



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

Technical Coordinating Committee Meeting

September 6, 2018

10:00 AM

1. Welcome and Introductions
2. Adjustments to the Agenda
3. Public Comments

This is an opportunity for comments related to any item *not* on the agenda.

Please limit comments to three minutes per speaker.

4. Minutes

4.1 Technical Coordinating Committee Minutes: August 2, 2018

Requested Action:
Approve the August 2, 2018
Meeting Minutes.

5. Regular Business

5.1 NC 98 Corridor Study

5.1 NC 98 Corridor Study

Requested Action:

Recommend endorsement of NC 98 Corridor Study recommendations for consideration in development of Metropolitan Transportation Plan (MTP).

5.2 Rolesville Main Street Study



CAMPO TCC

SEPTEMBER 6, 2018



AGENDA



- Public Process
- Final Recommendations
- Phasing & Implementation



What We Heard

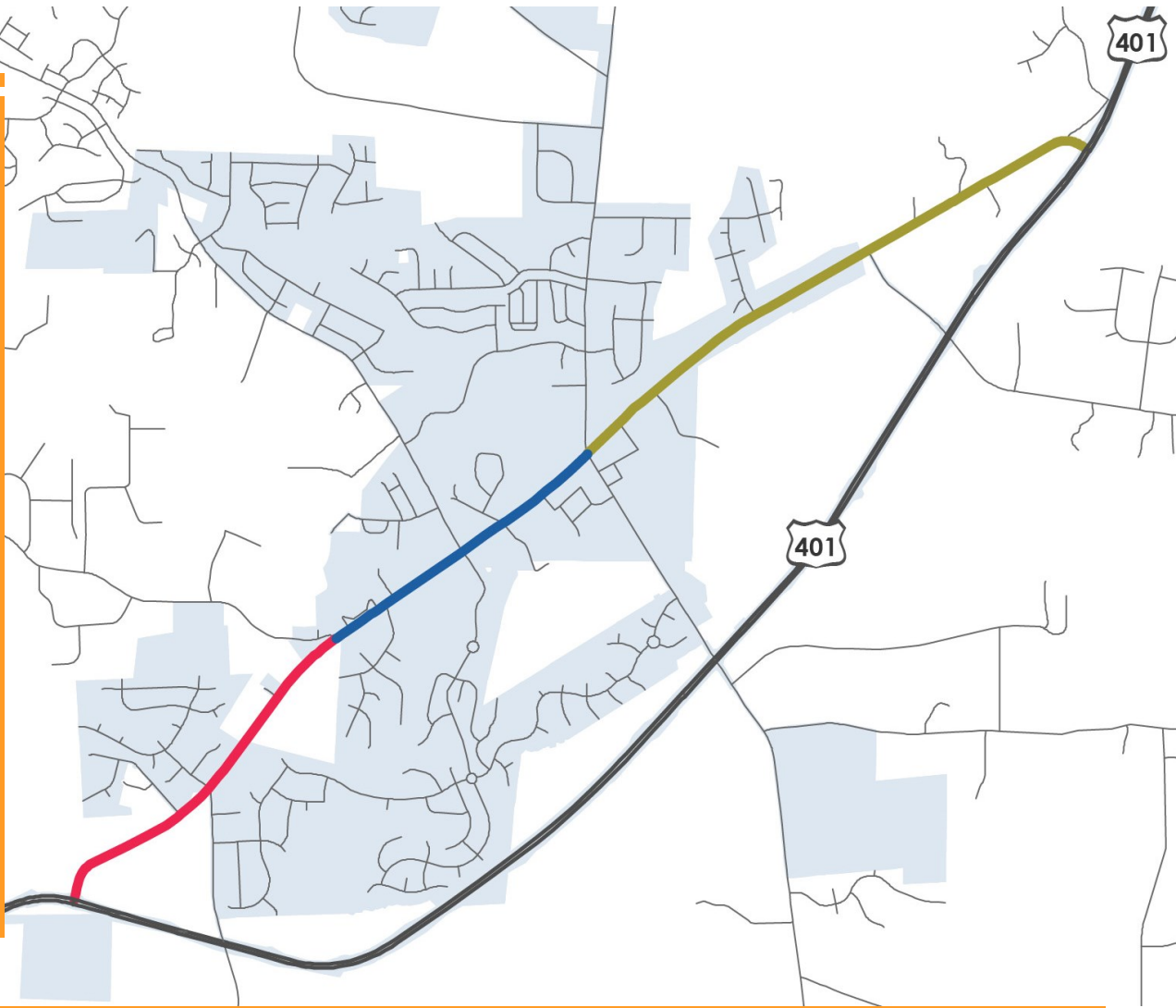
GUIDING PRINCIPLES

- **Principle #1:** Modal Choices must be a priority
- **Principle #2:** The Safety of All Users is Critical
- **Principle #3:** Focus on Best Design Practices for Access Management & Enhanced Connectivity
- **Principle #4:** The corridor has to Support Surrounding Uses through Attractive Design
- **Principle #5:** Supporting Quality Development/Redevelopment



FINAL
RECOMMENDATIONS

MAIN STREET VISION

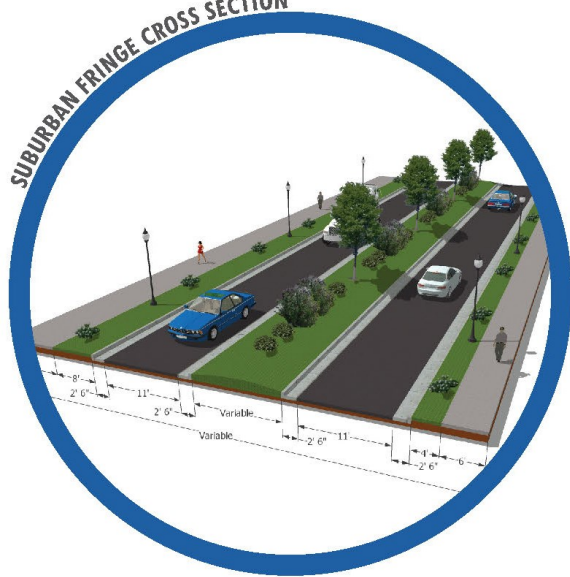


SUBURBAN FRINGE – US 401 TO BURLINGTON MILLS RD

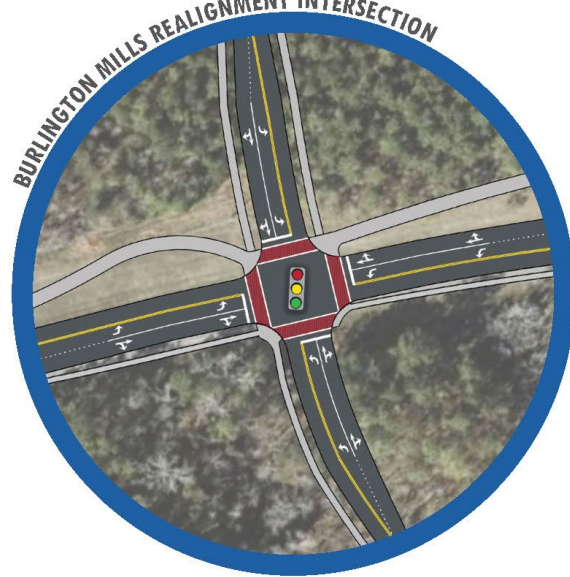


SUBURBAN FRINGE – US 401 TO JONESVILLE RD

SUBURBAN FRINGE CROSS SECTION



BURLINGTON MILLS REALIGNMENT INTERSECTION



BURLINGTON MILLS INTERSECTION REDESIGN













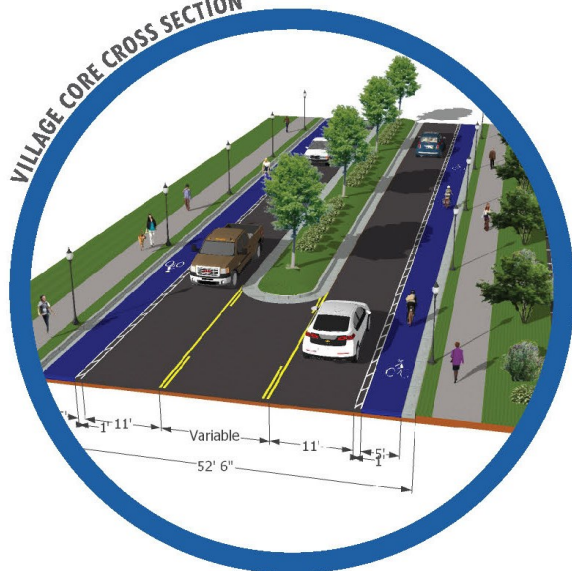


VILLAGE CORE –BURLINGTON MILLS RD TO YOUNG STREET



VILLAGE CORE – BURLINGTON MILLS TO YOUNG ST

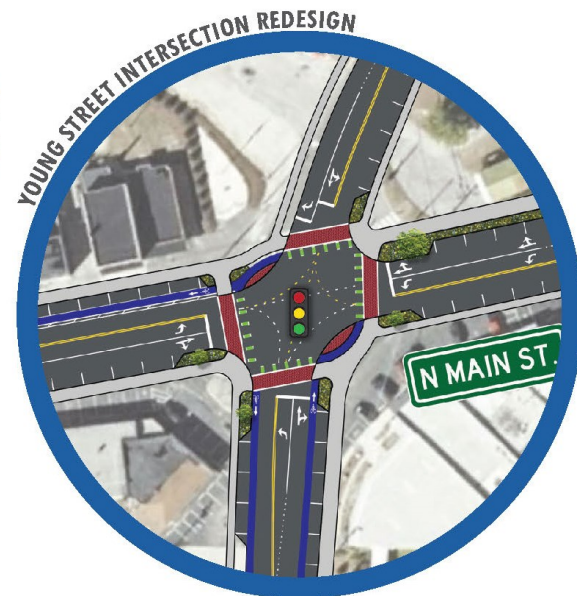
VILLAGE CORE CROSS SECTION

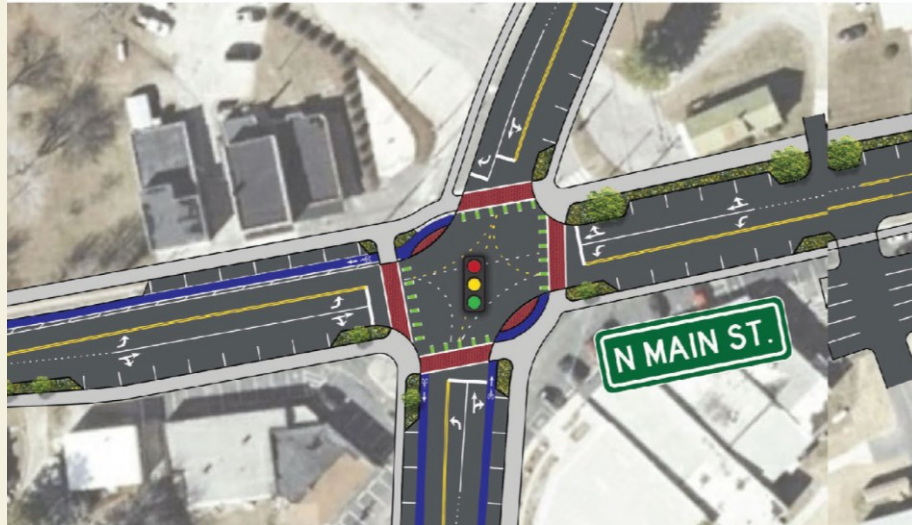


BIKE LANE ON MAIN STREET AT YOUNG STREET



YOUNG STREET INTERSECTION REDESIGN





RURAL TRANSITION – YOUNG ST TO US 401 (N)



RURAL TRANSITION – WATERSTONE LN TO US 401

PULLEY TOWN ROAD PEDESTRIAN CROSSING



PULLEY TOWN ROAD INTERSECTION REDESIGN



MAIN AND US 401 PEDESTRIAN UNDERPASS CONNECTION









FINAL RECOMMENDATIONS

CATALYST SITES



MARKET ANALYSIS

North – Young St. Intersection

Theme: Downtown

- Celebrate the heart of Rolesville;
- Small scale shops, boutiques and dining; connected to housing, civic spaces, parks and greenways
- Streetscape improvements.

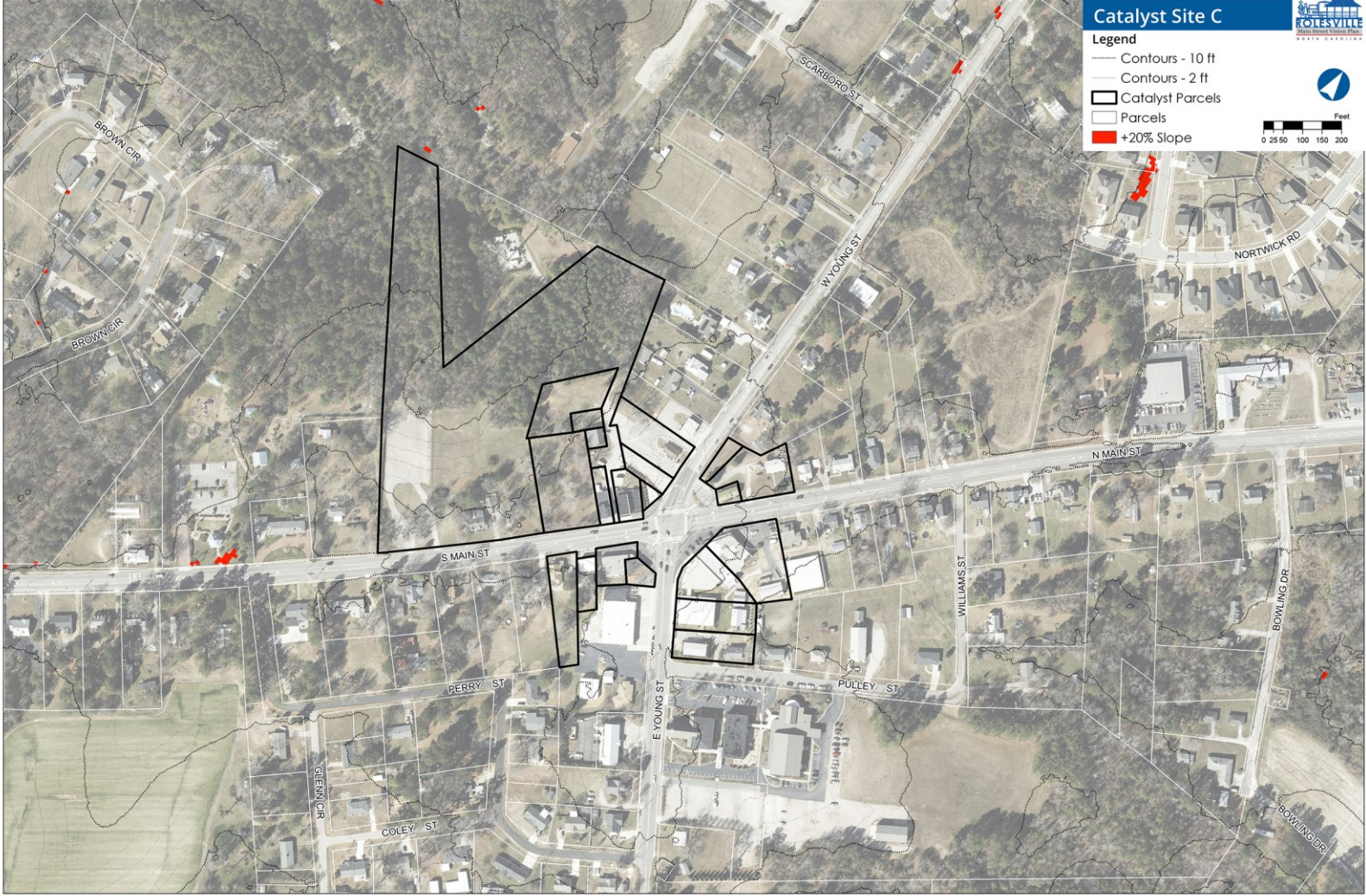


Central – Burlington Mills Rd.

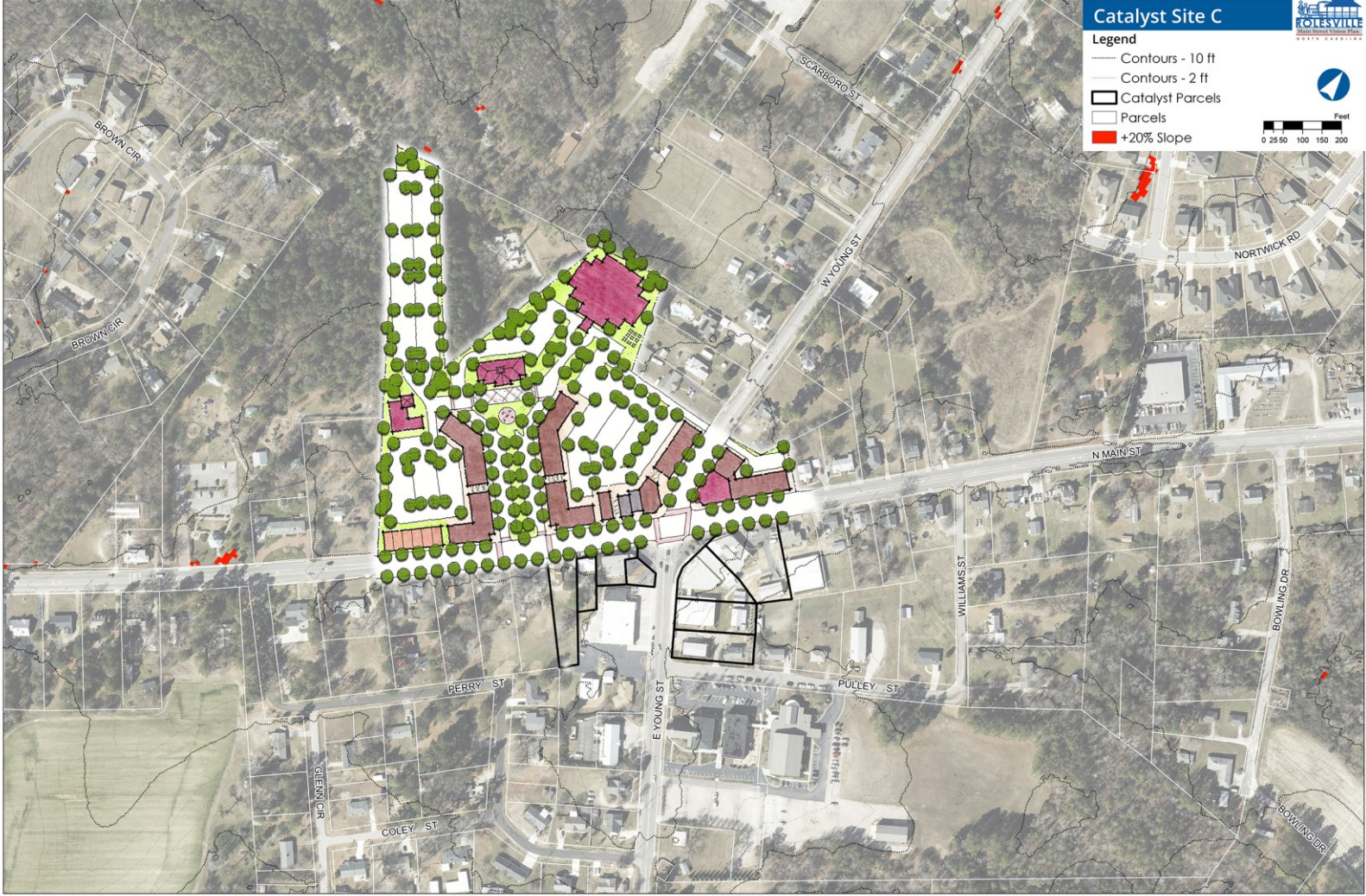
Theme: Residential Village

- Expanded housing options with higher density to support retail;
- Townhomes, apartments and senior housing;

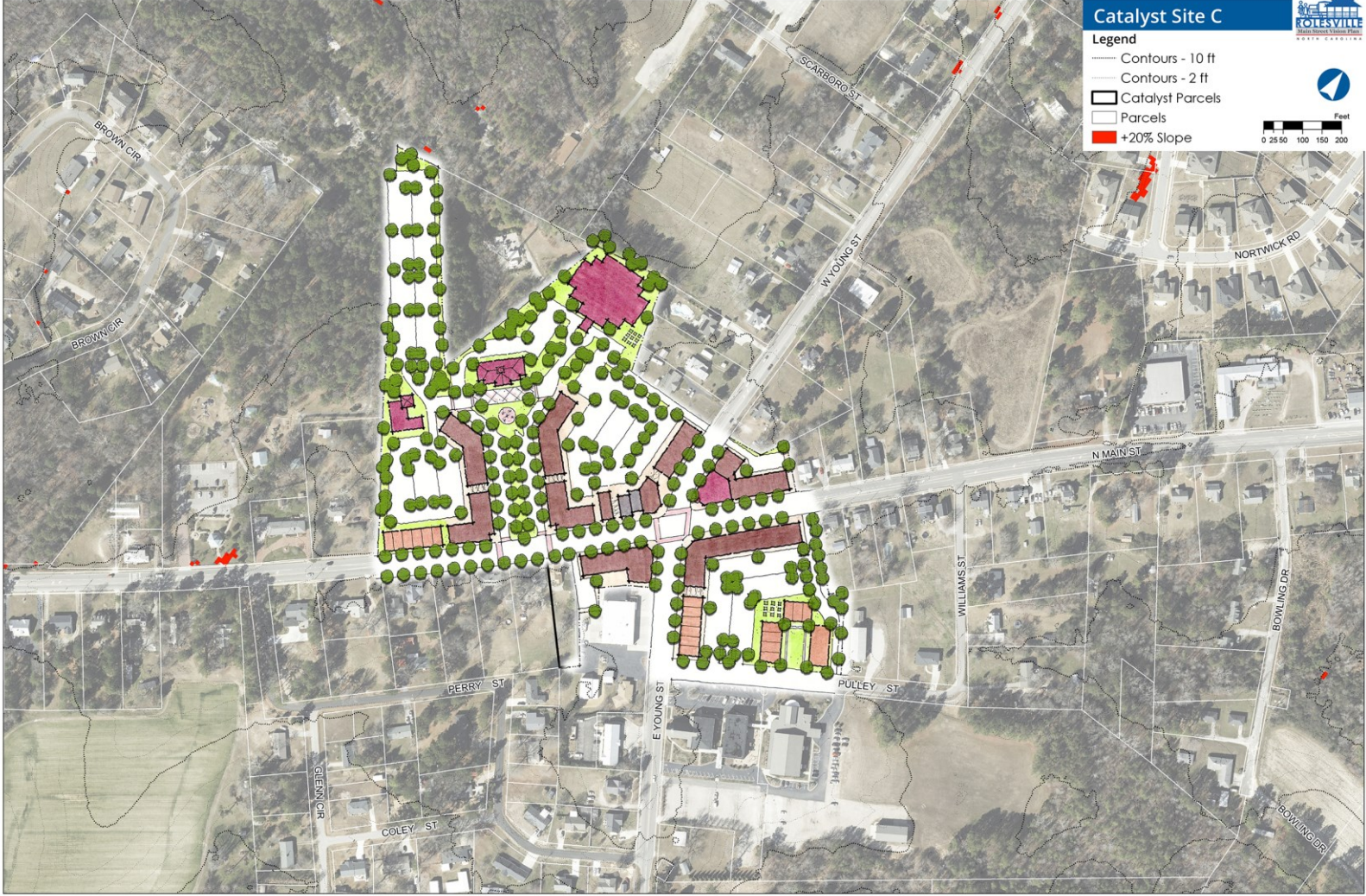
EXISTING CONDITIONS | DOWNTOWN



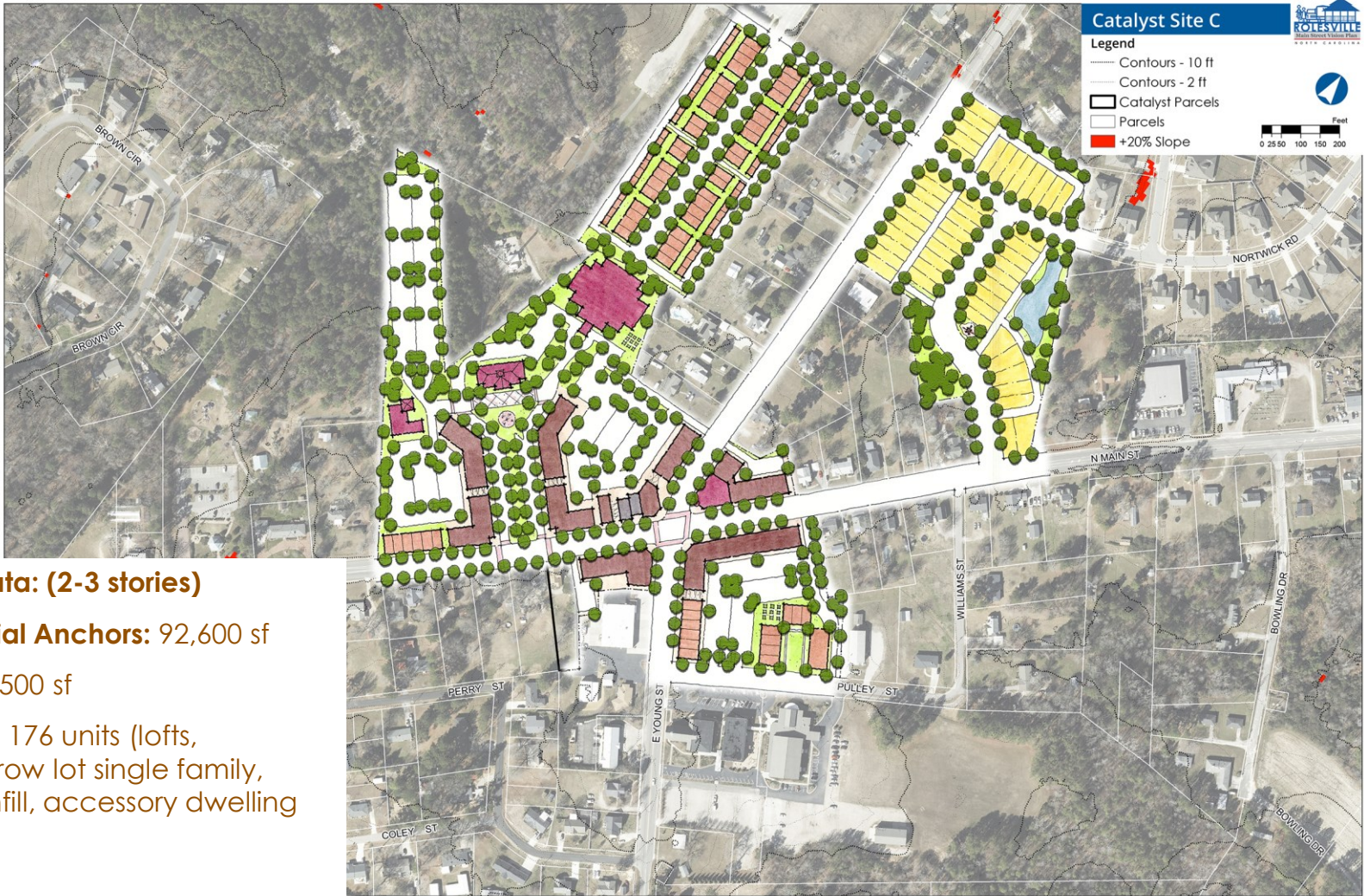
PHASE I | DOWNTOWN



PHASE 2 | DOWNTOWN



DOWNTOWN OPTION A



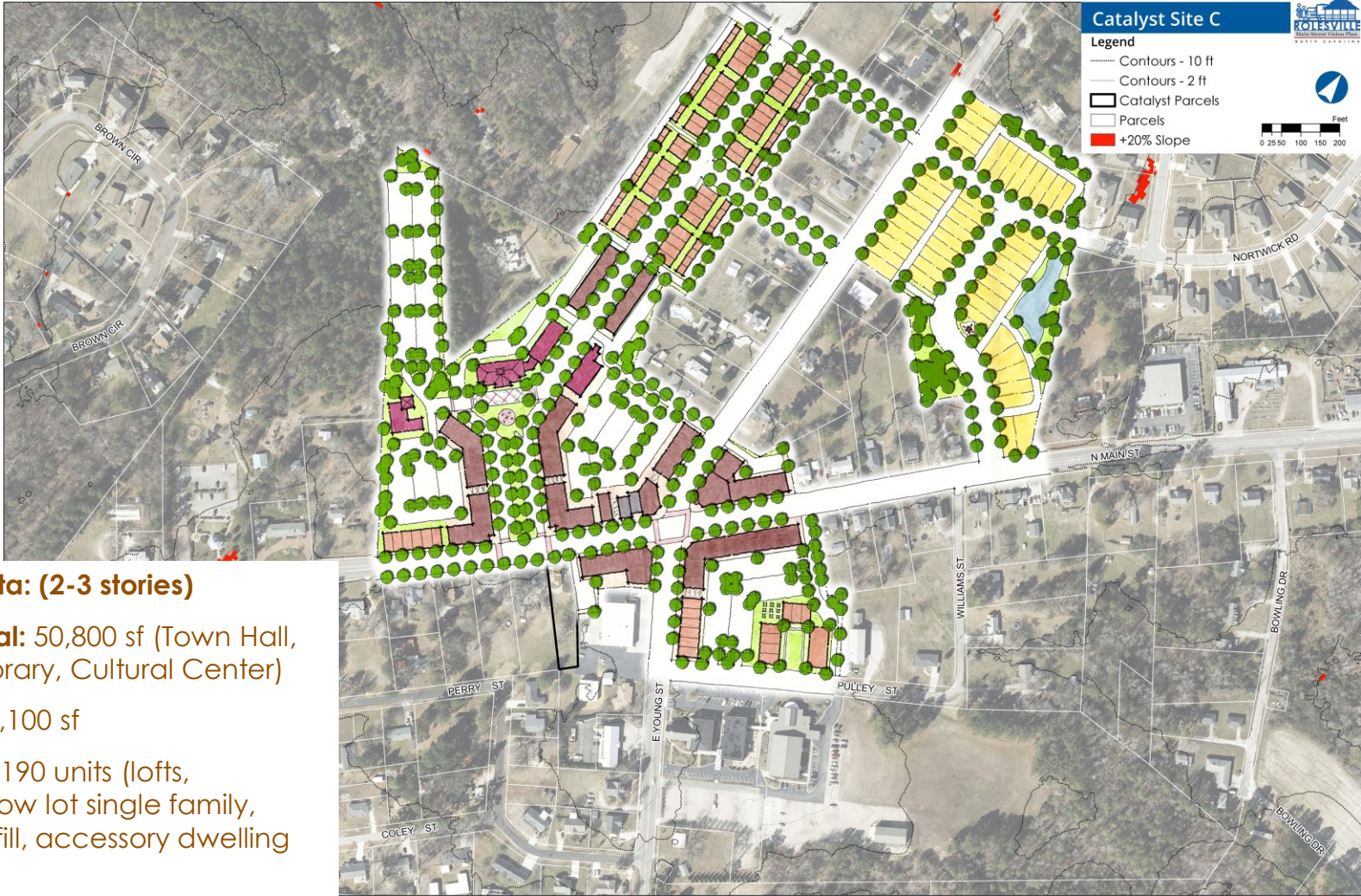
Development Data: (2-3 stories)

Civic/Commercial Anchors: 92,600 sf

Retail/Office: 94,500 sf

Residential Units: 176 units (lofts, townhomes, narrow lot single family, neighborhood infill, accessory dwelling units)

DOWNTOWN OPTION B



Development Data: (2-3 stories)

Civic/Commercial: 50,800 sf (Town Hall, Police Station, Library, Cultural Center)

Retail/Office: 114,100 sf

Residential Units: 190 units (lofts, townhomes, narrow lot single family, neighborhood infill, accessory dwelling units)



DOWN

Development Data: (2-3 stories)

Civic/Commercial: 50,800 sf (Town Hall, Police Station, Library, Cultural Center)

Retail/Office: 114,100 sf

Residential Units: 190 units (lofts, townhomes, narrow lot single family, neighborhood infill, accessory dwelling units)



PRECEDENT IMAGERY



EXISTING CONDITIONS









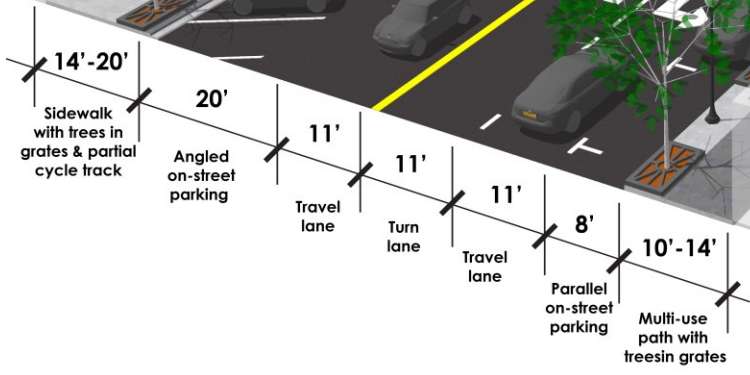
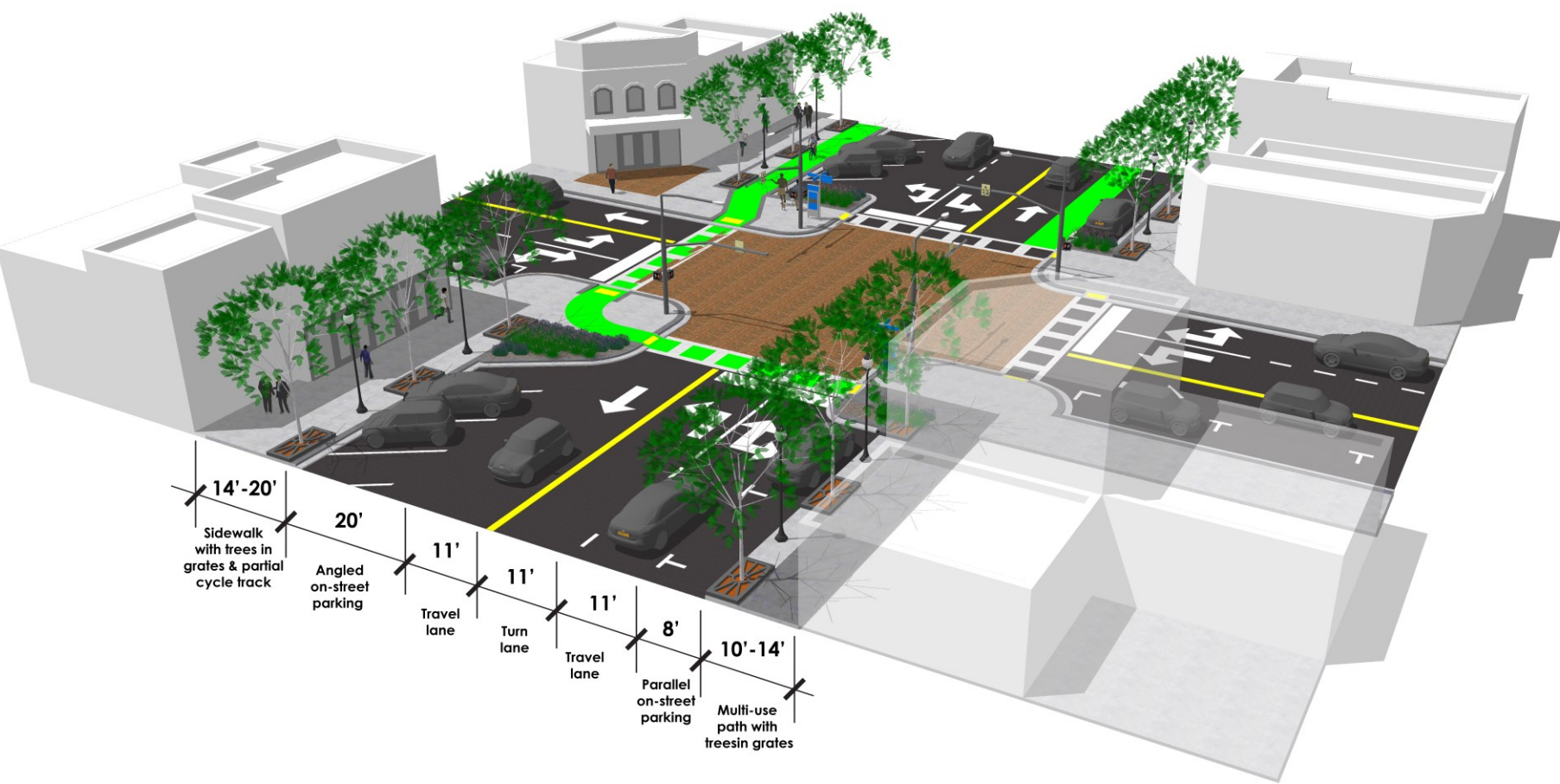




EXISTING CONDITIONS



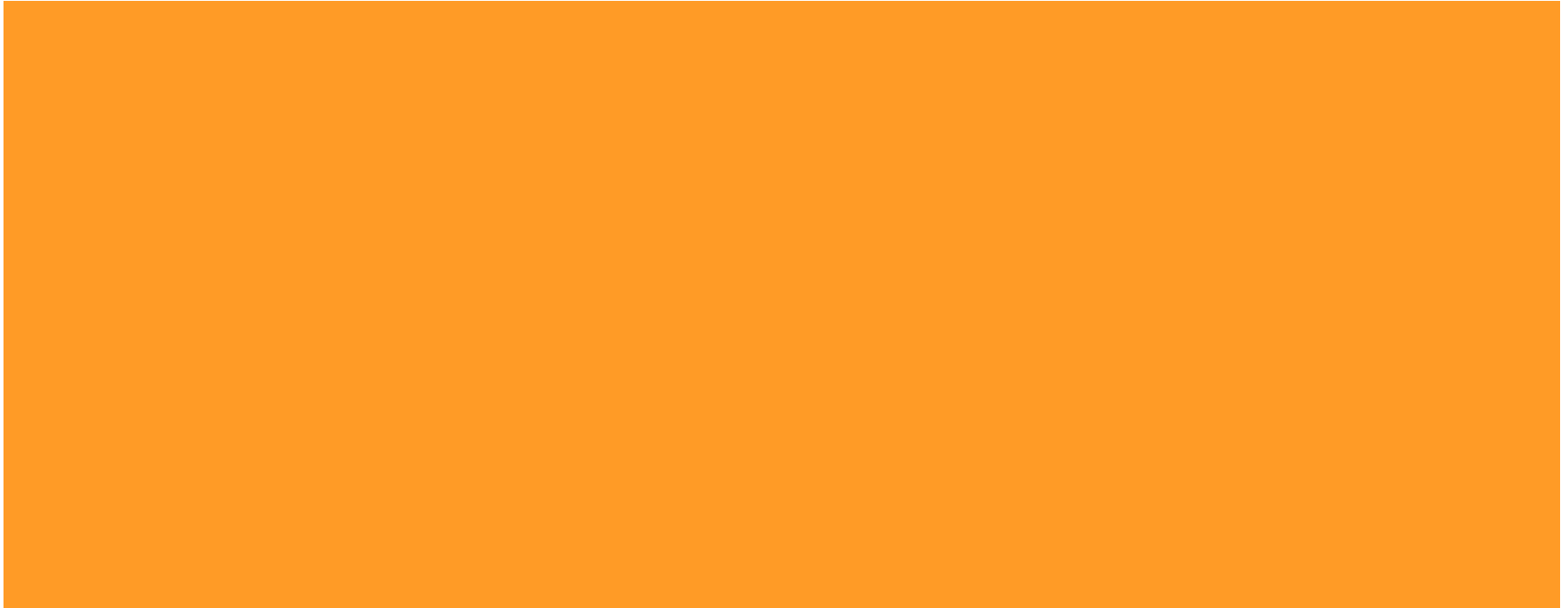
PROPOSED IMPROVEMENTS





PHASING & IMPLEMENTATION

BIG MOVES





WHAT WE HEARD – OPEN HOUSE

Main Street Corridor Sections

Which corridor section would you like to see improved the most?



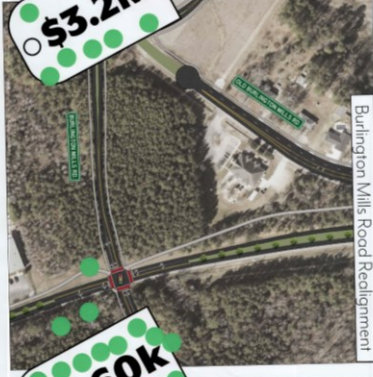
Main Street Intersections

Which intersection would you like to see improved the most?

\$815k



\$3.2M



\$90k



\$660k



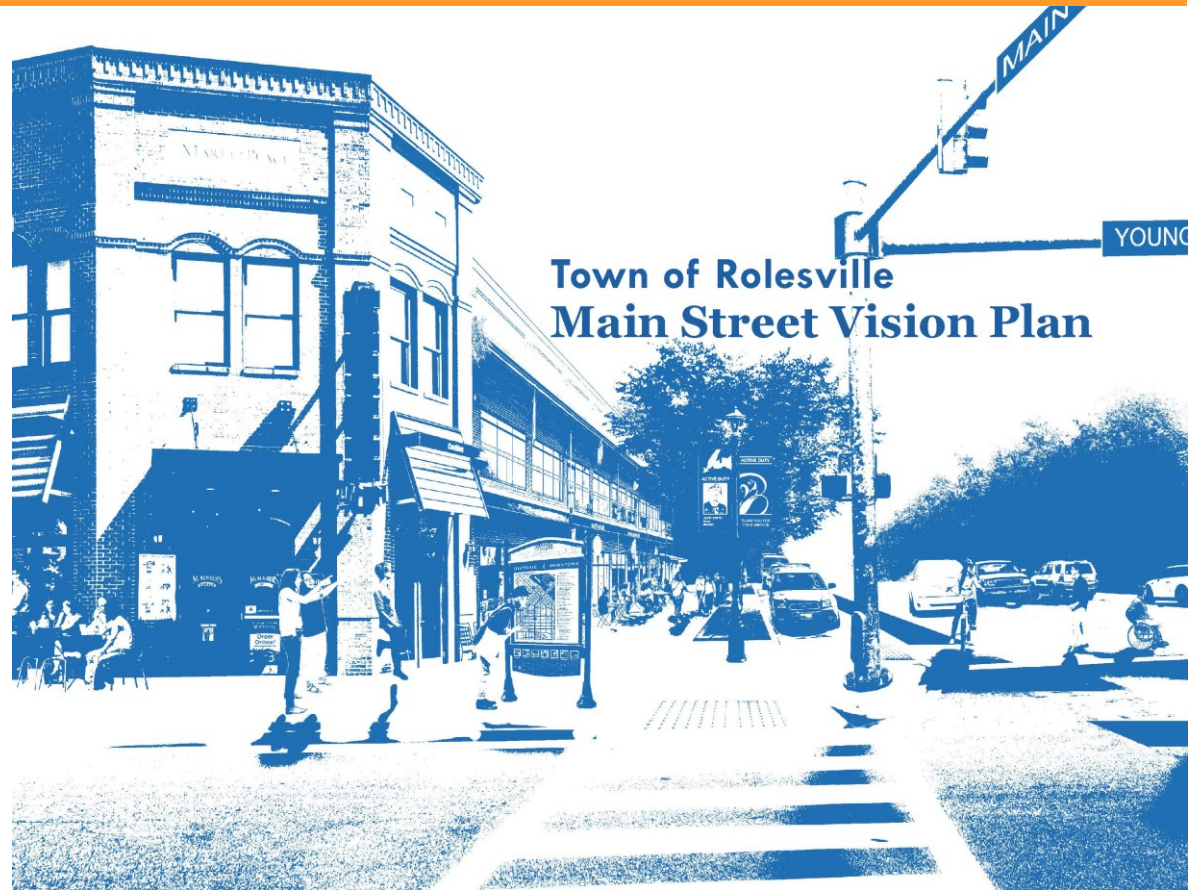
ACTION PLAN MATRIX

Corridor Projects	Construction Costs	Funding Source	Time Frame
Suburban Fringe: South Bypass to Burlington Mills	\$3,100,000	State & Town	6-10 years
Village Core: Burlington Mills to Young Street	\$1,900,000	State, Town, CAMPO & Grant	1-5 years
Rural Transition: Young Street to North Bypass	\$3,600,000	State & Town	10+ years

Intersection Projects	Construction Costs	Funding Source	Time Frame
Lonnie Drive Roundabout	\$815,000	State, Town, Private, CAMPO & Grant	1-5 years
Burlington Mills Road Realignment	\$3,200,000	State & Private	6-10 years
Rogers and Main Street Intersection	\$90,000	Town, CAMPO & Grant	1-5 years
Young and Main Street Intersection	\$660,000	State, Town, Private, CAMPO & Grant	1-5 years

ESTIMATED TOTAL COSTS FOR IMPROVEMENTS \$13,365,000

Let's keep pushing
towards
Implementation!



Town of Rolesville Main Street Vision Plan

5.2 Rolesville Main Street Study - Final Report

Requested Action:

Recommend that the Executive Board endorse the recommendations in the final report for use in developing the CAMPO Metropolitan Transportation Plan.

5.3 Wake Transit Work Plan Amendment Policy Update

Notable Changes to Amendment Policy

- 1) More focused criteria for a significant change in project scope.
- 2) Capture amendments that are unrelated to the annual budget component of the work plan, including amendments to the multi-year CIP or operating program.
- 3) Tie changes to project allocations within budget ordinance appropriations to compliance with the adopted Triangle Tax District – Wake Transit Financial Policies and Guidelines.
- 4) Amendment triggers based on cumulative financial modifications over the course of a year (for operating projects) or over the life of a project (for capital projects).

Notable Changes to Amendment Policy

- 5) **Require removal of projects if project sponsors determine they will not implement the project.**
- 6) **Required review and financial and scope disposition developed by both the Budget and Finance Subcommittee and the Planning and Prioritization Subcommittee at joint review meetings.**

5.3 Wake Transit Work Plan Amendment Policy Update

Requested Action:

Consider recommendation of approval of the Wake Transit Work Plan Amendment Policy Update to the CAMPO Executive Board.

5.4 Bus Rapid Transit Project Sponsor Designation

FREQUENT, RELIABLE URBAN MOBILITY

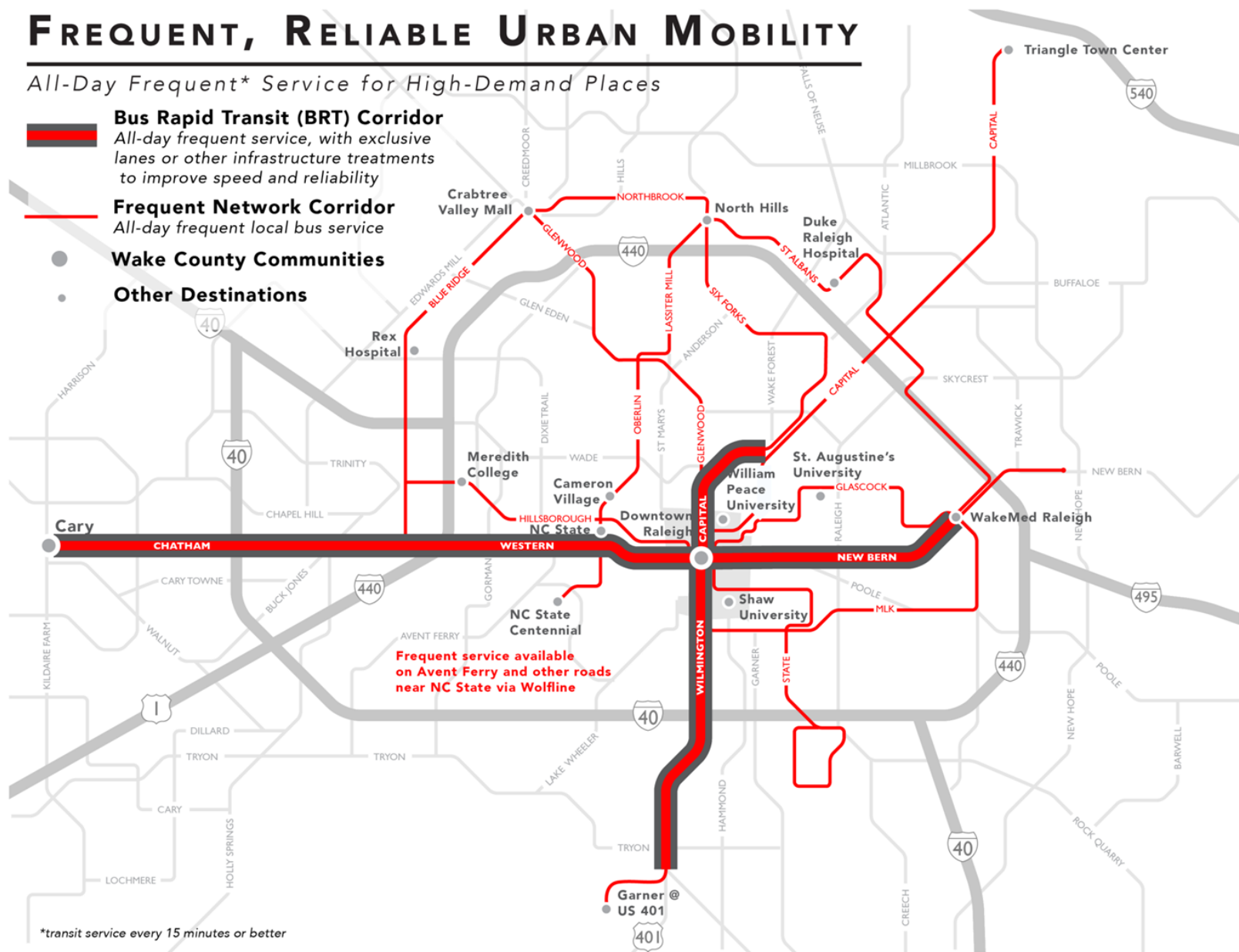
All-Day Frequent* Service for High-Demand Places

Bus Rapid Transit (BRT) Corridor
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

Frequent Network Corridor
All-day frequent local bus service

● **Wake County Communities**

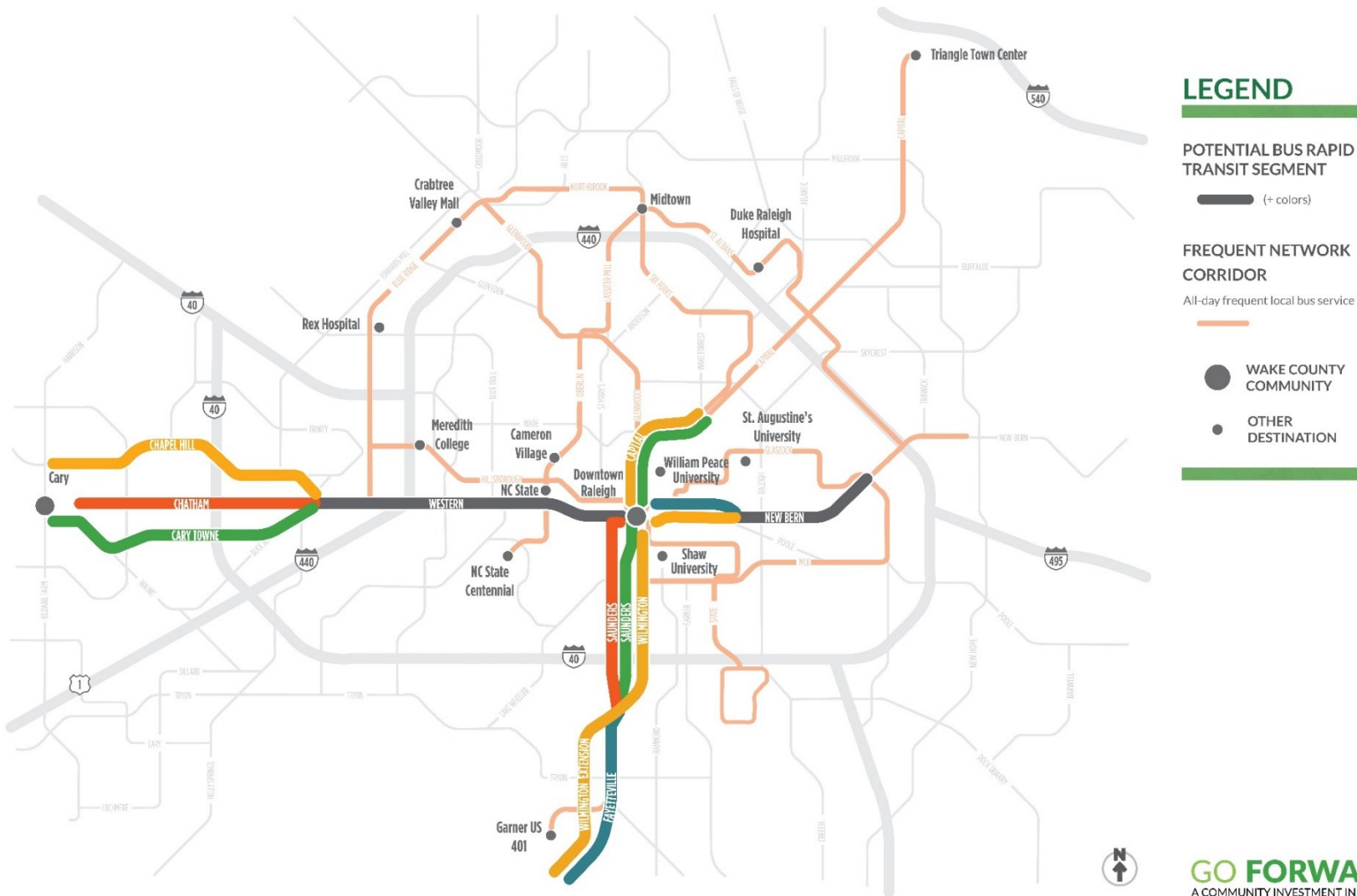
● **Other Destinations**



*transit service every 15 minutes or better

5.4 Bus Rapid Transit Project Sponsor Designation

2027 HIGH FREQUENCY NETWORK



5.4 Bus Rapid Transit Project Sponsor Designation

BRT Project Sponsor Designation Highlights

- CAMPO Exec Board responsible for fixed guideway project sponsor designations
- Need to make a decision in late summer/early fall so sponsor can advance project corridors to project development and into the federal pipeline (FTA Small Starts) by late winter 2019
- Project Sponsor – takes ownership/lead role over phases of project execution to effectuate project
- Project Sponsor will be required to coordinate and make project-level decisions with other impacted jurisdictions

5.4 Bus Rapid Transit Project Sponsor Designation

BRT Project Sponsor Recommendation

- **Memo from consultant reviewed by MIS CTT recommending City of Raleigh – ATTACHMENT A**
- **Technical Capacity – multi-disciplinary and –departmental approach**
- **Experience with large-scale transportation projects and administration of federal funds**
- **City contains majority of service area population**
- **Existing inter-agency relationships (NCDOT)**
- **Authority to coordinate land use planning along substantial segments of corridors**
- **Best positioned service operator**

5.4 Bus Rapid Transit Project Sponsor Designation

Requested Action:
Receive as information.

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

Performance-based Planning and Programming

- To achieve desired performance outcomes for the multimodal transportation system
- Set targets for future performance by states, public transportation providers and metropolitan planning organizations.

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

- FTA issued final rule on Transit Asset Management requiring Transit Providers to set initial TAM performance measures and targets by January 1, 2017.
- FHWA and FTA issued final joint rule on planning requiring MPO's to establish performance measures and targets 180 days within the State or Transit Provider's targets by June 1, 2017.

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

- 2017, the State established its Transit Asset Management Plan and performance measures and targets at 30% across all asset classes and developed a Data Sharing Agreement for the parties;
- CAMPO Executive Board adopted the State targets as a stop gap until transit providers completed their agency Transit Asset Management Plans to refine their targets and the Data Sharing Agreement;
- 49 CFR FTA TAM Rule became effective October 1, 2016 requiring transit providers by October 1, 2018 to develop, and certify or participate in a TAM Plan that addresses the state of good repair for rolling stock, infrastructure, equipment and facilities

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

MPO's must –

- Update/Report regional transit performance targets;
- Should develop specific written provisions to define how we will coordinate with transit providers and how we will establish performance targets;
- Include how we will establish the performance targets in the MTP and TIP;
- Integrate TAM plans into the planning process and coordinate with the State and Transit Providers to implement a performance-based planning process

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

- GoRaleigh and GoTriangle Transit Providers completed Transit Asset Management Plans and certified by the agency Accountable Executives; Set Performance Measures and targets; GoCary and Wake County on State's Plan;
- CAMPO staff coordinated with the State and Transit Providers and met on August 28, 2018 to finalize DRAFT regional performance measures and targets;
- Posted the targets for public comment 8/21-9/19/18
- Jointly developed specific written provisions to define how we will coordinate with transit providers and how we will establish performance targets

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

- Written provisions:
 - Develop regional performance measures and targets around the transit provider targets;
 - Update the regional performance measures annually;
 - Follow the state's TAM Plan timelines for submittal to the MPO (by July 15th every year);
 - Follow the transit providers NTD process and timeline for Accountable Executive annual TAM Performance Measures and Targets submittal for certification;
 - Establish an annual TAM Performance Measures and targets meeting with the transit partners, the State DOT, partner DCHC MPO and CAMPO;
 - Ensure all TAM Plan changes are approved through the Accountable Executives;
 - Documentation will be kept by the agencies and certified by the Accountable Executives until required by the MPO.

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

Asset Class	Applicability	Performance Measure	State Performance Target*	CAMPO Performance Target
Equipment	Non-revenue vehicles	% of equipment meeting or exceeding useful life	20%	22%
Equipment	All assets > \$50,000	% equipment with condition rating below 3.0 on FTA TERM scale	N/A	0%
Rolling Stock	Revenue vehicles	% of vehicles in particular asset class meeting or exceeding useful life	20%	13%
Facilities	All facilities	% facilities with condition rating below 3.0 on FTA TERM scale	20%	0%

5.5 Transit Asset Management Performance Measures and Targets for State of Good Repair

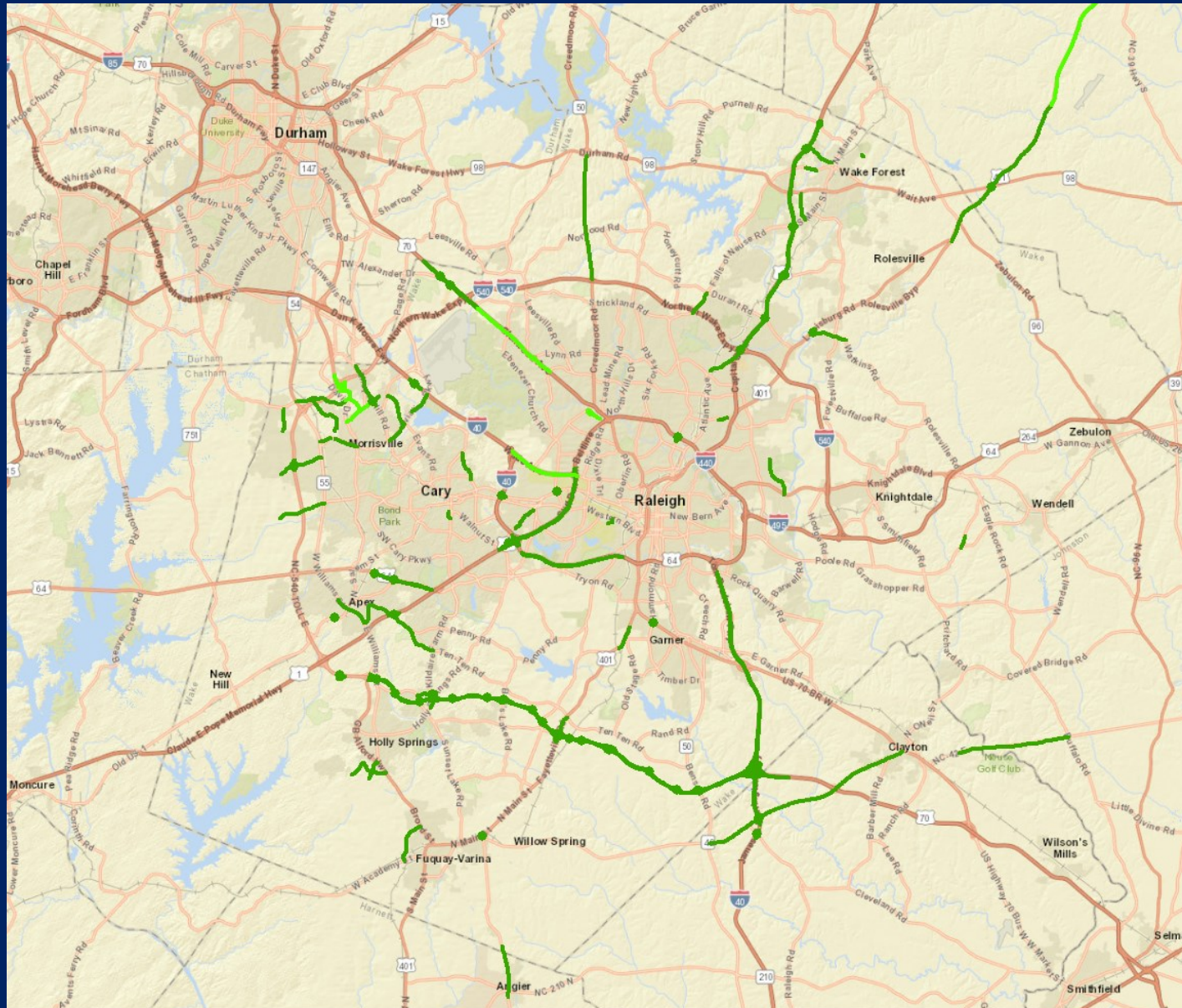
Requested Action:

Recommend that the Executive Board approve the resolution that includes the Transit Asset Management performance measures and targets and amends the 2045 Metropolitan Transportation Plan.

5.6 Prioritization (SPOT) 5.0 - Division Needs Local Input Point Assignment

- NCDOT has released the DRAFT Regional Impact projects
- CAMPO will present a recommendation for the Division Needs point assignment based on the adopted methodology
- TIP/SPOT Subcommittee Meeting: Sept. 13th 10:00 AM
- Public Review & Comment Period will run through October 16, 2018 with Executive Board public hearing on October 17, 2018

5.6 Prioritization (SPOT) 5.0 Committed Projects



5.6 Prioritization (SPOT) 5.0 DRAFT Statewide Mobility

YEARS 1-5
2020 - 2024
\$58,300,000

- US 1 (US 64 to NC 55) Widen to 6 lanes

YEARS 6-10
2025 – 2029
\$561,287,000

- NC 540 (I-40 to I-87/US 64/264) **TOLL**
- I-87 (Wendell Blvd to 64/264) Widen to 6 lanes
- I-87 (Smithfield Rd) DDI
- I-40 (NC 54 to Wade) Managed Motorways
- I-40, I-440, I-87, US 1 Managed Motorways
- NCR / Trinity Rd Grade Separation
- NCR – Beryl Rd extension & at-grade closure
- CSX / Millbrook Rd Grade Separation
- NCR / Vandora Springs Grade Separation
- CSX / SW Maynard Grade Separation

5.6 Prioritization (SPOT) 5.0 DRAFT Regional Impact

YRS 1-5

2020 -2024

\$92,405,000

- Clayton Citywide Signal System
- US 1 (NC 98 to Harris Road)

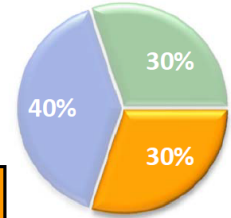
YRS 6-10

2025 – 2029

\$206,222,000

- US 401 / Ten Ten Rd Interchange
- US 64 / NC 751 Interchange
- US 401 6 lane Superstreet (Simpkins to Mechanical)
- Apex Citywide Signal System
- Raleigh Citywide Signal System
- US 70 Bus Superstreet (Greenfield Pkwy to NC 42)
- Shotwell Road Rail Grade Separation

Prioritization 5.0 – Division Needs Funding Availability (2020-2029)



Division	Total Allocation	Amount Programmed	Amount Available for P5.0 Projects*
Division 1	\$502M	\$344M	\$158M
Division 2	\$502M	\$363M	\$139M
Division 3	\$502M	\$359M	\$143M
Division 4	\$502M	\$285M	\$217M
Division 5	\$502M	\$416M	\$86M
Division 6	\$502M	\$295M	\$207M
Division 7	\$502M	\$369M	\$133M
Division 8	\$502M	\$250M	\$252M
Division 9	\$502M	\$284M	\$218M
Division 10	\$502M	\$346M	\$156M
Division 11	\$502M	\$232M	\$270M
Division 12	\$502M	\$416M	\$86M
Division 13	\$502M	\$448M	\$54M
Division 14	\$502M	\$381M	\$121M
Total	\$7,028M	\$4,788M	\$2,240M

*As of August 23, 2018 – does not account for additional Build NC Bond revenues

5.6 Prioritization (SPOT) 5.0 - Division Needs Local Input Point Assignment

Requested Action:
Receive as information.

6. Informational Items: Budget

6.1 Operating Budget - FY 18

6.2 Member Shares - FY 18

Requested Action:

Receive as information.

7.1 Informational Item – Project Updates

- Hot Spot Program
- Wake Transit Planning Studies & Tasks
- Regional Freight Plan Study
- (SRTS) John Rex Endowment Grant Award Update
- NC 98 Corridor Study
- Rolesville Main Street Study
- Southwest Area Study – Update
- Triangle Regional ITS Update
- Triangle Tolling Study Update

Requested Action:
Receive as information.

7.2 LAPP Available Funding Report

Requested Action:
Receive as information.

8. Information Item: Staff Reports

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

Requested Action:
Receive as information.

Upcoming Events

Date	Event
Sept. 19, 2018 4:00 p.m.	Executive Board One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
Oct. 4, 2018 10:00 a.m.	TCC One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
Oct. 17, 2018 4:00 p.m.	Executive Board One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601

ADJOURN

U-5515 Wake Forest Stadium Drive Additional Funding Request

Funding	Original Amount	Match	Additional Requested	Total	Total Match
CAMPO (STP)	\$3,562,400	80%	\$3,038,750	\$6,601,150	63%
Local	\$890,600	20%	\$3,038,750	\$3,929,350	37%
Total	\$4,453,000	100%	\$6,077,500	\$10,530,500	100%

Cost Overages Resulting From: increased costs for construction, construction administration (CA), and Construction Engineering Inspection (CEI). Estimates generated in 2013.