



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

September 18, 2024

4:00 PM

** The live stream will begin (with audio) when the Chair has called the meeting to order.**

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 (3) minutes for each speaker.

5. Consent Agenda

- 5.1 *August Minutes*
Approve the August 21, 2024 Executive Board Minutes.
- 5.2 *FY 2025 Unified Planning Work Program Amendment #1*
Adopt FY 2025 UPWP Amendment #1.
- 5.3 *FFY 2024 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-allocations*
Approve the sub-allocation for the Raleigh urbanized area funding partners for FFY 2024 Section 5307, 5340, and 5339 FTA funds and the attached split letter.
- 5.4 *FTA Section 5307 / 5340/ 5339 Designated Recipient for the Raleigh Urbanized Area*
Approve reaffirming the City of Raleigh as the recipient of Urbanized Area Formula (Section 5307/5340); along with Bus and Bus Facilities Formula Program (Section 5339) program funds for the Raleigh Urbanized Area.
- 5.5 *FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Memorandum of Understanding*
Approve the sub-allocation methodology MOU between the Raleigh urbanized area funding partners for FFY 2024 through FFY26 Section 5307, 5340, and 5339 FTA funds, and authorize the Executive Director to execute the final agreement.
- 5.6 *Transit Asset Management Performance Measures & Targets for State of Good Repair*
Adopt the 2025 Performance Measures and Targets for Transit Asset Management and State of Good Repair per Attachment B and signing of the resolution.

Requested Action: Approve all Consent Agenda items.

End of Consent Agenda

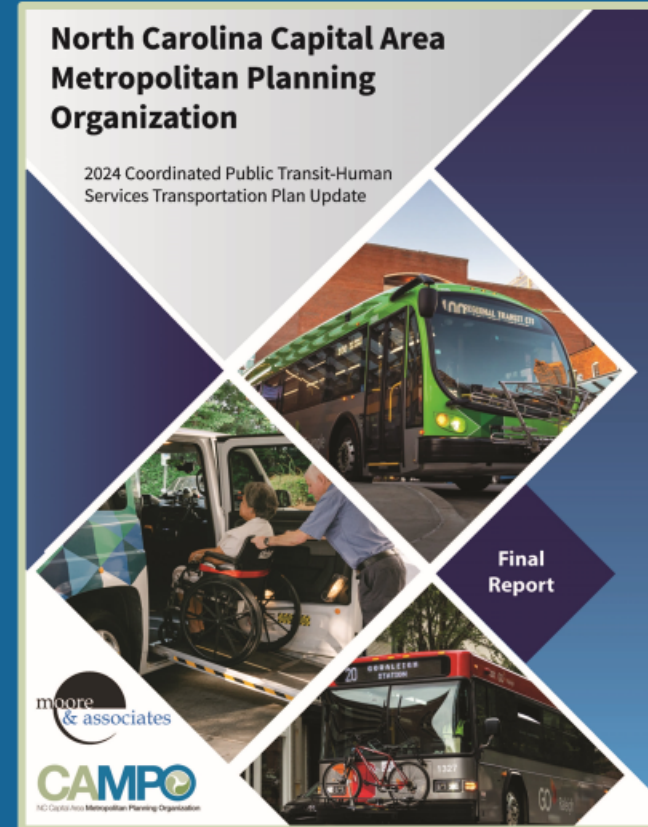
6. Public Hearing

6.1 FY 24 Coordinated Public Transit - Human Services Transportation Plan Recommendations

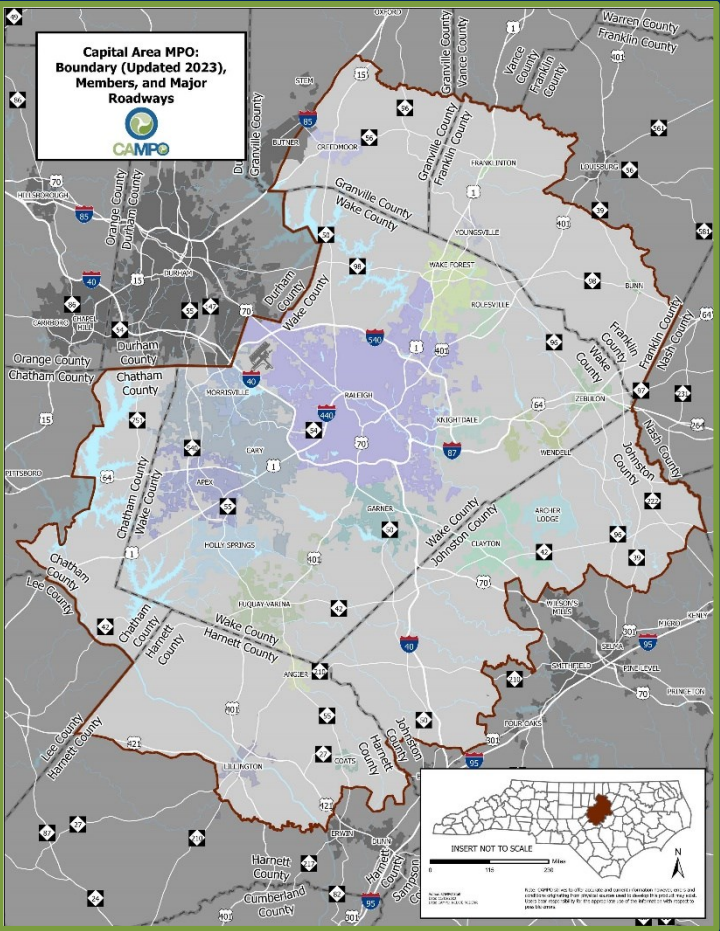
North Carolina Capital Area MPO

2024 Coordinated Public Transit – Human Services Transportation Plan

Final Report



Overarching Goal: Improve mobility for persons within the CAMPO region



Key populations: older adults, persons with disabilities, low-income individuals



All of Wake County



Portions of Chatham, Franklin, Granville, Harnett, and Johnston counties



Transportation Needs Assessment



Guide funding and service decisions for transportation projects



Better coordinate public transit and human services transportation

2018 Coordinated Public Transit-Human Services Transportation Plan

- Prior Coordinated Plan was completed in 2018
- Included 13 goals (2018-2026) several of which included multiple milestones or tasks
- Three goals are considered complete
- Three goals have portions complete or have milestones/tasks currently in progress
- Remaining viable goals are included in the 2024 Coordinated Plan recommended strategies

2018 Updated Coordinated Public Transit-Human Services Transportation Plan

For
Wake County and the Raleigh Urbanized Area

Amendment #1



2018 Update Adopted February 1, 2019

Amendment #1 Approved February 19, 2020

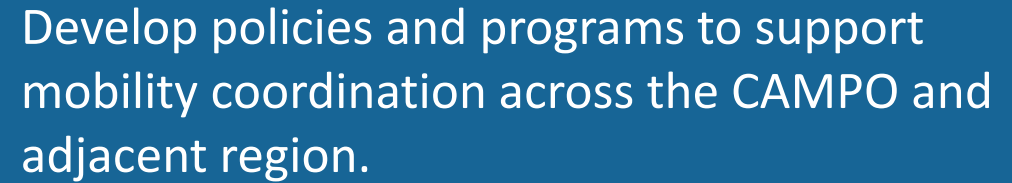


**An updated Coordinated Plan is required to access specific
Federal Transit Administration (FTA) grant program funds**

**Capital Area MPO:
Boundary (Updated 2023),
Members, and Major
Roadways**

CAMPO

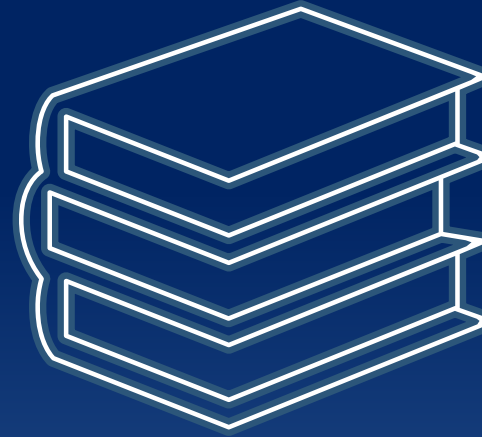
Map of the Capital Area MPO Boundary (Updated 2023), Members, and Major Roadways. The map shows the MPO boundary in brown, covering parts of Orange, Durham, Granville, Wake, Chatham, and Johnston counties. Major roadways are shown in red and blue. An inset map shows the location of the Capital Area MPO within North Carolina.



A blue clipboard with a green clip at the top, containing the text 'Literature Review' in green.

Literature Review

- Reviewed 17 studies and reports for relevance to this Coordinated Plan
- Compiled high level key findings and recommendations





Existing Conditions & Provider Inventory

- Review of current transit services and programs operating in the region
- Expands on information provided by stakeholders
- Inventory included as Appendix A
- Supplemental information provided in Appendix B

Community and Stakeholder Engagement

- Stakeholder survey
 - Human/social service agencies (400+)
 - Transit operators (10)
- Community survey
- Community pop-up events (17)
- Project webpage

NEED TRANSPORTATION?

2024 Coordinated Public Transit - Human Services Transportation Plan Update

Plan Overview

The 2024 Coordinated Plan seeks to identify practical, sustainable, and cost-effective strategies for improving day-to-day mobility/transportation for all persons residing within CAMPO's jurisdictional area (all of Wake County; and portions of Chatham, Franklin, Granville, Harnett, and Johnston counties).

The Plan Will:

- Guide funding and service decisions for transportation projects supporting **older adults, people with disabilities, and individuals with low incomes**. Historically, these demographic groups have fewer transportation options and often must rely on public transportation services, social services, community organizations, family, or friends.
- Recommend regional priorities for transportation investments and initiatives for **human services and public transit coordination**. Lastly, the Plan will serve as a federally-required update to the 2018 Coordinated Public Transit - Human Services Transportation Plan.

2018 Recommendations Included:

- Extended public transit service hours.
- Improved schedule coordination
- Improved connectivity across public transit agencies operating within the region
- Introduction of a Mobility Coordinator program
- New micro-transit and on-demand transportation services
- Funding for vehicles for social and community service organizations.

Participate Your Way!

Survey

Online:
publicinput.com/CAMPOcommunitysurvey
Or Scan this QR code:

Print:
Available at in-person events
Or Call 984-542-3601
Or Email Crystal.Odum@campo-nous

In-Person

Pop-up Tables:
February 6 & 7
10+ Locations!

Online/In-Person Meeting:
February/March
Visit the project website for details.

<https://publicinput.com/coordinatedplan2024>

CAMPO
Capital Area Metropolitan Planning Organization

Reasonable accommodations are provided upon request. If assistance is needed or to request documents in an alternative format, including print, or in a different language, please contact the MPO's office at 984-542-3601 (voice). If you are hearing or speech impaired and you use TTY (Teletypewriter Service), please call North Carolina Relay at 800-735-2962 and request a connection to the Capital Area Metropolitan Planning Organization at 984-542-3601.

Needs & Service Gaps

- Draws upon input received through public engagement- transit providers and stakeholders, from CAMPO, and the MCC, and consultant observations
- Identifies mobility and transportation needs that can potentially be addressed through coordination activities
- 34 needs identified in 5 categories: Lack of access, lack of awareness, travel time, capacity, and ADA paratransit



Recommendations and Strategies

Goal 1: Develop policies and programs to support mobility coordination efforts across the CAMPO and adjacent region.

Goal 1.1: Oversee mobility coordination efforts.

1.1.1 Transition rural transportation programs into a mobility management framework/ continue development of a mobility management approach.

1.1.2 Conduct a supply, demand, and capacity assessment for specialized transportation services in the CAMPO region.

1.1.3 Evaluate sustainability of the Mobility Coordination Committee.

Recommendations and Strategies

Goal 1: Develop policies and programs to support mobility coordination efforts across the CAMPO and adjacent region.

Goal 1.2: Refine the role of the CAMPO Mobility Manager.

1.2.1 Include enhanced service coordination in the Year 1 workplan.

1.2.2 Incorporate promotion of public transportation into responsibilities.

1.2.3 Build a broader coalition with human service agencies.

1.2.4 Develop emerging mobility policy.

1.2.5 Expand emerging mobility options.

Recommendations and Strategies

Goal 1: Develop policies and programs to support mobility coordination efforts across the CAMPO and adjacent region.

Goal 1.3: Explore coordinating transit recruitment.

1.3.1 Explore coordinating driver and dispatcher recruitment.

Recommendations and Strategies

Goal 2: Coordinate ADA Paratransit services throughout the CAMPO region.

Goal 2.1: Create a regional ADA structure.

2.1.1 Explore opportunities to streamline ADA application language and processes.

2.1.2 Coordinate no show/late cancellation policies.

2.1.3 Explore implementation of a consistent ticketing technology.

2.1.4 Create a single regional ADA User Guide.

Recommendations and Strategies

Goal 2: Coordinate ADA Paratransit services throughout the CAMPO region.

Goal 2.2: Coordinate or centralize ADA service delivery.

2.2.1 Incorporate standardized policies into ADA Plans.

2.2.2 Create centralized Call Center/Scheduling Dispatch.

2.2.3 Explore common scheduling software.

2.2.4 Explore a brokerage model to better coordinate ADA Paratransit trips.

Recommendations and Strategies

Goal 2: Coordinate ADA Paratransit services throughout the CAMPO region.

Goal 2.3:
Maximize
efficiency of ADA
paratransit
services.

2.3.1 Assess GoCary Tier 2 and Tier 3 service capacity.

Recommendations and Strategies

Goal 3: Support transportation services that address the mobility needs of the CAMPO region.

Goal 3.1: Address the need for cross-county medical transportation.

3.1.1 Evaluate medical transportation needs/conduct scenario planning.

3.1.2 Explore the implementation of a regional (inter-county) medical shuttle.

3.1.3 Work to secure local support for medical travel between the CAMPO region and healthcare facilities in Durham and Chapel Hill.

Recommendations and Strategies

Goal 3: Support transportation services that address the mobility needs of the CAMPO region.

Goal 3.2: Enhance/ expand transportation programs, as able.

3.2.1 If able, extend GoCary Route 5 to the Wake Tech campus at Ten-Ten Rd. and Kildaire Farm Rd.

3.2.2 Expand midday and weekend service capacity for Morrisville Smart Shuttle.

3.2.3 Conduct an efficiency study of KARTS to better coordinate routed trips.

3.2.4 Explore the implementation of micro-transit service in Clayton.

3.2.5 Explore opportunities to increase service capacity by adding funding, vehicles, and staff.

Recommendations and Strategies

Goal 3: Support transportation services that address the mobility needs of the CAMPO region.

Goal 3.2: Enhance/ expand transportation programs, as able.

3.2.6 Identify dedicated funding mechanisms for JCATS and other rural regional operators.

3.2.7 Expand service hours and days in rural areas as warranted.

3.2.8 Continue to expand public transportation access in eastern Wake County.

Recommendations and Strategies

Goal 3: Support transportation services that address the mobility needs of the CAMPO region.

Goal 3.3: Address the need for non-traditional public transit and human services transportation.

3.3.1 Explore the need for a Lyft/Uber voucher or subsidy program to address the needs of vulnerable populations.

3.3.2 Increase access to volunteer driver programs.

Recommendations and Strategies

Goal 4: Raise awareness of mobility options throughout the CAMPO region.

Goal 4.1: Expand access to informational materials

4.1.1 Prepare informational materials targeted to decision-makers and stakeholders regarding the benefits of public transportation, including mobility programs for seniors and persons with disabilities.

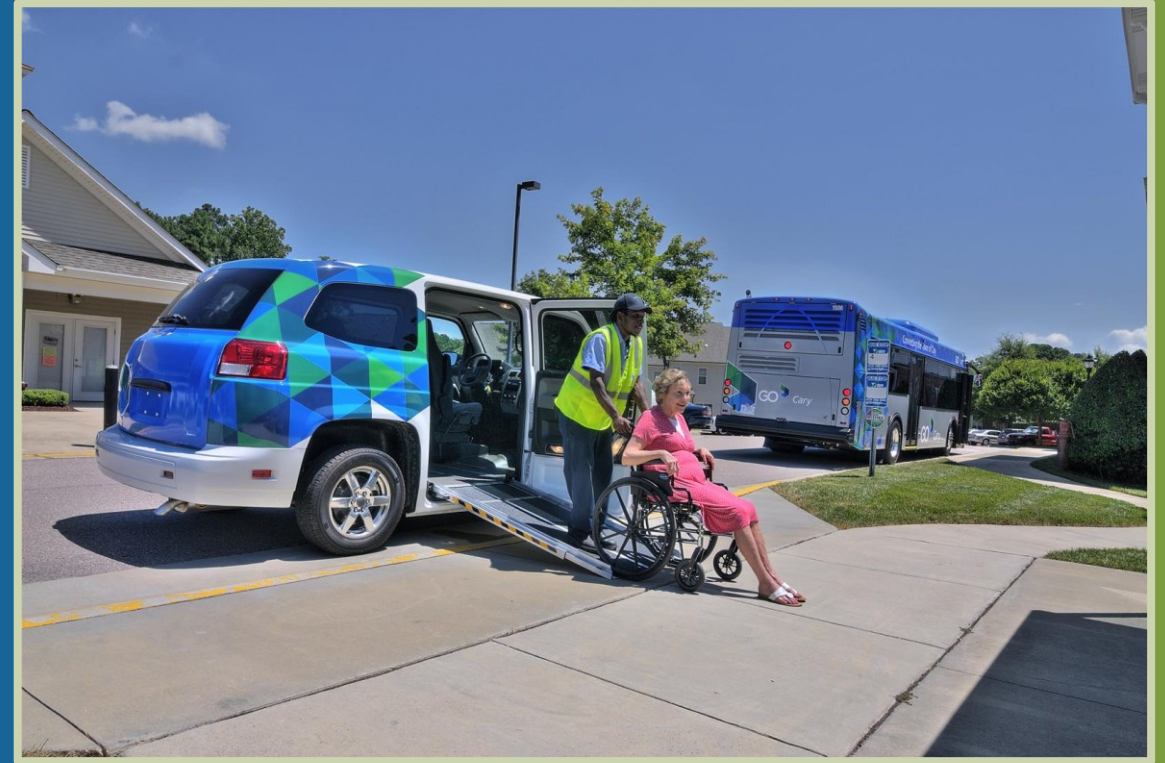
4.1.2 Research and support the expansion of language and accessibility improvements for transit service information.

4.1.3 Ensure transit vehicles are effectively signed to enhance ease of travel.

4.1.4 Develop travel training program to support use of fixed-route services.

4.1.5 Enhance transit awareness through additional marketing.

Discussion/Questions



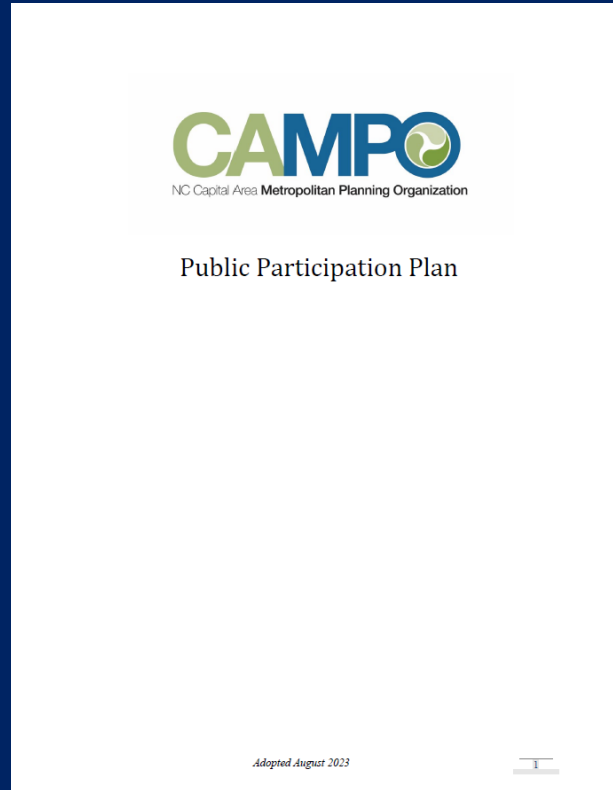
6.1 FY 24 Coordinated Public Transit - Human Services Transportation Plan Recommendations

Requested Actions:

**Conduct a Public Hearing and approve the 2024 Coordinated Public Transit
Human Services Transportation Plan update.**

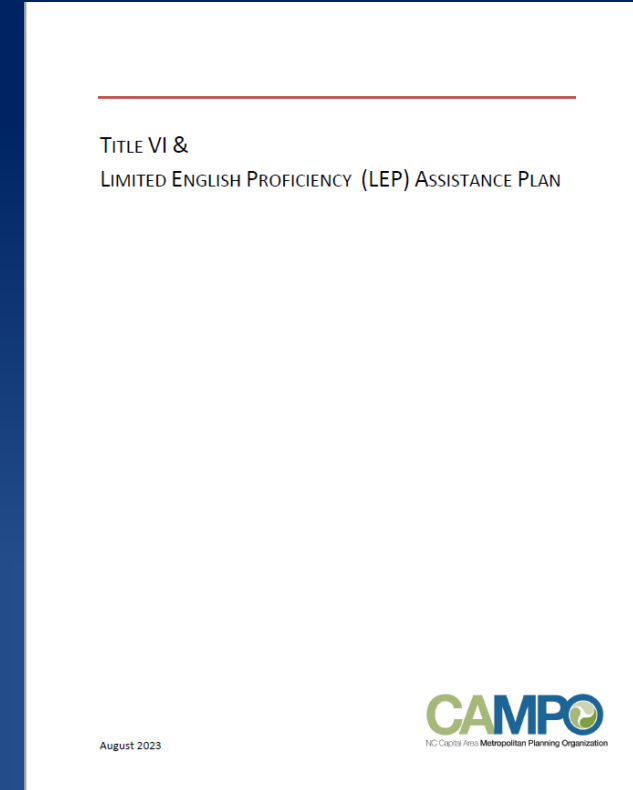
6.2 Update to CAMPO's Title VI and Limited English Proficiency Plans

X Updates Needed



Adopted August 2023

✓ Updates Needed



Update: Oct. 2024

<https://www.campo-nc.us/get-involved>

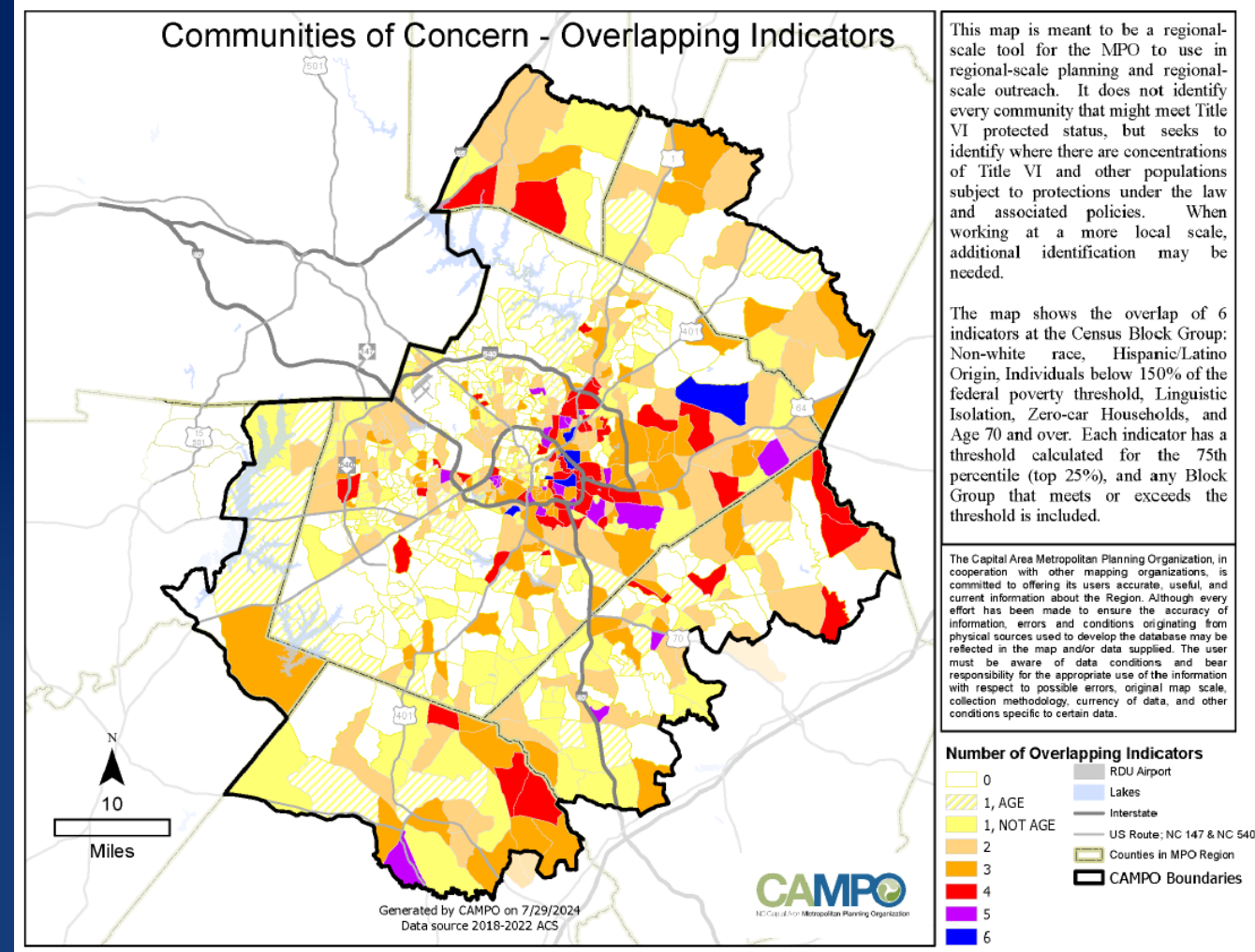
Purpose of the Title VI Plan

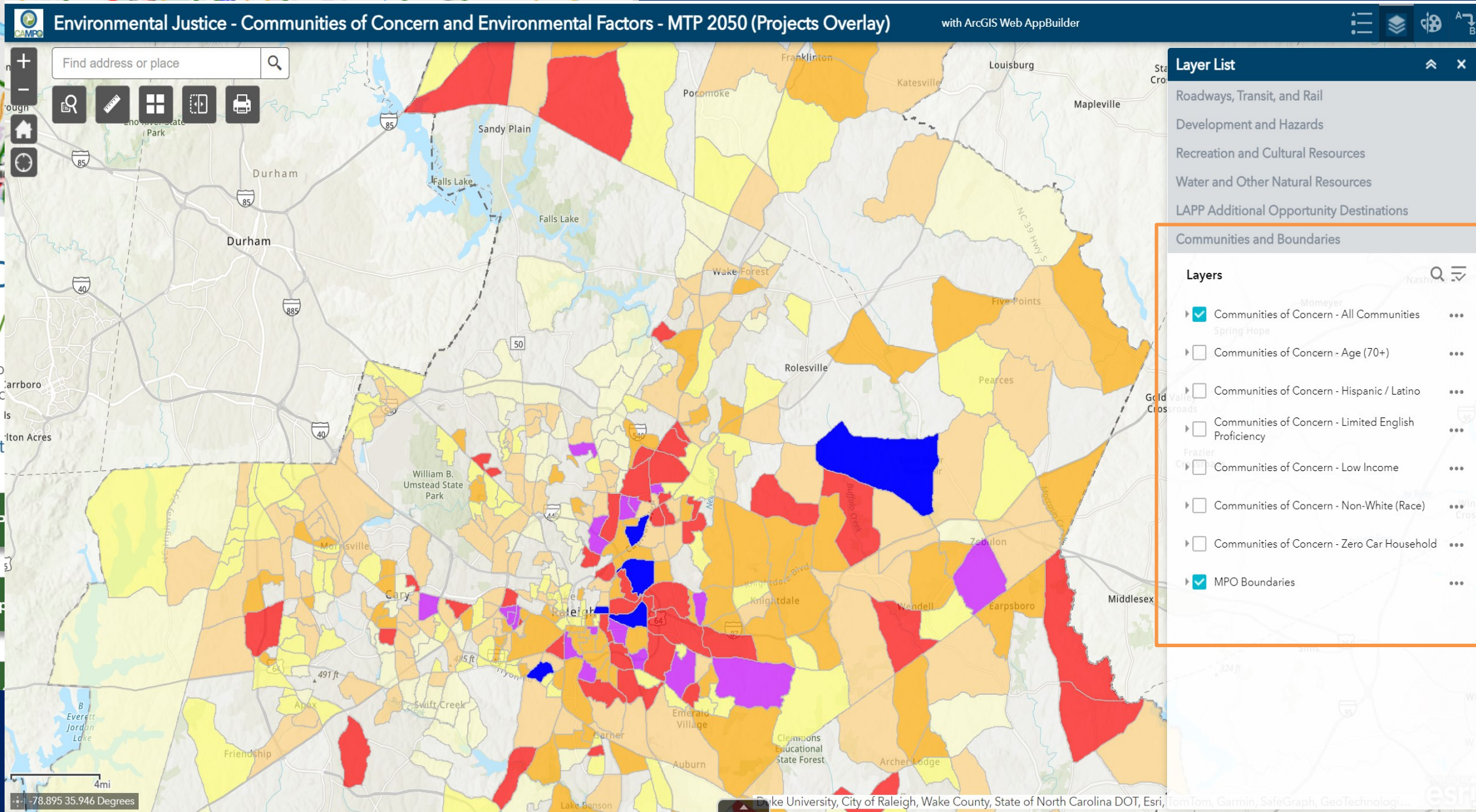
- MPO's signed non-discrimination assurance statement
- Procedures to follow if complaint is received
- Identifies concentrations of "environmental justice" populations, CAMPO's Communities of Concern map

EJ Populations Include:

- ✓ Non-White Race
- ✓ Hispanic/Latino Origin
- ✓ Individuals Making less than 150% of the Federal Poverty Rate

- ✓ Individuals who speak English "Not at all" or "Not very well"
- ✓ Zero-car households
- ✓ Individuals Age 70 and older





Draft Title VI Plan Updates

- All maps updated for latest MPO boundary
- All data on demographic categories updated
 - Additional demographic tables in appendices
- NCDOT guidance included additional language reiterating compliance requirements
 - Oversight of subrecipients and contractors
 - Records retention, reviews by NCDOT, FHWA
- General format, grammar review

Purpose of the LEP

- Outlines how persons, regardless of proficiency for *speaking or reading* English, are given fair opportunity and access to participate in MPO planning activities

What changed in the LEP?

- Only the numbers, but not by much

Same from 2023...

- Not enough to *require* full “Language Assistance Plan”; however,...
- CAMPO commitments to interpretation, translation services

Language Information	Number of Persons	% Speak English less than "very well"
6 - County Region Total	1594242	
Speak only English	1339717	
Spanish:	135990	
Speak English less than "very well"	52917	3.32%
French, Haitian, or Cajun:	8935	
Speak English less than "very well"	1709	0.11%
German or other West Germanic languages:	4832	
Speak English less than "very well"	408	0.03%
Russian, Polish, or other Slavic languages:	6621	
Speak English less than "very well"	1503	0.09%
Other Indo-European languages:	32048	
Speak English less than "very well"	6921	0.43%
Korean:	4103	
Speak English less than "very well"	1592	0.10%
Chinese (incl. Mandarin, Cantonese):	12200	
Speak English less than "very well"	4852	0.30%
Vietnamese:	5554	
Speak English less than "very well"	3059	0.19%
Tagalog (incl. Filipino):	3248	
Speak English less than "very well"	911	0.06%
Other Asian and Pacific Island languages:	21419	
Speak English less than "very well"	5075	0.32%
Arabic:	8943	
Speak English less than "very well"	3109	0.20%
Other and unspecified languages:	10632	
Speak English less than "very well"	2024	0.13%
1000 is the threshold for secondary consideration (Safe Harbor)		
Secondary may not be applicable in grouped categories		

6.2 Update to CAMPO's Title VI and Limited English Proficiency Plans



Requested Actions:
Conduct Public Hearing and receive as information.

End of Public Hearings

7. Regular Agenda

- 7.1 SPOT 7 Update - Division Needs Target Modal Mixes
- 7.2 U.S. 1 Council of Planning Memorandum of Understanding Update
- 7.3 Congestion Management Process Update

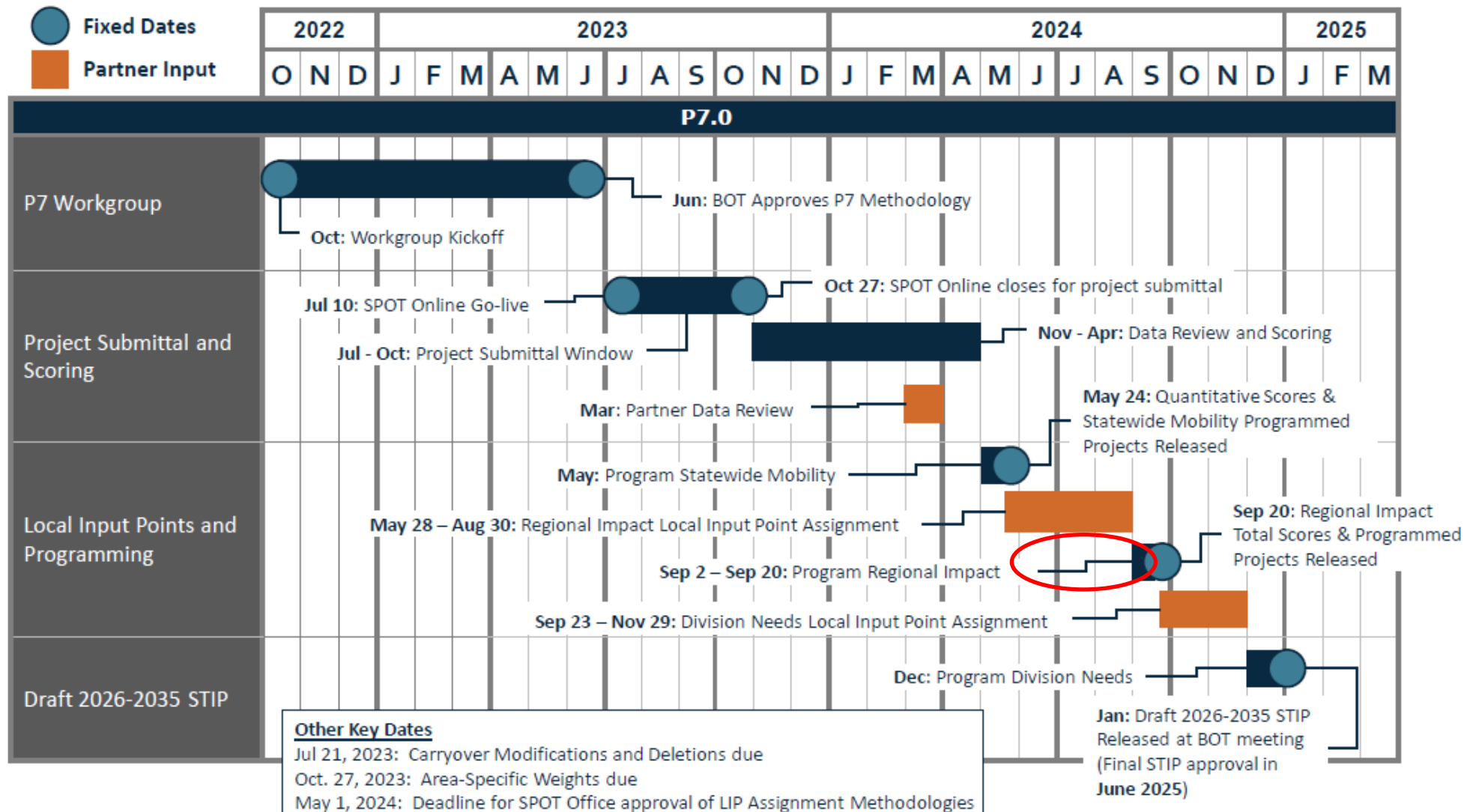
7.1 SPOT 7 Update - Division Needs Target Modal Mixes

- NCDOT released updated technical scores on 8/19 which altered programmed Statewide Projects and CAMPO point assignment
- Version 6 of Local Input Points were submitted to NCDOT
- Regional Impact Programming expected to be released in September

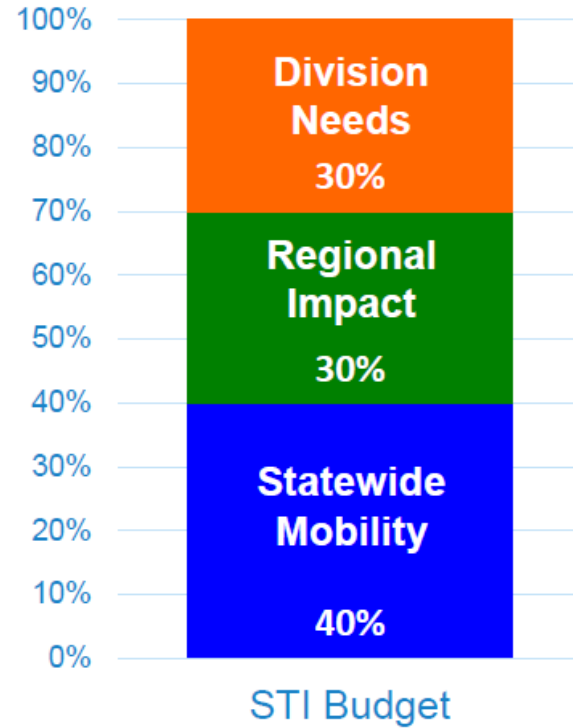
P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022



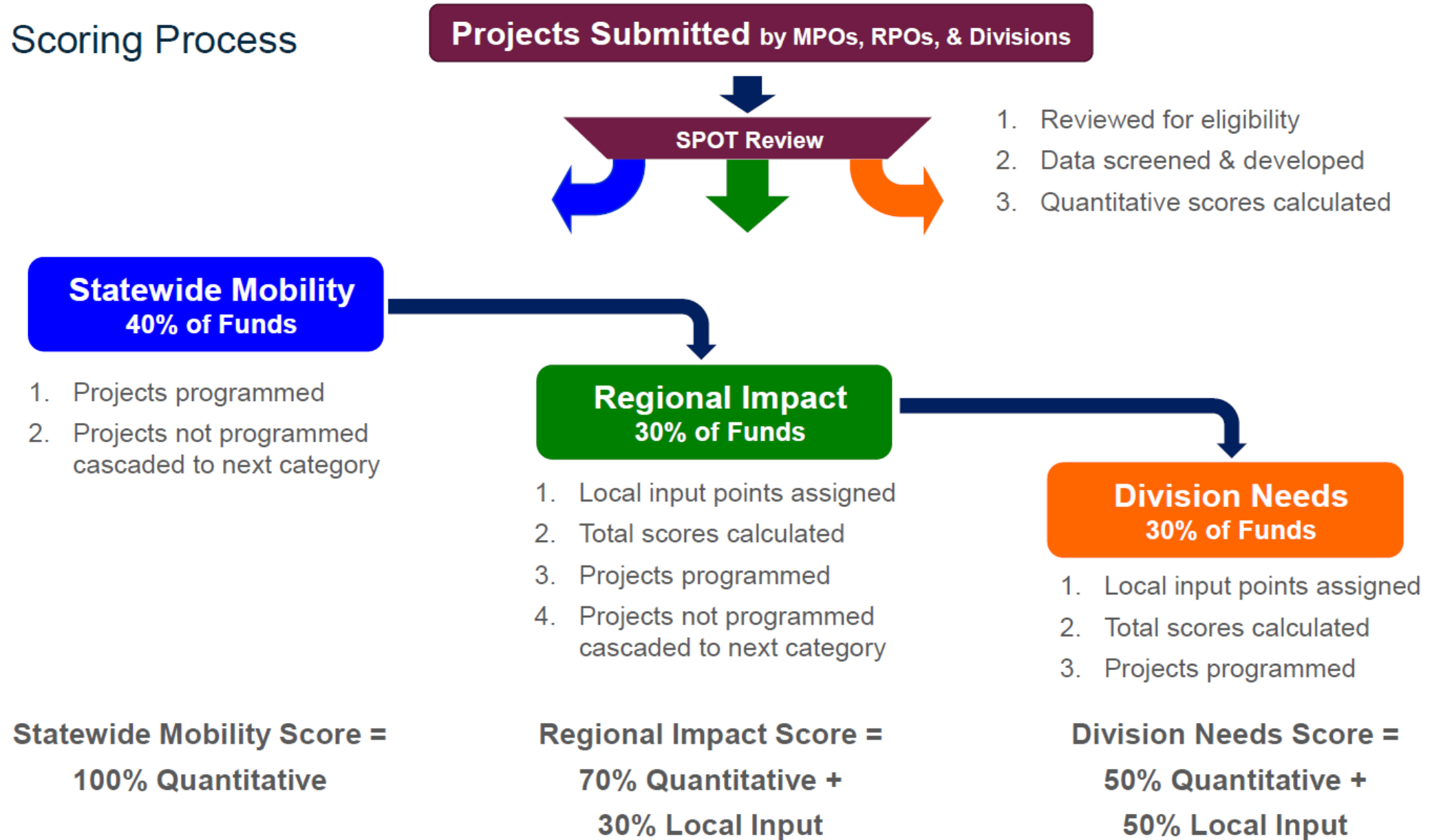
STI Categories



Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> Interstates (existing & future) National Highway System routes (as of 2013) STRAHNET¹ Designated Toll Facilities 	Other US and NC Routes	<ul style="list-style-type: none"> All Secondary Roads (SR) Federal-Aid Eligible Local Roads
Aviation	Large Commercial Service Airports	Other Commercial Service Airports not in Statewide	All Airports without Commercial Service (General Aviation)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state highway trust funds)
Public Transportation	N/A	Service spanning two or more counties	All other service, including terminals and stations
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Service on Class-I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

¹ STRAHNET – Strategic Highway Network, system of roads deemed necessary for emergency mobilization and peacetime movement of personnel and equipment to support U.S. military operations

Scoring Process



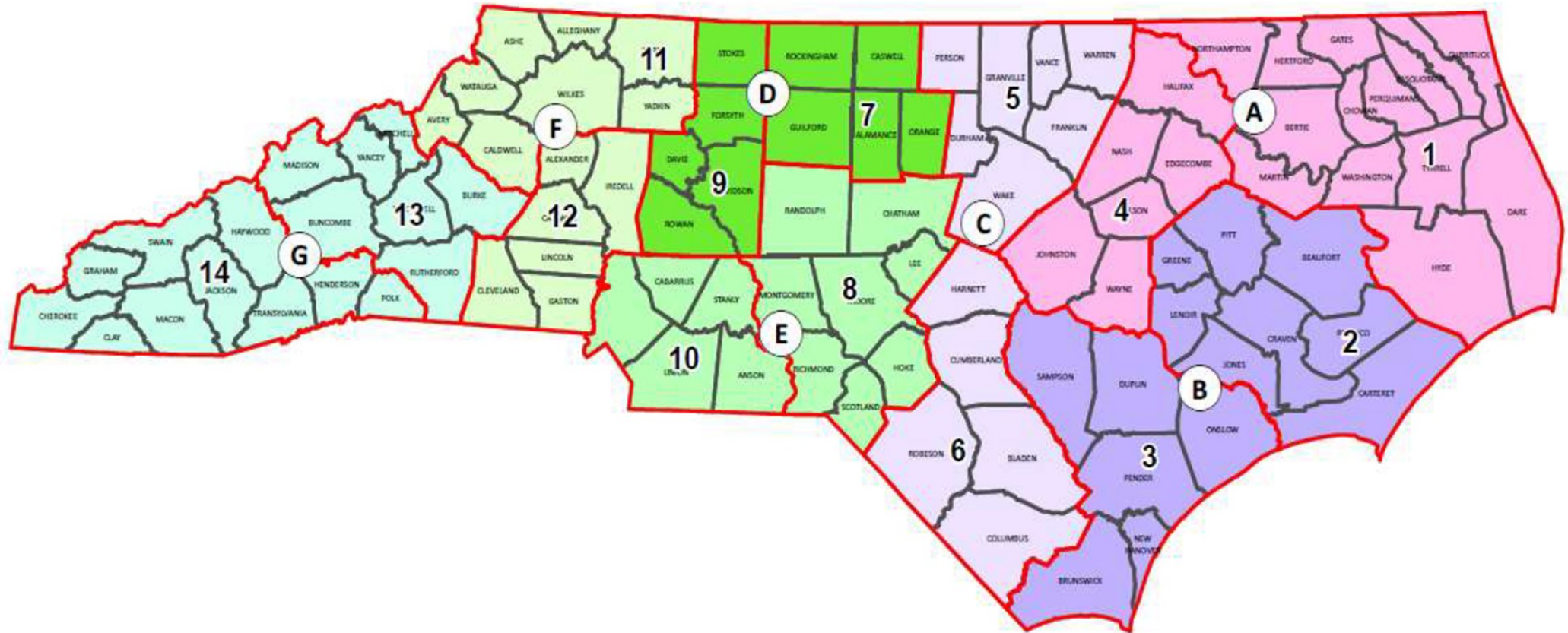
7.1 SPOT 7 Update - Division Needs Target Modal Mixes

Statewide Mobility Tier Programming draft 2026-2035 TIP/STIP

- U-5307 B, C, & D US 1 North upgrade to Freeway \$717.2 m
North of Durant Road to North of Harris/Purnell Rd
- H192736 I-40 aux lanes and ramp improvements \$34 m
NC 54 to Cary Towne Blvd

Regional Impact Tier programming anticipated Sept 20th

STI Regions and Divisions



SPOT 7 Available Funding

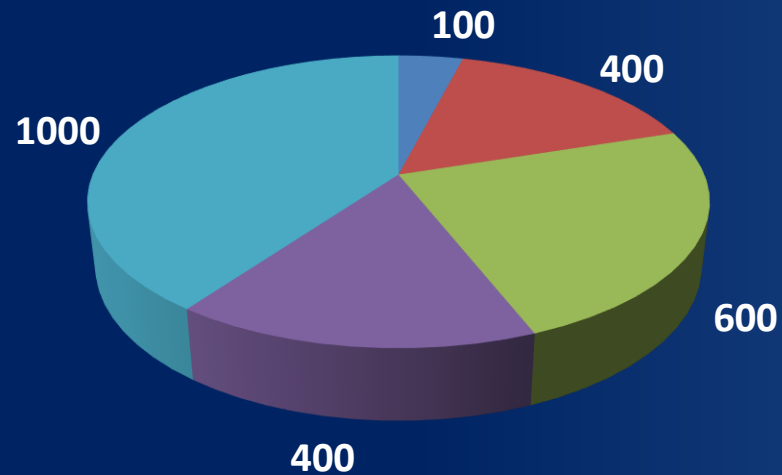
Division 1	-\$19M
Division 2	-\$85M
Division 3	-\$54M
Division 4	\$24M
Division 5	-\$107M
Division 6	\$126M
Division 7	\$184M
Division 8	\$113M
Division 9	-\$15M
Division 10	-\$108M
Division 11	\$40M
Division 12	-\$72M
Division 13	-\$52M
Division 14	\$51M

*As of May 17, 2024

7.1 SPOT 7 Update - Division Needs Target Modal Mixes

P5.0 Targets	
Aviation	100
Bicycle/Pedestrian	400
Transit	600
Rail	400
Roadway	1000
	2500

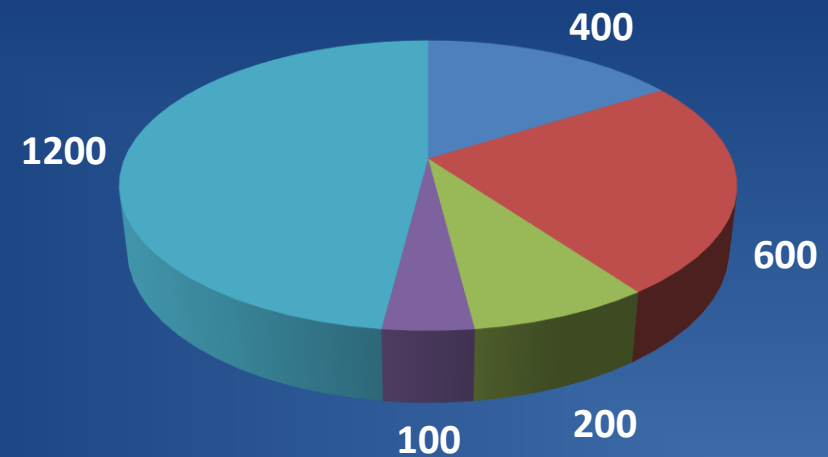
SPOT 5 Modal Targets



■ Aviation ■ Bicycle & Pedestrian ■ Transit ■ Rail ■ Roadway

P7.0 Targets	
Aviation	400
Bicycle/Pedestrian	600
Transit	200
Rail	100
Highway	1200
	2500

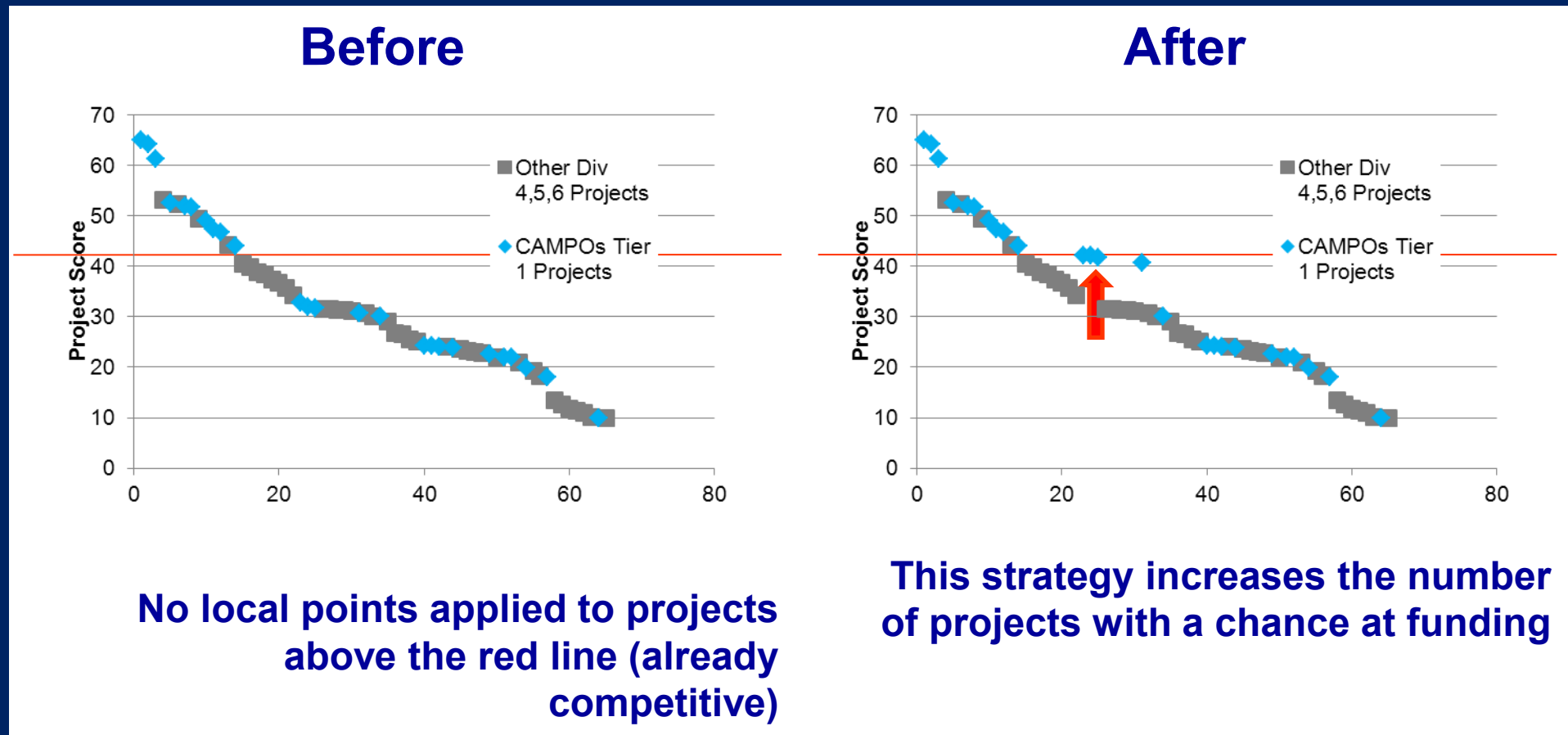
SPOT 7 Modal Targets



■ Aviation ■ Bicycle & Pedestrian ■ Transit ■ Rail ■ Roadway

CAMPO Adopted Methodology

- **Maximizing Funding Potential**
 - Example: Regional Projects




7.1 SPOT 7 Update - Division Needs Target Modal Mixes

Requested Actions:

Approve the Division Needs target modal mix for use in SPOT 7.

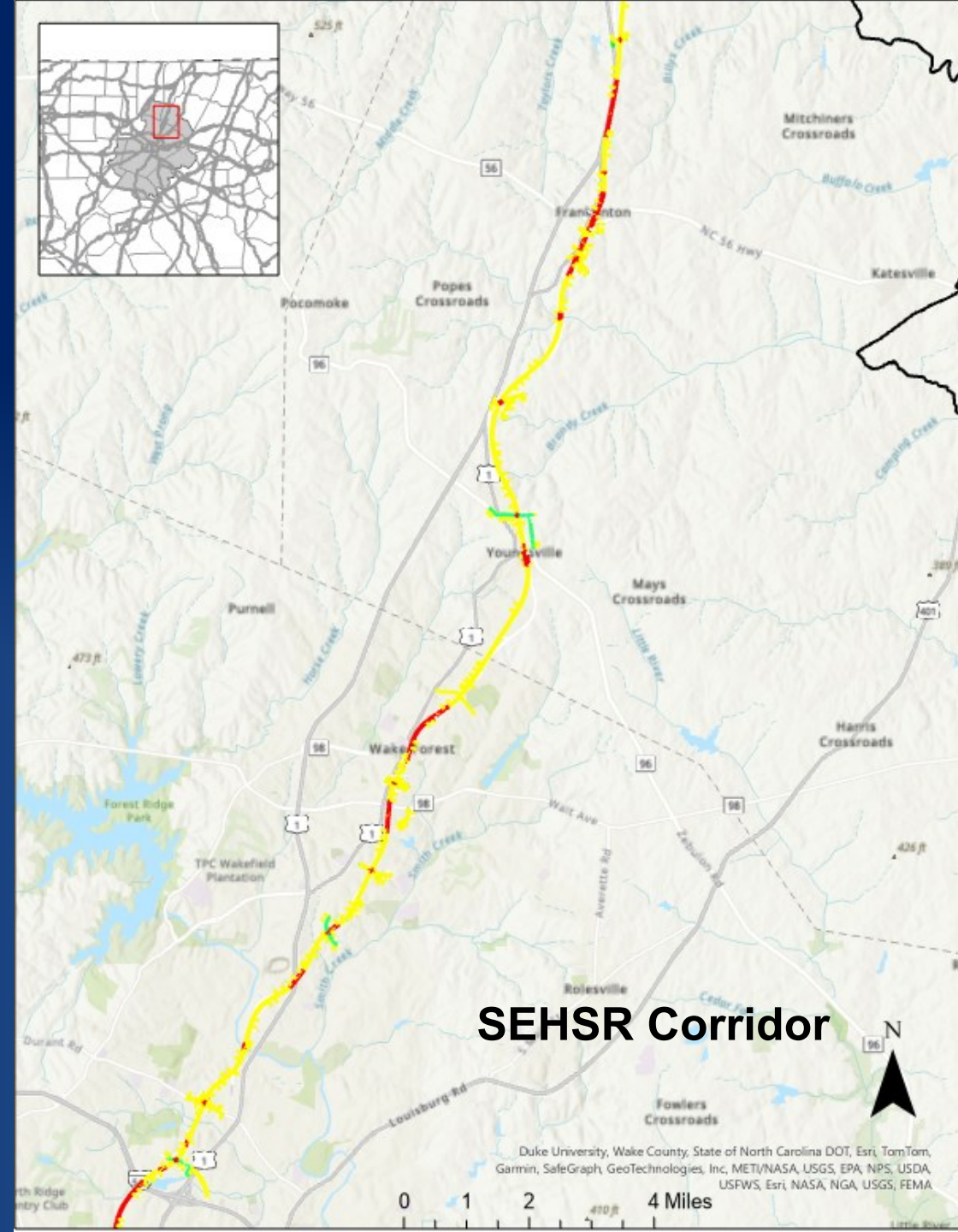
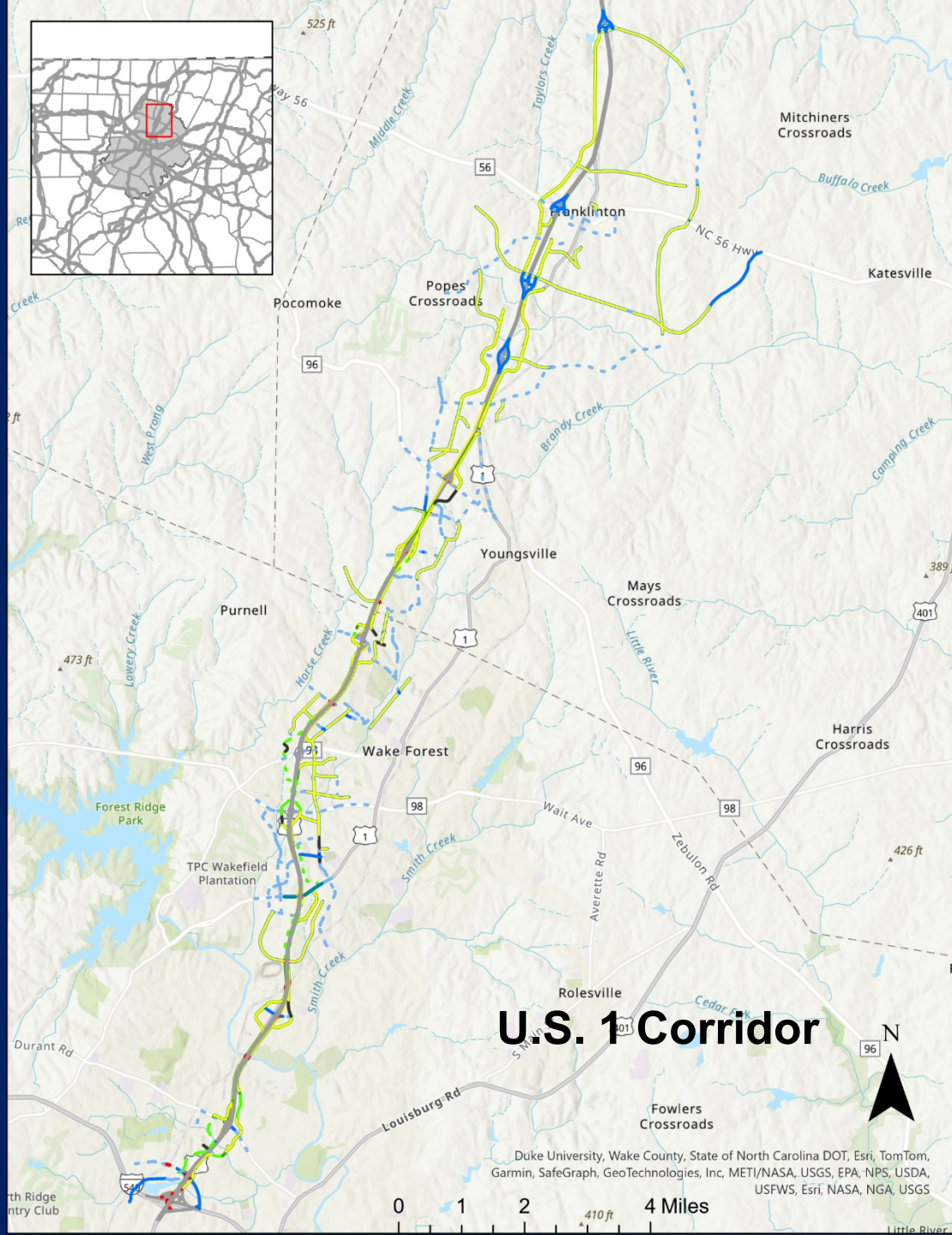
7.2 U.S. 1 Council of Planning Memorandum of Understanding Update

U.S. 1 Council of Planning History

- 
- 2006 - US 1 Corridor Study Completed
 - 2007 - US 1 Council of Planning formed
 - 2012 - US 1 Corridor Study Phase II Completed
 - 2012 - US 1 MOU & Bylaws updated
 - 2014 - Linework and Mapping Update
 - 2024 - Inclusion of the Southeast High-Speed Rail into US 1 Council of Planning**

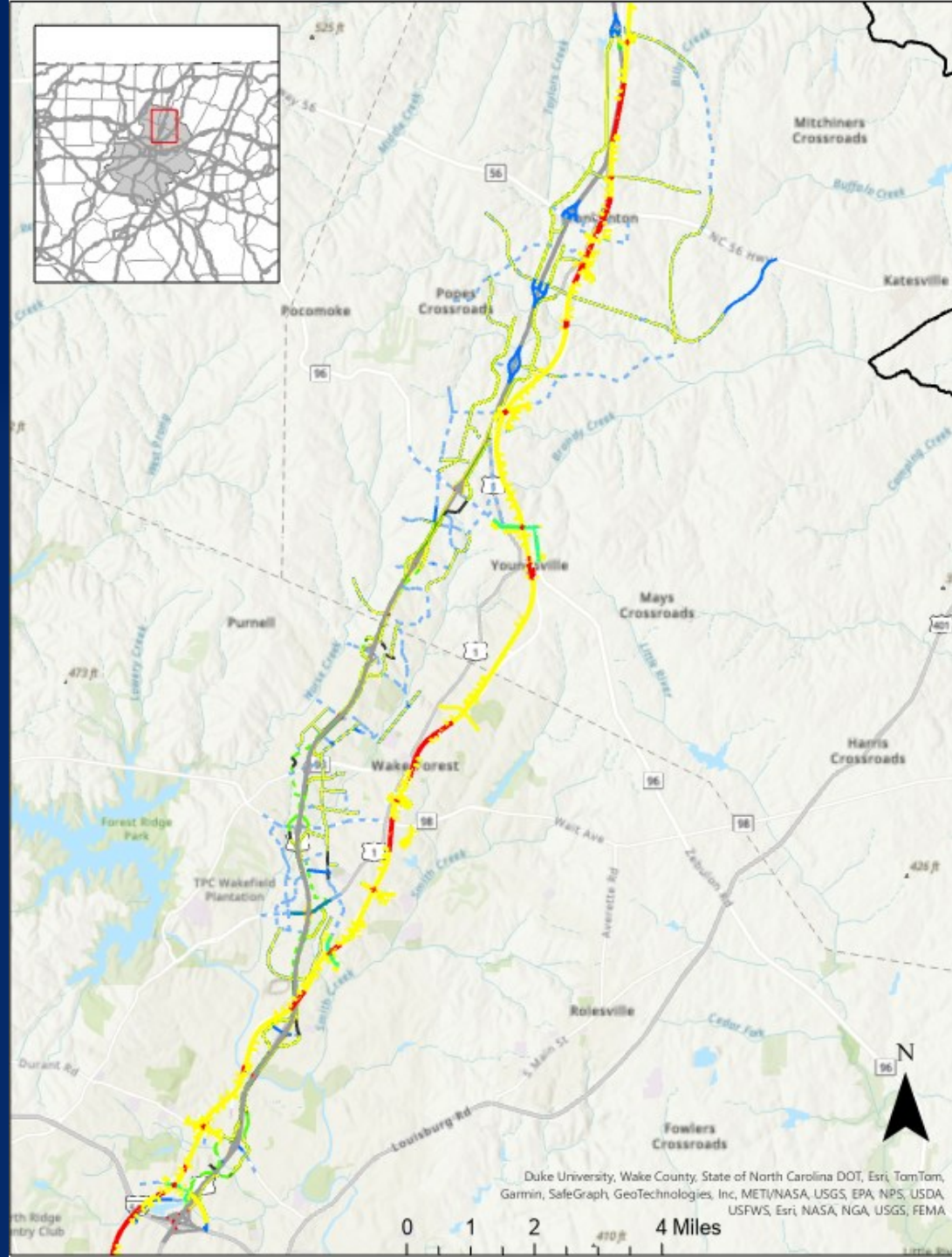
U.S. 1 Council of Planning Members

- CAMPO
- NC Department of Transportation
- City of Raleigh
- Town of Wake Forest
- Town of Youngsville
- Town of Franklinton
- Wake County
- Franklin County
- GoTriangle
- Kerr Area Rural Transit System (KARTS)
- GoRaleigh



U.S. 1 Council of Planning
Interactive Map Application

www.campo-nc.us/about-us/committees/us-1-council-of-planning



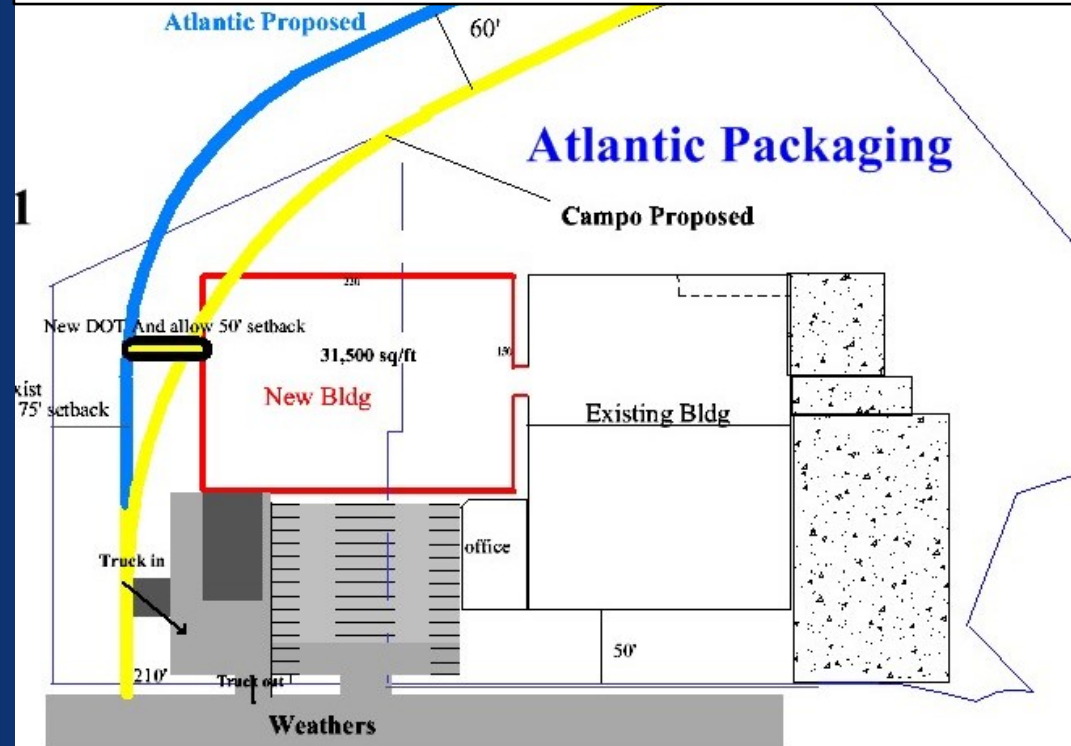
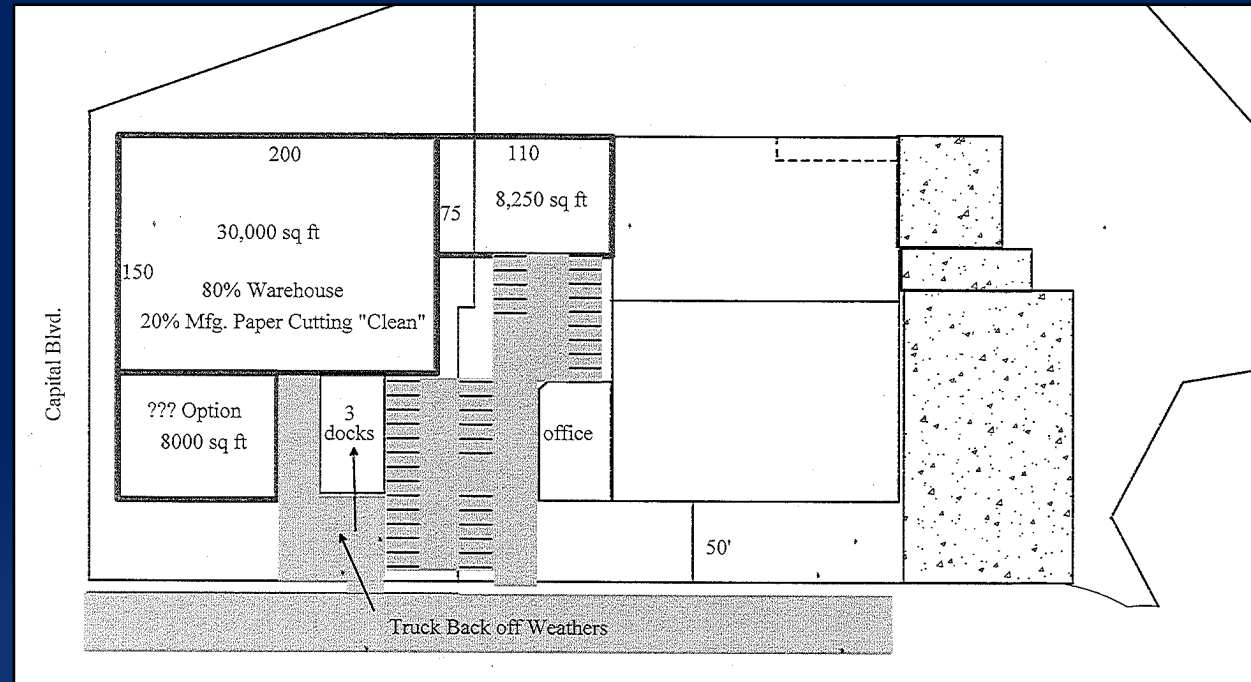
Atlantic Packaging in Youngsville, NC

Original Submittal to Jurisdiction

Project submitted to US 1 Council
of Planning and reviewed Feb. 2014

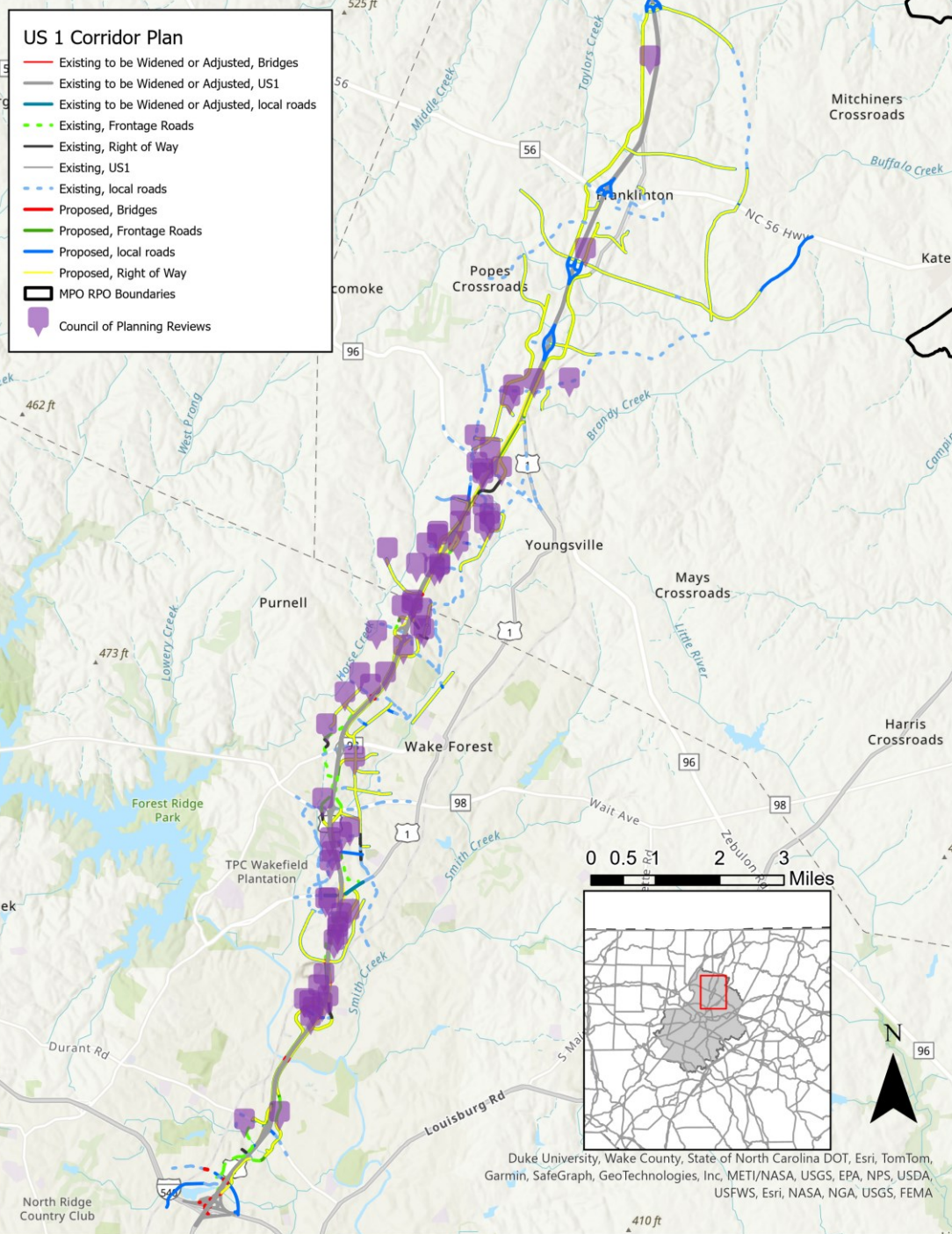
Requested adjustments to make
room for the access road

Adjustments considered and
Endorsed by US 1 Council of
Planning Mar. 2014



Build Out





Capital Area Metropolitan Planning Organization US 1 Corridor Council of Planning

Memorandum of Understanding Between
the Counties of Franklin, and Wake; the City of Raleigh; the Towns of Wake Forest, Franklinton,
and Youngsville; the GoRaleigh; the Kerr Area Rural Transit System; the GoTriangle; the Capital
Area Metropolitan Planning Organization, and the North Carolina Department of Transportation

THIS MEMORANDUM OF UNDERSTANDING is made and entered into on the date herein below last
written, by and between the Counties of Franklin and Wake the City of Raleigh and the Towns of
Wake Forest, Franklinton, and Youngsville; the GoRaleigh; the Kerr Area Rural Transit System;
GoTriangle; the Capital Area Metropolitan Planning Organization, and the North Carolina
Department of Transportation for land use and transportation planning purposes along Highway U.S.
1 and the Southeast High Speed Rail Line referred to hereinafter as the Corridor.

Background

Between November 2005 and September 2006, a project to study the US 1 Corridor between Interstate Highway 540 in Wake County and Park Avenue/US 1A in Franklin County was funded by the North Carolina Capital Area Metropolitan Planning Organization (NC Capital Area MPO), the City of Raleigh, Town of Wake Forest, the North Carolina Department of Transportation (NCDOT), and Triangle Transit (now GoTriangle). This is referred to as the US 1 Corridor Study Phase I. Subsequently, between December 2011 and September 2012, a project to study the US 1 Corridor from Park Avenue/US 1A to the Vance County line in Franklin County was conducted. This is referred to as the US 1 Corridor Study Phase II. In 2024 the Council, in agreement with NCDOT Rail Division, expanded its scope of duties to include corridor preservation for the Southeast High Speed Rail (SEHSR) project that runs roughly parallel to the US 1 Highway.

[The term "Corridor" in this Memorandum refers the area lying roughly within one thousand feet in either direction of the centerline of the US 1 right of way and proposed alignment for the SEHSR between the Corridor's crossing at Interstate 540 in Wake County, and to the Vance County line in Franklin County.]

Increased development pressures along the US 1 corridor, and the resulting vehicular burdens, have stressed the roadway's capability to serve as a reliable transportation facility for its many users. Moreover, all parties recognized four key factors: 1) considerable physical improvement will be required to address corridor issues; 2) current and foreseeable future land uses along the corridor need to be evaluated before making any capital investment in improving the roadway itself, 3) the need to preserve future right-of-way and ensure connections to existing and new developments must be addressed, and 4) transportation planning must seek to include balanced, multi-modal improvements.

7.2 U.S. 1 Council of Planning Memorandum of Understanding Update

Requested Action:

Approve the Executive Director to sign Updated U.S. 1 Council of Planning Memorandum of Understanding on behalf of the Capital Area Metropolitan Planning Organization.

7.3 Congestion Management Process Update

Congestion Management Process (CMP) Overview

THE CMP IS A FEDERAL REQUIREMENT - 23 CFR 450.322

"The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53[...]"

"[...]Consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes, including highway, transit, passenger and freight rail operations, and non-motorized transport[...]"

CMP Background



The Congestion Management Process (CMP) was adopted by the Transportation Advisory Committee on June 16, 2010



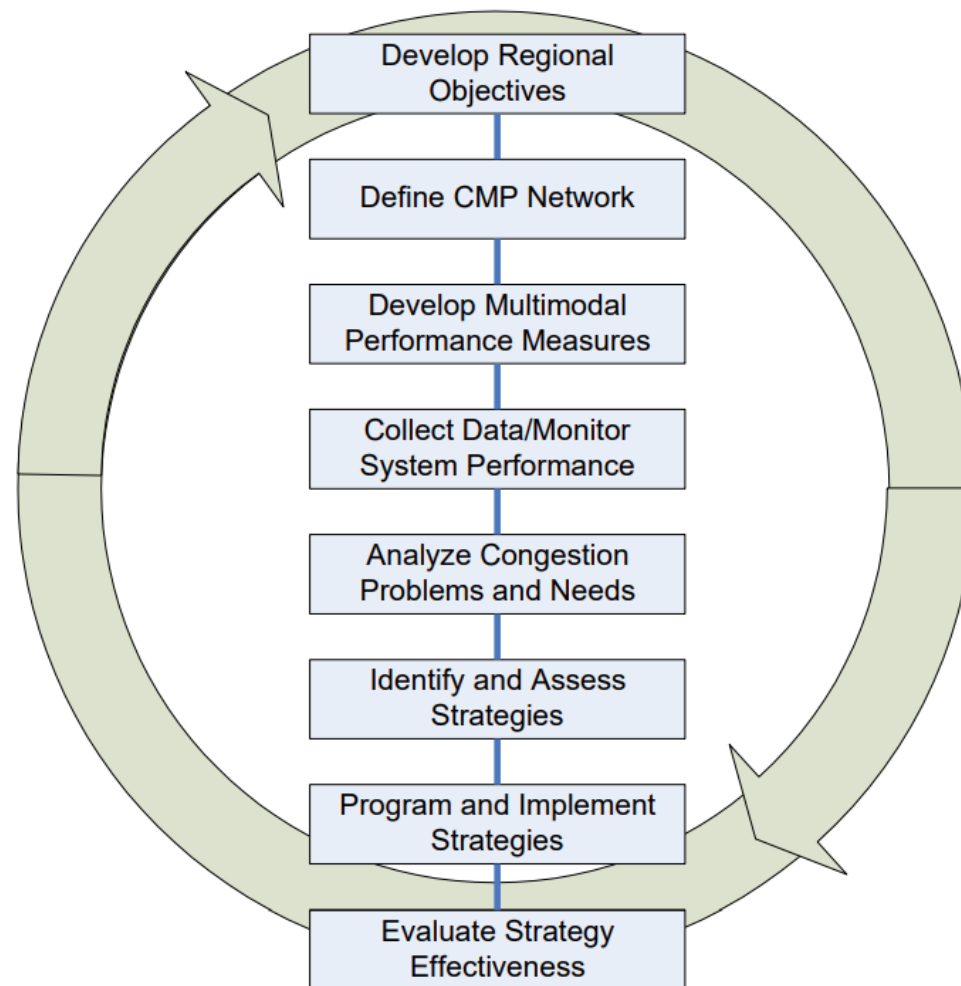
The CMP Status of the System Report detailed multi-modal transportation congestion from 2013-2014

CMP Adoption Schedule

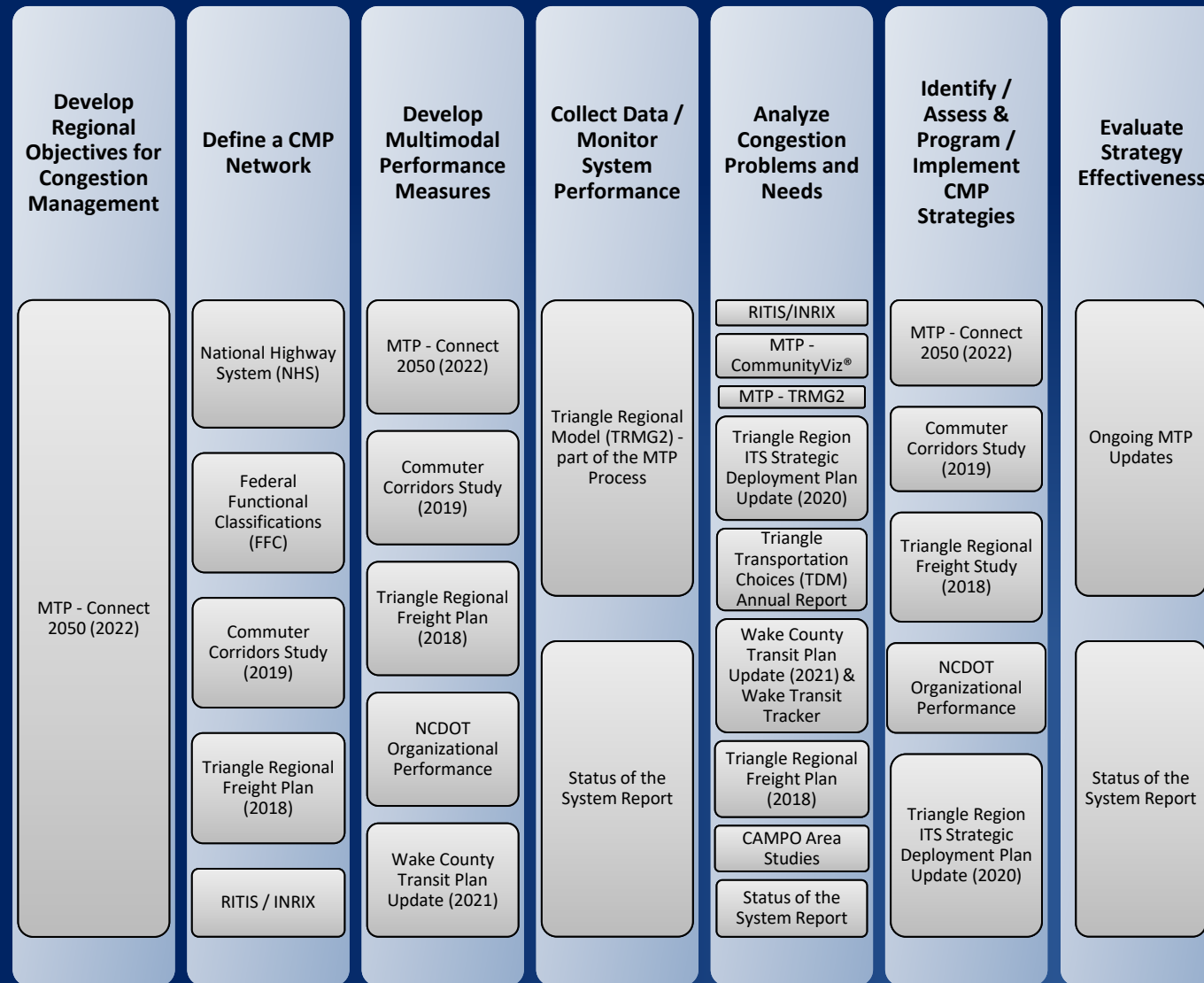
Event	Date	Board
CMP High-Level Overview	September 5, 2024	TCC
CMP Lunch and Learn – Sneak Peek at CMP Final Report and Q&A Session	September 12th or September 13th: 12PM to 1PM	TCC
Public Comment Period	September 16, 2024, to October 15, 2024	Executive Board
CMP High-Level Overview	September 18, 2024	Executive Board
CMP Adoption	October 16, 2024	Executive Board
Opportunity to make minor adjustments as needed	October 16, 2024, to MTP Adoption	CAMPO Staff and TCC
MTP Adoption	Winter 2025/2026	Executive Board

CMP Federal Process

Figure 2. Elements of the Congestion Management Process



CMP: Federal Guidelines & CAMPO Processes



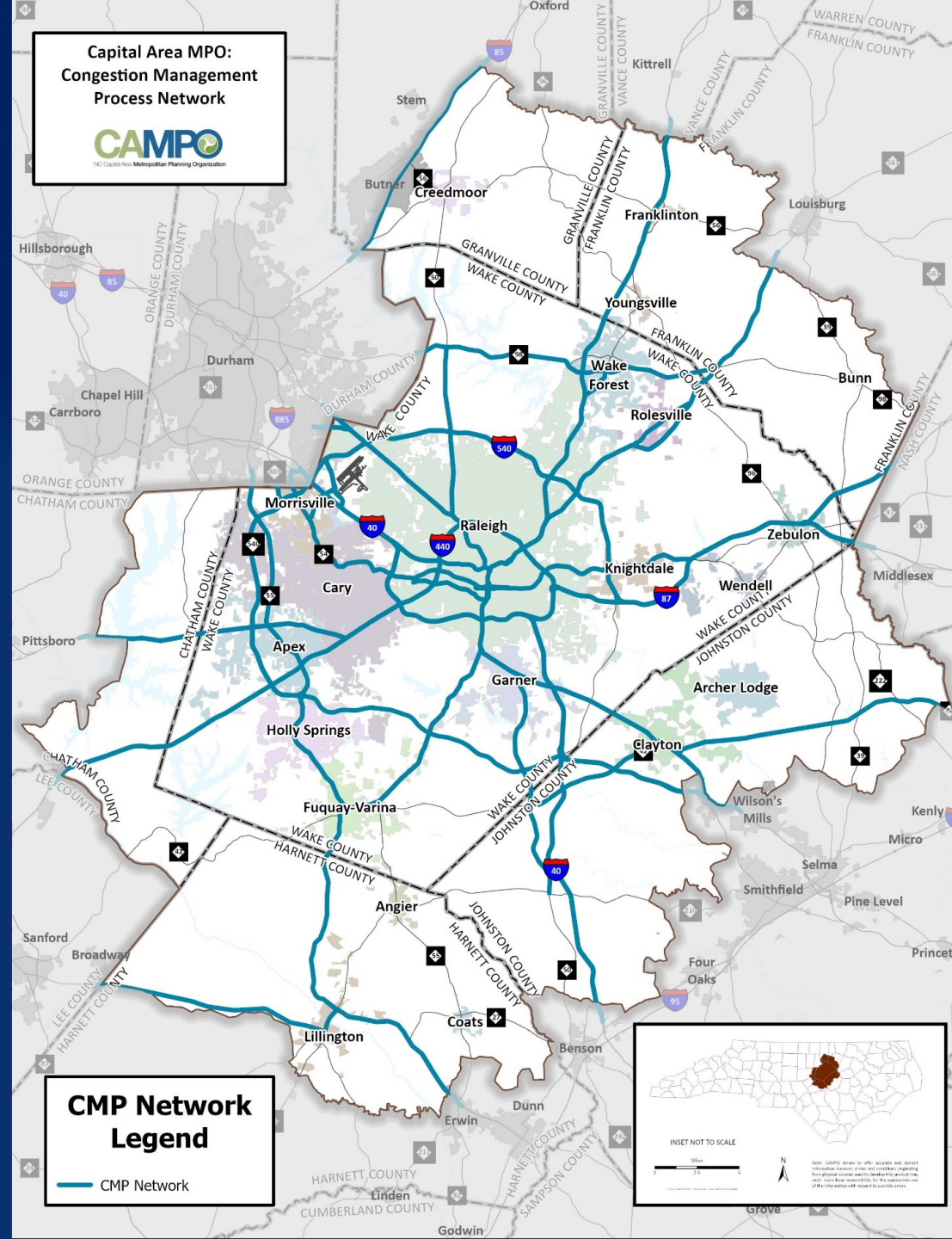
CMP Objectives

Objective
Objective 1: Improve Travel Time Reliability and Efficiency
Objective 2: Enhance Public Transit Services and Infrastructure
Objective 3: Enhance Safety and Operational Performance
Objective 4: Promote the Development of a Sustainable, Health-Oriented, and Multimodal Transportation Network
Objective 5: Enhance Traveler Information and Demand Management

CMP Network

Three Elements of the CMP Network

1. National Highway System (NHS)
2. Federal Functional Classifications
3. INRIX Bottleneck Data – 95th Percentile



CMP Performance Measures

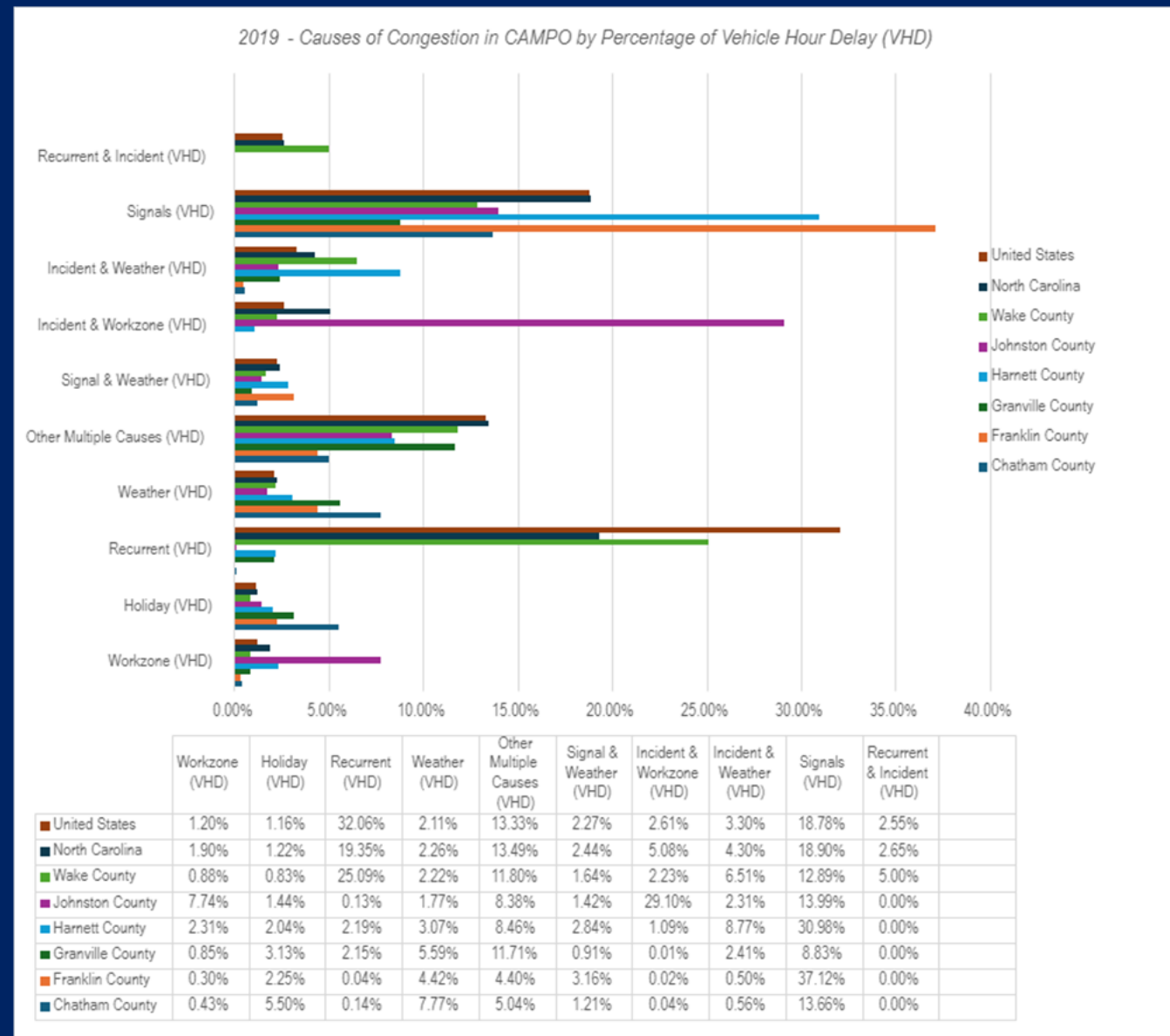
Objective	# of Measures
Objective 1: Improve Travel Time Reliability and Efficiency	10
Objective 2: Enhance Public Transit Services and Infrastructure	9
Objective 3: Enhance Safety and Operational Performance	10
Objective 4: Promote the Development of a Sustainable, Health-Oriented, and Multimodal Transportation Network	8
Objective 5: Enhance Traveler Information and Demand Management	2

Total = 39 CMP Performance Measures

CMP Collect Data & Analyze Problems & Need

Analyze data and narratives begin to emerge

Most collection and analysis for CMP occurs through the development of the MTP with CommunityViz, TRM G2, & other CAMPO planning efforts



Congestion Management Process (CMP) Strategies

Objective	# of Strategies
Objective 1: Improve Travel Time Reliability and Efficiency	13
Objective 2: Enhance Public Transit Services and Infrastructure	7
Objective 3: Enhance Safety and Operational Performance	11
Objective 4: Promote the Development of a Sustainable, Health-Oriented, and Multimodal Transportation Network	9
Objective 5: Enhance Traveler Information and Demand Management	9

Total = 49 CMP Strategies

CMP Evaluate Strategy Effectiveness



7.3 Congestion Management Process Update

Requested Action:
Receive as information.

8. Informational Items: Budget

8.1 Operating Budget – FY 2024

8.2 Member Shares - FY 2024

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

Studies:

- MTP Bicycle & Pedestrian Element Update
- N Harnett County Transit Connections Feasibility Study
- FY24 Coordinated Public Transit Human Service Transportation Plan Update
- Apex Rail Switching Operations Relocation Study
- FY24 Hot Spot - Youngsville

Other Updates:

- Wake Transit/TPAC Updates
- FY 2024 & Prior Year Wake Transit Work Plan Amendments Update
- FY 2025 Wake Transit Work Plan Development Update
- FY 2025 Community Funding Area Program Update
- Wake Transit Vision Plan Update
- Mobility Coordination Committee
- Non-Motorized Volume Data Program
- Triangle Transportation Choices (TDM Program)
- NCDOT Highway Project U-2719 Updates

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. Informational Item: Staff Reports

- MPO Executive Director
- TCC Chair
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Division 8
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- Executive Board Members

ADJOURN

Upcoming Events

Date	Event
October 3 10:00 a.m.	Technical Coordinating Committee Meeting
October 16 4:00 p.m.	Executive Board Meeting