



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

March 7, 2024

10:00 AM

1. Welcome and Introductions

2. Adjustments to the Agenda

Item 5.6 – NC 540 Bonus Allocation Update was added 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: February 1, 2024

Requested Action:

Approve the February 1, 2024 Meeting Minutes.

5. Regular Business

- 5.1 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update
- 5.2 US 401 Corridor Study - Final Phase
- 5.3 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)
- 5.4 Draft FY 2025 Wake Transit Work Plan
- 5.5 TCC Bylaws Amendments & Updates
- 5.6 NC 540 Bonus Allocation Update
- 5.7 DRAFT 2055 MTP Goals, Objectives, and Performance Measures

5.1 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update



Triangle Transportation Choices FY23 Annual Impact Report

Jenna Kolling, Senior Program Analyst
Central Pines Regional Council
March 2024

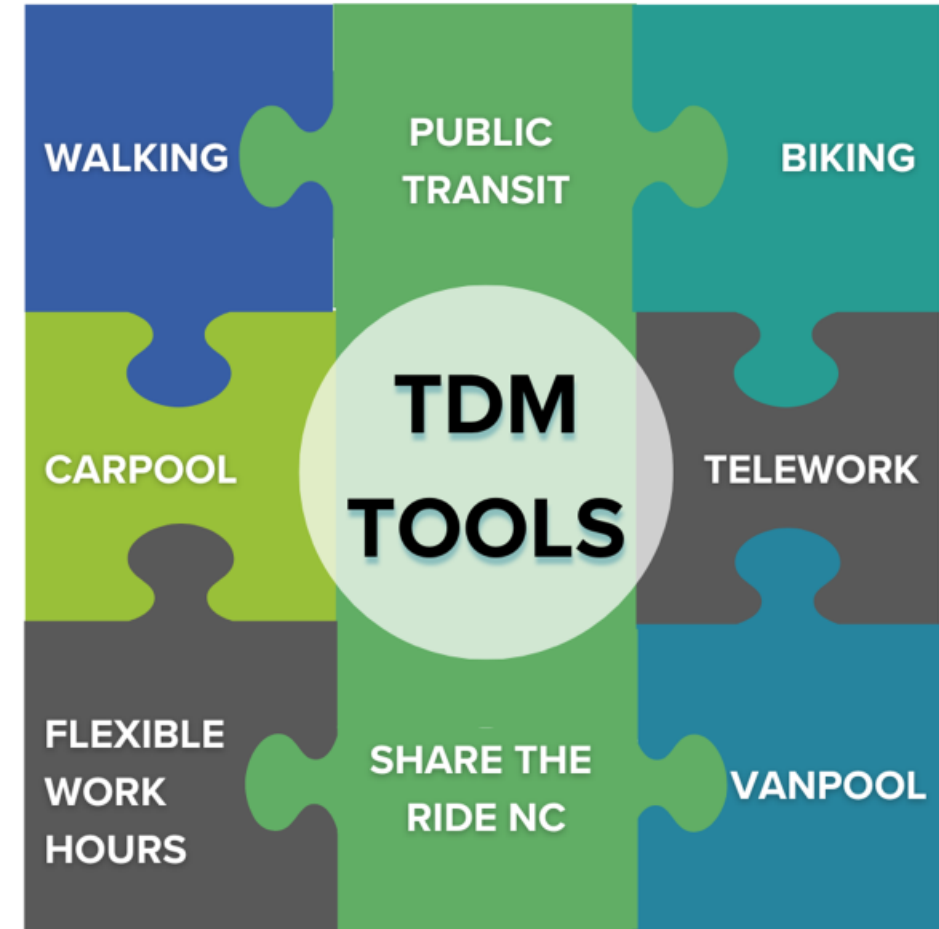


TRIANGLE
TRANSPORTATION
CHOICES



Program Background

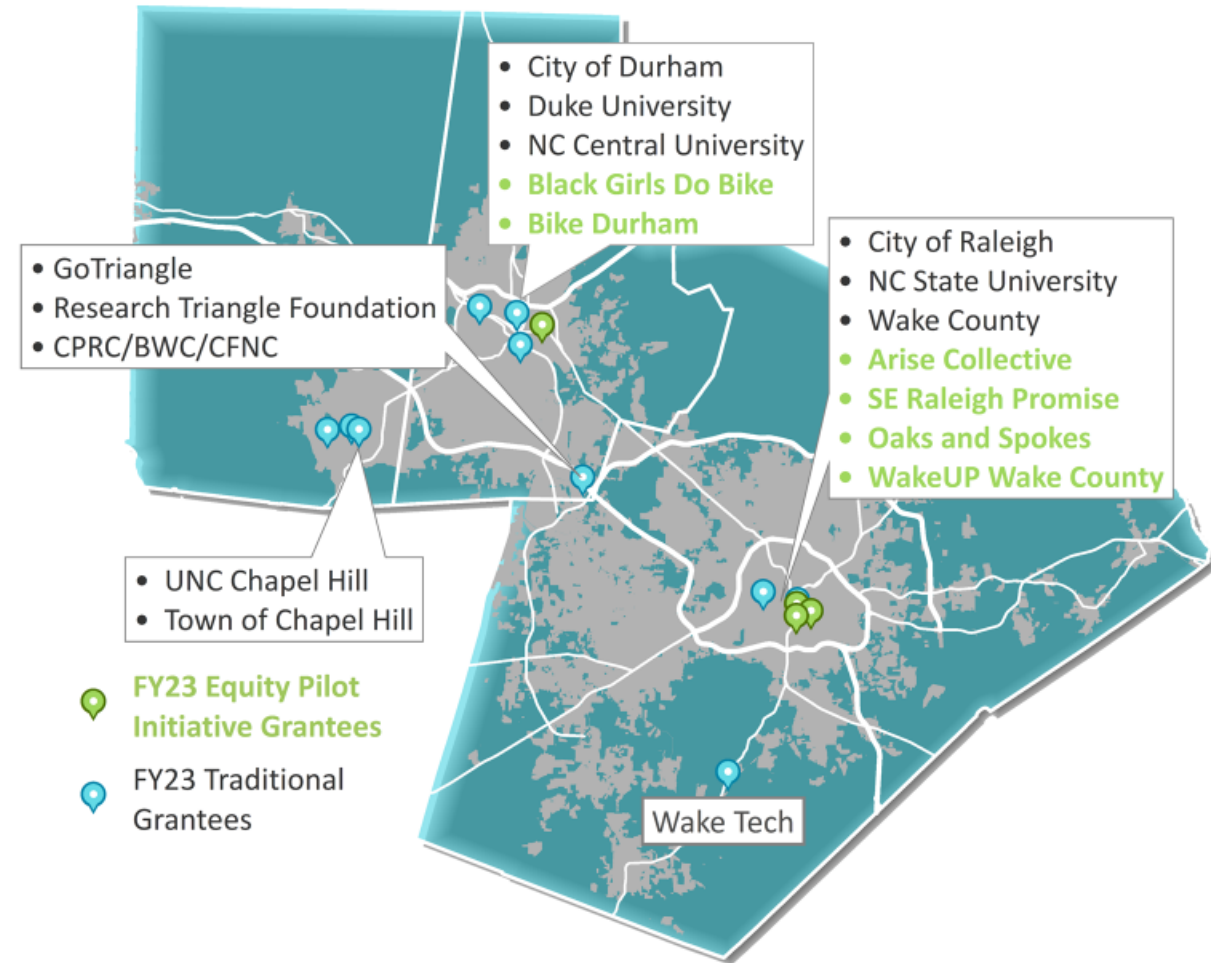
- The Triangle Transportation Choices program promotes **Transportation Demand Management (TDM)** initiatives across the Triangle region.
- The program supports **marketing campaigns** and **outreach events** that encourage the use of alternative transportation modes such as carpooling, vanpooling, public transit, biking, walking, and telework.





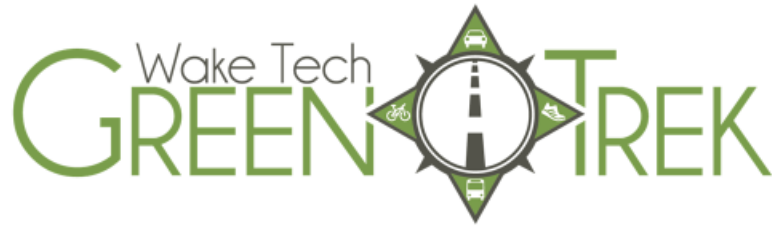
FY23 Funding and Grant Recipients

- July 1, 2022 – June 30, 2023
- Total funding awarded: \$1.66 million
- 19 grants awarded: 13 for traditional grantees, and **six Equity Pilot Initiative** grantees (\$186k in total)



FY23 TDM Programs Funded in the CAMPO Region

COMMUTE
SMART
RALEIGH



NC STATE UNIVERSITY



WOLFTRAILS



FY23 TDM Outreach Priority Areas



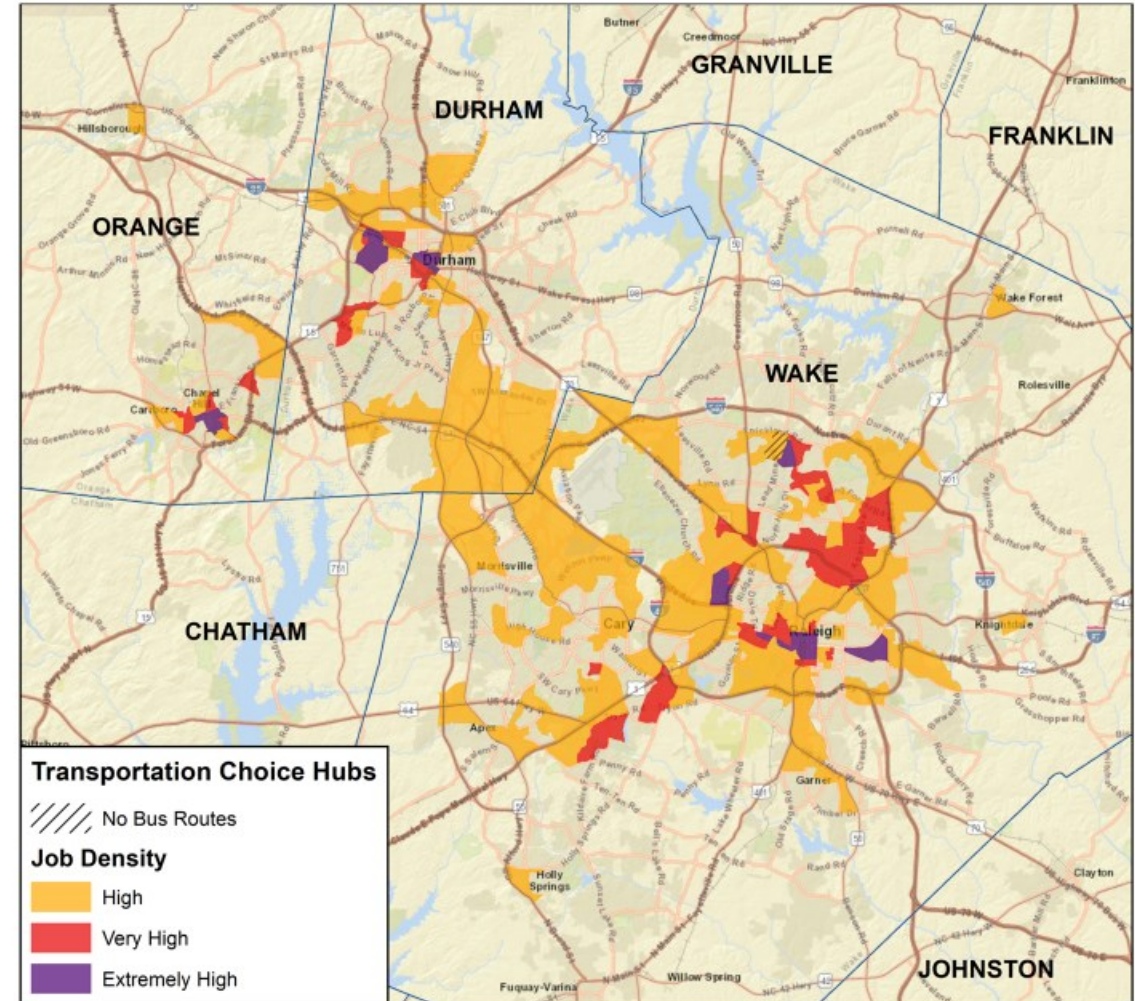
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Transportation Choice Hubs Employer-Based Outreach

Areas with the highest employment density in the region. Data Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (2018).

Intended Use: to aid local and regional TDM service providers in prioritizing employer-based TDM outreach within their service coverage areas.

Online Interactive Map: <https://arcg.is/uTfH8>



FY23 TDM Outreach Priority Areas



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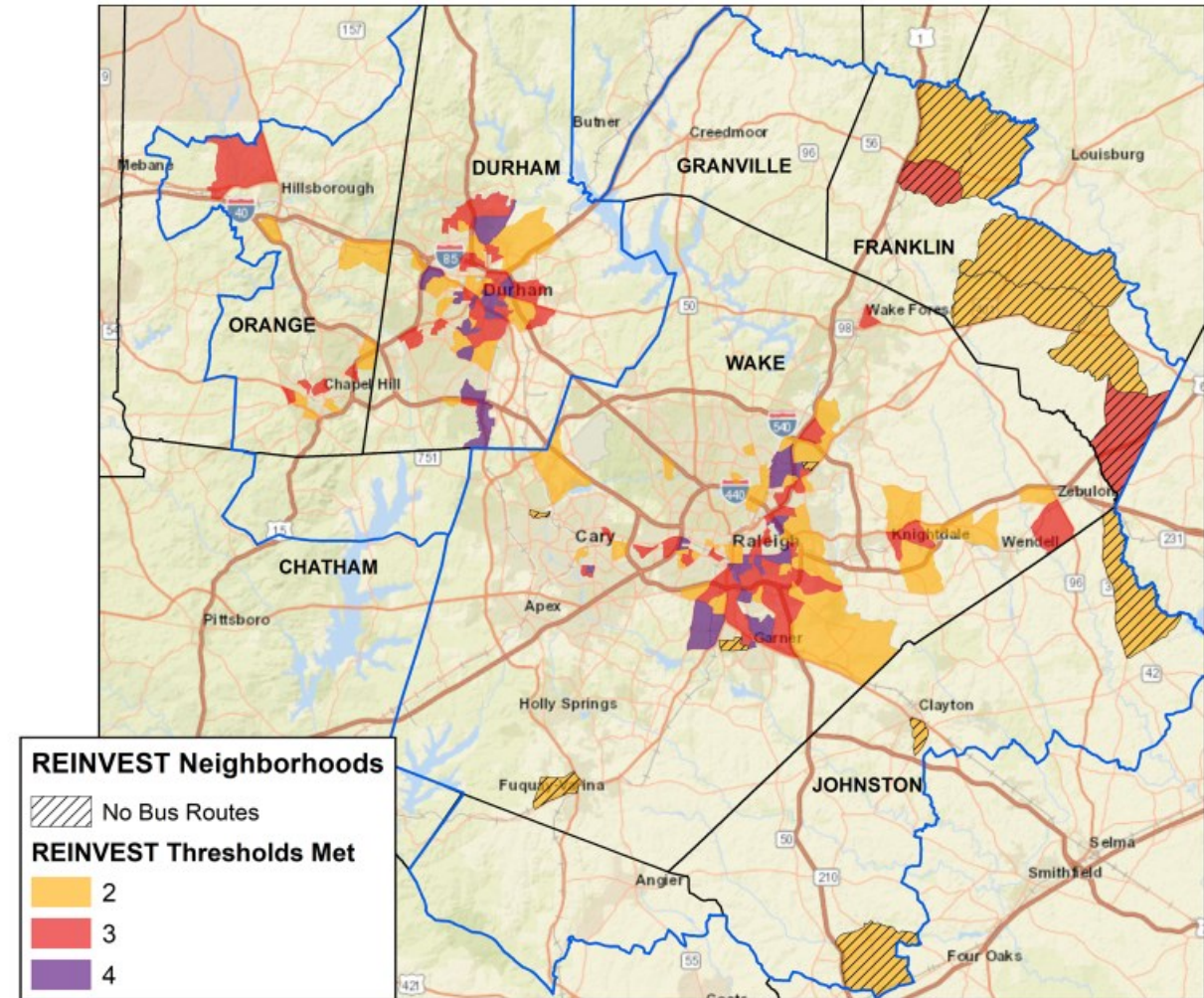
REINVEST Neighborhoods Residential-Based Outreach

Areas with significant presence of at least two of the following indicators:

- **RE:** Race/Ethnicity: BIPOC residents
- **IN:** Income: lower-income populations
- **VE:** Vehicles: households without vehicles
- **ST:** Status: legally-binding, affordability restricted (LBAR) housing units or Federal Opportunity Zones.

Intended Use: to aid local and regional TDM service providers in prioritizing **residential-based** TDM outreach within their service coverage areas.

Online Interactive Map: <https://arcg.is/1G5GiD0>



FY23 Education and Outreach Events



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During FY23, Triangle Transportation Choices Program partners promoted alternative transportation modes at **185** education and outreach events across the region, directly interacting with **over 15,000 people**.

A majority of the events – **111 in total** – were targeted to equity priority communities or groups.

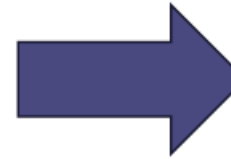




Data Collection for Annual Impacts

At the end of each quarter, grant recipients submit **participation data** for their marketing and outreach efforts, including:

- Transit ridership
- Park & Ride usage
- Website views
- Engagements on social media
- Membership in commuter benefits programs
- STRNC carpoolers and Commute with Enterprise vanpoolers
- Participation in commute challenges, webinars, and other outreach events.

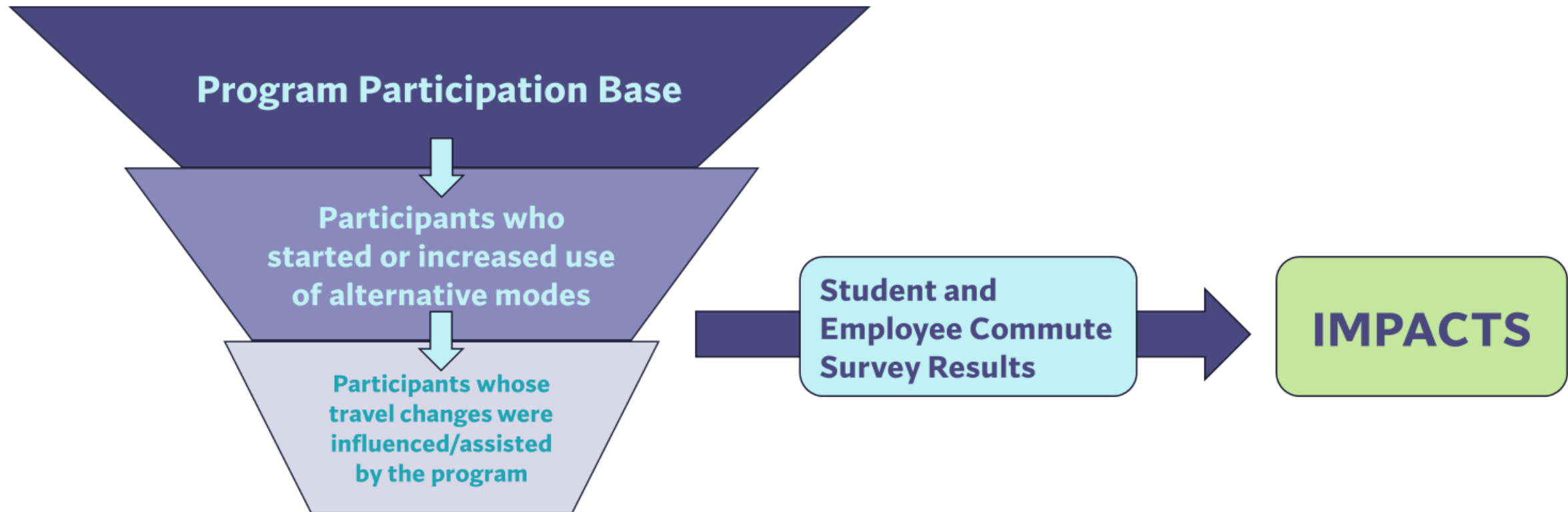


**FY23 Program
Participation Base =**

**The total number of
people who may have
started using or increased
their use of alternative
transportation modes.**



Annual Impact Calculation Steps



IMPACTS OF TDM IN FY23:



6 million vehicle trips avoided

That's over **104,000 days** not spent driving a car



3.5 million gallons of gas saved

It would take **411 tanker trucks** to hold that much gas



87 million commute miles reduced

That's roughly **30,000 trips** from San Francisco to New York



33,000 alternative transportation users supported

If they all drove alone, their cars would span **94 miles** bumper-to-bumper



68 million pounds of Carbon dioxide (CO2) release prevented

That's the same as **6,000 homes** not using electricity for a year



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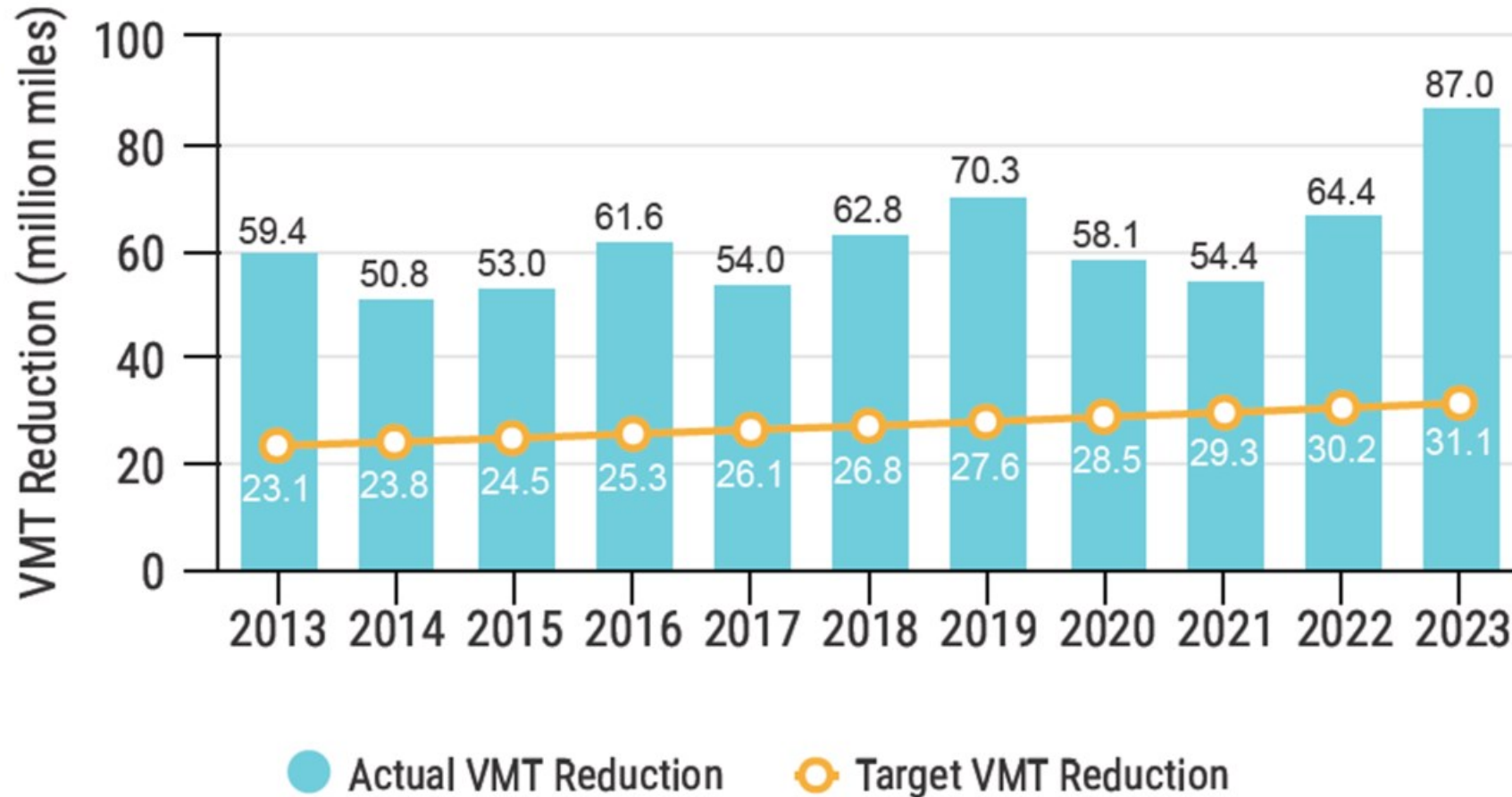
Annual Impacts



Annual VMT Reductions 2013-2023












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NEW Societal Benefits




	Air pollution emissions reductions (NOx and VOCs)	=	\$59,500 saved
	Global climate change mitigation (CO2)	=	\$1,216,375 saved
	Noise pollution reduction	=	\$1,946,250 saved
	Reduction in fuel consumption	=	\$13,935,000 saved
	Reduction in traffic congestion	=	\$1,491,000 saved
	Deferral of new road construction	=	\$301,875 saved
	Reduced vehicle crashes	=	\$1,407,750 saved
	Active transportation health	=	\$13,962,500 saved



\$34 Million

= Total estimated savings in FY23 due to the societal benefits of TDM services provided by the Triangle Transportation Choices Program.





Methodology Source: <https://mobilitylab.org/resources/calculators/tdm-roi-calculator/>

Questions?



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Central Pines Regional Council

5.1 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update

Requested Action:
Receive as information.

5.2 U.S. 401 Corridor Study - Final Phase



U.S. 401 CORRIDOR STUDY

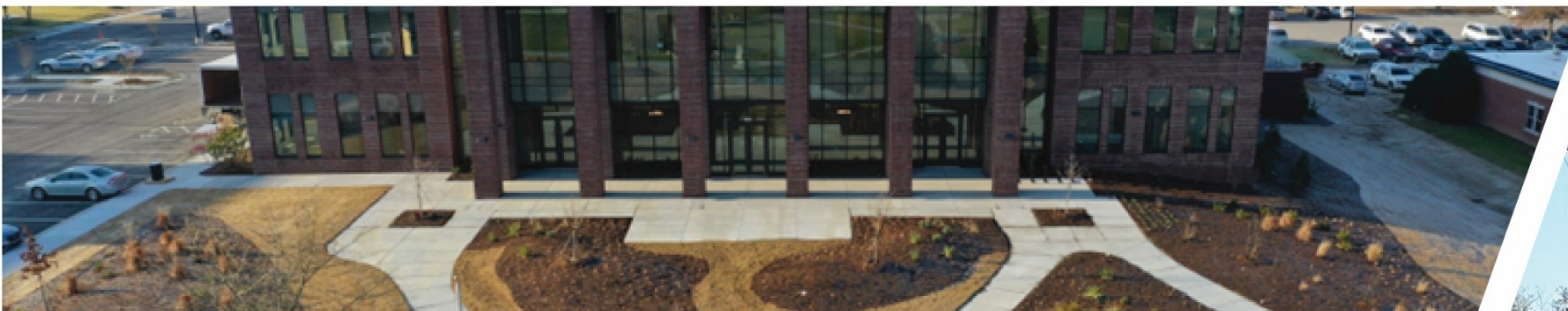


Wake County / Fuquay-Varina
Harnett County / Lillington

US 401 Corridor Study

CAMPO TCC

March 7, 2024



Stewart
HR&A Advisors
Spanish Speaking

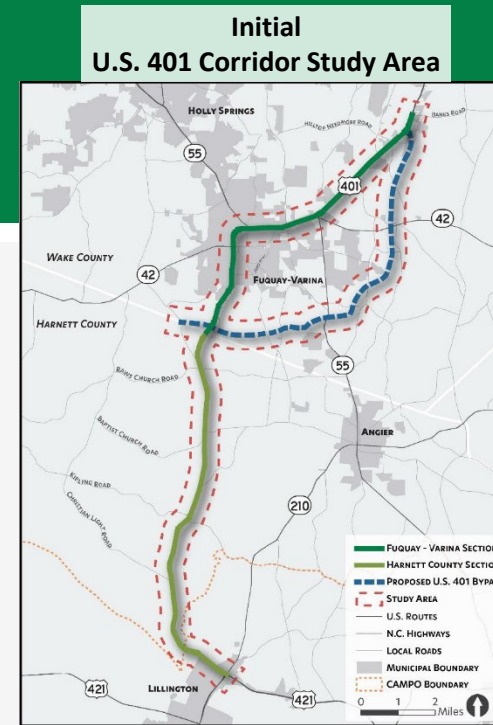
Summary

- Recap (Background, Alternatives, Public Engagement, etc.)
- Existing U.S. 401 in Wake County Recommendations*
- Existing U.S. 401 in Harnett County Recommendations*
- N.C. 55, Angier Bypass, and N.C. 210* Recommendations
- Future/Long term U.S. 401 Alignment Recommendations*
- Next Steps
- **Important Recommendation:**

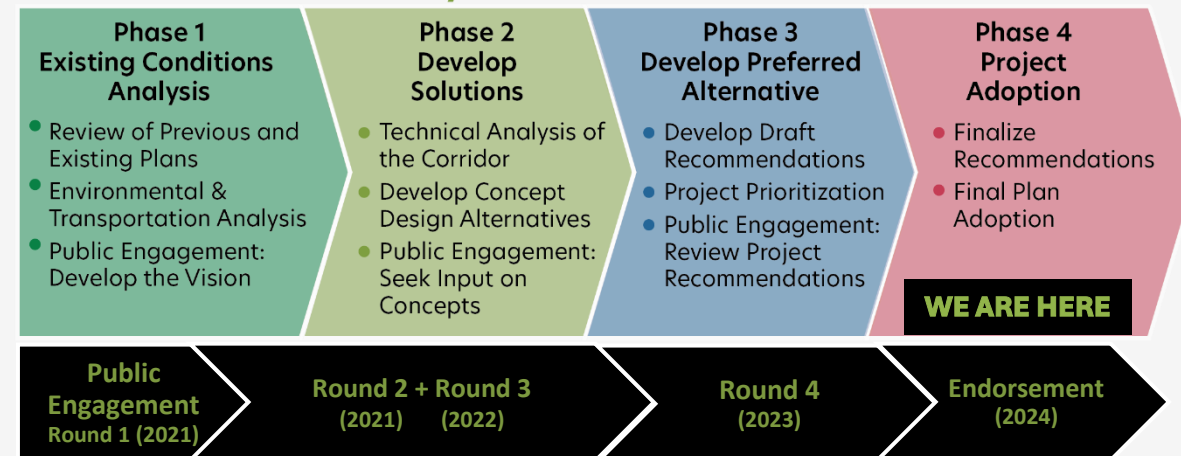
Improvements to Existing U.S. 401 and existing area roadways will be prioritized for short and mid-term implementation – to occur **before the long-term** recommendation for a new roadway, known as “Future U.S. 401”.

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington



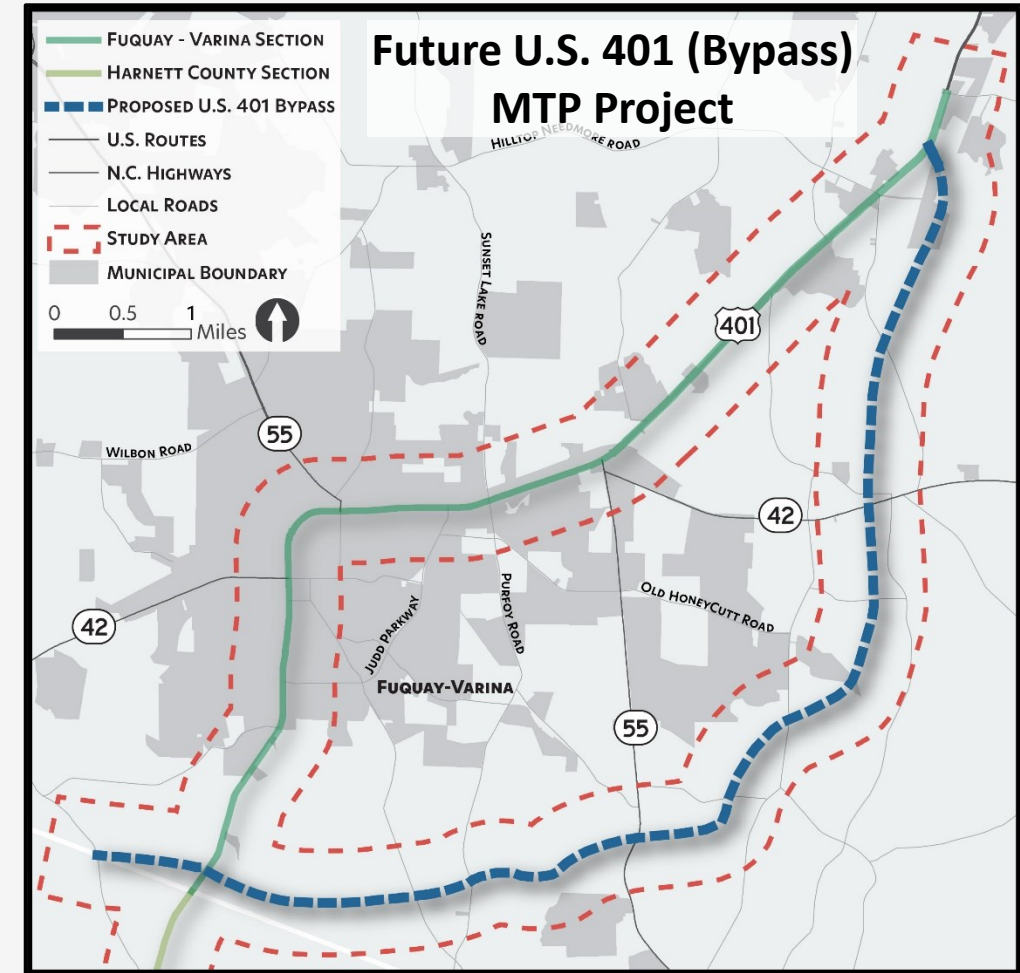
U.S. 401 Corridor Study Schedule



Project Recap

U.S. 401 Corridor Study - Background

- Initial alignment (blue line on the map) for Future U.S. 401 (Bypass) was adopted by Board of Transportation on March 10, 1997.
 - Revised alignment approved on May 7, 1999.
- Project/alignment (blue line) included in 2050 MTP
- Absent a Future U.S. 401 alignment decision, the 2050 MTP project alignment (blue line) will remain.
- **This study focused on improving Existing U.S. 401 and exploring alternative alignments for the Future U.S. 401.**



Public Engagement Overall

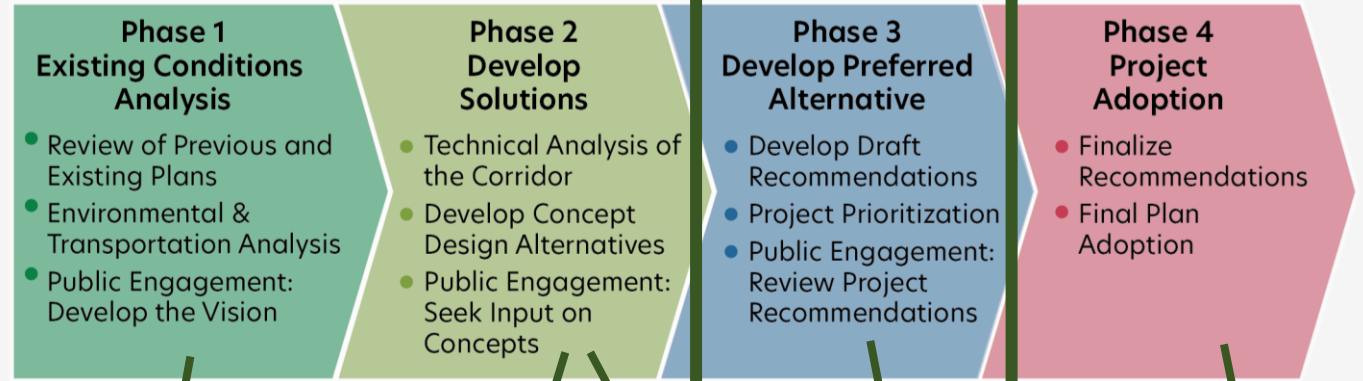
Stakeholder Oversight Team

Made up of area elected officials, public officials, community organization leaders

Public Engagement

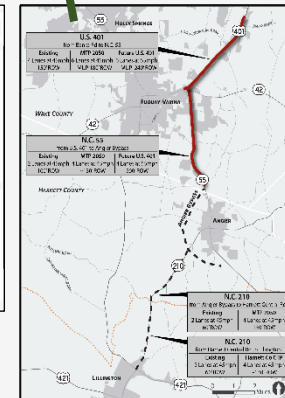
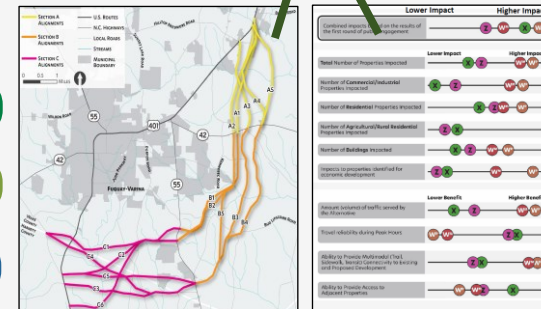
Round 1	Vision & Goals
Round 2	Initial Design Alternatives
Round 3	Additional Alternatives <i>and</i> Priorities for Determining a Preferred Alternative
Round 4	Draft Recommendations
Final	Final Recommendations & Report

U.S. 401 Corridor Study Schedule



Goals

- Reduce congestion and increase transportation capacity and safety
- Encourage economic development
- Incorporate public and stakeholder input
- Accommodate appropriate modes of travel (transit, bicycle, pedestrian, freight)



Trade-offs
For the Future U.S. 401 Corridor, for each of the the trade-offs listed below, please share your preference:

Reduce property impacts but have higher environmental impacts OR Reduce environmental impacts but have higher property impacts

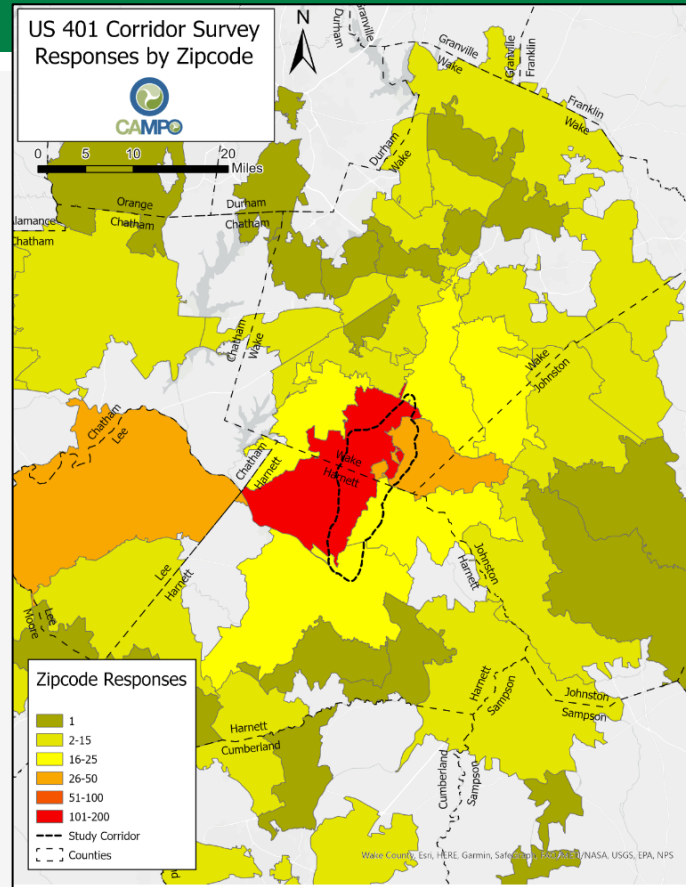
Closed to responses

Round 4 Survey on Draft Recommendations

October 3 –
November 5, 2023

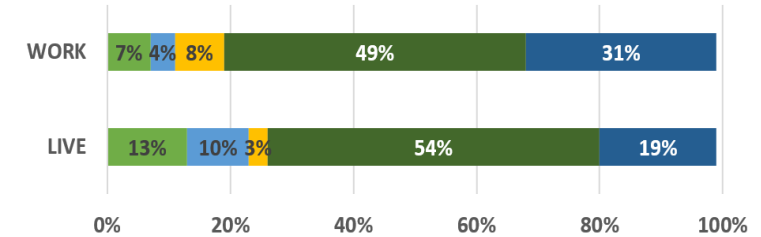
- ✓ 782 respondents in total
- ✓ 245 respondents also provided comments

- The results of the survey can be segmented based on where the respondents are located.
 - This helps inform the process by understanding the different needs and desires of those who live nearby/may be impacted by the actual route and those who would utilize the route for their daily needs.



Survey Respondents - Home/Work Location

* 509 of 782 respondents answered this question

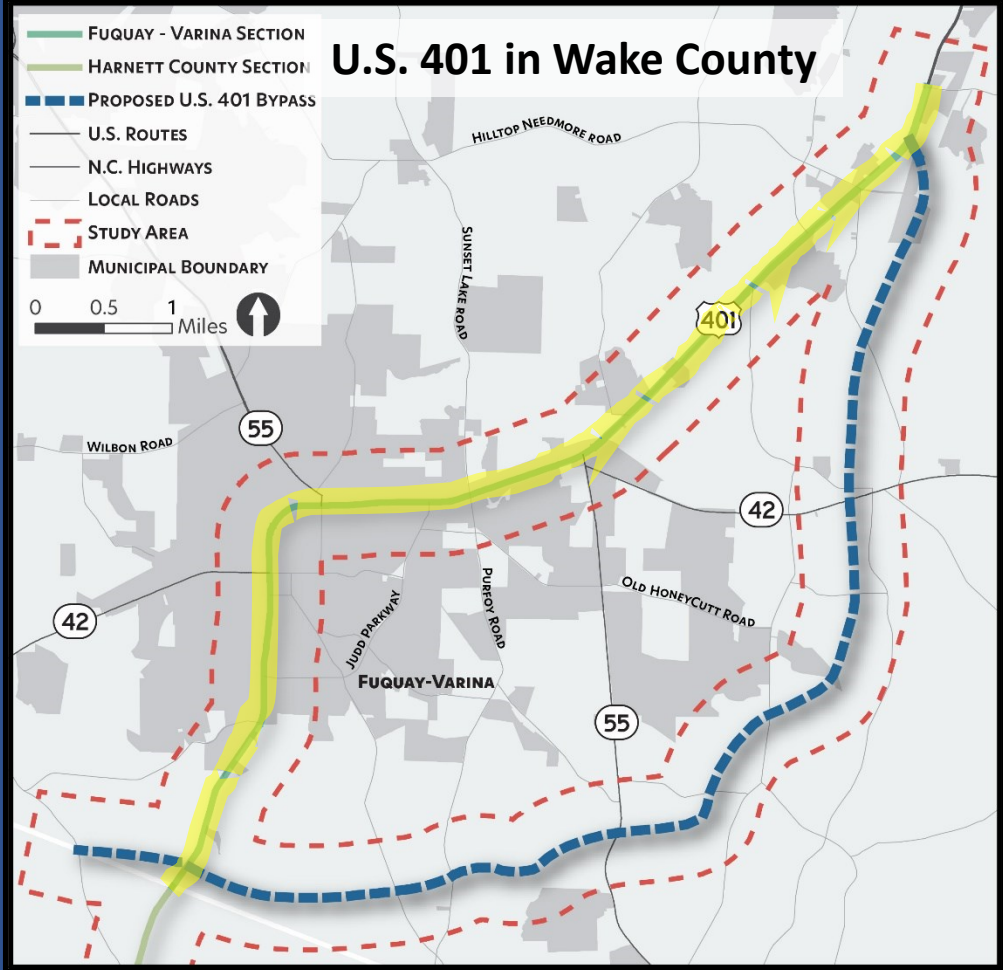


- Survey results show that the study generated participants not only in the study area, but from throughout the region
- The heaviest concentration of participants originated from zip codes within the study area



U.S. 401 Corridor Study's Final Recommendations

Recommendations: Existing U.S. 401 in Wake County



U.S. 401 in Wake County - Sections

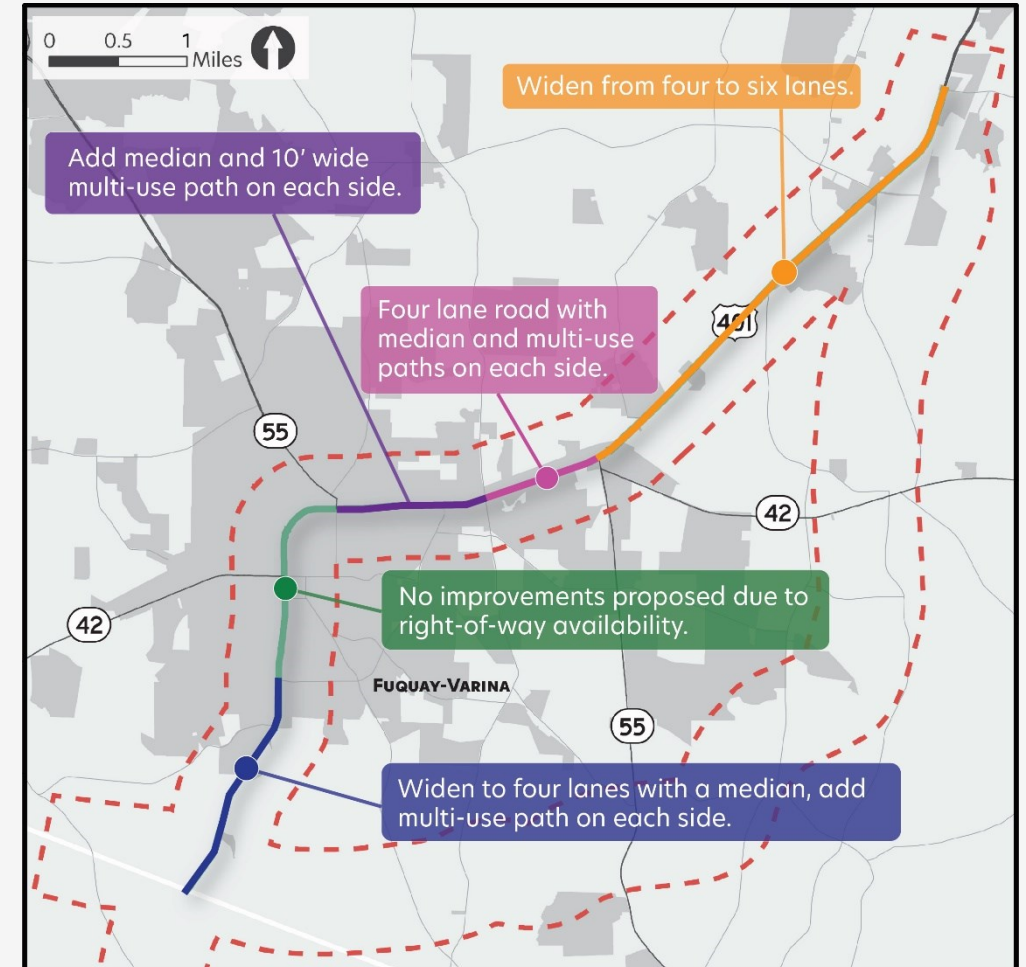
Banks Road to N.C. 55: Widen from 4 to 6 lanes.
(MTP Project)

N.C. 55 to Judd Parkway NE: Add raised median and Mixed Use Paths. (MTP Project)

Judd Parkway NE to Ennis St.: Add raised median and Mixed Use Paths (no MTP project)

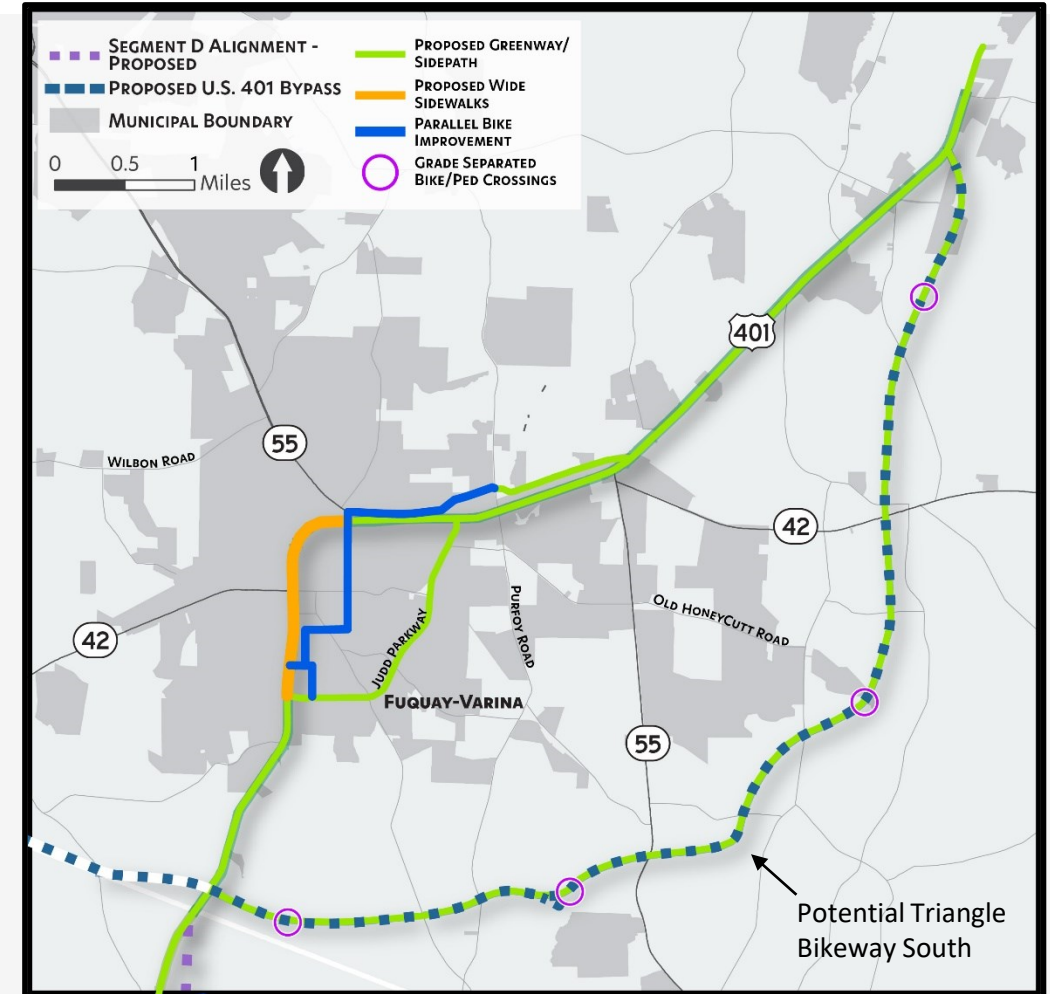
Ennis St. to Judd Parkway SW: No roadway improvements.

Judd Parkway SW to Harnett Co.: Widen from 2 to 4 lanes with raised median and MUP.



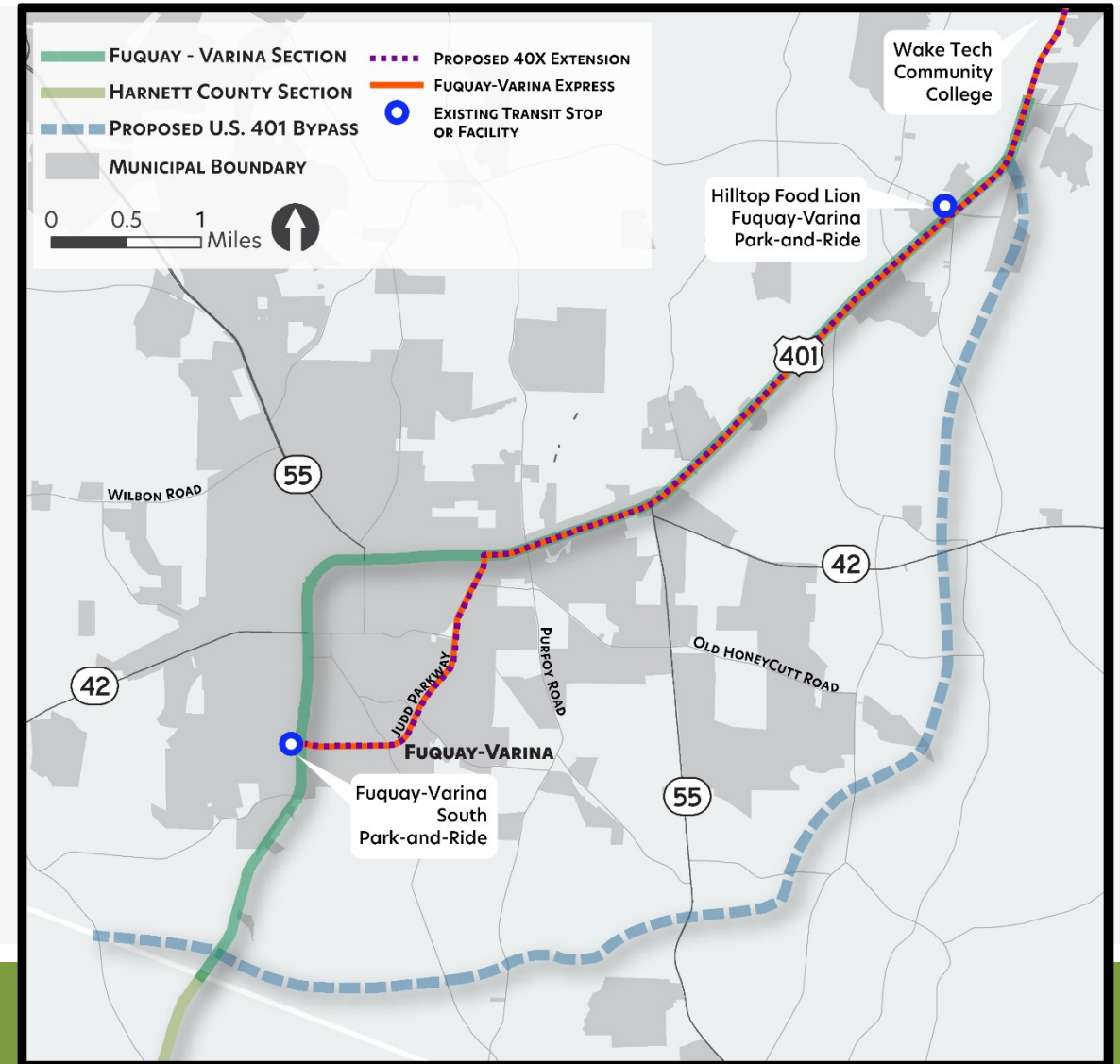
U.S. 401 in Wake County – Bicycle-Pedestrian Facilities

- Multi-use paths (MUP) or sidewalk and bicycle lanes throughout the corridor.
- Wide sidewalks or MUP through Downtown, parallel bike improvements.

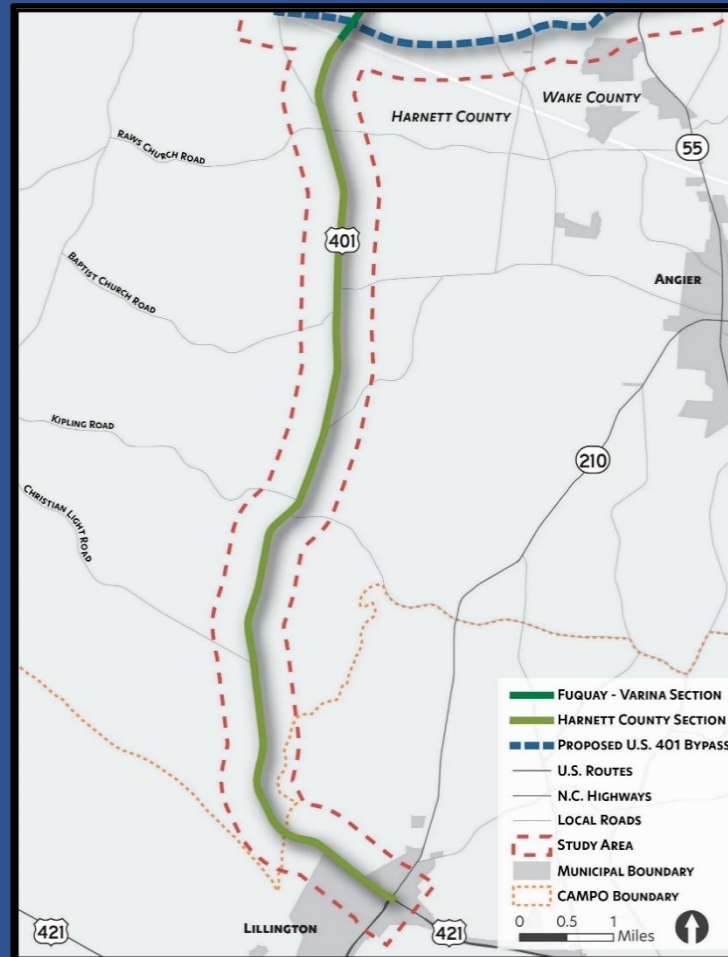


U.S. 401 in Wake County – Transit

- Strengthen connections to Garner and Raleigh.
- Connections to Holly Springs and Apex may be possible in the future.



Recommendations: Existing U.S. 401 in Harnett County



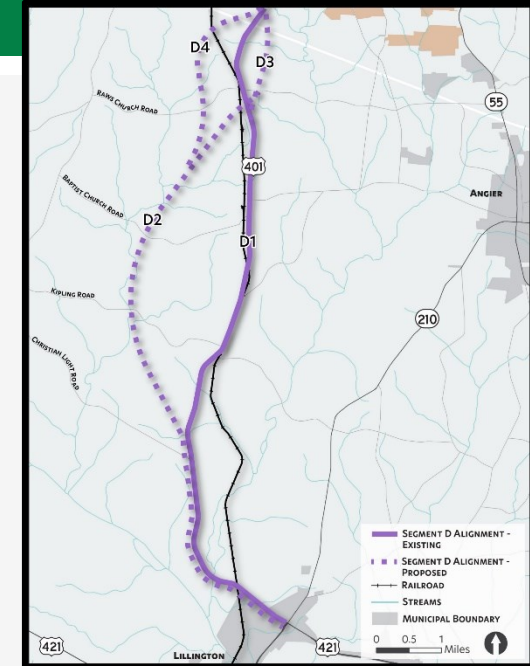
Harnett County Alignment



- Currently 2 lanes at 55mph
- Utilize **existing U.S. 401 alignment** in Harnett County
- Widen to **4 lanes at 45mph**

Public Feedback (via survey question results and comments at in-person events and in survey):

- **Generally supportive of widening and speed reduction**
- Least support (51% *not* supportive; 8% neutral; 42% supportive) from Harnett residents *inside* the study area – comments suggest support for speed reduction but not widening due to property impacts.
- Majority support from all other respondents (including residents of Harnett County who live *outside* the study area with 32% *not* supportive).



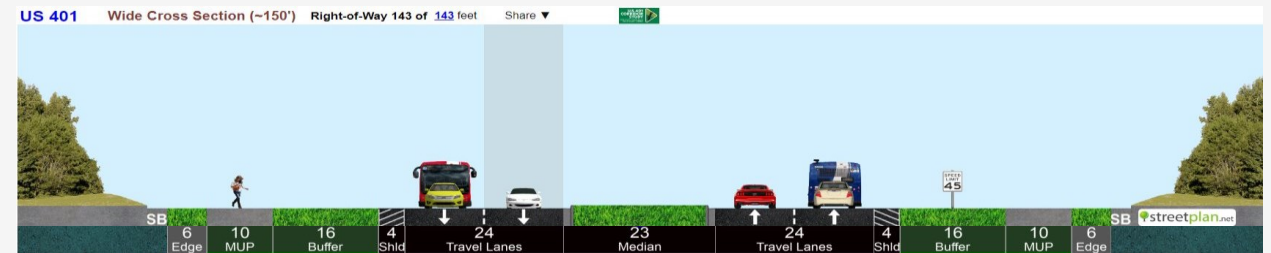
Two Design Concepts based on Width

Narrow Cross Section (~120’): Modification of section 4L with 10’ MUP on both sides.

- Applicable where limited ROW is available due to railroad or other sensitive resources.
- Reduction of posted speed to 45mph

Wide Cross Section (~150’): Modification of section 4B (MTP 2050) with 10’ MUP on both sides.

- Applicable where ROW is not limited.
- Reduction of posted speed to 45 mph



Public Feedback (via comments at in-person events and in survey):

- Majority generally supportive of both concepts
- Some concerns related to complete street or multimodal elements in narrow areas with property impacts
 - Desire to reduce width or eliminate multi-use (side) paths, medians, buffers.

Staff Recommendation for Final Report:

- *Keep the two design concepts but acknowledge that further refinement on cross-section elements will occur during project development. All comments will be shared with NCDOT for consideration on future projects in this section.*



Bicycle and Pedestrian

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington

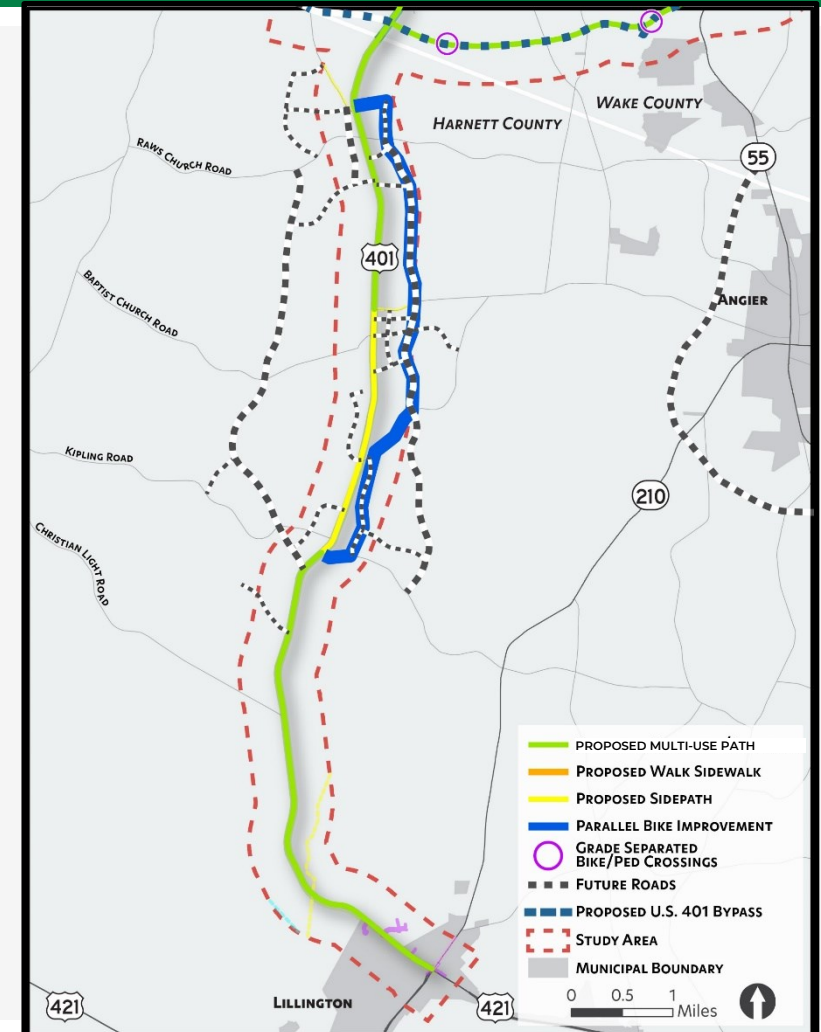


Pedestrian and bicycle facilities along
U.S. 401

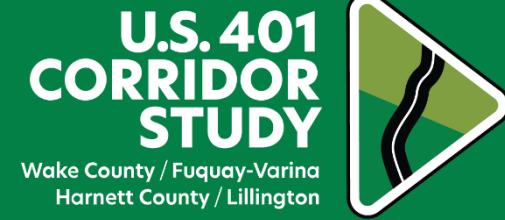
AND

Bicycle facilities along collector / local
streets between Rawls Church Rd and
Harnett Central Rd constructed as
development occurs

- Public Feedback for bike facilities on local streets:
Generally supportive or neutral.



U.S. 401 in Harnett County – Railroad Recommendations



- Redesign the railroad crossings along U.S. 401 and other roadways in the study area to accommodate future widening anticipated due to growth in the area.
- Specific improvements recommended for crossings at/near:
 - Matthews Rd
 - Lafayette School Rd
 - Chalybeate Rd – northern and southern ends

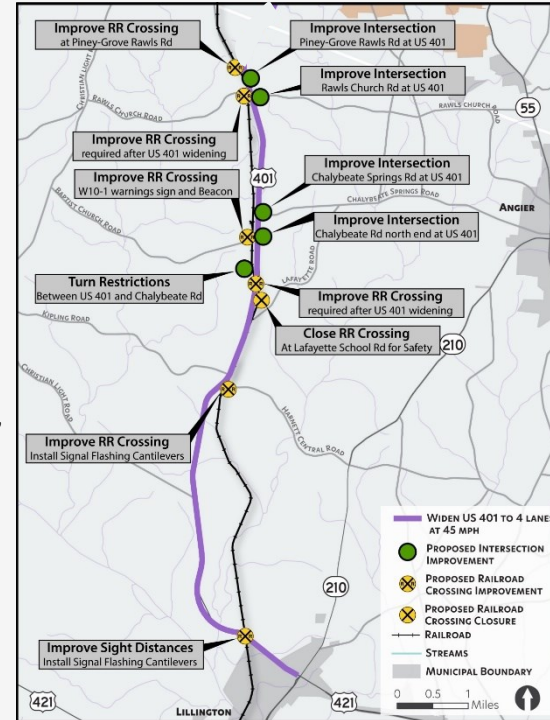
Staff Note: Fayetteville to Raleigh Corridor submitted by NCDOT for the federal Corridor Identification and Development Program



Intersection Improvements

- | | |
|---|--|
| Piney Grove Rawls Rd | Signalize the intersection. |
| Rawls Church Road | Signalize the intersection. |
| Chalybeate Springs Rd | Signalize the intersection. |
| Chalybeate Road
(Northern End) | Signalize the intersection.

Re-evaluate the traffic impacts if southern section is disconnected. |
| Chalybeate Road
(Southern End) | Restrict turns at this intersection and, from operations and safety perspective, consider removing this intersection with U.S. 401 altogether. |
| Lafayette School Road | Close the connection to U.S. 401 and, look at possible alternative access routes to Lafayette Elementary School to/from US 401. |
| Lafayette Road | Reevaluate the traffic impacts at this intersection. |



Public Feedback (via comments at in-person events and in survey):

- Strong support for intersection improvements, signalizations, railroad crossing improvements
- Concerns from within study area respondents for intersection closures at Chalybeate Road (southern end) and Lafayette School Road

Staff Recommendation for Final Report:

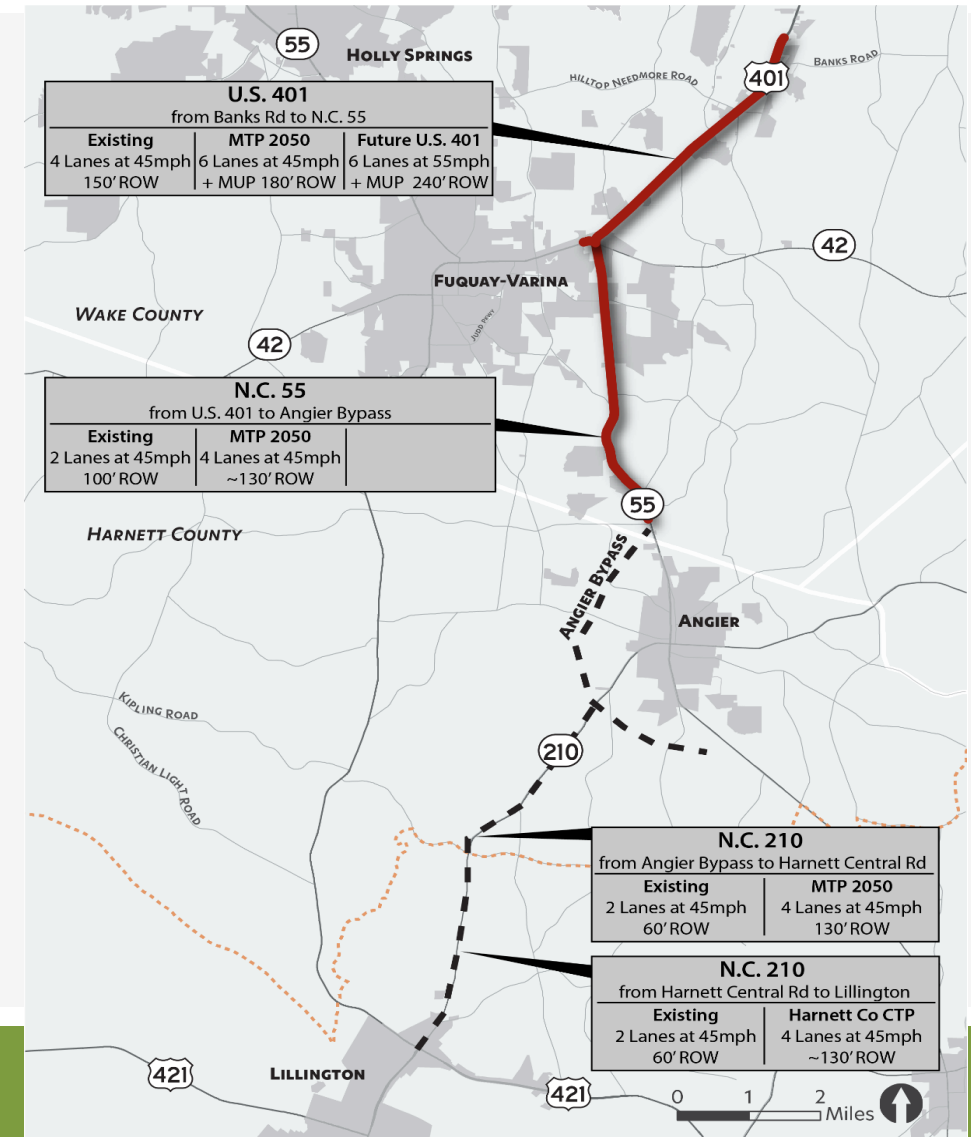
- CAMPO has begun process of submitting several of the intersection improvements for funding
- For Chalybeate (southern), Lafayette School Roads and railroad crossing recommendations (5 projects together) a smaller “hot spot” study is the updated recommendation. Such a study would look at all five projects together to better identify how railroad improvements, widening of U.S. 401, and the roadway intersections can be designed and coordinated.

Recommendations:
NC 55, Angier Bypass, and NC 210

NC 55, Angier Bypass, NC 210

A North-South travel alternative:

- Widen U.S. 401 from 4 lanes to 6 lanes (2050)
- Widen N.C. 55 from 2 lanes to 4 lanes
 - Between Jicarilla Lane and Angier Bypass (2030)
 - Between Five Points and Old Honeycutt Road (2040)
 - Between Old Honeycutt Road to Jicarilla Lane (2050)
- Continuation of Angier Bypass (2030)
- Widen N.C. 210 from 2 lanes to 4 lanes (2050)

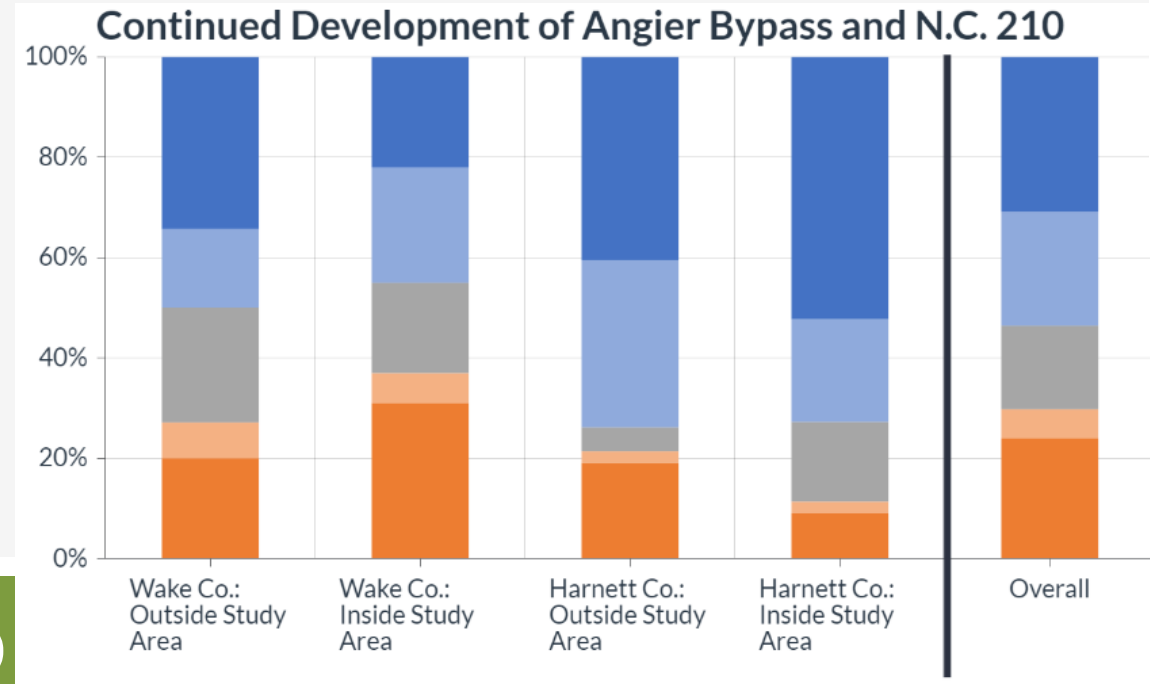


NC 55, Angier Bypass, NC 210

A North-South travel alternative – Public Feedback

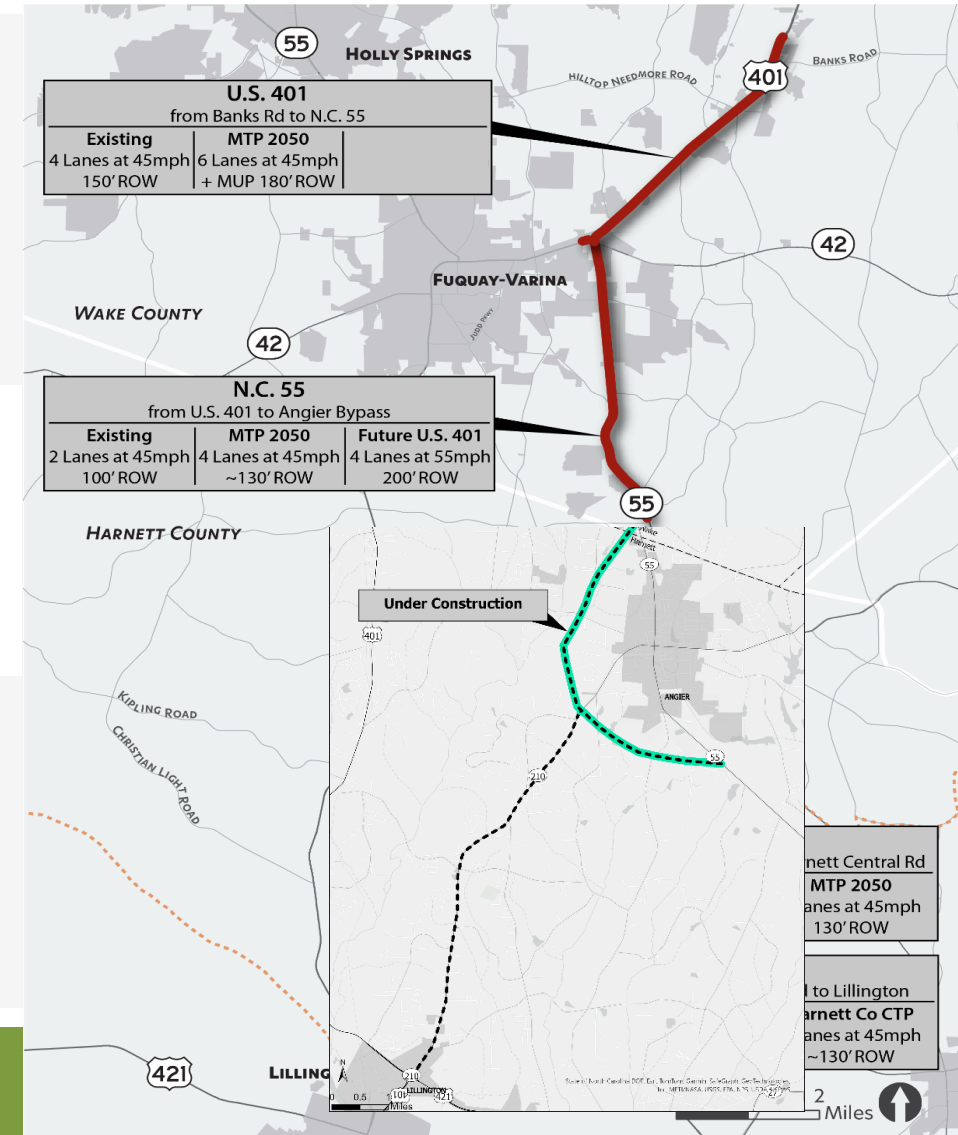
Public Feedback

- Generally supportive
- Harnett Co.: Inside Study Area had strong approval with 73% support



Level of Support

- Fully Supportive
- Somewhat Supportive
- Neutral
- Somewhat Unsupportive
- Not At All Supportive



Alternative X/Z

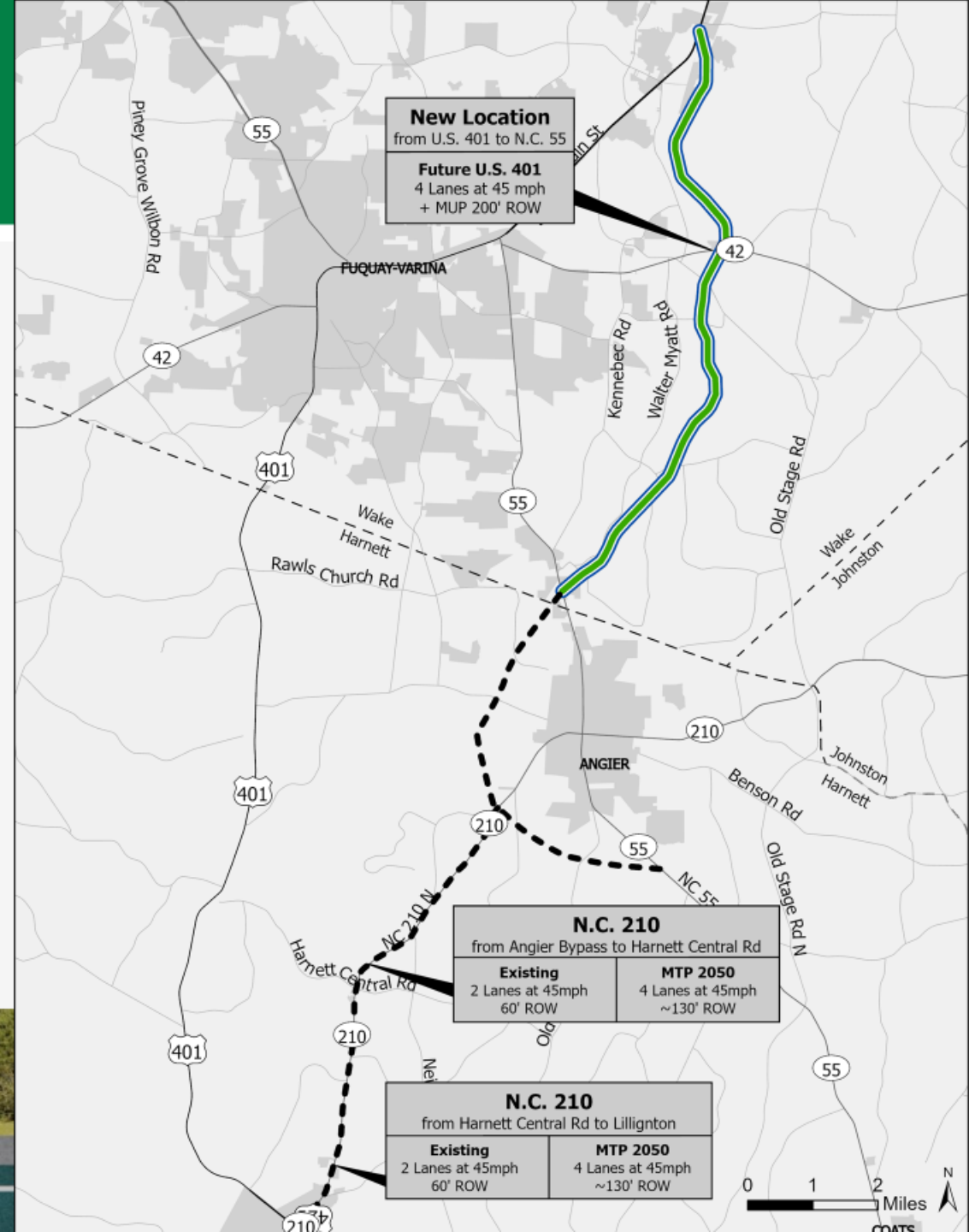
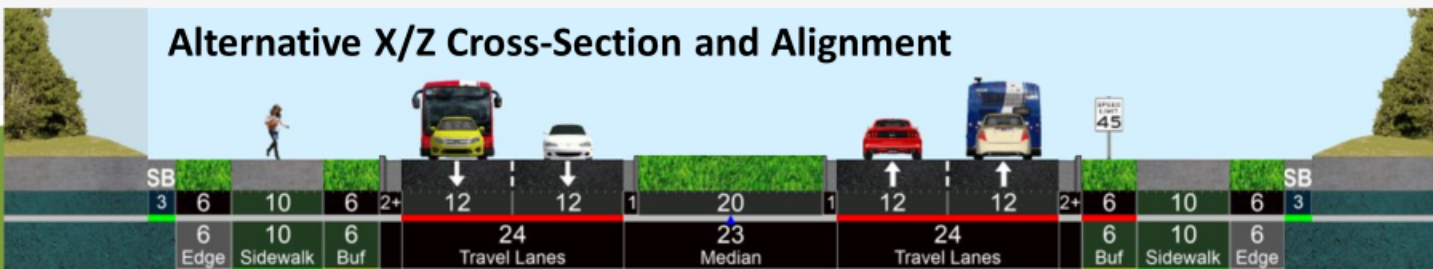
Benefits of Alternative X/Z

- Responsive to community feedback on priorities for impacts from any preferred alignment
- Connects to Angier Bypass and uses N.C. 210 widening proposed in MTP to accommodate Future U.S. 401
- Enhances existing travel patterns between Lillington and Banks Road
- Can still connect with Southern Parkway section shown in Alt X
- Places an alignment further east to accommodate growth in the area
- Can downgrade Southern Parkway to arterial road with 2/3 lanes at 35 mph

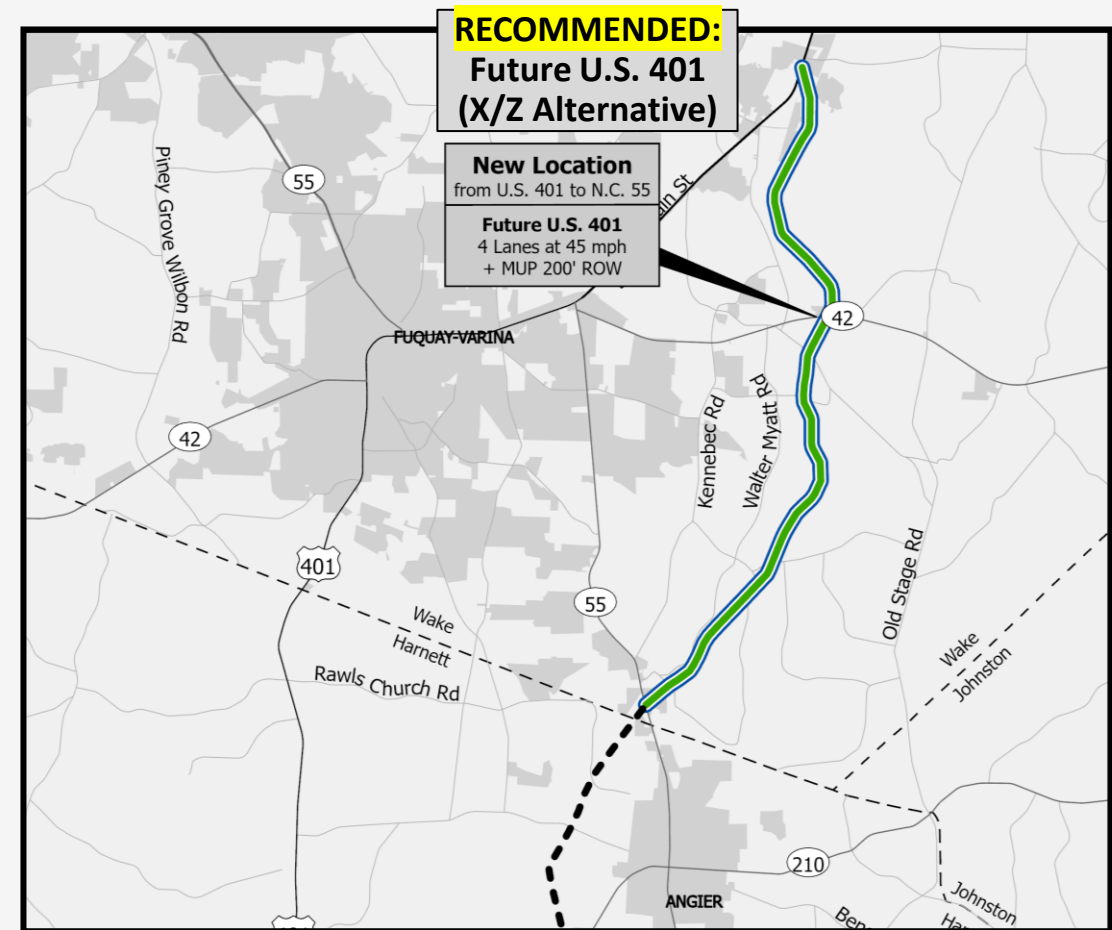
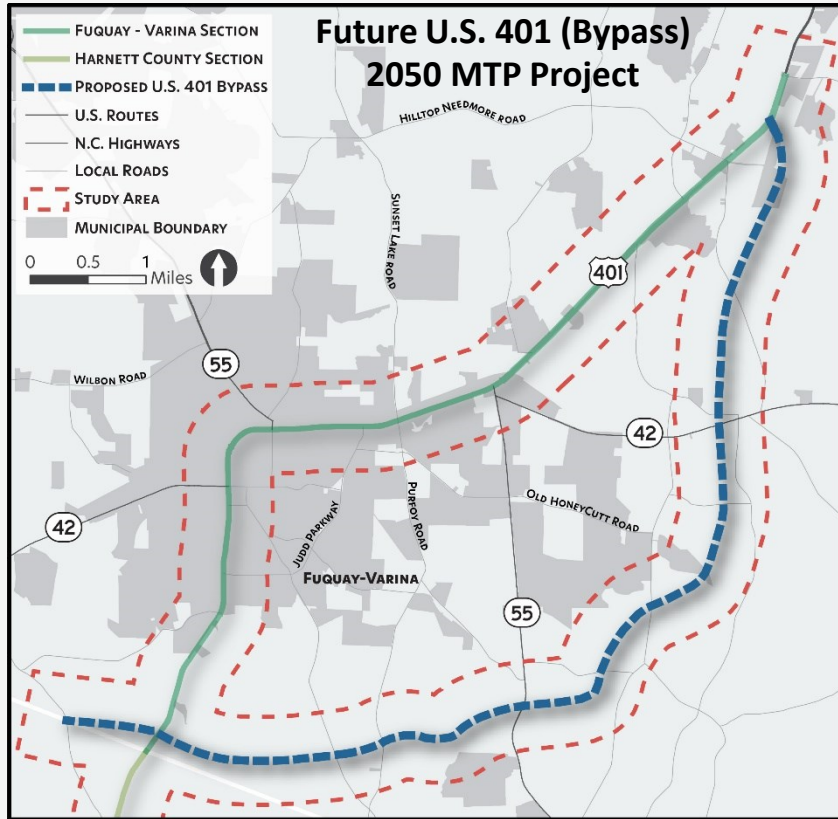
Challenges of Alternative X/Z

- Requires new Right-of-Way to construct
- Impacts approximately 100 properties; 58% of which are residential and 25% of which are Agricultural

Alternative X/Z Cross-Section and Alignment



Existing MTP Alignment vs. X/Z Alternative



X/Z Alignment is 1 to 1.5 miles east of the MTP alignment;
X/Z Terminates at NC 55 whereas MTP alignment goes further west

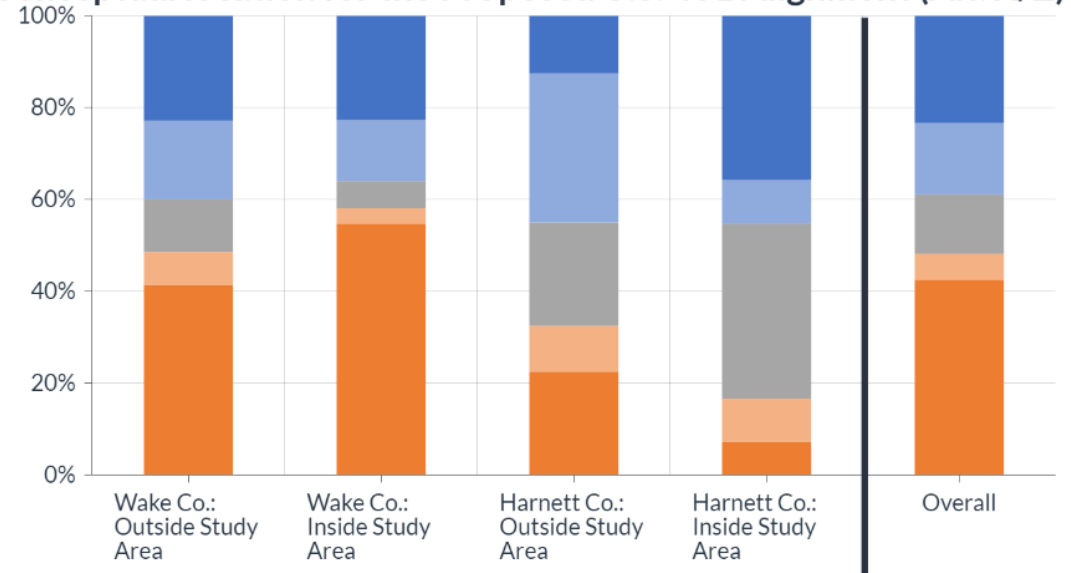
Proposed X/Z Alignment Public Feedback

- There were 365 responses to the question on the public's level of support to the Alternative X/Z, of which 200 responders described themselves as in Wake County: Inside the study area
- The responses **show generally mixed opinions** with 48% unsupportive, 13% neutral, and 39% supportive.
- The support for the alignment is consistent among all geographies

Comments: Reasons Not Supportive of XZ Alignment

- **Property Impacts**
- **Design**
 - Speed (45MPH) too low – desire for 55+MPH as identified with initial bypass project
 - Complete Street Elements - Not supportive of side paths, etc.; prefer narrow roadway to limit impacts
- **Growth:** Concerns that new roadway will encourage more development; prefer no new growth

Conceptual location for the Proposed U.S. 401 Alignment (Alt. X/Z)



Level of Support



Future U.S. 401 Recommendations



- Based on:
 - Public feedback during Round 4,
 - Coordination with the Study's Technical Team, and,
 - Coordination with Stakeholder Jurisdictions

**The final recommendation is to advance
Alternative X/Z.**

- Alternative X/Z provides a better alignment than the U.S. 401 Bypass currently in the 2050 MTP.
- The project is still in the Planning Phase and is not planned for **construction until at least 2050.**



Planning

Programming
/Funding

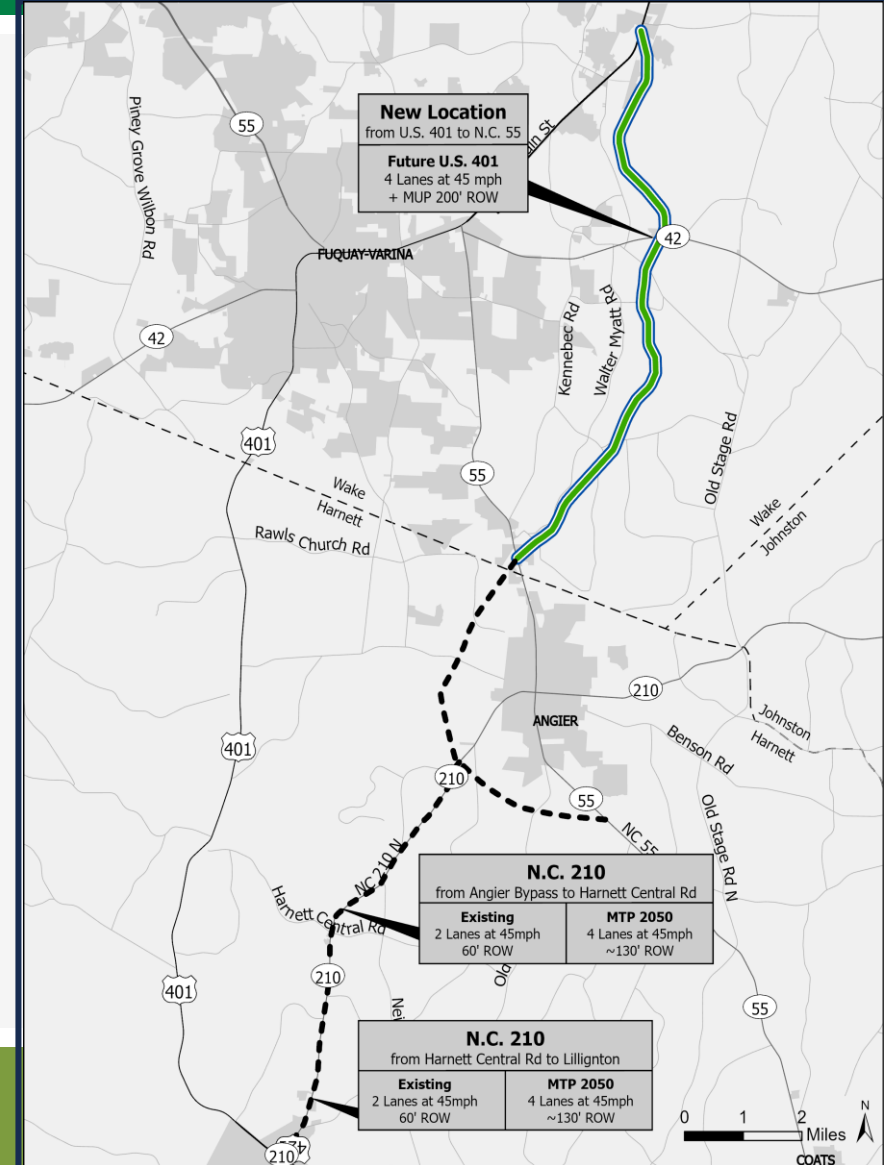
Project
Development

Design

Property
Acquisition

Construction

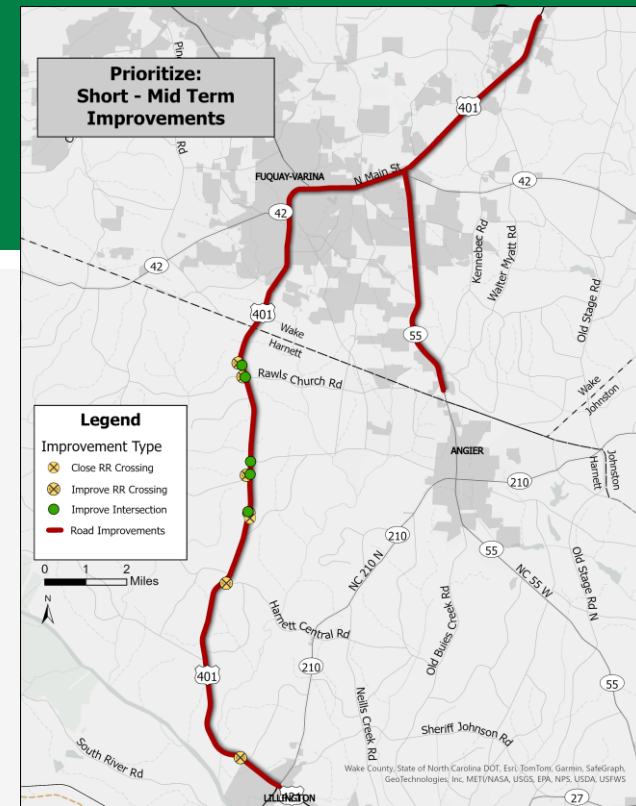
Maintenance



Recommendations: Short and Mid-Term Projects

Order of Project Delivery

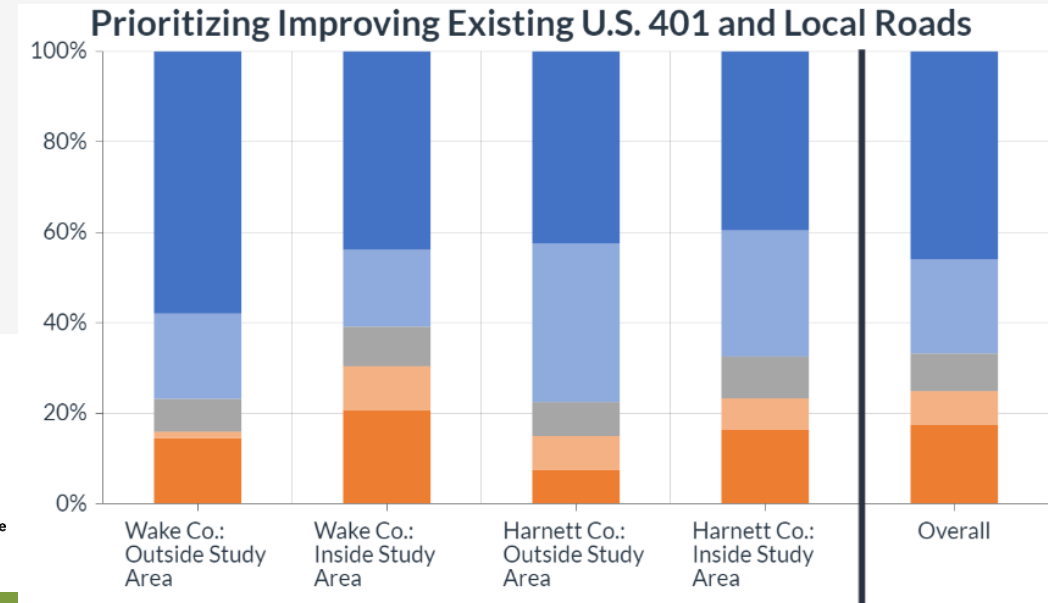
- Recommended projects for Existing U.S. 401 between Banks Road and NC 55, as well as NC 55 between U.S. 401 and Angier Bypass should be elevated to a nearer build year.
 - Improvements to the Existing U.S. 401 occur in segments to best fit the topography and current conditions along the roadway



Public Feedback:

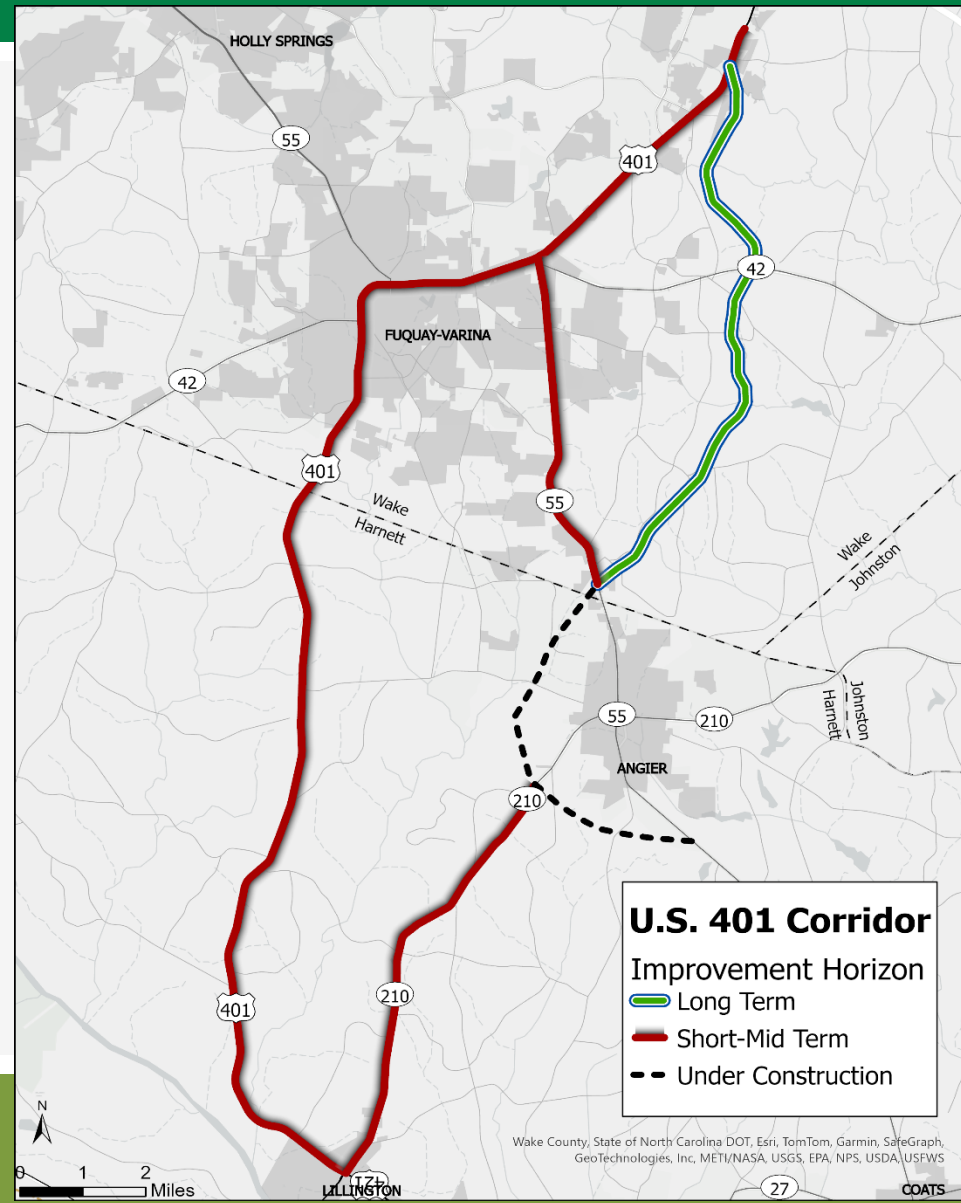
- Broad support for improvements on Existing U.S. 401 through downtown Fuquay-Varina and south into Lillington
- Support for prioritizing these as short-term recommendations with 67% of respondents supportive, 8% neutral, and 25% unsupportive

Level of Support



Order of Project Delivery

Final Recommendation



Final Steps

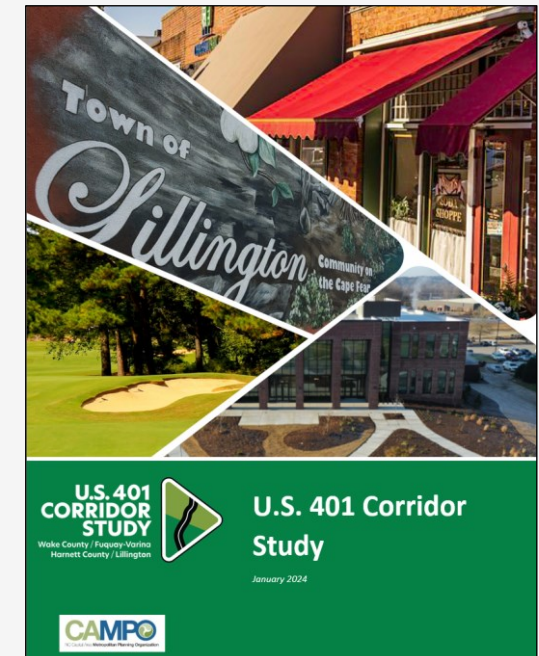
- Release of final recommendations and final report
 - CAMPO Executive Board considers “Endorsement” of the study’s recommendations/report for use in future MPO planning processes, in particular the 2055 Metropolitan Transportation Plan.

Local Presentations

- Town of Angier Board – January 10
- Harnett County Commissioners – January 30
- Town of Fuquay-Varina Board – March 4
- Wake County - Letter

- MPO, NCDOT, and local jurisdictions work to program the recommended short- and mid-term projects into the next project planning and development phases for their next steps in development, funding, and construction.

Final Report
Public Comment Period:
Feb. 19 – Mar. 20



US 401 Corridor Study – Comments & Endorsements

Local Endorsements

Town of Angier Board
February 6, 2024

Harnett County Commissioners
February 5, 2024

Town of Fuquay-Varina Board
TBD

Wake County Position
January 3, 2024



Comments Received on Final Report/Recommendations

Emails (4) Summarized:

- 1) No U-turns like NC 55
- 2) Fuquay, Angier, 210 congestion limited 401 bypass; instead, now need a bypass around Lillington at the Cape Fear River bridge
- 3) Need improvements from 401 to the west toward Apex/Holly Springs over these recs
- 4) Bypass good if a bypass – limit stop lights



5.2 US 401 Corridor Study – Final (Endorsement) Phase

Requested Action:

Recommend the Executive Board Endorse the US 401 Corridor Study Recommendations as outlined in the Final Report.

5.3 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)

- Changes made from November 1, 2023 – December 31, 2023.
- CAMPO and statewide CAMPO-eligible projects
 - Moves FFY 23 funding to FFY 24
 - Adds FFY 24 LAPP projects that were funded after initial award period, including HL-0140: Jones Sausage Road in Garner

5.3 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)

Requested Action:

Recommend approval of Amendment #3 to the FY2024-2033 Transportation Improvement Program (TIP).

5.4 Draft FY 2025 Wake Transit Work Plan

DRAFT FY 2025 WAKE TRANSIT WORK PLAN

CAMPO TCC

March 7, 2024

Key Dates

Draft FY25 Work Plan Development

ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	February 21, 2024
30-Day Public Comment Period	February 26 – March 26, 2024
Updated/Modified Work Plan Funding Requests Due	March 15, 2024
TPAC Program Development Subcommittee Discussion on Changes to Draft Work Plan	March 26, 2024
Distribute Recommended Work Plan to TPAC	April 5, 2024
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 17, 2024
14-day public review and comment period for the recommended Work Plan	May 1 – May 14, 2024
CAMPO and GoTriangle Boards Consider Work Plan Adoption	By June 2024

Document Overview

Main Document:

- FY25 Operating Budget
- FY25 Capital Budget
- Financial Model Assumptions
 - Two versions of Budget and Financial Model Assumptions: With and Without Wake Co. portion of Vehicle Rental Tax Revenue

Appendix:

- Multi-Year Operating Program
- Capital Improvement Plan

Draft FY25 Work Plan Overview



FY25 Modeled Revenues

(in Thousands)

Draft FY25 Work Plan

FY25 Draft Work Plan Budget Assumptions

	FY23 Final Actuals	FY24 Adopted Work Plan	Inc. Vehicle Rental FY25 Draft Work Plan	Excl. Vehicle Rental FY25 Draft Work Plan
Local				
½ Cent Local Option Sales Tax	\$132,807	\$125,000	\$140,000	\$140,000
Vehicle Rental Tax	5,056	276	5,056	-
\$7.00 Vehicle Registration Tax	6,819	6,850	7,075	7,075
\$3.00 Vehicle Registration Tax	2,921	2,925	3,025	3,025
Subtotal Local:	\$147,604	\$135,051	\$155,156	\$150,100
Federal		86,523	86,554	86,554
Community Funding Area Fund Balance	-	1,142	-	-
Farebox	-	-	-	-
Prior-Year Funds (Capital Liquidity)	-	14,233	662	5,718
Total Modeled Revenue Source	\$147,604	\$236,949	\$242,372	\$242,372

\$85.9M BRT

BRT Federal Funds from FY24 transferred to FY25

Discussions pertaining to the Vehicle Rental Tax continue in FY24

FY25 Modeled Expenditures

(in Thousands)

	New Operating	Continued Operating	Total Operating
Bus Operations	\$3,036	\$32,043	\$35,080
Community Funding Area	1,348	1,274	2,622
Other Bus Operations	4	354	359
Transit Plan/Tax District Administration	93	7,439	7,532
Total FY 2025 Modeled Operating	\$4,482	\$41,110	\$45,592

* - Other Bus Operations includes Low wealth and Youth GoPass

FY25 Modeled Expenditures

(in thousands)

Capital Projects

Maintenance Facility	\$	21,030
Transit Center/Transfer Point Improvements		2,854
Park-and-Ride Improvements		57
Bus Stop Improvements		4,692
Technology		338
Total Bus Infrastructure	\$	28,971
Bus Rapid Transit	\$	150,915
Vehicle Acquisition*		16,464
Capital Planning		430
Total Projects Modeled (excl. Bus Infrastructure)	\$	167,809
Total Capital	\$	196,780

\$85.9M Federal Funding

* - Includes ADA and Support Vehicles

Draft FY25 Wake Transit Work Plan Overview

Financial Assumptions

Vehicle Rental Tax

Regional Transit Authority Vehicle Rental Tax: On April 21, 2023, GoTriangle’s leadership, acting through approval by the GoTriangle Board of Trustees, delivered correspondence to the Capital Area Metropolitan Planning Organization (CAMPO) and Wake County leadership describing their intent to no longer contribute 50% of the Regional Transit Authority Vehicle Rental Tax, as defined in NCGS § 105-550 through NCGS § 105-556, to the Orange, Durham, and Wake County Transit Program(s) for the FY 2024 budget, effective July 21, 2023. As a result, \$275,504 of Regional Transit Authority Vehicle Rental Tax was included in the FY24 Adopted Wake Transit Plan.

The Wake Transit Governance ILA parties (GoTriangle, CAMPO, and Wake County) continue to have discussions on the Regional Transit Authority Vehicle Rental Tax and anticipate more guidance on the outcome of the conversations as part of the FY 25 Wake Transit Recommended Plan.

As identified in the following templates, Tax District Administration includes financial assumptions that show both the inclusion and exclusion of the Regional Transit Authority Vehicle Rental Tax.

Draft FY25 Work Plan Overview

Commuter Rail “Placeholder” Scenario

The FY 2025 Wake Transit Work Plan commuter rail “place-holder scenario” allocates funding for two segments, anticipating a build out of approximately 80% of the corridor by 2037 at a total cost of \$2.1B, \$1.4B of which is assumed to be the Wake County Share of the project. The operating regional rail “place-holder scenario” allocates \$16.1 million for the Wake County share of the first full year of annual operations in FY 2033. It is expected that the capital and operating “place-holder scenarios” will be updated in the Wake Transit Financial Model after key decisions are made.

COMMUTER RAIL PROJECT ASSUMPTIONS: FY2024 Adopted vs. FY2025 Draft Work Plans		
	FY 2024 Adopted Wake Transit Work Plan	FY 2025 Draft Wake Transit Work Plan “place-holder scenario”
Total Project Mileage	30 miles*	30 miles*
Total Wake Transit Project Cost	\$2.1B	\$2.1B*
Wake County Share	\$1.4B	\$1.4B*
Federal Participation Share	\$0.7B	\$0.7B*
Projected Debt	\$0.9B	\$0.9B*
Projected Debt Term & Pay-Off Date	35-year term, final payment FY 2072	35-year term, final payment FY 2072
Assumed Federal Support	RRIF Loan (Both Phases), FFGA Match (Phase 2)	RRIF Loan (Both Phases), FFGA Match (Phase 2)
Projected Completion Date	FY 2033 (Phase 1), FY 2037 (Phase 2)	FY 2033 (Phase 1), FY 2037 (Phase 2)

* Assumed in the FY 25 WTWP is the completion of two of the three segments, but which two remains undetermined. Exact mileage and cost will depend upon which segments are selected to move forward. Amounts rounded to the nearest billion.

Operating Highlights

The Draft FY25 Work Plan allocates \$45.6 million to the Wake Operating Budget. \$35.1 million of that would be designated for the continuation of services that were funded in previous years. New projects include:

- Service Improvements to the following Raleigh routes:
 - Avent Ferry Route 11
 - Glascock Route 3
 - Method Road Route 12
 - Carolina Pines Route 7L
- Replace Raleigh Route 401X with the Rolesville Microtransit Connector



Operating Highlights (cont'd)

- Add a new East Cary Route 11 (1/2 Year Operation)
- Convert Apex-Cary Express Route from ACX to Route 12 (1/2 Year Operation)
- Provide funds to Wake County to initiate a Youth GoPass Program
- Continue Wake Transit Community Funding Area Program contributions to Apex Route 1, Morrisville's Smart Shuttle, and the Wake Forest Circulator
- Allocate additional Community Funding Area Program funds to new projects selected through the FY2025 application process



Capital Highlights

The Draft FY24 Work Plan allocates \$196.8 million to the Wake Capital Budget. \$85.9 million of the total comes from federal funding allocated for the Wake BRT: Southern Corridor, and \$5.7 million* is allocated from the Wake Capital Fund balance. Capital funds will be used to support:

- Construction phase of the new shared GoRaleigh Access and GoWake Access paratransit operations and maintenance facility
- Wake County's share of GoTriangle's expansion of the bus operations and maintenance facility
- Phase II (land acquisition, design and construction) of the new Regional Transit Center



Capital Highlights (cont'd)

- Design and construction of new bus stops / improvement of amenities and access to existing stops
- Improvements to GoTriangle's park-and-ride facilities
- Maintenance at GoRaleigh's transit facilities including bus stops, park-and-rides, stations and centers
- Repowering buses & purchasing paratransit vehicles / buses to support transit expansion & replacement
- Funding to finalize design and begin Right-of-Way and construction activities for the Wake BRT: Southern Corridor
- Funding to complete the Wake Transit Plan Update currently underway





WWW.GOFORWARDNC.ORG/WAKE-COUNTY/GET-INVOLVED/

5.4 Draft FY 2025 Wake Transit Work Plan

Requested Action:
Receive as information.

5.5 TCC Bylaws Amendments & Updates

TCC Bylaws updates include:

- Addition of new MPO members (Coats, Chatham County, and Lillington).
- Updates to reflect changes in rules, regulations, and practices

Next steps include:

- TCC Review and Comments
- TCC Adoption (anticipated for April TCC meeting)

Requested Action:
Receive as information.

5.6 NC 540 Bonus Allocation Update

CAMPO Bonus Allocation

Strategic Transportation Investment (STI) law provides Bonus Allocation funding for:

- Local funding participation
 - ½ of local contribution
- Highway Tolling
 - ½ value of toll revenue bonds
 - ½ forecasted revenue for 1st 10 years –operation costs
 - \$100 million maximum
 - Must be programmed within toll county
- Programming Limitations
 - 10 percent Regional/Division Needs
 - Must be obligated within 5 years
 - Use on highway or highway-related projects only

CAMPO Adopted Bonus Allocation Policy/Methodology

Guiding Principles

- Inclusion in the Metropolitan Transportation Plan (MTP)
- Logical Nexus to Generating Source of Bonus Allocation Funds
- Recognition of Funding Challenges with STI law
- Recognition of Funding Opportunities with STI law

BA Methodology – local contribution

- MPO works with contributing local government to determine existing MTP projects suitable for programming with Bonus Allocation funds.
- MPO Executive Board approves all bonus allocation funding

BA Methodology – Tolling Generated

- Four Phases of Analysis for Candidate Project Prioritization

Phase I – determine study area for candidate selection

Phase II – analyze MTP projects using Triangle Regional Model (TRM)

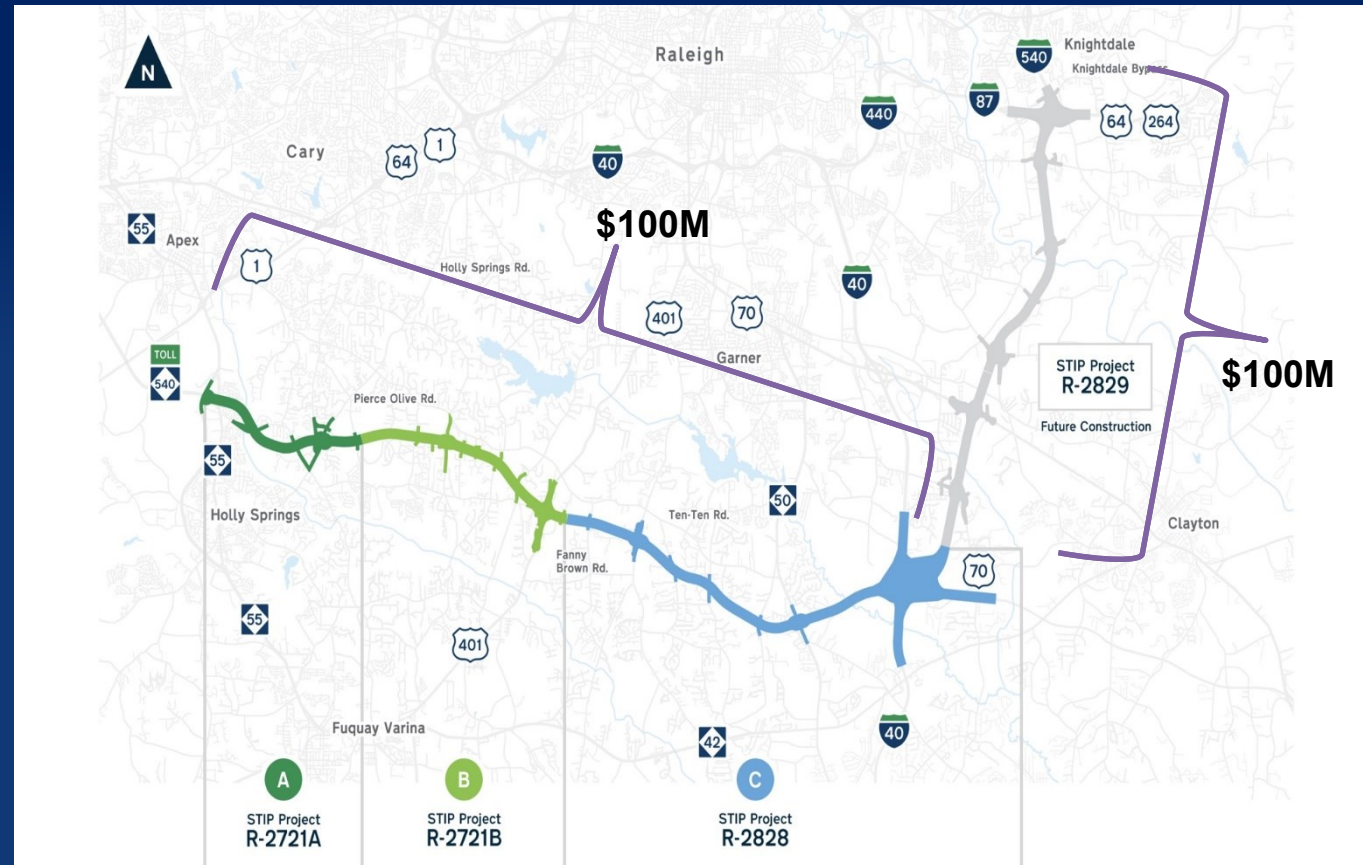
Phase III – analyze intersection and operational improvements
(non-modeled projects)

Phase IV – compare benefits between candidate projects in a common platform along with safety information

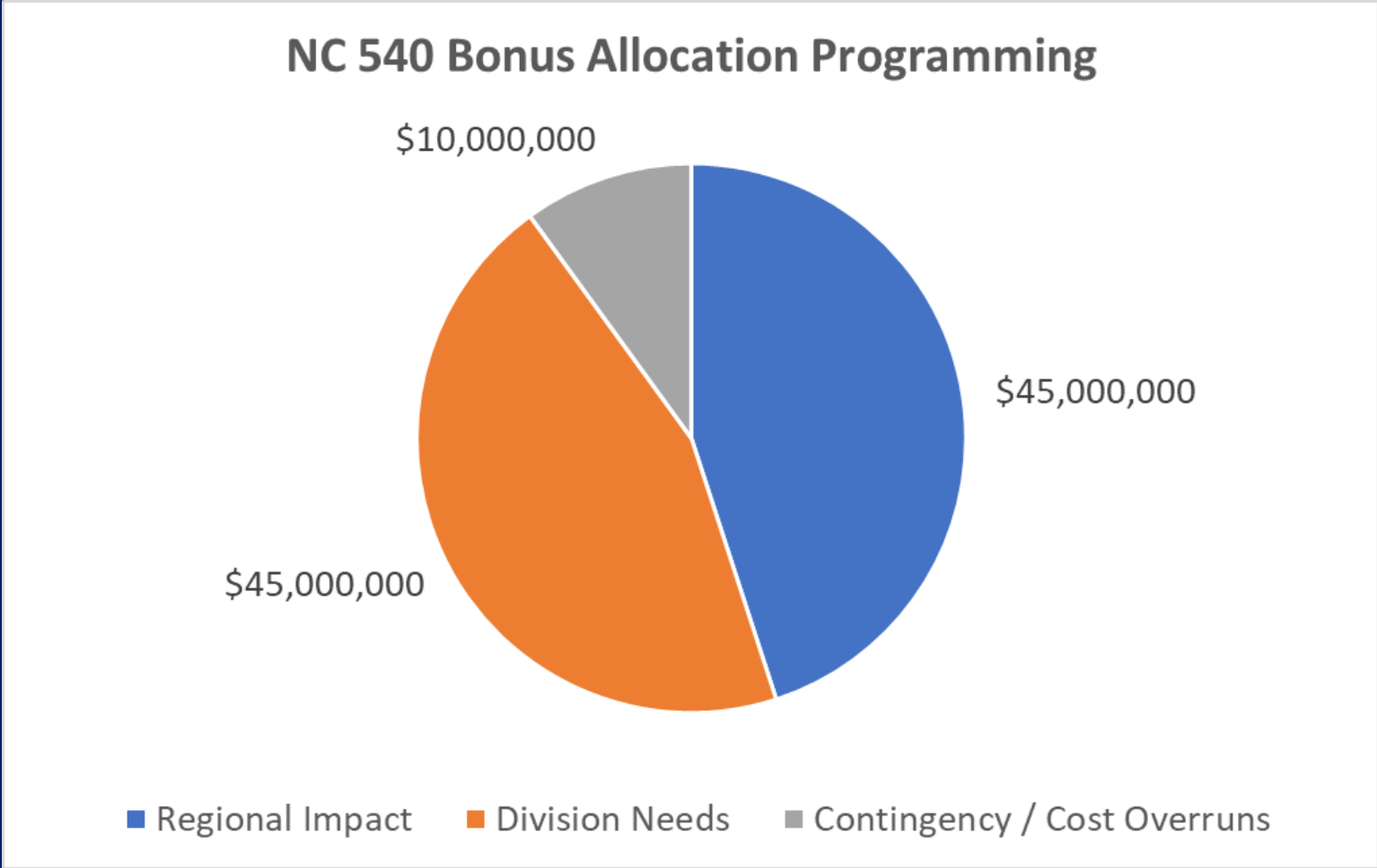
- MPO Executive Board programs projects

NC 540 Bonus Allocation

- Two Bonus Allocation awards from Complete 540 Project
- R-2721 & R-2828 NC 55 to I-40
 - Must be obligated from FY2021-2025
- R-2829- I-40 to US 64/US 264
 - Must be obligated from FY2025-2029

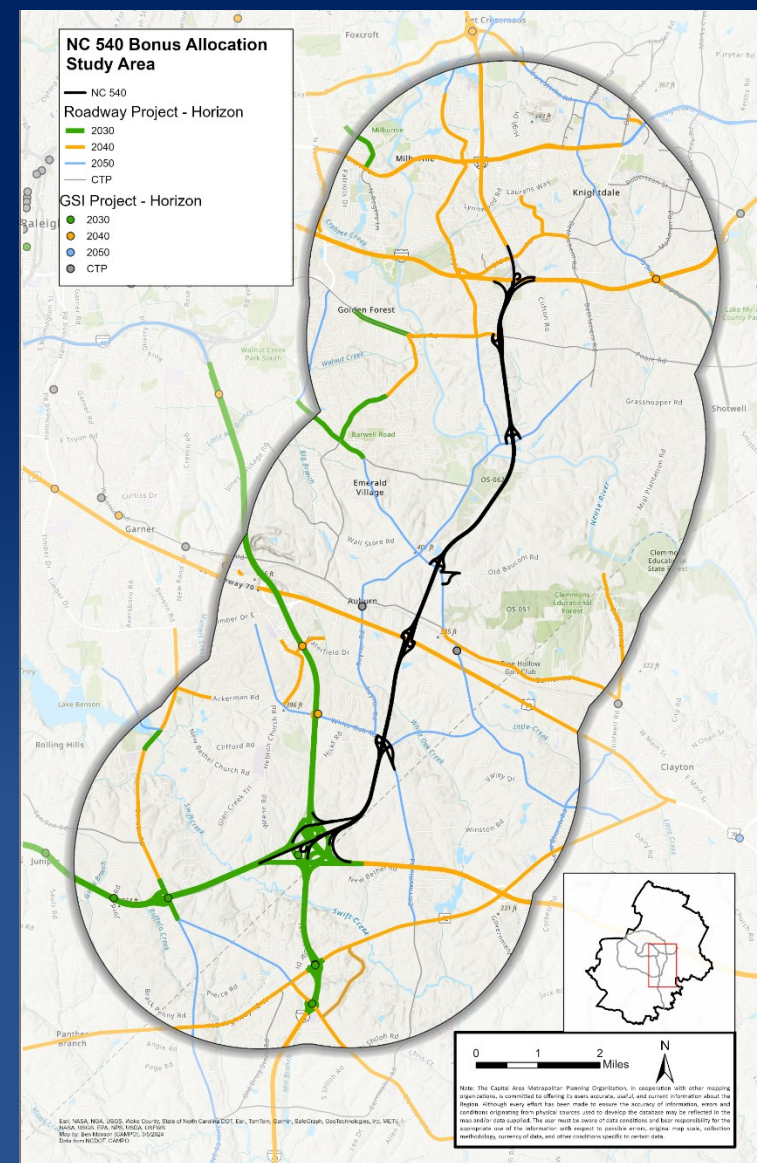


NC 540 Bonus Allocation – Programming Targets



R-2829 Study Area

- 3 Mile Buffer of R-2829
- All existing 2050 MTP projects intersecting that study area
- Numerous intersections within the study area
- Review for STI eligibility
 - STI Tier Designation
 - Project Development Timeline
 - Scope/Cost



Next Steps

- April TCC – Receive Draft Recommendation for 2nd Round BA projects
- April / May – 30-Day Public Comment period & Public Hearing
- June-August - Projects to be included in TIP Amendment #5
 - Posted in June 2024; Adopted August 2024
- July 1, 2024 - Funding becomes available
- June 30, 2029 – Funding must be obligated

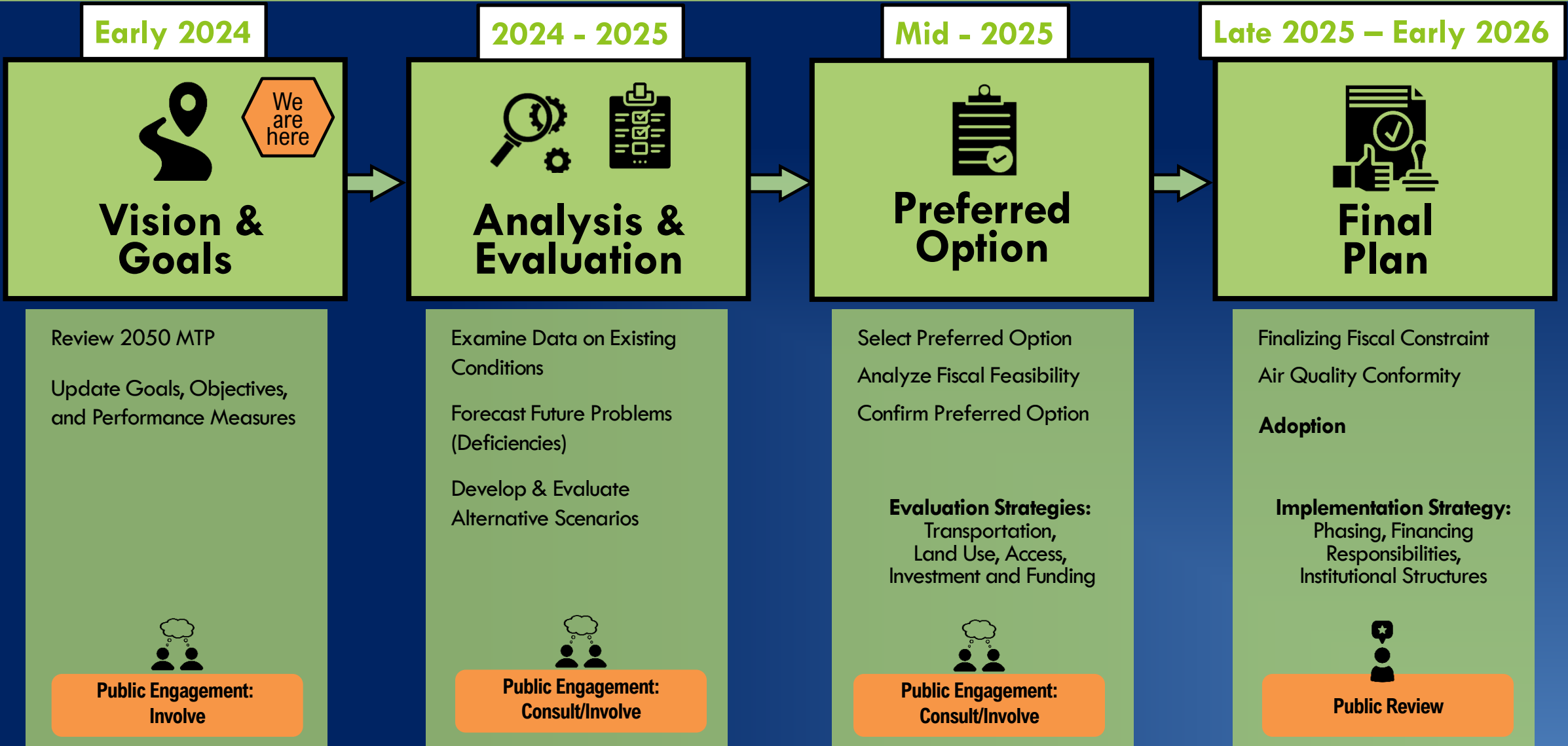
5.6 NC 540 Bonus Allocation Update

Requested Action:
Receive as information.

5.7 DRAFT 2055 MTP Goals, Objectives, Performance Measures

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.

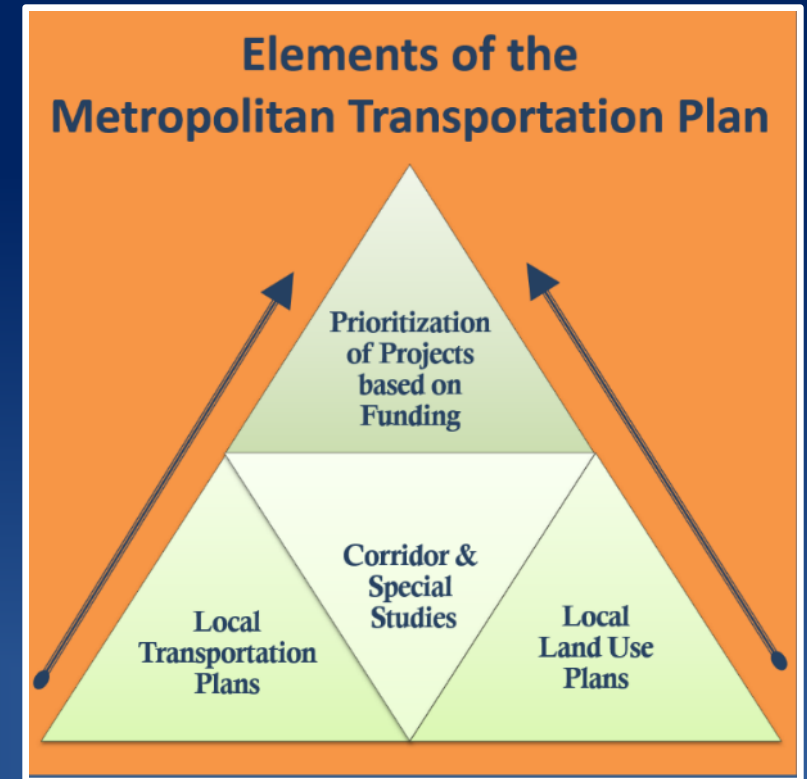


Planning Activities that feed into the MTP

- Large Area Studies
- Corridor Studies
- Hot Spot Studies
- Other Special Studies (modal studies)
- Local Land Use and Transportation Plans
- Transit Plans (WTP)



MTP: Every four years



A Look Back

The current Goals were developed as part of the 2050 MTP

Public engagement Summer of 2020

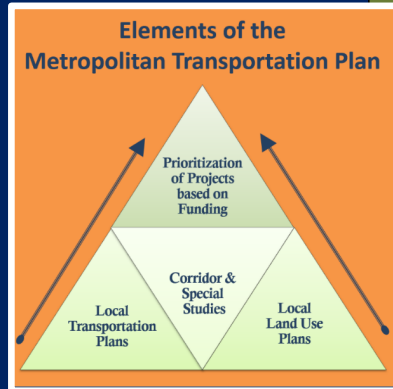
2,000+ respondents

1,141 respondents from CAMPO region

Goals were adopted by Executive Board in August 2021



Goals in Comparison – Local Plans



2050 MTP Goal	Jurisdiction's Plan - Comp, Land Use or Transportation							
	Wake County	Johnston County	Granville County	Raleigh	Youngsville	Zebulon	Apex	Rolesville
Improve Infrastructure Condition and Resilience	★	★	★	★	★	★	★	★
Connect People & Places	★	★	★	★	★	★	★	★
Manage Congestion & System Reliability	★	★	★	★	★	★	★	★
Protect the Human and Natural Environment and Minimize Climate Change	★	★	★	★	★		★	
Promote and Expand Access to Multimodal and Affordable Transportation Choices	★	★	★	★	★	★	★	★
Stimulate Inclusive Economic Vitality and Opportunity		★	★	★	★	★	★	★
Promote Safety, Health and Well-Being	★	★	★	★	★		★	★
Ensure Equity and Participation	★	★	★	★	★	★		

Goals in Comparison – CAMPO Studies 2021-2024

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina / Harnett County / Lenoir

Goals

- Reduce congestion and increase transportation capacity and safety
- Encourage economic development
- Incorporate public and stakeholder input
- Accommodate appropriate modes of travel (transit, bicycle, pedestrian, freight)

#US401CorridorStudy

CAMPO Special, Area and Corridor Studies 2022 & 2023

2050 MTP Goals	U.S. 401 Corridor Study	SEAS	NEAS	BRT Ext Study	Triangle Bikeway Study	S-Line TOD Study
Improve Infrastructure Condition and Resilience		★	★		★	★
Connect People & Places	★	★	★	★	★	★
Manage Congestion & System Reliability	★	★	★	★	★	
Protect the Human and Natural Environment and Minimize Climate Change		★	★	★	★	
Promote and Expand Access to Multimodal and Affordable Transportation Choices	★	★	★	★	★	★
Stimulate Inclusive Economic Vitality and Opportunity	★	★	★	★	★	★
Promote Safety, Health and Well-Being	★	★	★	★	★	★
Ensure Equity and Participation	★	★	★	★	★	★

BRT Extensions Study

The study also identified four (4) goals for the proposed rapid bus service:

- Provide access to local or regional destinations and major activity centers
- Create productive and sustainable service
- Align safety and compatibility with the surrounding environment
- Provide access to transit services

NEAS

THE POLICY CONTEXT IMPACTS EVERY GUIDING PRINCIPLE (at right) IN THE NORTHEAST AREA STUDY (NEAS).

Policies have the biggest long-term impact on transportation of any action that a community undertakes. A town with a strong policy specifying connectivity standards, access management strategies, and preservation requirements will look and function very differently from one that doesn't have a strong and integrated policy context. Creating a livable and balanced community that is accessible and filled with choices and opportunities doesn't happen by accident. From ancient Rome to 21st century America, successful cities, towns, and rural communities do the necessary hard work on their own and with outside partners to achieve their maximum potential.

- MOBILITY CHOICE:** All citizens must have adequate transportation service, options, and safe infrastructure for travel to work, learn, and maintain their health.
- ACCESS = OPPORTUNITY:** Convenient and efficient access and transportation to destinations of health and recreation enhances individual opportunities for growth.
- REINVESTING IN OUR INFRASTRUCTURE:** With continued funding limitations, we must be strategic in how we preserve key corridors and enhance mobility through improving and repurposing existing infrastructure.
- CONNECTIVITY:** We must work with our leadership and the development community to support continued efforts for enhanced connectivity for streets and trail network that relies less on our major corridors for our mobility needs.
- PRESERVING & ENHANCING OUR OPEN SPACE:** Protecting sensitive areas and the beautiful lands that are critical to our community and enhancing active and passive investment in our parks is essential to creating a healthy environment.
- BALANCED COMMUNITIES:** We strive to build our communities to create a balance of live, work, and play. Placemaking and urban design enhance opportunities for balance.

Triangle Bikeway Study

PROJECT GOALS

- EQUITY
- CONNECT TO JOBS
- SAFETY
- REGIONAL COLLABORATION
- TRANSPORTATION CHOICE
- PUBLIC BENEFIT + SUPPORT
- FEASIBILITY
- IDENTITY
- RESILIENCY

S-Line TOD Study

KEY OUTCOMES OF TRANSIT-ORIENTED DEVELOPMENT (TOD)

- 1 Improve Mobility & Access:** Maintain or improve multimodal access and infrastructure within the study area.
- 2 Increase and diversify housing:** Provide for a variety of housing typologies based on the local context and market within each community.
- 3 Support downtown vibrancy:** Support or create vibrant, walkable station areas that enhance local business opportunities, especially in downtown environments.
- 4 Create workforce opportunities:** Support development scenarios that support new business opportunities in study areas.
- 5 Maintain equitable access to opportunities:** Consider how existing communities will be able to access new development and employment opportunities created by the S-Line.
- 6 Support opportunities for upward mobility:** Develop scenarios that support access to employment and minimize involuntary displacement.

Outreach Efforts

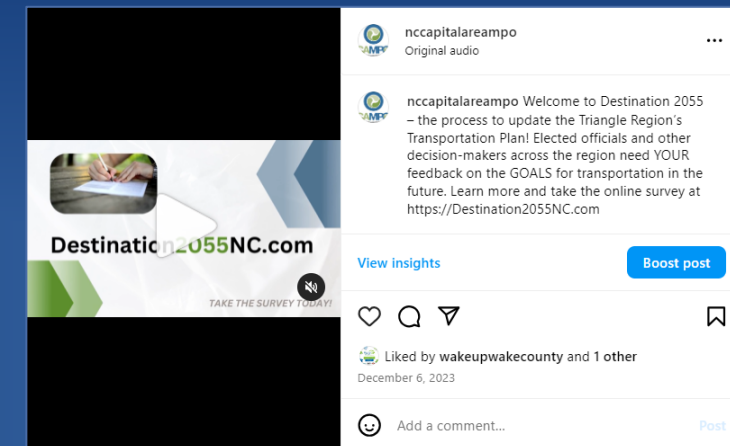
To ensure these goals are still important to the region, CAMPO and DCHC MPO reached back out to our communities:

November 2023 – January 2024

- 558 respondents – online survey with ~200 in the CAMPO region
- MPOs, CPRC, Partner Jurisdictions/Organizations
 - Email Lists/Newsletters
 - Press Releases
- Paid Advertisements
 - Social Media
 - Facebook, Instagram
 - X
 - LinkedIn
 - YouTube (Google)
 - Digital Media
 - News & Observer
 - Triangle Tribune
 - Que Pasa
- Pop-up Events
 - Food Halls
 - Transit Centers
 - Libraries
 - Community Centers
- Physical Materials
 - Paper Surveys
 - Bookmarks
 - Poster Boards



Pop-up at the Boxyard (RTP)



Instagram with Promo Video

Sample Question

- The questions posed the goal as well as what the implication of the goal means as well as examples of how the goal can be implemented
- Implication and implementation examples are derived from the Objectives set for each goal
- All questions asked to rank the selection on sliding scale between “Not Important” and “Very Important”

Goal: Improve Infrastructure Condition and Resilience

Implications: Transportation network is reliable for typical and atypical (emergency) long-term use.

Examples of Implementation:

- Prioritize funding to maintaining existing roads/bridges/tunnels than new locations
- Investigate emerging technologies (self-driving cars, micro transit, micro-mobility, ITS systems, etc.)
- Planning redundancies in network in case of emergency situations

When considering the region's future transportation network, how important is it to include the following goal?

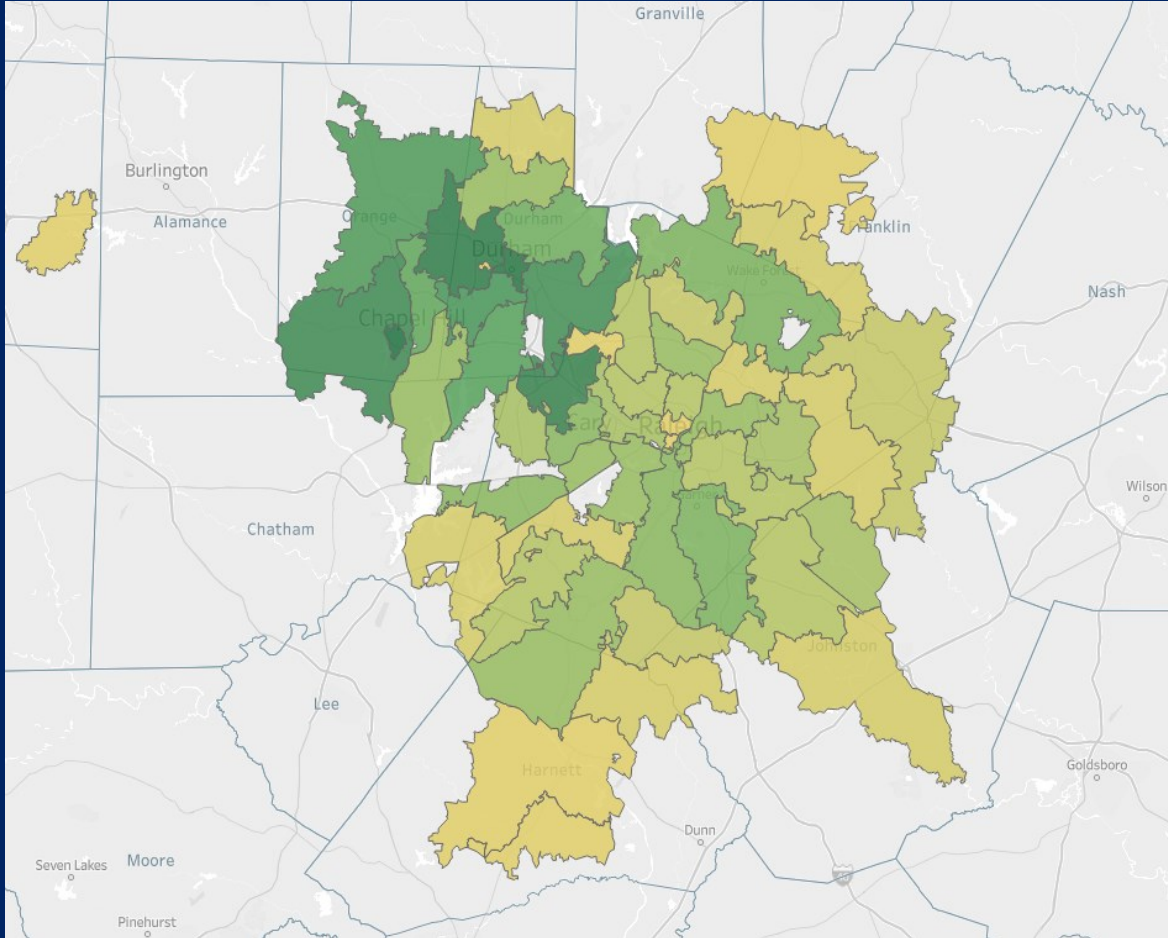
Improve Infrastructure Condition and Resilience



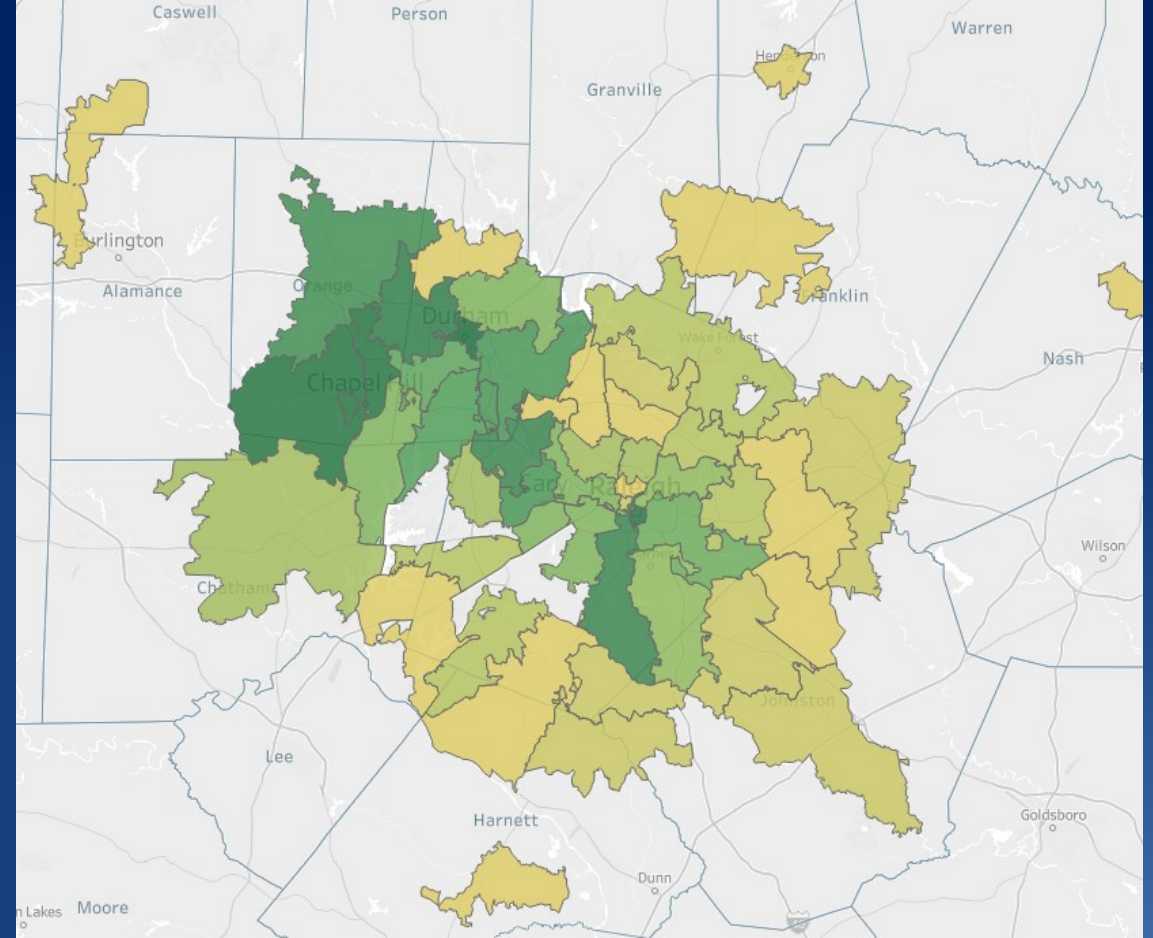
Not Important

Very Important

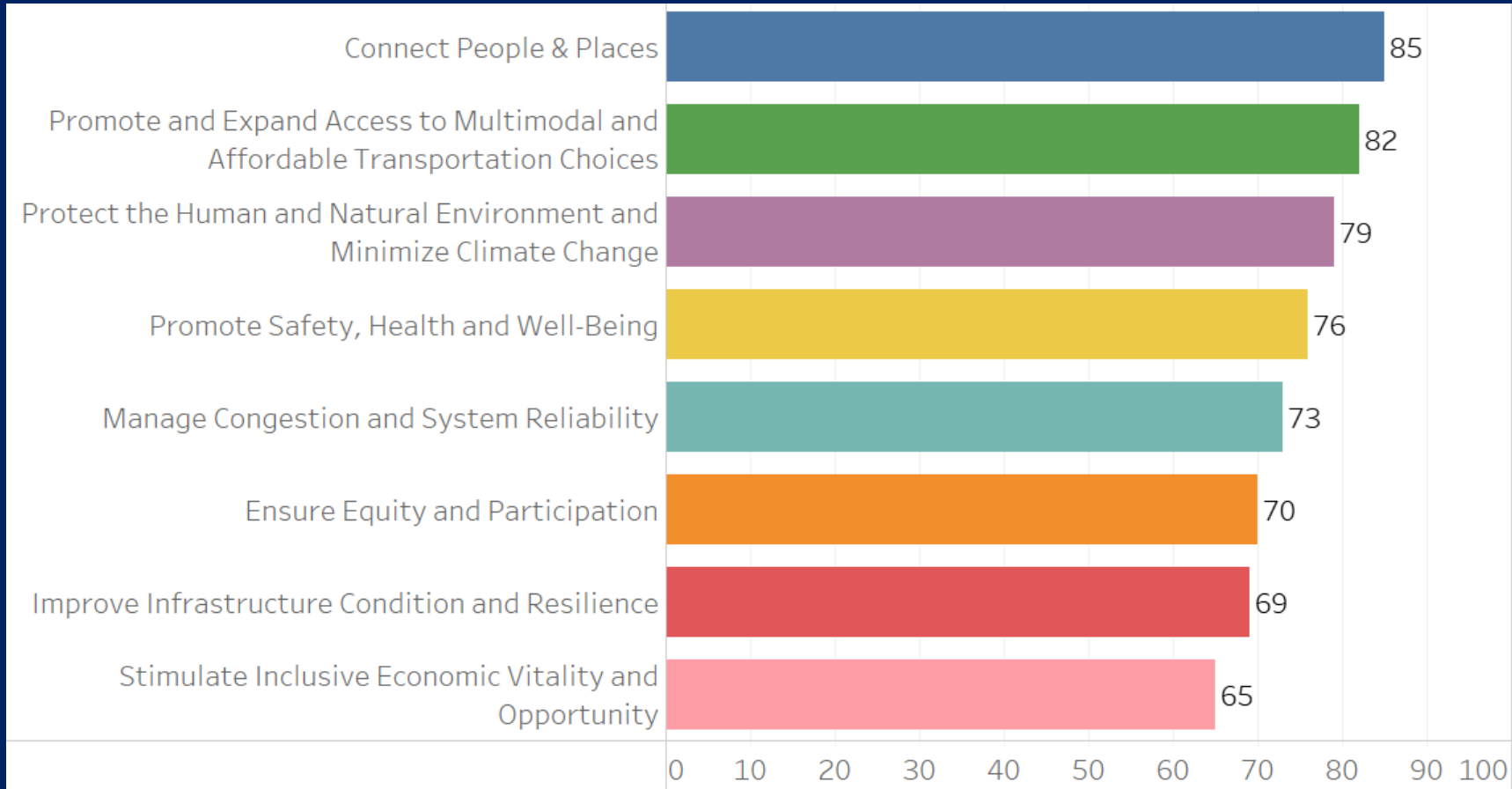
Responses by home zipcode



Responses by work/commute to zipcode



All Responses



CAMPO Comment Themes

- *40-80 individual comments received for each Goal overall (includes DCHC MPO residents)*
- *Public Engagement Report will include additional comment synthesis; Appendix will have all comments*

Survey Comment **Themes** re: Goals (online and print):

- **Safety!** – bicycle/pedestrian, technology, slower speeds
- Strong desire for improvements to **Bicycle/Pedestrian** facilities (often also commented on Safety)
- Support for **Transit** – increasing frequencies, reliability, regional service
- Supportive of coordination between **development/land use and transportation**
- Support for and opposition to **specific projects**
- **Suggestions** for potential objectives to help meet goals

CAMPO Comment Themes: Goals Specific Feedback

1) Infrastructure Condition & Resilience

- Technology specific – skepticism around latching onto “emerging technologies” (e.g. autonomous vehicles); but,
 General support for using technology to improve system efficiency (improve transit reliability, traffic flow (metered ramps, variable speeds))
- Supportive of Maintaining *Existing* Infrastructure, however,
 Funds spent on roads should be aimed at Safety, Complete Streets infrastructure

2) Manage Congestion & System Reliability

- Perception that “Manage Congestion” applies to roads/automobiles – comments were statements of support for increases in alternative modes to reduce congestion and specifically not new roads;
- Some support for new roads for connecting region; less for congestion relief

3) Equity and Participation

- Strong support; some concerned that participation slows down process/project delivery

4) Desire for “Transit” to be more prominent or explicitly stated in the goals (currently it is across multiple goals)

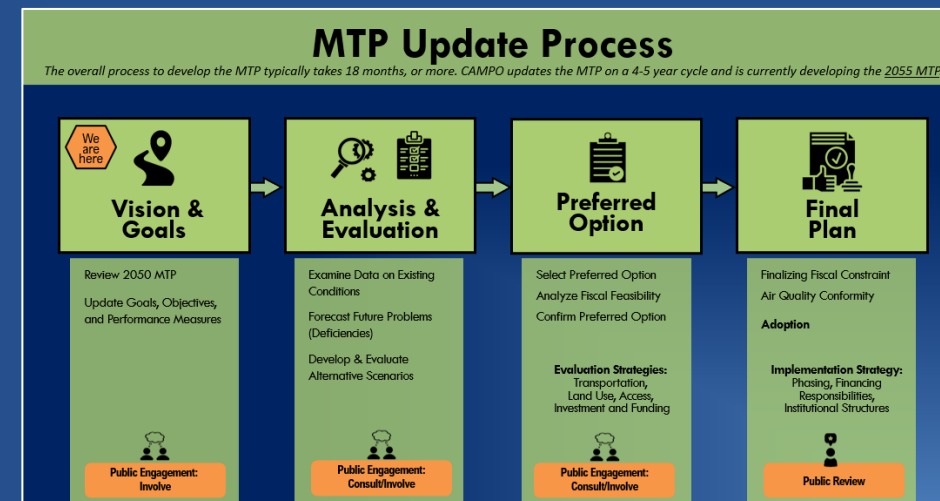
In-Person Engagement Findings

Pop-up insights

- Generally supportive of Goals
- Desire for increased transit
- Questions about regional rail/commuter rail
- Desire for rail/increased transit to airport (RTP – Boxyard)

Next Steps for 2055 MTP Development

- Community Engagement:
 - Raise Awareness in Community:
 - Info sharing with CBOs (Community Based Organizations) – 2024
 - Continued development of socioeconomic data guide totals and subsequent release for public comment
 - Alternatives Analysis = Robust Community Engagement due to significance (new)
 - Final adoption of goals, socioeconomic data, performance measures when the 2055 MTP is adopted.



5.7 DRAFT 2055 MTP Goals, Objectives, and Performance Measures

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: March Project Updates

Studies:

- Southeast Area Study Update
- U.S. 401 Corridor Study
- MTP Bicycle & Pedestrian Element Update
- NW Harnett Co. Transit Connections Feasibility Study
- Morrisville Parkway Access Management Study (Study Website)
- Apex Rail Switching Operations Relocation Study
- FY 24 Coordinated Public Transit Human Service Transportation Plan Update

Other Updates:

- Wake Transit/Wake County TPAC Updates
- FY 2024 Wake Plan, Period of Performance Extension
- FY 2024 Wake Plan Development Update
- FY 2024 Community Funding Area Program Update
- Mobility Coordination Committee
- 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

FFY 25 LAPP Roadway Recommendations

- Given the cost, complexity, and history of the highest-scoring roadway project, Six Forks Road, the Selection Panel had recommended Raleigh be required to confirm the final design and approach of the project by the end of June 2024.
- Concerns were expressed by the TCC that a June 2024 deadline would not provide enough notice for those other members to successfully mobilize their projects if Raleigh were to turn down the funding.
- The short notice would also generate considerable stress in financial planning for those Towns and their annual budget processes.
- The TCC recommended approving the Bike/Ped & Transit projects but delayed making a recommendation on Roadway until their March meeting at which time the City of Raleigh would possibly have additional direction from their City Council.
- City of Raleigh informed CAMPO on Feb 20th that the Raleigh City Council had unanimously approved staff to proceed with the project.

FFY 25 LAPP Roadway Recommendations

Six Forks Road Improvement Project	Raleigh	No/No/Yes	\$79,410,000	\$14,000,000	\$14,000,000
NC 50/Mt. Vernon Church Turn Lanes	Wake County	No/No/Yes	\$1,038,000	\$830,400	\$830,400
Old Honeycutt/Kennebec Operational Improvements	Fuquay-Varina	No/No/Yes	\$1,461,875	\$981,500	\$981,500
Total			\$158,032,875	\$42,776,700	\$15,811,900
Target Modal Investment					\$16,250,000
Remainder					\$438,100

On February 21st, the Executive Board approved the FFY 25 LAPP Investment Program as recommended by the Selection Panel, based on the Raleigh City Council's decision to proceed with the project.

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



REGISTER BY MAR. 11

MPO 101

FRIDAY, MARCH 15, 2024
9 AM - 12:30 PM

In Person: CAMPO Conf. Room
(1 Fenton Main St., Suite 201, Cary)

OR Online: Teams link will be emailed to registrants.



REGISTRATION
<https://forms.office.com/g/4EkPYeNDHH>

This training is targeted at Executive Board and TCC members and alternates, as well as other interested public officials. It is a primer on the core functions of the MPO and how they relate to our member agencies. Additional elected officials or staff members are welcome to register and attend.





BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan

Safety Plan Kickoff and Stakeholder Workshop

Thursday, March 14, 2024

8:00AM Networking
8:30 AM Meeting Starts
12:30 PM Meeting Adjourns

LOCATION: Wake County Commons Building
(4011 Cary Drive, Raleigh, 27610)

REGISTRATION: <https://forms.office.com/r/eTRnR4dAUJ>

DEADLINE TO REGISTER: FEBRUARY 29TH.



NC Capital Area Metropolitan Planning Organization

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

ADJOURN

Upcoming Events

Date	Event
March 14 8:30 a.m.	Blueprint for Safety Stakeholders Workshop
March 15 9:00 a.m.	MPO 101
March 20 4:00 p.m.	Executive Board Meeting
April 4 10:00 a.m.	Technical Coordinating Committee Meeting