MPO planning activities



## What's New?



## Updates to the (current) 2019/2020 PPP:

- Updates to CAMPO's Title VI/LEP Outreach Plans to be consistent with the most recent NCDOT, FHWA, FTA guidance (start of Justice40 implementation with BIL/IIJA)
- Describes how CAMPO will work to incorporate new practices related to equitable engagement and the identification of "transportation disadvantaged" populations by geography.
- Updated Communities of Concern with 2017-2021 ACS data
- Incorporated latest Wake Transit Community Engagement Policy (as adopted)
- Revisions to the format and some of the content in order to be more user-friendly and easy to understand
- Plans, Special Studies – Have a public engagement plan at onset

# Public Participation Performance Measures

## CAMPO'S PERFORMANCE MEASURES AND ANNUAL TARGETS FOR PUBLIC PARTICIPATION

### Planning

- Custom public engagement strategy developed for studies, plans, projects anticipated to include public efforts. (85%)
- Each engagement strategy should include stakeholder and equity mapping custom to geographic area as scoped. (75%)

### Documentation

- Title VI log and records maintained and updated annually (100%)
- Public engagement summaries should be provided to decision-makers in advance of endorsement, approval, or adoption of any study, plan, project that includes public engagement. (85%)
- The summary should include description of engagement efforts targeting transportation disadvantaged populations as well as a segmented breakdown of TD population input received. (50%)

### Inclusivity & Accessibility

- Meetings or outreach events hosted by CAMPO should occur in ADA compliant facilities (100%)
- Meetings or outreach events hosted by CAMPO should occur within 1 mile of transit service, where available. (100%)
- Significant, overview materials for plans, studies, projects should be translated into, at least, the second most common language in scoped geographic area. (50%)
- Final plan documents open for public comment and consideration by Executive Board, including PDFs, should meet WCAG 2 (Web Content Accessibility Guidelines) for persons with impaired vision. For example, all images should have alternative text, videos and live webstreams should be closed caption capable, etc. (50%)
- Online and hard copy maps and visualizations meant for use by general public must be viewable for persons who are colorblind (75%)
- In-person events for projects, plans, studies should occur within an identified Community of Concern area as identified in the MPO's Title VI Plan. (50%)
- Outreach and Engagement activities should occur at events and locations *not* hosted/property of the MPO. (50%)

### Outreach - Timeliness of Communication s

- Monthly notices of meetings sent to general public email list at least seven (7) days before each month's first meeting of TCC or Exec. Board, whichever comes first – covers TCC and Exec. Board Meetings (90%)
- Ex. Board meeting agenda items should be posted to social media at least 24 hours before meeting (75%)
- Ex. Board, committee, and subcommittee meetings that CAMPO hosts should be posted to the MPO's online calendar at least three (3) days in advance (90%)
- Public engagement summaries should be publicly posted to the MPO or project website before the next phase of engagement or consideration by the Executive Board occurs. (85%)
- Update emails should be sent for all projects, plans, studies following endorsement/adoption, as well as following each public engagement phase. (75%)

### Internal Staff Training

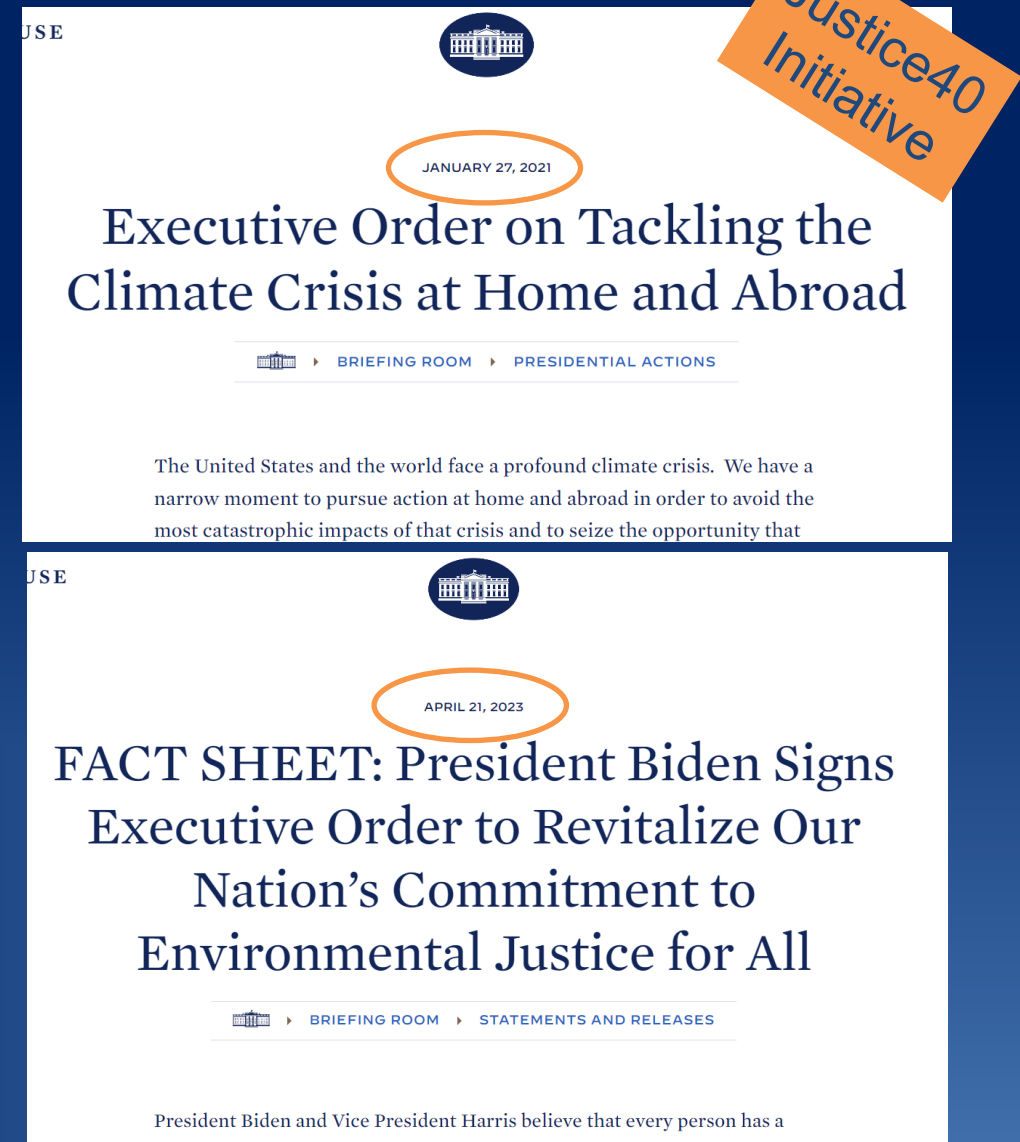
- All staff members will attend at least two (2) hours of training annually focused on Title VI related topics. See Appendix 4 for sample topics. (100%)

# What *might* be coming next?

## Federal Guidance

- Anticipate additional guidance on how to incorporate engagement measures in prioritization, grant award selection, etc.
- Clearer measures of what “meaningful” looks like and who it includes

## CAMPO Boundary changes (technical corrections)



## Timeline

- Public Hearing: August 16
- Exec. Board Considers Adoption: August 16

## Review the Draft:

[campo-nc.us/get-involved/](http://campo-nc.us/get-involved/)

Comments to:

[Bonnie.Parker@campo-nc.us](mailto:Bonnie.Parker@campo-nc.us)

### HOW TO

## GET INVOLVED



### IN TRANSPORTATION PLANNING

#### Participate In-Person

Make a public comment at a CAMPO board meeting OR  
Visit CAMPO's Office:  
One Fenton Main Street, Suite 201, Cary, NC, 27511



#### Website

[www.campo-nc.us](http://www.campo-nc.us)



#### Social Media

Twitter: CapitalAreaMPO  
Facebook: NC Capital Area MPO  
LinkedIn: NC Capital Area MPO  
Instagram: NCCapitalAreaMPO



#### Email

General Messages: [comments@campo-nc.us](mailto:comments@campo-nc.us)  
Public Comments/Media/Title VI or Language Assistance:  
[Bonnie.Parker@campo-nc.us](mailto:Bonnie.Parker@campo-nc.us)



#### Call or Voicemail

(984) 542-3601



#### Send a Letter

Capital Area MPO  
One Fenton Main Street, Suite 201  
Cary, NC 27511



#### Come to an Event

CAMPO participates in special events throughout the planning area and hosts events for the public to learn about projects where they live and work. Visit the CAMPO website to view opportunities.



## 5.11 Update to the CAMPO Public Participation, Title VI, and Limited English Proficiency Plans

### Requested Action:

**Recommend the Executive Board adopt the CAMPO Public Participation Plan, Title VI Plan, and Limited English Proficiency Plan**

## 5.12 FY 24 UPWP – Amendment #1

## 5.12 FY 24 UPWP – Amendment #1

- FY 24 UPWP Adopted February 2023
- Adjustments to project budgets and schedules:
  - The **Southeast Area Study** schedule was extended into FY 24. The total contract budget did not change, but \$71,745 of project funding will be spent in FY 24 instead of FY 23 as originally anticipated.
  - The MPO has been requested by Regional Transportation Alliance to participate in a major regional transit/transportation study (**FAST Study**) and proposed dedicating \$50,000 to that effort in FY 24.
  - The Update to the **MTP Bike/Ped Element** has a final schedule that spent less money in FY 23 than originally anticipated, and, as such, has \$18,344 of funding moved from FY 23 to FY 24 in the project budget. The total project budget did not change.
  - The **Apex Railyard Relocation Study** will start later in FY 24 than anticipated. As such, the MPO is allocating FY 25 funding to the study, while the Apex partnership funds for the study will remain in FY 24. The study schedule was extended into FY 25.



## Adjustments to project budgets and schedules, cont'd:

- The **Raleigh-Fayetteville Rail Study Phase II** is still on hold awaiting additional information from partner organizations. As such, the MPO has removed FY 24 funding from the study, and will allocate FY 25 funding to the study. Partner funding will remain in the FY 24 UPWP in the instance that the study does move forward later in FY 24.
- The budget for the **regional travel surveys** is increased by \$3,378.
- The budget for the **Regional Multimodal Safety Action Plan** has been increased due to additional contribution by NCDOT.
- The MPO's **Mobility Management Program** is now included in the FY 24 UPWP, and will be funded with regional 5310 funding (part of which is supplement by CARES Act funding).
- The **ITS Working Group** will be housed at TJCOG, and will contribute toward hiring a consultant to manage the technical aspects of the ITS implementation through the Working Group. This does not necessitate a change in funding, but will utilize previously-programmed funding to achieve this task.
- Possible change to **NW Harnett Transit Study** Scope & Budget, TBD



## 5.12 FY 24 UPWP – Amendment #1

### Next Steps:

- Public Review & Comment Period – Aug 21 – Sept 20, 2023
- TCC recommendation at September 7<sup>th</sup> meeting
- Executive Board considers adoption at September 20<sup>th</sup> meeting

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

## 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:**

- Southeast Area Study Update
- U.S. 401 Corridor Study
- Project Prioritization Methodology Update FY 2023
- MTP Bicycle & Pedestrian Element Update
- Mobility Management Program Implementation Study
- MTP Bicycle & Pedestrian Element Update
- NW Harnett Co. Transit Connections Feasibility Study

### **Other Updates:**

- Wake Transit/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
<b>TODAY!</b> <b>AUG. 3rd @ 1PM</b>	<b>TCC MTP BIKE/PED CHARETTE</b> <b>CAMPO BOARD ROOM</b>
<b>August 16</b> <b>4:00 p.m.</b>	<b>Executive Board Meeting</b>
<b>August 17</b> <b>9 a.m. - 12 p.m.</b>	<b>Mandatory FFY 2025 LAPP</b> <b>Applicant Training</b>
<b>September 7</b> <b>10:00 a.m.</b>	<b>Technical Coordinating Committee</b> <b>Meeting</b>
<b>September 20</b> <b>4:00 p.m.</b>	<b>Executive Board Meeting</b>

