



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**January 2, 2025**

**10:00 AM**

*Audio for the livestream will begin when the Chair calls the meeting to order.*

# 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: November 7, 2024

#### Requested Action:

**Approve the November 7, 2024 Meeting Minutes.**

## 5. Regular Business

- 5.1 Election of Chair & Vice Chair for 2025
- 5.2 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP
- 5.3 Unified Planning Work Program FY 2026
- 5.4 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)
- 5.5 FFY 2026 LAPP Program
- 5.6 DRAFT 2055 MTP Deficiency Analysis
- 5.7 Safety Performance Measure Targets 2025

## 5.1 Election of Chair & Vice Chair for 2025

- Chair and Vice Chair are elected for 1-year terms at the first meeting of the calendar year.
- Chair and Vice Chair can serve a maximum of 3 consecutive terms.
- Current Chair Tracy Stephenson (Fuquay-Varina) has served 2 terms.
- Current Vice Chair Luana Deans has served 2 terms.

## 5.1 Election of Chair & Vice Chair for 2025

### Requested Action:

Conduct elections for Chair and Vice Chair of the TCC for 2025.



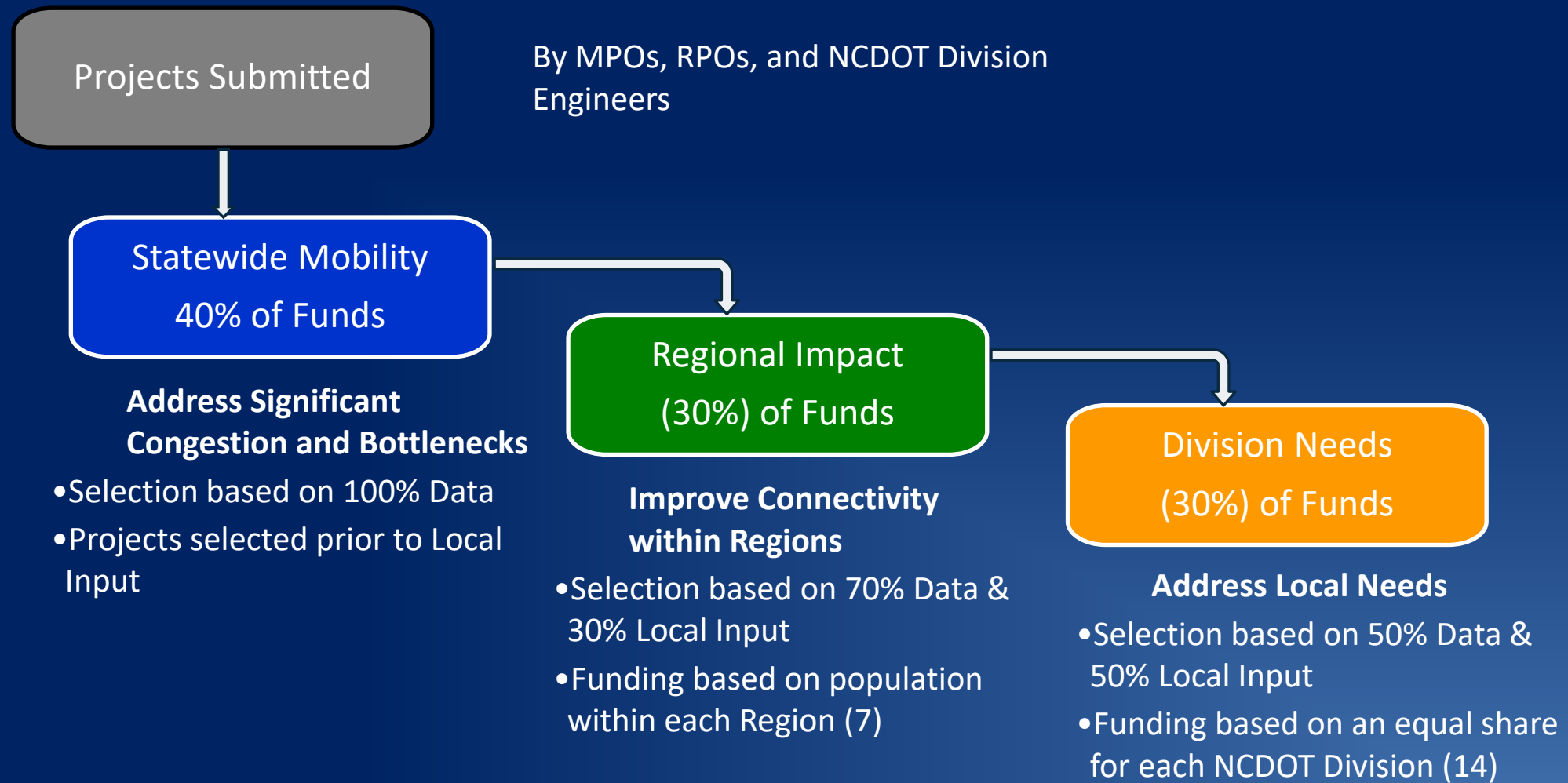
## 5.2 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP

# 2026-2035 TIP/STIP Development

## SPOT Actions - MPOs

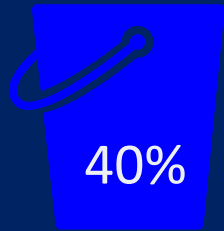
1. Select Projects to Submit for Scoring  
*(46 projects per mode) Submitted in fall 2023*
2. Assign Local Input points **BEGAN in summer 2024**
  - Regional Impact Points (2500 pts) **Completed**
  - Division Needs Points (2500 pts)
3. Adopt TIP **summer 2025**

# STI Programming Process



# STIP Funding Distribution

## Statewide Mobility

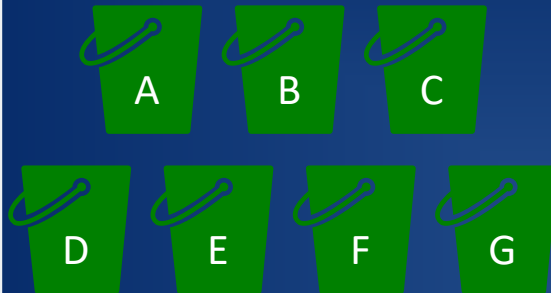


- Programmed First
- Interstate Maintenance
  - Bridge Replacement
  - Bridge Rehabilitation
  - Highway Safety

## Regional Impact



↓ ↓ % of State Population ↓ ↓



- Programmed First
- Bridge Replacement
  - Bridge Rehabilitation
  - Highway Safety

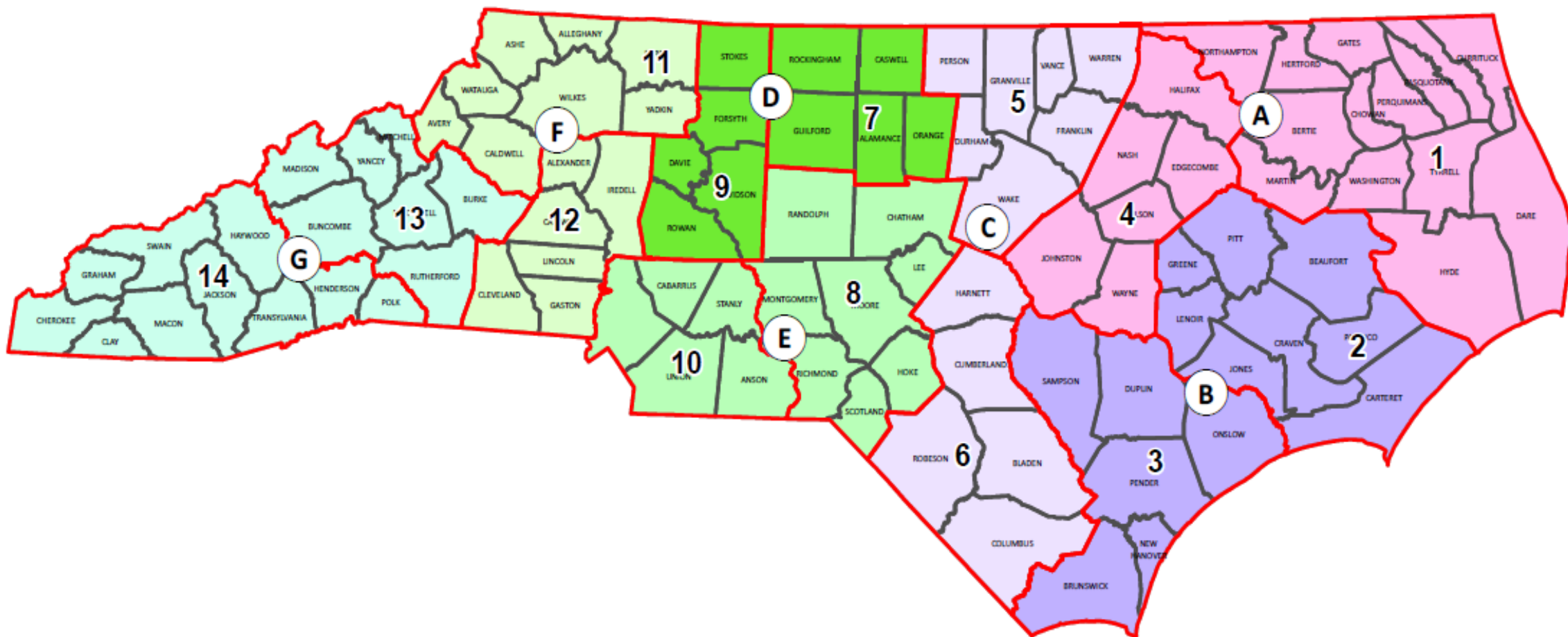
## Division Needs



↓ ↓ Equal Share ↓ ↓



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



Defined in STI Legislation

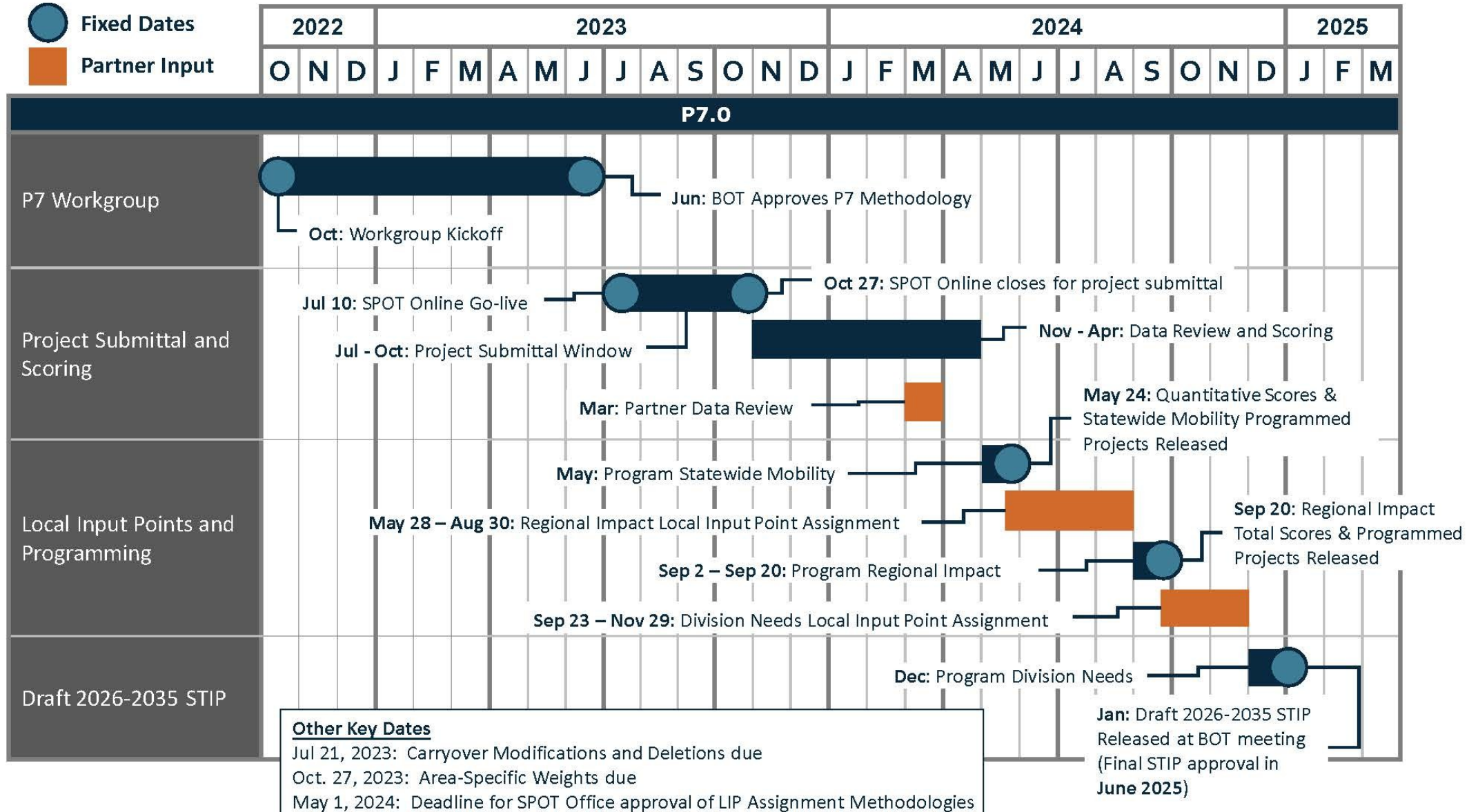
# P7 Schedule

## P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022

- Fixed Dates
- Partner Input



# Division Needs Funding Availability for Draft 2026-2035 STIP

*\*As of September 18, 2024*

STI Funding Category	Funding Availability
Division 1	-\$199M
Division 2	-\$228M
Division 3	-\$61M
Division 4	-\$21M
Division 5	-\$187M
Division 6	\$79M
Division 7	\$64M
Division 8	-\$12M
Division 9	-\$119M
Division 10	-\$201M
Division 11	-\$18M
Division 12	-\$128M
Division 13	-\$144M
Division 14	-\$35M

## 5.2 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP

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



## 5.3 Unified Planning Work Program FY 2026

### **FY 2025 Studies Continuing:**

- Northwest Area Study
- Wake Transit Plan Update
- BRT RTP-Clayton Concept of Operations Study
- Triangle Bikeway NEPA / Design

### **NEW FY 2026 Studies Proposed:**

- East Chatham Wildlife Crossing Study
- Pleasant Park Access Study
- Regional Advanced Air Mobility Study
- Eastern Wake ITS Study
- US 1 Connectivity Study (Apex area)
- Wake Transit Studies:
  - Wake Transit Staffing Analysis
  - Wake Bus Plan Update

## 5.3 Unified Planning Work Program FY 2026, cont.

### Other Ongoing FY 2025 Work:

- LAPP
- 2055 MTP
- TRM
- Public Engagement
- Mobility Management implementation
- Wake Transit Plan Administration
- Technical Assistance
- Safe Routes to Schools Program
- TDM
- CMP
- Continue implementation of MTP tools for prioritization and bicycle/pedestrian element
- MPO Strategic Plan implementation

### Budget:

\$0.83 per Capita Member Share  
(\$0.07 increase)

Indirect Cost Estimate - \$175,000

## 5.3 Unified Planning Work Program FY 2026

### **Next Steps:**

Public Review & Comment Period Jan. 17 – Feb. 18, 2025

Public Hearing Feb. 19, 2025

Executive Board Considers adoption at February 19, 2025 meeting

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

## 5.4 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

- CAMPO and statewide CAMPO-eligible projects
- Changes made from October 1, 2024 – December 31, 2024
- NCDOT request to include the following from the January Item N:
  - M-0531DIV
  - M-0531REG
  - M-0531SWTransportation Scholarship and Internship programs for HBCUs

## 5.4 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

- BL-0091: Higgins Greenway in Cary – Delay Construction from FY 24 to FY 25
- NCDOT request to include the following from the January Item N:
  - M-0531DIV
  - M-0531REG
  - M-0531SW
  - Transportation Scholarship and Internship programs for HBCUs

## 5.4 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

### Next Steps:

- Public comment period from January 17 to February 18
- Public Hearing on February 19

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

## 5.5 FFY 2026 LAPP Program

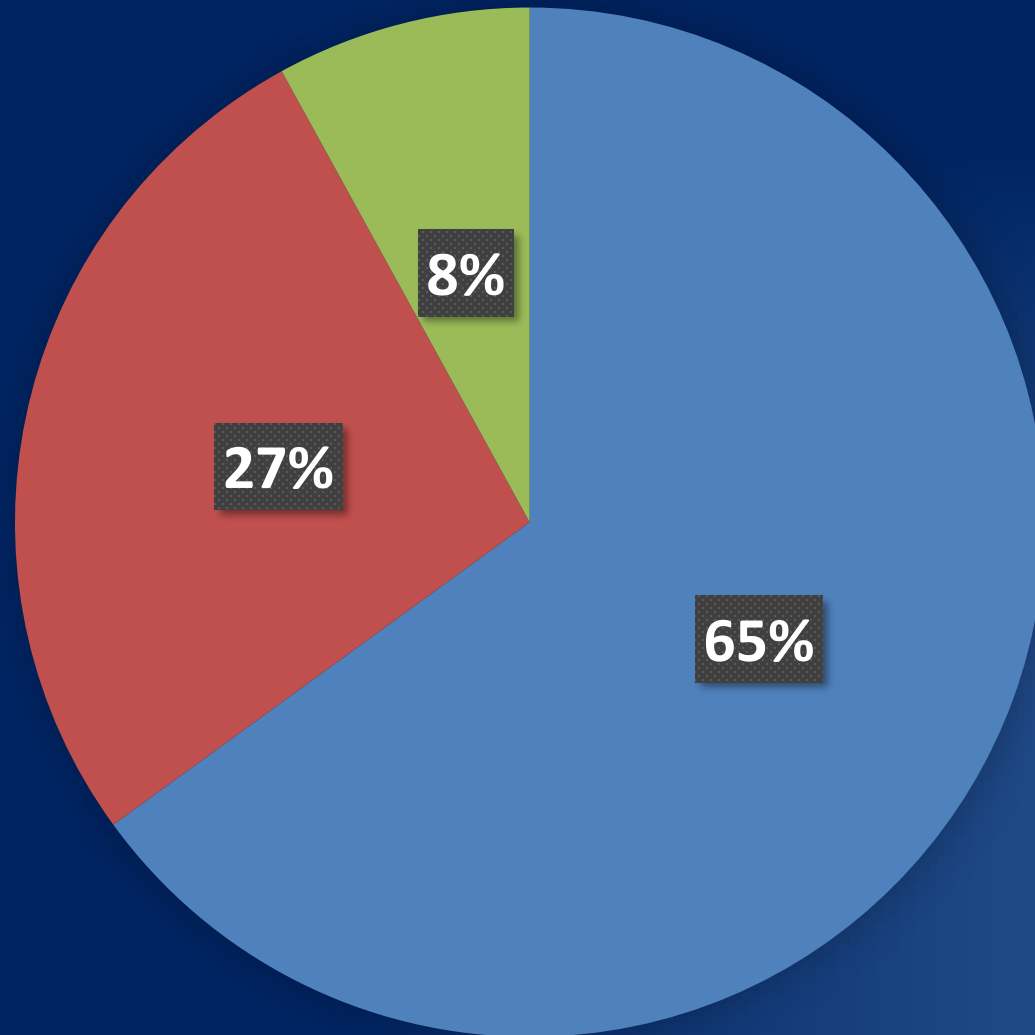
Call for Projects FFY 2026 LAPP Funds opened in August 2024

- 9 Projects Submitted

Scoring

- Projects are only scored against projects of the same mode

# FFY 2026 LAPP Target Modal Mix



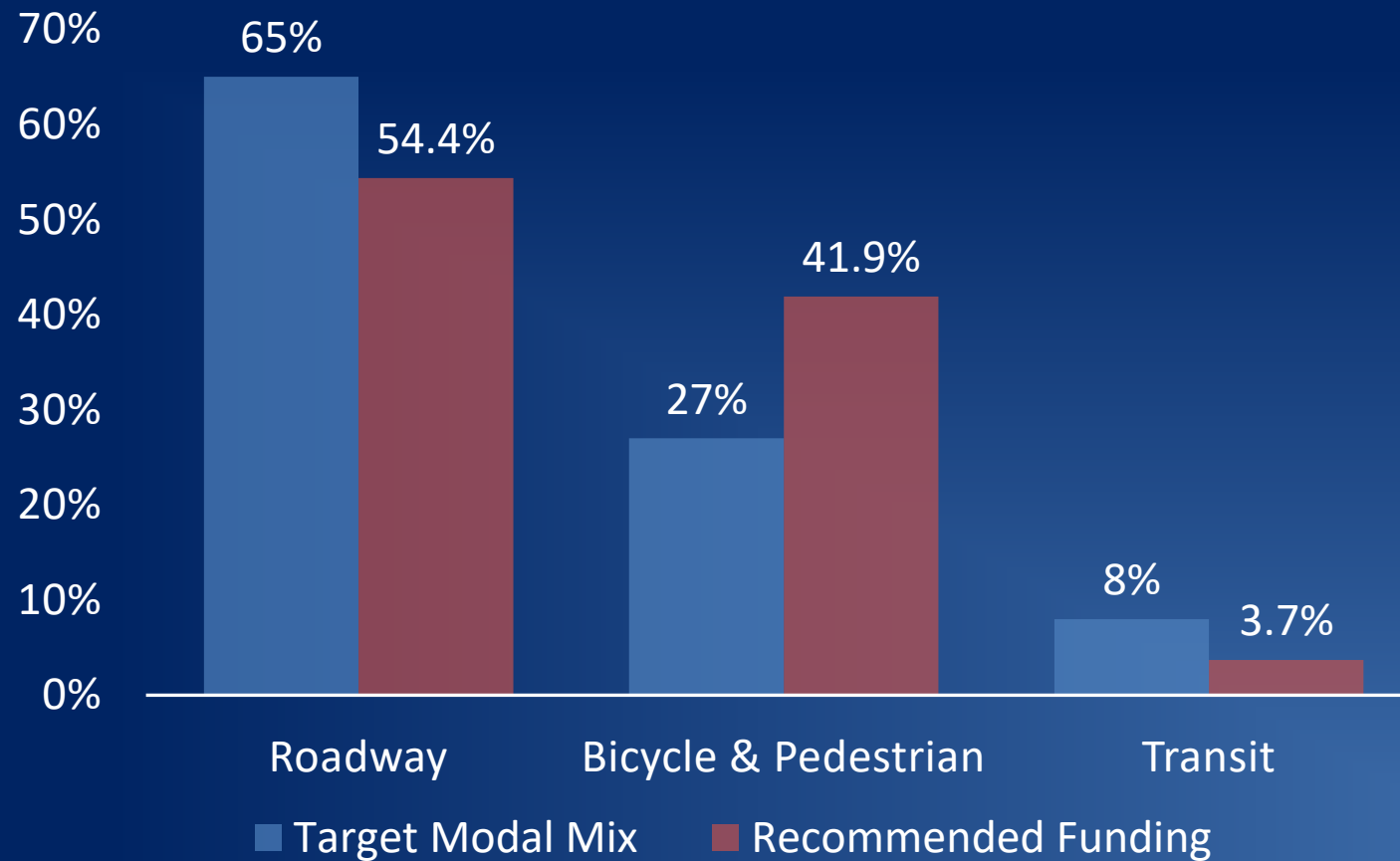
■ Roadway  
(\$16,250,000)

■ 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
  - Federal Aid Eligible, MTP Compliant, Shovel Ready, Reasonable Schedule, Required Materials, etc.
- LAPP Selection Panel 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: \$6,286,710

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	Amount Funded	Total Score
NC 98 at Moores Pond Road Roundabout	Division 5	No/No/Yes	\$2,540,000	60	\$1,016,000	66.0
Ten Ten Gap	Wake County	Yes/Yes/No	\$380,000	50	\$190,000	41.0
NC 42 at Piney Grove Wilbon Turn Lanes	Wake County	Yes/Yes/No	\$1,251,000	40	\$750,600	38.0
Bowling Road/S. Main St. Phase 1 Operational Improvements	Fuquay-Varina	Yes/Yes/No	\$1,372,962	20	\$1,098,370	36.0
Olive Chapel at Apex Barbecue Turn Lane & Signal	Apex	Yes/Yes/No	\$1,279,600	35	\$831,740	28.0
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$3,000,000	20	\$2,400,000	24.4
Total			\$9,823,562		\$6,286,710	
Target Modal Investment					\$16,250,000	
Remainder					\$9,963,290	

The Selection Panel has recommended funded the two lowest scoring projects which failed to meet the 50% rules.

- All projects from other modes were already funded.
- The scores are dependent on requested phases that are more competitive the closer they are to construction.

# Bicycle/Pedestrian Recommendations: \$4,845,796

BICYCLE & PEDESTRIAN						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	Amount Funded	Total Score
Jenks Carpenter Road & Green Level Church Road Street-Side Trails	Cary	No/No/Yes	\$2,500,000	20	\$2,000,000	42.0
Tunstall Ave and Center St Sidewalk	Apex	No/Yes/No	\$536,500	20		30.5
Bridge St. Pedestrian Improvements	Fuquay-Varina	No/Yes/Yes	\$3,557,245	20	\$2,845,796	30.0
Total			\$3,557,245		\$4,845,796	
Target Modal Investment					\$6,750,000	
Remainder					\$1,904,204	

Tunstall Ave and Center St was also submitted as a public transportation project, where it scored higher, so it is being funded under transit.

# Transit Recommendations: \$429,200

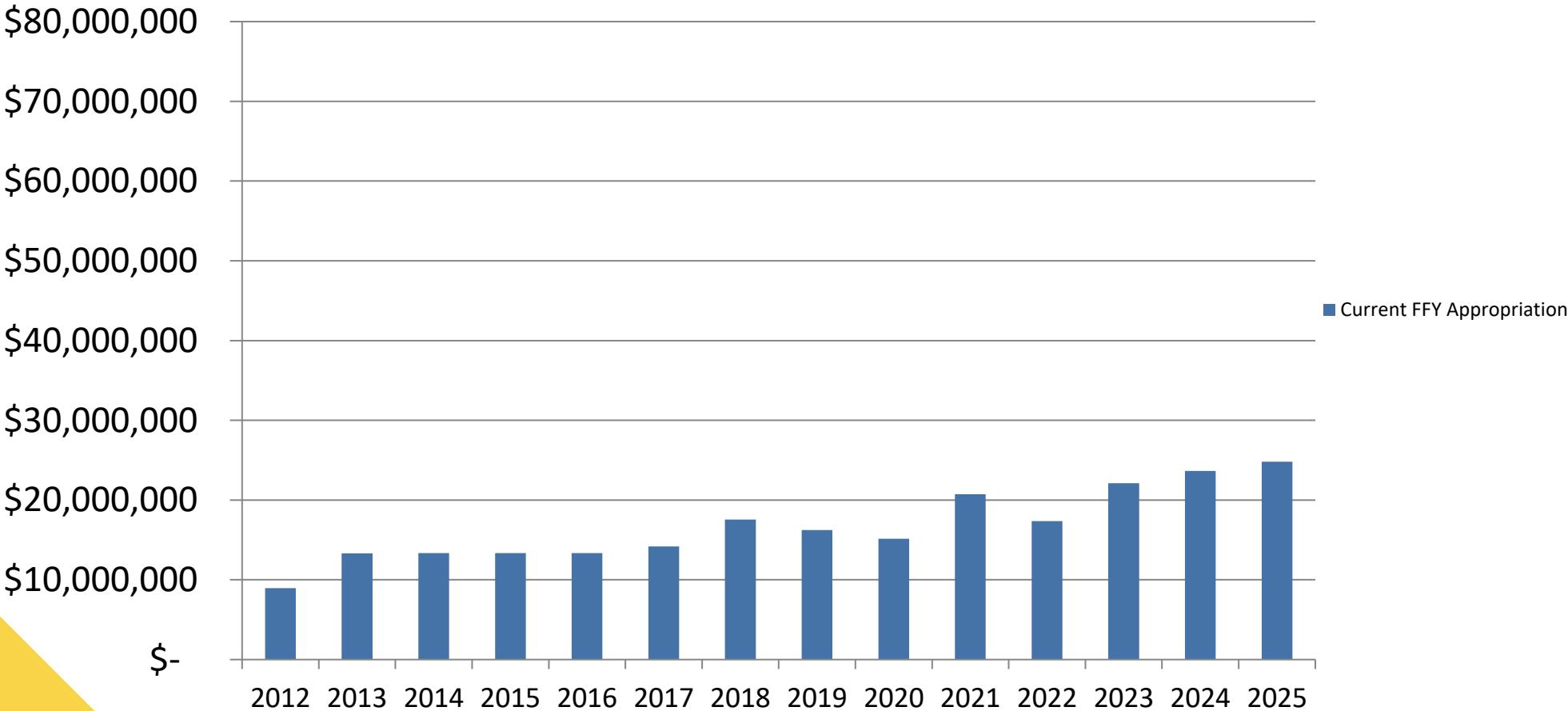
<b>TRANSIT</b>						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)		Local Match %	Amount Funded	Total Score
Tunstall Ave and Center St Sidewalk	Apex	No/Yes/No	\$536,500	20	\$429,200	37.5
Total			\$536,500		\$429,200	
Target Modal Investment					\$2,000,000	
Remainder					\$1,570,800	

## 5.5 FFY 2026 LAPP Investment Program

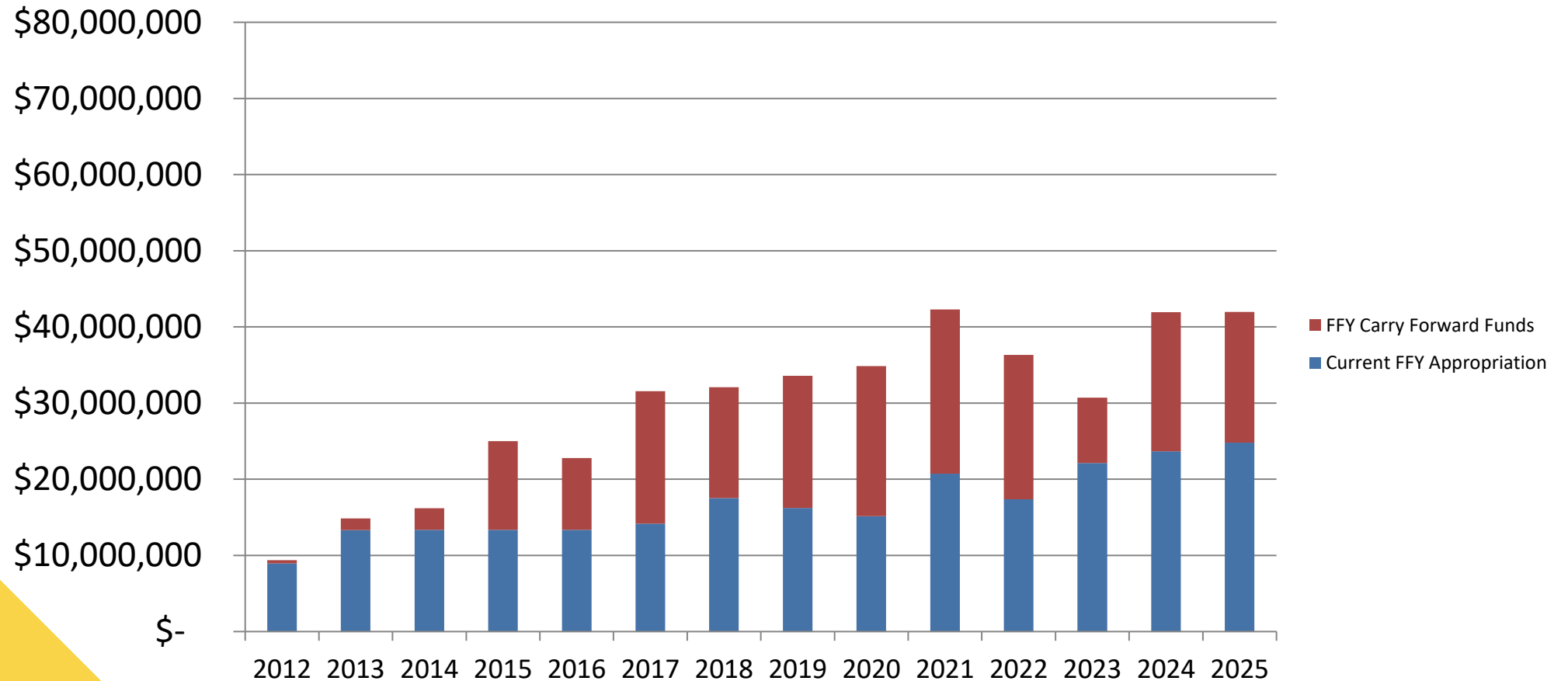
### Recommendation

FFY 2026 LAPP Recommended Investment Program	\$11,561,700
Board-Adopted Target Modal Mix Recommendation	<u>\$25,000,000</u>
Amount Below Board Recommendation	<b>\$13,438,300</b>

# Current FFY Appropriation

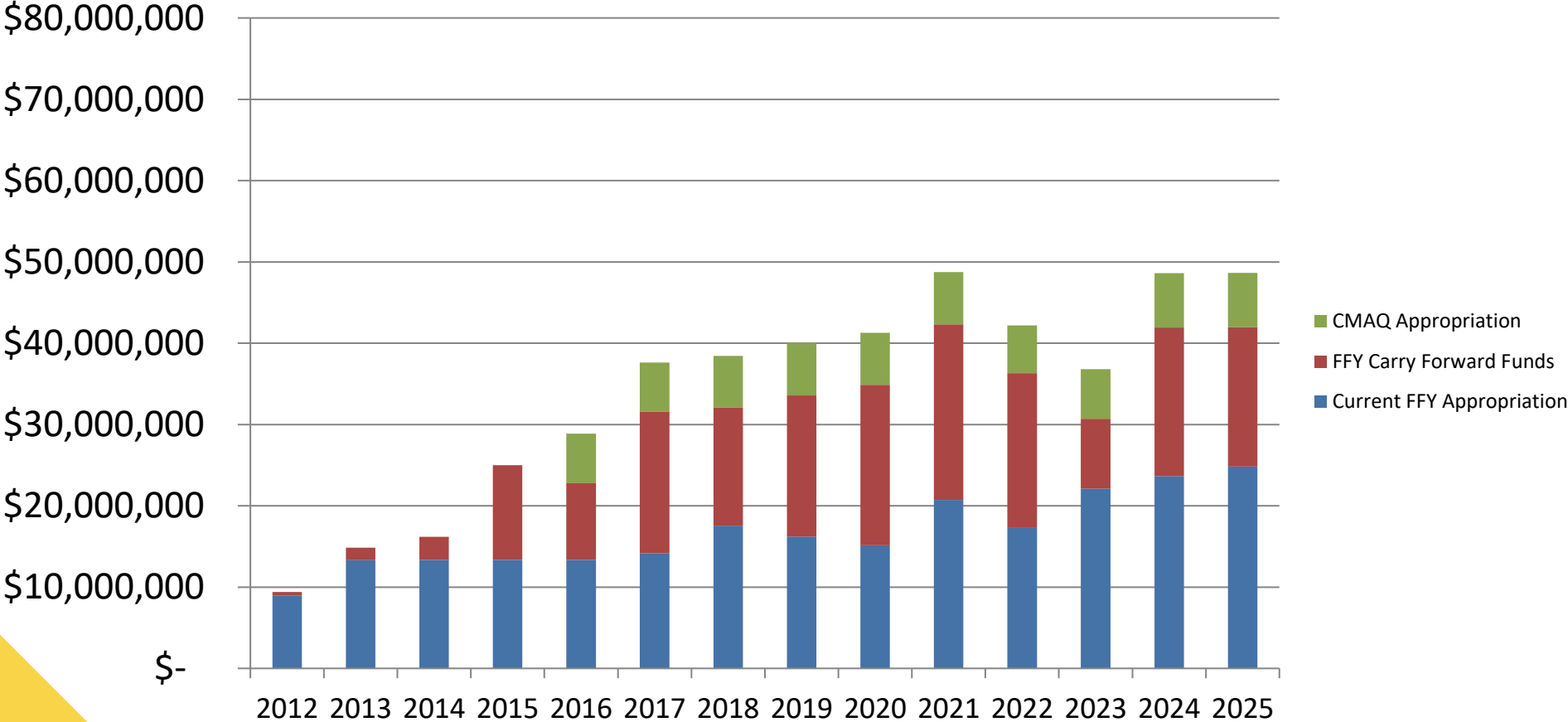


# FFY Carry Forward Funds

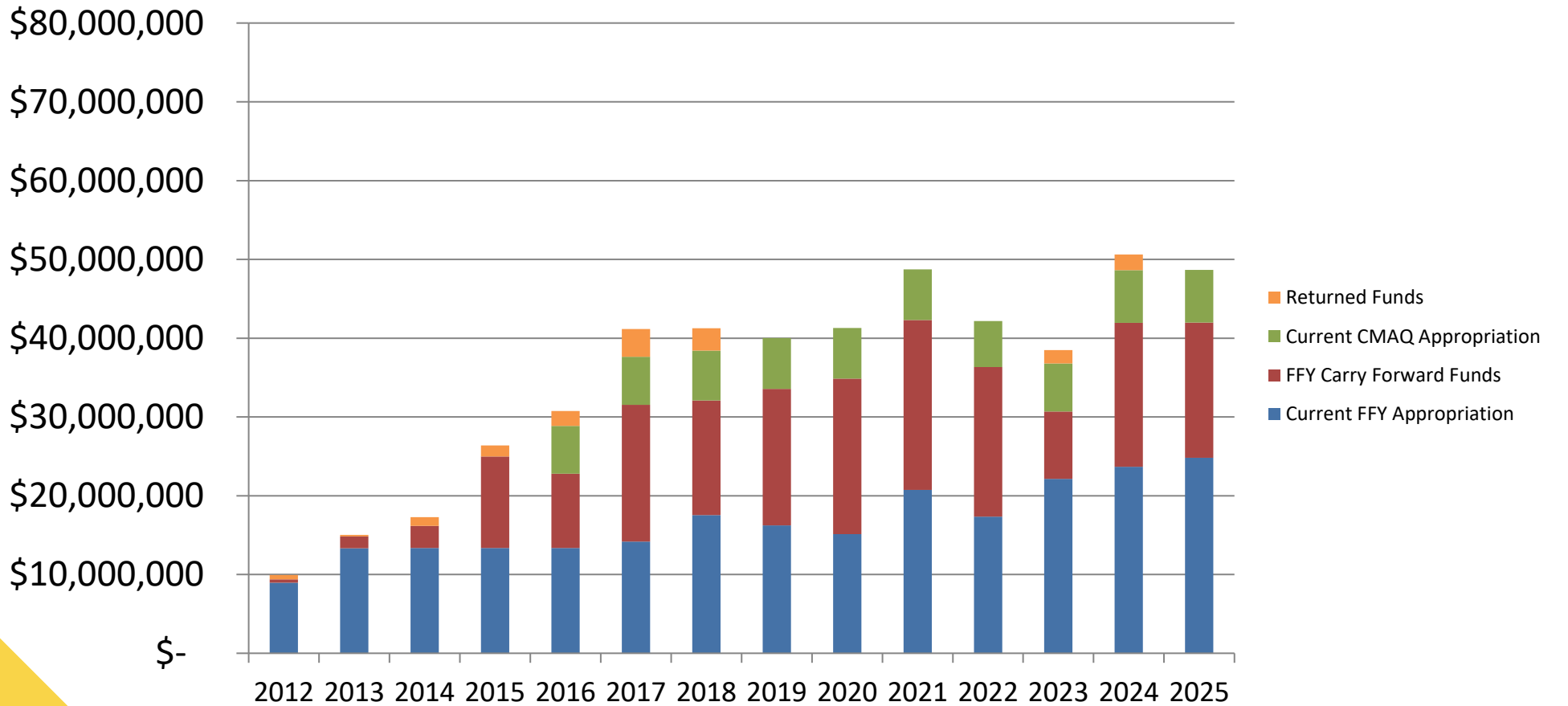




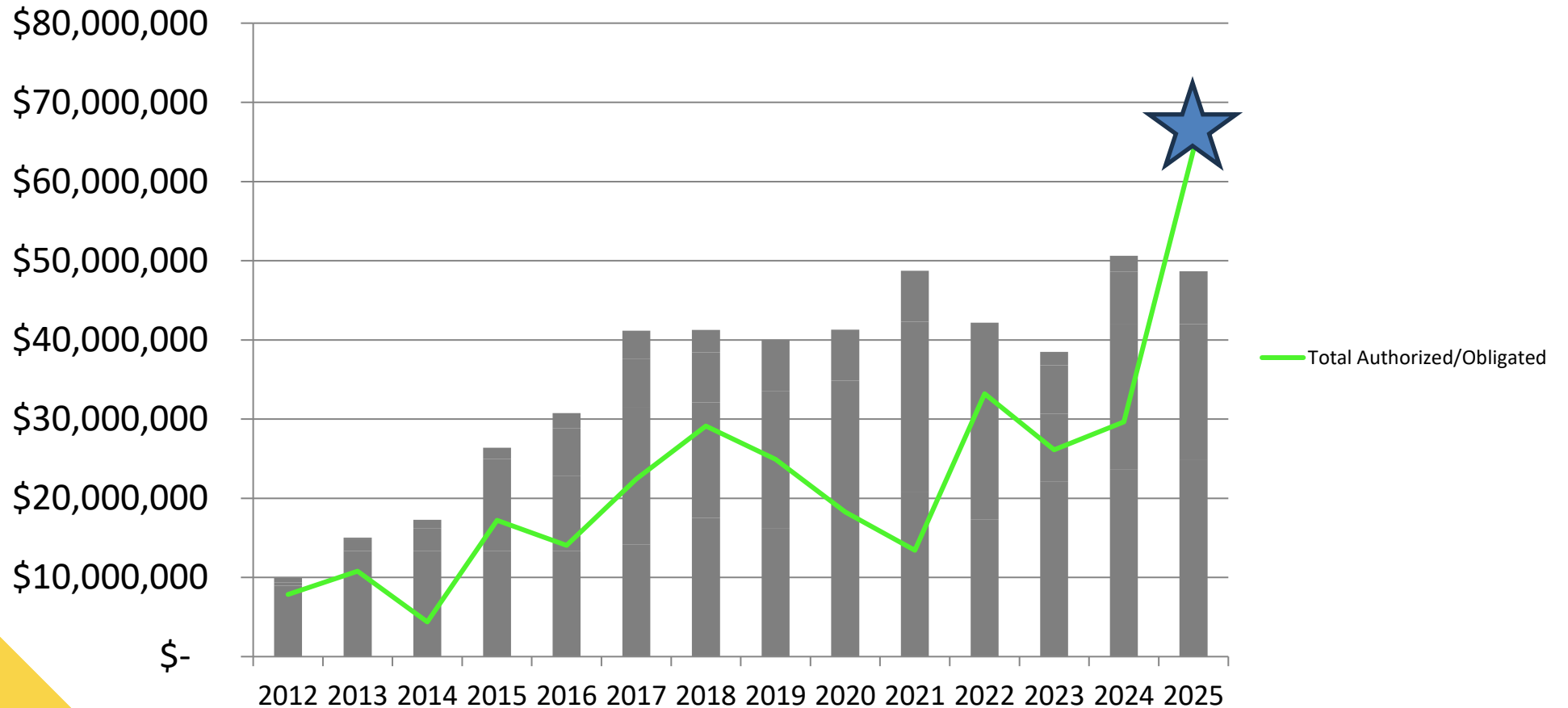
# CMAQ Appropriation



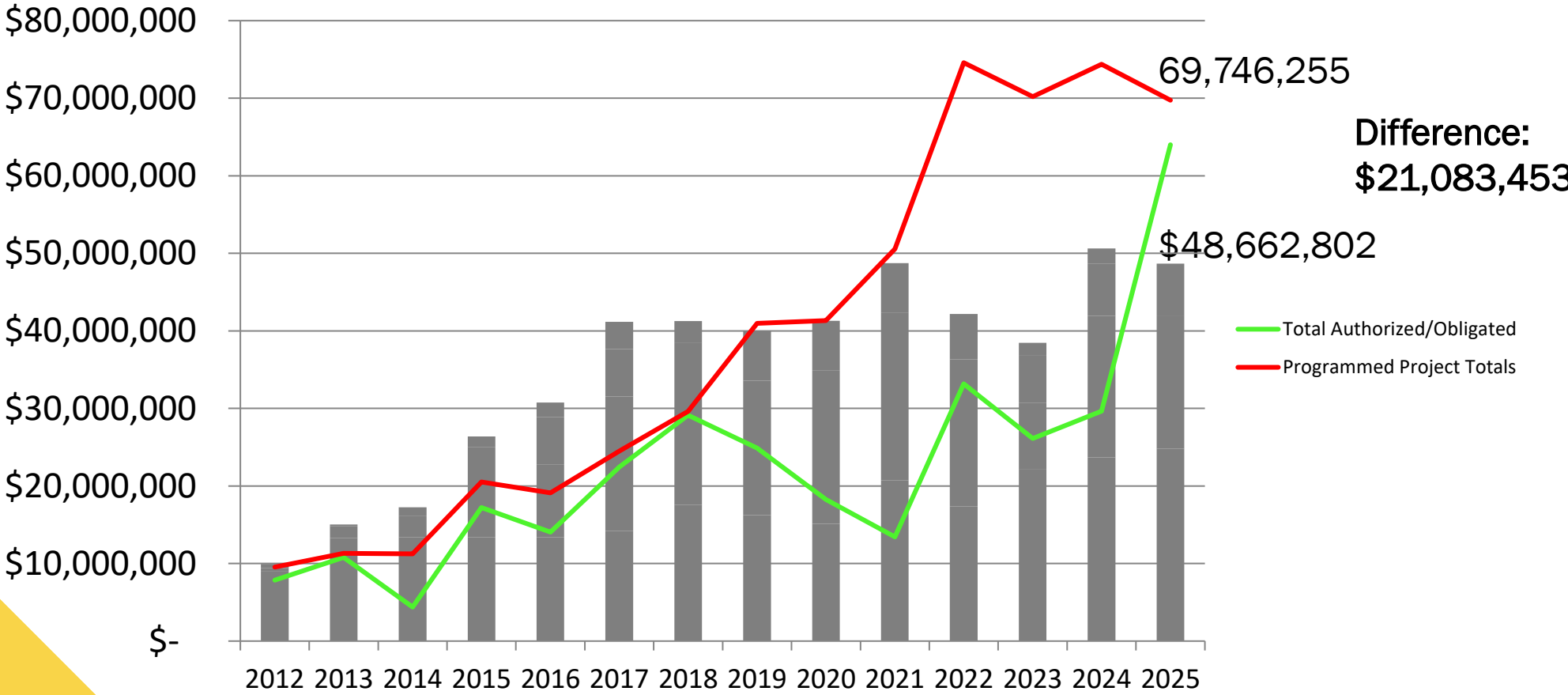
# Returned Funds



# Authorized/Obligated Funds



# Programmed Projects



## 5.5 FFY 26 LAPP Investment Program

### Next Steps

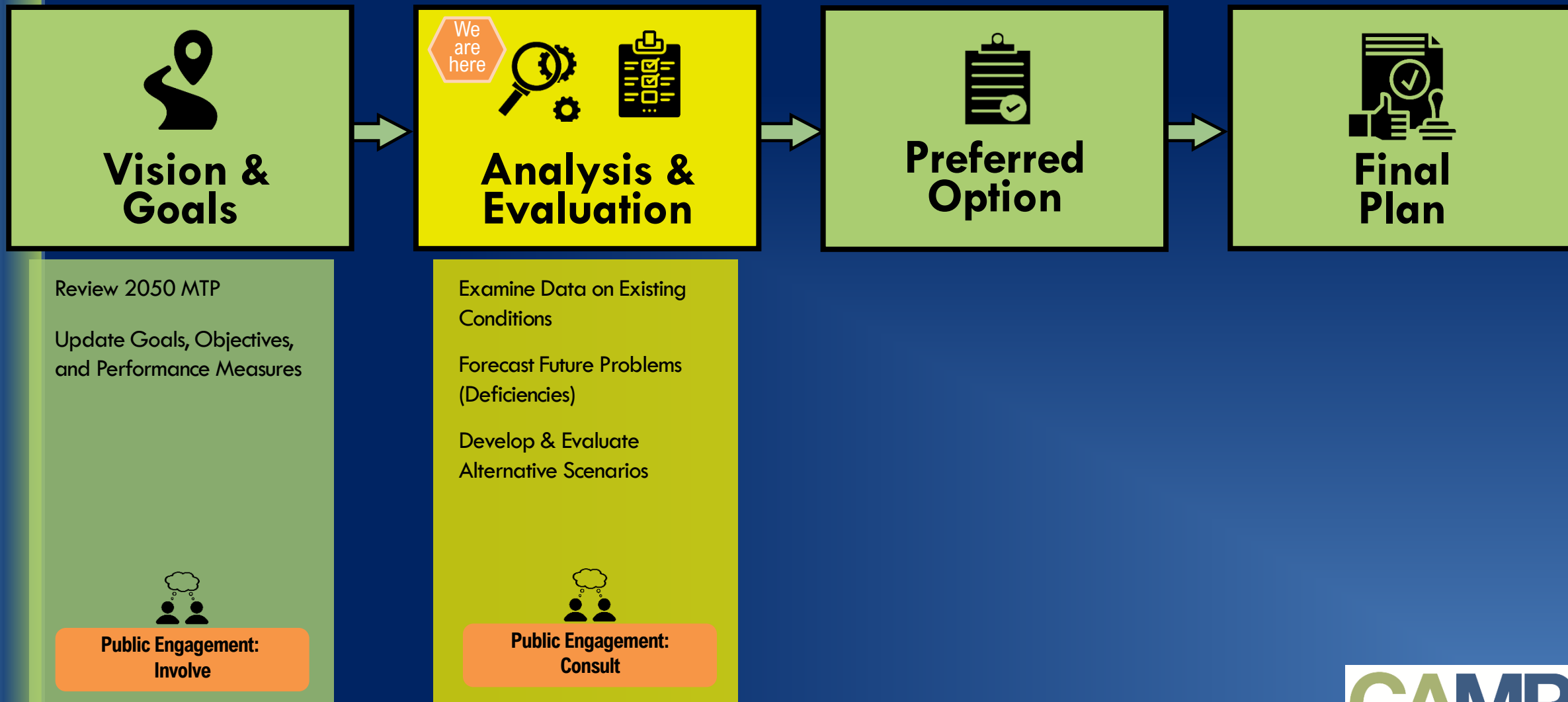
- Public Comment Period: January 17 – February 18, 2025
- Public Hearing and requested adoption: February 19, 2025
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

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

## 5.6 DRAFT 2055 MTP Deficiency Analysis

# MTP Update Process

The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.



# 2055 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:
    - 2055
  - Transportation Networks:
    - Includes “committed” transportation investments through 2030\*



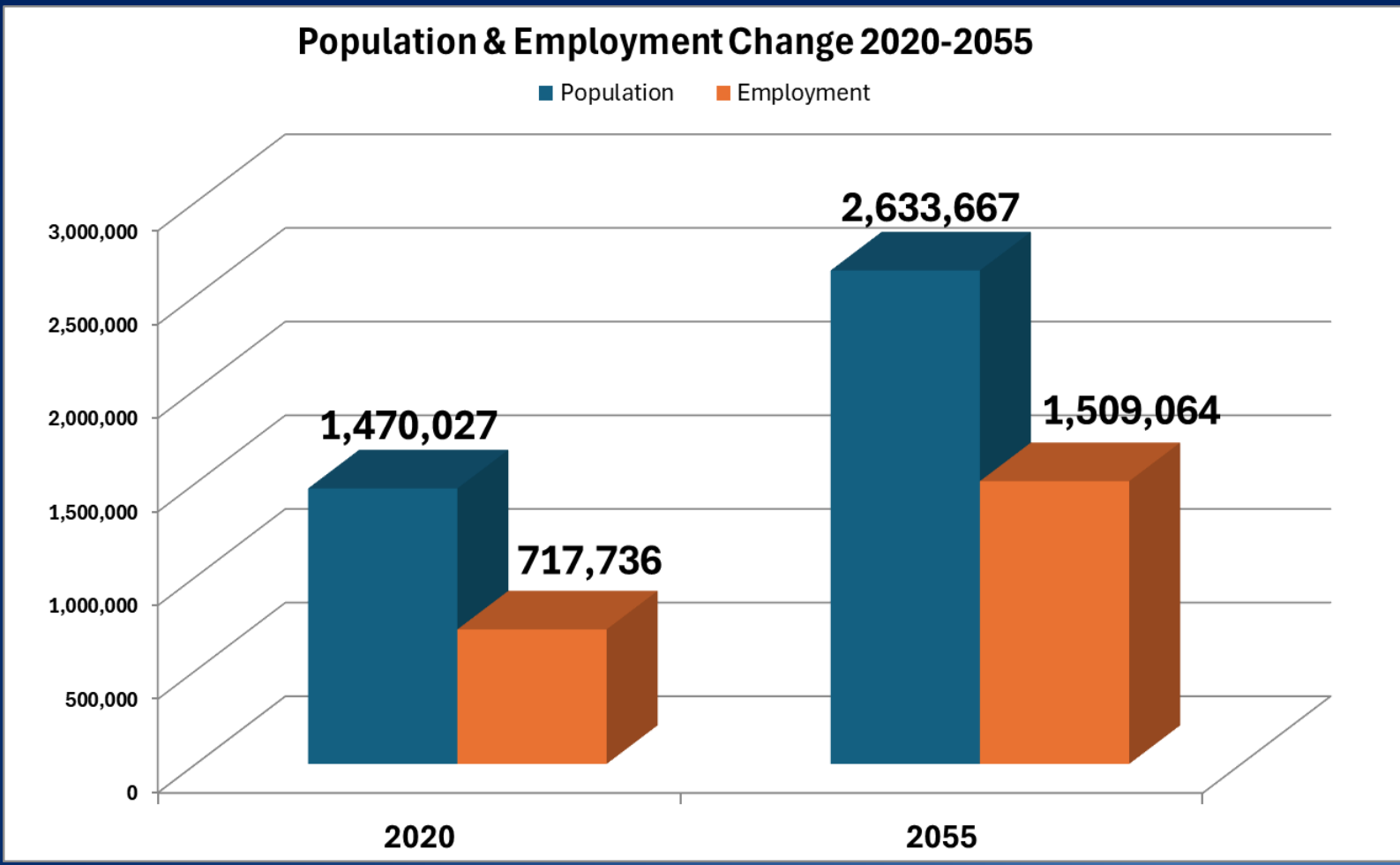
# 2055 MTP Preliminary Deficiency Analysis

- **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.

# DRAFT 2055 MTP Socio-Economic Guide Totals

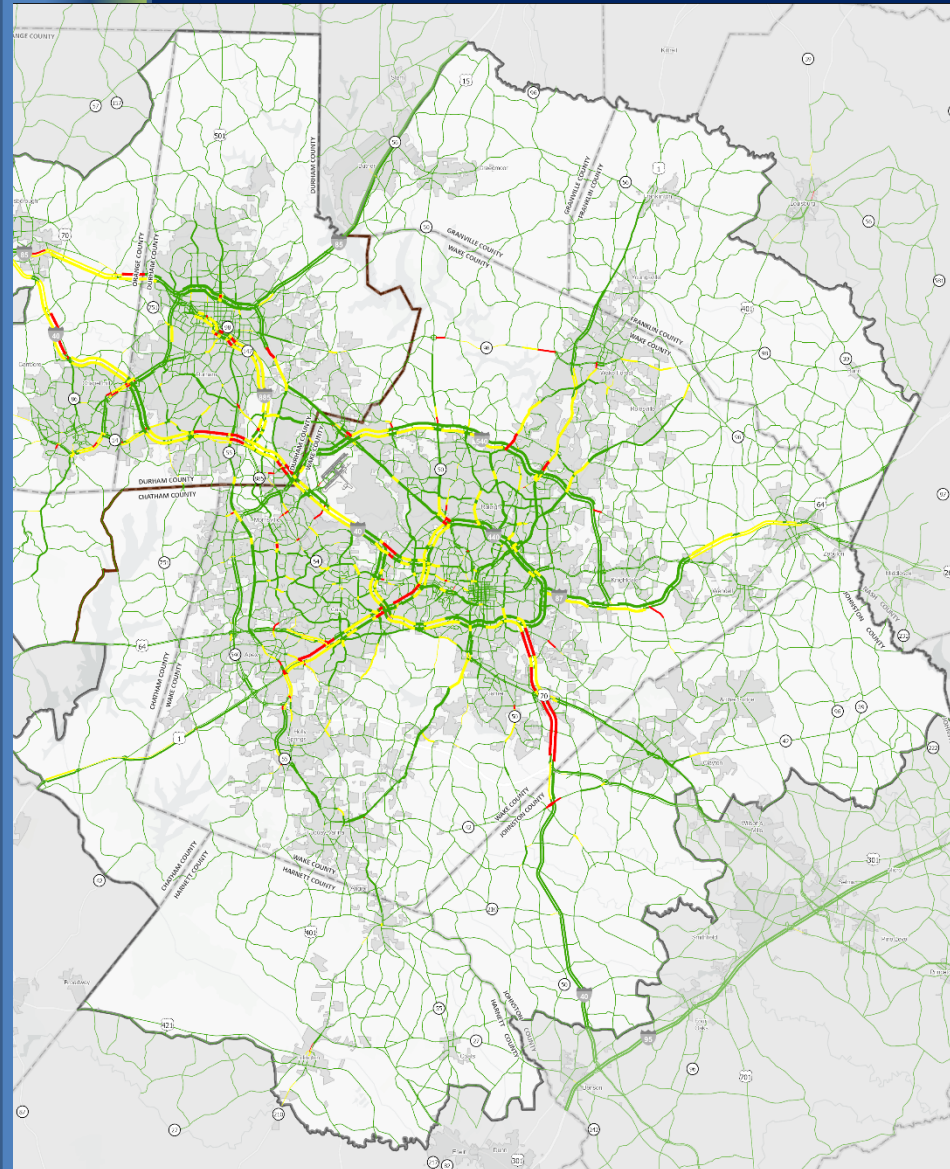
- The Triangle Region continues to grow at a very fast pace:

Anticipated Growth by 2055	
Population	1,000,000
Employment	800,000

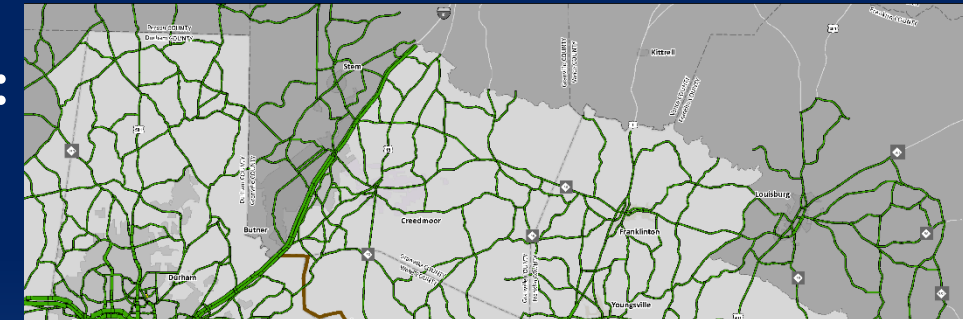


# Preliminary Deficiency Analysis

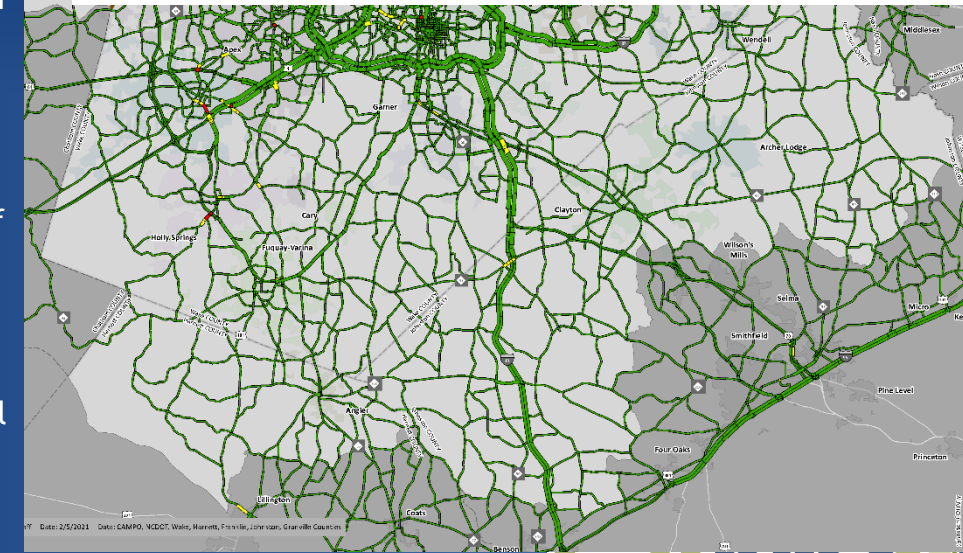
Peak Hour



Mid Day



**SWAP WITH 205  
MIDDAY**



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 (“rush hour”)

Off-Peak

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

# Preliminary Deficiency Analysis

Peak Hour

Mid Day

Transportation Network:  
E + C

Socio-Economic Data:  
2055

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”)

**SWAP WITH 2055  
MIDDAY**

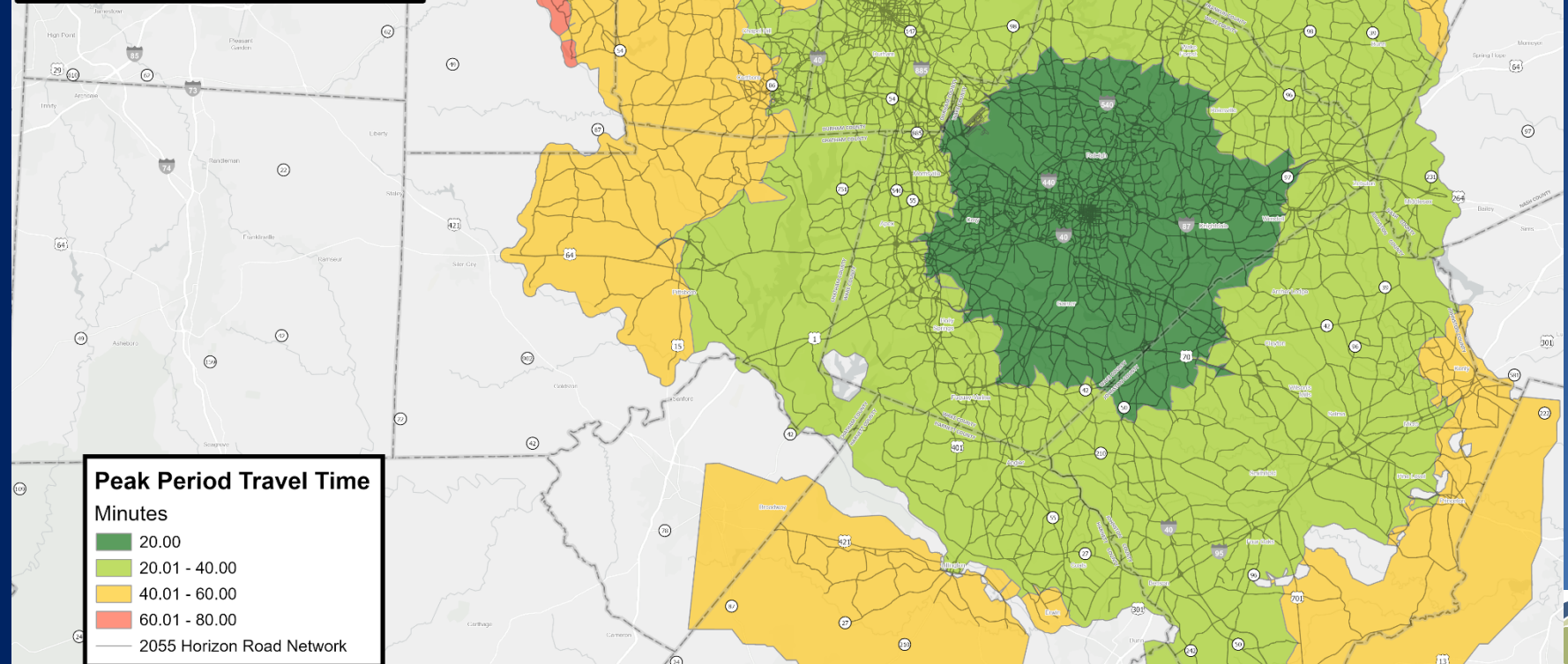
# Preliminary Deficiency Analysis & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	20 min
Downtown Wake Forest	35 min
Downtown Knightdale	15 min
Downtown Holly Springs	35 min
Downtown Clayton	35 min

**Travel Time Forecast Raleigh  
Existing + Committed Scenario  
2055 Horizon**

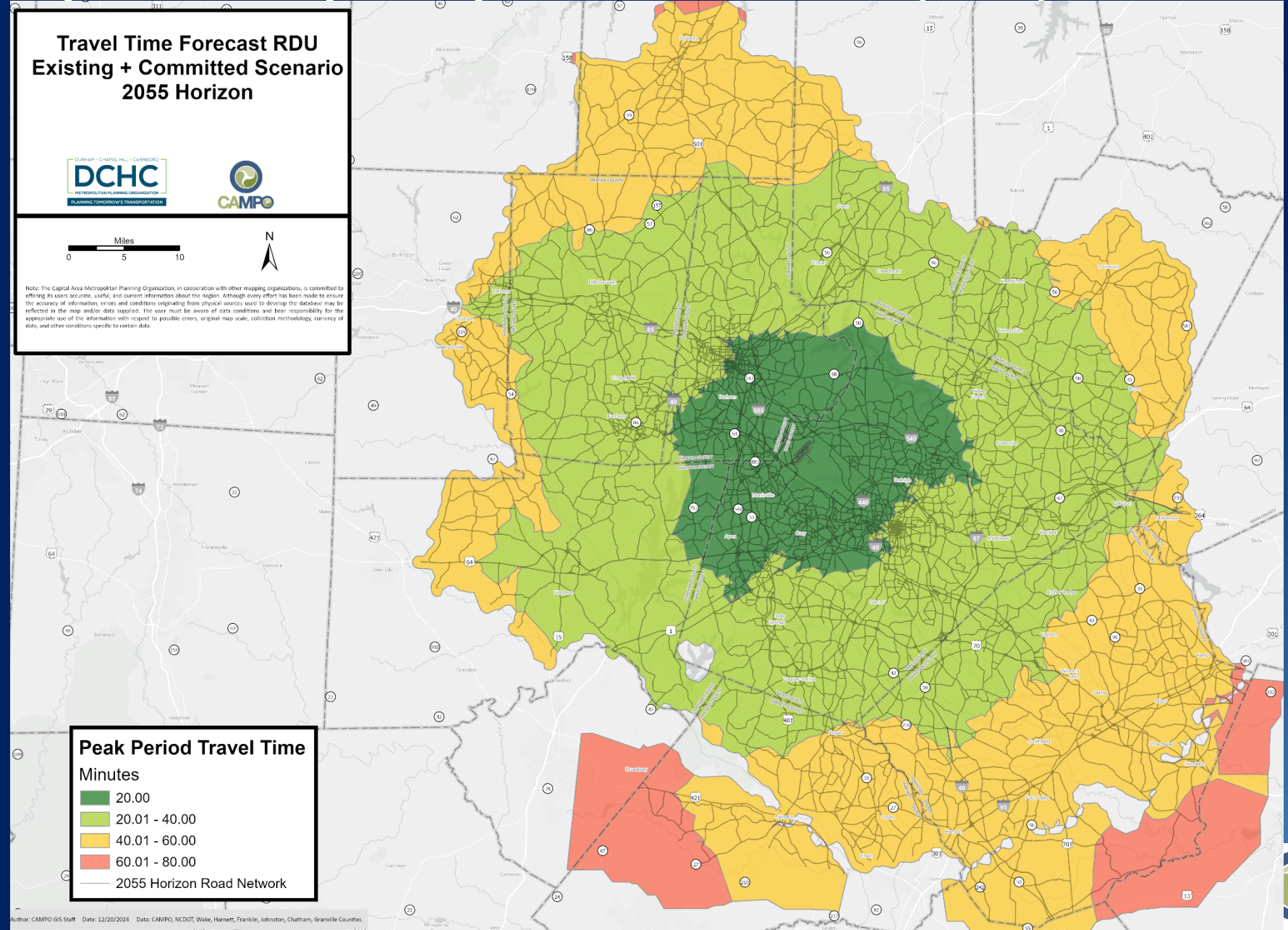
Miles 0 5 10

Note: The Capital Area Metropolitan Planning Organization, in cooperation with other mapping organizations, is committed to offering its users accurate, useful, and current information about the region. Although every effort has been made to ensure the accuracy of information, errors and conditions originating from physical sources used to develop the database may be reflected in the map and/or data supplied. The user must be aware of data conditions and bear responsibility for the appropriate use of the information with respect to possible errors, original map scale, collection methodology, currency of data, and other conditions specific to certain data.



# Preliminary Deficiency Analysis & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	35 min
Downtown Knightdale	35 min
Downtown Holly Springs	35 min
Downtown Clayton	45 min

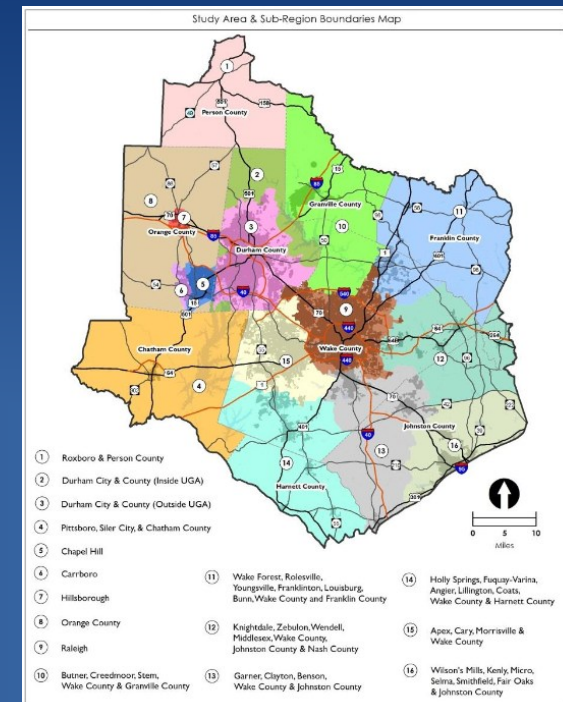
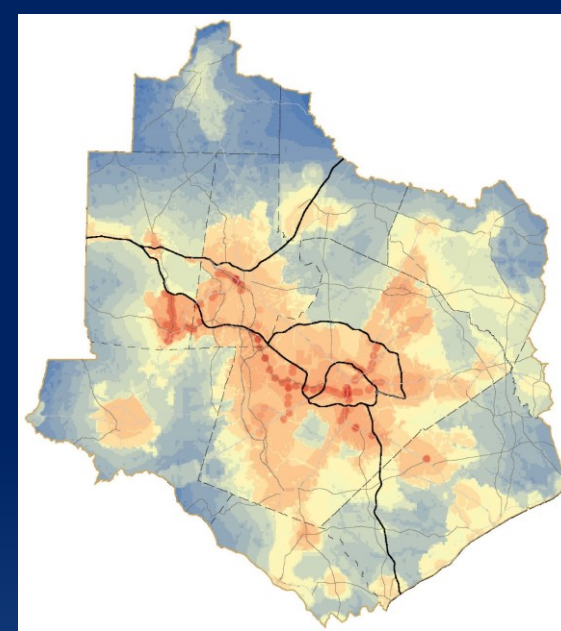


Review results of Deficiency Analysis through the web portal:

<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>

- Things to think about:
  - Locations of changes in travel patterns
  - Locations of changes SE data
    - If different than expected, check Place Type, Development Status, and Density look up data.
    - Changes can be made through the online CommunityViz portal (via TJCOG).

\* Remember, this scenario only includes existing & committed transportation improvements



## 5.6 DRAFT 2055 MTP

Item	Anticipated Milestone Dates
Deficiency Analysis	January 2025
Alternatives Analysis Review	April- June 2025
Continued AA Review	Summer 2025
Revenue Forecast Updates	April - Aug. 2025
Preliminary Draft Financial Plan	Summer/Fall 2025
“Final” Draft Plan	Fall 2025
Public Hearing	Fall 2025
Adopt 2055 Plan	Fall 2025

### Requested Action:

Receive as information and comment on preliminary Deficiency Analysis results



## 5.7 Safety Performance Measures and Targets 2025

- CAMPO is required by federal law through the Moving Ahead for Progress in the 21<sup>st</sup> 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. Develop 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.

# PM1 – NCDOT Safety Targets 2025

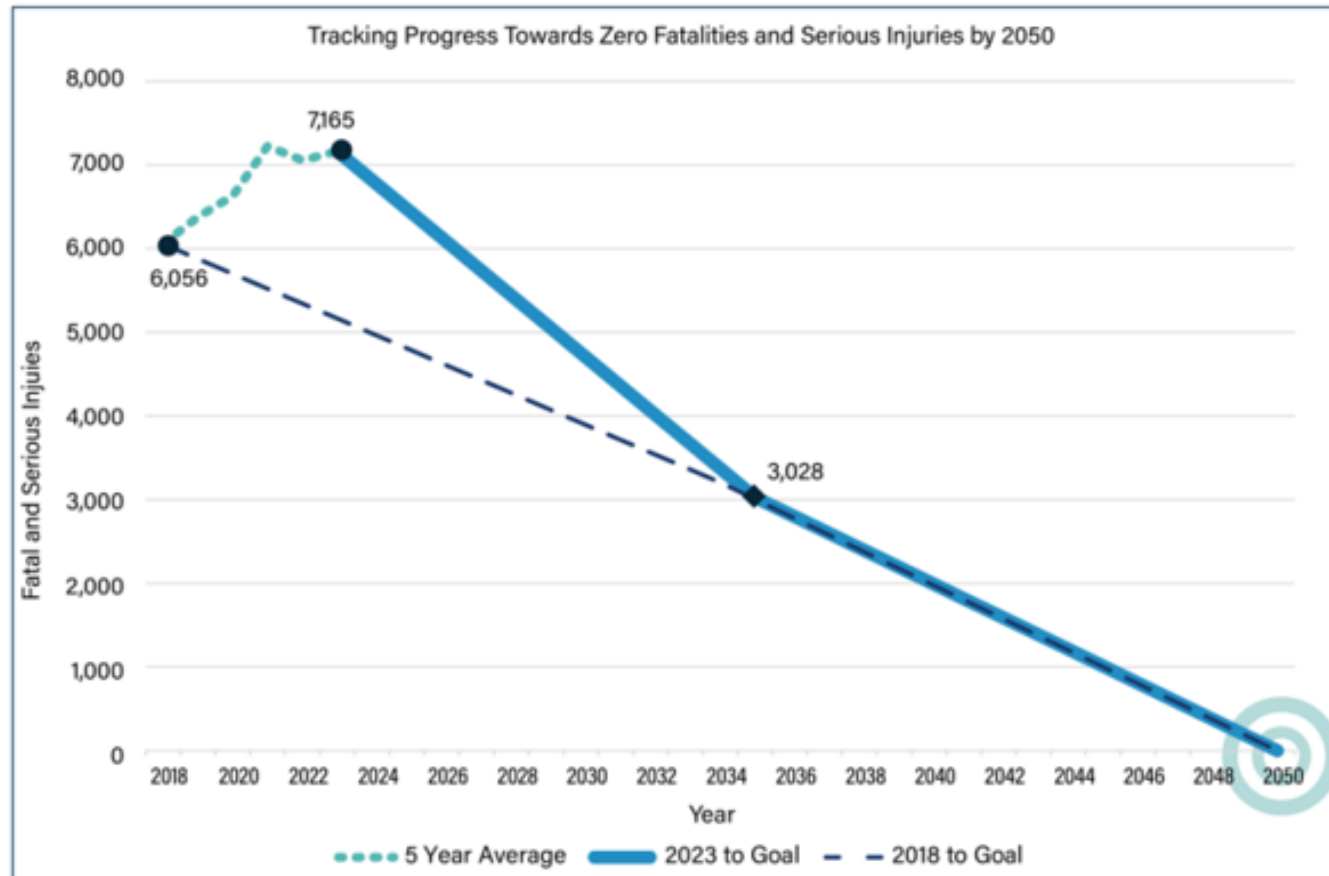


Figure 1. NCDOT Safety Performance Targets – Fatal and Serious Injuries<sup>1</sup>

# PM1 – NCDOT Safety Targets 2025

Safety Performance Measure	Percent Reduction	FROM 2019-2023	TO 2021-2025
Total Fatalities	30.40%	1,585.2	1,103.3
Rate of Fatalities	31.63%	1.353	0.925
Total Serious Injuries	38.80%	5,236.8	3,204.8
Rate Serious Injuries	40.12%	4.467	2.675
Total Non-motorized Fatalities & Serious Injuries	39.01%	712.6	434.6

## 5.7 Safety Performance Measure Targets 2025

### Next Steps

- Public Comment Period: January 17 – February 18, 2025

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

## 6. Informational Items: Budget

6.1 Operating Budget FY2025

6.2 Member's Shares FY2025

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

## 7. Informational Items: Project Updates

### 7.1 Informational Item: Project Updates

### 7.2 Informational Item: Public Engagement Updates

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

## 8. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Division 8
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- TCC Members



# ADJOURN

## Upcoming Meetings

Date	Event
Jan 15 4:00 p.m.	Executive Board
Jan. 22 9:30 a.m. & 1:30 p.m.	MTP Trainings: #1 – MTP 101 Primer #2 – Deep Dive: Alternative Scenarios
Jan. 29 9:00 a.m.	Joint Board Mtg CAMPO & DCHC MPO
Feb 6 10:00 a.m.	Technical Coordinating Committee Meeting

### TRAINING OPPORTUNITY 2055 METROPOLITAN TRANSPORTATION PLAN (MTP)



Wednesday  
January  
22nd



Register by Jan. 16  
<https://forms.office.com/g/vAasgRbDsv>

#### HYBRID FORMAT

In-Person Online



The in-person location will likely provide the most value.

### TWO SESSIONS

9:30-11:30 a.m.

#### MTP 101

This session will be a primer on the development process for the MTP. Learn what the plan is, how it's developed and used, and why it's important to transportation in our region. Appropriate for new and experienced Executive Board & TCC Members and Alternates. Additional elected officials or staff members are welcome to register to attend.

1:30-3:30 p.m.

#### Deep Dive on Alternative Scenarios

This session is targeted at TCC Members and Alternates, as well as any new or existing Executive Board members interested in gaining a deeper understanding of the technical work and data that goes into development of Alternative Scenarios.



## BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan

The Second Round of Technical Advisory Team (TAT) Meetings are occurring in January – February 2025!

**Your action is needed:**

Please forward this invitation and encourage the following to attend:

- City/County Engineer
- EMS Representative
- Fire
- Law Enforcement from Impact/Traffic Unit
- Planner
- Public Communications Specialist
- Public Health
- School Officials

Registration Code:



NC Capital Area Metropolitan Planning Organization

If you need assistance, contact:  
Catherine Saine  
([csaine@vnhb.com](mailto:csaine@vnhb.com))

<https://www.campo-nc.us/programs-studies/blueprint-for-safety>



## JOINT BOARDS MEETING CAMPO & DCHC MPO

Wednesday  
January 29, 2025  
8:30am - Networking/ Refreshments  
9:00-11:00am - Meeting

Central Pines Regional Council  
4307 Emperor Blvd. Suite 130  
Durham, NC 27703



NC Capital Area Metropolitan Planning Organization