



NC Capital Area **Metropolitan Planning Organization**

WELCOME!

***Today's TCC meeting is being held online.
The meeting will begin shortly.***

Please be prepared to mute your audio following roll call.

Call In: 650-479-3208 Meeting Code: 477 159 580 Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

https://docs.google.com/spreadsheets/d/1T_W4RE3O78Hc8KF-i0U_os26hl9oWH5XP1rnLd5kW4/edit?usp=sharing

Download Presentation Slides: <https://campo.legistar.com/Calendar.aspx>



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

June 4, 2020

10:00 AM

1. Welcome and Introductions

Roll Call of Voting Members & Alternates

City of Creedmoor

City of Raleigh (5)

County of Franklin

County of Granville

County of Harnett

County of Johnston

County of Wake (2)

GoCary

GoRaleigh

GoTriangle

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Butner

Town of Cary (2)

Town of Clayton

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

Town of Holly Springs

Town of Knightdale

Town of Morrisville

Town of Rolesville

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

N.C. Dept. of Transportation (6)

N.C. State University

Raleigh Durham Airport Auth.

Research Triangle Foundation

Rural Transit (GoWake Access)

Triangle J. Council of Govts.

Triangle North Executive Airport

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: May 7, 2020

Requested Action:

Approve the May 7, 2020 Meeting Minutes.

5. Regular Business

5.1 Update to Public Participation Plan – Electronic Meetings

Update to Public Participation Plan – Electronic Meetings

Federal Highway Administration (FHWA) Guidance in April:

MPOs can hold public meetings and accept public comments during meetings that are solely held online, or electronically, and that such information should be reflected in the MPO's Public Participation Plan (PPP).

CAMPO's Current PPP:

1. Follow NC Open Meetings Law, at a minimum*
 - Permits electronic meetings, but didn't specifically address meetings held solely electronically with no physical access
2. Most actions have more extensive requirements for public comment periods and public notices

** State Law passed 5/4/2020 permitting remote, electronic, meetings with requirements for public comment periods, notices for public hearings, and access to the meeting during State of Emergency.*

PPP Update – Proposed Changes

Out of an abundance of caution, MPO staff are recommending adding language to the PPP that:

- Permits solely electronic meetings
- Requires public notifications and means to access (view or listen to) meeting
- Requires publicly posting of meeting materials

5.1 Update to Public Participation Plan – Electronic Meetings

Date	Activity
May 1 – June 18	Public Comment Period (45 days req'd in PPP)
May 20	Executive Board (Information)
June 4	TCC Action (Recommendation)
June 17	Public Hearing (45 day Notice req'd in PPP*)
July 15	Executive Board (Action)

Requested Action:

Recommend approval of the Public Participation Plan Update to the Executive Board.

5.2 2020 NCDOT Bicycle and Pedestrian Planning Grant Application

5.2 2020 NCDOT Bicycle and Pedestrian Planning Grant Application

The NCDOT Division of Bicycle and Pedestrian Transportation, along with the Transportation Planning Branch provide funding grants totaling \$400,000 to municipalities throughout the state.

The funds for this program are from earmark funds specifically set aside for bicycle and pedestrian planning. The Town of Fuquay-Varina will be submitting a pedestrian planning grant application directly to the Division of Bicycle and Pedestrian Transportation as of June 30, 2020 for the 2020 “Call” for projects.

5.2 2020 NCDOT Bicycle and Pedestrian Planning Grant Application

Requested Action:

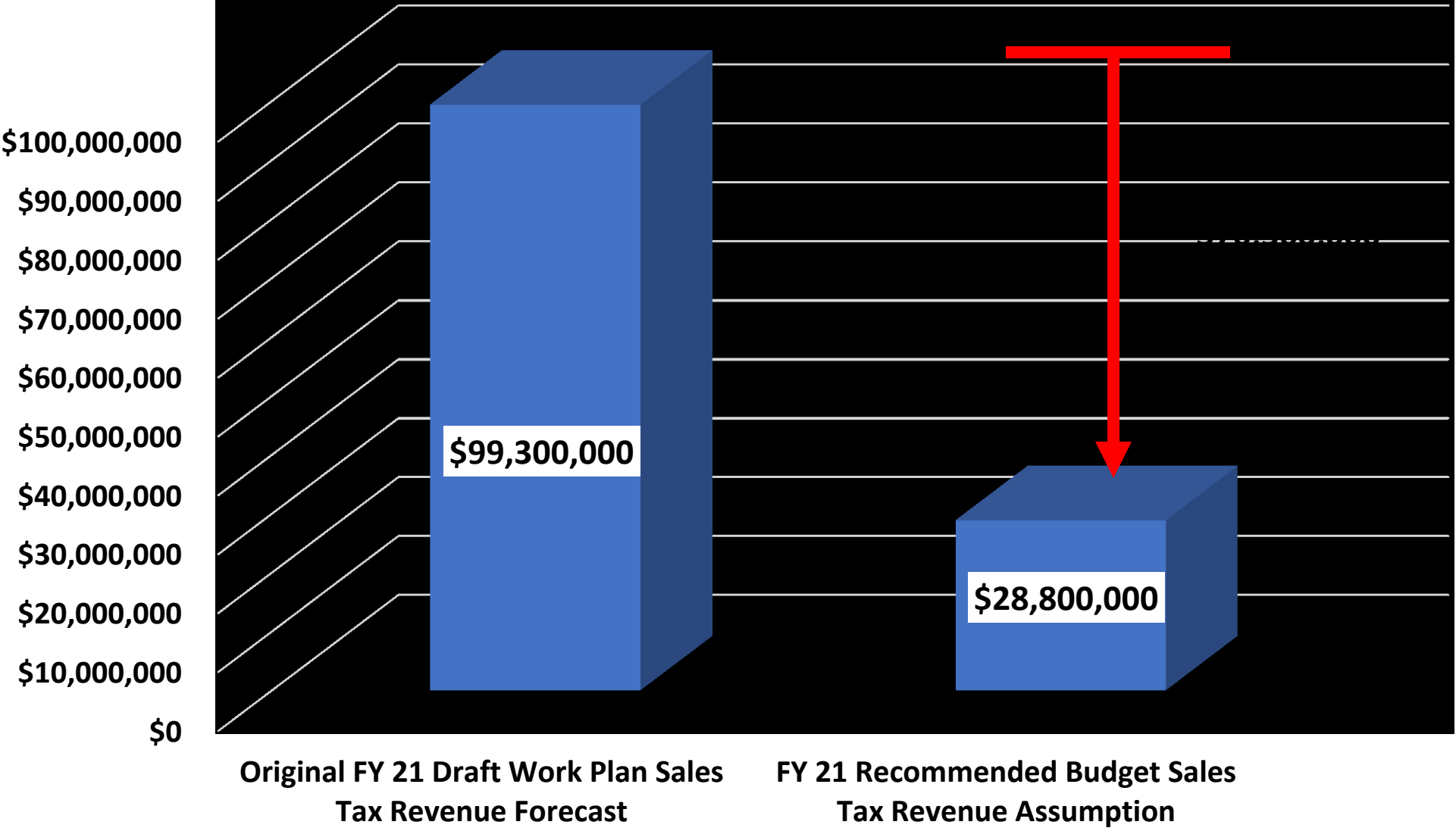
Recommend adoption of Resolution to Endorse the Bicycle and Pedestrian Planning Grant Application to the Executive Board.

5.3 FY 2021 Recommended Wake Transit Work Plan

FY 21 Recommended Work Plan Schedule

ACTION	DATE
CAMPO 30-Day Public Comment Period	May 15 – June 14
TCC Considers Recommendation of Work Plan Approval	June 4
CAMPO Executive Board Considers Approval	June 17
GoTriangle Board of Trustees Considers Approval	June 24

FY 21 Sales Tax Revenue Assumption



- Not Informed by Revenue Forecasting Data
- Stopgap Revenue Assumption to be Revisited in Q2
- Revenue Assumption Inaccurate but Intentional for Circumstances
- Likely Somewhere Between the Two

FY 21 Recommended Revenues and Expenditures

Revenue Source	Amount
Half-Cent Local Option Sales Tax	\$28.8 million
Vehicle Rental Tax	\$4.5 million
\$7 Vehicle Registration Tax	\$7.1 million
\$3 Vehicle Registration Tax	\$3.0 million
Other (Federal, State, Fares, Transit Provider Contributions, Allocation from Capital Fund Balance)	\$47.6 million
TOTAL	\$91.0 million

Expenditure Category	Amount
Bus Rapid Transit	\$67.1 million
Bus Infrastructure	\$0.5 million
Bus Operations	\$18.4 million
Vehicle Acquisition	\$0
Transit Plan Administration	\$3.9 million
Capital Planning	\$0.6 million
Tax District Administration	\$0.5 million
TOTAL	\$91.0 million

Overall Approach to FY 21 Work Plan

- Projects Included in FY 21 Budget Determined by Strict Criteria
- Projects With Pressing or Special Need to Receive Authorization for Funding in July vs. Later in Fiscal Year
- Set Tax Revenues to Amount Sufficient to Cover These Project Costs (~38% of Draft Work Plan Assumption; ~29% of Draft Work Plan Sales Tax Assumption)
- Remaining Projects in Unbudgeted Reserve Queue to be Revisited in Q2 → Sales Tax Data for March – July Available
- Multi-Year Operating Program/CIP = Illustrative and Tentative Guide for Future-Year Investment That Does Not Account for Rebalancing of Assumed Expenditures with Revenues

FY 21 Recommended Bus Service Expansion



- **Route 21: Caraleigh Improvements (South Raleigh)**
 - Existing Capacity Overloaded
 - Increased Off-Peak Frequency
- **GoApex Route 1 (Town of Apex)**
 - Intra-Community Circulator
 - All Day Hourly Frequencies

FY 21 Recommended Capital Investments



- **Bus Stop Improvements for GoApex Route 1**
- **Bus Stop/Node Improvements for Morrisville Smart Shuttle**
- **Completion of New Bern Avenue BRT**

Public Comments Received to Date

10 comments received through 5/29

Comment Themes:

- Need more emphasis on infrastructure providing access to transit: sidewalks, crosswalks, bike lanes, etc. (2)
- Support for Holly Springs service (2)
- Support for continued investment in BRT and other high-capacity projects as a priority (2)
- Support for Route 21: Caraleigh improvements and Route 305 all-day service
- Need for transit improvements to support vulnerable populations impacted by COVID-19 economic downturn
- Support for Youth GoPass and Free Fares for Seniors
- Support for fare technology upgrades

5.3 FY 2021 Recommended Wake Transit Work Plan

Requested Action:

- 1) Recommend approval of the FY 2021 Wake Transit Work Plan to the Executive Board; and
- 2) Recommend to the Executive Board authorization for the Executive Director to execute all FY 2021 Work Plan project-level agreements to which CAMPO is a party.

Roll Call of Voting Members & Alternates

City of Creedmoor

City of Raleigh (5)

County of Franklin

County of Granville

County of Harnett

County of Johnston

County of Wake (2)

GoCary

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Town of Angier

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5.4 CAMPO Projects and Programs Funding Update

May 4, 2020 NCDOT Press Release

Revenue Decline Due to COVID-19 Depletes NCDOT Cash Reserve

What we know:

- NCDOT legally-required minimum cash balance has been reached
- According to state law, once the department falls below the cash floor, they can no longer enter into new contracts that spend money on transportation projects.

<https://www.ncdot.gov/news/press-releases/Pages/2020/2020-05-04-revenue-decline-depletes-ncdot-cash.aspx>

May 4, 2020 NCDOT Press Release (cont.)

What NCDOT CAN do while below the cash floor:

- Continue active projects
- Maintain existing infrastructure with existing supplies and staff
- Pay incoming invoices from private sector companies as long as funds exist
- Continue operating DMV functions
- Respond to emergency situations (with existing staff and materials)
- Hire new employees for critical, safety-related positions or DMV functions

May 4, 2020 NCDOT Press Release (cont.)

What NCDOT CANNOT do while below the cash floor:

- Negotiate right of way purchases on projects not underway
- Purchase additional equipment, supplies or services for transportation projects unless obligated to make such a purchase in an existing contract
- Award new construction, engineering or repair contracts

Move Forward List

- Response to cash floor requirements
- NCDOT has released a list of SPOT projects that **CAN** move forward
- Living list, most-recently updated May 8, 2020 (in agenda attachments)

<https://connect.ncdot.gov/projects/Project-Management/Pages/default.aspx>

- Weekly NCDOT Cash Balance Reports

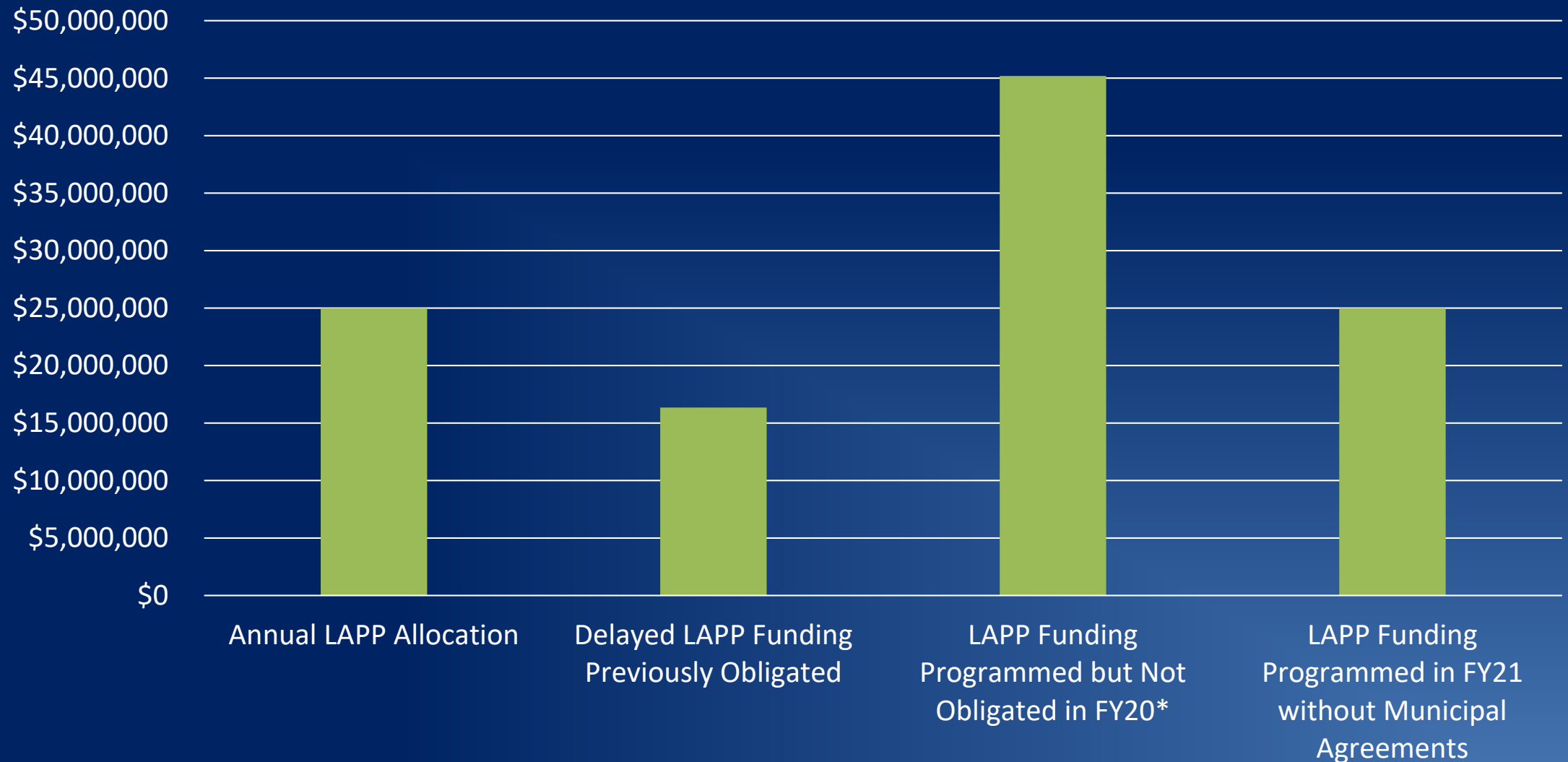
<https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/cash-watch-numbers.aspx>

LAPP Project Guidance

- All work associated should stop if it can be stopped, even if previous approvals were given to defer payments.
- If construction contract has not been awarded, delay advertisement & stop work.
- If a consultant has not been procured to perform PE work, stop PE procurement.
- If ROW activities have not begun, do not start them.
- For any projects that have been awarded, consultants procured and work is moving forward, understand the deferral period is now indeterminate.
- Local jurisdictions need to understand they proceed at their own risk if they continue to move forward with any project phases after NCDOT has recommended they stop.
- No **new** or **supplemental** Municipal Agreements can be executed at this time

NCDOT to provide funding report to Executive Board on June 17, 2020.

Financial Impact to Locally Administered Projects Program



*Unclear if all FY2020 Programmed Projects would obligate in FY2020

5.4 CAMPO Projects and Programs Funding Update

Requested Action:
Receive as information.

5.5 Locally Administered Projects Program (LAPP) FY2022 Proposed Changes and Target Modal Investment Mix

- LAPP FY2022 Call for Projects Anticipated to open at August Executive Board Meeting
- LAPP Steering Committee to recommend any changes to the program and establish the Target Modal Investment Mix
- FY2022 LAPP Committee addressed 4 issues and the Target Modal Investment Mix

Issue #1: Roadway Travel Time Savings Calculation (For Information Only)

Benefit/Cost: 20 Points

Travel time savings anticipated by the implementation of the project, as identified using the regional travel demand model compared to the cost of the project to the LAPP program:

Travel Time Savings / LAPP Cost

CAMPO Staff is enhancing the methodology in which Travel Time Savings for roadway projects is calculated in order to normalize specific data sets, including segment length, speed limits, etc.

Issue #2: Revisiting Submittal Reduction for Delayed Projects Policy

Current policy aims to hold jurisdictions accountable for existing LAPP Projects behind schedule:

For applicants with prior projects that have not obligated funds, the applicant must reduce the number of allowable new applications per agency per mode by the number of that agency's prior LAPP projects (by mode) that did not meet authorization prior to the end of the federal fiscal year.

Recommended change: Remove “by mode” from existing policy. Allow all LAPP applications to submit a minimum of one project per year. Policy to go into effect in FY2023 round of LAPP.

Issue #2: Revisiting Submittal Reduction for Delayed Projects Policy

Example: Community A has two prior year bike/ped LAPP projects that do not have their funding authorization. The current policy would allow Community A to submit three roadway projects, one bike/ped project, and three transit projects. The proposed policy would allow Community A to submit one project per mode.

If Community A is eligible to submit three projects per mode and has three outstanding LAPP projects, Community A would still be allowed to submit one total project.

*To allow current LAPP projects to adjust to this proposal, the proposal would not go into effect until the FY2023 Round of LAPP.

Issue #3: Modal Submittal Cap

Current Policy: *LAPP applications will not be accepted for LAPP funds exceeding the modal target dollar figure as set by the target modal investment mix.*

- FFY2021 roadway project was awarded 65% of total investment in roadway category
- Members of Steering and Selection Panel requested this subject be discussed
- Discussion during FFY2015 program development: No change at that time.

Issue #3: Modal Submittal Cap

Projects that have Earned 50% or Higher of Awarded Modal Funding					
FFY	Mode	Jurisdiction	Project	Percentage of Modal Mix	Local Match
2012	Bike/Ped	Raleigh	Creedmoor Road Improvements	55%	20%
2014	Roadway	Holly Springs	Main Street Extension	64%	20%
2015	Bike/Ped	Cary	White Oak Greenway	61%	50%
2016	Transit	Raleigh	Raleigh Bikeshare	91%	20%
2017	Transit	GoRaleigh	Computer Aided Dispatch	100%	20%
2018	Transit	GoRaleigh	CNG Fueling Station	66%	20%
2019	Roadway	Raleigh	Rock Quarry Road	64%	30%
2019	Bike/Ped	Raleigh	Blue Ridge Pedestrian	57%	22%
2019	Transit	GoCary	Downtown Multimodal Facility	62%	20%
2020	Transit	GoRaleigh	Bus Stops	100%	20%
2021	Roadway	Raleigh	Old Wake Forest North	65%	20%
2021	Bike/Ped	Rolesville	Main Street Improvements	57%	20%

Issue #3: Modal Submittal Cap

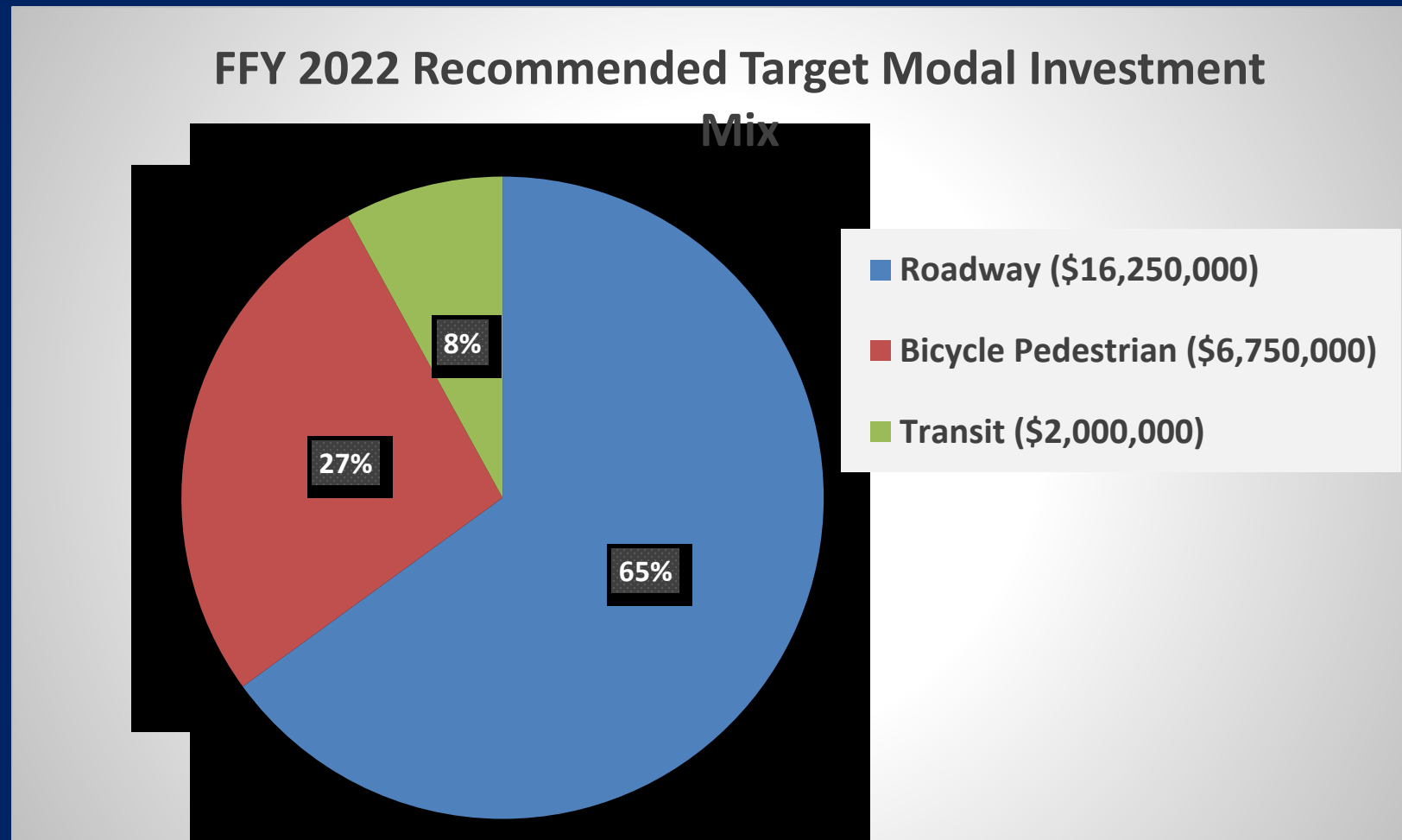
Recommended Change: No change.

The LAPP Steering Committee ultimately agreed that the score of the project should have a higher significance when considering funding, compared to the total cost.

The LAPP Selection Panel would also have the opportunity to address situations in which this concern arises.

Issue #4: Target Modal Investment Mix

Recommendation: No change from FFY2021 Target Modal Investment Mix



Issue #5: Transit Scoring

Scoring Implemented in FFY2016 Round of LAPP

Since then:

- Wake Transit Tax District Funding available
- Wake Transit Plan Implementation
- Transit coverage and service increased

Issue #5: Transit Scoring

Transit Effectiveness Score: 50 Total Points

- Safety and Security Concerns: 5 Points
- Rider Experience: 5 Points
- Connectivity: 10 Points
- Improves Facilities: 10 Points
- Reliability Improvements: 10 Points
- Benefit Cost: 10 Points

Planning Consistency: 10 Points

Local Priority Points: 10 Points

Prior Agency Funding: 10 Points

Recommended Changes to LAPP Transit Scoring

1. Reliability Improvements Measure
2. Safety and Security Measure
3. Rider Experience Measure
4. Minimum Requirements for Bus Stop Improvements

Proposal #1: Reliability Improvements Measure

Current approach:

Improves time reliability and reduces delays across the system. The project will be scored based on the following formula:

(travel time on the route after the improvement – travel time on the route before improvement) * # average daily ridership on the route anticipated 12 months after the improvement is completed.

Scores will be awarded on a scaled basis for all submitted projects with the top project receiving 10 points.

Proposal #1: Reliability Improvements Measure

Reason to address now:

The intended effect of this scoring criterion was to have a cascading arrangement of scores based on the scaled value of travel-time savings. Since most projects do not have travel-time savings, most projects receive 0 points for this criterion, while 1 or 2 projects in a given round receive 10 points. This results in minimal variability in scoring for the projects. Accurately scoring these projects has also raised issues, since a lack of standardization for calculating the travel time savings for reliability improvement projects create difficulty in fairly scoring each improvement.

Proposal #1: Reliability Improvements Measure

Primary Project Types	Secondary Project Types	Reliability Improvements
Admin/Maintenance Facilities	All	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact (1 pt.)
Customer Facilities	Transit Centers/ Stations	Medium Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	Low Impact (1 pt.)
Infrastructure Improvements	Bus on Shoulder	High Impact (10 pts.)
Technology/Equipment	Administrative	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (5 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	High Impact (10 pts.)
Technology/Equipment	Onboard Systems — Safety	No Impact (0 pts.)
Technology/ITS	Signal Coordination/Priority Systems	High Impact (10 pts.)

Proposal #2: Safety and Security Concerns Measure

Current approach:

Enhances safety and security of the system, rider or user. The proposed project must address a documented safety or security concern or policy. If the project sponsor effectively demonstrates improved safety and security resulting from the project, the project will receive 5 points.

Reason to address now:

The intention of the current scoring method is to award projects that address a safety and security issue. Since most transit projects submitted to CAMPO can justify having a safety and/or security component, these points are usually awarded to all projects and does not increase competition and variability between projects. The types of projects funded through LAPP have a significant opportunity to affect the safety and security of the transit network and its users.

Proposal #2: Safety and Security Concerns Measure

Primary Project Types	Secondary Project Types	Safety and Security
Admin/Maintenance Facilities	All	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	Medium Impact (3pts.)
Customer Facilities	Transit Centers/ Stations	High Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	Medium Impact (3 pts.)
Infrastructure Improvements	Bus on Shoulder	Low Impact (1 pt.)
Technology/Equipment	Administrative	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — Safety	High Impact (5 pts.)
Technology/ITS	Signal Coordination/Priority Systems	Low Impact (1 pt.)

Proposal #3: Rider Experience Measure

Current approach:

Enhances amenities that contribute to a more comfortable and convenient user experience. The proposed project must improve or enhance the rider experience. If the project sponsor effectively demonstrates enhanced comfort or convenience of the rider, the project will receive 5 points.

Reason to address now:

Similar to safety and security concerns, CAMPO wishes to address the rider experience measure to expand the scoring variation from either 5 points or 0 points. Since most projects can justify their project improves the rider experience, most projects receive 5 points for this criterion. Changing the way this measure is scored would allow more competition and variation between scores.

Proposal #3: Rider Experience Measure

Primary Project Types	Secondary Project Types	Rider Experience
Admin/Maintenance Facilities	All	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	High Impact (5 pts.)
Customer Facilities	Transit Centers/ Stations	High Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	High Impact (5 pts.)
Infrastructure Improvements	Bus on Shoulder	High Impact (5 pts.)
Technology/Equipment	Administrative	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	High Impact (5 pts.)
Technology/Equipment	Onboard Systems — Safety	Low Impact (1 pt.)
Technology/ITS	Signal Coordination/Priority Systems	Medium Impact (3 pts.)

Combined Proposed Tiered Scoring for Reliability Improvements, Safety and Security, and Rider Experience				
Primary Project Types	Secondary Project Types	Reliability Improvements	Safety and Security	Rider Experience
Admin/Maintenance Facilities	All	Low Impact (1 pt.)	Low Impact (1 pt.)	Low Impact (1 pt.)
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact (1 pt.)	Medium Impact (3 pts.)	High Impact (5 pts.)
Customer Facilities	Transit Centers/ Stations	Medium Impact (5 pts.)	High Impact (5 pts.)	High Impact (5 pts.)
Customer Facilities	Bike/Ped Access Infrastructure	Low Impact (1 pt.)	Medium Impact (3 pts.)	High Impact (5 pts.)
Infrastructure Improvements	Bus on Shoulder	High Impact (10 pts.)	Low Impact (1 pt.)	High Impact (5 pts.)
Technology/Equipment	Administrative	Low Impact (1 pt.)	Low Impact (1 pt.)	Low Impact (1 pt.)
Technology/Equipment	Operations Support	Medium Impact (5 pts.)	Medium Impact (3 pts.)	Medium Impact (3 pts.)
Technology/Equipment	Onboard Systems — ITS/Communications	High Impact (10 pts.)	Medium Impact (3 pts.)	High Impact (5 pts.)
Technology/Equipment	Onboard Systems — Safety	No Impact (0 pts.)	High Impact (5 pts.)	Low Impact (1 pt.)
Technology/ITS	Signal Coordination/ Priority Systems	High Impact (10 pts.)	Low Impact (1 pt.)	Medium Impact (3 pts.)

Proposal #4: Minimum requirements for bus stop improvements

LAPP currently does not have minimum requirements in place for bus stop improvement projects. To maintain consistent levels of expectations for all bus stop improvement projects, CAMPO proposes imposing minimum requirements for these projects. If an applicant's local policy has stricter requirements for these criteria, the applicant should follow their local policy. Bus stop improvements should at a minimum:

- Identify all bus stops with clear signage
- Ensure new bus stops are accessible and meet the federal Americans with Disabilities (ADA) standards, where practical.
- Upgrade existing bus stops to meet federal ADA standards, where practical.
- Provide passenger amenities such as shelters and benches, depending on the level of passenger activity. Generally speaking, stops with more than 25 daily passenger boardings or more will be equipped with a shelter.

5.5 Locally Administered Projects Program (LAPP) FY2022 Proposed Changes and Target Modal Investment Mix

- These proposed changes and Target Modal Investment Mix will be posted for Public Comment from June 12, 2020 through July 16, 2020.
- A Public Hearing is tentatively scheduled for the July 15, 2020 Executive Board Meeting.
- The CAMPO Executive Board will consider approving the proposed changes to the program and the Target Modal Investment Mix, and open the One Call for All Call for Projects at their August 19, 2020 Meeting.

Requested Action:
Receive as information.

5.6 DRAFT MTP 2050 Goals, Objectives, and Performance Measures

2050 MTP Development – Major Milestones

Milestones in the development of the 2050 MTP that will involve public engagement:

1. Vision – Goals & Objectives
2. Travel Model and SE Data
3. Alternatives Analysis
4. Preferred Option Review
5. Fiscal Constraint
6. 2050 MTP Adoption

Public Engagement Strategy customized to milestones

Goals, Objectives and Performance Measures

Development of DRAFT:

- Review of existing Goals/Objectives/Measures
 - Data analysis
 - Review of current planning principles in our region
- Result = Updated Goals and associated Objectives
 - Performance Measures and any Targets will follow later in MTP development process

DRAFT Goals & Objectives

GOAL 1: Protect the Human and Natural Environment and Minimize Climate Change

Obj. A: Reduce mobile source emissions, GHG, and energy consumption

Obj. B: Reduce negative impacts on natural and cultural environment

GOAL 2: Connect People & Places

Obj. A: Connect people to jobs, education and other important destinations using all modes

Obj. B: Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)

DRAFT Goals & Objectives

GOAL 3: Promote and Expand Multimodal & Affordable Choices

Obj. A: Enhance transit services, amenities and facilities

Obj. B: Improve bicycle and pedestrian facilities

Obj. C: Increase utilization of affordable non-auto travel modes

Goal 4: Manage Congestion & System Reliability

Obj. A: Allow people and goods to move with minimal congestion, time delay, and greater reliability.

Obj. B: Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride)

Obj. C: Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)

DRAFT Goals & Objectives

GOAL 5: Improve Infrastructure Condition & Resilience

Obj. A: Increase proportion of highways and highway assets in 'Good' condition

Obj. B: Maintain transit vehicles, facilities and amenities in the best operating condition.

Obj. C: Improve the condition of bicycle and pedestrian facilities and amenities

Obj. D: Promote resilience planning and practices.

GOAL 6: Ensure Equity & Participation

Obj. A: Ensure that transportation investments do not create a disproportionate burden for any community

Obj. B: Promote equitable public participation among all communities

DRAFT Goals & Objectives

GOAL 7: Promote Safety and Health

Obj. A: Increase safety of travelers and residents

Obj. B: Promote public health through transportation choices

GOAL 8: Stimulate Economic Vitality

Obj. A: Improve freight movement

Obj. B: Coordinate land use and transportation

Obj. C: Target funding to the most cost-effective solutions

Obj. D: Improve project delivery for all modes

Next Steps for 2050 MTP Goals & Objectives

The next steps include:

- Continued refinement of draft goals, objectives, and preliminary performance measures and subsequent release for public comment
- Continued development of socioeconomic data guide totals and subsequent release for public comment
- Executive Board approval of socioeconomic data guide totals, goals, objectives, and performance measures for use in the development the 2045 MTP, with final adoption taking place when the 2045 MTP is adopted.

Requested Action:

Receive and review the DRAFT MTP 2050 Goals and Objectives for discussion, comments, and feedback with MPO staff.

5.6 DRAFT MTP 2050 Goals, Objectives, and Performance Measures

Requested Action:

Receive and review the DRAFT MTP 2050 Goals and Objectives for discussion, comments, and feedback with MPO staff.

5.7 Northeast Area Study Update

WELCOME

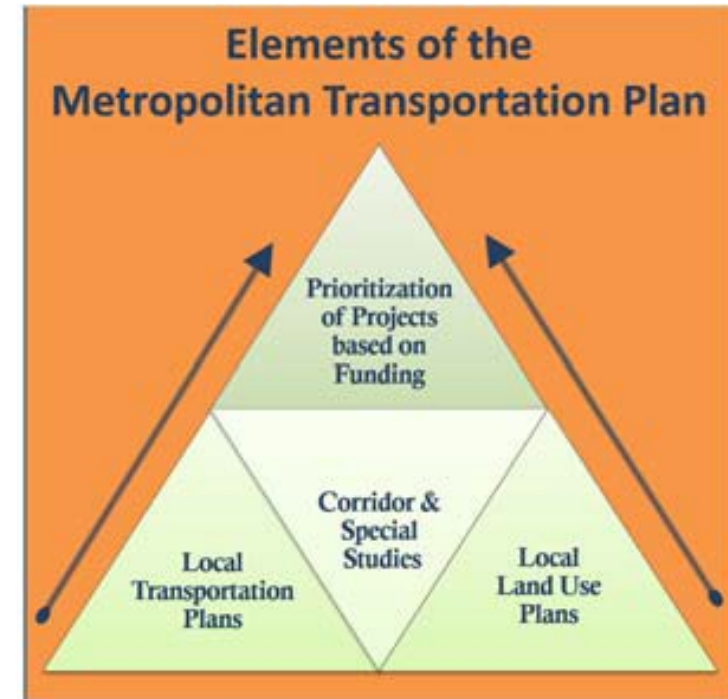
Capital Area MPO Northeast Area Study Update



The CAMPO Vision

CAMPO Vision

A multi-modal transportation network that is compatible with our growth, sensitive to the environment, improves quality of life and is accessible to all.



NEAS Update Boundary

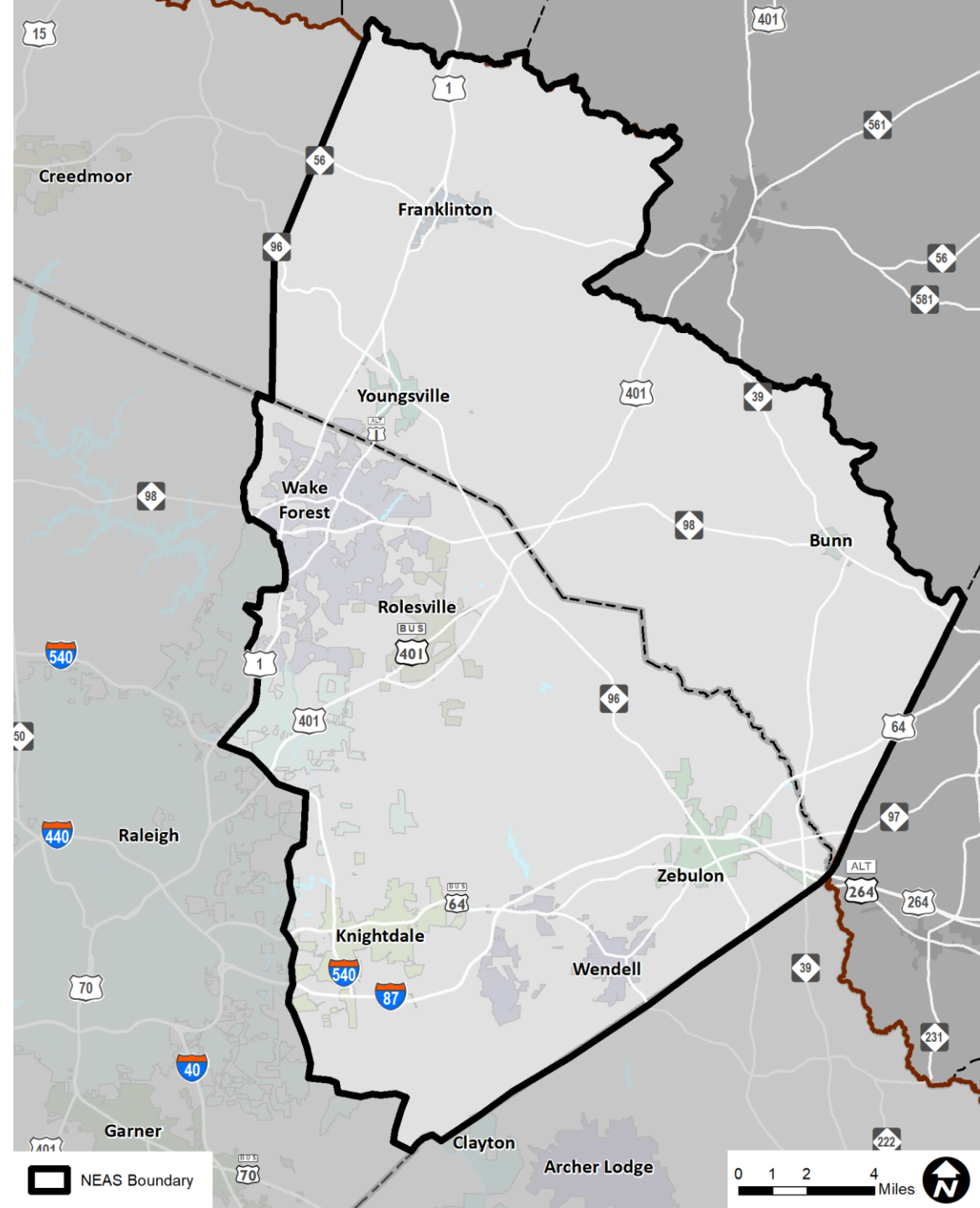
Update to 2014 NEAS Project

Jurisdictions

- Municipal: Bunn, Franklinton, Knightdale, Raleigh, Rolesville, Wake Forest, Wendell, Youngsville, Zebulon
- County: Franklin, Wake

Major Corridors

- Interstates: 540, 87
- US Highways: 1, 1-Alt, 64, 64-Bus, 264, 401, 401-Bus
- NC Highways: 39, 56, 96, 97, 98



Feedback from 2014 Plan

"Preserve the generations of hard work farming these beautiful lands"

"Adequate transportation service, options and safe infrastructure"

"Safety issues along NC 96"

"Seek a healthy return on investment for the region as a whole"

"Need more family restaurants"

"Attracting employers to provide opportunities to live and work in the Northeast"

"More greenways, and bike trails"

"Sidewalks connections to schools"

CAPITAL AREA
**METROPOLITAN
PLANNING ORGANIZATION**

NEAS Northeast Area Study



2014

NEAS Update Overview

- Project sponsor:
Capital Area Metropolitan Planning Organization (CAMPO)
- Project consultant:
Stantec Team – including Alta Planning & Design, City Explained, Inc., Nealon Planning, J S Lane Company, and LK Consulting Solutions
- Core Technical Team (CTT):
Planners and staff
- Stakeholder Oversight Team (SOT):
Decision-makers



NEAS Update Tasks

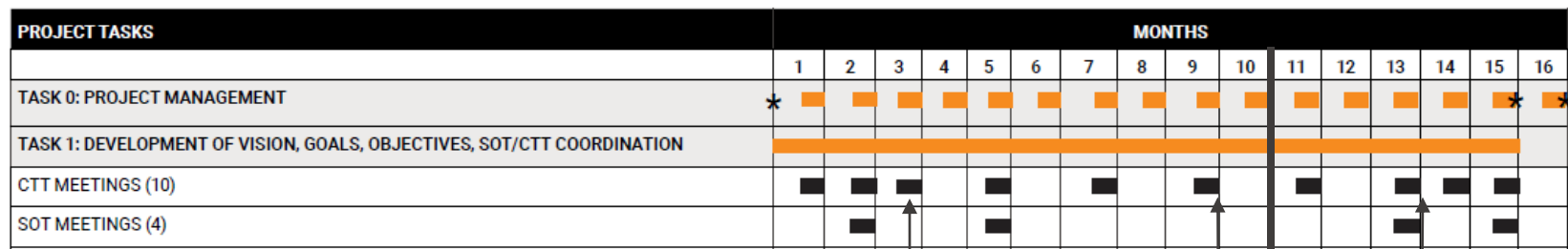
- Discovery and Inventory of Existing Conditions
- Development of Vision, Goals, and Objectives
- Land Use Scenario Planning
- Policy Updates
- Exploration and Assessment of Current and Future Needs
- Discussion and Recommendations
- Performance Standards and Implementation
- Review and Adopt Final Documents

Review Project Work Plan

Schedule

Project Schedule — CAMPO Northeast Area Study Update

The project schedule below shows the proposed schedule for the completion of the key tasks identified in each phase of our project approach.



2020 2021

Tentative Board Update #3

We are here

Tentative Board Update #2

16 month process - Tentative Completion Date: June 2021

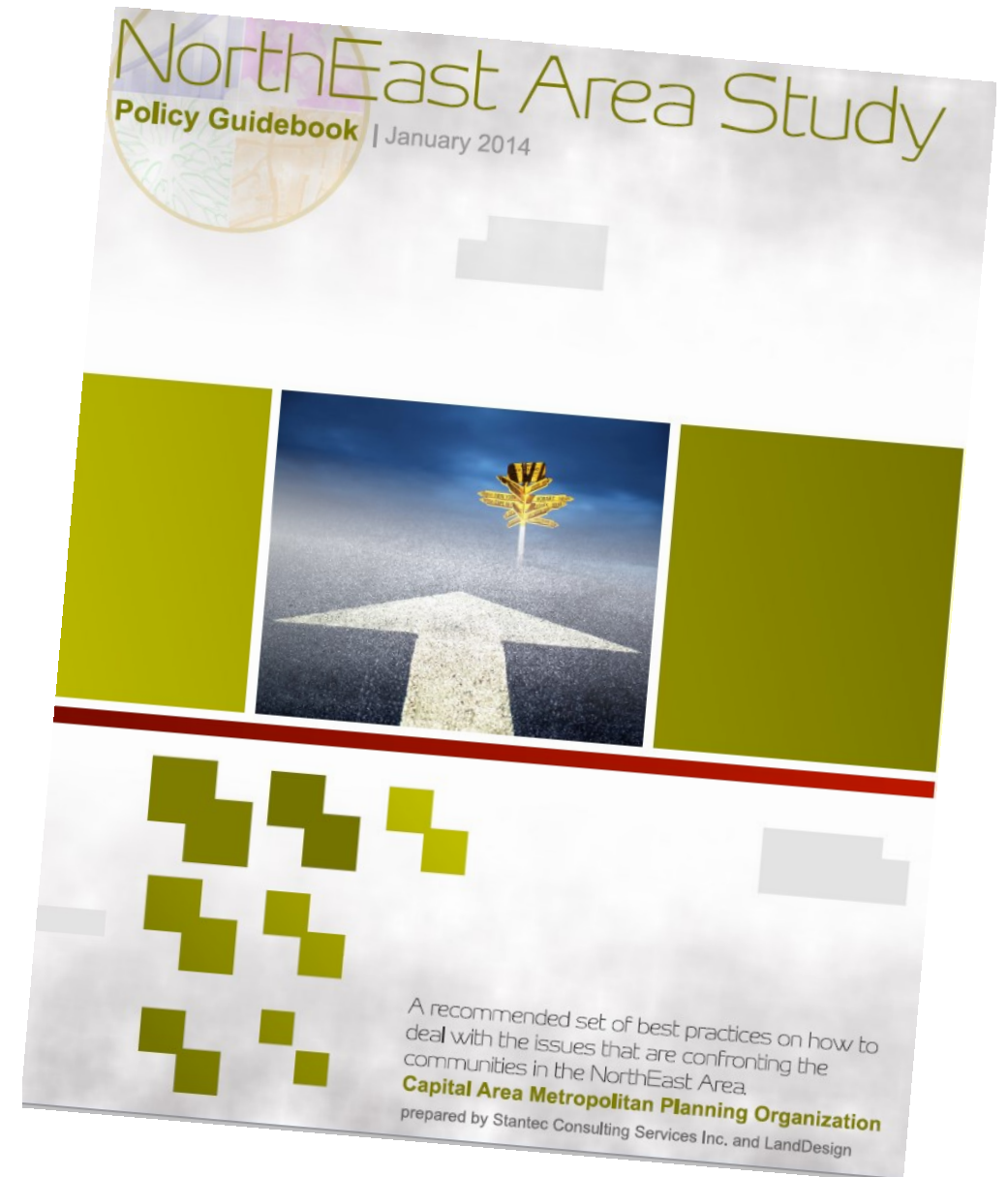
Outreach Efforts

- Project Website
 - Survey (2)
 - Interactive Map (1)
- E-Newsletters (4)
- Virtual Public Project Symposiums
- Stakeholder Interviews (8)
- Traveling Roadshow “Pop-ups” (10)
- Board Briefings (3 phases)
- Project Workshop (1)



Deliverables

- Project Workbook
- Best Practices/Policy Guidebook
- Public Outreach & Collaboration
- Hot Spots & Concept Designs



Potential Hot Spot / Concept Design

NC 96 FROM US
NC 96 from US 1A to North Cross St., Youngsville



Introduction & Problem Statement

With 20% truck traffic and 7,000 vehicles per day passing through the center of town, Youngsville is experiencing difficulty balancing the needs of bicyclists and pedestrians with vehicles traveling through their jurisdiction. The large trucks are causing safety problems and creating operational issues at key intersections. The long-term solution is the construction of a bypass around the town. However, the bypass is unfunded and nothing is planned for the interim to address the safety and congestion issues. This concept design is a combination of streetscape, gateway, Complete Streets and operational improvements that should help alleviate some of the issues of congestion and potentially help to reduce the number of trucks passing through the community. The streetscape improvements would include street trees, high visibility crosswalks, mid-block crossings, pedestrian level lighting, gateway monuments, and pocket park. The streetscape improvements would not necessarily require additional right-of-way except at the location of the proposed roundabout. The conceptual roundabout is designed (125 foot inscribed circle) to handle the turning radius of a WB-50 tractor trailer. Part of these improvements would include entry signage and wayfinding improvements from the east and west into town to improve driver awareness of bicycle and pedestrian activity. The streetscape improvements would fit well within the Youngsville Downtown Master Plan - Envision Youngsville.

Traffic Operations

Part of the Concept Design assessment included an operational evaluation (2013 peak hour) of the existing US 1A/NC 96 signal versus a proposed one-lane roundabout. The results (as seen below) of this analysis indicate an 85% reduction in delay with the proposed roundabout.

Project Length: 0.44 miles (2,300')
Opinion of Probable Cost (OPCC):
\$750,000
Traffic Operations:

Youngsville Roundabout Analysis Comparison (2013 Peak Hour)				
	With Signal		With Roundabout	
	LOS	Delay (sec)	LOS	Delay (sec)
US 1A @ NC 96 / Holden Road	F	140	C	18.4
EB Approach	B	13.2	A	9.3
NB Approach	B	19.4	B	11.1
WB Approach	F	185.9	C	24.2
SB Approach	F	178.8	C	17.6



Tell Us About...

- **Physical Issues**

- Intersections or Corridors
- Connections needed
- Barriers to overcome
 - Streams / Railroad / Highways



*Potential
Hot Spots /
Conceptual
Design*

- **Non-Physical Challenges**

- Policies
- Demographics / Outreach to specific communities
- Growth strategies
- Coordination needed

Get Involved



How can you get involved right now?

- Visit Project Website: www.NEASUpdate.com
- Take the Online Survey
- Interactive mapping tool
- Encourage others to do the same
- Virtual Public Meetings – Save the Date!
 - **Tuesday, June 9th at 5:30 PM and Saturday June 13th at 10:00 AM**

Contact:

Brandon Watson

brandon.watson@campo-nc.us

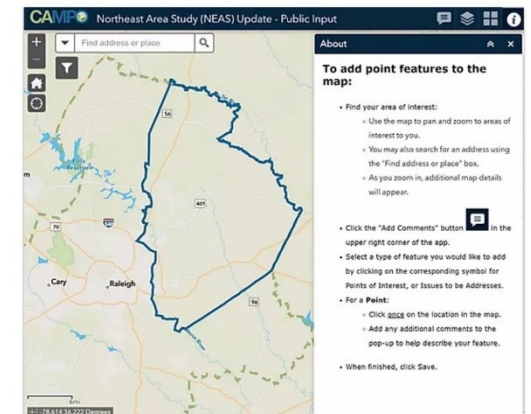
(919) 996-4397

Online Map

Visit the interactive online map to leave comments and suggestions for the Northeast Area Study. In the map, you'll be able to make comments directly onto a map of your comment by zooming in to areas, streets, or specific intersections. Once you leave your comment, other respondents will be able to view, like, or reply to your comment. This creates valuable feedback that is already linked directly to locations in our study area.

If you leave your comment early on in the planning process, be sure to come back again to see how the map grows over time!

[Go to Map](#) >>



5.7 Northeast Area Study Update

Requested Action:
Receive as information.

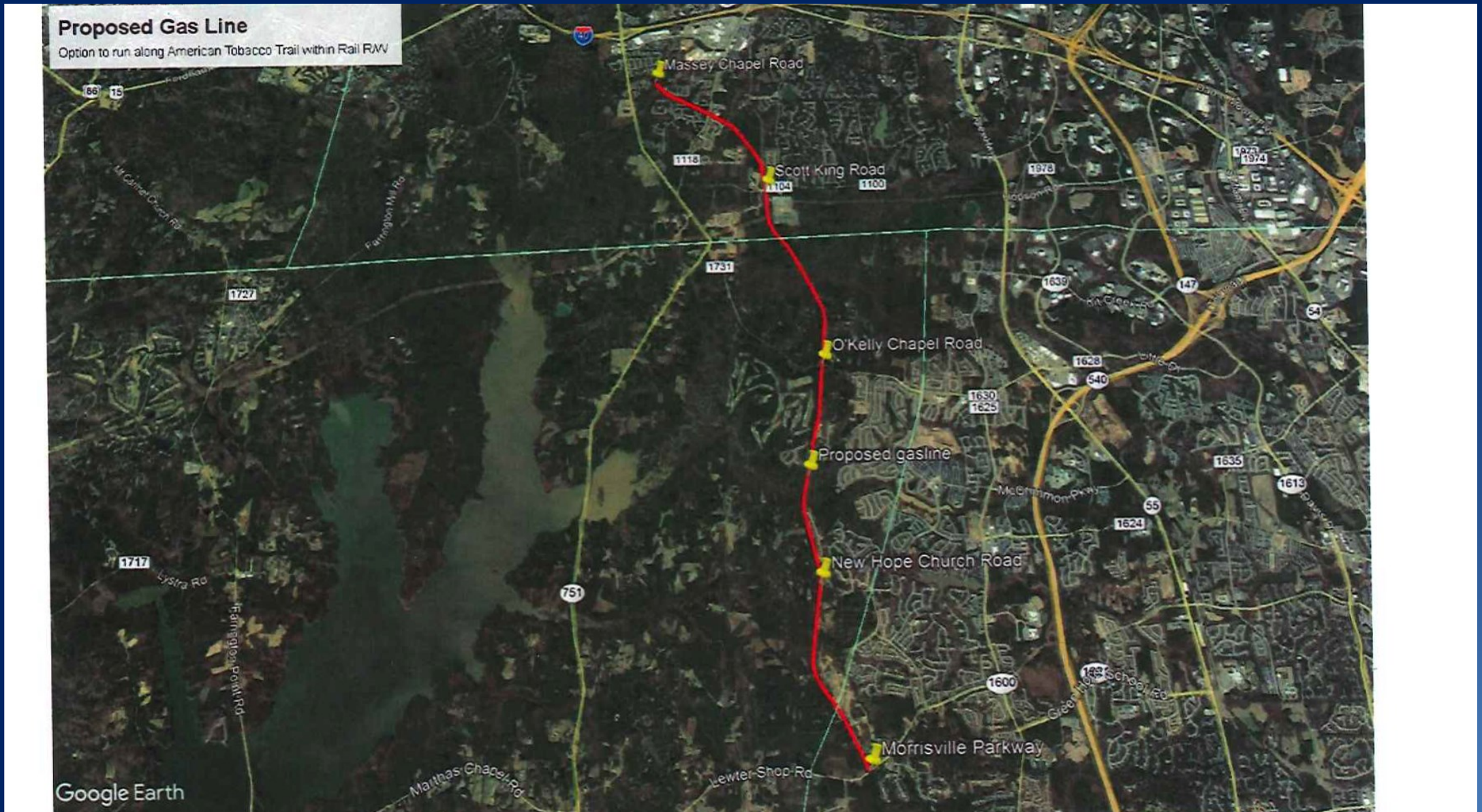
5.8 Natural Gas Pipeline under the American Tobacco Trail

American Tobacco Trail NCDOT Rail Corridor

Proposed 12"
Pipeline Installation



Proposed Trail Corridor Route



- In August 2018 NCDOT notified various stakeholders along the American Tobacco Trail (ATT) that the proposed 7.6 -mile, 12-inch gas line project by PSNC Energy will address the goal of supporting the growing demand in Chatham, Durham, and Wake counties.
- On May 7, 2020 the NC Board of Transportation approved this pipeline; with a \$3.0 million payment from Dominion/PSNC to NCDOT.
- Concerns raised by public, elected officials involved lack of communication, safety, public access to the trail, trail appearance following project completion, and impact upon existing trail agreements along with maintenance responsibilities

- On June 1 NCDOT learned that Dominion Energy rescinded the request to utilize NCDOT right of way along the ATT for a pipeline.
- Dominion has not provided the NCDOT Rail Division any additional information about the proposed alternatives.

5.8 Natural Gas Pipeline under the American Tobacco Trail

Requested Action:
Receive as information.

6. Informational Item: Budget

6.1 Member Shares – FY 2020

6.2 Operating Budget – FY 2020

Requested Action:
Receive as information.

7. Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- Triangle Regional ITS
- R.E.D. Priority Bus Lanes 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
- Northeast Area Study Update

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
- NCDOT Bicycle & Pedestrian Planning Division

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

Date	Event
June 9, 2020 (Tues.) @ 5:30 p.m. June 13, 2020 (Sat.) @ 10:00 a.m.	NEAS Update Virtual Public Workshops Online – Both meetings the same
June 17, 2020 4:00 p.m.	Executive Board Online Only or One City Plaza - TBD
July 2, 2020	Technical Coordinating Committee Online Only or One City Plaza - TBD