



NC Capital Area **Metropolitan Planning Organization**

WELCOME!

*Today's Executive Board 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: 474 734 329 Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

<https://docs.google.com/spreadsheets/d/1YlwjbkgQ7roJN1vvgXLibDmpDYgaucwkJcfOXx1Q5qg/edit?usp=sharing>

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



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

April 21, 2021

4:00 P.M.

Roll Call - Attendance

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Board of
Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NC Board of Transportation

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

1. Welcome and Introductions
Roll Call of Voting Members & Alternates
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 or alternate.

MPO/RPO TAC Filers | Ethics Commission (nc.gov)

<https://ethics.nc.gov/seis/electronic-filing>

4. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three minutes for each speaker.

5. Consent Agenda

5.1 Executive Board March 2021 Meeting Minutes Draft

Requested Action: Approve the March 2021 Meeting Minutes.

5.2 Amendment #4 to FFY2020-2029 Transportation Improvement Program

Requested Action: Approve Amendment #4 to the FY2020-2029 Transportation Improvement Program.

6. Regular Business

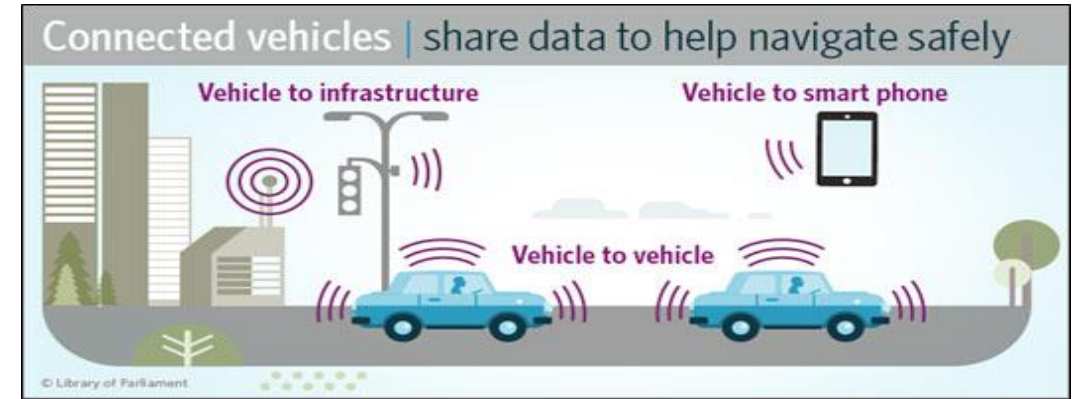
6.1 NCDOT Multimodal Connected Vehicle Pilot Project

NCDOT Multimodal Connected Vehicle Pilot (MMCVP)

A recipient of the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant



What is CAV?



Connected Vehicle technology allows vehicles to wirelessly communicate with each other and with the infrastructure around them.



Why Connected Vehicle technology?



SAFETY

- 7.2 million crashes in 2016¹
- 34,439 fatalities from vehicle crashes in 2016.¹



MOBILITY

- 6.9 billion hours stuck in traffic in 2014²

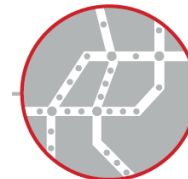


ENVIRONMENT

- 3.1 billion gallons of fuel wasted in 2014.²

1 – NHTSA Traffic Safety Facts Annual Report Tables. <https://cdan.nhtsa.gov/tsftables/National%20Statistics.pdf>

2 – Schrank, D., Eisele, B., Lomax, T., and Bak, J. (2015, August). 2015 Urban Mobility Scorecard. Texas A&M Transportation Institute and INRIX <https://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-scorecard-2015.pdf>



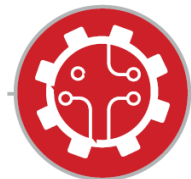
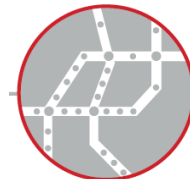
Project Partnership



NC STATE
UNIVERSITY

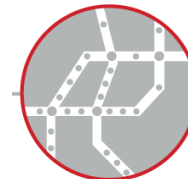


Raleigh



Grant Award

- The NCDOT MMCVP project was awarded a \$2.1 million grant under the 2019 ATCMTD program
- Out of 33 applications, the MMCVP project was one of ten projects selected for an award
- FHWA's ATCMTD program funds early deployments of forward-looking technologies that can serve as national models



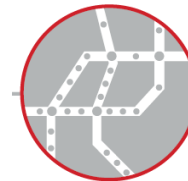
Overview of MMCVP Project

- 32 intersections located within and around North Carolina State University
- Partner with Wolfline bus fleet to achieve transit priority
 - Reduce idle time
 - Increase reliability of arrival/departure times
 - Promote usage
- Deploy applications for mobile devices to reach pedestrians and bicyclists
 - Assist visually impaired pedestrians
 - Improve pedestrian safety
 - Applications for mobile devices ensures largest segment of users can realize benefits



Overview of MMCVP Project

- Optimize system performance to accommodate drivers, transit priority, preemption, and pedestrian movements
- Increased data collection and reporting
- Use the pilot to evaluate the effectiveness of the technology and applications for potential future deployments throughout North Carolina



Project Goals and Objectives

Goal: Improve mobility within the pilot area for motorists

- Improve travel times
- Improve travel speeds
- Reduce travel delay

Goal: Improve mobility within the pilot area for transit

- Increase schedule adherence for transit buses
- Increase arrival on green
- Increase transit ridership rates
- Improve rider experience
- Improve transit vehicle operator experience

Goal: Improve safety for all users of the pilot area

- Reduce the number of crashes
- Reduce the crash severity in the study area
- Reduce the number of red light violations
- Reduce the number of crashes involving cyclist and pedestrians
- Improve the road users safety impression of the pilot area
- Improve the experience of vision impaired pedestrians in the pilot area

Goal: Reduce environmental impacts in the pilot area

- Reduce transportation-related emissions
- Reduce idle times and therefore fuel use

Goal: Reduce costs/ Improve ROI

- Demonstrate the benefits outweigh the costs
- Provide cost savings to transportation agencies
- Reduce resources needed from first responders
- Reduce resources needed for data collection

Goal: Share institutional benefits

- Develop lessons learned and recommendations for future deployment strategies



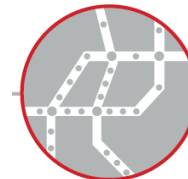
Project Improvements and Applications

Signal & Intersection Improvements

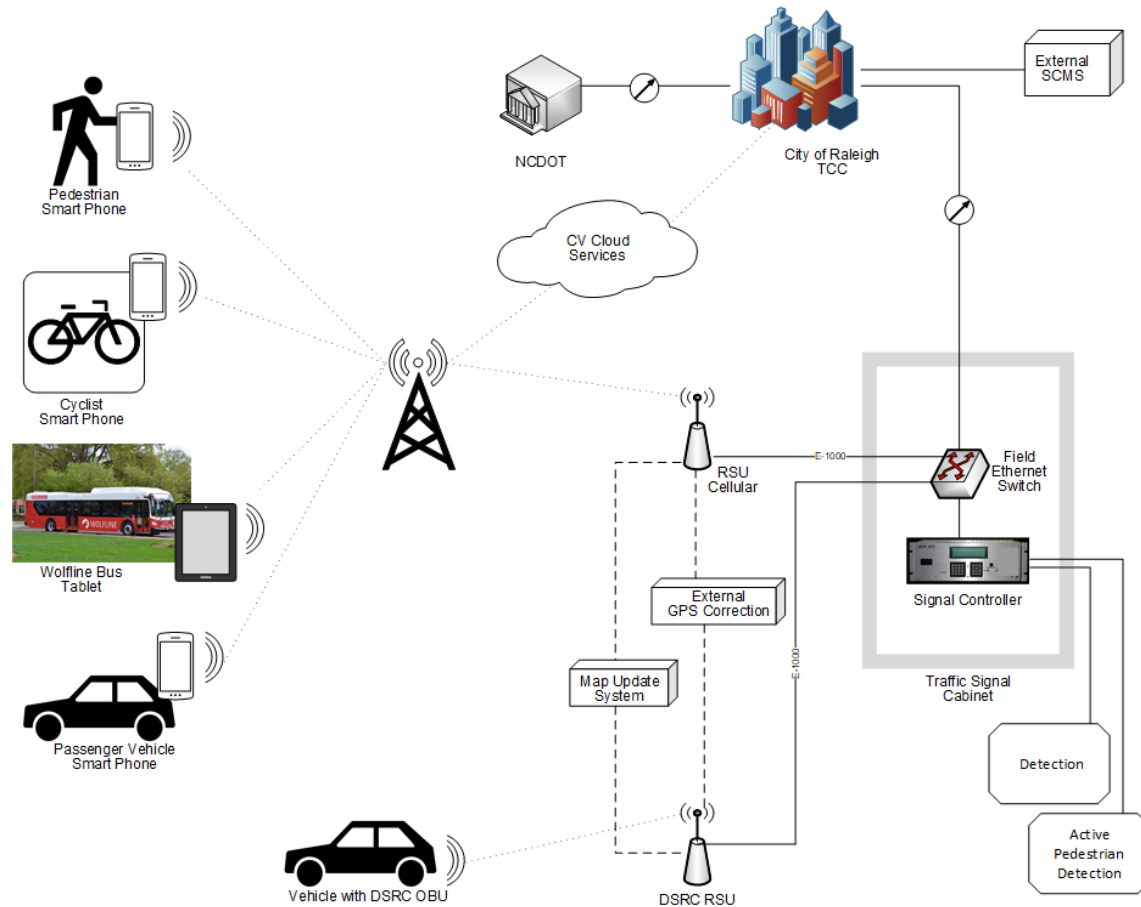
- ✓ Signal Phase and Timing (SPaT)
- ✓ Transit Signal Priority (TSP)
- ✓ Intelligent Traffic Signal System (I-SIG)
- ✓ High-Resolution Data
- ✓ DSRC/Cellular Hybrid Communications
- ✓ Automated Traffic Signal Performance Measures (ATSPM)

Multimodal Applications

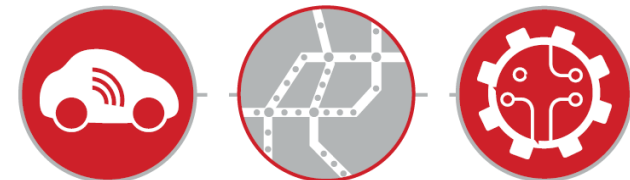
- ✓ Pedestrian in Crosswalk Warning
- ✓ Mobile Accessible Pedestrian Signal System
- ✓ Red Light Violation Warning
- ✓ Speed Threshold Warning
- ✓ Work Zone Warning
- ✓ Connected Eco-Driving



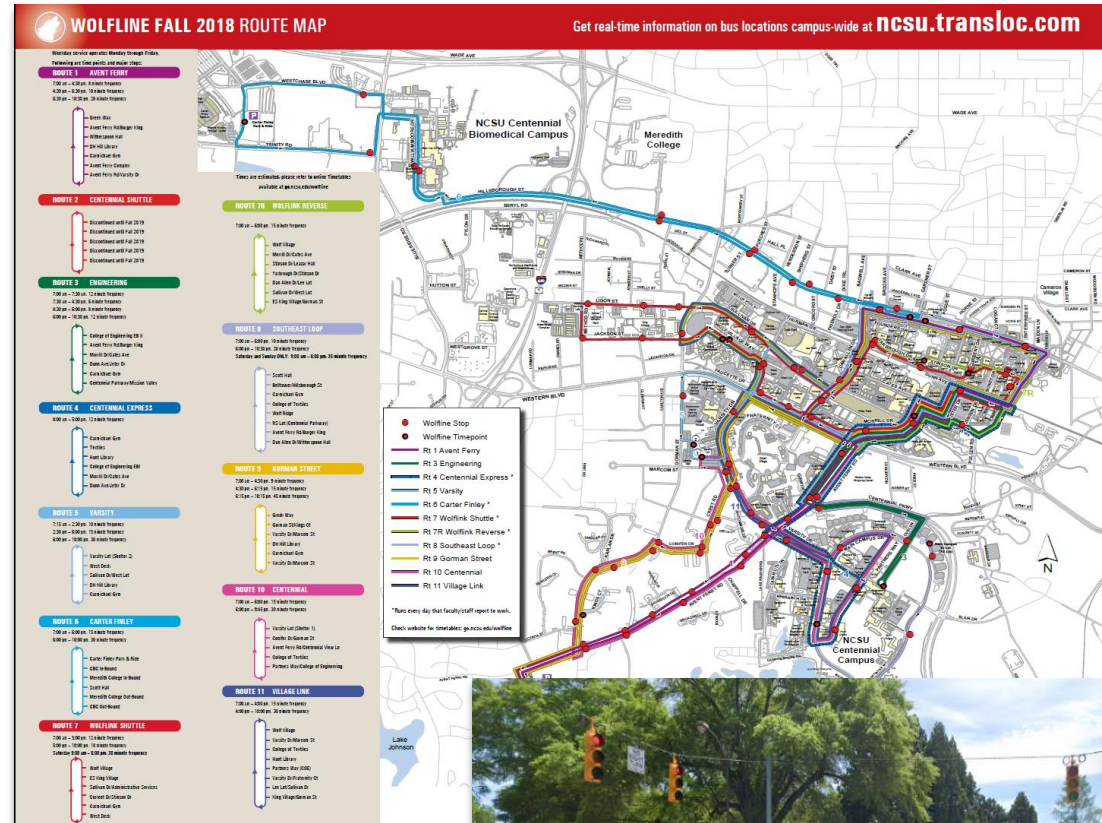
System Concept



- Multimodal Application on Smartphones
- Roadside Units (DSRC/Cellular)
- Transit Signal Priority - Controllers and Software
- Active Pedestrian Detection



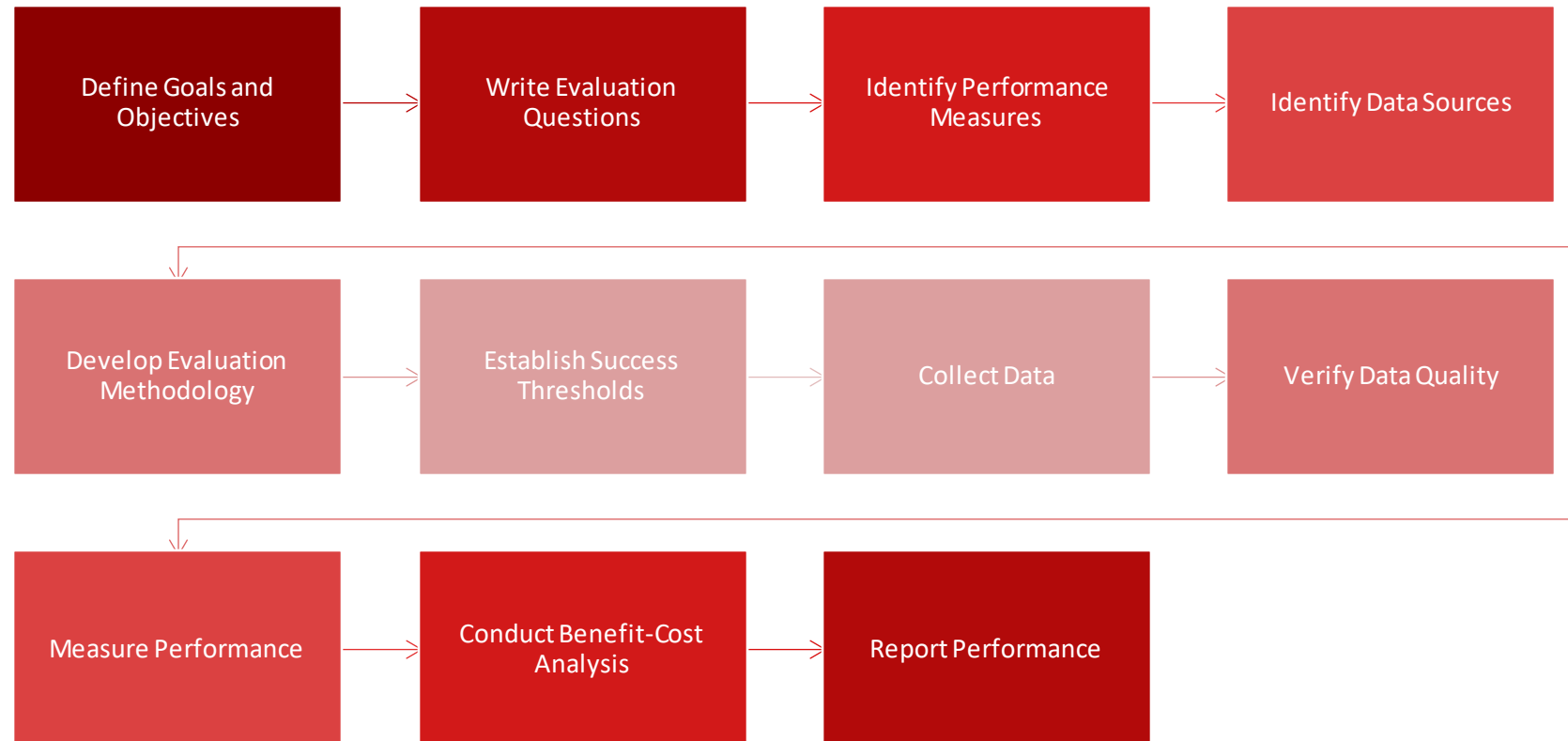
Wolfline Integration



- Transit Signal Priority
- 45 buses
- 11 routes
- 31 signalized intersections



Evaluation



Project Schedule

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Thank You

For more information, contact:

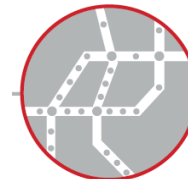
Keith M. Mims, PE
MMCV – Project Manager
Signal Equipment Design Engineer
NCDOT

kmmims@ncdot.gov



NORTH CAROLINA
Department of Transportation

Questions?



6.1 NCDOT Multimodal Connected Vehicle Pilot Project

Requested Action:
Receive as information.

6.2 Triangle Region ITS Strategic Deployment Plan

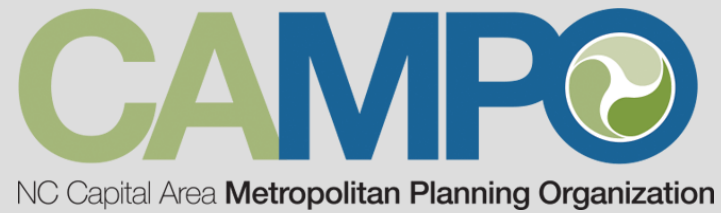
TRIANGLE REGION ITS DEPLOYMENT PLAN UPDATE

Capital Area Metropolitan Planning Organization

Executive Board

April 21, 2021

TEAM



VHB Engineering NC, P.C.

Iteris

ICF

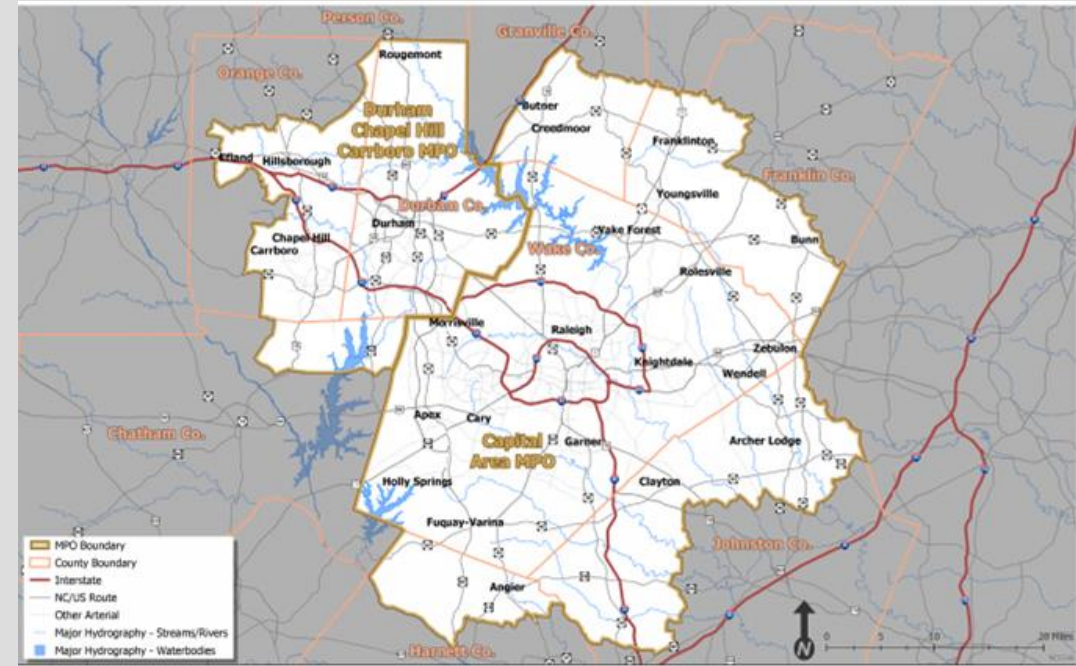
TRIANGLE REGION ITS STRATEGIC DEPLOYMENT PLAN UPDATE

- What is the purpose of the plan?
- What are the major components of the plan?
- How were study objectives achieved?
- What are the major findings?



PLAN PURPOSE

- Provide a framework for the near-term, mid-term, and long-term (up to 10 years from present) deployment of ITS technologies to enhance efficiency and sustainability of the regional transportation system
- Geography includes the combined areas of the Durham-Chapel Hill-Carrboro MPO (DCHC MPO) and the Capital Area MPO (CAMPO)



OBJECTIVES OF THE STUDY

- Support Vision Zero
- Support reliability across an integrated transportation network
- Enhance network mobility
- Improve multimodal connectivity and equitable access
- Improve, monitor, and manage assets
- Support economic vitality



HOW STRATEGIES

Establish and develop partnerships for operations, communication, and information dissemination

Improve incident management and response

Prioritize deployments to improve safety and provide accurate real time information

Expand Integrated Corridor Management (ICM) Program

Improve system communications for interconnectivity and data sharing

Implement an Asset Management Program

Evaluate and execute cost effective solutions

MAJOR STUDY EFFORTS

- Updating the Regional ITS Architecture
- Assessing current ITS deployment and identifying gaps between current conditions and goals
- Assessing current state of the practice and emerging technologies
- Identifying deployment recommendations

ARCHITECTURE UPDATE

- Architecture was updated to the latest version USDOT's Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT)
- Web-based document that can be hosted locally.
- Includes all of the backbone requirements for developing the deployment plan
- Currently hosted by Iteris (<https://local.iteris.com/ncarch/index.htm>)
- Will be hosted by Triangle J Council of Governments (TJCOG)

RAD-IT ✓ **Triangle Region ITS Architecture**

Home
Scope
Planning
Stakeholders
Inventory
By Physical Object
By Stakeholder
Services
Roles and Resp
Needs
Functions
Interfaces
Standards
Agreements
Projects

Welcome

This Regional ITS Architecture is a roadmap for transportation systems integration in the Triangle Region of North Carolina. The architecture was developed through a cooperative effort by the region's transportation agencies, covering all modes and all roads in the region. It represents a shared vision of how each agency's systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers in the region.

The architecture provides an overarching framework that spans all of the region's transportation organizations and individual transportation projects. Using the architecture, each transportation project can be viewed as an element of the overall transportation system, providing visibility into the relationship between individual transportation projects and ways to cost-effectively build an integrated transportation system over time.

The purpose of this regional ITS architecture web site is to encourage use of the regional ITS architecture and gather feedback so that the architecture is used and continues to reflect the intelligent transportation system vision for the region. The menu bar at left provides access to the stakeholders, the transportation systems in the region (the Inventory), the transportation-related functions that are envisioned, and the existing and planned integration opportunities in the region.

Architecture Databases

RAD-IT Database files. To download a free version of the RAD-IT software, go to arc-it.net.

- [2019 Triangle Regional ITS Architecture RAD-IT File](#)

<https://local.iteris.com/ncarch/index.htm>

ARCHITECTURE UPDATE



[Home](#)

[Scope](#)

[Planning](#)

[Stakeholders](#)

[Inventory](#)

[By Physical Object](#)

[By Stakeholder](#)

- Scope: the geographic scope, timeframe, and services included in the architecture
- Planning: this section links the Objectives for the region from the ITS Plan update to the services in the architecture
- Stakeholders: lists the agencies and private sector organizations that play a role in the implementation, management, or operation of ITS systems and contributing systems in the region
- Inventory: lists the things – the systems and devices that make up ITS in the region as well as non-ITS systems that have data needed by the ITS systems or that take data from ITS

CURRENT DEPLOYMENTS AND GAPS

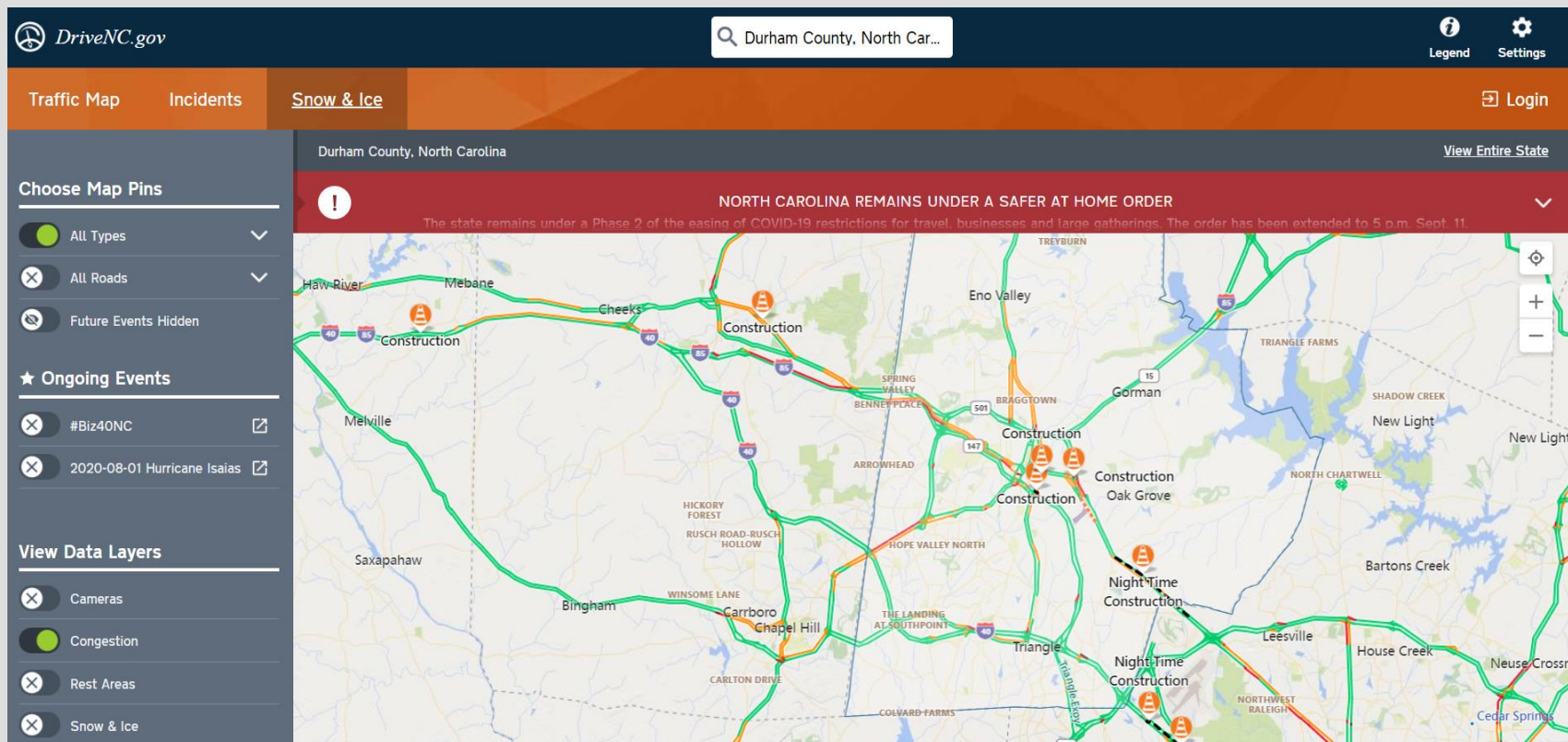
- Utilized the 2010 ITS Deployment Plan
 - Identified what was planned vs what has been implemented
- Utilized feedback from stakeholders in the region
 - Transit operators
 - Municipal/MPO staff
 - NCDOT staff
- Large stakeholder group meetings and small group stakeholder interviews

STAKEHOLDER ENGAGEMENT

- Three large stakeholder group meetings/workshops
 - All municipalities, transit operators, emergency services, NC Toll Authority, NCDOT, and both DCHC and CAMPO staff were invited attendees
- Ten Small group interviews included
 - Town of Cary, Town of Morrisville, and Town of Apex
 - City Durham
 - City Chapel Hill and Town of Carrboro
 - City Raleigh, Town of Garner, and Town of Wake Forest
 - NCDOT Central Office
 - NCDOT Divisions 4, 5, and 6
 - NC Turnpike Authority
 - GoTriangle

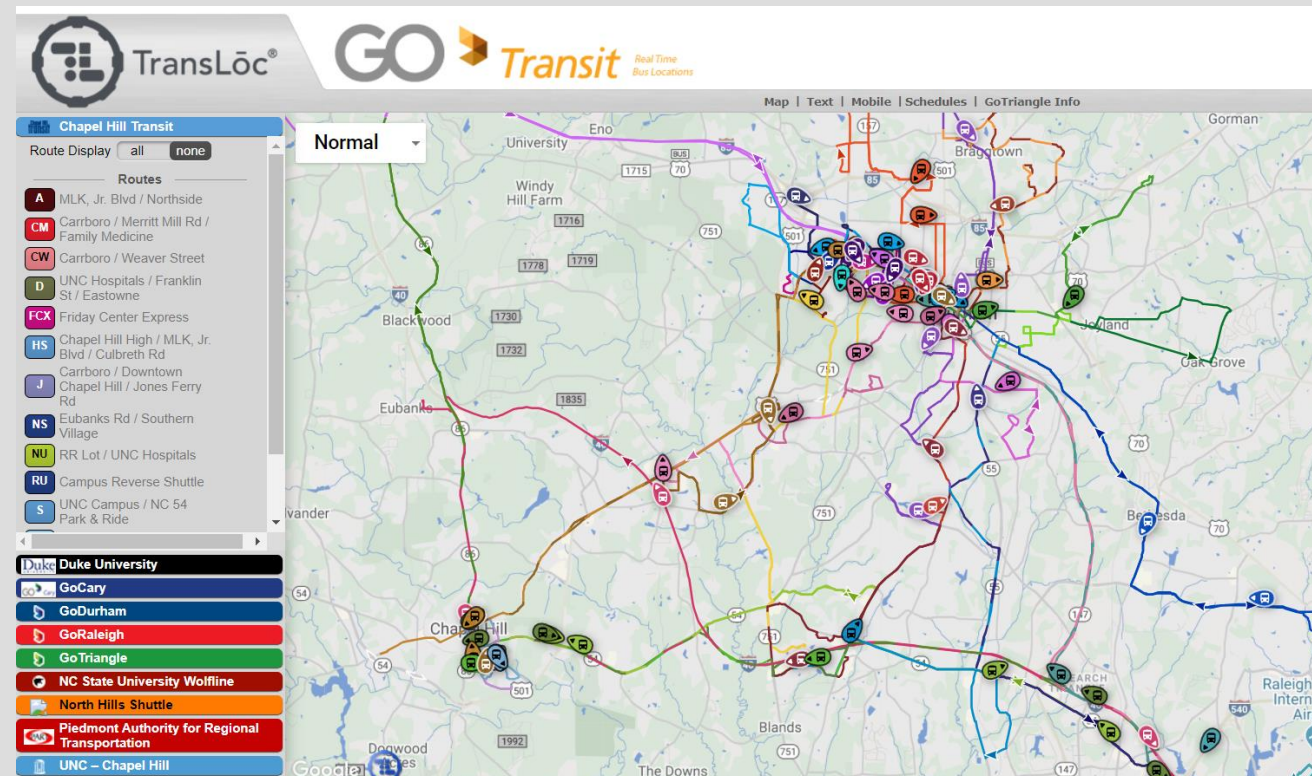
EXAMPLES OF CURRENT DEPLOYMENTS

- <https://drivenc.gov/>



EXAMPLES OF CURRENT DEPLOYMENTS

<https://triangle.transloc.com/>



EXAMPLES OF CURRENT DEPLOYMENTS

- Traffic management centers
- Dynamic message signs
- Traffic signal systems connected via communication systems
- Wide area fiberoptic cable communication networks with supplemental wireless
- Bicycle detection and lead-pedestrian-interval (LPI) signal phasing
- Emergency vehicle pre-emption
- Wrong-way driving detection on I-540 ramps
- CCTV cameras
- Signal Phase and Timing (SPaT) Challenge deployments for connected vehicles
- Integrated corridor management for large scale roadway construction projects
- Waze and Google Maps navigation platforms

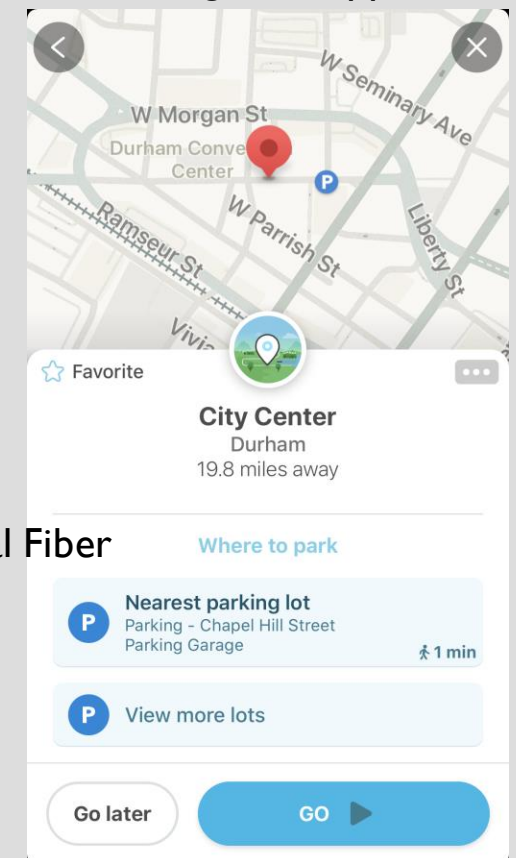
Typical CCTV Camera



Underground Traffic Signal Fiber



Waze Navigation App

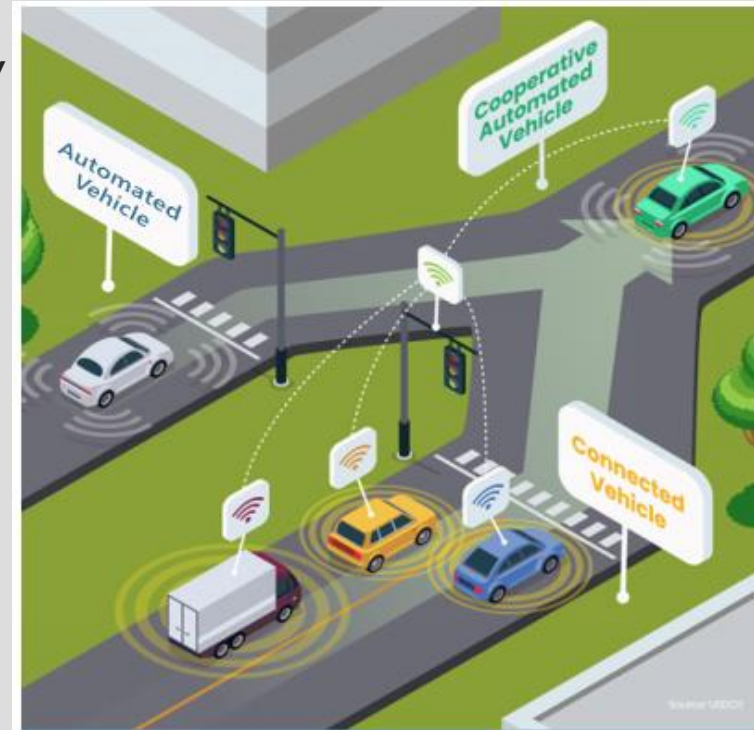


STATE OF THE PRACTICE AND EMERGING TECHNOLOGIES

- Literature research
- Utilized feedback from stakeholders in the region
 - Transit operators
 - Municipal/MPO staff
 - NCDOT staff
- Large stakeholder group meetings and small group stakeholder interviews

EXAMPLES OF THINGS TO COME TO THE REGION

- Autonomous and connected vehicle technologies
 - Competing technologies – Dedicated Short Range Communications (DSRC) radio and 5GLTE wireless technology
- Transit vehicle preemption
 - BRT corridors under development
- Continued operation and deployment of past successes
 - Additional traffic management center
 - DMS
 - Coordinated traffic signal systems with improved compatibility across municipal boundaries
 - More widespread GPS-based EVP
 - More robust and fully connected fiber optic network



Connected and Automated Vehicles (CAVs) are expected to provide **increased safety** while also **supporting economic vitality**. CAVs are expected to be a significant component of future automotive industry.

MAJOR DEPLOYMENT PLAY RECOMMENDATIONS

42 Action Items were identified

- Build and inventory a regional fiber optic cable network
- Establish a regionally compatible asset management system
- Continue constructing coordinated traffic signal systems
- Establish software and hardware platforms to support connected and automated vehicles seamlessly across the region
- Continue developing municipal agreements to consolidate municipal traffic signal systems
- Continue deployments to support transit – transit signal priority/bus rapid transit, unified farebox systems, and improved AVL systems
- Establish a regional task force/working group intent on ITS deployment

ACTIONS TO DATE

- Regional Traffic Signal System Integration

- Western Wake Traffic Signal System Integration Study

This study will define the implementation steps necessary for the successful integration of all traffic signals within the jurisdiction of the Town of Morrisville into the CaryATMS, and further define future implementation steps and additional work needed for the potential integration of all traffic signals within the jurisdictions of Apex, Holly Springs and Fuquay-Varina into the CaryATMS, including examination of potential need for additional traffic management centers.

- Establish a regional task force/working group intent on ITS deployment

- Two out of three tiers of working groups have been established through the Western Wake study. The highest level (management level) is yet to be fully established.

6.2 Triangle Region ITS Strategic Deployment Plan

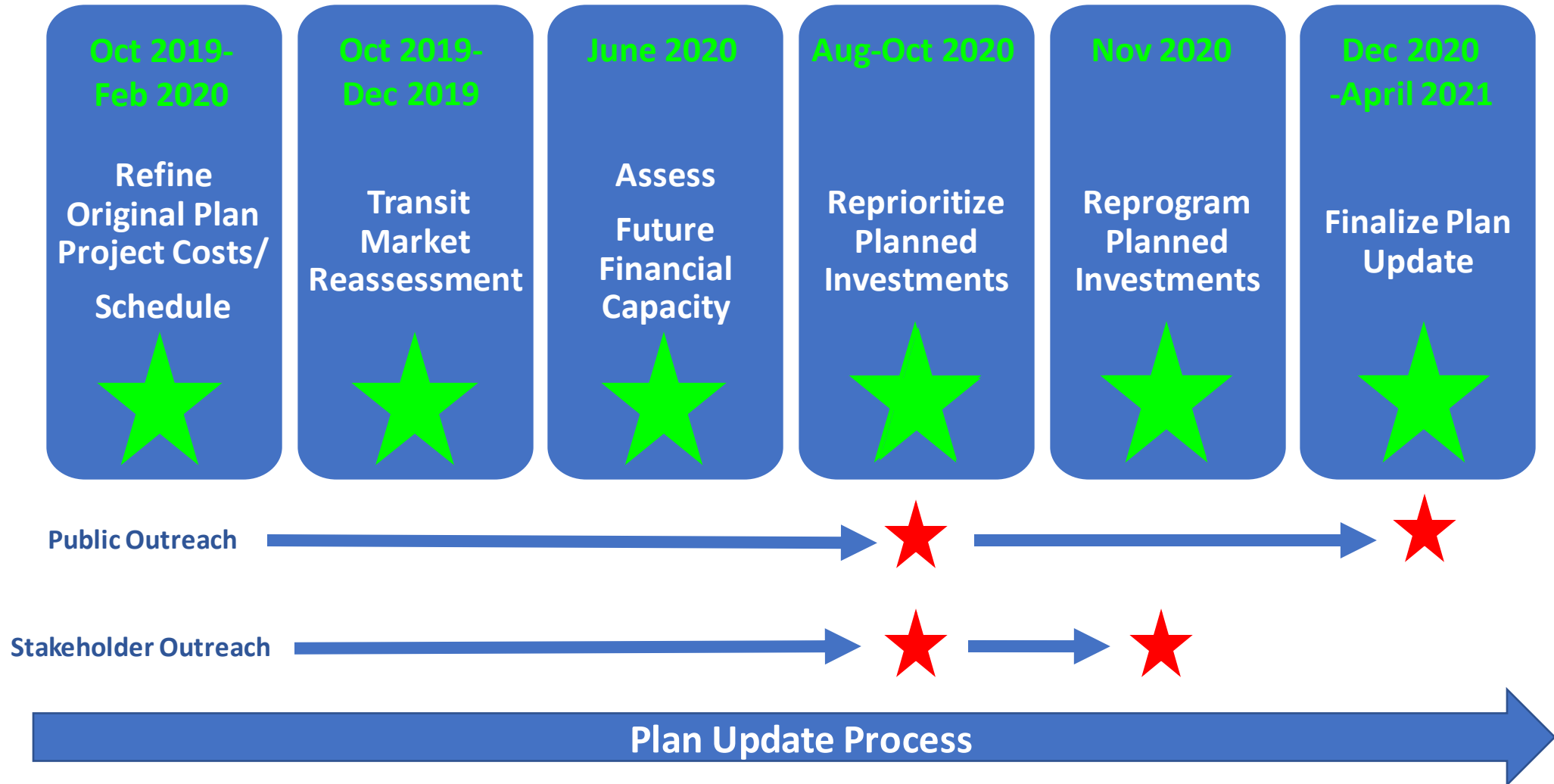
Requested Action:
Receive as information.

6.3 Wake County Transit Plan Update - Consideration of Adoption

Wake Transit Plan Update Next Steps

DATES	TASK
February 19 th	Began 40-Day Public Comment Period
February 24 th	GoTriangle Board Received Plan Update as Information
March 10 th	TPAC Recommended Adoption of Plan Update
March 17 th	CAMPO Executive Board/GoTriangle Board of Trustees Held Joint Public Hearing
March 31 st	Ended 40-Day Public Comment Period
April 8 th	CAMPO TCC Recommended Adoption of Plan Update
April 14 th	DCHC MPO Board Received Plan Update as Information
April 21 st	CAMPO Executive Board Considers Adoption
April 28 th	GoTriangle Board of Trustees Considers Adoption

Wake Transit Plan Update Steps



Engagement Analytics 2/19-3/31

Public Comments

- 572 views
- 68 participants
- 65 comments
- Public Hearing

Social Media

20 Tweets re: comment period

- 13,868 impressions
- 233 engagements

5 Tweets re: public hearing

- 7,947 impressions
- 95 engagements

5 Facebook posts re: comment period

- 3,044 reached
- 42 engagements

2 Facebook posts re: public hearing

- 265 reached
- 10 engagements

Geo-Targeting

- 12 campaigns
- 20,746 impressions

Website (GoForwardNC.org/wakeinput)

- 1,250 unique views
- 3:09 average time on page

Local newsletters

- Downtown Raleigh Alliance: 15,000 subscribers
- RALtoday: 41,000 subscribers
- Raleigh Convergence: 2,000 subscribers



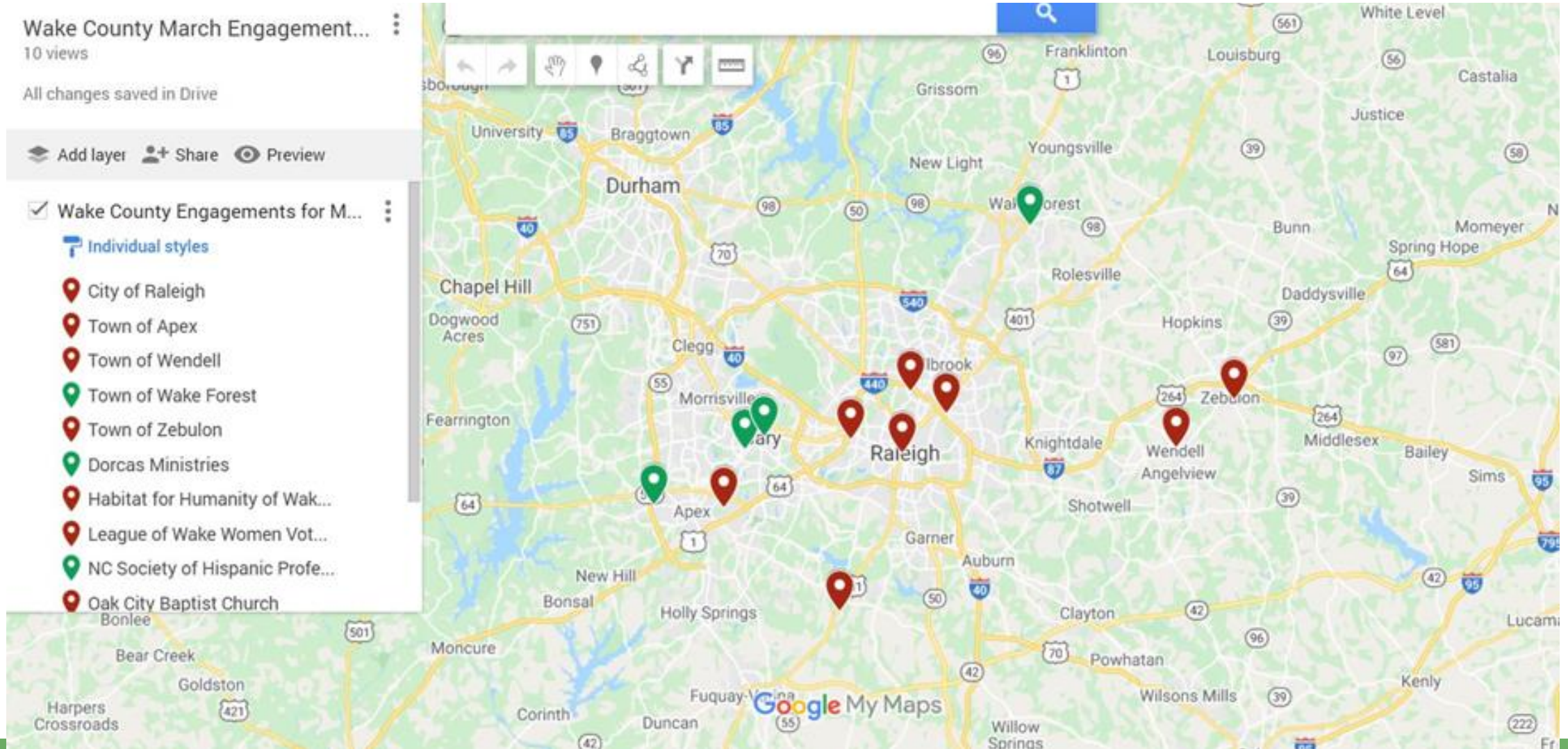
Partner Coordination

TPAC Partner	Engagement Method
CAMPO	Social media
City of Raleigh	Weekly newsletter, commute Smart Monthly Newsletter, social media
Town of Apex	Email, social media
Town of Holly Springs	Social media
Town of Wendell	Focus Group: March 9, 7pm Monthly newsletter, social media
Town of Wake Forest	500 flyers, face masks
Town of Zebulon	Department webpage update, social media

Community Partnerships

Community Organization	Engagement Method
25 Wake Community Organizations 44 Wake County Minority Churches Wake County municipal partners	Outreach planning & recruitment
Dorcas Ministries	"All on the Bus" Bilingual Virtual Training Session w/ GoCary March 18, 20 flyers, swag bags
Habitat for Humanity of Wake County	Email, social media
League of Wake Women Voters	Email to members
NC Society of Hispanic Professionals	Virtual Student Session (3 Wake Co. High Schools) March 10, 45 flyers, swag bags
Oak City Baptist Church	Email to congregation
Wake Tech Community College, Eastern Wake Education Center	Email to colleagues
Western Wake Crisis Ministry	150 flyers, hand sanitizers

Engagement Activities



- *Red pins indicate virtual engagement
- *Green pins indicate physical materials distributed

Public Input

Topic	Mentions*
Capital Projects	<ul style="list-style-type: none">• Sidewalks- 3• Bus stops and amenities- 2• Park-and-rides- 1• Transfer points-4• Bus Rapid Transit- 4• Commuter Rail- 19
Operating Projects	<ul style="list-style-type: none">• Travel time – 5• Service expansion – 11
Fares	<ul style="list-style-type: none">• Implement free fare weekend pilot program- 17• Set aside \$1 million for implementation- 6

***Includes individual comments and “likes” by other participants**

6.3 Wake County Transit Plan Update - Consideration of Adoption

Requested Action:

Adopt the Wake County Transit Plan Update.

6.4 Member Designated Project Funding (Earmark Funding) Support Policy Discussion

Background

- Federal transportation funding designated in large, multi-year legislations (FAST Act, MAP-21, TEA-21) “Authorizations/Reauthorizations”.
- Current Authorization Bill, FAST Act, will expire at end of FFY2021, in September.
- Congress is preparing next authorization bill. Goal is to be ready by FFY2022, but if not adopted, FAST Act likely to be extended.
- Both House and Senate are preparing separate bills, once approved they are reconciled for differences and ultimately sent to President for signature.

What are Member Designated Projects and Why are we Talking About Them?

- The House Committee on Transportation and Infrastructure announced they are including “Member Designated Projects” in their version of the bill.
- House members will be able to include funding for specific projects in their Districts in the legislation (action previously referred to as “earmark funding”, has not been included in legislation in past 10 years).
- House members have sent out solicitations for projects to local governments, MPOs, and DOTs for consideration. Letters of support from MPO or DOT are requested as part of submittal.
- “Shovel-Readiness” or ability to implement quickly has been a feature of the House Proposal
- The Senate at early stages of discussing member designated projects in their version of the bill or whether it would support such inclusions.

How are Member Designated Projects Funded?

- Unknown - House bill not introduced yet
- Two Options
 - Use “existing money”: The project is funded through State’s existing allocation. (ex: project funding will come from State’s STBG apportionment). Zero sum scenario.
 - Use “new money”: Congress designates *new* funding to pay for projects beyond what comes to State in apportionments. The overall transportation pot gets larger. Similar to BUILD or INFRA Grant.
- Historically, earmark projects have been funded with “existing money”.

Implications from Statewide Transportation Investment (STI) Law

STI Law- State Law that dictates how NCDOT allocates transportation funding (establishes SPOT process).

Law States:

- *All federal aid funds are subject to SPOT Process*
- *Exceptions for discretionary grants*
- *Projects that are not “committed” in SPOT cannot be funded before “committed” projects*

If Member Designated Projects are funded with “existing money”, STI Law prohibits NCDOT from awarding funding unless project is “committed”.

Current Eligible "Existing Money" Projects w/in STI Law Requirements

- Existing LAPP Projects
- “Committed” SPOT Projects - emphasis on shovel-readiness means earlier projects may be in better place to take advantage of designation (FY22 & FY23 projects below).

U-5748	B-5684
U-5302	AV-5700
U-5747	EB-5718
U-5750	EB-5838
U-6022	EB-5814
U-6023	EB-5894
U-6026	EB-5895
B-5684	P-5720
P-5715	P-5707

Key Takeaways and Topics to Discuss

- This is a developing situation, with limited information available currently
- Local jurisdictions submitting Member Designated Project applications have/will request letters of support from MPO.
- Since this process has not been used in 10 years, no existing policy to refer to
- If projects funded with “existing money”
 - narrow eligibility (must score in STI)
 - would have negative impact on committed/close to be committed projects
- If projects funded with “new money”, applications similar to discretionary grant application, not impacting regional allocations.

TCC Recommendation

- Weighed Options
- Did not want to miss opportunity of projects funded with "new money"
- Acknowledged there is still an opportunity to provide feedback on how projects are funded

1) Contingent upon current information, CAMPO will endorse/support local government to move forward in their project funding requests contingent upon new monies. Recognize/acknowledge NCDOT will require STI compliance.

2) CAMPO to submit a letter to congressional delegation suggesting Member Designated Projects be funded with new monies so that existing projects already underway don't get negatively impacted by earmarks. CAMPO will connect with NCAMPO for similar letter.

6.4 Member Project Funding Designation (Earmark Funding) Support Policy Discussion

Requested Action:

Approve recommended Member Project Designation Support Policy:

Draft Earmarks Policy for MPO Actions such as Endorsement or Letters of Support

- 1) Recognize/acknowledge NCDOT will require STI compliance. Contingent upon current information, CAMPO will endorse/support local government to move forward in their project funding requests contingent upon new monies.**
- 2) MPO to send letter to congressional delegation suggesting new monies so that existing projects already underway don't get negatively impacted by earmarks. MPO will connect with NCAMPO for similar letter.**

6.5 CAMPO Projects and Programs Funding Update

Financial Situation

- NCDOT above cash floor
 - LAPP Billing Plans - NCDOT fiscal allocated funding in budget for all LAPP projects submitted in LAPP billing plans to restart with full reimbursements (expect more billing exercises in future)
 - Additional SPOT projects restarting PE, ROW, and Construction (March 3 Move Forward List in attachments)
- Future Transportation Funding
 - FFY2021 full budget passed - including full year allocation of transportation funding included in FAST Act
 - 1 year extension of FAST Act (through FFY2021)
 - Funding beyond FFY2021 unknown - Congress preparing next infrastructure package

COVID Relief Funding

COVID Relief Funding included in FFY2021 Annual Budget

- \$5.9m directly allocated to CAMPO ("Direct Attributable" Funding)
- Treated as STBG-DA funding (eligible for roadway, bike/ped, transit)
- Up to 100% federally reimbursable, not part of obligation limitation

Overprogramming Analysis

FFY2021 Funding Snapshot	
Existing Projects Balance	\$ (70,227,618)
Existing DA Balance	\$ 18,103,798
<u>Existing CMAQ Balance</u>	\$ 6,000,000
Balance	\$ (46,123,820)

FFY2021 Funding Snapshot WITH COVID Relief Funding	
Existing Projects Balance	\$ (70,227,618)
Existing DA Balance	\$ 18,103,798
COVID Funding Relief	\$ 5,958,738
<u>Existing CMAQ Balance</u>	\$ 6,000,000
Balance	\$ (40,165,082)

FFY2022 Funding Projections	
Prior Funding Balance	\$ (39,642,296)
FFY22 Projects	\$ (25,000,000)
Anticipated DA Allocation	\$ 17,000,000
Fund Swap Return	\$ 10,000,000
Anticipated CMAQ Allocation	\$ 6,000,000
Balance	\$ (31,642,296)

Staff and TCC Recommendation – COVID Relief Funding Approach

Do not program new projects with \$5.9m funding. Use funds to replenish LAPP balances.

Unique Circumstances:

- 1) Higher than usual number of projects anticipated to come through for funding authorization in the next year due to the unanimous pause and restart policy enacted by NCDOT.
- 2) The fund swap with NCDOT in October 2020, which obligated \$10m of balance that will not be returned until next FFY.
- 3) The future of DA funding largely unknown past FFY2021 since current funding bill is due to expire.

6.5 CAMPO Projects and Programs Funding Update

Requested Action:

Approve recommended COVID-19 Funding Relief Approach.

Roll Call of Voting Members & Alternates

Action Items – Minutes, Wake County Transit Plan Update, Member Project Funding Designation (Earmark Funding) Support Policy, Amendment #4 to FY2020-2029 TIP; COVID Relief Funding recommendation

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)

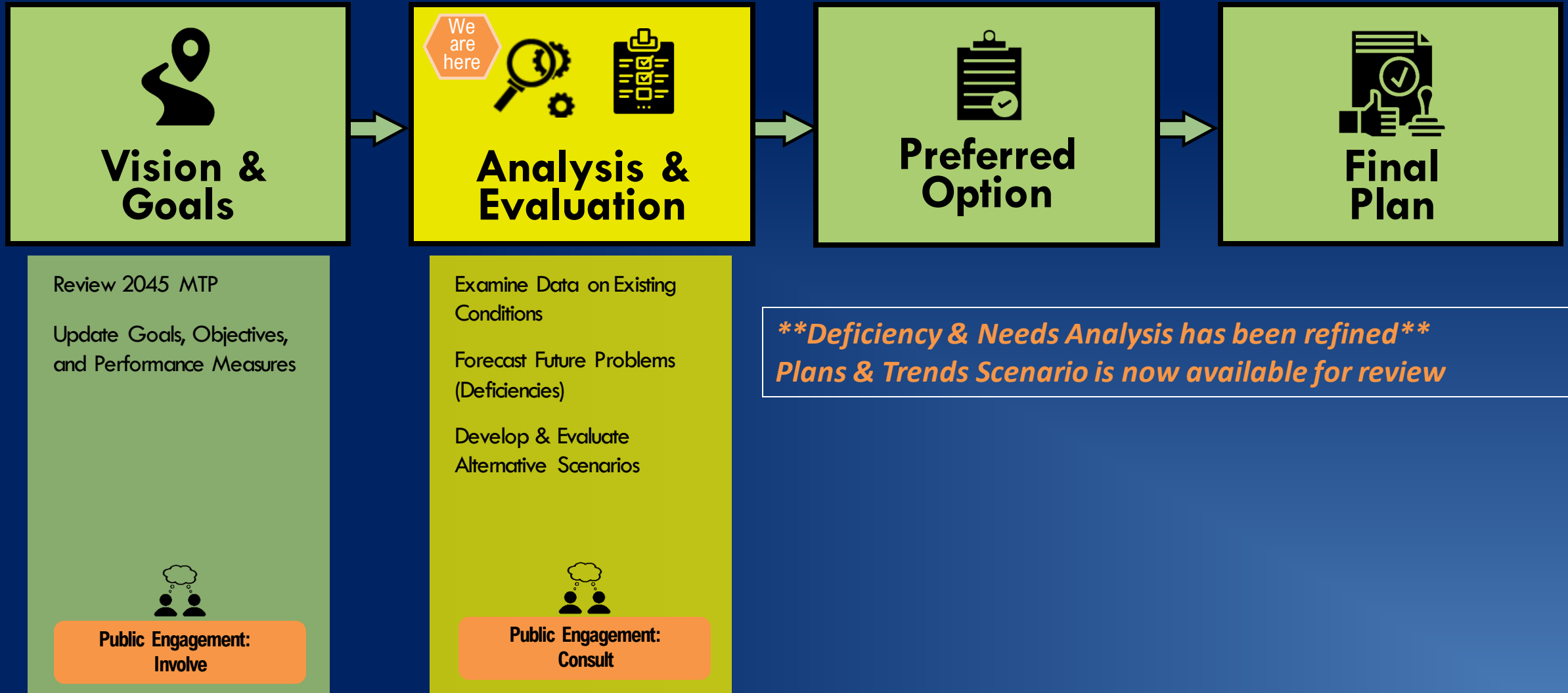
Triangle J. Council of Govts.

Triangle North Executive Airport






6.6 Draft 2050 Metropolitan Transportation Plan (MTP/CTP) Update

MTP Update Process

The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2050 MTP.



Scenario Framework

Connect 2050 Scenario Framework (options for consideration)			 Mobility Investment Foundation				
			Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
   	Development Foundation	Existing or Underway	basis for all scenarios				
		Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario			
		Opportunity Places (Key & Halo Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario	All Together Scenario	
		Build-Out					If unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

- *Deficiency & Needs Analysis has been refined*
- *Preliminary Trends Scenario is available*

Alternatives Analysis

Trends Scenario

Plans & Trends Scenario

- Based on local land use plans
- Includes current TIP funded projects
- Transportation improvements in current transportation plans & current transportation programming framework

Alternatives Analysis

Trends Scenario

Major Roadway Investments

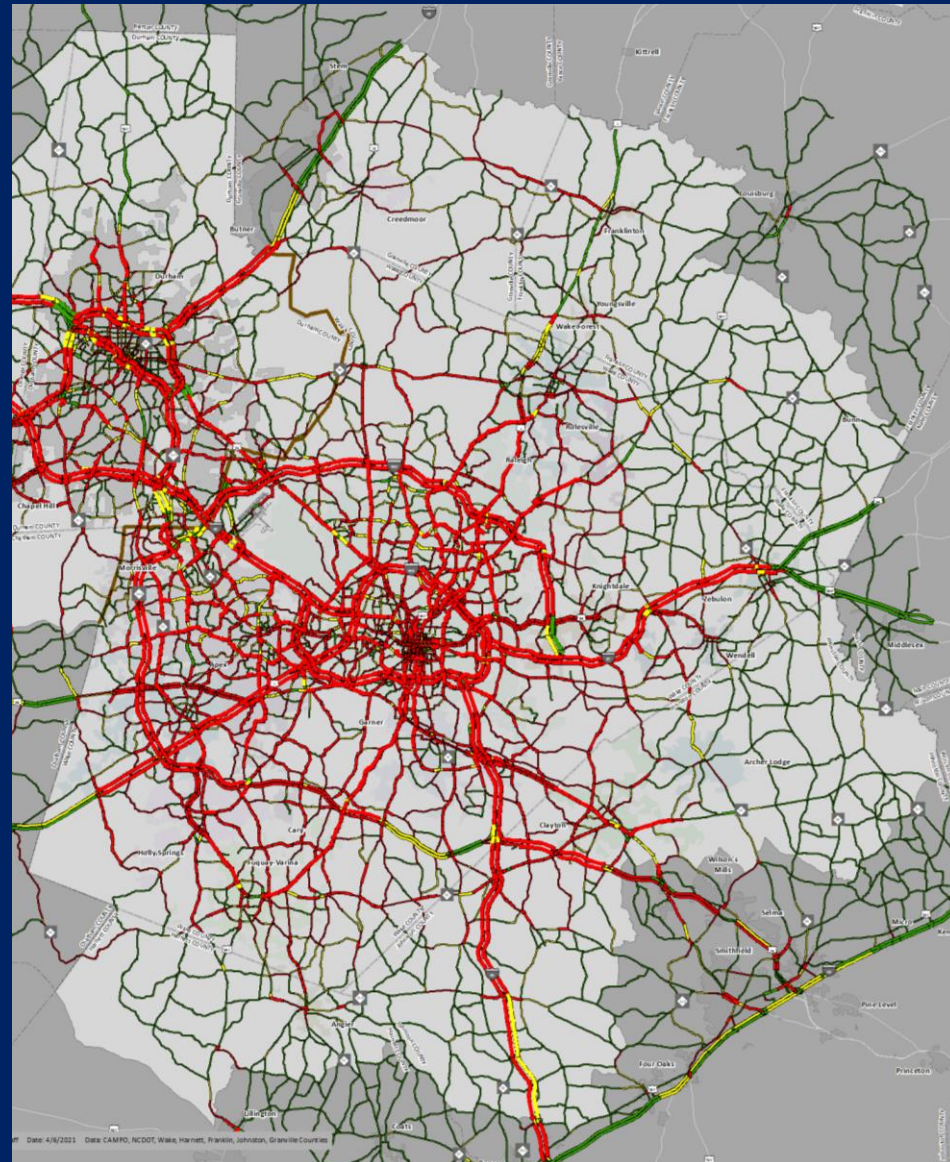
- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Smaller level of secondary roadway investments in 2nd two decade

Major Transit Investments

- CRT from Clayton to Durham
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- Continuation of WTP frequent bus network
- Community Funding Areas

Preliminary Deficiency Analysis

Peak Hour



Transportation Network:
2025

Socio-Economic Data:
2050

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

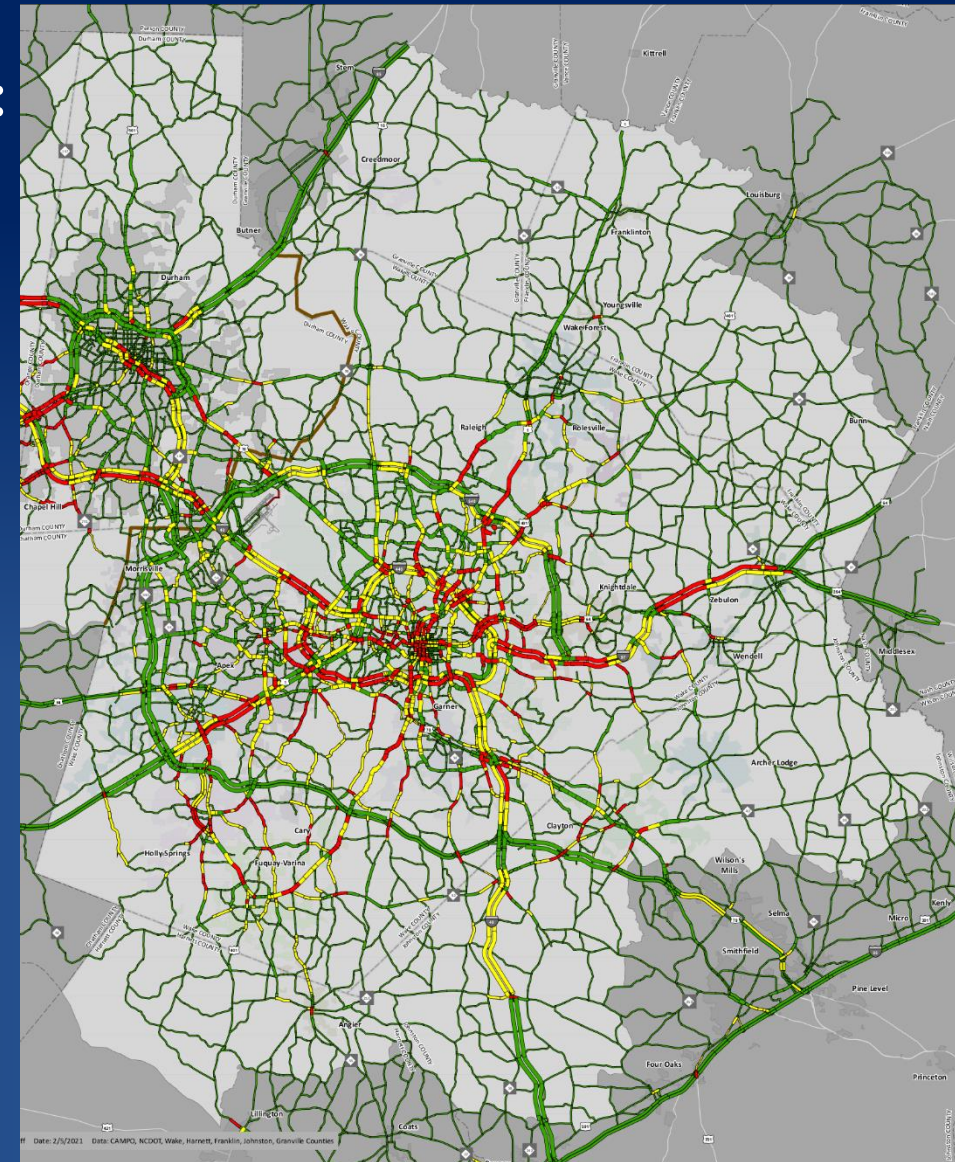
Peak Hour

Represents the worst travel hour of the day

Off-Peak

Represents the mid day daily travel (non-"rush hour")

Mid Day



Preliminary Trends Scenario

Peak Hour

Mid Day

Transportation Network:
2050 Trends

Socio-Economic Data:
2050

Volume / Capacity

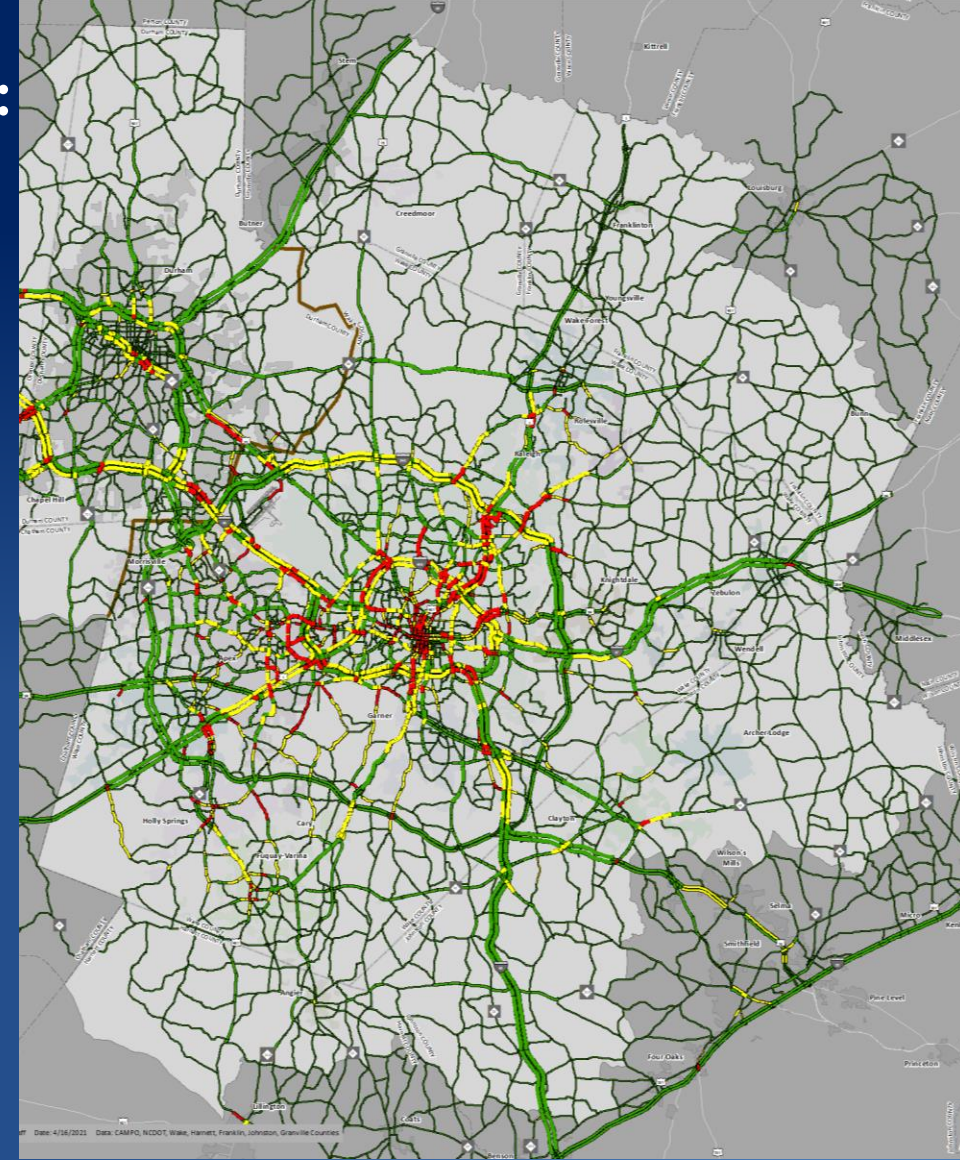
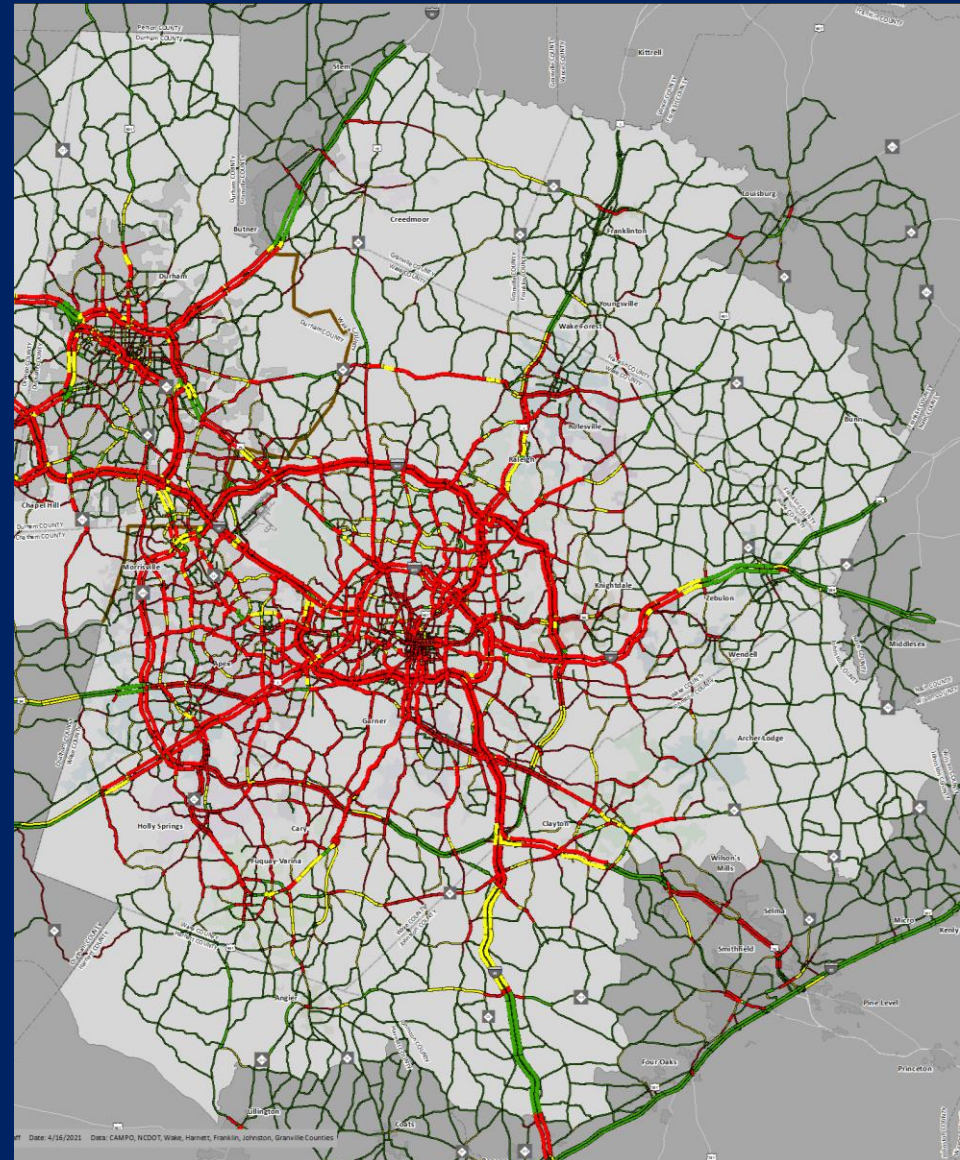
Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

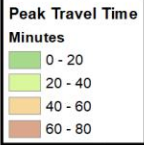
Off-Peak

Represents the mid day daily travel (non-"rush hour")



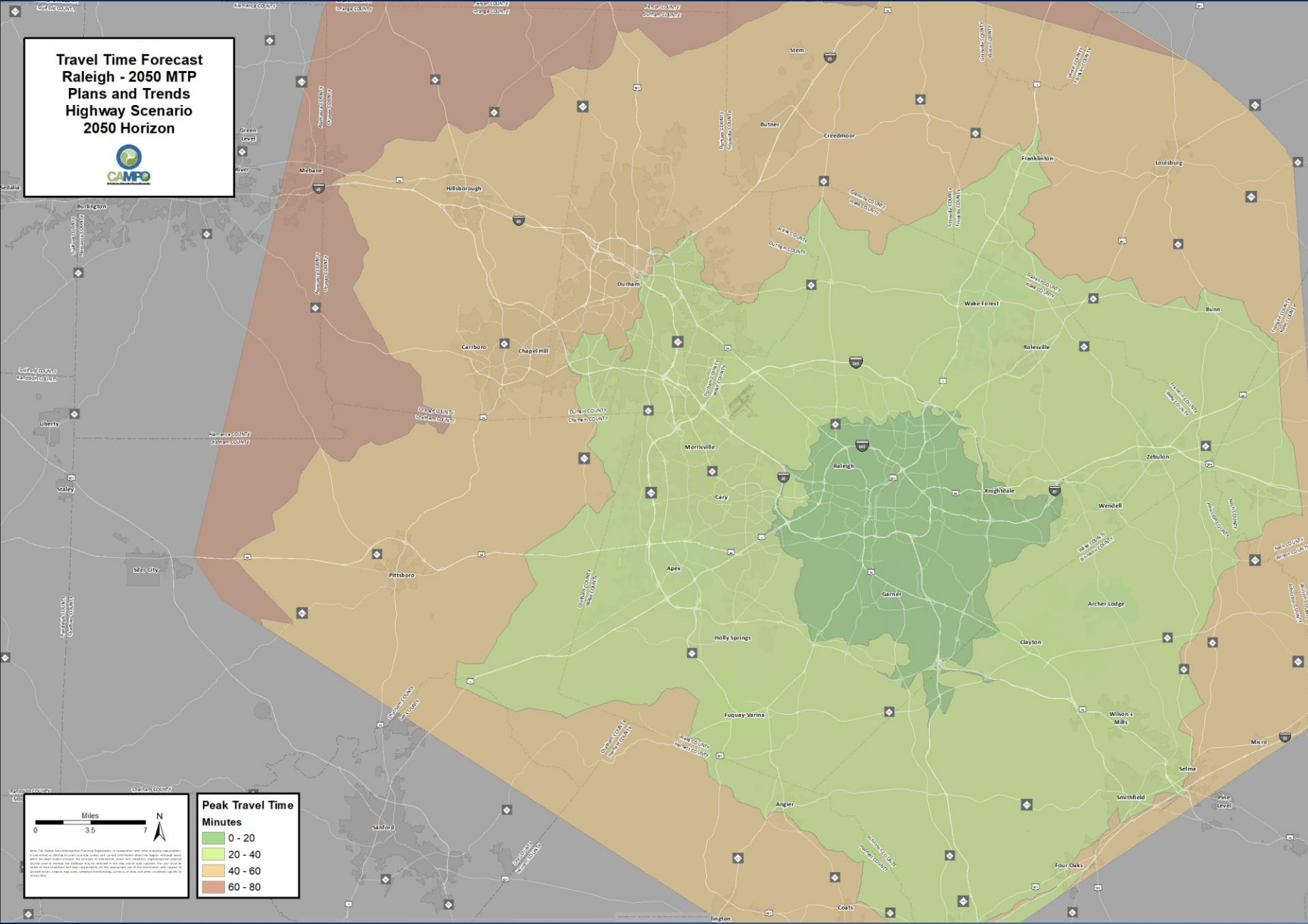
Preliminary Trends Scenario & Travel Time (Downtown Raleigh)

Travel Time Forecast
Raleigh - 2050 MTP
Plans and Trends
Highway Scenario
2050 Horizon



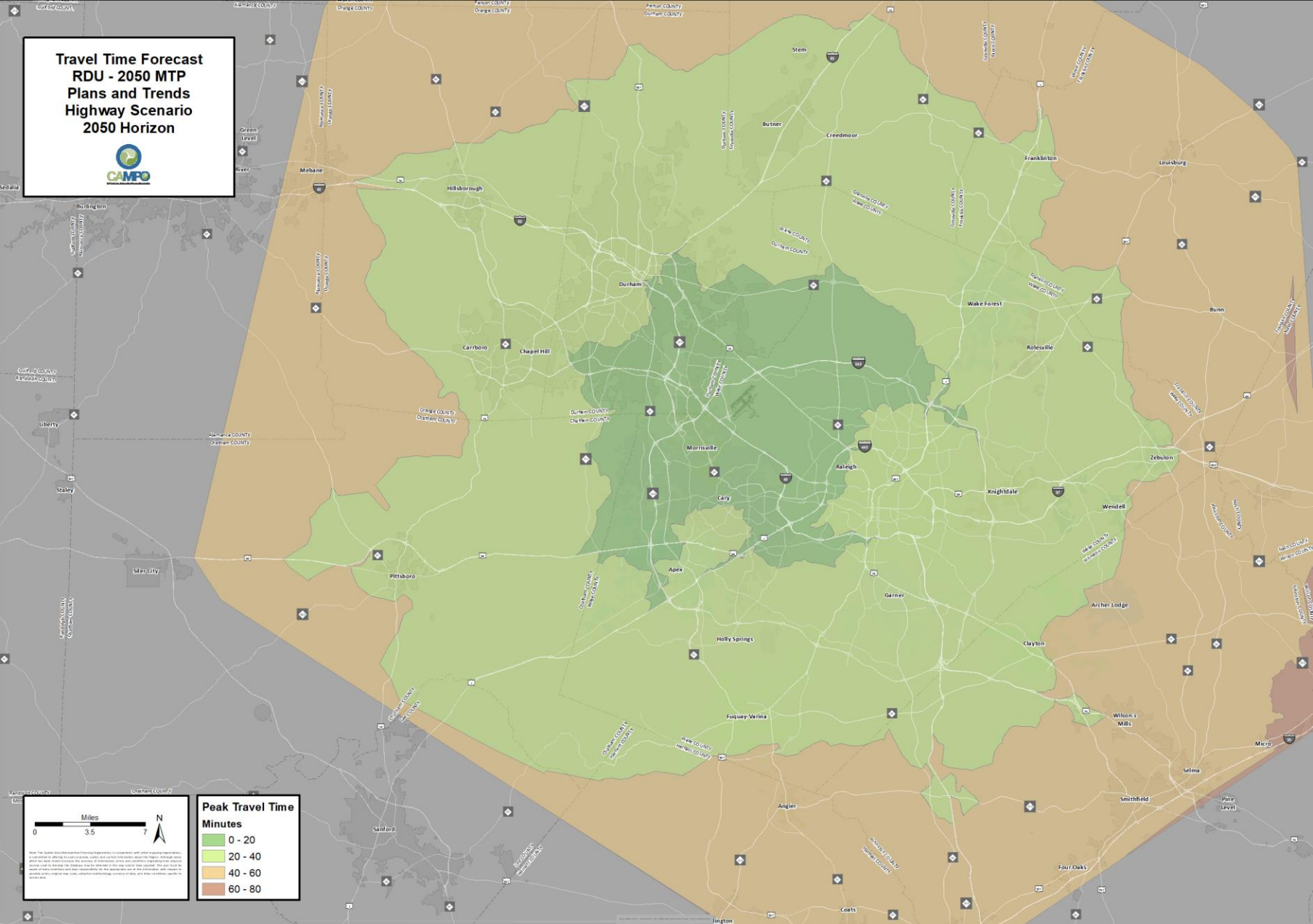
Note: The Capital Area Metropolitan Planning Organization is not responsible for any errors or omissions in this map. The map is provided for informational purposes only and should not be used for any other purpose. The map is subject to change without notice.

Destination	Approx. Time
RDU	40 min
Downtown Wake Forest	30 min
Downtown Knightdale	20 min
Downtown Holly Springs	30 min



Preliminary Trends Scenario & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	30 min
Downtown Knightdale	30 min
Downtown Holly Springs	30 min



Review results of **Trends Scenario** (*coming soon*) through the CAMPO web portal:

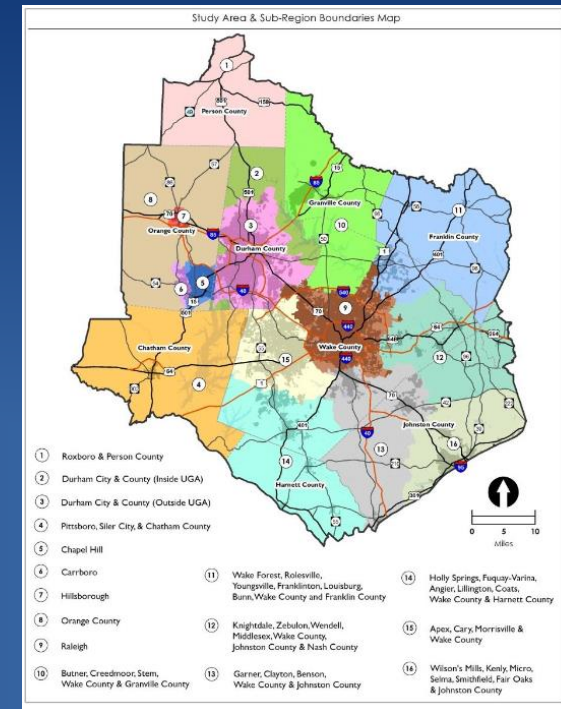
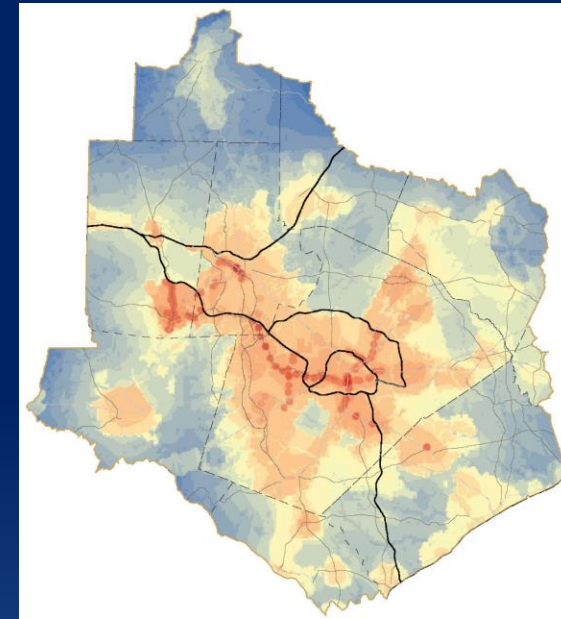
<https://www.campo-nc.us/mapsdata>

Things to think about:

- Locations of changes in travel patterns
- Locations of changes SE data
 - If different than expected, check Place Type, Development Status, and Density look up data.
 - Changes can be made through the online CommunityViz portal (via TJCOG).

**Remember, this scenario only includes Plans & Trends Scenario Foundations*

*****Deficiency & Needs Analysis has been refined*****



6.6 DRAFT 2050 MTP

Item	Anticipated Milestone Dates
Deficiency Analysis	March-April 2021
Alternatives Analysis Review	April- June 2021
Continued AA Review	Summer 2021
Revenue Forecast Updates	April - Aug. 2021
Preliminary Draft Financial Plan	Summer/Fall 2021
“Final” Draft Plan	Fall 2021
Public Hearing	Fall 2021
Adopt 2045 Plan	Fall 2021

Requested Action:
Receive as information.

7.1 Informational Items: Budget

7.1 Operating Budget – FY 2021

7.2 Member Shares – FY 2021

Requested Action:
Receive as information.

8.1 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 – Updates
- Wake Transit Plan Update
- Northeast Area Study Update
- Bus On Shoulder Study
- Western Wake Traffic Signal System Integration Study
- US 401 Corridor Study
- NC 540 Bonus Allocation Projects

8.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

9. 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.

ADJOURN

Upcoming Events

Date	Event
May 6, 2021 10:00 a.m.	TCC Webex
May 19, 2021 4:00 p.m.	Executive Board Webex
June 3, 2021 4:00 p.m.	TCC Webex
June 16, 2021 4:00 p.m.	Executive Board Webex