



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

Technical Coordinating Committee Meeting

November 1, 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: October 4, 2018

Requested Action:
Approve the October 4, 2018
Meeting Minutes.

5. Regular Business

5.1 FY2018-2027 Transportation Improvement Program Amendment #5

NCDOT's STIP Unit notified the MPO of amendments to the FY2018-2027 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 TIP are necessary to update funding for prior year LAPP projects and Wake Transit FY2019 Work Plan Amendments.

Amendment #5 has been posted for public comment from October 4 to November 5, 2018. A public hearing is scheduled for the November CAMPO Executive Board meeting, which has been rescheduled to November 14, 2018 at 4:00pm.





Requested Action:

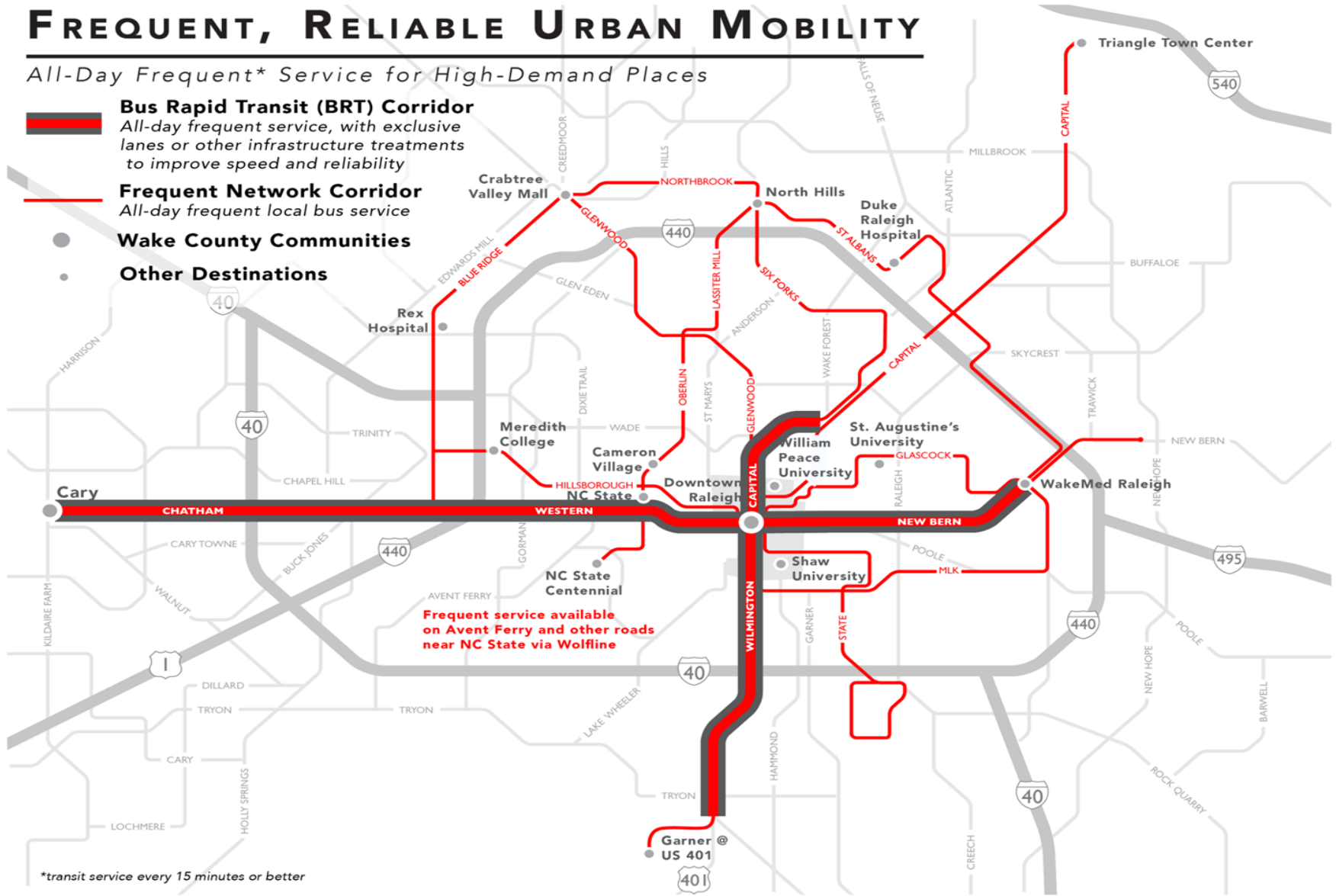
Recommend approval of FY2018-2027 Transportation Improvement Program Amendment #5 to the CAMPO Executive Board.

5.2 Bus Rapid Transit Evaluation Framework Results

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**

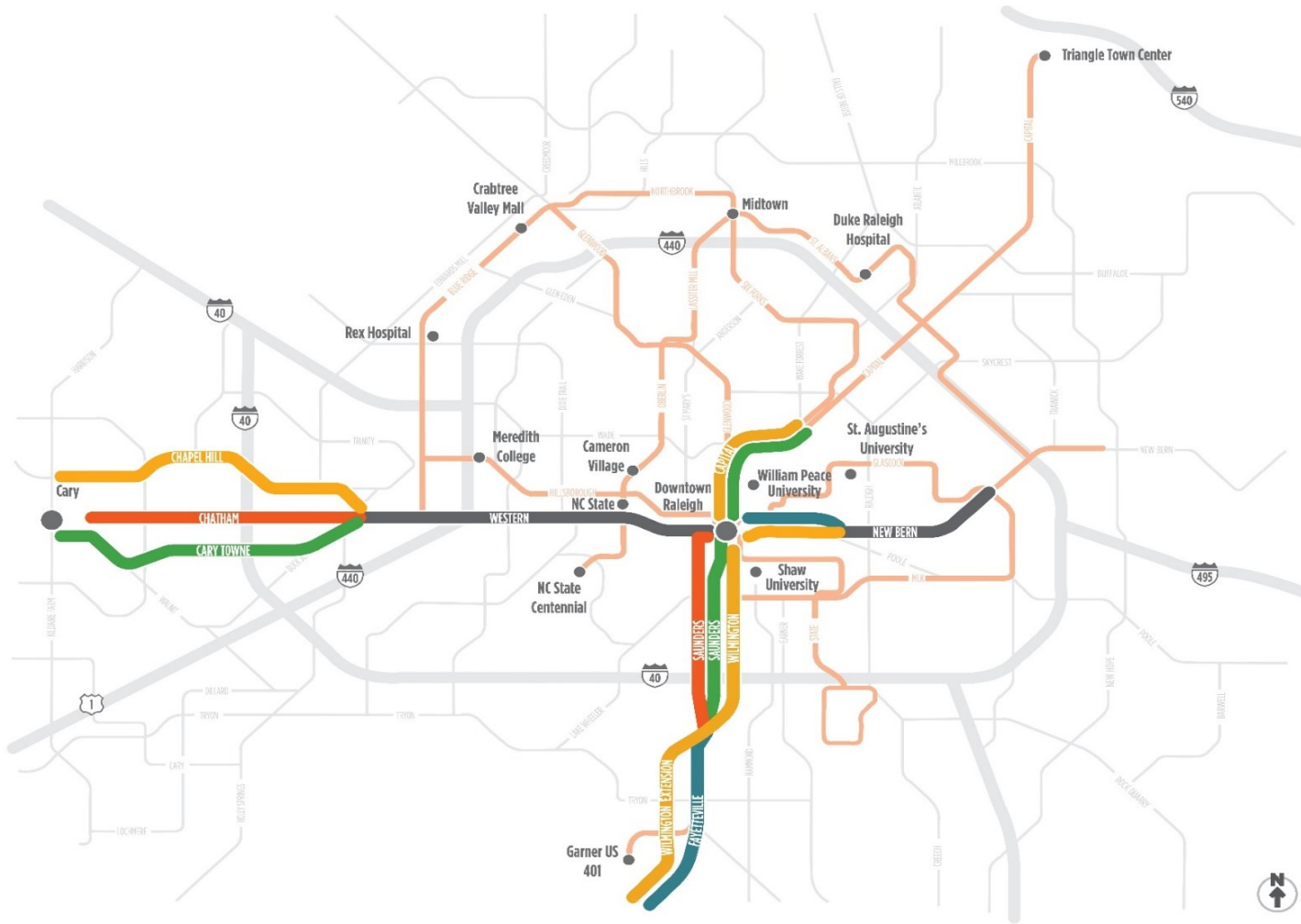


*transit service every 15 minutes or better

WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

2027 HIGH FREQUENCY NETWORK



LEGEND

POTENTIAL BUS RAPID TRANSIT SEGMENT

— (+ colors)

FREQUENT NETWORK CORRIDOR

All-day frequent local bus service

—

● WAKE COUNTY COMMUNITY

● OTHER DESTINATION



GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Corridors Evaluated Against 15 Criteria

PREDICTED
RIDERSHIP & COST
EFFECTIVENESS



POPULATION &
EMPLOYMENT
IN THE CORRIDOR



CONNECTIONS TO
FUTURE BUS &
RAIL NETWORKS



SOCIAL & NATURAL
ENVIRONMENTAL
IMPACT



POTENTIAL TO
PROVIDE ENHANCED
SPEED & RELIABILITY
FOR TRANSIT



CONSTRUCTABILITY



Evaluation Shows All Four Corridors Are Good Candidates for BRT Investment



Future ridership levels warrant investment



Dedicated bus lanes are possible in all corridors



No fatal flaws were found

Completed Metrics

Evaluation Metric	Capital	West	Edenton	New Bern 1	New Bern 2	S. Saunders 1	S. Saunders 2	Wilmington	Wilmington Ext	Fayetteville	Chapel Hill	Chatham	Cary Towne	Western
Speed Improvement	1	1	3	3	3	3	3	3	2	2	3	3	3	3
Potential Corridor Connections	2	2	2	2	3	2	2	3	3	3	2	3	3	1
Potential Corridor Utilization	2	2	2	2	3	2	2	3	3	3	2	2	2	1
Connections to Frequent Transit	2	2	2	2	2	2	2	2	3	3	2	2	2	1
Ease of Access	1	1	1	1	2	2	2	2	3	3	2	2	2	2
Affordable Housing Access	1	1	2	1	3	1	1	2	3	3	3	3	3	2
Minority Access	3	3	1	1	1	2	2	2	2	2	3	2	3	3
Transit Dependent Access	1	1	1	1	1	2	2	2	3	3	3	3	3	3
Total People + Jobs served	1	1	2	2	3	2	2	2	3	3	3	3	3	1
Concentration of People + Jobs	1	1	1	1	3	2	2	2	3	3	3	3	3	2
Economic Development Potential	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Environmental Impact	1	1	2	2	2	2	2	3	3	2	3	3	3	3
Constructability	3	3	1	1	1	3	3	1	1	3	2	2	2	2
Operating Cost per Passenger	3		2			2				1				
Capital Cost per Passenger	3		1			3				2				

5.2 Bus Rapid Transit Evaluation Framework Results





Requested Action:

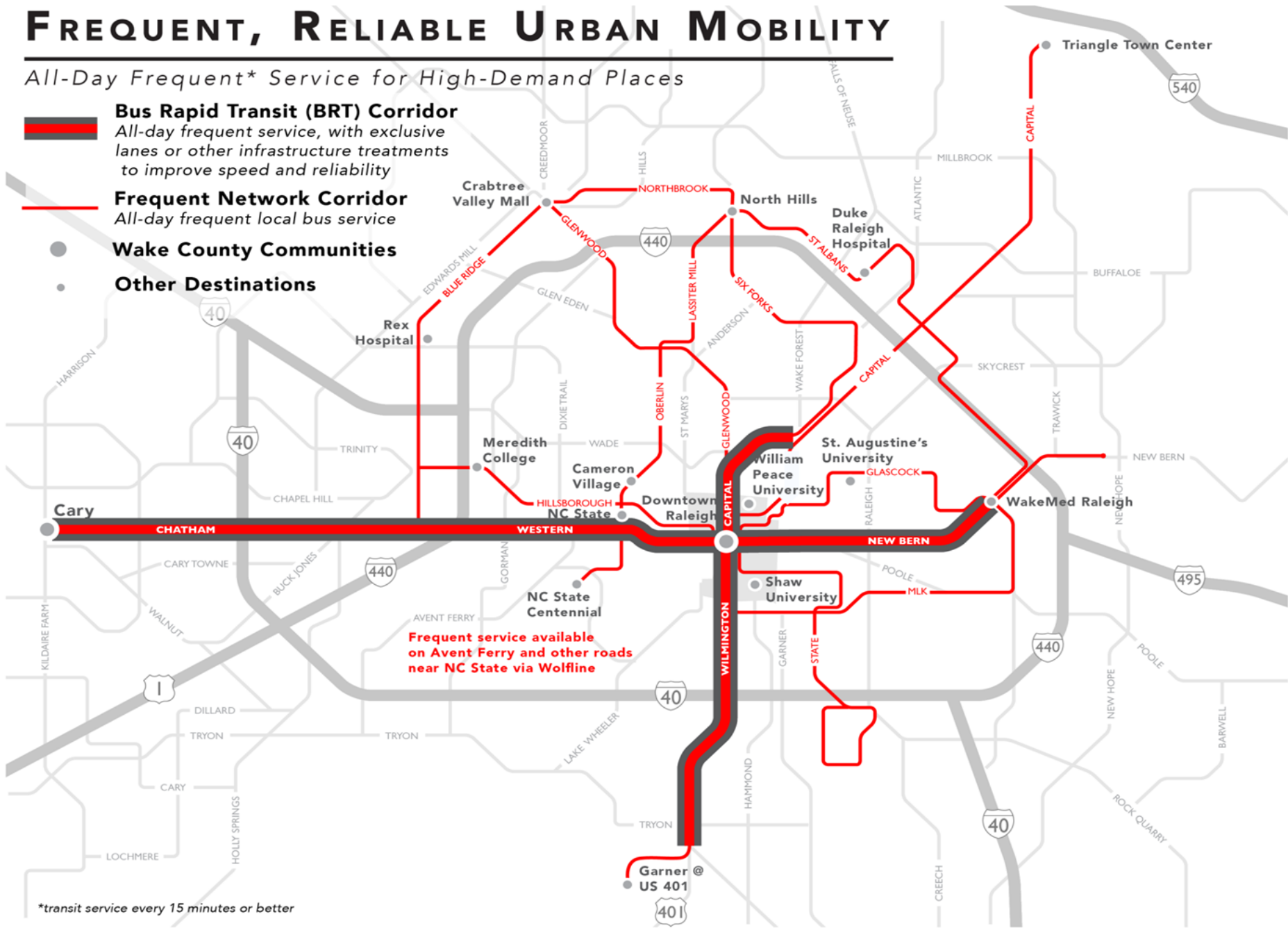
Consider recommending approval of the BRT Evaluation Framework Results Memo to the Executive Board.

5.3 Bus Rapid Transit Project Sponsor Designation and Corresponding FY 2019 Wake Transit Work Plan Amendment

FREQUENT, RELIABLE URBAN MOBILITY

All-Day Frequent* Service for High-Demand Places

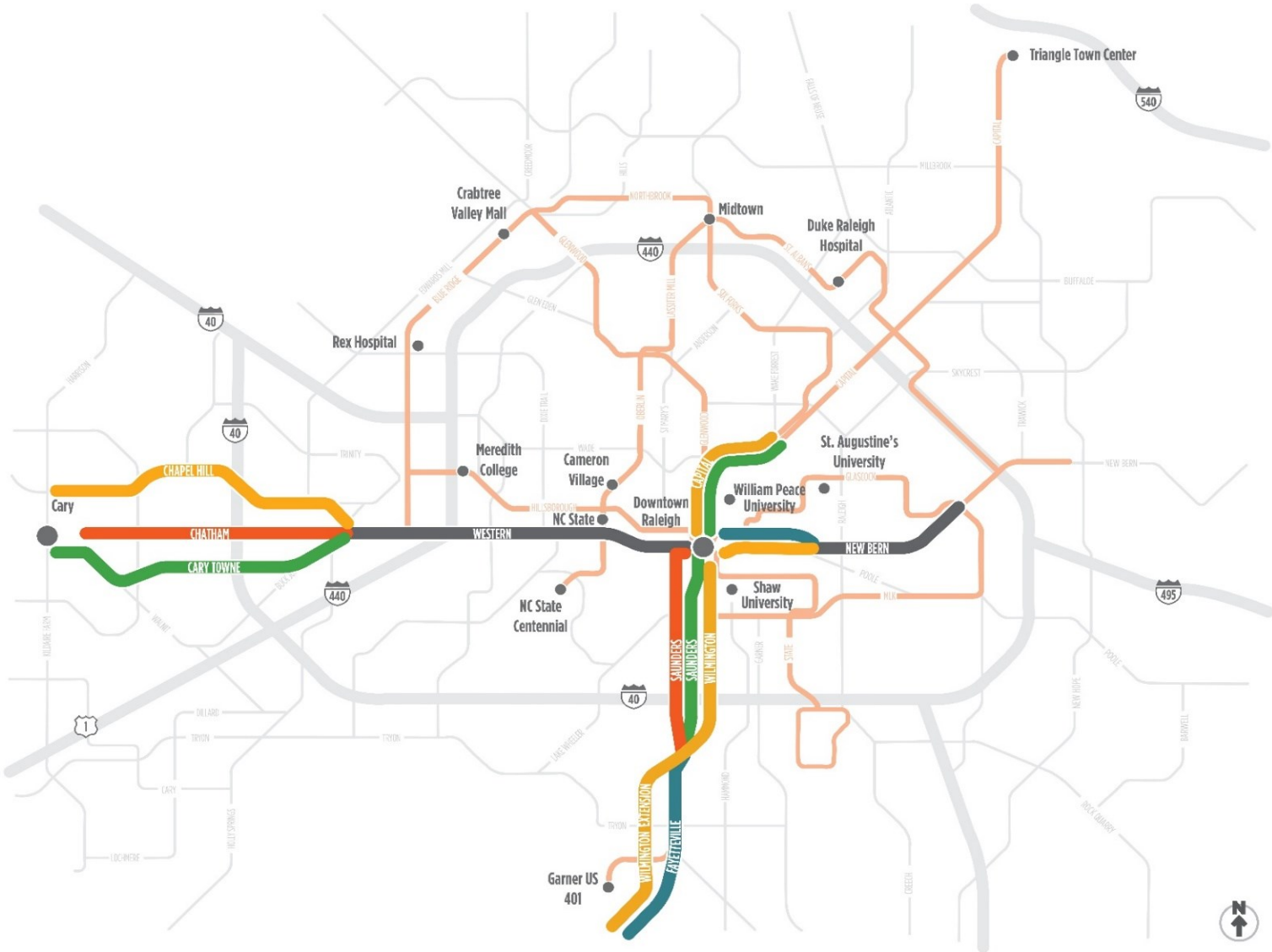
-  **Bus Rapid Transit (BRT) Corridor**
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability
-  **Frequent Network Corridor**
All-day frequent local bus service
-  **Wake County Communities**
-  **Other Destinations**



Frequent service available on Avent Ferry and other roads near NC State via Wolfline

*transit service every 15 minutes or better

2027 HIGH FREQUENCY NETWORK



LEGEND

POTENTIAL BUS RAPID TRANSIT SEGMENT

— (+ colors)

FREQUENT NETWORK CORRIDOR

All-day frequent local bus service

● WAKE COUNTY COMMUNITY

● OTHER DESTINATION



BRT Project Sponsor Designation Highlights

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

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) and FTA (very important because we will be asking FTA for funding)
- Authority to coordinate land use planning along substantial segments of corridors
- Best-positioned service operator

BRT Project Sponsor Designation Process

- Invitation from CAMPO Executive Board (**Attachment B**) – August 15th
- Acceptance by Raleigh City Council (**Attachment C**) – September 4th
- Designation to be finalized with identification of one or more standalone project corridors with logical termini, independent utility, and regional mobility benefits
- Project corridors to be carved out of and to be inclusive of the full extent of the MIS study corridors
- MIS BRT evaluation results suggest each of the study corridors can stand alone as projects with independent utility and are all good candidates for BRT level investment
- Raleigh currently in dialogue with FTA to develop plan to move all four study corridors into project development

Federal Process – Small Starts Program

MIS PROCESS

1. Evaluate BRT corridor options
2. Define project sponsor
3. Ridership estimates
4. High level cost estimates

SMALL STARTS

Total cost: <\$300 million

Funding: <\$100 million

STEP 1: FTA APPROVAL Project Development

- Review alternatives
- Locally Preferred Alternative (LPA)
- Environmental review
- Funding commitment
- Complete engineering

STEP 2: FTA EVALUATION, RATING, AND APPROVAL Full Funding Grant Agreement

- Construction

BRT Project Sponsor Designation and Project Corridor Programming Schedule

Action	Date
Request from Executive Board to City of Raleigh to Serve as Project Sponsor	August 15, 2018
Raleigh City Council Accepted Request	September 4, 2018
MIS CTT Reviews Information to Inform Demarcation of Project Corridors	October 5, 2018
TPAC Recommendation to Executive Board to Finalize Project Sponsor Designation	October 23, 2018
CAMPO TCC Considers Recommendation to Executive Board to Finalize Project Sponsor Designation	November 1, 2018
CAMPO Executive Board Considers Finalizing Project Sponsor Designation with Demarcated Project Corridors	November 14, 2018
Project Sponsor Secures Professional Services for Project Development for One or More Project Corridors	October – December 2018
Project Sponsor Leads Development of BRT Programming Recommendation	November 2018 – April 2019
Project Sponsor Enters Project Development for One or More BRT Project Corridors	By Late Winter 2019

5.3 Bus Rapid Transit Project Sponsor Designation and Corresponding FY 2019 Wake Transit Work Plan Amendment

Requested Action:

Consider recommending approval of the following to the Executive Board:

- 1) For the City of Raleigh to be designated as project sponsor for one or more BRT project corridors, or a combination thereof (subject to the guidance of the FTA), that can be derived from and that includes the full extent of the MIS study corridors; and**
- 2) The corresponding FY 2019 Wake Transit Work Plan Amendment to appropriate \$4,351,545 in Wake Transit revenues to the City of Raleigh to undertake BRT alternatives refinement and project development.**

5.4 Wake Transit Community Funding Area Program Management Plan

Program Management Plan Contains/Addresses:

- Program Development – Peer Reviews, Survey, CTT
- Funding
- Eligibility - Eligible projects and sponsors, funding requirements
- Application Process and Guidelines
- Prioritization and Awards - Scoring criteria
- Program Management, Monitoring and Oversight

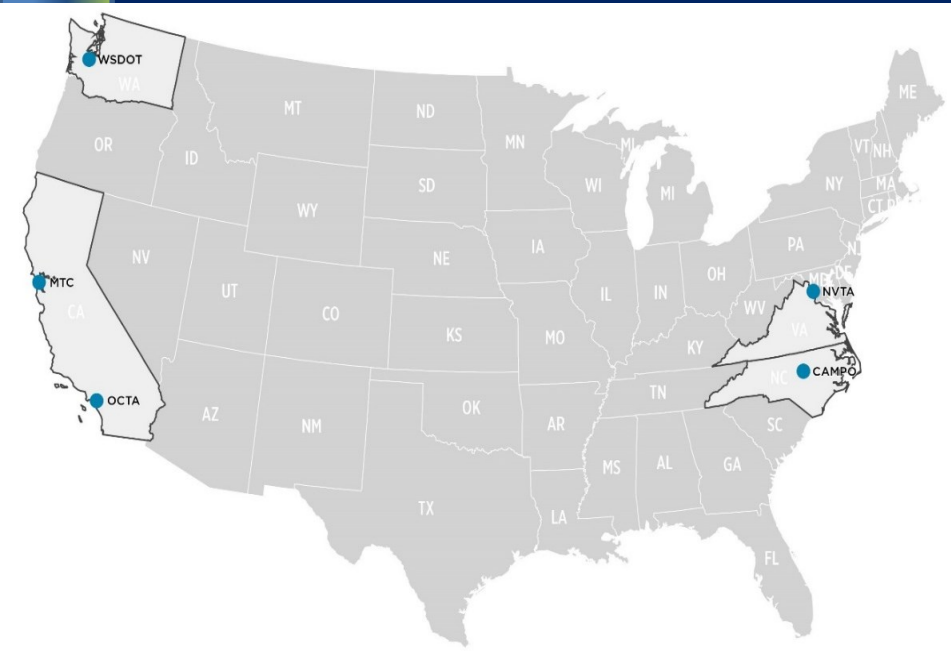
Program Development:

Peer Reviews Revealed:

- Simple, clear and transparent process
- Local match requirements
- Funding for planning studies
- Supported by planning
- Flexibility in project type eligibility
- Performance standards

Stakeholder Meetings Revealed:

- Support for LAPP model
- Desire for joint project pursuits
- Mix of eligible service types
- Geographic equity



Funding

TPAC- Recommended Funding Change

Figure 3-1 Wake Transit Plan Estimated Community Funding Program Annual Funding Allocation

FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
<i>Included in Wake Transit Plan</i>								
\$100k	\$184k	\$377k	\$580k	\$793k	\$1.02M	\$1.25M	\$1.49M	\$1.75M
<i>Recommended by the CFAP Core Technical Team</i>								
\$100k	\$310k	\$1.087 M	\$1.342 M	\$1.097 M	\$1.244 M	\$1.304 M	\$1.337 M	\$1.371 M

From \$7.5 million to \$9.2 million over 9-year period

Funding to Be Broken into Two Sub-Programs

Funding for Technical Assistance/Planning

Figure 3-2 CFAP Planning / Technical Assistance Funding Set Aside

FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
\$100k	\$150k	\$150k	\$100k	\$50k	\$50k	\$50k	\$50k	\$50k

\$750K over 9-year period

Funding for Operating/Capital Projects

Figure 3-3 CFAP Capital and Operating Funding

FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
\$-	\$160k	\$940k	\$1.2M	\$1.1M	\$1.2M	\$1.3M	\$1.3M	\$1.3M

\$8.5 million over 9-year period

Eligibility

- 10 municipalities and RTP
- Planning, Capital and Operating Projects eligible
- \$50,000 or 50% cap on planning assistance, whichever is lower
- 50% local match required for capital/operating projects
- Other funding sources can be local, federal, state, etc.

Application Process and Guidelines

Schedule for Normal Cycle

CFAP Application Cycle



Operating Projects: Occurs annually throughout the course of the CFAP

Capital Projects: Occurs annually throughout the course of the CFAP

Planning Studies: Occurs annually throughout the course of the CFAP

Prioritization and Awards

- Separate scoring criteria for Planning/Technical Assistance and Capital/Operating Projects
- Planning/Technical Assistance
 - Geographic Balance
 - Project Readiness
- Capital/Operating Projects
 - Geographic Balance
 - Local/Regional Benefit
 - Transit Need
 - Project Readiness
 - Cost Effectiveness

Program Management, Monitoring and Oversight

- Kickoff Meeting - When project funding awarded
- Mid-year Project Review – Monitor progress of project during first year of project
- Annual Review – Monitor progress of project annually
- Performance Standards

Performance Requirements

Transit Service Type	CFAP Minimum Standard	Wake Transit Plan Weekday Standard
Demand-Response/Rideshare	1.5 Pax / RVH	1.5 Pax / Trip
Fixed-Route (Including flex routes)	6 Pax / RVH	10 Pax / RVH
Subscription Services	2 Pax / RVH	n/a

Transit Service Type	CFAP Minimum Standard	Wake Transit Plan Weekday Standard
Demand-Response/Rideshare	\$30.00	\$30.00
Fixed-Route (Including flex routes)	\$17.00	\$10.00
Subscription Services	\$10.00	n/a

5.4 Wake Transit Community Funding Area Program Management Plan

Requested Action:

Consider recommending adoption of the Wake Transit Community Funding Area Program Management Plan to the CAMPO Executive Board.

5.5 Wake Transit Public Engagement Policy

Public Engagement Policy

Task Overview

- Overarching policy governing Wake Transit Plan implementation
- Standards and expectations for:
 - Wake Transit branding and web presence
 - Information provided based on type of study (AWP, Vision Update, Projects)
 - Public engagement guidance that can be included in project funding agreements
 - Outreach to Title VI / EJ communities
 - *Goal: Be as coordinated, streamlined and efficient as possible.*

Completed subtasks from Scope

- ✓ Existing Plans/Policies and Best Practices Review
- ✓ Branding/Marketing and Online Presence – to be updated
- ✓ Analysis of Gaps
- ✓ Stakeholder Interviews

Definitions: PE Policy and Plan

- **Wake Transit Public Engagement Policy:** the umbrella policy that outlines specific principles, best practices, and minimum expectations for processes and requirements that help shape and guide **all** Wake Transit public engagement/outreach plans. These are the guiding principles and standards that each agency will use to create customized plans outlining the goals and tactics for specific public engagement activities required for projects, studies, service changes, fare changes, programs, etc. This policy will set standards for inclusion in project-level funding agreements, and will lay out expectations for public involvement activities related to the annual Wake Transit Work Plan development and the update of the Wake Transit Vision Plan.
- **Wake Transit Public Engagement Plans:** Following the guiding principles outlined in the umbrella Wake Transit Plan Public Engagement Policy, these are customized public engagement plans that are created by the agency designated to a specific project or task. These plans may be developed and/or deployed by agency or consultant staff. These plans are tailored to the specific project, can span the lifetime of the project or focus on a unique phase, and include aspects such as goals for the outcomes of the public engagement activities, information required, key messages, and so on.

DRAFT PE Policy Report

Policy

Adopted by WT Governing
Boards

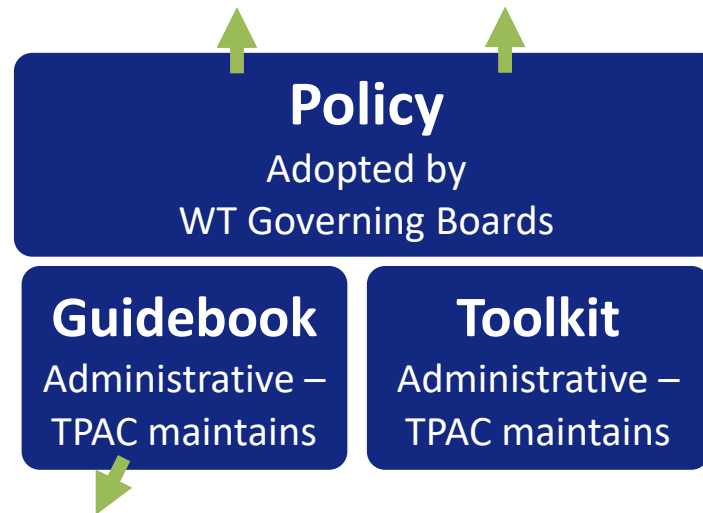
Guidebook

Administrative –
TPAC maintains

Toolkit

Administrative –
TPAC maintains

- i. Policy Statement
- ii. Guiding Principles
- iii. Language for Capital, Operating, Special Agreements
- iv. Public Engagement Requirements for
 - » Wake Transit Work Plan (annual)
 - » WT Vision Plan Update
- v. Requires *customized* PE Plans OR Exemption



Public Engagement Plan detailed standards for:

- » Wake Transit Work Plan (annual)
- » Multi-Year Vision Update
- » Projects (Custom Public Engagement Plans)

i. Policy Statement

The Wake Transit Partners are committed to early and continuous participation by the Wake County community in developing regional transit policies, plans, and services. With this policy, the Partners seek to establish a system that encourages public reflection, reaction and discussion of the wide-ranging and evolving issues associated with implementation of the Wake Transit Plan. Investing in high-quality, meaningful, public engagement from the beginning of projects through to their completion will be paramount to our success.

ii. Guiding Principles - Policy

- | | |
|------------------|----------------|
| i. Collaborative | iv. Accessible |
| ii. Inclusive | v. Education |
| iii. Accountable | vi. Meaningful |

iii. Agreements Language

- ✓ Applies to capital funding, operating, or special agreements

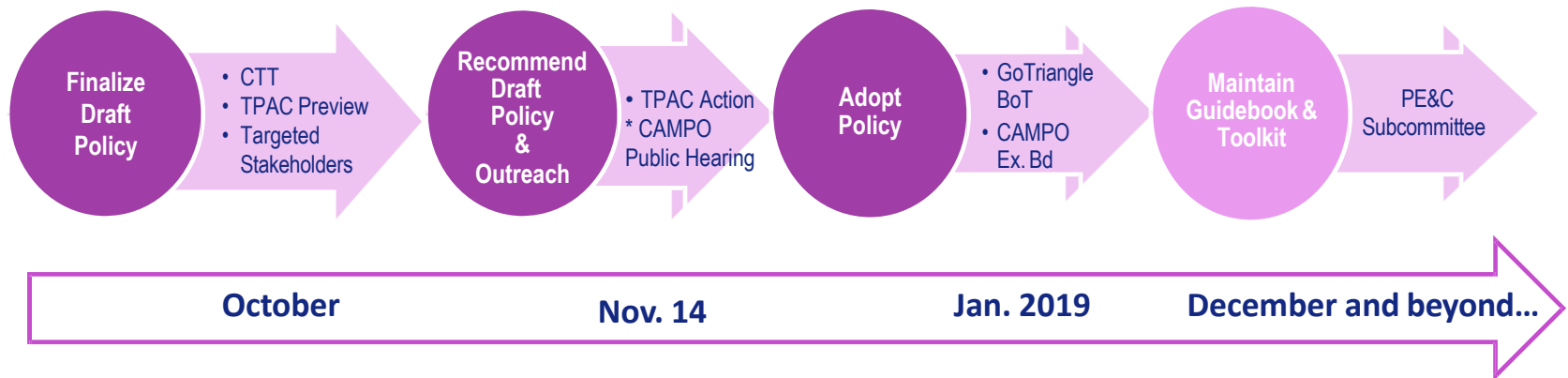
iv. + v. Public Comment & Public Notice Requirements for (Governance ILA list):

- ✓ Vision Plan Update
- ✓ Wake Transit Work Plan (annual)
- ✓ Multi-Year Service Implementation Plan
- ✓ PMP and Plan for CFAs
- ✓ Project Prioritization Policy
- ✓ Major Amendments to these policies/plans

Other Implementation Projects and Exemptions

- Typically, any project that has a Wake Transit capital, operating, or special agreement should develop and implement a customized public engagement plan to be reviewed by TPAC, or its designee, as part of receiving funding.
- *However*, not all projects receiving funding will need public engagement or a custom plan showing it will be deployed...
- Exemptions are determined by TPAC, examples:
 - Federal Transit Agency (FTA) approved service change policy and associated public engagement plan, which will apply to most bus operating projects, can be submitted to the PE&C Subcommittee for review.
 - National Environmental Policy Act public engagement plans or process requirements can also be submitted to the PE&C Subcommittee for review.

PE Policy – Next Steps & Timeframe



5.5 Wake Transit Public Engagement Policy

Requested Action:
Receive as Information.

5.6 Performance Measures and Target Updates

CAMPO is required by federal law through the Moving Ahead for Progress in the 21st 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

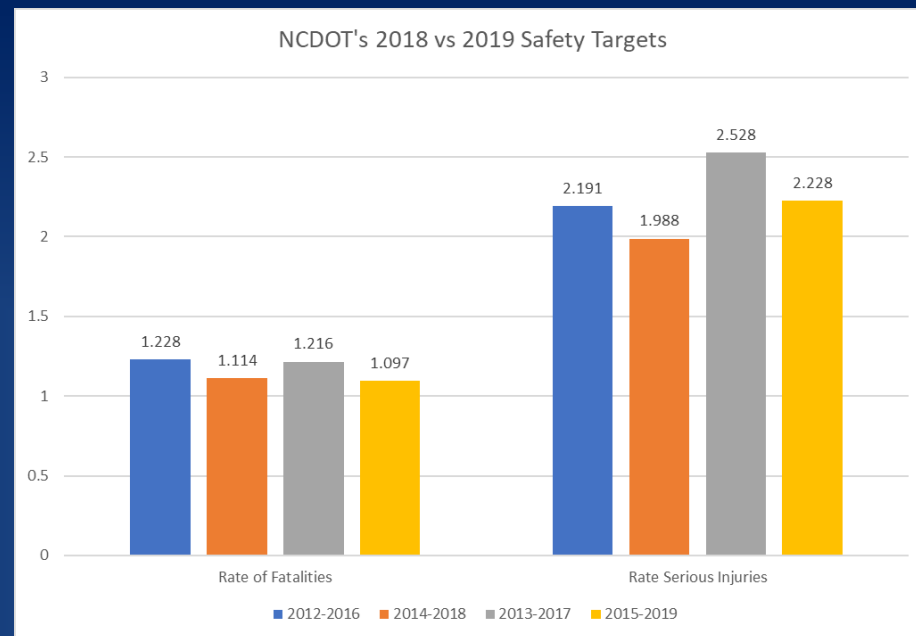
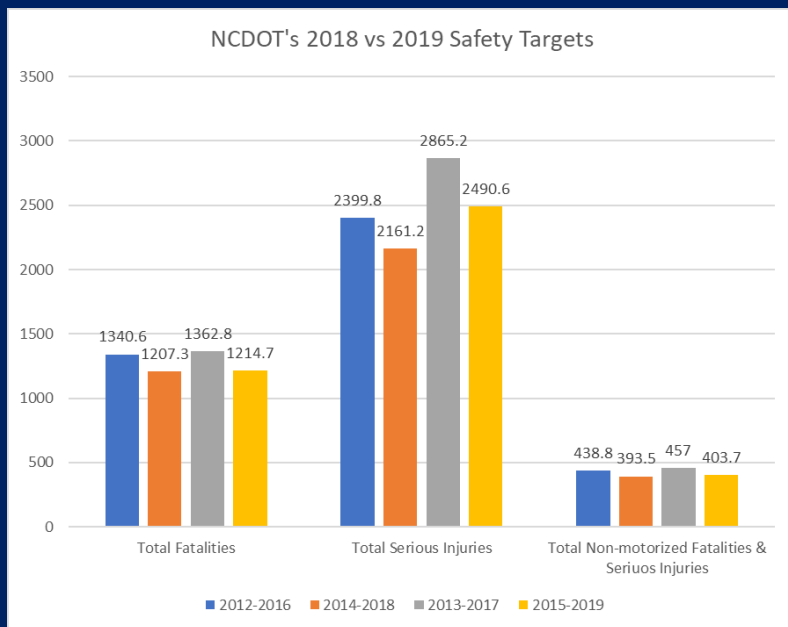
1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

NCDOT establishes and reports their targets in August. CAMPO must establish targets by February.

PM1 – NCDOT Safety Targets

Safety Performance Measure	2013-2017	2015-2019
Total Fatalities	1362.8	1214.7
Rate of Fatalities	1.216	1.097
Total Serious Injuries	2865.2	2490.6
Rate Serious Injuries	2.528	2.228
Total Non-motorized Fatalities & Serious Injuries	457	403.7

PM1 – Safety Targets



PM2 – Pavement/Bridge

6. Percent of pavements on the Interstate system in good condition
7. Percent of pavements on the Interstate system in poor condition
8. Percent of pavements on the non-Interstate NHS in good condition
9. Percent of pavements on the non-Interstate NHS in poor condition
10. Percent of NHS bridges classified as in good condition
11. Percent of NHS bridges classified as in poor condition

NCDOT establishes and reports their targets in May. CAMPO must establish targets by November.

PM3 – System Performance

12. Percent of person miles on the Interstate system that are reliable
13. Percent of person miles on the non-Interstate NHS that are reliable
14. Percent of Interstate mileage providing for reliable truck travel times

NCDOT establishes and reports their targets in May. CAMPO must establish targets by November.

PM2 & PM3 Performance Targets

Performance Measure	2 Year Target (1/1/2018 – 12/31/2019)	4 Year Target (1/1/2018 – 12/31/2021)
Interstate Pavement Condition (Good)	(no target)	0.37
Interstate Pavement Condition (Poor)	(no target)	0.022
Non-Interstate NHS Pavement Condition (Good)	0.27	0.21
Non-Interstate NHS Pavement Condition (Poor)	0.042	0.047
NHS Bridge Condition (Good)	0.33	0.3
NHS Bridge Condition (Poor)	0.08	0.09
Interstate Level of Travel Time Reliability	0.8	0.75
Non-Interstate NHS Level of Travel Time Reliability	(no target)	0.7
Interstate Truck Travel Time Reliability	1.65	1.7

5.6 Performance Measures and Target Updates

- Requested Action:

Recommend the Capital Area MPO support the NCDOT established targets

5.7 LAPP Project Adjustment

C-5604IB Cary White Oak Creek Greenway MacArthur Section

Funding	Original Amount	Match	Additional Requested	Total	Total Match
CAMPO	\$ 2,047,500	45%	\$ 1,850,000	\$ 3,897,500	47%
Cary	\$ 2,502,500	55%	\$ 1,850,000	\$ 4,352,500	53%
Total	\$ 4,550,000		\$ 3,700,000	\$ 8,250,000	

Cost Overages Resulting From: increased costs for construction, construction administration (CA), and Construction Engineering Inspection (CEI). Estimates generated in 2015.

Requested Action:

Recommend approval of LAPP project adjustment to CAMPO Executive Board.

5.8 2045 Metropolitan Transportation Plan (MTP) Amendment
FY 2018-2027 Transportation Improvement Program (TIP)
Amendment Air Quality Conformity Determination

Requested Action:
Receive as Information.

5.8 2045 Metropolitan Transportation Plan Update

- 2045 MTP was approved on February 21, 2018.
- In April 2018, FHWA informed MPOs of renewed Air Quality Conformity Determination requirements that would apply to CAMPO and DCHC MPO.
- Statewide Prioritization 5.0 has also been progressing and both CAMPO and NCDOT have adopted or have pending amendments to the TIP/STIP that will require an AQ Conformity Determination.
- MPO staff has been conducting the required technical analysis to develop an Air Quality Conformity Determination Report.
- The updated 2045 MTP, 2018-2027 TIP, and Air Quality Conformity Determination Reports will be available no later than December 1, 2018 for public and agency review and comment.

5.8 2045 Metropolitan Transportation Plan Update

Upcoming MTP/TIP/AQ Milestones

Item	Anticipated Updates
Updated Documents for Review	December 1, 2018
Public & Agency Review	Dec. 2018 - Jan. 2019
Public Hearing	Jan. 16, 2019
Adoption	Jan. 16, 2019

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.

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
Nov. 1, 2018 10:00 a.m.	TCC One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
Nov. 14, 2018 4:00 p.m.	Executive Board One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601

ADJOURN