



NC Capital Area **Metropolitan Planning Organization**

# Technical Coordinating Committee Meeting

January 7, 2021

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 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: November 5, 2020

#### Requested Action:

**Approve the November 5, 2020 Meeting Minutes.**

## 5. Regular Business

## 5. Regular Business

### 5.1 Election of Chair and Vice Chair for 2021

According to the TCC 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 Juliet Andes (Cary) has served for two terms.

Current Vice Chair Eric Lamb (Raleigh) has served for one term.

#### **Requested Action:**

**Conduct election of Chair and Vice Chair.**

# Slate Vote

## *Roll Call of Voting Members & Alternates*

City of Creedmoor

City of Raleigh (5)

County of Franklin

County of Granville

County of Harnett

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Town of Holly Springs

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Town of Morrisville

Town of Rolesville

Town of Wake Forest

Town of Wendell

Town of Youngsville

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N.C. Dept. of Transportation (6)

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Rural Transit (GoWake Access)

Triangle J. Council of Govts.

Triangle North Executive Airport

## 5.2 FY 2020 Wake Transit Annual Report



# FY 2020 Wake Transit Annual Progress Report

TCC Meeting  
January 7, 2021

# Progress Report Accomplishments

## Service Improvements Implemented

- Added two all-day service routes
- Added midday service and new week-day service
- Connected regional transit routes and added peak-period trips for frequency
- Altered service to improve reliability
- Improved customer service

# Progress Report Accomplishments

## Capital Projects Implemented

- Bus Stop Improvements
  - Completed the design work and initiated the construction of 57 bus stops
  - Began the design phase to improve 77 existing bus stops
  - Completed 21 bus stops improvements for Wake Transit Plan funded routes
  - Completed safety and ADA accessibility improvements at 29 bus stops
- Transit Facilities
  - Completed study or preliminary design for two bus operations and maintenance facilities
  - Continued feasibility studies for a multimodal transit facility, Wake park-and-ride lots, transit centers, and the Raleigh Union Station bus facility

# Progress Report Accomplishments

## Capital Projects Implemented (continued)

- Procurements
  - Ordered 10 compress natural gas buses
  - Procured 5 buses and 2 electric buses
- Planning Projects Initiated
  - Initiated planning and design for transfer points
  - Completed two park-and-ride lots designs
  - Selected the locally preferred alternative and completed preliminary engineering for the BRT New Bern Avenue corridor
  - Initiated Phase 2 of the Greater Triangle Commuter Rail Feasibility Study
  - Began updating the Wake Transit Plan
  - Began developing the Wake Transit Performance Tracker

# Overall Program



## Ridership

- Ridership decreased overall from 8% - 18% as transit demands nationwide were reduced significantly due to COVID

## Revenue Hours

- Revenue hours increased for two agencies and service was reduced for an agency in the 4<sup>th</sup> quarter due to COVID
- Revenue hours decreased for two agencies due to COVID



## Four Big Moves

- Added, expanded, and altered bus service to connect communities in Knightdale, Rolesville, Wake Forest, Garner, Raleigh, Cary, Durham, Chapel Hill, and RTP
- Provided additional service to senior riders
- Designed and improved bus stops system-wide
- Continued work on BRT and CRT to enhance access to transit

# What's Next

## **Service Improvements**

- Implement systemwide changes to add new routes or service, increase frequency, and extend service to connect communities

## **Capital Projects**

- Bus stop improvements
- Continue or begin designs for Raleigh Union Station and maintenance facilities
- Preliminary engineering for the Regional Transit Center and park-and-ride lots

## **Planning Projects**

- Continue work on BRT and CRT
- Initiate the Regional Fleet and Facilities Study

# Financials

## Revenues

½ Cent Local Option Sales Tax	93,403,840
Vehicle Rental Tax	3,653,862
\$7.00 Vehicle Registration Tax	6,300,203
\$3.00 Vehicle Registration Tax	2,699,127
Other	3,236,060
<b>Total Revenues</b>	<b>109,293,092</b>

## Expenses





## 5.2 FY 2020 Wake Transit Annual Report

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

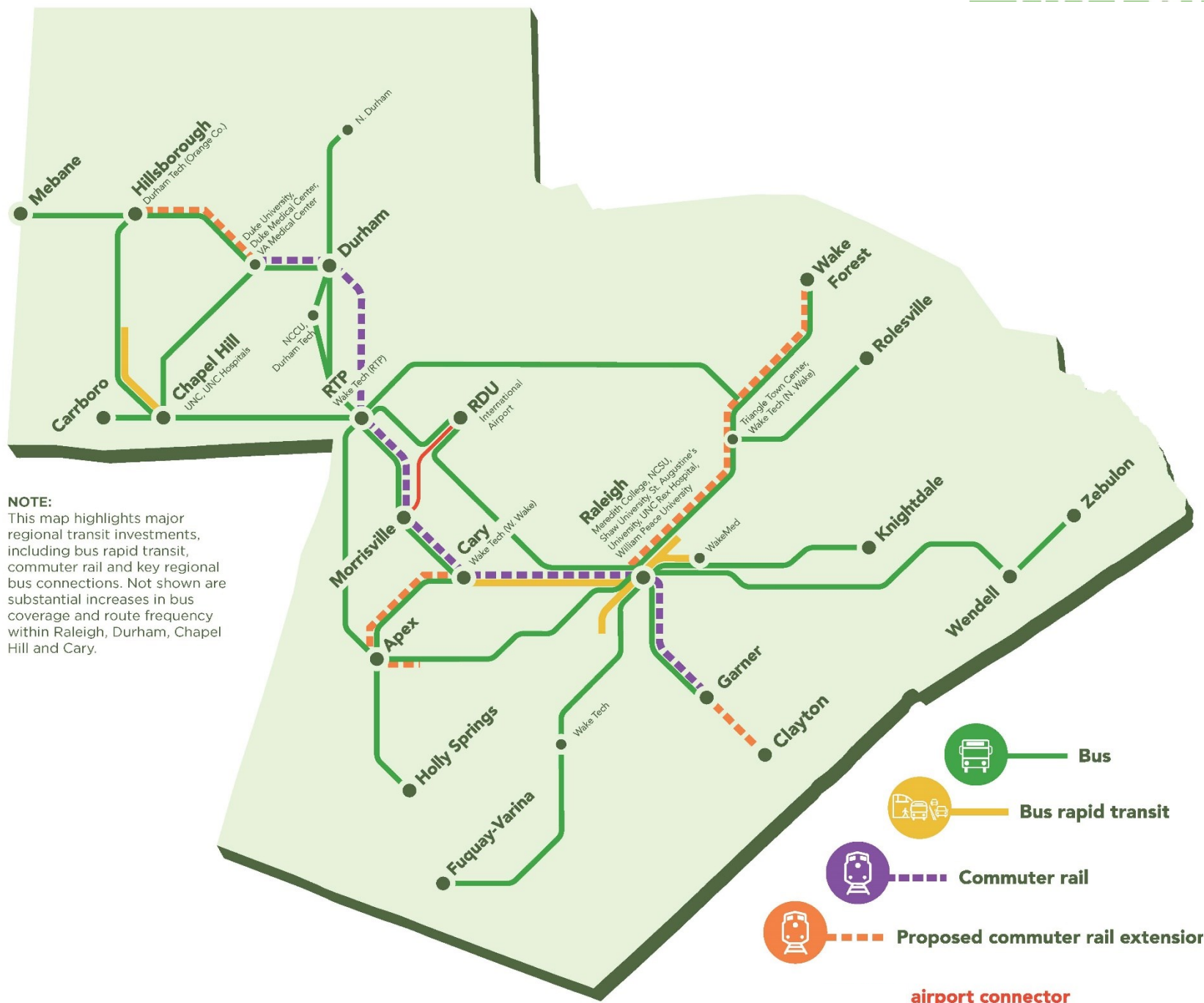
## 5.3 Greater Triangle Commuter Rail Phase II Study Progress Update

# *Greater Triangle Commuter Rail Study Update*



January 2021

Capital Area Metropolitan Planning Organization



# CURRENT STUDY



Study funding partners

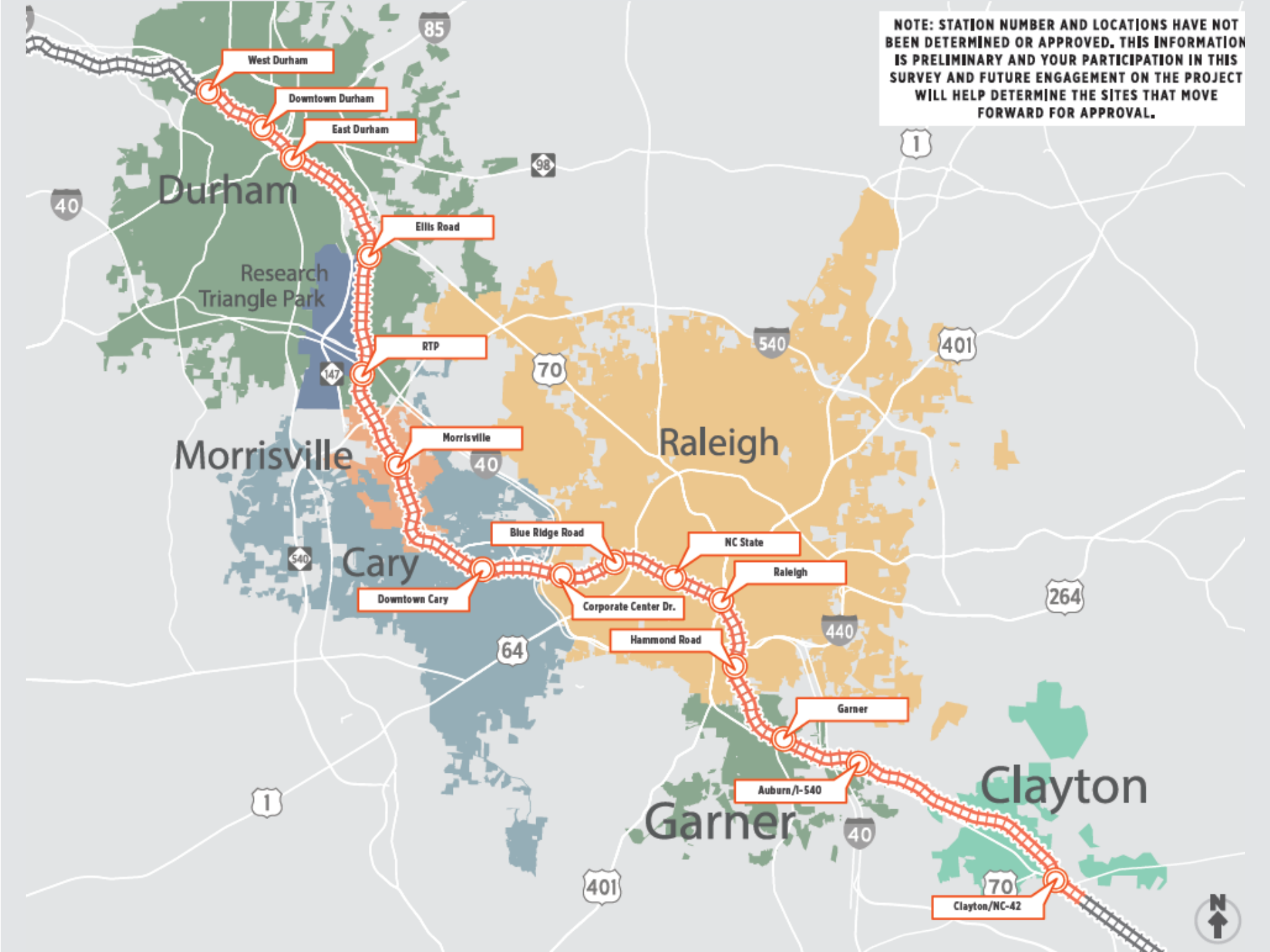
Execute Triangle's core transportation planning functions

Project sponsor

Sponsors intercity passenger rail on the corridor and has other rail-highway safety mandates

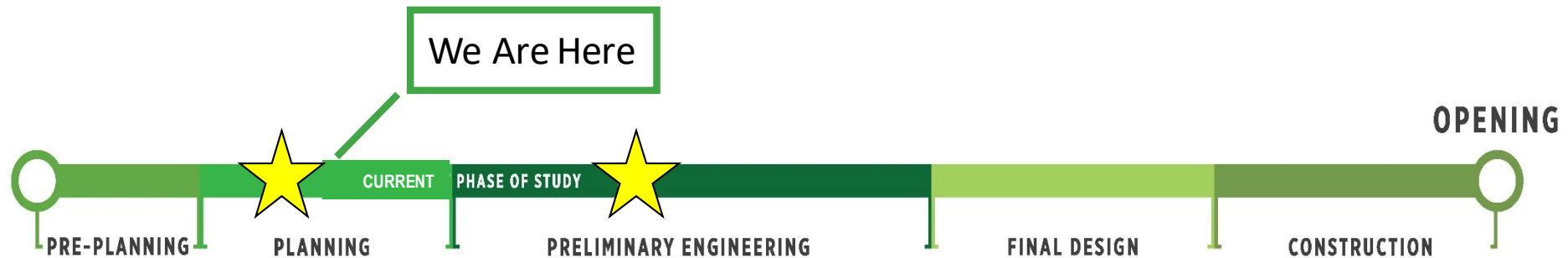
Owns and leases the rail corridor

NOTE: STATION NUMBER AND LOCATIONS HAVE NOT BEEN DETERMINED OR APPROVED. THIS INFORMATION IS PRELIMINARY AND YOUR PARTICIPATION IN THIS SURVEY AND FUTURE ENGAGEMENT ON THE PROJECT WILL HELP DETERMINE THE SITES THAT MOVE FORWARD FOR APPROVAL.



# Current Study

- Engage the community to share information and get feedback from the public
- Work with railroad owner and operators to determine what infrastructure improvements and construction would be needed to add more train traffic
- Further analyze engineering challenges and potential project benefits (e.g. economic development, congestion relief, environment)



# Draft Schedule

		06-2020	07-2020	08-2020	09-2020	10-2020	11-2020	12-2020	01-2021	02-2021	03-2021	04-2021	05-2021	06-2021	07-2021	08-2021	09-2021	10-2021	11-2021	12-2021
Goal A	Community Engagement Plan																			
	Agency Coordination Plan																			
	Federal Agency Consultation																			
	Agreements Work Plan																			
	Resolutions of Support														*	*	*			
	MTP/TIP/STIP																			
	Rail Corridor Setback Standards																			
Goal B	Corridor Screening and Design Criteria																			
	Rolling Stock / Station Design																			
	Engineering Evaluation for Key Risk Areas													*	*	*				
	Station Siting Analysis																			
	Land Availability for Park-and-Rides																			
	Land Availability for Maintenance/Layover Facilities																			
	Concurrence Plan																			
C	Project Schedule and Cost Estimates													*	*	*	*			
	Project Metrics																			
D	RTC Modeling													*	*	*				
	Railroad Term Sheet																			
E	Project Management and Procurement Plan																			
	Consultant Procurement for Project Development																			
F	Ridership Modeling																			
	Land Use / Economic Development Rating Coordination																			
G	Cost Sharing Negotiation																			



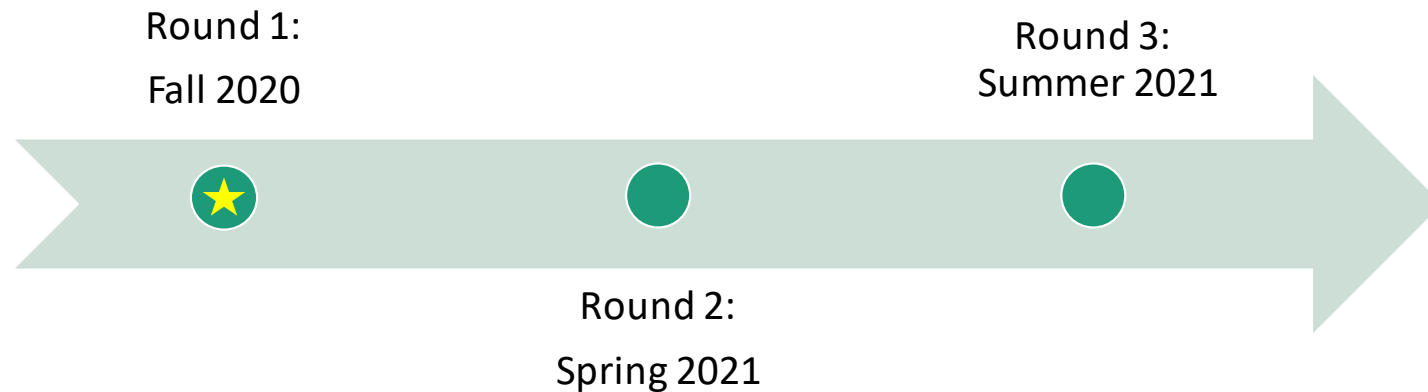
# Coordination

- Regular briefings to Governing Boards, including quarterly updates to TPAC
- Monthly or as-needed meetings with municipalities to discuss jurisdiction-specific issues
- Monthly meetings with municipalities and major institutions across the corridor
  - Participants include Universities and Colleges, Chambers of Commerce, Counties, Municipalities, and Research Triangle Foundation in addition to NCRR and NCDOT

# Public Engagement Overview

## Goals:

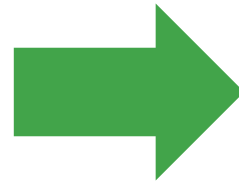
- Raise awareness
- Obtain public feedback
- Coordinate regionally



18 Month Study Timeframe

# Round I Engagement Results

- 5,600 survey views
- 2,700 unique participants
- 500 participants in the first 3 days



Nearly 5,000  
project-  
related  
comments

# Equity and Inclusion

- **Maximizing Participation Initiative**

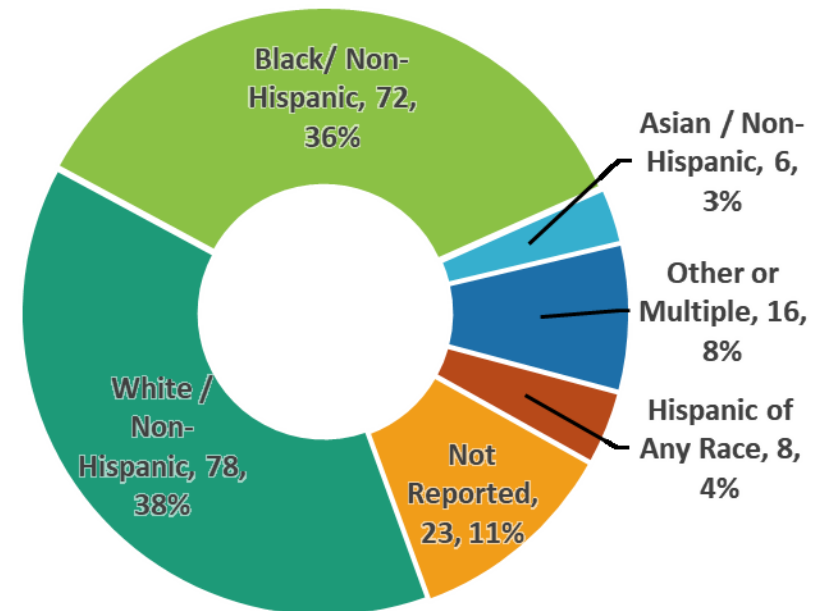
- Utilize community partnerships to reach populations underrepresented in the transit planning process

- Advance Community Health
- Meals on Wheels of Durham
- North Carolina Society for Hispanic Professionals

- **Multilingual survey access**

- *Chinese (Simplified), French, German, Haitian Creole, Hindi, Japanese, Myan (Burmese), Portuguese, Russian, Spanish*

→ 203(8%) unique participants  
→ 399(8%) project



Initiative, Population

# Adapting to COVID-19

## In-Person

- Crosby-Garfield Drive-Through Community Day (10/24)
- Pop-up Survey Center at Durham Station (10/23 and 10/29)
- Pop-up Survey Center at The Village Shopping Center (11/4)
- Pop-up Survey Center at GoRaleigh Station (11/6)
- Give Thanks with GoDurham (11/18)

## Virtual

- Durham PAC 1, 2, 3, 4, 5
- Durham Mayor's Committee for Persons with Disabilities
- Crosby-Garfield Advocacy Group
- Wake County Public Libraries
- Wake Partnership to End Homelessness
- GoTriangle TDM Partners
- Durham CAN
- Univision

# Methods and Materials

## Methods

- Email campaigns
  - 5,000 GoForward subscribers
  - 45,000 e-mails to minority communities
  - 300 community organizations
  - GoTriangle and GoDurham transit riders
- Social media and geo-targeting
- Paper survey distribution
- Virtual meetings
- Virtual presentations
- Virtual focus groups

## Materials

- Press Release
- Brochure/Rack Card
- Digital Poster
- Social Posts
- Webpage
- Survey – Print & Digital
- Video

# Web and Social Media

## GoForward Website

- 2,505 unique pageviews

## 19 @GoTriangle Tweets

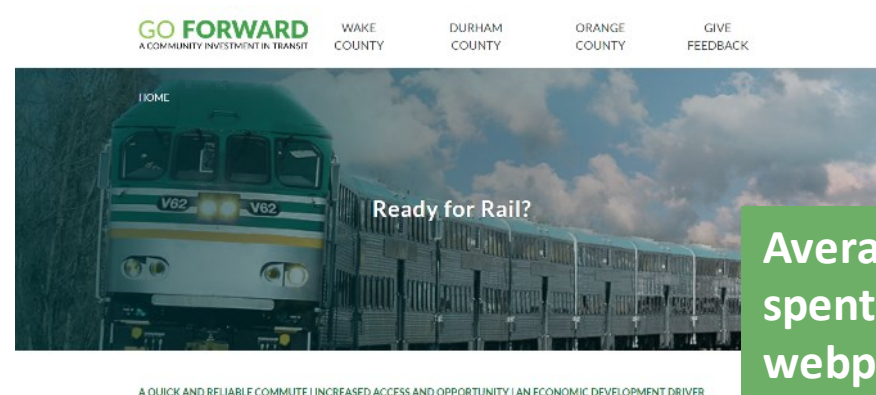
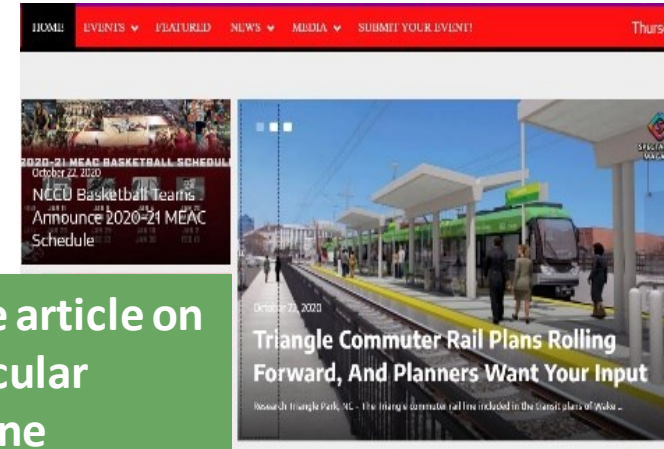
- 34,800 impressions
- 1,000 engagements

## 26 @WakeTransit Tweets

- 26,800 impressions
- 1,000 engagements

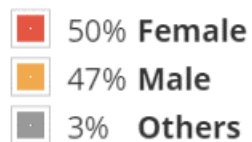
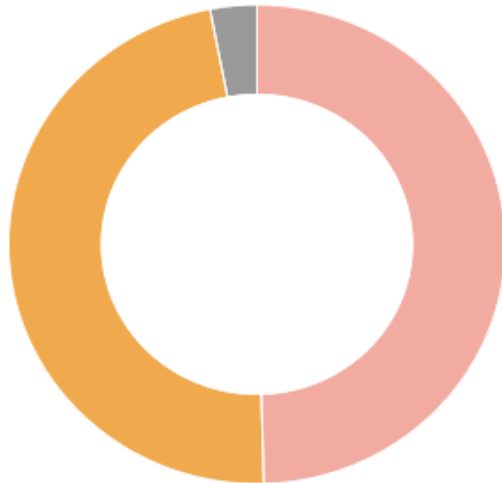
## Facebook

- 44,900 people reached
- 1,600 reactions
- 3,700 clicks

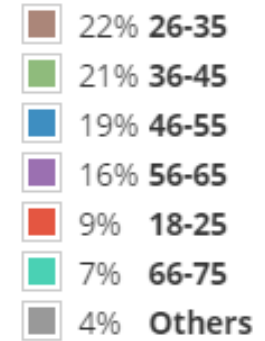


**Over 2,400 (89%)** of 2,700 participants responded to at least one demographic question

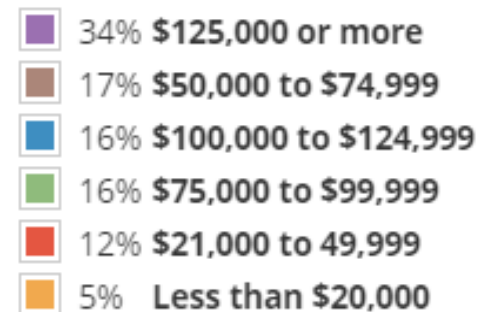
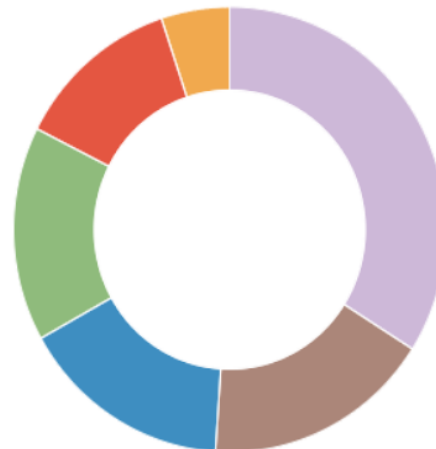
**Gender**



**Age**



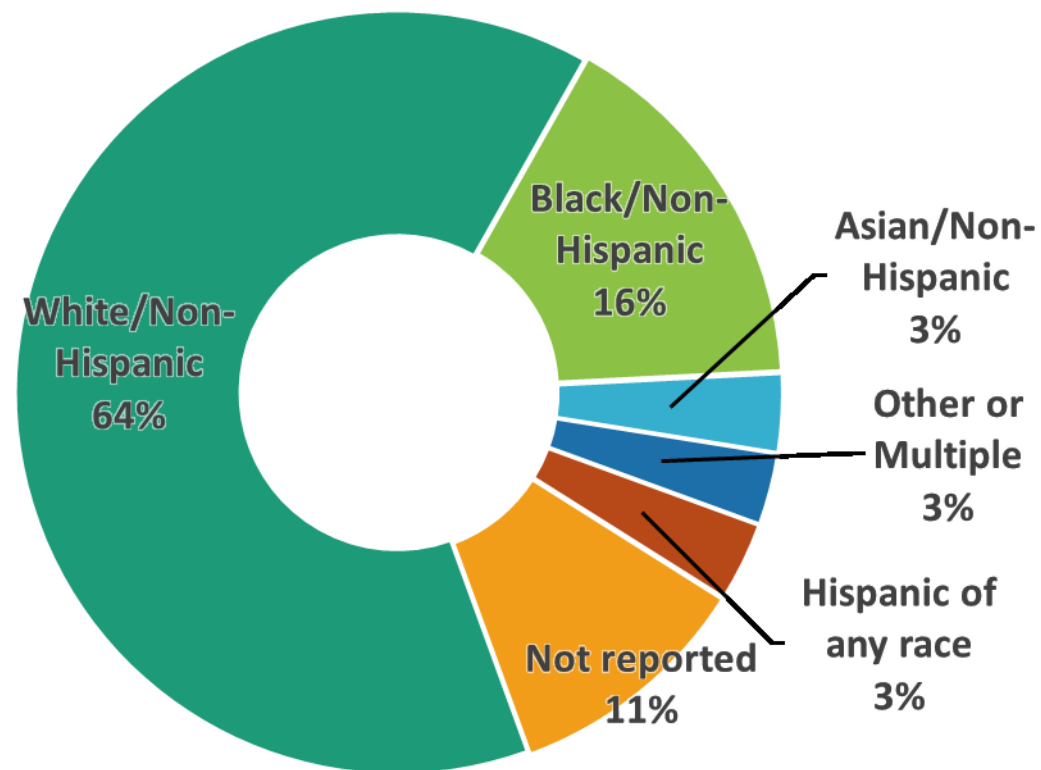
**Annual Household Income**





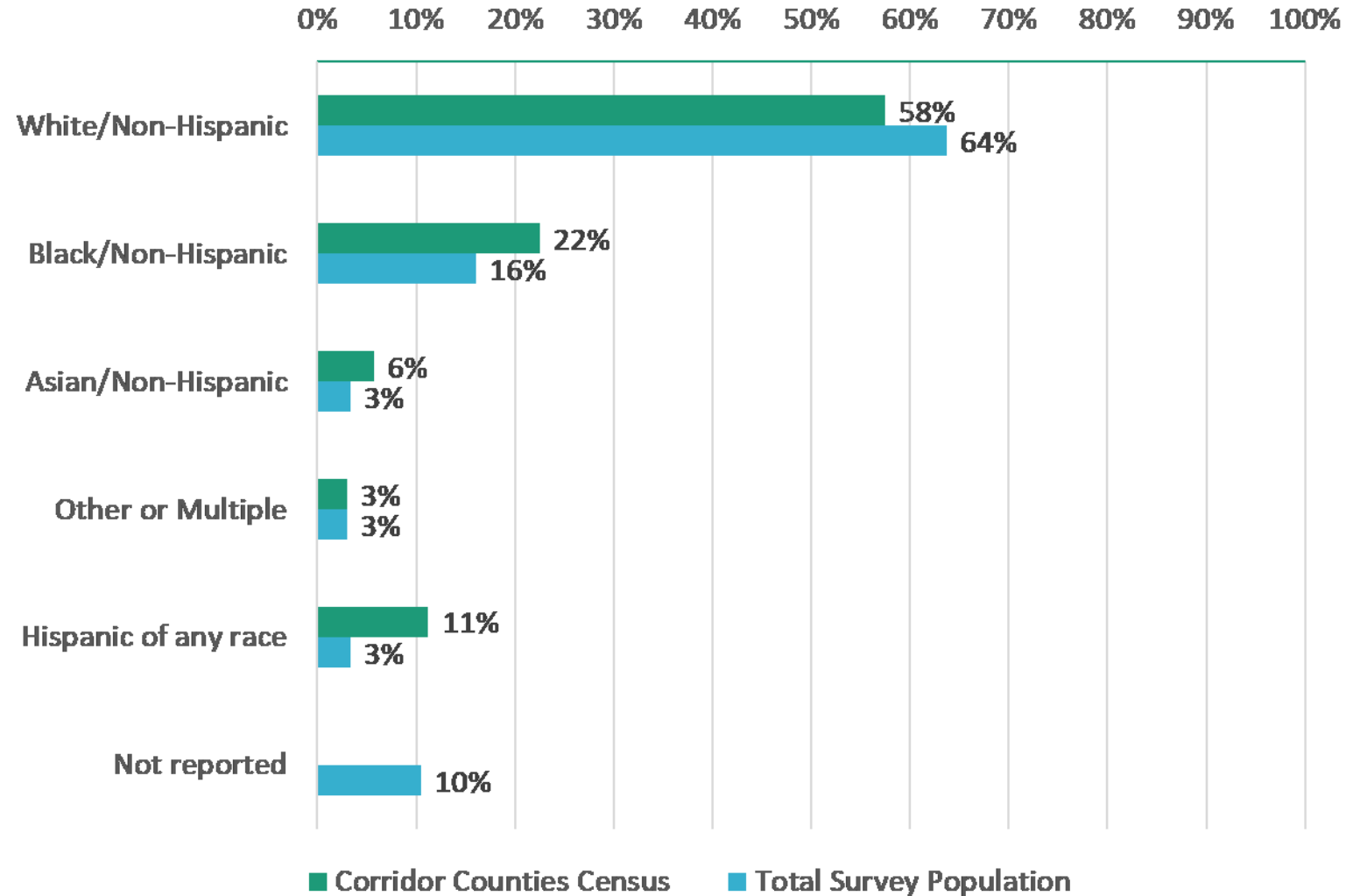
# All Survey Participants: Race & Ethnicity

White/Non-Hispanic	1736
Black/Non-Hispanic	436
Asian/Non-Hispanic	91
Other or Multiple	83
Hispanic of any race	92
Not reported	286
Total	2724



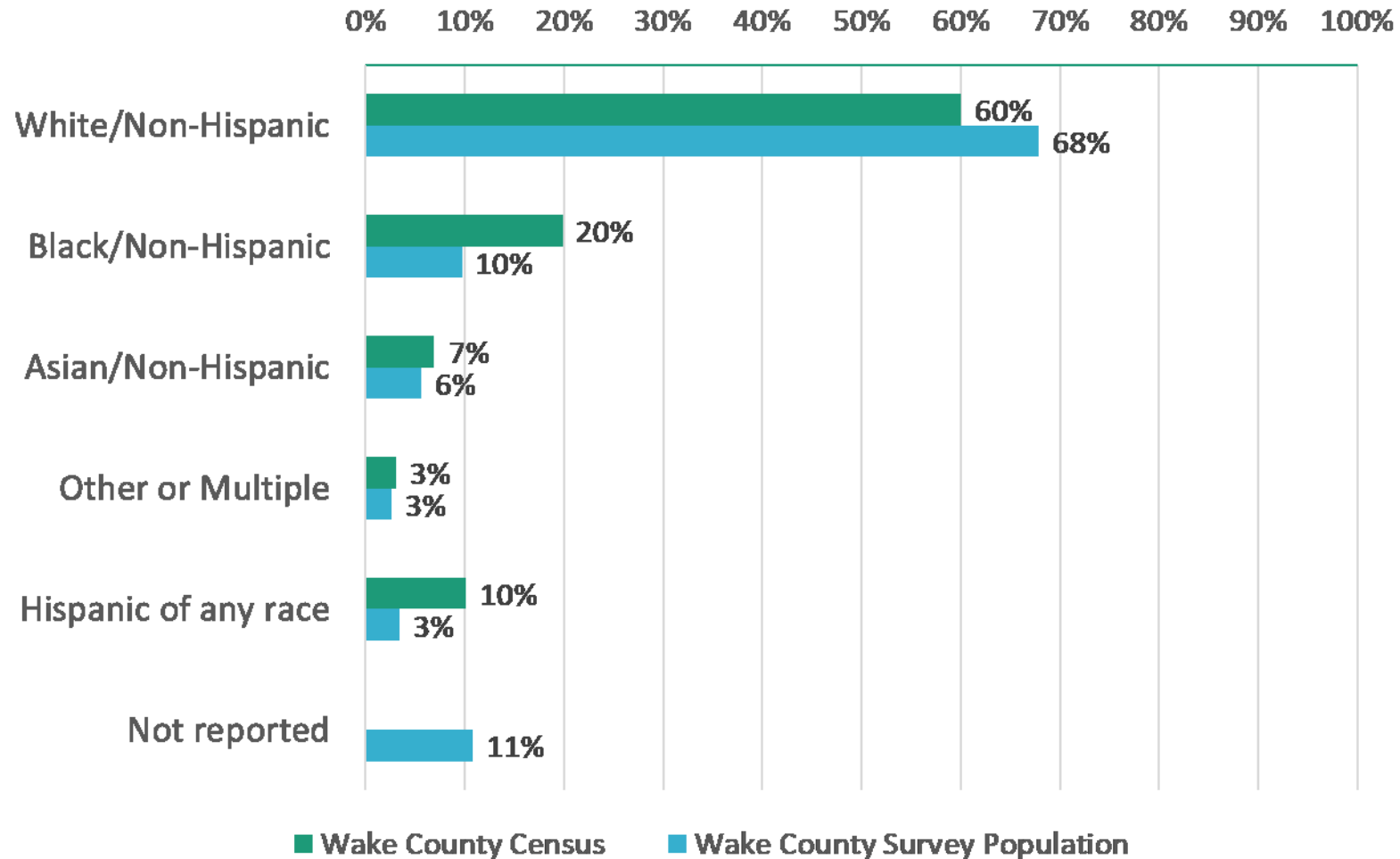
# Corridor Counties and Survey Participants

Did the survey mirror the general population?



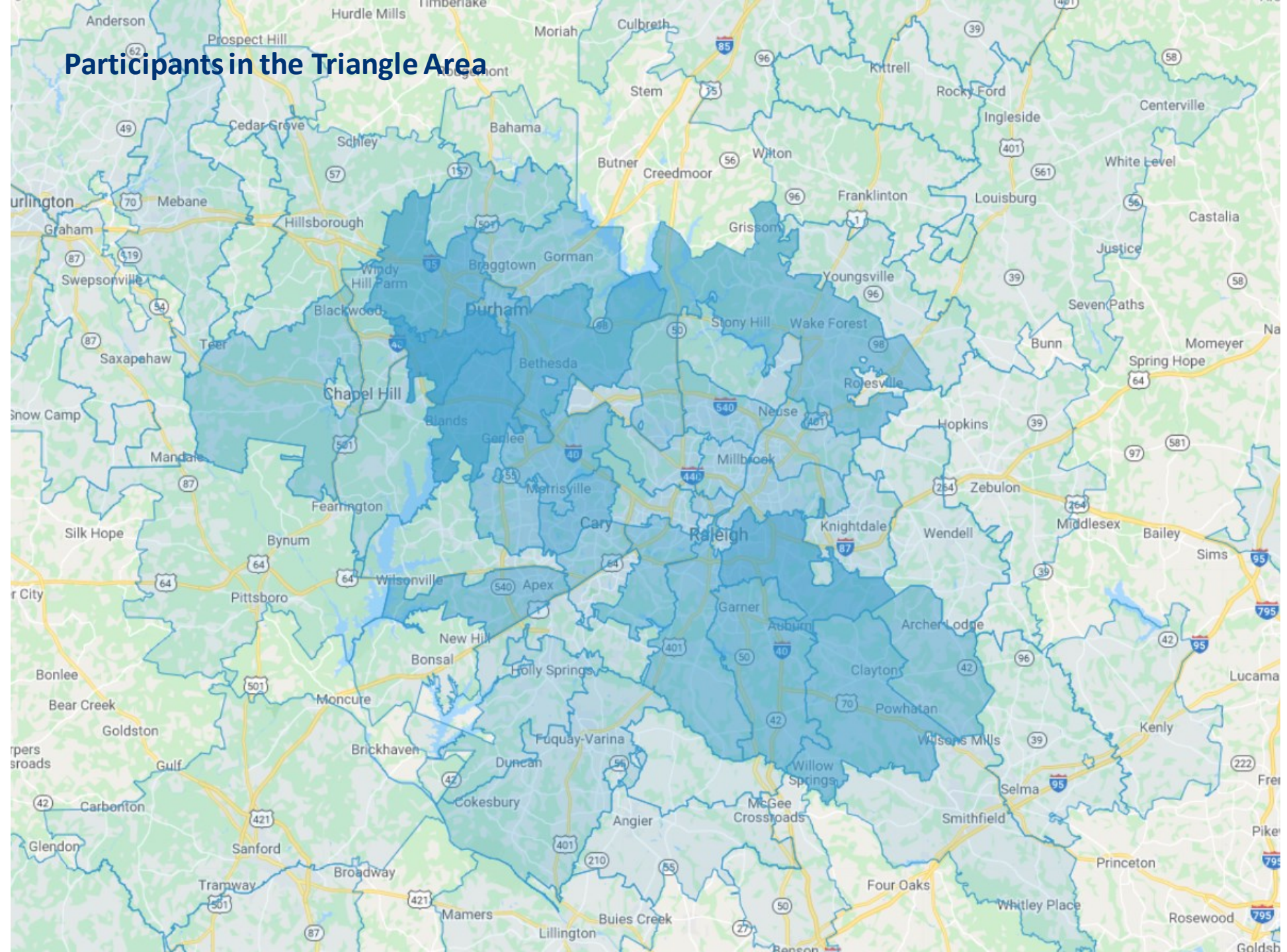
# Wake County and Wake Survey Participants

Did the survey mirror the general population in Wake County?





## Participants in the Triangle Area



# Major Takeaways

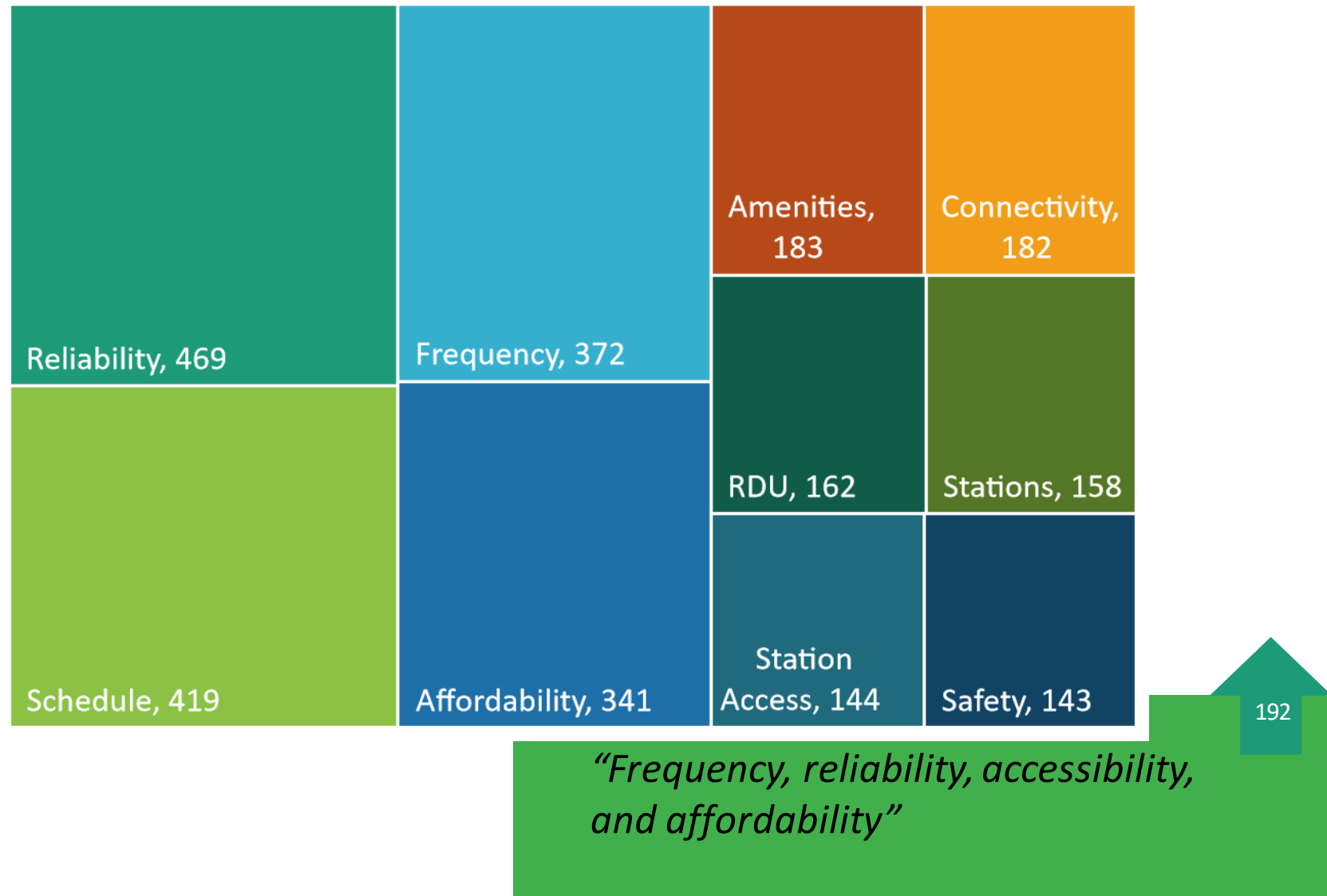
## Benefits

- Reducing congestion
- Environmental benefits
- Decreasing commute times
- Bringing the Triangle up to modern metropolitan standards
- Sense of connectivity throughout the Triangle

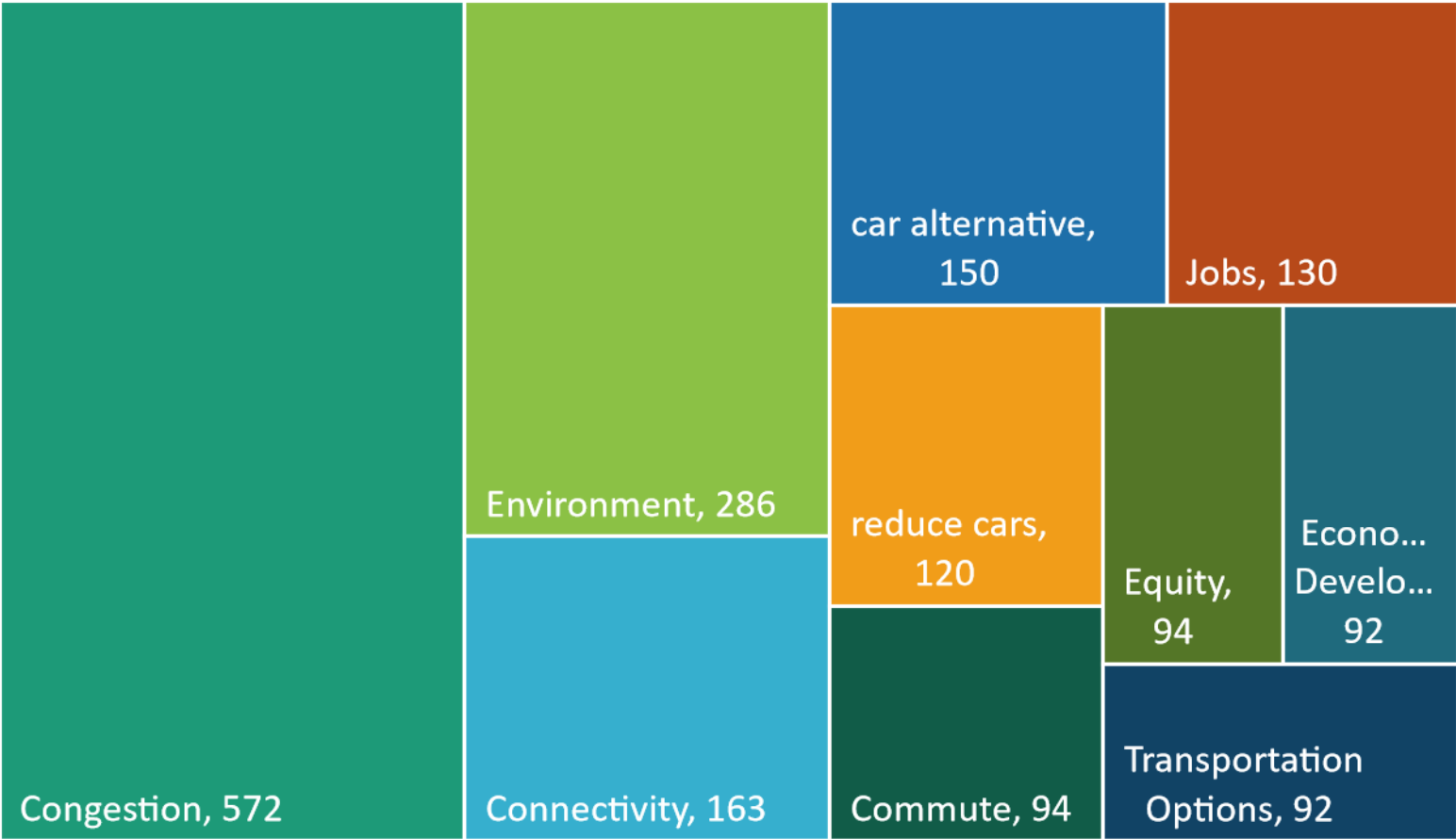
## Concerns

- Project cost and funding allocation
- Ineffective
- Not inclusive
  - Serves only commuters
  - Doesn't serve those most in need (not equitable)
  - Some geographic areas are not served
- Project impacts

# What would you like in a commuter rail train that connects Dur



# What do you see the commuter rail train doing for your community?



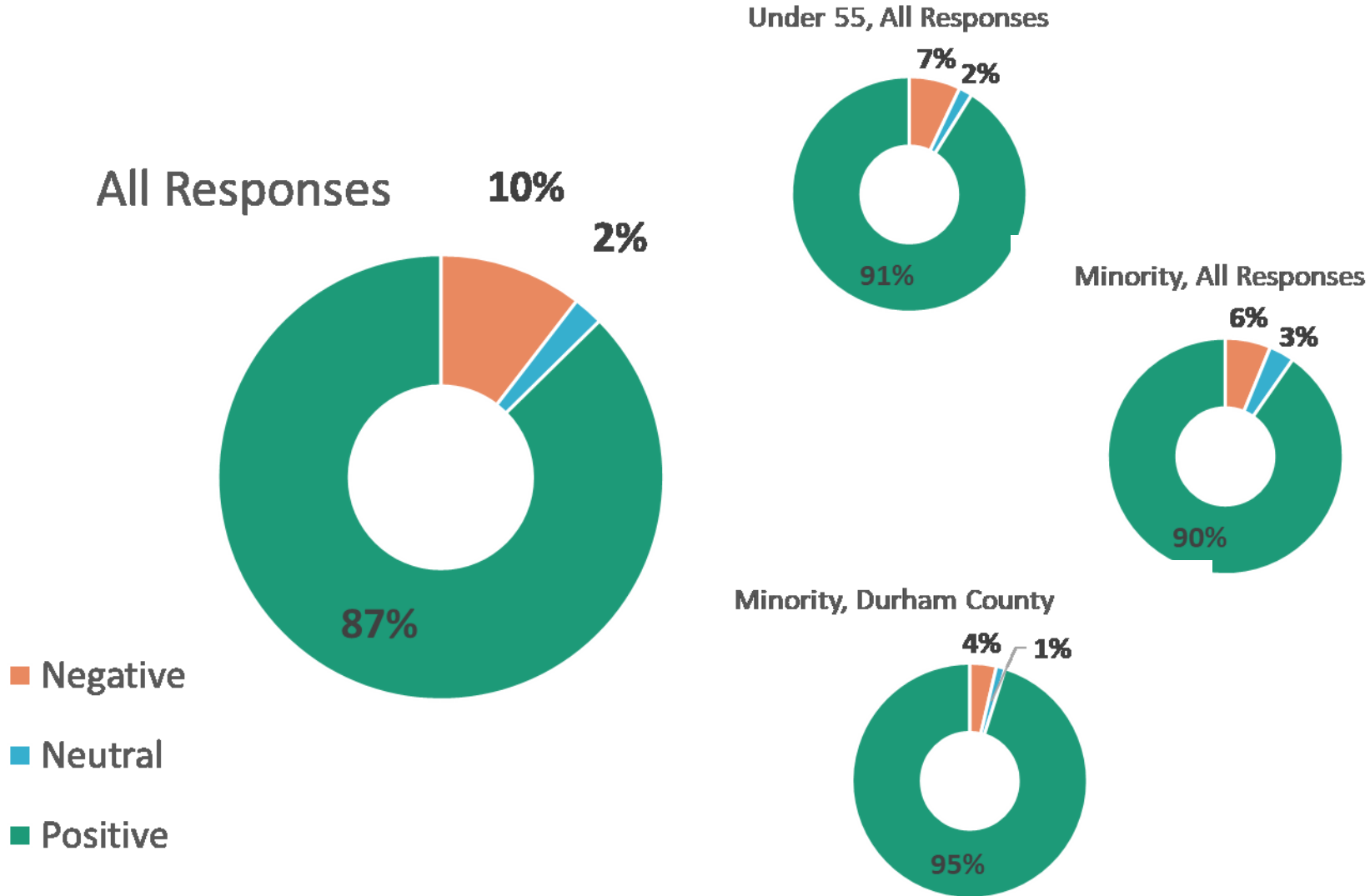
*“Easing congestion and pollution. Providing opportunities for all people to travel without a car. Be able to go to downtown Raleigh without dealing with parking.”*

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# What do you see the commuter rail train doing for your community?

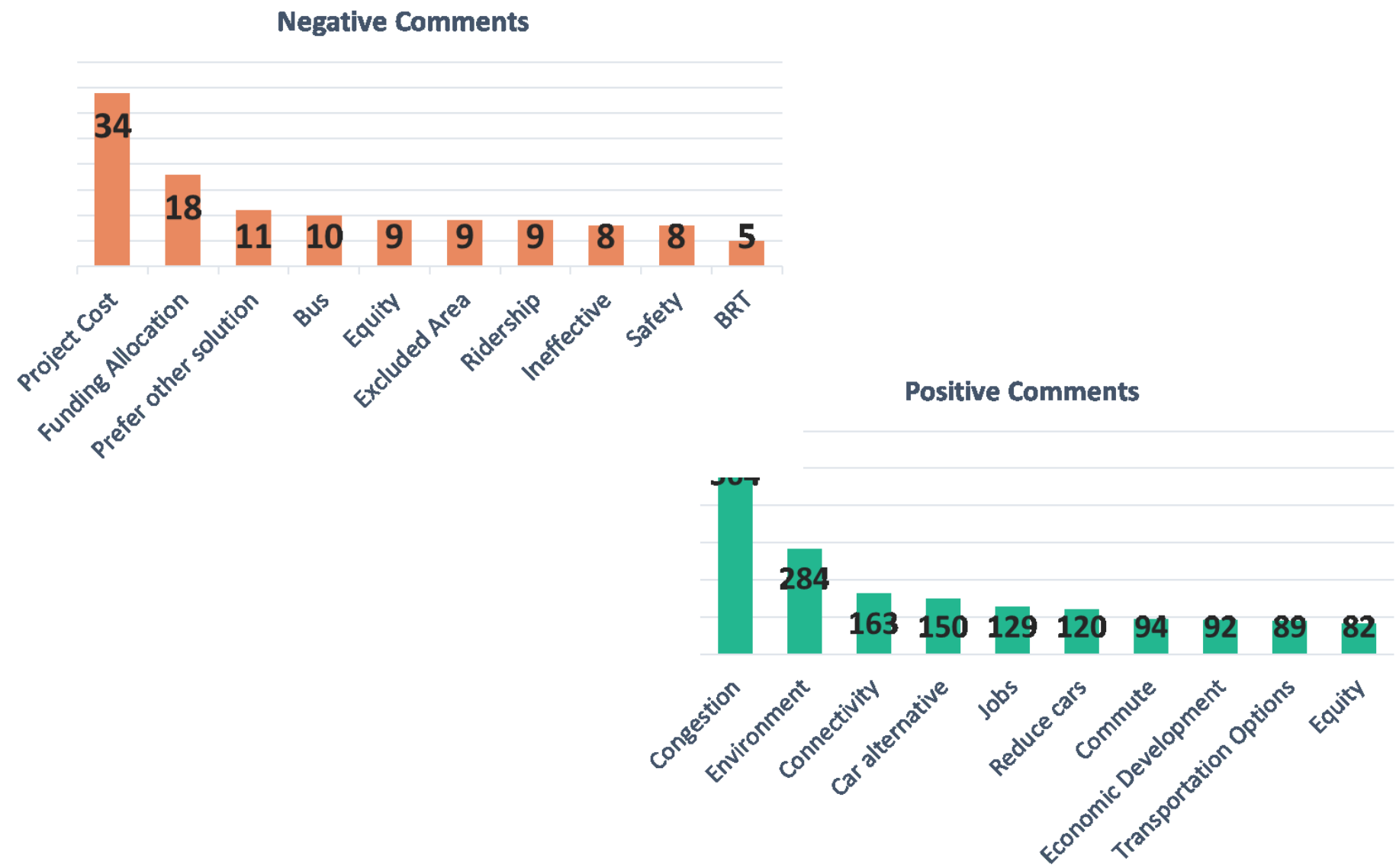
## Comment Sentiment



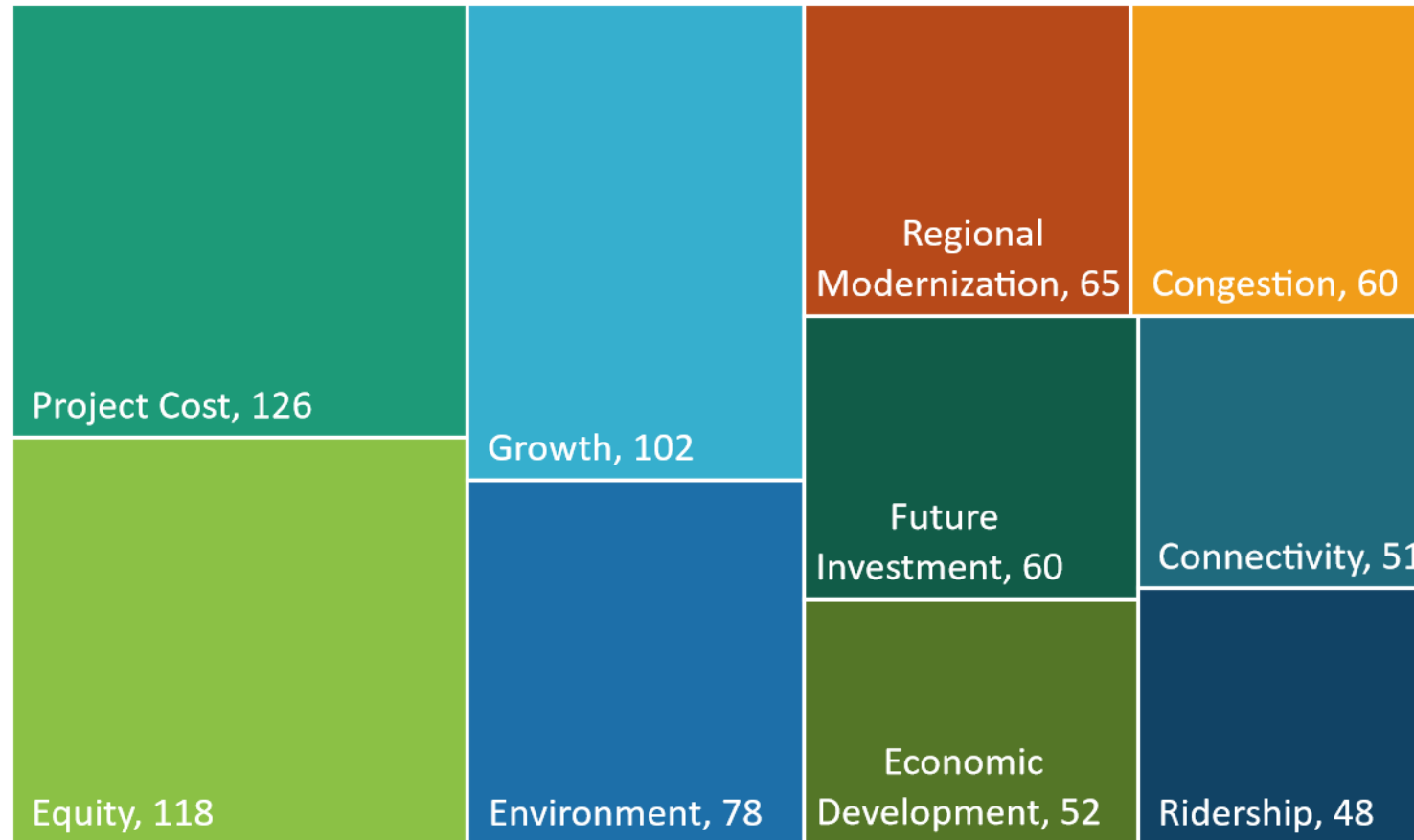


# What do you see the commuter rail train doing for your community?

## Top Tags by Comment Sentiment



At the end of this study, local leaders will decide whether to move forward with the proposed commuter rail train. What else should they be considering to make that decision?



*"We need to catch up with other regional metropolitan areas like Charlotte and Atlanta to stay relevant for industries and businesses considering relocating to the Mid-Atlantic or Southeast US. Mass transit will be the way of the future and if not now then when? ...."*

## Next Steps

- Focus groups – investigate themes raised with survey respondents
  - Understanding of the project
  - Costs and Affordability
  - Connecting to the train/last mile connections
  - Service needs
- Ongoing education and awareness
- Additional public comment periods

# *Questions*

**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

## 5.3 Greater Triangle Commuter Rail Phase II Study Progress Update

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

## 5.4 FY 2021, Q2/Q3 Wake Transit Work Plan Amendments

# Summary of Amendment Requests

- Amendment Requests Involving 35 Projects/Funding Allocations
- All Considered 'Major Amendments': 30-Day Public Comment Period
- Project Sponsors: CAMPO, GoTriangle, City of Raleigh, Towns of Cary and Morrisville, and Wake County
- 34 Requested Amendments Concern FY 21 Wake Transit Work Plan Unbudgeted Reserve Queue
- 1 Requested Amendment is Completely New – Real Estate Support Services (City of Raleigh)
- \$1,607,334 Impact to FY 21 Operating Budget (recurring in subsequent years) – 8 Projects
- \$7,725,476 Impact to FY 21 Capital Budget – 15 Projects
- 12 Projects Moved from FY 21 Unbudgeted Reserve to Future Years

## FY 21 Operating Projects in Unbudgeted Reserve

PROJECT ID	PROJECT SPONSOR	PROJECT	FY 21 FUNDING ALLOCATION
TO002-AR	Town of Cary	1.0 FTE: Transportation Outreach and Communications Coordinator	\$67,500
TO002-AT	GoTriangle	Add 1.0 FTE to Public Engagement Team	\$55,320
TO002-AU		1.0 FTE: Communications Coordinator	\$54,000
TO005-AC		Improvements to Route 305: Apex-Raleigh (all day and weekend service)	\$681,593
TO005-AL	City of Raleigh	Remainder of Route 21: Caraleigh Span and Frequency Improvements	\$146,631
TO005-AM		Glenwood Route Package	\$471,164
TO005-G1	Wake County	Additional Rural General Public, Elderly, and Disabled Demand-Response Trips	\$98,126
TO005-BG	Town of Morrisville	Operation of Node-Based Smart Shuttle	\$33,000



## FY 21 Capital Projects in Unbudgeted Reserve

Project Sponsor	Project Category	Project ID	Project	FY 2021 Expense
CAMPO	Other Capital	TC003-N	Major Investment Study/Alternatives Analysis for BRT Extensions to RTP and Clayton	\$400,000
<del>Town of Cary</del>	<del>Bus Infrastructure</del>	<del>TC002-E</del>	<del>Bus Operations and Maintenance Facility Construction</del>	<del>\$17,600,000</del>
GoTriangle	Bus Infrastructure	TC002-Y	Design/Construction of Bus Stop Improvements	\$64,800
		TC002-BD	Improvements to Airport Bus Stop	\$50,000
	Other Capital	TC003-K	Wake Bus Plan Update	\$100,000
		TC002-AD	Construction of Cross Link/Rock Quarry Transfer Point Improvements	\$246,000
		TC002-AE	Construction of Hillsborough/Gorman Transfer Point Improvements	\$246,000
		TC002-AF	Construction of Hillsborough/State Fairgrounds Transfer Point Improvements	\$246,000
		TC002-AH	Construction of Hillsborough/Jones Franklin Transfer Point Improvements	\$246,000
		TC002-AN	Design and Construction of Capital/Millbrook Transfer Point Improvements	\$152,421
		TC002-AO	Design and Construction of WakeMed North Transfer Point Improvements	\$152,421
		TC002-AQ	Design and Construction of Pleasant Valley Shopping Center Transfer Point Improvements	\$152,421
	Vehicle Acquisition	TC001-F	Fixed Route Replacement Vehicles	\$5,083,413
		TC001-L	GoRaleigh Support Vehicles	\$156,000
		TC001-J	Paratransit Replacement Vehicles	\$380,000

## New Project

PROJECT ID	PROJECT SPONSOR	PROJECT	FY 21 FUNDING ALLOCATION
TBD	City of Raleigh	Real Estate Support Services	\$50,000

To support/facilitate real estate transactions that are needed to keep existing and future projects on schedule:

- Paratransit Operations and Maintenance Facility,
- East Raleigh Transit Center and Park & Ride,
- Up to 100 new bus shelter sites, and
- New Bern Avenue BRT corridor

## Unbudgeted Reserve Projects Delayed to Future Years

Project Sponsor	Project Category	Project ID	Project	Year Programmed	Expense in Year Programmed
Town of Cary	Bus Infrastructure	TC002-E	Bus Operations & Maintenance Facility Construction	FY 2022	\$17,600,000
		TC002-C	Design/Construction of Bus Stop Improvements	FY 2022	\$415,075
GoTriangle	Bus Infrastructure	TC002-K	Existing Park-and-Ride Lot Improvements	FY 2022	\$343,000
		TC002-AI	Design/Land Acquisition for I-440 Park-and-Ride	FY 2022	\$1,248,000
		TC002-AJ	Design/Land Acquisition for I-540 Park-and-Ride	FY 2022	\$1,248,000
		TC002-N	Design of New Regional Transit Facility (Wake Share)	FY 2022	\$1,250,000
		TC002-AK	Design of Downtown Apex Transfer Point Improvements	FY 2022	\$15,000
City of Raleigh	Bus Infrastructure	TC002-I	Design/Construction of Bus Stop Improvements	FY 2022	\$680,000*
		TC002-V	Design/Land Acquisition for Paratransit Maintenance and Operations Facility	FY 2022	\$2,000,000
		TC002-T	Construction of East Raleigh Transit Center	FY 2022	\$3,157,530
		TC002-AC	Planning/Design/Land Acquisition for Midtown Transit Center**	FY 2024	\$2,796,412
TBD	Other Capital	TC003-M	Unallocated Technology Improvements	FY 2022	\$2,000,000
<b>TOTAL</b>					<b>\$32,753,017</b>

## TPAC Findings

- **Most Public Comments Support Amendments (Apex Letter + 21 Public Comments)**
- **Funding Requests Appropriate for Continued Implementation of Transit Plan**
- **Funding Requests Do Not Involve Unwarranted Use or Re-appropriation of Funds**
- **Adequate Financial Capacity Identified for Projects**
- **Meet Standards Set for Their Priority Relative to Other Investments and Their Readiness for Implementation**

## 5.4 FY 2021, Q2/Q3 Wake Transit Work Plan Amendments

### Requested Action:

**Recommend approval of the FY 2021 Q2/Q3 Wake Transit Work Plan Amendment Requests and authorization for the Executive Director to sign the applicable project-level agreements to the Executive Board.**

## 5.5 CAMPO Projects and Programs Funding Update

Financial Situation Update

LAPP Restart Policy Review (Action Item)

Town of Apex Additional Funding Request (Action Item)

# Financial Situation

- NCDOT above cash floor
  - Some funding starting to move for LAPP projects (~\$5m)
  - Fund swap in progress (\$10m)
  - NCDOT Financial Planning/Budgeting could increase availability of funds for LAPP projects - future billing plans may become regular exercise
- Future Transportation Funding
  - FFY2021 budget formally passed- including full year allocation of transportation funding included in FAST Act
  - Additional transit, aviation, and general transportation/highway funding
  - 1 year extension of FAST Act (through FFY2021)
  - Funding beyond FFY2021 unknown

# CAMPO LAPP Project Restart Policy

## Current Situation:

- CAMPO was allotted roughly \$15m to restart LAPP projects
- CAMPO elected to restart all projects that were able to resume or move on to next phase using those funds with full reimbursement
- NCDOT has indicated they expect to see more available funding over next few months
- Based on project schedules, CAMPO anticipates some LAPP projects coming forward in next few months to start new phases.



# CAMPO LAPP Project Restart Policy

## Proposed Policy Moving Forward:

- Pending funding availability, award funding to projects as they are ready with funding made available to CAMPO from NCDOT.
- If CAMPO gets to a point where there are more projects ready to start work than there is available funding, CAMPO recommends using a first-in-first-out approach to restart these projects.
- This would include additional funding requests.
- Deferred reimbursement, up to \$16m, allowed in region, could be used to keep projects moving as we wait for additional funding availability.

# Town of Apex Additional Funding Request

LAPP Allows Additional Funding Requests for Existing Projects at a 50/50 Match. Requests over \$1m are required to receive Executive Board Approval.

## **2015 U-5337 Apex Lake Pine Drive Improvements:**

Additional funding requested due to increased construction costs and required additional culvert work

Additional CAMPO funding requested: \$1,234,827

If approved, project would be added to FIFO list of LAPP restart projects.

## 5.5 CAMPO Projects and Programs Funding Update

### Requested Action:

- 1) Recommend approval of Town of Apex additional funding request;
- 2) Recommend approval of first in, first out approach for the restart of LAPP project funding.

# Slate Vote

## *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 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)

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## 5.6 Locally Administered Projects Program (LAPP) Investment Program

## 5.6 Locally Administered Projects Program (LAPP) Investment Program

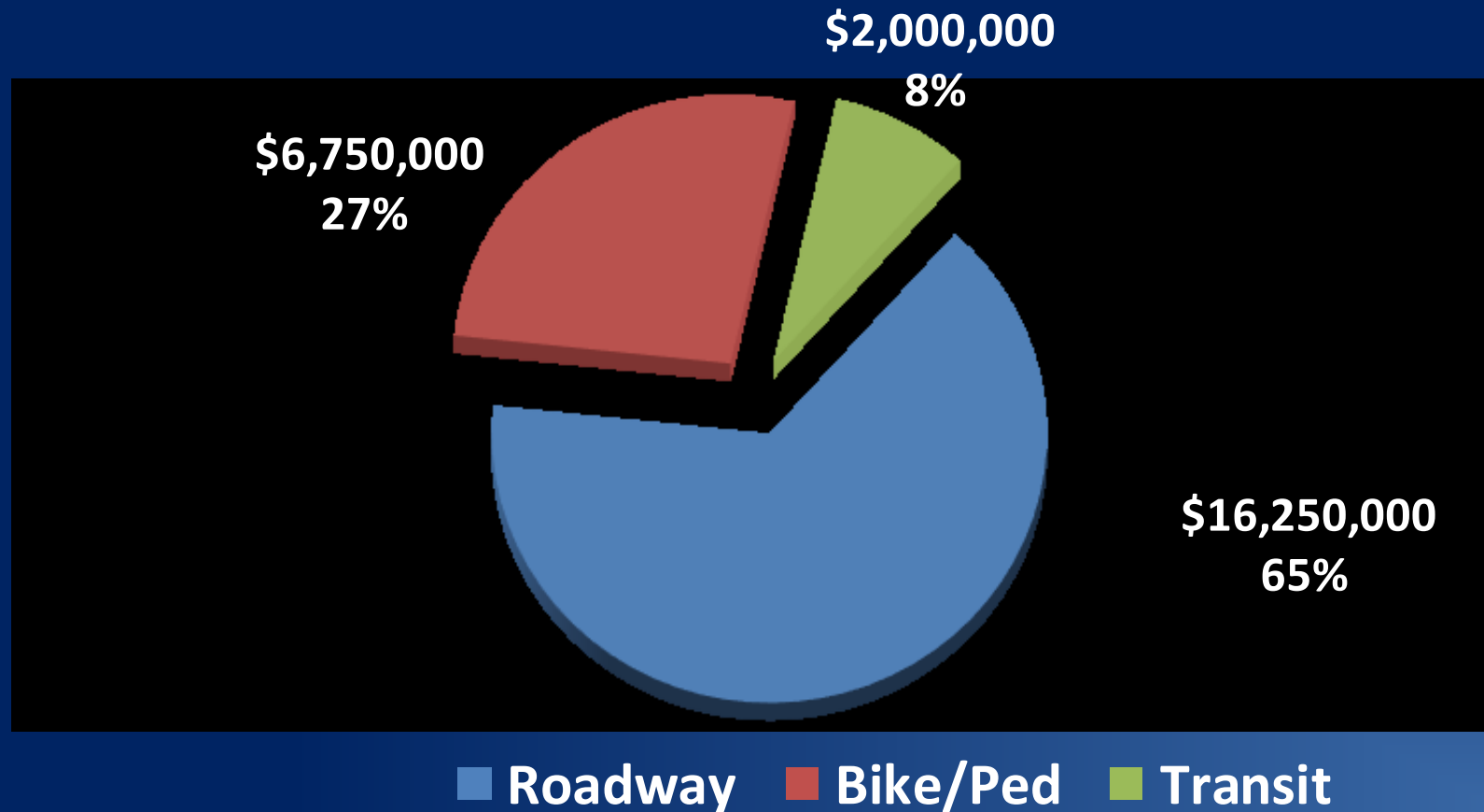
Call for Projects FFY 2022 LAPP Funds Opened in August 2020

- 30 Eligible Projects Submitted

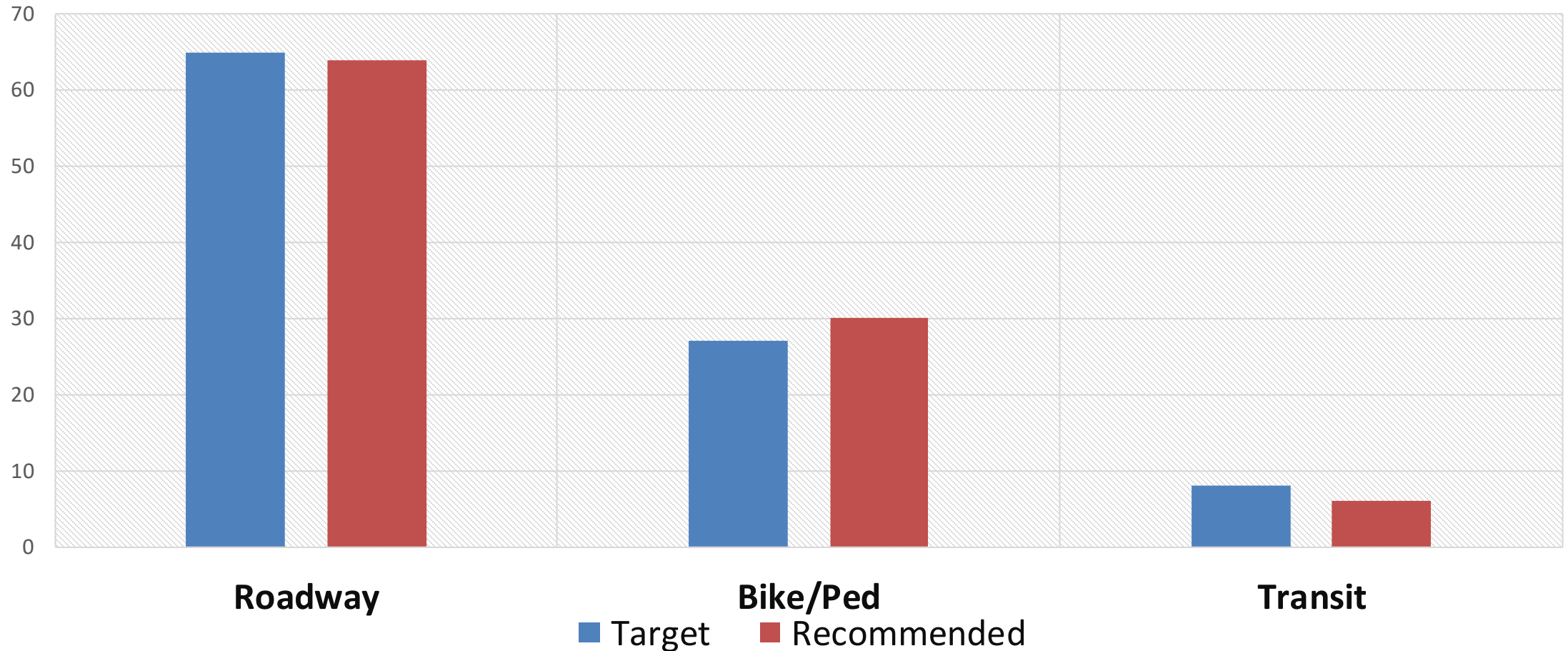
Scoring:

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

# FFY 2022 LAPP Target Modal Investment Mix



## Target Versus Recommended Modal Investment Mix



\*Note: Selection Panel Recommends Programming \$24,791,995, not full \$25,000,000.



# Project Selection Process

- 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 2022 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 Recommendations: \$15,797,273

Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Amount Funded	Total Score	Rank Total 14
Airport Boulevard Extension	Morrisville	\$7,074,358	40%	\$ 4,244,615	\$ 4,244,615	58.38	1
Add left turn lanes at SR-2233 (South Smithfield Road) and SR-1007 (Poole Road) in Wake County.	Division5	\$2,102,500	24%	\$ 1,597,500	\$ 1,597,500	55.38	2
Sunset Lake Road Widening Phase II	Fuquay-Varina	\$1,640,259	20%	\$ 1,312,207	\$ 1,312,207	47.92	3
West Street Extension	Raleigh	\$2,387,000	30%	\$ 1,670,900	\$ 1,670,900	46.69	4
Carpenter Fire Station Rd Widening - Construction	Cary	\$14,830,000	55%	\$ 3,645,000	\$ 3,645,000	46.46	5
Holly Springs Road/Main Street Intersection Improvements	HollySprings	\$1,200,000	35%	\$ 780,000	\$ 780,000	44.38	6
Lake Boone Trail Safety Improvements	Raleigh	\$1,272,000	20%	\$ 1,017,600	\$ 1,017,600	42.54	7
Jones Sausage Road - Phase 1 (North)	Garner	\$4,895,909	70%	\$ 300,300	\$ 300,300	41.62	8
Highway 401/Mill Creek Rd Intersection Operational Improvements	Fuquay-Varina	\$1,536,438	20%	\$ 1,229,151	\$ 1,229,151	39.08	9

# Bike/Ped Recommendations: \$7,469,023

Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Recommended Funding	Total Score	Rank Total 11
Crabtree Creek Greenway Trail Gap	Raleigh	\$1,689,000	47%	\$ 895,170	\$ 895,170	61.83	1
Holly Ridge Schools Pedestrian Safety	HollySprings	\$1,115,000	50%	\$ 557,500	\$ 557,500	57.00	3
Downtown Varina Pedestrian Improvements	Fuquay-Varina	\$1,457,490	20%	\$ 1,165,992	\$ 1,165,992	56.00	4
Louis Stephens Dr./O'Kelly Chapel Rd. Trail Connection	RTP	\$1,461,644	30%	\$ 1,176,661	\$ 1,176,661	54.00	5
Connecting Sidewalks for Bus Stop Improvements: Ronald Drive and Forest Ridge Road	GoRaleigh	\$1,489,000	20%	\$ 1,191,200	\$ 1,191,200	52.00	6
NW Cary Parkway Sidewalk	Cary	\$4,965,000	55%	\$ 2,482,500	\$ 2,482,500	43.00	7

# Transit Recommendations \$1,525,700

Project Name	Sponsoring Agency	Total Cost	Local Match %	CAMPO Cost	Recommended Funding	Total Score	Rank Total 5
Downtown Apex Transfer Point Improvements	GoTriangle	\$333,000	50%	\$ 166,500	\$ 166,500	58.00	1
Improvements at Existing Bus Stops (Amenities)	GoTriangle	\$671,000	50%	\$ 335,500	\$ 335,500	54.50	2
Bundled Enhanced Transfer Points (ETPs)	GoRaleigh	\$984,000	20%	\$ 787,200	\$ 787,200	53.50	3
Improvements at Existing Bus Stops (Accessibility)	GoTriangle	\$473,000	50%	\$ 236,500	\$ 236,500	52.00	4

# Policy-Level Recommendations

Selection Panel Recommends Further Consideration of Following Policies-  
will be brought to LAPP Steering Committee for Discussion:

- Logical Termini
- Conscious Development
- Accessibility and Environmental Justice in Transit Scoring
- Inclusion of Dedicated Access to Transit Funds in Wake County Transit Plan
- Location Requirement in Transit Bundling Projects

## 5.6 Locally Administered Projects Program (LAPP) Investment Program

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

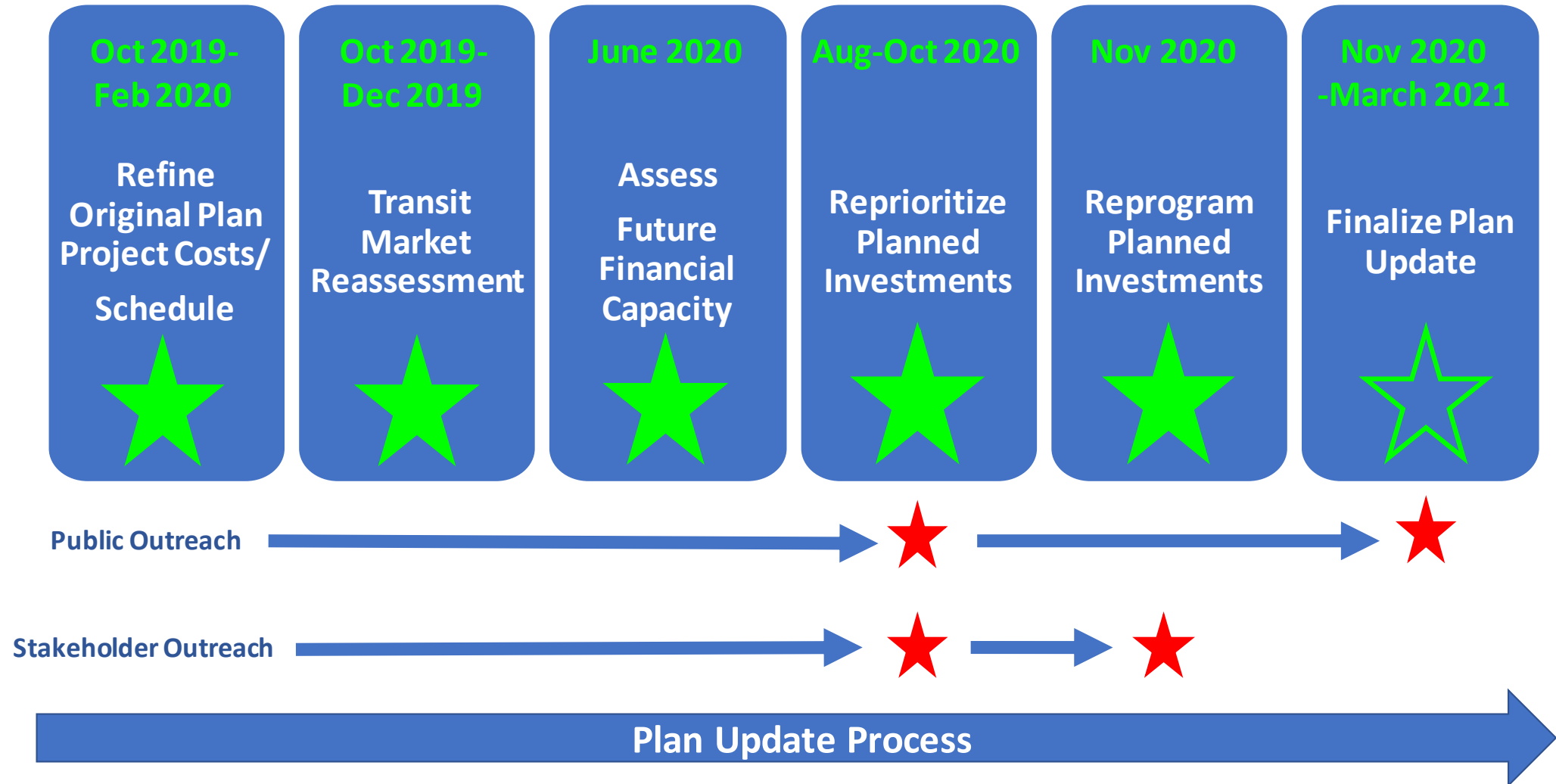
## 5.7 Wake Transit Vision Plan Update Progress Report

# Extending the Wake Transit Plan Horizon





# Wake Transit Plan Update Schedule



# Wake Transit Plan Update Next Steps

DATES	TASK
December 2 <sup>nd</sup> – January 21 <sup>st</sup>	Finalize Plan Update Document
No later than January 22 <sup>nd</sup>	Begin 40-Day Public Comment Period
February 4 <sup>th</sup>	TCC Receives Plan Update as Information
February 17 <sup>th</sup>	TPAC Considers Recommendation of Adoption
February 17 <sup>th</sup>	CAMPO Executive Board Receives Plan Update as Information and Holds Public Hearing*
No later than March 3 <sup>rd</sup>	End 40-Day Public Comment Period
March 4 <sup>th</sup>	CAMPO TCC Considers Recommendation of Adoption
March 17 <sup>th</sup>	CAMPO Executive Board Considers Adoption
March 24 <sup>th</sup>	GoTriangle Board of Trustees Considers Adoption

**\*Possible Joint Public Hearing with GoTriangle Board**

## FINAL WAKE TRANSIT REVENUE FORECAST THROUGH 2030

### Projected Revenue Reduction: February 2020 to October 2020

Projection	Sales Tax	Vehicle Registration Tax	Vehicle Rental Tax
Early 2020	\$1,192,453,000	\$106,214,000	\$50,602,000
October 2020	\$1,101,442,705	\$102,599,590	\$39,519,656
Variance	-\$91,010,295	-\$3,614,410	-\$11,082,344
% Change	-7.6%	-3.4%	-21.9%
Total Variance	-\$105,707,049		
Total % Change	-7.8%		

# Public and Stakeholder Priorities

## INVESTMENT PRIORITY TRADEOFFS

**Productivity**



**Coverage**

**Regional**



**Local**

**Speed**



**Access**

**Service**



**Infrastructure**

# Summary of Engagement Results - Tradeoffs

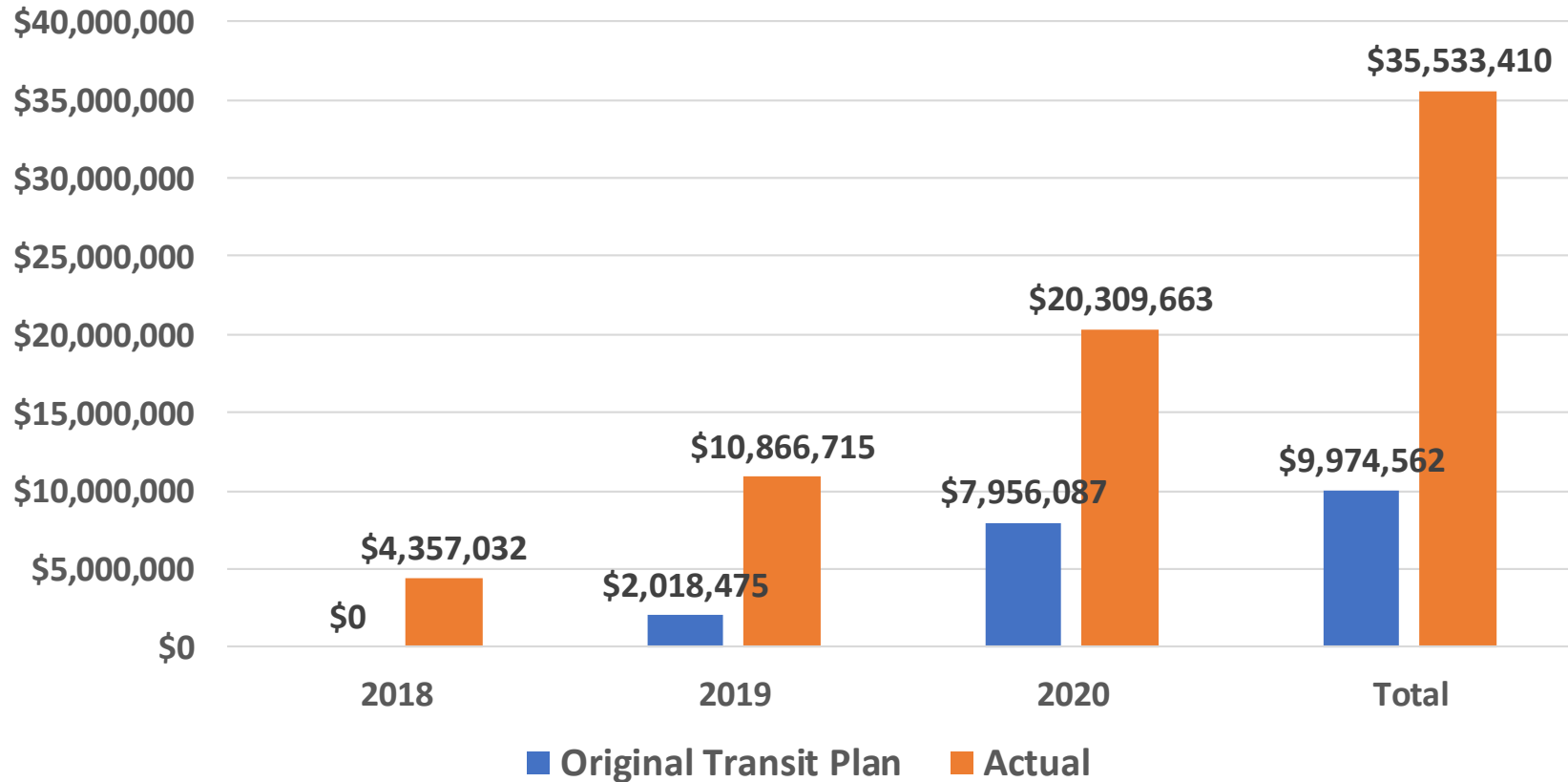
Investment Focus	Comparison	Investment Focus
Ridership/Productivity	>	Coverage/Geographic Access
	+21 public	
	+16 stakeholders	
Speed/Directness/Fewer Stops	>	Greater Access/More Stops
	+13 public	
	+23 stakeholders	
Within Cities/Towns	<	Between Cities/Towns
	+11 public	
	+8 stakeholders	
Infrastructure	<	Service
	+13 public	
	-8 stakeholders	

# Investment Priority Framework

Rank	Priority Category	Priority Category Examples
1	Community Funding Area Services and Rural and Human Services Transportation	<ul style="list-style-type: none"> <li>Community Shuttles/Circulators, Connections to Existing Regional Services, and Microtransit Services</li> <li>Demand-Response and On-Demand Trips for Elderly/Disabled Citizens and Rural General Public Customers</li> </ul>
2	Later Phases of Projects Already Initiated by Implementing Agencies	<ul style="list-style-type: none"> <li>Transit Center, Bus Maintenance Facility, and Transfer Point Construction</li> <li>Bus Stop Improvements</li> </ul>
3	Critical Infrastructure and Facilities Needed to Support Existing Service and Future Service Expansion	<ul style="list-style-type: none"> <li>Replacement Buses</li> <li>Critical Transit Centers and Maintenance Facilities</li> <li>Planning/Studies for Future Project Implementation</li> <li>Technology Improvements</li> </ul>
4	Bus Rapid Transit (BRT) and Commuter Rail Projects and Service	<ul style="list-style-type: none"> <li>4 Core Wake BRT Corridors</li> <li>Wake BRT Extensions to Research Triangle Park and Clayton</li> <li>Commuter Rail from Western Durham to Garner/Auburn</li> </ul>
5	Systemwide Bus Stop Improvements	<ul style="list-style-type: none"> <li>Concrete Pads, Benches, Shelters, Trash Cans, Bike Racks, Lighting</li> <li>Sidewalks and ADA Improvements</li> </ul>
6	Fixed-Route Bus Service Expansion and Supporting Infrastructure	<ul style="list-style-type: none"> <li>Additional Frequent Network Bus Routes</li> <li>Additional Local and Community Bus Routes</li> <li>Full Buildout of Regional/Express Bus Routes</li> </ul>

# Bus Service Expansion Spending

Original Plan Vs. Actual Bus Service Funding Allocations



- To date, 47% of all planned bus service expansion investment has been implemented (25% of all transit service expansion)
- Proposed investment strategy allows for 80% of all bus service expansion in original plan to be funded within 2030 horizon (89% of all transit service expansion)

# Overall Plan Update Narrative

- **Extending Planning Horizon from 2027 to 2030 = Three Additional Years of Revenue Collections**
- **Still Working to Implement the 2016 Plan**
- **However, Our Revenue Forecast Through 2030 Has Decreased by 7.8% From February 2020 to October 2020 (\$105.7 million)**
- **Project Cost Assumptions for BRT Have Increased to Assume More Dedicated Infrastructure and Schedule Elongated to Match Feasibility Findings**
- **New Assumption of State Revenue for BRT Extensions to Morrisville/RTP and Clayton (\$50+ million net gain)**
- **Project Cost Assumption for CRT Has Increased With Further Study and Schedule Elongated to Match Feasibility Findings**
- **Early Aggressive Implementation of Bus Service Expansion Has Impacted Ability to Continue Ramp Up of Bus Services on Originally Assumed Schedules**
- **Overall, Some Minor Reduction to Ability to Implement Originally Planned/Programmed Bus Service Expansion By 2030**



# Review of Most Significant Programming Changes

## Start of BRT/CRT Operations

BRT/CRT Corridor	Prior Start Year (FY 20 Work Plan)	Updated Start Year
New Bern BRT	FY 24	FY 24
Western BRT	FY 25	FY 27
Southern BRT	FY 25	FY 28
Northern BRT	FY 27	FY 29
Cary-RTP BRT	N/A	FY 27
Garner-Clayton BRT	N/A	TBD
Durham-Garner CRT	FY 27	FY 29

# Review of Most Significant Programming Changes

## Changes in Capital Cost Assumptions

Project Category	Prior Cost Assumption (2016 Plan)	New Cost Assumption	% Change
Total BRT Program of Projects	\$347 million	\$460 million	+33%
CRT Project	\$887	\$1,200 million	+35%
Bus Infrastructure	\$208 million	\$155 million	-25%
Vehicle Acquisition	\$115 million	\$152 million	+32%

**Note:** Some cost increase is due to changes in YOE and some is due to changes in project assumptions and further study of cost feasibility

## Changes in Operating Cost Assumptions

Project Category	Prior FY 27 Cost Assumption	New FY 27 Cost Assumption	% Change
BRT Operations	\$15 million	\$15 million	--
CRT Operations	\$20 million	\$25 million	+25%

## 5.7 Wake Transit Vision Plan Update Progress Report

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

## 5.8 DRAFT 2050 MTP Scenario Development

# The 2050 Metropolitan Transportation Plan

## -- Steps and Scenarios --

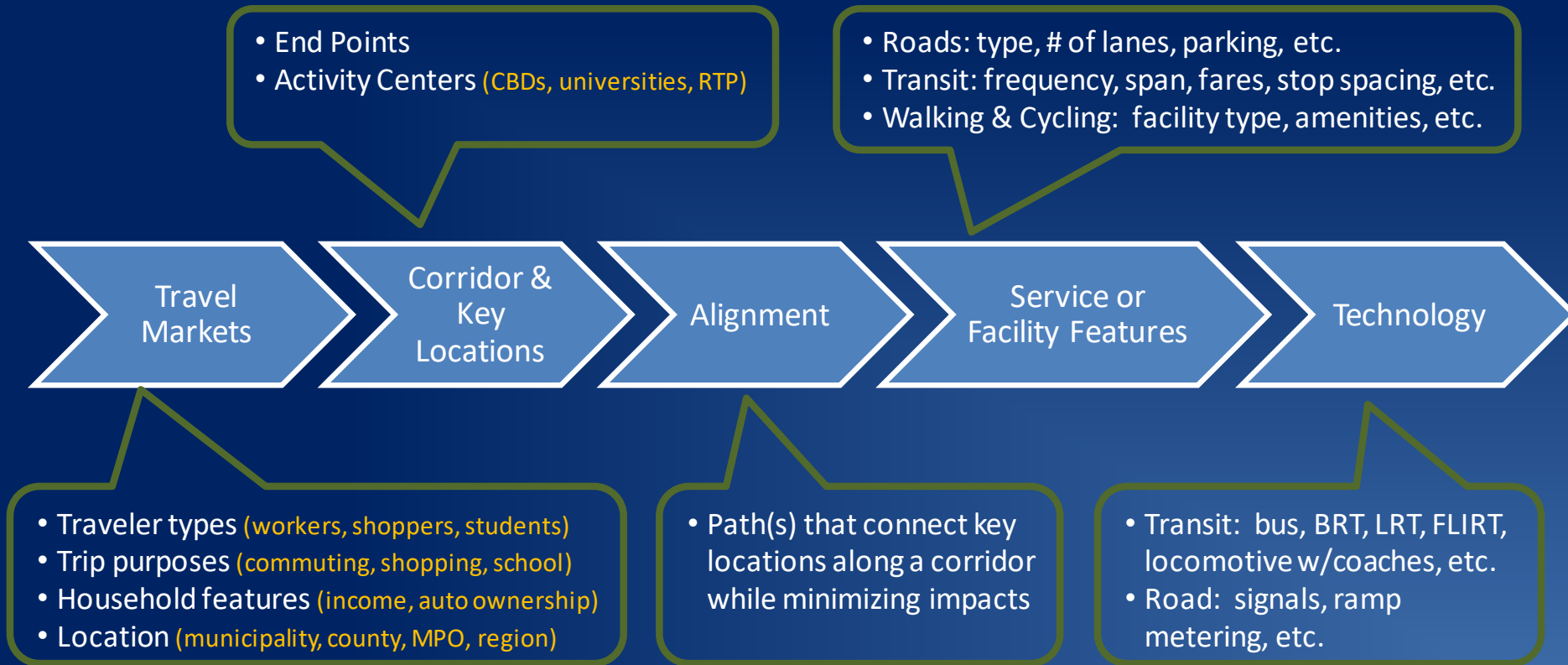
John Hodges-Copple  
Triangle J Council of Governments

December 2020

# Outline

- From markets to investments
- The 12 steps to the 2050 Metropolitan Transportation Plan
- Framework for Creating Development & Mobility Investment Scenarios
  - The CommunityViz Growth Tool
- Conversation Starters

# From Travel Markets to Investments



# Context

The “MTP” is the foundation for other plans and studies (these are transit examples, but the context applies to roads or other modes)

- 2050 Metropolitan Transportation Plan
- County Transit Plan updates in Wake, Durham and Orange Counties
- Project Studies and Designs:
  - **Commuter Rail** between Wake and Durham (and maybe extending to Johnston County in initial investment and Orange County in a latter phase)
  - Relocation of GoTriangle’s **Regional Transit Center**

## Opportunities & challenges to consider...

- ... post-COVID conditions
- ... technology change
- ... balancing transportation *demand* concerns with *supply* concerns
- ... rethinking land use, affordable housing, transit pricing and parking policies



# The 2050 Metropolitan Transportation Plan

1. Build the Planning Tools
  - a. CommunityViz Growth Allocation (TJCOG)
  - b. Triangle Region Transportation Model (ITRE-NCSU)
2. Determine Vision, Goals, Objectives, Performance Measures, Targets
3. Establish the Scenario Framework
4. Create the Development & Mobility Investment Foundations for Each Scenario
5. Adopt Population and Job Guide Targets to 2050
6. Analyze a “Learning Scenario” based on *Connect2045* and updated population and job data and forecasts

# The 2050 Metropolitan Transportation Plan

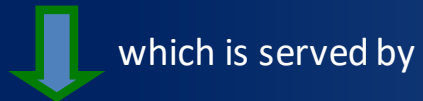
7. Conduct a “Deficiency and Needs” Analysis
8. Refine and Use Tools to Create Detailed Scenarios
9. Conduct Alternatives Analysis of Scenarios
10. Select a Preferred Scenario
11. Complete 2050 MTP Report
12. Adopt the 2050 MTP and Demonstrate Air Quality Conformity (late 2021/early 2022)

# Why: Scenarios Can Inform Decisions

❖ Land Use ...



❖ Travel ...



❖ Mobility Investments

A robust analysis looks at each of these elements:  
land use, travel markets, and investments



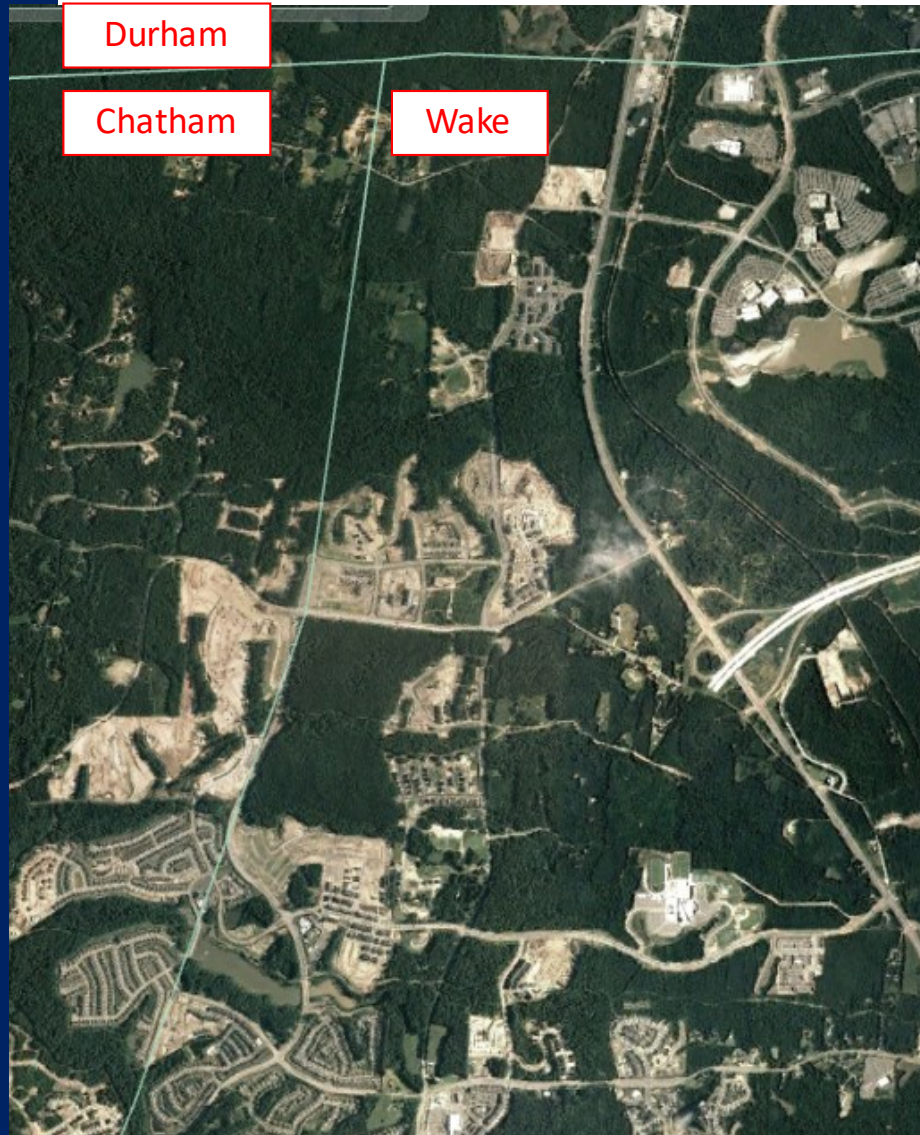
CommunityViz  
growth forecast

transportation  
model

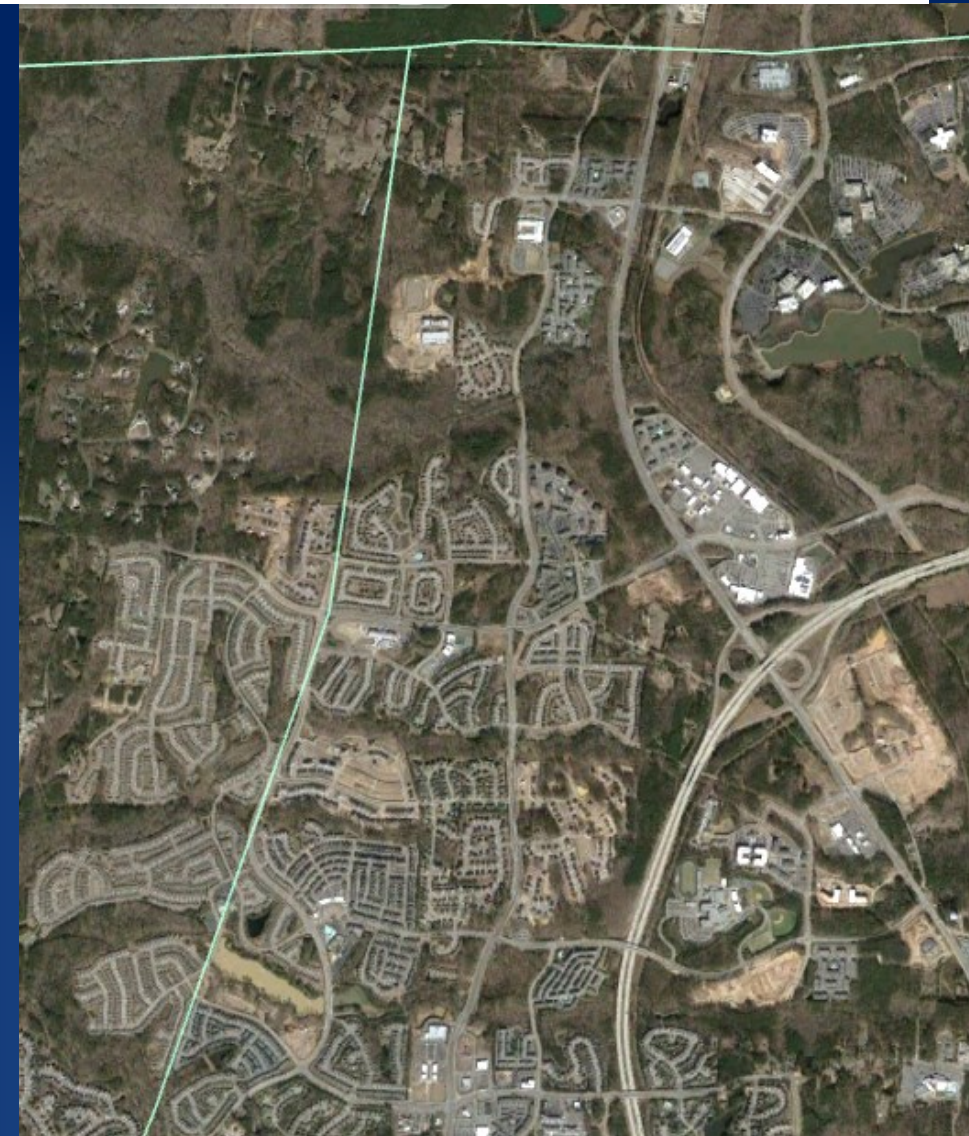
2050  
transportation  
plan



## Why: An example of the importance of looking at future scenarios



October 2008



February 2019



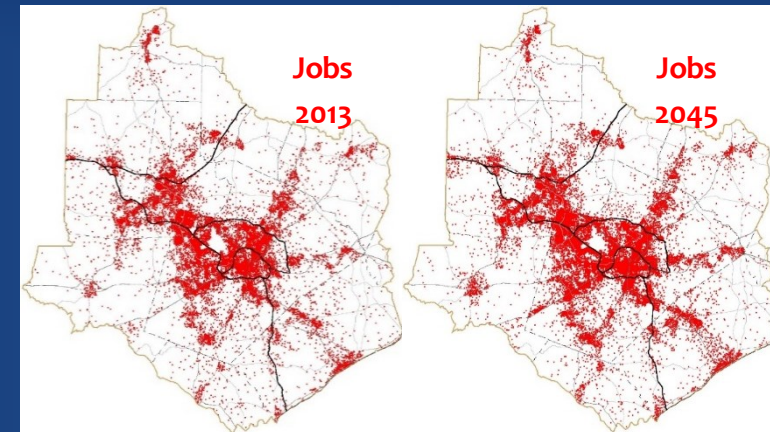
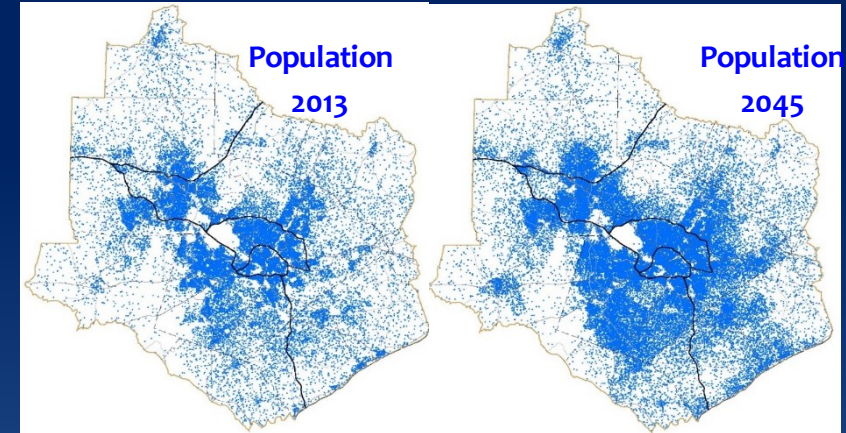
# How: Beginning With The End In Mind

## ❖ During 2021

- ❑ Creating different future growth scenarios
- ❑ Allocating growth based on the scenarios
  - Population
  - **Jobs**
- ❑ Evaluating the differing impacts among scenarios

## ❖ Late 2021 or Early 2022

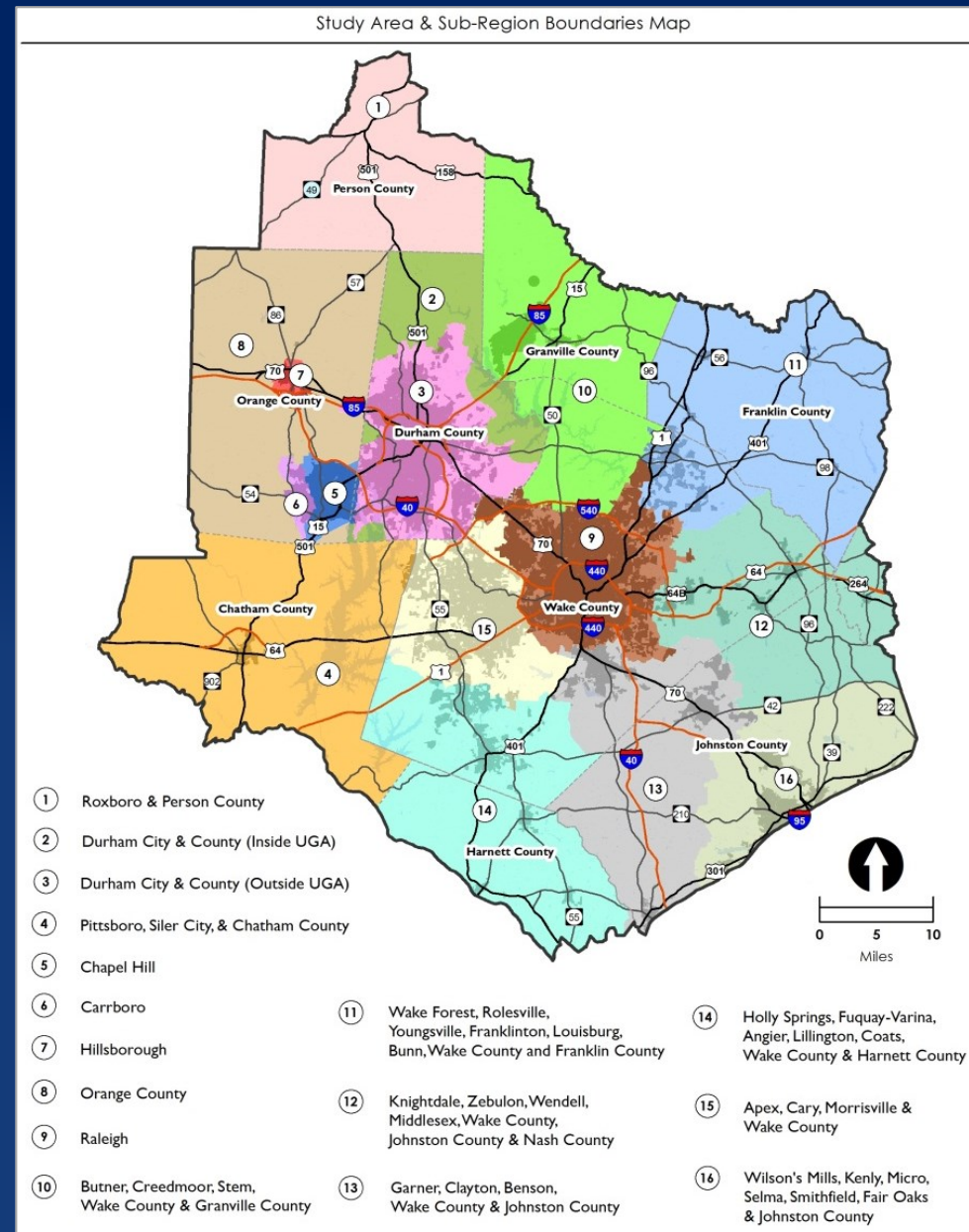
- ❑ 2050 MTP adopted by CAMPO and DCHC MPO



2045 MTP results: each dot is 50 jobs or people

## How: the CommunityViz Growth Tool

- ❖ CommunityViz is a tool to understand growth capacities and allocate future growth
- ❖ It can be used to create future development scenarios and help understand their relative impacts
- ❖ It needs 5 basic inputs



# CommunityViz

## *Bringing Consistency to a Complex Situation*

### ❖ Triangle Transportation Model Study Area

- ❑ 3,500 square miles
- ❑ 700,000 parcels
- ❑ 104,370 CommunityViz grid cells

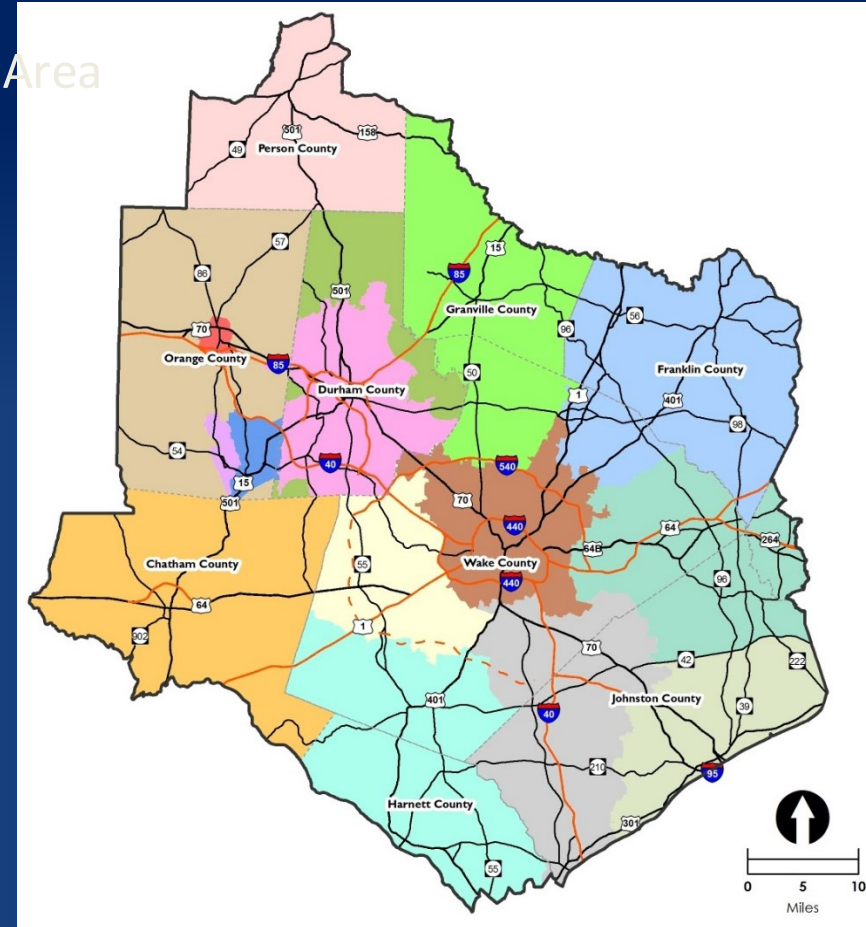
### ❖ 3 MPOs

### ❖ 4 RPOs

### ❖ 16 Model Sub-Regions

### ❖ Local Governments Involved:

- ❖ - 10 counties
- ❖ - 40+ cities & towns



# What CommunityViz Needs To Create a Scenario



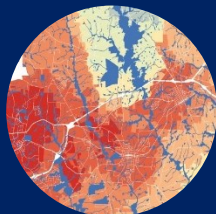
- ❖ The location of features that constrain development, such as water bodies, wetlands and stream buffers



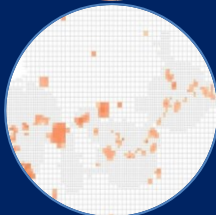
- ❖ The type of place each parcel ***will become*** (and the intensity of each place type for each jurisdiction)



- ❖ The current development status of each parcel relative to its future use



- ❖ The factors that will influence how attractive each parcel is for development, termed land suitability



- ❖ The types and amounts of growth that will be allocated, termed “growth targets”



# CommunityViz Local Guide Books & Look-Up Tables



[www.tjcog.org](http://www.tjcog.org) → programs → transportation planning →  
metropolitan planning organization support [scroll down to CommunityViz]



# Scenario Framework

*"Prediction is very difficult, especially if it's about the future."*

-- Nils Bohr, Nobel laureate in Physics



<b>Connect 2050</b> <b>Scenario Matrix</b> (example from 2045 MTP)							
			<b>Mobility Investment Foundation</b>				
			Existing & Committed	Constrained	Moderate	Aspirational	Comprehensive Transport Plan
	<b>Development Foundation</b>	Existing or Underway	This cell is the base for all scenarios				
		Existing Zoning		✓			
		Community Plans			Community Plans Scenario		
		Aspirational			✓	Aspirational Scenario	
		Build-Out					If unlimited \$ and capacity growth

Note: **Green cells** were scenarios analyzed in 2045 MTP; check-marked cells were considered for analysis, but not analyzed in detail.

# The Development Foundation

-- a focus on important trip origins and destinations --

## *Key Hubs*

Hubs	Description	Examples
 Anchors	Places with the highest concentrations of jobs and services, plus places with moderate intensity and an anchor institution that can influence mobility-based policy decisions	<ul style="list-style-type: none"><li>• Metropolitan CBDs</li><li>• Major Universities</li><li>• Medical Centers</li><li>• Research Triangle Park</li></ul>
 Mainstays	Places with regionally significant concentrations of jobs, either outright or in comparison to their surroundings	<ul style="list-style-type: none"><li>• Many mid-sized town and city centers</li><li>• Some suburban centers, often along major transportation corridors</li></ul>

## *REINVEST Neighborhoods – equity centered places*

<b>RE</b>	Race/Ethnicity – the degree to which a neighborhood is home to people who are Black, Indigenous or People of Color (BIPOC).
<b>IN</b>	Income – the degree to which people in the neighborhood live in households with lower annual incomes.
<b>VE</b>	Vehicles – the degree to which households in the neighborhood report having no vehicles available
<b>ST</b>	Status – the degree to which a neighborhood has a specific characteristic, e.g. the # of legally-binding, affordability-restricted (LBAR) housing units

# Conversation Starters

1. What key mobility investments should be part of one or more scenarios?
2. If our transportation investment decisions are to avoid being “silo-ed,” what are other policy issues that should be front and center in 2050 MTP scenario discussions?
3. What else should we be mindful of as we consider long term investments for mobility within the Triangle?
4. What is most important to measure as we compare scenarios?

## 5.8 DRAFT 2050 MTP Scenario Development

### Conversation Starters

1. What key mobility investments should be part of one or more scenarios?
2. If our transportation investment decisions are to avoid being “silo-ed,” what are other policy issues that should be front and center in 2050 MTP scenario discussions?
3. What else should we be mindful of as we consider long term investments for mobility within the Triangle?
4. What is most important to measure as we compare scenarios?

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

## 5.9 FY 21 Unified Planning Work Program - Amendment #2

FY 21 UPWP was adopted in February 2020; Amendment #1 in November 2020

### Amendment #2:

- Text amendment to include the FTA TOD Pilot Program funding received by NCDOT for TOD planning along S-Line corridor
- Funding is a federal funding source for planning in our region, so must be documented in UPWP
- Federal funds will be matched by state and local dollars; no CAMPO funds involved
- CAMPO will provide staff resource as necessary

## 5.9 FY 21 Unified Planning Work Program - Amendment #2

### **Amendment #2 Process:**

- **Public Comment period Jan 15 – Feb 14**
- **Executive Board to consider adoption at February 17, 2021 meeting**

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

## 5.10 Unified Planning Work Program (UPWP) and MPO Self-Certification - FY 22

### Continue Core Programs

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

### Special Studies Continuing from 2021

- Triangle Bikeway Implementation Study
- Western Wake Signal System Integration Study
- US 401 Corridor Study
- CAMPO Strategic Plan Update
- Wake Transit
  - BRT Extension MIS

### New Special Studies Starting in FY 22

- Mobility Management Program Implementation Study
- Southeast Area Study Update



## 5.10 Unified Planning Work Program (UPWP) and MPO Self-Certification - FY 22

### Budget

- \$0.58 / capita Member Shares estimated
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency estimate: \$236,000 (appx 5% increase from last year)

### MPO Self-Certification

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

### Next Steps

- Public Review & Comment Period Now Open: Jan. 15- Feb. 14
- Public Hearing – Feb. 17, 2021
- Consider adoption at March 17, 2021 Board Meeting

**Requested Action:**

**Receive as information.**

## 5.11 Safety Performance Measures and Targets FY21

## 5.11 Safety Performance Measures and Targets FY21

CAMPO is required by federal law through the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act to adopt 18 specific transportation performance measures. These measures are divided into four categories: Safety, Pavement/Bridge, System Performance, and Transit Assets.

MPOs are required to establish performance targets for each of these measures on an annual basis by either:

1. Agreeing to plan and program projects so that they contribute towards the accomplishment of the State DOT targets or
2. Develop their own quantifiable targets for their metropolitan planning area by a methodology consistent with federal reporting requirements

MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets.

# PM1 – Safety

1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

NCDOT establishes and reports their targets in August. CAMPO must establish theirs by February.

# PM1 – NCDOT Safety Targets

Safety Performance Measure	2015-2019	2017-2021
Total Fatalities	1,427.2	1,309.9
Rate of Fatalities	1.208	1.105
Total Serious Injuries	3,905.0	3,656.1
Rate Serious Injuries	3.281	3.065
Total Non-motorized Fatalities & Serious Injuries	543.4	504.4

## 5.11 Safety Performance Measures and Targets FY21

**Requested Action:**

**Receive as information.**

## 6. Informational Items: Budget

### 6.1 Operating Budget – FY 2020

### 6.2 Member Shares – FY 2020

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

## 7.1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- NCDOT Highway Project U-2719
- Wake Transit Plan Update
- Wake Transit Performance Tracker
- Northeast Area Study Update
- Bus On Shoulder Study

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



## 7.2 Informational Item: Public Engagement Updates

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

## 8. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- TCC Members

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

# Congratulations to City of Raleigh for Being Awarded the Triangle's First Ever FTA Small Starts Capital Investments Grant for the New Bern Avenue BRT Corridor



# ADJOURN

## Upcoming Events

Date	Event
January 20, 2021 4:00 p.m.	Executive Board Online Only
February 4, 2021	TCC TBD
February 17, 2021	Executive Board TBD
February 25, 2021 8:30 a.m.-12:00 p.m.	MPO 101 TBD
March 4, 2021	TCC TBD

### MPO 101

**FEBRUARY 25, 2021**

**8:30AM-12PM**

**REGISTER**

This brief training is targeted at Executive Board and TCC members and alternates. It is a primer on the core functions of the MPO and how they relate to our member agencies. If you have additional staff members or elected officials that are interested in attending, please encourage them to do so!

