



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

June 19, 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: May 15, 2019

Requested Action:

Approve the May 15, 2019 Meeting Minutes.

6. Consent Agenda

6.1 FY2020 Unified Planning Work Program (UPWP) Amendment #1

Requested Action:

Adopt the FY 20 UPWP Amendment #1.

6.2 2019 NCDOT Bicycle and Pedestrian Planning Grant Applications

Requested Action:

**Adopt the resolution to endorse the
Bicycle and Pedestrian Planning Grant Applications.**

6.3 FY2018-2027 Transportation Improvement Program - Amendment #8

Requested Action:

Receive as information.

6. End of Consent Agenda

7. Public Hearing Item/s

7.1 FY 2020 Recommended Wake Transit Work Plan

PROPOSED INVESTMENTS FOR FY20

Revenue Source	Amount	Expenditure Category	Amount
Half-Cent Local Option Sales Tax	\$92.1 million	Commuter Rail	\$42.7 million
		Bus Operations	\$21.2 million
		Bus Rapid Transit	\$21.0 million
Vehicle Rental Tax	\$4.4 million	Bus Infrastructure	\$20.0 million
\$7 Vehicle Registration Tax	\$6.6 million	Vehicle Acquisition	\$8.4 million
\$3 Vehicle Registration Tax	\$2.8 million	Transit Plan Administration	\$3.5 million
Other (Federal, State, Fares, Prior Year Funds)	\$12.2 million	Capital Planning	\$0.9 million
		Tax District Administration	\$0.4 million
TOTAL	\$118.1 million	TOTAL	\$118.1 million

*FY 2020 is the first year of the
Community Funding Area Program!*

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

WORK PLAN OUTREACH SUMMARY

Together, we were able to engage the community in a meaningful and authentic way!

14 Communication pushes

14 Pop-up events

11 Presentations

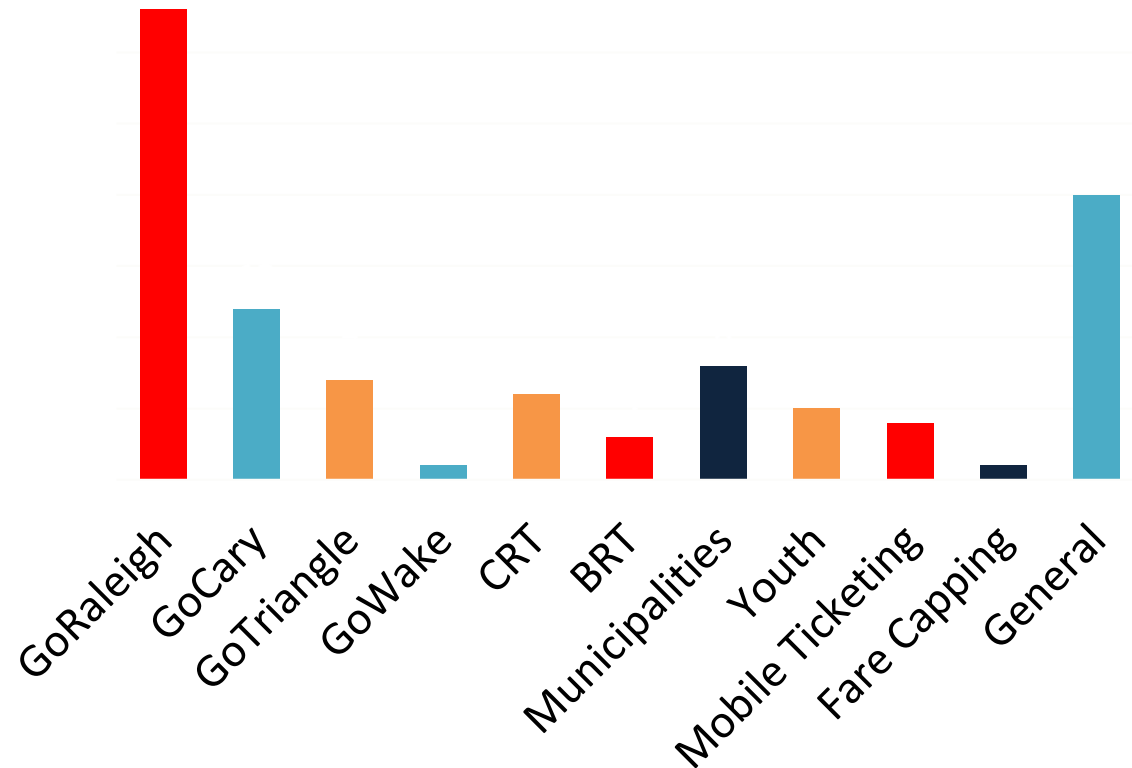
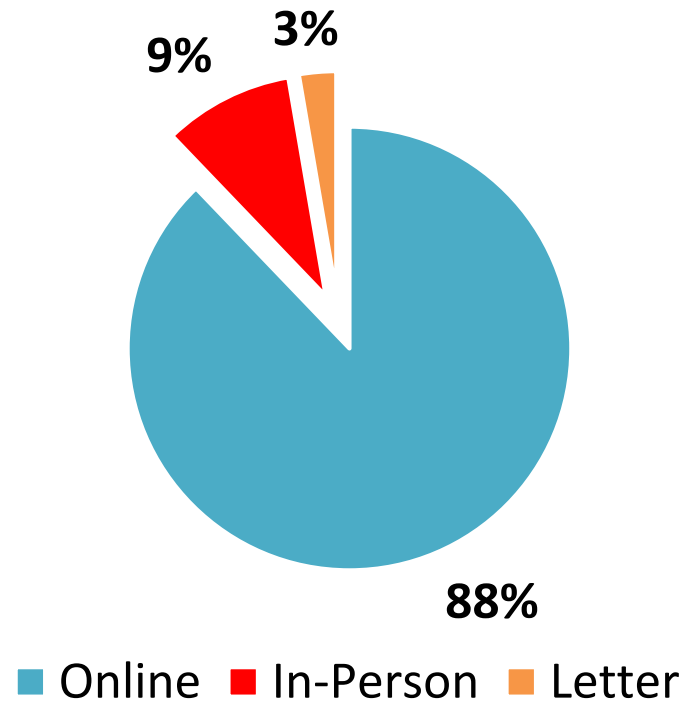
74 Comments collected

2,409 People engaged



OUTREACH SUMMARY: COMMENTS

As of March 8th, we had received 74 comments, with the majority (88%) submitted online. GoRaleigh (33) was mentioned most often.



THEMES FROM COMMENTS

Support for Transit Investments

- 18 comments mentioned support for transit investments such as commuter rail and mobile ticketing.

Timeline

- 5 comments indicated that improvements are taking too long.

Connections/Timing

- Make sure that certain routes have strong connections to other regional routes.
- Consider timing of all routes that come to one specific stop so that connections can be seamless.
- Criticized the buses for being inconsistent (arriving too early or not at all).

THEMES FROM COMMENTS

Express Routes

- HSX: Comments in support but want to know specific stops along the route
- NRX: Support, but expressed concern for being able to make necessary connections

Other Feedback

- All routes should run late so people can get home even if they live off non-main routes.
- Glenwood Avenue corridor was mentioned five times as needing improvement.
- Service to unincorporated parts of Wake County was mentioned.
- A few comments about how transit is a waste of taxpayer money.

Changes from TPAC Draft to TPAC-Recommended

- Reevaluation of Recurring Staffing Expenses and Scope of Work → Overall Reduction in Expenses and Scopes Refocused
- Adjusted for Addition of External Sources of Revenue
- Schedule Changes for Capital Projects
- Individual Community Funding Area Projects Included
- Minor Scope Changes to Bus Service Projects → NRX and Route 310 Interim Improvements
- New Bern BRT Broken into Separate Individual Project in CIP

Comments Received During CAMPO 30-day Public Comment Period

Project	Phase	Prior Years	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
New Bern Corridor Bus Rapid Transit Facility	Project Development and Final Design	\$ 4,315,545					
	Right-of-Way			\$ 1,500,000			
	Construction			\$ 9,302,000	\$ 21,549,000	\$ 9,773,000	
Bus Rapid Transit (Remaining Corridors)	Project Development and Final Design (Remaining Corridors)	\$ -	\$ 21,000,000	\$ 4,000,000	\$ -	\$ -	\$ -
	Right-of-Way/Construction (Remaining Corridors)	\$ -	\$ -	\$ 64,831,810	\$ 119,235,516	\$ 63,117,137	\$ 27,743,195
BUS RAPID TRANSIT TOTAL		\$ 4,315,545	\$ 21,000,000	\$ 79,633,810	\$ 140,784,516	\$ 72,890,137	\$ 27,743,195

New Bern BRT		Prior Years	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
	BRT Alternatives/Refinement & Project Development	\$ 4,315,545	\$ 631,455	\$ 1,000,000	\$ -	\$ -	\$ -
	Right-of-Way	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ 18,966,667	\$ 18,966,667	\$ 18,966,667	\$ -
	Total	\$4,315,545	\$ 631,455	\$20,966,667	\$ 18,966,667	\$18,966,667	\$ -
Remaining 3 BRT		Prior Years	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
	BRT Alternatives/Refinement & Project Development	\$ -	\$ 20,368,545	\$ 3,000,000	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ 55,668,225	\$ 121,817,849	\$ 53,923,470	\$ 27,743,195
	Total	\$ -	\$ 20,368,545	\$58,668,225	\$ 121,817,849	\$53,923,470	\$27,743,195

Comments Received During 30-day Public Comment Period

Change Start Date for Projects Related to Mobile Ticketing and Fare Capping to 'Early 2020'

Project ID	TO005-U	Project Category	Bus Operations	Project Subcategory	Technology
Project Description: This project will cover the annual maintenance costs associated with the City of Raleigh's upgrades to farebox technology to allow options such as fare capping and mobile ticketing, including any costs associated with the ongoing maintenance of a fare management interface developed to operate these systems.				Project at a Glance	
				Project Title	Web Hosting and Maintenance of Fare Collection Technology
				Agency	City of Raleigh
				FY 2020 Cost	\$90,000
				FY 2021 Programmed Cost	\$93,600
				Funding Source	Wake Transit Tax Proceeds
				Start Date	July 2019

7.1 FY 2020 Recommended Wake Transit Work Plan

Requested Action:

Hold public hearing and consider adoption of the TPAC-recommended FY 2020 Wake Transit Work Plan with the updates requested by project sponsors in response to CAMPO's 30-day public comment period and approval of the corresponding project agreement structure.

7.2 End of Public Hearing

8. Regular Business

8.1 Federal Rescission Update

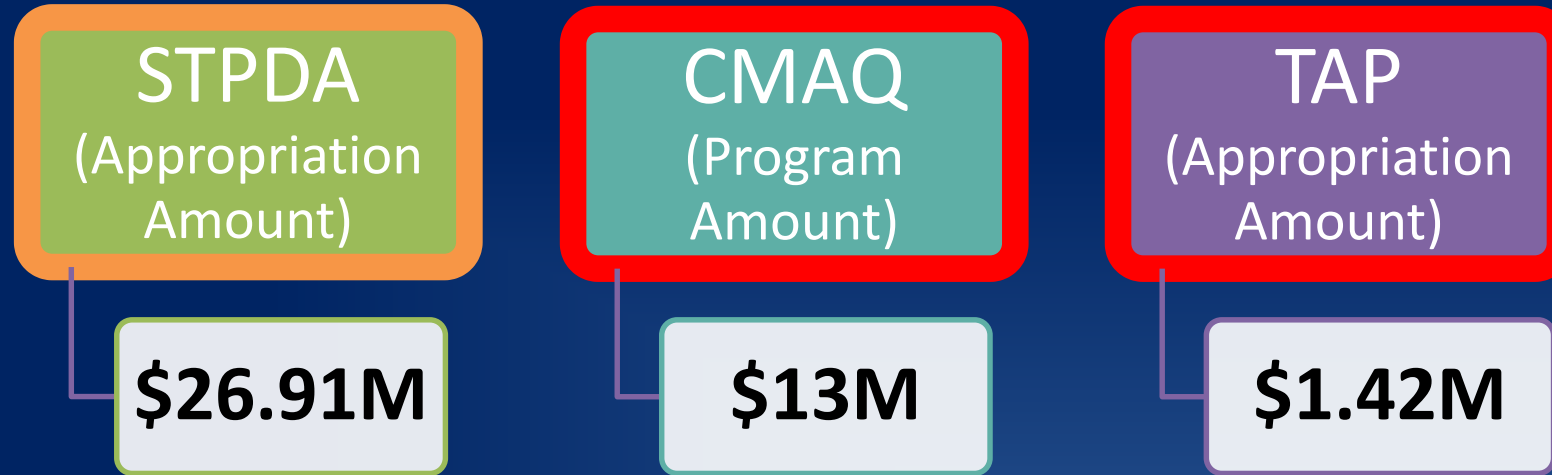
LAPP Goals

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

Fund Balances in March 2019

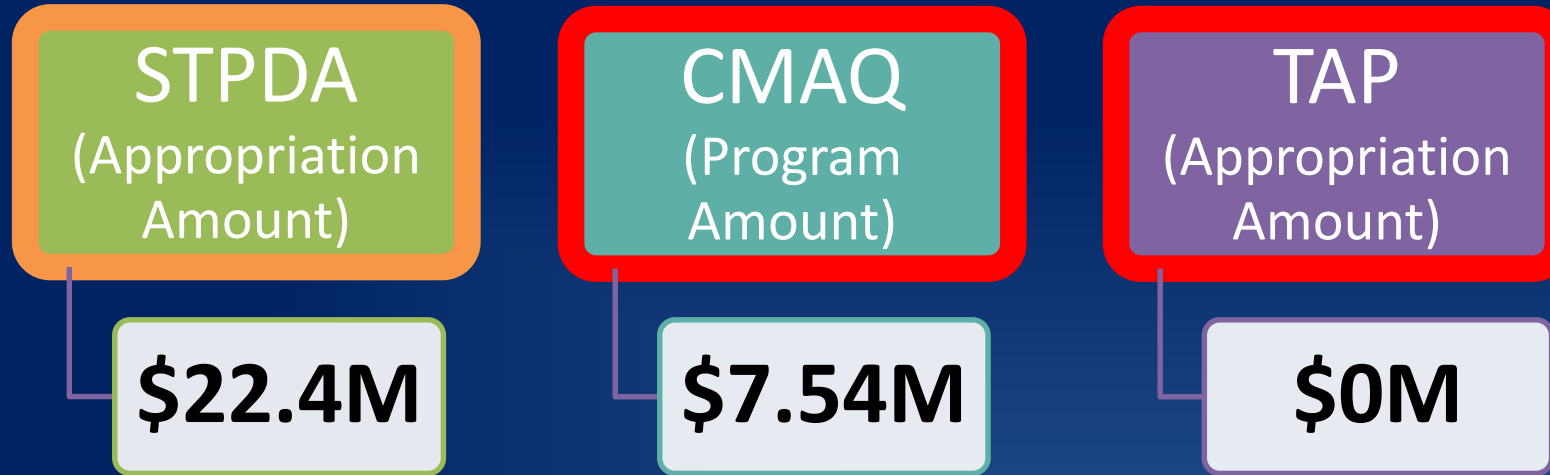


CMAQ: Congestion Mitigation and Air Quality

TAP: Transportation Alternatives Program

STP: Surface Transportation Block Grant Program

Current Fund Balance



Note: Includes pending funding authorizations that have been requested to FHWA

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	

CMAQ

Current Balance					\$	13,066,187
Has Requested Funding Authorization	Jurisdiction	LAPP Year	Phase(s)	Original Funding or Additional?		
Mingo Creek Greenway	Knightdale	2018	ROW	Original	\$	297,600
Higgins Greenway	Cary	2019	ROW	Original	\$	1,520,000
Cross City Trail Phase II	Creedmoor	2009	CON	Additional	\$	1,504,555
Cross City Trail Phase III	Creedmoor	2009	CON	Additional	\$	815,976
White Oak Creek Greenway	Cary	2015	CON	Additional	\$	1,110,000
Walnut Creek Greenway	Raleigh	2017	ROW	Original	\$	271,350
Total					\$	5,519,481
Remaining Balance					\$	7,546,706

CMAQ- Remaining Balance \$7,546,706

Has Not Requested Funding Authorization	Jurisdiction	LAPP Year	Phase(s)	Original Funding or Additional?	
Park Depot Greenway	Fuquay-Varina	2019	CON	Original	\$989,728
Beaverdam Creek Greenway	Zebulon	2019	CON	Original	\$1,605,196
New Bern Ave Ped Improvements	Raleigh	2016	CON	Original	\$4,210,191
Main Street Improvements	Youngsville	2017	CON	Original	\$440,000
Total					\$7,245,115
Crabtree Creek West Greenway	Raleigh	2017	CON	Original	\$3,640,000
Timber Drive Sidewalks	Garner	2018	CON	Original	\$275,432
Mingo Creek Greenway	Knightdale	2018	CON	Original	\$1,760,000
Walnut Creek Greenway	Raleigh	2017	CON	Original	\$ 412,050
Total					\$6,087,482

Schedule and Deadlines

June

- Deadline to **Flex Funds to FTA.**
- Target deadline for all LAPP projects to **request funding authorization from FHWA** (in LAPP handbook).

Schedule and Deadlines

August

- Decision from Executive Board on whether to **reprogram or deprogram exposed projects** that did not reach deadline. Decision determines how much funding available for LAPP FY2021 Call for Projects, which generally begins in August.

Are there any specific options, directions, or information you want to see to make this decision?

Options to Consider:

Option 1:

Flex Potential Remaining Funding to Transit: ~\$300,000

GoCary Downtown Multimodal Facility

GoRaleigh East Raleigh Transit Center

Option 2:

Do Not Flex Funding: Give projects with chance of authorization this year opportunity to obligate funds

TCC Recommendation: Option 2

8.1 Federal Rescission Update

Requested Action:

Consider option to either

- a) flex outstanding exposed CMAQ funding to potential transit projects,
- or,
- b) do not flex outstanding exposed funding to potential transit projects, give existing CMAQ projects opportunity to draw down funds.

8.2 FY 2021 Locally Administered Projects Program

- FFY 2021 Target Modal Investment Mix and Recommended Changes to the FFY 2021 LAPP Program for public review and comment from June 6 - July 7, 2019.
- Public Hearing at August 21 Executive Board meeting.
- Based on Executive Board action at that meeting, the Call for Projects is anticipated to open on August 21st, 2019.

Issue #1: Increased Measures to Avoid Unnecessary Exposed Funding to Future Rescissions

Schedule Delays

Increased Exposed Funding Balances

Staff Recommendation: Twofold Approach

- Stricter enforcement of June reprogramming exercise
- Enhanced communication for missed project deadlines

Stricter enforcement of June reprogramming exercise - Staff Recommendation

LAPP Selection Panel can provide a recommendation to reprogram any funding that has been left unobligated by the end of the fiscal year

Schedule:

- March: CAMPO Staff Determines Shovel-Ready Projects
- June: CAMPO Staff Presents Unobligated Projects to TCC and Executive Board. LAPP Selection Panel meets to discuss projects
- August: CAMPO Staff presents LAPP Selection Panel recommendation for consideration to TCC and Executive Board

Enhanced communication for missed project deadlines

Milestone Delays

Communication with Project Manager

If level of concern increases, CAMPO Staff will reach out to TCC Member(s) and Executive Board Member

Issue #2: Revisit the Target Modal Investment Mix

Important reminders about the Target Modal Investment Mix

This mix is determined annually. Decisions this year do not necessarily affect future years.

The final modal investment mix does not have to match the target and is determined by the quantity and quality of projects submitted during the application process. Final investment mix must be adopted by CAMPO Executive Board.

Annual Target Modal Investment Mix

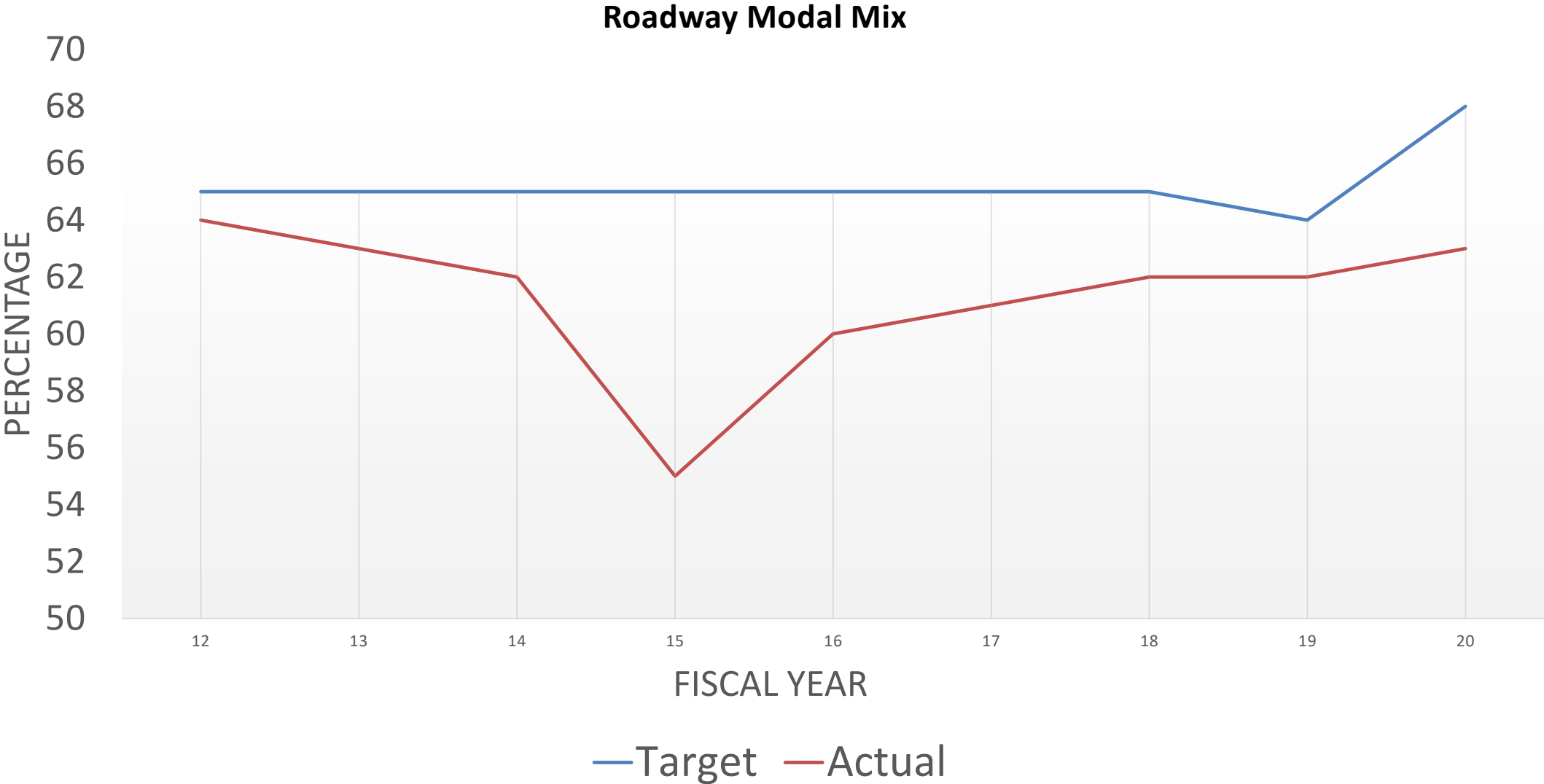
Anticipated Programming Amount for FY2021:

\$25 Million

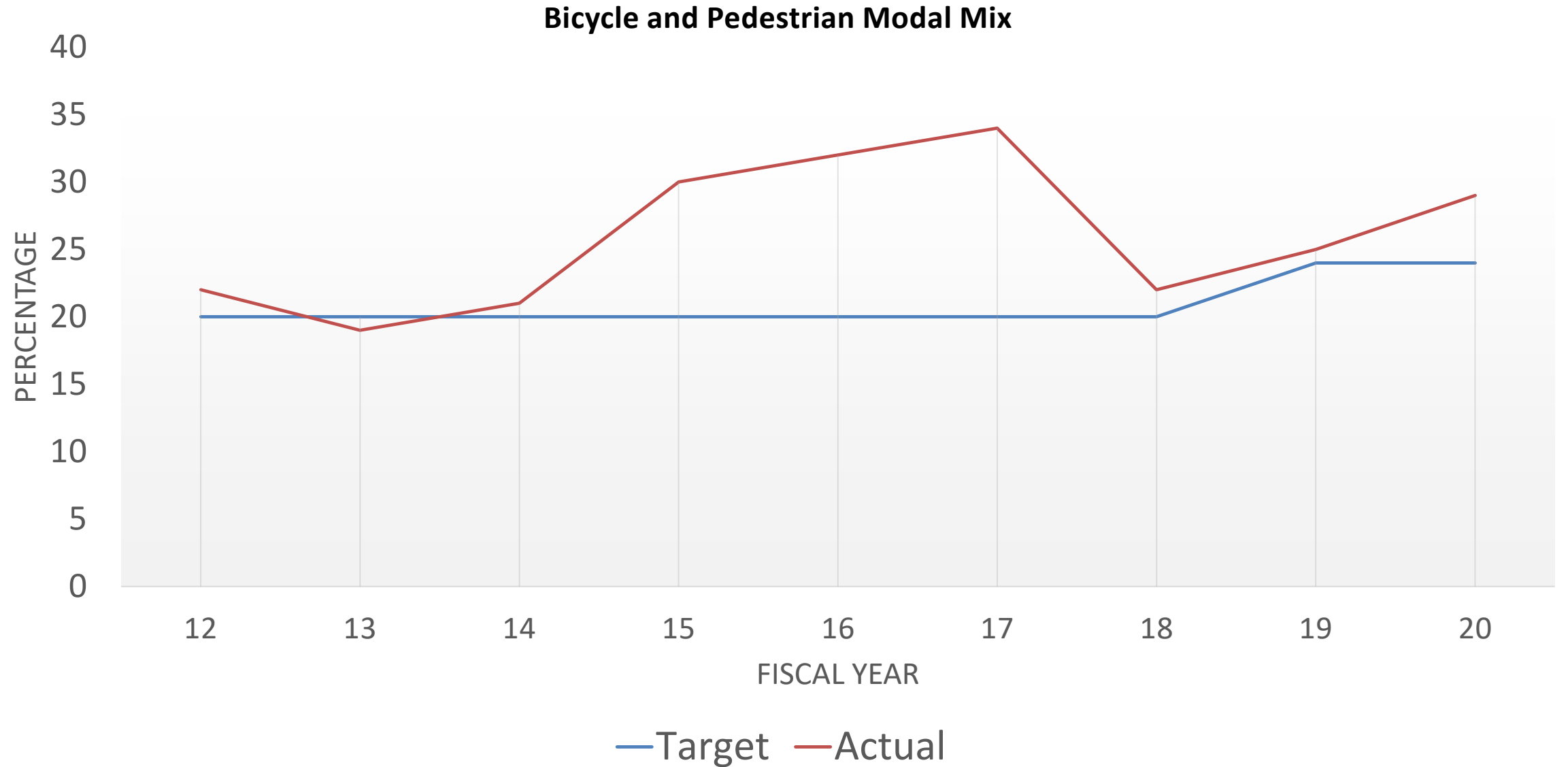
Determined using:

- Historic STBGP and TAP Apportionments
- 20% Over-Programming Allowance for STBGP and TAP
- CMAQ Programming Allowance
- Average returned funding over past 3 years

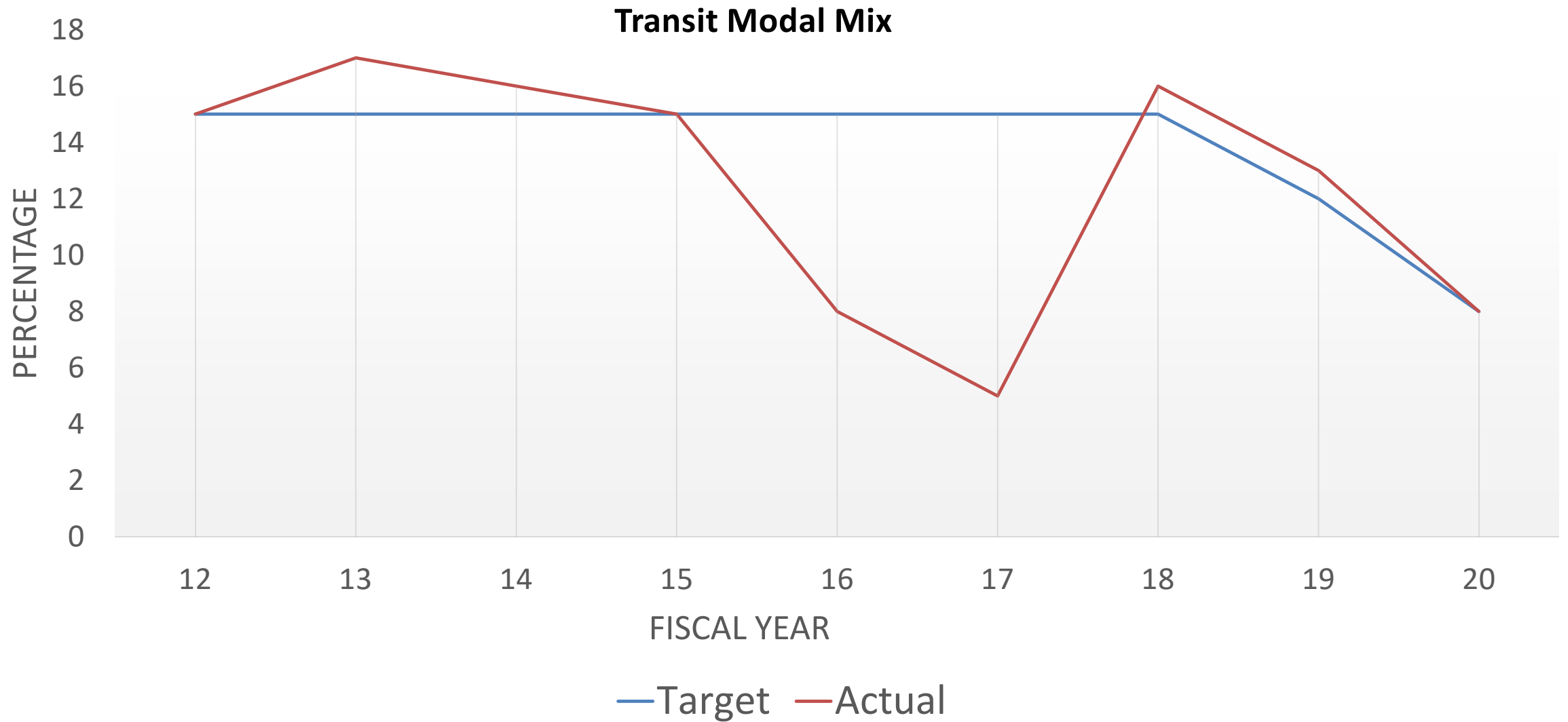
Roadway Modal Mix



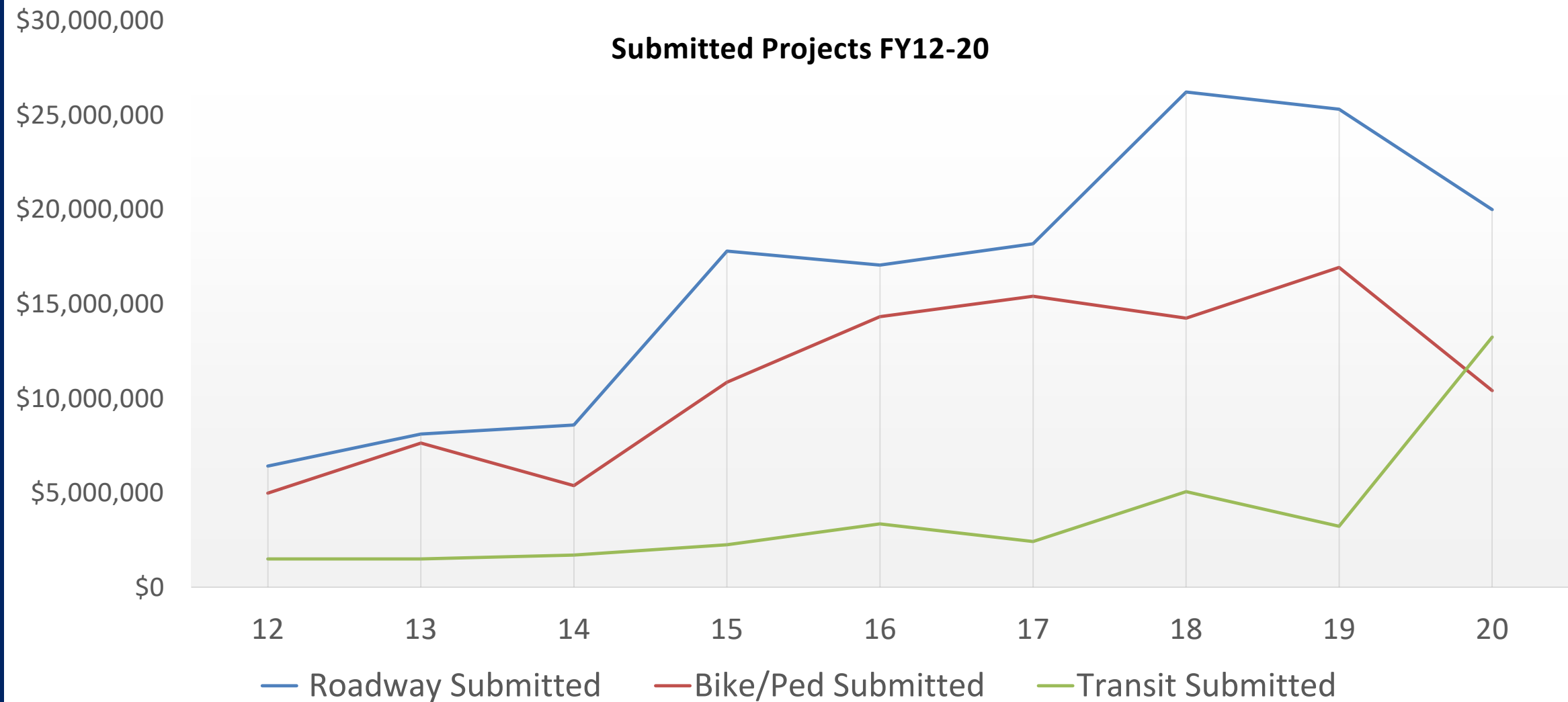
Bicycle and Pedestrian Modal Mix



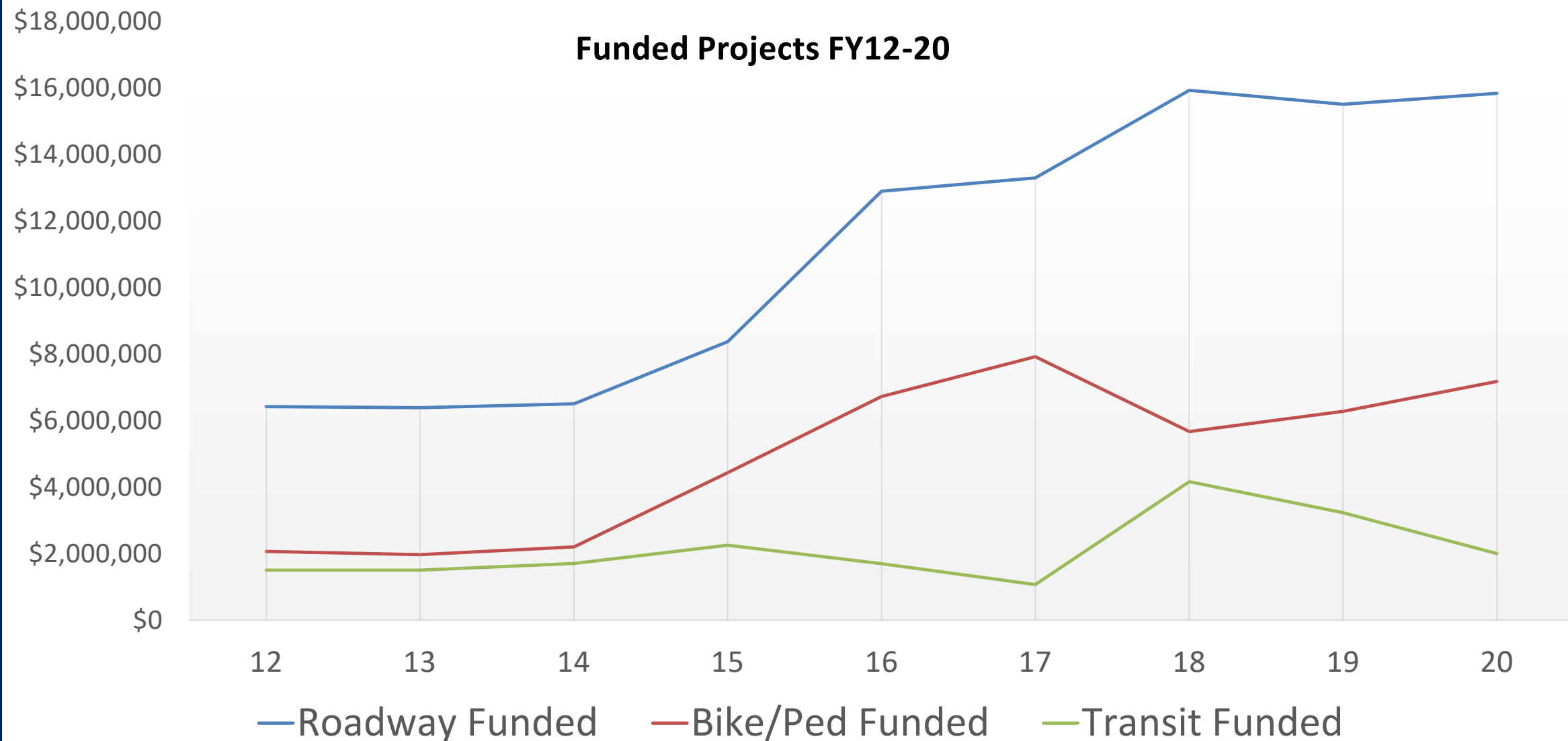
Transit Modal Mix



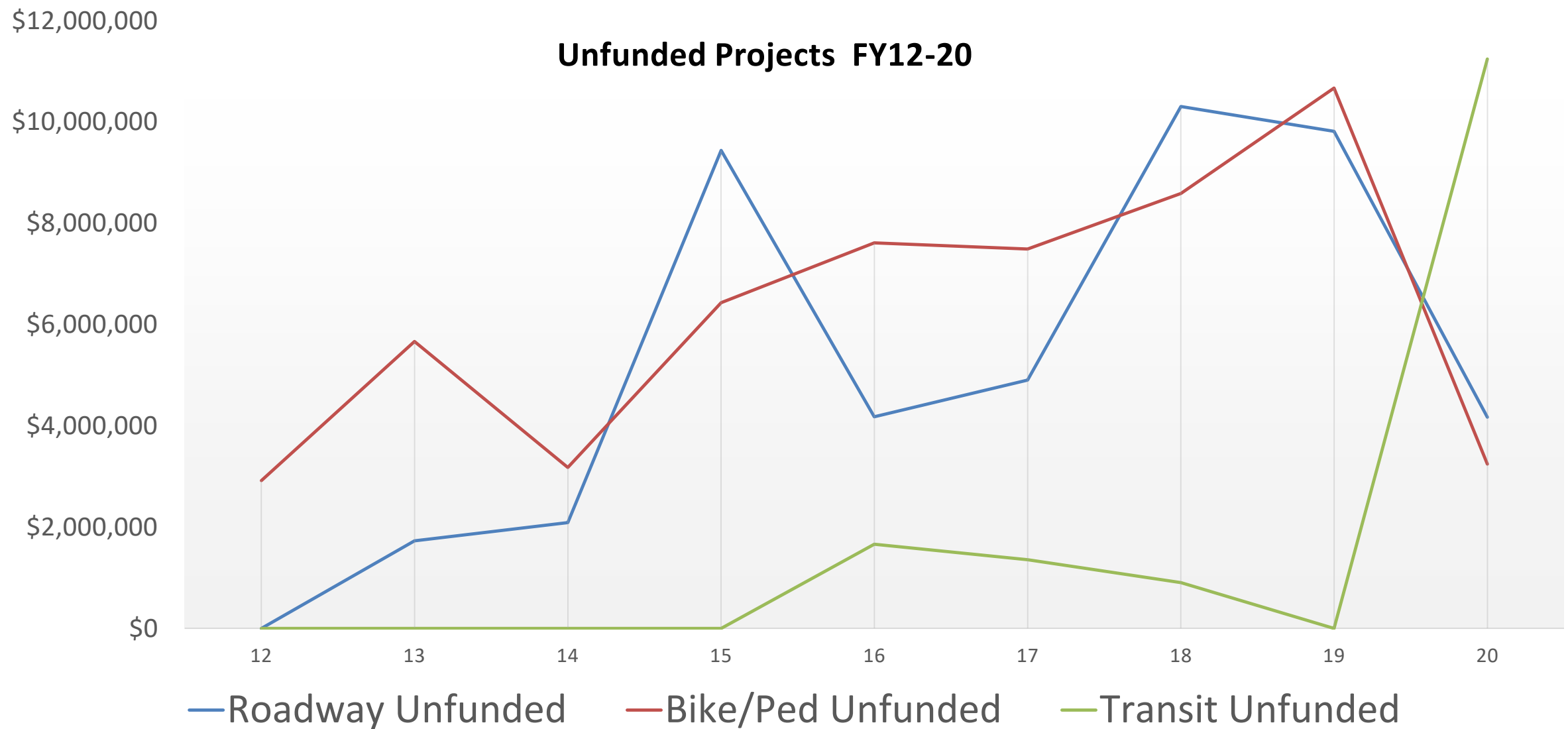
Submitted Projects FFY12-FFY20



Funded Projects FFY12-20

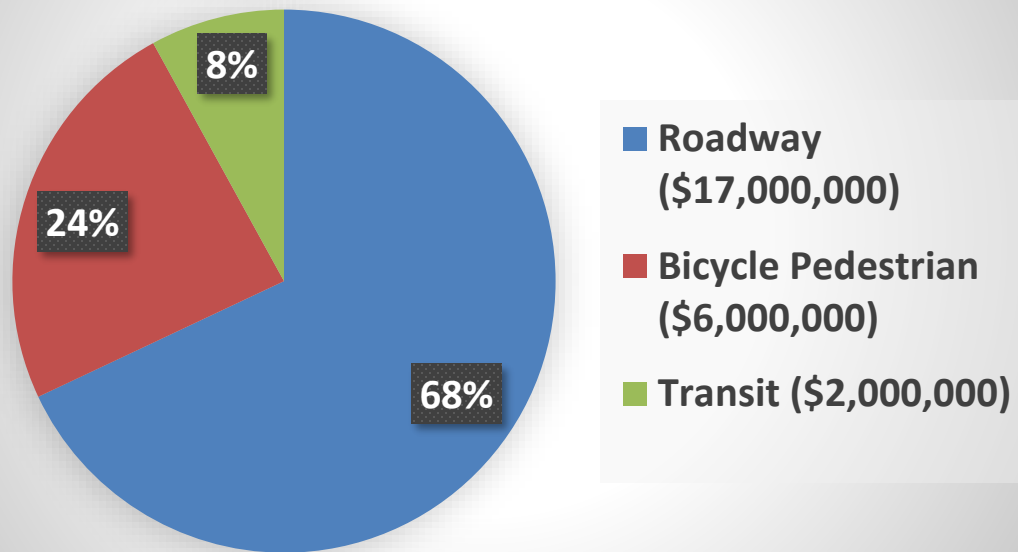


Unfunded Projects FFY12-20

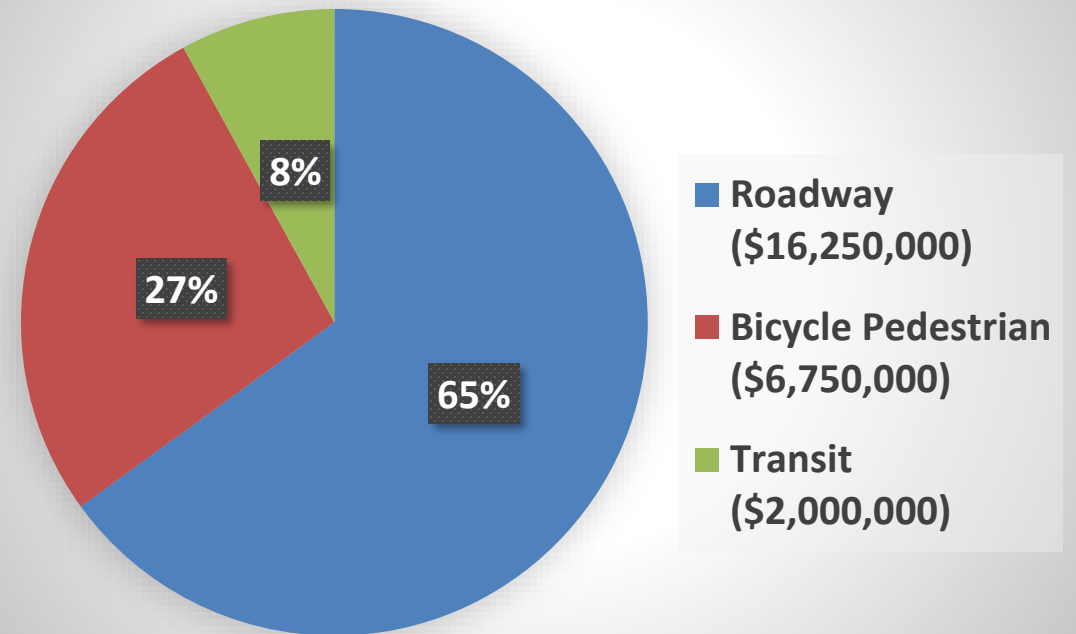


Proposed FFY2021 Modal Investment Mix (Assumed \$25M Total Funding)

LAPP FFY20



Proposed FFY 2021



Proposed Increase of Bicycle and Pedestrian Funding

Response to demonstrated need:

- Historic Actual Modal Investment Mix
- Historic increase in unfunded bicycle and pedestrian projects through LAPP
- SPOT Process Limiting Available State Funding for Bicycle and Pedestrian Projects

8.2 FY 2021 Locally Administered Projects Program

- FFY 2021 Target Modal Investment Mix and Recommended Changes to the FFY 2021 LAPP Program for public review and comment from June 6 - July 7, 2019.
- Public Hearing at August 21 Executive Board meeting.
- Based on Executive Board action at that meeting, the Call for Projects is anticipated to open on August 21st, 2019.

Requested Action:

Receive as information.

8.3 Greater Triangle Commuter Rail - Project Management Structure

Commuter Rail Project Management Committee (PMC)

CURRENT MEMBERS:

- GoTriangle
- CAMPO
- DCHC MPO
- North Carolina Railroad
- Wake County
- Durham County
- Research Triangle Foundation

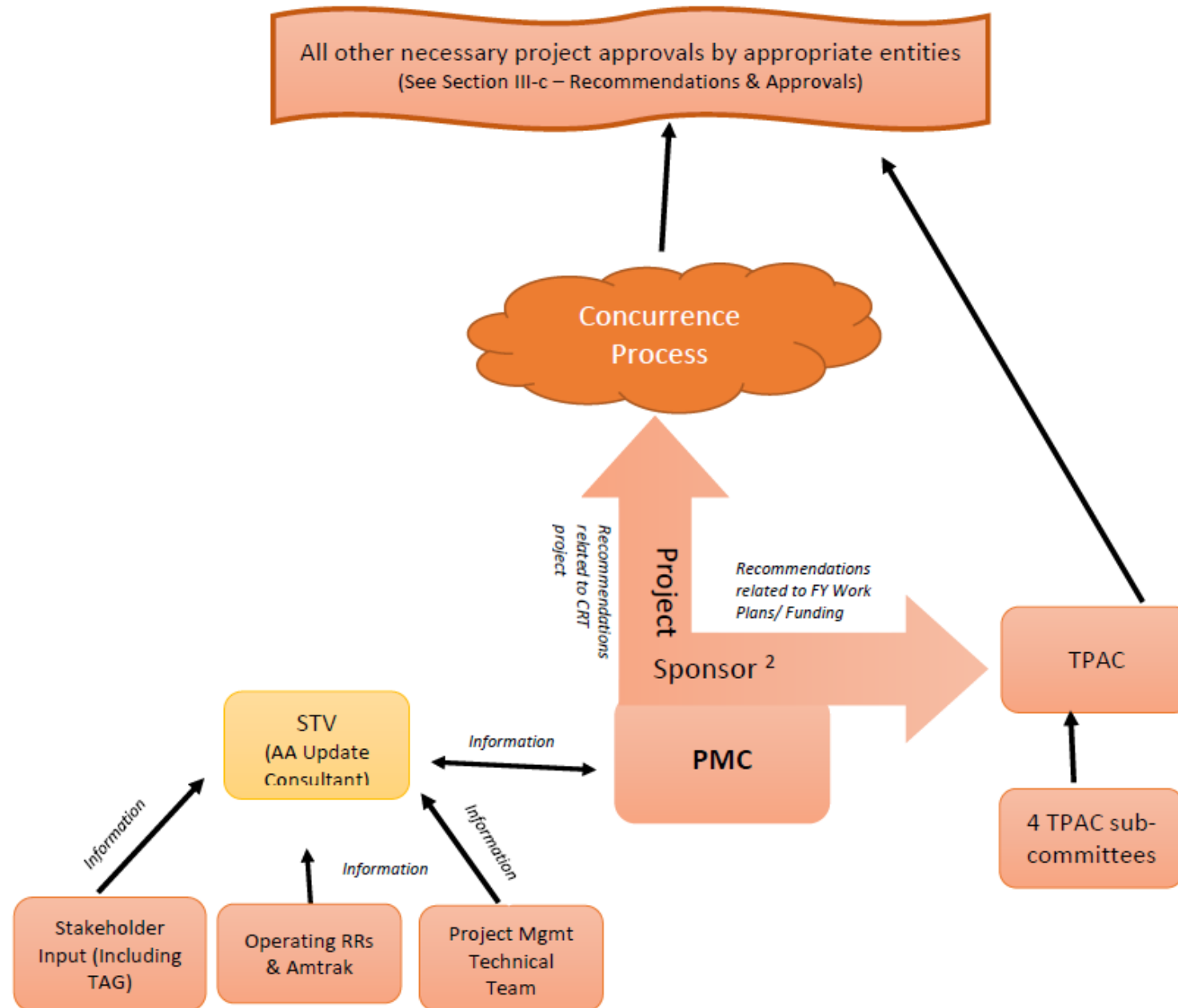
POTENTIAL ADDITIONAL MEMBERS:

- Orange County
- Johnston County
- Burlington-Graham MPO

Explanation of Project Management Committee Membership

The local governments and organizations selected to serve on the commuter rail project management committee (PMC) are either funding contributors to the project or are local governments or organizations that have institutionalized roles in the overarching implementation structures that govern the commuter rail project.

Relationship of PMC to Project Implementation Structure



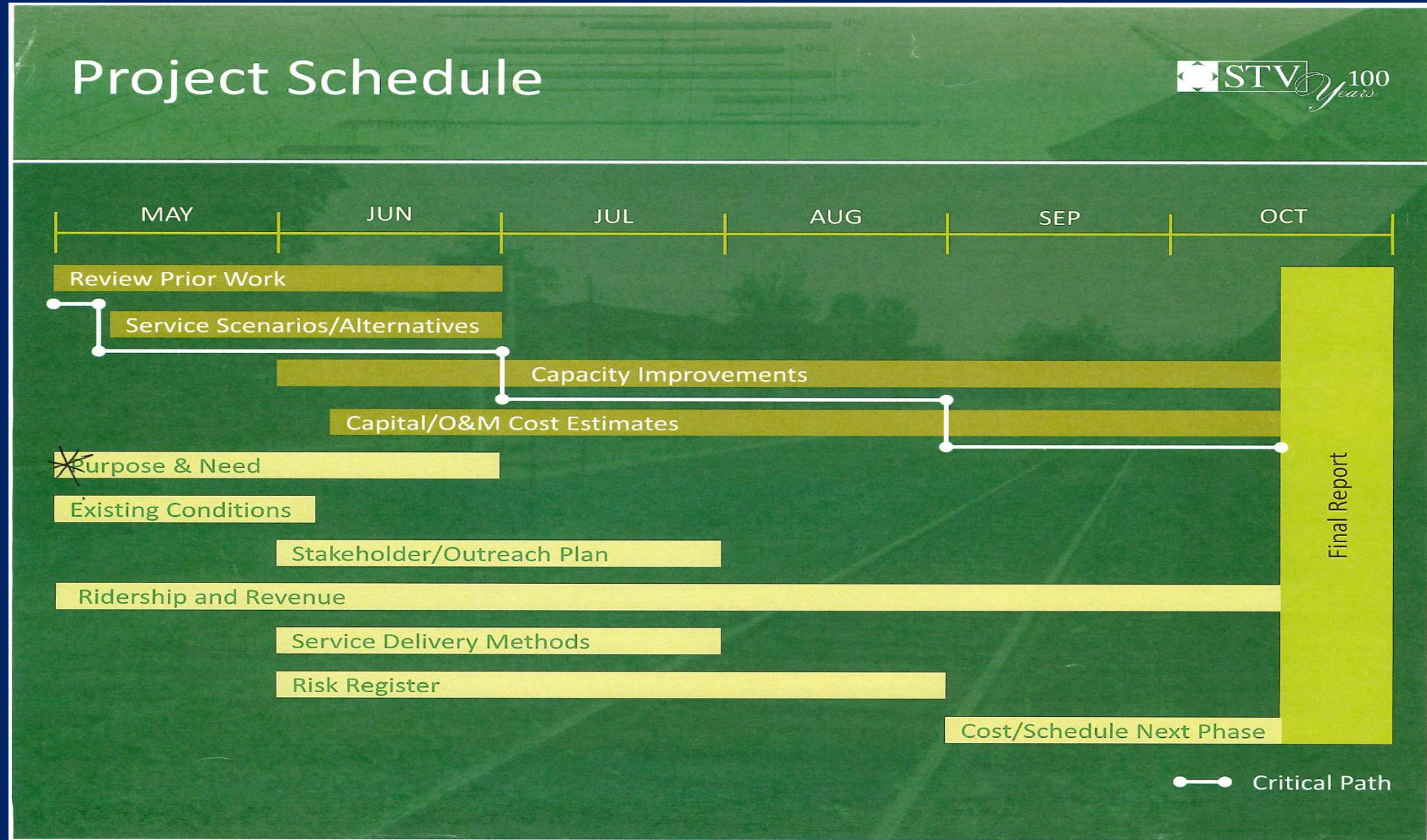
Technical Advisory Group (TAG)

Within CAMPO Planning Area, Includes the Following:

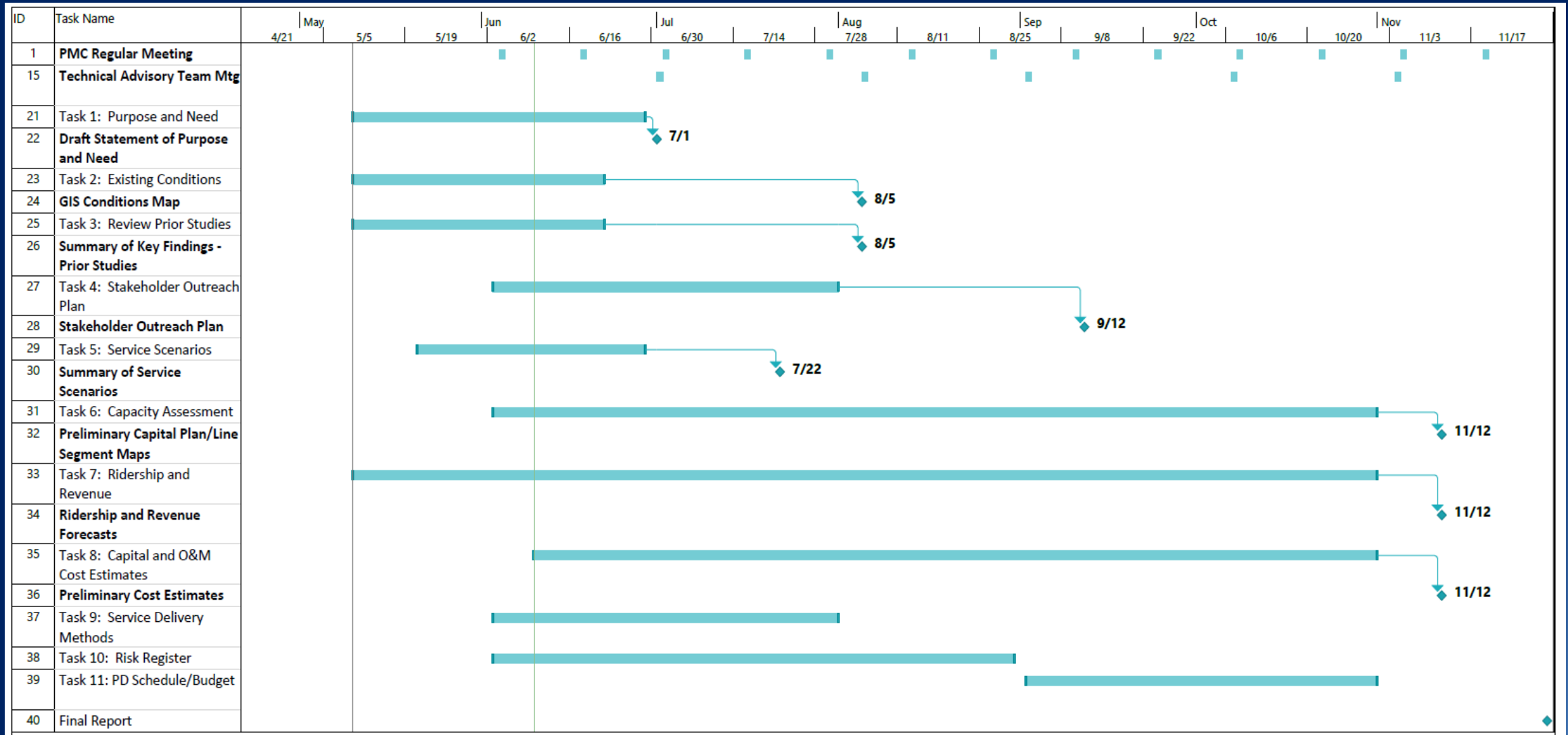
- **Town of Clayton**
- **Johnston County (if not on PMC)**
- **Town of Garner**
- **City of Raleigh**
- **NC State University**
- **Shaw University**
- **Town of Cary**
- **Town of Morrisville**

****Members from other MPO and RPO planning areas will also be invited to participate.****

Alternatives Analysis Update - Schedule and Scope Elements



Proposed Involvement of Technical Advisory Group



8.3 Greater Triangle Commuter Rail – Project Management Structure

Requested Action:

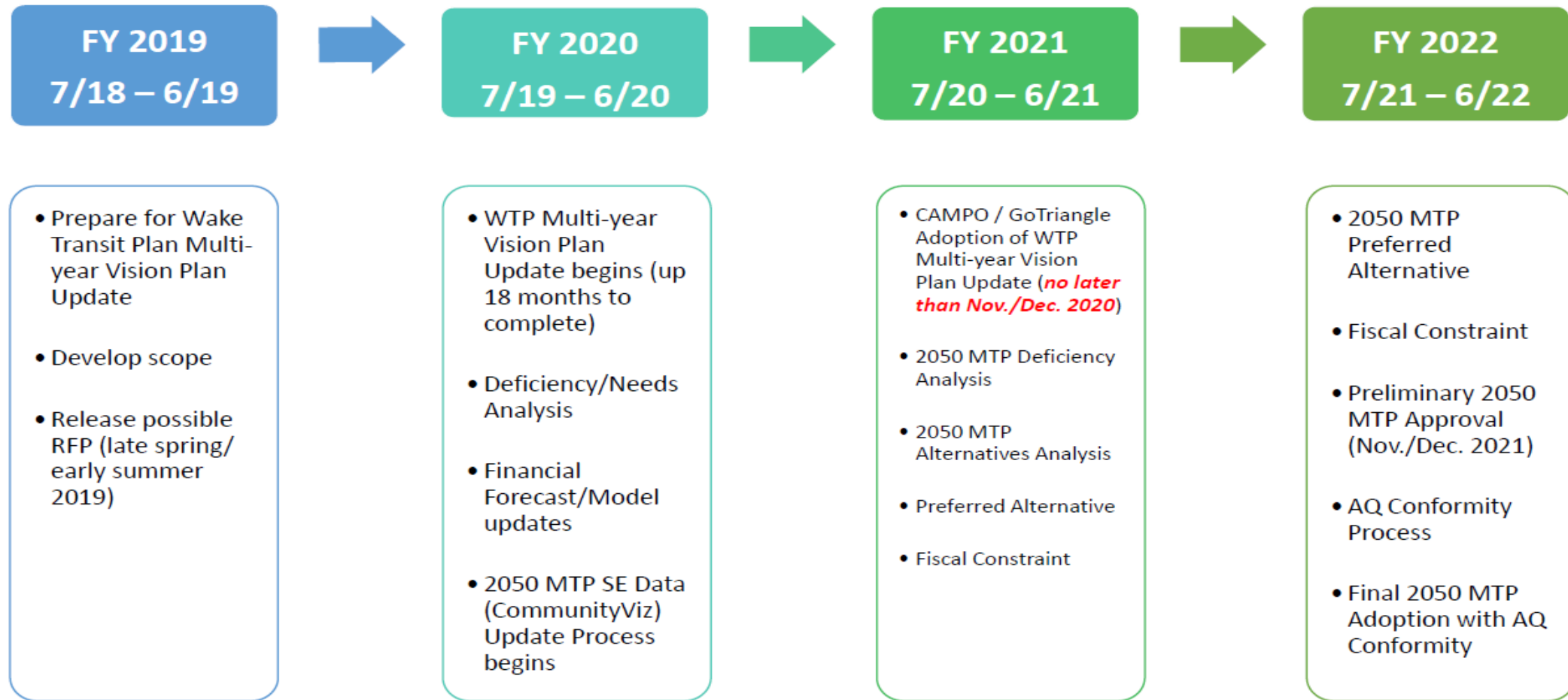
Consider approval of the Greater Triangle Commuter Rail Project Management Structure.

8.4 Wake Transit Implementation Update

Wake Transit Plan Update High-Level Outcomes

- Extend planning horizon from 2027 to 2030
- Coincide with schedule for CAMPO 2050 MTP update and Wake Bus Plan update but stick to 10-year financially constrained horizon
- Tune-up of cost and schedule feasibility assumptions for delivering investments in original adopted Wake Transit Plan
- Evaluation and selection of investment scenarios that are responsive to updated market information, stakeholder and public input, and recommendations from other regional transportation plans/studies
- Identification of high capacity/fixed guideway project concepts beyond 2030 financial constraint that can inform post-2030 MTP investment scenarios

Wake Transit Plan Update / 2050 MTP Schedule

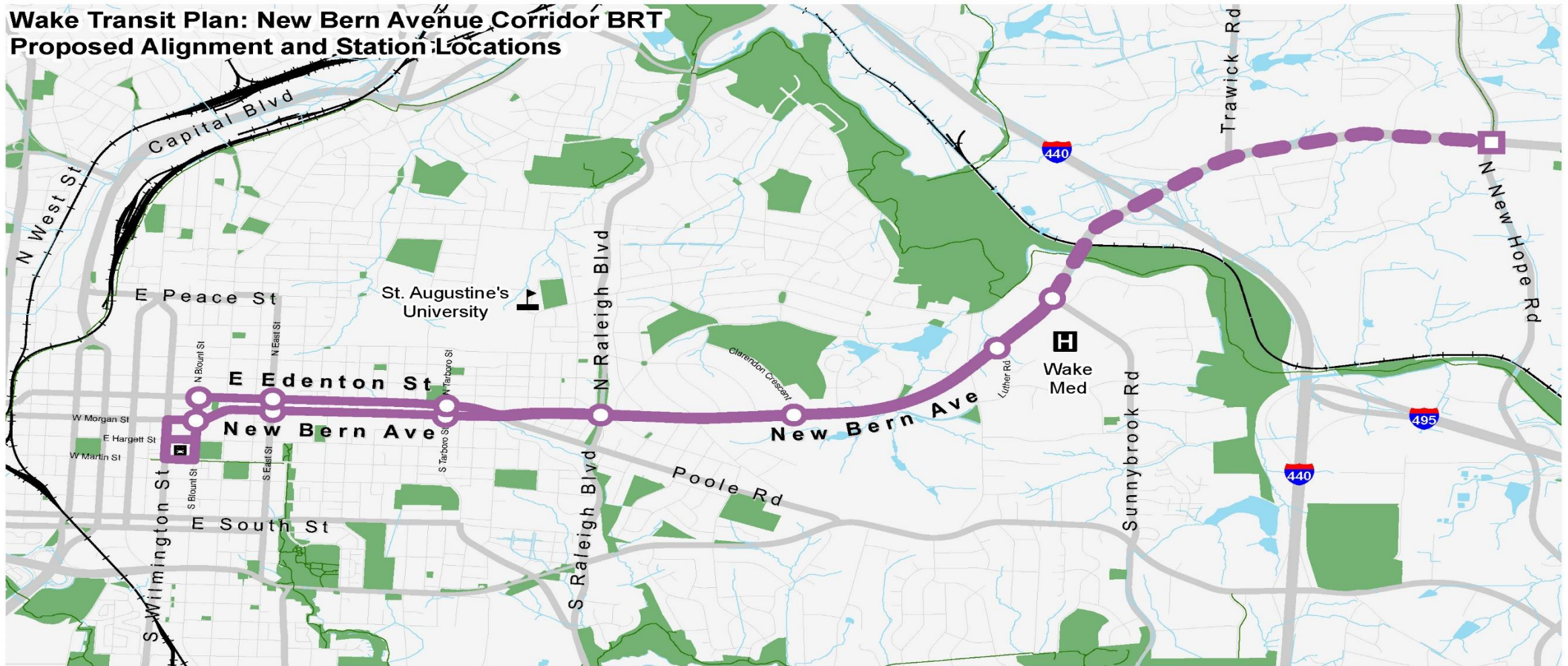


Vision Plan Update Schedule

DATE/TIMEFRAME	ACTION
July 2019	Vision Plan Kickoff
July 2019 – Jan. 2020	Preparation of Background Information to Inform Development of Investment Scenarios
Feb 2020 – May 2020	Evaluate Investment Scenarios and Select Preferred Scenario/Alternative
June 2020 – Nov. 2020	Prepare Final Deliverables and Process for Consideration of Adoption
Aug. 2019 – Nov. 2020	Public and Stakeholder Outreach and Communications

New Bern BRT Locally Preferred Alternative

Wake Transit Plan: New Bern Avenue Corridor BRT Proposed Alignment and Station Locations



Legend

Proposed Project

- Service with Infrastructure Improvements
- Service without Infrastructure Improvements
- Station Location
- Station Location with Park and Ride

Existing Infrastructure

- Railroad
- Major Roads
- Streets
- GoRaleigh Station
- Greenways
- Open Space
- Water Body



New Bern BRT - August TCC/Executive Board Actions

Locally Preferred Alternative

- Consider Mode, Alignment and Termini

2045 Metropolitan Transportation Plan (MTP) Amendment

- Include New Bern BRT project and move to 2025 horizon decade

2018-2027 Transportation Improvement Program (TIP) Amendment

- Include funding by phase by year for New Bern BRT

Air Quality Conformity Determination for MTP and TIP Amendments

These actions will involve a 30-day public comment period and Executive Board public hearing(s) on August 21

June Public Outreach for BRT

June 6th, 4pm-8:30pm at Raleigh Convention Center

- **Open House – Equitable Development Around Transit**

June 25, 4pm – 7pm at Martin Street Baptist Church

- **Open House – Kickoff meeting for the New Bern BRT project**

8.4 Wake Transit Implementation Update

Requested Action:
Receive as information.

8.5 CAMPO Public Participation Plan – 2019 Update

Purpose:

- Provide a framework to guide the public participation process in future transportation planning projects at CAMPO
 - Executive Board and TCC Meetings
 - Formation of Core Plans (MTP, TIP)
 - Other studies and projects
- Describes the importance of environmental justice and provides a framework for including it as a part of the public participation process.
- Describes how CAMPO will work to incorporate new practices such as visualization and online engagement techniques into its public participation process to better communicate with stakeholders and the public.

What's new?

Updates to the 2015 document:

- Integrates related elements from the Wake Transit Public Engagement Policy, approved by the Executive Board in January
- Incorporates 2045 MTP Public Participation goals, specifically related to Environmental Justice
- Includes revisions to the format and some of the content in order to be more user-friendly and easy to understand
- Includes changes to the MPO's Title VI/LEP Outreach Plan to be consistent with the recent NCDOT and Federal Highways Administration (FHWA) requirements released in 2018

SUMMARY TABLE OF PUBLIC PARTICIPATION

Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Notice	Public Access
OPEN MEETINGS					
Governing Body	Executive Board	Monthly	at every meeting	in accordance with NCGS Open Meetings Law	<ul style="list-style-type: none"> Agenda posted in advance on CAMPO website Opportunity at each meeting; content is <u>open</u> but Chair may specify time length to accommodate numerous commenters Summary of advance public comments provided in writing Meeting Calendar posted at venue
Committees	TCC	Monthly			
	Ad Hoc Area Planning and Corridor Study Committees	Varies by Plan			
	Standing Subcommittees	As needed			
Workgroups	Standing and Ad-hoc Staff and Professional Workgroups	As needed	Not Applicable	Not Applicable	Not Applicable
Meeting/ Program Item Type	Body/Document	Frequency	Comment Period	Public Hearing Notice	Public Access
PROGRAM ADOPTION					
Plans and Program Adoption	CTP/MTP	Every 4 years	42 Days	14 Days	<ul style="list-style-type: none"> Posted on website with public notices Hard copies available Advance comments documented for review Opportunity for comment at plan-specific meetings prior to adoption and at meetings where considered/adopted
	TIP/SPOT	Every 2 years	30 Days		
	LAPP	Annually	See LAPP Handbook		
	AQCD	Every 2 years for TIP; Additional if MTP not on same schedule	30 Days		
	CMP	Every 4 Years	30 Days		
	UPWP	Annually	30 Days		
	PPP	Annually with UPWP	45 Days	45 Days	

Next Steps & Schedule

July 1 – August 14 – Public Comment Period (45-days)

August 1 – TCC Recommendation

August 21 – Public Hearing & Executive Board Action Item

8.5 Public Participation Plan Update

Requested Action:
Receive as information.

8.6 Support for Complete Streets Policy Implementation

8.6 Support for Complete Streets Policy Implementation

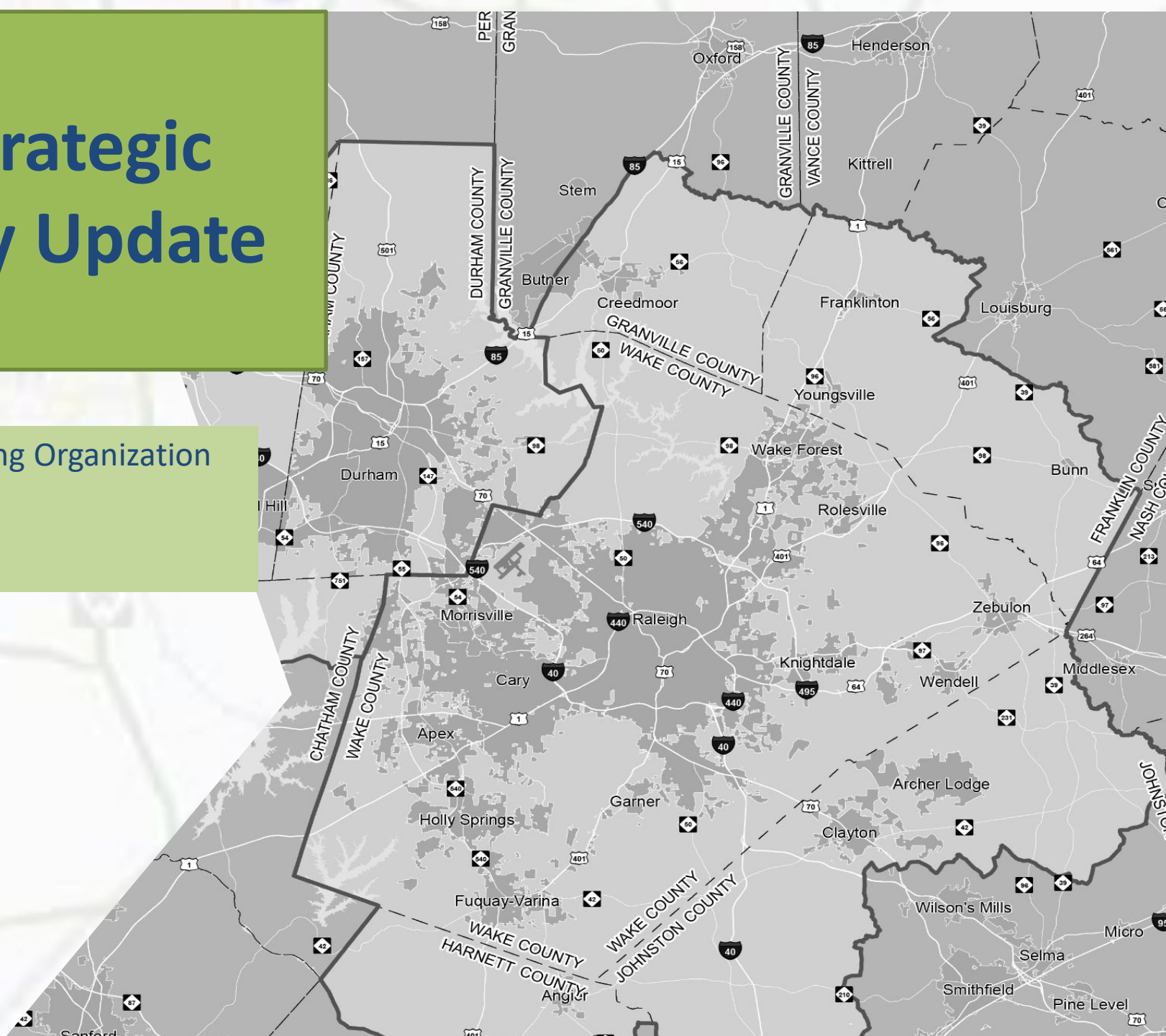
Requested Action:

**Adopt the Resolution of Support for
Implementation of Complete Streets in North Carolina.**

8.7 Triangle Strategic Tolling Study

Triangle Strategic Tolling Study Update

Capital Area Metropolitan Planning Organization
Executive Board
June 19, 2019



Study Background

The Triangle Region is growing rapidly and to stay competitive with other regions, a study was conducted to:

Evaluate the regional transportation network

Determine if express toll lanes may be beneficial to the Triangle Region

Use study findings in project development process for MTP updates

Study Overview

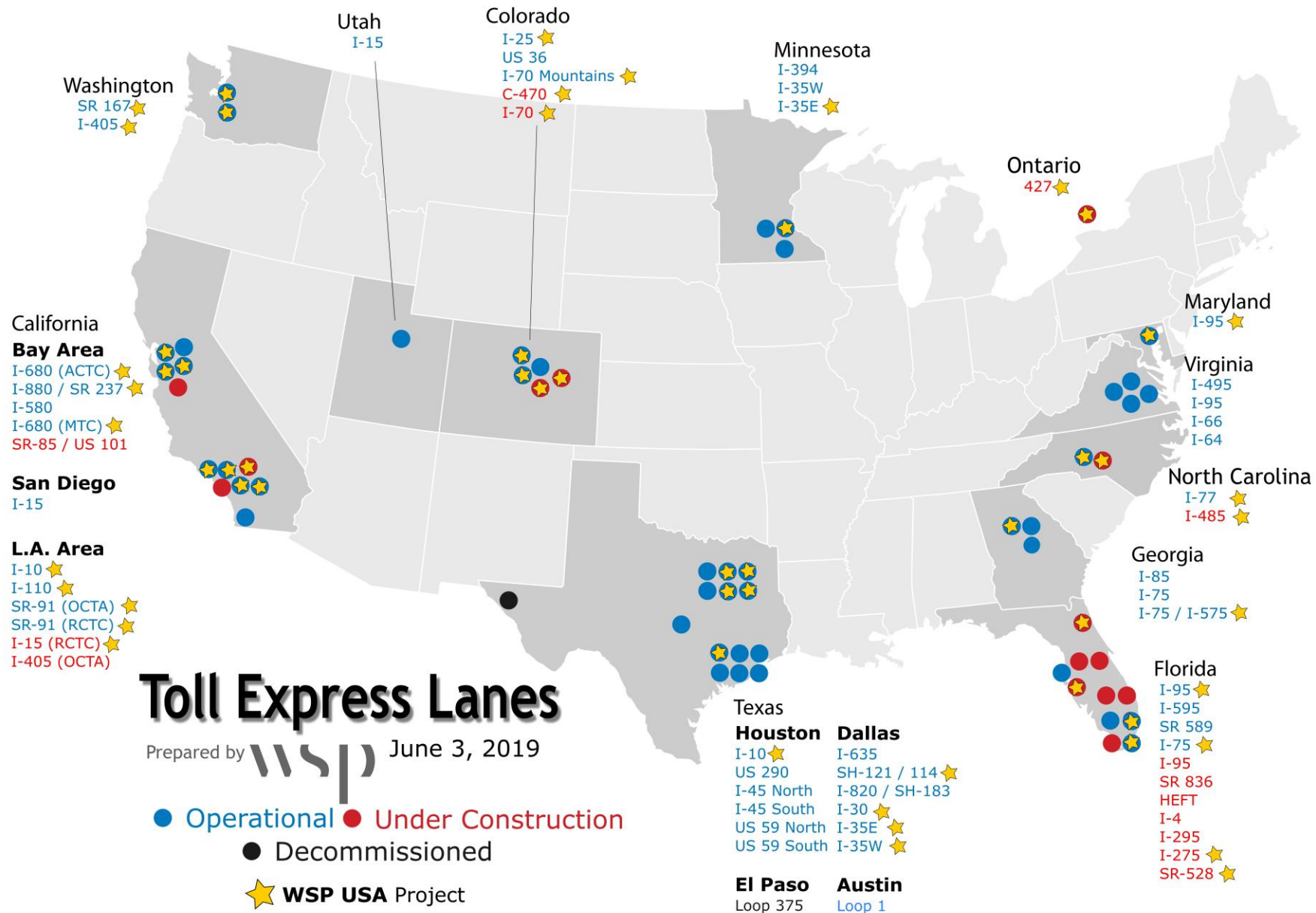
- ▶ The study began in June 2017
- ▶ Stakeholder engagement has included:

Four Core Technical
Team (CTT) Meetings

23 Stakeholders
Interviewed

Three Stakeholder
Oversight Team (SOT)
Meetings

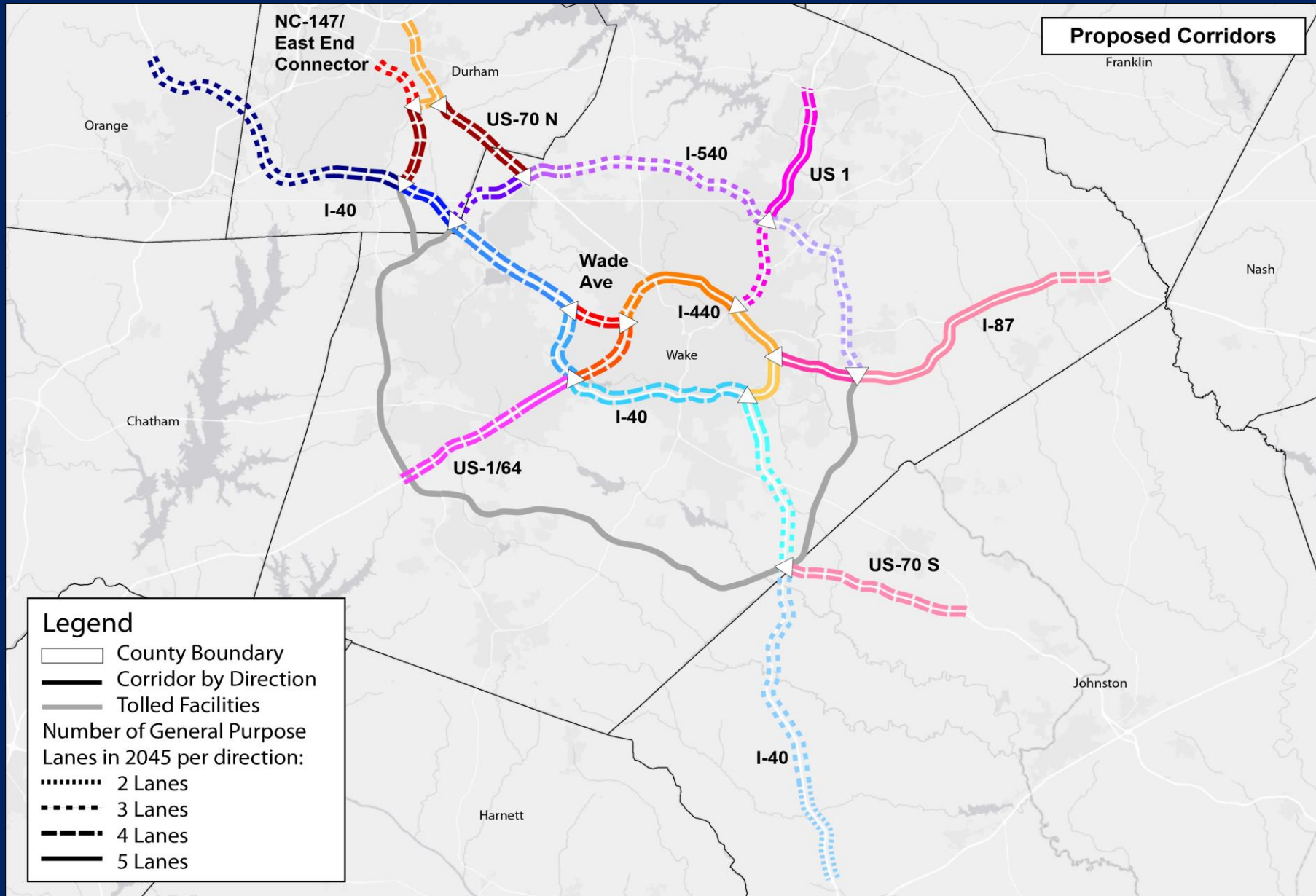
- ▶ CAMPO staff attended CTT & SOT meetings
- ▶ Study briefings at joint CAMPO & DCHC MPO Board meetings in October 2018 and May 2019



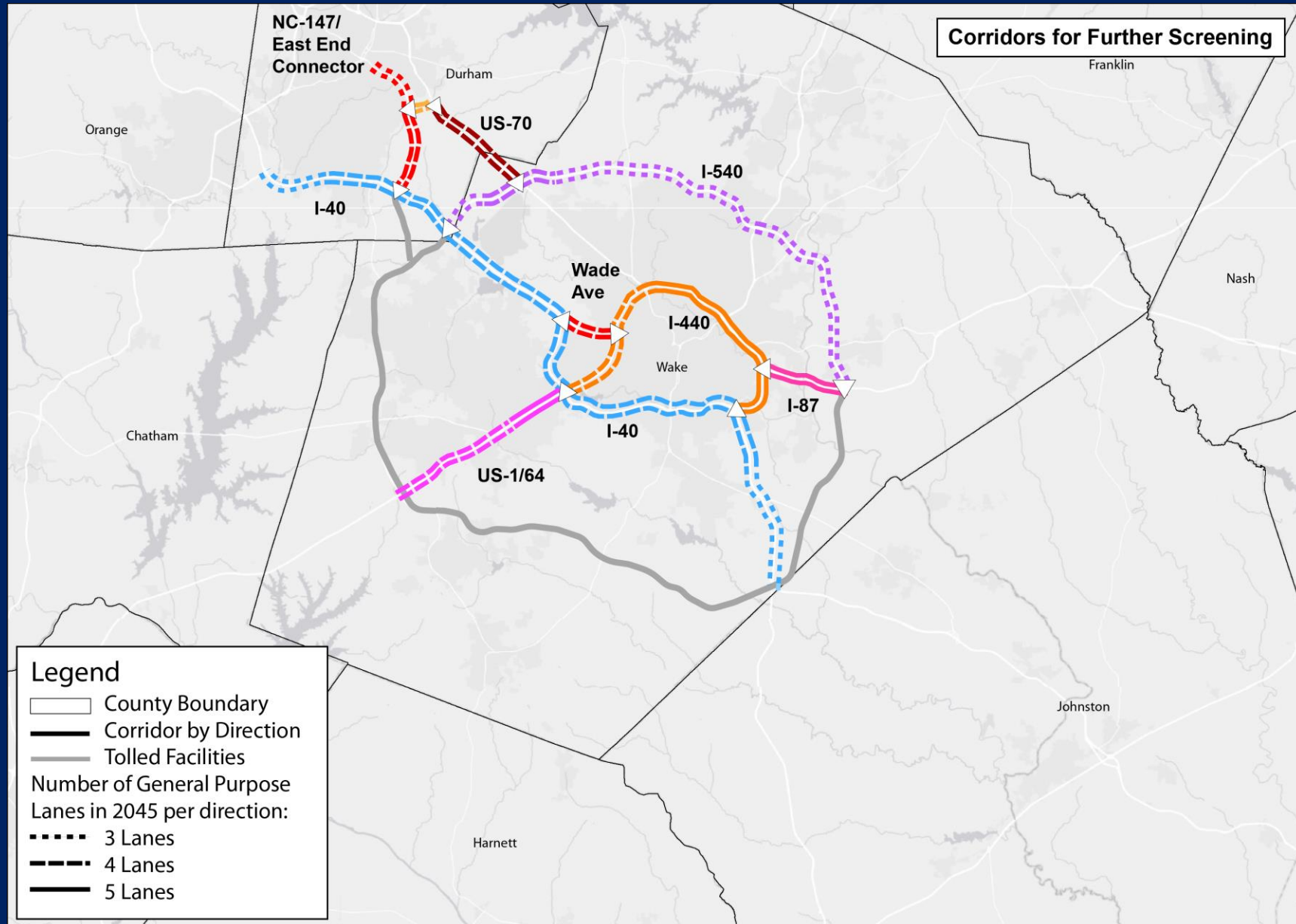
Corridor Screening

- Estimated 2045 peak-period congestion levels and speeds using Triangle Regional Model
- Examined current PM peak hour congestion using Google
- Used Triangle Regional Model to generate demand volumes for projected express toll lane network (assuming 2045 Metropolitan Transportation Plan build-out)
- Applied ECONorthwest's Toll Optimization Model[©] using regional model outputs to test future performance of express toll lane facilities

Initial Corridors



Corridors for Detailed Evaluation



Detailed Corridor Evaluation

Evaluated seven corridors & divided I-40 into 3 segments

Analyzed express lane performance using seven factors:

- Projected revenue collection
- Travel time savings
- Trip dependability
- Construction costs
- Transit supportive
- Impacts on low income residents
- Access to jobs

Projected Revenue Collection

Forecasted by ECONorthwest's Toll Optimization Model[©]

- Has been in use for over 20 years
- Reflect prices at various times & under different circumstances

Supplied with TRM demand forecasts to test future performance of toll facilities

Revenue assumptions are:

- Future year of 2045
- All express lane users pay
- Buses & vanpools use the express lane for free

Projected Travel Time Savings

Difference between travel times in the general purpose & express lanes along the same corridor

Estimated by Toll Optimization Model[©] using Triangle Regional Model inputs

Projected travel time savings of half-minute per mile along longer corridors for express lanes indicates of lane success

Trip Dependability

Used FHWA's Buffer Time measure

Buffer time is extra time allowed to ensure on-time arrival during times of high traffic.

- Trip to work when being late could mean job loss
- Trip to airport when being late means a missed flight
- Trip to daycare when being late incurs a penalty

Express lanes have lower buffer times than general purpose lanes (more travel time certainty)

Cost Estimate Assumptions

► “Constrained” Typical Section (lower cost)

- Fits within existing typical section
- May include Design Exceptions for lane and shoulder widths and sight distance
- Reduces area for storm water runoff in median
- Reduced property & utility impacts



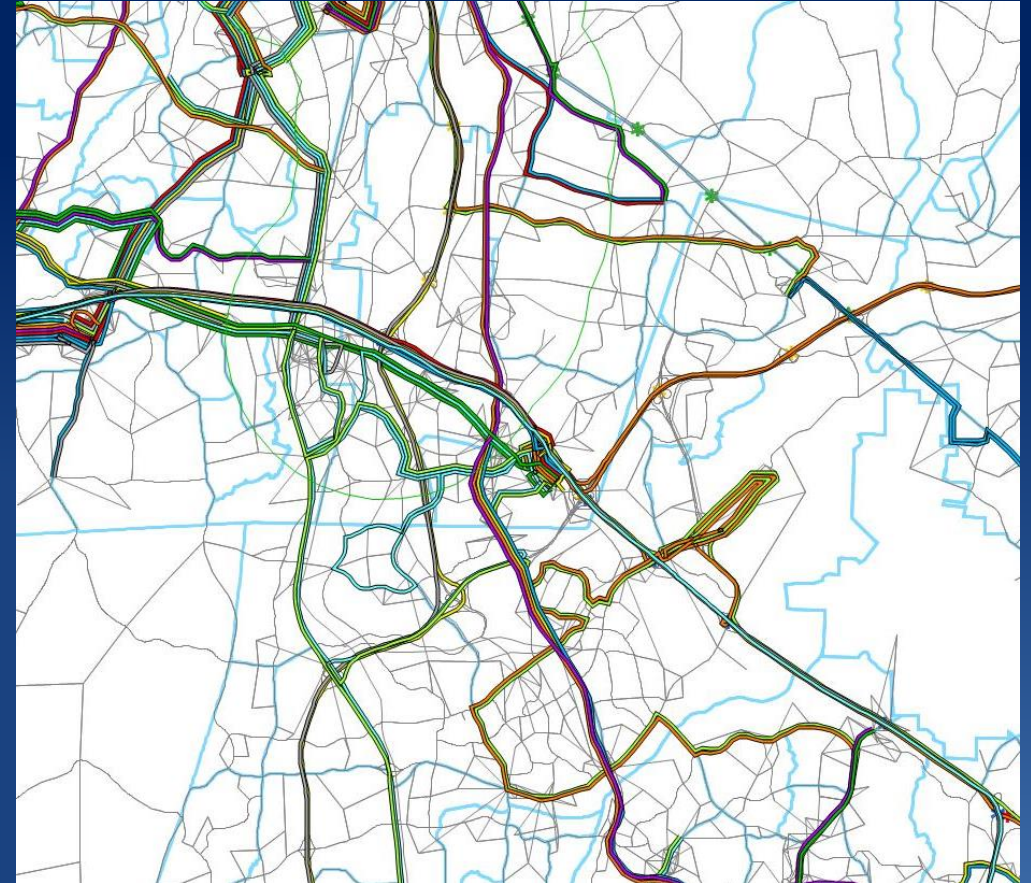
► “Full Feature” Typical Section (higher cost)

- Improved safety
- Provides shoulder widths for breakdowns & enforcement vehicles
- Increases footprint of roadway
- Higher likelihood of bridge and interchange reconstruction



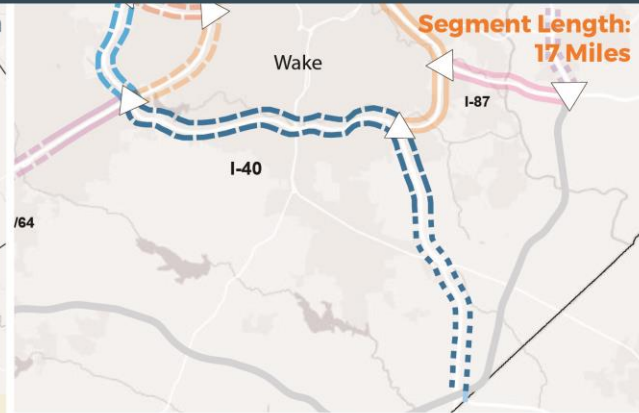
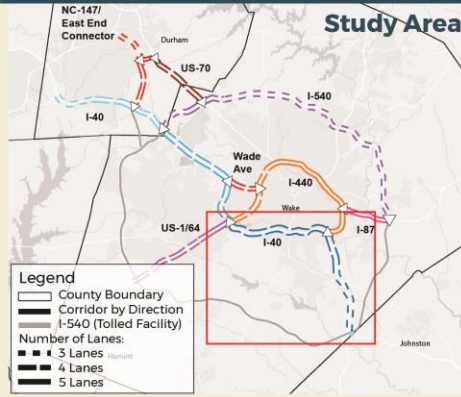
Transit Supportive

- Used Triangle Regional Model 2045 transit routes
- Identified transit routes using a significant portion of the corridor
- Identified peak and off-peak hours of operation and frequency
- Calculated number of buses in peak, off-peak, and daily



TRIANGLE STRATEGIC TOLLING STUDY

I-40: US 1 - US 70



2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0.9 Min/Mile	0.1 Min/Mile
West Bound	0.1 Min/Mile	1.2 Min/Mile



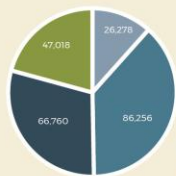
2045 Annual Toll Revenues

East Bound	\$695,000/mile
West Bound	\$630,000/mile



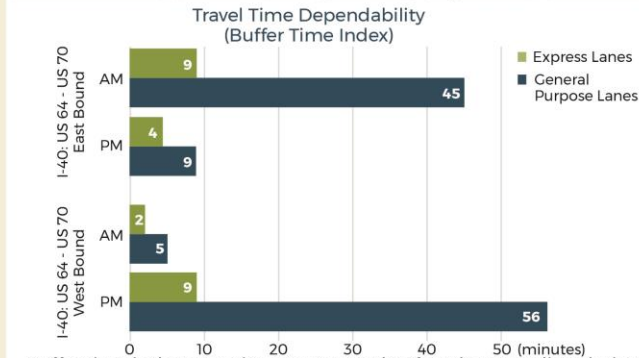
Estimated Construction Cost

**\$8 - \$12
million/mile**



* Within a 2 mile buffer from selected corridor based on the Triangle Regional Model

** Routes that are along some segment of the corridor



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.



Percent of the
Population Below
the Poverty Level*

25%

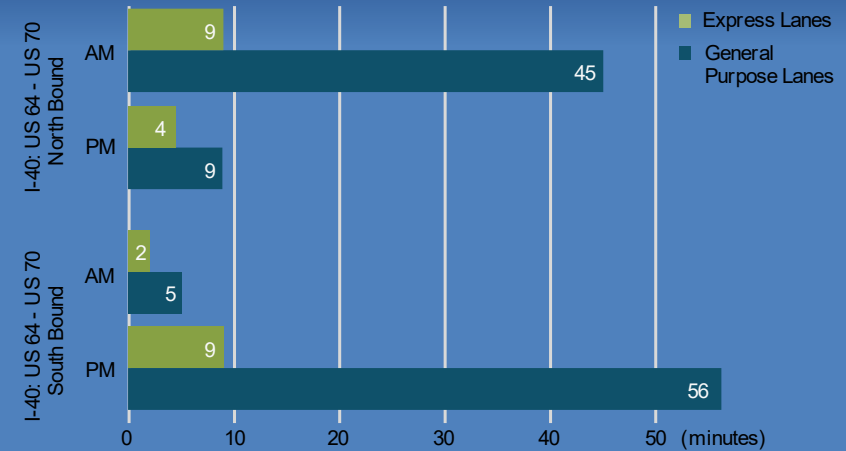


Future Year
Daily Buses**

12

Travel Time Dependability

(Buffer Time Index)



2045 Annual Toll Revenues

NB: **\$695,000/mile**

SB: **\$630,000/mile**



Transit

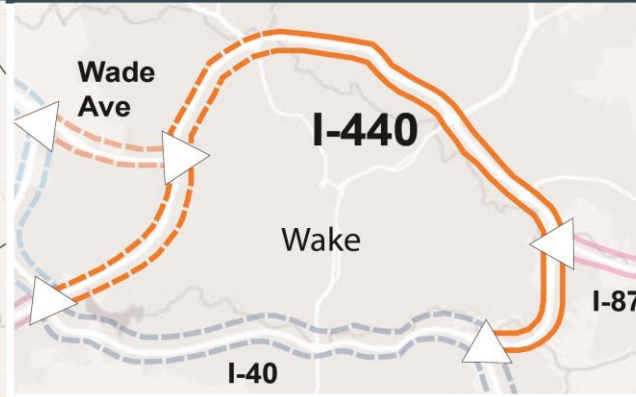
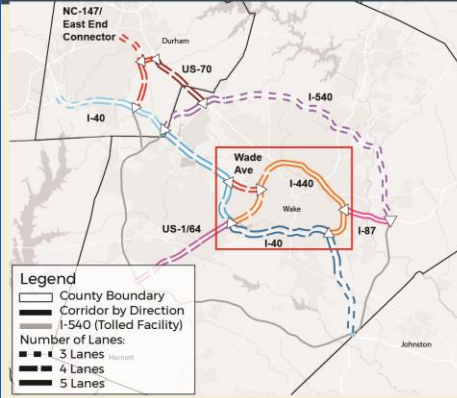
Supportive -

Future Year Daily

Buses: **12**

TRIANGLE STRATEGIC TOLLING STUDY

I-440



2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0.2 Min/Mile	0.7 Min/Mile
West Bound	0.7 Min/Mile	0.3 Min/Mile



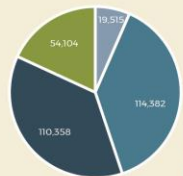
2045 Annual Toll Revenues

East Bound	\$375,000/mile
West Bound	\$470,000/mile



Estimated Construction Cost

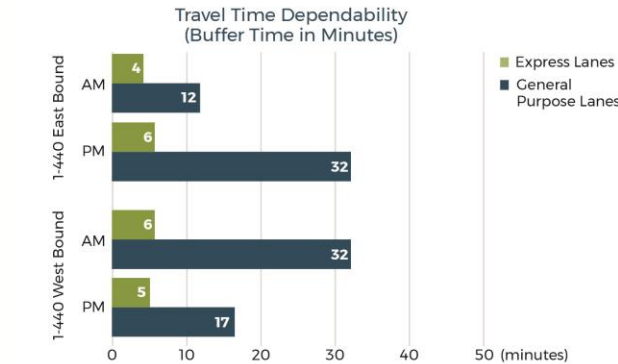
**\$10 - \$24
million/mile**



2045 Employees by
Employment Type*

**300,000
TOTAL EMPLOYEES**

Industry Office Service Retail



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.



Percent of the
Population Below
the Poverty Level*

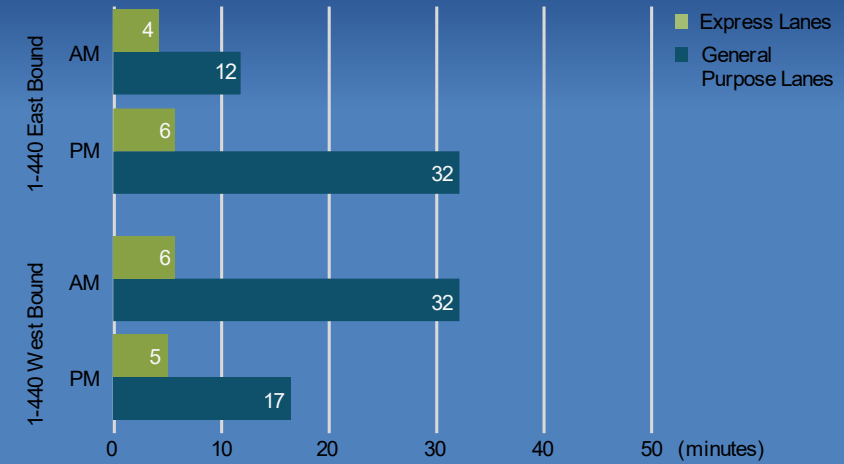
19%



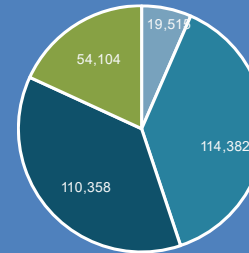
Future Year
Daily Buses**

100

Travel Time Dependability (Buffer Time Index)



Estimated Construction Cost:
\$10-\$24 million/mile



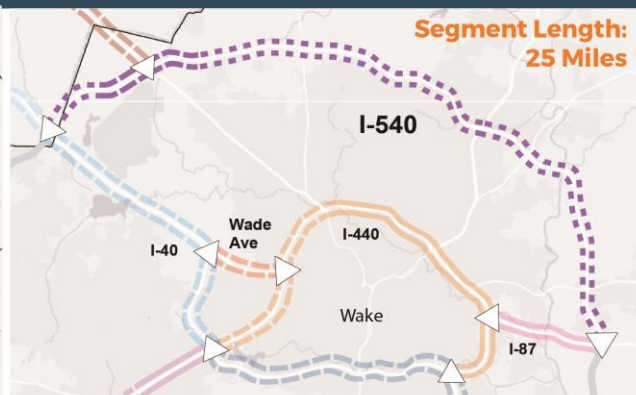
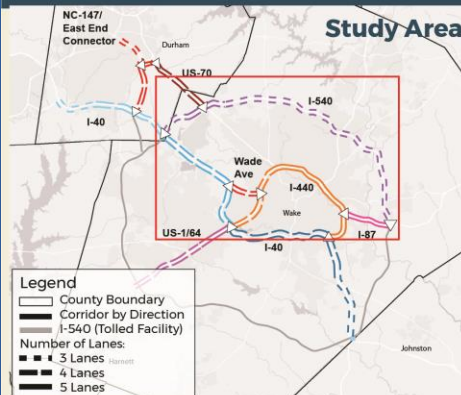
Access to Jobs:
300,000 total employees

Industry Office Service Retail

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

I-540



2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0 Min/Mile	0.6 Min/Mile
West Bound	0.6 Min/Mile	0 Min/Mile



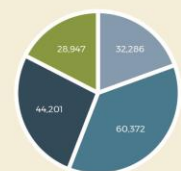
2045 Annual Toll Revenues

East Bound	\$200,000/mile
West Bound	\$225,000/mile



Estimated Construction Cost

**\$4 - \$17
million/mile**

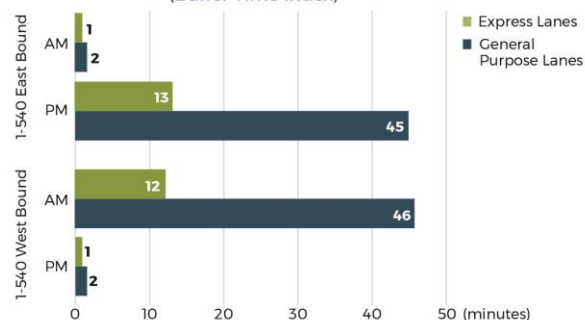


2045 Employees by Employment Type*

**165,000
TOTAL EMPLOYEES**

Industry, Service, Office, Retail

Travel Time Dependability (Buffer Time Index)



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.



Percent of the Population Below the Poverty Level*

8%

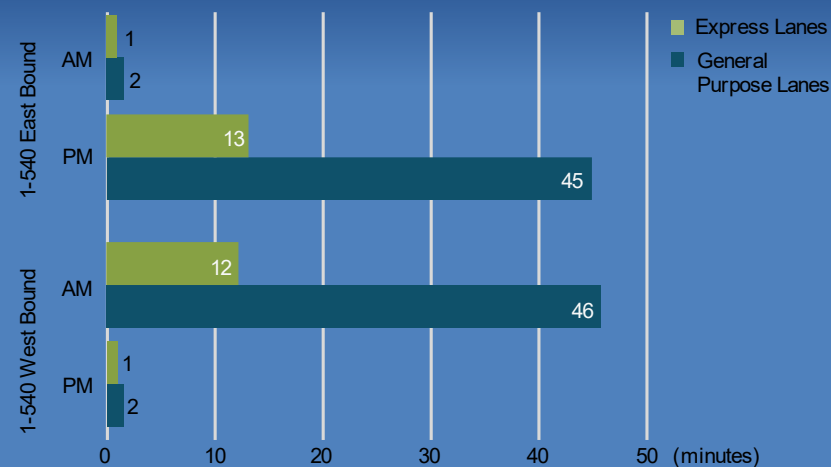


Future Year Daily Buses**

18

Travel Time Dependability

(Buffer Time Index)



2045 Annual Toll Revenues

NB: **\$200,000/mile**

SB: **\$225,000/mile**



Transit

Supportive -

Future Year Daily

Buses: **18**

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model

** Routes that are along some segment of the corridor

Updating Partners & Stakeholder Groups

Closing the Loop on Study Outcomes (May & June)

Presentations to date:

- NCTA Board of Directors (May 2nd)
- NCDOT/NCTA/FHWA Staff Leadership (May 16th)
- MPO Boards – Joint CAMPO & DCHC MPO Board Meeting (May 29th)
- DCHC MPO Executive Board (June 12th)

Upcoming Presentations:

- WakeUP Wake County
- Regional Transportation Alliance

8.7 Triangle Strategic Tolling Study

The Triangle Strategic Tolling Study Report will be available for public review and comment July 1 - July 31, 2019.

A public hearing will be scheduled for the August 21 CAMPO Executive Board meeting.

Requested Action:
Receive as information.

8.8 Southwest Area Study



Presentation to CAMPO Executive Board

June 19, 2019

AGENDA

Recommendations:
High Level Summary



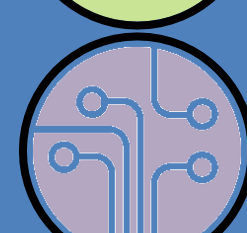
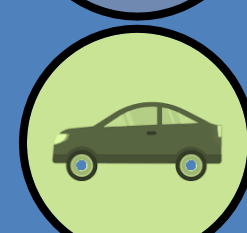
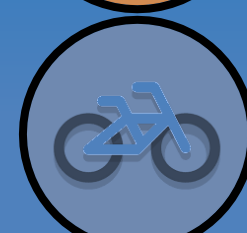
Next Steps:
Presentations



UPDATE

SWAS

1st Southwest Area Study -
endorsed 2012



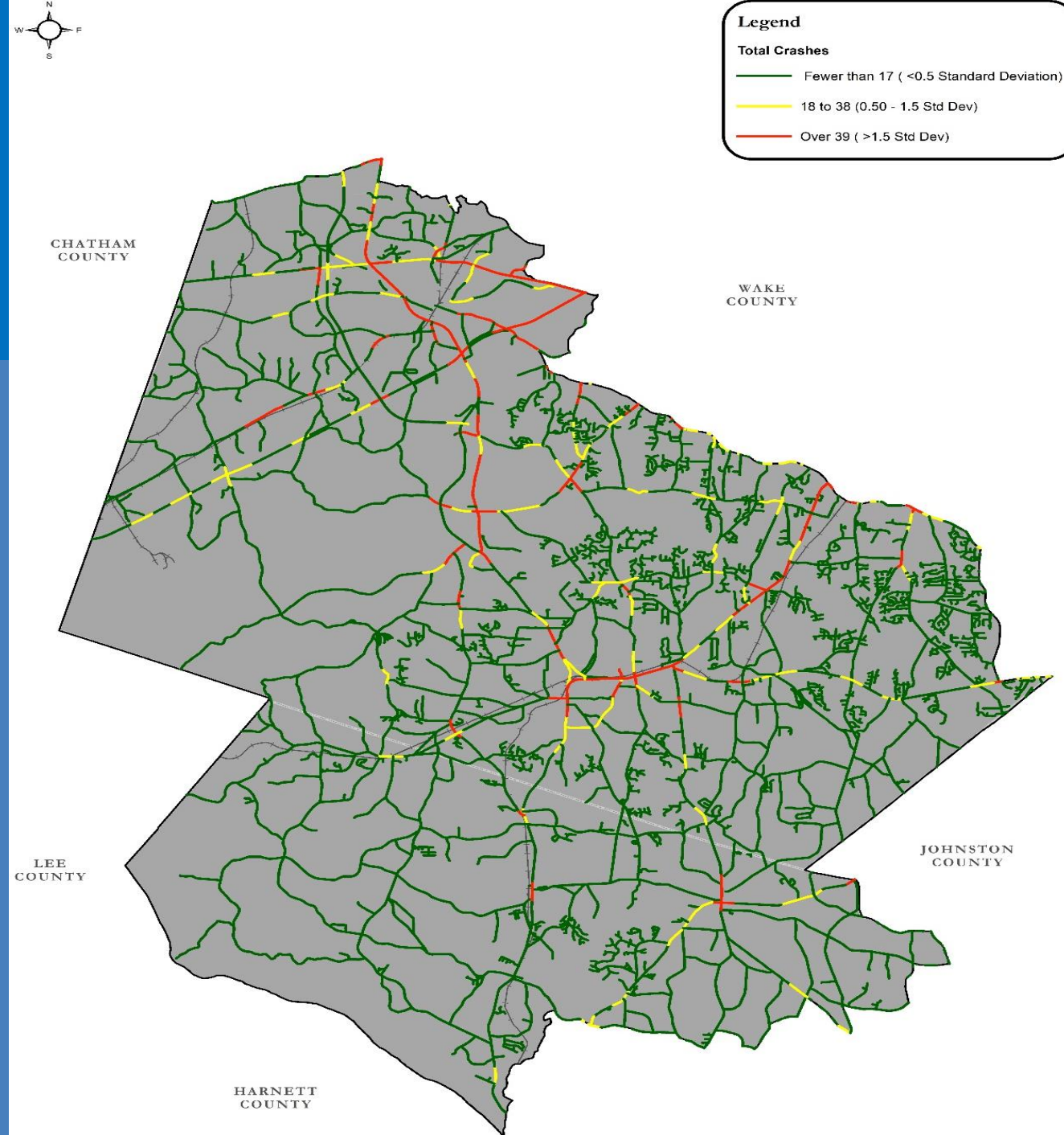
ROADS

RECOMMENDATIONS

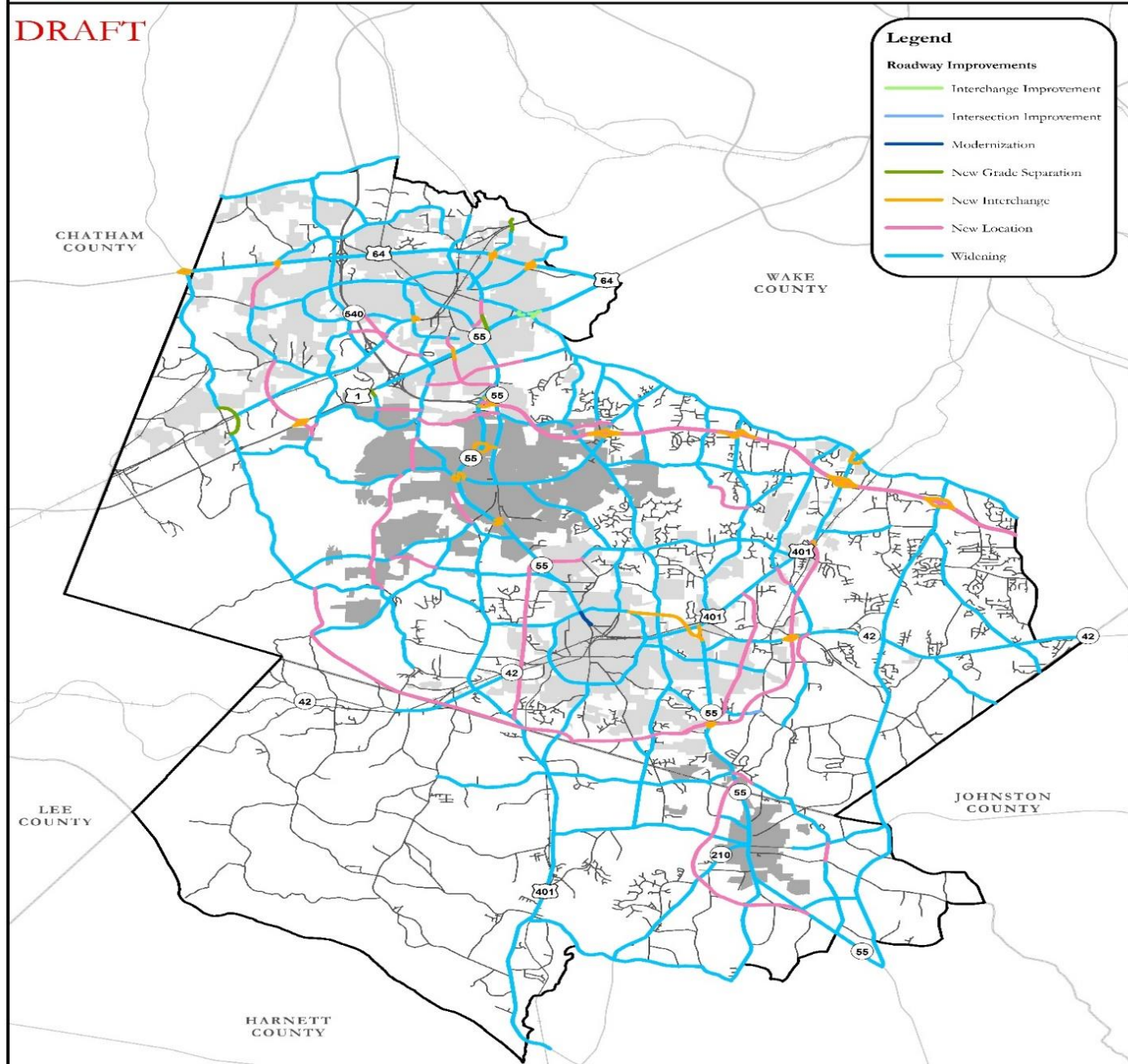
SAFETY

Source: NCDOT

2014-2018 Reported
Vehicle Crash History



DRAFT



ROADS

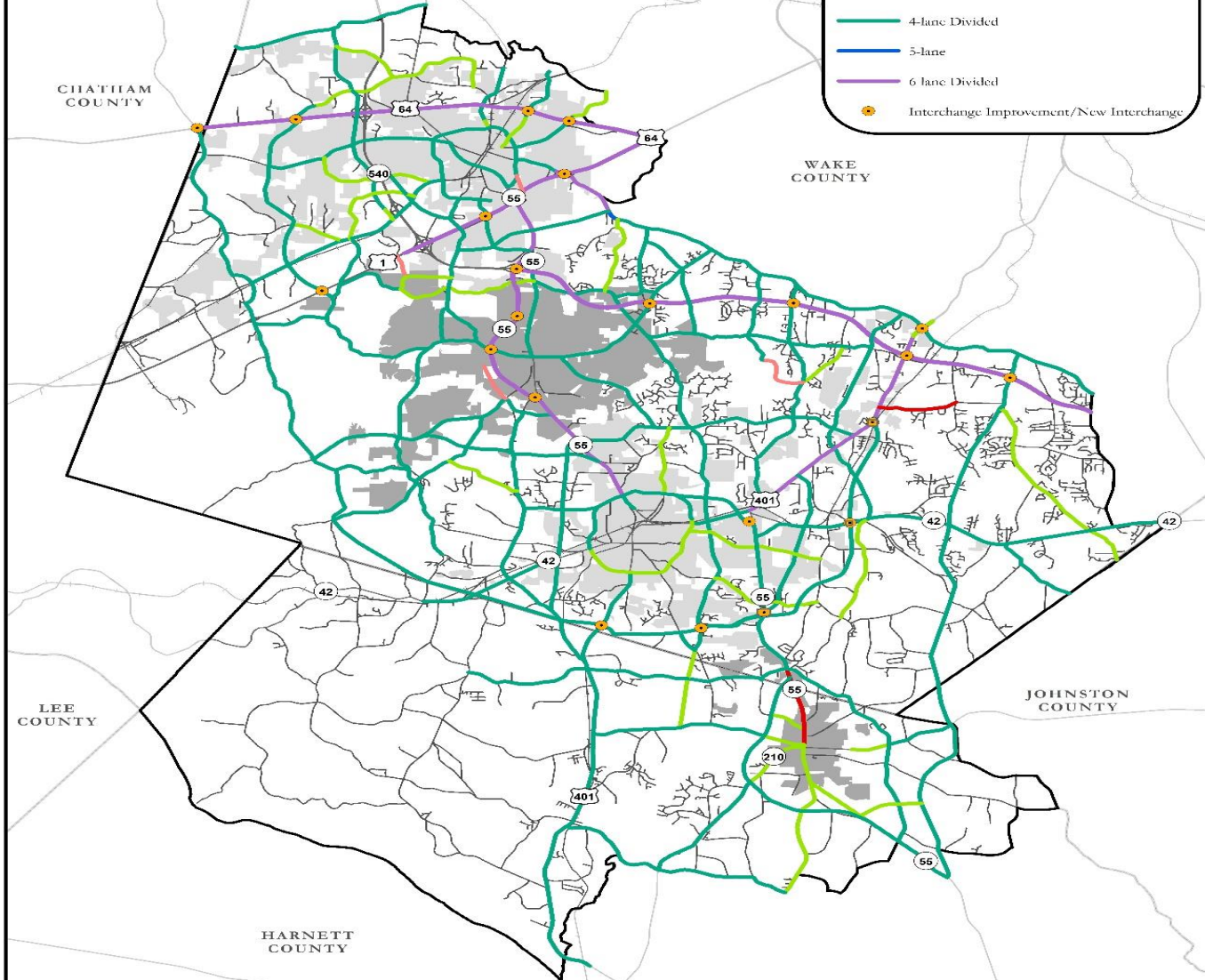
Type of Improvement

DRAFT

Legend

Roadway Improvements - Laneage

- 2-lane Undivided
- 2-lane Divided
- 3-lane
- 4-lane Divided
- 5-lane
- 6-lane Divided
- Interchange Improvement/New Interchange

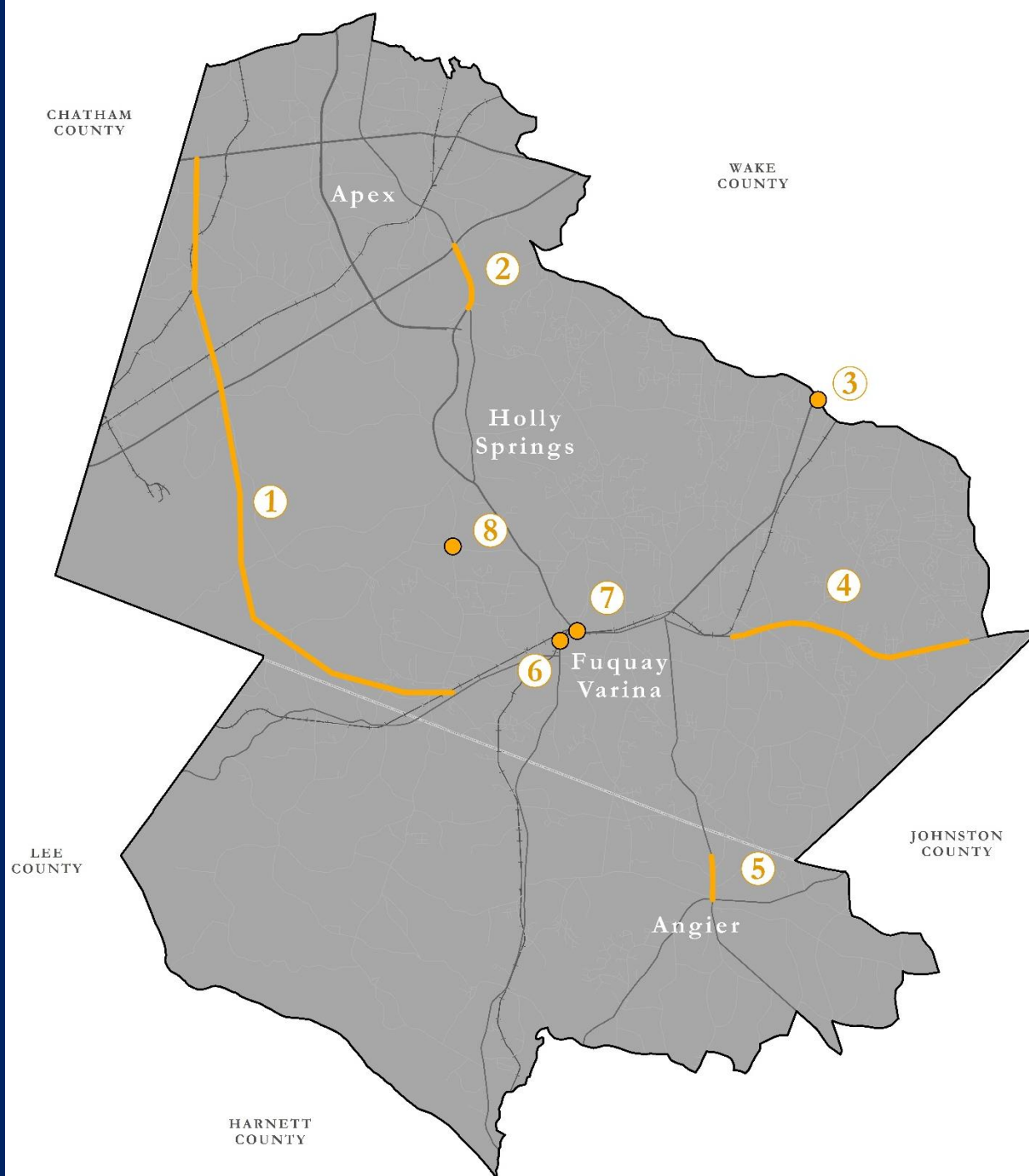


ROADS

Laneage

HOT SPOTS

RECOMMENDATIONS



HOT SPOTS

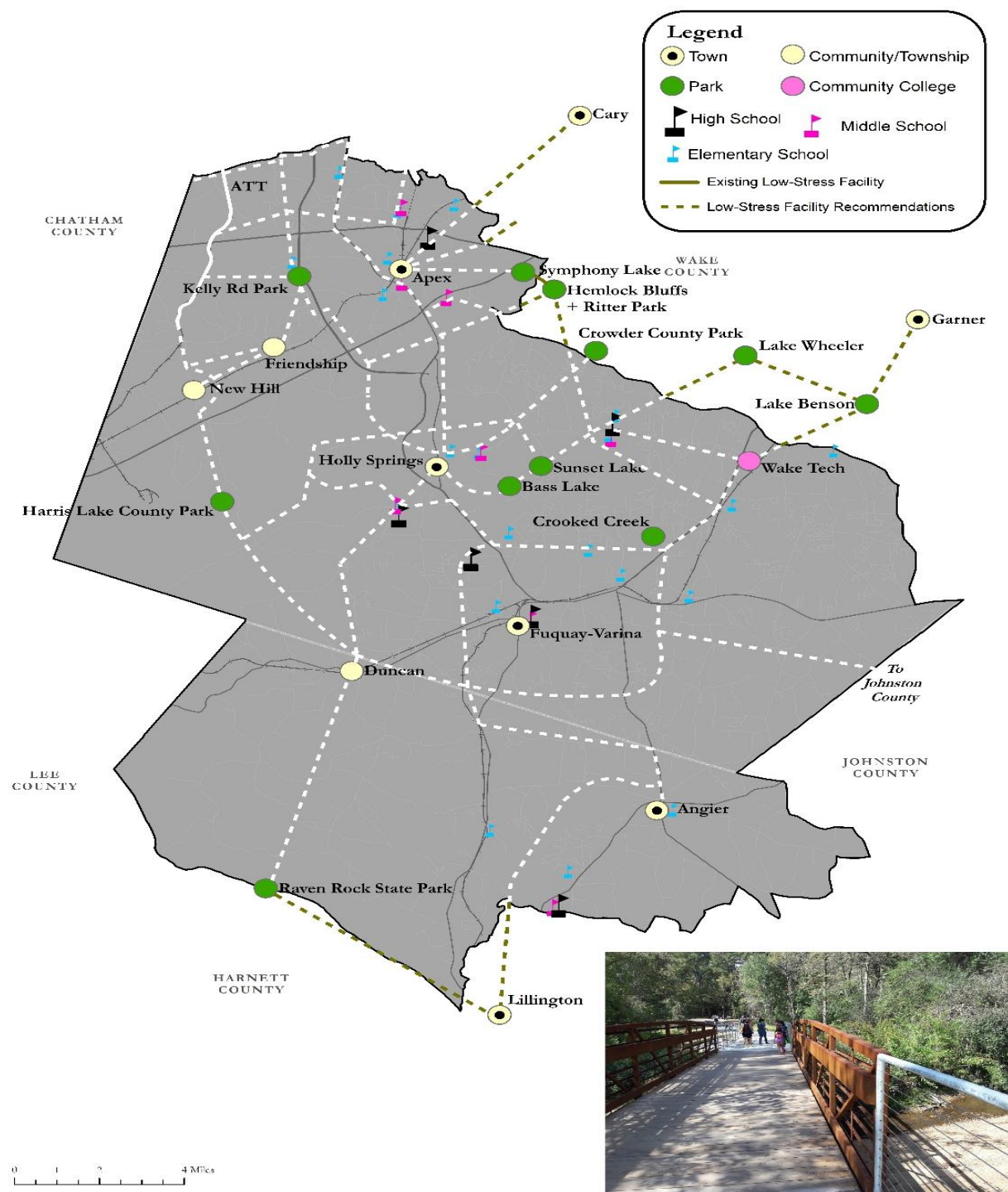
1. Future NC 751
2. NC 55 – Apex
3. US 401 at Ten-Ten Road
4. NC 42
5. NC 55 – Angier
6. NC 42/Main Street at Wake Chapel Road
7. Broad Street at Ennis Street
8. Piney Grove Wilbon Road at Wade Nash Road

ACTIVE MODES

RECOMMENDATIONS

Active Modes

LOW STRESS NETWORK



Safe routes to school: What's Needed:

- ✓ School Zone Signs
- ✓ Sidewalks & Connections
- ✓ High Viz Crossings
- ✓ Walk/Bike Events
- ✓ Discussions about Best Practices with school principals

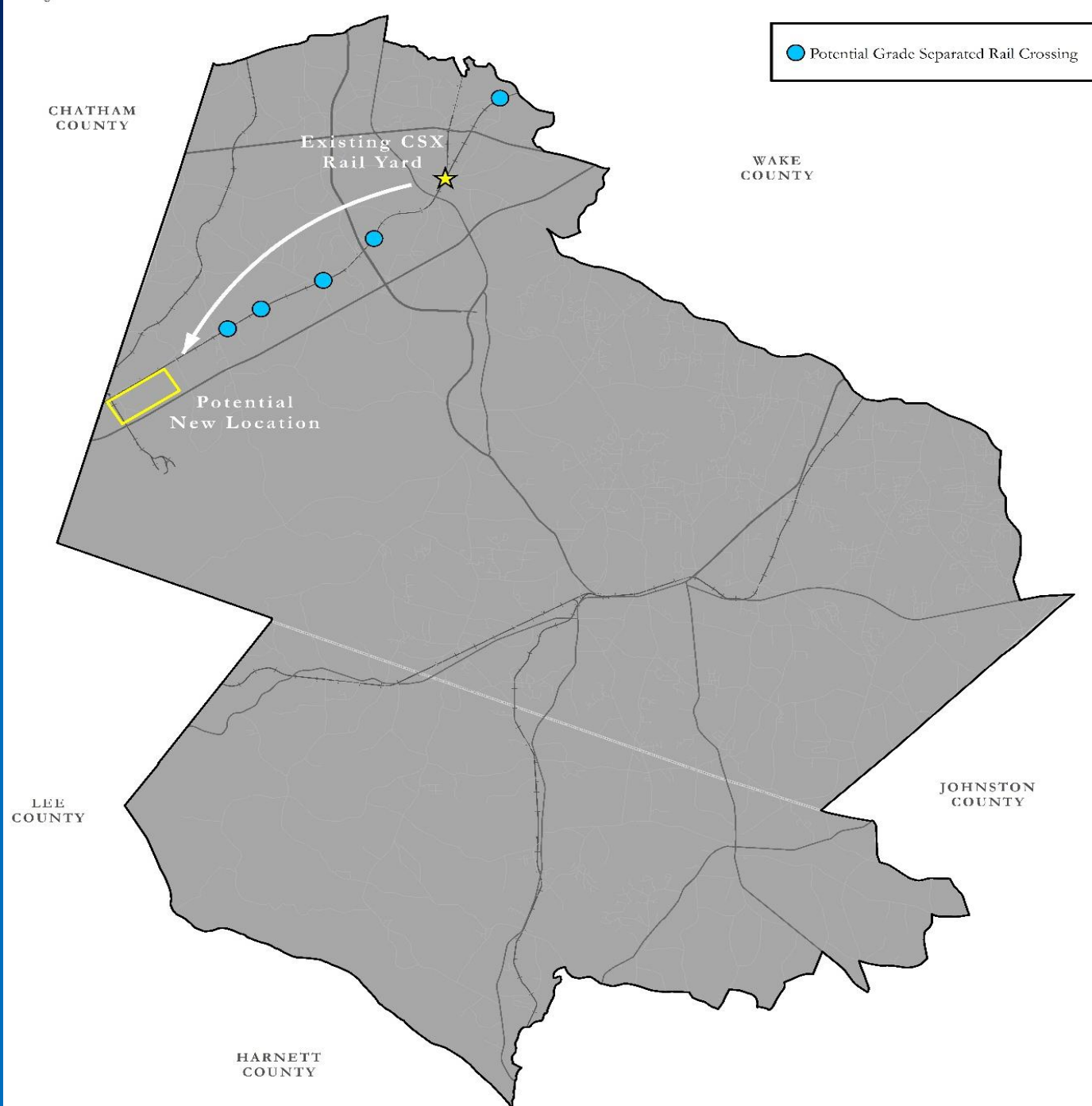


STRATEGIC CONNECTIONS ACROSS CSX

RECOMMENDATIONS

CSX-Apex Yard

Potential Relocation

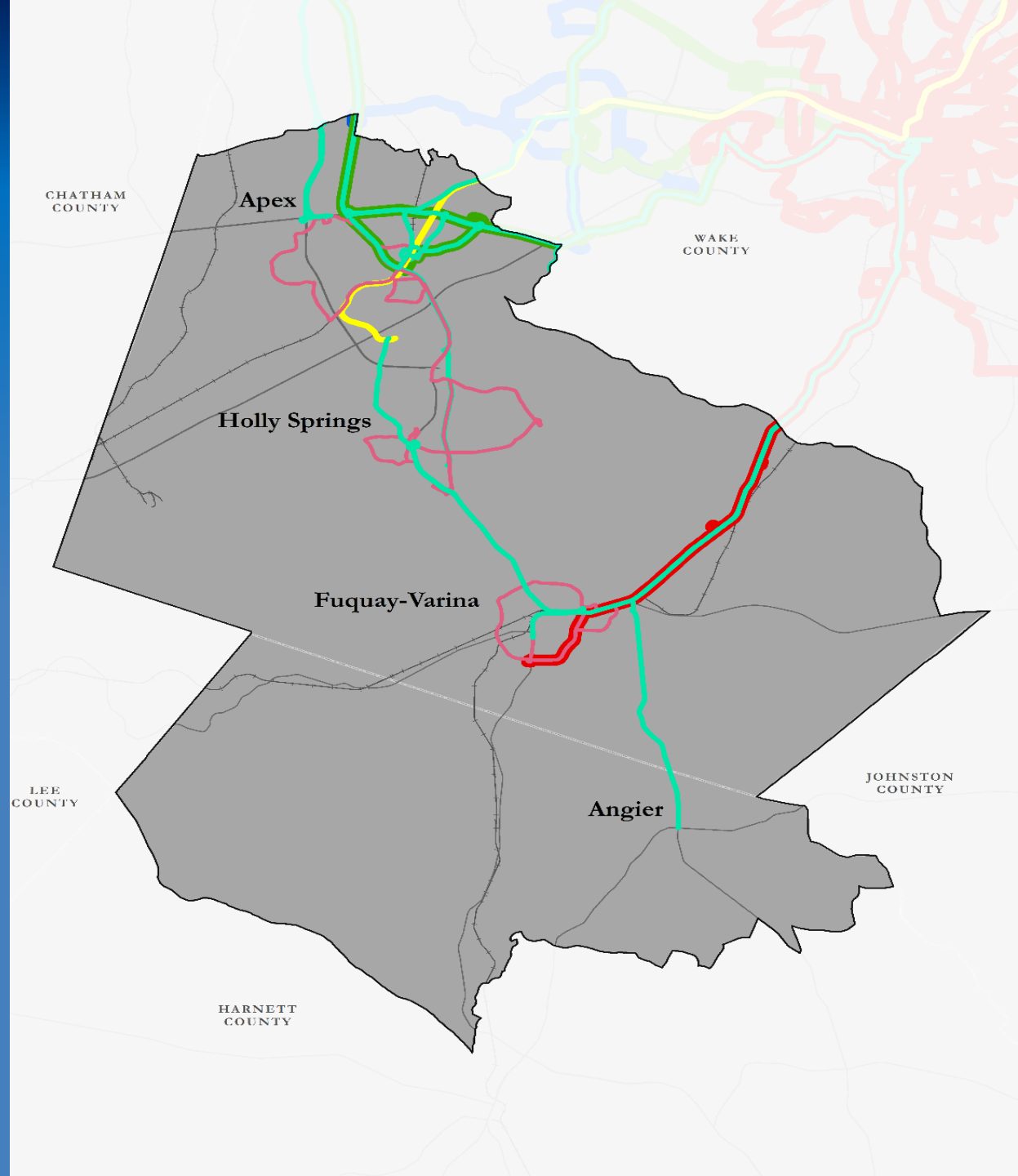


TRANSIT

RECOMMENDATIONS

Transit Service

- GoRaleigh - Existing
- GoTriangle - Existing
- GoCary - Existing
- Bus – Proposed
- Circulator
- Commuter Rail - Planned



NEXT STEPS

Presentations

NEXT STEPS

Local Boards / Council presentations – July/August

- Harnett County BoC– July 15 at 6:00 pm
- Holly Springs Town Council – July 16 at 6:30 pm
- Angier BoC work session – July 16 at 6:30 pm
- Apex Town Council – July 16 at 7:00 pm
- Fuquay-Varina BoC – August 5 at 7:00 pm
- Angier BoC – August 6 at 7:00 pm
- Wake County BoC – August 7 at 1:30 pm
- Fuquay-Varina Planning Board – Aug. 19 at 7:00 pm



Southwest Area Study

www.swastudy.com

8.8 Southwest Area Study

The Southwest Area Study Report and associated Appendices will be available for public review and comment from July 1 to July 31, 2019.

A public hearing will be scheduled for the August 21 Executive Board meeting.

Requested Action:
Receive as information.

9. Informational Item: Budget

9.1 Member Shares – FY2019

9.2 Operating Budget – FY2019

Requested Action:
Receive as information.

10. 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
- Triangle TDM Program

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.

ADJOURN

Upcoming Events

Date	Event
August 1, 2019 10:00 a.m.	Technical Coordinating Committee One City Plaza
August 21, 2019 4:00 p.m.	Executive Board One City Plaza
September 5, 2019 10:00 a.m.	Technical Coordinating Committee One City Plaza
September 18, 2019 4:00 p.m.	Executive Board One City Plaza