



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

**Technical Coordinating Committee
Meeting**

April 7, 2016

10:00 AM

Welcome and Introductions

- Adjustments to the Agenda
- Public Comments

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

4.1 Minutes

Attachment 4.1

- Minutes from the March 3, 2016 TCC Meeting

Requested Action:

Approve Minutes

5.1 Raleigh-Cary Rail Crossing (RCRX) Study

- Recommendations were presented to TCC at March meeting
- Public Hearing scheduled for April 20, 2016

Requested Action:

Recommend that the Executive Board endorse the recommendations from the RCRX Study pending no adverse comments from the public, the City of Raleigh, Town of Cary or other project partners and stakeholders.

5.2 Public Participation Plan Update Public Involvement Plan 101

The Capital Area MPO has a Public Involvement Plan that describes how the MPO involves the public in developing transportation plans and related policy documents. Related to this plan is the Title VI (Civil Rights)/Minority/Low-income/Limited English Proficiency Outreach Plan.

Public Involvement Plan 101

- Note that the plan gives us minimum standards;
- We will still be tailoring public engagement for special studies and area studies in coordination with our members

Changes are mostly cosmetic, however:

4 Substantive Changes:

- Revision of the methodology to determine “Communities of Concern” for the Title VI/Minority/Low-income/LEP Plan
- Adding or making clearer what the public participation requirements are for adopting, amending, or correcting plans or other required documents.
- Updating notification and outreach to reflect new technology & open meetings law changes
- Addition of MTP and Strategic Plan goal & performance measure references related to public participation

Communities of Concern

Working with the Community Studies unit at NCDOT and our partners at DCHC we use 5 data points for Census Block Groups:

- Minority (combination of race and Hispanic/Latino ethnicity)
- Limited English Proficiency
- Zero Car Households
- Poverty Status (as defined by Census)
- Age (under 18 and over 65-potential non-drivers).

Thresholds: 50+1 vs. Percentiles

- Give flexibility to look at other thresholds than the central value
- Can look at higher or lower values on your spectrum
- Quartiles: like the 25% and 75% equivalents of the median (if the median were 50%)

(Aside--Can also be done as percentiles as any break point along your spectrum, just not quartiles anymore—say the 65th percentile)



We looked at the 50th 60th, and 75th percentiles

We looked at all 9 counties, and after checking each block group to see if it “triggered” for any of the 5 variables:

- At 75th percentile, 589 block groups trigger out of 951, or 62%.
- At 60th percentile, 782 block groups trigger out of 951, or 82%.
- At the median (50th percentile), 864 block groups trigger out of 951, or 91%.

Just in the 2 MPOs:

- At 75th percentile, 449 block groups trigger out of 755, or 59.5%.
- At 60th percentile, 606 block groups trigger out of 755, or 80%.
- At the median (50th percentile), 679 block groups trigger out of 755, or 90%

So What's the issue?



of EJ Variables Per Block Group

MPO_RPO_Boundaries
Complete_ACS_2009_2013_Block_Group

EJ9County-75th

triggers for 75th

0
1
2
3
4
5

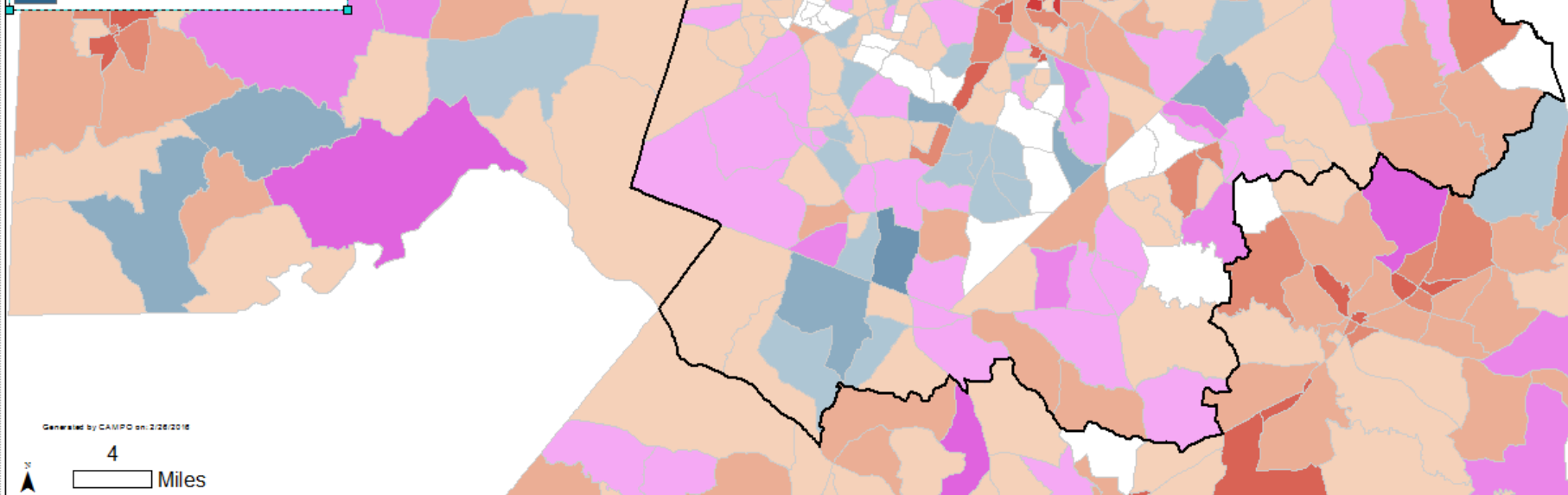
EJ9County-60th

triggers for 60th

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triggers for 50th

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of EJ Variables Per Block Group

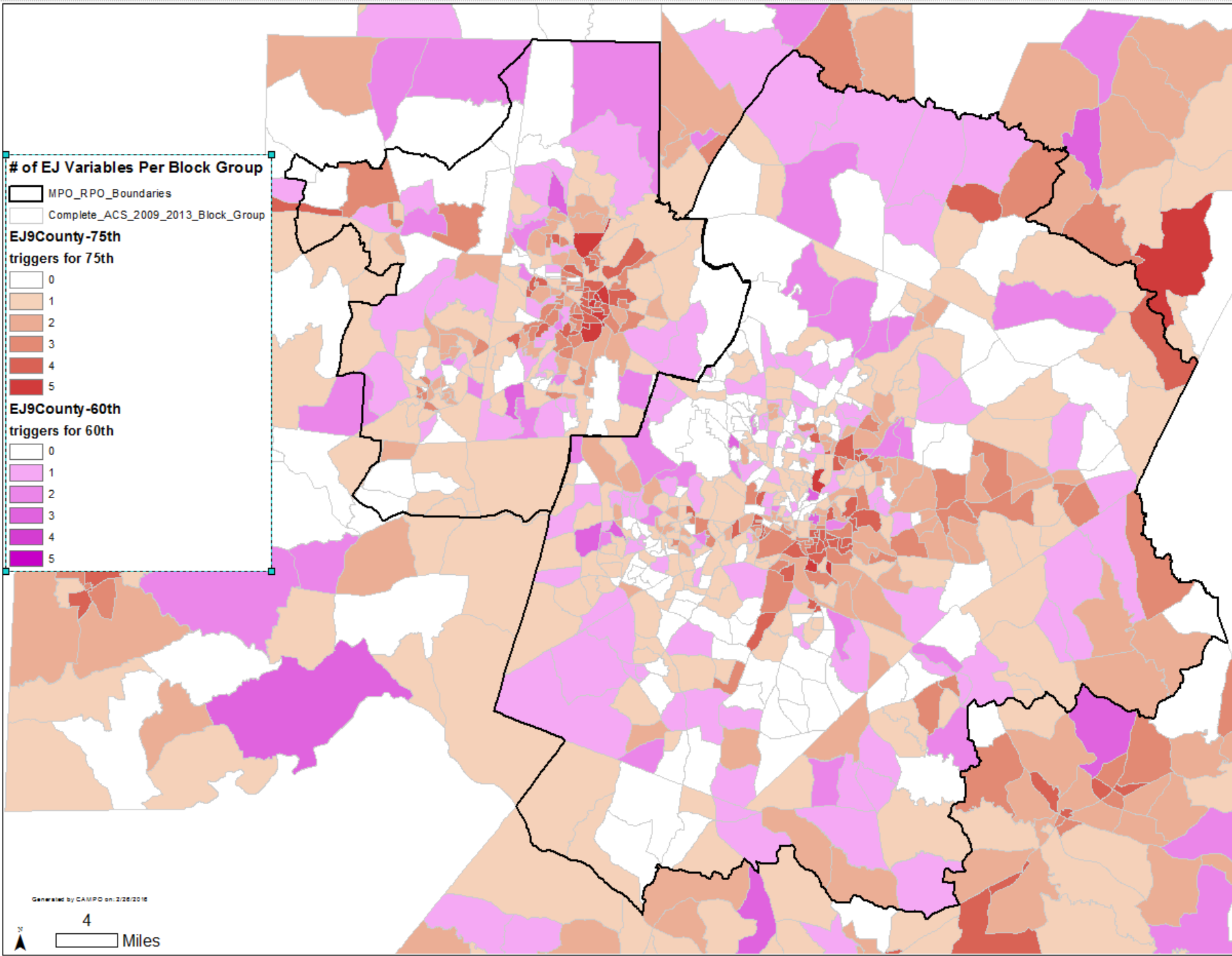
- MPO_RPO_Boundaries
- Complete_ACS_2009_2013_Block_Group

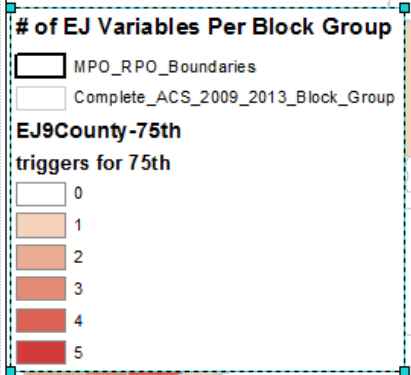
**EJ9County-75th
triggers for 75th**

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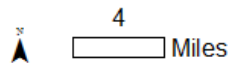
**EJ9County-60th
triggers for 60th**

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- 5





Generated by CAMPO on: 2/26/2016



Clarification

- Current plan covers MTP, TIP, and PIP
- Does not specifically address requirements of full adoptions versus amendments
- Does not specifically address related plans or sub-documents

Clarification in 2 ways in updated plan

- Overall table of outreach actions for all pertinent documents
- More in-depth, descriptive sections for each planning or policy document

Summary Table of Public Participation

CAMPO follows agency organization and operation policies that provide specific guidelines for public records and public access (see appendices). CAMPO policies are adopted or amended after ten days public notice.

Summary Table of Public Participation

Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Notice	Public Access
OPEN MEETINGS					
Governing body	Executive Board	Monthly	at every meeting	in accordance with NCGS Open Meetings Law	<ul style="list-style-type: none"> Agenda posted in advance on CAMPO website Opportunity at each meeting; content is open but Committee Chair may specify time length to accommodate numerous commenters Summary of advance public comments provided in writing Meeting Calendar posted at venue
Committees	TCC	Monthly			
	Ad Hoc Area Planning and Corridor Study Committees	Varies by Plan			
	Standing Subcommittees	As needed			
Workgroups	Standing and Ad-hoc Staff and Professional Workgroups	As needed	Not Applicable	Not Applicable	Not Applicable
Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Hearing Notice	Public Access
Program Adoption					
Plans and Program Adoption	CTP/MTP	Every 4 years	42 Days	14 Days	<ul style="list-style-type: none"> Posted on website with public notices Hard copies available Advance comments documented for review Opportunity for comment at plan-specific meetings prior to adoption and at meetings where considered/adopted
	TIP/SPOT	Every 2 years	30 Days		
	LAPP	Annually	See LAPP Handbook		
	AQCD	Every 2 years for TIP; Additional if MTP not on same schedule	30 Days		
	CMP	Every 4 Years	30 Days		
	UPWP	Annually	30 Days		

Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Hearing Notice	Public Access
Program Amendments					
Modifications (Plan and Program Amendments)	CTP/MTP	As needed	30 Days	N/A	<ul style="list-style-type: none"> Posted on website with public notices; hard copies available Advance comments documented for review Opportunity for comment at meetings where considered/adopted
	TIP/SPOT				
	AQCD				
	CMP				
	UPWP				
	PPP	As needed	45 days ²	45 days ³	
Program Modifications (Administrative Amendments)					
Technical Corrections (Plan and Program Administrative Modifications)	CTP/MTP	As needed	at meeting where item is being considered	N/A	<ul style="list-style-type: none"> Agenda posted in advance on CAMPO website Opportunity at each meeting; content is open but Committee Chair may specify time length to accommodate numerous commenters Summary of advance public comments provided in writing
	TIP/SPOT				
	AQCD				
	CMP				
	UPWP				
	PPP				

Documents

The Capital Area MPO is responsible for 3 primary documents to implement the 3C process: the Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. In addition, CAMPO has a Public Participation Plan (this document) that covers those 3 primary documents. There are also 2 documents that are the charter of the MPO, the Memorandum of Understanding (MOU) and Prospectus.

Metropolitan Transportation Plan

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to consideration for governing board approval. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

A Plan Update is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

Amendments: Amendment means a that involves a major change to a project, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination when applicable.³

Modifications Administrative modification means a minor revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).⁴

Metropolitan Transportation Plan (MTP)

- Details comprehensive plan for transportation modes
- Includes long and short range goals and strategies
- Identifies funding sources and estimates costs
- Provides framework for choosing transportation projects

Adopted: Every four years
Amended: As needed
See Summary Table of Participation for Access, Notice, and Comment Periods

Congestion Management Plan(CMP)

A Congestion Management Plan (CMP) is a management system and process used by an MPO to improve traffic operations and safety by using strategies that reduce vehicle miles traveled during peak commuting hours and provide other congestion relief.

A CMP usually identifies low-cost improvements with short timeframes (5-10 years), where traditional projects (lane additions etc.) can cost significantly more and have longer implementation timeframes. It follows the same requirements at the MTP.

Transportation Studies

Periodically, CAMPO undertakes specialized studies to address specific modes, issues, target areas, or corridors. These studies are included and funded as part of the UPWP and advance specific goals, strategies or projects included in the MTP. Frequently, the results of a specialized study lead to the development of a project or multiple projects that are advanced through the TIP. These studies help identify broad issues, concerns, and desires that might be relevant to a specific segment of the population or to a particular geographic area within the county.

Each study has a specific public outreach effort to involve the appropriate participants.

Congestion Management Plan (CMP)

- Looks for smaller, short-term solutions
- Reviews congestion as the primary concern
- Helps inform the MTP

Adopted: Every four years
Amended: As needed
See Summary Table of Participation for Access, Notice, and Comment Periods

Transportation Studies

- Modal studies such as transit or bicycle/pedestrian
- Data collection and analysis for traffic management
- Sub-area, road, intersection, or corridor studies
- Specialized studies to advance the MTP goals

Adopted: Endorsed (rather than adopted) for use in future MPO planning and programming activities
Amended: As needed
See Summary Table of Participation for Access, Notice, and Comment Periods

Changes to print vs electronic outreach

- Current plan still requires legal ads in print media for PIP, MTP, and TIP actions
- No longer required under NCGS §143-318.12
- Reflects changing nature of how people get their information
- Does not preclude using print media when a specific situation warrants print use

Addition of Goals

- Every plan needs a goal, and our already adopted Strategic Plan and draft MTP have PPP goals to inform this plan;
 - Strategic Plan goals/measures folded in by reference
 - Placeholder reference for 2045 MTP goals & measures; draft goals have PPP-specific goal and related objectives/measures to tie in once adopted

5.2 Public Involvement Plan Update

- Staff released the draft Public Involvement Plan Update for public review and comment from **February 25, 2016 through April 20, 2016** and is preparing for the probable public hearing at the April 20, 2016 Executive Board meeting.

Requested Action:

Recommend the Executive Board approve the Plan Updates

5.3 FY 2016-2025 Transportation Improvement Program – Amendment #3

- **Staff will release the draft FY 2016-2025 Transportation Improvement Program Amendment #3 for the public review and comment from April 18, 2016 through May 18, 2016 and tentatively schedule a public hearing at the May 18, 2016 Executive Board meeting.**

Requested Action:
Receive as information

5.4 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) 2016 Update & Call for Projects





Program Management Plan

- Approved in 2015
- FTA requirements
- Project selection criteria

Section 5310 Area Apportionments

- 2015: \$650,000 in available funds
- 2016: Over \$900,000 in available funds



2016 Call for Projects

- > 220 agency, non-profit, and provider contacts notified
- Conducted pre-survey of outreach preferences
- Notices distributed by email and on GoRaleigh website
- Grant workshop and webinar:
 - **Workshop:** April 5, 2016, 10:00 - 11:30 am /
GoRaleigh, Maintenance and Operations Facility
Training Room, 4104 Poole Road, Raleigh, NC
 - **Webinar:** April 6, 2016, 2:00 - 3:30 pm

Key Dates

- March 23-April 20: Open call for projects
- April 26: Project Selection Subcommittee meeting
- May 5: CAMPO TCC briefing
- May 18: CAMPO Executive Board approval



Requested Action:

Receive as information and solicit
volunteers for Project Selection
Subcommittee

5.5 FFY 2016 FTA Section 5307, 5340 and 5339 Distribution

Requested Action:

Recommend the Executive Board consider approval of the sub-allocation of FFY 2016 Section 5307, 5340 and 5339 funds in the amounts shown in the attached letter.

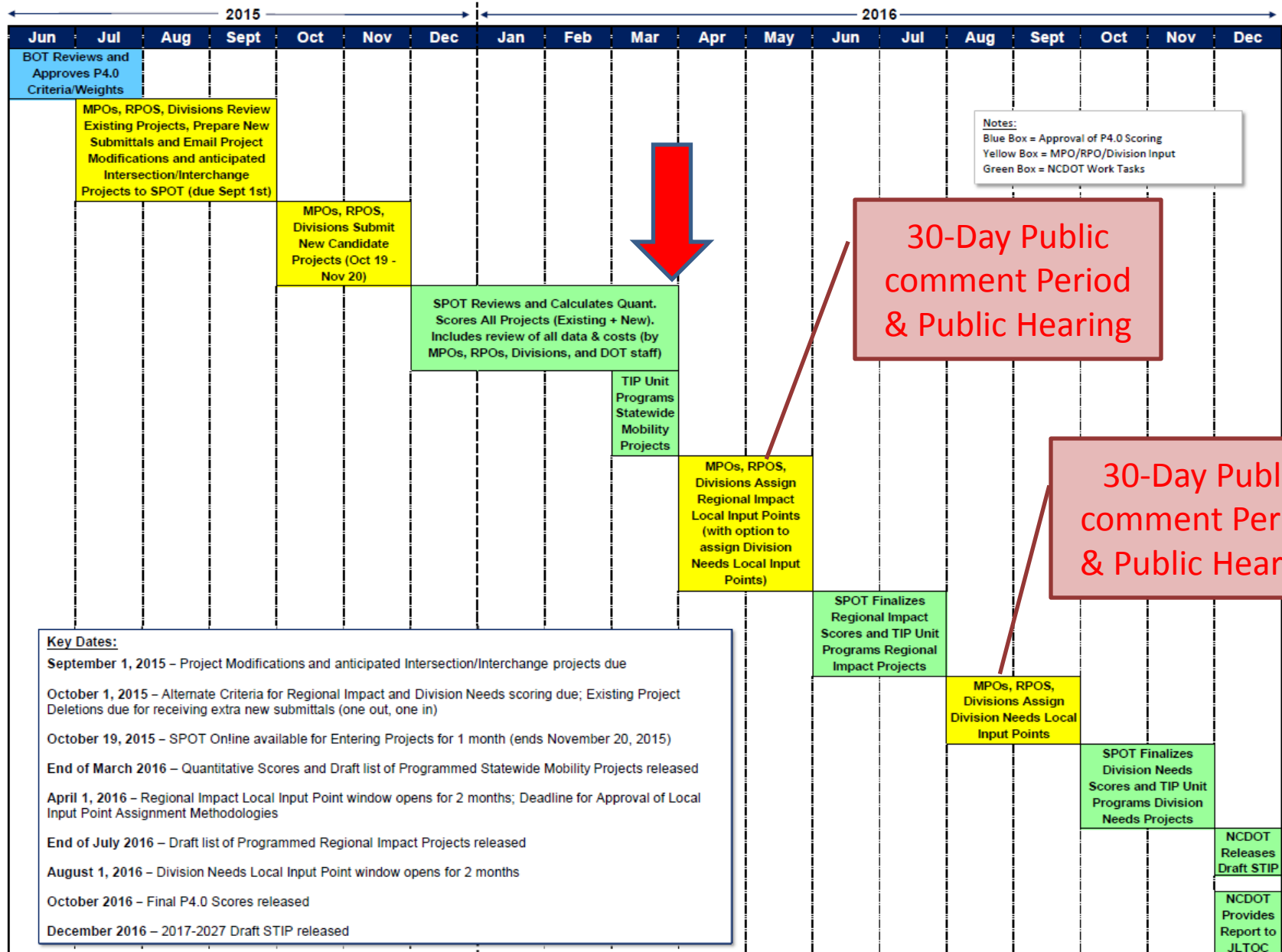
5.6 Prioritization (SPOT) 4.0 Update

- Final technical scores and the draft of programmed Statewide Mobility projects were expected by the end of March.
- NCDOT has not commented on the delay but adjustments to the prioritization schedule are anticipated.

5.6 P4.0 Next Steps for CAMPO

- Regional Impact Point Assignment (2500 points)
 - Review estimated available funding for Regions A & C
 - Statewide Mobility projects for potential Regional Impact points (cascading)
 - Calculate minimum competitive scores for Region A & Region C (redline)
 - Assign regional impact points in accordance with adopted Target Modal mixes
 - Post Draft Regional Impact point assignments for public review & comment

Prioritization 4.0 Timeline



5.6 P4.0 Next Steps for CAMPO

- CAMPO Prioritization Training Session
April 20th, 2:00 – 3:15 PM
CAMPO Conf Room A

RSVP to Alex Rickard

alex.rickard@campo-nc.us

919.996.4396

5.6 Prioritization (SPOT) 4.0 Update



Request Actions:
Receive as information

5.7 Wake County Transit Investment Strategy -

Previous Executive Board/TCC Discussions on Several Items:

- Preference for streamlined, transparent, impartial, and regionally representative governance structure with appropriate checks and balances
- Clear assignment of roles/responsibilities of boards and staffs of agencies involved, their representative interests, and how they interact
- Review of models from other regions and applicability to Wake County
- Individual transit provider finance/budget autonomy

5.7 Wake County Transit Investment Strategy -

Other Governance Models Reviewed:

- Mecklenburg County, NC
 - One provider
 - City: Fiduciary and Implementation roles
 - City and MTC staffed by City: Technical role
- Durham/Orange Counties, NC
 - Many implementers
 - GoTriangle: Fiduciary/Regulatory and Implementation roles and takes lead on Technical role
 - Staff working group: Financial model assumptions and plan revisions – where MPO is involved
 - Many technical/project funding decisions already made in adopted plan
- California Models
 - Fiduciary/regulatory and technical roles: Agency different from implementers
 - Separation of governance pieces allows for appropriate checks and balances and prevents conflicts of interest
 - Skew toward MPO or separate transportation planning agency taking on fiduciary/regulatory and technical roles

8.3 Wake County Transit Investment Strategy - Puget Sound and Denver Models

- Regional multi-county tax districts
- Sound Transit (Seattle) and Regional Transportation District (Denver) – Transit agencies handle all 3 pieces of governance for tax districts but governing bodies are truly regionally representative
- Sound Transit - Regional tax district raises revenue for regional transit projects but overlaps with smaller tax districts that raise revenue for more localized transit projects
- Denver Regional Transportation District – Multi-county tax district raises revenue to be used by one provider for entire district
- Regional tax districts involve only one project sponsor

8.3 Wake County Transit Investment Strategy -

Wake County Transit Governance Interlocal Agreement Overarching Structure

- Parties to the Agreement: Wake County, CAMPO, GoTriangle
- Fiduciary/Regulatory Role: GoTriangle
- Technical Role: CAMPO Executive Board and Go Triangle Board of Trustees
 - Supported by Transit Planning Advisory Committee (TPAC) comprised of technical staff to advise boards on technical decisions
 - Conference Committee comprised of 3 members from each of the Wake County Board of Commissioners, CAMPO Executive Board, and GoTriangle Board of Trustees to reconcile any differences between CAMPO Executive Board and GoTriangle Board of Trustees
- Implementation: Transit providers and municipalities in Wake County enter into project agreements with GoTriangle

8.3 Wake County Transit Investment Strategy -

CAMPO Executive Board and GoTriangle Board of Trustees Decisions

Annual Wake Transit Work Plan:

- Developed by TPAC or Agency Delegated by TPAC (e.g., GoTriangle, CAMPO, etc.)
- Includes the Following Items:
 - Annual Capital and Operating Project and Tax District Administration Budgets
 - Multi-year Capital and Operating Programs Updated Annually
 - Annual Financial Model Updates and Update to Wake Transit Financial Plan
 - Capital and Operating Project Agreements
- Boards Consider and Take Action on Items Simultaneously

8.3 Wake County Transit Investment Strategy -

Other Roles/Responsibilities of TPAC

- Determine agencies responsible for development of boards' decision items and other policies/programs under TPAC and Boards' purview
- Develop program management policy and plan for community funding areas
- Develop templates/minimum standards for annual reports
- Develop project prioritization policy guiding development of multi-year capital and operating programs
- Recommend designation of project sponsors
- Determination of how changes from adopted plans should be handled
- Development of public involvement strategy for work plan and other TPAC products

8.3 Wake County Transit Investment Strategy -

Roles/Responsibilities of Agencies:

- GoTriangle:
 - Administer/manage tax district finances
 - Enter into and enforce operating/capital agreements
 - Provide financial and project status reports
 - Provide staff to serve on TPAC

- CAMPO:
 - Coordinate, federal, state, and local transit funding source with other funding sources consistent with federal transportation planning process
 - Enter into agreements to study/plan capital projects
 - Serve as coordinating agency between parties, NCDOT, FHWA, FTA
 - Coordinate approval of Work Plan documents

- Wake County:
 - Provide staff to serve on TPAC
 - Provide structure and administration for Conference Committee, if needed

8.3 Wake County Transit Investment Strategy -

Roles/Responsibilities of Agencies:

- Transit Service-Providing Municipalities:
 - Provide staff to serve on TPAC
 - Enter into operating/capital agreements
 - Provide financial and project status reports

- Non-Transit-Service-Providing Municipalities:
 - Provide staff to serve on TPAC if TPAC expands voting membership
 - Enter into agreements, if applicable
 - Provide financial and project status reports, if applicable
 - Provide staff and policy makers to serve on CAMPO boards

8.3 Wake County Transit Investment Strategy -

Yet To Be Determined:

- Complete composition of TPAC and weighting of its voting membership
- Staffing for TPAC's routine administrative responsibilities
- Mechanism for committing agencies to provide all projects promised to voters
 - Master joint-agency operations agreement?
- Opportunities for public participation in technical decision making and updates to the adopted plan – TPAC to develop public participation strategy/plan
- Determination of maintenance of effort (supplementation vs. supplantation)
- Concurrence check process for critical steps in project development for larger capital projects
- Additional governing agreements beyond this overarching Interlocal Agreement

8.3 Wake County Transit Investment Strategy -

Themes/Comments from TCT Meetings 3/21 and 3/30:

- Autonomy of individual transit providers within proposed structure with regard to financial and service decision making
- Applicability of proposed structure to funding sources other than Wake County revenue
- Expansion of initial TPAC membership to include all Wake County jurisdictions and membership permanency
- Overlap of TPAC and CAMPO TCC responsibilities
- Public engagement in development and consideration of Work Plan items and plan updates/revisions
- Administrative and technical support agency for TPAC?

8.3 Wake County Transit Investment Strategy - Updated Schedule

- Draft schedule proposes to consider CAMPO action in May

Action	<i>Revised</i> Anticipated Date
TCT Meetings	March 21 and 30, 2016
TCC Meeting	April 7, 2016
Open Public Comment Period (joint with GoTriangle)	April 8, 2016
Proposed Joint CAMPO/GoTriangle Public Hearing	May 18, 2016
CAMPO Executive Board considers Wake Transit Plan and ILA	May 18, 2016
GoTriangle Board Considers Wake Transit Plan and ILA	May 25, 2016
Wake County Board of Commissioners Considers Wake Transit Plan and ILA	June 2016

5.7 Wake County Transit Investment Strategy - Update

Requested Action:

Discuss and provide comments on potential schedule, draft plan, and draft ILA and recommend that the Executive Board set a public hearing date for its consideration of the Wake County Transit Financial Plan and Interlocal Agreement

6.1 & 6.2 Budget Informational Items

Attachments

6.1: FY 16 PROJECTED Budget Review QTR 2

The FY 2016 UPWP Operating Budget is \$3,131,488.

Please see attachment 6.1 for more details. As of 12-31-2015 we have spent \$1,009,832.

6.2: FY 16 Member Shares

Attachment 6.2 shows the Member's Share for FY 16. Total member share for the FY 2016 is \$604,295 as of 12-31-2015 we have spent \$176,914.

Requested Action:
Receive as information

7.1 Project Updates

Attachment 7.1

- Hot Spot Program
- NC 54 & More
- Transit Systems Planning
- Raleigh-Cary Rail Crossings Study (RCRX)
- Southeast Area Study
- Regional Freight Plan Study
- LAPP
- (SRTS) John Rex Endowment Grant Award Update
- NC Non- Motorized Volume Data Program –
Phase II Region Roll-out

Requested Action:

Receive as information

FASTLANE Grant / U-4437/ H090472



- NCDOT leadership will be applying for both FASTLANE and TIGER grants in the next few weeks for both rail and highway projects.
- NCDOT is considering submitting the Blue Ridge Road/Hillsborough Street project (U-4437/H090472).
- Need for project first identified in 2001 City of Raleigh planning study; and was included in the TIP/STIP in 2002
- Letter of Support for the grant application is being drafted

Requested Action:
Endorse the Letter of Support

Staff Reports

- Chris Lukasina, MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Branch
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority

Upcoming Meetings

- April 20, 2016 Executive Board
- April 23 – June 4 Bike Month Events throughout the City of Raleigh
- May 5, 2016 TCC
- May 11-13, 2016 NC Association of MPO's Statewide Conference, Greensboro, NC
- May 18, 2016 Executive Board
- June 2, 2016 TCC

ADJOURN