



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

**Technical Coordinating Committee
Meeting**

August 4, 2016

10:00 AM

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 minutes for each speaker.

4. Minutes

Attachment 4.1

- Minutes from the June 2, 2016 meeting

Requested Action:

Approve Minutes from June 2, 2016 meeting.

5.1 TIP PROJECT I-5710 – RAMP METERING on I-540

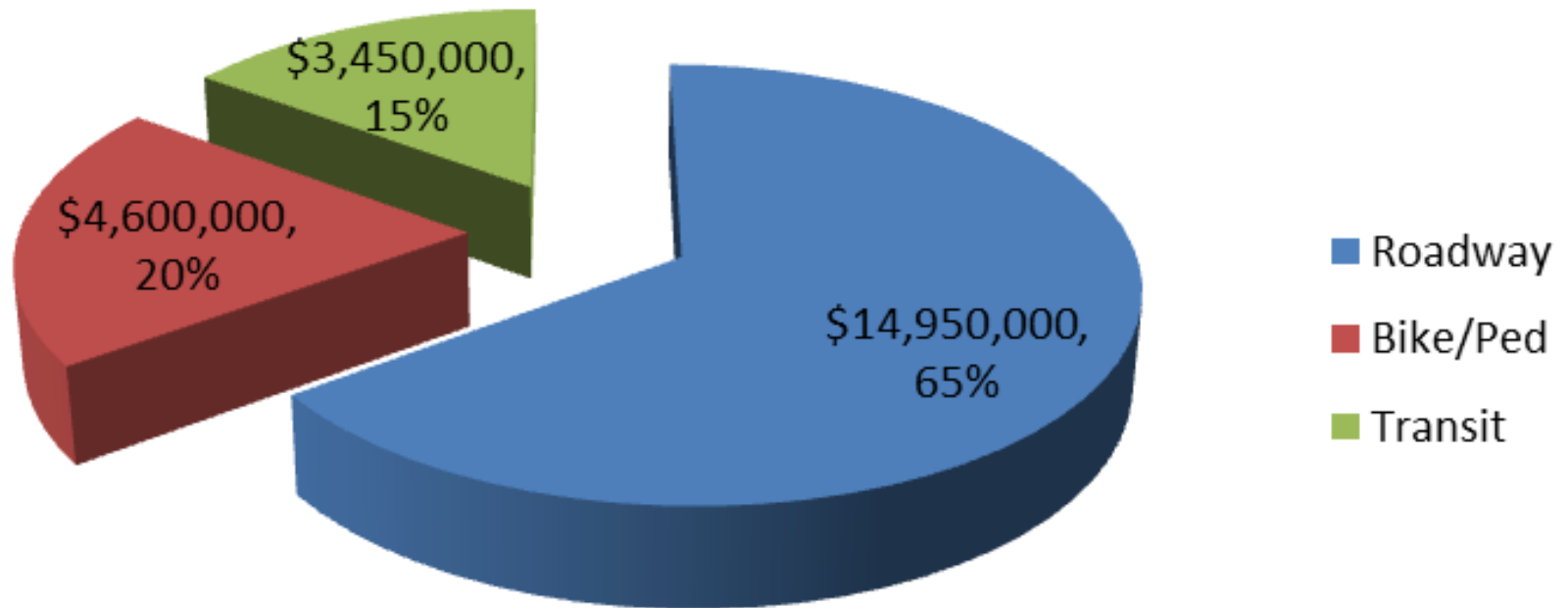
Requested Action:
Receive as information

5.2 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 17th through August 17th, 2016
- Public hearing scheduled at the regular Executive Board Meeting on August 17th, 2016 at 4:00pm. Based on Executive Board action at that meeting
- Call for Projects is anticipated to open on August 18th, 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 15th).
- 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 15th).

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.

Section IV: Eligibility Requirements

C. Metropolitan Transportation Plan (MTP) Compliant

To be eligible for LAPP funding, a roadway project must be identified as an operational improvement, safety improvement, **2020 1st** horizon year project or **2030 2nd** horizon year project. A greenway/multi-use path or on-road bicycle project must be identified as a statewide, regional or local tier project on the **2040**-MTP. Sidewalk projects are included in the MTP programmatically, and are eligible. Safe Routes to Schools (SRTS) Infrastructure projects are eligible. This criterion for eligibility of Sidewalk and SRTS Infrastructure Projects is in place because the length of time required to amend the MTP to include a new project will not allow for the project to have funds obligated under the program deadlines. Transit projects, excluding transit vehicles, are eligible. **~~In future years, it is anticipated that a transit plan will be completed and approved for the metropolitan area.~~** Transit projects must be infrastructure projects that are necessary for operational, safety or security improvements to existing facilities, or new capital projects identified in the adopted MTP or in adopted components of the Wake Transit Work Plan.

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%

Change Transit Scoring to accommodate Transit Plan Compliance Scoring Element

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

All new capital projects must be in the adopted Metropolitan Transportation Plan as 1st or 2nd decade projects or in the adopted components of the Wake Transit Work Plan. Transit infrastructure projects that are necessary for operational, safety or security improvements to existing facilities may be submitted. To further implementation of plan priorities, projects will be scored based on their horizon year in the document. The Transit Planning Consistency will be scored on the following scale:

2 nd Horizon Year MTP Project...	5 Points
1 st Horizon Year MTP Project / 1 st Ten Years of Wake Transit Work Plan...	10 Points

Transit Infrastructure projects to existing facilities that are necessary for operational, safety or security improvement will be scored as 1st Horizon year projects.

~~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).~~

5.2 FFY 2018 Locally Administered Projects Program

Requested Action

Recommend approval of the FFY 2018 Target Modal Investment Mix and Recommended Changes to the FFY 2018 LAPP Program.

5.3 DRAFT MTP 2045 Goals, Objectives, and Performance Measures

Requested Action:
Receive as information

5.4 Information about the TRM Version 6 Model Update

Requested Action:
Receive as information

5.5 Connect 2045; Update on SE Data, future scenario development, and land use modeling

Requested Action:
Receive as information

5.6 Wake County Transit Financial Plan Status Update

Requested Action:
Receive as information

5.7 Wake Transit – Interlocal Agreement Setting Forth the Mutual Understanding of Parties as to the Scope and Content of Various Transit Financial Plans

Requested Action:

Recommend the Executive Board consider approval of the Interlocal Agreement and authorize the CAMPO Executive Director to sign the Agreement.

5.8 Wake Transit – Interlocal Agreement for the Joint Multi-Jurisdictional Procurement of Transit Planning Services

Requested Action:

Recommend the Executive Board consider approval of the Agreement and authorize the CAMPO Executive Director to sign the Agreement.

5.9 Notice of Proposed Rulemaking: MPO Coordination and Planning Area Reform

- Notice of proposed rule released on June 27
- Comments due by August 26
- Rule proposes revisions to planning regulations to improve regional planning by MPOs
- Proposes unified planning products – MTP and TIP and performance targets – if multiple MPOs are designated within one MPA





CAMPO - DCHC Metropolitan Planning Area



INSET NOT TO SCALE

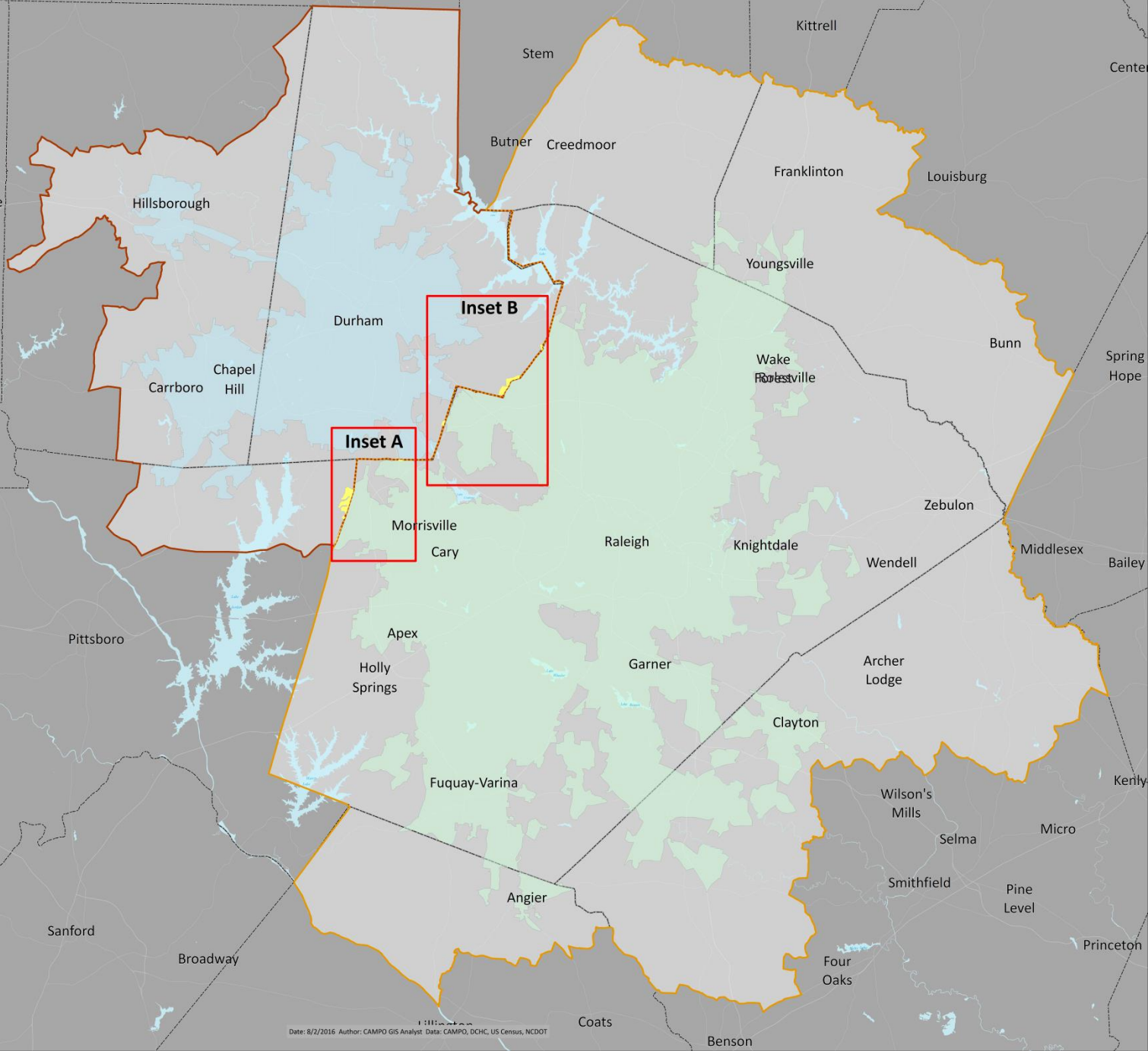
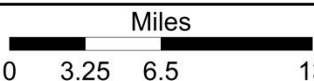


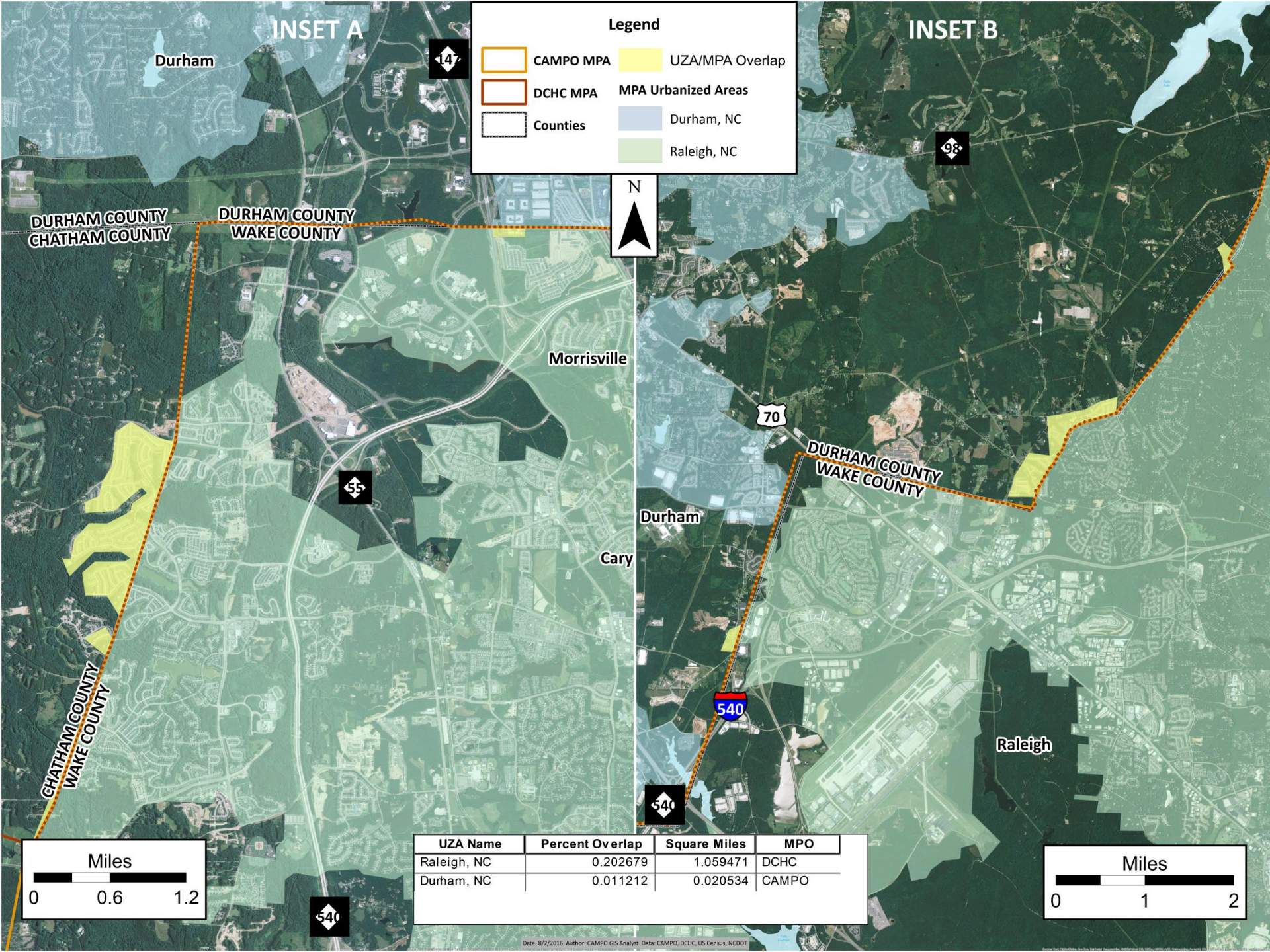
Legend

-  CAMPO MPA
-  DCHC MPA
-  Counties
-  UZA/MPA Overlap

MPA Urbanized Areas

-  Durham, NC
-  Raleigh, NC





5.9 Notice of Proposed Rulemaking: MPO Coordination and Planning Area Reform

CAMPO Staff comments:

- Requirement for joint products should be implemented on a scaled basis that reflects proportion of actual overlap of planning areas
- Unclear how or if a larger planning area covered under a single MPO would “enable individuals within that region to better engage in the planning process.”
- There should be no mandatory merge requirement for adjacent MPOs
- Rule should recognize effort in joint planning already underway by CAMPO and DCHC

Requested Action:
Receive as information; discussion

6. Budget Informational Items

6.1: Operating Budget 2016

6.2: FY 16 Member Shares

Requested Action: Receive as information

7. Information Item: Project Updates

7.1 Project Updates

- Hot Spot Program
- NC 54 & More
- Transit Systems Planning
- Southeast Area Study
- Regional Freight Plan Study
- LAPP Program
- (SRTS) John Rex Endowment Grant Award Update
- NC Non- Motorized Volume Data Program –
Phase II Region Roll-out
- Triangle Tolling Study
- NC 98 Corridor Study

Requested Action: Receive as information

8. Information Item: 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
- **Requested Action: Receive as information**

Upcoming Events

Date	Event
Aug 17, 2016	Executive Board
Sept. 1, 2016	TCC
Sept 21, 2016	Executive Board
Oct. 6, 2016	TCC
Oct. 19, 2016	Executive Board

ADJOURN