



NC Capital Area Metropolitan Planning Organization

CAPITAL AREA MPO

Executive Board Meeting

April 19, 2017

4:00 PM

1. Welcome and Introductions

2. Adjustments to the Agenda

3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4. Public Comments

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

5.1 Minutes

Minutes from the March 15, 2017 meeting

Requested Action:

Approve Minutes from March 15, 2017 meeting

6.1 Remarks from NCDOT Secretary Trogon Secretary Transportation Jim Trogon, NCDOT

Requested Action:
Receive as Information

6.2 Wake Transit Implementation Update and Master Participation Agreement

Wake Transit Master Participation Approval Schedule

ACTION	DATE
TCC Received MPA as Information Only	February 2, 2017
Executive Board Received MPA as Information Only	February 15, 2017
TPAC Releases MPA for Signing Party Consideration of Participation	March 29, 2017
CAMPO Staff Released MPA for 30-Day Public Comment Period	March 31, 2017
CAMPO TCC Recommended MPA to Executive Board	April 6, 2017
CAMPO 30-Day Public Comment Period Ends	April 30, 2017
CAMPO Executive Board Considers Approval of MPA	May 17, 2017

6.2 Wake Transit Implementation Update and Master Participation Agreement

Purpose and Provisions of Participation Agreement

- Set parameters for parties expecting to receive funding
- Parties: Any agency expecting to benefit from Wake Transit tax revenues in the implementation of the Wake Transit Plan
- Parties can choose to participate in agreement now or later
- Term = ~ 25 years
- Acknowledgement/confirmation of party participation through the TPAC and TPAC's responsibilities
- Eligibility and requirements for Wake Transit funding:
 - Requires parties to participate in Master Agreement, TPAC, and vehicle registration tax ILA to receive funding
 - Acknowledgement of subsequent agreements with minimum standard provisions
- Compliance with state law re: supplementation vs supplantation

6.2 Wake Transit Implementation Update and Master Participation Agreement

TPAC Minority Perspective on MPA

- **MPA Released by TPAC not Unanimous**
- **Opposition from Town of Cary on Section 5.03**
 - **Cary: Delete Section 5.03 entirely**
 - **TPAC Decision: Leave Section 5.03 as written**
- **Cary issue with lack of detail on what Section 5.03 means**

6.2 Wake Transit Implementation Update and Master Participation Agreement

On-Call Transit Planning Tasks

Task	Start	End
Public Engagement Strategy	Underway	End of July
Staffing Plan	April	End of August
Community Funding Area Program Management Plan	April/May	Sept/Oct
Multi-Year Bus Service Implementation Plan	April	July 2018
Transit Corridors Major Investment Study	April/May	TBD
Customer Surveys	July	Ongoing

6.2 Wake Transit Implementation Update and Master Participation Agreement

Requested Action:
Receive as Information

6.3 Memorandum of Understanding for the Sub-Allocation of Federal Transit Administration Formula Grants to the Raleigh Urbanized Area

MOU Updates/Amendments

- **Wake County Added – NTD reporting**
- **CAMPO Added – Role of administering allocation calculations and concurring with designated recipients on split of funds**
- **Include Section 5339 and 5340 programs**
- **Include low-income component of Section 5307 funding formula**
- **Include Section 5307 fixed guideway tier**
- **Clean-up of other technical language in previous MOU**

6.3 Memorandum of Understanding for the Sub-Allocation of Federal Transit Administration Formula Grants to the Raleigh Urbanized Area

Requested Action:

Consider approval of the MOU for the Sub-Allocation of Federal Transit Administration Formula Grants to the Raleigh Urbanized Area

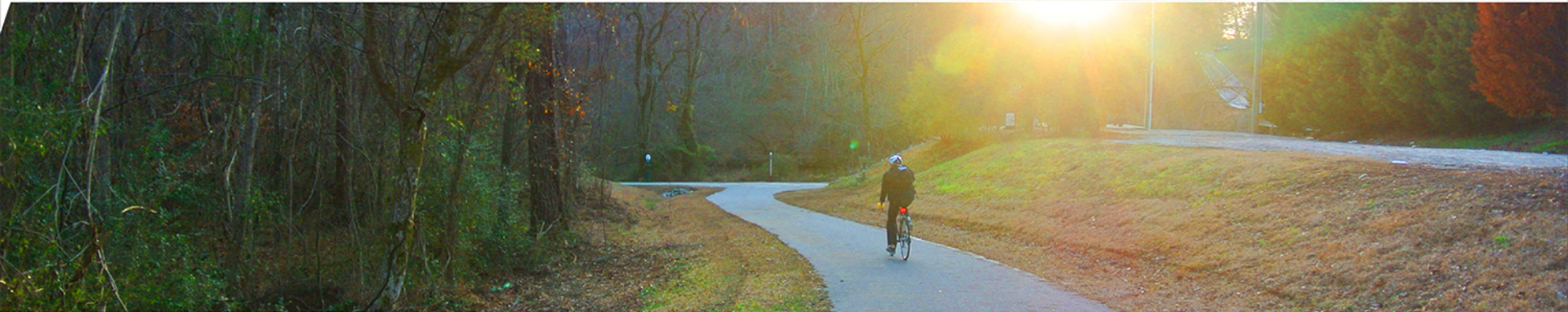
6.4 Southeast Area Study

CAMPO Staff and Kimley-Horn consultants will present the findings and recommendations of the Southeast Area Study.

SEAS

SOUTHEAST AREA STUDY

Archer Lodge • Benson • Clayton • Four Oaks • Garner
Kenly • Micro • Raleigh • Selma • Smithfield • Wilson's Mills
Johnston County • Wake County



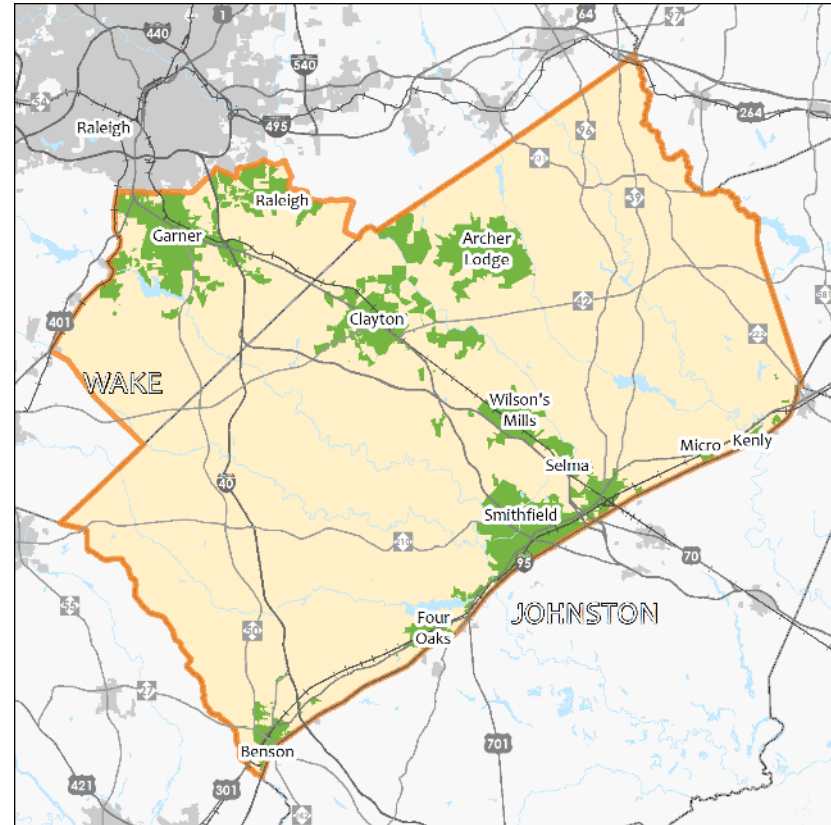
Presentation Overview

- Project Purpose
- Scenario Planning
- Recommendations
- Best Practices
- Local Endorsement Status

Project Purpose

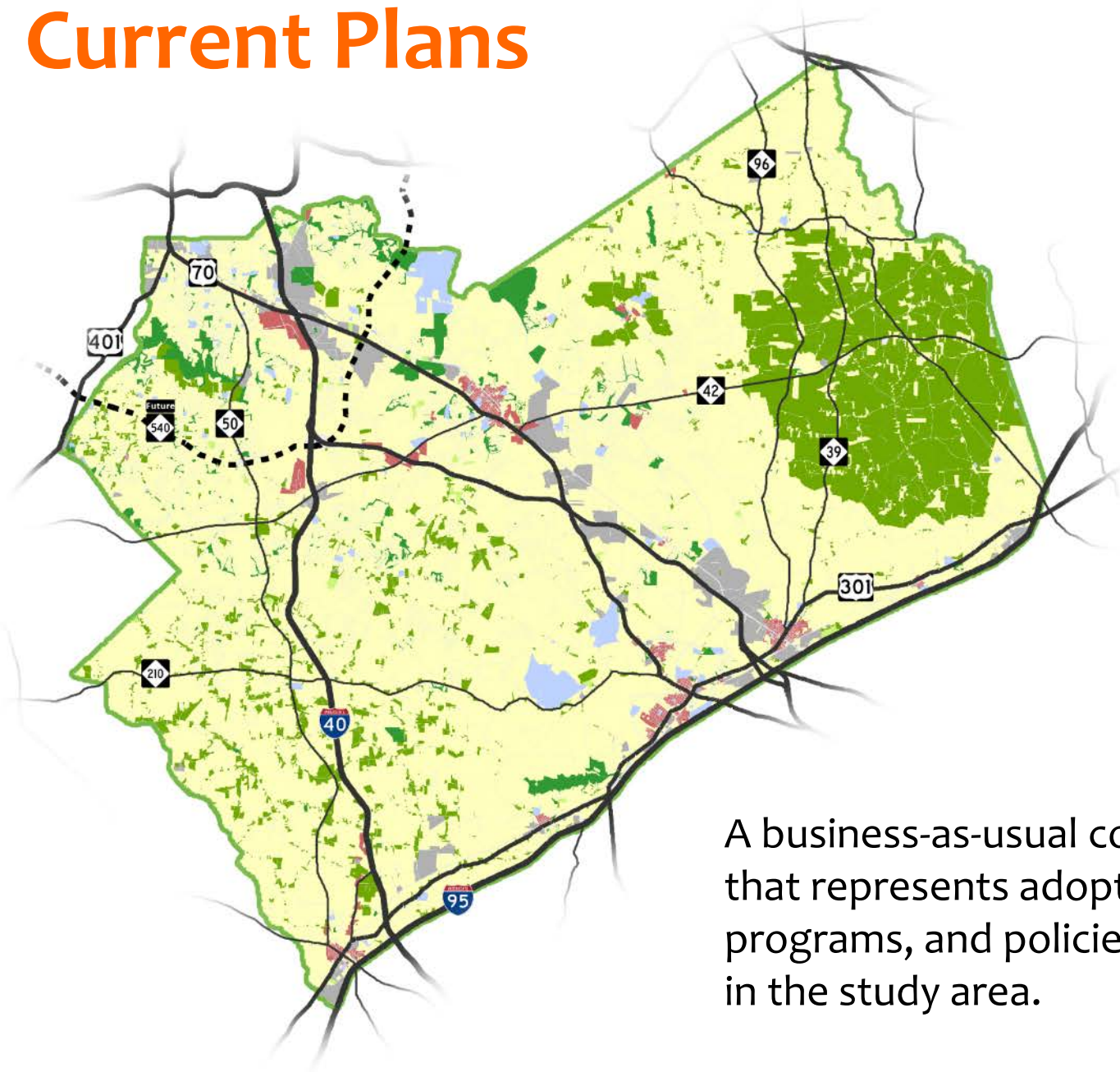
What will the study do?

- Update CAMPO's Comprehensive Transportation Plan
- Influence the development of CAMPO's Metropolitan Transportation Plan
- Identify transportation priorities for UCPRPO
- Provide data for future project prioritization efforts





Current Plans



A business-as-usual condition that represents adopted plans, programs, and policies in the study area.

Community Types

Rural

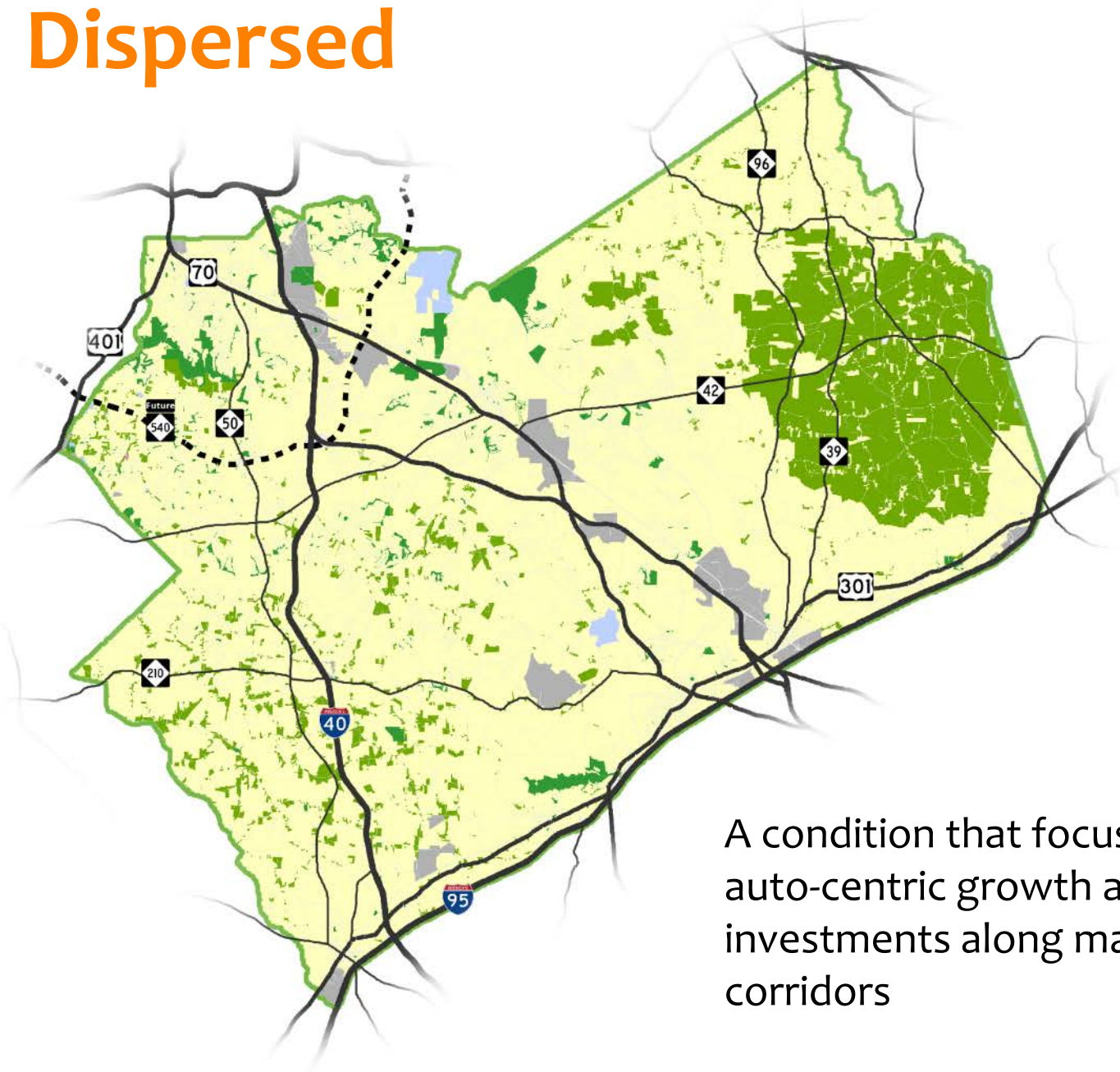
Suburban

City and Town

Industrial

Special

Dispersed



A condition that focuses on auto-centric growth and investments along major corridors

Community Types

Rural

Suburban

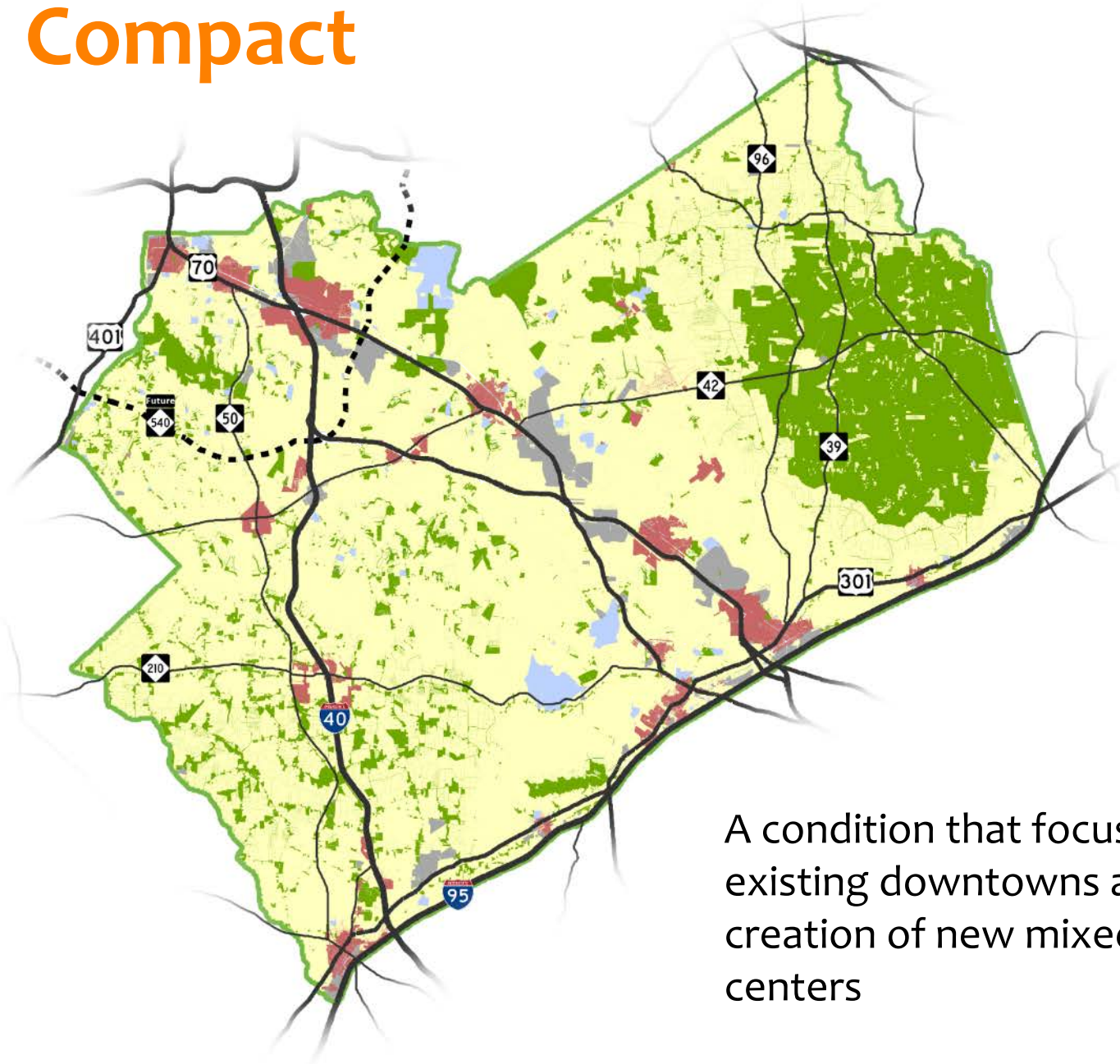
City and Town

Industrial

Special



Compact



A condition that focuses on existing downtowns and the creation of new mixed-use centers

Community Types

Rural

Suburban

City and Town

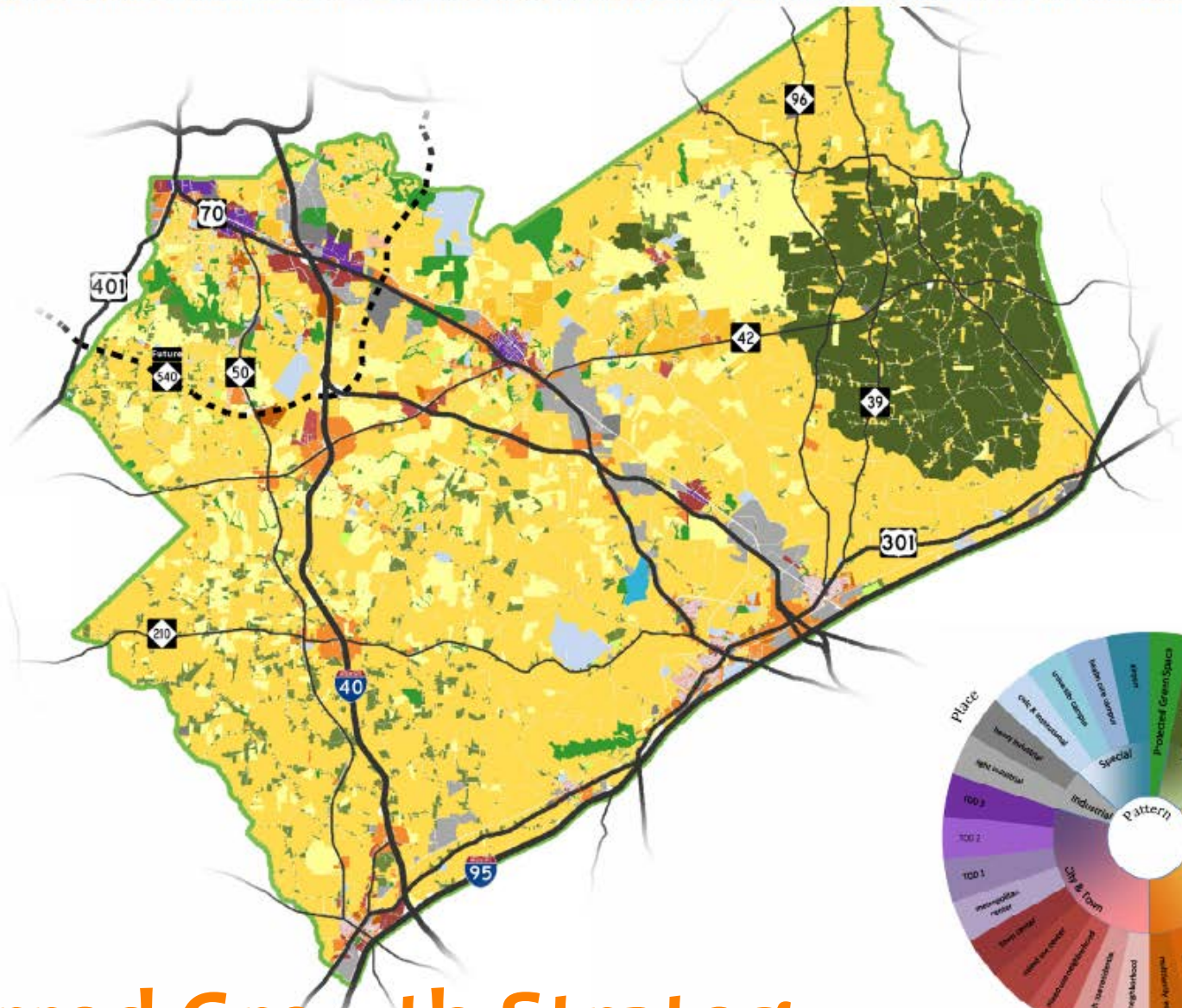
Industrial

Special

SEAS

SOUTHEAST AREA STUDY

Archer Lodge • Benson • Clayton • Four Oaks • Garner • Kenly • Micro • Raleigh • Selma • Smithfield • Wilson's Mills • Johnston County • Wake County



Preferred Growth Strategy

Preferred vs. Current

Quality of Place

Learning Centers

Proximity to libraries and schools



Housing Diversity

Mix of dwelling unit types within the study area



Access to Parks and Greenways

Proximity to parks and greenways



Jobs and Housing Balance

Ratio of jobs to households within urban place types



Walkability

Dwelling units within walkable place types



Sustainable Growth

Urban Footprint

Growth in urban place types



Urban Density

Density within urban place types



Water Consumption

Average water consumption



Energy Consumption

Average energy consumption



Regional Transportation

Vehicle Miles Traveled

Vehicle miles traveled (Triangle Regional Model)



Vehicle Hours Traveled

Vehicle hours traveled (Triangle Regional Model)



Congested Corridors

Miles of congested corridors



Growth Distribution

Context Distribution

Percent of land area by community type

	Current Plans	Preferred Scenario
City & Town	1.6%	2.8%
Suburban	74.4%	75.2%
Rural	15.7%	14.1%
Protected Green Space	2.8%	2.3%
Other	5.6%	5.6%

Household Distribution

Percent household growth allocated by community type

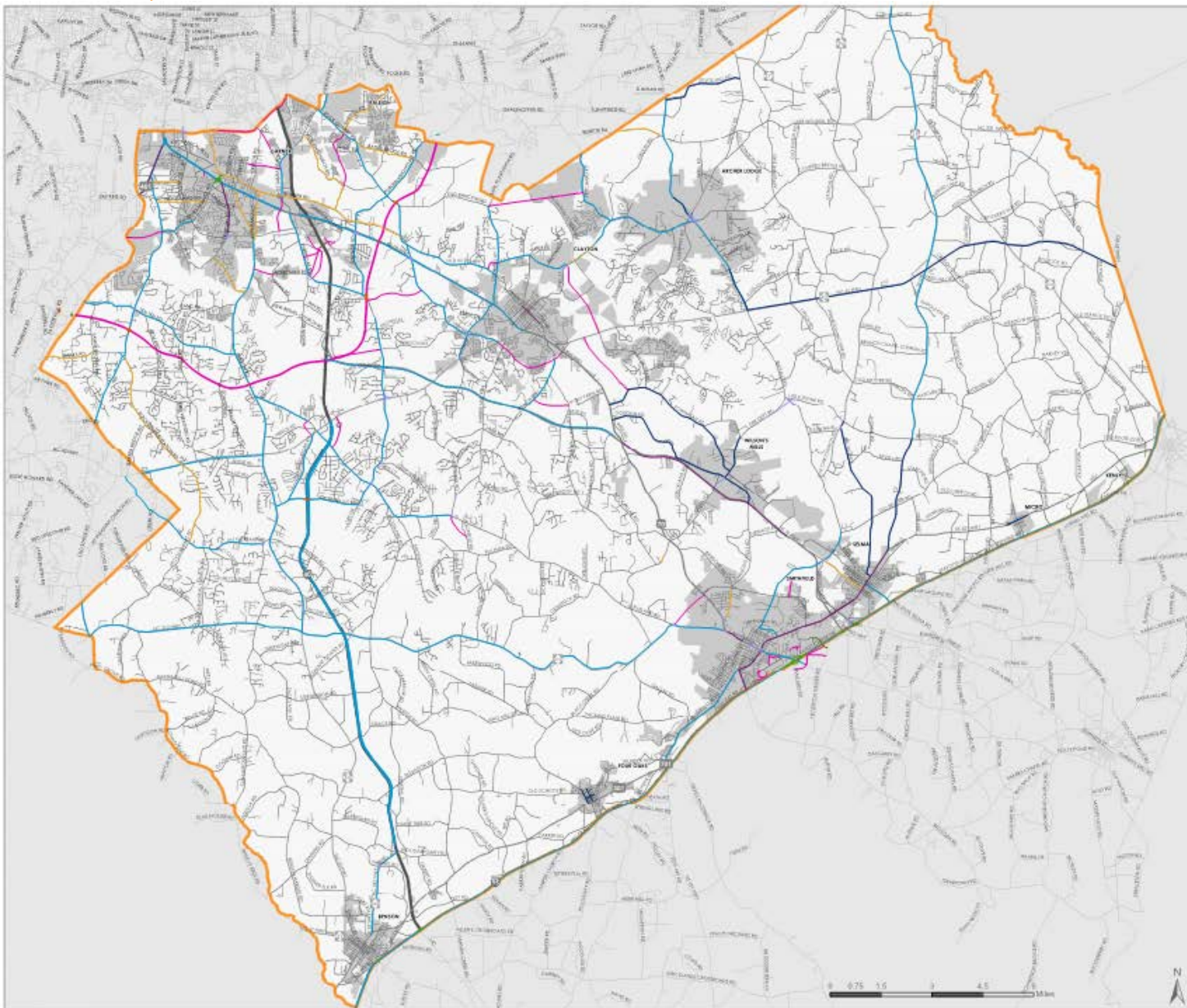
	Current Plans	Preferred Scenario
City & Town	4.2%	18.2%
Suburban	90.9%	73.7%
Rural	2.0%	1.4%
Protected Green Space	1.1%	1.3%
Other	1.8%	5.3%

Employment Distribution

Percent employment growth allocated by community type

	Current Plans	Preferred Scenario
City & Town	15.2%	43.8%
Suburban	55.0%	31.8%
Rural	1.5%	1.2%
Protected Green Space	1.2%	1.4%
Other	26.7%	21.8%

Project Universe



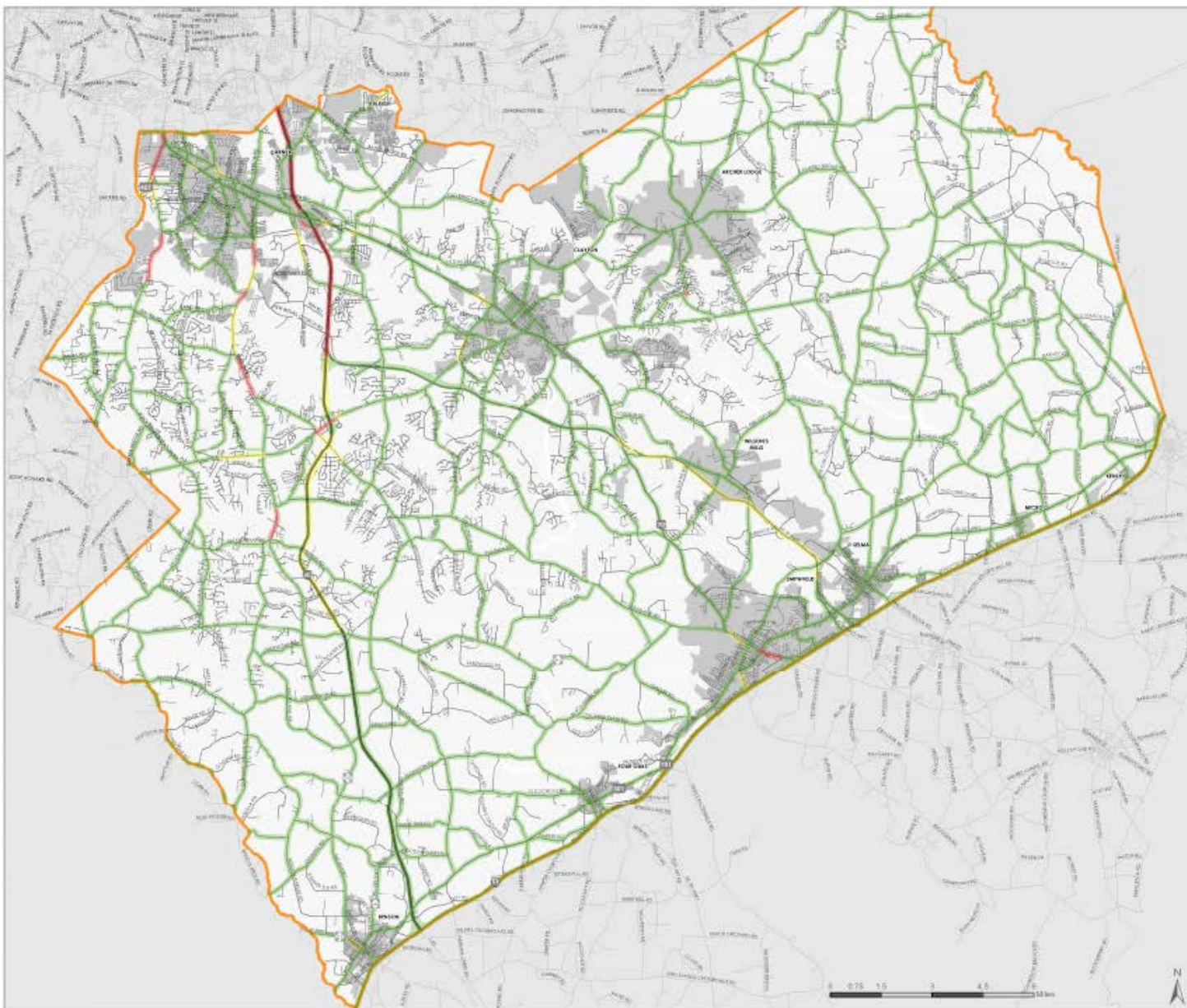
SEAS SOUTHEAST AREA STUDY

Southeast Area Study

Project Universe

- Bridge Replacement
- Interchange Improvement
- Intersection Improvement
- Modernization
- New Grade Separation
- New Interchange
- New Location
- Operational Improvement
- Turn Lane
- Widening
- Study Area

2010 Volume-to-Capacity Ratios



SEAS SOUTHEAST AREA STUDY

Southeast Area Study

2010 Volume-to-Capacity Ratios

2010 Congestion

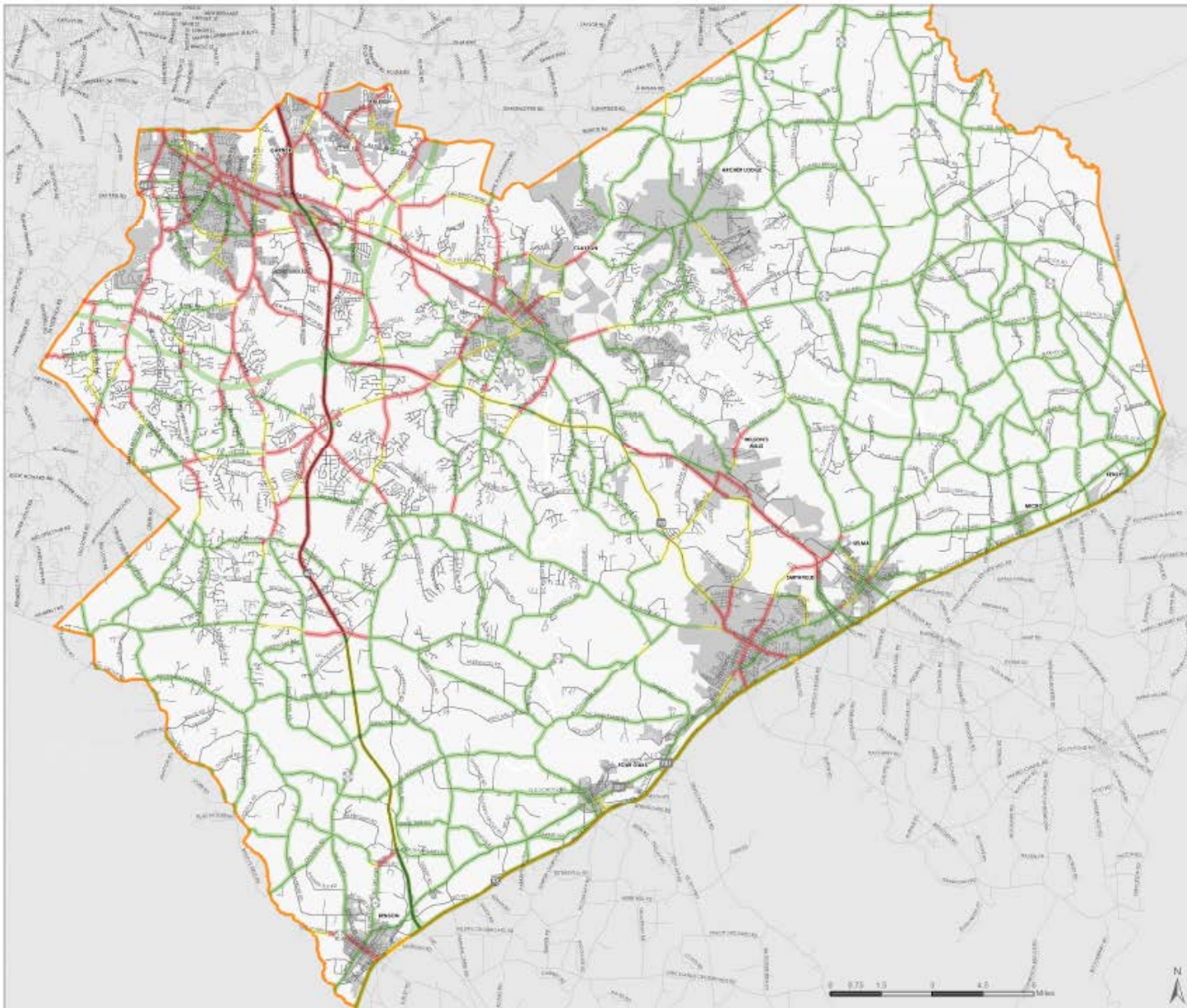
Less than 0.80

0.80 - 1.00

Greater than 1.00

Study Area

2040 E+C Volume-to-Capacity Ratios



SEAS SOUTHEAST AREA STUDY

Southeast Area Study

2040 E+C Volume-to-Capacity Ratios

2040 Congestion (E+C Network)

Less than 0.80

0.80 - 1.00

Greater than 1.00

Study Area

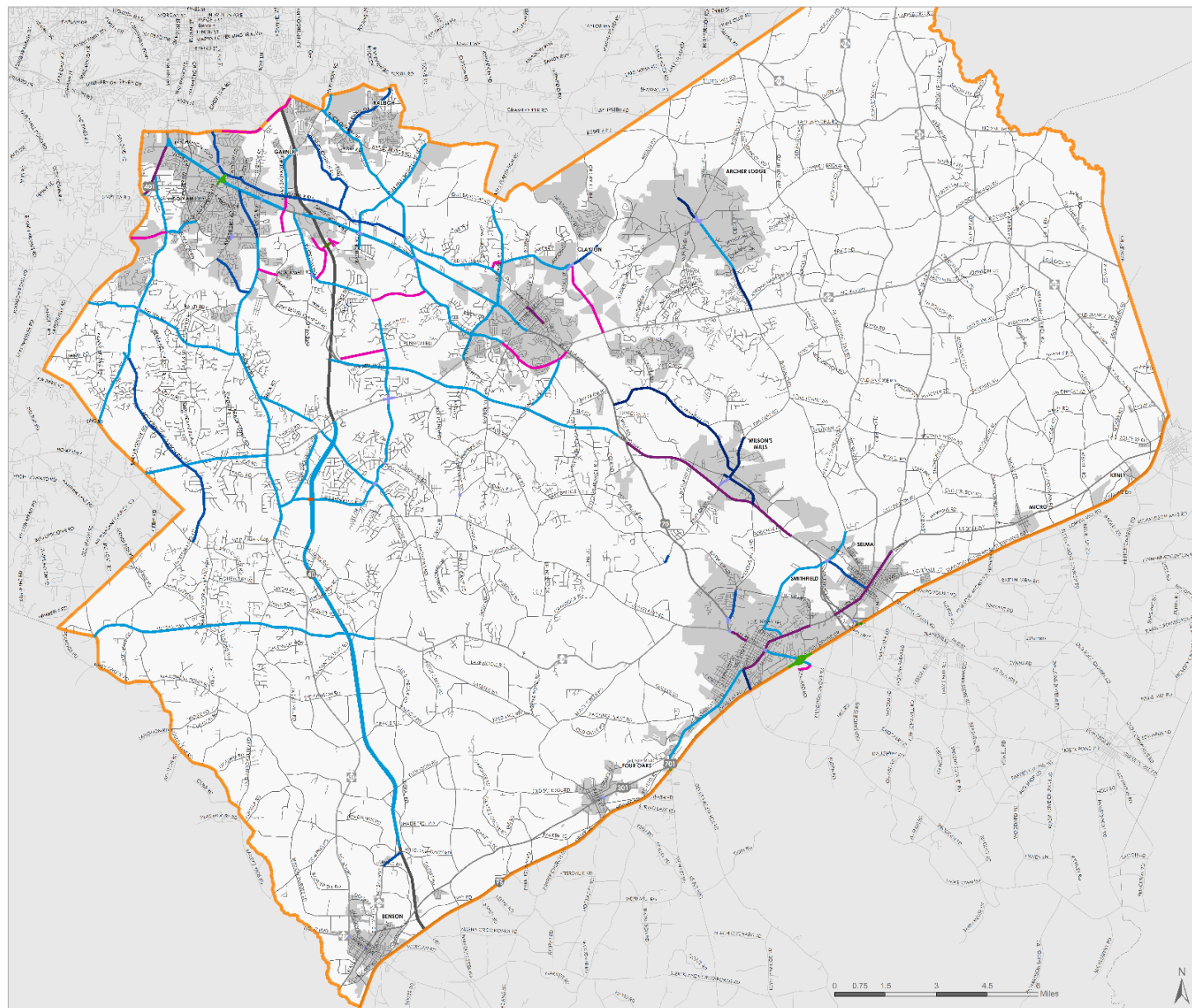
Critical Projects

SEAS SOUTHEAST AREA STUDY

Southeast Area Study

Critical Projects

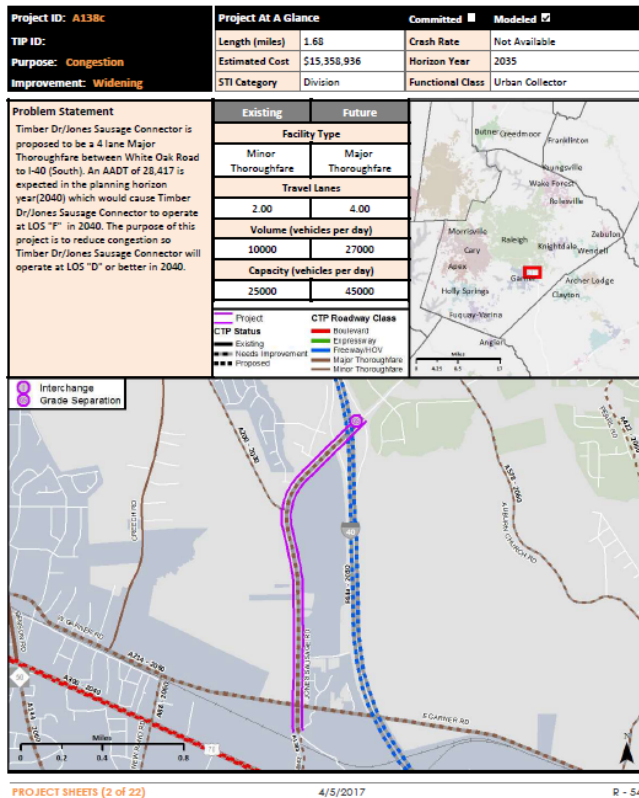
- Bridge Replacement
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Updated Project Sheets (100)

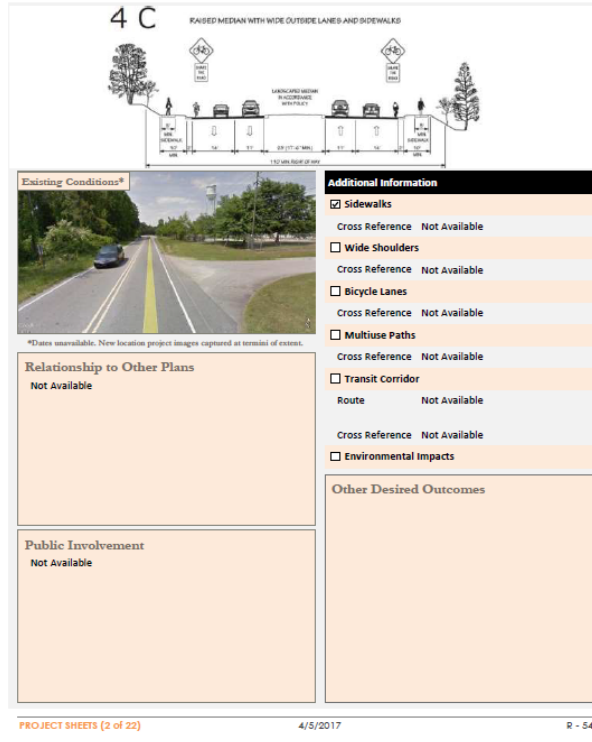
Timber Dr/Jones Sausage Conne
From White Oak Rd to I-40 (South)

NORTH CAROLINA CAPITAL AREA MPO
2045 Metropolitan Plan



Timber Dr/Jones Sausage Conne
From White Oak Rd to I-40 (South)

NORTH CAROLINA CAPITAL AREA MPO
2045 Metropolitan Plan



Transit Analysis

	Population			Employment		
Transit Mode/ Service Frequencies	Dwelling Units/Acre	Population/ Acre	Population/ Square Mile	Jobs/ Acre	Jobs/ Square Mile	Million Sq Ft Commercial Space
Flex Bus	0.2	0.5	320			
Community Circulator	0.8	2	1,300			
Local Bus						
60 minutes	3-6	8-16	5,000-10,000	4-8	2,500-5,000	5-8
30 minutes	6-12	16-31	10,000-20,000	8-16	5,000-10,000	8-20
15 minutes	12-18	31-47	20,000-30,000	16-24	10,000-15,000	
10 minutes	18-36	47-92	30,000-60,000	24-48	15,000-30,000	
<=5 minutes	>36	>92	>60,000	>48	>30,000	
Bus Rapid Transit	10-20	26-52	17,000-33,000	>13	>8,500	
Light Rail Transit	12-30	31-78	20,000-50,000	>15	>10,000	
Heavy Rail	>17	>45	>30,000			
Commuter Rail	20	50	16,000-32,000			

Transit Analysis

Jobs per Acre

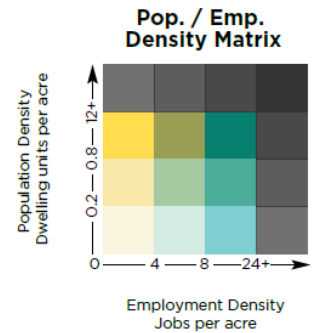
Dwelling Units per Acre


		Flex Bus/ Community Circulator	Local Bus (60 minutes)	Local Bus (30 minutes)	Local Bus (15 minutes)	Local Bus (10 minutes)	Local Bus (<5 minutes)	Bus Rapid Transit	Light Rail Transit
		0-4	4-8	8-16	16-24	24-48	>48	>13	>15
Flex Bus	0.2-0.8								
Community Circulator	0.8-3.0								
Local Bus (60 minutes)	3-6								
Local Bus (30 minutes)	6-12								
Local Bus (15 minutes)	12-18								
Local Bus (10 minutes)	18-36								
Local Bus (<5 minutes)	>36								
Bus Rapid Transit	10-20								
Light Rail Transit	12-30								
Heavy Rail	>17								
Commuter Rail	20								

2040 Transit Recommendations





Preferred Growth Strategy

SEAS SOUTHEAST AREA STUDY





 Study Area

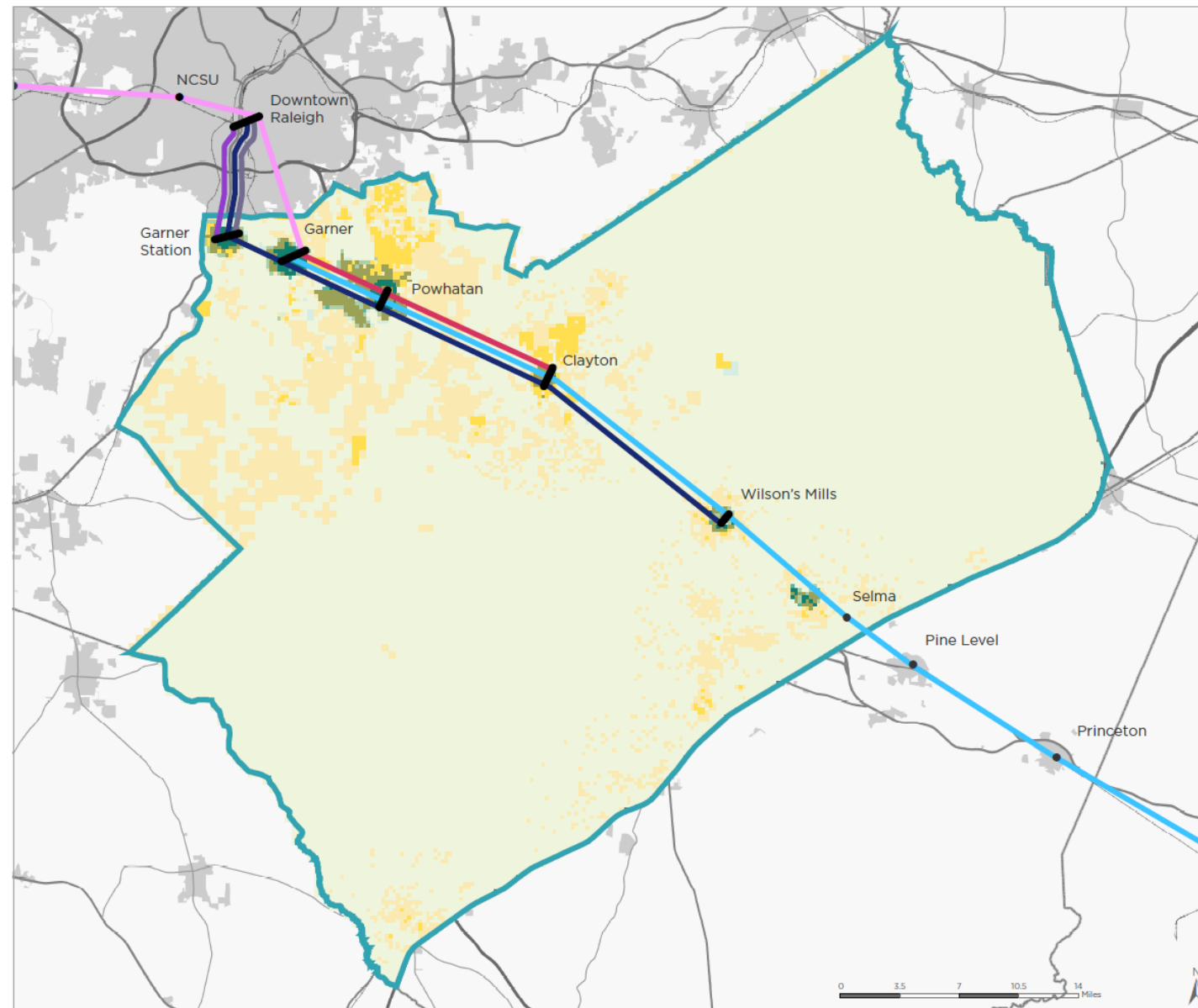
SEAS Previous Transit Recommendations

- All-day Hourly Bus Service 
- BRT from Raleigh to Garner Station 
- Durham-Wake Commuter Rail Line 
- East-West Commuter Rail Line 
- Matching funds for community-based transit services
- Expanded on-demand flexible bus service
- Purchase 25-foot light transit vehicles for JCATS

SEAS New Transit Recommendations

- Bus route between Downtown Raleigh and Wilson Mills (60-minute headways)* 
- Circulator route between Garner and Clayton (30-minute headways) 

*Interim route prior to construction of commuter rail



- Implementation Strategies
- Regulations & Policies
- Possible Incentives

BEST PRACTICES

IMPLEMENTATION TOOLKIT

Preliminary Draft and Outline

Study Objectives

The **Capital Area Metropolitan Planning Organization (CAMPO)**, building on the work completed through the Southwest Area Study and Northeast Area Study, has initiated the Southeast Area Study which includes all or part of eleven municipalities and portions of Wake and Johnston counties. The Southeast Area Study will update CAMPO's overall Comprehensive Transportation Plan and will produce project priorities to be included in the next Metropolitan Transportation Plan.

Implementation Toolkit

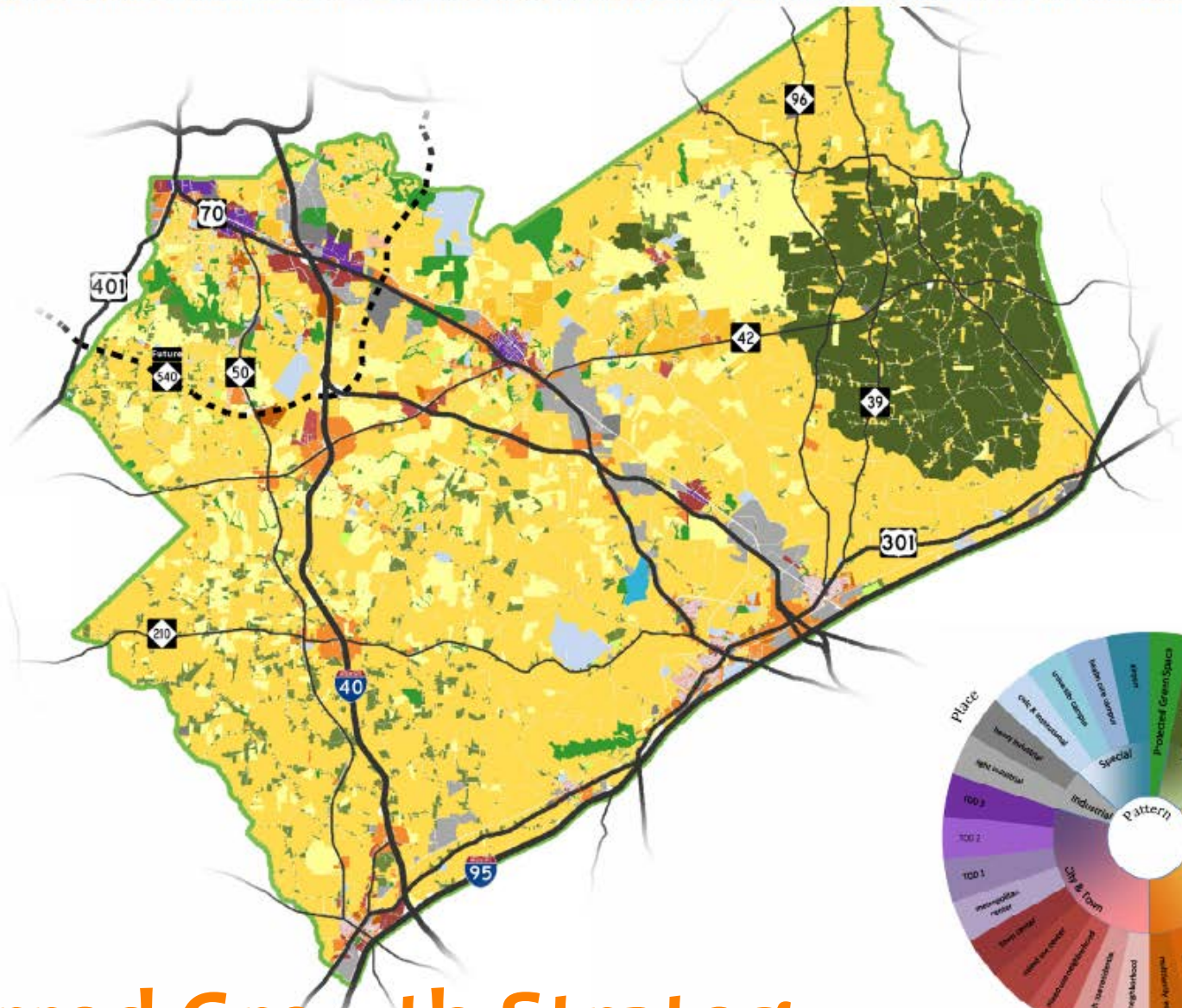
The SEAS has completed work on setting transportation goals and establishing themes for focus in this area. Local plans and policies have been reviewed, and a Preferred Growth Scenario has been established. This piece of the project highlights steps that can be considered to implement the Study's recommendations.

Implementation Strategies

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Preferred Growth Strategy

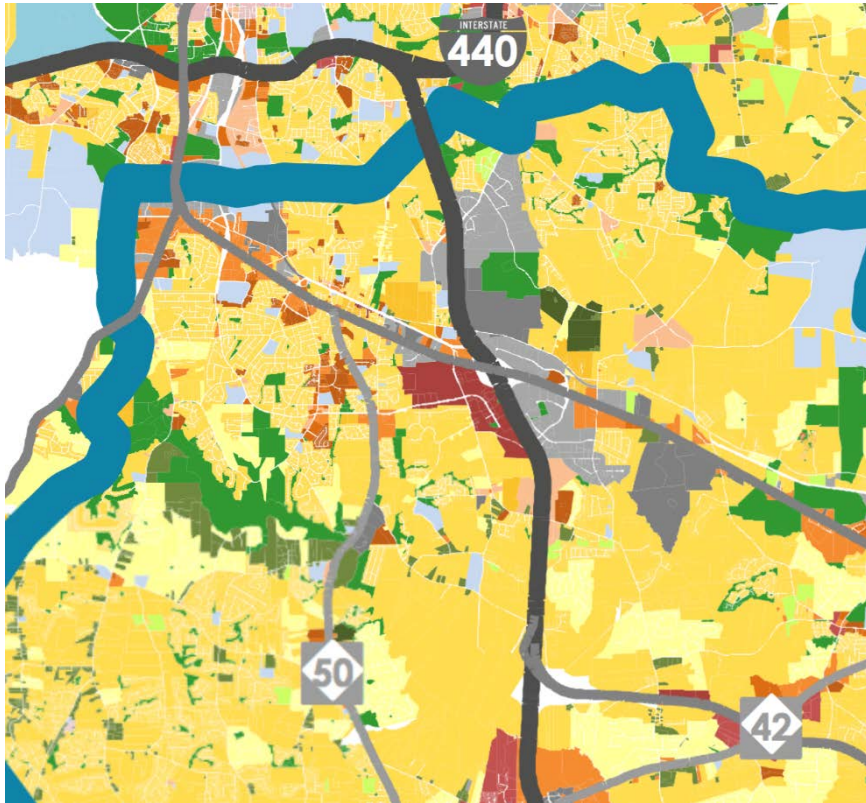
Review of Regulations and Policies

	Development Regulations	Land Use/ Comprehensive Plans	Small Area Plans	Streetscape/ Design Guidelines	Hazard Mitigation Plans	Other Plans (Downtown, Etc.)
Johnston County	x	x			x	x
Archer Lodge	x	x				x
Clayton	x	x	x	x		x
Wilson's Mills	x	x				
Selma	x					
Smithfield	x	x				
Four Oaks	x					
Benson	x					
Micro	x					
Kenly	x	x				
Wake County	x	x	x		x	x
Garner	x	x	x	x		
Raleigh	x	x	x	x	x	x

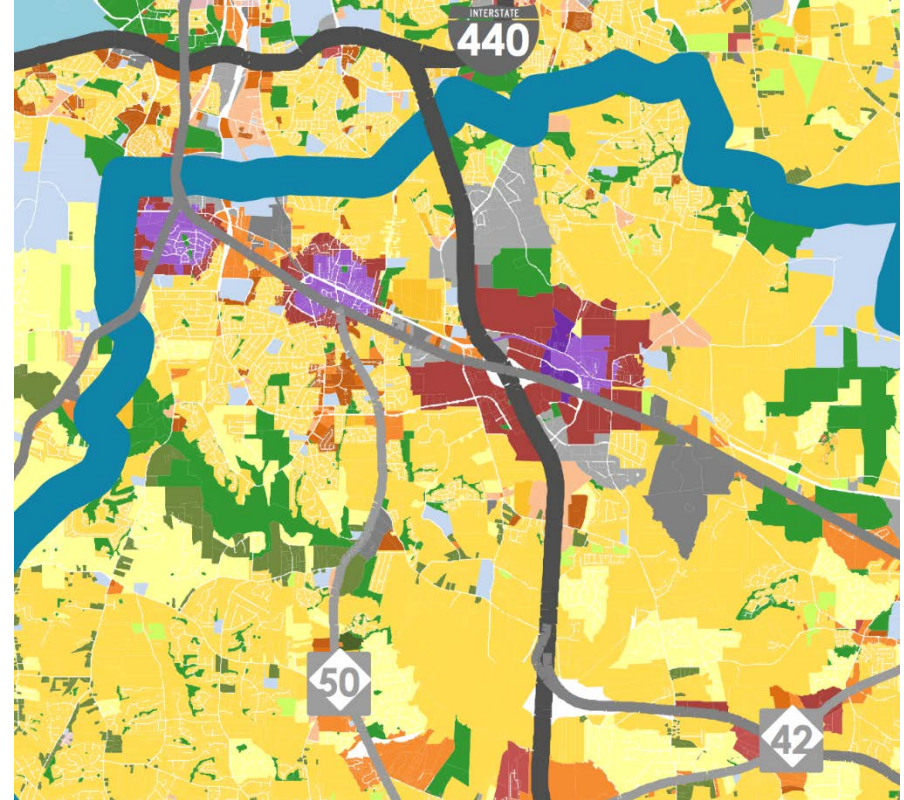
List of Possible Initiatives

- Adjust Future Land Use Plans
- Add new provisions to zoning ordinances
- Encourage higher densities in key locations
- Pursue techniques to restrict development in key locations
- Promote nodal development along key transportation corridors
- Adjust zoning to encourage mixed-use development
- Prepare downtown development strategies
- Provide for a range of housing types
- Encourage re-use of older buildings
- Designate areas for additional Small Area Planning
- Construct Interlocal Agreements for Land Use Management
- Prepare design guidelines for nodes and corridors
- Prepare design standards for freight-movement areas
- Adjust parking requirements
- Connect neighborhoods and limit cul-de-sacs
- Coordinate/Calibrate Capital Investment Plans for key infrastructure
- Create requirements/incentives for bike/pedestrian improvements
- Coordinate/Calibrate Economic Development Plans

Garner Area



Current Land Use Plans



SEAS Preferred Scenario

List of Strategies to Achieve Preferred Scenario

Recommendations for Garner

(Highest Priority Strategies highlighted in **red**, others highlighted in **orange**.)

- **Adjust Future Land Use Plan**
- Add New Provisions to Zoning Ordinances
- Encourage Higher Densities in Key Locations
- Encourage Conservation in Key Locations
- Promote Nodal Development along Key Transportation Corridors
- **Adjust Zoning to Encourage Mixed-Use Development**
- **Prepare Downtown Development Strategies**
- Provide for a Range of Housing Types
- Encourage Re-use of Older Buildings
- Designate Areas for additional Small Area Planning
- Construct Interlocal Agreements for Land Use Management
- Prepare Design Guidelines for Nodes and Corridors
- Prepare Design Standards for Freight-Movement Areas
- Adjust Parking Requirements
- **Connect Streets**
- Coordinate/Calibrate Capital Investment Plans for Key Infrastructure
- Create Requirements/Incentives for Bike/Pedestrian Improvements
- Coordinate with Economic Development Plans

Local Endorsement

- Archer Lodge – April 3rd
- Johnston County Commissioners – April 3rd
- Clayton City Council – May 1st
- Garner City Council – May 1st

Project Contact Information

- <http://www.southeastareastudy.com>
- @CapitalAreaMPO
- #SEAreaStudy

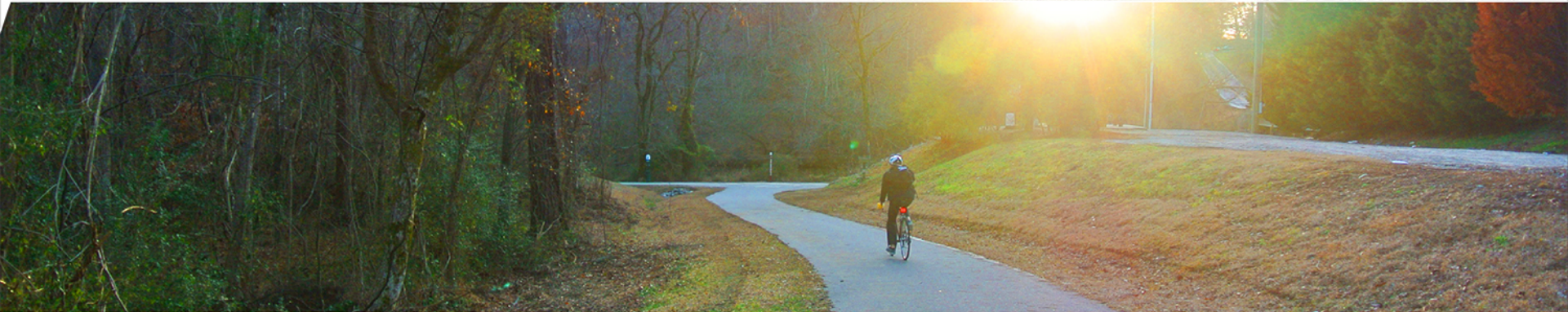
- Alex Rickard, CAMPO
 - alex.rickard@campo-nc.us
 - 919-996-4396
- Allison Fluitt, Kimley-Horn
 - allison.fluitt@kimley-horn.com
 - 919-653-2947



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Johnston County • Wake County



6.4 Southeast Area Study

Requested Action:

Endorse SEAS project recommendations for consideration in development of 2045 Metropolitan Transportation Plan (MTP)

2045 Metropolitan Transportation Plan (MTP)

Long-range guide for major transportation investments for the North Carolina Capital Area Metropolitan Planning Organization

Recommends major transportation projects, systems, policies and strategies designed to maintain our existing systems and serve the region's future mobility needs

The Capital Area MPO MTP is integrated with land use and air quality strategies and goals for the urban area.

Building 2045 MTP Financial Forecast

- Based on federal and state data for “traditional funding”
- Wake Transit Plan financial forecast (*modified/extended*)
- Local funding
- How have we done this in the past?

Previous Revenue Assumptions (2035 LRTP)

Roadway Projects:

- NCDOT revenue model for gas taxes and fees
- 4 percent/yr inflation factor (cost and revenue)
- Toll projects pay for themselves (tolls, bonds, and state gap funding)
- Local and private funding (\$1 Billion)

Bus Transit Projects:

- Computed trend for each transit system for
 - Federal/State/Local funding
 - Capital/Operations & Maintenance
 - Farebox recovery

2035 LRTP “New” Revenue Sources

ITEM	ASSUMPTION	ASSUMED NEW REVENUE by 2035 (millions)	STATUS
Sales Tax #1	Transit ½ cent sales tax beginning in 2011	\$1,576	Enabling Legislation passed in 2009
Car Registration Fee	\$10 increase in vehicle registration fee in 2011 - TTA increase \$5 to \$8 - Wake County \$7 new fee	\$185	Enabling Legislation passed in 2009
Sales Tax #2	Roadway ½ cent sales tax beginning in 2016	\$1,140	No Enabling Legislation
Regional/Local/Private Support	Increased Municipal contributions for required match on specific projects	\$1,258	Currently used for some projects
New Federal/State Infrastructure Program(s)	New funding for Strategic Highway Corridors. Average \$53 million/yr beginning in 2016	\$1,060	NC Mobility Fund beginning in 2014 (includes “Loop Projects”)
Finance for I-40 managed lanes	Included above	Included above	
Total Assumed New Revenue by 2035 (millions)		\$5,804	No new revenue sources have been implemented

2040 Revenue Assumptions

Roadway Projects:

- NCDOT revenue model for gas taxes and fees
- Annual inflation factor (cost and revenue)
- Toll projects estimates based on latest NCTA forecast (tolls, bonds, and gap funding if needed)
- Local and private funding

Transit Projects:

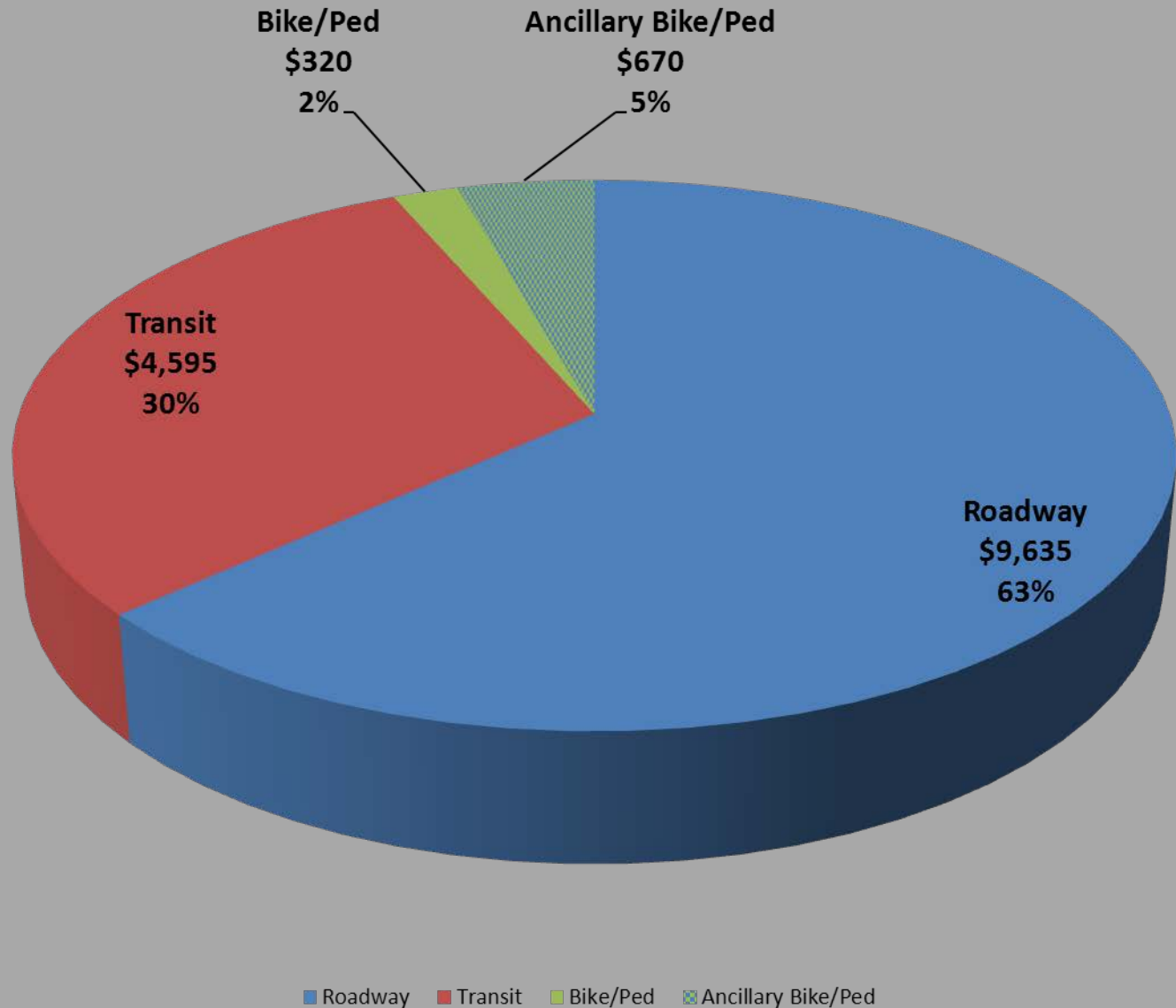
- Computed trend for each transit system for
 - Federal/State/Local funding
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 - Farebox recovery

2040 MTP Revenue Forecast

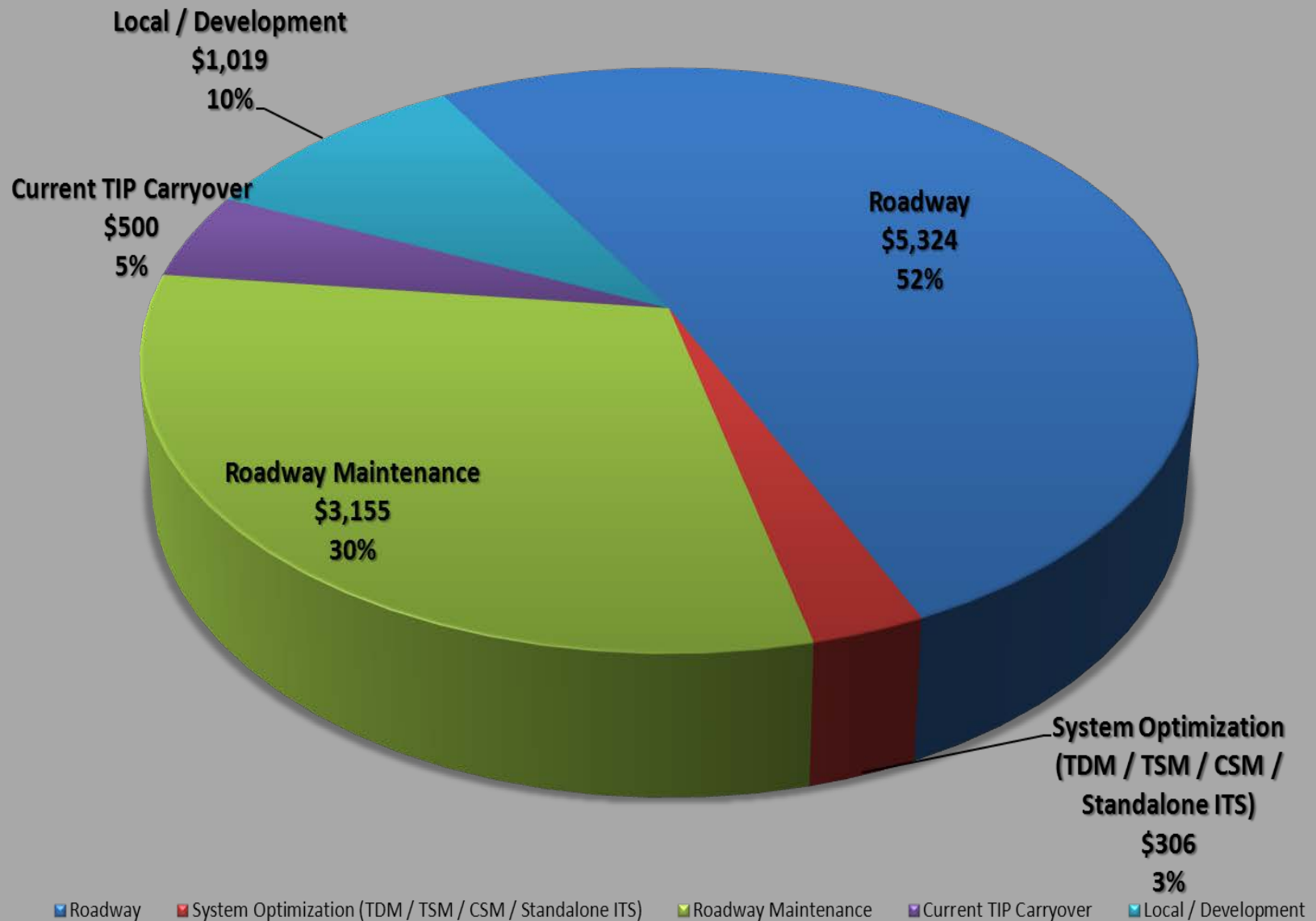
Our Revenue Forecast is derived from:

- 1st Decade:
 - Draft TIP/STIP (10 yr Work Program)
- 2nd & 3rd Decades:
 - “Traditional” Federal & State Funds
 - MPO portion based NCDOT Financial Forecast
- Transit Funds
 - *Wake Transit Plan Forecast (modified)*
- Local Revenue
 - Based on Local CIPs / Development Activity

Financial Plan– Capital Area MPO 2011-2040 (in millions \$)

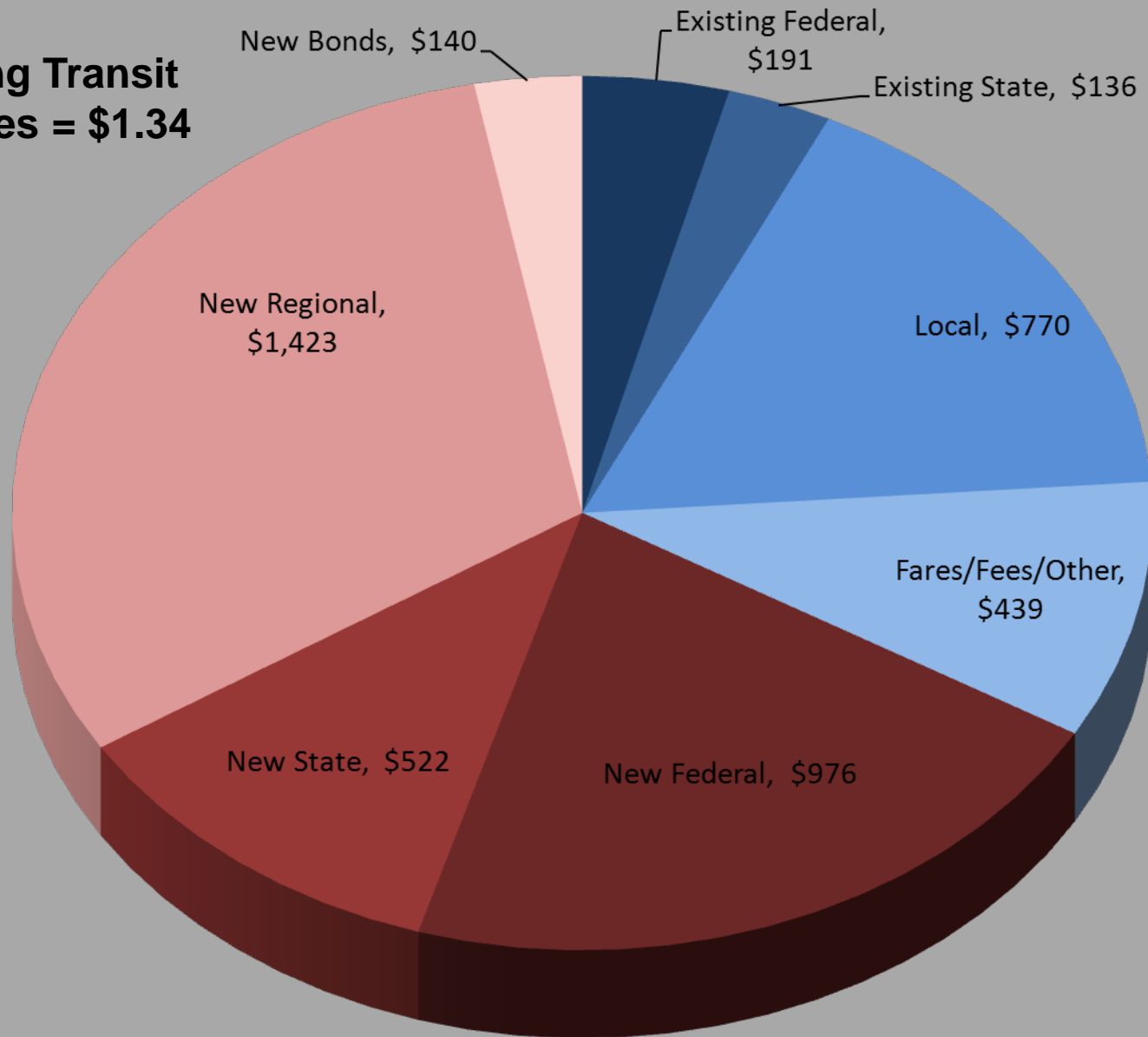


Financial Plan– Capital Area MPO 2011-2040 Roadway (in 2012 millions \$)

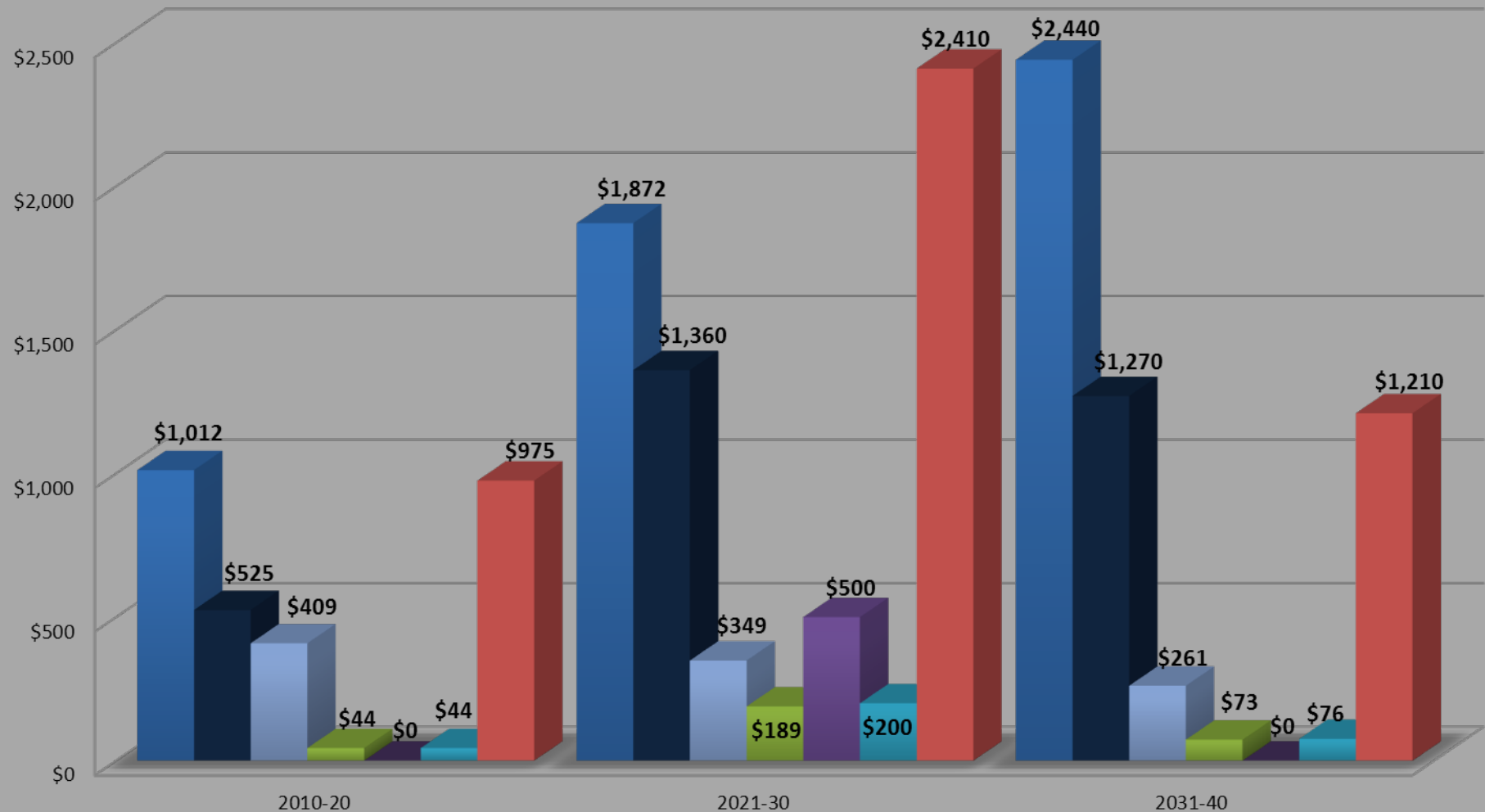


Financial Plan– Capital Area MPO 2011-2040 Transit (in 2012 millions \$)

**Existing Transit
Services = \$1.34
billion**



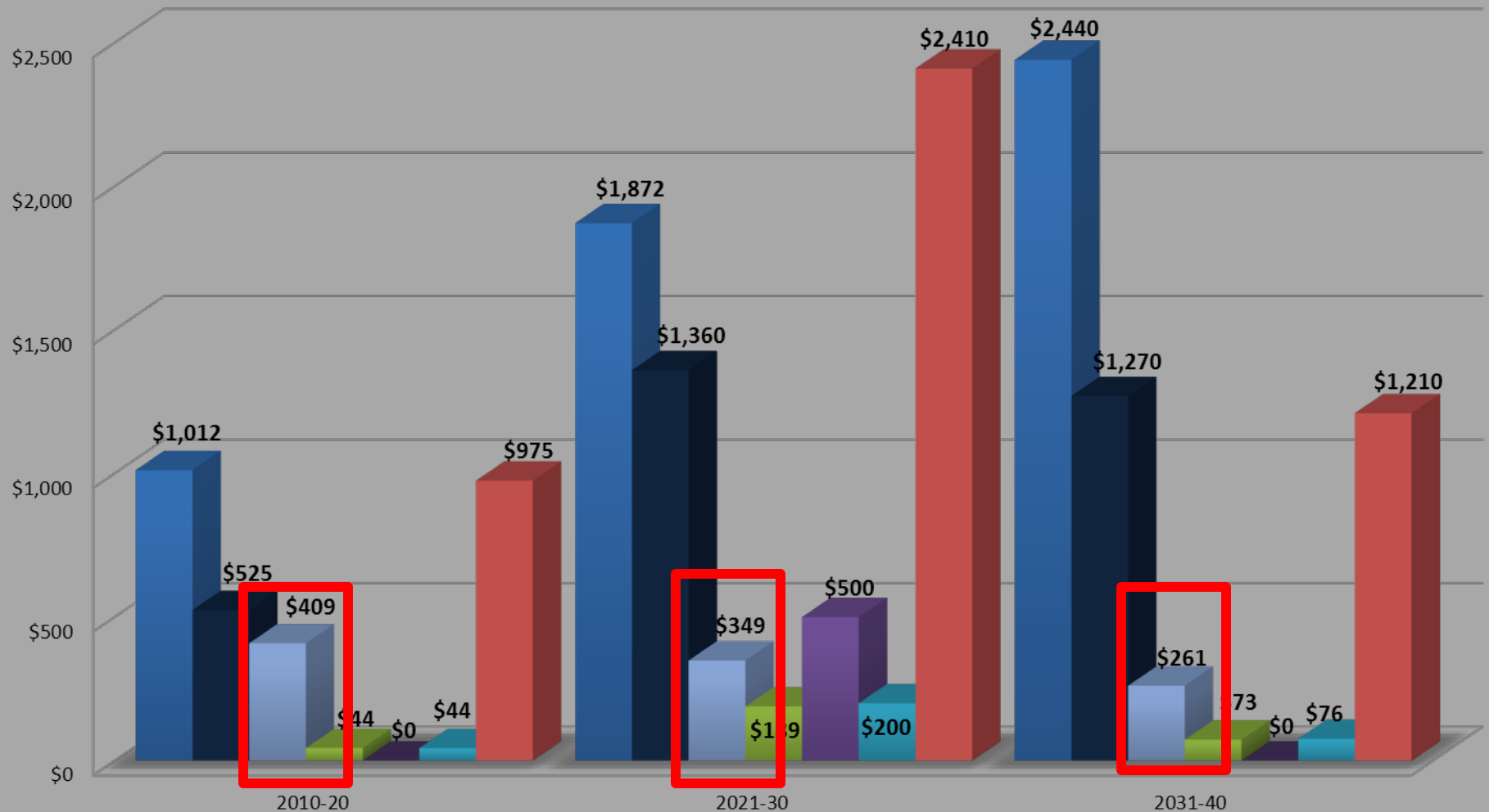
Financial Plan– Capital Area MPO 2011- 2040 (in millions \$)



■ Roadway
 ■ Local / Developer
 ■ Current TIP Carryover
 ■ Transit

■ Roadway Maintenance
 ■ System Optimization (TDM / TSM / CSM / Standalone ITS)
 ■ Bike/Ped

Financial Plan– Capital Area MPO 2011- 2040 (in millions \$)



- Roadway
- Local / Developer
- Current TIP Carryover
- Transit

- Roadway Maintenance
- System Optimization (TDM / TSM / CSM / Standalone ITS)
- Bike/Ped

2040 MTP “New” Funding Options

ITEM	ASSUMPTION	ASSUMED NEW REVENUE (millions in 2012 dollars)	STATUS
Wake I	Roadway ½ cent sales tax equivalent (STE) beginning in 2021-30 (Wake County)	\$466	No Enabling Legislation
Wake II	Roadway 1 cent sales tax equivalent (STE) beginning in 2031-40 (Wake County)	\$836	No Enabling Legislation
Johnston I	Roadway ½ cent sales tax equivalent (STE) beginning in 2031-40 (Johnston County)	\$35.7	No Enabling Legislation
Harnett I	Roadway ½ cent sales tax equivalent (STE) beginning in 2031-40 (Harnett County)	\$6.6	No Enabling Legislation
Granville I	Roadway ½ cent sales tax equivalent (STE) beginning in 2031-40 (Granville County)	\$2.8	No Enabling Legislation
Franklin I	Roadway ½ cent sales tax equivalent (STE) beginning in 2031-40 (Franklin County)	\$7.2	No Enabling Legislation
Total Assumed New Revenue 2021-40 (millions in 2012 dollars)		\$1,354	No new revenue sources have been implemented

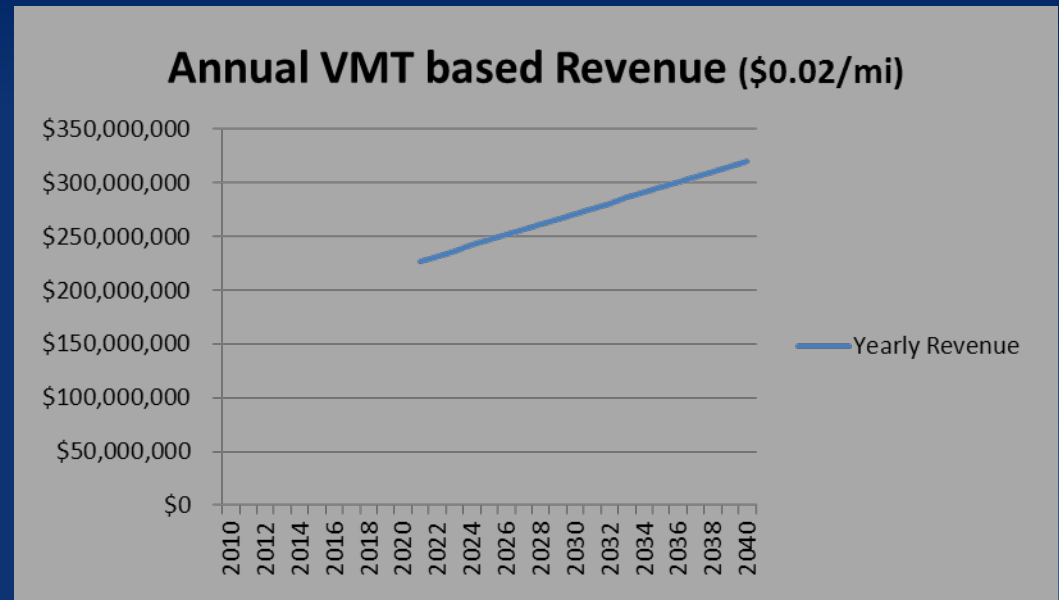
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VMT Based Revenue (2021-2040)

- VMT based Revenue (2021-40)
 - Approximately \$5.4 Billion
 - \$0.02 / mile

Year	CAMPO Annual VMT
2010	8,643,537,000
2040	16,014,500,700
Annual Growth (straight line)	245,698,790

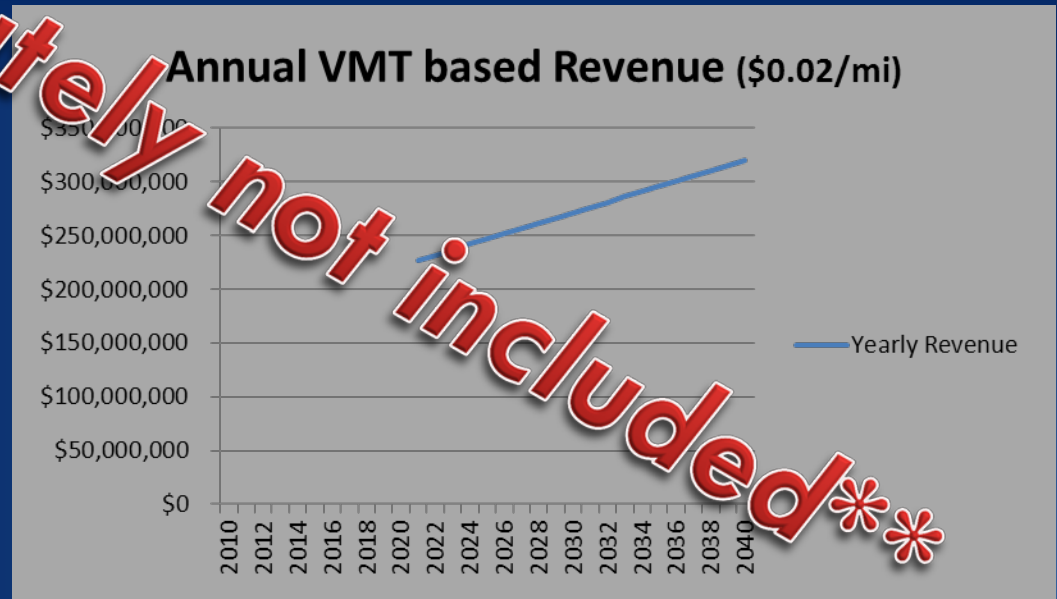


- *Current Gas Tax Revenue:*
 - *Approximately \$0.011 / mile (VMT Equivalent)*

VMT Based Revenue (2021-2040)

- VMT based Revenue (2021-40)
 - Approximately \$5.4 Billion
 - \$0.02 / mile

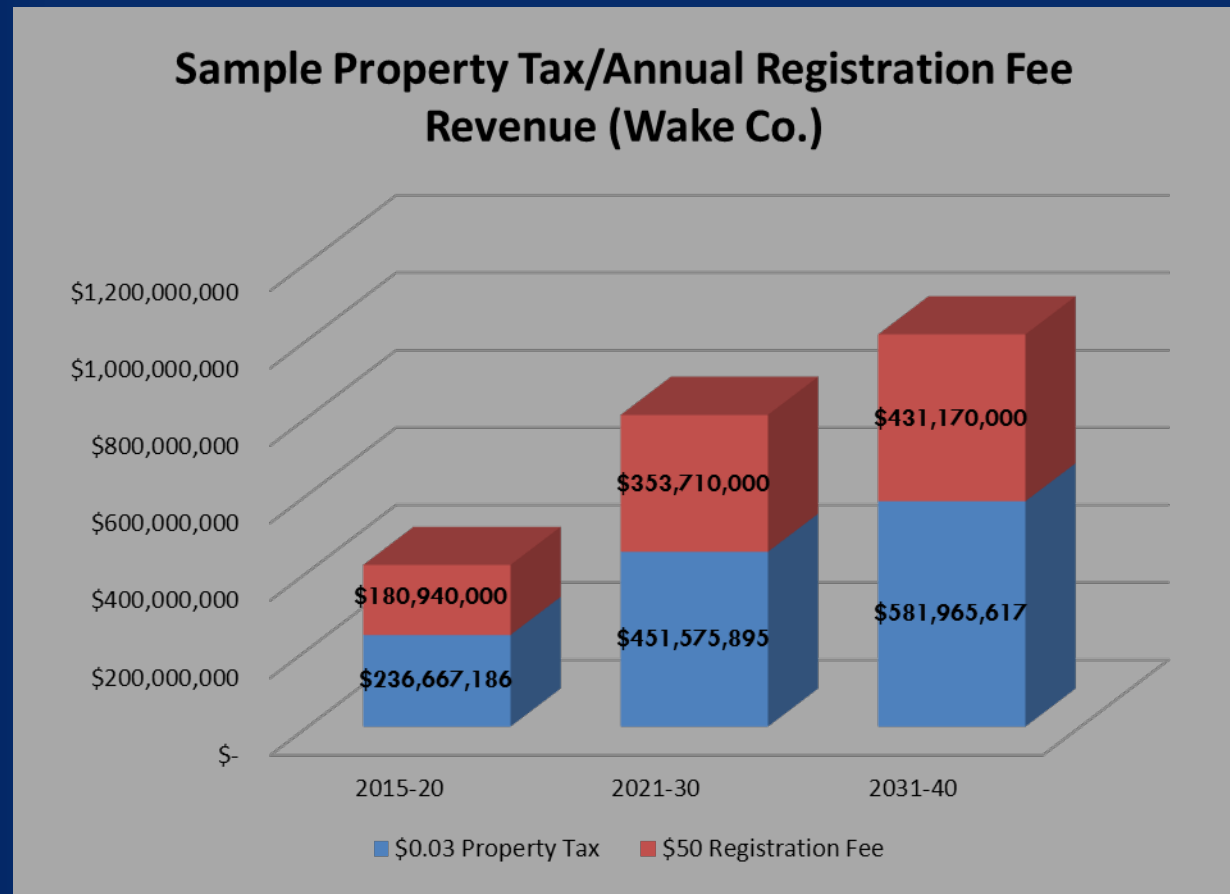
Year	CAMPO Annual VMT
2010	8,643,537,000
2040	16,014,500,700
Annual Growth (straight line)	245,698,790



- Current Gas Tax Revenue:
 - Approximately \$0.011 / mile (VMT Equivalent)

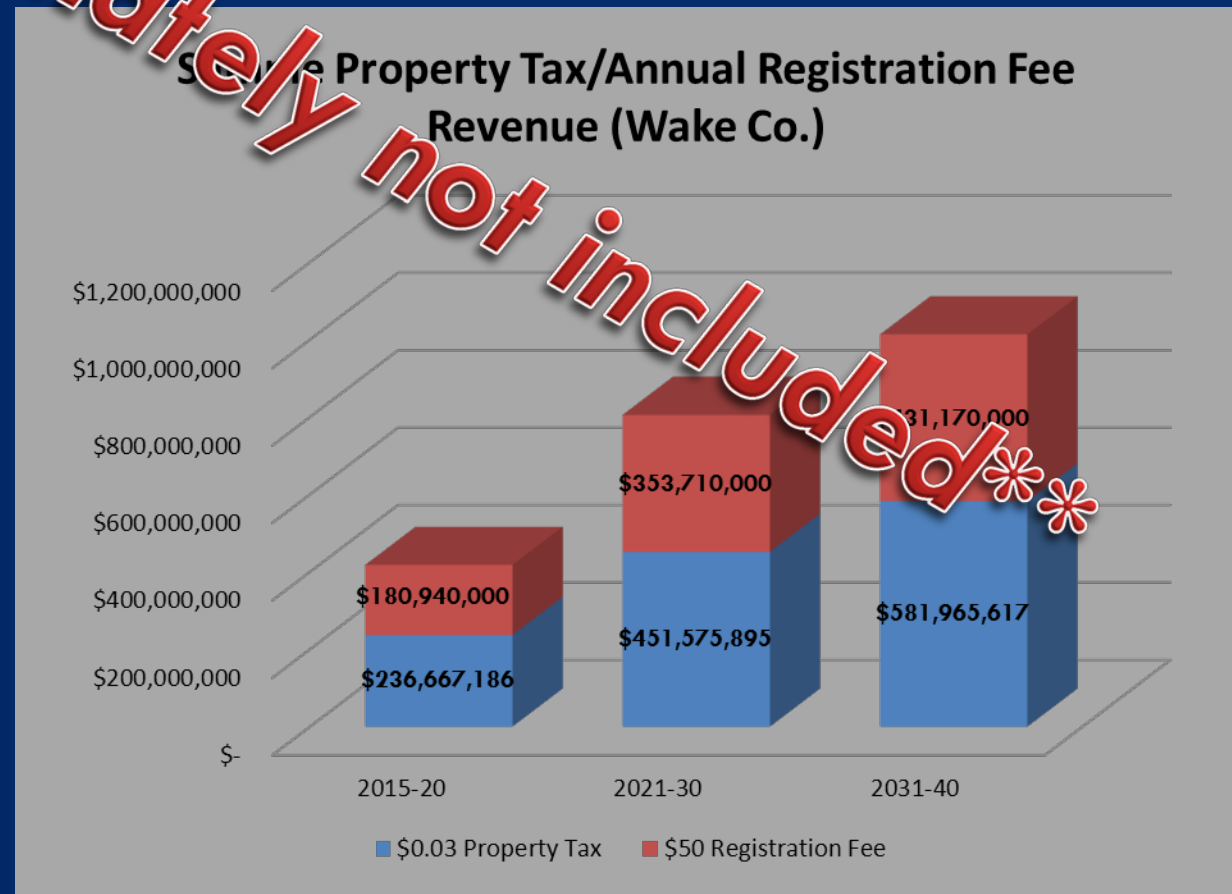
Property Tax & Registration Fee Based Revenue (2021-2040)

- Wake County example:
 - \$0.03/mil
 - -\$50 Annual Vehicle Registration Fee
 - Approx. \$2.23 Billion



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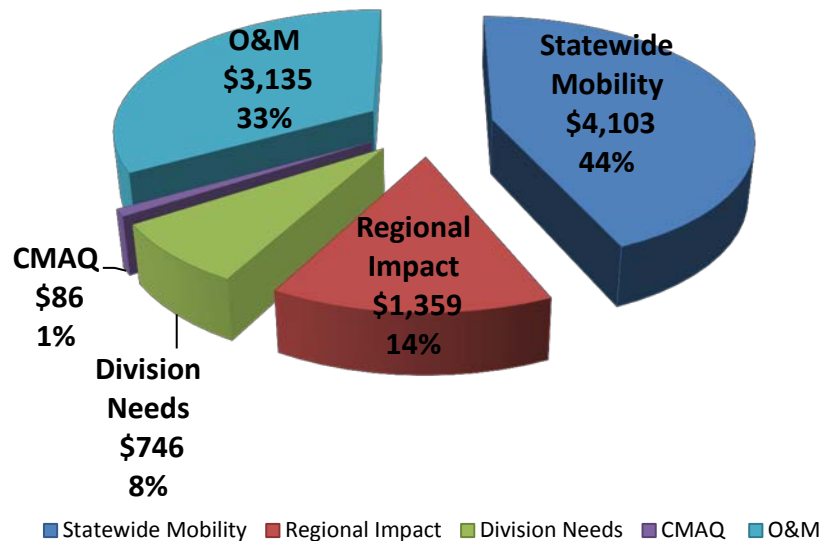


What has changed for 2045 MTP?

- At the federal level (FAST ACT)
 - Funding levels and rules
 - Performance based approach
- At the state level (STI)
 - Project eligibility vs. funding availability
- At the regional/local level
 - Updated and adopted Wake Transit Plan
 - Local funding

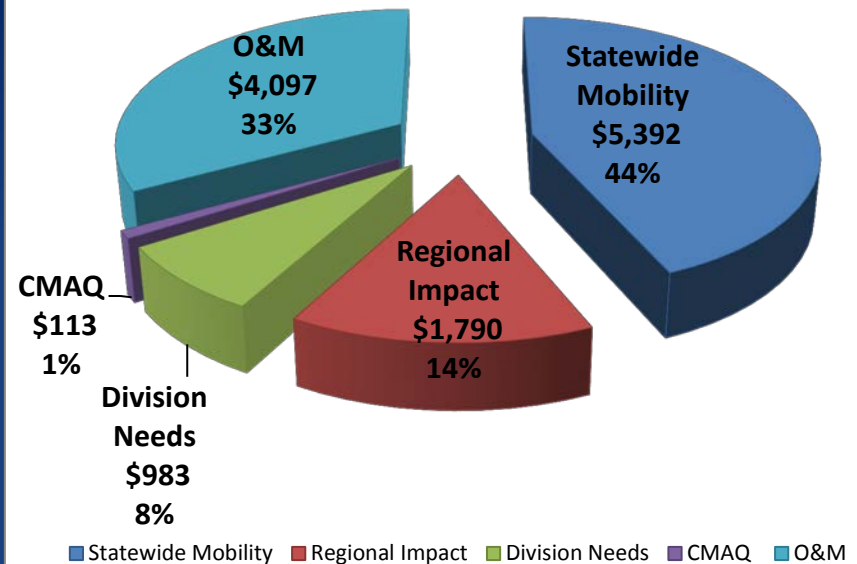
2045 Preliminary Financial Forecast (*Traditional Funding*)

Moderate



\$9.43 Billion

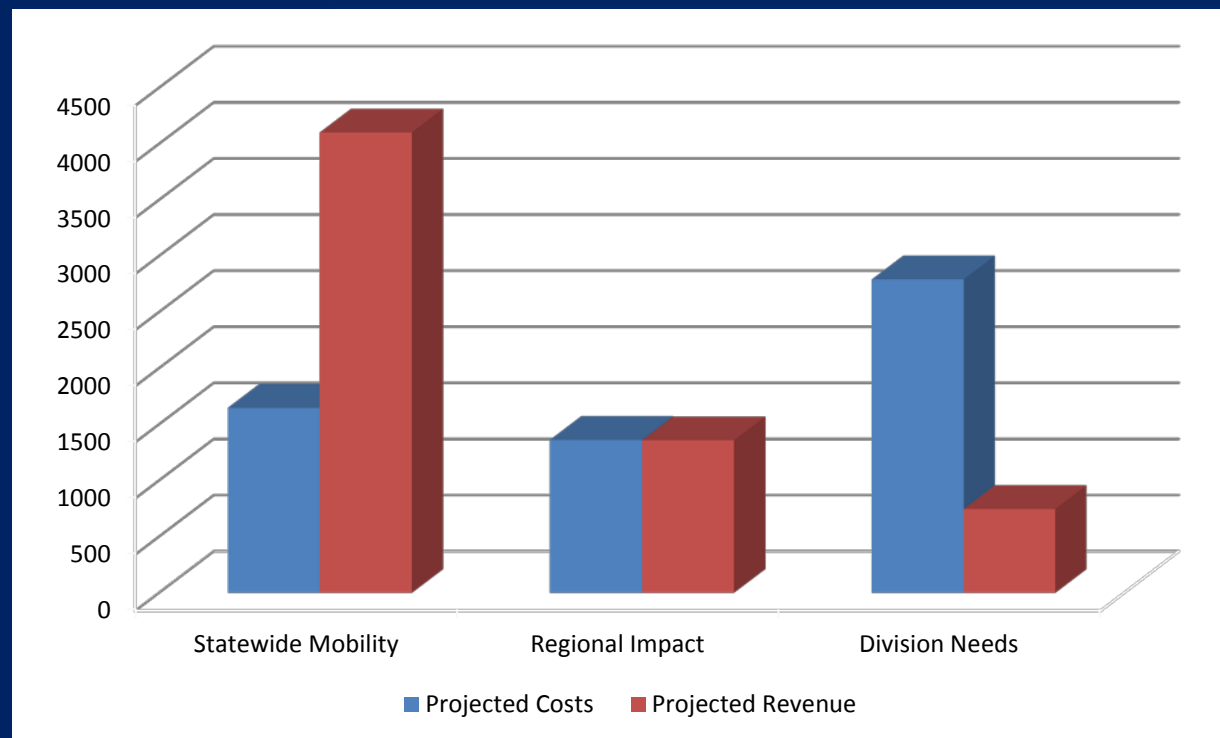
Aspirational



\$12.37 Billion

2045 Preliminary Revenue vs. Project Costs (Roadway)

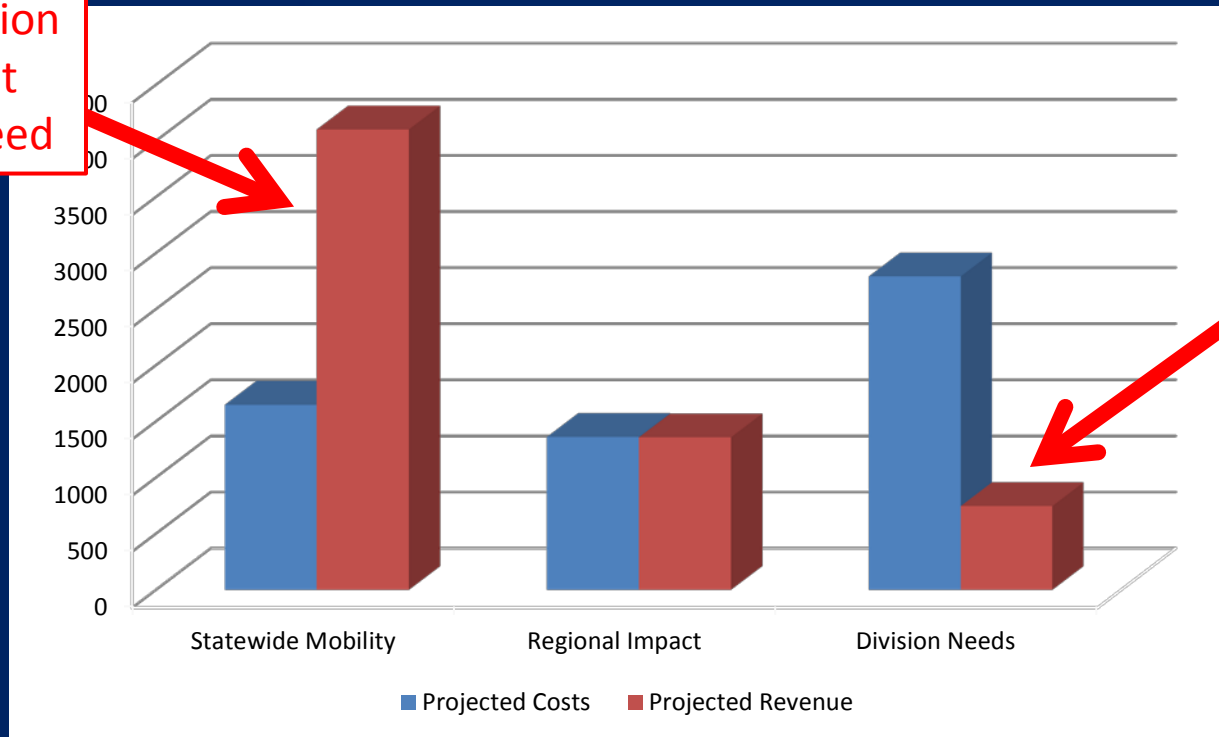
Moderate Scenario



2045 *Preliminary* Revenue vs. Project Costs (Roadway)

STI Revenue
is a
statewide
competition
and not
guaranteed

Moderate Scenario



\$1.9 Billion more
cost than current
revenue
projection

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

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

Alternatives Analysis

Scenario	By Right (e.g. zoning) SE Data	2045 Community Plans SE Data	AIM High SE Data
Existing & Committed Projects		✗	
Moderate Network		✗	
Aspirational Network			✗

Alternatives Analysis

Moderate Network

- Major Roadway Investments
 - Completion of the 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
 - Additional secondary roadway investments in 3rd decade
- Major Transit Investments (WTP + 20yrs)
 - Commuter Rail from Garner 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

Alternatives Analysis

Aspirational Network

- Major Roadway Investments
 - Completion of the 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
 - Additional secondary roadway investments in 2nd and 3rd decades
- Major Transit Investments (WTP + 20yrs)
 - Commuter Rail Service extended to Selma and Mebane
 - Commuter Rail Service from Wake Forest to Apex
 - BRT Infrastructure and Service extended/enhanced in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
 - BRT Service to midtown Raleigh
 - BRT Service in Harrison/Kildaire Farm corridor
 - Continuation of WTP frequent bus network
 - Continuation of Community Funding Areas

Upcoming MTP Milestones

Item	Anticipated TCC Updates
Alternatives Analysis Review	April – May 2017
Revenue Forecast Updates	April - Aug. 2017
Preliminary Draft Financial Plan	June 2017
Public Involvement	Summer 2017
“Final” Draft Plan	August 2017
Public Hearing	August/September 2017
Adopt 2045 Plan	September 2017

Requested Action:
Receive as Information

Upcoming MTP Milestones

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Adopt 2045 Plan	September 2017

Requested Action:
Receive as Information

6.6. CAMPO Staff Addition: TPAC /Wake Transit Administration

- Administration of the Transit Planning Advisory Committee (TPAC) has continued to evolve. Draft FY 2018 Wake Transit Work Plan and CAMPO UPWP includes resources for the MPO to provide full time administrative and management support of the TPAC administrative activities.
 - Will enable high quality administrative support and coordination services for the TPAC
 - Provide more focused technical-level attention to transit plan implementation management, processes and decisions
 - Provide improved staff support for compilation of TPAC administrative products
- Creation of a new CAMPO Transportation Planner position at this time to provide for TPAC administration and process management in order to create and fill the position for the start of FY 18.
- Position is funded in draft Wake Transit FY 18 Work Program

Requested Action:

Consider approval of additional staff addition

7. Budget Informational Items

7.1: Member Shares - FY 17

7.2: Operating Budget - FY 17

Requested Action:

Receive as information

7.1 Information Item: Project Updates

- Hot Spot Program
- Transit Systems Planning
- Regional Freight Plan Study
- (SRTS) John Rex Endowment Grant Award Update
- NC Non-Motoized Volume Data Program- Phase II Region Roll-out
- Triangle Tolling Study
- NC 98 Corridor Study
- Rolesville Main Street Study

Requested Action:
Receive as information

8. Information Item: Staff Reports

- MPO Executive Director, Chris Lukasina
- TCC Chair
- NCDOT Transportation Planning Branch
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- Executive Board Members

Requested Action:

Receive as information

Upcoming Events

Date	Event
April 19, 2017 – 12:30 – 3:30	CAMPO 101 Training Opportunity for new Board members
April 19, 2017 – 4:00 pm	Executive Board
April 26-28, 2017	NCAMPO Statewide Conference, New Bern, NC
May 4, 2017 – 10:00 am	TCC
May 17, 2017 – 4:00 pm	Executive Board
June 1, 2017 – 10:00 am	TCC

ADJOURN