



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**September 5, 2024**

**10:00 AM**

*Audio for the livestream will begin when the Chair calls the meeting to order.*

# 1. Welcome and Introductions

## 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 1, 2024

#### Requested Action:


**Approve the August 1, 2024 Meeting Minutes.**

## 5. Regular Business

- 5.1 U.S. 1 Council of Planning Memorandum of Understanding Update
- 5.2 SPOT 7 Update - Division Needs Target Modal Mixes
- 5.3 FY 24 Coordinated Public Transit - Human Services Transportation Plan Recommendations
- 5.4 Transit Asset Management Performance Measures & Targets for State of Good Repair
- 5.5 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area MOU
- 5.6 FFY 2024 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-allocations
- 5.7 FTA Section 5307 / 5340/ 5339 Designated Recipient for the Raleigh Urbanized Area
- 5.8 FY 2025 Unified Planning Work Program Amendment #1
- 5.9 Update to CAMPO's Title VI and Limited English Proficiency Plans
- 5.10 Congestion Management Process Update

# 5.1 U.S. 1 Council of Planning Memorandum of Understanding Update

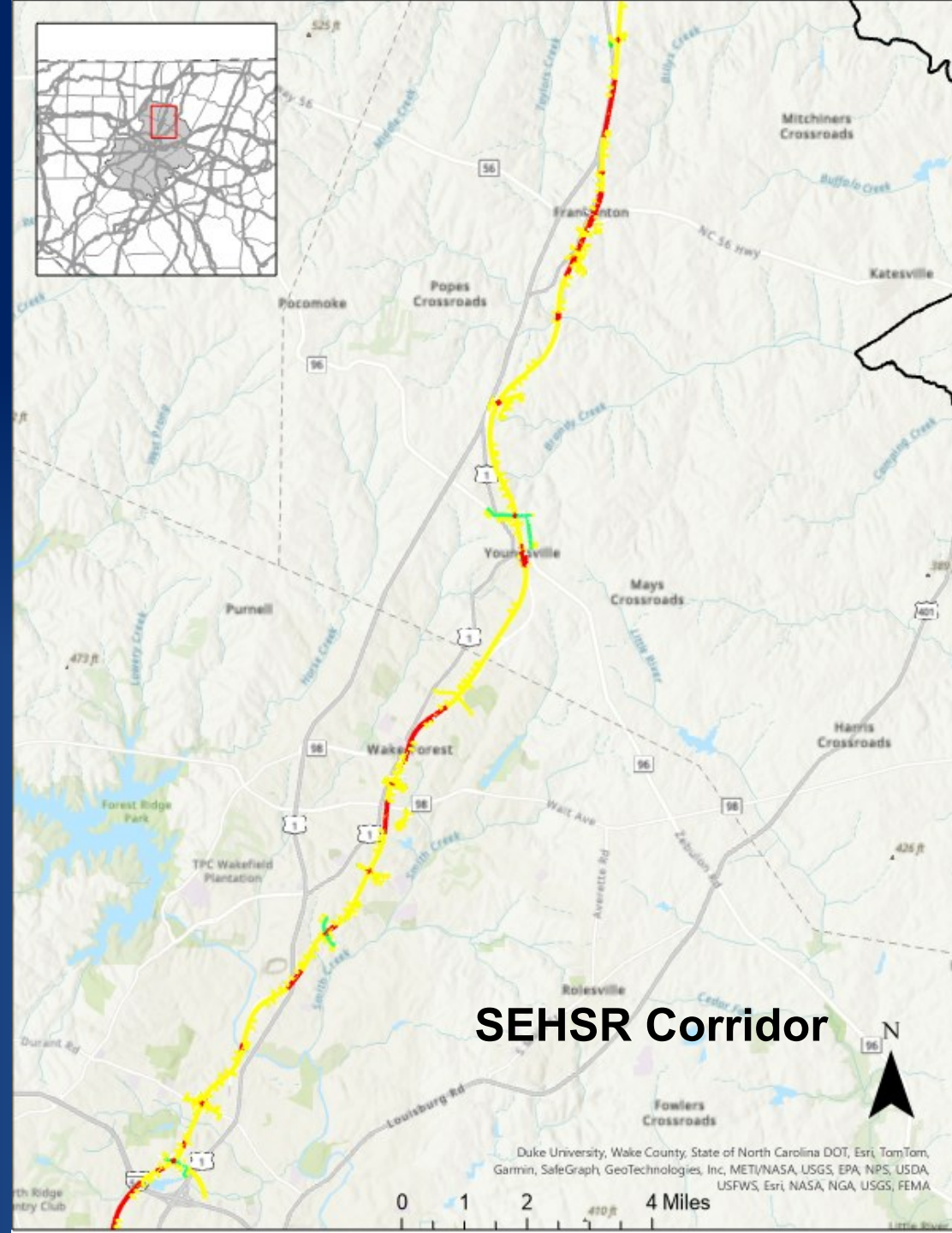
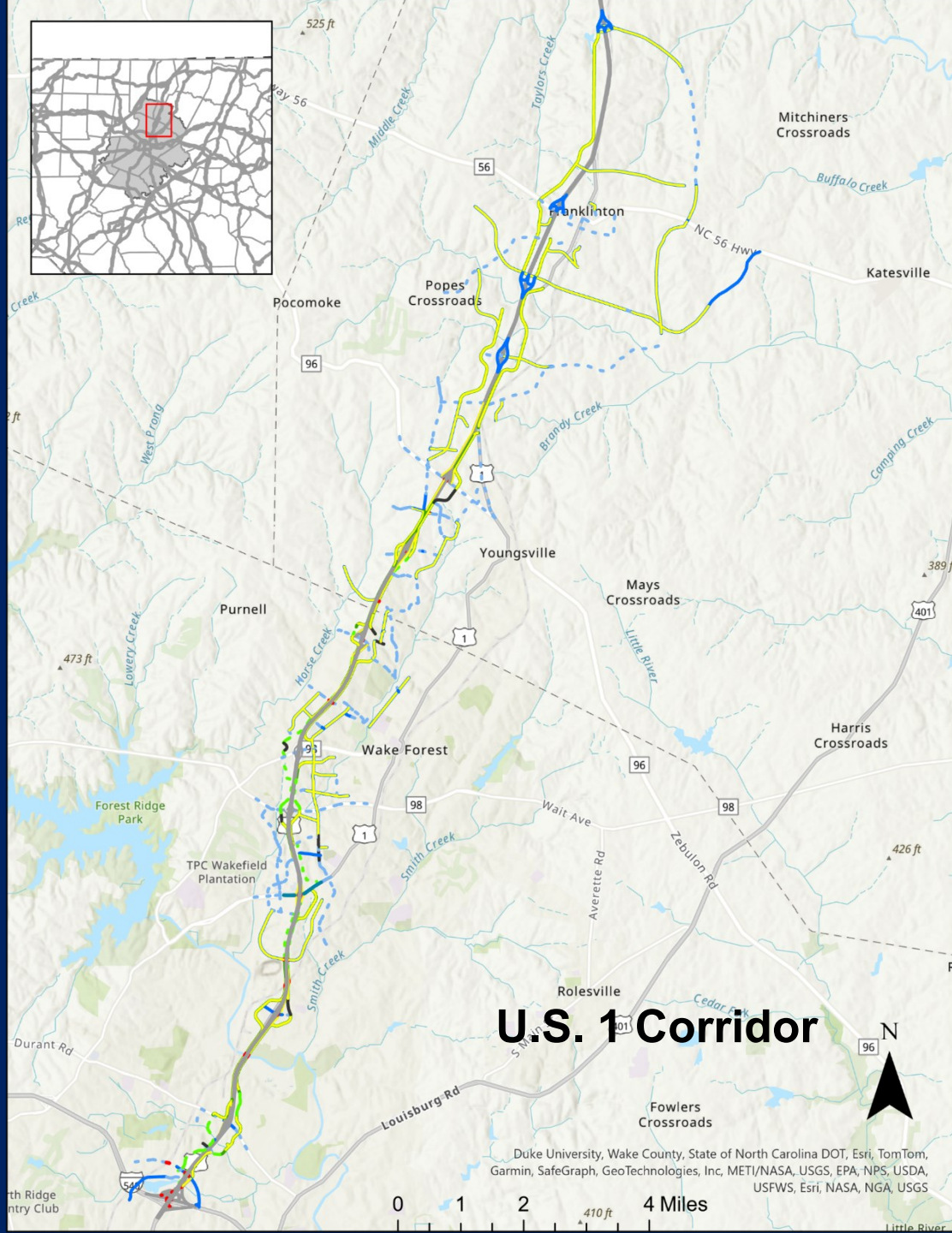
# U.S. 1 Council of Planning History

- 
- 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**



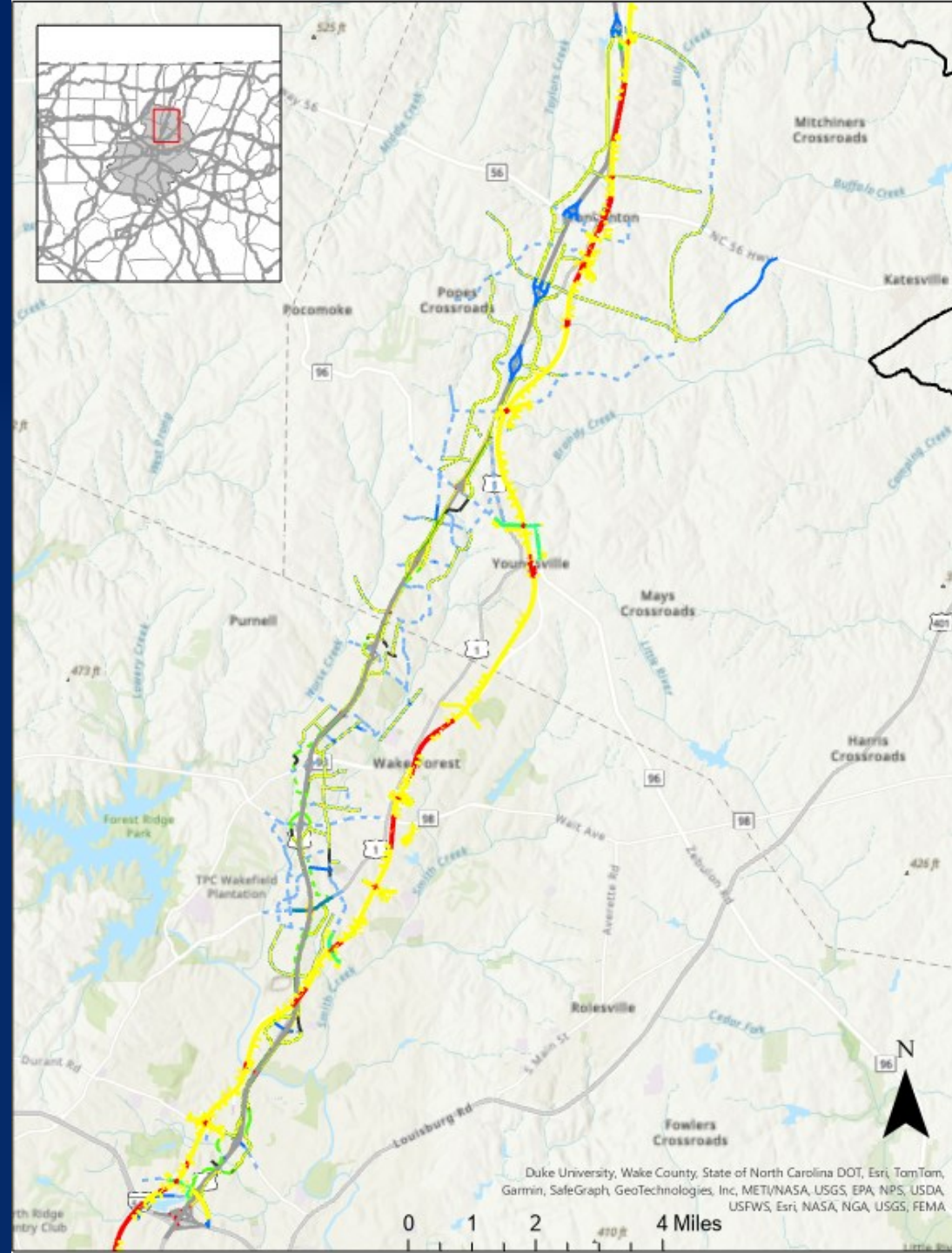
# U.S. 1 Council of Planning Members

- 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



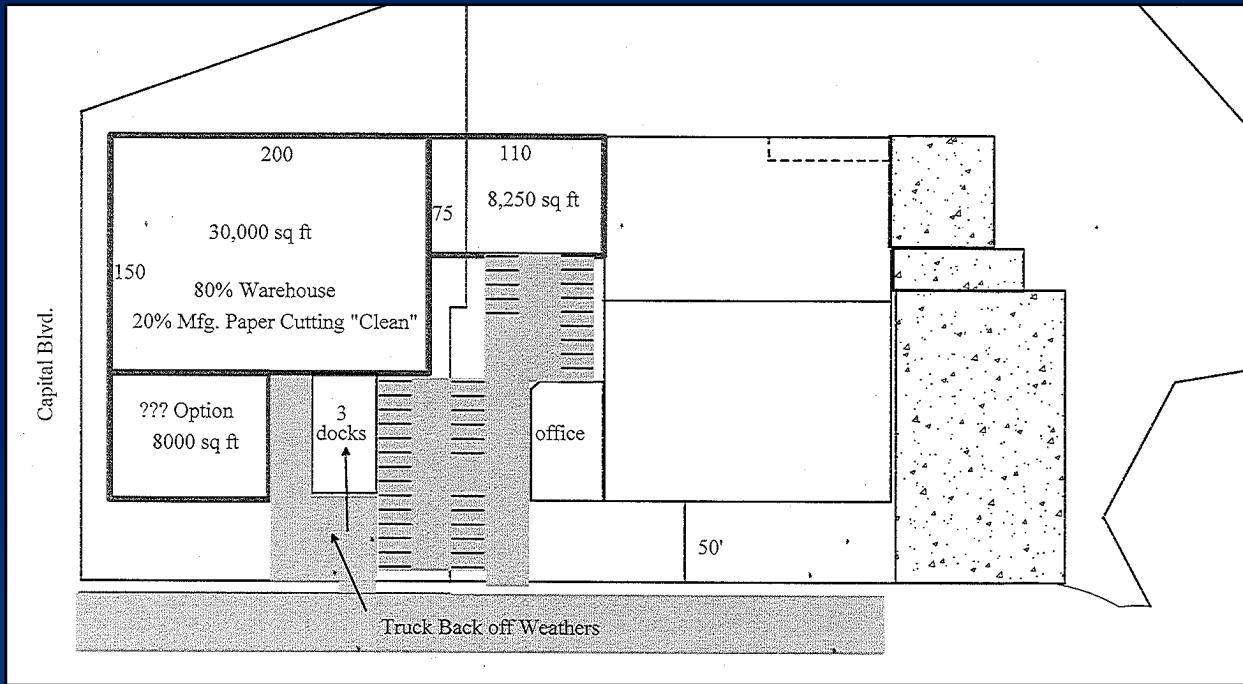
U.S. 1 Council of Planning  
Interactive Map Application

[www.campo-nc.us/about-us/committees/us-1-council-of-planning](http://www.campo-nc.us/about-us/committees/us-1-council-of-planning)



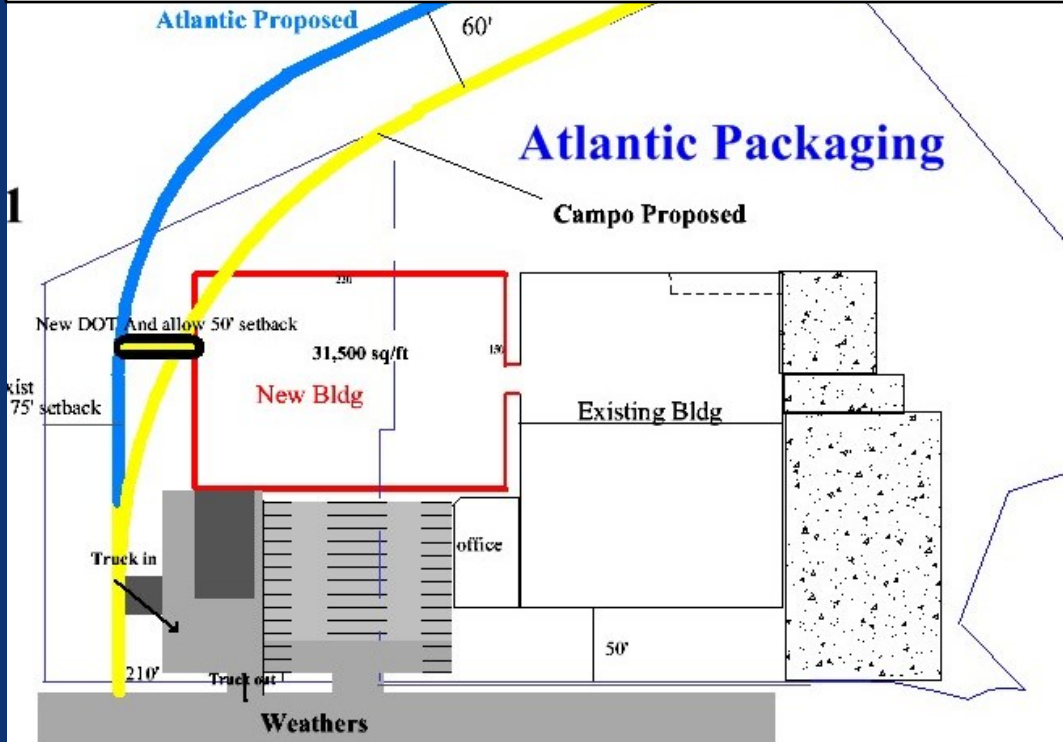
# Atlantic Packaging in Youngsville, NC

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

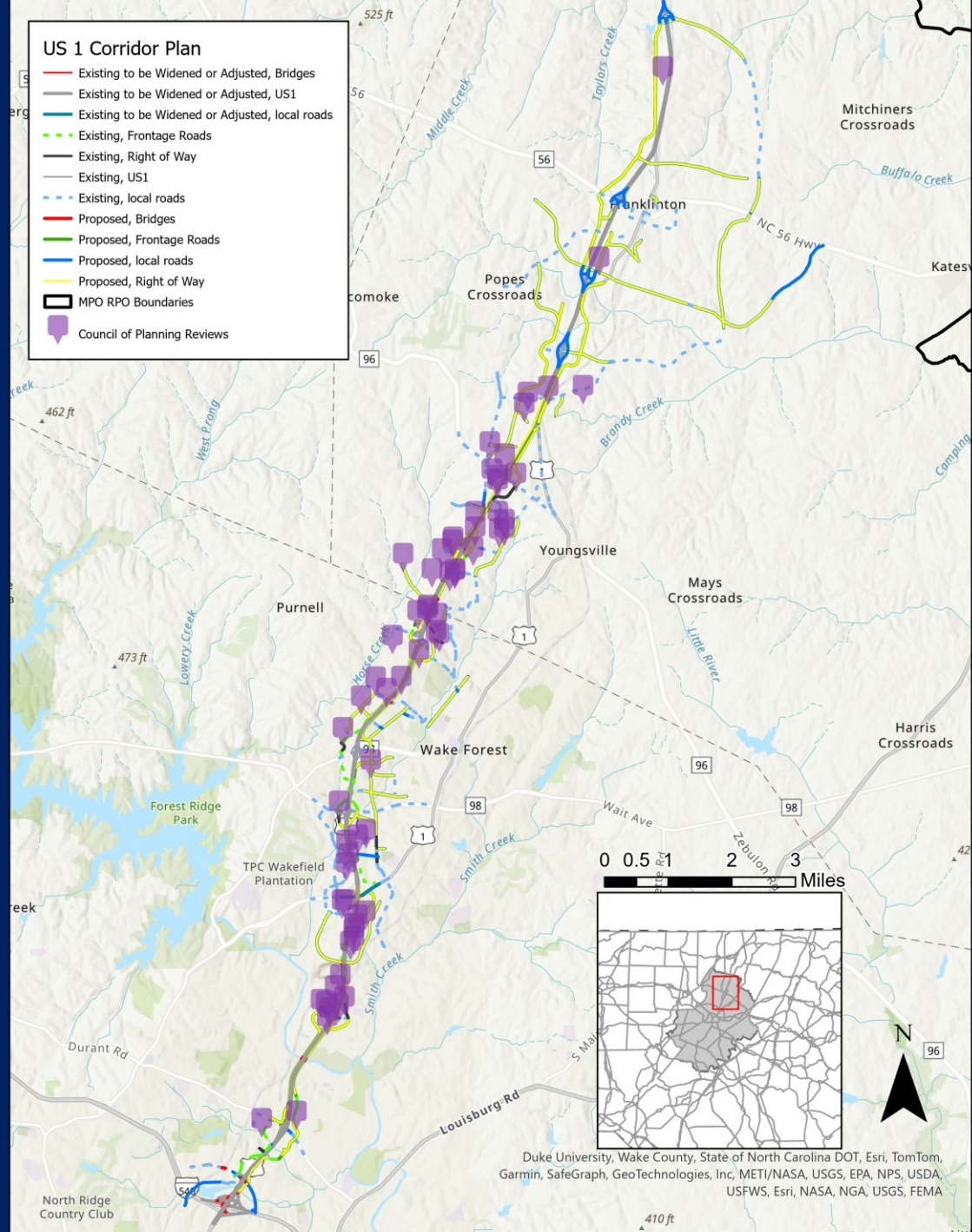


Adjustments considered and Endorsed by US 1 Council of Planning Mar. 2014

# Build Out



- ### US 1 Corridor Plan
- Existing to be Widened or Adjusted, Bridges
  - Existing to be Widened or Adjusted, US1
  - Existing to be Widened or Adjusted, local roads
  - - - Existing, Frontage Roads
  - Existing, Right of Way
  - Existing, US1
  - - - Existing, local roads
  - Proposed, Bridges
  - Proposed, Frontage Roads
  - Proposed, local roads
  - Proposed, Right of Way
  - MPO RPO Boundaries
  - Council of Planning Reviews



Duke University, Wake County, State of North Carolina DOT, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. METI/NASA, USGS, EPA, NPS, USDA, USFWS, Esri, NASA, NGA, USGS, FEMA

## 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.

## 5.1 U.S. 1 Council of Planning Memorandum of Understanding Update

### Requested Action:

**Recommend the Executive Board Approve the Updated U.S. 1 Council of Planning Memorandum of Understanding.**



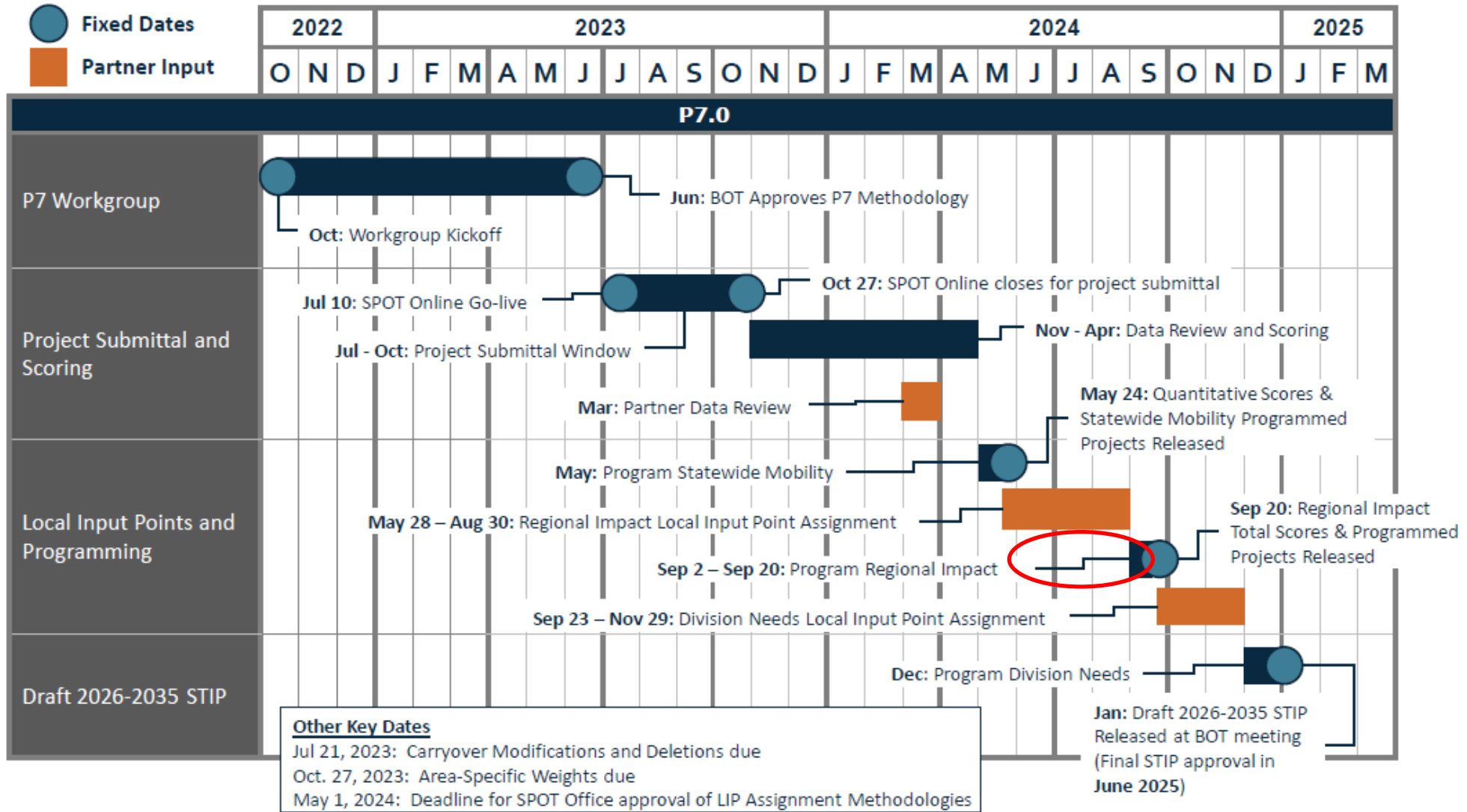
## 5.2 SPOT 7 Update - Division Needs Target Modal Mixes

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

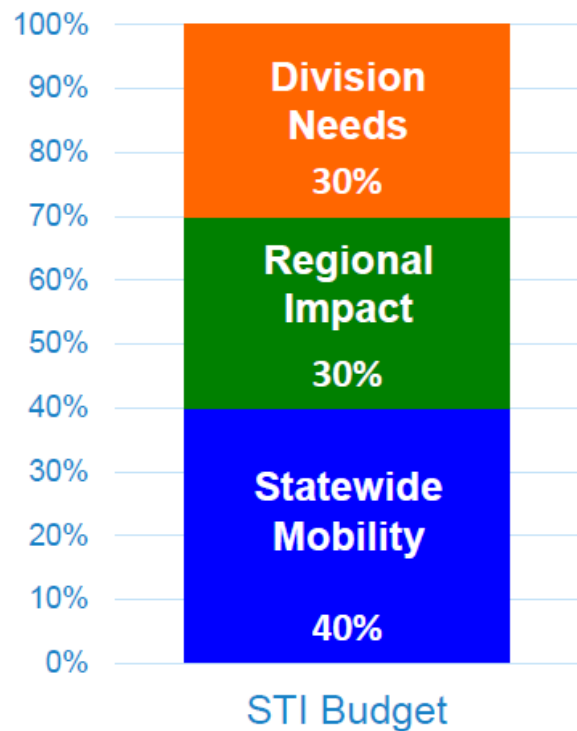
# P7 Schedule

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"> <li>Interstates (existing &amp; future)</li> <li>National Highway System routes (as of 2013)</li> <li>STRAHNET<sup>1</sup></li> <li>Designated Toll Facilities</li> </ul>	Other US and NC Routes	<ul style="list-style-type: none"> <li>All Secondary Roads (SR)</li> <li>Federal-Aid Eligible Local Roads</li> </ul>
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)

<sup>1</sup> 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

**Projects Submitted** by MPOs, RPOs, & Divisions



1. Reviewed for eligibility
2. Data screened & developed
3. Quantitative scores calculated

**Statewide Mobility**  
40% of Funds

1. Projects programmed
2. Projects not programmed cascaded to next category

**Statewide Mobility Score =**  
100% Quantitative

**Regional Impact**  
30% of Funds

1. Local input points assigned
2. Total scores calculated
3. Projects programmed
4. Projects not programmed cascaded to next category

**Regional Impact Score =**  
70% Quantitative +  
30% Local Input

**Division Needs**  
30% of Funds

1. Local input points assigned
2. Total scores calculated
3. Projects programmed

**Division Needs Score =**  
50% Quantitative +  
50% Local Input

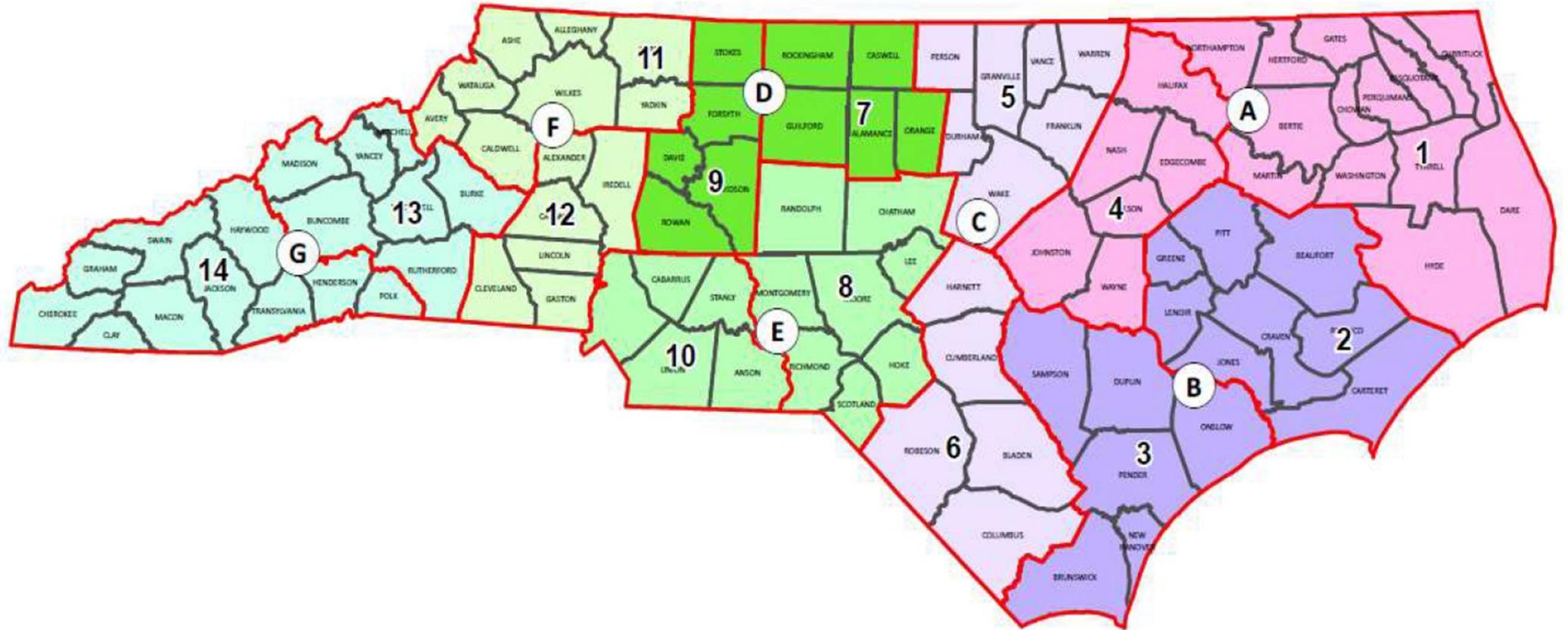
## 5.2 SPOT 7 Update - Division Needs Target Modal Mixes

### 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

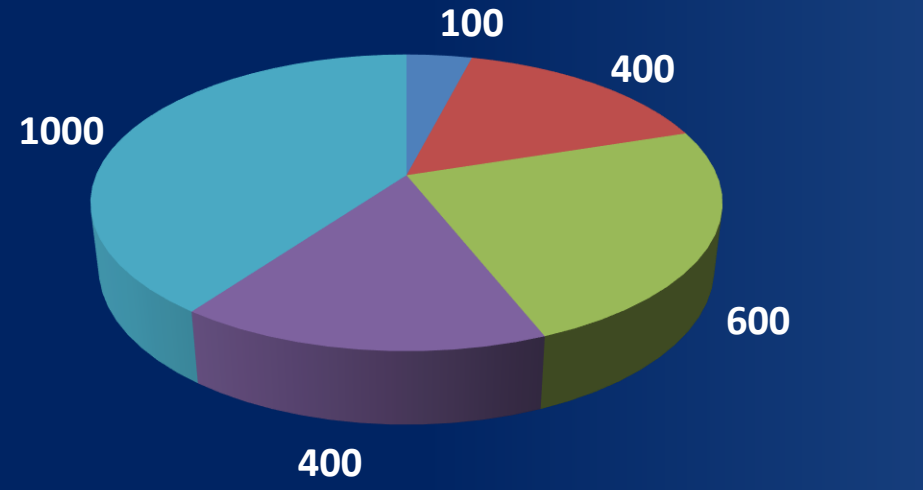
Division 1	-\$19M
Division 2	-\$85M
Division 3	-\$54M
Division 4	\$24M
Division 5	-\$107M
Division 6	\$126M
Division 7	\$184M
Division 8	\$113M
Division 9	-\$15M
Division 10	-\$108M
Division 11	\$40M
Division 12	-\$72M
Division 13	-\$52M
Division 14	\$51M

\*As of May 17, 2024

# 5.2 SPOT 7 Update - Division Needs Target Modal Mixes

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

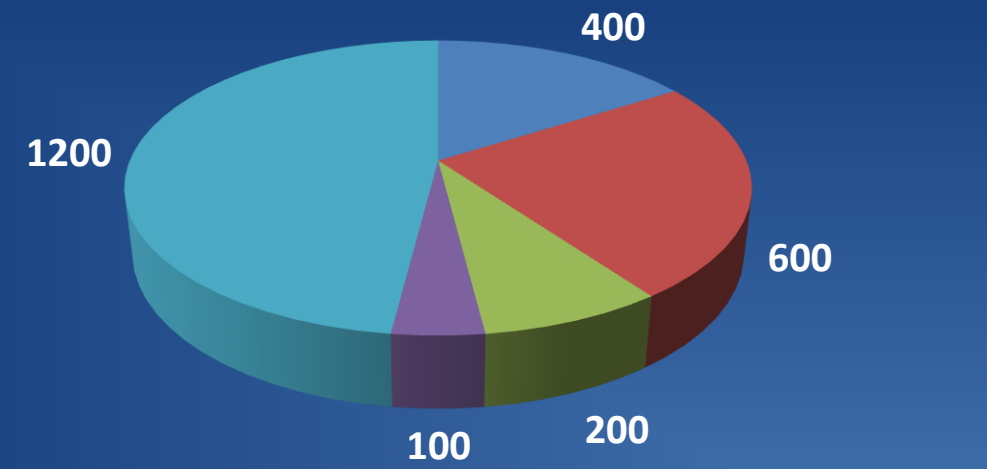
SPOT 5 Modal Targets



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

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

SPOT 7 Modal Targets

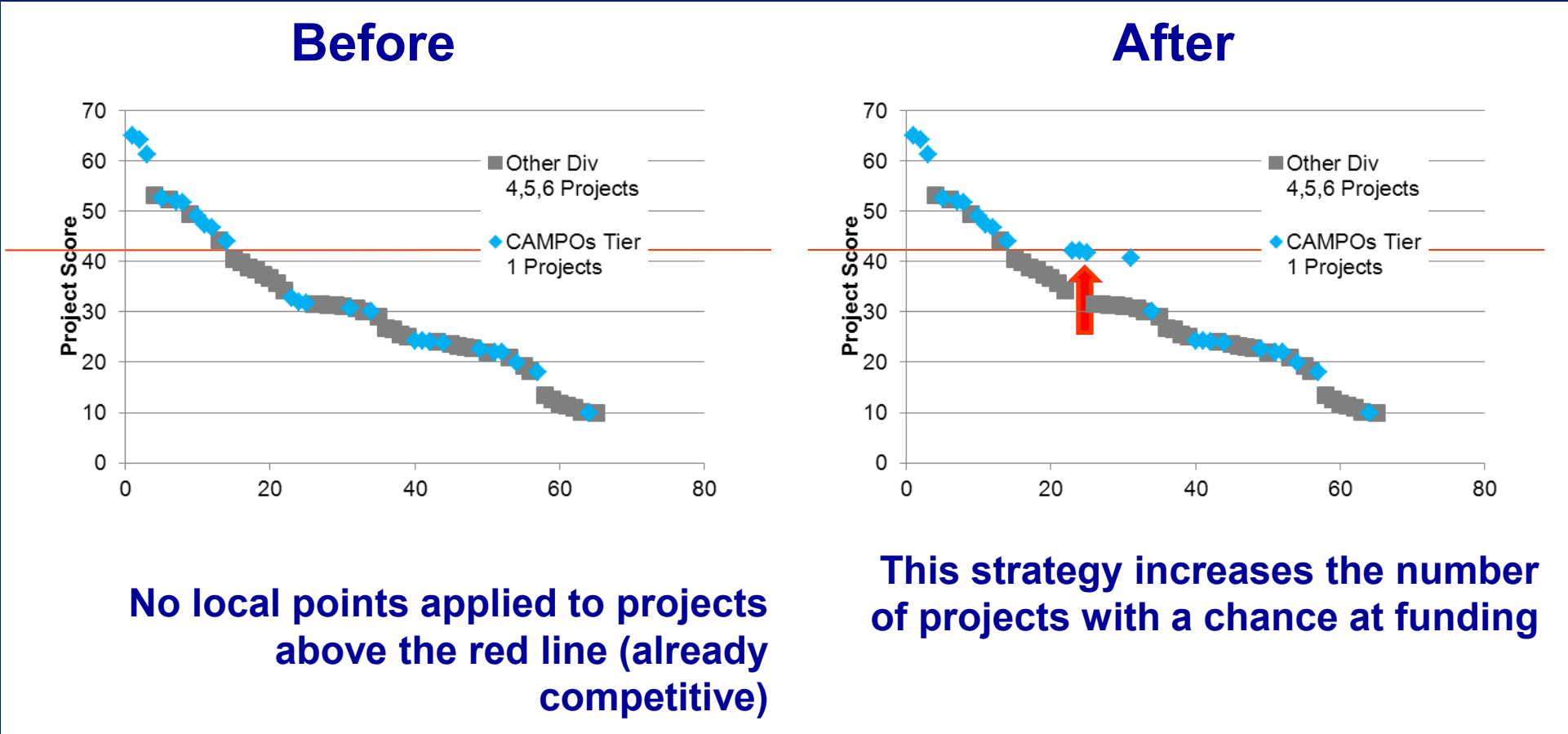


■ Aviation ■ Bicycle & Pedestrian ■ Transit ■ Rail ■ Roadway



# CAMPO Adopted Methodology

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



## 5.2 SPOT 7 Update - Division Needs Target Modal Mixes

### Requested Action:

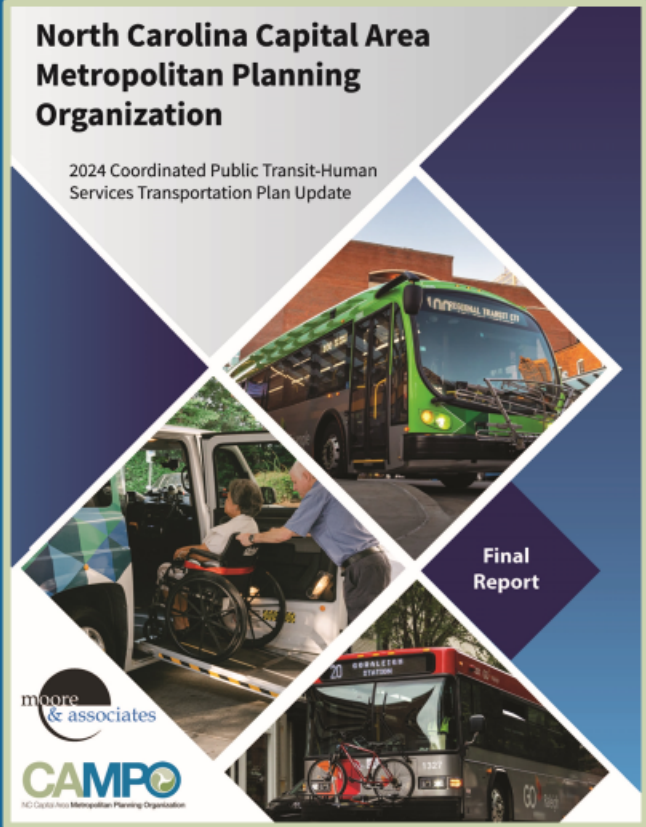
Recommend approval of Division Needs target modal mix.

## 5.3 FY 24 Coordinated Public Transit - Human Services Transportation Plan Recommendations

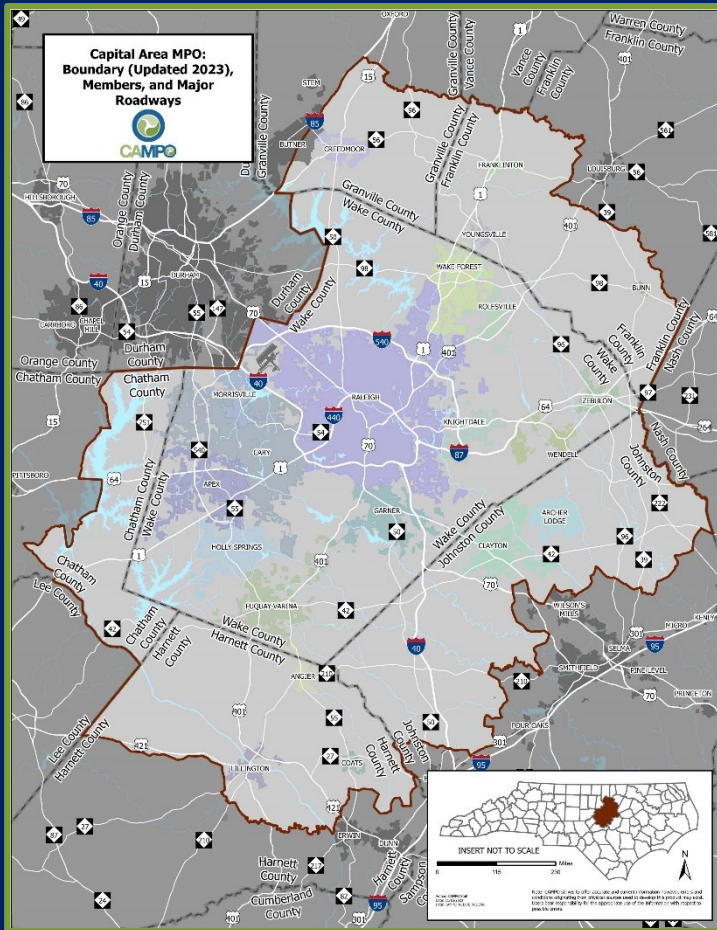
# North Carolina Capital Area MPO

## 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



NC Capital Area Metropolitan Planning Organization

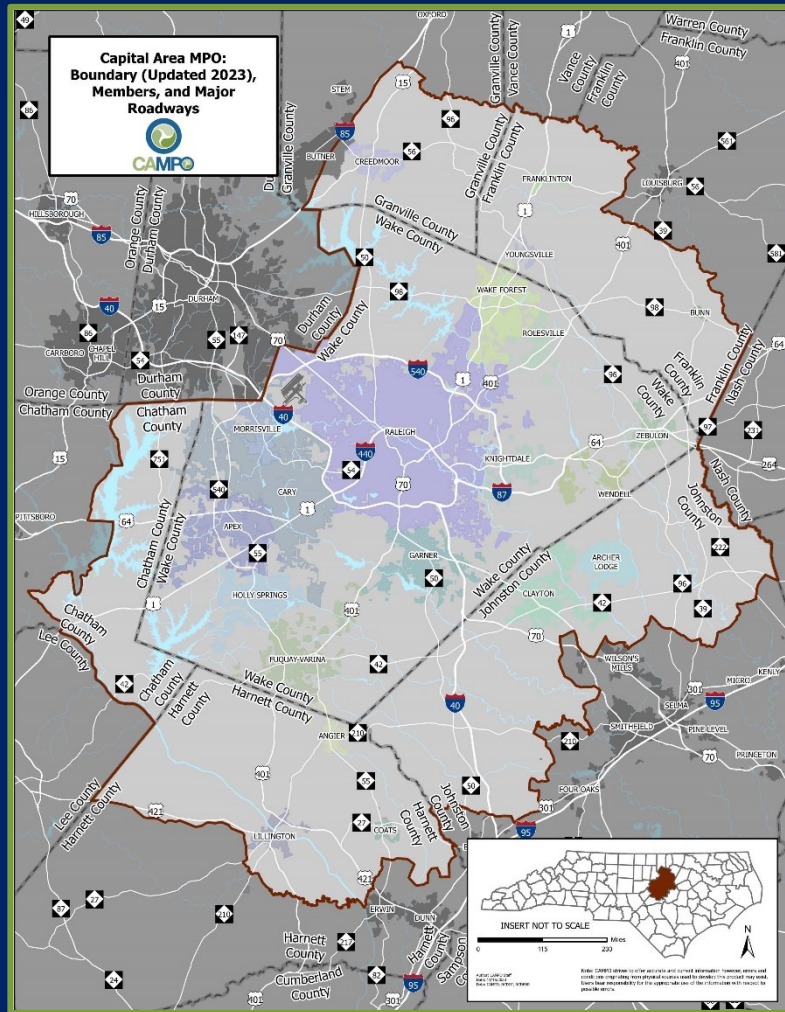
2018 Update Adopted February 1, 2019

Amendment #1 Approved February 19, 2020



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

# Overall Project Goals: Intentionally broad to reflect the needs and service gaps identified through Plan development



Develop policies and programs to support mobility coordination across the CAMPO and adjacent region.



Coordinate ADA paratransit services throughout the CAMPO region.



Support transportation services that address the needs of the CAMPO region.



Raise awareness of mobility options throughout the CAMPO region.

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](https://publicinput.com/CAMPOcommunitysurvey)  
Or Scan this QR code:

**Print:**  
Available at in-person events  
Or Call 984-542-3601  
Or Email [Crystal.Odum@campo-ncus](mailto:Crystal.Odum@campo-ncus)

**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**  
Central 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.

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### 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.

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

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1.1.3 Evaluate sustainability of the Mobility Coordination Committee.

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# Recommendations and Strategies

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

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

1.2.1 Include enhanced service coordination in the Year 1 workplan.

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1.2.2 Incorporate promotion of public transportation into responsibilities.

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1.2.3 Build a broader coalition with human service agencies.

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1.2.4 Develop emerging mobility policy.

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1.2.5 Expand emerging mobility options.

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# Recommendations and Strategies

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

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**Goal 1.3: Explore coordinating transit recruitment.**

1.3.1 Explore coordinating driver and dispatcher recruitment.

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# Recommendations and Strategies

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

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### Goal 2.1: Create a regional ADA structure.

2.1.1 Explore opportunities to streamline ADA application language and processes.

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2.1.2 Coordinate no show/late cancellation policies.

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2.1.3 Explore implementation of a consistent ticketing technology.

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2.1.4 Create a single regional ADA User Guide.

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# 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.

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**Goal 2.3:**  
**Maximize**  
**efficiency of ADA**  
**paratransit**  
**services.**

2.3.1 Assess GoCary Tier 2 and Tier 3 service capacity.

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# Recommendations and Strategies

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

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

3.1.1 Evaluate medical transportation needs/conduct scenario planning.

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

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

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# Recommendations and Strategies

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

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**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.

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

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

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

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

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# 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.

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**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.

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3.3.2 Increase access to volunteer driver programs.

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# Recommendations and Strategies

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

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### 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.

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

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

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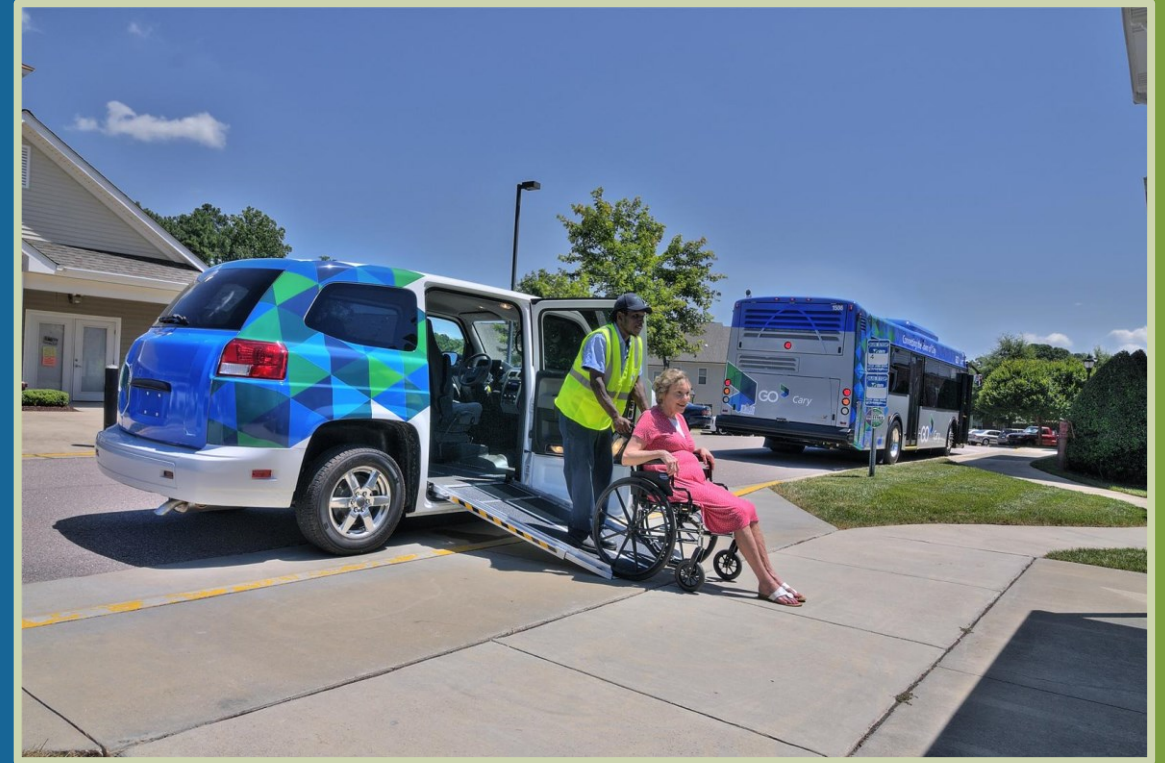
4.1.4 Develop travel training program to support use of fixed-route services.

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4.1.5 Enhance transit awareness through additional marketing.

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# Discussion/Questions



## 5.3 FY 24 Coordinated Public Transit - Human Services Transportation Plan Recommendations

### Requested Action:

**Recommend the Executive Board approve the 2024 Coordinated Public Transit - Human Services Transportation Plan Update.**



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

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

- Federal Requirements: **Transit providers must annually** set performance targets for state of good repair related to their assets and **MPOs** must establish **regional** targets **every four years**.
- Agreement: CAMPO sets **annual regional** measures and targets
  - Ex. Board adopted 2024 TAM measures and targets on 9/21/23
- 2025: Providers concur with the recommendation that the transit asset management regional targets for 2025 remain the same as 2024.

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

### 2025 Recommended Regional Transit Asset Management Performance Measures and Targets

Category	Asset Class	Performance Measure	State Goals	Recommended Regional Goals	GoRaleigh	GoTriangle	GoCary	GoWake
Rolling Stock - All Revenue Vehicles	Buses	<b>Age</b> - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	20%	20%	0%	20%	*20%	*20%
Equipment – Non-revenue vehicles	Vehicles	<b>Age</b> - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%	22%	22.2%	22%	*20%	*20%
Facilities - All buildings or structures	Admin/ Maintenance Facility	<b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	20%	20%	16.67%	0%	*20%	*20%
Facilities - All buildings or structures	Passenger Facility	<b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	20%	20%	0%	0%	*20%	*20%
	* = State Group plan participant							

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

### Requested Action:

**Recommend the Executive Board adopt the 2025 Performance Measures & Targets for Transit Asset Management and State of Good Repair.**

## 5.5 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Memorandum of Understanding

## 5.5 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Memorandum of Understanding

- Congress annually appropriates funds for Federal Transit Administration programs. Section 5307/5340 and Section 5339 funds are annually allocated by FTA to the Raleigh Urbanized Area (UZA) based upon formulas, National Transit Data and Census Data.
- Raleigh is the Designated Recipient to receive the Section 5307/5340 and Section 5339 federal transit funds for the Raleigh UZA and expects to continue.
- Each year the Designated Recipient (with the MPO) sub-allocates the program funds to eligible direct grant recipients or sub-recipients in the Raleigh UZA.

## 5.5 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Memorandum of Understanding

- Since 2017, the Designated Recipient and eligible regional transit partners have been operating with a sub-allocation methodology Memorandum of Understanding to facilitate the flow of funds using the federal formula, updating it as needed.
- For FFY 24 the FTA has apportioned the funds using 2020 Census data where the Raleigh UZA has grown in population greater than 1 million requiring a formula change/funding from another pot of money and an update to the region's 2023 MOU methodology.
- The change of the federal formula greater than one million has resulted in an imbalance of sub-allocation funds to the parties.

## 5.5 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Memorandum of Understanding

- The eligible parties have agreed to using the 2023 sub-allocation amounts to the parties as a base hold harmless year/amount and to then calculate the balance of allocation funds received per the FTA using the greater than one million population formula for two federal fiscal year apportionments.
- Over the next year, the parties have agreed to update the methodology given the calculous changes.
- The attached FFY 24 MOU and resolution spells out the agreed upon terms.



## 5.5 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Memorandum of Understanding

### Requested Action:

**Recommend the Executive Board 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 FFY 2024 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

## 5.6 FFY 2024 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

- FTA FFY 2024 Full Apportionment - Section 5307/5340 & 5339 funding released to Raleigh UZA calculated with 2020 Census data
- City of Raleigh, the designated recipient, is responsible for developing the sub-allocation of the funding for the Raleigh UZA
- Methodology based on the 2024 MOU for 2 years between the City of Raleigh, GoTriangle, the Town of Cary, Wake County and CAMPO

## 5.6 FFY 2024 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

- Required annual funding “split letter” among transit providers
- MPO must formally concur with the sub-allocation of UZA federal funds and the programming of projects that will make use of the funds
- See agenda packet accessory worksheets and DRAFT split letter

## 5.6 FFY 2024 FTA Section 5307, 5340 & 5339 Raleigh Urbanized Area Sub-Allocations

Recipient	Section 5307/5340	Section 5339	Total
GoRaleigh (inc NCSU)	\$12,941,669	\$1,095,844	\$1,4037,512
Town of Cary	\$2,326,100	\$200,740	\$2,526,840
Town of Morrisville	\$2,608	\$256	\$2,864
GoTriangle	\$1,559,727	\$151,026	\$1,710,753
Wake County	\$1,568,232	\$151,842	\$1,720,074
JCATS	\$1,627	\$160	\$1,787
<b>TOTALS</b>	<b>\$18,399,963</b>	<b>\$1,599,867</b>	<b>\$19,999,830</b>

## 5.6 FFY 2024 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-allocations

### Requested Action:

**Recommend the Executive Board 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.**

## 5.7 FTA Section 5307 / 5340/ 5339 Designated Recipient for the Raleigh Urbanized Area

## 5.7 FTA Section 5307 / 5340/ 5339 Designated Recipient for the Raleigh Urbanized Area

- The City of Raleigh has operated as the designated recipient for Section 5307 Urbanized Area Formula Program funds for the Raleigh Urbanized Area for nearly 40 years.
- With the 2020 Census changes urbanized areas must select/reaffirm designated recipients before completing FFY 2024 Section 5307/5340 and Section 5339 grant applications.
- The City of Raleigh has agreed to remain the designated recipient and transit partners in the urbanized area concur with the reaffirmation of the City of Raleigh as the designated recipient for the Raleigh UZA.
- Find the reaffirmation through a resolution and letter to NCDOT/FTA for the City of Raleigh to remain the recipient of Urbanized Area Formula (Section 5307/5340) and Bus and Bus Facilities Formula Program (Section 5339) program funds for the Raleigh Urbanized Area.



## 5.7 FTA Section 5307 / 5340/ 5339 Designated Recipient for the Raleigh Urbanized Area

### Requested Action:

**Recommend the Executive Board 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. Sign the resolution.**

## 5.8 FY 2025 Unified Planning Work Program Amendment #1

- **UPWP Adopted Feb 21, 2024**
- **In this Amendment:**
  - GoTriangle Route Restoration Planning Grant utilizing \$90,000 of federal CARES Act funding in the 5307 transit funding program (III-D-B Special Studies).
  - Addition of GoRaleigh Southern and Western BRT Corridor Planning grant project funding in the amount of \$16,269,200 in federal funds and \$4,067,300 in local matching funds.

## 5.8 FY 2025 Unified Planning Work Program Amendment #1

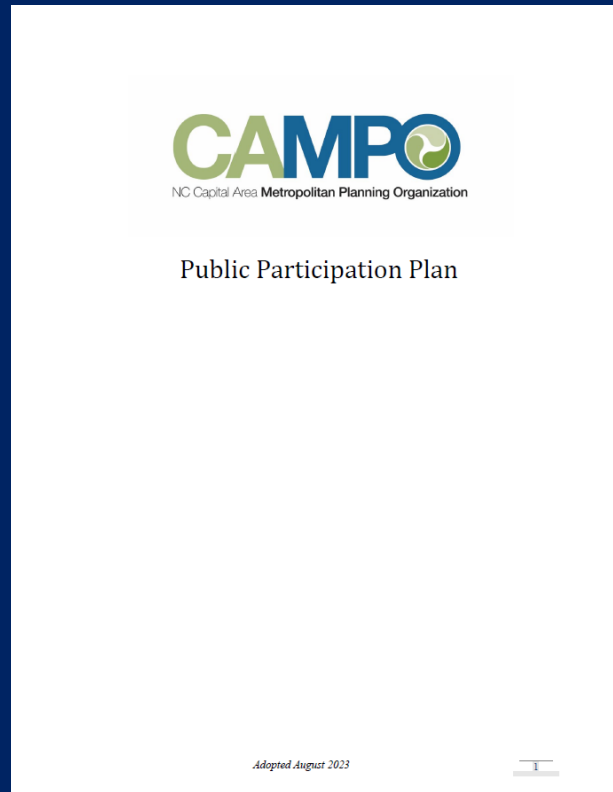
Public comment period Aug 19 – Sept 17, 2024

### Requested Action:

**Recommend the Executive Board adopt FY 2025 UPWP Amendment #1.**

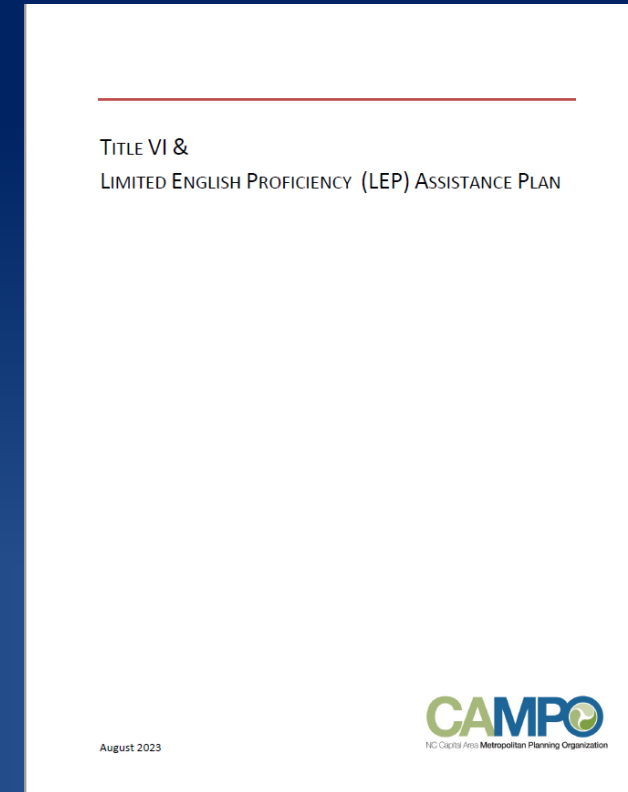
## 5.9 Update to CAMPO's Title VI and Limited English Proficiency Plans

## X Updates Needed



Adopted August 2023

## ✓ Updates Needed

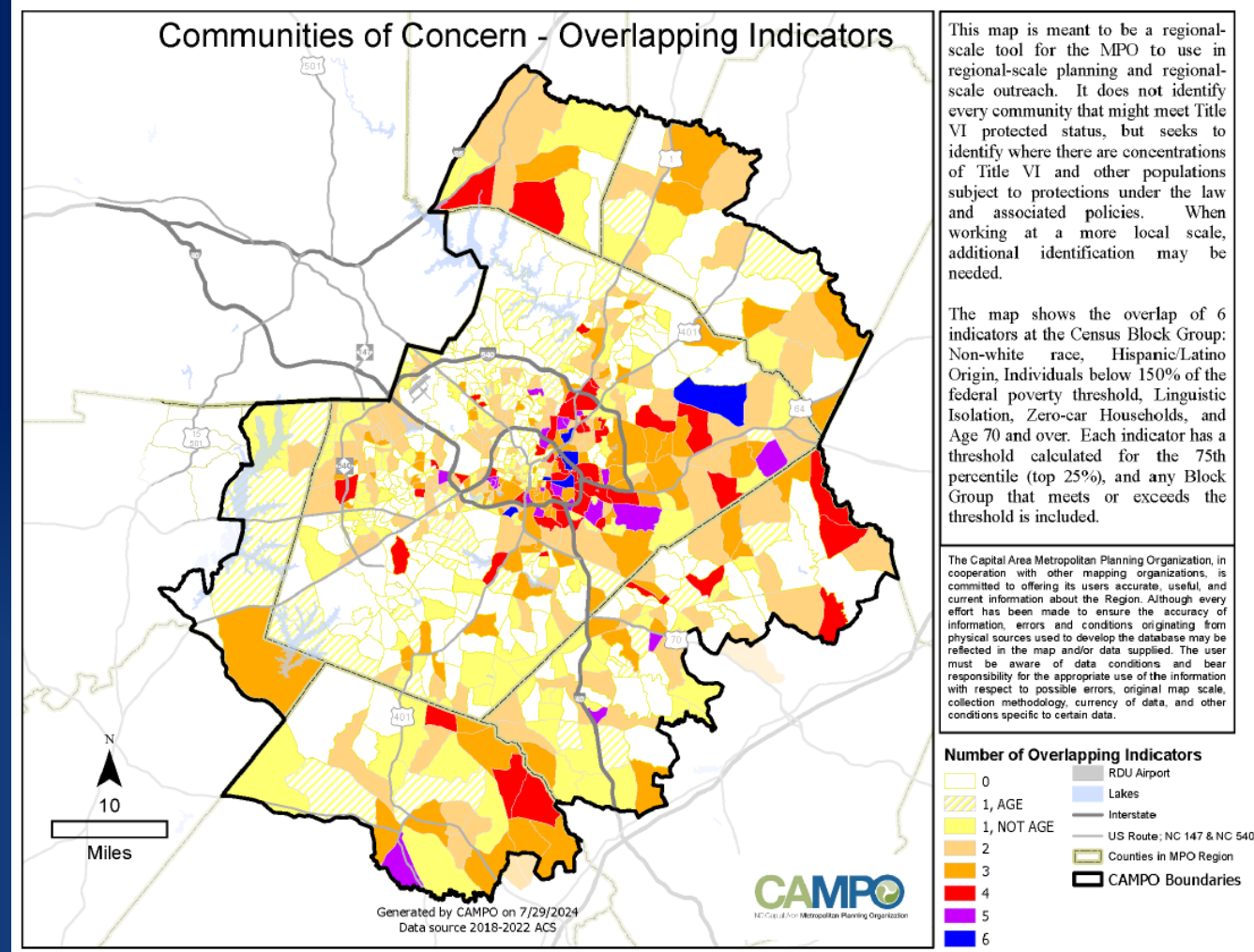


Update: Oct. 2024

<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 were to be received
- Identifies concentrations of "environmental justice" populations, CAMPO's Communities of Concern map

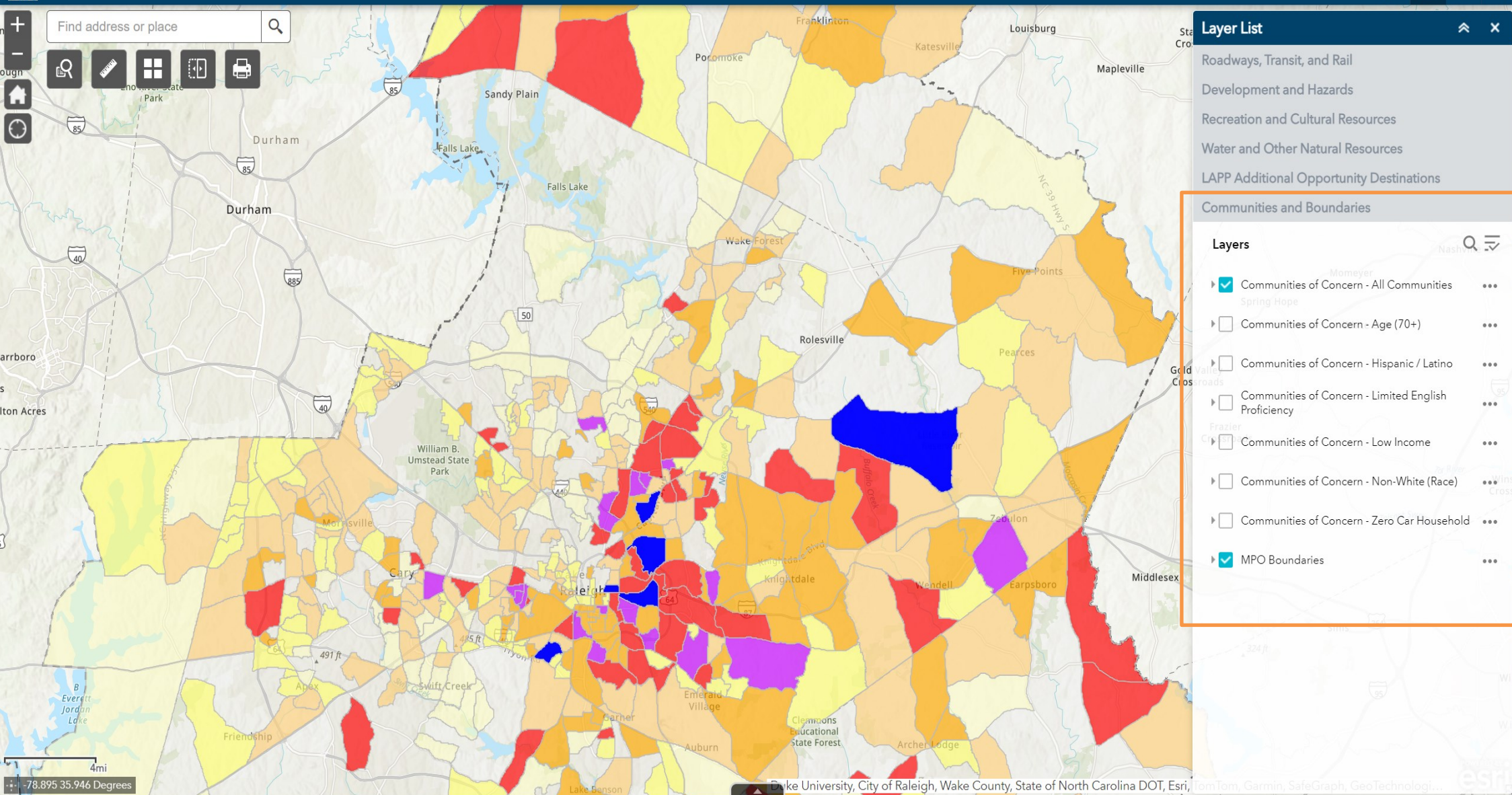


## EJ Populations Include:

- ✓ 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

Environmental Justice - Communities of Concern and Environmental Factors - MTP 2050 (Projects Overlay) with ArcGIS Web AppBuilder



Maps/D  
CAMPO M

Click on the sideb  
of the page to acc

2050 Metropolit  
Development

2050 MTP

2050 MTP Map

# 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"
<b>6 - County Region Total</b>	<b>1594242</b>	
<b>Speak only English</b>	<b>1339717</b>	
<b>Spanish:</b>	135990	
Speak English less than "very well"	52917	3.32%
<b>French, Haitian, or Cajun:</b>	8935	
Speak English less than "very well"	1709	0.11%
<b>German or other West Germanic languages:</b>	4832	
Speak English less than "very well"	408	0.03%
<b>Russian, Polish, or other Slavic languages:</b>	6621	
Speak English less than "very well"	1503	0.09%
<b>Other Indo-European languages:</b>	32048	
Speak English less than "very well"	6921	0.43%
<b>Korean:</b>	4103	
Speak English less than "very well"	1592	0.10%
<b>Chinese (incl. Mandarin, Cantonese):</b>	12200	
Speak English less than "very well"	4852	0.30%
<b>Vietnamese:</b>	5554	
Speak English less than "very well"	3059	0.19%
<b>Tagalog (incl. Filipino):</b>	3248	
Speak English less than "very well"	911	0.06%
<b>Other Asian and Pacific Island languages:</b>	21419	
Speak English less than "very well"	5075	0.32%
<b>Arabic:</b>	8943	
Speak English less than "very well"	3109	0.20%
<b>Other and unspecified languages:</b>	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		

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

Draft Updates for Public Review

Share Your Thoughts

TITLE VI PLAN (CIVIL RIGHTS) & LANGUAGE ASSISTANCE PLAN

Public Hearing September 18, 2024  
Comments Due October 15, 2024



CAMPO-NC.US CAMPO  
NC Capital Area Metropolitan Planning Organization

Requested Action:  
Receive as information.

## 5.10 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



*BICYCLE/PEDESTRIAN, FREIGHT, & TRANSIT PERFORMANCE IN THE CAPITAL AREA REGION*

[The Report as presented will address area highway bottlenecks; as well as presenting freight, transit, and bicycle and pedestrian performance measures within the Capital Area Metropolitan Planning boundary. ]

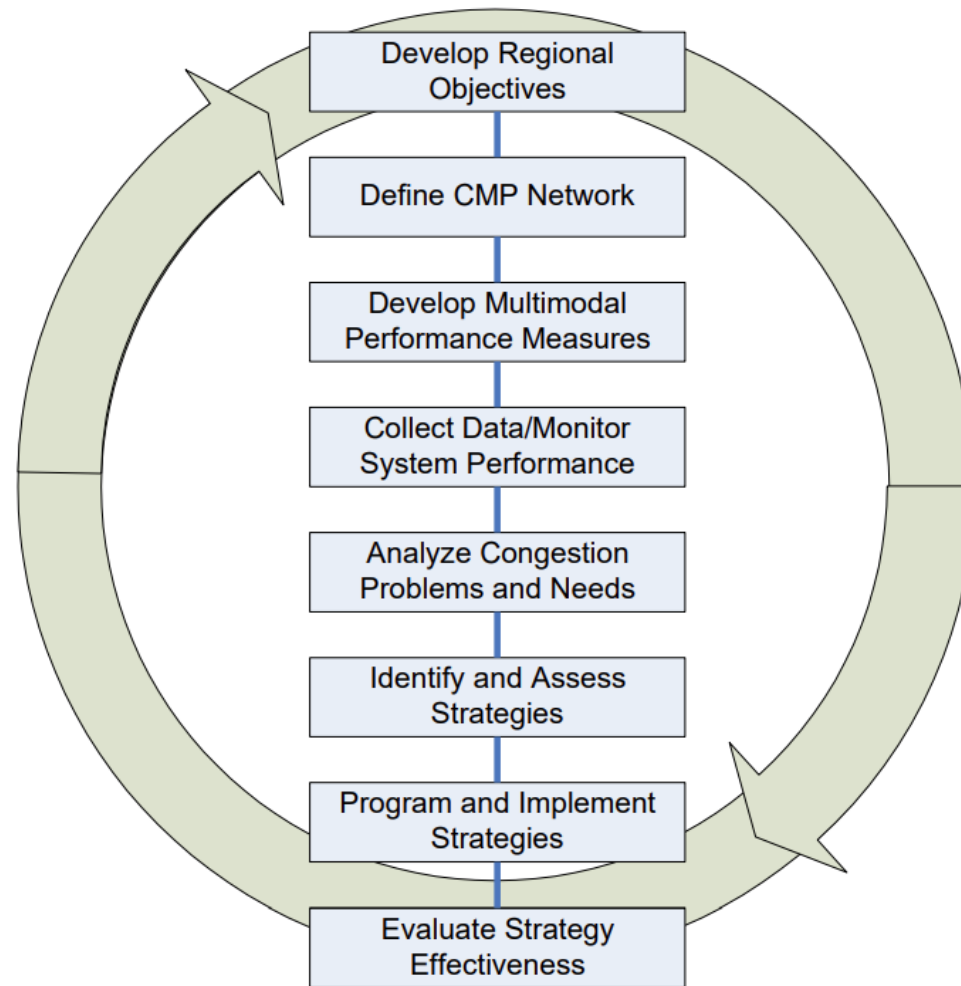
The CMP Status of the System Report detailed multi-modal transportation congestion from 2013-2014

# CMP Adoption Schedule

Event	Date	Board
<b>CMP High-Level Overview</b>	<b>September 5, 2024</b>	<b>TCC</b>
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

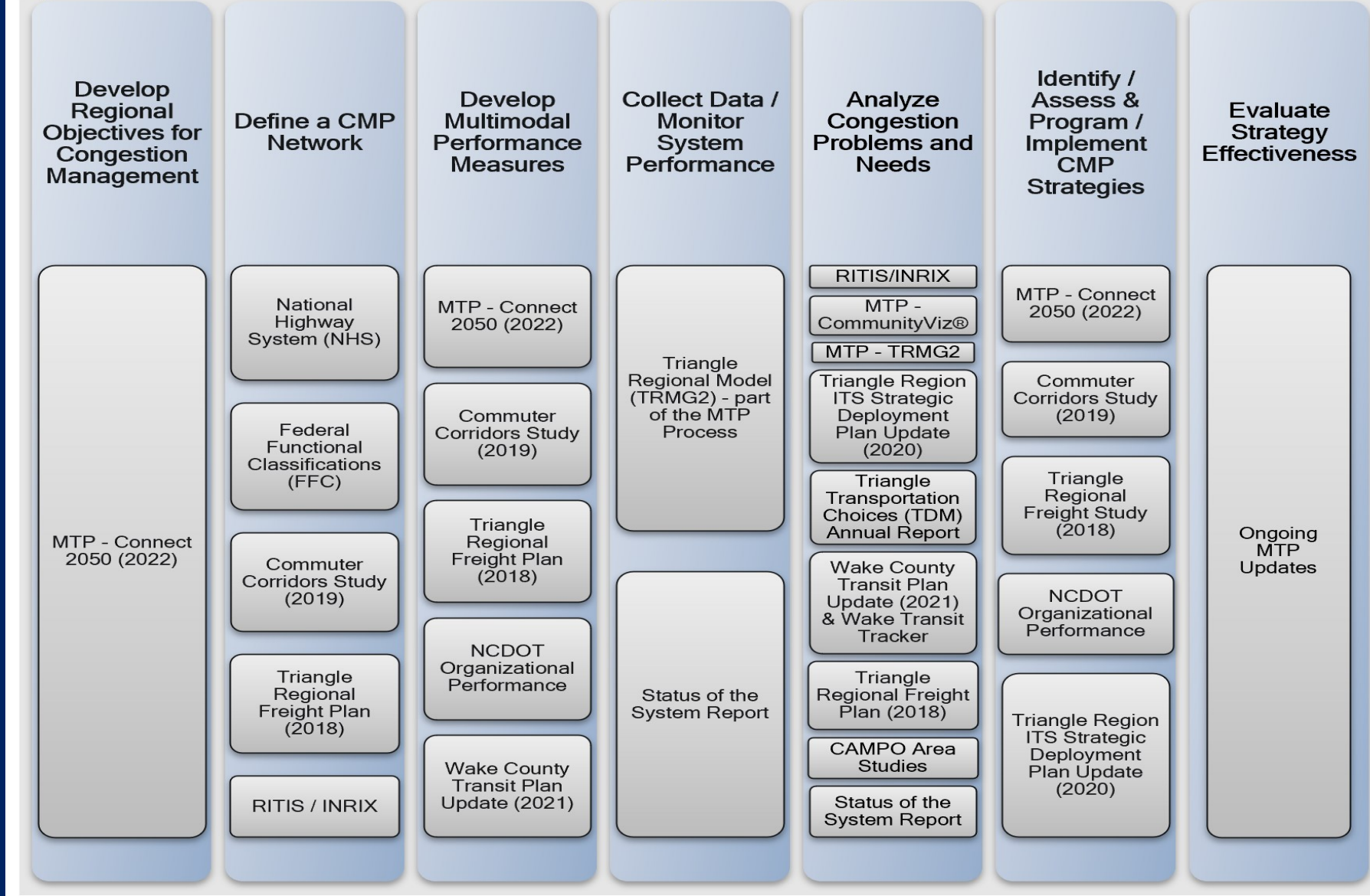
Figure 2. Elements of the Congestion Management Process





# CMP: Federal Guidelines & CAMPO Processes

Figure 2: CMP Elements - FHWA Guidebook & Corresponding CAMPO Planning Efforts & 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**

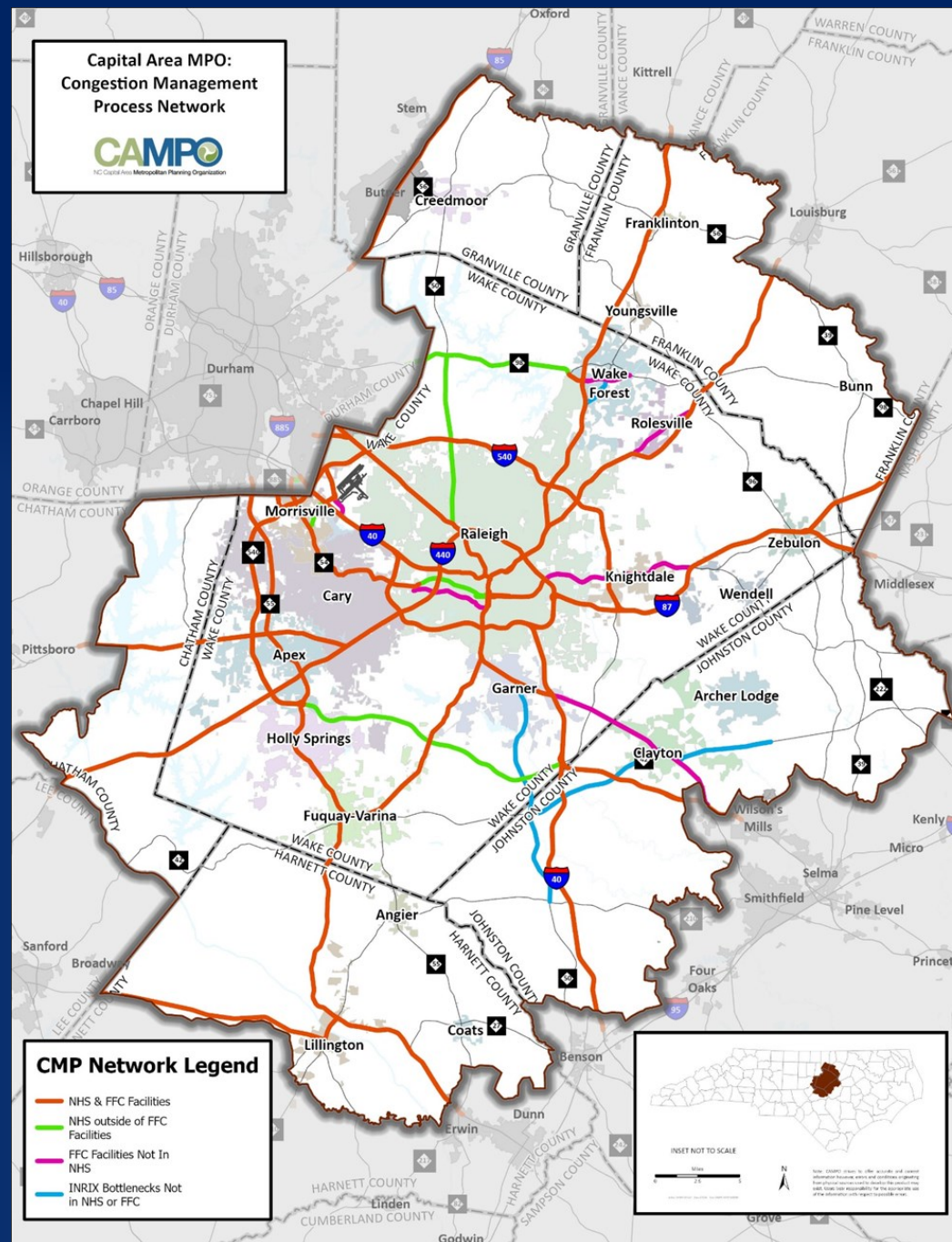
**Objective 4: Promote the Development of a Sustainable, Health-Oriented, and Multimodal Transportation Network**

**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

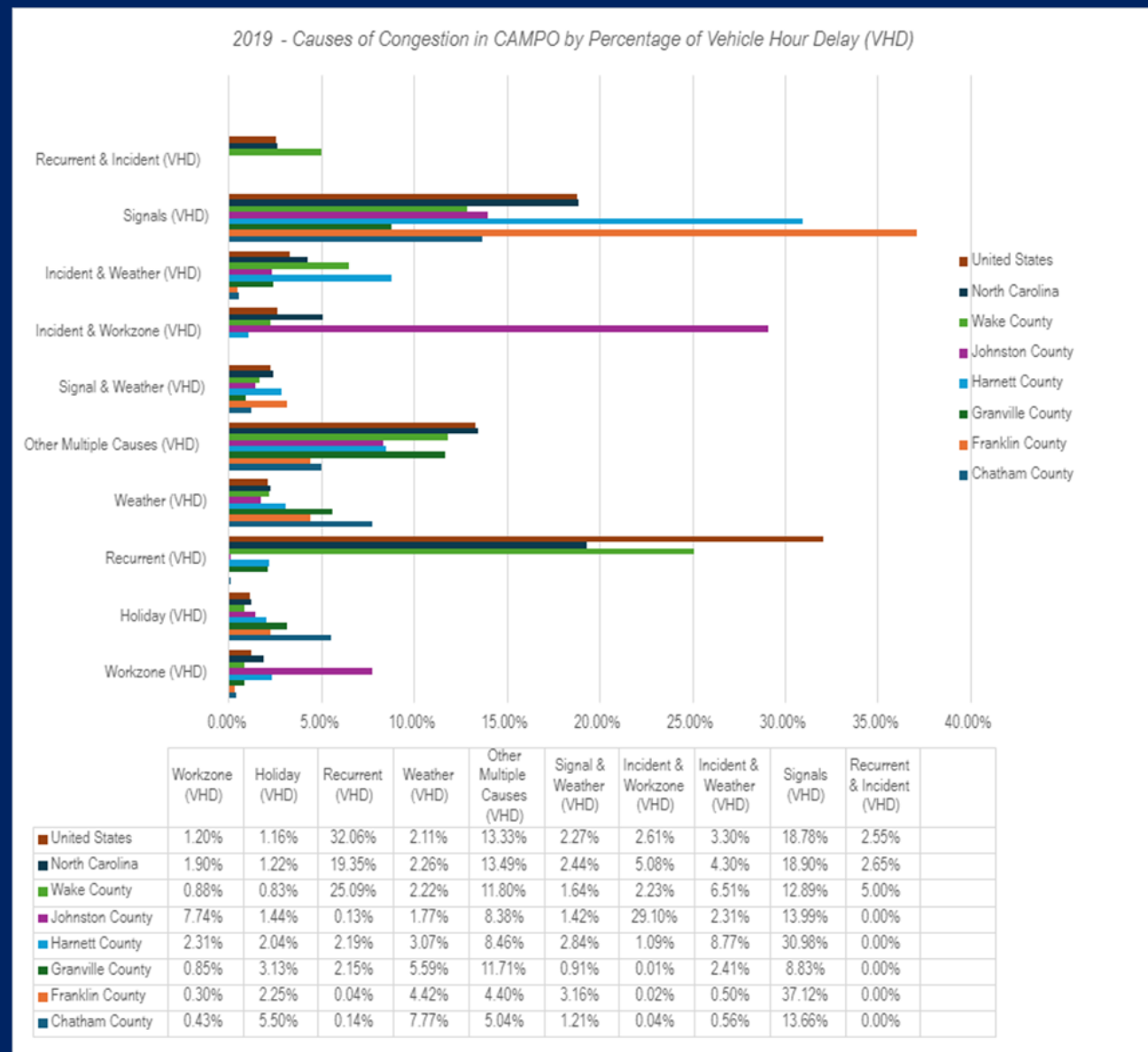
Objective	# of Measures
Objective 1: Improve Travel Time Reliability and Efficiency	10
Objective 2: Enhance Public Transit Services and Infrastructure	9
Objective 3: Enhance Safety and Operational Performance	9
Objective 4: Promote the Development of a Sustainable, Health-Oriented, and Multimodal Transportation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

**Total = 38 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	12
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 = 48 CMP Strategies**

# CMP Evaluate Strategy Effectiveness



## 5.10 Congestion Management Process Update

Requested Action:  
Receive as information



## 6. Informational Items: Budget

6.1 Operating Budget – FY 2024

6.2 Member Shares - FY 2024

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

## 7.1 Informational Item: September Project Updates

### Studies:

- Southeast Area Study Update
- MTP Bicycle & Pedestrian Element Update
- NW Harnett Co. Transit Connections Feasibility Study
- Morrisville Parkway Access Management Study
- Apex Rail Switching Operations Relocation Study
- FY 24 Coordinated Public Transit Human Service Transportation Plan Update
- Regional Rail Infrastructure Investment Study
- Blueprint for Safety

### Other Updates:

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

## 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

# ADJOURN

## Upcoming Meetings

Date	Event
<b>Sept 18</b> <b>4:00 p.m.</b>	<b>Executive Board Meeting</b>
<b>Oct 3</b> <b>10:00 a.m.</b>	<b>Technical Coordinating Committee Meeting</b>