



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**May 4, 2023**

**10:00 AM**

# 1. Welcome and Introductions

## 2. Adjustments to the Agenda

### 3. Public Comments

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

## 4. Minutes

### 4.1 TCC Meeting Minutes: April 6, 2023

#### Requested Action:

**Approve the April 6, 2023 Meeting Minutes.**

## 5. Regular Agenda

- 5.1 Triangle Regional Model Update
- 5.2 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update
- 5.3 Pavement, Bridge & Travel Time Performance Measures
- 5.4 FFY 2023 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations
- 5.5 2023 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection
- 5.6 FY 2024 Community Funding Area Program Call-for-Projects Update and Program Review
- 5.7 Amendment #12 to FY2020-2029 TIP

## 5.1 Triangle Regional Model Update

# TRM Generation 2 (TRMG<sub>2</sub>)

Leta Huntsinger, PhD, PE

Associate Director

Institute for Transportation Research and Education



Partner acknowledgements:



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# Topics



TRM Partnership

TRMG2: Advances in Modeling

TRMG2: A User Focused Model

Questions

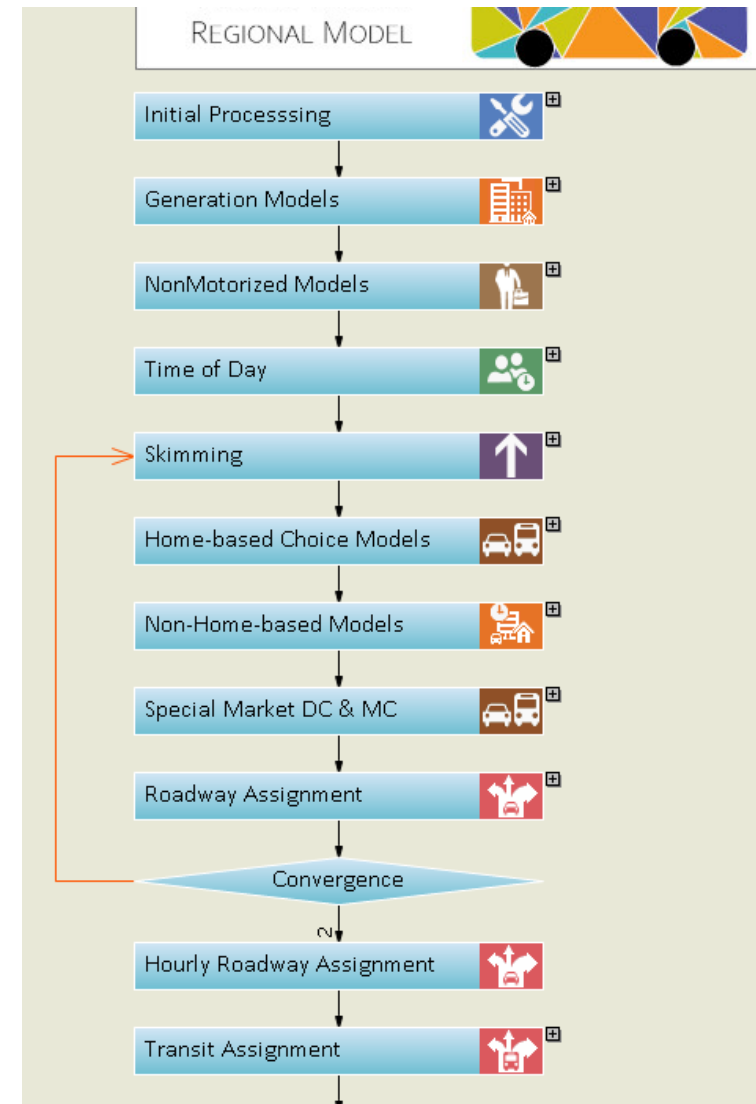
# Goals for Today

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Why TRMG2 is a better model

What are some ways you should  
(and should not) use TRMG2

You should be using TRMG2 For  
more than just MTP development



A group of four people are shown in a modern office environment, likely on a rooftop or high floor, with large windows and a cityscape visible in the background. The individuals are engaged in a conversation. A teal-colored rectangular overlay covers the right side of the image, featuring the text 'TRM Partnership' in a white, serif font. A thin white horizontal line is positioned below the text.

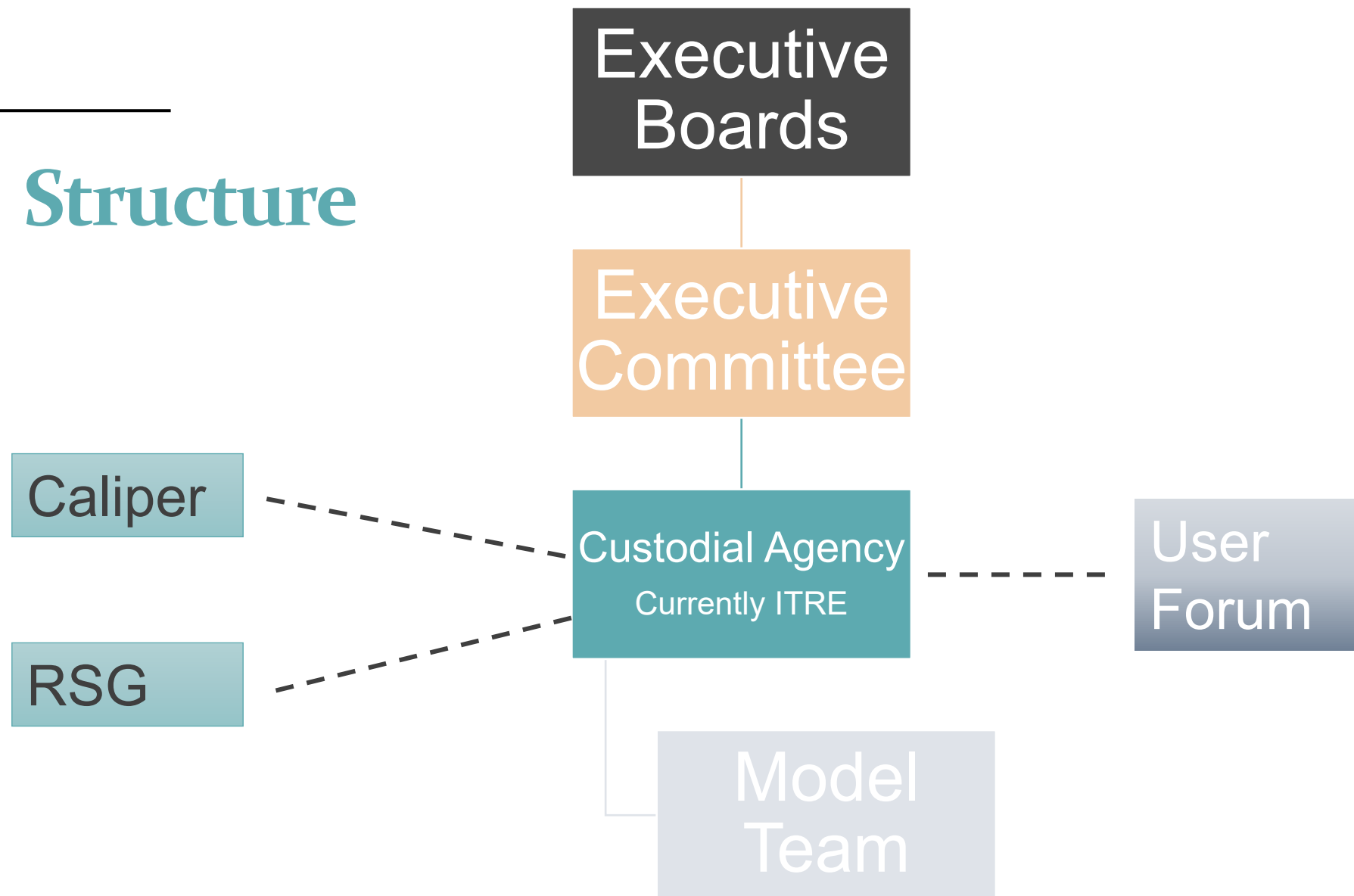
# TRM Partnership

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# Program Sponsors



## Structure





# TRMG<sub>2</sub>

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Advances in Modeling

# What makes this a best practice model?

The design **better captures individual, household, and neighborhood characteristics** that influence travel choices and the way people make trips, including by car, bus, rail, bike or walk. These advances lead to improved decision making for regional transportation investments which ensures a more efficient and well-connected future.

## The new model considers...



### Family Characteristics

Children, workers, and seniors



### Neighborhood Characteristics

Walkability, mix of land uses



### Trip Connectivity

Trips are modeled not as individual segments, but as connections to anchor activities such as work.



### The Triangle Region Characteristics

The Triangle region is complex with many large and small city centers.



### Cost and Availability of Parking



### Mobility Services

## ...to better represent:



### Auto Ownership

The number of autos owned by a family influences their choice of mode and number of trips they make.



### Walk and Bike Trips

An important planning factor for Triangle communities



### How People Travel

 →  →  →  →  **36% work tour trips**

 →  →  →  →  **64% non-work tour trips**

People tend to favor destinations within their own community.



### People's Choices

Parking constraints influence people's choice of mode and destination. The model also forecasts mobility services such as Uber and Lyft.

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# To Model or Not To Model

## YES!

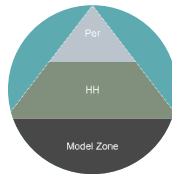
## Use the TRM



I want to develop and evaluate transportation strategies at the regional, subarea or corridor level.



I want to evaluate changes in transportation infrastructure, e.g. adding a new bus route, widening a road, removing a roadway, etc.



I want some quantitative metrics to help me answer important transportation and/or land use related questions, e.g. tolls, parking, land use mix, land use density, etc.

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# To Model or Not To Model

NO!

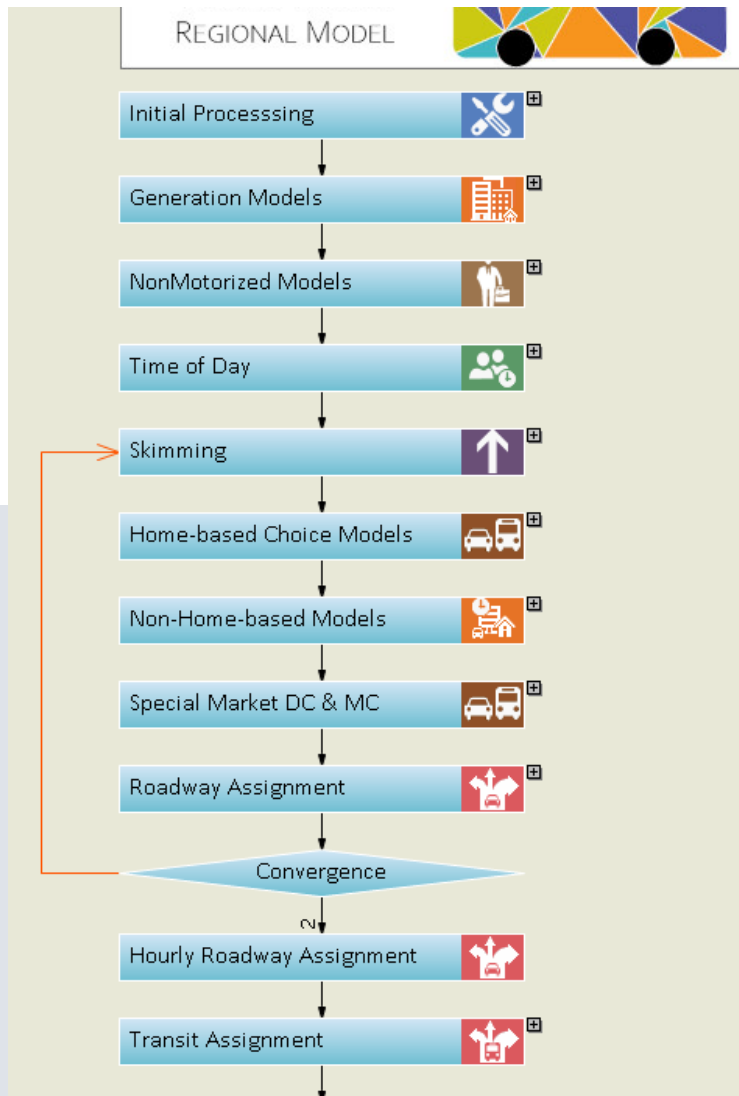
There are  
better tools in  
the toolbox



I need to conduct an operational analysis related to on-street parking, auxiliary lanes, ramp metering, intersection signal timing, intersection level of delay.



I want to improve transit management and operations.



# The Votes are In

The consultant community has given TRMG2 rave reviews



# TRMG<sub>2</sub>

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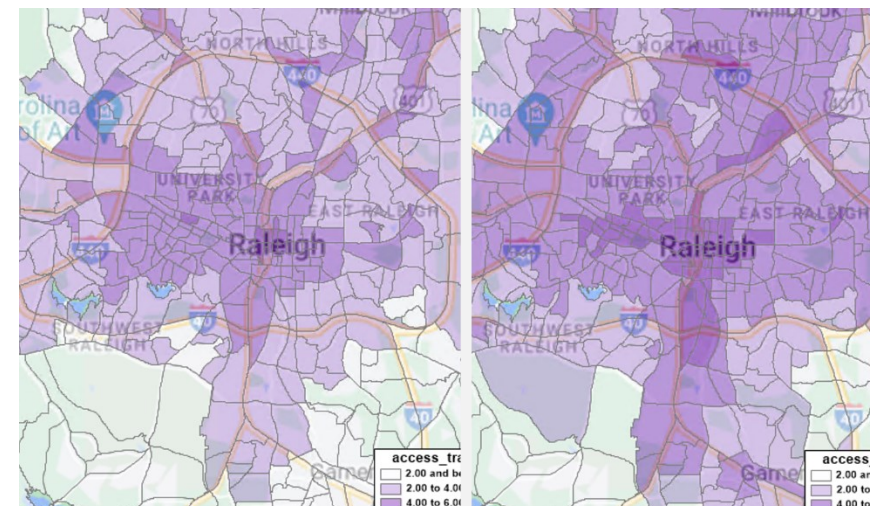
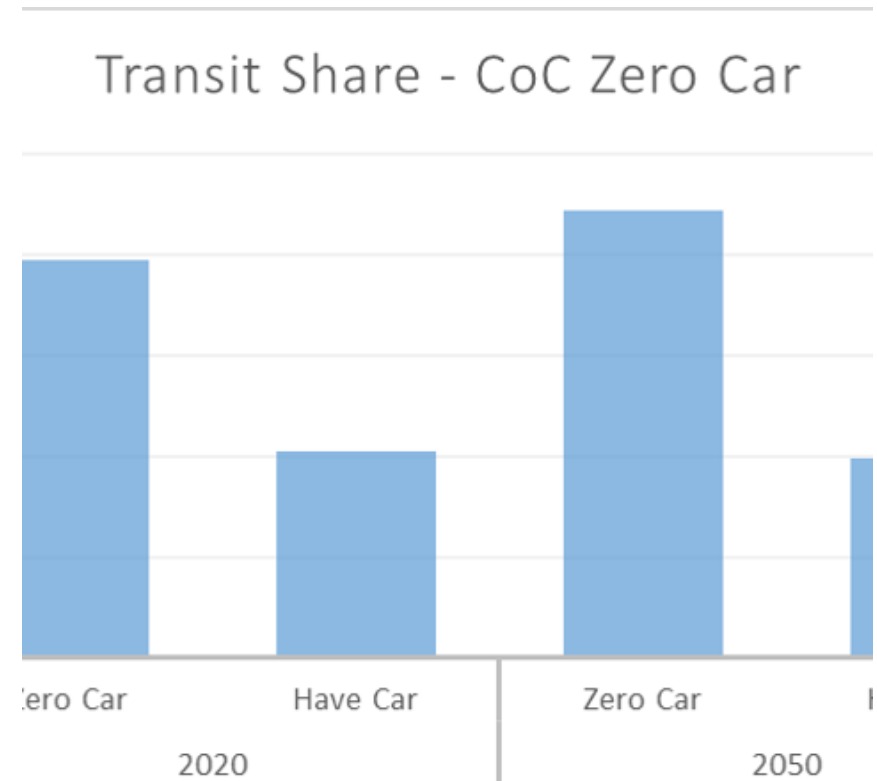
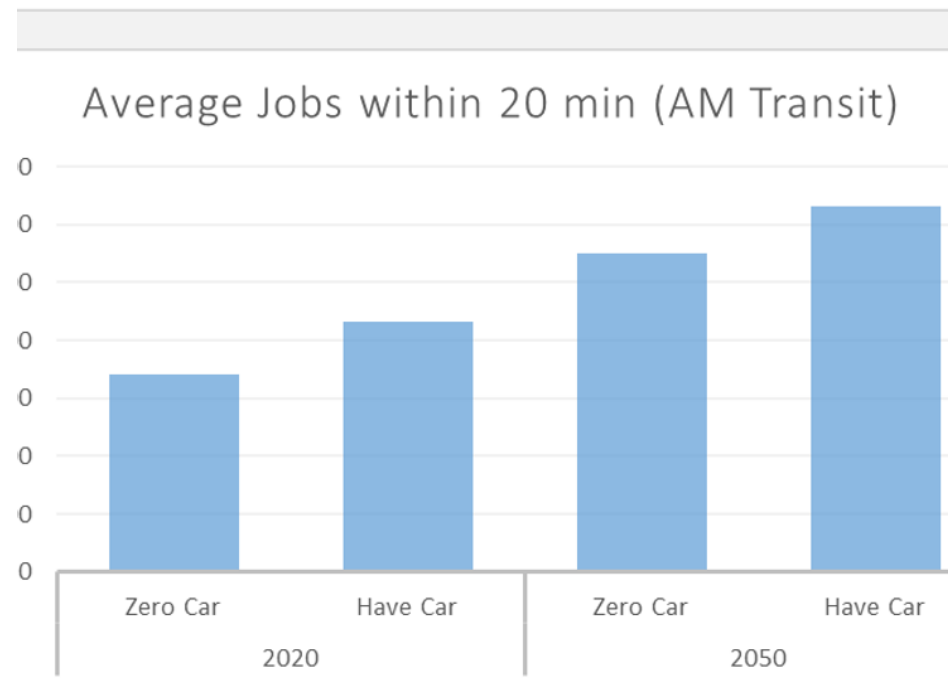
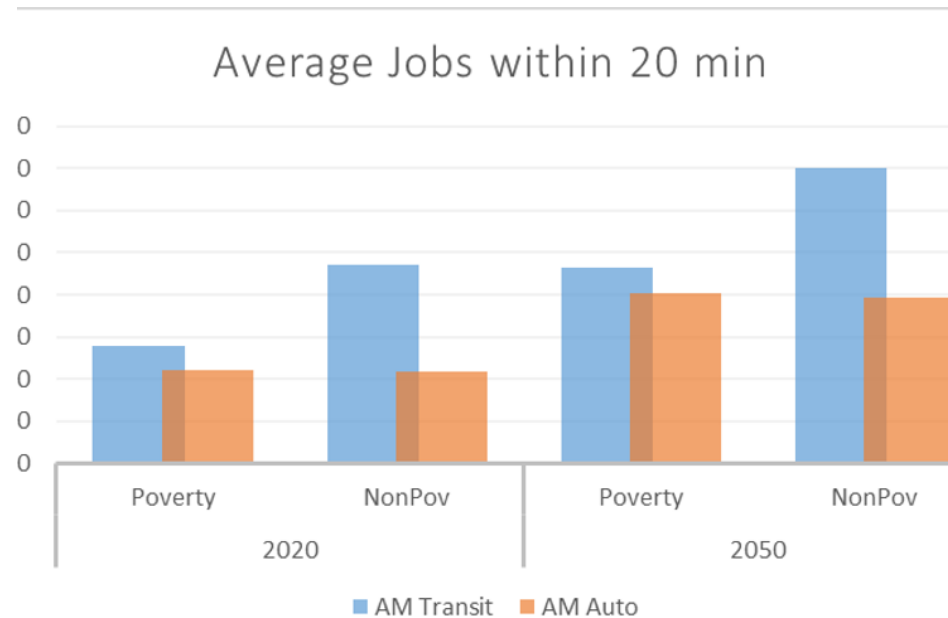
A User Focused Model

Better said – What can the TRM help me do?

# Questions the TRM can help inform

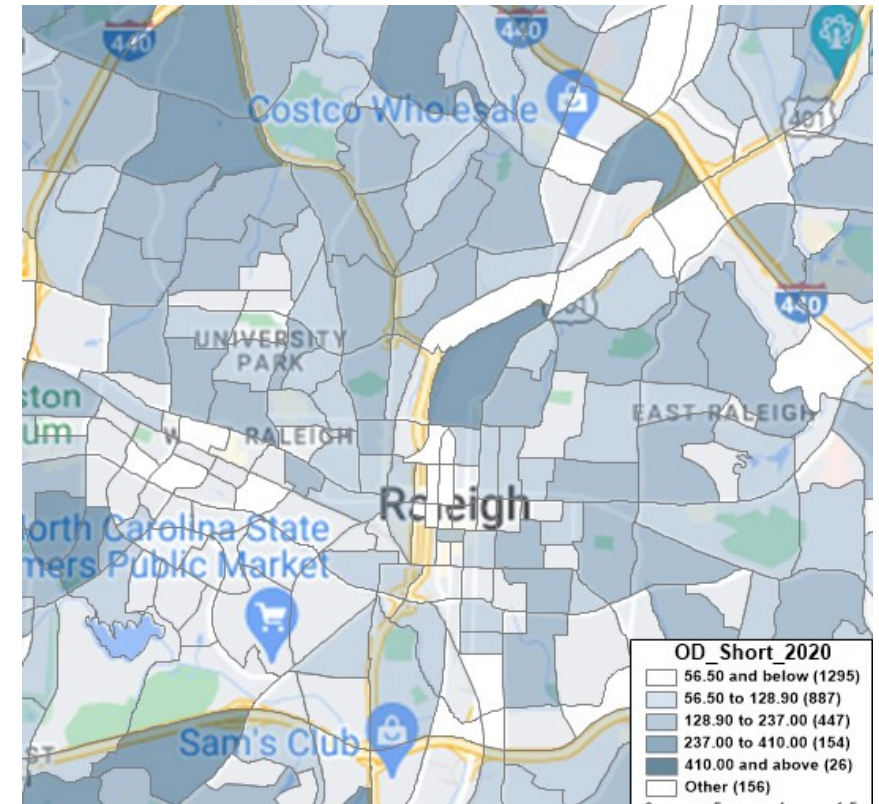
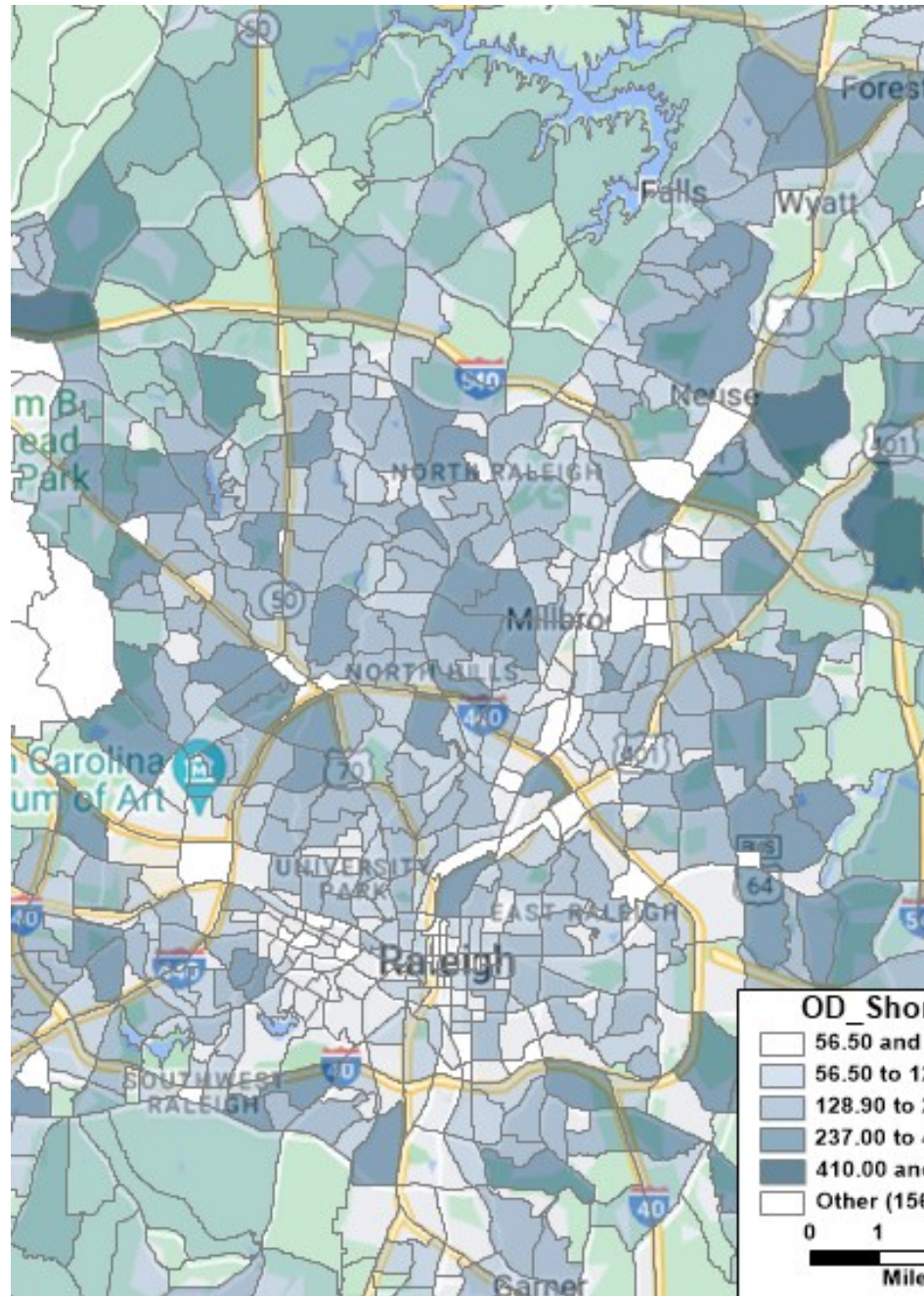
- Equity
- Health Metrics
- Quality of Life
- Economic Development
- Safety
- Freight
- Land Use
- Non-motorized Trips
- Accessibility
- Mobility
- Micro-mobility

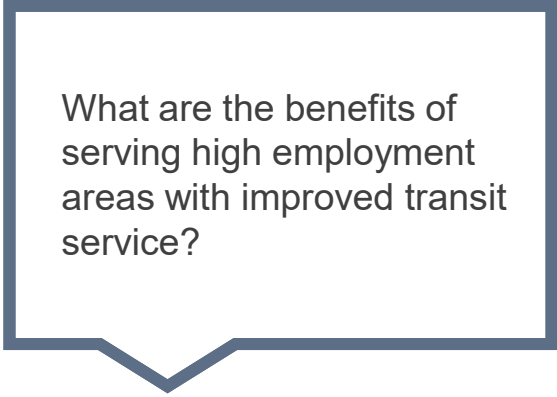
# Equity: Performance measures that lead to more equitable outcomes




# Health:

## How does non-motorized travel change under different land use scenarios

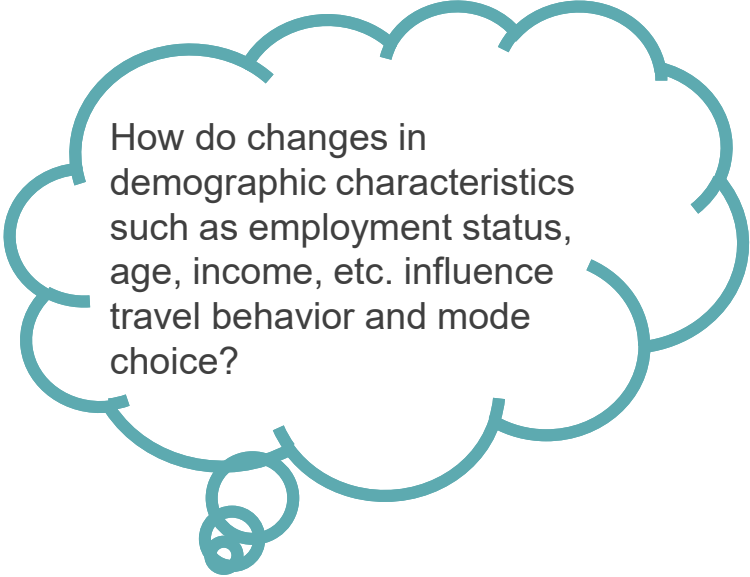




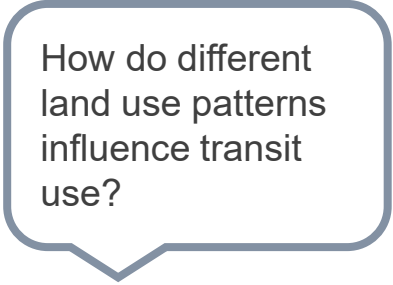
What are the benefits of serving high employment areas with improved transit service?



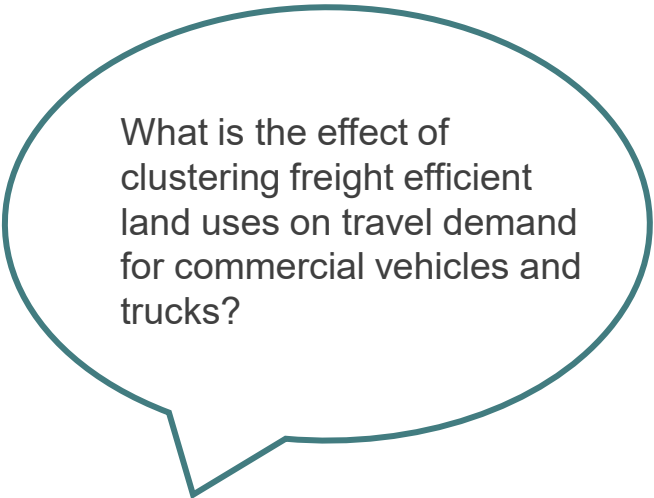
How does investment in transit influence non-motorized travel?



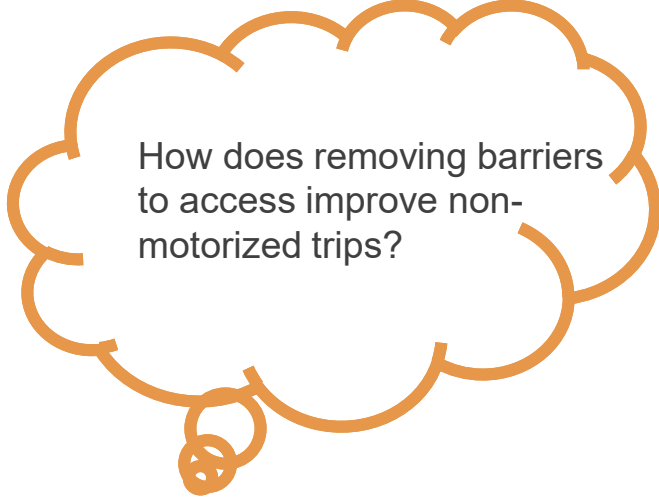
How do changes in demographic characteristics such as employment status, age, income, etc. influence travel behavior and mode choice?




How do different land use patterns influence transit use?



What is the effect of clustering freight efficient land uses on travel demand for commercial vehicles and trucks?



How does removing barriers to access improve non-motorized trips?



How do investments in multimodal transportation investments improve access to jobs?



# Thank you!

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<https://itre.ncsu.edu/focus/modeling-and-computation/trm/>

## 5.1 Triangle Regional Model Update

Requested Action:  
Receive as information.

## 5.2 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update

# Triangle Transportation Choices FY22 Annual Impact Report

Jenna Kolling, Senior Program Analyst  
Josh Michael, Transportation Program Analyst

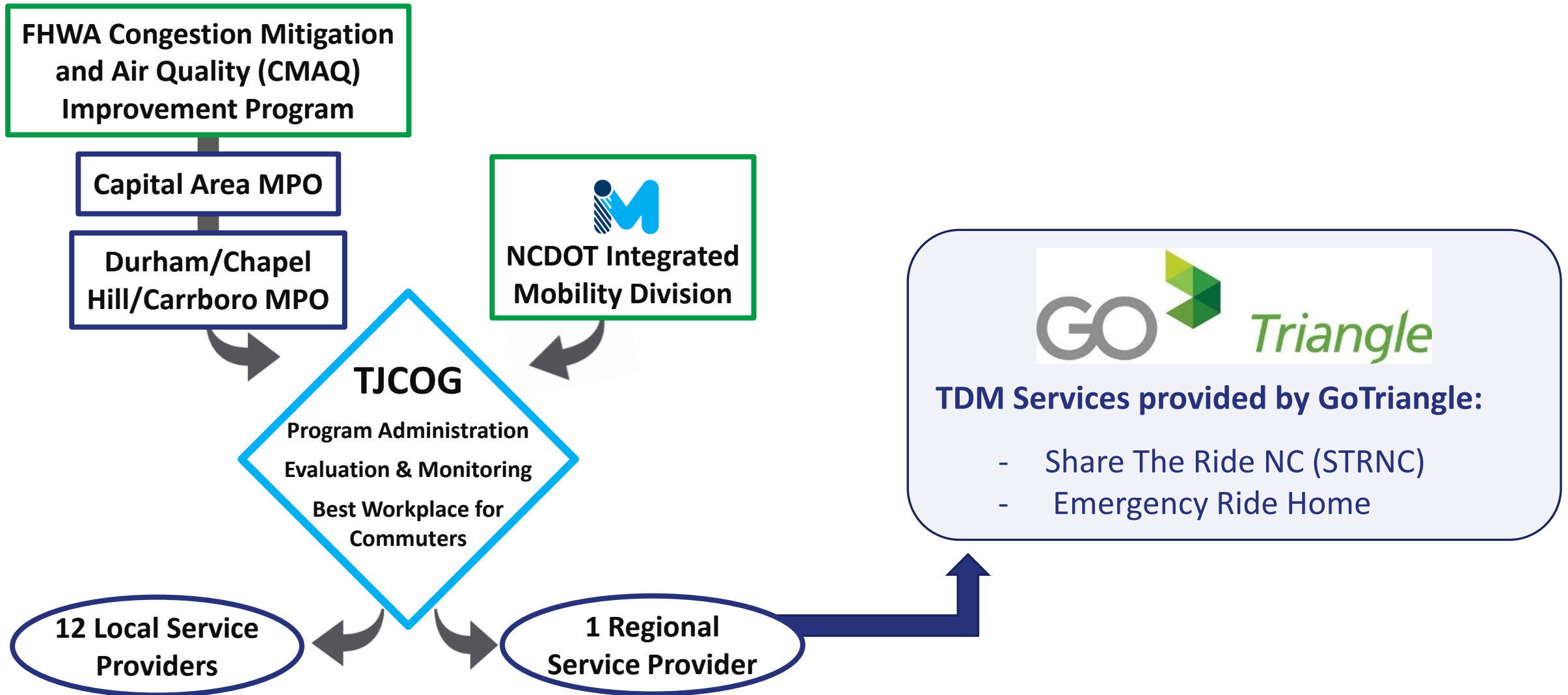
May 4, 2023



TRIANGLE  
TRANSPORTATION  
CHOICES



# TDM Program Administration and Funding



# FY22 TDM Grantee Service Coverage Areas

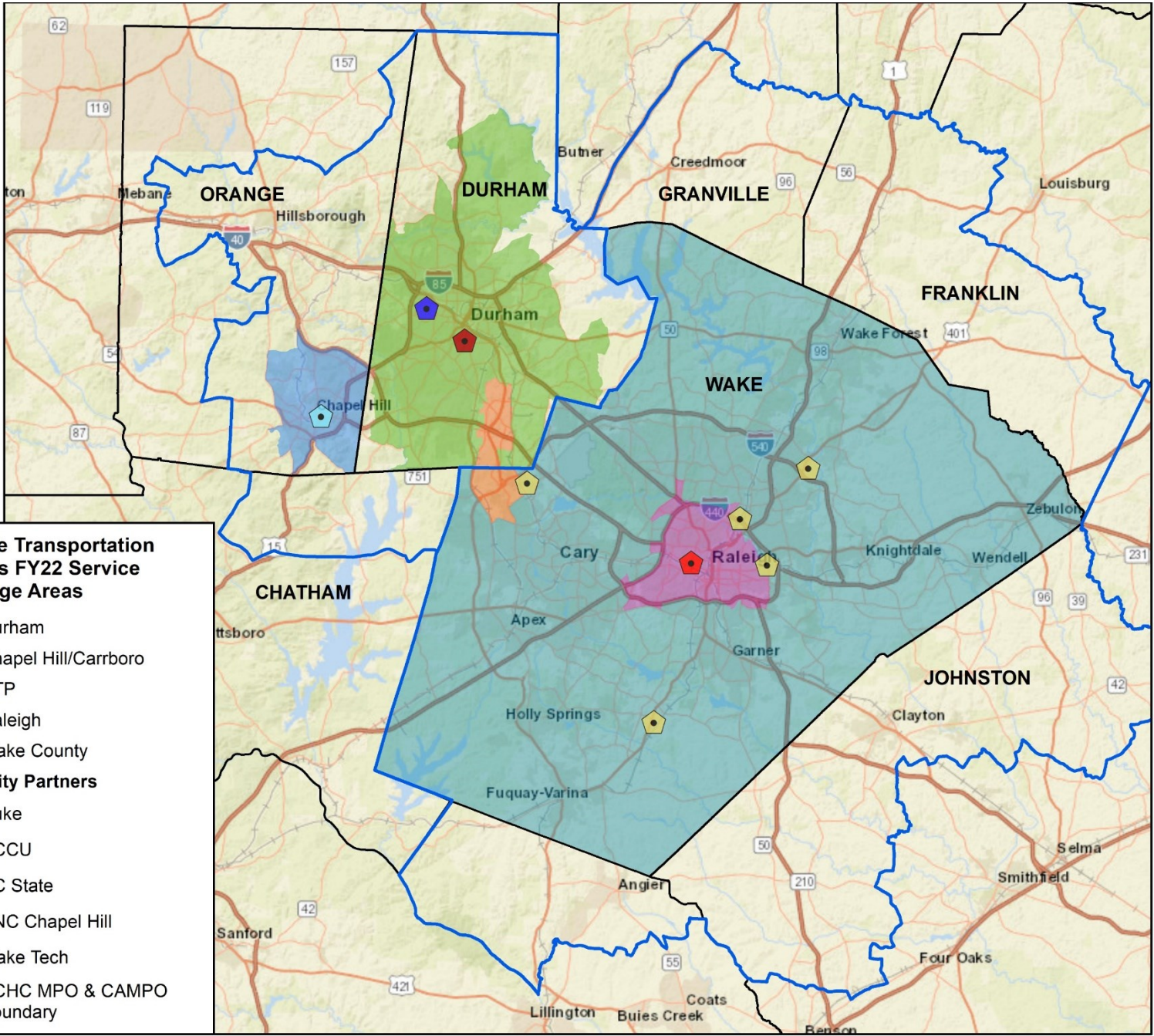


**Triangle Transportation Choices FY22 Service Coverage Areas**

- Durham
- Chapel Hill/Carrboro
- RTP
- Raleigh
- Wake County

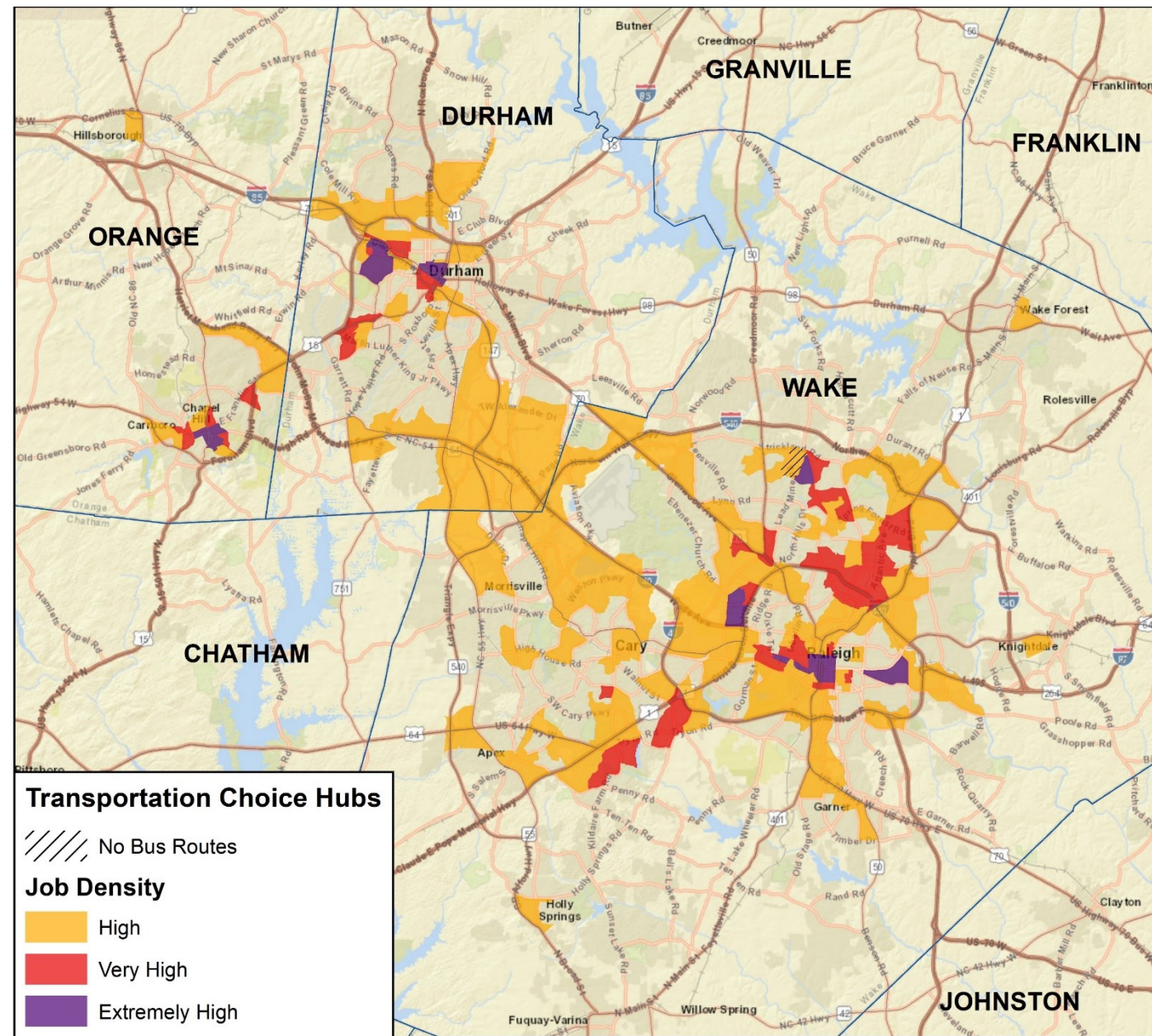
**University Partners**

- Duke
- NCCU
- NC State
- UNC Chapel Hill
- Wake Tech
- DCHC MPO & CAMPO Boundary



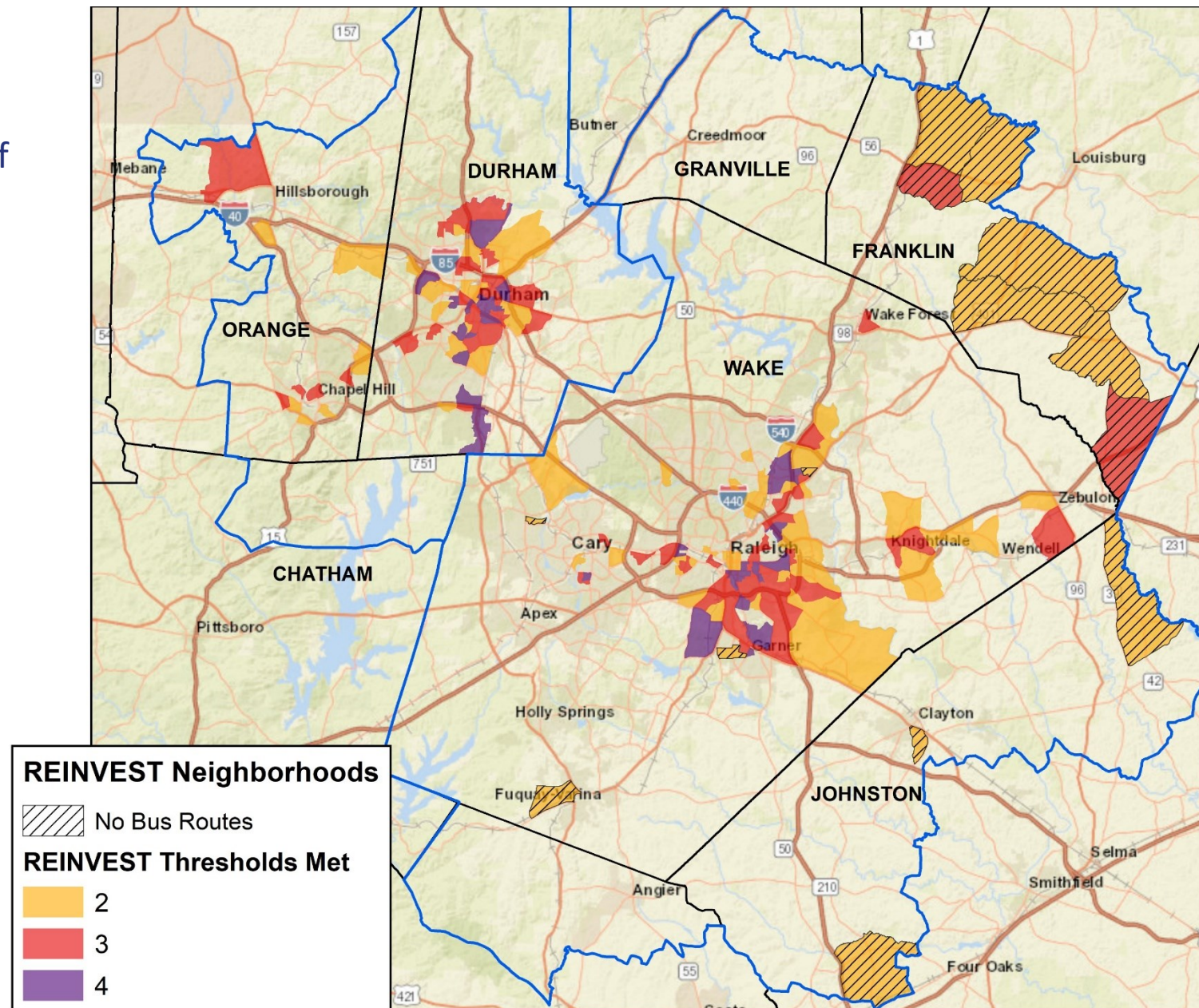
# Transportation Choice Hubs

- Areas with the highest employment density in the region. **Data Source:** U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (2018).
- Intended Use: to aid local and regional TDM service providers in prioritizing **employer-based** TDM outreach within their service coverage areas.
- AGOL Map: <https://arcg.is/uTfH8>



# REINVEST Neighborhoods

- Areas with significant presence of at least two of the following indicators:
  - RE: Race/Ethnicity: BIPOC residents
  - IN: Income: lower-income populations
  - VE: Vehicles: households without vehicles
  - ST: Status: legally-binding, affordability restricted (LBAR) housing units or Federal Opportunity Zones.
- **Data Source:** U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.
- **Intended Use:** to aid local and regional TDM service providers in prioritizing **residential-based** TDM outreach within their service coverage areas.
- AGOL Map: <https://arcg.is/1G5GiD0>



# Why Measure TDM Impacts?

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

# Evaluating Reported Data for Annual Impacts

- Each quarter, local and regional service providers report data on transit ridership, participation in TDM programs (e.g. UNC Commuter Alternative Program, STRNC, vanpools), attendees at in-person outreach events, and visitors to their TDM websites.
- Impacts for some TDM services can be evaluated independently of others, e.g. vanpool ridership, but most are inter-related.
- The annual impact calculation methodology adjusts the credits for individual services to eliminate double-counting of program participation.

# Service Participation

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

## Examples:

# of active vanpool riders  
# of active STRNC users  
# of unique visitors to Go Chapel Hill website

Service	FY22 Participation Base
<b>GoTriangle</b>	
ShareTheRideNC ridematching	Active STRNC users in the Triangle
GoPass Program	GoTriangle and GoDurham boardings with a GoPass*
GoTriangle Vanpools	Total active vanpool riders
GoTriangle Website	Unique website users
<b>North Carolina State University (NCSU)</b>	
WolfLine Transit	Total off-campus boardings
GoPass Program	GoRaleigh boardings with an NCSU GoPass*
WolfTrails Bike/Walk Program	Registered students and employees in program
WolfTrails Carpools	Registered students and employees in program
NCSU Wolftrails Website	Unique website users
<b>Research Triangle Foundation</b>	
GoRTP Transportation Options Website	Unique website users
Telework Program	Total employees eligible for telework option
<b>University of North Carolina - Chapel Hill</b>	
Park & Ride Lots	Number of annual student and employee permit recipients
Carpool Program	Total students and employees holding parking passes
PART Vanpools	Total active vanpool riders
PART Express Pass	Total passes issued to students and employees
CAP Bike and Walk Program	Registered students and employees in program
UNC Commuter Alternative Program Website	Unique website users
<b>Town of Chapel Hill</b>	
Go Chapel Hill Website	Unique website users
Birthday Club	Number of registrants for short-term program
Transporation Management Plan	Total employees working in buildings with a plan
<b>Wake Technical Community College</b>	
Wake Tech GreenTrek Website	Unique website users
GoRaleigh 40x Boardings	Total weekday boardings
Compressed Schedule Program	Total employees eligible for compressed schedule option in summer
<b>Duke University</b>	
Carpool Program	Total employees and students registered for carpool
Bike Benefit Program	Registered students and employees in program
Duke Alternative Transportation Website	Unique website users
<b>City of Raleigh</b>	
Commute Smart Raleigh Website	Unique website users
GoPass Program	GoRaleigh boardings with a GoPass*, excluding NCSU boardings
<b>North Carolina Central University (NCCU)</b>	
NCCU Transportation & Parking Website	Unique website users

# Estimating Annual Impacts

**PARTICIPATION**



**PLACEMENTS**



**OUTCOMES**

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

X  
Placement Rate =

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

X  
VTR Factor =

3. Vehicle trips reduced by mode  
changes

X  
Travel Distance =

4. VMT reduced by mode changes

X  
Emission Factors =

5. Emissions reduced by mode  
changes

Derived from employee and  
student surveys, or  
estimated by LDA Consulting

## IMPACTS OF TDM IN FY22:



**5.1 million** vehicle trips avoided

That's over **88,000 days** not spent driving a car



**2.5 million** gallons of gas saved

It would take almost **299 tanker trucks** to hold that much gas



**64 million** commute miles reduced

That's roughly **22,000 trips** from San Francisco to New York



**↑18% from FY21!**



**51,000** alternative transportation users supported

If all those users drove single-file, the traffic jam would stretch **146 miles**

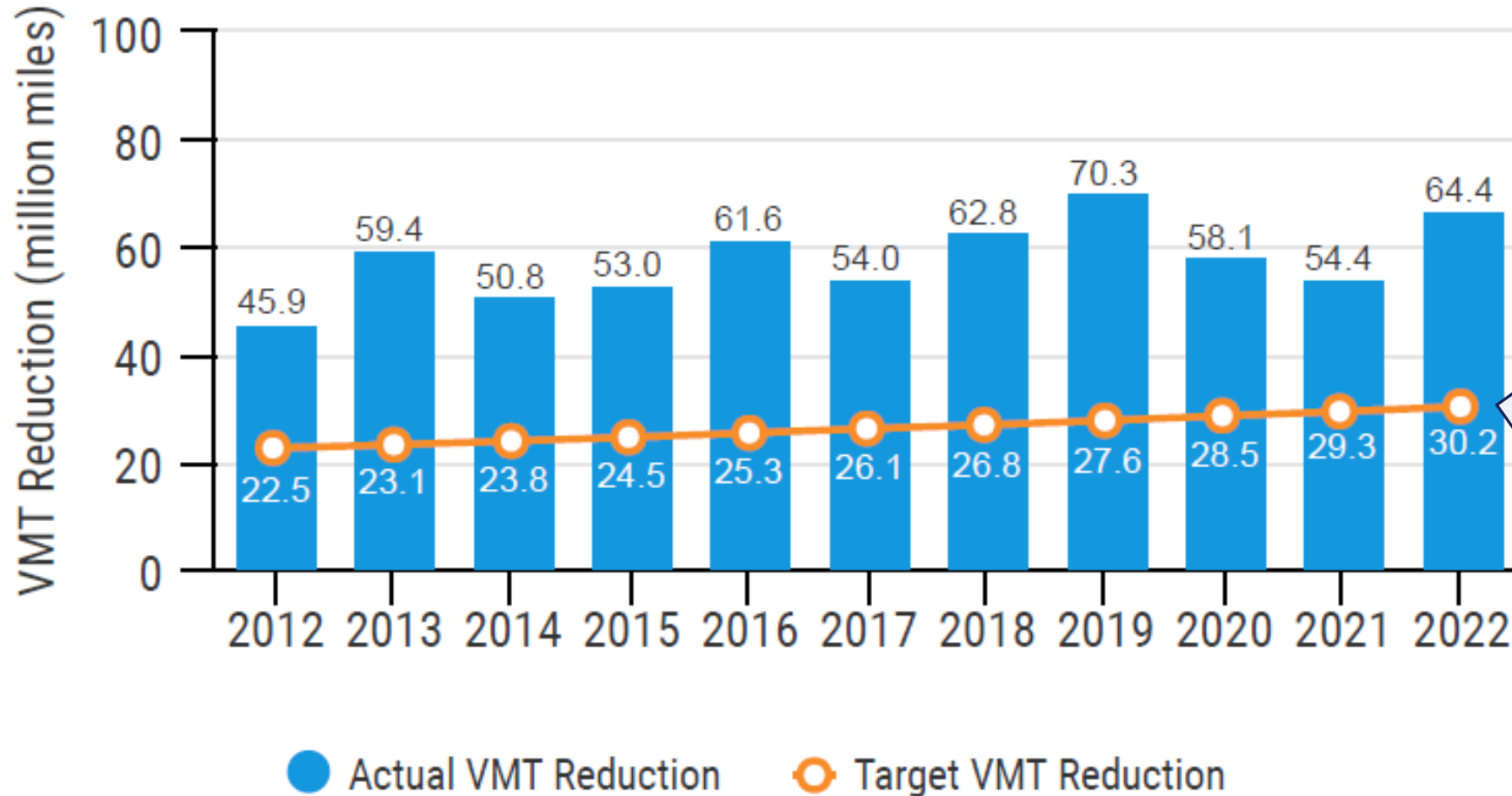


**49 million** pounds of Carbon dioxide (CO2) release prevented

That reduction would require **4,400 homes** not using electricity for a year



## Annual VMT Reductions from 2012-2022



**Annual VMT Reduction Target 25% of estimated annual growth in regional commute VMT**

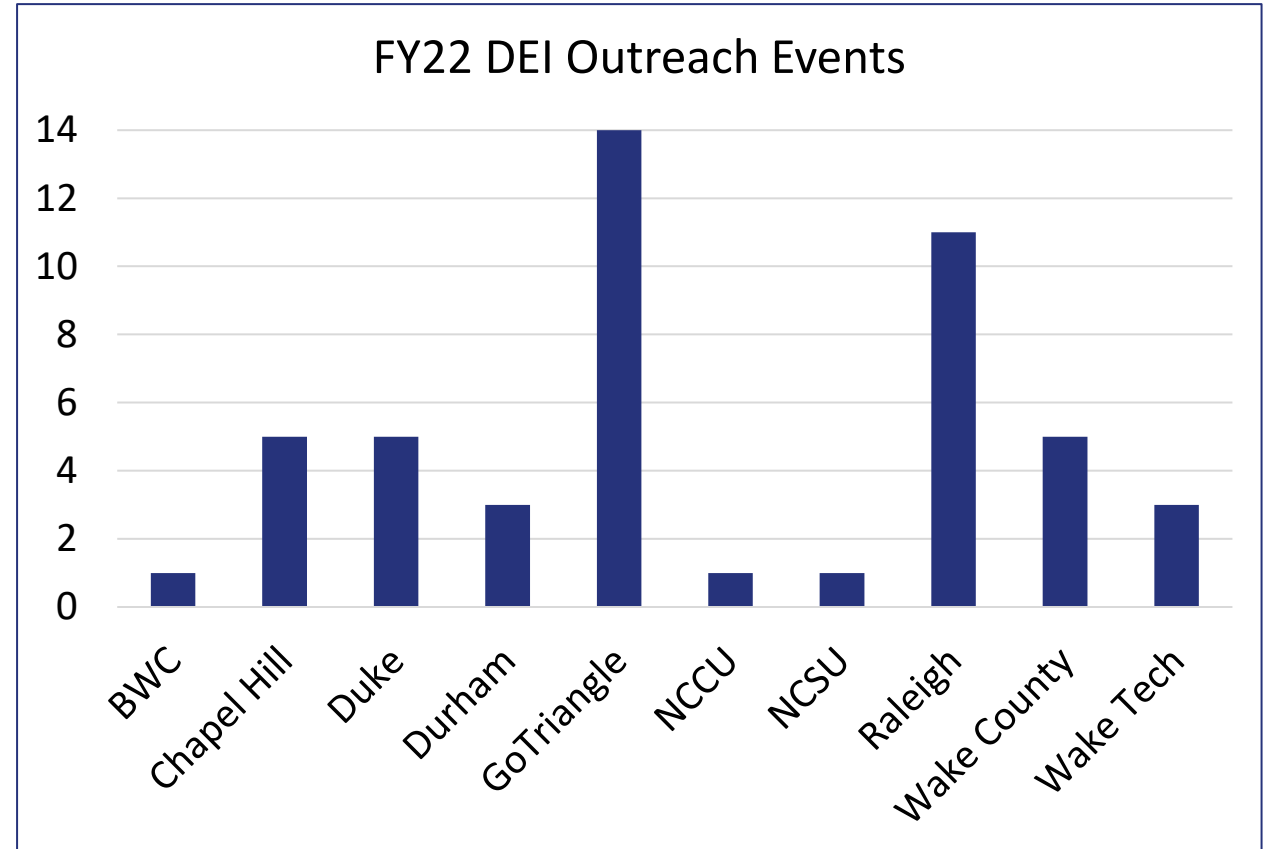
# Targeted DEI Outreach Events in FY22

## DEI outreach events:

- Events targeted to DEI communities or groups.
- Events done *in* a DEI community (e.g. REINVEST Neighborhood).

**49** Outreach Events

**4,370** Total Attendees



# Questions?



## 5.2 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update

Requested Action:  
Receive as Information.

## 5.3 Pavement, Bridge, and Travel Time Performance Measures & Targets 2022-2025

- State DOTs & MPO are required to adopt performance measures & targets for:
  - Interstate Pavement Condition
  - Non-Interstate NHS Pavement Condition
  - NHS Bridge Condition
  - Interstate Level of Travel Time Reliability
  - Non-Interstate NHS Level of Travel Time Reliability
  - Interstate Truck Travel Time Reliability
- MPOs are required to establish their targets not later than 180 days after the State DOT establishes and reports targets to FHWA
- The MPO can agree to support the State in accomplishing their targets or the MPO can develop their own methodology & targets



## **NORTH CAROLINA**

### Department of Transportation



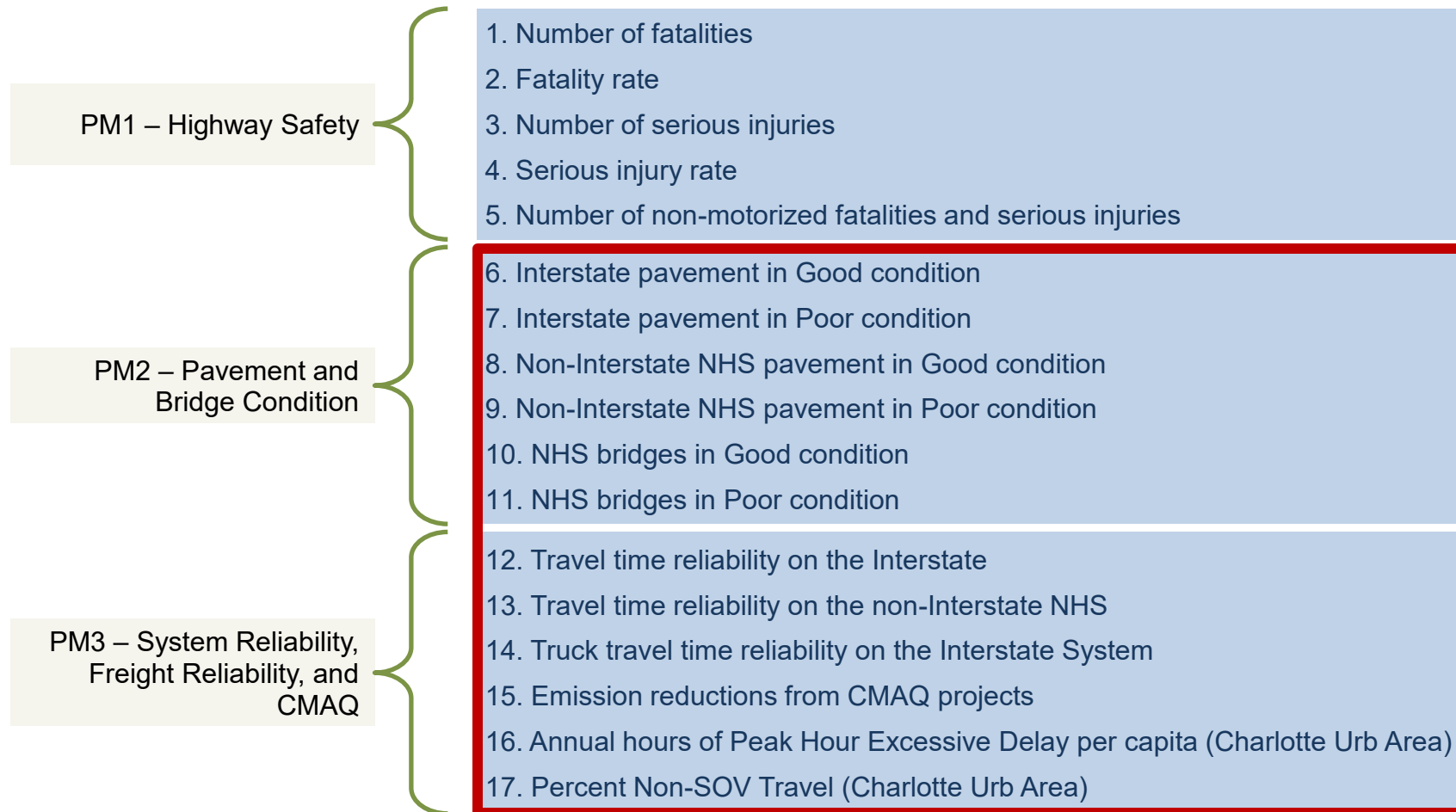
## NCDOT Transportation Performance Management (TPM)

### Targets for the 2022-2025 Performance Period

#### Pavement, Bridge, and System Performance

*Targets established December 15, 2022*

# FHWA Performance Measures



# FTA Transit Performance Measures

## Transit Asset Management

- Equipment (age)
- Rolling stock (age)
- Infrastructure (condition)
- Facilities (performance restrictions)

## Transit Safety

- Number and rate of fatalities
- Number rate of reportable injuries
- Safety events
- System reliability

- Transit providers set these targets annually. MPOs update these targets when they update their LRTP (MTP).
- Additional information from FTA is available [here](#) and [here](#).

# Target Setting Requirements

For PM2 and PM3, states and MPOs must establish 2-year and 4-year targets every four years

State DOTs shall coordinate with relevant MPOs on the selection of targets



MPOs must then establish targets within 180 days

**By June 13, 2023**

MPOs shall coordinate with the State DOT on the selection of targets



MPOs establish targets by either:

Agreeing to plan and program projects so that they contribute toward the accomplishment of the State targets; or

Committing to a quantifiable target for the MPA

# PM2 – Pavement and Bridge Condition Performance Measures

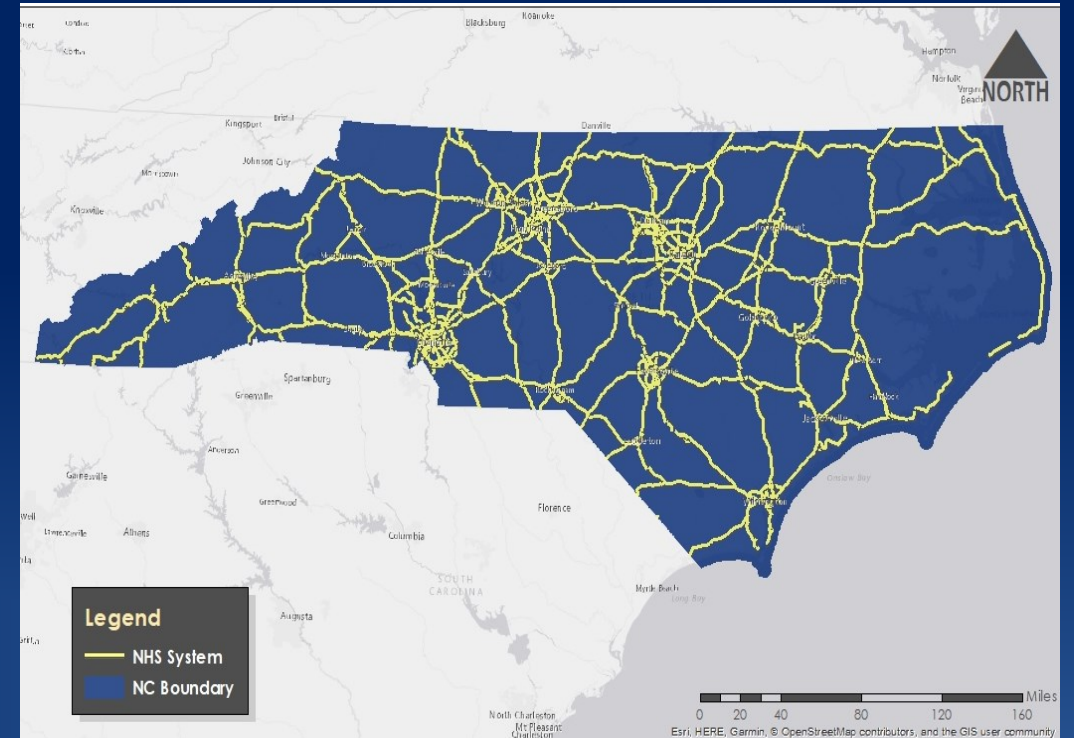
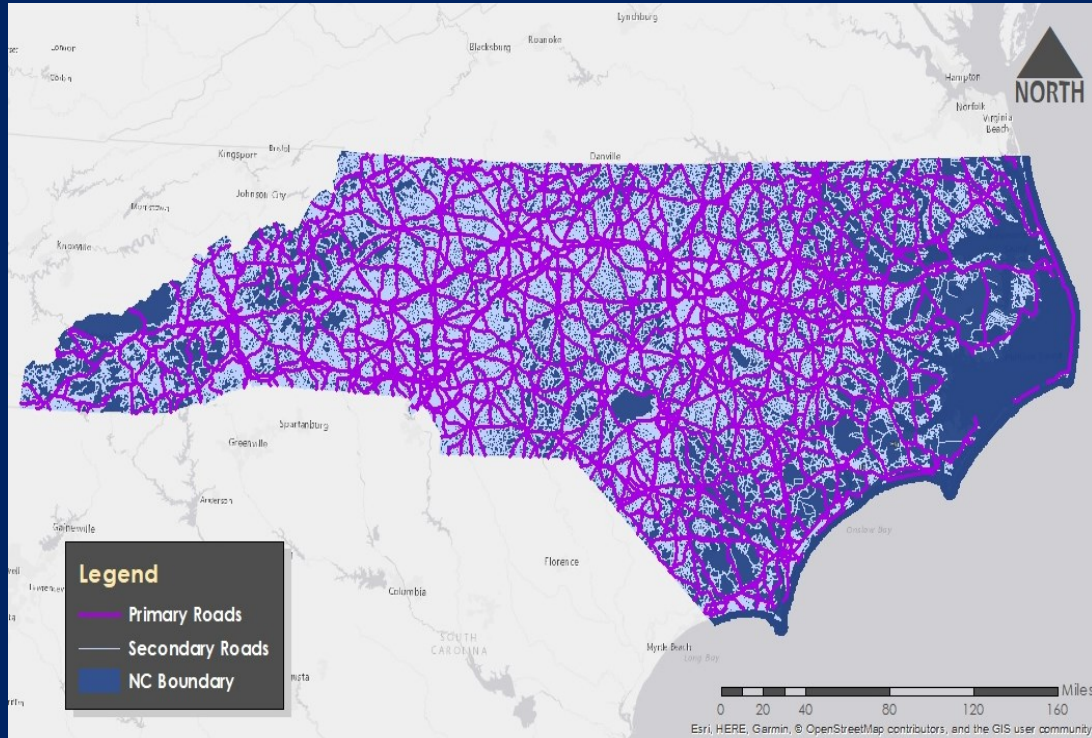
## **Pavement:**

1. Percent of Interstate pavement in Good condition
2. Percent of Interstate pavement in Poor condition
3. Percent of Non-Interstate NHS pavement in Good condition
4. Percent of Non-Interstate NHS pavement in Poor condition

## **Bridge:**

1. Percent of NHS bridge deck area in Good condition
2. Percent of NHS bridge deck area in Poor condition

# NC Maintained vs NHS Inventory



Route Class	Total System	NHS Only
	Lane-miles	Lane-miles
Interstate	6,684.1	6,677.0
Primary	35,191.7	14,221.1
Secondary	124,126.3	699.5
<b>Total</b>	<b>166,002.1</b>	<b>21,597.6</b>

The NHS includes Interstate highways, Interstate business, US, NC and selected secondary routes and ramps connecting to an NHS route.

## PM2 – NHS Bridges

- The Department maintains 18,438 structures which include 13,647 bridges and 4,791 culverts.
- Of those, 3,839 are on the NHS

System	# of NHS Bridges & Culverts	Deck Area (Sq. Foot)
Interstate	1,415	21,789,834
Primary	2,291	33,353,612
Secondary	104	1,079,745
Local GOV	29	254,247
<b>Total</b>	<b>3,839</b>	<b>56,477,438</b>

Source: NCDOT Draft TAMP, 2022. Table 2-3.

# PM3 – Reliability and CMAQ Performance Measures

## **Travel time reliability:**

1. Percent of person miles on the Interstate that are reliable
2. Percent of person miles on the non-Interstate NHS that are reliable

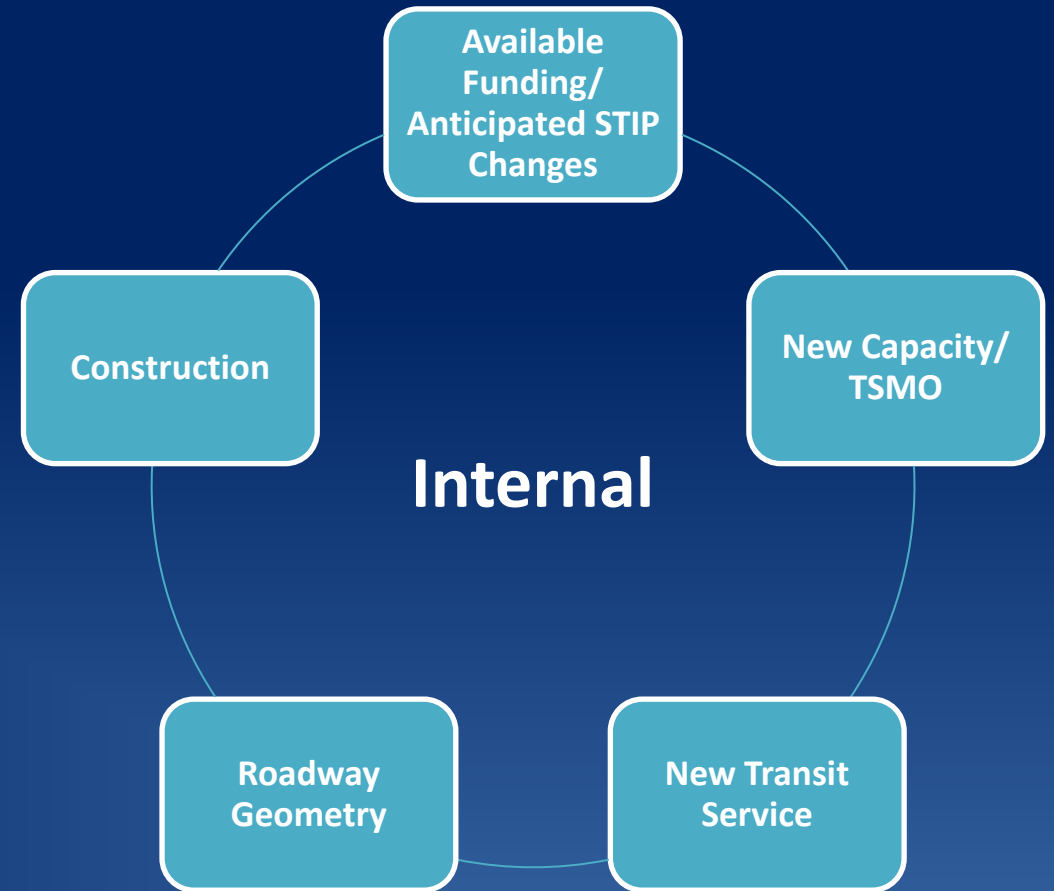
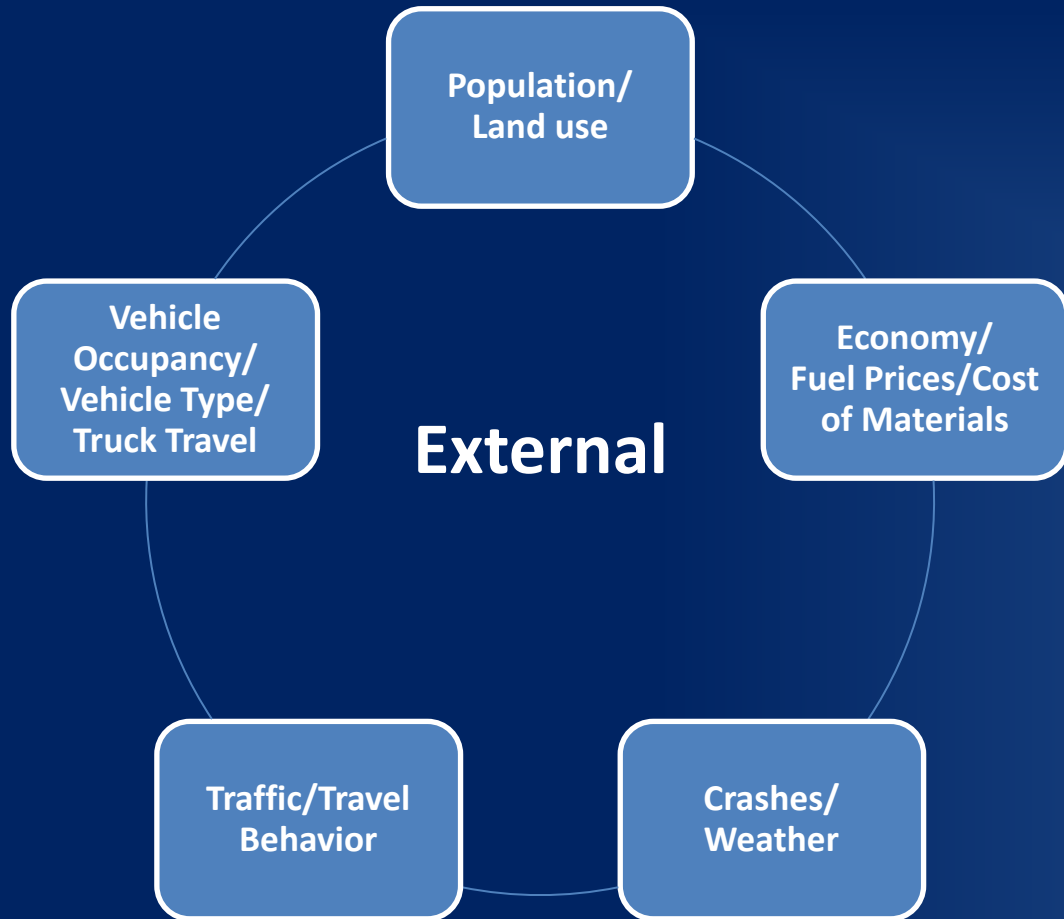
## **Freight Reliability:**

1. Interstate truck travel time reliability index

## **CMAQ:**

1. Emission reductions from CMAQ projects
  2. Annual hours of peak hour excessive delay per capita\*
  3. Percent non-SOV travel\*
- \*Charlotte, NC-SC Urbanized area and Concord, NC Urbanized area

# Factors Influencing Performance



# Covid/Post-Covid Target Setting

## What will performance look like in 2023 and 2025?

New travel patterns vs. return to pre-2020 equilibrium

Effects of hybrid and remote work

Changes in carpooling and transit use

Economic conditions and fuel prices

Changes to the STIP due to cost increases

# Rationale for 2023 and 2025 Targets

Population and VMT will  
continue to grow

Project cost  
increases/inflation

STIP and TIP projects  
unlikely to significantly  
change trends

IIJA funding increases  
and opportunities

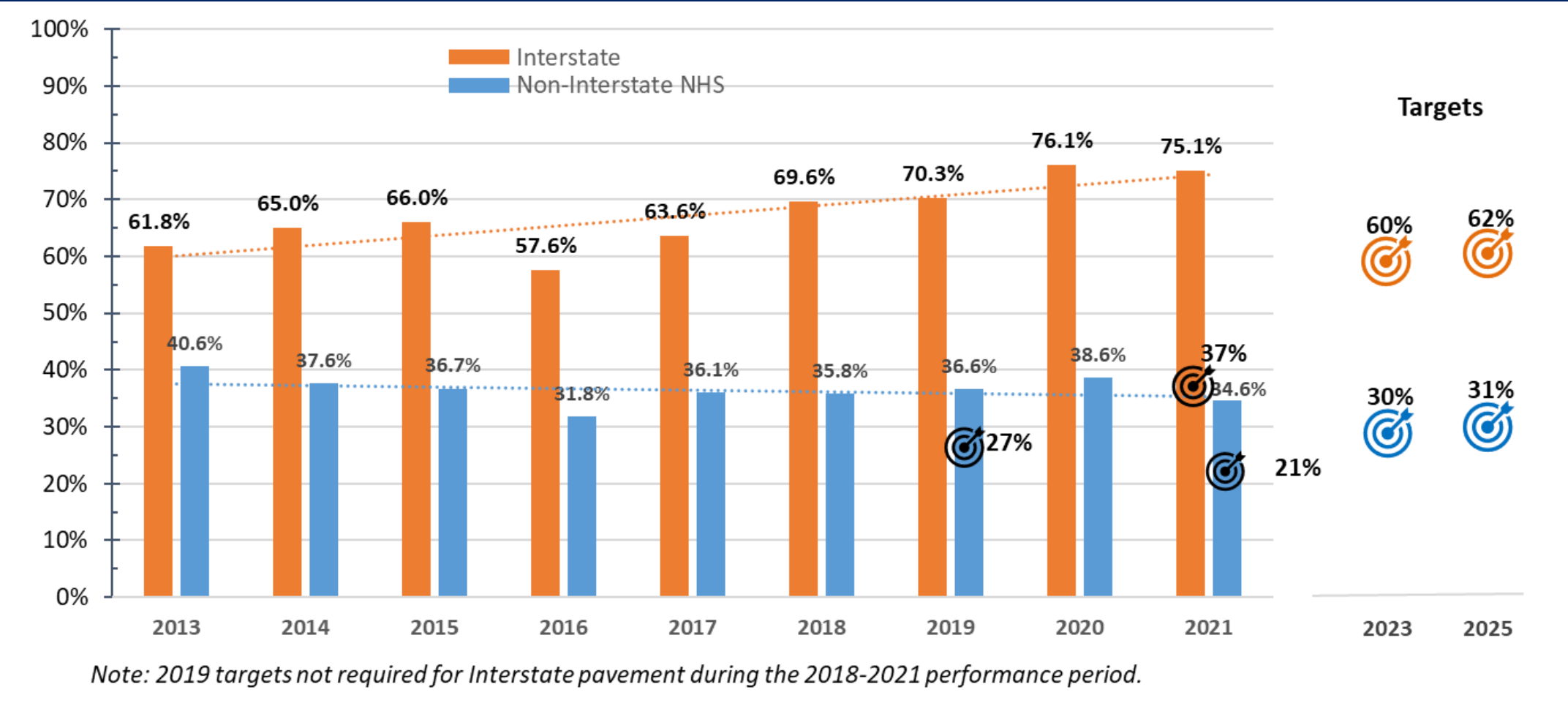
Maintain conservative  
and balanced stance  
given unknowns

Opportunity to assess  
performance at the  
midpoint and adjust 4-  
year targets

# PM2 Pavement in Good Condition

Higher number = better performance

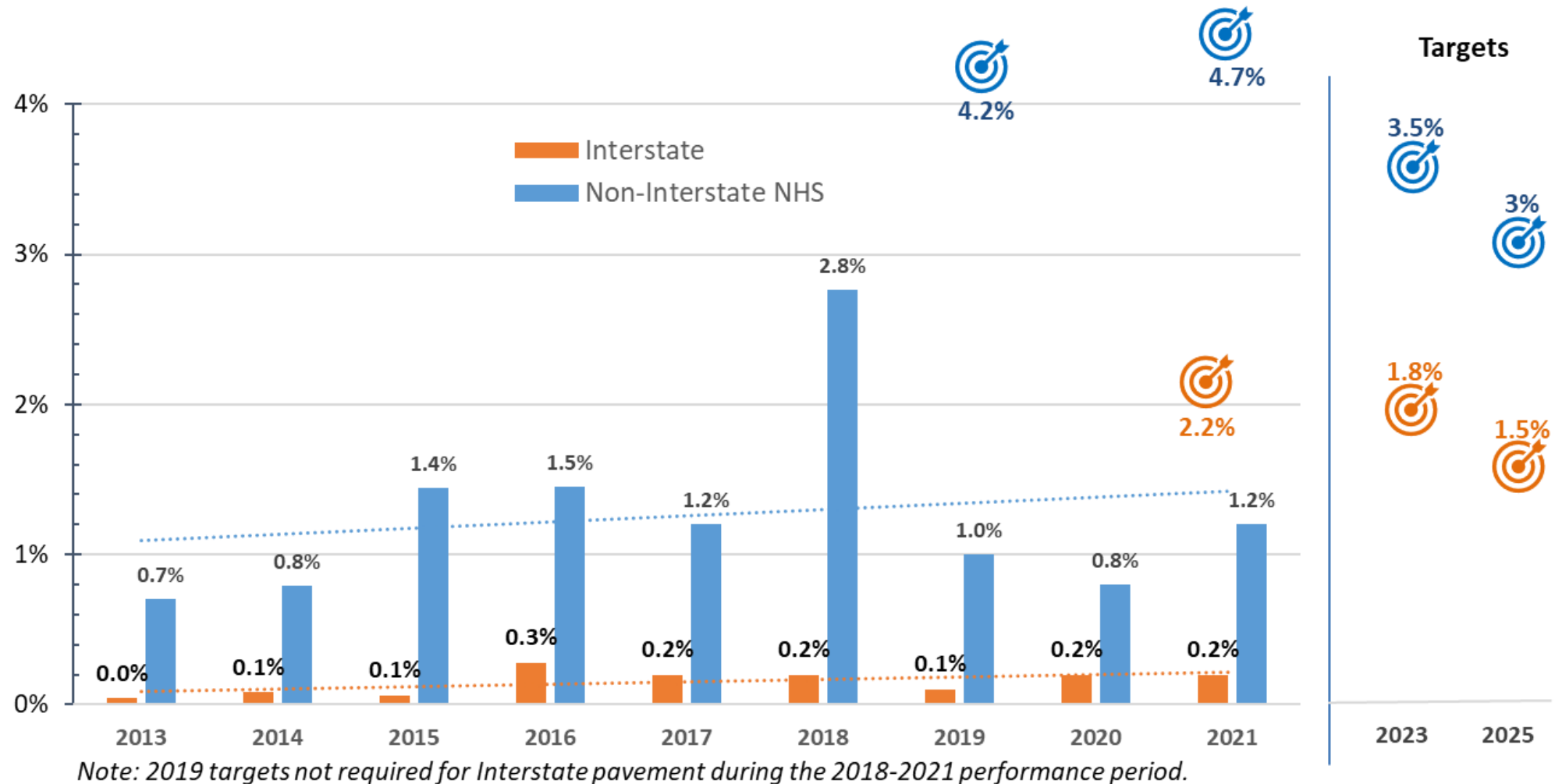
✓ 2019 and 2021 targets were met



# PM2 Pavement in Poor Condition

Lower number = better performance

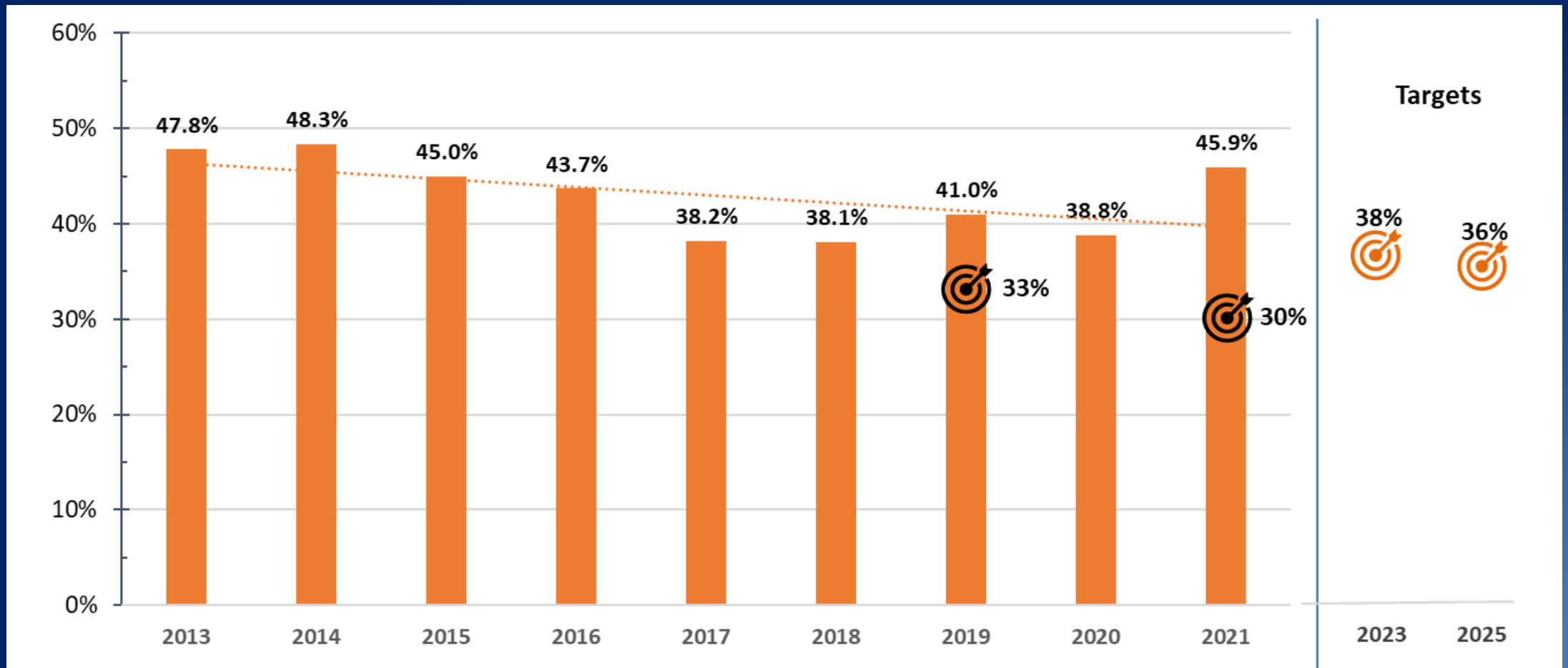
✓ 2019 and 2021 targets were met



# PM2 Bridges – Good Condition

- Percent NHS bridge deck area in good condition
- Higher number = better performance

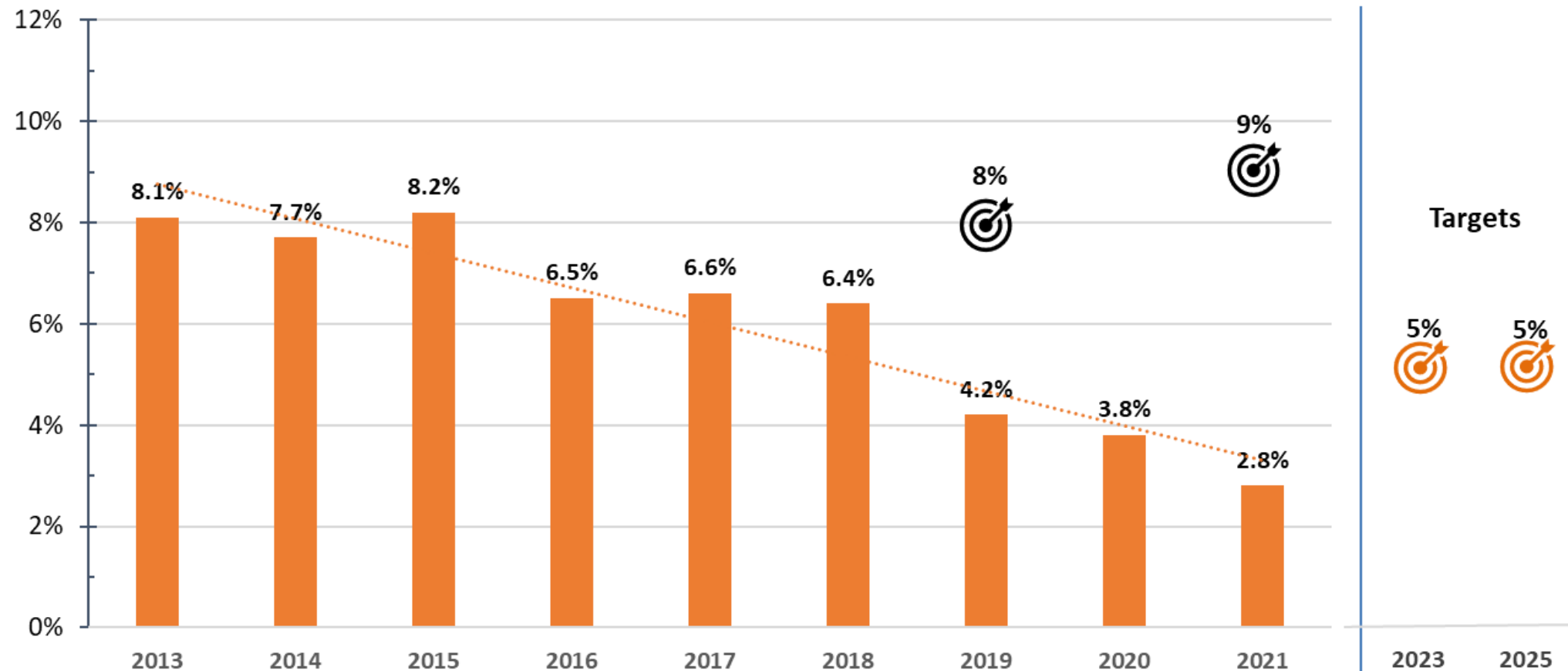
✓ 2019 and 2021 targets met



# PM2 Bridges – Poor Condition

- Percent NHS bridge deck area in poor condition
- Lower number = better performance

✓ 2019 and 2021 targets met

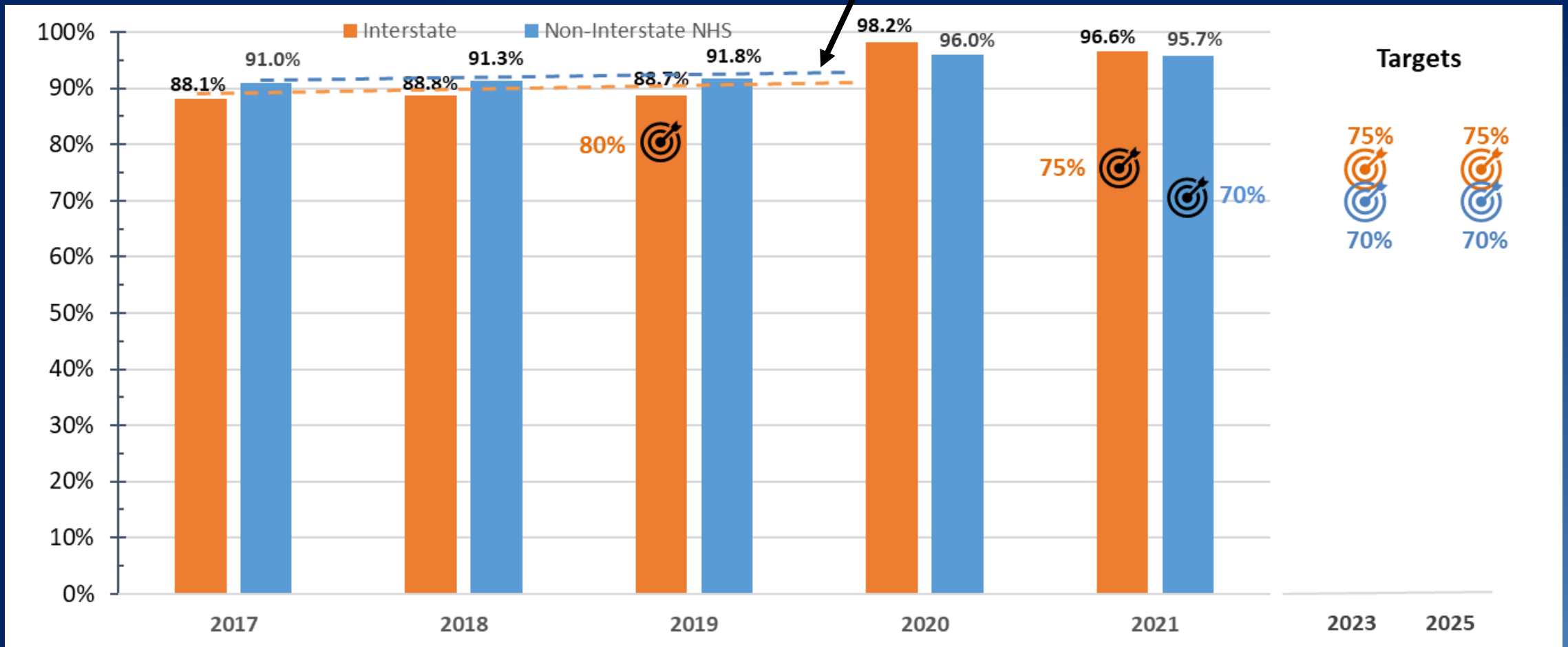


# PM3 Travel Time Reliability

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Higher number = better performance

Pre-pandemic trendlines  
(2017-2019)

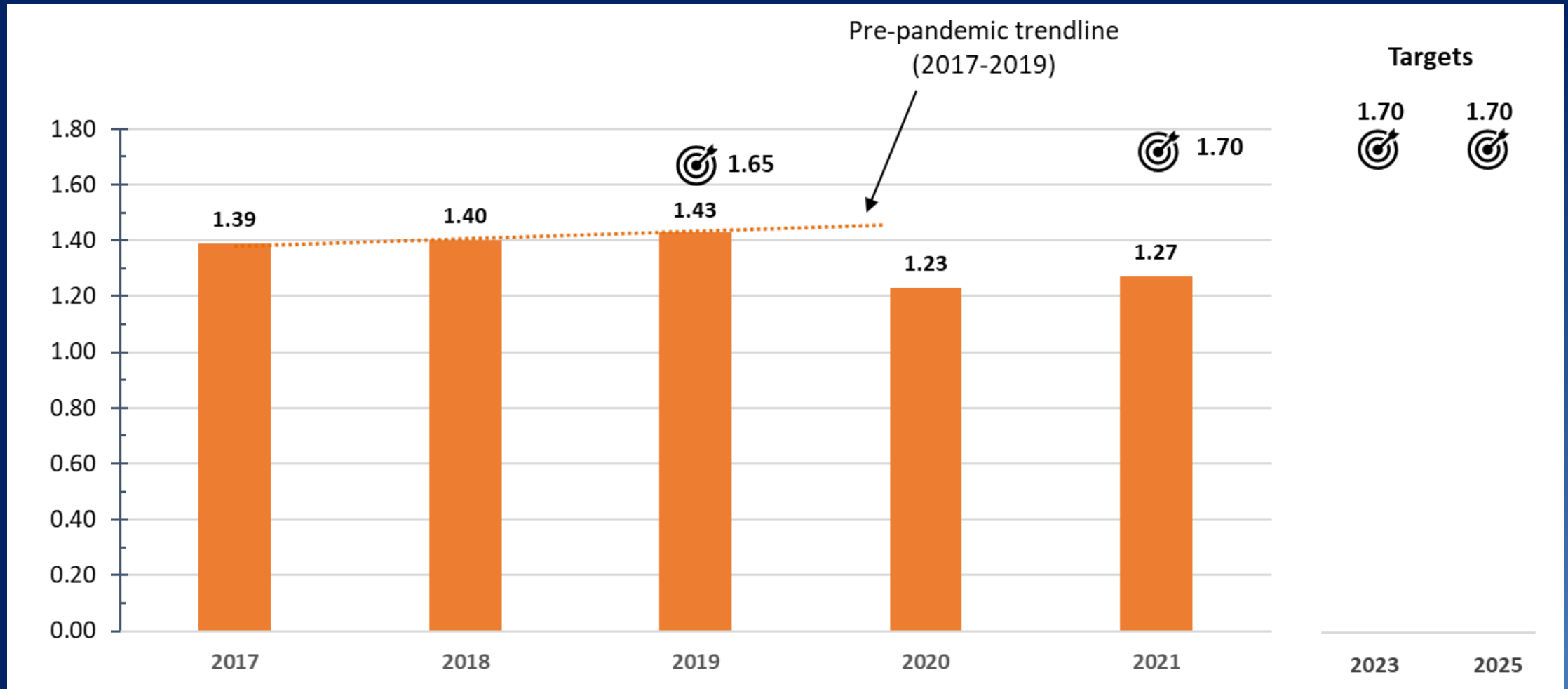
✓ 2019 and 2021 targets met



# PM3 Truck Travel Time Reliability Index

- Interstate only
- Lower number = better performance

✓ 2019 and 2021 targets met



# PM3 CMAQ Emissions Reductions

- Total emissions reductions from CMAQ projects (kg/day)

✓ 2019 and 2021 targets met

Baseline (2014- 2017)	2018- 2019 Actual	2020- 2021 Actual	2019 Target	2021 Target		2023 Target	2025 Target
VOC 11.135	VOC 133.747	VOC 90.606	VOC ≤ 0.252	VOC ≤ 0.504		VOC ≤ 0.557	VOC ≤ 1.114
NOx 32.907	NOx 429.415	NOx 245.308	NOx ≤ 2.360	NOx ≤ 4.720		NOx ≤ 2.229	NOx ≤ 4.458

All emissions are in kg/day

## 5.3 Pavement, Bridge & Travel Time Performance Measures and Targets 2022-2025

### Requested Action:

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

## 5.4 FFY 2023 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

## 5.4 FFY 2023 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

- FTA FFY 2023 Full Apportionment - Section 5307/5340 & 5339 funding released to the Raleigh UZA
- City of Raleigh, the designated recipient, is responsible for developing the sub-allocation of the funding for the Raleigh UZA
- Methodology based on the *updated* 2017 MOU between the City of Raleigh, GoTriangle, the Town of Cary, Wake County and CAMPO

## 5.4 FFY 2023 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

- Required annual funding “split letter” among transit providers
- The partners all agree with the split/letter
- MPO must formally concur with the sub-allocation of UZA federal funds and the programming of projects that will make use of the funds
- See agenda packet accessory worksheets and DRAFT split letter

## 5.4 FFY 2023 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

RECIPIENT	SECTION 5307/5340	SECTION 5339	TOTAL
City of Raleigh (includes NCSU allocation)	\$11,999,662	\$1,015,665	\$13,015,327
Town of Cary	\$2,179,113	\$188,204	\$2,367,317
GoTriangle	\$1,478,413	\$143,047	\$1,621,460
Wake County	\$1,489,774	\$144,144	\$1,633,918
<b>TOTAL</b>	<b>\$17,146,962</b>	<b>\$1,491,060</b>	<b>\$18,638,022</b>

## 5.4 FFY 2023 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

### Requested Action:

**Recommend to the Executive Board approval of the sub-allocation for the Raleigh urbanized area funding partners for FFY 2023 Section 5307, 5340, and 5339 FTA funds.**

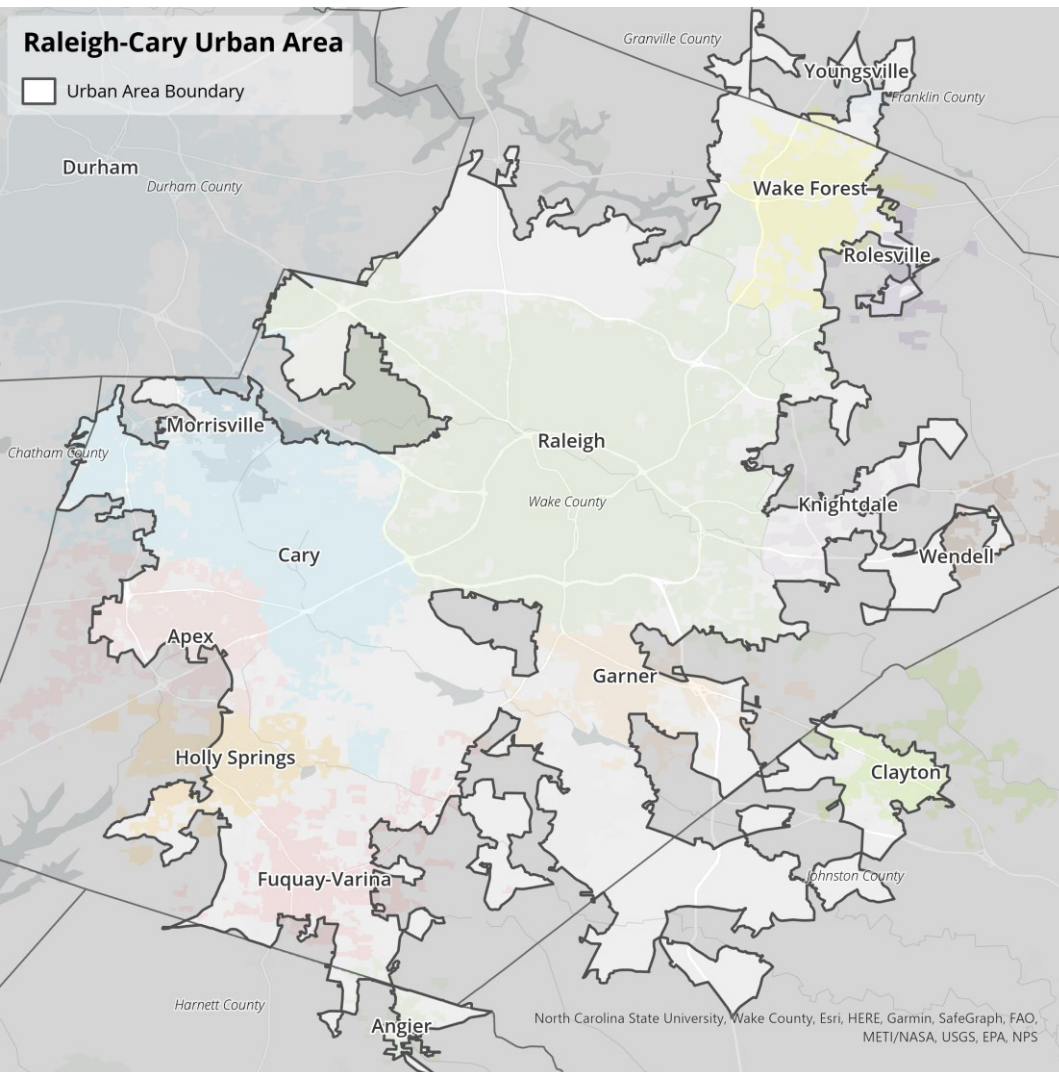
## 5.5 2023 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection

# Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

## 2023 Recommended Program of Projects

CAMPO TCC Meeting  
May 4, 2023





## FTA Section 5310 Program

**Provides capital and operating grants to**

- Non-profit organizations, private operators, and public agencies
- Providing coordinated transportation services
- Planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.

**Funding is for the Raleigh-Cary Urban Area**



## 2023 Call for Projects

- Applications accepted February 27 – March 24
- Approximately 200 agency, non-profit, and providers contacted
- Virtual grant webinar and recorded presentation:
  - Webinar: March 7, 2023
  - Recorded Webinar: March 10 - 24 available on GoRaleigh's website
- Applications evaluated by Scoring Committee April 13
- Presentation to CAMPO Executive Board May 17
- Public comment period May - June
- Program of Projects approved in June



## 2023 Available Funding

Funding Source	Funds
Section 5310	\$2M
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)	\$114,609
American Rescue Plan (ARP)	\$114,611
<b>Total Funds - Current Cycle</b>	<b>\$2.3M</b>

**Historic Funds available - \$1.2 - \$1.3M per 2-year cycle from 2017 – 2022**

### COVID relief funding details

- No match requirement
- May not be used for purchase of equipment or vehicles
- Requires a separate grant agreement

## 2023 Grant Applications

Organization	Funding Request	Project Summary	Project Type
Capital Area Metropolitan Planning Organization	\$284,205	Hire regional mobility manager	Traditional
The Center for Volunteer Caregiving	\$161,537	Volunteer driver door-to-door	Other
Community and Senior Services of Johnston County	\$359,800	Vehicle Purchase; Mobility Management; Purchased services	Traditional
GoTriangle	\$705,084	Vehicle Purchase (6)	Traditional
GoWake	\$744,000	Vehicle Purchase (10)	Traditional
Pearl Transit Corp	\$180,632	24-hour transportation and trip planning	Other

# Recommendations and Funding Summary

- All projects were deemed eligible and approved for funding
- GoWake’s budget reduced to approximately 40% of request from 5310 funds only
- Remaining non-profit and transportation agency projects received full funding, including COVID relief funds

Funding	Recommended Application Funds
Total Award Funds Recommended	\$1,839,071
Total Project Budget	\$2,464,660
Traditional Capital Federal Share (80%)	\$561,770
Traditional Capital Local Match (20%)	\$140,442
ADA Capital Federal Share (85%)	\$979,165
ADA Capital Local Match (15%)	\$187,011
Other Operating Federal Share (50%)	\$298,137
Other Operating Local Match (50%)	\$298,137

## Program Management Plan Update

- Authorizing legislation updated to Infrastructure Investment and Jobs Act (IIJA)
- Updating Uniform Guidance and statutory references
- Additional detail on coordination between GoRaleigh, CAMPO, and the Mobility Coordination Committee
- Additional updates forthcoming based on the current grant application process
- Potential updates pending to incorporate CAMPO Mobility Manager funding process based on coordination with FTA and GoRaleigh (*current process is competitive for grant funding*)



## SECTION 5310 PROGRAM MANAGEMENT PLAN FOR THE RALEIGH-CARY URBAN AREA

2023



# Thank You!



## 5.5 2023 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection

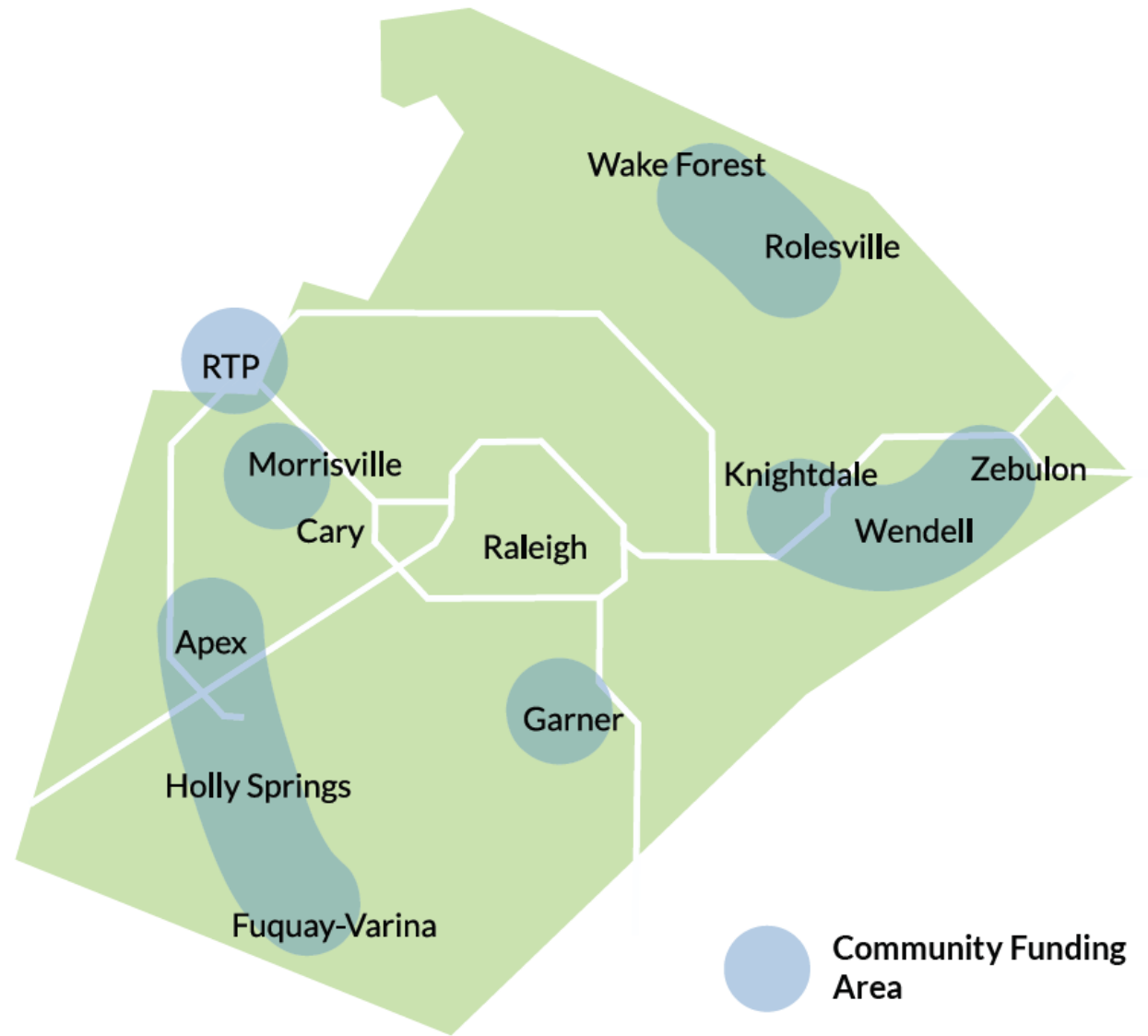
Requested Action:  
Receive as information.

## 5.6 FY 2024 Community Funding Area Program Call-for-Projects Update and Program Review

# Program Overview & Financial Health

# Community Funding Area Program Overview

- ▶ Envisioned as part of the Wake Transit Plan - Big Move #4: Enhanced Access to Transit
- ▶ A competitive program providing an opportunity to receive match funding for planning, capital, operating, or combined capital/operating transit projects



# Previously Funded Projects

## Planning

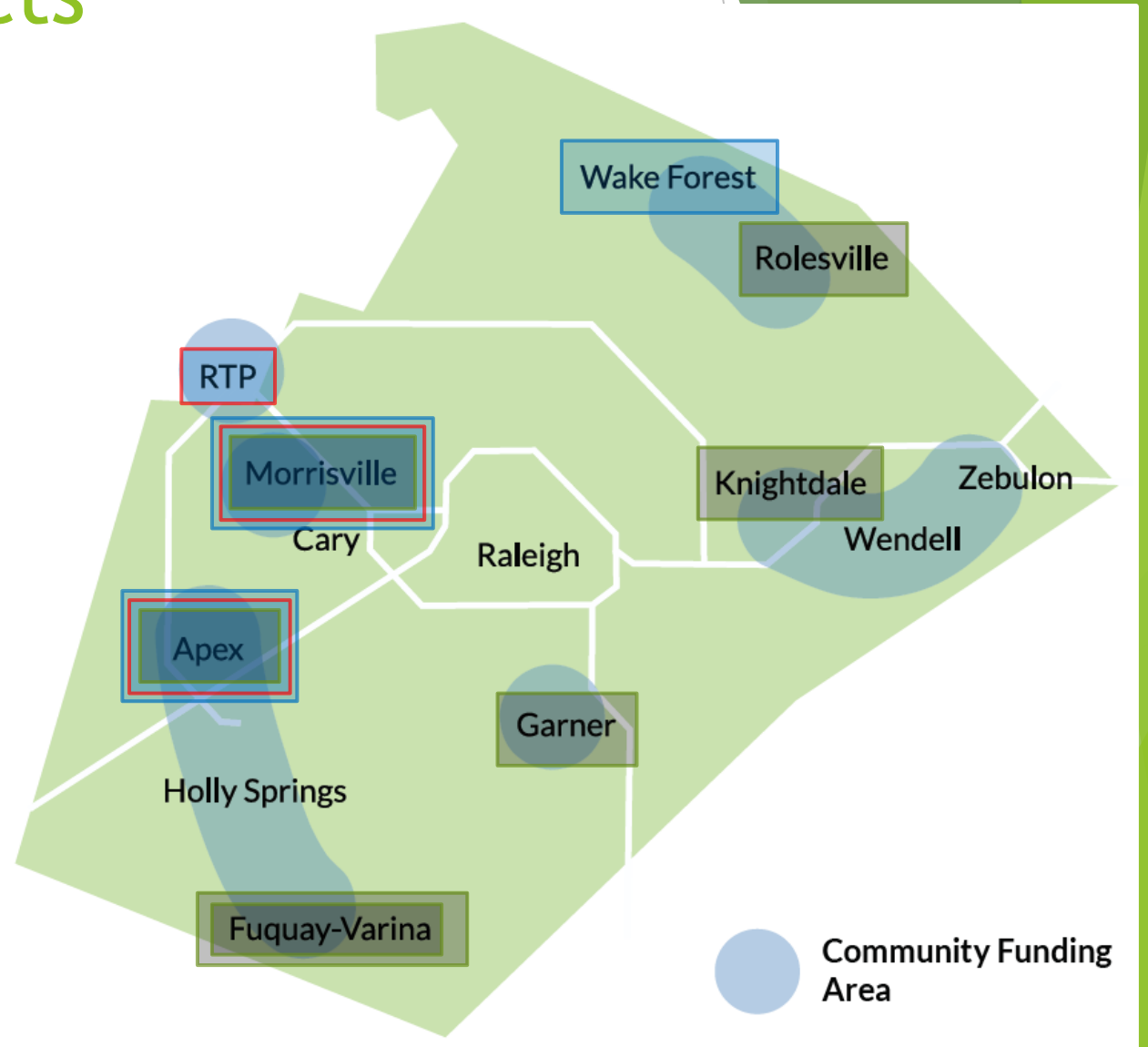
- ▶ Town of Apex (FY19)
- ▶ Town of Morrisville (FY19)
- ▶ Town of Garner (FY20)
- ▶ Town of Fuquay-Varina (FY20)
- ▶ Town of Rolesville (FY20)
- ▶ Town of Knightdale (FY22)
- ▶ Town of Fuquay-Varina (FY23)

## Capital

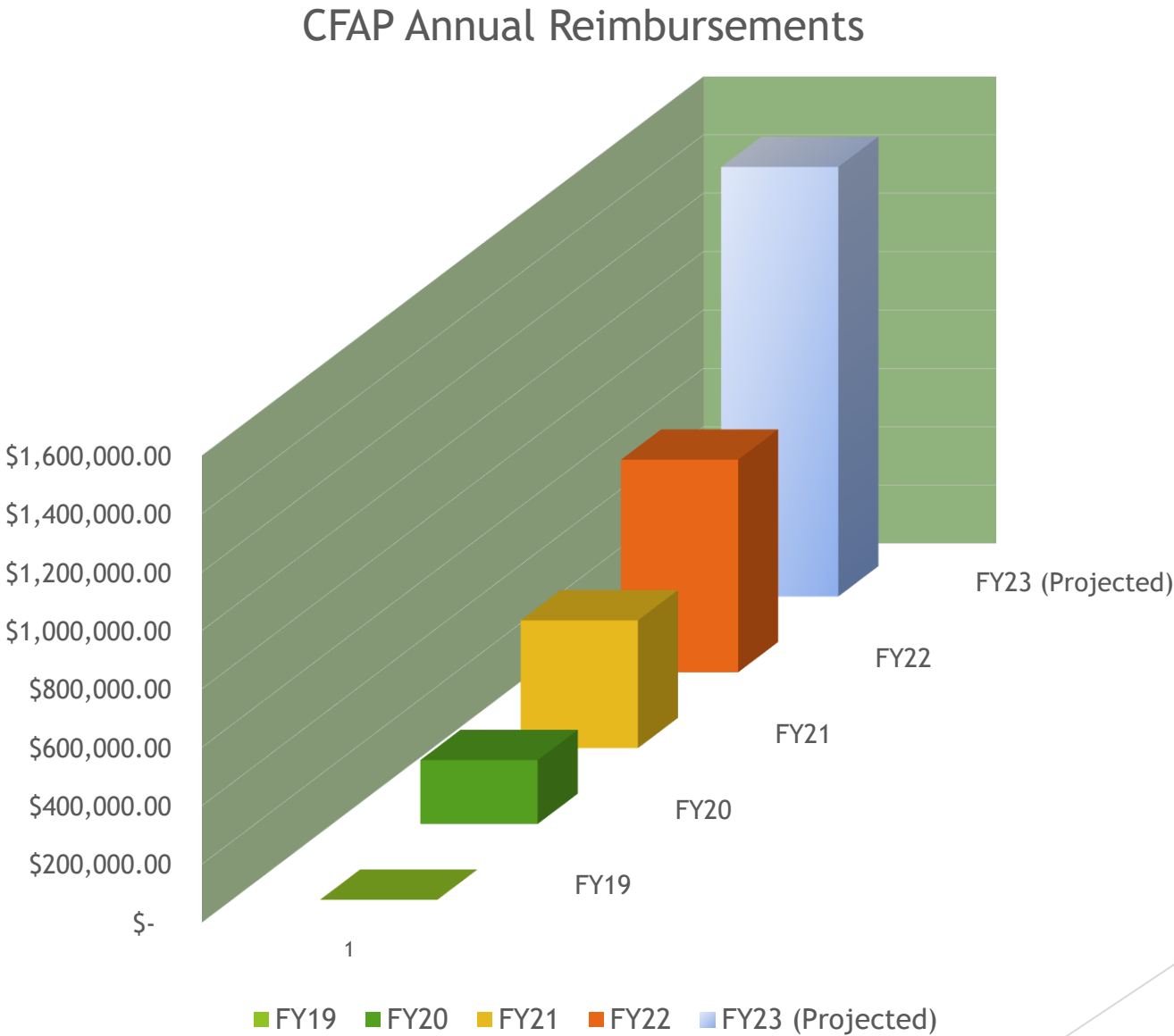
- ▶ Town of Apex (FY21)
- ▶ Town of Morrisville (FY21)
- ▶ Research Triangle Foundation (FY22)

## Operating

- ▶ Town of Wake Forest (FY20)
- ▶ Town of Apex (FY21)
- ▶ Town of Morrisville (FY21)



# CFAP Applications Turn Into Progress



# CFAP Funding: FY 2023 to FY 2030

## Community Funding Area Program Annual Allocation Before FY24 Project Requests

FY23	FY24**	FY25	FY26	FY27	FY28	FY29	FY30
\$1.18M	\$2.73M	\$1.65M	\$1.69M	\$1.73M	\$1.78M	\$1.82M	\$1.87M
\$50k	\$50k	\$50k	\$50k	\$50k	\$50k	\$50k	\$50k

### Total Allocation

*Planning/ Technical Allocation (not included in totals)*

FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
\$392k	\$422k	\$433k	\$444k	\$455k	\$466k	\$478k	\$490k
\$347k	\$356k	\$365k	\$374k	\$383k	\$393k	\$403k	\$413k
\$375k	\$385k	\$394k	\$404k	\$414k	\$425k	\$435k	\$446k
\$50k							

TO005-BF: GoApex Route 1 Fixed-Route Circulator

TO005-BG: Operation of Node-Based Smart Shuttle

TO005-AA: Wake Forest Reverse Circulator

TC003-S: Fuquay-Varina's Transit Feasibility Study



FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
*	\$1.57M	\$456k	\$468k	\$480k	\$492k	\$504k	\$517k

### TO005-Z: CFA Funding Reserve

- \*TO005-Z's FY23 allocation in the FY23 Draft Wake Transit Work Plan was combined with funds that had been returned to the CFA fund balance and is reflected in the FY24 allocation of \$1,567,961
- \*\*Information is based upon FY24 Draft Wake Transit Work Plan

# Program Funds: Additional Cost Considerations

10%

The CFA Program Management Plan allows the potential of up to a 10% overage on project costs, with additional match dollars from the project sponsor. Without the consent of the TPAC, this 10% cannot go above any other program caps, such as the \$50,000 planning maximum

30%

For FY21, the Budget & Finance and Planning & Prioritization Subcommittees made the following recommendation: No project can use more than 30% of total annual CFA program budget on **operating** expenses without TPAC approval

# Community Funding Area FY 2024 Program Timeline

Action	Date
Project Incubation Meetings	Late Sept 2022
Applicant Training	Oct 26, 2022
Call for Projects (Opens)	Oct 31, 2022
Pre-Submittal Review Meetings: Town of Apex	Dec 8, 2022
Town of Knightdale	Dec 9, 2022
Call for Projects (Closes)	Jan 6, 2023
CAMPO Staff Scores Submissions	Jan 9, 2023 - Jan 27, 2023
Selection Committee Convenes	Feb 17, 2023
Committee Recommendation Presentations/Staff Reports: Transit Planning Advisory Committee	Mar 15, 2023
Technical Coordinating Committee	May 4, 2023
Executive Board	May 17, 2023
TPAC Recommends Work Plan	May 17, 2023
FY 2024 Work Plan Adoption	By June 30, 2023



WE ARE HERE

# Submitted Applications

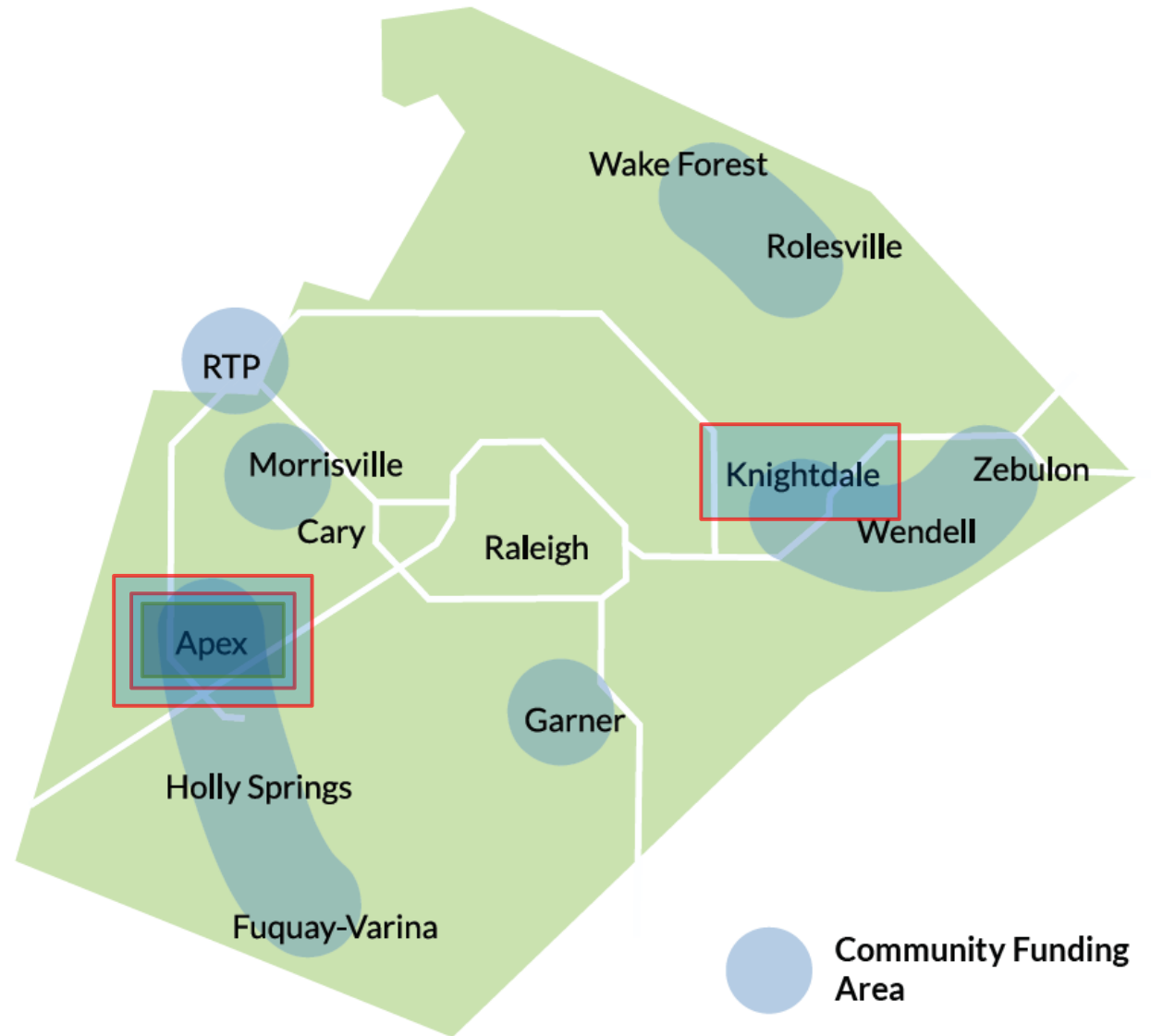
FY 2024

## Capital Applications

- ▶ **Town of Apex:**  
Transit Feasibility Plan
- ▶ **Town of Apex:**  
Transit Feasibility Plan
- ▶ **Town of Knightdale:**  
Transit Feasibility Plan

## Planning Application

- ▶ **Town of Apex:**  
Transit Feasibility Plan



# FY 2024 CFAP Applicants

# Scoring - Capital & Operating Projects (100 Points)

Category	Criterion	Description	Category	Criterion	Description
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Capital/Operating	Last time applicant was awarded CFAP funds for capital/operating projects.	Cost Effectiveness	Operating and Capital Cost per Boarding	Operating and capital cost per boarding opening year.
	Fixed-route Wake Transit Plan investments supported	Number of fixed-route bus/rail connections within ½ mile of project area.		Project Readiness	<p>A score is assigned based on the number of the following project readiness indicators that have been completed by the time the project application is submitted:</p> <p>1) Project needed: Has a need for the proposed project been documented in other relevant planning documents?</p> <p>2) Project study completed: Has a planning study for the proposed project been completed and deemed feasible and is the proposed project aligned with the study recommendation?</p> <p>3) Title VI analysis / ADA assessment complete: Has a Title VI/ADA assessment been completed?</p> <p>4) Realistic Cost and Timeframe: Does the project reflect a realistic cost and implementation timeframe (see Appendix F for definition of realistic cost and implementation timeframe)?</p>
Local/Regional Benefits	Population density within service area	Population density (in people per square mile) within 1/2 mile of project area.	Project Readiness	Estimated Opening Year	Estimated opening year of project (for capital projects, how long until project is expected to be completed; for operations projects, how long until operation begins?)
	Employment density within service area	Employment density (in jobs per square mile) within 1/2 mile of project area.		Best Practices	Does project follow published best practices from elsewhere within the country or region? Applicant must cite best practice research.
Transit Need	Population with Transit Need	Percent of population with high propensity to use transit (including residents living below the poverty line, older adults age 65 and above, total households with zero vehicles, individuals with disabilities) within ½ mile of project area.		Local Match	Amount of total project cost paid for with local funds
	Activity Generators and Community Connections	Number of activity generators and community connections within ½ mile of project area. Activity generators and community connections include medical facilities, senior centers/community centers, retail centers, major employers (100+ employees), schools, and government centers.			

# Summary of Scores for Capital/Operating Projects

	Geographic Balance	Local / Regional Benefits	Transit Need	Cost Effectiveness	Project Readiness	Total Score
FY20 Wake Forest (Reference)	20	5	20	5	14	64
FY21 Apex (Reference)	20	15	20	0	28	83
FY21 Morrisville (Reference)	20	16	20	0	25	81
FY22 Research Triangle Foundation (Reference)	20	10	10	0	24	64
FY24 Town of Apex - Sidewalk	0	19	20	0	26	65
FY24 Town of Apex - Bus Stop Improvements	0	19	20	5	23	67
FY24 Town of Knightdale - Sidewalk and Crosswalk Improvements	20	13	20	0	26	79

# Scoring - Planning Projects (50 Points)

Category	Criterion	Description	Points Awarded	Justification
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Planning	Last time applicant was awarded CFAP funds for a planning study.	20: None within last 10 years	Prioritizes first-time planning study applicants and favors at least a five-year gap between funded planning studies/technical assistance grants.
			10: Within last 5 to 10 years	
			0: Within last 5 years	
Planning Study Readiness	Clear and Compelling Scope of Work	Applicant must provide a scope of work for the proposed planning document requesting CFAP funds with required content.	15	This is a requirement of all applications to demonstrate applicant has a focused scope of work that fits within the CFAP funding constraints.
	Estimated Planning Study End Date	Timeframe within which the results of the planning study are expected to be completed	10: Within 12 months	Prioritizes planning studies that can be finished within one funding cycle, so they can be used to support operations/planning projects proposed during the next funding cycle.
			0: Over 12 months	
	Local Match	Amount of total planning study paid for with local funds*	5: >80%	Prioritizes planning studies that are funded with a higher than minimum 50% local match.
			4: 76-80%	
			3: 71-75%	
			2: 61-70%	
			1: 51-60%	
			0: 50%	

# Summary of Scores for Planning Projects

	Geographic Balance	Planning Study Readiness	Total Score
FY19 Morrisville (Reference)	20	27	47
FY19 Apex (Reference)	20	25	45
FY20 Fuquay-Varina (Reference)	20	25	45
FY 2020 Garner (Reference)	20	25	45
FY 2020 Rolesville (Reference)	20	25	45
FY22 Town of Knightdale (Reference)	20	25	45
FY23 Town of Fuquay-Varina	0	25	25
FY24 Town of Apex	10	25	35





## GoApex Bus Stop Improvements

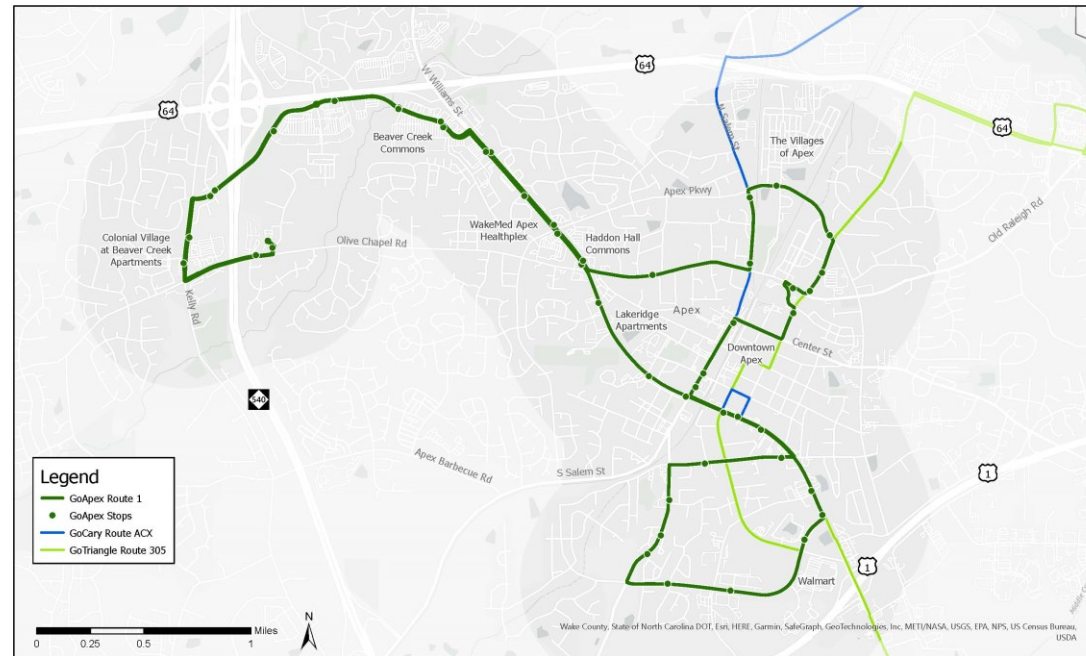
### Project Description:

The application is the next step of enhancing the current GoApex Route 1 (a CFAP supported service) as determined by the Town's ridership engagement efforts.

This project would provide bus stop improvements at GoApex bus stops, including installation of shelters, benches, trash cans, bike racks, and crosswalks, along with any grading, paving, or ADA accessibility improvements needed.



GoApex Bus Stop Improvements  
Project Area





## Saunders Street & Hinton Street Sidewalk Improvement

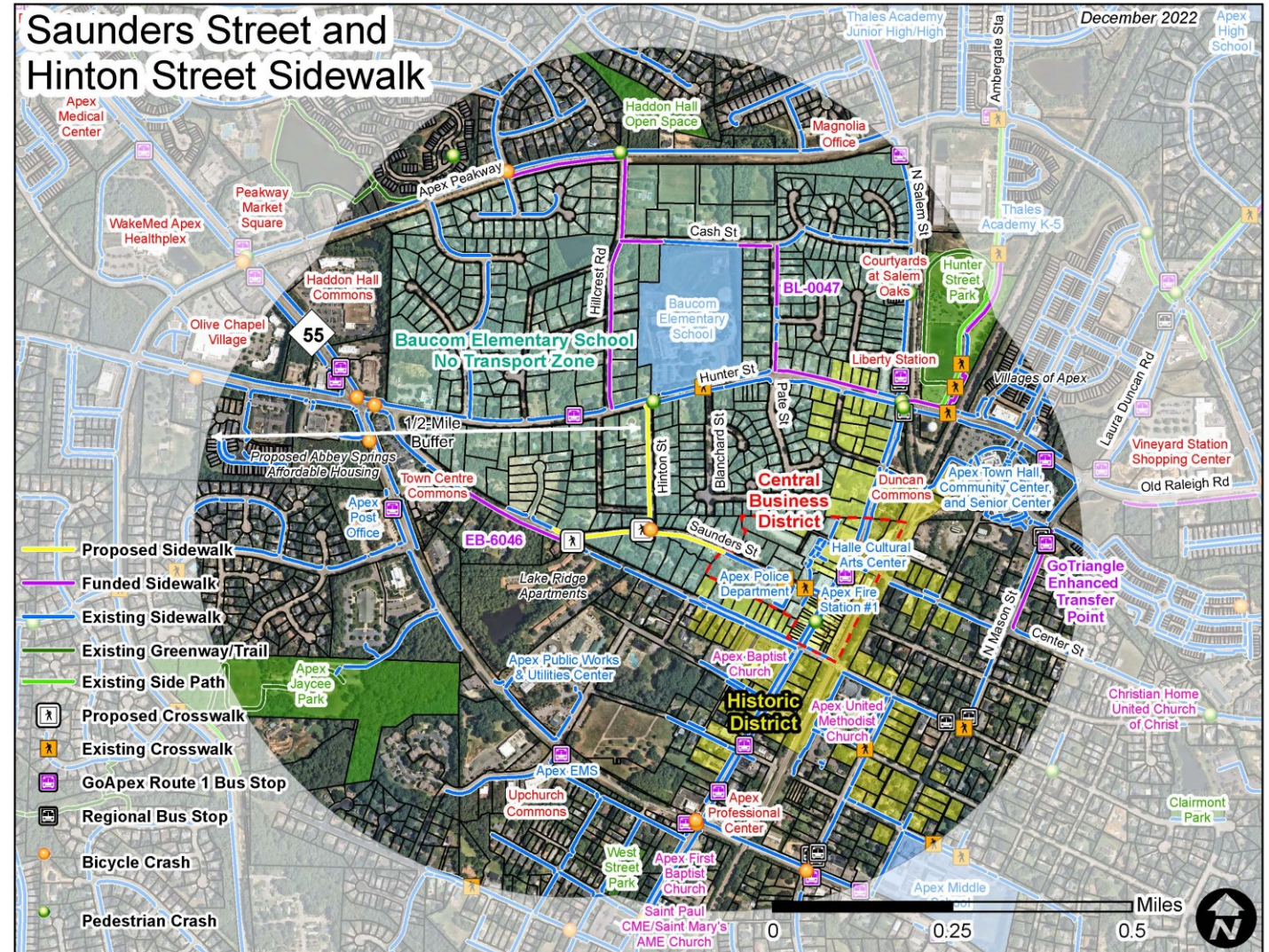
### Project Description:

Providing quality transit begins with safe and uninterrupted pedestrian access. This sidewalk, curb & gutter, and cross walk project will:

1. Provide new pedestrian access to bus stops serving GoApex Route 1, GoCary Apex-Cary Express, and GoTriangle Route 305
2. Create safe and active routes to school
3. Generate a complete pedestrian route to Historic Downtown Apex

### Plan Details

- Construct approximately 2,065 linear feet of 5-foot, concrete sidewalk
- Installation of approximately 1,285 feet of curb and gutter along the sidewalk
- Construction of two high-visibility crosswalks



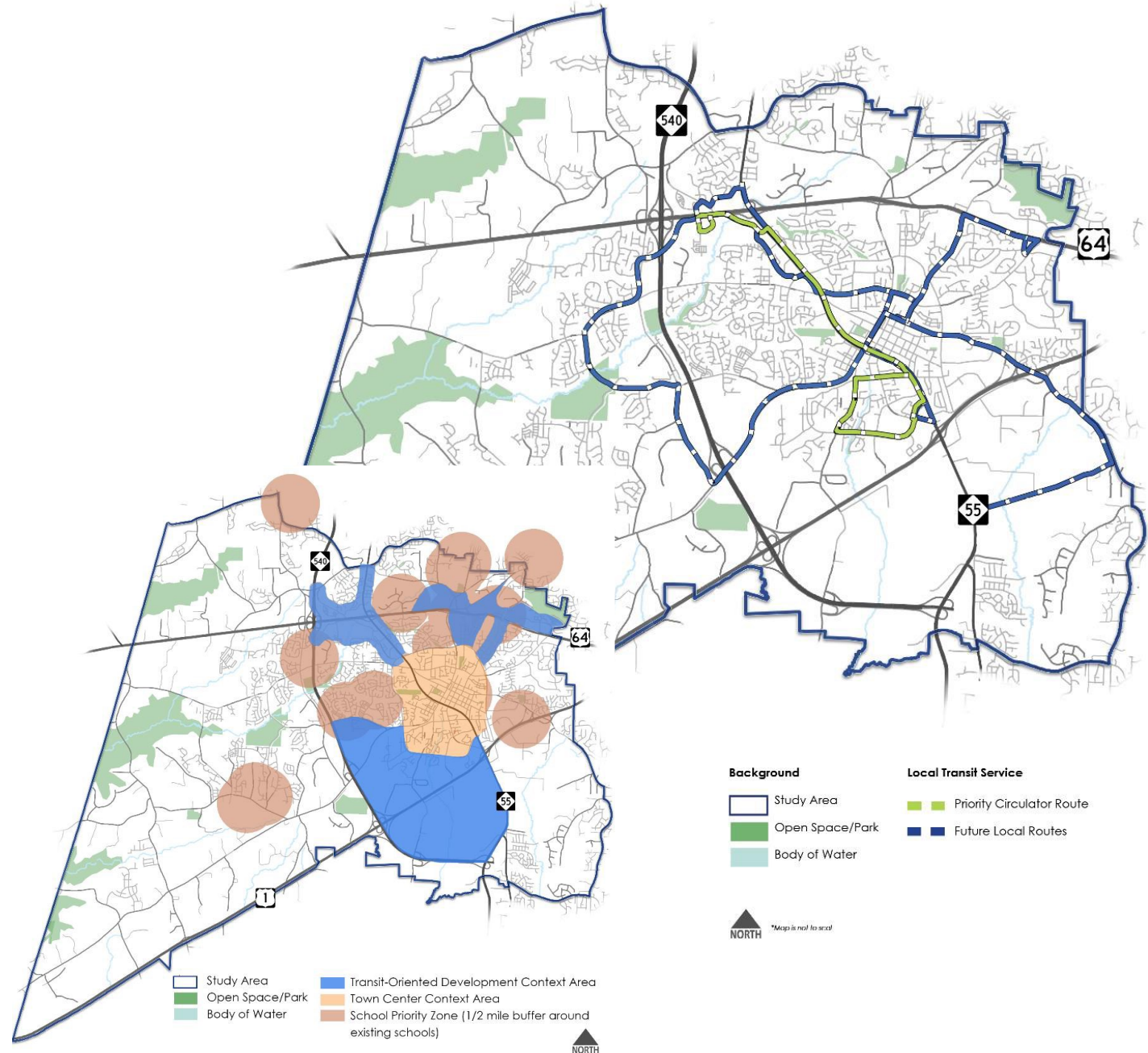
## Transit Feasibility Plan

### Project Description:

This study will build upon the planning work that has been completed since 2018 including the Town's Comprehensive Transportation Plan, "Advance Apex" and the Town's "Transit Circulator Study". Much of the planning work will be completed in house by the Town's Senior Transit Planner.

### Plan Details

- Purchase a 1-year subscription to Remix by Via
- Hire consultant for enhancement to some technical aspects and public outreach



# CFA Funding Requests for FY 2024

<b>Total Funds in CFA Program (FY 2024)</b>			<b>\$2,730,796</b>	
<b>Total Funding Pre-Appropriated (5-BF,5-BG,5-AA)</b>			<b>\$1,231,076</b>	
TO005-BF (Apex)			\$440,607	
TO005-BG (Morrisville)			\$375,012	
TO005-AA (Wake Forest)			\$415,457	
<b>Total Available Funds for New Projects</b>			<b>\$1,499,720</b>	
<i>Geographic Balance Cap</i>			<i>\$819,238.80</i>	
			Funding Request	10% Contingency
Apex Sidewalk Capital			\$268,000	\$294,800
Apex Bus Stop Improvement (Capital)			\$100,000	\$110,000
Apex Transit Priorities (Planning)			\$22,250	\$24,475
Knightdale Sidewalk and Crosswalk (Capital)			\$211,509	\$232,659.90
<b>TOTAL FUNDS REMAINING IN TO005-Z (Reserve)</b>			<b>\$897,961.00</b>	<b>\$837,785.10</b>
<i>Total Funds in FY24 Requested by Apex</i>			<i>\$830,857.00 (over cap)</i>	<i>\$869,882.00 (over cap)</i>
<i>Total Funds in FY24 Requested by Knightdale</i>			<i>\$211,509</i>	<i>\$232,659.90</i>

# Funding Recommendations:

## FY 2024 CFA Selection Committee & TPAC

Applicant	Project	Fully Fund Request?	With 10% Contingency	Conditions?
Apex	Sidewalk and Crosswalk Improvement	YES	YES	NONE
Apex	Bus Stop Improvement	YES	YES	NONE
Apex	Future Transit Planning	YES	YES	NONE
Knightdale	Sidewalk and Crosswalk Improvement	YES	YES	NONE



# CFA Funding Requests for FY2024: FY 2025 Funding Implications

	FY25 Allocation Plus FY24 Reserve (No Build)	Fund All Projects (TPAC Recommendation)
Amount in Reserve (TO005-Z)	\$1,886,215	\$1,224,280.10
Total FY25 Allocation	\$3,117,291	\$3,117,291
FY25 Project Funding Cap (30%)	\$935,187.27	\$935,187.27

# Funding Recommendations:

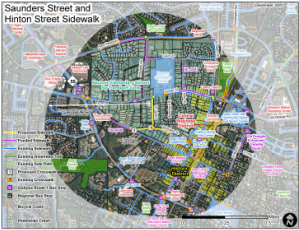
## FY 2024 CFA Projects in Wake Transit Work Plan

These are the Project IDs, corresponding line items and project sheet for each funded implementation element in the Recommended FY 2024 Wake Transit Work Plan.

Town of Apex		Agency Subtotal	\$24,475
TC003-V	Future Transit Prioritization Study		\$24,475
Town of Apex		Agency Subtotal	\$404,800
TC002-BJ	Saunders Street & Hinton Street Pedestrian Improvements		\$294,800
TC002-BK	GoApex Route 1: Bus Stop Enhancements		\$110,000
Town of Knightdale		Agency Subtotal	\$232,660
TC002-BL	Knightdale Boulevard Corridor Pedestrian Improvements		\$232,660

Project ID	TC002-BL	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements
Project Description:					Project at a Glance
As part of the Community Funding Area Program, the Town of Knightdale will construct access to transit improvements for pedestrians along Knightdale Boulevard, Old Knight Road, and I-95 Avenue concurrent to the current alignment of Knightdale's Route 33. This project is a direct result of the partially CFA-funded Comprehensive Transportation Plan, which was adopted in November 2022.					Project Title Knightdale Boulevard Corridor Pedestrian Improvements
The specific improvements relevant to this project include construction of sidewalks along 1,385 feet of sidewalk gaps, and potentially an additional 345 feet of sidewalk if funding remains. Furthermore, this project is funded to complete four (4) new crosswalks on Knightdale Boulevard at three (3) intersections that are currently without a single crosswalk.					Agency Town of Knightdale
1. Hinton Oaks Blvd (east leg)					Phase Final Design, Construction
2. Bowman Parkside Commons (west leg)					FY 2024 Costs \$232,660
3. Old Knight (north & east legs)					Funding Source Wake Transit Tax Proceeds, Local Funds
This project is funded through the Community Funding Area Program and a local match at a ratio of 47% CFA to 53% local match.					Start Date July 2023

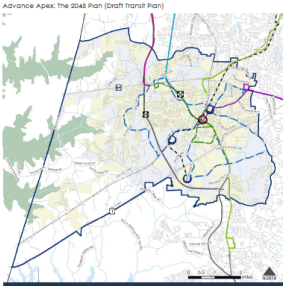
Project ID	TC002-BJ	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements
Project Description:					Project at a Glance
As part of the Community Funding Area Program, the Town of Apex will construct pedestrian improvements along Saunders Street and Hinton Street near downtown Apex. This project will provide new pedestrian access to bus stops serving the GoApex Route 1, GoApex's Apex-Cary Express, and GoTriangle's Route 305 as well as create safe and active routes to school, and create a complete pedestrian route to Historic Downtown Apex.					Project Title Saunders Street & Hinton Street Pedestrian Improvements
The project includes construction along Saunders Street, Hinton Street, and West Chatham Street of approximately 2,045 linear feet of 8-foot, concrete sidewalks and the installation of approximately 1,385 feet of curb and gutter along the sidewalk.					Agency Town of Apex
This project is funded in majority through the LAPP program at 80% with CFA funding the remaining 20%. This project will also include two (2) high-visibility crosswalks, pending HCDOT approval.					Phase Final Design, Construction
					FY 2024 Costs \$294,800
					Funding Source Wake Transit Tax Proceeds, Federal Funds
					Start Date July 2023



3. Capital Budget

Project ID	TC002-BK	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements
Project Description:					Project at a Glance
As part of the Community Funding Area Program, the Town of Apex will conduct targeted bus stop improvements on the existing bus stop infrastructure constructed as part of Wake Transit Implementation element TC002-BE: Bus Stop Improvements for GoApex Route 1, which serves the CFA-funded GoApex Route 1, GoApex's Apex-Cary Express, and GoTriangle's Route 305.					Project Title GoApex Route 1: Bus Stop Enhancements
The improvements to be constructed at GoApex bus stops includes: the installation of bus shelters, benches, trash cans, bike racks, and crosswalks along with any grading, paving, or any needed ADA accessibility improvements.					Agency Town of Apex
This project is funded through the Community Funding Area Program and a local match at a ratio of 50% CFA to 50% local match.					Phase Final Design, Construction
					FY 2024 Costs \$110,000
					Funding Source Wake Transit Tax Proceeds, Local Funds
					Start Date July 2023

Project ID	TC003-V	Project Category	Other Capital	Project Subcategory	Capital Planning
Project Description:					Project at a Glance
As part of the Community Funding Area Program, the Town of Apex will conduct a future transit prioritization study that will build upon previous planning work including but not limited to the Town's Comprehensive Transportation Plan, "Advance Apex: The 2045 Plan" and the Town's "Transit Circulator Study".					Project Title Future Transit Prioritization Study
This current study will establish and organize transit priorities for future implementation. Primary deliverables for the project include: (1) the analysis of current planned transit projects, along with previous public feedback, in order to identify possible gaps; and (2) additional public input to help establish priorities.					Agency Town of Apex
This study will be completed mostly through Town staff time and resources. The CFA will, with a local match, fund three main components:					Phase Planning
(1) the purchase of transit planning software tool, Remix by Vizi, to aid in the analysis and public outreach portions of this study					FY 2024 Costs \$24,475
(2) consultant services for technical assistance on the analysis					Funding Source Wake Transit Tax Proceeds
(3) consultant services to aid in public outreach, including administration of an on-board survey					Start Date July 2023
This project is funded through the Community Funding Area Program and a local match at a ratio of 50% CFA to 50% local match.					



3. Capital Budget

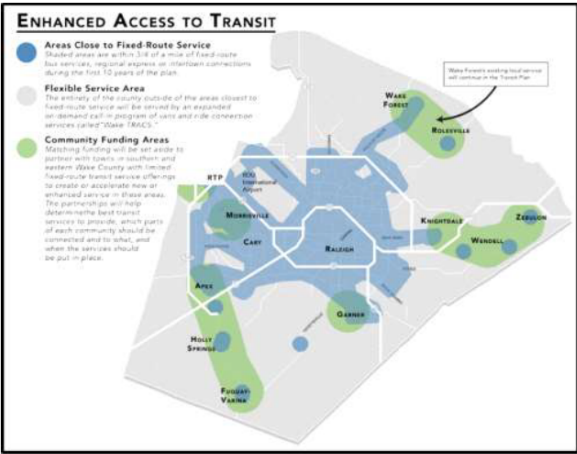
Recommended FY24 Wake Transit Work I

# Funding Recommendations:

## FY 2024 CFA Projects in Wake Transit Work Plan

The TO005-Z (Community Funding Area Program Reserve) balance for FY 2024 has been adjusted to reflect the newly funded implementation elements

Project ID	TO005-Z	Project Category	Bus Operations	Project Subcategory	Other Bus Service
Project Description:				Project at a Glance	
<p>Community Funding Area Program funding will be used to support community-based public transportation projects through planning, capital, or operating projects. Eligible municipalities or organizations function as project sponsors under the program and will determine the best investments for their communities, entering their projects for scoring consideration via a CFAP application as described in the CFAP Management Plan.</p> <p>This project places in reserve the designated CFAP funding for FY 2024, which are allocated to selected project sponsors through the CFAP call-for-projects and the Annual Wake Transit Work Plan development cycle. The FY 2024 allocation also includes previously allocated but recently unencumbered funding from CFAP projects in previous fiscal years through FY 2022.</p>				Project Title	Community Funding Area Program Reserve
				Agency	Capital Area MPO
				FY 2024 Costs	\$837,785
				FY 2025 Programmed Cost	\$386,495
				Funding Source	Wake Transit Tax Proceeds
				Start Date	July 2021



Capital Area MPO		Agency Subtotal	\$0	\$837,785	\$386,495
TO005-Z	Community Funding Area Program Reserve		\$0	\$837,785	\$386,495

# Any Questions?



## 5.6 FY 2024 Community Funding Area Program Call-for-Projects Update and Program Review

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

## 5.7 FY 2020-2029 Transportation Improvement Program (TIP) Amendment #12

- 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
  - May 22<sup>nd</sup> through June 21<sup>st</sup>
  - Public Hearing scheduled for June 21<sup>st</sup>

**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

### **Other Updates:**

- Wake Transit/TPAC Updates
- FY 2024 Wake Plan Development Update
- FY 2024 Community Funding Area Program Update
- Safe Routes to School (SRTS)
- Non-Motorized Volume Data 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 - 2023

Date	Event
May 17 4:00 p.m.	Executive Board Meeting
June 1 10:00 a.m.	Technical Coordinating Committee Meeting
June 21 4:00 p.m.	Executive Board Meeting
July 6 10:00 a.m.	Technical Coordinating Committee Meeting