



NC Capital Area **Metropolitan Planning Organization**

# CAPITAL AREA MPO

**Executive Board Meeting**

**November 14, 2018**

**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 related to items *not* on the agenda.

Please limit comments to three minutes for each speaker.

## 5. Minutes

### 5.1 Executive Board Meeting Minutes: September 19, 2018

**Requested Action:**  
**Approve the September 19, 2018**  
**Meeting Minutes.**

## 6. Consent Agenda

### 6.1 LAPP Project Adjustment

**Action: Consider approval of the current LAPP project adjustment request**

### 6.2 BRT Evaluation Framework Results

**Action: Consider accepting the BRT Evaluation Framework Results Memo**

# End of Consent Agenda

## 7. Public Hearings

### 7.1 FY 2018-2027 Transportation Improvement Program Amendment #5

## 7.1 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:

Conduct Public Hearing.

Consider approval of FY2018-2027 Transportation Improvement Program Amendment #5.



## 7. Public Hearings, cont'd

### 7.2 Safety Performance Measures and Targets FY 2019

## 7.2 Performance Measures and Target Updates

CAMPO is required by federal law through the Moving Ahead for Progress in the 21<sup>st</sup> 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

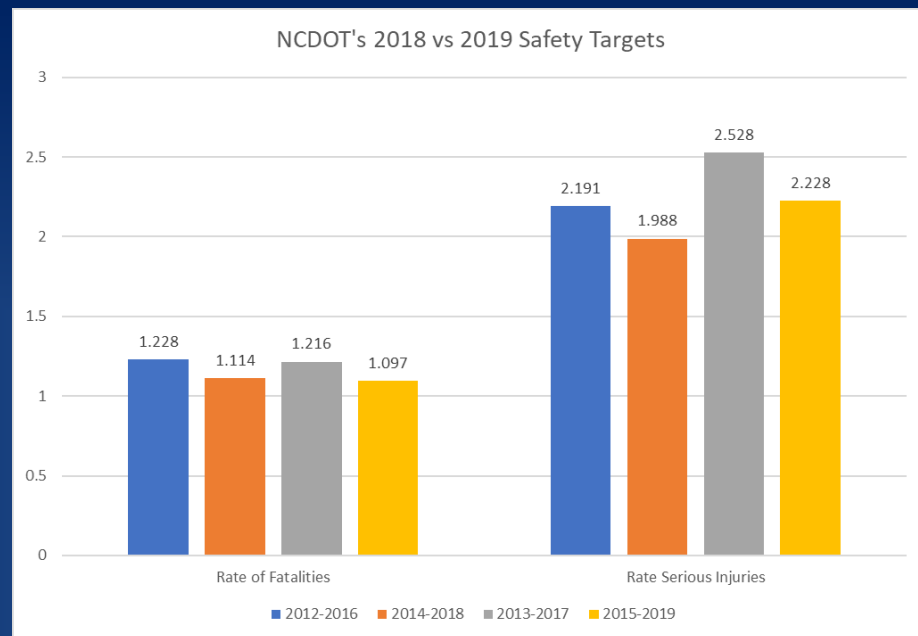
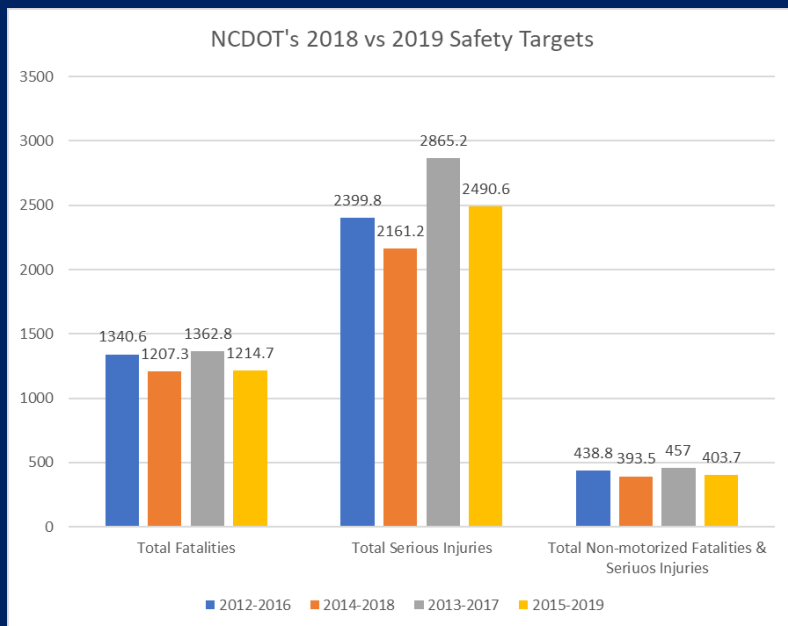
1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

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



## 7.2 Safety Performance Measures and Targets FY 19

**Requested Action:**  
**Conduct Public Hearing.**

**Consider supporting the NCDOT established targets.**

## 7. Public Hearings, cont'd

### 7.3 Pavement, Bridge, and Travel Time Performance Measures & Targets FY 19

## 7.3 Performance Measures and Target Updates

CAMPO is required by federal law through the Moving Ahead for Progress in the 21<sup>st</sup> 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.



## 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

## 7.3 Pavement, Bridge & Travel Time Performance Measures and Targets FY 19

**Requested Action:**  
**Conduct Public Hearing.**

**Consider supporting the NCDOT established targets.**

## 7. Public Hearings, cont'd

### 7.4 Wake Transit Public Engagement Policy

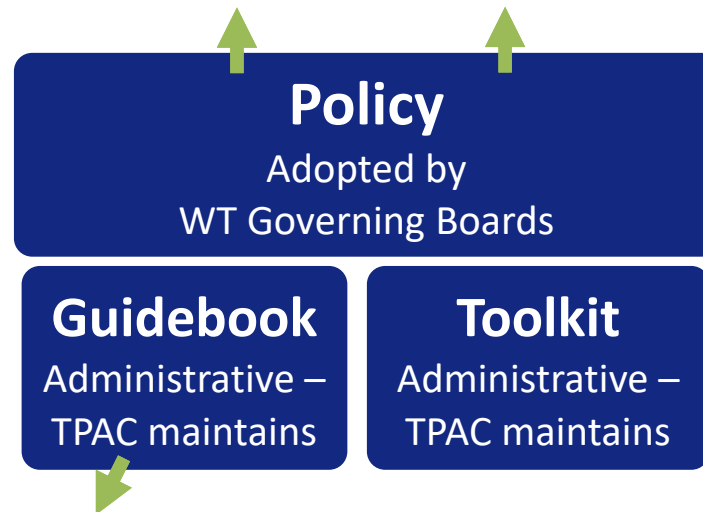
# Public Engagement Policy

## 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  
(Annual Work Plans, WT Vision Update, Other Projects)
  - Public engagement guidance that can be included in project funding agreements

*Goal: Be as coordinated, streamlined and efficient as possible.*

- 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. Informative |
| iii. Accountable | vi. Meaningful |



### **iii. Agreements Language**

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

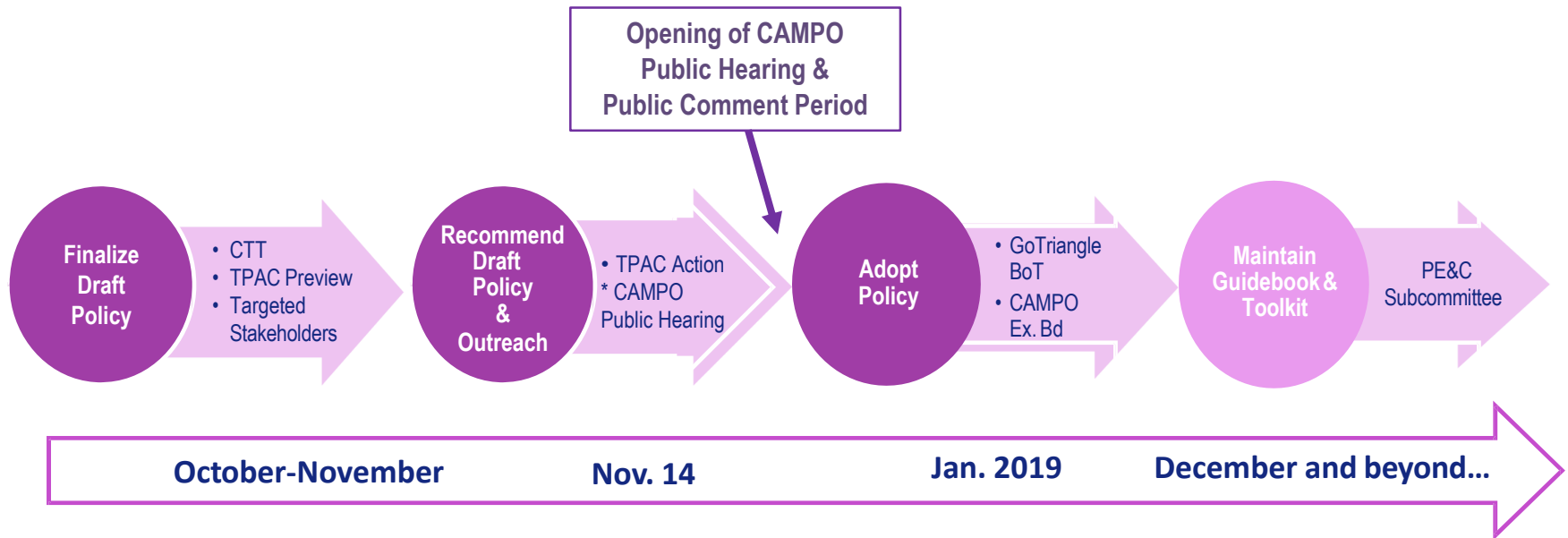
### **iv. + v. Public Comment & Public Notice Requirements for (Governance ILA list):**

- ✓ 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

- Implements **customized public engagement plans** to be reviewed by TPAC, or its designee.
- *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 & Timeline



## 7.4 Wake Transit Public Engagement Policy

### Requested Action:

**Open Public Hearing; continue Public Hearing until next Executive Board meeting.**

## 7. Public Hearings, cont'd

- 7.5 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

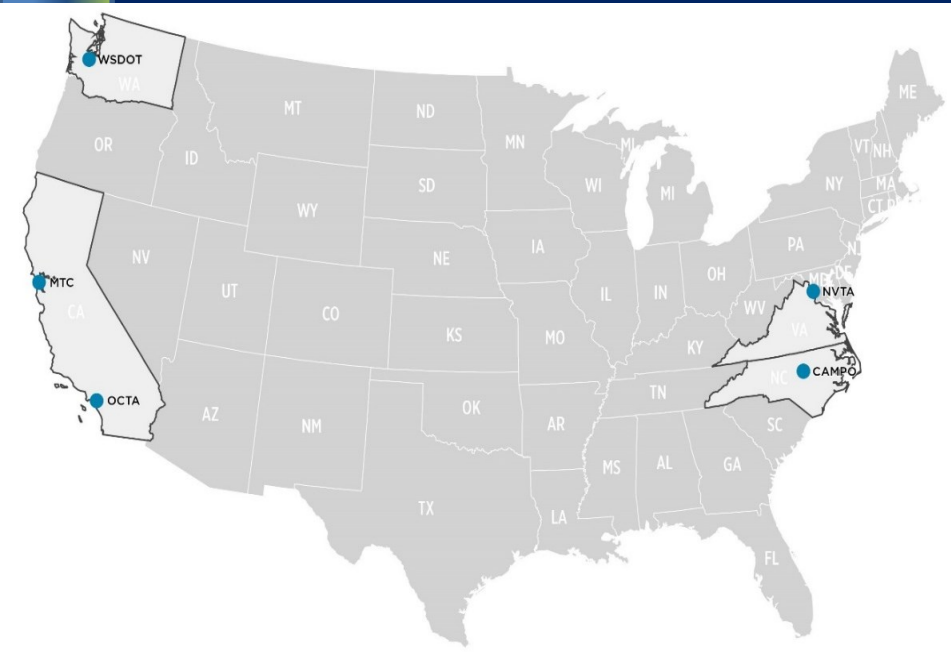
# Program Development:

## 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

## 7.5 Wake Transit Community Funding Area Program Management Plan

**Requested Action:**  
**Conduct Public Hearing.**

**Consider adoption of the Wake Transit Community Funding Area Program Management Plan.**

# END OF PUBLIC HEARINGS




## 8. Regular Agenda

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

# FREQUENT, RELIABLE URBAN MOBILITY

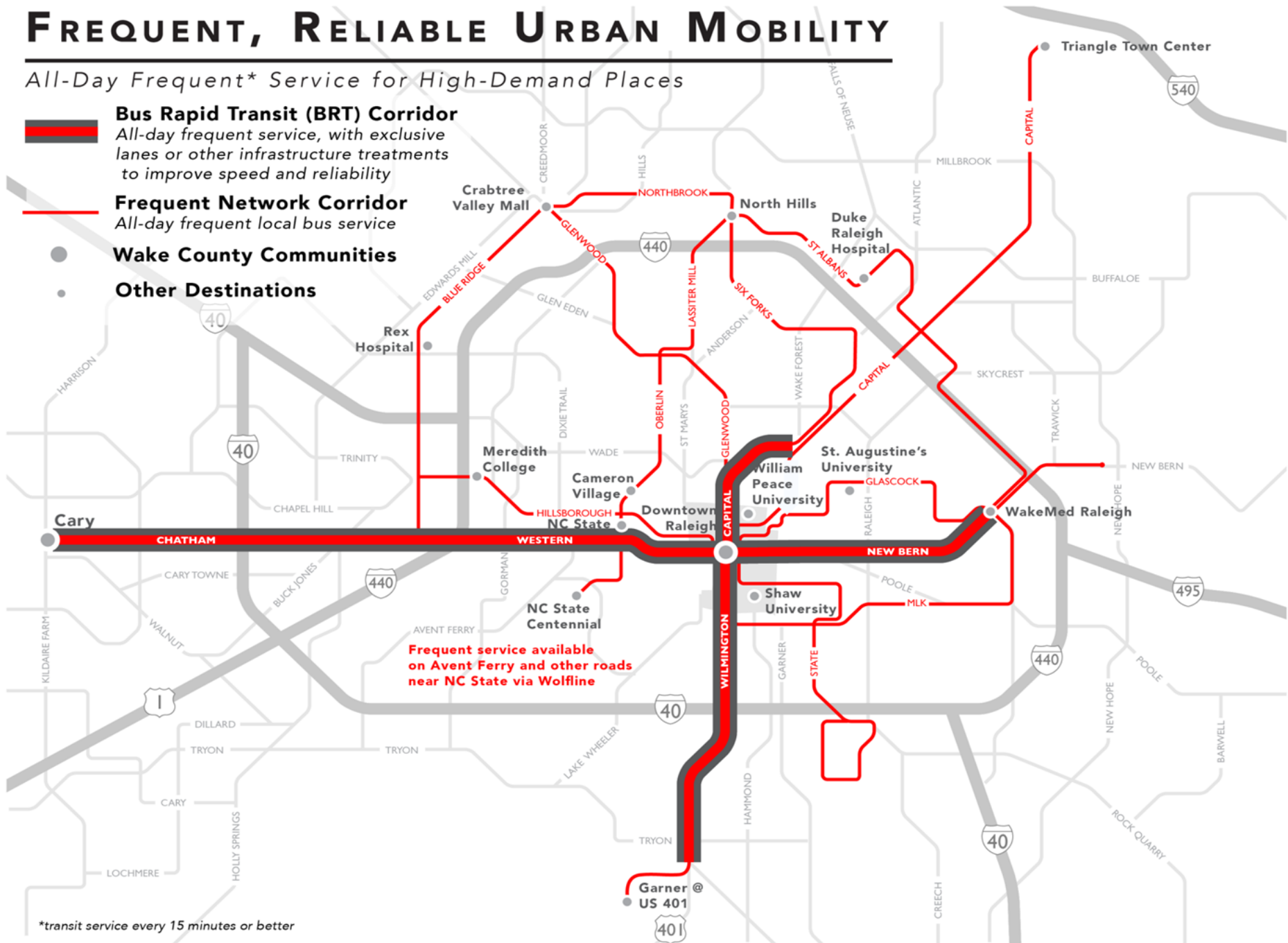
All-Day Frequent\* Service for High-Demand Places

 **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

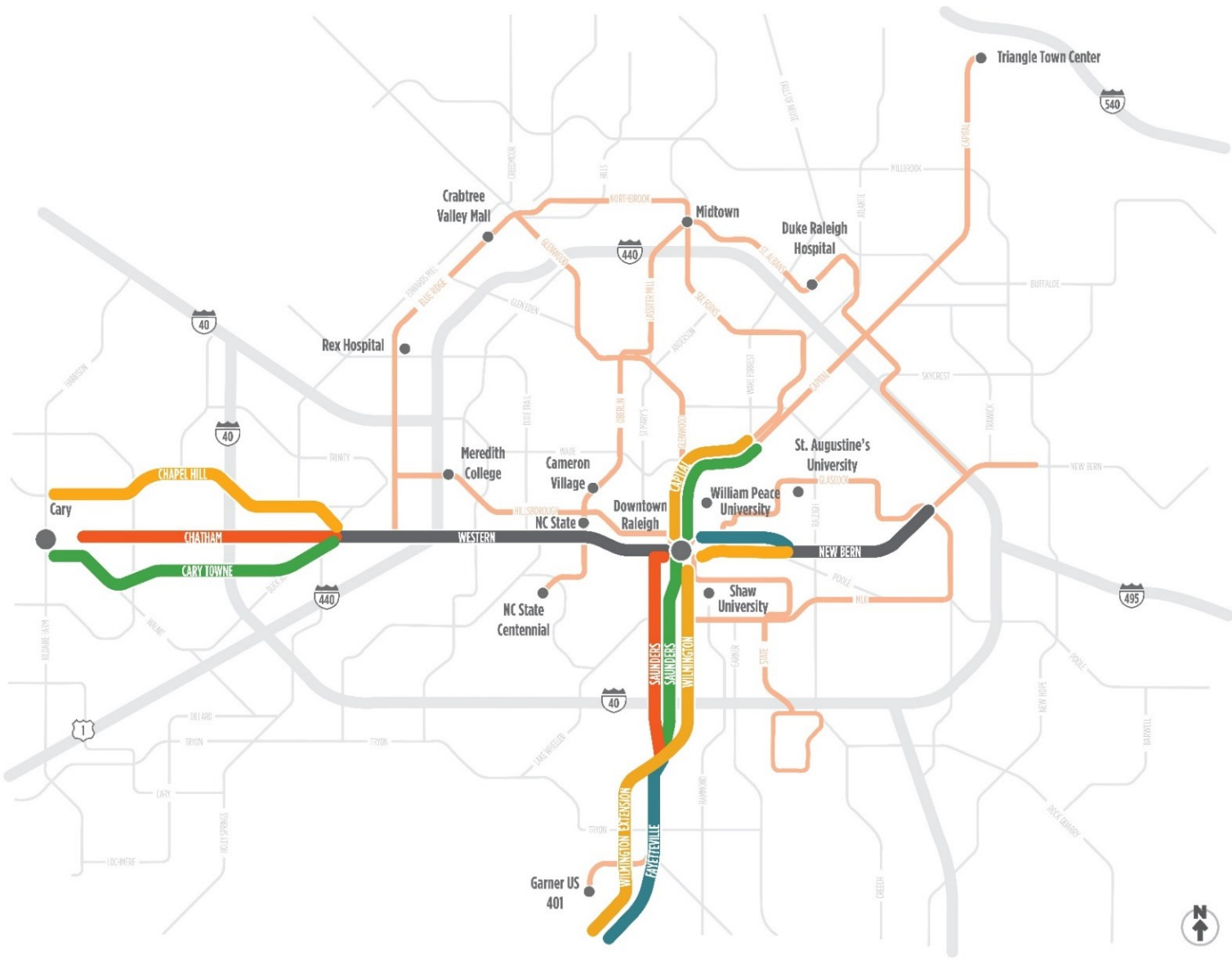
● **Wake County Communities**

● **Other Destinations**



\*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 Background

- 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 TPAC 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 15<sup>th</sup>
- Acceptance by Raleigh City Council (**Attachment C**) – September 4<sup>th</sup>
- 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 to advance each of the MIS study corridors as individual projects 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	November – 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



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

### Requested Action:

#### Consider approval of the following :

- 1) For the City of Raleigh to be designated as project sponsor for each of the four BRT study corridors that were delineated and studied under the MIS as individual projects (subject to the guidance of the FTA); 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.

## 8. Regular Agenda, cont'd

- 8.2 Commuter Rail Transit Project Sponsor Designation

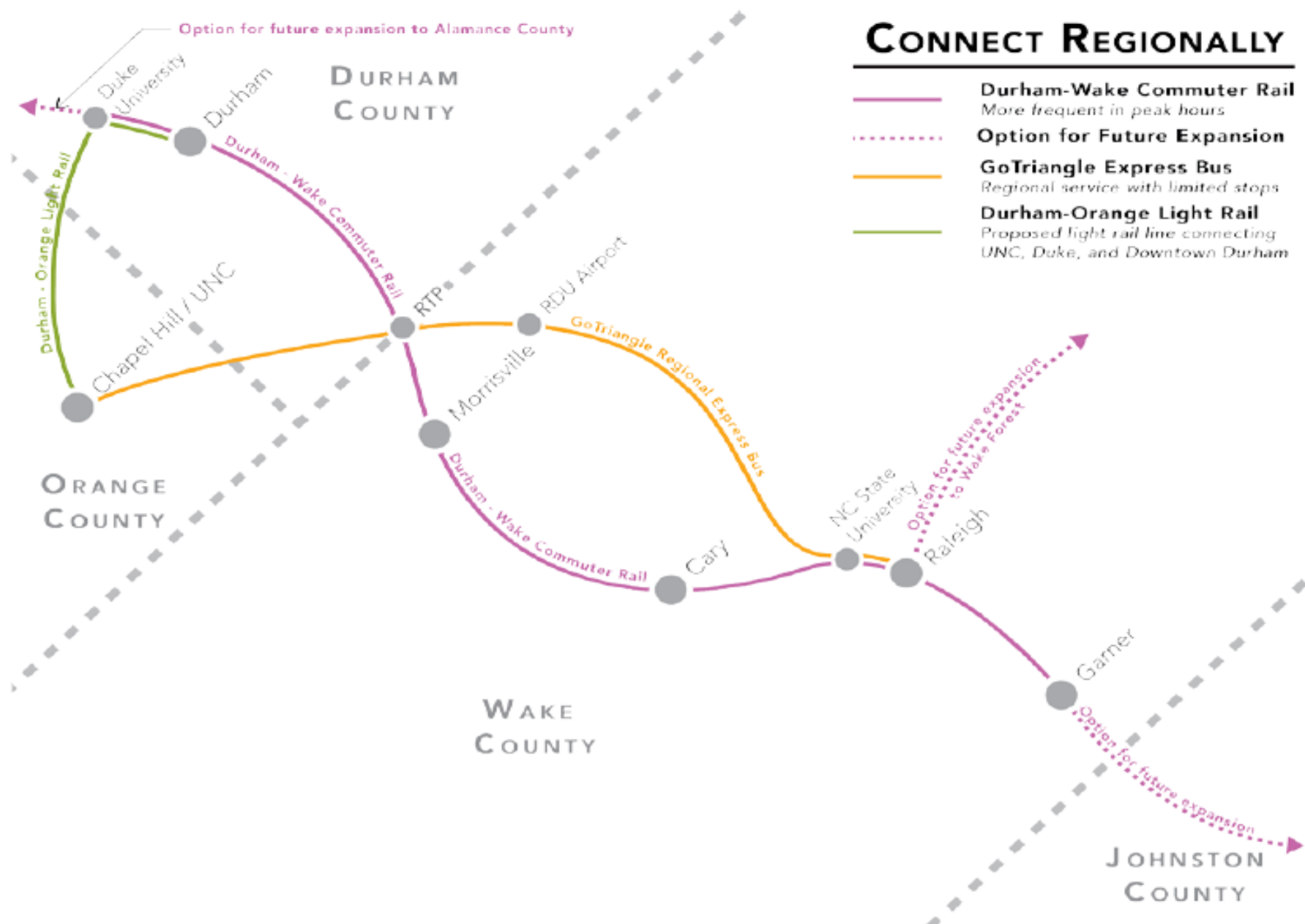
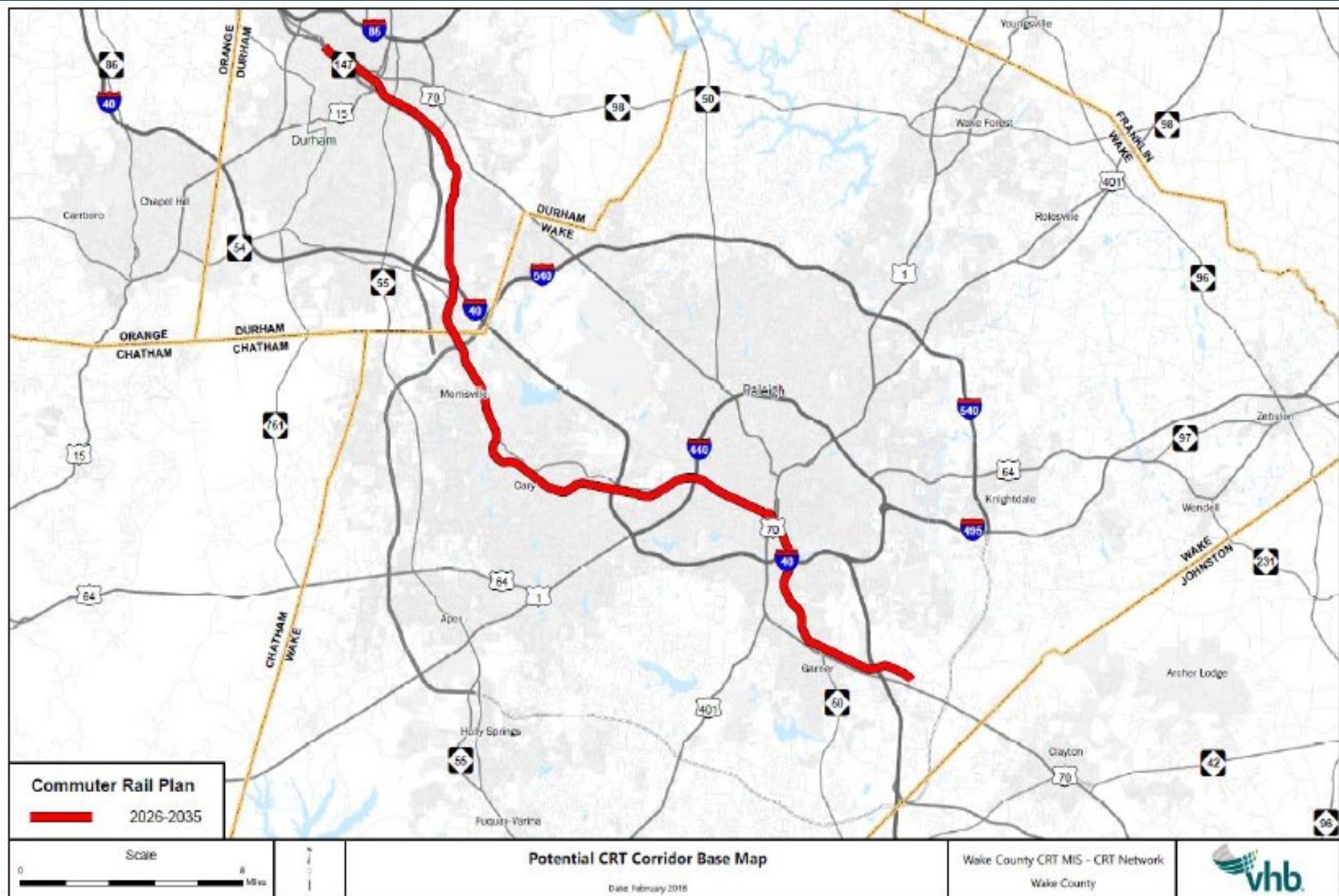


Figure 3: Big Moves: Connect Regionally

# CRT MIS Study Corridor



# CRT Project Sponsor Designation Process

- CAMPO Executive Board responsible for fixed guideway project sponsor designations
- Decision this fall so sponsor can advance project corridor to project development and into the federal pipeline (FTA New Starts) to keep 10-year implementation schedule
- 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
- Involves two MPOs

# CRT Project Sponsor Designation Process

- Memo from consultant reviewed by MIS CTT recommending GoTriangle – **Attachment A**
- Organizational structure appropriate to support necessary technical capacity
- Ability to leverage existing resources for similar project (i.e., DOLRT)
- Existing familiarity with and relationship with major project partners (i.e., NCRR, DCHC MPO, CAMPO, FTA, NCDOT, and impacted local govt jurisdictions)
- Existing presence as multi-jurisdictional transit provider with board composed of regional representation

# CRT Project Sponsor Designation Process

- Invitation from CAMPO Executive Board – October 17<sup>th</sup> (**Attachment B**)
- Acceptance by GoTriangle – October 24<sup>th</sup>
- Designation to be finalized with identification of project corridor with logical termini, independent utility, and regional mobility benefits delineated from the MIS study corridor from Garner to western Durham
- Designation to be finalized with high-level transition plan from MIS to project development activities (**Attachment C**)
- Next Step: Update 2011 Alternatives Analysis to further define project



# MIS → Project Development Schedule

Action	Date
Request from Executive Board to GoTriangle to Serve as Project Sponsor	October 17, 2018
GoTriangle Board of Trustees Accepted Request	October 24, 2018
MIS CTT Reviewed Consultant Recommendation for Project Sponsor	November 2, 2018
TPAC Considers Recommendation to Executive Board to Finalize Project Sponsor Designation	November 14, 2018
CAMPO Executive Board Considers Finalizing Project Sponsor Designation with MIS → Project Development Transition Plan	November 14, 2018
Project Sponsor Secures Professional Services for Alternatives Analysis Update	January 2019
Update of Alternatives Analysis Complete	September 2019
FTA New Starts Project Development	December 2019



## 8.2 Commuter Rail Transit Project Sponsor Designation

### Requested Action:

**Consider designating GoTriangle as project sponsor for any CRT projects with independent utility, subject to the guidance of the FTA, that may be delineated within the MIS study corridor from Garner to western Durham**

## 8. Regular Agenda, cont'd

### 8.3:

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

## 8.3 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.

## 8.3 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.**

## 10. Informational Items: Budget

### 10.1 Member Shares - FY 18

### 10.2 Operating Budget - FY 18

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

## 10.1 Informational Item – Project Updates

- Hot Spot Program
- Wake Transit Planning Studies & Tasks
- Regional Freight Plan Study
- (SRTS) John Rex Endowment Grant Award Update
- Southwest Area Study
- Triangle Regional ITS
- Triangle Tolling Study
- R.E.D. Priority Bus Lane Study
- Commuter Corridors Study

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

## 11. 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
Dec 5, 2018 4:00 – 7:00 pm	Southwest Area Study Public Meeting Bass Lake Conference Center 900 Bass Lake Road Holly Springs, NC 27540
Dec 6, 2018 10:00 a.m.	<b>TCC - CANCELLED</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
Dec. 19, 2018 4:00 p.m.	<b>Executive Board</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
Jan. 3, 2018 10:00 a.m.	<b>TCC</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
Jan. 16, 2018 4:00 p.m.	<b>Executive Board</b> One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601



# ADJOURN