



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

November 20, 2024

4:00 PM

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

1. Welcome and Introductions

2. Adjustments to the Agenda

3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.

5. Consent Agenda

5.1 *October Minutes*

Approve the October 16, 2024 Executive Board Minutes.

5.2 *FY 2025 Unified Planning Work Program Amendment #2*

Recommend the Executive Board approve Amendment #2 to the FY 2025 UPWP

5.3 *FY 2025 Quarter 2 Wake Transit Work Plan Amendment Request*

Approve the FY 2025 Q2 Wake Transit Work Plan amendment requests.

Requested Action:

Approve all Consent Agenda items.

End of Consent Agenda

6. Public Hearing

- 6.1 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)
- 6.2 SPOT 7.0 - Division Needs Local Input Point Assignment

6.1 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

- CAMPO and statewide CAMPO-eligible projects
- Changes made from June 1, 2024 – September 30, 2024

6.1 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

- CAMPO Actions
 - Move additional LAPP projects from FFY 24 to FFY 25
 - Move Bonus Allocation projects from FFY 24 to FFY 25
 - Add project breaks to HS-2405: Safety Improvements in Division 5

6.1 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

- Public comment period was October 3 to November 19
- Public Hearing today

Requested Action:

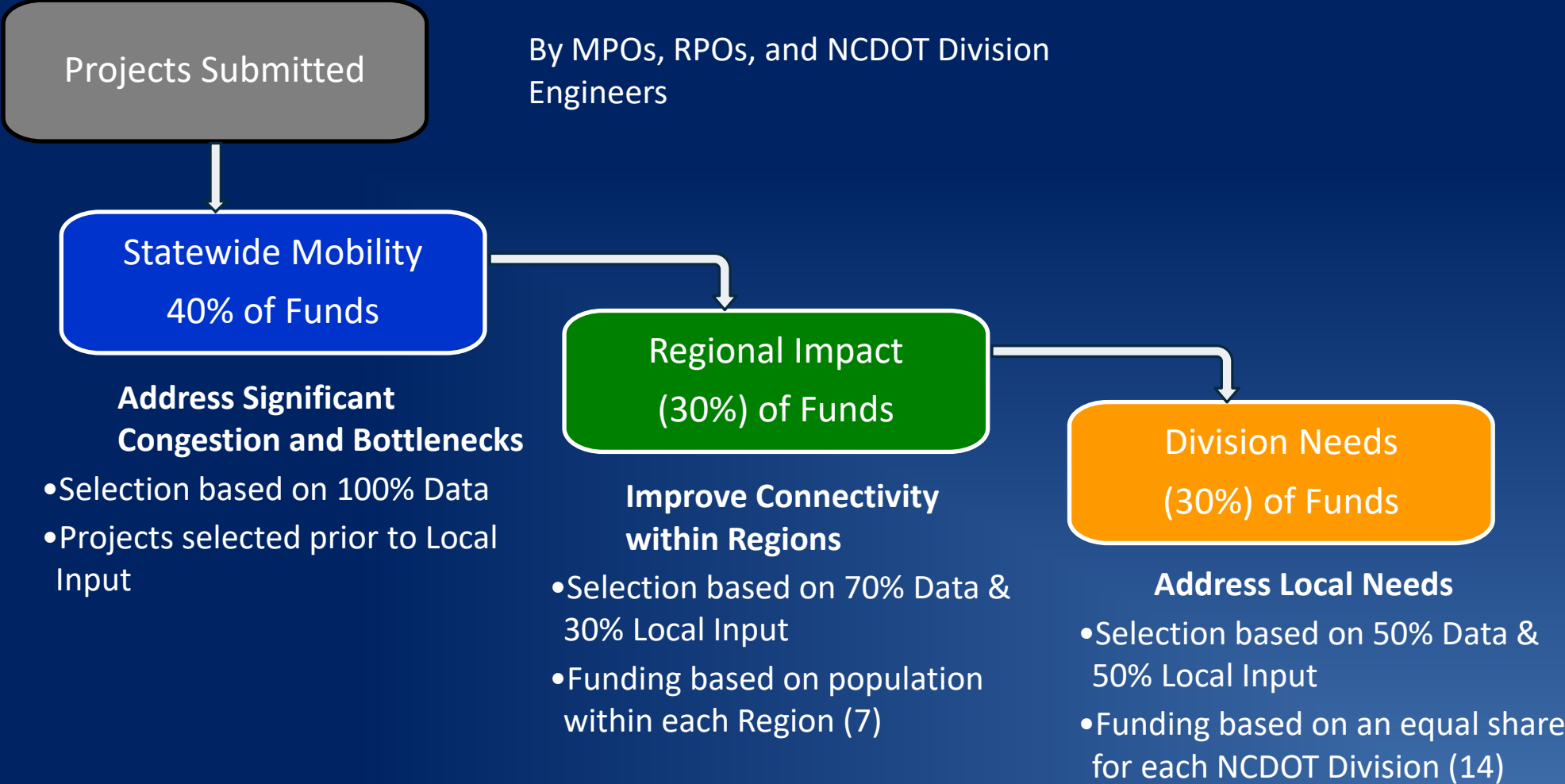
Conduct public hearing. Consider approval of Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP).

6.2 SPOT 7 - Division Needs Local Input Point Assignment

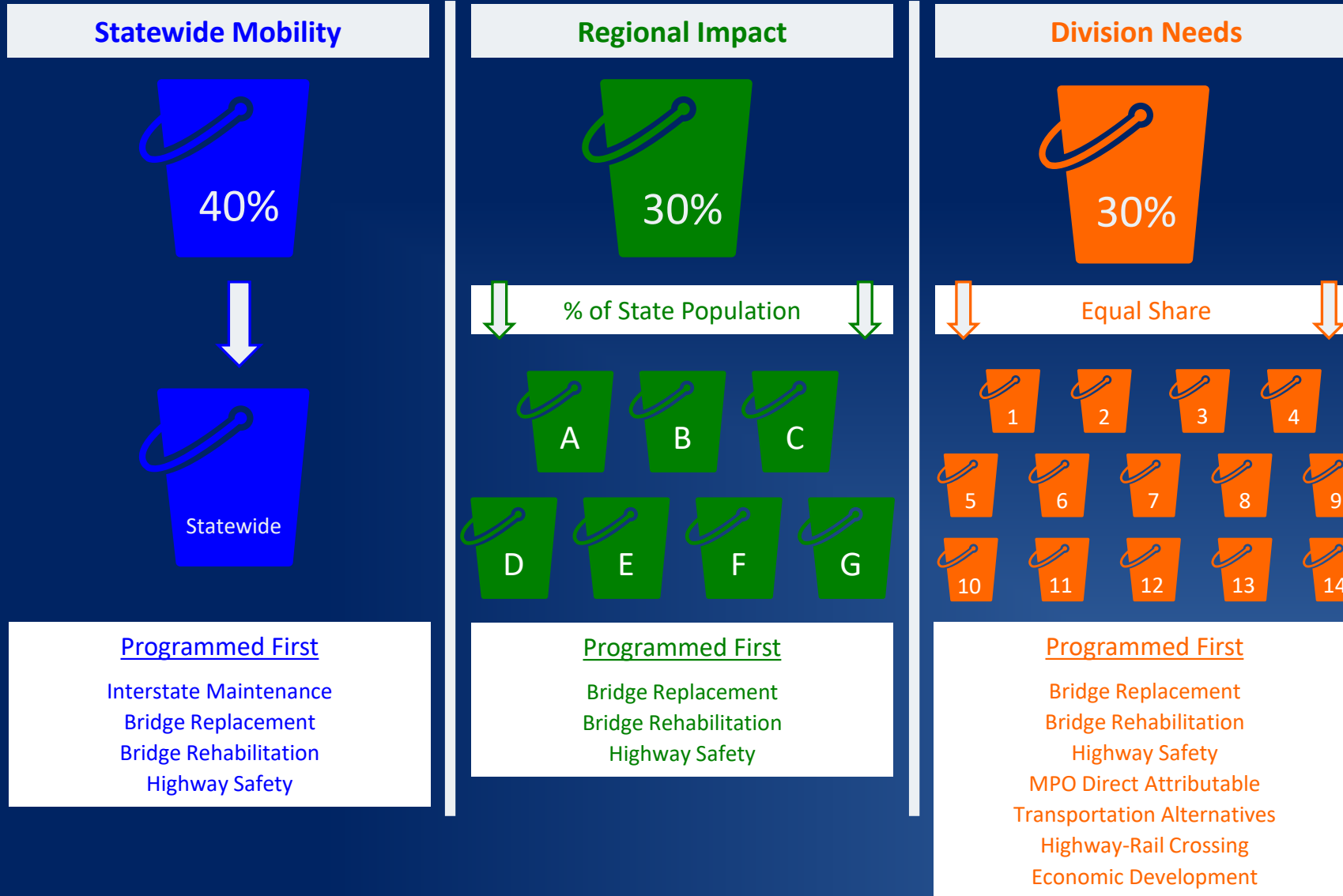
2026-2035 TIP/STIP Development SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
(46 projects per mode) Submitted in fall 2023
2. Assign Local Input points **BEGAN in summer 2024**
 - Regional Impact Points (2500 pts) **Completed**
 - Division Needs Points (2500 pts)
3. Adopt TIP **summer 2025**

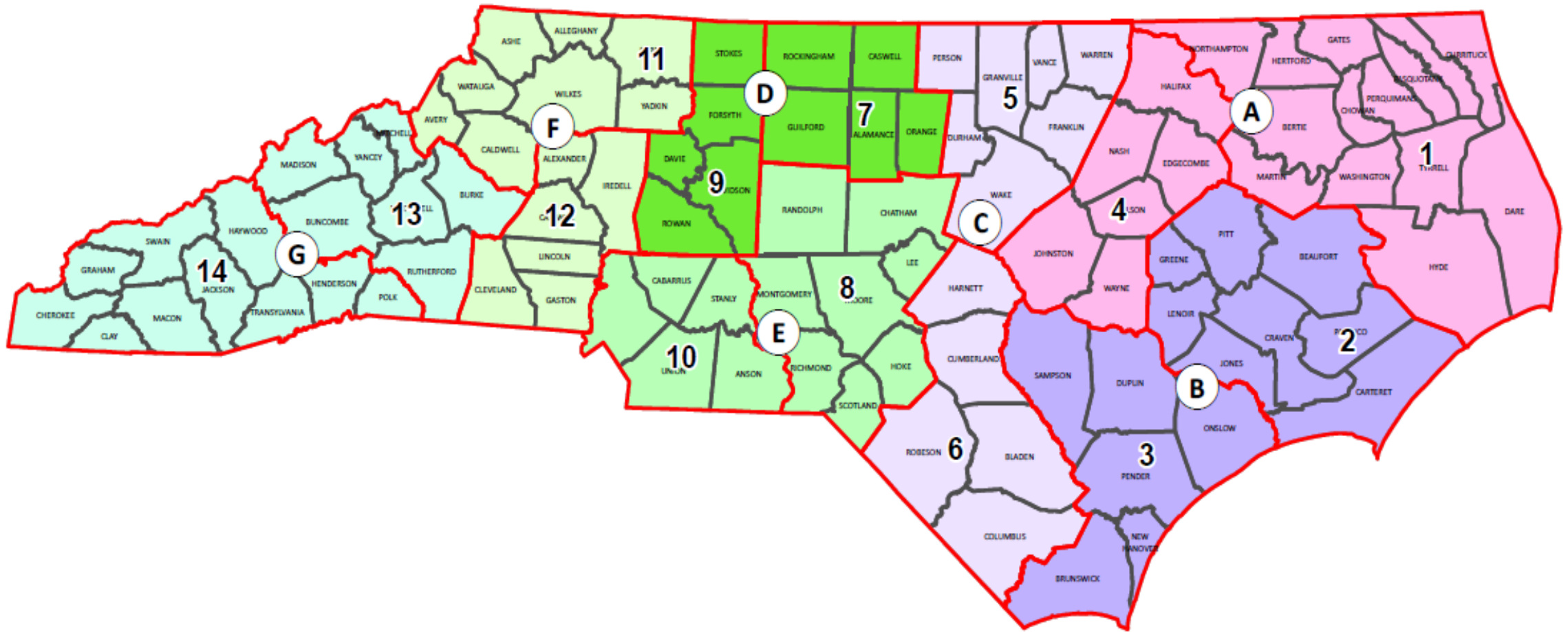
STI Programming Process



STIP Funding Distribution



Defined in STI Legislation



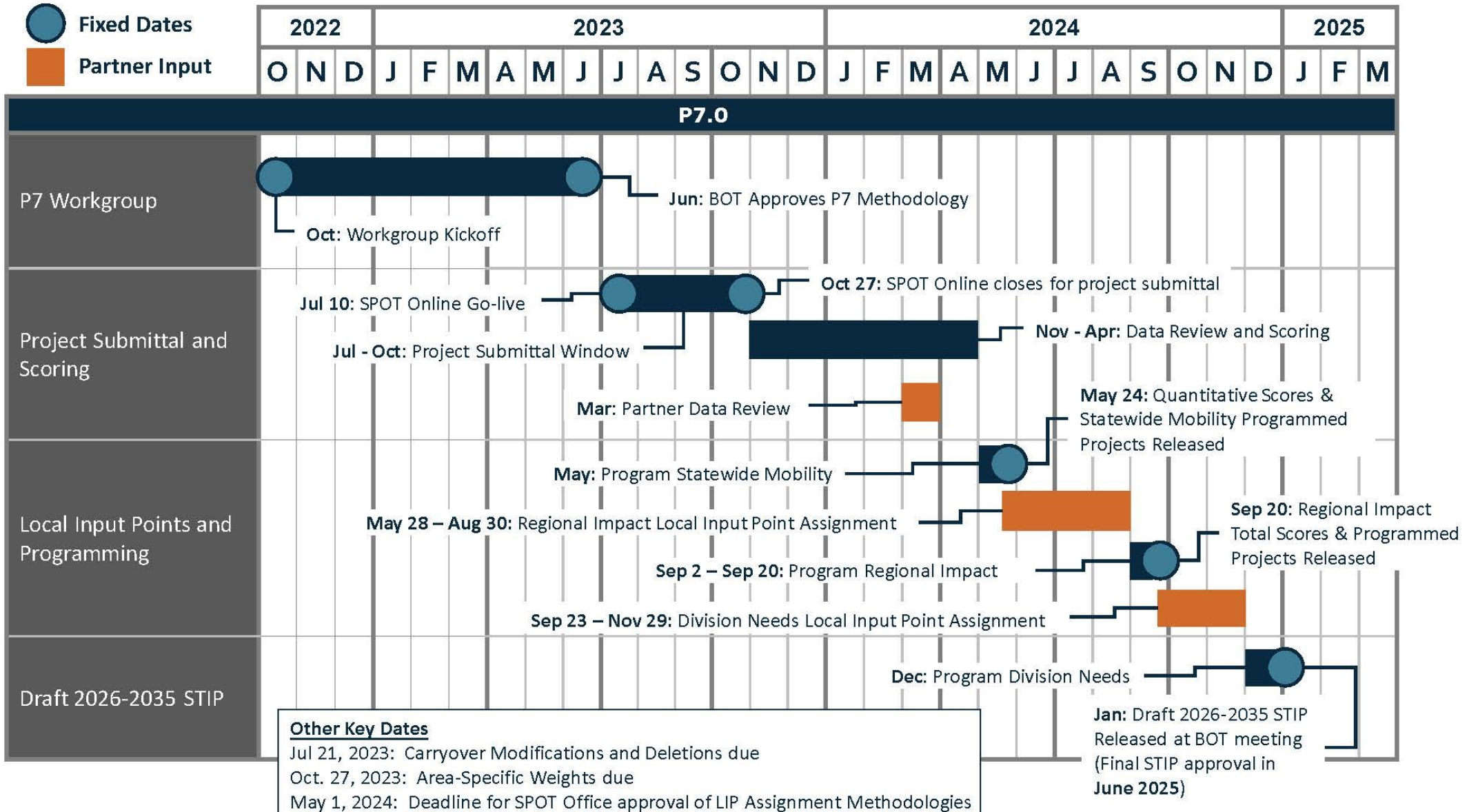
Defined in STI Legislation

P7 Schedule

P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022

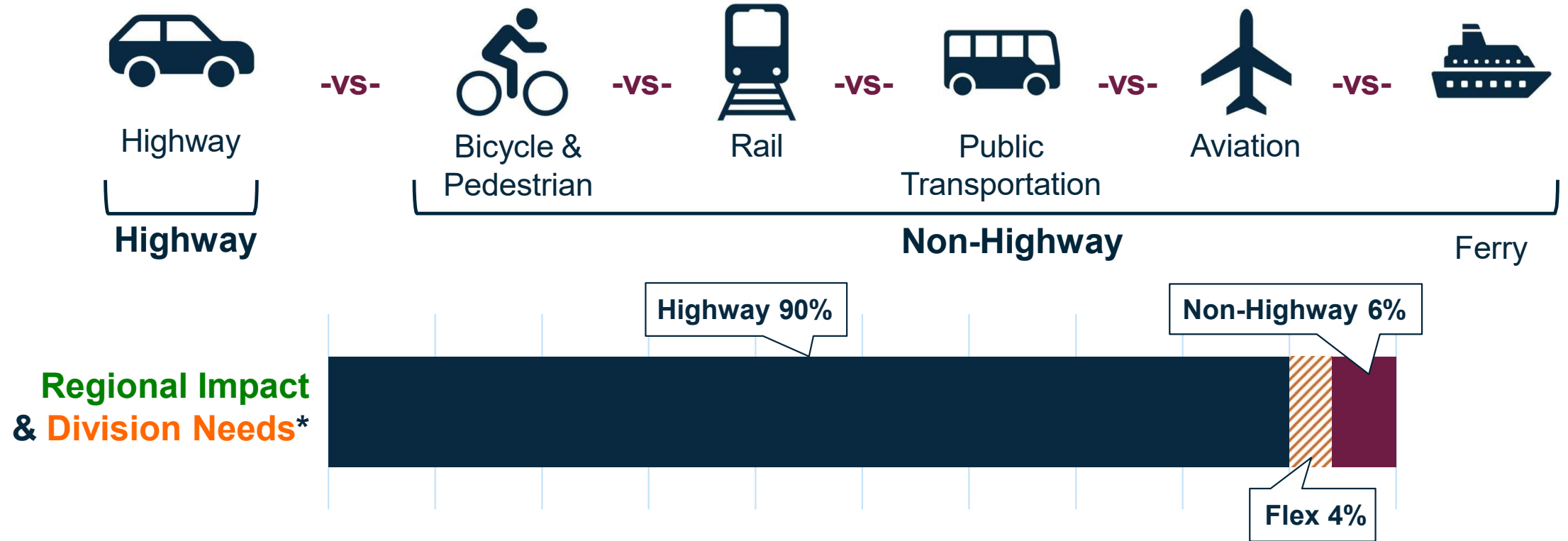


Division Needs Funding Availability for Draft 2026-2035 STIP

**As of September 18, 2024*

STI Funding Category	Funding Availability
Division 1	-\$199M
Division 2	-\$228M
Division 3	-\$61M
Division 4	-\$21M
Division 5	-\$187M
Division 6	\$79M
Division 7	\$64M
Division 8	-\$12M
Division 9	-\$119M
Division 10	-\$201M
Division 11	-\$18M
Division 12	-\$128M
Division 13	-\$144M
Division 14	-\$35M

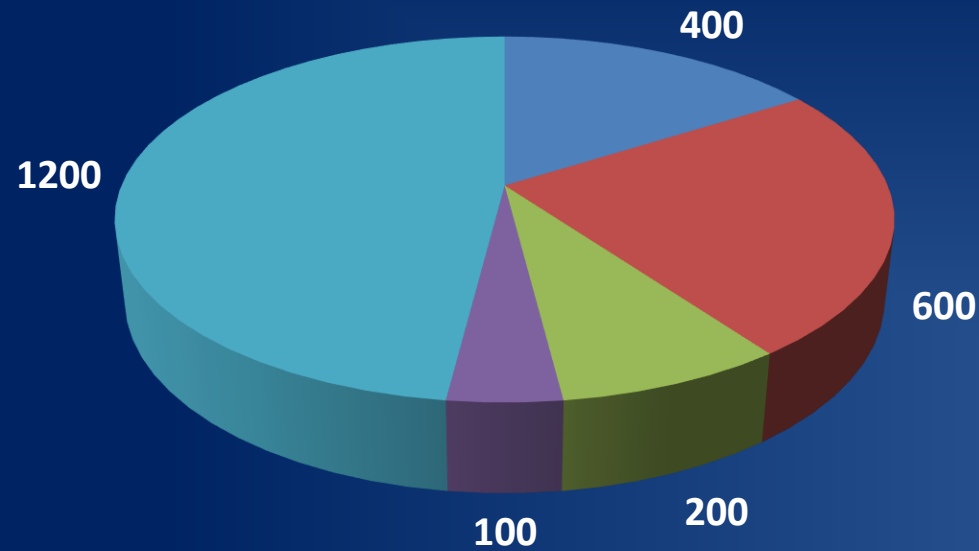
P7 Modal Allocation



**Statewide Mobility – No modal allocation, competition based only on quantitative scores*

Division Needs Tier Local Input Point Assignment Targets

SPOT 7 Modal Targets

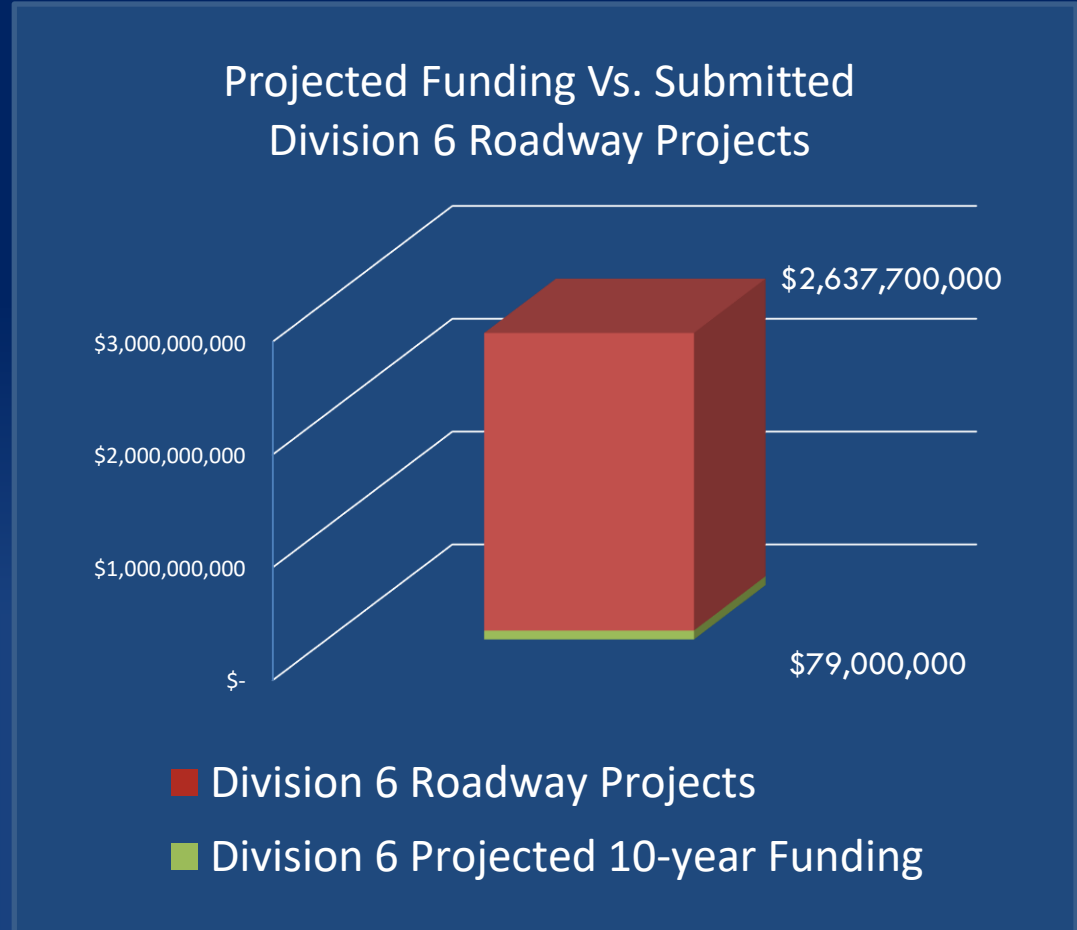
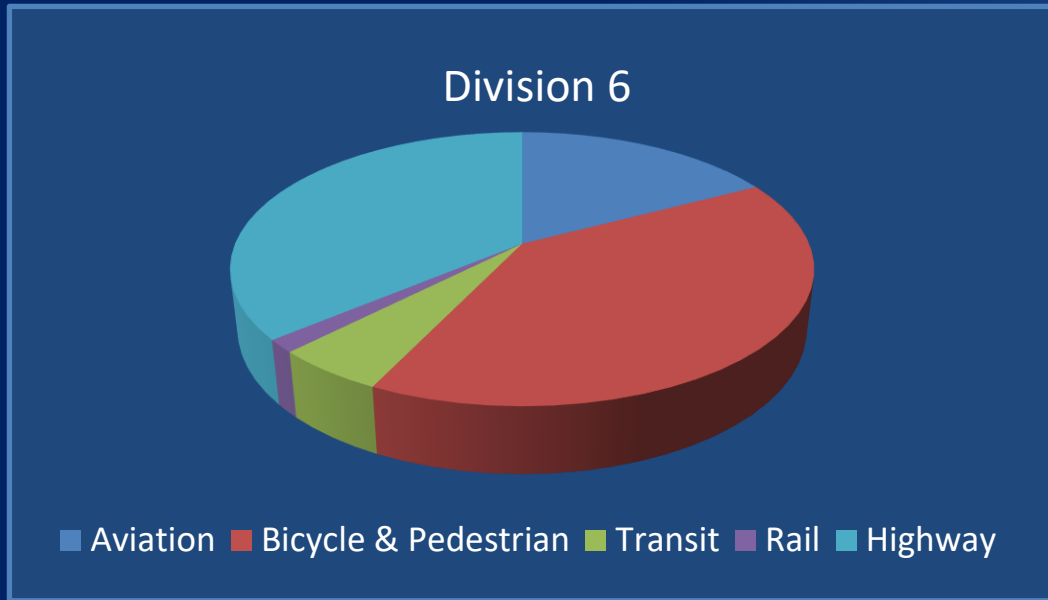


Modal Targets	
Aviation	400
Bicycle/Pedestrian	600
Transit	200
Rail	100
Roadway	1200
	2500

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

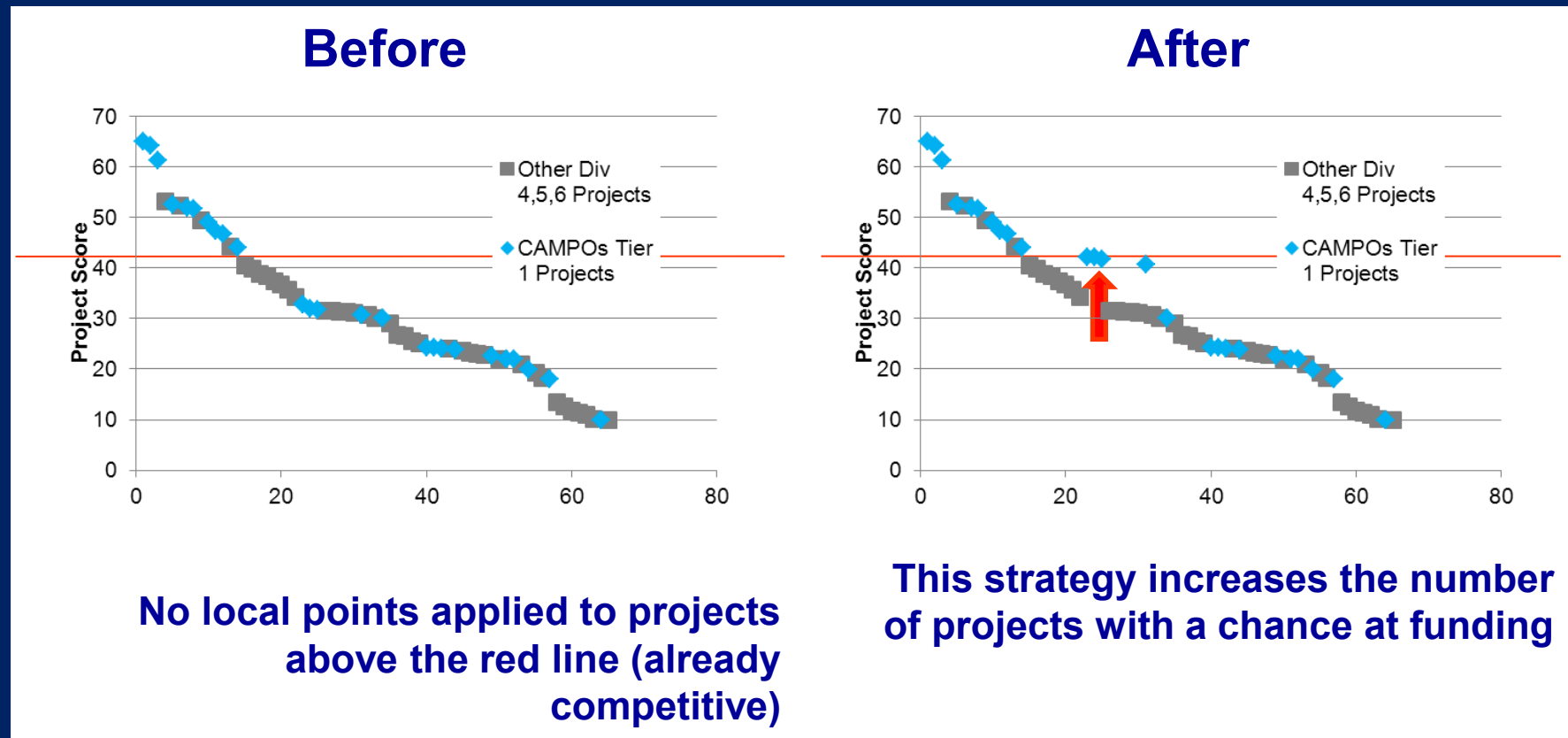
STI – Division 6

Projected 10-yr Funding: \$79,000,000
Roadway Projects: 44
CAMPO Projects: 11
Potentially Competitive Projects: 5



CAMPO Adopted Methodology

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



Division Needs DRAFT Local Input Point Assignments

ID	Project	Cost
Highway (Target: 1200 points Recommended: 1300 points)		
H171611	Six Forks Rd from Rowan St to Lynn Rd Widening	\$85,800,000
H231668	Buffaloe Rd from Forestville Rd to River Town Dr Widening	\$32,500,000
H090824	Ten-Ten Rd from Apex Peakway to Kildaire Farm Rd Widening	\$102,900,000
H231664	New Route from Ranch Rd to S. Lombard St	\$57,800,000
H192741	NC 55 from N. Broad St to E. Depot St Access Management	\$11,600,000
H150792	NC 96 at Holdens Rd Intersection Improvements	\$6,500,000
H231684	Multiple Intersection Improvements on US 401 in Harnett Co	\$5,100,000
H191794*	Upgrade US 264 from US 64 to I-95 to Interstate Standards	\$119,200,000

*Indicates a point donation

Division Needs DRAFT Local Input Point Assignments

ID	Project	Cost
Aviation (Target: 400 points Recommended: 300 points)		
A231527*	HRJ – Runway Widening	\$3,697,000
A231775*	HRJ – Runway Widening, Extension and MALSR	\$39,548,910
Transit (Target: 200 points Recommended: 200 points)		
T192081	Expand/Renovate GoTriangle Ops. And Maintenance Facility	\$3,150,750
T171904*	Commuter Rail Mebane to Selma	\$285,000,000
Rail (Target: 100 points Recommended: 100 points)		
R171518	NCRR Crossing at Shotwell Rd, conversion to Grade Separation	\$26,100,00
Bike/Pedestrian (Target: 600 points Recommended: 600 points)		
B191742	Marsh Creek Greenway	\$1,630,000
B172005	Kindley St./Fayetteville St. Connector	\$915,000
B191738	Pigeon House Creek Greenway	\$4,600,000
B230520	Crossing Improvements on US 70 (Shotwell Rd to Robertson Rd)	\$496,000
B230433	Amelia Church Rd Greenway Gap	\$2,794,000
B141973*	US 421 From Lakeside Drive to 10th St sidewalk gap	\$784,000

*Indicates a point donation

Division Needs DRAFT Local Input Point Assignments

ID	Project	Cost
Points Recommended for Donation to Mid-Carolina RPO (400 pts)		
A231527	HRJ – Runway Widening	\$3,697,000
A231775	HRJ – Runway Widening, Extension and MALSR	\$39,548,910
Points Recommended to Accept from Upper Coastal Plains RPO (66 pts)		
H141265	Upgrade US 64 from NC 58 to Tant Rd to Interstate Standards	\$254,400,000
T1741904	Mebane to Selma Commuter Rail Service	\$285,000,000

6.2 SPOT 7 - Division Needs Local Input Point Assignment

Requested Action:

Conduct public hearing. Consider approval of the recommended Division Needs Local Input Point assignment and direct staff to maximize coordination with Division Engineers which may result in point adjustments with Chair approval.

End of Public Hearing.

7. Regular Business

- 7.1 NCDOT Strategic Transportation Corridors - Corridor P Resolution
- 7.2 Projects U-5747 & U5750 and Traffic Management Plan
- 7.3 DRAFT 2055 MTP Update
- 7.4 DRAFT 2055 MTP Scenario Development
- 7.5 Wake Transit Plan Update Presentation

7.1 NCDOT Strategic Transportation Corridors - Corridor P Resolution of Support



NORTH CAROLINA
Department of Transportation

Strategic Transportation Corridors

Corridor P

CAMPO Update Meeting

TCC and TAC Meetings, October 2024

Agenda

- Provide overview of Strategic Transportation Corridors
- Review CAMPO coordination history
- Summarize vision statement
- Review Corridor P Data

STC Master Plans

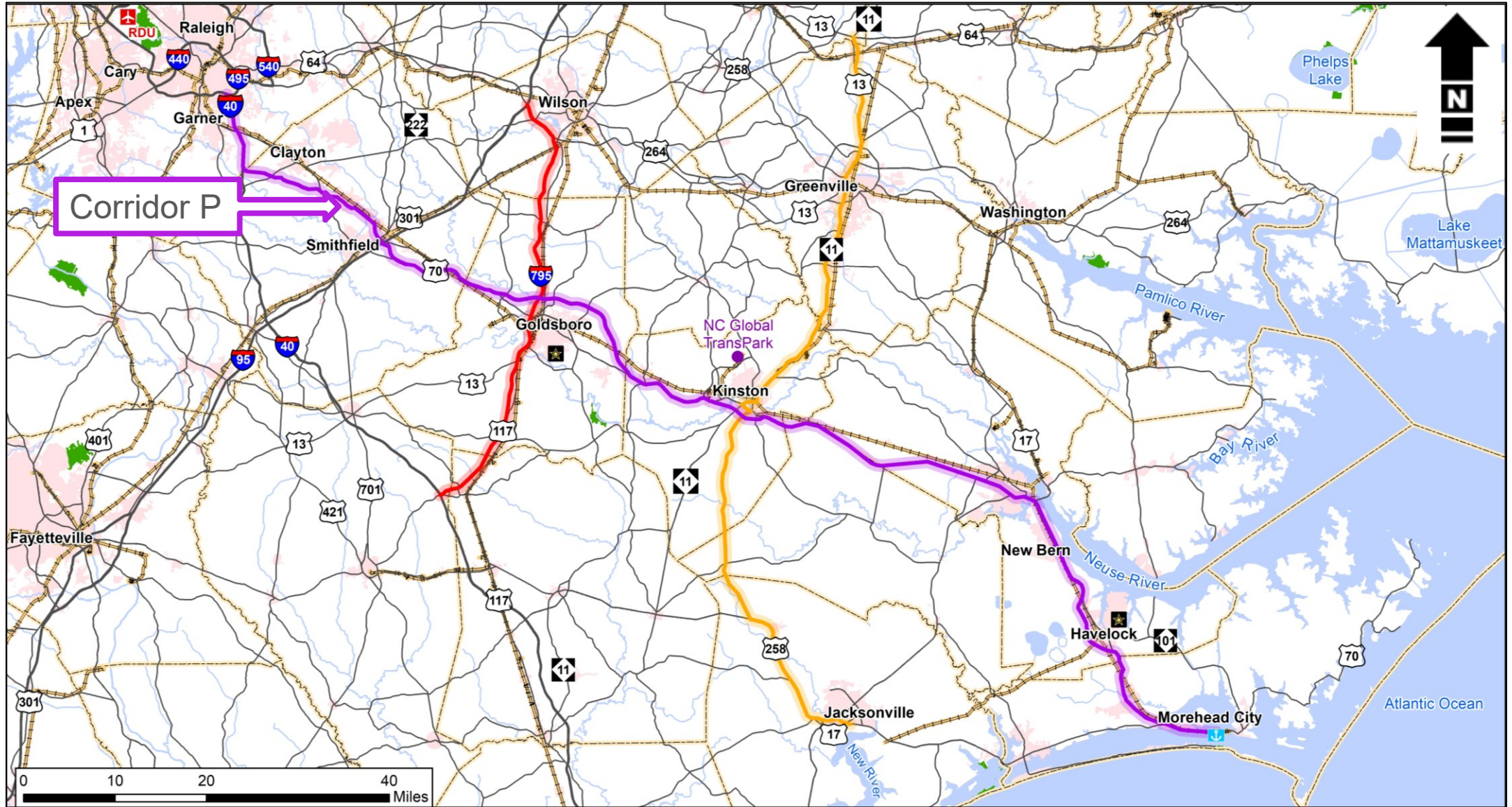
Goals

System Connectivity: Provide essential connections to national transportation networks critical to interstate commerce and national defense;

Mobility: Facilitate significant high-volume, inter-regional movements of people and goods across the state; and

Economic Prosperity: Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.





CAMPO Coordination History

CAMPO STC Coordination History

- **March 2018:** Kickoff with Planning Organizations
- **August 2018:** Met with the CAMPO TCC and TAC
- **May 2020:** Met with the Corridor Steering Committee (CSC) to provide an overview of the process and discuss preliminary corridor goals
- **June 2022:** Met with the CSC to gather input on the draft vision statements from the larger stakeholder group
- **March 2021:** Met with US 70 Commission
- **July 2022:** Distributed a survey to agency and stakeholder members
- **August 2024:** Requested signed resolutions from all Planning Organizations along the corridor

Corridor Vision

Corridor Vision

- Support reliable freight service and operations
- Facilitate economic development and safety
- Improve regional connectivity, including multimodal
- Support safe, reliable travel as part of the STRAHNET
- Build infrastructure to support alternative fuel corridor
- Improve resiliency of infrastructure

Long-Term Solutions (30 years)

- Freeway standards from Wake County to Carteret County
- Upgrade where appropriate through Carteret County
- Consider other roadways – existing or new – as part of solution into Port of Morehead City
- Change U.S. 70 evacuation route to follow Corridor P
- Implement truck mobility strategies

Interim Solutions (15 years)

- Improvement segment within Carteret County, focused on mobility
- Identify multimodal needs as projects are funded
- Improve truck parking
- Add electric charging stations
- Improve resiliency

Draft Resolution

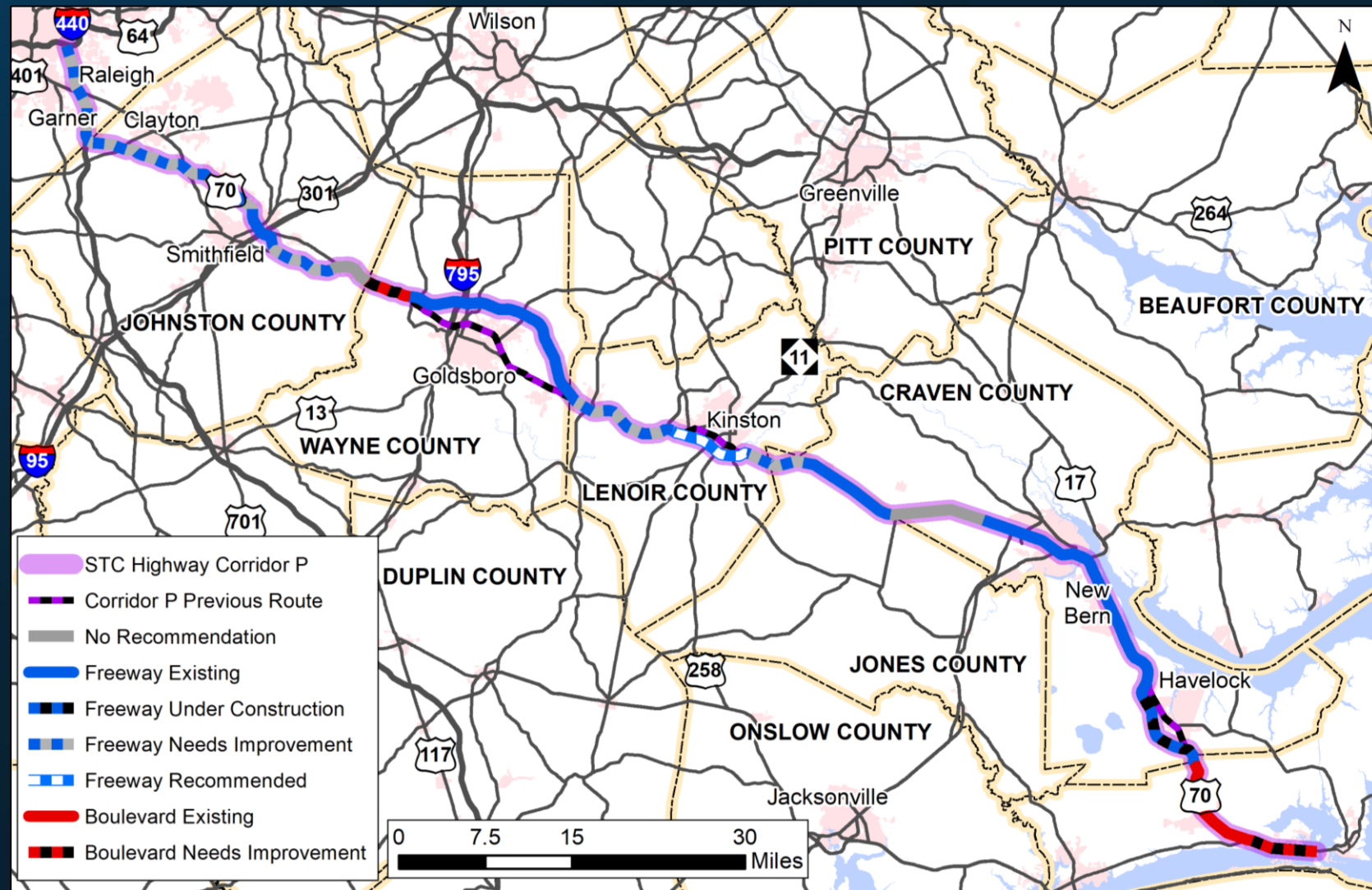
- WHEREAS, the N.C. Department of Transportation adopted the Strategic Transportation Corridors (STC) Network in 2015 to establish a multimodal, high-priority system of highways, rail lines, ports, and airports vital to the state’s economic prosperity. The purpose of this process is to identify high-level corridor mobility visions that will guide improvements and development in a manner consistent with those visions, and to help protect the corridor’s key functions as defined in the corridor profiles.
- WHEREAS, the *North Carolina Transportation Network and Strategic Transportation Corridors Framework* calls for the development of individual strategic corridor master plans in each of the 25 designated corridors with a buffer of 20 miles on either side of each facility; and
- WHEREAS, the intent of the Corridor P Master Plan is to support a vision of reliable freight service along Corridor P by having resilient, uninterrupted highway conditions along the entire length of the corridor, with the exception of the portion that runs through Morehead City. This vision includes improved infrastructure for freight parking and electric vehicle charging. This will facilitate economic development and improve regional connectivity while considering transit and active transportation needs for the communities the corridor passes through. It will also ensure the corridor provides safe reliable transportation for Seymour Johnson Air Force Base and Marine Corps Air Station Cherry Point as part of the STRAHNET.
- WHEREAS, it is the intent of the N.C. Department of Transportation to expand and maintain Corridor P as a freeway from I-40 in Raleigh to the Craven/Carteret County boundary, and upgrade Corridor P where appropriate through Morehead City and potentially all of Carteret County; and
- WHEREAS, the CAMPO represents the _____ area of the facility: and
- WHEREAS, (insert local MPO/RPO language preference).
- NOW, THEREFORE, BE IT RESOLVED THIS ____ DAY OF _____ 2024, that the CAMPO does hereby adopt this resolution supporting the N.C. Department of Transportation master plan vision for Corridor P from (insert beginning and ending point in the PO).



NORTH CAROLINA
Department of Transportation

Questions?

Strategic Transportation Corridors
– Corridor P



Corridor P Data

Existing Conditions: Corridor P

Roadway

- Federally-designated truck route
- Military route
- Evacuation route

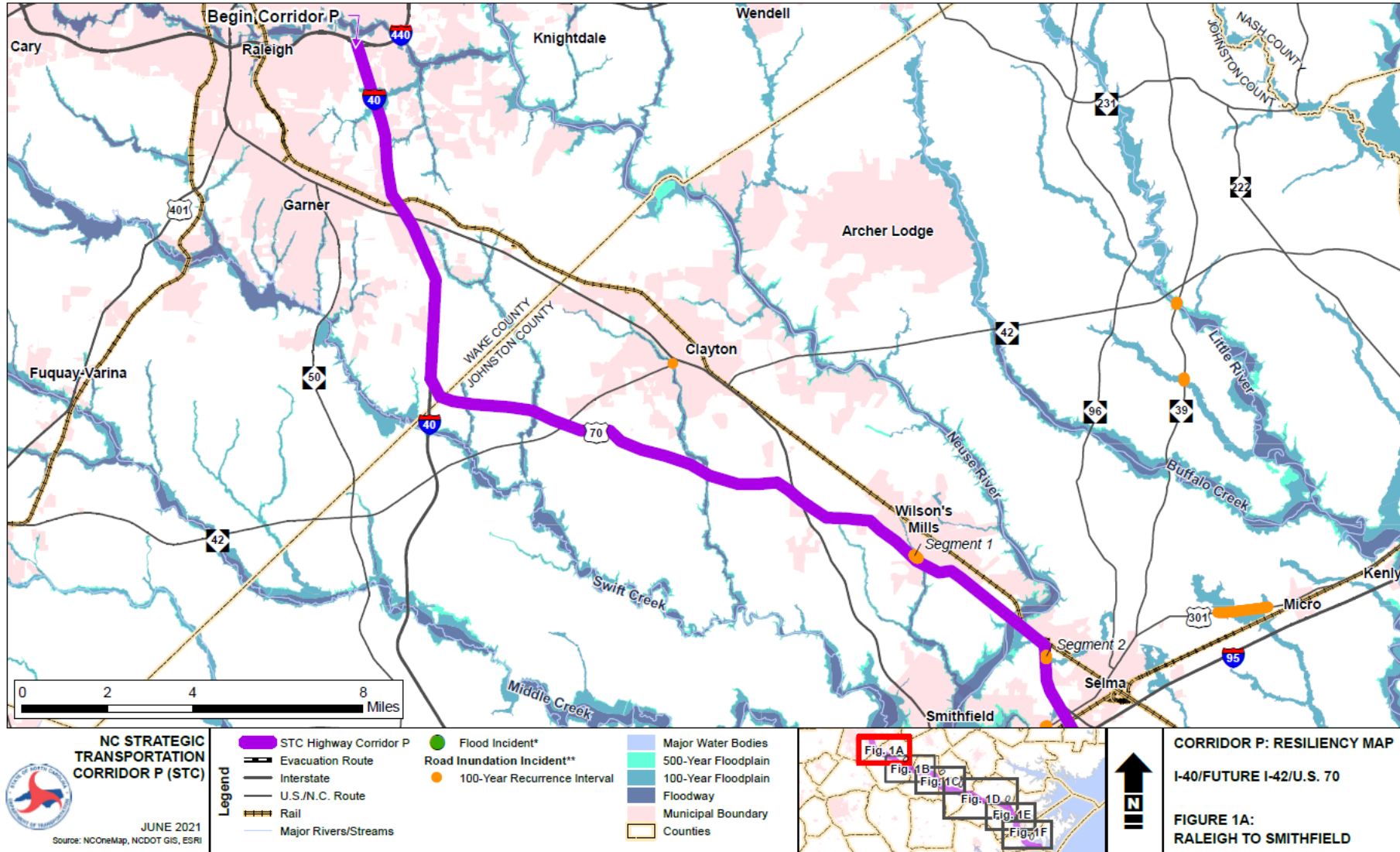
Bridges

- 123 bridges
- 22 functionally obsolete
- 1 structurally deficient

Rail

- 4 at-grade crossings
- 6.7 miles of parallel rail

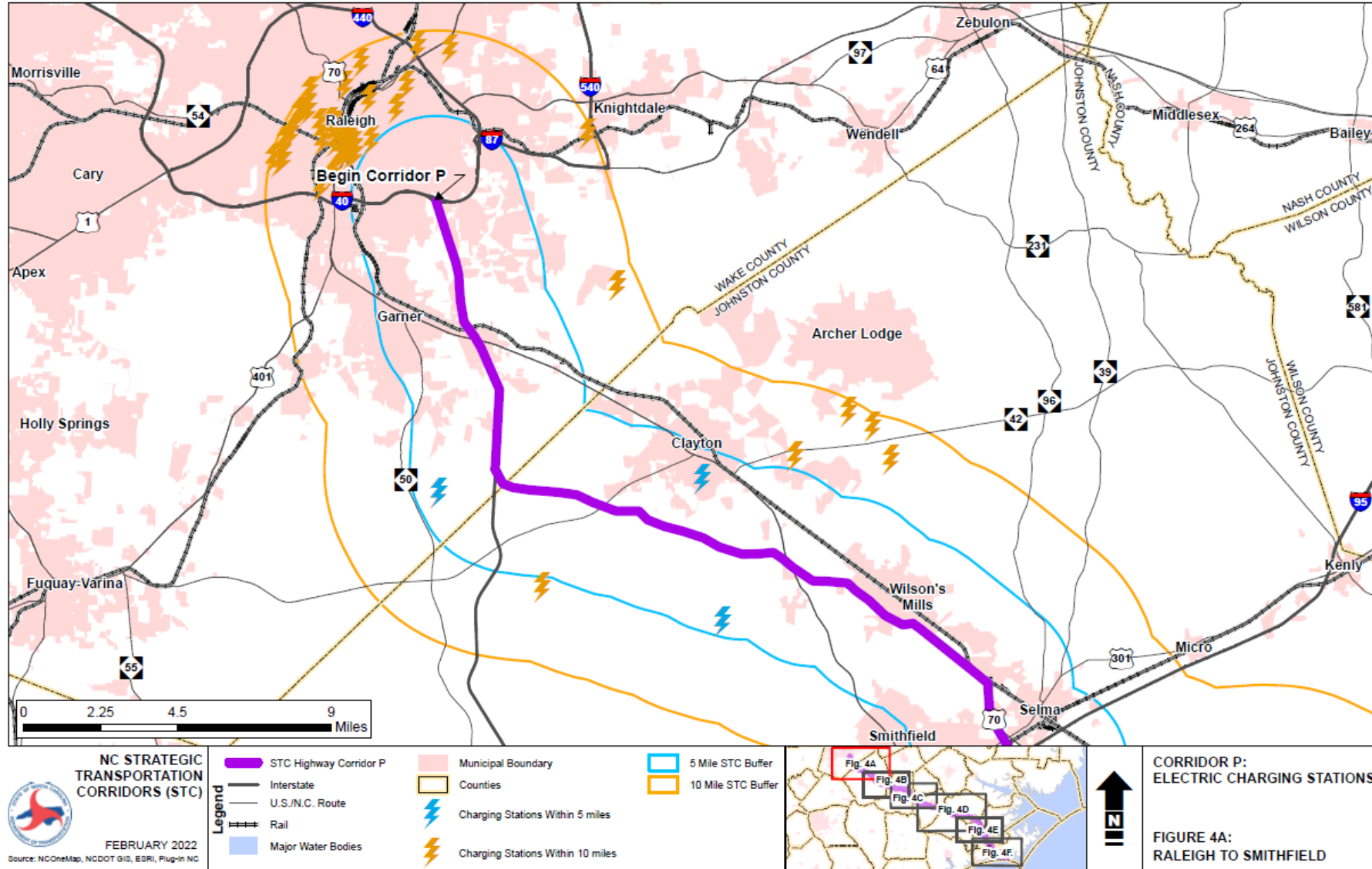
Resiliency Data



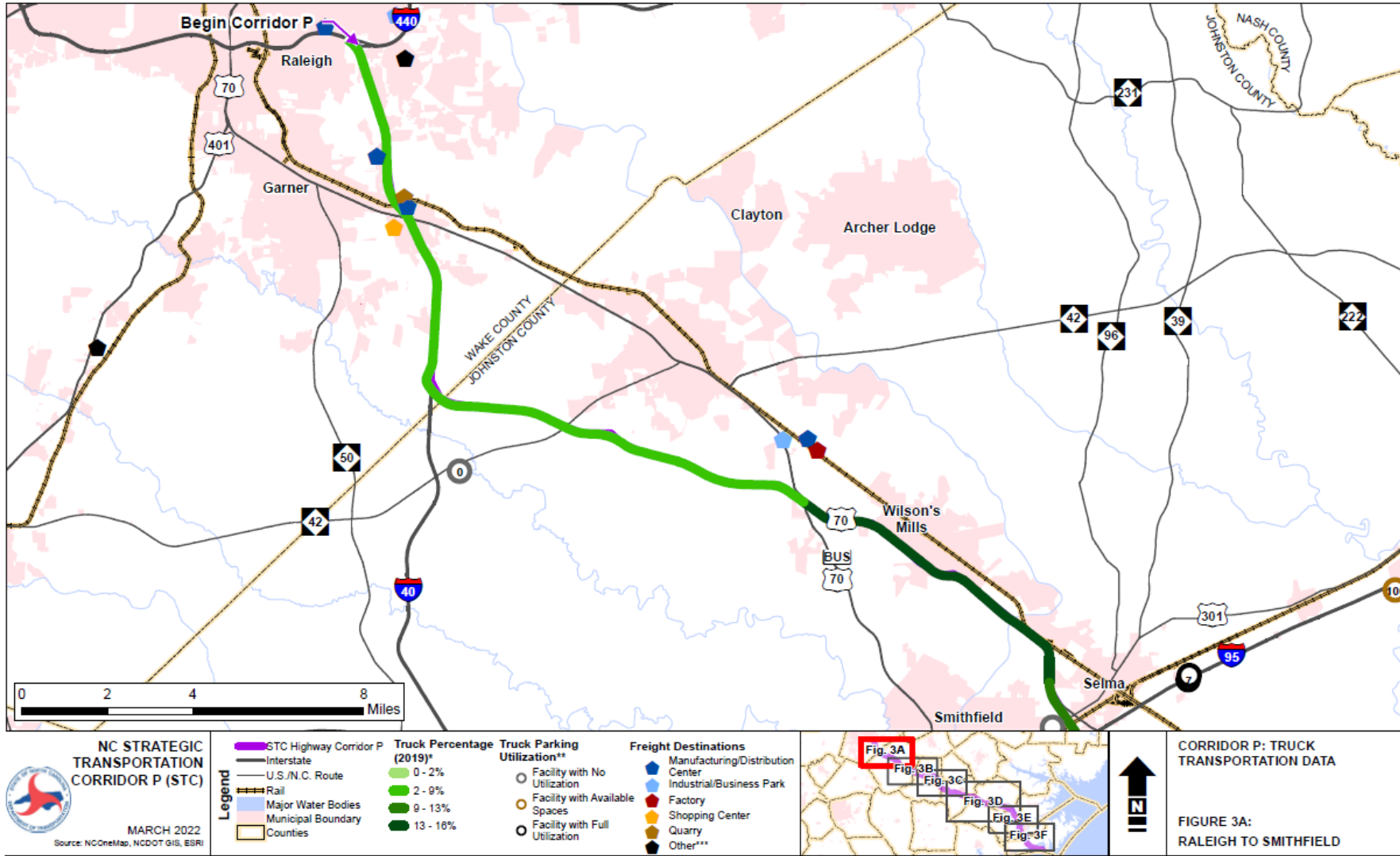
*Flood Incidents represent historic flood events catalogued in the NCDOT Drive N.C. database from 2011-2019.

**Road Inundation Incidents are displayed at the 100-year recurrence interval. Segments are defined based on clusters of 100-year recurrence interval incidents. Road Inundation Incidents displayed on this map are those only within 10 miles of the Corridor.

Electric Charging Stations



Truck Parking

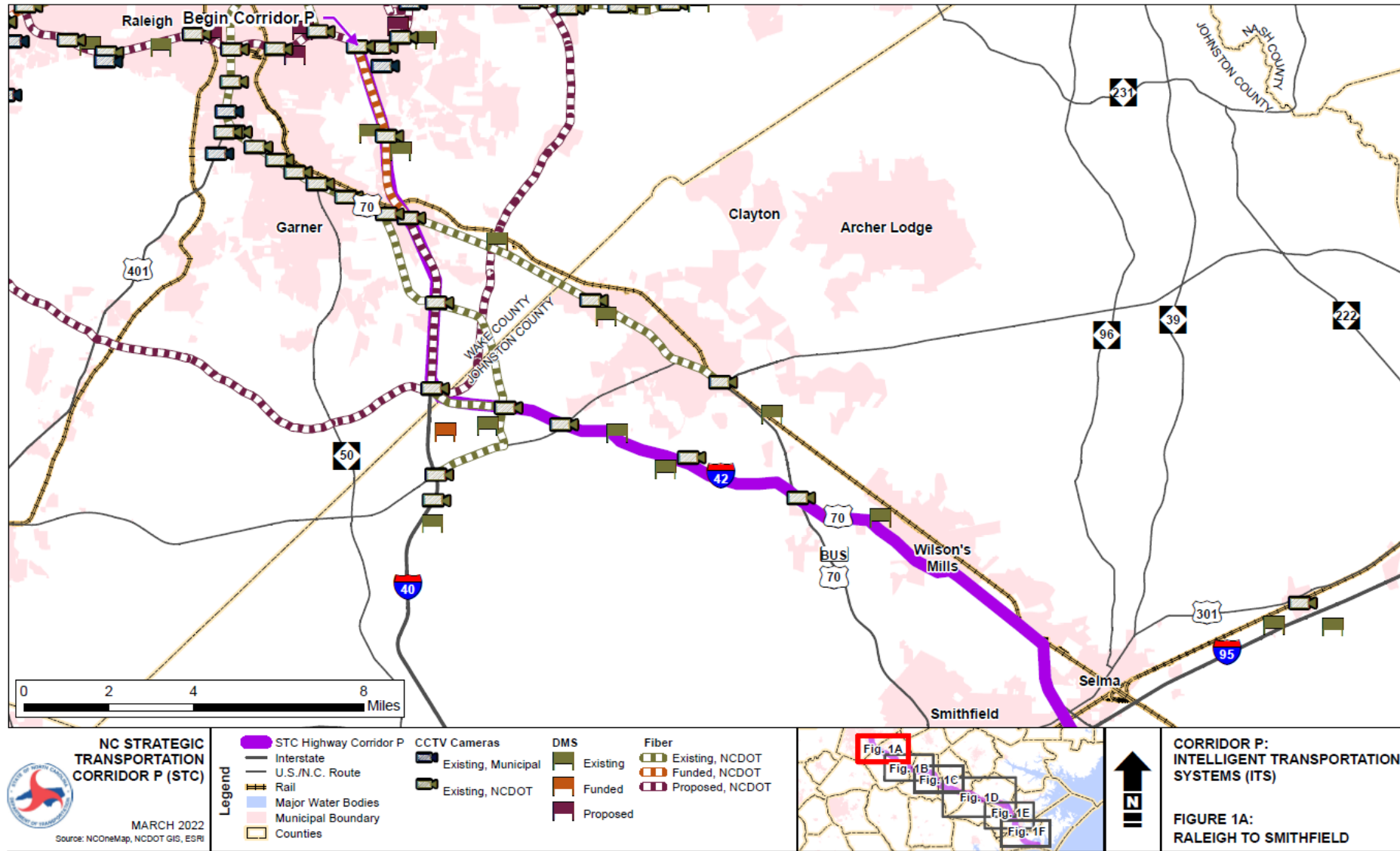


*Truck percentage data is shown on parallel corridors in locations where it is not available for the STC corridor because it is not open to traffic yet

**The number shown within the circle refers to the total number of truck parking spaces at that parking facility

***Other category for Activity Centers includes colleges/universities, military camps, hospitals/medical centers, event centers, and airports

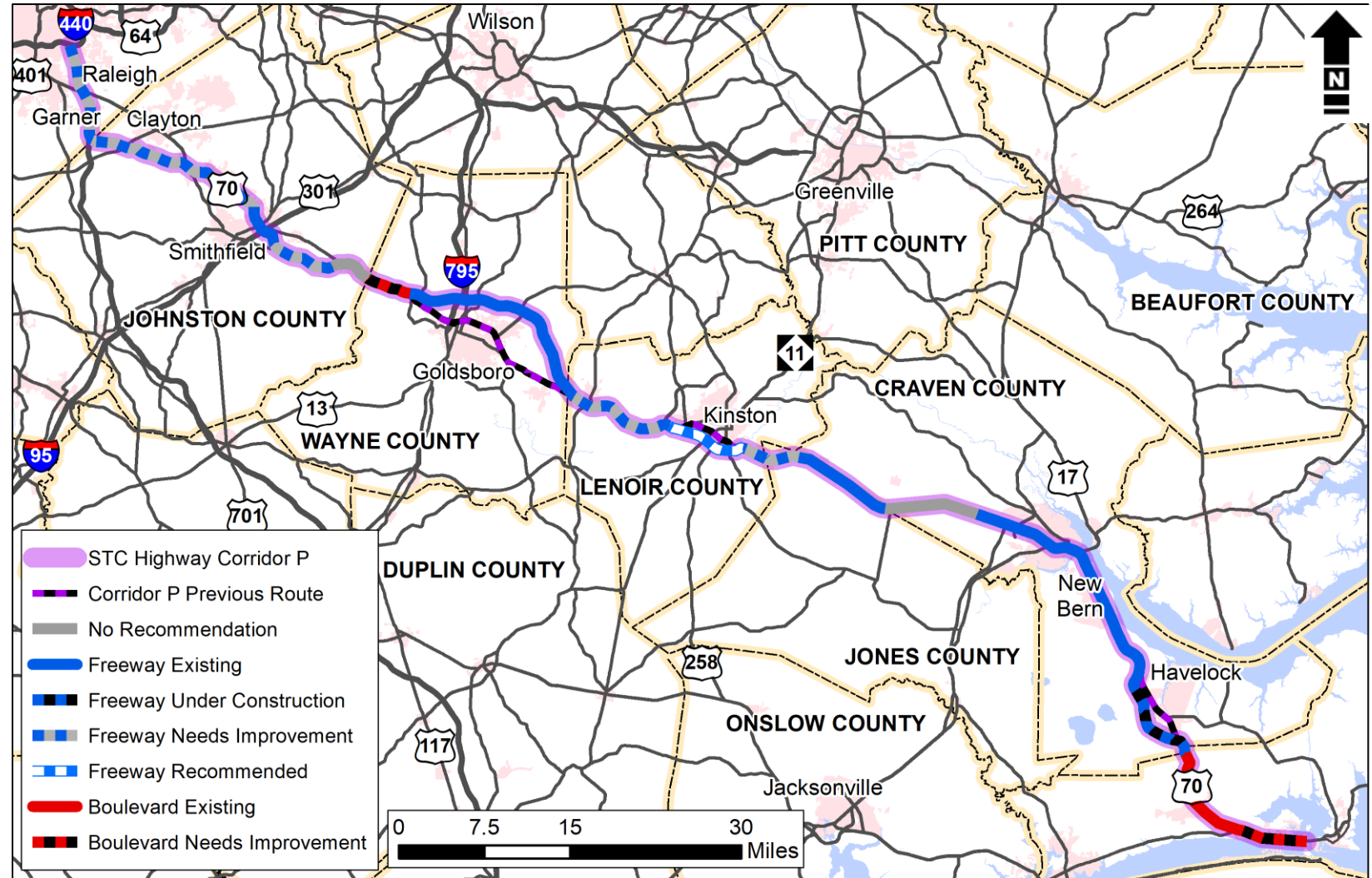
ITS / Connected & Autonomous Vehicles

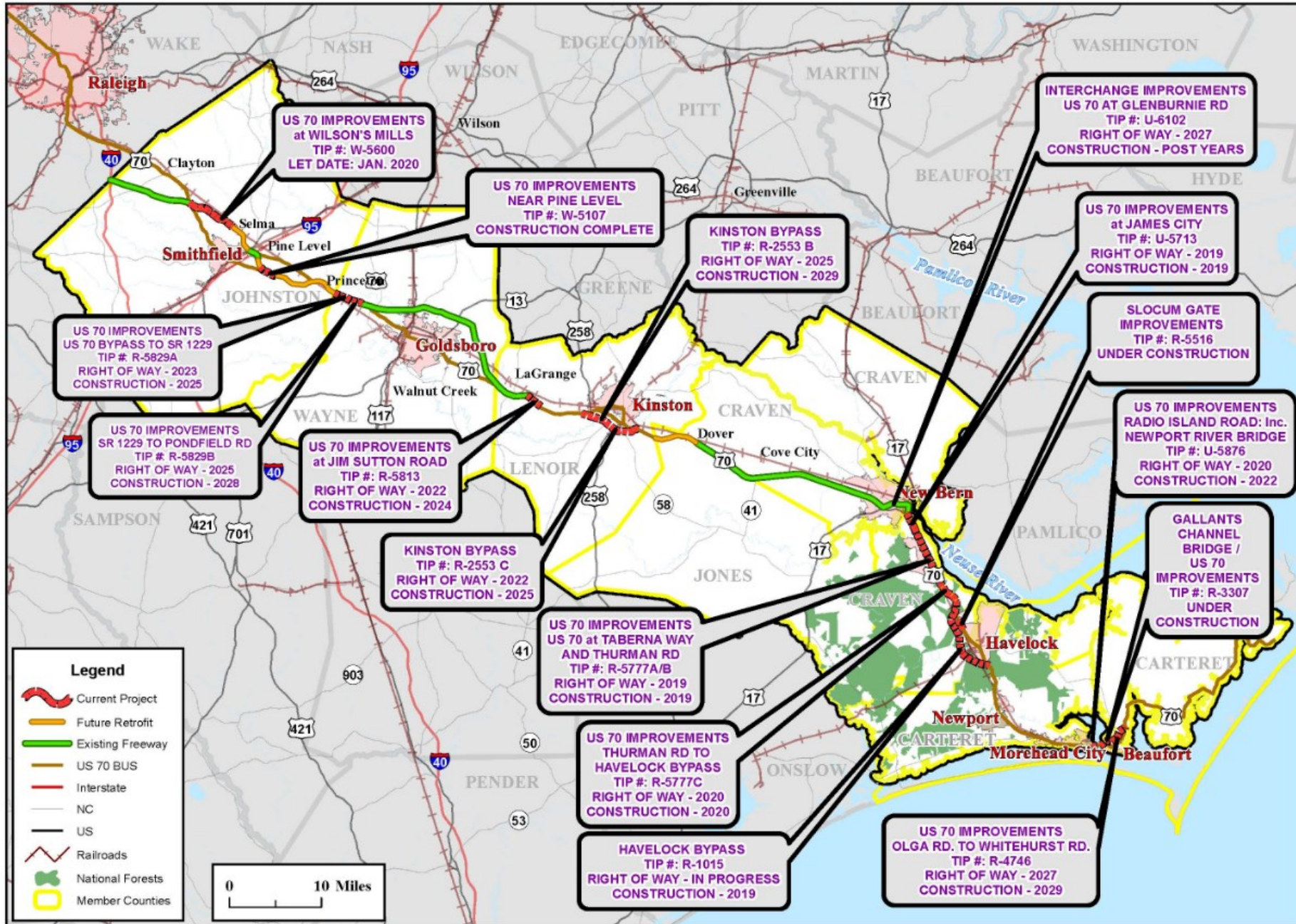


*CCTV: Closed-Circuit Television (Cameras), DMS: Dynamic Message Signs

Transportation Plan Recommendations

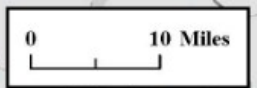
- Most of corridor recommended to be freeway
- In Carteret County, recommended to be boulevard





Legend

- Current Project
- Future Retrofit
- Existing Freeway
- US 70 BUS
- Interstate
- NC
- US
- Railroads
- National Forests
- Member Counties



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND PROJECT MANAGEMENT UNIT

US 70 CORRIDOR NC DOT PROJECT LOCATIONS
WAKE, JOHNSTON, WAYNE, LENOIR, JONES, CRAVEN, CARTERET COUNTIES



Date: April 2019

Figure 1

7.1 NCDOT Strategic Transportation Corridors - Corridor P Resolution of Support

Requested Action:
Adopt the Resolution of Support.

7.2 Projects U-5747 & U-5750 and Traffic Management Plan



NORTH CAROLINA
Department of Transportation

NCDOT Division 5, Project Development

Projects U-5747A, U-5747B, and U-5750 Status Update

Date: 11/20/2024

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

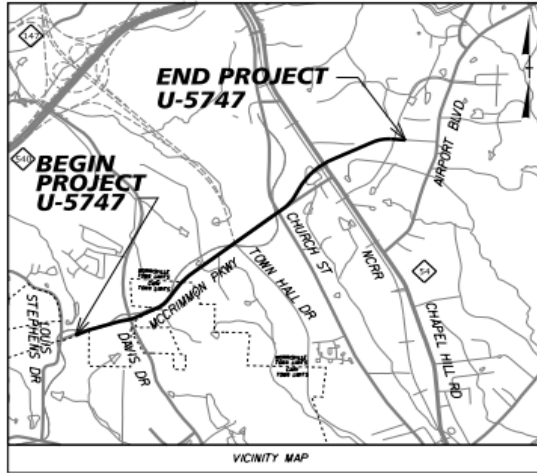
CONTRACT: U-5747A/B

See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Plan Sheet Symbols

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

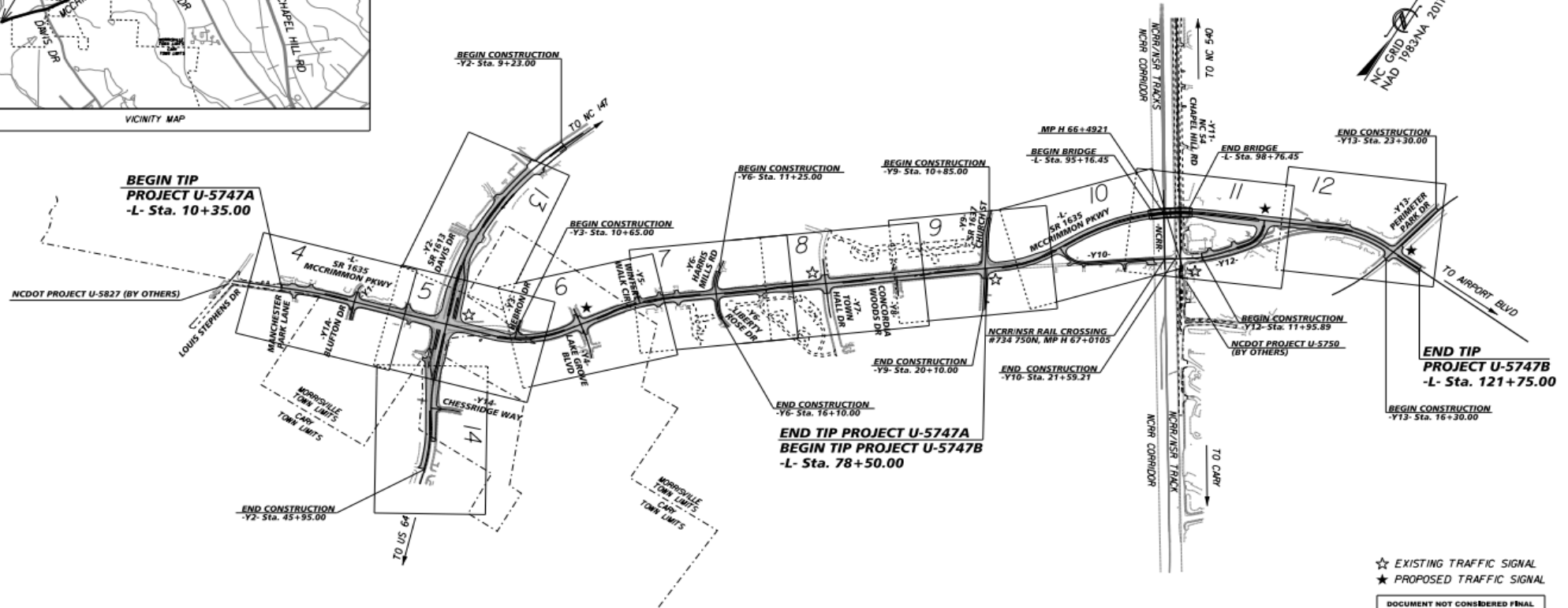
WAKE COUNTY

STATE	STATE PROJECT NO.	PROJECT NO.	TOTAL SHEETS
N.C.	U-5747A/B	1	
STATE PROJ. NO.	F.A. NUMBER	DESCRIPTION	
50167.1.1		P.E. (U-5747A/B)	
50167.2.2		R/W (U-5747A)	
50167.2.3		R/W (U-5747B)	
50167.2.4		UTL (U-5747A)	
50167.2.5		UTL (U-5747B)	
50167.3.2		CONST(U-5747A)	
50167.3.3		CONST(U-5747B)	



**LOCATION: SR 1635 (MCCRIMMON PARKWAY) FROM WEST OF SR 1613
(DAVIS DRIVE) TO PERIMETER PARK DRIVE**

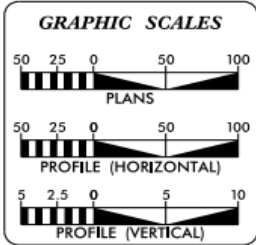
TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES



☆ EXISTING TRAFFIC SIGNAL
★ PROPOSED TRAFFIC SIGNAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT: U-5747A/B



U-5747A/B DESIGN DATA

AADT 2021 =	18025
AADT 2041 =	26525
K =	9%
D =	65%
T =	1%
V =	50 MPH

FUNCTIONAL CLASSIFICATION:
LOCAL URBAN COLLECTOR
SUB-REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-5747 =	2.042 MILES
LENGTH STRUCTURE TIP PROJECT U-5747 =	0.068 MILES
TOTAL LENGTH TIP PROJECT U-5747 =	2.110 MILES

PLANS PREPARED FOR THE NCDOT BY:

2008 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: **AUGUST 20, 2019**

LETTING DATE: **JANUARY 21, 2025**

Kimley Horn

VANCE BLANTON, PE
PROJECT ENGINEER

EVAN PARROIT, PE
PROJECT DESIGN ENGINEER

BETH QUINN, PE
PROJECT MANAGER
NCDOT HIGHWAY DIVISION 5

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



U-5747: McCrimmon Parkway Improvements

Project Description

- Split into two projects:
 - U-5747A: west of intersection of McCrimmon Parkway and Church St.
 - U-5747B: east of intersection of McCrimmon Parkway and Church St.
- **U-5747A:** Widening McCrimmon Parkway to a 4-lane typical section divided by a 23' median.
- Constructing a Continuous Flow Intersection (CFI) at Davis Drive intersection. Construction will occur during a weekend, turning movements will be limited and traffic at the intersection will be controlled by police or flaggers.

U-5747B: Constructing a new location grade-separated crossing of McCrimmon Parkway over NCRR Railroad and NC 54 (Chapel Hill Rd). All tie-ins to existing McCrimmon Parkway will occur during road closures

U-5747: McCrimmon Parkway Schedule / Cost

Project Schedule

- R/W Certification Winter 2024
- Utility Relocation Starts Winter 2024
- Construction Letting Feb 17, 2026

Will be let combined with U-5750.

Cost Estimate

- **U-5747A:**
 - Right of Way: 6,256,000
 - Utility Relocation: 550,000
 - Construction: 28,100,000
 - **U-5747A Total: 34,906,000**
- **U-5747B:**
 - Right of Way: 10,070,000
 - Utility Relocation: 620,000
 - Construction: 31,700,000
 - **U-5747B Total: 42,390,000**
- **U-5747 Total: 77,296,000**

Traffic Control Concept (Early Stage of Development)

U-5747

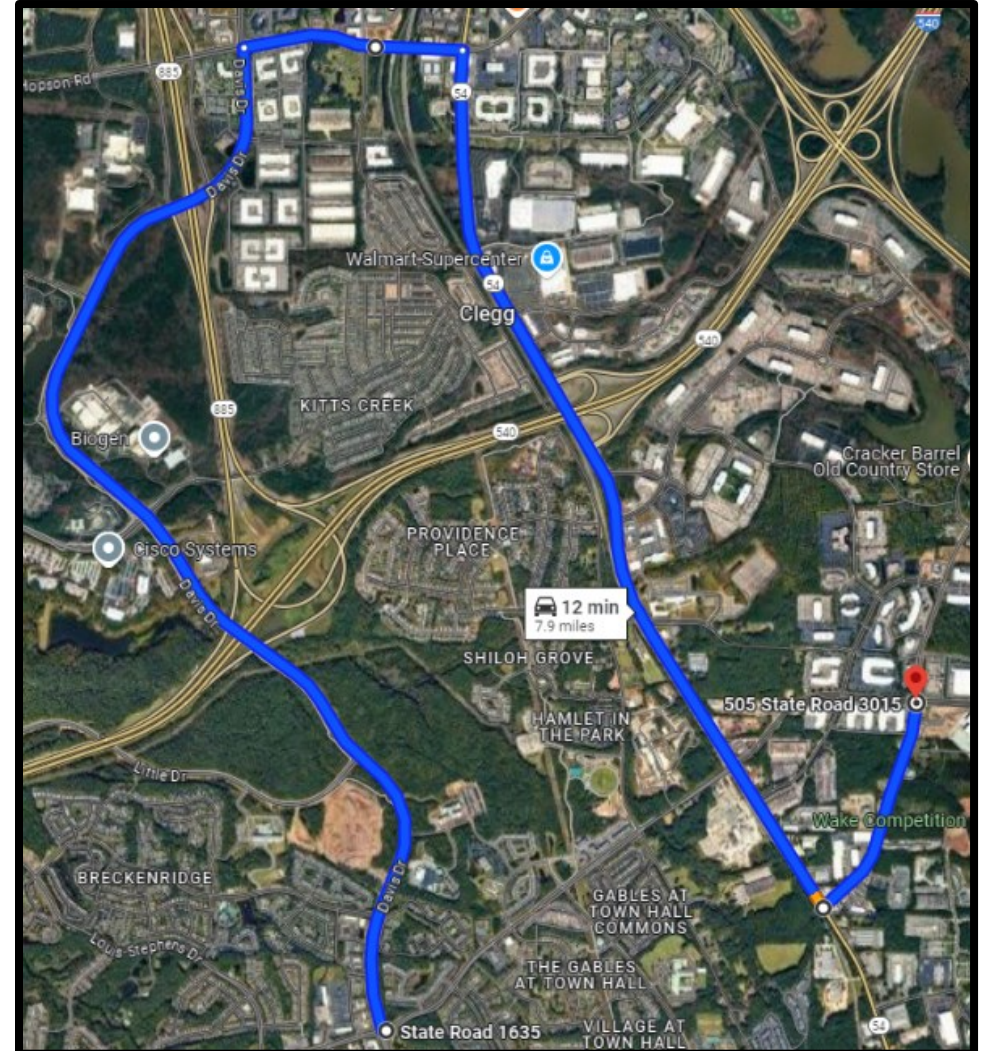
- U-5747 Shall be constructed with traffic shifts, temporary lane closures and temporary road/intersection closures with offsite detour routes.
- Pedestrian detours and construction sequencing will be set up in areas where connectivity presently exists.
- Coordinate with NCR and Norfolk Southern for any construction item requiring a rail crossing closure.

McCrimmon Parkway Closure

- McCrimmon Parkway will be closed between Church St and perimeter Park Dr for approximately 65 days while tie-in occurs.

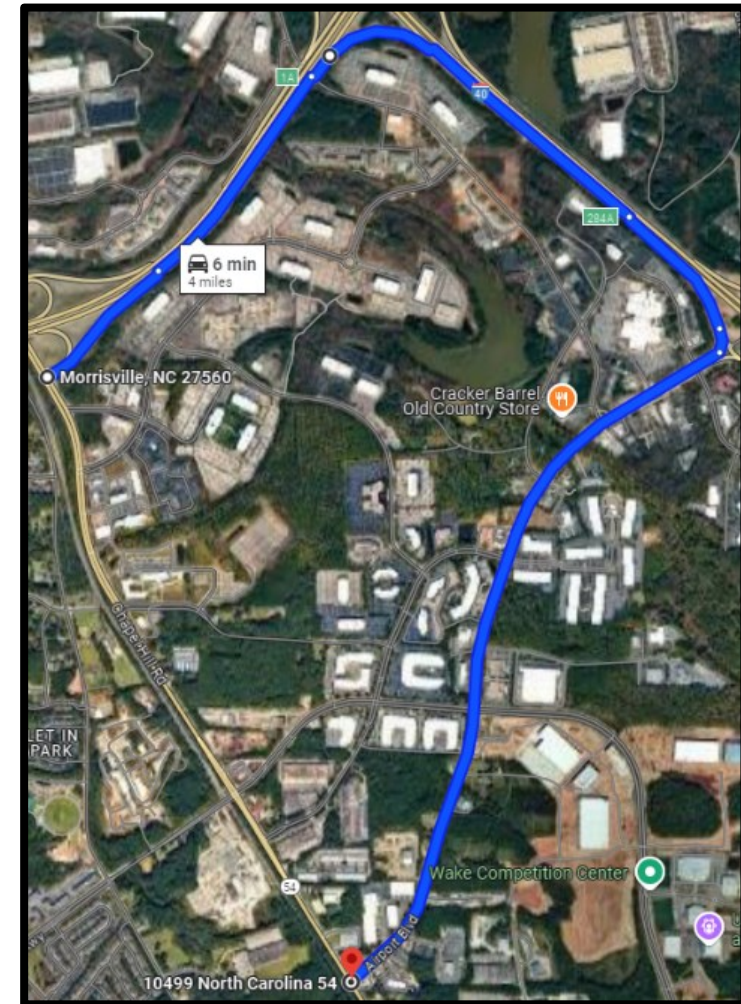
Detour:

Airport Boulevard -> NC 54 -
>Davis Drive -> McCrimmon
Parkway.



Girder Installation

- Girder installation for McCrimmon Parkway Bridge over NC 54 will take place during night hours between 10pm and 6am using temporary closures and detours of NC 54.



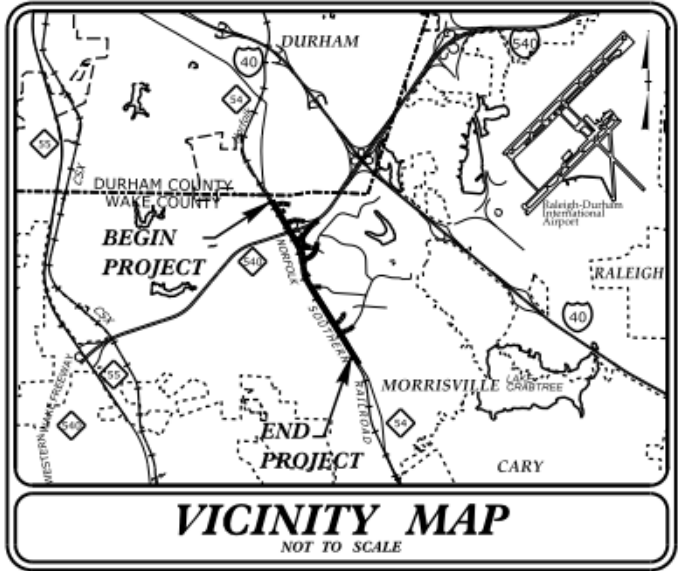
TIP PROJECT: U-5750

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

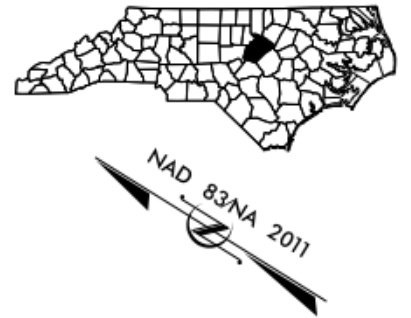
WAKE COUNTY

**LOCATION: NC 54 WIDENING FROM WEST OF SHILOH GLENN DRIVE
TO EAST OF PERIMETER PARK DRIVE**

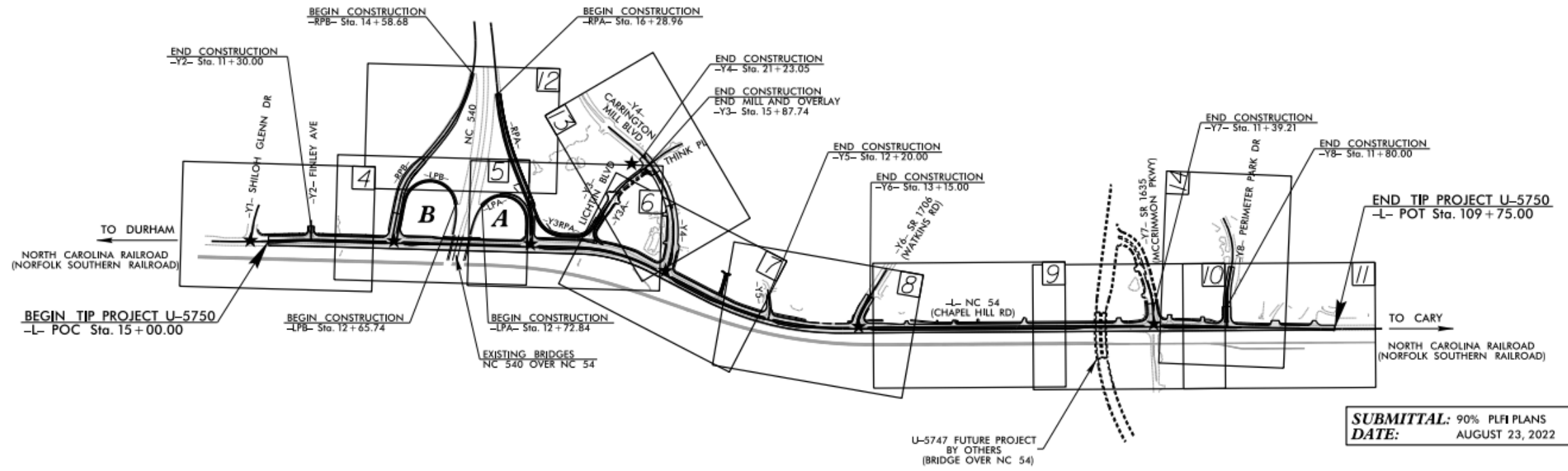
**TYPE OF WORK: GRADING, DRAINAGE, RETAINING WALL,
PAVING, AND SIGNALS**



STATE	STATE PROJECT REFERENCE NO.	PRIEST NO.	TOTAL SHEETS
N.C.	U-5750	1	
STATE PROJ. NO.	P.A. PROJ. NO.	DESCRIPTION	
50170.1.1	N/A	PE	
50170.2.1	N/A	ROW/UTILITIES	
50170.3.1	N/A	CONSTRUCTION	



See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols



SUBMITTAL: 90% PLF1 PLANS
DATE: AUGUST 23, 2022

NC 54 IS A CONTROLLED ACCESS FACILITY WITHIN THE LIMITS OF THE INTERCHANGE WITH NC 540.

★ PROPOSED SIGNAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

U-5750: NC 54 Improvements

Project Description

- Project Length: 1.862 miles
- Transform NC 54 into a multi-lane median divided principal arterial with no control of access.
- Widening NC 54 separated into two areas:
 - Area 1: South of I-540 (Shiloh Glenn Dr) to Watkins Rd
 - Area 2: Watkins Rd to north of McCrimmon Pkwy
- Priority will be given to Area 2 due to McCrimmon Pkwy Bridge being unable to open before NC 54 has two lanes in each direction, coordinate with U-5747.

U-5750: NC 54 Schedule / Cost

Project Schedule

- R/W Certification May 02, 2024
- Utility Relocation Starts Winter 2024
- Construction Letting Feb 17, 2026

Will be let combined with U-5747.

Cost Estimate

- **U-5750:**
 - Right of Way: \$6,967,000
 - Utility Relocation:
\$1,700,000
 - Construction:
\$29,400,000
 - **Total: \$38,067,000**

Traffic Control Concept (Early Stage of Development)

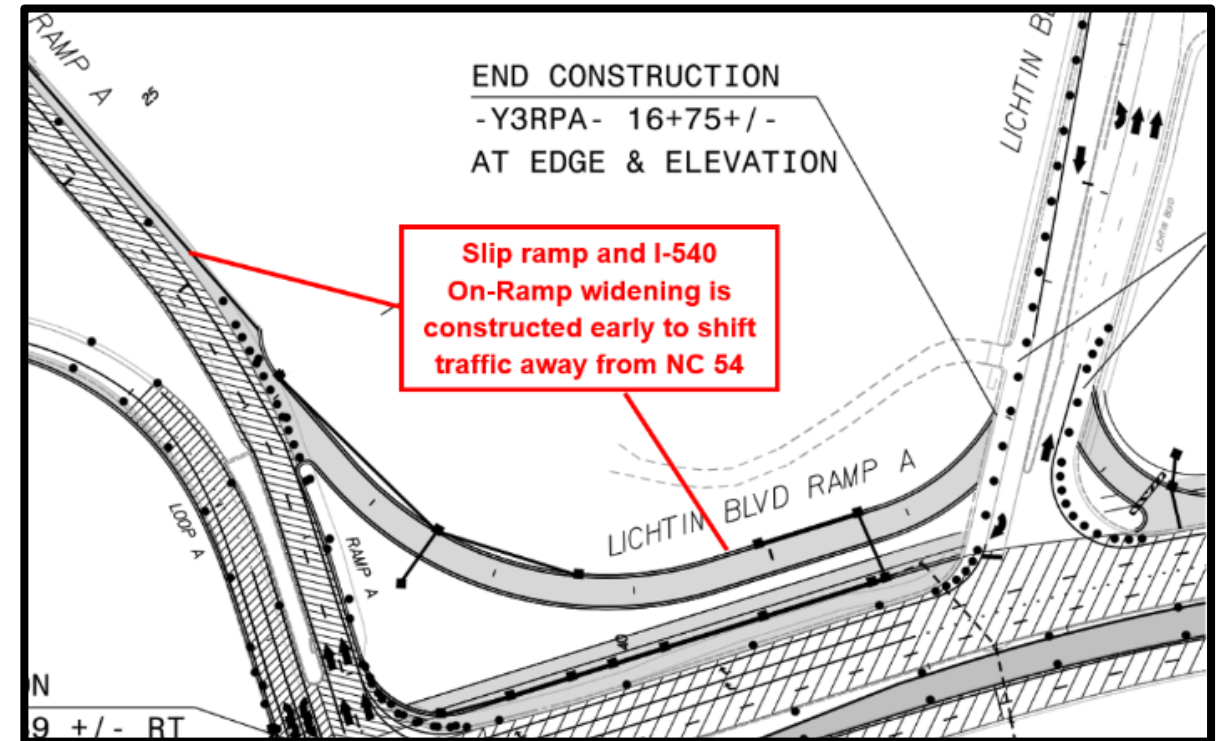
U-5750

- U-5750 Shall be constructed with traffic shifts, signal modifications, and flaggers. Lanes will be maintained during peak hours.
- 540 West (toll) on ramp will be constructed at night with temporary detour to I-40 interchange.



Traffic Control Concept

- Area 1 Slip ramp construction and on-ramp widening done early to divert traffic from NC 54.



Town of Morrisville Betterments

U-5747

- Streetlight conduit instillation
- Bridge rail lighting for walkway.
- Bridge aesthetics on retaining walls.
- Church Street Park road improvements.
- Bike lanes between U-5747 and U-5828.
- Pedestrian safety enhancements at Davis Drive and Parkside Valley Drive.

U-5750

- Streetlight conduit instillation.
- Perimeter Park Improvements.
- Carrington Mill Boulevard and Lichtin Boulevard signal (Metal poles with mast arms and pedestrian accommodations).
- Irrigation to landscape medians.

Questions?

Email: jwbraxton@ncdot.gov

Phone: 919-707-6219

7.2 Projects U-5747 & U-5750 and Traffic Management Plan

Requested Action:
Receive as Information.

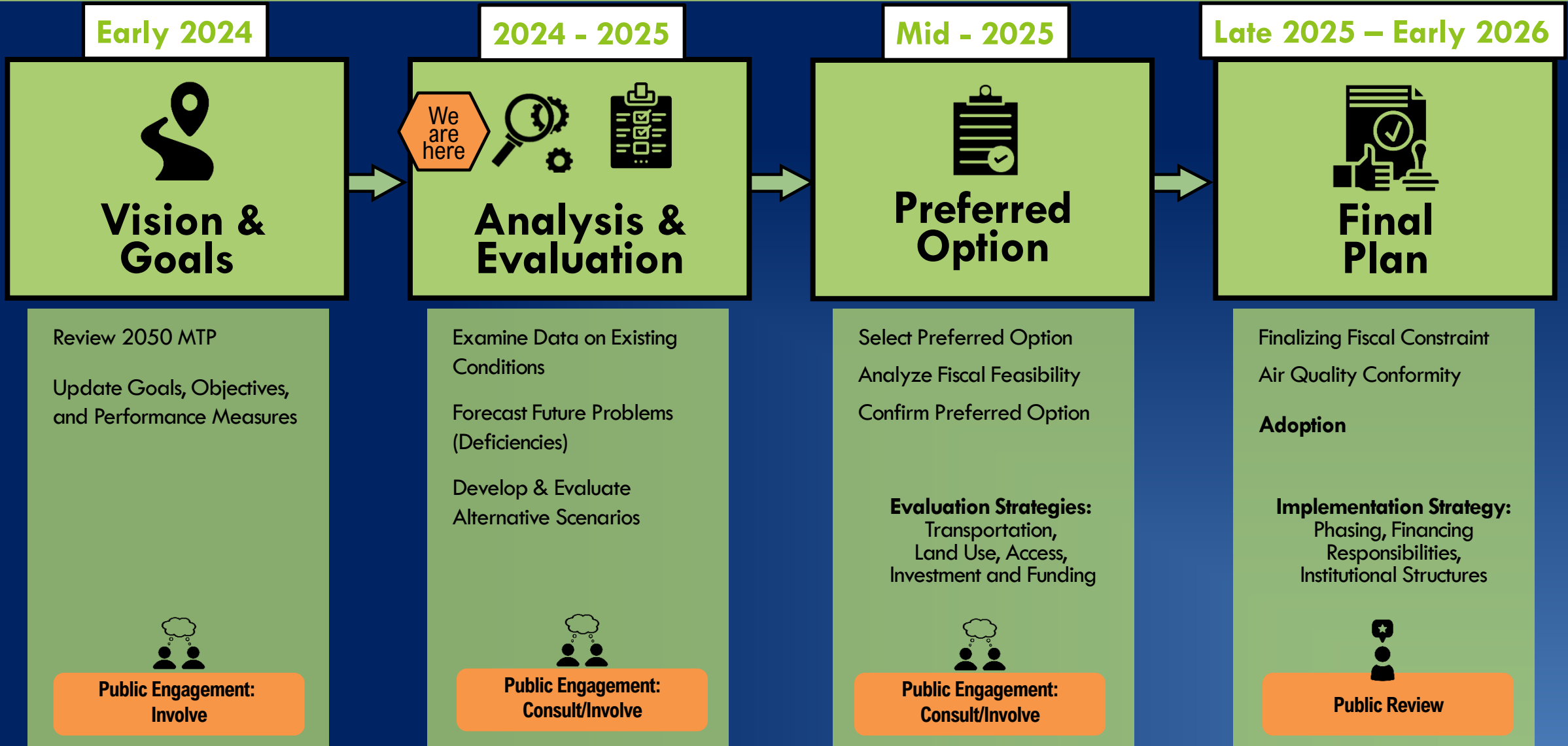
7.3 DRAFT 2055 MTP Update

7.3 DRAFT 2055 MTP Update

- The 2055 Metropolitan Transportation Plan (MTP) will be a joint plan by the Capital Area MPO and the DCHC MPO as has been the case for the last four plan updates.
- CPRC has been responsible for coordinating the many activities and tasks of the two MPOs, particularly with development of socioeconomic data (SE Data)
- Support documents are included as attachments.

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.

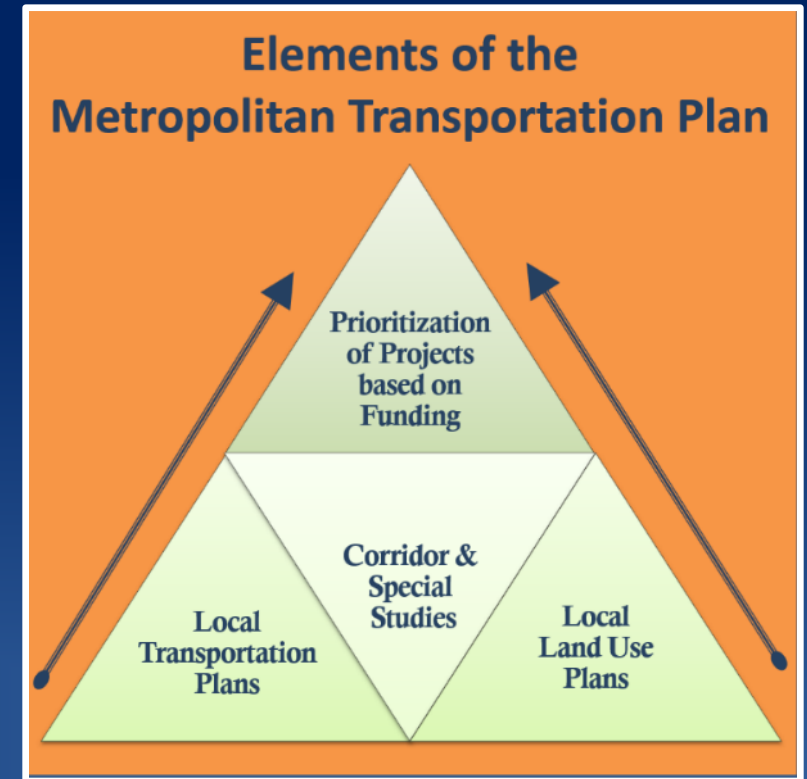


Planning Activities that feed into the MTP

- 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 reaffirmed by the Executive Board in August 2020 and February 2022.

PROTECT THE HUMAN & NATURAL ENVIRONMENT AND MINIMIZE CLIMATE CHANGE

CONNECT PEOPLE & PLACES

PROMOTE & EXPAND ACCESS TO MULTIMODAL & AFFORDABLE TRANSPORTATION CHOICES

MANAGE CONGESTION & SYSTEM RELIABILITY

IMPROVE INFRASTRUCTURE CONDITION & RESILIENCE

ENSURE EQUITY AND PARTICIPATION

PROMOTE SAFETY, HEALTH AND WELL-BEING

STIMULATE INCLUSIVE ECONOMIC VITALITY AND OPPORTUNITY

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

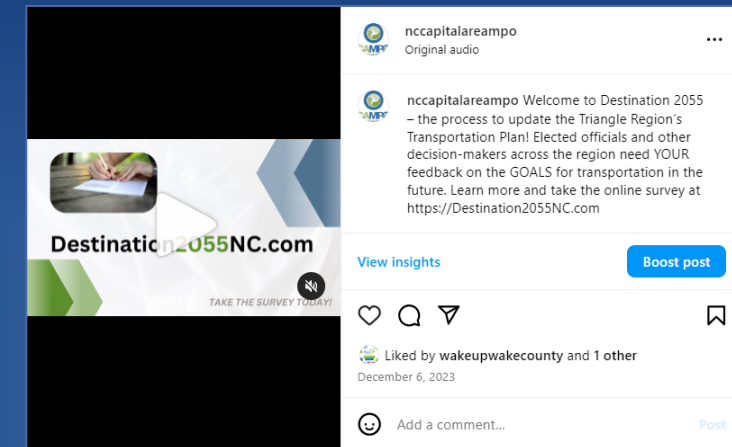
To ensure these goals are still important to the region, CAMPO and DCHC MPO reached back out to our communities:

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

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

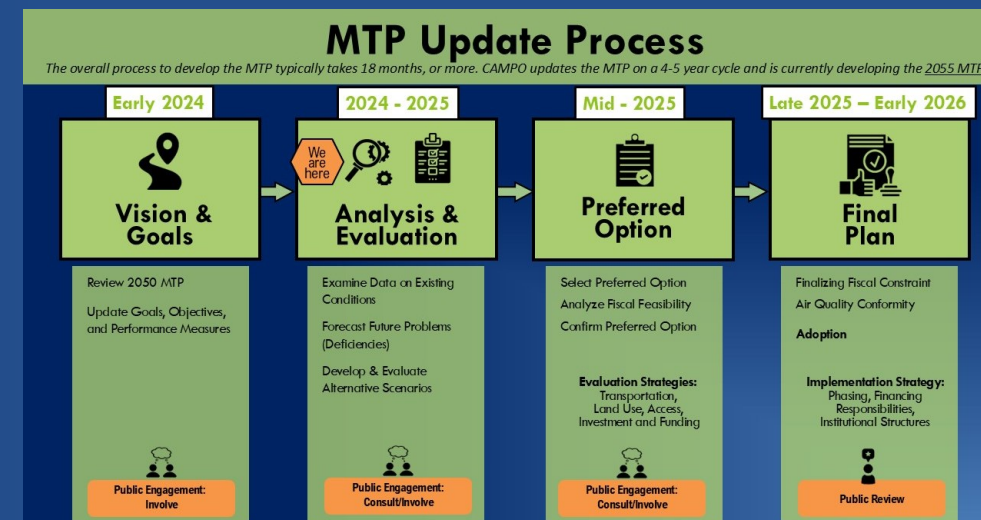
3) Equity and Participation

- 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)

Next Steps for 2055 MTP Development

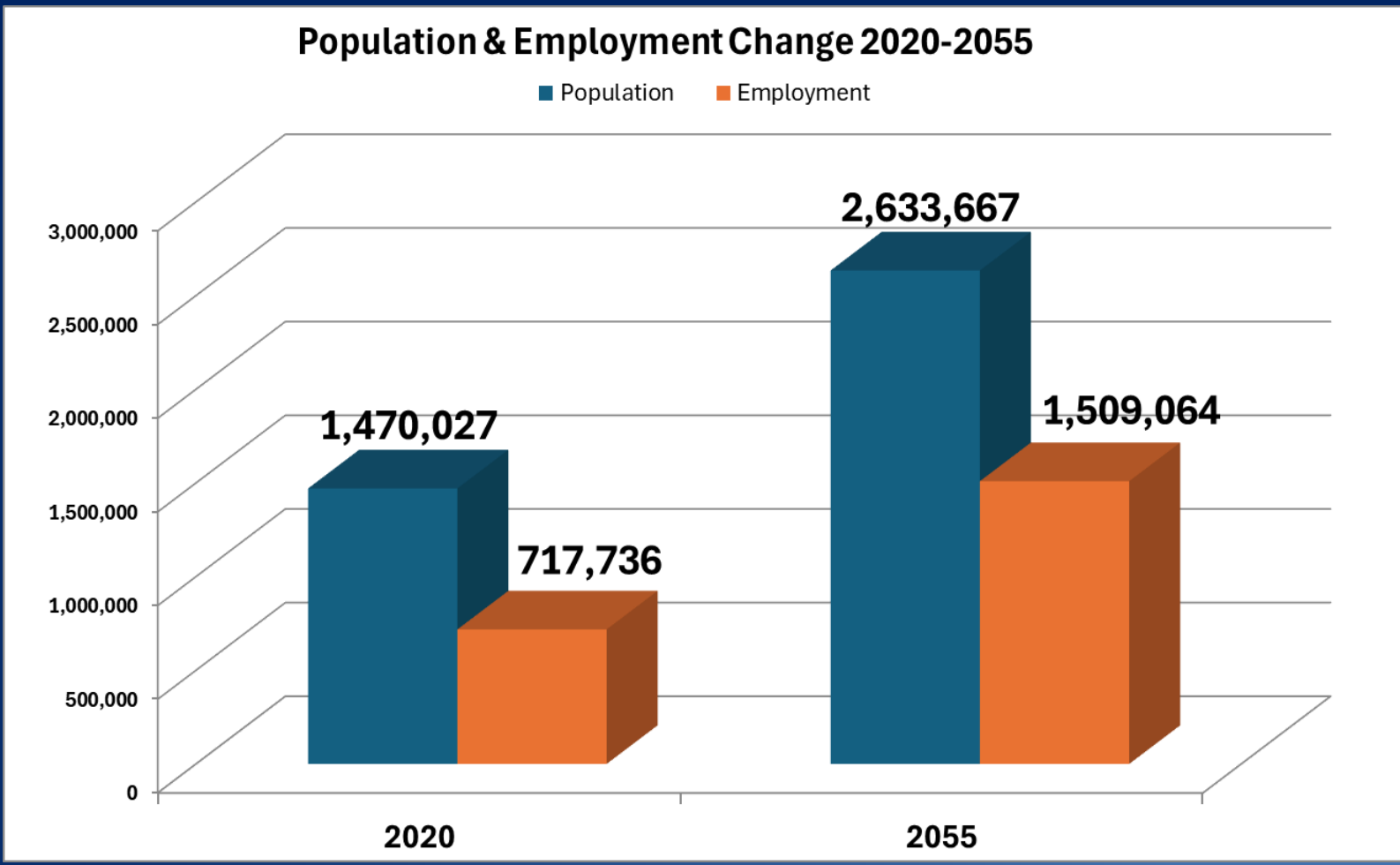
- Community Engagement:
 - Raise Awareness in Community:
 - Info sharing with CBOs (Community Based Organizations) – 2024
- Continued development of socioeconomic data to support Deficiency & Needs analysis and Alternatives Analysis
- Final adoption of goals, socioeconomic data, performance measures when the 2055 MTP is adopted.



DRAFT 2055 MTP Socio-Economic Guide Totals

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

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



7.3 DRAFT 2055 MTP Update

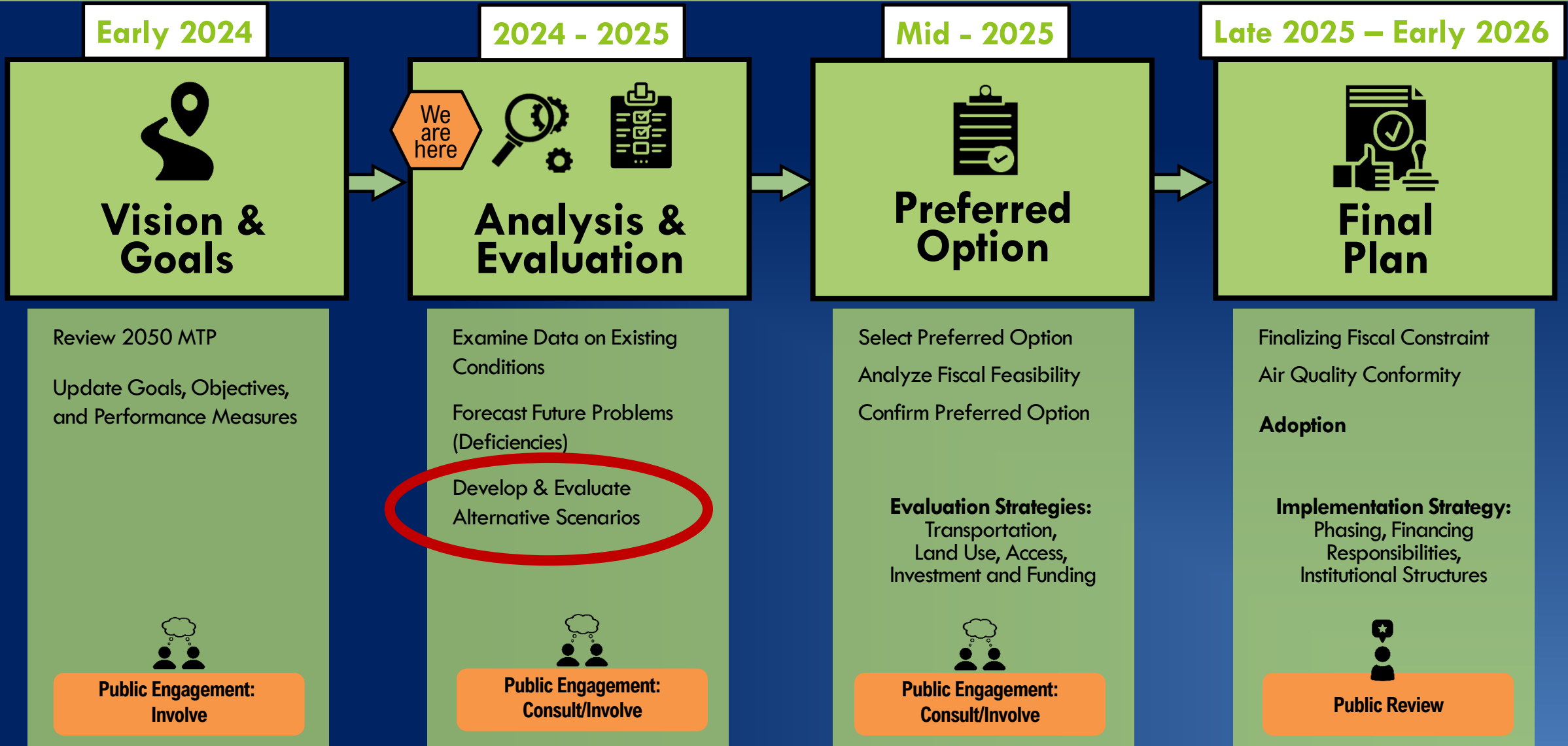
Requested Action:

Consider approval of the draft goals, objectives, performance measures, and guide totals for use in MTP development.

7.4 DRAFT 2055 MTP Scenario Development

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.



Why did we do this additional step?

By performing our “what if” scenario analysis early in the process, before we begin the detailed analysis work of creating the MTP, we can:



Have enough time to explore options without impacting the plan development schedule



Answer questions early enough in the process that our findings can inform the plan assumptions later on

How did we build scenarios?



Land Use/Development Assumptions

- Changes to location of development
- Changes to amount of development
- Changes to type of development (categories of housing and employment)



Transportation Network Assumptions

- Changes to selected transportation projects & modes
- Changes to funding assumptions
- Changes to scope of transportation projects



Compare Performance Measures

- Use selected performance measures tied to plan goals to analyze and compare scenarios against each other, against a baseline, and against our expected outcomes



Tested Scenarios

Scenario Purpose

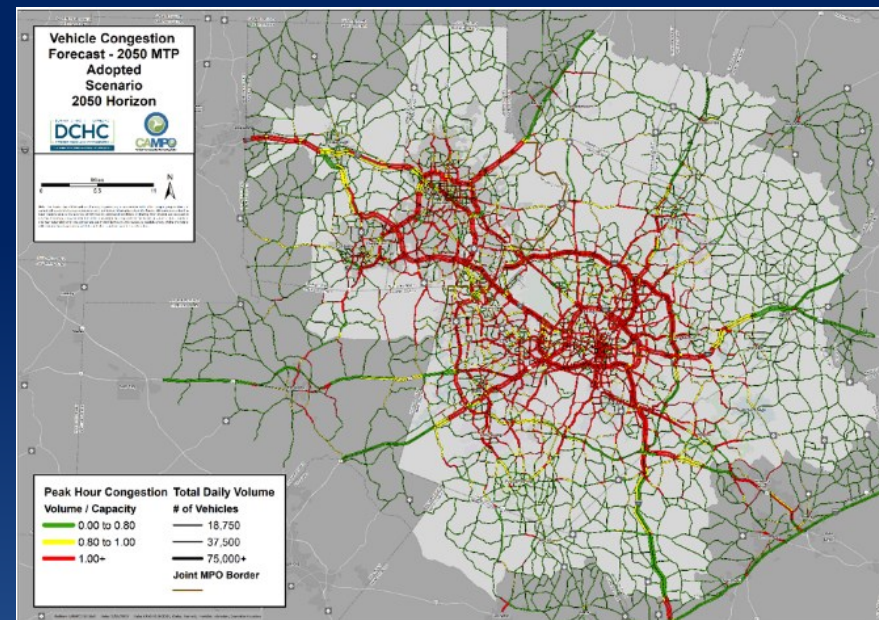
To establish a baseline against which other scenarios can be compared, based on the existing adopted 2050 Metropolitan Transportation Plan

Land Use & Transportation Assumptions

All future housing and employment growth assumptions and transportation investment assumptions based on 2050 plan

Potential Key Performance Measures

Not applicable for this scenario



The 2050 Metropolitan Transportation Plan, **Connect 2050**, was adopted in early 2022.

For each scenario, we will be able to **compare its performance** on key measures against the baseline/default case, in addition to comparison with the other scenarios.

Scenario Purpose

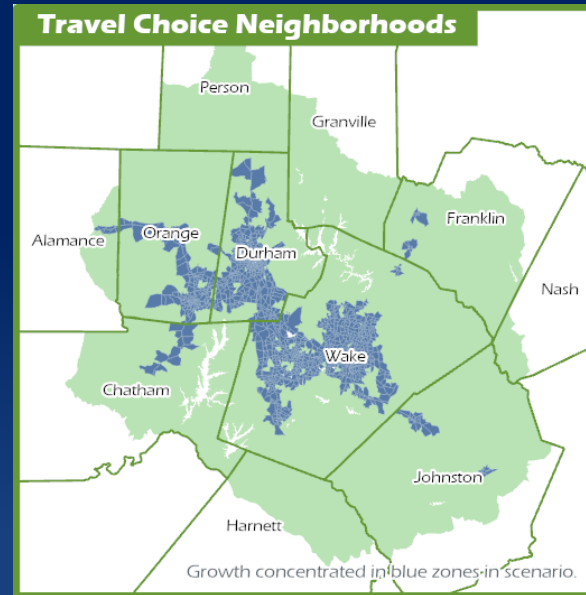
To examine a scenario for maximizing transit ridership

Land Use & Transportation Assumptions

- Assume all future housing and employment growth would be focused in areas near high quality, frequent transit services
- Assume doubled transit frequencies (more service) and investments in additional corridors

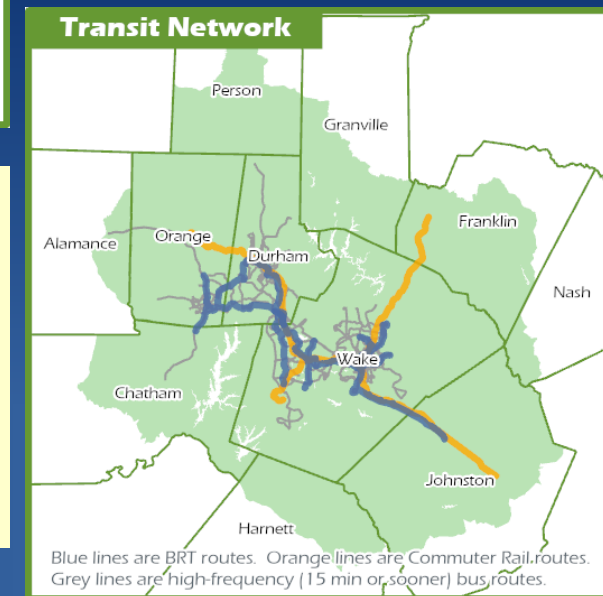
Is it *possible* to place all future growth in travel choice neighborhoods?

- Market forces make this unreasonable in reality
- Based on current land use plans, these areas could accommodate significant growth in some counties, but some counties would need as much as **8.5 times** more density around transit stops/lines to accommodate growth fully within these areas



This scenario identified the areas served by planned transit services, and focused all future growth in those areas as **transit-oriented development**.

This scenario also increased the **frequency** of transit services, making those services more attractive to riders and time-competitive with other modes.



Key Takeaways from the Transit-focused Scenario:

- There are real, positive benefits to the functioning of the transportation system by investing in additional transit services and focusing future development around transit services, across a wide array of performance measures, including:
 - Transit ridership and passenger service miles
 - Job Access within 30 minutes by transit & walking from low-income and high-zero-car areas
 - Number of households and jobs in proximity to high-quality transit services
 - Acres of land consumed by future development
- Would see increases in automobile delay measures, but relatively limited overall



**Generally
Positive Results**

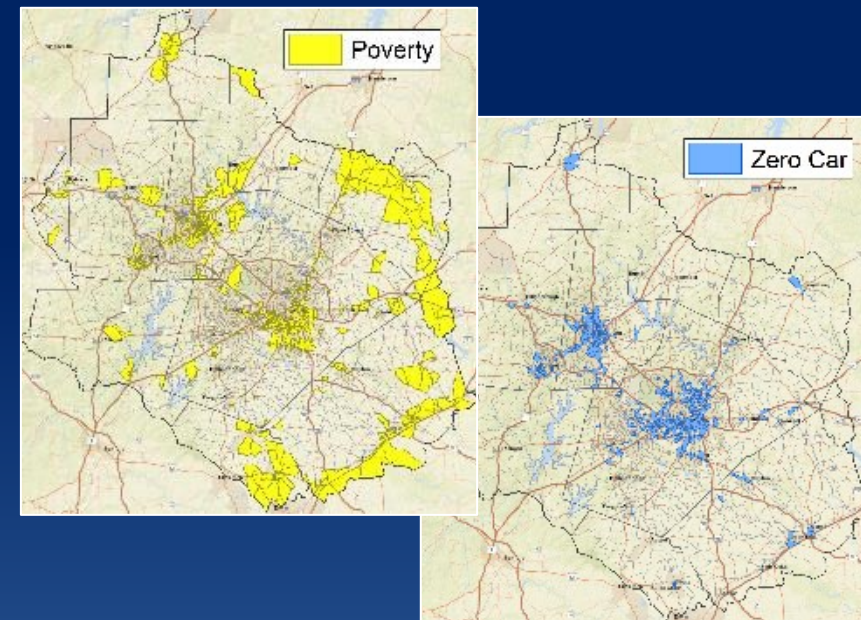
Scenario Purpose

To examine options for policy interventions that would result in more equitable transportation outcomes for communities of concern/underrepresented communities

Scenario Assumptions – Three Options

- A. “Moving Jobs to People” - relocating future job growth to occur in/near disadvantaged communities
- B. “Moving People to Jobs” - relocating future affordable housing growth to occur in/near areas of job growth
- C. “Transit + Equity” – using the transit-focused scenario as a base, but with an additional focus on affordable housing growth in the transit-served areas

*****It should be noted that many of the types of policy interventions being examined in this scenario would require action by jurisdictions other than the MPOs in order to implement if desired*****



Using the region’s travel model, we can identify areas with high **poverty** & high numbers of **zero-car** households.

A number of the **performance measures** we examine use these identified zones as an input.

Key Takeaways from the Equity-focused Scenario:

- Each option has a mixture of outcomes, but some better than others:
 - Option A: generally mixed results
 - Option B: generally positive results, but does perform worse than baseline on congestion and delay measures
 - Option C: generally positive results, but does perform poorly on delay measures specifically for disadvantage communities
- Affordable Housing in proximity to jobs (especially retail, service, and industrial jobs) near high-quality transit appear to have the best potential to improve transportation equity
 - *Requires additional external actions beyond what the transportation planning process can achieve on its own*



Generally Mixed Results
A: Move Jobs to People



Generally Positive Results
B: Move People to Jobs
C: Transit+Equity

Scenario Purpose

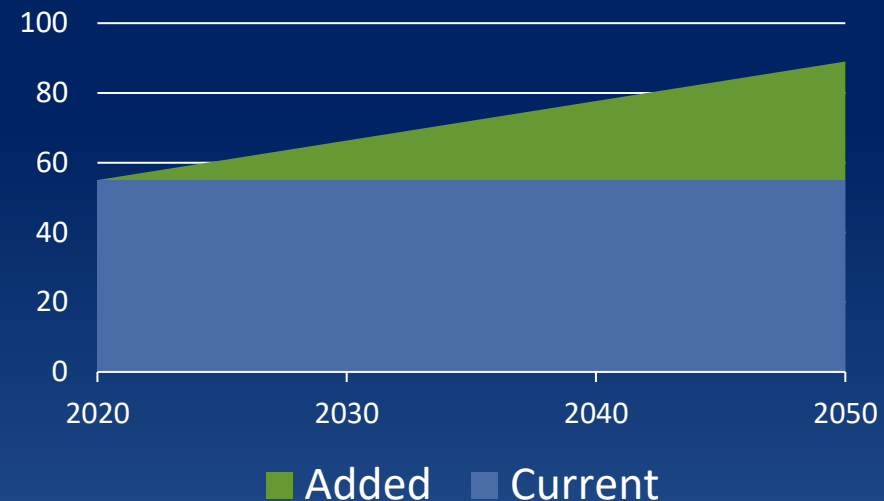
To examine a scenario for minimizing/reducing the *growth* of vehicle miles traveled (VMT), meaning a reduction in per-capita VMT

Scenario Assumptions

Examined four factors that were believed to have the best chances of reducing VMT growth:

- Concentration of development in areas served by high quality transit (“travel choice neighborhoods”)
- Increasing transit frequencies
- Instituting a VMT fee (5 cents per mile was used for testing purposes)
- Increasing the rate of working from home (for testing purposes, assumed 20% of home-based-work trips could be converted to teleworking)

VMT Growth 2020-2050



The 2050 MTP anticipates **62% growth in population** in the region between 2020 and 2050, and **61% growth in VMT**.

Per-capita VMT (to account for population growth) would actually remain around **27 miles** per person in both 2020 and 2050.

Key Takeaways from the VMT Reduction Scenario:

- This scenario has positive outcomes across all measures we considered as part of this exercise, including significant improvements compared to the baseline on:
 - Transit ridership and passenger service miles
 - Congested VMT
 - Hours of delay for low-income households
 - Jobs within 30 minutes by transit for low-income and zero-car households
 - Population and jobs near high-quality transit
 - Acres of land consumed by development
- Each of the four component factors contributes to the outcome, and even a lesser/more realistic combination of these factors could still have an effect on VMT growth



**Overwhelmingly
Positive Results**

Scenario Purpose

To examine a scenario with different assumptions surrounding the allocation of available funding

Scenario Assumptions

Transportation investment scenarios will change based on:

- Option A: same funding, but remove STI category restrictions
- Option B: same funding, but remove all STI restrictions (modes, caps)
- Option C: less funding for capacity expansion & more funding for maintenance and operations

Note: Because DCHC MPO had already made assumptions similar to Options A&B in the 2050 MTP, project list changes in Options A&B are only found in the CAMPO area.



The 2050 MTP identified around **\$76 billion** in anticipated funding between 2020 and 2050 (\$59 billion in CAMPO & \$17 billion in DCHC).

In the 2050 MTP, **36%** of funding went toward roadway capital projects, **34%** toward roadway maintenance/operations, **22%** toward transit, and **8%** toward active modes.

Key Takeaways from the Flexible Funding Scenario:

Each option had generally negative-to-neutral outcomes:

- Option A
 - Worse than baseline on transit ridership/service miles, congested VMT, auto congested travel time, and hours of delay
 - Better than baseline on transit congested travel time
- Option B
 - Worse than baseline on transit ridership/service miles, congested VMT, auto congested travel time, hours of delay, and jobs accessible by auto
 - Better than baseline on overall VMT and fuel consumption
- Option C
 - Worse than baseline on majority of measures
 - Only scenario with better maintenance/operations



**Generally Negative Results
In all 3 Options**

Scenario Purpose

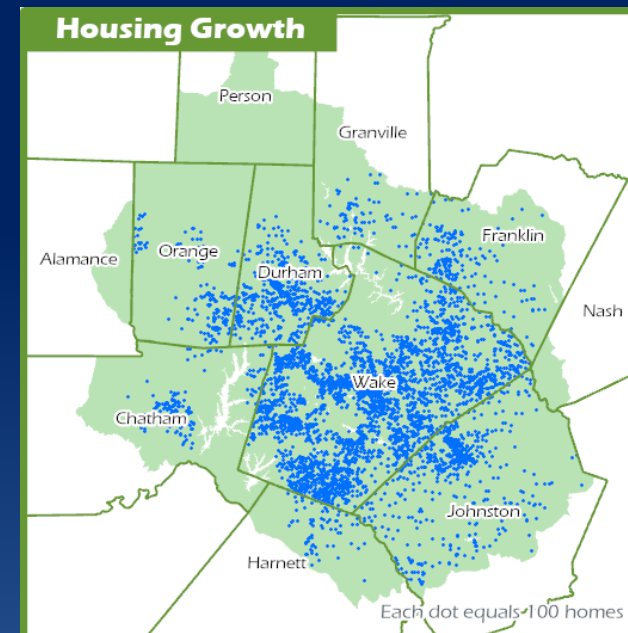
To examine a scenario that continues lower-density, highway-oriented development patterns (similar to past patterns)

Land Use & Transportation Assumptions

- Lower-density future growth built around the highway network
- Extreme expansion of freeway/expressway network capacity (doubling number of lanes)

Key Consideration

- The highway capacity expansion tested in this scenario is extreme, and unrealistic – it would not only be excessively costly to construct that type of highway expansion (exceeding the anticipated funding available) but would also have major right-of-way impacts on existing development
- Although unrealistic, the scenario is still useful as a way to examine what could happen if such an investment *were* possible



This region will add approximately **1 million** residents over the next 30 years. This scenario assumes a more dispersed development pattern than the 2050 MTP baseline.

Key Takeaways from the Highway-focused Scenario:

- The Highway-focused Scenario had a mixture of positive and negative outcomes in comparison to the baseline scenario.
- A number of roadway congestion-related measures saw significant improvement, including an 86% decrease in hours of delay, a 22% increase in job access by automobile for low-income households, and a 9% reduction in congested travel times
- Measures related to transit generally performed worse than the baseline, with lower transit ridership and reduced job and housing access by transit
- Environment and quality of life measures also performed worse in the Highway-focused Scenario, with higher VMT, greenhouse gas emissions, fuel consumption, and land consumption



**Generally
Mixed Results**

Measure Category	Transit-focused	Equity-focused	VMT Reduction	Flexible Funding	Highway-focused
Vehicle Miles Traveled (VMT)	😊	😐/😊	😊	😐/😊	😞
Congested VMT	😐	😞/😊	😊	😞	😊
Auto Congested Travel Time	😐	😐	😊	😞	😊
Transit Congested Travel Time	😊	😐/😊	😊	😞/😐/😊	😊
Hours of Delay	😞	😞/😐	😊	😞	😊
Transit Ridership	😊	😊	😊	😞	😞
Low-income Job Accessibility	😊	😞/😊	😊	😞/😐	😞/😊
Job/Housing Transit Access	😊	😐/😊	😊	😐	😞
Greenhouse Gas & Fuel Consumption	😊	😐/😊	😊	😐/😊	😐
Land Consumption	😊	😐/😊	😊	😐	😞

Summary of Elements to be included in Alt Analysis

Based on input from Joint Triangle MPO Board meeting, public engagement, and other feedback, staff identified several key elements from the pre-MTP/what-if scenarios to consider including in the formal MTP Alternatives Analysis.

KEY SCENARIO ELEMENTS	ORIGIN SCENARIO
KEEP Key and Halo Hubs, REINVEST Neighborhoods, Mobility HUBS & Mobility Choice Places from 2050 MTP, but UPDATE to reflect any changes made to these categories AND increase density/employment in those areas where possible	<ul style="list-style-type: none"> ▪ Modified/updated from 2050 MTP ▪ VMT Growth Reduction Scenario and ▪ Transit-focused Scenario
Increase transit frequency (where possible) and add additional high-frequency corridors	Transit-focused Scenario
Additional focus on affordable housing growth in transit-served areas	OPTION C from Equity Scenario
20 Percent Work From Home (WFH)	VMT Growth Reduction Scenario
Increase assumed maintenance/operations funding slice of pie	Flexible Funding Scenario
Flexible modal investment strategy for non-STI/local/additional revenue assumptions	<ul style="list-style-type: none"> ▪ Modified/Updated 2050 MTP ▪ Flexible Funding Scenario
VMT Fee (NOT SURE ABOUT THIS ONE vs agnostic new revenue assumption...)	<ul style="list-style-type: none"> ▪ Modified/Updated 2050 MTP ▪ VMT Reduction Scenario

7.4 DRAFT 2055 MTP Scenario Development

Requested Action:

Receive as information and comment on alternatives analysis framework.

7.5 Wake Transit Plan Update Presentation



CAMPO Executive Board Presentation

Agenda

- 1 Phase 1 Public Engagement Summary
- 2 WTP Investment Scenarios
- 3 Phase 2 Engagement Plan / Schedule
- 4 Next Steps



Wake Transit Plan Update

**State of the Wake
Transit Plan**

**Goals, Priorities &
Strategic Direction**

**Financial Capacity &
Scenario Development**

**2035 Wake Transit
Plan Update**

**Winter –
Spring 2024**

Engagement
May – June

Summer 2024

Evaluate Priorities
for Future
Investment

Fall 2024

Investment
Scenarios

Engagement
December – January

Winter 2025

Recommendations

Final Engagement

Finish Study

Phase I Public Engagement Summary



1



Phase 1 Engagement

- **Accomplishments & Successes**

- Used a wide variety of communication methods
- Events in every Wake County Community
- 8 were demographically targeted events
- Distribution of a “State of the Plan” report
- Spanish language media coverage
- Program SWAG and branded materials
- Turn-out and participation of stakeholders
- Partner participation and coordination
- Paid advertising and digital outreach efforts
- **Mid-way evaluation and adjustment of tactics**

- **Challenges**

- Survey organization and design
- Survey response rate was low, especially from transit riders

Survey Goals

- Gauge awareness/understanding of the Wake Transit Plan
- Get input on priorities for future transit investments
- Identify differences in priorities based on key demographics

**~1900 SURVEYS
WERE SUBMITTED**

1302 completed both survey parts-
1578 completed priorities section



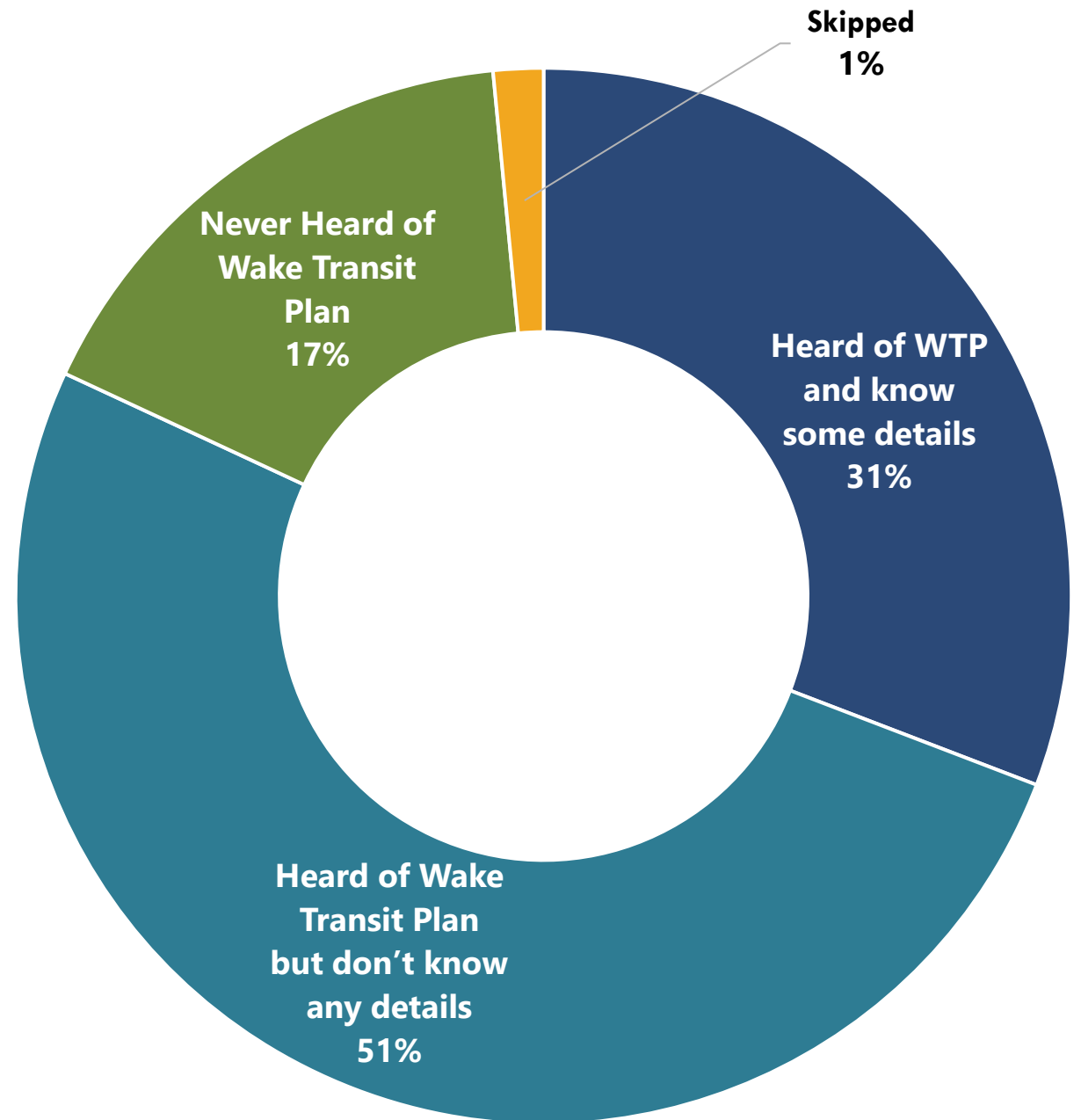
Gauge Public Awareness of Wake Transit Program

82% of the respondents have heard of the Wake Transit Plan

31% of those people know some specific details about the program

17% said they had not heard of the Wake Transit Plan.

NOTE: Higher percentage of respondents said they had not heard of the Wake Transit Plan in the 2nd half of the engagement period.



Public Survey Demographics

- **28% are regular or sometime user of transit services**
 - 51% have never or very rarely use transit services
- **12% have incomes at or less than \$53,000 per year**
- **17% are Hispanic or represent a minority race**
- 8% are aged 18-24
- 10% are aged 65+
- 6% identified as disabled

2nd half saw increased responses from low-income individuals, young people, and males.
Fewer seniors and females participated in this round.



Interactive Survey

Allowed respondents to allocate \$10 to the transit investment project types they felt were most important.

Each project type had a dollar amount associated with its cost estimate as well as a gauge for the impact to ridership, safety & comfort, speed & reliability, and time to build.

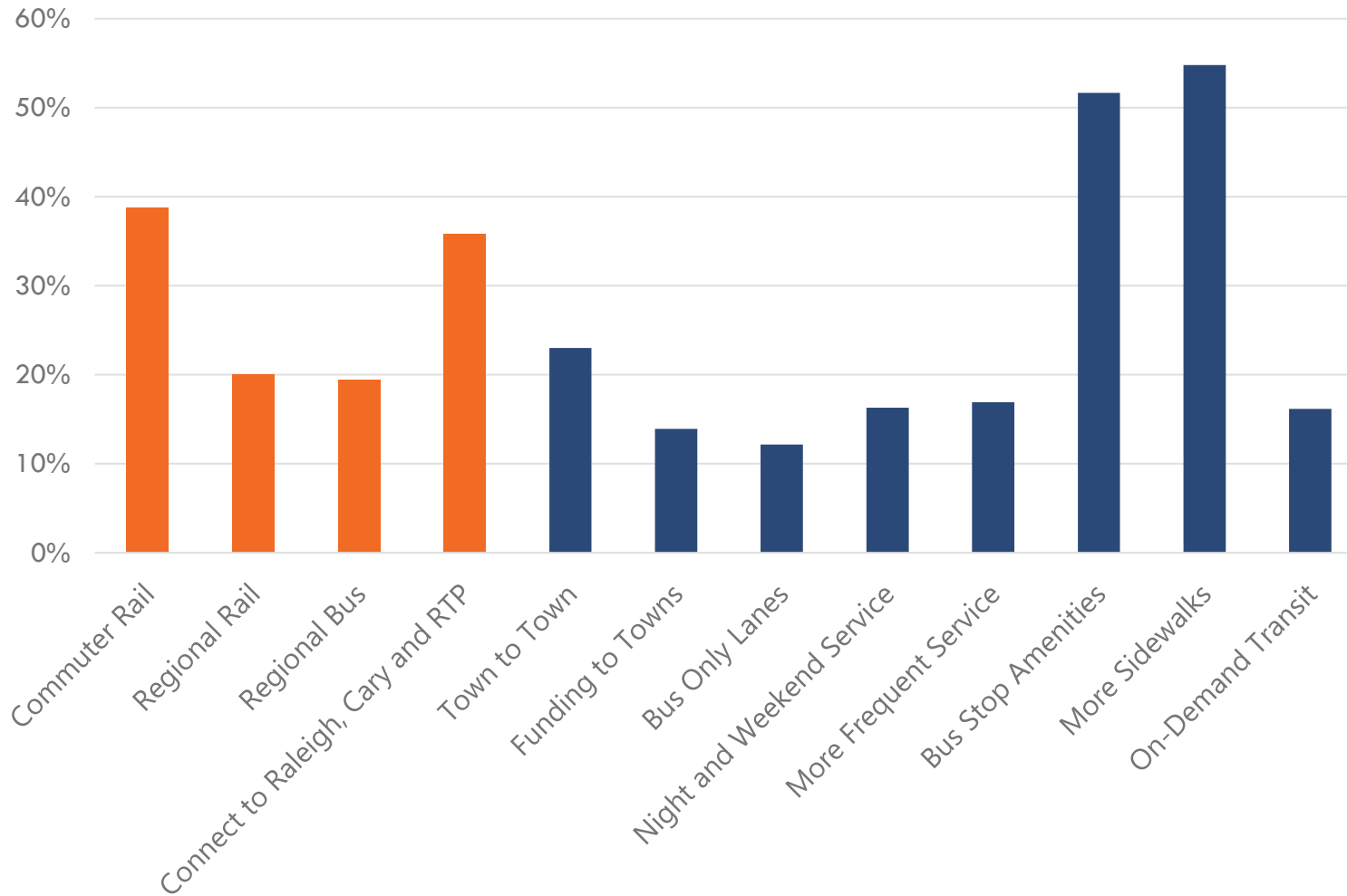


Key Takeaways

- The top priority at all event types is establishing **more bus services connecting Wake towns, urbanized areas, and job centers.**
- The community prioritized **more bus routes that are scheduled every 15 minutes** and **improved bus services over new types of transit.**
- Transit stakeholders prioritized **local service development** and an **expanded BRT system connecting key regional destinations.**
- **People in Wake County want a multimodal future.**
 - Expansion and improvement of pedestrian infrastructure
 - Fast, reliable regional services (rail, BRT)
 - Expanded and new local services, including microtransit



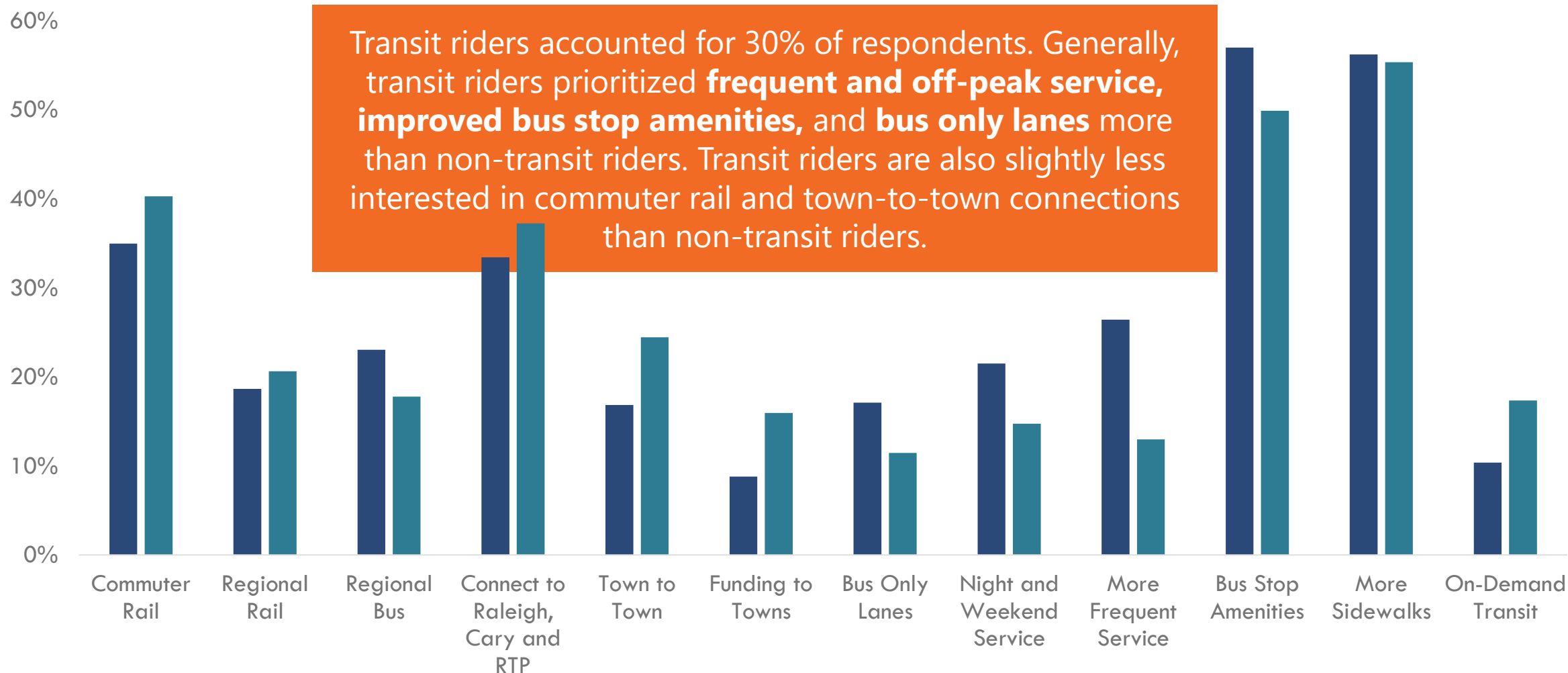
Public Survey Says.....



1. Regional connections are important... regardless of mode.
2. Rail projects, especially Commuter Rail, continue to be prioritized by the general public.
3. Access to transit is a priority for all respondents.

Survey design may have impacted the results especially for rail and access to transit.

Transit Priorities: Transit vs. Non-Transit Riders



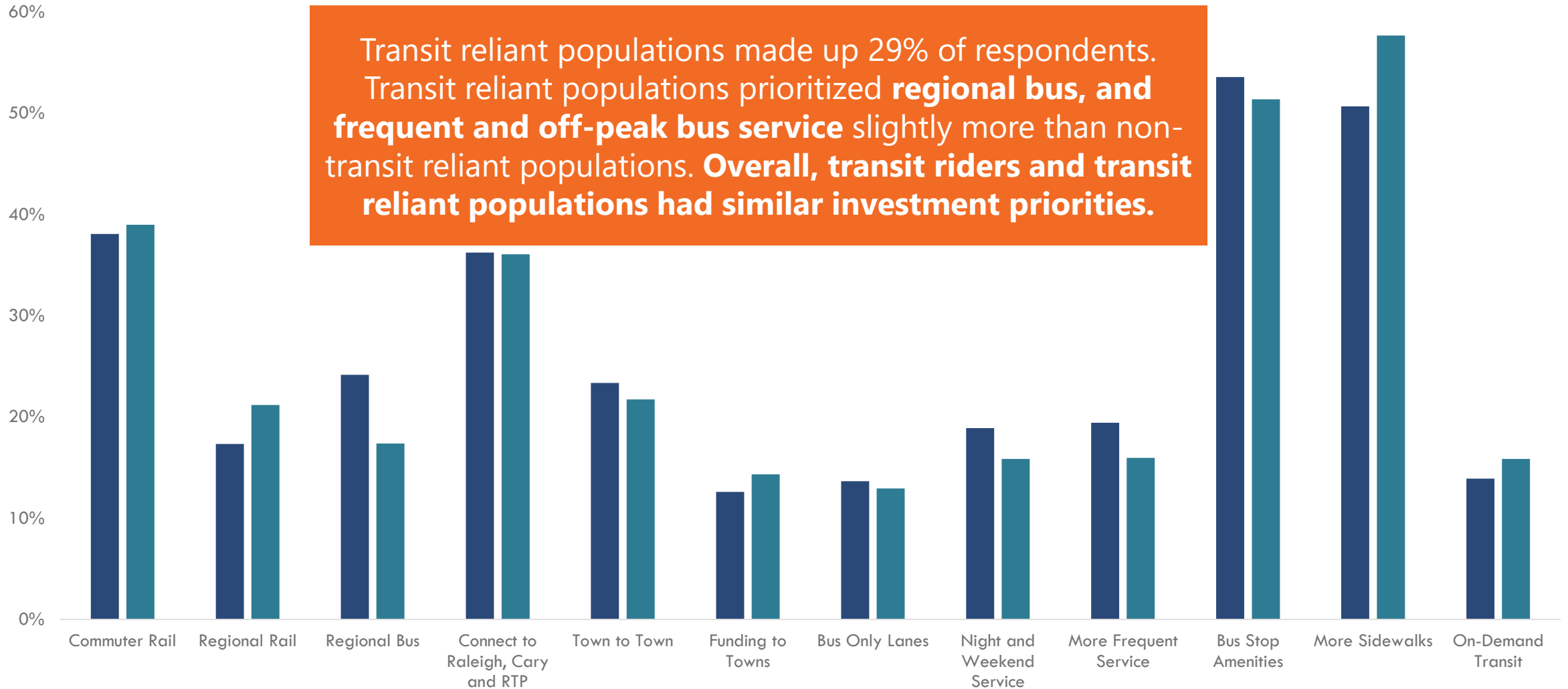
Transit riders accounted for 30% of respondents. Generally, transit riders prioritized **frequent and off-peak service, improved bus stop amenities, and bus only lanes** more than non-transit riders. Transit riders are also slightly less interested in commuter rail and town-to-town connections than non-transit riders.

n = 1302
 (transit riders = 386, non-transit = 916)

■ Transit Riders ■ Non-Transit Riders

Transit Priorities: Transit Reliant Populations

Transit reliant populations made up 29% of respondents. Transit reliant populations prioritized **regional bus, and frequent and off-peak bus service** slightly more than non-transit reliant populations. **Overall, transit riders and transit reliant populations had similar investment priorities.**

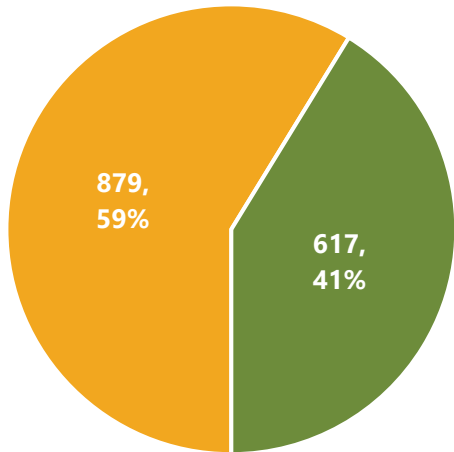


n = 1302
(transit-reliant = 381, not = 921)

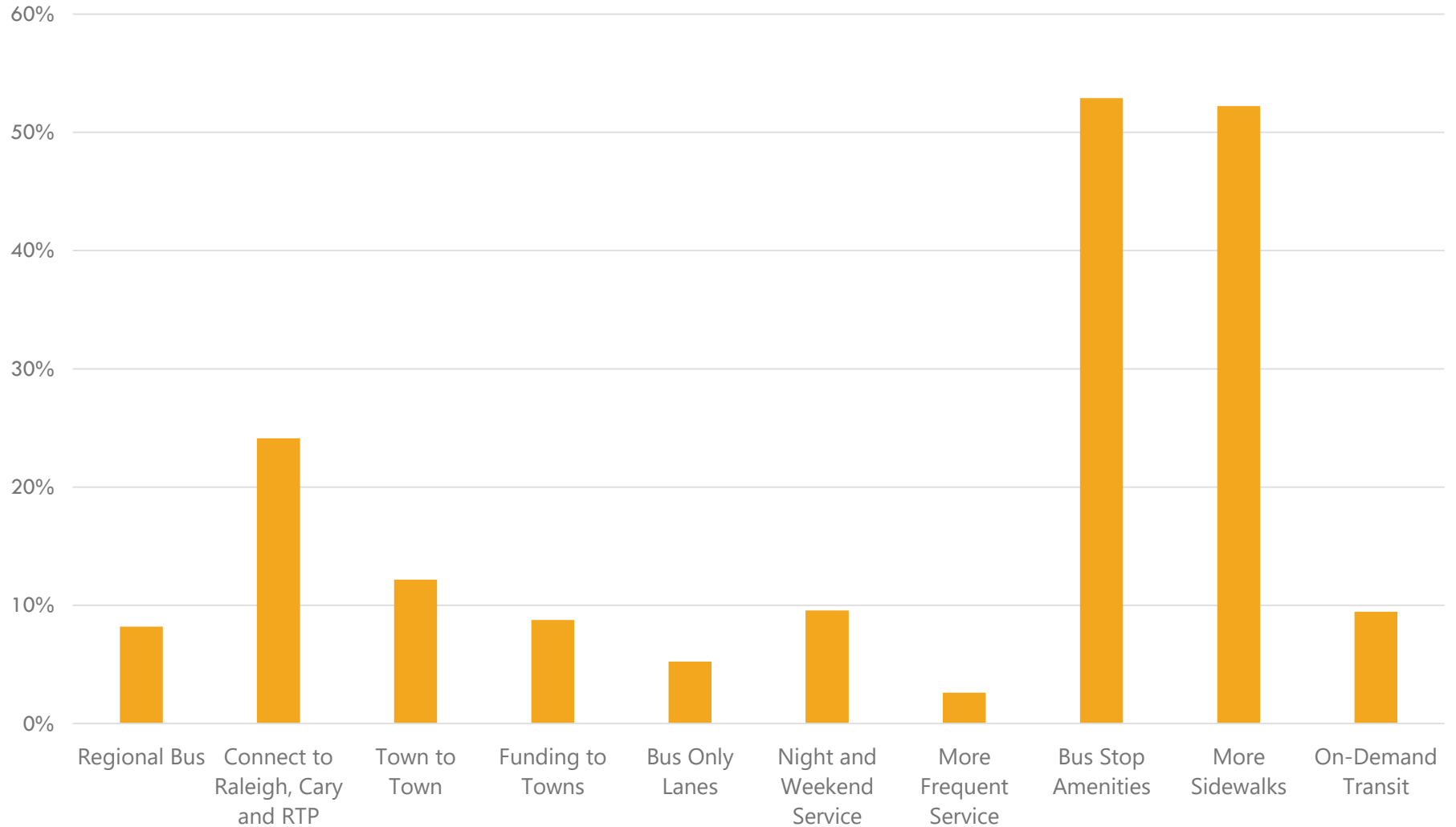
■ Transit Reliant ■ Not Transit Reliant

Transit Priorities: Rail Service

- **59% of survey participants favored rail investments (commuter rail or regional rail).**
- Of these participants, nearly a fourth also prioritized connections to regional centers.



■ Prioritize Rail ■ Do Not Prioritize Rail

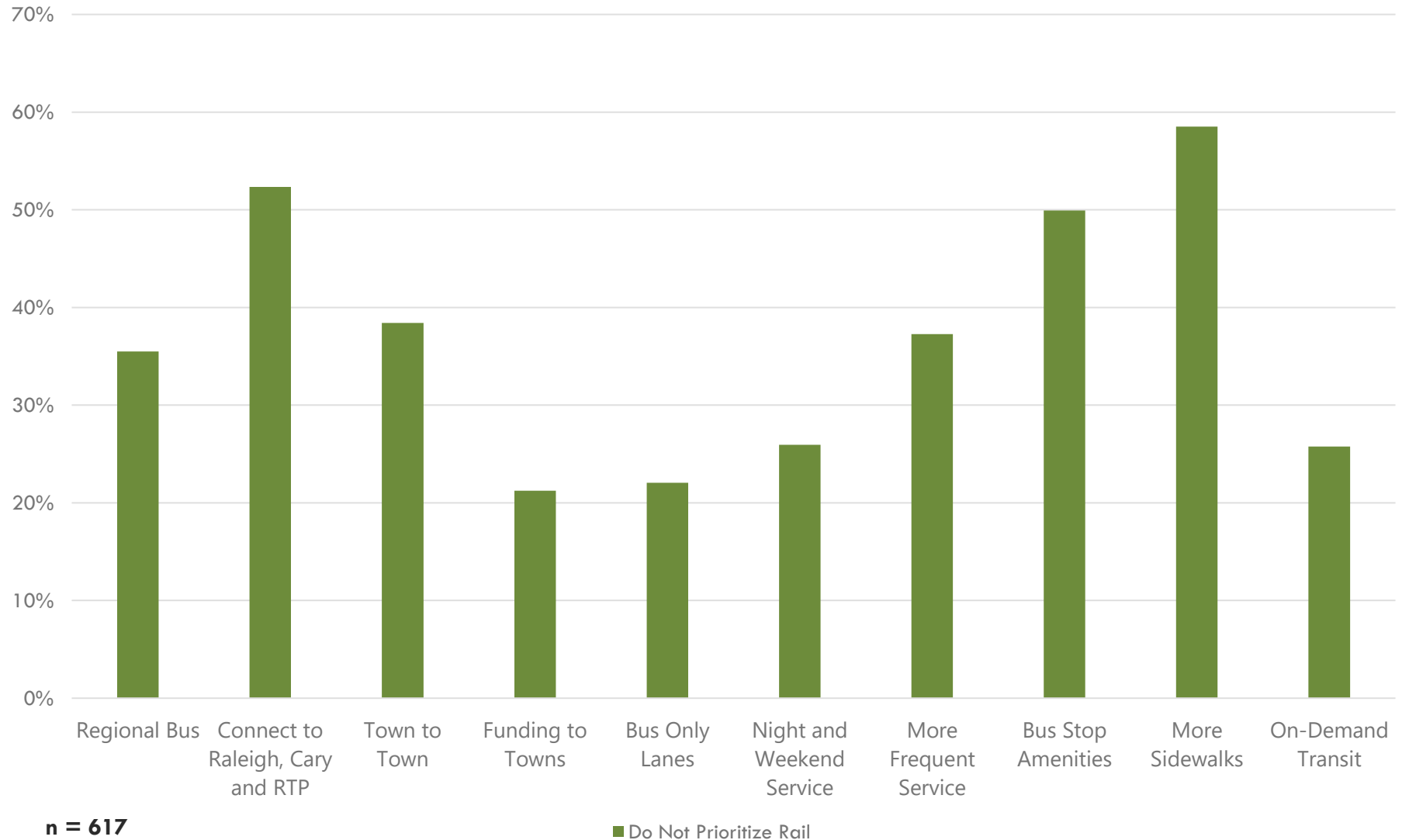


n = 879

■ Prioritize Rail

Transit Priorities: No Rail Service

- Of participants that did not select rail service, over 50% were in favor of connections to regional centers (Raleigh, Cary and RTP).
- Of these participants, over a third prioritized town-to-town connections and more frequent bus service.
- Bus stop amenities and more sidewalks were prioritized by nearly all survey participants,



Wake Transit Plan Update – Scenarios



2



A

Prioritize
**Commuter
Rail**

B

Prioritize
**Countywide
Connectivity**

C

Prioritize
**Frequent
Service**

Estimated Scenario Cost	\$4.6 b <i>(\$1b over available funding. Will need to borrow more from future years or reduce future service.)</i>	\$3.3 b	\$3.3 b
Main Objective	Build Stand Alone Commuter Rail	Connections to/from Wake County cities and towns	Provide frequent service where it will be most used
Spending Breakdown	<p>82% Capital 18% Operations</p>	<p>66% Capital 34% Operations</p>	<p>55% Capital 46% Operations</p>
Rail Investments	Commuter Rail: Garner to Durham	\$400 million to invest in defined rail corridors to make the region "rail ready"	\$240 million to invest in defined rail corridors to make the region "rail ready"
BRT Investment	<ul style="list-style-type: none"> • New Bern • Southern • Western • Northern • Western Extension to RTP • Southern Extension to Clayton 	<ul style="list-style-type: none"> • New Bern • Southern • Western • Northern with extension to North Hills and Triangle Town Center • Western Extension to RTP • Southern Extension to Clayton • New BRT: Raleigh to RTP / RDU and Durham via I-40 • New BRT: Cary (Harrison) 	<ul style="list-style-type: none"> • New Bern • Southern • Western • Northern with extension to North Hills and Triangle Town Center • Western Extension to RTP • Southern Extension to Clayton • New BRT: Raleigh to RTP / RDU and Durham via I-40
By 2035, the Increase in Bus Service over 2025 will be:	+ 10%	+28%	+50%
10-Year Community Funding Area Investment	\$20m	\$40m	\$40m

Guidance from the Stakeholder Advisory Committee

Messaging: What We've Heard

- **Lots of people are confused**
 - Lots of similar projects, talking about similar things in different ways
- **Lots of terms that are not well understood and used in different contexts:**
 - How do we talk about rail and the differences between rail “types”
 - Interchangeable terms that mean different things:
 - What's local and what's regional?
 - Introducing new terms: Mobility hubs, microtransit, etc.
- **Concern and scale of investments**
 - Priorities and concerns not always aligned with investment scale (i.e., people are more interested/concerned about what's happening in their town)
 - Need to talk about GoWake Access, Community Funding Areas, etc.

Strategy: Goals and Needs

What we want to learn:

1. Share rail investment in clear, simple language – ask for comments
2. Is BRT a good way to connect Raleigh and Durham?
3. Do they want us to invest in infrastructure or frequent service?

Proposed Approach

- **Share information about rail and Wake County**
 - We know rail is important to you
 - Here's how we are going to invest in rail
- **Ask for feedback on BRT between Raleigh & Durham**
 - Is this an acceptable alternative to Commuter Rail?
- **Do they want more investment in infrastructure or frequent service.**
 - Show alternatives and ask for preferences.
- **Confirm that we remember and are delivering on our promises.**

Be Simple,
Clear, and
Specific



Phase 2 Engagement Strategy



3

Engagement Strategy - Events



What	Online	In person	Focus Groups	Presentations
Approach	<ul style="list-style-type: none"> • Social media and email distribution lists • Banners on trip planning apps • Posters, flyers, etc. 	<ul style="list-style-type: none"> • Six "core" pop-ups (see table) • Up to 24 more scheduled with partners 	<ul style="list-style-type: none"> • Schedule six with target audiences 	<ul style="list-style-type: none"> • Work with partners to schedule and support
Materials	<ul style="list-style-type: none"> • Short, simple questions/feedback form • Click to learn more 	<ul style="list-style-type: none"> • Quick, focused exercise • Boards • FAQs with more information (QR codes to learn more) 	<ul style="list-style-type: none"> • Use Boards to frame conversation • Dive into details and understand concerns 	<ul style="list-style-type: none"> • Presentation materials • Hand-outs/boards as relevant

Strategy: Goals and Needs

- Based on PMT, CTT and SAC conversations, **communication strategy includes:**
 - 1. Education/inform on how WTP will invest in rail between FY26 – FY35**
 - Lots of rail investment planned, but near term will not include CRT
 - CRT is too expensive and takes too long at this moment.
 - 2. Share concept of on using BRT as the connection between Raleigh and Durham**
 - 3. Ask about trade-off and balancing of different types of investments**
 - More regional and capital-oriented investment
 - More local, frequency-oriented investments
 - 4. Share on-going Wake Transit Plan projects and investments**
- **Outcome: Direction for 10-year Transit Investment Strategy**

You told us you would like rail service in Wake County.

Here's what's happening.

- ▶ Amtrak is and will continue to operate passenger rail service in Wake County. These trains provide regional connections with stops in Durham, Cary, and Raleigh.
 - ▶ There are a lot of rail projects planned in Wake County, including plans to purchase and/or upgrade tracks between:
 - Raleigh and Wake Forest.
 - Raleigh, Cary and RTP.
 - Raleigh and Apex.
 - ▶ The Wake Transit Plan could help improve the existing services or help new projects happen sooner by:
 - Providing funding for additional trains in Wake County.
 - Improving train infrastructure (tracks, stations, etc.).



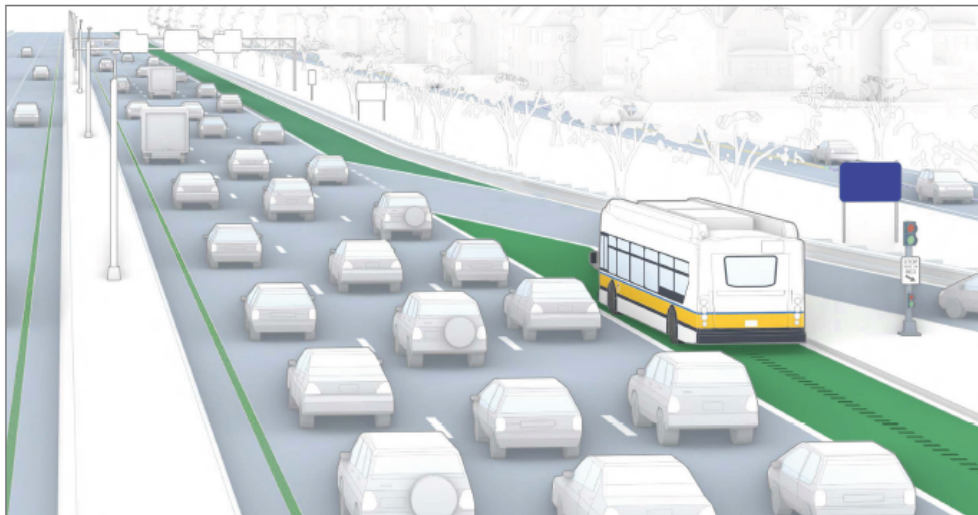
What do you think? Is this a good way of building rail service in Wake County?



You told us you want fast, reliable connections between Raleigh and Durham.

Here's what we can do.

- ▶ **The region could build Bus Rapid Transit (BRT) along I-40 to provide fast, frequent, reliable connections between Raleigh and Durham. This service could include:**
 - *Buses every 15 minutes all day, every day.*
 - *Widening and improving highway shoulders so buses can travel faster for the full way between Raleigh and Durham.*
 - *Making it easier and faster for buses to get on and off I-40.*
 - *Building new transfer points, including an Airport transit hub close to the on/off ramp.*



	Express Bus Service	BRT on I-40
Time to Get Started	Expansion starts in 2026 and 2027	5-10 years
Estimated Travel Time (One-way peak period Raleigh to Durham)	60-70 minutes	50-60 minutes
Weekday Service	15 minutes peak 30 minutes evenings	Every 15 minutes
Weekend Service	30 minutes daytime 60 minutes evening	Every 20 minutes

How often do you travel between Raleigh and Durham?

Every day	Once a week or so	Every month or so	Rarely or Never
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Do you think BRT will be a good way to connect Raleigh and Durham?

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Here's what we can do.

Different Ways of Building a Transit Network

What should we do first?

OPTION 1

Expand bus service in Cary and Raleigh, so buses come more often and are available for longer hours and more days.

*This option would serve more **people**.*



OPTION 2

Build mobility hubs in Wake County Towns and create new (or expand existing) connections to Cary, Raleigh, and other regional destinations.

*This option would serve more **places**.*



Here's what we are doing.

Current and planned projects that are funded by the Wake Transit Plan



Connecting The Region

- Investment in existing and planned rail services
- Express bus service from Raleigh to RDU, RTP, Durham and Chapel Hill
- Bus Rapid Transit (BRT) connecting to Durham and Johnston Counties
 - » Cary to RTP
 - » Garner to Clayton



Connecting All Wake County Communities

- Town-to-Town direct connections
- Projects that support seniors and people with disabilities
- On-demand and door-to-door service in Wake County's small towns
- More transit service to/from Wake County towns



Create Frequent, Reliable, Urban Mobility

- More buses that come more often
- Longer hours each day and more weekend bus service
- Bus Rapid Transit (BRT) routes serving
 - » Raleigh
 - » Garner
 - » Cary



Enhance Access to Transit

- Better technology and new apps that make it easier to plan and use transit.
- Safe and comfortable bus stops
- Sidewalks, crosswalks and bike lanes to bus stops
- Improving bus stops so they are accessible for everyone

Next Steps

4

Wake Transit Plan Update

**State of the Wake
Transit Plan**

**Goals, Priorities &
Strategic Direction**

**Financial Capacity &
Scenario Development**

**2035 Wake Transit
Plan Update**

**Winter –
Spring 2024**

Engagement
May – June

Summer 2024

Evaluate Priorities
for Future
Investment

**Fall 2024 – Winter
2025**

Investment
Scenarios

Engagement
December – January

**Winter – Spring
2025**

Recommendations

Final Engagement

Finish Study

7.5 Wake Transit Plan Update Presentation

Requested Action:
Receive as information.

8. Informational Items: Budget

8.1 Operating Budget – FY 2025

8.2 Member Shares - FY 2025

Requested Action:
Receive as information.

9.1 Informational Item: September Project Updates

Studies:

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

Other Updates:

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

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. Informational Item: Staff Reports

- MPO Executive Director
- TCC Chair
- 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
- Executive Board Members

ADJOURN

Upcoming Meetings

Date	Event
December 5 10:00 a.m.	Technical Coordinating Committee Meeting
December 18 4:00 p.m.	Executive Board Meeting
January 2 10:00 a.m.	Technical Coordinating Committee Meeting
January 15 4:00 p.m.	Executive Board Meeting

Invites coming soon:

