



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

November 4, 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

Federal Highway Administration

N.C. Turnpike Auth.

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: October 7, 2021

Requested Action:

Approve the October 7, 2021 Meeting Minutes.

5. Regular Business

5.1 Amendment #6 to FY2020-2029 Transportation Improvement Program (TIP)

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 and updates to the Wake Transit Work Plan.

Public Comment Period: October 18th - November 16th

Public Hearing and Approval (anticipated) November 17th Executive Board meeting

5.1 Amendment #6 to FY2020-2029 Transportation Improvement Program (TIP)

Requested Action:

Recommend approval of FY2020-2029 TIP Amendment #6

5.2 FY 2022 Unified Planning Work Program Amendment #1

FY 2022 UPWP was adopted in February 2021

Amendment #1:

- **Triangle Bikeway** - adjusted funding to include additional study and funding from DCHC MPO, a change to the eastern study area boundary, and additional NCDOT and community stakeholder coordination.
- **Wake Transit Bicycle & Pedestrian Study** - adjusted to remove the \$75,000 devoted to this study. These activities have been included in a GoTriangle project and CAMPO will no longer be leading this effort.
- **Wake Transit BRT Extension Study** - adjusted to include the Town of Clayton as a funding partner.
- **Mobility Management Program Implementation Study** - adjusted the funding sources to reflect CAMPO, Wake County, City of Raleigh, and Town of Cary financial contributions to the study, and to reflect the multi-year project schedule.

5.2 FY 2022 Unified Planning Work Program Amendment #1

Amendment #1 Process:

- Public Comment period Oct 15 – Nov 16 - No comments received to date
- Executive Board to consider adoption at November 17, 2021 meeting

Requested Action:

Recommend adoption of the FY22 UPWP Amendment #1.

5.3 FY 2022, Q2 Wake Transit Work Plan Amendment Requests

FY 2022, Q2 Work Plan Amendment Requests

Summary of Amendment Requests

- **Change in scope to Research Triangle Park Mobility Hub Enhancements (TC002-BH)**
 - To remove certain project components completed prior to award effective date
 - Results in change in priority order or improvements to be made with appropriated funds
 - No financial impact
- **Change to budgeted amounts for CAMPO staffing funding allocations (TO002-L, -V, and -W)**
 - Better align budget lines with actual expenditures
 - No financial impact resulting in a change to fund balance or reserves
- **Removal of Hold Harmless Subsidy for Implementation of Countywide Fare Strategy (TO005-W)**
 - Not necessary with systemwide suspension of fares
 - Frees up \$119,925 for use on other projects

FY 2022, Q2 Work Plan Amendment Requests

Summary of Amendment Requests (Continued)

- **Remove FY 2022 funding for Youth GoPass allocations to City of Raleigh and Town of Cary and reduce for GoTriangle (TO005-L1, -L2, -L3)**
 - **Not necessary with systemwide suspension of fares**
 - **Frees up \$272,948 for use on other projects**
- **Change to budgeted amount for New Bern Corridor Bus Rapid Transit Facility construction (TC005-A1)**
 - **To satisfy FTA budget/schedule contingency requirements**
 - **Additional \$13.65 million as contingency (virtual money)**
 - **Money to be taken from un-encumbering funds from Commuter Rail project development reserve (TC004-A)**

FY 2022, Q2 Work Plan Amendment Requests

Other Important Notes

- No Public Comments Received
- Change to Budgeted Amounts and Project Scope (where applicable) Appropriate for Continued Implementation of Transit Plan and the Subject Projects
- Changes Do Not Involve Unwarranted Use or Re-appropriation of Funds

| ACTION | DATE |
|--|--|
| Released for Public Comment | September 3 rd -October 3 rd |
| TPAC Recommended Approval of Amendment Requests | October 13 th |
| CAMPO TCC Considers Recommendation on Amendment Requests | November 4 th |
| CAMPO Executive Board Considers Action | November 17 th |
| GoTriangle Board of Trustees Considers Action | November 17 th |

5.3 FY 2022, Q2 Wake Transit Work Plan Amendment Requests

Requested Action:

Recommend approval of the FY 2022, Q2 Wake Transit Work Plan amendment requests to the Executive Board.

5.4 Public Transit Agency Safety Performance Measures & Targets

5.4 Public Transit Agency Safety Performance Measures & Targets

- On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires public transportation providers that receive federal funds under the FTA's Urbanized Area Formula (5307) Grants and all rail systems to develop or join State's safety plans.
- Certified Agency Safety Plans are to include safety performance measures and targets that align with the Public Transportation National Safety Plan and are to be shared with the appropriate regional MPOs and the State.
- Due to the impact of the COVID pandemic, the final date to complete the agency plans was moved to ***July 20, 2021*** for agencies that needed the extra time.

5.4 Public Transit Agency Safety Performance Measures & Targets

- MPOs had 180 days from receipt of transit agency safety performance targets to prepare their initial regional public transportation safety performance targets.
- CAMPO staff has worked with our regional transit providers to identify appropriate targets for our metropolitan area and agreed to align the safety targets with the provisions of the Transit Asset Management Program.
- On May 19, 2021, the CAMPO Board approved CAMPO's initial regional agency safety targets. Final public transit agency safety targets are presented for recommended adoption and as required to be included in all Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) updated or amended after July 20, 2021.

5.4 Public Transit Agency Safety Performance Measures & Targets

Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

| Mode of Transit Service | Fatalities | Fatalities (per 100k VRM) | Injuries | Injuries (per 100k VRM) | Safety Events | Safety Events (per 100k VRM) | System Reliability |
|---|------------|---------------------------|----------|-------------------------|---------------|------------------------------|--------------------|
| All Fixed Route Bus | 0 | 0 | 3 | 1.25 | 7 | 2 | 10,000 |
| All Non-Fixed Route/ Demand Response | 0 | 0 | 4 | .2 | 17 | .4 | 20,000 |
| All Vanpool | 0 | 0 | 0 | 0 | 0 | 0 | 99,000 |

5.4 Public Transit Agency Safety Performance Measures & Targets

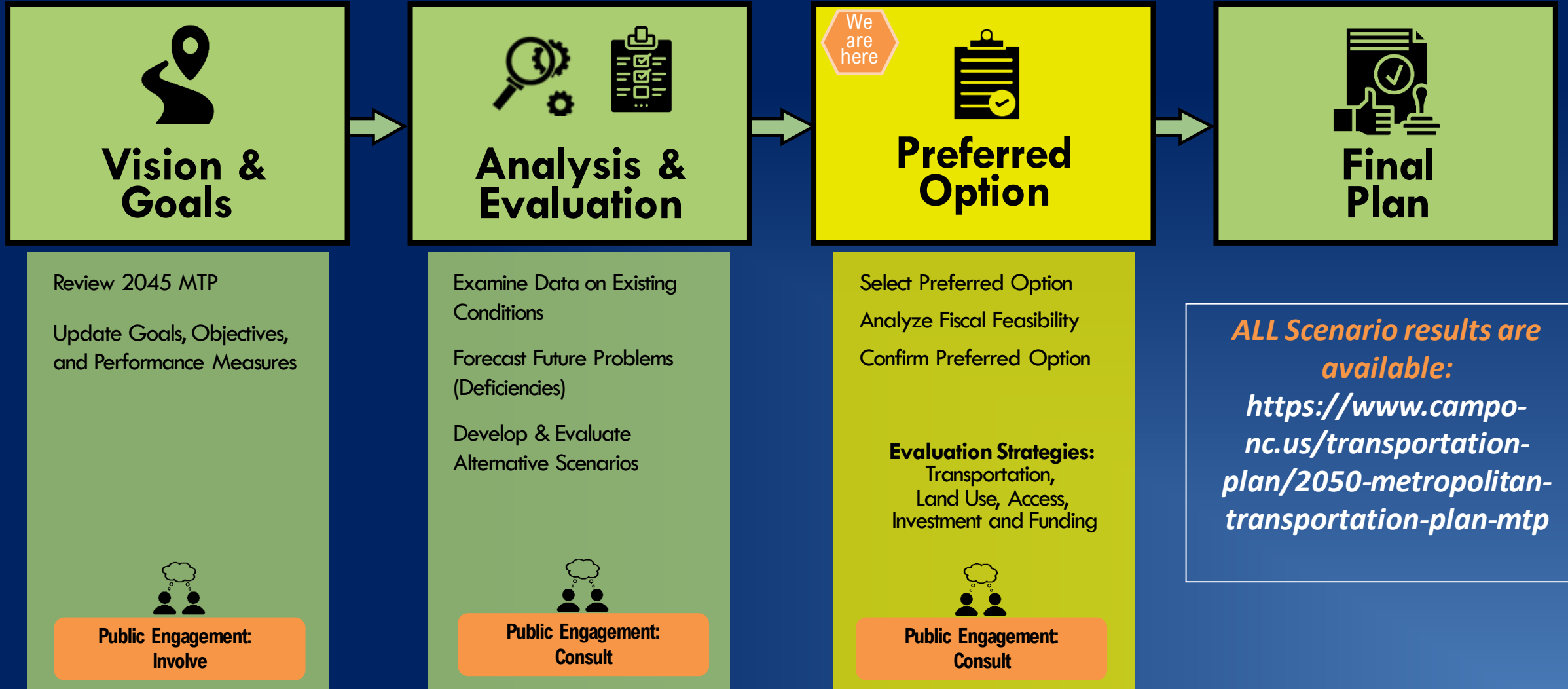
Requested Action:

Recommend adoption of the regional transit agency safety plans performance targets.

5.5 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 | | |  | | | | |
|--|------------------------|---|---|-------------------------|----------------------------|-----------------------|-----------------------------------|
| | | | 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 --

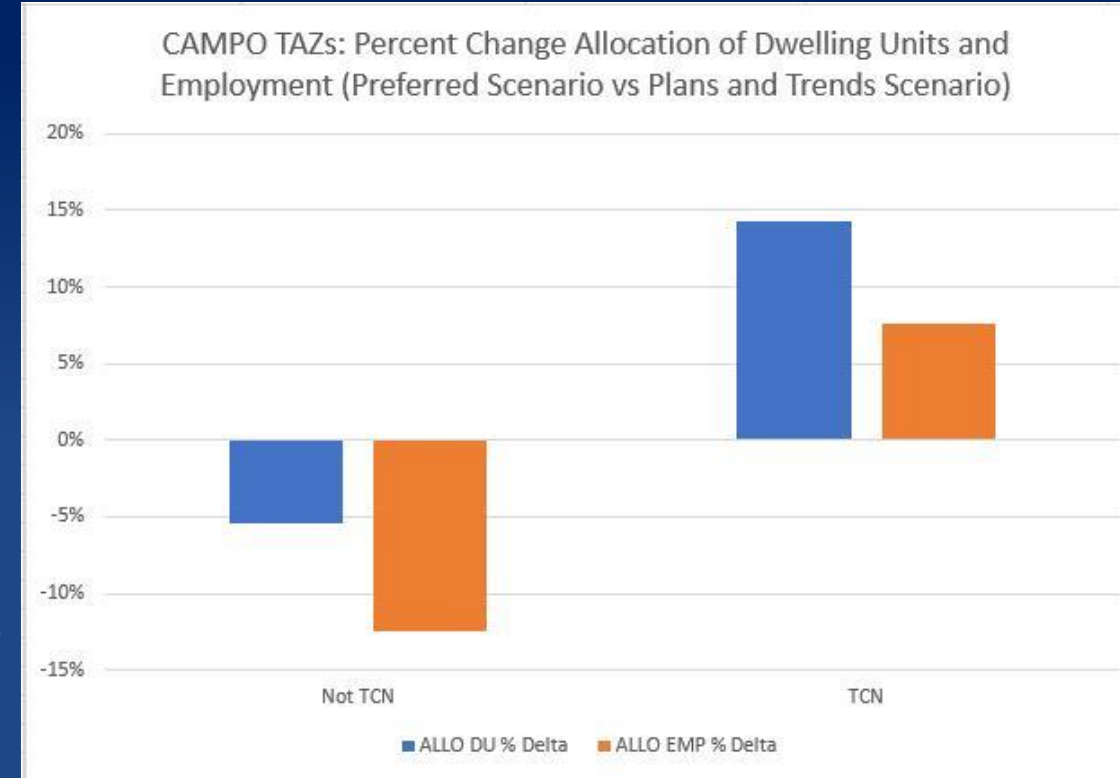
Opportunity Places Development Foundation

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

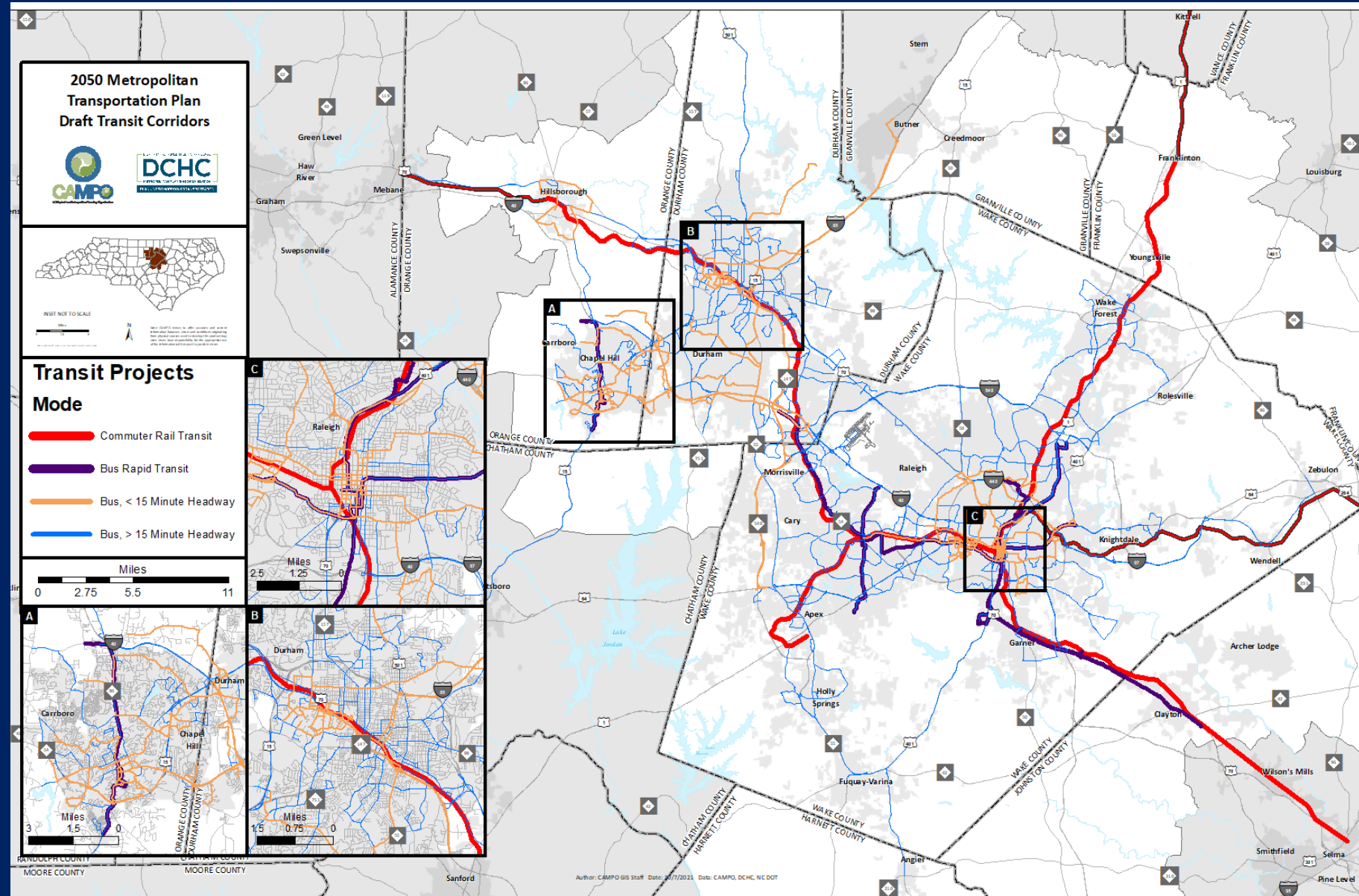
This Development Foundation is used for the Preferred Scenario



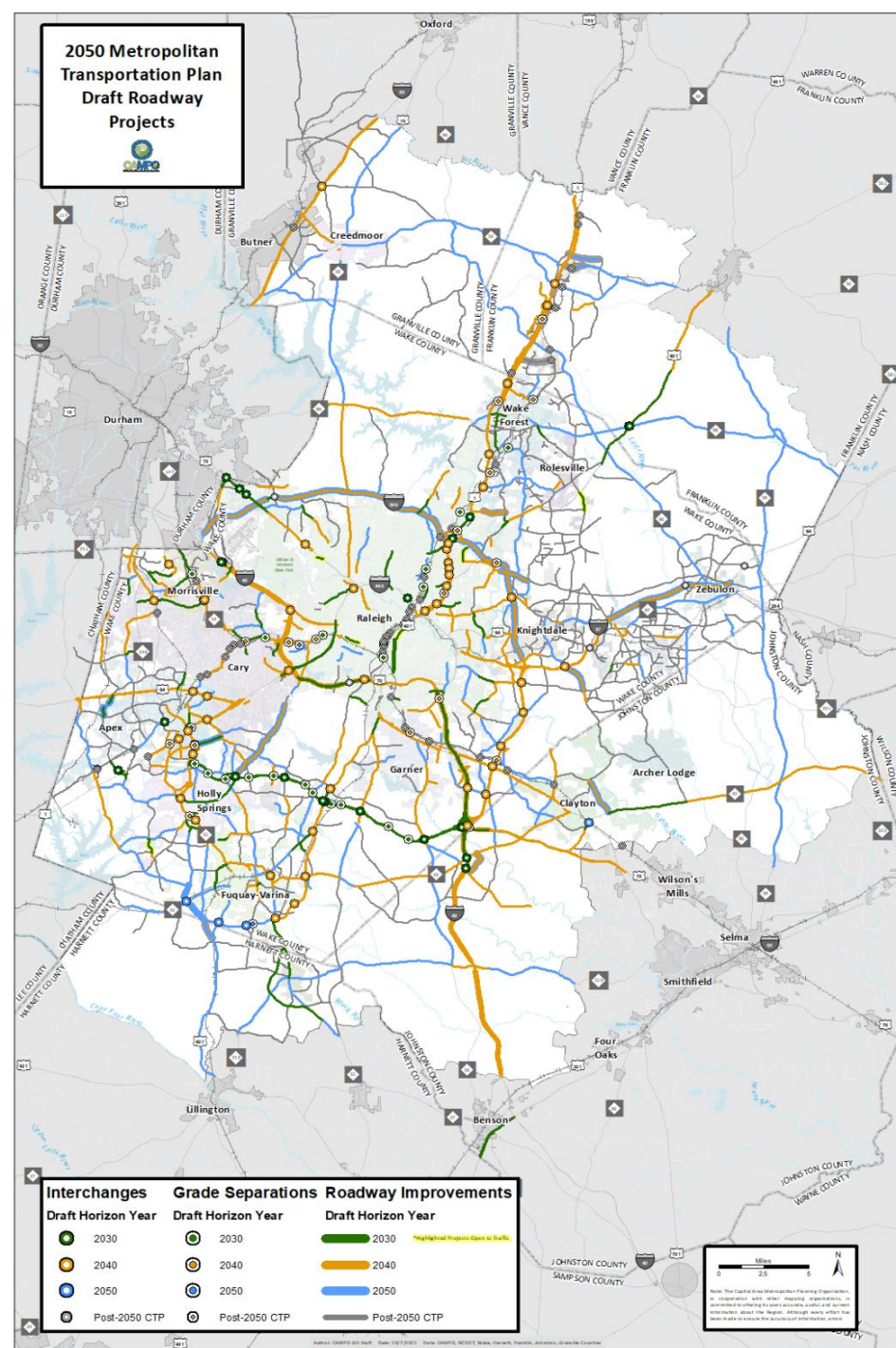
Major Transit Investments

- 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
- Increased investment in the frequent bus network
- Community Funding Areas

Preferred Scenario Transit Element 1st Draft of Fiscal Constraint



2050 Metropolitan Transportation Plan Draft Roadway Projects



Preferred Scenario Roadway Element

2050 Preferred Scenario

- Traditional financial resources largely focused on higher order roadways (State/Federal funds)
- Fiscal Constraint impacted 48 percent of preferred scenario roadway projects
 - **429 projects moved to CTP horizon year**
 - Additional regional/local revenue assumptions resulted in **Higher** level of secondary roadway investments in 2nd two decades

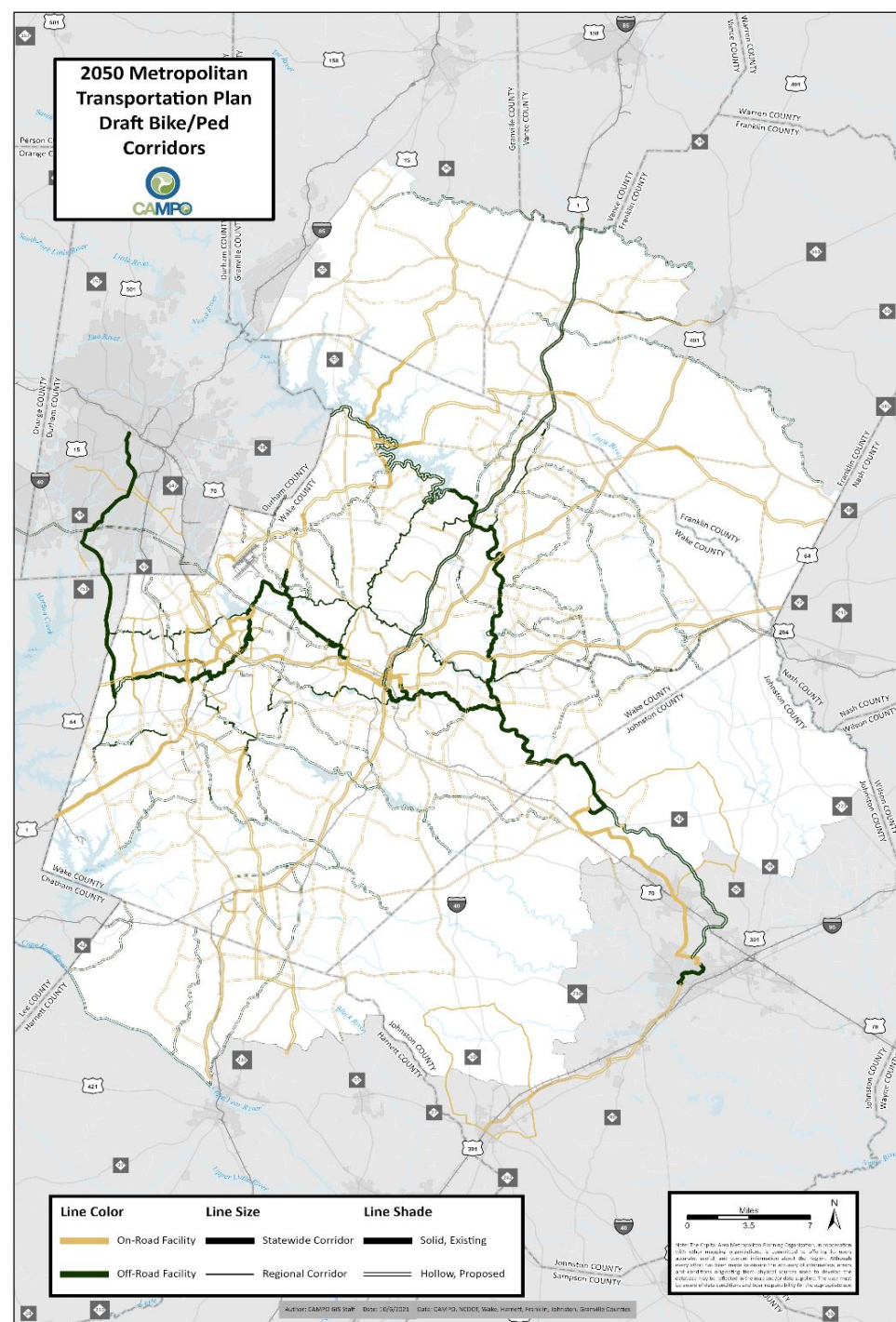
Major Roadway Investments

- 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

**With additional regional/local revenue assumptions*

Preferred Scenario Bicycle & Pedestrian Element

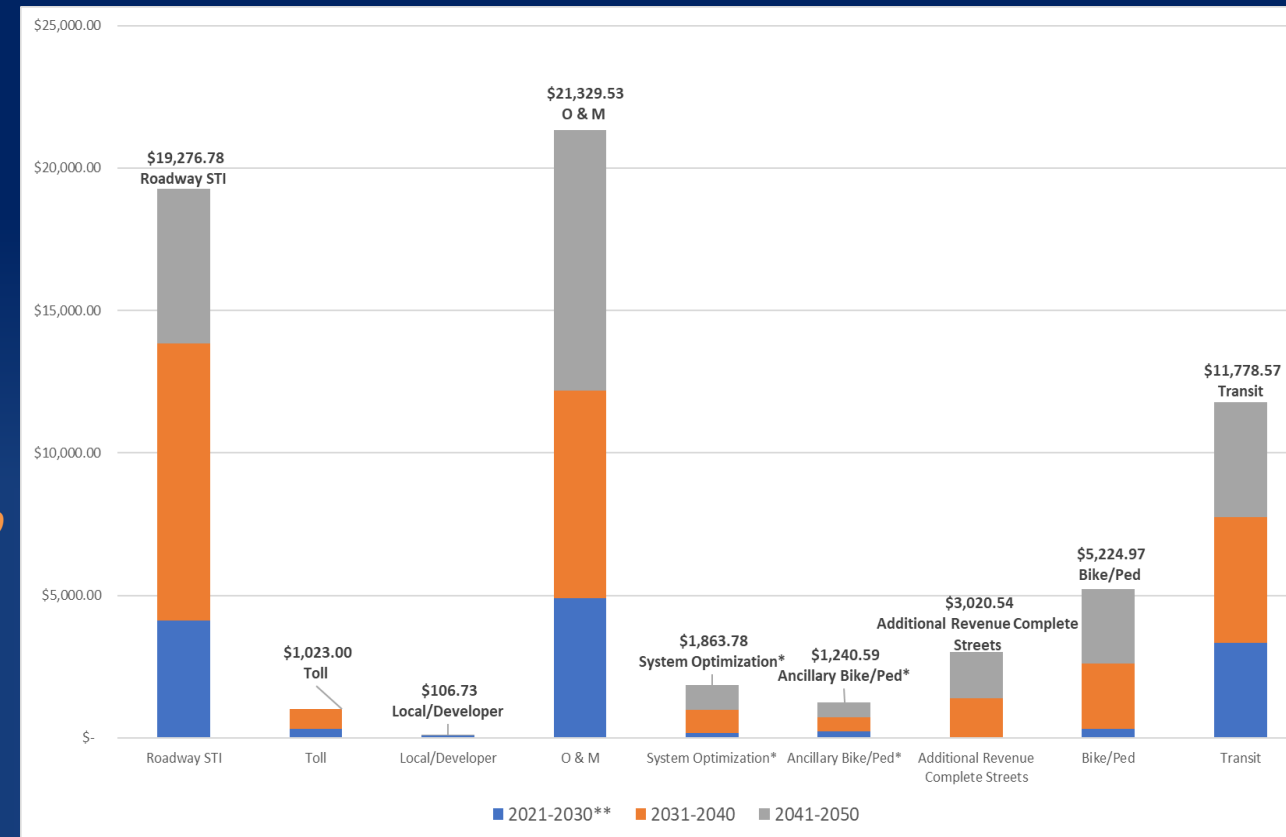
- On & Off-Road Corridors
- Functional Classification:
 - Statewide (Inter-Regional)
 - Regional (Intra-Regional/Collector)
 - Local
- *Sidewalks are included Programmatically*



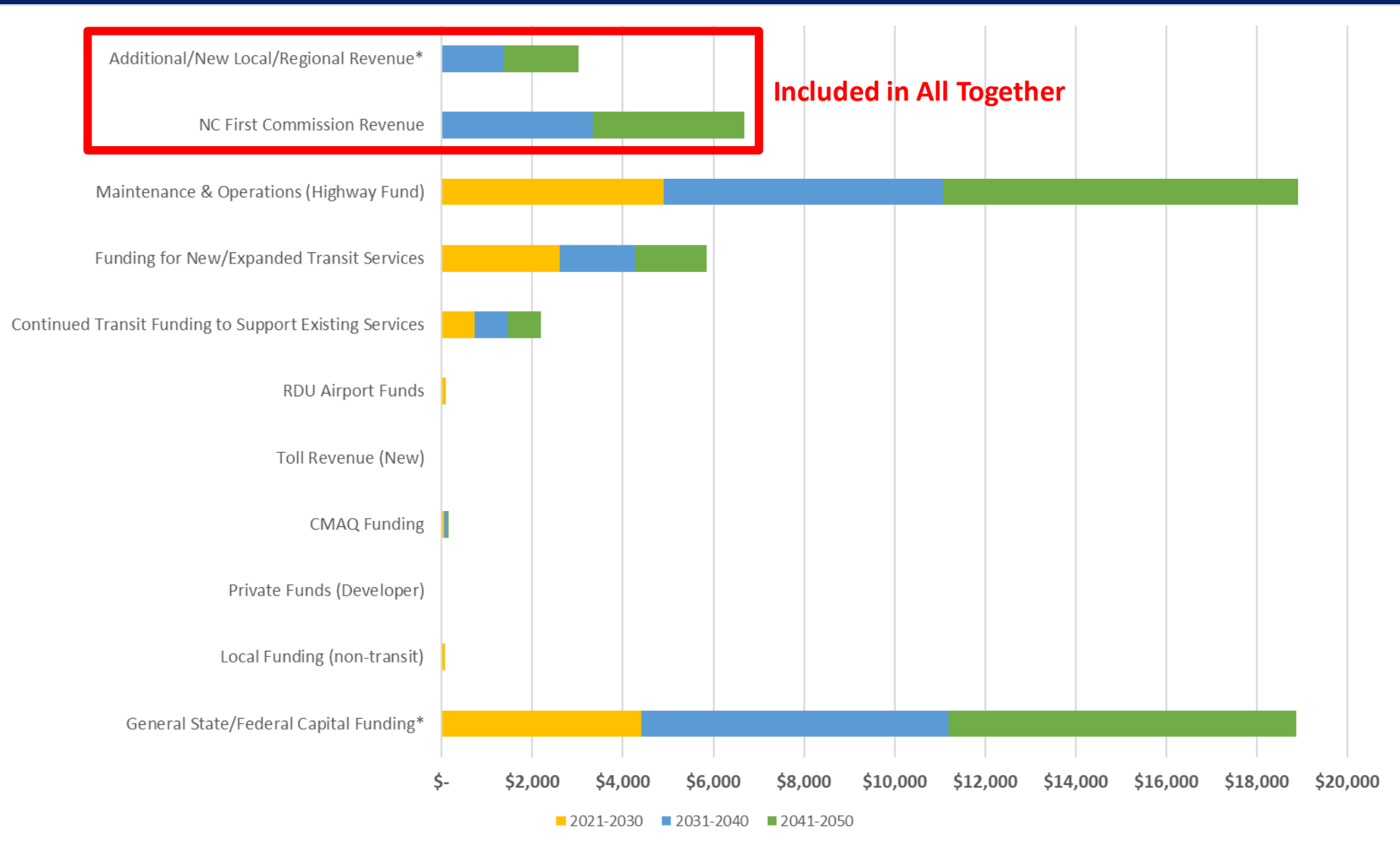
2050 MTP Revenue Forecast

Our Revenue Forecast:

- 1st Decade:
 - TIP/STIP (10 yr Work Program)
 - Local funding/development activity
- 2nd & 3rd Decades:
 - “Traditional” Federal & State Funds
 - *Assumed increases for Preferred scenario*
 - MPO portion based NCDOT Forecast
- Transit Funds
 - *Wake Transit Plan Forecast (modified/extended)*
- Local Revenue
 - Based on Local CIPs / Development Activity
- **New Regional/Local Revenue Assumption**



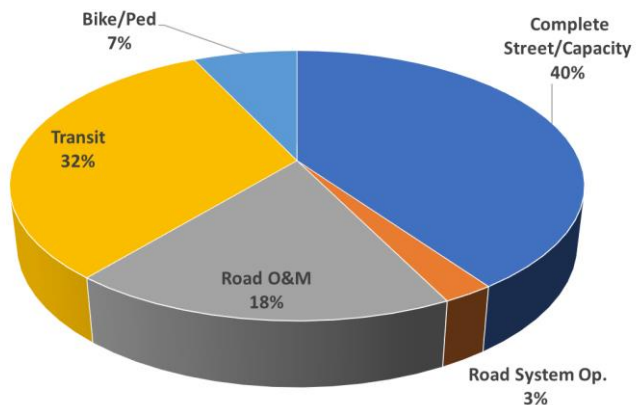
Preliminary 2050 MTP Financials



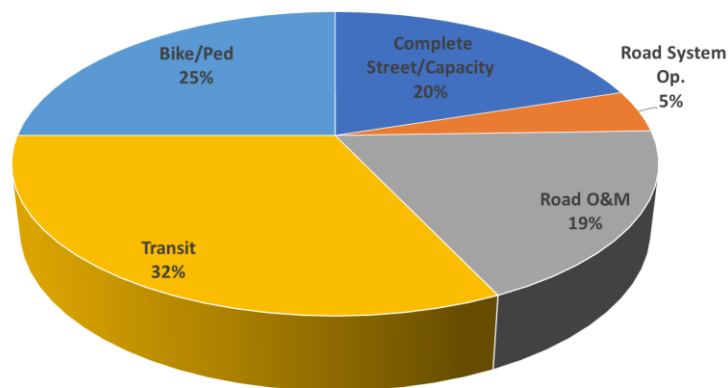
New Revenue Assumptions

- 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
 - In addition to existing ½ cent Wake Transit revenue (sales tax, reg. fee)
- 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)

New Regional/Local Revenue Assumptions

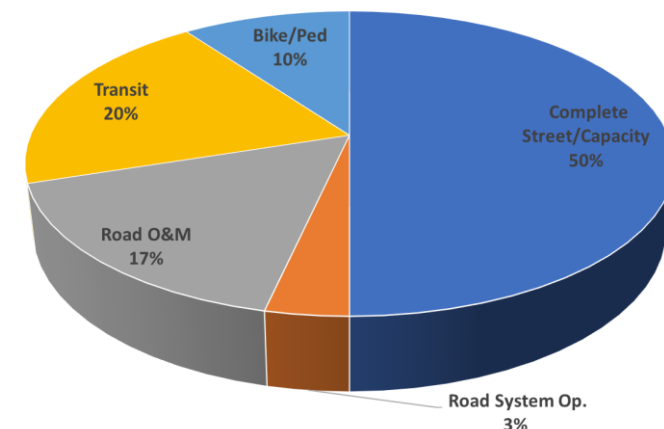


- Similar modal breakdown to traditional funds
- Resources for ITS/TDM and O&M
- Additional Transit resources beyond current WTP (frequent network)
- 2031-2050 total: \$3.021 Billion



Alternative 2

- Additional resources for Bicycle/Pedestrian investments
- Similar additional Transit resources beyond current WTP
- Additional resources for ITS/TDM and O&M
- 2031-2050 total: \$3.021 Billion
 - *Would require reduction of 20 secondary road projects*



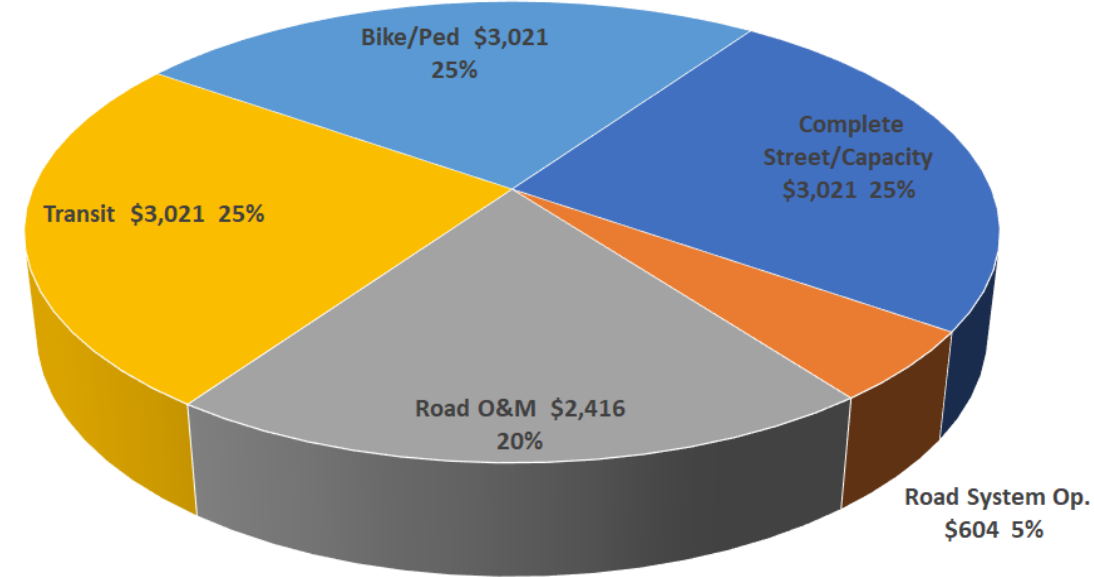
Alternative 3

- Additional resources for Complete Streets/Local Roadway Capacity
- Lowest additional Transit resources (beyond WTP).
- Lower resource level for O&M and ITS/TDM
- 2031-2050 total: \$3.021 Billion
 - *Would add 10 secondary road projects*

New Regional/Local Revenue Assumptions

Executive Board Discussion

- One cent sales tax equivalent calculation is in alignment with the Charlotte region and other partners across the state.
- Complete street policy compliance is key
- General support for additional bike/ped resources
- Requested any TCC feedback at November meeting



Alternative 4 *(1 cent equivalent) (currently in use)*

- Amount for Complete Streets/secondary roads remains the same as Alt 3 but share of pie decreases
- Additional resources for both Transit and standalone bike/ped
- Increase for O&M and ITS/TDM
- 2031-2050 total: \$6.042 Billion

Review data on CAMPO website:

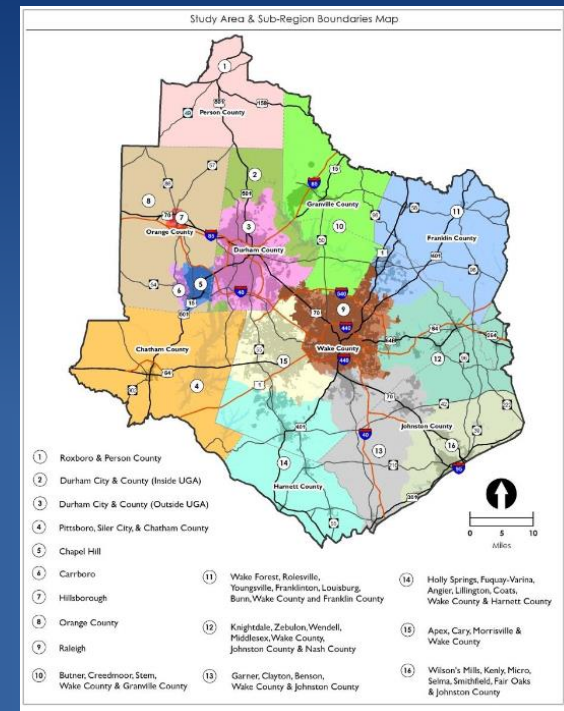
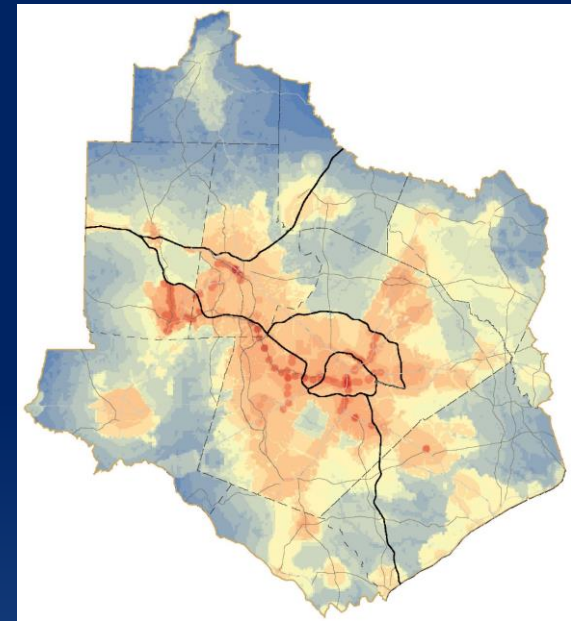
- **Maps:** 2050 MTP Scenario Maps
- **Overview & Details:** 2050 MTP

Draft Plan Available for Comment:

- Fiscal Constraint updates/refinements*
- Continue 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 scenarios and metrics remain available online for review.

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



5.5 2050 Metropolitan Transportation Plan (MTP/CTP) Update

| Item | Anticipated Milestone Dates |
|-----------------------------|-----------------------------|
| Draft Plan | October 2021 |
| Public Review & Comment | Oct. 28 – Dec. 8 |
| Public Hearing | Nov. 17, 2021 |
| Approve 2050 MTP pending AQ | Nov./Dec. 2021 |
| AQ Conformity | Dec. 2021 – Jan. 2022 |
| Final 2050 MTP approval | Jan. 2022 |

Requested Action:

Receive as information and provide any feedback or recommendations on the additional local/regional revenue for the Executive Board.

Roll Call Vote for Action Items:

TCC October Meeting Minutes Draft, TIP Amendment #6, UPWP Amendment #1, Wake Transit Work Plan Q2 Amendments, Public Transit Agency Safety Performance Measures & Targets, 2050 MTP feedback/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. Informational Items: Budget

6.1 Operating Budget – FY 2022

6.2 Member Shares - FY 2022

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

Studies:

- Cary-RTP and Garner-Clayton Rapid Bus/BRT Extension
- Southeast Area
- Triangle Bikeway Implementation
- US 401 Corridor
- Western Wake Traffic Signal System Integration
- Mobility Management Program Implementation

Other Updates:

- Mobility Coordination Committee
- Safe Routes to Schools Committee
- Safe Routes to Schools Road Safety Audit w/ NCDOT
- Non-Motorized Volume Count Data Program
- Triangle Transportation Choices (TDM) Program
- Public Transportation Agency Safety Performance Measures & Targets
- NCDOT Project U-2719 Update
- Wake Transit Community Engage. Policy Update

7.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

8. Informational Item: Staff Reports

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

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

| Date | Event |
|--|---|
| November 5, 2021 9:00 a.m. | TCC Retreat Virtual / Apex Town Hall |
| November 17, 2021 4:00 p.m. | Executive Board Virtual |
| December 2, 2021 10:00 a.m. | TCC Regular Meeting Virtual |