



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

February 1, 2024

10:00 AM

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: January 4, 2024

Requested Action:

Approve the January 4, 2024 Meeting Minutes.

5. Regular Business

- 5.1 FY 2024 3rd Quarter Wake Transit Work Plan Amendment Requests
- 5.2 US 401 Corridor Study - Final Phase
- 5.3 FFY 2025 LAPP Program
- 5.4 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)
- 5.5 FY 2025 Unified Planning Work Program
- 5.6 CAMPO Memorandum of Understanding

5.1 FY 2024 3rd Quarter Wake Transit Work Plan Amendment Requests

5.1 Overview of FY24 3rd Quarter Work Plan Amendment Requests

Ben Howell, CAMPO

Timeline

FY24 3rd Quarter Amendment Requests

ACTION	DATE
Submission Deadline	December 1, 2023
Released for Public Comment	December 8, 2023
Subcommittee Review and Disposition	December 19, 2023
Public Comment Period Ends	January 5, 2024
TPAC Considers Amendment Requests	January 17, 2024
Technical Coordinating Committee Consideration and Recommendation	February 1, 2024
CAMPO Executive Board Considers Approval of Changes/Updates	February 21, 2024
GoTriangle Board of Trustees Considers Approval of Changes/Updates	February 22, 2024

FY 2024, Quarter 3, Requested Wake Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 23 Original Funding Allocation	FY 24 Original Funding Allocation	FY 24 Requested Funding Allocation	FY 24 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TO005-AL	City of Raleigh	Improvements to Route 21 - Caraleigh	\$ 506,172	\$ 627,779	\$ 789,535	\$ 161,756	<p>Major Amendment: Amendment request involves an increase of a project budget in the Work Plan, which requires a change in fund balance.</p> <p>Amendment Description: This amendment request is to implement in FY24 Q4, the frequency improvements scheduled for FY26 in the Adopted FY25-FY30 Wake Bus Plan. Those improvements include increasing frequency from 30 minutes to 15 minutes on AM Peak, Midday, and PM Peak services on weekdays as well as daytime services on weekend services. The improvements also include increasing frequency from 60 minutes to 30 minutes on all evening services. The requested annualized impact for FY 2025 will be an additional \$664,355 over the currently programmed amount.</p>
Removal of funding component requested at PD Subcommittee, new funding impacts = \$0.00							

Capital Budget Amendment Requests							
Project ID #	Agency	Project Title	Original Funding Allocation		Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TC005-A1	City of Raleigh	New Bern Corridor Bus Rapid Transit Facility	Project Development and Final Design	\$ 1,953,000	\$ 1,953,000	\$ -	<p>Major Amendment: Amendment request involves an increase of a project budget in the Work Plan, which requires a change in fund balance.</p> <p>Amendment Description: This amendment request is to add \$8.5M in additional contingency to the FY 2021 Wake Transit Work Plan allocation for the construction phase of the New Bern Avenue BRT. This request comes as the City prepares to bid out the project for construction. This request is to account for the current market conditions, which include increased professional services and real estate costs observed over the past couple years and to ensure enough contingency remains for construction award for the project.</p>
			Art Funding	\$ 500,000	\$ 500,000	\$ -	
			Right-of-Way	\$ 44,000	\$ 44,000	\$ -	
			Construction	\$ 35,849,000	\$ 44,349,000	\$ 8,500,000	
			Vehicles	\$ 4,024,000	\$ 4,024,000	\$ -	
			Sub Total	\$ 42,370,000	\$ 50,870,000	\$ 8,500,000	
Total Capital Funding Impact						\$ 8,500,000	

- The two (2) requested FY24 3rd Quarter amendment requests were available for public review from December 8, 2023 to January 5, 2024.
- 35 comments were received:
 - Comments in Support of the Work Plan Amendments: 21
 - Comments Against the Work Plan Amendments: 2
 - Comments Not Related to Current Work Plan Amendments: 12
- All comments were reviewed by CAMPO staff and input was considered in relation to the FY24 Wake Transit Work Plan but did not result in any changes.

* Some comments were directed at both projects

Financial Disposition

FY24 3rd Quarter Amendment Requests

FY24-Q3 Amendment Financial Impact (as submitted)

Operating Budget Amendment Requests

Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Revised FY25-FY30 Adopted Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Improvements to Route 21 - Caraleigh	\$627,779	\$161,756	\$789,535	\$8,356,438	\$9,145,973
Wake Transit Operating Expenditures			\$627,779	\$161,756	\$789,535	\$8,356,438	\$9,145,973

Capital Budget Amendment Requests

Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception ¹	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding ¹	FY25-FY30 Adopted Wake Transit Plan Funding ¹	Total Project Adopted Wake Transit Plan Funding ¹
Bus Rapid Transit	City of Raleigh	New Bern Corridor Bus Rapid Transit Facility	\$53,467,469	\$8,500,000	\$61,967,469	\$0	\$61,967,469
Wake Transit Capital Expenditures			\$53,467,469	\$8,500,000	\$61,967,469	\$0	\$61,967,469
Total Financial Impact - FY24 Wake Transit Work Plan				\$8,661,756			

¹ Does not include Federal Funding on New Bern Avenue Project

- Financial Impact of Amendments:
 - FY24 Wake Transit Work Plan: \$161,756
 - FY21 Wake Transit Work Plan: \$8,500,000

Financial Disposition

FY24 3rd Quarter Amendment Requests

FY24-Q3 Amendment Financial Impact - Amended (adjusted without Caraleigh Improvements)

Operating Budget Amendment Requests

Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Revised FY25-FY30 Adopted Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Improvements to Route 21 - Caraleigh	\$627,779	\$0	\$627,779	\$4,110,342	\$4,738,121
Wake Transit Operating Expenditures			\$627,779	\$0	\$627,779	\$4,110,342	\$4,738,121

Capital Budget Amendment Requests

Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception ¹	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding ¹	FY25-FY30 Adopted Wake Transit Plan Funding ¹	Total Project Adopted Wake Transit Plan Funding ¹
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Wake Transit Capital Expenditures			\$53,467,469	\$8,500,000	\$61,967,469	\$0	\$61,967,469
Total Financial Impact - FY24 Wake Transit Work Plan				\$8,500,000			

¹ Does not include Federal Funding on New Bern Avenue Project

- Financial Impact of Amendments:
 - FY24 Wake Transit Work Plan: \$0
 - FY21 Wake Transit Work Plan: \$8,500,000

5.1 FY 2024 3rd Quarter Wake Transit Work Plan Amendment Requests

Requested Action:

Recommend that the Executive Board approve the FY 2024 Q3 Wake Transit Work Plan Amendment requests.

5.2 U.S. 401 Corridor Study - Final Phase

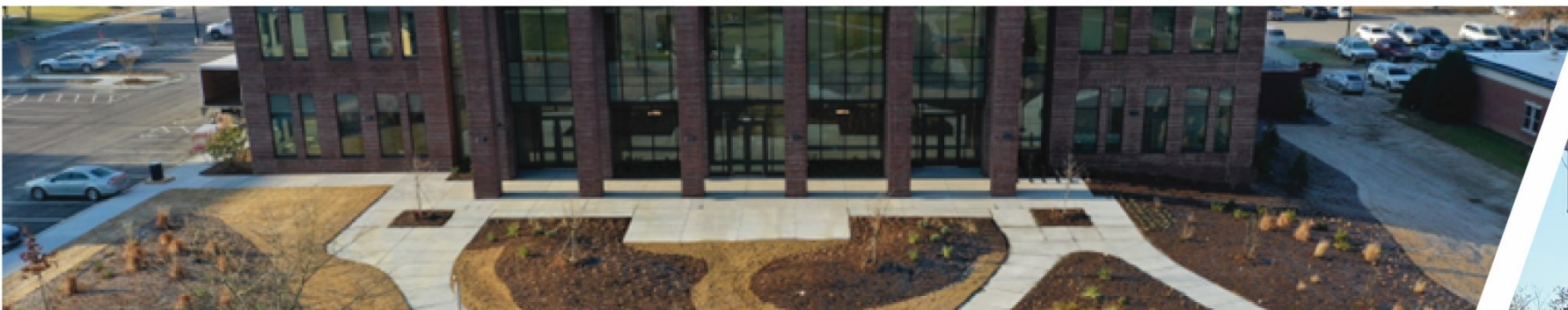


U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington



US 401 Corridor Study
CAMPO TCC
February 1, 2024

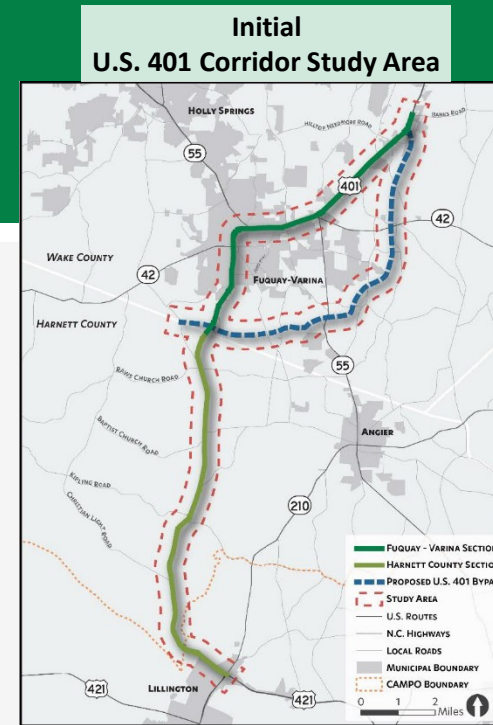
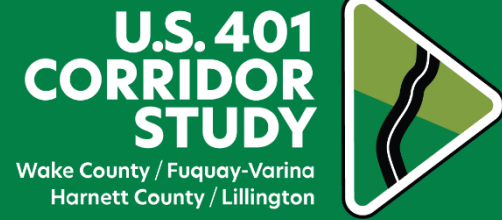


Stewart
HR&A Advisors
Spanish Speaking

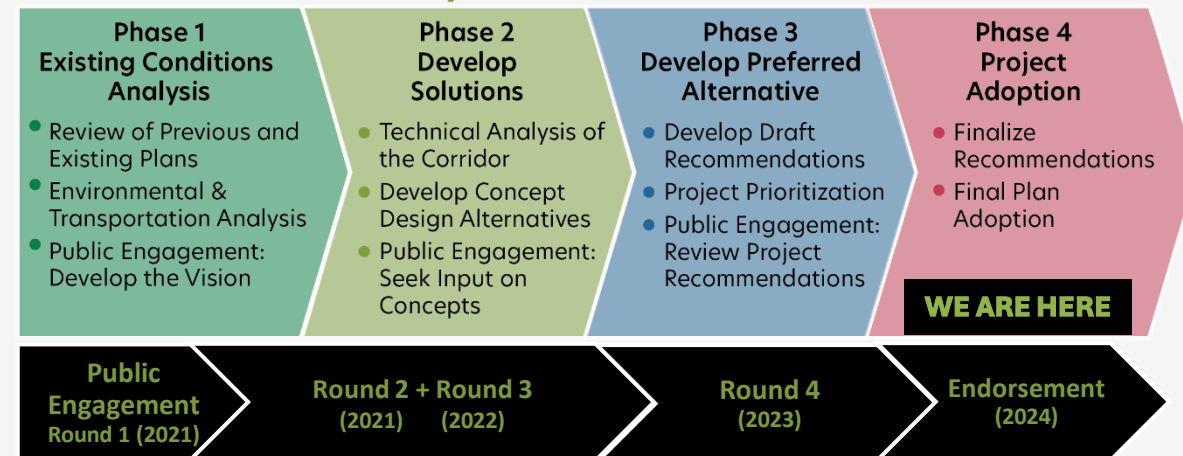
Summary

- 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”**.



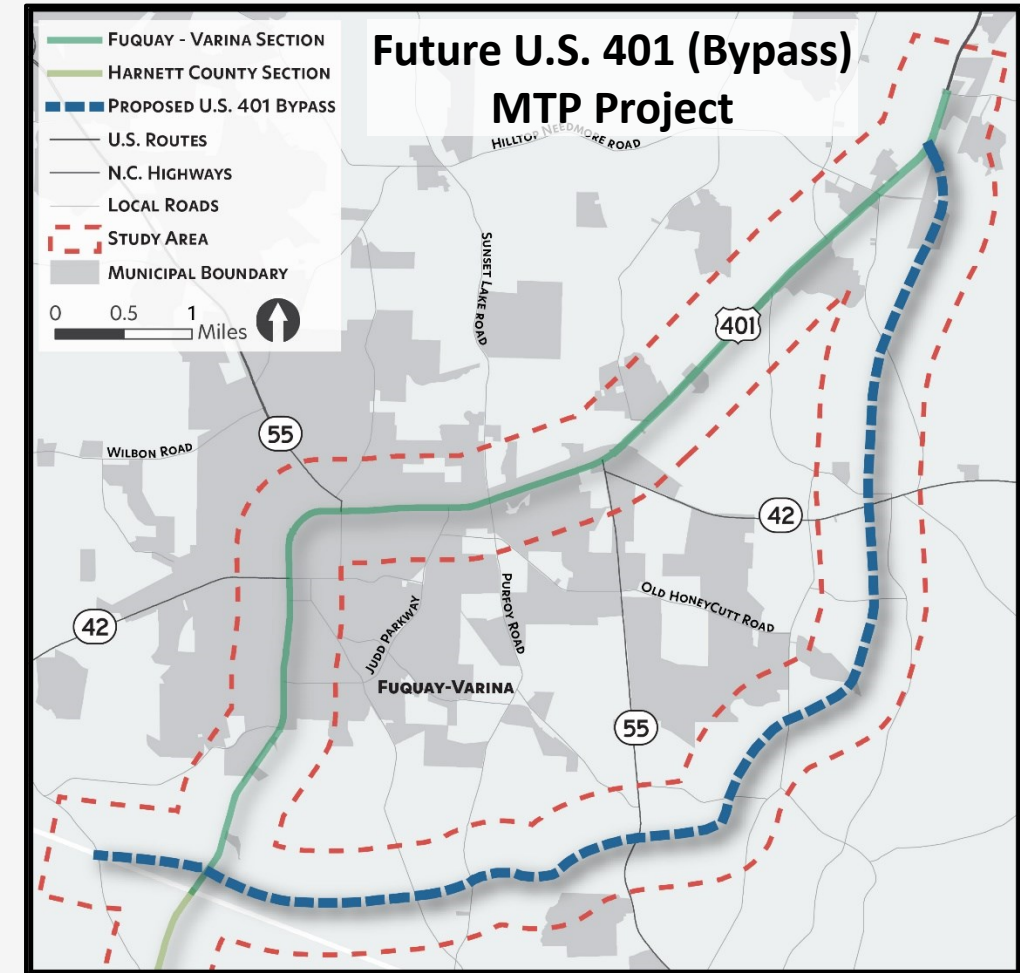
U.S. 401 Corridor Study Schedule



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

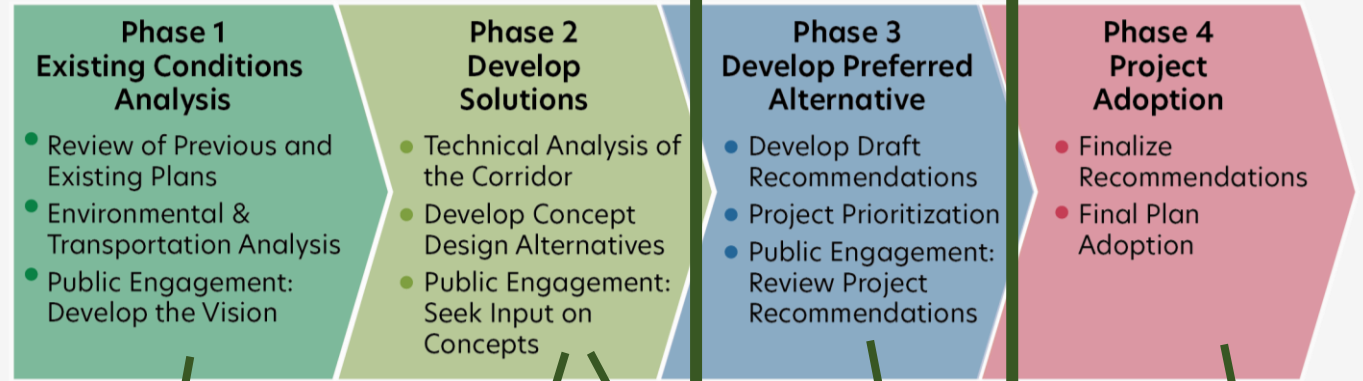
Stakeholder Oversight Team

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

Public Engagement

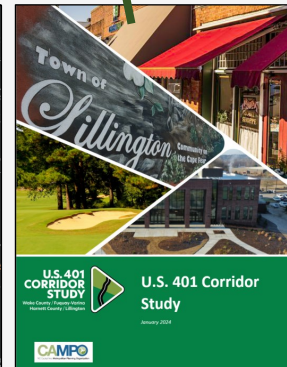
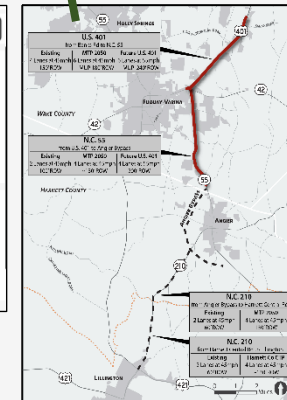
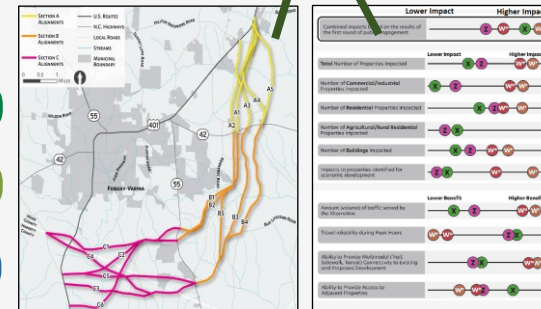
Round 1	Vision & Goals
Round 2	Initial Design Alternatives
Round 3	Additional Alternatives <i>and</i> Priorities for Determining a Preferred Alternative
Round 4	Draft Recommendations
Final	Final Recommendations & Report

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)

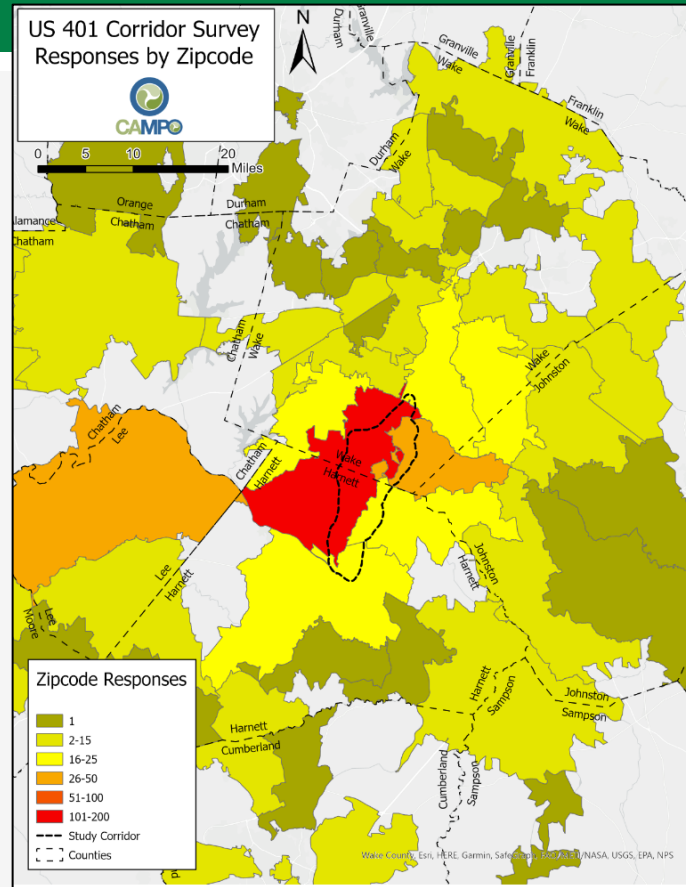


Round 4 Survey on Draft Recommendations

October 3 –
November 5, 2023

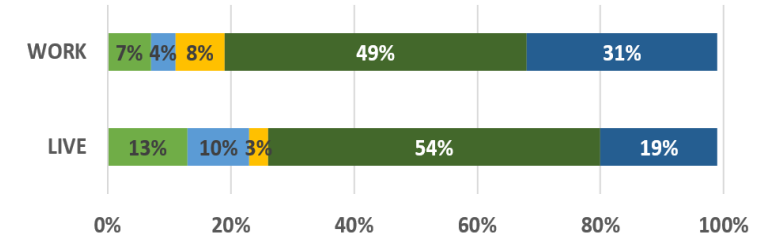
- ✓ 782 respondents in total
- ✓ 245 respondents also provided comments

- 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



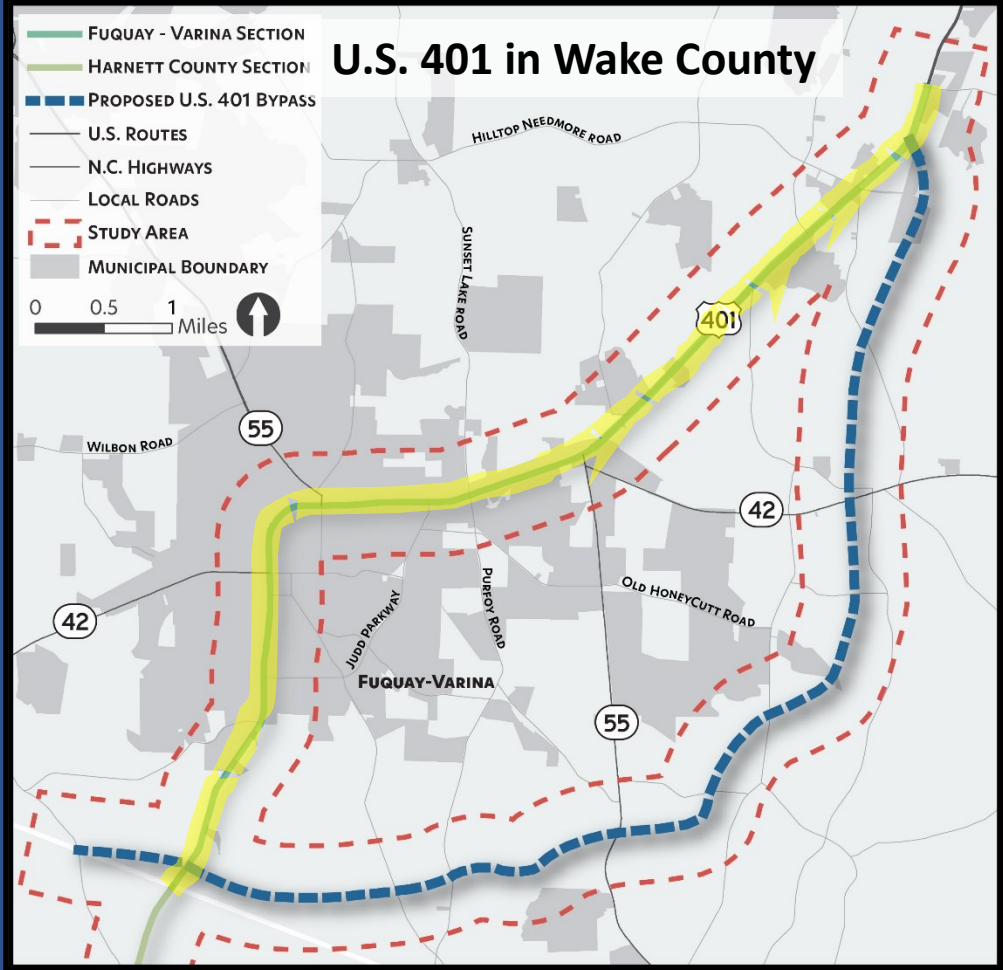
	LIVE	WORK
Harnett Co.: Inside Study Area	13%	7%
Harnett Co.: Outside Study Area	10%	4%
Neither (Outside for both)	3%	8%
Wake Co.: Inside Study Area	54%	49%
Wake Co.: Outside Study Area	19%	31%

- 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

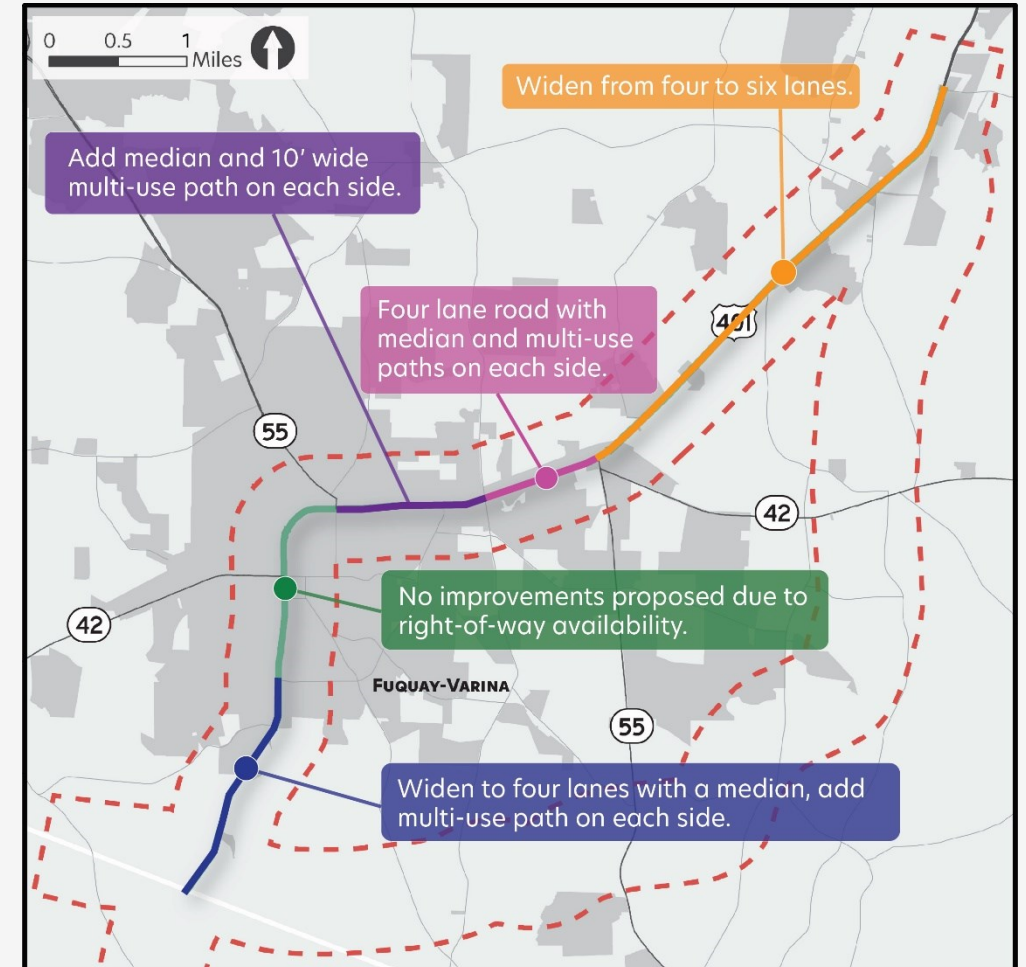
Banks Road to N.C. 55: Widen from 4 to 6 lanes.
(MTP Project)

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)

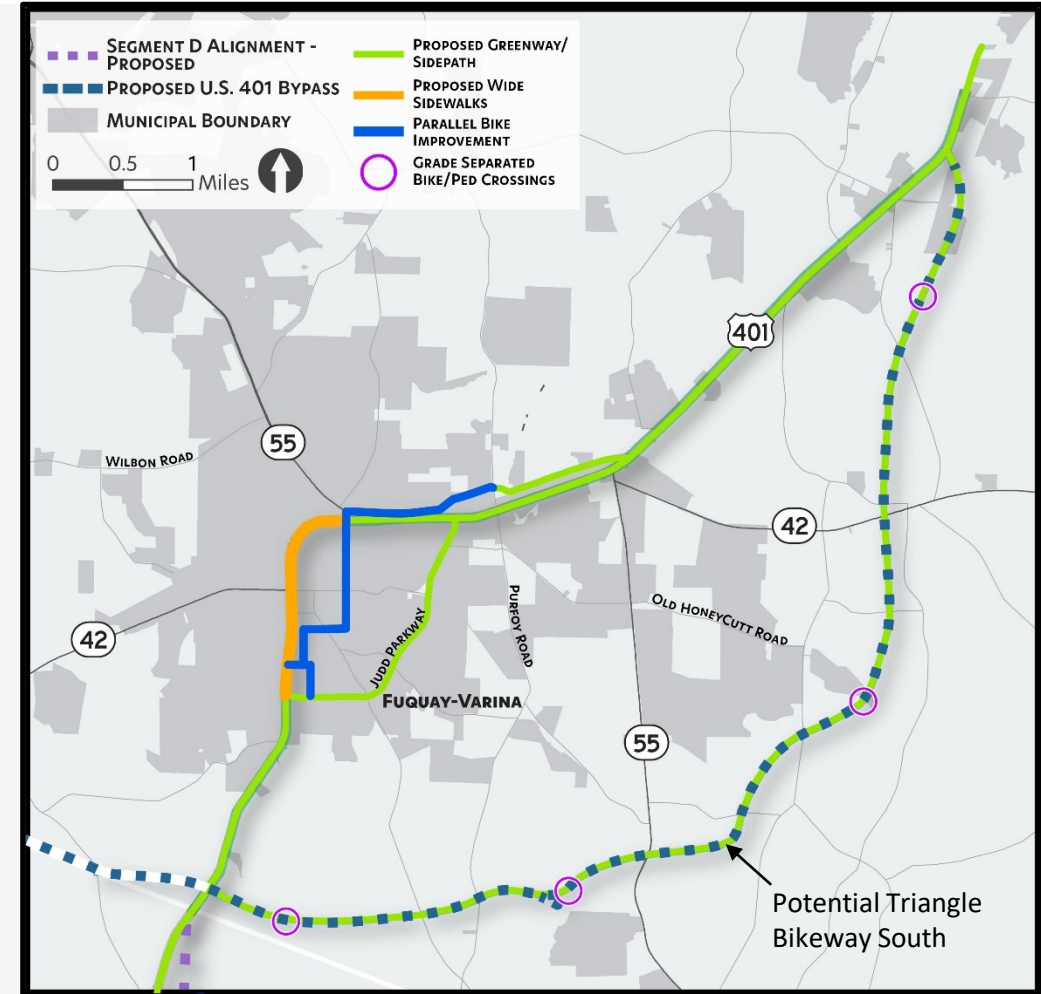
Ennis St. to Judd Parkway SW: No roadway improvements.

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



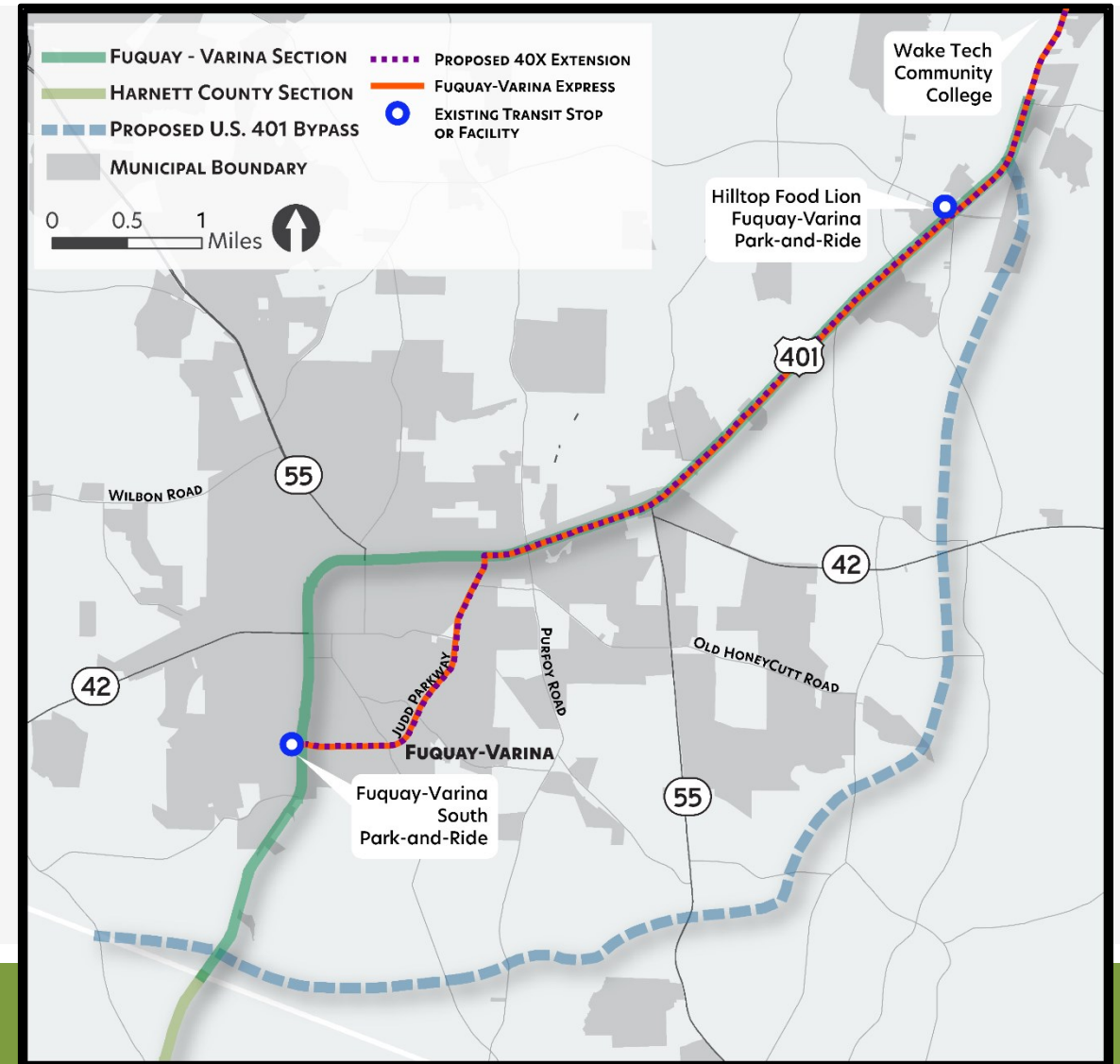
U.S. 401 in Wake County – Bicycle-Pedestrian Facilities

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

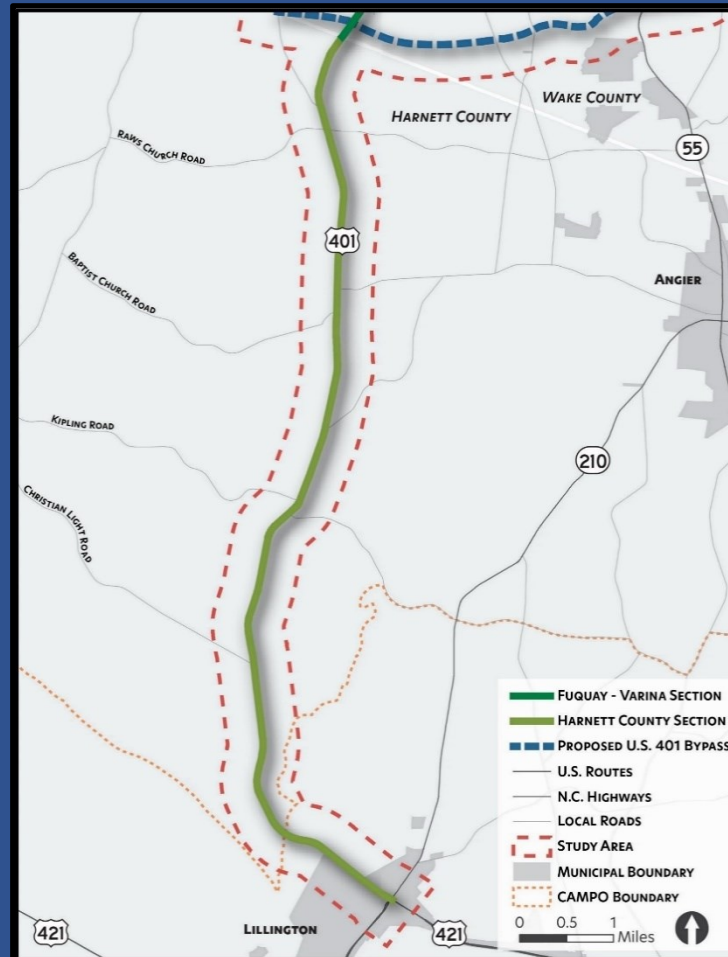


U.S. 401 in Wake County – Transit

- 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



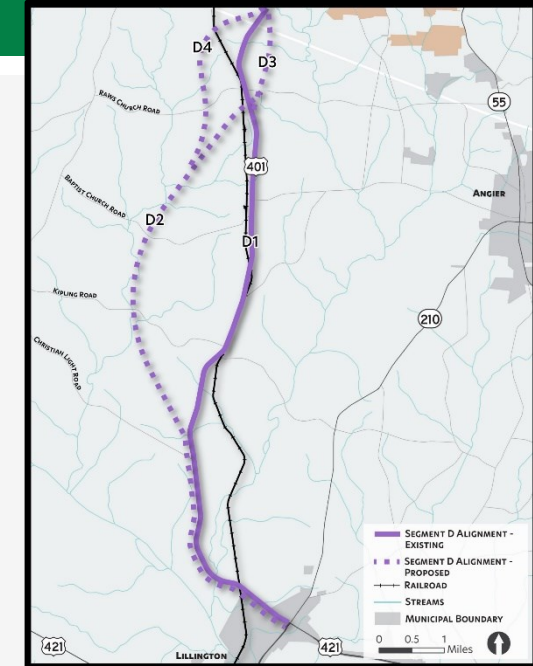
Harnett County Alignment



- 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

• Reduce

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.

• **Wide C**

of section
on both

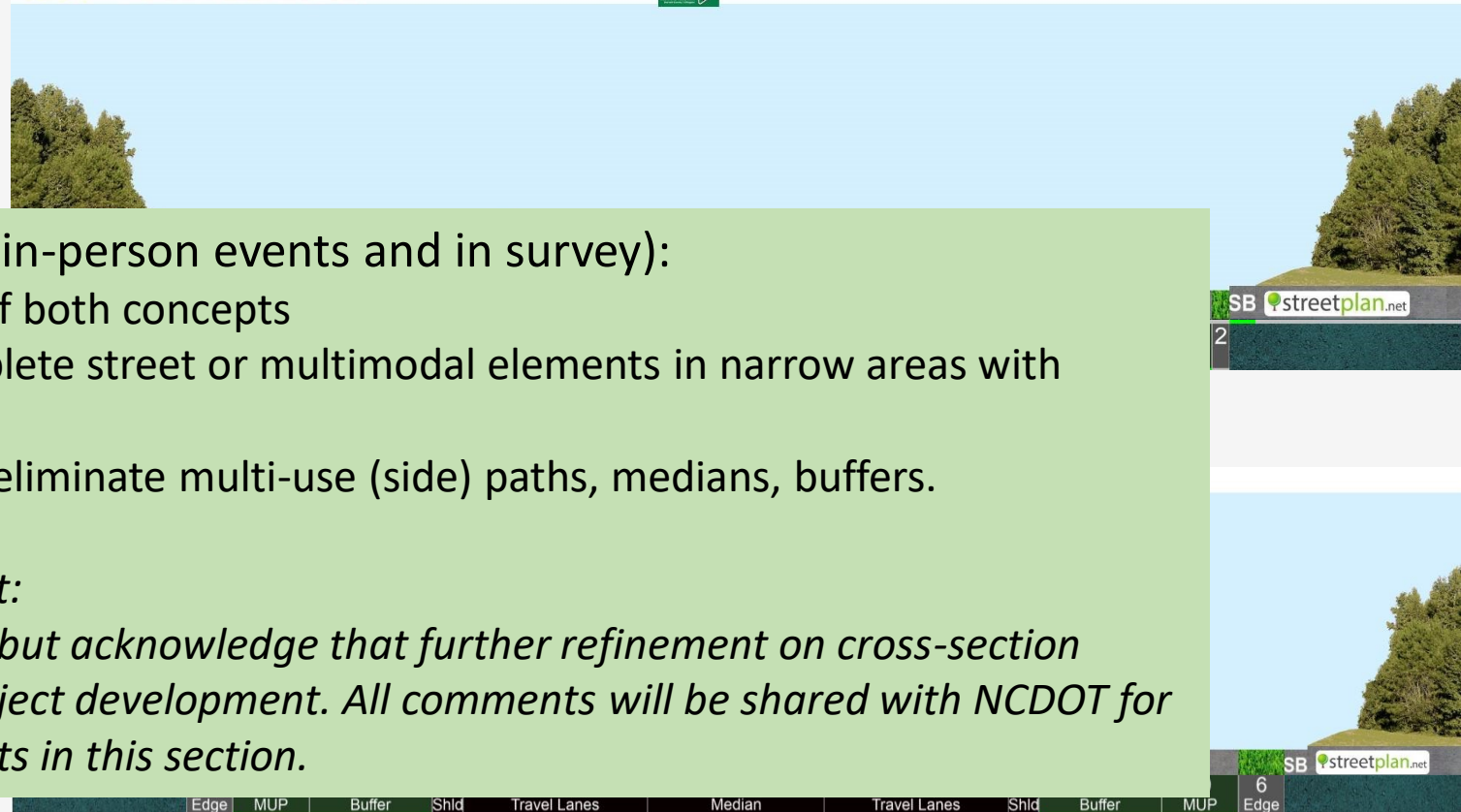
Staff Recommendation for Final Report:

- *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.*

• Applica

• Reduce

US 401 Narrow Cross Section (~120') Right-of-Way: 113.5' of 113.5'



Bicycle and Pedestrian

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington

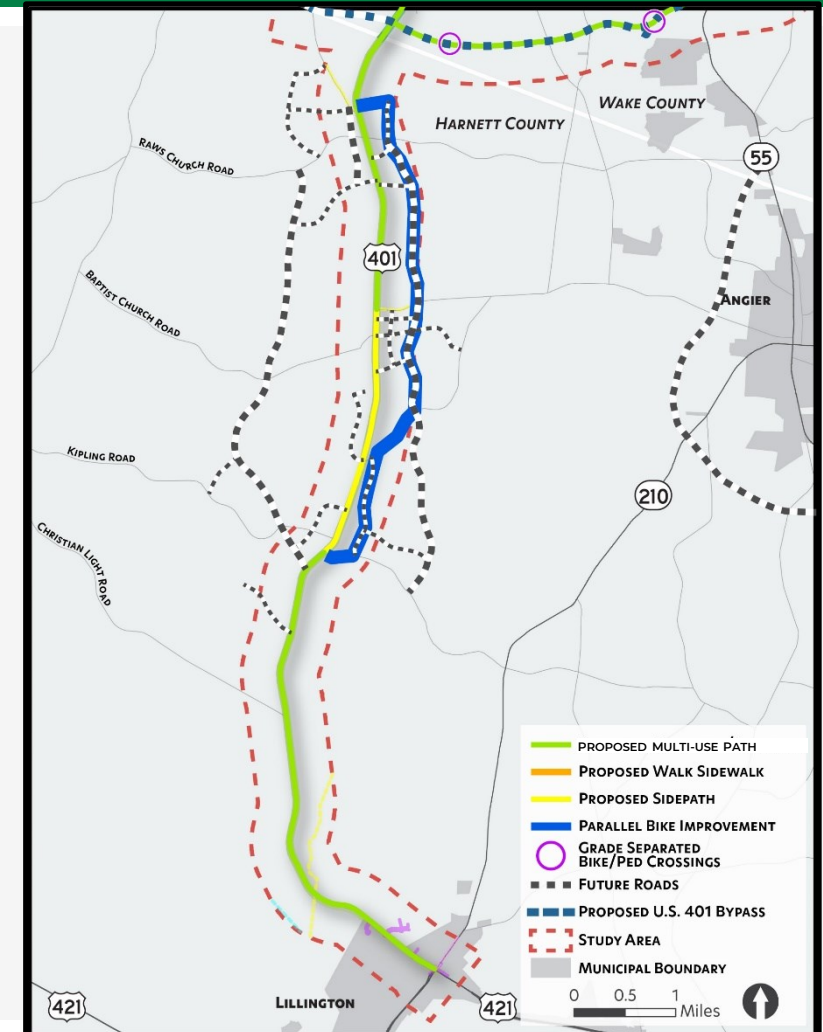


Pedestrian and bicycle facilities along
U.S. 401

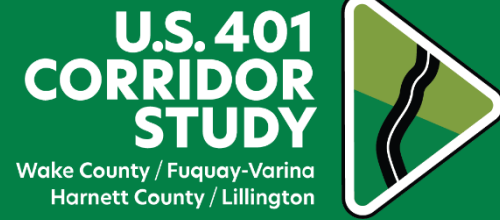
AND

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



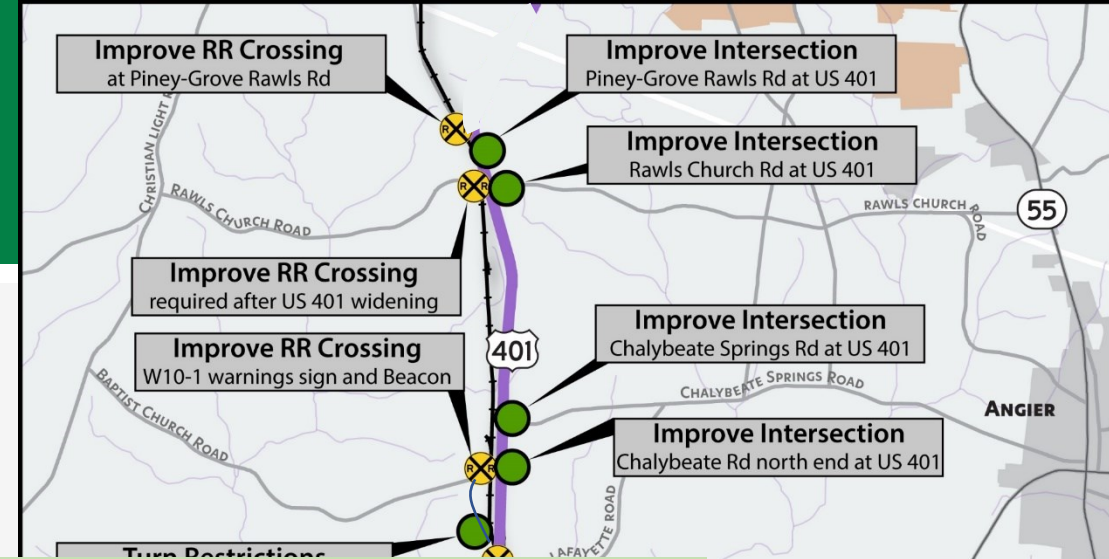
- Redesign the railroad crossings along U.S. 401 and other roadways in the study area to accommodate future widening anticipated due to growth in the area.
- Specific improvements recommended for crossings at/near:
 - Matthews Rd
 - Lafayette School Rd
 - Chalybeate Rd – northern and southern ends

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 Road	Signalize the intersection.
Chalybeate Road	Signalize the intersection.



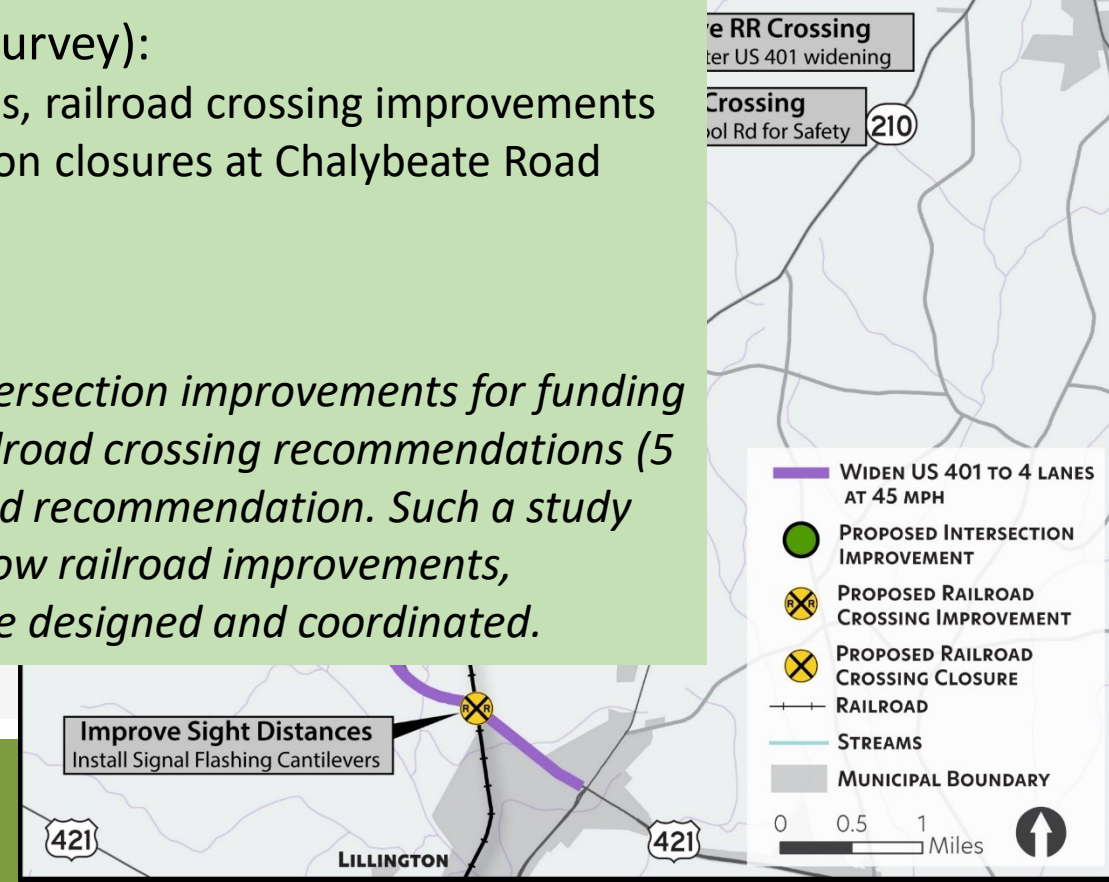
Public Feedback (via comments at in-person events and in survey):

- 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.

intersection.



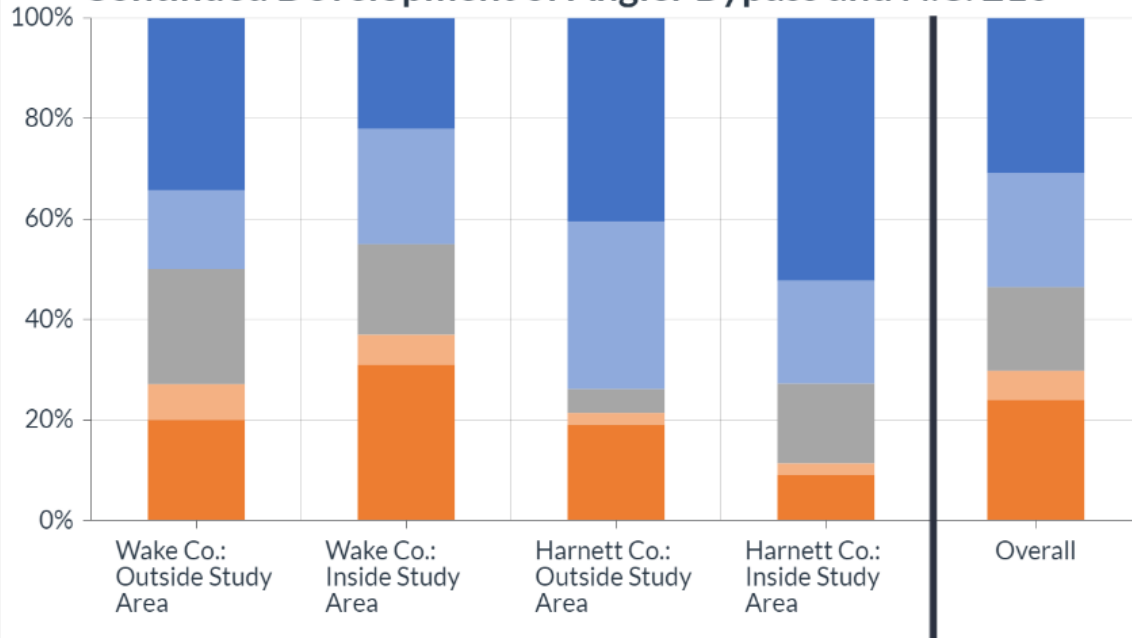
Recommendations:
NC 55, Angier Bypass, and NC 210

NC 55, Angier Bypass, NC 210

Public Feedback

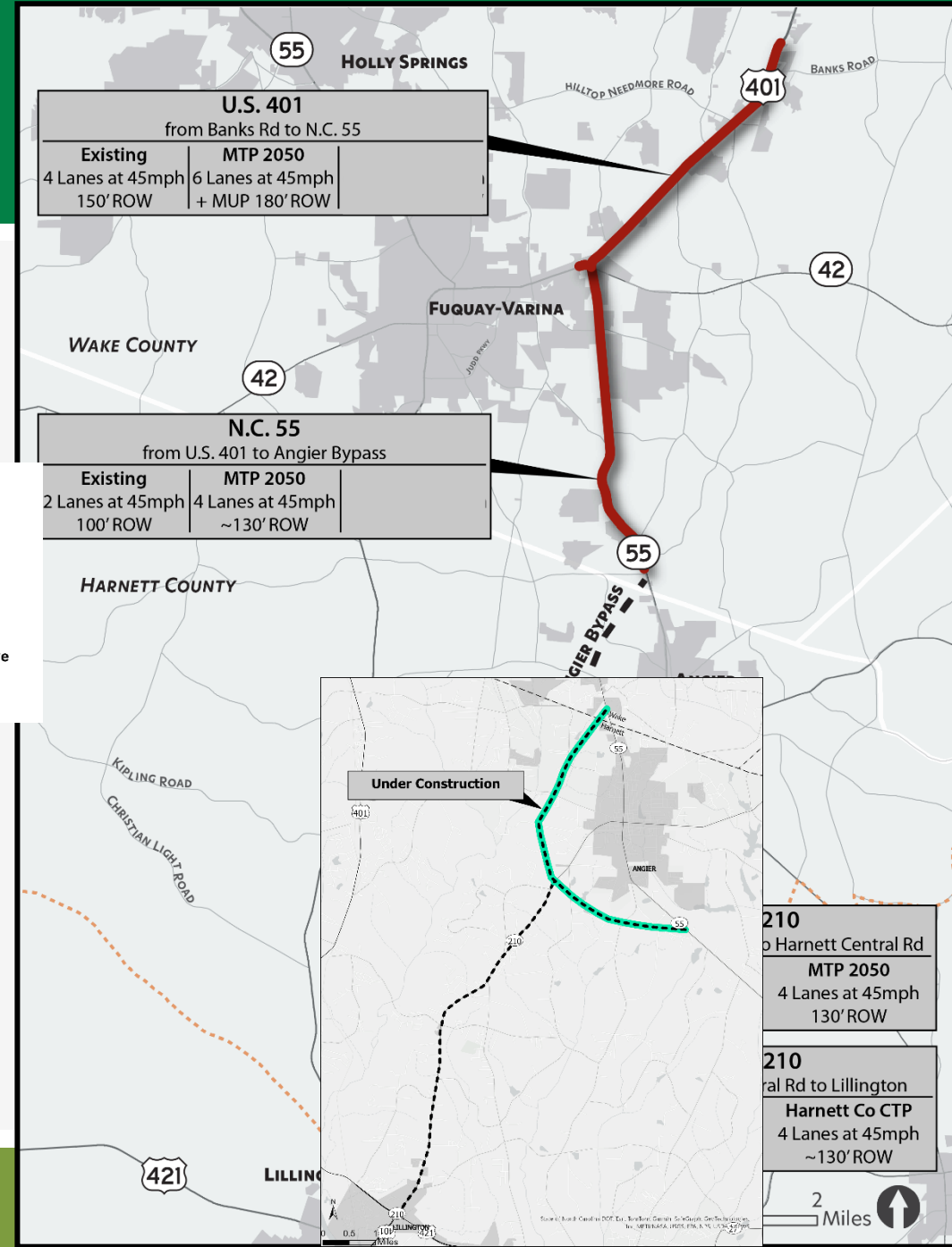
- Generally supportive
- Harnett Co.: Inside Study Area had strong approval with 73% support

Continued Development of Angier Bypass and N.C. 210



Level of Support

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



Recommendation:
Future U.S. 401 Alignment

Alternative X/Z

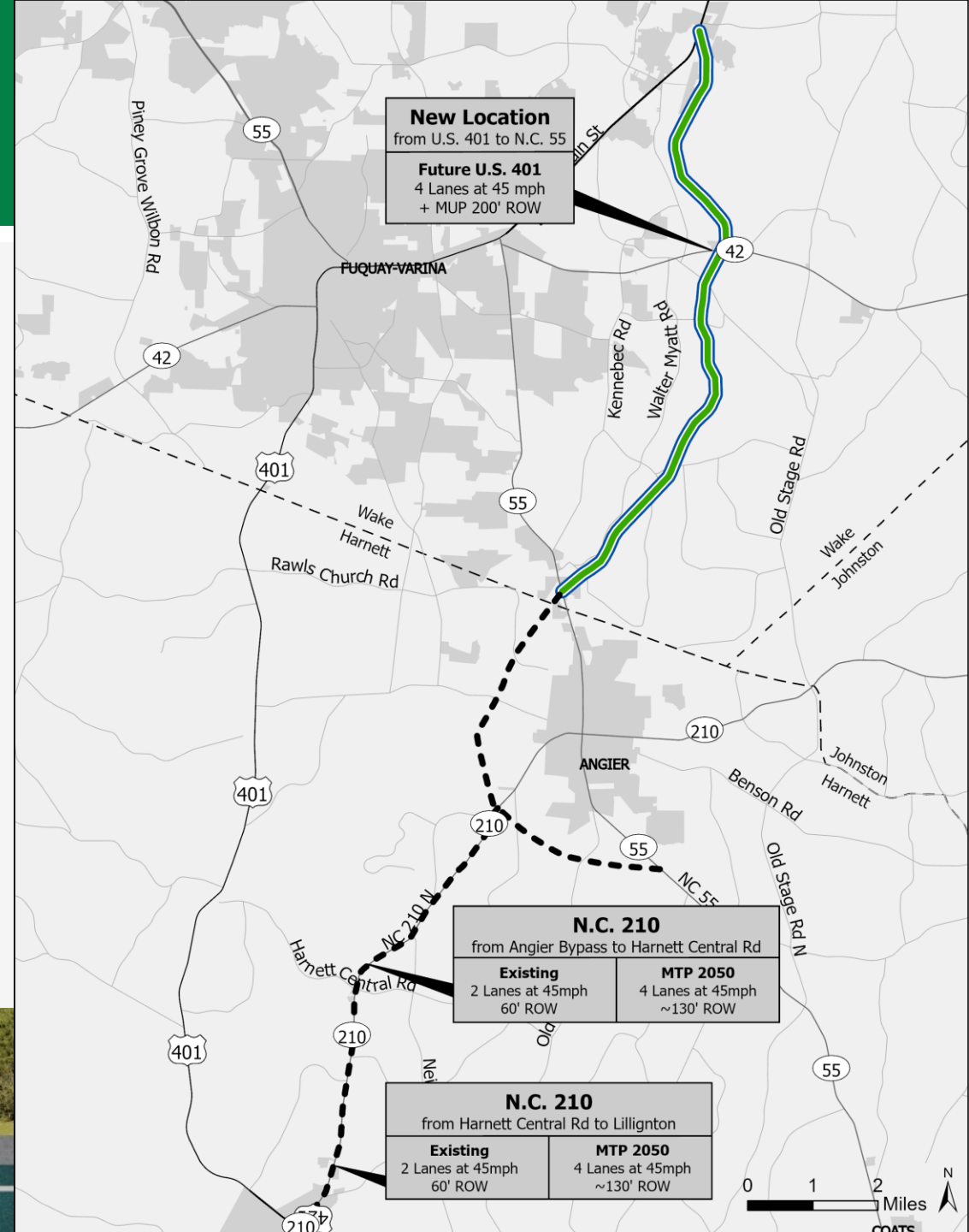
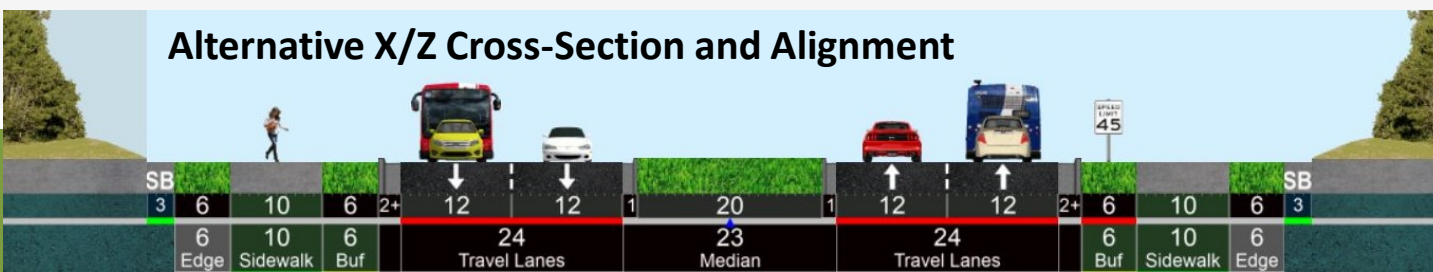
Benefits of Alternative X/Z

- 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

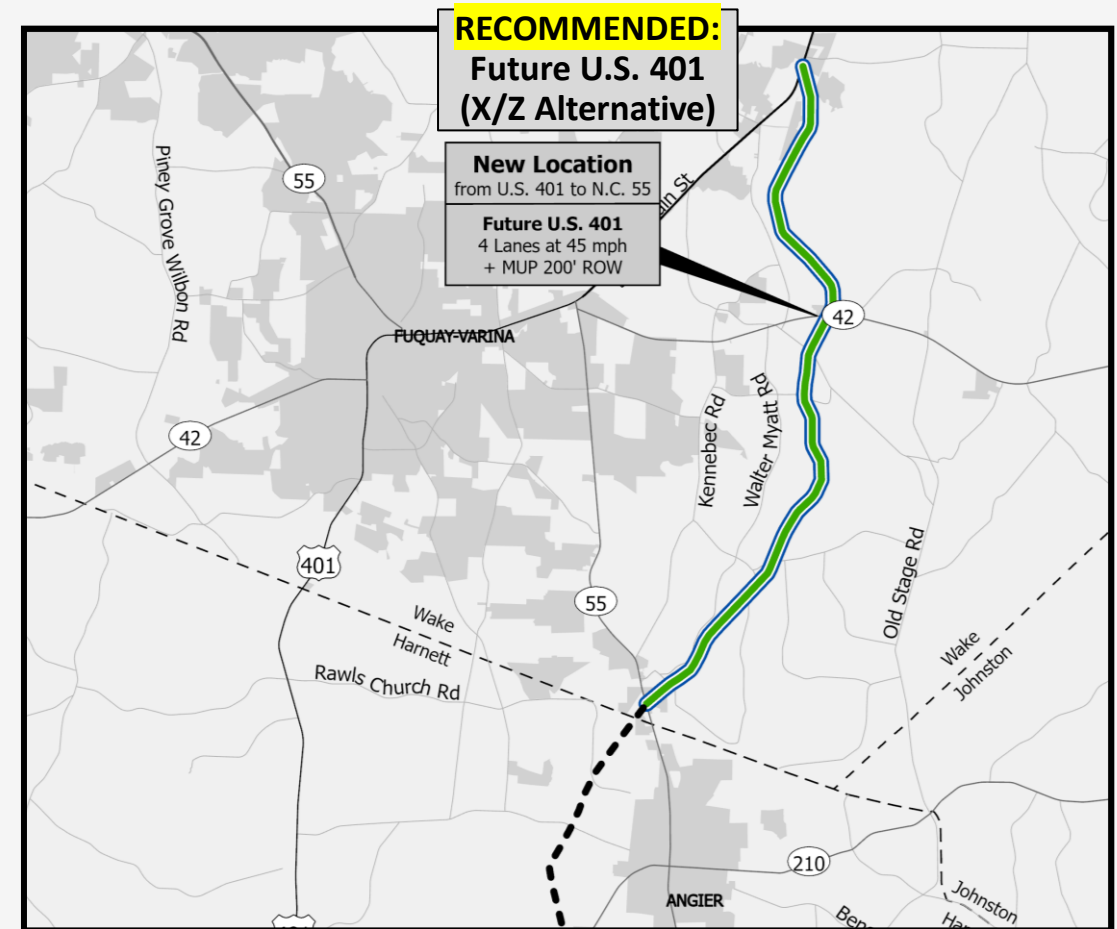
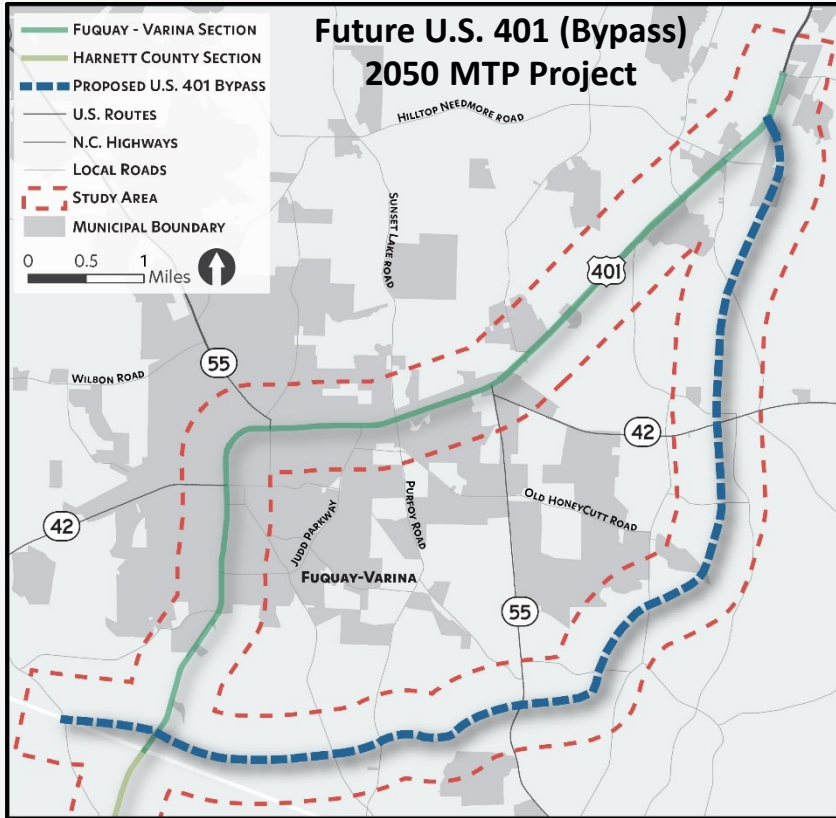
Challenges of Alternative X/Z

- 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

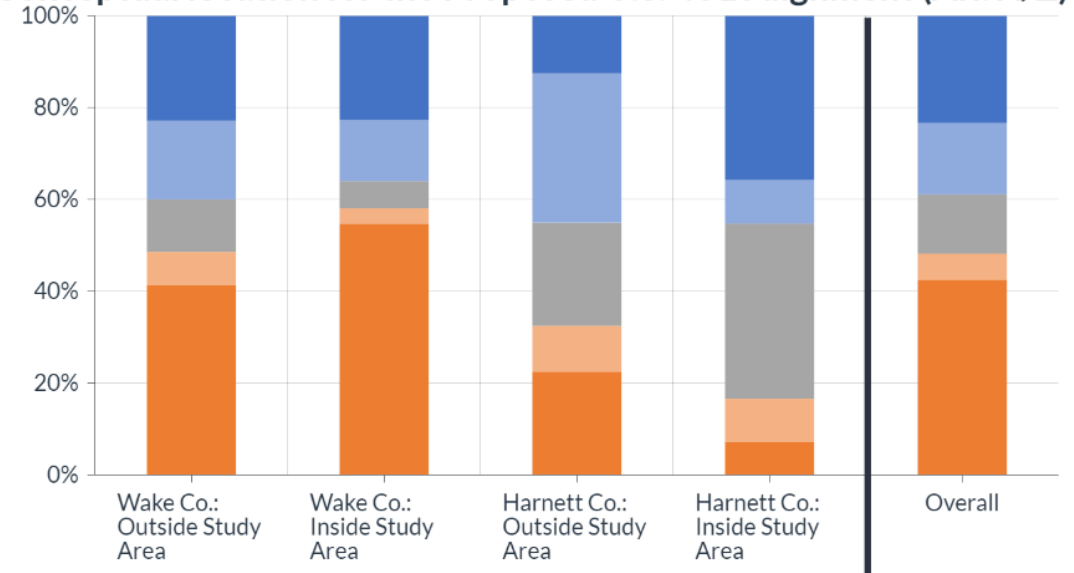
Proposed X/Z Alignment Public Feedback

- 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

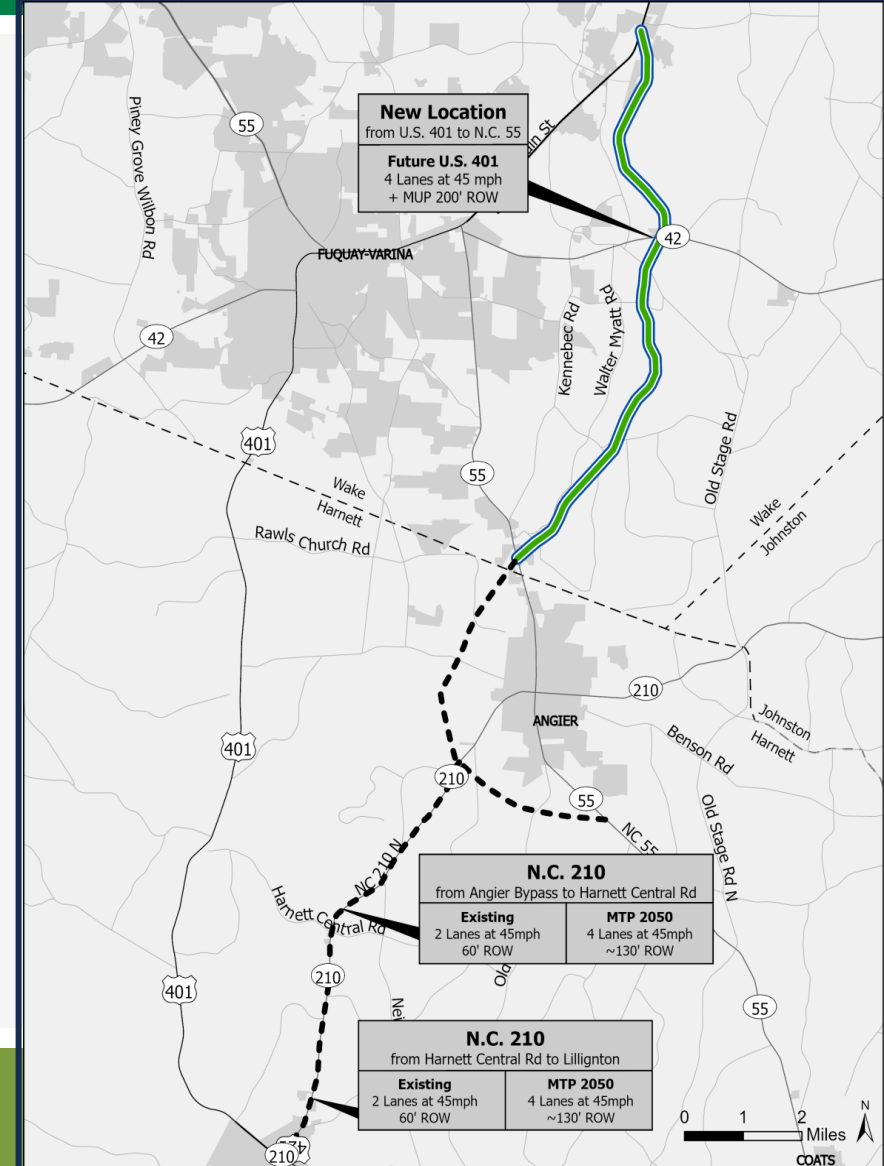


Future U.S. 401 Recommendations

- 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.**



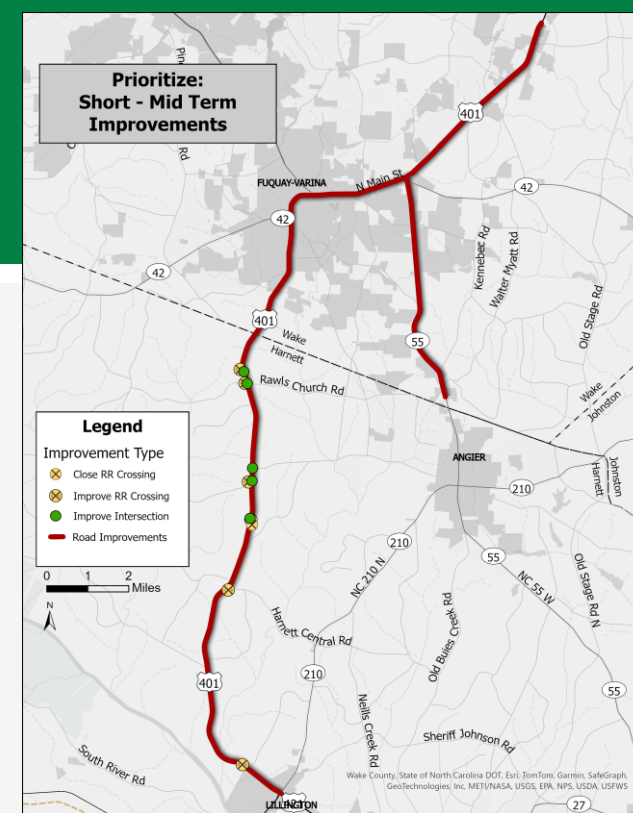
Recommendations: Short and Mid-Term Projects

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:

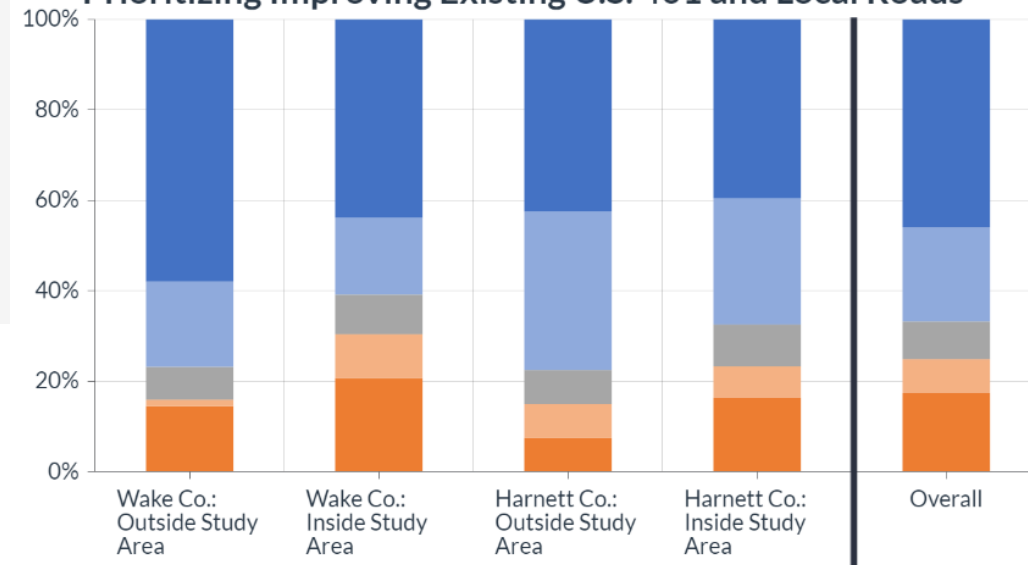
- Broad support for improvements on Existing U.S. 401 through downtown Fuquay-Varina and south into Lillington
- Support for prioritizing these as short-term recommendations with 67% of respondents supportive, 8% neutral, and 25% unsupportive



Level of Support



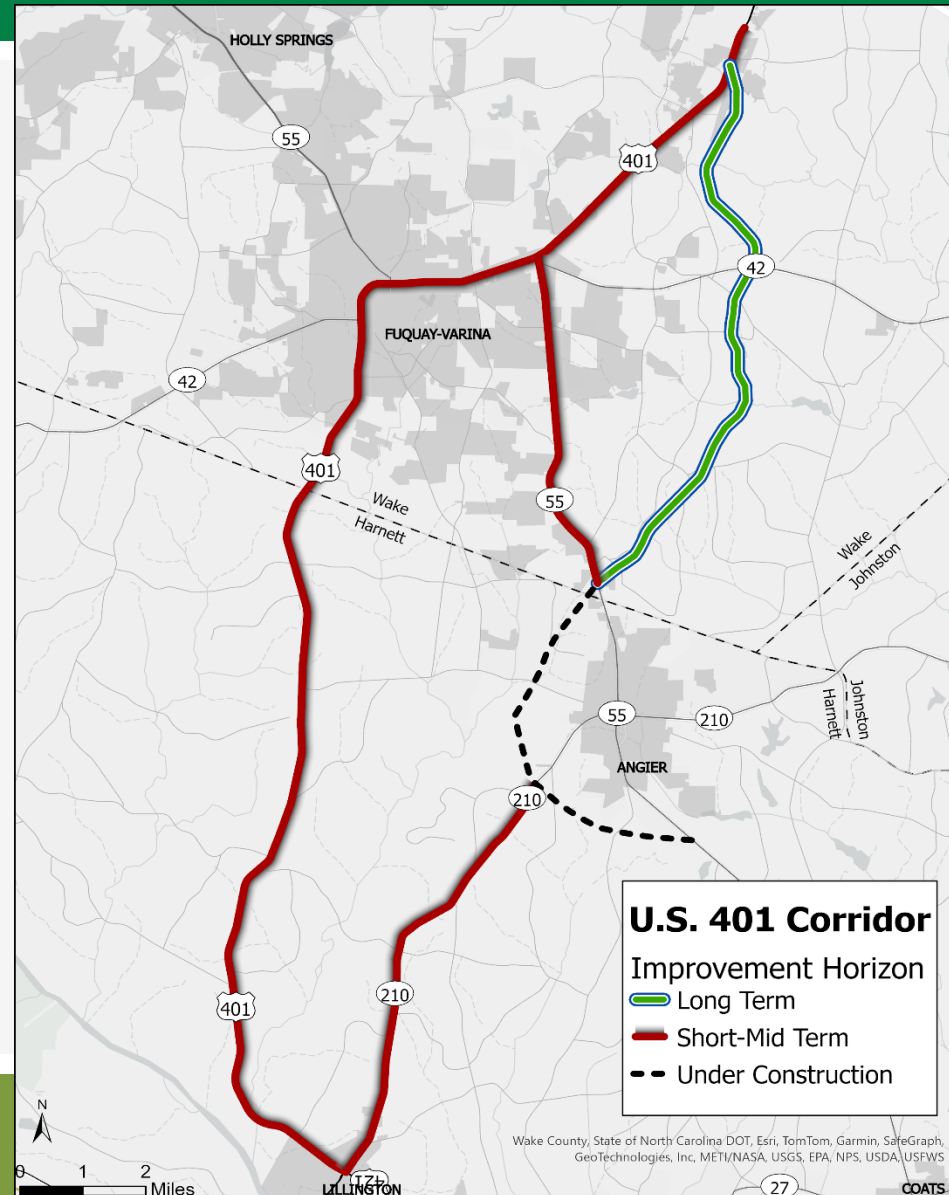
Prioritizing Improving Existing U.S. 401 and Local Roads



Order of Project Delivery



Final Recommendation

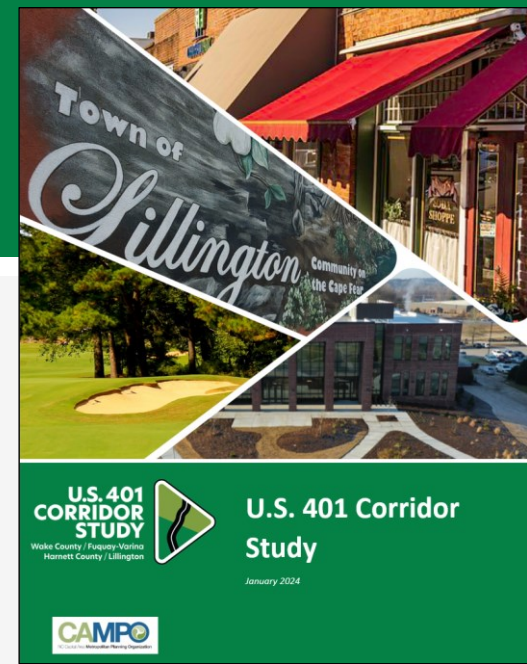


Final Steps

- 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.
 - Round 4 Public Engagement Report will include all comments

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

- 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.



Local Presentations

Town of Angier Board
January 10, 2024. 6:30 pm.

Harnett County Commissioners
January 30, 2024. 9:00 am.

Town of Fuquay-Varina Board
February 20, 2024. 7:00 p.m.

Wake County
Letter



5.2 US 401 Corridor Study – Final (Endorsement) Phase

Requested Action:
Receive as information.

5.3 FFY 2025 LAPP Program

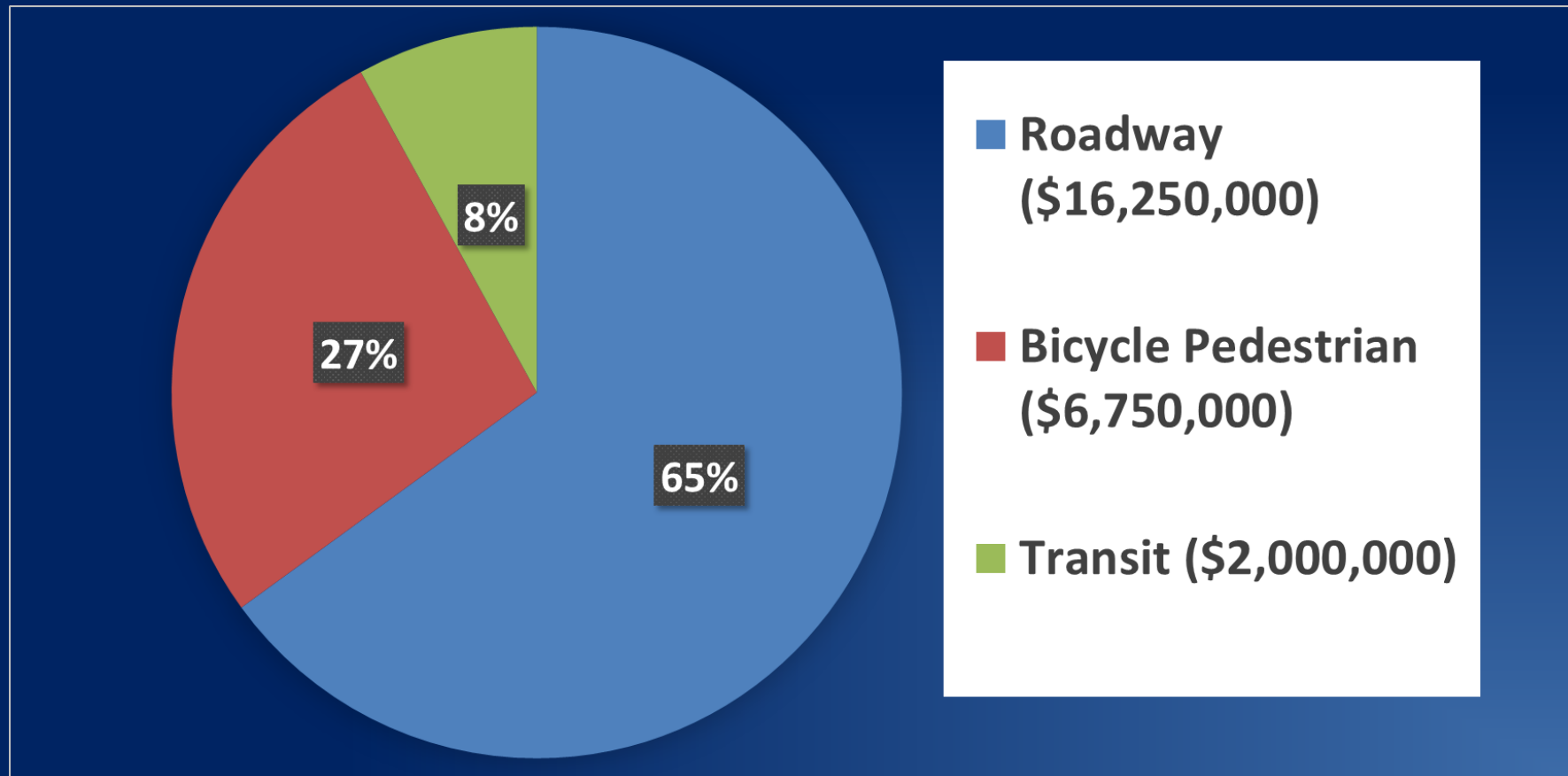
Call for Projects FFY 2025 LAPP Funds opened in August 2023

- 19 Projects Submitted

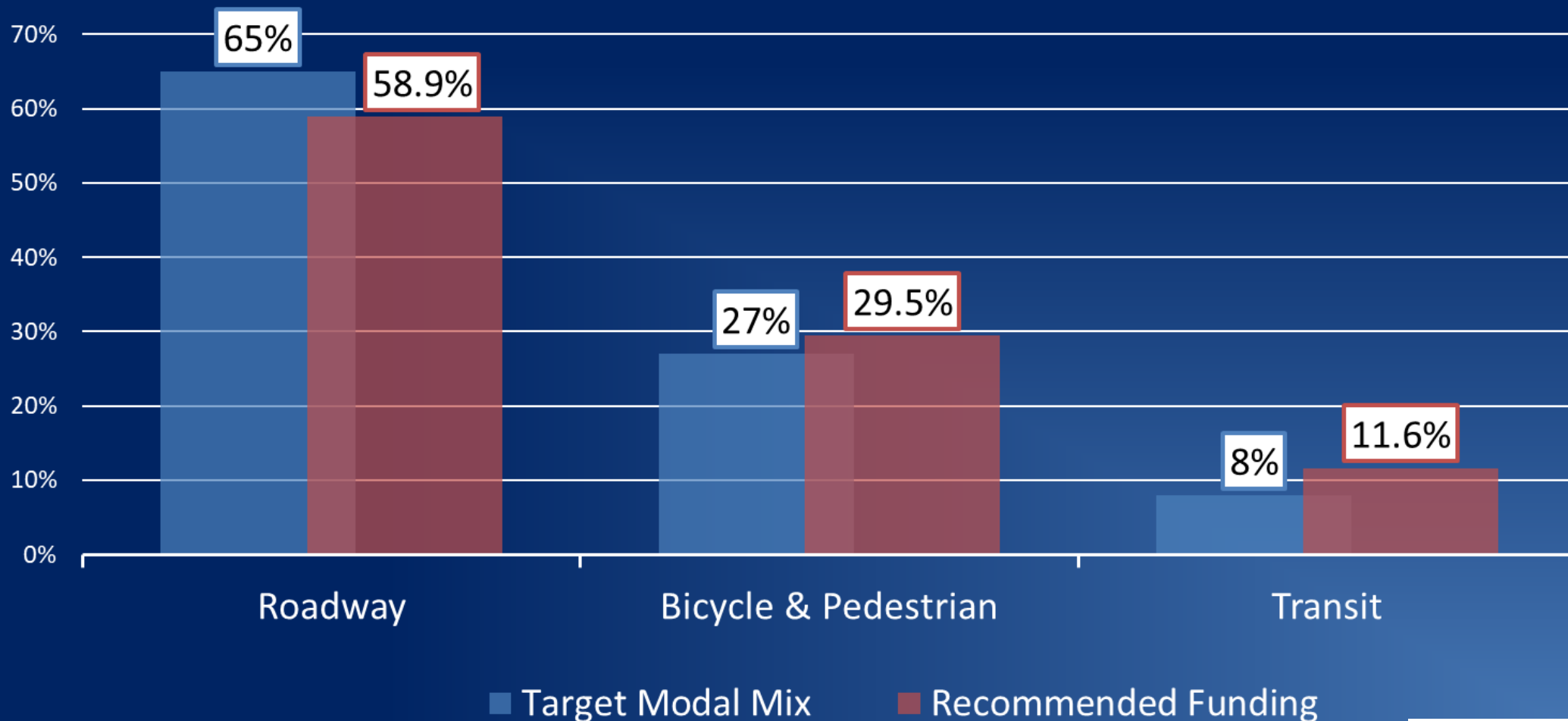
Scoring

- Projects are only scored against projects of the same mode

FFY 2025 LAPP Target Modal Mix



Target vs. Recommended Percent Modal Investment Mix



Roadway Recommendations: \$15,811,900

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvement Project	Raleigh	No/No/Yes	\$79,410,000	\$14,000,000	\$14,000,000	72.67
Jones Sausage Road Widening and Intersection Improvements	Garner	No/Yes/Yes	\$25,298,000	\$10,119,200		69.33
NC 50/Mt. Vernon Church Turn Lanes	Wake County	No/No/Yes	\$1,038,000	\$830,400	\$830,400	55.11
Old Honeycutt/Kennebec Operational Improvements	Fuquay-Varina	No/No/Yes	\$1,461,875	\$981,500	\$981,500	52.44
Green Level Church Bridge Replacement and Widening	Cary	No/No/Yes	\$10,000,000	\$4,000,000		48.67
North Arendell Access and Operational Improvements	Zebulon	Yes/Yes/Yes	\$12,300,000	\$9,840,000		46.89
US 1 at Purnell RCI	Division 5	Yes/Yes/No	\$3,024,000	\$434,400		42.33
Rolesville at Riley Hill Realignment	Wake County	No/No/Yes	\$1,101,000	\$651,200		40.56
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$24,400,000	\$1,920,000		23.76
Total			\$158,032,875	\$42,776,700	\$15,811,900	
Target Modal Investment					\$16,250,000	
Remainder					\$438,100	

Garner accepted the FFY 24 LAPP funding for Jones Sausage Road Widening and Intersection Improvements.

Bicycle & Pedestrian Recommendations: \$7,905,642

BICYCLE & PEDESTRIAN						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Main Street Pedestrian Improvements	Clayton	No/Yes/Yes	\$1,550,000	\$1,085,000	\$1,085,000	56.57
Optimist Farm Greenway & Sidewalks	Cary	No/No/Yes	\$5,510,000	\$3,250,000	\$3,250,000	54.71
South Garner Greenway	Garner	No/No/Yes	\$5,315,685	\$2,657,842	\$2,657,842	43.86
Downtown Franklinton Bicycle and Pedestrian Safety Improvements	Franklinton	Yes/No/Yes	\$835,000	\$668,000	\$668,000	41.14
Vandora Springs Elementary SRTS Sidewalk	Division 5	Yes/Yes/No	\$663,000	\$244,800	\$244,800	36.50
Total			\$13,873,685	\$7,905,642	\$7,905,642	
Target Modal Investment					\$6,750,000	
Remainder					(\$1,155,642)	

Transit Recommendations: \$3,124,773

TRANSIT						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
GoCary Communications Equipment Upgrade	GoCary	No/No/Yes	\$338,386	\$270,709	\$270,709	68.67
Route 305 Apex Bus Stop Improvements-South of US 64	GoTriangle	Yes/Yes/Yes	\$540,000	\$432,000	\$432,000	56.67
GoCary Bus Operations and Maintenance Facility	GoCary	No/No/Yes	\$71,200,000	\$2,136,000	\$2,000,000	52.00
GoDurham Route 2 Stop Improvements-Brier Creek in Wake County	GoTriangle	Yes/Yes/Yes	\$527,580	\$422,064	\$422,064	48.67
Triangle Town Center Transit Center	GoRaleigh	No/Yes/No	\$2,000,000	\$1,600,000		40.17
Total			\$74,267,580	\$4,590,064	\$3,124,773	
Target Modal Investment				\$1,465,291	\$2,000,000	
Remainder					(\$1,124,773)	

A technical error was discovered in the calculation for the “transit effectiveness multiplier” for GoCary’s Communications Equipment Upgrade. Once corrected, the score improved and the transit project is now recommended for funding. All calculations were reviewed to ensure no other errors occurred.

5.3 FFY 2025 LAPP Investment Program

Recommendation

FFY 2025 LAPP Recommended Investment Program	\$26,842,300
Board-Adopted Target Modal Mix Recommendation	<u>\$25,000,000</u>
Amount Above Board Recommendation	\$1,842,300

\$25M does not use the full 20% allowed by NCDOT

\$25M was adopted prior to IIJA passage, which increased amount of funding designated for LAPP

ALTERNATIVE A: Roadway Recommendations: \$15,651,900

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvement Project	Raleigh	No/No/Yes	\$79,410,000	\$14,000,000		72.67
Jones Sausage Road Widening and Intersection Improvements	Garner	No/Yes/Yes	\$25,298,000	\$10,119,200		69.33
NC 50/Mt. Vernon Church Turn Lanes	Wake County	No/No/Yes	\$1,038,000	\$830,400	\$830,400	55.11
Old Honeycutt/Kennebec Operational Improvements	Fuquay-Varina	No/No/Yes	\$1,461,875	\$981,500	\$981,500	52.44
Green Level Church Bridge Replacement and Widening	Cary	No/No/Yes	\$10,000,000	\$4,000,000	\$4,000,000	48.67
North Arendell Access and Operational Improvements	Zebulon	Yes/Yes/Yes	\$12,300,000	\$9,840,000	\$9,840,000	46.89
US 1 at Purnell RCI	Division 5	Yes/Yes/No	\$3,024,000	\$434,400		42.33
Rolesville at Riley Hill Realignment	Wake County	No/No/Yes	\$1,101,000	\$651,200		40.56
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$24,400,000	\$1,920,000		23.76
Total			\$158,032,875	\$42,776,700	\$15,651,900	
Target Modal Investment				\$17,005,600	\$16,250,000	
Remainder					\$598,100	

The Selection Panel has recommended that in the event Raleigh cannot confirm the final design and approach of Six Forks Road by the end of June 2024, the next two highest scoring projects (5 & 6) be funded.

5.3 FFY 2025 LAPP Program

Next Steps

- Public Hearing and requested adoption: February 21, 2024
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March.

Requested Action:

**Recommend the Executive Board approve the
FFY 2025 LAPP Investment Program.**

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

- Changes made from October 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.

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

Requested Action:
Receive as information.

5.5 Unified Planning Work Program (UPWP) FY 2025

FY 2024 Studies Continuing:

- Apex Railyard Relocation Study
- CAMPO Regional Multi-Modal Safety Action Plan
- NW Harnett Transit Feasibility Study
- Wake Transit Plan Update
- Triangle Bikeway NEPA / Design

NEW FY 2025 Studies Proposed:

- CAMPO / DCHC MPO Joint Rail Strategy Study
- Northwest Area Study
- BRT RTP – Clayton Concept of Operations Study
- Implementation of the updated MTP Bicycle-Pedestrian Element

5.5 Unified Planning Work Program (UPWP) FY 2025

Other Ongoing FY 2025 Work:

- LAPP
- 2055 MTP
- TRM
- Public Engagement
- Mobility Management implementation
- Wake Transit Plan Administration
- Technical Assistance
- Non-motorized data volume count program
- TDM
- CMP
- MPO Strategic Plan implementation

Budget:

\$0.74 - \$0.77 per Capita Member Share
(\$0.02 - \$0.03 decrease)

Indirect Cost Estimate - \$175,000
(decrease of 7%)

MPO Self-Certification:

Included in Appendix C

5.5 Unified Planning Work Program (UPWP) FY 2025

Next Steps:

- Public Review & Comment Period Jan. 22 – Feb. 21, 2024
- Public Hearing Feb. 21, 2024
- Executive Board Considers adoption at February 21, 2024 meeting

Requested Action:

Recommend the Executive Board adopt the FY 25 UPWP and MPO Self-Certification of Federal Planning Requirements

5.6 CAMPO Memorandum of Understanding

CAMPO Memorandum of Understanding needs to be updated:

- Add Chatham County, Town of Coats, and Town of Lillington as official members
- Update to reflect changes in federal regulations
- Recognize weighted voting schedule update process

5.6 CAMPO Memorandum of Understanding

Activity	Timeline
Ex. Board Approval of Updated MOU	March 2024
Member Governments Execute Updated MOU	March – June 2024
NCDOT Execute Updated MOU	Fall 2024

Requested Action:

Receive as information and review draft updates.

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: 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

ADJOURN

Upcoming Events

Date	Event
February 21 4:00 p.m.	Executive Board Meeting
March 7 4:00 p.m.	Technical Coordinating Committee Meeting
March 20 4:00 p.m.	Executive Board Meeting

Stay Tuned!
MPO 101
March XX
Details/Date coming soon