



NC Capital Area **Metropolitan Planning Organization**

CAPITAL AREA MPO

Technical Coordinating Committee Meeting

January 3, 2019

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: November 1, 2018

Requested Action:
Approve the November 1, 2018
Meeting Minutes.

5. Regular Business

5.1 Election of Chair and Vice Chair for 2019

According to the TCC Bylaws, the positions of Chair and Vice Chair are to be elected during the first meeting of each calendar year. Chair and Vice Chair serve for one year terms, for a maximum of three consecutive terms.

Current Chair Ben Howell and Current Vice-Chair Kendra Parrish have both served for three terms.

Requested Action:

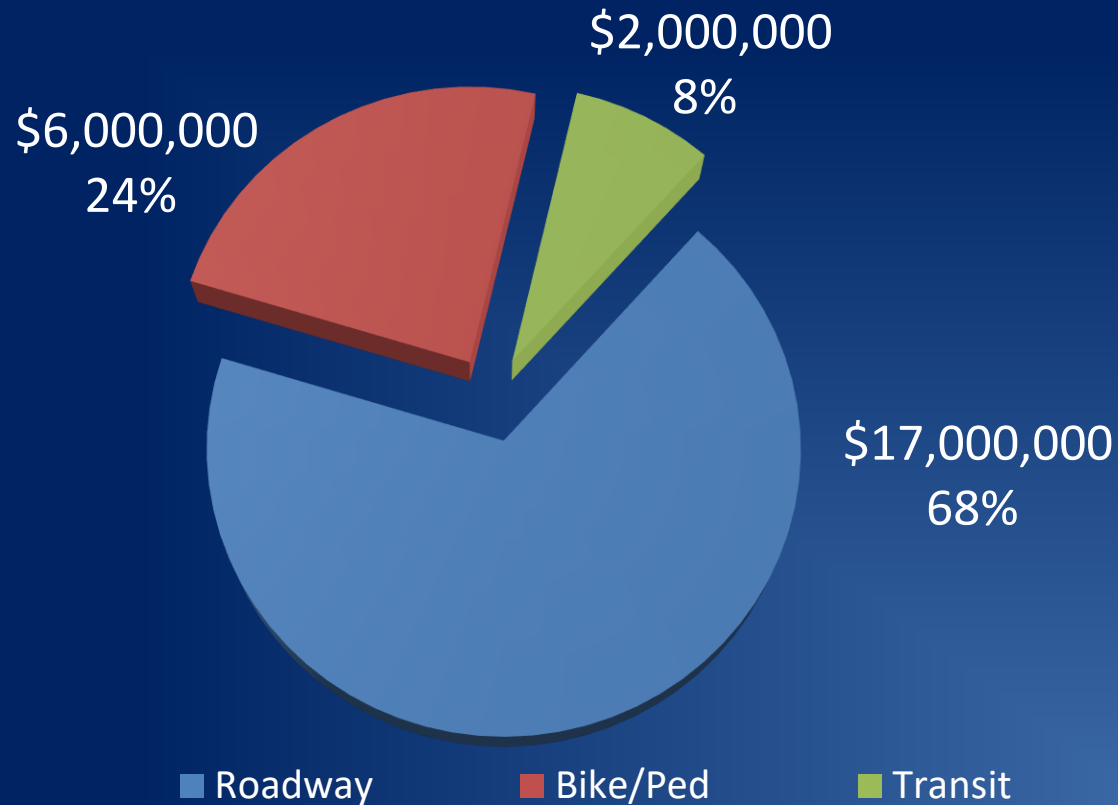
Conduct election of Chair and Vice Chair.

5.2 LAPP FFY20 Investment Program

- In August 2018 the NC Capital Area MPO's Executive Board opened a call for projects to identify and program available FFY 2020 Locally Administered Projects Program (LAPP) funds.
 - Highway projects are scored against other highway projects
 - Bicycle and pedestrian projects are scored against other bicycle and pedestrian projects
 - Transit projects are scored against other transit projects.
- The call for projects resulted in submission of 25 eligible projects for consideration. Historical funding is provided below:

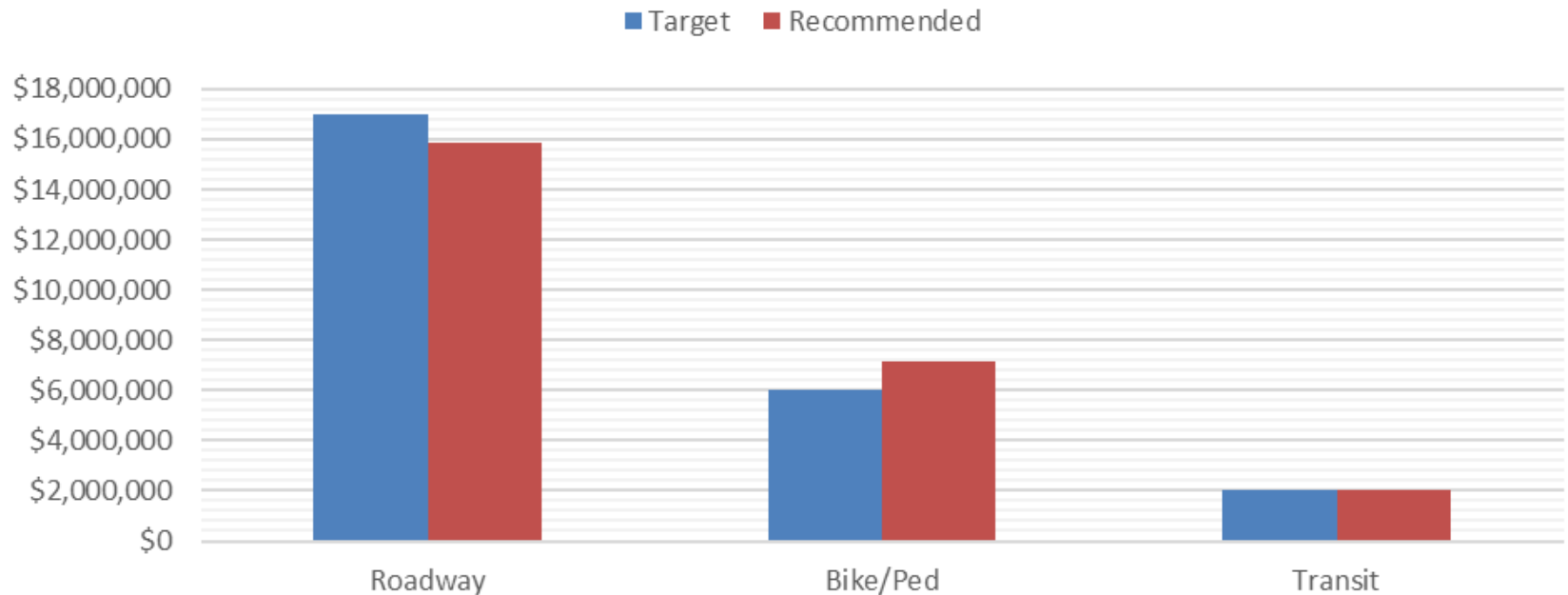
	ROADWAY						BIKE/PED						TRANSIT					
	Modal Mix			\$ Amounts			Modal Mix		\$ Amounts			Modal Mix		\$ Amounts				
Fiscal Year	Target	Actual	Roadway Submitted	Roadway Funded	Roadway Unfunded	Target	Actual	Bike/Ped Submitted	Bike/Ped Funded	Bike/Ped Unfunded	Target	Actual	Transit Submitted	Transit Funded	Transit Unfunded			
12	65	64	\$6,416,250	\$6,416,250	\$0	20	22	\$4,981,115	\$2,061,915	\$2,919,200	15	15	\$1,500,000	\$1,500,000	\$0			
13	65	63	\$8,110,250	\$6,380,750	\$1,729,500	20	19	\$7,630,140	\$1,965,220	\$5,664,920	15	17	\$1,500,000	\$1,500,000	\$0			
14	65	62	\$8,588,000	\$6,500,000	\$2,088,000	20	21	\$5,379,870	\$2,202,670	\$3,177,200	15	16	\$1,700,000	\$1,700,000	\$0			
15	65	55	\$17,804,000	\$8,365,620	\$9,438,380	20	30	\$10,860,460	\$4,428,380	\$6,432,080	15	15	\$2,250,000	\$2,250,000	\$0			
16	65	60	\$17,062,985	\$12,884,649	\$4,178,336	20	32	\$14,332,631	\$6,718,951	\$7,613,680	15	8	\$3,355,721	\$1,693,440	\$1,662,281			
17	65	61	\$18,192,972	\$13,290,892	\$4,902,080	20	34	\$15,407,665	\$7,916,685	\$7,490,980	15	5	\$2,422,754	\$1,068,954	\$1,353,800			
18	65	62	\$26,221,991	\$15,918,000	\$10,303,991	20	22	\$14,254,644	\$5,666,952	\$8,587,692	15	16	\$5,064,000	\$4,160,000	\$904,000			
19	64	62	\$25,313,500	\$15,498,100	\$9,815,400	24	25	\$16,941,531	\$6,273,300	\$10,668,231	12	13	\$3,228,600	\$3,228,600	\$0			
20	68	63	\$19,998,967	\$15,828,279	\$4,170,688	24	29	\$10,415,593	\$7,171,721	\$3,243,872	8	8	\$13,244,002	\$2,000,000	\$11,244,002			

FFY20 Target Investment Mix



FFY20 Target vs. Recommended Mix

FFY2020 LAPP Investment Mix



FFY20 Programming Recommendations

Source	Recommended FFY2020
STPDA (average FFY17 and FFY18 apportionment)	\$13,623,805
TAP (annual amount for FFY17 & FFY18)	\$1,037,571
Over-program: CAMPO DA Funds at 20%	\$2,932,275
De-obligated funds (Average prior 3 fiscal years)	\$2,160,289
CMAQ (projection from NCDOT CMAQ Unit)	\$6,456,001
Total	\$26,209,942
Target	\$25,000,000

Project Selection

- When reviewing projects, staff seeks clarification from the applicant only when needed to confirm eligibility and clarify the details of the project (project elements, detailed costs, etc.).
 - Eligibility Concerns: Federal Aid Eligible, MTP Compliant, Shovel Ready, etc.
 - Administrative Concerns: Reasonable Schedule, Required Materials, etc.
- The LAPP Selection Committee reviewed eligible FFY 2020 LAPP project submissions. Before starting their evaluation, they discussed philosophy in reviewing the projects, including:
 - Serving as an external reasonable check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode. If a project does not score at least 50%, the LAPP Selection Committee determines if the project should be funded, or if the funds from that modal mix element should be reallocated to another modal mix element to fund higher-scoring projects.

Roadway Projects

Project Name	Sponsoring Agency	Requested Phase	CAMPO Cost	Local Match %	Recommended Funding	Total Score
NC 98 @ Camp Kanata	Wake County	PE, ROW, CON	\$ 1,097,600	20%	\$ 1,097,600	57.25
42 E Extension	Clayton	ROW, CON	\$ 6,735,000	20%	\$ 6,735,000	52.25
NC 42 turn lanes	Division 5	PE, ROW, CON	\$ 1,834,750	50%	\$ 1,834,750	50
White Oak, Hebron Church, Ackerman - Intersection Improvement	Garner	ROW, CON	\$ 1,616,712	25%	\$ 1,616,712	49
Judd & South Main Intersection Operational Improvement	Fuquay-Varina	PE, ROW, CON	\$ 494,610	20%	\$ 494,610	39.5
Carpenter Fire Station Rd (SR 1624) Widening	Cary	ROW	\$ 2,533,500	55%	\$ 2,533,500	38.625
Highway 55 and NE Judd Parkway Intersection Operational Improvement	Fuquay-Varina	PE, ROW, CON	\$ 1,516,106	20%	\$ 1,516,106	31.5

Bicycle and Pedestrian Projects

Project Name	Sponsoring Agency	Requested Phase	CAMPO Cost	Local Match %	Recommended Funding	Total Score
Crabtree Creek Greenway - Bond to High House	Cary	PE,CON	\$ 1,320,000	20%	\$ 1,320,000	53.50
Jones Street Sidewalk	Fuquay-Varina	PE, ROW, CON	\$ 725,040	30%	\$ 725,040	49.75
Laura Duncan Road Pedestrian Improvement Project	Apex	CON	\$ 387,800	20%	\$ 387,800	49.00
Crabtree Creek Greenway Connector	Cary	CON	\$ 2,260,000	20%	\$ 2,260,000	47.00
Junny Road Sidewalk Extension	Angier	PE, ROW, CON	\$ 1,426,000	20%	\$ 1,426,000	45.50
Beaver Creek Greenway Extension	Apex	CON	\$ 1,969,590	70%	\$ 1,052,881	45.25

Transit Project

Project Name	Sponsoring Agency	Requested Phase	CAMPO Cost	Local Match %	Recommended Funding	Total Score
GoRaleigh Bus Stop Sites	GoRaleigh	PE,ROW,CON	\$ 2,000,000	20%	\$ 2,000,000	54

5.2 LAPP Investment Program

Schedule: The FFY20 LAPP Investment Program will be posted for public comment from January 3rd through February 4th. A public hearing is tentatively scheduled for the February 20th Executive Board meeting.

Requested Action:
Receive as information.

5.3 Unified Planning Work Program FY 2020

- **Continue Core Programs**
 - LAPP
 - TIP
 - MTP
 - Travel Demand Model
 - Public Engagement
 - Wake Transit Program
- **Special Studies Continuing from 2019**
 - R.E.D. Lane Study
- **New Special Studies**
 - Northeast Area Study Update
 - Triangle Bikeway Implementation Plan
 - Fayetteville-Raleigh CRT Feasibility Study
 - Wake Transit
 - Web Visualization Interface
 - Wake Transit Vision Plan Update

5.3 Unified Planning Work Program FY 2020, cont'd

- **Budget**

- \$0.52 / capita Member Shares
- Includes partnerships with DCHC MPO and Fayetteville MPO
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency est. \$185,000

- **Next Steps**

- Public Review & Comment Period – Jan. 3 – Feb. 7
- Public Hearing – Feb. 20
- Consider adoption at Feb. 20 Board Meeting

Requested Action:
Receive as information

5.4 2045 Metropolitan Transportation Plan Amendment

Requested Action:

**Recommend approval of the Air Quality Conformity
Determination Report and requisite 2045 MTP and 2018-2027
TIP amendments.**

5.5 Wake Bus Plan: 10-Year Operating and Capital Plan

Wake Transit Referendum

November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment to expand and better connect the public transit network throughout Wake County. The Plan will:

CONNECT
the region



CONNECT
all Wake County
communities



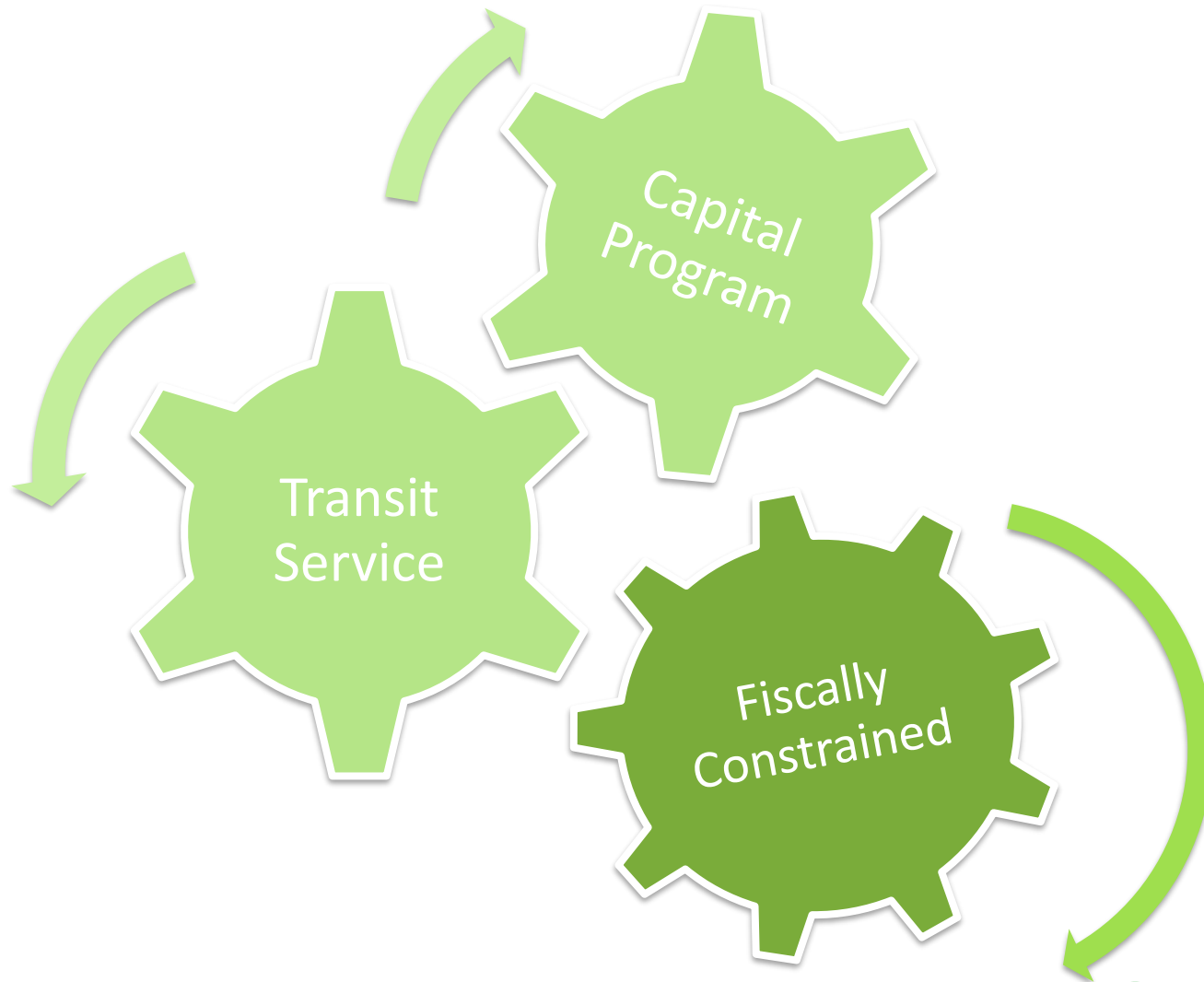
PROVIDE
frequent, reliable
urban mobility



ENHANCE
access to transit.



Wake Transit Bus Plan



WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Transit Service Investments

- Frequent Transit Routes
 - 10 routes (not including BRT)
 - 15-minute service for most of the day
 - Operate 18 hours a day
- Local Routes
 - 30-minute service for most of the day
 - Most operate 18 hours a day
- Community Routes
 - 60-minute service for most of the day
 - Operate 12-14 hours per day
- Express Services
 - Operate during peak periods only
 - Faster, direct service with fewer stops



Transit Service Investments

- Investments in suburban and rural communities
 - Commuter Routes
 - Community Funding Areas Program
 - Expanded GoWake Access general public service in rural areas
- Human Service Transportation
 - Increase coordination among providers
 - Leverage Wake Transit Plan to strengthen existing resources
- ADA Paratransit Services
 - Strategies to increase consistency and collaboration
 - Improve customer experience and manage costs

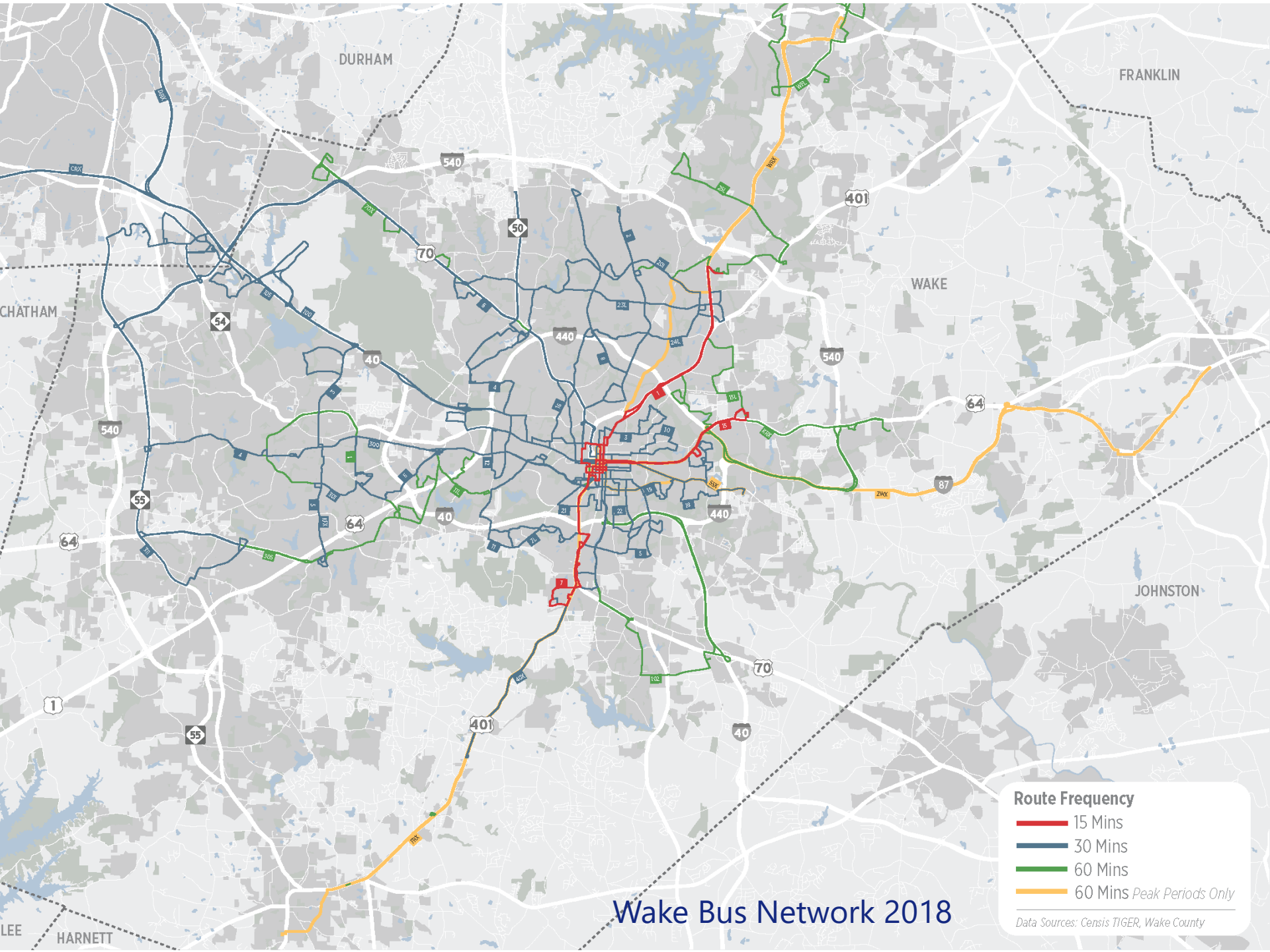
Prioritization and Implementation



WAKE COUNTY

- Followed Project Prioritization Process
 - Work within existing resources
 - Achieve 4 Big Moves
 - Operationally logical
- Adjusted based on Public Input
- Western Wake Comprehensive Service Analysis

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

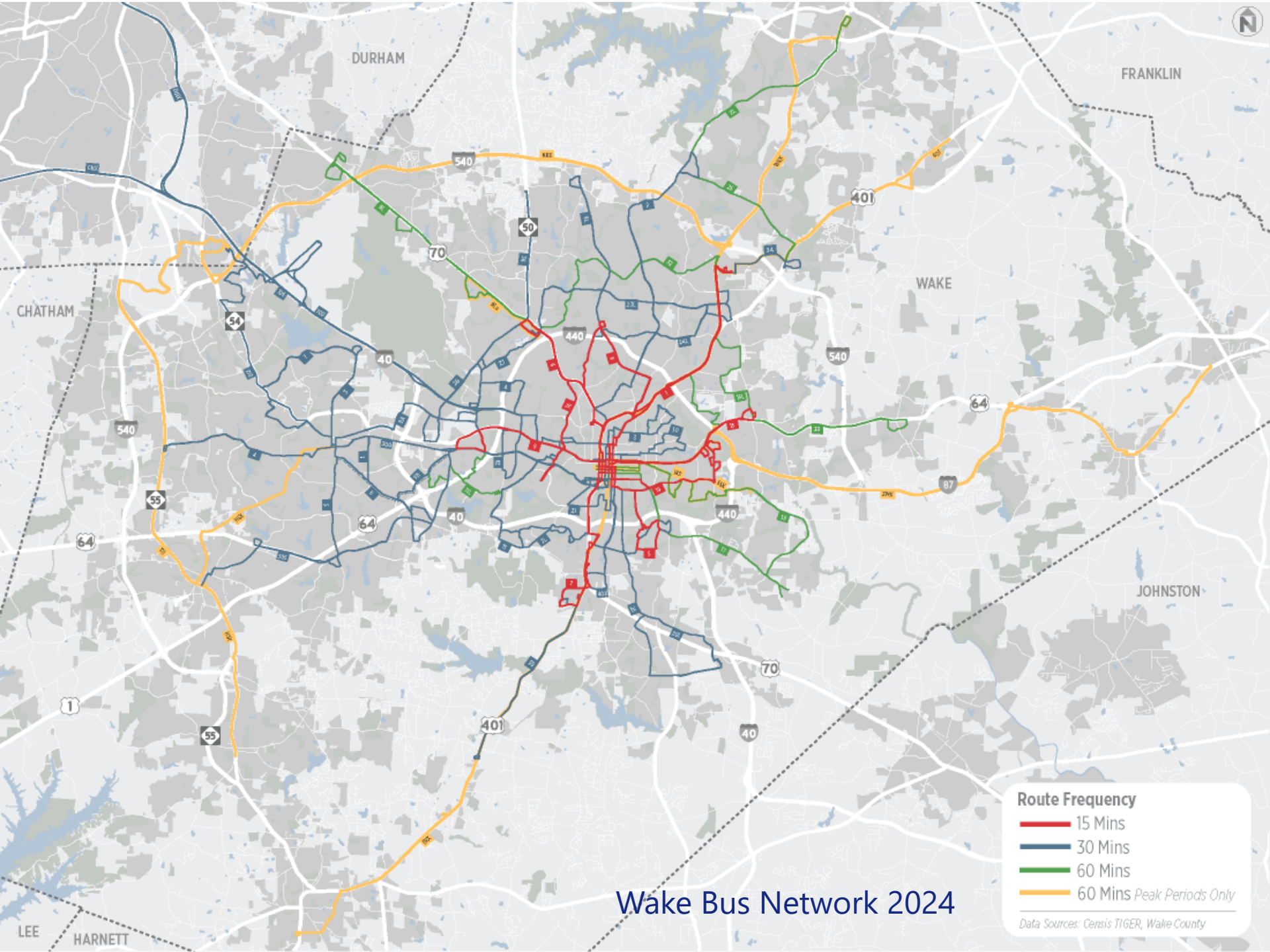


Wake Bus Network 2018

Route Frequency

- 15 Mins
- 30 Mins
- 60 Mins
- 60 Mins *Peak Periods Only*

Data Sources: Census TIGER, Wake County

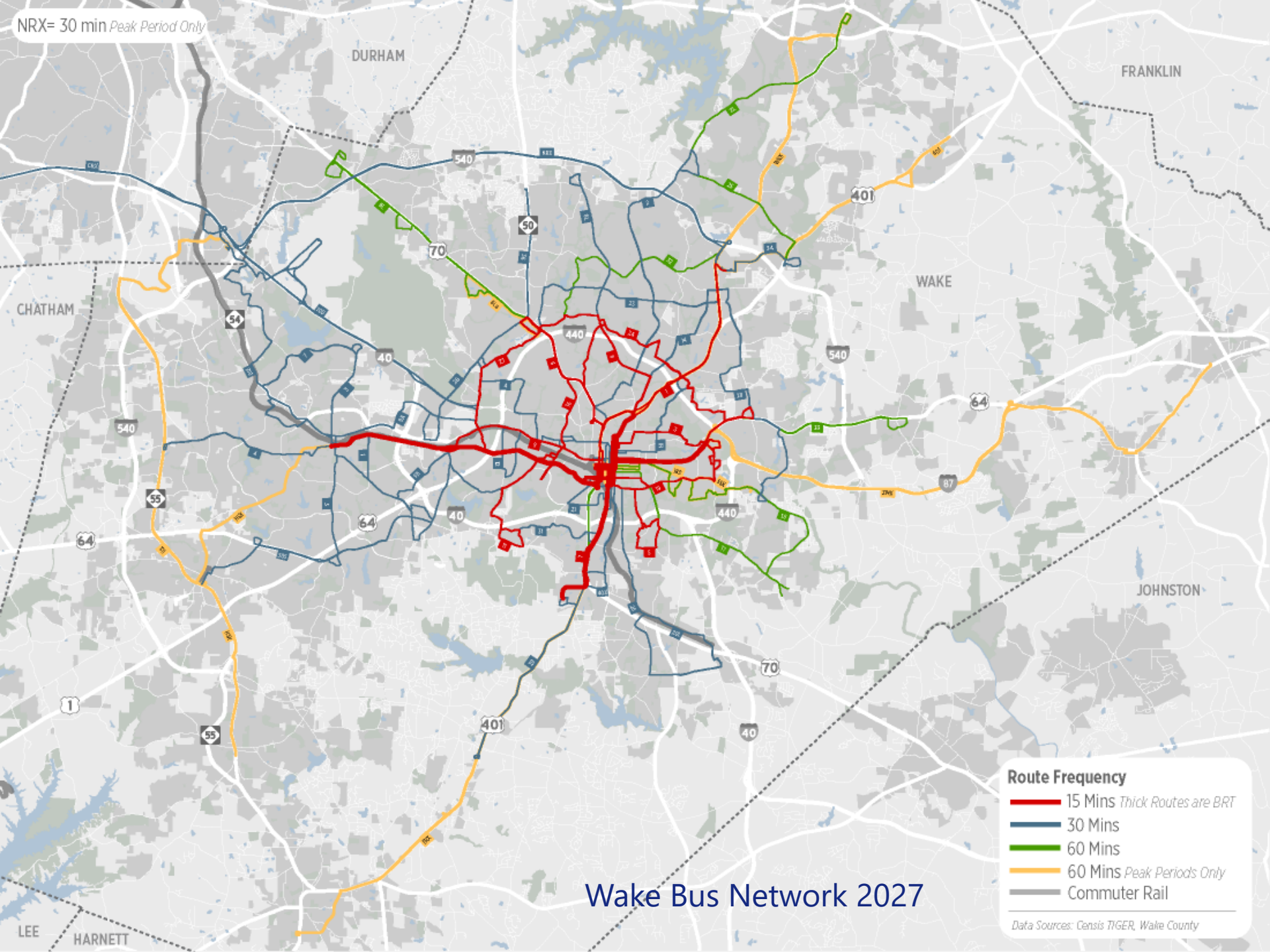


Wake Bus Network 2024

- Route Frequency**
- 15 Mins
 - 30 Mins
 - 60 Mins
 - 60 Mins *Peak Periods Only*

Data Sources: Census TIGER, Wake County

NRX= 30 min *Peak Period Only*



Wake Bus Network 2027

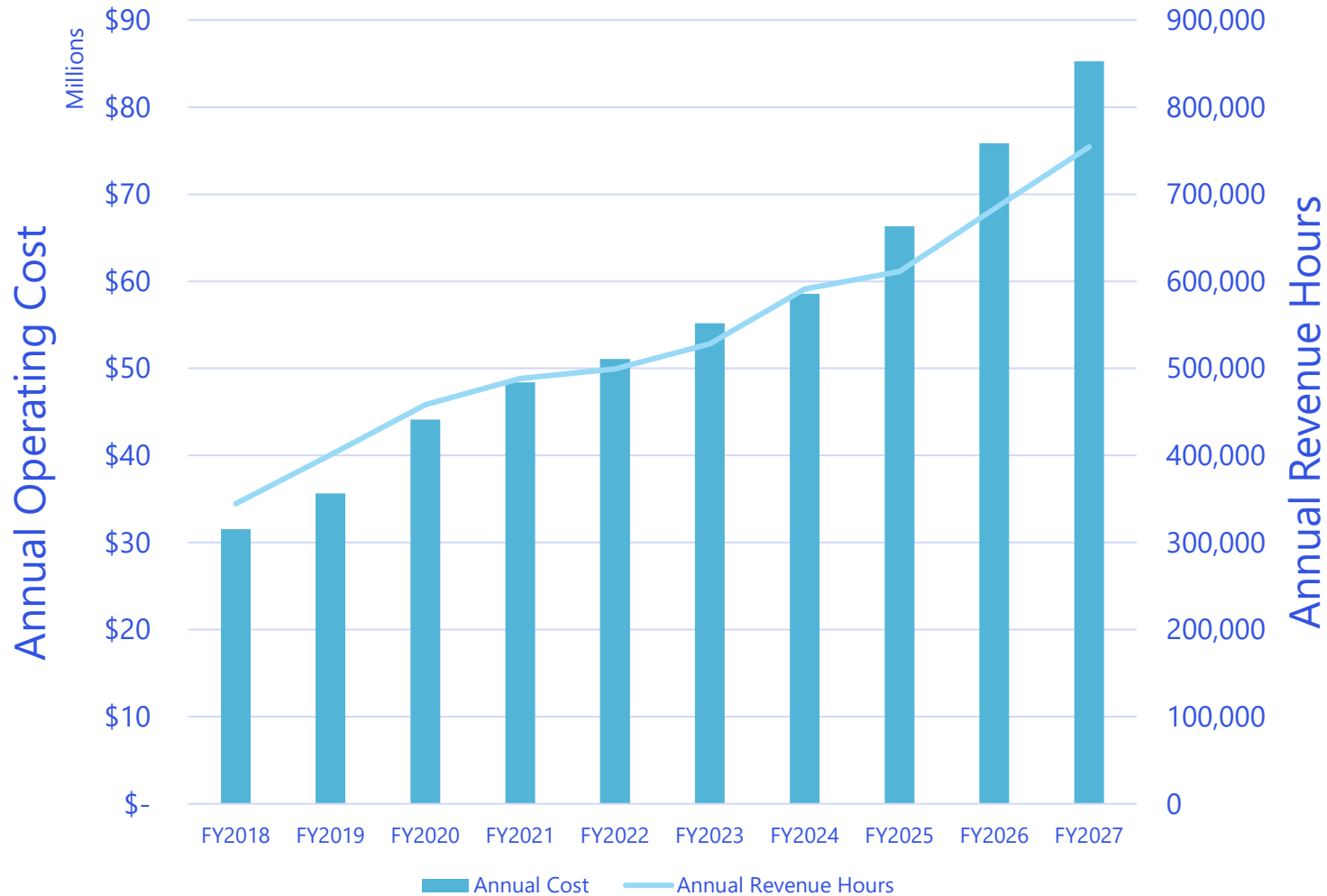
Route Frequency

- 15 Mins *Thick Routes are BRT*
- 30 Mins
- 60 Mins
- 60 Mins *Peak Periods Only*
- Commuter Rail

Data Sources: Censis TIGER, Wake County

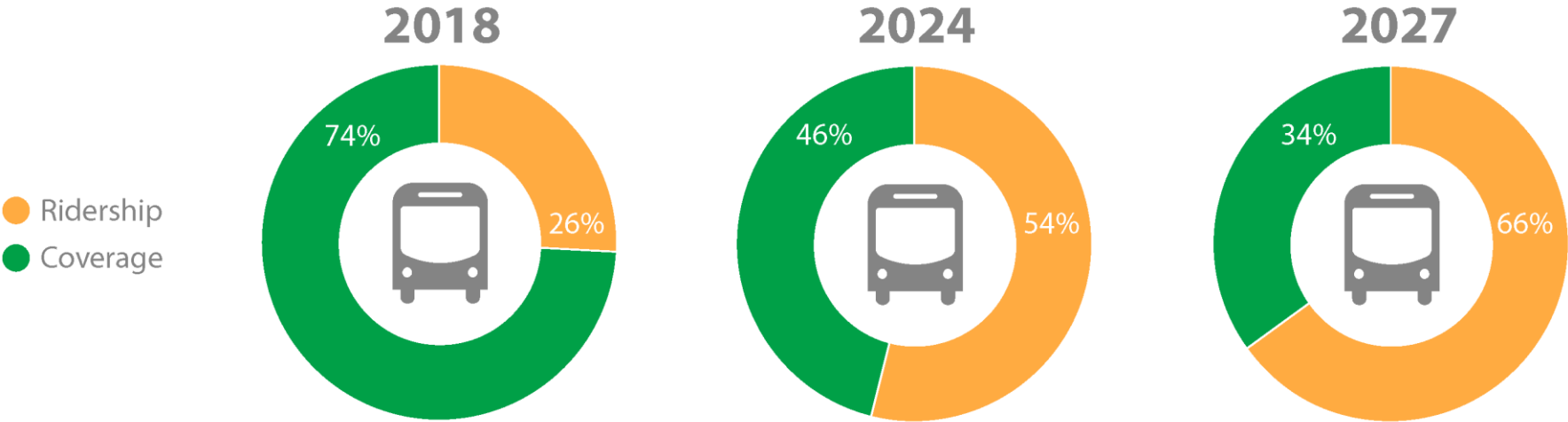


Bus Plan is Fiscally Constrained



Wake Bus Plan – Outcomes

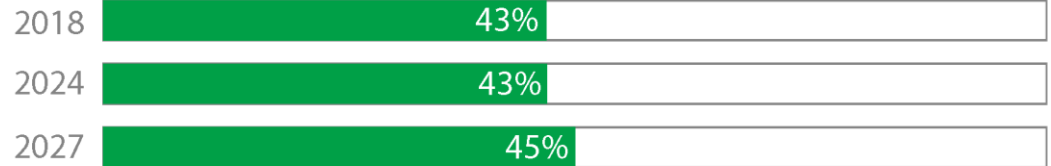
Transition to Ridership-Oriented Network



Wake Bus Plan – Outcomes

Ensure 54% of Wake County Residents and 80% of Wake County Jobs are within $\frac{3}{4}$ mile of transit service

Percent of Wake County population living within $\frac{3}{4}$ of a mile of 30 min or faster transit service



Percent of jobs in Wake County within $\frac{3}{4}$ of a mile of 30 min or faster transit service



Wake Bus Plan Capital Plan

Bus Stops

Enhanced
Transfer
Points

Park and
Rides

Technology

Maintenance Facilities

Transit
Centers

Buses

Bus Stop and Transit Station Types

BASIC BUS STOP

ELEMENTS:
Bus stop sign
Paved boarding area
Sidewalk connection
Street lighting

APPROXIMATE COST:
\$20,000-\$25,000

MODE:
Bus

TYPICAL RIDERSHIP:
Fewer than 25 daily passenger boardings

BUS STOP + SHELTER

ELEMENTS:
Bus stop sign
Paved boarding area
Shelter/seating
Sidewalk connection
Street lighting
Pavement markings

APPROXIMATE COST:
\$25,000-\$30,000

MODE:
Bus

TYPICAL RIDERSHIP:
25-75 daily passenger boardings

HIGH VOLUME BUS STOP

ADDITIONAL ELEMENTS:
Real-time display
Bus pad on roadway

APPROXIMATE COST:
\$35,000-\$45,000

MODE:
Bus

TYPICAL RIDERSHIP:
75-200+ daily passenger boardings

TRANSIT STATION / SUPER STOP

ADDITIONAL ELEMENTS:
Station signage
Raised platform/level boarding
Large shelter/seating
Bicycle racks/parking
Branding elements
Distinctive design
Off-board fare payment
Newspaper vending machines

APPROXIMATE COST:
\$100,000 - \$500,000

MODE:
Bus, Bus Rapid Transit (BRT)

TYPICAL RIDERSHIP:
200-1000+ daily passenger boardings

EXAMPLE:
Crabtree Valley Mall Station

BUS TRANSIT CENTER

ADDITIONAL ELEMENTS:
Lighting and Security
Trash receptacle(s)
Off-street bus bays
Enclosed waiting areas/restrooms
Park-and-Ride lot/garage
Bicycle access/parking
Kiss-and-Ride/taxi facilities
Enhanced passenger amenities
Information/commuter center

APPROXIMATE COST:
\$5 million-\$50 million

MODE:
Bus, Bus Rapid Transit (BRT)

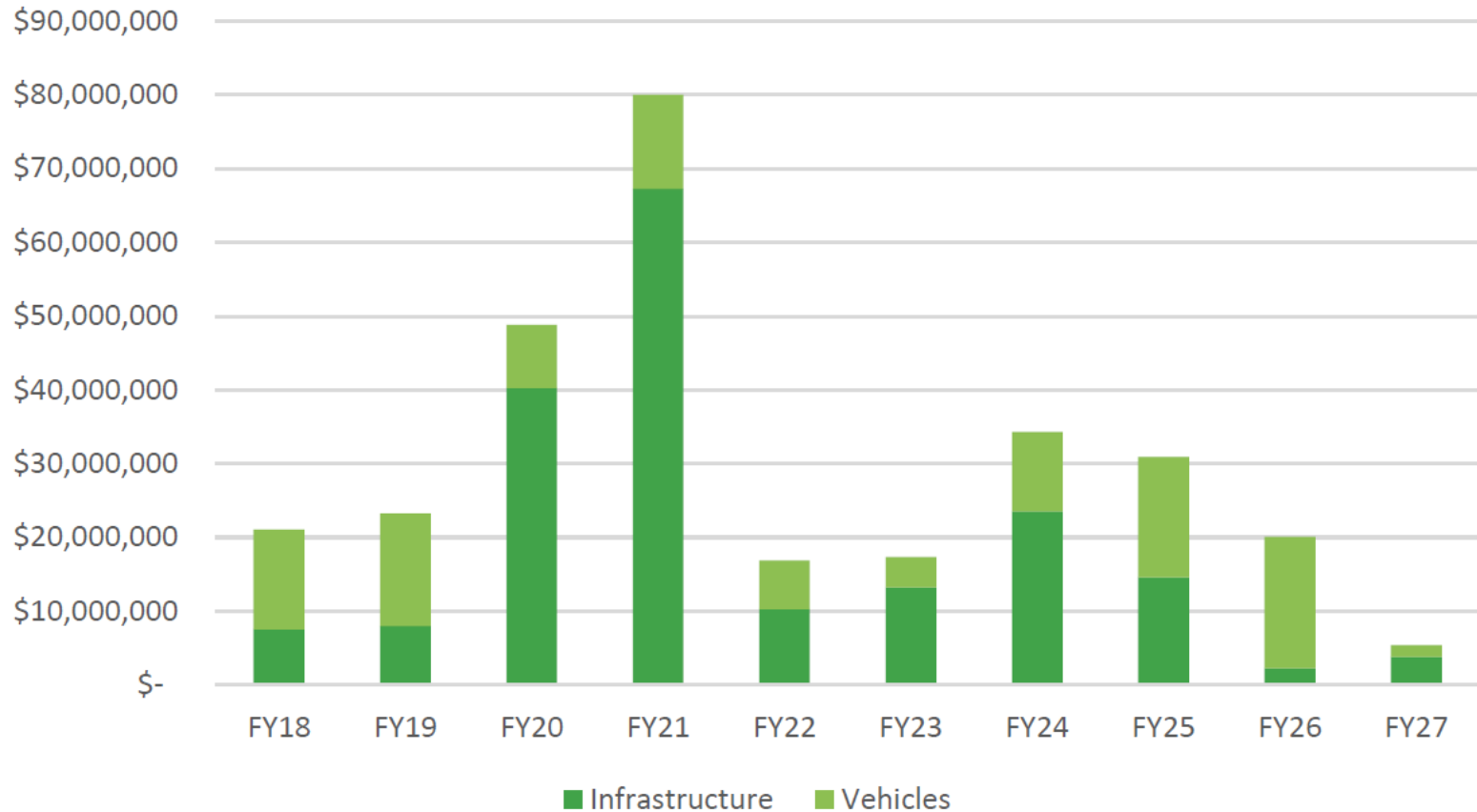
TYPICAL RIDERSHIP:
1000+ daily passenger boardings

EXAMPLE:
GoRaleigh Station



Wake Bus Plan Capital Plan

Figure 11 Wake Bus Plan Capital Investment Schedule



5.5 Wake Bus Plan: 10-Year Operating and Capital Plan

Requested Action:

Consider recommending approval of the Wake Bus Plan 10-Year Operating & Capital Plan to the Executive Board.

5.6 Wake Transit Public Engagement Policy

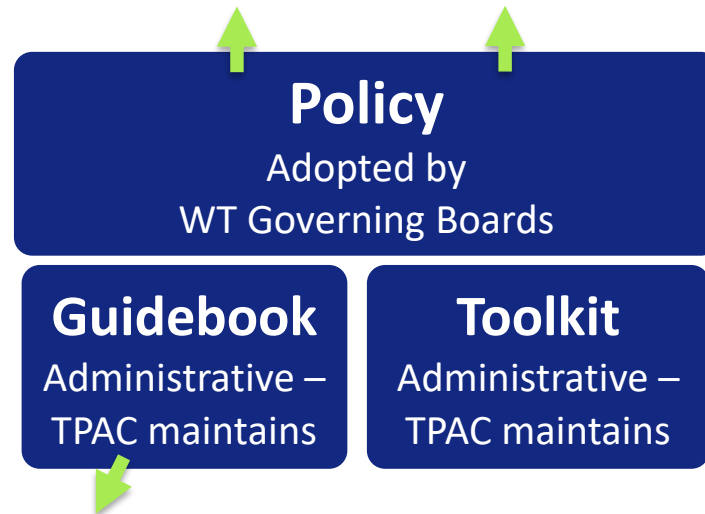
WT Public Engagement Policy

Governance ILA 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 | i. Informative |
| ii. Inclusive | ii. Meaningful |
| iii. Accountable | iii. Timely |
| iv. Accessible | |

iii. Agreements Language

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

iv. + v. Public Comment & Public Notice

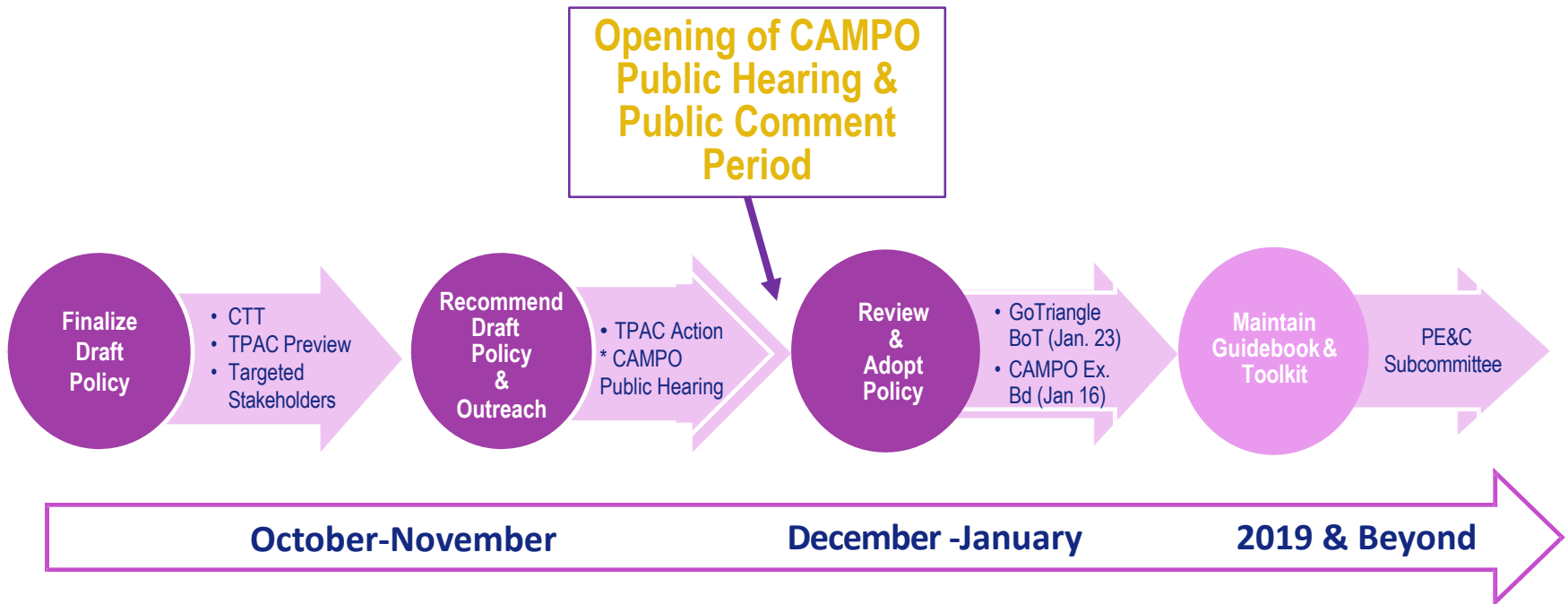
Requirements for (Governance ILA list):

- ✓ 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

Projects with Alternative Public Engagement Strategies, Exemptions

- The draft policy requires that projects receiving WT funding create **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, and others will have public engagement requirements to follow based on other funding sources.
 - 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



5.6 Wake Transit Public Engagement Policy

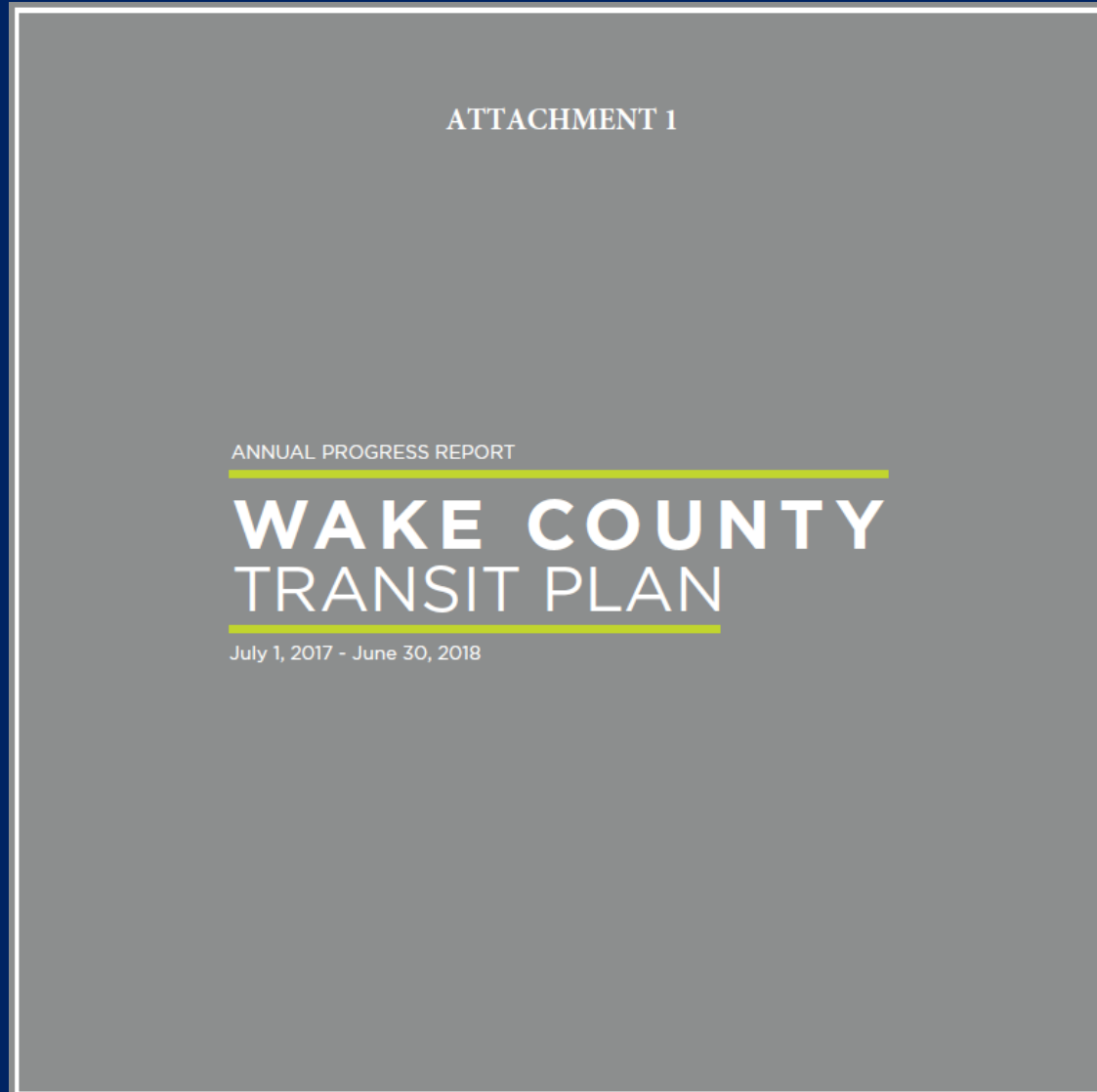
Requested Action:
**Recommend Executive Board approve the
Public Engagement Policy.**

5.7 Amendment to Commuter Rail Major Investment Study Cost-Share Agreement

Requested Action:

Consider recommending approval of Amendment One to the Commuter Rail Major Investment Study Cost-Share Agreement to the Executive Board.

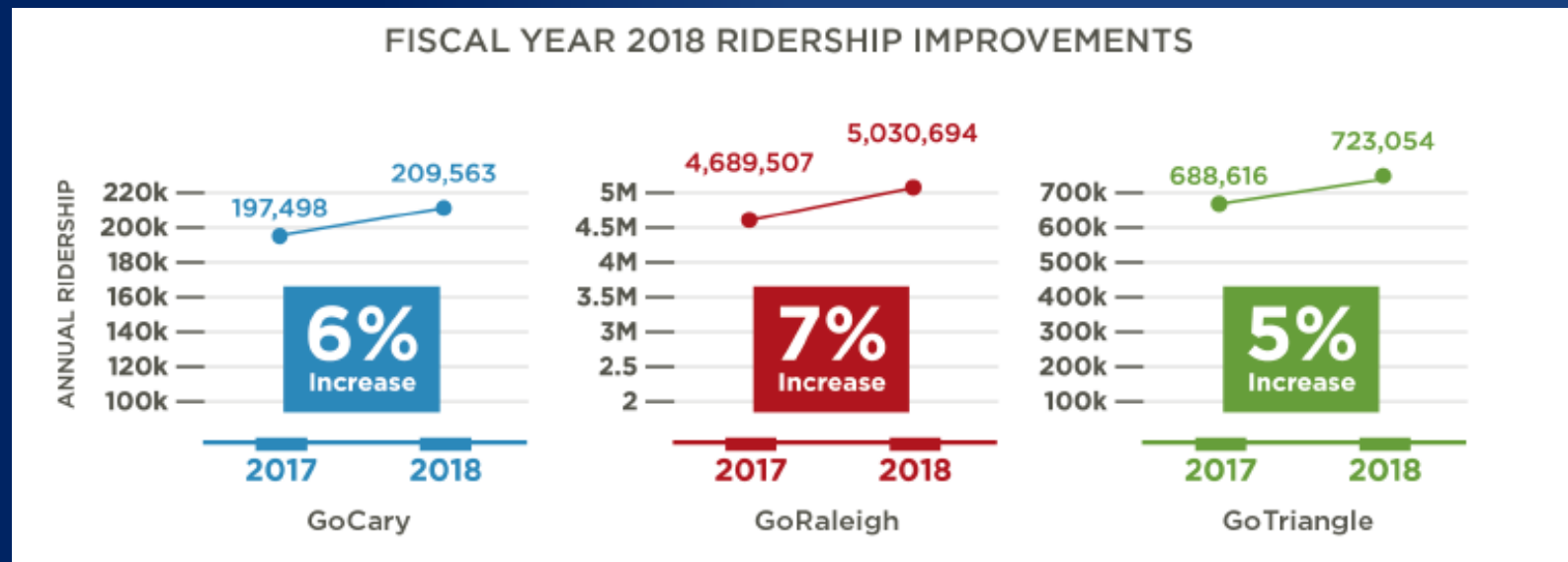
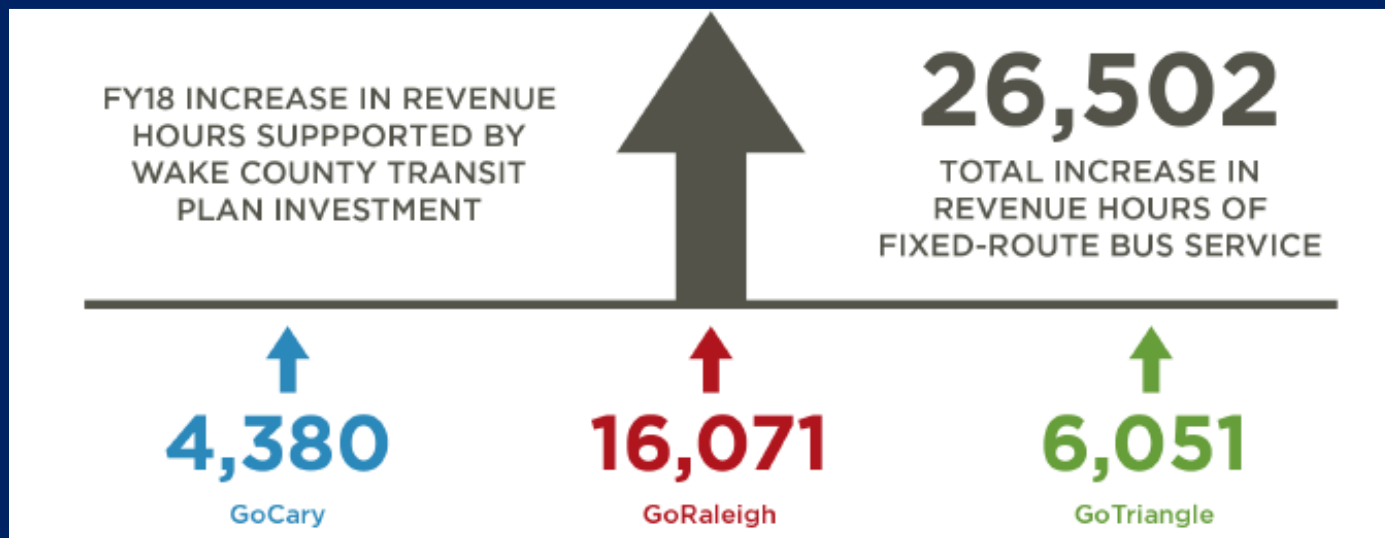
5.8 FY 2018 Wake Transit Annual Report



5.8 FY 2018 Wake Transit Annual Report

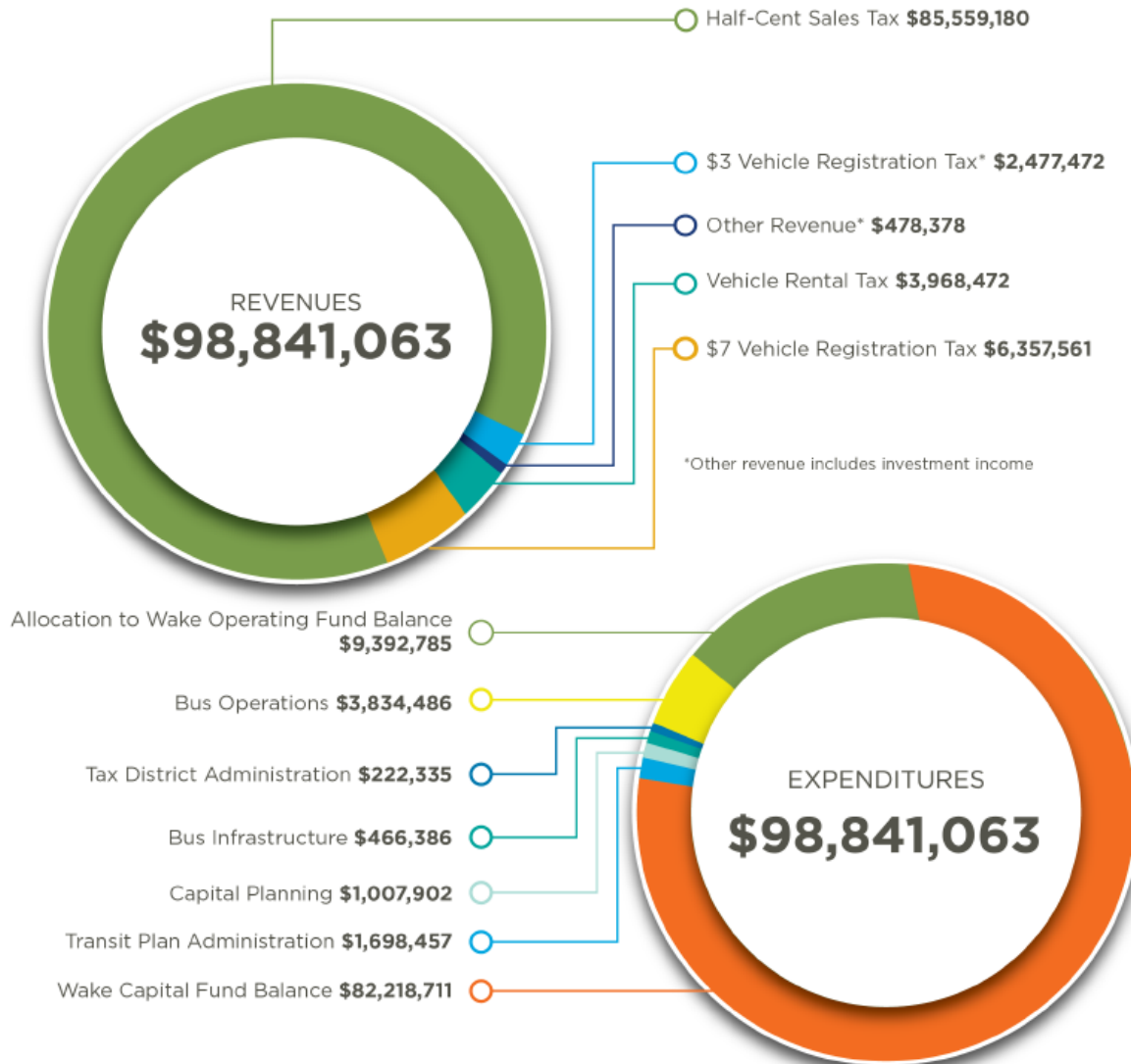
- Report of Wake Transit Plan implementation progress in first full year
- Summary of service improvements and supporting capital projects by provider
- Graphics showing impact to transit service supply and consumption
- Discusses implementation planning work initiated and what it will lead to
- Details next steps for FY 2019

5.8 FY 2018 Wake Transit Annual Report



5.8 FY 2018 Wake Transit Annual Report

FY18 WAKE COUNTY REVENUES & EXPENDITURES



5.8 FY 2018 Wake Transit Annual Report

- First annual report is ripe for feedback to inform future year reports.
- Open to suggestions for improvements.

Comprehensive Annual Financial Report

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Special sales tax revenue	\$ 82,852,000	\$ 82,852,000	\$ 85,559,180	\$ 2,707,180
Vehicle rental tax	3,877,000	3,877,000	3,968,472	91,472
Vehicle registration tax	5,419,000	5,419,000	6,357,561	938,561
Investment income	-	-	478,378	478,378
Total revenues	92,148,000	92,148,000	96,363,591	4,215,591
EXPENDITURES				
Tax District Administration (GoTriangle)	373,083	412,458	222,335	190,123
Transit Plan Administration				
GoTriangle	2,417,902	2,571,227	781,679	1,789,548
Capital Area Metropolitan Planning Organization	150,000	300,000	574,262	(274,262)
City of Raleigh	1,025,000	1,025,000	227,683	797,317
Town of Cary	182,413	182,413	114,833	67,580
Reserve	370,000	59,300	-	59,300
Bus Operations				
GoTriangle	1,749,590	1,749,590	1,515,058	234,532
City of Raleigh	1,550,920	1,550,920	1,550,920	-
Town of Cary	938,522	938,522	590,508	348,014
Wake County	175,000	175,000	175,000	-
Town of Knightdale	43,000	43,000	-	43,000
Town of Wendell	4,200	4,200	3,000	1,200
Town of Zebulon	5,516	5,516	-	5,516
Allocation to Wake Operating Fund	1,580,854	1,548,854	-	1,548,854
Total expenditures	10,566,000	10,566,000	5,755,278	4,810,722
Revenues over expenditures	81,582,000	81,582,000	90,608,313	9,026,313

STEWARDSHIP COMPLIANCE AND ACCOUNTABILITY (Continued)

Transit Partner Capital Area Metropolitan Planning Organization (CAMPO) shows operating expenditures exceeding budget by \$274,262 in the Wake Operating Fund. A year end accrual of \$478,202 for reimbursement of consultant expenditures caused the overage. The consulting firm has been paid in full. Upon further review, a potential reallocation of expenses between the Authority and CAMPO will be revisited subsequent to this CAFR.

5.8 FY 2018 Wake Transit Annual Report

Requested Action:
Receive as Information

6. Informational Items: Budget

6.1 Operating Budget - FY 2019

6.2 Member Shares - FY

Requested Action:

Receive as information.

7.1 Informational Item – Project Updates

- Hot Spot Program
- Wake Transit Planning Study & Tasks
- (SRTS) John Rex Endowment Grant Award Update
- Southwest Area Study (Update)
- Triangle Regional Intelligent Transportation Systems Deployment Plan Update
- Triangle Strategic Tolling Study – Update
- R.E.D. Priority Bus Lanes Study - Update
- Commuter Corridors 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
Jan 16, 2019 4:00 p.m.	Executive Board One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601
Feb. 7, 2019 10:00 a.m.	TCC One City Plaza 421 Fayetteville Street, Suite 203 Raleigh, NC 27601

ADJOURN