

Joint Meeting of the Executive Boards of the Durham-Chapel Hill-Carrboro MPO and the Capital Area MPO

Research Triangle Park Headquarters
12 Davis Drive, Durham, NC 27709
Wednesday, May 29, 2019 - 9:00 am – 11:30 am

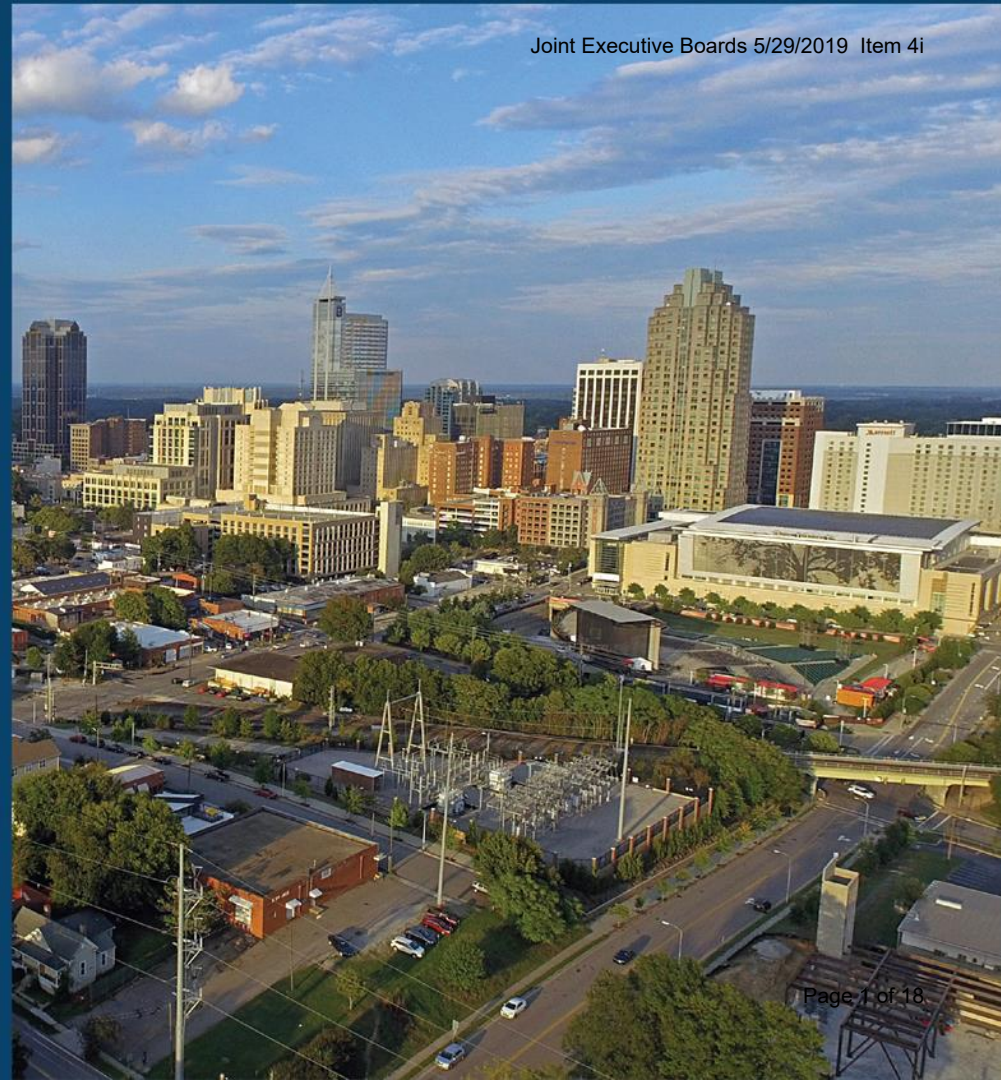
Draft AGENDA

1. Welcome & Introductions
 - Harold Weinbrecht, Chair, Capital Area MPO
 - Damon Seils, Chair, Durham-Chapel Hill-Carrboro MPO
2. Host Welcome: Scott Levitan, Research Triangle Foundation
3. Comments From the Public
4. Transit Investment Discussion
 - Fixed Guideway Investment Updates
 - i. Wake County BRT
 - ii. Chapel Hill BRT
 - iii. NCRR Corridor Passenger Rail
 - County Transit Plans Discussion (Facilitated by Chris Lukasina and Aaron Cain)
 - i. Updates
 1. Wake Vision Plan
 2. Durham Plan
 3. Orange Plan
 - ii. Discussion, Questions & Guidance
5. Key Regional Efforts – “Lightning Round” Status & Engagement
 - Regional Tolling
 - Regional Intelligent Transportation Systems
 - Triangle Trails Initiative & Triangle Bikeway
6. State Transportation Issues
7. Federal Transportation Issues
8. Updates from Strategic Partners
9. Other Business
10. Adjournment

Department of Transportation

Wake Transit Plan and Bus Rapid Transit Update

5.29.2019





Presentation Overview

- Wake Transit Plan Background
- Bus Rapid Transit (BRT) Update
- Equitable Development Around Transit



Background: Wake Transit Referendum

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment to expand and better connect the public transit network throughout Wake County. The plan will:





Wake Transit Plan Funding

Existing Funding Sources

\$ Local and regional funding

\$ Fare box

5% Vehicle rental tax

\$ State, Federal

\$5 Regional vehicle registration



New Funding Sources

½ cent sales tax*

\$7 County vehicle registration fee

\$3 Increase to regional vehicle registration*

State & Federal support for new services

**State legislation requires proceeds supplement and not replace existing funds allocated for public transportation systems.*



Anticipated Revenue & Investments

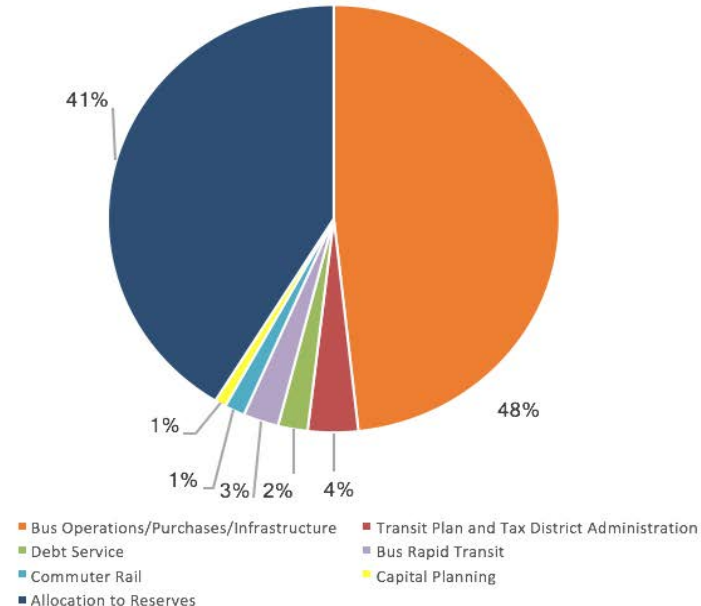
Fiscal Year 2019

This is the second year of a 10-year plan

Revenues

Half-cent local option sales tax	\$86.7 million
Vehicle rental tax	\$4.1 million
\$7 county vehicle registration tax	\$6 million
\$3 increase to regional vehicle registration tax	\$2.6 million
Total local	\$99.4 million
Other (federal, state, fares and debt proceeds)	\$16.8 million
Total	\$116.3 million

Expenditures



Key Projects – 10 Year Plan

Bus Service Plan

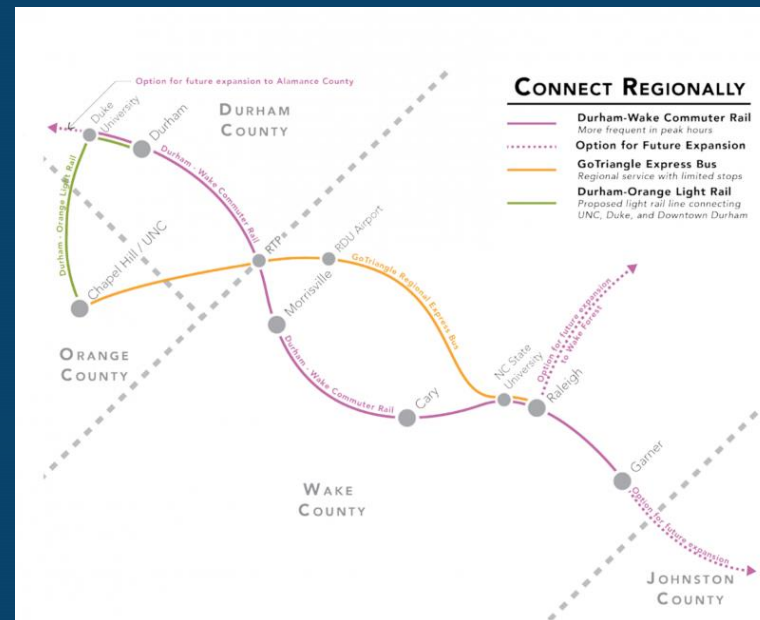
Expand existing frequent (15 mins) bus service from 17 to 83 miles. Expand 30-60 mins service to connect all communities within the county.

- Commuter Rail**

Develop 37-mile system with service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham.

- Bus Rapid Transit**

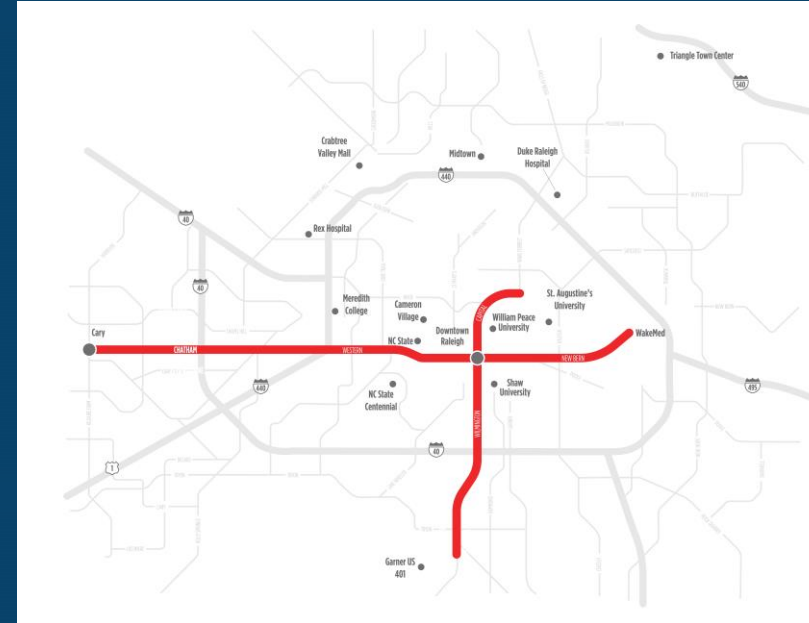
Implement 20 miles of Bus Rapid Transit.





BRT Corridors Summary

- The four BRT corridors represent over 20 miles of major arterials in Wake County
- Existing strong transit market
- Numerous past/current planning studies include recommendations for BRT projects
- Construction initially anticipated in 2022 with first revenue service in 2024
- Feedback from the Community and City Council: **"More Service Sooner"** resulted in staff exploring options for accelerated timeline



2027 Wake BRT Network



Evaluation Shows All Four Corridors Are Good Candidates for BRT Investment



Future ridership levels warrant investment



Dedicated bus lanes are possible in all corridors

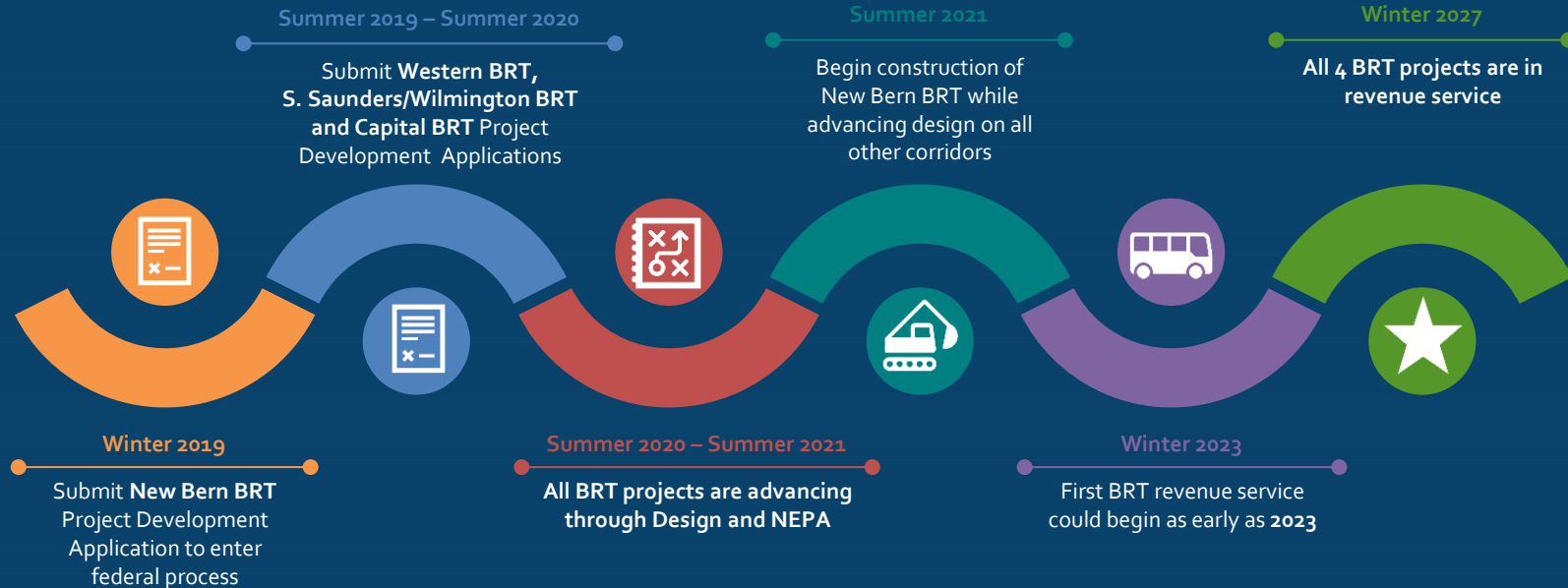


No fatal flaws were found for any of the four projects

MIS Final Deliverables are Available Online: <http://goforwardnc.org/project/wake-brt/>

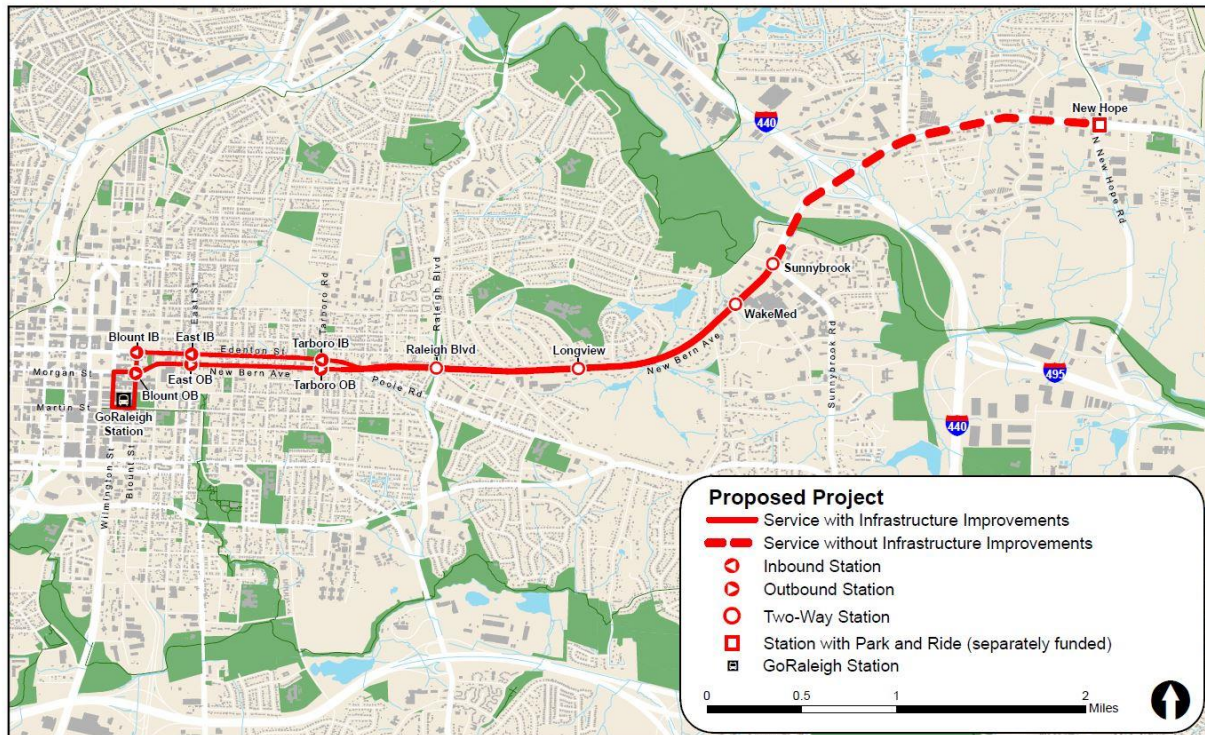


Recommended Project Sequencing



New Bern BRT: First Project Submitted into the Federal Small Starts Project Development

New Bern Avenue Corridor Bus Rapid Transit - Raleigh, North Carolina



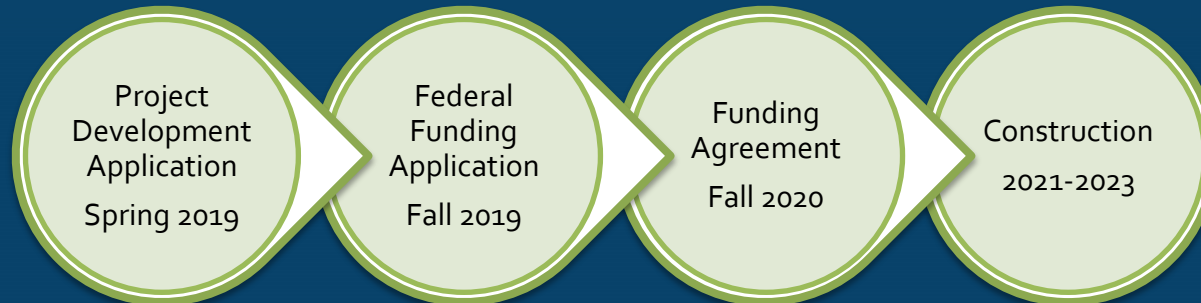
New Bern corridor is the most ready to proceed:

- *Alignment certainty*
- *ROW availability*
- *Higher constructability*



New Bern BRT Target Timeline

- Federal Small Starts Project Development Application – submitted in April 2019 (decision is expected mid-June)
- Federal Funding Application – September 2019
- Federal Grant Funding Notice – October 2020





Supporting Transit Projects

East Raleigh Community Transit Center – site search

- Critical project to support expansion of the transit network
- Termini for eastern BRT service (*mixed traffic from Sunnybrook Rd. to New Hope Rd.*)
- Intersection location for local routes

Transit Signal Priority (TSP) – final stages of procurement

- The goal is to advance this BRT technology component early and ensure it is designed, implemented, and tested ahead of the first BRT service.
- TSP technology is used to achieve consistent on-time performance and service efficiency.



Equitable Development Around Transit

- Connecting people with opportunity through transit
- Higher-density mixed-use buildings near transit stations
- Focus on safety and comfort for people walking
- Multiple benefits:
 - Connects people to jobs
 - Supporting the investment in transit
 - Reducing carbon emissions and other air pollutants
 - Providing housing near high-opportunity areas – jobs, shopping, community amenities
 - Affordable housing: City policy calls for affordable housing in areas near transit stations





Equitable Development Around Transit

Spring-Fall 2019

- Broad policy for BRT corridors
 - Multiple community meetings
 - How much should we grow around transit?
 - Set housing affordability goals

2020-onward

- Station-area plans
- Close look at individual station areas
- Working closely with nearby communities





Upcoming Public Engagement Events: June 6th and June 25th

PLANNING PHASE

Bus Rapid Transit (BRT)



Raleigh BRT: Equitable Development Around Transit

BRT is coming to our area!

Bus Rapid Transit will bring the region together by connecting Raleigh, Cary, and Garner, giving people greater freedom to move from place to place. It also provides the opportunity to address key issues, including equity, sustainability, housing affordability, and pedestrian safety.

Please join us for the kickoff of the Raleigh BRT: Equitable Development Around Transit plan to discuss these and other topics critical to the future of the city. We'll provide an update on the state of transit planning and explore the issues above and how they relate to BRT.



Thursday, June 6

4:00 - 6:30 p.m. : Open House #1

6:30 - 7:30 p.m. : Presentation

7:30 - 8:30 p.m. : Open House #2

Raleigh Convention Center, Ballroom C, 500 South Salisbury Street

Free parking available on street after 5 p.m. or at Raleigh Municipal Building parking deck (entrance on Morgan Street).

raleighnc.gov



DESIGN PHASE

Bus Rapid Transit (BRT)



Raleigh BRT: New Bern Avenue

You're Invited!

Join us on June 25 for the New Bern Avenue Bus Rapid Transit (BRT) design open house! New Bern Avenue is one of four BRT corridors identified in the Wake Transit Plan. This corridor would connect the central business district in downtown Raleigh with WakeMed and New Hope Road.

At the drop-in style public meeting, you will learn about BRT and preliminary design concepts for New Bern Avenue. BRT will provide opportunities to address key issues facing Raleigh: equity, sustainability, housing affordability, and pedestrian safety. City of Raleigh staff will be available to discuss options, answer questions, and receive input.



Tuesday, June 25

4PM-7PM (Drop-in Style)

Martin Street Baptist Church, 1001 E Martin St, Raleigh, NC 27601

Parking is free at Martin Street Baptist Church. If you are a bus rider, GoRaleigh Routes 17 and 18/18S will get you there. Free transit day passes available to people attending the open house for New Bern.

Habrán intérpretes presente en la reunión.

raleighnc.gov





Questions?

Thank You!



What to Expect at the Open House

- Information stations
- What is BRT?
- Description of BRT Design Concepts (3 concepts will be shown)
- Proposed project map
- Map of the corridor with proposed station locations
- Children's activity table
- GoRaleigh day passes will be given to open house participants

Questions?

Mila Vega
Mila.Vega@raleighnc.gov
919-996-4123
City of Raleigh

raleighnc.gov/BRT

City of Raleigh
P.O. Box 590
Raleigh, NC 27602-0590

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Questions & Discussion



Chapel Hill North-South BRT

DCHC MPO Update

May 29, 2019

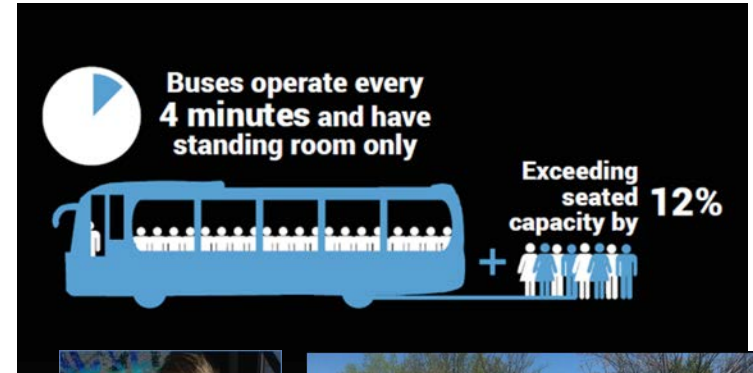


Context and Vision

Joint Executive Boards 5/29/2019 Item 4ii

Prepares the Town to meet mobility demand as the region continues to grow:

- Current system operates close to maximum capacity
- Proposed system provides a long-term, scalable solution available to residents and visitors of the community
- Connects to regional transit options
- Supports current and planned development in the corridor with a multi-modal system that serves cyclists, pedestrians and other users



Technical and Policy Committees

John E. Executive Board 5/19/2019 Item 4.ii



Chapel Hill
transit

DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation



THE UNIVERSITY
of NORTH CAROLINA
at CHAPEL HILL



UNC
HEALTH CARE

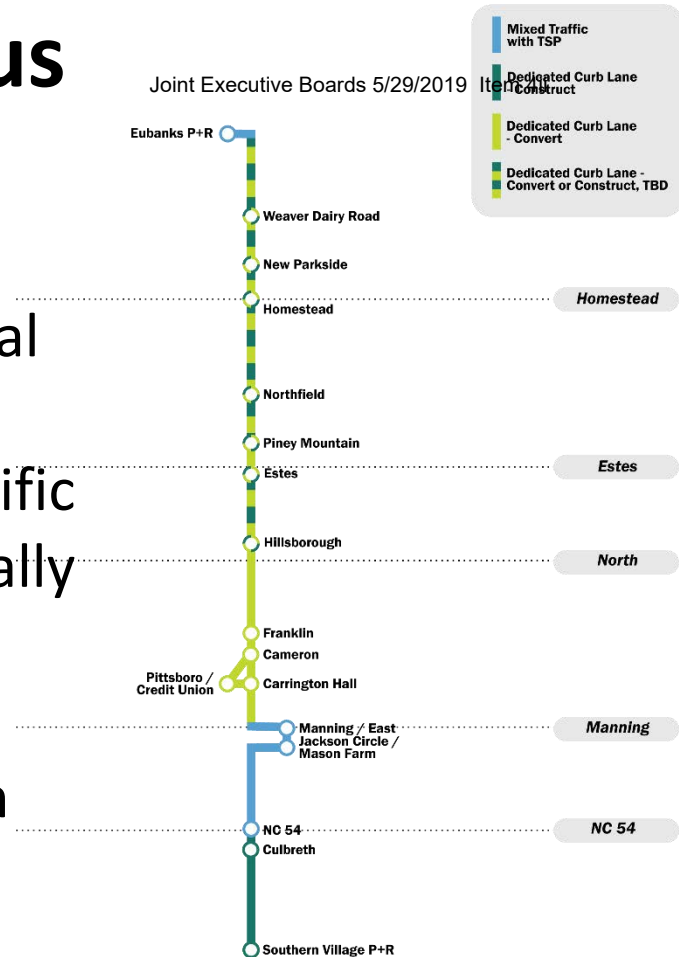


ORANGE COUNTY
NORTH CAROLINA



Current Status

- NSBRT is currently in FTA Project Development
 - Includes 30% Design & Environmental
- 30% Design
 - Further defining alignment and specific station locations from the initial Locally Preferred Alternative (LPA)
 - Traffic analysis
 - Integration of bicycle and pedestrian facilities
 - Station area analysis



Project Schedule

Joint Executive Boards 5/29/2019 Item 4ii

- Spring 2019: evaluate BRT Transit Oriented Development Opportunities
- Late Summer 2019: draft 30% Design Plans are handed over to the NEPA team
- Late Summer/Fall 2019: finalize non-Small Starts funding
- Late Summer/Fall 2019: 30% Design Plans are finalized, based on FTA feedback
- **September 2019: Apply for rating with FTA**
- Fall/Winter 2019: NEPA document is published for review
- Spring 2020: Finding of No Significant Impact (FONSI) issued, completing the NEPA review process.
- Planned 2023: The North-South Corridor BRT would open for revenue service.

Next Steps

Joint Executive Boards 5/29/2019 Item 4ii

- Finalize Traffic Analysis
- Complete Market and TOD Study
- Determine construct vs convert for the northern portion of the corridor
- Complete 30% design
- Complete Environmental Analysis



NSBRT Funding

Joint Executive Boards 5/29/2019 Item 4ii

- Current financial plan assumes 80% (\$112M) of project funding to come through Federal Sources, 20% (\$28M) from non-federal sources
 - Project needs to demonstrate commitment of at least half the non-federal share (\$14M) by September 2019 to stay in Project Development and be considered for moving into Project Design
- **Currently we have \$6.1M of non-federal funds committed through the Orange County Transit Plan, we have requested an additional \$8M**
- We have also submitted a request for \$25M as part of the SPOT 6.0 process.

Questions?



CRT Planning Update

May 29, 2019

Major Investment Study (MIS)

- Core Technical Team with Consultant Support
 - Participants:
 - Wake & Durham Counties, 2 MPOs
 - Garner, Raleigh, Cary, Morrisville, RTP, Durham
 - TJCOG, GoTriangle, NCRR, NS

MIS Commuter Rail Evaluation

- Assess Travel Market
- Begin High-Level Environmental Screening
- Examine 3 Service Scenarios
- Recommend Steps for Next Phase of Study



MIS Key Take-aways

- Additional stations over same distance = more riders/hour than fewer stations & faster travel time
- Downtown Durham, Downtown Raleigh, NCSU, and East Durham Stations performed best against evaluation framework
- Service scenario with 30 minute peak and limited off-peak service was most productive among scenarios studied
- More analysis needed to refine ridership and identify infrastructure needs & capital cost

Additional Pre-planning Study

- Contract awarded to STV, kickoff meeting was held on May 10th with anticipated completion by the end of November.
- Project management team includes representation from GoTriangle, NCRR, CAMPO, DCHC, RTF, Wake County, Durham County, Orange County and Johnston and Alamance Counties (if funds are contributed).
- Technical team will be formed to provide input into the study.

Additional Pre-Planning Study

Key Goals

- Build upon the MIS Study to evaluate extending service to Johnston, Orange and Alamance Counties
- Select preferred service scenario(s) to carry into Project Development (PD)
- Prepare the project for entry into PD so that the required completion timeframe of two years can be met

Additional Pre-Planning Study

Key Tasks

- Detailed ridership and revenue forecasts using the Simplified Trips-on-Project Software (STOPS) Model in addition to the Triangle Regional Model.
- Conduct capacity analysis to begin the process of determining necessary infrastructure improvements
- Update capital and O&M cost estimates for each service scenario

Learn more at **GoForwardNC.org**

WAKE TRANSIT UPDATE

JOINT MPO BOARD MEETING

MAY 29, 2019

Wake Transit Plan Update

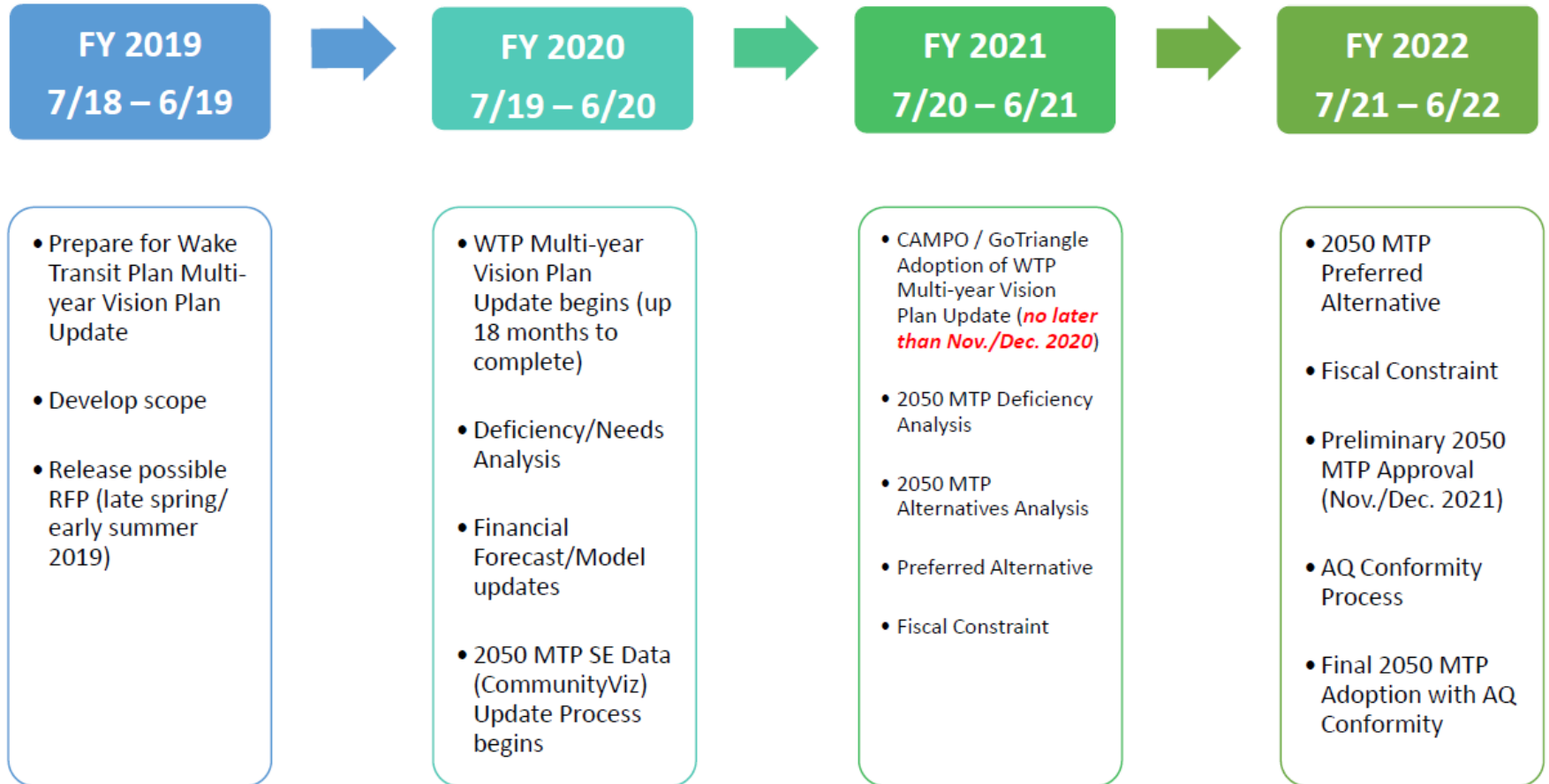
High-Level Outcomes

Joint Executive Boards 5/29/2019 Item 4i1

- **Coincide with schedule for CAMPO 2050 MTP update and Wake Bus Plan update but stick to 10-year financially constrained horizon (i.e., 2021-2030)**
- **Check-up on cost and schedule feasibility for delivering investments in original adopted Wake Transit Plan**
- **Evaluation and selection of post-2024 (for bus services) and post-2027 (for high capacity/fixed guideway modes) investment scenarios that are responsive to updated market information, stakeholder and public input, and recommendations from other regional transportation plans/studies**
- **Identification of high capacity/fixed guideway project concepts beyond 2030 financial constraint that can inform post-2030 MTP investment scenarios**

Wake Transit Plan Update / 2050 MTP Schedule

Joint Executive Boards 5/29/2019 Item 4i1



Vision Plan Update Schedule

Joint Executive Boards 5/29/2019 Item 4i1

DATE/TIMEFRAME	ACTION
July 2019	Vision Plan Kickoff
July 2019 – Jan. 2020	Preparation of Background Information to Inform Development of Investment Scenarios
Feb 2020 – May 2020	Evaluate Investment Scenarios and Select Preferred Scenario
June 2020 – Nov. 2020	Prepare Final Deliverables and Process for Consideration of Adoption
Aug. 2019 – Nov. 2020	Public and Stakeholder Outreach and Communications

PROPOSED INVESTMENTS FOR FY20

8

Joint Executive Boards 5/29/2019 Item 4i1

Anticipated Revenues and Expenditures for Fiscal Year 2020: July 1, 2019 – June 30, 2020

Revenue Source	Amount	Expenditure Category	Amount
Half-Cent Local Option Sales Tax	\$92.1 million	Commuter Rail	\$42.7 million
		Bus Operations	\$21.2 million
		Bus Rapid Transit	\$21.0 million
Vehicle Rental Tax	\$4.4 million	Bus Infrastructure	\$20.0 million
\$7 Vehicle Registration Tax	\$6.6 million	Vehicle Acquisition	\$8.4 million
\$3 Vehicle Registration Tax	\$2.8 million	Transit Plan Administration	\$3.5 million
Other (Federal, State, Fares, Prior Year Funds, Debt Proceeds)	\$12.2 million	Tax District Administration	\$0.4 million
		Capital Planning	\$0.9 million
TOTAL	\$118.1 million	TOTAL	\$118.1 million

FY 2020 is the first year of the Community Funding Area Program!

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

For Fiscal Year 2020: July 1, 2019 – June 30, 2020

Lives will be transformed as more Wake County homes are connected to job, educational and recreational opportunities!



- Routes 20 & 20L: **NEW** routes providing all-day weekday service from downtown Raleigh to Garner, with connections to White Oak Shopping Center.
- Route 33: **NEW** route providing all-day weekday service between Knightdale and a new transfer center in East Raleigh.
- Rolesville Express: **NEW** route connecting Rolesville with Triangle Town Center, operating during peak periods.



- Route HSX: **NEW** Express Route serving Holly Springs and Apex, during peak travel times Mon-Fri.



- 2,360 additional trips will be provided for elderly, disabled and rural Wake residents currently not on a fixed bus route.



- Route 310: Replaces Route 300, providing hourly midday and evening service between Cary and the Regional Transit Center (RTC), and 30-minute shuttle service from the RTC to the Wake Tech RTP campus.
- Route NRX: This **NEW** express service will run along I-540 from Triangle Town Center to the RTC, operating hourly during peak times Mon-Fri.

*Holly Springs and Rolesville will be served for the **first time** by transit!*

For Fiscal Year 2020: July 1, 2019 – June 30, 2020



Mobile Ticketing

A new technology that would allow customers to use their smart phones to buy and use bus passes.



Bus Stop Improvements

Including benches, shelters, signage, lighting and ADA access ramps at new and existing bus stops.



Fare Capping

A system that would allow single fares paid by riders to be "capped" when they reach the cost of an unlimited-ride pass.



Wake Tech Park and Ride

GoTriangle's Route FRX will begin directly serving Wake Tech's campus with an on-campus park and ride. This park and ride will replace the current Hilltop Shopping Center Park and Ride.

For Fiscal Year 2020: July 1, 2019 – June 30, 2020

Nearly \$63 million (39%) of transit-dedicated revenue collected in the next fiscal year will help to advance the planning, design and construction of:



Bus Rapid Transit (BRT): The City of Raleigh is working on advancing four BRT projects included in the Wake Transit Plan. BRT corridors will operate east, west, south and north from downtown connecting to Cary, Garner, WakeMed, NC State and other key destinations.



Commuter Rail Transit: 37 miles of rail service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham. Will use existing railroad corridor to provide comfortable passenger service that allows riders to relax or work on their way to key destinations.

One bus rapid transit corridor will be submitted this spring for FTA funding consideration! Funding for other BRT corridors is identified for environmental review and beginning design.

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

QUESTIONS?

Draft Work Plan Highlights

- 1st Work Plan since the Discontinuation of Durham-Orange Light Rail Project
- Development of New *Orange County Transit Plan*
 - Third Party Consultant
 - Transportation Planning Elements
 - Public Input Process
 - Contract through DCHC Metropolitan Planning Organization
 - Maintain Regional Perspective
 - Establish Local Steering Committee for Local Priorities
 - Scope of Services to be Developed with Transit Stakeholders
 - More Detailed Cost Estimate

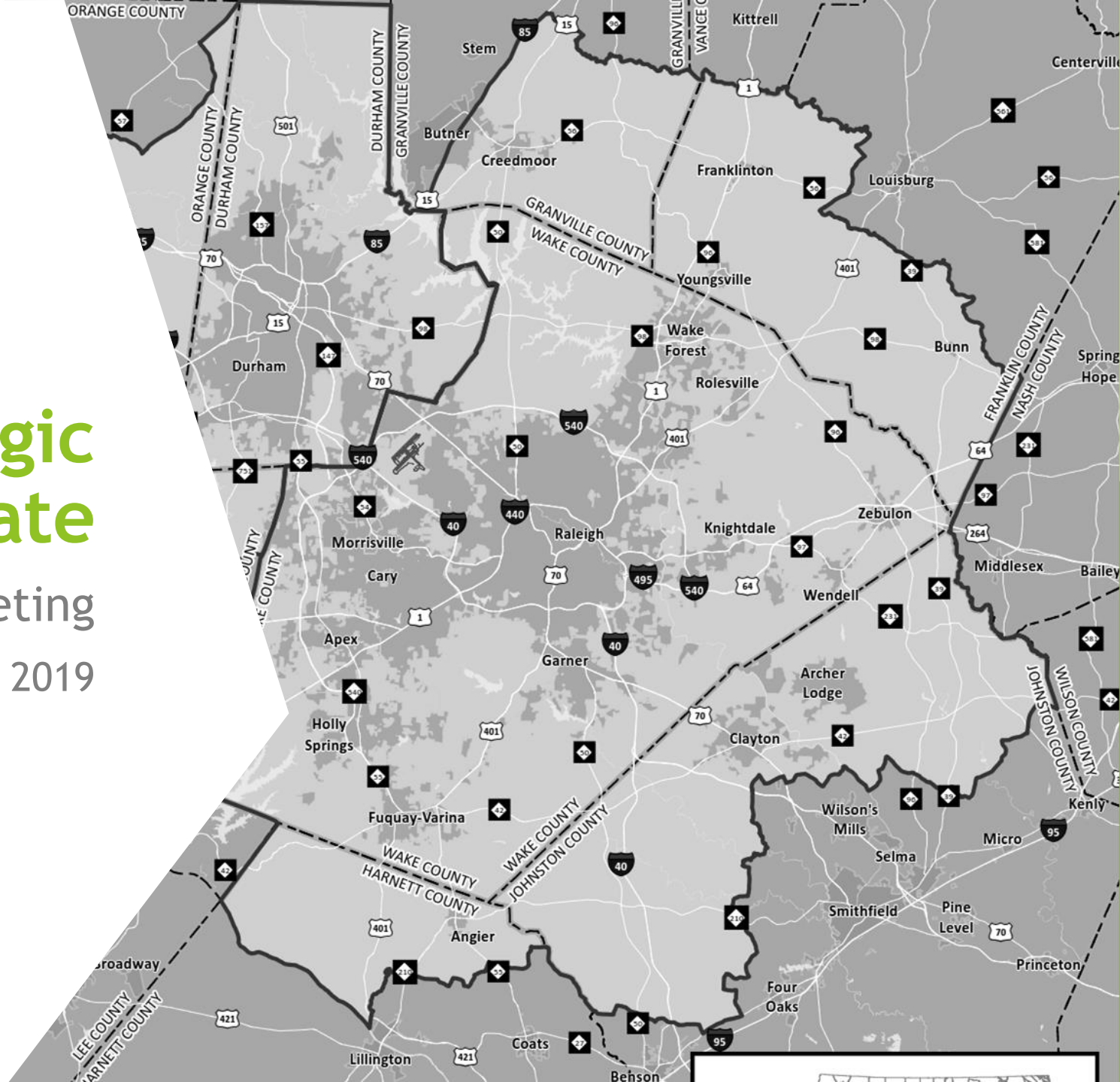


Triangle Strategic Tolling Study Update

Joint Executive Board Meeting

May 29, 2019

www.triangletollingstudy.com



Study Background

- ▶ The Triangle Region is growing rapidly and to stay competitive with other regions, a study was conducted to:

Evaluate the regional transportation network

Determine if express toll lanes may be beneficial to the Triangle Region

Use study findings in project development process for MTP updates

Toll Road vs. Express Toll Lanes



- ▶ Everyone pays a toll to use the facility
- ▶ **Route-based Choice:** option to use the Toll Road or use a different non-toll facility

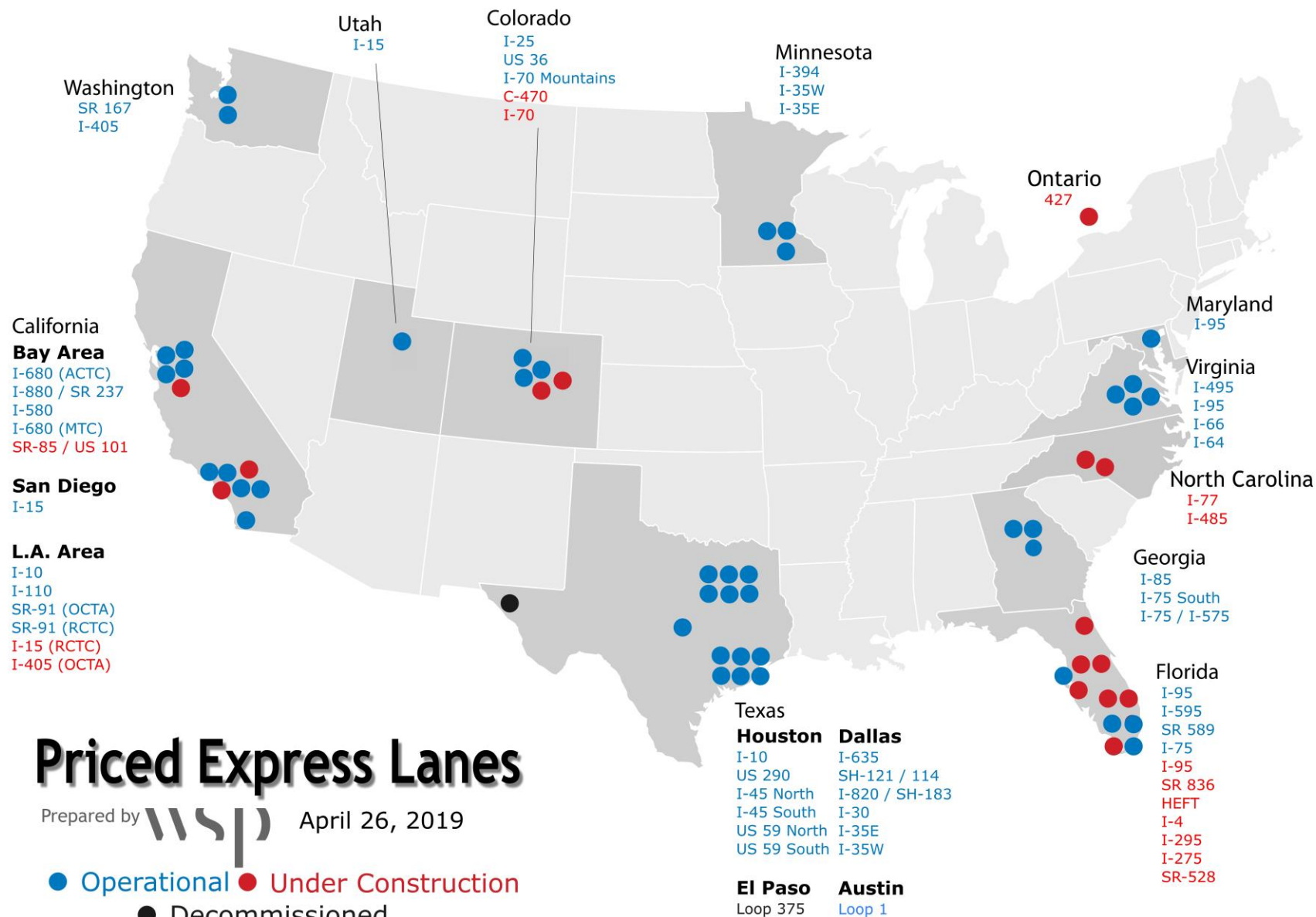


- ▶ Only Express Toll Lane users pay a toll
- ▶ **Lane-based Choice:** option to use the Express Toll Lanes or use the toll-free general purpose lanes

Benefits of Tolling & Express Lanes

Toll Roads and **Express Toll Lanes** provide higher travel speeds, lower and consistent travel times, and a higher quality of trip than toll-free general purpose lanes ...

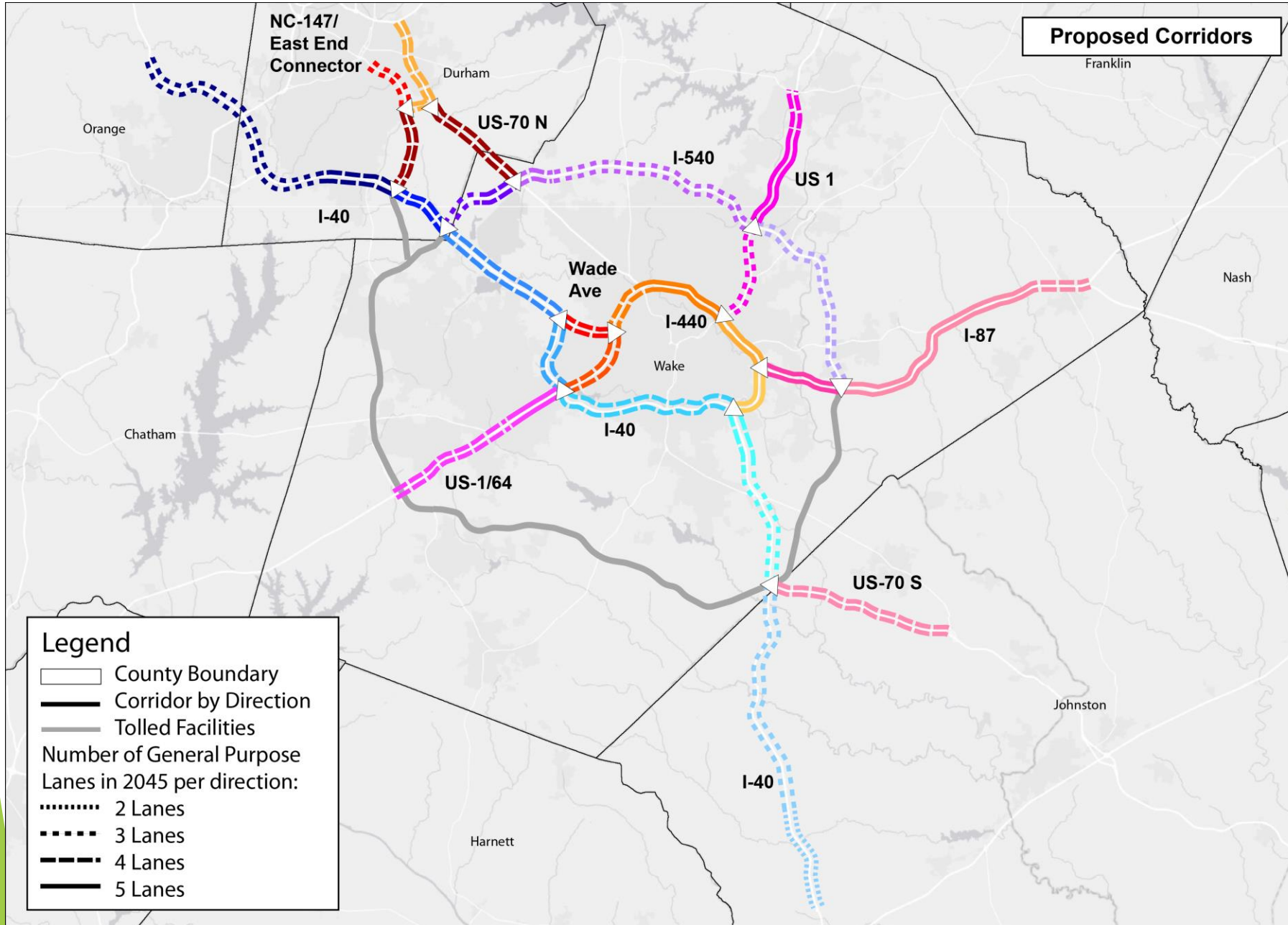
... as evidenced by 43 **variably priced** facilities in operation and 13 under construction in 11 states.



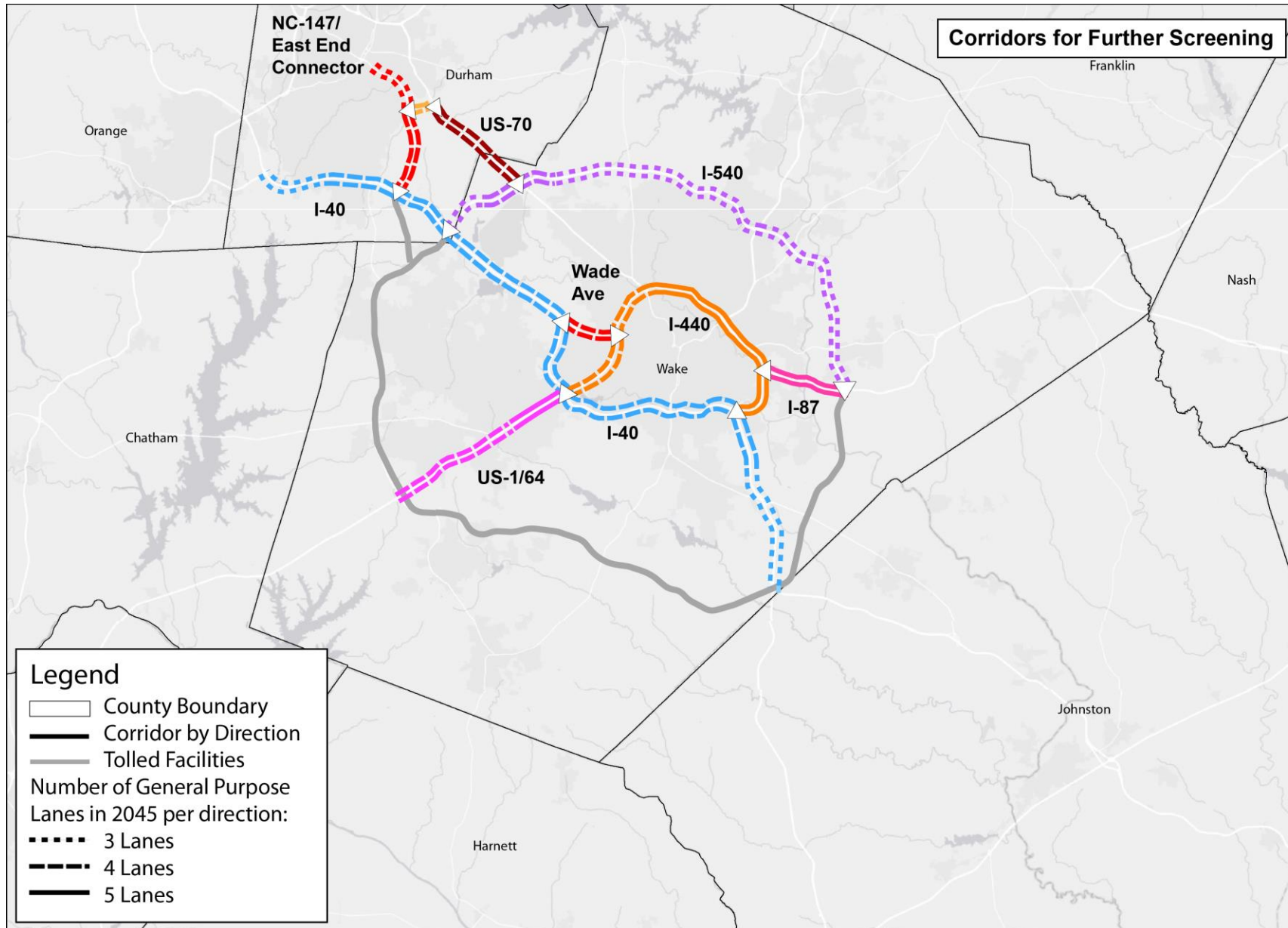
Priced Express Lanes

Prepared by **WSP** April 26, 2019

Initial Corridors



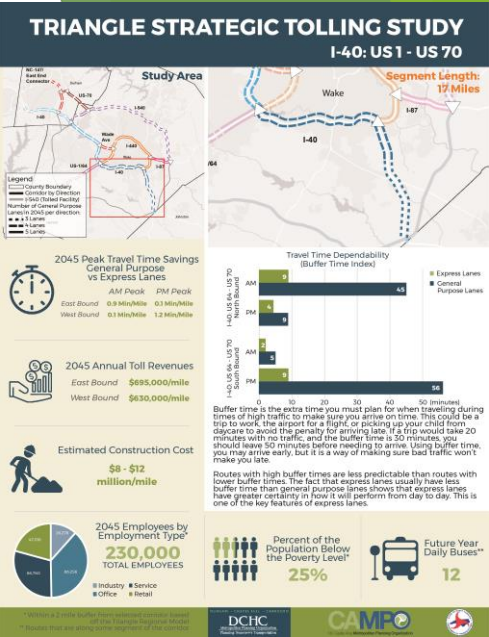
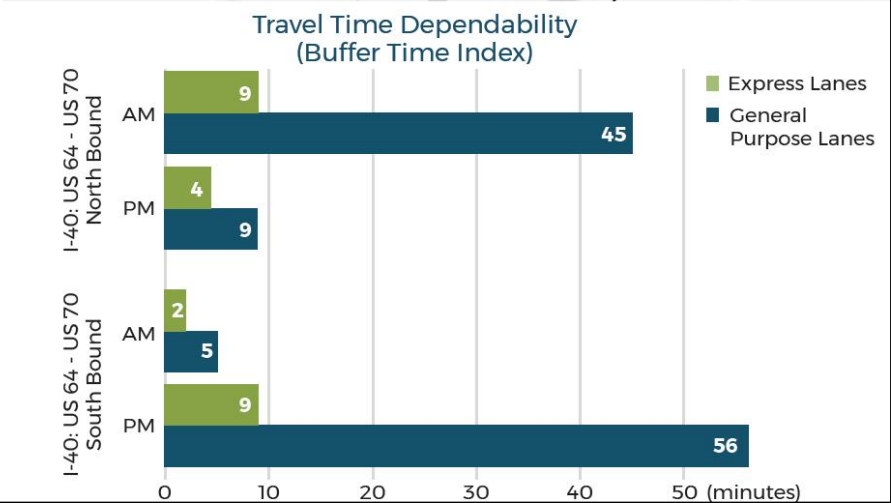
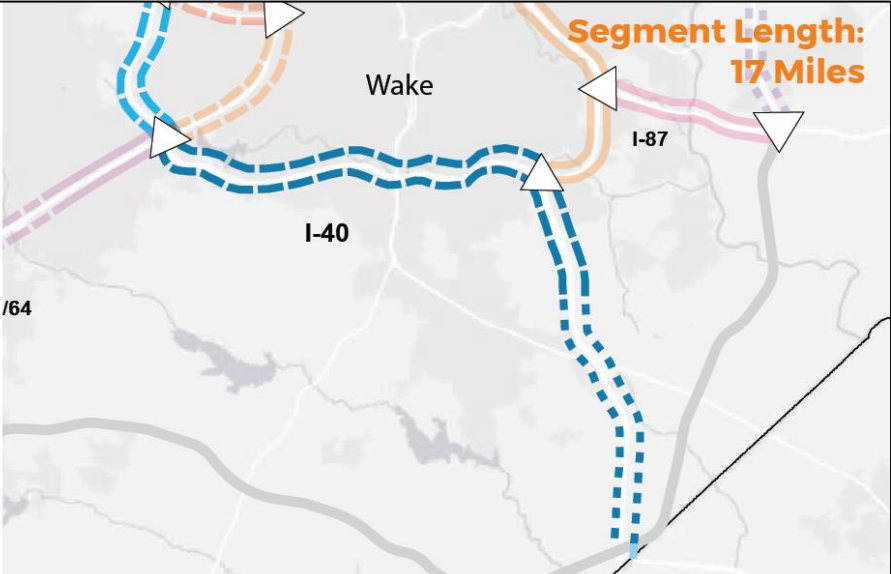
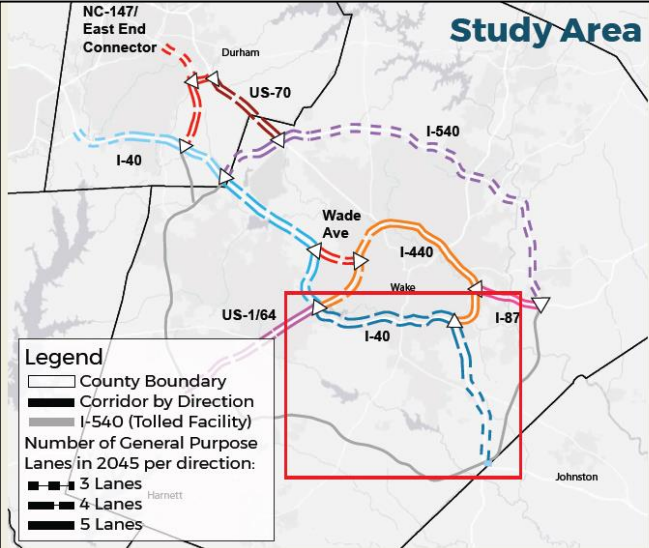
Corridors for Detailed Evaluation



Detailed Corridor Evaluation

- ▶ Evaluated seven corridors & divided I-40 into 3 segments
- ▶ Analyzed express lane performance using seven factors:
 - Projected revenue collection
 - Travel time savings
 - Trip dependability
 - Transit supportive
 - Impacts on low income residents
 - Access to jobs
 - Construction costs

Fact Sheets



Developed for each corridor summarizing performance versus the evaluation criteria

TRIANGLE STRATEGIC TOLLING STUDY

Fact Sheets (continued)

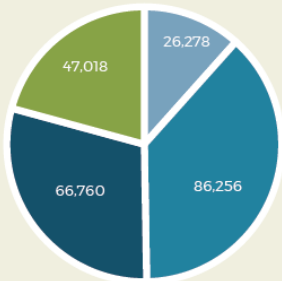


Estimated Construction Cost

\$8 - \$12
million/mile

Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.



2045 Employees by Employment Type*

230,000
TOTAL EMPLOYEES

■ Industry ■ Service
■ Office ■ Retail



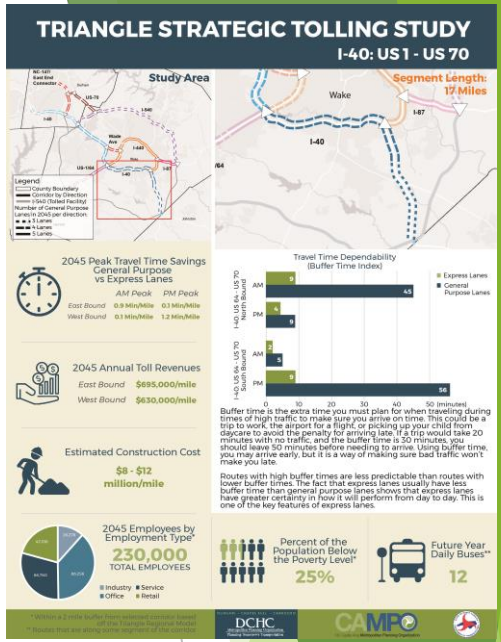
Percent of the Population Below the Poverty Level*

25%



Future Year Daily Buses**

12



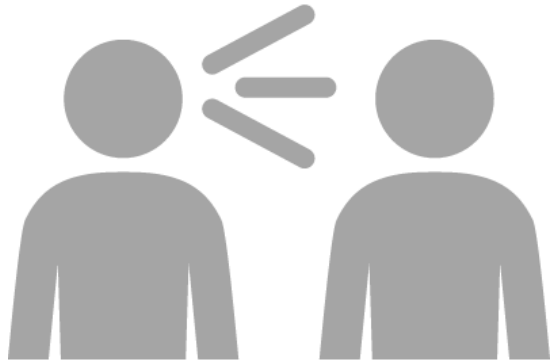
Updating Partners & Stakeholder Groups

► Closing the Loop on Study Outcomes (May & June)

► Presentations to:

- ✓ MPO Boards - Joint CAMPO & DCHC MPO Meeting
- ✓ NCDOT NCTA Staff Leadership
- ✓ NCTA Board of Directors
 - NCDOT Board of Transportation (Local Members)
 - NCDOT Local Divisions Staff & Others
 - FHWA
- ✓ FHWA Office of Civil Rights
 - WakeUP Wake County
 - Regional Transportation Alliance

More Information?



- ▶ www.triangletollingstudy.com

- ▶ Kenneth Withrow, AICP

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(919) 996-4394

- ▶ Andy Henry, AICP

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(919) 560-4366, ext. 36419

- ▶ Lynn Purnell, PE, ENV SP

Lynn.Purnell@wsp.com
(704) 342-5405

Triangle Region Intelligent Transportation Systems Plan Update

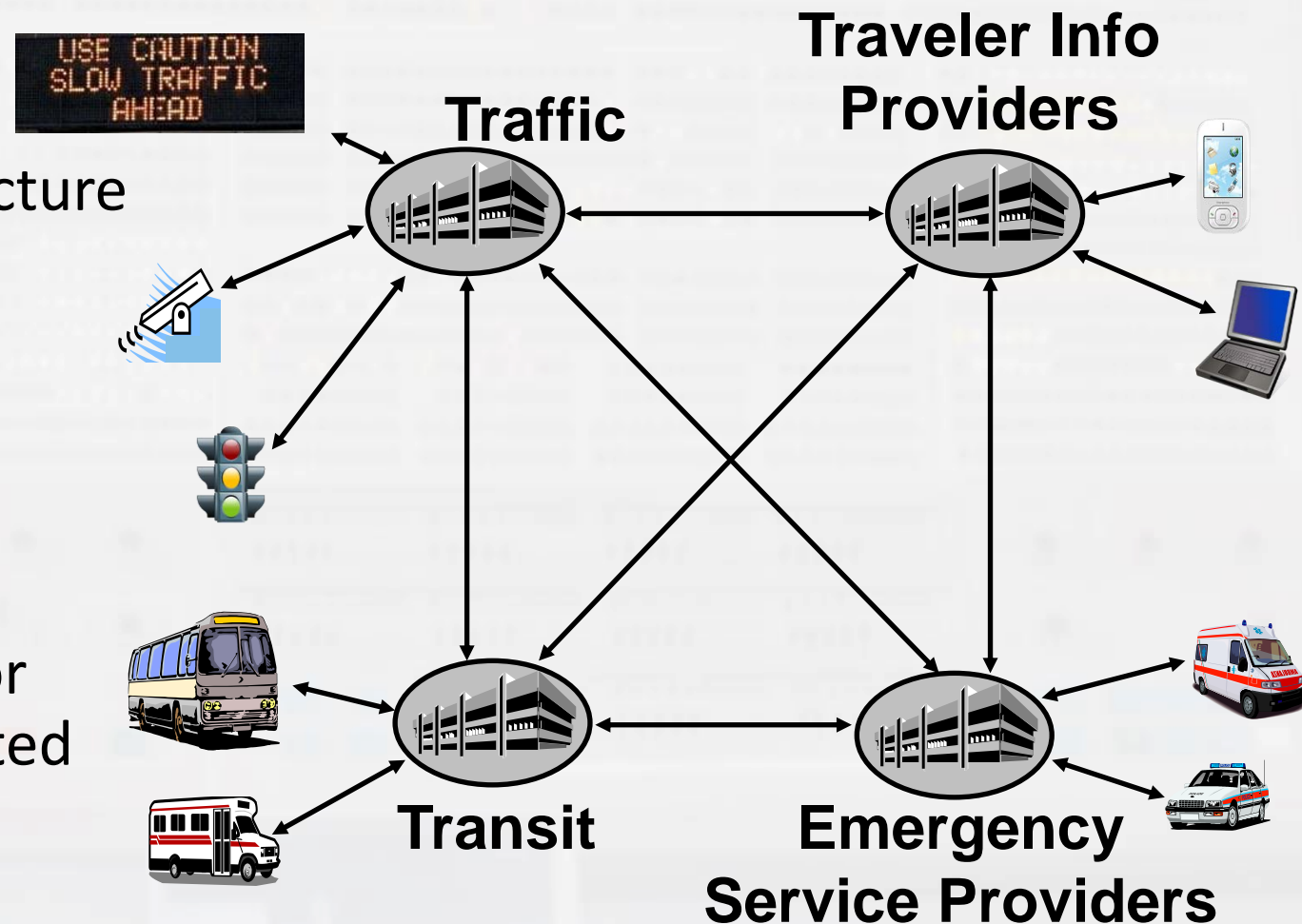
CAMPO-DCHC MPO Joint Meeting

May 29, 2019



Plan Objectives

- Old Architecture to New Architecture
- Assess Needs
- Identify Gaps
- Identify Opportunities
- Meet Federal Requirement
- Recommended program plans for future deployment (with estimated costs for deployment)



JUNE
2019

Project Deliverables

- The actual plan document
- Web-based architecture outputs
- 10 Year Program Plan

Triangle Region ITS Strategic Deployment Plan Update

PREPARED FOR:

PREPARED BY:



Capital Area MPO
421 Fayetteville Street, Suite 203
Raleigh, NC, 27601
919.996.4400

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606-5217
919.829.0328

Triangle Region ITS Strategic Deployment Plan Update

Task 3 Technical Memorandum: User Needs and Gaps Assessment

PREPARED FOR:



PREPARED BY:



Capital Area MPO
421 Fayetteville Street, Suite 203
Raleigh, NC, 27601
919.996.4400

Venture I
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919.829.0328

APRIL
2019

Project Status

- Completed User Needs and Gaps
- Established Vision, Goals and Objectives
- Strategies Workshop – May 30, 2019

VISION STATEMENT

A region that provides effective, innovative, and seamless integrated services to enhance safety, mobility, reliability and interoperability through ITS solutions.

CONNECT 2045 MTP GOALS	TSMO STRATEGIC PLAN- FUNCTIONAL AREAS	2019 ITS SDP UPDATE OBJECTIVES
Support Vision Zero Policy in the region	Freeway Management (TIM/Tactical)	Support Vision Zero
Manage congestion and system reliability	Freeway Management (Ops/ Strategic) Arterial Management	Support reliability across an integrated transportation network
Enhance network mobility	Freeway Management (Ops/ Strategic) Arterial Management	Enhance network mobility
Promote multimodal and affordable travel choices Connect people Insure equity and participation	Arterial Management Traveler Information Partner Agencies	Improve multimodal connectivity and equitable access
Improve infrastructure condition	Asset Management Data and Performance Measures	Improve, monitor, and manage assets
Stimulate economic vitality	Return on investment	Support economic vitatliy

Regional Needs and Gaps

1

NEED #1: THE NEED FOR A COMMON, REGIONAL COMMUNICATION FIBER NETWORK.

2

NEED #2: THE NEED FOR INTEROPERABLE SIGNAL SYSTEMS ACROSS JURISDICTIONAL BOUNDARIES.

3

NEED #3: THE NEED FOR DEDICATED FUNDING FOR ITS OPERATIONS AND MAINTENANCE.

4

NEED #4: THE NEED FOR CONTINUED ADVANCEMENT OF CAV ACROSS THE REGION.

5

NEED #5: THE NEED FOR COORDINATED DATA MANAGEMENT ACROSS THE REGION.

6

NEED #6: THE NEED FOR REGIONAL-LEVEL PLANNING FOR MANAGING AND RESPONDING TO INCIDENTS AND EMERGENCIES.

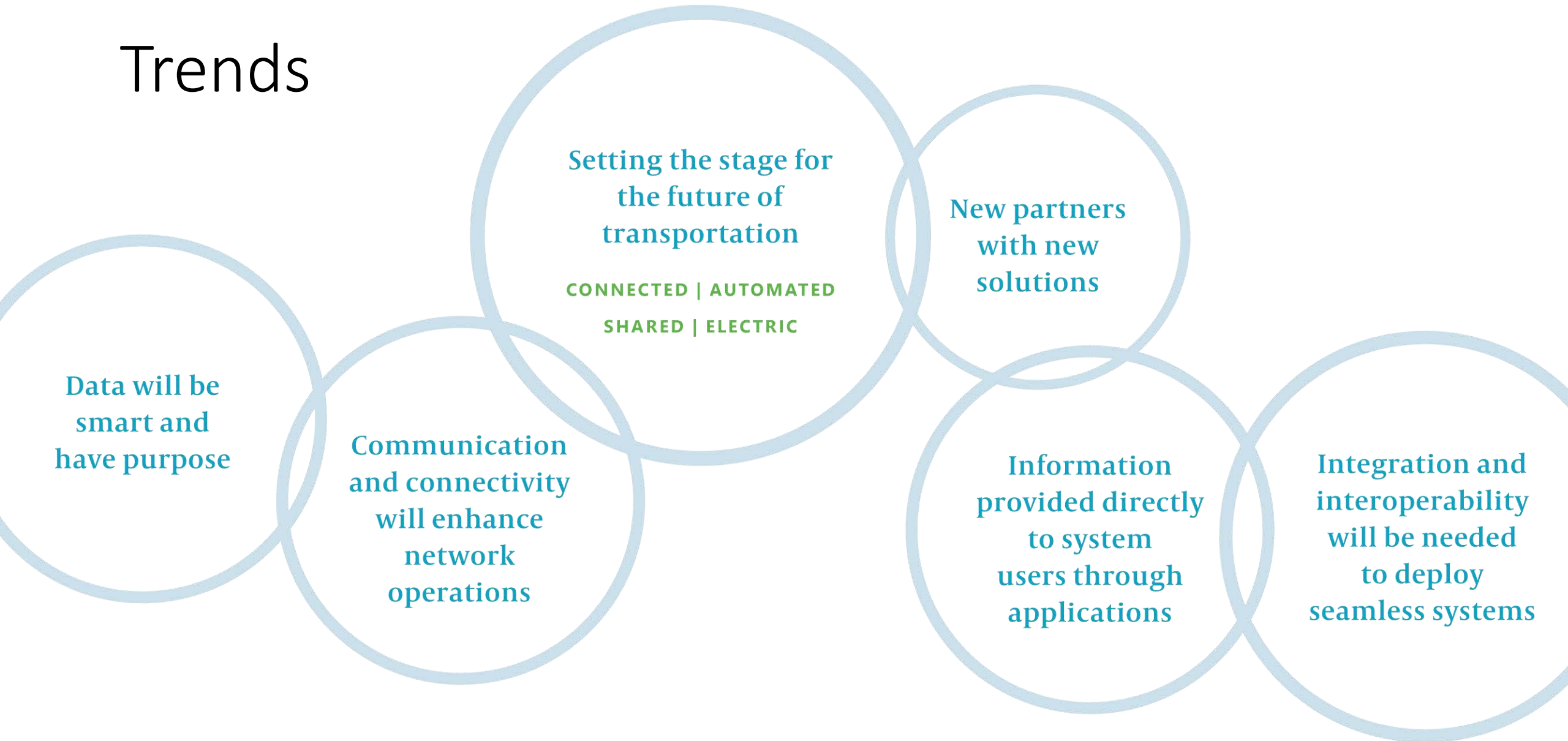
7

NEED #7: THE NEED TO ENHANCE BUS RAPID TRANSIT, PARKING MANAGEMENT, AND BIKE/ PEDESTRIAN MOBILITY ACROSS THE REGION.

8

NEED #8: THE NEED FOR INTEGRATED CORRIDOR MANAGEMENT.

Trends

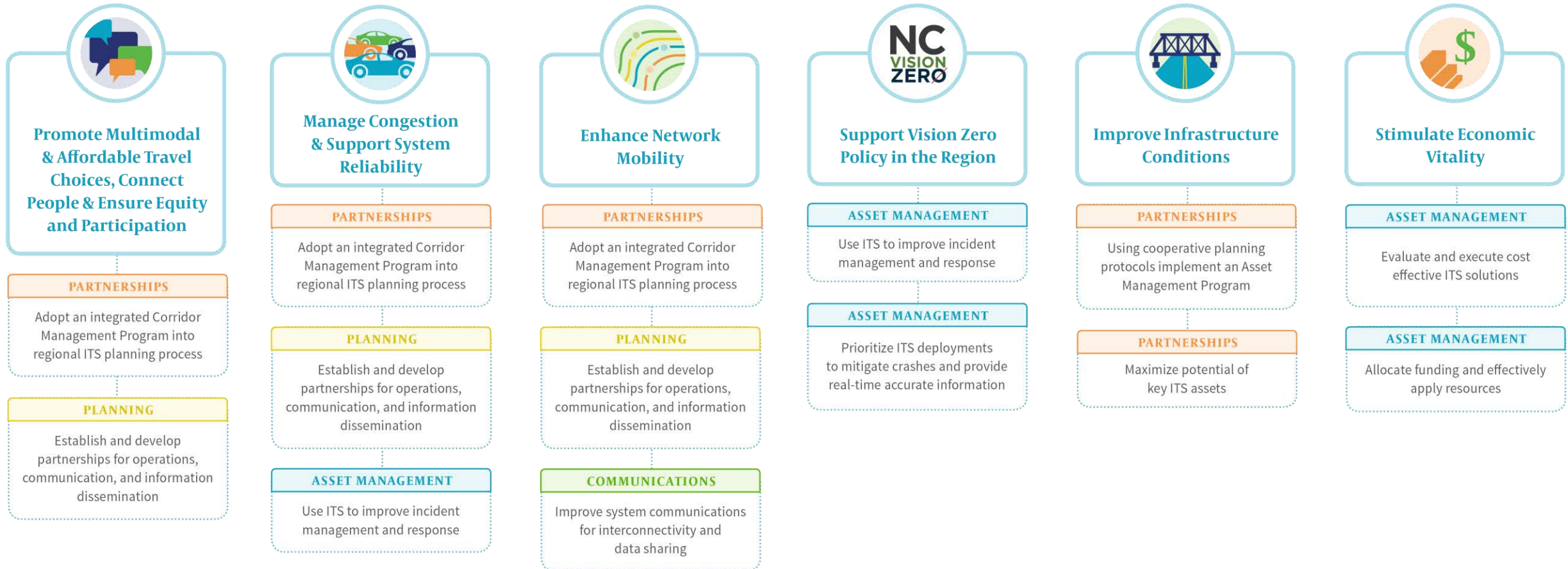


Architecture



- Ops Concept
 - Roles & Responsibilities for the Stakeholders involved in the Services
- Interfaces – built based on Inventory + Services
- Functions – what the systems have to do to deliver the services, drive the interfaces

Align Strategies with Objectives

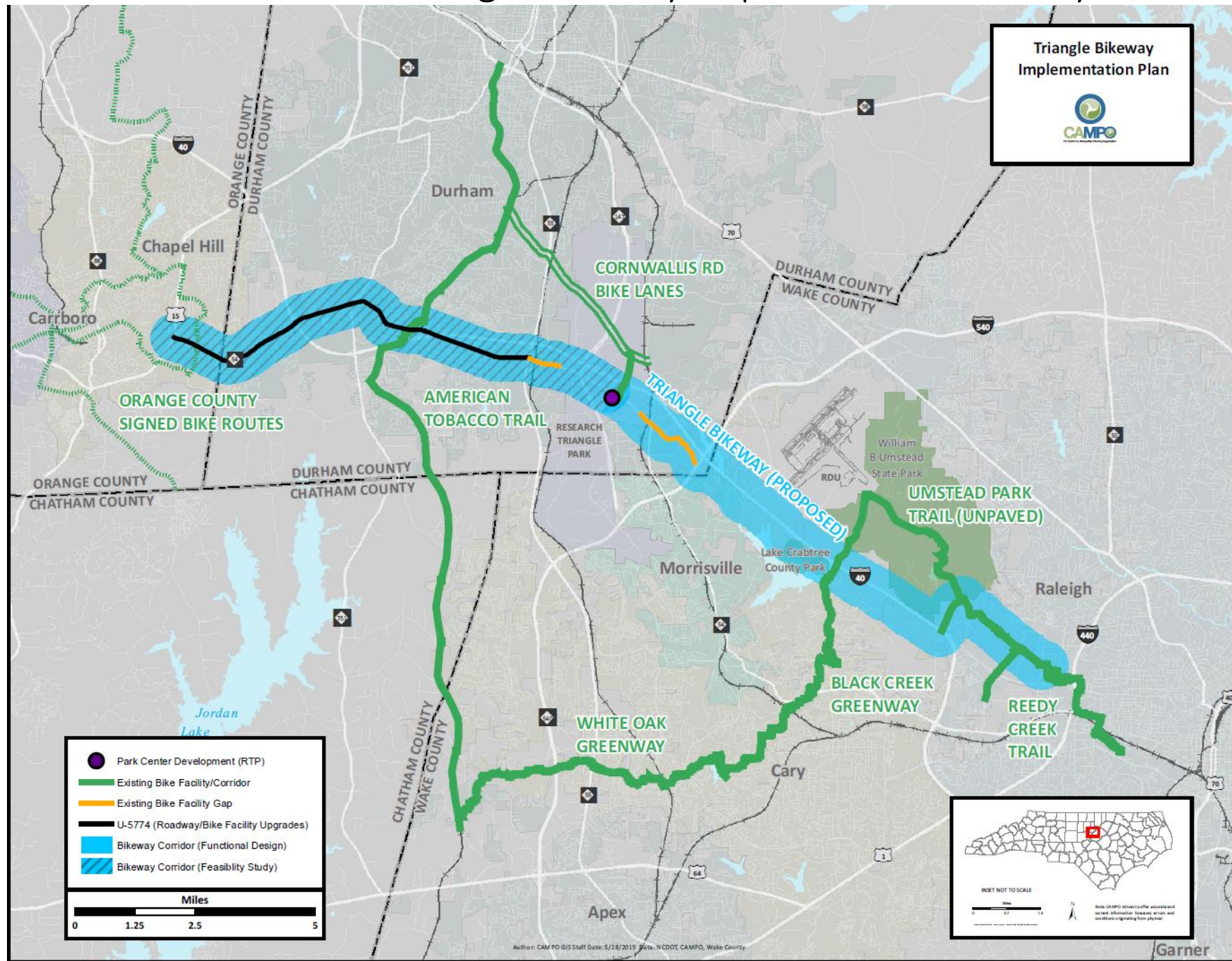


Next Steps

- Align Strategies with Needs, Gaps, Objectives and Vision
 - Deliver Tech Memo
- Finalize Architecture
- Develop Program Prioritization
- Produce Final Strategic Deployment Plan



Triangle Bikeway Implementation Study





NORTH CAROLINA

Department of Transportation



Delivering our Federal Program

May 2019

Delivering our Federal Program

NC's Total Annual Federal Apportionment ~ \$1.1B

Various Federal Funding Pots				
NHPP	STBG	STBG-DA	HSIP	CMAQ
NHFP	PL	TAP	TAP-DA	HWY RAIL X-ING

Three ways we can lose Federal Funds:

1. Lapsing Funds
2. Rescission
3. Not Taking Full Advantage of August Redistribution

1 – Lapsing Funds

Preventing Funds from Lapsing

- Funds lapse if not obligated within 4 years
- \$4M in TAP funding lapsed in 2017
- NCDOT continues to utilize TAP funds on ADA curb ramps to help reduce unobligated balance
- We need Local Governments to deliver TAP projects as well to help reduce unobligated balances. This helps us:
 - Ensure funds do not lapse
 - Reduce funds subject to rescission
 - Maximize August Redistribution

2 – FAST Act Rescission – 2020

FAST Act Rescission

SEC. 1438. ADJUSTMENTS.

(a) IN GENERAL.—On July 1, 2020, of the unobligated balances of funds apportioned among the States under chapter 1 of title 23, United States Code, a total of \$7,569,000,000 is permanently rescinded.

Subject to Rescission	Not Subject to Rescission
NHPP	STBG & STBG-DA
NHFP	HSIP
PL	Hwy Rail Xing
CMAQ	
TAP & TAP-DA	

How Will This Affect NC?

- Rescission amount calculated based on remaining balances as of: September 30, 2019
- Funds rescinded: July 1, 2020
- NC Rescission Estimate at end of FFY 2018: \$135M
- Projected national unobligated CA balance < \$7.569B
 - All unobligated CA rescinded
 - Additional CA taken from 2020
- The more funds subject to rescission obligated before end of FFY19, the less we will lose in the rescission
- Biggest challenge will be spending down:
 - TAP TAP-DA CMAQ

FFY 2019 Delivery Rates to Date

	Available Funds Start of FFY 19	Obligated & MPO Transfer	Unobligated Balance To Date
STBG-DA	\$228M	\$23.3M	\$204.7M
CMAQ*	\$76.9M	\$25.1M	\$51.8M
TAP*	\$43.7	\$6.1M	\$37.6M
TAP-DA*	\$21.4M	\$1.8M	\$19.6M

*Funds subject to 2020 rescission

CMAQ Delivery

- DOT is working on options for reducing unobligated balances in CMAQ by using these funds on eligible STI funded projects that are ready for obligation
- Could potentially transfer funds to an eligible funding source (STBG or NHPP)
- This could affect previously selected CMAQ projects
- Helps reduce unobligated amounts to avoid lapses and rescissions

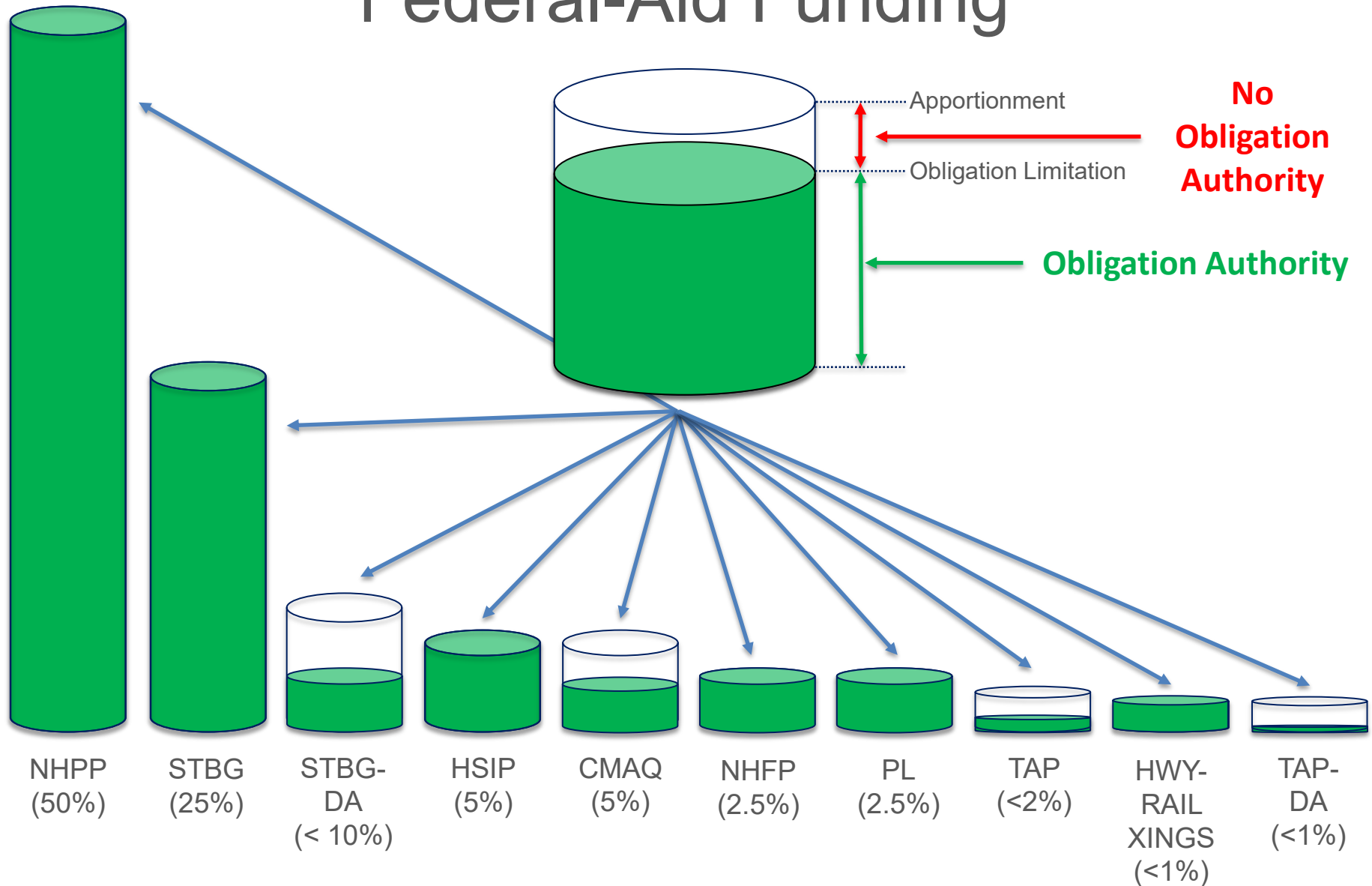
How Can We Avoid Losing Funds?

- Program all DA and CMAQ
 - Earlier call for projects
 - Program multiple years
- Obligate funds
 - Funds need to not only be programmed, but **obligated**
- Utilize less flexible funds first
 - Use TAP-DA when possible in place of STBG-DA
 - Use up to 50% of TAP funds for any STBG eligible purpose*

*New FAST Act provision. Must go through same TAP competitive process.

3 – August Redistribution

Federal-Aid Funding



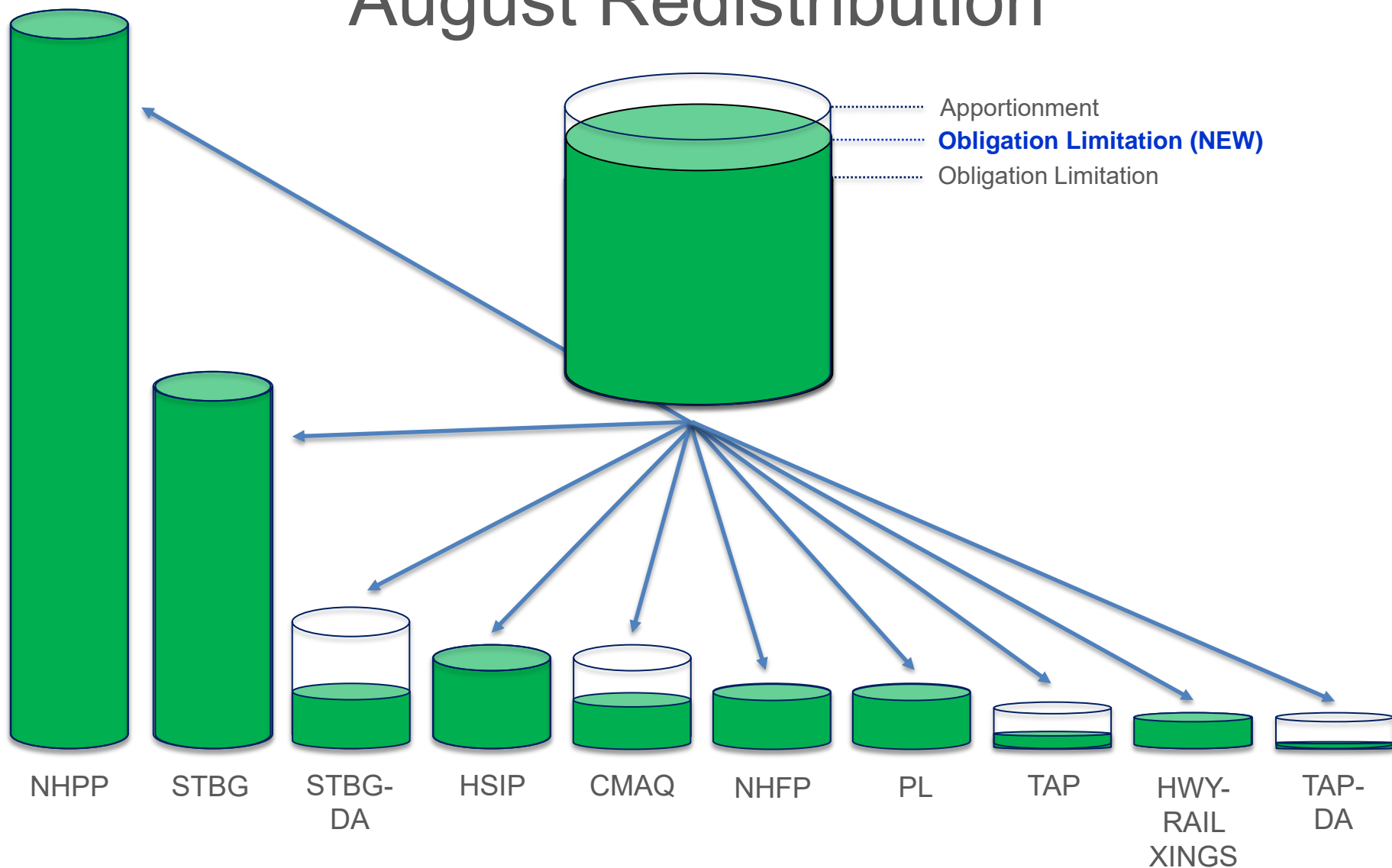
August Redistribution

- FHWA redistributes unused Obligation Authority (OA) amongst the States
- Additional OA allows States to obligate additional funds

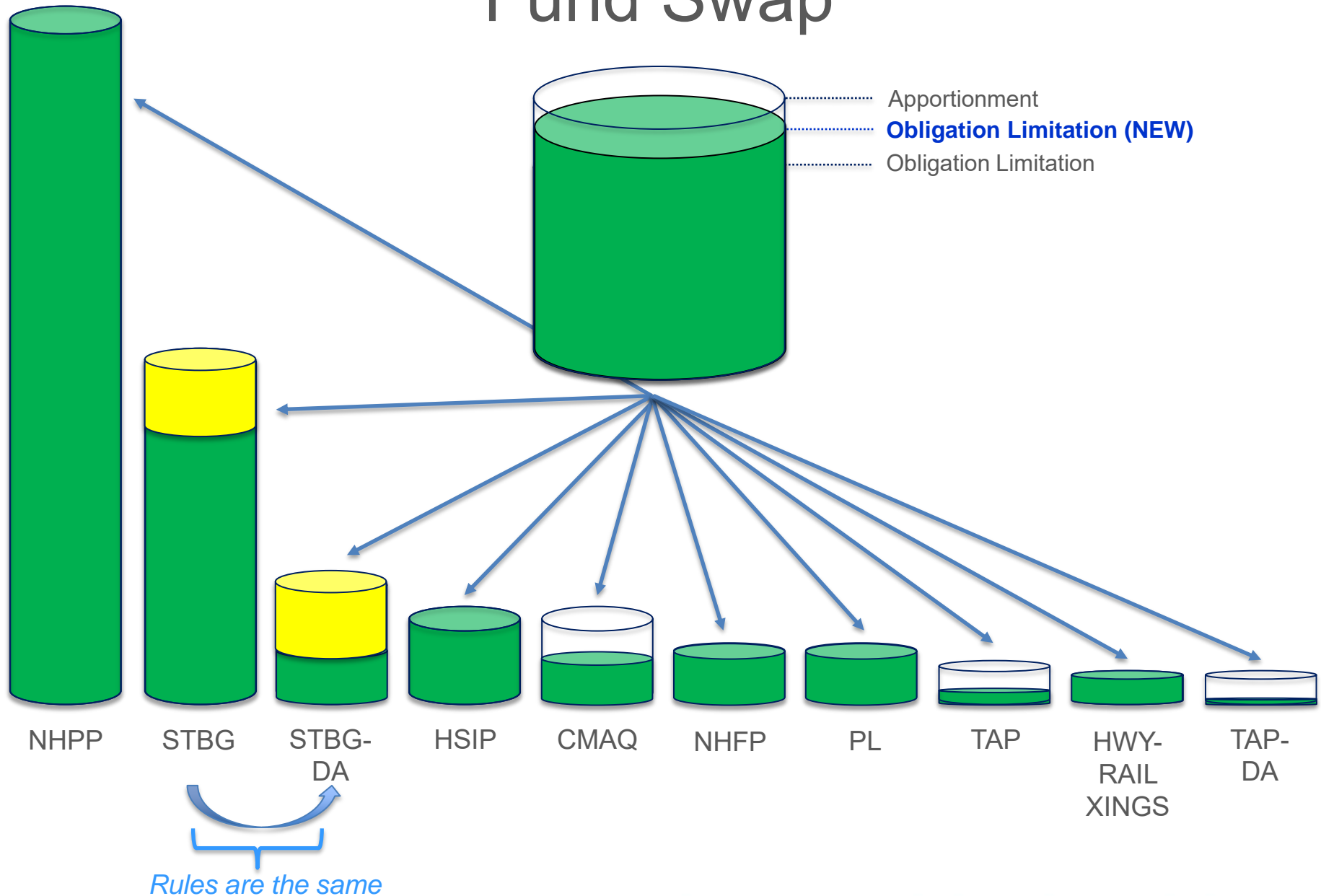
Requirements to receive August Redistribution:

1. Utilize all existing OA
2. Have additional projects ready to authorize by September 30th of the same year
3. Have apportionment in respective fund category for each project

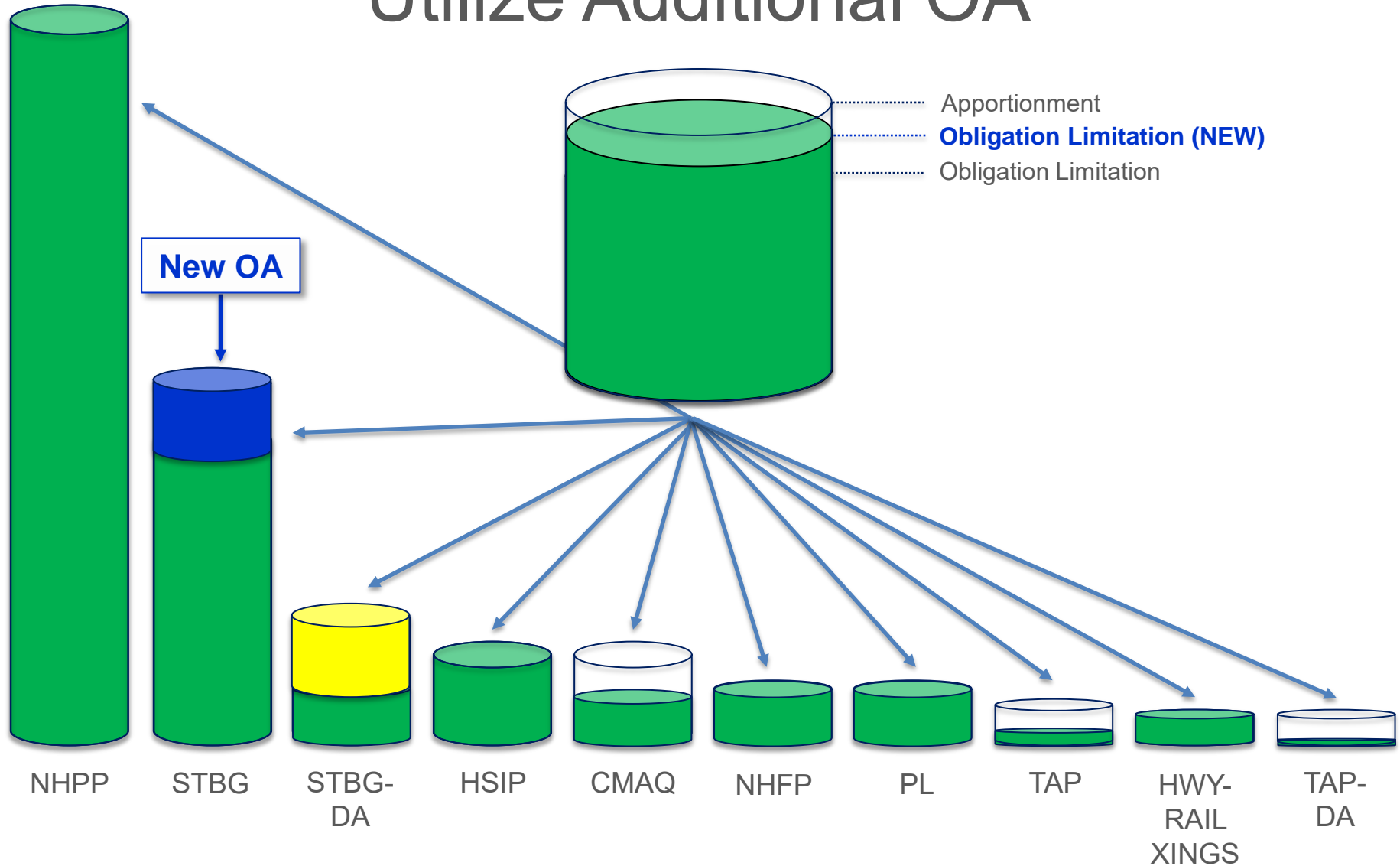
August Redistribution



Fund Swap



Utilize Additional OA




How Can MPOs Help Maximize August Redistribution?

Improve Delivery

Continue with STBG/STBG-DA Fund Swap

- Funds replaced when MPO has a project ready (STBG)
- Same rules for STBG & STBG-DA

Have projects ready to deliver after 2020 Rescission



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 29, 2018

MEMO TO: Sherry Ashley, Technical Coordinating Committee (TCC) Chair
Charlotte Regional Transportation Planning Organization (CRTPO)

FROM: Bobby Lewis, Chief Operating Officer
North Carolina Department of Transportation 

SUBJECT: Switching of funding sources for selected projects in CRTPO area

I appreciate your taking time to meet with members of my staff to discuss a funds swap that could potentially secure additional federal funding for North Carolina and the spirit of cooperation that was exhibited at the meeting held on April 25, 2018. The funding swap involves switching currently available CRTPO Direct Attributable federal funds for flexible federal funds in the years the Direct Attributable funds were programmed. There is no impact to schedules, local matches, or project management requirements resulting from the proposed swap.

STEP 1: Request CRTPO STBG-DA FUNDS
Our proposal is to request \$11,860,641 of the CRTPO's Surface Transportation Block Grant - Direct Attributable (STBG-DA) funds in fiscal year (FY) 2018 on the following projects where we had initially intended to use federal National Highway Performance Program (NHPP) funding. These funds will be used to make payments on GARVEE bonds issued as part of the funding of these projects.

R-2123 CE - Charlotte Outer Loop - \$4,720,471
I-3819 A - I-401-77 Interchange - \$5,365,326
R-2248 E - Charlotte Outer Loop - \$1,521,715
U-2209 B - Independence Boulevard - \$244,129

STEP 2: Supplement U-5108 and U-5874 with STBG-Flex Funds
We then propose to program \$11,860,641 of federal STBG - flex funds (i.e., funds that can be used anywhere in the state) on Project U-5108, Northcross Drive Extension and Project U-5874, North University Research Park i-85 overpass in fiscal year 2020 in place of the currently planned STBG-DA funds that are directly attributable to the CRTPO area. The amounts are as follows:

U-5108 - \$4,765,020
U-5874 - \$7,095,641

Mail Stop Address:
NC DEPARTMENT OF TRANSPORTATION
SECRETARY OF TRANSPORTATION
1501 MAIL SERVICE CENTER
RALEIGH NC 27601-0001

Telephone: (919) 707-2800
Fax: (919) 733-9130
Customer Service: 1-877-383-6868
Website: www.ncdot.gov

Location:
15 WILMINGTON ST.
RALEIGH NC 27601

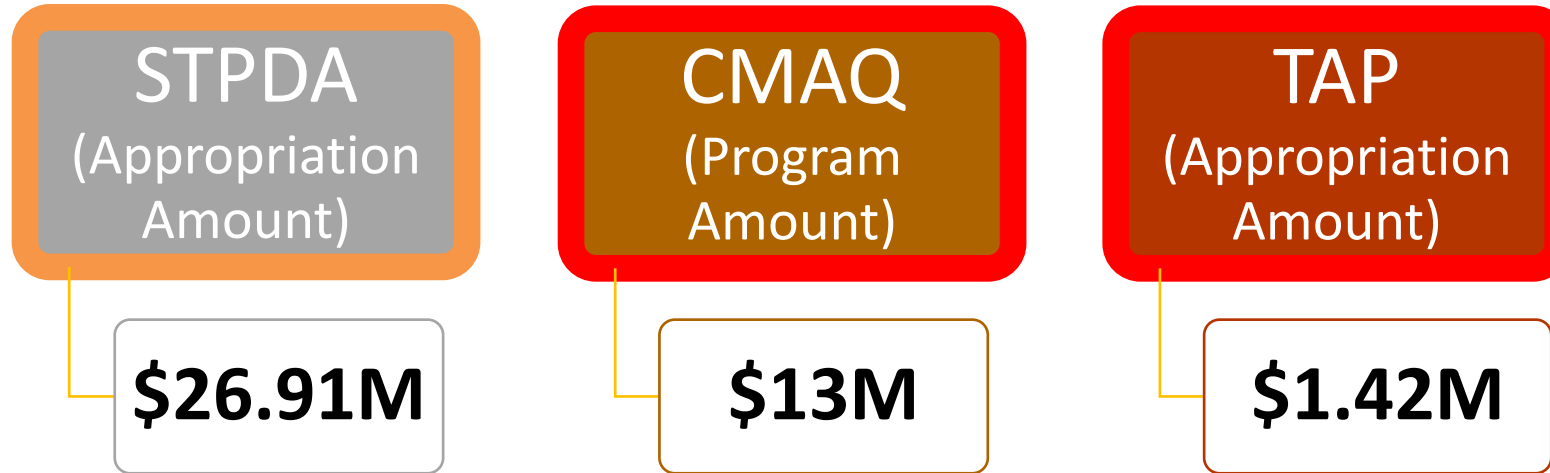
Key Takeaways



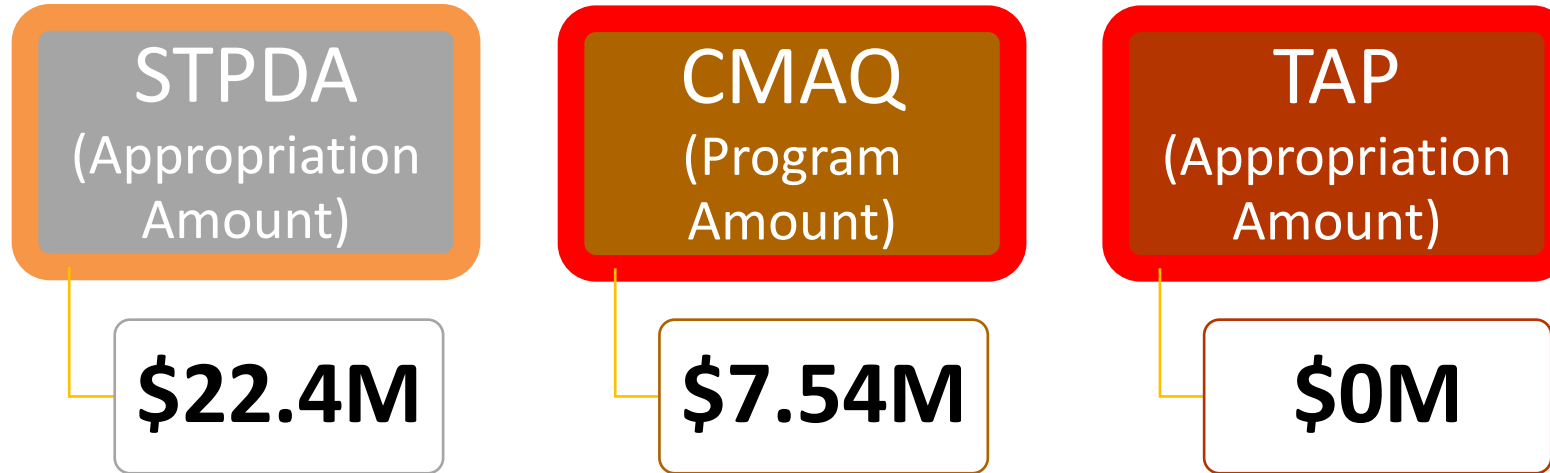
- Obligate CMAQ and TAP/TAP-DA funds by end of FFY19 to avoid rescission of funds
- 2020 August Redistribution (after rescission):
 - Have STBG-DA projects ready to obligate
 - Continue fund swap

CAMPO Rescission Status

Fund Balances in March 2019



Current Fund Balance



Note: Includes pending funding authorizations that have been requested to FHWA

CMAQ

• Exposed Balance	\$13,066,186
• Recently-Approved Changes to date	-\$2,320,531
• Higher Confidence of Project Authorization	<u>-\$6,415,346</u>
• Current Anticipated CMAQ Exposed Funding	\$4,330,310
• Strategies	
• If Addition of Shovel-Ready Projects	-\$2,594,924
• If FY 20 Projects Start PE Early	- \$528,535
• If Retroactive 80/20 Match on Higher Confidence Projects	-\$4,749,692
• Flex Remaining Funds to FTA	Balance