



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

March 20, 2019

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

5. Minutes

5.1 Executive Board Meeting Minutes: February 20, 2019

Requested Action:

Approve the February 20, 2019 Meeting Minutes.

6. Public Hearing

6.1 Raleigh Urbanized Area and Wake County Locally Coordinated Human Services Transportation Plan Update

6.2 FY2018-2027 Transportation Improvement Program Amendment #6

6.1 Locally Coordinated Human Services Transportation (CHSTP) Update to 2013 Plan

HIGHLIGHTS:

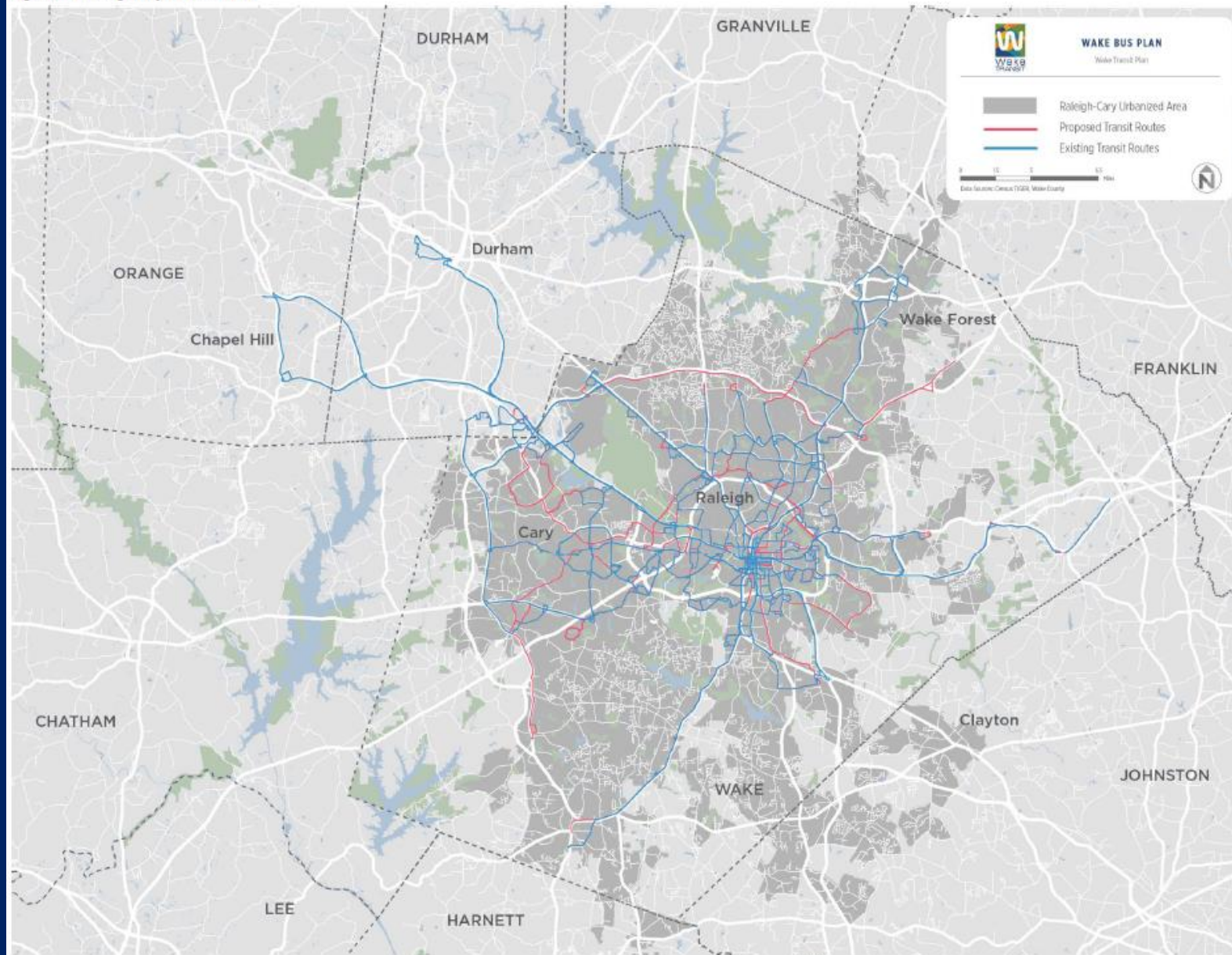
- Update required to access Federal Transit Administration Section 5310 Funds
- Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5310 provides roughly \$600K annually
- Plan is for Raleigh Urbanized Area and Wake County
 - Includes most of Wake County and sizable portion of Johnston County
 - Extends slightly into Granville, Franklin, Harnett and Durham Counties

PROCESS:

- Completed in concert with Wake Bus Plan
- Developed through special working group comprised of regional stakeholders
- Outreach to and Coordination with Stakeholders and Community
 - Stakeholder input early in plan development
 - Drop-in meetings to review draft plan
 - CAMPO public comment period: February 18 – March 19
 - FY 2019 Section 5310 Call for Projects: Through March 29th
 - Plan recommended by TCC and endorsed by TPAC

CHSTP Update

Figure 3-1 Raleigh-Cary Urbanized Area



Plan Recommendation:

Create Coordination Structure

Create Mobility Coordination Committee Responsible for Guiding Implementation of CHSTP

- Report to CAMPO TCC/TPAC
- Responsible for coordinating and making funding recommendations for human service, medical and rural transportation service
 - ADA and demand response services
 - Rural transportation
 - Human service transportation
 - Medical transportation
- Can also serve as Section 5310 project selection committee in future

Plan Recommendation:

Develop Consistent ADA Policies and Services

Consistent ADA Policies and Processes for Application, Eligibility and Reservation

- Same application
 - Uniform eligibility process
 - Joint contracting for functional assessment
- Consistent trip reservation systems
 - Shared hours/days to reserve trip
 - Shared reservation policies
 - Shared, consistent technology
- Shared definitions for late cancellation and no shows
- Consistent fares and fare outlets
- Single shared “rider guide” for ADA services in Wake County

Plan Recommendation: Introduce Coordinated ADA Service Delivery

Start to Create Shared Systems and Programs to Support ADA Service Delivery

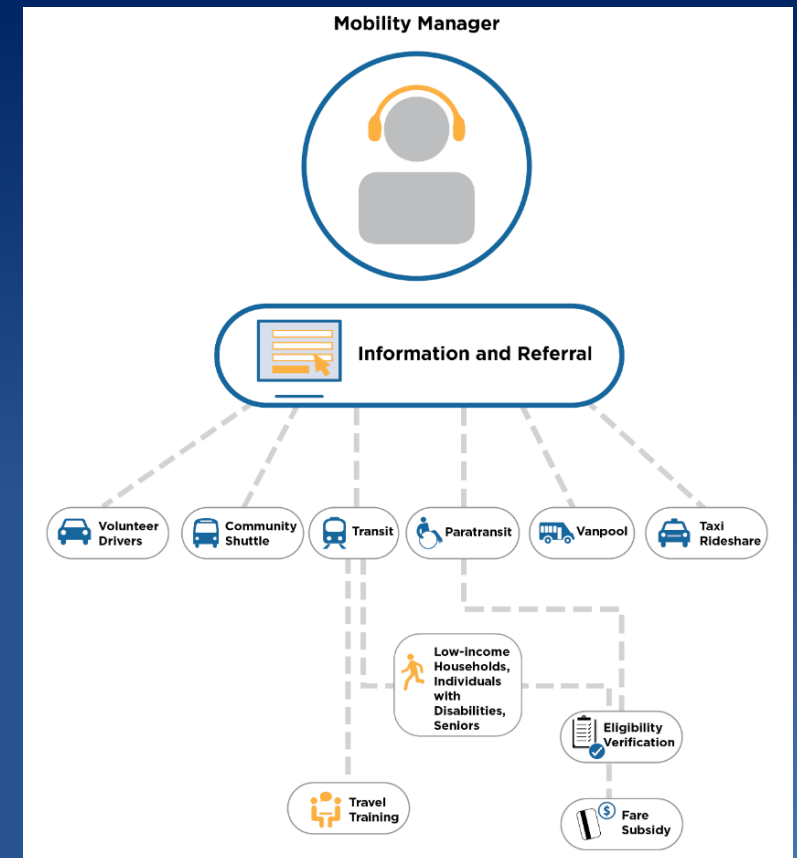
- Develop a passenger travel training program
 - Encourage use of fixed-route service
 - Increased opportunity as network grows and more accessible
- Centralized call center
 - Reduce administrative and management costs
 - Improve customer service
- Shared scheduling software
 - Assign trips based on cost and demand
 - Zone scheduling
 - Increase customer service and ride sharing



Plan Recommendation: Offer Mobility Management in Rural Communities

Support Rural Transportation Needs with Focused, Hands-on Resources

- Connect individuals & transportation resources
 - One stop “concierge” approach
 - Individualized service with access to technology
- Support Wake Transit Plan
 - Lowest cost mode
 - Encourage use of fixed-route network (travel training)
 - Integrate with Community Funding Areas Program
 - Emerging Mobility
 - Helps prepare for changes in Medicaid NEMT program



Plan Recommendation:

Develop Emerging Mobility Strategy/Policy

Use of Emerging Mobility Providers (Uber and Lyft)

- Emerging mobility has potential to transform demand-response transportation
 - Customers and service providers
 - Lots of questions persist
- Develop regional strategy to address opportunities and challenges
 - Improved customer services
 - Lower cost
 - Federal regulations/requirements for driver screening
 - Affordability and access
 - Integration with fixed-route network



Plan Recommendation:

Prepare for Changes in Medicaid NEMT

While There Are Unknowns, the Area's Medicaid Transportation Program Will Change

- Monitor changes in State Medicaid Program
 - Fee for service to managed care
 - Potential impact on community transportation providers and medical transportation
 - Assume need for medical transportation will increase
- Prepare for changes in NEMT/Medicaid transportation
 - Mobility management for rural communities
 - Emerging mobility strategy / policy
 - Fleet changes and funding needs

6.1 Raleigh Urbanized Area and Wake County Locally Coordinated Human Services Transportation Plan (CHSTP) Update

Requested Action:

**Conduct a public hearing; and,
Consider approval of the Raleigh Urbanized Area and Wake County
Locally Coordinated Human Services Transportation Plan**

6.2 FY2018-2027 Transportation Improvement Program Amendment #6

6.2 FY2018-2027 Transportation Improvement Program - Amendment #6

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. Amendments also include the addition of the Draft FY2020 LAPP Investment Program.

The FY2018-2027 TIP Amendment #6 was posted for public comment from February 7 to March 8, 2019 and a public hearing is scheduled for today.

Requested Action:
Conduct a Public Hearing; and,
Consider approval of FY2018-2027 Transportation Improvement Program Amendment #6.

Air Quality Conformity Amendment Delay

The following projects are considered “non-exempt” from Air Quality Determination perspective and will need to be delayed until the next TIP Conformity Amendment Process (Anticipated to begin in August 2019).

- U-2901B NC 55 from US 1 to Olive Chapel Road
- U-6223 NC 42 E Extension (LAPP FY2020 Project)
- U-6227 Carpenter Fire Station Widening (LAPP FY2020 Project)

End of Public Hearings

7. Regular Business

7.1 NCMOVES 2050

Welcome

A strategic transportation plan connecting communities across North Carolina, focused on creating a more responsive, diverse, and inclusive transportation system for keeping people and freight moving safely and efficiently.



NC MOVES 2050

CONNECTING YOUR COMMUNITY,
YOUR VOICE AND YOUR FUTURE

Agenda

Overview

Making Your Voice Heard

Planning for Uncertainties

What Do You Think?

NCMoves
2050

Overview

Change is Coming



1909



2019



2050?

110 years

30 years

1 Current Assessment

(Where are we now?)



- Mileage
- Cost of Repairs



- Reliability

2 Planning for Uncertainties

(Where could we go?)



- Future gas prices
- Family changes



- Changing jobs



3 Possible Futures

(How could we prepare?)



- Car, van, suv, truck, or electric vehicle



- Grow my family
- Move closer to multimodal options

4 Action Plan

(What's our path forward?)

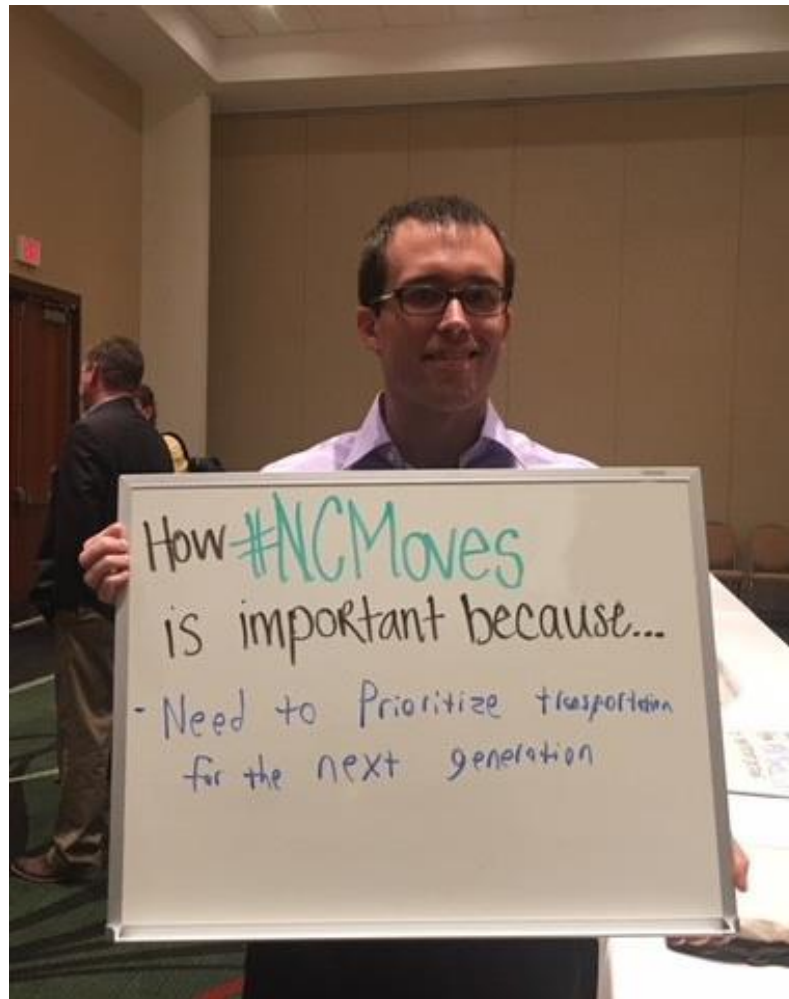


- Purchase used car

- Savings Plan
- Purchase new car



Your Voice Matters



Why Does Your Voice Matter?

- We are partners in the planning process
- NC Moves 2050 will
 - Guide future transportation policies and investments
 - Address things you care about: bicycle & pedestrian policies, complete streets policy, connections to health care, quality of life, inter- and intra-state connections, funding and funding priorities, technology and electric vehicles
 - Set the vision for transportation in our state
- Your input is critical to making sure this plan meets the needs of all North Carolinians

NCMoves
2050

Making Your Voice
Heard



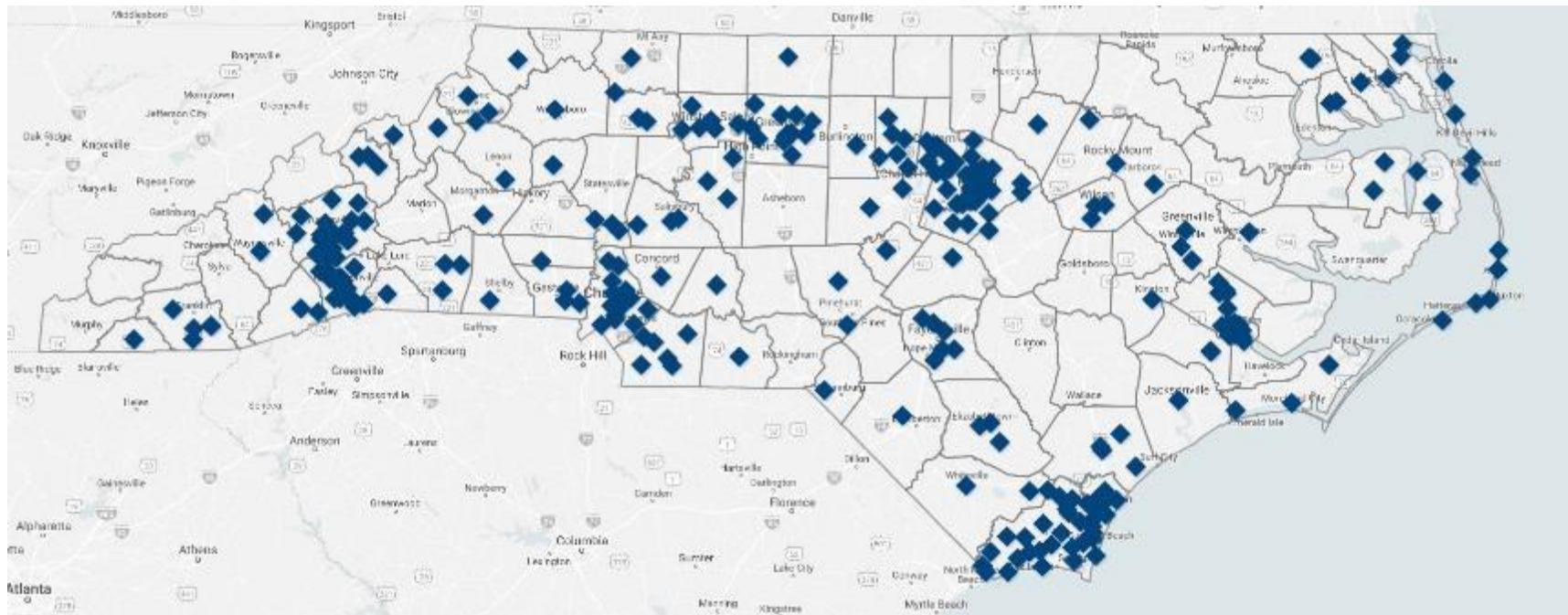
NC MOVES 2050
#NCMOVES

NCDOT.GOV/NCMOVES

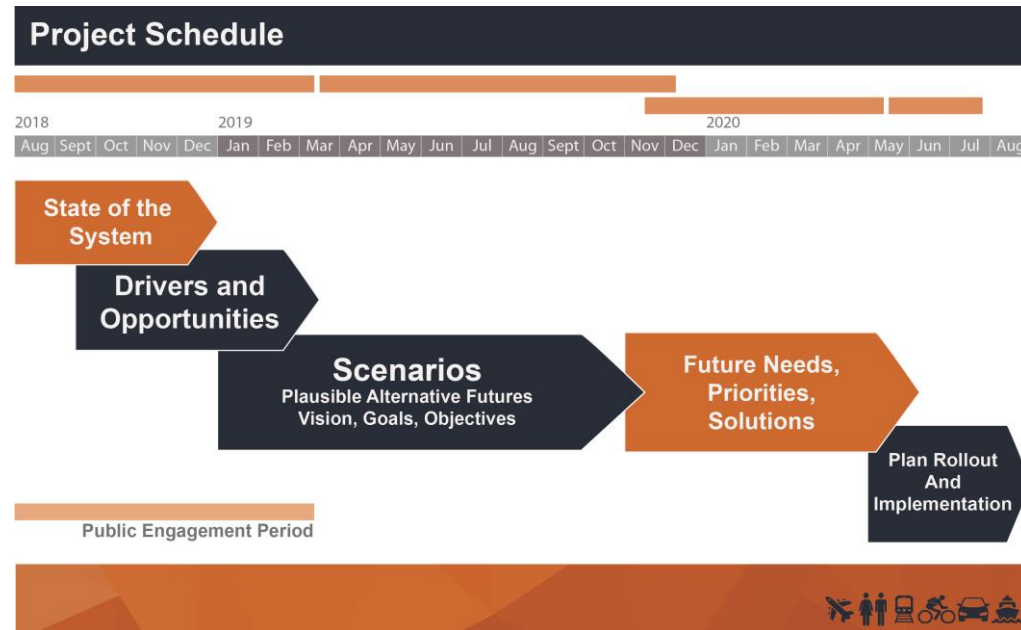
Promote the Public Comment Map

Over 600 Responses So Far – Open until April 30th

ncdot.gov/ncmoves



Next Steps



- Check back for a list of Spring 2019 tabling events
- Promote NC Moves 2050
 - #NCMOVES
 - NCDOT.GOV/NCMOVES
 - Promote Table Topics
 - Follow us on Facebook, Twitter, Instagram
 - Next online survey starting in April 2019
 - Sign-up for email updates
- Be a voice and a champion
 - Inform
 - Engage
 - Generate excitement

NCMoves
2050

Planning for Uncertainties

Changes and Uncertainties



Demographics



Economy



Tourism



Partnerships



Funding



Technology



Security



Resiliency

Changes and Uncertainties

Demographics



North Carolina is anticipated to grow by nearly **4 million people** by 2050.

Economy



Health care and Technology based economies will continue to grow, while **store-based retail declines**.

Tourism



90% of North Carolina's **46 million annual travelers** drove to the state in 2017.

Partnerships



Strengthen existing partnerships and **build new ones** with the private sector and non-profits.

Changes and Uncertainties

Funding



Total funding for NCDOT is expected to **grow slower than inflation.**

Technology



Automated vehicles may be the **majority of new vehicle sales** in as soon as 20 years.

Security



Rail, maritime, air, and roadway environments are all potential sites for **emergencies or security breaches.**

Resiliency



The coast is likely to experience **flooding**. The mountains are likely to experience **wildfires and mud slides.**

NCMoves
2050

What do you think?

Question 1

In thinking about transportation services for your community, which of these are you most concerned about?



Demographics



Economy



Tourism



Partnerships



Funding



Technology



Security



Resiliency

Question 2

Are there changes or uncertainties for your community not already discussed that NCDOT should consider as a part of NC Moves 2050?



Demographics



Economy



Tourism



Partnerships



Funding



Technology



Security



Resiliency

Thank you!!
Please stay involved



NC MOVES 2050
#NCMOVES

NCDOT.GOV/NCMOVES
ncmoves@ncdot.gov

7.1 NC Moves 2050

Requested Action:
Receive as information.

7.2 LAPP Available Funding Report

The LAPP Program includes a tracking system of project specific funding obligation, as well as total available MPO funds, including CMAQ funds sub-allocated by the state. This allows staff to anticipate the amount of available MPO funding at risk due to project schedule changes that extend beyond the awarded LAPP funding year. Staff will provide an update of Available LAPP Funding.

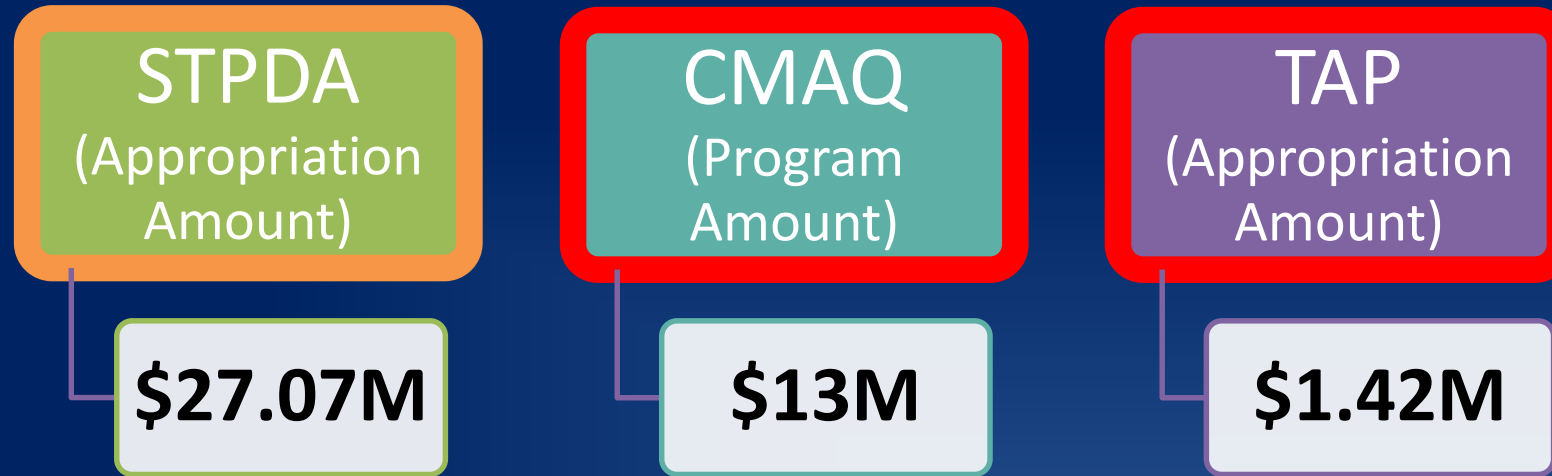
LAPP Goals

1. Develop a holistic approach to identifying and prioritizing small but highly effective transportation projects.
2. Utilize available funding sources in a more efficient manner.
- 3. Avoid future Federal rescissions to the maximum extent possible.**
4. Establish an annual modal investment mix to guide locally administered investments.
5. Create an appropriate tracking system to monitor project status and better ensure obligation and expenditure of programmed funds.
6. Establish a training program for LAPP participants.

Federal Rescission:
July 2020

Impacts All Exposed CMAQ and TAP Projects
Not Authorized by:
September 30, 2019

Current Fund Balance



CMAQ: Congestion Mitigation and Air Quality - Application Process

TAP: Transportation Alternatives Program

STP: Surface Transportation Block Grant Program

Project	Location	TIP ID	Call	Funding Source	Phases/Fund	Obligation Status	Exposed Funds	Notes
NC 56 East Greenway	Creedmoor	C-5166A	2009	CMAQ	CON	Full		
NC 56 West Greenway	Creedmoor	C-5166B	2009	CMAQ	CON	Full		
Morrisville Parkway Extension	Cary	U-5315	2015	STPDA	CON	Full		
US 401 @ SR 2301/SR2307	Division 5	U-5118EO	2015	STPDA	PE, ROW, CON	Full		
Ligon Mill Road	Wake Forest	U-5118BA	2015	STPDA	CON	Full		
OI Kelly Rd & Olive Chapel	Apex	U-5118AF	2015	STPDA	PE, ROW, CON	Full		
2015 Safety Improvements	Division 5	U-5118EN	2015	STPDA	PE, ROW, CON	Full		
OI NC 55 Apex Peakway	Apex	U-5118AE	2015	STPDA	PE, ROW, CON	Full		
Lake Pine Drive Improvements	Apex	U-5537	2015	STPDA	CON	Partial	\$538,153	Authorization needed for CON
Avent Ferry Road Improvements	Holly Springs	U-5529	2015	STPDA	ROW	Full		
Priority Pedestrian Corridors	Wake Forest	EL-5100AD	2015	TAP	ROW, CON	Full		
White Oak Greenway	Cary	U-5530IB	2015	STPDA	ROW, CON	Full		
Capital Boulevard Pedestrian Improvements	Raleigh	U-5514	2015	STPDA	ROW	Full		
Avent Ferry Road Improvements	Holly Springs	U-5529	2016	STPDA	CON	None	\$1,504,000	
NC 42 at SR 2736	Division 5	W-5601BC	2016	STPDA	CON	Full		
Roundabout at NC 96 and NC 98	Division 5	W-5601AB	2016	STPDA	CON	Full		
Capital Blvd/Peace St. Interchange Enhancements	Raleigh	B-5121/B-5317	2016	STPDA	CON	Full		
Stadium Drive Complete Streets	Wake Forest	U-5515	2016	STPDA	ROW, CON	Full		
Green Level West Rd Widening	Cary	U-5500B	2016	STPDA	CON	Full		
RTP/Morrisville Davis Drive Trail	RTP	U-5530NA	2016	TAP	CON	Full		
New Bern Ave Pedestrian Improvements	Raleigh	C-5604OA	2016	CMAQ	ROW, CON	Partial	\$1,726,863	Authorization needed for CON
Panther Creek Greenway & Trailhead	Cary	C-5604IA	2016	CMAQ	CON	Full		
Trailwood Sidewalk	Raleigh	U-5530OA	2016	STPDA	CON	Full		
Leesville SRTS	Raleigh	U-5530OB	2016	STPDA	CON	None	\$442,480	
Bridge Street Pedestrian Improvements	Fuquay-Varina	U-5530GB	2016	STPDA	PE, ROW, CON	Full		
Crabtree Creek Greenway II	Cary	C-5163	2016	CMAQ	CON	Full		
Bus Stop Improvements	GoTriangle	TG-4321A	2016	STPDA	PE, CON	Full		
Raleigh BikeShare Implementation	GoRaleigh	C-5604OB	2016	TAP/CMAQ	CON	Full		
US Highway 401- NC 55 & 42	Fuquay-Varina	U-5118GB	2017	STPDA	PE, CON	Full		
NC 55 Bypass SuperStreet	Holly Springs	U-5118JB	2017	STPDA	CON	Full		
Wake Forest/Blount/Person Rd. Complete Streets	Raleigh	U-5118OA	2017	STPDA	CON	Full		
Arendell Ave Access Management and OI	Zebulon	U-5118FB	2017	STPDA	ROW, CON	None	\$948,000	
N Judd Parkway NE Widening	Fuquay-Varina	U-5927A	2017	STPDA	CON	Full		
Durham Rd. OI	Wake Forest	U-5118BB	2017	STPDA	ROW, CON	None	\$2,030,092	
Peakway South Salem Interchange	Apex	U-5928	2017	STPDA	CON	None	\$2,500,000	
Connect N Judd Parkway NW (PE, ROW)	Fuquay-Varina	U-5317	2017	STPDA	ROW	Full		
Walnut Creek Greenway- Trailwood Segment	Raleigh	C-5604OC	2017	CMAQ	ROW, CON	None	\$683,400	
NC 210 Sidewalk Connections	Angier	U-5530PA	2017	STPDA	PE, CON	Partial	\$356,680	Authorization needed for CON
White Oak Creek Greenway- MacArthur Section	Cary	C-5604IB	2017	CMAQ	CON	Full		
Main Street Improvements	Youngsville	C-5604QA	2017	CMAQ	PE, CON	Partial	\$440,000	Authorization needed for CON
Crabtree Creek West Greenway	Raleigh	C-5604OD	2017	CMAQ	CON	None	\$1,545,300	
Uttley Creek Greenway Connection	Holly Springs	C-5604IA	2017	CMAQ	PE, ROW, CON	Partial	\$508,800	Authorization needed for ROW, CON
Sam's Branch Greenway Phase II	Clayton	U-5530LA/LB	2017	TAP	CON	Full		
Computer Aided Dispatch and Bus Tracking	GoRaleigh	TT-5209	2017	STPDA	CON	Repurposed		
Connect N Judd Parkway NW (CON)	Fuquay-Varina	U-5317	2018	STP	CON	Full		
Morrisville-Carpenter Road Widening	Morrisville	U-5618	2018	STP	UTIL, CON	Partial	\$5,670,000	Authorization needed for CON
Reedy Creek Road Improvements	Cary	U-5501A&B	2018	STP	ROW, CON	Partial	\$4,095,093	Authorization needed for CON
Gorman Street Connector	Raleigh	C-5604OE	2018	CMAQ	ROW, CON	None	\$250,000	
James Street to Downtown Apex Ped Improvments	Apex	U-5530AC	2018	TAP	CON	None	\$394,100	
Mingo Creek Greenway Extension	Knightdale	C-5604HA	2018	CMAQ	ROW, CON	None	\$2,057,600	
Timber Drive Sidewalks	Garner	C-5604RA	2018	CMAQ	PE, CON	Partial	\$275,432	Authorization needed for CON
Bus Stop Improvements	GoCary	TG-5234	2018	STP	PE, CON	Repurposed		Flex request initiated, funding still not in account
Transit Signal Priority Project	GoRaleigh	TT-6108	2018	CMAQ	CON	Full		
Compressed Natural Gas Fueling Station	GoRaleigh	TD-5289	2018	STP	PE, CON	Repurposed		
Prior Year Funding Total							\$25,965,993	
Rock Quarry Road- Part A	Raleigh	U-6093	2019	STP	PE, ROW, CON	None	\$9,928,100	
Holly Springs Road Widening	Holly Springs	U-6094	2019	STP	ROW, CON	None	\$2,014,496	
New Bern Ave. Bottleneck Elimination	Raleigh	U-6095	2019	STP	ROW, CON	None	\$409,600	
Connected Vehicle Technology	Cary	U-5118IC	2019	STP	CON	None	\$1,600,000	
Old Honeycutt/Purfoy Rd. Intersection Improvements	Fuquay-Varina	U-6096	2019	STP	PE, ROW, CON	Partial	\$721,500	Authorization needed for CON
Reedy Creek Road Improvements Phase II	Cary	U-5501	2019	STP	CON	None	\$632,029	
Blue Ridge Road Pedestrian Improvements	Raleigh	C-5604OF	2019	CMAQ	PE, ROW, CON	None	\$3,595,800	
Kelly and Apex Barbecue Pedestrian Improvements	Apex	C-5604AC	2019	CMAQ	ROW, CON	None	\$647,500	
Higgins Greenway Phase III	Cary	C-5604ID	2019	CMAQ	ROW, CON	None	\$2,030,000	
FY2019 Bus Stop Improvements	GoRaleigh	TD-5304	2019	STP	PE, ROW, CON	None	\$876,000	
Downtown Cary Multimodal Facility	GoCary	TD-5305	2019	STP	PE, ROW	None		Flex request initiated, funding still not in account
Navaho Drive Sidewalk	Raleigh	U-5530OC	2019	TAP	PE, CON	None	\$352,600	
Current Year Funding Total							\$22,807,625	

Funding at Higher Risk of Rescission



Next Steps:

- CAMPO Staff will present potential methods to CAMPO Executive Board to protect funding from rescission.
- CAMPO Staff needs guidance from Executive Board TODAY in order to develop viable options to present in April.
- CAMPO Staff will continue to send out individual funding status reports to Executive Board Members.
 - * **Do not have to commit to any option today**
 - * **Options are not mutually-exclusive**

Vocabulary

Programming: Adding projects to the TIP/STIP. Financial and planning exercise. Funding not committed until project authorized/obligated.

Deprogramming: Removing funding for a project from the TIP/STIP. De-committing a project.

Reprogramming: Switching funding sources, dollar amounts, year, etc.

Overprogramming: Programming more \$ than we are allocated for the fiscal year. Allows a buffer if projects are late/ returned. CAMPO typically overprograms our TAP and STP by approximately 20% (the maximum allowed by NCDOT).

- **CMAQ Funds cannot be overprogrammed; therefore, adding CMAQ funds to a project means removing an equal amount of funding from another.**

Example:

CMAQ Project will not meet rescission deadline.

\$1,000,000 Exposed funding needs to be protected. CAMPO wants to program those funds on a different CMAQ project.

2 Options:

- **Reprogramming:** Removing exposed CMAQ funding from project, replace with other LAPP funds
- **Deprogramming:** Removing exposed CMAQ funding from project, do not replace with other LAPP Funds

**** While reprogramming may be an easier option in the short term, it could create larger issues in the long term. This will continue to increase our STP programmed amount, getting us closer to our overprogramming limit, and leaving a large amount of STP funding exposed to future rescissions.**

Multiple Options to Consider - Can Chose Any/Multiple

- Match for Cost-Overrun Requests for Existing Projects
- Temporarily suspend 50/50 match rule on additional funding requests up to a maximum 80/20 match
- Flexible Administrative Approval on Cost-Overrun Requests
- Switch Funding with Projects to Obligate this Year
- Award Funding to Shovel-Ready Projects
- Flex Exposed Funding to Transit
- Deprogram Exposed Projects that do not Reach Deadline
- Reprogramming Exposed Projects to Next Fiscal Year

Options to Protect Exposed Funding

Match for Cost-Overrun Requests for Existing Projects

OPTION: Protect CMAQ funding by using it as source for cost-overrun (additional funding) requests for existing CMAQ projects

PROS: Quick, existing CMAQ projects do not need to apply for CMAQ funding

CONS: Current exposed CMAQ Balance would not be fully-utilized

Suspend 50/50 Match Rule

OPTION: **Temporarily** suspend 50/50 match rule on additional funding requests up to a maximum 80/20 match.

PROS: enables more exposed funds to be obligated on existing projects

CONS: May reduce available funding for currently programmed projects

Current Projects with Cost-Overrun Requests Pending

	50/50 Match Federal	80/20 Match Federal	Change in Potential Federal Obligation
Creedmoor CCT Pt 1 (CMAQ)	\$940,347	\$1,504,555	\$564,208
Creedmoor CCT Pt 2 (CMAQ)	\$509,985	\$815,976	\$305,991
Raleigh Wake Forest/Blount/Person (TAP)	\$459,950	\$735,920	\$275,970
Total Funding	\$1,910,282	\$3,056,451	\$1,146,169
Total Exposed Funding Protected	\$1,910,282	\$3,056,451	\$1,146,169

Flexible Administrative Approval on Cost-Overrun Requests

OPTION: **Temporarily** waive or increase \$1 million administrative approval threshold with monthly reporting at Executive Board meetings.

PROS: allows CAMPO staff to react to information quicker, could draw down funds quickly and enable projects to obligate funding faster

CONS: Executive Board input would be less timely

Switch Funding with Projects to Obligate this Year

OPTION: Take existing LAPP projects programmed with STP funding and switch the source to CMAQ

PROS: Shields additional CMAQ funding and no current LAPP projects lose funding

CONS: Projects added to CMAQ budget need to go through 3-month application process, not all STP projects are eligible for CMAQ

Award Funding to Shovel-Ready Projects

OPTION: Program funding on shovel-ready projects that have been scored in previous LAPP cycles

PROS: Projects competed through LAPP process and have fulfilled State and Federal competitive selection requirements

CONS: Projects added to CMAQ budget need to go through 3-month application process, Limited number of projects that meet criteria can complete all requirements within time available

Flex Exposed Funding to Transit

Option: Flex Funding to Transit

PROS: relatively straight-forward process

CONS: Transit agencies would need to have adequate levels of projects to utilize funds, difficulty in project tracking and reporting, would require separate decision on projects that lost LAPP projects, CAMPO submittal and review process in addition to long CMAQ application process

Options for Projects that do not Reach Deadline

Deprogram Exposed Projects that do not Reach Deadline

OPTION: Remove projects that do not make funding deadline from TIP. Projects may recompile for funding in future rounds of LAPP.

PROS: Keeps programming balanced, adheres to the goals of the LAPP Program

CONS: Projects with current federal funding would lose funding, 10 year rule would still apply, may impact local budgets

Reprogramming Exposed Projects to Next Fiscal Year

OPTION: Protect funds from rescission using an option discussed above. Allow LAPP projects that do not meet rescission deadline to roll over to next fiscal year. Subtract outstanding balance from next LAPP cycle's programming limit.

PROS: Does not remove programmed funds from any LAPP-awarded project

CONS: Less funding for future projects

******While reprogramming by way of additional funding to existing projects may be an easier option in the short run, it could create larger issues in the long run. This will continue to increase our STP programmed amount, getting us closer to our overprogramming limit, and leaving a large amount of STP funding exposed to future rescissions.

CAMPO Staff will Return in April with Options based on
the Executive Board's Guidance Today.

Requested Action:

Provide Guidance

Consider temporary suspension of 50/50 rule

7.3 Southwest Area Study Update



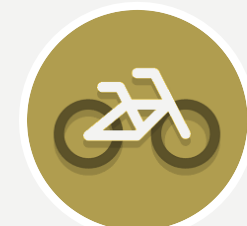
Southwest Area Study (SWAS)

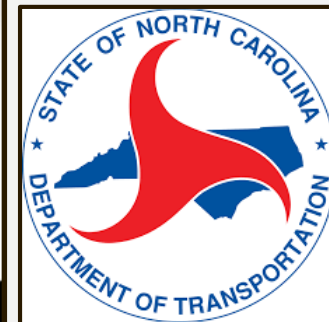
Progress Update

SWAS

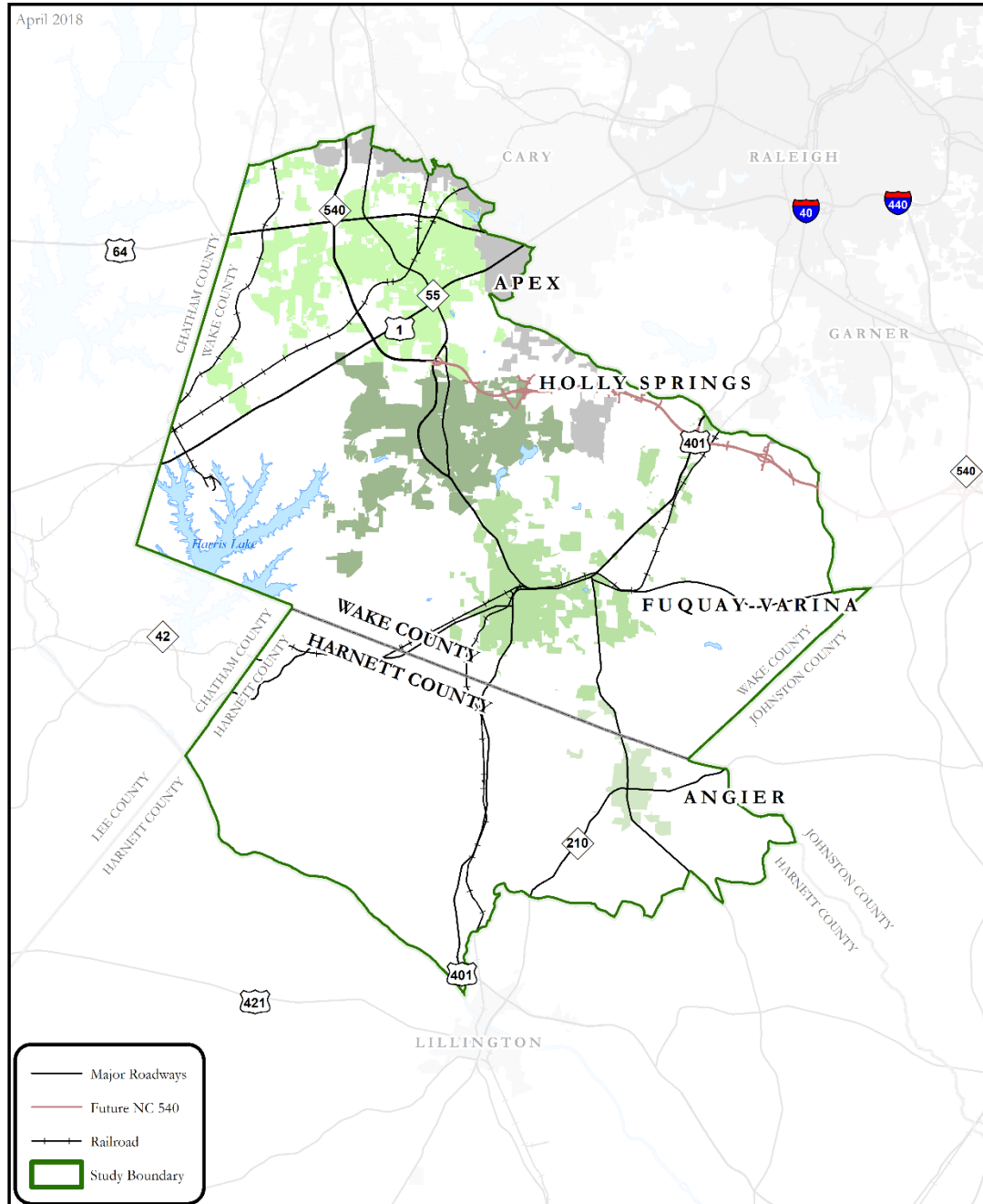
WHAT IS IT?

The original (2012) Southwest Area Study was sponsored by the Capital Area MPO (CAMPO), a regional transportation planning and decision-making body. Partners in this update include **Angier, Apex, Fuquay-Varina, Holly Springs, the counties of Wake and Harnett, and the North Carolina Department of Transportation NCDOT**. The plan will **address transportation needs** through the year 2050, and will be incorporated into the CAMPO metropolitan transportation plan (MTP) that determines **how state and federal transportation dollars are spent**.





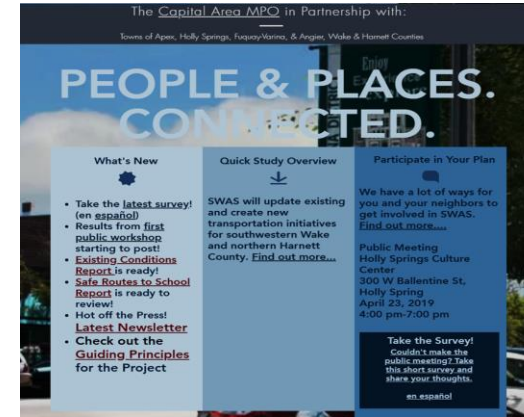
April 2018



THE TRANSPORTATION LANDSCAPE HAS CHANGED SINCE 2012

- State of North Carolina Strategic Transportation Investment (STI) law
 - Replaced Equity Formula
- Locally Administered Projects Program (LAPP) Funding
- Wake County Transit Plan and Tax

SWAS UPDATE



- **Similar Philosophy – People and Places. Connected.**
- **Complete by Summer 2019**
- **Comprehensive Strategy across expanded geography**
- **Addressing regional route dependence with NC-540**
 - **NC 55, US 401, NC 42, and NC 210**
- **Current and Future demand conflict between development, existing neighborhoods, and transportation interests.**

A decorative graphic on the left side of the slide consisting of two parallel, wavy lines. The inner line is yellow and the outer line is white, both set against a dark brown background.

GUIDING PRINCIPLES

GUIDING PRINCIPLES

Livability

- protecting community character while balancing all of the following:
 - Mobility needs
 - Housing and transportation affordability
 - Accommodating future growth
 - Facilitating active living / transportation

Mobility and Accessibility

- improving transportation choices for everyone with coordinated roadway, bicycle, pedestrian, and transit strategies that mutually support transportation and land use initiatives. Emphasizing multimodal connectivity, accessibility and improved choices in travel routes and modes for everyone, regardless of age or ability.

Technology

- embracing innovations that transform travel patterns and transportation habits.

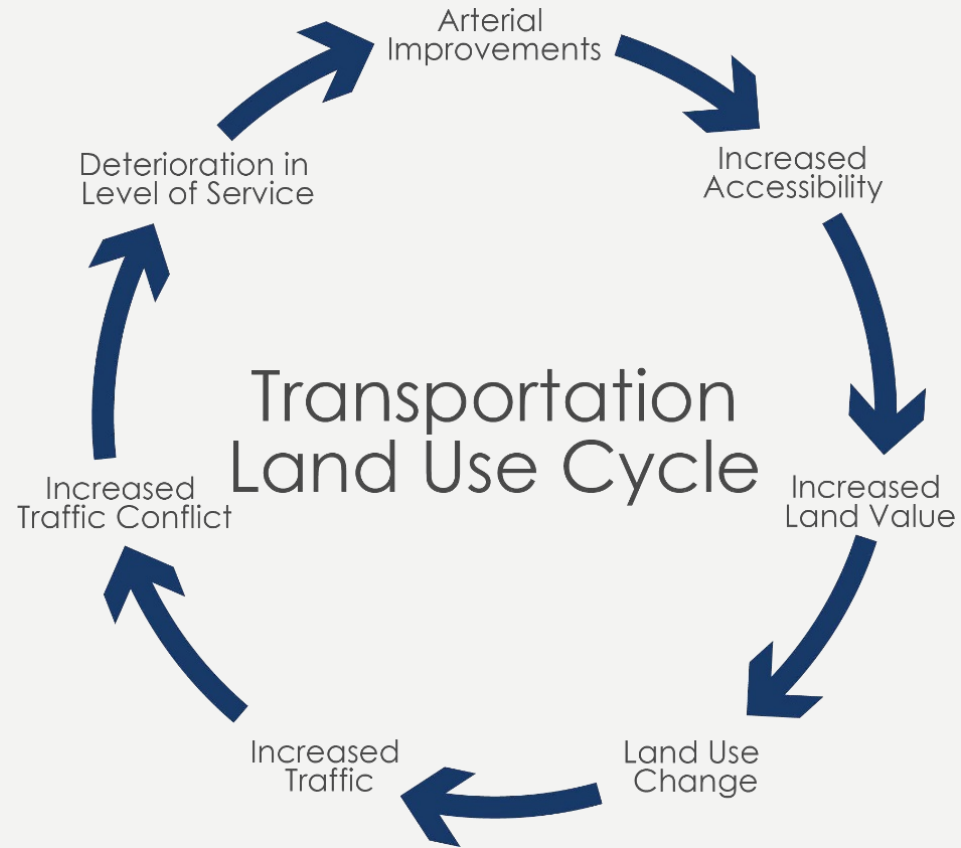
Sustainability

- promoting, in three forms:
 - *Economic Vitality* – investing in transportation services and facilities that support a diversified economy with more jobs in the study area.
 - *Environmental Balance* – preserving environmentally sensitive areas, scenic viewsheds and rural heritage lands.
 - *System Preservation* – prioritizing investments to preserve the existing transportation system.

TRANSPORTATION & LAND USE

Transportation & land use are connected.

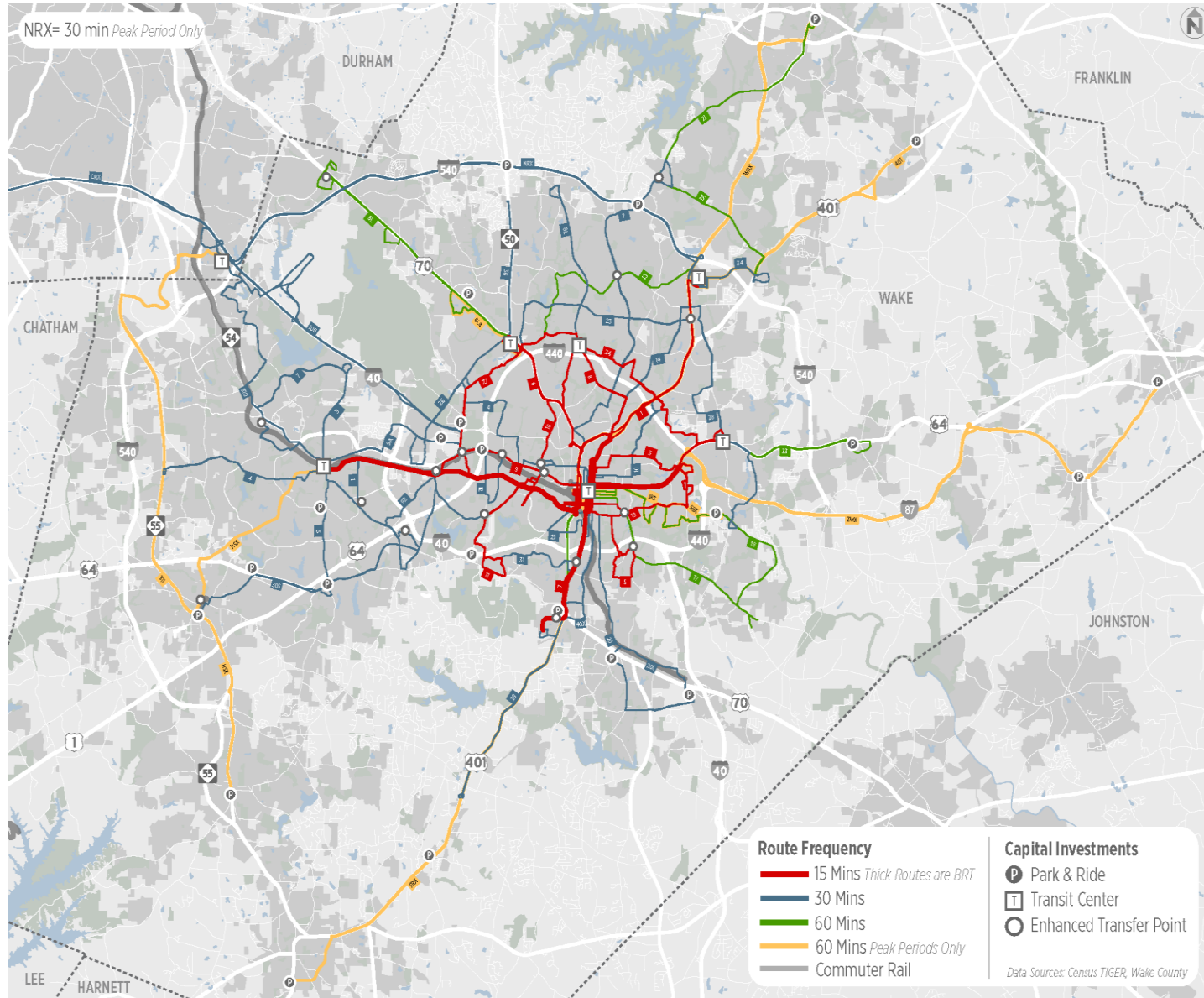
Everything that happens to land use has transportation impacts (& vice versa).





TRANSIT

WAKE BUS PLAN





ACTIVE MODES

BIKING, WALKING, AND A HEALTHFUL PLACE

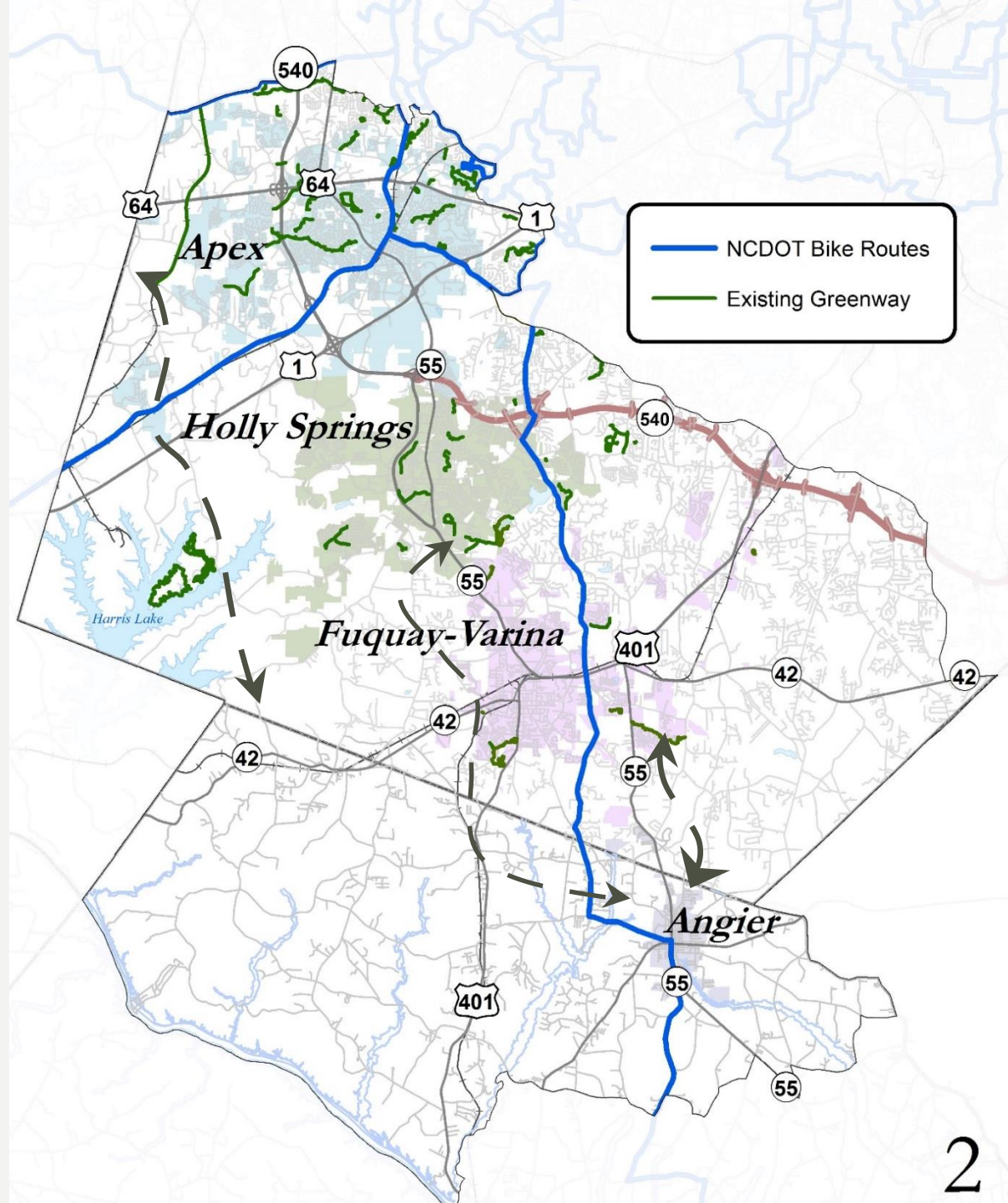
Bike Routes & Greenways

Existing

- NCDOT Bike Routes
- Local greenways
- American Tobacco Trail
- East Coast Greenway

Future Needs:

Additional connections to promote regional active mode transportation



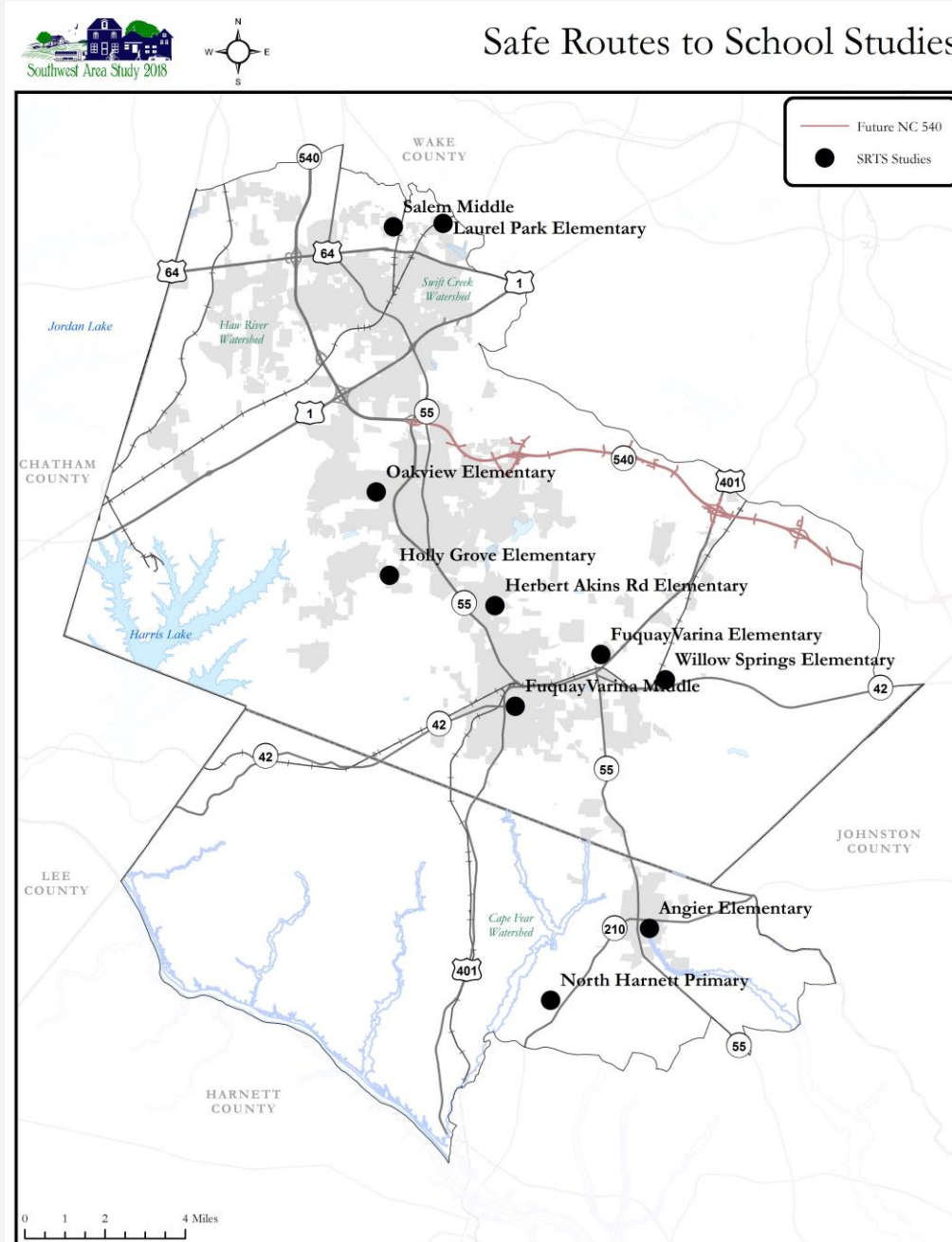


SAFE ROUTES

TO OUR SCHOOLS

SCHOOLS AND LOCATIONS

- Salem Middle – Apex
- Laurel Park Elementary – Apex
- Oakview Elementary – Holly Springs
- Holly Grove Elementary – Holly Springs
- Herbert Akins Road Elementary – Fuquay-Varina
- Fuquay-Varina Elementary – Fuquay-Varina
- Fuquay-Varina Middle – Fuquay-Varina
- Angier Elementary – Angier
- North Harnett Primary – Harnett County
- Willow Springs Elementary – Wake County



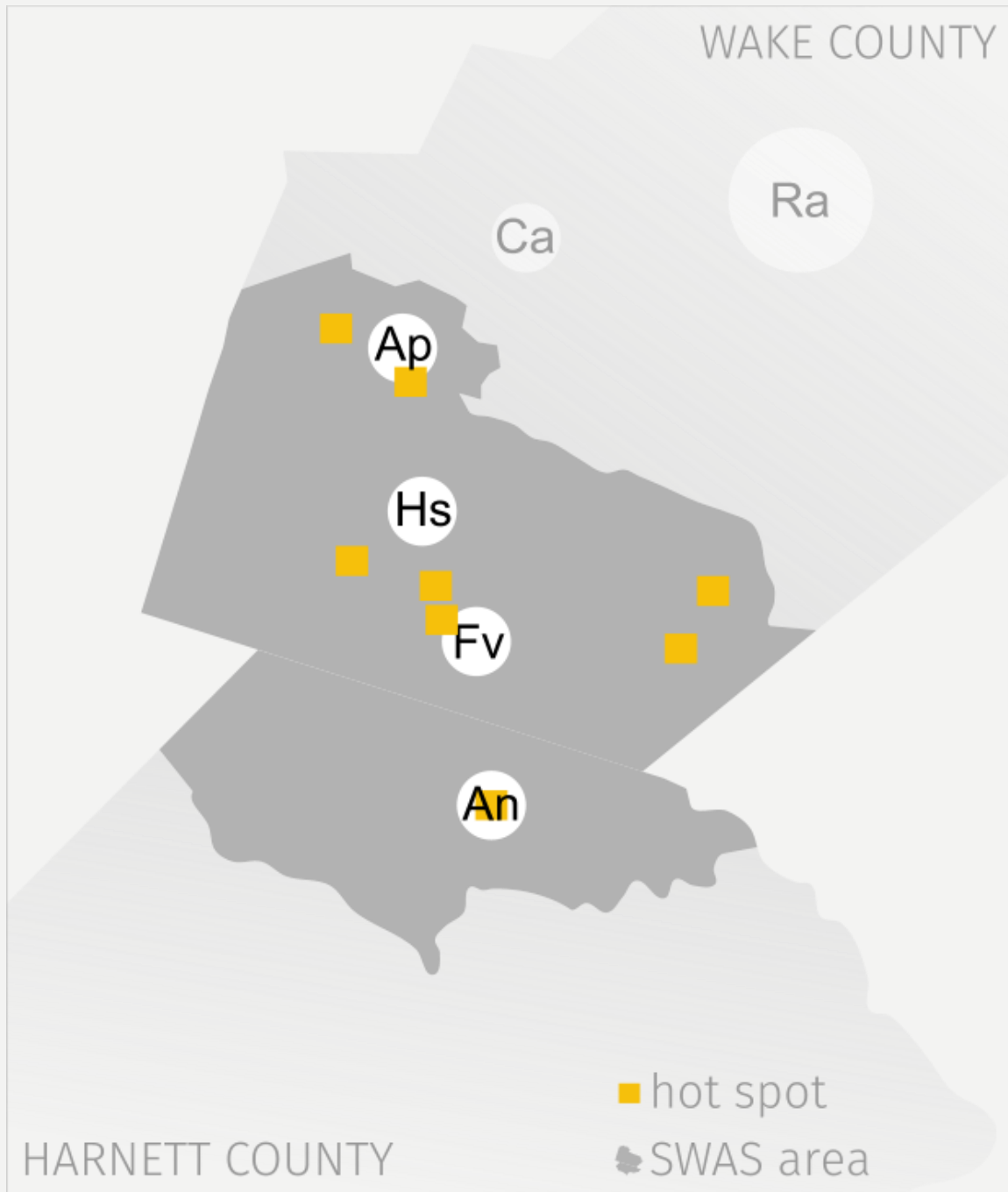


ROADS & CARS

TRUCK FREIGHT AND PERSONAL CARS



HOT SPOTS



LOCATIONS

NC 75I

NC 55

Piney Grove Wilbon Road/Wade
Nash Road

Broad St & Ennis St

Wake Chapel Road & Main St

NC 42 (East of Fuquay-Varina)

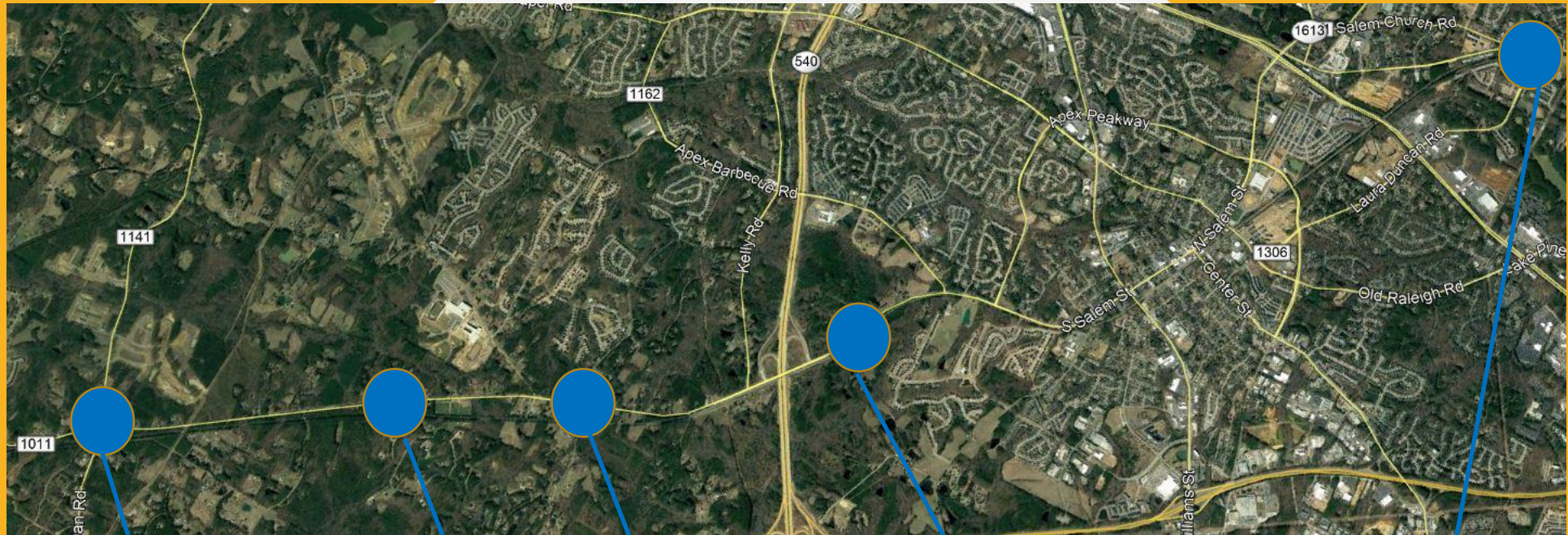
NC 55 (Angier)

US 40I at SR 1010 (Ten-Ten Road)



GRADE SEPARATIONS

POSSIBLE CSX GRADE SEPARATIONS UNDER STUDY BY CAMPO



New Hill Olive Chapel
Rd /
New Hill Holleman Rd

Future
Richardson Rd
Extension

Holland Rd/
Friendship Rd

Future collector between
NC540 and Apex Barbecue Rd

Laura Duncan Rd

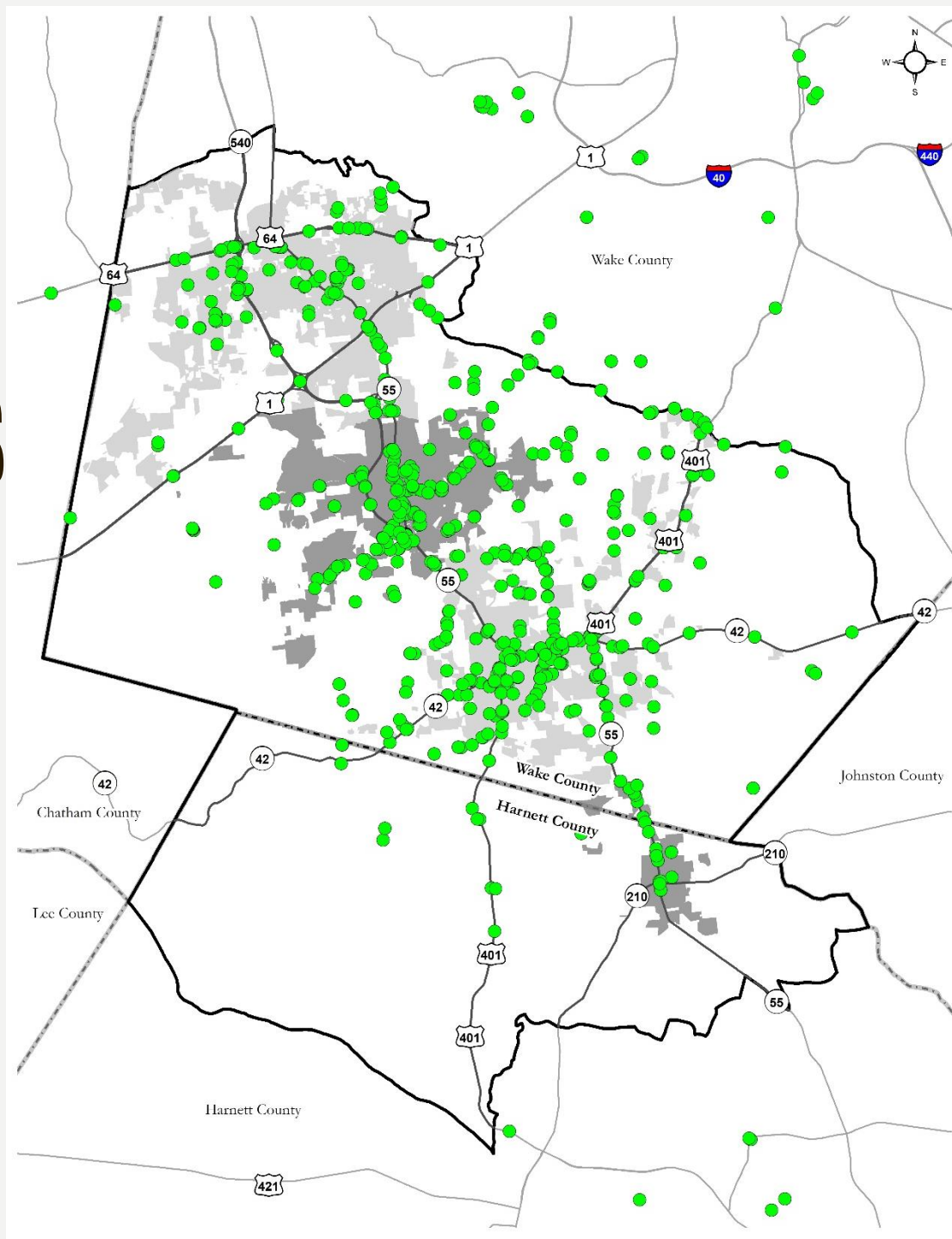


PUBLIC INPUT

PUBLIC OPINION

- 500 public comments via project website + 6 pop-up events
- Summary of Key Themes:
 - Add more road lanes.
 - Provide more north – south travel options.
 - More bus routes and more arrival frequency.
 - More sidewalk and greenway trails and connections.
 - Safe routes to walk and bike to school.
 - Better alignment of growth with roadway capacity.
 - Provide funding to get traffic to and from NC 540 interchanges.
 - Change land use policy to focus new development into activity centers and downtown areas.

PUBLIC INPUT COMMENTS





[Home](#) [About SWAS](#) [Steering](#) [Documents](#) [Participate](#)

PEOPLE & PLACES. CONNECTED.

What's New



- Welcome to the Southwest Area Study - Now Underway!
- [Next Study Oversight Team Meeting \(05.02.2018\)](#)

Quick Study Overview



SWAS will update existing and create new transportation initiatives for southwestern Wake and northern Harnett County. [Find out more...](#)

Participate in Your Plan



We have a lot of ways for you and your neighbors to get involved in SWAS. [Find out more....](#)

Breaking News! Towns among safest cities in N.C.!

<https://www.swastudy.com/>

Get Transported.



PUBLIC OPEN HOUSE

TUESDAY

APRIL 23

4:00 TO 7:00 PM

**HOLLY SPRINGS
CULTURAL CENTER**



NEXT STEPS

- **RECOMMENDATIONS TO BE REVIEWED AT APRIL 23 WORKSHOP & ONLINE**
- **DRAFT REPORT RELEASED IN JUNE**
- **FORMAL PUBLIC COMMENT PERIOD FROM JUNE TO AUGUST**
- **PRESENTATIONS TO LOCAL BOARDS JULY TO AUGUST**
- **CAMPO ENDORSEMENT OF PLAN AUGUST 21**

7.3 Southwest Study Area Update

Requested Action:
Receive as information.

8.1. Informational Item: Budget

8.1 Operating Budget – FY2019

8.2 Member Shares – FY2019

Requested Action:
Receive as information.

9. Informational Item – Project Updates

- Hot Spot Program
- Commuter Corridors Study
- (SRTS) John Rex Endowment Grant Award Update
- Southwest Area Study (Update)
- Triangle Regional ITS
- Triangle Tolling Study
- R.E.D. Priority Bus Lane Study

Requested Action:
Receive as information.

10. 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
Mar. 29, 2019 8 a.m. – 12 p.m.	Triangle Bicycle & Pedestrian Workshop Halle Cultural Arts Center, Apex, NC
April 4, 2019 10:00 a.m.	TCC One City Plaza
April 17, 2019 10:00 a.m.	Executive Board One City Plaza
April 23, 2019 4:00 – 7:00 p.m.	Southwest Area Study Public Meeting Holly Springs Cultural Center
April 24-26	NCAMPO Conference Charlotte, NC

ADJOURN