



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

September 2, 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 (3) minutes for each speaker.

4. Minutes

4.1 TCC Meeting Minutes: August 5, 2021

Requested Action:

Approve the August 5, 2021 Meeting Minutes.

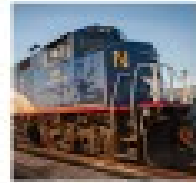
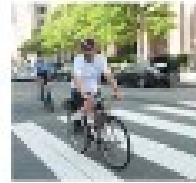
5. Regular Business

5.1 Project U-2791 - I-440 Widening Project



NORTH CAROLINA

Department of Transportation



September 2021 Project Update

U-2719 I-440

U-4437 Blue Ridge Rd/Hillsborough St.

Brandon Jones, Division Five Engineer



Oldest Section of I-440

Design Build Contract
Awarded to Lane
Construction/HDR in October
2018 - \$346.2M

Work Began in July 2019

Widening from 4 to 6 lanes

Replacing Pavement

Replacing Bridges

Upgrading Interchanges

Wade Avenue



Wade Avenue



I440 Raleigh Beltline

7-31-21

Wade Avenue



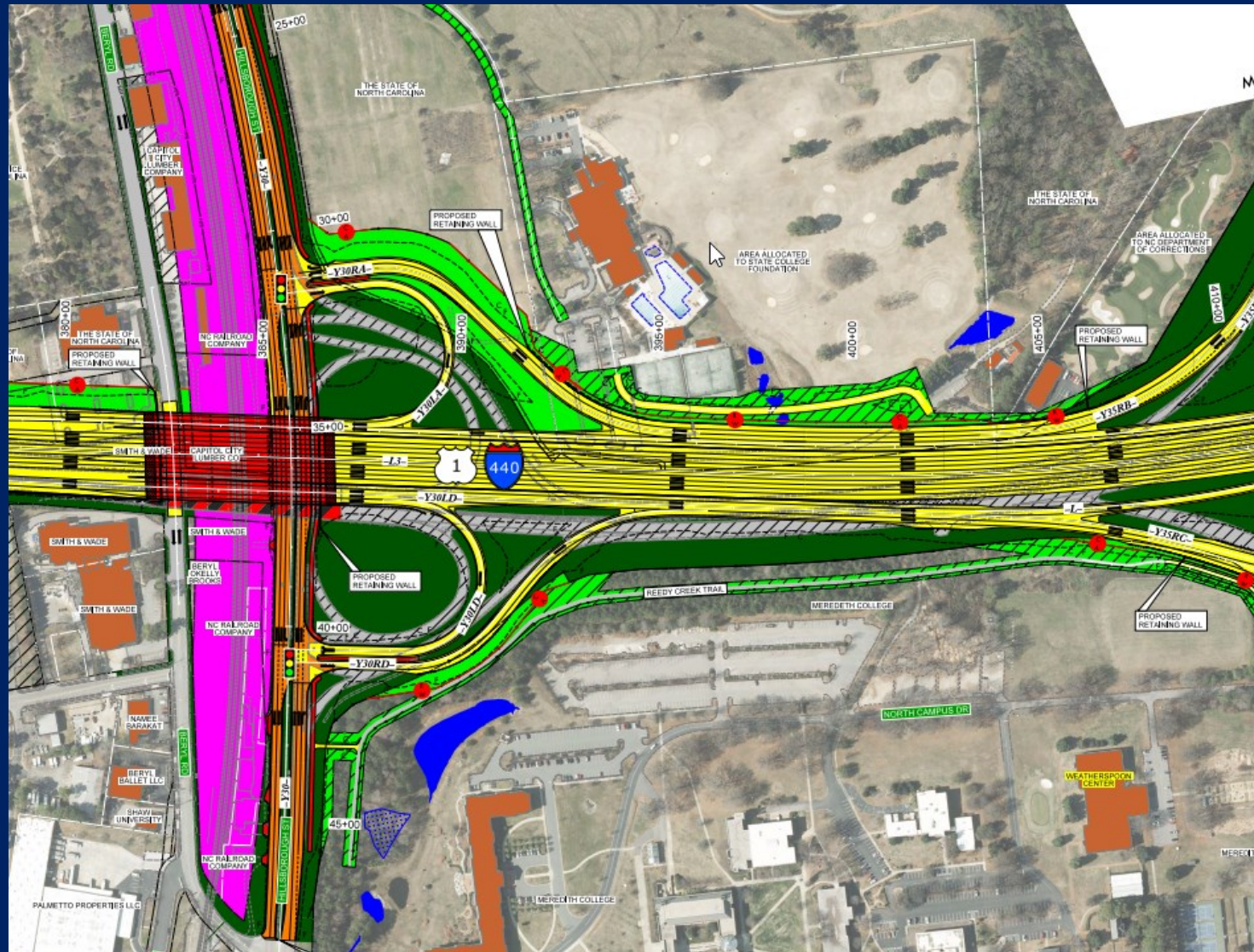
Wade Avenue



Wade Avenue



Hillsborough Street



Hillsborough Street



Hillsborough Street



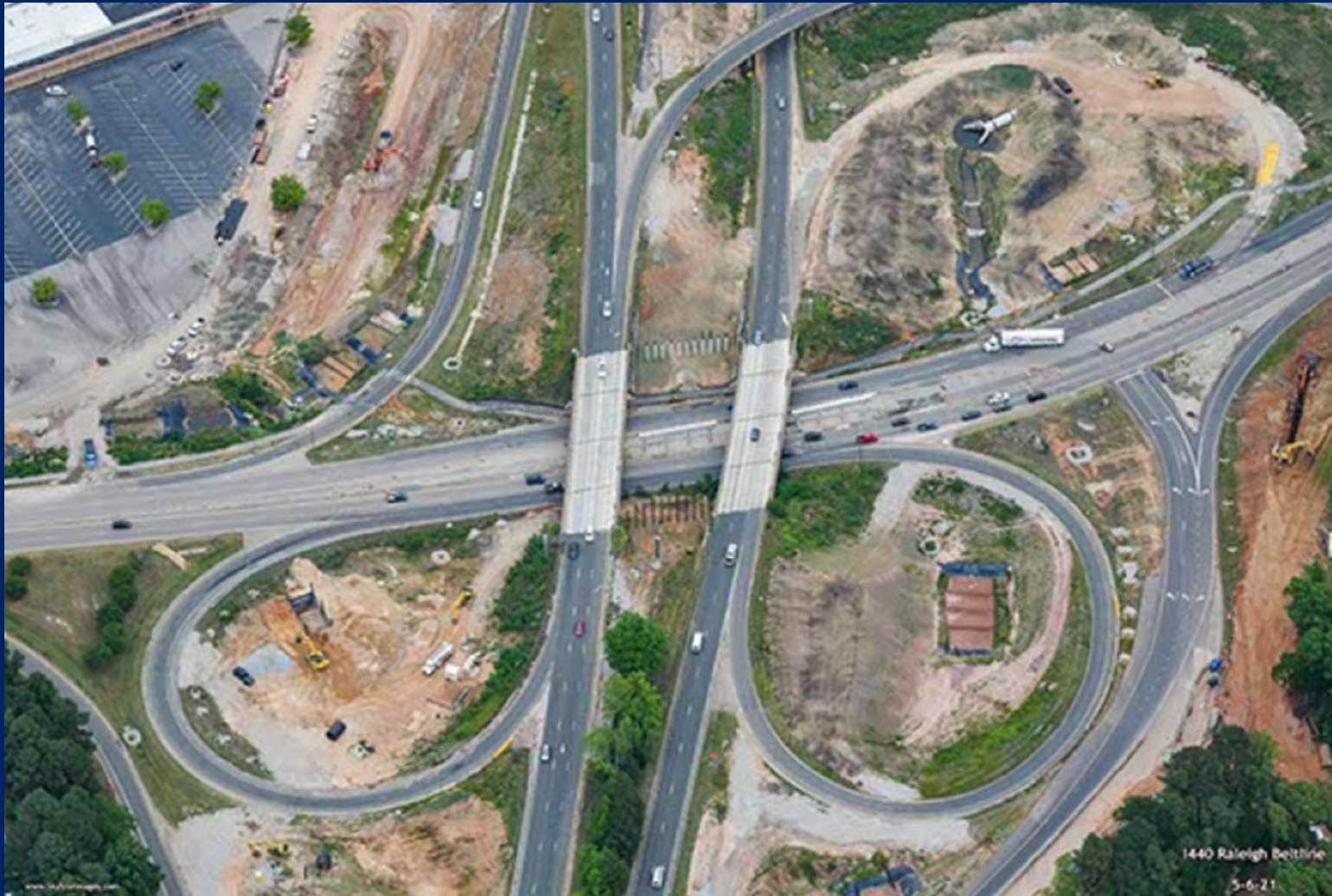
Western Boulevard



Western Boulevard



Western Boulevard



Western Boulevard



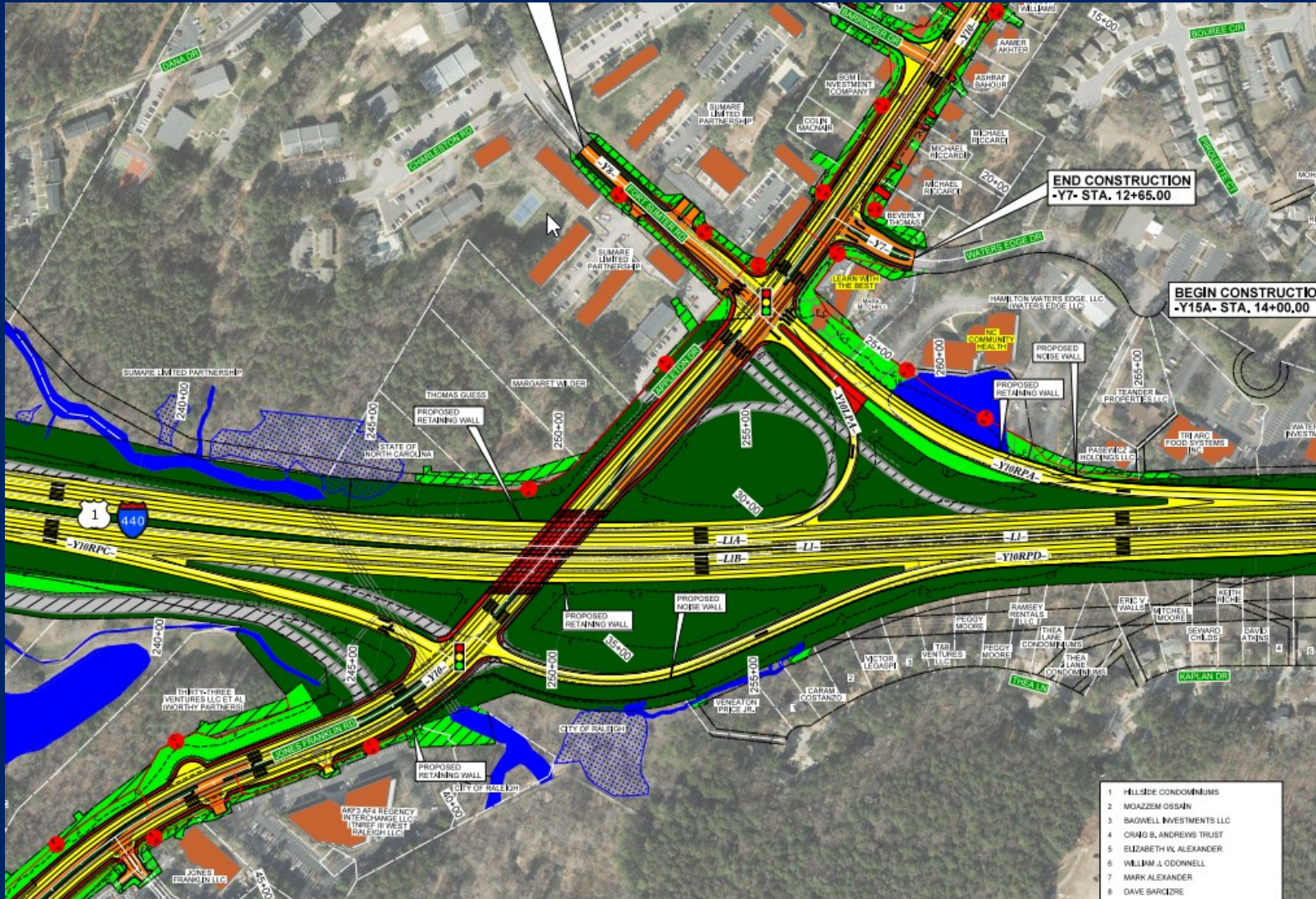
Melbourne Road



Athens Drive



Jones Franklin Road



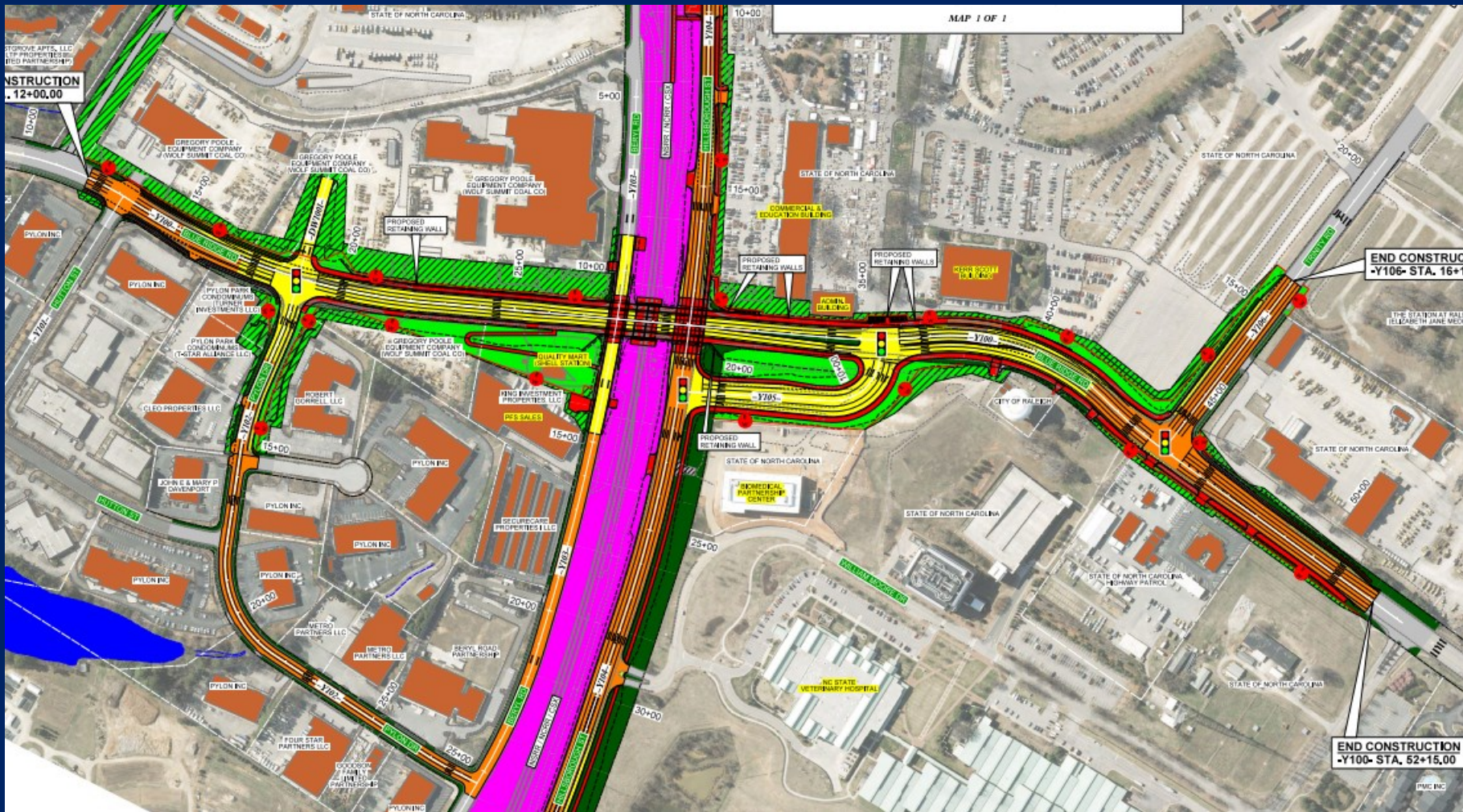
Jones Franklin Road



U-2719 I-440 Next Steps

- 
- An aerial photograph showing a large-scale highway construction project. Multiple lanes of a multi-lane highway are visible, with some sections appearing to be under construction or recently completed. There are several overpasses and ramps visible, and the surrounding area includes some greenery and other infrastructure.
- Shift to New Ramp D at Wade – Completed
 - Shift to Temporary Median between Melbourne and Athens – Completed
 - Shift to New Loop C at Wade – Completed
 - Shift Mainline to new structure 3 (I-440 over Wade) – September 2021
 - Closure at Athens Drive – October 2021
 - Closures and shifts at Western – September/October 2021
 - DDI Completion – February 2023
 - Shift to New Bridge at Jones Franklin – January 2022

U-4437 Blue Ridge Road/Hillsborough Street Grade Separation



U-4437 Blue Ridge Road/Hillsborough Street Grade Separation



U-4437 Blue Ridge Road/Hillsborough Street Grade Separation



U-4437 Blue Ridge Road/Hillsborough Street Grade Separation – Next Steps

View West

Closure of Blue Ridge – 11/1/2021 – 10/1/2023

Closure of Hillsborough – Early 2022 – Mid 2022



5.1 Project U-2791 - I-440 Widening Project

Requested Action:
Receive as information.

5.2 Update on Implementation of Wake BRT Program of Projects

Wake Bus Rapid Transit Program Update

CAMPO

Technical Coordinating Committee

September 2, 2021



Raleigh



Wake BRT Program Overview

Northern Corridor

STATUS: Pre – Planning Complete

NEXT STEPS: Route Selection (2021)

New Bern Ave Corridor

STATUS: Advance Design (60%)

NEXT STEPS: Construction Start (2022)

Anticipated Service (2024)

Western Corridor

STATUS: Preliminary Design (10%)

NEXT STEPS: Anticipated Final Design (2023)

Anticipated Construction (2024)

Anticipated Service (2027)

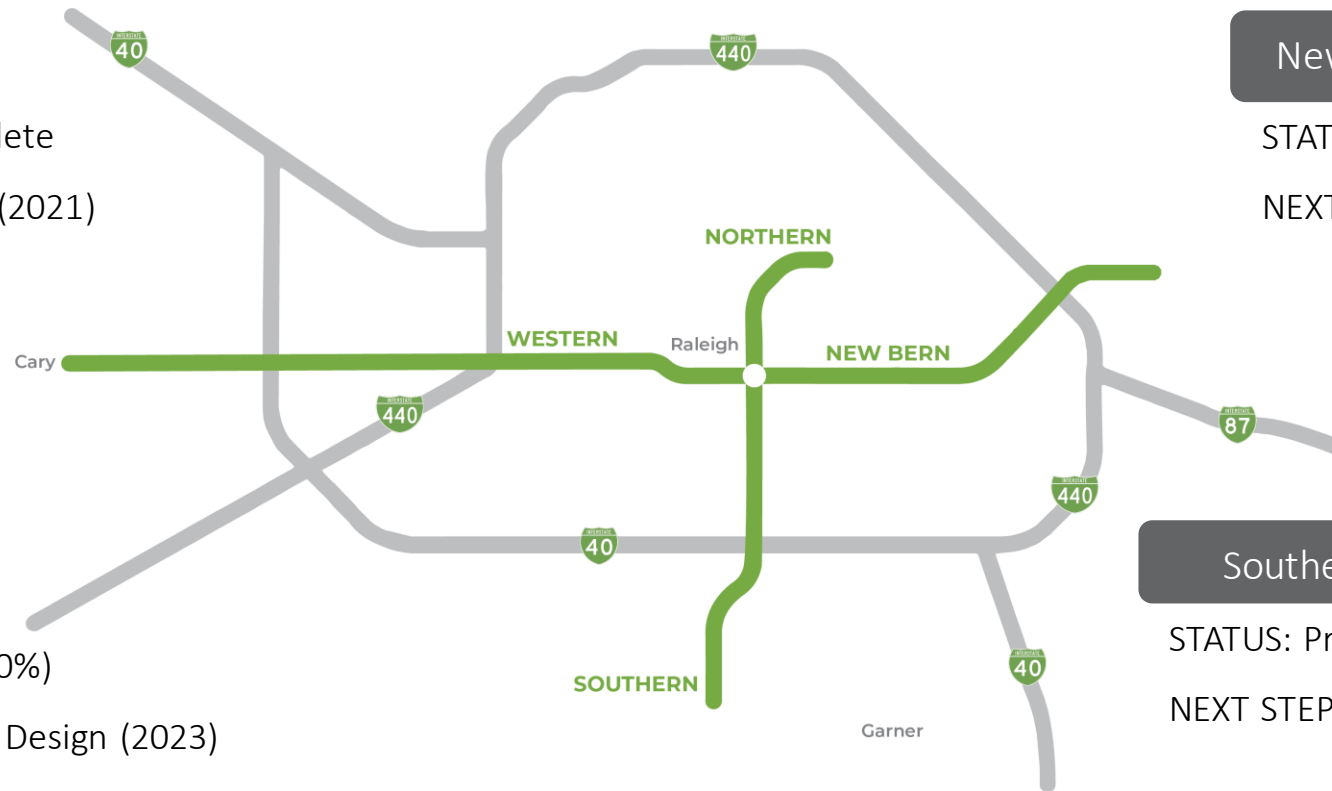
Southern Corridor

STATUS: Preliminary Design

NEXT STEPS: Anticipated Final Design (2024)

Anticipated Construction (2025)

Anticipated Service (2027)



FTA CIG Small Starts Process

NORTHERN



SOUTHERN



WESTERN



NEW BERN



STEP 1: Project Development

- PD Application
- Review Alternatives
- Locally Preferred Alternative (LPA)
- Local Funding Commitment
- Ratings Application
- Environmental Review (NEPA & SHPO)
- 3rd Party Agreements (NCDOT)
- Complete Engineering, Design, and Utility Coordination

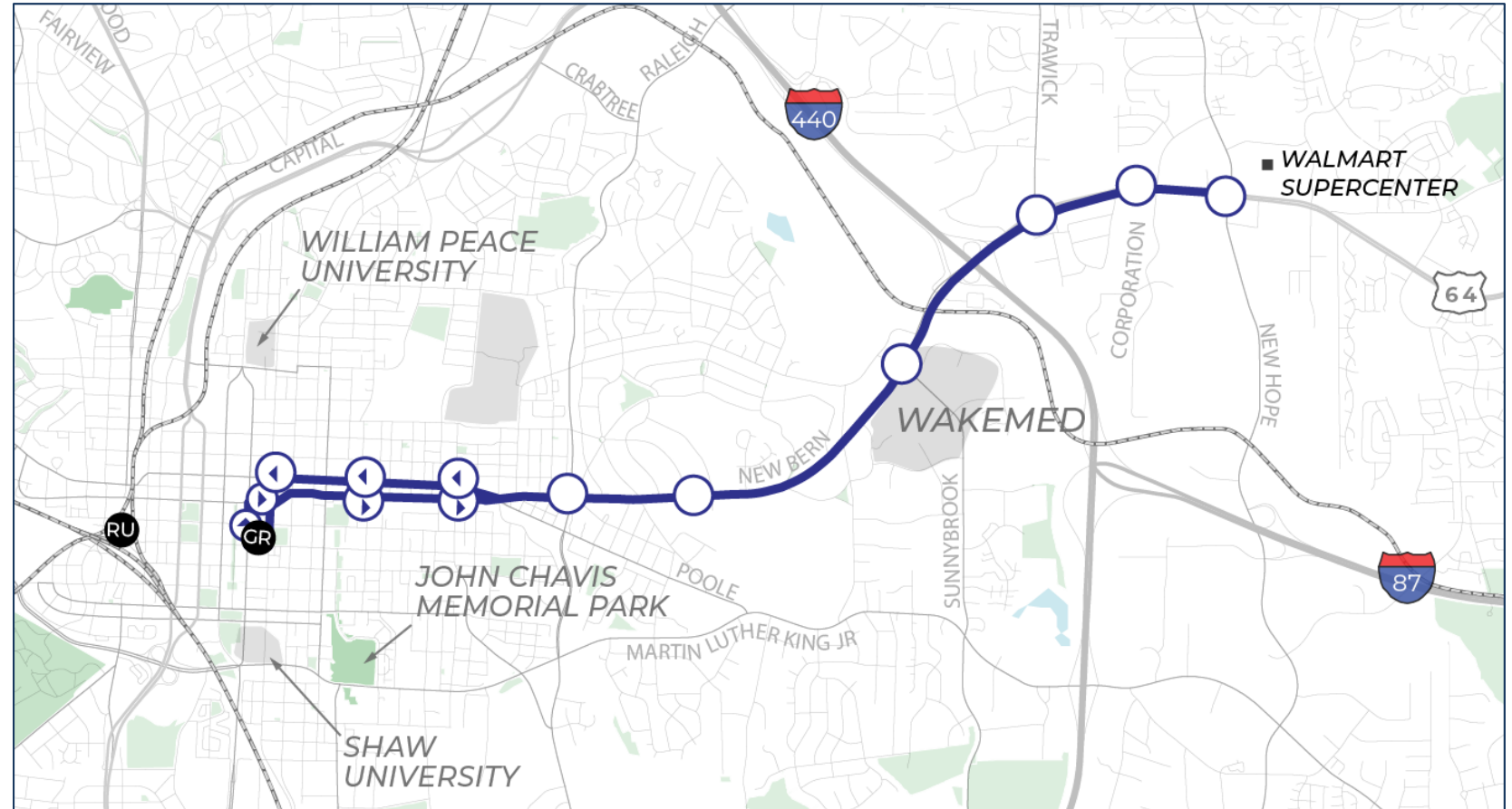
STEP 2: Full Funding Grant Agreement

- Construction

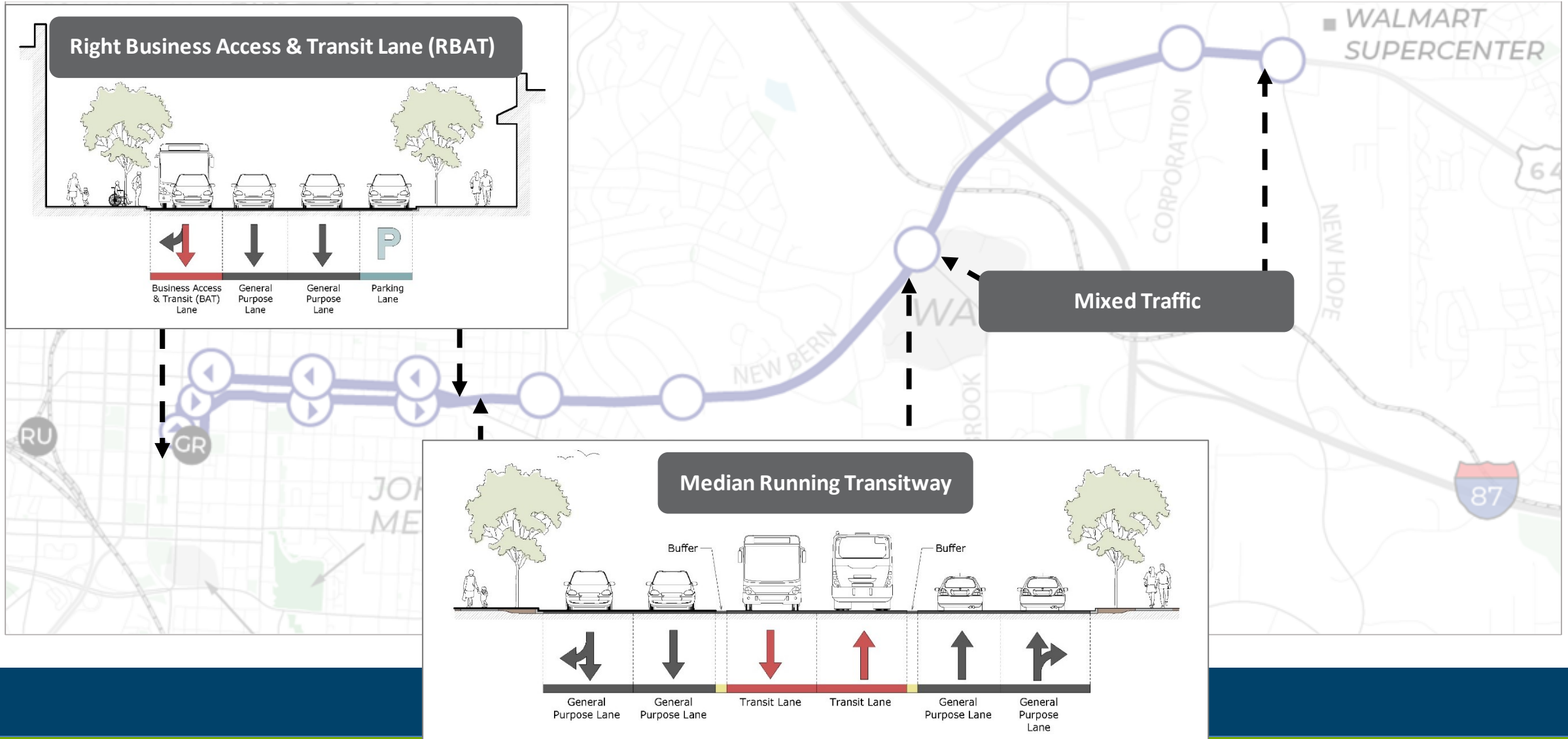
Wake BRT: New Bern Avenue

New Bern Avenue corridor
from downtown Raleigh to
New Hope Road

- Approximately 5.1 miles
- 19 BRT station platforms
- 3.3 miles of dedicated transit lanes
- Transit Signal Priority (TSP) at signalized intersections



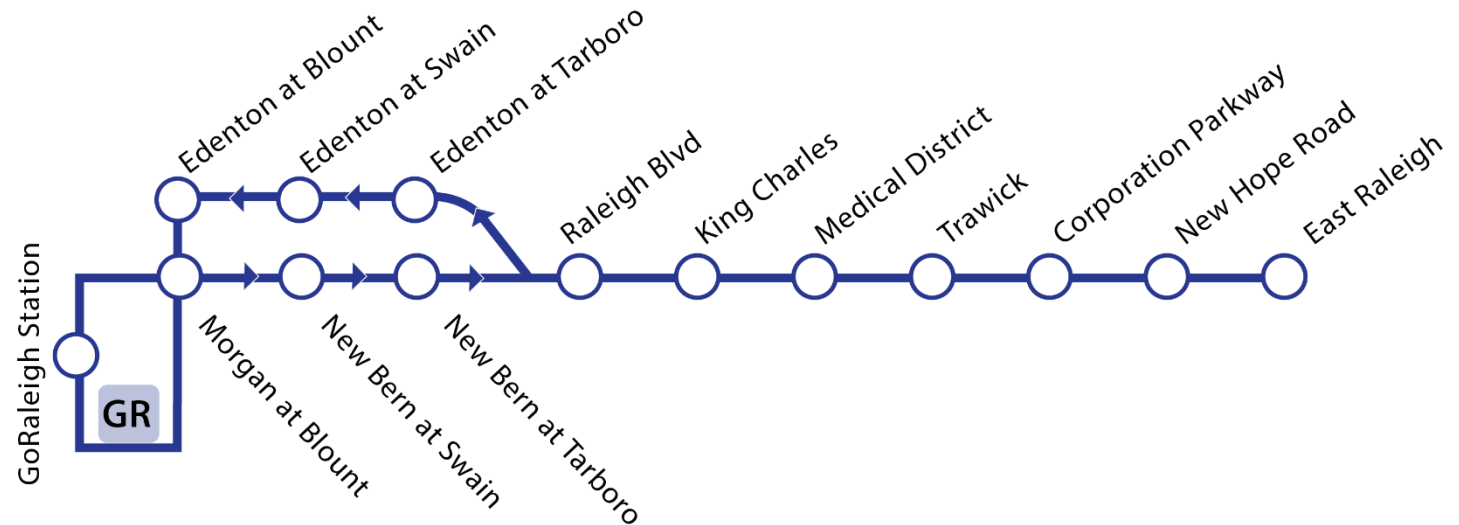
Wake BRT: New Bern Ave BRT Runningway



Wake BRT: New Bern Avenue Station Naming Conventions

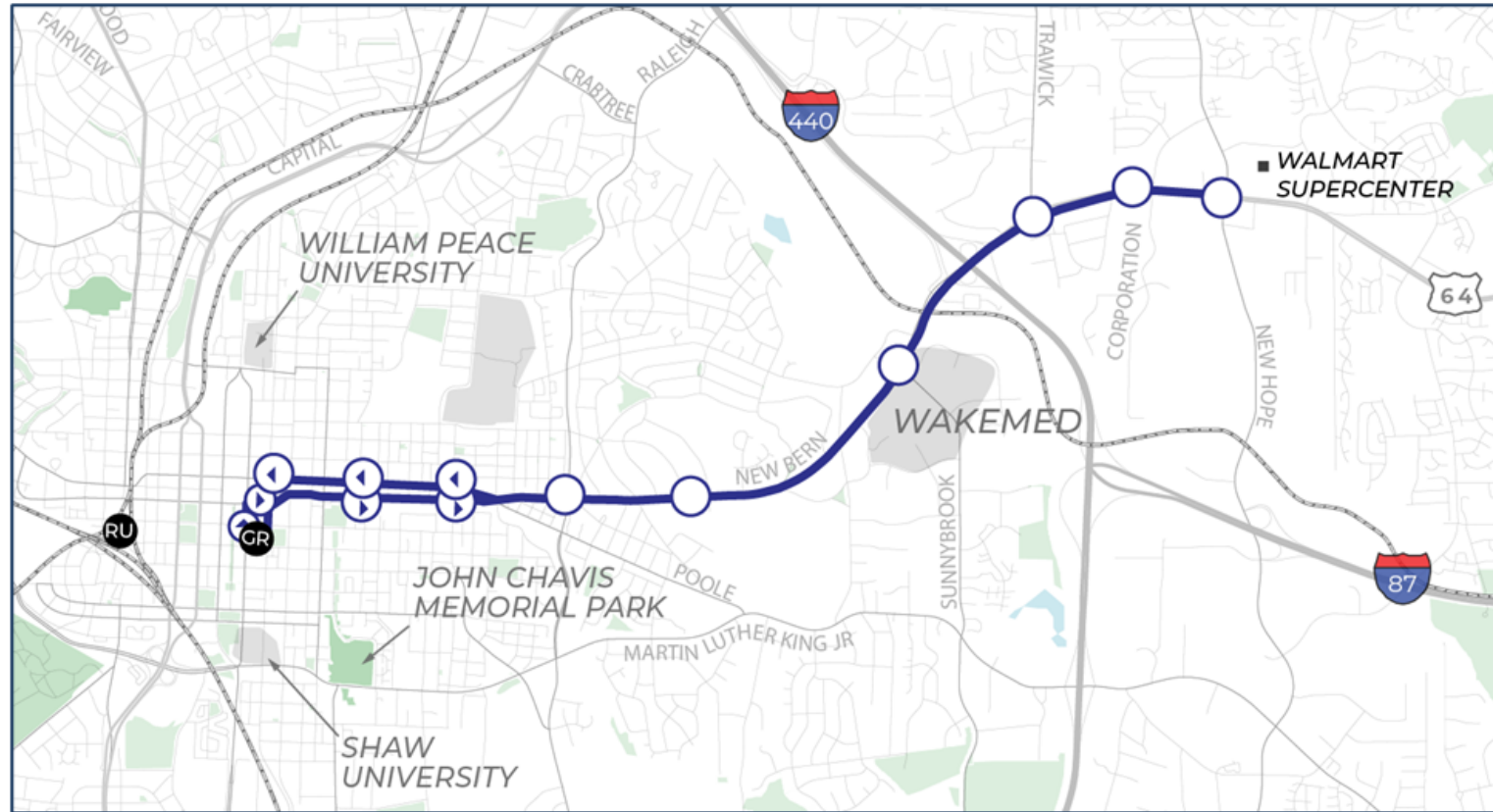
Naming Conventions

- Important that names are clear and concise
- Easy for people to locate via cross streets
- Logistically, can fit on vertical station elements



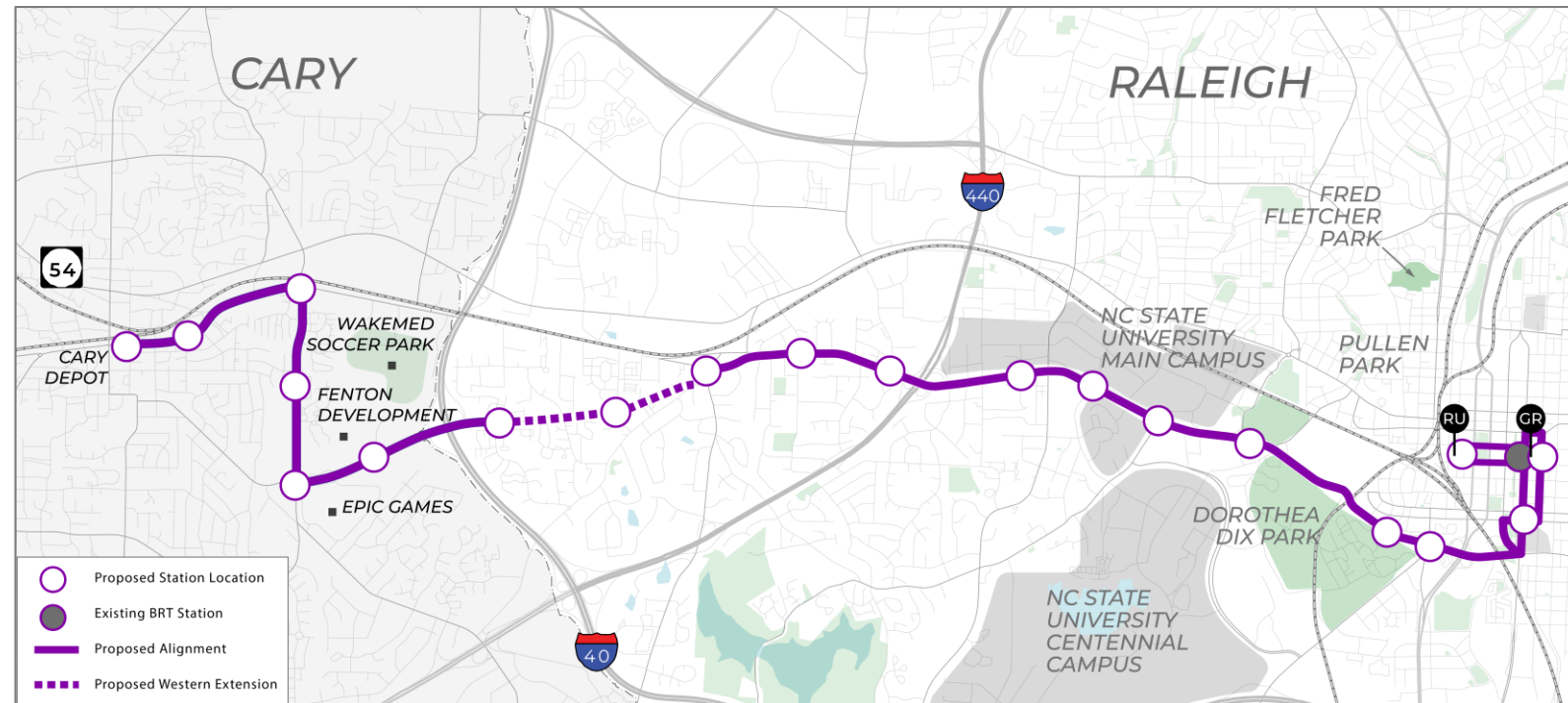
Wake BRT: New Bern Ave Road to Construction

Date	Milestone
April 2021	60% design plans submitted to COR, NCDOT
Fall 2021	FTA document updates
Fall 2021	Value engineering
End of the year 2021	Complete 90% design
Winter 2022	Complete final design
Summer 2022	Construction start



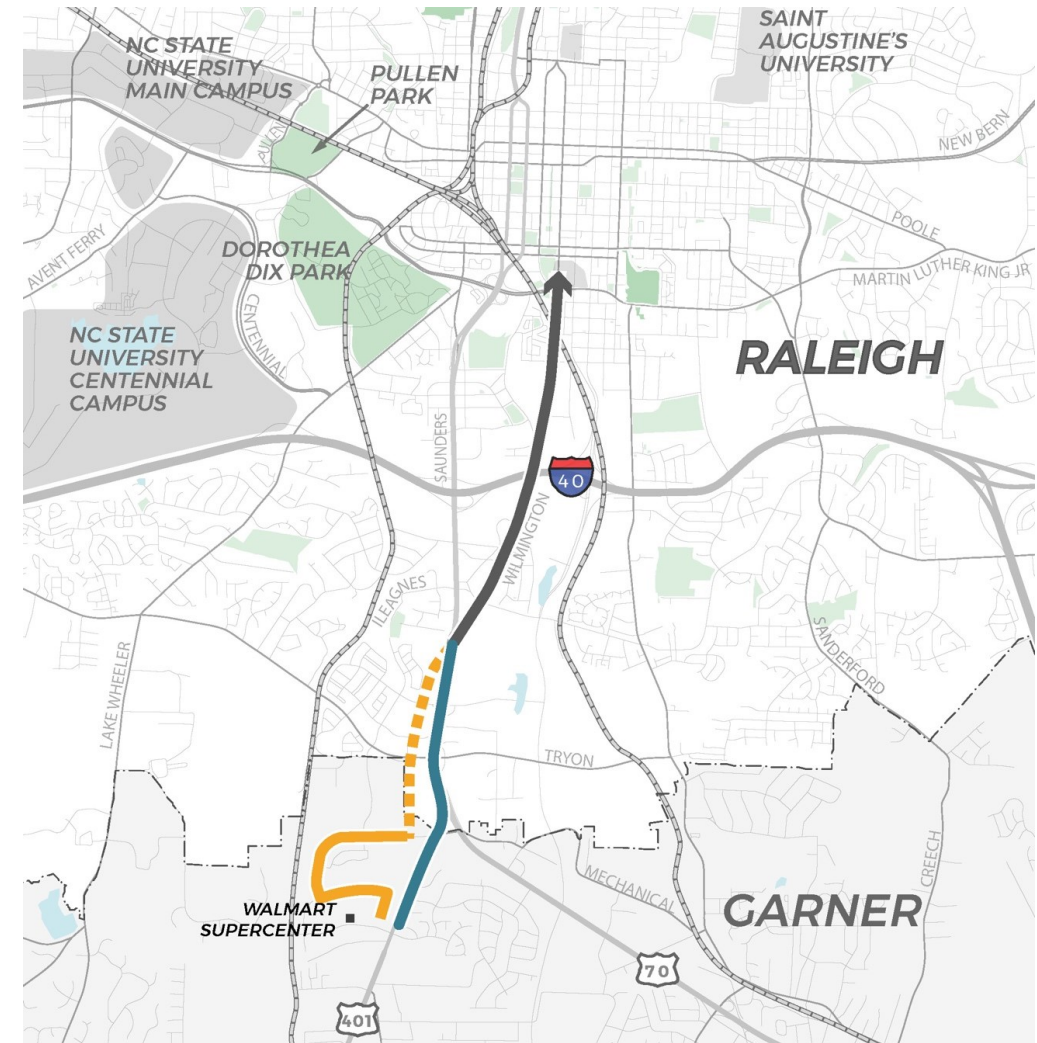
Wake BRT: Western Corridor

Date	Milestone
Summer 2020	Town of Cary City Council endorsed the Western LPA (July)
Summer 2020	City of Raleigh City Council endorsed the Western LPA (Aug)
Winter 2020	Accepted into Project Development
January 2021	Begin 0 – 30% design and NEPA
Fall 2022	Complete 0 – 30% design and NEPA
2022-2023	Final Design
2024-2025	Construction to begin (contingent on Federal Funding)



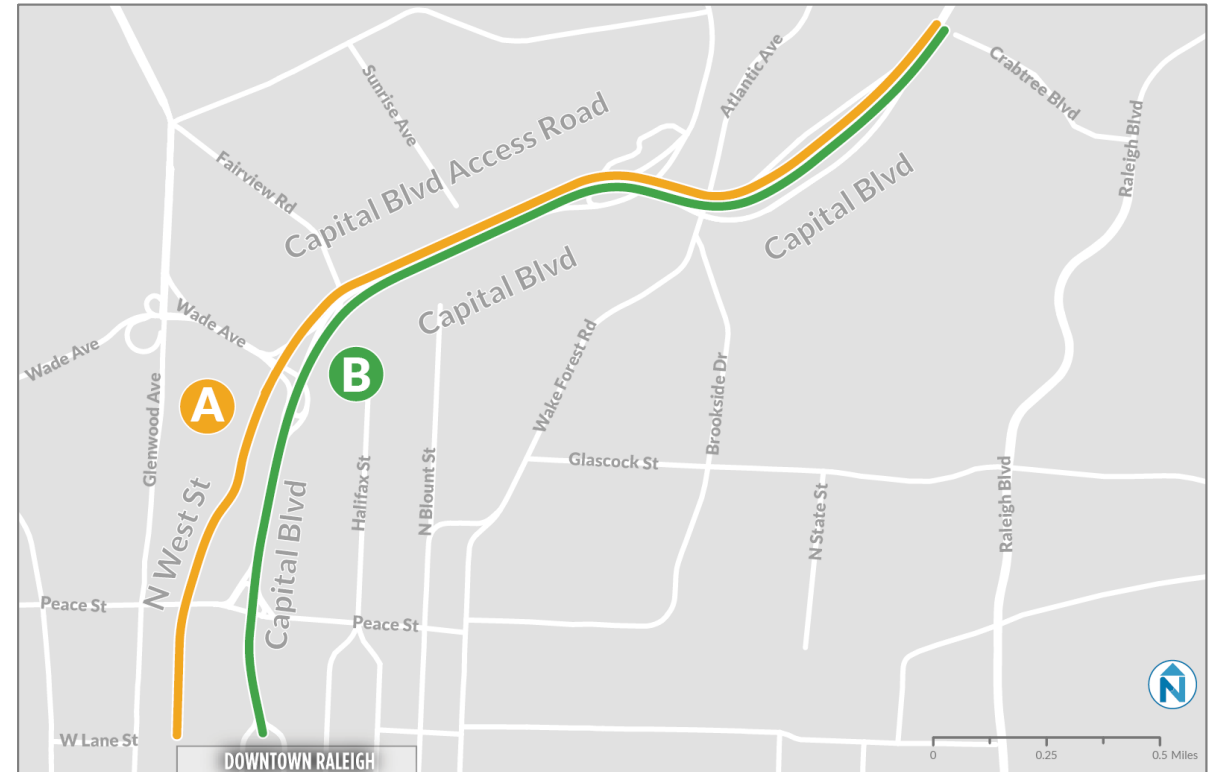
Wake BRT: Southern Corridor

Date	Milestone
October 2020	<i>Raleigh City Council endorsed S. Wilmington Street as preferred route for the northern section</i>
April 2021	<i>Town of Garner Council endorsed S. Wilmington Street Extension as preferred route for the southern section.</i>
April 2021	<i>Raleigh City Council endorsed full LPA</i>
July 2021	<i>Accepted into Project Development</i>
Fall 2021	<i>Begin 0 – 30% design and NEPA</i>
Fall 2022	<i>Complete 0 – 30% design and NEPA</i>
2023-2024	<i>Final Design</i>
2025-2026	<i>Construction to begin (contingent on Federal Funding)</i>



Wake BRT: Northern Corridor

- Evaluation through the 2018 Wake Transit Plan Major Investment Study (MIS)
 - Two (2) alternatives: West St or Capital Blvd
- 2021 Wake Transit Plan Update
 - Called for extension of BRT infrastructure, including extensions to Triangle Town Center and North Hills
 - Called for further study to determine extent of projects that can be implemented by 2030 and to identify post 2030 investments in the corridor.
- RFQ advertised in Summer 2021 for Major Investment Study (2021)

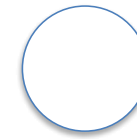
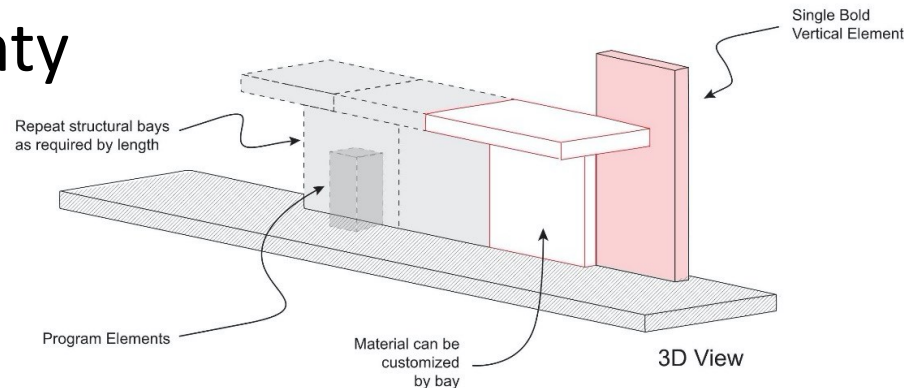


Northern Corridor Alignments from
2018 Wake Transit Major Investment Study

Wake BRT Station Design

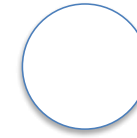
Multiple workshops with key stakeholders:

- Town of Cary
- Town of Garner
- Wake County
- CAMPO
- GoTriangle



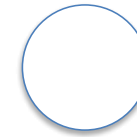
UNIFORMITY

Some elements of stations to be the same for uniformity, but provide an opportunity for some unique elements



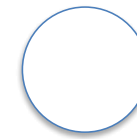
SCALE

Design should be able to scale up/down depending on context



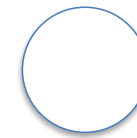
EXISTING STYLE

BRT stations should fit into current transit style



OPERATION & MAINTENANCE

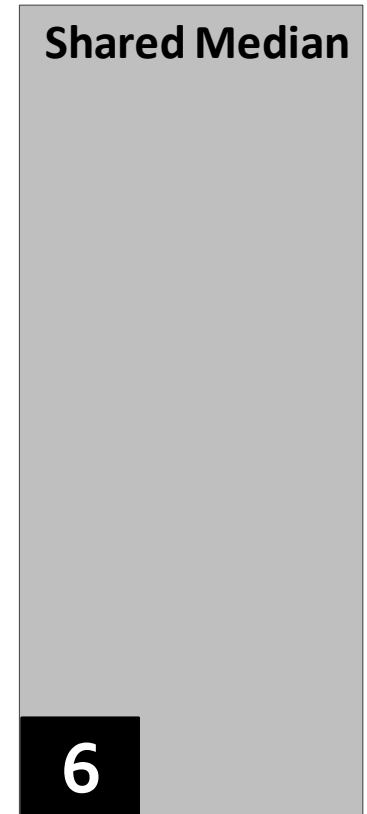
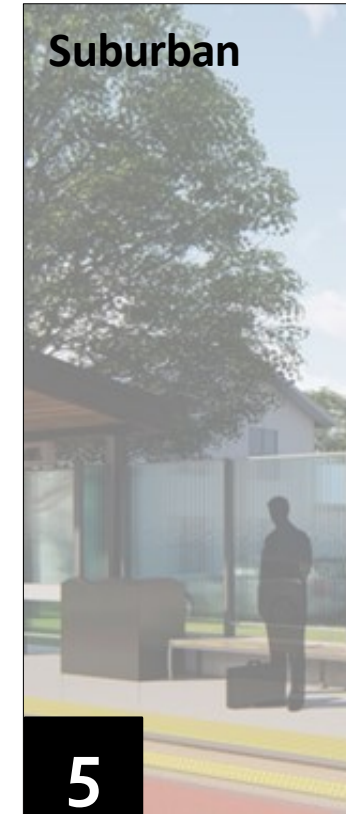
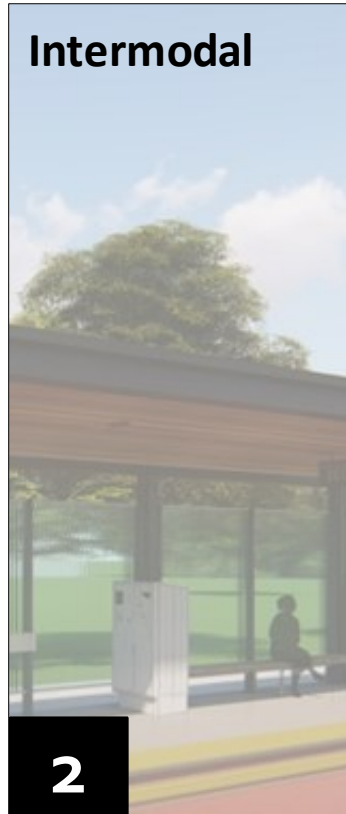
Use materials easy to obtain or replace if needed



COST

Design should be fiscally responsible

Wake BRT Station Typologies



Wake BRT Station Amenities



Station Amenities

- Seating
- Weather protection
- ADA accessible boarding
- Digital signage
- Trash & recycling
- Real time arrival information
- Off – board ticketing
- Emergency phone
- Art integration
- USB Outlets for Charging



*Conceptual rendering
of Wake BRT Urban
Core Station Typology*



*Conceptual rendering of
Wake BRT Intermodal
Station Typology*



*Conceptual rendering of
Wake BRT Suburban
Station Typology*



*Conceptual rendering of
Wake BRT Split Island
Station Typology*



*Conceptual rendering of
Wake BRT Peripheral
Station Typology*

Wake BRT Branding Updates

Branding Technical Committee

- Participants from Town of Cary, Town of Garner, Wake County, CAMPO, GoTriangle
- Listening sessions with stakeholders
- Six logo concepts presented during Spring 2021 Virtual Open House

Next Steps

- Develop final brand recommendation and guidelines, including final logo, color palette and fonts.
- Continue to work with Branding Technical Committee

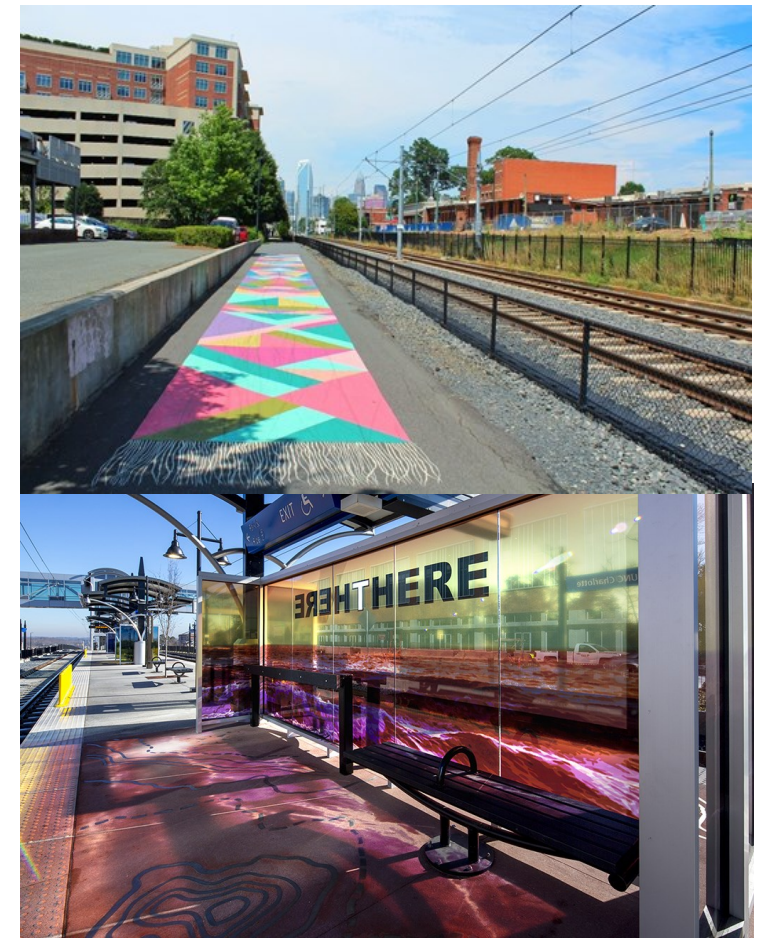
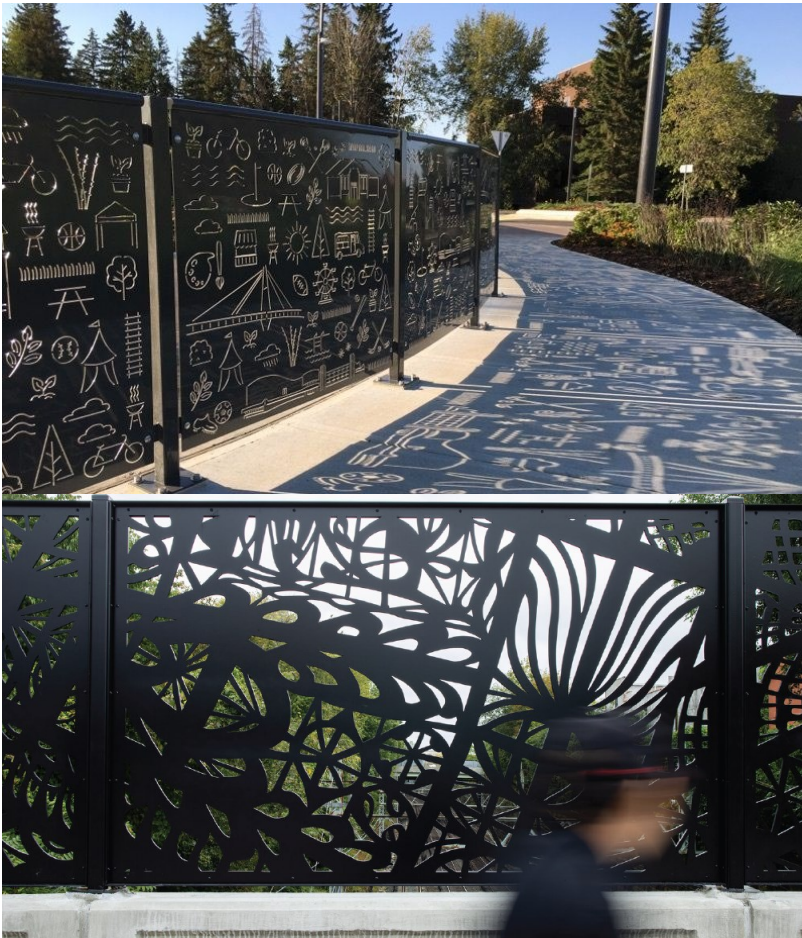


Wake BRT: Artist In Residence

- Dare Coulter chosen as the Artist In Residence, to assist with art integration into the Wake BRT program
- Along New Bern Avenue – work with community to create conceptual ideas and inspiration
- On a System Level – working with design team to identify “blank canvases” for art integration



Wake BRT Art Integration - Examples



Thank You

CAMPO

Technical Coordinating Committee

September 2, 2021



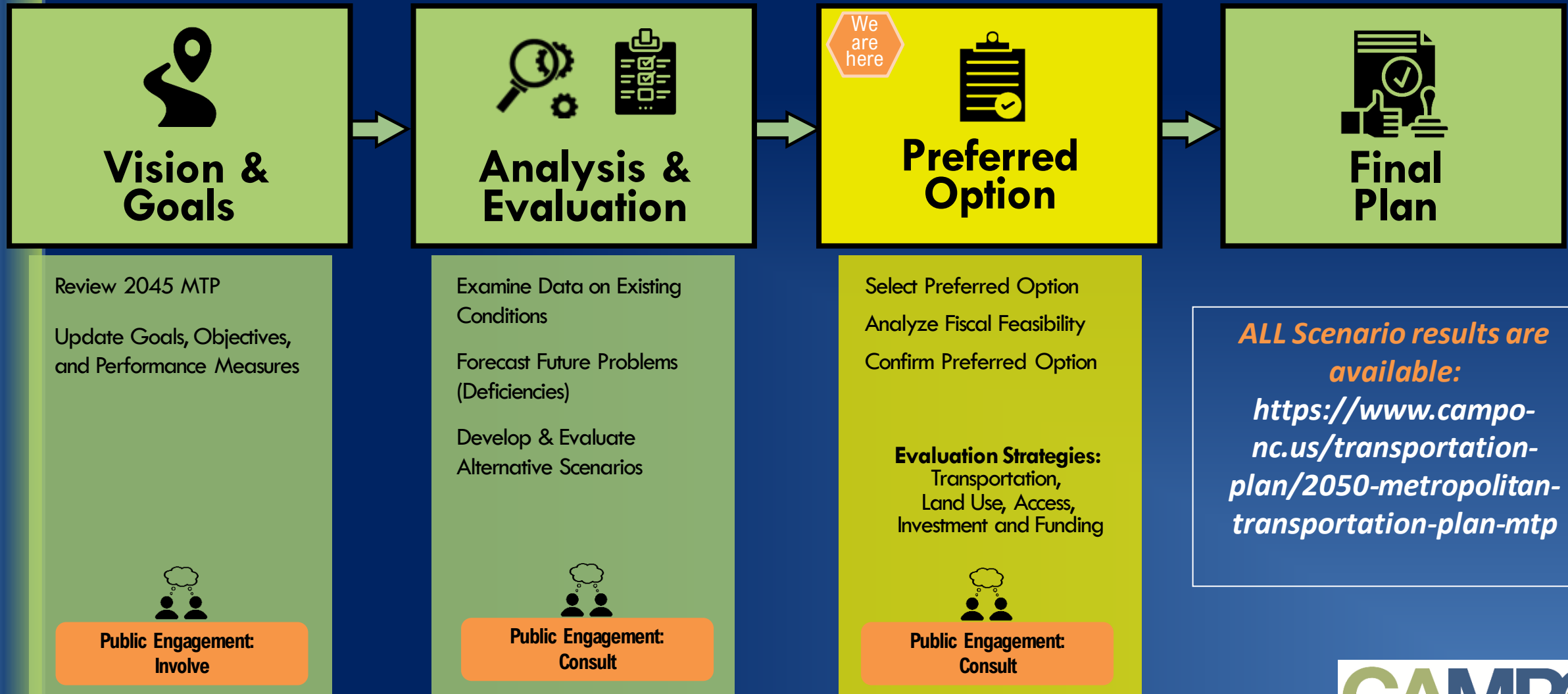
5.2 Update on Implementation of Wake BRT Program of Projects

Requested Action:
Receive as information.

5.3 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:

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

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 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
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Scenario Framework

Four scenarios that match a development foundation with a mobility foundation:

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 (Travel Choice Neighborhoods) – 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*

Alternatives Analysis

Shared Leadership 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 decades

Major Transit Investments

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

Alternatives Analysis

All Together 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
- **Higher** level of secondary roadway investments in 2nd two decades

**Requires additional revenue assumptions*

Major Transit Investments

- CRT from **Selma** to *Hillsborough*
- CRT from Apex to **Franklinton**
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Pop. Growth



3.1 million

Key Performance Measures

2050 MTP Alternative Scenarios

Jobs Growth



1.85 million

Measure:

DEFICIENCIES & NEEDS (BASELINE)

PLANS & TRENDS

SHARED LEADERSHIP

ALL TOGETHER



Avg Auto Commute Time - DCHC



24 min



22 min



21 min



21 min



Delays: Daily DCHC



Delays: Daily CAMPO



Highway Lane Miles DCHC



Highway Lane Miles CAMPO



Transit Service Miles Triangle



Transit Ridership Triangle



Jobs near Transit DCHC



Jobs near Transit CAMPO



Gas Consumption Increase - Triangle



Funding Required

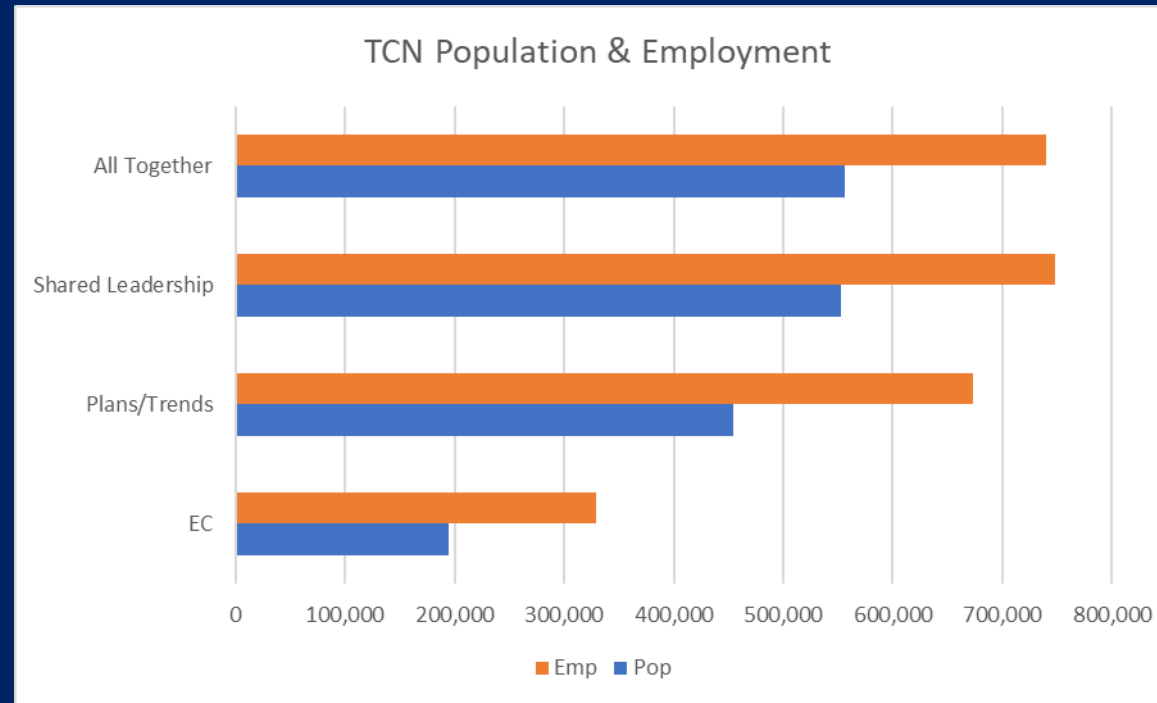
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\$\$\$

\$\$\$ (Added State)

\$\$\$ (Added State & Local)

Travel Choice Neighborhoods (TCN)



	Deficiency Analysis				Plans/Trends				Shared Leadership				All Together			
	TCN	TOTAL	%		TCN	TOTAL	%		TCN	TOTAL	%		TCN	TOTAL	%	
Total VMT	1,600,989	58,064,707	2.8%		1,946,235	62,311,096	3.1%		2,133,448	61,096,303	3.5%		1,698,059	60,855,334	2.8%	
Total Delay Hours	34,103	771,813	4.4%		50,028	656,926	7.6%		47,679	580,667	8.2%		39,275	413,924	9.5%	
Mode Split																
Bus	1.9%	1.1%			2.9%	3.7%			1.2%	1.2%			1.2%	0.7%		
Rail	0.0%	0.0%			0.1%	0.1%			0.1%	0.1%			0.2%	0.2%		
HOV	32.7%	41.0%			35.3%	40.1%			36.5%	41.0%			36.7%	42.3%		
SOV	41.3%	47.4%			44.8%	46.1%			46.7%	47.4%			47.1%	48.6%		
Non-Motorized	23.9%	10.4%			16.7%	9.9%			15.2%	10.1%			14.2%	8.1%		
Pop	195,166	2,134,759	9.1%		454,412	2,144,545	21.2%		552,625	2,146,892	25.7%		556,635	2,147,228	25.9%	
Emp	329,195	1,263,788	26.0%		673,216	1,264,268	53.2%		748,129	1,267,617	59.0%		739,712	1,266,225	58.4%	

Travel Choice Neighborhoods (TCN) Metrics Comparison

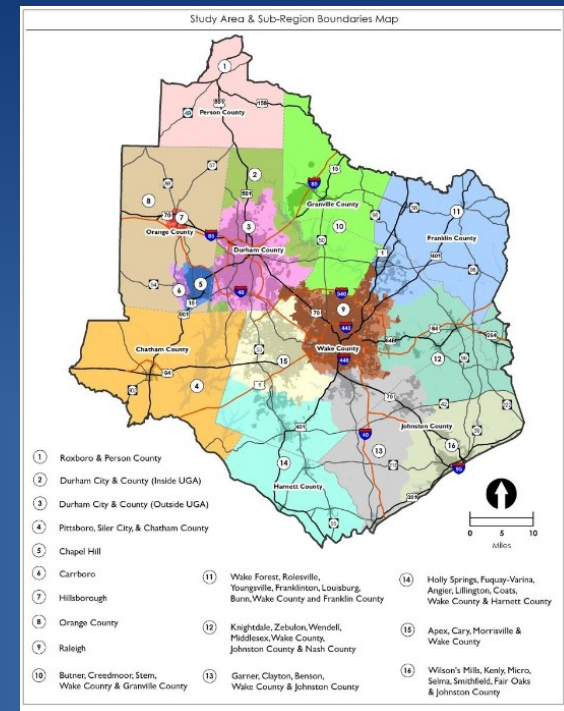
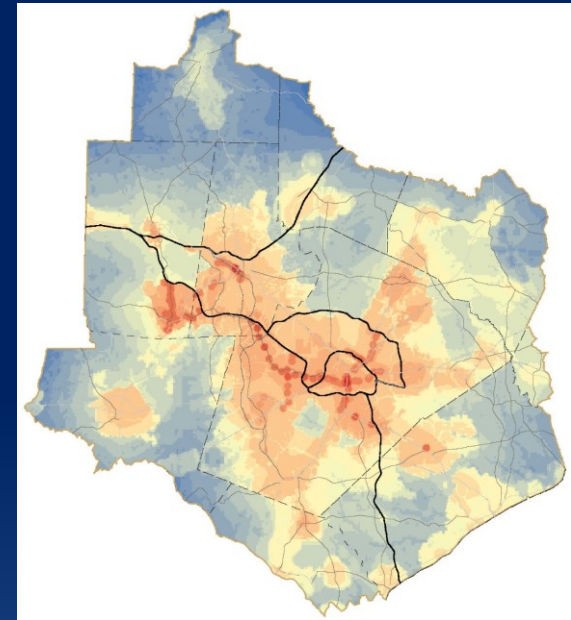
	Deficiency Analysis				Plans/Trends				Shared Leadership				All Together		
	TCN	TOTAL	%		TCN	TOTAL	%		TCN	TOTAL	%		TCN	TOTAL	%
Total VMT	1,600,989	58,064,707	2.8%		1,946,235	62,311,096	3.1%		2,133,448	61,096,303	3.5%		1,698,059	60,855,334	2.8%
Total Delay Hours	34,103	771,813	4.4%		50,028	656,926	7.6%		47,679	580,667	8.2%		39,275	413,924	9.5%
Mode Split															
Bus	1.9%	1.1%			2.9%	3.7%			1.2%	1.2%			1.2%	0.7%	
Rail	0.0%	0.0%			0.1%	0.1%			0.1%	0.1%			0.2%	0.2%	
HOV	32.7%	41.0%			35.3%	40.1%			36.5%	41.0%			36.7%	42.3%	
SOV	41.3%	47.4%			44.8%	46.1%			46.7%	47.4%			47.1%	48.6%	
Non-Motorized	23.9%	10.4%			16.7%	9.9%			15.2%	10.1%			14.2%	8.1%	
Pop	195,166	2,134,759	9.1%		454,412	2,144,545	21.2%		552,625	2,146,892	25.7%		556,635	2,147,228	25.9%
Emp	329,195	1,263,788	26.0%		673,216	1,264,268	53.2%		748,129	1,267,617	59.0%		739,712	1,266,225	58.4%

Results of **all Scenarios** on CAMPO website:

- **Maps:** 2050 MTP Scenario Maps
- **Overview & Details:** 2050 MTP

Moving towards the draft plan:

- Preferred Scenario recommendation
- Continue to review results for changes in travel patterns
- Begin to think about *when* projects may occur and what will be needed to implement them (fiscal resources)
 - If there are questions, contact CAMPO staff to discuss



All Alternatives scenarios and metrics remain available online for review.

Additional metrics and analysis may be updated online over the next few weeks.

Public Engagement on Alternatives: August 2021

Survey Objectives - Gain feedback on two primary topics:

1. Ranking of Measures to inform comparison of scenarios
 - Broadly, simple and viable (no equity; safety)
2. Support for Additional Funding to inform how “aspirational” 2050 should be.

PUBLIC INFO SESSIONS

The Triangle Region's 2050
**METROPOLITAN
TRANSPORTATION
PLAN**

Learn About

- Potential transportation futures for our region
- The MTP is and why it's important to transportation in our region

ONLINE VIA WEBEX

**THURSDAY
AUGUST 19
12PM OR 4PM**

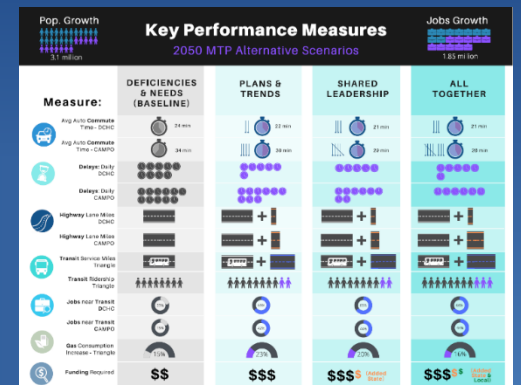


publicinput.com/TriangleMTPDevelopment

*Brief Presentation followed by Questions & Answers.
Meeting recordings will be posted online.*

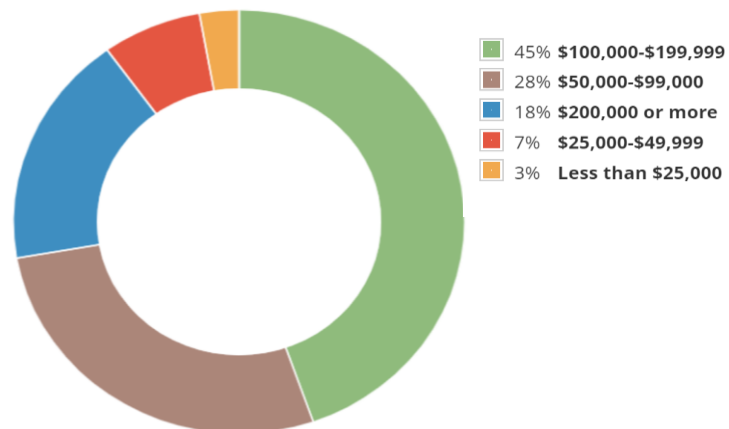
CAMPO **DCHC**

Online Survey

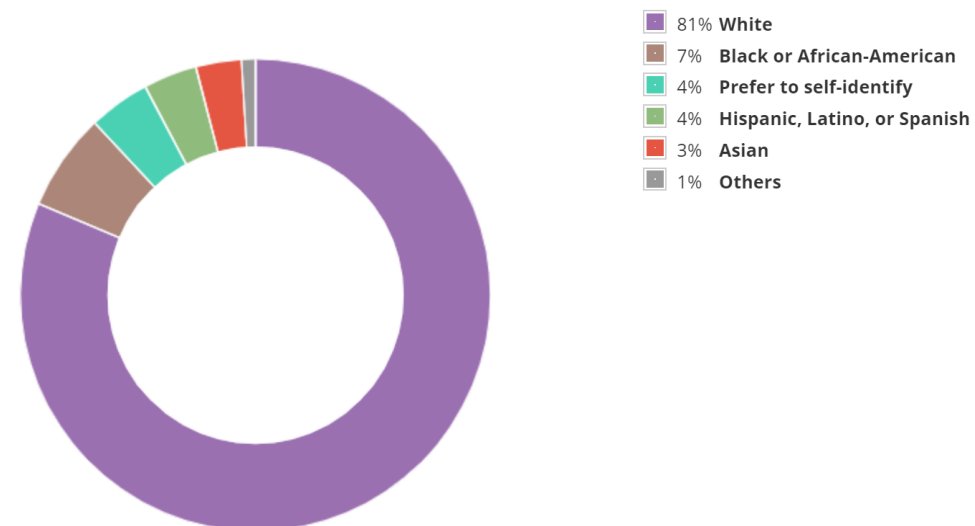


Survey Performance

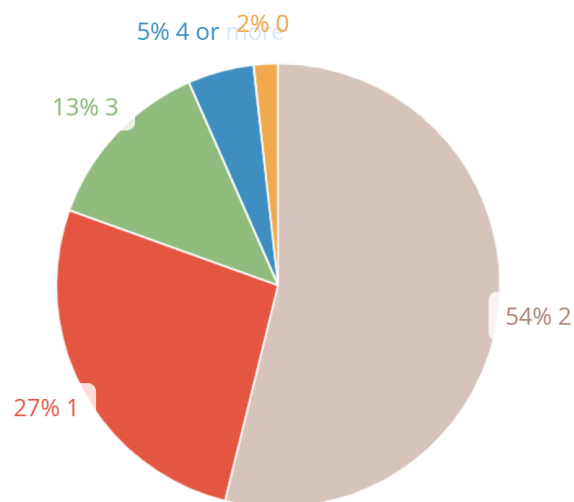
What is your annual *household income*?



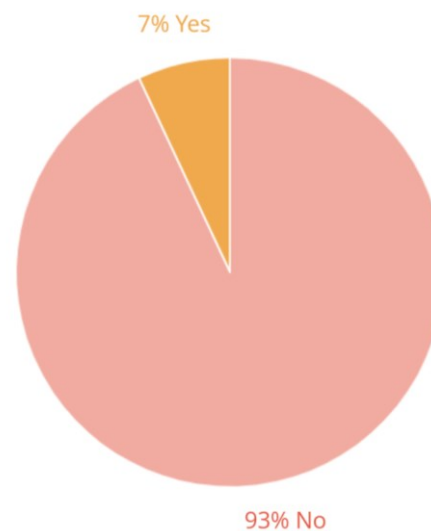
What is your *race/ethnicity*? Please select all that apply.



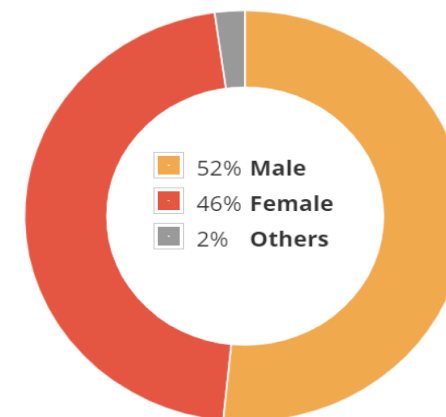
How many *motor vehicles* are available for use in your household?



Do you have a *disability*?



What is your *gender*?



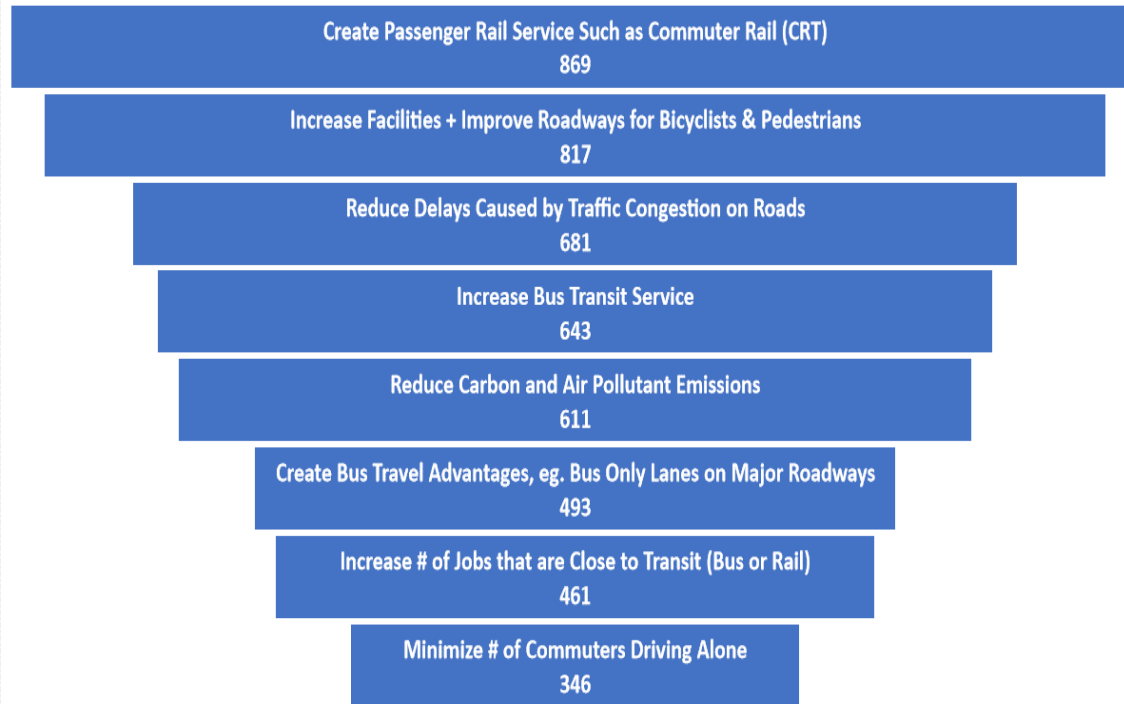
The map displays the distribution of CAMPO and DCHC across the Columbus, Georgia area. The regions are color-coded: pink for DCHC and teal for CAMPO. The map includes labels for surrounding counties: Alamance, Granville, Vance, Warren, Franklin, Nash, Wilson, Chatham, Lee, Harnett, Johnston, and Wayne. A legend in the bottom right corner identifies the colors: pink for DCHC and teal for CAMPO.

DCHC

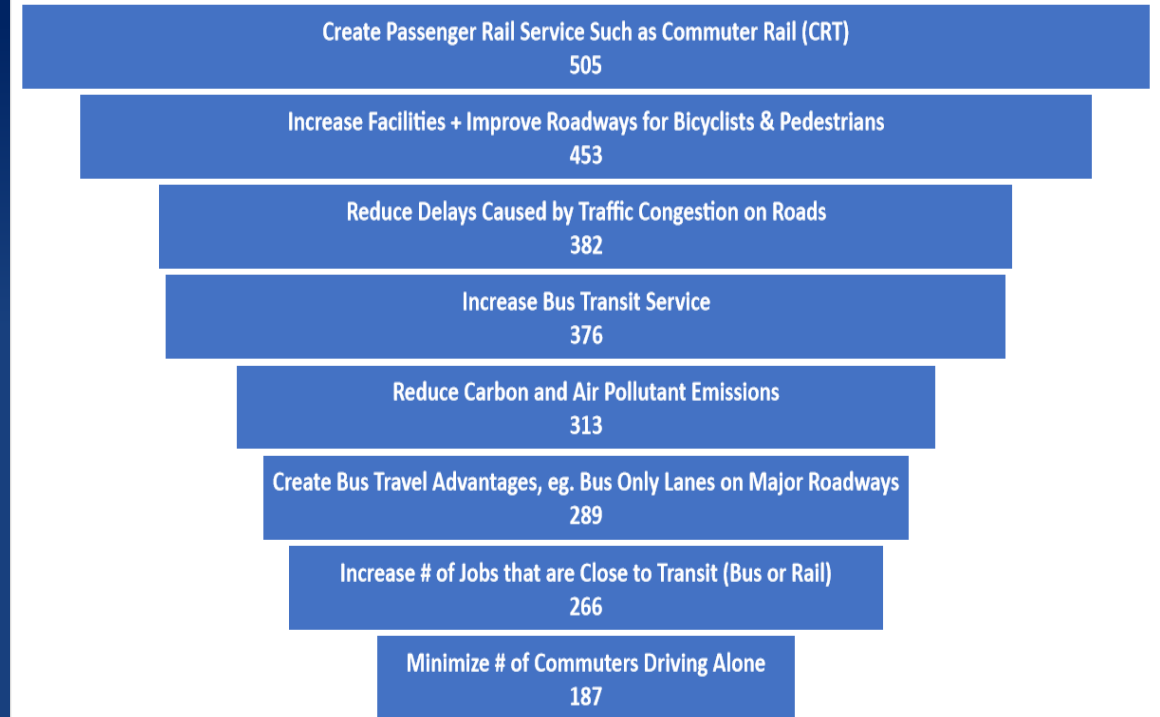
CAMPO

Regions labeled with numbers include: 27243, 27278, 27572, 27712, 27705, 27704, 27701, 27703, 27514, 27707, 27516, 27510, 27517, 27709, 27560, 27613, 27587, 27596, 27614, 27615, 27616, 27597, 27519, 27513, 27607, 27608, 27604, 27545, 27591, 27601, 27610, 27502, 27511, 27518, 27539, 27562, 27540, 27526, 27592, 27501, 27529, 27603, 27520, 27527, 27577, 27524.

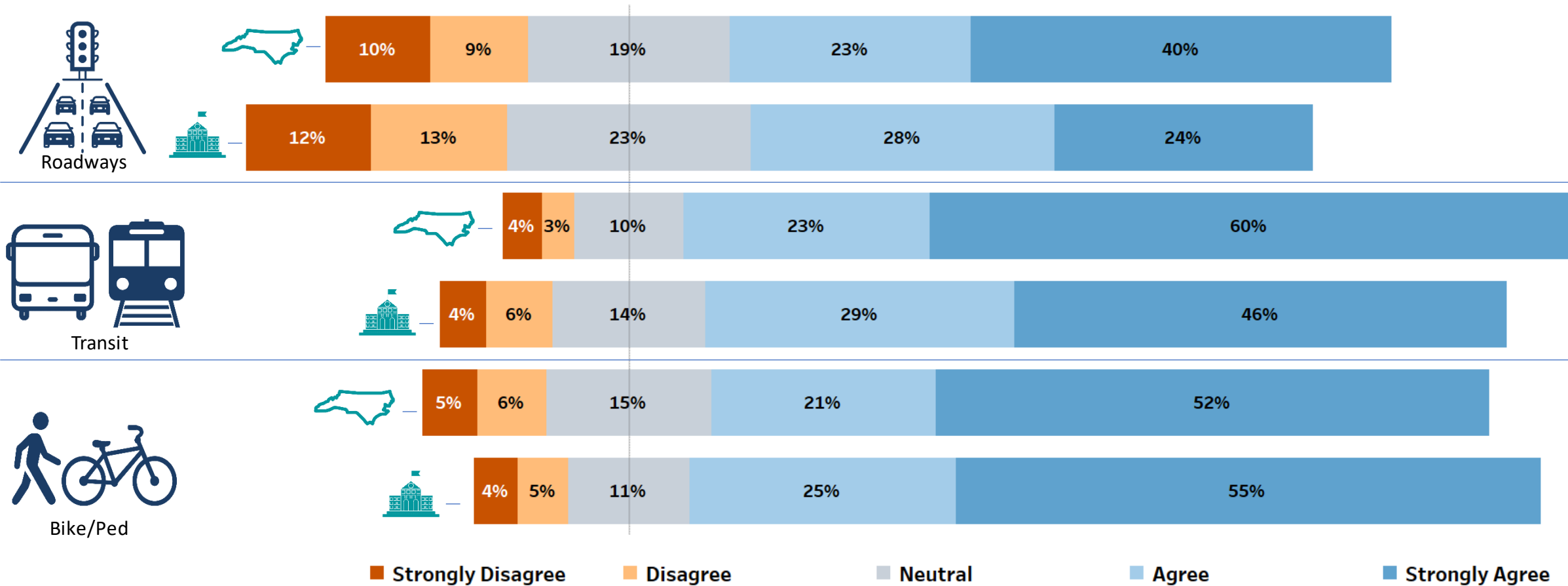
ALL Respondents - **Ranking of Measures** to Improve Transportation
(Cumulative Scores) n=613



CAMPO Respondents - **Ranking of Measures** to Improve Transportation
(Cumulative Scores) n=494



Additional funding should be provided at the (state OR local) level for ____ (mode).
ALL Respondents n=763



2050 MTP Revenue Forecast

Our Revenue Forecast is derived from:

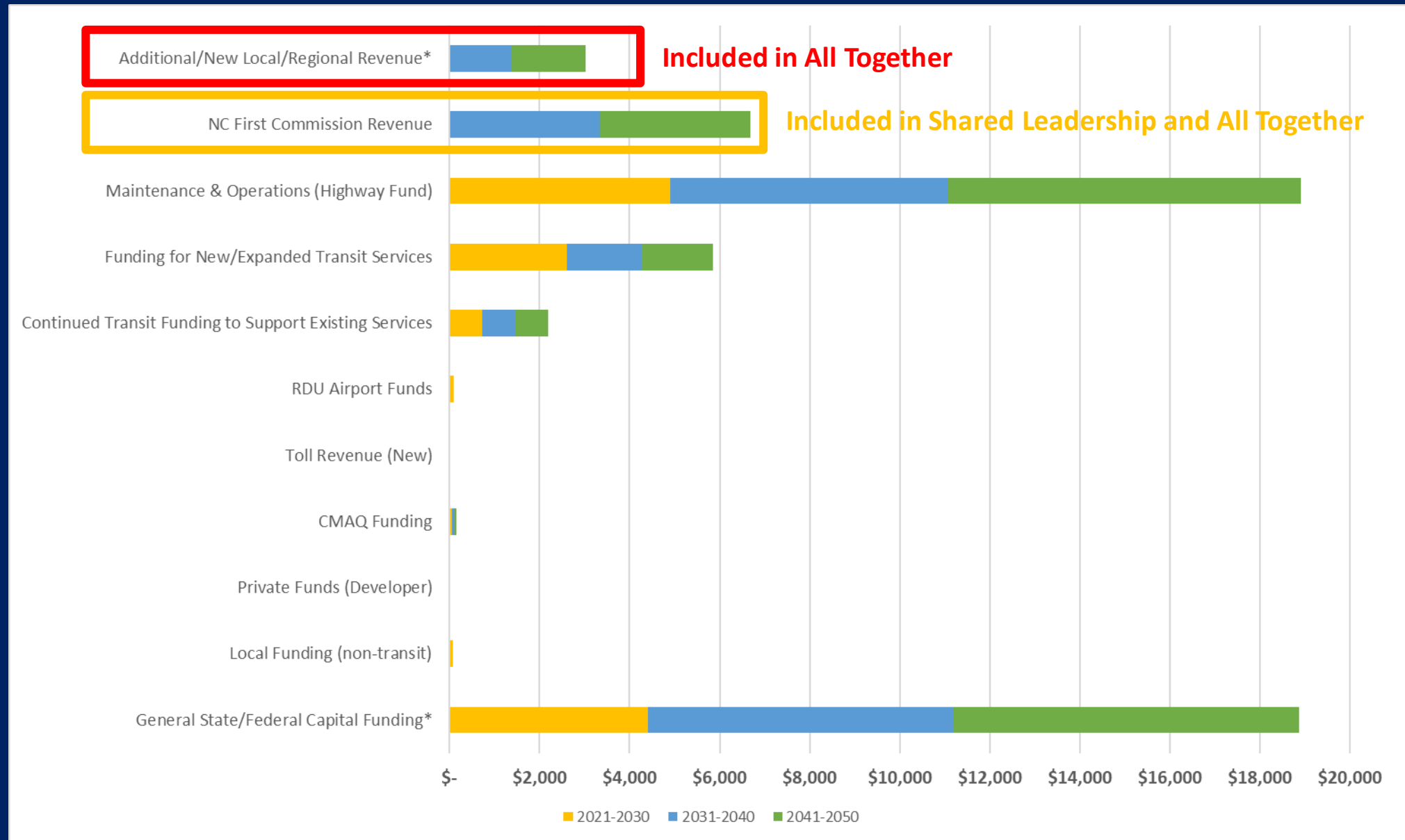
- 1st Decade:
 - TIP/STIP (10 yr Work Program)
 - Local funding/development activity
- 2nd & 3rd Decades:
 - “Traditional” Federal & State Funds
 - *Assumed increases for Shared Leadership and All Together scenarios*
 - MPO portion based NCDOT Financial Forecast
- Transit Funds
 - *Wake Transit Plan Forecast (modified/extended)*
- Local Revenue
 - Based on Local CIPs / Development Activity
- *Potential New Revenue Assumptions (Required for All Together Scenario)*

CONTINUED CHALLENGES

The gap between the region's transportation needs and available funding presents several challenges that we must soon address:

- Short and long term non-traditional funding sources
- **Local and regional revenue options**
- Advancement of MTP projects to implementation consistent with the air quality conformity project implementation schedule.
- Monitoring regional growth to ensure the Plan stays abreast of the region's needs

Preliminary 2050 MTP Financials



New Revenue Assumptions

- Local and regional revenue options
- Prior MTPs have made similar assumptions
 - Driven by modal investment mix
 - 2045 MTP used overall MTP investment mix
 - Multimodal in nature
 - Roadway investments targeted at secondary roads
- Examples of prior assumptions include:
 - ½ cent sales transit sales tax (Wake, Durham, Orange)
 - ½ cent sales tax equivalent (2035, 2040, 2045 plans)
 - ¼ cent sales tax equivalent (2045 MTP for Franklin, Granville, Harnett, Johnston)
 - VMT based revenue
 - Property tax based revenue
 - New local/regional bond programs (e.g. Pennies for Progress)

5.3 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	June - October 2021
Preferred Scenario	September 2021
Draft Plan	October 2021
Public Hearing	November 2021
Adopt 2050 Plan	Nov./Dec. 2021

Requested Action:

Receive as information.

Consider recommendation on Preferred Alternative to the Executive Board.

5.4 Northeast Area Study Update Endorsement



Capital Area MPO
Northeast Area Study Update

TCC Final Board
Briefing 9/2/21

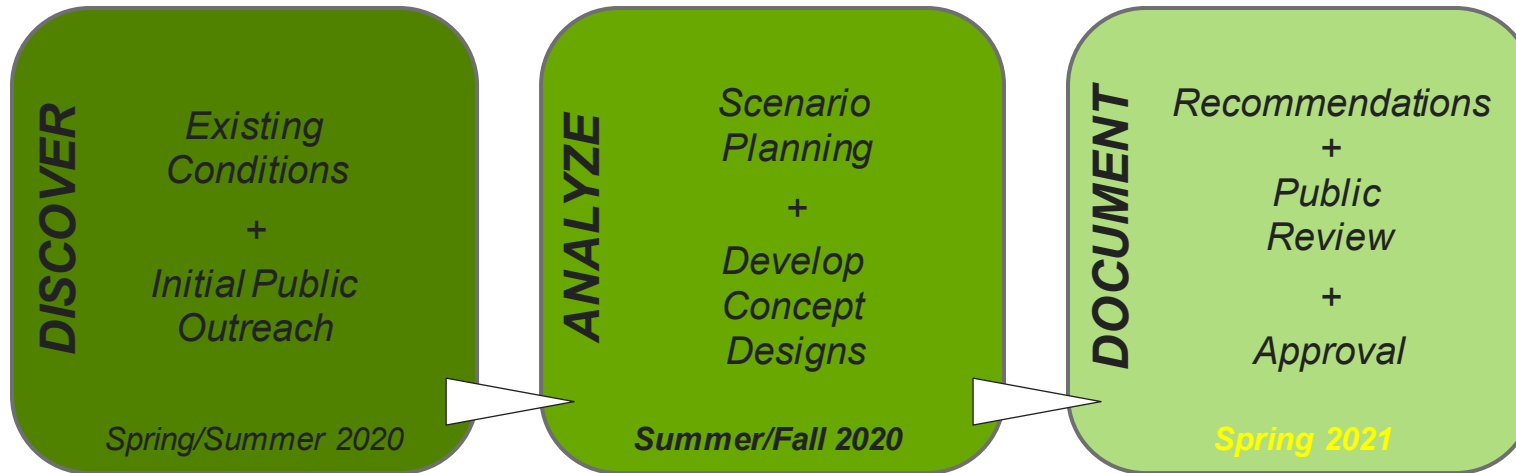




Agenda

1. Project Schedule/Overview
2. Outreach 2 Summary
3. NEAS Update Workbook
4. Endorsement

Project Overview



Completed

- ✓ Data Assembly
- ✓ **Public Engagement – phase 1**
 - ✓ Website + Survey + Webmap
 - ✓ Focus Group discussions
 - ✓ Symposium + Board Briefings
- ✓ Guiding Principles
 - ✓ Planning Themes by mode
- ✓ Scenario Planning

Completed

- ✓ Identifying deficiencies/gaps
- ✓ Policy Update
- ✓ Hot Spot concepts (Draft)
- ✓ Draft Recommendations
 - ✓ Infrastructure
 - ✓ Policy

Completed

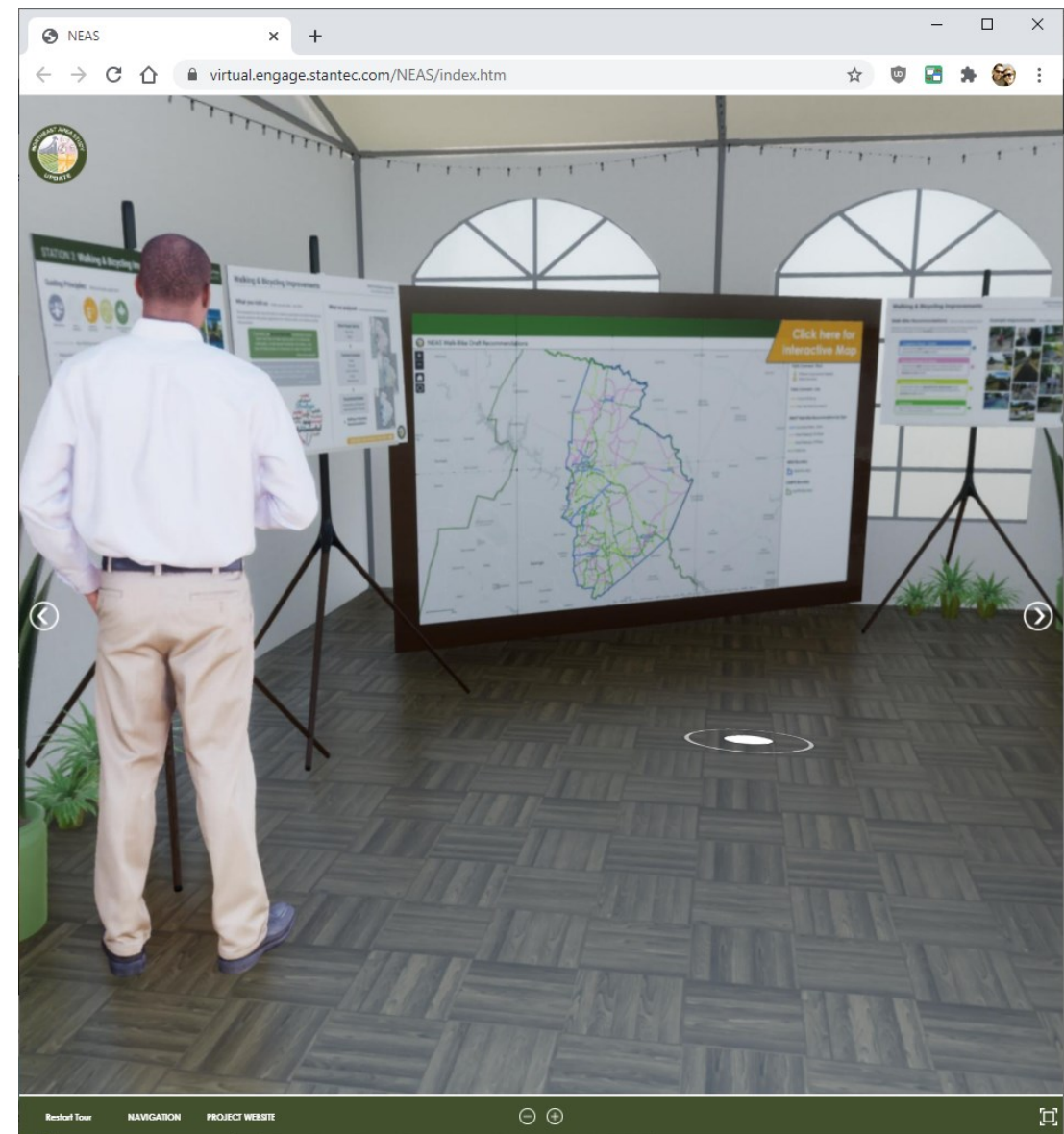
- ✓ **Public Engagement – phase 2**
 - ✓ Board Briefing rounds 2 / 3
 - ✓ Final Workshop
- ✓ Prioritization
- ✓ Reporting (Project Workbook)

Virtual Open House

Remains live for review – closed to comments

Open House

- ✓ **Virtual Meeting Space**
- ✓ Focus on Recommendations and Priorities
- ✓ Available 24/7!
- ✓ Opportunities for feedback
 - ✓ Interactive Map Points
 - ✓ Station Comment Cards
 - ✓ Survey



Virtual Open House

Three-week period (Feb-Mar 2021) Virtual Tent Data

- 1,099 total visitors
- **725 unique visitors**
- 300 surveys completed
- 97 new project subscribers

Time period

Last 30 Days

Website Traffic Data – last 30 days

1,868

Total Site Sessions ⓘ

▲ 2,424%

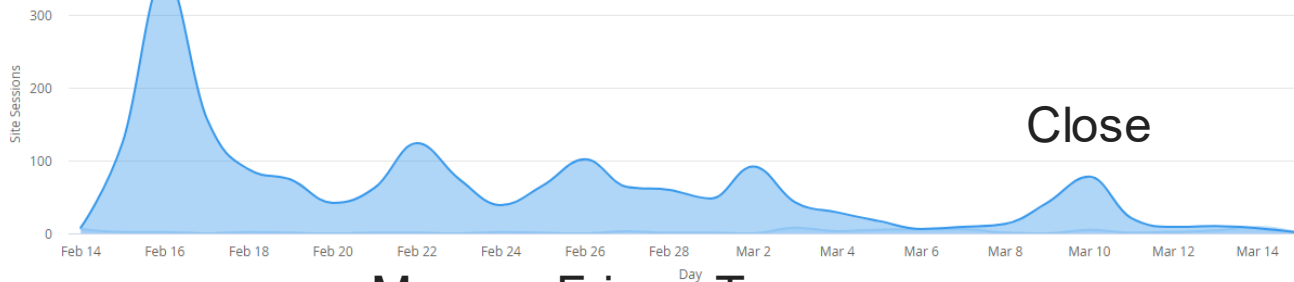
1,447

Unique Visitors ⓘ

▲ 3,265%

Open

Traffic over Time ⓘ



Tue

Mon

Fri

Tue

S

virtual.engage.stantec.com/NEAS/index.htm



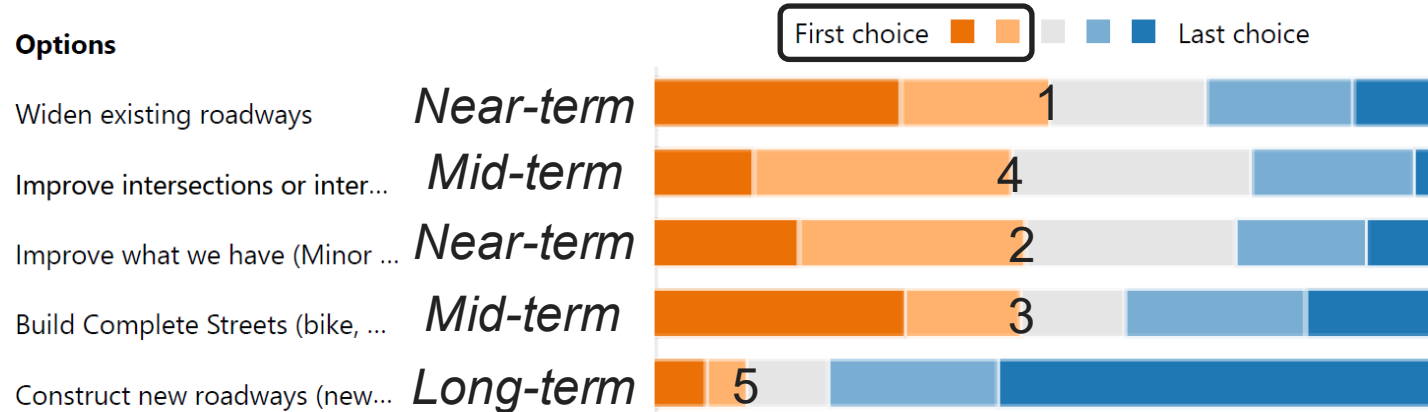
NAVIGATION

PROJECT WEBSITE

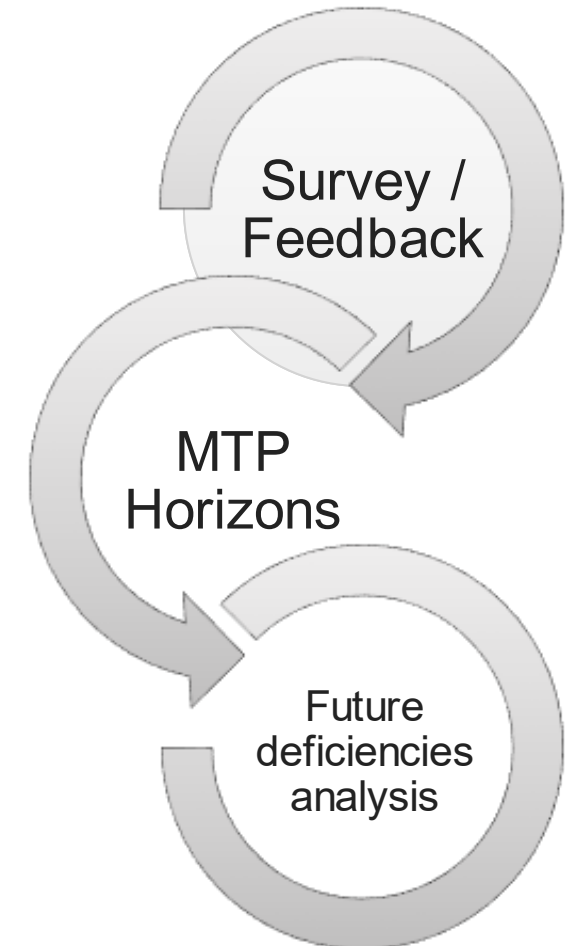


How Did we Use Survey Results?

Please rank the following TYPES of roadway improvements for the study area, from Least Important (bottom) to Most Important (top):



FIRST of Three Filters:



Project Resources

Public Engagement Summary

- Online feedback
- Virtual presentations, Stakeholder meetings, Digital outreach, etc.

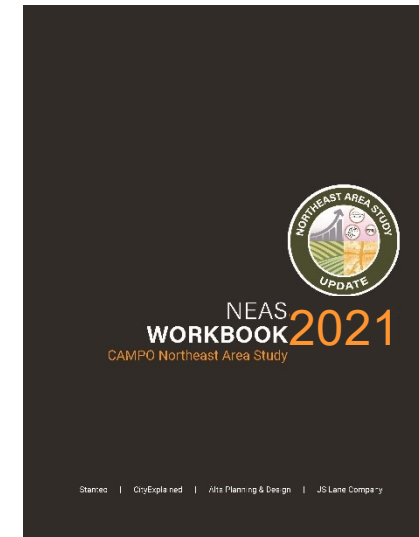
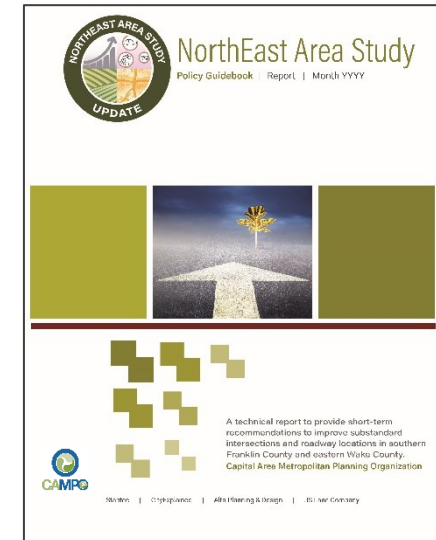
Project Workbook

- Mobility, Multimodal, connectivity
- Recommendations, Priorities, etc.
- Concept Designs
- Implementation

Policy Guidebook

- Best Practices
- Adopted Plans & Policy Review

<https://www.campo-nc.us/programs-studies/area-studies>



Project Workbook

Blueprint for success – a focus on outreach, mobility and growth

Workbook

Existing Conditions

Chapter 01: Project Context

Chapter 02: Planning Framework

Chapter 03: Regional Snapshot

Future Vision

Chapter 04: Scenario Planning

Chapter 05: Concept Designs

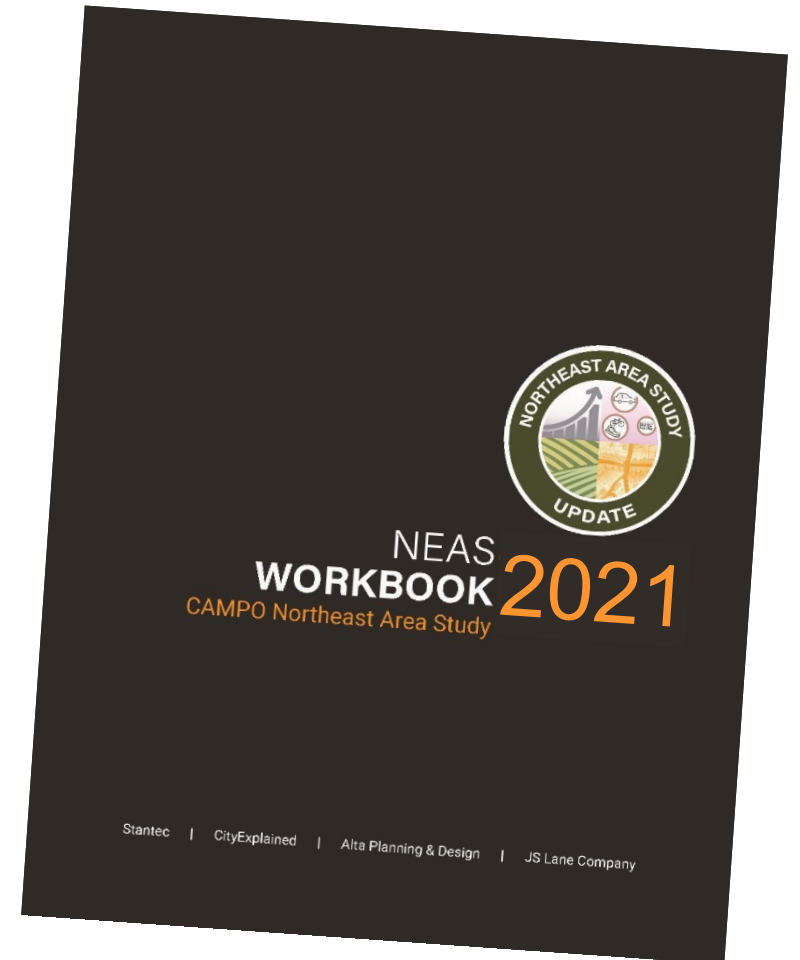
How do we get there?

Chapter 06: Freight & Roadway Mobility

Chapter 07: Bus, Rail & Transit Mobility

Chapter 08: Bicycle & Pedestrian Mobility

Chapter 09: Implementation

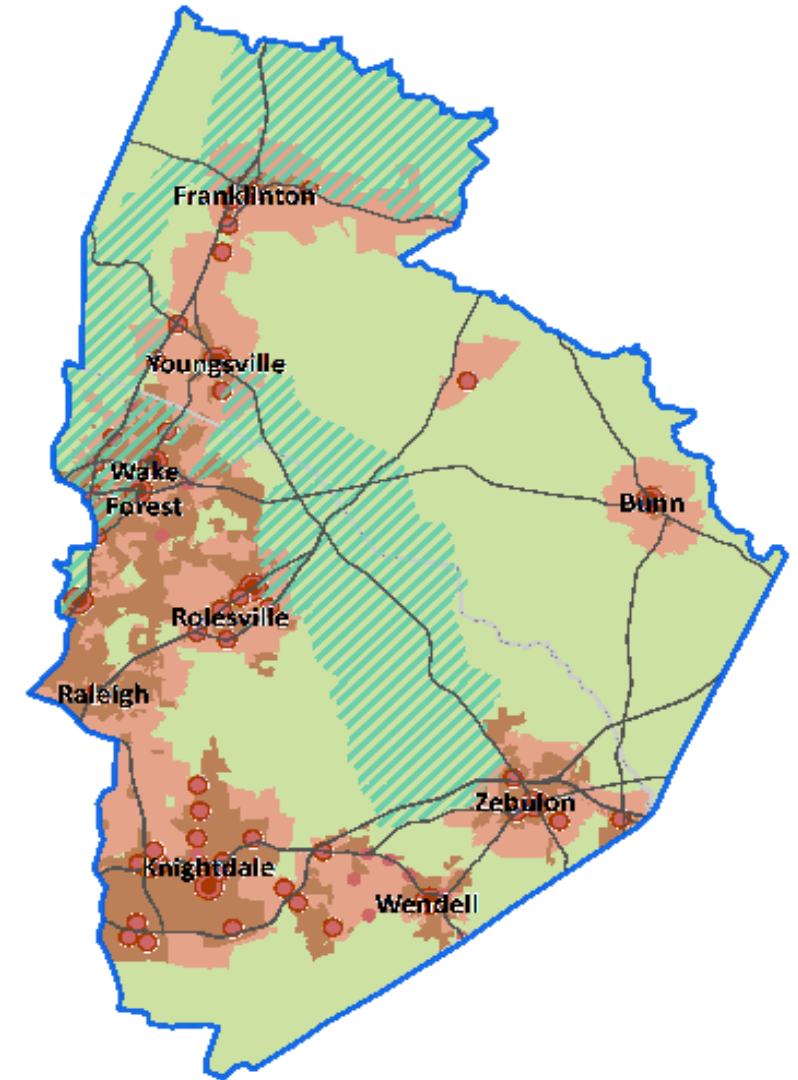


Chapter 4

Scenario Planning

- ✓ Process & Analysis
- ✓ **Alternative Scenarios A & B**
 - Visual Preference Survey
 - Building Block Exercise – Arc GIS Online
- ✓ Blended Scenario 4 – *Preferred*

Scenario 4



Hot Spots

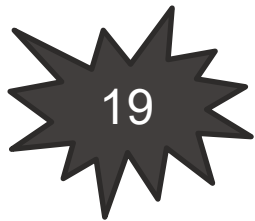
- 



Roadway

358 Roadway Projects Identified

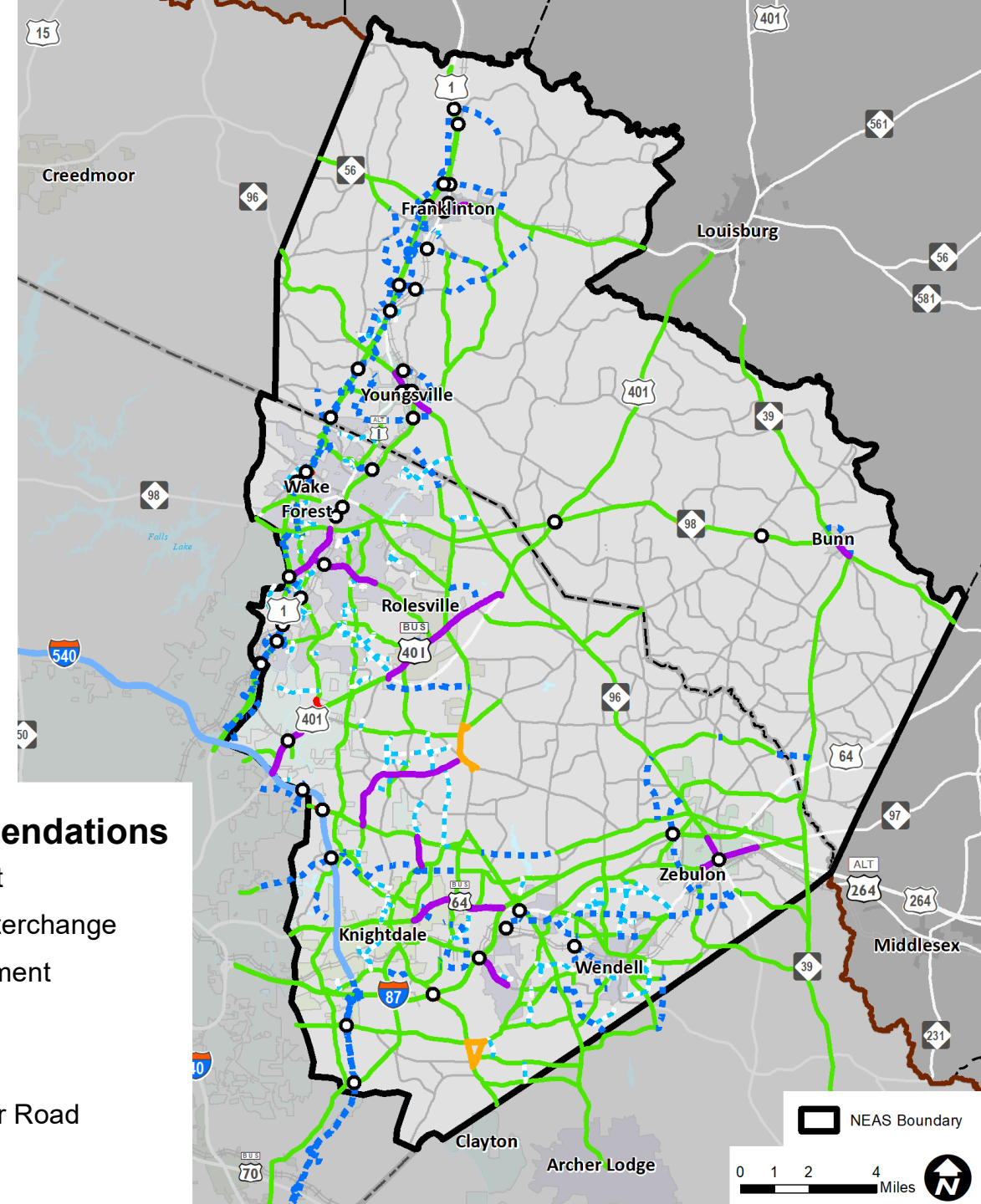
- Widening (144)
- New Location (97)
- New Location – Minor Road (80)
- Grade Separation (14)
- Access Management (17)
- Intersection Realignment (4)
- Lane Management (2) – Interstate 540



New projects identified
by Open House feedback

Roadway Recommendations

- Access Management
- Grade Separation/Interchange
- Intersection Realignment
- Lane Management
- New Location
- New Location - Minor Road
- Widening



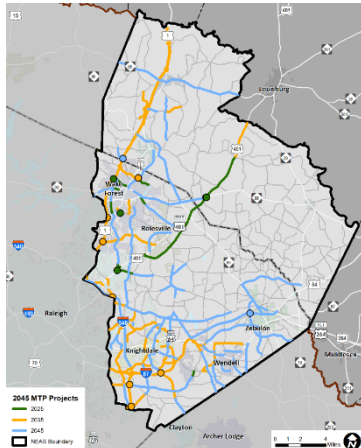
Chapter 6

Roadway Priority

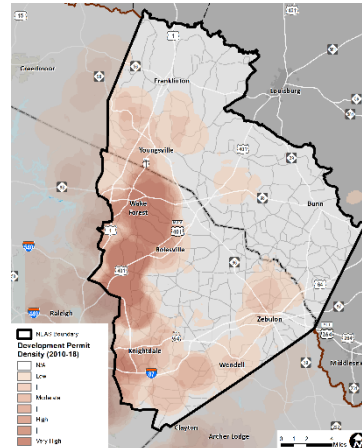
Priority Buckets

- Near-term (37)
- Mid-term (102)
- Long-term (219)
- **"Living document"** rolls into MTP 2050 update process

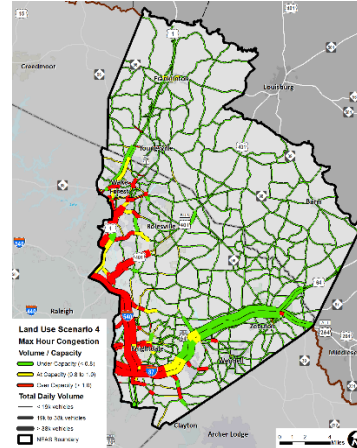
MTP Horizons



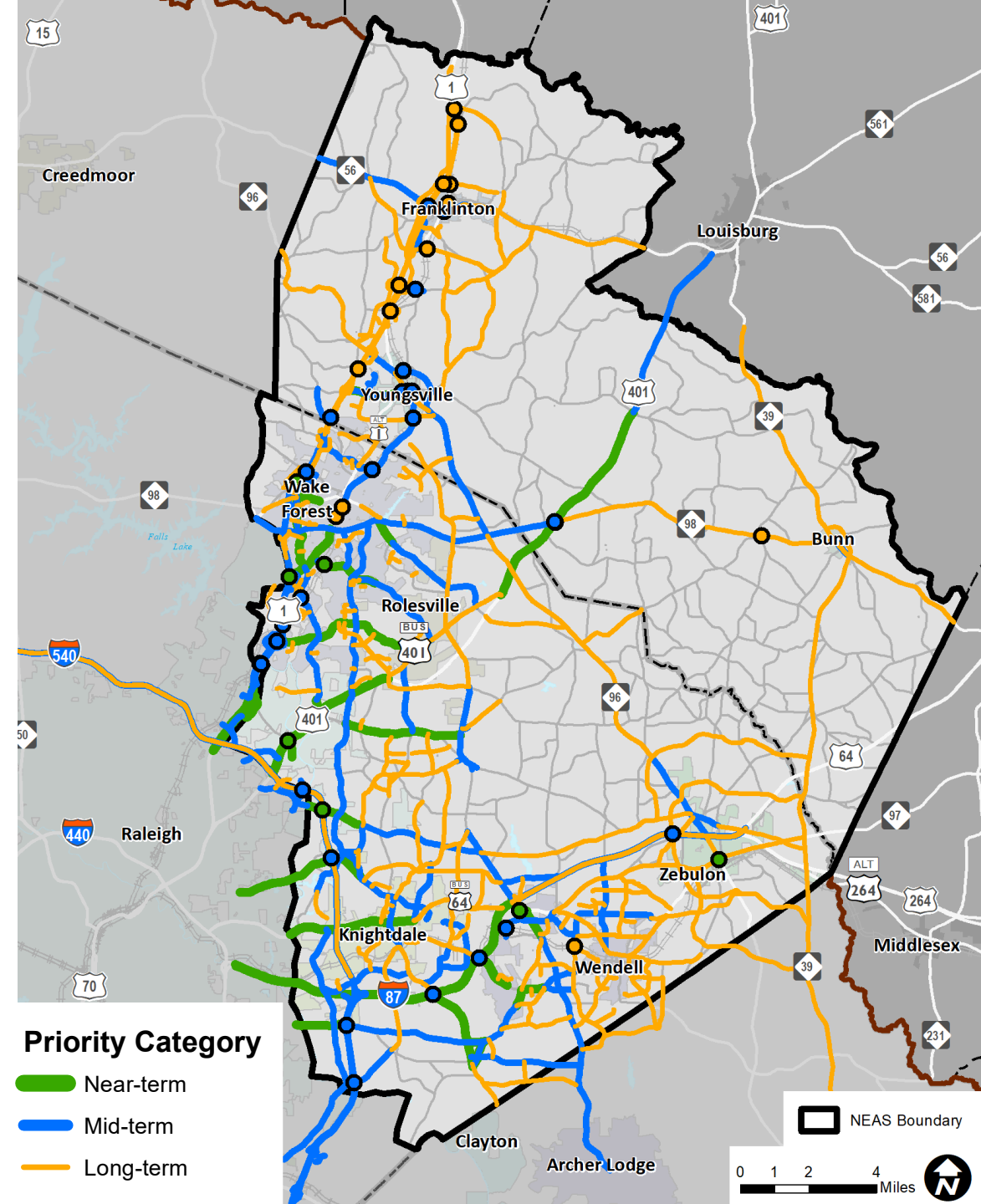
Development Density



FY Volume / Capacity



Deficiency Analysis



Transit Priority

Near-term — *coordinate with Wake Transit Plan 2021-2030*

- First-Mile / Last-Mile Solutions, including Bike/Walk Connections
- Incorporate Micro-Mobility, Route Deviation, Car-Sharing
- Frequency / Weekend Service Improvements

Mid-term

- ZWX Extension (**Zebulon**) to Eastern Regional Center
- Extend service to **Wake Tech Campus**
- Support for **Passenger Rail** (S-line) and Crossing Solutions
- Extend transit service to **Franklinton & Youngsville**

Long-term

- BRT Extensions to **Knightdale** & **Wake Forest**
- **Wendell Circulator** Route
- **Circulator Route*** between NEAS-Wake towns, probably on CTP
- **Eastrans on CTP*** perhaps rail-trail for an interim period through a leasing arrangement

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT



GO **Raleigh** **GO** **Triangle**

“Connect rail service with jobs in RTP”

“Transit service is needed for people that live in smaller communities, rather than just one express route park-&-ride”

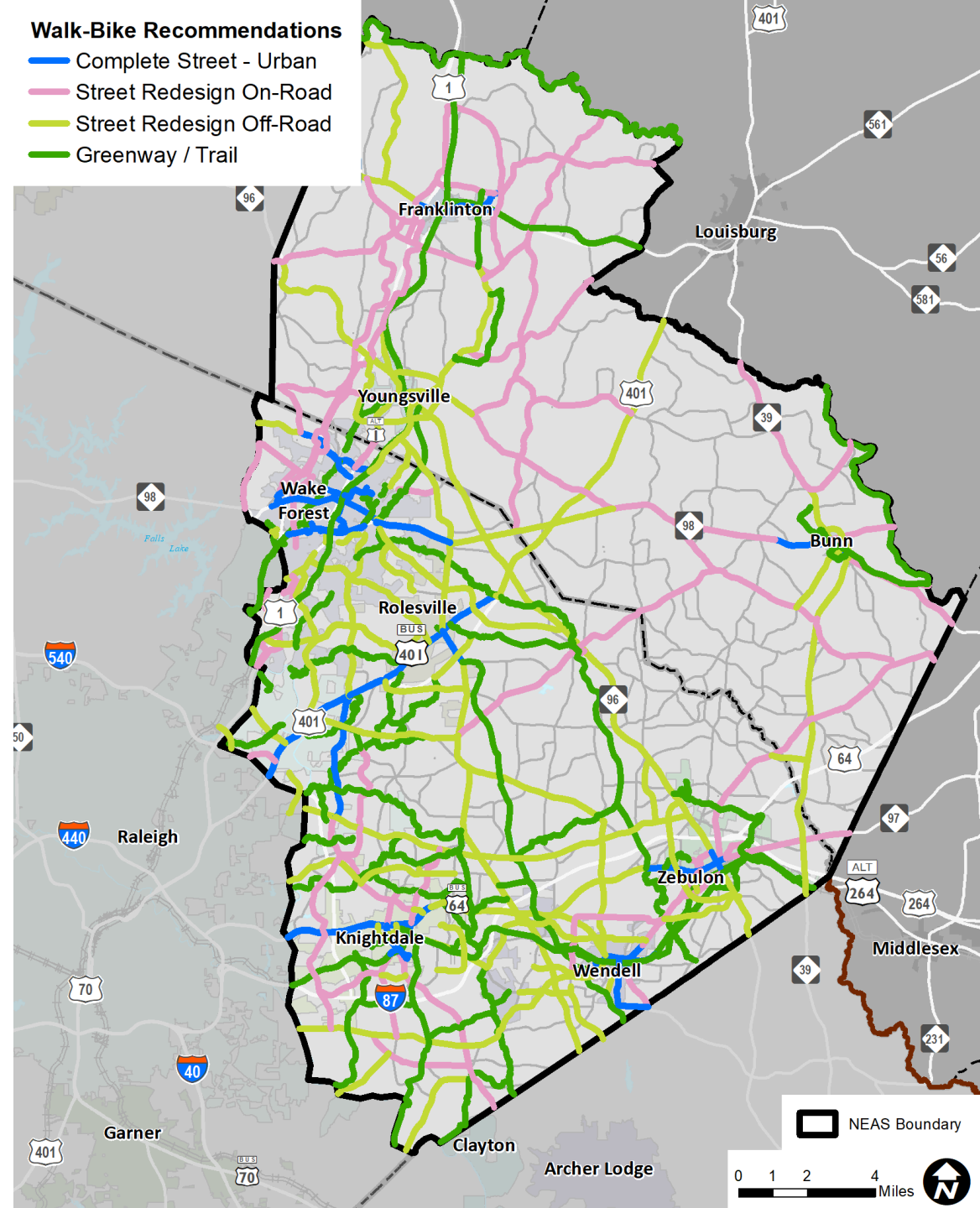
Walk-Bike

293 Walk-Bike Projects Identified

- Street Redesign On-Road (67)
- Street Redesign Off-Road (96)
- Complete Street – Urban (39)
- Greenway / Trail (91)

37

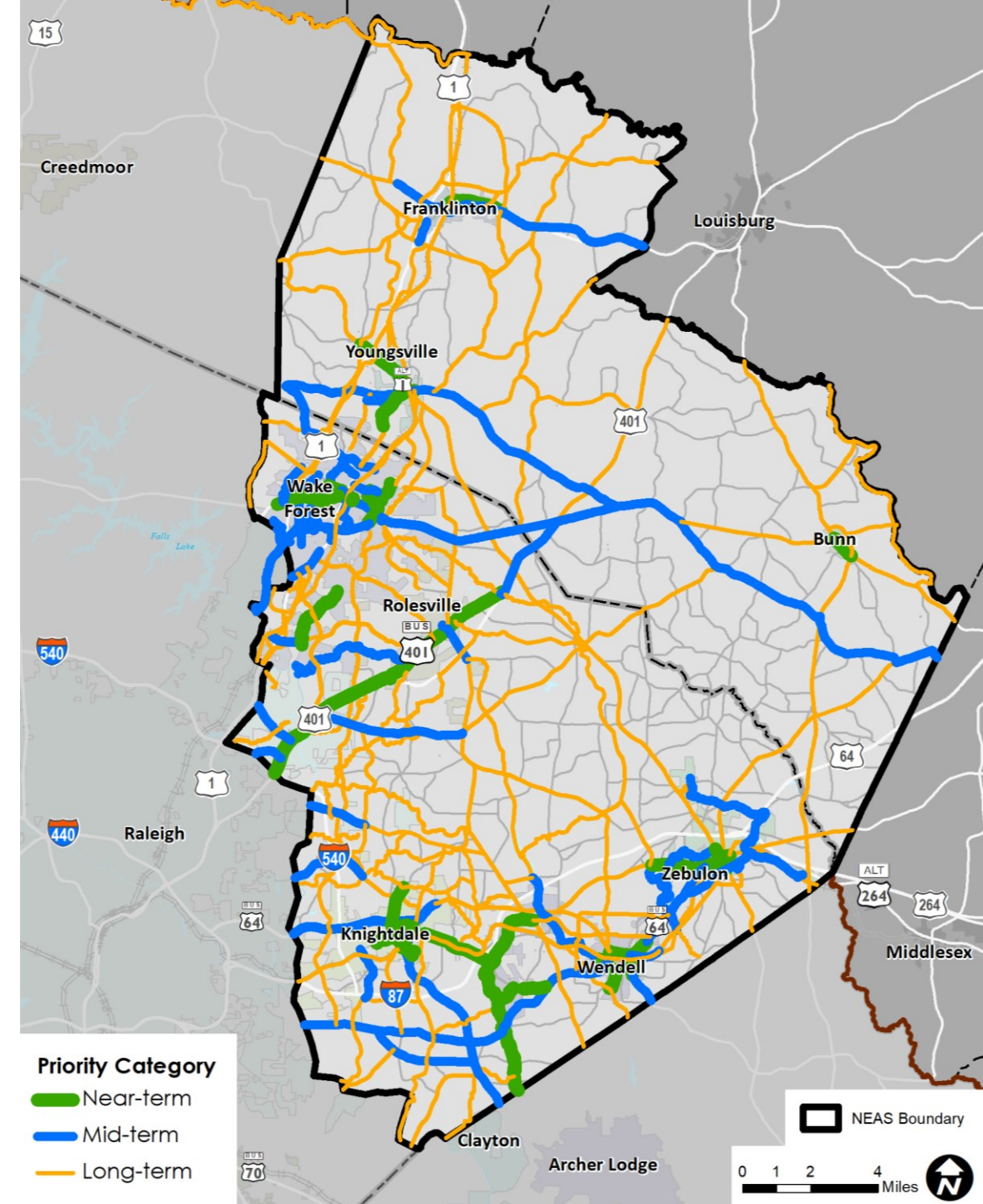
New projects identified
by Open House feedback



Walk-Bike Priority

Priority Buckets

- Near-term (33)
- Mid-term (78)
- Long-term (182)
- Some may be constructed as part of a roadway project – adjusted priority accordingly
- “**Living document**” rolls into MTP 2050 update process



Thank you!

- Final Workbook and documents located on CAMPO's website
 - <https://www.campo-nc.us/programs-studies/area-studies>
- Public comment period was open since July 12, 2021
- Final Board Briefings held June – August with endorsements and presentations to all NEAS jurisdictions (Raleigh expected to endorse at the September 7 meeting)
- Removal of project A588a – NC 96 Zebulon Bypass – from consideration of 2050 MTP as requested from Town of Zebulon.

Contact:

Brandon Watson

brandon.watson@campo-nc.us

(919) 996-4397



5.4 Northeast Area Study Update Endorsement

Requested Action:

Recommend endorsement of the Northeast Area Study Update to be used in further long-range planning efforts including the 2050 MTP to the Executive Board.

5.5 2021 NCDOT Bicycle and Pedestrian Planning Grant Application

5.5 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 Town of Franklinton will be submitting a pedestrian planning grant application directly to the Division of Bicycle and Pedestrian Transportation for the 2021 “Call” for projects.

5.5 2021 NCDOT Bicycle and Pedestrian Planning Grant Application

Requested Action:

Recommend adoption of the 2021 NCDOT Bicycle and Pedestrian Planning Grant Application for the Town of Franklinton to the Executive Board.

5.6 Transit Asset Management Performance Measures & Targets for State of Good Repair

5.6 Transit Asset Management Performance Measures & Targets for State of Good Repair

- Per federal requirements and agreement, CAMPO staff coordinated with the State and transit providers and met on August 3rd to review FY 21 goals and to discuss 2022 DRAFT Regional Performance Measures and Targets;
- Tier 1 transit agencies provided their Annual Certification Reporting form for 2021/2022 agency performance and to identify agency goals for next year.
- CAMPO staff recommends carrying over last year's targets/goals for the regional 2021/2022 TAM performance measures and targets;
- The DRAFT 2021/2022 TAM regional targets are posted for public comment from August 13 - September 12, 2021.

5.6 Transit Asset Management Performance Measures & Targets for State of Good Repair

Asset Class	Applicability	Performance Measure	2021/22 State Targets	2020/21 Regional Targets	Proposed 2021/22 Regional Targets
Equipment	Non-revenue vehicles	% of equipment meeting or exceeding useful life	20%	22%	22%
Equipment	All assets > \$50,000	% equipment with condition rating below 3.0 on FTA TERM scale	n/a	0%	0%
Rolling Stock	Revenue vehicles	% of vehicles in particular asset class meeting or exceeding useful life	20%	20%	20%
Facilities	All facilities	% facilities with condition rating below 3.0 on FTA TERM scale	20%	0%	0%

5.6 Transit Asset Management Performance Measures & Targets for State of Good Repair

Requested Action:

Recommend approval of the recommended regional 2022 Performance Measures and Targets for Transit Asset Management and State of Good Repair to the Executive Board.

Roll Call – Action Items:

TCC August 5, 2021 Meeting Minutes, Northeast Area Study Update Endorsement, 2021 NCDOT Bicycle and Pedestrian Planning Grant Application and Transit Asset Management Performance Measures & Targets for State of Good Repair

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

5.7 Wake Transit Art Funding Eligibility Policy

Wake Transit Art Funding Eligibility Policy

TCC Regular Meeting
September 2, 2021

Art Funding Eligibility Policy

Background

- 2020 - TPAC initiated steps toward developing policies and procedures for integrating art into transit projects with Wake Transit funding
- Jan 2021 – Art + Culture Workgroup was formed and tasked with informing development of a draft policy
- June and August 2021 – TPAC considered draft policy for recommendation to CAMPO and GoTriangle

Examples of Art Integration

St. Albert, Canada

Historical, Laser Cut Art in
Railing



Examples of Art Integration



Sun Link, Tucson, AZ

LithoMosaic
Concrete Integration

Examples of Art Integration

Magic Carpet Murals
along Rail Trail

Charlotte, NC



Art Funding Eligibility Policy

Workgroup Process

- Peer Review of Art Policies – 11 total (5 local policies)
 - Art policies are common for transit systems
 - 1% funding percentage is typical, though there are ranges
 - Funding – percentage of CIP construction costs is most common
 - Scale of art varies, but all kinds are funded

Art Funding Eligibility Policy

- Project types have been selected because they are highly visible, public-facing facilities
- Eligible project types that have been previously funded are still eligible for art funding
- Highly debated section, keeping in mind current financial situation

Section 2 – Eligible Projects

- Project can be eligible to use WT funds for art elements, even if project is funded by multiple local agencies
- Project sponsors are not required to take or use WT funds to incorporate art into their eligible projects
- Capital projects for which art is an eligible expense of Wake Transit tax revenues include:
 1. Fixed Guideway Projects (BRT, CRT)
 2. Transit Centers

Art Funding Eligibility Policy

Total Construction Cost	Maximum Amount Eligible for Art
Under \$50 million	1%
\$50 million to \$100 million	\$500,000 + 0.50% of the amount over \$50 million
Greater than \$100 million	\$750,000 + 0.25% of the amount over \$100 million

Overall Maximum Impact Using Current CIP = ~\$6.4 million over 10 years

Section 3 – Funding

3.1 – Percent for Art

- Art becomes an allowable expense
- Art funds dedicated to the selection, fabrication and installation of works of public art
- Amount of funding eligible to be used is determined by two factors:
 1. Total construction cost of project
 2. Funding sources contributed toward construction budget

Art Funding Eligibility Policy

	Total Construction Cost	Percent for Art	Maximum Amount Eligible for Art
Project A	\$49 million	1%	\$490,000
Project B	\$100 million	\$500,000 + 0.50% of the amount over \$50 million	\$750,000
Project C	\$1.8 billion	\$750,000 + 0.25% of the amount over \$100 million	\$5 million

Section 3 – Funding

3.2 – Other Funding Notes

- Maximum amount of funding eligible for art is \$5 million per project, regardless of total construction cost.
- But if calculated max amount is more than \$5 million, project’s max amount will be evaluated on a case-by-case basis through Wake Transit Work Plan development cycle or Work Plan amendment request

Art Funding Eligibility Policy

- Purpose of this section is to enable project sponsors to bring artist on board as a member of the design team
- Example: Artist in Residence programs

Section 3 – Funding

3.3 – Artist Retention Fee

- All projects eligible for art funding entitled to \$30k lump sum up to 60% design
- Stand-alone allocation, does not count towards funding limitations
- Lump sum would be added to allocation of funds for preliminary design phase

TPAC Recommendation and Voting Record

- TPAC Vote to Recommend Not Unanimous
- Town of Apex Voting Membership Opposed Recommendation of Policy
- Majority Perspective: It is worth making a decision and setting expectations now to allow investment in art integration for the most visible and permanent passenger-facing facilities so transit facilities that are being designed and built now can benefit from the identity, culture, aesthetic, and place-making effects of Art.
- Minority Perspective: Given Wake Transit's financial challenges, making a decision and setting expectations to commit \$6.4 million over the next 10 years to art integration may not be the most responsible use of funds, especially since the public has expressed interest in and prioritized other investments that we are not funding.

Wake Transit Art Funding Eligibility Policy Next Steps

ACTION	DATE
TCC Receives as Information	September 2, 2021
Executive Board Receives as Information	September 15, 2021
CAMPO Public Comment Period	September 17, 2021 – October 19, 2021
TCC Considers Recommendation to Executive Board	October 7, 2021
Executive Board Holds Public Hearing and Considers Approval/Adoption	October 20, 2021

5.7 Wake Transit Art Funding Eligibility Policy

Requested Action:
Receive as information.

5.8 CAMPO Projects and Programs Funding Update

1. Future Federal Transportation Funding
2. STIP/TIP Project Delays
3. SPOT 6.0
4. LAPP

1. Future Federal Transportation Funding

- No adopted bill designating federal funding for next year.
- 2 Versions: House passed own version of funding bill, Senate passed theirs (WH supported), VERY DIFFERENT - needs to match to pass.
- Unclear what will happen and when, but very possible that deal will not be reached by end of FFY2021 on September 30, 2021.

2. STIP/TIP Project Delays

- NCDOT working on updating cost estimates on projects in current STIP. Cost increases have gone up by over \$7 billion.
- STIP required to be fiscally constrained, will likely see another large TIP/STIP overhaul in response to updated costs.
- We will be working with NCDOT on this process over the next 12 months.

3. SPOT 6

- NCDOT Board of Transportation officially cancelled SPOT 6 due to limited funding availability for new projects.
- Expect to get quantitative scores back, but will not go through local input points process.
- What will happen to develop future TIP/STIP? TBD

4. LAPP

- Executive Board deadline 9/30/2021 for all LAPP projects to receive funding authorization.
- Current policy: Projects that do not meet deadline are required to request Board's approval to move forward in order to keep LAPP funding once the project has all required deliverables to request funding authorization.
- Outstanding LAPP projects sent to individual Executive Board members by request.

TIP ID	Project	FFY	Jurisdiction	Phase	Approved LAPP Funding
U-5928	Peakway South Salem Interchange	2017	Apex	Construction	\$ 2,500,000
U-5118FB	Arendell Ave Access Management	2017	Zebulon	Construction	\$ 916,000
C-5604HA	Mingo Creek Greenway	2018	Knightdale	Construction	\$ 1,460,800
U-6094	Holly Springs Road Widening Phase I	2019	Holly Springs	Construction	\$ 830,496
U-6093	Rock Quarry Road Improvements	2019	Raleigh	Construction	\$ 7,973,432
C-5604OF	Blue Ridge Road Pedestrian Improvements	2019	Raleigh	Construction	\$ 3,472,150
C-5604ID	Higgins Greenway	2019	Cary	CON	\$ 1,010,000
U-6222	NC 98 at Camp Kanata	2020	Division 5	ROW, Construction	\$ 977,600
U-6223	42 E Extension	2020	Clayton	ROW, Construction	\$ 5,000,000
W-5601EX	NC 42 Turn Lanes	2020	Division 5	ROW, Construction	\$ 1,463,500
U-6225	White Oak, Hebron, Ackerman Roundabout	2020	Garner	Construction	\$ 1,177,422
C-XXXX (Pending CMAQ ID)	Judd & South Main Intersection Improvements	2020	Fuquay-Varina	PE, ROW, Construction	\$ 494,610
C-XXXX (Pending CMAQ ID)	Hwy 55 and NE Judd Parkway Intersection Improvements	2020	Fuquay-Varina	PE, ROW, Construction	\$ 1,516,106
C-XXXX (Pending CMAQ ID)	Crabtree Creek Greenway- Bond to High House	2020	Cary	PE, CON	\$ 1,320,000
C-XXXX (Pending CMAQ ID)	Jones Street Sidewalk	2020	Fuquay-Varina	PE, ROW, Construction	\$ 725,040
C-XXXX (Pending CMAQ ID)	Crabtree Creek Greenway Connector	2020	Cary	CON	\$ 2,260,000
EB-6020	Junny Road Sidewalk Extension	2020	Angier	PE, ROW, Construction	\$ 1,426,000
EB-6021	Beaver Creek Greenway Extension	2020	Apex	CON	\$ 1,052,881
U-6241	Burlington Mills Road Realignment and Main Street Corridor Improvements and Main Street Complete Streets Project	2021	Rolesville	Construction	\$ 4,838,956
U-6242	Old Wake Forest Road - North	2021	Raleigh	Construction	\$ 11,158,400
U-6244	Wendell Boulevard Wendell Falls Parkway Intersection Project	2021	Wendell	Right of Way, Construction	\$ 576,818
EB-6046	West Chatham Street Sidewalk	2021	Apex	Construction	\$ 381,200
EB-6048	Wendell Boulevard Sidewalk Project	2021	Wendell	Construction	\$ 827,275
EB-6049	Avent Ferry Road Sidewalk Connectors	2021	Holly Springs	Construction	\$ 1,000,000
TG-6812	GoApex Route 1 Bus Stop Improvements	2021	Apex	Construction	\$ 427,000
C-XXXX (Pending CMAQ ID)	3 Sidewalk Connections to GoCary Transit Service	2021	GoCary	PE, ROW, Construction	\$ 1,020,534

Current Unobligated Projects

Total \$55,806,220

***Note:** Projects denoted with C-XXXX have been on hold due to issues with CMAQ Unit, outside the control of sponsoring agencies. Total Less C-XXXX projects \$48,469,930.

5.8 CAMPO Projects and Programs Funding Update

Requested Action:
Receive as information.

5.9 Launch of the Wake Transit Performance Tracker

Tracker Video

5.9 Launch of the Wake Transit Performance Tracker

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
- Transit Asset Management Performance Measures and Targets Update
- NCDOT Highway Project U-2719 – Updates
- Northeast Area Study Update
- Southeast Area Study Update
- US 401 Corridor Study
- Wake Transit Plan Implementation Update
- Wake Transit Performance Tracker
- Wake Transit Art Funding Eligibility Policy
- NC 540 Bonus Allocation Projects
- Cary-RTP and Garner-Clayton Bus Rapid Transit Extensions Major Investment Study
- Bus On Shoulder Study
- Western Wake Traffic Signal System Integration Study

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



CAMPO NC Capital Area Metropolitan Planning Organization **DCHC** DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

SAVE *the* DATE

**JOINT BOARDS MEETING
CAMPO & DCHC MPO**

**Wednesday
September 29, 2021**
Details to follow

Upcoming Events

Date	Event
September 14, 2021 6:00 p.m.	U.S. 401 Corridor Study Public Meeting – online www.US401CorridorStudy.com
September 15, 2021 4:00 p.m.	Executive Board Virtual
September 29, 2021 9:00 a.m.	Joint MPO Boards Mtg TBD
October 7, 2021 4:00 p.m.	TCC TBD
October 20, 2021 4:00 p.m.	Executive Board TBD