



NC Capital Area **Metropolitan Planning Organization**

# **Executive Board Meeting**

**February 21, 2024**

**4:00 PM**

# 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 17, 2024 Executive Board Minutes.*

### 5.2 *FY 2024 3<sup>rd</sup> Quarter Wake Transit Work Plan Amendment Requests*

*Approve the FY 2024 Q3 Wake Transit Work Plan Amendment requests.*

### 5.3 *Mobility Management Program Funding Agreements*

*Authorize the Executive Director to sign and execute the final grant funding agreements.*

### Requested Action:

**Approve all Consent Agenda items.**

## 6. Public Hearing

6.1 FY 2025 Unified Planning Work Program

6.2 FFY 2025 LAPP Program

## 6.1 Unified Planning Work Program (UPWP) FY 2025

### **FY 2024 Studies Continuing:**

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

### **NEW FY 2025 Studies Proposed:**

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



## 6.1 Unified Planning Work Program (UPWP) FY 2025

### Other Ongoing FY 2025 Work:

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

### Budget:

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

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

### MPO Self-Certification:

Included in Appendix C

## 6.1 Unified Planning Work Program (UPWP) FY 2025

### **Next Steps:**

- Public Review & Comment Period Jan. 22 – Feb. 21, 2024
- Public Hearing Feb. 21, 2024
- Adoption of FY 25 UPWP

### **Requested Action:**

**Conduct Public Hearing.**

**Adopt the FY 25 UPWP and MPO Self-Certification of Federal Planning Requirements**

## 6.2 FFY 2025 LAPP Program

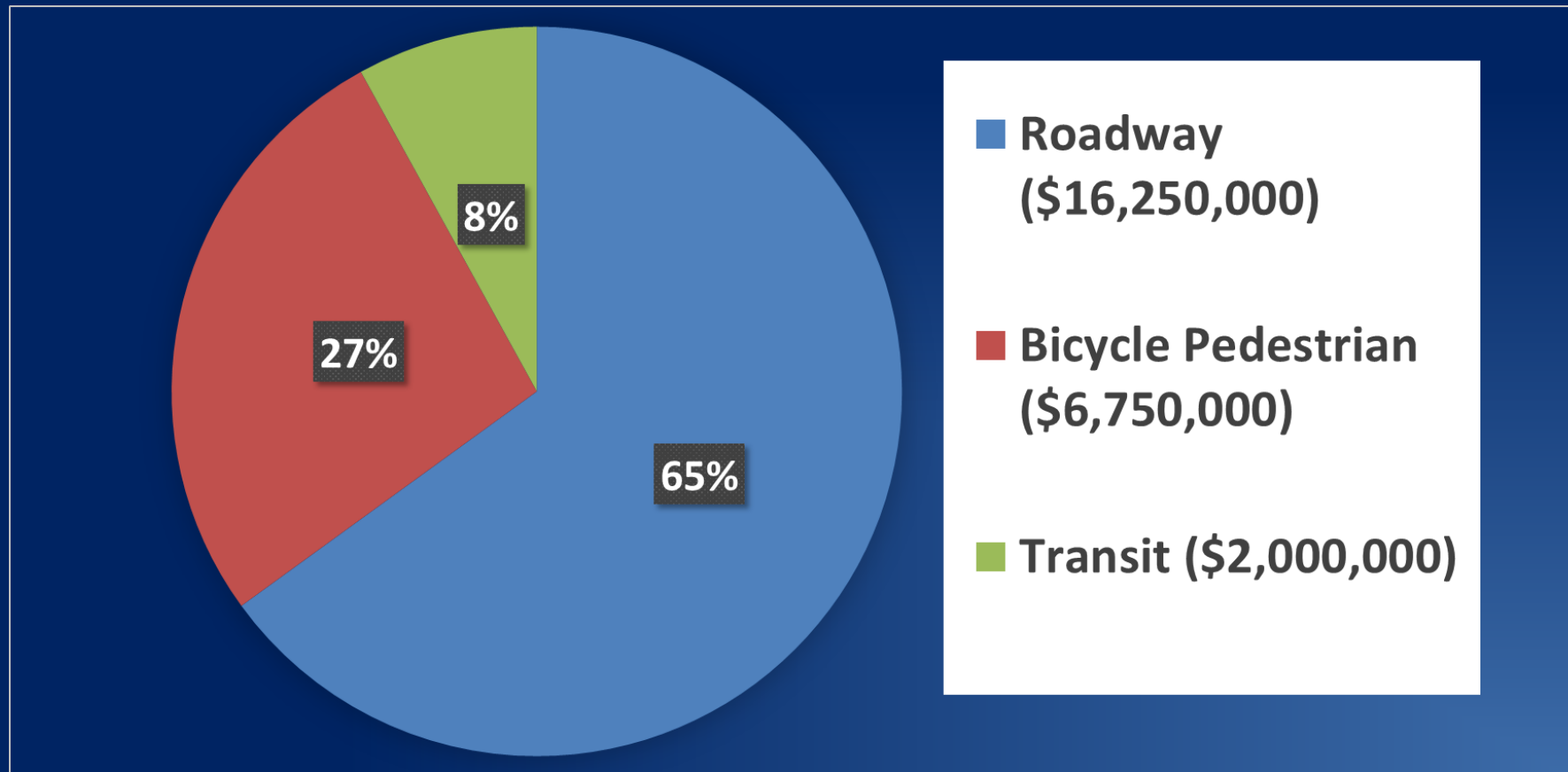
Call for Projects FFY 2025 LAPP Funds opened in August 2023

- 19 Projects Submitted

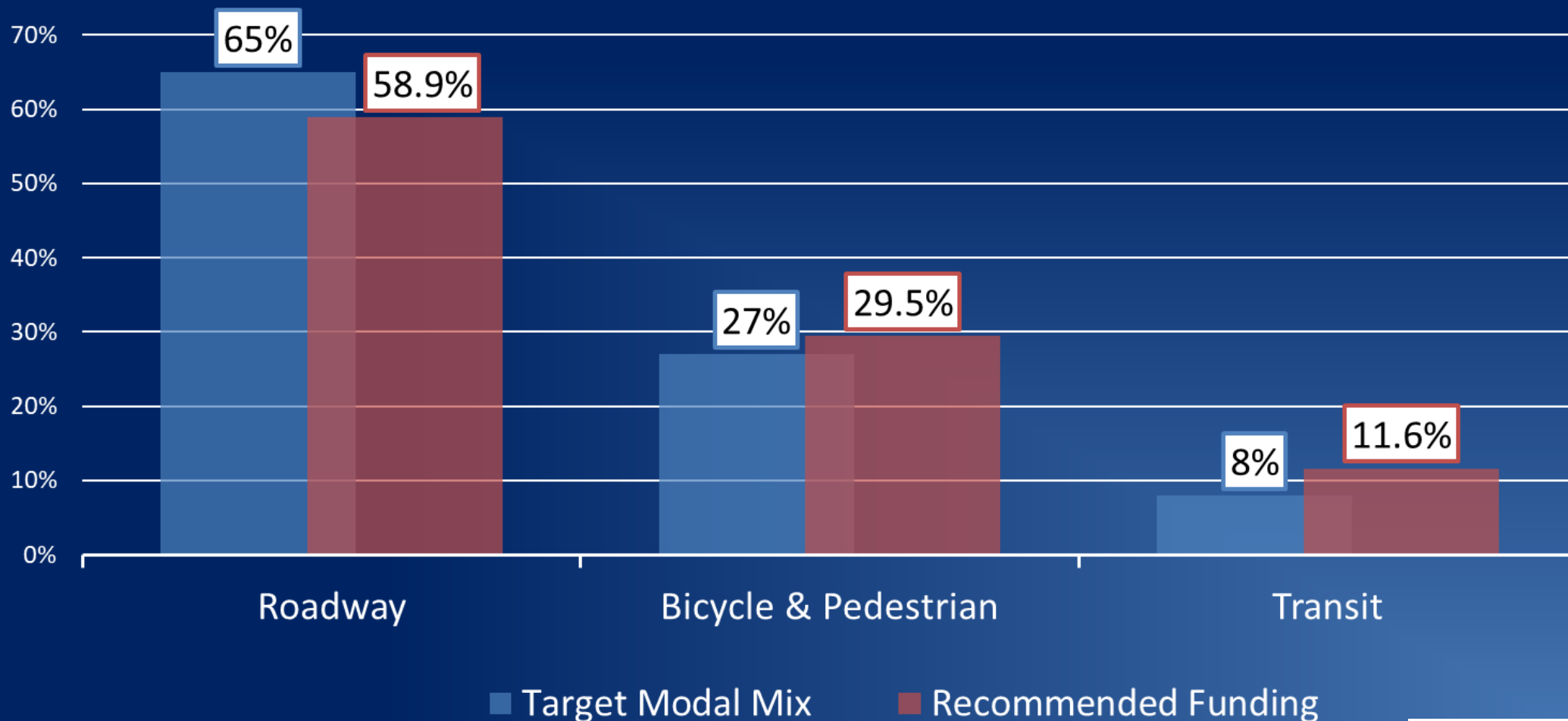
Scoring

- Projects are only scored against projects of the same mode

## FFY 2025 LAPP Target Modal Mix



# Target vs. Recommended Percent Modal Investment Mix



# Roadway Recommendations: \$15,811,900

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvement Project	Raleigh	No/No/Yes	\$79,410,000	\$14,000,000	\$14,000,000	72.3
Jones Sausage Road Widening and Intersection Improvements	Garner	No/Yes/Yes	\$25,298,000	\$10,119,200		68.5
NC 50/Mt. Vernon Church Turn Lanes	Wake County	No/No/Yes	\$1,038,000	\$830,400	\$830,400	54.0
Old Honeycutt/Kennebec Operational Improvements	Fuquay-Varina	No/No/Yes	\$1,461,875	\$981,500	\$981,500	50.5
Green Level Church Bridge Replacement and Widening	Cary	No/No/Yes	\$10,000,000	\$4,000,000		49.5
North Arendell Access and Operational Improvements	Zebulon	Yes/Yes/Yes	\$12,300,000	\$9,840,000		46.8
US 1 at Purnell RCI	Division 5	Yes/Yes/No	\$3,024,000	\$434,400		42.1
Rolesville at Riley Hill Realignment	Wake County	No/No/Yes	\$1,101,000	\$651,200		41.3
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$24,400,000	\$1,920,000		23.7
Total			\$158,032,875	\$42,776,700	\$15,811,900	
Target Modal Investment					\$16,250,000	
Remainder					\$438,100	

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

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

<b>BICYCLE &amp; PEDESTRIAN</b>						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Main Street Pedestrian Improvements	Clayton	No/Yes/Yes	\$1,550,000	\$1,085,000	\$1,085,000	51.5
Optimist Farm Greenway & Sidewalks	Cary	No/No/Yes	\$5,510,000	\$3,250,000	\$3,250,000	44.5
South Garner Greenway	Garner	No/No/Yes	\$5,315,685	\$2,657,842	\$2,657,842	36.0
Downtown Franklinton Bicycle and Pedestrian Safety Improvements	Franklinton	Yes/No/Yes	\$835,000	\$668,000	\$668,000	36.0
Vandora Springs Elementary SRTS Sidewalk	Division 5	Yes/Yes/No	\$663,000	\$244,800	\$244,800	34.5
<b>Total</b>			<b>\$13,873,685</b>	<b>\$7,905,642</b>	<b>\$7,905,642</b>	
Target Modal Investment					\$6,750,000	
Remainder					(\$1,155,642)	

# Transit Recommendations: \$3,124,773

TRANSIT						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
GoCary Communications Equipment Upgrade	GoCary	No/No/Yes	\$338,386	\$270,709	\$270,709	58.5
Route 305 Apex Bus Stop Improvements-South of US 64	GoTriangle	Yes/Yes/Yes	\$540,000	\$432,000	\$432,000	49.5
GoCary Bus Operations and Maintenance Facility	GoCary	No/No/Yes	\$71,200,000	\$2,136,000	\$2,000,000	43.5
GoDurham Route 2 Stop Improvements-Brier Creek in Wake County	GoTriangle	Yes/Yes/Yes	\$527,580	\$422,064	\$422,064	43.0
Triangle Town Center Transit Center	GoRaleigh	No/Yes/No	\$2,000,000	\$1,600,000		41.8
Total			\$74,267,580	\$4,590,064	\$3,124,773	
Target Modal Investment				\$1,465,291	\$2,000,000	
Remainder					(\$1,124,773)	

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



## 6.2 FFY 2025 LAPP Investment Program

### Recommendation

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

# Roadway Recommendations: \$15,651,900

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

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvement Project	Raleigh	No/No/Yes	\$79,410,000	\$14,000,000		72.25
Jones Sausage Road Widening and Intersection Improvements	Garner	No/Yes/Yes	\$25,298,000	\$10,119,200		68.50
NC 50/Mt. Vernon Church Turn Lanes	Wake County	No/No/Yes	\$1,038,000	\$830,400	\$830,400	54.00
Old Honeycutt/Kennebec Operational Improvements	Fuquay-Varina	No/No/Yes	\$1,461,875	\$981,500	\$981,500	50.50
Green Level Church Bridge Replacement and Widening	Cary	No/No/Yes	\$10,000,000	\$4,000,000	\$4,000,000	49.50
North Arendell Access and Operational Improvements	Zebulon	Yes/Yes/Yes	\$12,300,000	\$9,840,000	\$9,840,000	46.75
US 1 at Purnell RCI	Division 5	Yes/Yes/No	\$3,024,000	\$434,400		42.13
Rolesville at Riley Hill Realignment	Wake County	No/No/Yes	\$1,101,000	\$651,200		41.25
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$24,400,000	\$1,920,000		23.70
Total			\$158,032,875	\$42,776,700	\$15,651,900	
Target Modal Investment				\$17,005,600	\$16,250,000	
Remainder					\$598,100	

# Roadway Recommendations

TCC agreed with the Selection Panel's concerns regarding the Six Forks Road project and the need for confirmation on the design and approach.

Concerns were expressed that a June 2024 deadline would not provide enough notice for those other members to successfully mobilize their projects if Raleigh were to turn down the funding.

The short notice would also generate considerable stress in financial planning for those Towns and their annual budget processes.

The TCC recommended approving the Bike/Ped & Transit projects but delayed making a recommendation on Roadway until their March meeting at which time City of Raleigh would possibly have additional direction from their City Council.

City of Raleigh informed CAMPO on Feb 20<sup>th</sup> that the Raleigh City Council had unanimously approved staff to proceed with the project.

## 6.2 FFY 2025 LAPP Program

### Approval Options

- Approve Bicycle/Pedestrian and Transit projects as recommended by the TCC. *(Delays Roadway until a future meeting)*
- Approve the FFY25 LAPP Program as recommended by Selection Panel
- Delay any decision until a future meeting

## 6.2 FFY 2025 LAPP Program

### Next Steps

- TCC Meeting March 7<sup>th</sup> – anticipated Roadway recommendation
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) - March 21, 9 am – 3 pm.

### Requested Action:

**Conduct Public Hearing.**

**Consider approval of the FFY 2025 LAPP Investment Program through one of the options presented.**

## 7. Regular Agenda

- 7.1 US 401 Corridor Study - Final Phase
- 7.2 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)
- 7.3 DRAFT 2055 MTP Goals, Objectives, and Performance Measures
- 7.4 CAMPO Memorandum of Understanding

## 7.1 U.S. 401 Corridor Study - Final Phase

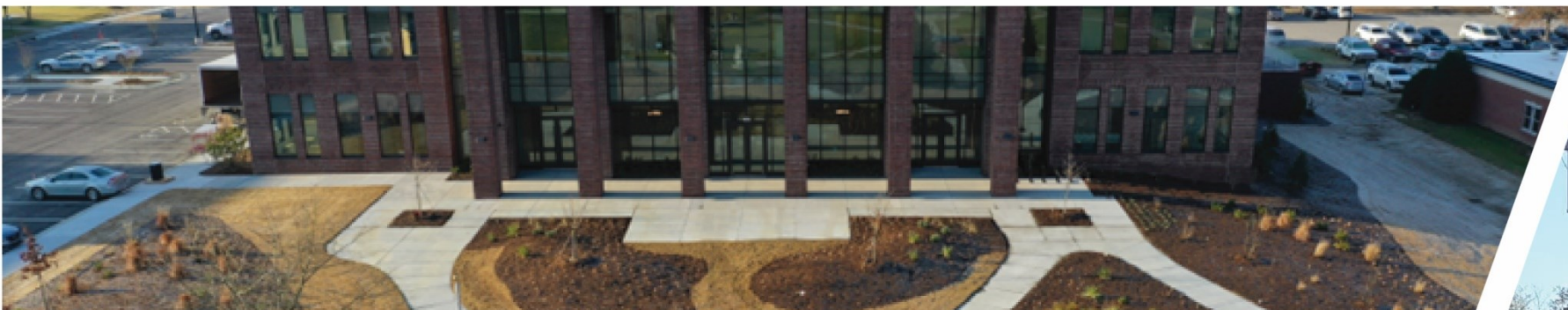


# U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina  
Harnett County / Lillington



## US 401 Corridor Study CAMPO Executive Board February 21, 2024



Stewart  
HR&A Advisors  
Spanish Speaking



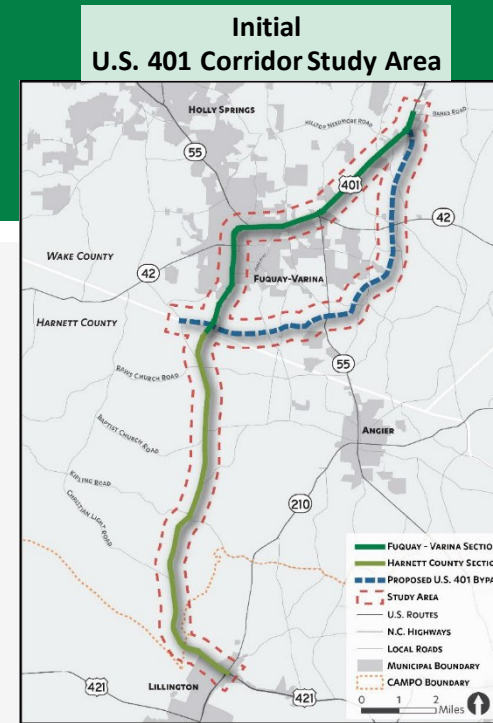
# Summary

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

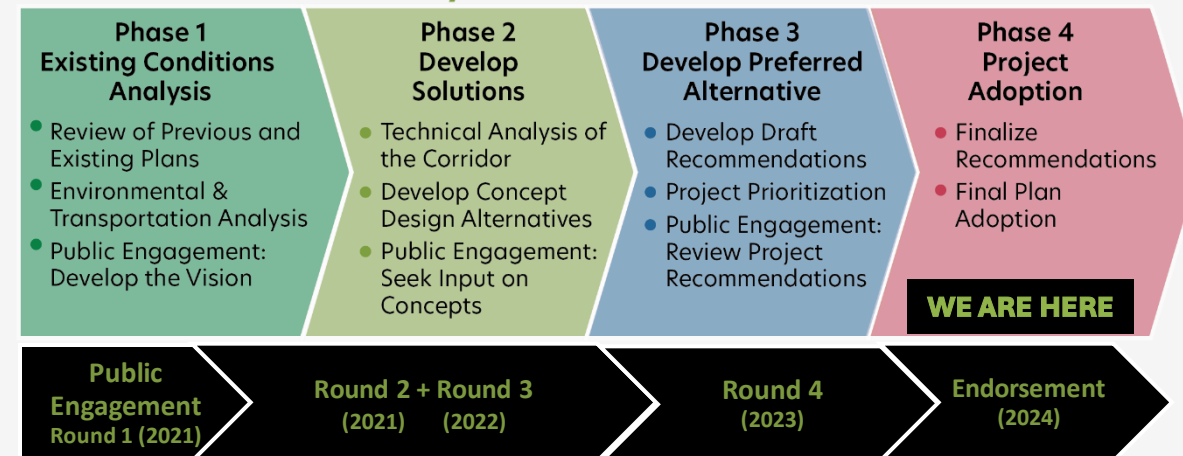
Improvements to Existing U.S. 401 and existing area roadways will be prioritized for short and mid-term implementation – to occur **before the long-term** recommendation for a new roadway, known as “Future U.S. 401”.

## U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina  
Harnett County / Lillington



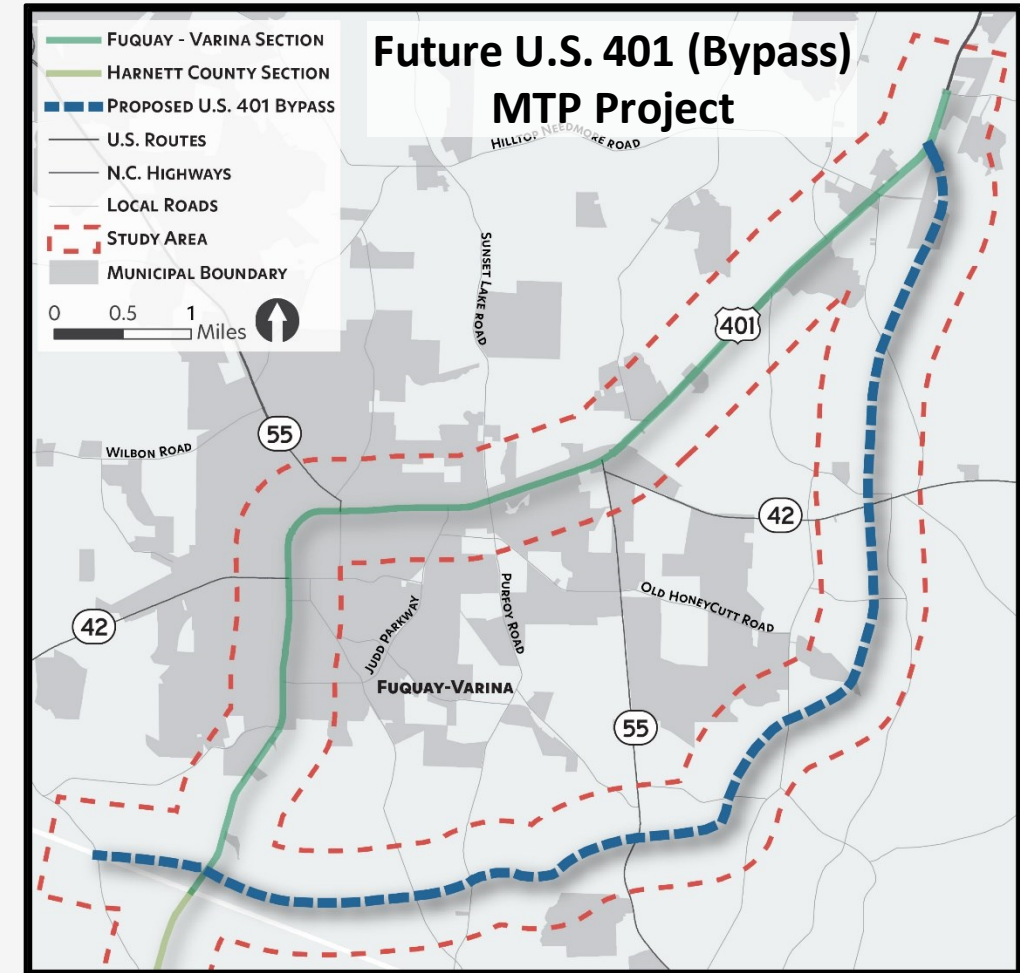
## U.S. 401 Corridor Study Schedule



# Project Recap

# U.S. 401 Corridor Study - Background

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



# Public Engagement Overall



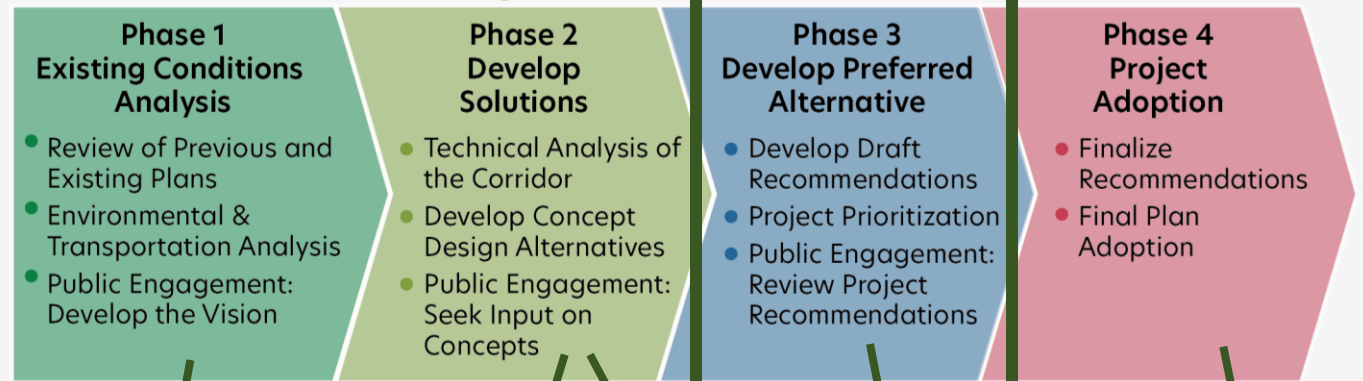
## Stakeholder Oversight Team

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

## Public Engagement

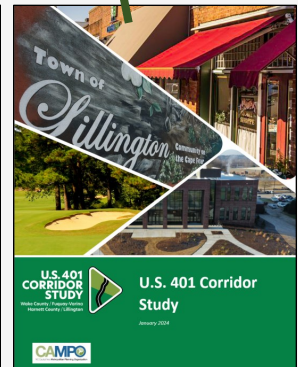
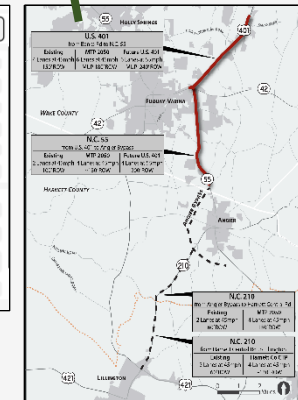
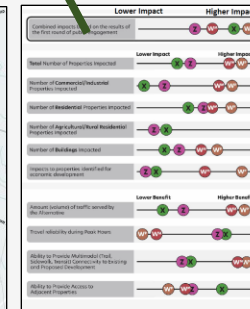
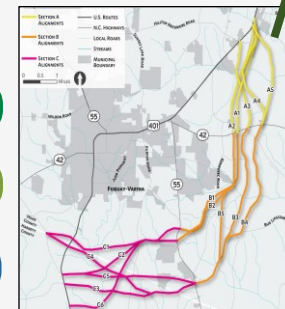
Round 1	Vision & Goals
Round 2	Initial Design Alternatives
Round 3	Additional Alternatives <i>and</i> Priorities for Determining a Preferred Alternative
Round 4	Draft Recommendations
Final	Final Recommendations & Report

## U.S. 401 Corridor Study Schedule



## Goals

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



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

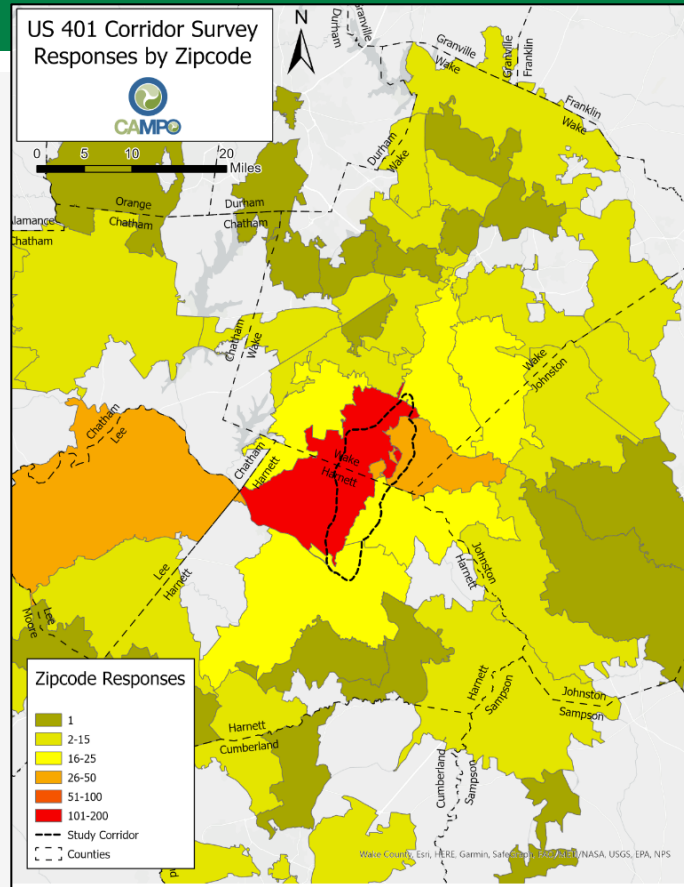
Reduce property impacts but have higher environmental impacts OR  Reduce environmental impacts but have higher property impacts

*Closed to responses*



# Round 4 Survey on Draft Recommendations

October 3 –  
November 5, 2023

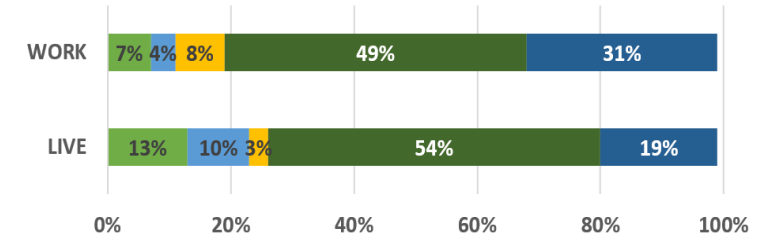


- ✓ 782 respondents in total
- ✓ 245 respondents also provided comments

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

## Survey Respondents - Home/Work Location

\* 509 of 782 respondents answered this question



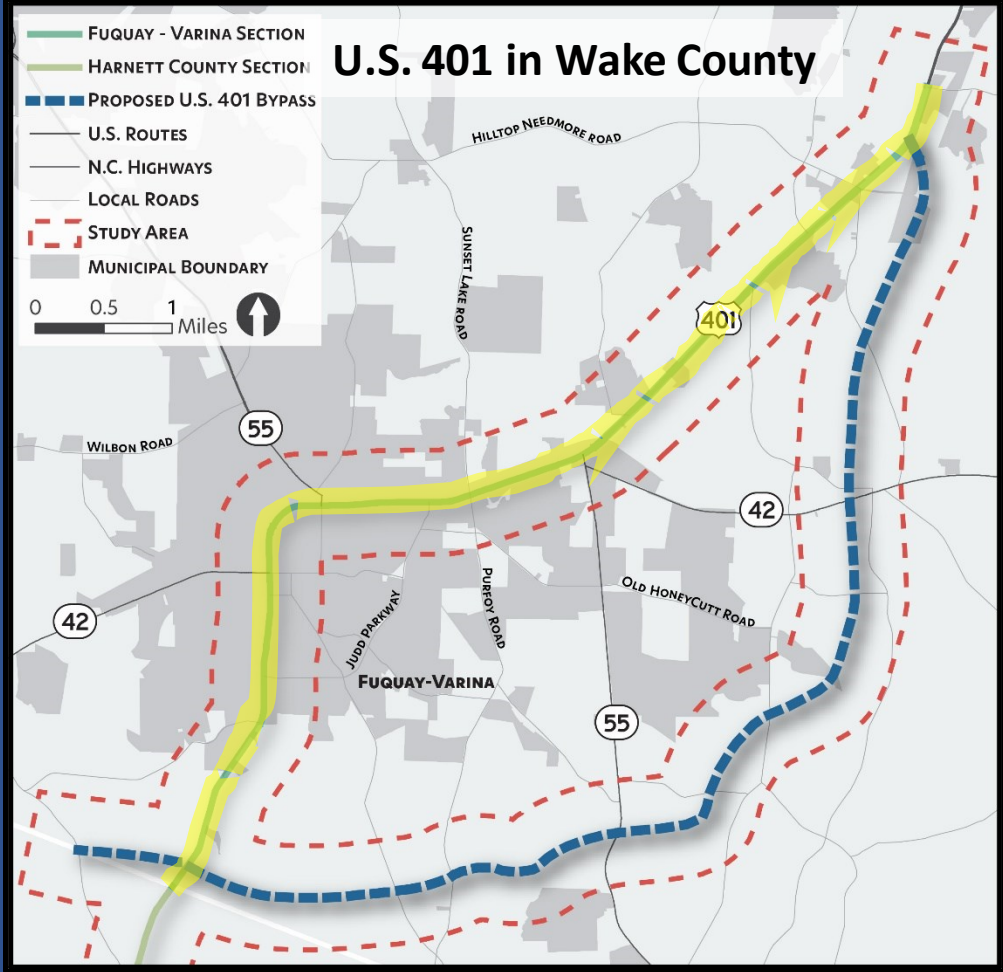
	LIVE	WORK
Harnett Co.: Inside Study Area	13%	7%
Harnett Co.: Outside Study Area	10%	4%
Neither (Outside for both)	3%	8%
Wake Co.: Inside Study Area	54%	49%
Wake Co.: Outside Study Area	19%	31%

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



# U.S. 401 Corridor Study's Final Recommendations

# Recommendations: Existing U.S. 401 in Wake County



# U.S. 401 in Wake County - Sections

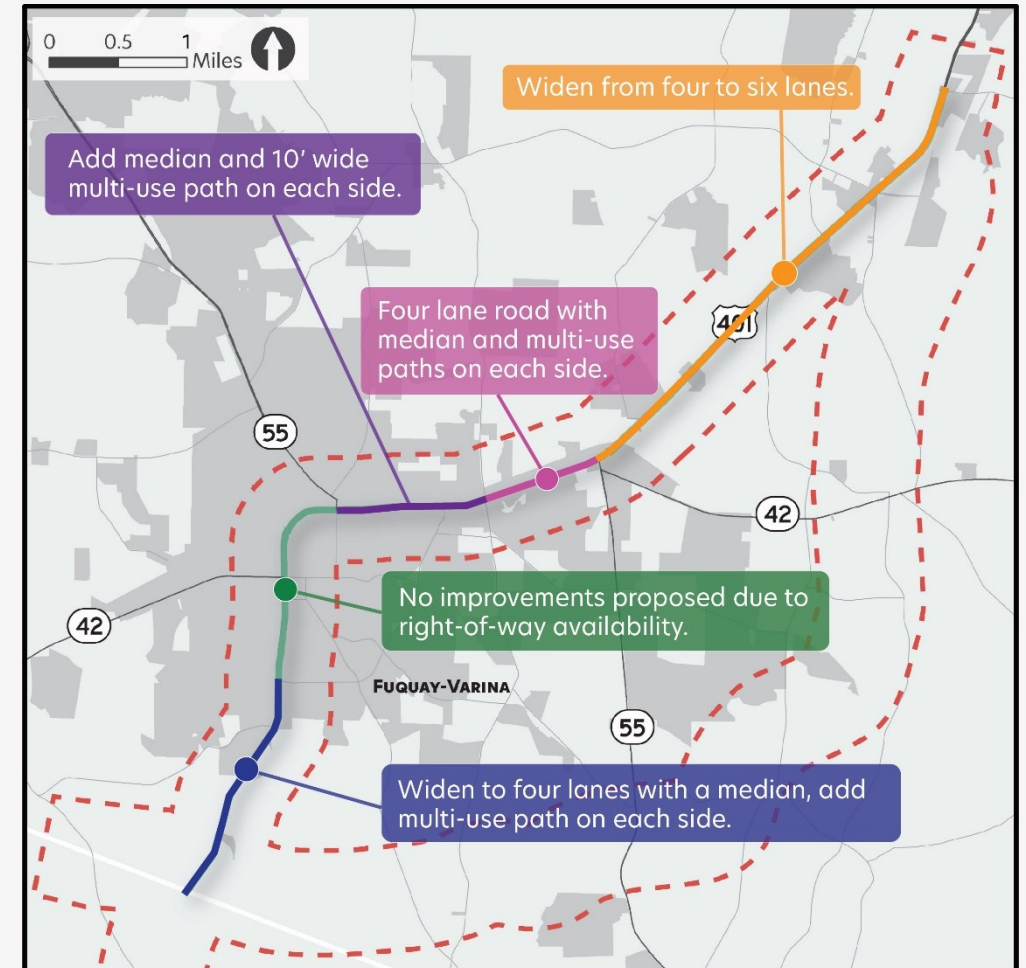
**Banks Road to N.C. 55:** Widen from 4 to 6 lanes.  
(MTP Project)

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

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

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

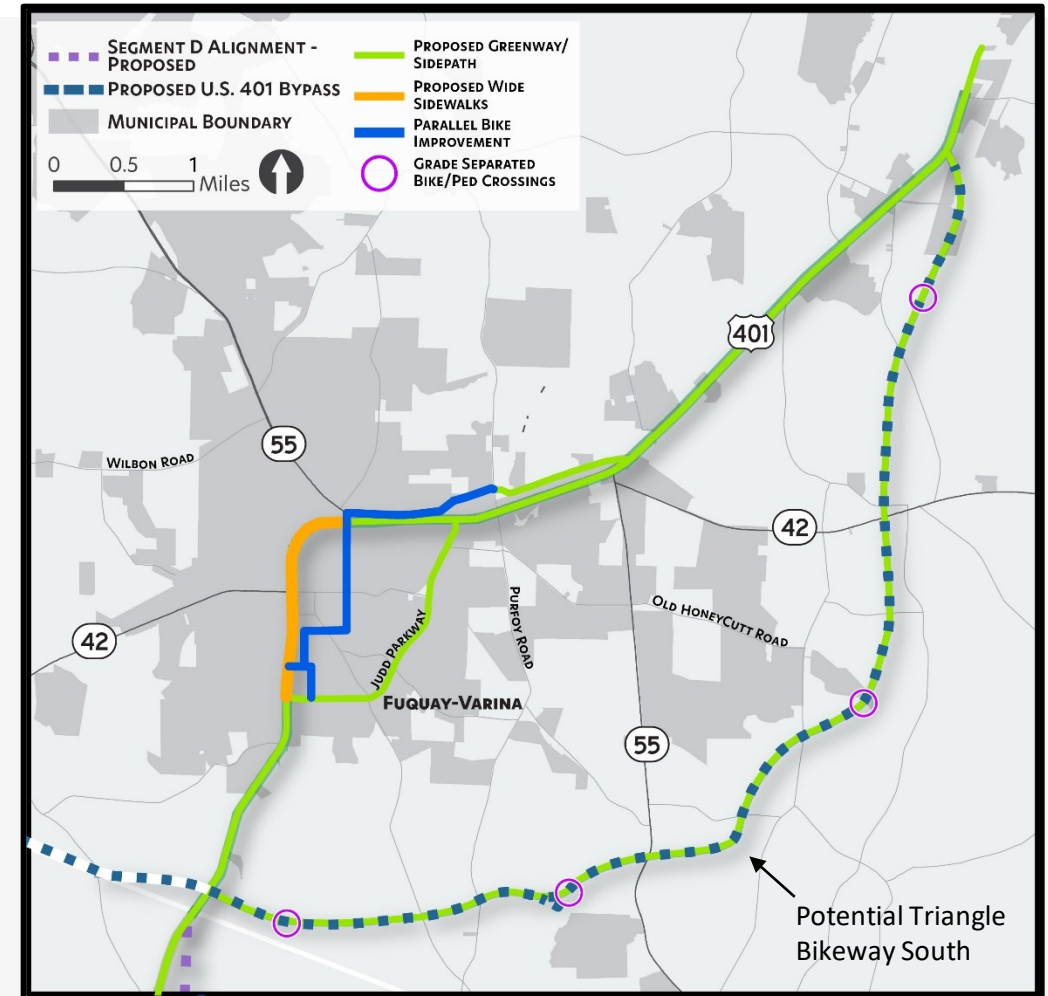
**Judd Parkway SW to Harnett Co.:** Widen from 2 to 4 lanes with raised median and MUP.





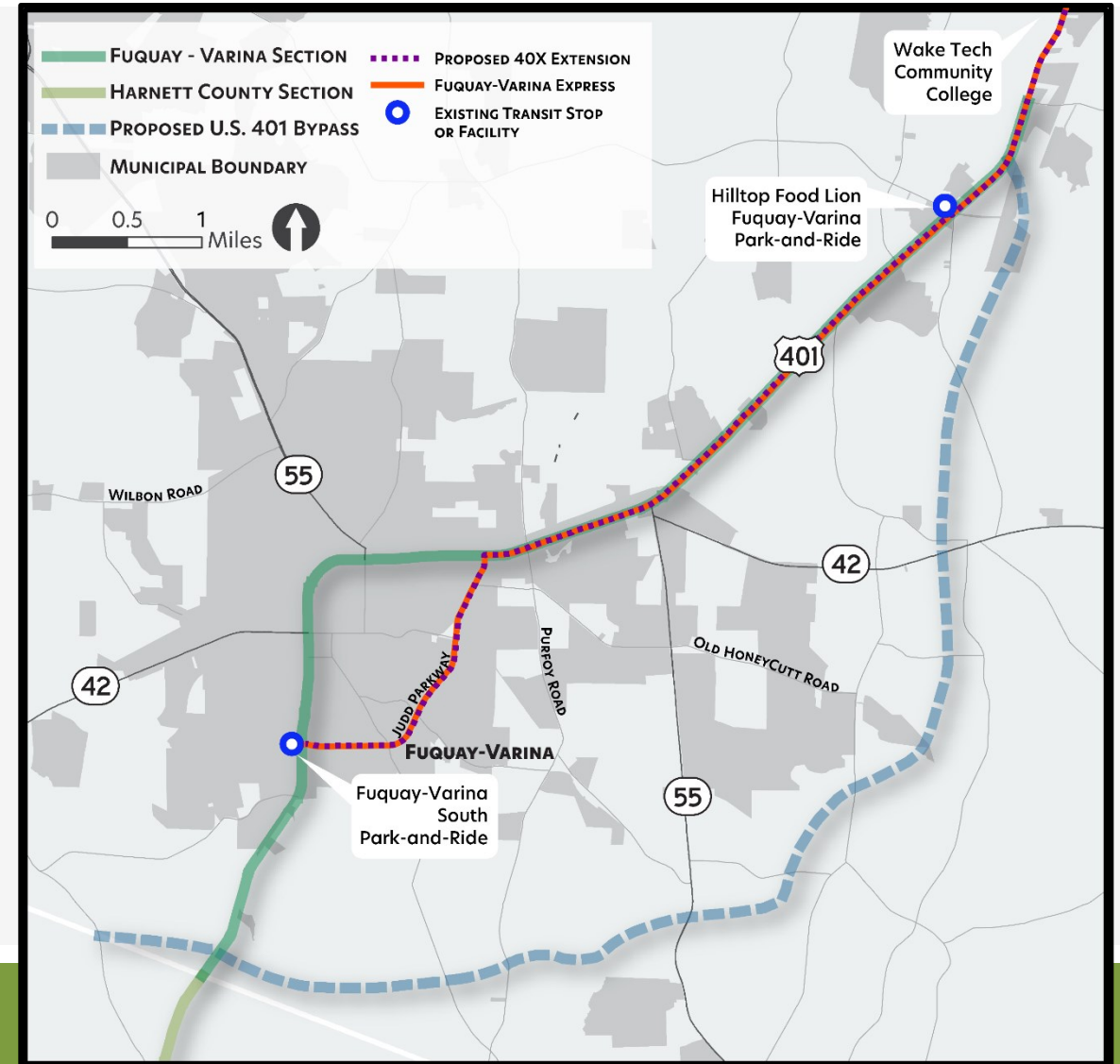
# U.S. 401 in Wake County – Bicycle-Pedestrian Facilities

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

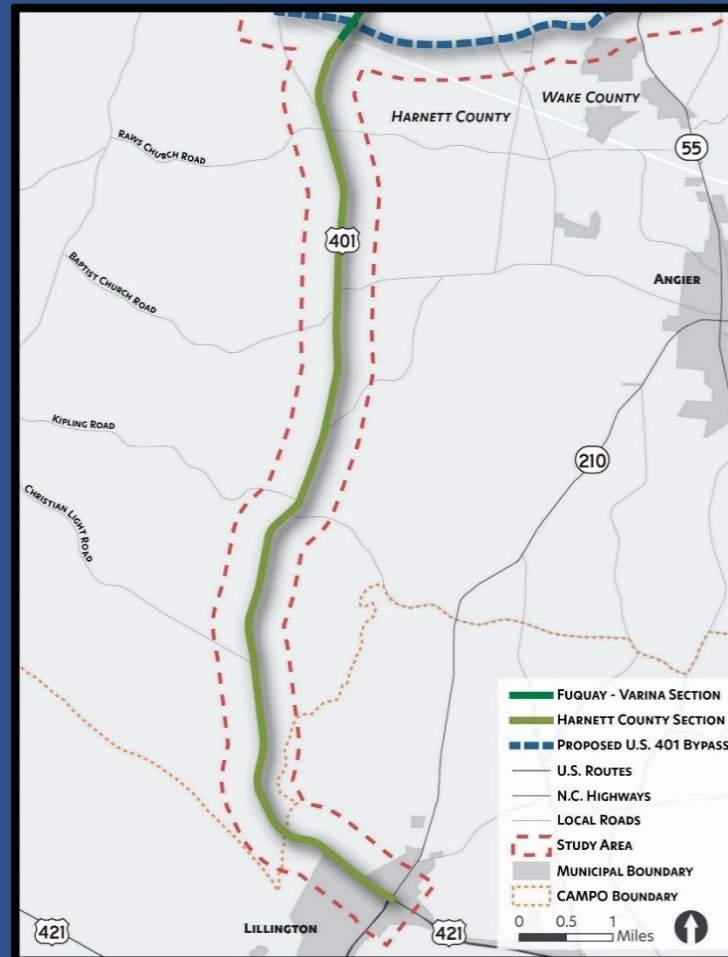


# U.S. 401 in Wake County – Transit

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



# Recommendations: Existing U.S. 401 in Harnett County



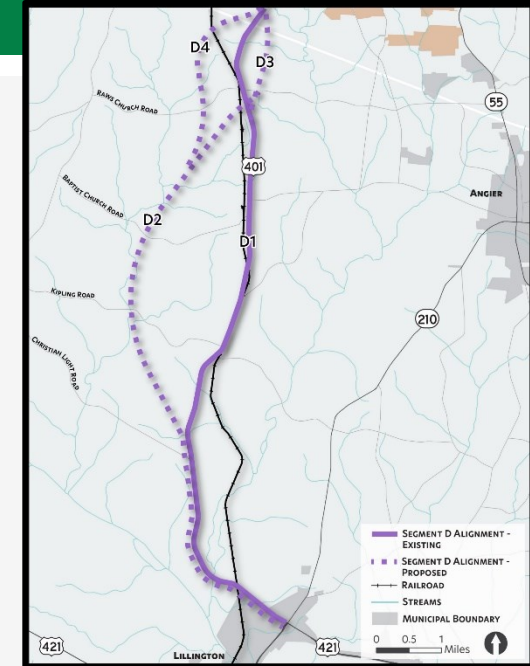
# Harnett County Alignment



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

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

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



# Two Design Concepts based on Width

- **Narrow Cross Section (~120')**: Modification of section 4L with 10' MUP on both sides.
- Applicable where limited ROW is available due to railroad or other sensitive resources

• Reduction in

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

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

• **Wide C**

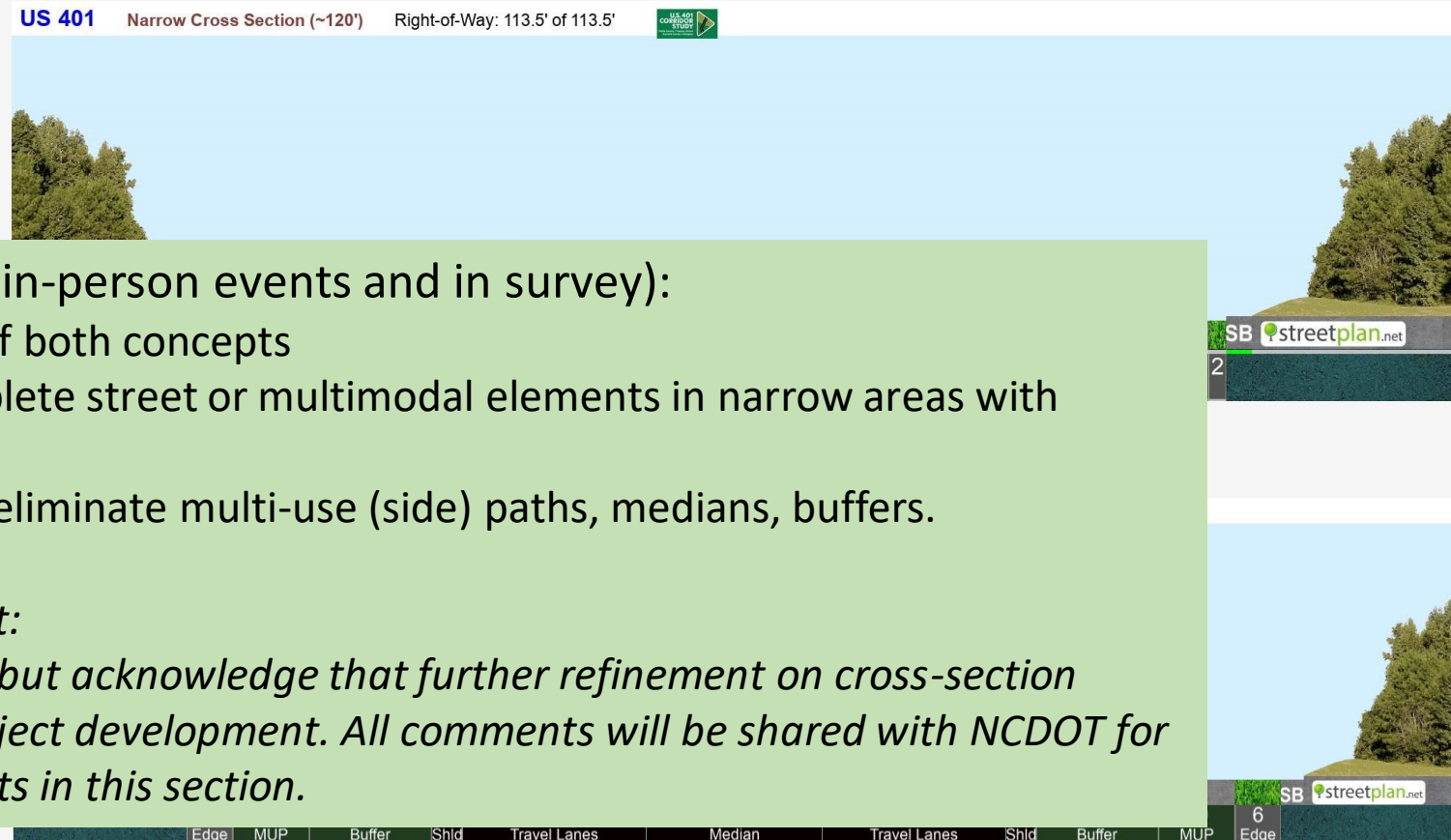
of section  
on both

## Staff Recommendation for Final Report:

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

• Applica

• Reduction



# Bicycle and Pedestrian

## U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina  
Harnett County / Lillington

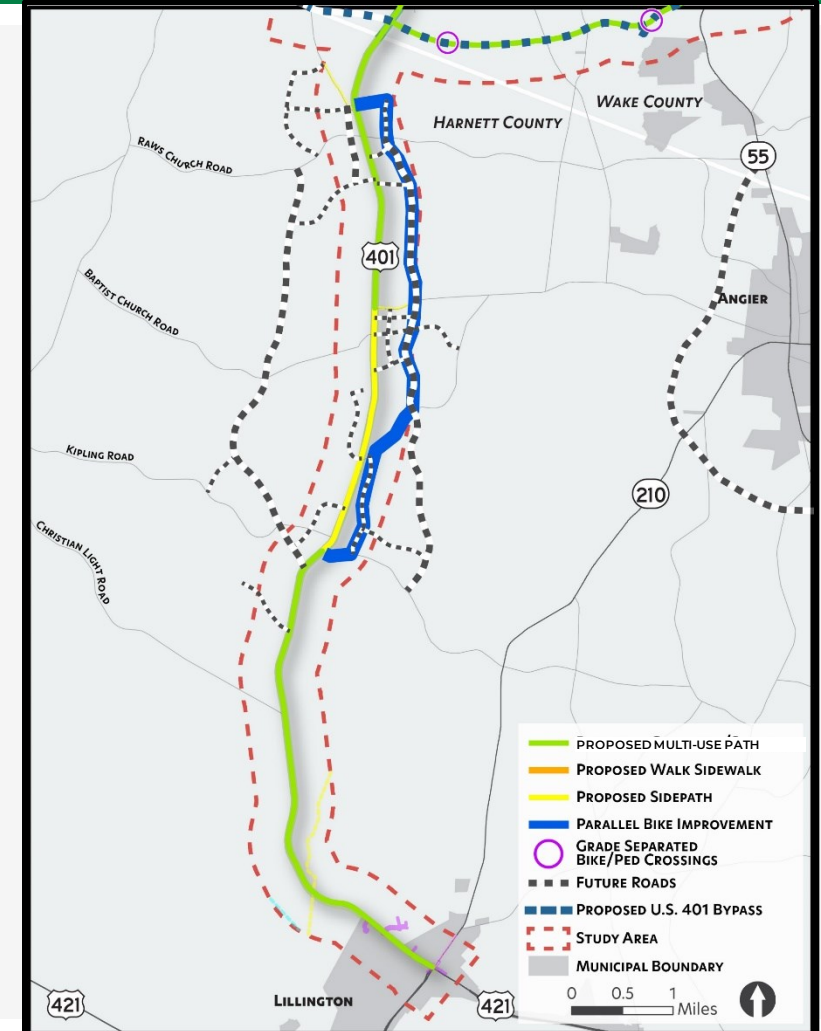


Pedestrian and bicycle facilities along  
U.S. 401

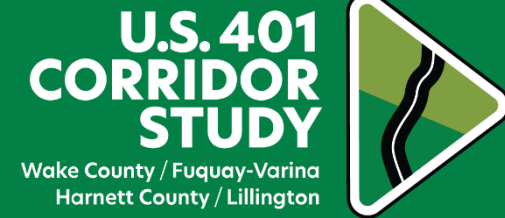
AND

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

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



# U.S. 401 in Harnett County – Railroad Recommendations



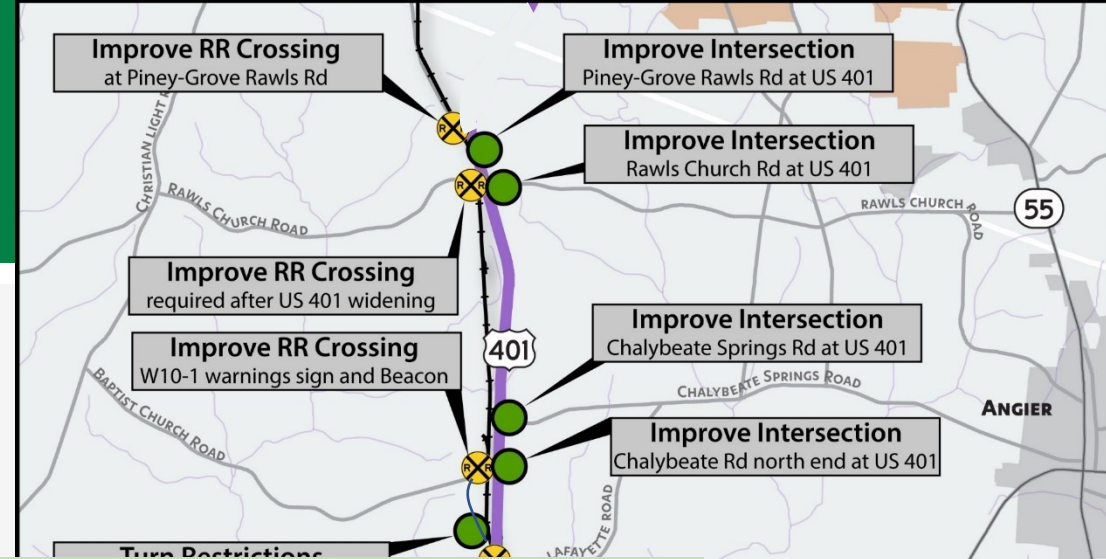
- Redesign the railroad crossings along U.S. 401 and other roadways in the study area to accommodate future widening anticipated due to growth in the area.
- Specific improvements recommended for crossings at/near:
  - Matthews Rd
  - Lafayette School Rd
  - Chalybeate Rd – northern and southern ends

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



# Intersection Improvements

<b>Piney Grove Rawls Rd</b>	Signalize the intersection.
<b>Rawls Church Road</b>	Signalize the intersection.
<b>Chalybeate Springs Road</b>	Signalize the intersection.
<b>Chalybeate Road</b>	Signalize the intersection.



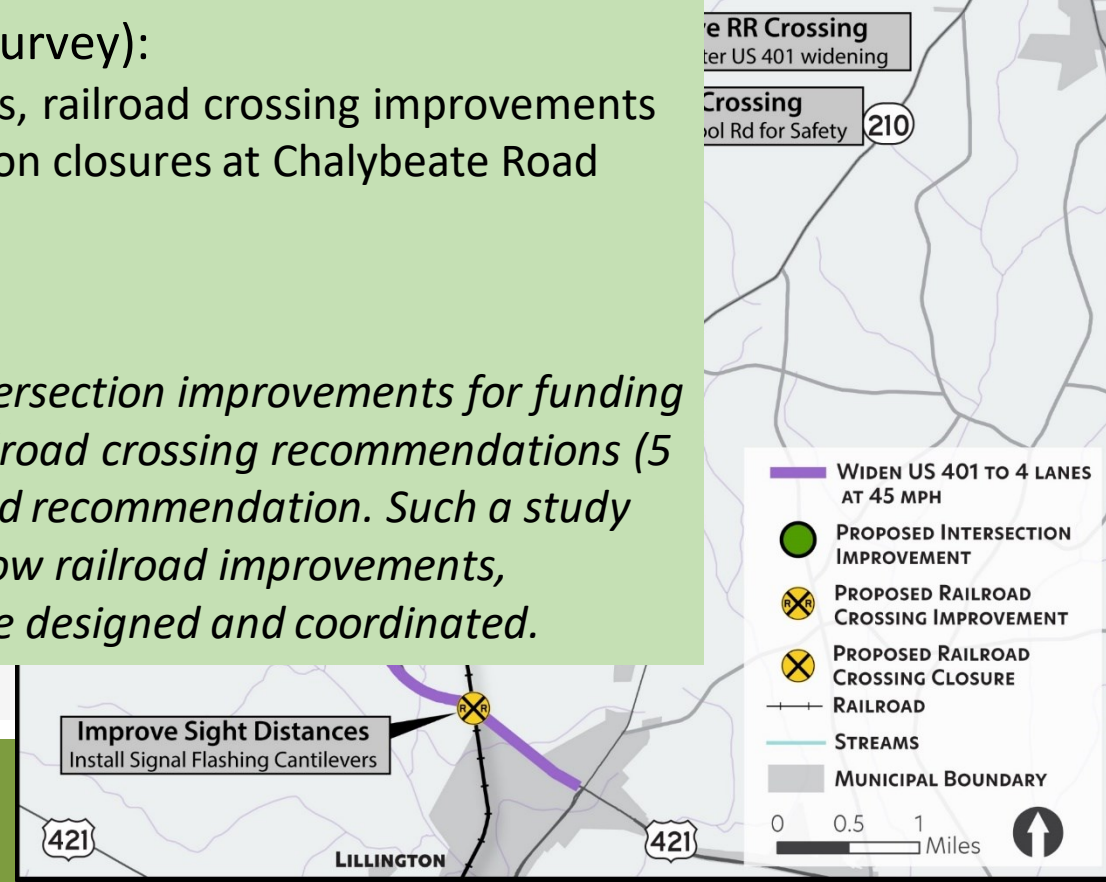
## Public Feedback (via comments at in-person events and in survey):

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

## Staff Recommendation for Final Report:

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

intersection.





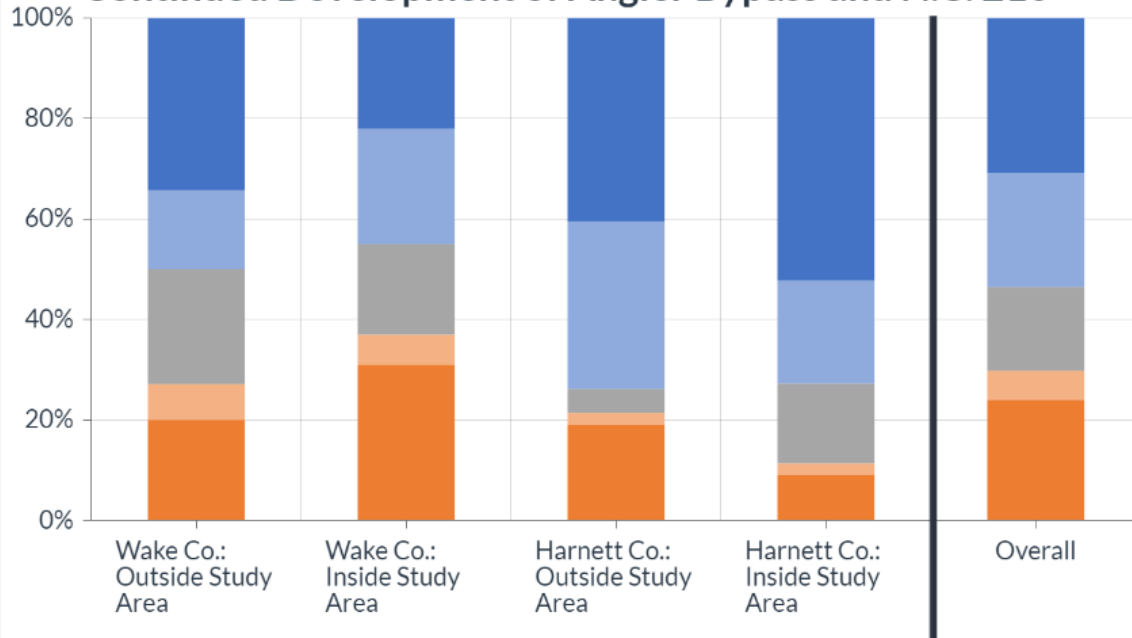
Recommendations:  
NC 55, Angier Bypass, and NC 210

# NC 55, Angier Bypass, NC 210

## Public Feedback

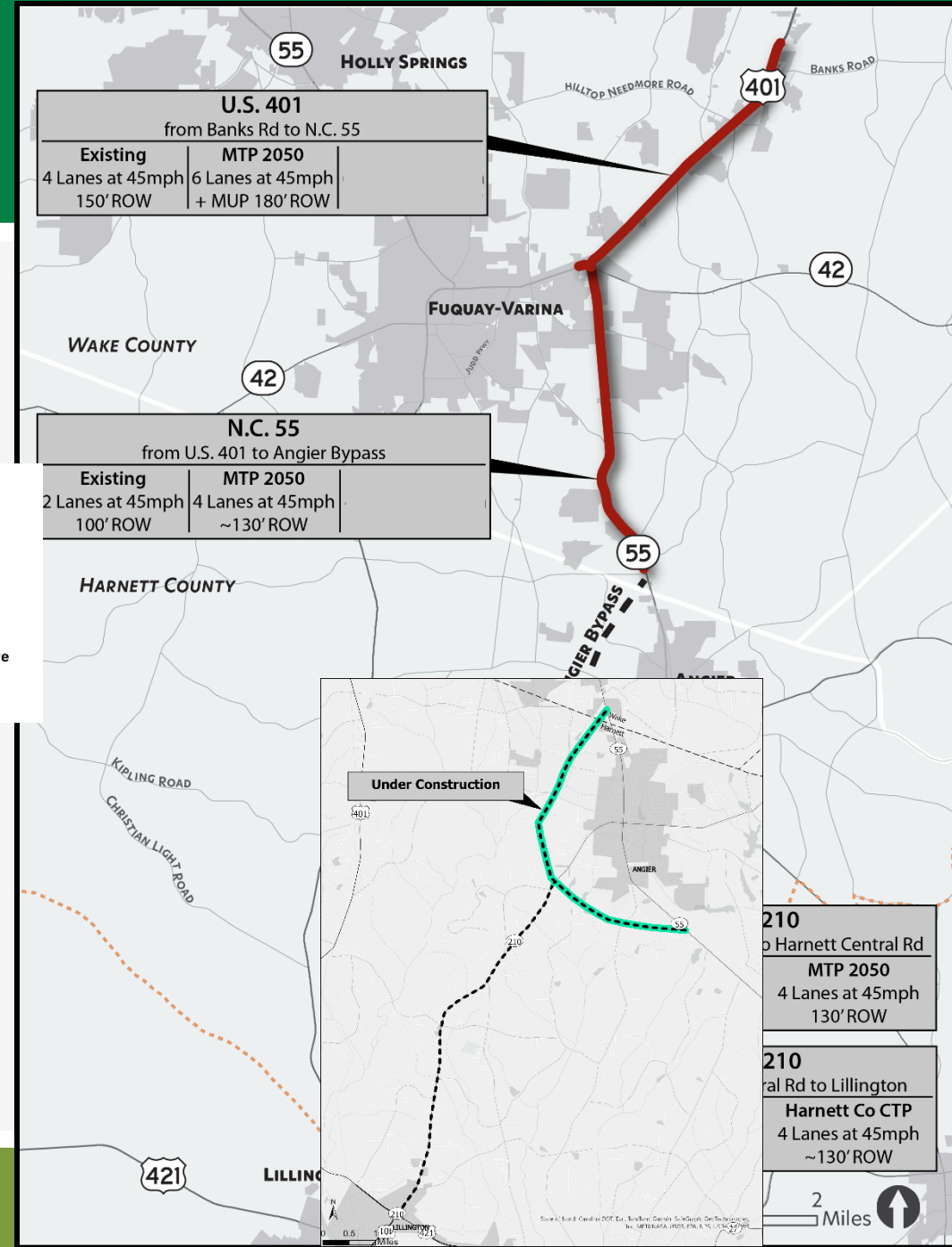
- Generally supportive
- Harnett Co.: Inside Study Area had strong approval with 73% support

Continued Development of Angier Bypass and N.C. 210



### Level of Support

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



# Alternative X/Z

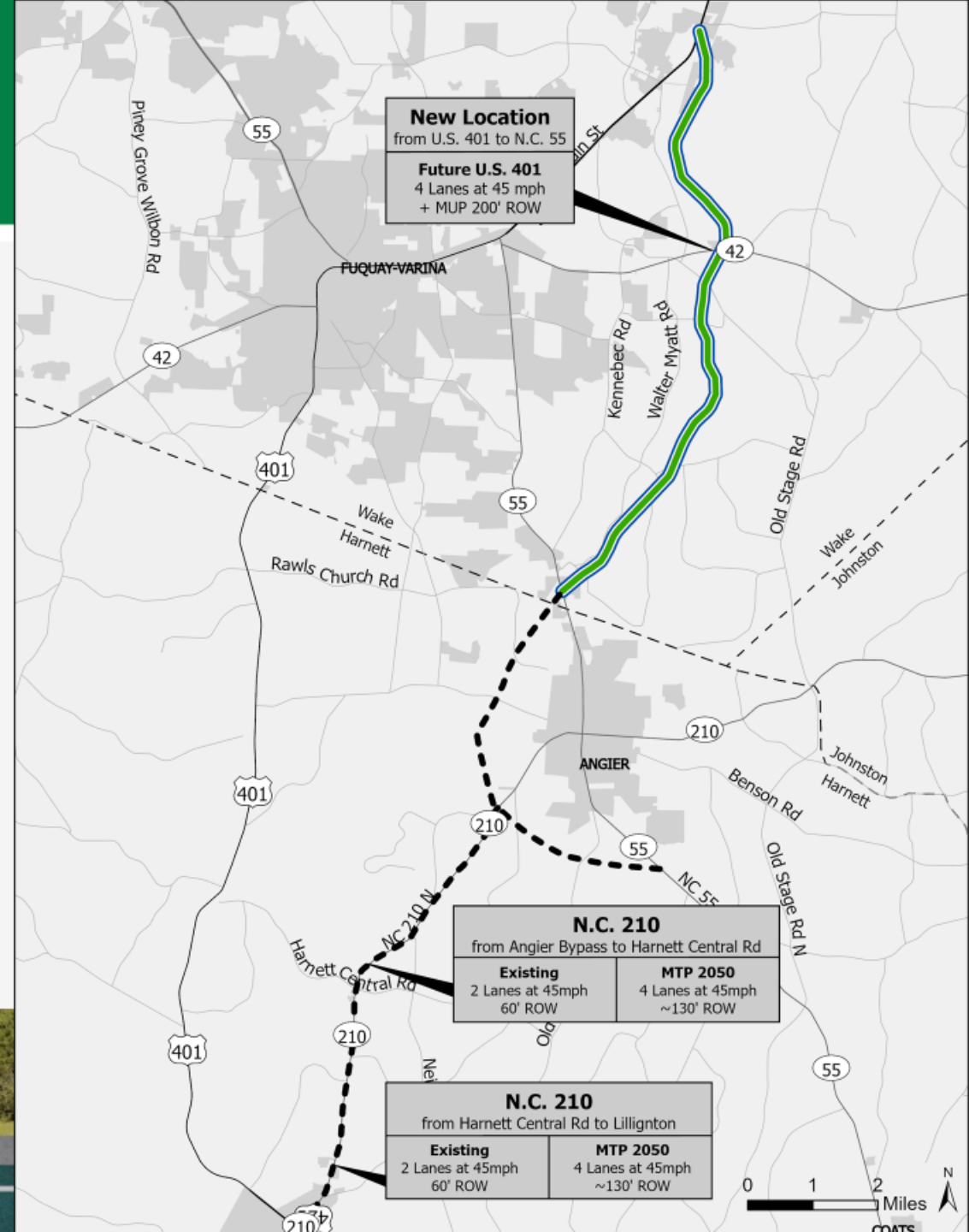
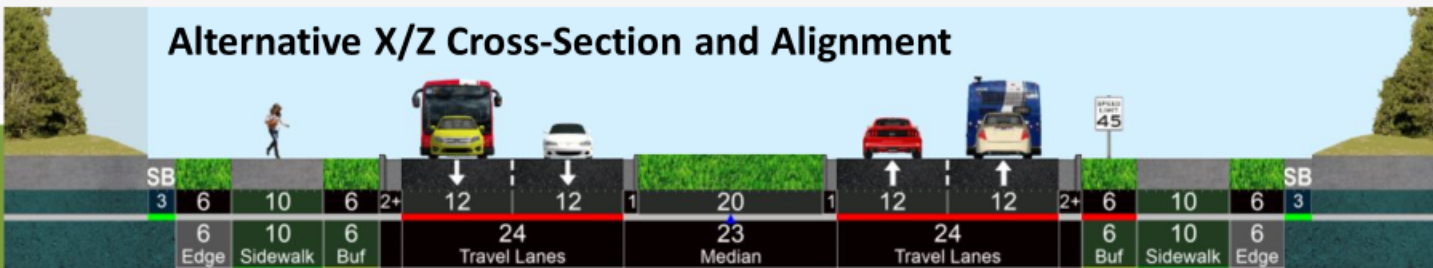
## Benefits of Alternative X/Z

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

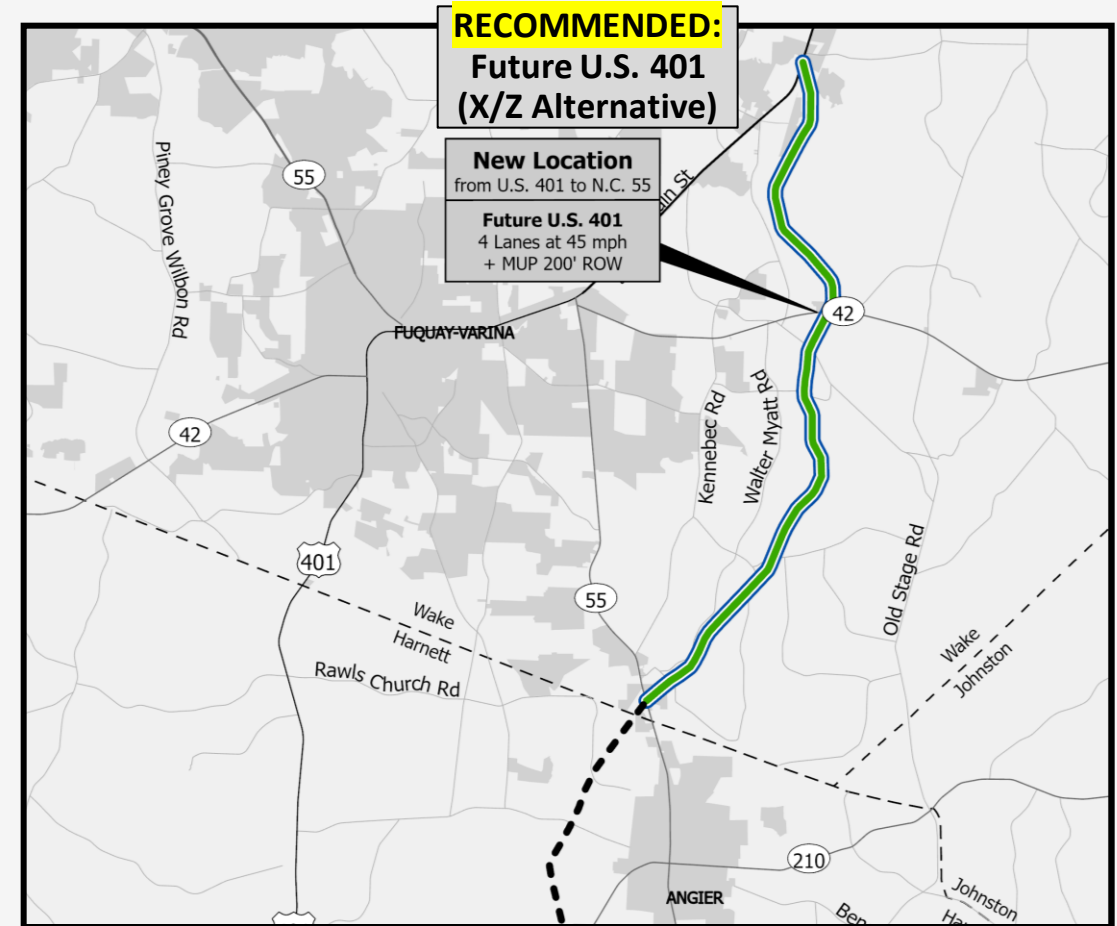
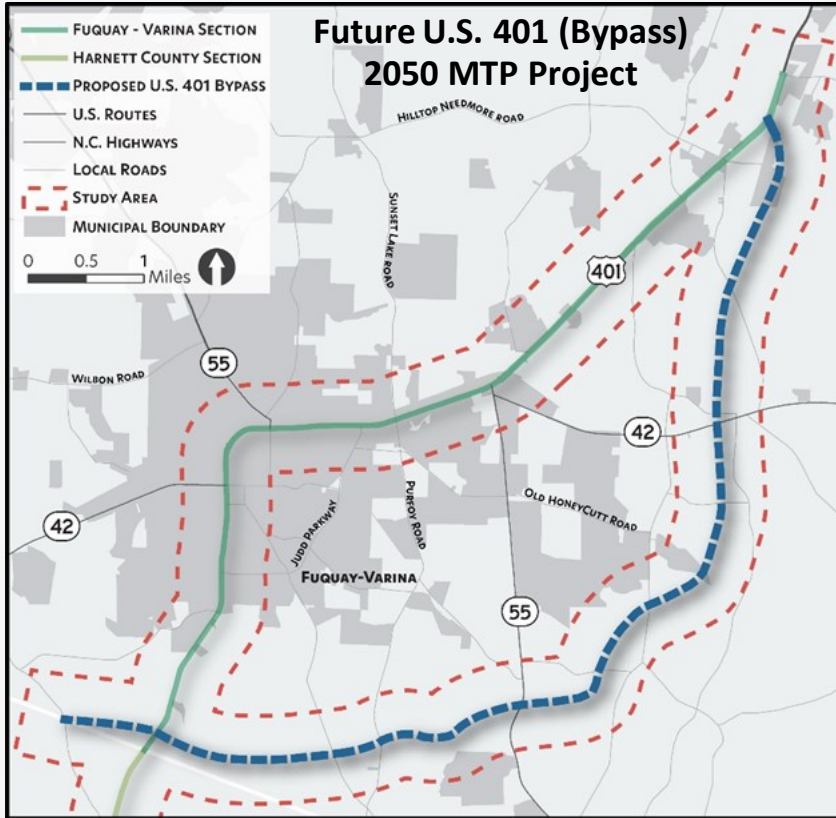
## Challenges of Alternative X/Z

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

### Alternative X/Z Cross-Section and Alignment



# Existing MTP Alignment vs. X/Z Alternative



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

# Proposed X/Z Alignment Public Feedback

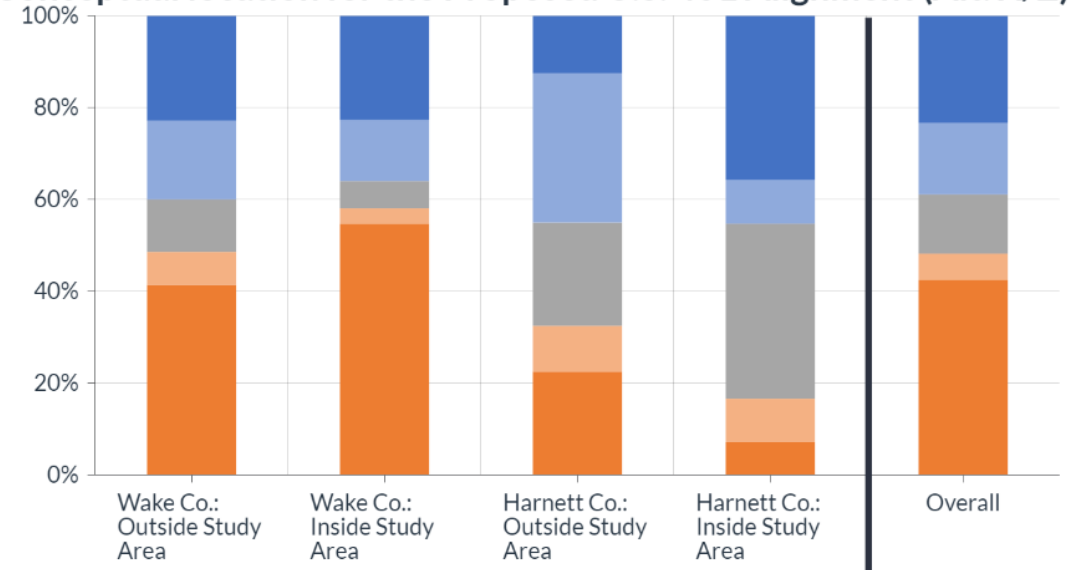


- There were 365 responses to the question on the public's level of support to the Alternative X/Z, of which 200 responders described themselves as in Wake County: Inside the study area
- The responses **show generally mixed opinions** with 48% unsupportive, 13% neutral, and 39% supportive.
- The support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

## Comments: Reasons Not Supportive of XZ Alignment

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

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



### Level of Support



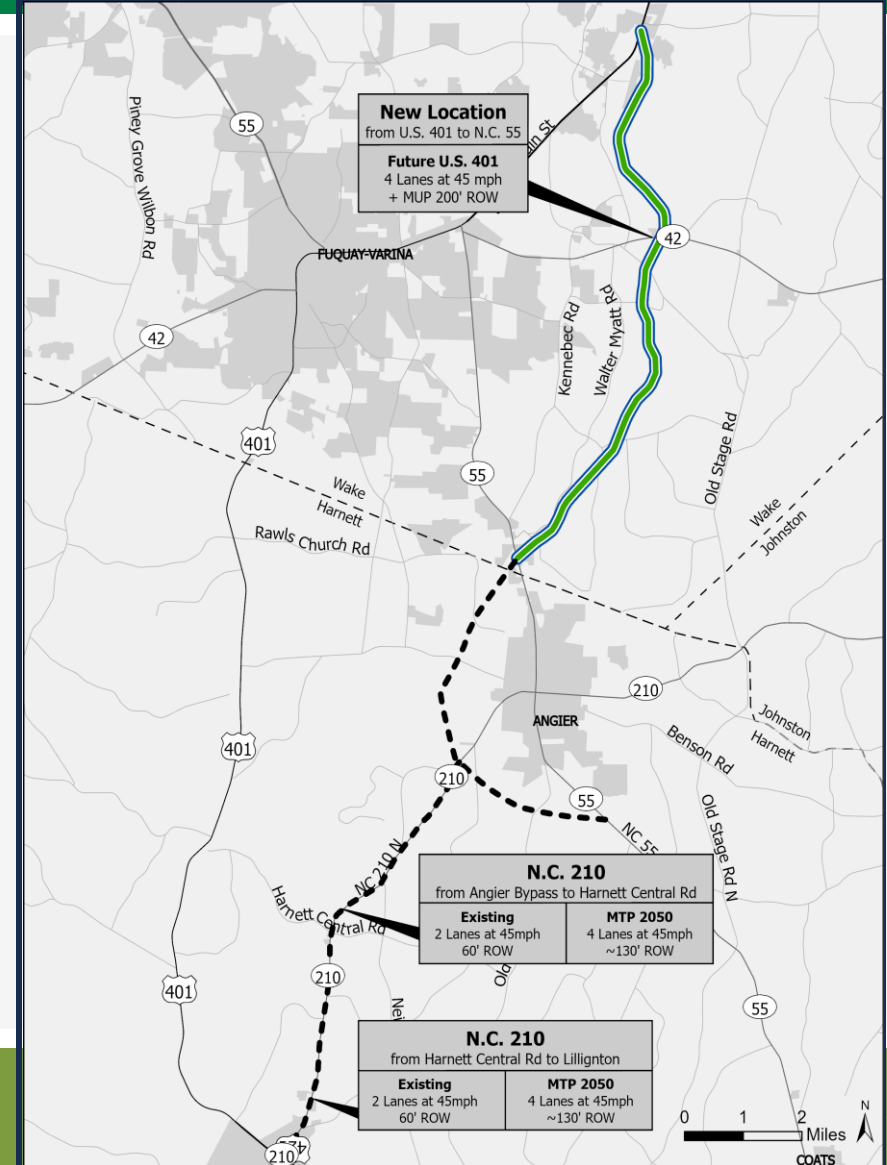
# Future U.S. 401 Recommendations



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

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

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



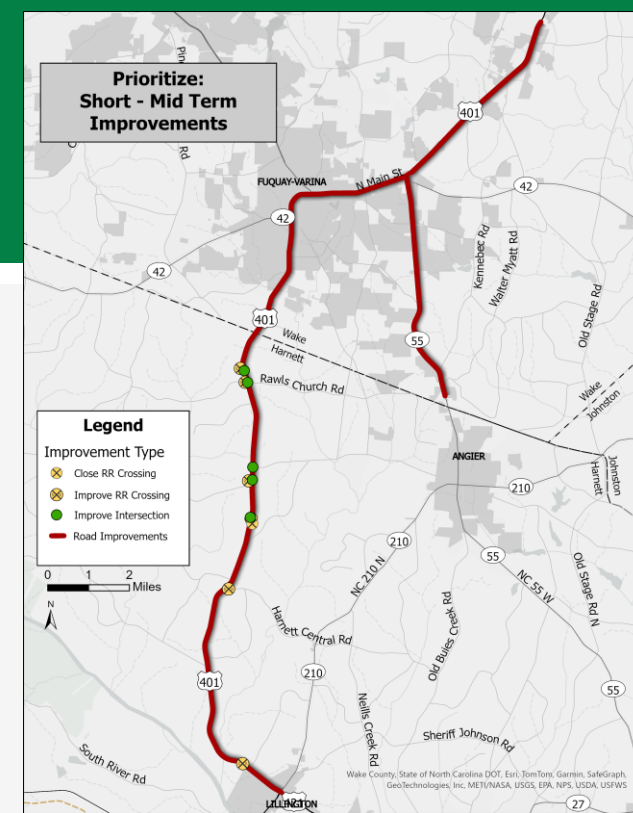
# Recommendations: Short and Mid-Term Projects

# Order of Project Delivery

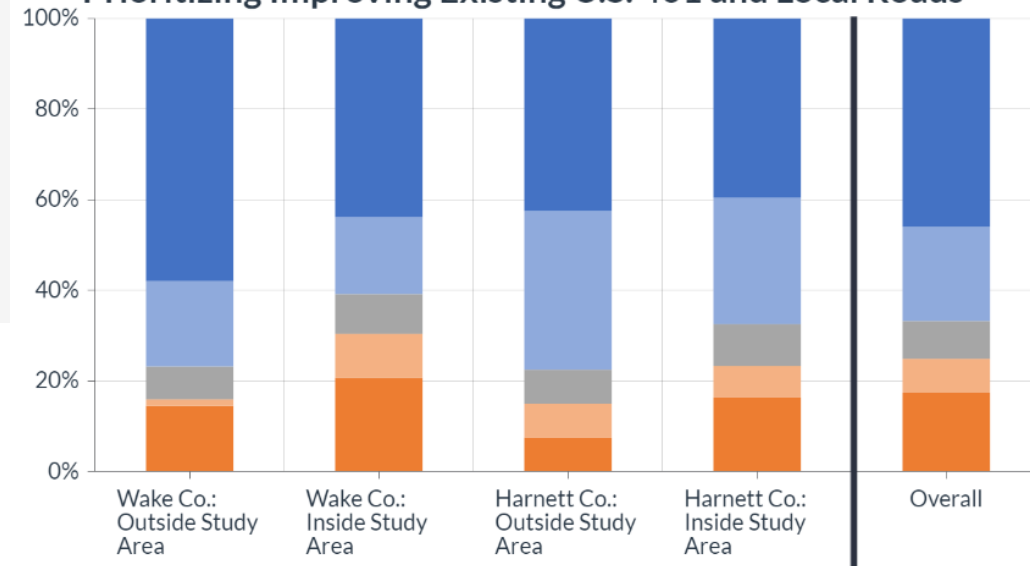
- Recommended projects for Existing U.S. 401 between Banks Road and NC 55, as well as NC 55 between U.S. 401 and Angier Bypass should be elevated to a nearer build year.
  - Improvements to the Existing U.S. 401 occur in segments to best fit the topography and current conditions along the roadway

## Public Feedback:

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



Prioritizing Improving Existing U.S. 401 and Local Roads



### Level of Support

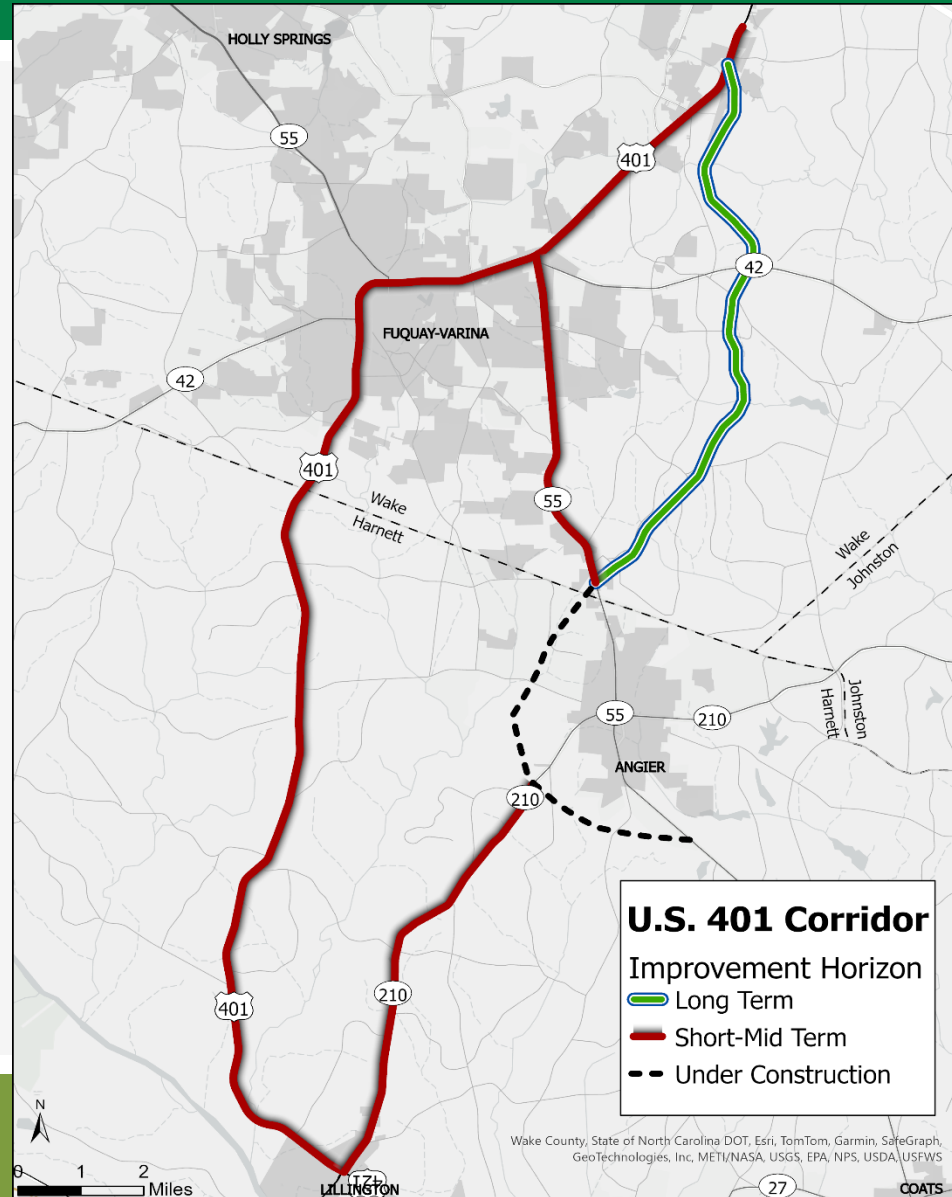
- Fully Supportive
- Somewhat Supportive
- Neutral
- Somewhat Unsupportive
- Not At All Supportive



# Order of Project Delivery



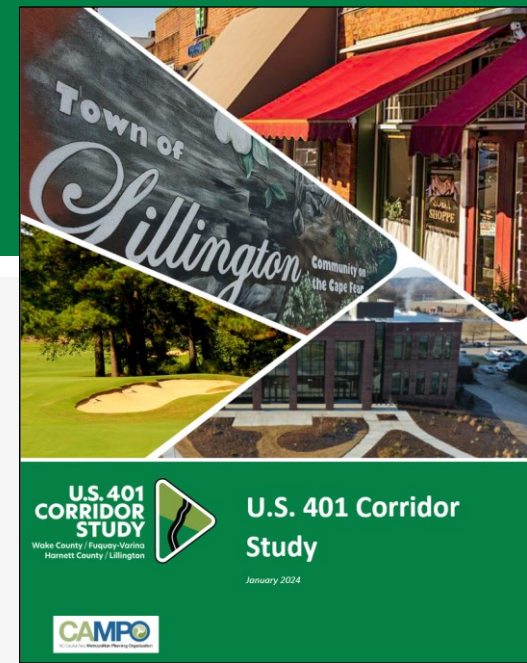
## Final Recommendation



# Final Steps

- Release of final recommendations and final report
  - CAMPO Executive Board considers “Endorsement” of the study’s recommendations/report for use in future MPO planning processes, in particular the 2055 Metropolitan Transportation Plan.
    - Round 4 Public Engagement Report will include all comments
- MPO, NCDOT, and local jurisdictions work to program the recommended sh... project planning a... steps in development, funding, and construction.

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



## Local Presentations

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

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

Town of Fuquay-Varina Board  
March 4, 2024. 7:00 p.m.

Wake County  
Letter



## 7.1 US 401 Corridor Study – Final (Endorsement) Phase

Requested Action:  
Receive as information.

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

- Changes made from November 1, 2023 – December 31, 2023.
- CAMPO and statewide CAMPO-eligible projects
  - Moves FFY 23 funding to FFY 24
  - Adds FFY 24 LAPP projects that were funded after initial award period.

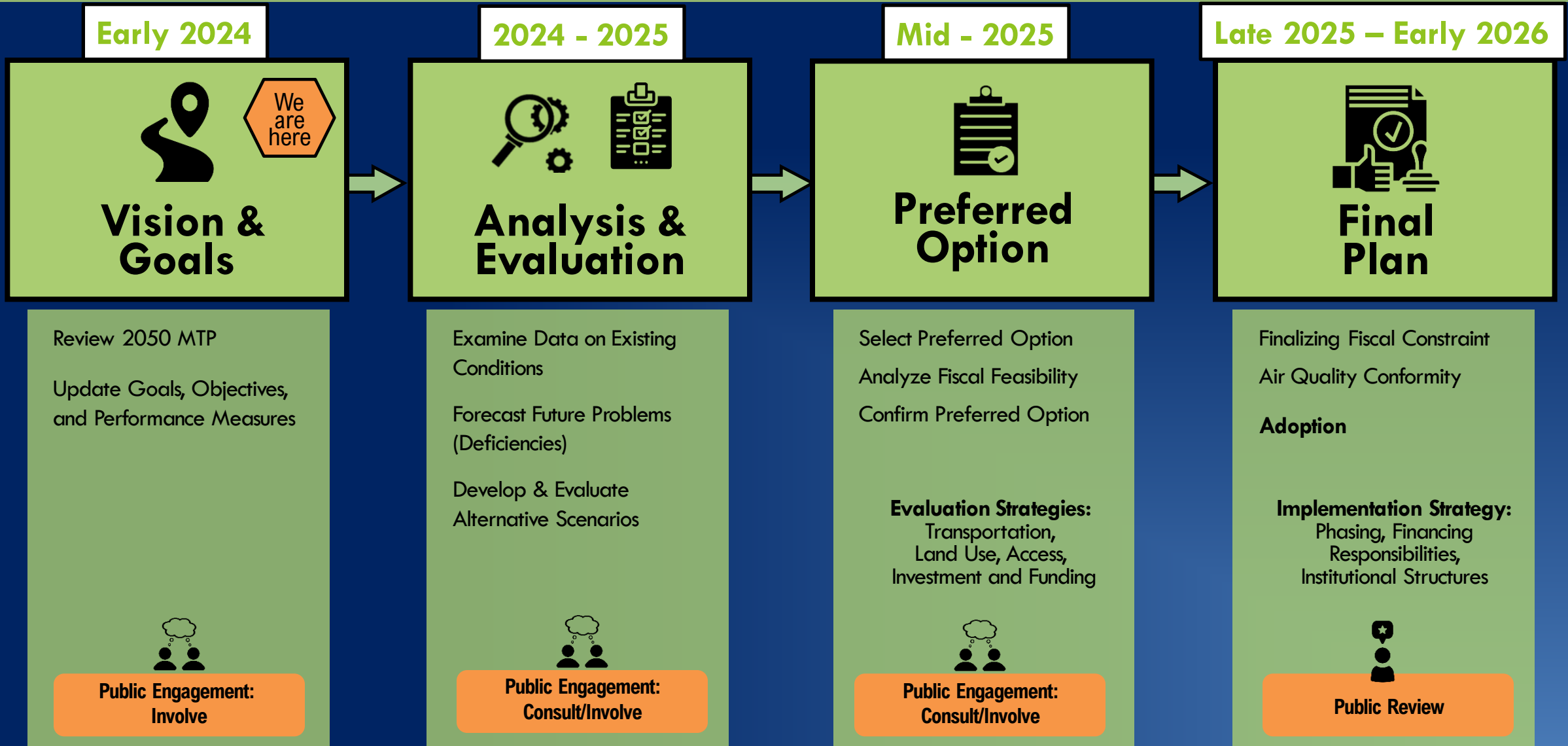
## 7.2 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)

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

## 7.3 DRAFT 2055 MTP Goals, Objectives, Performance Measures

# MTP Update Process

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

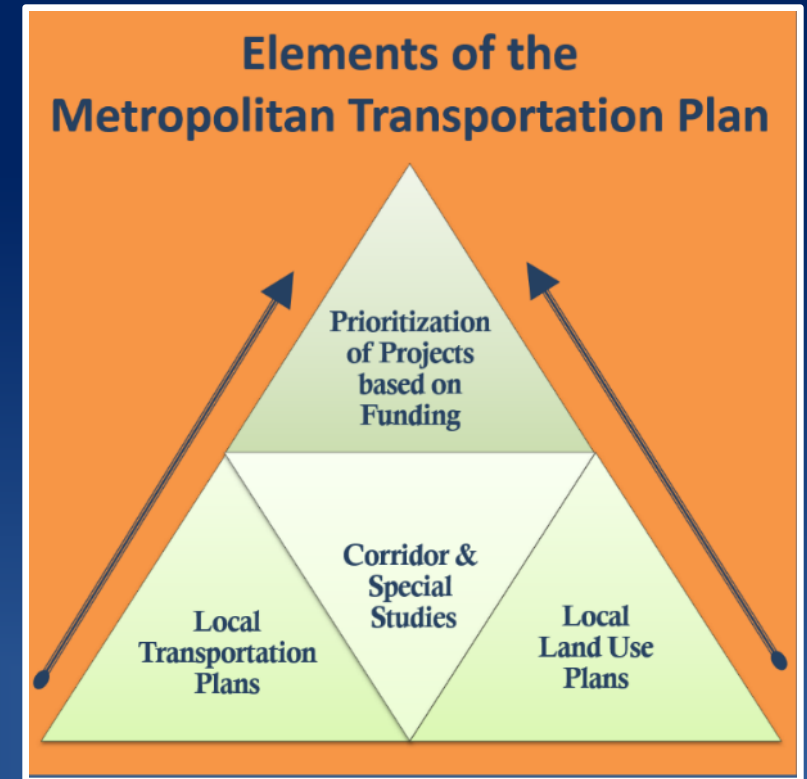


# Planning Activities that feed into the MTP

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



**MTP: Every four years**





# A Look Back

The current Goals were developed as part of the 2050 MTP

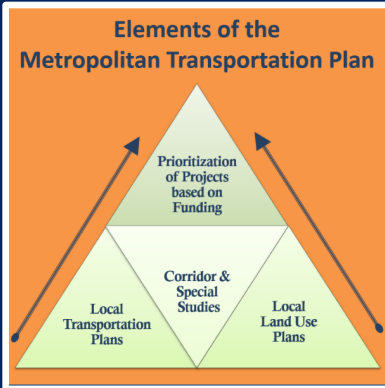
Public engagement Summer of 2020

2,000+ respondents

1,141 respondents from CAMPO region

Goals were adopted by Executive Board in August 2021





# Goals in Comparison – Local Plans

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

# Goals in Comparison – CAMPO Studies 2021-2024

**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	★	★	★	★	★	★

**U.S. 401 CORRIDOR STUDY**  
Wake County / Tri-County / Orange / Johnston / 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

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

**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

**S-Line TOD Study**

**KEY OUTCOMES OF TRANSIT-ORIENTED DEVELOPMENT (TOD)**

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

# Outreach Efforts

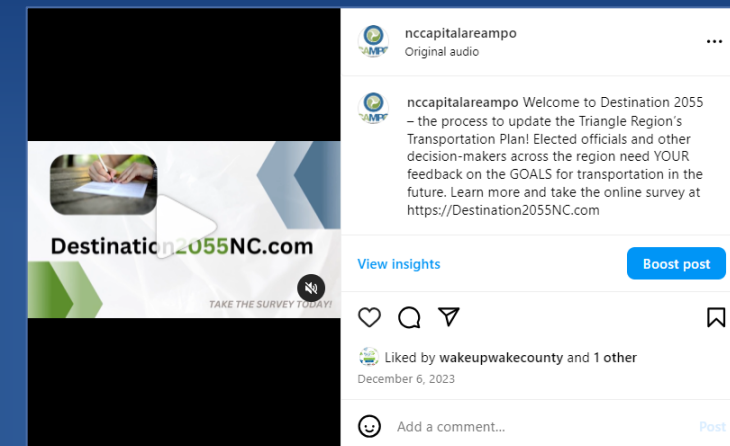
To ensure these goals are still important to the region, CAMPO and DCHC MPO reached back out to our communities:

November 2023 – January 2024

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



*Pop-up at the Boxyard (RTP)*



*Instagram with Promo Video*

# Sample Question

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

## Goal: Improve Infrastructure Condition and Resilience

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

### **Examples of Implementation:**

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

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

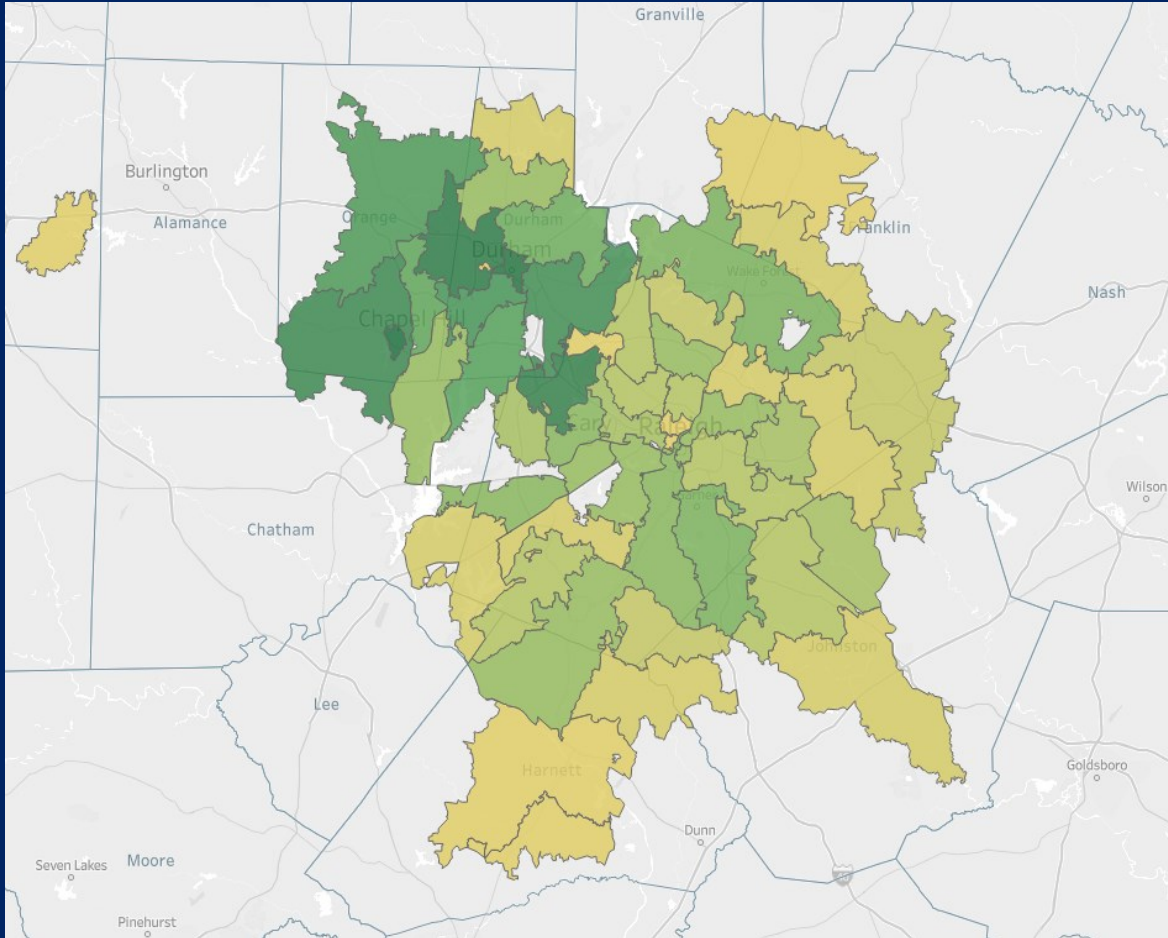
### **Improve Infrastructure Condition and Resilience**



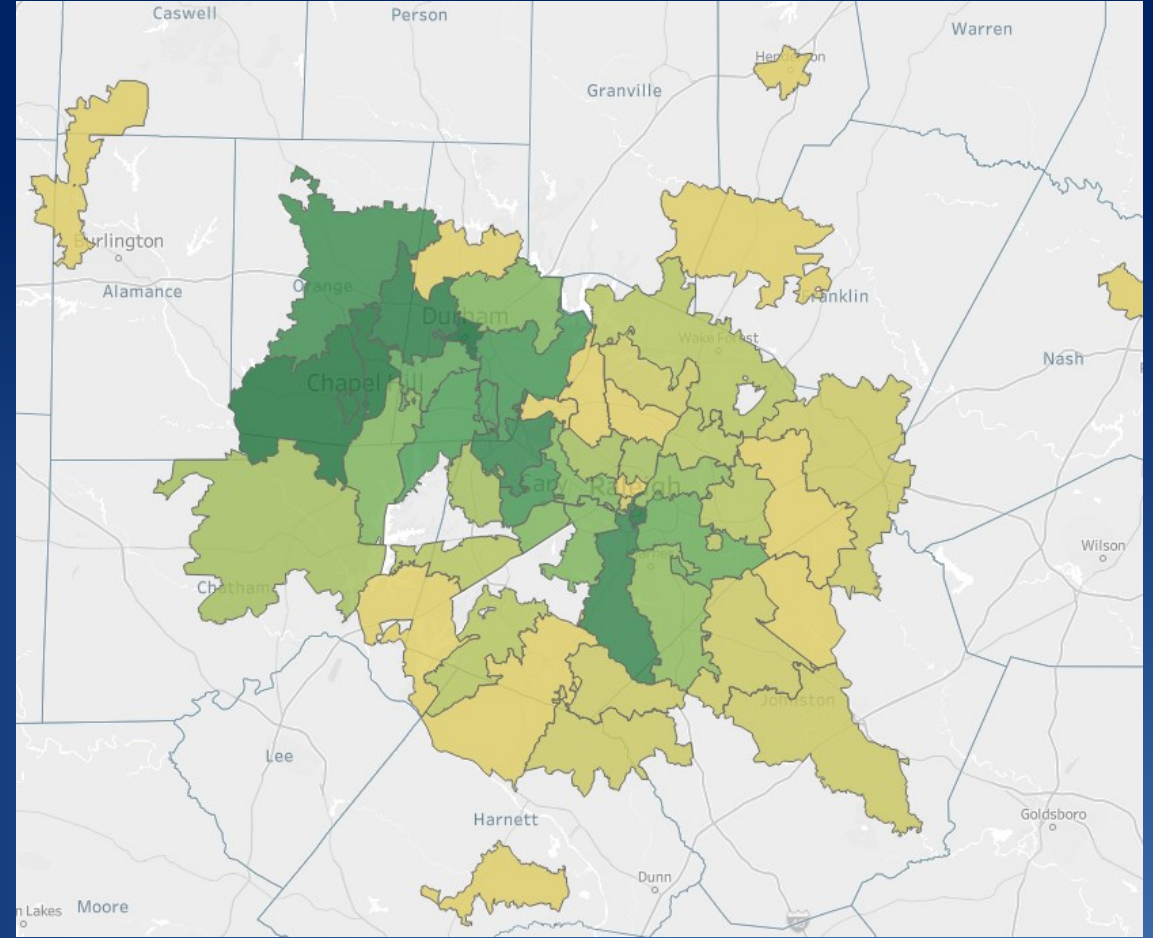
Not Important

Very Important

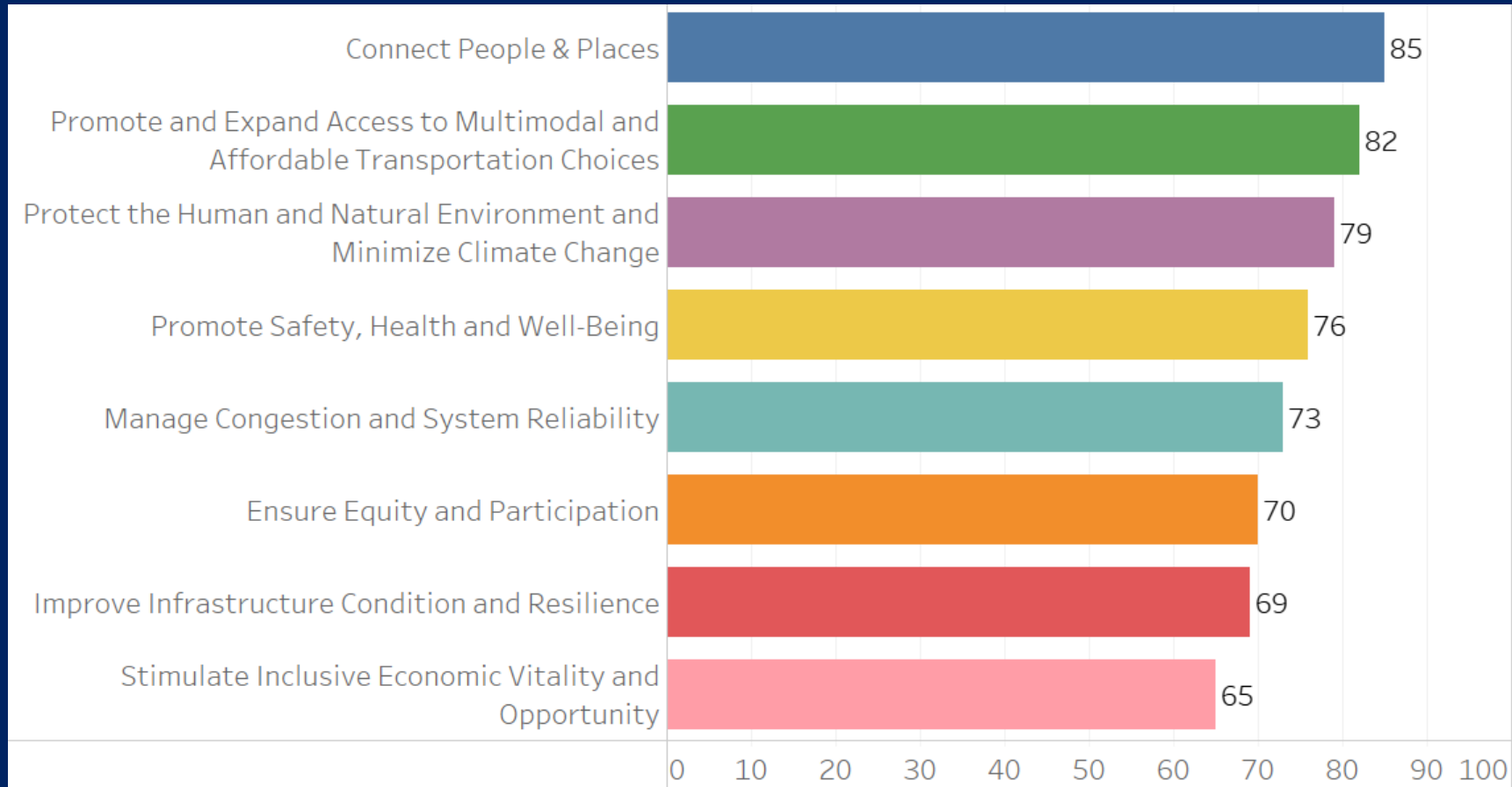
## Responses by home zipcode



## Responses by work/commute to zipcode



# All Responses



# CAMPO Comment Themes

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

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

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



# CAMPO Comment Themes: Goals Specific Feedback

## 1) Infrastructure Condition & Resilience

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

## 2) Manage Congestion & System Reliability

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

## 3) Equity and Participation

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

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

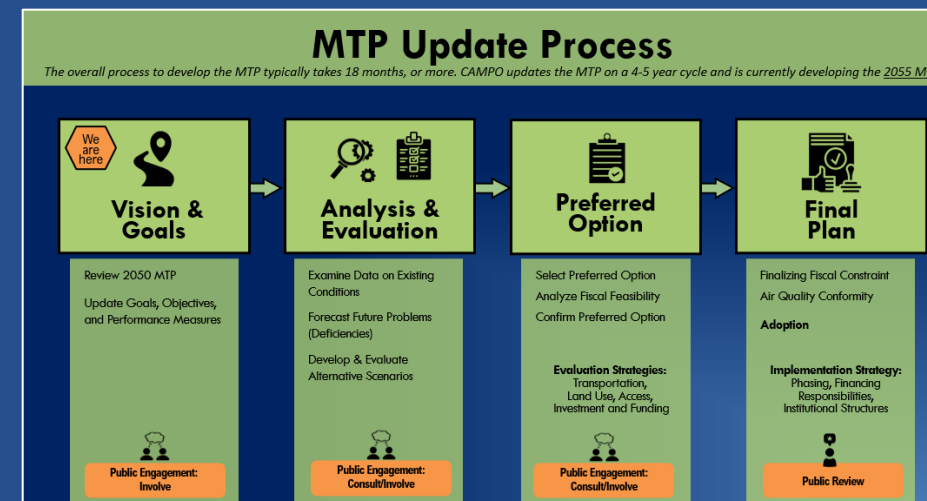
# In-Person Engagement Findings

## Pop-up insights

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

# Next Steps for 2055 MTP Development

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



## 7.3 DRAFT 2055 MTP Goals, Objectives, and Performance Measures

Requested Action:  
Receive as information.

## 7.4 CAMPO Memorandum of Understanding

CAMPO Memorandum of Understanding needs to be updated:

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

## 7.4 CAMPO Memorandum of Understanding

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

### Requested Action:

Receive as information and review draft updates.

## 8. Informational Items: Budget

8.1 Operating Budget – FY 2024

8.2 Member Shares - FY 2024

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

## 9.1 Informational Item: Project Updates

### Studies:

- Southeast Area Study Update
- U.S. 401 Corridor Study
- MTP Bicycle & Pedestrian Element Update
- NW Harnett County Transit Connections Feasibility Study
- Morrisville Parkway Access Management Study
- FY24 Coordinated Public Transit Human Service Transportation Plan Update
- Apex Rail Switching Operations Relocation Study

### Other Updates:

- Wake Transit/TPAC Updates
- FY 2024 & Prior Year Wake Transit Work Plan Amendments Update
- FY 2025 Wake Transit Work Plan Development Update
- FY 2025 Community Funding Area Program Update
- Mobility Coordination Committee
- Safe Routes to School (SRTS)
- 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 Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- Executive Board Members

## 11.1 Closed Session

**Requested Action:**  
**Enter closed session.**

# ADJOURN

## Upcoming Events

Date	Event
February 23 8:30 a.m.	MPO 101 Training
March 7 10:00 a.m.	Technical Coordinating Committee Meeting
March 20 4:00 p.m.	Executive Board Meeting
April 4 10:00 a.m.	Technical Coordinating Committee Meeting