



NC Capital Area **Metropolitan Planning Organization**

# **CAPITAL AREA MPO**

**Executive Board Meeting**

**June 15, 2016**

**4:00 PM**

# 1. Welcome and Introductions

# 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.

# 4. Public Comments

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

# Meeting Minutes

- Consider approval of meeting minutes from May 18 Executive Board Meeting.
- Meeting minutes distributed today at your seat.
- Requested Action: Adopt minutes.

## 5.1 Prioritization (SPOT) 4.0

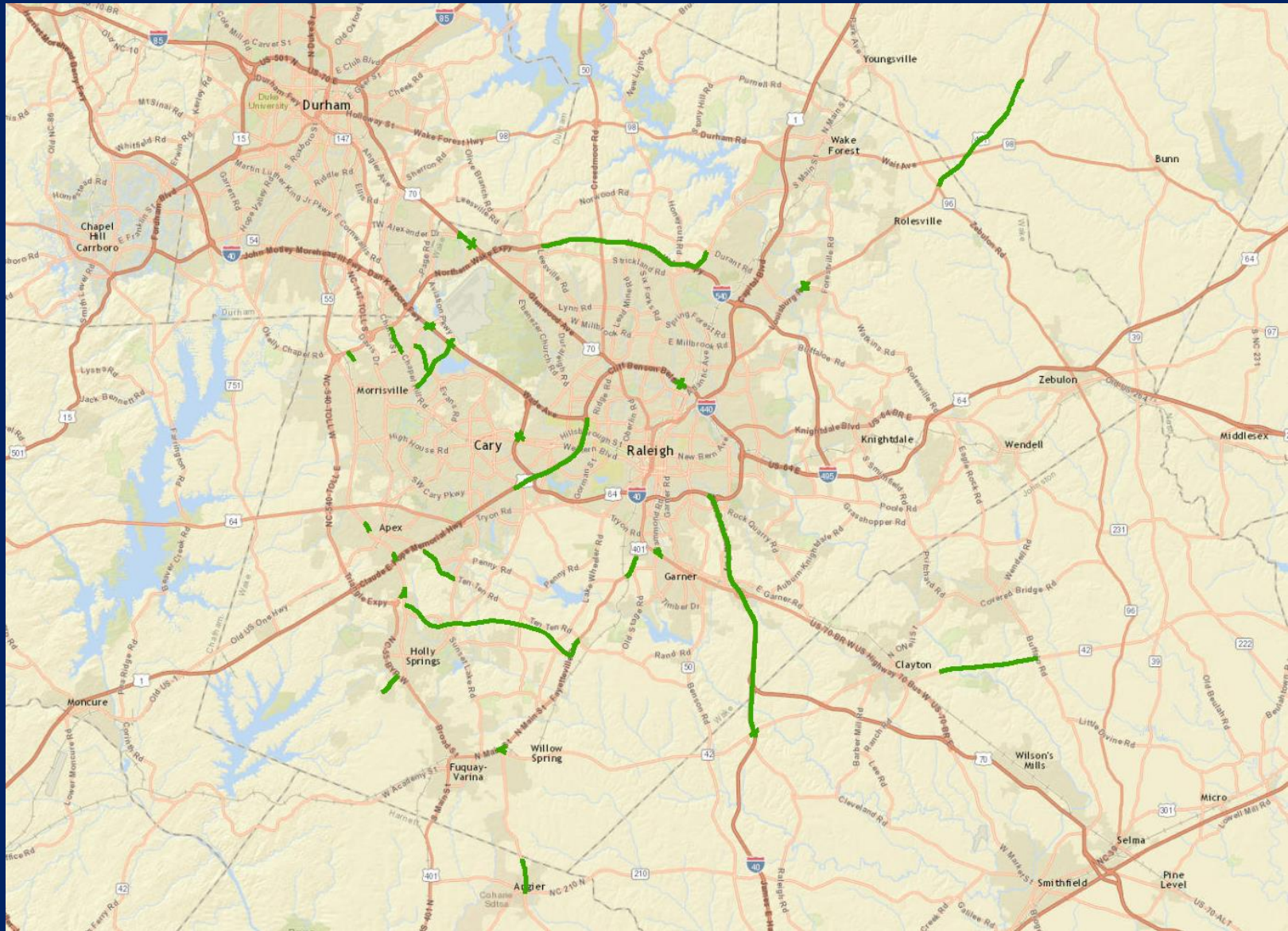
- CAMPO has drafted a recommendation for the Regional Impact point allocation based on the adopted methodology
- Public Review & Comment Period will run through June 14, 2016 with final a public hearing scheduled for the Executive Board meeting on June 15, 2016.
- Final approval can be made at June 15 Executive Board or deferred to July 19, 2016

# Prioritization 4.0 Timeline

Date	Activity
<b>April 13, 2016</b>	Quantitative Scores and Draft list of Programmed Statewide Mobility Projects released
<b>April 18, 2016 – July 29, 2016</b>	Regional Impact Local Input Points assignment window open (Division Needs Local Input Points optional)
<b>August 2016</b>	NCDOT calculates Regional Impact total scores and programs Regional Impact projects
<b>September – October 2016</b>	Division Needs Local Input Point window opens for 2 months
<b>November 2016</b>	NCDOT calculates Division Needs total scores and programs Division Needs projects
<b>December 2016</b>	NCDOT prepares 2018-2027 Draft STIP
<b>January 2017</b>	2018-2027 Draft STIP released



# Prioritization (SPOT) 3.0 Committed Projects



# 5.1 Prioritization (SPOT) 4.0

## DRAFT Statewide Mobility

YRS 1-5

2018 -2022

*\$642,800,000*

- I-40 (I-440/US1/64 to Lake Wheeler)
- I-540 (Glenwood to Leesville Rd) eastbound auxiliary lane
- NC 540 (US 401 to I-40) **TOLL**
- US 1 (I-540 to Durant Rd)
- US 64 (Laura Duncan Rd to US 1)
- TW Alexander Interchange (US 70)
- US 70 Freeway Upgrade (TW Alexander to I-540)

YRS 6-10

2023 – 2027

*\$561,287,000*

- I-40 / I-440/US 1/64 Reconstruct Interchange
- I-40 (Aviation to Harrison Ave) auxiliary lanes
- I-440/Crabtree Valley Ave. Improvements
- I-440, US 1 / Capital Blvd – Interchange Improvements
- US 70 (I-540 to Hilburn Dr) 6 lane SuperStreet
- Wade Ave (I-40 to I-440) 6 lane widening
- NC 540 (I-40 to US 64/264) **TOLL**



# 5.1 Prioritization (SPOT) 4.0

## DRAFT Statewide Mobility





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YRS 6-10

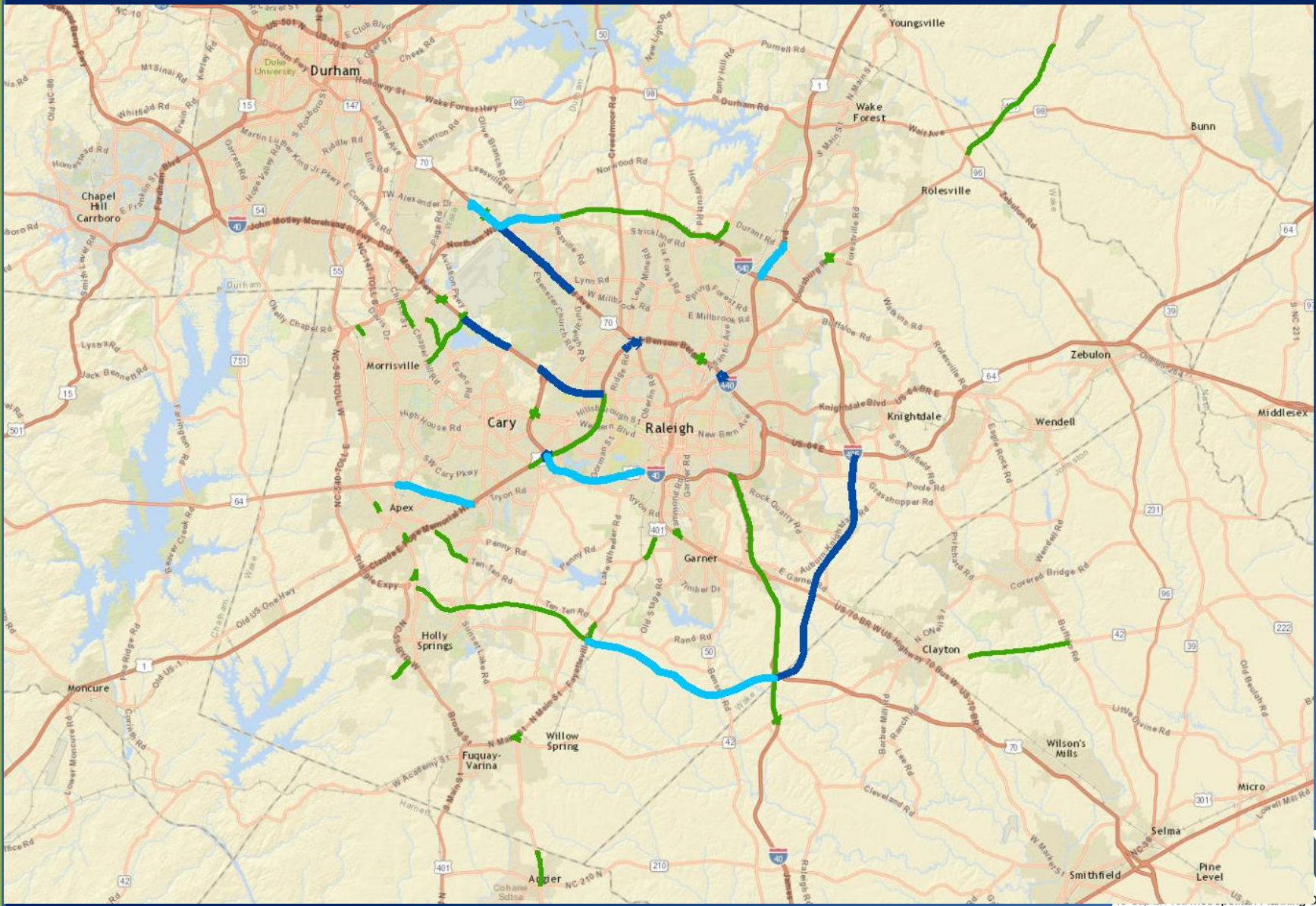
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# 5.1 Prioritization (SPOT) 4.0

## DRAFT Statewide Mobility

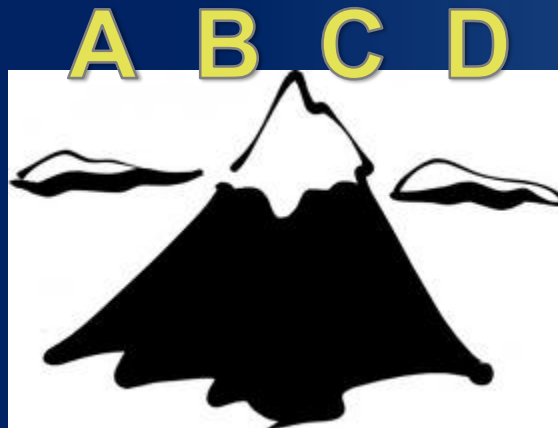


# CAMPO Adopted Methodology

- **Maximizing Funding Potential**

- “Wasted Effort”

- Some of our projects score so well quantitatively, they do not need any additional local points



While very important to the region, putting our limited, local points here would not significantly improve their chances for funding

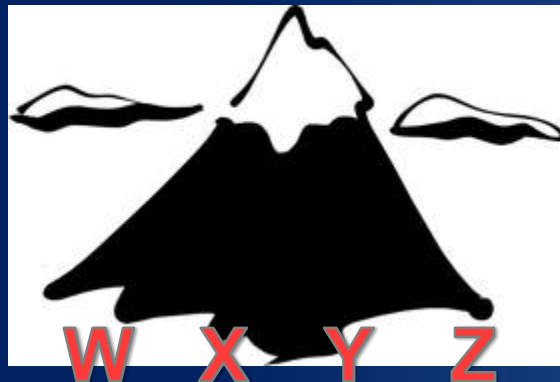


# CAMPO Adopted Methodology

- **Maximizing Funding Potential**

- “Wasted Effort” (Part 2)

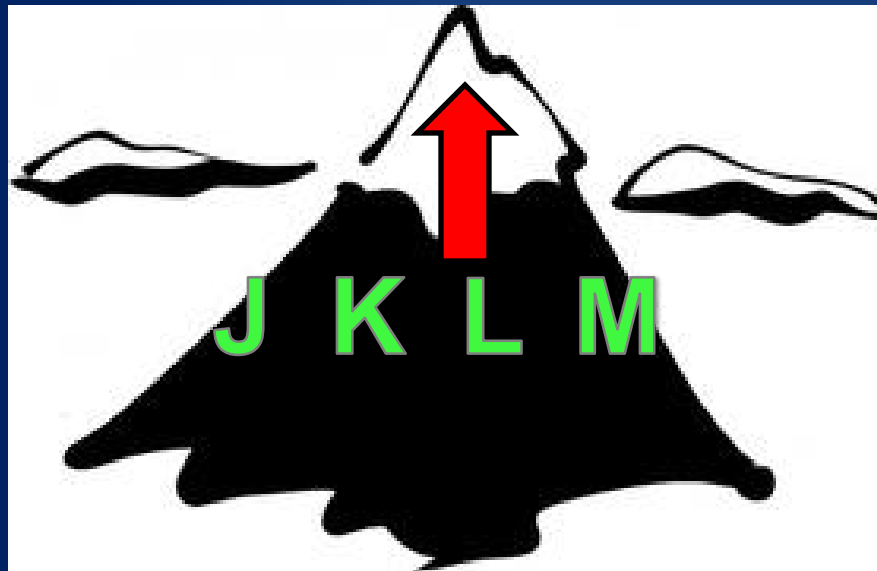
- Some of our projects score poorly, and even the maximum number of local points would not make them competitive



While important to the region, these projects are not competitive in this process

# CAMPO Adopted Methodology

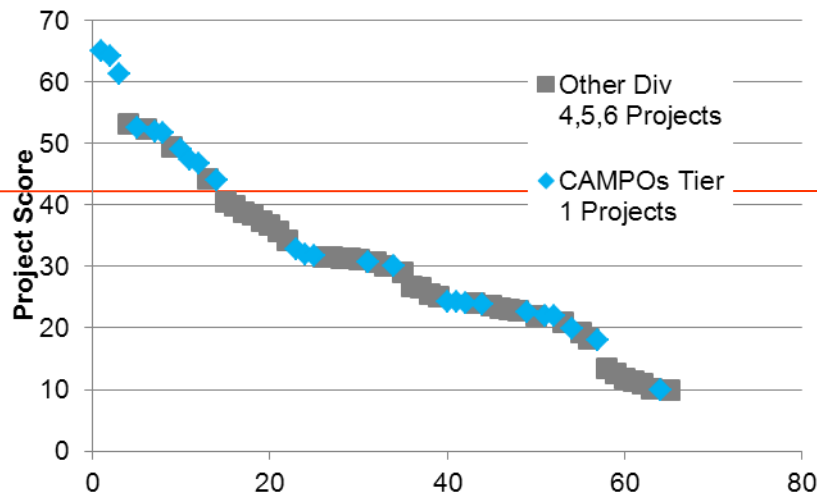
- **Maximizing Funding Potential**
  - The goal, then, is to assign points to bring projects from the middle of the pack to the top



# CAMPO Adopted Methodology

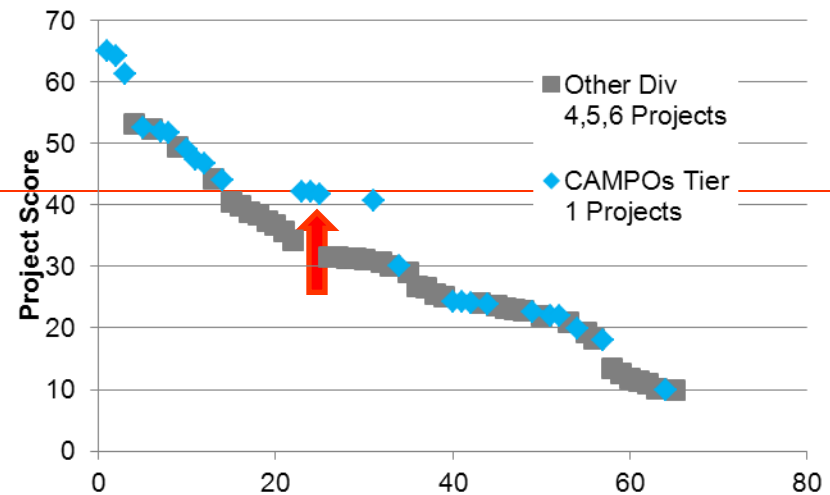
- **Maximizing Funding Potential**
  - Example: Regional Projects

## Before



**No local points applied to projects above the red line (already competitive)**

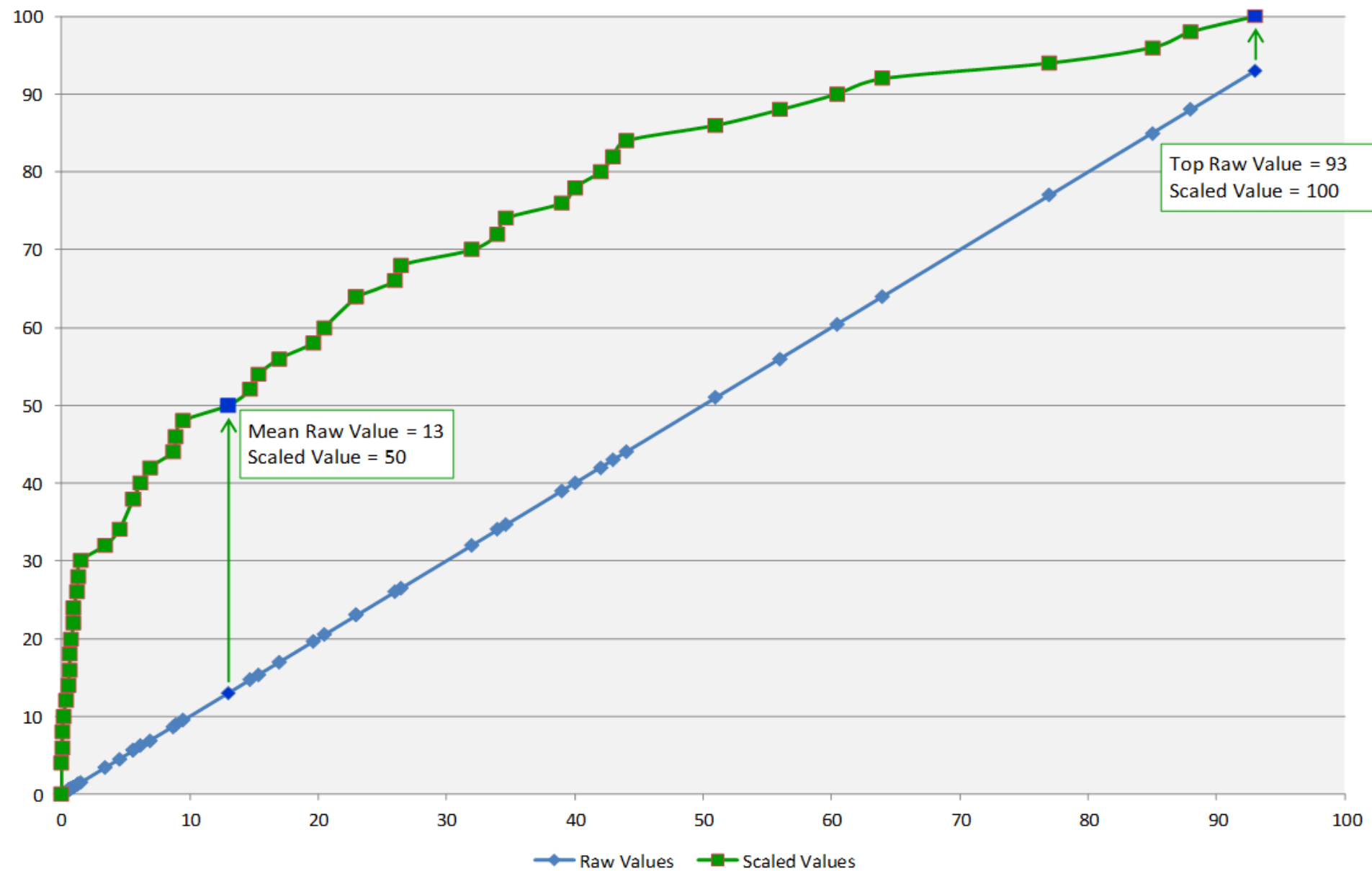
## After



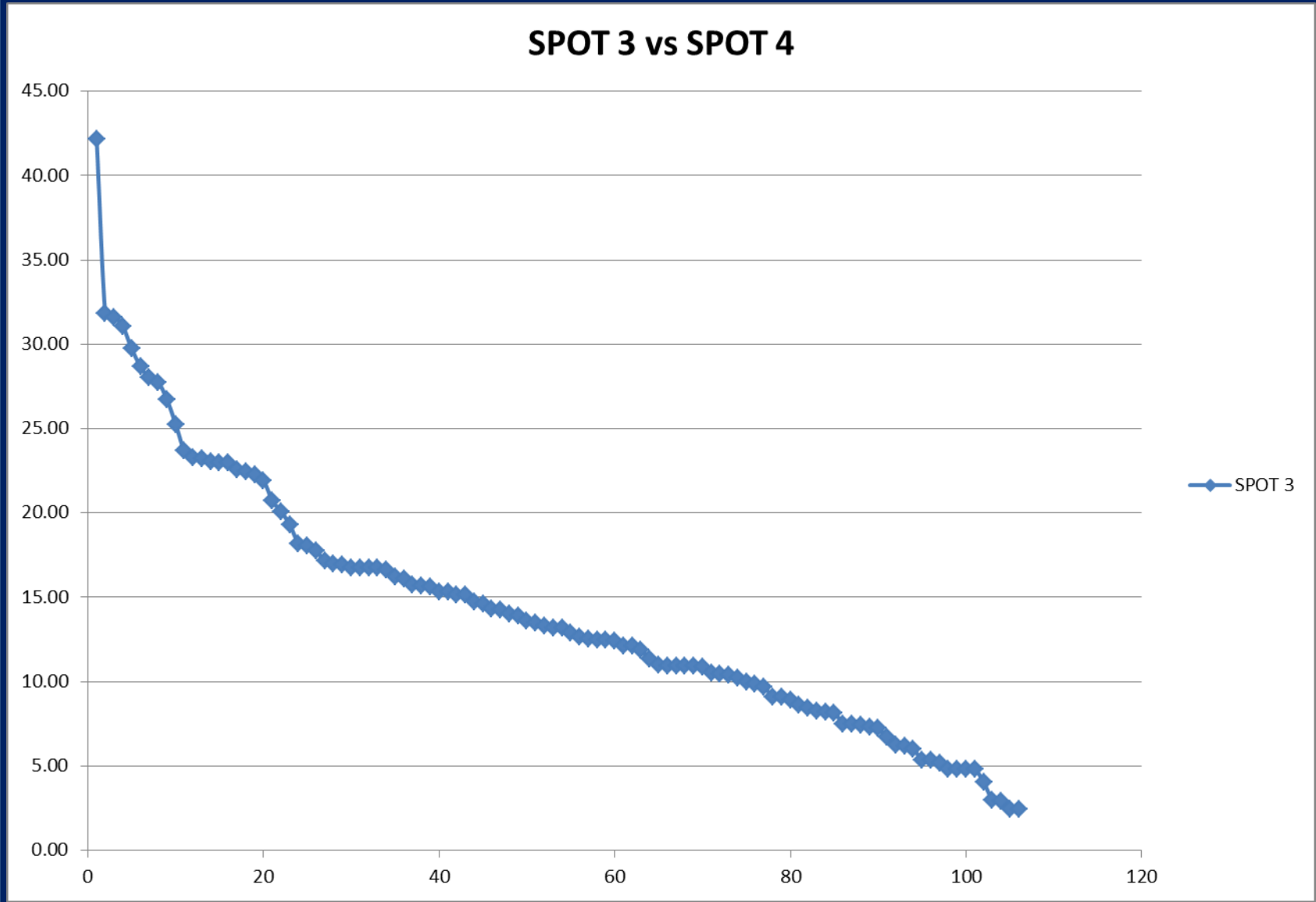
**This strategy increases the number of projects with a chance at funding**



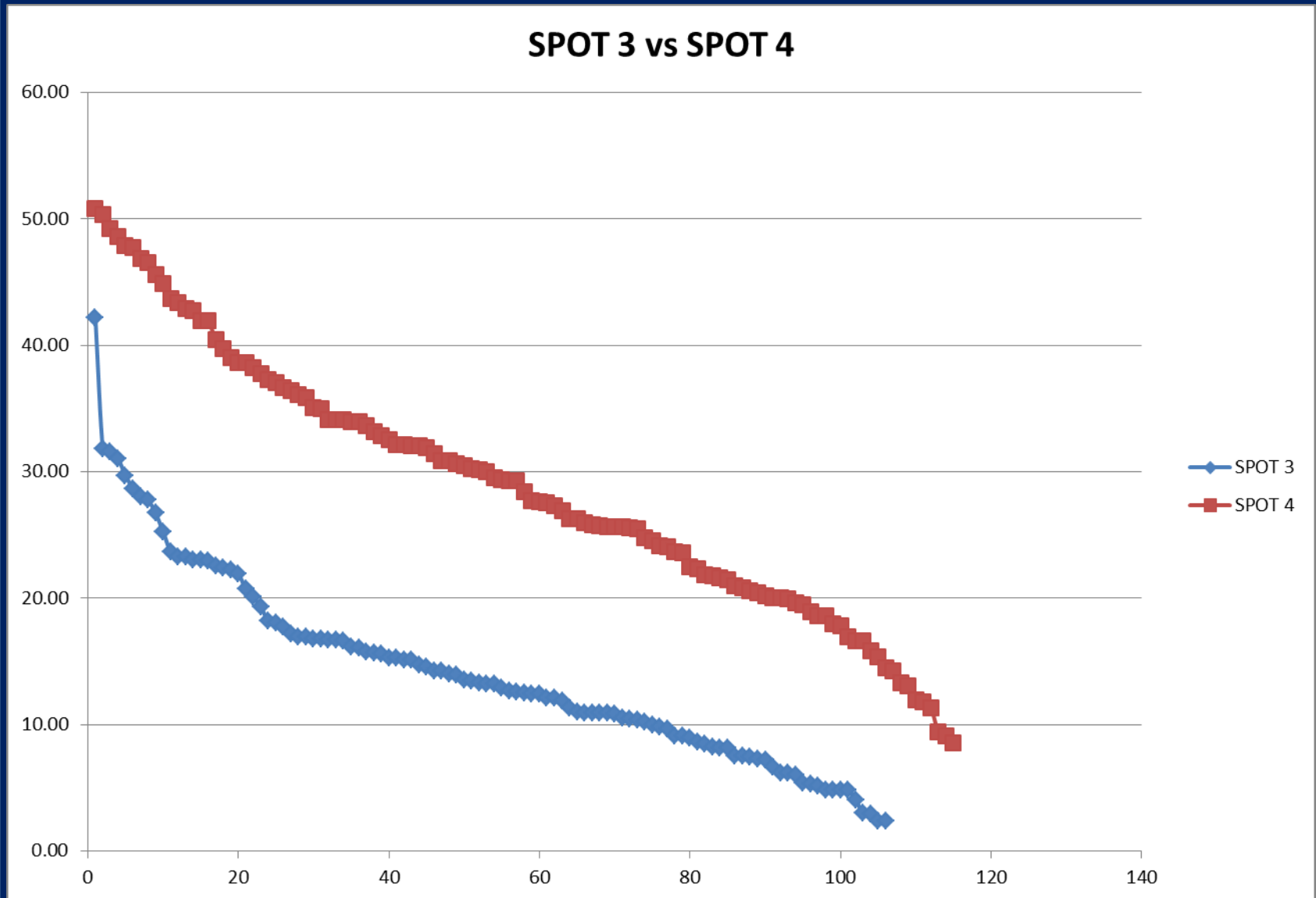
## Scaling Example 1: Raw vs. Scaled Values



# Region A Technical Score Comparison

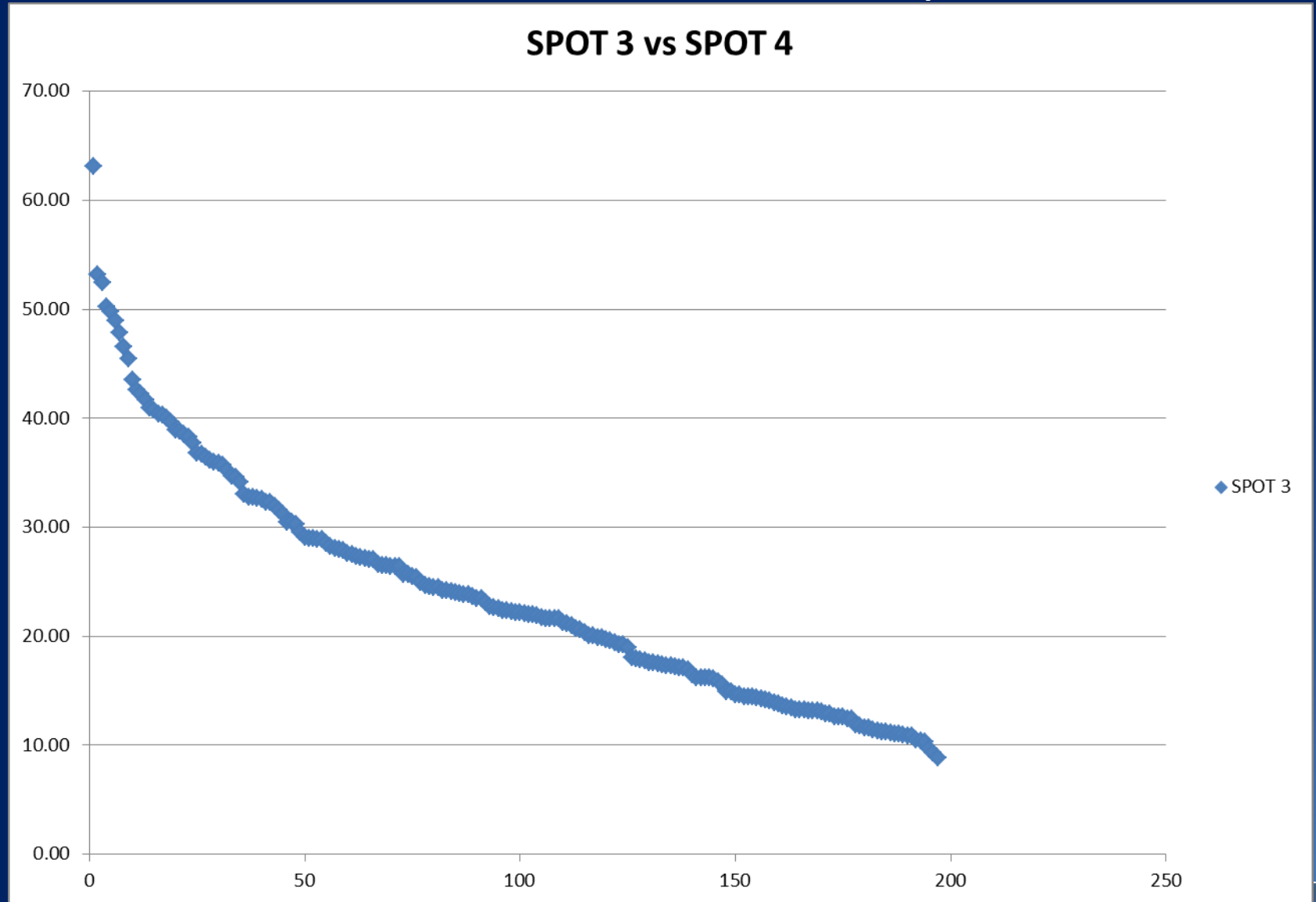


# Region A Technical Score Comparison

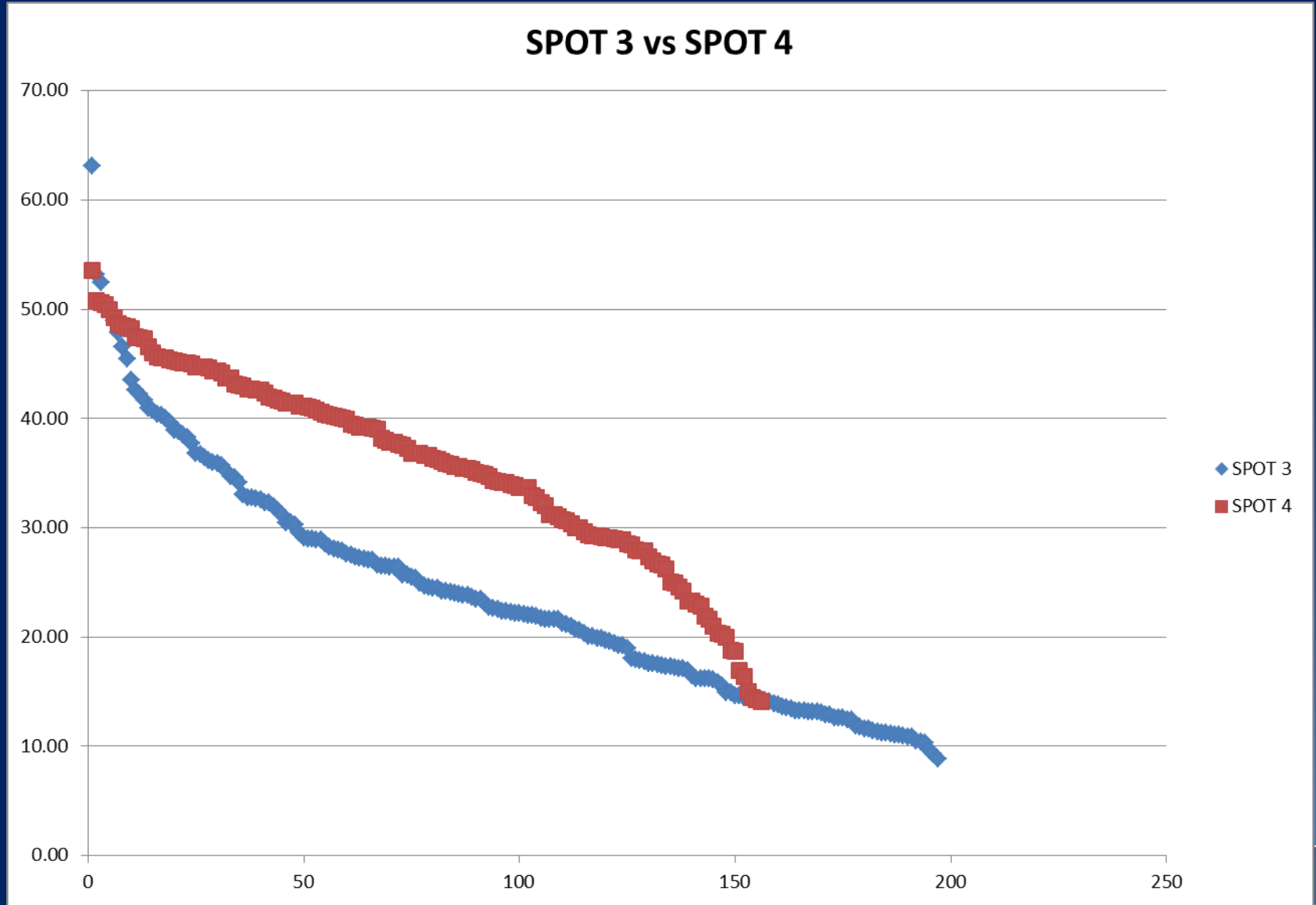




# Region C Technical Score Comparison

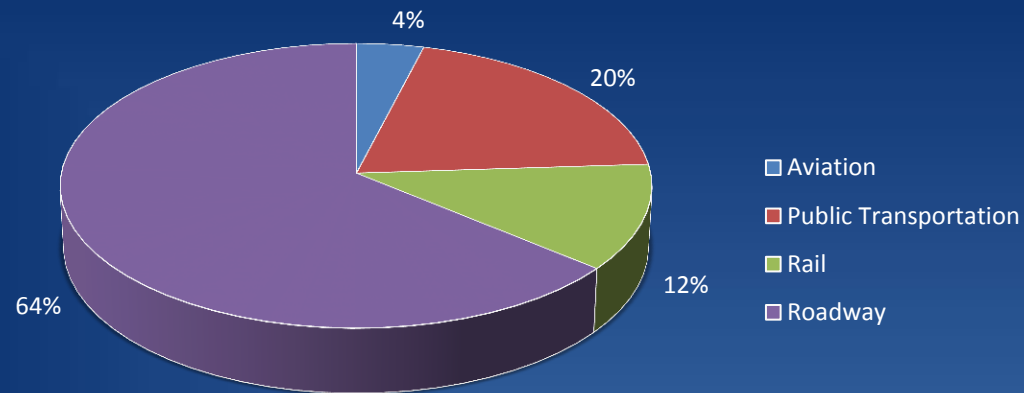


# Region C Technical Score Comparison



# Regional Impact – Target Modal Mixes

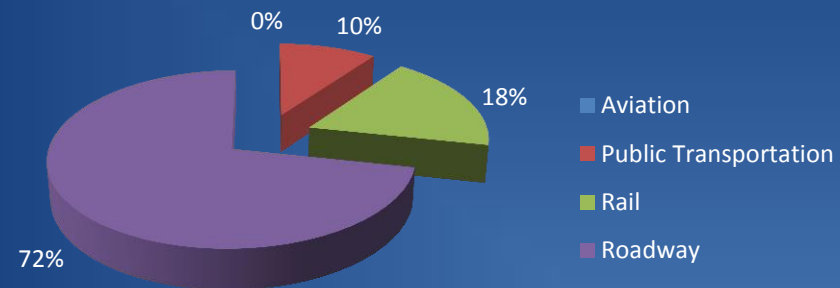
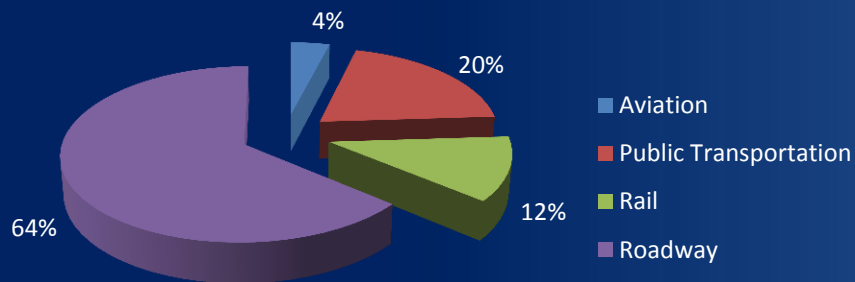
Aviation	100
Bike/Ped	N/A
Public Transportation	500
Rail	300
Roadway	1 600
Total	2500





## Regional Impact Modal Targets

	Target	Recommendation
Aviation	100	0
Bike/Ped	N/A	N/A
Public Transportation	500	250
Rail	300	458
Roadway	1600	1792
<b>Total</b>	<b>2500</b>	<b>2500</b>



# 5.1 P4.0 Regional Impact Point Assignment

- Regional Impact Point Assignment (2500 points)

Region A Projected

10 yrs Funding: \$470,163,000

Available: \$203,872,000

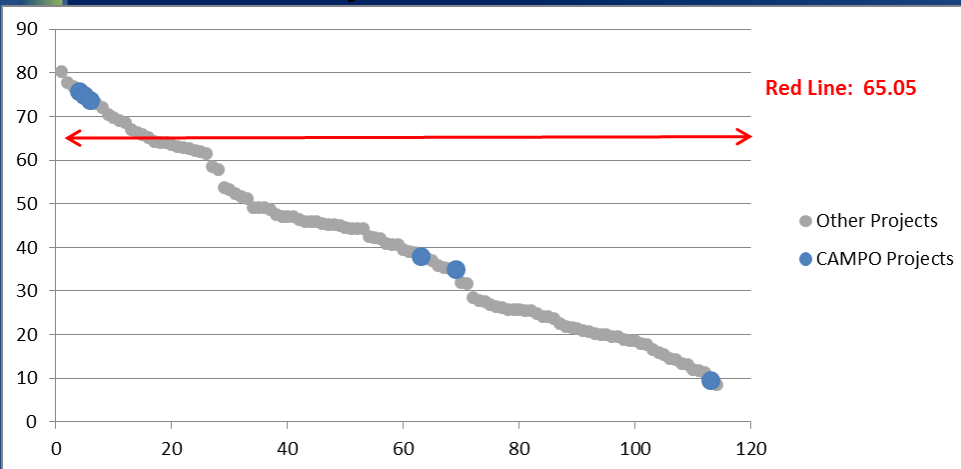
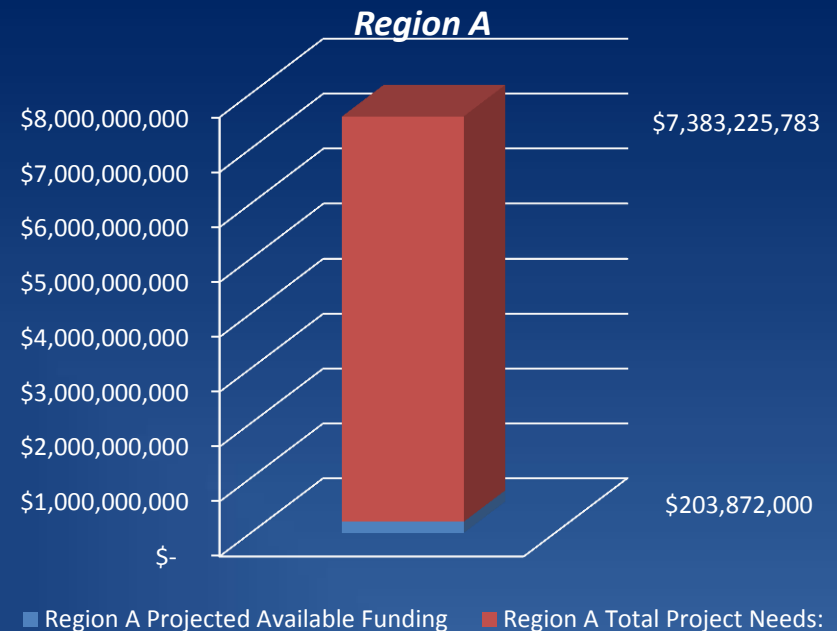
Region A Projects: 114

CAMPO Projects: 8

Potentially Competitive

CAMPO Projects 3

Projected Funding vs. Submitted Need



# 5.1 P4.0 Regional Impact Point Assignment

- Regional Impact Point Assignment (2500 points)

Region C Projected  
10 yrs Funding: \$1,203,495,000

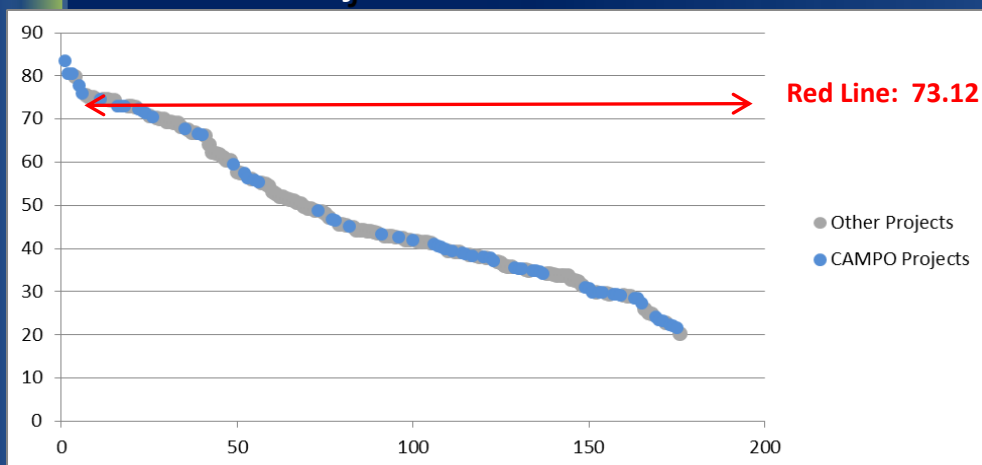
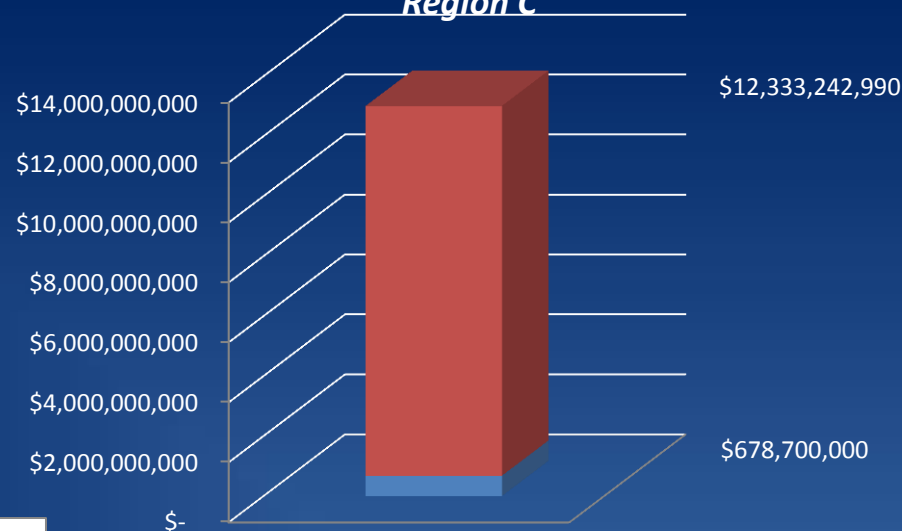
Available Funding: \$678,700,000

Region C Projects: 201

CAMPO Projects: 88

Potentially Competitive  
CAMPO Projects 22

Projected Funding vs. Submitted Need  
*Region C*



Region C Projected Available Funding

Region C Total Project Needs:

## 5.1 P4.0 Regional Impact Point Assignment

- Regional Impact Point Assignment (2500 points)

- Remove Points

•	T150811	Fairgrounds Area Park & Ride	-50
•	T150801	BOSS in Cary	-100
•	T150801	BOSS on Capital Blvd	-100
•	H140752-B	US 70 (Garner to Clayton)	-100
•	H150744	US 401 Median	-4
•	H150780	US 1 / NC 55 interchange	-4

- Assign Points

•	R150274	Rail Passenger Cars	+9
•	R141697	Harrison Ave	+100
•	R150051	Gresham Lake Road	+49
•	H090123-F	NC 55	+100
•	H151040	US 1 Part D	+100

## 5.1 P4.0 (SPOT) Regional Impact Point Assignment

### Request Action:

#### 1. Conduct Public Hearing.

**Either**

**2A. Approve the proposed Regional Impact local input point assignment.**

**OR**

**2B. Approve the proposed Regional Impact local input point assignment but direct staff to maximize coordination with Division Engineers which may result in point adjustments with Chair Approval.**

**OR**

**2C. Table action until July Executive Board meeting.**



## 6.1 FFY 2016 LAPP Available Funding Report

# 2009 Federal Rescission: \$50M Gone!



# 2010: LAPP Program & Windfall!!





# Projects with Federal Fund Activity

2010-  
2011

- 60 Projects
- 35% Open

2012-  
2016

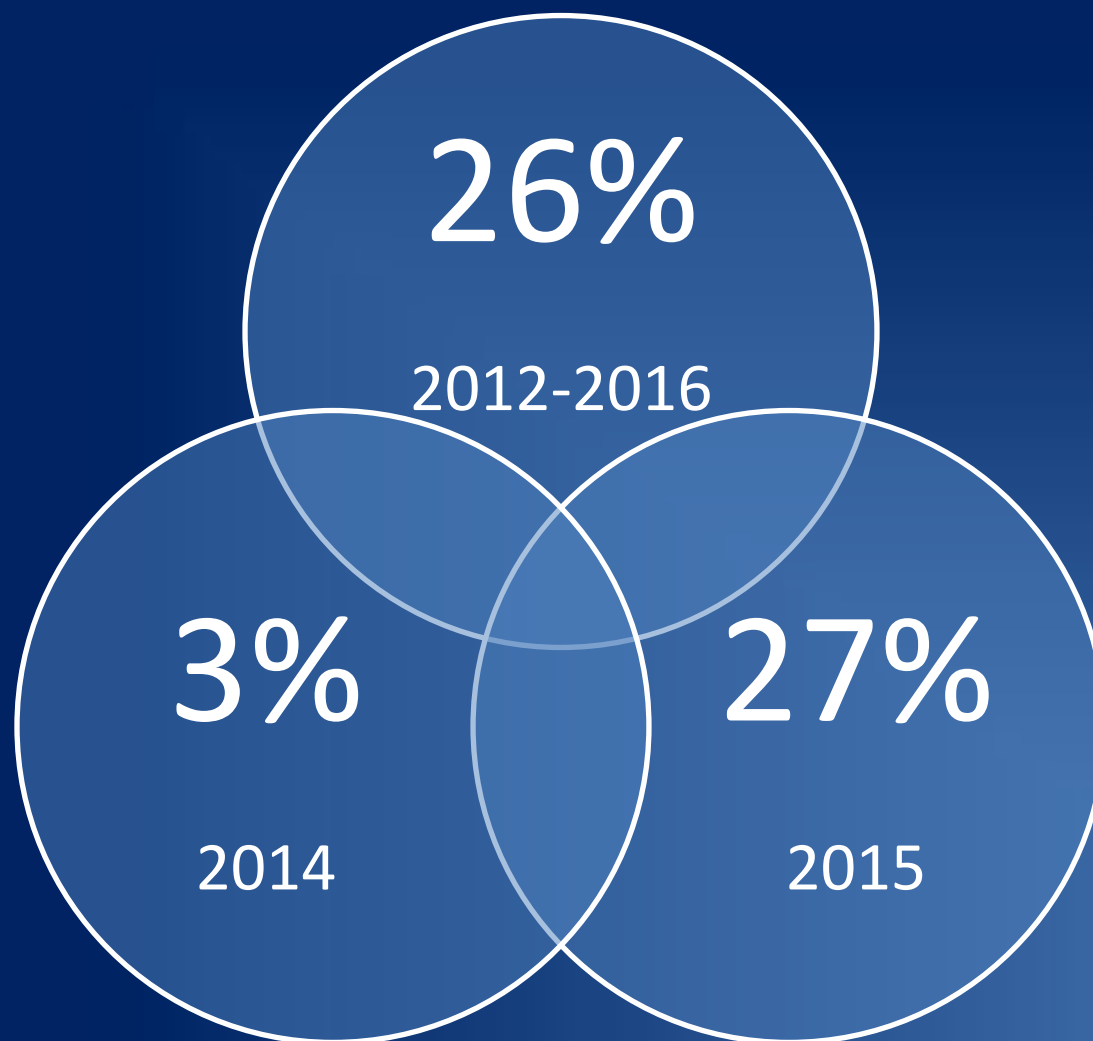
- 55 Projects
- Nearly all Open



# LAPP Goals

1. Develop a holistic approach to identifying and prioritizing small but highly effective transportation projects.
2. Utilize available funding sources in a more efficient manner.
3. Avoid future Federal rescissions to the maximum extent possible.
4. Establish an annual modal investment mix to guide locally administered investments.
5. Create an appropriate tracking system to monitor project status and better ensure obligation and expenditure of programmed funds.
6. Establish a training program for LAPP participants.

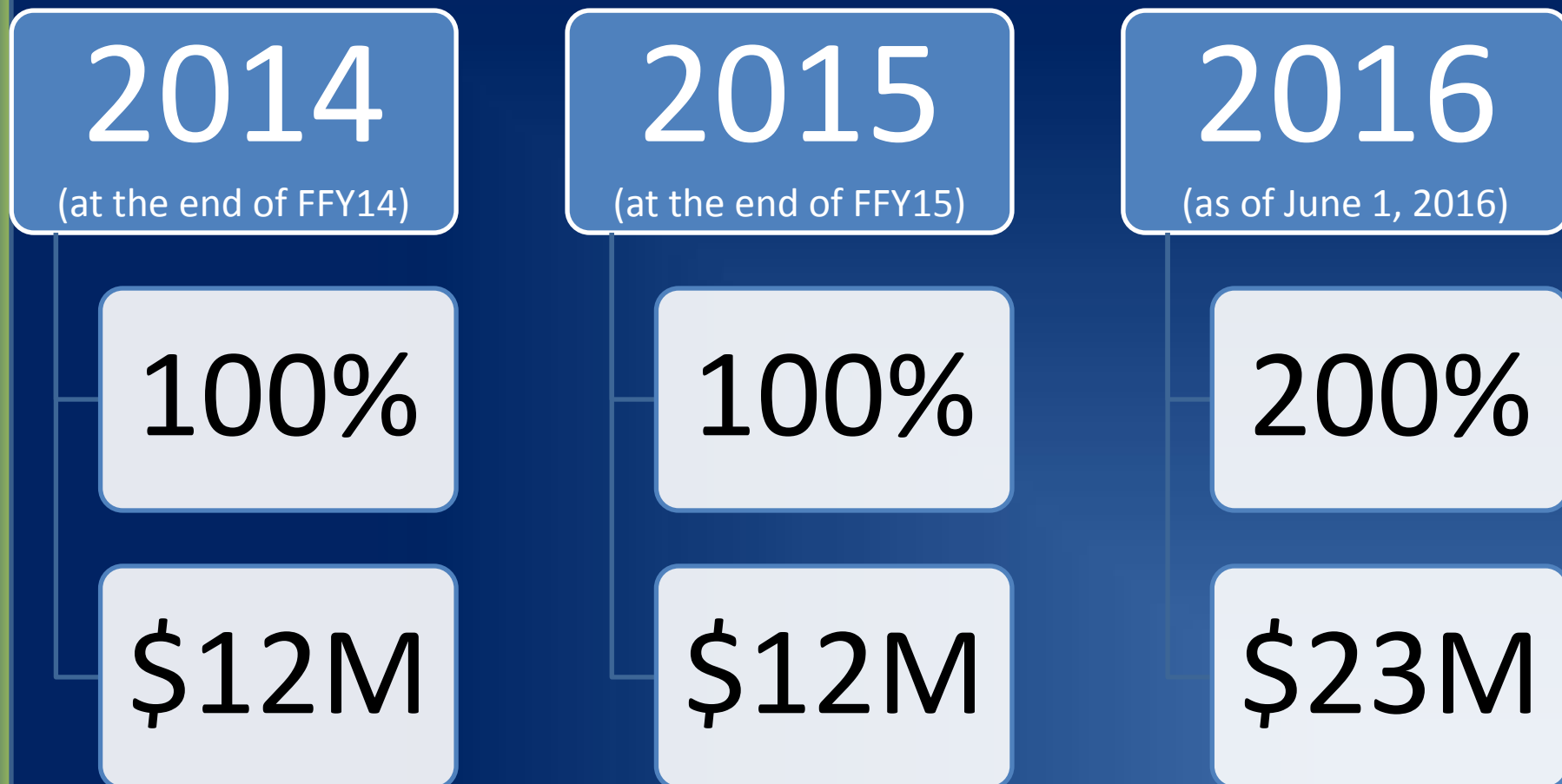
# Annual Obligation Rate: On-Schedule LAPP Projects



# Funding Availability Chart



# Unused 'Available' STPDA & TAP Funds Exposure Rate



Requested Action: Receive as Information

## 6.2 FFY 2018 Locally Administered Projects Program

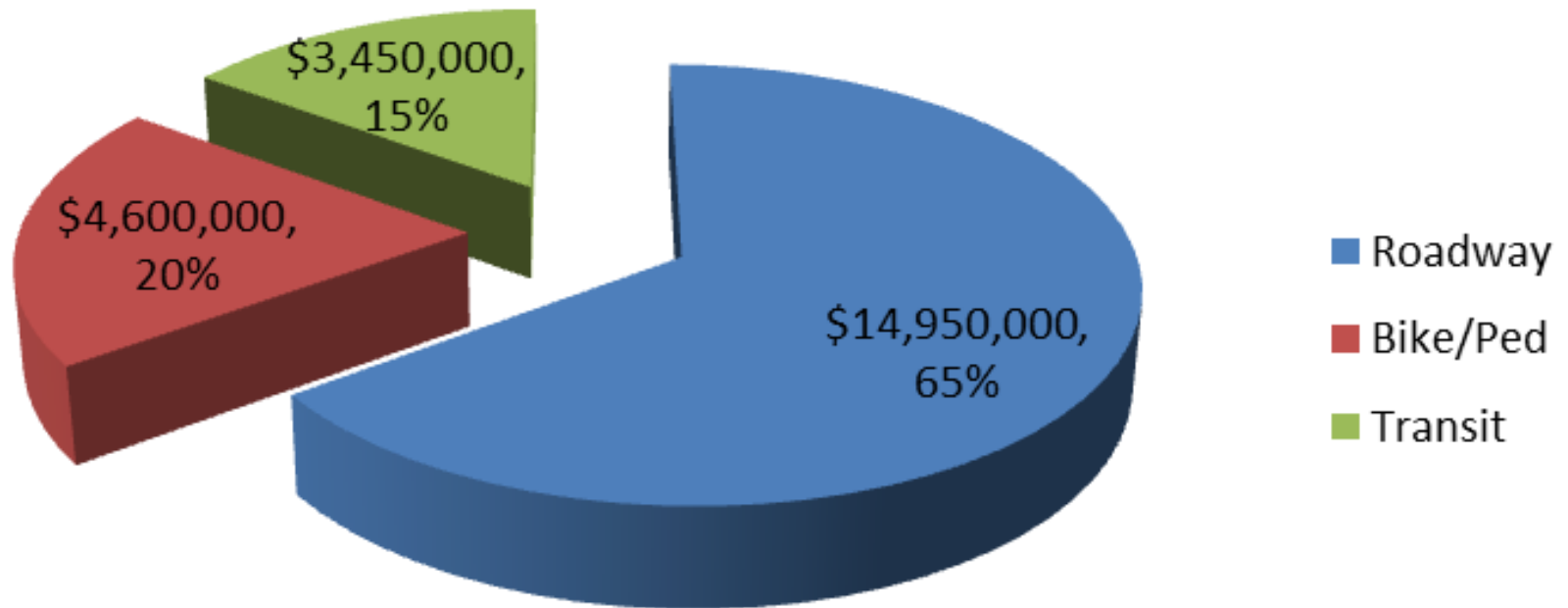


## 6.2 FFY 2018 Locally Administered Projects Program

- FFY 2018 Target Modal Investment Mix and Recommended Changes to the FFY 2018 LAPP Program for public review and comment from June 17<sup>th</sup> through August 17<sup>th</sup>, 2016
- Public hearing tentatively scheduled at the regular Executive Board Meeting on August 17<sup>th</sup>, 2016 at 4:00pm. Based on Executive Board action at that meeting
- Call for Projects is anticipated to open on August 18<sup>th</sup>, 2016.

# FFY18 Target Modal Investment Mix

Recommended FFY18 Target Modal Investment Mix



# FFY18 LAPP Recommended Changes

Recommend beginning work with FHWA:

- Standardized Definition for Operational Improvements

Changes recommended for FFY18 include:

- Adopt Schedule Standard for Program-wide Achievement of Shovel Ready Projects
- Limit the Number of New Project Applications (effective August 2017 for FFY 19 applications?).
- Require designation of Project Managers (design), ROW Agents/Managers, and Construction Managers
- Amend the Proven Demand Definition
- Change Transit Scoring to accommodate Transit Plan Compliance Scoring Element

# Adopt Schedules for Program-wide Achievement of Shovel Ready Standards

Shovel Ready projects include Design, NEPA, Right-of-way and Construction.

## Shovel Ready Schedule Standards:

- Agreement is executed at least 15 days prior to the start of the federal fiscal year for the phase and year the project was awarded (September 15<sup>th</sup>).
- Final submittals are made to NCDOT prior to June 1 for all approvals required for authorization of the funded phase (the final funded phase if a multi-phase project).
- Authorization/Obligation of Funds at least 15 days prior to the end of the federal fiscal year for that funding round (September 15<sup>th</sup>).

# Limit New Project Applications (effective August 2017 for FFY 19 applications?)

- Reduce the number of allowable new applications per agency per mode by the number of that agency's prior LAPP projects that did not meet authorization prior to the end of the federal fiscal year.



# Project Managers (design), ROW Agents, and Construction Managers

- All LAPP Projects require designation of local agency Project Managers for Design, ROW Acquisition and Construction Contract Administration within two weeks of the funding announcement. All managers are required to attend the Project Management training prior to work on the project.

# Amend the Proven Demand Definition

- Proven Demand – If the project improves access to transit services by being within ¼-mile of transit services, or if the project ~~sidewalk~~ serves an obvious pedestrian/~~foot~~bicycle path on a residential collector or higher, or if the project serves as an off-road pedestrian/bicycle parallel/alternate route to a residential collector or higher, the project will receive 5 points. To receive these points, transit service locations must be provided on the project map or photos of obvious pedestrian footpaths or user counts documenting the demand must be submitted with the application.

# Change Transit Scoring to accommodate Transit Plan Compliance Scoring Element

## **TRANSIT EFFECTIVENESS – Maximum 50 Points**

Effectiveness scores will be comprised of ~~six~~ **five** elements, plus a multiplier.

- Safety & Security Concerns – 5 points (no change).
- Rider Experience – 5 points (no change).
- Connectivity – Maximum of 10 points (no change).
- Improves Facilities – ~~15~~ **10** points.
- Reliability Improvements – ~~15~~ **10** points.
- Transit Benefit / Cost - 10 points (included as a part of the Effectiveness score rather than a separate scoring element).

Transit Effectiveness Multiplier – (No change):

Construction, Capital, Maintenance, Operations Phase...	100%
Right-of-Way or Land Acquisition Phase ...	50%
PE/NEPA Phase ...	10%

## **PLANNING CONSISTENCY – ~~Maximum 10 Points Reserve Category for Future Use~~**

- Transit Projects must be included in the approved Wake County Transit Plan or in the Metropolitan Transportation Plan (MTP). ~~This category is reserved for next year, after regional and/or local plans are completed, to promote the implementation of local and regional transit planning efforts in FFY17 LAPP projects (and beyond).~~

## 6.2 FFY 2018 Locally Administered Projects Program

- Requested Action: Schedule the public hearing at the Executive Board meeting on August 17, 2016 at 4:00pm

# 6.3 Safe Routes to School Update

## Wake County Model Safe Routes to School Program

Update to  
CAMPO TCC  
June 2, 2016

Kristen Brookshire



# Project Overview

1. Increase understanding of and support for SRTS programs and appropriate policies and practices.
2. Explore municipal and school policies, plans, and practices to identify opportunities to improve safety for all users, particularly child pedestrians.



# Project Partners and Supporters

- Advocates for Health in Action
- Wake UP Wake County
- Capital Area Metropolitan Planning Organization
- Wake County Public School System
- Wake County Human Services Active Routes to School Coordinator
- 12 Wake County municipalities
- NCDOT, Safe Routes to School program
- Advocates
- Subcontractor:
  - Alta Planning + Design



# Project Progress

- Policy audit completed Fall 2015, repeat Fall 2016
  - Complete State of the Practice report
  - Ongoing effort to identify opportunities for technical assistance
- Invited presentations for various stakeholder groups
- WUWC and AHA meetings with school board members and municipal elected officials
- SRTS Action Plans for five partner schools complete by July 1, 2016

# Partner School Action Plans

School	Priority Recommendations
Bugg Elementary, SE Raleigh	<ul style="list-style-type: none"><li>Enhanced greenway crossing and intersection improvements</li></ul>
Northwoods Elementary, Cary	<ul style="list-style-type: none"><li>Pilot project (striping and flexi-posts) to shorten crossing and discourage parking near crosswalk</li></ul>
Hodge Road Elementary, Knightdale	<ul style="list-style-type: none"><li>Artistic crosswalk and sidewalk markings</li><li>Let's Go NC! workshop for teacher task force</li></ul>
Lincoln Heights Elementary, Fuquay-Varina	<ul style="list-style-type: none"><li>Crosswalk markings</li><li>Family Day workshop with pedestrian safety education</li></ul>
Ligon Middle, Raleigh	<ul style="list-style-type: none"><li>Custom middle school focused program toolkit</li></ul>

# Next Steps

- Summer 2016
  - Work with municipalities and WCPSS to install physical projects
  - Work with project partners to define suggested policy action for WCPSS
- Ongoing
  - Serve as resource and facilitator for SRTS program implementation at five partner schools
  - Develop resources and organize workshops/trainings related to pedestrian safety
  - Coordination through CAMPO SRTS subcommittee

# Visit: [www.saferouteswakecounty.org](http://www.saferouteswakecounty.org)

## Contact us:

Kristen Brookshire, MCRP, Project Manager

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919-962-2973

Laura Sandt, PhD, Principal Investigator

[sandt@hsrc.unc.edu](mailto:sandt@hsrc.unc.edu)

919-962-2358



Requested Action: Receive as information

## 6.4 North Carolina's Non-Motorized Volume Data Program – Phase II Region Update

**North Carolina's Non-Motorized Volume Data Program (NMVDP)** is a research project to test a bicycle and pedestrian count protocol and replicate this methodology across the state.



NCDOT Sponsored  
Research Project

*What gets measured, gets done.  
If you're not counted, you don't count!*



# Motivations behind NMVDP

## Use of AADPT and AADBT estimations

- Project Prioritization and Funding
- Planning Decisions
- Complete Streets Policy Implementation
- Operations and Maintenance

Annual Average  
Daily Traffic  
(AADT)


Annual Average Daily  
Pedestrian Traffic  
(AADPT)

## Need common, consistent system to measure volume to:

- Understand current trends and model future usage
- Evaluate at different levels (site, corridor, region)
- Share data

Annual Average Daily  
Bicycle Traffic  
(AADBT)





# Local Agency Coordination

- What's In It For Agency?
  - Equipment
  - Technical assistance / Training
  - Access to **validated, cleaned** data
- What's In It For NCDOT?
  - Critical local knowledge
  - Installation assistance
  - Monitoring/maintenance assistance
  - Established relationships



*Continuous Count Station Collecting Data  
Martin Luther King Blvd, Chapel Hill, NC*





# Next Steps for Installation

## Memorandum of Agreement

- Agency responsible for routine maintenance
- Transfer of ownership after two years
- NCDOT or agent may inspect equipment
- Sign and remit to NCDOT



# Installation Timeline

## Anticipated roll out of Phase II Installations:

- May/June – Facilitate Agreements, Finalize Site Diagrams, Place Equipment Order
- June/July – Agency coordination; begin Ph II Installations and equipment validation
- August/September – Finish Phase II Installations, validation and equipment onboarding
- Fall 2016 – Begin batched Phase II QA/QC and set Ph II reporting schedule

**Requested Action:** Consider endorsing CAMPO's participation in the Non-Motorized Volume Data Program

## 6.5 Wake County Transit Financial Plan Status Update

Requested Action: Receive as information

# 7. Budget Informational Items

7.1: Operating Budget 2016

7.2: FY 16 Member Shares

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

# 8. Information Item: Project Updates

## 8.1 Project Updates

- Hot Spot Program
- NC 54 & More Study
- Transit Systems Planning
- Southeast Area Study
- Regional Freight Plan Study
- LAPP
- Triangle Tolling Study
- NC 98 Corridor Study

**Requested Action:**

Receive as information

# 9. Information Item: Staff Reports

- Chris Lukasina, MPO Executive Director

# Staff Reports, cont.

- TCC Chair
- NCDOT Transportation Planning Branch
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority



# Upcoming Events

Date	Event
July 7, 2016	TCC
July 20, 2016	Executive Board
August 4, 2016	TCC
August 17, 2016	Executive Board

# ADJOURN