



NC Capital Area **Metropolitan Planning Organization**

# Technical Coordinating Committee Meeting

**August 1, 2019**

**10:00 AM**

1. Welcome and Introductions
2. Adjustments to the Agenda
3. Public Comments

*This is an opportunity for comments by those in attendance. Please limit comments to three minutes for each speaker.*

## 4. Minutes

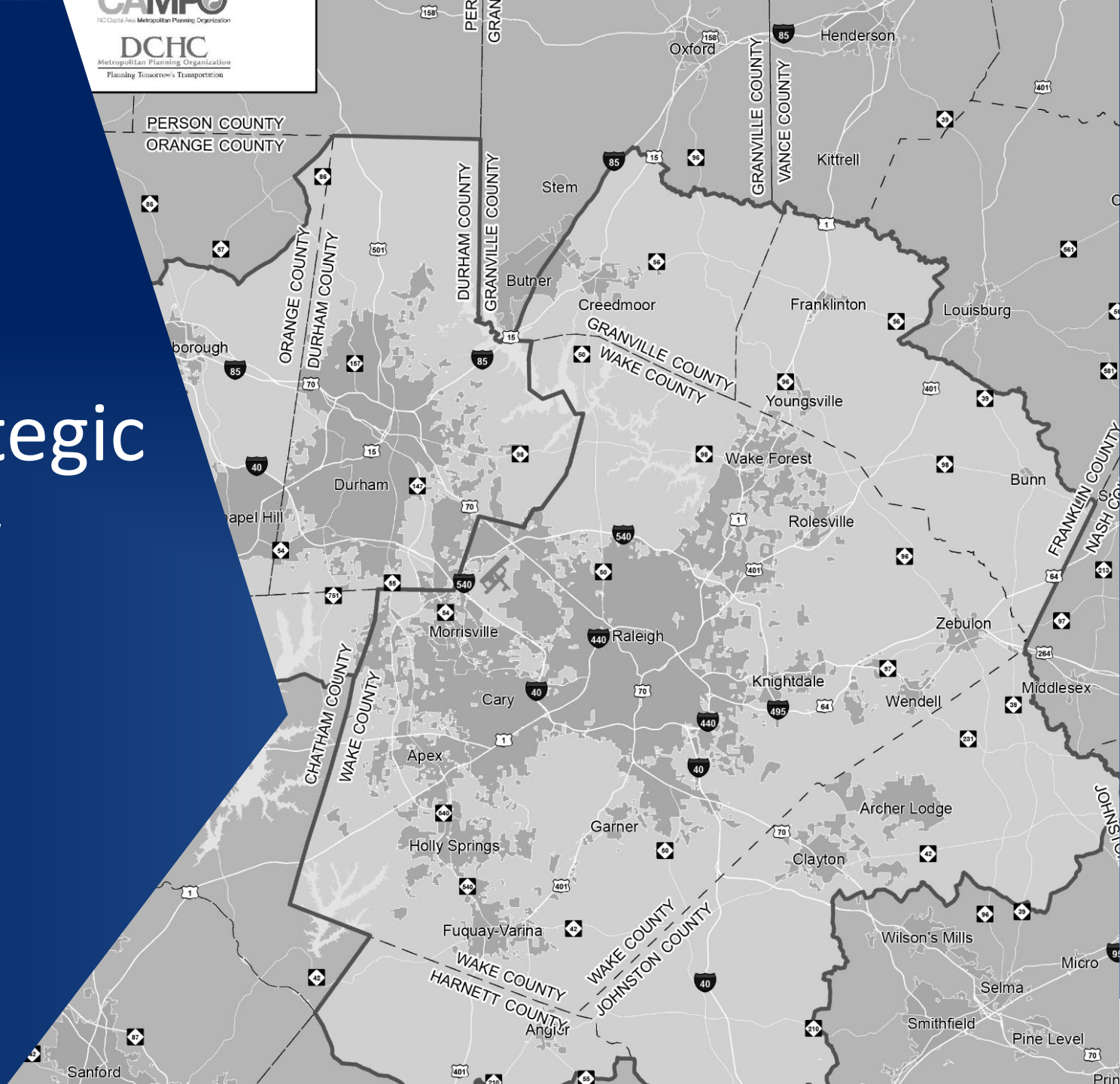
### 4.1 TCC Meeting Minutes: June 6, 2019

#### Requested Action:

**Approve the June 6, 2019 Meeting Minutes.**

## 5. Regular Business

# 5.1 Triangle Strategic Tolling Study



# 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

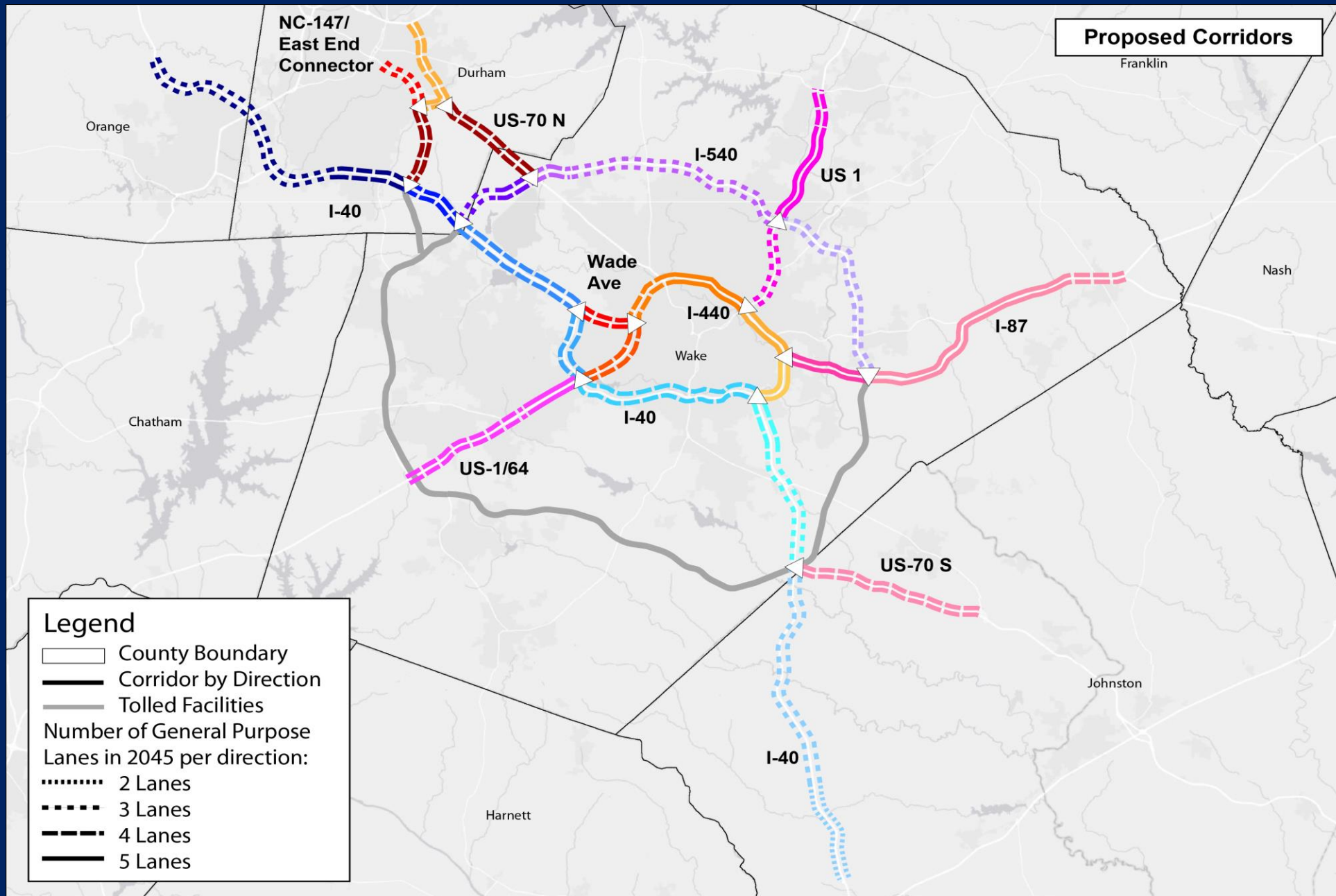
Examined current PM peak hour congestion using Google

Used Triangle Regional Model to generate demand volumes for projected express toll lane network (assuming 2045 Metropolitan Transportation Plan build-out)

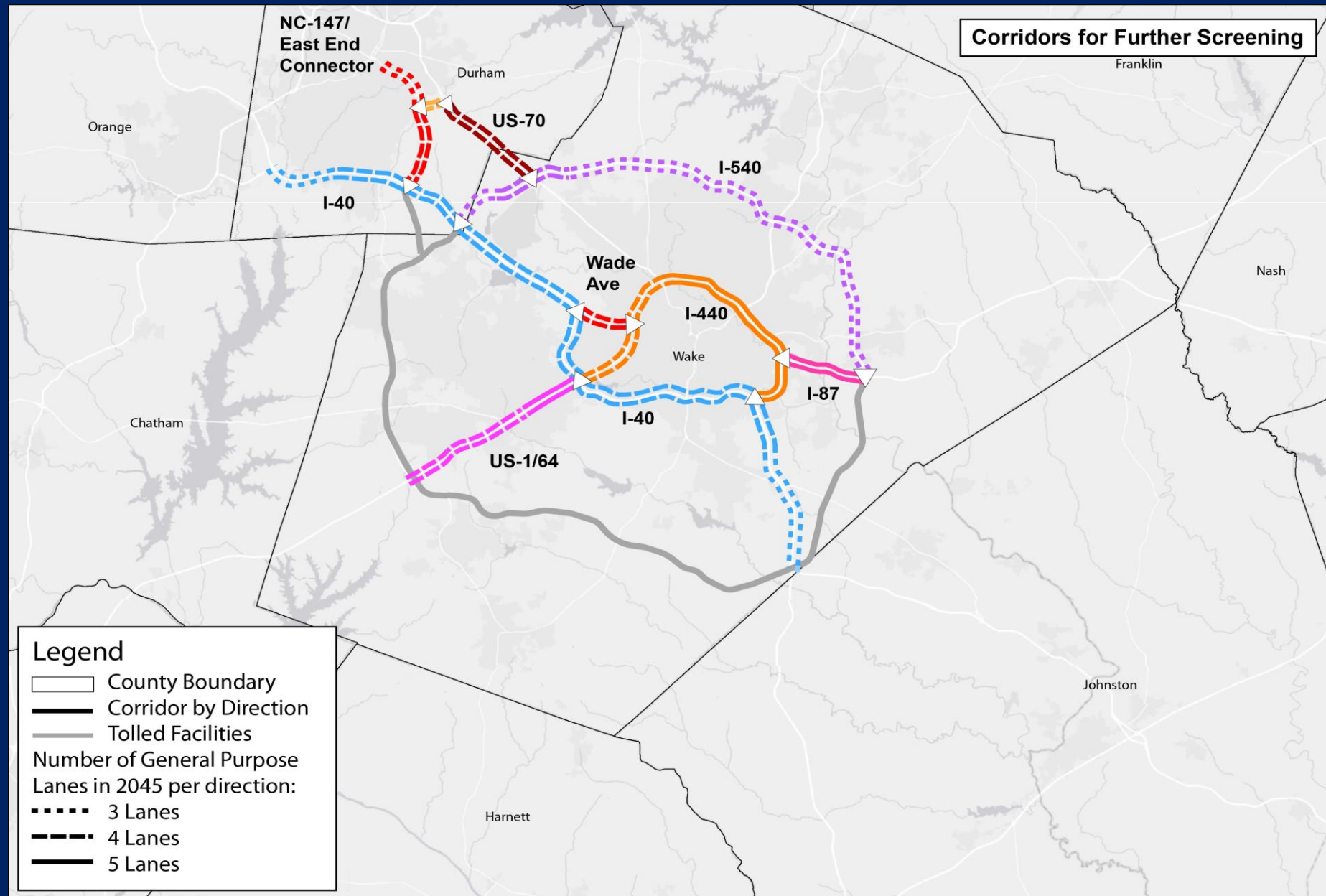
Applied ECONorthwest's Toll Optimization Model<sup>©</sup> using regional model outputs to test future performance of express toll lane facilities



# 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<sup>©</sup>

- 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



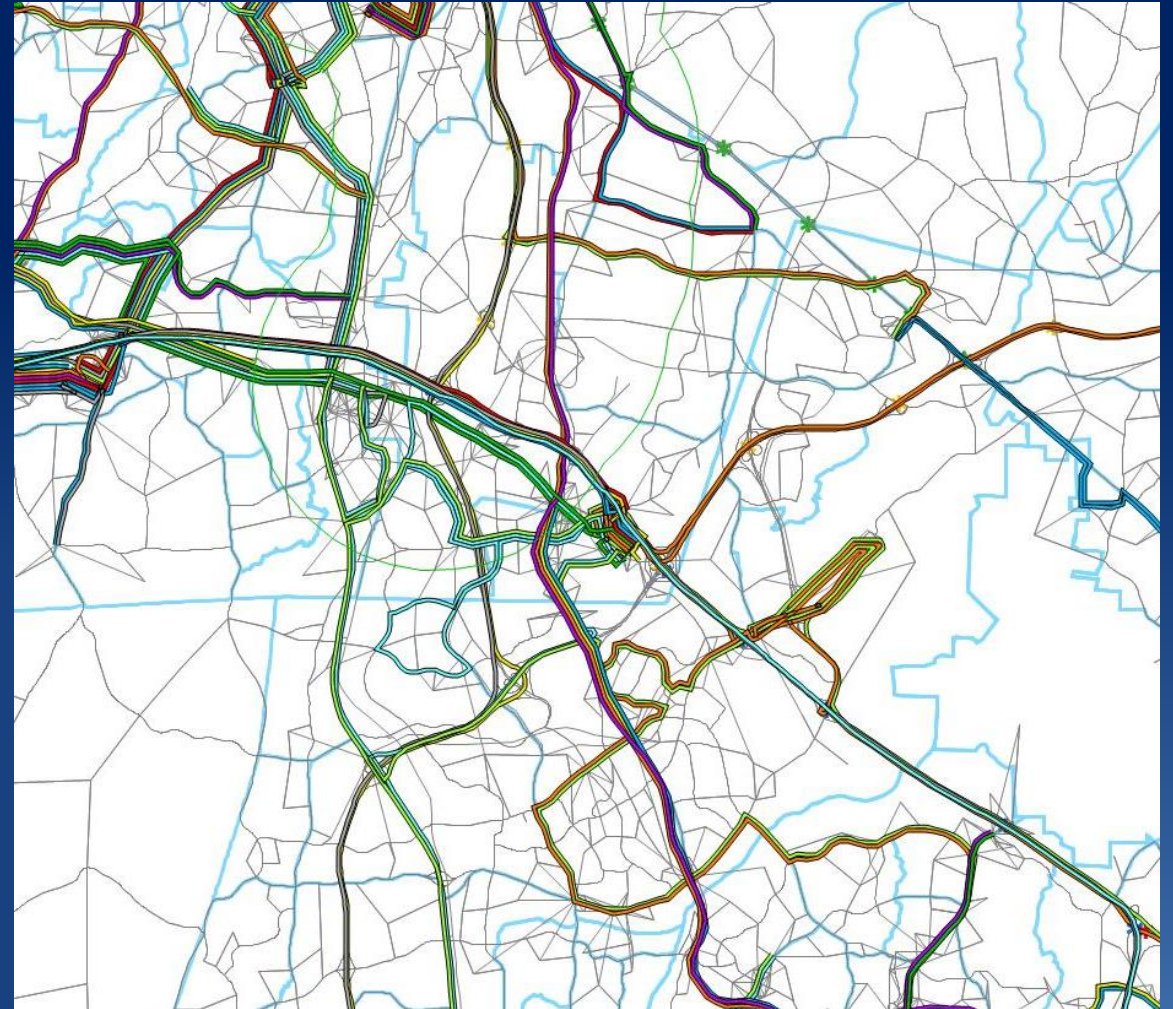
# Cost Estimate Assumptions

- “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

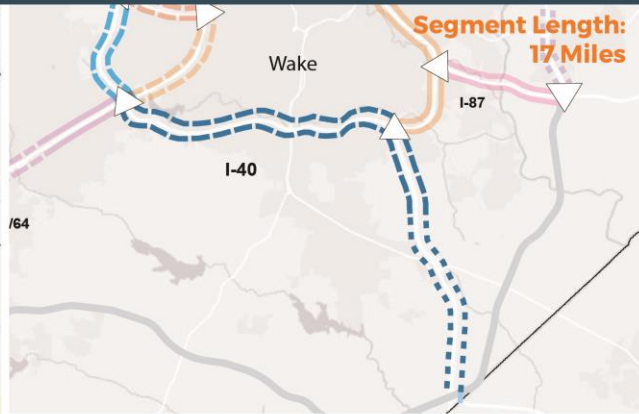
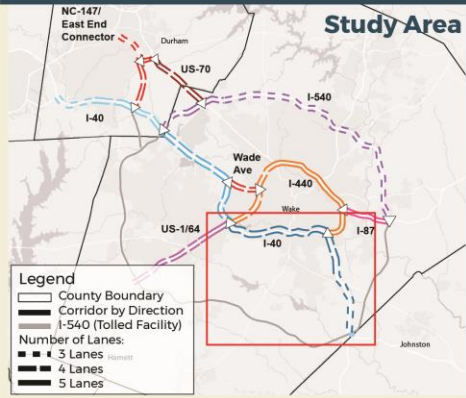
- Used Triangle Regional Model 2045 transit routes
- Identified transit routes using a significant portion of the corridor
- Identified peak and off-peak hours of operation and frequency
- Calculated number of buses in peak, off-peak, and daily





# TRIANGLE STRATEGIC TOLLING STUDY

I-40: US1 - 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

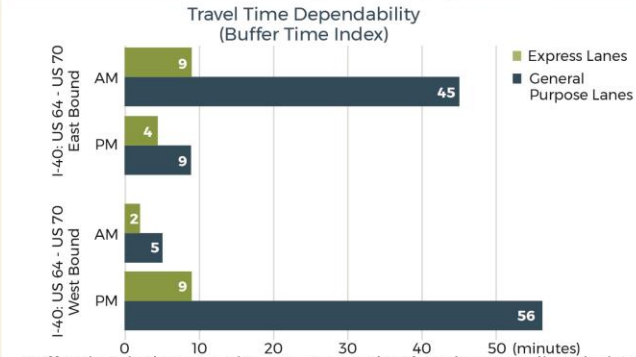
## Estimated Construction Cost

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

## 2045 Employees by Employment Type\*

**230,000  
TOTAL EMPLOYEES**

Industry Service  
Office Retail



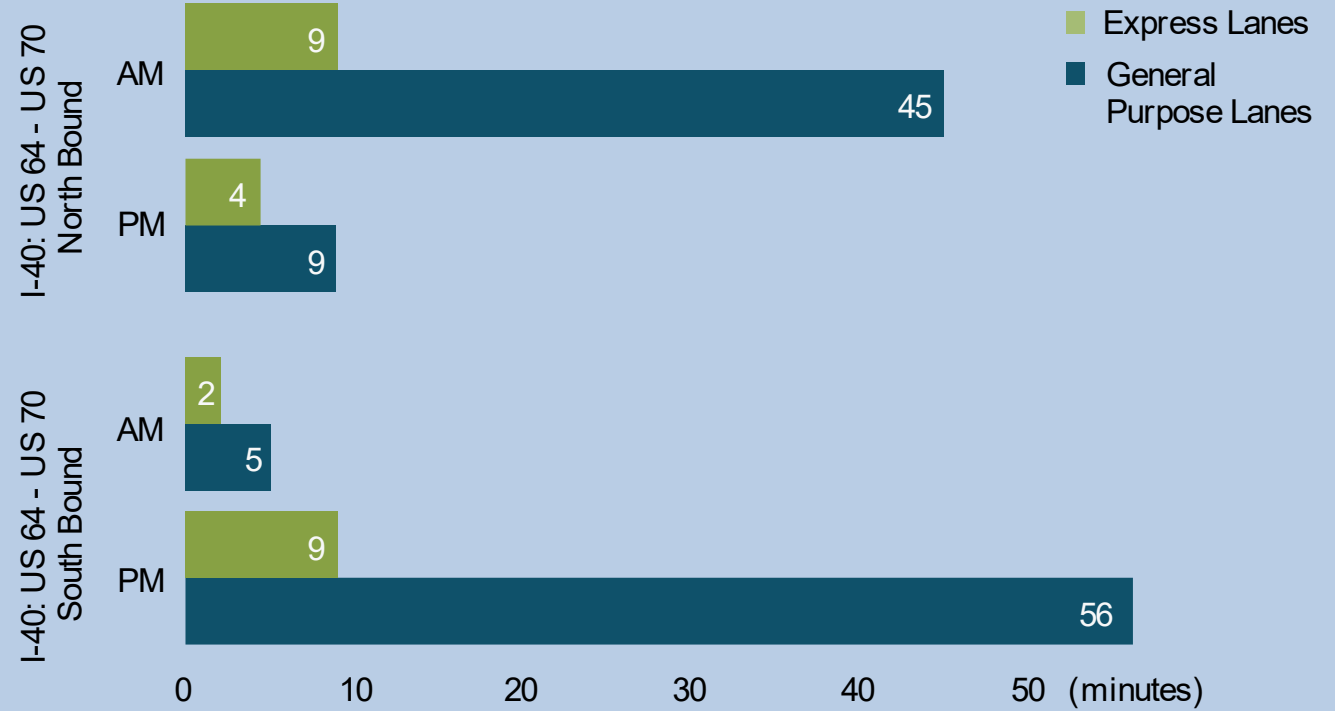
Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, 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.



# Travel Time Dependability

(Buffer Time Index)



## 2045 Annual Toll Revenues

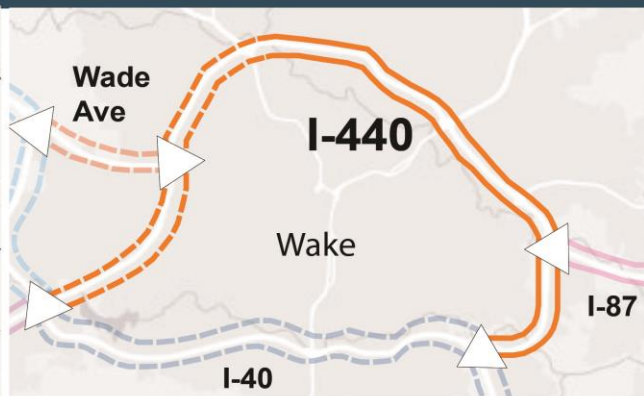
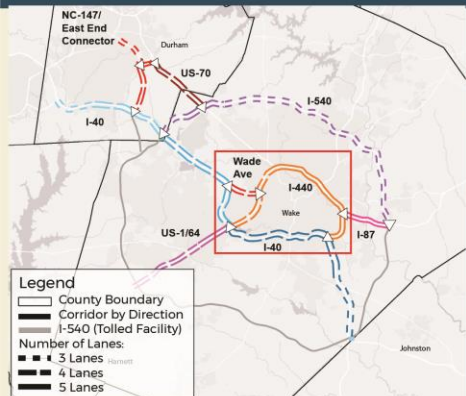
NB:	\$695,000/mile
SB:	\$630,000/mile

Transit Supportive -  
Future Year Daily  
Buses: **12**

\* 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-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



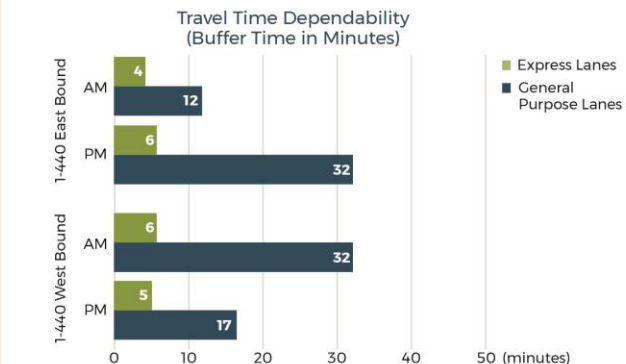
## 2045 Annual Toll Revenues

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



## Estimated Construction Cost

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



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.

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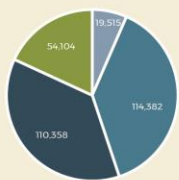
Percent of the  
Population Below  
the Poverty Level\*

**19%**



Future Year  
Daily Buses\*\*

**100**



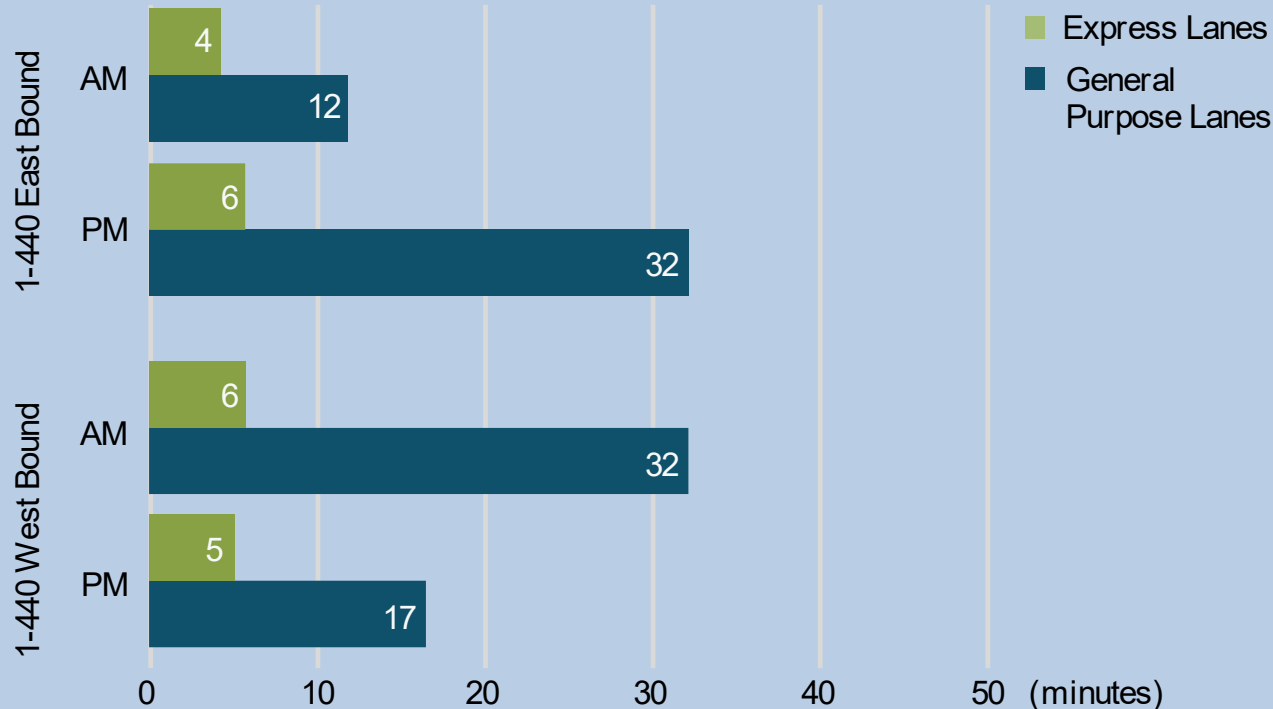
## 2045 Employees by Employment Type\*

**300,000  
TOTAL EMPLOYEES**

■ Industry ■ Service  
■ Office ■ Retail

# Travel Time Dependability

(Buffer Time Index)



## Estimated Construction Cost:

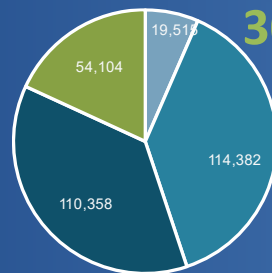
**\$10-\$24 million/mile**



## Access to Jobs:

**300,000 total employees**

■ Industry  
■ Office  
■ Service  
■ Retail



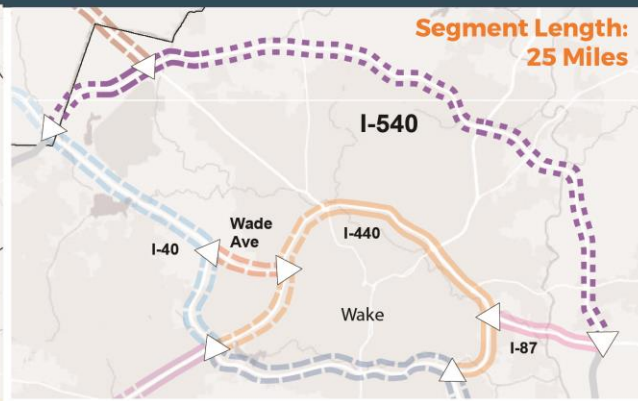
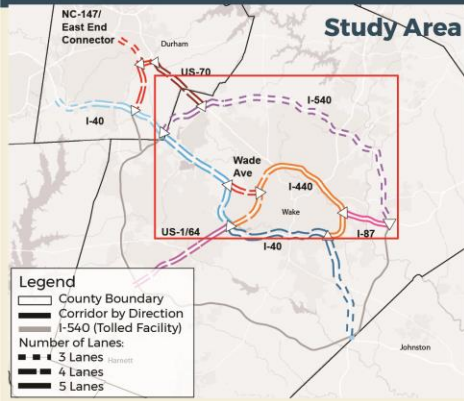
\* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model

\*\* 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

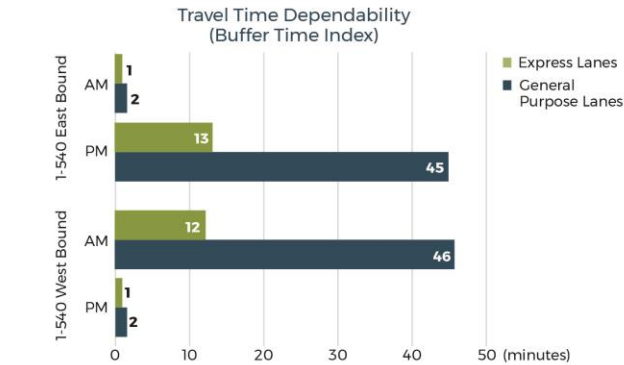
## Estimated Construction Cost

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

## 2045 Employees by Employment Type\*

**165,000 TOTAL EMPLOYEES**

Industry	Service
Office	Retail

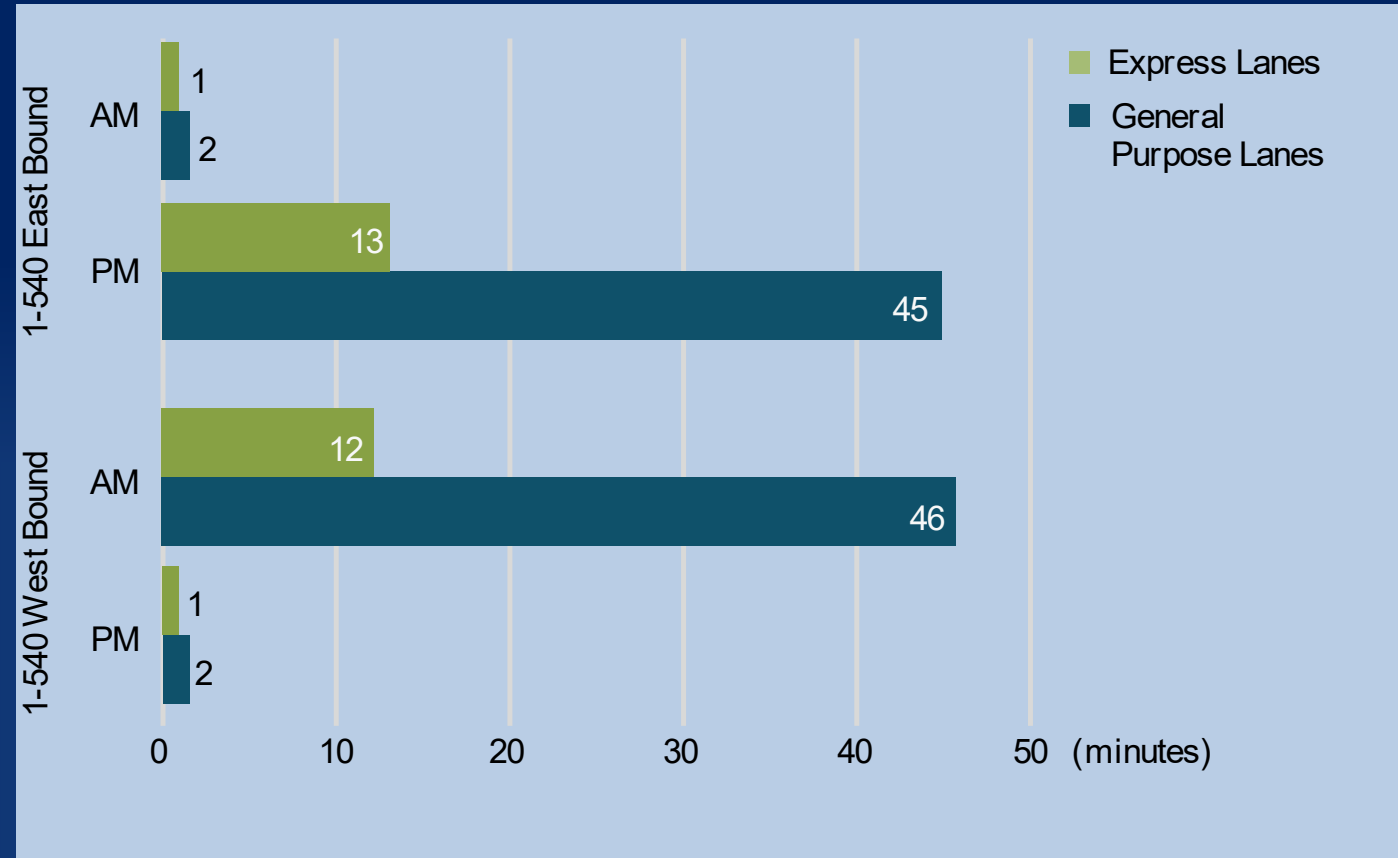


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Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from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



## 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 -July)

### Presentations to date:

- NCTA Board of Directors (May 2<sup>nd</sup>)
- NCDOT/NCTA/FHWA Staff Leadership (May 16<sup>th</sup>)
- MPO Boards – Joint CAMPO & DCHC MPO Board Meeting (May 29<sup>th</sup>)
- DCHC MPO Executive Board (June 12<sup>th</sup>)
- NCDOT Office of Civil Rights (July 25<sup>th</sup>)

## 5.1 Triangle Strategic Tolling Study

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

A public hearing will be held at the August 21 CAMPO Executive Board meeting.

### Requested Action:

**Recommend that the Executive Board endorse the findings of the Triangle Strategic Tolling Study for use in further long-range planning.**

## 5.2 Southwest Area Study

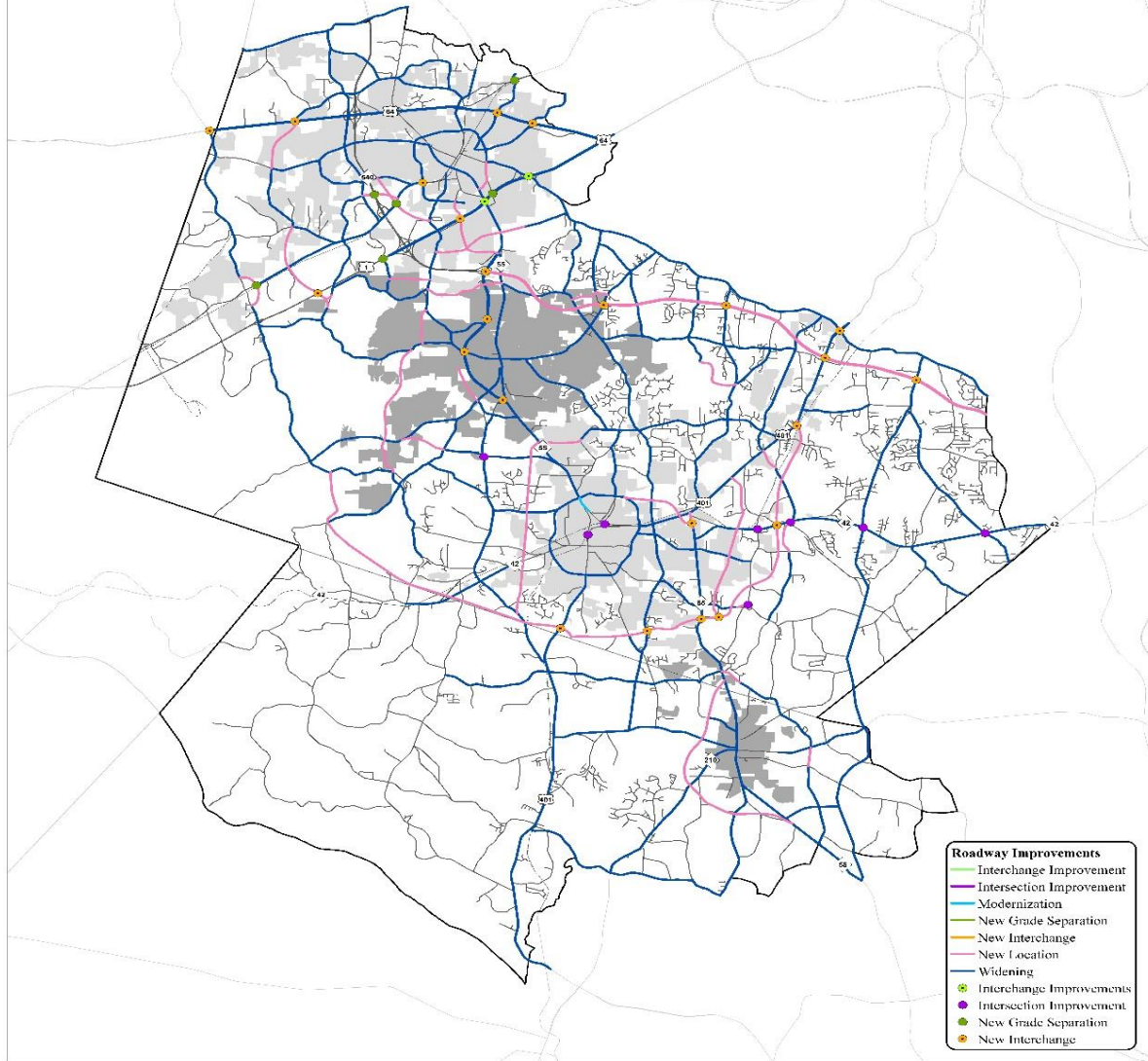


# ROADS

## RECOMMENDATIONS



## ROADWAY RECOMMENDATIONS



0 8,000 16,000  
Feet

1 INCH = 4,000 FEET

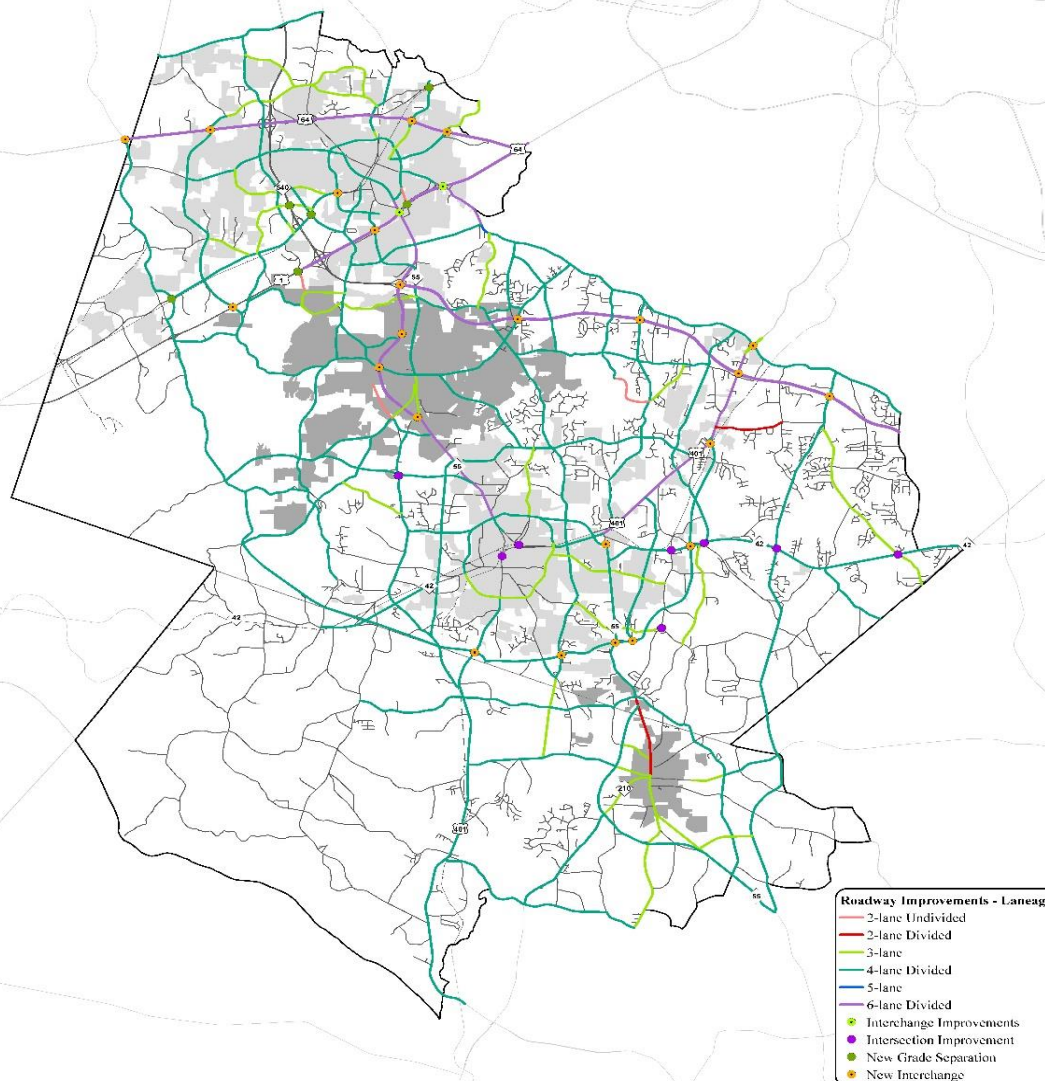
# ROADS

## Type of Improvement





## ROADWAY RECOMMENDATIONS



0 8,000 16,000  
Feet

1 INCH = 4,000 FEET

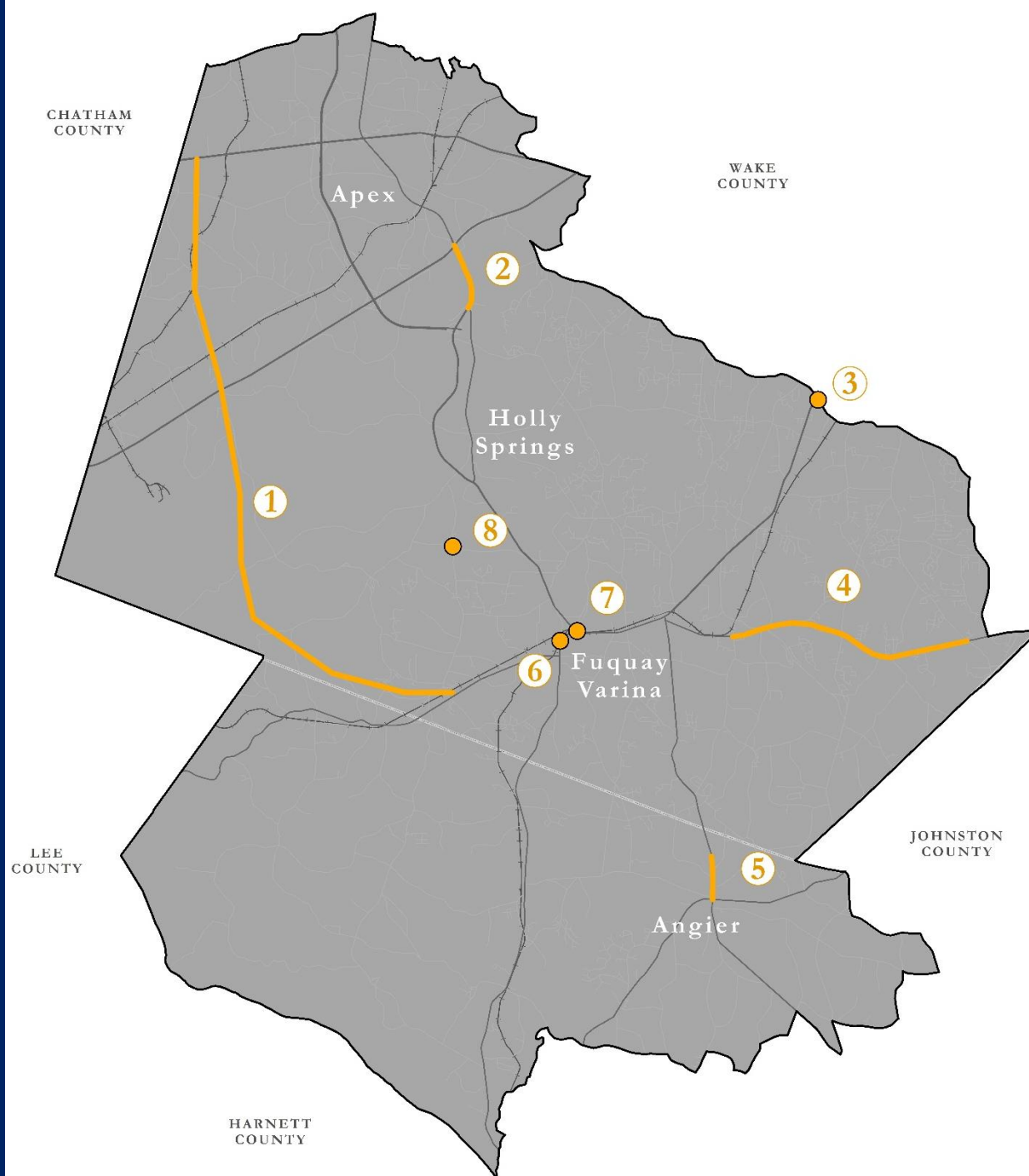
# ROADS

## Laneage

# HOT SPOTS

## RECOMMENDATIONS



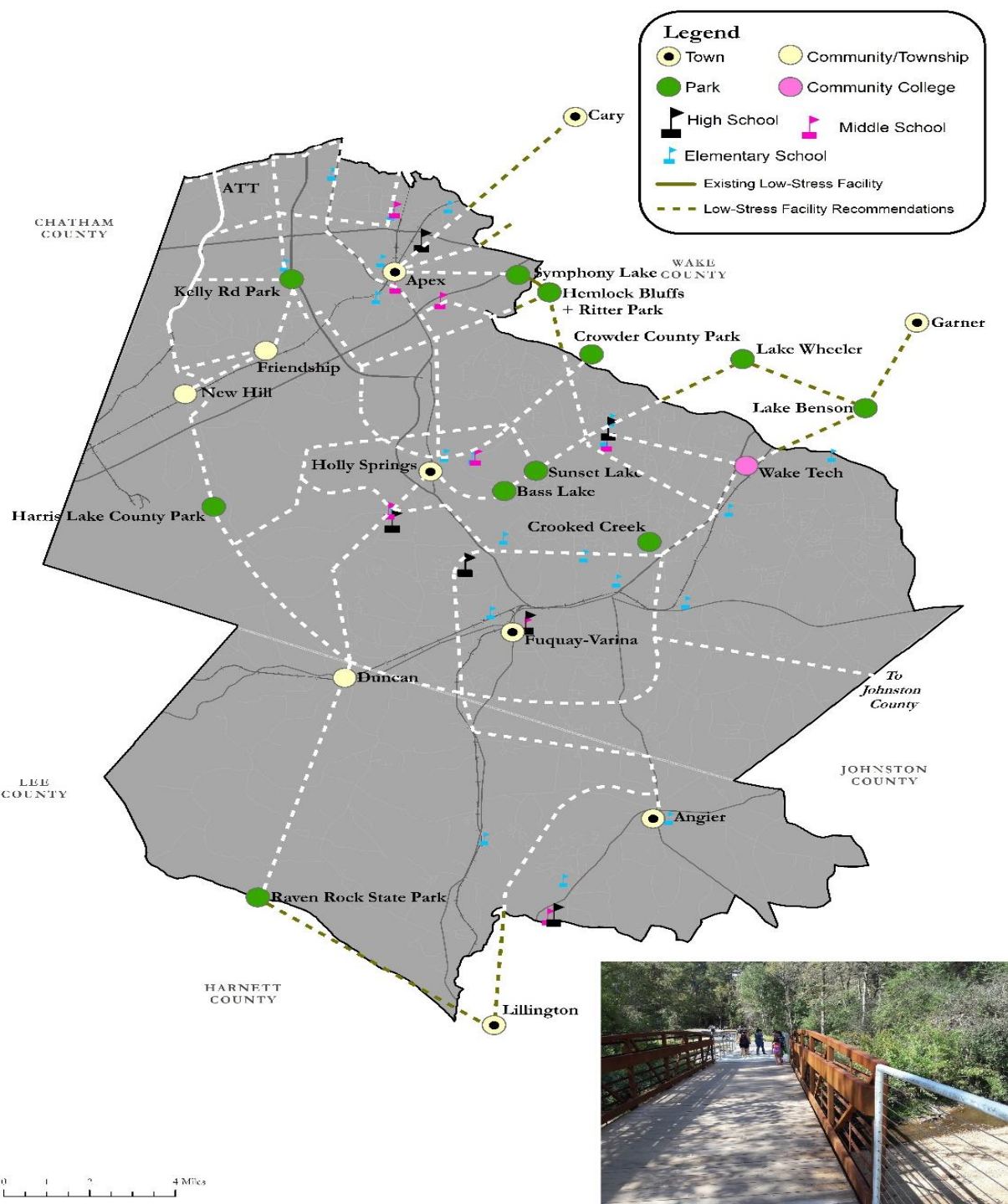


## HOT SPOTS

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

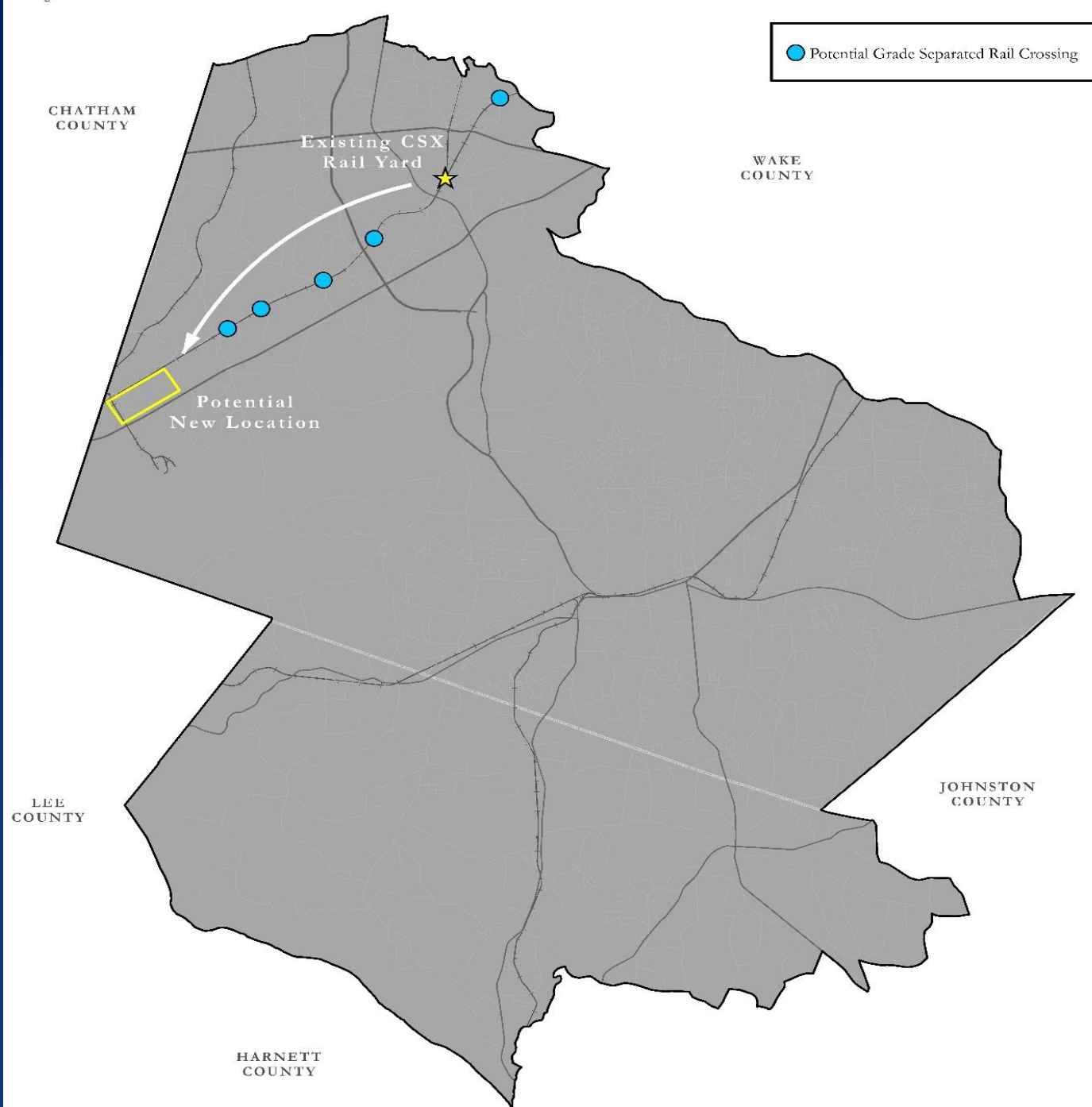


# STRATEGIC CONNECTIONS ACROSS CSX

## RECOMMENDATIONS

# CSX-Apex Yard

## Potential Relocation

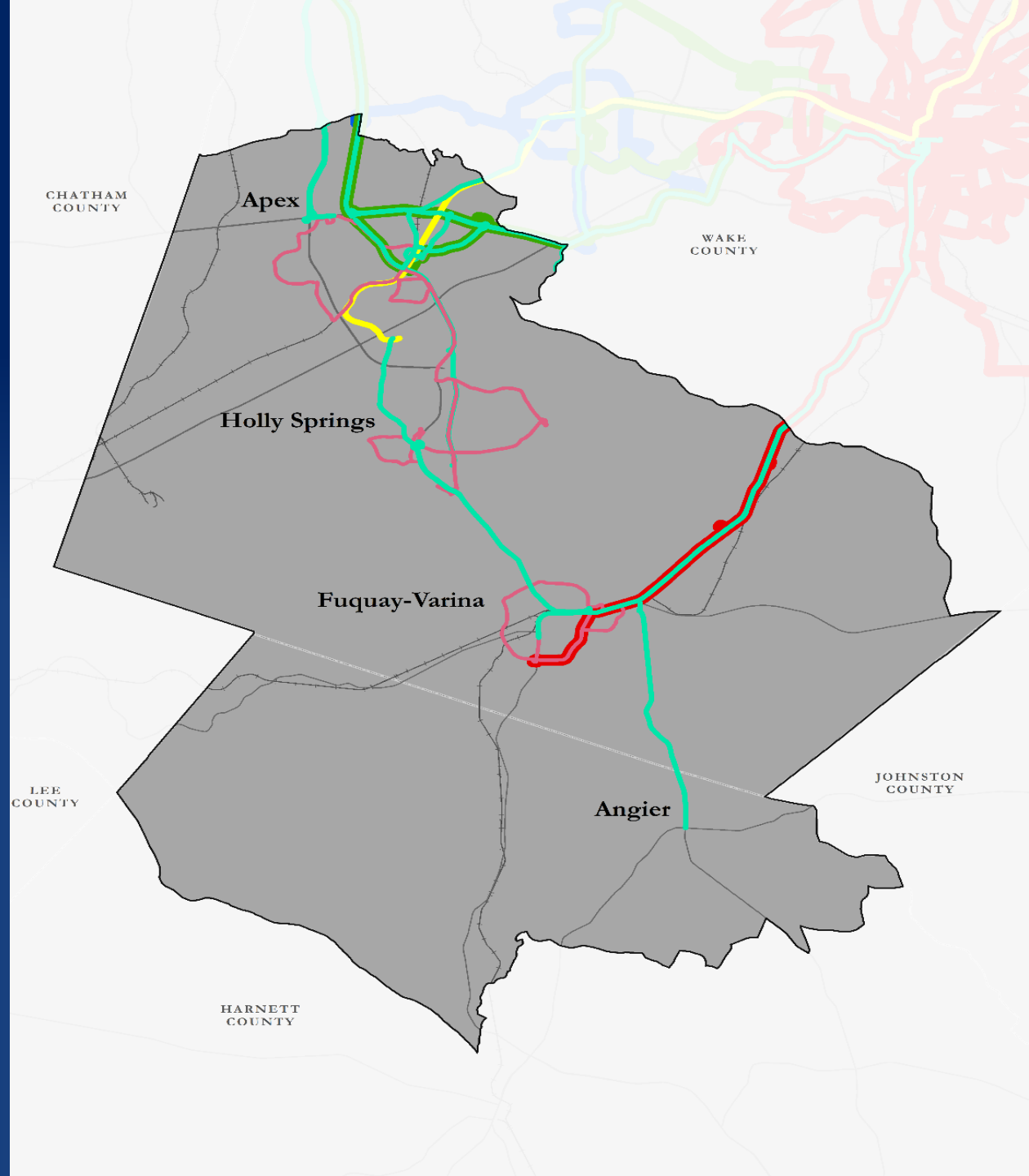


**TRANSIT**

**RECOMMENDATIONS**

# Transit Service

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





## NEXT STEPS

### 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
- 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](http://www.swastudy.com)

## 5.2 Southwest Area Study

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

A public hearing will be held at the August 21 Executive Board meeting.





### Requested Action:

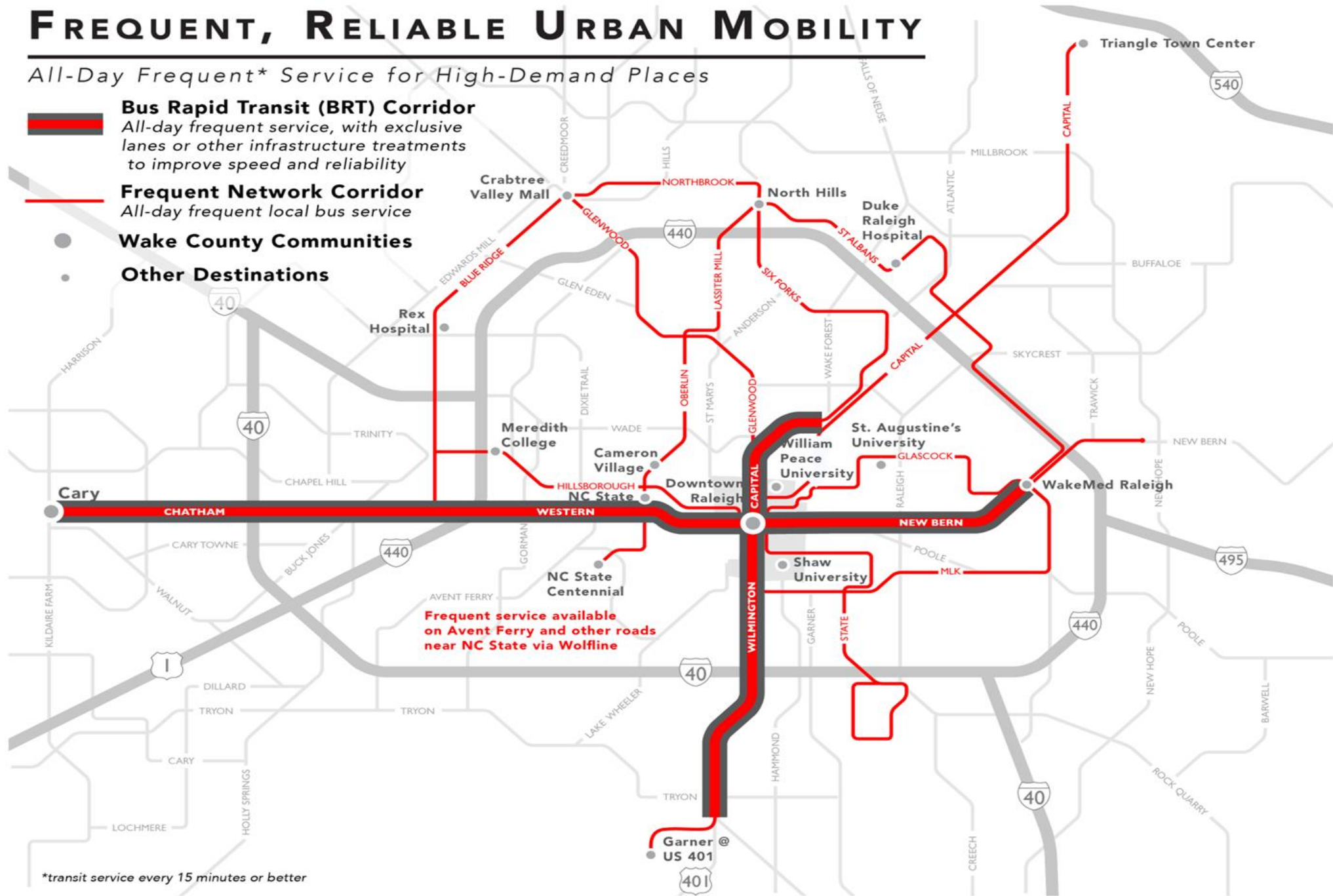
**Recommend that the Executive Board endorse the findings of the Southwest Area Study for use in further long-range planning.**

## 5.3 Locally Preferred Alternative for New Bern Corridor Bus Rapid Transit Project

# FREQUENT, RELIABLE URBAN MOBILITY

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

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



\*transit service every 15 minutes or better



# 2045 Metropolitan Transportation Plan Adopted Transit Corridors



INSET NOT TO SCALE

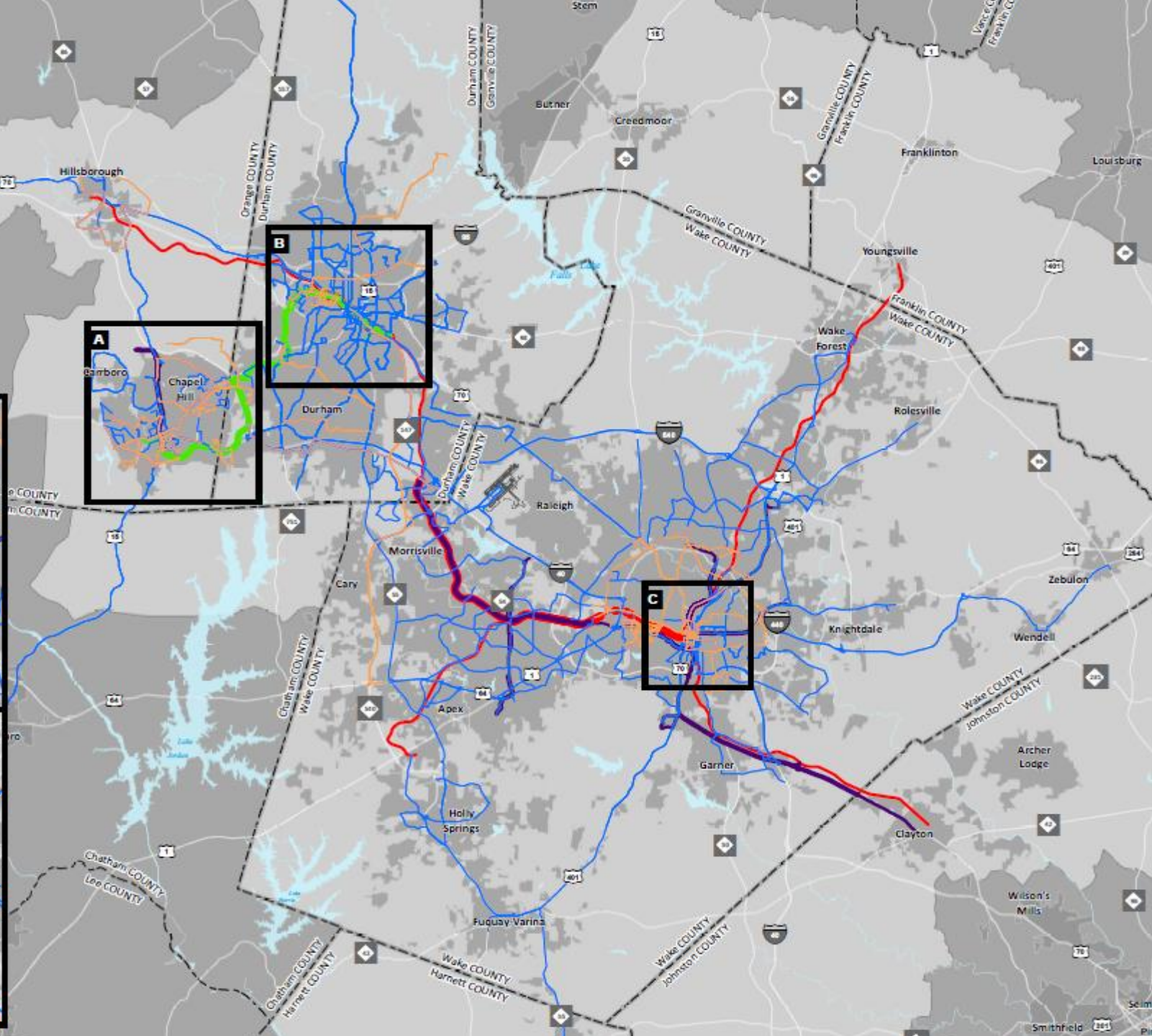
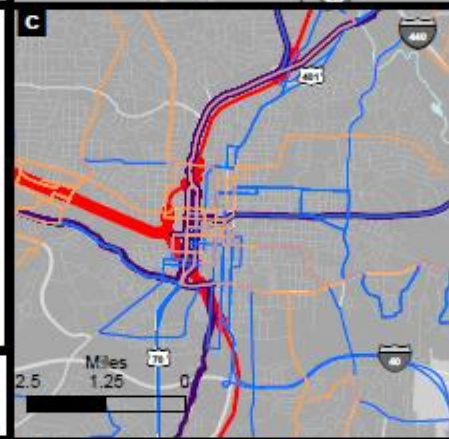
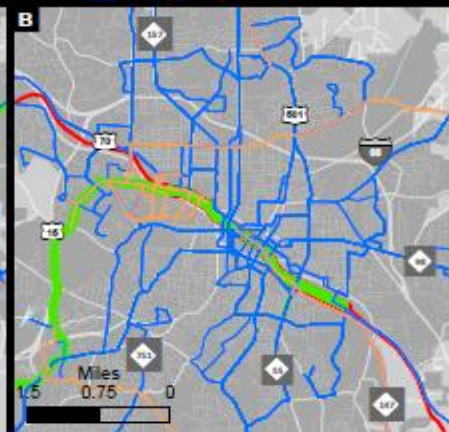
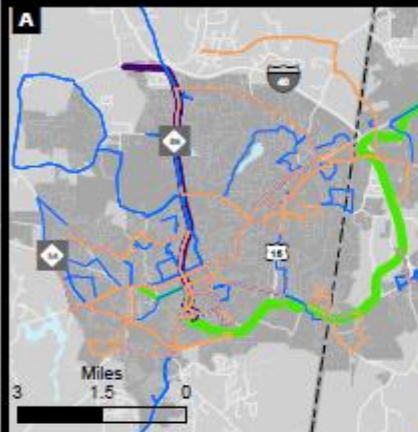
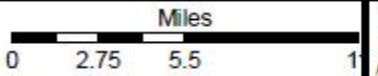


THIS MAP IS INTENDED TO PROVIDE A GENERAL OVERVIEW OF THE STUDY AREA AND IS NOT A LEGAL DOCUMENT. IT DOES NOT CONSTITUTE A CONTRACT OR A GUARANTEE OF ANY KIND. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.

## Transit Projects

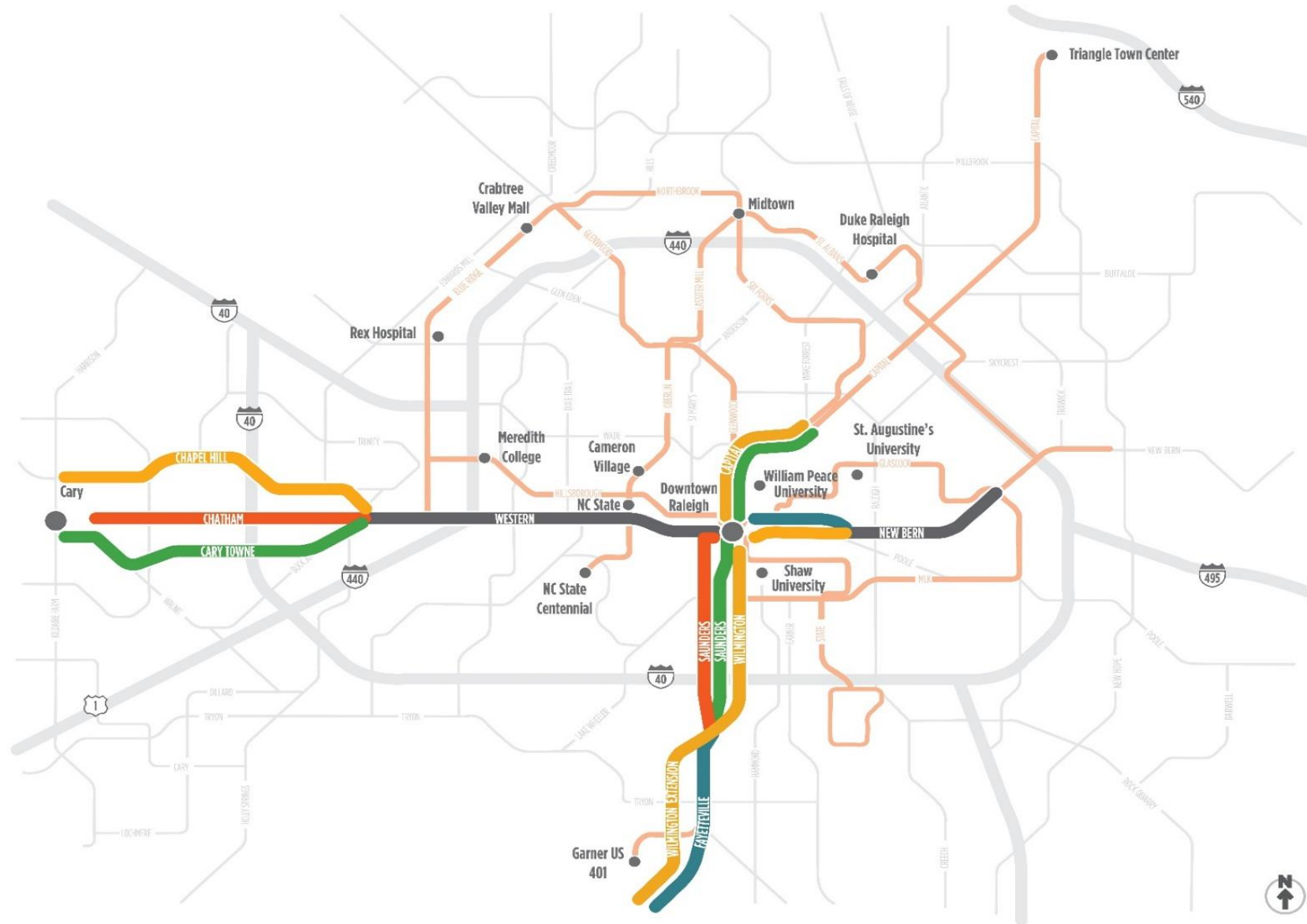
### Mode

- Commuter Rail Transit
- Light Rail Transit
- Bus Rapid Transit
- Bus, < 15 Minute Headway
- Bus, > 15 Minute Headway





# 2027 HIGH FREQUENCY NETWORK



## LEGEND

POTENTIAL BUS RAPID TRANSIT SEGMENT

— (+ colors)

FREQUENT NETWORK CORRIDOR

All-day frequent local bus service

● WAKE COUNTY COMMUNITY

● OTHER DESTINATION



**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

**WPO**  
in Planning Organization

# Federal Process – Small Starts Program

## MIS PROCESS

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

## SMALL STARTS

Total cost: <\$300 million

Funding: <\$100 million

### STEP 1: FTA APPROVAL

#### Project Development

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

### STEP 2: FTA EVALUATION, RATING, AND APPROVAL

#### Full Funding Grant Agreement

- Construction



# Locally Preferred Alternative Considerations

- **Mode**

- For what mode of transportation is the infrastructure being built?
- Bus Rapid Transit vs. Express Bus, Light Rail, Street Car, etc.

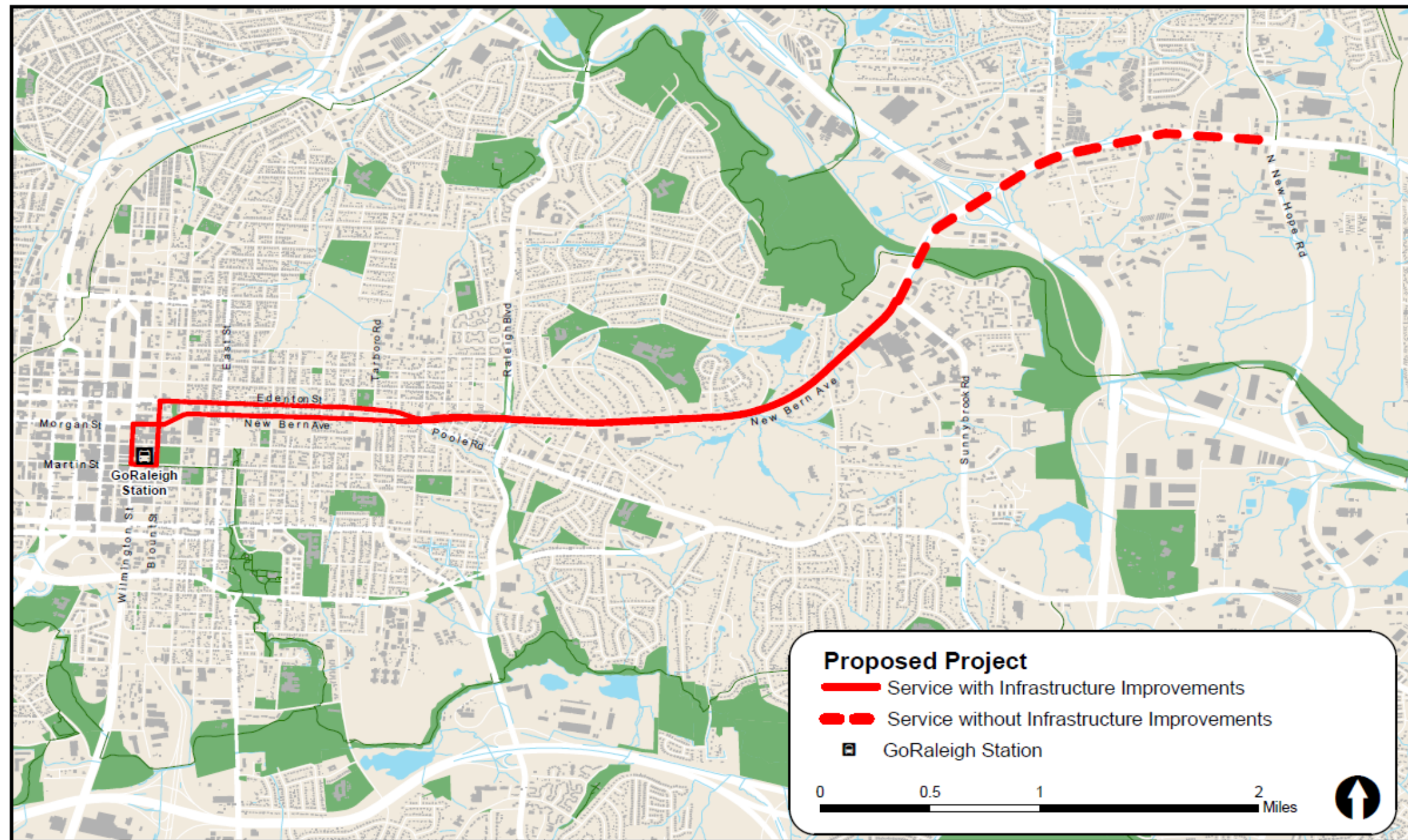
- **Alignment**

- What is the physical location/configuration of the facility that will service the selected mode?
- New Bern Avenue and New Bern/Edenton One-Way Pair
- Blount, Martin and Wilmington to Circle GoRaleigh Station

- **Termini**

- What are the end points of the infrastructure serving the selected mode on the selected facility?
- Downtown Raleigh to Sunnybrook with dedicated runningway
- Sunnybrook to New Hope Road in mixed traffic with TSP

# New Bern Avenue Corridor Bus Rapid Transit - Raleigh, North Carolina - LPA Alignment

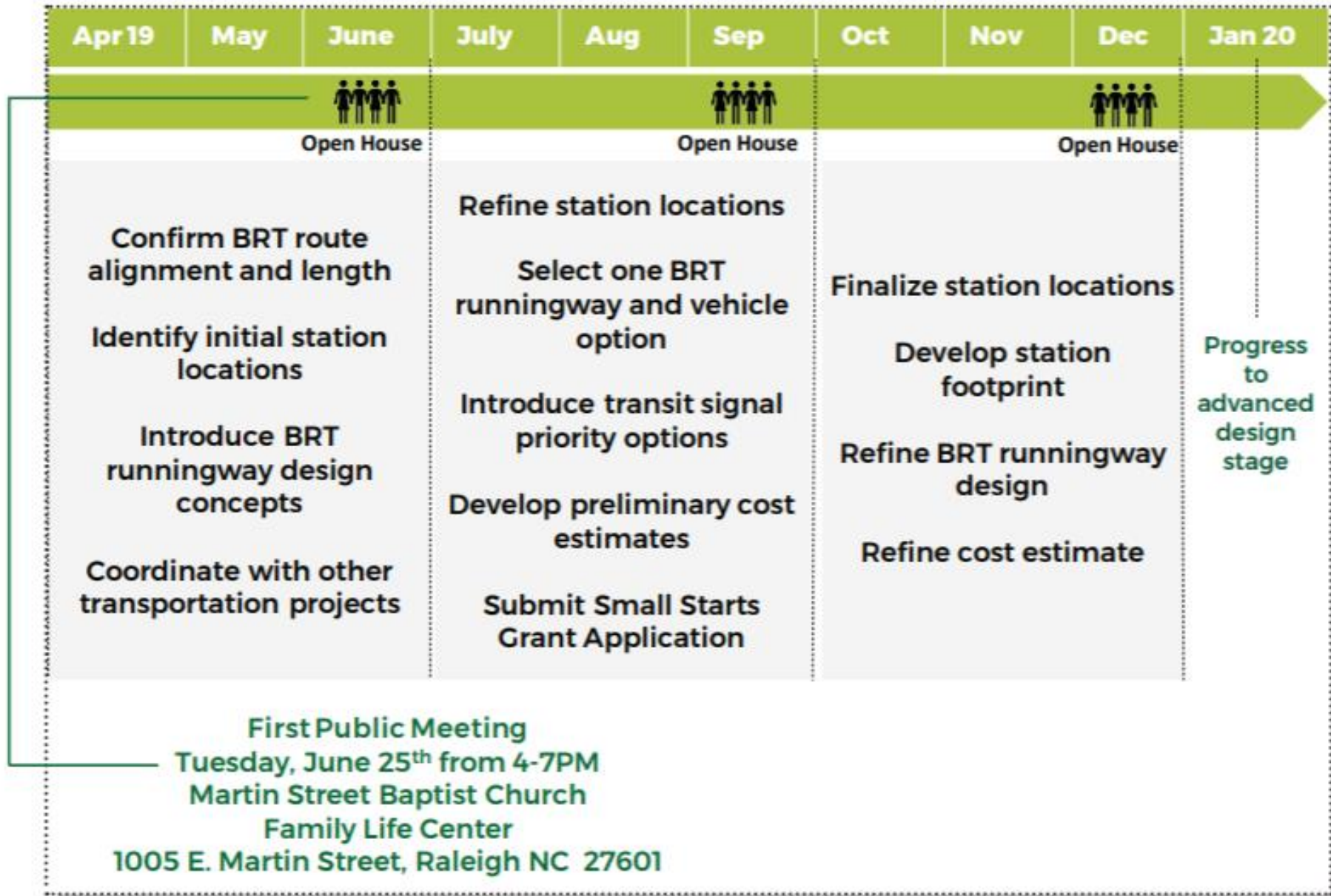


## Support for Locally Preferred Alternative

- Purpose and Need for Project:
  - Improve transit service
  - Accommodate projected growth
  - Bypass major congestion points
  - Improve attractiveness of service to result in ridership growth
- Analysis of Potential Alternatives:
  - Alignment: Only alternative that serves the identified travel market that satisfies project purpose and need
  - Mode: Most cost-effective and least intrusive mode that can satisfies purpose and need
  - Termini: Provides direct access to major origins and destinations that shape the travel market
- Concurrence from Cooperating Agencies – NCDOT, CAMPO, and SHPO



# New Bern BRT Implementation Schedule



## 5.3 Locally Preferred Alternative for New Bern Corridor Bus Rapid Transit Project

### Requested Action:

**Recommend adoption of the Locally Preferred Alternative for the New Bern Corridor Bus Rapid Transit (BRT) project to the Executive Board.**



## 5.4 Commuter Rail System Guidelines, Evaluation Framework, and Scenario Evaluation Results

# CRT System-Level Guidelines & Evaluation Framework

- Transportation Problem Identification for CRT Corridor
  - Address existing and projected future growth/travel demand
  - Improve Transit Service & Customer Experience
  - Support Local Plans to Preserve/Enhance Quality of Life
- CRT Design Guidelines and Performance Targets
- CRT Evaluation Framework



## Infrastructure Design Guidelines

### Station Spacing

- Greater spacing allows higher running speeds
- More stops accesses more destinations

### Station Design and Amenities

- Platform
- Ticket Vending Machines (TVMs)
- Real-time information
- Bike/Car/Scooter (?) Parking



## Service Design Guidelines

### Minimum Span of Service

- AM Peak: 6 AM to 10 AM
- PM Peak: 3 PM to 7 PM

### Minimum Service Frequency

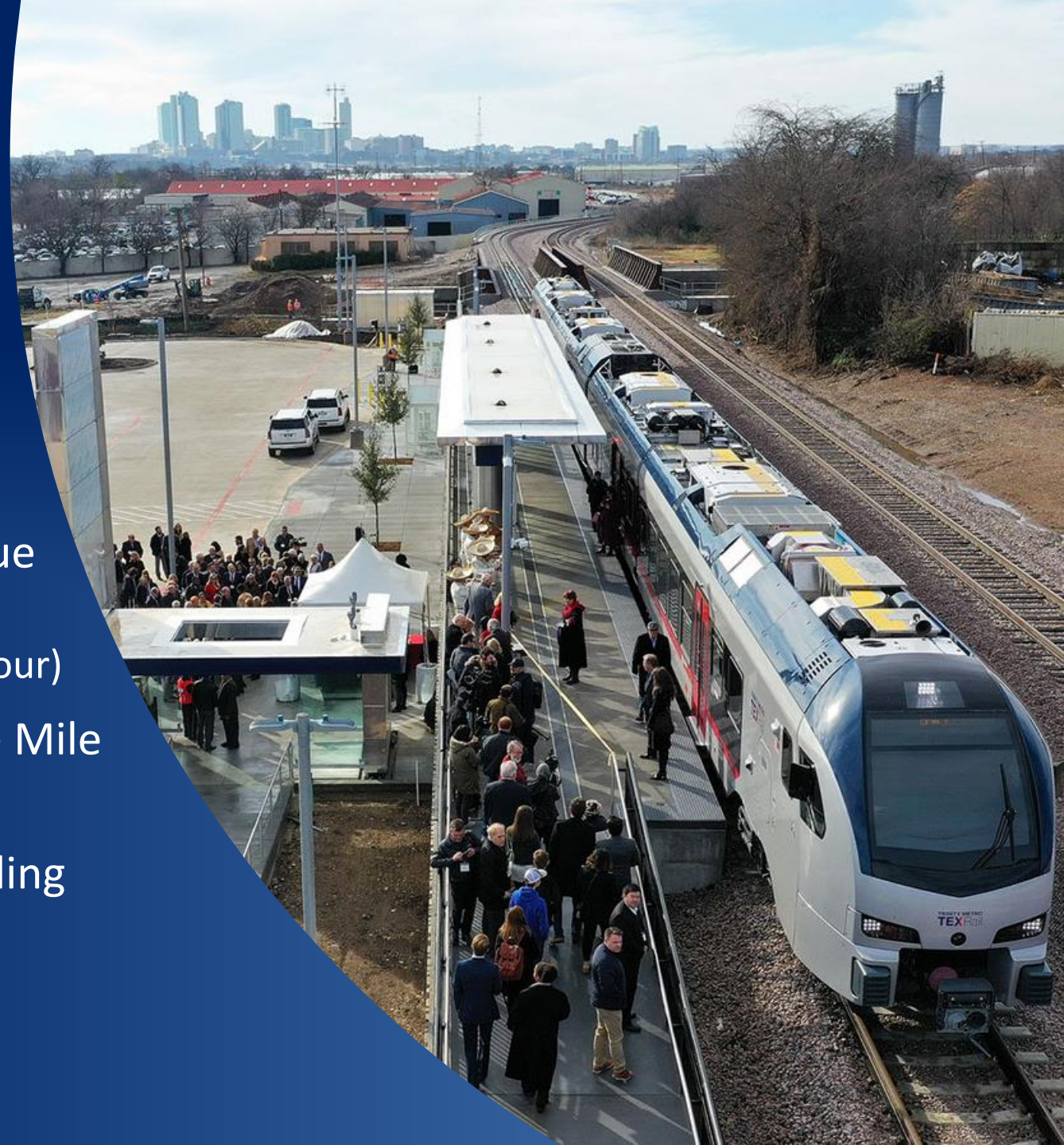
- One Train/Per Hour Per Direction

Combining these creates “4-0-4-0” service in each direction



# CRT System Performance Targets

- On-Time Performance
  - 95% (National Average 90% - 96%)
- Average Operating Speed
  - 35 mph (National Average 32 mph)
- Passenger Boardings Per Vehicle Revenue Hour
  - 45 passengers (Peers range from 21-64/hour)
- Operating Expense Per Vehicle Revenue Mile
  - \$30 (National Average: \$30)
- Operating Expense Per Passenger Boarding
  - \$20 (National Average: \$19.20)
- Farebox Recovery
  - 15% (Peer average: 20%)







## Evaluation Framework

### Seven Categories of Evaluation:

- Speed & Travel Time Competitiveness
- Connectivity
- Equity
- Ridership
- Transit Supportive Land Use
- Sustainability
- Regional Access

### Thirteen Metrics Across the Seven Categories

# Alternatives/Scenarios

Scenario	Description	Stations	Peak Headway (mins)	Off Peak Headway (mins)
1A	Minimum Service	16	60	N/A
1B	Minimum Service	12	60	N/A
2A	Medium Service	16	30	180
2B	Medium Service	12	30	180
2C	Medium Service	10	30	180
3A	Maximum Service	16	30	60
3B	Maximum Service	12	30	60

# What We Learned – Travel Time

CRT would be faster than the bus, and competitive with auto commuting

Table 7 | CRT/Bus Travel Time Difference (without walk time)

CRT travel time - Bus time (without walk time)						
	West Durham	Downtown Durham	MetroCenter RTP	Downtown Cary	Raleigh Union Station	Downtown Garner
West Durham		-4	-34	-71	-24	-82
Downtown Durham	-6		-23	-61	-15	-72
MetroCenter RTP	-31	-17		-26	-15	-62
Downtown Cary	-37	-23	-18		-9	-36
Raleigh Union Station	-36	-18	-16	-25		-32
Downtown Garner	-77	-42	-59	-35	-14	

Table 31 | Station Candidate Zones Rating Matrix

	Connectivity (1/2-Mile Road Network Buffer)		Equity (1/2-Mile Road Network Buffer and 1-Mile Straight-Line Buffer)								Transit Supportive Land Use (1/2-Mile Road Network Buffer)		Parking Access	
Station	Transit Connectivity	Ease of Access	Affordable Housing	Minority Access		Low-Income Households		Transit Dependent Access		Total People + Jobs	Concentration of People + Jobs	Parking Opportunities	Parking Cost	
				½-Mile Buffer	1-Mile Buffer	½-Mile Buffer	1-Mile Buffer	½-Mile Buffer	1-Mile Buffer					
West Durham	3	2	1	3	3	2	3	1	1	1	1	1	2	
Downtown Durham	3	3	2	3	3	2	2	2	2	3	3	1	3	
East Durham	2	3	3	3	3	3	2	2	3	2	1	1	1	
Bethesda	1	1	1	3	3	1	1	1	1	1	1	3	1	
North RTP	1	1	1	3	3	1	1	1	1	1	1	2	1	
MetroCenter RTP	1	1	1	3	3	1	1	1	1	1	1	2	1	
Morrisville	1	1	1	3	3	1	1	1	1	1	1	3	1	
West Cary	1	1	1	2	2	1	1	1	1	1	1	1	1	
Downtown Cary	1	3	2	2	2	1	1	1	1	2	1	1	1	
West Raleigh	1	2	1	3	2	2	1	1	1	1	2	1	1	
NC State West	1	1	1	2	2	2	2	1	3	1	1	1	1	
NC State	3	2	1	1	2	2	2	3	3	3	3	1	3	
Raleigh Union Station	3	3	2	2	3	2	2	1	3	3	3	1	3	
South Raleigh	1	1	1	3	3	1	2	1	3	1	1	1	1	
Garner	1	2	2	3	3	1	1	1	1	1	1	2	1	
East Garner	1	1	1	3	3	1	1	1	1	1	1	3	1	

## What We Learned – Rating of Station Zones

Four station zones stand out for transit support

## What We Learned - Ridership

- Fewer stops and faster running times does not lead to higher ridership
- Of scenarios studied, 8-2-8-2 slightly more riders/hour than 8-4-8-4
- 4-0-4-0 has high riders per hour mostly due to significantly limiting departure time choices
- Light rail contributed to CRT transit transfer ridership, will not be in future runs
- Important to run both TRM and STOPS models in next phase



# What We Learned – Connectivity

Many potential station areas need significant connectivity improvements

Figure 2 | Station Candidate Zones Buffer



# What Still Needs To Be Figured Out – AA Update and Beyond

- **Cost**
  - Need recommended infrastructure package that can be cost estimated
- **Rating**
  - Have not evaluated project against full FTA criteria
  - Cost estimate and refined ridership estimates required to do this effectively
- **Final Station locations, Downtown Durham RR requirements**
- **Agreements** – no legal framework for implementation

## 5.4 Commuter Rail System Guidelines, Evaluation Framework, and Scenario Evaluation Results

### Requested Action:

**Recommend the Executive Board approve the Commuter Rail System Guidelines and Evaluation Framework and accept the corresponding Scenario Evaluation Results.**

## 5.5 FY2018-2027 Transportation Improvement Program Amendment #8

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 Wake Transit Funding and revisions to existing LAPP Projects.

The FY2018-2027 TIP Amendment #8 will be posted for public comment from June 6, 2019 to August 20, 2019 and a public hearing is scheduled for the August 21, 2019 Executive Board meeting.

### Requested Action:

**Recommend Approval of FY2018-2027 Transportation Improvement Program Amendment #8.**

## 5.6 2045 Metropolitan Transportation Plan Amendment; Air Quality Conformity Determination; FY2018-2027 Transportation Improvement Program Amendments

- Amendments to support New Bern BRT project LPA designation
- MTP amendments include changes to match current and future STIP/TIP.

### Requested Action:

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



## 5.7 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**

# 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).

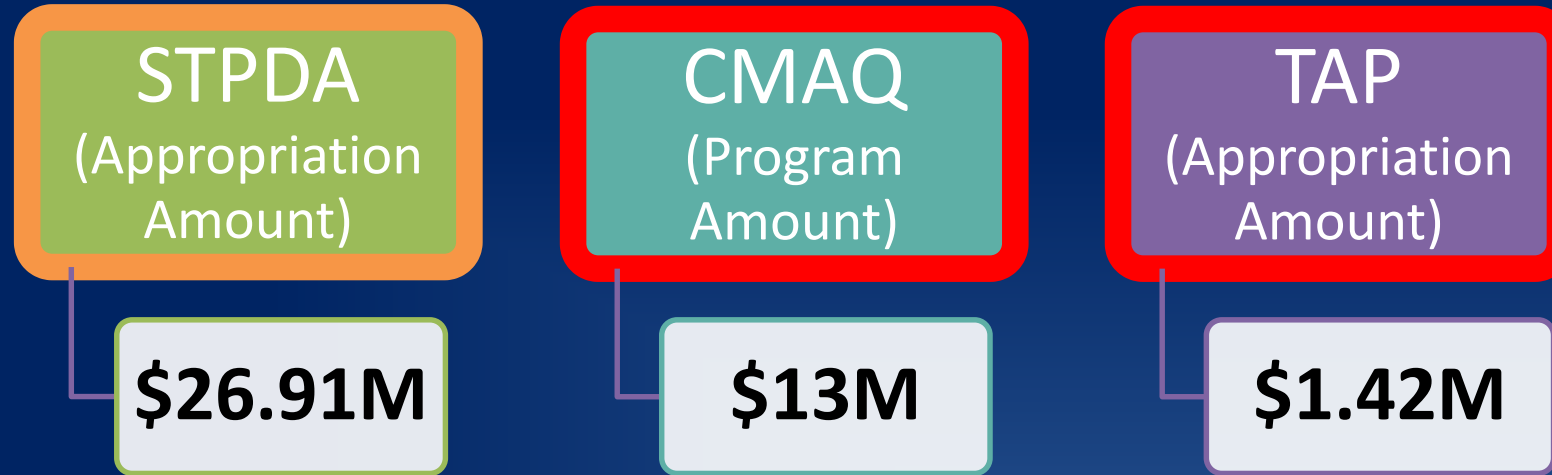
# Schedule and Deadlines

## 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.



## Fund Balances in March 2019



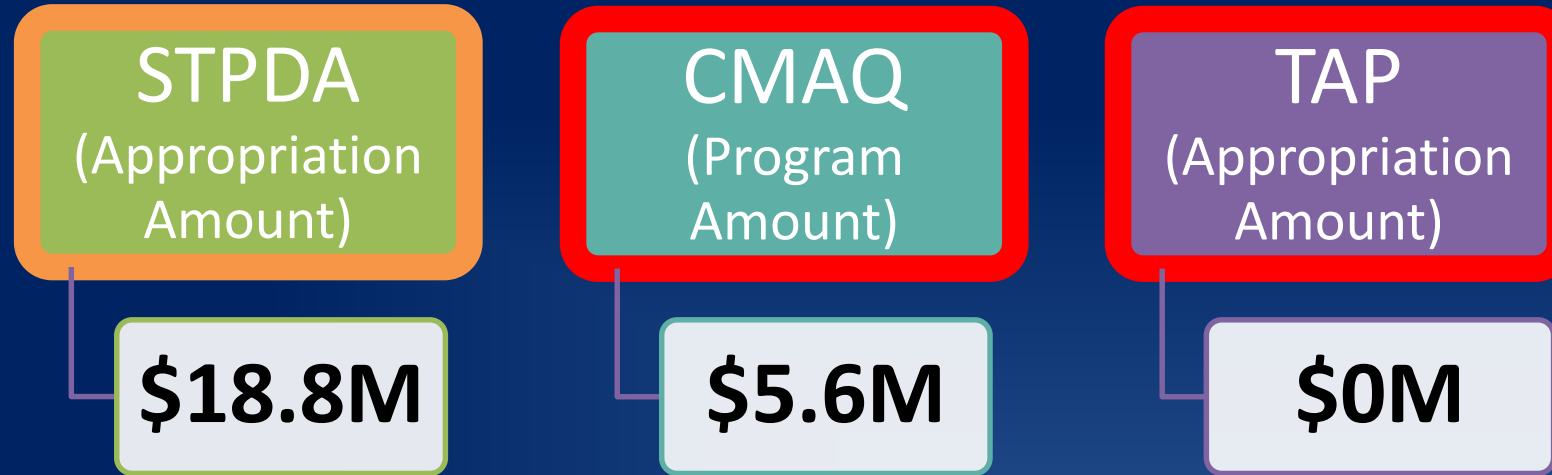
CMAQ: Congestion Mitigation and Air Quality

TAP: Transportation Alternatives Program

STP: Surface Transportation Block Grant Program

Have Requested Funding Authorization	Jurisdiction	Fund	
Davis Drive Trail	RTP	TAP	\$ 105,000
Sam's Branch Phase II	Clayton	TAP	\$ 789,610
Wake Forest, Blount Person	Raleigh	TAP	\$ 521,375
Mingo Creek Greenway	Knightdale	CMAQ	\$ 297,600
James St to Downtown Apex	Apex	TAP	\$ 394,100
Higgins Greenway	Cary	CMAQ	\$ 1,520,000
Cross City Trail Phase II	Creedmoor	CMAQ	\$ 1,504,555
Cross City Trail Phase III	Creedmoor	CMAQ	\$ 815,976
White Oak Creek Greenway	Cary	CMAQ	\$ 1,110,000
Walnut Creek Greenway	Raleigh	CMAQ	\$ 271,350
Park Depot Greenway	Fuquay-Varina	CMAQ	\$ 989,728
Main Street Improvements	Youngsville	CMAQ	\$ 1,001,505
Arendell Ave Access Management	Zebulon	STBGP	\$ 40,000
FY2019 Bus Stop Improvements	GoRaleigh	STBGP	\$ 876,000
Downtown Cary Multimodal Facility	GoCary	STBGP	\$ 2,000,000
Connected Vehicle Technology	Cary	STBGP	\$ 1,600,000
Old Honeycutt/Purfoy Rd Intersection Improvements	Fuquay-Varina	STBGP	\$ 721,500
Total			\$ 14,558,299

## Current Fund Balance



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

**Expected to Reqeust Funding Authorization in FY2019 (By September 2019)**

<b>Have Not Requested Funding Authorization</b>	<b>Jurisdiction</b>	<b>Fund</b>	
Beaverdam Creek Greenway	Zebulon	CMAQ	\$ 1,605,196
Crabtree Creek West Greenway	Raleigh	CMAQ	\$ 1,547,000
Timber Drive Sidewalks	Garner	CMAQ	\$ 275,432
Gorman Street Ped Connector	Raleigh	CMAQ	\$ 260,000
New Bern Ave Ped Improvements	Raleigh	CMAQ	\$ 1,754,071
Reedy Creek Phase I	Cary	STBGP	\$ 4,095,093
Reedy Creek Phase II	Cary	STBGP	\$ 632,029
Lake Pine Drive	Apex	STBGP	\$ 538,153
Avent Ferry Road Improvements	Holly Springs	STBGP	\$ 1,504,000
Holly Springs Road Widening	Holly Springs	STBGP	\$ 797,692
<b>Total</b>			<b>\$ 13,008,666</b>

# Anticipated Fund Balances After FFY19 Authorization Requests Submitted





## Not Expected to Reqeust Funding Authorization in FY2019 (By September 2019)

**Have Not Requested Funding Authorization-  
Anticipated Funding Authorization Request  
within 1st Quarter of FFY2020 (Oct-Dec 2019)**

	Jurisdiction	Fund	
Mingo Creek Greenway	Knightdale	CMAQ	\$ 1,760,000
Walnut Creek Greenway	Raleigh	CMAQ	\$ 412,050
Utle Creek Greenway	Holly Springs	CMAQ	\$ 508,800
Kelly and Apex Barbecue Pedestrian Improvements	Apex	CMAQ	\$ 647,500
Higgins Greenway	Cary	CMAQ	\$ 700,000
Morrisville-Carpenter Road widening	Morrisville	STBGP	\$ 5,670,000
Durham Road OI	Wake Forest	STBGP	\$ 200,000
Rock Quarry Road Part A	Raleigh	STBGP	\$ 9,928,100
Leesville SRTS	Raleigh	STBGP	\$ 442,480
NC 210 Sidewalk Connections	Angier	STBGP	\$ 356,680
Total			\$ 20,625,610

<b>Have Not Requested Funding Authorization- Anticipated Funding Authorization Request NOT within 1st Quarter of FFY2020</b>	<b>Jurisdiction</b>	<b>Year Awarded</b>	<b>Fund</b>	<b>Anticipated authorization</b>	
Arendell Ave Access Management	Zebulon	2017	STBGP	CON: February 2020	\$ 916,000
Durham Road OI	Wake Forest	2017	STBGP	CON: May 2020	\$ 1,838,092
Peakway South Salem Interchange	Apex	2017	STBGP	CON: February 2020	\$ 2,500,000
Holly Springs Road Widening	Holly Springs	2019	STBGP	CON: July 2020	\$ 1,216,804
New Bern Ave Bottleneck Elimination	Raleigh	2019	STBGP	ROW: January 2020 CON: June 2020	\$ 409,600
Blue Ridge Road Pedestrian Improvements	Raleigh	2019	CMAQ	ROW: February 2020 CON: August 2020	\$ 3,598,800
Navaho Drive	Raleigh	2019	TAP	Funding returned by GoRaleigh \$352,600	
Total					\$ 10,479,296

## Options to Consider:

1. Deprogram all projects that do not request funding authorization by FY2019 End of Year Deadline. Deprogrammed projects can compete for LAPP funding in future rounds of LAPP.
2. Apply Grace Period- give projects until end of first quarter of FFY2020 (December 31, 2019) to request funding authorization. Deprogram any project(s) that do not reach deadline.
3. Reprogram all projects to future year based on current project schedules and available funding.

Option 1: Deprogram all projects that do not request funding authorization by FY2019 End of Year Deadline. Deprogrammed projects can compete for LAPP funding in future rounds of LAPP.

Pros:

Would lessen impact to future funding of LAPP Program

Would avoid any future rescission impact of those projects

Cons:

Projects would lose current programmed funding

10 year rule would apply to projects that have already utilized federal funding

Option 2: Apply Grace Period- give projects until end of first quarter of FFY2020 (December 31, 2019) to request funding authorization.  
Deprogram any project(s) that do not reach deadline.

Pros:

Allows short window for projects that are close to funding authorization request

Would lessen impact to future funding of LAPP Program

Minimize additional exposure to any future rescissions

Cons:

Impacted projects would lose current programmed funding (at lesser degree than option 1)

10 year rule would apply to projects that have already utilized federal funding



## Option 3: Reprogram all projects to future year based on current project schedules and available funding

### Pros:

Existing projects would not lose their programmed funds

### Cons:

Reduce funds available for future LAPP projects

Impacted project funds would be exposed to future rescissions

Setting precedent against adopted goals of LAPP Program

# Moving Forward

## September:

- Last month of Federal Fiscal Year
- FHWA shuts down system ~1<sup>st</sup> week of Month

## October:

CAMPO Staff will provide presentation on known rescission impacts

## 5.7 Federal Rescission Update

### Requested Action:

**Provide recommendation to CAMPO Executive Board on decision on projects that do not reach funding authorization deadline.**

## 5.8 LAPP Project Adjustment

U-5501 Reedy Creek Road Improvements, Town of Cary			
	<u>FFY18/19 Original</u>	<u>Proposed FFY19 Addition</u>	<u>Proposed Total Project Cost</u>
CAMPO STPDA	\$5,750,029	\$3,700,000	\$9,450,029
Local Match	\$1,437,507	\$3,700,000	\$5,137,507
TOTAL COST	\$7,187,536	\$7,400,000	\$14,587,536

### Requested Action:

**Recommend approval of LAPP Project Adjustment.**

## 5.9 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 on June 6.
- 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:

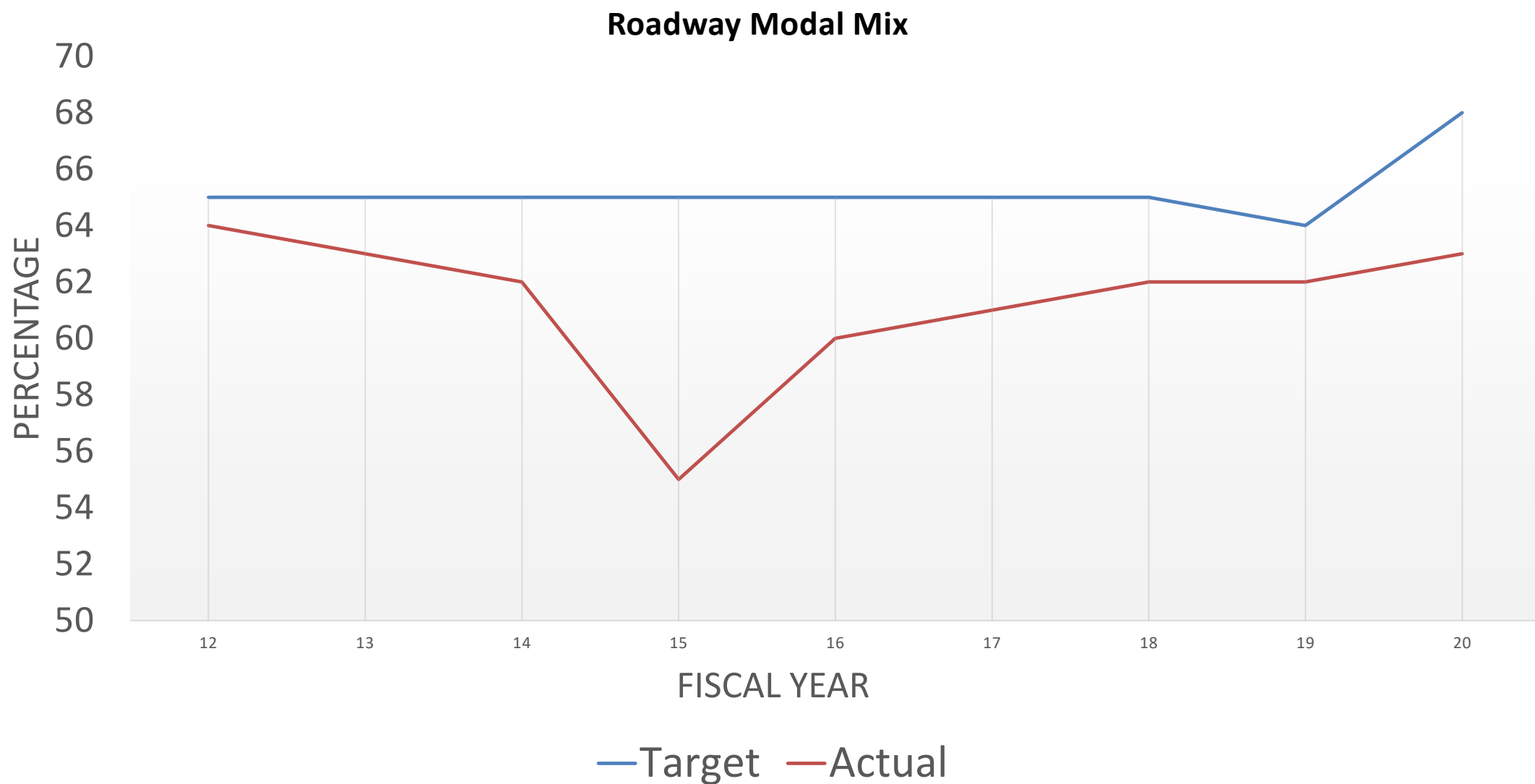
**\$25 Million**

Determined using:

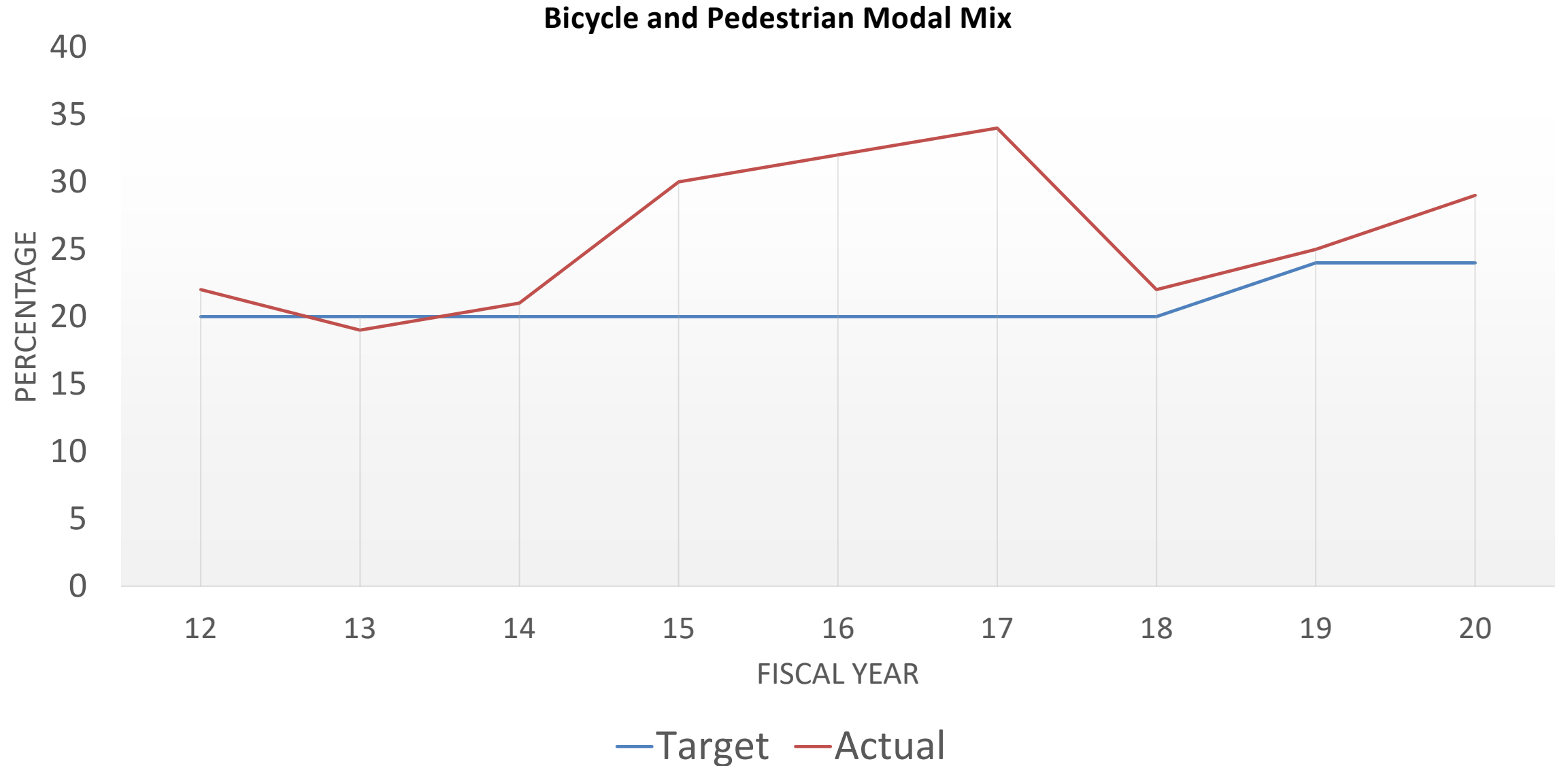
- Historic STBGP and TAP Apportionments
- 20% Over-Programming Allowance for STBGP and TAP
- CMAQ Programming Allowance
- Average returned funding over past 3 years



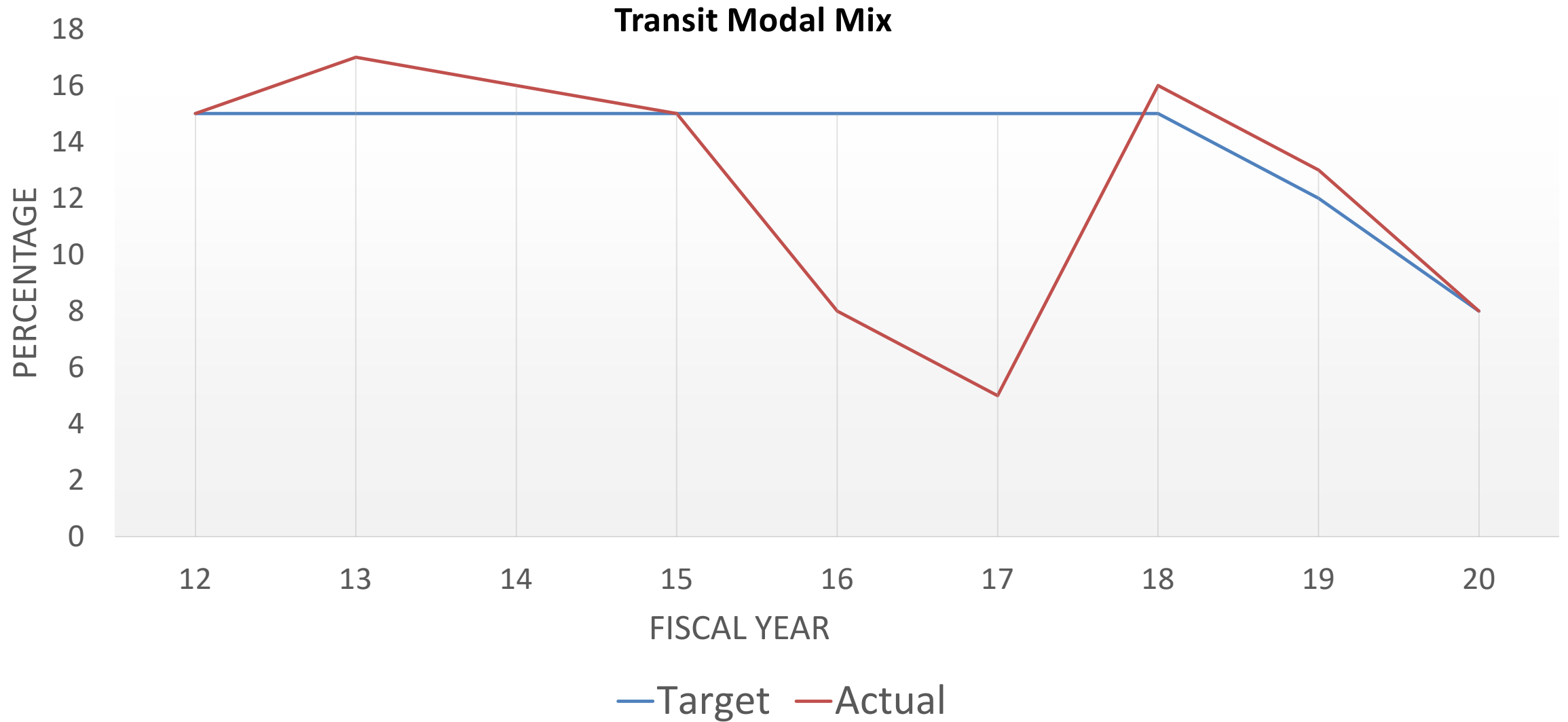
# Roadway Modal Mix



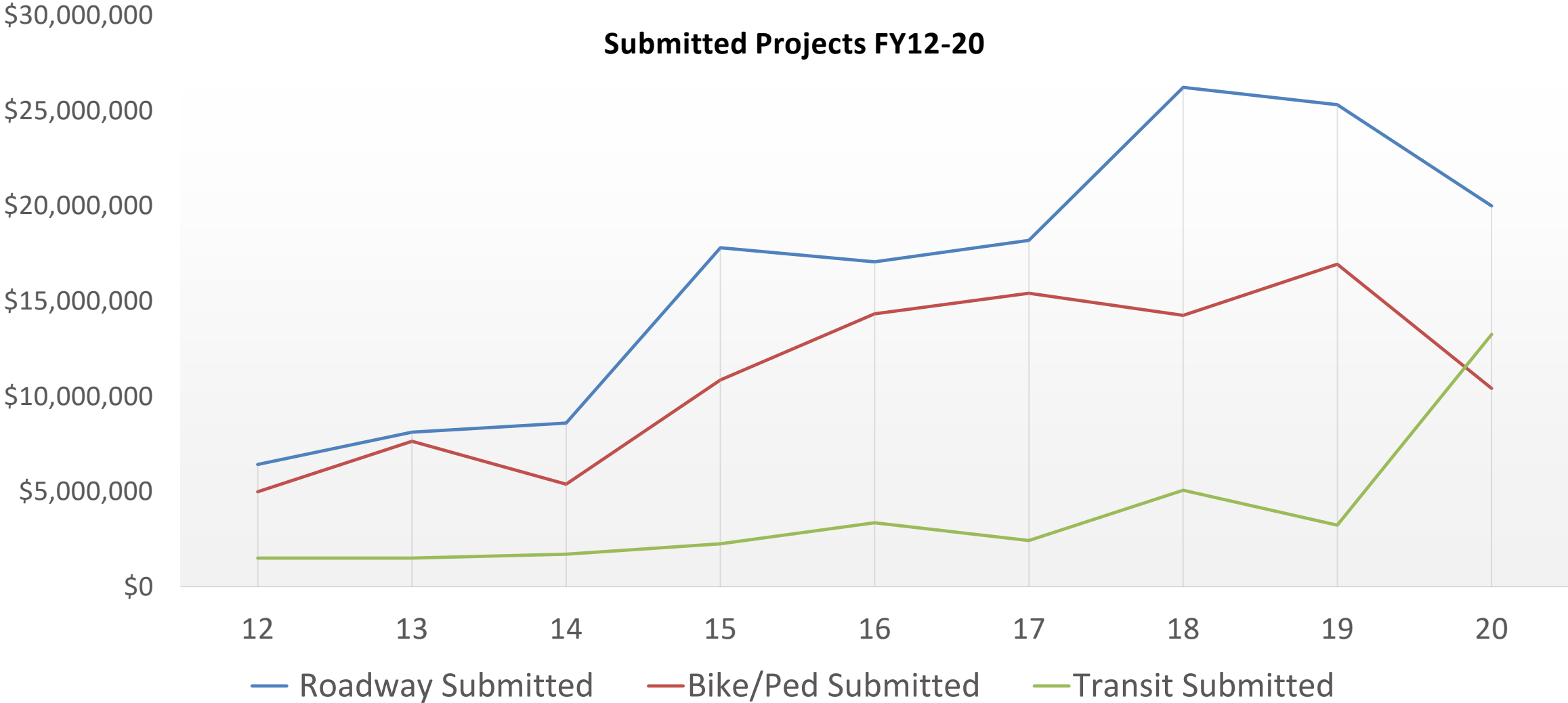
# Bicycle and Pedestrian Modal Mix



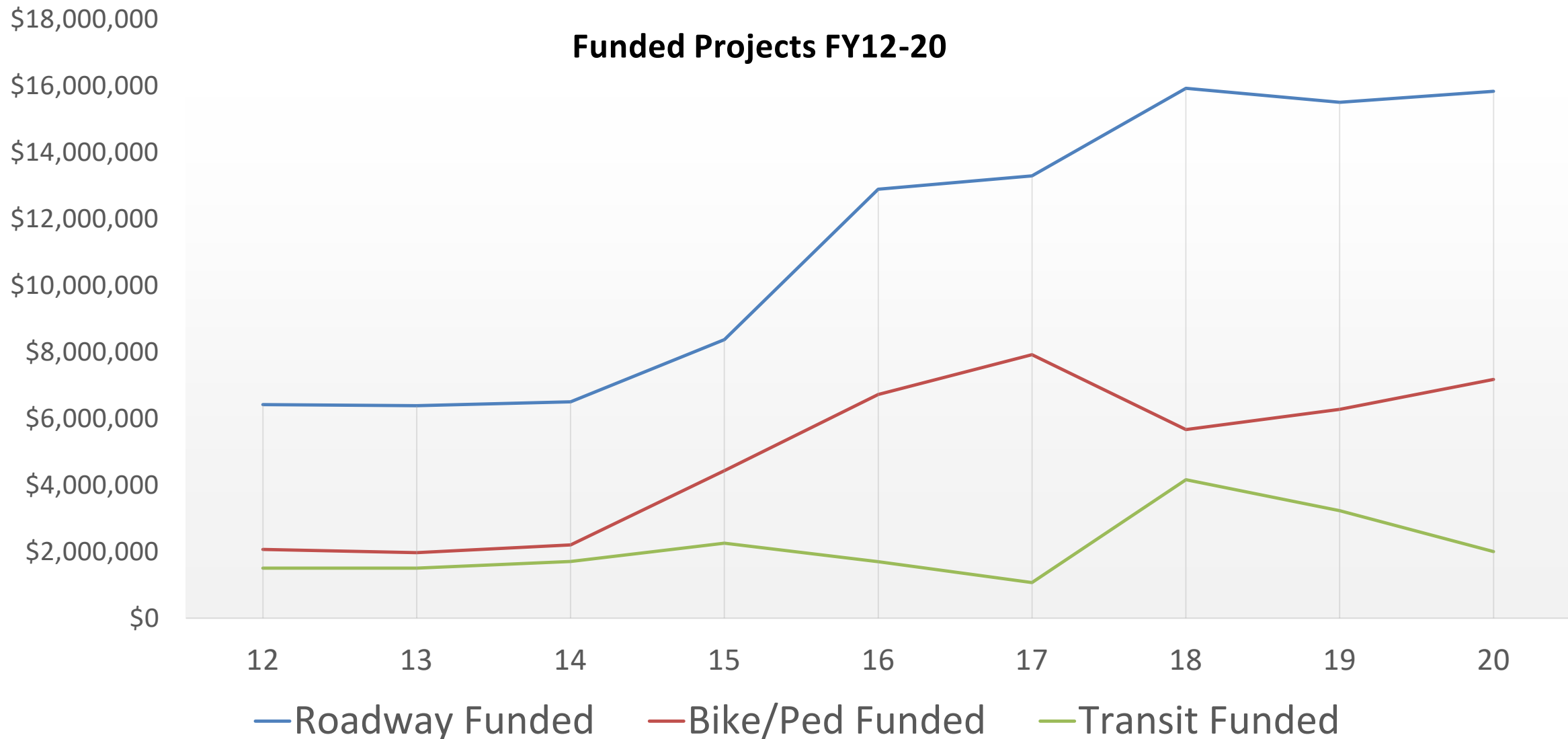
# Transit Modal Mix



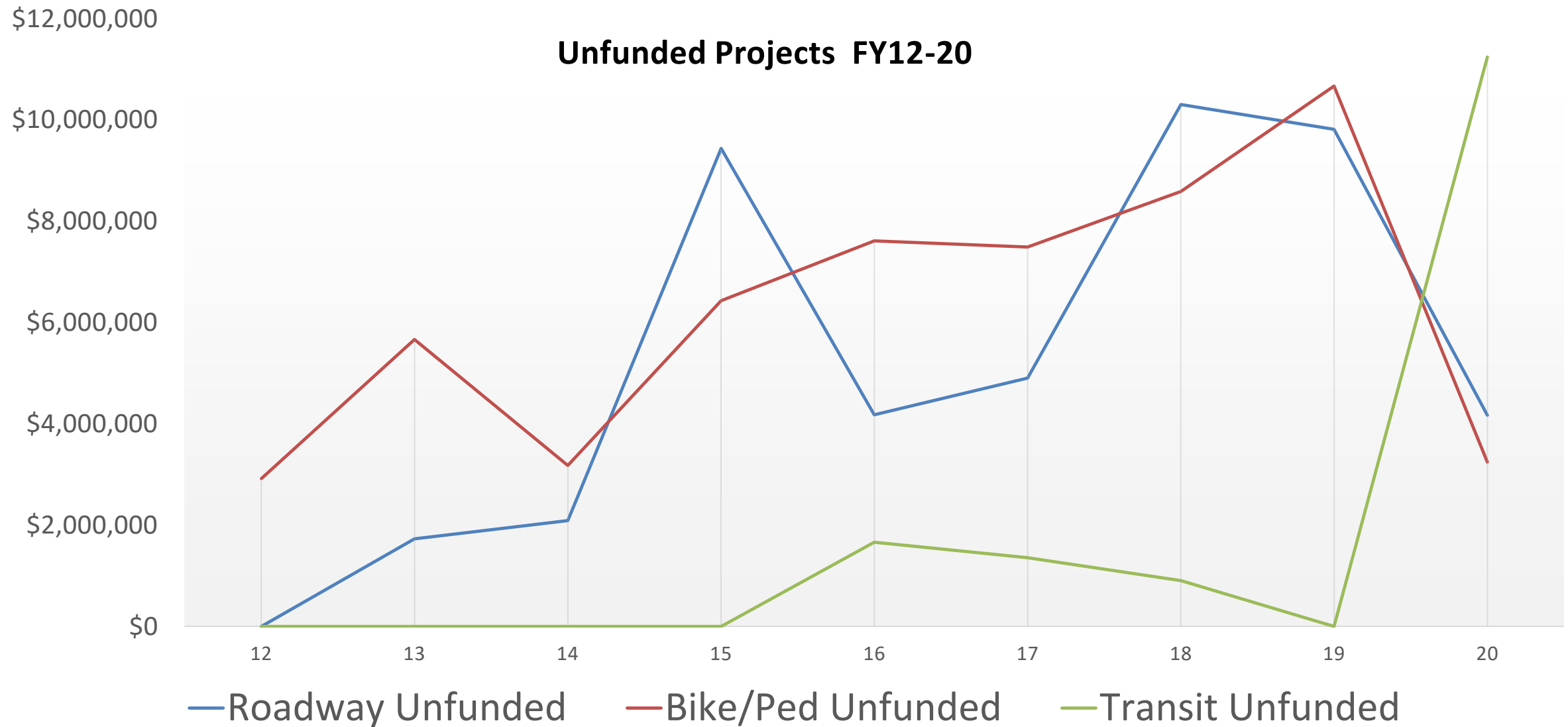
# Submitted Projects FFY12-FFY20



# Funded Projects FFY12-20



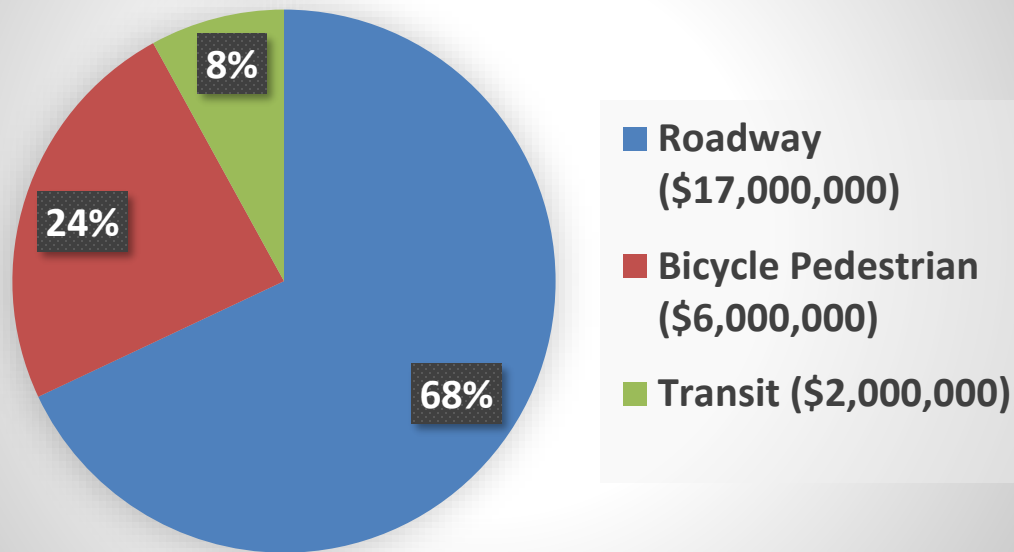
# Unfunded Projects FFY12-20



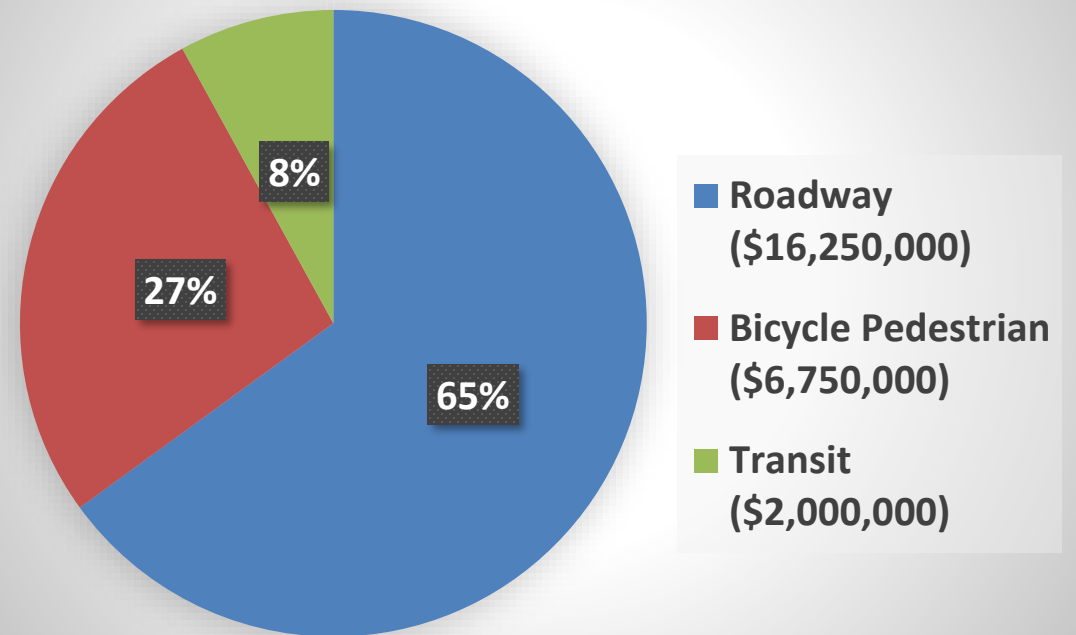


# Proposed FFY2021 Modal Investment Mix (Assumed \$25M Total Funding)

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

## 5.9 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 on June 6.
- 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:

**Recommend approval of proposed changes and target modal investment mix for the FY2021 Locally Administered Projects Program.**

## 5.10 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"> <li>Agenda posted in advance on CAMPO website</li> <li>Opportunity at each meeting; content is <u>open</u> but Chair may specify time length to accommodate numerous commenters</li> <li>Summary of advance public comments provided in writing</li> <li>Meeting Calendar posted at venue</li> </ul>
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"> <li>Posted on website with public notices</li> <li>Hard copies available</li> <li>Advance comments documented for review</li> <li>Opportunity for comment at plan-specific meetings prior to adoption and at meetings where considered/adopted</li> </ul>
	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 20 – Public Comment Period (45-days)

August 1 – TCC Recommendation

August 21 – Public Hearing & Executive Board Action Item

## 5.10 Public Participation Plan Update

**Requested Action:**  
**Recommend Executive Board approval of the Public Participation Plan Update (2019).**

## 6. Informational Item: Budget

### 6.1 Member Shares – FY2019

### 6.2 Operating Budget – FY2019

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

## 7. 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
- Fayetteville/Raleigh Passenger Rail Study
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee

**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.**

# ADJOURN



# Upcoming Events

Date	Event
August 21, 2019 4:00 p.m.	<b>Executive Board</b> One City Plaza
September 5, 2019 10:00 a.m.	<b>Technical Coordinating Committee</b> One City Plaza
September 18, 2019 4:00 p.m.	<b>Executive Board</b> One City Plaza
October 3, 2019 4:00 p.m.	<b>Technical Coordinating Committee</b> One City Plaza