



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

November 7, 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: October 3, 2019

Requested Action:

Approve the October 3, 2019 Meeting Minutes

5. Regular Business

5.1 Triangle Regional Transportation Demand Management Plan Update



TRIANGLE **T**TRANSPORTATION **D**DEMAND **M**MANAGEMENT **UPDATED PLAN**

Andrea Eilers
Triangle J Council
of Governments

11/7/2019

About the Triangle TDM Program

Grant Administration - TJCOC

Funding

NCDOT

DCHC

CAMPO

Regional Service Providers

GoTriangle

Best Workplaces for
Commuters

Local Service Providers

City of Raleigh

Duke University

NCSU

RTP

Town of Chapel Hill

Wake Tech

Orange County

City of Durham

NCCU

TDM aims to reduce reliance on single-occupancy vehicles (SOV) for travel.

Why the New Goals and Plan Update

NCDOT Updated TDM Plan – 2018



Outdated Original Plan & Goal

7-Year Plan Written in 2007

Senate Bill 953 Expired

Program Continues to Surpass 25%
Reduction Target



New Technology and Innovation

TNCs (Uber & Lyft)

Scooters & Bikeshare

Mobile Technology



Expanded Metrics & Calculations

Reduced Congestion

Improved Environmental
Quality

Better Public Safety

Reduced Road Construction



TRIANGLE TRANSPORTATION DEMAND MANAGEMENT UPDATED PLAN

GOALS

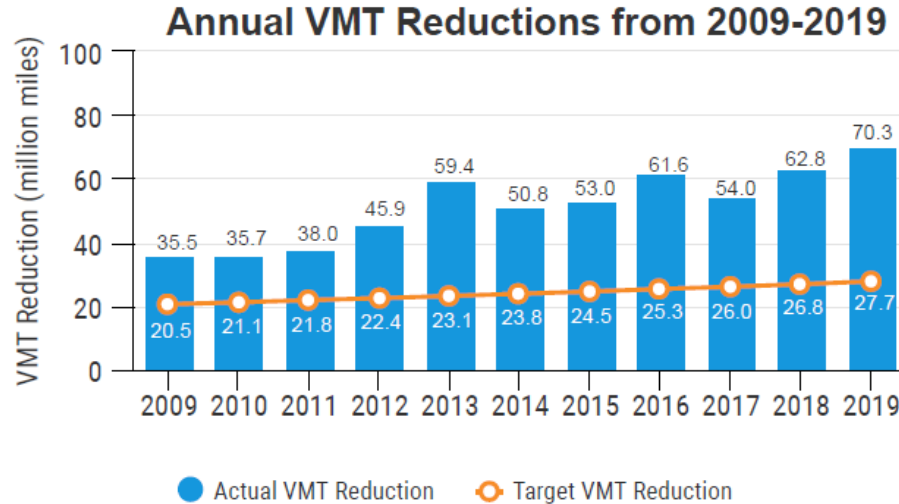


GOAL #1: REFINE AND ENHANCE PROGRAM EVALUATION METHODS

OUTCOME

Utilize improved processes for collecting data, tracking progress, and reporting enhanced performance metrics to more effectively monitor and communicate program impacts.

Current Metrics



IMPACTS OF TDM IN FY2019:



6.5 million vehicle trips avoided



2.9 million gallons of gas saved



60,300 alternative transportation users supported



70 million commute miles reduced



58 million pounds of Carbon dioxide (CO₂) release prevented



New Metrics

- **Decreased Congestion:**
 - 584,000 hours of travel delay eliminated
- **Deferred Road Construction:**
 - 2,200 lane miles deferred
- **Improved Vehicle Safety:**
 - 71 vehicle crashes avoided per 1M VMT
- **Improved Personal Health**
- **Return on Investment**



GOAL #2: ALIGN FUNDING CYCLES WITH PERFORMANCE

OUTCOME

Ensure accountability and performance from TDM Service Providers while providing them with the assurance and continuity of multi-year funding.



GOAL #3: EXPAND PROGRAM MARKETING AND OUTREACH

OUTCOME

Create widespread awareness of the TDM program among commuters, policy makers, professionals and organizational staff leading to higher rate of alternative commuting.



GOAL #4: GET INNOVATIVE

OUTCOME

Take advantage of existing and emerging opportunities and nontraditional demand management strategies to keep pace with rapidly changing technologies and trends.



GOAL #5: INTEGRATE WITH LOCAL AND REGIONAL PLANNING EFFORTS

OUTCOME

The Triangle TDM Program establishes itself as an indispensable component of several related local and regional programs, policies and plans.



Questions and Feedback?

Andrea Eilers

aeilers@tjcog.org or 919-558-2705

5.1 Triangle Regional Transportation Demand Management Plan Update

Requested Action:
Receive as information.

5.2 R.E.D. Priority Bus Lanes Study



5.2 RED Priority Bus Lanes Study

CAMPO Technical Coordinating Committee

November 7, 2019



RENAISSANCE
PLANNING

AGENDA

1 OVERVIEW OF RED LANES STUDY

2 RED LANES SUITABILITY METHODOLOGY AND TOOLKIT

3 INTERACTIVE POLLING SESSION

1

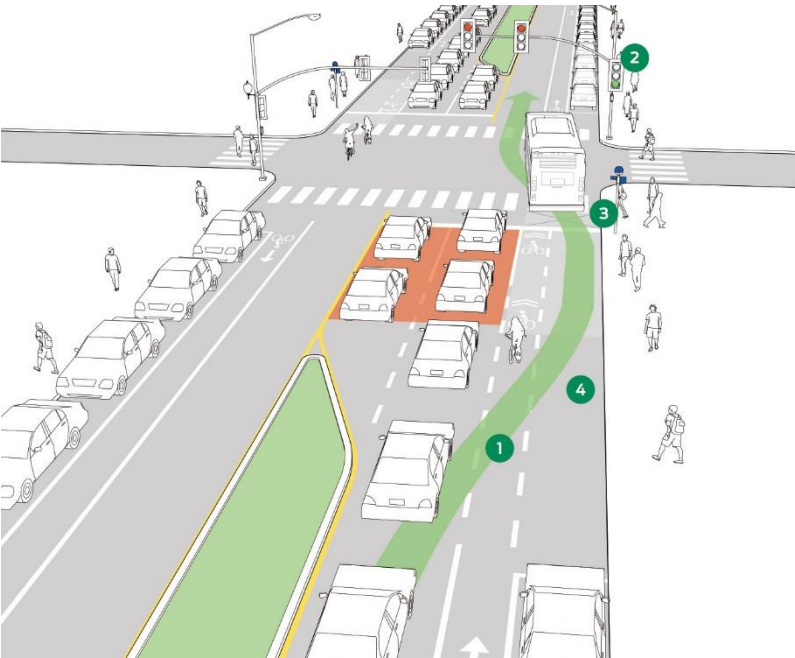
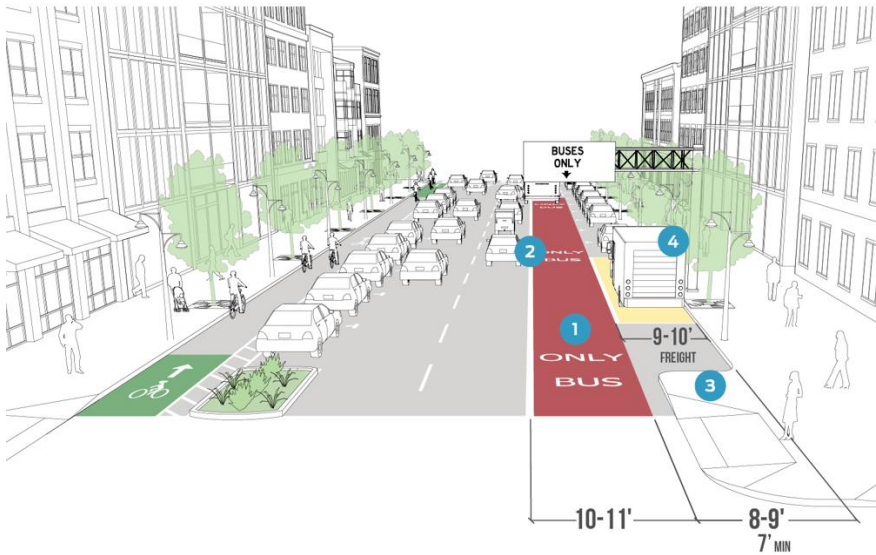
OVERVIEW OF RED LANES STUDY

WHAT IS A RED LANE?

- A transit-priority travel lane that often accommodates non-transit users
 - Right-turning vehicles
 - Emergency vehicles
 - Driveway access
 - (and sometimes bikes!)
- Intent is to better balance transit operations with the needs of all corridor users.
- Reduce transit delays resulting from congestion.
- Specific designs vary based on context:
 - What other users share the lane?
 - What operational enhancements, such as TSP, are appropriate?
 - Red paint can aid enforcement but is not always necessary or appropriate.



RED LANES



OBJECTIVES OF THE STUDY

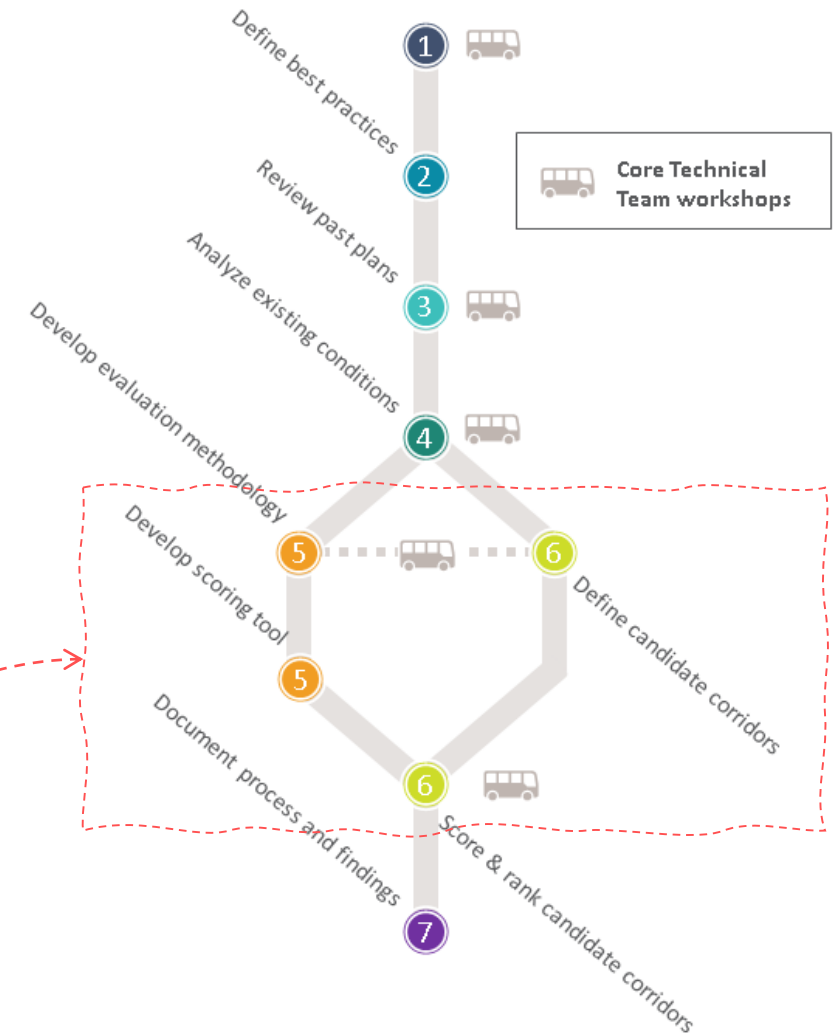
- Clearly define RED Lanes concepts and components
- Describe best practices for RED Lanes planning and implementation
- Develop a regional RED Lanes analysis process
 - Identify metrics and supporting data sets
 - Devise a comprehensive evaluation methodology
 - Create an analysis toolkit
 - Provide guidance on toolkit use and score interpretation
 - Delineate use of toolkit and outputs for planning and project development

CAMPO has conducted four workshops with the study's Core Technical Team (CTT) so far.

ORGANIZATION OF WORK

1. Project Management & Coordination
2. Peer Review/Best Practices
3. Prior Plans/Concurrent Studies Review
4. Existing Conditions and Trends Analysis
5. RED Lanes Evaluation Methodology and Tool Development
6. Priority Listing of Potential RED Lanes Corridors
7. Final Report

We are here



TOOLKIT INFORMED BY EARLY PHASES OF THE STUDY

- **RED Lanes Fundamentals:**

- Introduces key concepts and components of RED Lanes based on literature review
- Provides synopses of RED Lanes design features, bus operations, relationship to BRT, best practices, and cost considerations

- **Key Plans in the CAMPO Region:**

- Summarizes prior and ongoing plans and studies in the region, highlighting major themes and emphases to inform a RED Lanes evaluation process.

- **Existing Conditions and Trends**

- Identify important metrics for RED Lanes evaluation and gather supporting data.
- Topic-by-topic breakdown of conditions and trends across the region.

Each phase summarized in a draft technical memorandum for the Core Technical Team and will be incorporated as study final report Appendices

WHAT WE LEARNED

- CAMPO is at the vanguard of rating candidate RED Lane corridors
- Suitability indicators span a range of topics
- Enforcement strategies are important for success
- Many indicators yield similar priorities
- Data-driven analysis and qualitative judgment are both valuable

KEY RED LANES TOPICS
Demand
Operations
Contexts
Design/Other

INDICATORS AND METRICS BY TOPIC

- Metrics reflect those listed in RED Lanes Fundamentals Report and CTT emphasis.
 - Transit vehicle volume
 - Person throughput by all modes
 - Volume-to-capacity (v/c) ratio and highway level of service
 - Reliability, travel time variability, delay
 - Available right of way and physical/spatial constraints
- Some metrics directly support RED Lanes suitability scores; others provide implementation guidance.

TOPIC AREA		CTT Priority	Literature Priority
Indicator	Metric		
DEMAND			
Transit Ridership (p. 8)	Forecasted daily route-level transit passengers by segment in 2045	High	High
	Forecasted peak-hour route-level ridership as a share of daily route-level ridership by segment in 2045	High	High
Transit Mode Share (p. 12)	Transit commute (journey to work) mode share in 2015	Low	Low
Traffic Volume (p. 14)	Forecasted daily bi-directional traffic volume by segment in 2045	Low	High
	Forecasted PMpeak hour volume-to-capacity ratio by direction in 2045	Low	Medium
Non-motorized Users (p. 18)	Walk access to jobs (proxy for non-motorized trip demand) in 2014	Low	Low
Person throughput (p. 20)	<i>To be addressed at a project level</i>	High	High
OPERATIONS			
Transit on time performance/ reliability (p. 21)	On time performance rates by route in 2018/ 19	High	High
Transit service frequency (p. 25)	Transit vehicles per hour (bi-directional) by segment in 2019	Low	High
	Future RED Lanes-supportive frequency by segment by planning horizon year.	Low	High
Transit Signal Priority (p. 29)	<i>To be addressed at a project level</i>	Medium	NA
Person/ vehicle delay (p. 30)	Forecasted AMpeak hour congested-to-free-flow-speed ratio by direction in 2045	Low	Medium
Average travel speed (p. 33)	Forecasted peak hour bus travel speed by direction in 2045	Low	Medium
CONTEXTS			
Adjacent land uses (p. 35)	Activity unit density by TAZ in 2013	Medium	Low
	Intersection density by block group in 2011	Medium	Low
Context classification/ complete streets (p. 39)	<i>To be addressed at a project level</i>	Medium	NA
Parking/ curb space (p. 41)	<i>To be addressed at a project level</i>	Low	Low
Accessibility (p. 43)	Transit-to-auto access to jobs ratio in 2013	Medium	NA
	Communities of concern by block group in 2012	Medium	Low
Functional/ access class (p. 47)	Functional class by segment in 2045	Low	Low
DESIGN/ OTHER			
Number of lanes (p. 50)	Segment lane count by direction in 2013	Medium	Medium
	Buildings intersected (within potential ROW buffer) per mile by segment in 2018	Medium	Medium
<i>Intersection design, separation of traffic, safety, enforcement, maintenance, cost, and project length to be addressed at a project level, following best practices findings from RED Lanes Fundamentals report.</i>			

2

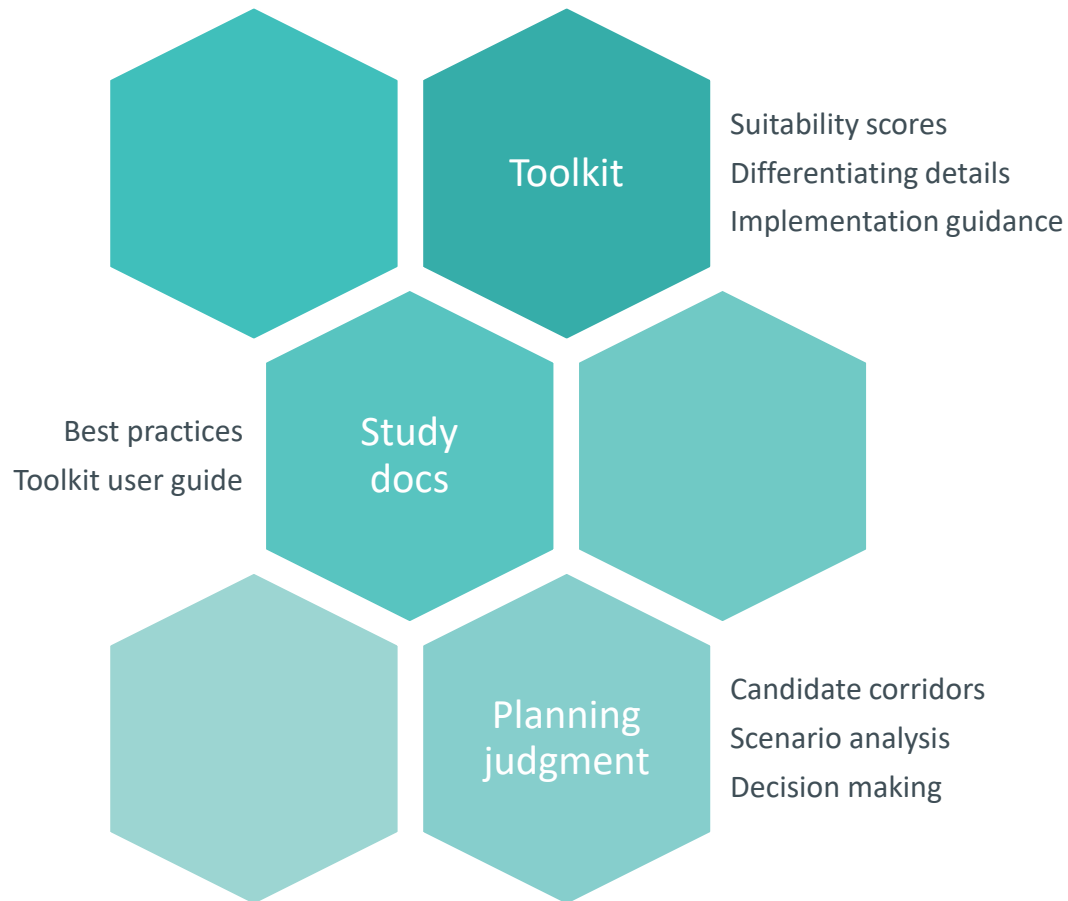
RED LANES SUITABILITY METHODOLOGY AND TOOLKIT

METHODOLOGY AND TOOLKIT OBJECTIVES

For a given location, assign a value that reflects its suitability for RED Lanes, differentiated by travel demand, transportation system operations, and area design/context characteristics.

1. Combine major dimensions of RED Lanes suitability.
2. Simplify data preparation procedures to facilitate scoring updates, sensitivity tests, and scenario analysis.
3. Create a consistent, predictable, and replicable process.

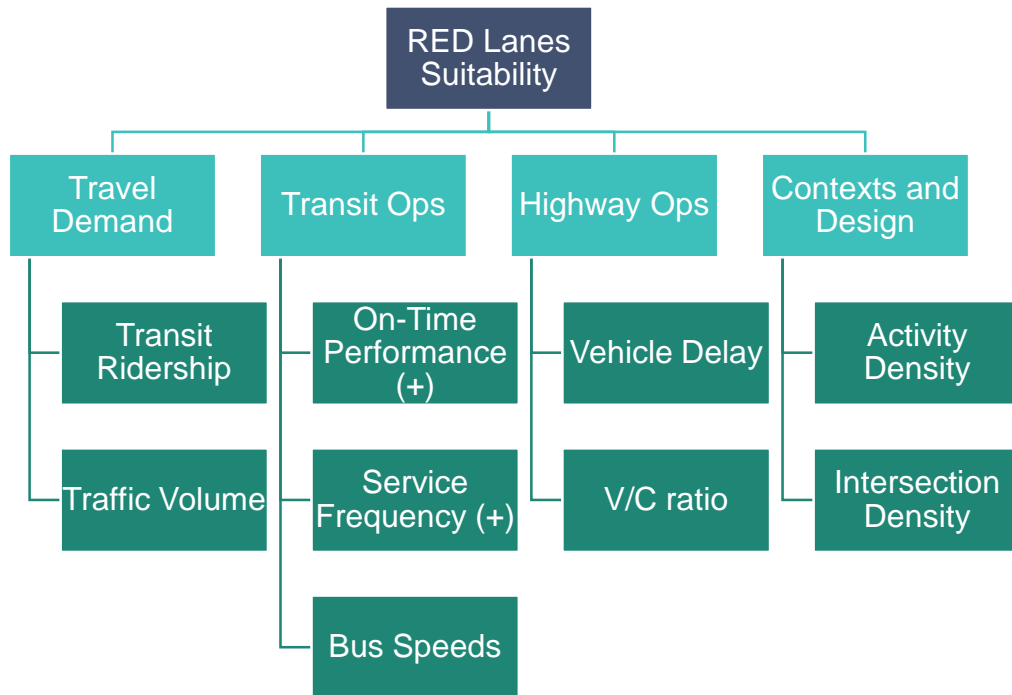
TOOLKIT UTILIZATION IN RED LANES PLANNING



The RED Lanes planning and project development process blends an **analytic tool** with decision-maker **judgment**.

- The toolkit's primary purpose is highlighting candidate corridors for further study.
- It also offers planning utility for scenario analysis as part of project development.

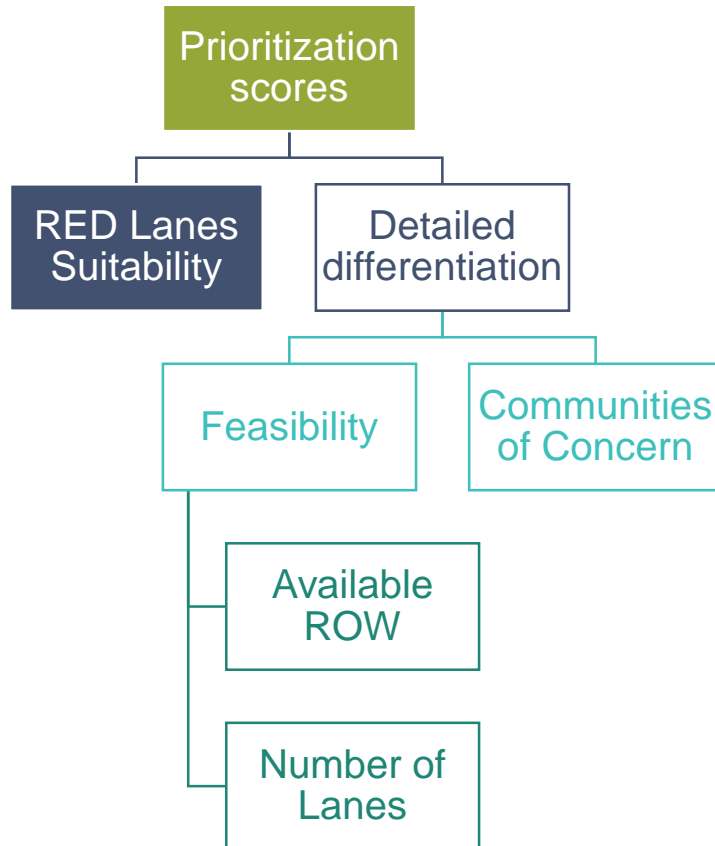
DATA DRIVEN SUITABILITY SCORING



Combine the Existing Conditions Report metrics into a holistic understanding of suitability and implementation guidance (this section focuses on suitability).

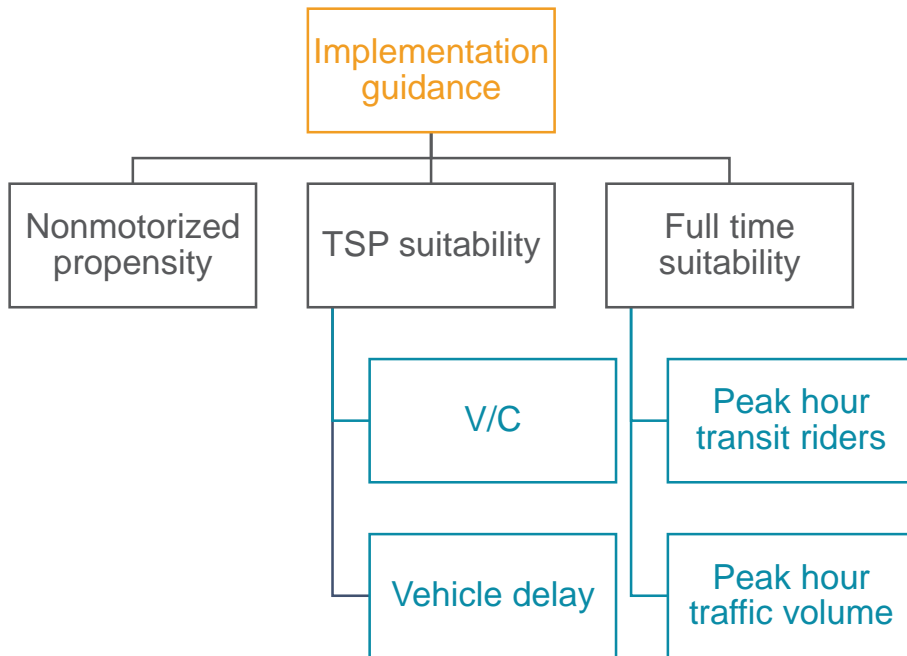
- Hierarchically evaluate and combine key dimensions of suitability
 - Travel Demand
 - Transit Operations
 - Highway Operations
 - Contexts and Design

DATA DRIVEN SCORE ENRICHMENT



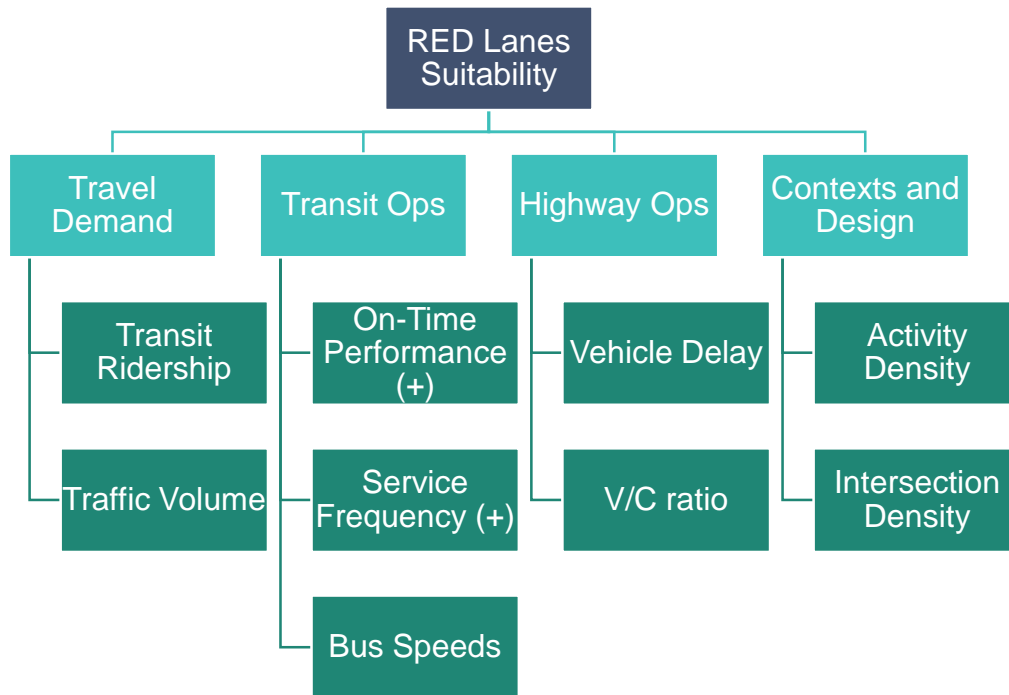
- Enrich raw suitability scoring with other measures
- Other variables differentiate among segments with similar raw scores
 - Feasibility – segments with adequate ROW or suitable number of lanes
 - Communities of concern – segments serving neighboring areas with transportation disadvantaged populations.

DATA DRIVEN IMPLEMENTATION GUIDANCE



- Enrich raw suitability scoring with other measures
- Implementation guidance
 - Measures indicating how a RED Lane should be designed.
 - These are generated by the tool but not incorporated in the corridor ranking

SCORING EXAMPLES



Combined suitability evaluation examples with different weighting schemes:

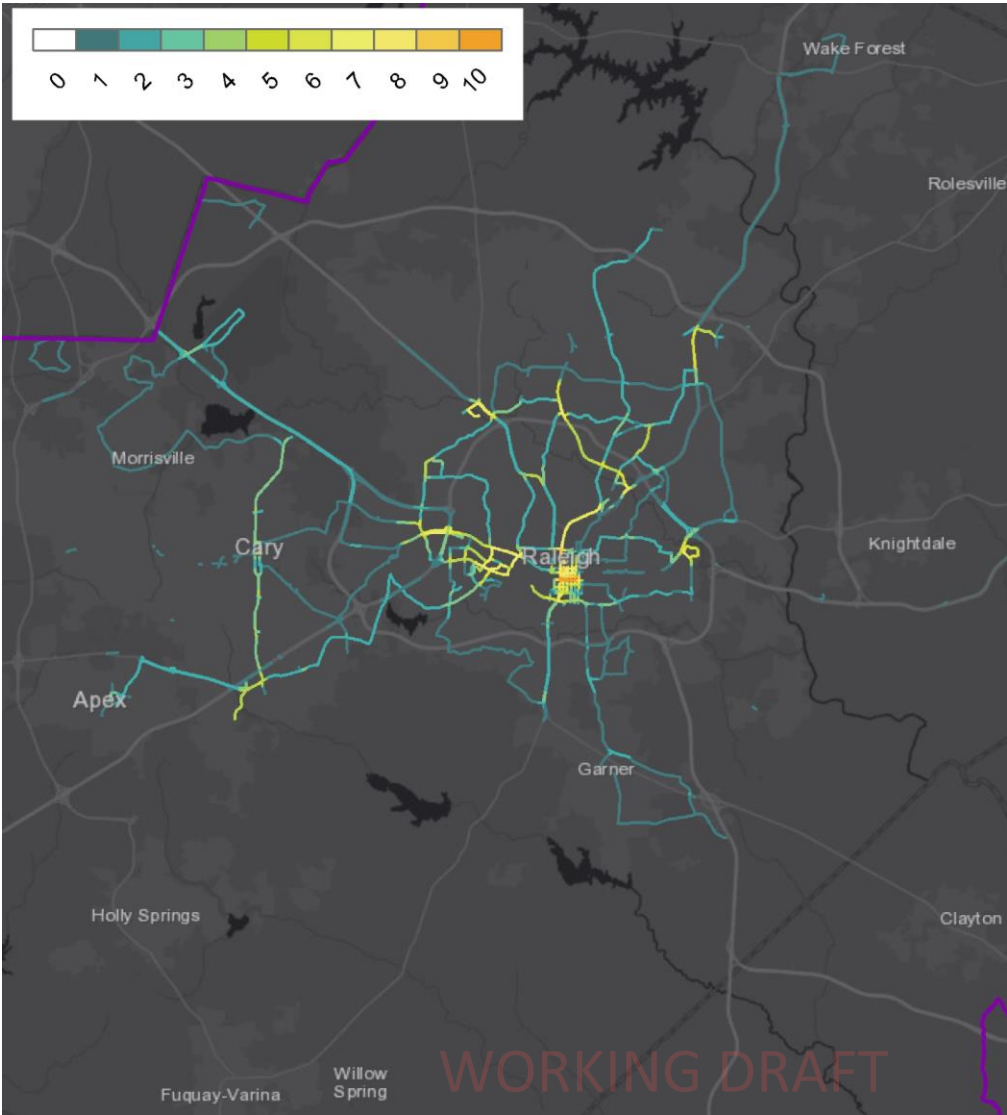
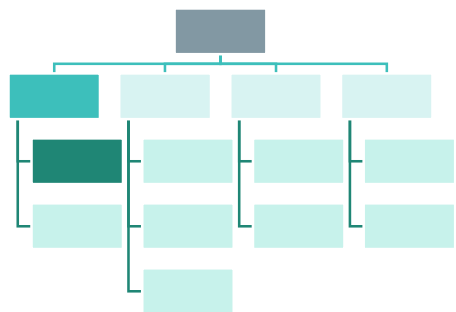
- Travel Demand
- Transit Operations
- Highway Operations
- Contexts and Design

TRAVEL DEMAND – TRANSIT RIDERSHIP

Example measure: Daily Transit Ridership

Route level ridership forecasts from TRM accumulated on segments.

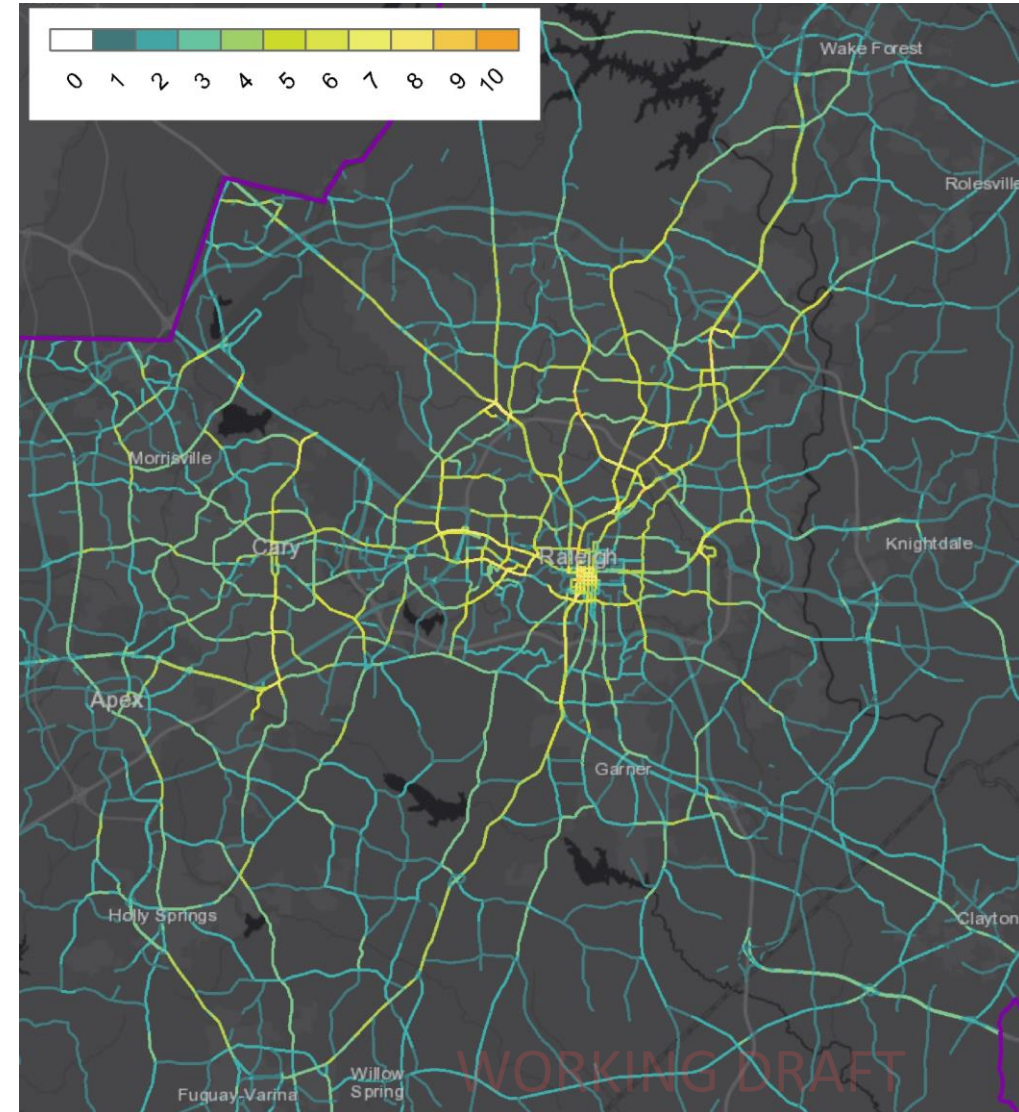
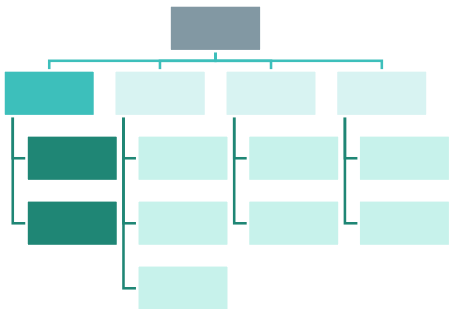
Ridership Range	Suitability Score
0 – 1,000	1
1,000 – 2,500	2
2,500 – 4,000	3
4,000 – 6,000	4
6,000 – 8,000	5
8,000 – 10,000	6
10,000 – 15,000	7
15,000 – 20,000	8
20,000 – 35,000	9
35,000+	10



TRAVEL DEMAND

Measure: Travel Demand Suitability

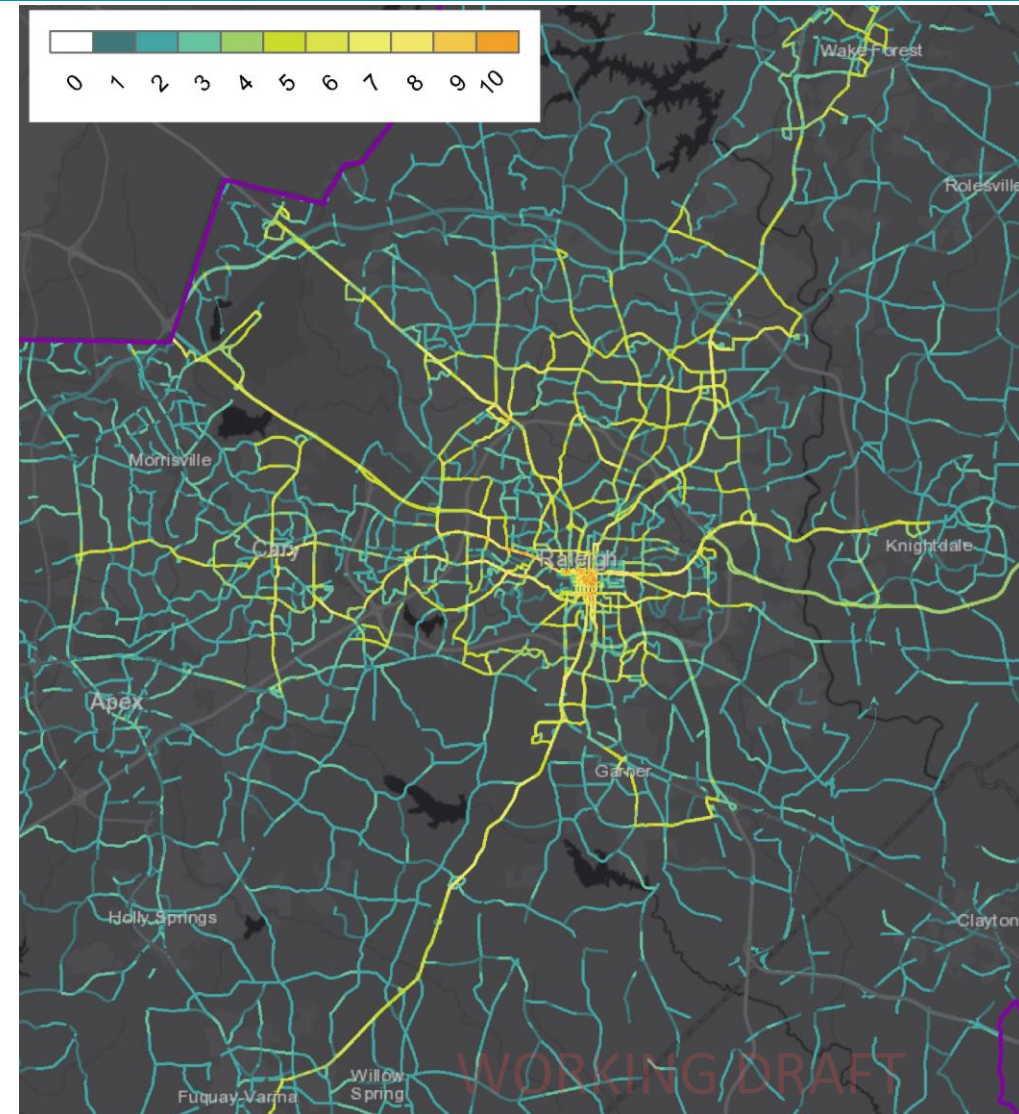
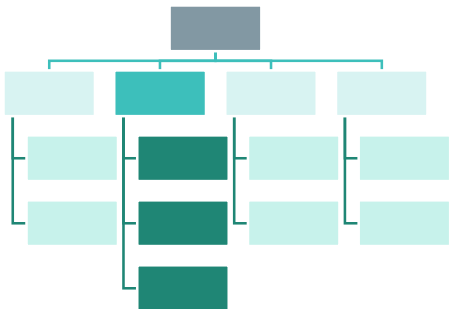
- Methods:
 - Overlay the transit ridership and traffic volume suitability maps and take a weighted average.
 - Transit ridership weight: 60%
 - Traffic volume weight: 40%



TRANSIT OPERATIONS

Measure: Transit Operations Suitability

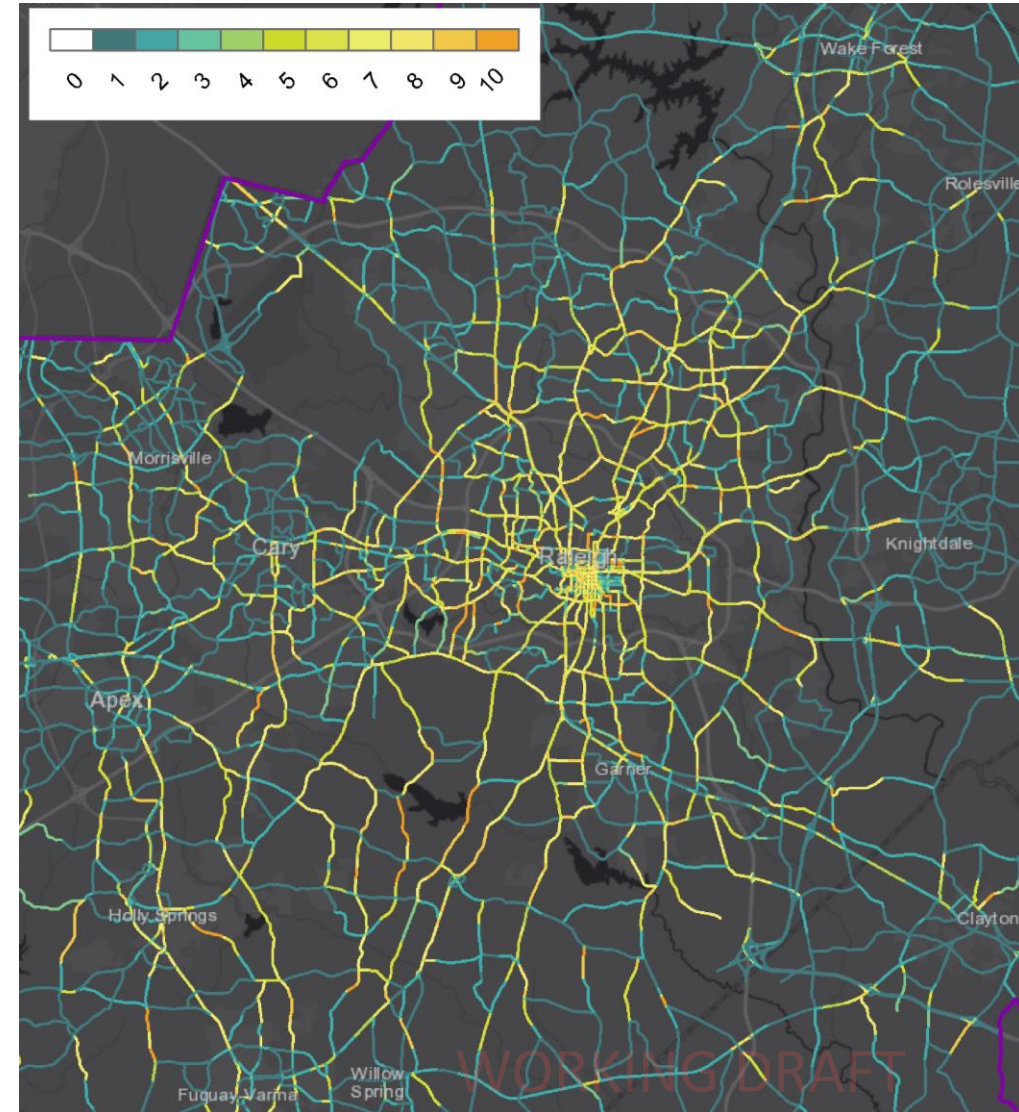
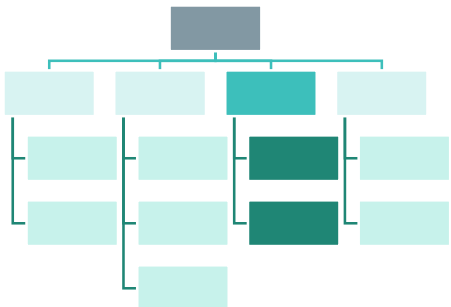
- Methods:
 - Overlay the on-time performance combo, service frequency overlay, and bus speed and take a weighted average.
 - On-Time Performance: 25%
 - Service Frequency: 50%
 - Bus Speed: 25%



HIGHWAY OPERATIONS

Measure: Highway Operations Suitability

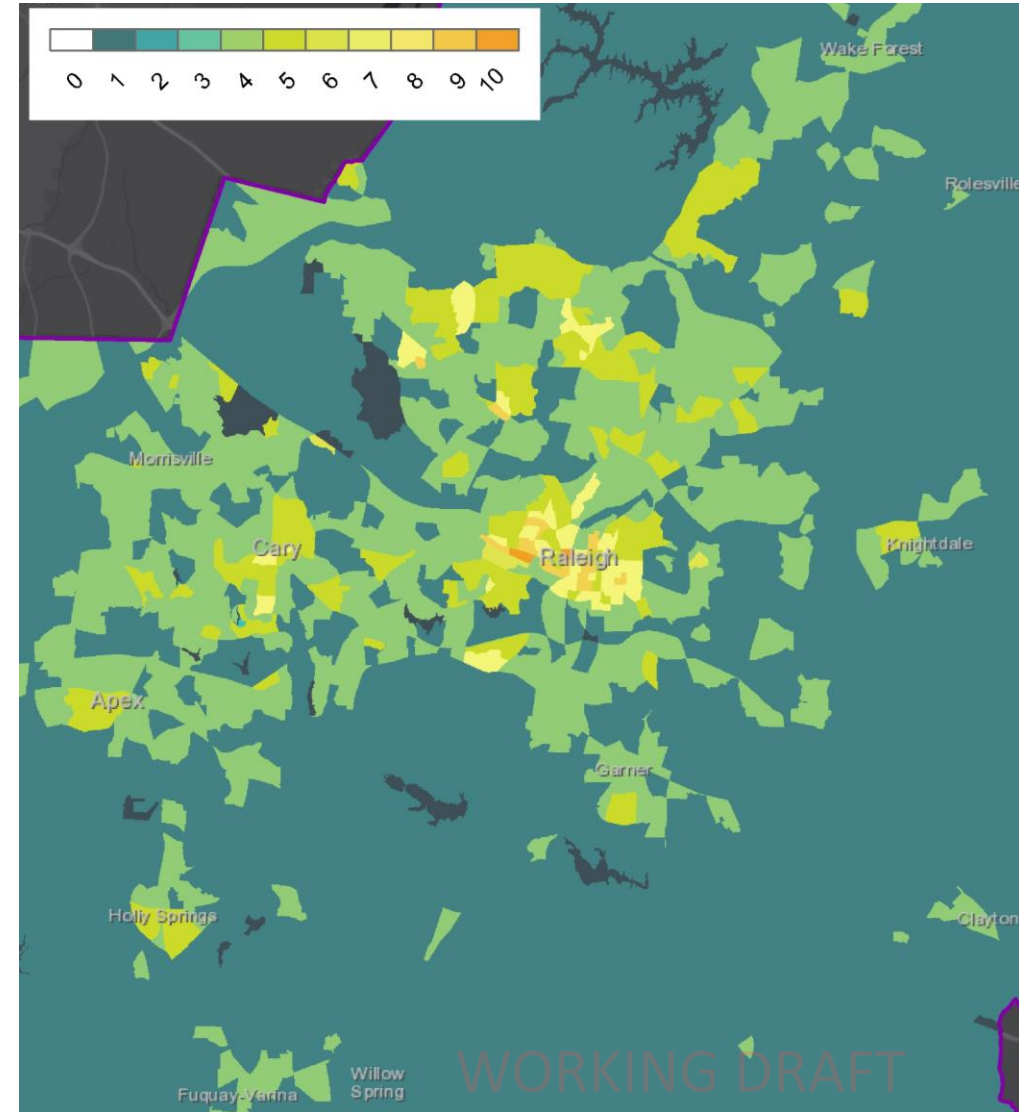
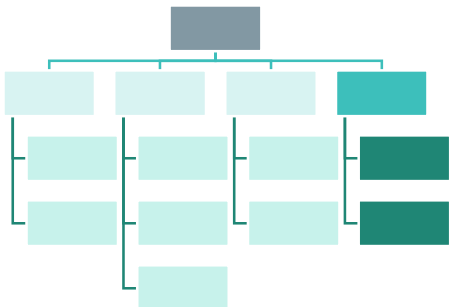
- Methods:
 - Overlay the vehicle delay and v/c ratio scores and take a weighted average
 - Vehicle delay: 50%
 - V/C ratio: 50%



CONTEXT AND DESIGN

Measure: Context and Design Suitability

- Methods:
 - Overlay the activity density and intersection density scores and take a weighted average
 - Activity unit density: 50%
 - Intersection density: 50%

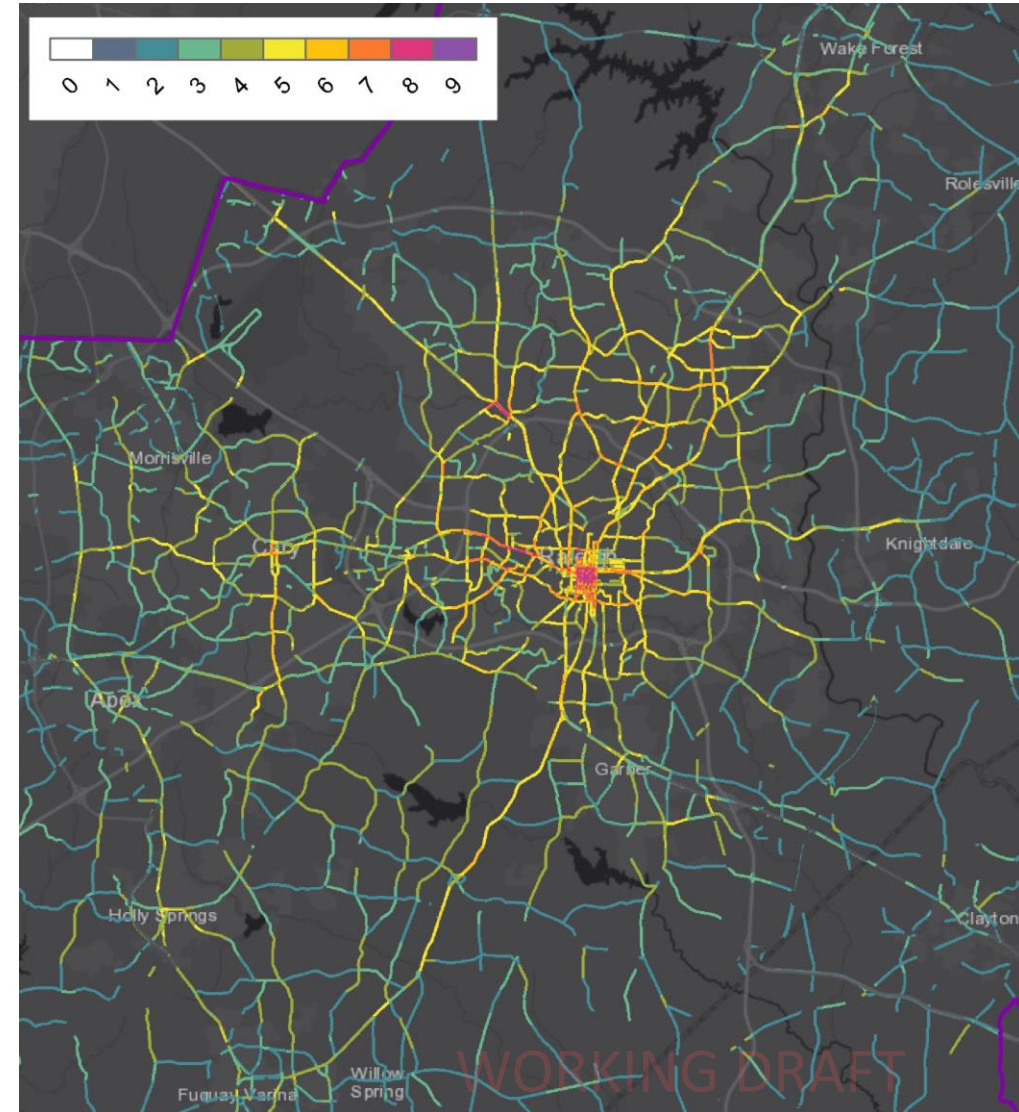
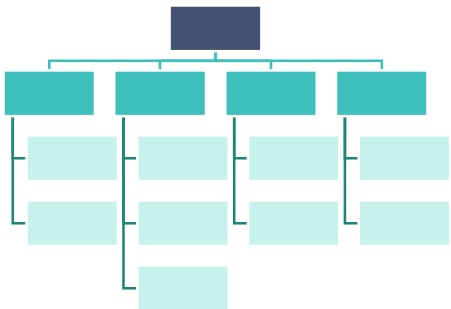


RAW SUITABILITY OVERLAY – EQUAL WEIGHTS

- Dimensions:

- Travel Demand (25%)
- Transit Operations (25%)
- Highway Operations (25%)
- Context and Design (25%)

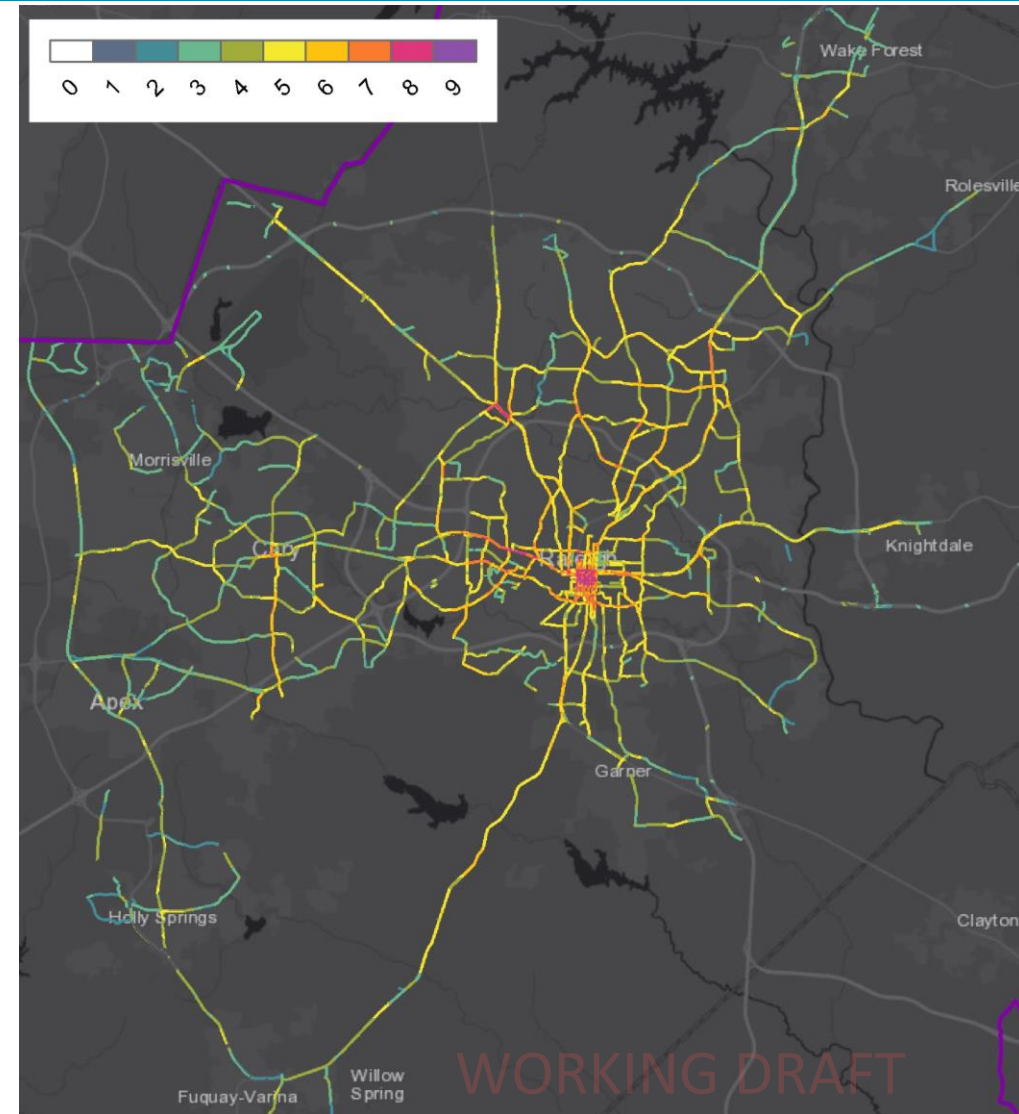
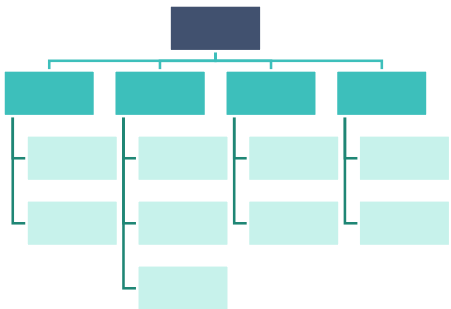
Since highway datasets were included in the suitability scoring, many facilities with no existing or planned transit have a suitability score. We can mask these out by only including segments with existing or planned transit service.



RAW SUITABILITY OVERLAY – EQUAL WEIGHTS

- Dimensions:

- Travel Demand (25%)
- Transit Operations (25%)
- Highway Operations (25%)
- Context and Design (25%)

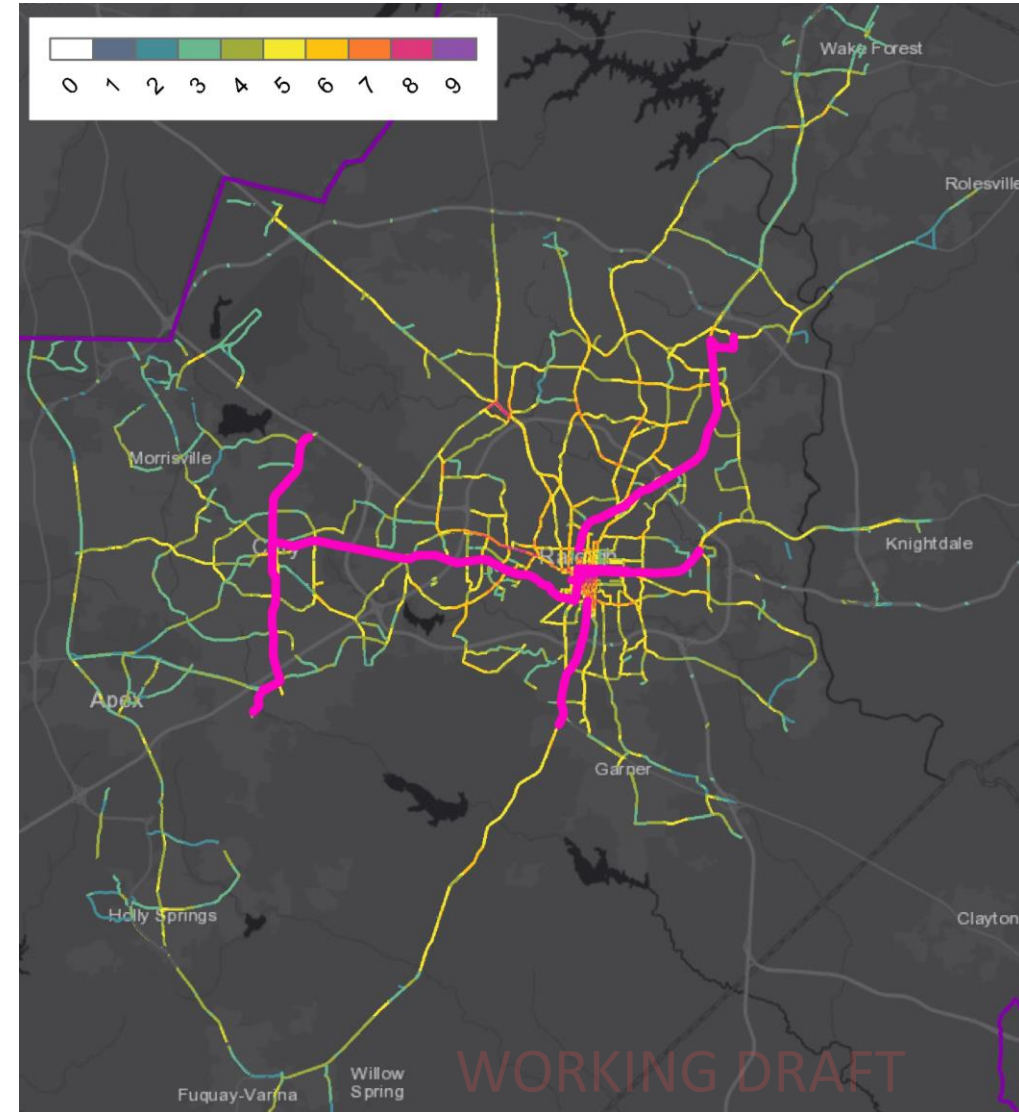
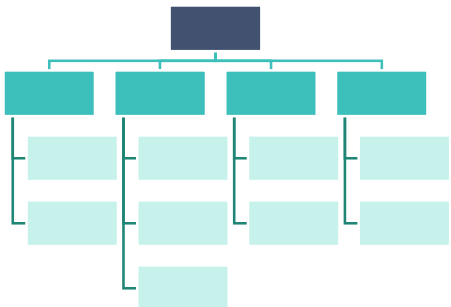


RAW SUITABILITY OVERLAY – EQUAL WEIGHTS

- Dimensions:

- Travel Demand (25%)
- Transit Operations (25%)
- Highway Operations (25%)
- Context and Design (25%)

We can choose to exclude segments where fixed-guideway transit improvements are planned.

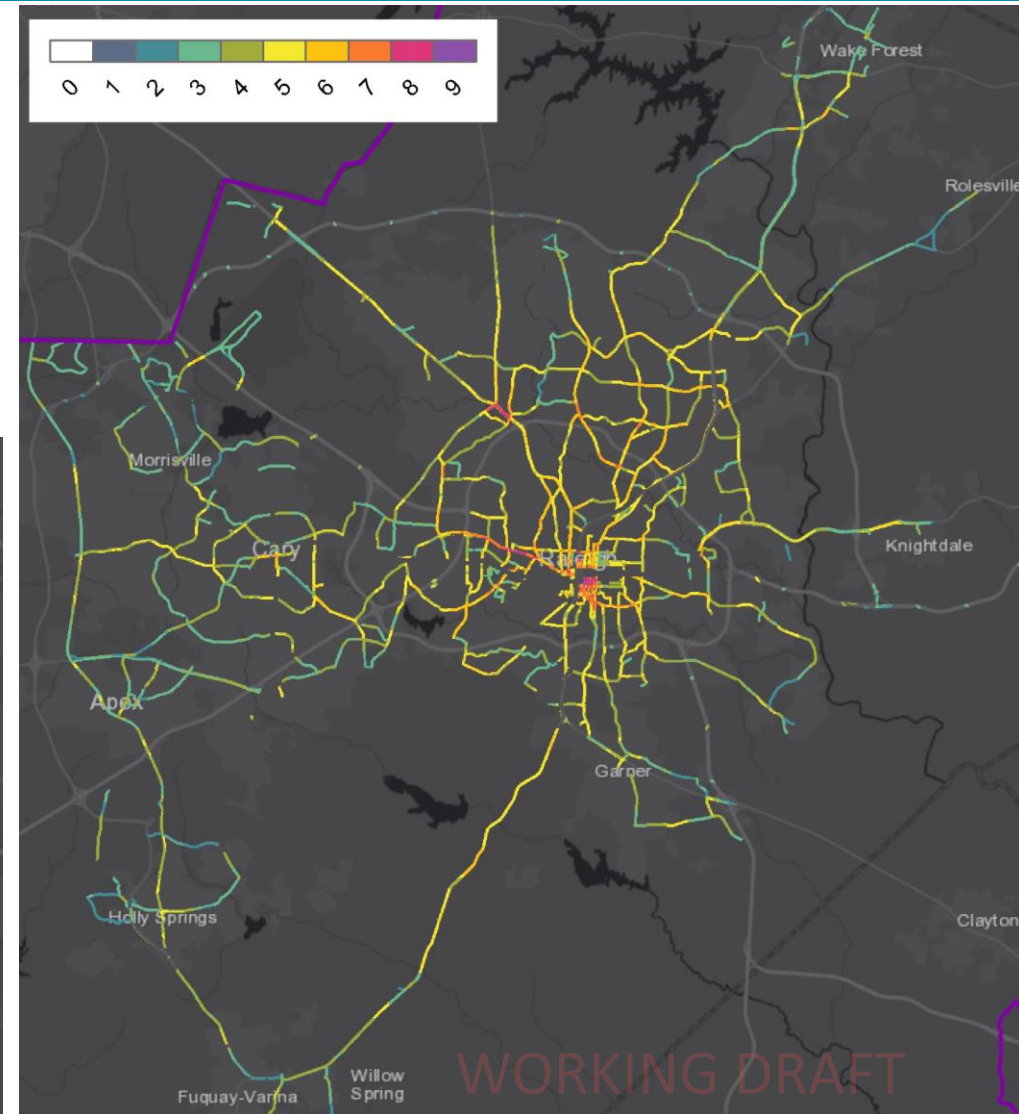
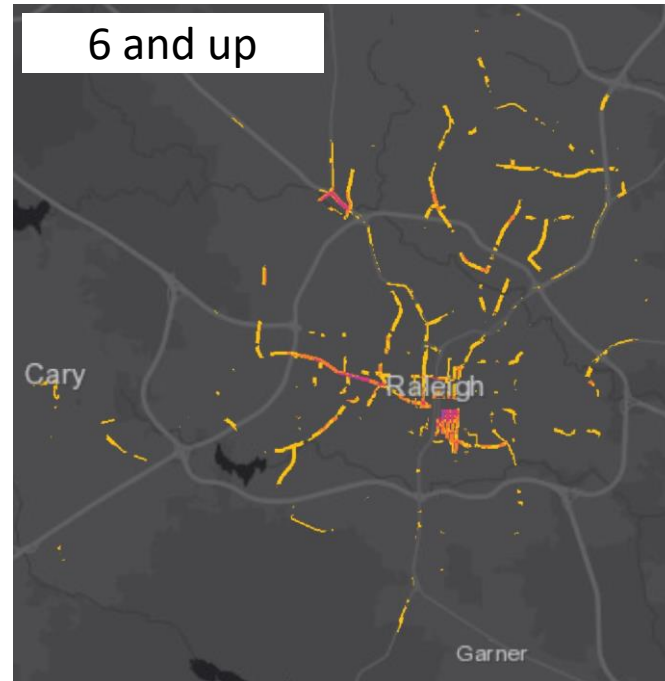
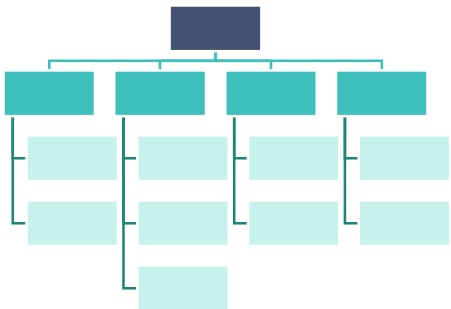


RAW SUITABILITY OVERLAY – EQUAL WEIGHTS

- Dimensions:

- Travel Demand (25%)
- Transit Operations (25%)
- Highway Operations (25%)
- Context and Design (25%)

SENSITIVITY TEST

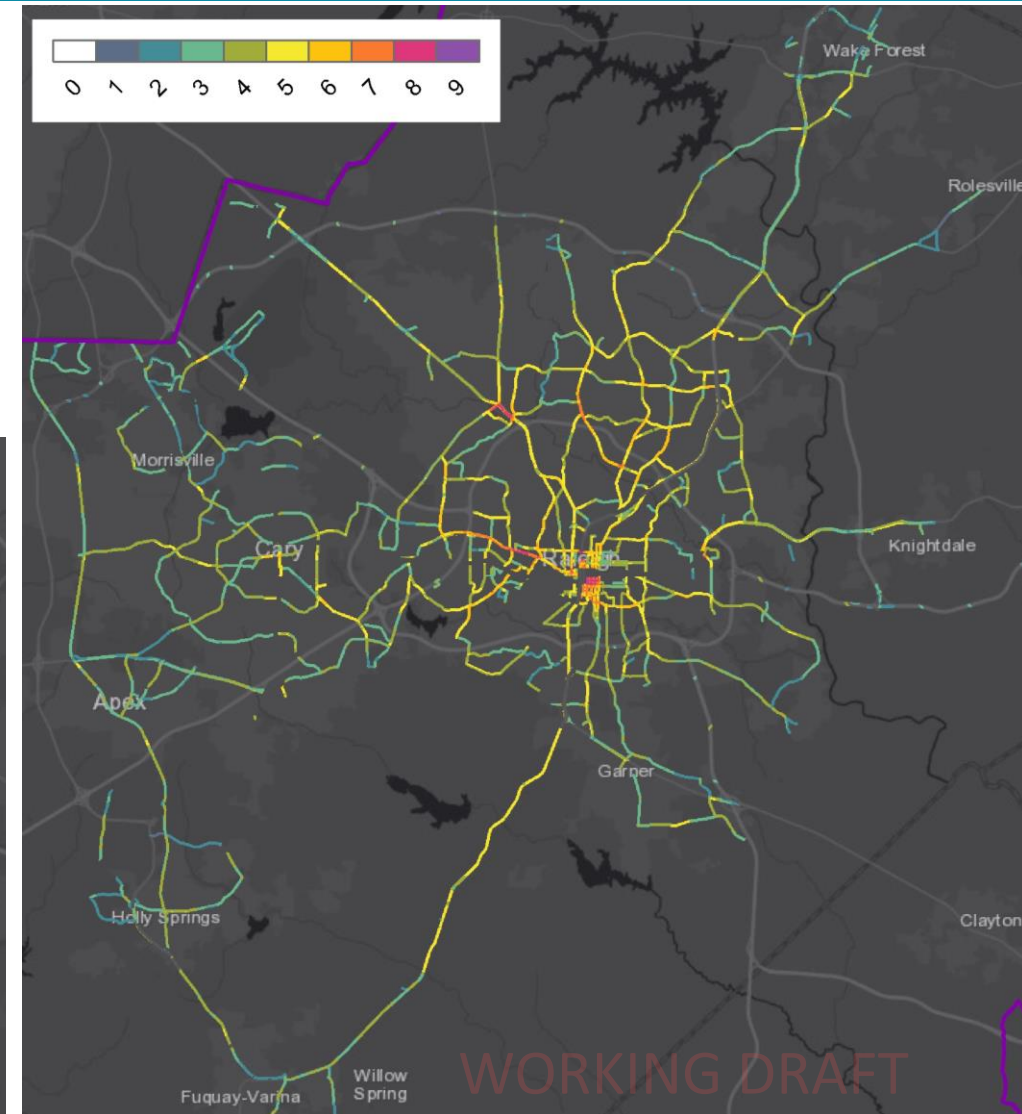
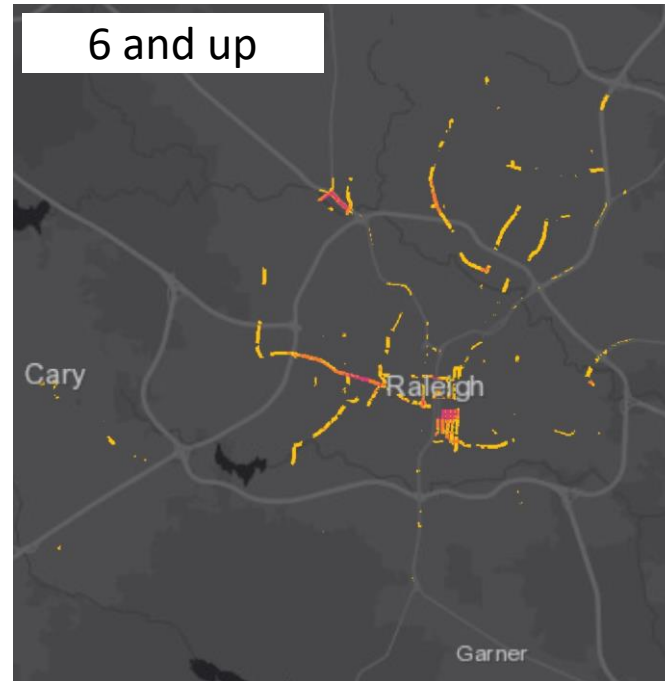
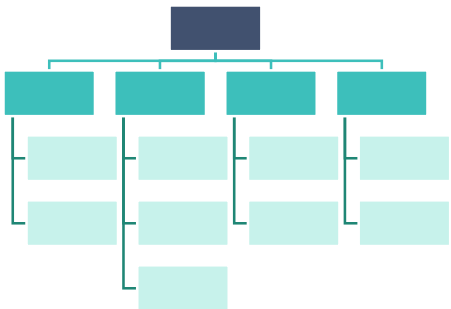


RAW SUITABILITY OVERLAY – TRAVEL DEMAND EMPHASIS

- Dimensions:

- Travel Demand (40%)
- Transit Operations (20%)
- Highway Operations (20%)
- Context and Design (20%)

SENSITIVITY TEST

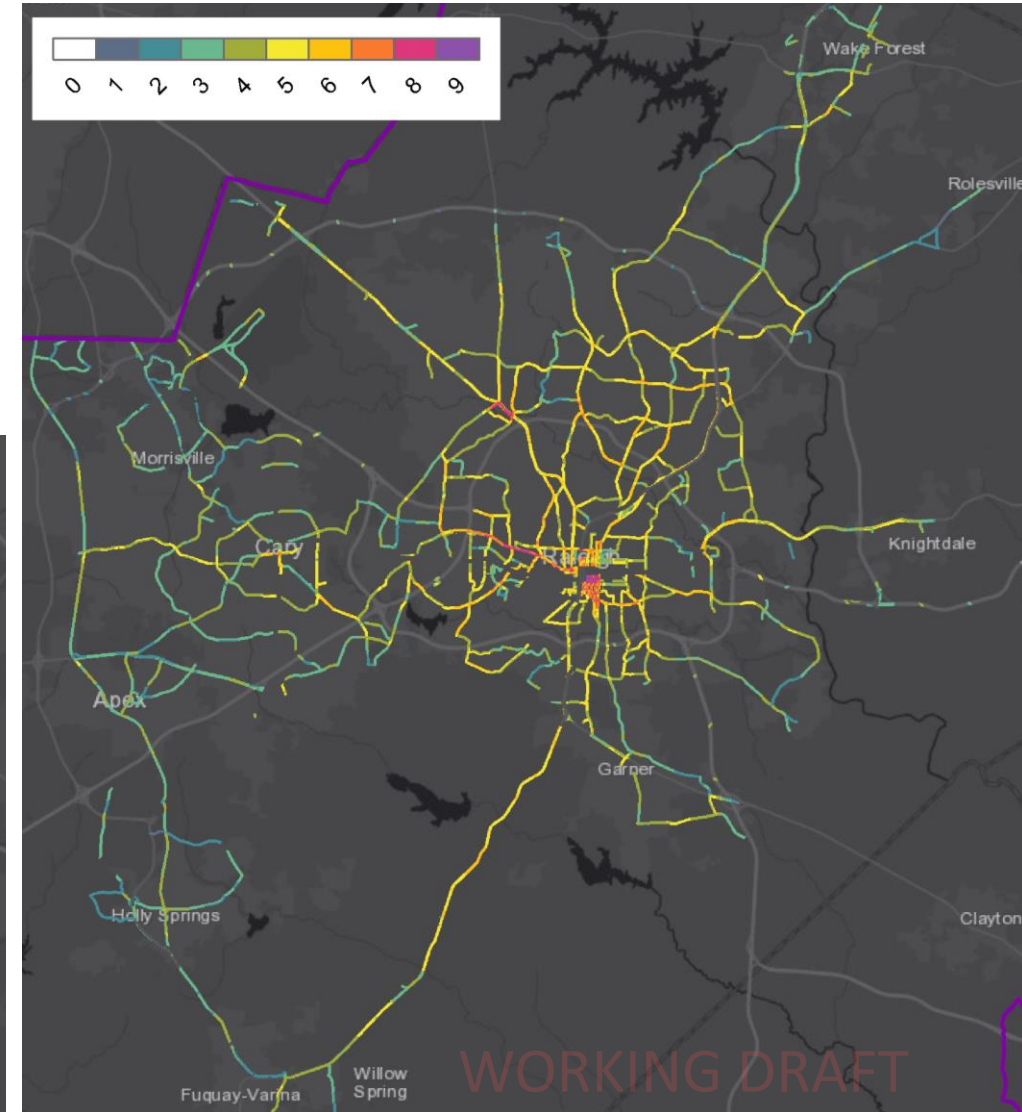
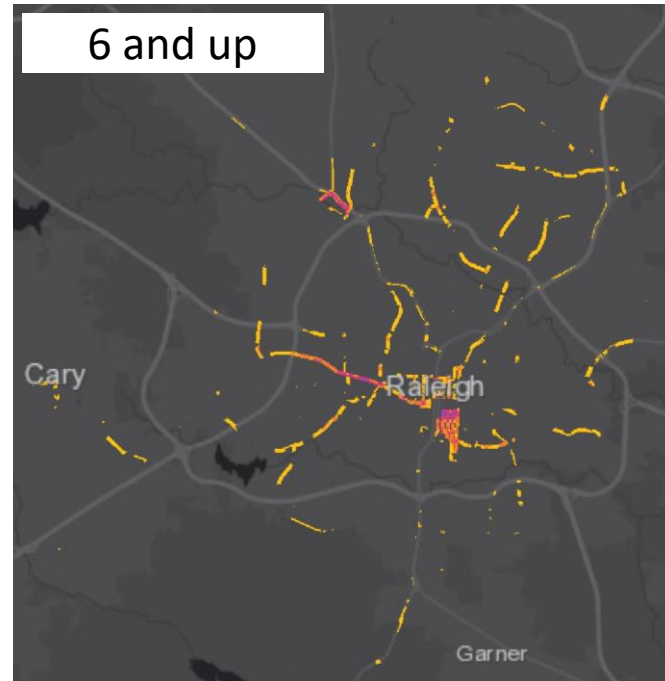
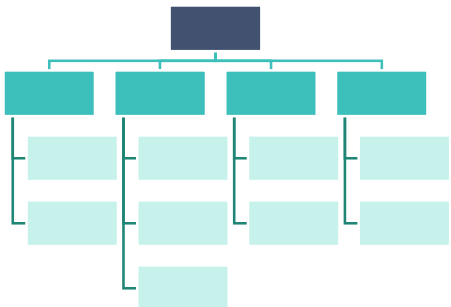


RAW SUITABILITY OVERLAY – TRANSIT OPERATIONS EMPHASIS

- Dimensions:

- Travel Demand (20%)
- Transit Operations (40%)
- Highway Operations (20%)
- Context and Design (20%)

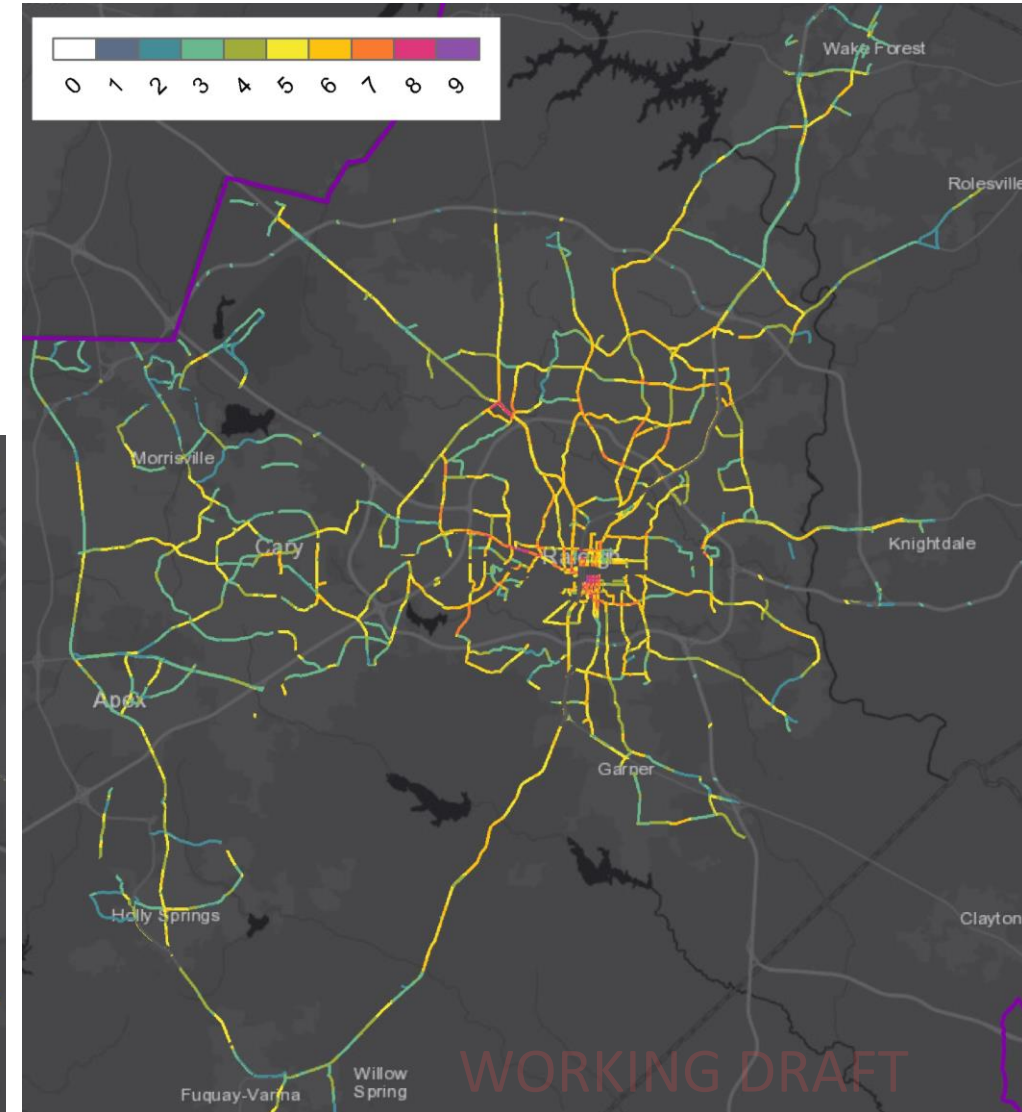
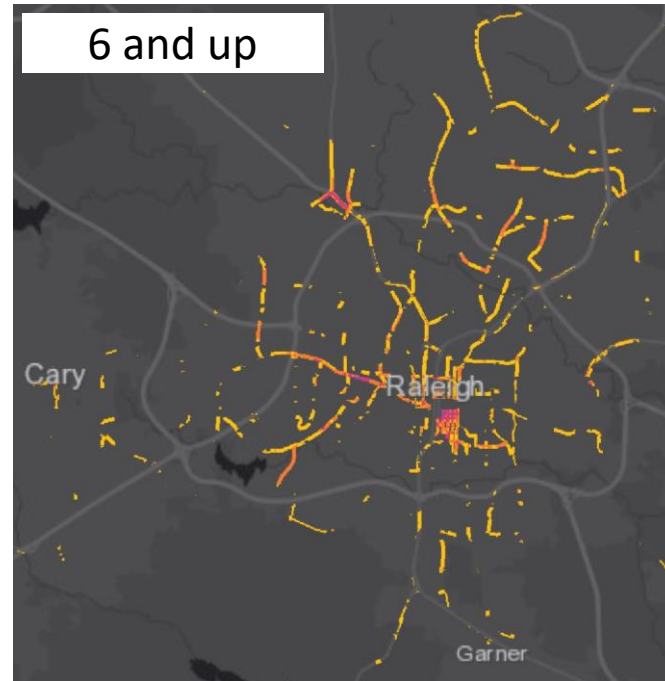
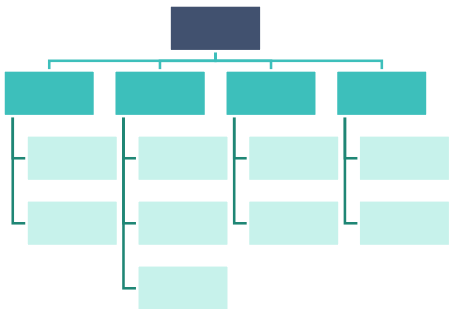
SENSITIVITY TEST



RAW SUITABILITY OVERLAY – HIGHWAY OPERATIONS EMPHASIS

- Dimensions:
 - Travel Demand (20%)
 - Transit Operations (20%)
 - Highway Operations (40%)
 - Context and Design (20%)

SENSITIVITY TEST

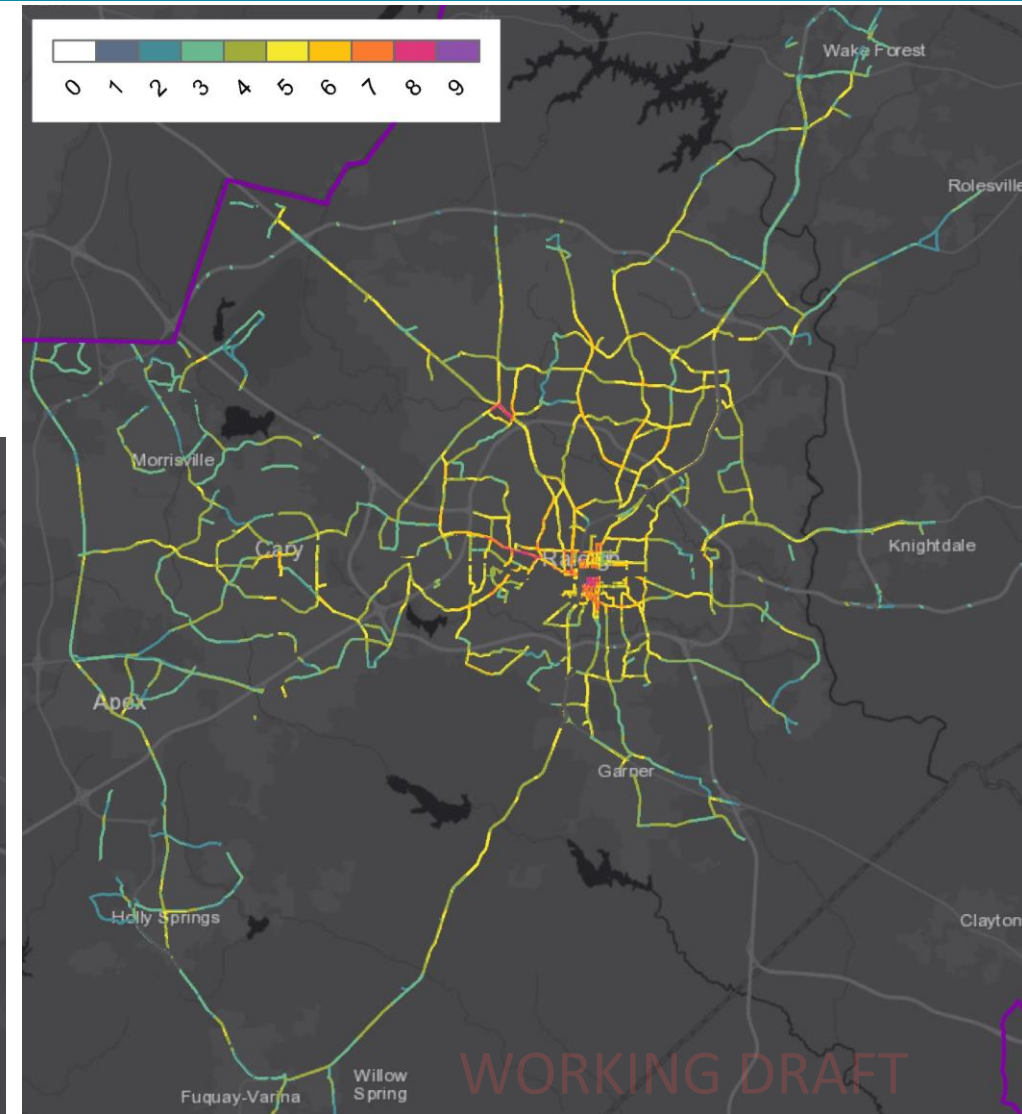
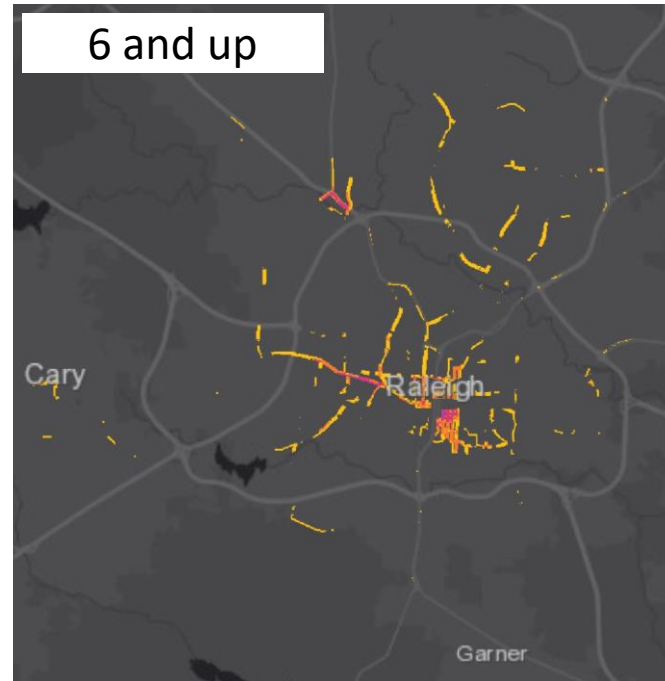
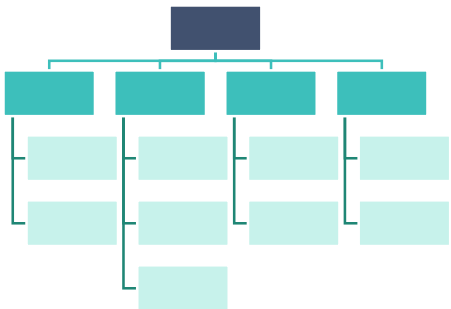


RAW SUITABILITY OVERLAY – CONTEXT AND DESIGN EMPHASIS

- Dimensions:

- Travel Demand (20%)
- Transit Operations (20%)
- Highway Operations (20%)
- Context and Design (40%)

SENSITIVITY TEST



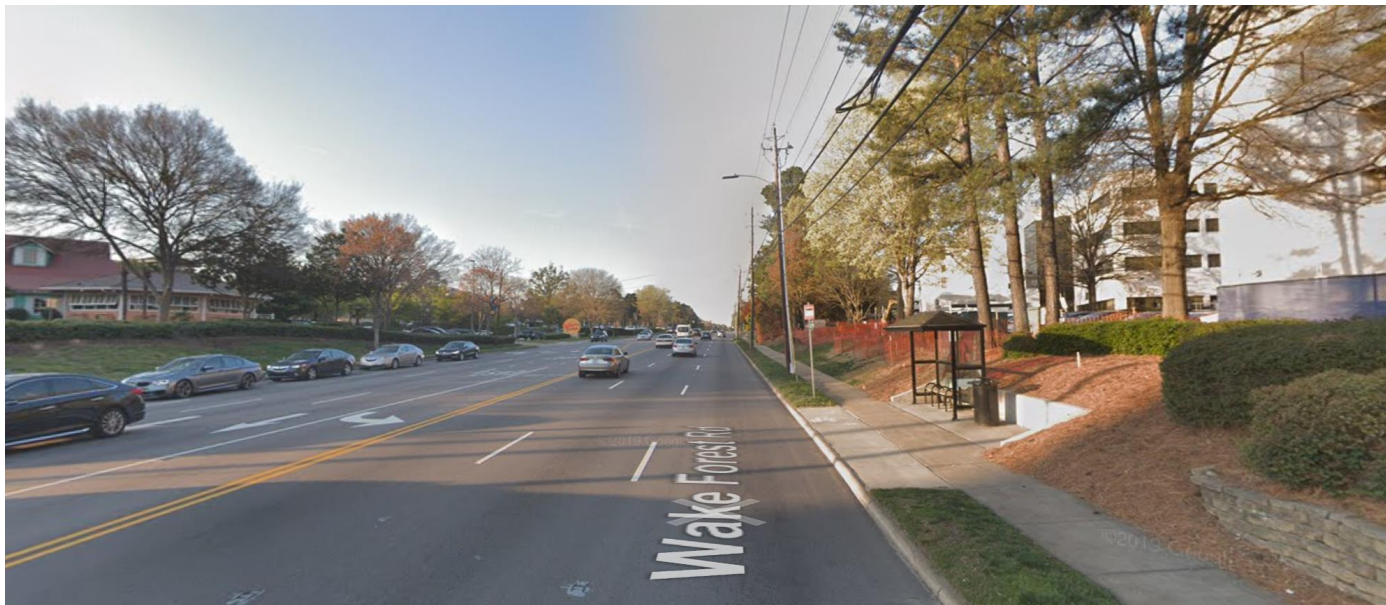
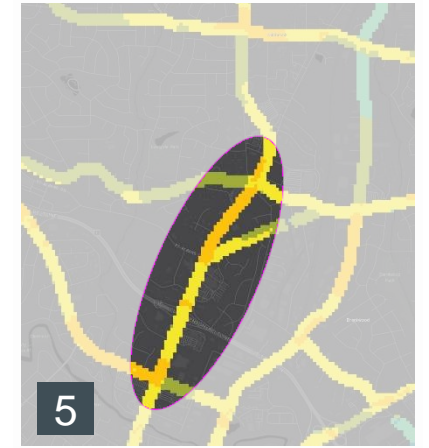
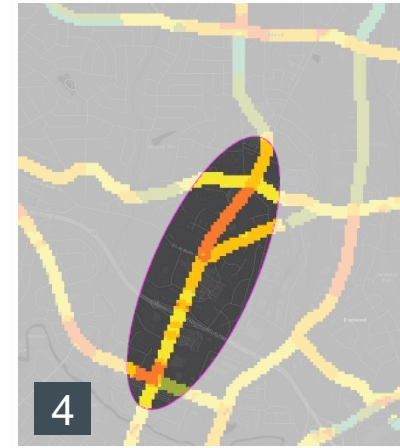
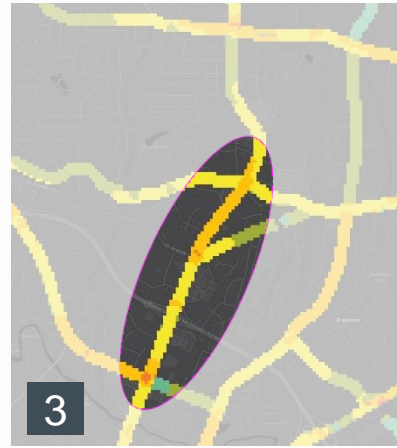
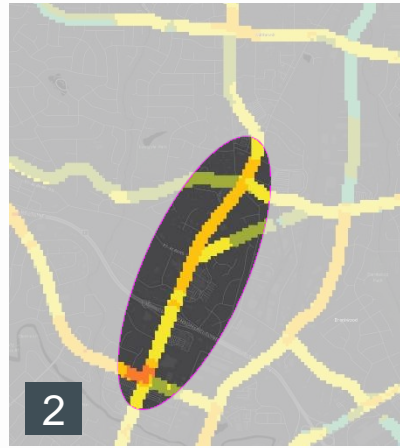
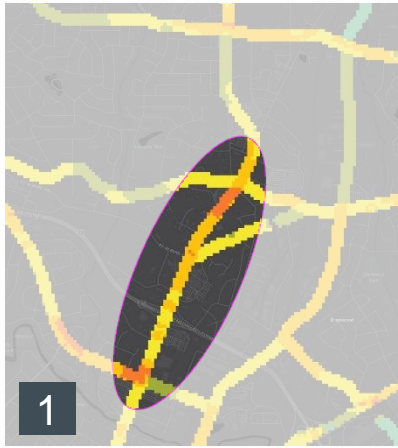
3

INTERACTIVE POLLING SESSION

INTERACTIVE POLLING APPROACH

- Objective of interactive polling is to gain a sense of constituent priorities, based both on metric topics and results
- We will run a short series of polls comparing the different weighting emphases described on the prior slide
- There are no right or wrong answers to these polls, but they spur thought and dialogue that will help inform our next steps.

WAKE FOREST ROAD DETAILED EXAMPLE



1. Equal weighting of factors
2. Travel demand emphasis
3. Transit operations emphasis
4. Highway operations emphasis
5. Context and design emphasis

Value



NEXT STEPS

- Fine-tune weights
- Continue to test toolkit
- Develop implementation guidance components
- Develop list of priority segments
- Review priorities at CTT workshop #4 (winter 2020)
- Example designs for sample segments
- Complete methodology report and user guide

5.2 R.E.D. Priority Bus Lanes Study

Requested Action:
Receive as information.

5.3 Mobility Coordination Committee

Coordinated Human Services Public Transportation (CHSPTP)

2018 Update to 2013 Plan

- Required to access Federal Transit Administration Section 5310 Funds-Enhanced Mobility of Seniors and Individuals with Disabilities
- Looked at needs and gaps
- Developed strategies including coordination
- Strategies to:
 - Reduce duplication
 - Improve efficiency
 - Implement the recommendations

CHSPTP Update Recommendations

1. *****Create Organizational Infrastructure-the MCC**
2. Coordinate ADA policies, Service and Service Delivery
3. Develop Mobility Management Approach for Rural Transportation
4. Lead Emerging Mobility Strategy
5. Prepare for Changes in NEMT/Medical Transportation

What is the Mobility Coordination Committee?

Mobility Coordination Committee is Responsible for Guiding the Implementation of the CHSPTP

- 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
- Members are regional transit and human service providers

Mobility Coordination Committee

Three (3) Working Sub-Committees

Administrative Sub-Committee

Administrative items, MCC organization, structure, policy development, funding research, prepare for emerging technologies

ADA Sub-Committee

Develop Consistent ADA Policies and Services and Introducing Coordinated ADA Service Delivery

Community Transportation Sub-Committee

Prepare for changes in the State's Non Emergency Medical Transportation (NEMT) Medicaid program, initiate the rural transportation network/Mobility Management approach for rural transportation

Mobility Coordination Committee

Next Steps

- Continue work on developing an implementation strategy for the CHSPT Plan
- Review CHSPT Plan for updates/edits
- Formally establish the Mobility Coordination Committee
- Present the Recommended Implementation Strategy

5.3 Mobility Coordination Committee

Requested Action:
Receive as information.

5.4 FY 2020 Wake Transit Work Plan – 2nd Quarter Amendments

Major Amendment (Capital):

- New City of Raleigh project - Acquisition of 4 paratransit vehicles - \$380,000 in FY 2020

Major Amendments (Operating):

- New City of Raleigh project - 1.0 FTE for Procurement Analyst – \$55,000 in FY 2020
- New City of Raleigh project - 1.0 FTE for Transportation Planning Analyst - \$69,000 in FY 2020

5.4 FY 2020 Wake Transit Work Plan – 2nd Quarter Amendments

Requested Action:

Recommend approval of the FY 2020 Wake Transit Work Plan 2nd Quarter Amendments to the Executive Board.

5.5 Greater Triangle Commuter Rail Alternatives Analysis Update



Greater Triangle Commuter Rail Study November 2019 Update





Greater Triangle Commuter Rail Study

Update of Alternatives Analysis and Further Study

Study Area:

Mebane to Selma

Existing Rail Corridor

Freight Rail – Heavy Rail

- Freight operation constitutes the movement of goods and cargo in freight rolling stock (e.g., boxcars, flatcars), which are typically hauled by diesel-powered locomotives.
- The North Carolina Railroad Company (NCRR) owns the 317-mile corridor and Class I freight rail provider. Norfolk Southern operates and maintains the railroad through a long-term lease with NCRR.



Intercity Rail – Heavy Rail, Shared Track

- Intercity transit mode services covering longer distances than commuter or regional trains.
- The main provider of intercity passenger rail service in the U.S. is Amtrak.
- Four intercity passenger service routes run on the North Carolina Railroad including the Carolinian and the Piedmont which are sponsored by NCDOT.



The North Carolina Railroad is built for the service it currently offers.

Added capacity, including commuter rail, would require additional infrastructure, including added tracks.

Shared Corridor Key Requirements

Five key elements to ensure the highest safety standards and forward-thinking planning to achieve a highly successful commuter service plan in the region.



Norfolk Southern freight train and Virginia Railway Express commuter train, VA

1. Demonstrated commitment to safety
2. Detailed system capacity, dispatching, and operations
3. Governance, structure, and commuter system reach
4. Station design and planning
5. Capital, operations, and maintenance costs

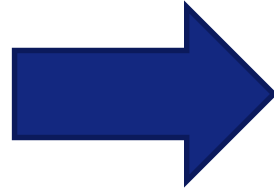
Current Study (2019)

- Service Scenarios
- Capacity Constraints and Improvements
- Capital and Operating Cost Estimates
- Ridership and Revenue Estimates



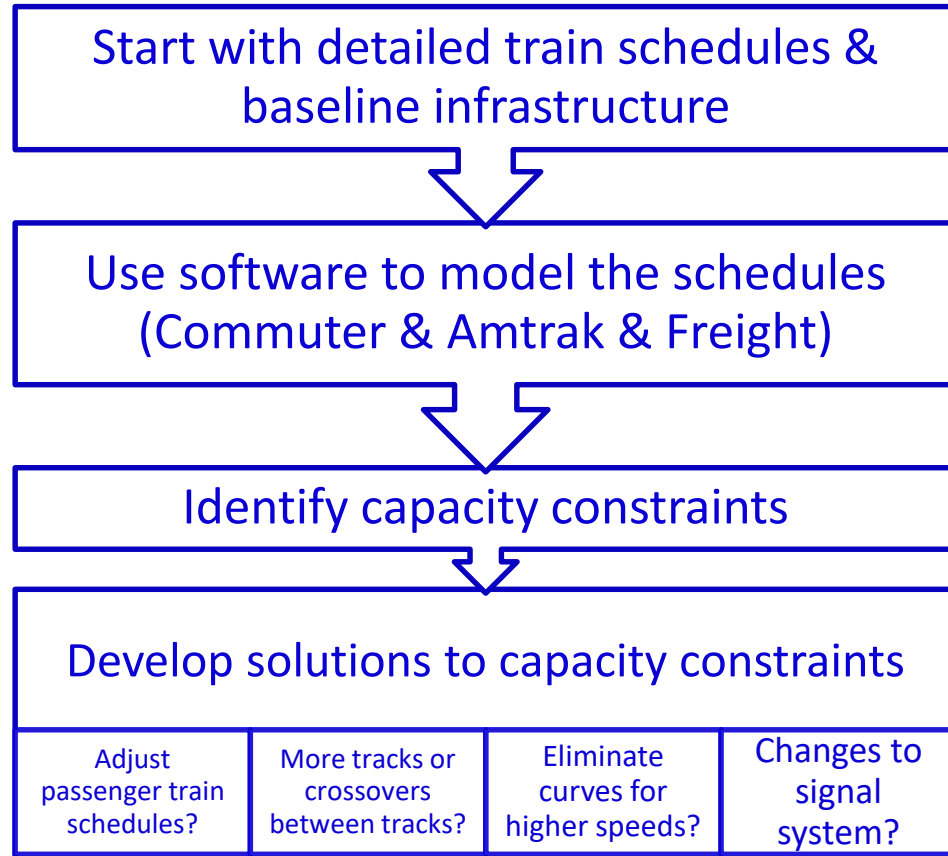
Service Scenarios

- Hours of Service
- Number of Trips
- Stopping Patterns



Detailed timetable/schedule including all modes on the railroad (proposed commuter, freight, intercity)

Capacity Constraints and Improvements



Iterative Process

- Analyze capacity and identify changes
- Make a suggested change and check the impact
- Make more (or fewer!) changes

Cost Estimates

- Capital costs = track infrastructure & stations & rolling stock
what it will cost to solve the capacity constraints
- Operating costs = what it will cost to provide the service annually

Study Outcomes

The purpose of this study is to give decision-makers the analytical data needed to decide whether there is a project the partners are comfortable moving forward to the next phase of development.

Current/Upcoming Activities

- Initial Risk Assessment
 - Overall Project Delivery Risks
 - Jurisdiction-Specific Cost, Scope, Schedule Risks
- Agreements Workplan
 - Railroad Agreement Framework
 - Other critical third parties

Current/Upcoming Activities

- Key Deliverables
 - Infrastructure Recommendations
 - Travel Demand Modeling
 - Cost Estimates – Capital and O&M
- Remaining Activities
 - Technical Review
 - Iteration and Refinement



Opportunities for Input to Current Study Effort

- Feedback on tradeoffs
 - Service levels versus cost
 - Coverage versus cost
- Input on local project delivery risks
- Input to community engagement and communications strategy

5.5 Greater Triangle Commuter Rail Alternatives Analysis Update

Requested Action:
Receive as information.

5.6 Status Report for Wake Transit Vision Plan Update

Why Update Now?

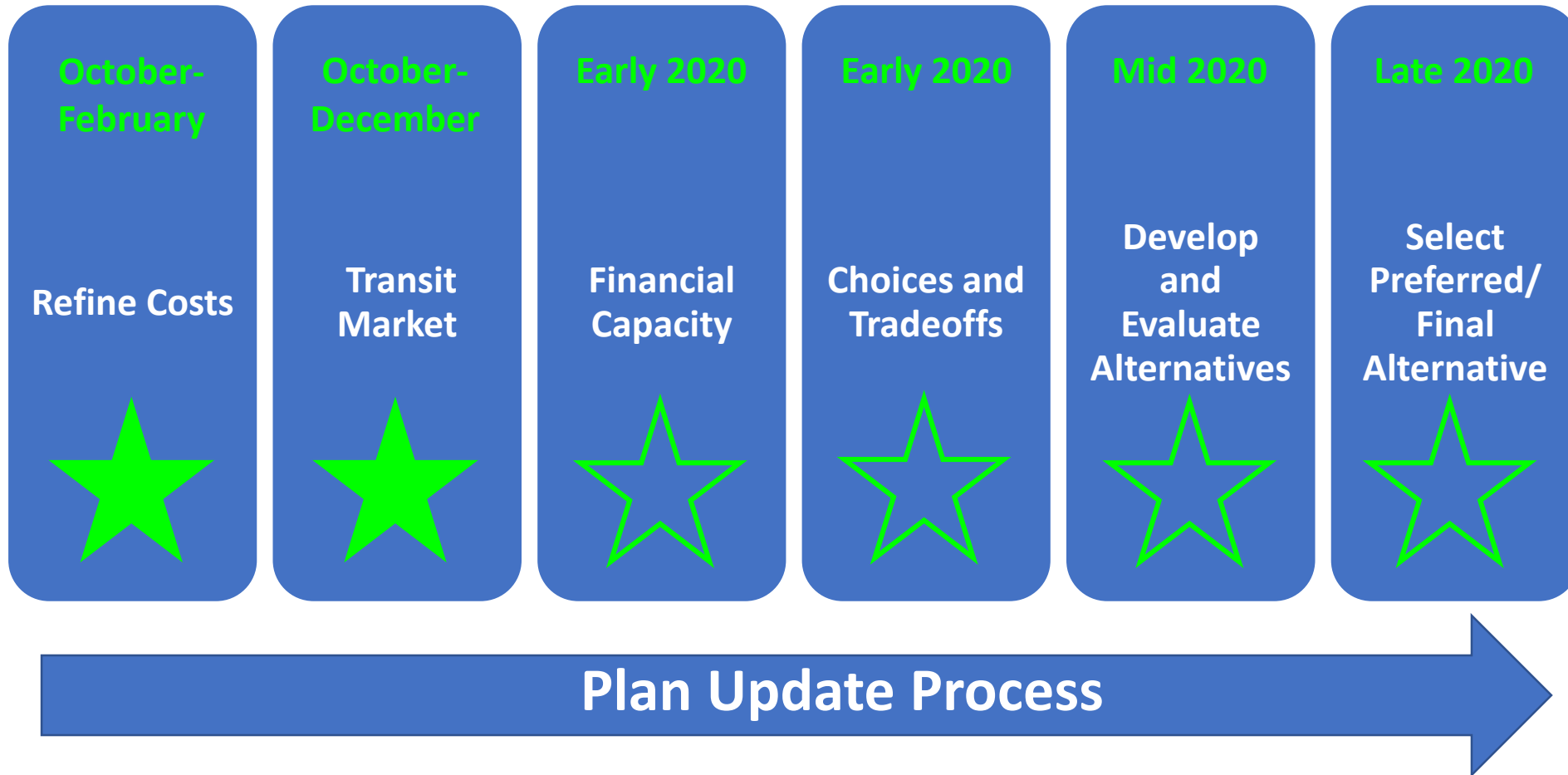
- **Better Information on Major Capital Investments**
- **10-Year Plan Requires More Frequent Extension of Planning Horizon**
- **Better Sync Transit Plan with Regional Multimodal Metropolitan Transportation Planning Process**
- **Discuss Community Priorities to Extend Investment Focus for 2027-2030**



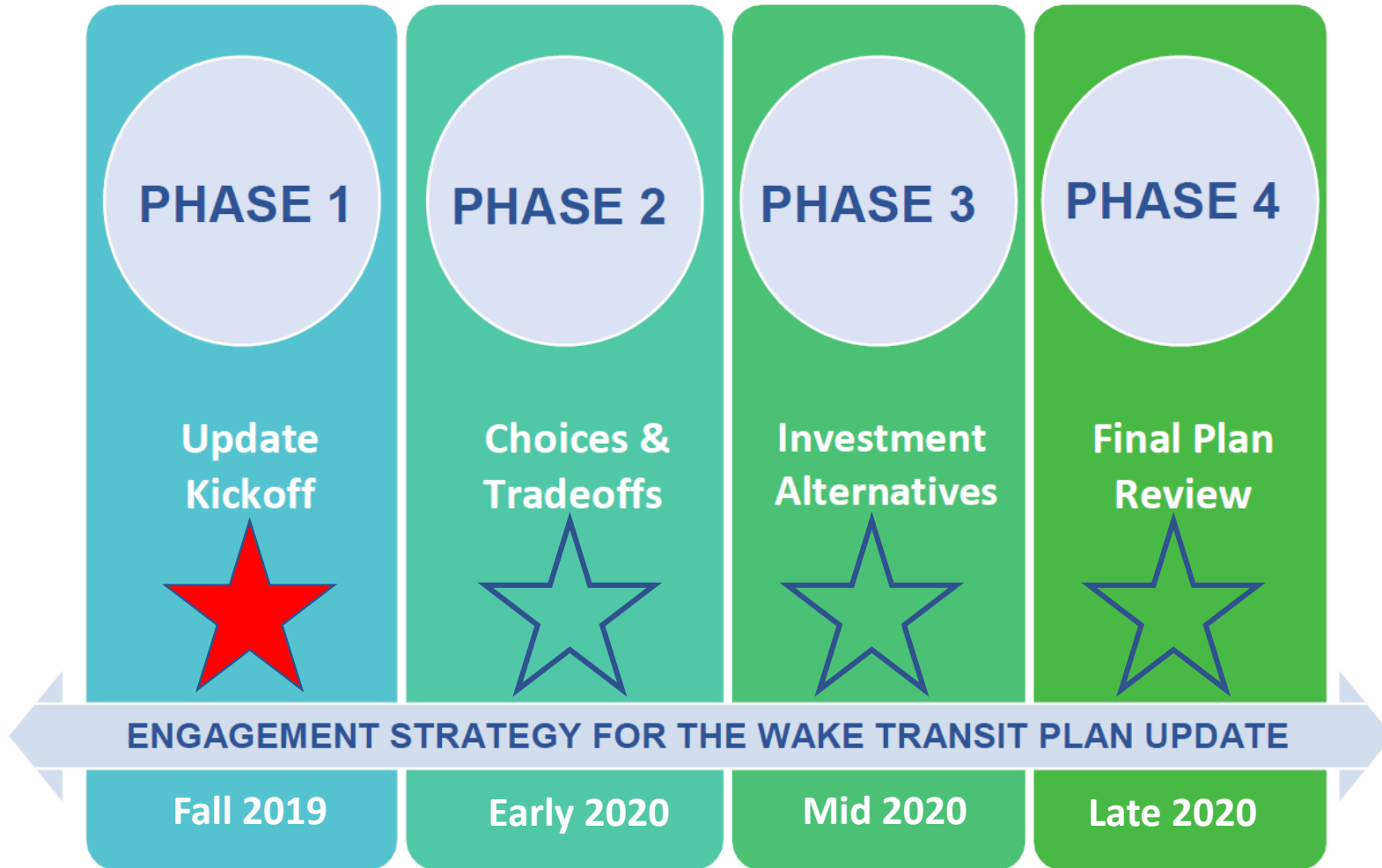
Extending the Wake Transit Plan Horizon



How We Get There



How We Get There With Engagement



5.6 Status Report for Wake Transit Vision Plan Update

Requested Action:

Receive as information.

5.7 FY2018-2027 Transportation Improvement Program (TIP) Amendment #10

- 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 (federal requirement - TIP and STIP must be identical).
- Amendments also include the addition of Wake Transit Funding and revisions to existing LAPP Projects.
- Open for public review and comment from October 3 - November 4.
- Public Hearing scheduled for November 20, 2019 Executive Board meeting.

PE Suspension List Update

Updated NCDOT PE Suspension List: November 5, 2019

Changes Since September 30, 2019 List:

- B-5318 Replace Bridge 910126 Over Smiths Creek SR 2044 (Ligon Mill Road): PE no longer suspended
- P-5707 Rogers Road Grade Separation: PE no longer suspended

5.7 FY2018-2027 Transportation Improvement Program (TIP) Amendment #10

Requested Action:
**Recommend approval to the Executive Board
of FY2018-2027 TIP Amendment #10.**

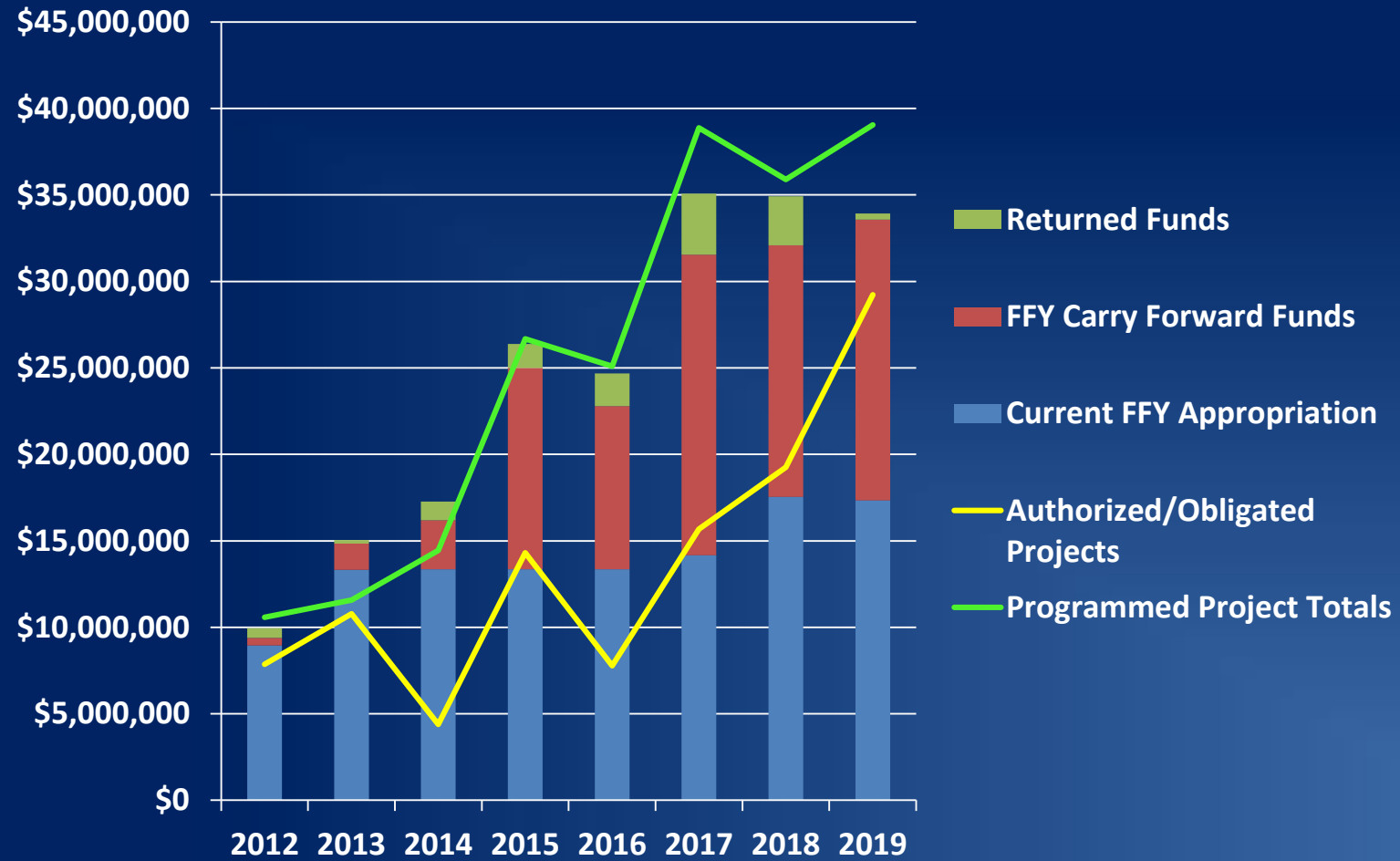
5.8 Federal Rescission Update and FFY2019 Year End Report

LAPP Goals

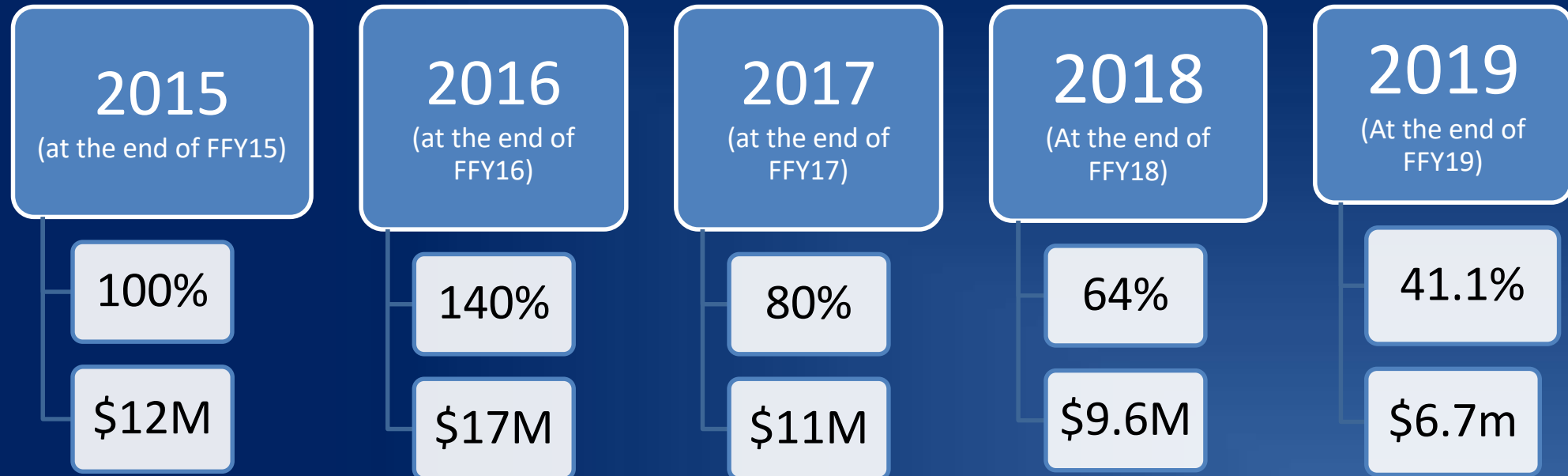
1. Develop a holistic approach to identifying and prioritizing small but highly effective transportation projects.
2. Utilize available funding sources in a more efficient manner.
3. Avoid future Federal rescissions to the maximum extent possible.
4. Establish an annual modal investment mix to guide 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.

FFY2019 Year End Snapshot

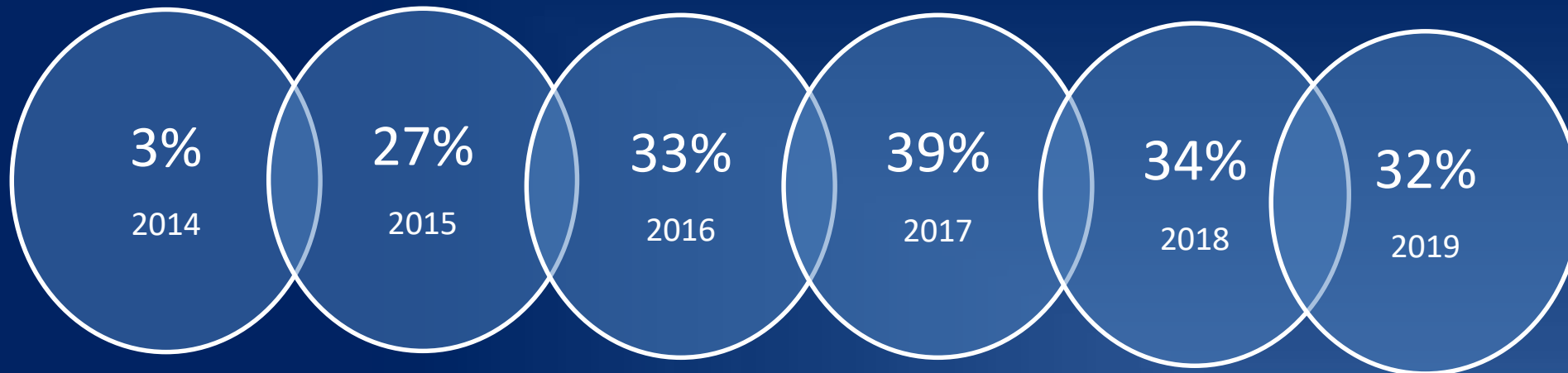
Funding Availability Chart



Unused 'Available' STPDA & TAP Funds Exposure Rate



Annual Obligation Rate:
Percent of Programmed Funds Obligated on Schedule



FFY2019 Additional Funding Awarded

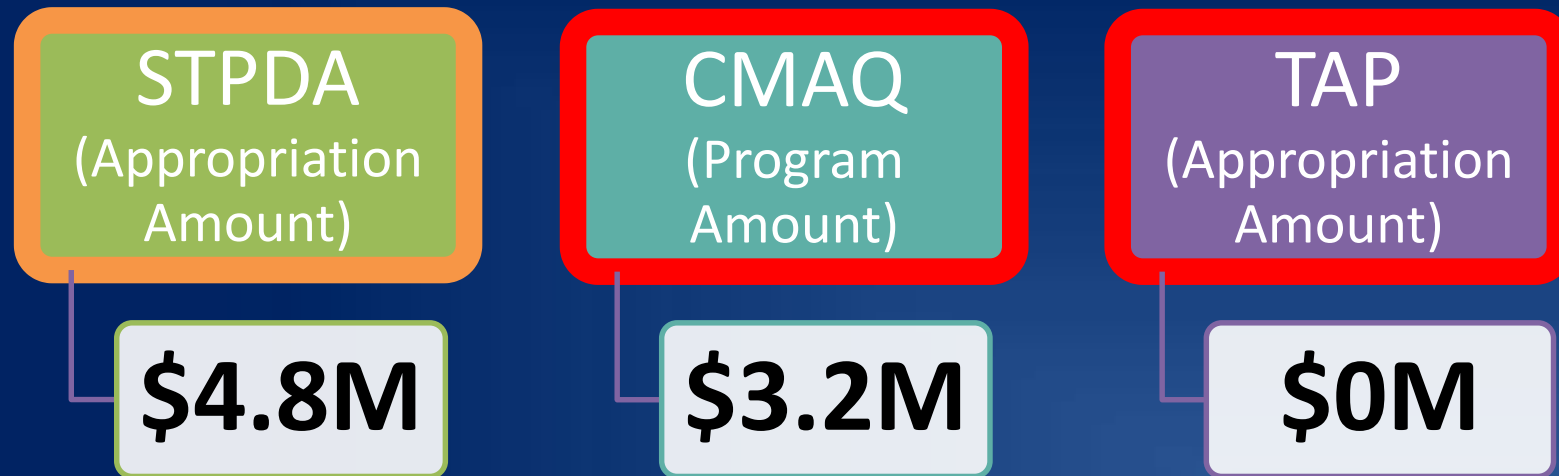
Project Name	Jurisdiction	Fund	Additional CAMPO
NC 55 Bypass SuperStreet	Holly Springs	STBGDA	\$577,957
Crabtree Creek Greenway	Morrisville	STBGDA	\$129,786
Stadium Drive	Wake Forest	STBGDA	\$3,038,750
Bikeshare	Raleigh	STBGDA	\$133,142
White Oak Creek Greenway	Cary	CMAQ	\$1,850,000
White Oak Creek Greenway	Cary	CMAQ	\$1,110,000
Davis Drive Trail	RTP	TAP	\$105,000
Cross City Trail II	Creedmoor	CMAQ	\$1,504,555
Cross City Trail III	Creedmoor	CMAQ	\$815,976
Wake Forest/Blount/Person	Raleigh	TAP/STBGDA	\$735,920
Priority Pedestrian Corridors	Wake Forest	TAP/STBGDA	\$558,992
Sam's Branch Greenway	Clayton	TAP	\$991,471
Main Street Improvements	Youngsville	CMAQ	\$561,501
Reedy Creek Road	Cary	STBGDA	\$3,038,750
Timber Drive Sidewalks	Garner	STBGDA	\$335,182
Total			\$15,486,982

Federal Rescission Update

Federal Rescission:
July 2020

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

CAMPO Fund Balance 9/30/2019



*Note: NCDOT Reports all CMAQ Funds were protected from Rescission

North Carolina Rescission Implications

NC Contributed to .5% of nationwide exposed funding

NC is required to rescind .5% of \$7.569B Rescission Amount

NC Exposed Balance is Less than Amount Owed

NC May Need to Use Part of FY20 Allocation to Fulfil Rescission Requirements

CAMPO Rescission Impacts

Prior Year Project Determination

- FFY2019 projects have until the end of FFY2020 to request funding authorization.
- FFY2018 and prior year projects have until the end of the first quarter of FFY2020 (December 31, 2019) to request funding authorization.
- Projects that do not reach their respective deadlines must have Executive Board approval to request funding authorization; otherwise, the project will be deprogrammed.

Future Funding Implications Contingent On: Rescission Implementation, Prior Year Project Liability, Additional Funding Requests, Future Programming.

Rescission Bills in Congress

- Two Year Funding Reauthorization Bill in Congress does not have provision to halt rescission

3 Proposed Bills in Congress Include Repeal of Rescission

1. S 1992

- Placed on Senate Legislative Calendar under General Orders (July 31)

2. HR 3612

- Currently under Review by House Committee on Transportation and Infrastructure Subcommittee on Highways and Transit (July 3)

3. S 2302

- Placed on Senate Legislative Calendar under General Orders (August 1)

5.8 Federal Rescission Update and FFY2019 Year End Report

Requested Action:
Receive as information.

5.9 CAMPO Bonus Allocation Methodology Update

- Review of Bonus Allocation provisions in STI law
- Review of adopted guiding principles
- Review of 3 phase methodology
- Next steps

CAMPO Bonus Allocation Update

STI law provides Bonus Allocation funding for

- Local funding participation
 - ½ value of local contribution
- Highway Tolling
 - ½ value of toll revenue bonds
 - ½ forecasted revenue for 1st 10 years –operation costs
 - \$100 Million per project max & must be programmed within toll county

CAMPO Bonus Allocation Update

Programming Caps (limits on funding by STI category)

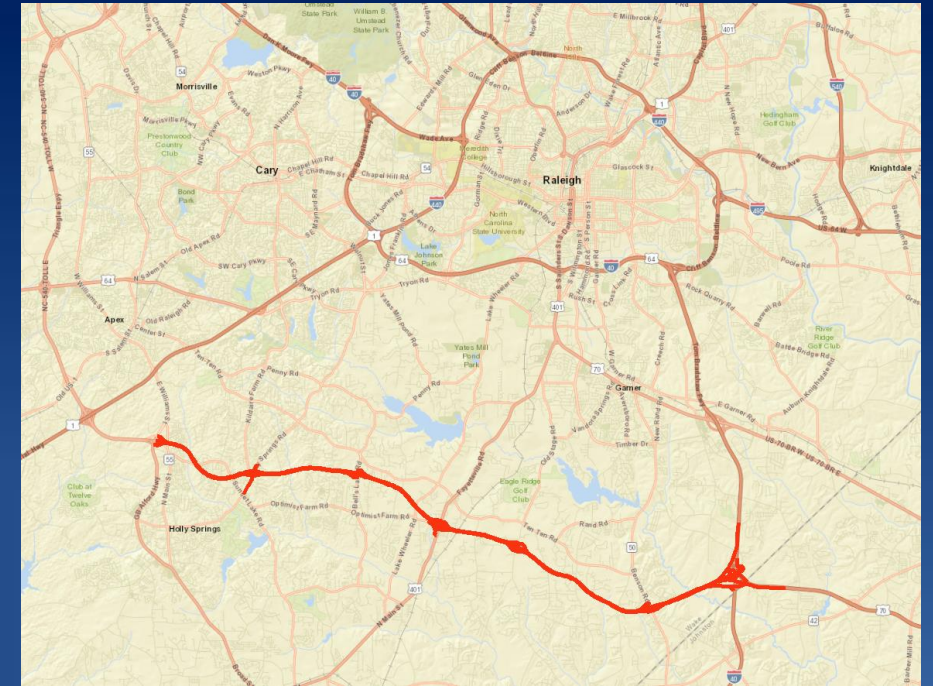
STI Category	Limit	Est. Value
Statewide Mobility	None	--
Regional Impact	10 percent	~ \$154 million
Division Needs	10 percent	~ \$45 million

- Must obligate funds within 5 years of the activating project (July 2019)
- Use on highway or highway-related projects only

CAMPO Bonus Allocation Update

NC 540

- R-2721: NC 540 (NC 55 to US 401)
- R-2828: NC 540 (US 401 to I-40)
- \$100,000,000 Bonus Allocation
 - *Must be programmed 2020-2024*
 - *Must be obligated by 2024*



CAMPO Bonus Allocation

Adopted Guiding Principles

- Inclusion in the Metropolitan Transportation Plan (MTP)
- Logical Nexus to Generating Source of Bonus Allocation Funds
- Recognition of Funding Challenges with Strategic Transportation Investment law
- Recognition of Funding Opportunities with Strategic Transportation Investment law

BA Methodology

Three Phases of Analysis

- Phase I – Analyze MTP projects in TRM using approach developed by VHB (3 model scenarios & composite VHT reduction scores)
- Phase II – Analyze intersection and operational improvements using daily delay metrics from HERE data
- Phase III – Microsimulation analysis of top candidates from Phase I and Phase II (Transmodeler)

CAMPO BA Methodology – Phase I

Three Scenarios:

Scenario	2027 E+C	2045 E+C	2045 MTP
Network	2027 Existing + Committed	2027 Existing + Committed	2045
SE Data	Base Year	2045	2045
Identify	Immediate Benefits	Sustained Benefits	Project Dependencies

- Individual model runs were performed on each of the 89 candidate projects by adding them individually to each network the 2027 E+C subarea network. These results were compared to the base network results in each scenario.
- This helped in understanding the each project's benefits as well as whether those benefits also depend on other projects.
- Composite benefits score was created using weighted VHT reduction scores.

CAMPO BA Methodology – Phase II

Analyze intersection and operational improvements:

- Identified intersections within study area for analysis (68 total)
- Compared against planned NCDOT Intersection improvements
- Mostly two lane roads with/without signals with inadequate turn lanes/bays
- Travel time improvement based on difference between peak/off peak travel time delay within 1 mile of intersection
- Initial prioritization based on daily travel time delay, crashes, and crash rates

CAMPO BA Methodology – Phase III

Analysis of top Phase I/Phase II candidates using microsimulation to analyze travel time savings and cost-benefits.

Phase	Project Cost	10 yr Travel Time Savings
Phase I Top Candidate	\$45 million	2,312,000 hrs
Phase II Top Candidate	\$3 million	948,000 hrs
Phase II Top Candidates (multiple)	\$45 million	14,220,000 hr

Initial results: Multiple intersection improvements result in

- Greater overall travel time savings
- May result in greater crash reductions

5.9 CAMPO Bonus Allocation Methodology

Next subcommittee meeting: December 10th, 2019 @ 9 am.

Subcommittee will continue to review analysis results and develop a recommendation for the January TCC meeting.

Requested Action:
Receive as information.

6. Informational Item: Budget

6.1 Member Shares – FY2019

6.2 Operating Budget – FY2019

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

- Hot Spot Program
- Commuter Corridors Study
- (SRTS) John Rex Endowment Grant Award Update
- Triangle Regional ITS
- 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
- NCDOT Highway Project U-2719
- CAMPO 2021 Unified Planning Work Program – Call for Studies
- Wake Transit Vision Plan Update
- Greater Triangle Commuter Rail Alternatives Analysis
- Northeast Area Study Update

Requested Action:
Receive as information.

7.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

8. Informational 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
November 7-9	NC BikeWalk Summit Winston-Salem
November 20 4:00 p.m.	Executive Board One City Plaza
December 5 10:00 a.m.	Technical Coordinating Committee One City Plaza
December 18 4:00 p.m.	Executive Board One City Plaza
January 2, 2020 10:00 a.m.	Technical Coordinating Committee One City Plaza

Save the Date:
Joint CAMPO/DCHC
Boards Meeting
January 30, 2020