



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

Executive Board Meeting

October 19, 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

5. Minutes

5.1 Minutes from the September 21, 2016 Meeting

Requested Action:

Approve Minutes from September 21, 2016 meeting.

CONSENT AGENDA

- 6.1 LAPP Project Amendments
 - **Action: Approve LAPP Project Amendment on C-168, Morrisville's Crabtree Creek Greenway, to include \$806,302 additional CMAQ/TAP funds with \$806,302 local match**
- 6.2 Connect 2045; Update on SE Data, future scenario development, and land use modeling
 - **Action: Receive as information and consider approval of items for use in development of 2045 MTP**
- 6.3 Request for Support: Interstate Designation for US 264
 - **Action: Consider adoption of a resolution of support for NCDOT's request to FHWA for future interstate designation for US 264**

PUBLIC HEARING #1

7.1

FY 2016 TIP Amendment #4

7.1 FY 2016-2025 Transportation Improvement Program – Amendment #4

NCDOT's STIP Unit notified the MPO of amendments to the 2016-2025 State TIP. The MPO should update the TIP to reflect these changes in order to meet federal regulations stating that the TIP and STIP must be identical. Additionally, amendments to the 2016-2025 TIP are necessary to accommodate funding for LAPP Projects.

Staff released the draft FY 2016-2017 Transportation Improvement Program - Amendment #4 for public review and comment from September 19, 2016 through October 19, 2016. A public hearing is scheduled at the October 19, 2016 Executive Board meeting.

Requested Action:

Conduct public hearing. Adopt F Y 2016-2025 Transportation Improvement Program - Amendment #4

PUBLIC HEARING #2

7.2

P 4.0 (SPOT) Division Needs Point Assignment

7.2 Prioritization (SPOT) 4.0

- CAMPO has drafted a recommendation for the Division Needs category point allocation based on the adopted methodology
- Public Review & Comment Period will run through October 18, 2016 with final a public hearing scheduled for the Executive Board meeting on October 19, 2016.

Prioritization 4.0 Timeline

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



7.2 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

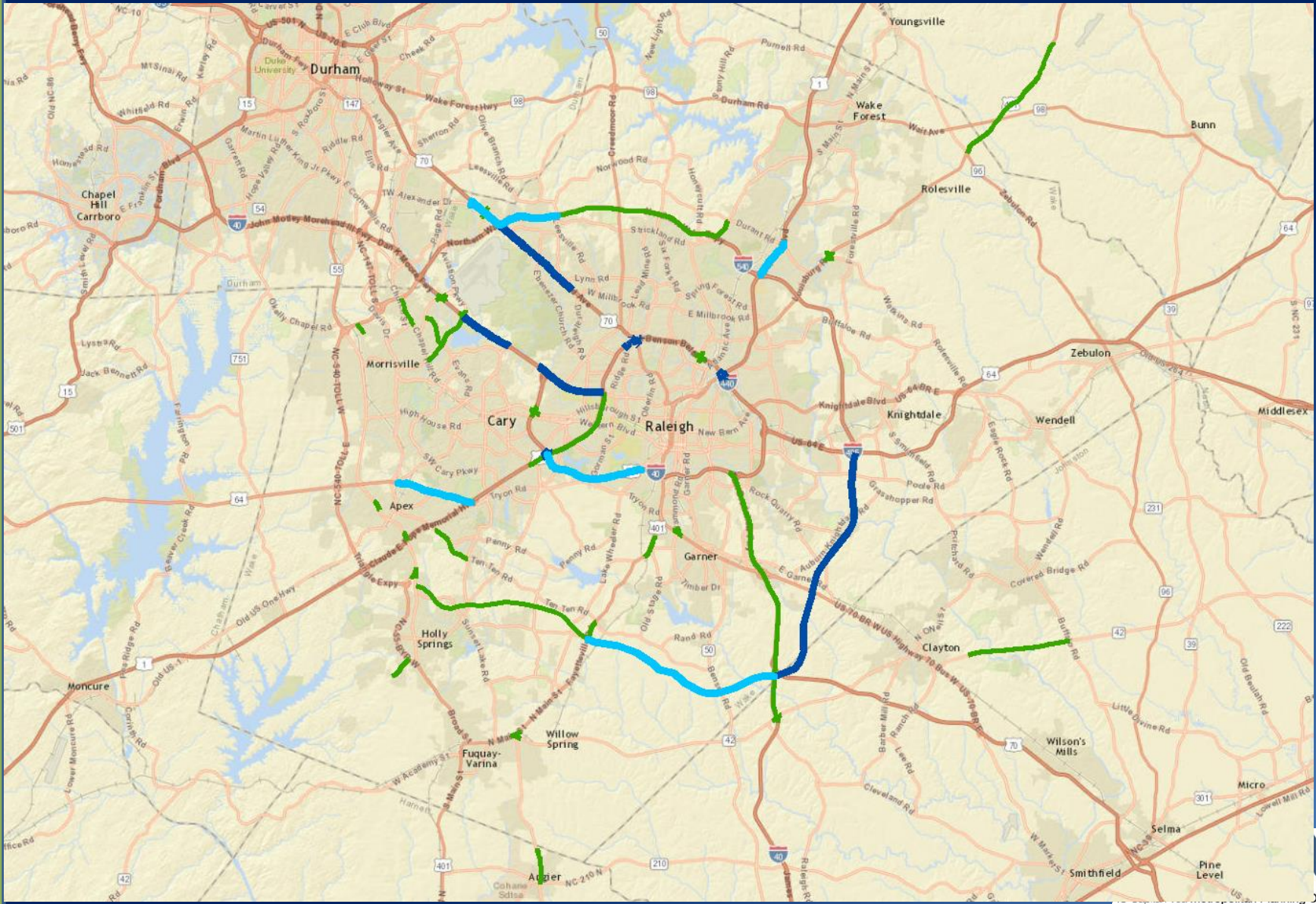
2023 – 2027

\$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**

7.2 Prioritization (SPOT) 4.0

DRAFT Statewide Mobility



7.2 Prioritization (SPOT) 4.0

DRAFT Regional Impact

YRS 1-5

2018 -2022

\$289,295,000

- Morrisville Citywide Signal system
- NC 42 (NC 50 to US 70 Bypass)
- NC 42 (US 70 Bypass to US 70 Bus)
- NC 54 / McCrimmon Parkway Grade Separation
- US 1 (Durant Road to Burlington Mills Road)
- NC 50 (I-540 to NC 98)

YRS 6-10

2023 – 2027

\$274,882,000

- US 401 median (Judd Parkway to NC 55/NC 42)
- Clayton Citywide Signal System
- US 1 / NC 55 DDI Interchange
- NC 147 Triangle Parkway Extension
- US 1 (Burlington Mills Road to NC 98)
- US 1 (NC 98 to Harris Road)

7.2 Prioritization (SPOT) 4.0

DRAFT Regional Impact

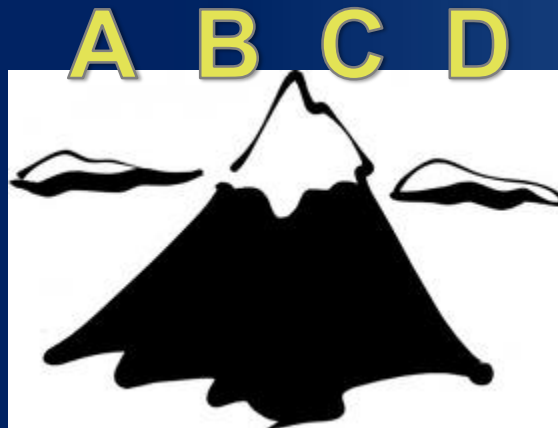


CAMPO Adopted Methodology

- **Maximizing Funding Potential**

- “Wasted Effort”

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



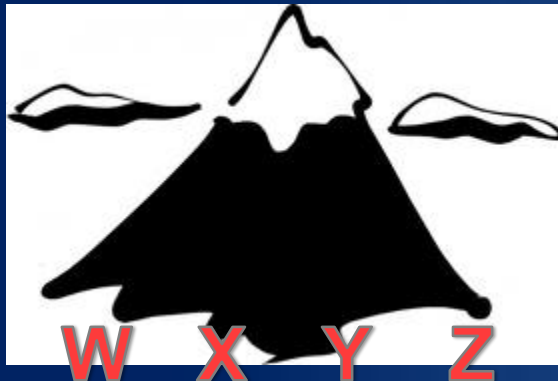
While very important to the region, putting our limited, local points here would not significantly improve their chances for funding

CAMPO Adopted Methodology

- **Maximizing Funding Potential**

- “Wasted Effort” (Part 2)

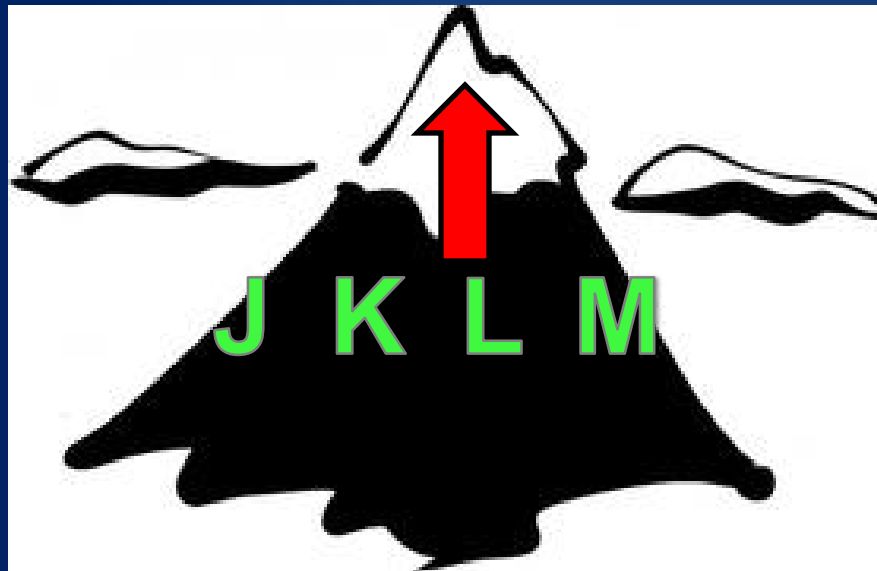
- Some of our projects score poorly, and even the maximum number of local points would not make them competitive



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

CAMPO Adopted Methodology

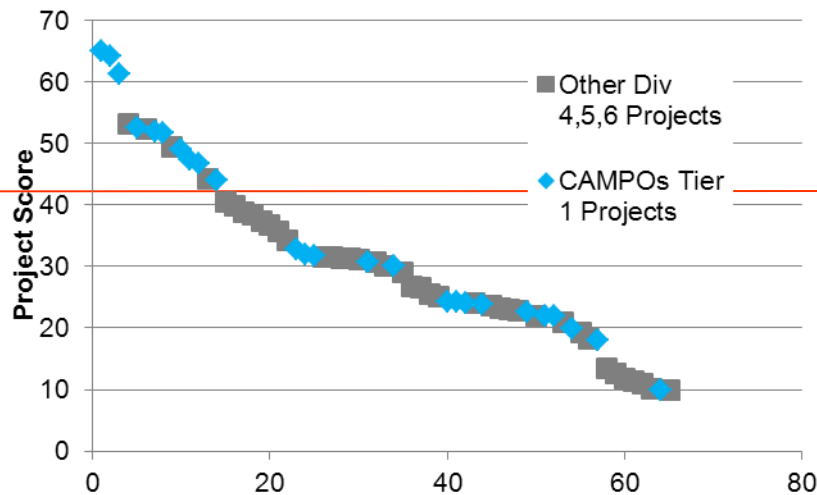
- **Maximizing Funding Potential**
 - The goal, then, is to assign points to bring projects from the middle of the pack to the top



CAMPO Adopted Methodology

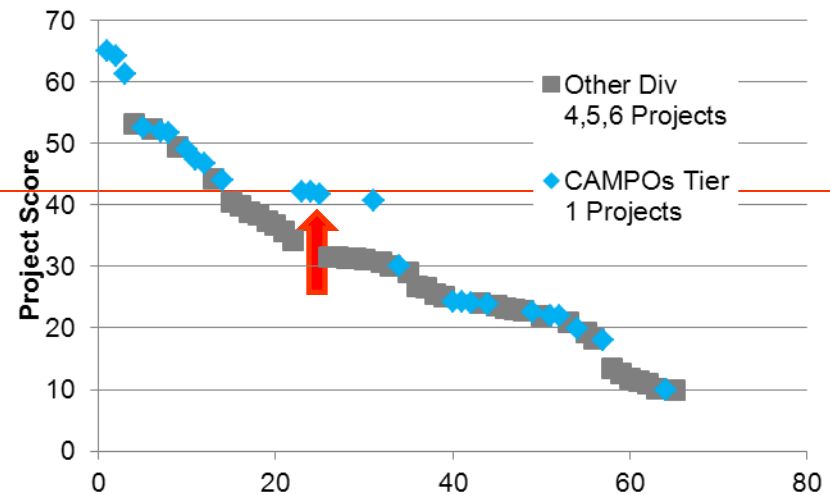
- **Maximizing Funding Potential**
 - Example: Regional Projects

Before



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

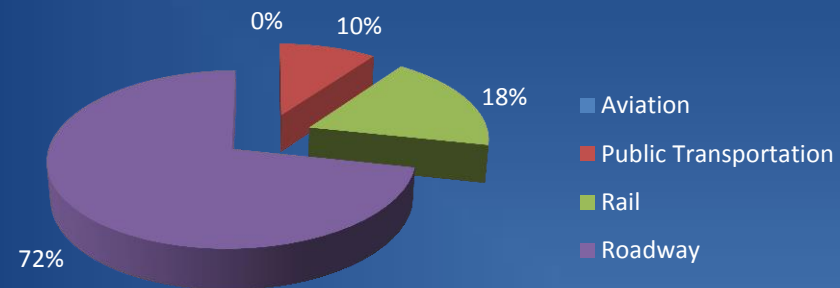
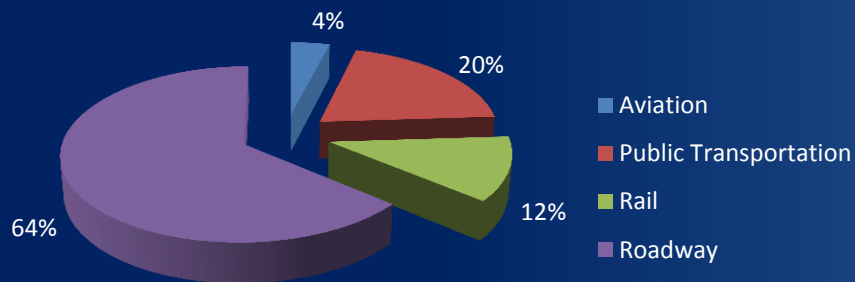
After



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

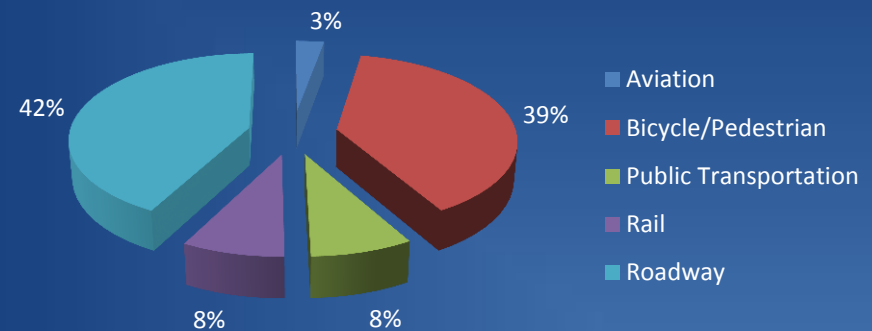
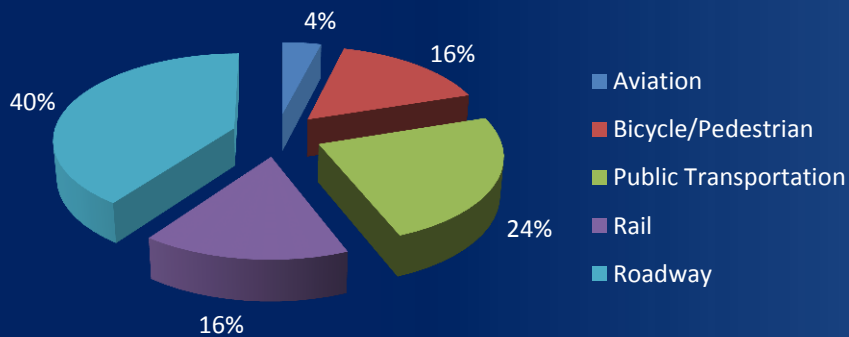
Regional Impact Modal Targets

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



Division Needs Modal Targets

	Target	Recommendation
Aviation	100	100
Bike/Ped	400	900
Public Transportation	600	500
Rail	400	8
Roadway	1000	992
Total	2500	2500



7.2 P4.0 Regional Impact Point Assignment

- Division Needs Point Assignment (2500 points)

Division 4 Projected

10 yrs Funding: \$391,582,000

Available: \$190,524,000

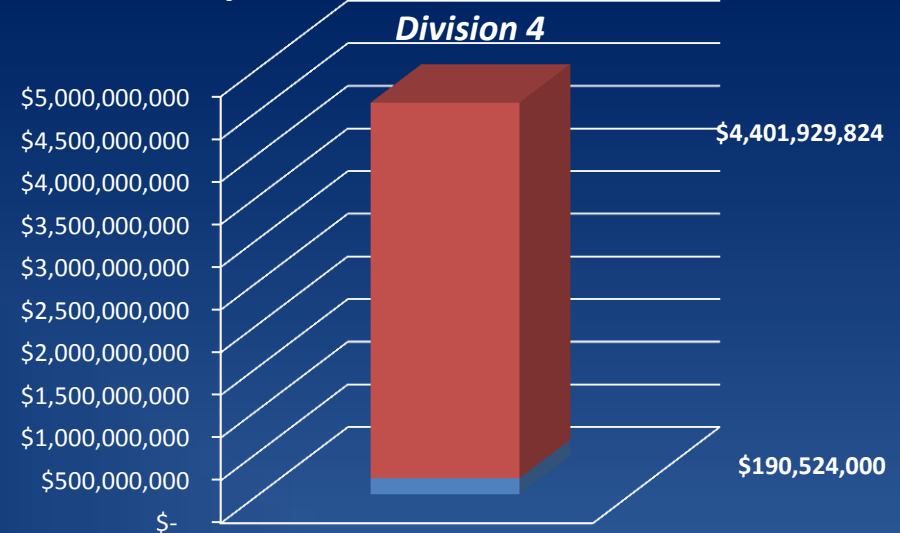
Division 4 Projects: 130

CAMPO Projects: 8

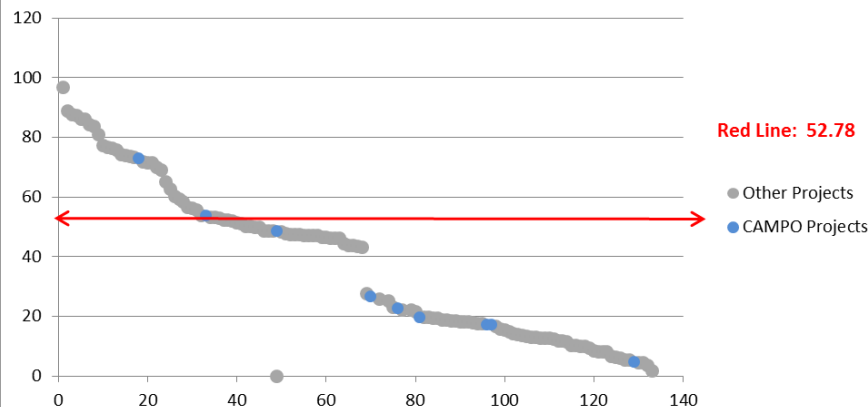
Potentially Competitive

CAMPO Projects 3

Projected Funding vs. Submitted Need



■ Division 4 Projected Available Funding ■ Division 4 Total Project Needs:



7.2 P4.0 Regional Impact Point Assignment

- Division Needs Point Assignment (2500 points)

Division 5 Projected
10 yrs Funding: \$391,582,000

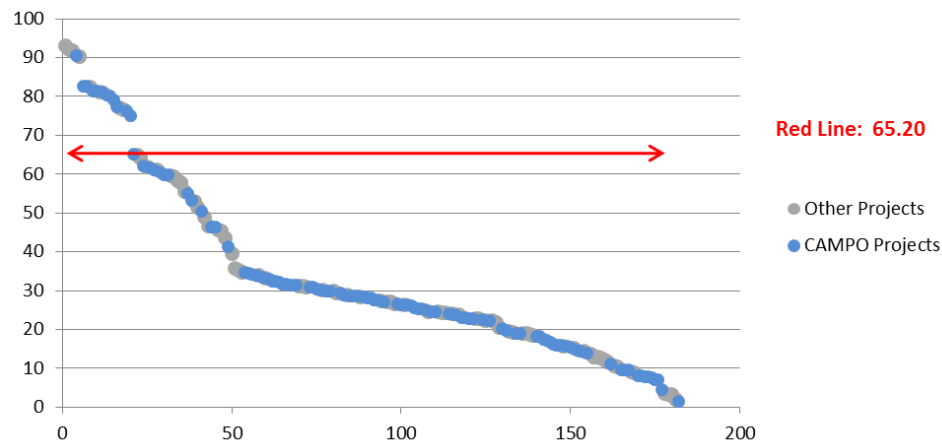
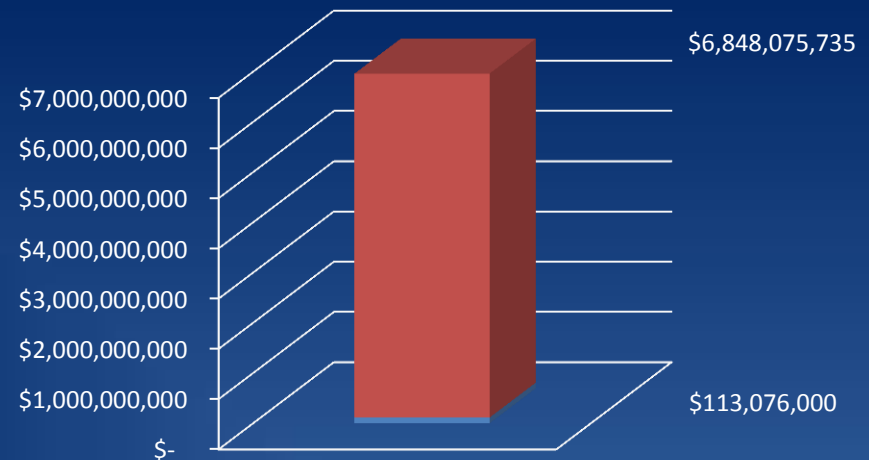
Available: \$113,076,000

Division 5 Projects: 182

CAMPO Projects: 104

Potentially Competitive
CAMPO Projects 13

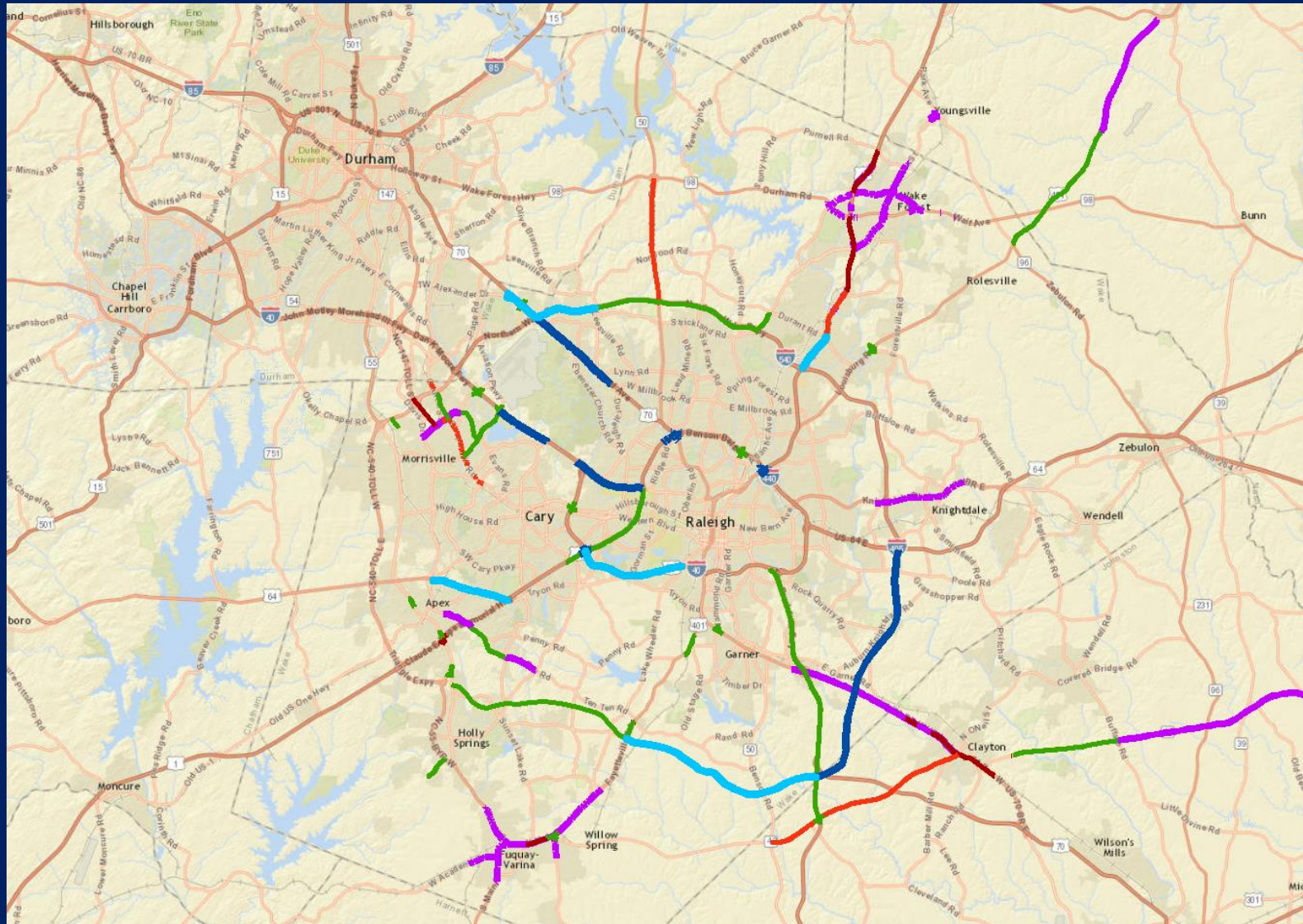
Projected Funding vs. Submitted Need
Division 5



■ Division 5 Projected Available Funding
■ Division 5 Total Roadway Project Costs:

7.2 Prioritization (SPOT) 4.0

DRAFT Regional Impact



7.2 P4.0 (SPOT) Division Needs Point Assignment

Requested Action:

Conduct public hearing. Consider approval of proposed local input point assignment for Division Needs projects.

End of Public Hearings

END OF PUBLIC HEARINGS

8. Regular Agenda

8.1 Regional Freight Plan – Interim Update



Plan Development & Deliverables Status

- | | |
|--|---|
| 1. Project Management | <input checked="" type="checkbox"/> Done to date |
| 2. Stakeholder Outreach & Engagement | <input checked="" type="checkbox"/> 1 workshop to come |
| 3. Data Collection & Assessment | <input checked="" type="checkbox"/> 1 survey to come |
| 4. Freight Goals/Objectives & Performance Measures | <input checked="" type="checkbox"/> Done |
| 5. Trends & Existing Conditions | |
| 6. Freight Model & Forecasts – 2035/2045 | <input checked="" type="checkbox"/> Done |
| 7. Evaluation of Future Conditions | <input checked="" type="checkbox"/> Done |
| 8. Strategic Freight Corridors & Zones | |
| 9. Recommendations & Implementation Strategies | <input checked="" type="checkbox"/> Sep 2016 |
| | <input type="checkbox"/> Nov 2016 |
| 10. Final Report | <input type="checkbox"/> Jan 2017 |
| | <input type="checkbox"/> Mar 2017 |

Rail Future Conditions: New CSX Hub



- New CSX Intermodal hub opens 2020 in Rocky Mount
- Also by the 15th year of operation, the terminal will result in 23,700 jobs in warehousing, local manufacturing, truck operators and in other logistics areas
- Diverts 13.2 mil. truck miles passing through NC
- CCX diverts trucks, but adds them to US 64



Air Cargo Future Conditions

- RDU's air cargo growth is conservative, consistent with national trends
- Top carriers are FedEx and UPS, low and flat growth in belly cargo
- Air cargo capacity appears to be sufficient
- Opportunity to increase international traffic at RDU, specifically at Foreign Trade Zone (FTZ) #93

Projected Air Cargo Activity at RDU

Air Cargo Activity	2015	2045	Total Growth (2015-2045)	CAGR (2015-2045)
Total Cargo Volumes (tons)	84,680	109,586	29%	0.9%
All Cargo Operations	4,376	5,466	25%	0.7%

Projected Top 5 Trade Partners at RDU

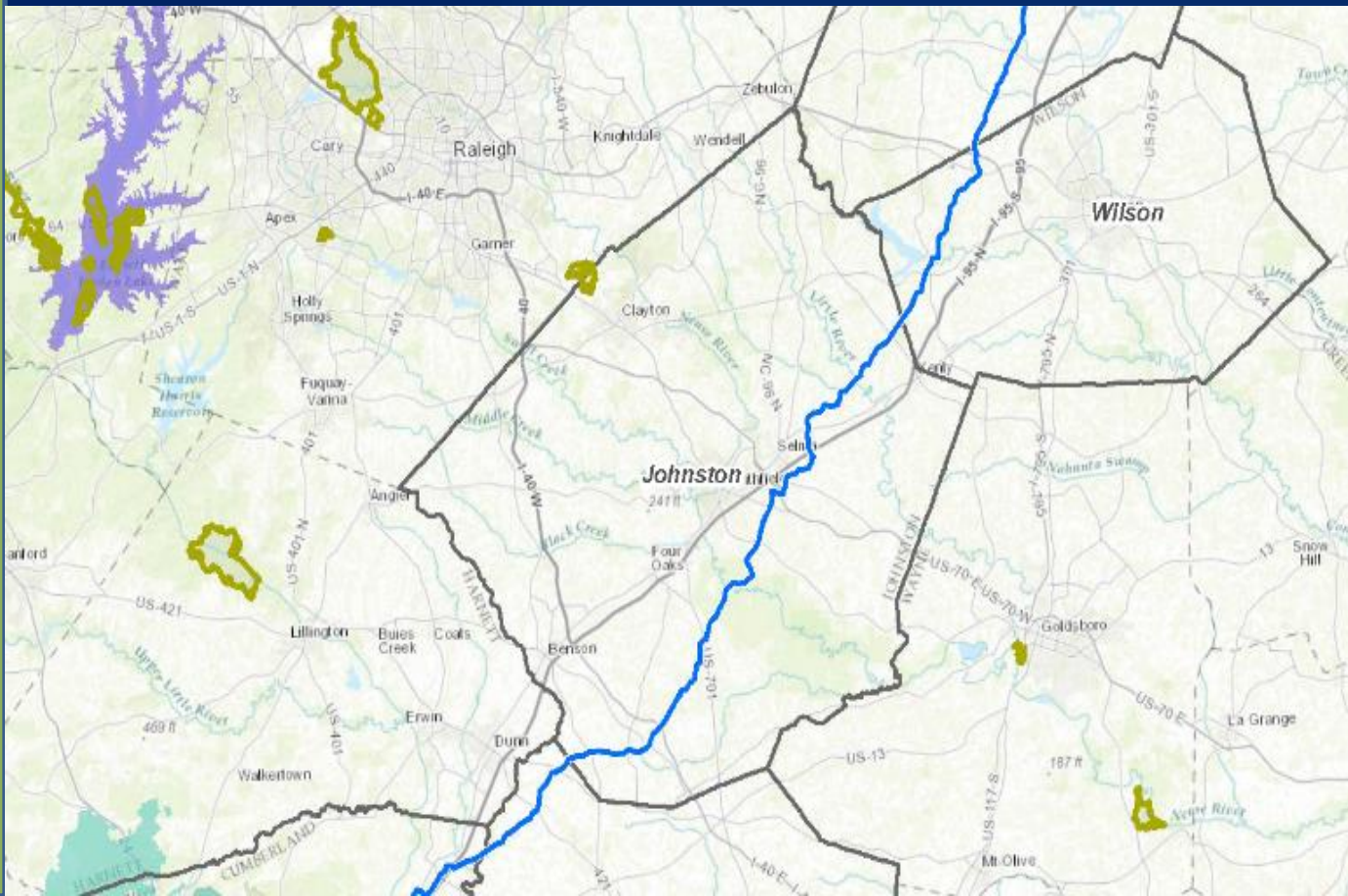
Airport	2045 Tons	% of Total
Memphis International	68,947	46%
Louisville International	35,851	24%
Indianapolis International	24,256	16%
London Heathrow	7,987	5%
Hartsfield-Jackson Atlanta International	2,408	2%

Pipeline Profile

- 750 miles of pipelines in Triangle Region
- Three counties contain majority of pipeline mileage: Wake (24%), Johnston (22%), and Chatham (19%)
- 65% of pipelines carry natural gas, 32% carry non-HVL products
 - Major Energy facilities:
 - Dixie Pipeline propane storage facility in Apex
 - Plantation Pipeline breakout tanks for petroleum products: Raleigh, Apex, and Selma
 - Liquefied natural gas (LNG) facilities in Cary (PSNC Energy) and Bentonville (Piedmont Natural Gas)

Future Pipeline Capacity

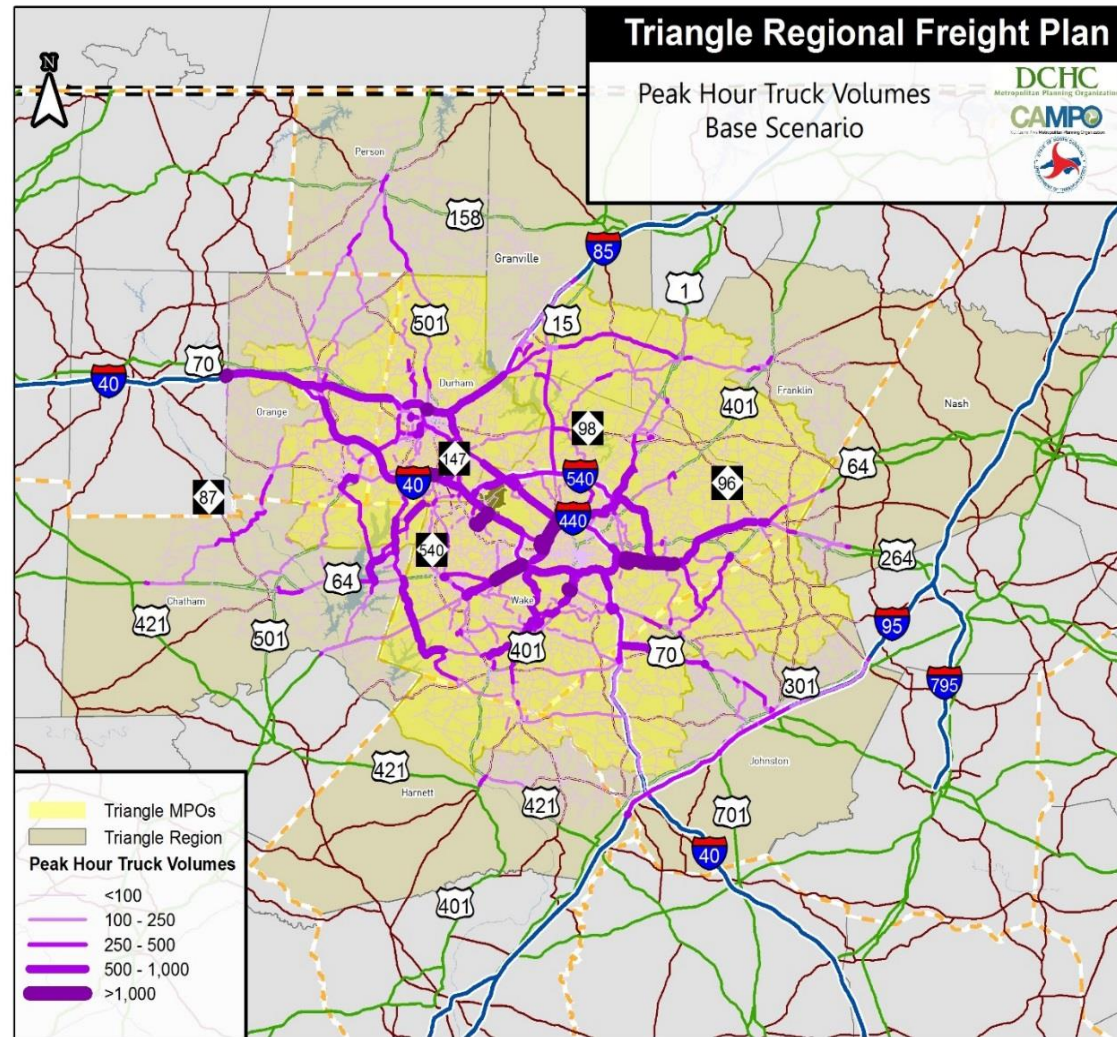
- Future Capacity:
 - Atlantic Coast Pipeline (ACP) slated to begin construction 2017
 - will transport Marcellus/Utica Shale gas from WV to NC
 - 37 miles of new pipeline infrastructure in Johnston County



**Proposed Route of
Atlantic Coast
Pipeline in Triangle
Region**

Highway Future Conditions

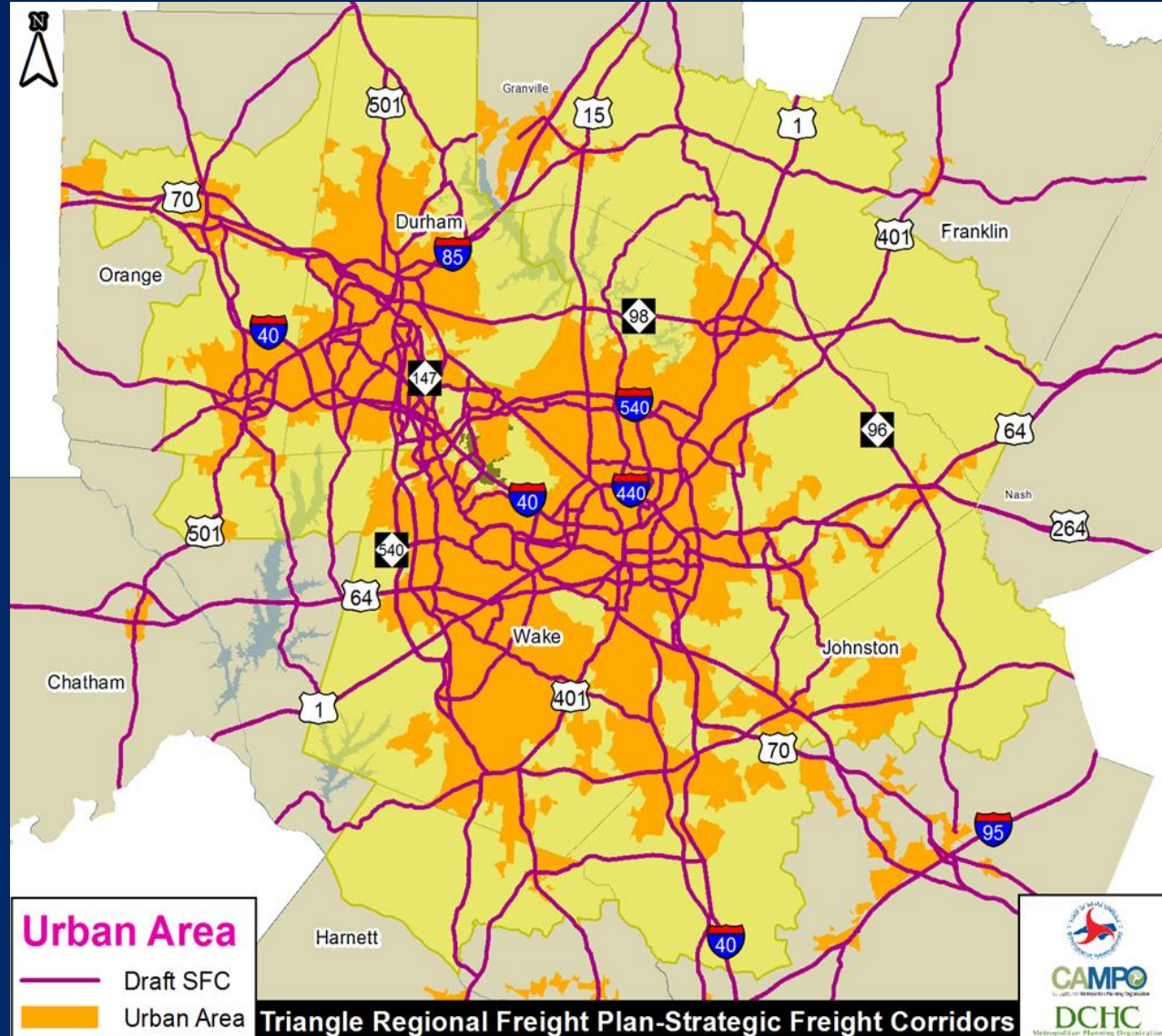
2040 Peak Hour Truck Volumes



- As truck volumes grow, poor performance at existing bottlenecks will be exacerbated while new bottlenecks may emerge
- U.S. 264/I-495, I-40, I-440, I-85, and U.S. Highways 1, 64, 70, and 264 and NC 55 have segments with truck volumes > 500 trucks/hour
- These highways already carry significant amounts of highway freight. The model indicates that this is not likely to change given future conditions

Strategic Freight Corridors (SFC)

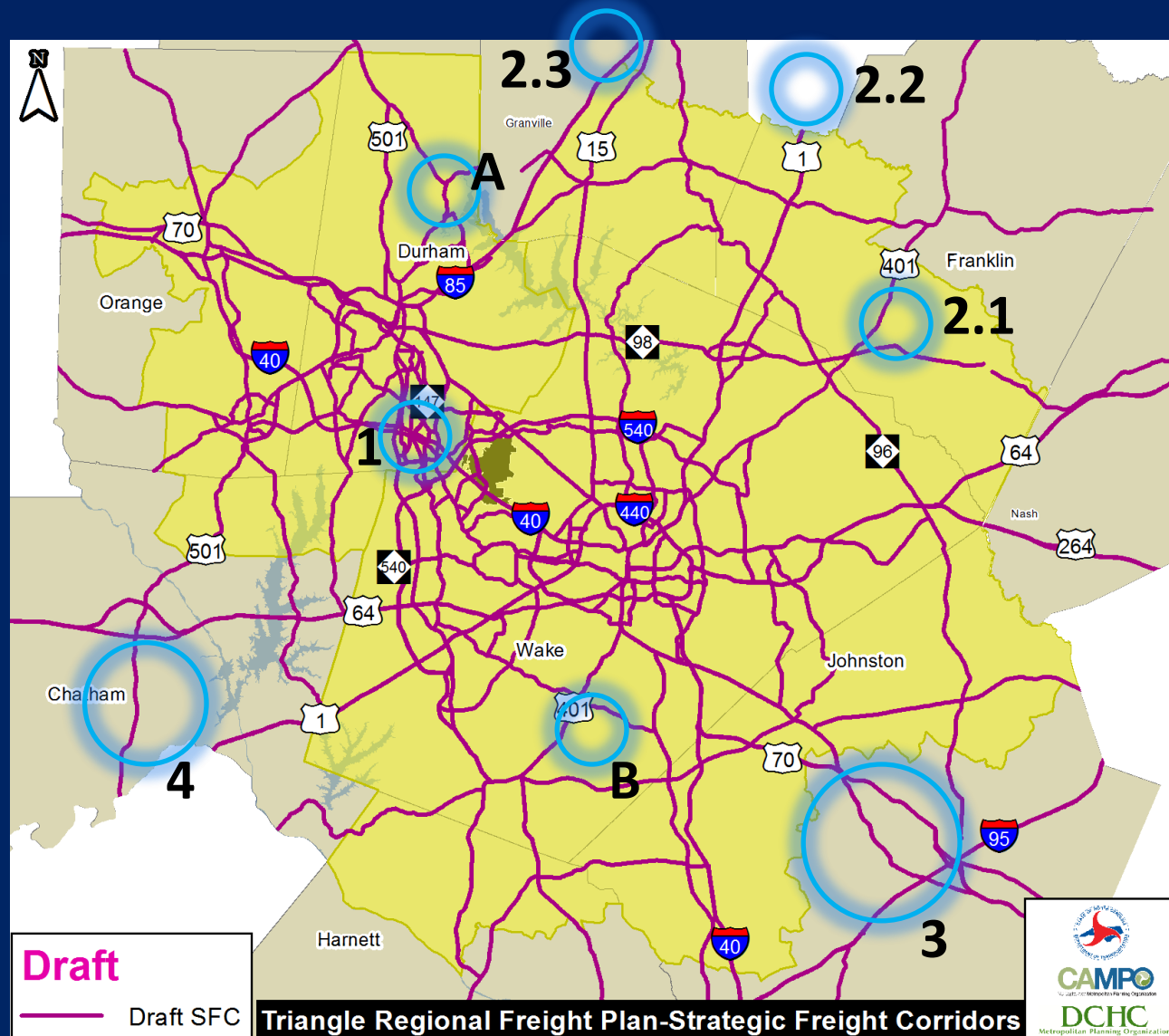
- DRAFT for Review & Discussion
- 1150 miles (with Interstates) to start
- ➔ Should trim, but retain redundancy



Potential Development Zones

- Potential Development Zones

- 1: Sites around RDU & the Park Center in RTP
- 2.1 – 2.3: Triangle North
- 3: Johnston County
- 4 Sanford-Lee County
- A: North Durham Biotech Cluster
- B: South Garner Opportunity Area



Next Steps

- Provide feedback on draft Strategic Freight Corridors and mobility strategy
 - Input to Task 8
- Next meeting: December
 - Formulation of recommendations



Requested Action:
Receive as Information

8.2 Title VI, Minority, Limited English Proficiency (LEP) and Low Income Public Outreach Plan Update



NC Capital Area Metropolitan Planning Organization

Serving Up (Environmental) Justice

CAMPO Title VI/LEP Update 2016





TRANSPORTATION & ENVIRONMENTAL JUSTICE

There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Metropolitan Planning Organizations

To certify compliance with Title VI and address Environmental Justice, MPOs need to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and - where necessary - improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

BASIS

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

- Title VI of the Civil Rights Act of 1964



In Addition to Title VI

In addition to Title VI, there are other Nondiscrimination Statutes that afford legal protection. These include:

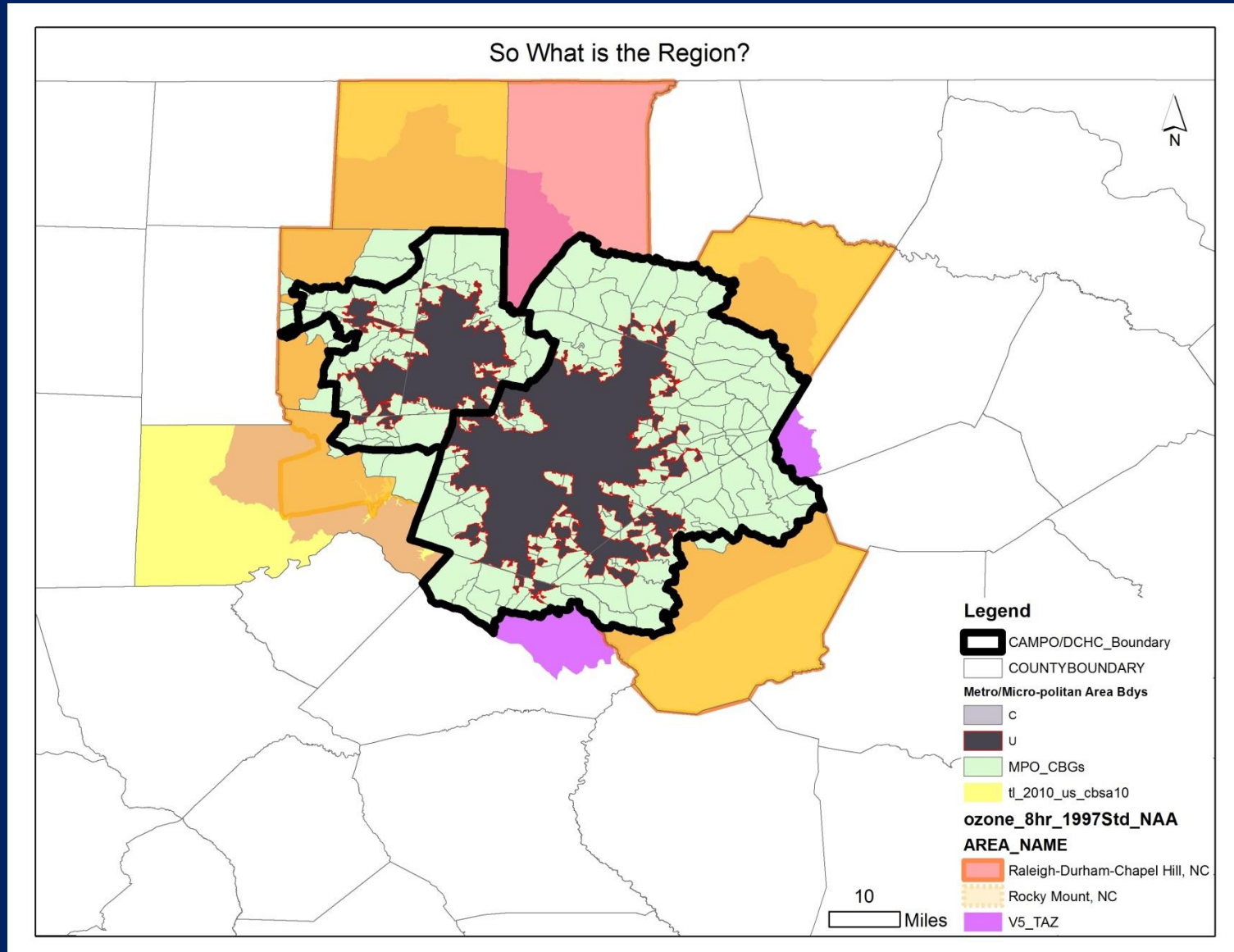
- **Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex),**
- **Age Discrimination Act of 1975 (age), and**
- **Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability)**

Taken together, these requirements define an over-arching **Title VI/Nondiscrimination Program.**

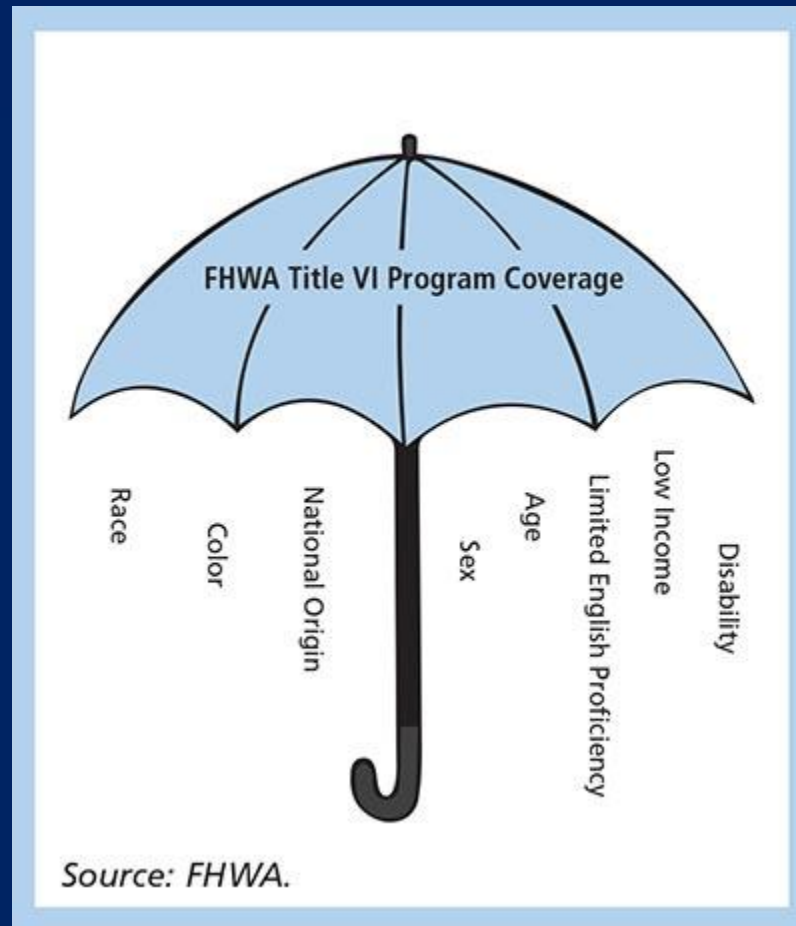
What we did:

- We built a regional-scale screening tool.
- We had to figure out
 - Geographic Extent
 - What to measure
 - How to measure it
- It is NOT meant to capture every EJ instance,
but to provide an indication that one is more or less likely to be present.

Final: Block Groups In (or part in) the MPO Boundaries



Protected Classes



“State of Practice” Review Performed by DCHC MPO Summer/Fall 2014

- Mid-Ohio Regional Planning Commission (FHWA featured case study)

- Other EJ Reports Reviewed*:

- Delaware Valley Regional Planning Commission
- South Jersey Transportation Planning Organization
- Southwestern Pennsylvania Commission
- North Central Texas Council of Governments
- Syracuse Metropolitan Planning Area
- Coastal Region Metropolitan Planning Organization (Georgia)
- Wilmington Area Planning Council

*not all-inclusive list of documents that were reviewed

Step 2: Define Indicators

Based on DCHC's indicators, we used:

- **Minority Non-White (includes all protected race categories)**
- **Hispanic/Latino Origin**
- **Limited English Proficiency (all languages)**
- **Zero-Car Households**
- **Age 65+**

(maps will follow in the next section on choosing the threshold measure)

Step 2: Define Indicators

In a deviation from DCHC:

- **Individual Poverty Status instead of Median Household Income (MHI) (with additional 60 percent reduction factor)**

Why?

All the other measures are based on individuals or households; MHI does not lend itself to our custom geography—calculating the regional base requires some crazy mathematics

After Some Testing

- August 2nd the regional group met and decided on 6 variables:
 - Minority race
 - Hispanic/Latino origin
 - “Near Poverty” (<150% of poverty level)
 - Zero-Car Households
 - Linguistic Isolation
 - Age 70 and Over

Step 3: Choose How To Measure

- Mean, median, mode
- Percentiles, Quartiles



What is an optimal amount of the region to trigger as special?

- We should not trigger so much of the region that it does not give us a meaningful evaluation tool (at the regional scale).
- Be as inclusive as possible in light of the above; we do not want to leave anyone out without good reason
- The final analysis should identify clustered patterns that allows for targeted outreach
- The methodology should be efficient and respectful of limited staff resources

What is an optimal amount of the region to trigger as special?

- The working hypothesis: No more than 60% of block groups should trigger
- Basis:
 - Other plans
 - Yields a reasonably tight clusters with the variables we use
- If not 60%, what is better and why?
 - (consensus was we didn't have a better target)

Michael Jordan

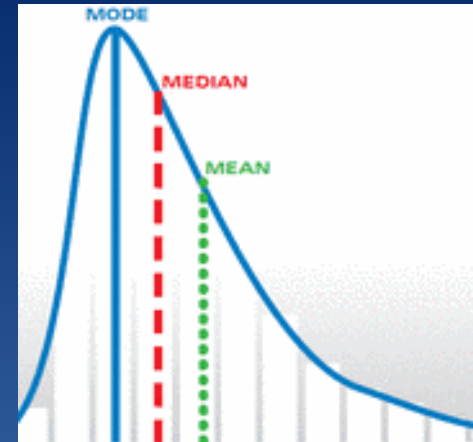


Average, Median, Percentiles

There's an old story about 1984 University of North Carolina geography graduates earning average salaries of over \$1,000,000 right out of college. That must be one awesome program!

Alas, it turns out that one of those graduates was Michael Jordan, whose geography knowledge came in handy when having to travel to the cities of the NBA.

Without Jordan, the mean salary was probably closer to \$25,000. This shows the effect that an outlier—an extreme value not in the general pattern of the data—can have on measures of center.



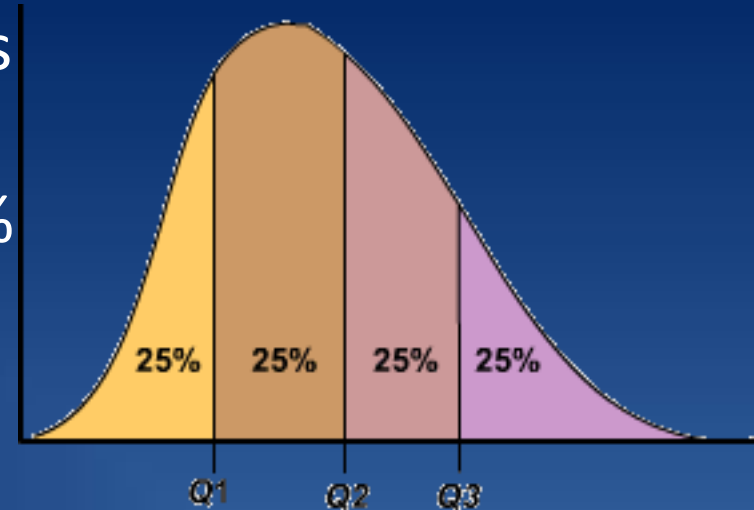
Typical UNC Geography Graduate



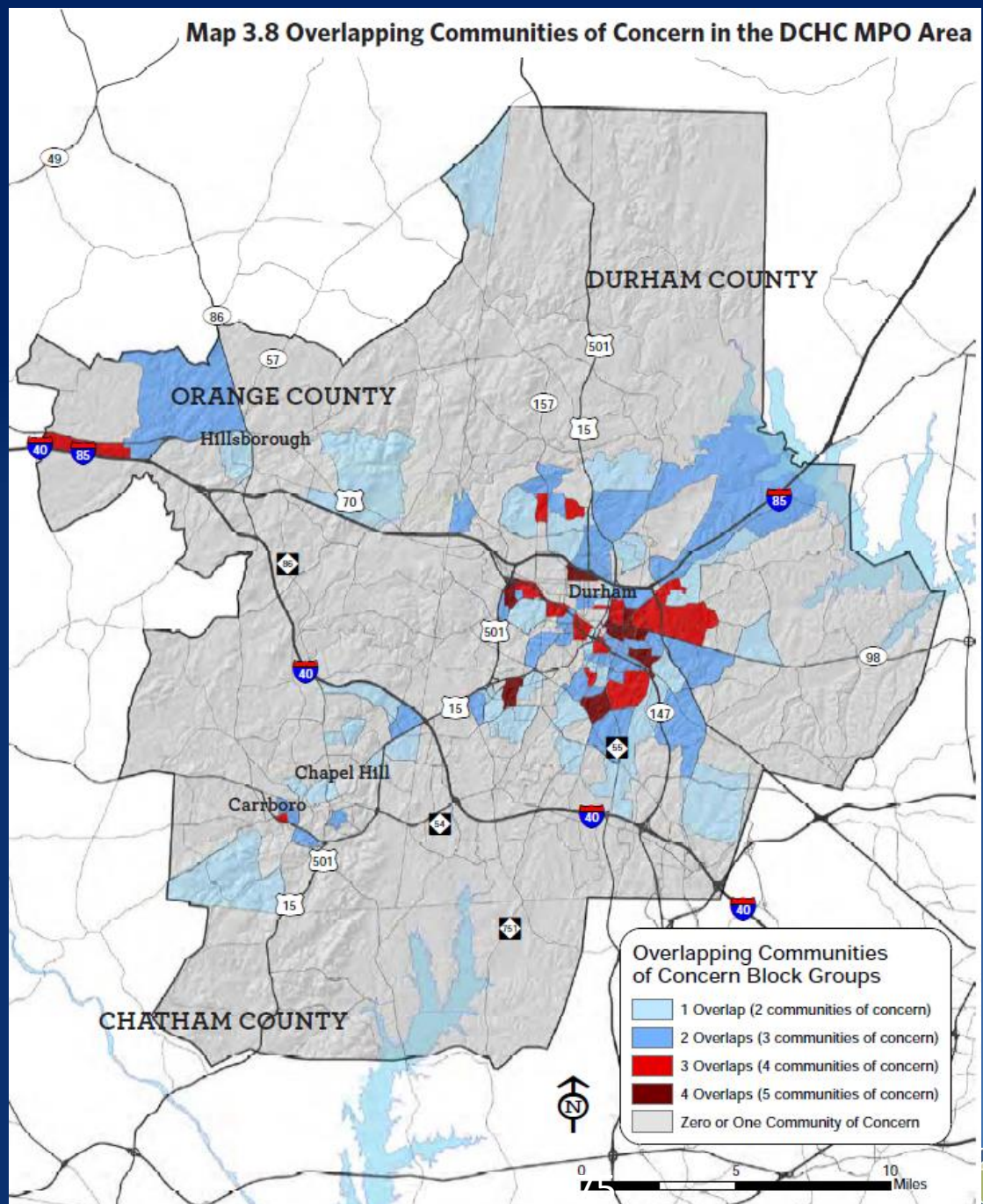
So, Quartiles?

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

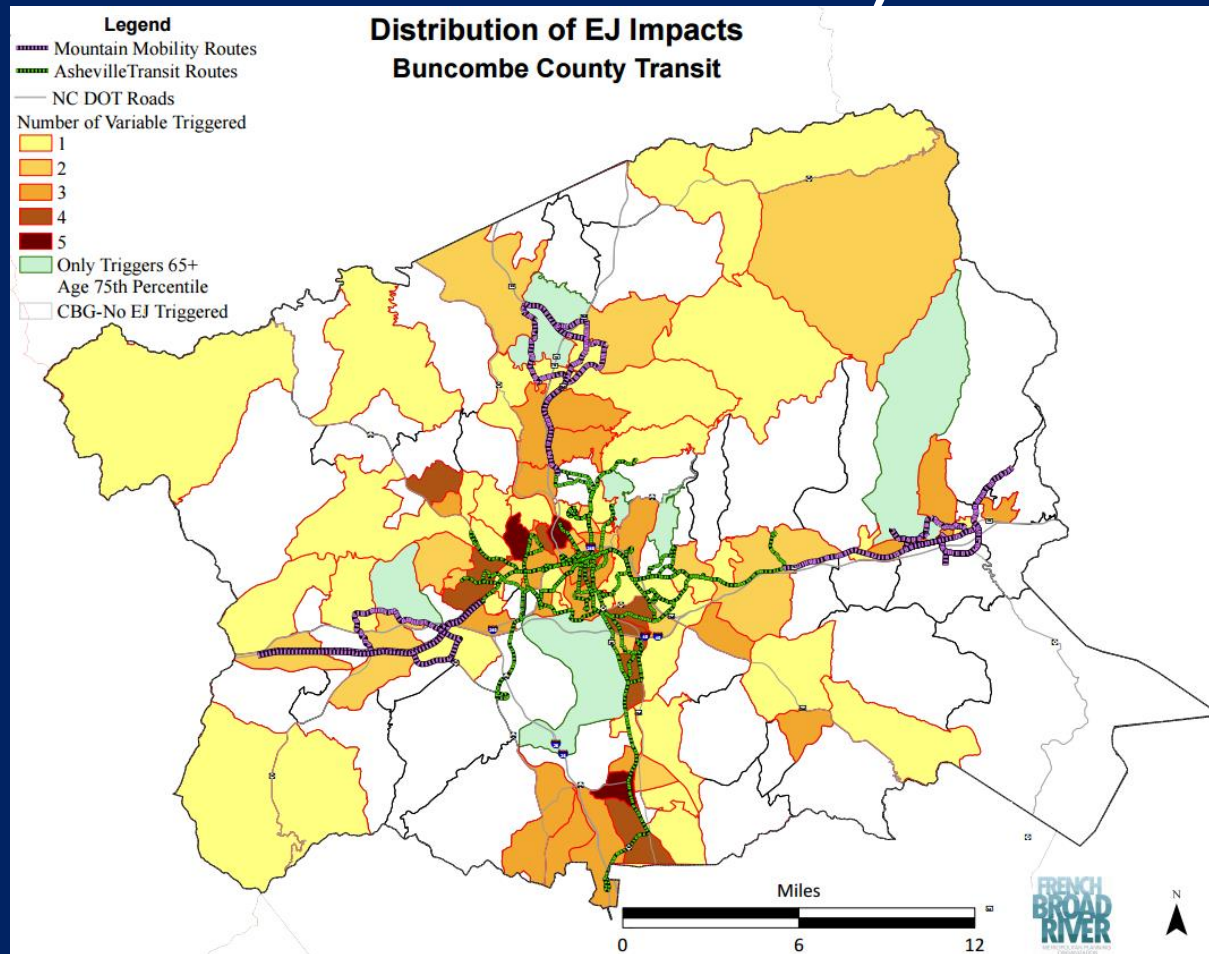
(Aside--Can also be done as percentiles as any break point along your spectrum, just not quartiles anymore—say the 65th percentile)



So we can
use the
mean, but
only count
if there are
at least 2
indicators
present
(DCHC)



Or just set a higher threshold (FBRMPO 2040 MTP)

















So What's the Issue?

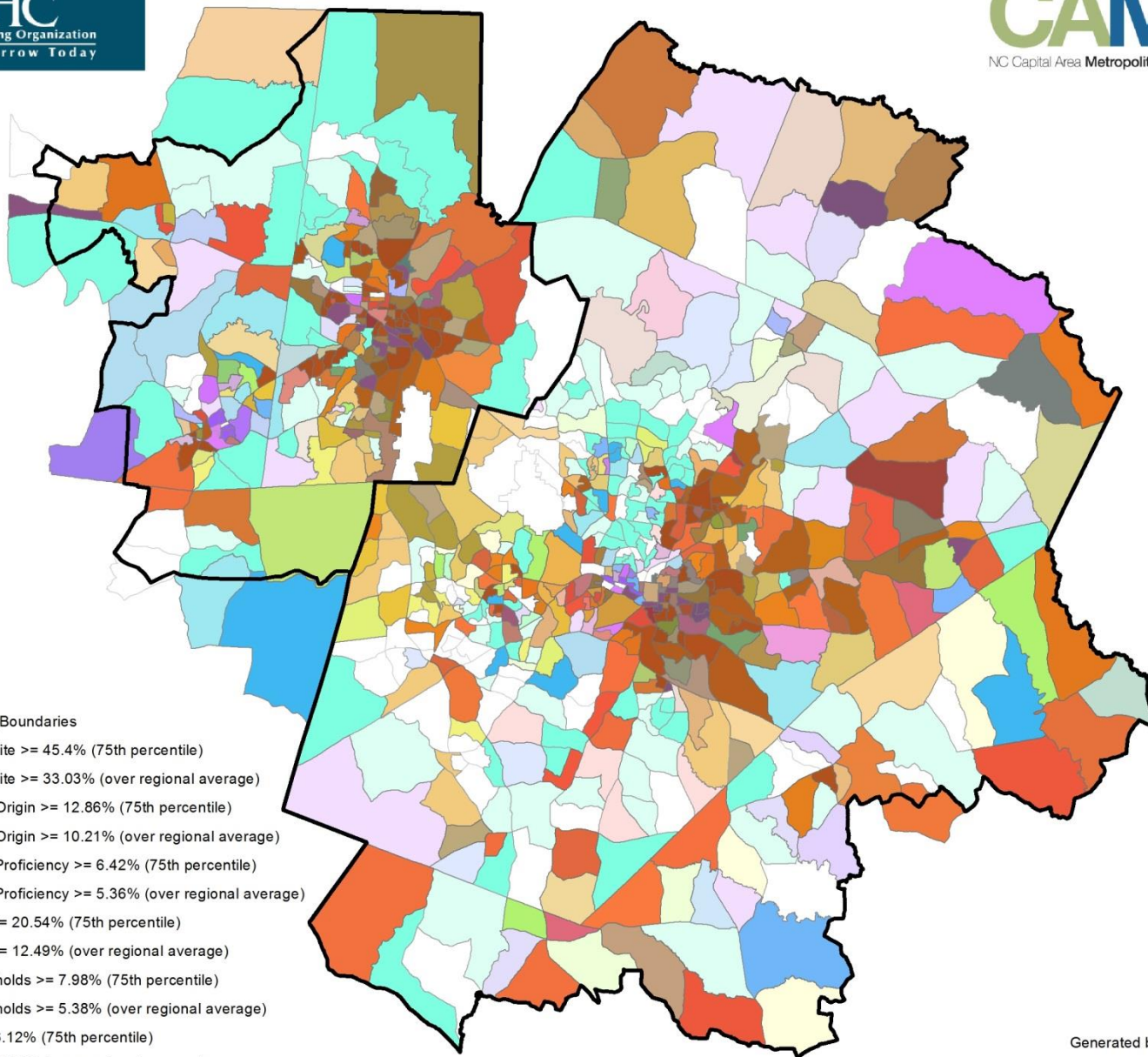


How Did We Do?

- Using a threshold near the middle yields too many block groups after six variables (92%). This makes targeted outreach or analyzing our investments difficult since “everyone’s special”
- This is offset by requiring more than one indicator be present, potentially missing groups specifically called out in Title VI
- The 75th percentile (top quintile) creates a higher threshold for inclusion, but only one trigger is required & balancing “everyone’s special”
- Yields around 64% of the region—close enough to the 60% target to be acceptable

CAMPO/DCHC Region Count of How Many of the 6 Title VI/EJ Measures Trigger

-  CAMPO/DCHC_Boundaries
-  Minority Non-White $\geq 45.4\%$ (75th percentile)
-  Minority Non-White $\geq 33.03\%$ (over regional average)
-  Hispanic/Latino Origin $\geq 12.86\%$ (75th percentile)
-  Hispanic/Latino Origin $\geq 10.21\%$ (over regional average)
-  Limited English Proficiency $\geq 6.42\%$ (75th percentile)
-  Limited English Proficiency $\geq 5.36\%$ (over regional average)
-  Poverty Status $\geq 20.54\%$ (75th percentile)
-  Poverty Status $\geq 12.49\%$ (over regional average)
-  Zero Car Households $\geq 7.98\%$ (75th percentile)
-  Zero Car Households $\geq 5.38\%$ (over regional average)
-  Over Age 65 $\geq 6.12\%$ (75th percentile)
-  Over Age 65 $\geq 4.08\%$ (over regional average)
-  All Region Block Groups











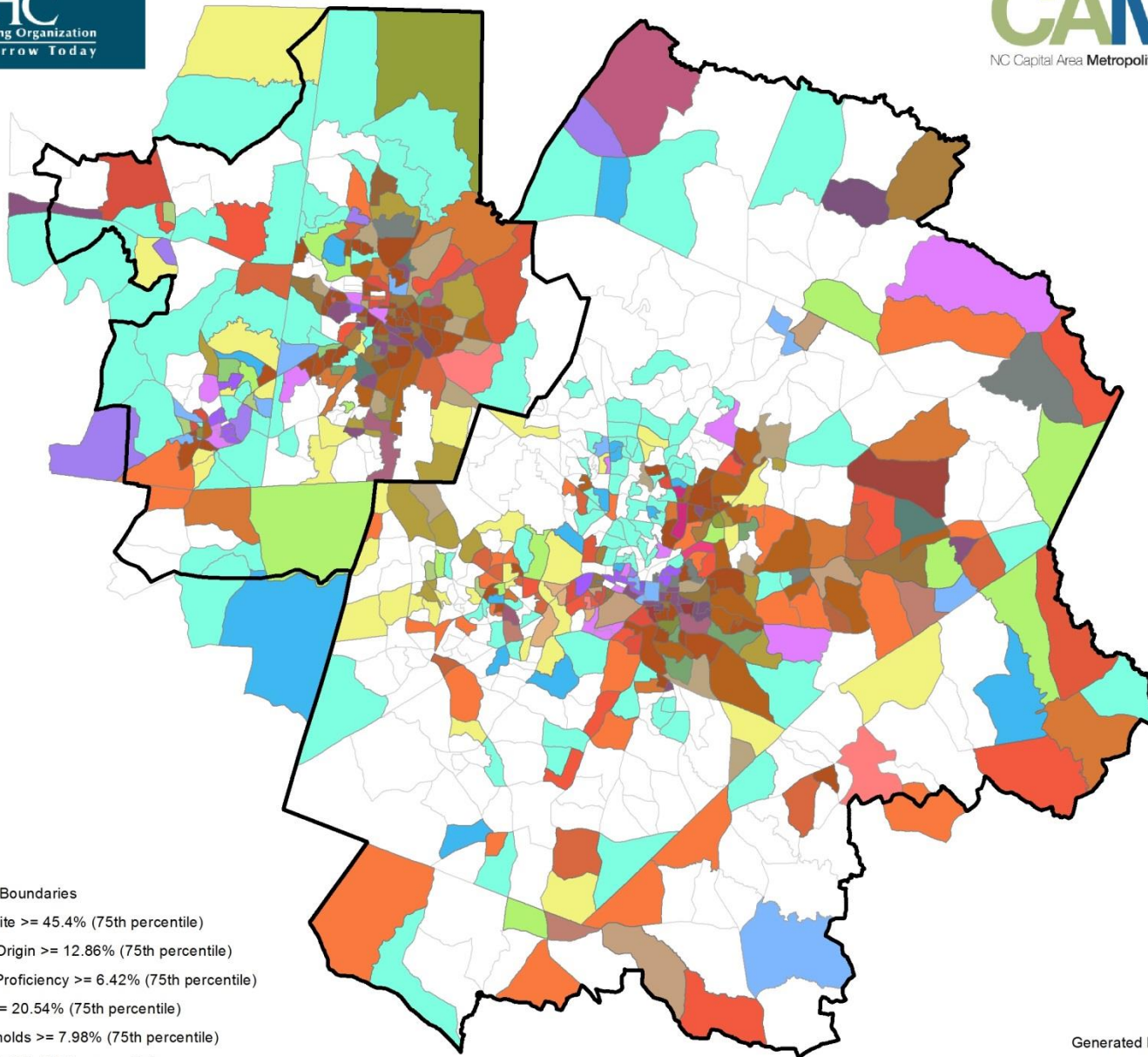
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Miles

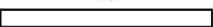
CAMPO/DCHC Region Count of How Many of the 6 Title VI/EJ Measures Trigger

-  CAMPO/DCHC_Boundaries
-  Minority Non-White $\geq 45.4\%$ (75th percentile)
-  Hispanic/Latino Origin $\geq 12.86\%$ (75th percentile)
-  Limited English Proficiency $\geq 6.42\%$ (75th percentile)
-  Poverty Status $\geq 20.54\%$ (75th percentile)
-  Zero Car Households $\geq 7.98\%$ (75th percentile)
-  Over Age 65 $\geq 6.12\%$ (75th percentile)
-  All Region Block Groups



Generated by CAMPO on: 6/30/2016

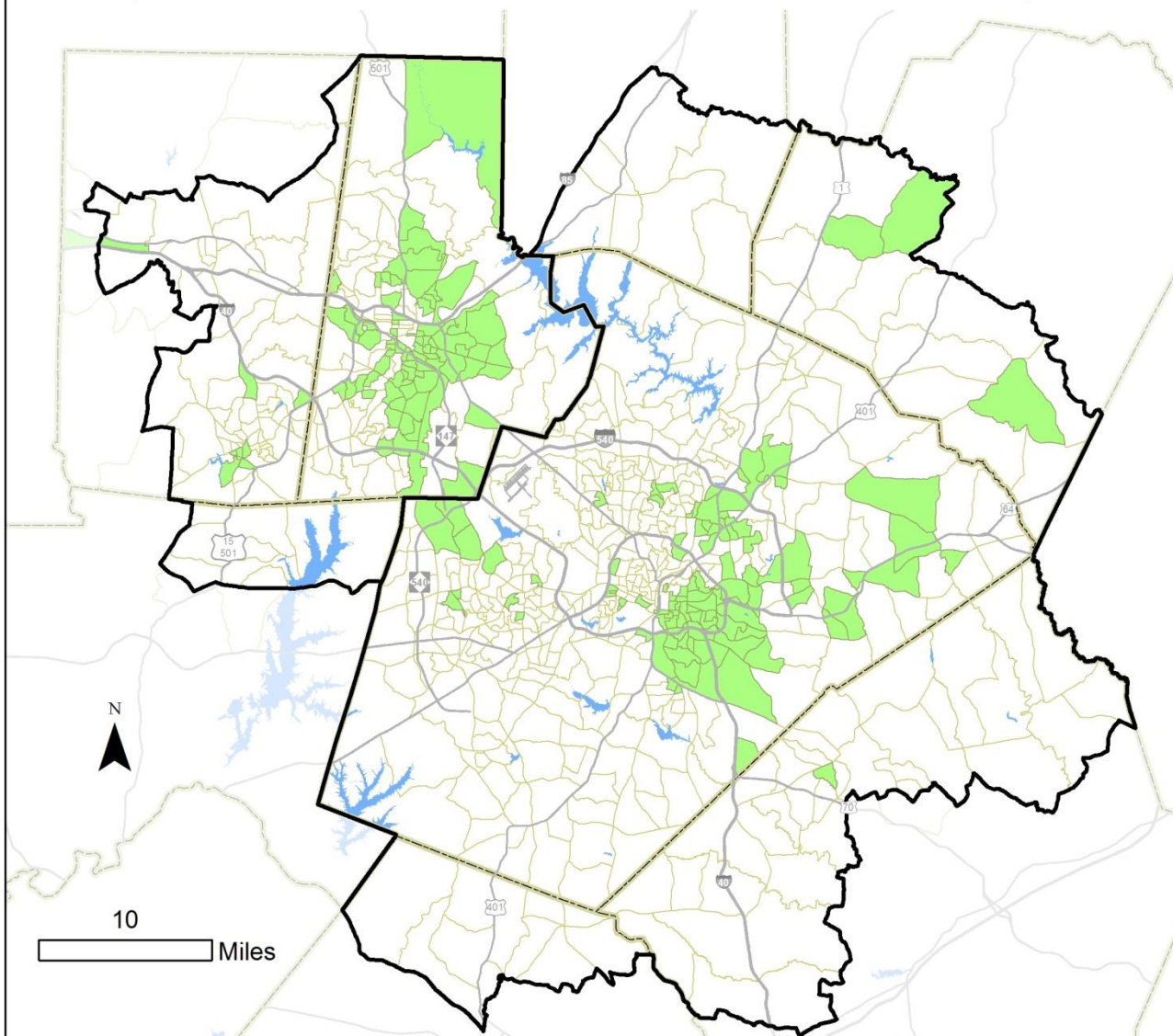
10

 Miles

We ended up:

- August 2nd the DCHC MPO, CAMPO, NCDOT, and FHWA regional group met and chose the 75th percentile for the six variables.
- Summary: Higher threshold for each variable than DCHC MPO, but Communities of Concern don't need to overlap to be considered significant.

Top 25% of Non-White Race Census Block Groups

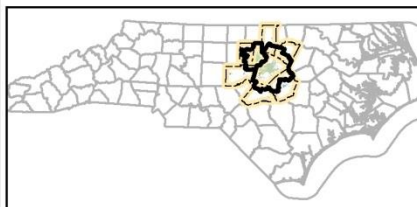


This map shows where concentrations of populations of non-white race exist in the region at or above the 45.4% threshold. The threshold represents block groups where 45.4% of the people living there identify as a non-white race for the Census.

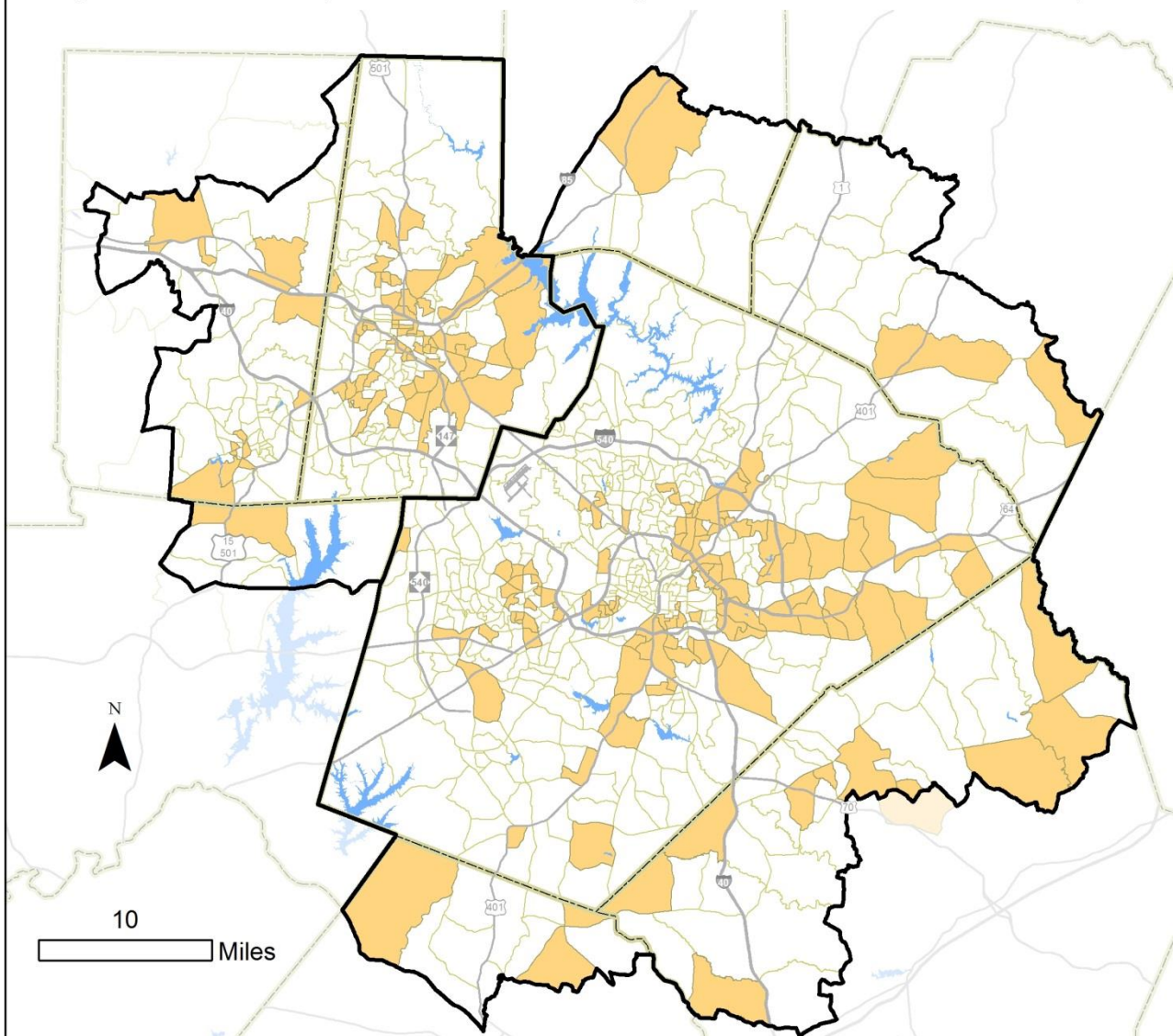
45.4% is the cutoff to be in the highest ranking 188 block groups in the region--the top 25% out of 577 total block groups. Any block groups with zero populations are then removed (usually just the Airport).

- RDU Airport
- CAMPO/DCHC_Boundaries
- Interstate
- US Route; NC 147 & NC 540
- Counties in 2-MPO Region
- Lakes
- MinorityNonWhite 45.4%
- Other Block Groups

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Top 25% of Hispanic/Latino Origin Census Block Groups

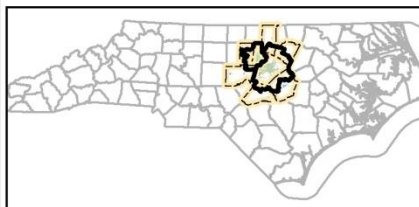


This map shows where concentrations of populations of Hispanic/Latino origin exist in the region at or above the 12.86% threshold. The threshold represents block groups where 12.86% of the people living there identify as a non-white race for the Census.

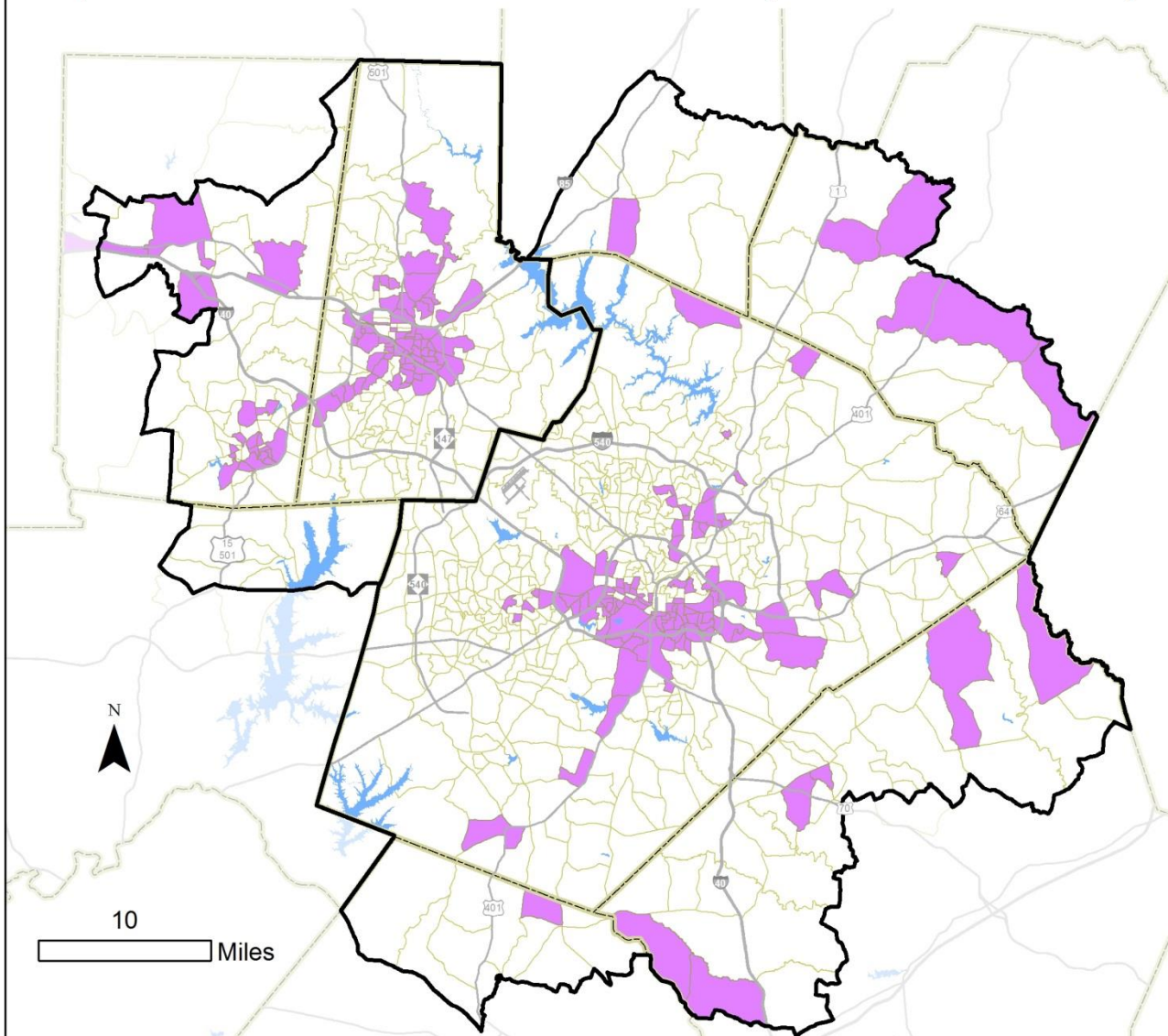
12.86% is the cutoff to be in the highest ranking 188 block groups in the region--the top 25% out of 577 total block groups. Any block groups with zero populations are then removed (usually just the Airport).

- RDU Airport
- CAMPO/DCHC_Boundaries
- Interstate
- US Route; NC 147 & NC 540
- Counties in 2-MPO Region
- Lakes
- Hispanic/Latino 12.86%
- Other Block Groups

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Top 25% of Individuals Below 150% Poverty Census Block Groups

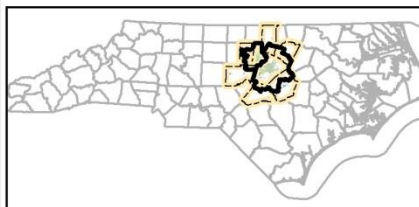


This map shows where concentrations of populations of individuals making below 150% of the poverty line exist in the region at or above the 34% threshold. The threshold represents block groups where 34% of the people living there identify as a non-white race for the Census.

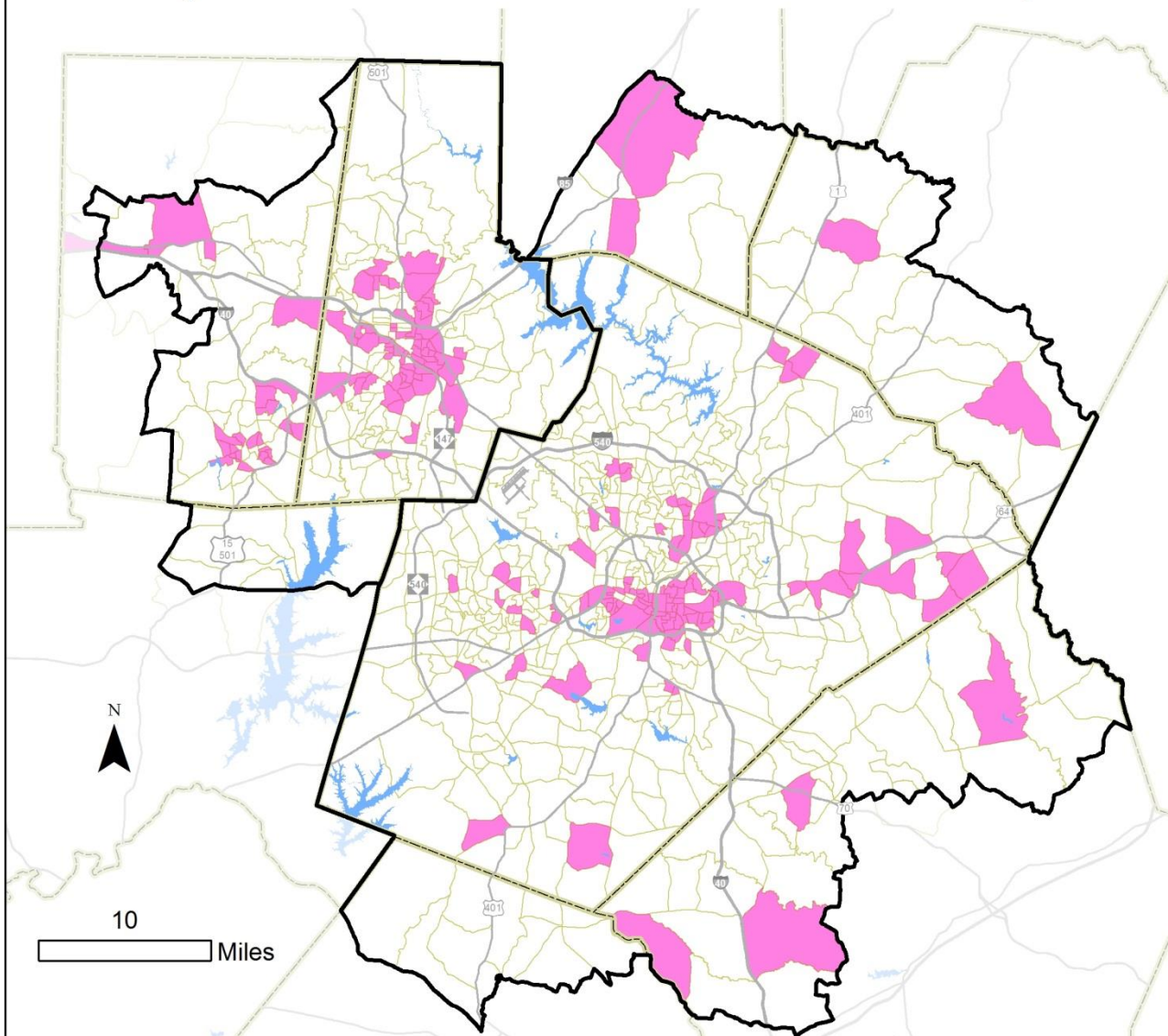
34% is the cutoff to be in the highest ranking 188 block groups in the region--the top 25% out of 577 total block groups. Any block groups with zero populations are then removed

- RDU Airport
- CAMPO/DCHC_Boundaries
- Interstate
- US Route; NC 147 & NC 540
- Counties in 2-MPO Region
- Lakes
- Below 150% of Poverty 75th
- Other Block Groups

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Top 25% of Zero-Car Household Census Block Groups

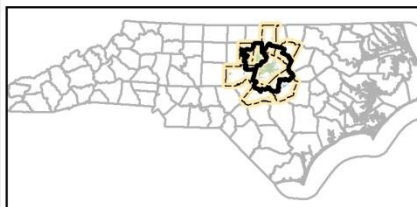


This map shows where concentrations of populations of households with no automobile transportation exist in the region at or above the 7.98% threshold. The threshold represents block groups where 7.98% of the people living there identify as a non-white race for the Census.

7.98% is the cutoff to be in the highest ranking 188 block groups in the region--the top 25% out of 577 total block groups. Any block groups with zero populations are then removed

- RDU Airport
- CAMPO/DCHC_Boundaries
- Interstate
- US Route; NC 147 & NC 540
- Counties in 2-MPO Region
- Lakes
- Zero Car HHs 7.98%
- Other Block Groups









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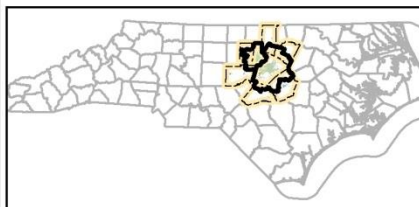
Top 25% of Linguistically Isolated Census Block Groups

This map shows where concentrations of populations of persons who do not speak English or speak English "less than very well" exist in the region at or above the 6.42% threshold. The threshold represents block groups where 6.42% of the people living there identify as a non-white race for the Census.

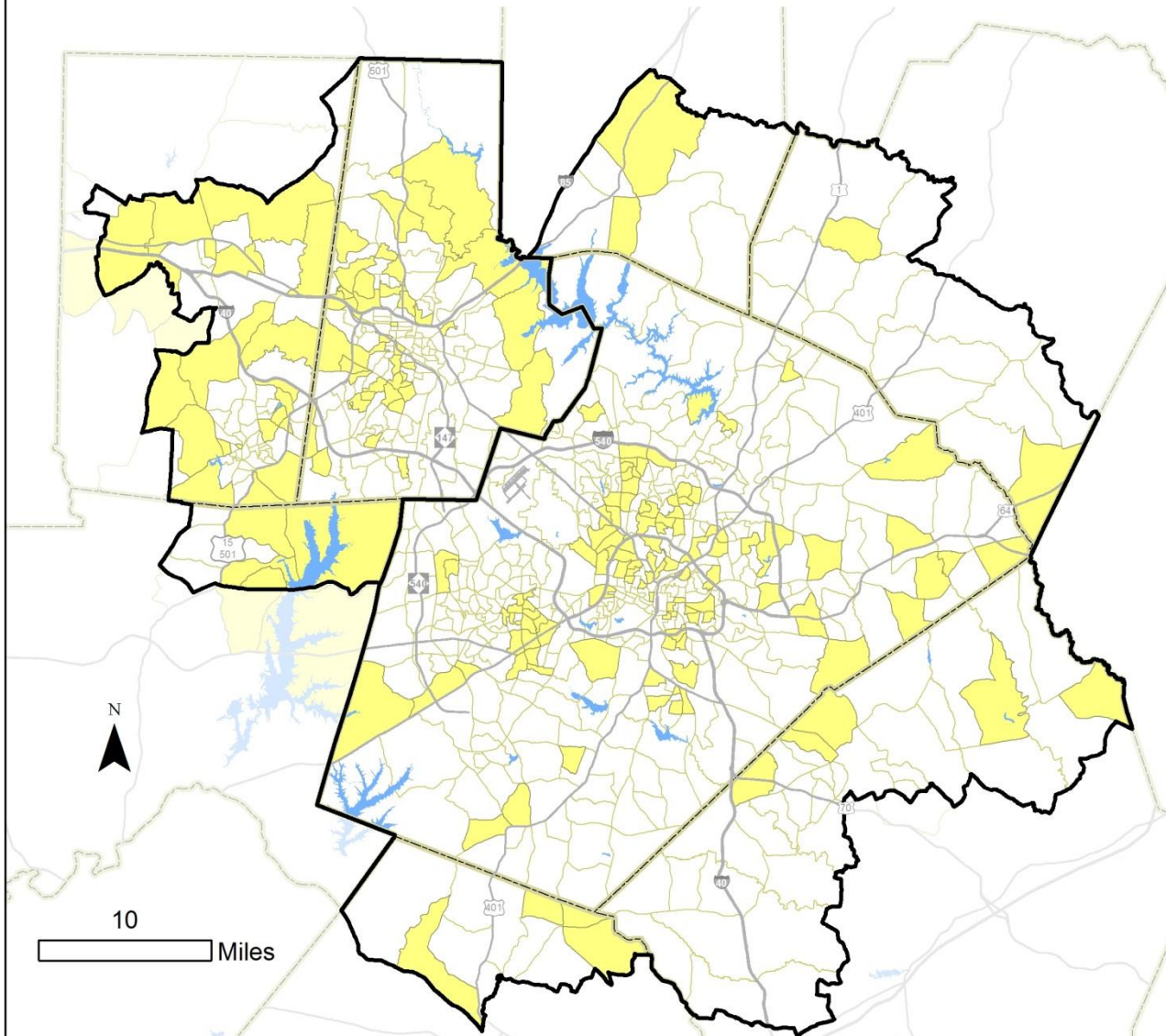
6.42% is the cutoff to be in the highest ranking 188 block groups in the region--the top 25% out of 577 total block groups. Any block groups with zero populations are then removed (usually just the Airport).

-  RDU Airport
-  CAMPO/DCHC_Boundaries
-  Interstate
-  US Route; NC 147 & NC 540
-  Counties in 2-MPO Region
-  Lakes
-  Linguistically Isolated
-  Other Block Groups

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Top 25% of Age 70 and Over Census Block Groups

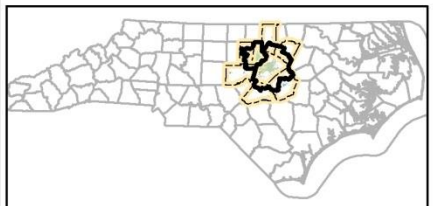


This map shows where concentrations of populations of persons 70 years old and older exist in the region at or above the 9.23% threshold. The threshold represents block groups where 9.23% of the people living there identify as a non-white race for the Census.

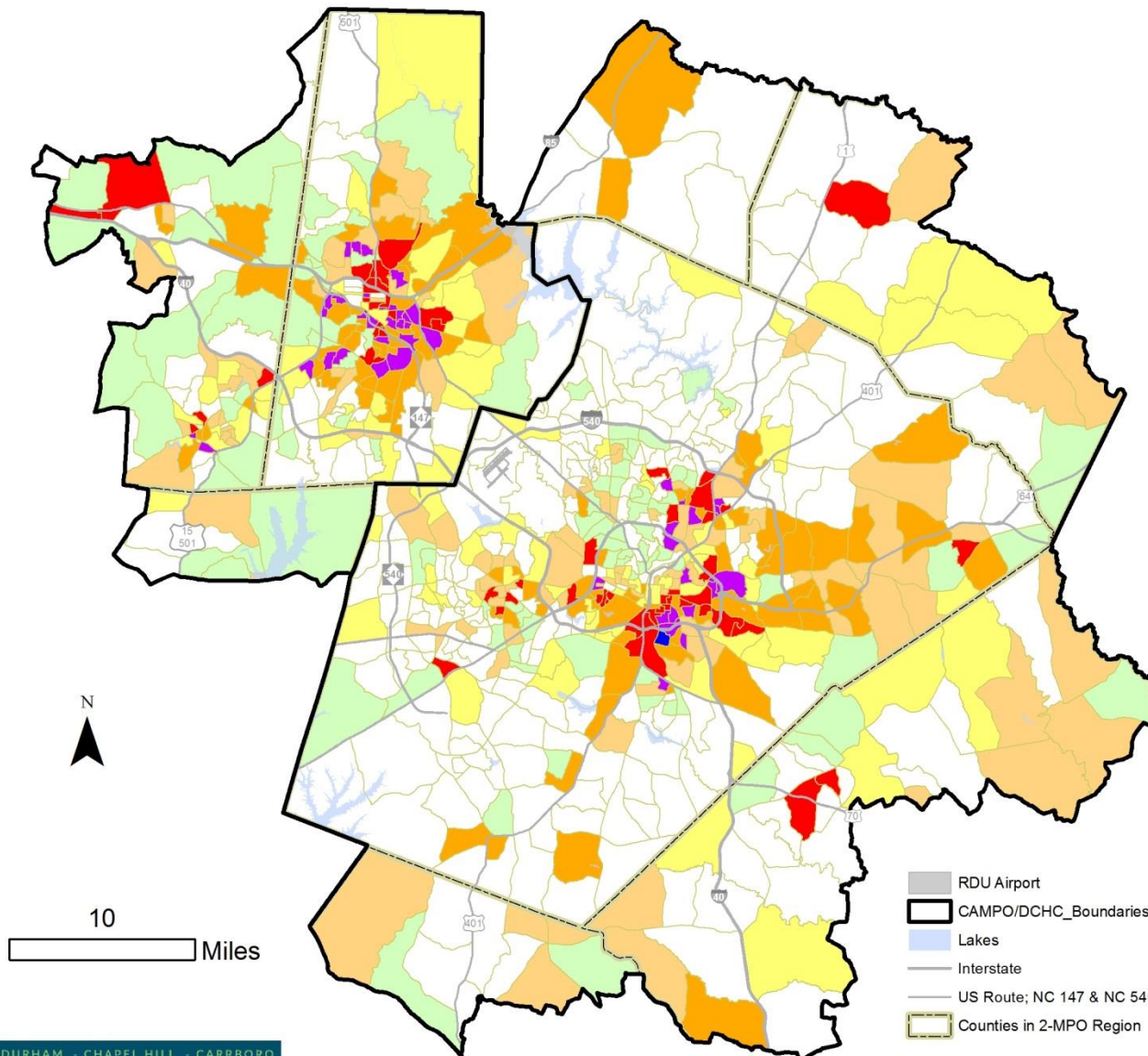
9.23% is the cutoff to be in the highest ranking 188 block groups in the region--the top 25% out of 577 total block groups. Any block groups with zero populations are then removed

- RDU Airport
- CAMPO/DCHC_Boundaries
- Interstate
- US Route; NC 147 & NC 540
- Counties in 2-MPO Region
- Lakes
- Age70Plus
- Other Block Groups

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Regional 75th Percentile Number of Indicators Overlap

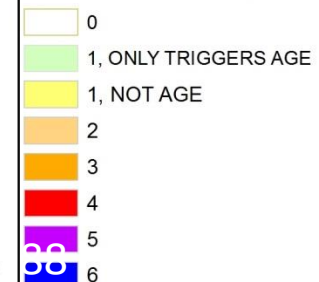


This map is meant to be a regional-scale tool for the MPOs to use in regional-scale planning and regional-scale outreach. It does not identify every community that might meet Title VI protected status, but seeks to identify where there are concentrations of Title VI and other populations subject to protections under the law and associated policies. When working at a more local scale, additional identification may be needed.

The map shows the overlap of 6 indicators at the Census Block Group: Non-white race, Hispanic/Latino Origin, Individuals below 150% of the federal poverty threshold, Linguistic Isolation, Zero-car Households, and Age 70 and over. Each indicator has a threshold calculated for the 75th percentile (top 25%), and any Block Group that meets or exceeds the threshold is included.

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Number of Overlapping Indicators



8.2 Title VI, Minority, Limited English Proficiency and Low Income Public Outreach Plan

Requested Action:
Receive as Information

8.3 Wake County Transit Planning Advisory Committee Meeting Schedule, Work Product Deadlines, and Identification of Lead Agencies for TPAC's Responsibilities.

TPAC Meeting Schedule – Attachment A

- Bylaws require minimum quarterly meetings
- Actual frequency dependent on business volume
- Early stages of implementation → at least once every two weeks
- Little to no business → meetings canceled
- Wednesdays @ 9am
- Sub-Committees meeting minimum of once every two weeks

TPAC Work Product Deadlines – Attachment B

Annual Work Plan Delivery Schedule

Fiscal Year	Draft Annual Work Plan	Final Recommended Annual Work Plan
2017 *	November 2016***	December 2016
2018	November 2016	May 2017
2019**	November 2017	May 2018
2020**	November 2018	May 2019
2021**	November 2019	May 2020

Progress Report Schedule

Report	Report Period Ends	Report Delivery
FY 2017 Annual Report	June 2017	December 2017
FY 2018 First Quarter Report	September 2017	December 2017
FY 2018 Second Quarter Report	December 2017	March 2018
FY 2018 Third Quarter Report	March 2018	June 2018
FY 2018 Annual Report	June 2018	December 2018
FY 2019 First Quarter Report	September 2018	December 2018
FY 2019 Second Quarter Report	December 2018	March 2019
FY 2019 Third Quarter Report	March 2019	June 2019
FY 2019 Annual Report	June 2019	December 2019

* The 2017 Annual Work Plan will cover from April 2017 through June 2017.

** Schedules shown in FY 2019, FY 2020 and FY 2021 reflect a goal for a consistent and regular schedule.

*** The quick turnaround for the FY 2017 cycle will limit review time.

TPAC Responsibilities Lead Agencies– Attachment C

GoTriangle – Financial and Regulatory Responsibilities

- Annual Operating and Capital Budgets and Ordinances
- Annual Tax District Administration Budget
- Templates for Financial/Project Status Reports
- Multi-year Operating Program (Shared with CAMPO)
- Financial Plan/Model Assumptions Update
- Capital/Operating Funding Agreements
- Staffing Model/Expectations Plan (Shared with CAMPO)
- Public Outreach/Participation Strategy (Shared with CAMPO)

TPAC Responsibilities Lead Agencies– Attachment C

CAMPO – Administrative/Technical Planning/Prioritization Responsibilities

- Annual Work Plan Consolidation
- Multi-year Operating Program (Shared with GoTriangle)
- Staffing Model/Expectations Plan (Shared with GoTriangle)
- TPAC Administration/Staffing
- Program Management for Community Funding Areas
- Plan Implementation Project Prioritization Policy
- Long-Range Multi-Year Vision Plan
- Decision-Making Strategies for Large Capital Projects
- Public Outreach/Participation Strategy (Shared with GoTriangle)
- Designation of Project Sponsors

8.3 Wake County Transit Planning Advisory Committee Meeting Schedule, Work Product Deadlines, and Identification of Lead Agencies for TPAC's Responsibilities. CONT.

Requested Action:

Consider approval of the TPAC's recommended meeting schedule, work product deadlines, and identification of lead agencies for its responsibilities and consider acceptance of the TPAC's responsibilities assigned to CAMPO

9. Informational Items: Budget

9.1: Operating Budget 2016

9.2: FY 16 Member Shares

Requested Action:
Receive as information

10.1 Project Updates

- Hot Spot Program
- 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
- 2018 Unified Planning Work Program

Requested Action:
Receive as information

11. Information Item: Staff Reports

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

Requested Action:

Receive as information

Upcoming Events

Date	Event
Nov. 3, 2016	TCC
Nov. 16, 2016	Executive Board
Nov. 30, 2016	CAMPO & DCHC Joint Meeting
	9:00 a.m. at Friday Center

ADJOURN