



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

February 17, 2021

4:00 P.M.

Roll Call - Attendance

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Board of
Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NC Board of Transportation

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

1. Welcome and Introductions
Roll Call of Voting Members & Alternates
2. Adjustments to the Agenda
3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

3. Ethics con't.

Executive Board members and alternates are required by law to file certain financial disclosures called the **Statement of Economic Interest (SEI)** and **Real Estate Disclosure (RED)** forms with the State Ethics Commission.

These two forms are due within 60 days of appointment and then every year thereafter.

Failure to file may result in **fines of up to \$500** annually for an Executive Board member or alternate.

MPO/RPO TAC Filers | Ethics Commission (nc.gov)

<https://ethics.nc.gov/seis/electronic-filing>

4. Public Comments

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

5. Consent Agenda

5.1 Executive Board November 2020 Meeting Minutes Draft

Requested Action: Approve the November 2020 Meeting Minutes.

5.2 Locally Preferred Alternative for Downtown Cary Transit Center

Requested Action: Approve the proposed LPA for the Downtown Cary Transit Center.

5.3 Locally Administered Projects Program (LAPP) Investment Program

Requested Action: Approve the FFY22 Locally Administered Projects Program (LAPP) Investment Program.

5.4 FY 21 Unified Planning Work Program - Amendment #2

Requested Action: Adopt the FY 21 Unified Planning Work Program - Amendment #2.

5.5 Amendment #4 to FFY2020-2029 Transportation Improvement Program

Requested Action: Receive as information.

6. Public Hearing

6.1 Unified Planning Work Program (UPWP) and MPO Self-Certification - FY 22

Continue Core Programs

- LAPP
- TIP
- MTP
- Travel Demand Model
- Public Engagement
- Wake Transit Program

New Special Studies Starting in FY 22

- Mobility Management Program Implementation Study
- Southeast Area Study Update

Special Studies Continuing from 2021

- Triangle Bikeway Implementation Study
- Western Wake Signal System Integration Study
- US 401 Corridor Study
- CAMPO Strategic Plan Update
- Wake Transit BRT Extension MIS

6.1 Unified Planning Work Program (UPWP) and MPO Self-Certification - FY 22

Budget

- \$0.58 / capita Member Shares estimated
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency estimate: \$236,000 (appx 5% increase from last year)

MPO Self-Certification

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

Next Steps

- Public Review & Comment Period Now Open: Jan. 15 - Feb. 18
- Public Hearing – Feb. 17, 2021
- Consider adoption at March 17, 2021 Board Meeting

Requested Action:

Conduct a Public Hearing.

6. End of Public Hearing

7. Regular Business

7.1 Northeast Area Study Update



Capital Area MPO
Northeast Area Study Update

Board Briefing #2





Agenda

1. Where have we been?
2. Where we are now?
3. Where are we heading?

Where have we been?

Public Engagement Efforts

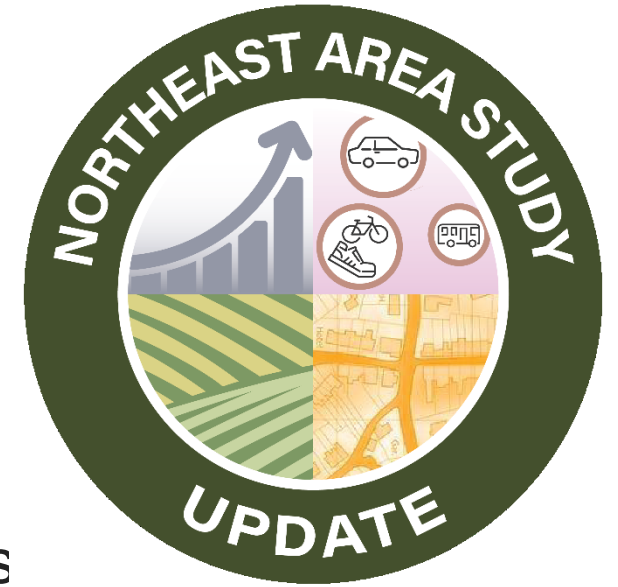
Digital Outreach – April 15th – July 31st

- Interactive Web Map – 344 comments
- Online Survey – 466 Responses
- Project website – www.neasupdate.com/ – 2,900 vis

Virtual Discussions

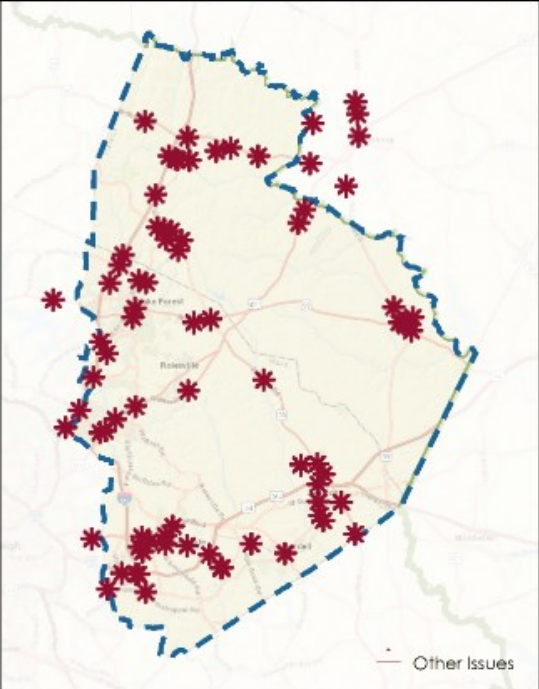
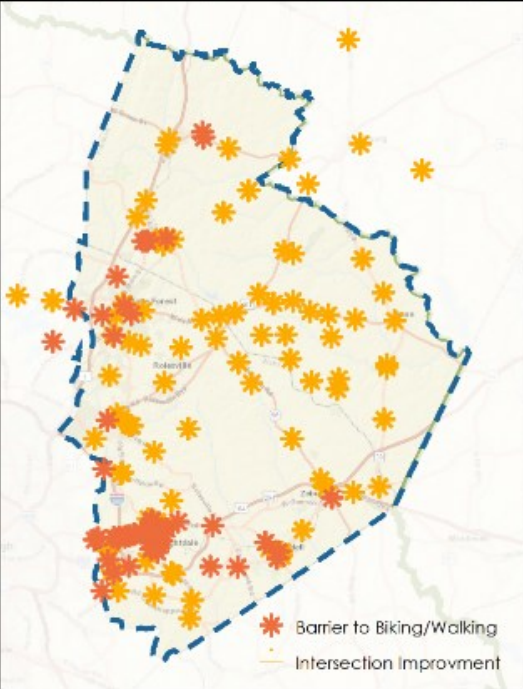
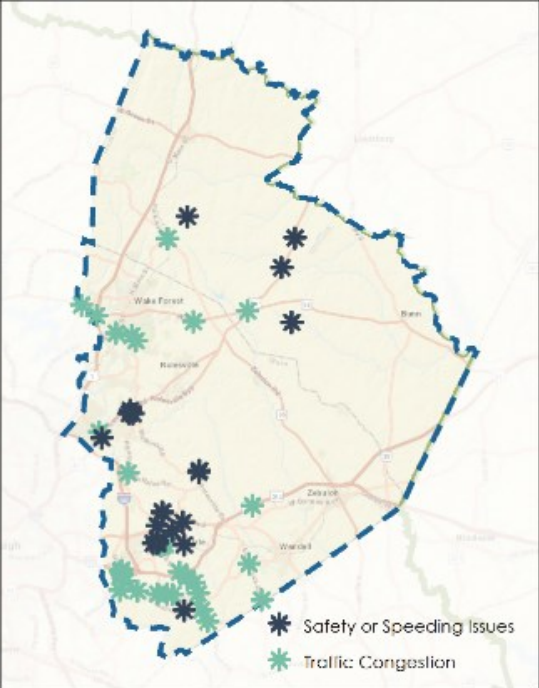
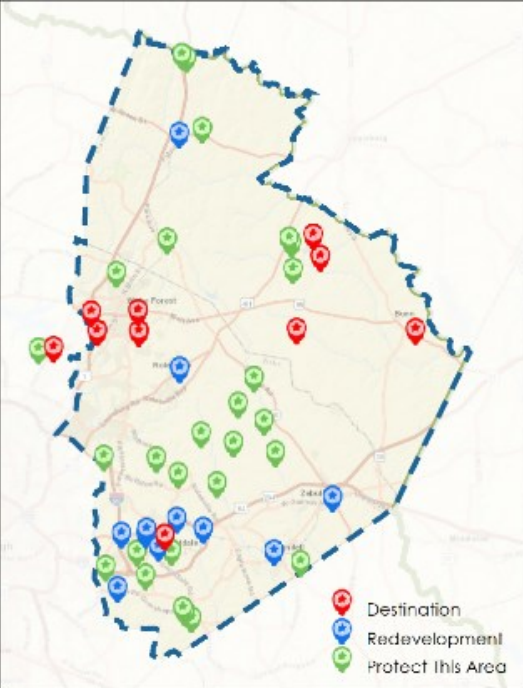
- Stakeholder Interviews – May 21st – 22nd
- Public Symposium – June 9th and 13th
- Core Technical Team Meetings – monthly

Engagement drove the **development of the Guiding Principles**



Interactive Web Map

344
comments



CAMP Northeast Area Study (NEAS) Update - Public Input a Crowdsourcing Application

Find address or place

“Protect Little Creek and add greenway”

“Historical site, ideal for regional park” - Clifton's Pond

“Joyner Park” - Wake Forest

“Redevelop as niche airport or industrial use” - Raleigh East Airport, US 64 Bus

“Redevelopment underway along Main Street” - Franklinton

“Need a food store here” - Poole Rd @ Hodge Rd, Knightdale

“Live/Work/Play model is possible near Knightdale Station, and (former) Square D Plant”

“Protect agricultural areas”

“Redevelop Steeple Square Shopping Center” Knightdale

“Bridge needs bicycle lanes and sidewalk” - Buffalo Rd over Neuse River

“Regional transit hub for GoRaleigh, GoTriangle” - US 64 @ I-540

“Upgrade pedestrian facilities along US-64 Bus”

Add Comment

Select a template to report an issue

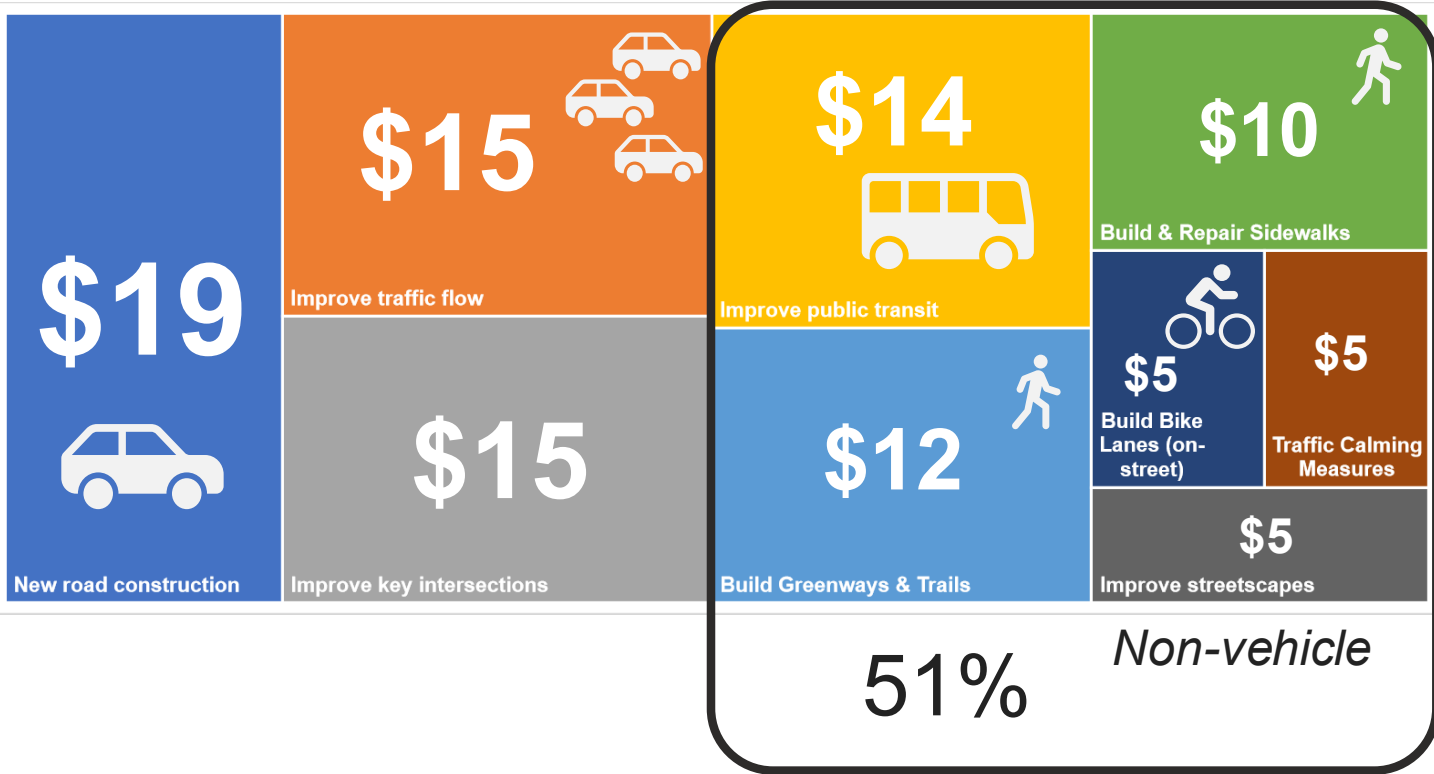
Destination You Visit Often
Significant Change Since 2015
Redevelopment Potential
Protect This Area

Issues To Be Addressed

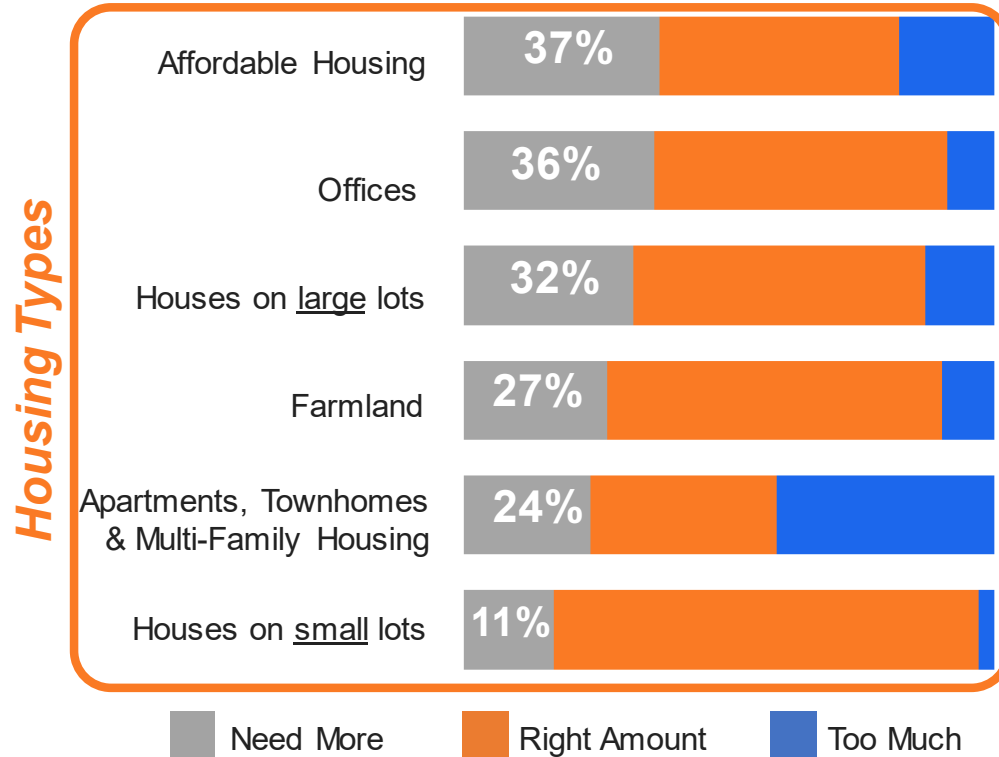
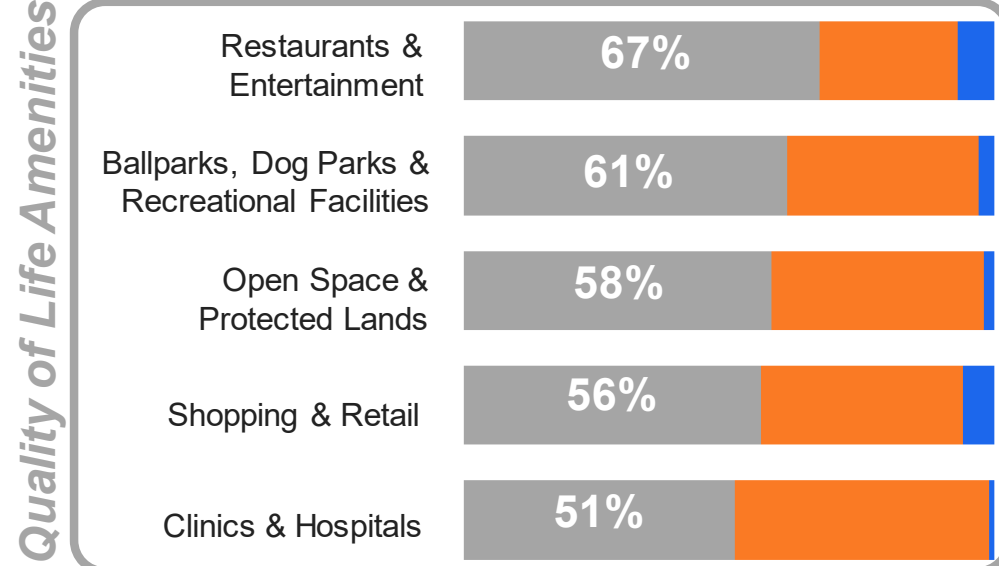
Barrier to Biking or Walking
Intersection Needs Improving
Safety or Speeding Issues
Traffic Congestion
Other

From Interactive Map

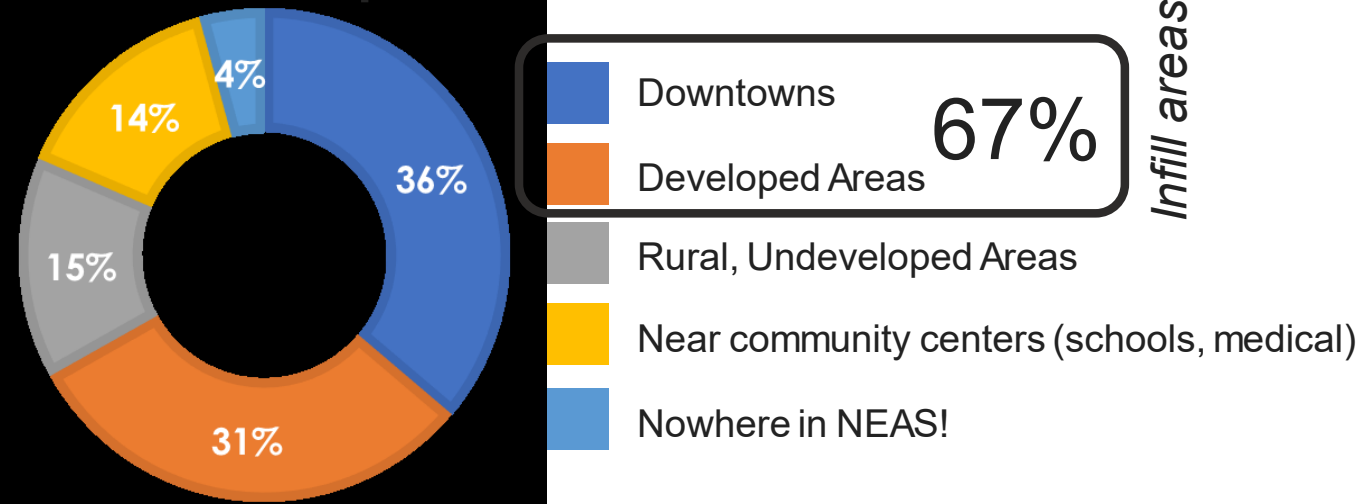
How would you spend \$100 on transportation?



Development I would like to see...



Future development should be located...



Virtual Public Symposium



Virtual Public Meetings

Help us plan for the future transportation network, and tell us about challenges and opportunities in your area.

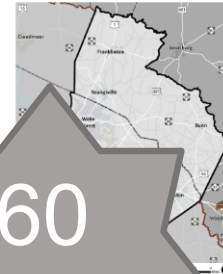
WHERE: Online! www.NEASupdate.com/events

WHEN: Two Online Sessions - Pick 1 that fits your schedule.

Session #1 - Tuesday 06/09/2020 <https://zoom.us/join>
Meeting ID: 955 9382 9217
5:30 pm - 7:00 pm Password: 8675309

Session #2 - Saturday 06/13/2020 <https://zoom.us/join>
Meeting ID: 986 0178 7429
10:00 am - 11:30 pm Password: 8675309

Can't join the video? Join by phone: +1 (301) 715-8592, Meeting ID above



Transit ridership influenced by...

- Ease of access (50%)
- Type of service (19%)
- No vehicle at home (13%)
- Time spent waiting (13%)

Conserve additional open space?

- Yes (91%)
- Maintain existing (9%)

I want more public... (*multi-choice*)

- Greenways/trails** (85%)
- Conservation areas (39%)
- Community gardens (39%)
- Play spaces / Plazas (33%)

City-flight population growth

- Very likely to continue (55%)
- Somewhat likely (39%)
- Not likely (6%)

Walkable amenities are...

- Very important** (68%)
- Somewhat important (27%)
- Not important (5%)



Walk/Bike Investments

- Retrofit older communities (37%)
- Fill the gaps** (33%)
- Improve intersections (17%)
- Expand regional network (13%)

Roadway Improvements (*multi-choice*)

- Complete Streets – all modes** (53%)
- Congested corridors (35%)
- Upgrade old infrastructure (32%)
- Connectivity (29%)
- Crashes (26%)
- Streetscape (15%)
- Signals (9%)

Time spent driving in congestion

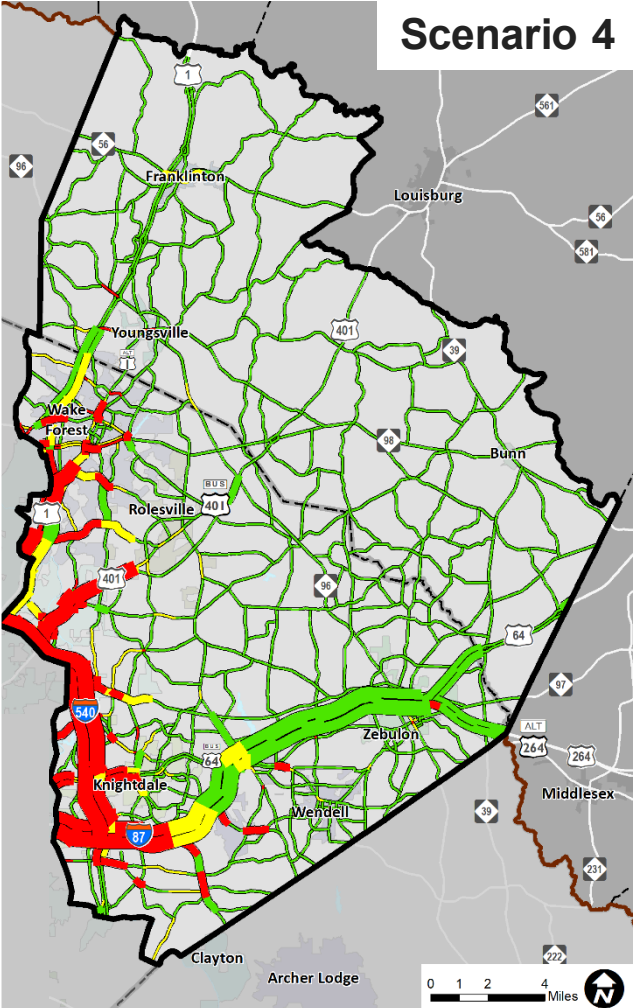
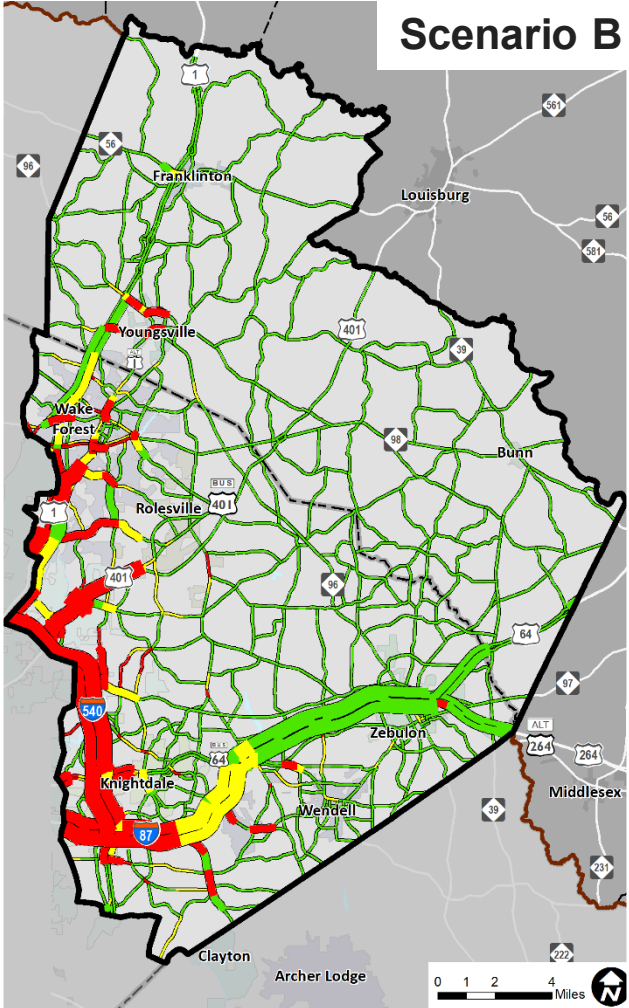
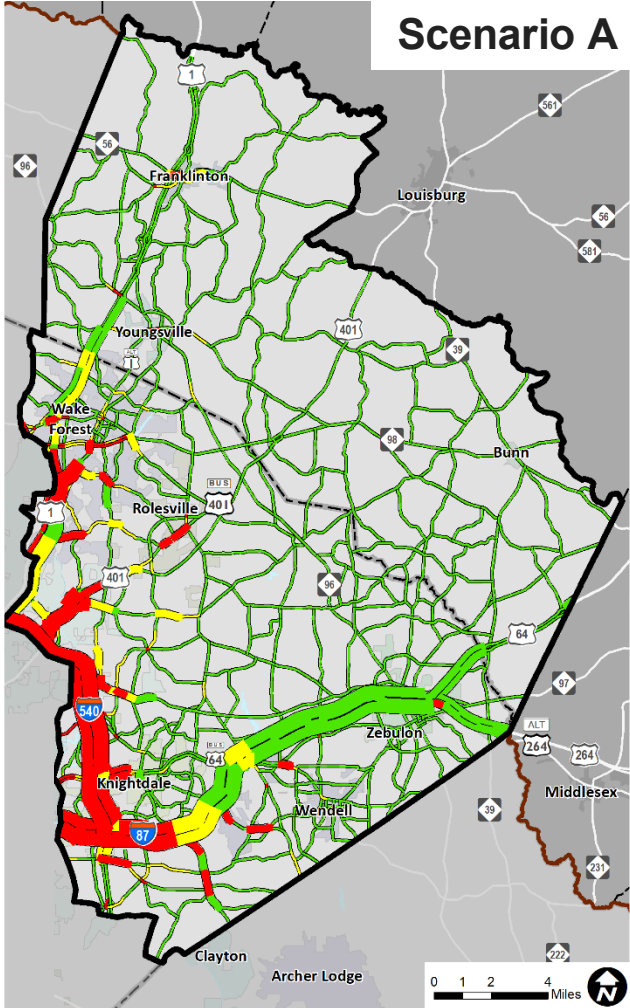
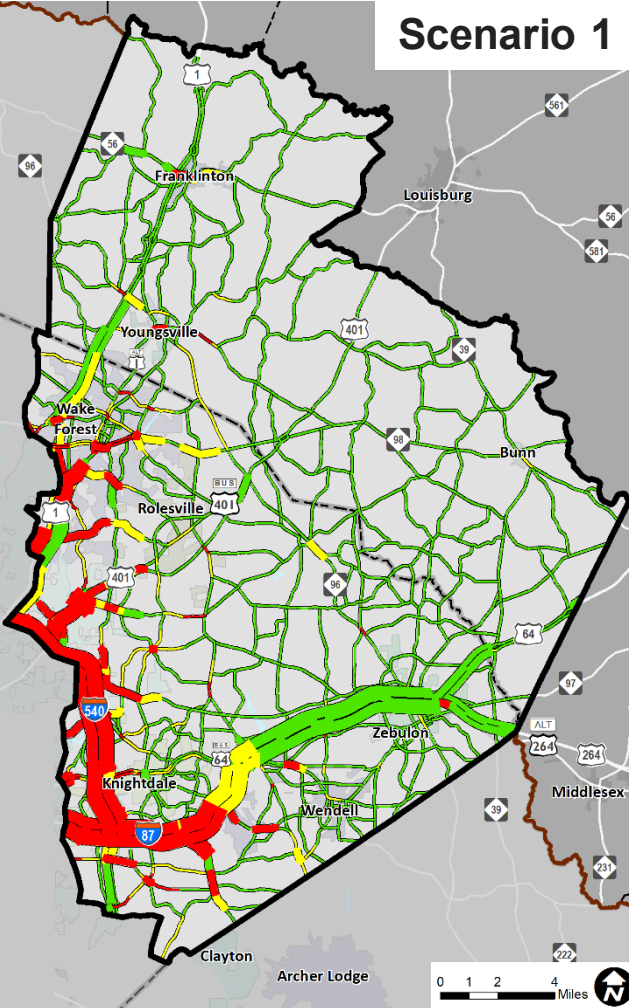
- < 20 min (47%) 
- > 30 min (34%) 



Guiding Principles

- ❑ **Mobility Choice**: Everyone must have adequate transportation service, options, and safe infrastructure
- ❑ **Access = Opportunity**: Convenient and efficient access to destinations of health and recreation as well as transport services will enhance individual opportunities for growth
- ❑ **Redefining Infrastructure**: We must be strategic to improve key corridors and enhance mobility through retrofitting existing infrastructure
- ❑ **Connectivity**: Work with our leadership and the development community to support enhanced connectivity for street and trail networks
- ❑ **Preserving & Enhancing our Open Space**: Protecting sensitive areas are critical to our community, and enhancing active/passive investment in our parks
- ❑ **Balanced Communities**: We strive to build our communities to balance live, work, and play. Placemaking and urban design will enhance opportunities for balance

Scenario Comparisons



Evaluation Measures

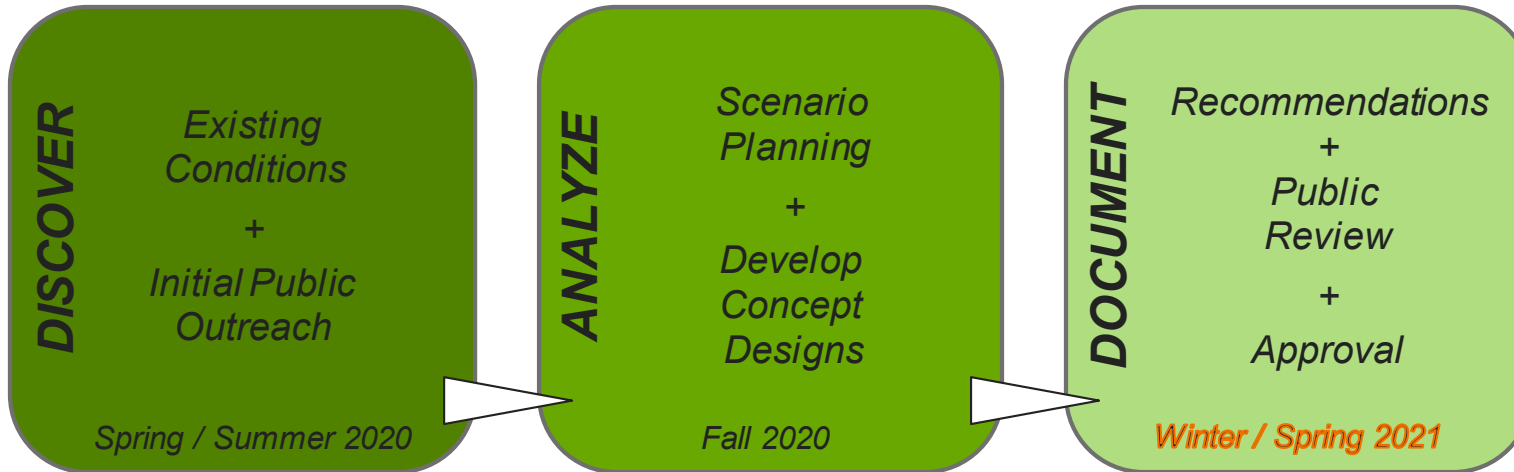


Metric	Scenario 1	Alt A	Alt B	Alt 4
New Homes in Utility Service Areas	53,475	+19%	+40%	+35%
Average DU Density (du/acre)	1.6	200%	350%	320%
New Homes in <u>Walkable Areas</u>	16,489	-18%	+270%*	+240%*
New Homes near Transit	7,455	+28%	+262%	+233%
Housing Unit Density near Transit (du/acre)	1.9	+74%	+267%	+223%
Employment Density near Transit (emp/acre)	10.6	-28%	-19%	-9%
Impact to Farmlands (acres)	35,432	-52%	-75%	-77%
Impervious Surfaces in Watersheds (acres)	199	-4%	+19%	+22%
VMT (miles)	9,552,497	-8%	-6%	-4%
VHT (hours)	230,572	-12%	-5%	-4%
Increased Travel Time (min)	438	-22%	-9%	-11%
PM Congested Time (min)	2,492	-1.9%	-1.5%	-1.5%

Where are we now?

Review Project Schedule

Tentative
Completion
June 2021



Completed

- Data Assembly
- Public Engagement – phase 1
 - Website + Survey + Webmap
 - Focus Group discussions
 - Symposium
 - Board Briefings
- Guiding Principles

Completed / In-Process

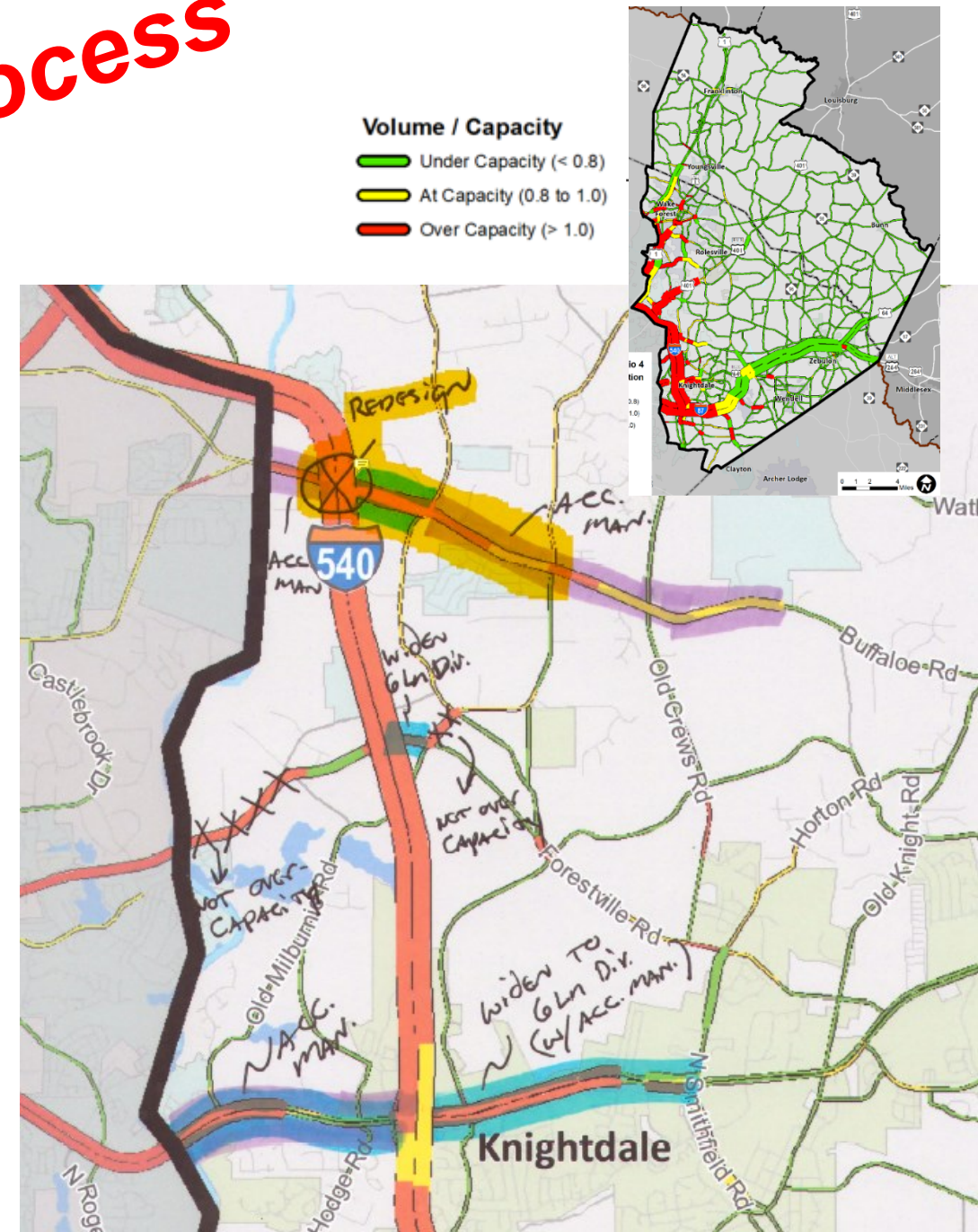
- Scenario Planning
- Hot Spot concept designs
- Identifying deficiencies/gaps
- Policy Update
- Board Briefings round 2

Up Coming

- Draft Recommendations
 - Infrastructure + Policy
- Public Engagement – phase 2
 - Board Briefings round 3
 - Final Workshop
- Prioritization
- Reporting

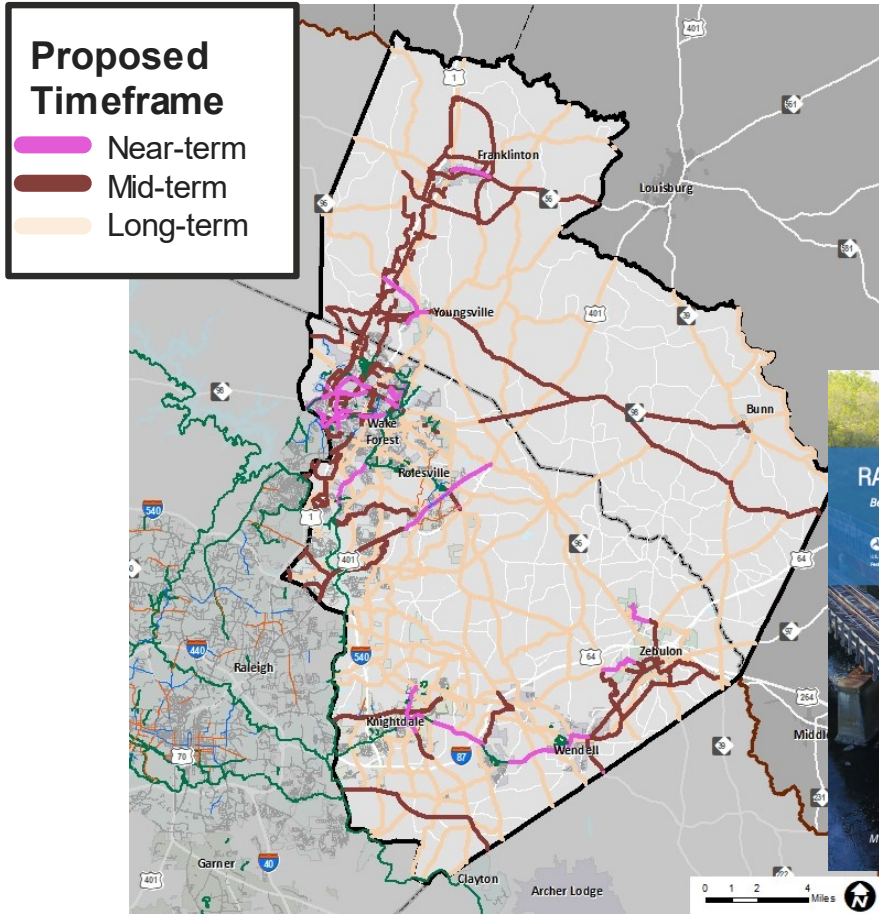
Roadway Validation Process

- Congestion (volume over capacity)
- Validate performance of MTP projects
- Incorporate adopted local CTPs (Comprehensive Transportation Plans)
- Long-range roadway improvements
 - Widenings and new locations
 - Access Management
 - Collector streets



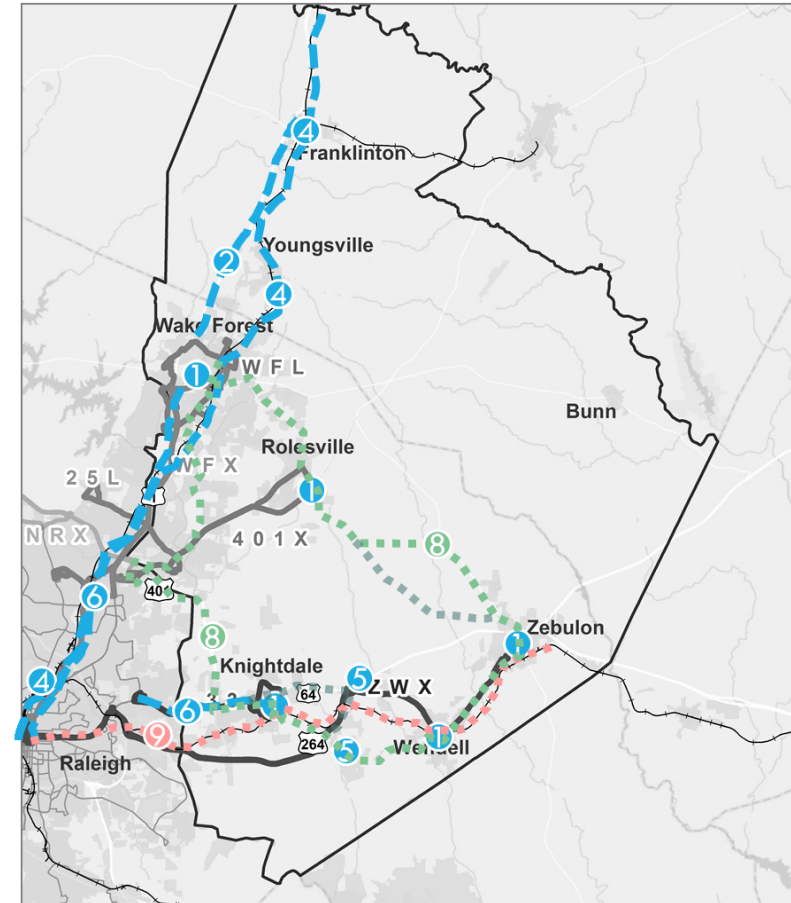
Including Alternative Modes

Bicycle & Pedestrian Network



DRAFT

Transit Concepts



Where are we heading?

Upcoming Efforts

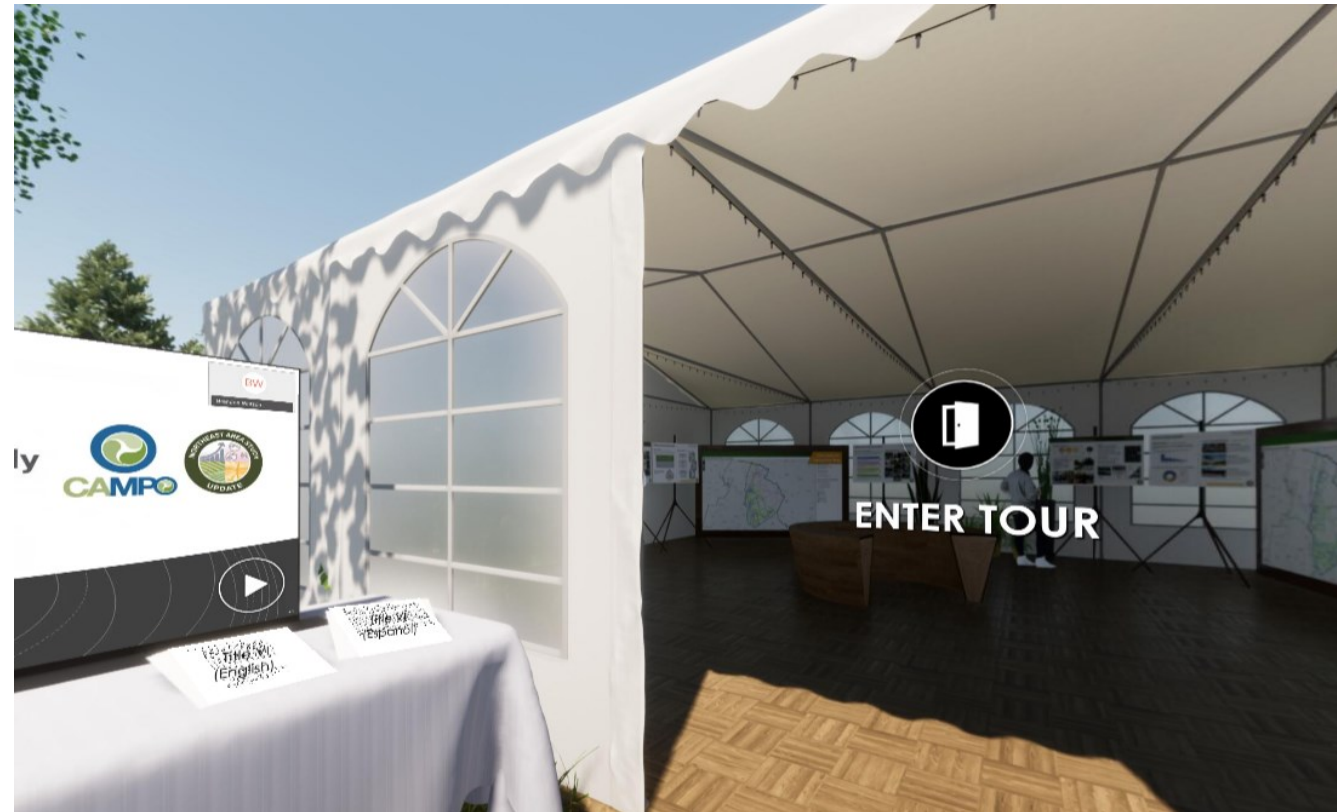
Winter 2020-2021—Refine recommendations

Winter/Spring 2021—Prioritize w/ public engagement

February 15, 2021 – March 10, 2021

Exec. Board **endorsement** of NEAS Update recommendations for inclusion in the development of the 2050 MTP

Tentative completion June 2021



Help us Spread the Word

Virtual Open House open from February 15, 2021 to March 10, 2021

- Project information up to this point
- Survey on prioritizing projects
- Interactive map with transportation recommendations

www.neasupdate.com

Contact:

Brandon Watson

brandon.watson@campo-nc.us

(919) 996-4397

7.1 Northeast Area Study Update

Requested Action:
Receive as information.

7.2 Safety Performance Measures and Targets FY21

7.2 Safety Performance Measures and Targets FY21

CAMPO is required by federal law through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act to adopt 18 specific transportation performance measures. These measures are divided into four categories: Safety, Pavement/Bridge, System Performance, and Transit Assets.

MPOs are required to establish performance targets for each of these measures on an annual basis by either:

1. Agreeing to plan and program projects so that they contribute towards the accomplishment of the State DOT targets or
2. Developing their own quantifiable targets for their metropolitan planning area by a methodology consistent with federal reporting requirements

MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets.

PM1 – Safety

1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

NCDOT establishes and reports their targets in August. CAMPO must establish theirs by February.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2018

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2014 - 2018	2014 - 2018	2012 - 2016			
Fatalities (5 Year Average)	1,207.3	1,392.4	1,340.4	No	No	No
Fatality Rate (5 Year Average)	1.114	1.206	1.226	No	Yes	
Serious Injuries (5 Year Average)	2,161.2	3,537.6	2,396.0	No	No	
Serious Injury Rate (5 Year Average)	1.988	3.028	2.184	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	438.8	473.6	422.6	No	No	

Table 2: Capital Area MPO Safety Performance Target Achievement Determination Summary for CY 2018

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2014 - 2018	2014 - 2018	2012 - 2016			
Fatalities (5 Year Average)	86.3	93.0	95.4	No	Yes	No
Fatality Rate (5 Year Average)	0.726	0.725	0.793	Yes	Yes	
Serious Injuries (5 Year Average)	166.2	320.2	190.0	No	No	
Serious Injury Rate (5 Year Average)	1.386	2.456	1.563	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	38.1	50.4	43.4	No	No	

PM1 – NCDOT Safety Targets

Safety Performance Measure	2015-2019	2017-2021
Total Fatalities	1,427.2	1,309.9
Rate of Fatalities	1.208	1.105
Total Serious Injuries	3,905.0	3,656.1
Rate Serious Injuries	3.281	3.065
Total Non-motorized Fatalities & Serious Injuries	543.4	504.4

7.2 Safety Performance Measures and Targets FY21

Requested Action:

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

Roll Call Vote for All Action Items

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Board of
Trustees

Granville County

Harnett County

Town of Holly Springs

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Town of Knightdale

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NC Board of Transportation

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

7.3 NC 540 Bonus Allocation Project Updates

CAMPO Bonus Allocation

STI law provides Bonus Allocation funding for:

- Local funding participation
 - ½ of local contribution
- Highway Tolling
 - ½ value of toll revenue bonds
 - ½ forecasted revenue for 1st 10 years –operation costs
 - \$100 million maximum
 - Must be programmed within toll county
- Programming Limitations
 - 10 percent Regional/Division Needs
 - Must be obligated within 5 years
 - Use on highway or highway-related projects only

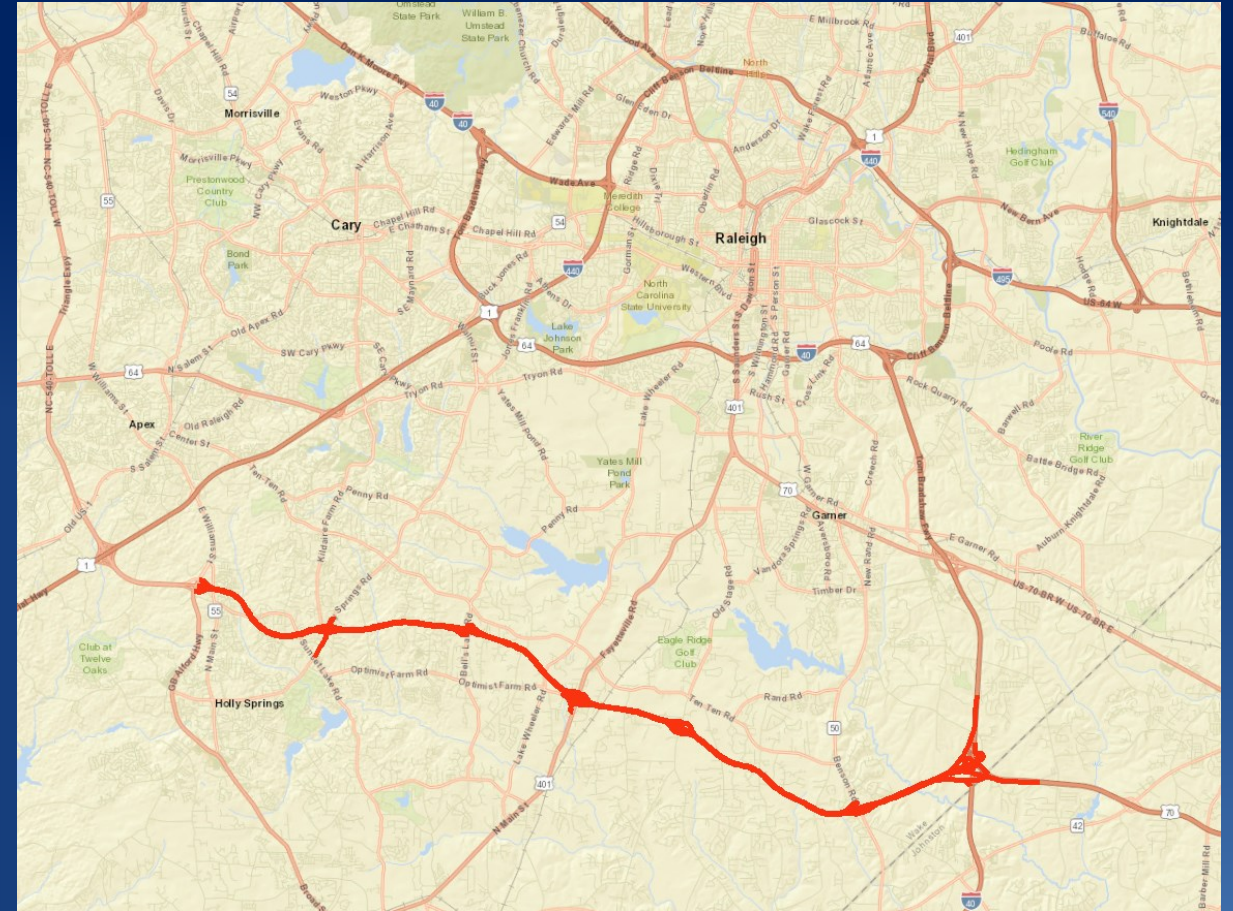
NC 540 Bonus Allocation

NC 540

R-2721: NC 540 fr/ NC 55 to US 401

R-2828: NC 540 fr/ US 401 to I-40

\$100,000,000 Bonus Allocation
Must be programmed 2021-2025



CAMPO Bonus Allocation

Guiding Principles

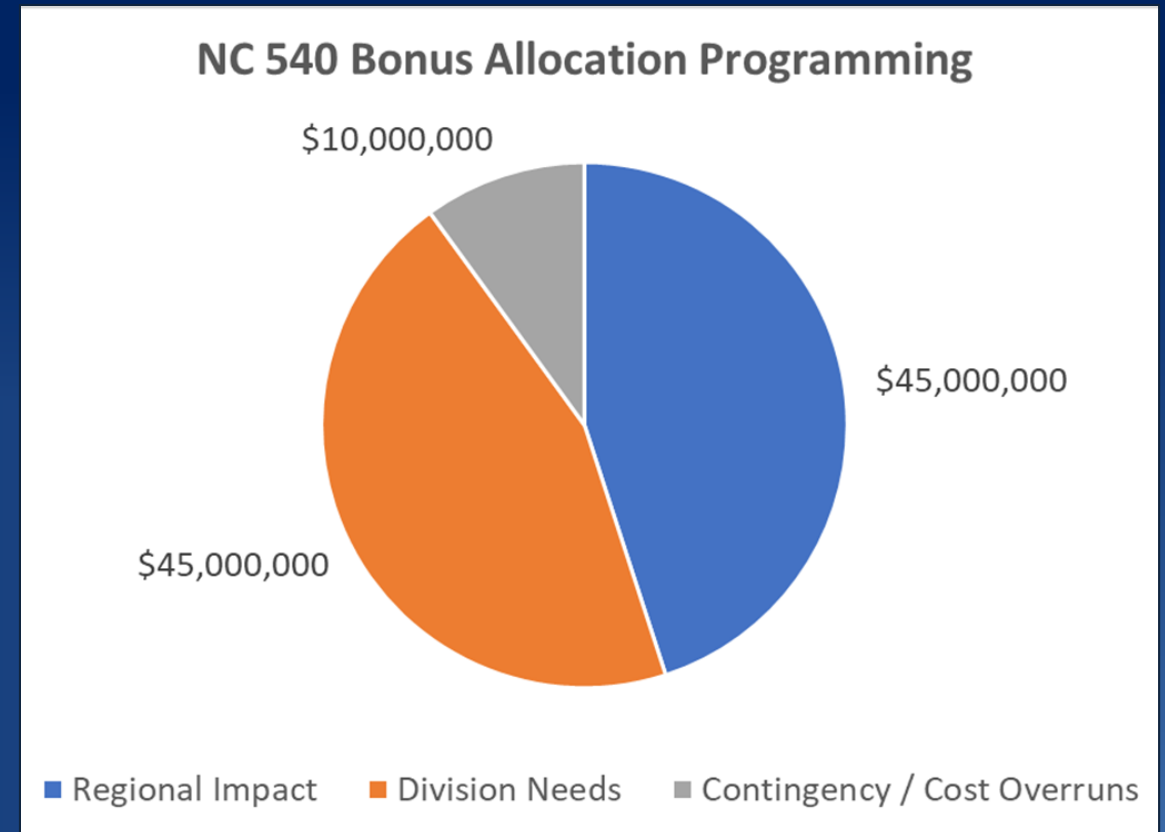
- Inclusion in the Metropolitan Transportation Plan (MTP)
- Logical Nexus to Generating Source of Bonus Allocation Funds
- Recognition of Funding Challenges with Strategic Transportation Investment law
- Recognition of Funding Opportunities with Strategic Transportation Investment law

NC 540 Bonus Allocation Prioritization & Programming

Based on the adopted guiding principles and the programming caps established in the STI law, the following programming targets are recommended

- Regional Impact: \$45 million
- Division Needs: \$45 million
- Contingency/Project Costs Overruns: \$10 million

These funds could also be used as nonfederal match for LAPP funds to cover additional project costs if needed



Regional Impact Projects

US 401 Hilltop Needmore to Lake Wheeler/realigned Hilltop Road

- HL-006 or H-171609 (A664 in MTP)
 - ROW: \$7,500,000 2024
 - Utilities: \$400,000 2024
 - CON: \$13,000,000 2025
 - \$4.9 million increase in project costs – covered by BA contingency
 - Final Conceptual Designs Available

NC 55 / Technology Drive Interchange

- HL-007 or H-171609 (A98c in MTP)
 - ROW: \$5,600,000 2024
 - Utilities: \$1,000,000 2024
 - CON: \$28,700,000 2025

**Both projects will be moved to first decade in 2050 MTP – December 2021*

Division Needs Projects

Intersection Improvements at Multiple Locations within CAMPO

- HL-008 (Operational Improvements in MTP)
 - A – Lake Wheeler Rd a Ten Ten Rd
 - B - Kildaire Farm Rd at Penny Rd
 - C – NC 50 (Benson Rd) at Timber Dr
 - D – Holly Springs Rd at Sunset Lake Rd
 - E – Main St at Holly Springs Rd *(removed – funded thr/ LAPP)*
 - F – Old Stage Rd at Ten Ten Rd
 - G – Lake Wheeler Rd at Hilltop Needmore Rd
 - H – Lake Wheeler Rd at Simpkins Farm Rd
 - I – Old Stage Rd at Rock Service Station Rd
 - J – NC 50 (Benson Rd) at Rand Rd
 - K – NC 42 at Hilltop Rd

**Programmed for Planning and Environmental Study Only*

7.3 NC 540 Bonus Allocation Project Updates

Requested Action:
Receive as information.

7.4 FYs 2021 and 2022 Enhanced Mobility of Seniors and Individuals with Disabilities

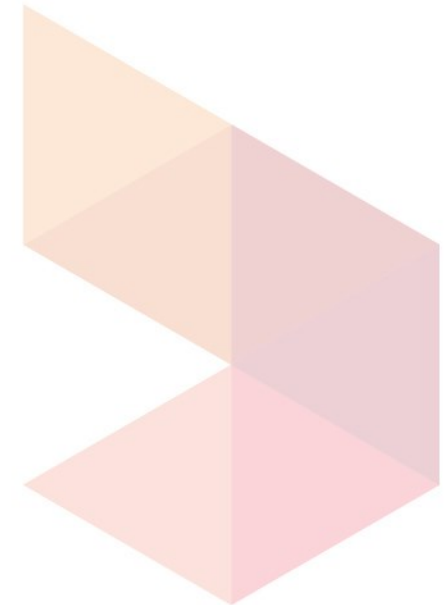
Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) 2021 Call for Projects

CAMPO Executive
Board Meeting
February 17, 2021



Key Dates

February 17	CAMPO Executive Board Briefing
Feb 26 – March 26	Open call for projects
April	CAMPO TCC Selection Subcommittee meeting to review applications
May 5	CAMPO TCC briefing update on funding recommendations
May 19	CAMPO Executive Board approval



7.4 FYs 2021 and 2022 Enhanced Mobility of Seniors and Individuals with Disabilities

Requested Action:
Receive as information.

7.5 Development of the DRAFT 2050 MTP

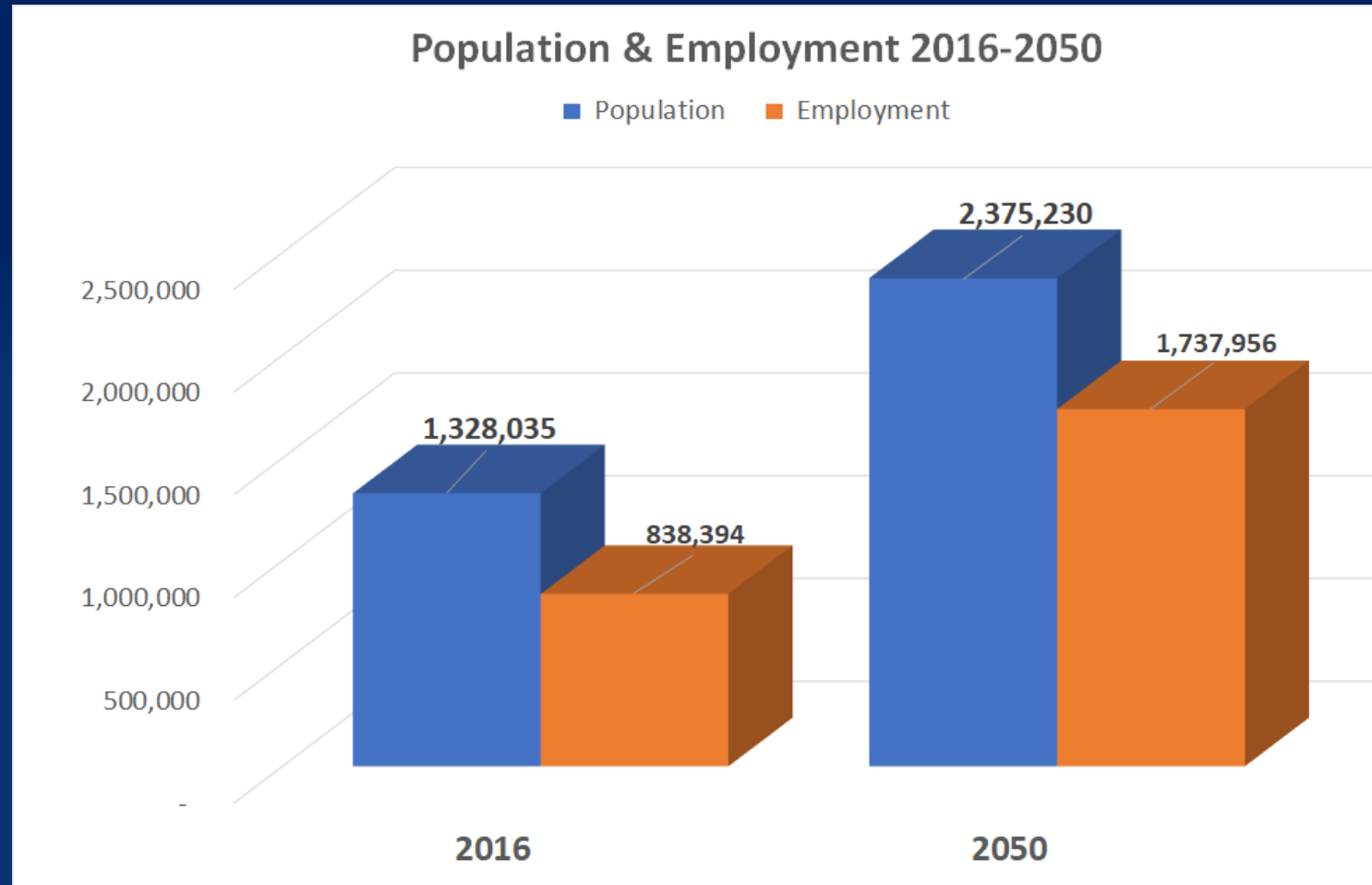
Today's Update will focus on:

- Preliminary Deficiency Analysis results.
- A review of scenario framework for the Alternatives Analysis phase.
- Anticipated 2050 MTP agenda items through fall of 2021.

DRAFT 2050 MTP

The Triangle Region continues to grow at a very fast pace:

Anticipated Growth by 2050	
Population	1,000,000
Employment	900,000



2050 MTP Preliminary Deficiency Analysis

Measuring the Worst-Case Scenario

- Can currently committed projects handle long-term growth?

Uses the Triangle Regional Model (TRM)

- Socio-economic forecast:
 - 2050
- Transportation Networks:
 - Includes “committed” transportation investments through 2025*

2050 MTP Preliminary Deficiency Analysis

Unrealistic Scenario...

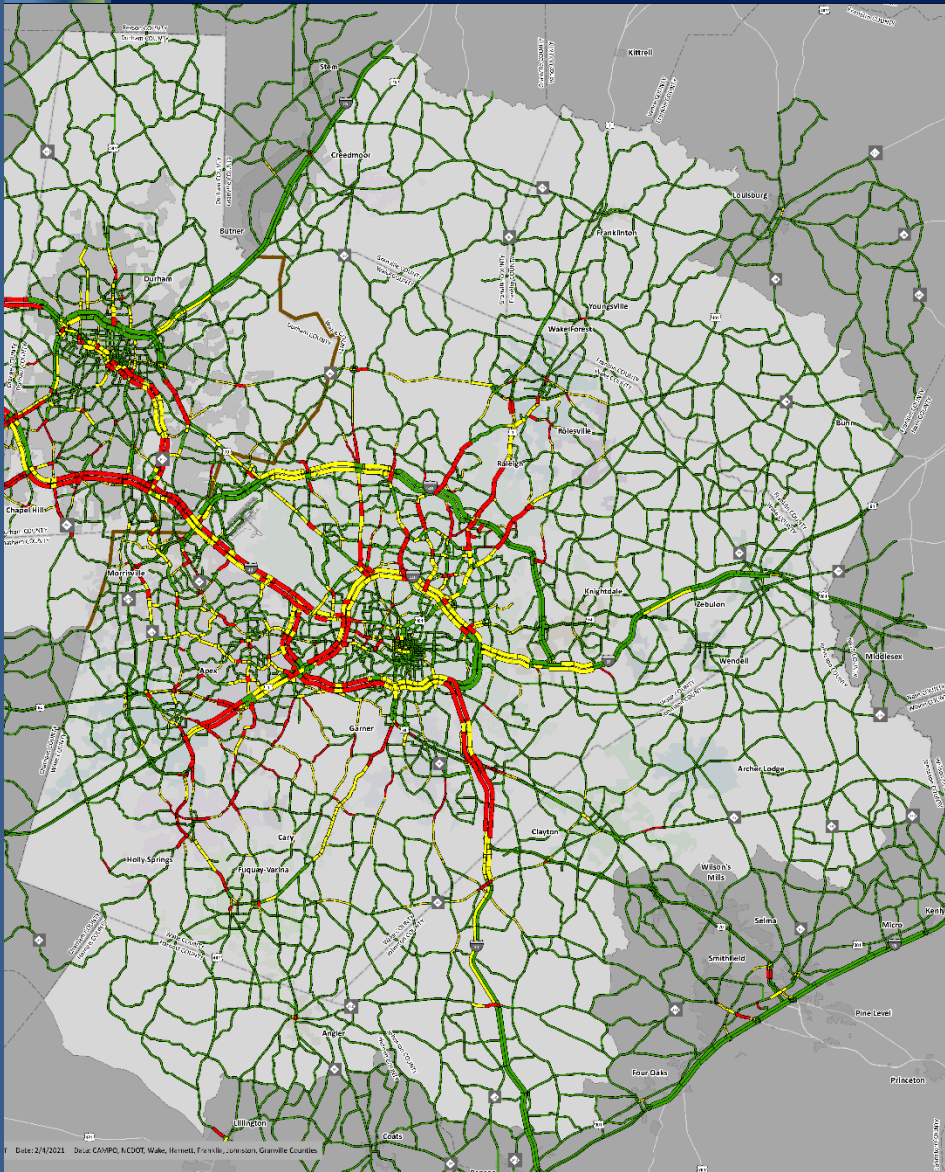
- Funding will continue past the current TIP/STIP
- Growth and behavior patterns would shift

But Useful

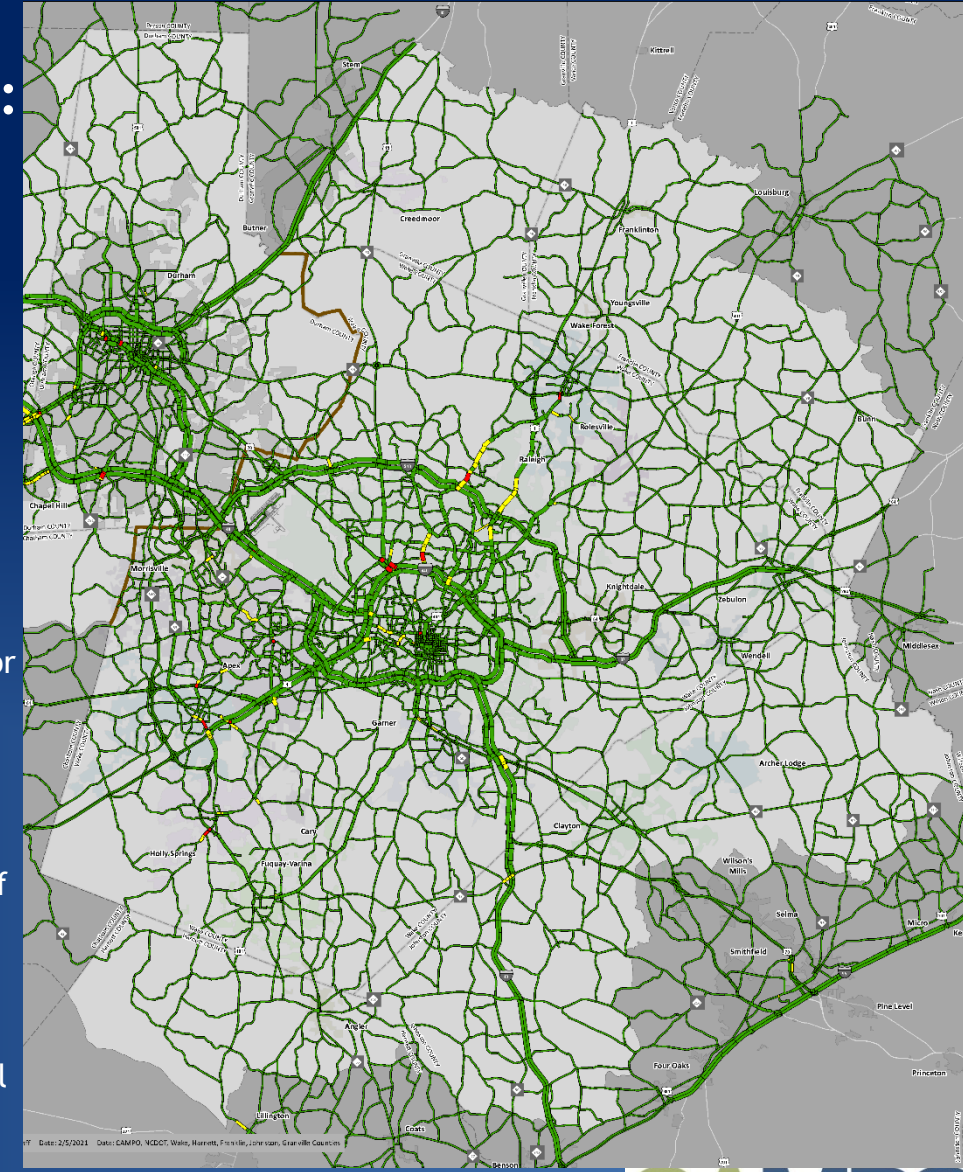
- Sets a baseline for all other alternatives
- Illustrates the failure of our committed transportation improvements to meet forecasted growth in travel demand during the useful life of these investments.

Preliminary Deficiency Analysis

Peak Hour



Mid Day



Transportation Network:
Base

Socio-Economic Data:
Base

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

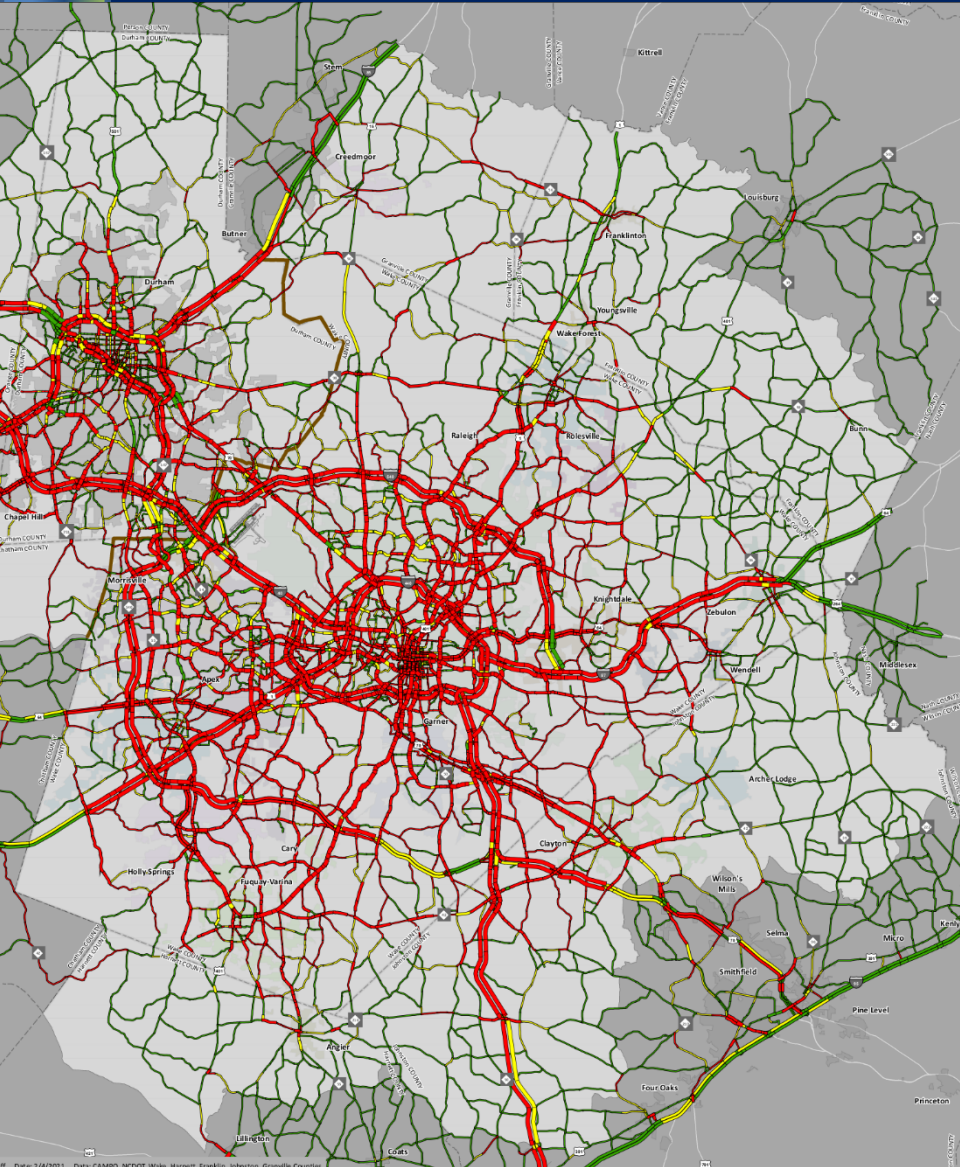
Represents the worst travel hour of the day

Off-Peak

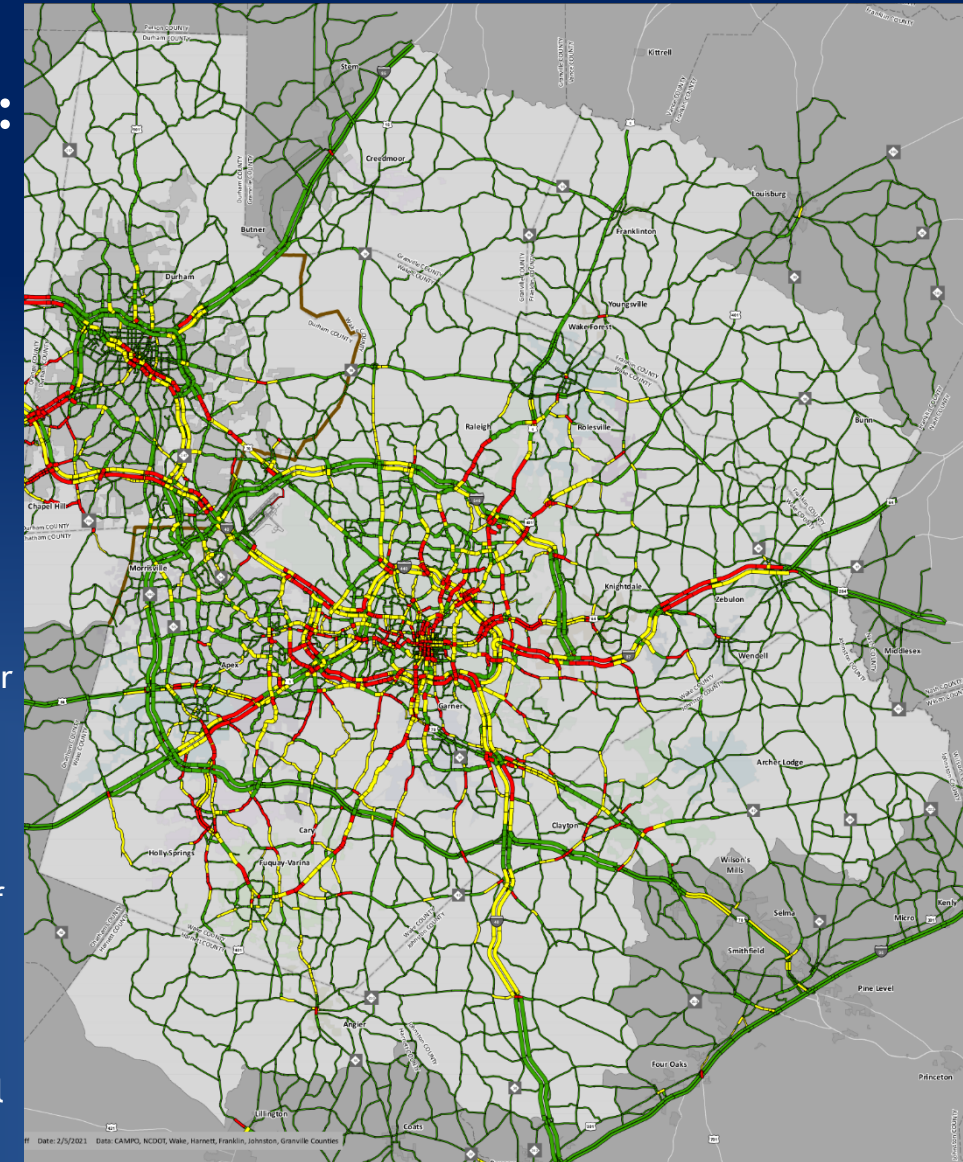
Represents the mid day daily travel (non-”rush hour”)

Preliminary Deficiency Analysis

Peak Hour



Mid Day



Transportation Network:
2025

Socio-Economic Data:
2050

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

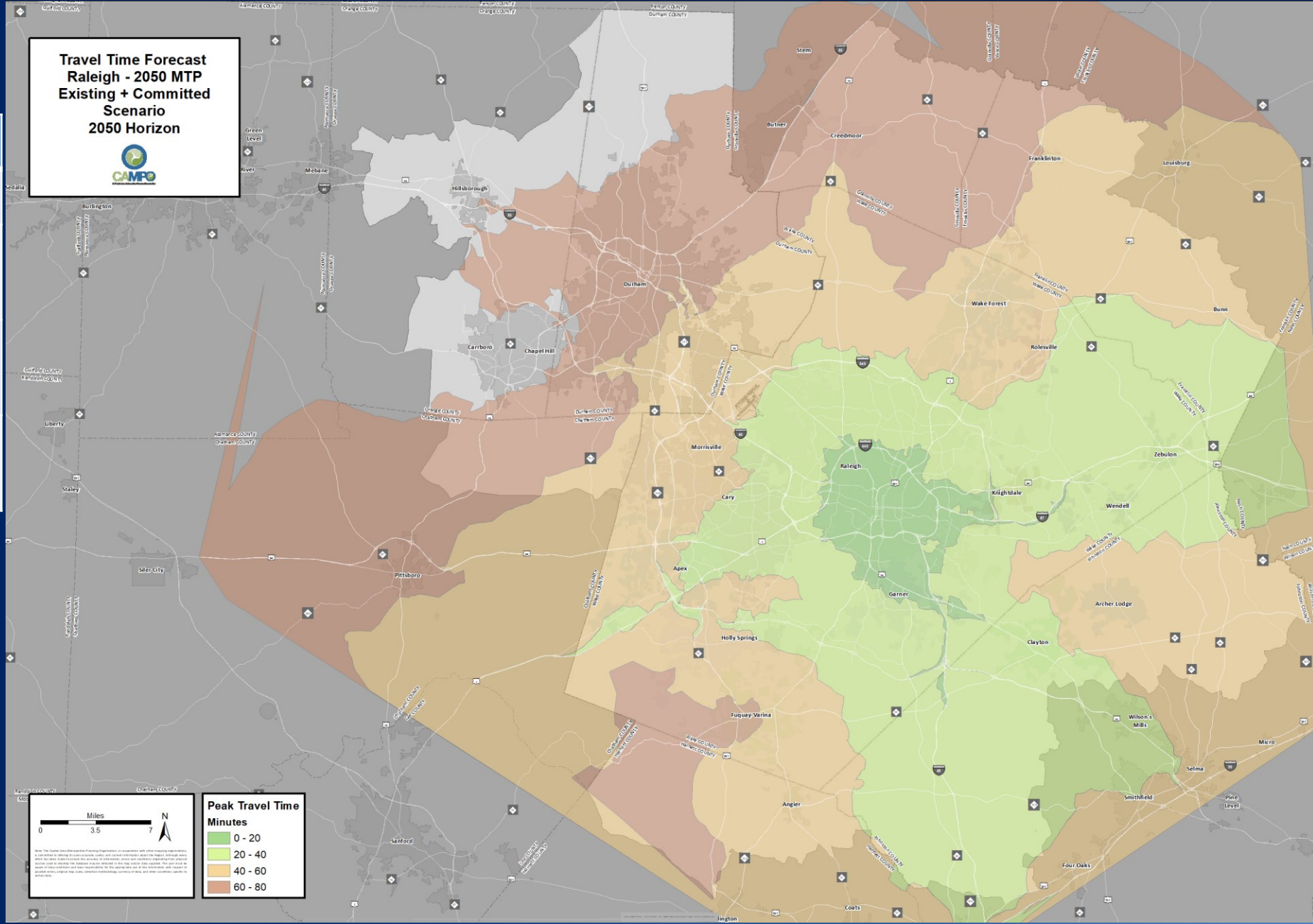
Represents the worst travel hour of the day

Off-Peak

Represents the mid day daily travel (non-"rush hour")

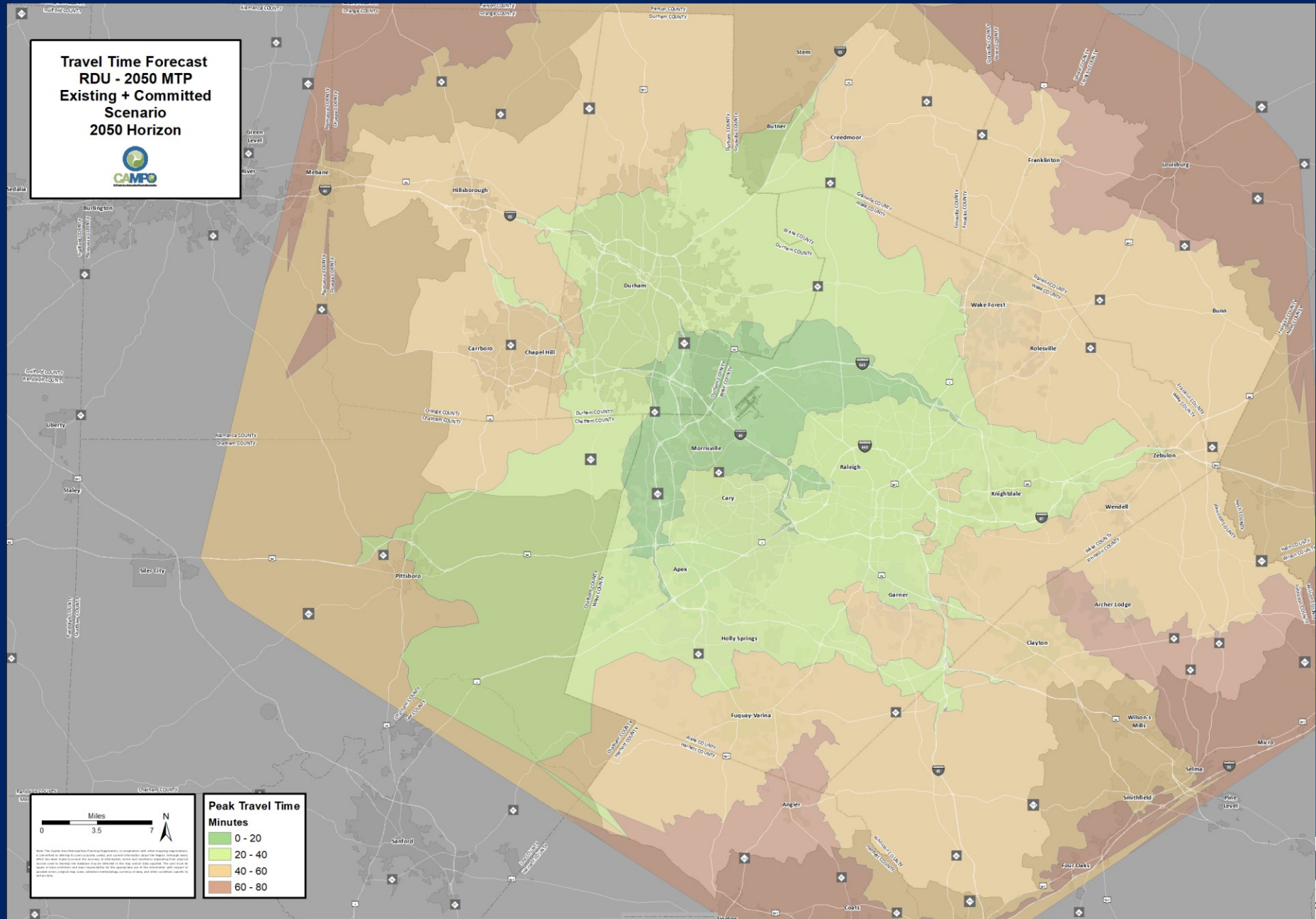
Preliminary Deficiency Analysis & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	40 min
Downtown Wake Forest	60 min
Downtown Knightdale	25 min
Downtown Holly Springs	45 min



Preliminary Deficiency Analysis & Travel Time (RDU)






Destination	Approx. Time
Downtown Raleigh	30 min
Downtown Wake Forest	45 min
Downtown Knightdale	35 min
Downtown Holly Springs	35 min



Scenario Framework

"Prediction is very difficult, especially if it's about the future."

-- Nils Bohr, Nobel laureate in Physics

Connect 2050 Scenario Framework (options for consideration)			 Mobility Investment Foundation				
			Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
   	Development Foundation	Existing or Underway	basis for all scenarios				
		Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario			
		Opportunity Places (Key & Halo Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario	All Together Scenario	
		Build-Out					If unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

7.5 DRAFT 2050 MTP

Item	Anticipated Milestone Dates
Deficiency Analysis	March 2021
Alternatives Analysis Review	April- June 2021
Continued AA Review	Summer 2021
Revenue Forecast Updates	April - Aug. 2021
7.6 Joint MPO Transportation Policy Principles Preliminary Draft Financial Plan	Summer/Fall 2021
“Final” Draft Plan	Fall 2021
Public Hearing	Fall 2021
Adopt 2045 Plan	Fall 2021

Requested Action:
Receive as information.

7.6 Joint MPO Transportation Policy Principles

7.6 Joint MPO Transportation Policy Principles

- Joint MPO Transportation Policy Principles are key policy areas of shared interest with DCHC MPO
- Updates have been made from Dec. Joint MPO Board meeting & all comments received



Transportation Policy Priorities FOR THE TRIANGLE METRO REGION

KEYS TO A MOBILE FUTURE

Transportation is big, but it is always part of something bigger: economic development opportunities, healthy, active neighborhoods, greater access to jobs and education. The Triangle Metro Region – urban, suburban and rural -- was home to 35% of the state's growth from 2010-2020, and is expected to add another million people over the next generation. A transportation policy that enables North Carolina to continue to compete effectively must focus on 3 key areas:

- Economic Development & the Attraction of Diverse Talent
- Healthy, Complete Communities Equitable for All Residents
- Safety for All Travelers, From Youth to Seniors

REGIONAL POLICY PRIORITIES

Seven key priorities can result in fast-growing regions staying ahead of the growth curve, rural areas and small towns taking advantage of economic opportunities and every community providing complete streets and safe solutions tailored to local conditions.

INVEST FOR SUCCESS

- Create dedicated, recurring state funding as a match for competitive federal funds, such as the BUILD, passenger rail, and Capital Investment Grant (CIG) programs.
- Create state economic development funding for multi-modal investments serving job hubs in small towns, rural areas, and along major metro mobility corridors.

The BuildNC bond was a good start, but fast, flexible funding is needed for multimodal projects not well suited to the long and constrained STI process. Regions will do their part - they need a handshake, not a handout from the state - a committed partner to match regional action with state action.

- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -

MAKE INVESTMENTS RELIABLE AND PREDICTABLE

- Remove constraints and account for multimodal benefits for rail transit funding.

The STI program allocates funding in a reasonable way, with one exception: rail transit. Rail transit should be held to the same standards as other investments, and its measurable multi-modal benefits should be included. Constraints on state funding should be removed so that projects can compete on a level playing field and funded on their merits. Businesses tell us that risks, uncertainties, and changing rules stifle success - transportation investment is a key business for the state and its communities.

- \$1 million invested in transit generates 4,200 job-hours; \$1 million in roadway investment generates 2,400 job-hours -

TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

7.6 Joint MPO Transportation Policy Principles

Latest version is included in February agenda packet:

- Updates made to formatting
- Updates made to the detailed policy sheets
- Added “Invest for Success” detailed policy sheet

Requested Action:

Review the updated Joint Triangle Transportation Policy Principles.

Strengthen Support for Demand Management & Technology
A Triangle Metro Region Transportation Priority

Stabilize and Manage (TDM) the Region

The most cost-effective dollars of roads we already have alternatives to peak-hour, maximize the roadway supply.

The Triangle Metro Region demand management solutions focus areas should be:

- Taking the already existing Partnership to the next level
- A three-pronged approach optimizes how we travel

Regional Transportation

What success looks like: NC recruit, recognize and reward Transportation Demand Management

Employer Success

GO Transit GoPass

BEST Workplaces for Commuters

Make NC a Leader in Active Transportation Investments
A Triangle Metro Region Transportation Priority

Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects and programs

Whether it's a critical link in connection to make travel safe for businesses, state funding provisions

North Carolina and the Triangle investments that support health

- Improved implementation
- Routes to School demonstrated health

Invest for Success
A Triangle Metro Region Transportation Priority

Create dedicated, recurrent state transportation funding as a match for competitive federal funds, together with state economic development funding for key multi-modal investments serving job hubs.

The BuildNC bond was a good start, but fast, flexible funding is needed for multi-modal projects not well suited to the long and constrained STI process. Regions will do their part -- they need a handshake, not a handout from the state -- a committed state partner to match regional action with state action.

Opportunity comes to those who are prepared for it. North Carolina needs special transportation funds that move at the speed of business and are fast and flexible enough to dovetail with changing federal transportation funding opportunities and business expansion decisions:

- NC has a history as a "donor" state when it comes to competitive grants, especially for major transit capital investments
- Recent major economic development location decisions, such as for the Amazon HQ2, have emphasized the importance of investing in quality transit to attract jobs

Complete Streets

What success looks like: No land use and travel characteristics type of facility that is built communities seamlessly blend

A Successful Complete Street

Dedicated State Funding to Match Competitive Federal Funds

What success looks like: A ready-to-go pool of state matching funds that local and state applicants for competitive federal grants can count on to increase their chances for success.

Recent Success	Key Policy Considerations	Project Types that Might Benefit
North Carolina awarded \$47.5 million CRRII grant to purchase freight liner for future passenger service	• Understanding federal scoring systems and tailoring projects for maximum success	• BRT and passenger rail projects through the Federal Capital Investment Grants (CIG) program
The 16-mile line is called the "rolling rail" for future high-performance passenger rail service between Raleigh, NC, and Richmond, VA	• Ensuring sufficient levels of funding to provide matches, while being able to pivot funding if applicants are not successful	• Roadway, transit and bike-ped projects seeking BUILD funding
	• Nurturing relationships with federal agencies and local partners to ensure our ability to deliver projects on time & on budget	• Projects eligible for any infrastructure stimulus legislation that may occur

TRIANGLE METRO REGION

8.1 Informational Items: Budget

8.1 Operating Budget – FY 2021

8.2 Member Shares – FY 2021

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- Wake Transit Plan Update
- Wake Transit Performance Tracker
- Northeast Area Study Update
- Bus On Shoulder Study
- Western Wake Traffic Signal System Integration Study

Requested Action:
Receive as information.

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

8. Informational Item: Staff Reports

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

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

Date	Event
February 25, 2021 8:30 a.m.-12:00 p.m.	MPO 101 https://bit.ly/CAMPO101
March 4, 2021 10:00 a.m.	TCC Webex
March 17, 2021 4:00 p.m.	Executive Board Webex
April 1, 2021 10:00 a.m.	TCC TBD

MPO 101



FEBRUARY 25, 2021

8:30AM-12PM

REGISTER

This brief training is targeted at Executive Board and TCC members and alternates. It is a primer on the core functions of the MPO and how they relate to our member agencies. If you have additional staff members or elected officials that are interested in attending, please encourage them to do so!



<https://bit.ly/CAMPO101>