



NC Capital Area **Metropolitan Planning Organization**

# **Executive Board Meeting**

**March 19, 2025**

**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 *January Minutes*

***Approve the January 15, 2025 Executive Board Minutes.***

### 5.2 *Safety Performance Measure Targets 2025*

***Review safety performance targets and agree to plan and program projects that contribute toward the accomplishment of the State's targets.***

### 5.3 *FY 2025 Quarter 3 Wake Transit Work Plan Amendment Requests*

***Approve the FY 2025 Quarter 3 Wake Transit Work Plan amendment requests.***

### 5.4 *Wake Transit BRT Extensions Concept of Operations Study Contract and Interlocal Funding Agreements*

***Approve the Wake Transit BRT Extensions Concept of Operations Study Contract with Nelson/Nygaard and authorize the Executive Director to execute the contract and the Interlocal Funding Agreements with the Funding Partners.***

## 5. Consent Agenda

### 5.5 *North Falls Lake Area Study*

***Review and approve the draft contract and final scope for the North Falls Lake Area Study, and authorize the Executive Director to execute the final contract.***

### 5.6 *Contract Amendment for Wake Transit Plan Update*

***Approve the Wake Transit Plan Update Contract Amendment with Nelson/Nygaard Consulting Associates in the amount of \$100,000 and authorize the Executive Director to execute the Contract Amendment.***

### 5.7 *Locally Administered Projects Program Additional Funding Request*

***Approve the additional funding request for the Town of Wendell's U-6244 Wendell Boulevard/Wendell Falls Parkway Intersection project.***

### **Requested Action:**

**Approve all Consent Agenda items.**

## 5.2 Safety Performance Measure Targets 2025



## 5.2 Safety Performance Measure Targets 2025

### Requested Action:

Approve the FY 2025 Quarter 3  
Wake Transit Work Plan amendment requests.

# End of Consent Agenda

## 6. Public Hearings

6.1 FFY 2026 LAPP Program

6.2 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

6.3 Unified Planning Work Program FY 2026

## 6.1 FFY 2026 LAPP Program

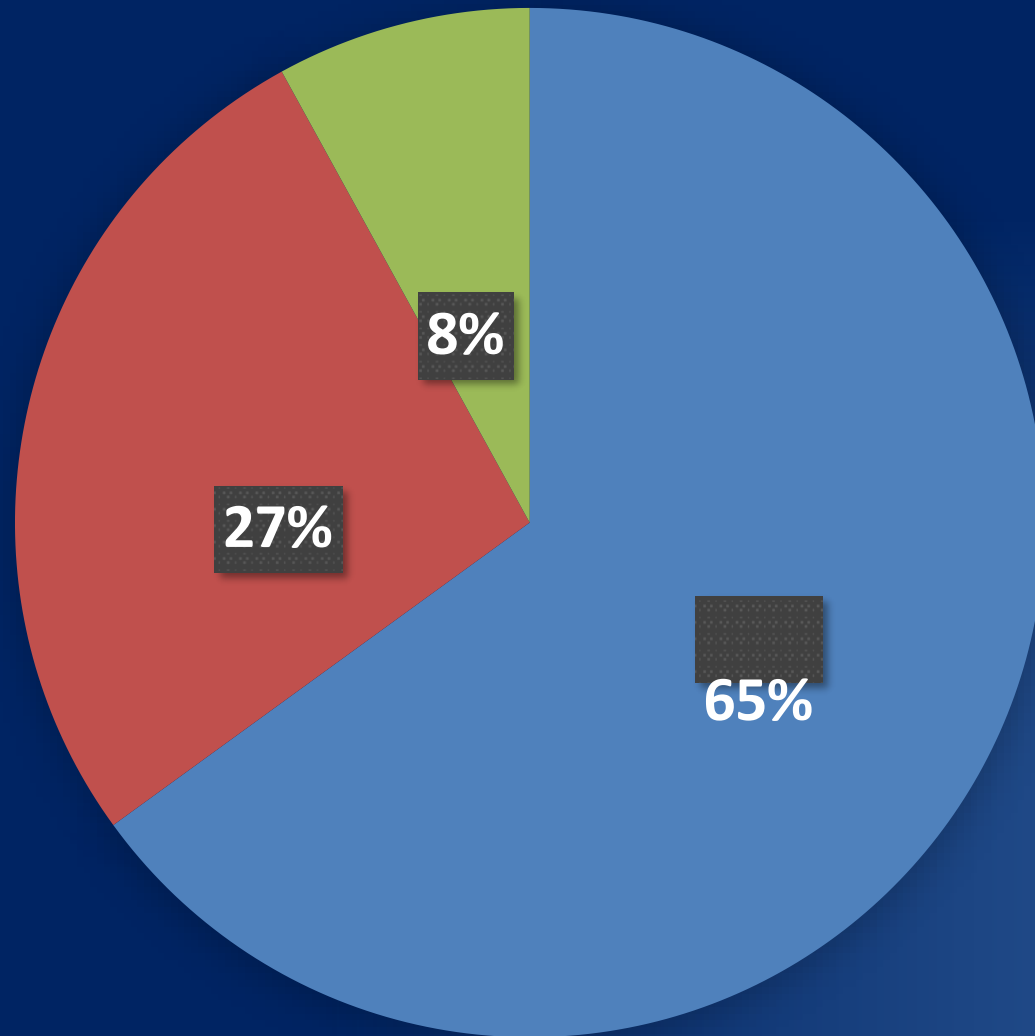
Call for Projects FFY 2026 LAPP Funds opened in August 2024

- 9 Projects Submitted

Scoring

- Projects are only scored against projects of the same mode

# FFY 2026 LAPP Target Modal Mix



**Roadway**

■ (\$16,250,000)

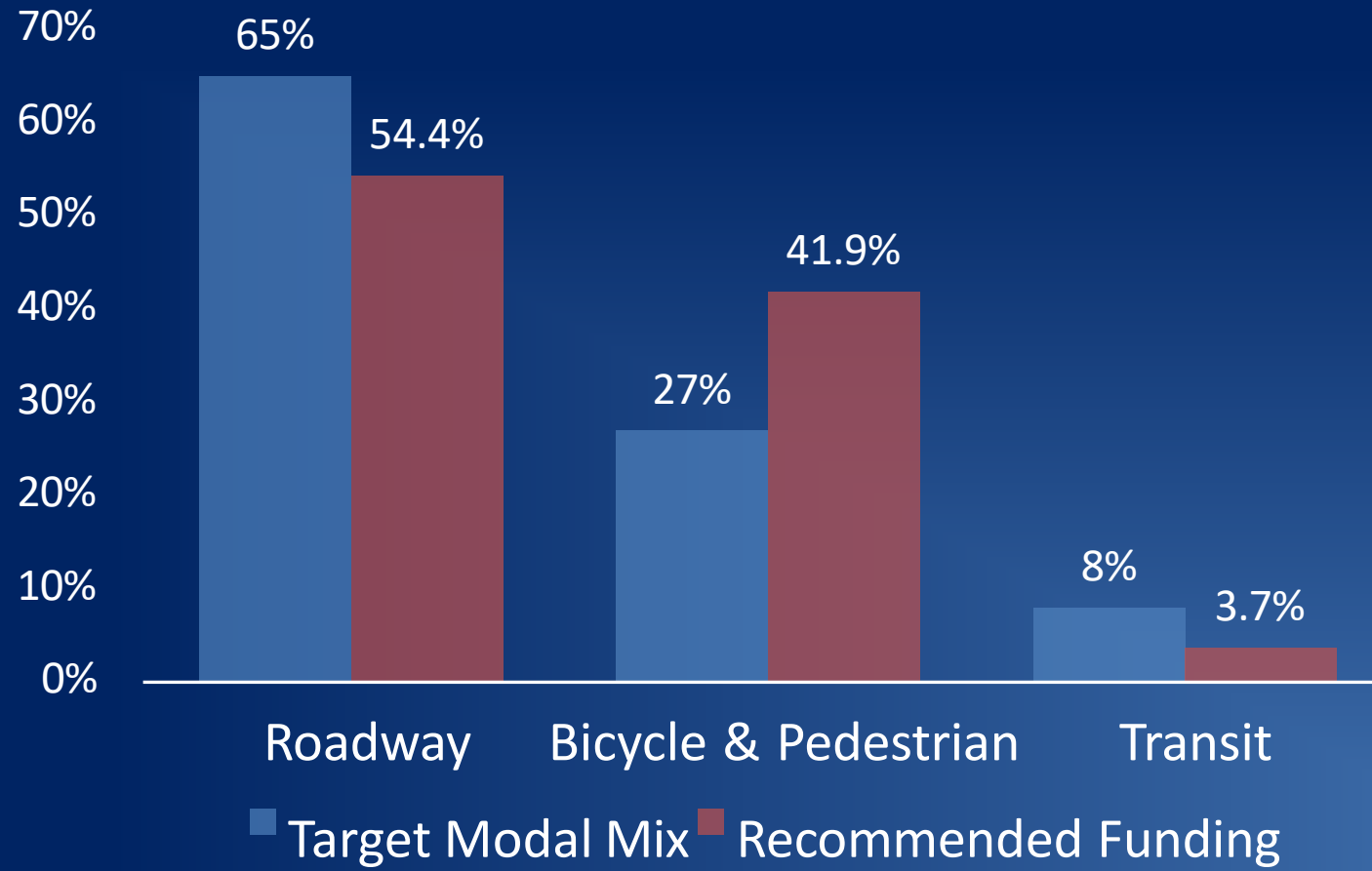
**Bicycle Pedestrian**

■ (\$6,750,000)

**Transit (\$2,000,000)**



# Target vs. Recommended Percent Modal Investment Mix



# Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify details
  - Federal Aid Eligible, MTP Compliant, Shovel Ready, Reasonable Schedule, Required Materials, etc.
- LAPP Selection Panel discusses evaluation philosophy, including:
  - Serving as an external check.
  - Raising questions: Has the applicant covered their bases?
  - Recommending approaches to implementation to improve the outcomes.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.
  - If a project does not, the Selection Committee determines if the project should be funded OR if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.

# Roadway Recommendations: \$6,286,710

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	Amount Funded	Total Score
NC 98 at Moores Pond Road Roundabout	Division 5	No/No/Yes	\$2,540,000	60	\$1,016,000	66.0
Ten Ten Gap	Wake County	Yes/Yes/No	\$380,000	50	\$190,000	41.0
NC 42 at Piney Grove Wilbon Turn Lanes	Wake County	Yes/Yes/No	\$1,251,000	40	\$750,600	38.0
Bowling Road/S. Main St. Phase 1 Operational Improvements	Fuquay-Varina	Yes/Yes/No	\$1,372,962	20	\$1,098,370	36.0
Olive Chapel at Apex Barbecue Turn Lane & Signal	Apex	Yes/Yes/No	\$1,279,600	35	\$831,740	28.0
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$3,000,000	20	\$2,400,000	24.4
Total			\$9,823,562		\$6,286,710	
Target Modal Investment					\$16,250,000	
Remainder					\$9,963,290	

The Selection Panel has recommended funded the two lowest scoring projects which failed to meet the 50% rules.

- All projects from other modes were already funded.
- The scores are dependent on requested phases that are more competitive the closer they are to construction.



# Bicycle/Pedestrian Recommendations: \$4,845,796

BICYCLE & PEDESTRIAN						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	Amount Funded	Total Score
Jenks Carpenter Road & Green Level Church Road Street-Side Trails	Cary	No/No/Yes	\$2,500,000	20	\$2,000,000	42.0
Tunstall Ave and Center St Sidewalk	Apex	No/Yes/No	\$536,500	20		30.5
Bridge St. Pedestrian Improvements	Fuquay-Varina	No/Yes/Yes	\$3,557,245	20	\$2,845,796	30.0
Total			\$3,557,245		\$4,845,796	
Target Modal Investment					\$6,750,000	
Remainder					\$1,904,204	

Tunstall Ave and Center St was also submitted as a public transportation project, where it scored higher, so it is being funded under transit.

# Transit Recommendations: \$429,200

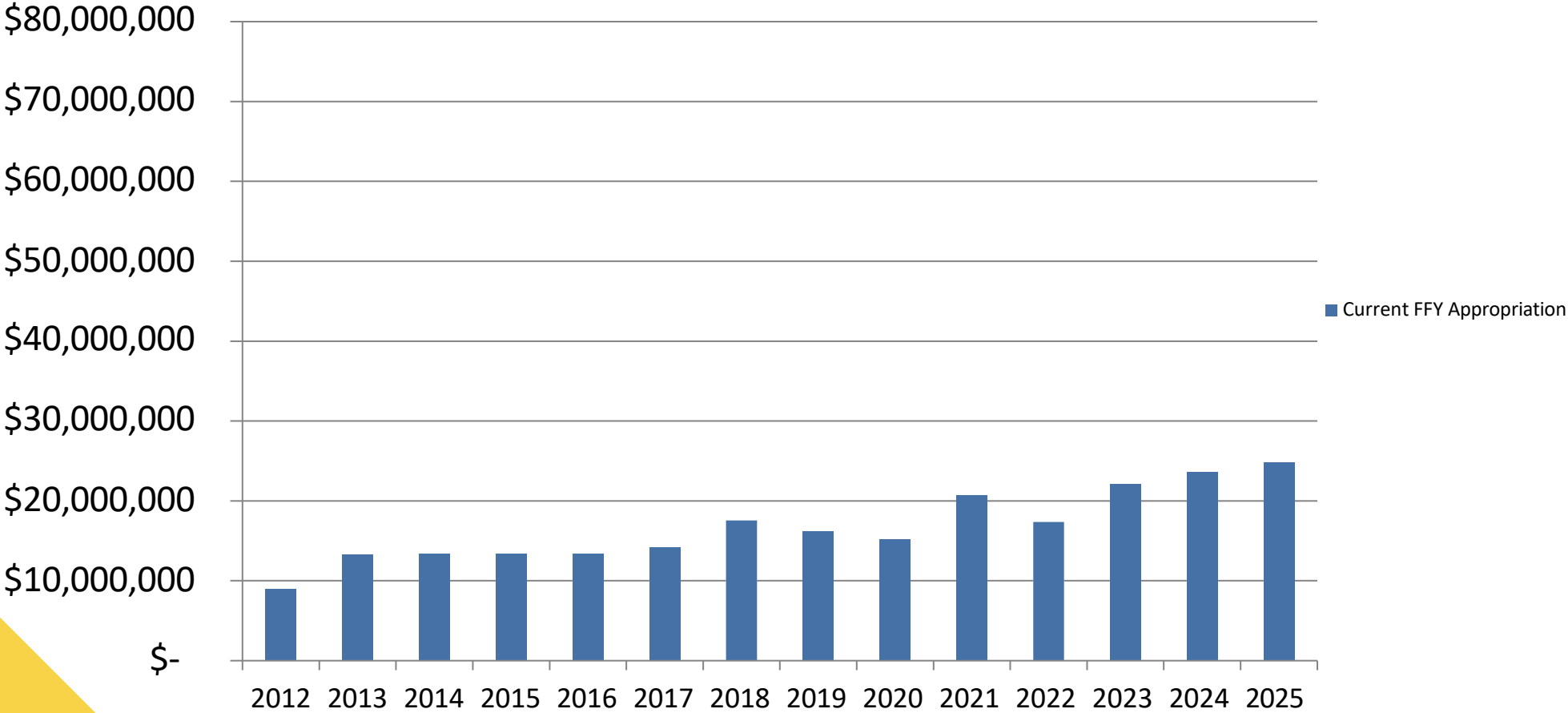
TRANSIT						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)		Local Match %	Amount Funded	Total Score
Tunstall Ave and Center St Sidewalk	Apex	No/Yes/No	\$536,500	20	\$429,200	37.5
Total			\$536,500		\$429,200	
Target Modal Investment					\$2,000,000	
Remainder					\$1,570,800	

## 6.4 FFY 2026 LAPP Investment Program

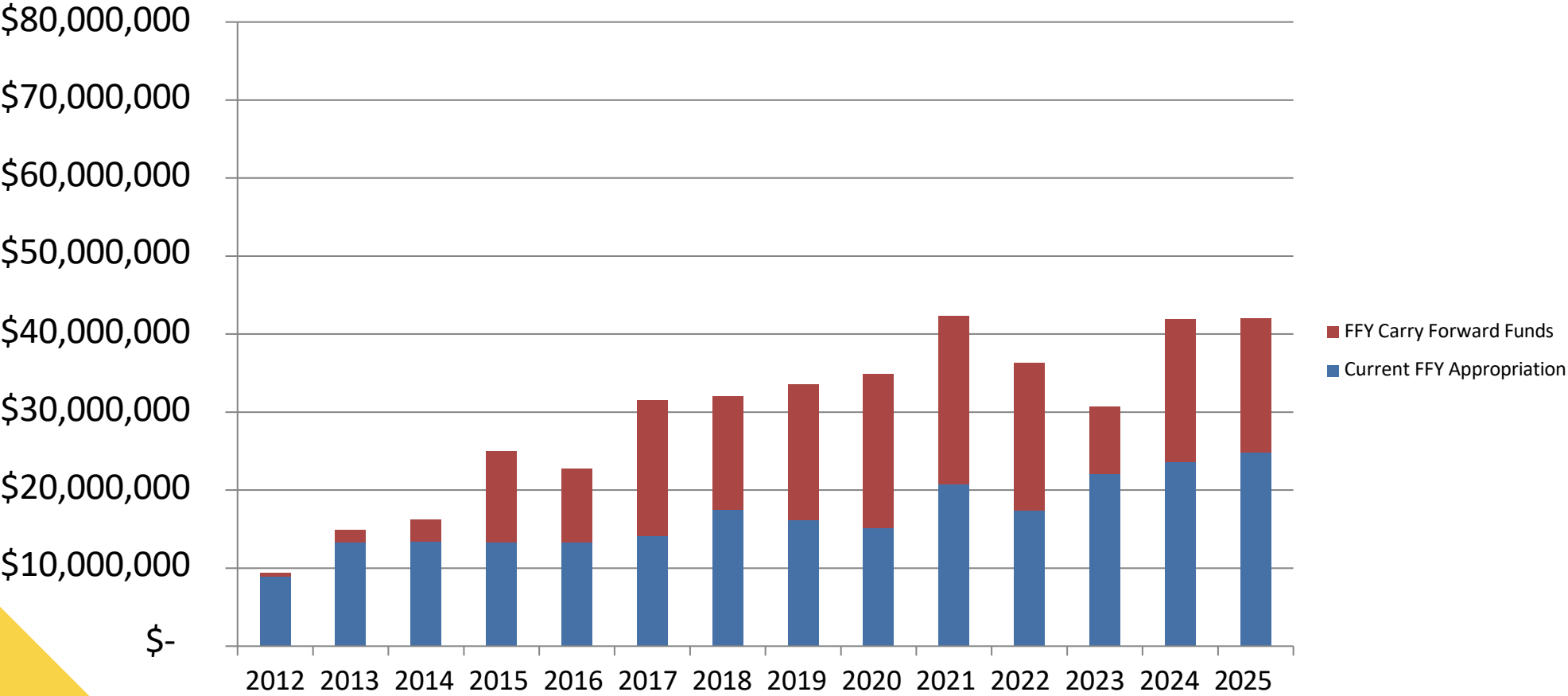
### Recommendation

FFY 2026 LAPP Recommended Investment Program	\$11,561,700
Board-Adopted Target Modal Mix Recommendation	<u>\$25,000,000</u>
Amount Below Board Recommendation	<b>\$13,438,300</b>

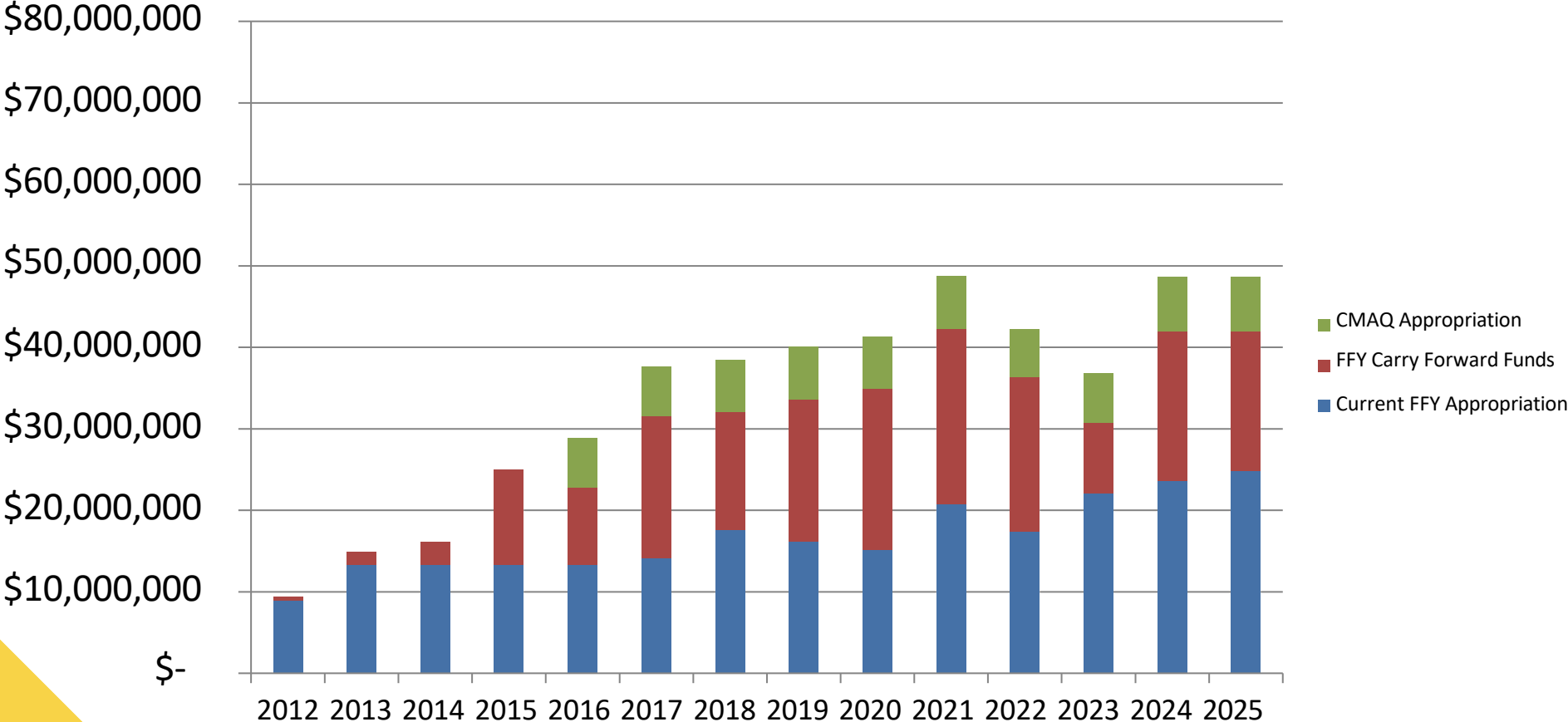
# Current FFY Appropriation



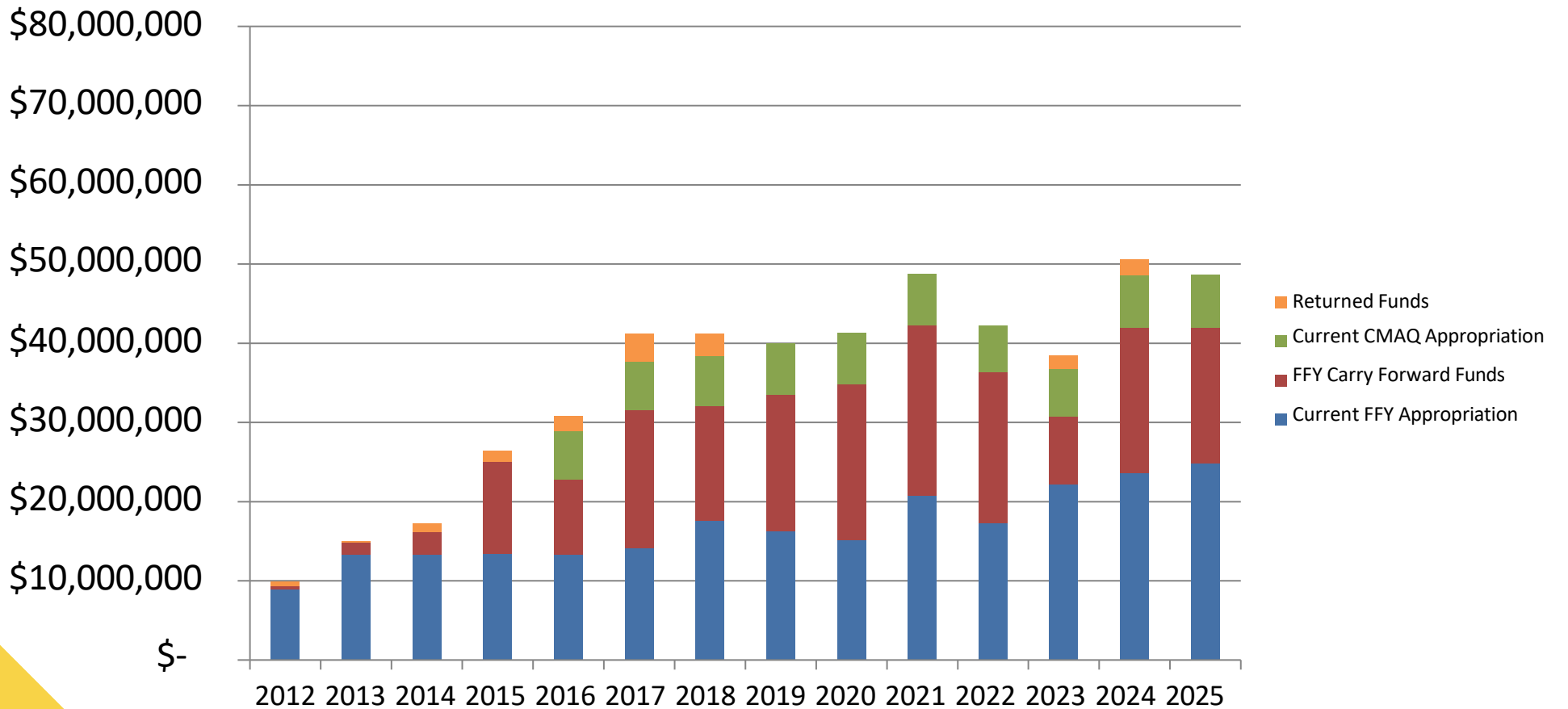
# FFY Carry Forward Funds



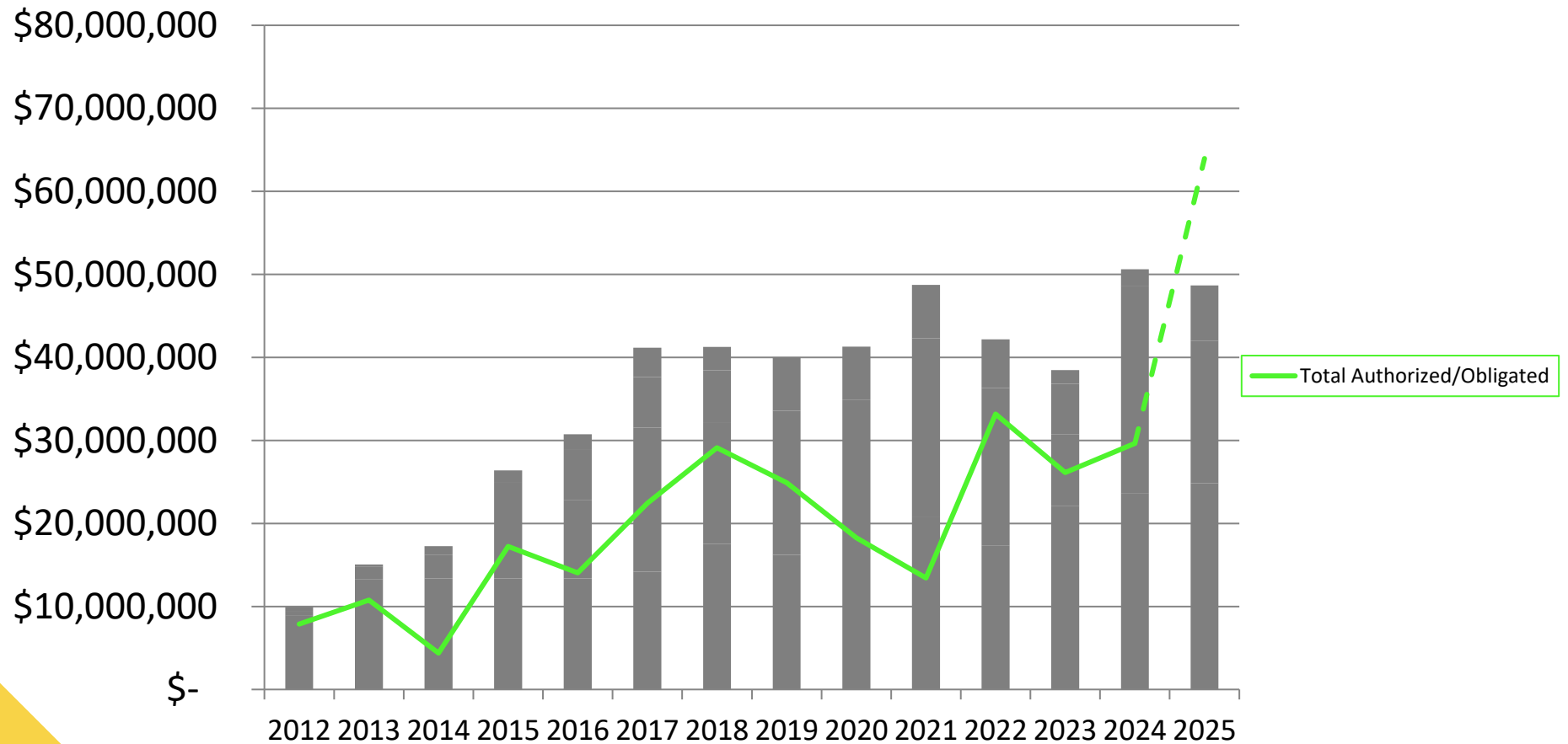
# CMAQ Appropriation



# Returned Funds

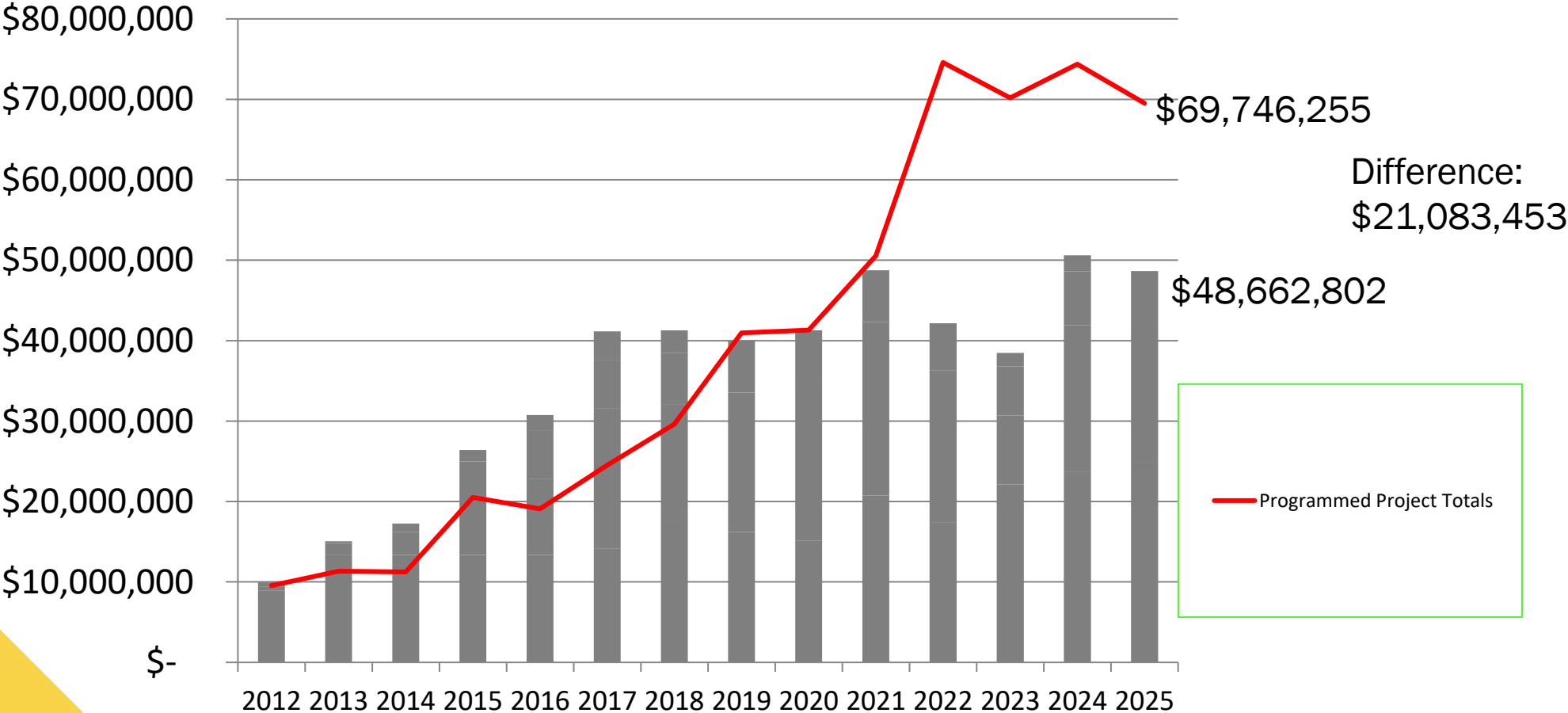


# Authorized/Obligated Funds

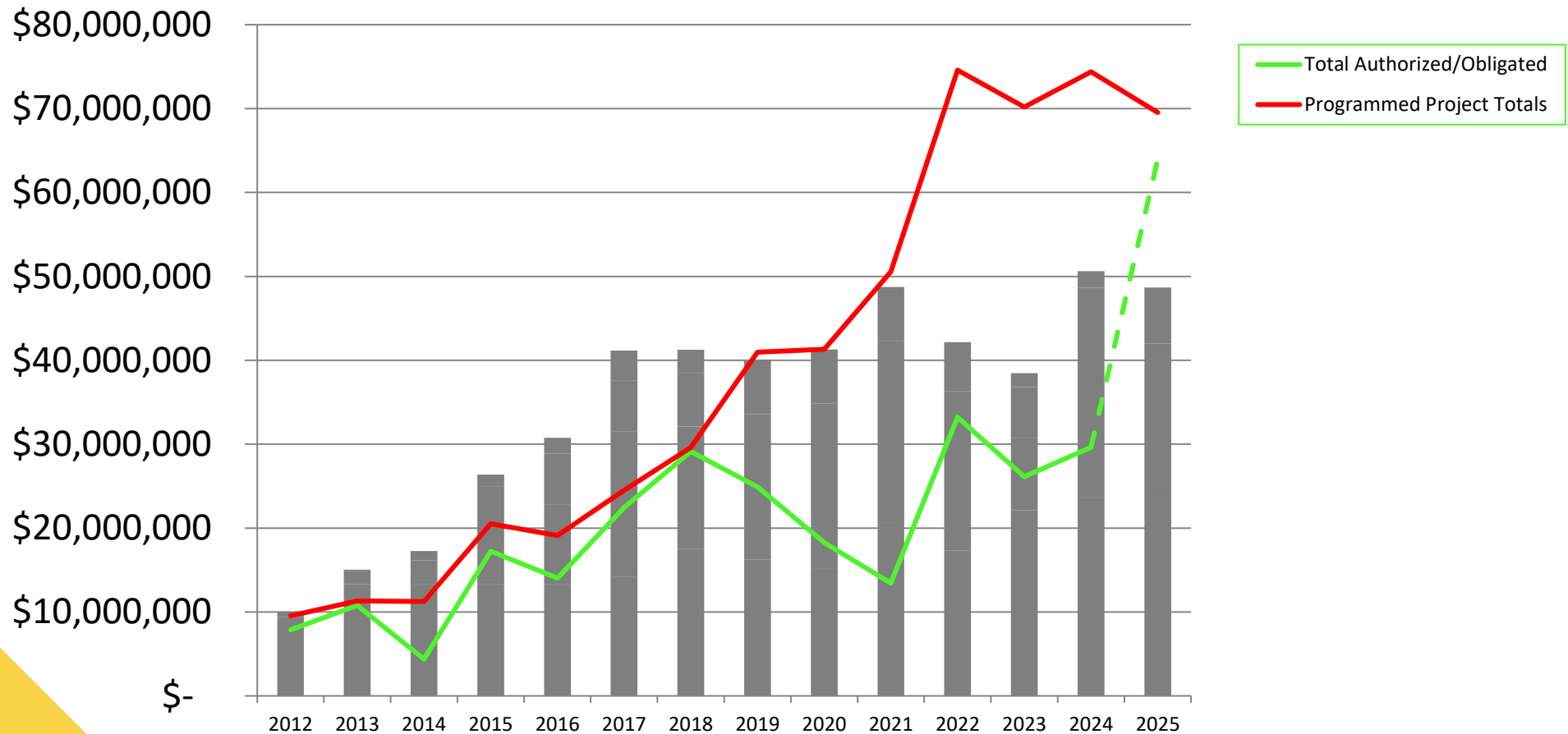




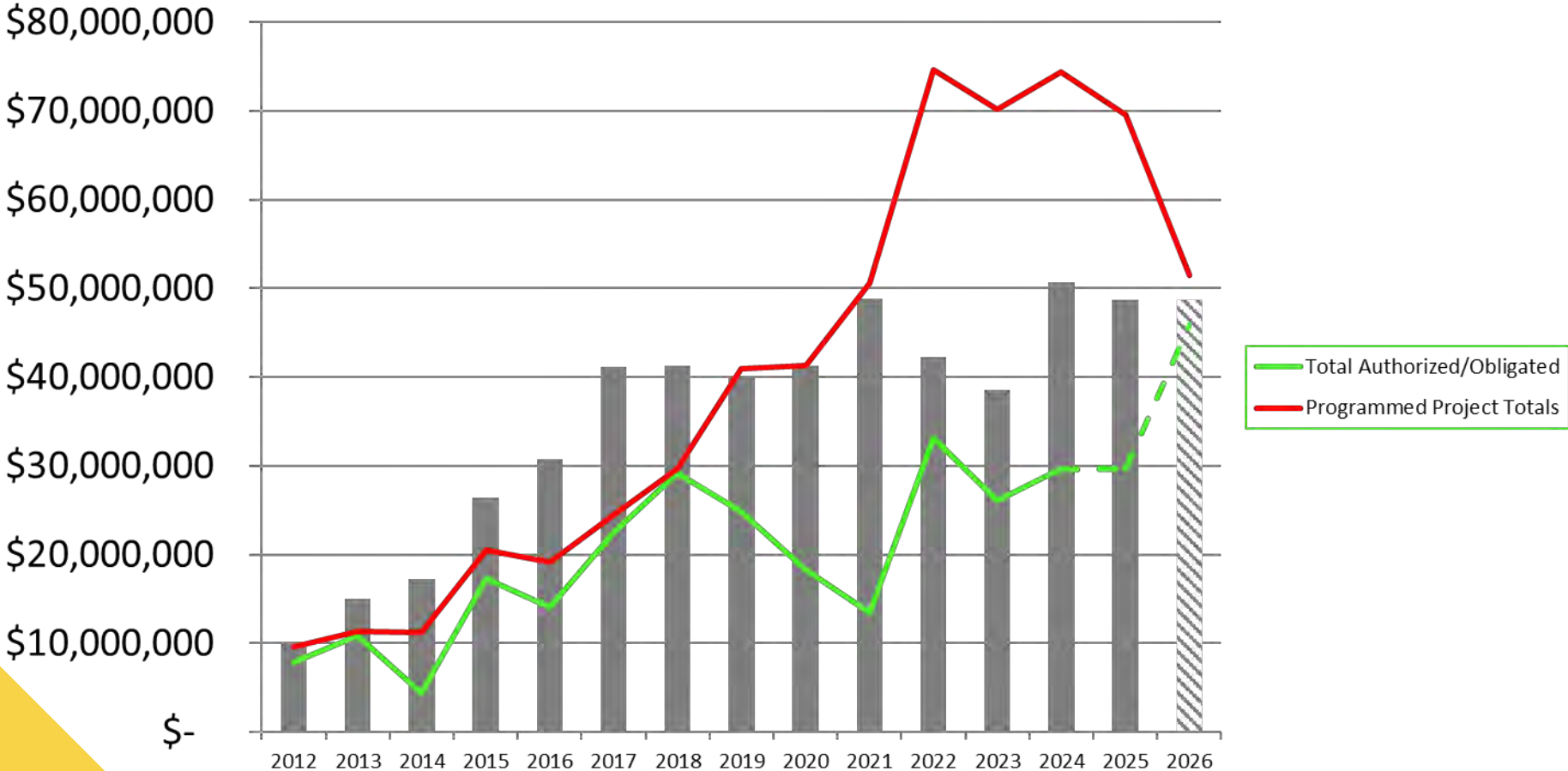
# Programmed Projects



# Programmed and Obligated Projects



# Programmed Projects



## 6.1 FFY 2026 LAPP Program

**Requested Action:**

**Conduct a Public Hearing.**

**Approve the FFY 2026 LAPP Investment Program.**

## 6.2 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

- CAMPO and statewide CAMPO-eligible projects
- Changes made from October 1, 2024 – December 31, 2024

## 6.2 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

- BL-0091: Higgins Greenway in Cary – Delay Construction from FY 24 to FY 25
- NCDOT request to include the following from the January Item N:
  - M-0531DIV
  - M-0531REG
  - M-0531SW
  - Transportation Scholarship and Internship programs for HBCUs

## 6.2 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

### Requested Action:

Conduct a Public Hearing.

Approve Amendment #7 to FY2024-2033 TIP.

## 6.3 Unified Planning Work Program FY 2026



## 6.3 Unified Planning Work Program FY 2026

### **FY 2025 Studies Continuing:**

- Northwest Area Study
- BRT RTP-Clayton Concept of Operations Study
- Triangle Bikeway NEPA / Design

### **NEW FY 2026 Studies Proposed:**

- East Chatham Wildlife Crossing Study
- Pleasant Park Access Study
- Regional Advanced Air Mobility Study
- Eastern Wake ITS Study
- US 1 Connectivity Study (Apex area)
- Wake Transit Studies:
  - Wake Transit Staffing Analysis
  - Wake Bus Plan Update

## 6.3 Unified Planning Work Program FY 2026

### Other Ongoing FY 2025 Work:

- LAPP
- 2055 MTP
- TRM
- Public Engagement
- Mobility Management implementation
- Wake Transit Plan Administration
- Technical Assistance
- Safe Routes to Schools Program
- TDM
- CMP
- Continue implementation of MTP tools for prioritization and bicycle/pedestrian element
- MPO Strategic Plan implementation

### Budget:

\$0.83 per Capita Member Share  
(\$0.07 increase)

Indirect Cost Estimate - \$175,000

## 6.3 Unified Planning Work Program FY 2026

### **Next Steps:**

Public Review & Comment Period Jan. 17 – Feb. 18, 2025

Public Hearing March 19, 2025

Executive Board Considers adoption at March 19, 2025 meeting

### **Requested Action:**

**Conduct a Public Hearing.**

**Adopt the FY 26 Unified Planning Work Program and certify that the MPO's planning process meets federal requirements.**

# End of Public Hearings

## 7. Regular Agenda

- 7.1 FAST Study 2.0 Update
- 7.2 North Harnett Transit Study - Project Update
- 7.3 2055 MTP Update – Deficiency Analysis & Alternatives Analysis
- 7.4 US 1 North (U-5307) - Update
- 7.5 Executive Board Meeting Time Survey
- 7.6 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP
- 7.7 FY 2026 Wake Transit Work Plan
- 7.8 Amendment #8 to FY2024-2033 Transportation Improvement Program (TIP)

## 7.1 FAST Study Update

# CAMPO Executive Board

**FAST**<sub>2.0</sub>  
*Freeway, Arterial, Street, and Tactical Transit*

March 19, 2025

# FAST Transit

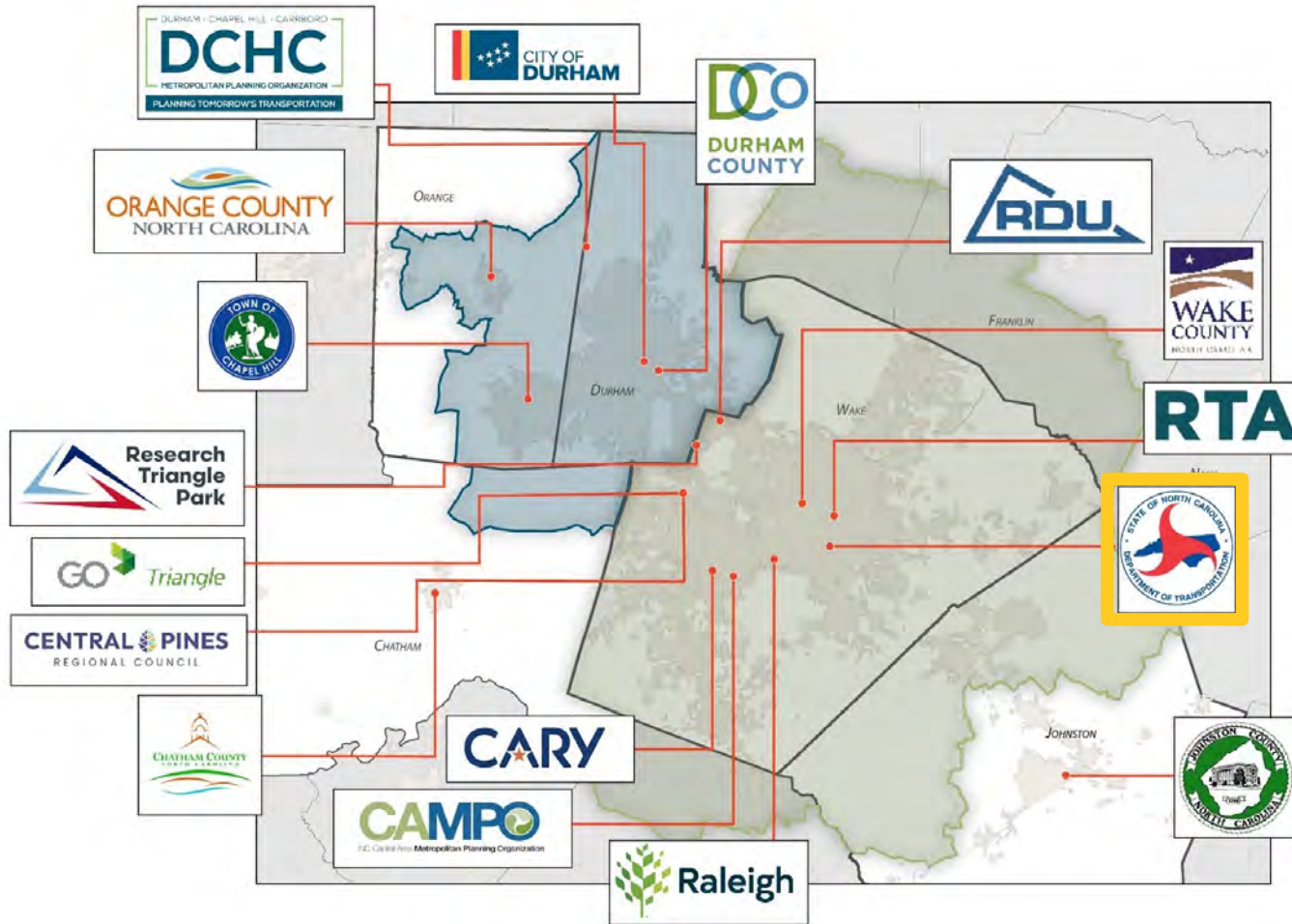


**FAST transit** is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service. The “FAST” approach prioritizes transit efficiency and reliability while improving mobility for all users.

A regional **FAST network** is a series of interconnected FAST corridors with transit advantage infrastructure that can deliver rapid, frequent, and easy-to-use transit service.



# Stakeholders



## NCDOT Units

- Highway Divisions 4, 5, 7, 8
- Transportation Mobility & Safety
- Roadway Design Unit
- Integrated Mobility Division

## NCDOT Roles

- Facilitating complete streets design
- Evaluating project feasibility
- Supporting project implementation

# Vision

- **Enhance Quality of Life**
- **Ensure Safe and Reliable Transit**
- **Boost Bus Mobility and Access**
- **Offer Competitive Transit Options**
- **Meet Diverse Needs**
- **Address Local and Regional Connectivity**
- **Prioritize Buses and BRT**

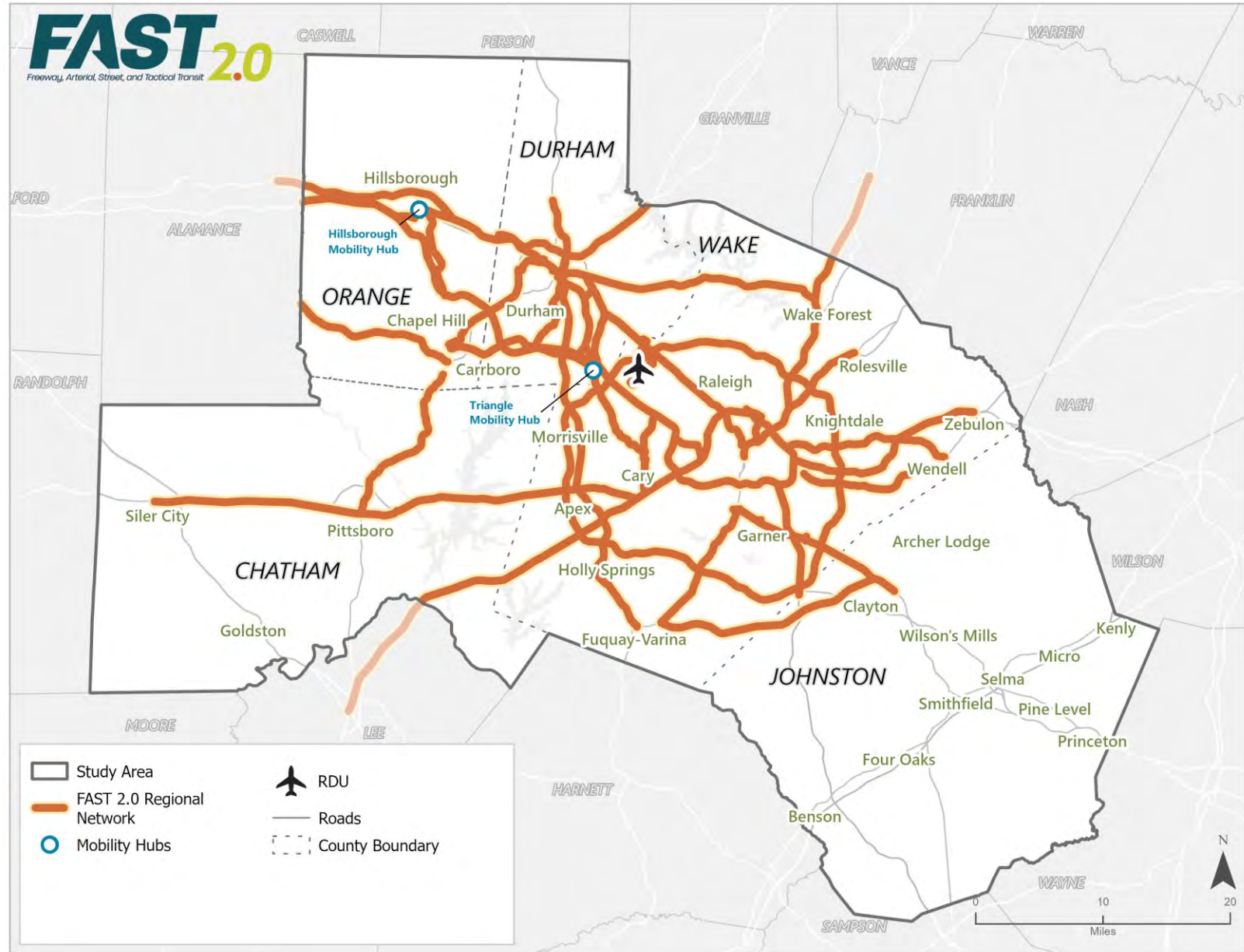
# Goals

- **Coordinate Regional Transit Projects**
- **Conduct Equity and Needs Assessment**
- **Assess Transportation Network**
- **Develop Direct BRT Linkages**
- **Identify Freeway and Arterial Corridors for Transit Priority**
- **Evaluate Transit Priority Improvements**
- **Recommend Transit Infrastructure Projects**
- **Recommend Institutional Practice Changes**
- **Regional Transit Working Group**

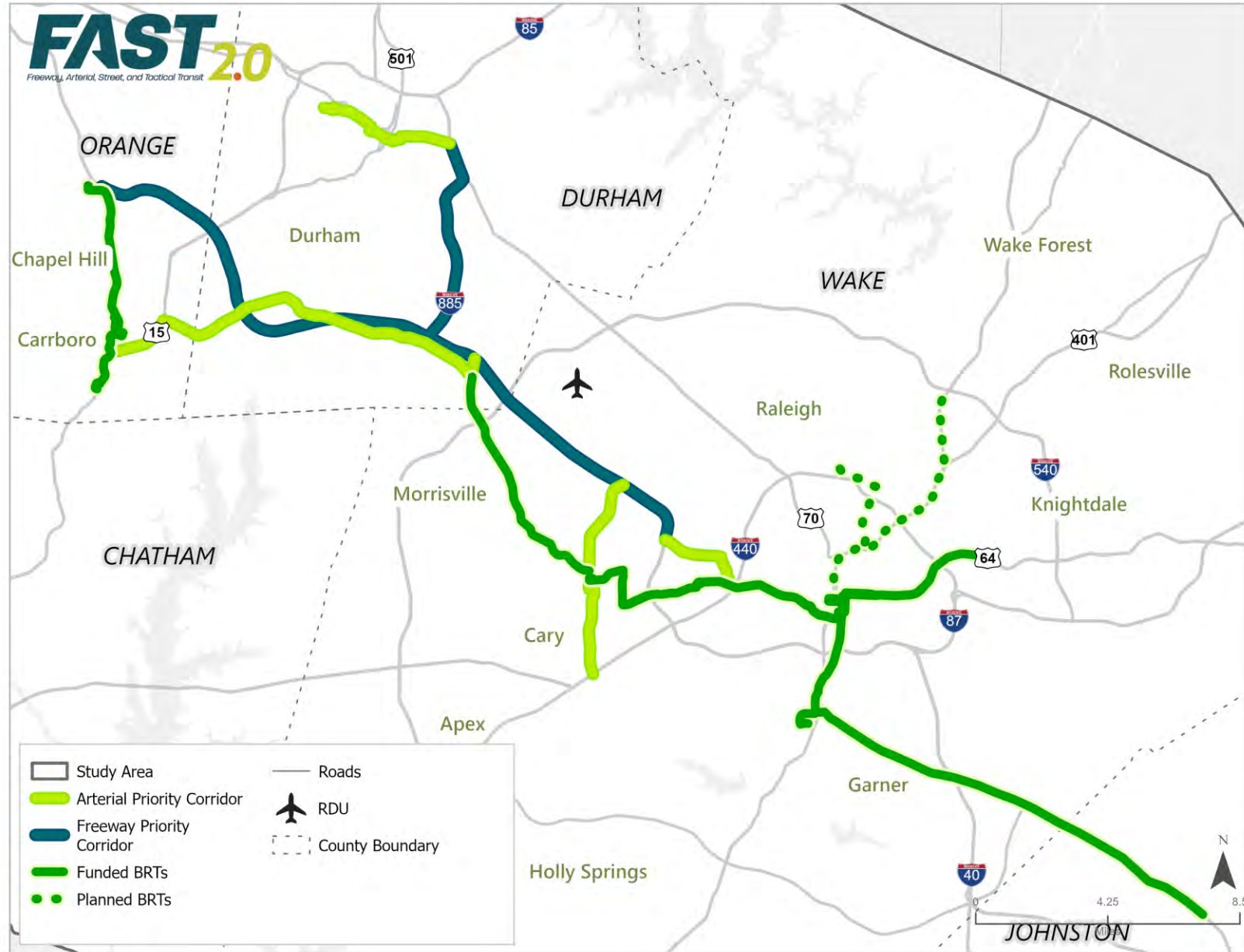
# Corridors – Stakeholder Identified

- **US 70**
  - Between Durham and Raleigh
  - Between Durham and Orange Counties
- **Chapel Hill to RTP**
- **US 15-501 Corridor**
  - Chapel Hill to Durham
  - Chapel Hill to Chatham County
- **Fayetteville Road Corridor in Durham**
- **NC 98 Corridor: Between Durham and Wake County**
- **VinFast Site in Chatham County**
- **NC 54**
  - Chapel Hill to Durham
  - Within Durham, through RTP
- **I-40 I-540**
- **Capital Boulevard**
- **US 64**
  - Raleigh west to Pittsboro
- **US 1**
  - Raleigh/Cary to Holly Springs/Fuquay Varina
  - Long term US 1 to towards Sanford and Pinehurst
- **S-Line Rail Corridor**
  - For multimodal connections

## Regional Network



# Priority Corridors



# FAST Transit Priority Infrastructure Toolbox











Table 5. Transit Advantage Matrix



Timeframe : short/medium/long



Cost: low/medium/high

	Transit Advantage	Implementation Time	Cost	Where to Use	Outcome	Common Lead Agency
 Bus On Shoulder System (BOSS)	2/5	🕒🕒	\$	Arterial-Freeway	Speed + Reliability	State
 Express or Transit Priority Lanes	4/5	🕒🕒🕒	\$\$\$	Freeway	Speed + Reliability	State
 Transit Signal Priority	3/5	🕒	\$\$	Arterial	Speed + Reliability	Transit Agency/City
 Queue Jump Lanes	2/5	🕒🕒	\$\$	Arterial	Speed + Reliability	City
 Direct Access Stations	3/5	🕒🕒🕒	\$\$\$	Arterial-Freeway	Access	Transit Agency/State
 Direct Access Ramps	3/5	🕒🕒🕒	\$\$\$	Arterial-Freeway	Access	State
 RED Bus Lanes	2/5	🕒	\$	Arterial	Speed + Reliability	State/City
 Level and Near-Level Boarding	1/5	🕒🕒	\$\$	FAST Stations and Buses	Enhanced Experience	Transit Agency
 Floating Bus Stops	2/5	🕒🕒	\$\$	Arterial	Speed + Reliability	Transit Agency/City
 Enhanced Bus Stop	1/5	🕒🕒	\$\$	FAST Stations	Enhanced Experience	Transit Agency

Questions?



## 7.1 FAST Study 2.0 Update

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

## 7.2 North Harnett Transit Study - Project Update



# North Harnett Transit Study

CAMPO Executive Board Update – March 19, 2025



# Agenda



01. Timeline

02. Recap

03. Summary of Phase 1 Findings

04. Service Area Determination

05. Service Types Evaluation

06. Proposed Service

07. Public Engagement

08. Next Steps

# Timeline



Phase 1

**2023. Nov - Dec**

Project initialization and Data Collection

**2024. Jan - Feb**

Data Analysis and Stakeholder Engagement

**2024. Mar - Apr**

Public Engagement and Focus Group Workshops

**2024. May - Jun**

**TCC and Executive Board Presentations and phase 1 completion**

Phase 2

**2024. Jul - Aug**

Establishing Service Area and Demand

**2024. Sep - Dec**

Evaluating Transit Service Options

**2025. Jan - Mar**

Stakeholder and Public Engagement.

TCC and EB presentation

**2025. Apr - Jun**

Implementation plan and final report

TCC and EB presentation

# Recap

- Study area – Part of Harnett County within CAMPO boundary
- Study Goals - to determine transit-supportiveness in the area in two phases by...
  - ✓ **evaluating** travel patterns,
  - ✓ **educating** about different types of transit
  - ✓ **assessing** the community's and decision makers' desire for transit, and
    - **combining** the demand with feasible transit service options
- Public Engagement
- Stakeholder Engagement
  - Core Technical Team
  - Public Officials
  - Focus Groups
  - HARTS Operators



# Summary of Phase 1 Findings



There is demand for transit services with more connectivity and flexibility.



56% of survey respondents were **very interested and somewhat interested** in using transit.



Most respondents would use transit for **shopping, recreational, and medical trips**



Stakeholders recognized the need for **updated infrastructure and increased land-use density**



Travel patterns strongest between **Lillington and Angier**.  
HARTS ridership strongest **near Lillington** and between **Lillington and Coats**.



Support from public and stakeholders to for **more enhanced local services and connecting to areas locally**.

# Service Area Determination

Transit Propensity



Interzonal Trips



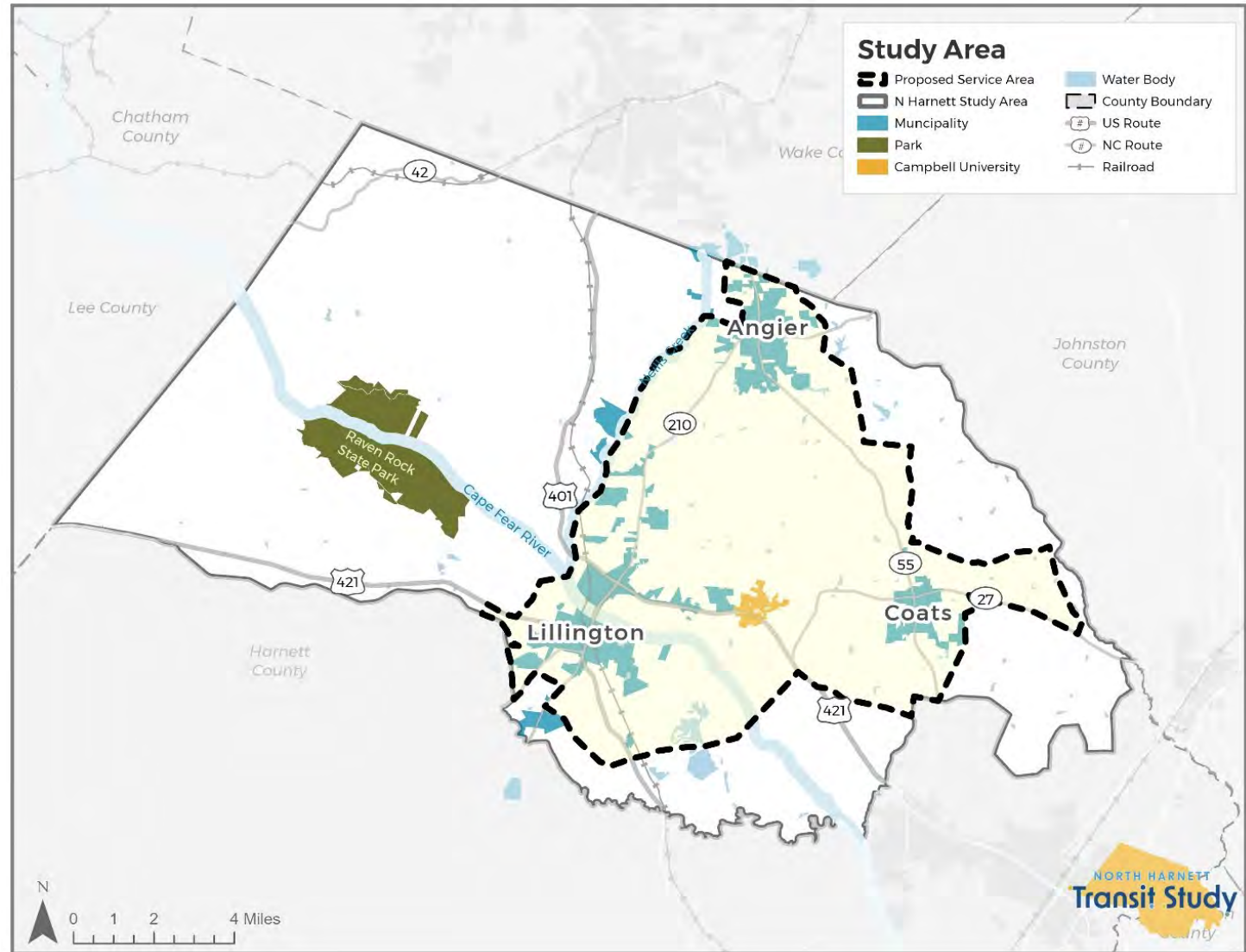
HARTS Ridership



Key Destinations











**Proposed Service Area**





# Service Types Evaluation

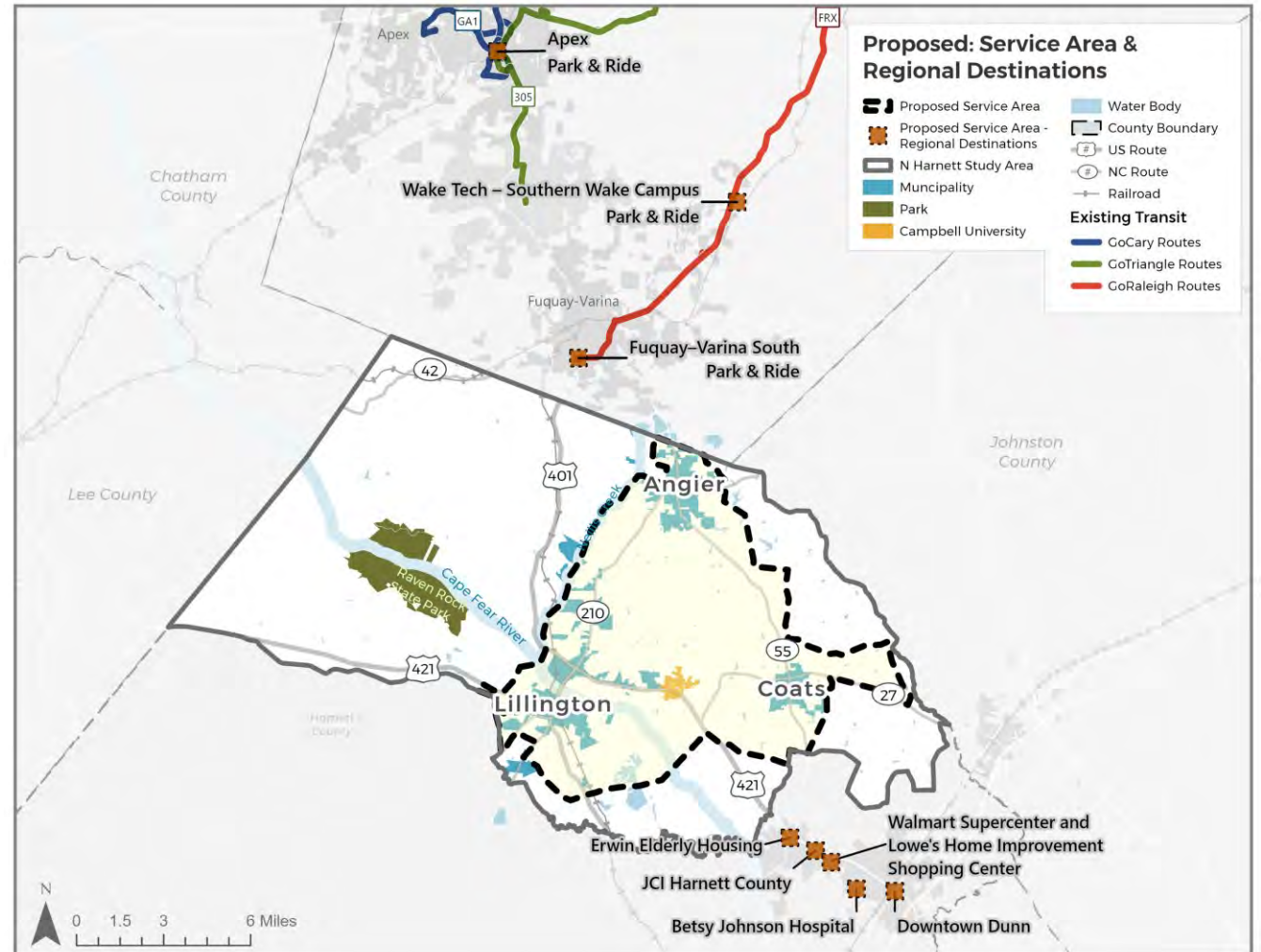
Microtransit	Fixed Route	Senior Shuttle	Regional Route
<ul style="list-style-type: none"> <li>• Flexible</li> <li>• Multiple Service Delivery Models</li> <li>• Recent successes in peer communities</li> </ul>	<ul style="list-style-type: none"> <li>• Reliable</li> <li>• Familiar Service type</li> <li>• Needs additional infrastructure improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Targeted</li> <li>• Shorter routes and time periods</li> <li>• Serves different areas on different days</li> </ul>	<ul style="list-style-type: none"> <li>• Commuter based</li> <li>• Connects to Regional networks</li> <li>• Longer / sparser service</li> </ul>

Service Type	Operating Cost Estimates	Capital Costs	Potential Ridership	Implementation Effort	Service Area	Service Span	Frequency	Convenience / Flexibility	Public Input
Microtransit	\$\$\$ - \$\$\$\$	\$		✓✓ - ✓✓✓✓	✓✓✓✓	✓✓ - ✓✓✓	✓✓✓	✓✓✓✓	
Fixed Route	\$\$	\$		✓	✓✓✓	✓✓	✓✓	✓✓	
Senior Shuttle	\$	\$		✓	✓	✓	✓✓	✓✓	
Regional Connection	\$\$	\$		✓✓	✓✓	✓✓✓	✓	✓	

# Proposed Service

## Microtransit with External Connections

- ✓ Flexible
- ✓ Scalable
- ✓ Combines aspects of other service types explored
- ✓ Does not need any fixed infrastructure (in the short term)
- ✓ Option to use existing HARTS fleet (in the short term)
- ✓ Provide connections to high demand locations outside of the immediate service area
- ✓ Connections to regional transit



# Public Engagement

## Through April

## Education Campaign around Microtransit

Booklet includes →

- Introduction
- Benefits
- Examples
- How would different residents use the service
  - Working population
  - Students
  - Older Adults
- Overall schedule

### Recommendation for North Harnett Area: Microtransit with Regional Connections

The North Harnett Transit Study evaluated the need and support for transit in the northern half of Harnett County within the Capital Area Metropolitan Planning Organization's (CAMPO) boundary, which includes Angier, Lillington, Coats, and Campbell University. The study recommends pursuing microtransit with connections to nearby destinations to support the community's transportation needs.

The proposed transit service area is shown with a dotted line below. Customers can also request a ride to and from specific locations outside of the service area, including three Park & Rides north of Harnett County and popular services and shopping centers to the south.



### Where Can You Find Microtransit in North Carolina?

**1) RIDE**  
The City of Wilson introduced a microtransit service in September 2020. RIDE replaced the City's bus system. The service provided rides for \$2.50. Users can request a ride at any time through a mobile app, online, or by phone. RIDE operates Monday to Saturday with a fleet of vans. 156,887 rides were taken in 2022.

**2) JCATS (QuickRide)**  
Johnston County introduced a microtransit program in March 2023 to improve current services through JCATS. Users can request a ride for \$6 through a mobile app. JCATS operates Monday to Saturday in the Smithfield/Selma area. Their fleet of ADA-accessible vans provides over 12,000 rides annually.

**3) Smart Shuttle**  
The Town of Morrisville introduced a free microtransit service in October 2021 called Smart Shuttle. The service runs seven days a week. It connects residents with 17 shuttle stops located throughout Morrisville. This includes a connection to the GoTriangle bus network for easy access to Cary, Durham, Raleigh, and Chapel Hill. Riders can book a ride on the mobile or desktop app. Smart Shuttle provided 11,122 rides in 2022.

### Microtransit For College Students

Jackson, Rebecca, and Greg, are college students of Campbell University. They could use microtransit to get to:

SCHOOL | INTERNSHIPWORK | SHOPPING | LOCAL SERVICES | MEDICAL FACILITIES

Jackson could use microtransit to get to his internship in Raleigh. The service would drop him off and pick him up at the Apex Park & Ride. Jackson would then connect to the GoTriangle 305 service. The phone-based application would make it easy for him to book rides and track their arrival.

Rebecca moves into her dorm in August. She could book direct rides to pick up items for her dorm room. The smaller vehicles would be easier than an expensive delivery or riding a crowded bus.

Greg lives off campus in an apartment. He could use microtransit to do his shopping for the week. The flexibility in destinations choices would make it easy for him to run errands and get his grocery shopping done.

Learn more about microtransit and how it can benefit you on our website: [www.NorthHarnettTransitStudy.com](http://www.NorthHarnettTransitStudy.com)

### North Harnett Transit Study Schedule

- 1 Study Team engaged with the community to hear if there was a desire for transit. This was confirmed.
- 2 Confirmed demand for transit through data analysis and explored different transit options based on travel demand and patterns.
- 3 Created a service area and drafted a transit service recommendation.
- 4 Finalized the transit service recommendation and created an implementation plan.

Post-Study Activities

- 5 The final recommendation and plan is adopted by Harnett County and CAMPO.
- 6 Harnett County will determine how the proposed transit service will be funded.
- 7 Harnett County and HARTS will implement the transit service with possible involvement of an external transit service provider.
- 8 Community members in the service area will be able to use transit.

Scan the QR Code or visit [www.NorthHarnettTransitStudy.com](http://www.NorthHarnettTransitStudy.com) to learn more about microtransit and how you can benefit from this transit service.

Questions? Contact Us!  
[northharnetttransit@publisteel.com](mailto:northharnetttransit@publisteel.com)  
 855-925-2801  
 Use code to leave a message: #959

## Popup Display Board

### Transit Services Proposed for Harnett County

**Service Area**

- Proposed Service Area
- N Harnett Study Area
- Municipality
- Park
- Campbell University
- Water Body
- County Boundary
- US Route
- NC Route
- Railroad

**NORTH HARNETT Transit Study**

Microtransit with connections to regional destinations, has been chosen as the best option for transit service in North Harnett County.

Hop on board the North Harnett Transit Study website to learn more about microtransit and its benefits:  
[www.NorthHarnettTransitStudy.com](http://www.NorthHarnettTransitStudy.com)

SCAN ME

**CAMPO**  
 NC Capital Area Metropolitan Planning Organization

**Harnett COUNTY**

# Next Steps



March  
-April



Public  
Engagement



Implementation  
Plan

April



Stakeholder  
Engagement



Final Report

June



TCC and EB  
Presentation





# Thank you



NC Capital Area Metropolitan Planning Organization

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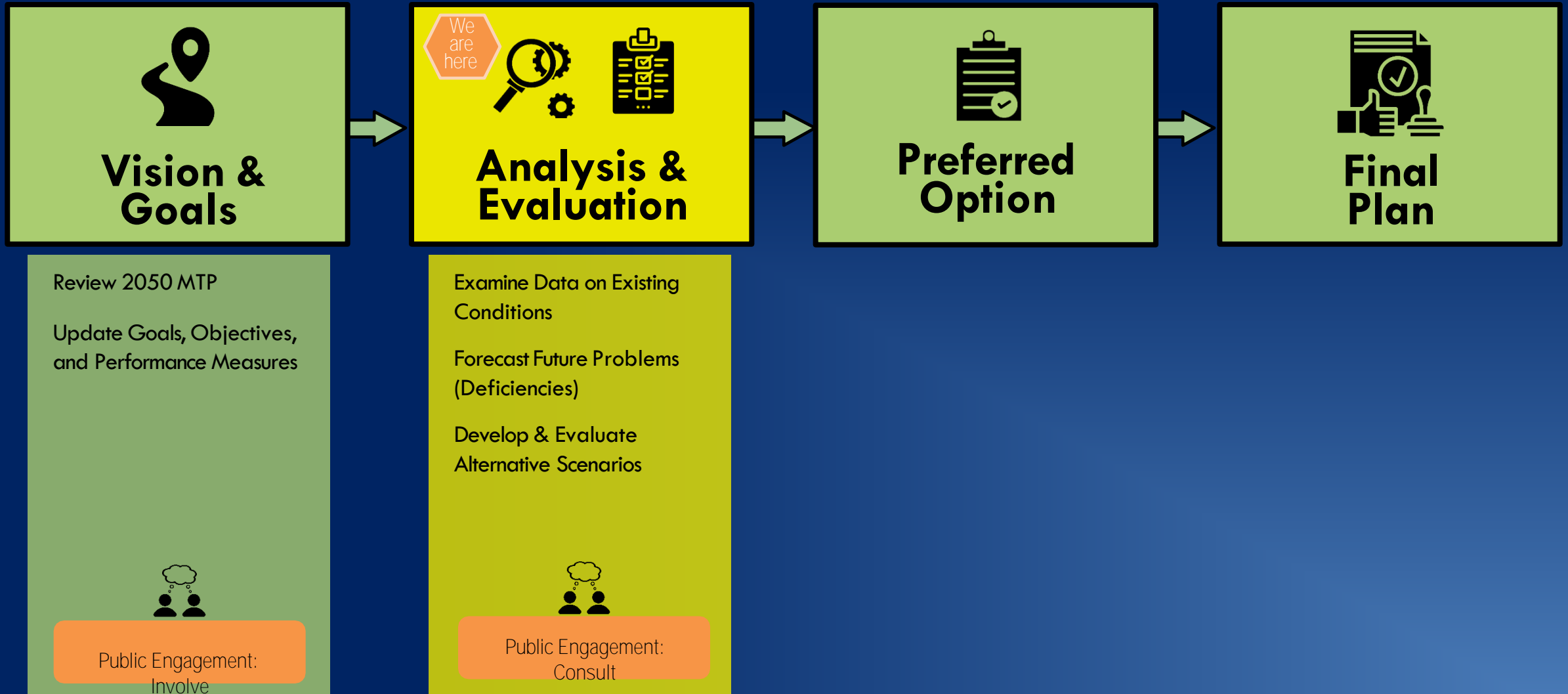
## 7.2 North Harnett Transit Study - Project Update

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

## 7.3 2055 MTP Update – Deficiency Analysis & Alternatives Analysis

# MTP Update Process

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





# 2055 MTP Preliminary Deficiency Analysis

- **Measuring the Worst-Case Scenario**
  - Can currently committed projects handle long-term growth?
  
- **Uses the Triangle Regional Model (TRM)**
  - Socio-economic forecast:
    - 2055
  
  - Transportation Networks:
    - Includes “committed” transportation investments through 2030\*

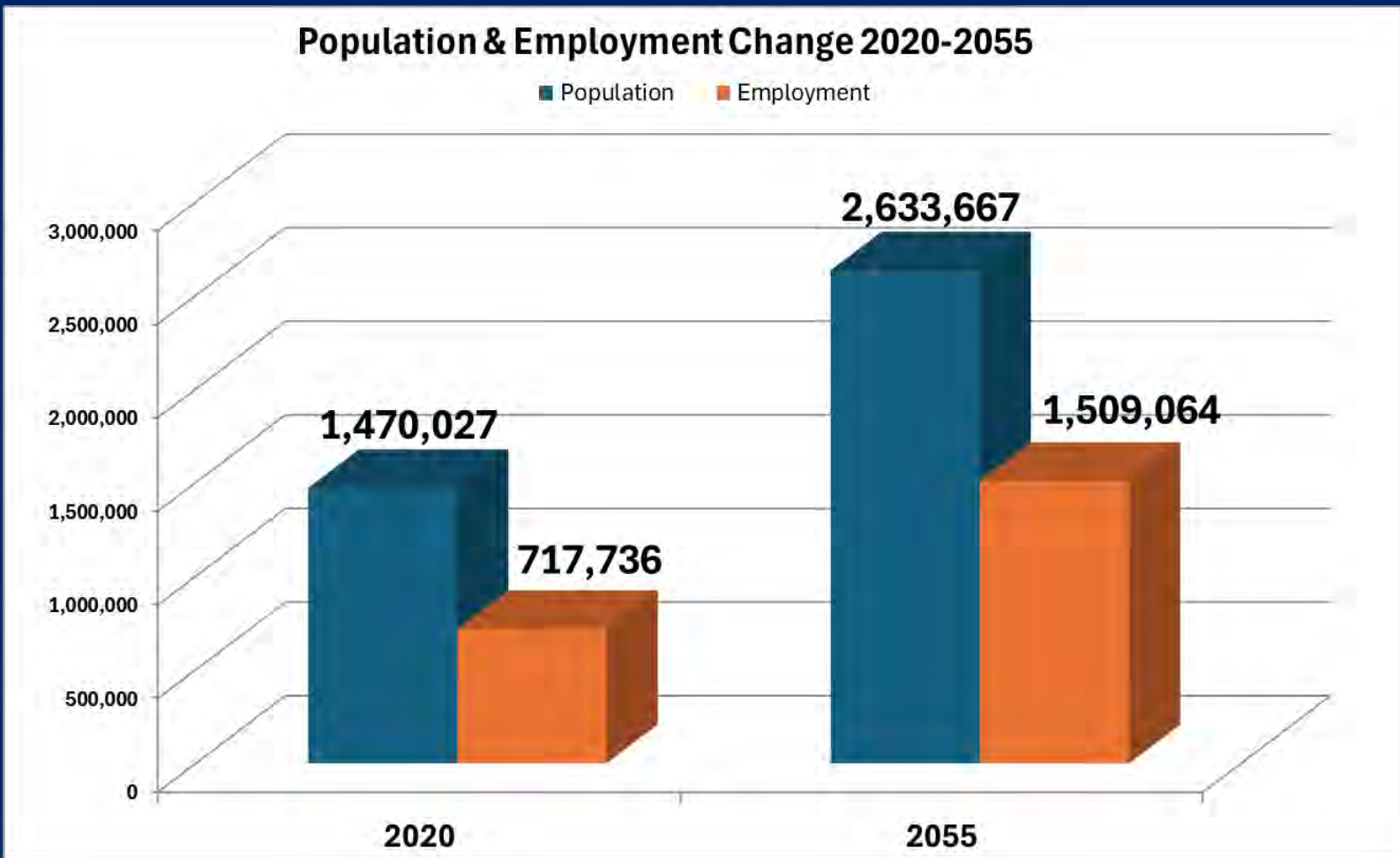
# 2055 MTP Preliminary Deficiency Analysis

- **Unrealistic Scenario...**
  - Funding will continue past the current TIP/STIP
  - Growth and behavior patterns would shift
  
- **But Useful**
  - Sets a baseline for all other alternatives
  - Illustrates the failure of our committed transportation improvements to meet forecasted growth in travel demand during the useful life of these investments.

# DRAFT 2055 MTP Socio-Economic Guide Totals

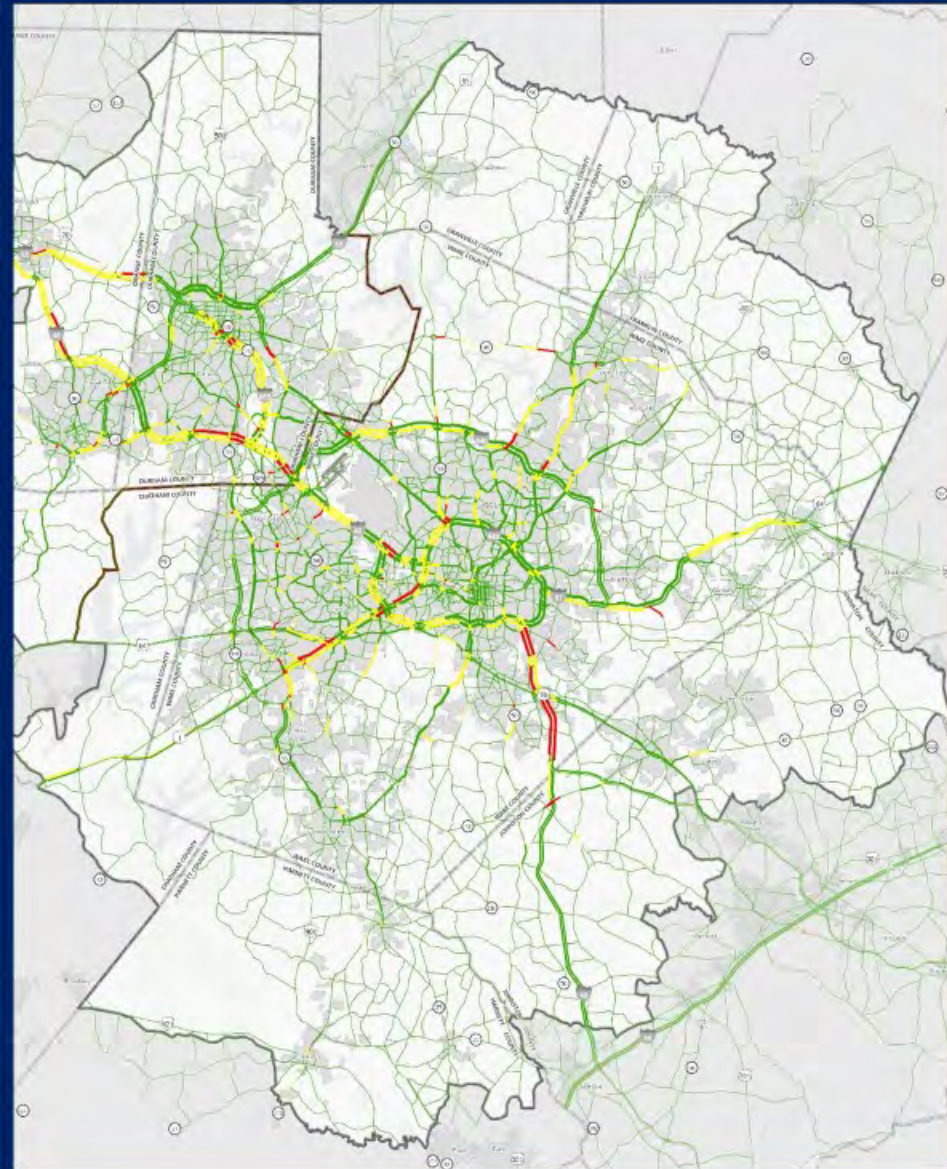
- The Triangle Region continues to grow at a very fast pace:

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

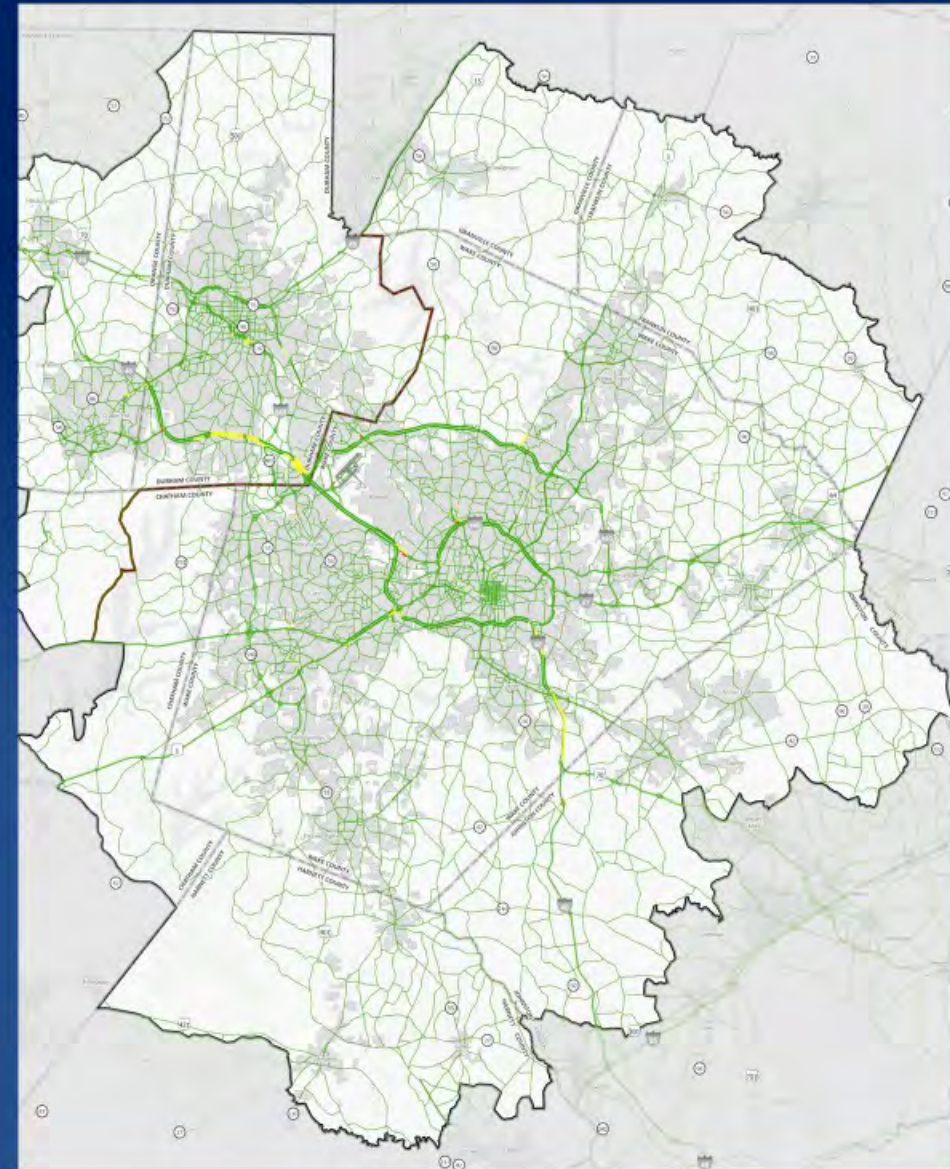


# Preliminary Deficiency Analysis

Peak Hour



Mid Day



**Transportation Network:**  
Base

**Socio-Economic Data:**  
Base

**Volume / Capacity**

Red signifies that a road has met or exceeded its capacity

**Peak Hour**

Represents the worst travel hour of the day ("rush hour")

**Off-Peak**

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

# Preliminary Deficiency Analysis

Peak Hour

Mid Day

Transportation Network:  
E + C

Socio-Economic Data:  
2055

Volume / Capacity

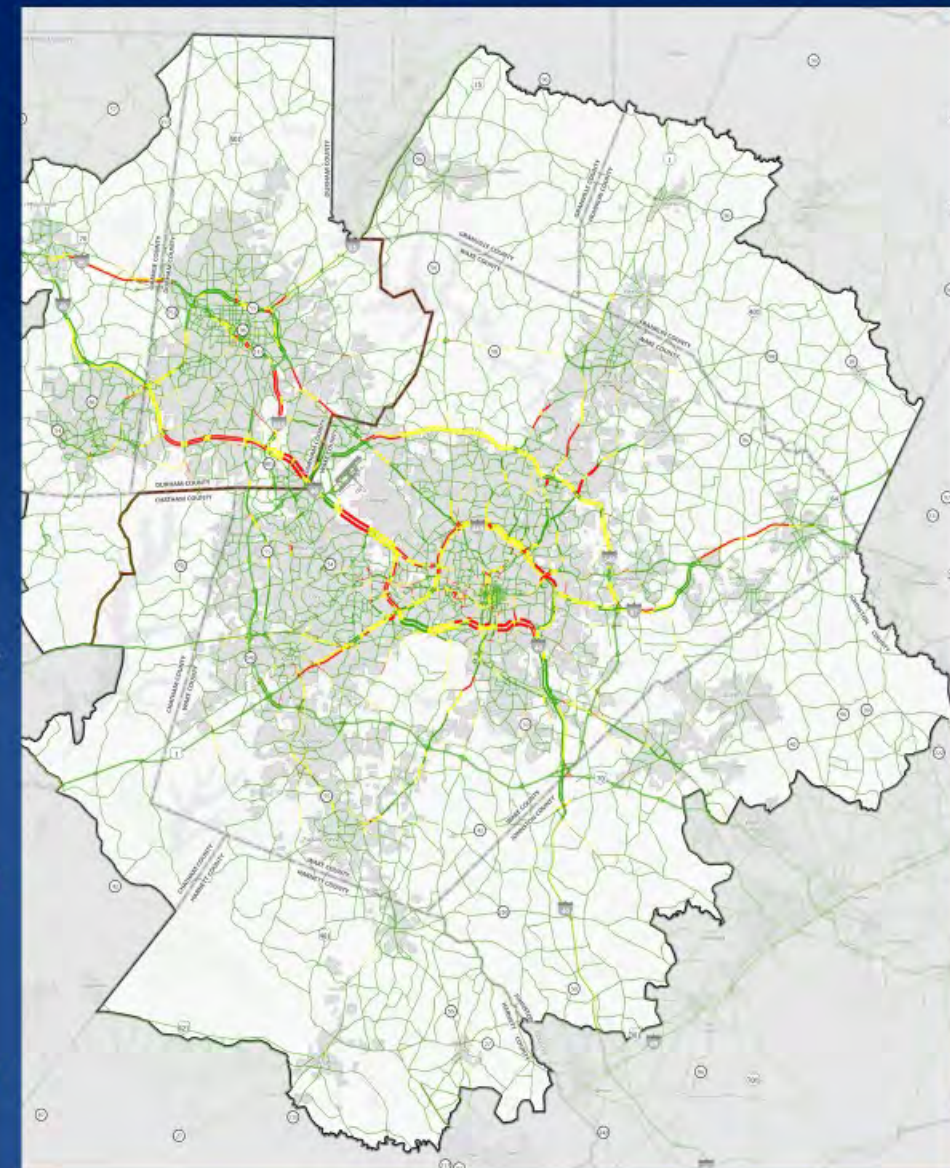
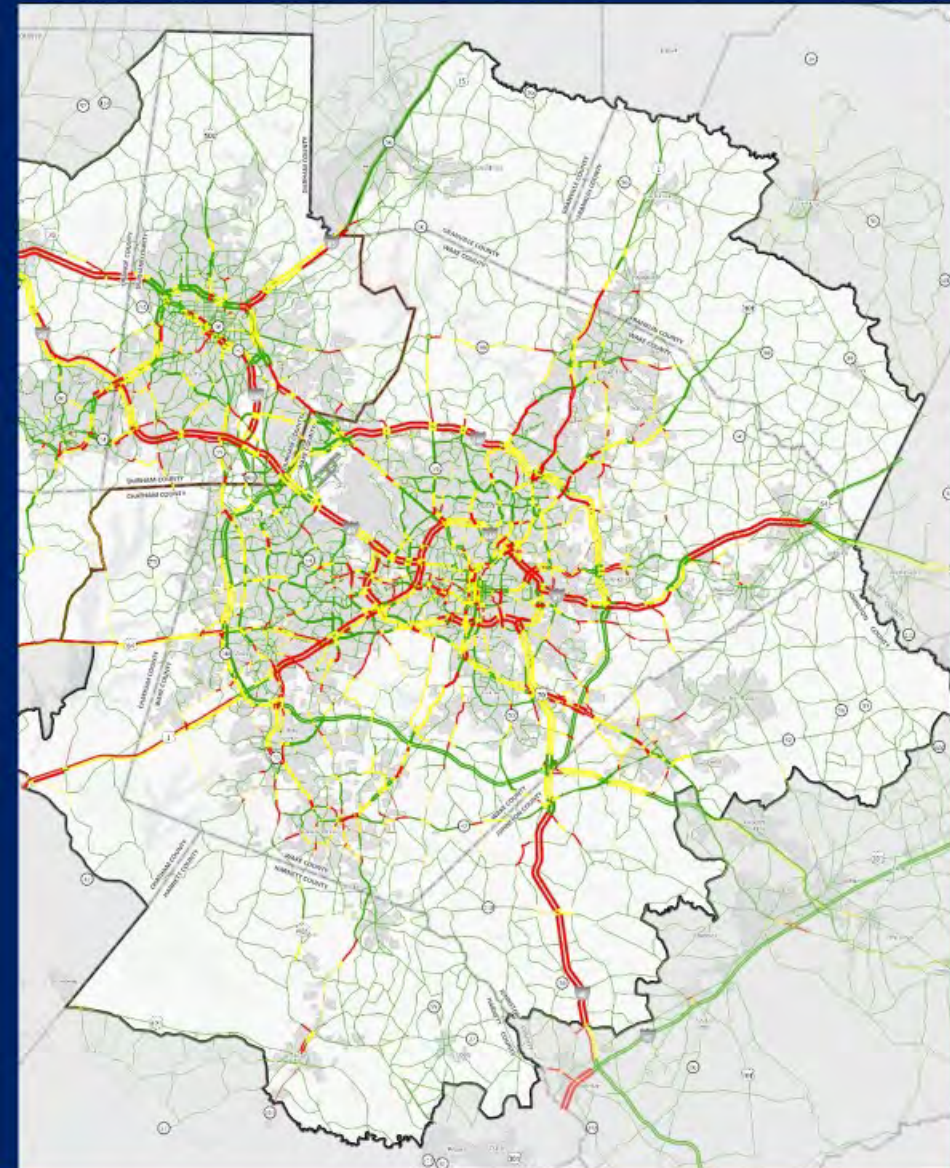
Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

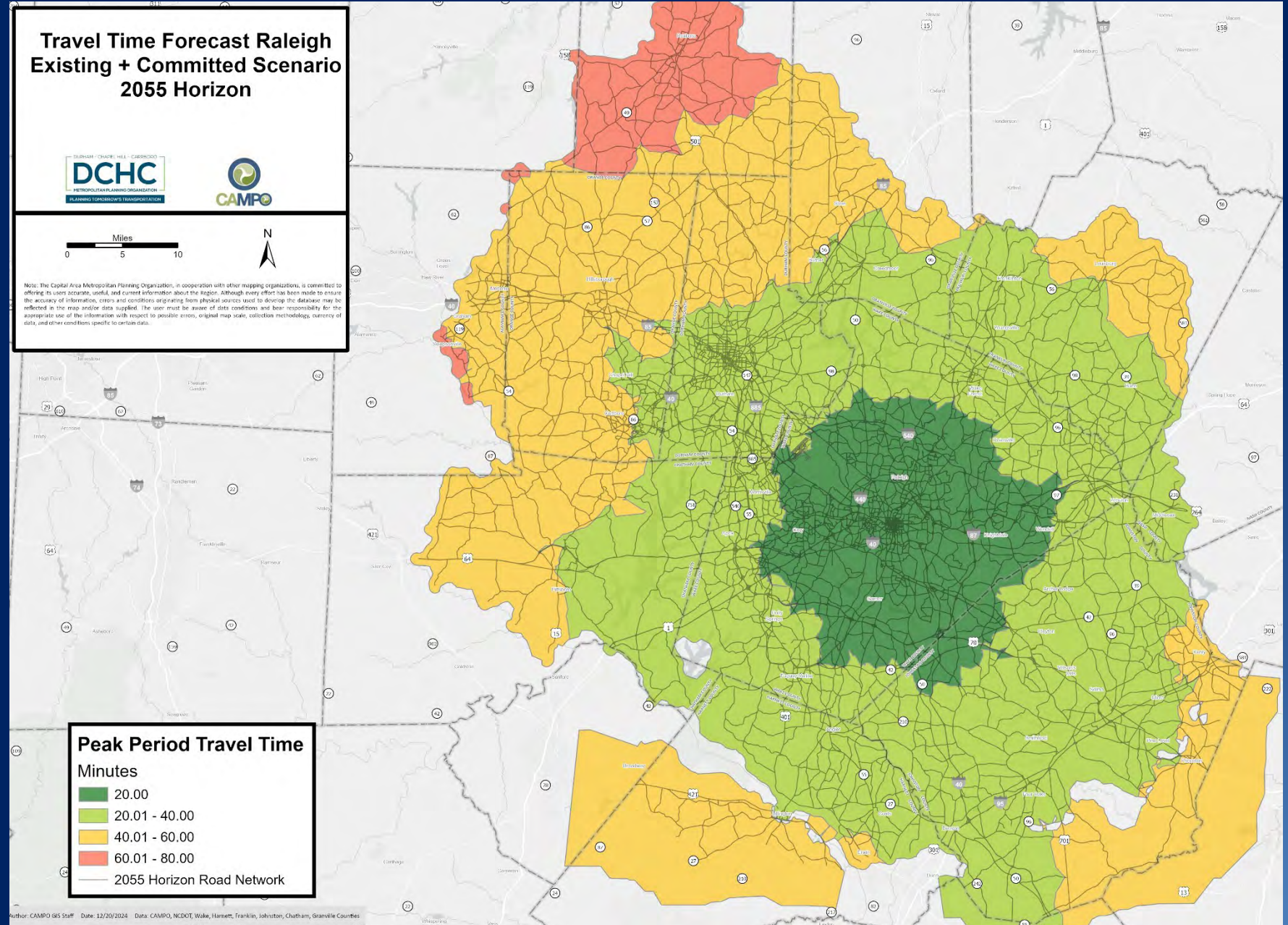
Off-Peak

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



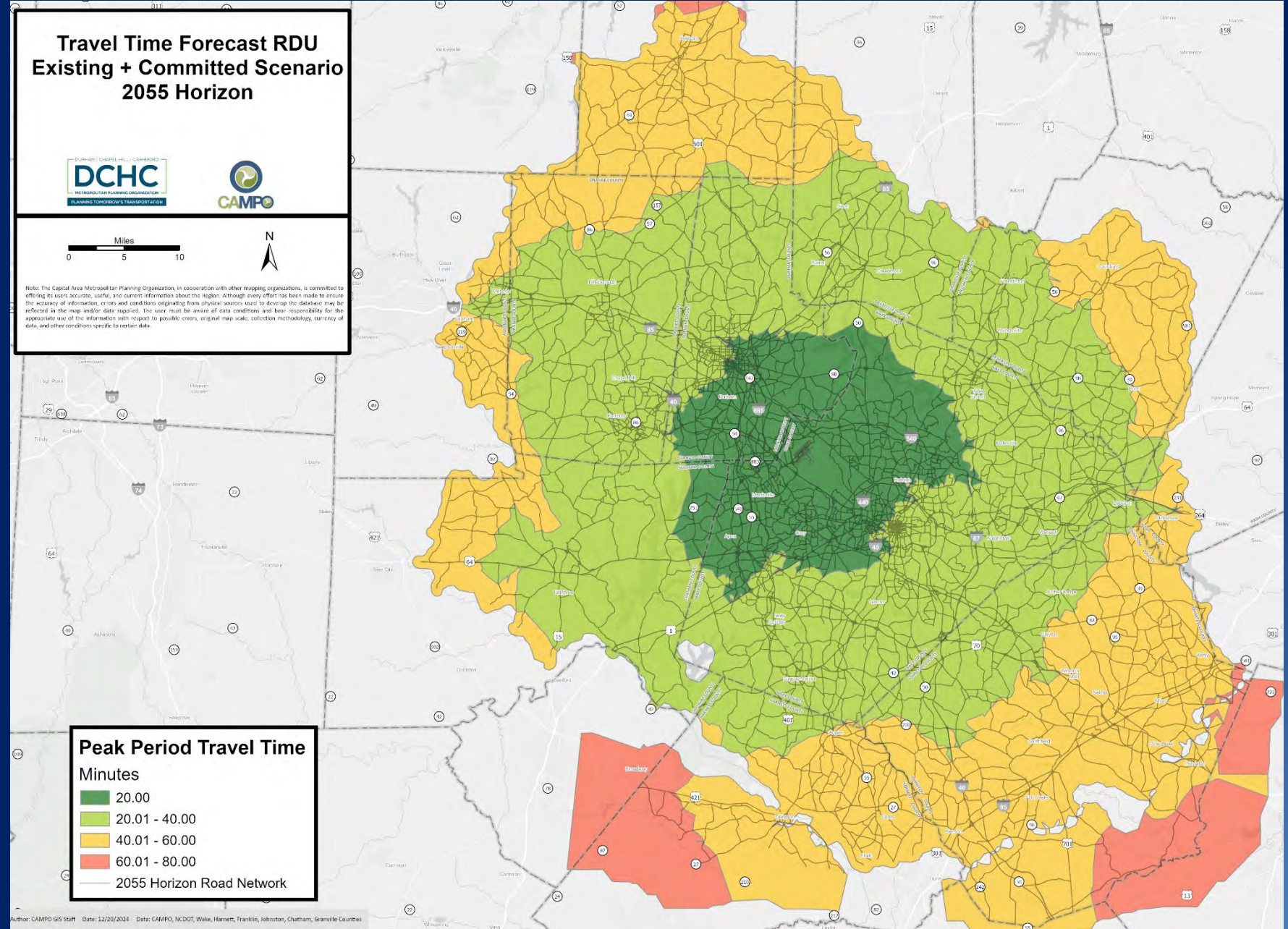
# Preliminary Deficiency Analysis & Travel Time (Downtown Raleigh)

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



# Preliminary Deficiency Analysis & Travel Time (RDU)

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



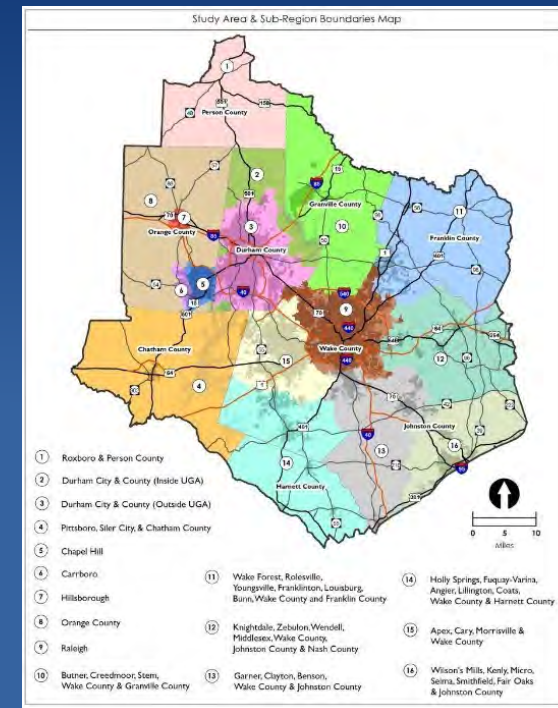
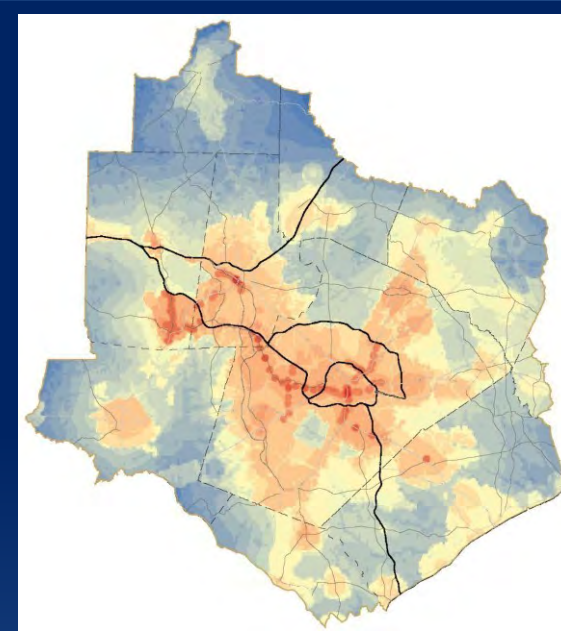
Review results of Deficiency Analysis through the web portal:

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

- Things to think about:

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

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





# Alternatives Analysis & Scenario Planning

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

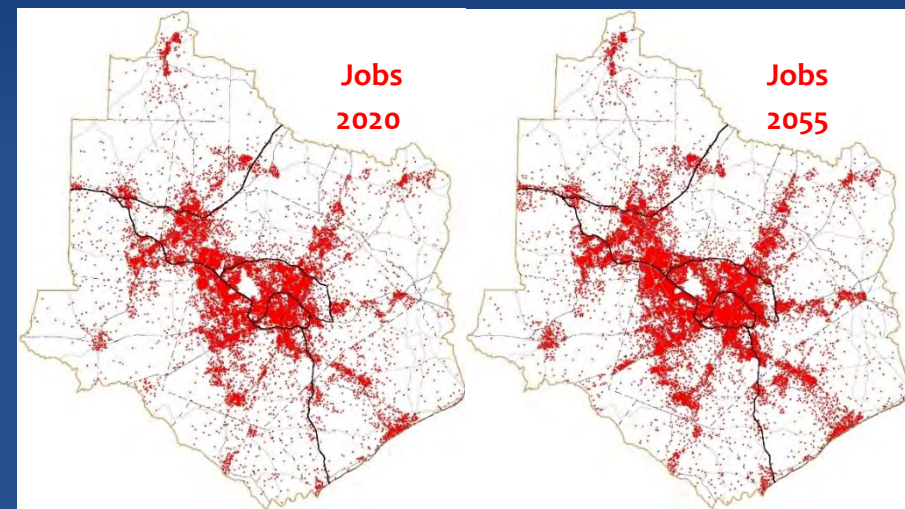
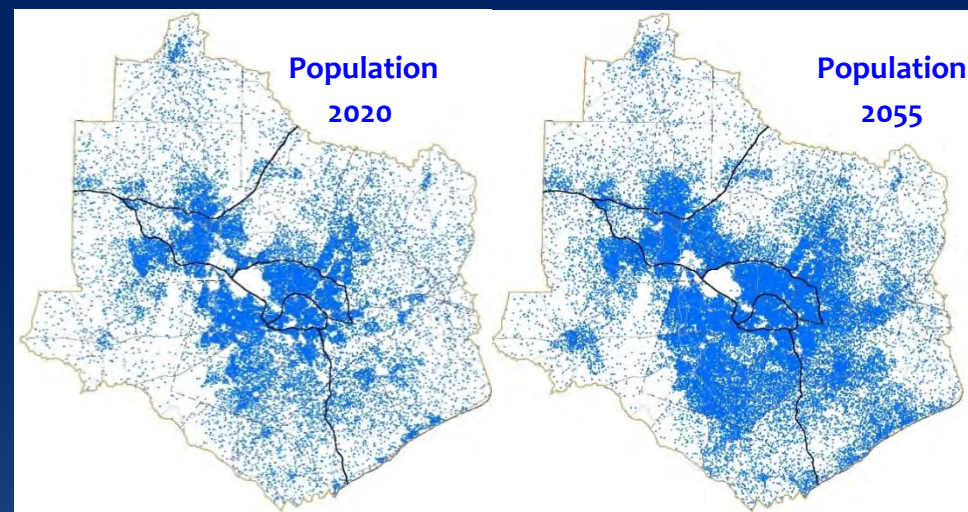
# How: Beginning With The End In Mind

## During 2025

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

## Late 2025 or Early 2026

- 2055 MTP adopted by CAMPO and DCHC MPO

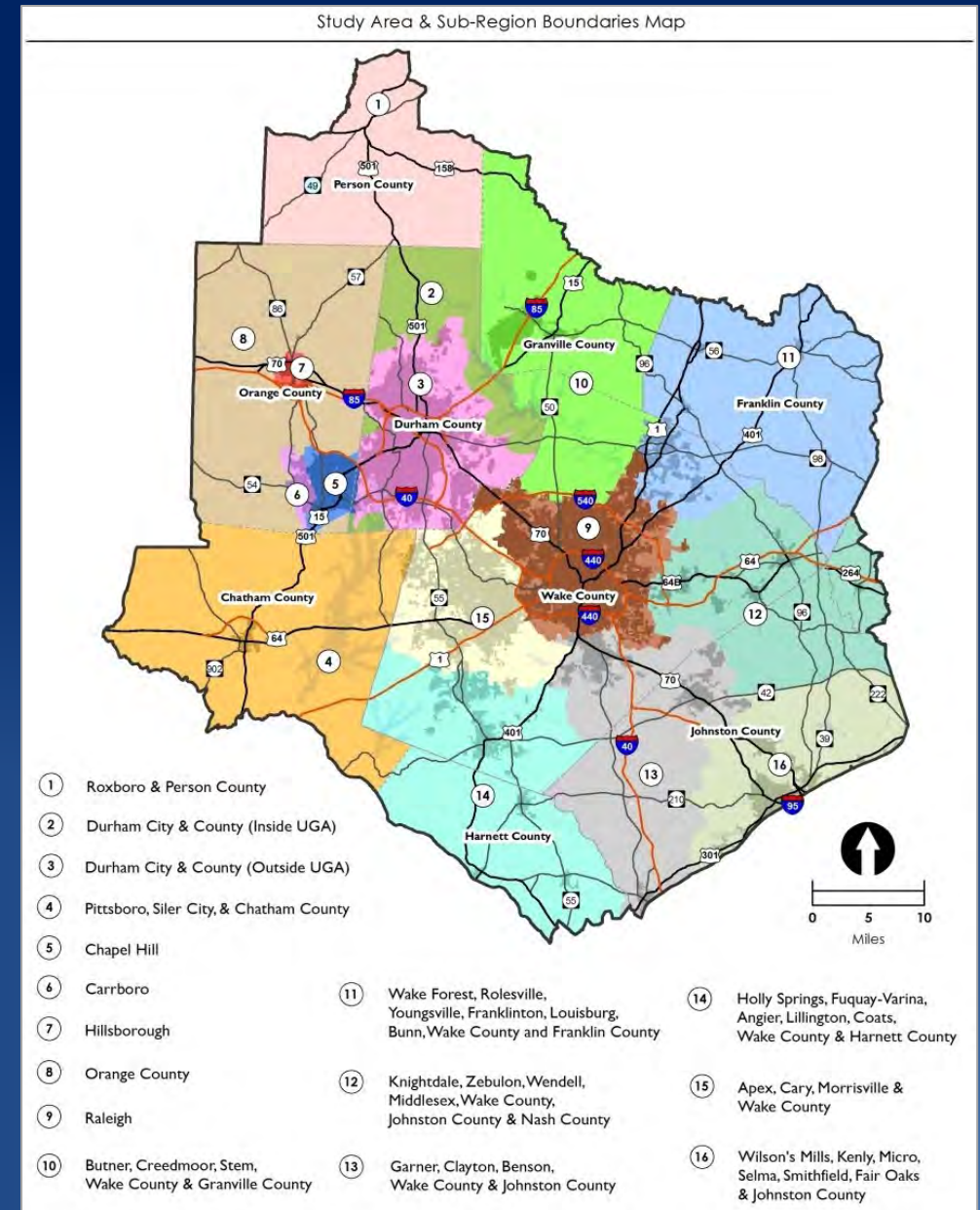


2045 MTP results: each dot is 50 jobs or people

# Development Foundation (*Land Use*)

## How: the CommunityViz Growth Tool

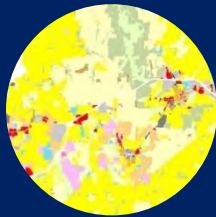
- CommunityViz is a tool to understand growth capacities and allocate future growth
- It can be used to create future development scenarios and help understand their relative impacts
- It needs 5 basic inputs



# What CommunityViz Needs To Create a Scenario



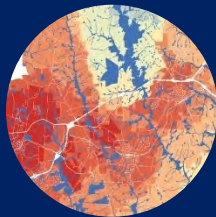
The location of features that constrain development, such as water bodies, wetlands and stream buffers



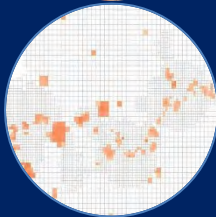
The type of place each parcel **will become** (and the intensity of each place type for each jurisdiction)



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



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



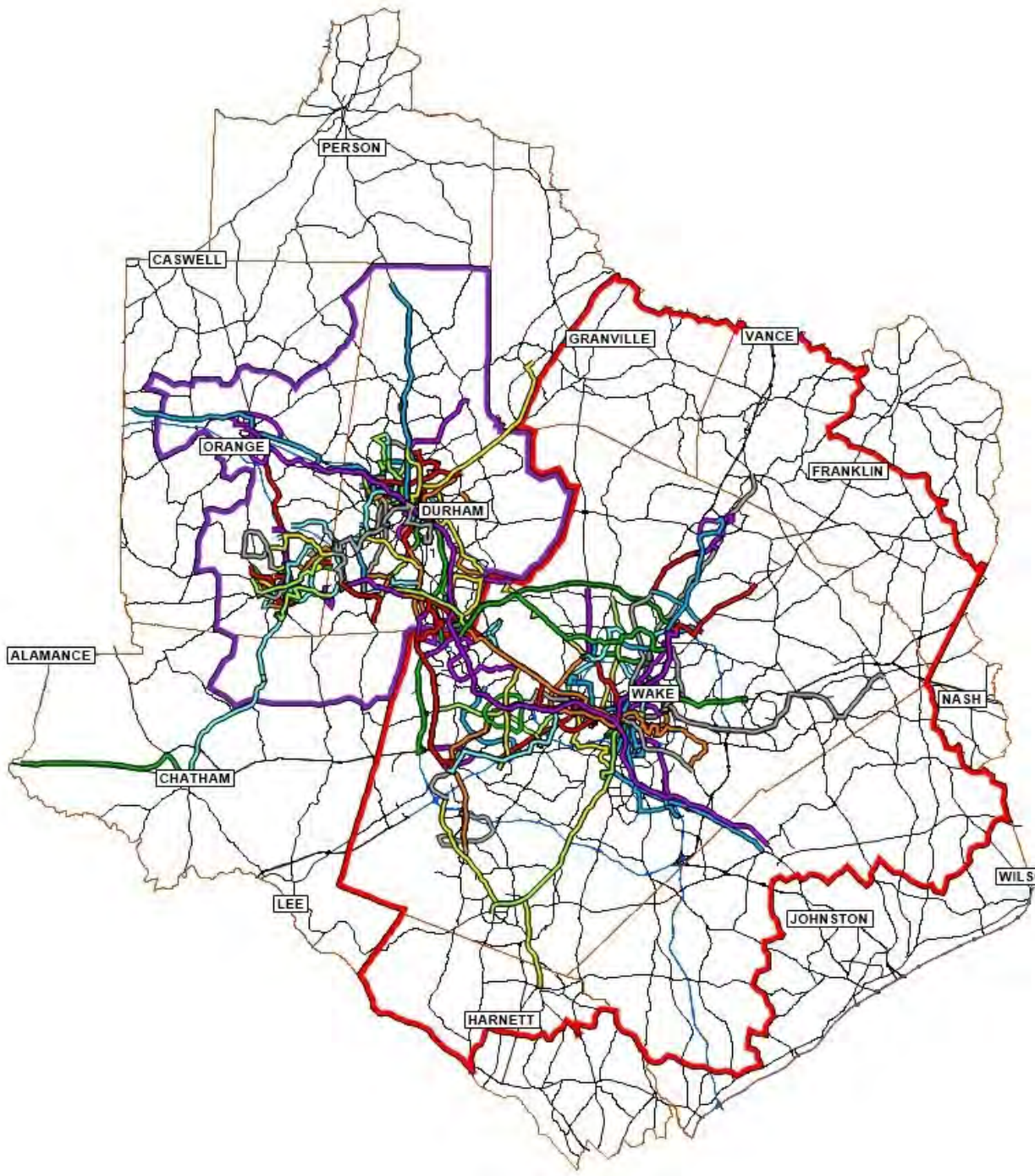
The types and amounts of growth that will be allocated, termed “growth targets”

# CommunityViz Local Guide Books & Look-Up Tables

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



# Triangle Regional Model

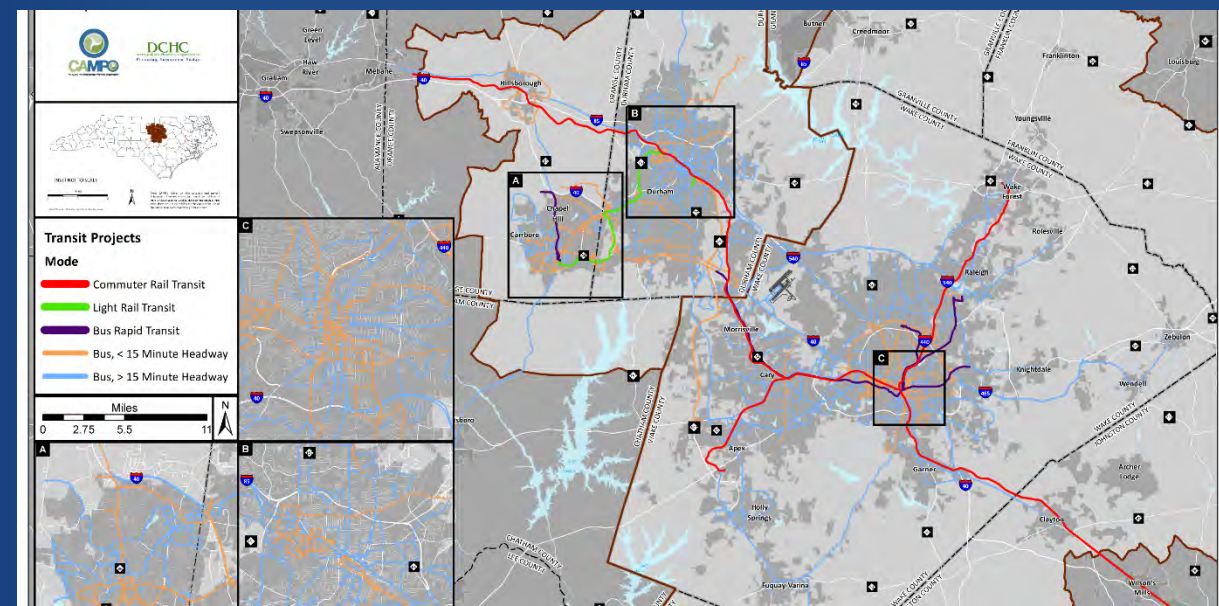
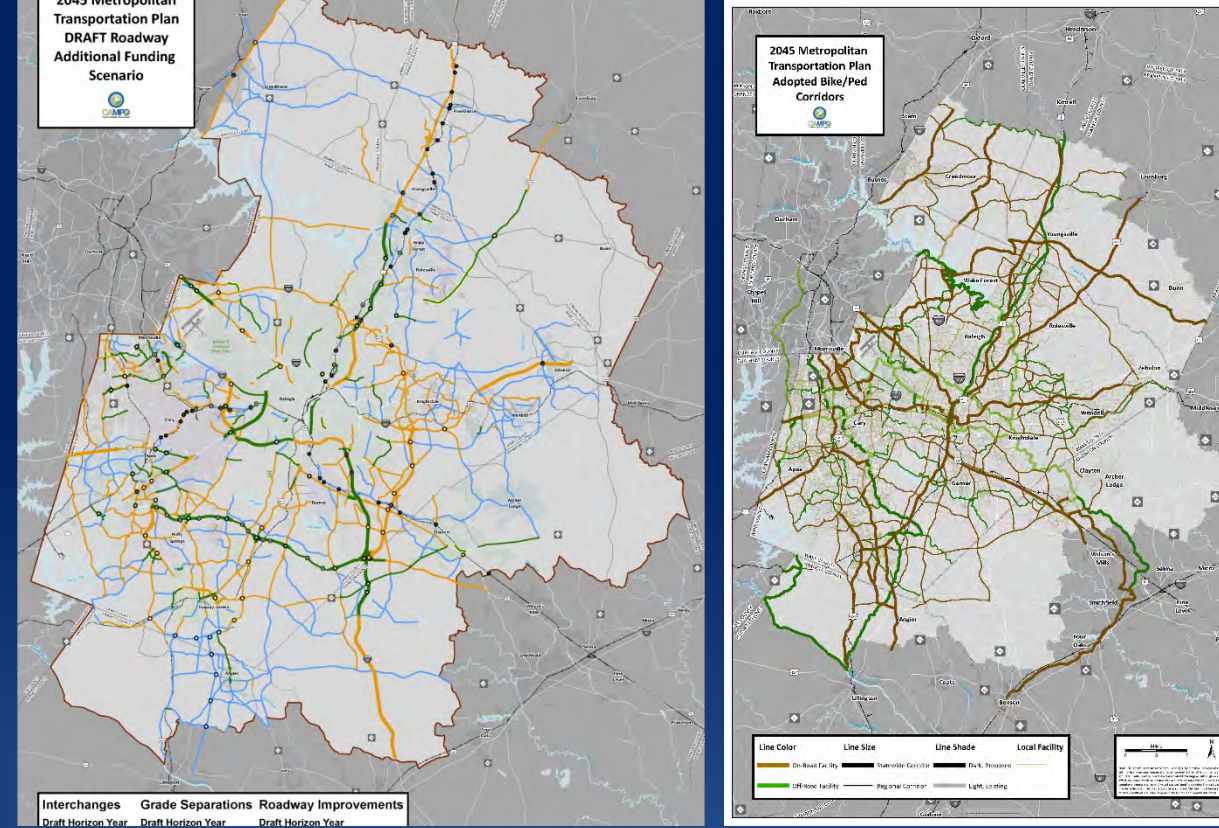


- Joint project of CAMPO, DCHC MPO, NCDOT and GoTriangle
- Travel demand forecasting tool for the Triangle Region
- Trip-based model – typical four step model
- Represents travel in the Triangle Area
- Includes all travel modes, all major road facilities, and all transit systems and routes

# Mobility Investment Foundation (Transportation)

## Future Transportation Network

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

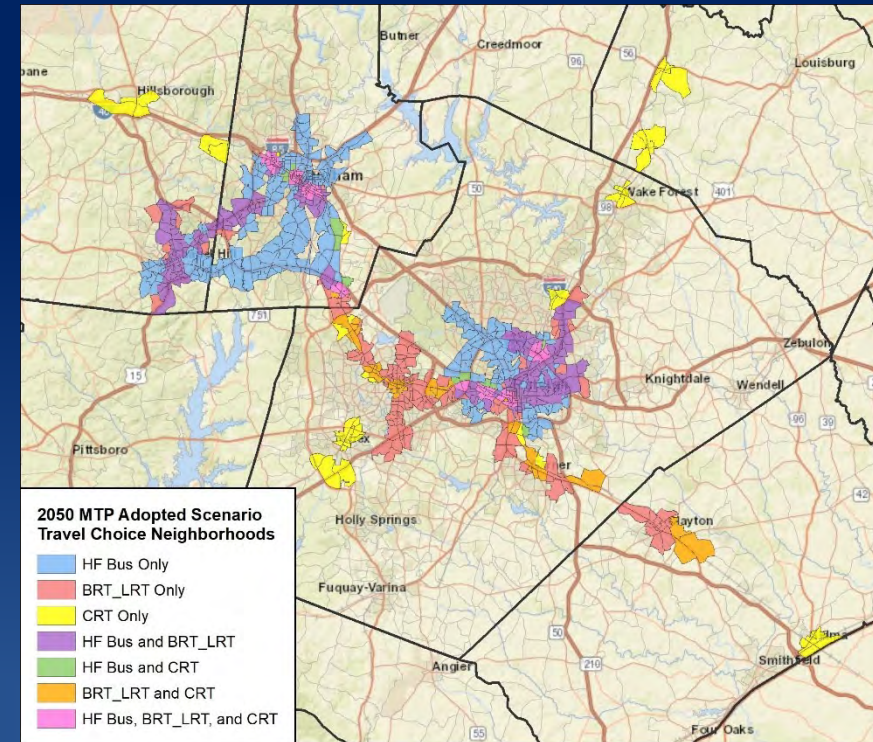


# Travel Choice Neighborhoods (TCN)

Places where both roadway investments and high-quality transit service would be available under different future development and mobility scenarios.

Travel Choice Neighborhoods (TCNs) are a way to understand the relative significance of focused land use and transportation infrastructure among scenarios, and how policies might affect these neighborhoods.

About 745 REINVEST Neighborhood TAZs in the TRM G2 model area.

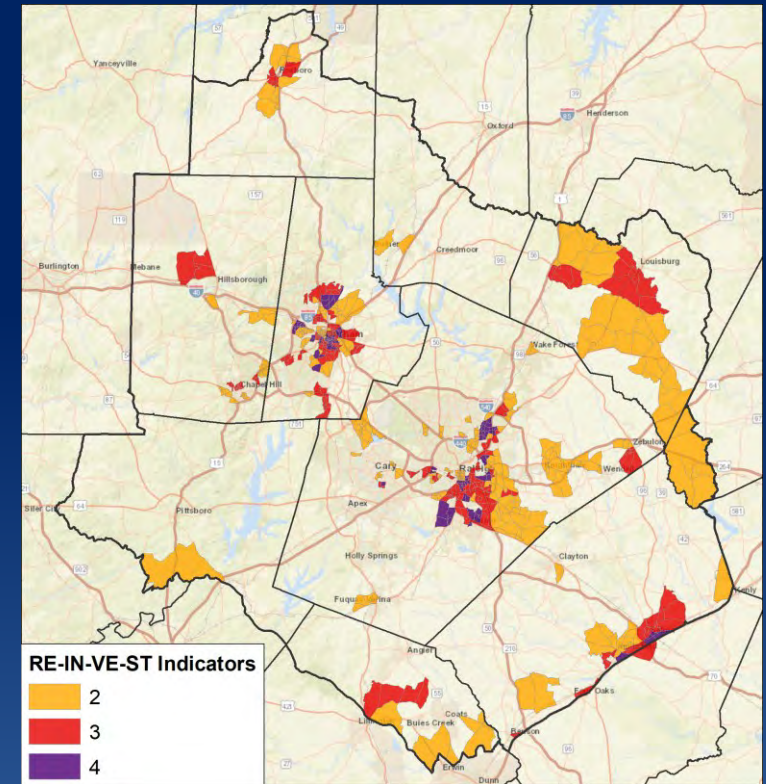




# REINVEST Neighborhoods

REINVEST Neighborhoods are defined as TAZs that overlapped with block groups that met at least two of the four indicator thresholds by at least 50% of the total TAZ area (acres).

In total, there were 735 REINVEST Neighborhood TAZs identified in the TRM v6.2 model area, and 745 REINVEST Neighborhood TAZs in the TRM G2 model area.

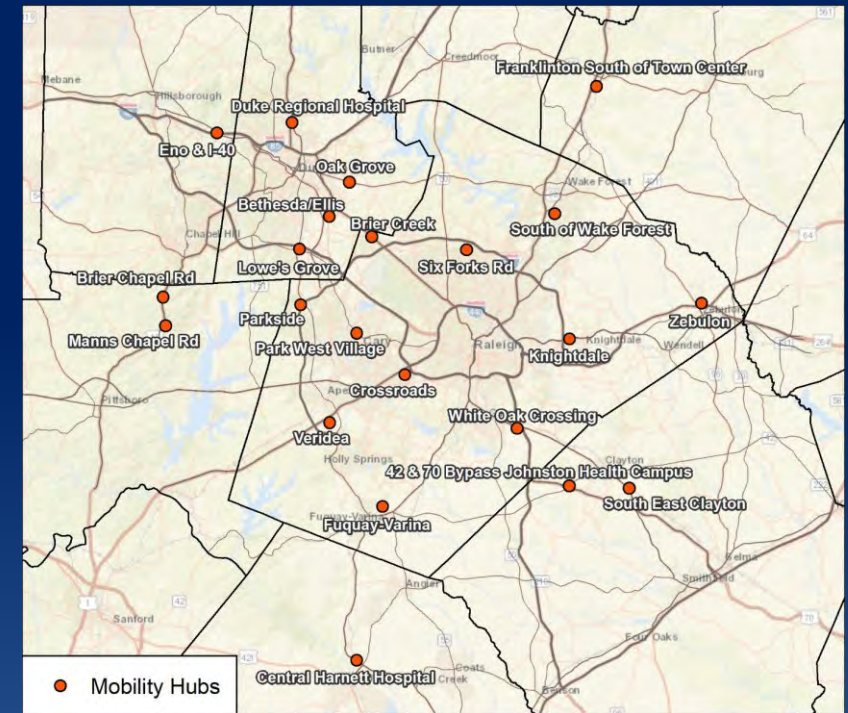


<b>RE</b>	Race/Ethnicity – the degree to which a neighborhood is home to people who are Black, Indigenous or People of Color (BIPOC).
<b>IN</b>	Income – the degree to which people in the neighborhood live in households with lower annual incomes.
<b>VE</b>	Vehicles – the degree to which households in the neighborhood report having no vehicles available
<b>ST</b>	Status – the degree to which a neighborhood has a specific characteristic, e.g. the # of legally-binding, affordability-restricted (LBAR) housing units

# Mobility HUBS

The concept of Mobility Hubs was developed as part of the “Opportunity Places” land development foundation for the Connect 2050 MTP.

Once the 22 mobility hub locations were identified based on the criteria below, they were given a suitability weight so that additional growth would be allocated to these areas compared to the Community Plans development foundation, which was based on input from local planners according to their future land use plans.



## MOBILITY HUB Matrix

Location along an existing major transportation corridor.

Preference for locations near existing medical facilities.





At least 200 acres of developable or redevelopable land.

A mixed-use intensity that is supportive of frequent transit service.

A minimum 50% increase in capacity for jobs compared to Community Plans.

# Scenario Framework

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

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

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

# Deficiencies & Needs Scenario

## Development Foundation:

### **P** | Community Plans

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

## Mobility Investment Foundation:

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

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

# Plans & Trends Scenario

## Development Foundation:

### **P** | Community Plans

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

## Mobility Investment Foundation:

### **T** | Trend Investment

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

# Alternatives Analysis

## Trends Scenario

### Major Roadway Investments

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

### Major Transit Investments

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

# Shared Leadership Scenario

## Development Foundation:

### **P** | Community Plans

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

## Mobility Investment Foundation:

### **M** | Mobility Corridors

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

# Alternatives Analysis

## Shared Leadership Scenario

### Major Roadway Investments

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

### Major Transit Investments

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



# All Together Scenario

## Development Foundation:

### O | Opportunity Places

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

## Mobility Investment Foundation:

### C | Complete Communities

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

# The Opportunity Places Development Foundation

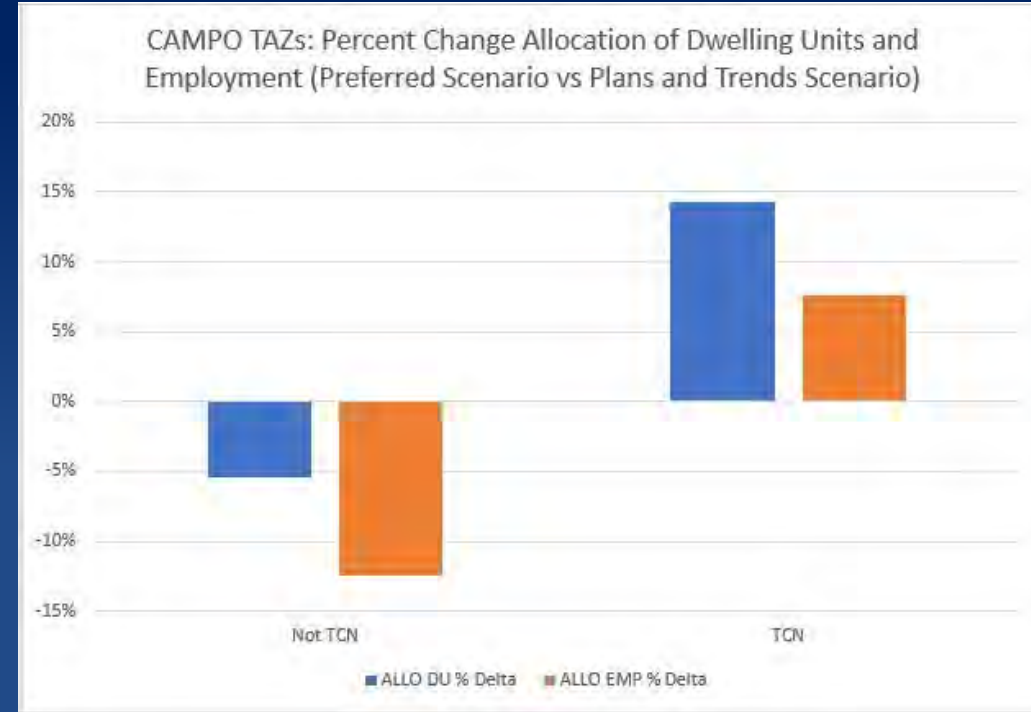
-- a focus on important trip origins and destinations --

## *Opportunity Places Development Foundation*

### *Mechanically derived – 4 main elements*

Community Plans is the starting point. Modified as follows:

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



# Alternatives Analysis

## All Together Scenario

### Major Roadway Investments

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

### Major Transit Investments

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

## Pop. Growth

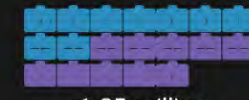


3.1 million

# Key Performance Measures

## 2050 MTP Alternative Scenarios

## Jobs Growth



1.85 million

### Measure:



Avg Auto Commute Time - DCHC



24 min



22 min



21 min



21 min



Delays: Daily DCHC



Delays: Daily CAMPO



Highway Lane Miles DCHC



Highway Lane Miles CAMPO



Transit Service Miles Triangle



Transit Ridership Triangle



Jobs near Transit DCHC



Jobs near Transit CAMPO



Gas Consumption Increase - Triangle



Funding Required

\$\$





\$\$\$

\$\$\$ (Added State)

\$\$\$ (Added State & Local)

# Scenario Framework

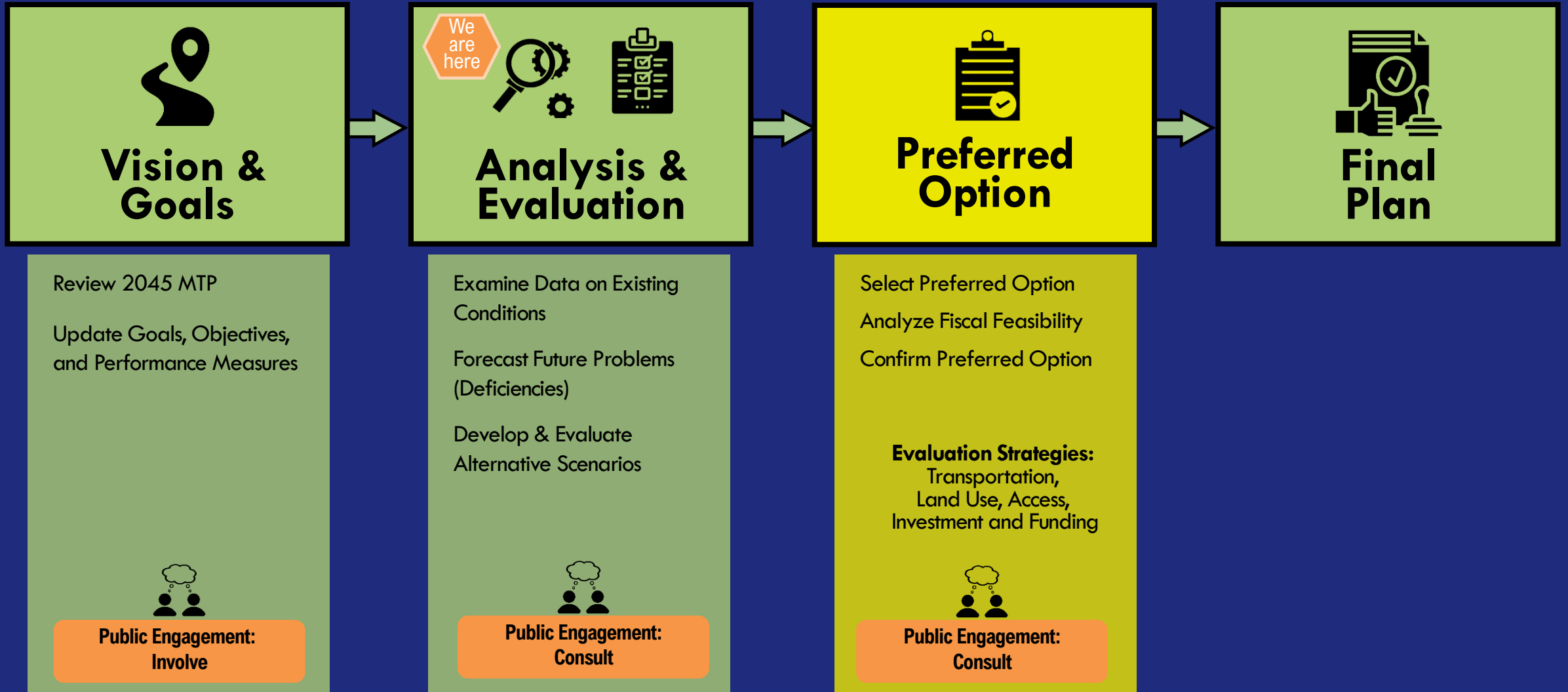
Four scenarios that match a development foundation with a mobility foundation

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

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

# MTP Update Process

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



# 2055 MTP Development CAMPO Liaison

## Cara

Johnston County

Town of Archer Lodge

Town of Clayton

Town of Holly Springs

Town of Fuquay- Varina

## Evan

Wake County

Town of Knightdale

Town of Wendell

Town of Zebulon

## Crystal

Chatham County

Town of Apex

Town of Morrisville

## Daniel

Town of Cary

Town of Garner

City of Raleigh

Harnett County

Town of Angier

Town of Coats

Town of Lillington

## Kenneth

Franklin County

Town of Bunn

Town of Franklinton

Town of Youngsville

Granville County

Town of Bunn

City of Creedmoor

Town of Rolesville

Town of Wake Forest

## 7.3 DRAFT 2055 MTP/CTP

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

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



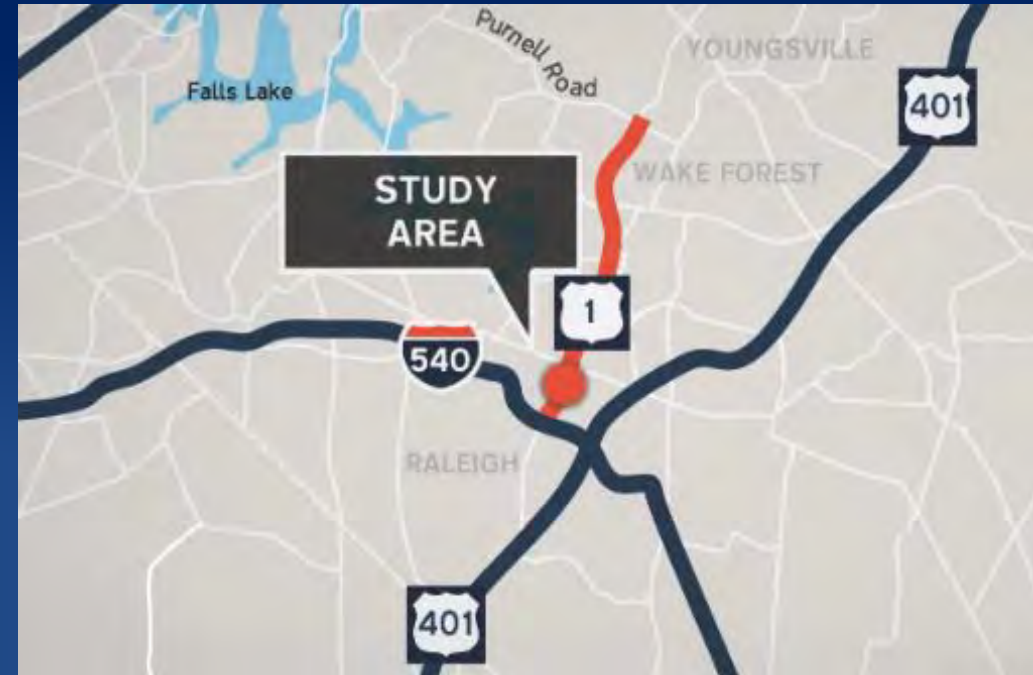
## 7.4 US 1 North (U-5307) - Update

# The Capital Boulevard North Project:

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

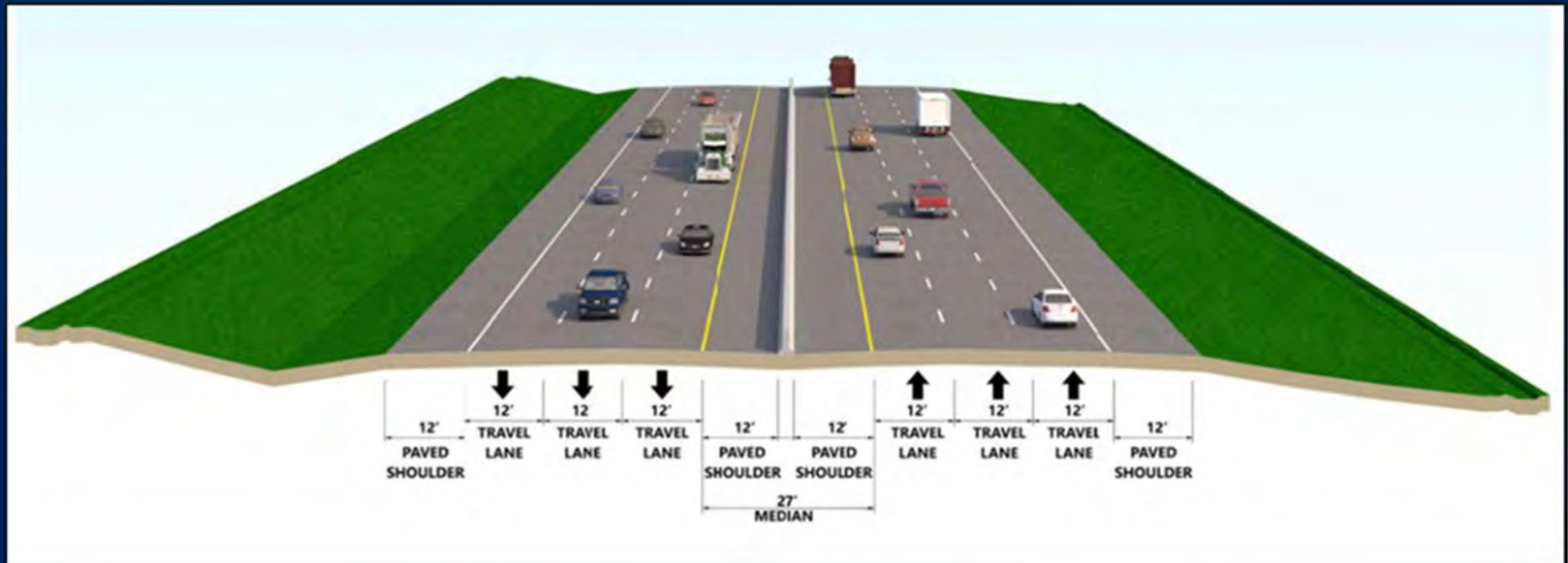
For funding purposes, the Project is divided into the following four(4) segments:

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



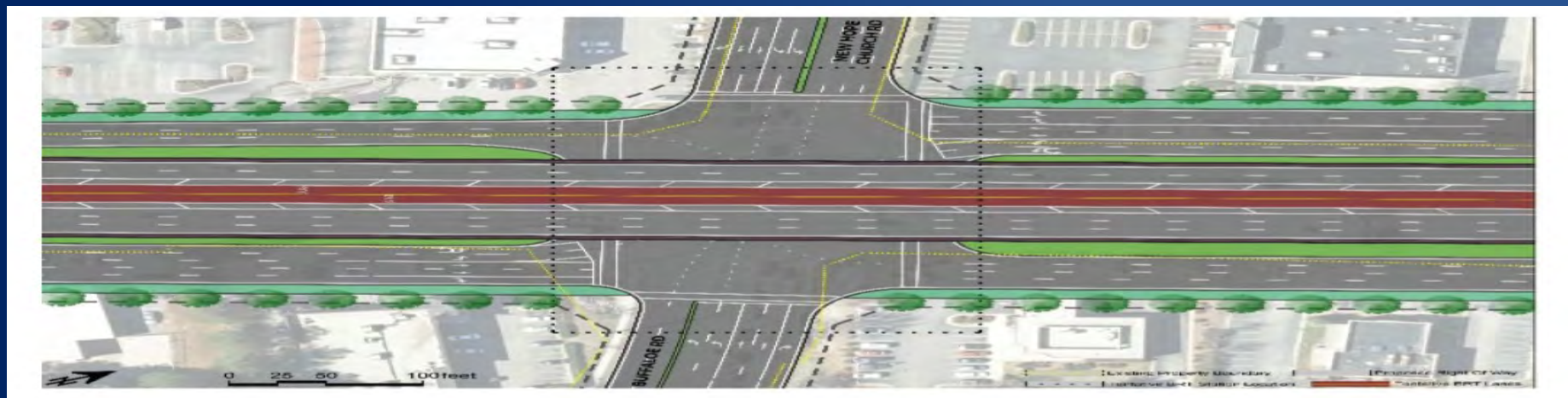
# The Capital Boulevard North Project:

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



# Capital Boulevard South of I-540:

Planned improvements convert Capital Boulevard (US 1) into a multiway boulevard between I-540 and I-440.



# U.S. 1 (Capital Boulevard) Project Corridor

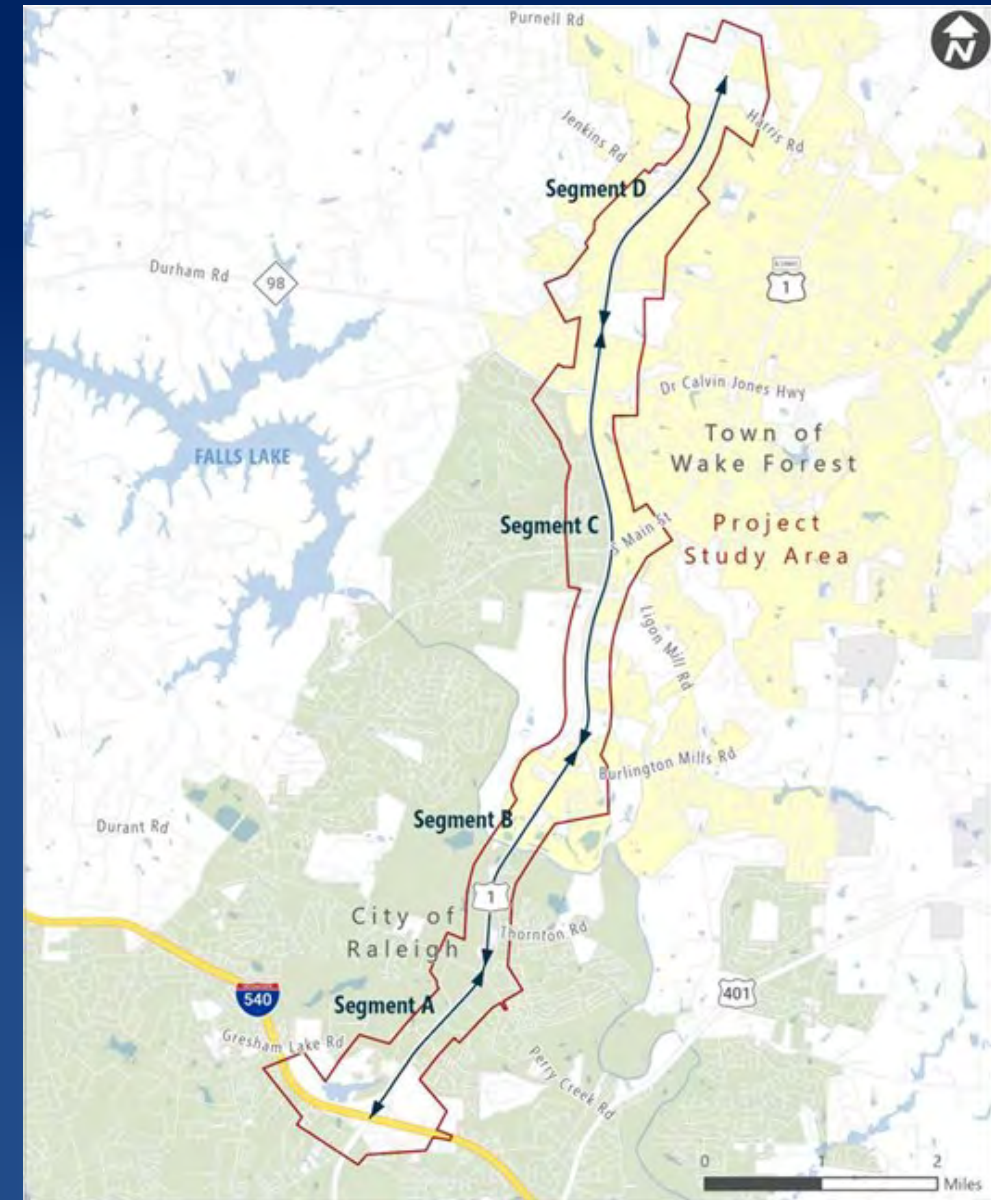
## Project Segments

**Segment A** – I-540 to north of Durant Road/  
Perry Creek Road

**Segment B** – north of Durant Road/Perry  
Creek Road to north of  
Burlington Mills Road

**Segment C** – north of Burlington Mills Road to  
south of N.C. 98 Business

**Segment D** – south of N.C. 98 Business to  
Purnell Road/Harris Road



# U-5307 US 1 Freeway Conversion

## STIP History

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

*\*Some portions unfunded*

Time is money...

# U.S. 1 (Capital Boulevard) Project Corridor

## Options to Move Forward

### Option 1 – Stay the Course:

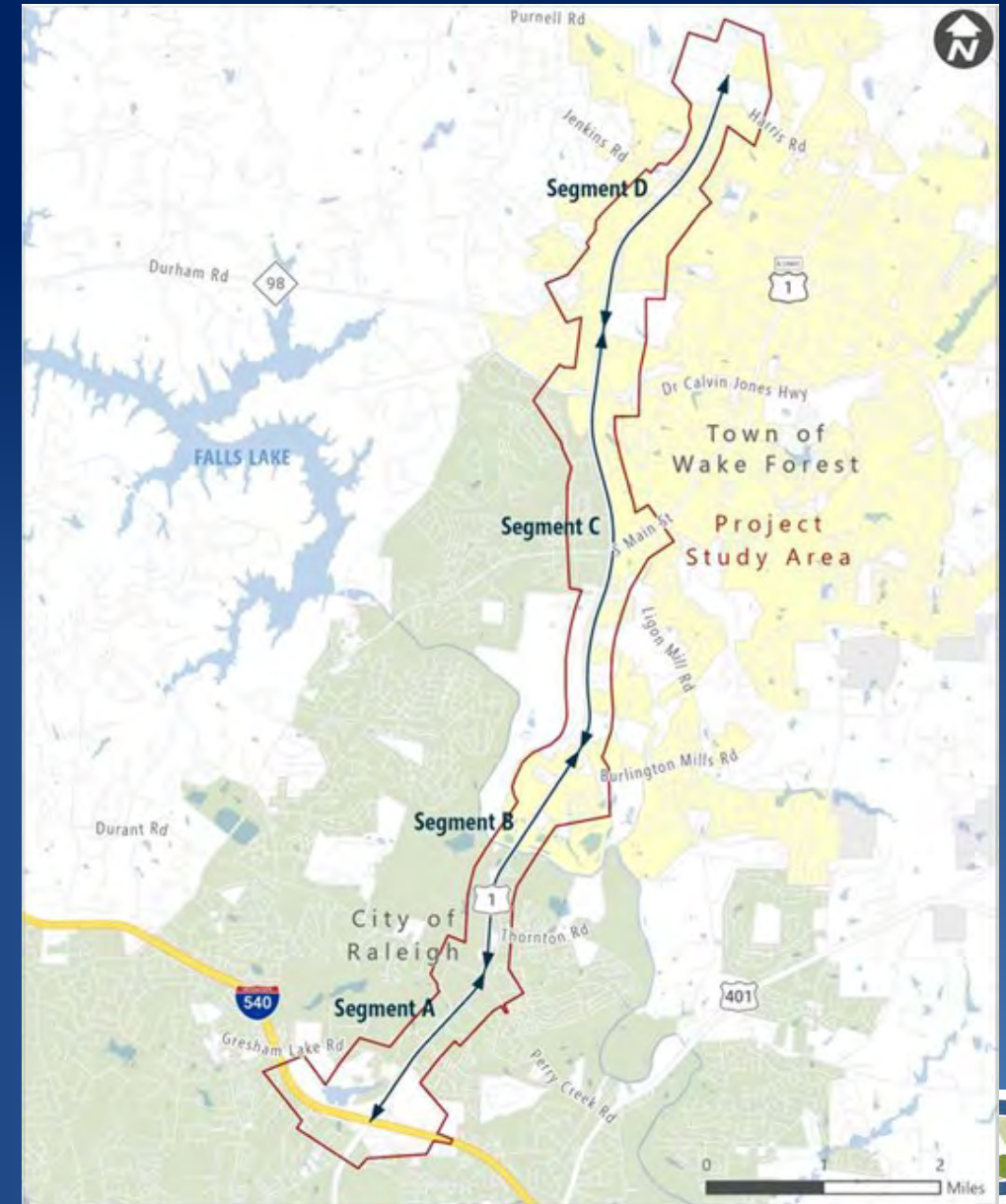
Wait for B,C, and D segments to compete and be programmed through normal TIP/STIP process

### Option 2 – Non-freeway option:

Study options to improve the corridor with non-freeway improvements (e.g. RCI/ Superstreet, operational improvements, some interchanges, etc.)

### Option 3 – Convert the Corridor to a Toll Project:

Complete tolled expressway  
Express toll lane(s) in each direction



# U.S. 1 (Capital Boulevard) Project Corridor

## Options to Move Forward

### Option 1 – Stay the Course:

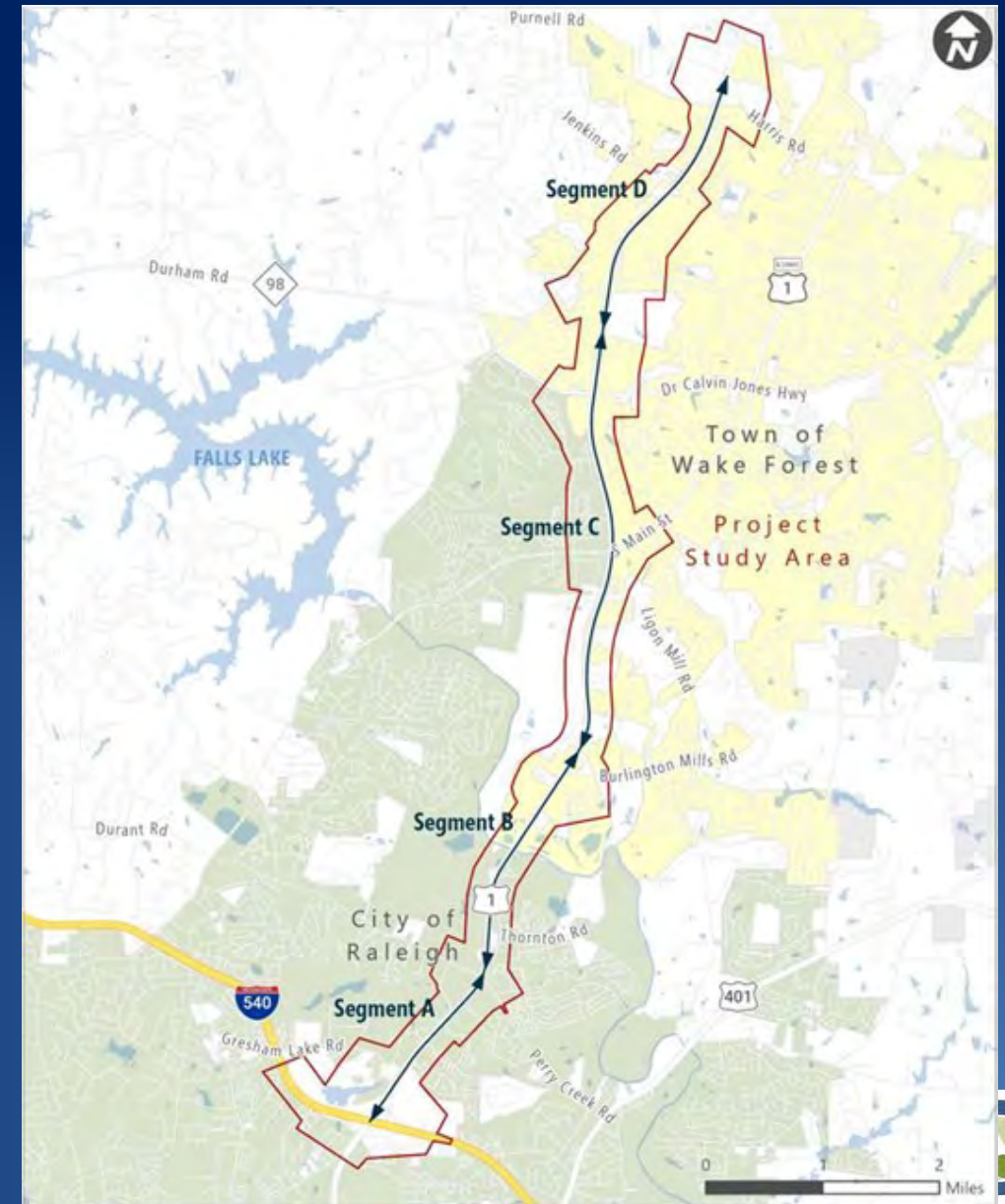
Wait for B,C, and D segments to compete and be programmed through normal TIP/STIP process

### Option 2 – Non-freeway option:

Study options to improve the corridor with non-freeway improvements (e.g. RCI/ Superstreet, operational improvements, some interchanges, etc.)

### Option 3 – Convert the Corridor to a Toll Project:

Complete tolled expressway  
Express toll lane(s) in each direction





## 7.4 US 1 North (U-5307) - Update

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



**NORTH CAROLINA**  
Department of Transportation



**NORTH CAROLINA**  
**Turnpike Authority**

# Capital Boulevard

## CAMPO Request - Tolling Analysis

March 19, 2025

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

# Agenda

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**1** North Carolina Turnpike Authority

**2** Capital Boulevard Tolling Analysis

# North Carolina Turnpike Authority

---



# N.C. Turnpike Authority

- Created by the General Assembly in 2002 to allow tolls “to speed the implementation of needed transportation improvements”
- Plays a critical role in NCDOT’s operations by studying, planning, developing, building, operating and maintaining toll facilities on behalf of communities
- NC’s toll facilities serve more than 2 million customers annually



# What Are Our Roles & Responsibilities?

1

## Project Development

Lead the study, design and construction of Turnpike Authority projects

2

## Finance & Reporting

Develop and execute plans of finance for Turnpike Authority projects and manage compliance and reporting (financial and legislative)

3

## Toll Operations

Maintain and operate toll collections systems (including toll systems/back office, storefront/call center, payment processing, etc.)

4

## Roadway Maintenance

Fund and manage fence-to-fence maintenance operations of project facilities



# Tolling in NC

1

Local Decision

2

More  
Travel Options

3

Improved  
Travel Times

4

Additional Funding  
Source

5

Support  
Growing Populations

# Turnpike Authority Projects

3



Open to Traffic

2

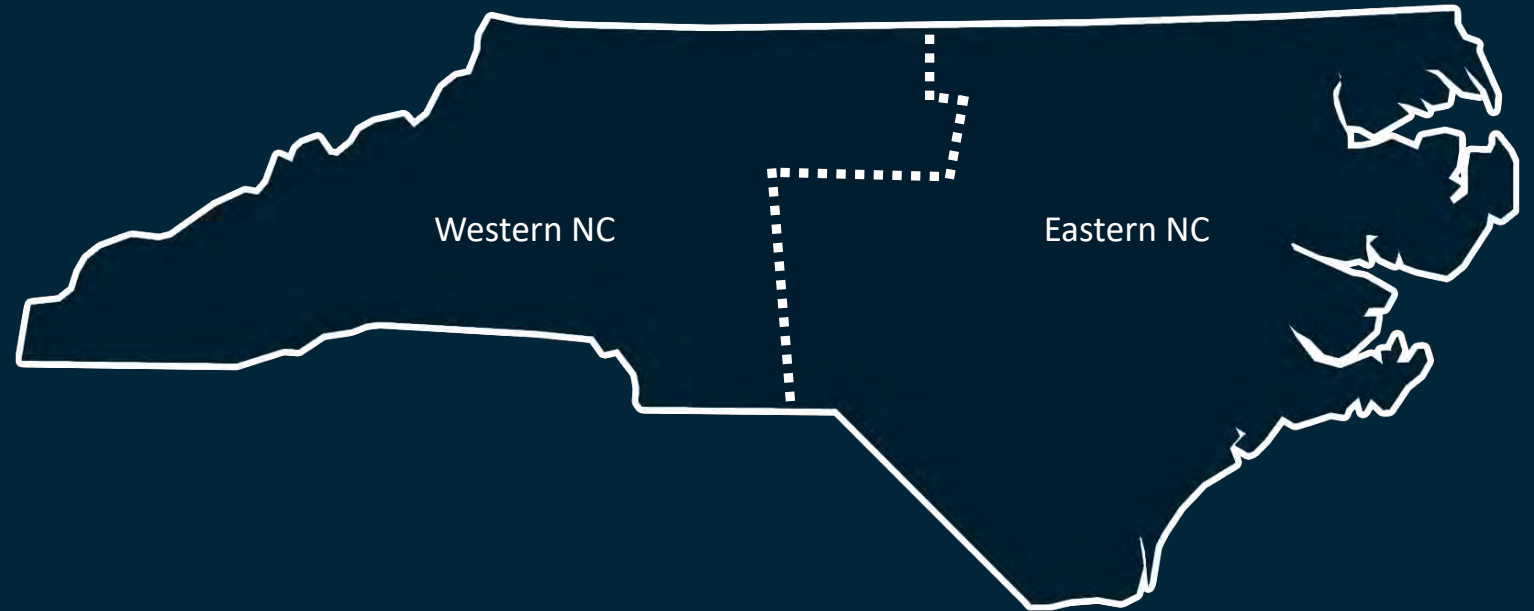


Under Construction

3



Under Development



**Western NC**  
Divisions 7 and 9-14

- Monroe Expressway
- I-77 North Express Lanes
- I-485 Express Lanes South
- U.S. 74 Express Lanes
- I-77 South Express Lanes

**Eastern NC**  
Divisions 1-6 and 8

- Triangle Expressway
- Complete 540 Phase 2
- Mid-Currituck Bridge



# Capital Boulevard Tolling Analysis

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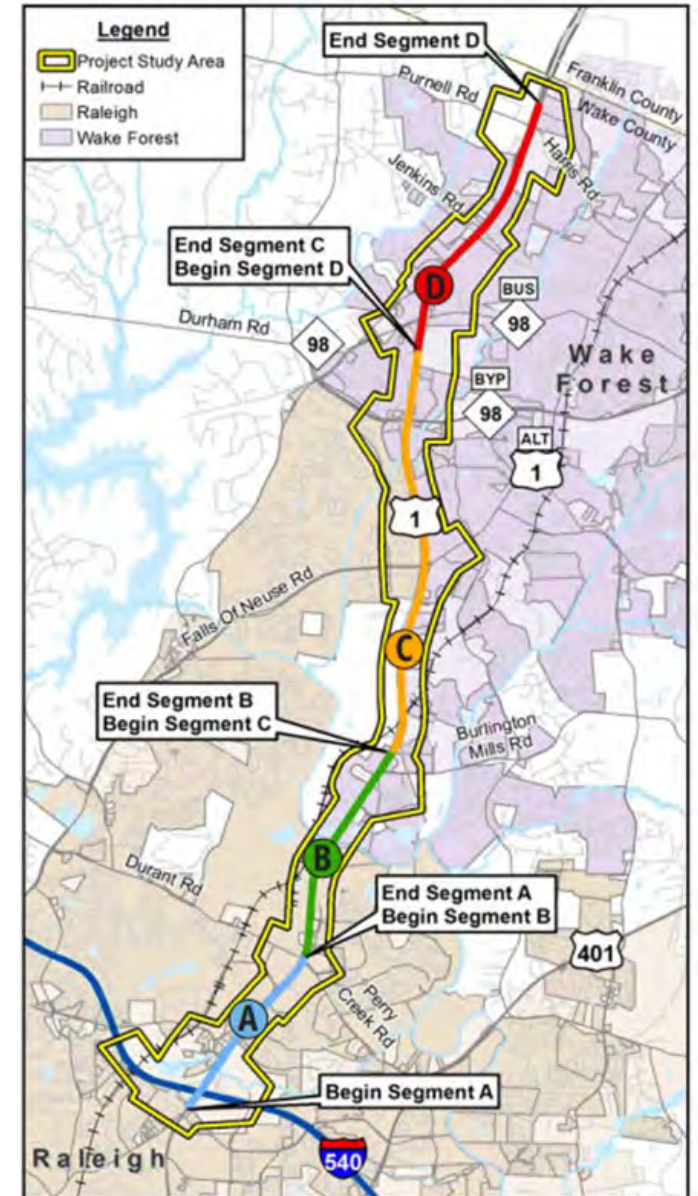
# Capital Boulevard North Upgrade

## U-5307 - Overview

U-5307 would upgrade and convert Capital Boulevard (US 1) into a controlled-access highway between I-540 and Purnell/Harris Road

Roadway is broken into four (4) segments:

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



# Request to Assess Tolling Alternatives

## Analysis Request

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



# Types of Road Pricing

## Expressway (Scenarios 1 & 2)

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



## Express Lanes (Scenarios 3 & 4)

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



# Financial Analysis

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

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

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

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

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

# Key Considerations

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

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

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

# Diversion Analysis - 2040

## Falls of Neuse

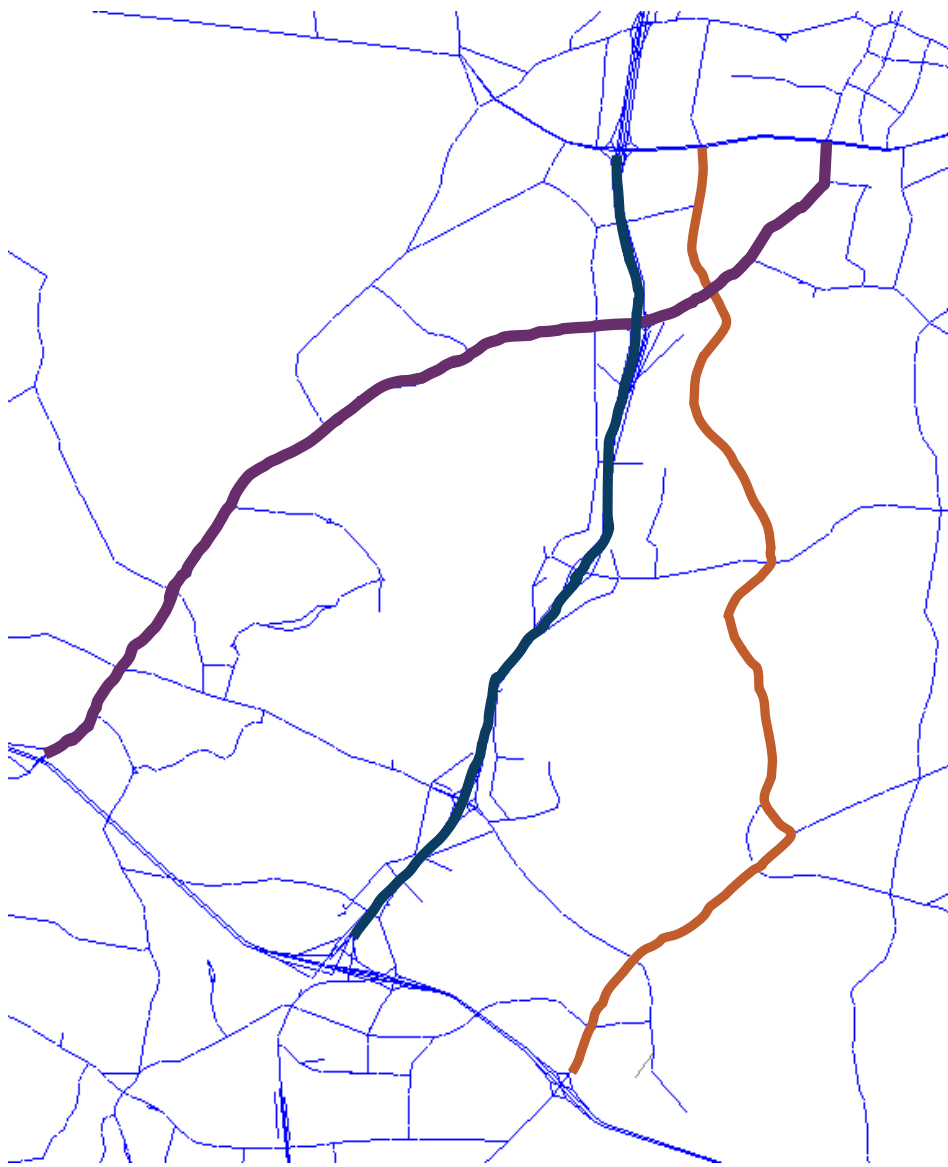
Time Period	AM (7-9A)		PM (3:30-6:30P)	
	Southbound		Northbound	
Value	Travel Time (min)	Average Speed	Travel Time (min)	Average Speed
Distance (mi)	7.41			
No Build	12.9	34	13.1	34
Build Toll Free	11.6	38	11.7	38
Build Tolloed	12.5	36	12.6	35

## US 1

Time Period	AM (7-9A)		PM (3:30-6:30P)	
	Southbound		Northbound	
Value	Travel Time (min)	Average Speed	Travel Time (min)	Average Speed
Distance (mi)	6.20			
No Build	9.8	38	9.7	38
Build Toll Free	5.6	66	5.6	66
Build Tolloed	5.5	67	5.6	67

## US 401-Ligon Mill

Time Period	AM (7-9A)		PM (3:30-6:30P)	
	Southbound		Northbound	
Value	Travel Time (min)	Average Speed	Travel Time (min)	Average Speed
Distance (mi)	7.43			
No Build	11.6	38	12	37
Build Toll Free	11.3	39	11.5	39
Build Tolloed	11.7	38	12.2	37



**Note:** The No Build condition in 2040 assumes no improvements are made to US 1 related to U-5307

## Summary

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



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



**Thank you!**

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## 7.4 US 1 North (U-5307) - Update

- Next steps and a path forward
  - Discussion

### Requested Action:

Receive as information and consider next steps.

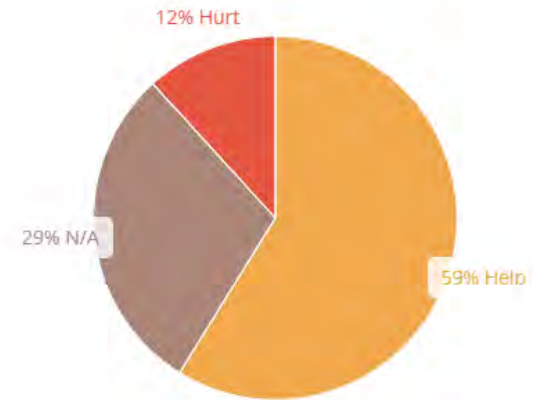
## 7.5 Executive Board Meeting Time Survey

- Executive Board request to poll for future meeting times.
- Survey:
  - Executive Board Members (17 responses)
  - Executive Board Alternates
  - TCC

## 7.5 Executive Board Meeting Time Survey

- Results varied for Executive Board members.
- Majority of responses indicated meeting earlier rather than later would “help”

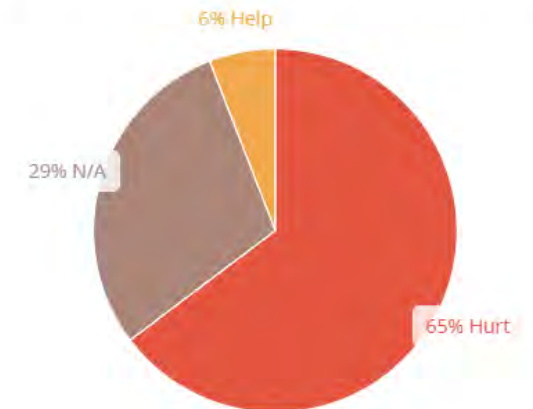
An **earlier meeting time** would (HELP or HURT) my ability to attend Executive Board meetings.



17 respondents

▼ EB Members

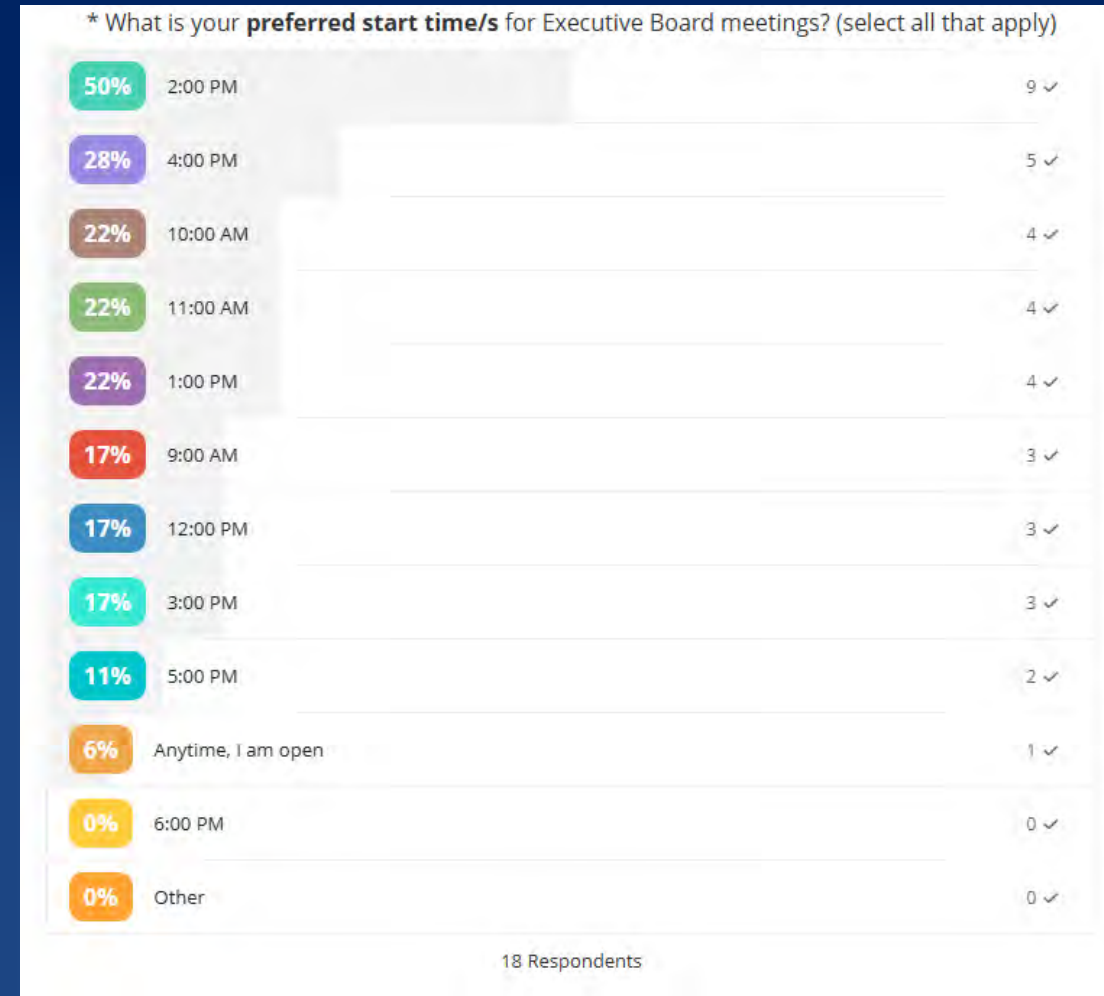
A **later meeting time** would (HELP or HURT) my ability to attend Executive Board meetings.



17 respondents

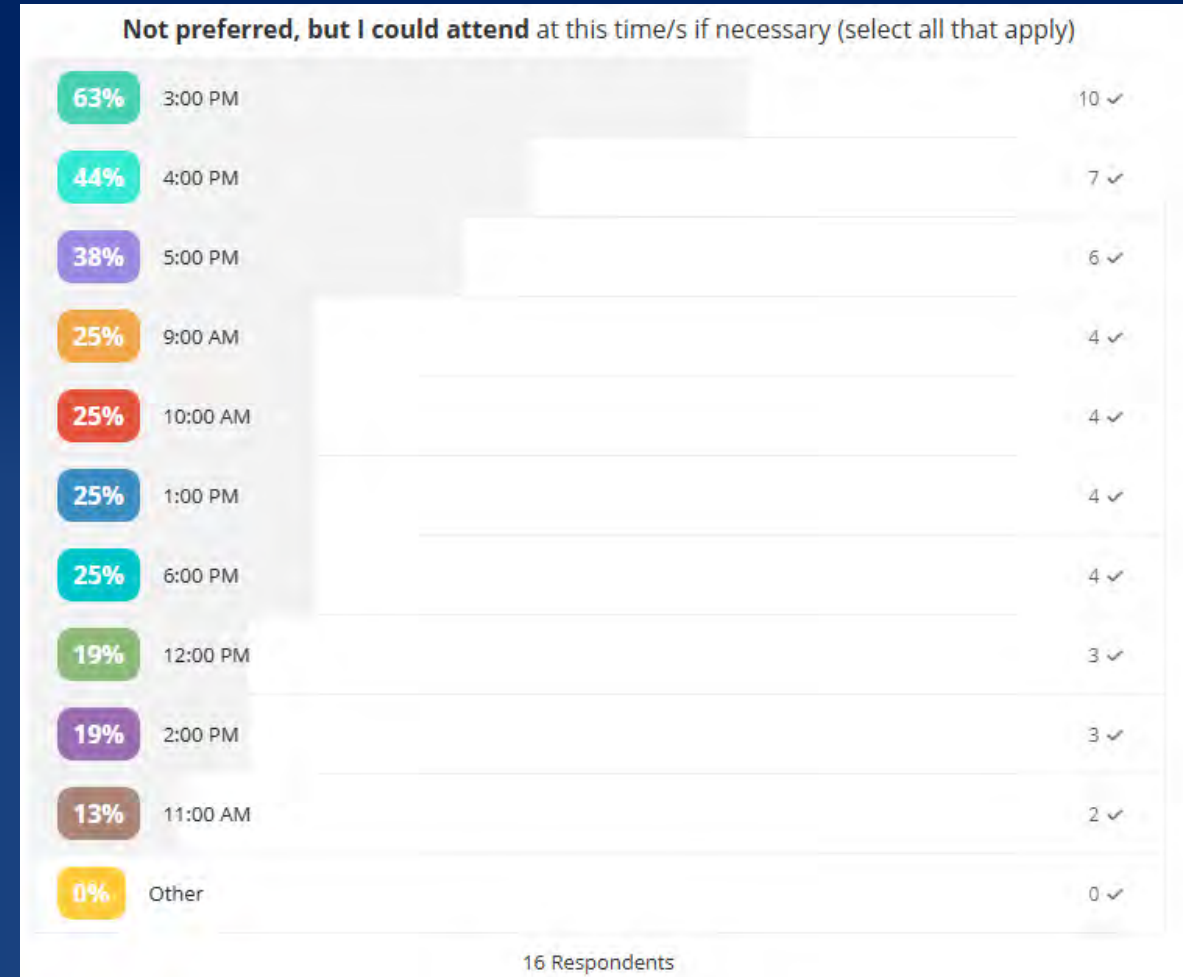
## 7.5 Executive Board Meeting Time Survey

- Preferred meeting time results varied:
  - Half supported starting as early at 2pm
  - Lowest support for a later meeting time (5 pm or later)



## 7.5 Executive Board Meeting Time Survey

- “Could attend” meeting times:
  - Strongest support for 3 pm



## 7.5 Executive Board Meeting Time Survey

- Other considerations:
- Public availability / accessibility at different times may be impacted.
- Other board meetings on the same day (some local board meetings may conflict with some time slots, generally later)

### Requested Action:

**Receive as information and consider next steps.**

## 7.6 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP

SPOT: Strategic Transportation Prioritization

STIP: State Transportation Improvement Program

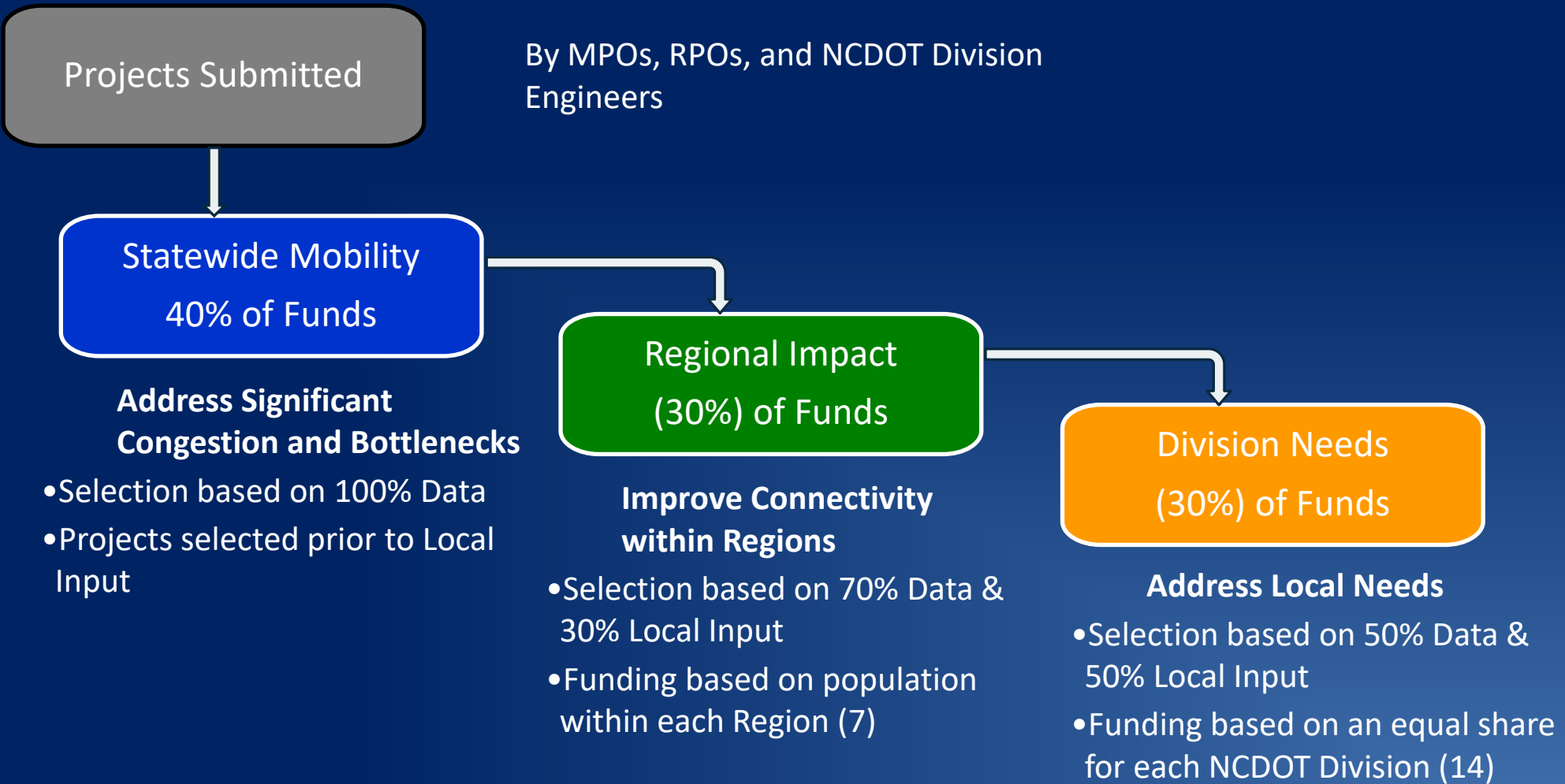


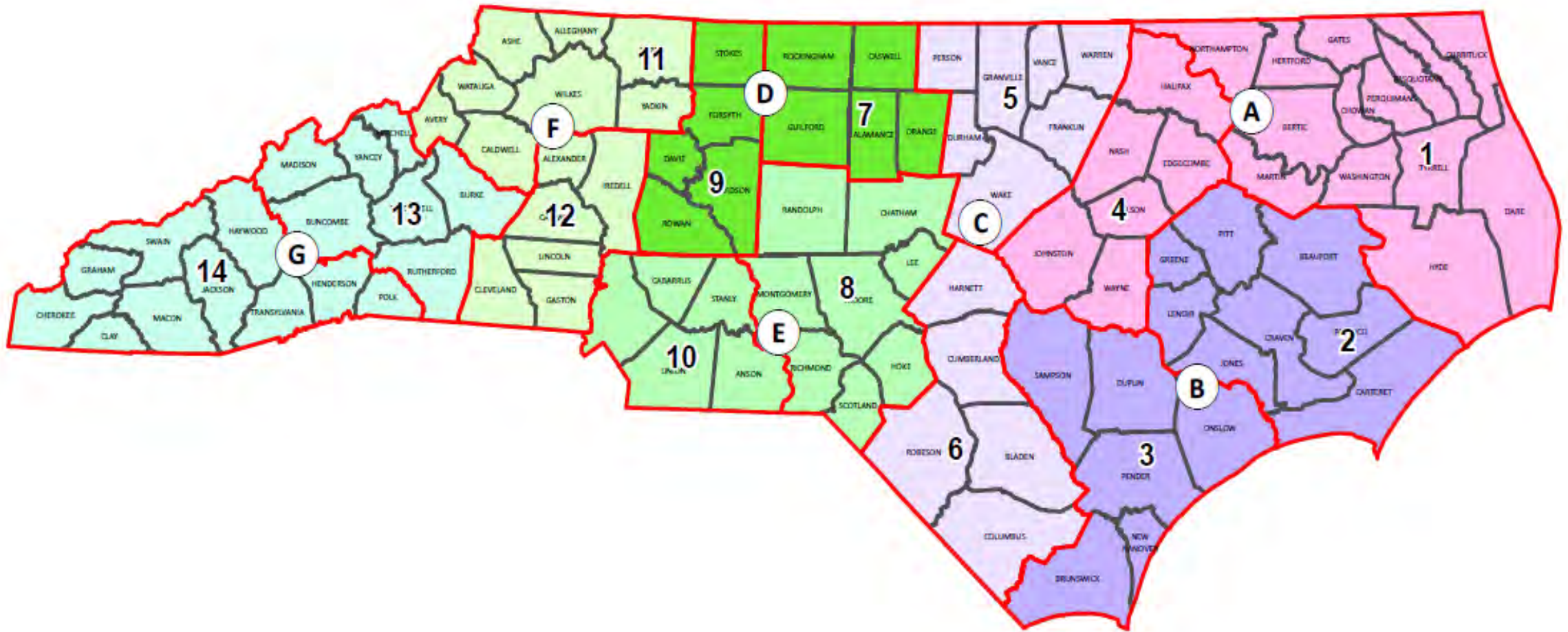
# 2026-2035 TIP/STIP Development

## 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) **Completed**
3. Adopt TIP **summer 2025**

# STI Programming Process





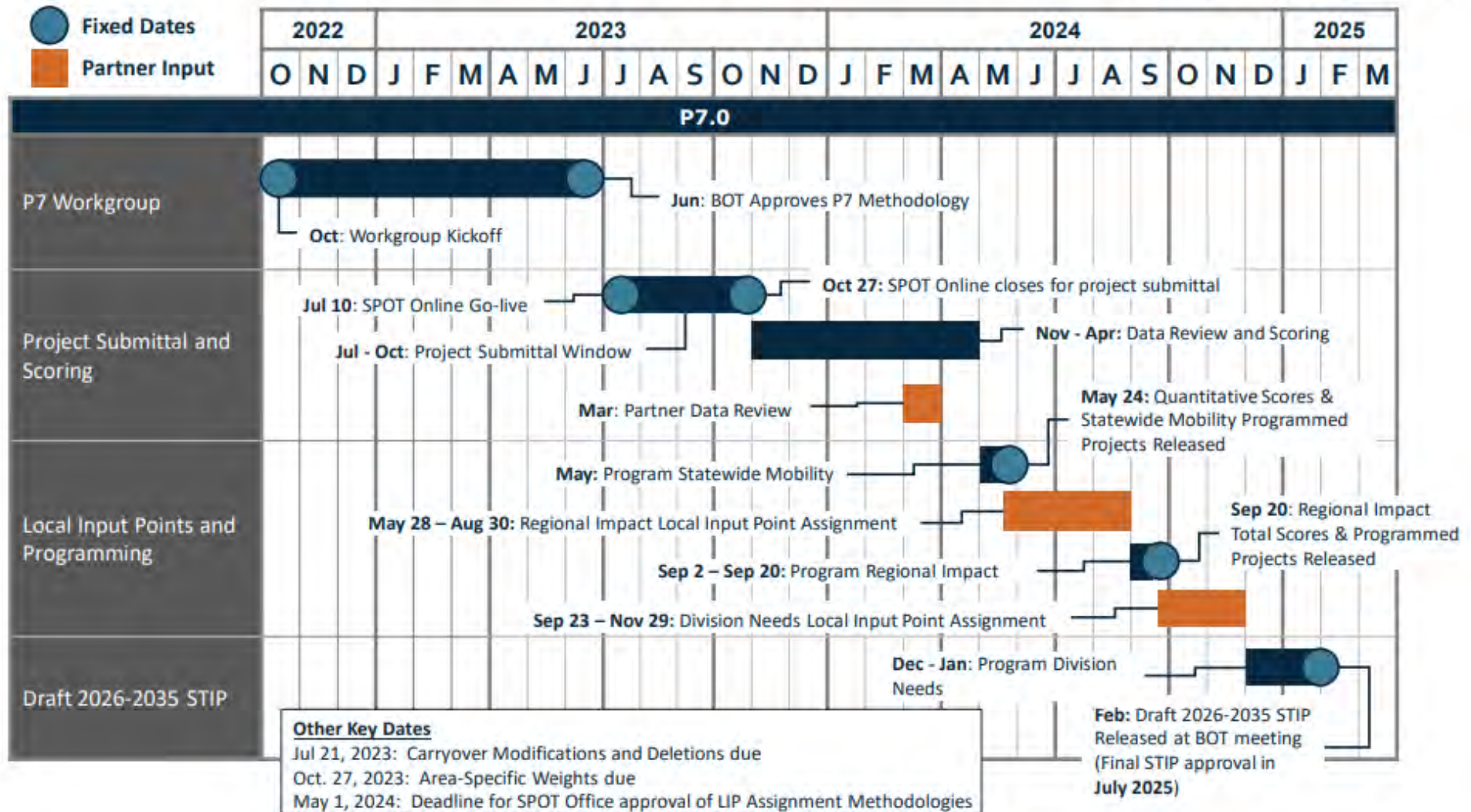
Defined in STI Legislation

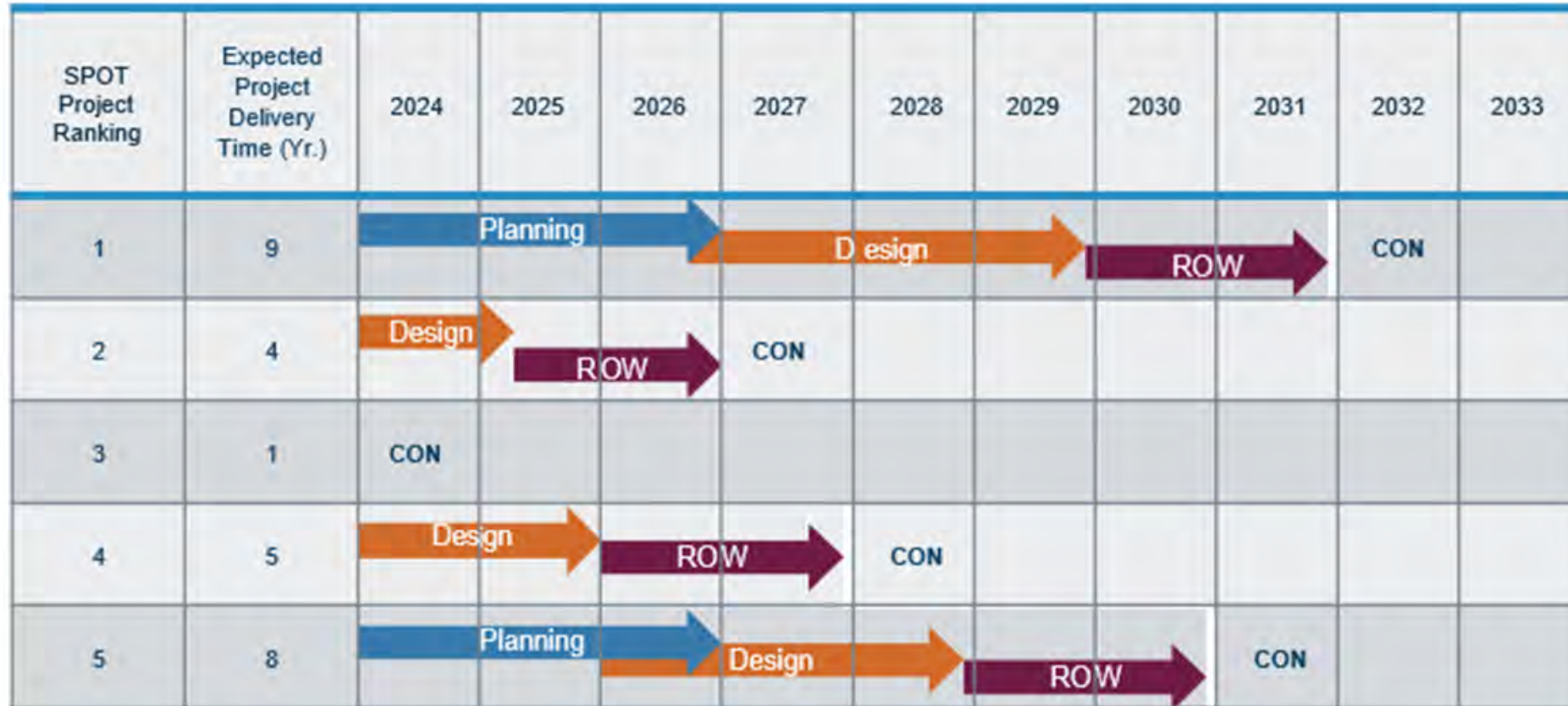
# P7 Schedule – Updated January 2025

## P7 Schedule

Revised – January 2025

Dates set per P7 Workgroup in October 2022





- A lower scoring project that can be delivered soon may get scheduled prior to a higher ranking project that still needs extensive work

# SPOT 7 Programming Update

STIP ID	Category	Description	Programming Notes
U-5307 B,C,&D	Statewide Mobility	US 1 North conversion to Freeway from Durant Rd to North of Purnell/Harris Rd	B – ROW in 2028 CON in 2030 C&D – ROW in 2030 CON in 2033
HP-0003	Statewide Mobility	I-40 auxiliary lanes and ramp improvements from NC 54 to Cary Town Boulevard	Funded for Preliminary Engineering Only
U-5891	Regional Impact	Widen NC 50 from I-540 to NC 98	ROW in 2030 CON in 2034
HP-0025	Regional Impact	NC 98 at Six Forks Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0017	Regional Impact	Convert NC 55 at S. Main St intersection in Holly Springs into interchange	Funded for Preliminary Engineering Only
HP-0014	Regional Impact	NC 55 conversion to Freeway from S. Main St to Holly Springs Rd	Funded for Preliminary Engineering Only
HP-0024	Regional Impact	US 401 access management from Judd Parkway to Five Points (US 401, NC 55, NC 42) interchange	Funded for Preliminary Engineering Only

# SPOT 7 Programming Update

STIP ID	Category	Description	Programming Notes
U-6112	Regional Impact	US 401 at Ten-Ten Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0008	Regional Impact	Holly Springs citywide signal system	CON in 2028
HP-0009	Regional Impact	US 401, US 70 at Tryon Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0005	Regional Impact	NCDOT Division 5 non-municipal signal system	Funded for Preliminary Engineering Only
HP-0032	Regional Impact	US 1 at Ten-Ten Rd interchange improvement	ROW in 2027 CON in 2030
HP-0016	Regional Impact	US 70 at NC 50 intersection improvement	Funded for Preliminary Engineering Only
HP-0012	Regional Impact	US 401 at Tryon Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0007	Regional Impact	US 70 Business at Raynor and Guy Rds, multiple intersection improvements	Funded for Preliminary Engineering Only

# SPOT 7 Programming Update

STIP ID	Category	Description	Programming Notes
HP-0010	Regional Impact	Cary citywide signal system	Funded for Preliminary Engineering Only
TP-0003	Regional Impact	GoTriangle DRX route expansion	CON in 2027
TO-6166 A,B,C & D	Regional Impact	RTP to Powhatan BRT Service	A&D – ROW in 2030 CON in 2033
TP-0002	Regional Impact	Durham to North Hills BRT Service	Funded for Preliminary Engineering Only
HP-0033	Division Needs	NC 55 at NC 210 intersection improvement	Funded for Preliminary Engineering Only
HP-0034	Division Needs	NC 55 at Broad St roundabout construction	Funded for Preliminary Engineering Only
AP-0005	Division Needs	North Harnett Executive Airport runway expansion	Funded for Preliminary Engineering Only



**Full Draft 2026-2033 STIP Available at NCDOT Website:**

**[www.ncdot.gov/initiatives-policies/Transportation/stip](http://www.ncdot.gov/initiatives-policies/Transportation/stip)**

# Draft 2026-2033 STIP Changes

Project Description	Change
Triangle North Executive Airport runway extension	CON delayed 2 years
US 401 from Flat Rock Church Rd to Fox Park Rd widening	Delayed out of committed window
East Clayton Connector Greenway from E. Front St to Glen Laurel Rd	Delayed 2 years
Mountain to Sea Trail from Fox Ridge Rd to Neuse River Bridge	CON delayed 4 years
NC 42 from NC 50 to US 70 Business widening	CON delayed 3 years
NC 210 from NC 50 to Raleigh Rd upgrade to RCI	Delayed 1 year
New location from Cleveland Rd to NC 42	Delayed 2 years
Cleveland Rd from Southfort Dr to Barber Mill Rd widening	Delayed 3 years
Western Blvd bike/pedestrian tunnel at Avent Ferry Rd	CON delayed 1 year
US 1 at New Hill-Holleman Rd interchange improvements	Delayed 1 year
US 401 at Hilltop-Needmore Rd and Lake Wheeler Rd RCI conversions	CON delayed 1 year
Ten Ten Rd at Old Stage Rd intersection improvements	CON delayed 1 year
Jones Franklin Rd at Athens Drive left turn lanes	Delayed 1 year
Shelley Rd bridge over Mine Creek replacement	Delayed 1 year

# Draft 2026-2033 STIP Changes

Project Description	Change
I-40 from Aviation Pkwy to Harrison Ave auxiliary lanes	Delayed 1 year
NC 55 from US 1 to Olive Chapel Road widening	Accelerated 1 year
CSX railroad bridge over NC 55 replacement	Accelerated 1 year
US 64 from Laura Duncan Rd to US 1 corridor upgrades	Delayed 1 year
US 1 from I-540 to Durant Rd conversion to freeway	Delayed 2 years
Aviation Pkwy from NC 54 to I-40 widening	CON delayed 2 years
Town of Morrisville citywide signal system	Accelerated 1 year
Avent Ferry Rd from Cass Holt Rd to NC 55 widening	Delayed 1 year
Raleigh citywide signal system	CON delayed 2 years
Garner citywide signal system	Delayed 3 years
Holly Springs Rd from Ten-Ten Rd to Cary Pkwy intersection improvements	Delayed out of committed window
CSX rail at Maynard Rd grade separation	CON delayed 1 year
NCRR rail at Trinity Rd grade separation	Delayed 1 year
NCRR rail at Beryl Rd crossing closure and extend Beryl Rd to Royal Ave	Delayed 2 years

# Draft 2026-2033 STIP Changes

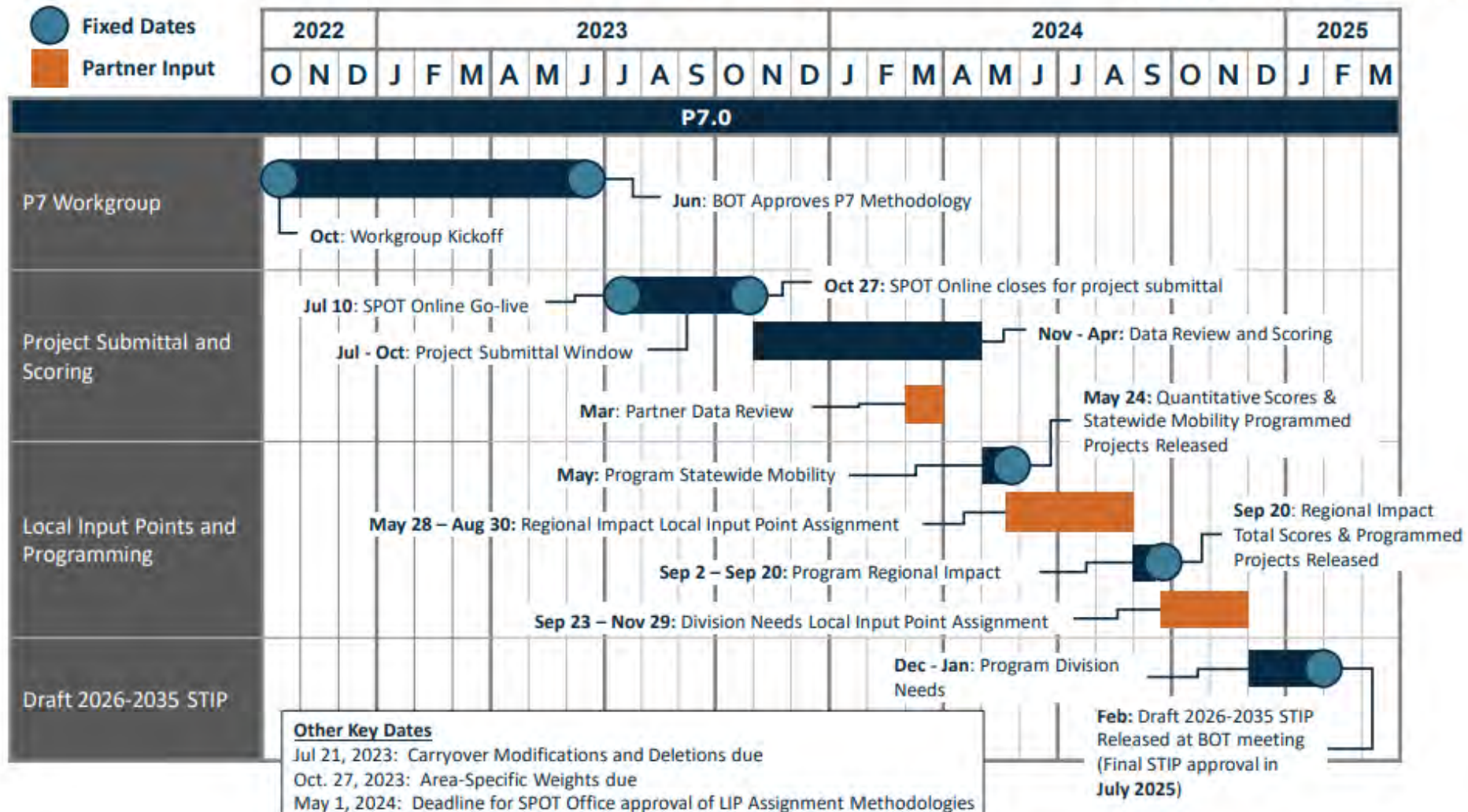
Project Description	Change
US 70 from T.W. Alexander Dr to I-540 corridor upgrade	Delayed 2 years
I-40 from NC 54 to Wade Ave conversion to managed freeway with ramp metering	No longer in 10-year STIP
US 70 at Blue Ridge Rd interchange improvements	No longer in 10-year STIP
I-440 at US 401 interchange improvements	No longer in 10-year STIP
I-87 from US 64 Bus to US 264 widening	No longer in 10-year STIP
I-87 at Smithfield Rd interchange improvements	No longer in 10-year STIP
US 70 from I-540 to Hillburn Dr intersection conversions to RCI	No longer in 10-year STIP
US 70 at Hammond Rd convert intersection to interchange	No longer in 10-year STIP
Wade Ave from I-40 to I-440 adding lanes	No longer in 10-year STIP
New location from Davis Drive to NC 540	No longer in 10-year STIP
Ten-Ten Rd from Apex Pkwy to Kildare Farm Rd widening	No longer in 10-year STIP

# P7 Schedule – Updated January 2025

## P7 Schedule

Revised – January 2025

Dates set per P7 Workgroup in October 2022



## 7.6 SPOT 7.0 – Division Needs Project Programming & Draft 2026-2035 STIP

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

## 7.7 FY 2026 Wake Transit Work Plan - Draft

# Work Plan Contents

## Main Document

- Operating Budget for FY26
- Capital Budget for FY26
- Financial Model Assumptions Update for FY26

## Appendix

- Multi-Year Operating Program
- Capital Improvement Plan



## DRAFT

### FY 2026 Wake Transit Work Plan

February 17, 2025



**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT





# Financial Assumptions

# FY26 Modeled Revenues

(in Thousands)

## FY26 Draft Work Plan Budget Assumptions

	FY24 Final Actuals	FY25 Adopted Work Plan	FY26 Draft: Work Plan
<b>Local</b>			
½ Cent Local Option Sales Tax	\$136,769	\$140,000	\$145,000
Vehicle Rental Tax	67	2,528	TBD
\$7.00 Vehicle Registration Tax	6,902	7,075	7,190
\$3.00 Vehicle Registration Tax	2,957	3,025	3,076
<b>Subtotal Local:</b>	<b>\$146,694</b>	<b>\$152,628</b>	<b>\$155,266</b>
Federal		608	779
Farebox	-	-	-
Prior-Year Funds (Capital Liquidity)	-	12,863	22,900
<b>Total Modeled Revenue Source</b>	<b>\$146,694</b>	<b>\$166,100</b>	<b>\$178,945</b>

\* - Excludes Federal BRT Share of \$86M

# FY26 Total Work Plan

## FY26 Triangle Transit Tax District: Wake Transit Plan

<i>Draft</i>	Triangle Tax District:
<b>Revenues</b>	
<b>Tax District Revenues</b>	
Article 43 1/2 Cent Local Option Sales Tax	\$ 145,000,000
Vehicle Rental Tax (GoTriangle Article 50 NC G.S. 105-550 funding)	TBD
\$7.00 Vehicle Registration Tax	\$ 7,190,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,076,000
Other Tax District Revenues	\$ 779,076
Allocation From Fund Balance	\$ 22,899,686
<b>Total Revenues</b>	<b>\$ 178,944,762</b>
<b>Expenditures</b>	
<b>Tax District Administration</b>	\$ 667,917
<b>Transit Plan Administration</b>	\$ 7,228,162
<b>Transit Operations</b>	\$ 50,218,885
<b>Community Funding Area Program</b>	\$ 4,107,832
<b>Total Operating Allocation</b>	<b>\$ 62,222,796</b>
<b>Capital Planning</b>	\$ 981,580
<b>Bus Rapid Transit (BRT)</b>	\$ 55,000,000
<b>Transit Infrastructure</b>	\$ 39,588,134
<b>Vehicle Acquisition</b>	\$ 21,152,252
<b>Total Capital Allocation</b>	<b>\$ 116,721,966</b>
<b>Total Workplan Programmed Expenditure *</b>	<b>\$ 178,944,762</b>
<b>Revenues over Expenditures</b>	<b>\$ -</b>

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

# FY26 Modeled Expenditures

## Transit Plan Funded: Operations Only

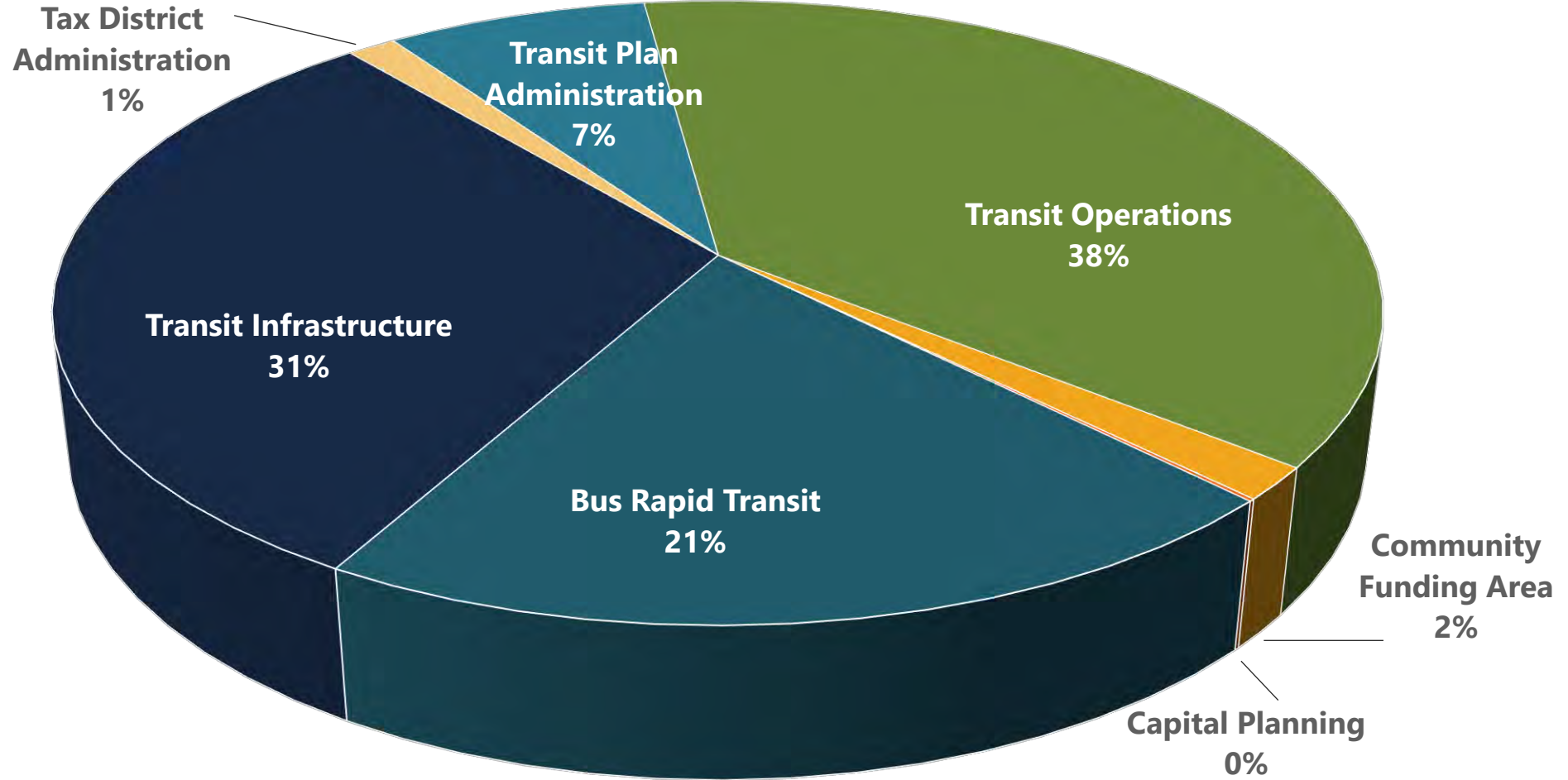
Raleigh	63.8%
GoTriangle	15.3%
Cary	10.0%
Reserve	7.2%
Wake County	1.6%
Apex	0.9%
Morrisville	0.8%
Wendell	0.4%
Zebulon	0.0%

## Transit Plan Funded: All Operating Expenses

Raleigh	59.4%
GoTriangle	18.5%
Cary	10.3%
Reserve	7.1%
Wake County	1.4%
CAMPO	1.4%
Apex	0.8%
Morrisville	0.7%
Wendell	0.4%
Zebulon	0.0%

## Transit Plan Funded: All Capital Expenses

Raleigh	79.3%
GoTriangle	12.8%
Cary	4.7%
Wake County	1.5%
CAMPO	0.4%
NCSU	0.4%
Reserve	0.4%



# Financial Assumptions

## Commuter Rail Process and Assumptions (pg. 87):

The draft FY 2026 Wake Transit Work Plan includes capital and operating “placeholder scenarios” for rail funding with similar metrics as what is found in the FY25 Work Plan with a different timeline.





# Work Plan Content Highlights

# Operating Highlights

## GoTriangle

- Route 100: Adding frequent service on weekdays before 7pm with 30-minute weekend and evening service.
- Route 40/RDU Shuttle: Adding Sunday service and increasing weekday and Saturday span.
- Route 300: Increasing span on Saturday and Sunday and increasing frequency on Sundays.
- ZWX: Launching hourly service on weekdays with route realignment to serve more eastern Wake County communities; downtown Zebulon and Wendell Falls.



# Operating Highlights II

## GoRaleigh

- Changing peak-only FRX route to a new Fuquay-Varina microtransit service.
- Route 14/Atlantic Ave: New route to provide 30-minute daytime and 60-minute evening service from downtown Raleigh to Triangle Town Center.
- Route 1/Capital and 15/WakeMed: Increasing frequency to 15-minutes during weekdays and 30-minutes on weekends and evenings.
- Route 2/Falls of Neuse: Increasing span 7 days per week and increasing frequency to 15-minutes during weekdays and 30-minutes on weekends and evenings.





# Capital Highlights

- \$24,067,694 to support GoRaleigh's Poole Rd and GoTriangle's Nelson Rd Bus Operations and Maintenance facilities.
- \$21,152,252 to purchase transit vehicles for GoRaleigh, GoTriangle and GoWake Access.
- \$6,083,440 allocated for GoRaleigh, GoTriangle, GoCary, and NCSU Wolfline bus stop improvements.
- \$1,490,000 for design and land acquisition of the Gorman St/I-440 Park-and-Ride Facility.
- \$4,900,000 to support the design and construction of GoTriangle's Triangle Mobility Hub.



# Capital Highlights II

- \$5,262,000 toward construction of the Downtown Cary Multimodal Center and the Crossroads Plaza transfer point improvements
- \$981,580 for Wake Transit Planning efforts (e.g. Wake Bus Plan Update)
- \$55,000,000 to support Wake BRT: Western and Northern Corridors



# Comment Period Open

- 30-day comment period open until April 2, 2025.
- Visit <https://www.goforwardnc.org/wake-county/get-involved/> for more information.



# Key Dates for FY26 Work Plan

<b>ACTION</b>	<b>DATE</b>
30-Day Public Comment Period	March 4, 2025 – April 2, 2025*
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 24, 2025*
14-day public review and comment period for the recommended Work Plan	May 1 – May 14, 2025
Public Hearing at CAMPO Executive Board	May 21, 2025
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June 2025

**Comments & Questions?**

## 7.7 FY 2026 Wake Transit Work Plan

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

## 7.8 Amendment #8 to the FY 2024-2033 Transportation Improvement Program (TIP)

- Amendments to transit projects to adjust schedules, update funding amounts, and add new projects

## 7.8 Amendment #8 to the FY 2024-2033 Transportation Improvement Program (TIP)

- GoTriangle
  - TA-4818A – EXPANSION BUS
  - TG-4821B - ROUTINE CAPITAL
- GoRaleigh
  - TP-5100B - PLANNING ASSISTANCE - 5307
  - TN-6116 - WAKE COORDINATED TRANSIT SERVICES OPERATING ASSISTANCE



## 7.8 Amendment #8 to the FY 2024-2033 Transportation Improvement Program (TIP)

### Next Steps:

- Public comment period from March 17 to April 15
- Public Hearing on April 16

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

## 8. Informational Items: Budget

8.1 Member's Shares FY2025

8.2 Operating Budget FY2025

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

9.1 Informational Item: Project Updates

9.2 Informational Item: Public Engagement Updates

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

## 10. Informational Item: Staff Reports

- MPO Report
- Executive Board 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

# 11. **ADJOURN**

## **Upcoming Meetings**

<b>Date</b>	<b>Event</b>
<b>April 3 10:00 a.m.</b>	<b>Technical Coordinating Committee Meeting</b>
<b>April 16 4:00 p.m.</b>	<b>Executive Board Meeting</b>
<b>May 1 10:00 a.m.</b>	<b>Technical Coordinating Committee Meeting</b>
<b>May 21 4:00 p.m.</b>	<b>Executive Board Meeting</b>

**Rescheduled: Regional Day!**



**APRIL 4, 2025**  
[centralpinesnc.gov](http://centralpinesnc.gov)