



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

January 15, 2020

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.

3. Ethics con't.

Executive Board members and alternates are required by law to file certain financial disclosures called the **Statement of Economic Interest (SEI)** and **Real Estate Disclosure (RED)** forms with the State Ethics Commission.

These two forms are due within 60 days of appointment and then every year thereafter.

Failure to file may result in fines of up to \$500 annually for an Executive Board member.

As of 2019, the State Ethics Commission has a **new electronic filing system:**

<https://ef.ncsbe.gov/>

4. Public Comments

5. Consent Agenda

5.1 Contracts: Triangle Bikeway Implementation Plan and Northeast Area Study Update

Requested Action:

Approve the contracts for the Triangle Bikeway Implementation Plan and the Northeast Area Study Update, and authorize the Executive Director to execute said contracts.

5.2 Executive Board Meeting Minutes: November 20, 2019

Requested Action:

Approve the November 20, 2019 Meeting Minutes.

6. Regular Business

6.1 Elections: Executive Board Chair and Vice Chair 2020

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

Current Chair Harold Weinbrecht has served for two terms. Current Vice Chair Sig Hutchinson has served for two terms.

Requested Action:

Conduct elections for an Executive Board Chair and Vice Chair for 2020.

6.2 Greater Triangle Commuter Rail Alternatives Analysis Preliminary Results



Commuter Rail Update

January 2020





Greater Triangle Commuter Rail Study

Update of Alternatives
Analysis and Further Study

Draft/Preliminary
Findings Snapshot

Note

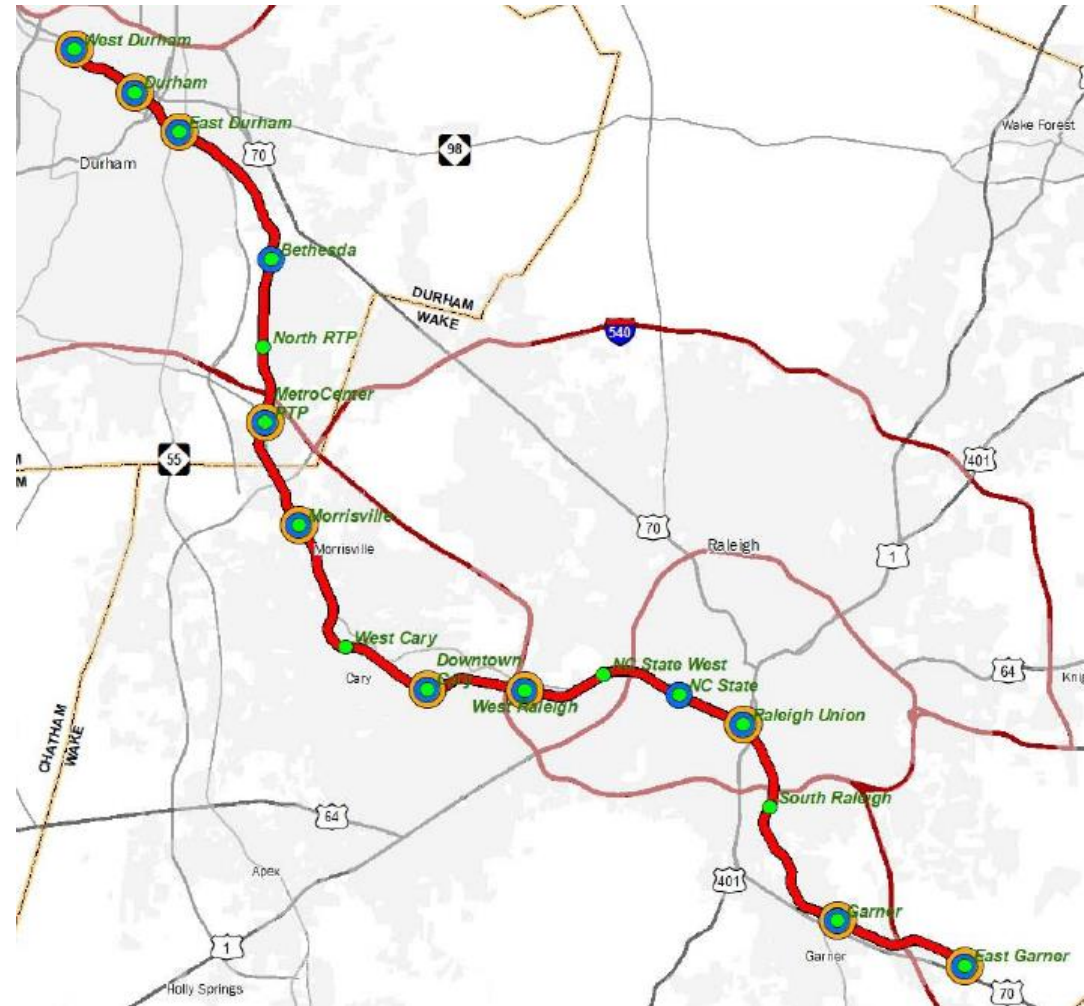
The Greater Triangle Commuter Rail project needs additional study, coordination, and public engagement prior to project design and implementation.

In the coming months, elected officials will consider whether to proceed with this additional study.

Commuter Rail Background

The Commuter Rail Transit project, as originally included in the Wake and Durham county transit plans, would run 37 miles from **Garner** to downtown **Raleigh, N.C. State, Cary, Morrisville** and the **Research Triangle Park** continuing to downtown **Durham**.

The current plan calls for: Evaluating up to eight trips in each direction during peak hours with up to two trips each way during midday and evening hours, for a total of **twenty weekday round trips**.



Why Is This Study Being Conducted?

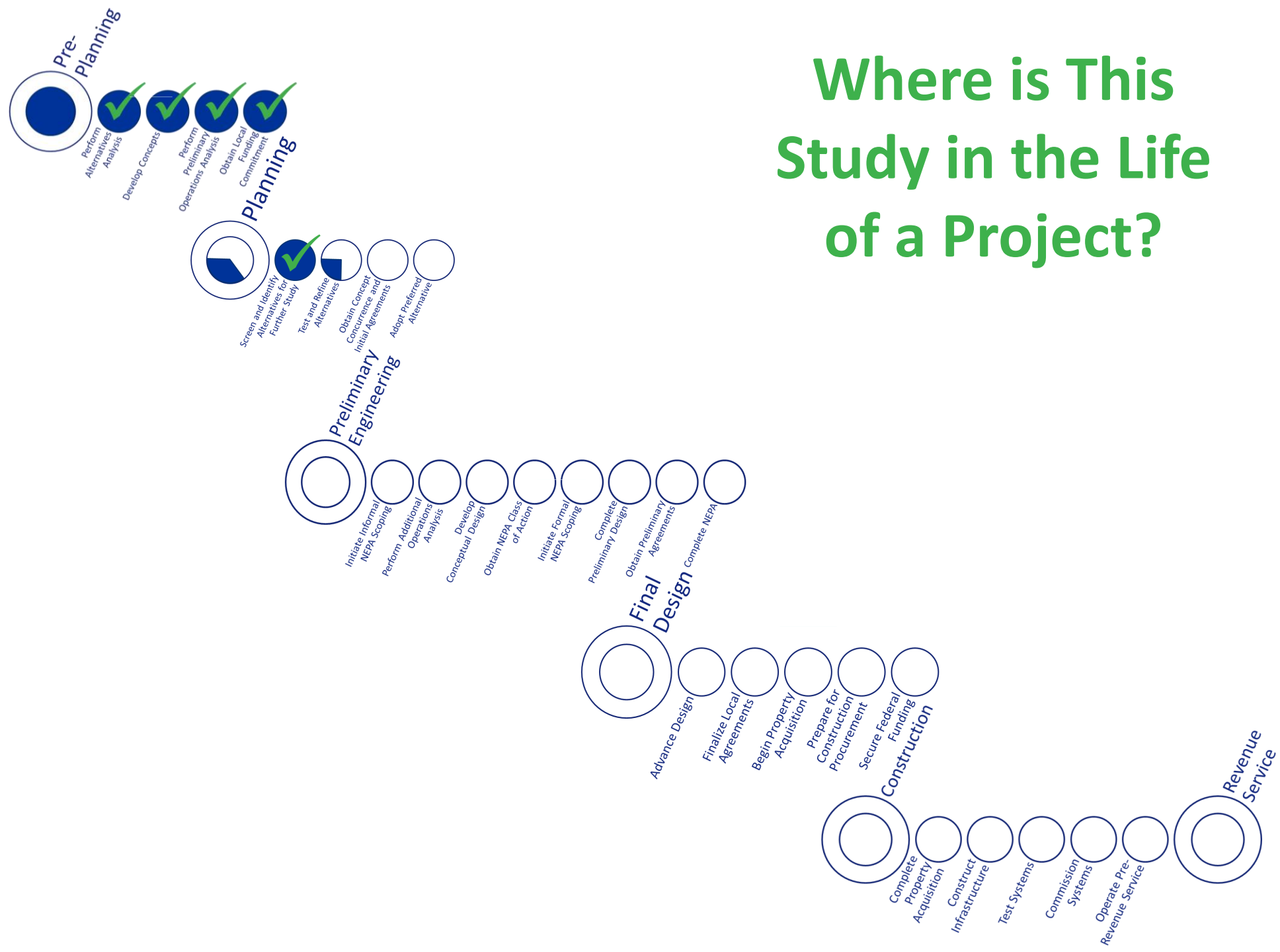
- Give elected officials the data needed to decide whether to take the project to the next phase of development
- Examine scenarios adding Johnston County/Selma and Orange County/Mebane
- Refresh and update ridership estimates, infrastructure assumptions, and cost estimates that were included in prior high-level planning studies
- Identify additional activities necessary before initiating project design and implementation

Who is Conducting This Study?

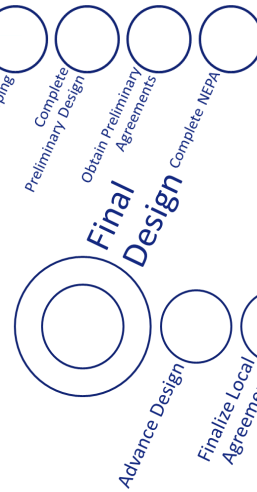
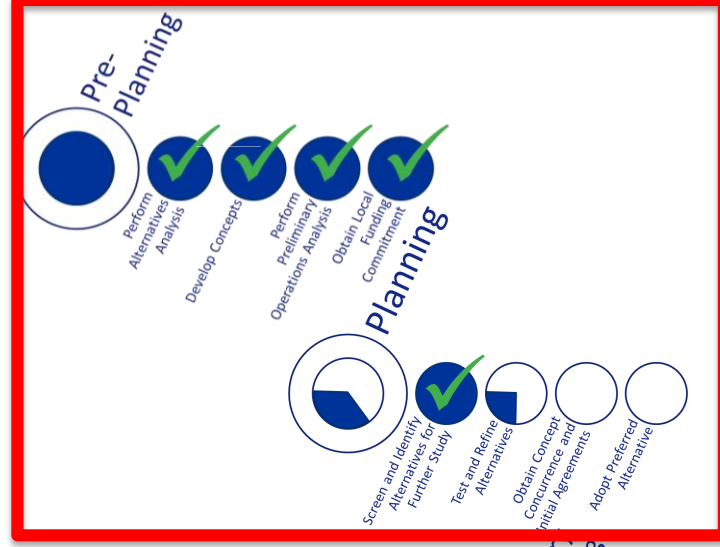
Project Management Partners:

- Wake County
- Durham County
- Johnston County
- Orange County
- Capital Area Metropolitan Planning Organization
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
- Research Triangle Foundation
- North Carolina Railroad Company
- GoTriangle

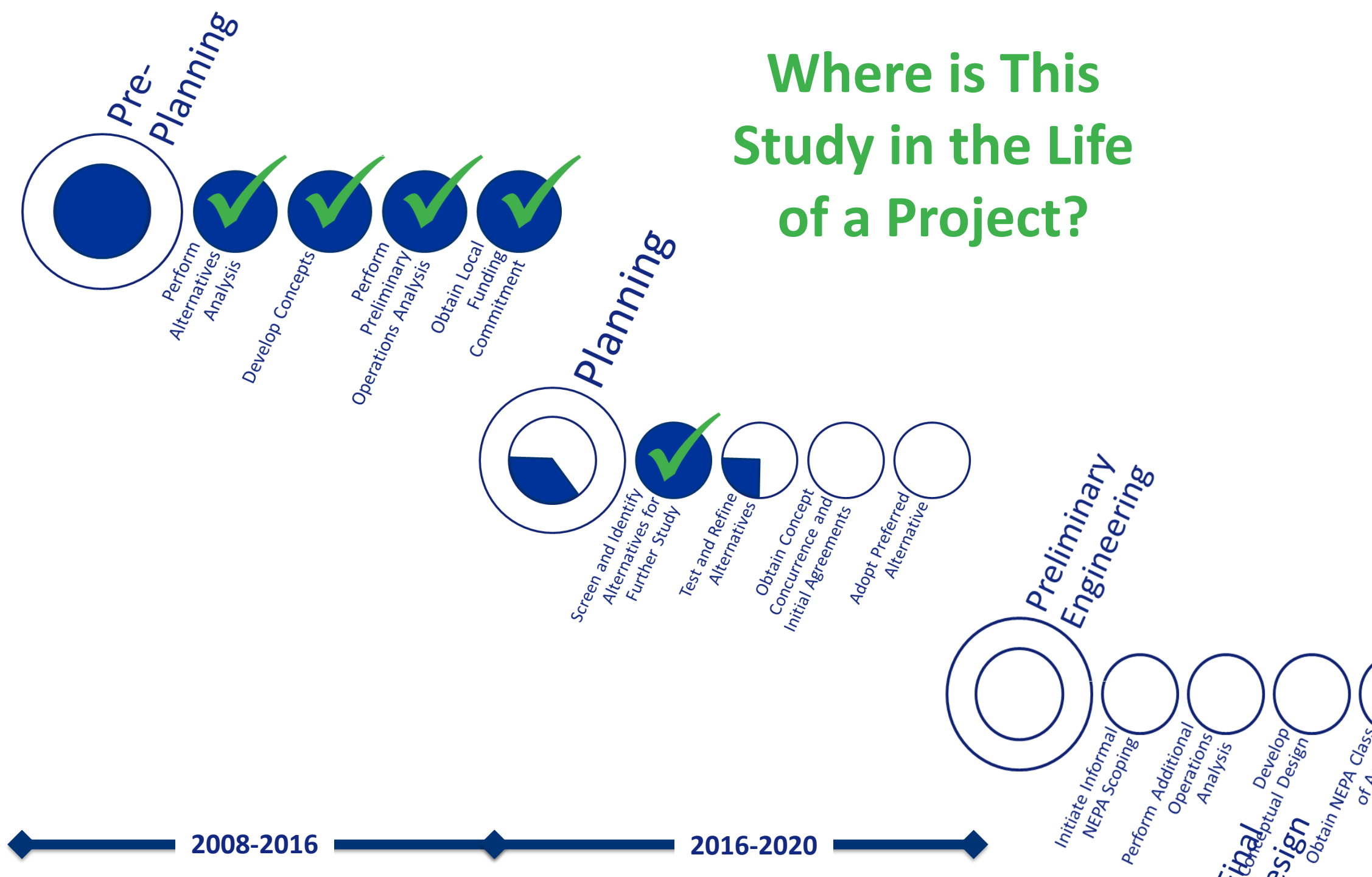
Where is This Study in the Life of a Project?



Where is This Study in the Life of a Project?



Where is This Study in the Life of a Project?



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



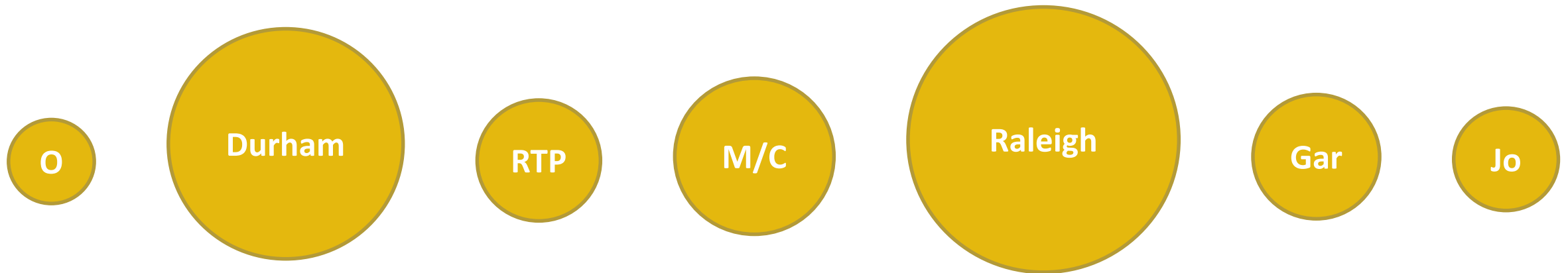
The North Carolina Railroad is built for the service it currently offers

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

Finding: All Scenarios Necessitate Another Track

- Existing/Planned Traffic
 - 27 freight and intercity passenger trains per day
- Scenario 1: Three round trips in the peak periods
 - +14 commuter trains per day (7 round trips)
- Scenario 2: Five round trips in the peak periods
 - +24 commuter trains per day (12 round trips)
- Scenario 3: Eight round trips in the peak periods
 - +40 commuter trains per day (20 round trips)

Busiest Stations in Raleigh and Durham



Note: circle sizes are relative to the number of boardings at stations within each jurisdiction

Busiest Stations in Wake and Durham Counties



Note: circle sizes are relative to the number of boardings at stations within each county.

This is a Preliminary Feasibility Study

- Further detailed railroad capacity modeling would be needed to confirm infrastructure requirements
- Cost estimates require further definition
 - Cost estimates are planning-level
 - No engineering has been performed yet as part of this study
 - Cost estimates would be refined once preliminary engineering work and railroad capacity modeling is completed
- Ridership estimates would require further refinement

Evaluated Eight Scenarios

End Points	Round Trips	Range of Cap. Cost* [YOE\$]	O&M Cost [2019\$]	Range of Ridership**
Durham-Garner	8-2-8-2	\$1.4B – \$1.8B	\$29M	7.5K – 10K
Durham-Garner	5-1-5-1	\$1.4B – \$1.8B	\$20M	5K – 7.5K
Durham-Garner	3-1-3	\$1.4B – \$1.7B	\$13M	4.5K – 6K
Mebane-Selma	8-2-8-2	\$2.5B – \$3.2B	\$57M	8K – 11.5K
Mebane-Selma	5-1-5-1	\$2.5B – \$3.2B	\$40M	6K – 9K
Mebane-Selma	3-1-3	\$2.3B – \$3.1B	\$26M	5K – 7.5K
Hillsb.-Clayton	8-2-8-2	\$1.8B – \$2.4B	\$44M (+\$15M)	8K – 11.5K
Durham-Clayton	8-2-8-2	\$1.6B – \$2.1B	\$37M (+\$8M)	7.5K – 10K

- **Current Wake Transit Plan assumes \$1.33B capital cost for Durham-Garner 8-2-8-2**

*Cost: Year-of-Expenditure Dollars (YOE\$)

**Daily Ridership: Average of Current Year and Horizon Year Forecast

Funding Capacity



Needs federal funding to be affordable

Orange: Incremental cost to include Hillsborough and/ or Mebane is large relative to est. ridership

Johnston: Would require significant additional new revenue

Durham and Wake: Affordability will depend on:

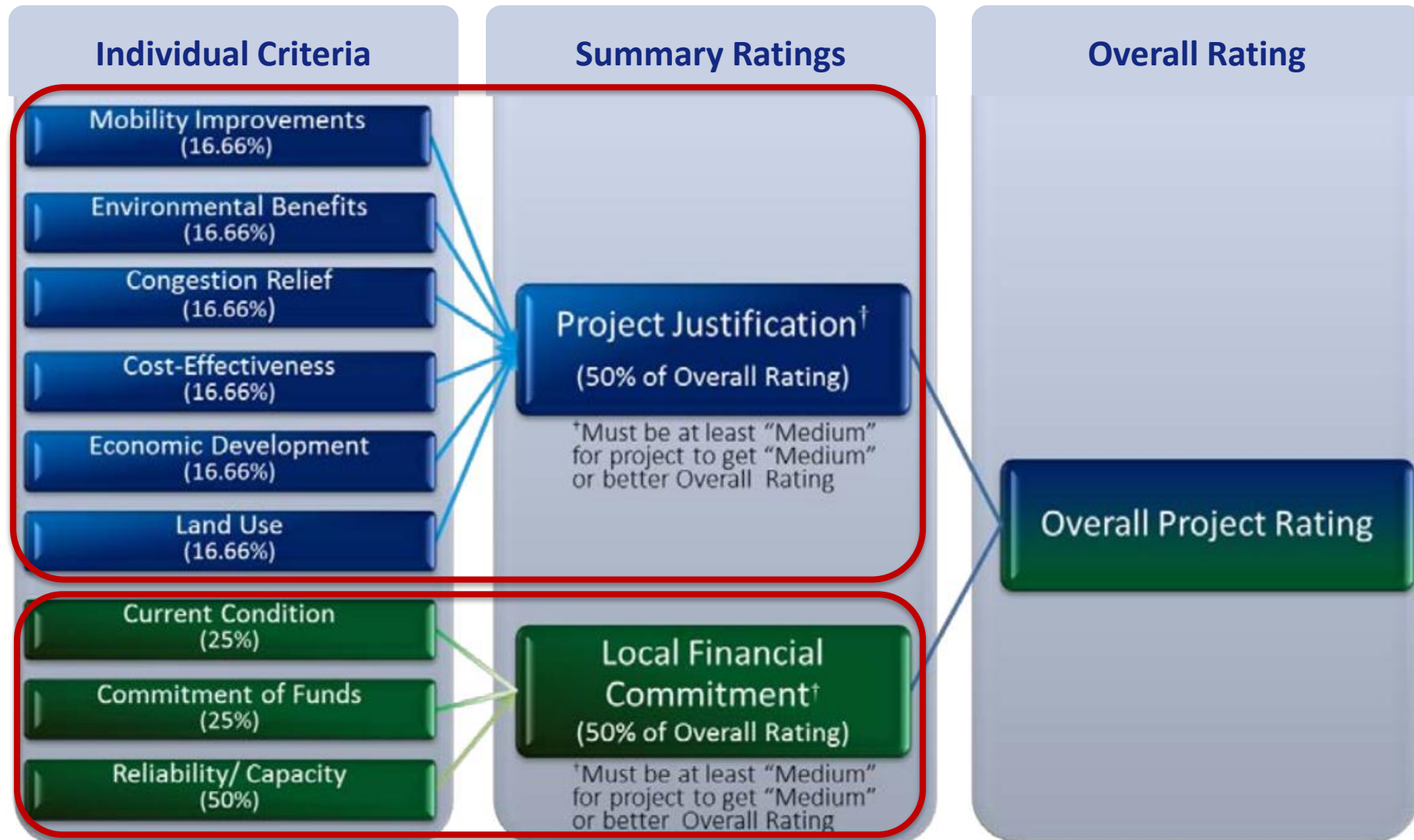
- Cost share
- Prioritization versus other investments
- Ability to control costs

Project Must Meet Set Criteria for Federal Funding

The Federal Transit Administration publishes guidelines for project evaluation and rating as a part of the Federal New Starts program.

To be eligible for federal funding, **projects must score a Medium** overall rating across a range of pre-determined categories assessing financial factors, ridership and travel demand projections, and corridor characteristics (e.g. population and employment).

Must Score Medium in Both Categories



Driven by Six Project Justification Factors

Criterion	Description
<u>Criteria Based on Cost Estimates and Ridership Modeling</u> <i>Calculated Based on Average of Current Year (2018) and Horizon Year (2040) Models</i>	
Mobility Improvements	Total annual trips on the project, with trips of riders from zero-car households doubled
Environmental Benefits	Monetized benefit of change in vehicle miles traveled, divided by annualized cost (capital and O&M)
Congestion Relief	New weekday trips on the project
Cost Effectiveness	Total annual project trips divided by annualized cost (capital and O&M)
<u>Criteria Based on Corridor Characteristics</u>	
Economic Development	Qualitative score based on city and county- adopted plans and policies, their performance, the potential of the project to impact development patterns and affordable housing plans and policies.
Land Use	Quantitative and qualitative score based on existing station area population density, jobs, affordable housing, central business district parking ratio and cost, and built environment characteristics

Lower Service and Higher Cost Scenarios Do Not Score Well

End Points	Service Level	Expected Score	“Upside” Score	“Downside” Score
Mebane-Selma	8-2-8-2	Medium-Low	Medium	Medium-Low
Mebane-Selma	5-1-5-1	Medium-Low	Weak Medium	Medium-Low
Mebane-Selma	3-1-3	Medium-Low	Weak Medium	Medium-Low
Durham-Garner	8-2-8-2	Medium	Medium	Medium-Low
Durham-Garner	5-1-5-1	Weak Medium	Weak Medium	Medium-Low
Durham-Garner	3-1-3	Weak Medium	Weak Medium	Medium-Low
Hillsb.-Clayton	8-2-8-2	Weak Medium	Medium	Medium-Low
Durham-Clayton	8-2-8-2	Medium	Medium	Medium-Low

Note: Scenarios rated as “Weak Medium” are projected to score at the low end of the Medium range, meaning that if any single component score is reduced, the overall score would fall below the eligibility requirements

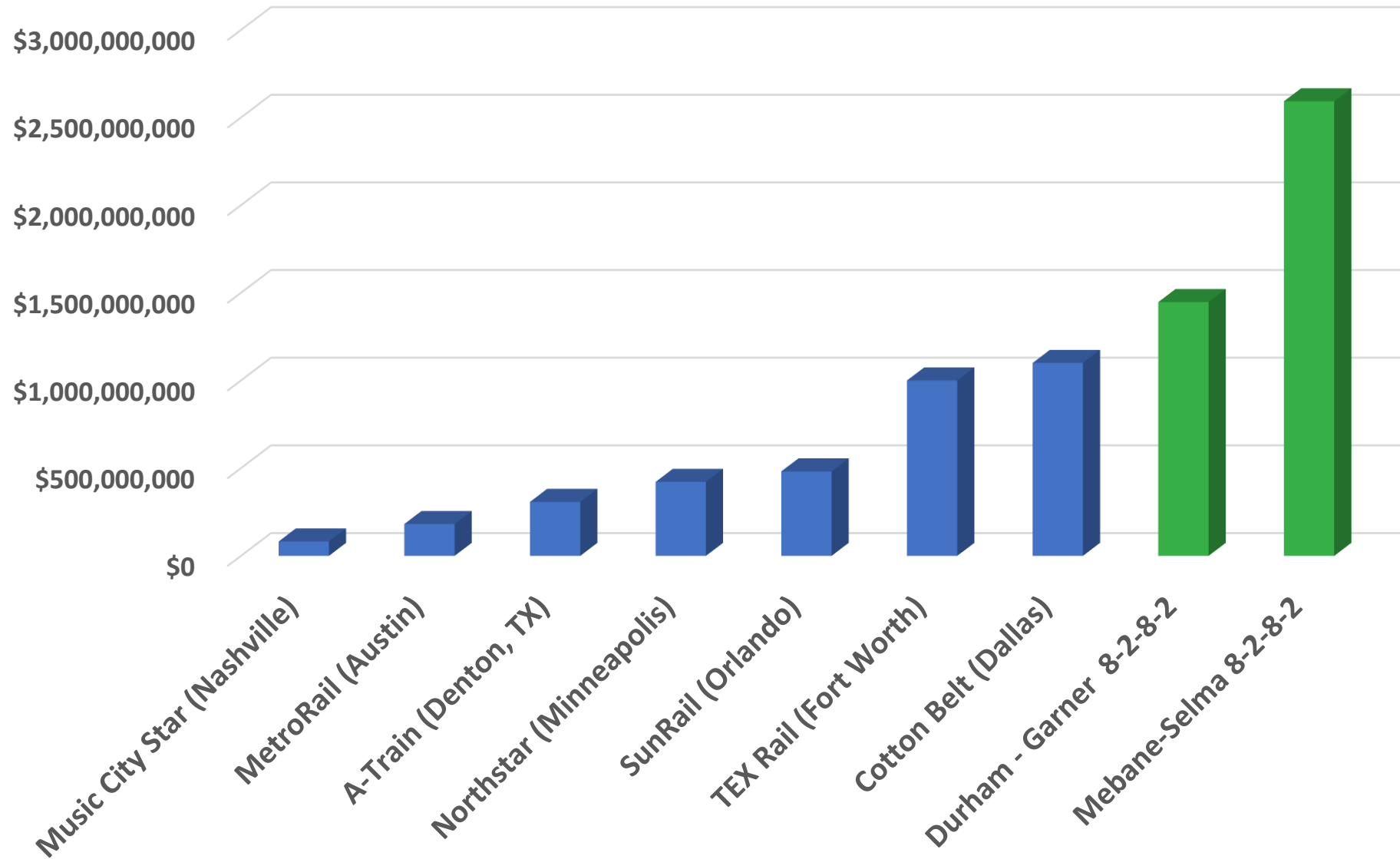
To be eligible for federal funding, project must score a Medium rating

Peer Comparison

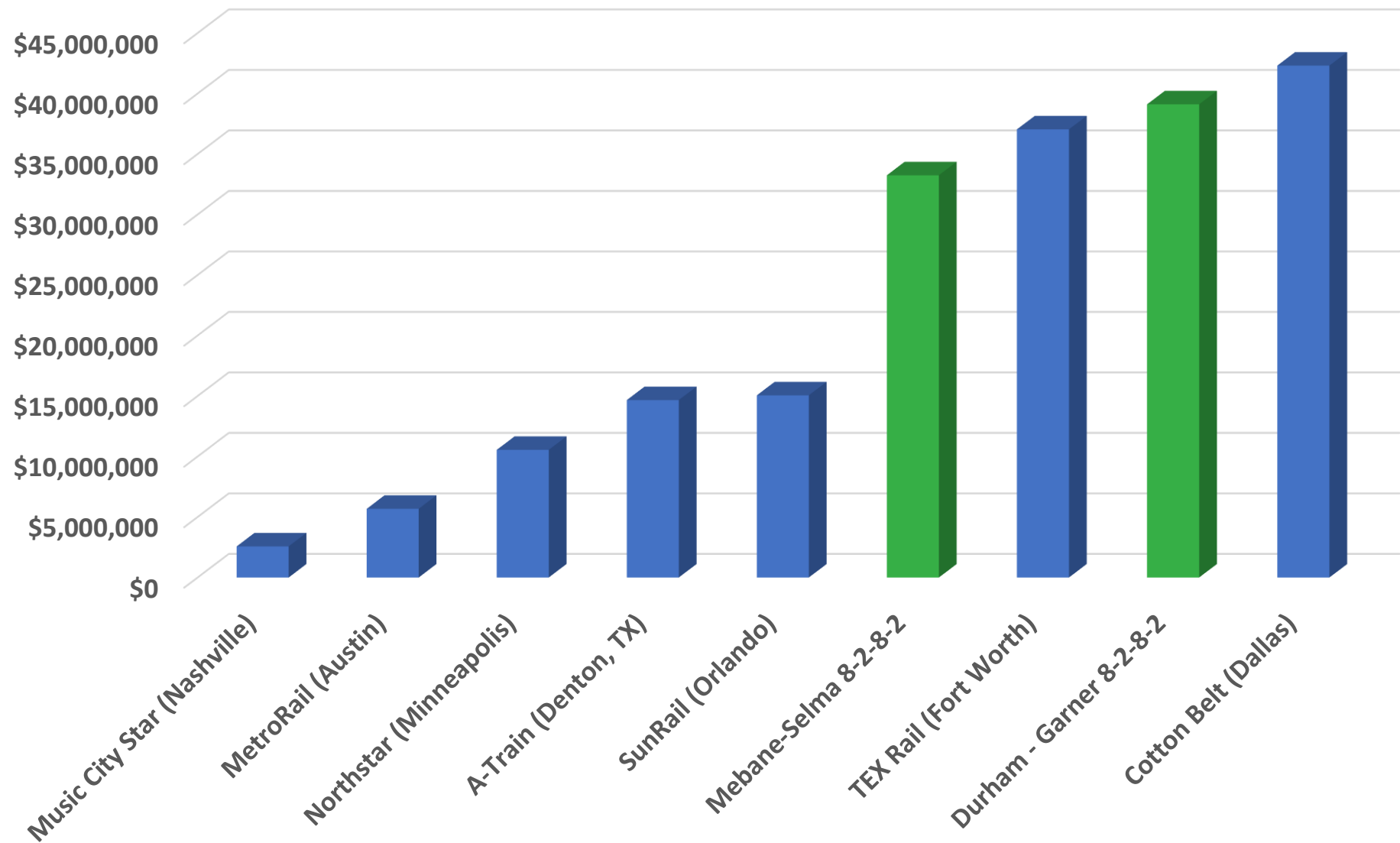
- Prior Major Investment Study identified peer systems for comparison of key metrics:
 - System Capital Cost
 - Capital Cost Per Mile
 - Average Weekday Trips
 - Average Trip Length
 - Capital Cost Per Passenger Mile Traveled
 - Operating Cost Per Passenger Mile Traveled

Note: not all data were available for each peer system

System Capital Cost (2020\$)

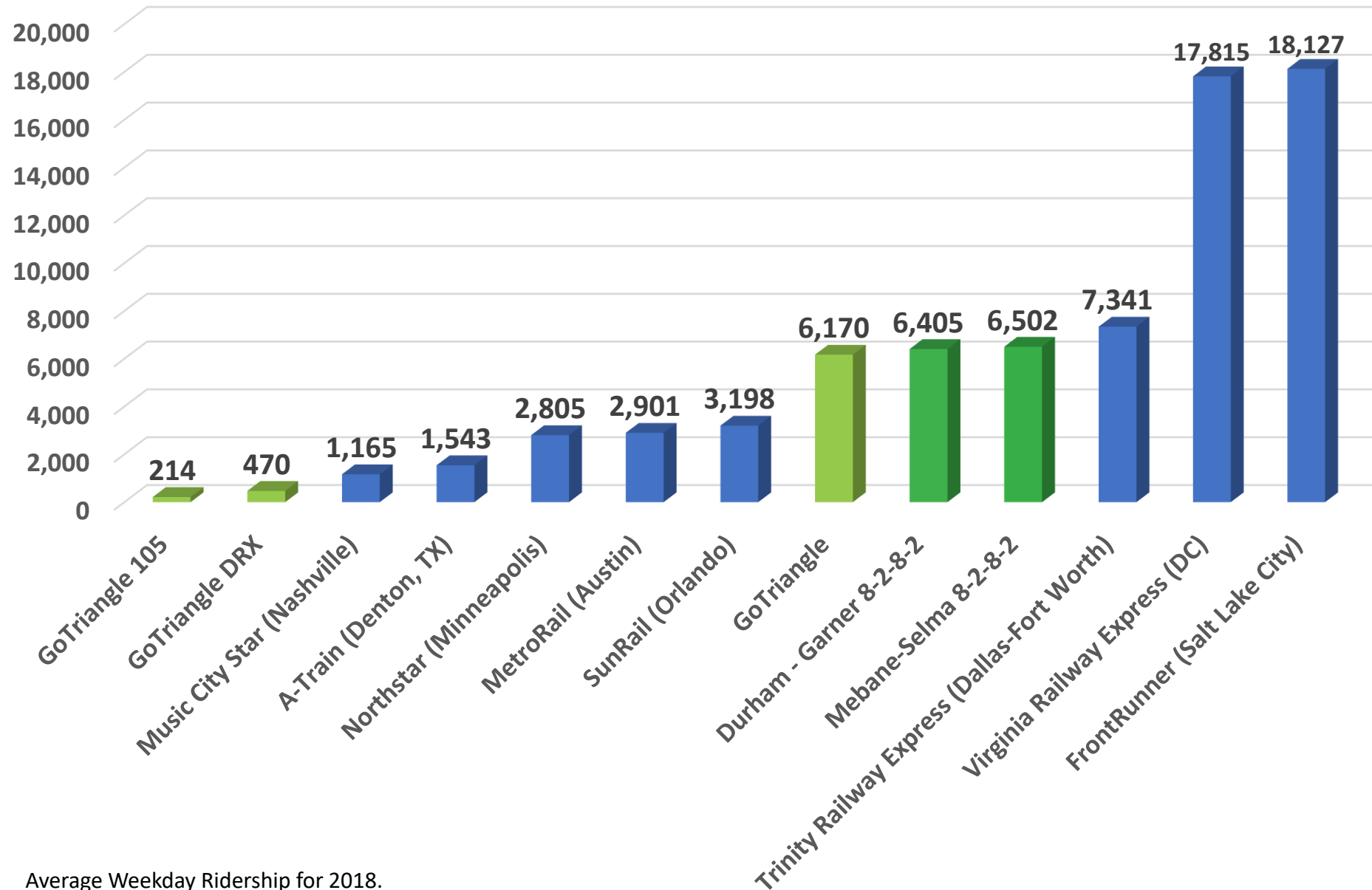


Capital Cost (2020\$)/Mile



System Capital Cost in 2020\$ divided by length of system.
Source: 2019 CRT MIS Report

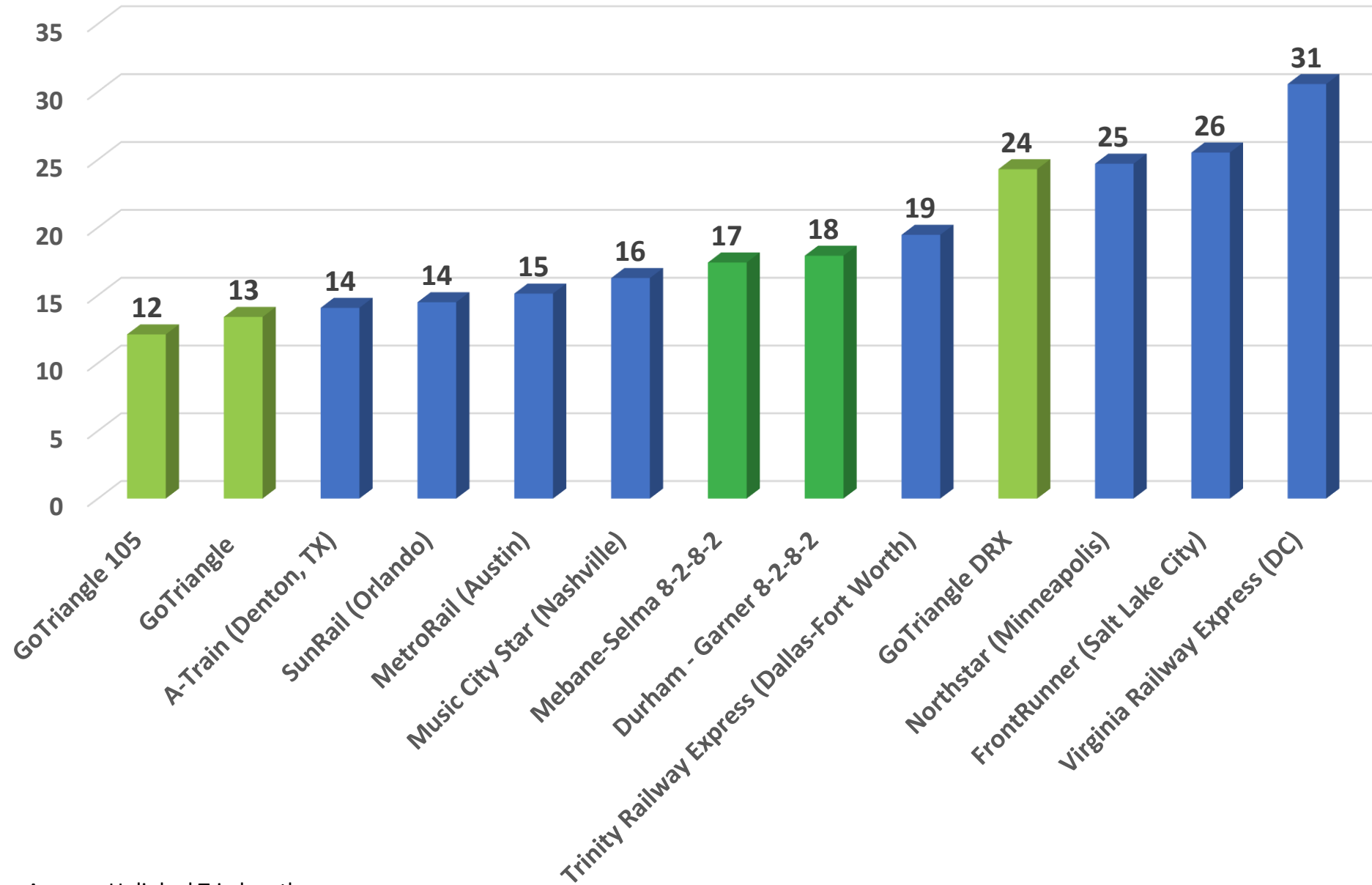
Average Weekday Trips (2018)



Average Weekday Ridership for 2018.

Source: NTD 2018 and GoTriangle FY2018 Bus Performance Report.

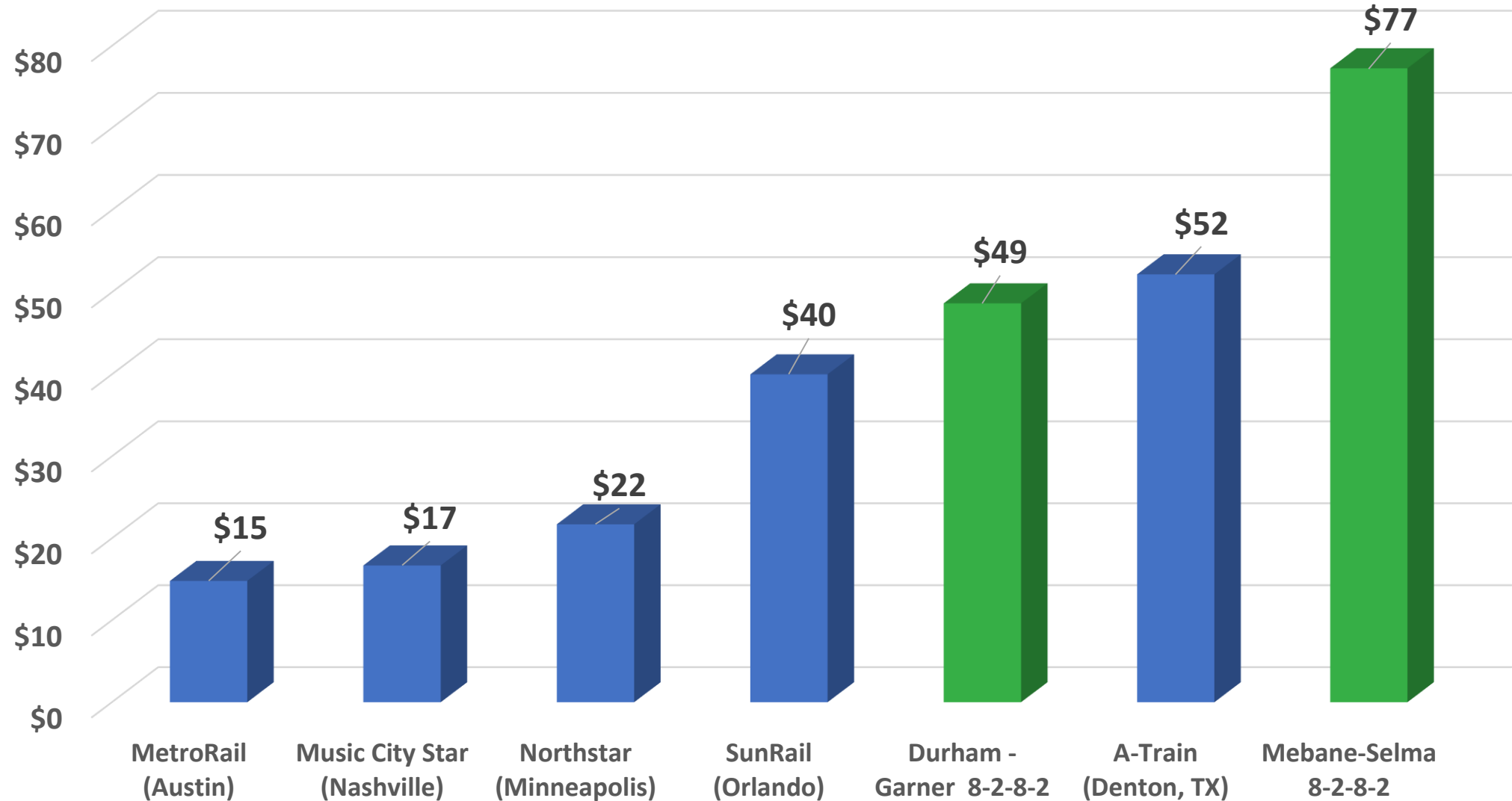
Average Trip Length (miles)



Average Unlinked Trip length.

Source: NTD 2018 and GoTriangle FY2019 Bus Operations Report.

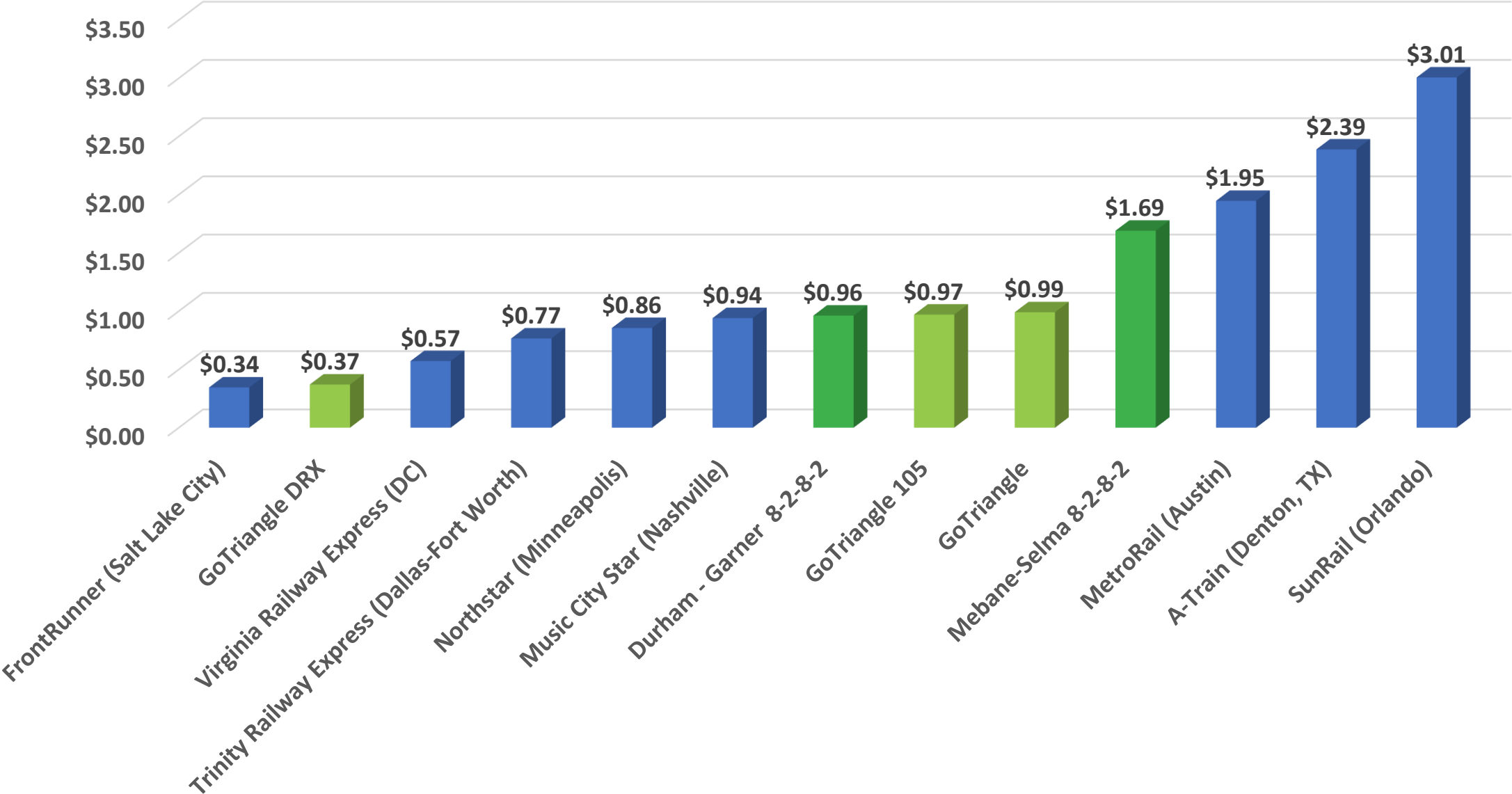
Capital Cost (2020\$) / Annual Passenger Miles Traveled (2018)



Average System Capital Cost in 2020\$ divided by total annual passenger miles traveled

Source: NTD 2018 and 2019 CRT MIS Report.

Operating Cost (2019\$) / Annual Passenger Miles Traveled (2018)



Average System Operating Cost in 2019\$ divided by total annual passenger miles traveled
Source: NTD 2018, and GoTriangle FY19 Bus Operations Report



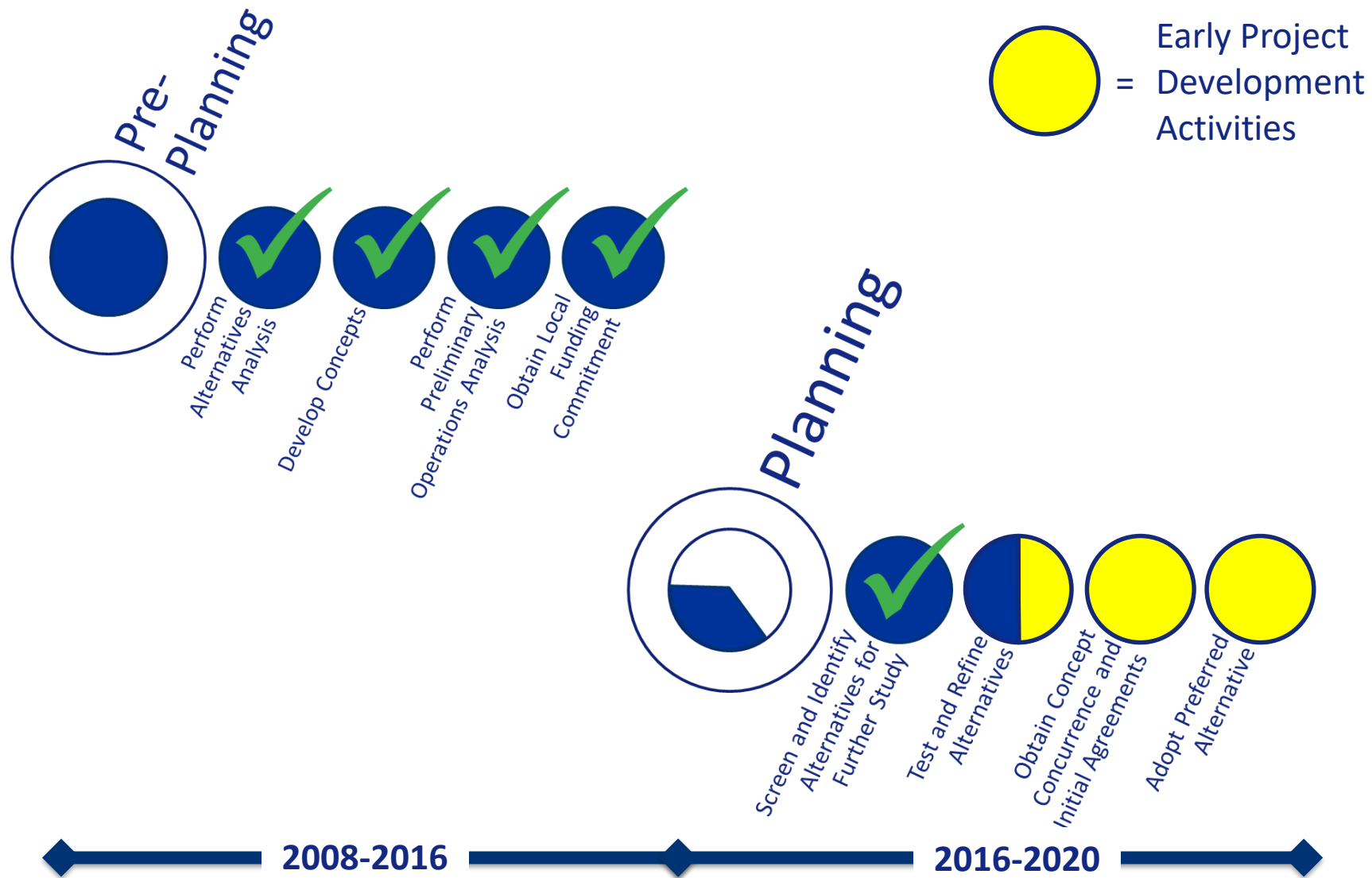
Remaining Study Effort

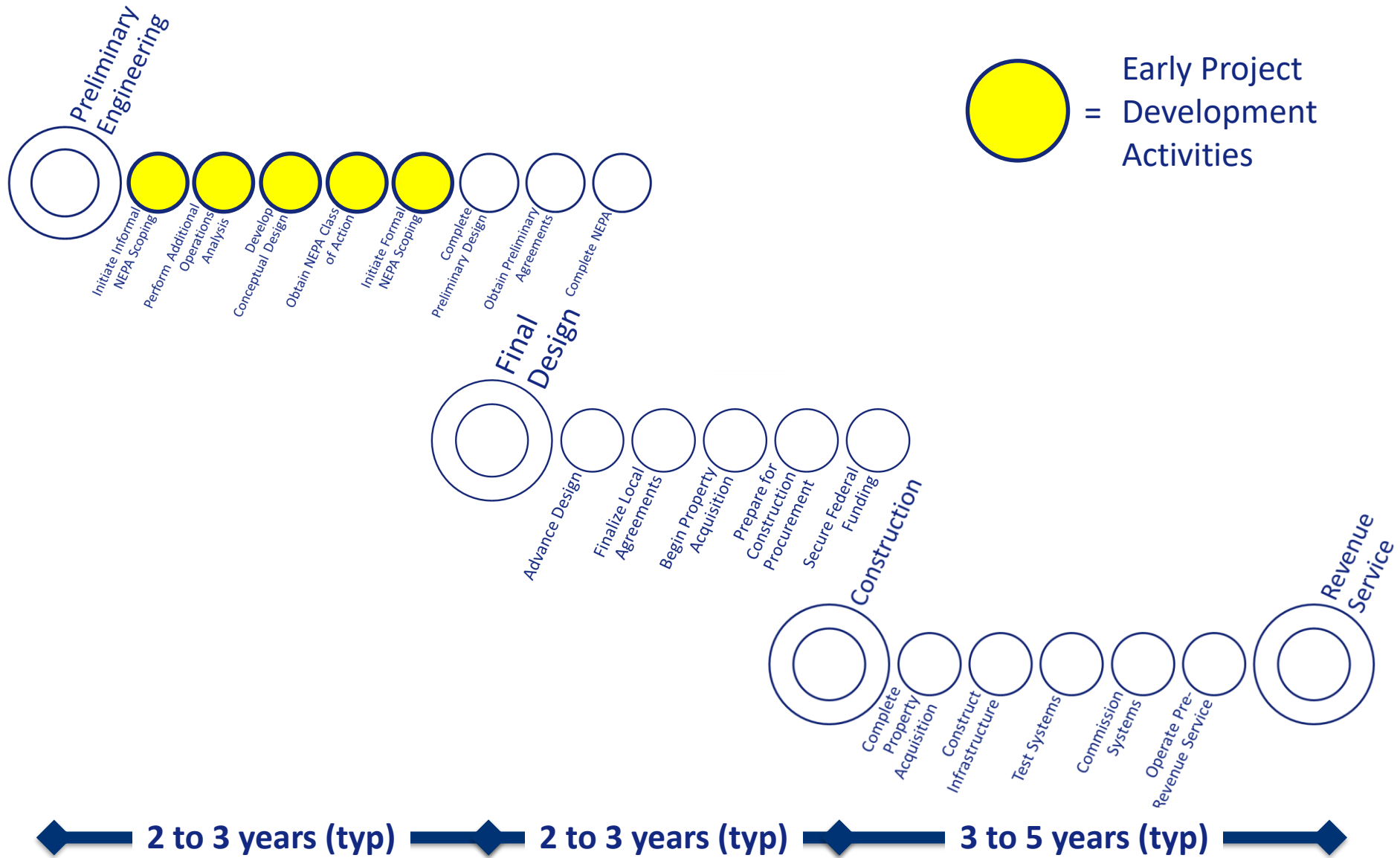
- Refine ridership and travel demand modeling
- Additional funding capacity analysis for Durham and Wake
- Discuss initial risk assessment with GoTriangle Board

Potential Next Phase of Study

“Early Project Development Activities”

- Rail Traffic Controller (RTC) model
- Preliminary engineering to evaluate critical risks only (e.g. Downtown Durham grade crossings)
- Additional ridership modeling
- Public engagement, integrated with local plan updates
- Agreements with funding partners, municipalities, and railroads





Next Steps

- Present updated results and metrics
- Present risk assessment - GoTriangle board workshop on Jan. 22
 - Primer on risk for transit capital projects
 - Walk-through of initial risk assessment findings
- Consider pursuing early project development activities necessary prior to initiating project design and implementation
- Consider adopting memorandum of understanding among project management partners for early project development activities
 - Roles, responsibilities, and goals of the project management partners, municipalities, and other stakeholders if moving forward

6.2 Greater Triangle Commuter Rail Alternatives Analysis Preliminary Results

Requested Action:
Receive as information.

6.3 FY 2021 Draft Wake Transit Work Plan

FY 2021 Work Plan Development Schedule - Important Dates

ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	January 15, 2020
TPAC-Endorsed Public Comment Period	Jan. 22 – Feb. 29, 2020
TPAC Refines Work Plan Based on Input	March 1 – April 22, 2020
TPAC Considers Recommending Work Plan for Adoption	April 22, 2020
CAMPO and GoTriangle Boards Consider Adoption	By June 30, 2020

FY 21 Proposed Revenues and Expenditures

Revenue Source	Amount
Half-Cent Local Option Sales Tax	\$99.3 million
Vehicle Rental Tax	\$4.5 million
\$7 Vehicle Registration Tax	\$6.8 million
\$3 Vehicle Registration Tax	\$2.9 million
Other (Federal, State, Fares, Debt Proceeds, Transit Provider Contributions, Allocation from Capital Fund Balance)	\$36.8 million
TOTAL	\$150.3 million

Expenditure Category	Amount
Bus Rapid Transit	\$71.6 million
Bus Infrastructure	\$37.1 million
Bus Operations	\$23.7 million
Vehicle Acquisition	\$9.9 million
Transit Plan Administration	\$4.0 million
Debt Service	\$2.7 million
Capital Planning	\$0.8 million
Tax District Administration	\$0.5 million
TOTAL	\$150.3 million

Bus Service Expansion - GoRaleigh



- **Glenwood Route Package**
 - **High Frequency Service Between Downtown and Duraleigh Road**
 - **Less Frequent Service Between Duraleigh Road and Brier Creek**
- **Route 21: Caraleigh Improvements (South Raleigh)**
 - **Existing Capacity Overloaded**
 - **Increased Off-Peak Frequency and Expanded Span of Service**

Bus Service Expansion - GoTriangle

- **Route 305 (Apex ↔ Raleigh) Improvements**
 - Converting from peak only → all-day service
 - Adding weekend service
 - 30-minute frequency during peak
 - 60-minute frequency during off-peak



Supporting Capital Investments



- **GoRaleigh Vehicles**
- **Systemwide Bus Stop Improvements**
- **Land Acquisition & Design for GoRaleigh/GoWake Paratransit Maintenance/Ops Facility**
- **Construction for GoCary Maintenance/Ops Facility**
- **Park-and-Ride Improvements & Design/Land Acquisition for New Park-and-Rides**
- **Transfer Point Improvements**
- **Transit Centers Design, Land Acquisition & Construction**

High Capacity Corridor Investments

- **FY 21 - Allocates Funding to Complete New Bern BRT**
- **FY 21 - Continued Project Development/Final Design Support for Remaining BRT Corridors**
- **Cost and Schedule Feasibility Results from Vision Plan Update Process and Alternatives Analysis/Project Development Incorporated into Draft Work Plan**
- **BRT and CRT Costs and Schedules Updated**



Public Engagement: FY21 Draft Wake Transit Work Plan

Comment period extended through Saturday, February 29th

Materials for Distribution

(incl. Spanish translation):

- News release
- Public-facing presentation
- Handout
- Language for email notices, newsletters, website updates, etc.
- Social media graphics
- GoForward website update
- PublicInput.com comment box

Online Engagement:

- Email announcement to community organizations Email announcement to individual GoForward subscribers

In-Person Engagement:

- 8 Presentations
- 5 Pop-Ups
 - WakeUp Wake County (CAFT)
 - Crosby-Garfield Advocacy Group
 - Centro Para Familias Hispanas
 - Garner Groundhog Day
 - Knightdale Cupid Fun Run 5k
 - Dorcas Ministries
 - League of Women Voters of Wake County
 - Transit Advisory Committee (2)
 - TDM
 - GoCrew
 - Regional Transit Center (2)

6.3 FY 2021 Draft Wake Transit Work Plan

Requested Action:
Receive as information.

6.4 FY2019 Wake Transit Annual Report



Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.

- ▶ Connect Regionally
- ▶ Frequent, Reliable Urban Mobility
- ▶ Connect all Communities
- ▶ Enhanced Access to Transit

FY 2019 Service Improvements Implemented

GOCARY

Began first full year of expanded midday service on Routes 3, 4, 5 and 6 and Sunday service on all routes (1, 2, 3, 4, 5, 6)

GORALEIGH

Implemented two route packages that added service in Southeast Raleigh and realigned the Rex Hospital route to include service to the N.C. Museum of Art and the N.C. State Fairgrounds for the first time.

Launched its fourth high - frequency network route, providing service every 15 minutes along Martin Luther King Jr. Blvd. and Poole Road in Southeast Raleigh. Ridership grew 60% over the previous year.

FY 2019 Service Improvements Implemented

GOTRIANGLE

Added peak-period trips on Route DRX (Durham-Raleigh Express) to bring frequency to every 15 to 30 minutes during the highest-use portions of the day.

Added service on Route CRX (Chapel Hill-Raleigh Express) to improve reliability.

Extended Sunday service on GoTriangle core Routes 100 and 300 to 9 p.m.

Launched a holiday calendar with service on five additional holidays. GoTriangle provides service on all holidays except Christmas Day and Thanksgiving Day.

FY 2019 Service Improvements Implemented

GOWAKE ACCESS

Provided an additional 1,779 trips to rural, elderly and disabled riders in Wake County

Reduced the average time customers hold on the phone from 5 minutes to 3 minutes

Youth GoPass



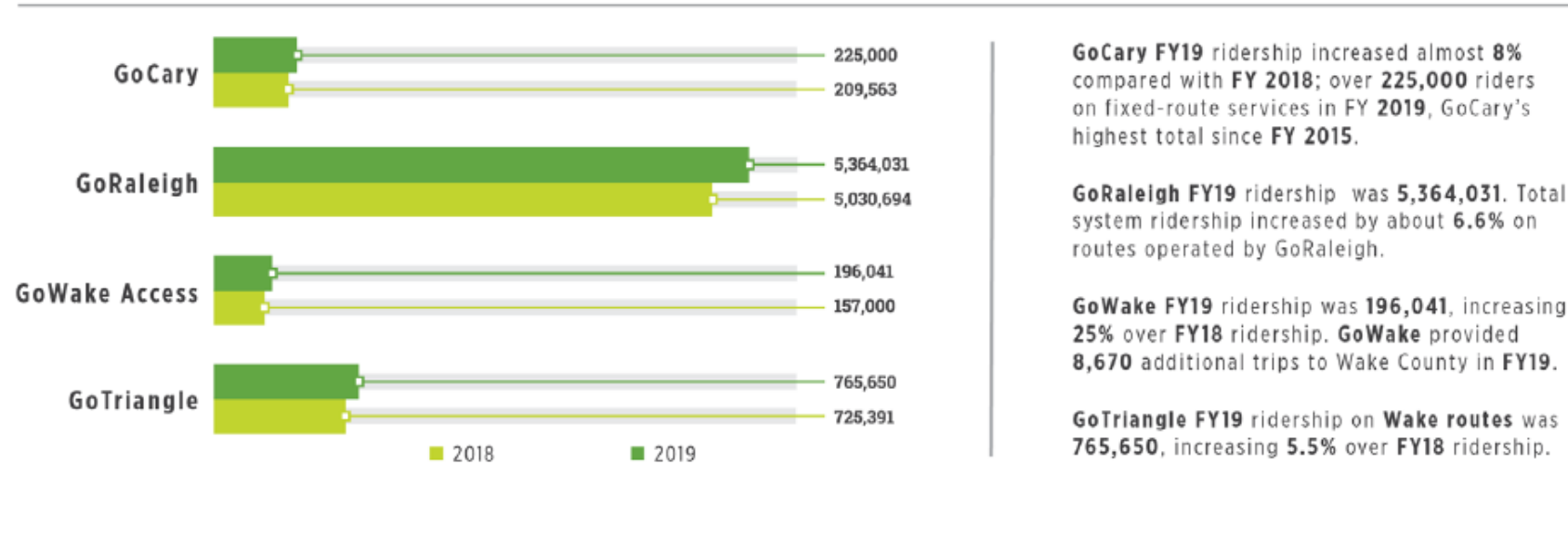
- 6,600 Teens ages 13 to 18 signed up
 - 200,000 Trips in Wake County
 - 460,000+ Trips Regionally

My grandma read about the pass, and she printed out the articles about it.
My mom picked me up from school one day and we went to the library, and we got it.

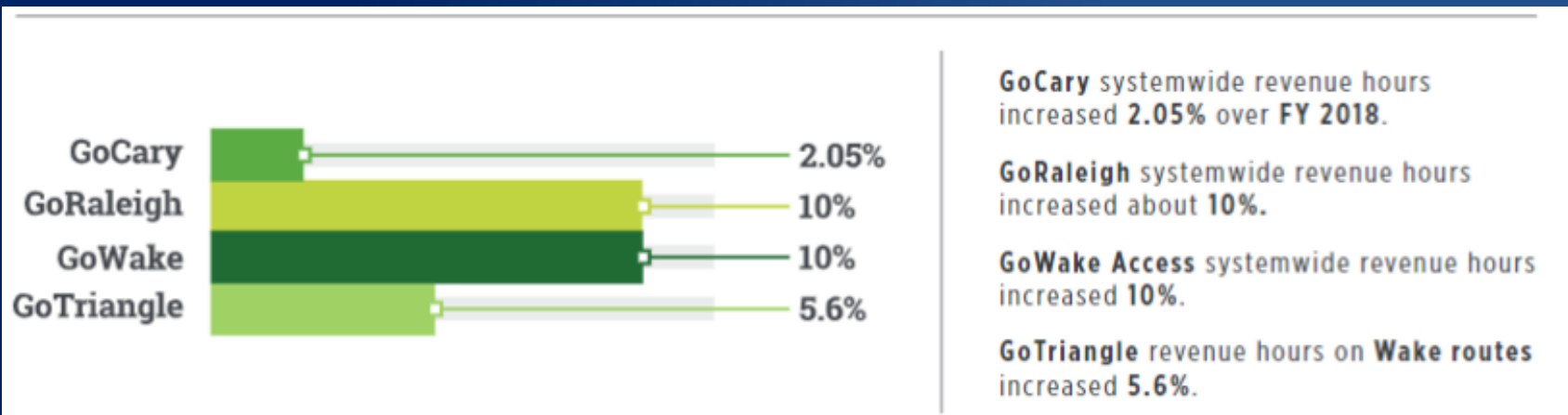
All I needed was a student ID, which I had on me. It's easy.

- CHRISTOPHER REYNOLDS | BROUGHTON HIGH SCHOOL STUDENT

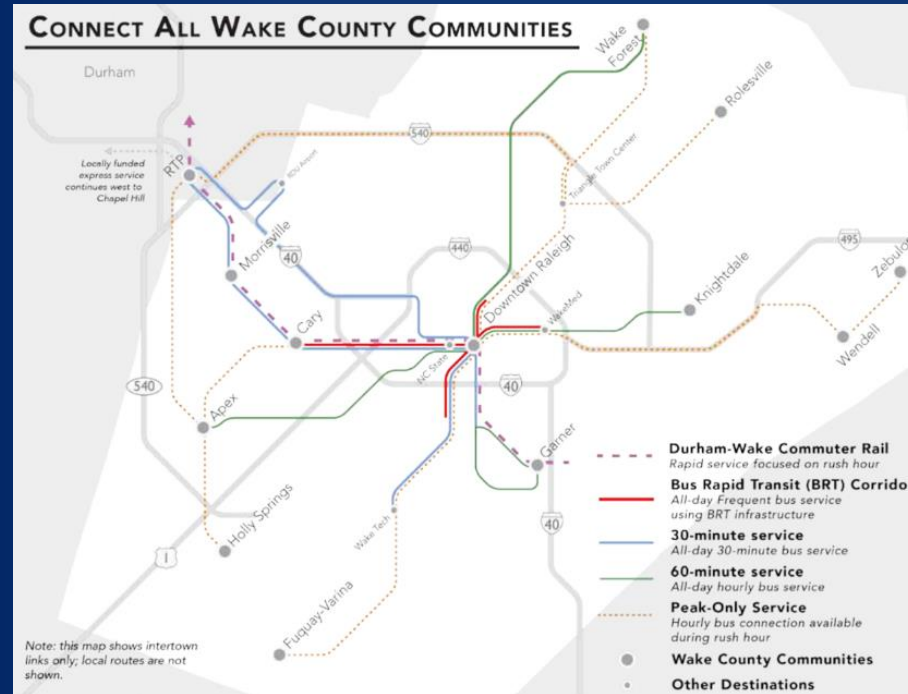
Ridership Improvement



Increase in Revenue Hours



Continued Investments in Capital Projects



Financial Results



\$92,496,302
HALF-CENT SALES TAX

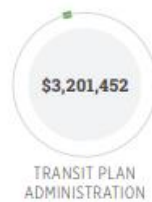
\$6,470,828
\$7 VEHICLE REGISTRATION TAX

\$4,258,283
VEHICLE RENTAL TAX

\$2,901,820
OTHER REVENUE

\$2,771,895
\$3 VEHICLE REGISTRATION TAX

\$108,899,128
TOTAL REVENUE



More Information:

Wake Transit Plan:

goforwardnc.org/county/wake-county/about

Complete Progress Report:

gotriangle.org/publications

Complete GoTriangle Comprehensive Annual Financial Report:

gotriangle.org/publications

6.4 FY2019 Wake Transit Annual Report

Requested Action:
Receive as Information.

6.5 Federal Rescission and Prior Year LAPP Projects Update

1. SPOT and LAPP Project Delays
2. Federal Rescission Update

SPOT and LAPP Project Suspension Update

PE Suspension List Update

- Updated NCDOT PE Suspension List: December 30, 2019
- Changes Since November 19, 2019 List:

PE to Restart in **January**

- B-5684: US 401 (Capital Blvd), Replace bridge 910146 over Crabtree Creek in Raleigh
- U-5307A: US 1 from I-540 to north of Durant Road
- U-5751: NC 55/NC 42 at US 401 in Fuquay-Varina

PE to Restart in **February**

- BR-0050 Bridge 910172 and 910175 on US401 over Atlantic Ave
- I-5701 I-40/US 64; FROM I-440/US 1/US 64 TO SR 1370 (Lake Wheeler Road)
- I-5703 I-40 AND I-440/US 1/US 64 Reconstruct Interchange
- P-5718 CSX crossing at NE Maynard Road
- P-5734 Rail Crossing at Trinity Road

LAPP Project Delays

- Directive from NCDOT Chief Engineer's Office:

LAPP Projects will not be allowed to request Funding Authorization, and Construction Bids will not be awarded until at least May 2020 due to cash flow issues.

- LAPP Project Managers Notified
- Projects May Continue if Local Jurisdiction Commits to Defer Reimbursement
- CAMPO Staff to Collect Feedback and Questions to Submit to NCDOT Division 5 and Chief Engineer's Office

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.

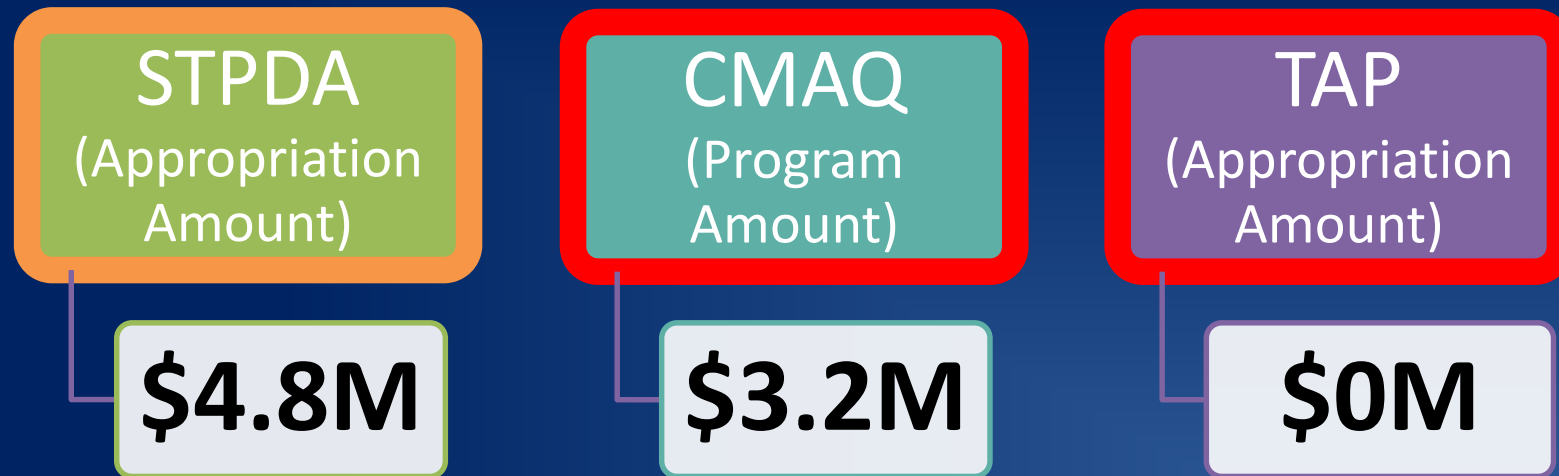
Federal Rescission:
July 2020

Impacts All Elected 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

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:

Project Delays, Rescission Implementation, Prior Year Project Liability,
Additional Funding Requests, Future Programming

Unobligated Prior Year LAPP Projects

TIP ID	Project	Jurisdiction	LAPP Year	Phase(s)	Fund	
U-5537	Lake Pine Drive	Apex	2015	CON	STBGP	\$ 538,153
U-5530OB	Leesville SRTS	Raleigh	2016	CON	STBGP	\$ 442,480
C-5604OD	Crabtree Creek West Greenway	Raleigh	2017	CON	CMAQ	\$ 1,547,000
U-5118BB	Durham Road OI	Wake Forest	2017	ROW	STBGP	\$ -
U-5530PA	NC 210 Sidewalk Connections	Angier	2017	CON	STBGP	\$ 356,680
U-5928	Peakway South Salem Interchange	Apex	2017	CON	STBGP	\$ 2,500,000
U-5118FB	Arendell Ave Access Management	Zebulon	2017	CON	STBGP	\$ 916,000
C-5604JA	Utle Creek Greenway	Holly Springs	2017	ROW, CON	CMAQ	\$ 508,800
C-5604HA	Mingo Creek Greenway	Knightdale	2018	CON	CMAQ	\$ 1,760,000
C-5604OF	Blue Ridge Road Pedestrian Improvements	Raleigh	2019	ROW, CON	CMAQ	\$ 3,598,800
C-5604FA	Beaverdam Creek Greenway	Zebulon	2019	CON	CMAQ	\$ 1,605,196
U-6095	Rock Quarry Road Part A	Raleigh	2019	PE, ROW, CON	STBGP	\$ 9,928,100
C-5604AA	Kelly and Apex Barbecue Pedestrian Improvements	Apex	2019	CON	CMAQ	\$ 647,500
U-6094	Holly Springs Road Widening	Holly Springs	2019	CON	STBGP	\$ 1,216,804
U-6095	New Bern Ave Bottleneck Elimination	Raleigh	2019	ROW, CON	STBGP	\$ 409,600
C-5604ID	Higgins Greenway	Cary	2019	CON	CMAQ	\$ 700,000
U-5530OC	Navaho Drive	Raleigh	2019	CON	TAP	
	Total					\$ 26,675,113

Consideration to Allow Funding Request

- Two Projects: TCC Recommended to Approve Both Projects

City of Raleigh Leesville Safe Routes to School

- FFY2016
- \$442,480 STBG-DA
- Major delays due to issues with Wake Co. Public Schools on Right of Way
 - 90% plans submitted 2016
 - 2016- late 2018 ROW Issues
 - Late 2018- project transferred to City Roadway and Design Unit. Work to resubmit plans and certifications began.

City of Raleigh Crabtree Creek Greenway

- FFY2017
- \$1,547,000 CMAQ
- Major delays due to a need to revise plans that added a suspension bridge to project
 - Early Plans and NEPA Documents submitted in 2017
 - 2017-2018: project learns of need to revise plans and works on revisions
 - 2019: updated plan review and ROW activities

6.5 Federal Rescission and Prior Year LAPP Projects Update

Requested Action:

Consider allowing City of Raleigh Leesville Safe Routes to School and Crabtree Creek Greenway prior year LAPP projects to continue with LAPP funding.

6.6 Locally Administered Projects Program (LAPP) FFY2021 Investment Mix

Call for Projects FFY 2021 LAPP Funding - August 2019

Scoring

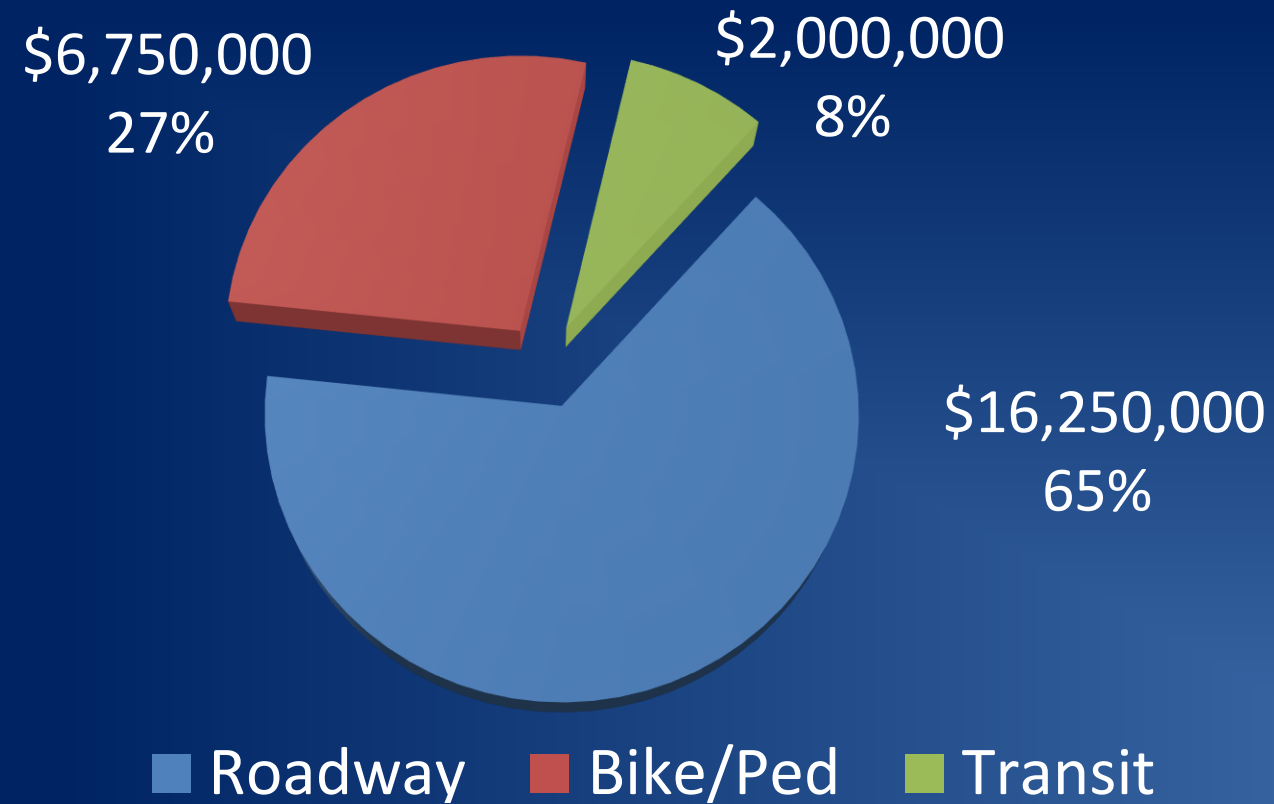
- Highway projects against other highway projects
- Bicycle and pedestrian projects against other bicycle and pedestrian projects
- Transit projects against other transit projects

**FFY 2021
Submissions:
39 Eligible Projects**

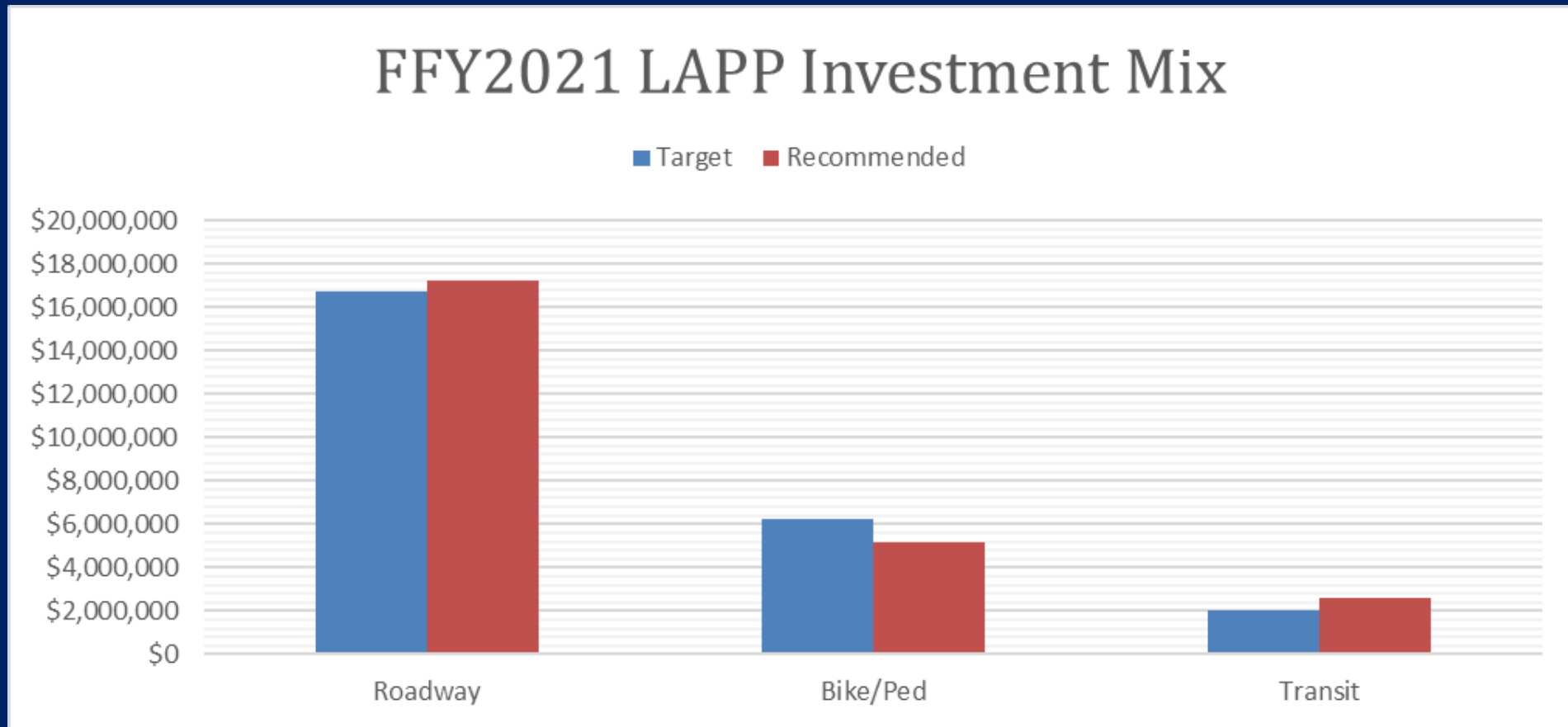
Historical Funding:

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

FFY21 Target Investment Mix



FFY21 Target vs. Recommended Mix



Project Selection

- Staff seeks applicant clarification only to confirm eligibility and clarify project details
 - Eligibility Concerns: Federal Aid Eligible, MTP Compliant, Shovel Ready, etc.
 - Administrative Concerns: Reasonable Schedule, Required Materials, etc.
- LAPP Selection Committee discusses evaluation philosophy, including:
 - Serving as an external reasonable check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- LAPP Selection Committee reviews eligible FFY 2021 LAPP project submissions.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.
 - If a project does not, Selection Committee determines if the project should be funded OR if the funds from that modal mix element should be reallocated to another modal mix element to fund higher-scoring projects.

Roadway Projects

Project Name	Sponsoring Agency	Requested Phase (design, ROW, Const)	Total Cost	Local Match %	CAMPO Request	Recommended Funding (Target \$16,250,000)	Total Score	Rank (Roadway)	Rank (Overall)
Burlington Mills Road Realignment	Rolesville	No,No,Yes	\$ 2,360,037	20%	\$ 1,888,030	\$ 1,888,030	60.6	1	4
Old Wake Forest Road - North	Raleigh	No,No,Yes	\$ 13,948,000	20%	\$ 11,158,400	\$ 11,158,400	60.1	2	5
Holly Springs Road - Phase II	HollySprings	No,No,Yes	\$ 18,000,000	80%	\$ 3,600,000	\$ 3,600,000	59.1	3	7
Wendell Boulevard Wendell Falls Parkway Intersection Project	Wendell	No,Yes,Yes	\$ 769,091	25%	\$ 576,818	\$ 576,818	56.4	4	9

Bicycle and Pedestrian Projects

Project Name	Sponsoring Agency	Requested Phase (design, ROW, Const)	Total Cost	Local Match %	CAMPO Request	Recommended Funding (Target \$6,750,000)	Total Score	Rank (Bike/Ped)	Rank (Overall)
West Chatham Street Sidewalk	Apex	No,No,Yes	\$ 953,000	60%	\$ 381,200	\$ 381,200	66.2	1	1
Main Street Corridor Improvements	Rolesville	No,No,Yes	\$ 3,688,657	20%	\$ 2,950,926	\$ 2,950,926	60.8	2	3
Wendell Boulevard Sidewalk Project	Wendell	No,Yes,Yes	\$ 1,034,094	20%	\$ 827,275	\$ 827,275	59.7	3	6
Avent Ferry Road Sidewalk Connectors	HollySprings	No,No,Yes	\$ 1,250,000	20%	\$ 1,000,000	\$ 1,000,000	57.8	4	8

Transit Project

Project Name	Sponsoring Agency	Requested Phase (Design, ROW, Const)	Total Cost	Local Match %	CAMPO Request	Recommended Funding (Target \$2,000,000)	Total Score	Rank (Transit)	Rank (Overall)
GoApex Route 1 Bus Stop Improvements	Apex	No,No,Yes	\$ 610,000	30%	\$ 427,000	\$ 427,000	65.4	1	2
Bus on shoulder on I540 and I40	GoTriangle	No,No,Yes	\$ 153,600	20%	\$ 122,880	\$ 122,880	55.0	2	12
3 Sidewalk Connections to GoCary Transit Service	GoCary	Yes,Yes,Yes	\$ 1,360,712	25%	\$ 1,020,534	\$ 1,020,534	53.4	3	13
Improvements at 13 bus stops	GoTriangle	Yes,Yes,Yes	\$ 324,000	20%	\$ 259,200	\$ 259,200	49.7	4	18
Enhanced Transfer Points (6 site locations)	GoRaleigh	Yes,No,Yes	\$ 1,185,000	20%	\$ 948,000	\$ 787,737	49.0	5	19

6.6 LAPP FFY2021 Investment Mix

Schedule:

The FFY20 LAPP Investment Program will be posted for public comment from January 17 - February 16.

A public hearing is scheduled for the February 19th Executive Board meeting.

Requested Action:

Receive as information.

6.7 Unified Planning Work Program (UPWP) FY 2020

6.7 Unified Planning Work Program (UPWP) FY 2021

Continue Core Programs

- LAPP
- TIP
- MTP
- Travel Demand Model
- Public Engagement
- Wake Transit Program

Special Studies Continuing from 2020

- Triangle Bikeway Implementation Study
- Northeast Area Study Update
- Wake Transit
 - Web Visualization Interface
 - Wake Transit Vision Plan Update

New Special Studies

- Fayetteville-Raleigh Passenger Rail Feasibility Study Phase II (partner w/ FAMPO and NCDOT)
- US 401 Corridor Study
- Western Wake Traffic Signal System Integration
- Triangle Bus on Shoulder System Study (partner w/ DCHC and NCDOT and GoTriangle)
- Land Use – Transportation Development Evaluation
- Begin work on CAMPO Strategic Plan Update

6.7 Unified Planning Work Program FY 2021, cont'd

Budget

- \$0.55 / capita Member Share
- Includes partnerships with DCHC MPO, Fayetteville MPO, GoTriangle, and NCDOT
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency est. \$225,000

MPO Self-Certification

- Questionnaire in Appendix C
- Outlines how the MPO conforms to federal guidelines and requirements

Next Steps

- Public Review & Comment Period Now Open: Jan. 17- Feb. 16
- Public Hearing – Feb. 19
- Consider adoption at Feb. 19 Board Meeting

Requested Action:
Receive as information.

7. Informational Item: Budget

7.1 Member Shares – FY 2020

7.2 Operating Budget – FY 2020

Requested Action:
Receive as information.

8.1 Informational Item: Project Updates

- 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
- Wake Transit Vision Plan Update
- Greater Triangle Commuter Rail Alternatives Analysis
- Northeast Area Study Update
- Coordinated Human Services Public Transportation Plan Update

Requested Action:
Receive as information.

8.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

9. 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
January 15, 2020 4:00 p.m.	Executive Board One City Plaza
January 30, 2020 8:30 a.m.	Joint CAMPO/DCHC Boards Meeting Apex Town Hall
February 6, 2020 10:00 a.m.	Technical Coordinating Committee One City Plaza
February 19, 2020 4:00 p.m.	Executive Board One City Plaza
February 21, 2020 8:30 a.m.	MPO 101 One City Plaza