



NC Capital Area **Metropolitan Planning Organization**

***WELCOME!***

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

***Please be prepared to mute your audio following roll call.***

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

**PUBLIC COMMENTS SPEAKER SIGN UP SHEET:**

**<https://docs.google.com/spreadsheets/d/1gSN5mpMN4KKBzhYrX189ROMATSN0vLgZ6VWOd5ILOj0/edit?usp=sharing>**

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



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**June 3, 2021**

**10:00 AM**

# 1. Welcome and Introductions

## *Roll Call of Voting Members & Alternates*

- |                       |                       |                                  |
|-----------------------|-----------------------|----------------------------------|
| • City of Creedmoor   | Town of Archer Lodge  | Town of Wake Forest              |
| • City of Raleigh (5) | Town of Bunn          | Town of Wendell                  |
| • County of Franklin  | Town of Cary (2)      | Town of Youngsville              |
| • County of Granville | Town of Clayton       | Town of Zebulon                  |
| • County of Harnett   | Town of Franklinton   | N.C. Dept. of Transportation (6) |
| • County of Johnston  | Town of Fuquay-Varina | N.C. State University            |
| • County of Wake (2)  | Town of Garner        | Raleigh Durham Airport Auth.     |
| • GoCary              | Town of Holly Springs | Research Triangle Foundation     |
| • GoRaleigh           | Town of Knightdale    | Rural Transit (GoWake Access)    |
| • GoTriangle          | Town of Morrisville   | Triangle J. Council of Govts.    |
| • Town of Angier      | Town of Rolesville    | Triangle North Executive Airport |
| • Town of Apex        |                       |                                  |

## 2. Adjustments to the Agenda

### 3. Public Comments

*This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.*

## 4. Minutes

### 4.1 TCC Meeting Minutes: May 6, 2021

#### Requested Action:

**Approve the May 6, 2021 Meeting Minutes.**

## 5. Regular Business

## 5.1 Bus on Shoulder Study

Presentation by Patrick McDonough, HDR Inc.





NC Capital Area Metropolitan Planning Organization

# **Triangle Region Bus on Shoulder System (BOSS) Expansion Study**

**June 2021**

# Study Partnership



## Primary Study Goals

- **Identify most promising locations for BOSS expansion in Triangle**
- **Create a blueprint for how other North Carolina regions can establish successful BOSS programs**
- **Document best practices and design criteria for BOSS that can be used statewide**

## Peer Review Findings

- The Triangle / NC are already BOSS leaders
- BOSS has excellent safety record everywhere; regular maintenance supports operations/safety
- Variety in BOSS Implementation



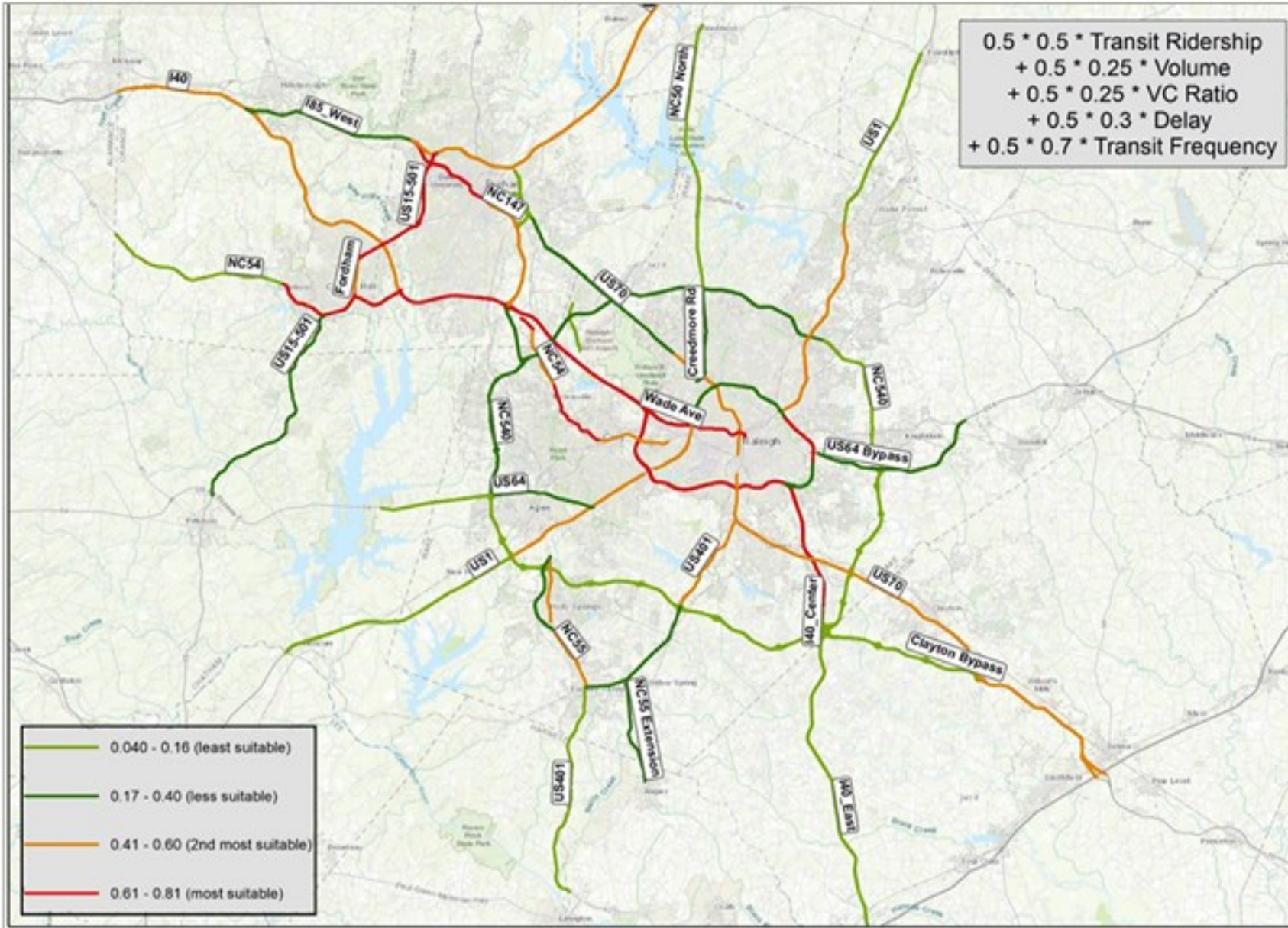
*Visualization of project in development - Julia Tuttle Causeway, Miami*

## Criteria Development and Potential Facilities

- **BOSS documentation is almost non-existent (except FL, and now NC)**
- **Created 24 Minimum & Recommended Criteria for Design and Operations**
- **Example: shoulder width**
  - **Minimum: 11 ft**
  - **Recommended: 12 ft**



# Which Facilities Would BOSS Benefit the Most?

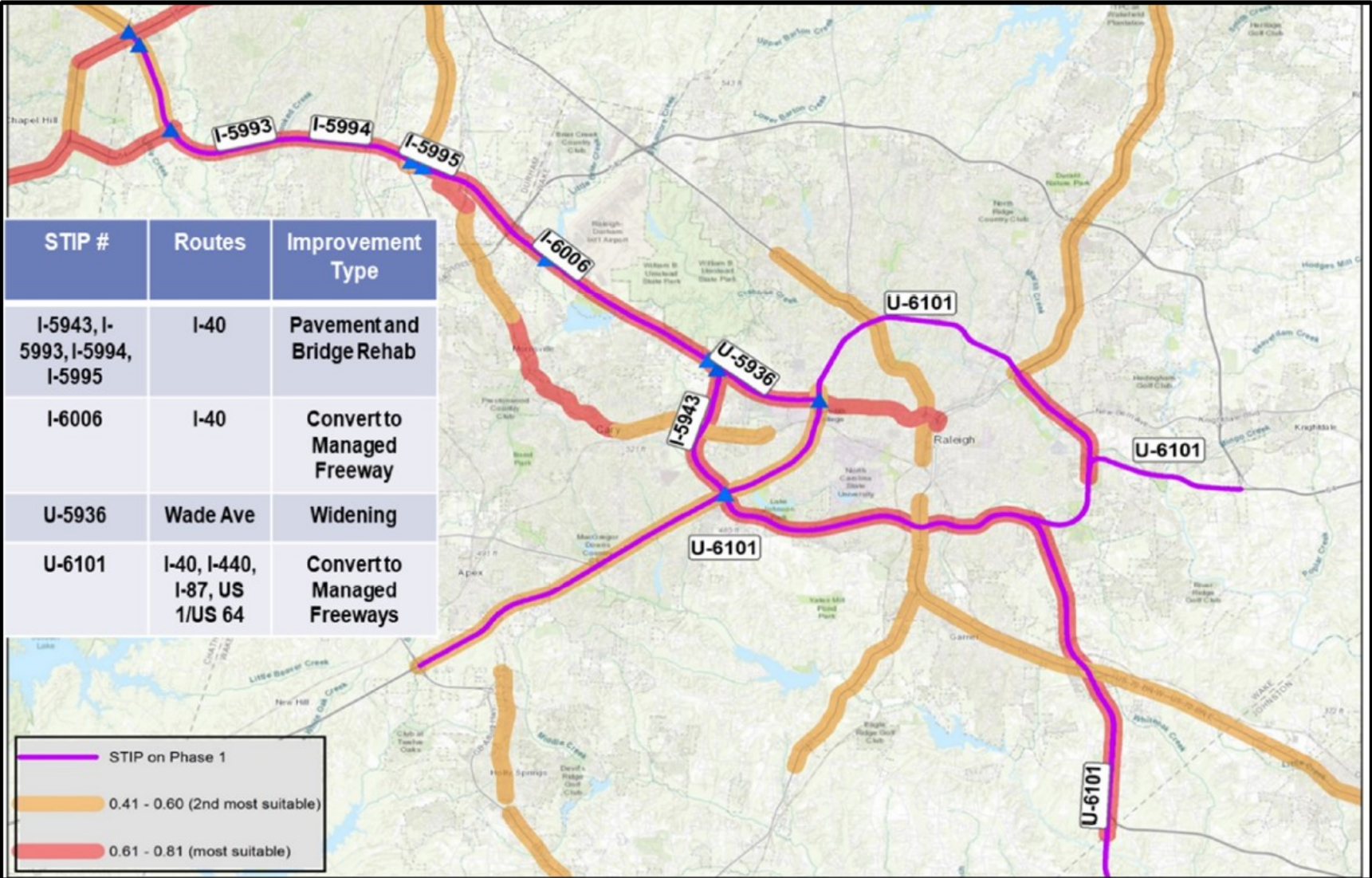


## Red – Most Suitable

## Orange – Second Most Suitable



# What Facilities Are Opportunities Based on Existing Plans and the STIP?



Most promising segments:

US 1 from I-540 in Apex to I-40 in Raleigh, continuing along I-440 to Wade Avenue

I-40 from exit 289 to the Johnson County Line

I-440 from US 1 North to I-87 in East Raleigh

## Future Steps

- **Continue active dialogue among Triangle BOSS team members**
- **MPOs, transit agencies engage NCDOT staff on which STIP projects could incorporate BOSS elements**
- **NCDOT considers amendments to BOSS Implementation and Operating Plan based on this study and additional NCDOT research**



# Questions / Discussion

## CONTACTS

Shelby Powell – Deputy Director  
**CAMPO**

[Shelby.Powell@campo-nc.us](mailto:Shelby.Powell@campo-nc.us)

Patrick McDonough – Senior Transit Planner /  
Transit-Oriented Development Lead  
**HDR**

[Patrick.McDonough@hdrinc.com](mailto:Patrick.McDonough@hdrinc.com)

## 5.1 Bus on Shoulder Study

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

## 5.2 2021 NCDOT Bicycle and Pedestrian Planning Grant Applications

## 5.2 2021 NCDOT Bicycle and Pedestrian Planning Grant Applications

- The NCDOT Division of Bicycle and Pedestrian Transportation, along with the Transportation Planning Branch provide funding grants totaling \$400,000 to municipalities throughout the state.
- The funds for this program are from earmark funds specifically set aside for bicycle and pedestrian planning. The Towns of Garner and Youngsville will be submitting pedestrian planning grant applications directly to the Division of Bicycle and Pedestrian Transportation as of June 30, 2021 for the 2021 “Call” for projects.

## 5.2 2021 NCDOT Bicycle and Pedestrian Planning Grant Applications

### Requested Action:

**Recommend adoption of the 2021 NCDOT Bicycle and Pedestrian Planning Grant Applications to the Executive Board.**

## 5.3 Sub-Allocation of American Rescue Plan Act Transit Formula Funds

# American Rescue Plan (ARP) Act Transit Formula Funds

- \$32,723,559 Made Available by FTA in March
- In Addition to Previous CARES Act and CRRSAA Allocations Totaling \$43 Million
- Aid Transit Agencies in Recovery from COVID-19 Revenue and Cost Impacts
- Previous Allocations Distributed Using Same % Shares as Normal Federal Formula Grant Allocations
- Strong Interest in Continued Suspension of Fare Collection Through FY 2022
- Transit Agencies Agreed to Use Portion of ARP Funding to Backfill Budget Shortfalls from Uncollected Fare Revenues in FY 22

AGENCY	FY 22 BUDGETED/PROJECTED FARES
City of Raleigh	\$0 (Using prior CARES Act apportionment to cover FY 22 fare suspension)
Town of Cary	\$220,996
Wake County	\$82,098
GoTriangle	\$420,000
<b>TOTAL</b>	<b>\$723,094</b>

# American Rescue Plan (ARP) Act Transit Formula Funds

- Remaining \$32,000,465 Distributed Using Same % Shares as Normal Federal Formula Grant Allocations, With One Exception
- If Transit Agency Allocation from CARES Act + CRRSAA + ARP < Pandemic-Related Revenue Shortfalls from Q4 FY 20 – FY 22
- Additional ARP Funds Used to Backfill Revenue Shortfalls for GoTriangle (\$1.94 Million)

RECIPIENT	ARP ALLOCATION
City of Raleigh	\$20,860,452
Town of Cary	\$4,018,425
GoTriangle	\$5,140,011
Wake County (subrecipient of City of Raleigh)	\$2,704,671
<b>TOTAL</b>	<b>\$32,723,559</b>



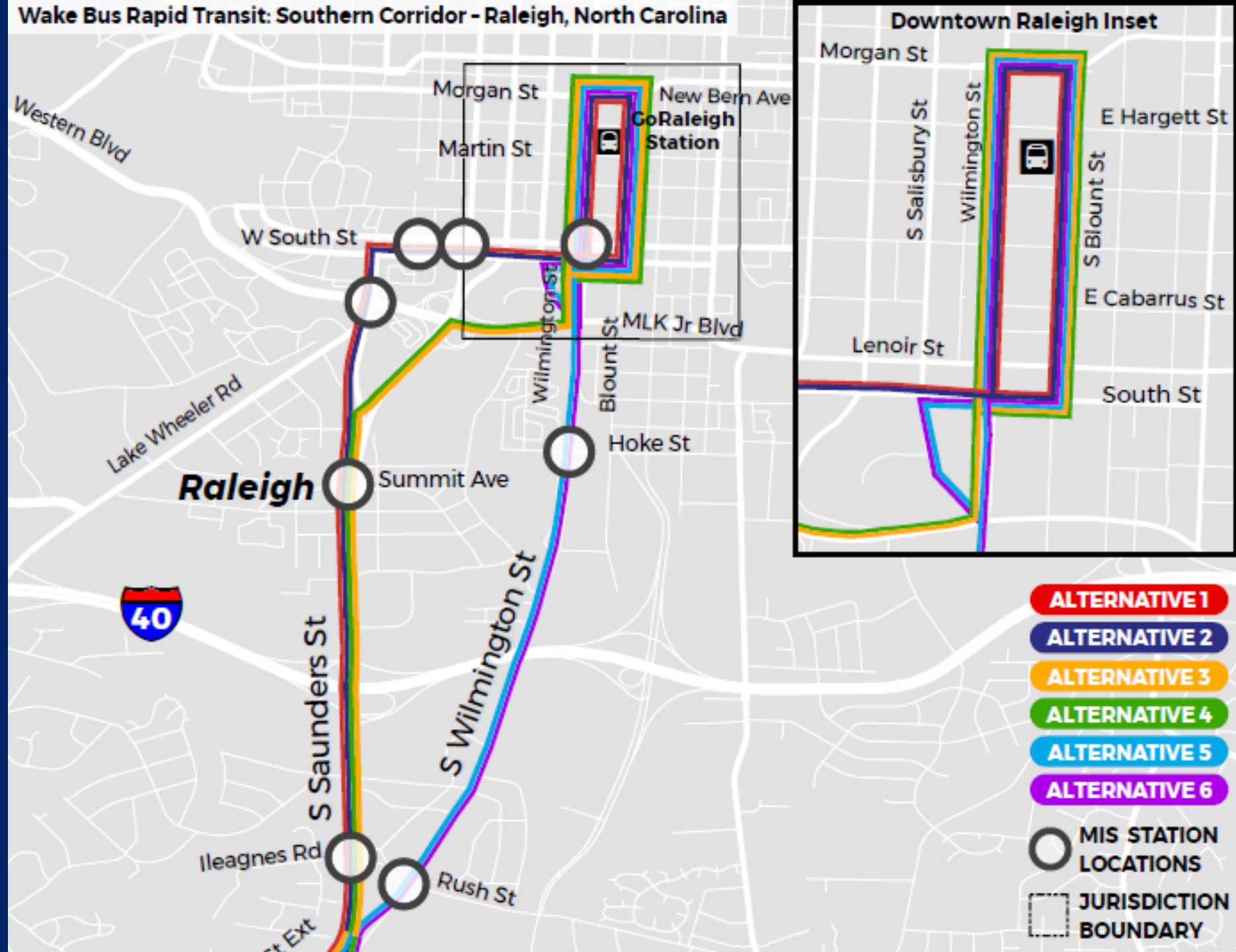
## 5.3 Sub-Allocation of American Rescue Plan Act Transit Formula Funds

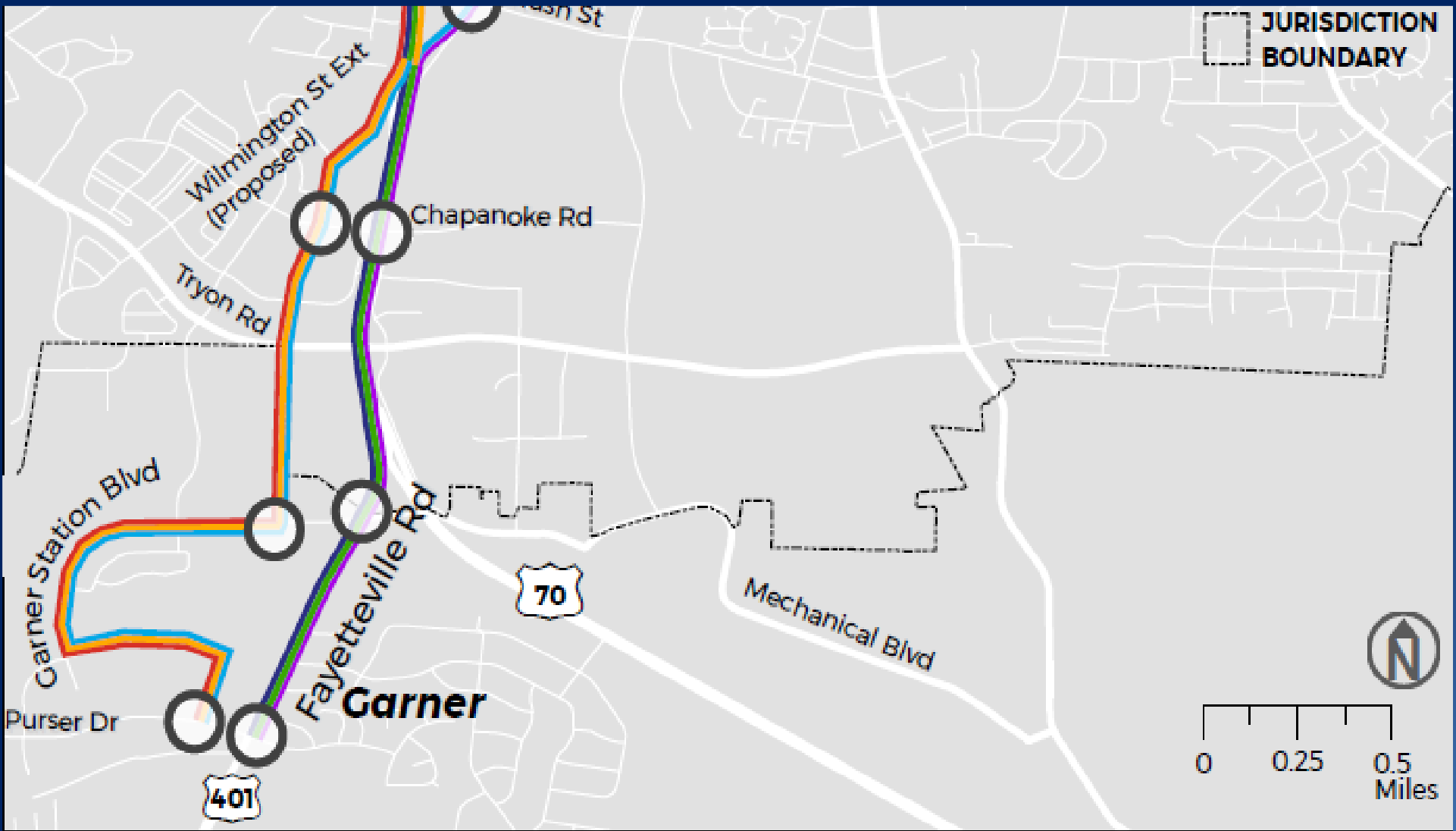
### Requested Action:

**Recommend the Executive Board approve the sub-allocation of American Rescue Plan Act transit formula funds in the amounts shown in the attached split letter to the Federal Transit Administration.**

## 5.4 Locally Preferred Alternative for Wake Bus Rapid Transit: Southern Corridor

# Wake Bus Rapid Transit: Southern Corridor - Raleigh, North Carolina





# Locally Preferred Alternative Considerations

## Mode

- For what mode of transportation is the infrastructure being built?
- Bus Rapid Transit vs. Express Bus, Light Rail, Street Car, etc.

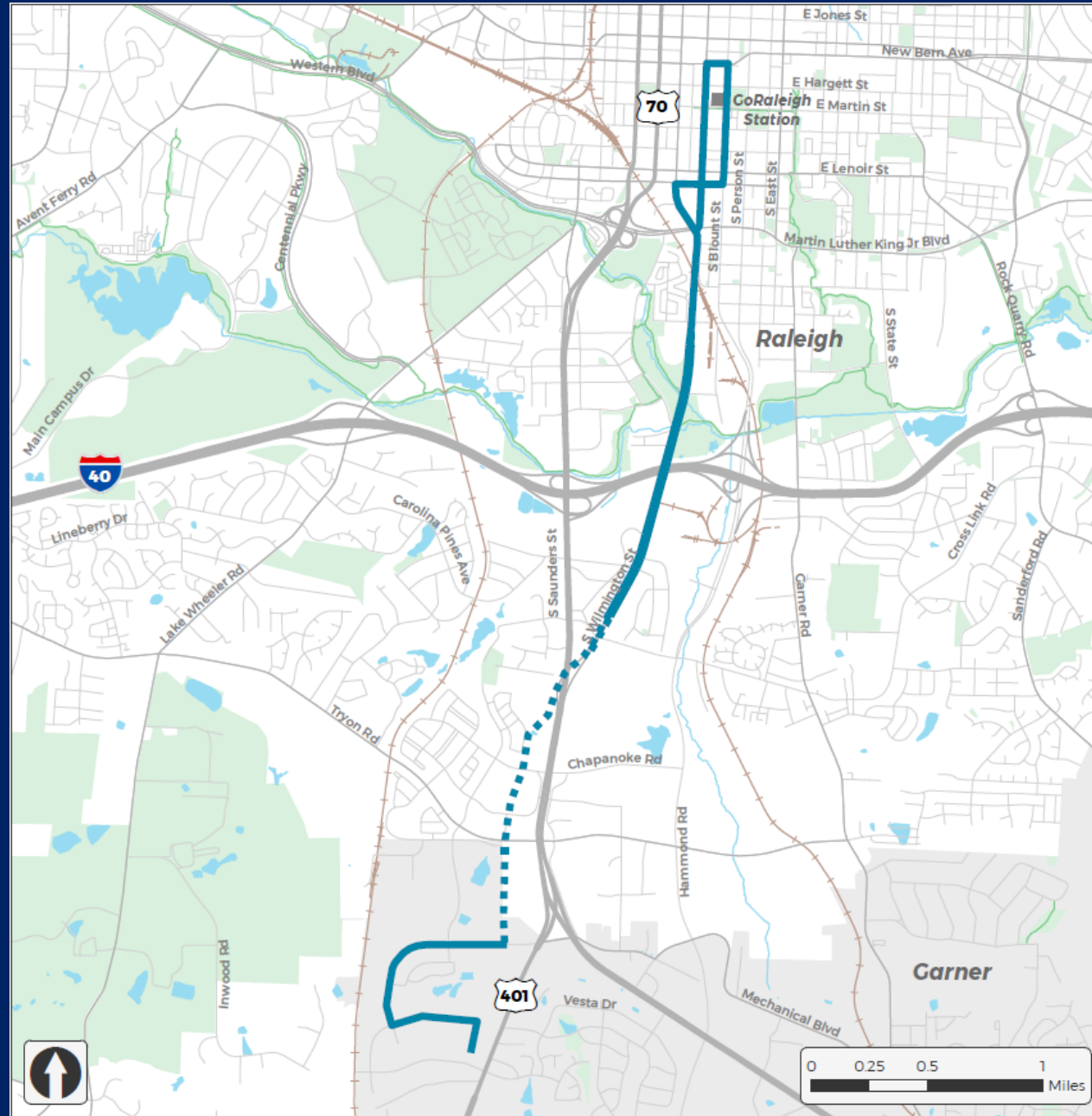
## Alignment

- What is the physical location/configuration of the facility that will support the selected mode?
- Map on next slide

## Termini

- What are the end points of the infrastructure supporting the selected mode on the selected facility?
- North: GoRaleigh Station in Downtown Raleigh
- South: Purser Drive in Garner

# Wake BRT: Southern Corridor Proposed LPA



# Support for Locally Preferred Alternative

## Purpose and Need for Project

- Improve transit service
- Accommodate projected growth
- Bypass major congestion points
- Improve attractiveness of service to result in ridership growth

## Analysis of Potential Alternatives

- Alignment: Most suitable alternative that serves the identified travel market that satisfies project purpose and need
- Mode: Most cost-effective and least intrusive mode that satisfies purpose and need
- Termini: Provides direct access to major origins and destinations that shape the travel market

Concurrence from Cooperating Agencies – NCDOT, CAMPO, SHPO, Town of Garner, NCDEQ, USACE

# Locally Preferred Alternative Consideration Schedule

ACTION	DATE
Town of Garner Endorsed LPA	April 5 <sup>th</sup>
City of Raleigh Recommended LPA	April 20 <sup>th</sup>
LPA to TCC as Information	May 6 <sup>th</sup>
Public Comment Period Began	May 6 <sup>th</sup>
LPA to Executive Board as Information and Public Hearing	May 19 <sup>th</sup>
Concurrence Meeting for CPs Through LPA	May 21 <sup>st</sup>
<b>TCC Recommendation on LPA</b>	June 3 <sup>rd</sup>
Public Comment Periods Ends	June 13 <sup>th</sup>
Executive Board Action on LPA	June 16 <sup>th</sup>



## 5.4 Locally Preferred Alternative for Wake Bus Rapid Transit: Southern Corridor

### Requested Action:

**Recommend adoption of the Locally Preferred Alternative for the Wake BRT: Southern Corridor to the Executive Board, pending no adverse and actionable public comment.**

## 5.5 Policy Framework for Use of Wake Transit Funds to Acquire Real Property

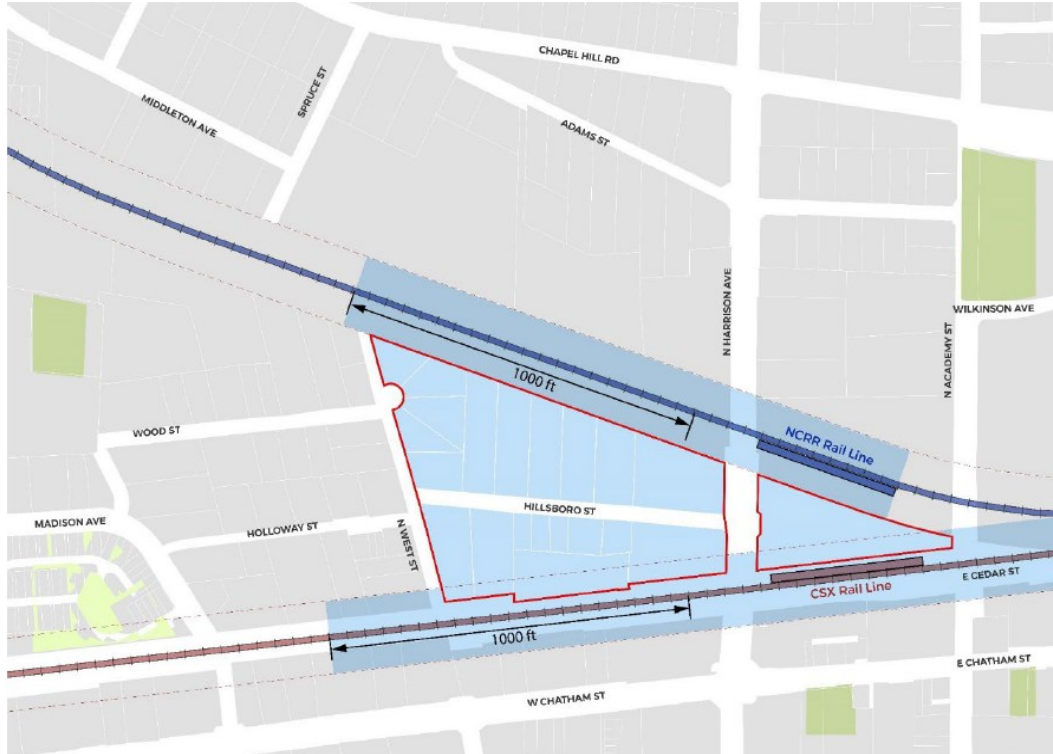
# Purpose of Policy Framework



## Clarify Requirements and Responsibilities of Project Sponsors and Lead Agencies For:

- Submission of Information for TPAC Review of Requests
- Maintaining and Reporting Certain Information for Applicable Real Property
- Allowable Methods for Disposal and Use of Applicable Proceeds
- Methods for Incorporating Tenets of Policy Framework into Program-Level Processes for Transit Plan Implementation

# Applicability



- Acquisition and management, use and disposition of real property acquired using Wake Transit Tax Revenues
- Does not apply to real property leasing or acquisition of personal property, real property easements, or other nonpossessory interests
- Transit centers, maintenance facilities, transit stations, park-and-ride facilities, laydown areas, admin offices, ROW for fixed-guideway facilities
- Applicable federal/state law controls in any instances of conflict

# Applicability Threshold(s)

**All Individual Parcels or Combination of Contiguous Parcels That Exceed:**

- 0.10 acre (~4,350 square feet) AND >\$50,000 value

**EXCEPT**

- Real property to exclusively support streetside bus stop or bus transfer point infrastructure that does not exceed 0.50 acre (~21,780 square feet) AND >\$75,000



# Information for TPAC Review

- 1) Necessity
- 2) Location and Size
- 3) Property Value
- 4) Funding Sources
- 5) Title Issues
- 6) Environmental Issues
- 7) Displacements
- 8) Incidental Uses

**To be submitted with  
project funding request  
forms or applicable  
amendment request forms  
beginning July 1<sup>st</sup>**

# TPAC Standard of Review



- **Need** – Is acquisition necessary as opposed to other alternatives?
- **Cost** – Are the costs reasonable for the project's relative level of priority and compared to other options?
- **Location** – Does the location comport with the needs of the project and its role in implementing the Wake Transit Plan



# Real Property Inventory and Utilization Plan

- 1) Work Plan Project ID
- 2) Property Location
- 3) Summary of Conditions on Title
- 4) Original Acquisition Cost
- 5) Appraised/Assessed Value and Appraisal Date
- 6) Wake Transit Financial Participation Percentage and of Other Funding Partners
- 7) Description of Existing Improvements
- 8) Current and Planned Use of Property and Proposal for Disposition, if Applicable

**Minimally Update and Report Annually with 4<sup>th</sup> Quarter Progress Report**

**Applies to All Wake Transit-Funded Property, Regardless of When Funding Was Requested**



# Disposal Methods/Use of Proceeds



# Method of Institutionalization



**Applicable Project-Level Agreements to  
Require Compliance with Adopted Policy  
Framework**

## 5.5 Policy Framework for Use of Wake Transit Funds to Acquire Real Property

### Requested Action:

**Recommend approval of the Policy Framework for Use of Wake Transit Funds to Acquire Real Property to the Executive Board.**

## 5.6 Wake Transit Financial Policies & Guidelines Amendments

# Assumed Revenues in Operating and Capital Fund Ordinances

## Operating Fund Ordinance - BEFORE

Article 43 ½ Cent Local Option Sales Tax	\$92,075,000
Vehicle Rental Tax	4,406,000
\$7 Vehicle Registration Tax	6,658,000
\$3 Vehicle Registration Tax (Transfer from Wake Special Tax District)	2,852,000
Farebox	1,258,000
<b>Total</b>	<b>\$107,249,000</b>

## Capital Fund Ordinance - BEFORE

Allocation from Wake Capital Fund Balance	\$30,757,331
Transfer from Wake Operating	82,114,525
<b>Total</b>	<b>\$112,871,855</b>

## Operating Fund Ordinance - AFTER

	<b>Original</b>
Article 43 ½ Cent Local Option Sales Tax	\$14,379,425
Vehicle Rental Tax	2,800,000
\$7 Vehicle Registration Tax	6,670,000
\$3 Vehicle Registration Tax (Transfer from Wake Special Tax District)	2,860,000
Farebox	0
Other/Miscellaneous	370,000
<b>Total</b>	<b>\$27,079,425</b>

## Capital Fund Ordinance - AFTER

	<b>Original</b>
Article 43 ½ Cent Local Option Sales Tax	\$83,620,577
Allocation from Wake Capital Fund Balance	44,739,769
<b>Total</b>	<b>\$128,360,346</b>

# Restrictions on Carryover Encumbrances for Operating Projects

- Encumbering and Carrying Over Funds Allocated to Operating Projects from One FY to Following FY
- Currently No Restrictions
- Restrict to Just Contracted or Administrative Expenses
- Excludes Staffing, Bus Operations, Site Leasing, Bus Infrastructure Maintenance, etc.

## 5.6 Wake Transit Financial Policies & Guidelines Amendments

### Requested Action:

**Recommend approval of the proposed amendments to the Wake Transit Financial Policies & Guidelines to the Executive Board.**

## 5.7 FY 2022 Recommended Wake Transit Work Plan



# FY 2022 Work Plan Development Schedule - Important Dates

ACTION	DATE
TPAC Recommended Work Plan for Adoption	April 21 <sup>st</sup>
CAMPO/GoTriangle Public Comment Period for Recommended Work Plan	April 28 <sup>th</sup> – May 28 <sup>th</sup>
TCC Received Recommended Work Plan as Information	May 6 <sup>th</sup>
Executive Board Held Public Hearing and Received as Information	May 19 <sup>th</sup>
<b>CAMPO TCC Considers Recommendation of Adoption</b>	June 3 <sup>rd</sup>
CAMPO Executive Board Considers Adoption	June 16 <sup>th</sup>
GoTriangle Board of Trustees Considers Adoption	June 23 <sup>rd</sup>

# FY22 Wake Transit Work Plan Public Engagement

*Draft: February 19-March 21 + Recommended: April 28-May 27*

## OUTREACH

- 800 flyers
- 42 Tweets
- 8 Facebook Posts
- 8 Instagram Posts
- 17 geotargeted social posts to hard-to-reach populations
- 7 virtual community meetings:
  - Oak City Baptist Church
  - Habitat for Humanity
  - NC Society for Hispanic Professionals
  - Dorcas Ministries
  - StudentU
  - AmeriCorps VISTA
  - Olive Branch Baptist Church
- Email campaign to >1,100 subscribers
- TPAC partner distribution: Raleigh, Holly Springs, Wake Forest, Cary, Apex, Morrisville, Wendell, Zebulon
- Coverage in local newsletters (58,000 subscribers)
  - RALToday, Downtown Raleigh Alliance, Raleigh Convergence



## RESULTS

### Social Media

- Twitter: 21,768 impressions; 310 engagements
- Facebook: 1,1212 reached; 57 engagements
- Instagram: 781 reached; 30 engagements
- Geo-targeting: 79,205 impressions; 56,665 reached; 348 total link clicks

### Website

- 1,549 unique page views
- 2:14 – 3:09 time on page

### Comment Box

- 672 views; 16 participants; 5 subscribers; 14 comments

# FY22 Recommended Wake Transit Work Plan Comments

- 7 Separate Commenters
- Need more bus service with flexible schedules in Raleigh
- Excited about:
  - DRX service enhancement
  - Improved bus stops and larger transit hubs/centers
  - Continued development of BRT corridors
- Go faster with implementation and break subservience to the automobile
- Pleased with investment in mobile ticketing
- Extend GoCary Route 5 to Ten Ten Road
- Comment on planned stops along Western BRT corridor
- No increase in taxes → Road improvements are more important

## 5.7 FY 2022 Recommended Wake Transit Work Plan

### Requested Action:

- 1) Recommend the Executive Board approve the TPAC-recommended FY 2022 Wake Transit Work Plan and its corresponding project agreement structure; and 2) Recommend that the Executive Board authorize the Executive Director to execute any applicable project-level agreements to which CAMPO is a party.

## 5.8 FYs 2022 and 2023 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

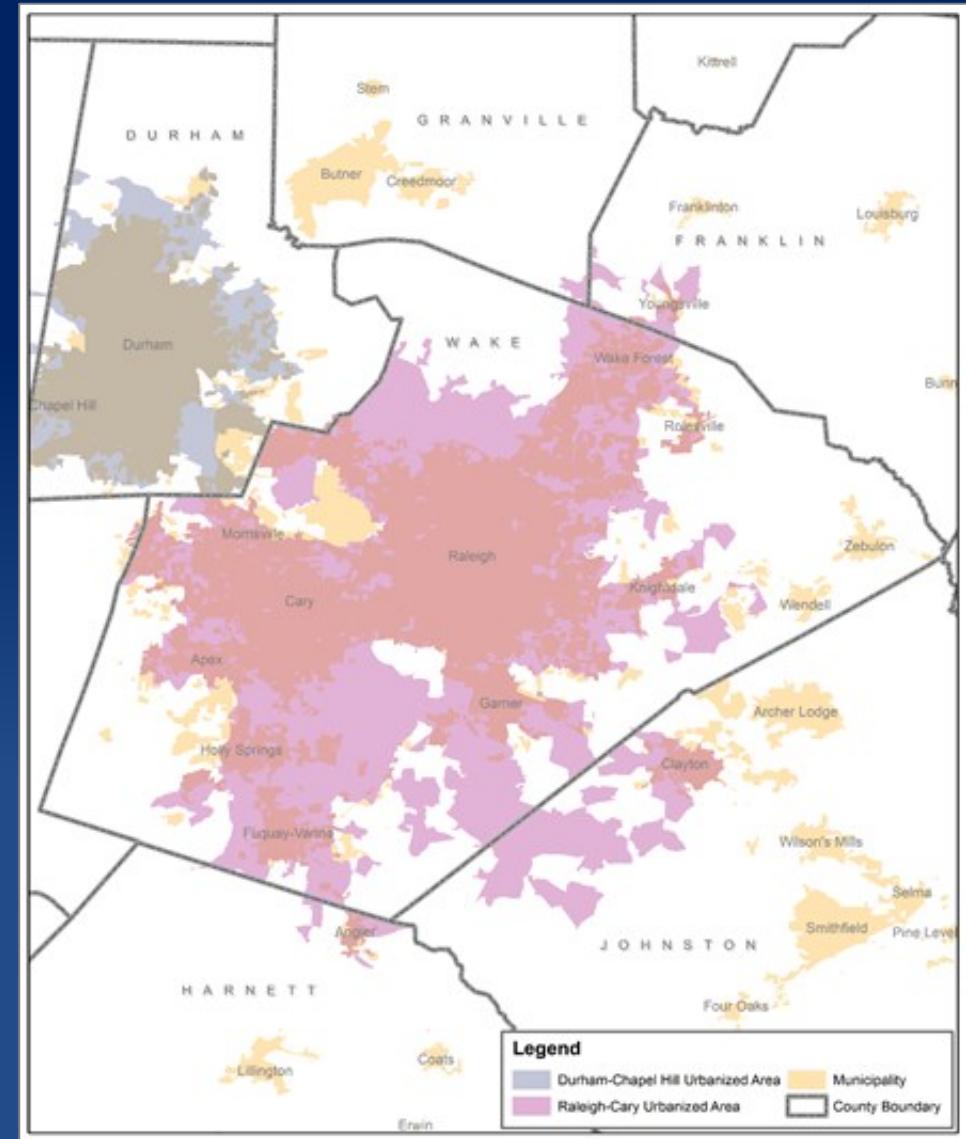
### **Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) 2021 Call for Projects**

CAMPO TCC Meeting  
June 3, 2021



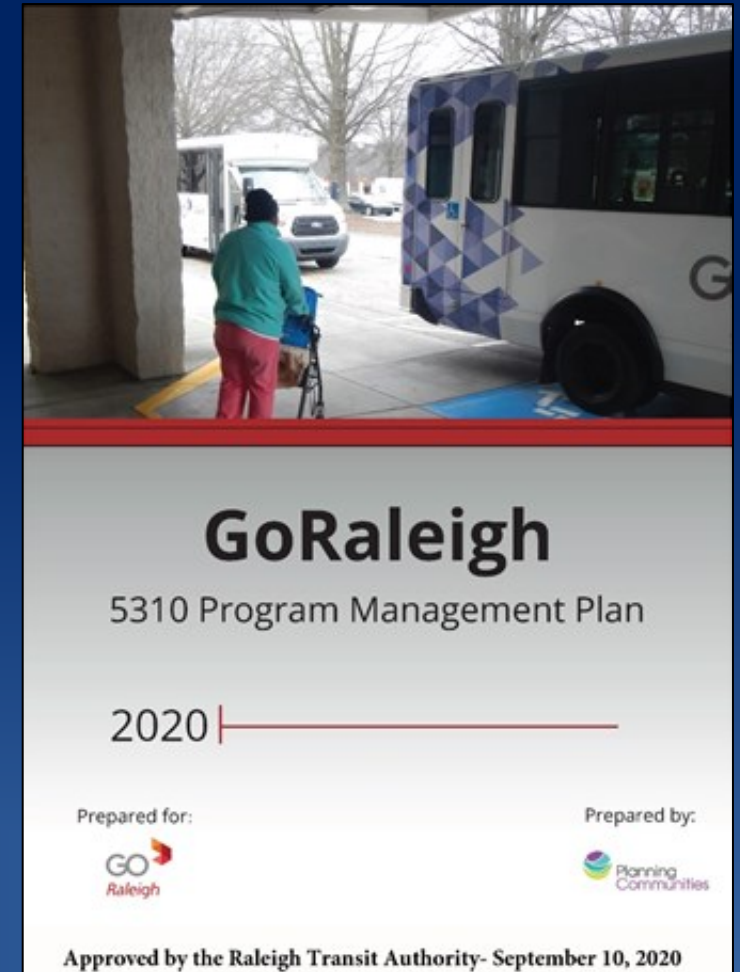
# FTA Section 5310 Program

- Provides capital and operating grants to
  - Non-profit organizations, private operators, and public agencies
  - Providing coordinated transportation services
  - Planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.
- Funding is for the Raleigh-Cary Urbanized Area



# 5310 Program Management Plan

- Approved by CAMPO and GoRaleigh in 2020
- Lists FTA requirements
- Explains project selection process and criteria





# 2021 Call for Projects

- Applications accepted February 26 – March 26
- Approximately 200 agency, non-profit, and providers were contacted
- Virtual grant webinar and recorded presentation:
  - **Webinar:** March 9, 2021
  - **Recorded Webinar:** Posted March 12 on GoRaleigh's website
- Applications evaluated by TCC Scoring Subcommittee
  - April 9 & April 16
- Public comment period April 26 – May 27
- Public hearing May 19
- Program of Projects approved in June





# Grant Application Snapshot

Organization	Funding Request	Project Summary	Project Type
Alliance of Disability Advocates	\$144,028	Travel training	Other
The Arc of the Triangle	\$120,694	Transportation for persons with I/DD to community resources	Traditional
The Center for Volunteer Caregiving	\$108,637	Volunteer driver door-to-door	Other
Community and Senior Services of Johnston County	\$260,601	Vehicle Purchase; Mobility Management; Purchased services	Traditional
GoTriangle	\$294,140	Vehicle Purchase (4)	Traditional
GoTriangle Care dba In Home Support	\$37,361	Grocery delivery	Other
Pearl Transit Corp	\$175,370	24-hour transportation and trip planning	Other

## Grant Recommendations

- Developed by CAMPO TCC subcommittee using scoring criteria
- GoTriangle Care dba In Home Support was deemed ineligible
- All other projects are recommended for full funding

Public Comment period: April 26 – May 27

- No comments received

Public Hearing: May 19 Executive Board Meeting

## 5.8 FYs 2022 and 2023 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

### Requested Action:

**Recommend approval of the 5310 program of projects in Attachment A to the Executive Board.**

# Roll Call of Voting Members & Alternates

*Action Items – 4.1 Minutes; 5.2 2021 NCDOT Bicycle and Pedestrian Planning Grant Applications; 5.3 Sub-Allocation of American Rescue Plan Act Transit Formula Funds; 5.4 Locally Preferred Alternative for Wake BRT: Southern Corridor; 5.5 Policy Framework for Use of Wake Transit Funds to Acquire Real Property; 5.6 Wake Transit Financial Policies & Guidelines Amendments; 5.7 FY 2022 Recommended Wake Transit Work Plan; and 5.8 FYs 2022 and 2023 Section 5310 Program Project Selection*

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

## 5.9 Amendment #5 to FY2020-2029 Transportation Improvement Program

- CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment will also include changes submitted from transit providers to reflect their current budgets.
- New Format

Public Comment: June 1 - August 15, 2021

Public Hearing: June 16, 2021 Executive Board Meeting

## 5.9 Amendment #5 to FY2020-2029 Transportation Improvement Program

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

## 5.10 Locally Administered Projects Program (LAPP) FFY2023 Proposed Changes and Target Modal Investment Mix

- Proposed changes and Target Modal Investment Mix recommended by LAPP Steering Committee
- One-Call-For-All (LAPP FFY 2023 & UPWP FY 2023) anticipated to open at August 18<sup>th</sup> Executive Board Meeting.

Public Comment: June 1 - August 15, 2021

Public Hearing: June 16, 2021 Executive Board Meeting

# Issues Overview

- 1. Buffer for Bicycle and Pedestrian Connection Criteria
  - 2. Parallel Route Selection Requirement
  - 3. Project Cost Application Fields (Administrative)
  - 4. Location Requirements for Bundled Transit Projects
  - 5. Target Modal Investment Mix
  - 6. Including Equity in LAPP Scoring Criteria
  - 7. LAPP Selection Panel Policy Recommendations
- Action Items
- Discussion Items



# Issue #1: Buffer for Bicycle and pedestrian connection criteria

***Network Connections*** – *The project must be within approximately ¼-mile of activity centers, high density residential development, or government facilities. To qualify for these points, the activity centers, etc. must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time of application. The project will receive one point for each connection made, up to a maximum of 15 points. To receive these points, network connections must be identified on the project map and/or listed in the application.*

## **Proposal:**

Increase buffer to ½ mile for greenway projects, due to isolated nature of greenway projects relative to sidewalk/complete streets/bike lane projects.

# Issue #1: Buffer for Bicycle and pedestrian connection criteria

## **Staff Recommendation:**

Keep buffer distances consistent between bike/ped project types.

- Evaluating projects on serving transportation purpose, rather than recreation
- Different standards of measuring connectivity
- Balanced scoring system

## Issue #2: Parallel Route Selection requirement

Roadway projects on new location are evaluated using a “parallel route”

- *TEAAS (Safety)*
- *V/C Ratio*
- *Travel Time Savings*

Current Selection Process:

Informal. Submitted by applicant and reviewed by CAMPO.

### **Staff Recommendation:**

Add field to application for parallel route and require submittal prior to presubmittal meetings. This will allow time for discussion and collection of TEAAS reports prior to submittal window deadline.

## Issue #3: Project Cost Application Fields (Administrative)

LAPP Applicants are required to submit the following cost and match information as a part of their application:

- Cost by phase of work
- Total project cost
- Total cost requested from CAMPO
- Local match

All fields are individual and do not have any consistency checks in place to ensure costs and match are accurate.

### **Staff Recommendation:**

Update LAPP application to include consistency checks as part of cost and match information.

## Issue #4: Location requirements for bundled transit projects

### Current Policy:

*LAPP transit applications are not required to include locations of bundled projects Ex: bus stop improvements, enhanced transfer points.*

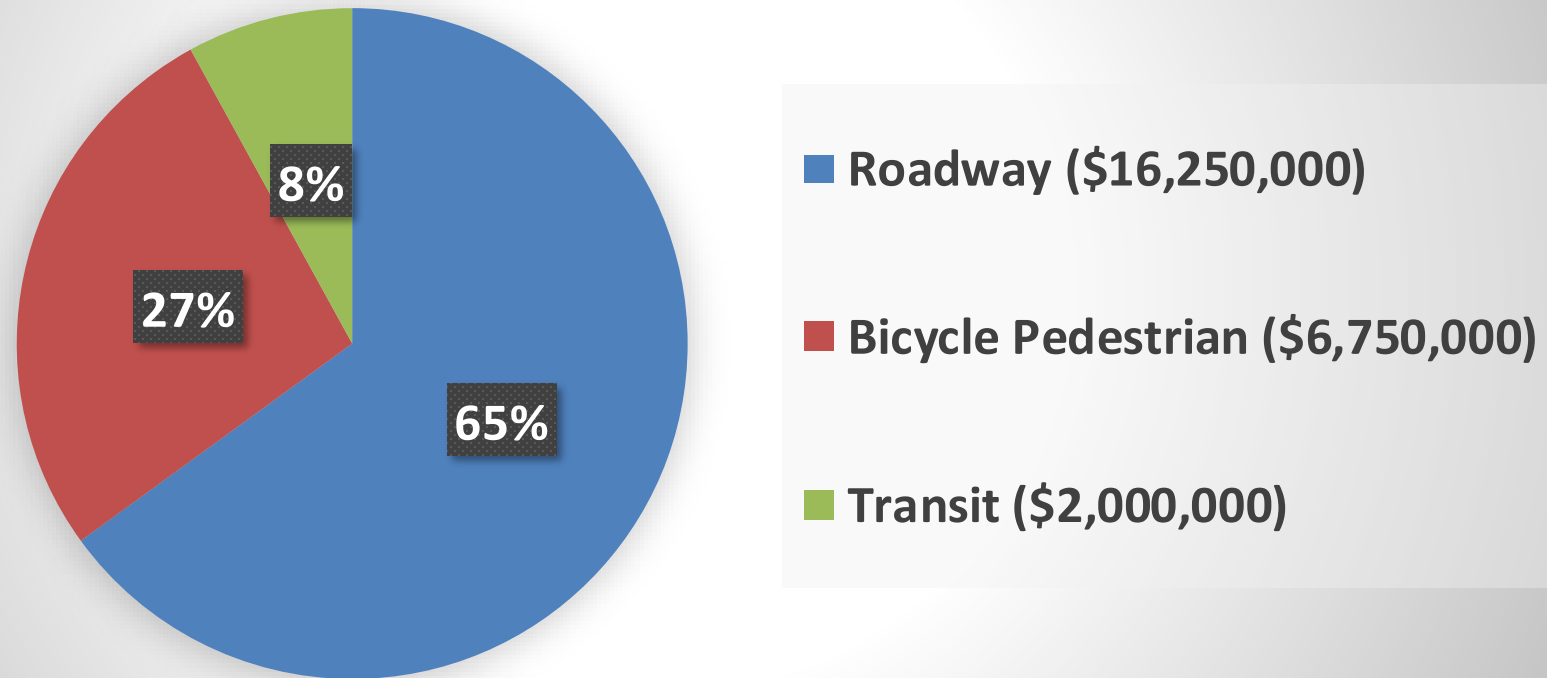
- Issue raised by LAPP Selection Panel after FFY22 round
- Intended to help evaluate projects similar to each other
- Helps assist with tracking projects after funding awarded

### **Staff Recommendation:**

Require locations to be identified for bundled transit projects.

## Issue #5: Target Modal Investment Mix

### FFY 2022 Target Modal Investment Mix



## Issue #5: Target Modal Investment Mix

- Modal Investment Mix:
  - General need for additional funding in all modes
  - Cannot justify increasing one mode at expense of others
- Future Funding uncertainties:
  - Federal funding reauthorization
  - Overprogramming
  - Existing LAPP projects cost overruns

### **Staff Recommendation:**

Keep same target modal investment mix and tentative programming amount (\$25m) as prior round of LAPP. If new funding information is made available, CAMPO Staff or LAPP Selection Panel may recommend revising programming amount.

## Issue #6: Equity in LAPP Scoring

Equity in Scoring Criteria has been discussed through multiple LAPP iterations

- Concerns on how to properly include equity in scoring
- Nuances on how equity is measured

### **Staff Recommendation:**

Use next two LAPP cycles to introduce equity in LAPP scoring criteria

- Year 1: Initial discussions and completion of LAPP Strategic Plan Update and Public Participation Plan
- Year 2: Use feedback to develop scoring criteria, weights, and measures



## Issue #7: LAPP selection panel recommendations

LAPP Selection Panel provided policy-level recommendations as part of their FFY22 meetings

- Not a consensus on actionable items for policy issues
  1. Logical Termini
  2. Conscious Development
  3. Accessibility and Environmental Justice in Transit Scoring
  4. Inclusion of Dedicated Access to Transit Funds in Wake County Transit Plan

### **Staff Recommendation:**

Review policy concerns with LAPP Selection Panel and at future LAPP trainings.

## 5.10 Locally Administered Projects Program (LAPP) FFY2023 Proposed Changes and Target Modal Investment Mix

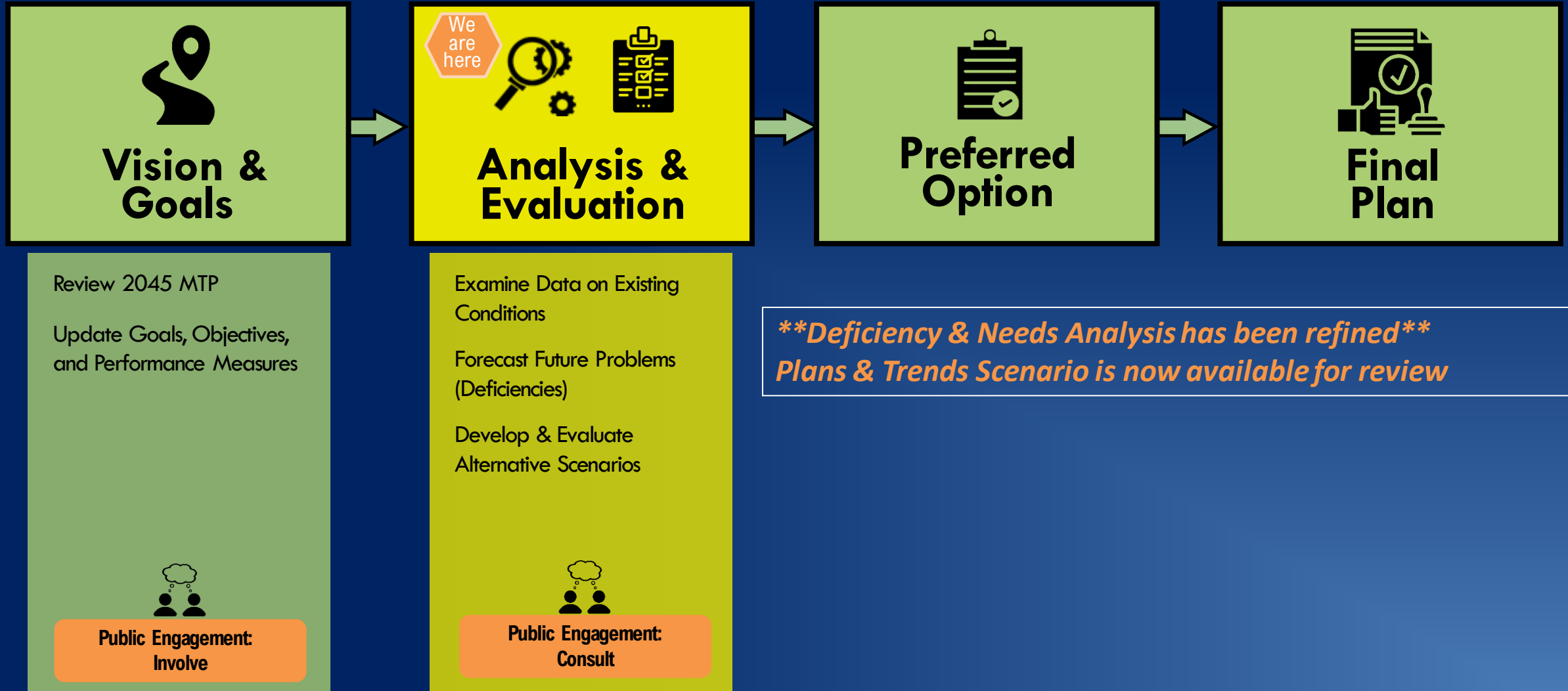
**Requested Action:**

**Receive as information.**

## 5.11 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

Four scenarios that match a development foundation with a mobility foundation:  
2 completed; 2 underway

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*
- *Plans & Trends Scenario is available*

# Alternatives Analysis

## Trends Scenario

### Plans & Trends Scenario

- Based on local land use plans (*Community Plans development foundation*)
- Where provided, incorporates “committed” development
- “Asserts” development at Anchor Institutions like universities based on campus plans and discussions with staff
- 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 2<sup>nd</sup> 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

# Scenario Framework

Four scenarios that match a development foundation with a mobility foundation:  
2 completed; 2 underway

## Connect 2050 Scenario Framework

							
			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 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



# The Opportunity Places Development Foundation

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

## *Opportunity Places Development Foundation*

### *Mechanically derived – 4 main elements*

Community Plans is the starting point. Modified as follows:

1. Anchor institutions – increased asserted development
2. Mobility hubs – more intense, mixed use development in ~2 dozen places; largely at previously identified “activity centers” in CommunityViz
3. Frequent transit corridors – TOD development on developable parcels
4. Affordable housing opportunity sites – asserted “LIHTC-like” projects on undeveloped public land through GIS-based criteria

*This Development Foundation will be used for the  
Shared Leadership and All Together scenarios*

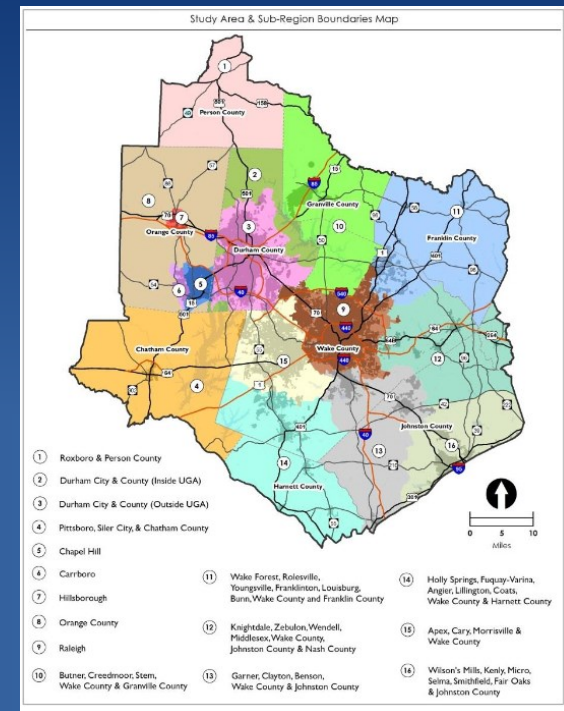
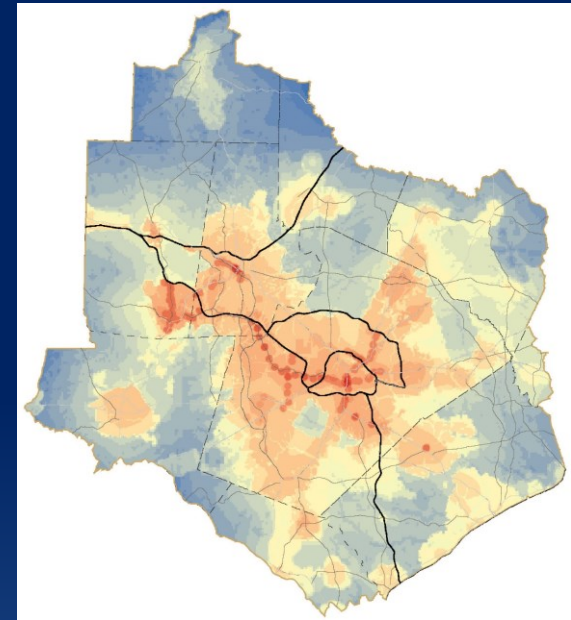
Review results of **Trends Scenario** through the CAMPO web portal:

<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).

***This scenario only includes Plans & Trends Scenario Foundations***  
***The Shared Leadership scenario is anticipated to be available next week***



## 5.11 2050 Metropolitan Transportation Plan (MTP/CTP) Update

Item	Anticipated Milestone Dates
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 2050 Plan	Fall 2021

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

## 6. Informational Items: Budget

6.1 Member Shares – FY 2021

6.2 Operating Budget – FY 2021

**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 – 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

## 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.**

# ADJOURN

## Upcoming Events

Date	Event
June 16, 2021 4:00 p.m.	Executive Board Webex
July 1, 2021 4:00 p.m.	TCC TBD
July 21, 2021 4:00 p.m.	Executive Board TBD
August 5, 2021 4:00 p.m.	TCC TBD