



NC Capital Area **Metropolitan Planning Organization**

WELCOME!

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

Please be prepared to mute your audio following roll call.

Call In: 650 479 3208 Meeting Code: 2531 311 2241 Meeting Password: meet

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

https://docs.google.com/spreadsheets/d/1D_E47y-xP-a1eNTbQ_jfFw2C-61mEFaYb6lTb7Bj8CQ/edit#gid=916175477

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



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

January 18, 2022

4:00 PM

1. Welcome and Introductions

Roll Call of Voting Members & Alternates

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 Bd. Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NCDOT - Div 4

NCDOT - Div 5

NCDOT - Div 6

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

Ex Officio Non-Voting Members:

Federal Highway Admin.

NC Turnpike Authority

2. Adjustments to the Agenda

Added item 5.4 ACT 21 -330 - Paved Trails and Sidewalk Feasibility Grant

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.

4. Public Comments

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

5. Consent Agenda

5.1 *November 16, 2022 Executive Board Minutes*

Approve the November 16, 2022 Meeting Minutes.

5.2 *Wake Bus Plan Project Prioritization Policy*

Adopt the updated Wake Bus Plan Project Prioritization Policy.

5.3 *Safety Performance Measures and Targets*

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

5.4 *Paved Trails and Sidewalk Feasibility Grant*

Adopt the resolutions endorsing the Paved Trails and Sidewalk Feasibility Grant application for the towns of Apex, Holly Springs and Morrisville.

Requested Action:

Approve all Consent Agenda items.

6. Public Hearing

End of Public Hearings

7. Regular Agenda

- 7.1 Election of Chair & Vice Chair for 2023
- 7.2 Wake Transit: Greater Triangle Commuter Rail Update
- 7.3 FY 2024 Draft Unified Planning Work Program
- 7.4 Locally Administered Projects Program (LAPP) Investment Program

7.1 Election of Chair & Vice Chair for 2023

- Chair and Vice Chair are elected for 1-year terms at first meeting of calendar year
- Chair and Vice Chair can serve maximum of 3 consecutive terms
- Current Chair, Sig Hutchinson (Wake County), has served 3 terms
- Current Vice Chair, Vivian Jones (Wake Forest), has served 3 terms

Requested Action:

Elect Chair and Vice Chair for 2023.

Roll Call Vote for Action Items

5.1 November Board Minutes

5.2 Wake Bus Plan Project Prioritization Policy

5.3 Safety Performance Measures & Targets 2023

5.4 Paved Trails and Sidewalk Feasibility Grant.

7.1 Election of Chair & Vice Chair for 2023

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

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

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

7.2 Wake Transit: Greater Triangle Commuter Rail Update

Greater Triangle Commuter Rail Feasibility Study Results

GOTRIANGLE

Study Partners

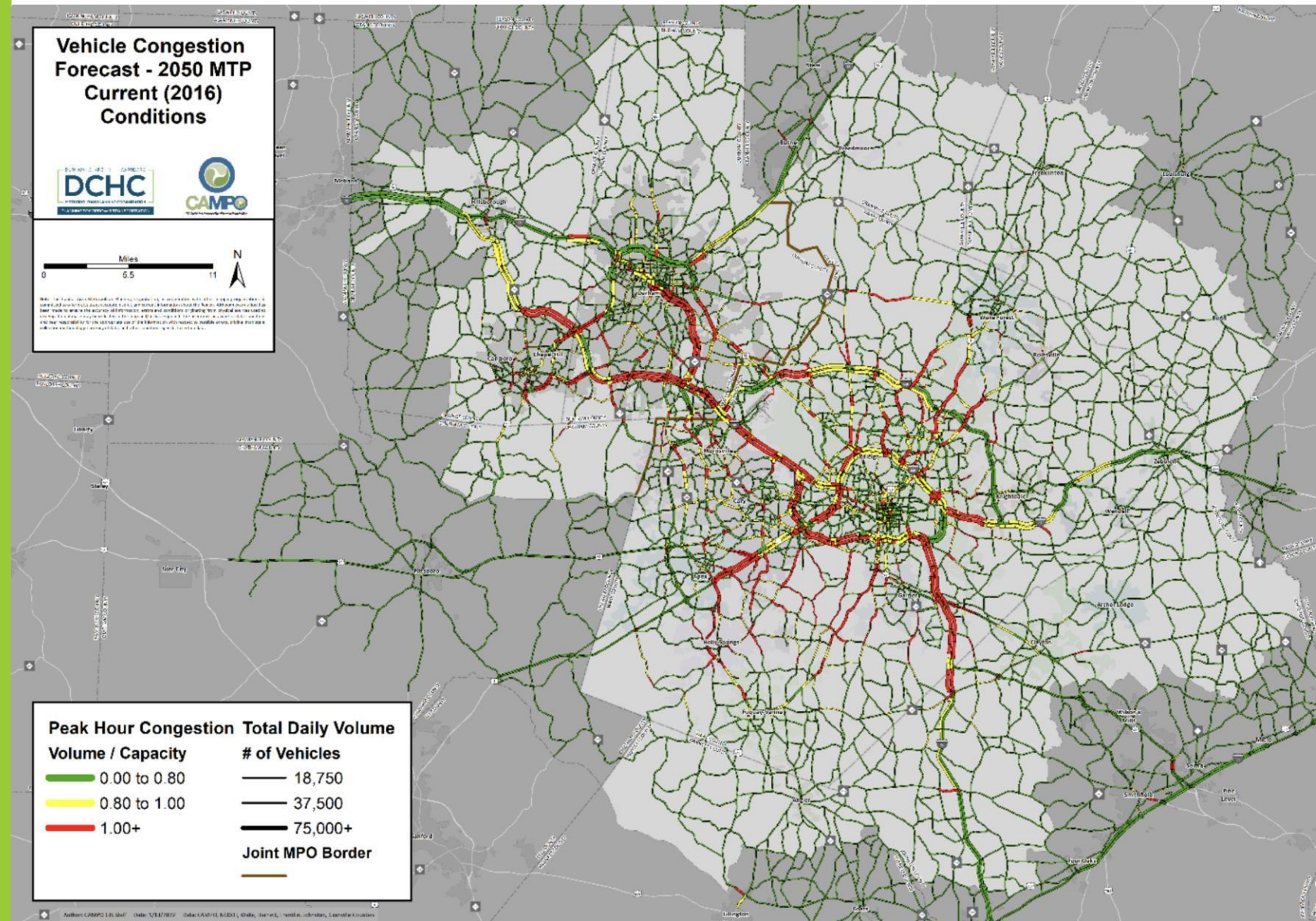


Current Population, Vehicle Ownership, and Congestion

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

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

Source: Triangle Regional Model (ITRE)

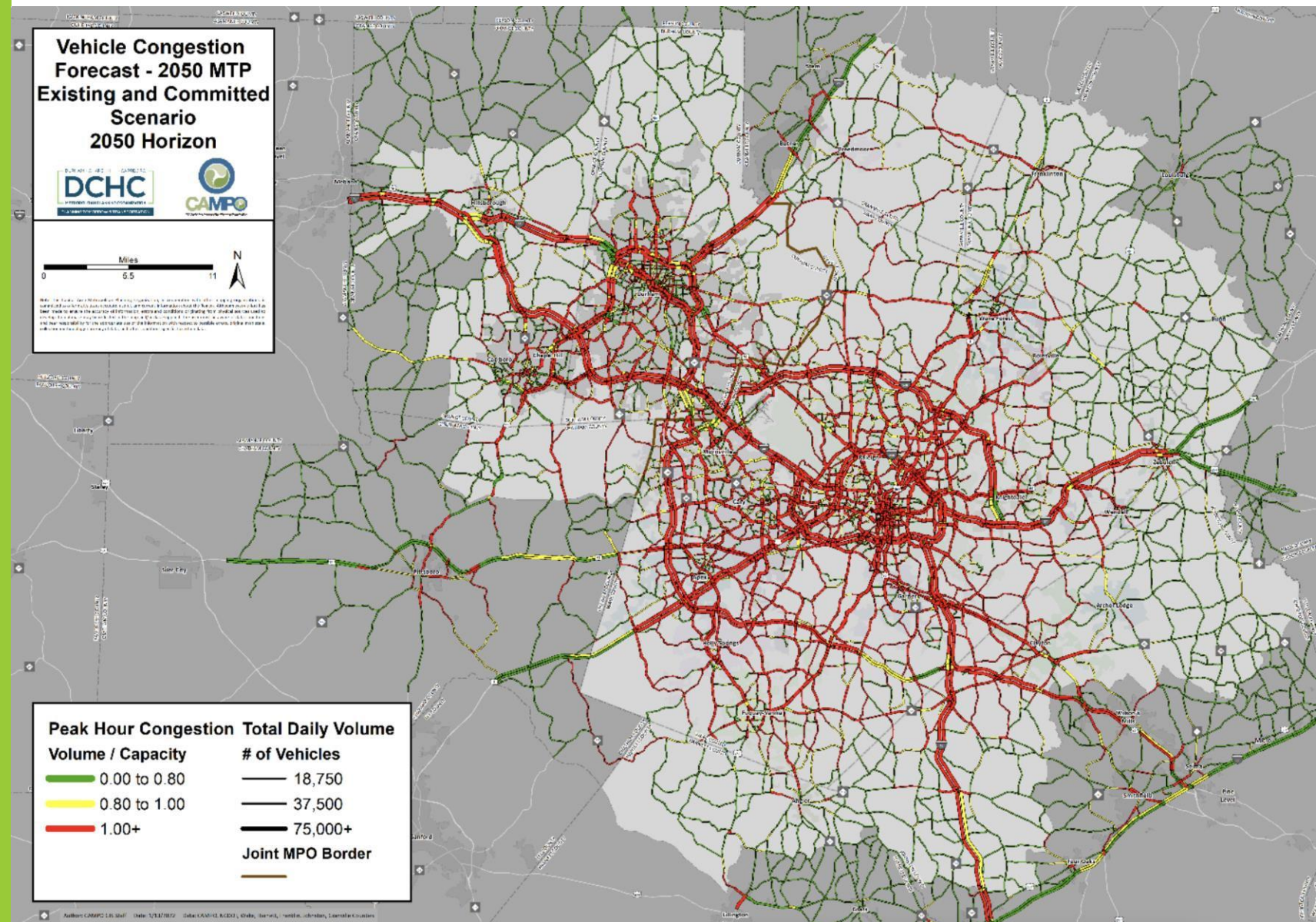


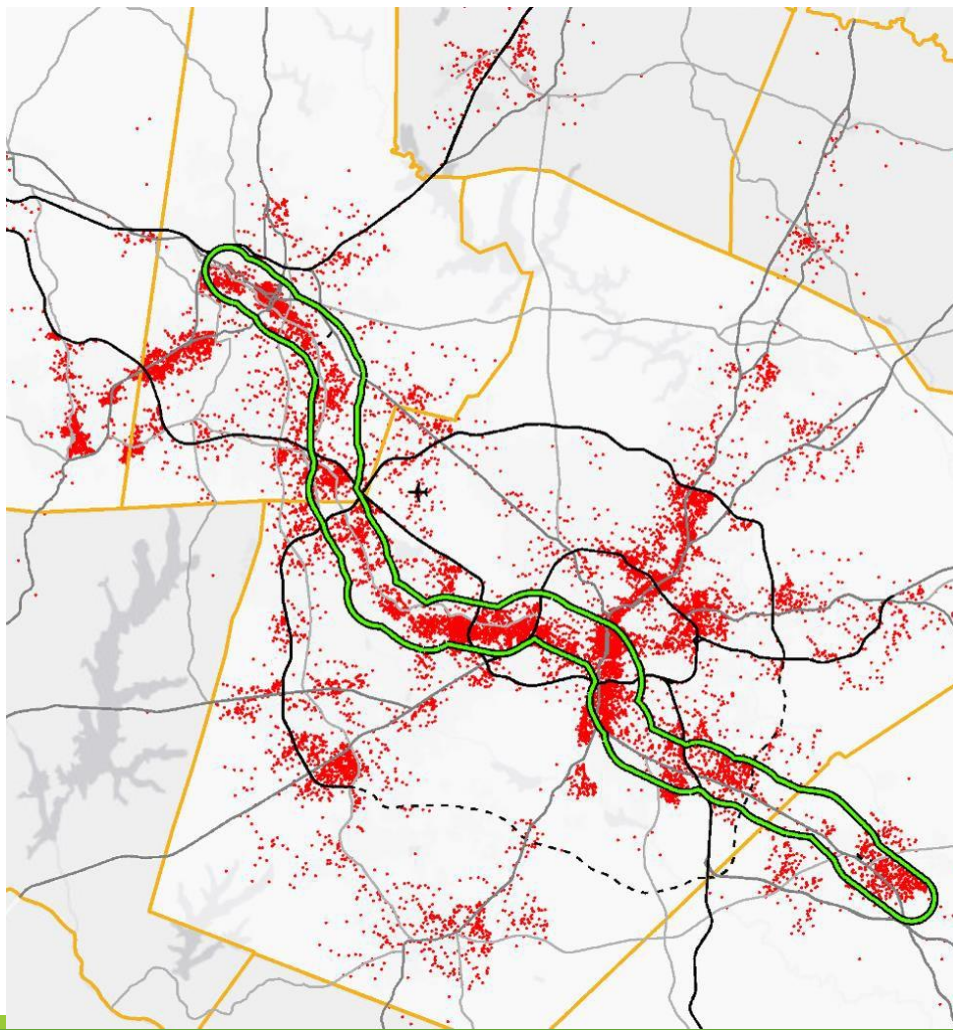
2050 Population, Vehicle Ownership, and Congestion

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

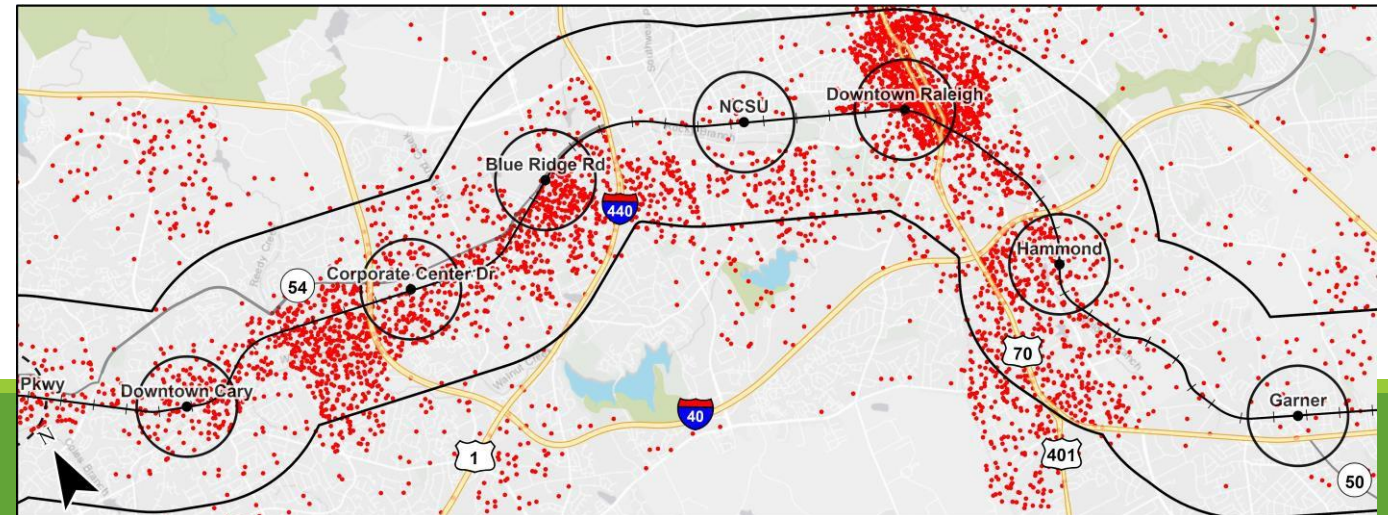
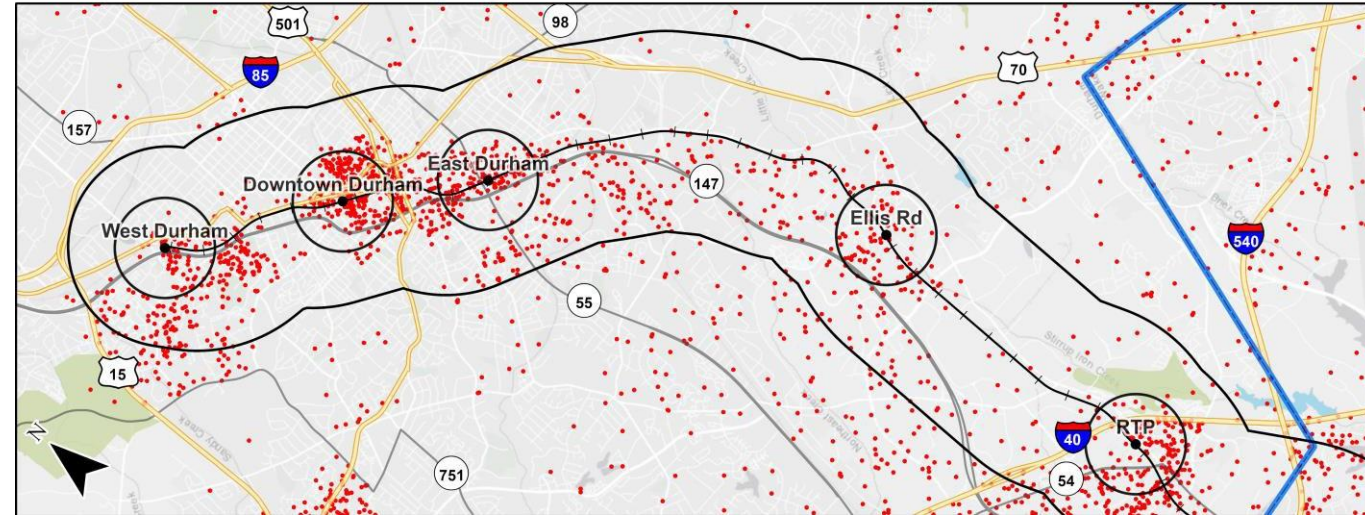
The region's population is projected to own around 2.3 million vehicles by 2050.

Source: Triangle Regional Model (ITRE)





2020-2050 Job Growth; 1 Dot = 50 Jobs

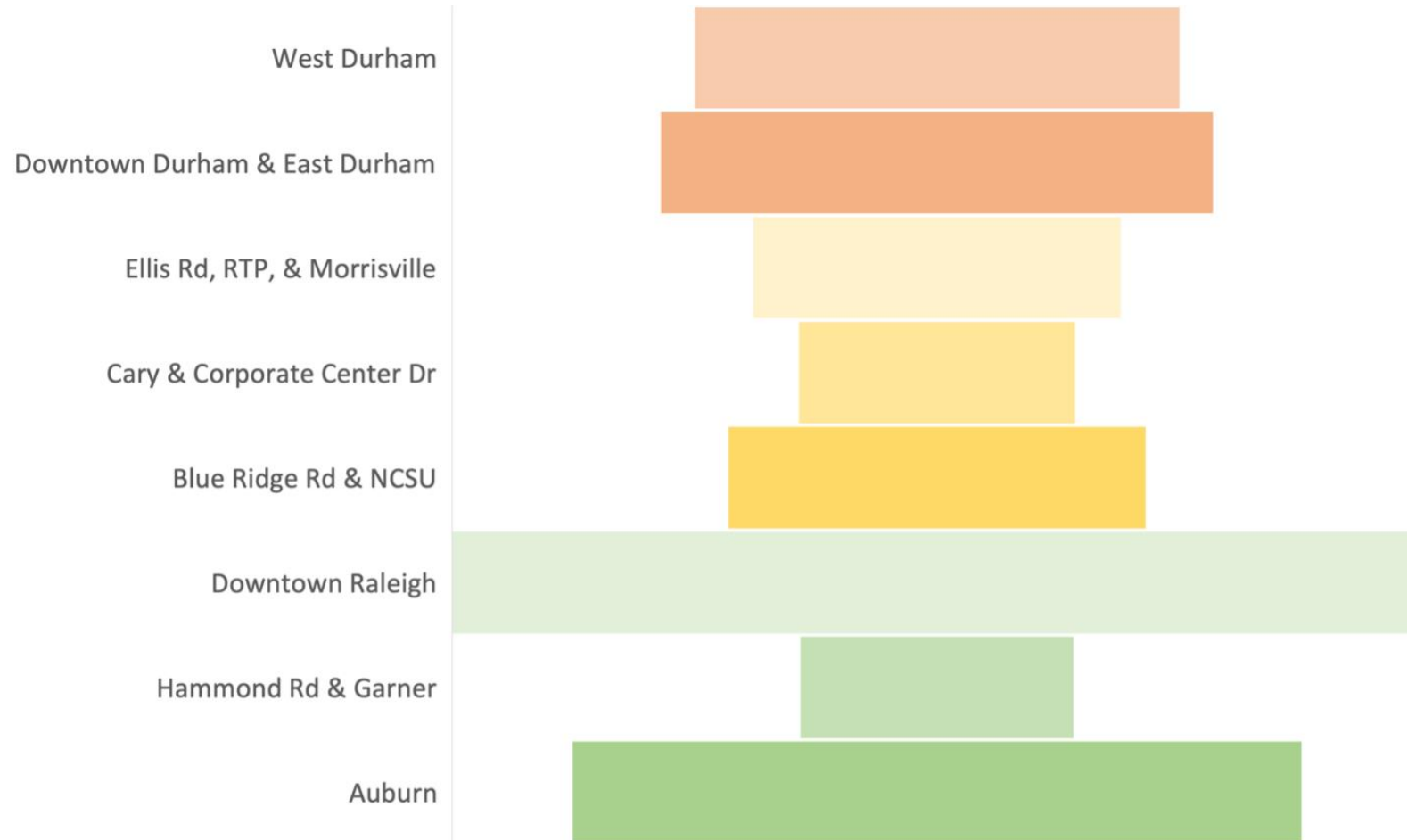


Job Growth 2020 - 2050

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

Source: 2050 MTP / TJCOC Opportunity Analysis

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



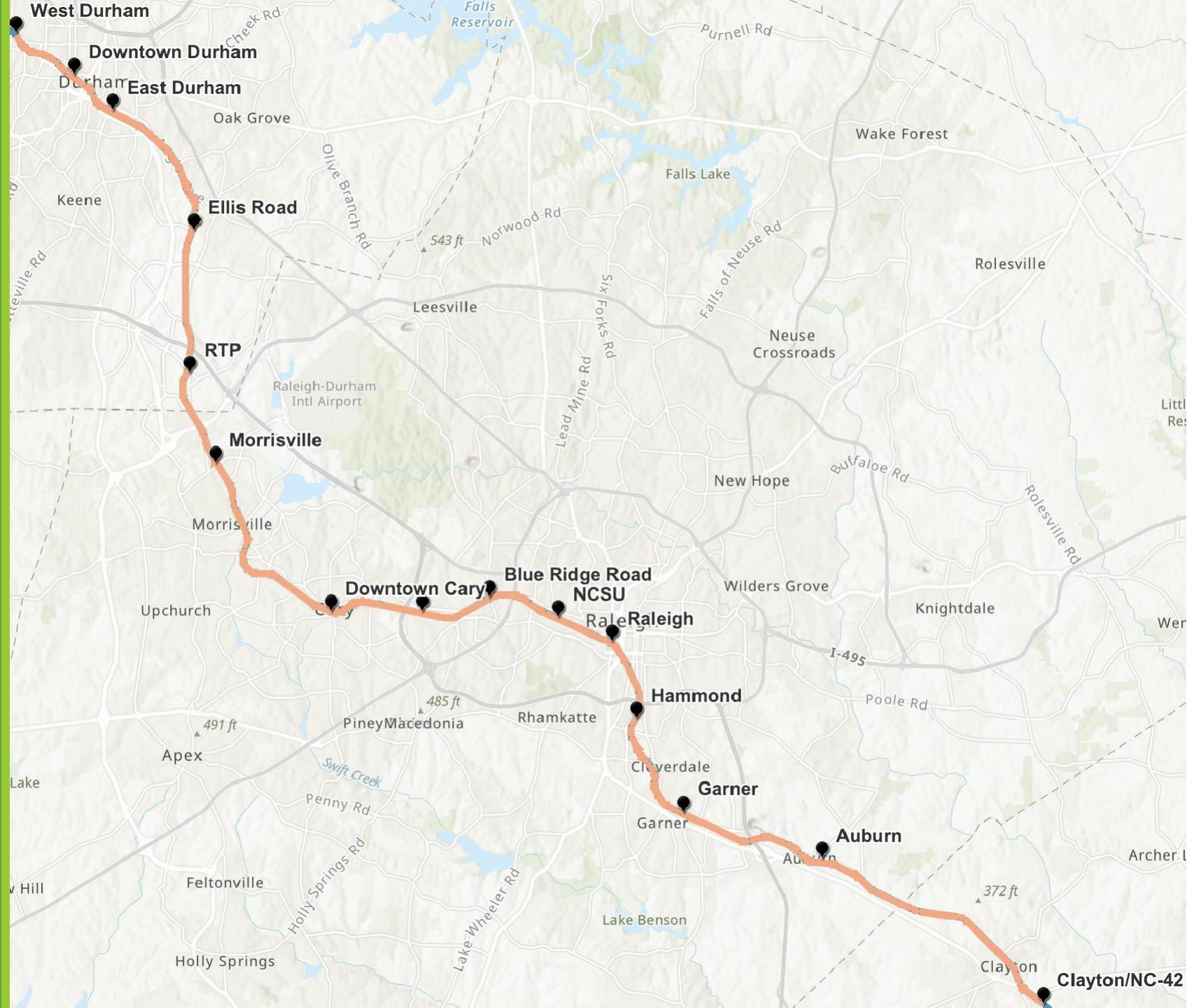
Current Estimates

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

\$42 million / year to operate & maintain.

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

Start of service between 2033 and 2035.

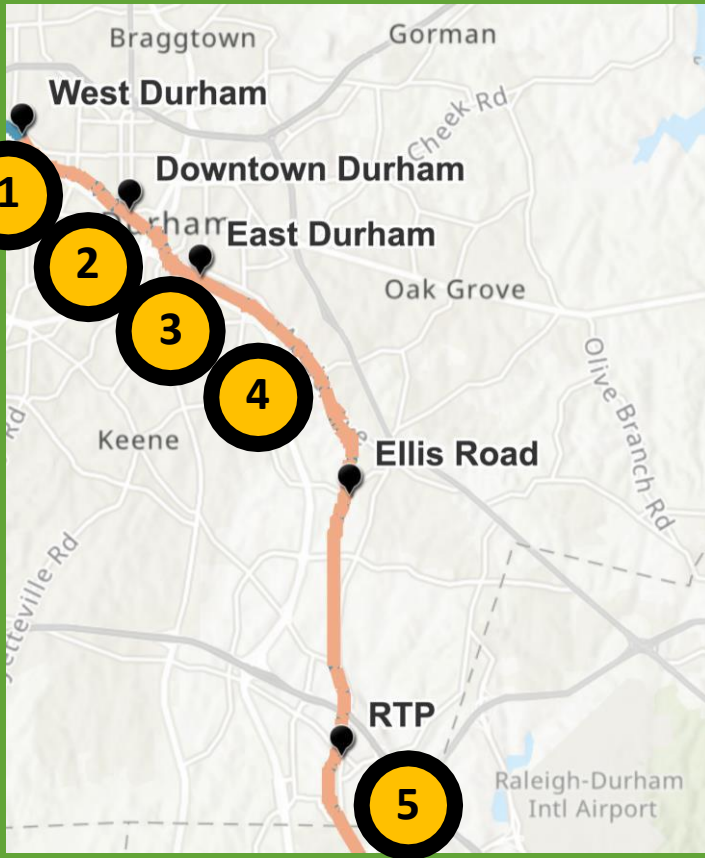


Considerations for phased implementation

- Cost
- Ridership
- Complexity
- Time frame

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

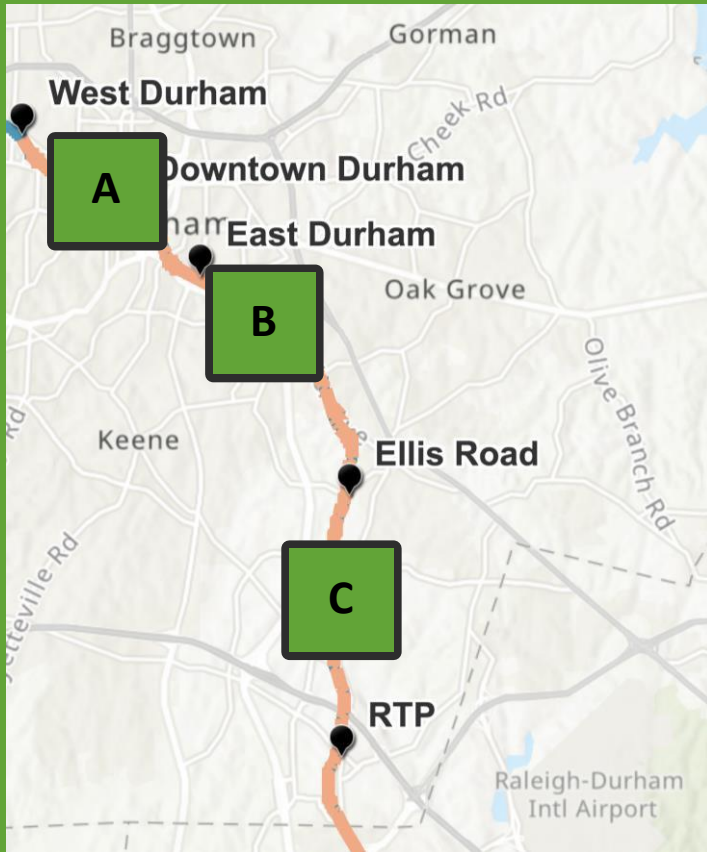
Cost and ridership estimates are for each portion as a standalone initial service. Cost and ridership estimates in this table are not cumulative. The estimated cost of the western option cannot be afforded at this time within the financial capacity of the Durham Transit Plan.



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

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

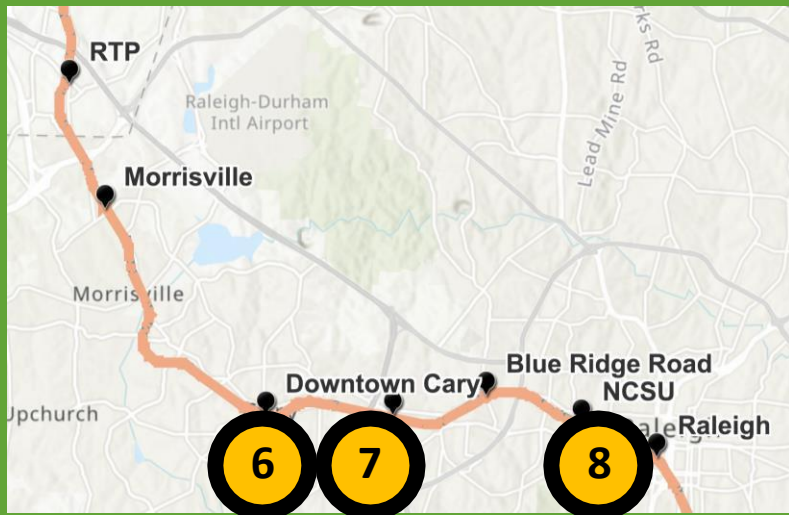
The increased cost of the project exceeds the available funding identified for commuter rail implementation in the Wake Transit Plan and draft Durham Transit Plan. Availability of federal funding is uncertain. To implement the full project, additional funding must be identified.



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

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

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



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

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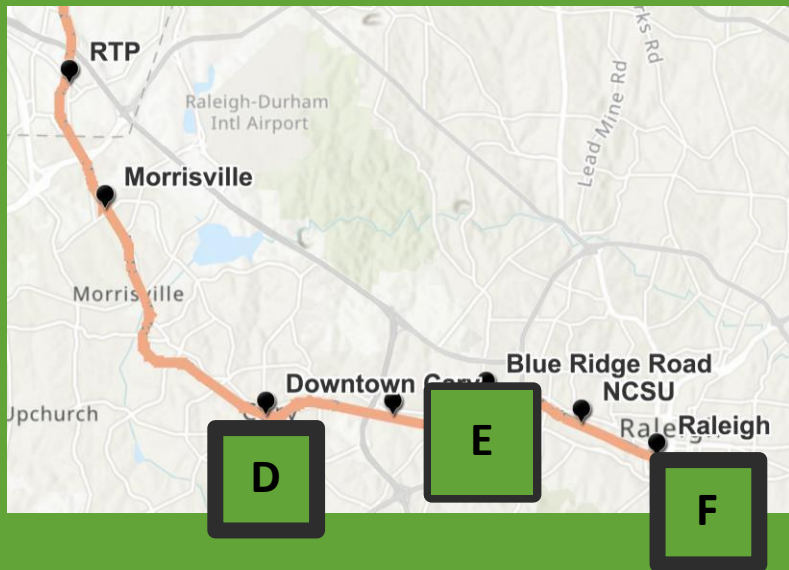
There are multiple planned grade separations in this area, including E Maynard Road, Trinity Road, and McCrimmon Parkway. The estimated cost of these projects is around \$200M, and it may be necessary to build them prior to commuter rail implementation. The timing of these projects creates a significant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

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

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

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



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

D

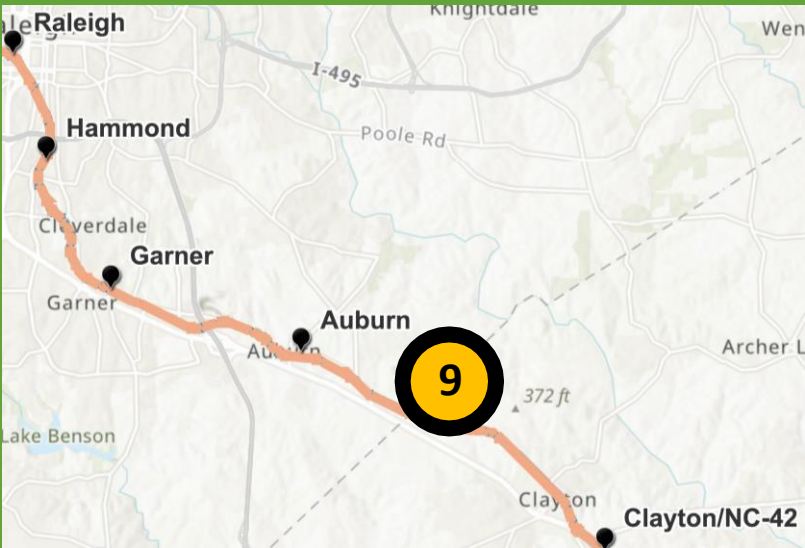
Complex agreements involving Norfolk Southern, CSX, Amtrak, NCRR, and NCDOT add schedule and implementation risk to this phase; MOUs or term sheets should be obtained early. Agreements would also be needed with City of Durham, Town of Morrisville, Town of Cary, and City of Raleigh.

E

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

F

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

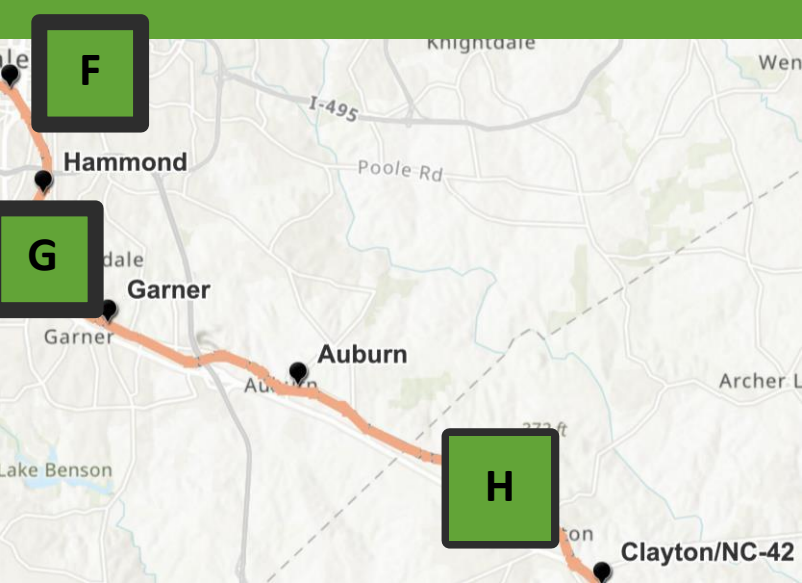


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Minimal additional infrastructure was identified as being necessary to extend limited service to Clayton. However, to move forward with the project in Johnston County, funding would need to be identified.

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

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



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

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

Building the Full Regional Vision

Phased Implementation

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

Upside

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

Downside

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

New Starts

Challenges with current ratings:

Medium-Low

Possibilities with future ratings:

Weak Medium

Medium



Population density and ridership data are holding back the ratings.

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

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

Impact of new criteria could be positive or negative.

Other State and Federal Opportunities

Rail infrastructure programs
could offset some project costs

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

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

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

Next Steps



Public Engagement

- First Quarter of 2023



Cost-Sharing Proposal

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



Decision-Making Process

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

Cost-Sharing Proposal

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

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

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

Decision-Making Process

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

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

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

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

Discussion

FOR MORE INFORMATION ON THE GREATER TRIANGLE COMMUTER RAIL PROJECT, VISIT WWW.READYFORRAILNC.COM.

7.2 Wake Transit: Greater Triangle Commuter Rail Update

Requested Action:
Receive as Information.

7.3 FY 2024 Draft Unified Planning Work Program

7.3 FY 2024 Draft Unified Planning Work Program

Ongoing Efforts:

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

New Studies:

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

Ongoing MPO Programs:

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

**indicates multi-year study*

7.3 FY 2024 Draft Unified Planning Work Program, cont'd

Budget

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

MPO Self-Certification

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

7.3 FY 2024 Draft Unified Planning Work Program cont'd

Other Items of Note

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

Next Steps

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

Requested Action:

Receive as information.

7.4 FFY 2024 Locally Administered Projects Program (LAPP) Investment Program

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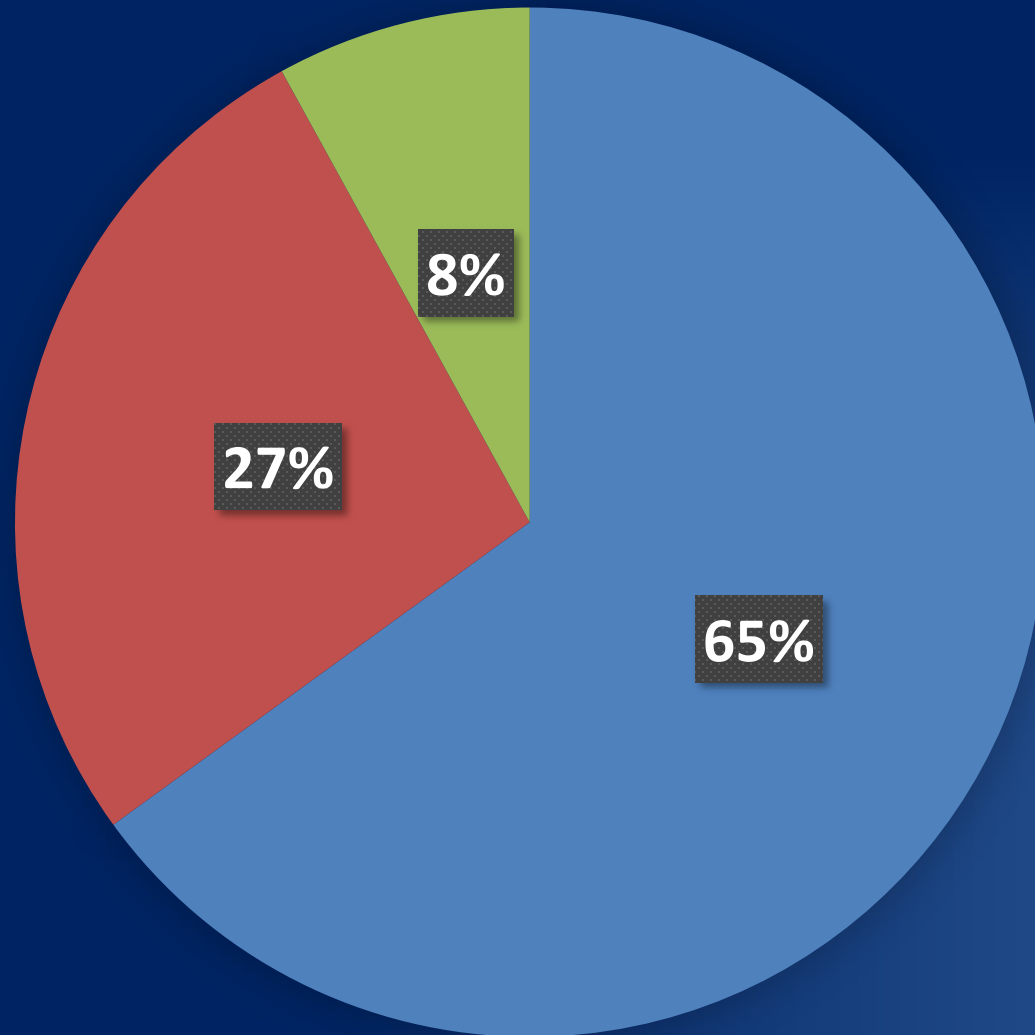
Call for Projects FFY 2024 LAPP Funds opened in August 2022

- 21 Projects Submitted

Scoring:

- Projects are only scored against projects of the same mode

FFY 2024 LAPP Target Modal Mix

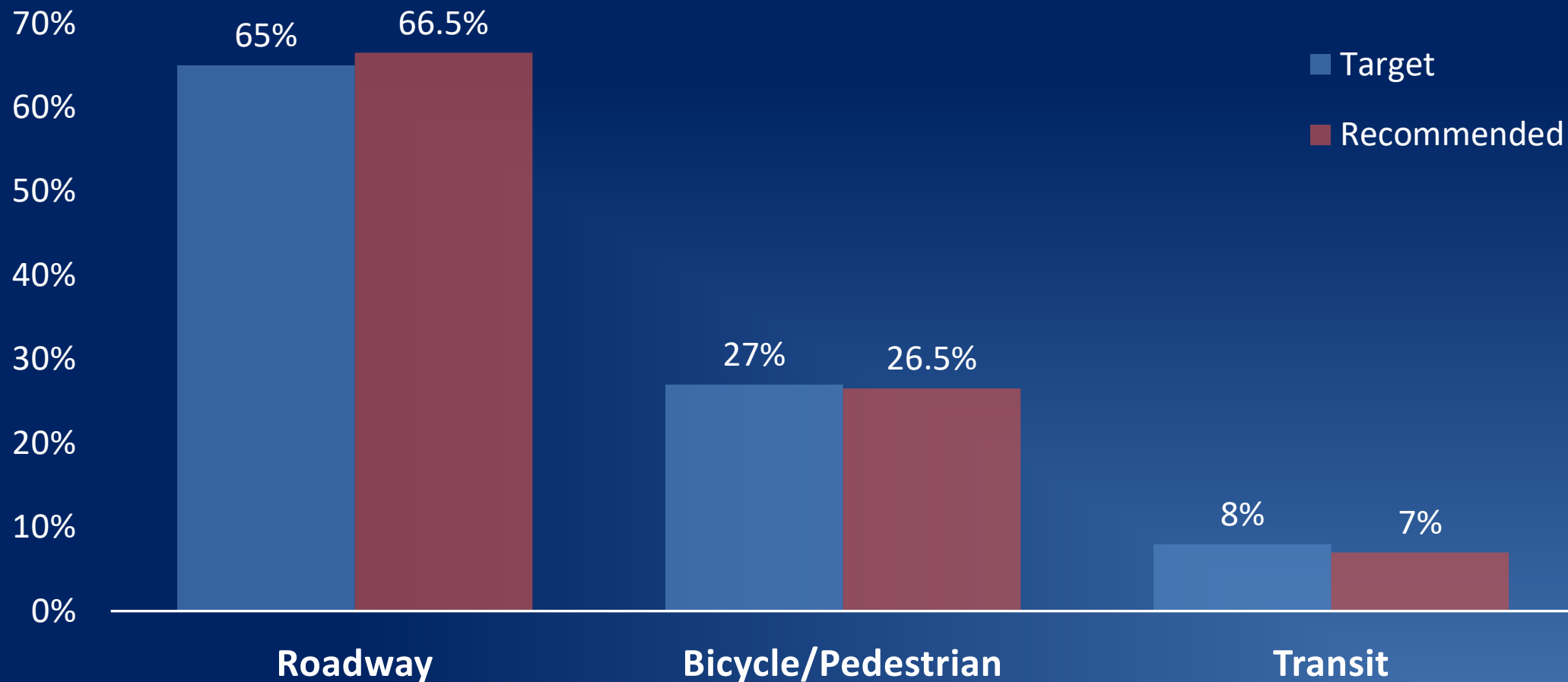


■ Roadway
(\$16,250,000)

■ Bicycle Pedestrian
(\$6,750,000)

■ Transit (\$2,000,000)

Target vs. Recommended Percent Modal Investment Mix



Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify details
 - Eligibility Concerns: Federal Aid Eligible, MTP Compliant, Shovel Ready, etc.
 - Administrative Concerns: Reasonable Schedule, Required Materials, etc.
- LAPP Selection Committee discusses evaluation philosophy, including:
 - Serving as an external check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.
 - If a project does not, the Selection Committee determines if the project should be funded OR if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.

Roadway Recommendations: \$16,963,200

Roadway Project Name	Sponsoring Agency	Requested Phase (Design, ROW, Const.)	Total Cost	Local Match %	CAMPO Cost	Amount Funded
Six Forks Road Improvements	Raleigh	No/No/Yes	\$62,471,000	78%	\$ 14,000,000	\$ 14,000,000
NC 50/Mt. Vernon Church Turn Lanes	Wake County	Yes/Yes/Yes	\$1,457,000	20%	\$ 1,165,600	\$ 1,165,600
NC 50/Old Weaver Trail EB Right Turn Lane	Division 5	Yes/Yes/Yes	\$1,146,000	20%	\$ 916,800	\$ 916,800
Rolesville/Riley Hill Intersection Realignment	Wake County	Yes/Yes/Yes	\$1,101,000	20%	\$ 880,800	\$ 880,800
US 15/Hester Road Roundabout	Division 5	Yes/Yes/Yes	\$2,218,000	20%	\$ 1,774,400	
Jones Sausage Road - Phase 1 (North)	Garner	No/No/Yes	\$9,600,000	20%	\$ 7,680,000	
Shotwell Rd/US70B Intersection Improvements	Clayton	No/No/Yes	\$5,750,000	20%	\$ 4,600,000	
US 401/Chalybeate Springs Rd Intersection Improvements	Harnett County	Yes/Yes/Yes	\$1,014,000	20%	\$ 811,200	
Total			\$84,757,000		\$ 31,828,800	\$ 16,963,200
Target Modal Investment					\$ 14,865,600	\$ 16,250,000

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

Bicycle/Pedestrian Project Name	Sponsoring Agency	Requested Phase (Design, ROW, Const.)	Total Cost	Local Match %	CAMPO Cost	Amount Funded
Southwest Downtown Bike and Pedestrian Gateway	Raleigh	No/No/Yes	\$1,095,000	40%	\$ 657,000	\$ 657,000
Angier Elementary School Sidewalk Connection	Angier	Yes/Yes/Yes	\$1,098,000	20%	\$ 878,400	\$ 878,400
Saunders Street and Hinton Street Sidewalk	Apex	No/No/Yes	\$1,344,000	20%	\$ 1,075,200	
Higgins Greenway Ph IV	Cary	No/No/Yes	\$2,450,500	21%	\$ 1,935,895	\$ 1,935,895
Alston Ridge Greenway	Fuquay-Varina	No/No/Yes	\$1,548,654	40%	\$ 929,192	\$ 929,192
Utle Creek Greenway West	Holly Springs	No/No/Yes	\$2,750,000	30%	\$ 1,920,000	\$ 1,920,000
Harnett Central Bike/Ped Path	Harnett County	Yes/Yes/Yes	\$600,000	27%	\$ 440,000	\$ 440,000
Clayton Connector Greenway Pedestrian Connection	Division 4	Yes/Yes/No	\$1,250,000	30%	\$ 875,000	
Batchelor Branch Greenway	Cary	Yes/Yes/No	\$2,000,000	50%	\$ 1,000,000	
Total			\$14,136,154		\$ 9,710,687	\$ 6,760,487
Target Modal Investment					\$ 1,875,000	\$ 6,750,000

Transit Recommendations: \$1,767,840

Transit Project Name	Sponsoring Agency	Requested Phase (Design, ROW, Const.)	Total Cost	Local Match %	CAMPO Cost	Amount Funded
Wolfline Bus Stop Improvements	Other	No/No/Yes	\$200,000	20%	\$ 160,000	\$ 160,000
Route 305 Minimum With Existing Sidewalk	GoTriangle	Yes/No/Yes	\$340,800	20%	\$ 272,640	\$ 272,640
Saunders Street and Hinton Street Sidewalk	Apex	No/No/Yes	\$1,344,000	20%	\$ 1,075,200	\$ 1,075,200
Route 305 Full Baseline Stops	GoTriangle	Yes/Yes/Yes	\$325,000	20%	\$ 260,000	\$ 260,000
Total			\$2,209,800		\$ 1,767,840	\$ 1,767,840
Target Modal Investment						\$ 2,000,000

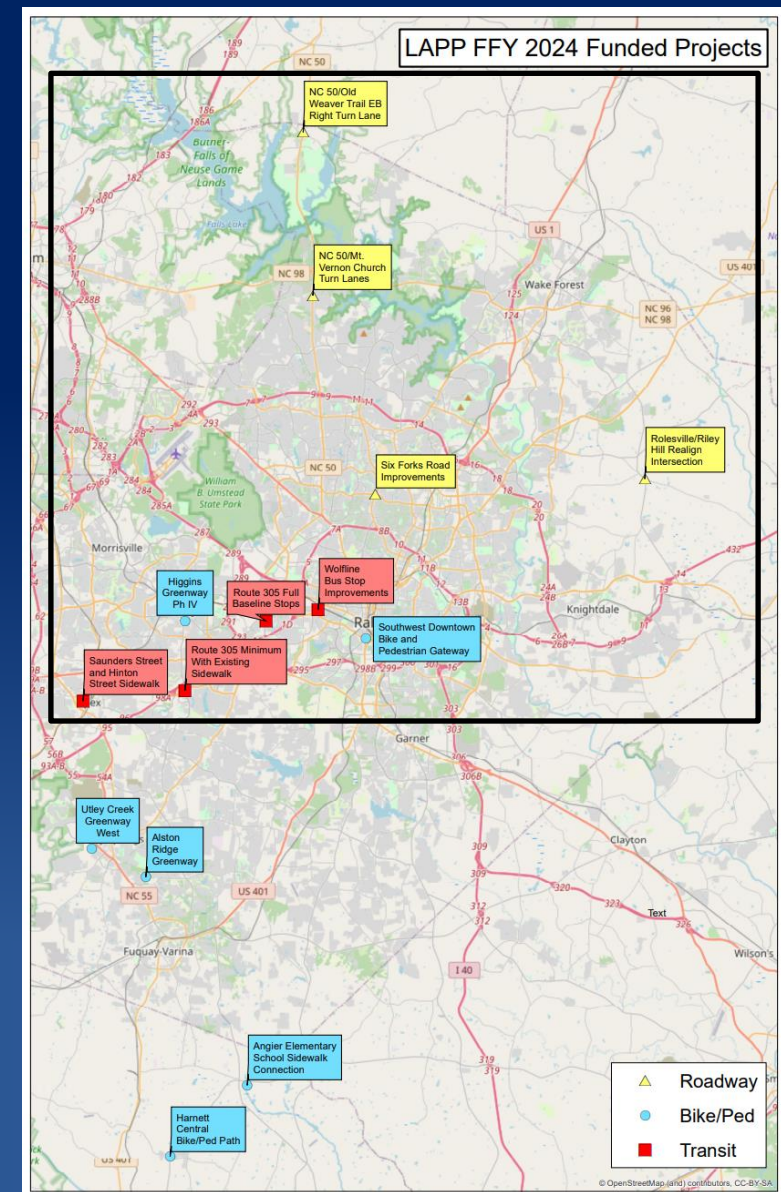
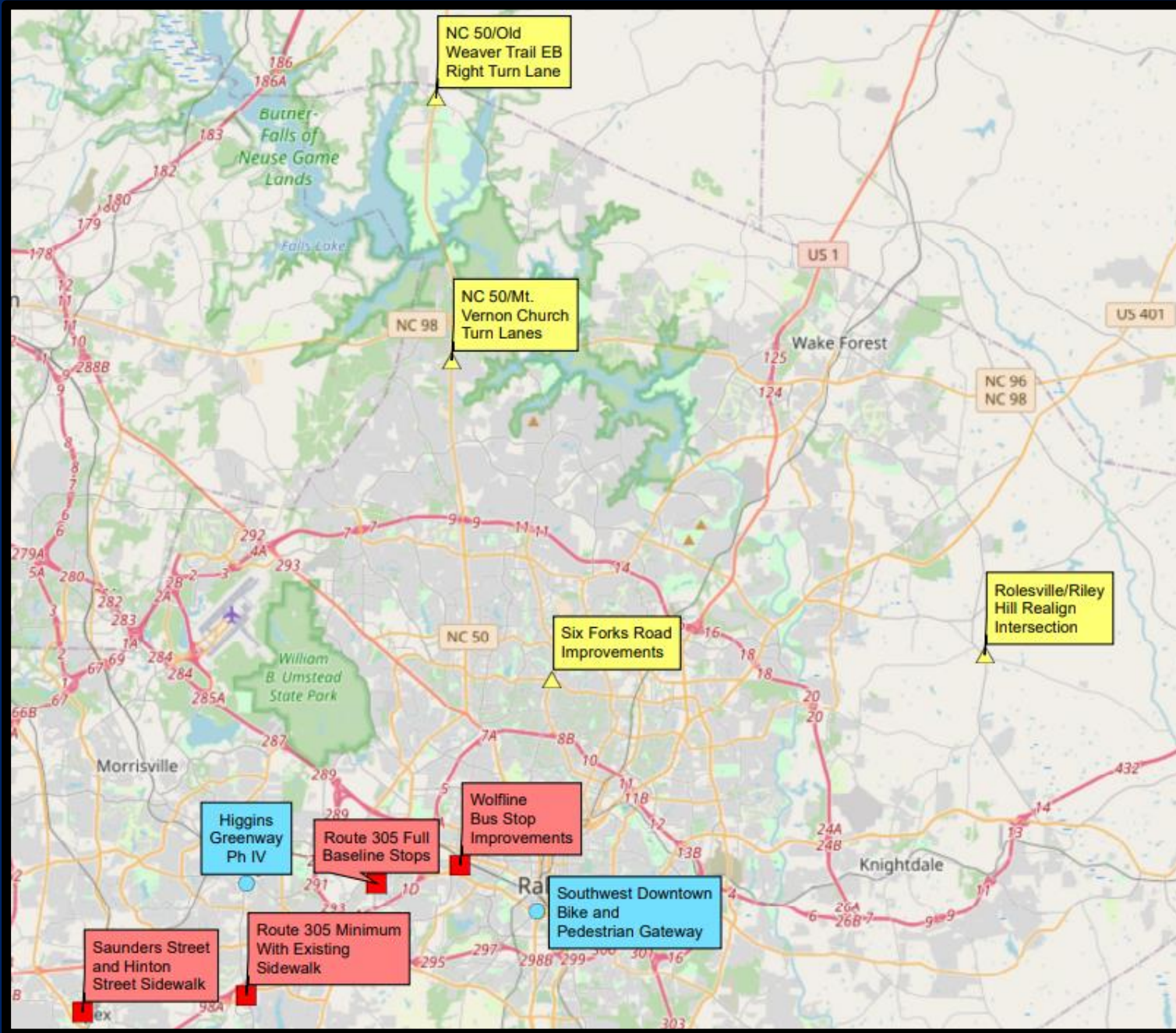
7.4 FFY 2024 LAPP Investment Program, cont'd

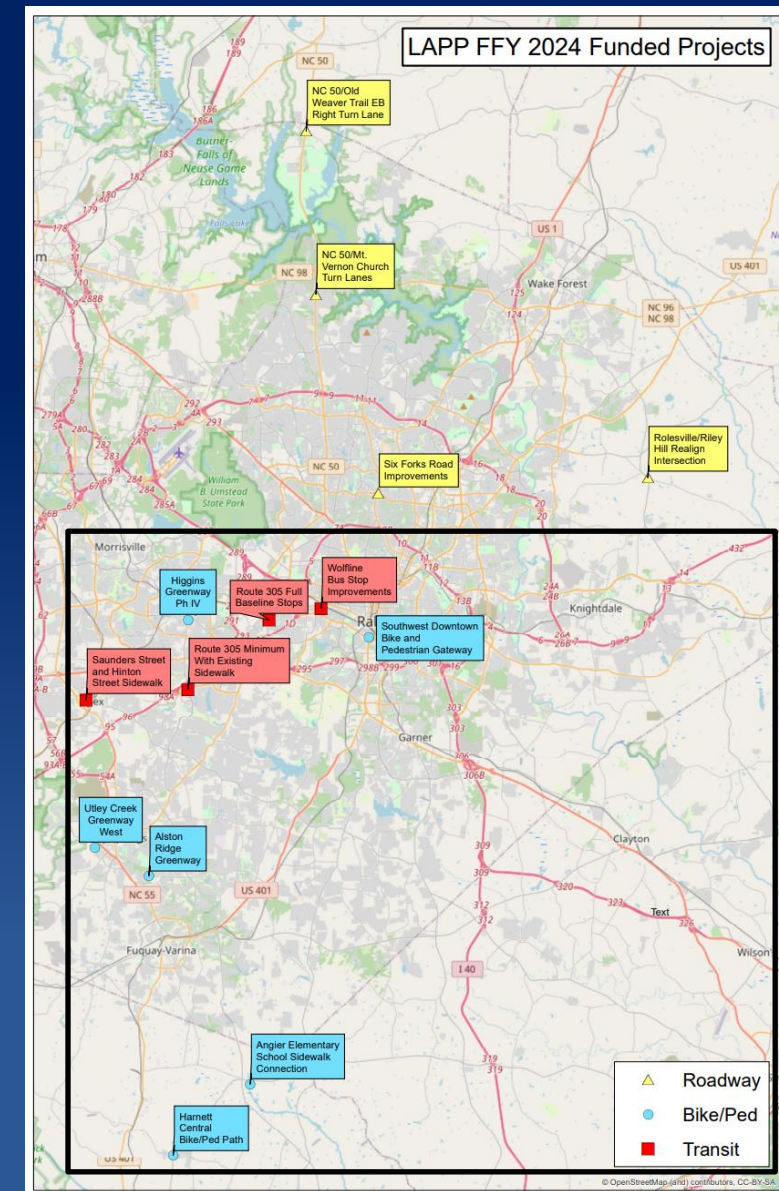
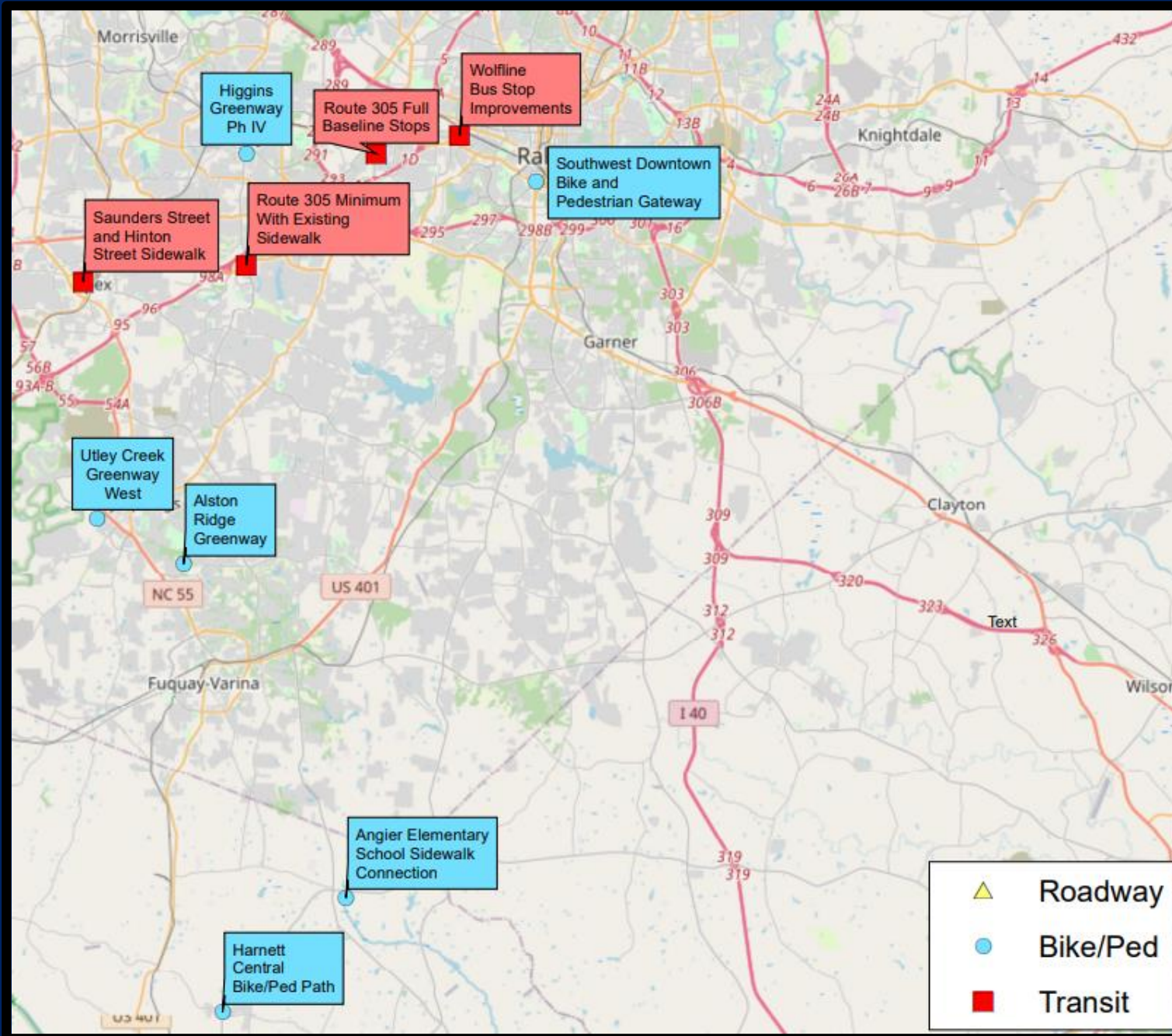
Overprogramming Recommendation

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

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





7.4 FFY 24 LAPP Investment Program, cont'd.

Next Steps

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

Requested Action:
Receive as information.

8. Informational Items: Budget

8.1 Operating Budget – FY 2023

8.2 Member Shares - FY 2023

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

Studies:

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

Other Updates:

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

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. 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

ADJOURN

Upcoming Events

Date	Event
Feb 2, 2023 10:00 a.m.	TCC Regular Meeting Virtual
Feb 15, 2023 4:00 p.m.	Executive Board Meeting Virtual