



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

February 19, 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 TCC Meeting Minutes: January 2, 2020

Requested Action:

Approve the January 2, 2020 Meeting Minutes.

5.2 Federal Rescission and Prior Year LAPP Projects Update

Requested Action:

Allow Town of Apex Lake Pine Drive Improvements and Town of Angier NC 210 Sidewalk Connections prior year LAPP projects to continue with LAPP funding.

5.3 Locally Coordinated Human Services Plan – Amendment #1

Requested Action:

Approve the 2018 Updated Raleigh Urbanized Area and Wake County Locally Coordinated Public Transit-Human Services Transportation Plan Amendment #1, including the creation of the Mobility Coordination Committee to oversee the implementation of recommendations of the plan.

5.4 FY 2020 Wake Transit Work Plan – 3rd Quarter Amendments

Requested Action:

Approve the FY 2020 Wake Transit Work Plan 3rd Quarter Amendment requests.

6. Public Hearings

6.1 Locally Administered Projects Program (LAPP) FFY2021 Investment Mix

Requested Action:

Approve the Draft FFY2021 LAPP Investment Mix.

6.2 Unified Planning Work Program (UPWP) FY 2021

Requested Action:

Adopt the MPO Self-Certification.

Adopt the FY 21 UPWP, including additional STBG-DA and Local Match funding, but direct staff to continue working toward resolution with NCDOT re: state funding partnerships.

6.1 Locally Administered Projects Program (LAPP) FFY2021 Investment Mix

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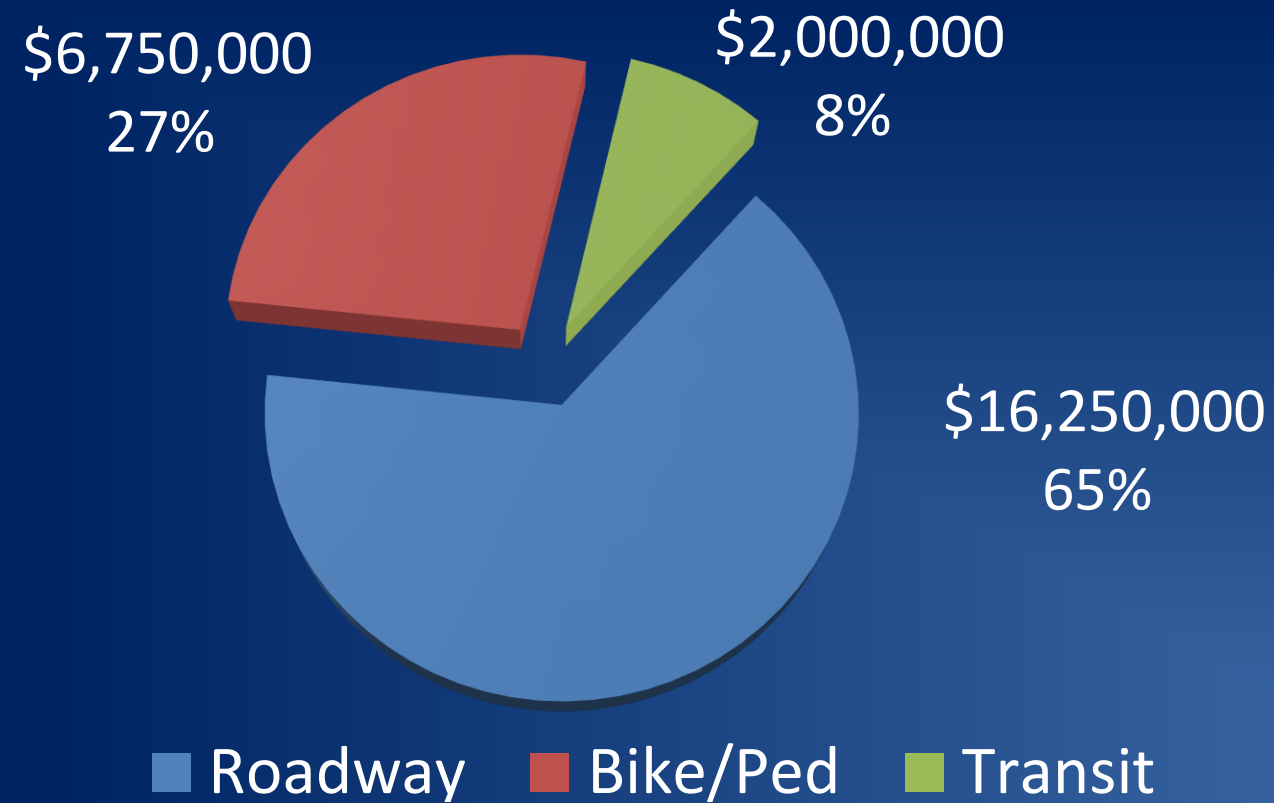
Call for Projects FFY 2021 LAPP funds in August 2019

Scoring:

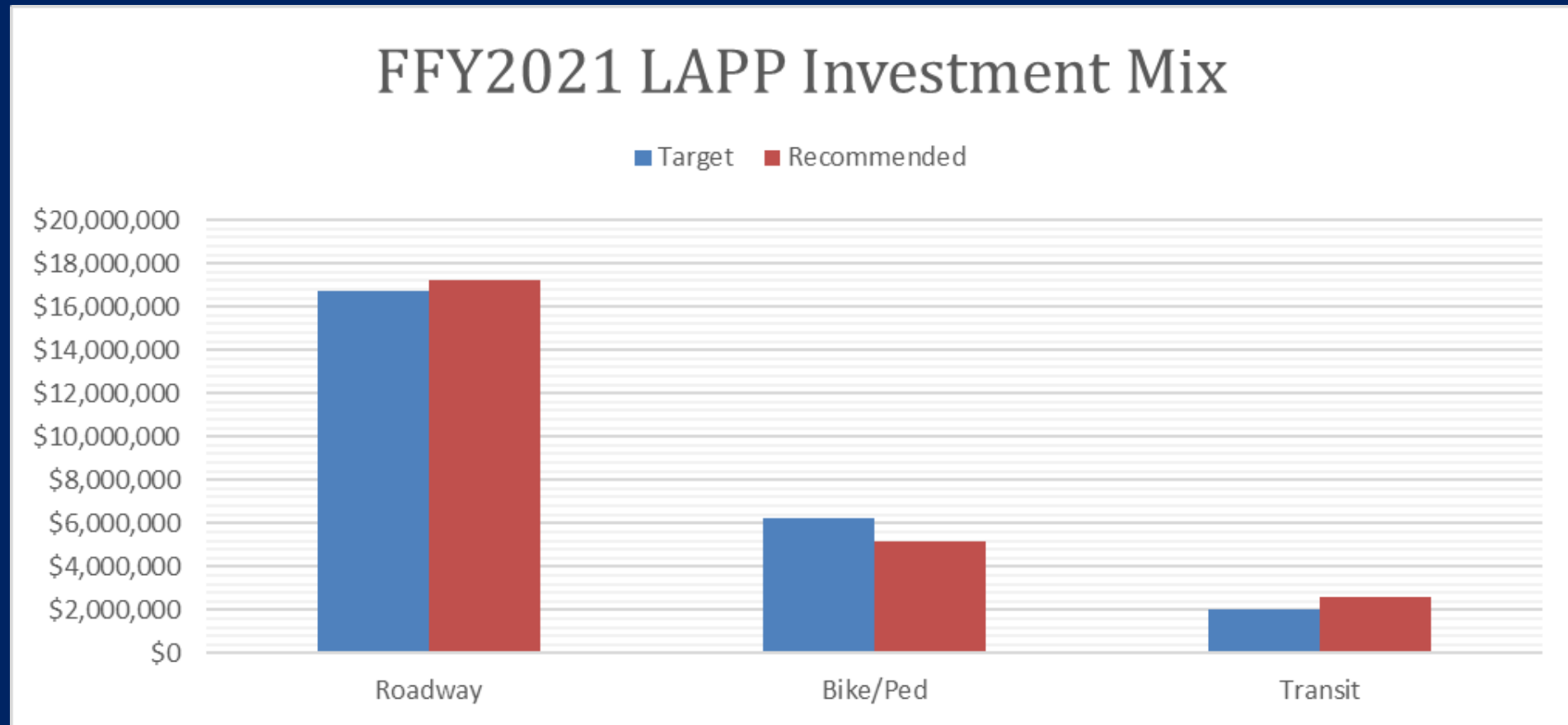
- Highway projects against other highway projects
- Bicycle and pedestrian projects against other bicycle and pedestrian projects
- Transit projects against other transit projects

FFY 2021
Submissions:
39 Eligible Projects

FFY21 Target Investment Mix



FFY21 Target vs. Recommended Mix



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 Projects

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

Public Comment Received

One Comment from the public was submitted during the open public comment period:

“As a region, we continue to invest in infrastructure for motorized vehicles over public transportation and active modes of transportation.... CAMPO leadership should lead by making significant investments in Transit. It is the only way to handle the growth anticipated for our region is to dramatically improve the coverage and frequency of bus services across the area. Imagine what could be accomplished if, for the next 5 years we invested an equal amount in transit and roads. That sort of change would be controversial but it is exactly the kind of leadership our region needs.”

6.1 LAPP FFY2021 Investment Mix

Requested Action:

Conduct Public Hearing.

Approve the Draft FFY2021 LAPP Investment Mix.

6.2 Unified Planning Work Program (UPWP) FY 2021

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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

6.2 UPWP FY 2021, cont'd

Budget

- \$0.54 / 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

Two current issues: State Planning Funds and Indirect Costs

Issue #1: State Planning Funds

- FY 21 Draft UPWP included assumption of \$225,000 in SPR funds to assist with special studies
- NCDOT has indicated the state match for those funds is no longer available to large MPO areas
- In order to deliver planned work program, we need to increase the UPWP budget by \$225,000 in FY 21 by ~ \$159,000 for Special Studies
- Slight member share increase to \$0.60/capita

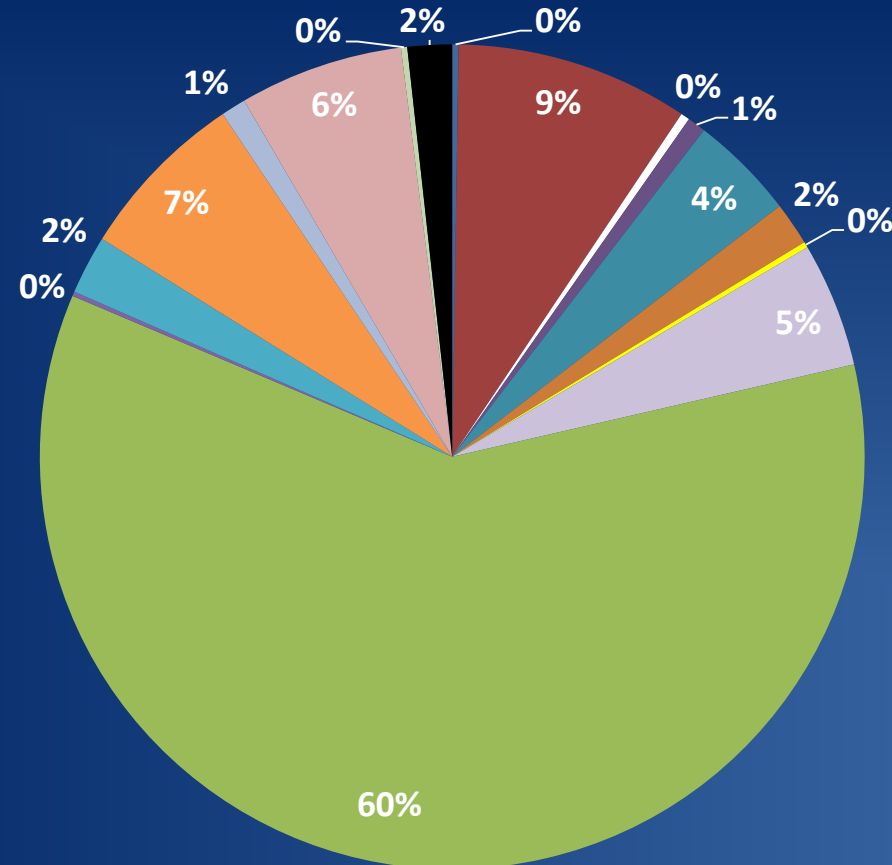
Resolution: Continue to work with NCDOT to encourage the state's financial participation on these studies and increase our MPO funding/local match and our other Partners' funding in our budget to cover the gap.

Issue #2: Indirect Costs

Currently the City of Raleigh as CAMPO's Lead Planning Agency (LPA) allocates central service costs to the organization. Central services included in indirect costs:

- Employee Benefits
- Insurance and Bonds
- Prof Services
- City Attorney
- City Manager
- Budget Mgmt
- Vehicle Fleet
- Public Affairs
- Info Technology
- Finance Administration
- Purchasing
- Accounting & Fin Reporting
- Payroll
- Human Resources
- Revenue
- City Council

CAMPO Indirect Cost FY 2021



Indirect Cost History

FY 14 – Cap of \$100,000 implemented

FY 15 – applied cap

FY 16 – applied cap

FY 17 – applied cap

FY 18 – applied cap

FY 19 – waived cap, paid \$160,668

FY 20 – waived cap, paid \$179,000 (estimated)

Current indirect cost estimate for FY 21 is \$224,844

Staff was directed by the Executive Board to look at options for budgeting for indirect costs in the future.

Indirect Cost Options

Option 1: Keep cap in place; make annual decisions about waiving

Option 2: Adjust cap to keep pace with average growth of indirect costs

Option 3: Pay indirect as calculated by City of Raleigh

Option 4: Other?

Indirect Cost Options

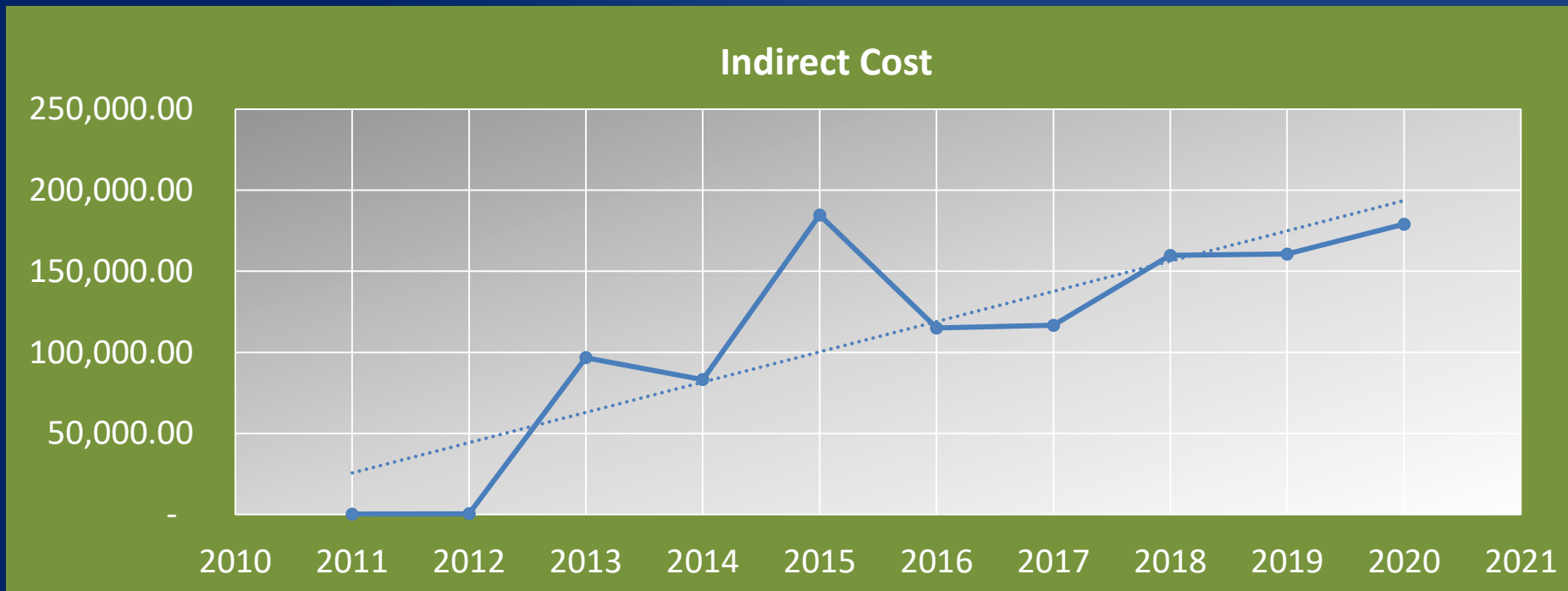
Option 1: Keep \$100,000 cap in place with annual review of waiver

Fiscal Year	Actual Indirect Cost Charged	Actual Indirect Paid
2015	\$ 184,716	\$ 100,000
2016	\$ 115,002	\$ 100,000
2017	\$ 116,677	\$ 100,000
2018	\$ 159,792	\$ 100,000
2019	\$ 160,668	\$ 160,668

Indirect Cost Options

Option 2 (Staff Recommendation): Based on Growth Trend of Indirect Costs

1. Verify indirect cost plan applicability to CAMPO.
2. Use the last 5 years of actual indirect cost to come up with a predictive growth rate average. Apply percentage growth average to previous year.
3. If the amount is lower than anticipated using this method, no action is needed by the Executive Board. If the value is higher, staff would ask for permission from Executive Board to move forward.



Other Indirect Cost Options

Option 3:

Approve amount of cost allocation plan as prepared by LPA, City of Raleigh, as calculated in annual indirect cost plan

Option 4:

Another method?

Other feedback?

Staff Recommendation: Option 2

Fiscal Year	Actual Indirect Cost Charged	Actual Indirect Paid
2015	\$ 184,716	\$ 100,000
2016	\$ 115,002	\$ 100,000
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2018	\$ 159,792	\$ 100,000
2019	\$ 160,668	\$ 160,668

6.2 Unified Planning Work Program (UPWP) FY 2021

Next Steps

- UPWP Public Review & Comment Period was held Jan. 17- Feb. 16
- Public Hearing – Feb. 19
- Consider adoption at today's Board Meeting

Requested Action:
Conduct Public Hearing.

Adopt the MPO Self-Certification.

Adopt the FY 21 UPWP, including additional STBG-DA and Local Match funding, but direct staff to continue working toward resolution with NCDOT on state funding partnerships.

6. End of Public Hearings

7. Regular Business

7.1 U.S. Census 2020

The 2020 Census is coming!



Raleigh



CENSUS
2020 | **Wake**
Counts

wakegov.com/CENSUS



2020 Changes and Challenges

- Online self-response is new
- Toll-free and traditional questionnaire are secondary options
- Reduction of Census Bureau resources



Census interview in 1950. Image credit: US Census Bureau



2020 Changes and Challenges

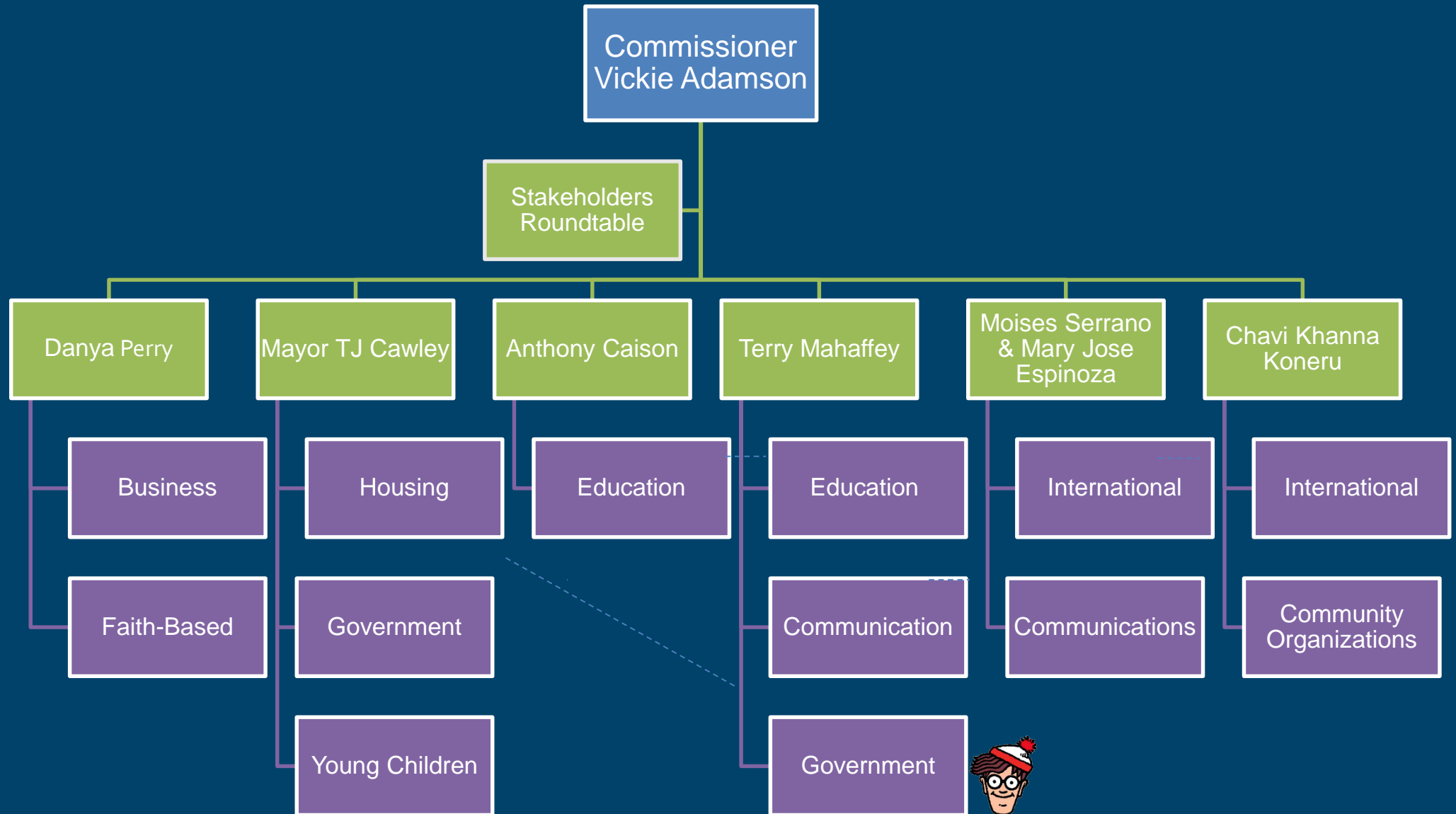
- Political climate and citizenship question controversy
 - Distrust of the government
 - Fear of information being shared
 - Young children were the largest undercounted group in 2010



Enumeration has begun in Alaska



Wake County 2020 Complete Count Committee



Past Census Participation

	2000 Census Count	2000 Census Participation Rate	2010 Census Count	2010 Census Participation Rate	2018 Census Estimate	2020 Census Participation Rate Goal?
Angier (pt in Wake County)	N/A	N/A	103	N/A	183	N/A
Apex	20,212	78%	37,476	83%	53,852	
Cary (pt)	94,536	83%	133,812	82%	165,943	
Durham (pt in Wake County)	N/A	N/A	0	N/A	8	N/A
Fuquay-Varina	7,898	75%	17,937	79%	29,200	
Garner	17,757	79%	25,745	78%	30,502	
Holly Springs	9,192	79%	24,661	84%	36,749	
Knightdale	5,958	75%	11,401	76%	17,423	
Morrisville (pt)	5,208	56%	18,576	77%	27,453	
Raleigh (pt)	276,093	74%	402,825	76%	468,006	
Rolesville	907	71%	3,786	86%	8,111	
Wake Forest (pt)	12,588	73%	29,218	83%	42,796	
Wendell	4,247	73%	5,845	76%	7,809	
Zebulon	4,046	68%	4,433	78%	5,646	
Unincorporated	169,204		185,175		198,624	
Wake County Total	627,846	76%	900,993	78%	1,092,305	82%

Why the Census is Important

- Provides a basis for distributing more than \$675B in federal funds annually to states and local communities
 - Distribution of \$16 billion annually to NC
- Provides a basis for reapportioning congressional seats
- Key in funding programs which impact housing, education, transportation, employment, health care and public policy
- Important for community planning and economic development

Why the Census is Important

- MPO boundary could be affected.
 - The census will determine the urbanized area.
- Funding
 - Operating budget
 - State and Federal funds



Outreach Plans

- Mailing postcards to historically undercounted communities.
- Putting census swag in the hands of community partners.
- Placing messages at the bottom of utility bills
- Setting up census taking stations in the libraries



Census frisbees have been some of our most popular give aways!

How You Can Help



- Talk to family, friends and neighbors about why it's important
- Promote education and awareness on social media
- Get your community organization involved in identifying and educating Hard to Count populations



Social media



[Facebook.com/wakegov](https://www.facebook.com/wakegov)



[@wakegov](https://twitter.com/wakegov)



[@wakegov](https://www.instagram.com/wakegov)

#WakeCounts
#2020Census
#Census2020
#TambienContamos
#WeCountToo

#RaleighCounts
#CaryCounts
#MorrisvilleCounts
#ZebulonCounts

7.1 U.S. Census 2020

Requested Action:
Receive as information.

7.2 Commuter Corridor Study



Commuter Corridors Study

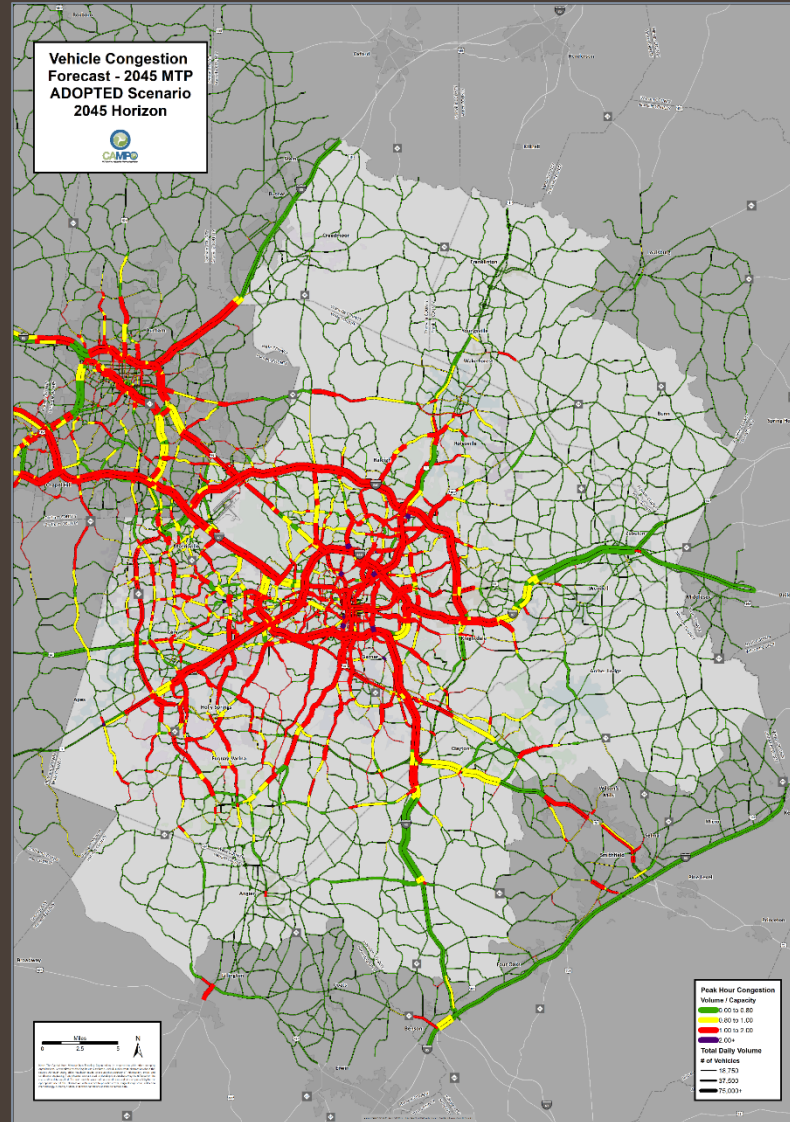
Capital Area MPO Executive Board Presentation

February 19, 2020

**BASELINE
MOBILITY**



CONTEXT

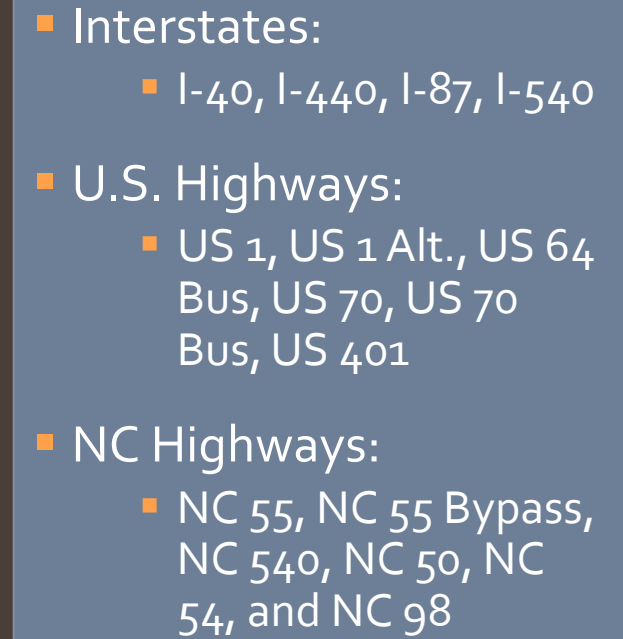


- 2045 MTP show that many interstates and highways in the region are projected to have significant traffic congestion in the future.
- 2045 MTP congestion forecast is based on the region's growth projections of two million people, one million jobs, and nine million trips.

STUDY PURPOSE

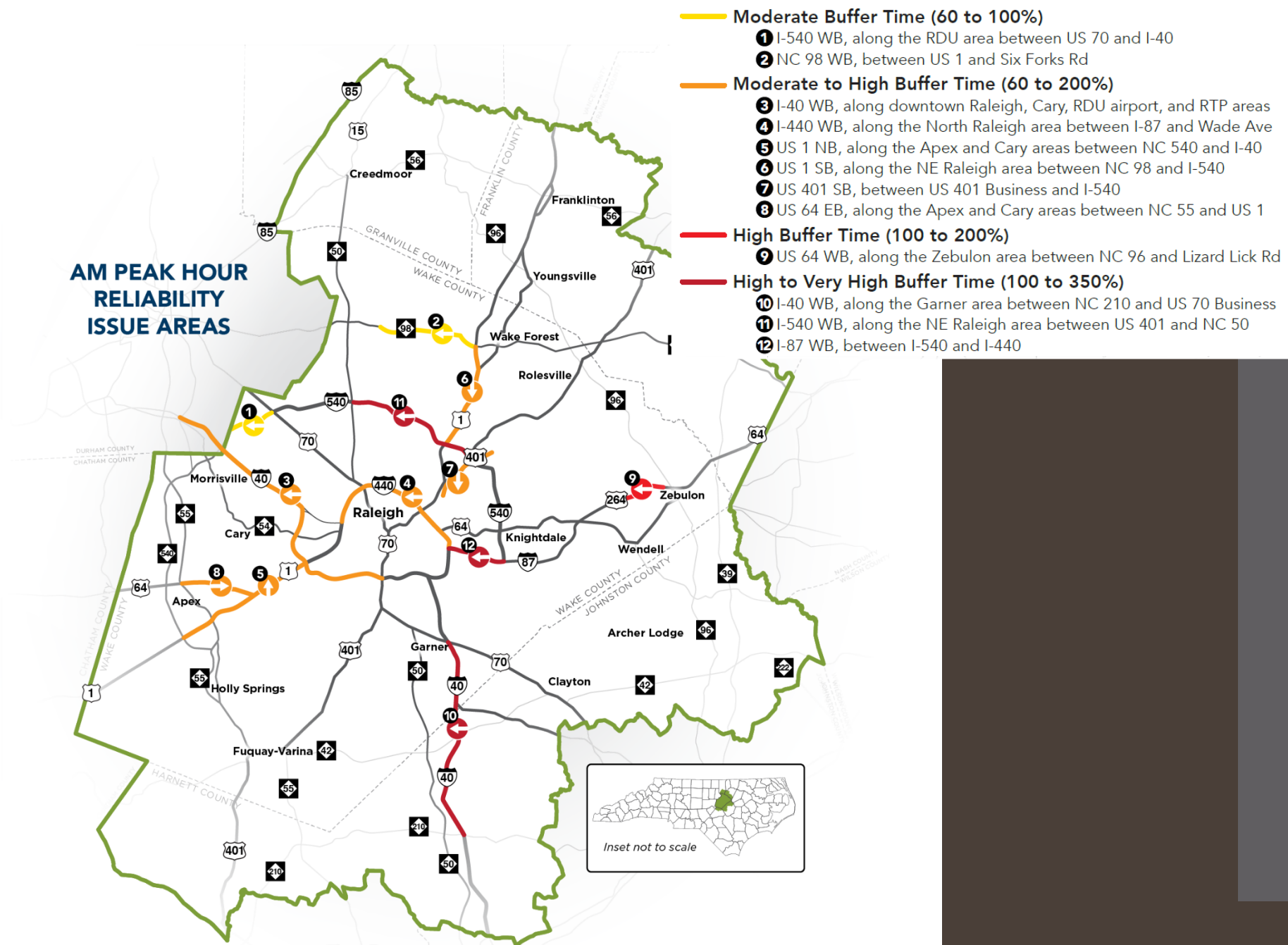
- Investigate the underlying causes of traffic congestion along major commuter corridors in the region
- Explore the emerging growth and mobility trends
- Test hypothetical future scenarios in terms of their impacts on mobility and other performance measures

Economic backbone of the region



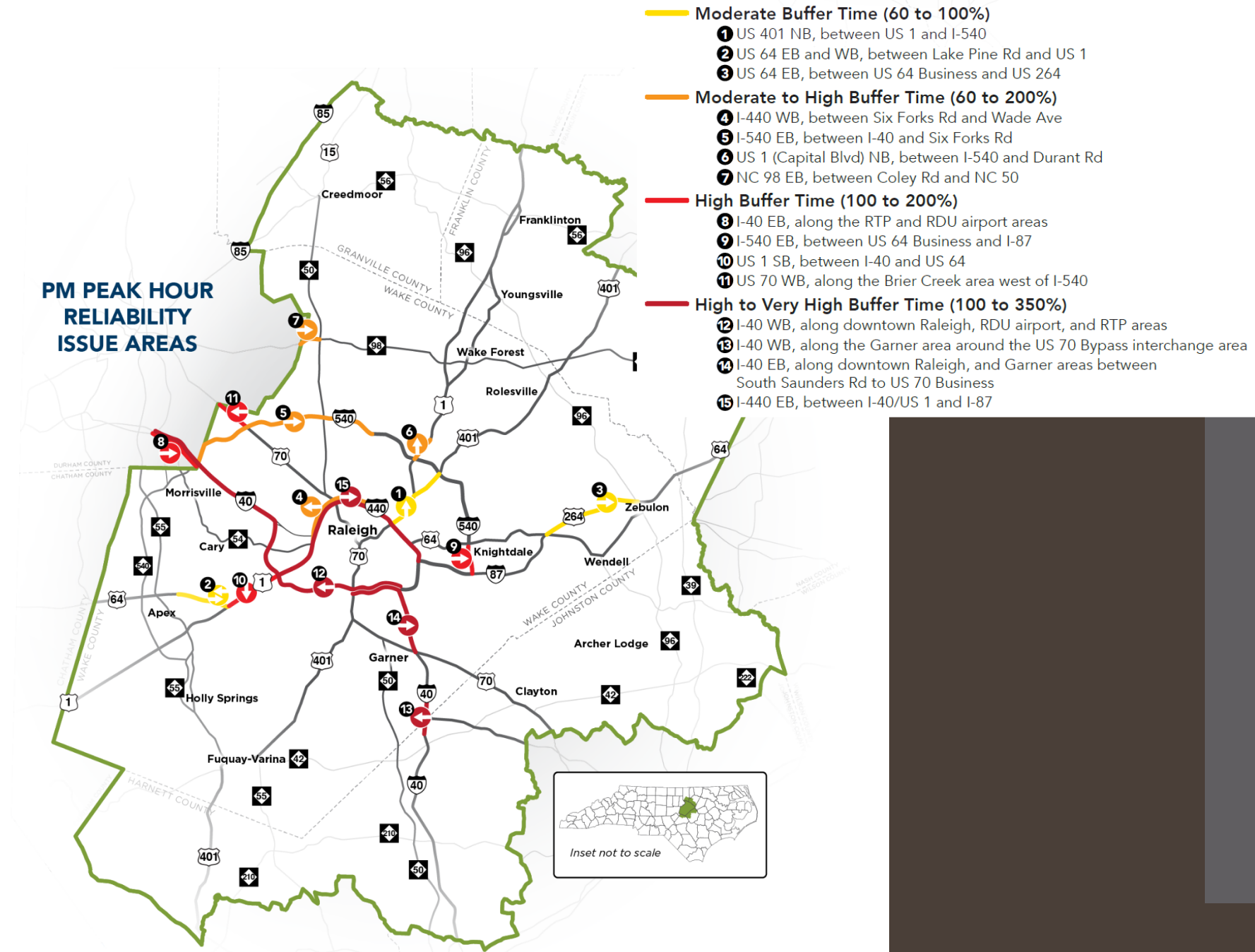
AM Peak Hour Travel Time Reliability Issue Areas

Buffer Time:
Measures how much extra
time is needed to arrive on-
time 95 percent of the time



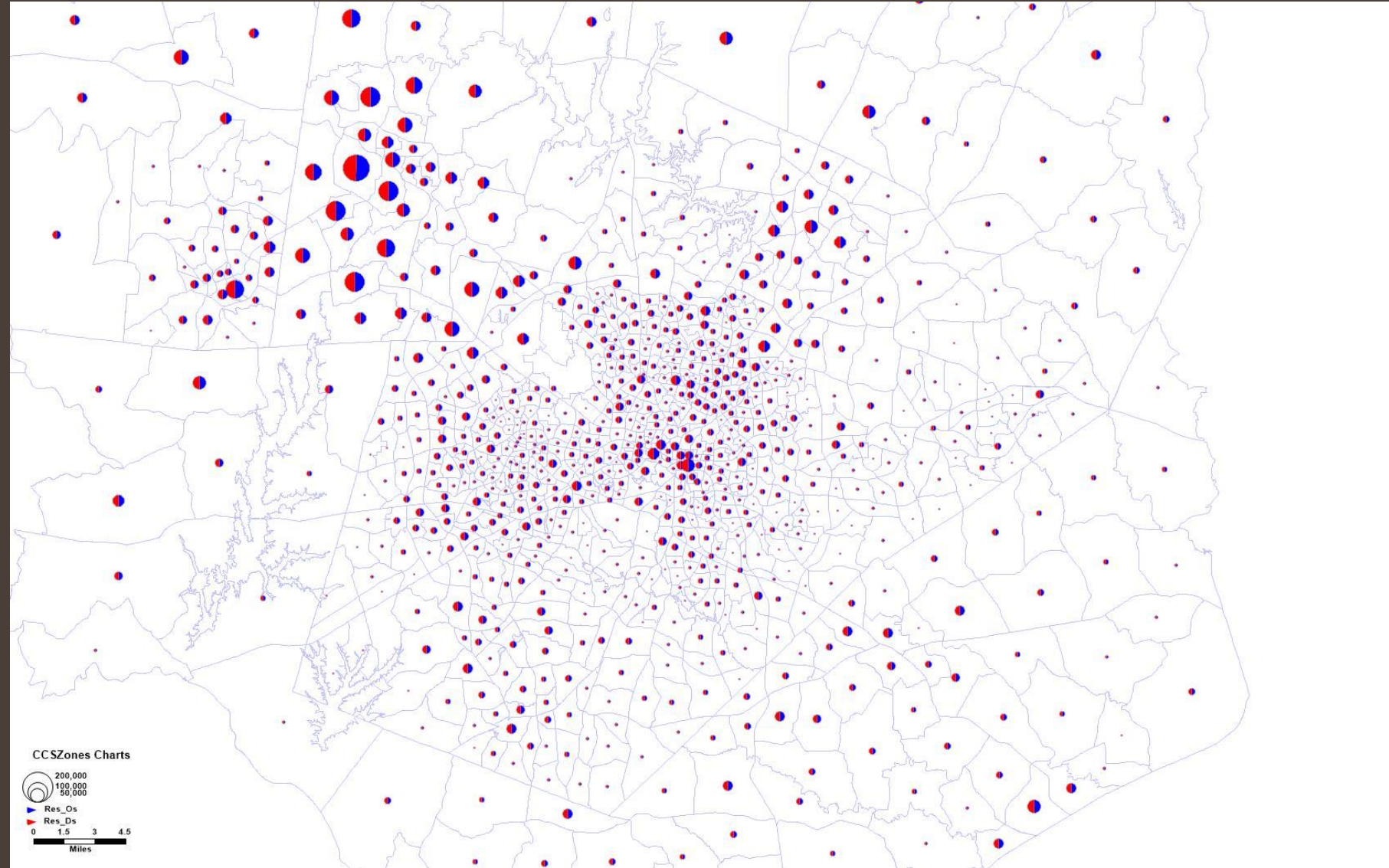
PM Peak Hour Travel Time Reliability Issue Areas

Buffer Time:
Measures how much extra
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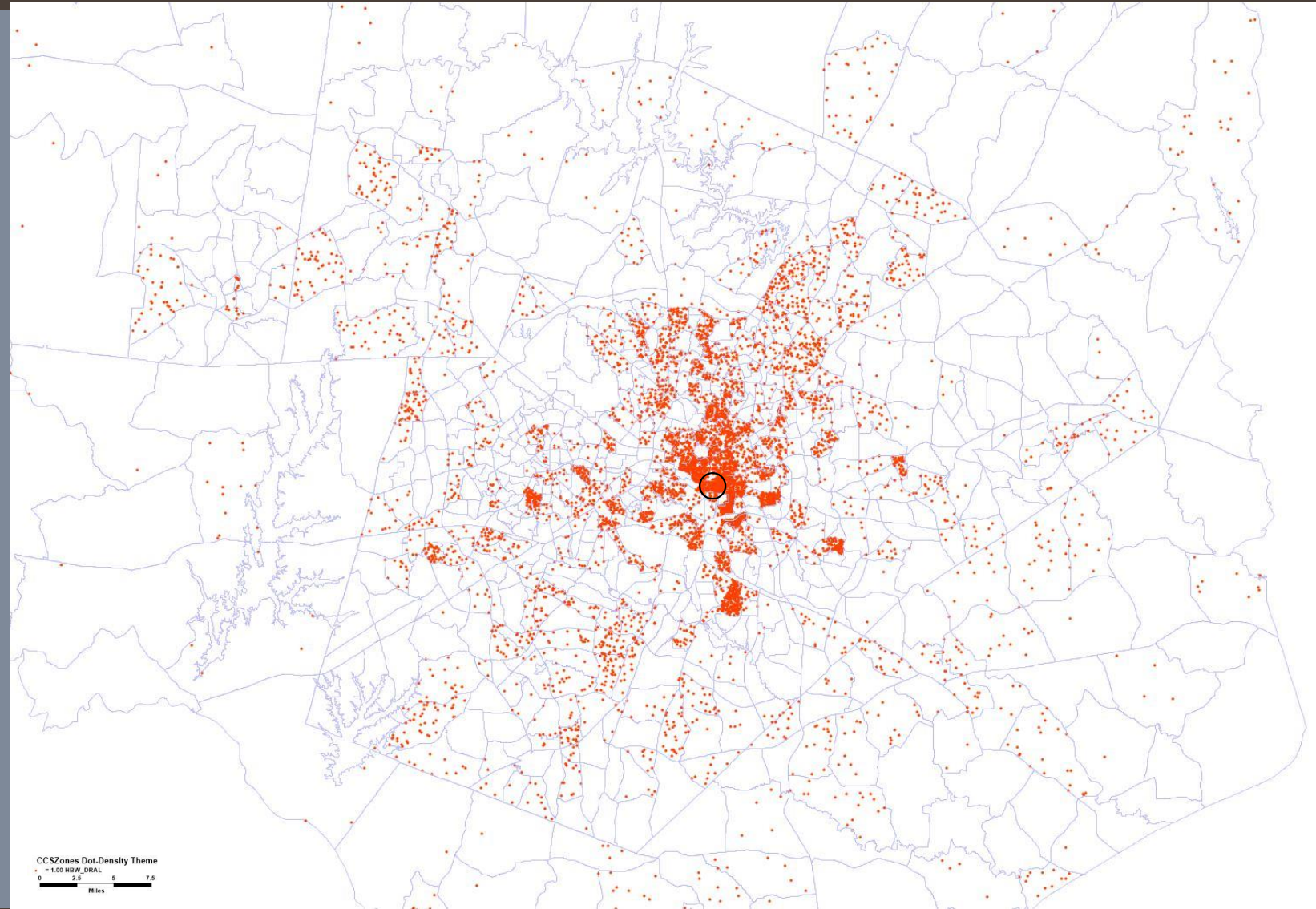


Trip Origins and Destinations of Resident Trips

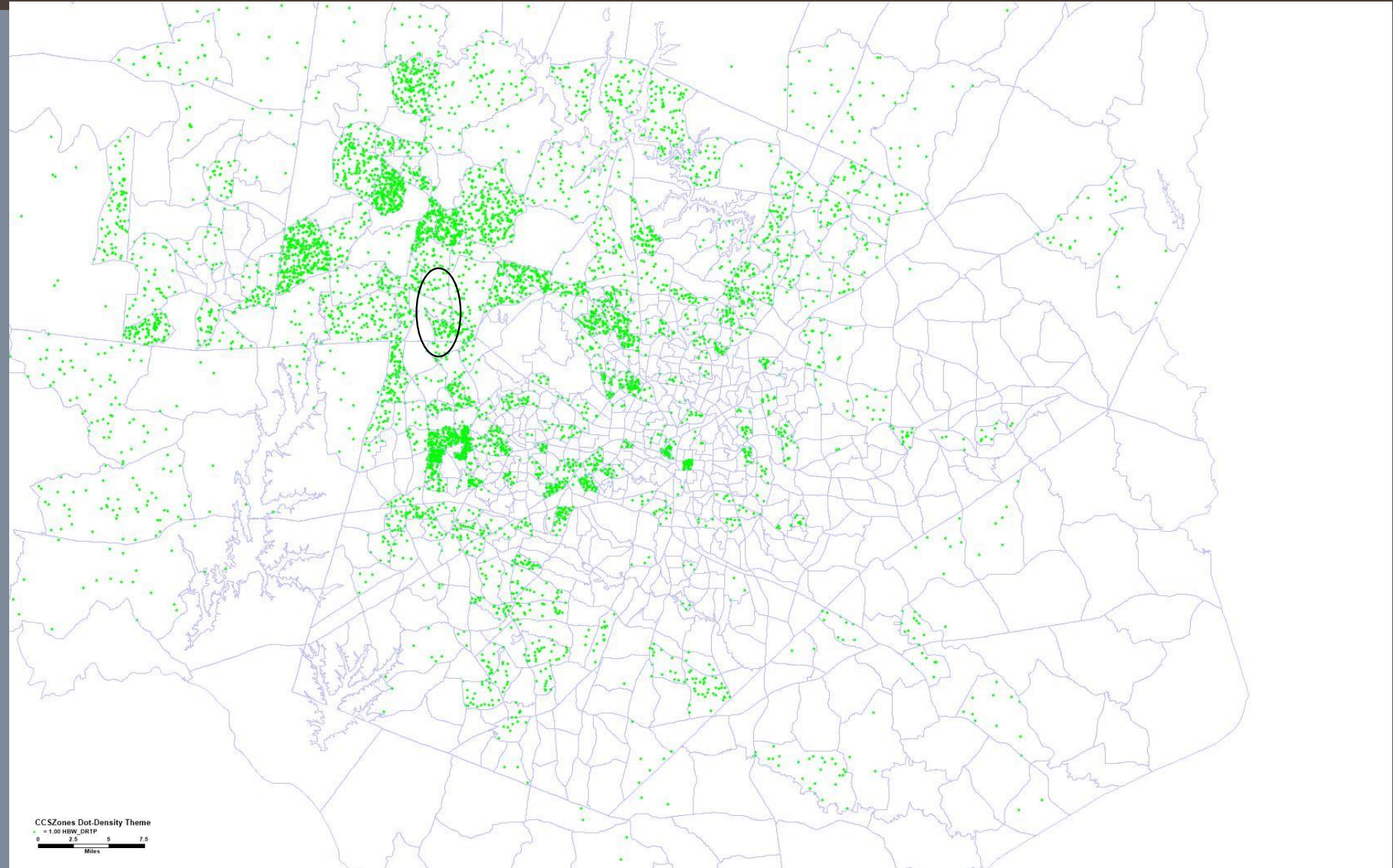
6.36 million trips per day



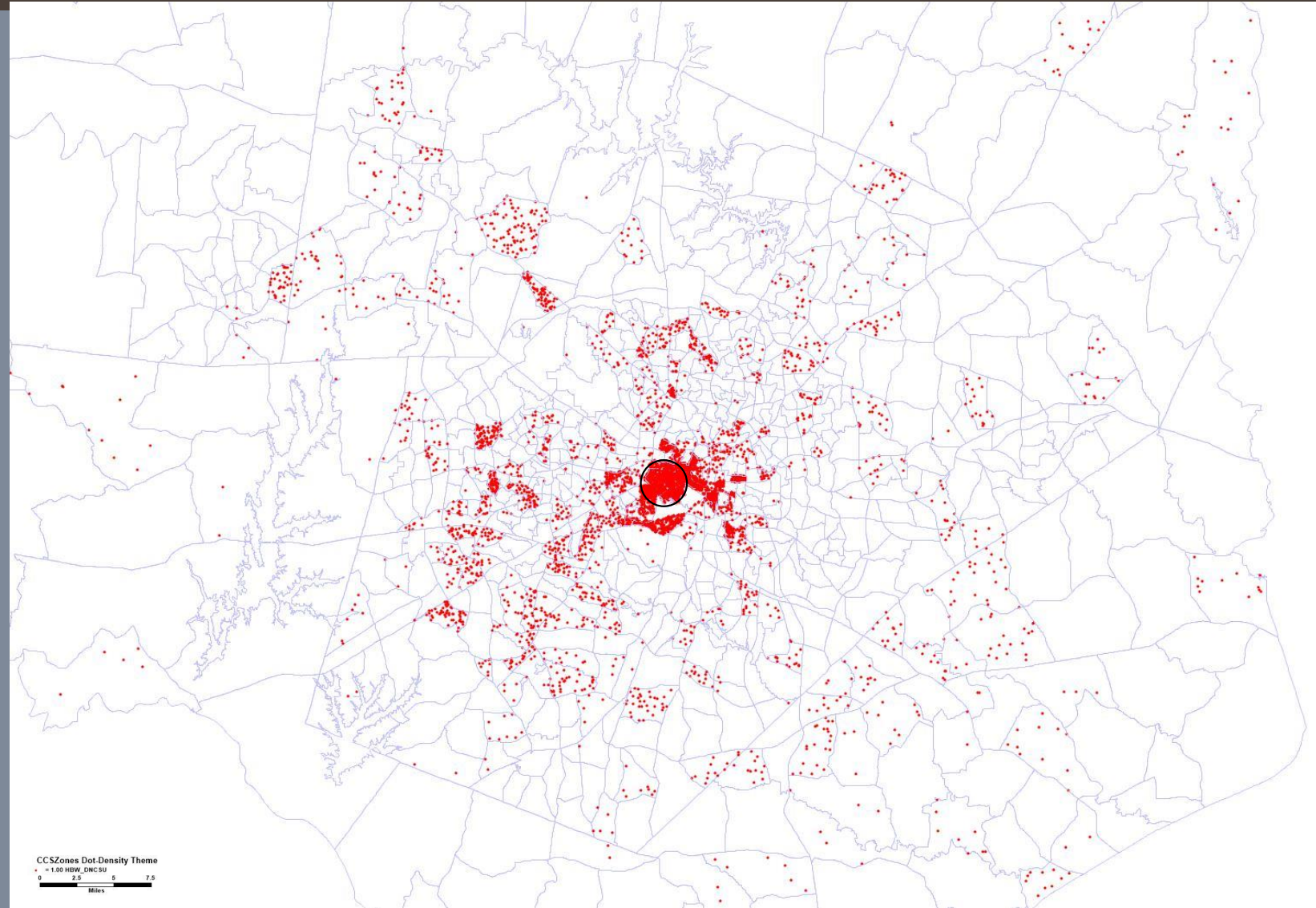
Home-Based Work Trips to Downtown Raleigh (7,894 trips)



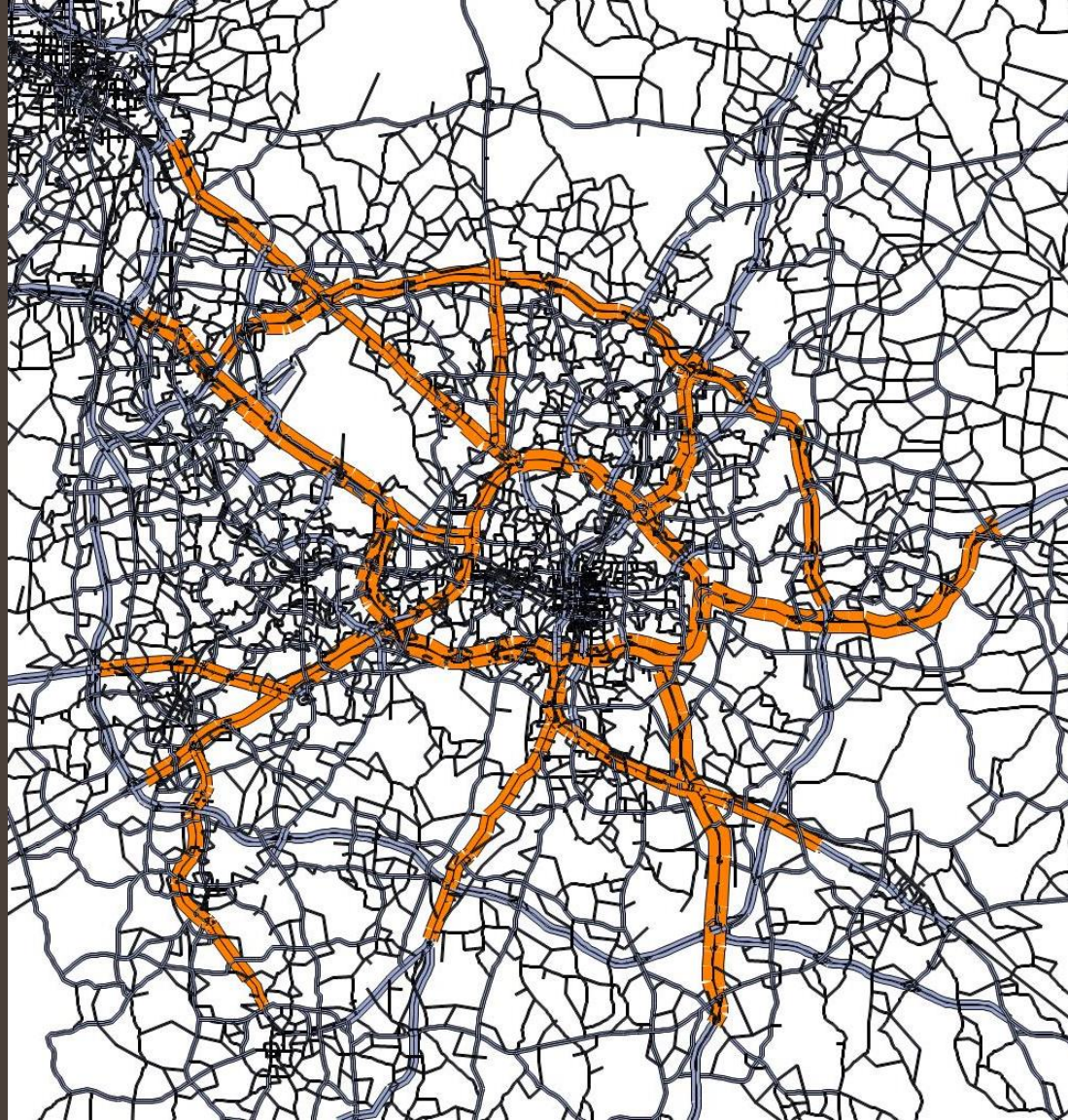
Home Based Work Trips to RTP (6,339 trips)



Home Based Work Trips to NCSU (9,227 trips)

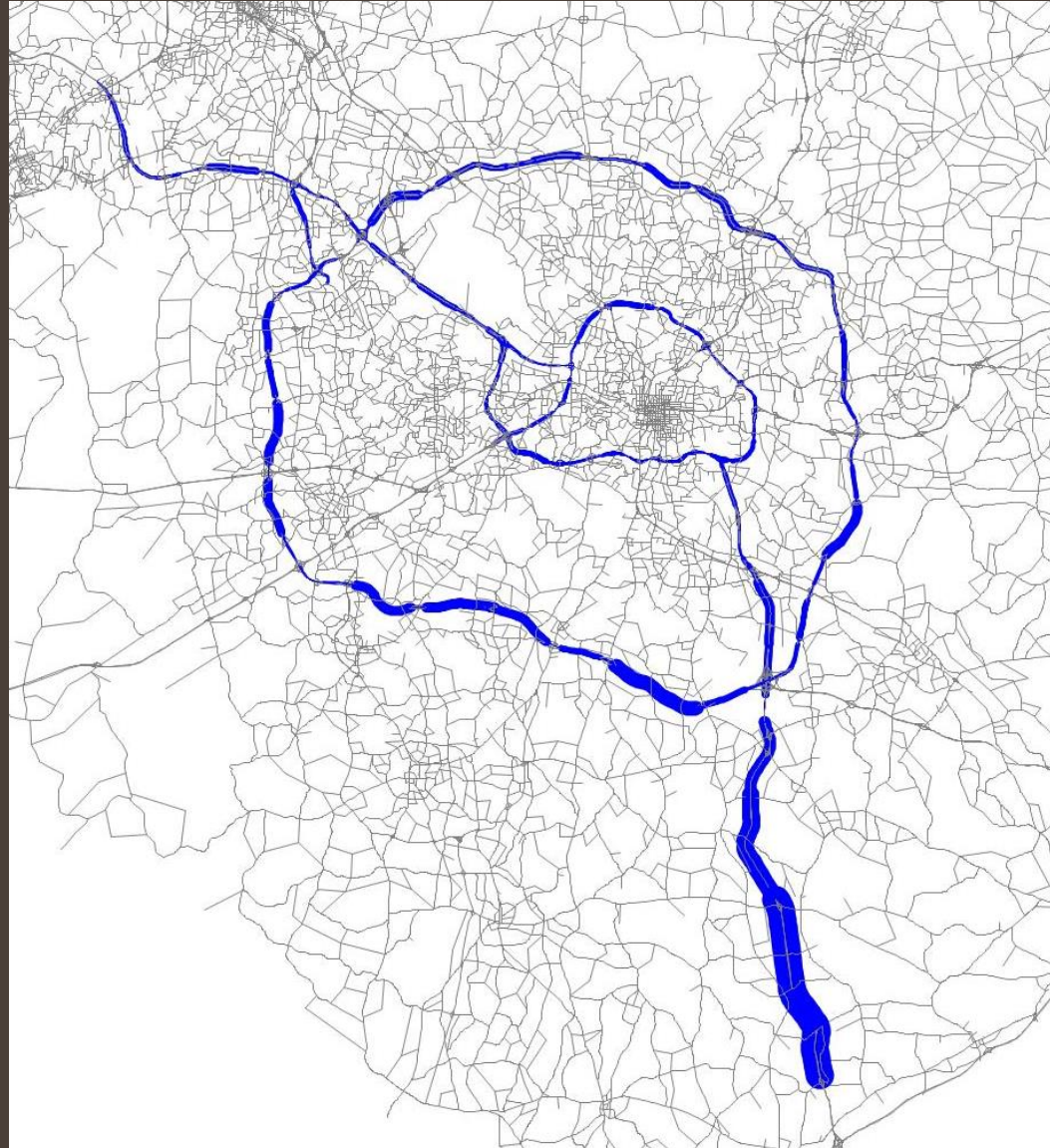


HIGHWAY MEGA EXPANSION (HWYX)



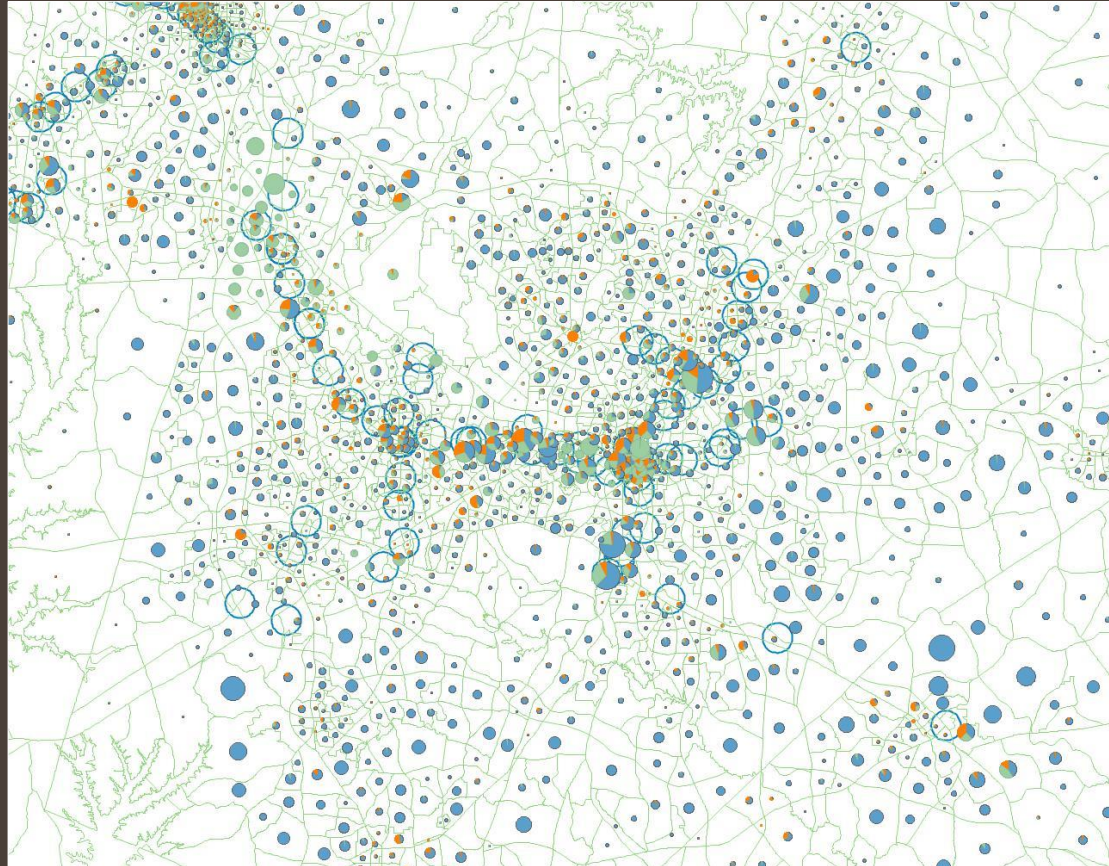
- Assumed doubling of the general purpose lane capacity of major commuter corridors
- Assumed same growth and land use allocation as the Adopted MTP
- **Not a viable scenario because of potential severe community and environmental impacts**

DYNAMIC TOLLING (TOLL)



- Assumed dynamic tolls on managed lanes along Interstates for Single-Occupant Vehicles (SOVs) and trucks while High-Occupancy Vehicles (HOVs) and buses could access the lanes for free
- Assumed dynamic tolls on I-440 and I-440 interchange ramps that carry traffic to and from Downtown Raleigh
- Tolling was deemed feasible for some corridors such as I-40 and I-540, but was considered very difficult for the I-440 corridor due to right-of-way restrictions and community impacts

EQUITABLE TRANSIT- ORIENTED DEVELOPMENT. (ETOD)



- Affordable housing growth near transit
- Assumed 50 percent additional growth in affordable multi-family, office and retail uses within half-mile of each planned transit station, and 100 percent increase in transit frequency
- **Scenario was deemed realistic and feasible, and has the potential to curb future traffic congestion in the region**

REGIONAL RESILIENCY (RESY)

Photos:
The Washington Post Article May 4, 2019;
Scenes of flooding along the Mississippi
City of Davenport, Iowa



May 4, 2018 | A baseball stadium in the affected area. (Brian P. Miller/The Des Moines Register/AP)



May 4, 2018 | Floodwaters fill Davenport, IA. (The Des Moines Register/AP)

- Plan for extreme weather events to build resiliency
- Assumed disruption to flood-prone roadway segments
- **Scenario was deemed necessary for resiliency planning and roadway connectivity between the commuter corridors**

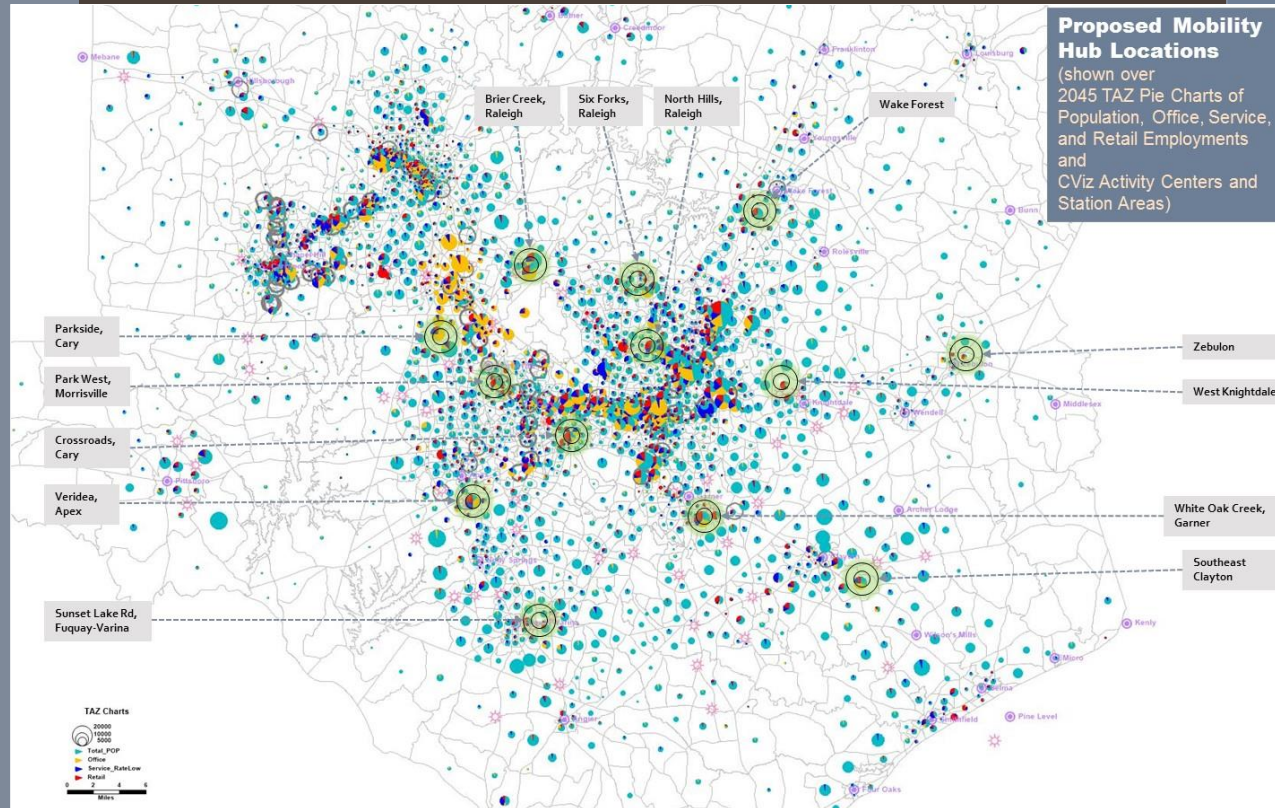
GIG ECONOMY OF MOBILE WORKERS (GIG)



Photo by: Tony Coleman

- Economic future when a significant part of the labor force would consist of mobile, part-time, and independent workers who are likely to work from home, in shared work spaces, or local coffee shops
- Assumed 25 percent reduction in work-related commute trips for medium income and high income households
- Scenario deemed realistic, has potential to curb freeway traffic congestion during regular commuting hours, but may cause negative impacts to off-peak travel conditions or on local arterials

SMART MOBILITY HUBS (MHUB)



- Potential smart mobility hub locations were identified
- Assumed 50% additional growth in household, office and retail within 1.5-mile band of each MHUB
- Assumed high frequency transit with downtown Raleigh and the RTP
- **Scenario deemed realistic and feasible, and has the potential to curb future traffic congestion in the region**

Comparison
of the
Scenarios
using Travel
Demand
Measures

Note:
HWYX not compared in the color
scheme as this was a bookend scenario

Performance Measures	MTP	HWYX	TOLL1	TOLL3	ETOD2	ETOD3	RESY	GIG	MHUB
Total Daily VMT, All Facility (no C Connectors)	54,732,612	1.0%	-0.3%	-1.9%	-2.4%	-2.4%	-0.3%	-2.8%	-0.4%
Total Daily VHT, All Facility (no C Connectors)	1,589,074	-6.2%	2.1%	6.6%	0.7%	0.5%	2.1%	-4.2%	-0.3%
Peak Average Speed by Facility (miles/hour)									
- Freeway	51.8	16.2%	-2.1%	3.5%	0.8%	0.8%	0.0%	1.4%	0.0%
- Arterial	35.6	2.8%	-3.1%	-7.9%	-0.6%	-0.6%	-1.4%	0.8%	0.3%
Truck Hours of Delay (daily)	10,941	-35.8%	13.3%	24.3%	1.5%	1.2%	10.7%	4.7%	-0.4%
Percent of VMT experiencing congestion - Peak									
- Freeway	25.2%	-84.1%	18.3%	-28.2%	-4.8%	-5.2%	-6.7%	-12.3%	-3.2%
- Arterial	14.6%	-31.5%	9.6%	52.1%	4.1%	3.4%	10.3%	-7.5%	2.1%
- Designated truck routes	9.4%	-48.9%	17.0%	23.4%	11.7%	9.6%	3.2%	-4.3%	2.1%
- Facilities w/bus routes	15.8%	-60.8%	8.2%	8.2%	1.3%	0.0%	3.2%	-5.7%	-2.5%
Mode Share Measures									
All Trips - Daily									
- Drive alone (single occupant vehicle -SOV)	4,207,352	0.1%	-0.2%	-1.2%	-4.0%	-4.0%	0.0%	-3.7%	-0.1%
- Carpool (Share ride)	3,742,429	0.0%	0.1%	1.1%	0.8%	0.5%	0.0%	-0.3%	-0.2%
- Bus	92,346	6.9%	-0.7%	0.6%	23.3%	31.6%	-1.5%	-5.0%	2.3%
- Rail	20,664	-3.4%	3.3%	1.2%	25.2%	25.7%	1.6%	-14.5%	-5.8%
- Non-Motorized (Bike and Walk)	749,185	-1.1%	0.4%	3.8%	21.3%	21.3%	0.6%	-5.3%	1.2%
Transit Measures									
Transit Ridership by Prod. Ends	Total								
- TTA (Including Rail)	75,321	-1.9%	-0.1%	-1.0%	8.5%	28.6%	0.3%	-13.2%	-1.6%
- CAT	121,505	-0.9%	-0.5%	-0.6%	29.7%	42.9%	0.1%	-20.6%	3.8%
Demographics Measures									
Population	2,057,266	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%
Employment	1,003,493	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%
Total Daily Person Trips	8,811,976	0.0%	0.0%	0.2%	0.5%	0.5%	0.0%	-2.5%	0.0%
Work Person Trips	1,301,458	0.0%	0.0%	0.0%	-0.3%	-0.3%	0.0%	-16.6%	-0.1%
Total Daily CV Trips	559,628	0.0%	0.0%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%
Daily Truck Trips	234,192	0.0%	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%
Other Measures									
Highway Lane Miles	9,245	10.5%	0.0%	0.0%	0.0%	0.0%	-0.4%	0.0%	0.0%
Trnsit Service Miles (Triangle, Raleigh & Cary)	53,455	0.0%	0.0%	0.0%	0.0%	64.4%	0.0%	0.0%	36.3%

Comparison of the Scenarios using Benefit-Cost Analysis

PERFORMANCE MEASURES FOR FUTURE SCENARIOS¹

FUTURE SCENARIO	NET BENEFIT (Millions of 2019 US Dollar per Year)	TRAFFIC CONGESTION	TRAVEL SPEED	MODE SPLIT	TRANSIT RIDERSHIP	TRAVEL TIME & RELIABILITY	SAFETY, PHYSICAL ACTIVITY & ACCESSIBILITY
TOLL3	-123.3						
ETOD	45.5						
GIG	97.2						
MHUB	-16.3						
RESY	-85.1						
		POSITIVE CHANGE NEGATIVE CHANGE NEUTRAL/MIXED CHANGE					

¹Changes in performance measures are reported based on comparison to the 2045 Adopted MTP

Findings

- HWYX was deemed unrealistic and infeasible due to huge costs and community impacts, so it was excluded from the list
- TOLL was deemed feasible for some corridors with managed lanes, but was deemed problematic for the I-440 corridor due to right-of-way restrictions and community impacts
- ETOD was deemed realistic and feasible, and has the potential to curb future traffic congestion
- RESY was deemed necessary for resiliency planning
- GIG was deemed realistic and has the potential to curb freeway traffic congestion
- MHUB was deemed realistic and feasible based on current trends, and has the potential to curb future traffic congestion

QUESTIONS

7.2 Commuter Corridor Study

Requested Action:
Receive as information.

7.3 FY2018-2027 Transportation Improvement Program Amendment #11

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 the addition of the LAPP FFY2021 Investment Program.

Open for public review and comment from February 14-March 15.

Public Hearing scheduled for March 18, 2020 Executive Board meeting.

7.3 FY2018-2027 Transportation Improvement Program Amendment #11

Requested Action:
Receive as information.

7.4 Prioritization 6.0 Modal Candidates Project Lists

2023-2032 TIP/STIP Development

SPOT Actions - MPOs

1. Select Projects to Submit for Scoring

(44 projects per mode)

2. Assign Local Input points

- Regional Impact Points *(2500 pts)*
- Division Needs Points *(2500 pts)*

3. Adopt TIP

SPOT

Quantitative, needs-based approach to identifying statewide transportation needs.

First step towards developing a fiscally constrained State Transportation Improvement Program (STIP) and NCDOT's 5/10 year Work Programs.

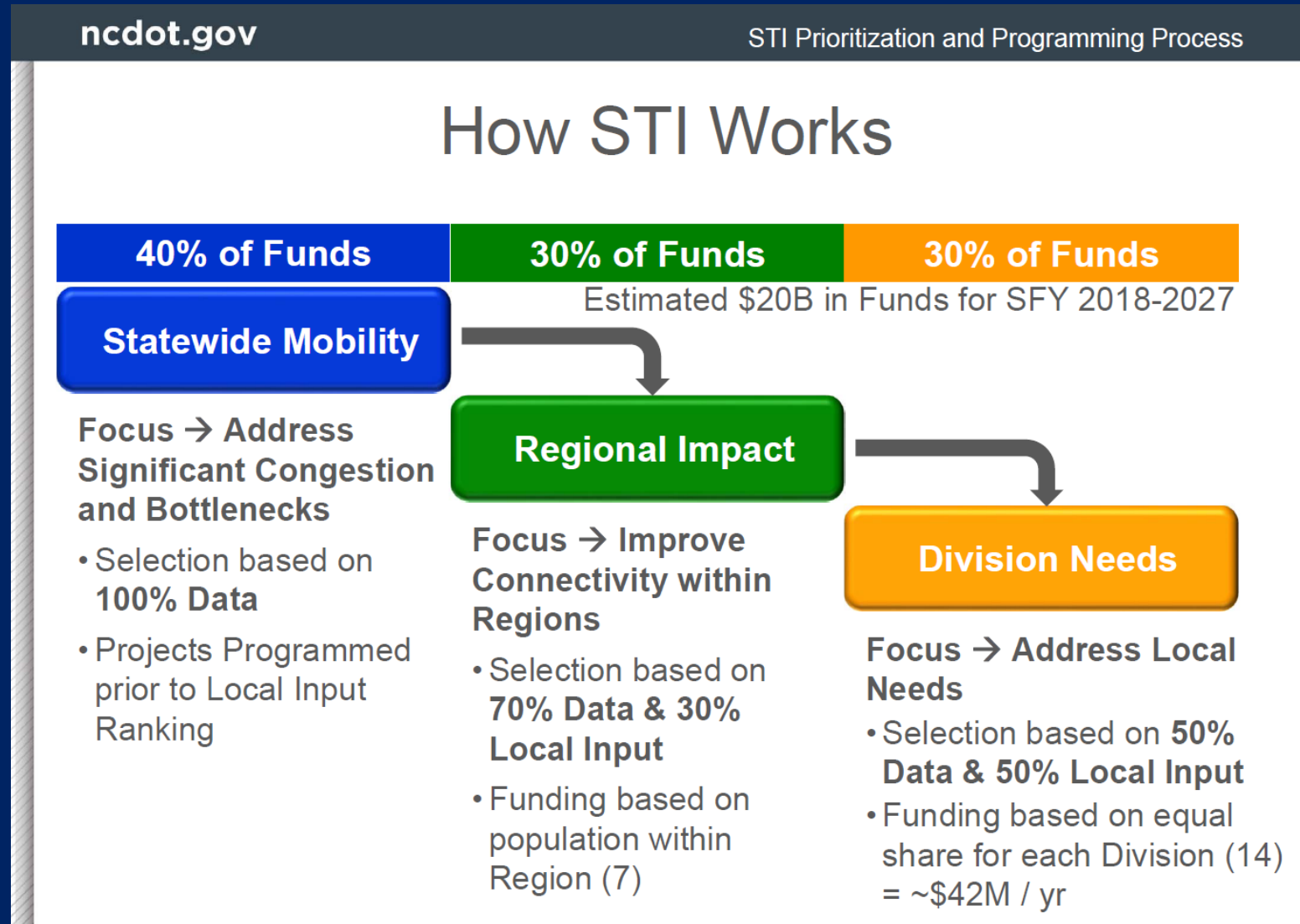
Each MPO submits candidate projects for consideration in the STIP.

Projects are scored by NCDOT and each MPO is asked to assign priority points to projects in the region.

<https://www.ncdot.gov/strategictransportationinvestments/>



Prioritization 6.0 & STI



Schedule Update

Notes:
Blue Box = NC BOT Actions
Yellow Box = MPO/RPO/Division Input
Green Box = NCDOT Work Tasks

Key Dates:

July 2019: BOT approves P6.0 Criteria & Weights

October 2019: SPOT Online opens for testing, entering, and submitting projects (closes 5/1/2020)

December 20, 2019: Carryover Project Deletions due for receiving extra submittals (one out, one in)
Carryover Project Modifications due

May 1, 2020: Area-Specific Weights due
SPOT Online closes for submitting projects

End of February 2021: Quantitative scores for all projects released
Draft list of Programmed Statewide Mobility projects released

March 1, 2021: Regional Impact Local Input Point window opens for 3 months (closes 5/28/2021)
Deadline for Approval of Local Input Point Assignment Methodologies

End of July 2021: Draft list of Programmed Regional Impact Projects released

August 2, 2021: Division Needs Local Input Point window opens for 3 months (closes 10/29/2021)

February 2022: DRAFT 2023-2032 STIP released

SPOT Schedule & Next Steps

Subcommittee Meetings: February 25th & March 17th

- Further Refinement of Project Submittals
- TRM Runs for Fixed Guideway Ridership

February TCC / Executive Board – Approve Project Lists for Public Review

Project List adjustments – Feb / April

SPOT Schedule & Next Steps

Public Hearing – April 15th

Executive Board Project List Approval – April 15th

CAMPO Submits Projects in SPOT Online by May 1st

Alternate Criteria Weights due – May 1st

P6 Project Status

Bicycle & Pedestrian

2 Carry Over projects – Clayton/Div 4

31 New Projects Submitted

9 November Submissions

*4 Projects pulled from SPOT 5 Bike/Ped List

Rail

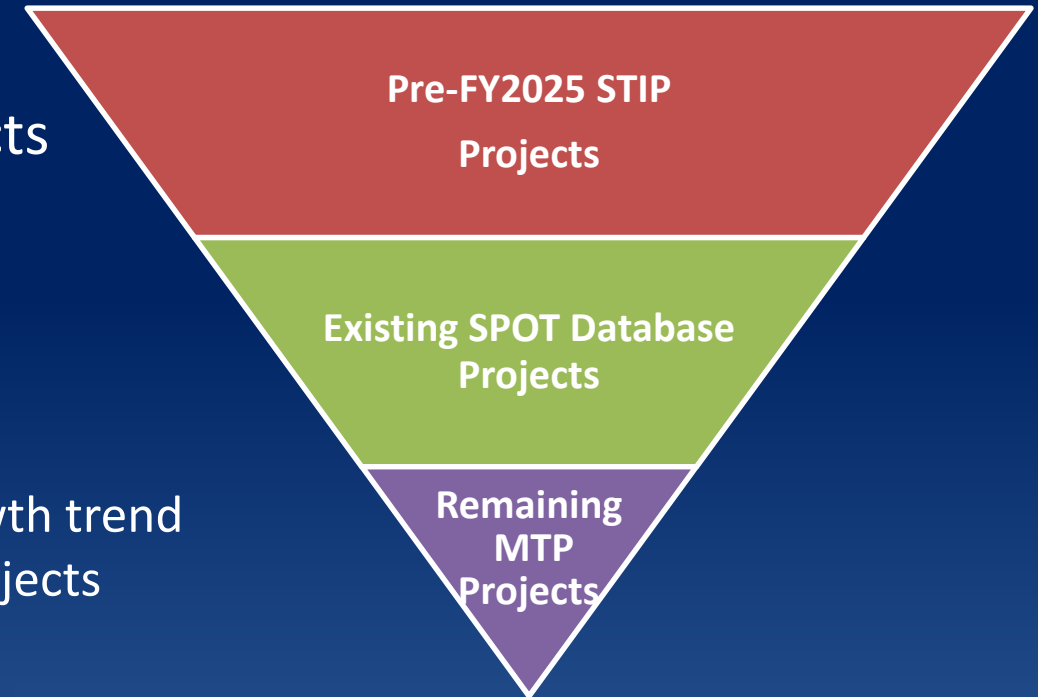
4 Carry Over projects

- Beryl Road Extension
- Vandora Springs Rd grade separation
- Shotwell Road grade separation
- SW Maynard Rd grade separation

CAMPO SPOT Review

CAMPO can submit 44 additional roadway projects

- Initial List Creation:
 - STIP-funded projects prior to 2025 and
 - Existing SPOT database projects
 - MTP projects (SPOT requirement)
 - Delay, Travel Time, Socio-Economic growth trend metrics used as basis for comparing projects
 - A. E+C Delay/Lane Mile
 - B. 1st Decade Delay/Lane Mile
 - C. 2nd Decade Delay/Lane Mile
 - D. Network Connectivity
 - E. Interchanges/Operational Improvements
 - F. ITS Projects
- Results in a list of 44+ recommended submittals
 - Staff will coordinate with NCDOT Divisions to ensure maximum submittal of CAMPO projects.



Roadway

12 Carry Over projects

Statewide Mobility

- NC 540, US 1 / NC 55, Managed Motorways

Regional Impact

- NC 55, NC 210, US 401, US 70 Bus, Apex ITS, Raleigh ITS

Division Needs

- Cleveland Rd, Cleveland Rd Connector

Transit

1 Carry Over Project

- Triangle Town Center (Transit Center & 150 space PnR)

20 New Projects Submitted from Providers

Fixed Guideway Projects will be refined prior to April TCC/Executive Board

7.4 Prioritization 6.0 Modal Candidates Project Lists

Requested Action:

Consider recommending the Executive Board release the Prioritization 6.0 candidate project lists for public review and comment beginning February 20th and ending April 12, 2020, with a public hearing to be conducted at the April 15, 2020 Executive Board meeting.

7.5 CAMPO Bonus Allocation Methodology

CAMPO Bonus Allocation

STI law provides Bonus Allocation funding for:

- Local funding participation
 - ½ of local contribution
- Highway Tolling
 - ½ value of toll revenue bonds
 - ½ forecasted revenue for 1st 10 years –operation costs
 - \$100 million maximum
 - Must be programmed within toll county
- Programming Limitations
 - 10 percent Regional/Division Needs
 - Must be obligated within 5 years
 - Use on highway or highway-related projects only

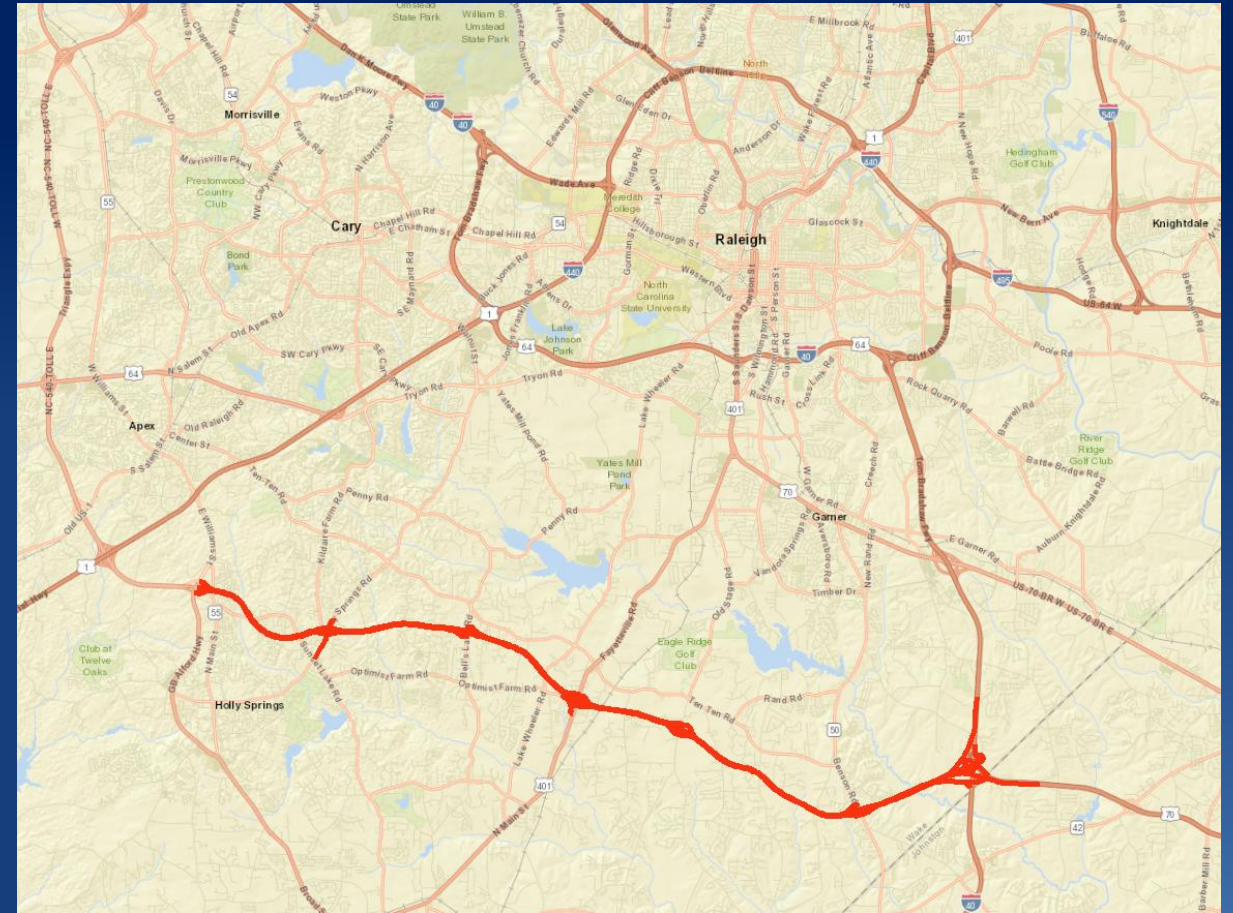
CAMPO Bonus Allocation

NC 540

R-2721: NC 540 fr/ NC 55 to US 401

R-2828: NC 540 fr/ US 401 to I-40

\$100,000,000 Bonus Allocation
Must be programmed 2021-2025



CAMPO Bonus Allocation

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 – Local Contribution

- MPO works with contributing local government to determine existing MTP projects suitable for programming with Bonus Allocation funds.
- MPO Executive Board approves all bonus allocation funding

BA Methodology – Tolling Generated

- Determine the appropriate study area for candidate selection based on the impact of the project that generates the BA funding (NC 540)
- Three Phases of Analysis for Candidate Project Prioritization

Phase I – analyze MTP projects using Triangle Regional Model (TRM)

Phase II – analyze intersection and operational improvements
(non-modeled projects)

Phase III – compare benefits between candidate projects in a common platform along with safety information

- MPO Executive Board programs projects

7.5 CAMPO Bonus Allocation Methodology

Requested Action:

Consider release of the methodology for public review and comment beginning February 20th and ending April 12, 2020, with a Public Hearing to be conducted at the April 15, 2020 Executive Board meeting.

8. Informational Item: Budget

8.1 Member Shares – FY 2020

8.2 Operating Budget – FY 2020

Requested Action:
Receive as information.

9.1 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.

9.1 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. 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
February 21, 2020 8:30 a.m.	MPO 101 Training One City Plaza
March 5, 2020 10:00 a.m.	Technical Coordinating Committee One City Plaza
March 18, 2020 4:00 p.m.	Executive Board One City Plaza
March 26, 2020 8:00 a.m.	Triangle Bike and Ped Workshop Raleigh Union Station/2 nd Floor
April 2, 2020 10:00 a.m.	Technical Coordinating Committee One City Plaza





<https://www.eventbrite.com/e/10th-annual-triangle-bike-ped-workshop-tickets-90204037705?aff=erelexpmlt>