



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**May 1, 2025**

**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: April 3, 2025

#### Requested Action:

**Approve the April 3, 2025 Meeting Minutes.**

## 5. Regular Business

1. FY2026 Wake Transit Work Plan
2. FY 2025 4<sup>th</sup> Quarter Wake Transit Work Plan Amendment Requests
3. Amendment #9 to the FY 2024-2033 Transportation Improvement Program
4. Public Engagement Update on Tolling Options for US 1 North
5. 2055 MTP Update – Deficiency Analysis & Alternatives Analysis
6. 2025 (Section 5310) Enhanced Mobility of Seniors & Individuals with Disabilities Program Project Selection

## 5.1 Recommended FY 2026 Wake Transit Work Plan

## **6. Recommended FY 2026 Wake Transit Work Plan: Review and Release**

*Steven Mott, CAMPO*

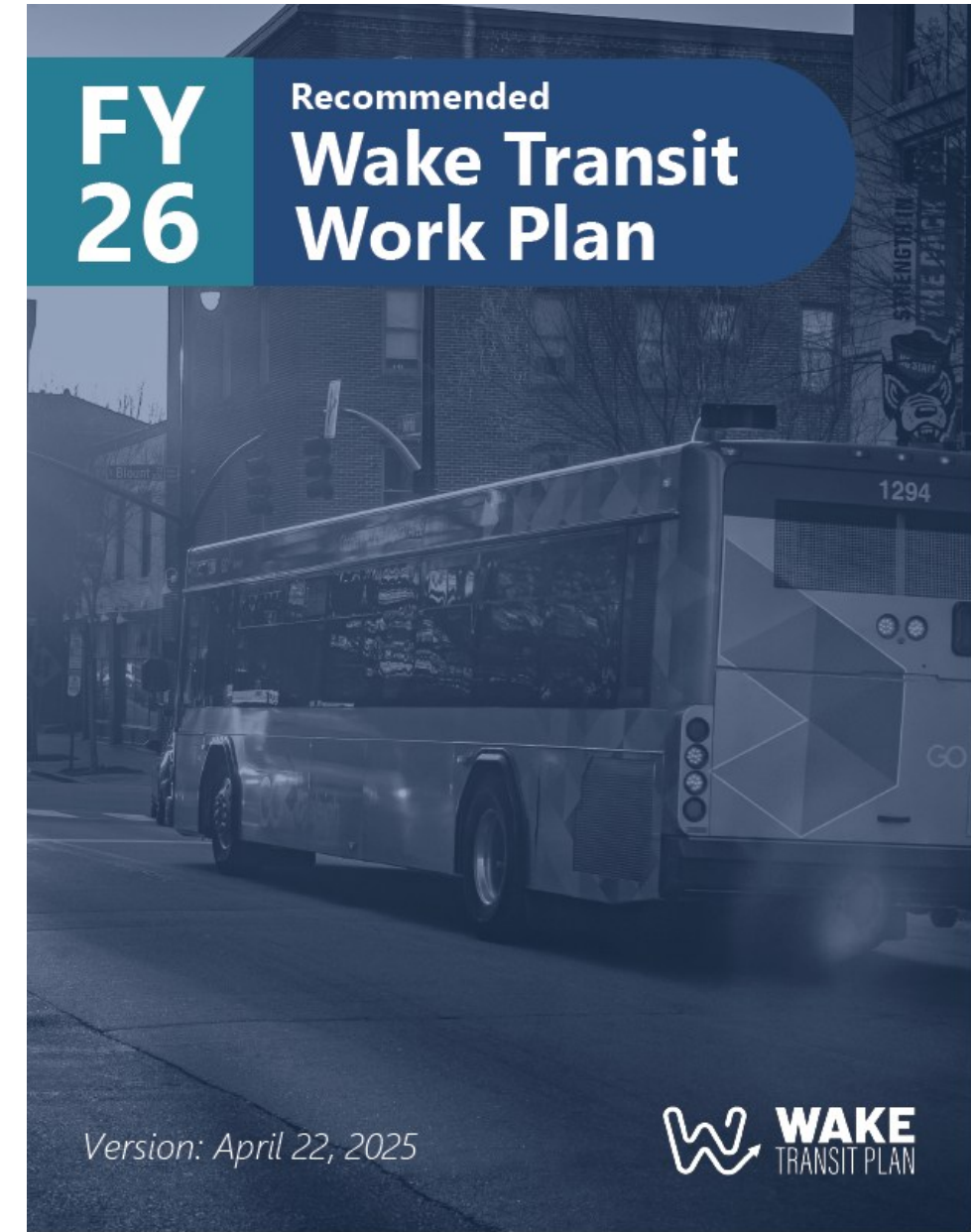
*Steve Schlossberg, GoTriangle/Tax District Administration*



# Work Plan Contents Overview

# Recommended Work Plan

- New Document Format.
- Visual and organizational edits to help with document flow and readability.
- Financial Assumptions Chapter moved to Chapter 2.



## Draft

**Operating Total: \$62.2m**  
**Capital Total: \$116.7m**

**Total: \$178.9m**

## Recommended

**Operating Total: \$64.1m**  
**Capital Total: \$122.5m**

**Total: \$186.6m**

***Increase of \$7.8m***

*All figures are approximate*

# Updates from Draft Work Plan

- 19 new or updated projects from the Draft Work Plan

## Highlights:

- Improvements to 6 GoRaleigh Routes.
- Increase of funds for GoRaleigh's Bus Acquisition (Expansion) to support these.
- Increase of funds for GoRaleigh's Low Income Fare Pass – Transit Assistance Program (TAP).
- Inclusion of 3 new CFA projects (Apex Bus Stop Improvements, Holly Springs Microtransit, and GoWake Forest).
- Inclusion of contracting costs for GoTriangle's RUS Bus O&M project.
- GoRaleigh's conversion of FRX into Fuquay-Varina microtransit service.

# Updates from Draft Work Plan

## Vehicle Rental Tax Recommendation from the TPAC for FY 2026 Revenue:

The FY 2025 Wake Transit Work Plan included a portion of the Regional Transit Authority Vehicle Rental Tax, as defined in NCGS §105-550 through NCGS §105-556. A Conference Committee of the Wake Transit Governance ILA parties was convened and voted to include the amount of \$2.528M of the Regional Transit Authority Vehicle Rental Tax ("VRT") in the Adopted FY25 Wake Transit Work Plan with future VRT allocations to be decided through the Conference Committee.

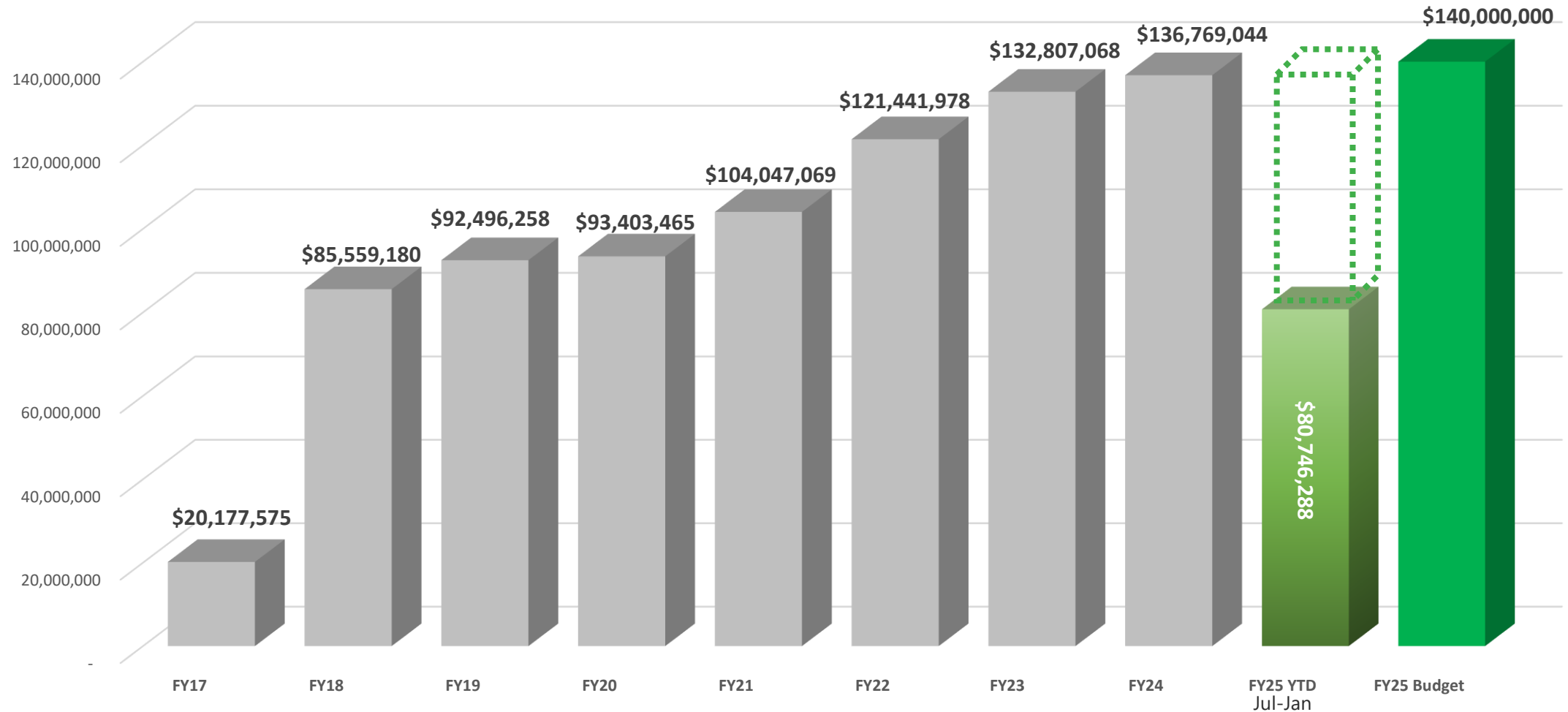
**The TPAC recommended the FY 2026 Wake Transit Work Plan include \$2.591M of VRT revenues based on the same proportion methodology used in the Financial Model and Assumptions for FY 2025,** as outlined in the Adopted FY 2025 Wake Transit Work Plan, while the Conference Committee continues to evaluate the potential impacts of VRT for FY 2026 and beyond. Future funding beyond FY 2026 remains marked as "TBD". The VRT allocation for FY 2026 and the "TBD" designation will be updated upon the conclusion of the Conference Committee process. If desired, the Conference Committee may submit a mid-year amendment to reflect the agreed-upon solution.



# Modeled Expenditures and Revenues

# FY25 Revenue Update

Article 43



# FY25 Revenue Update



# FY26 Modeled Revenues

(in Thousands)

## FY26 Recommended Work Plan Budget Assumptions

	FY24 Final Actuals	FY25 Adopted Work Plan	FY26 Draft Work Plan	FY26 Recommended Work Plan
<b>Local</b>				
½ Cent Local Option Sales Tax	\$136,769	\$140,000	\$145,000	\$145,000
Vehicle Rental Tax	67	2,528	TBD	TBD
\$7.00 Vehicle Registration Tax	6,902	7,075	7,190	7,190
\$3.00 Vehicle Registration Tax	2,957	3,025	3,076	3,076
<b>Subtotal Local:</b>	<b>\$146,694</b>	<b>\$152,628</b>	<b>\$155,266</b>	<b>\$155,266</b>
Federal		608	779	779
Farebox	-	-	-	-
Prior-Year Funds (Capital Liquidity)	-	28,379	22,900	30,535
<b>Total Modeled Revenue Source</b>	<b>\$146,694</b>	<b>\$181,616</b>	<b>\$178,945</b>	<b>\$186,580</b>

- Excludes Federal BRT Share of \$86M

FY25 Work Plan includes Q2&Q3 Amendments

# FY26 Modeled Expenditures

(in Thousands)

	New Operating	Continued Operating	Total Operating
Bus Operations	\$6,002	\$43,011	\$49,013
Community Funding Area	1,371	1,603	2,975
Other Bus Operations	-	4,303	4,303
Transit Plan/Tax District Administration	150	7,689	7,839
<b>Total FY 2026 Modeled Operating</b>	<b>\$7,523</b>	<b>\$56,606</b>	<b>\$64,129</b>

**\$1.9M Operating Expense *Increase* compared to the Draft**

# FY26 Modeled Expenditures

(in Thousands)

## Capital Projects

Transit Center/Transfer Point Improvements	\$ 30,730
Maintenance Facility	1,785
Park-and-Ride Improvements	1,490
Bus Stop Improvements	5,693
<b>Total Bus Infrastructure</b>	<b>\$ 39,698</b>
Bus Rapid Transit**	\$ 55,784
Vehicle Acquisition*	25,987
Capital Planning	982
<b>Total Projects Modeled (excl. Bus Infrastructure)</b>	<b>\$ 82,753</b>
<b>Total Capital</b>	<b>\$ 122,451</b>

\* - Includes ADA and Support Vehicles

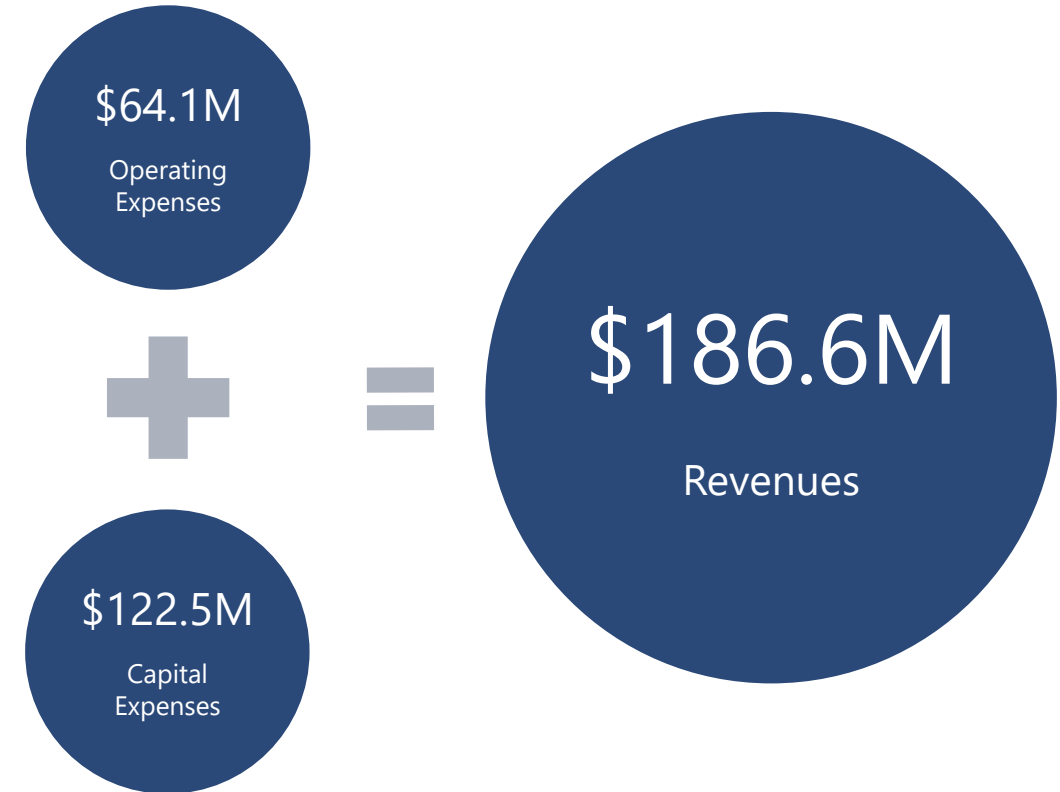
\*\* - Excludes Federal Share

**\$5.7M Capital Expense Increase compared to the Draft**

# FY26 Total Work Plan

## FY26 Triangle Transit Tax District: Wake Transit Plan

<i>Recommended</i>	Triangle Tax District:
<b>Revenues</b>	
<b>Tax District Revenues</b>	
Article 43 1/2 Cent Local Option Sales Tax	\$ 145,000,000
Vehicle Rental Tax (GoTriangle Article 50 NC G.S. 105-550 funding)	TBD
\$7.00 Vehicle Registration Tax	\$ 7,190,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,076,000
Other Tax District Revenues	\$ 779,076
Allocation From Fund Balance	\$ 30,534,621
<b>Total Revenues</b>	<b>\$ 186,579,697</b>
<b>Expenditures</b>	
<b>Tax District Administration</b>	\$ 662,602
<b>Transit Plan Administration</b>	\$ 7,176,640
<b>Transit Operations</b>	\$ 53,315,249
<b>Community Funding Area Program (Operating)</b>	\$ 2,974,548
<b>Total Operating Allocation</b>	<b>\$ 64,129,039</b>
<b>Capital Planning</b>	\$ 981,580
<b>Community Funding Area Program (Capital)</b>	\$ 110,000
<b>Bus Rapid Transit (BRT)</b>	\$ 55,784,192
<b>Transit Infrastructure</b>	\$ 39,588,134
<b>Vehicle Acquisition</b>	\$ 25,986,752
<b>Total Capital Allocation</b>	<b>\$ 122,450,658</b>
<b>Total Workplan Programmed Expenditure*</b>	<b>\$ 186,579,697</b>
<b>Revenues over Expenditures</b>	<b>\$ -</b>



\* NOTE: Prior Year carryover to be calculated in May 2025



# Next Steps

# Next Steps

ACTION	DATE
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 17
<b>TCC Review of Recommended Work Plan</b>	<b>May 1</b>
14-day public review and comment period for the recommended Work Plan	May 1 – May 15
Public Hearing at CAMPO Executive Board	May 21
GoTriangle Board of Trustees Meeting	May 28
<b>TCC Provides Recommendation to Executive Board</b>	<b>June 5</b>
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June

**Comments & Questions?**

## 5.1 Recommended FY 2026 Wake Transit Work Plan

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

## 5.2 FY 2025 4<sup>th</sup> Quarter Wake Transit Work Plan Amendment Requests

# FY2025 Q4 Amendment Request Calendar

ACTION	DATE
Submission Deadline	February 21, 2025
Released for Public Comment	March 7, 2025
PD Subcommittee Review	March 25, 2025
Public Comment Period Ends	April 4, 2025
TPAC Considers Amendment Requests	April 24, 2025
<b>TCC Considers Amendment Requests</b>	<b>May 1, 2025</b>
CAMPO Board Considers Approval of Amendment Requests	May 21, 2025
GoTriangle Board Considers Approval of Amendment Requests	May 28, 2025

# Operating Amendment Requests

## FY 2025, Quarter 4, Requested Wake Transit Work Plan Amendments

### REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 24 Original Funding Allocation	FY 25 Original Funding Allocation	FY 25 Requested Funding Allocation	FY 25 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TO005-CJ	City of Raleigh	Low Income Fare Pass	\$ -	\$ 1,200,000	\$ 2,179,000	\$ 979,000	<b>Major Amendment:</b> The Transit Assistance Program (TAP) provides free fares to low-income riders across the GoRaleigh (fixed route and Access) and GoTriangle systems after the introduction of fares in FY25. This amendment requests an additional \$979,000 to cover costs in FY25.
TO005-CI	GoTriangle	Low Income Fare Pass	\$ -	\$ 275,439	\$ 375,439	\$ 36,000	<b>Major Amendment:</b> The Transit Assistance Program (TAP) provides free fares to low-income riders across the GoTriangle and GoRaleigh systems after the introduction of fares in FY25. This amendment for GoTriangle requests an additional allocation of \$100,000 to this project. \$42,000 of this amount would come from a budget transfer from the Youth GoPass project (TO005-L1), and \$22,000 would come from a budget transfer from the Maintenance of Mobile Ticketing Software project (TO005-Y), totaling \$64,000 in budget transfers. The remaining sum of \$36,000 would come from a fund balance transfer.
Total Operating Funding Impact						\$ 1,015,000	

# Financial Impact of Amendment Requests:

## FY25-Q4 Amendment Financial Impact

Operating Budget Amendment Requests							
Ordinance Tag	Agency	Description	FY25 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY25 Wake Transit Plan Funding	Revised FY26-FY30 Adopted Wake Transit Plan Funding*	Total FY25-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Low Income Fare Pass/ Transit Assistance Program (TAP)	\$1,200,000	\$979,000	\$2,179,000	\$0	\$2,179,000
Bus Operations	GoTriangle	Low Income Fare Pass/ Transit Assistance Program (TAP)	\$275,439	\$100,000	\$375,439	\$0	\$375,439
Bus Operations	GoTriangle	Youth GoPass	\$55,252	(\$42,000)	\$13,252	\$297,685	\$310,937
Bus Operations	GoTriangle	Maintenance of Mobile Ticketing Software	\$55,191	(\$22,000)	\$33,191	\$297,353	\$330,544
Wake Transit Operating Expenditures			\$1,585,882	\$1,015,000	\$2,600,882	\$595,038	\$3,195,920
Total Financial Impact - FY25 Wake Transit Work Plan				\$1,015,000			

\* - The Transit Assistance Program received no funding in the FY25 MYOP. However, funds have been proposed in the FY26 Draft Plan.

# Financial Impact of Amendment Requests:

**Net Impact to FY25 Wake Transit Plan = (\$1,015,000)**

- The FY25 City of Raleigh Low Income Fare Pass budget will **increase** \$979,000.
- The FY25 GoTriangle Low Income Fare Pass budget will **increase** \$100,000.
- The FY25 GoTriangle Youth GoPass budget will **decrease** \$42,000.
- The FY25 GoTriangle Maintenance of Mobile Ticketing budget will **decrease** \$22,000.



# Community Engagement

- Comment period from March 7, 2025 – April 4, 2025.
- The notice was posted and advertised on CAMPO website with relevant social media posts.
- 17 comments received.
- Comments available for viewing in the request packet on page 12.
- All comments were reviewed by staff and input was considered.
- No changes to amendment requests resulted from the comments received.

# Community Engagement

The Executive Board and Technical Coordinating Committee (TCC) meet in person monthly. [More info under Meeting Details.](#)

**Parking Update:** As of March 2025, the Green Parking Deck is now open next to the CAMPO office building. [Updated Contact Info](#) (includes map for parking)

## New Employment Opportunity!

CAMPO Administrative Specialist, [more info](#)

## Public Notices & News

Public Notice: Section 5310 (Transit Funding) Call for Projects

Public Notice: FY 2025 4th Quarter Wake Transit Work Plan Amendment Request Public Comment Period

Public Comment: Federal Certification Review of CAMPO

### NOTICE #2

#### FY 2025 4th Quarter Wake Transit Work Plan Amendment Request Public Comment Period

March 7 - April 4, 2025

Two (2) Wake Transit Work Plan amendment requests were submitted, one (1) by the City of Raleigh and one (1) by GoTriangle for consideration in the 4th quarter of FY 2025. The amendment requests include providing additional funding for the Low Income Fare Pass/Transit Assistance Program (TAP). These two requests fall into the 'Major Amendment' category.

These amendment requests are being made available for public review and comment for thirty (30) days running from March 7, 2025, to April 4, 2025.


Follow the links below to view the Amendment Request Packet and to submit feedback directly to the planning team.

[View the FY25/Q4 Amendment Requests Here](#)

[Provide Your Feedback Here](#)

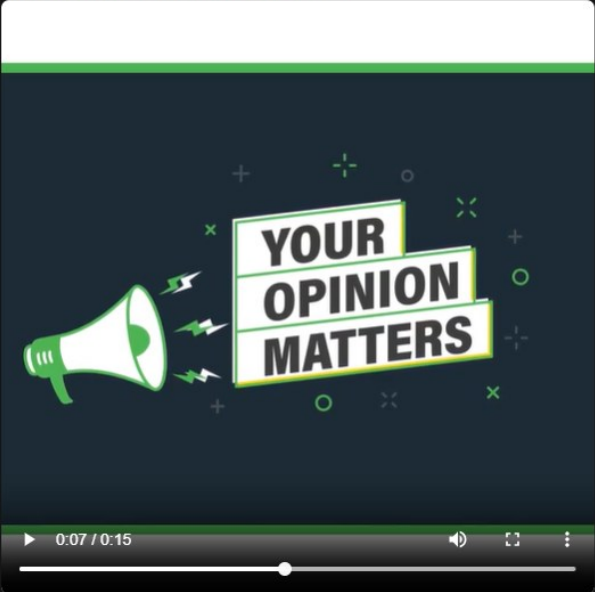
# Community Engagement

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 **Wake Transit @WakeTransit** Apr 4  
Today (4/4) is your last day to give feedback!

Your input is needed on two major amendments for the FY25 Q4 Wake Transit Plan! The amendment requests include providing additional funding for the low-income/Transit Assistance Pass (TAP) program.

Link: [mailchi.mp/c3248e1b0daa/your...](mailto:mailchi.mp/c3248e1b0daa/your...)



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Apr 4, 2025 · 8:00 PM UTC

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 **GoTriangle @GoTriangle** Mar 7  
Your input is needed on two major Wake Transit amendments - [mailchi.mp/c3248e1b0daa/your...](mailto:mailchi.mp/c3248e1b0daa/your...)



Mar 7, 2025 · 2:29 PM UTC

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# TPAC Recommendation

- The TPAC reviewed the requests and offered a favorable recommendation to the Wake Transit governing boards.
- The vote was unanimous.
- The voting record was not included in your packet due to timing.

## 5.2 FY 2025 4<sup>th</sup> Quarter Wake Transit Work Plan Amendment Requests

### Requested Action:

**Recommend approval of the FY 2025 4<sup>th</sup> Quarter Wake Transit Work Plan Amendment Requests.**

## 5.3 Amendment #9 to the FY 2024-2033 Transportation Improvement Program (TIP)

- FFY27 LAPP Project Awards
- NCDOT STIP Amendments January – March 2025
- NC 540 Bonus Allocation Delays – Southern Wake projects

## 5.3 Amendment #9 to the FY 2024-2033 Transportation Improvement Program (TIP)

### Next Steps:

- Public comment period from April 21 to May 20
- Public Hearing on May 21

### Requested Action:

**Recommend approval of Amendment #9 to the  
FFY 2024-2033 Transportation Improvement Program (TIP).**

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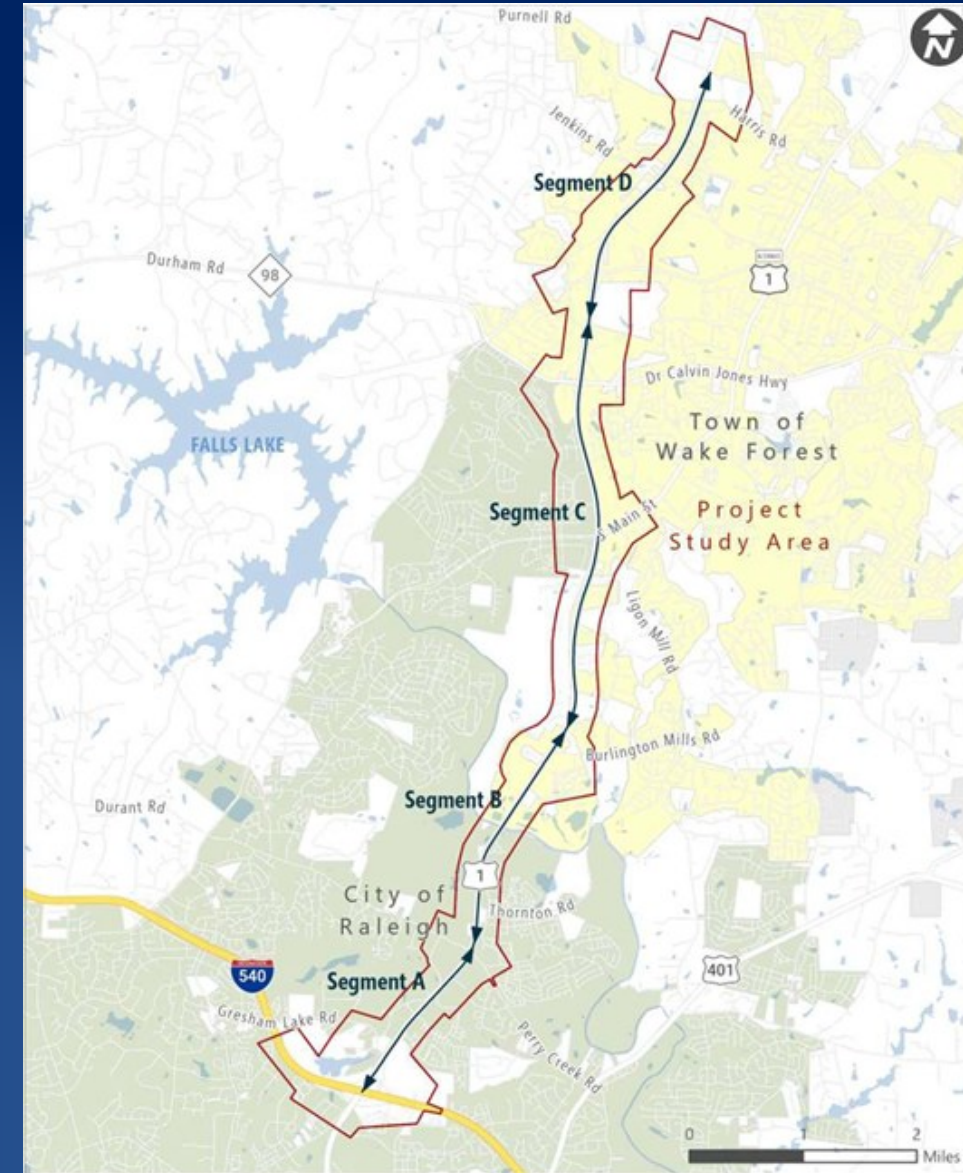
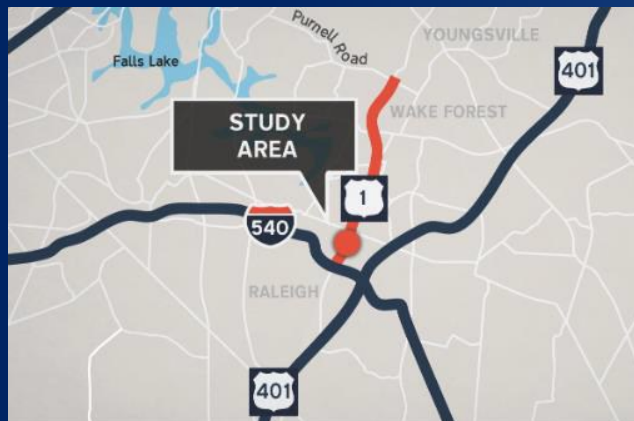
## 5.4 Public Engagement on Tolling Options for U.S. 1 (Capital Blvd.) North

# Background: U.S. 1 Capital Boulevard **North** Project (U-5307):

Converts Capital Boulevard (US 1) into a controlled-access highway in Wake County between I-540 and Purnell/Harris roads in Wake Forest.

For funding purposes, the Project is divided into the following four(4) segments:

- Segment A: I-540 to Durant Road / Perry Creek Road
- Segment B: Durant Road / Perry Creek Road to Burlington Mills Road
- Segment C: Burlington Mills Road to N.C. 98 Biz (Durham Road)
- Segment D: N.C. 98 (Durham Road) to Purnell Road / Harris Road



# U-5307 US 1 North Project

## STIP History

STIP	Projected Start Year	Projected End Year	Projected Cost (2025 \$)
2012 TIP/STIP	2018	2023*	\$93 Million
2016 TIP/STIP	2021	2024*	\$269 Million
2018 TIP/STIP	2021	2025	\$469 Million (ABC) \$581 Million (ABCD)
2020 TIP/STIP	2025	2032	\$452 Million (ABC) \$565 Million (ABCD)
2024 TIP/STIP	2026	After 2034	\$627 Million (ABC) \$772 Million (ABCD)
DRAFT 2026 STIP	2031	After 2035	\$1.07 Billion (ABC) \$1.34 Billion (ABCD)

*\*Some portions unfunded*

Time is money...

# Background

- February 2024: CAMPO Executive Board requested NCTA conduct a toll study for the US 1 North project corridor due to the impact of the reprogramming changes in the STIP/TIP.
- March 2025: Tolling analysis results are included in the following slides.

# Request to Assess Tolling Alternatives

## Analysis Request

- In February 2024, CAMPO requested NCDOT and NCTA to study tolling as a potential way to accelerate delivery of the proposed Capital Boulevard upgrades
- CAMPO & NCDOT signed an agreement in March 2024 to share costs of a Traffic and Revenue Study to evaluate tolling on U-5307
- CDM Smith developed planning level (level 2) traffic and revenue forecasts for both Expressway and Express Lane models that served as a basis for the analysis
- NCTA analyzed four (4) scenarios for financial viability:
  - **Scenario 1: All-tolled Expressway; Standalone**
  - **Scenario 2: All-tolled Expressway; added to the Triangle Expressway System**
  - **Scenario 3: One Express Lane in each direction; Standalone**
  - **Scenario 4: One Express Lane in each direction; added to the Triangle Expressway System**



# Types of Road Pricing

## Expressway (Scenarios 1 & 2)

- All users of facility pay
  - Drivers can choose to use alternative route instead
- Toll rates are generally a fixed rate per mile
  - Rates based on vehicles' axles
- Examples: Triangle Expressway and Monroe Expressway



## Express Lanes (Scenarios 3 & 4)

- Only express lane users pay
  - Drivers can choose to use general purpose lanes instead
- Dynamic pricing
  - Rates vary depending on traffic demand
  - Express Lanes must maintain 45 mph speed
- Intended to manage congestion and provide drivers with reliable travel times
- Examples: I-77 North Express Lanes and future I-485 Express Lanes



# Financial Analysis

Financing Highlights	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Roadway Type	Expressway	Expressway	Express Lanes	Express Lanes
Triangle Expressway System Expansion	No	Yes	No	Yes
Contract Award & Financial Close <sup>1</sup>	Spring 2027	Spring 2027	Fall 2030	Fall 2027
Projected Opening <sup>1</sup>	Spring 2033	Spring 2033	Fall 2036	Fall 2033
Capital Cost Estimate <sup>2</sup> (\$YOE)	~\$1.65B	~\$1.65B	~\$1.90B	~\$1.80B
Financing Capacity <sup>3</sup>	~\$800M	~\$1.40B	<\$100M	~\$600M
State Funding <sup>4</sup> (all or portion of)	Segments A/B	Segment A	Segments A/B/C/D	Segments A/B/C

<sup>1</sup>Schedule assumes CAMPO action and any necessary legislative changes by 7/1/2025 followed by 9-15 month environmental reevaluation process depending on scenario. Also assumes availability of funding to advance early work efforts consistent with C540 projects

<sup>2</sup>Cost estimates for express lanes scenarios do not reflect complete engineer's estimate; based on current estimates plus factor for additional work

<sup>3</sup>Based on planning level (level 2) T&R forecasts; bonding capacity less issuance costs, including capitalized interested and required reserves

<sup>4</sup>Based on draft 2026-2035 STIP released 1/31/2025

# Key Considerations

Key Considerations	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Roadway Type	Expressway	Expressway	Express Lanes	Express Lanes
Triangle Expressway System Expansion	No	Yes	No	Yes
Toll Rate Structure	Fixed	Fixed	Dynamic	Dynamic
NEPA Reevaluation	Lower Schedule Risk	Lower Schedule Risk	Higher Schedule Risk	Higher Schedule Risk
Diversion Impacts <sup>1</sup>	Some	Some	Negligible	Negligible
Toll Revenue Roadway Maintenance Funding	All Lanes	All Lanes	Express Lanes Only	Express Lanes Only
Bonus Allocation	\$100M	\$100M	<\$50M	\$100M
Legislative Needs <sup>2</sup>	Conversion of non-tolled highways	Conversion of non-tolled highways Allowable use of revenues	None	Allowable use of revenues

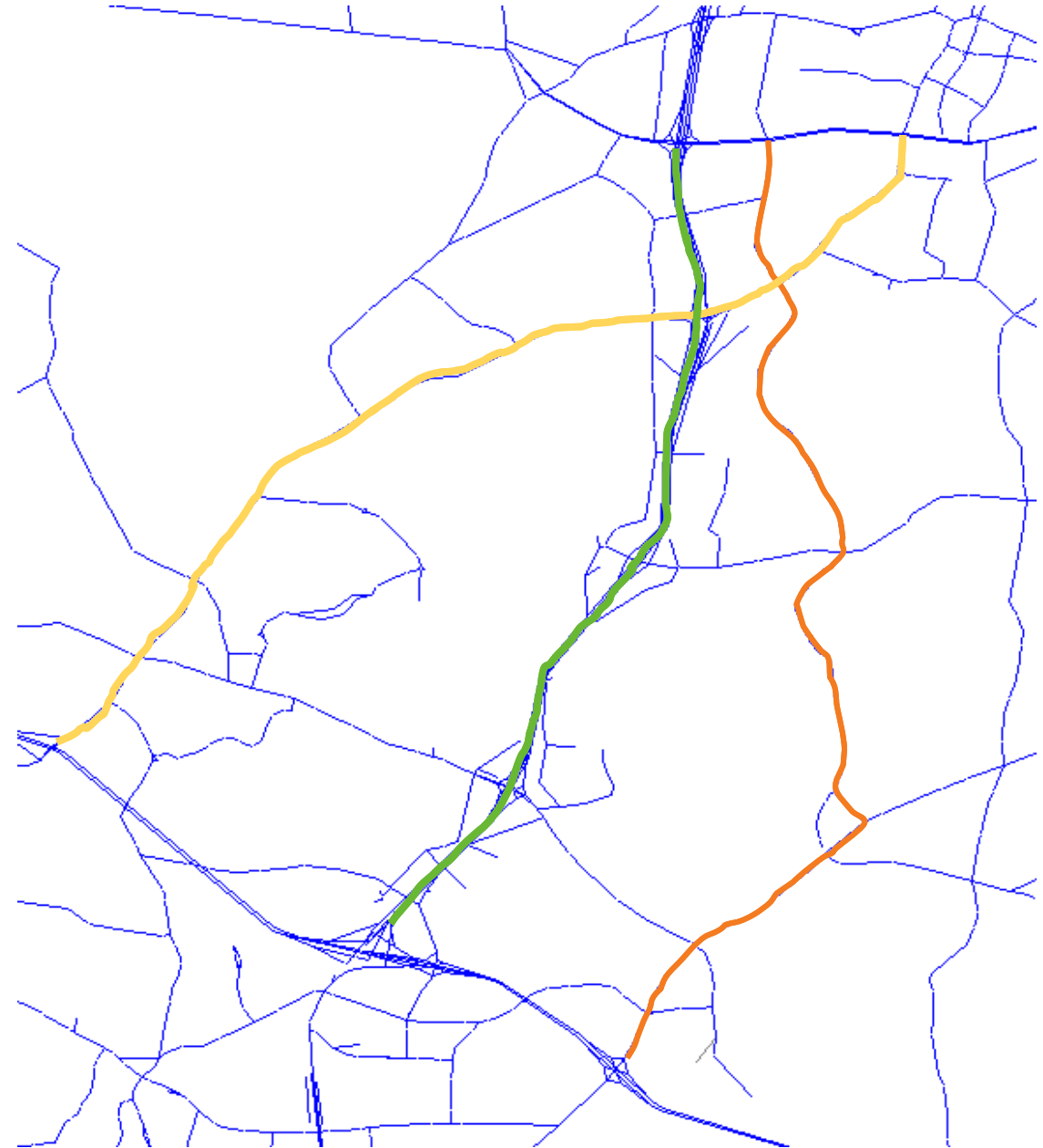
<sup>1</sup>When compared against project being delivered as non-tolled

<sup>2</sup>NCGS 136-89.187; NCGS 136-89.188(a)

# Diversion Analysis - Expressway

Traffic and Revenue Study Findings – Model Year 2040

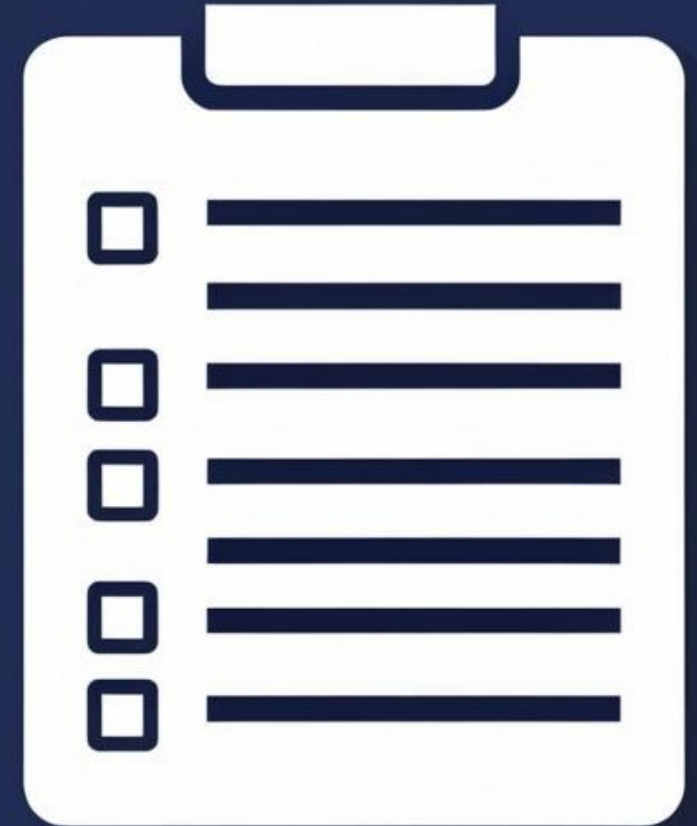
- Both Case 1 (build, toll) and Case 2 (build, no toll) are projected to reduce average through-trip travel time on Capital Boulevard by more than 40% in the peak periods compared to Case 3 (no build)
- Through-trip travel time on Capital Boulevard projected to be less than half the best local alternate route (over 50% travel time savings) in both Case 1 (build, toll) and Case 2 (build, no toll)
- For Case 1 (build, toll), peak period travel time analysis shows:
  - Local roadway network impact of less than one minute, due to toll diversion, when compared to Case 2 (build, no toll)
  - Local roadway network performs at similar levels when compared to Case 3 (no build)



# Diversion Analysis - Expressway

## Summary

- Analysis shows that the local roadway network performs at similar levels for Case 1 (build, toll) and Case 3 (no build)
- When comparing Case 1 against Case 2, where the project is built toll-free, the following toll diversion impacts to the local roadway network were identified:
  - All segments remain within planned capacity despite increased traffic volumes
  - Identified impacts result in one minute or less of increased travel time within the local roadway network
  - All identified impacts were mitigated by accelerating already planned improvements
- If tolled scenario moves forward, federal environmental (NEPA) reevaluation process will include updated travel analysis that may identify additional improvements to be incorporated into project



## Summary

- NCDOT and NCTA are not advocating for a particular path forward
- Four toll scenarios analyzed at the request of CAMPO, including both expressway and express lane scenarios
- Three of the four scenarios analyzed could likely provide some level of financial flexibility and an accelerated delivery schedule<sup>1</sup>
- Three of the four scenarios would likely require legislative changes if CAMPO were to choose to pursue them
- NCDOT and NCTA will continue to provide support as CAMPO evaluates the scenarios and determines the best path forward for the region



<sup>1</sup>When compared against non-tolled project schedule included in draft 2026-2035 STIP released 1/31/2025

# Public Engagement Strategy - Overview

## Objective:

- ❖ Exec. Board request for public feedback to inform a May 21 (anticipated) decision on path forward options, which include
  - Stay the course
  - Convert to toll project for US 1 (Capital Blvd) Corridor north of I-540
  - Preference for Express lanes or Expressway?

# Public Engagement Strategy (cont.)

## Public engagement activities from **April 7 – May 14**

- Public Comment Period
- Informational website
- Online Survey
- NCDOT, NCTA involved as resource for info
- In-person Public Information Sessions (2) April 30<sup>th</sup> and May 5<sup>th</sup>
- Tabling (popups) at local events

## Promotion:

- Targeted to local area, Paid advertising
- Emails to prior public participants with NCDOT project development
- Media Release, Info flyers, etc.
- Toolkit provided for partners, member jurisdictions

**We need YOU! Member jurisdiction support will be critical (identify events, locations for outreach, spread the word, etc.)**

# Public Engagement Strategy - Overview

As of 4/30, the survey:

- 2,500+ participants
- 1,200+ comments

First Public Information Session held 4/30 in North Raleigh

## 5.4 Public Engagement on Tolling Options for U.S. 1 North

### Next Steps:

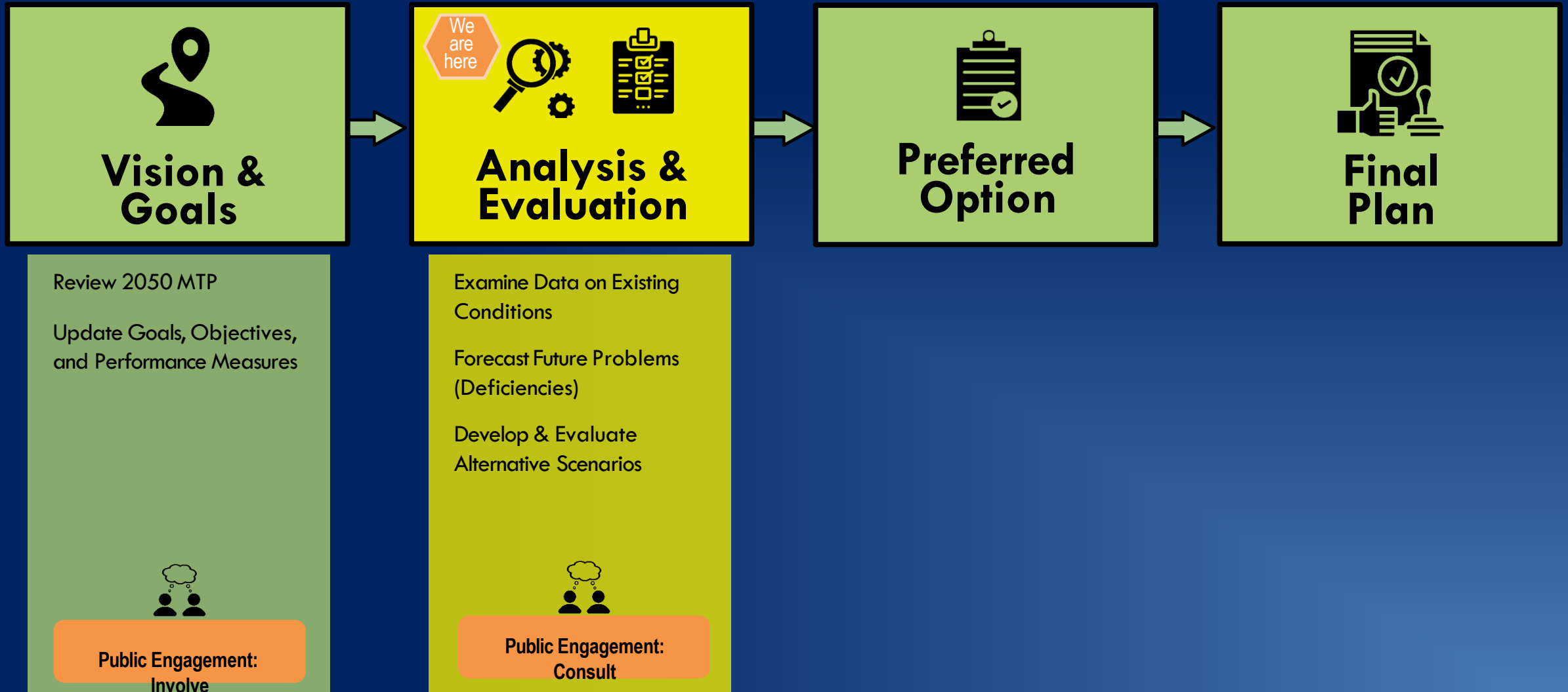
- Public Info Session #2: May 5<sup>th</sup> in Wake Forest
- Public Comment Period and Survey close on May 14<sup>th</sup>
- Public engagement synthesis presented at May 21<sup>st</sup> Exec. Board Meeting

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

## 5.5 2055 MTP Update – Deficiency Analysis & Alternative Analysis

# MTP Update Process

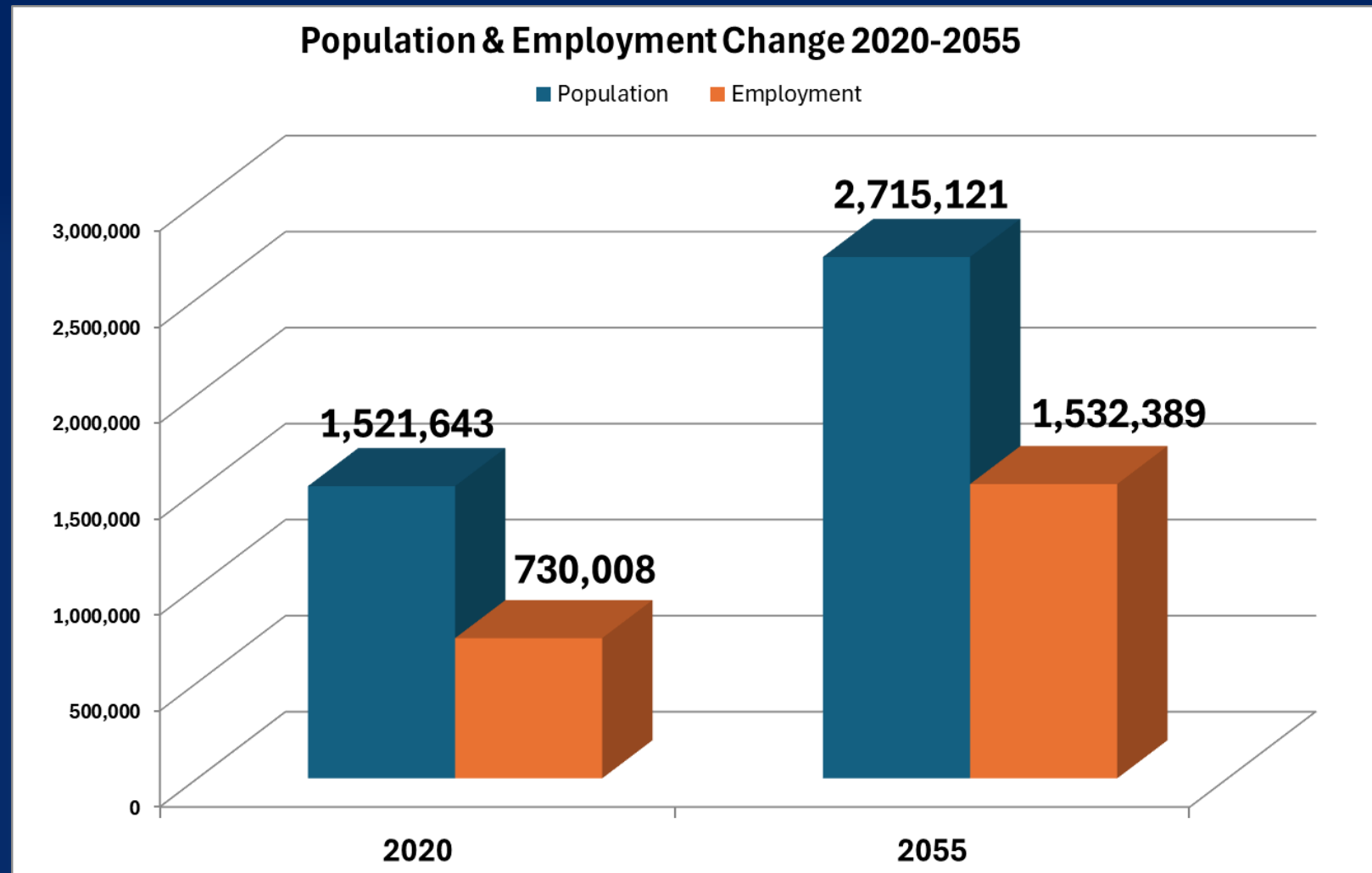
*The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.*



# DRAFT 2055 MTP Socio-Economic Guide Totals

- The Triangle Region continues to grow at a very fast pace:

Anticipated Growth by 2055	
Population	1,200,000
Employment	800,000



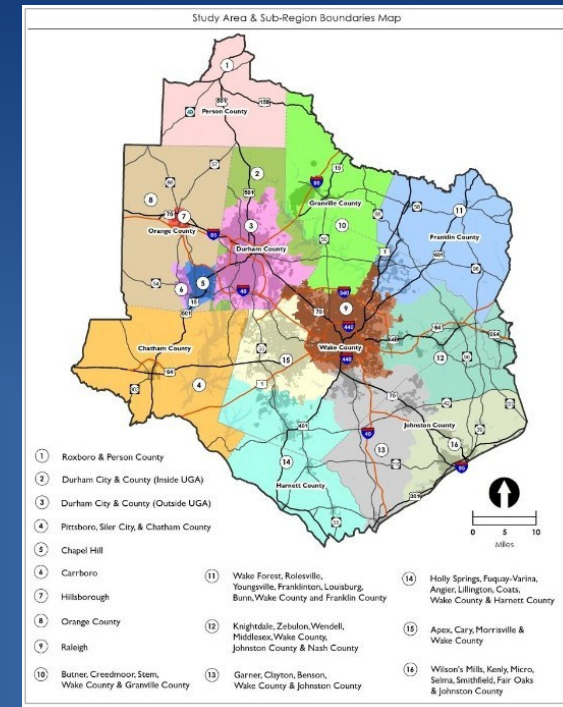
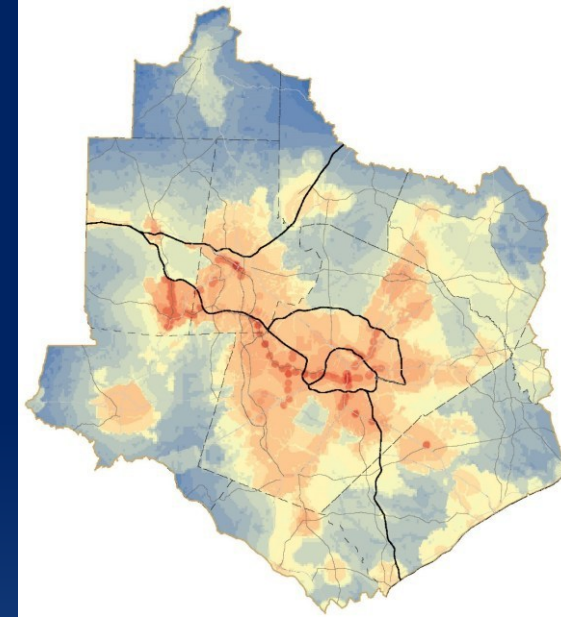
Review results of all scenarios through the web portal:

<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>

- Things to think about:

- Locations of changes in travel patterns
- Locations of changes SE data
  - If different than expected, check Place Type, Development Status, and Density look up data.
  - Changes can be made through the online CommunityViz portal (via TJCOG).

*\*Remember, this scenario only includes existing & committed transportation improvements*



# Alternatives Analysis & Scenario Planning

Scenario planning and alternatives analysis are used to explore alternatives for growth, development, and transportation investments in the region, as well as measure against regional goals and community values.

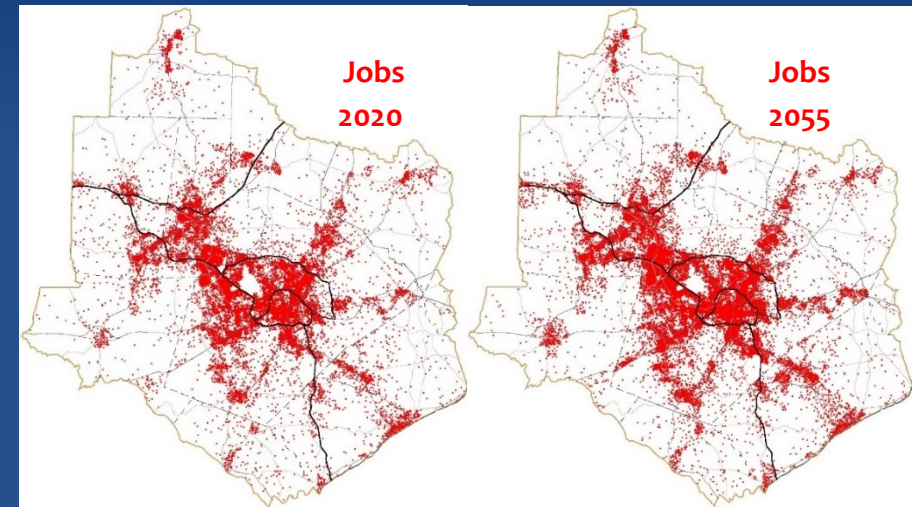
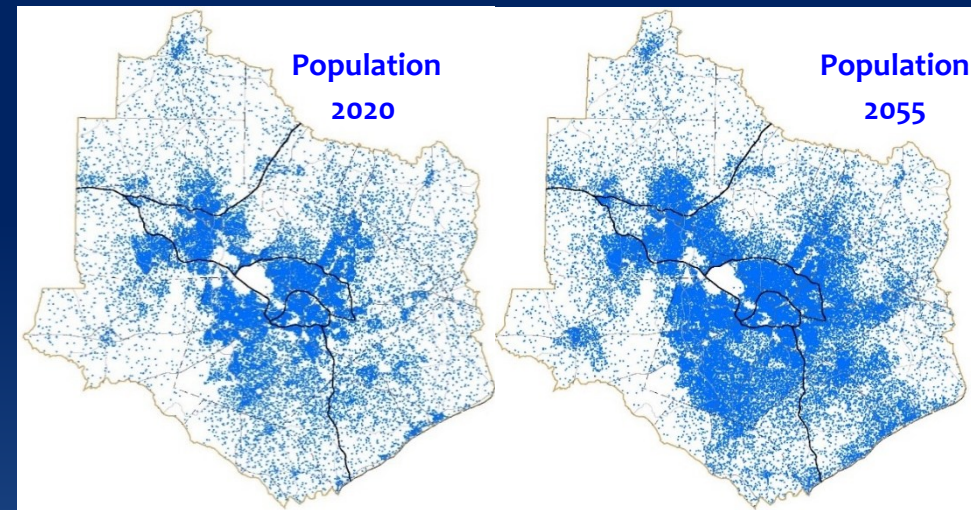
# How: Beginning With The End In Mind

## During 2025

- Creating different future growth scenarios
- Allocating growth based on the scenarios
  - **Population**
  - **Jobs**
- Evaluating the differing impacts among scenarios

## Late 2025 or Early 2026

- 2055 MTP adopted by CAMPO and DCHC MPO

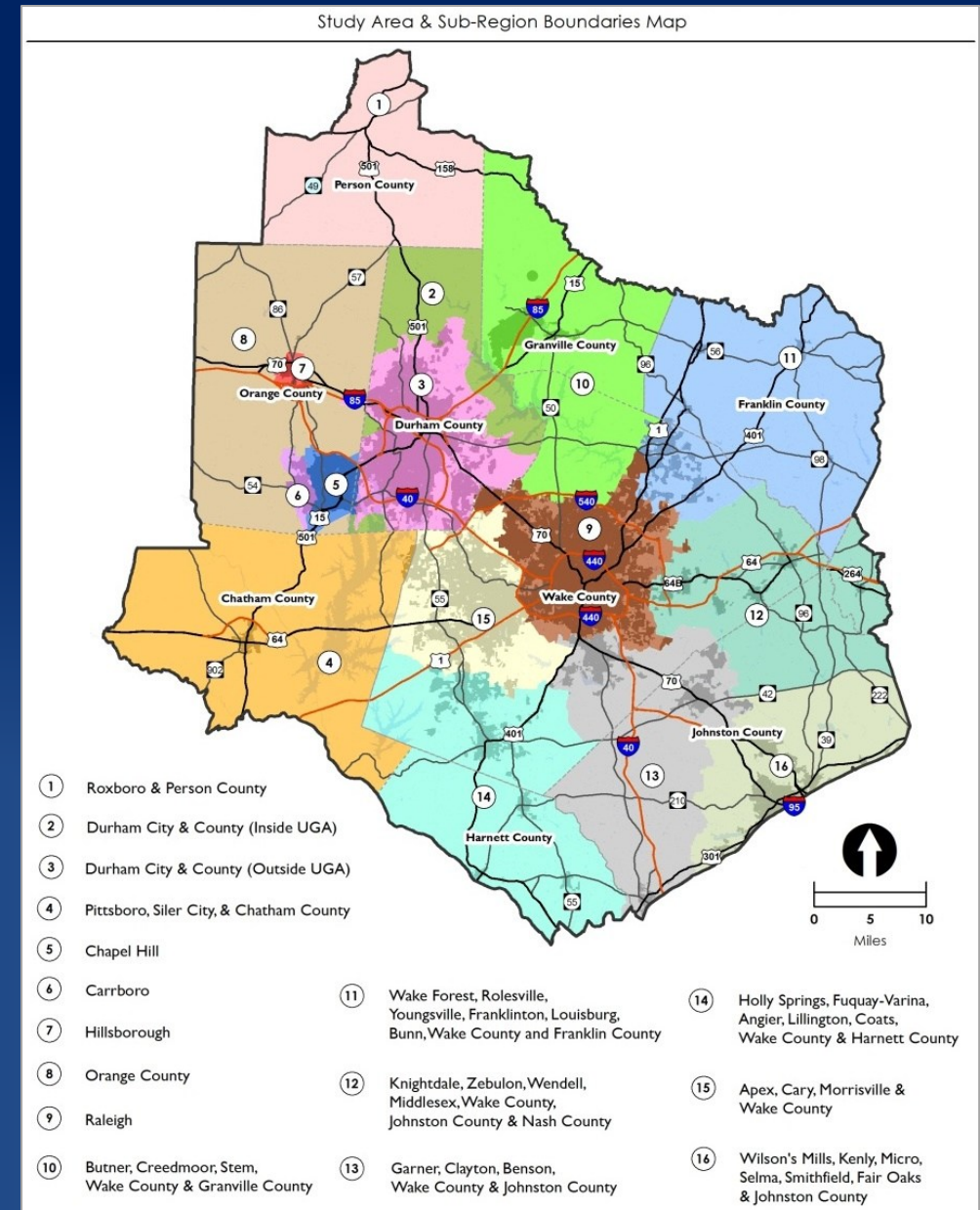


2045 MTP results: each dot is 50 jobs or people

# Development Foundation (*Land Use*)

## How: the CommunityViz Growth Tool

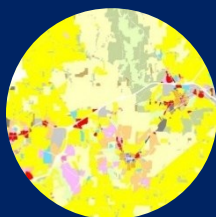
- CommunityViz is a tool to understand growth capacities and allocate future growth
- It can be used to create future development scenarios and help understand their relative impacts
- It needs 5 basic inputs



# What CommunityViz Needs To Create a Scenario



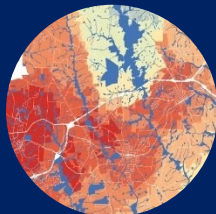
The location of features that constrain development, such as water bodies, wetlands and stream buffers



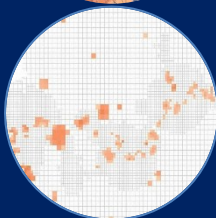
The type of place each parcel **will become** (and the intensity of each place type for each jurisdiction)



The current development status of each parcel relative to its future use



The factors that will influence how attractive each parcel is for development, termed land suitability



The types and amounts of growth that will be allocated, termed "growth targets"

# CommunityViz Local Guide Books & Look-Up Tables

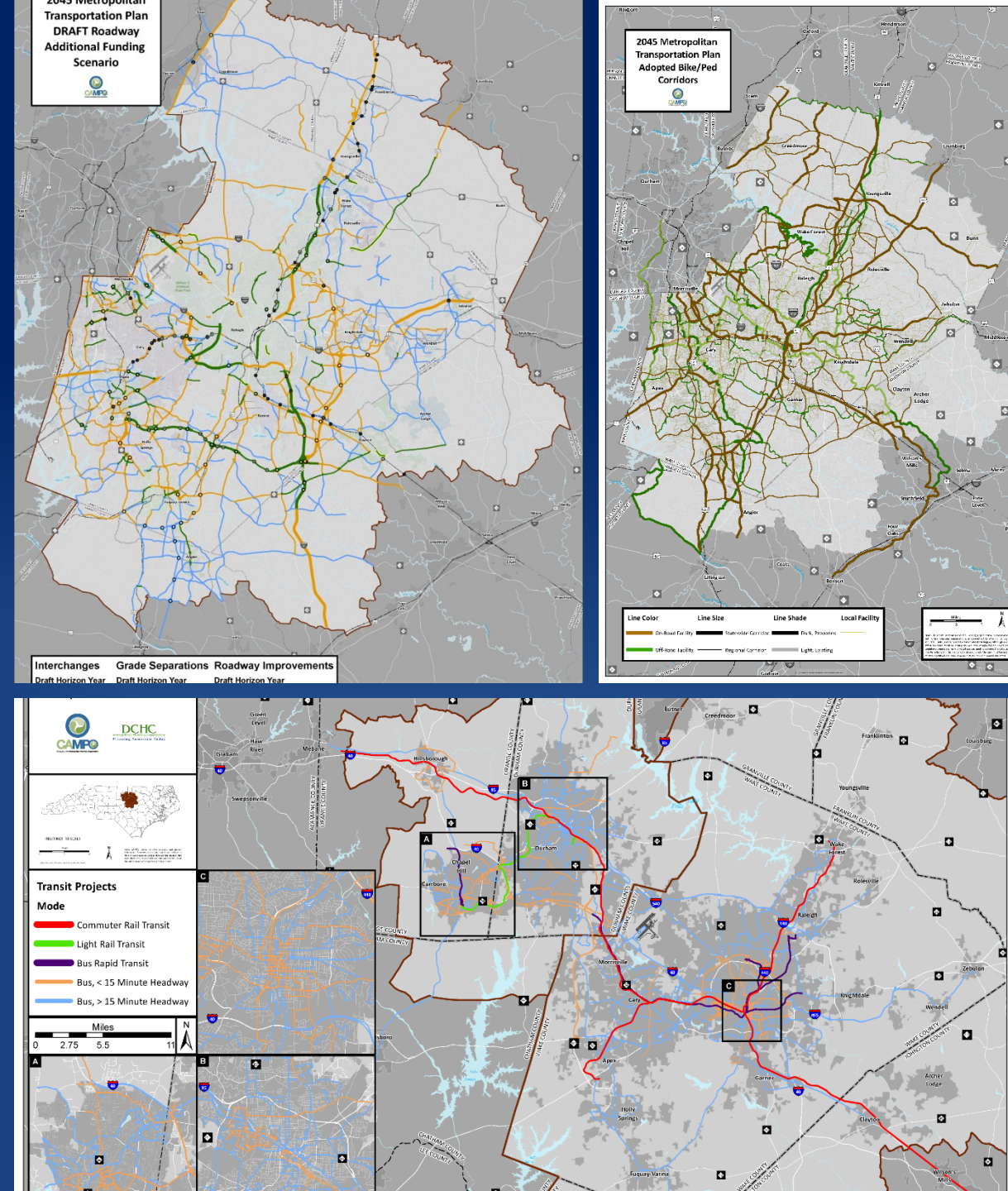
[www.centralpinesnc.gov/mobility-transportation/urban-mobility](http://www.centralpinesnc.gov/mobility-transportation/urban-mobility)  
[scroll down to CommunityViz]



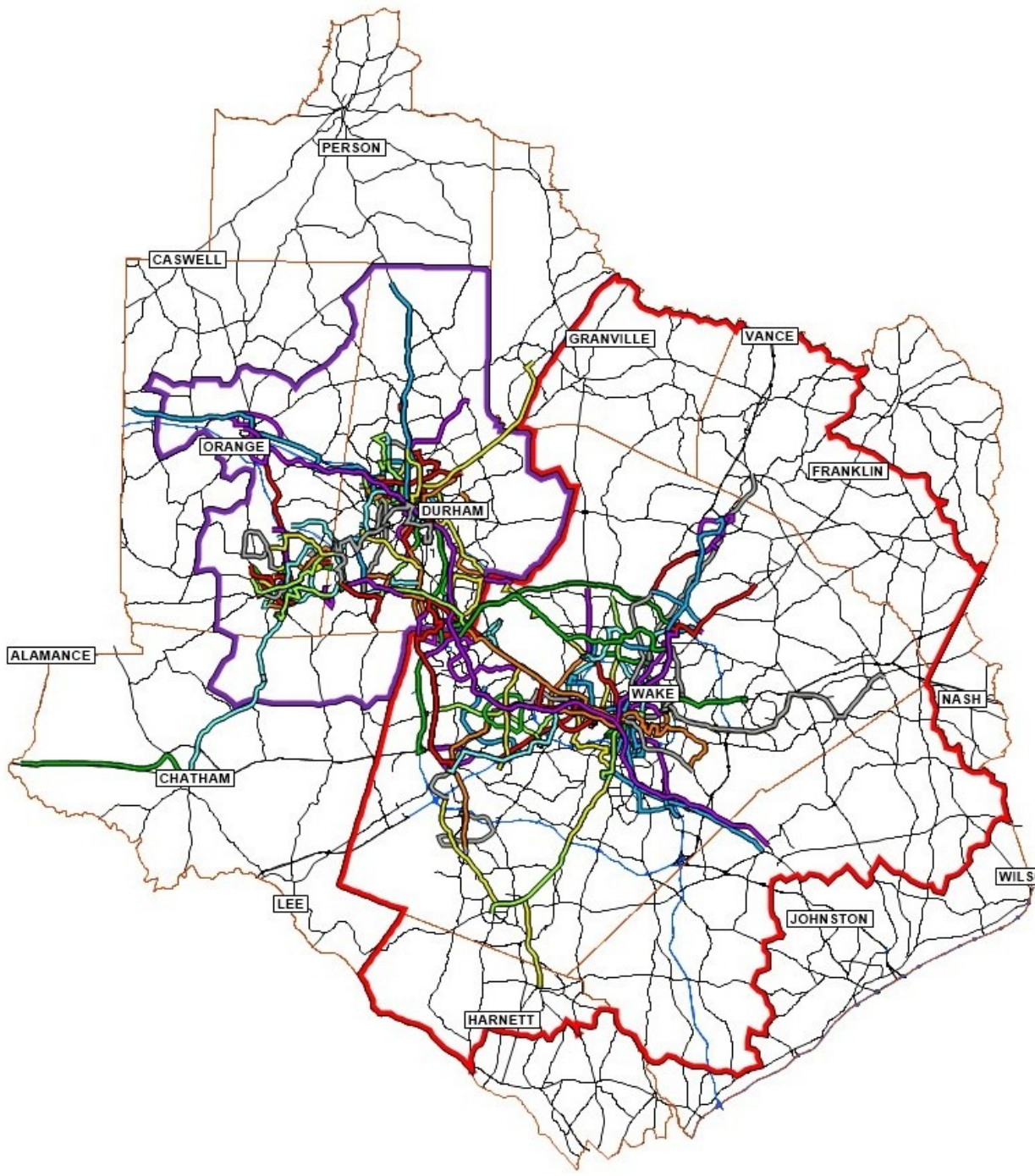
# Mobility Investment Foundation (Transportation)

## Future Transportation Network

- Existing Facilities
- “Universe of Projects”:
  - Programmed projects
  - Recommendations from local plans, special studies, modal studies
  - Deficiency analysis
- Develop different transportation networks scenarios to model







# Triangle Regional Model



- Joint project of CAMPO, DCHC MPO, NCDOT and GoTriangle
- Travel demand forecasting tool for the Triangle Region
- Trip-based model – typical four step model
- Represents travel in the Triangle Area
- Includes all travel modes, all major road facilities, and all transit systems and routes

# Scenario Framework

Four scenarios that match a development foundation with a mobility foundation:

<b>Destination 2055 Scenario Framework</b>		<b>Mobility Investment Foundation</b>				
		<b>E</b> Existing & Committed	<b>T</b> Trend	<b>M</b> Mobility Corridors	<b>C</b> Complete Communities	<b>U</b> Unconstrained
<b>Development Foundation</b>	<b>P</b> Community Plans	 Deficiency & Needs Scenario	 Plans & Trends Scenario	 Shared Leadership Scenario		
	<b>O</b> Opportunity Places				 All Together Scenario	
	<b>B</b> Build Out					

*Note: moving from left to right, and from top to bottom, each scenario builds on the elements of the preceding scenarios.*

# Deficiencies & Needs Scenario

## Development Foundation:

### **P** | Community Plans

- Based on future land use category designations shown on locally-adopted land use plans
- Initial input was gathered from local jurisdictions in late 2023/early 2024, with further review in late 2024

## Mobility Investment Foundation:

### **E** | Existing + Committed

- Only includes existing infrastructure, plus those projects that are underway or committed for funding within the next 4-5 years (current TIP period)
- Unreasonable as a 2055 scenario, but useful as a baseline for comparison

# Plans & Trends Scenario

## Development Foundation:

### **P** | Community Plans

- Based on future land use category designations shown on locally-adopted land use plans
- Initial input was gathered from local jurisdictions in late 2023/early 2024, with further review in late 2024

## Mobility Investment Foundation:

### **T** | Trend Investment

- State funding in line with NCDOT forecasts
- Constrained by STI limitations (funding categories, mode caps, corridor caps, etc.)
- Federal funding maintained at current IIJA levels
- Transit investments consistent with county plans/funding forecasts
- Rail – partnerships for increased intercity passenger services
- Local funding as identified by jurisdictions

# Preliminary Trends Analysis

Peak Hour

Mid Day

Transportation Network:  
Trend Investment

Socio-Economic Data:  
Community Plans

Volume / Capacity

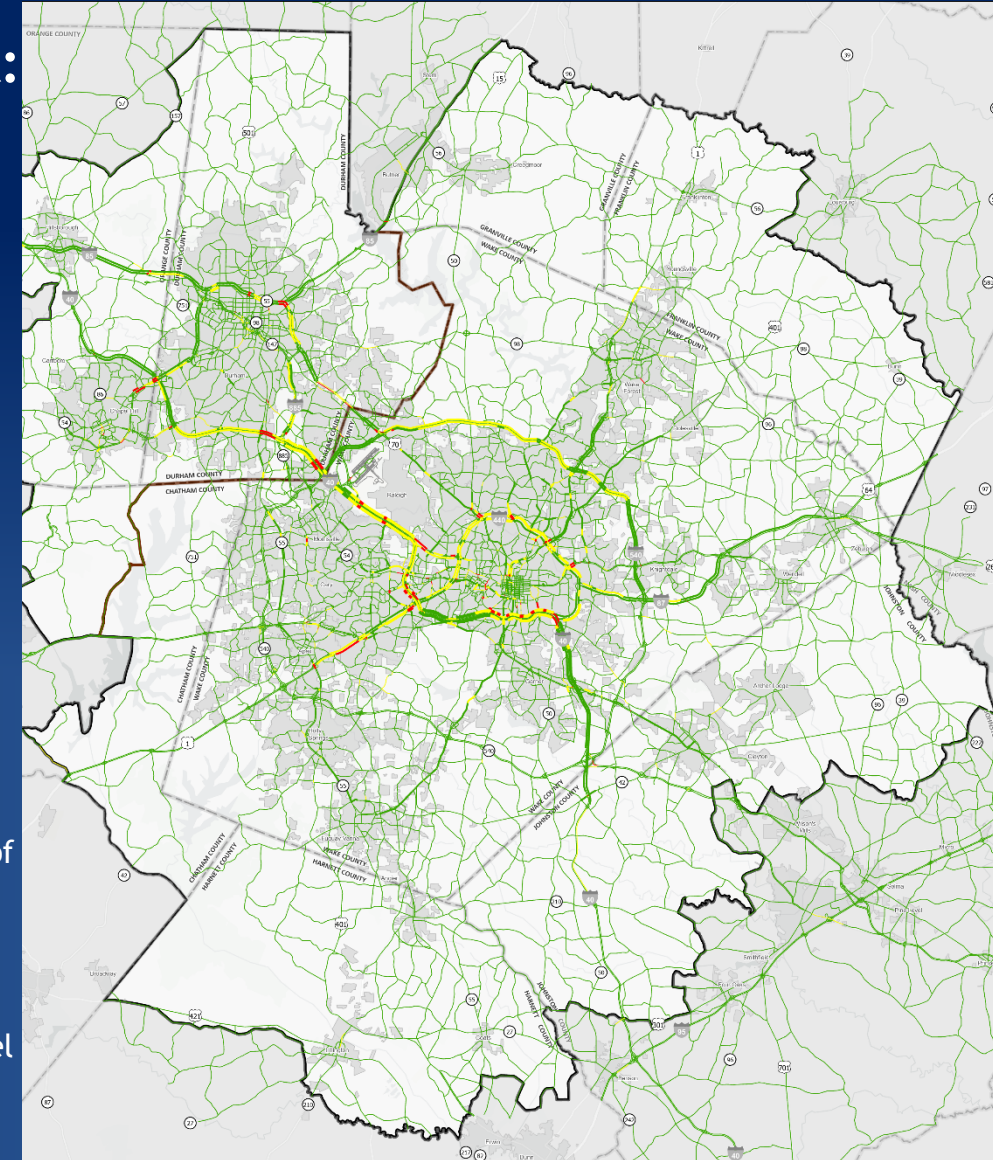
Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

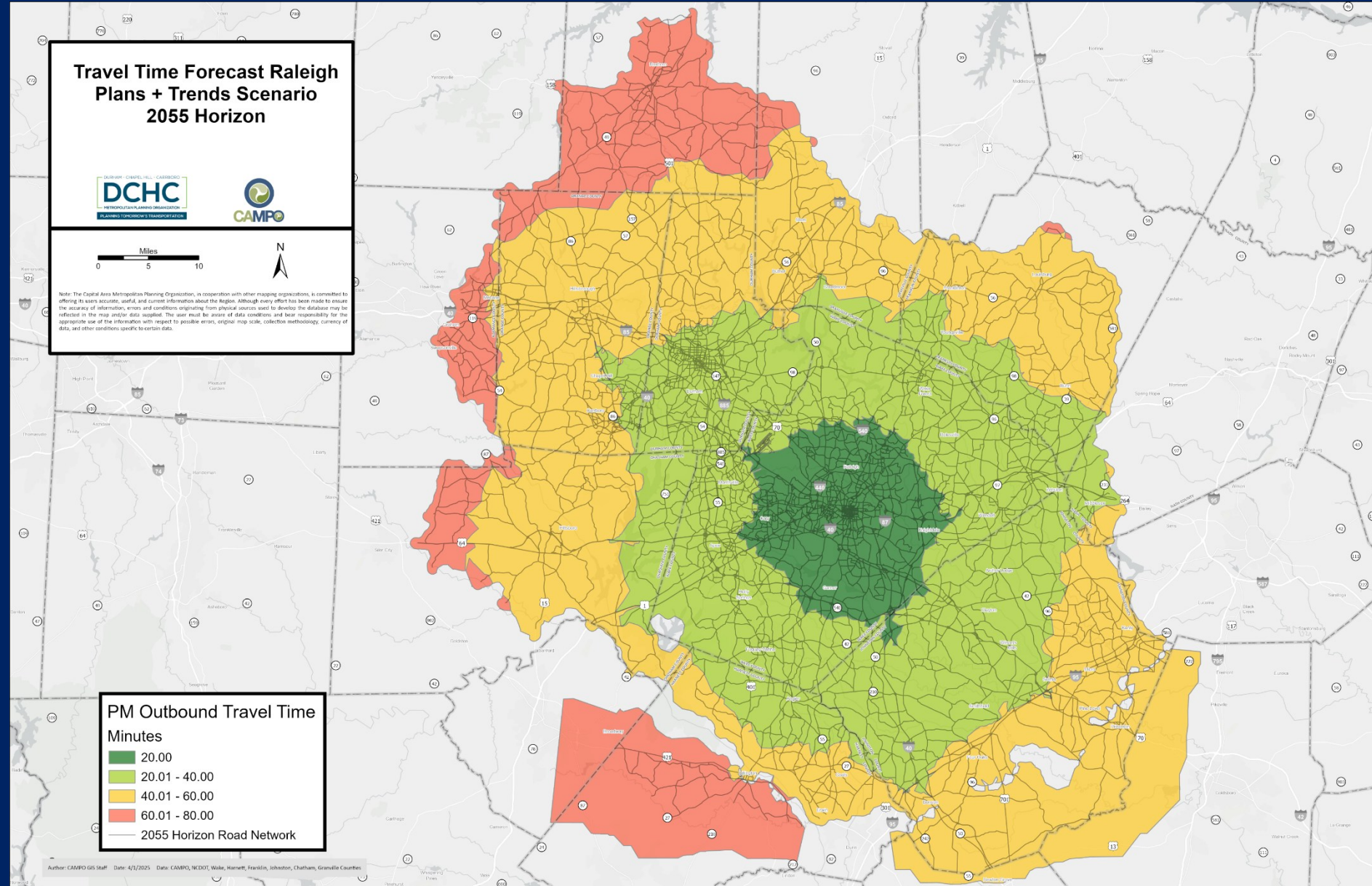
Off-Peak

Represents the mid day daily travel (non-"rush hour")



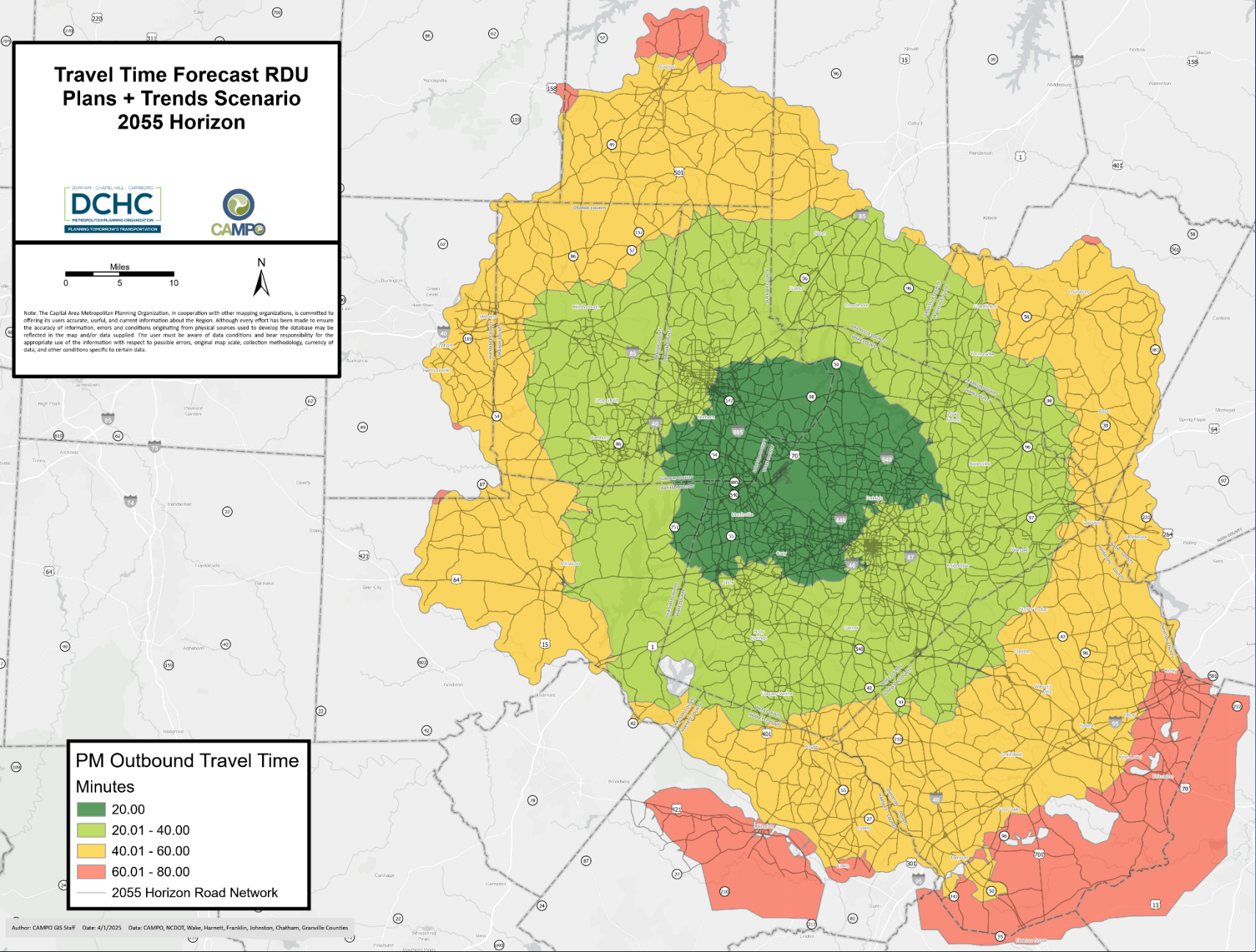
# Preliminary Trends Analysis & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	20 min
Downtown Wake Forest	35 min
Downtown Knightdale	15 min
Downtown Holly Springs	35 min
Downtown Clayton	35 min



# Preliminary Trends Analysis & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	35 min
Downtown Knightdale	35 min
Downtown Holly Springs	30 min
Downtown Clayton	45 min



# Alternatives Analysis

## Trends Scenario

### Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Smaller level of secondary roadway investments in 2<sup>nd</sup> two decade

### Major Transit Investments

- Partnership for additional intercity rail stops (a few) and services (maybe 1 or 2 additional)
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

# Shared Leadership Scenario

## Development Foundation:

### **P** | Community Plans

- Based on future land use category designations shown on locally-adopted land use plans
- Initial input was gathered from local jurisdictions in late 2023/early 2024, with further review in late 2024

## Mobility Investment Foundation:

### **M** | Mobility Corridors

- Take the base of investments from the Trend Scenario, *PLUS*:
  - Additional state funding based on NC First Commission recommendations, starting in second decade
  - Growth of federal funding to keep pace with inflation, rather than remaining at current levels

# Preliminary Shared Leadership

Peak Hour

Mid Day

**Transportation Network:  
Mobility Corridors**

**Socio-Economic Data:  
Community Plans**

**Volume / Capacity**

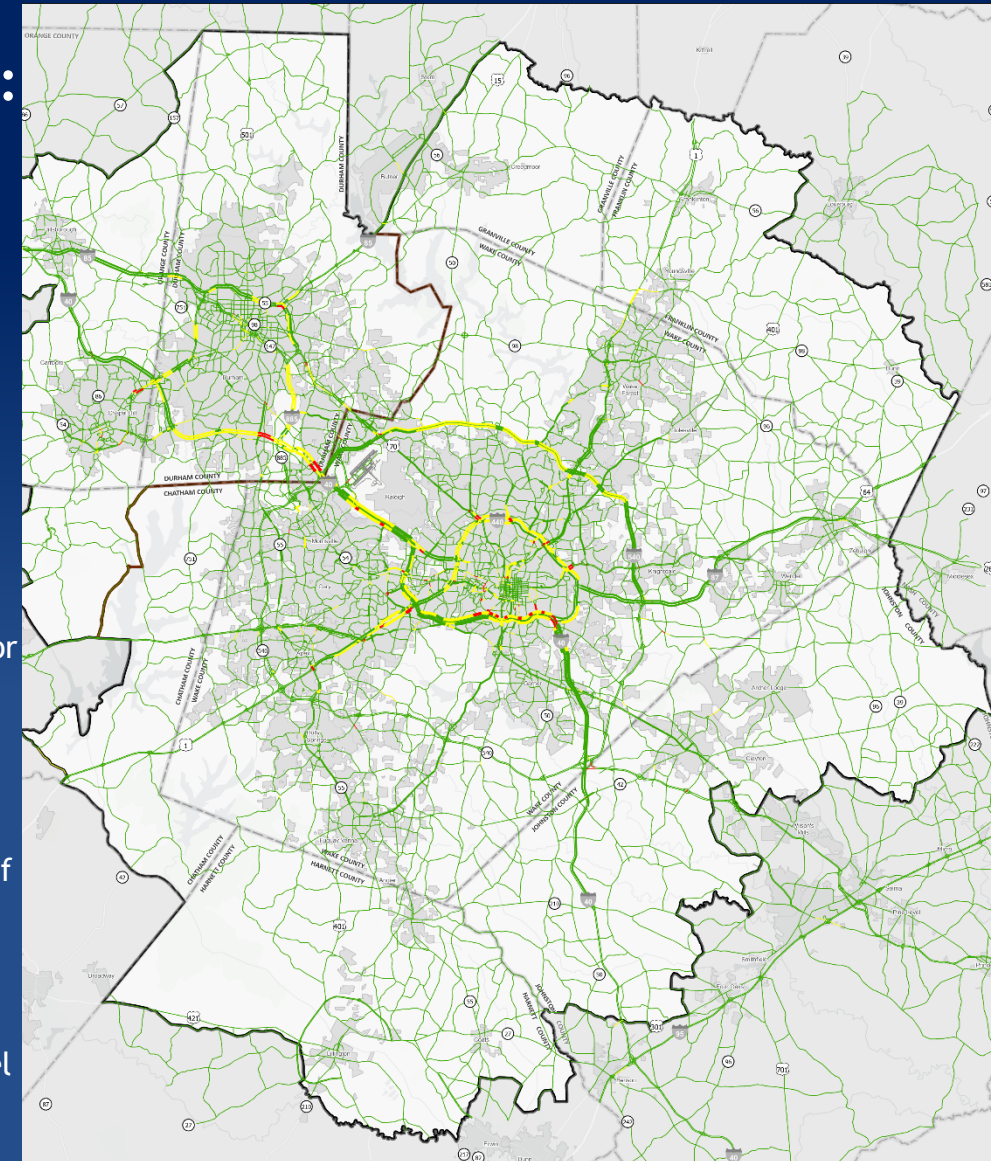
**Red** signifies that a road has met or exceeded its capacity

**Peak Hour**

Represents the worst travel hour of the day

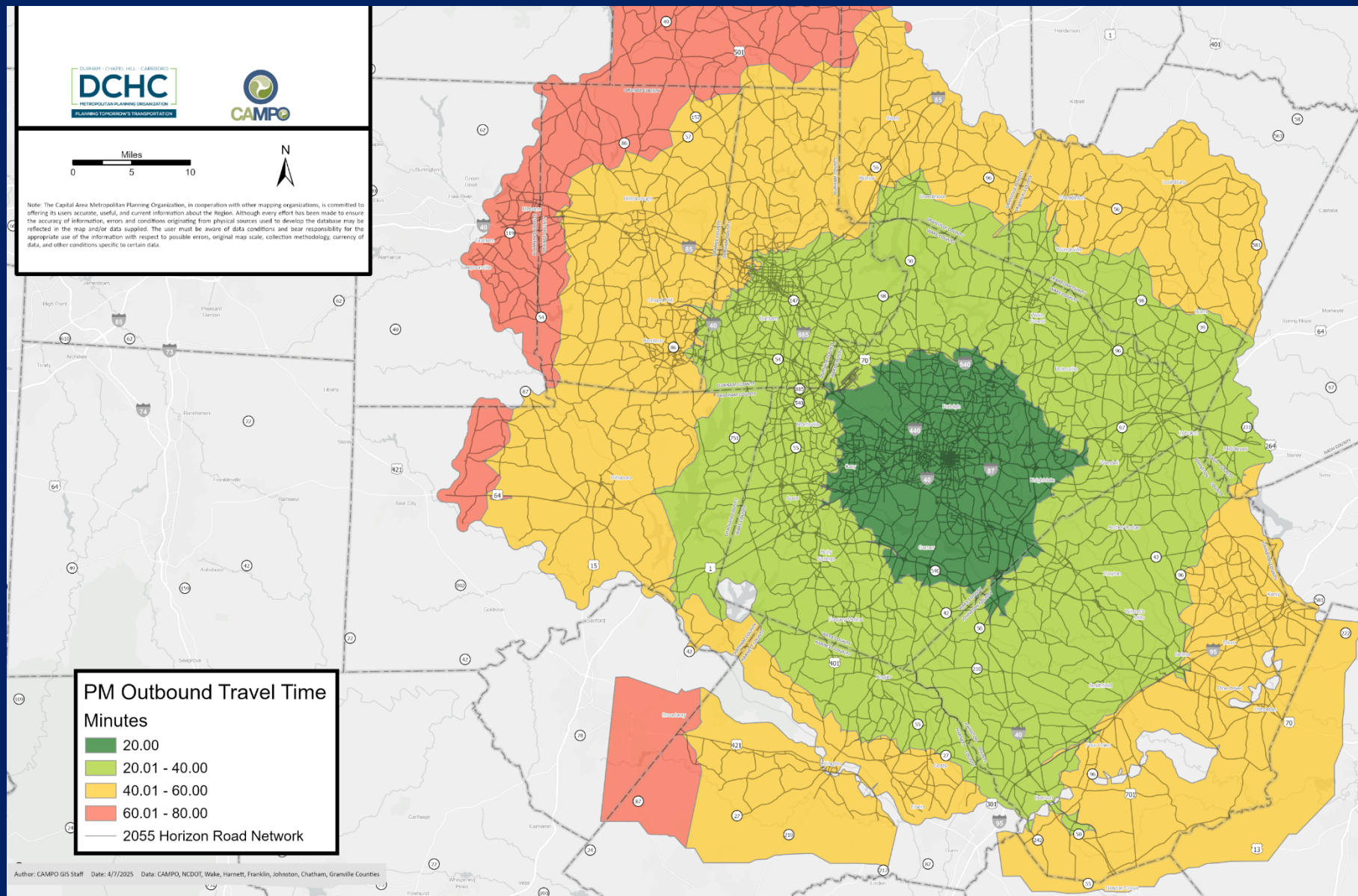
**Off-Peak**

Represents the mid day daily travel (non-"rush hour")



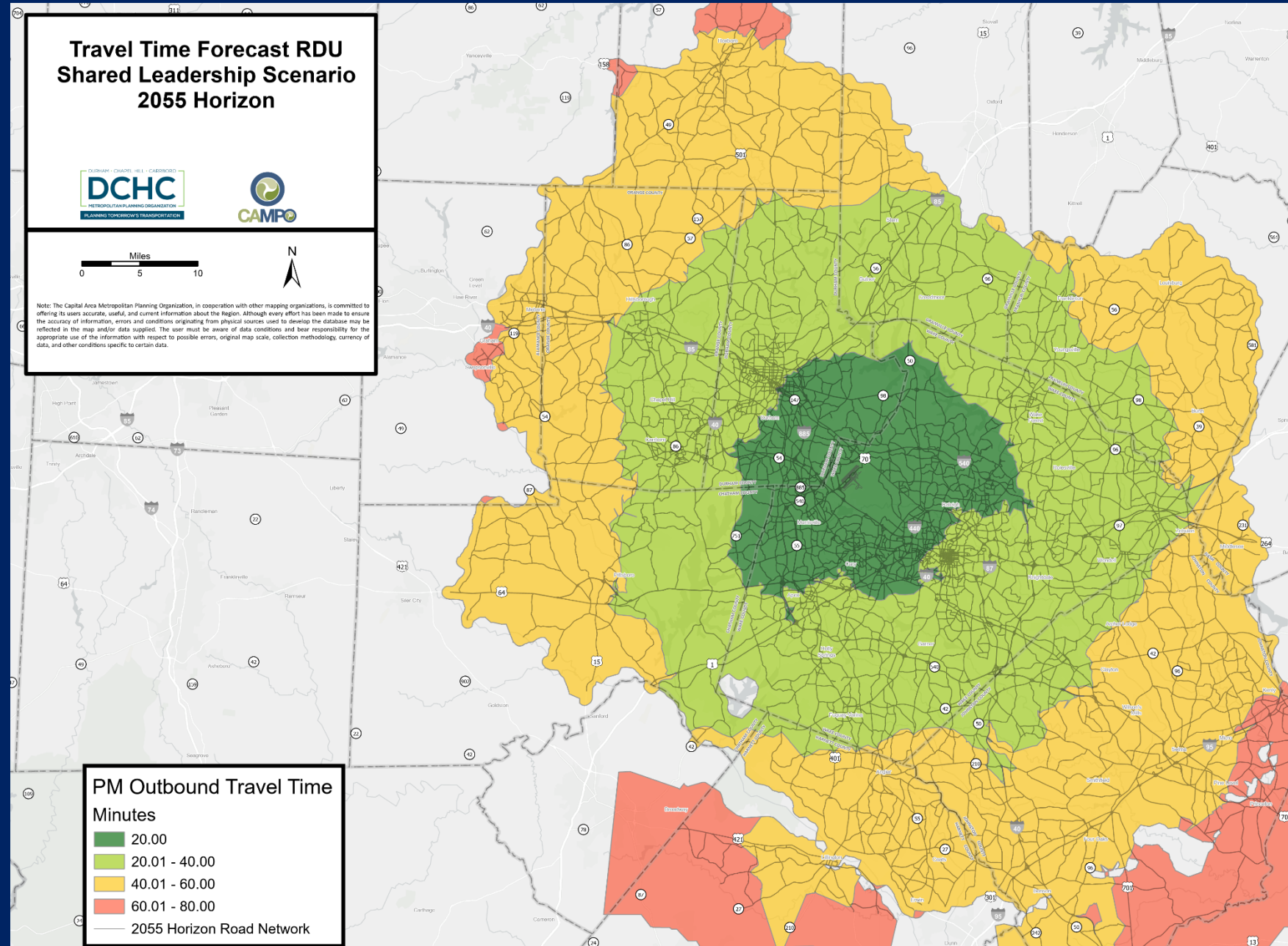
# Preliminary Shared Leadership & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	20 min
Downtown Wake Forest	35 min
Downtown Knightdale	20 min
Downtown Holly Springs	35 min
Downtown Clayton	35 min



# Preliminary Shared Leadership & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	35 min
Downtown Knightdale	35 min
Downtown Holly Springs	35 min
Downtown Clayton	45 min



# Alternatives Analysis

## Shared Leadership Scenario

### Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Smaller level of secondary roadway investments in 2<sup>nd</sup> two decades

### Major Transit Investments

- Rail investment: Trend, plus "regional rail" in Wake Co., with additional stops and service
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- Freeway based BRT in I-40 corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

# All Together Scenario

## Development Foundation:

### O | Opportunity Places

- Built on same base assumptions as Community Plans, but with additional focus on:
  - **Anchor Institutions** (universities) – assert increase in job growth
  - **Mobility Hubs** (major activity centers) – increase densities in these areas to allow transit-supportive development
  - **Affordable Housing** – identify publicly-owned property near frequent transit services and assert added affordable housing units
  - **TOD** – increase densities in areas within ½ mile of high-quality transit stops/stations to allow transit-supportive development

## Mobility Investment Foundation:

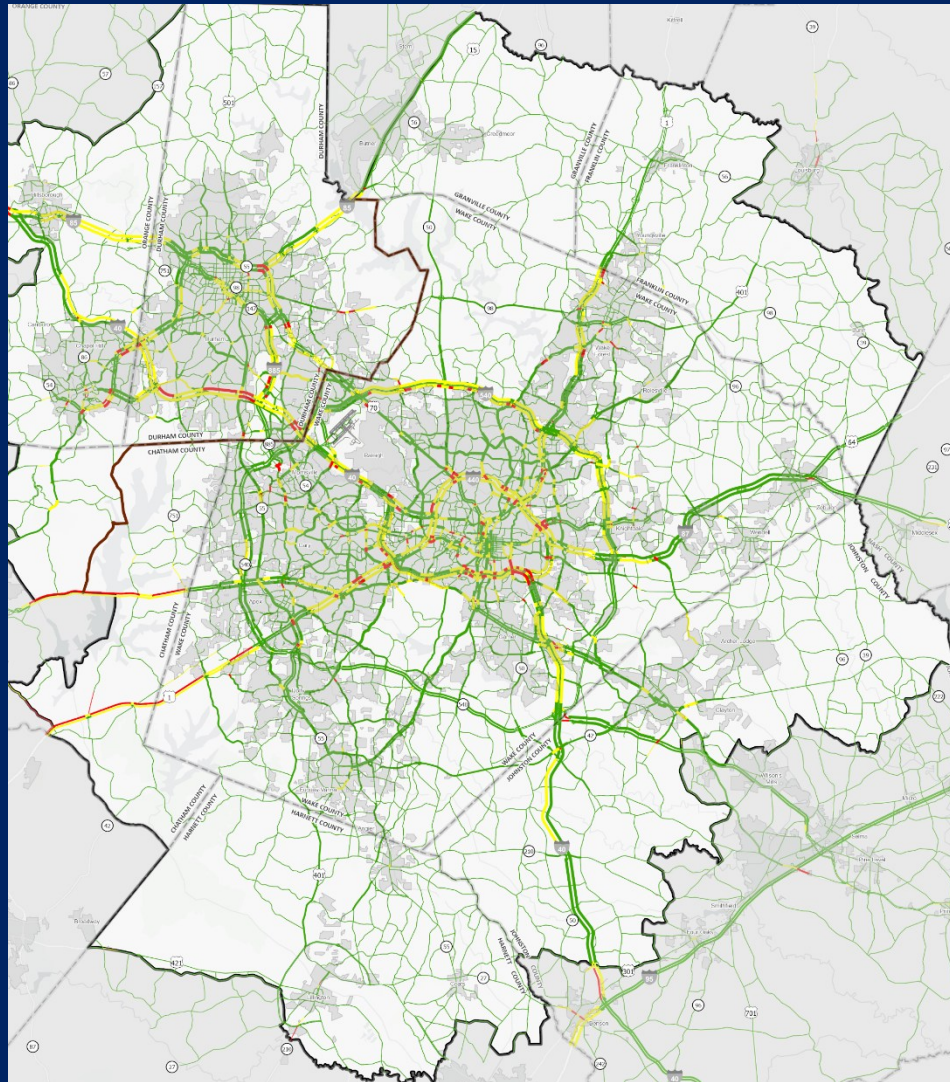
### C | Complete Communities

- Take the base of investments from the Mobility Corridors Scenario, *PLUS*:
  - Additional funding, likely based on local option revenue streams, starting in second decade
  - Driven by modal investment mix
    - 2045 MTP used overall MTP investment mix
  - Multimodal in nature
    - Roadway investments targeted at secondary roads
  - In addition to existing ½ cent Wake Transit revenue (sales tax, reg. fee)

# Preliminary All Together

Peak Hour

Mid Day



Transportation Network:  
Complete Communities

Socio-Economic Data:  
Community Plans

Volume / Capacity

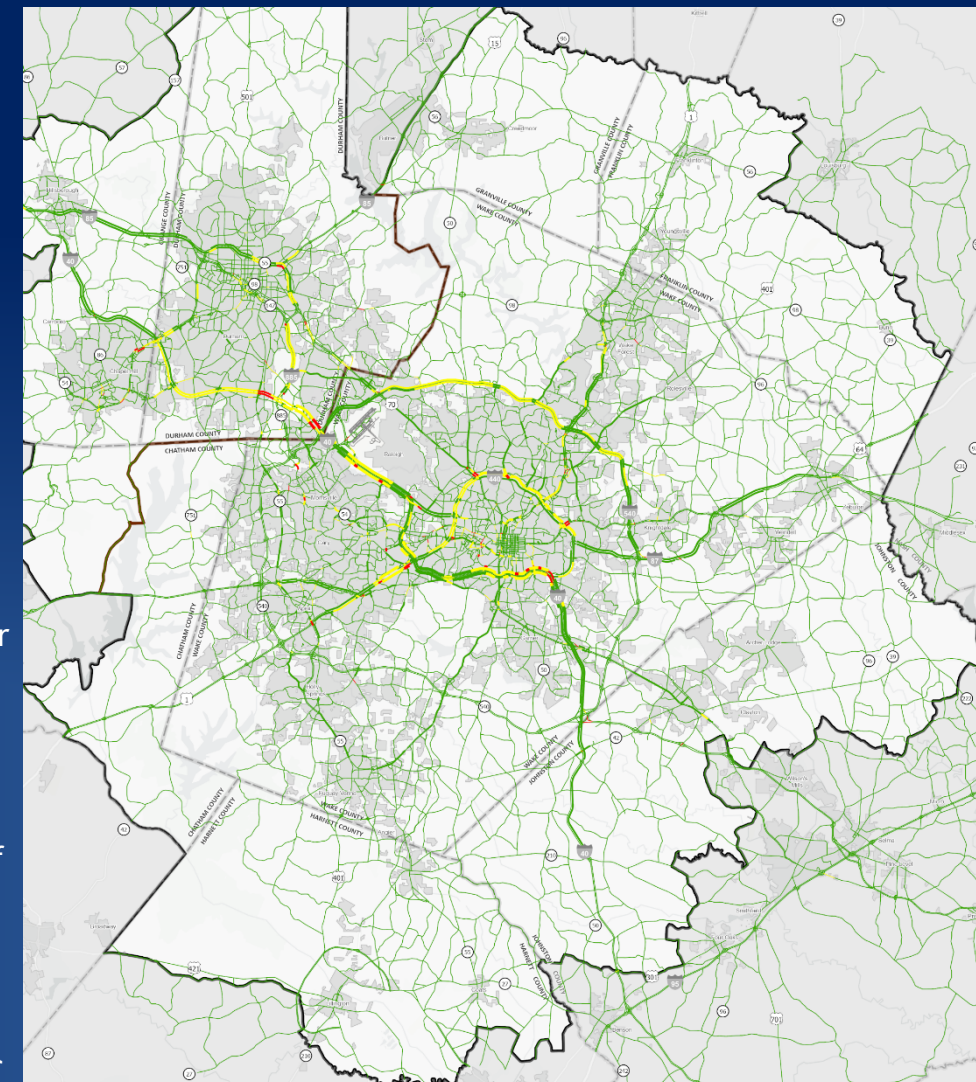
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Peak Hour

Represents the worst travel hour of the day

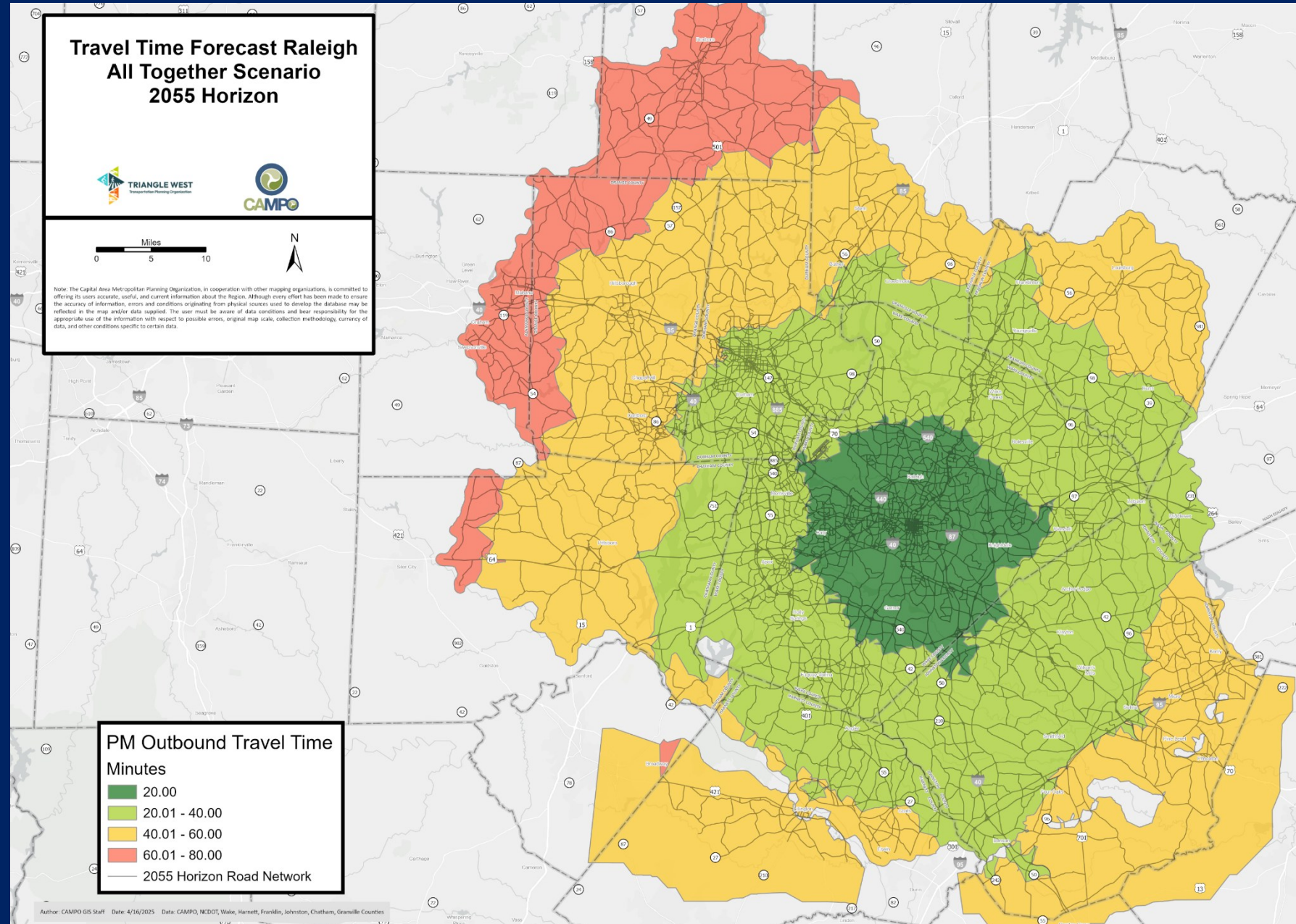
Off-Peak

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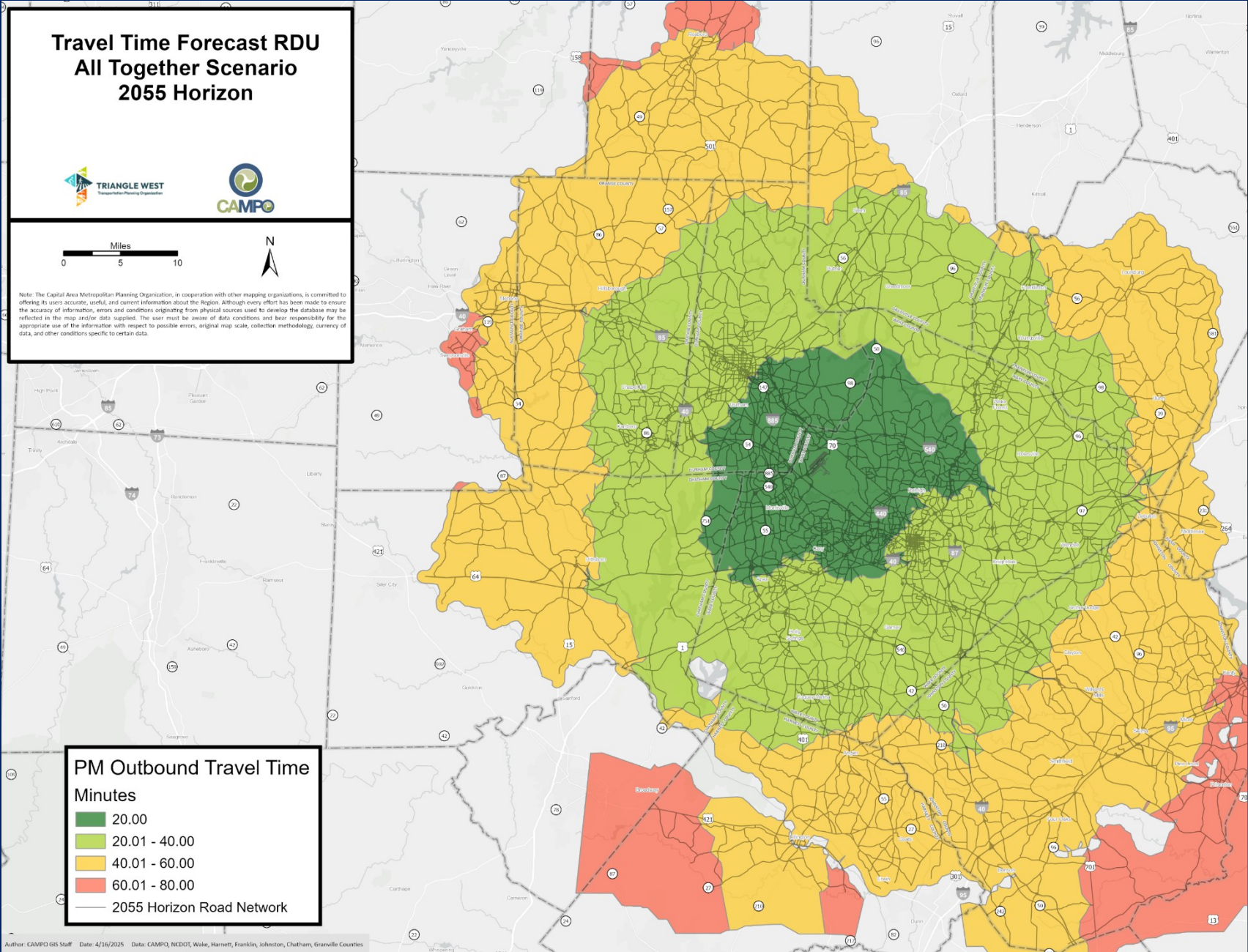
# Preliminary Shared Leadership & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	20 min
Downtown Wake Forest	35 min
Downtown Knightdale	20 min
Downtown Holly Springs	35 min
Downtown Clayton	35 min



# Preliminary Shared Leadership & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	35 min
Downtown Knightdale	35 min
Downtown Holly Springs	35 min
Downtown Clayton	45 min



# The Opportunity Places Development Foundation

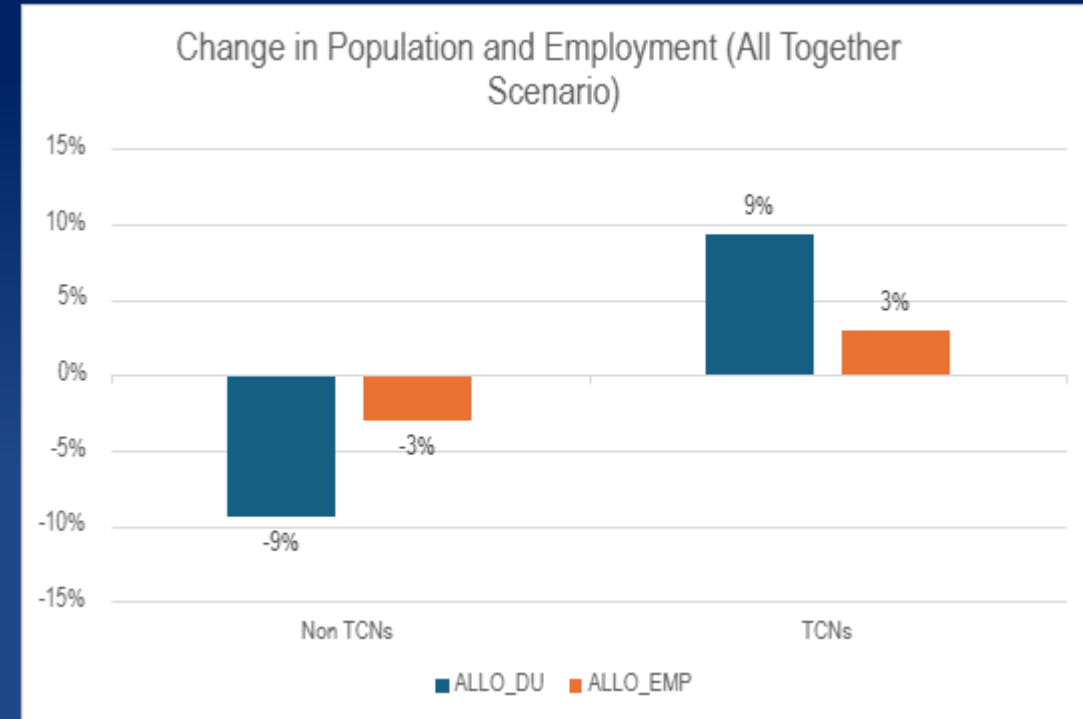
-- a focus on important trip origins and destinations --

## *Opportunity Places Development Foundation*

*Mechanically derived – 4 main elements*

Community Plans is the starting point. Modified as follows:

1. Anchor institutions – increased asserted development
2. Mobility hubs – more intense, mixed use development in ~2 dozen places; largely at previously identified “activity centers” in CommunityViz
3. Frequent transit corridors (Travel Choice Neighborhoods) – TOD development on developable parcels
4. Affordable housing opportunity sites – asserted “LIHTC-like” projects on undeveloped public land through GIS-based criteria



# Alternatives Analysis

## All Together Scenario

### Major Roadway Investments













- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- **Higher** level of secondary roadway investments in 2<sup>nd</sup> two decades  
*\*Requires additional revenue assumptions*

### Major Transit Investments

- Rail investment: Shared Leadership, plus expansion of "regional rail" in DCHC and outside Wake Co.
- BRT Infrastructure and Service in western Wake Co. corridor
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

# Scenario Framework

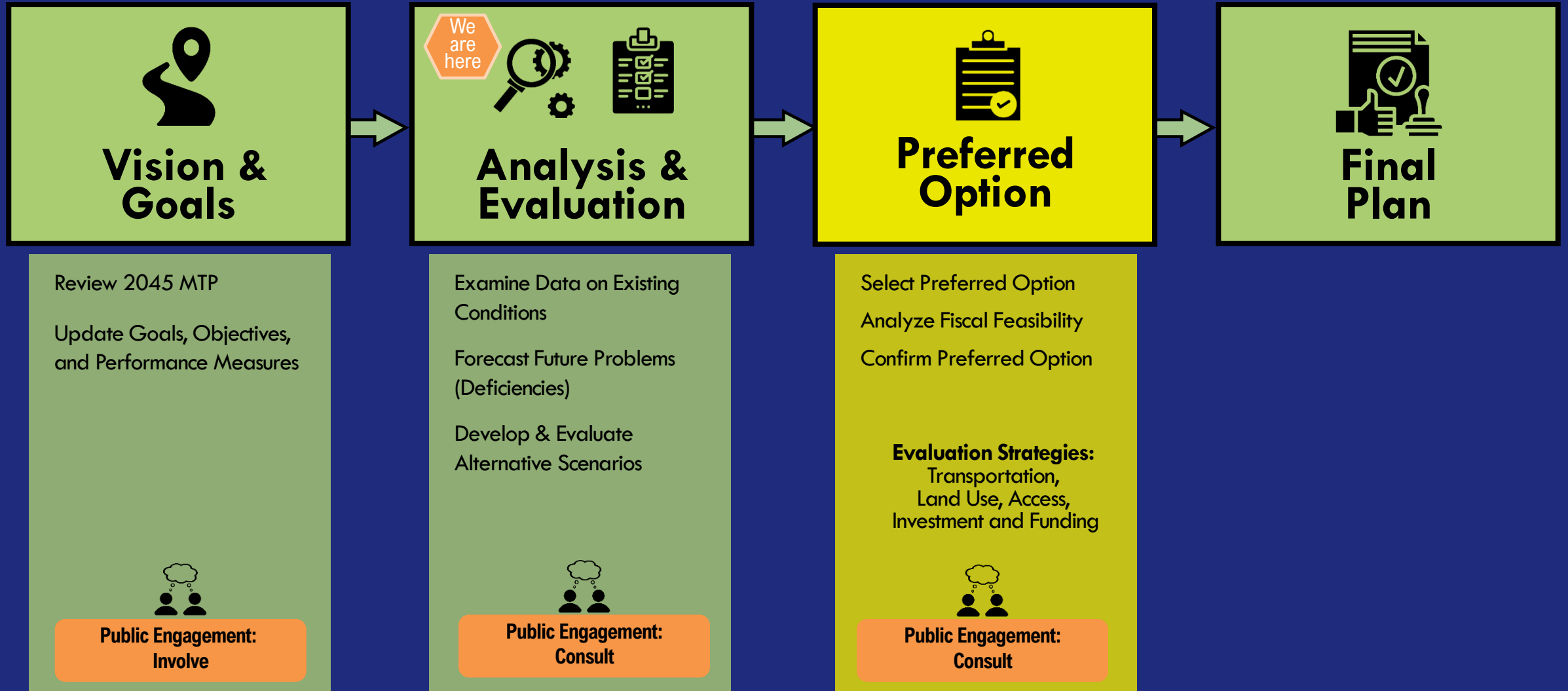
Four scenarios that match a development foundation with a mobility foundation

<b>Destination 2055 Scenario Framework</b>		<b>Mobility Investment Foundation</b>				
		 Existing & Committed	 Trend	 Mobility Corridors	 Complete Communities	 Unconstrained
<b>Development Foundation</b>	 Community Plans	 Deficiency & Needs Scenario	 Plans & Trends Scenario	 Shared Leadership Scenario		
	 Opportunity Places				 All Together Scenario	
	 Build Out					

*Note: moving from left to right, and from top to bottom, each scenario builds on the elements of the preceding scenarios.*

# MTP Update Process

The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.



# 2055 MTP Development CAMPO Liaison

## Cara

**Johnston County**

**Town of Archer Lodge**

**Town of Clayton**

**Town of Holly Springs**

**Town of Fuquay- Varina**

## Evan

**Wake County**

**Town of Knightdale**

**Town of Wendell**

**Town of Zebulon**

## Crystal

**Chatham County**

**Town of Apex**

**Town of Morrisville**

## Daniel

**Town of Cary**

**Town of Garner**

**City of Raleigh**

**Harnett County**

**Town of Angier**

**Town of Coats**

**Town of Lillington**

## Kenneth

**Franklin County**

**Town of Bunn**

**Town of Franklinton**

**Town of Youngsville**

**Granville County**

**Town of Bunn**

**City of Creedmoor**

**Town of Rolesville**

**Town of Wake Forest**

# 2055 MTP – Public Engagement for Alternatives

Purpose: Feedback & Awareness on Alternatives to inform the Preferred  
*(Tradeoffs of Preferences for the Triangle Region's  
Transportation Network of the Future)*

Dates: April 22 – May 26

Public Website: [Destination2055nc.com](http://Destination2055nc.com)

Outreach Toolkit: [Destination2055nc.com/Digital-Engagement-Toolkit](http://Destination2055nc.com/Digital-Engagement-Toolkit)



# 2055 MTP Public Engagement: How can you help?

## Actively support the engagement effort

### a) Spread the word

- i. Ensure your board/council/commission members are aware
- ii. Outreach Toolkit of resources (social messages, sample email newsletter, etc.):  
<https://destination2055nc.com/digital-engagement-toolkit/>
- iii. Print materials for posting around Town/City/County facilities distributed to TCC at May 1 meeting

### b) Share your space – help us leverage local events

- i. CAMPO staff will be at popups across the region May 3-May 26.  
Join us!

## 6.3 DRAFT 2055 MTP/CTP


Item	Anticipated Milestone Dates
Deficiency Analysis	January 2025
Alternatives Analysis Review	April- June 2025
Continued AA Review	Summer 2025
Revenue Forecast Updates	April - Aug. 2025
Preliminary Draft Financial Plan	Summer/Fall 2025
“Final” Draft Plan	Fall 2025
Public Hearing	Fall 2025
Adopt 2055 Plan	Fall 2025

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

## 5.5 2055 MTP Update – Deficiency Analysis & Alternative Analysis

Requested Action:  
Receive as information

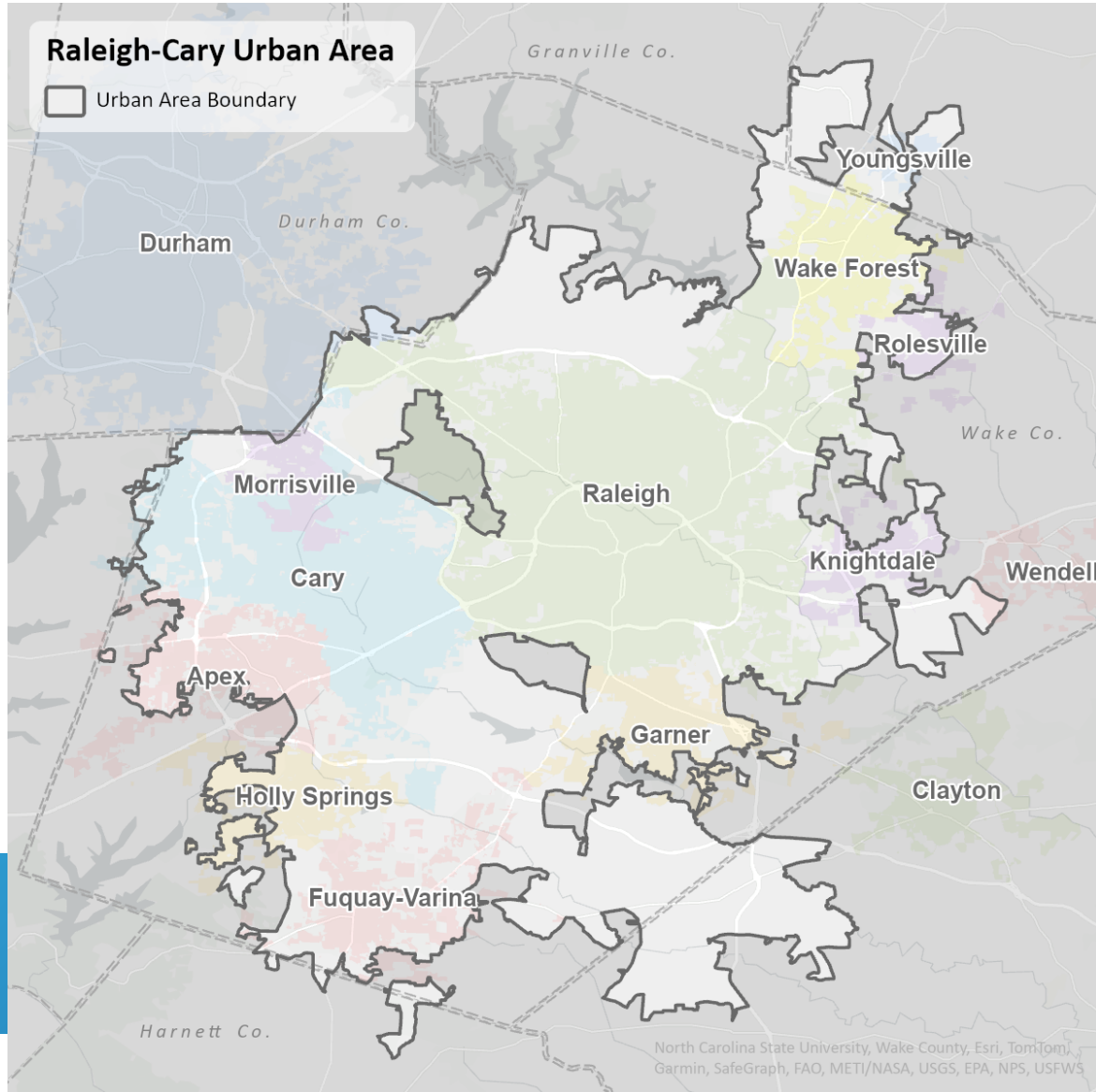
## 5.6 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Projects Selection



# Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

2025 Recommended Program of Projects

CAMPO TCC Meeting // May 1, 2025



## FTA Section 5310 Program

**Provides capital and operating grants to**

- Non-profit organizations, private operators, and public agencies
- Providing coordinated transportation services
- Planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.

**Funding is for the Raleigh-Cary Urban Area**



## 2025 Call for Projects

- Application period February 17 – March 14
- Approximately 200 agency, non-profit, and providers contacted
- Virtual grant webinar and recorded presentation:
  - **Webinar:** February 24
  - **Recorded Webinar:** February 28 – March 14 available on GoRaleigh's website
- Applications evaluated by Scoring Committee April 7
- Presenting to CAMPO Executive Board May 21
- Public comment period May-June
- Program of Projects approved in June



# Section 5310 Funds Available

Grant Cycle	Funds
2017 – 2018	\$1.3M
2019 – 2020	\$1.3M
2021 – 2022	\$1.2M
2023-2024	\$2.3M
<b>Current Cycle</b>	<b>\$2.5M</b>

**Historic Funds available - \$1.2 - >\$2M per 2-year cycle from 2017 - 2024**

**2025-2026 (current) cycle total: \$2,525,725**

## SECTION 5310 PROGRAM

# Grant Application Snapshot

Organization	Funding Request	Project Summary	Project Type
<i>Best Transportation and Wheelchair Service Inc</i>	\$50,000	Vehicle Purchase	Traditional
CAMPO*	\$284,205	Mobility Management	Traditional
Cardinal Transport, LLC	\$152,500	Vehicle Purchase; Technology; Salary	Traditional and Other
The Center for Volunteer Caregiving	\$205,005	Volunteer Driver Escorted Door-Through-Door Transportation Program	Other
Community and Senior Services of Johnston County	\$367,625	Vehicle Purchase; Mobility Management; Purchased services	Traditional
GoRaleigh Access / City of Raleigh	\$120,000	Free paratransit rides for seniors	Traditional
Pearl Transit Corp	\$234,000	24-hour transportation and trip planning	Other
<i>WH Transportation</i>	\$85,000	Vehicle Purchase	Traditional

\*CAMPO's mobility management program is supported by 5310 funds set aside outside of the competitive process as outlined in the PMP.

# Recommendations and Funding Summary

- Five projects were deemed eligible and approved for funding
- Cardinal Transport LLC’s budget reduced to support staff salary only, no vehicle purchases

Funding	Recommended Application Funds
Total Award Funds Recommended	\$1,235,835
Total Project Budget (Fed Share and Local Match)	\$1,872,056
Traditional Capital Federal Share (80%)	\$683,005
Traditional Capital Local Match (20%)	\$156,541
ADA Capital Federal Share (85%)	\$88,825
ADA Capital Local Match (15%)	\$15,675
Other Operating Federal Share (50%)	\$464,005
Other Operating Local Match (50%)	\$464,005



# Thank You



## 5.6 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection

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

## 6. Informational Items: Budget

1. Operating Budget FY2025
2. Member's Shares FY2025

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

## 7. Informational Items: Project Updates

1. Informational Item: Project Updates
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 Division 8
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- TCC Members

# ADJOURN

## Upcoming Meetings

Date	Event
May 21 3:00 p.m.	Executive Board
June 5 10 a.m.	Technical Coordinating Committee Meeting
June 18 3:00 p.m.	Executive Board
July 3 10:00 a.m.	Technical Coordinating Committee Meeting



**BLUEPRINT  
FOR SAFETY**  
CAMPO Regional Transportation Safety Action Plan

## SAVE THE DATE

**WHAT:** Blueprint for Safety Updates and Review  
**DATE:** Wednesday, May 14, 2025  
**TIME:** 8:30 A.M. Networking  
9:00 A.M. Summit Begins  
11:00 A.M. Summit Adjourns  
**LOCATION:** Wake County Commons Building  
4011 Cary Dr, Raleigh, NC 27610  
**REGISTRATION:** CAMPO Safety Summit #2 Registration  
**DEADLINE TO REGISTER: MAY 5TH**  
Agenda Details Coming Soon!



We value your important stakeholder input and hope to see you May 14th.