



NC Capital Area **Metropolitan Planning Organization**

# **Executive Board Meeting**

**January 17, 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 *November Minutes*

*Approve the November 15, 2023 Executive Board Minutes.*

### 5.2 *Wake Bus Plan Service Standards & Performance Guidelines & ADA Funding Policy*

*Approve the updated Wake Bus Plan Service Standards and Performance Guidelines and the ADA Funding Policy.*

### Requested Action:

**Approve all Consent Agenda items.**

## 6. Public Hearing

### 6.1 Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP)

## 6.1 Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP)

- Changes made from July 1, 2023 – September 30, 2023
- CAMPO and statewide CAMPO-eligible projects
- HN-0013 and HN-0014 were incorrectly assigned to CAMPO and have been removed.

### Requested Action:

**Hold Public Hearing. Consider Adoption of TIP Amendment.**



## 7. Regular Agenda

- 7.1 Election of Chair & Vice Chair for 2024
- 7.2 GoTriangle Update
- 7.3 Safety Performance Measure Targets 2024
- 7.4 FFY 2025 LAPP Program
- 7.5 LAPP Funding Report
- 7.6 Unified Planning Work Program FY 2025
- 7.7 Regional Rail Subcommittee Update
- 7.8 US 1 North (U-5307) - Update

## 7.1 Election of Chair & Vice Chair for 2024

Chair and Vice Chair are elected for 1-year terms at first meeting of calendar year.  
Chair and Vice Chair can serve maximum of 3 consecutive terms

Current Chair, Mayor Vivian Jones (Wake Forest), has served 1 term

Current Vice Chair, Commissioner Butch Lawter (Johnston County), has served 1 term

## 7.1 Election of Chair & Vice Chair for 2024

### Requested Action:

Conduct elections for Chair and Vice Chair for 2024.

## 7.2 GoTriangle Update



# GoTriangle Overview

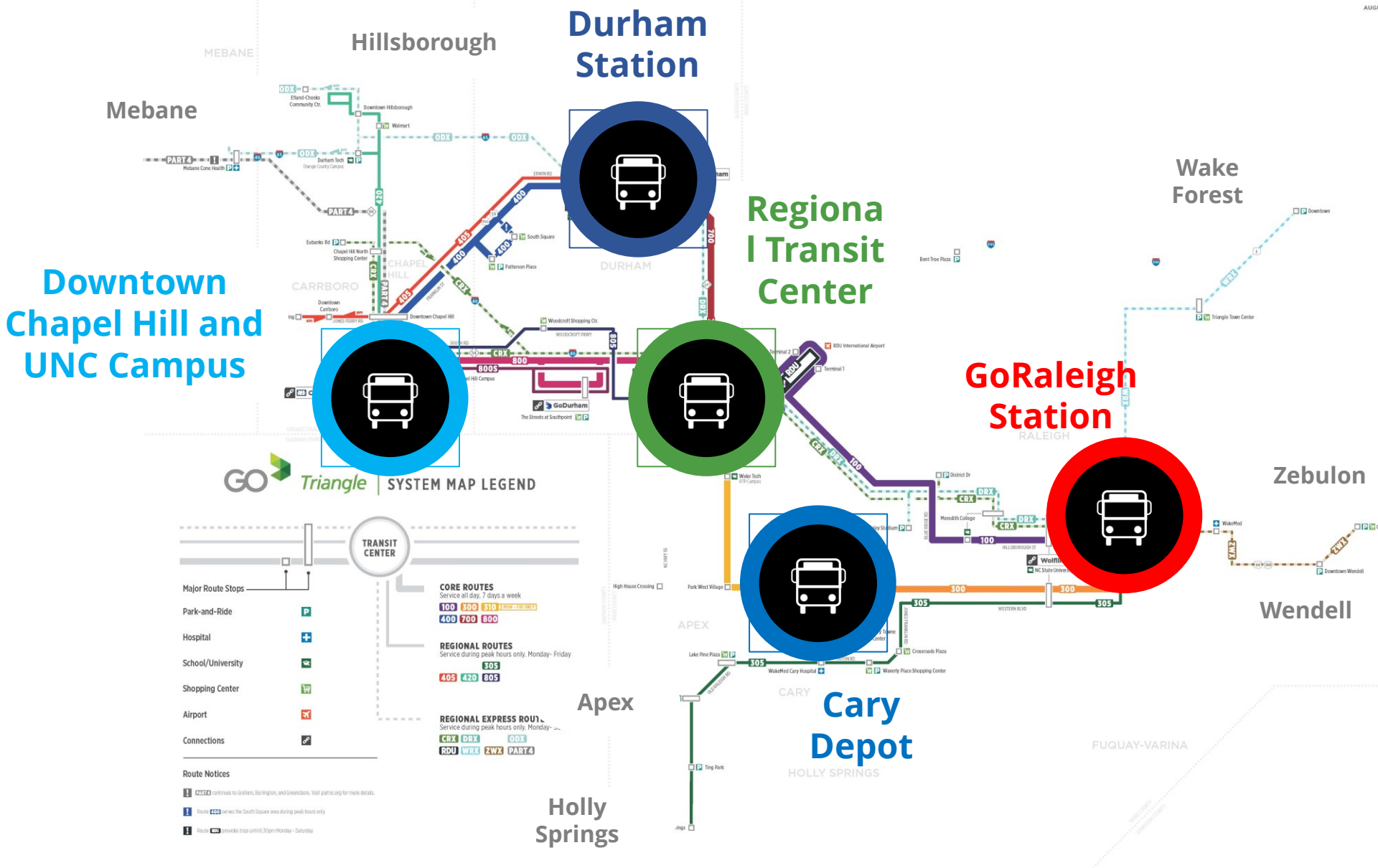
- Regional transit authority established in 1989 to serve Wake, Durham, and Orange counties
- Governed by a 13-member board of trustees with 10 voting members appointed by the counties and principal municipalities, and three non-voting members appointed by the North Carolina Secretary of Transportation
- GoTriangle operates 78 buses & 29 Paratransit Vehicles.
- 280 employees across operations and administrative functions

# GoTriangle Revenue Sources

- \$5 Vehicle Registration Tax
- 5% Vehicle Rental Tax
- Bus/Paratransit Fares (currently suspended)
- Federal and State Grants
- County Transit Plans
  - \*Wake Plan \$11.4M for FY22

**GoTriangle**  
**MULTI-YEAR REVENUE AND EXPENDITURE PROJECTION**

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
<b>Total Revenue</b>	77,843,947	79,813,356	81,834,168	83,907,763	86,035,557	88,219,008	90,459,611	92,758,904	95,118,467	97,539,924	100,024,942	102,575,237	105,192,569	107,878,748	110,635,635	113,465,143
<b>Total Expenditures</b>	77,387,392	79,831,790	82,358,129	84,969,403	87,668,726	90,459,345	93,344,638	96,328,130	99,413,492	102,395,897	105,467,774	108,631,807	111,890,762	115,247,484	118,704,909	122,266,056
<b>Total Surplus/(Deficit)</b>	456,554	(18,434)	(523,961)	(1,061,640)	(1,633,169)	(2,240,337)	(2,885,028)	(3,569,226)	(4,295,025)	(4,855,973)	(5,442,832)	(6,056,571)	(6,698,193)	(7,368,736)	(8,069,274)	(8,800,914)
<b>Cash</b>	\$60,969,084	\$60,950,650	\$60,426,689	\$59,365,049	\$57,731,880	\$55,491,543	\$52,606,515	\$49,037,289	\$44,742,264	\$39,886,290	\$34,443,459	\$28,386,888	\$21,688,695	\$14,319,959	\$6,250,685	(\$2,550,229)



GoTriangle operates core fixed routes between key regional destinations every half hour all day Monday through Saturday from 6:30am to 6:30pm, with service every hour until 10:30pm and on Sundays

GoTriangle also operates peak-only and express routes extending out from the core to smaller towns in Wake, Orange, and Alamance counties

Connecting all points of the Triangle



# Transit Services

- GoTriangle's bus services carry more than 1.3M passenger trips per year
- In FY22, GoTriangle provided 575,000 passenger trips in Wake County.
- Ridership has returned to 90% of 2019 levels
- GoTriangle also provides:
  - Regional Americans with Disabilities Act demand-response paratransit service
  - Regional vanpool service open to employers and employees commuting to or from the Triangle
  - On-demand microtransit service in partnership with Research Triangle Park



# Transit Projects



- GoTriangle builds safe, comfortable, ADA-compliant bus stops for all providers in Durham county and for GoTriangle stops in Orange and Wake counties
- GoTriangle's capital plan also includes:
  - Regional park-and-ride facilities
  - Regional transit centers co-located with mixed-use development
  - More electric buses and high quality, future-ready bus operations and maintenance facilities
  - Planning for future regional passenger rail

**RUS Bus: Phase II** of **Raleigh Union Station**  
multi-modal facility in downtown Raleigh  
**Joint Development** project with private  
development partner  
Planned **mixed-use high-rise** with  
**ground floor transit facility**

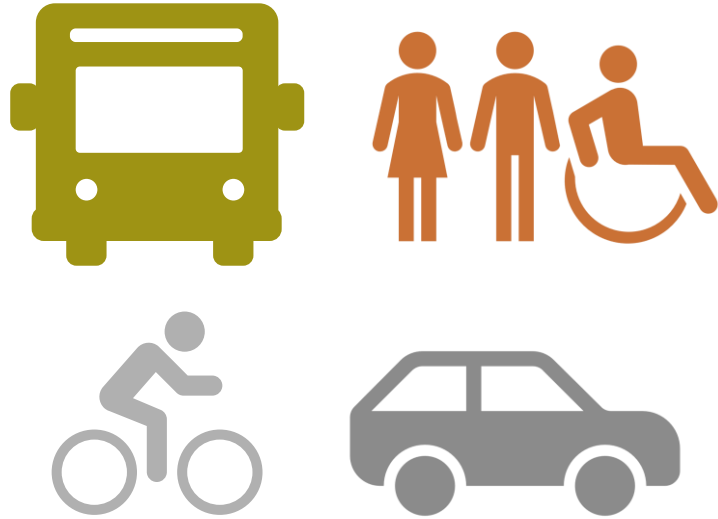


# Public Project Stats

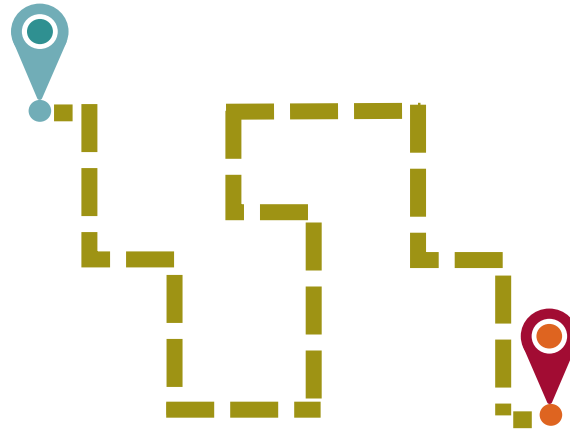
- ❖ Ground Floor Transit Center
- ❖ Wayfinding and Accessibility Enhancements
- ❖ Street Improvements
- ❖ BRT Infrastructure
- ❖ Traffic Signal Upgrades
- ❖ Low/No Emission Rolling Stock
  
- ❖ Approx. \$40M
  - ❖ Local funds
  - ❖ \$20M federal grant
  - ❖ \$8.86M state grant
- ❖ Bus Facility Scheduled to open in Summer 2025



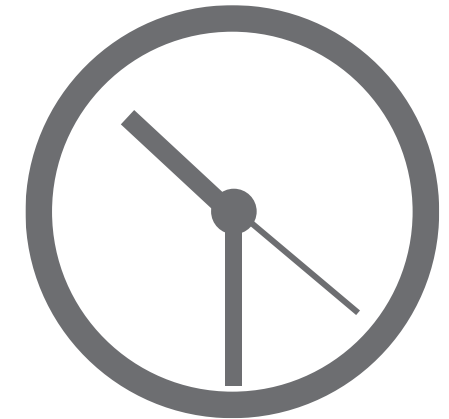
# Triangle Mobility Hub (Regional Transit Center Relocation)



**Safety & Functionality**



**Access & Connections**



**Speed & Reliability**

**Purpose:** Relocate and improve the Regional Transit Center to enhance functionality, connectivity, and reliability.

# Facility Will Be Integrated with Future Development

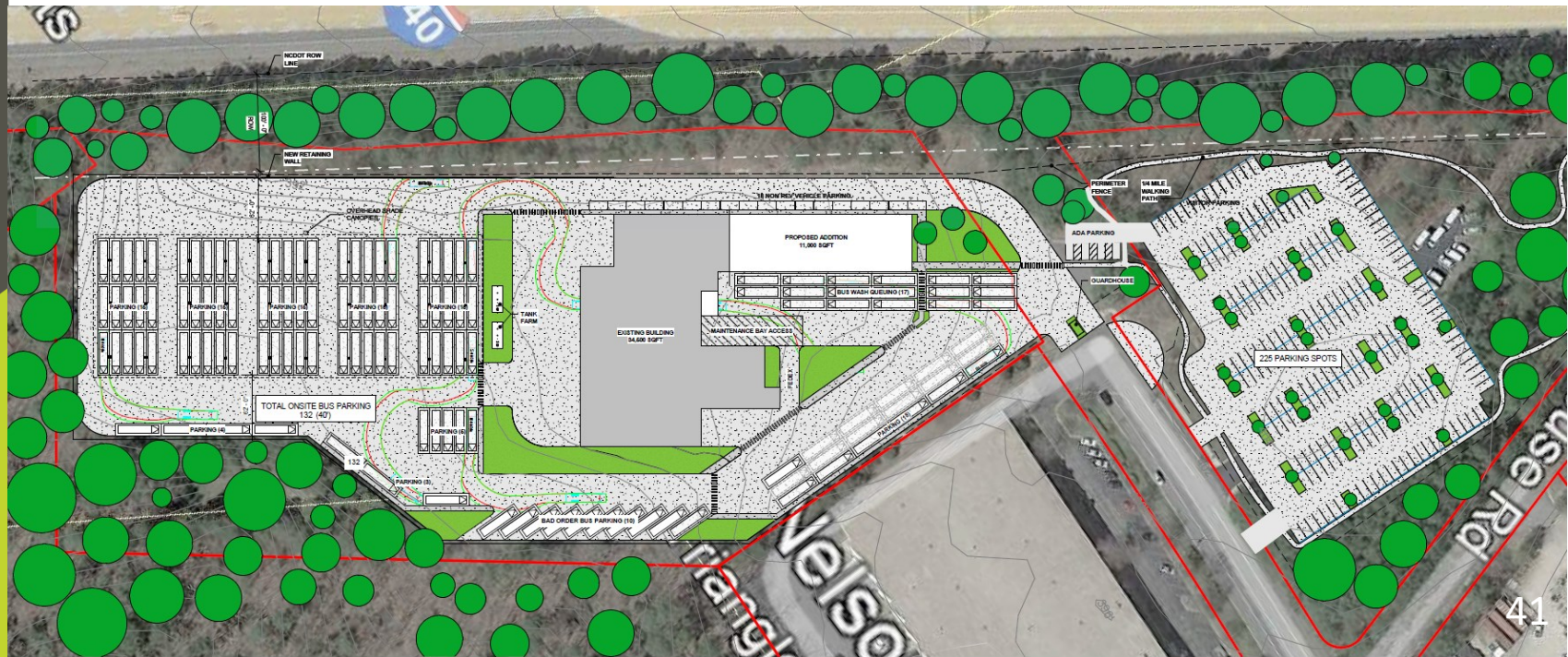
- GoTriangle is seeking federal grants to support a \$30M-\$50M facility to be delivered in next five years
- Currently developing transit center orientation concepts
- Considering potential site development patterns
- GoTriangle's Schematic Design process will build upon transit-oriented development study concepts



*TOD Study - Preliminary Orientation Concept*

# Maintenance Facility Expansion and Modernization

- ❖ Service plans include significant regional expansion, doubling service on core routes and expanding peak-only routes to run all day
- ❖ GoTriangle will expand and modernize its existing operations and maintenance facility to accommodate the expansion and prepare for more electric buses in its fleet
- ❖ Fixed route facility expansion estimated at \$40M. Preliminary design is scheduled to begin this fiscal year (FY2024).



## 7.2 GoTriangle Update

Requested Action:  
Receive as information.



## 7.3 Safety Performance Measure Targets 2024



**NORTH CAROLINA**  
Department of Transportation

# Traffic Safety Data Trends / Performance Measures

Brian Murphy

Traffic Safety Systems Engineer

January 2024

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

# Presentation Overview

**1**

**Statewide Data Trends**

**2**

**Capital Area MPO Data Trends**

**3**

**Safety Performance Measures**

**4**

**Safety Data Resources**

**5**

**Questions / Discussion**

# Statewide Data Trends

- State Population
- Vehicle Miles Travelled
- Fatalities
- Serious Injuries
- Pedestrian Fatal and Serious Injuries
- Bicycle Fatal and Serious Injuries

**1**

**Statewide Data Trends**

**2**

**Capital Area MPO Data Trends**

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**Safety Performance Measures**

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**Questions / Discussion**

# SHSP Goal

- Reduce all fatalities and serious injuries by half by 2035, moving towards zero by 2050.



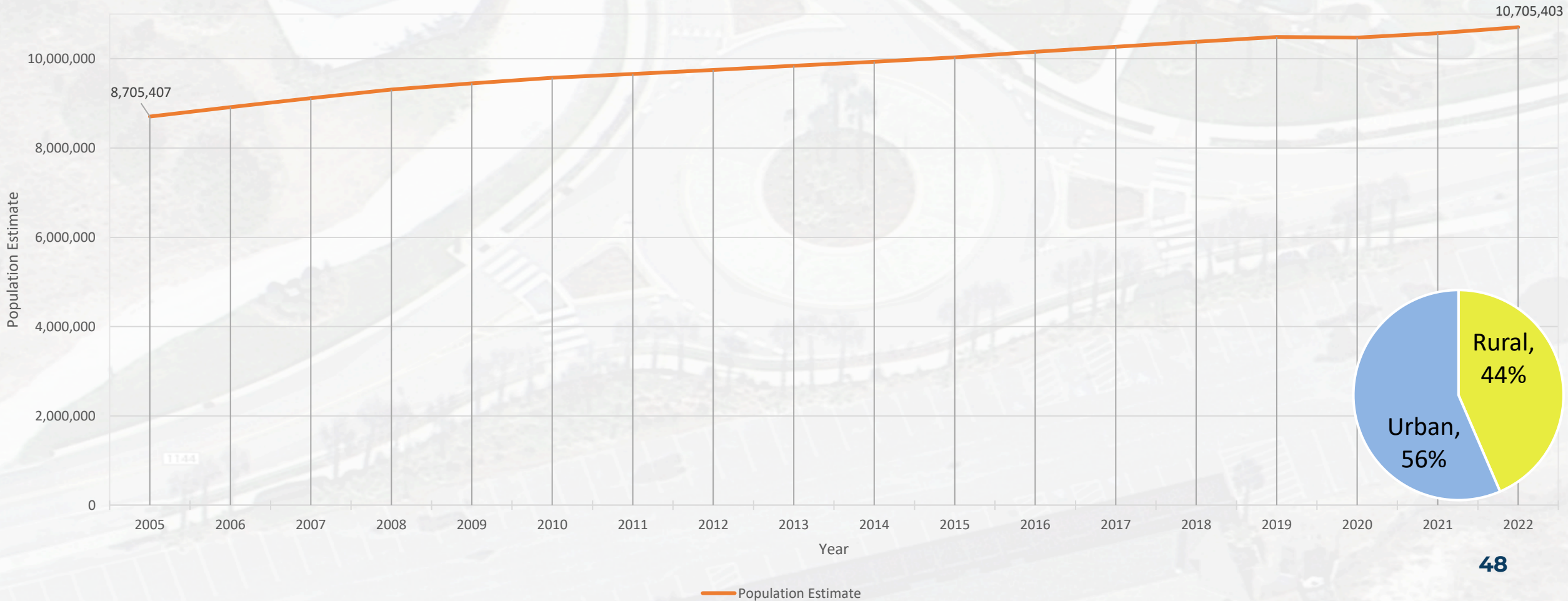
2019 North Carolina  
Strategic Highway  
Safety Plan



December 2019

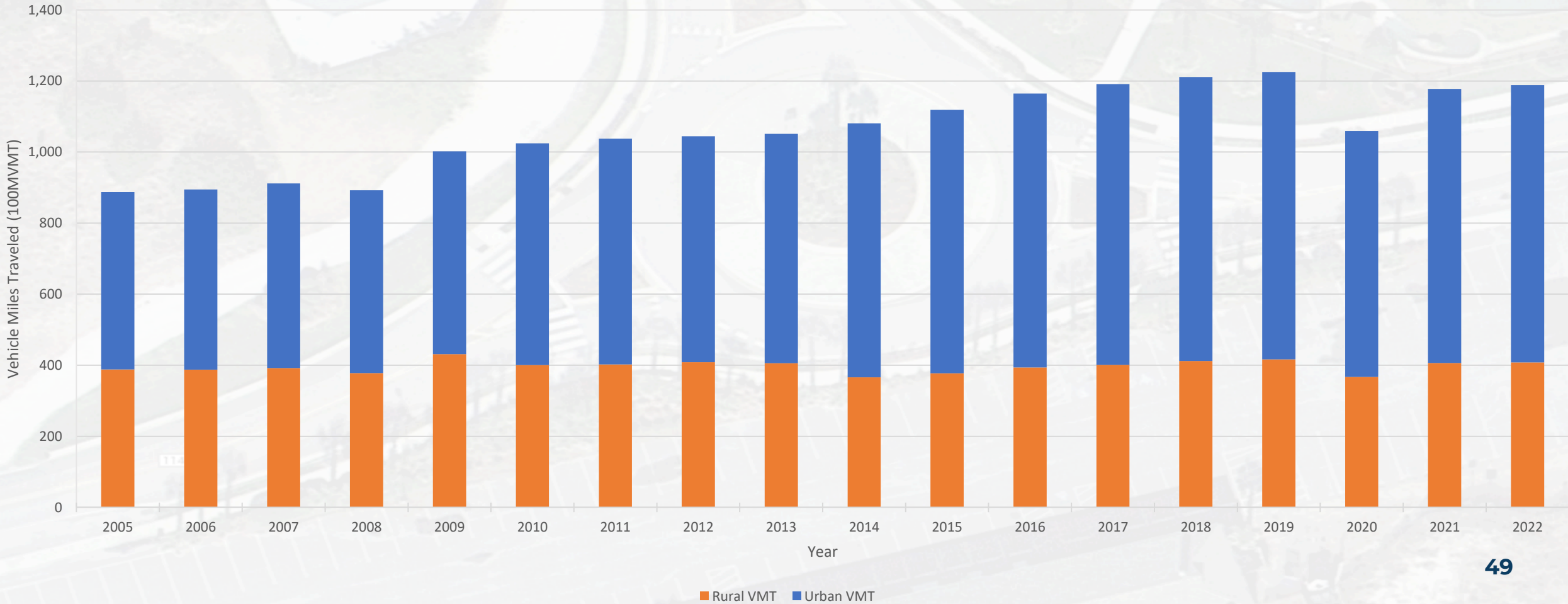
# State Population

State Population Estimates by Year  
(2005 - 2022)



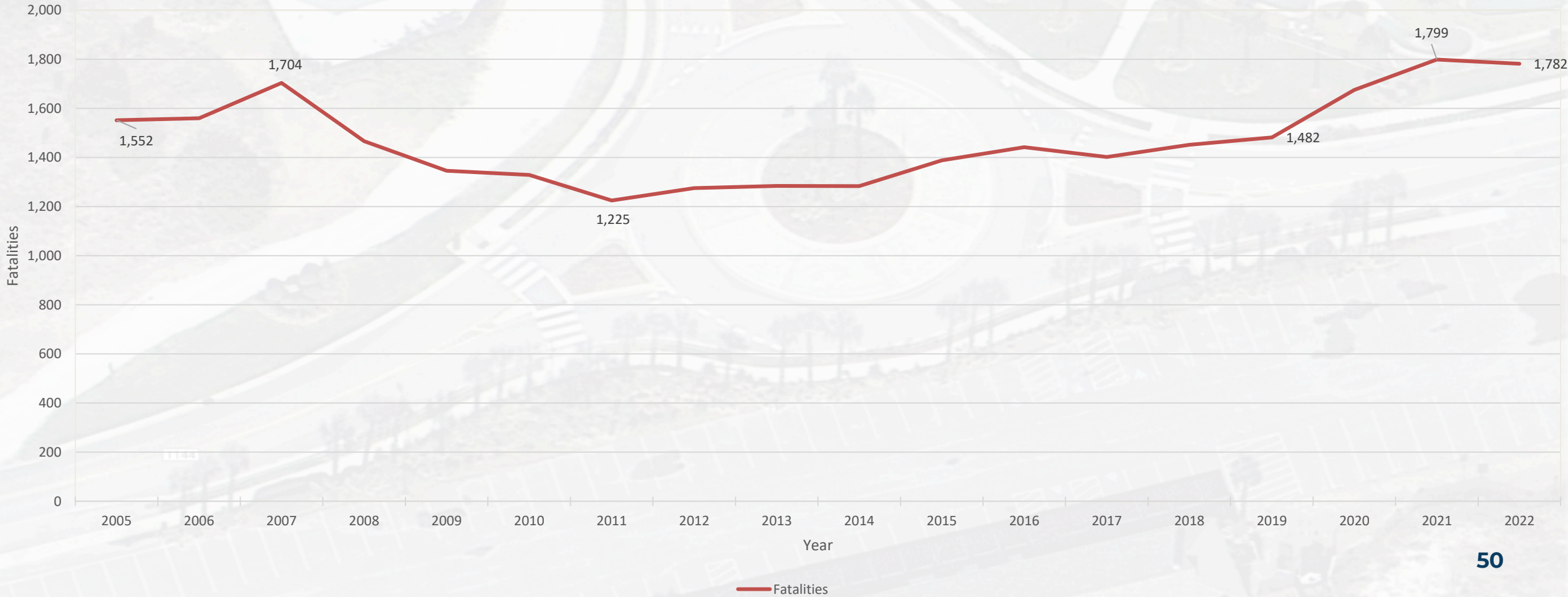
# Vehicle Miles Traveled (VMT)

North Carolina VMT Estimates by Year  
(2005 - 2022)



# Fatalities

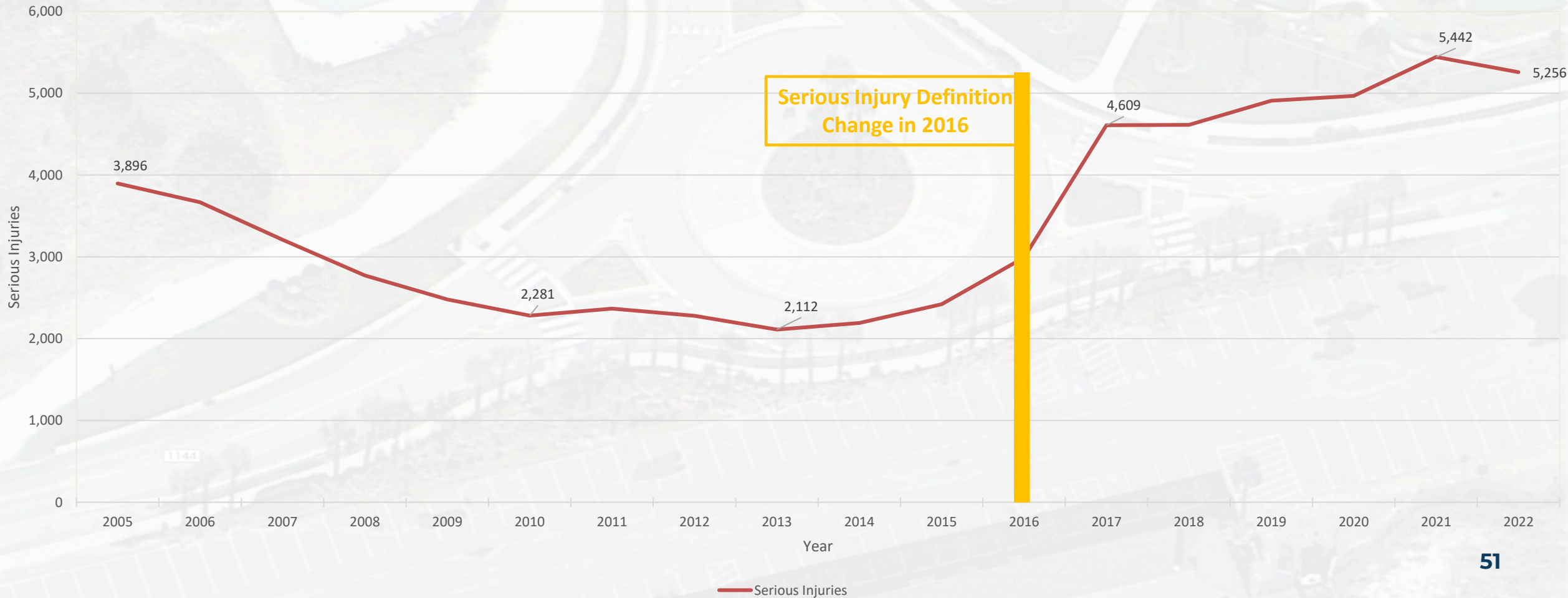
Fatalities by Year  
(2005 - 2022)





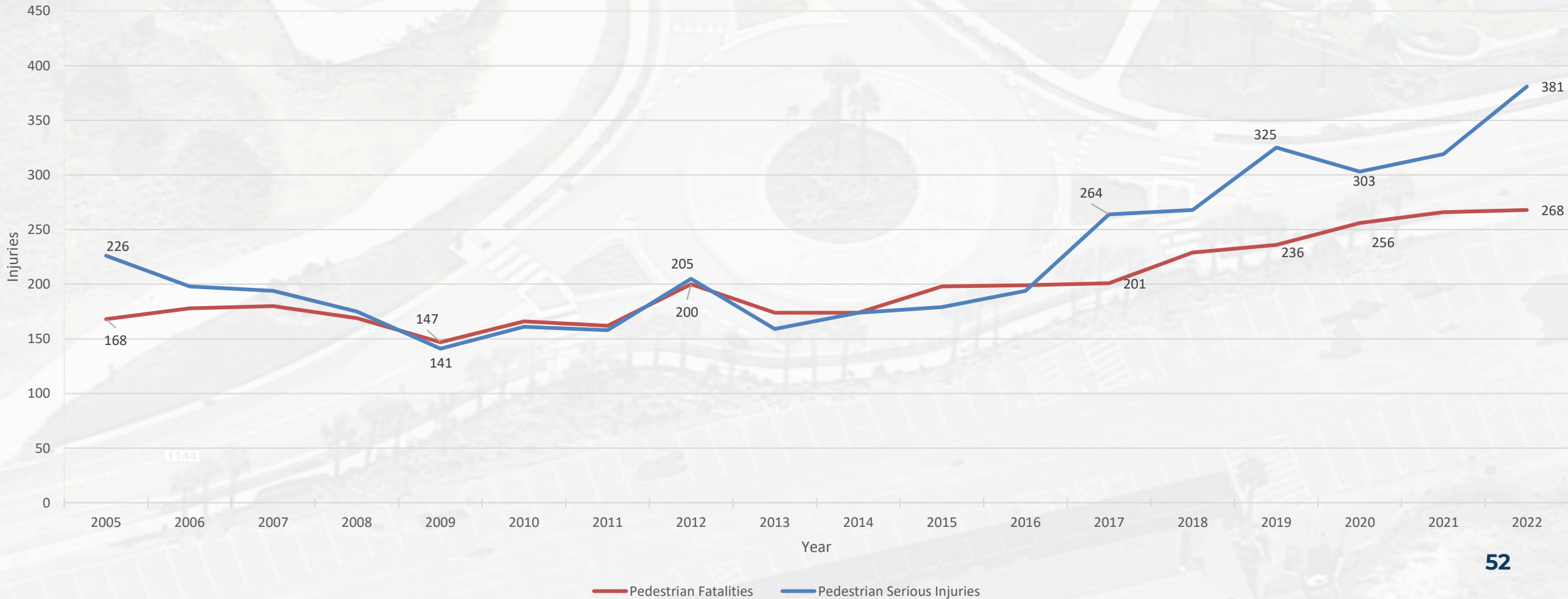
# Serious Injuries (A Type – Disabling)

Serious Injuries (A Type Injuries) by Year  
(2005 - 2022)



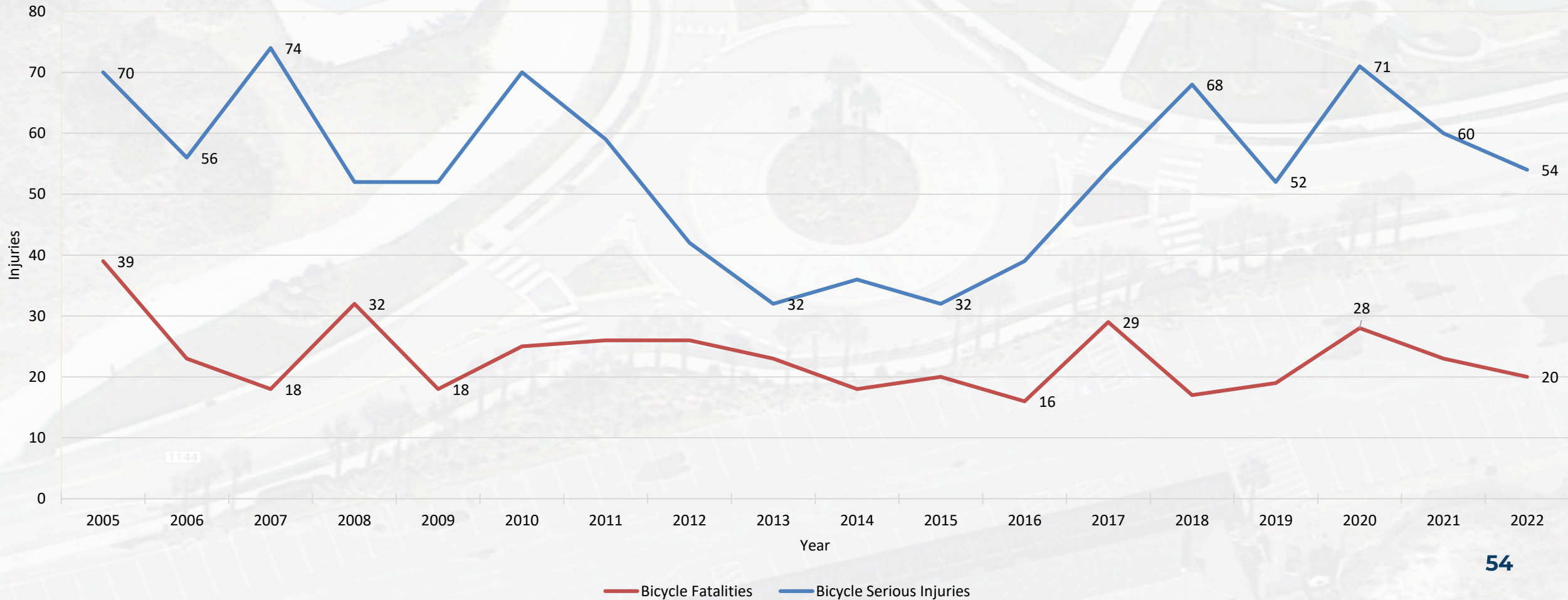
# Pedestrian Fatalities and Serious Injuries

Pedestrian Fatalities and Serious Injuries by Year  
(2005 - 2022)



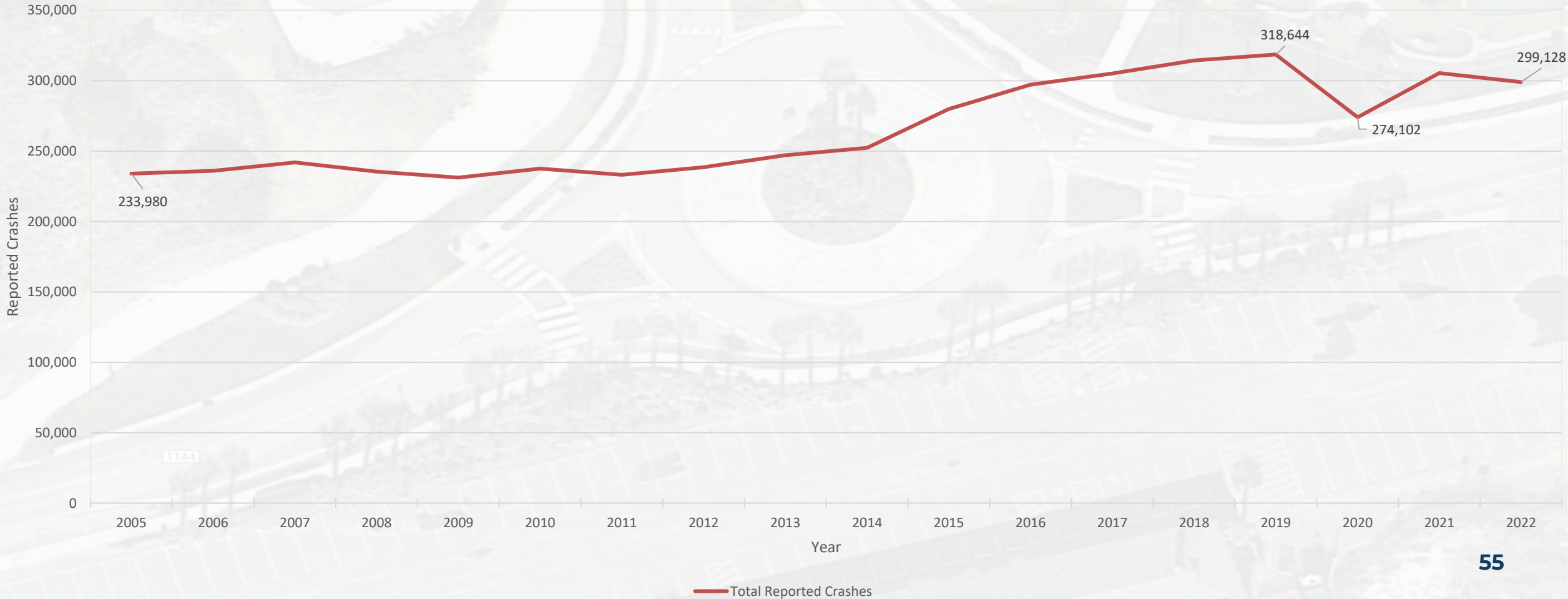
# Bicycle Fatalities and Serious Injuries

Bicycle Fatalities and Serious Injuries by Year  
(2005 - 2022)



# Reported Crashes

Reported Crashes by Year  
(2005 - 2022)



# Capital Area MPO Data Trends

- Vehicle Miles Traveled
- Total Reported Crashes
- Fatalities
- Serious Injuries
- Non-Motorized Fatal and Serious Injuries
- Reported Pedestrian Crashes
- Breakdown by Municipality within the Capital Area MPO

**1**

Statewide Data  
Trends

**2**

Capital Area  
MPO Data  
Trends

**3**

Safety  
Performance  
Measures

**4**

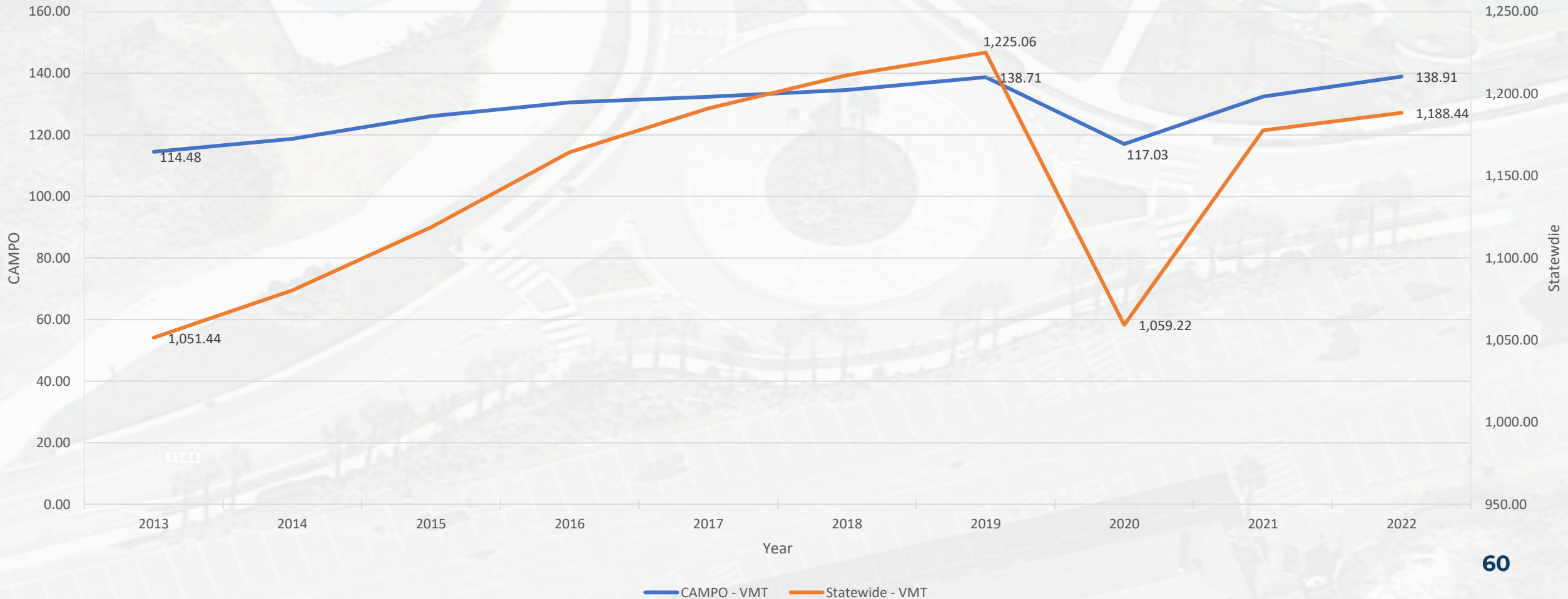
Safety Data  
Resources

**5**

Questions /  
Discussion

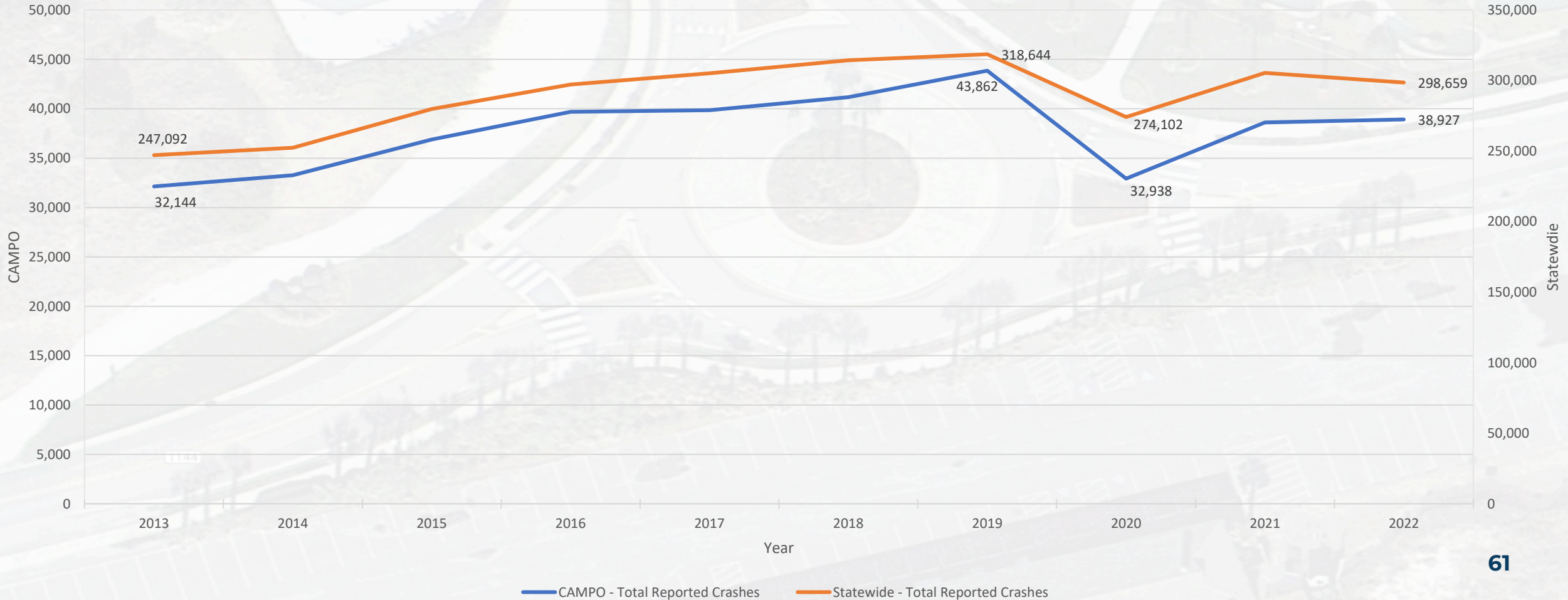
# Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled (100 MVM) by Year  
(2012 - 2022)



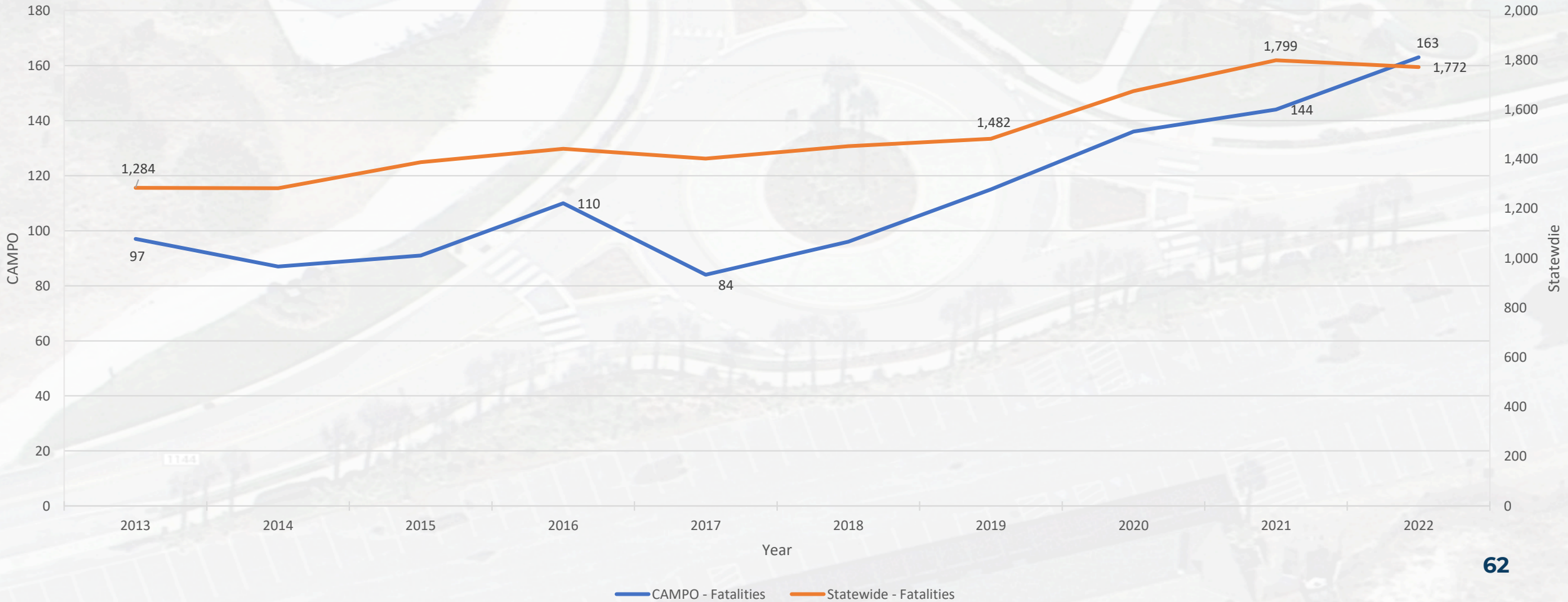
# Reported Crashes

Total Reported Crashes by Year  
(2012 - 2022)



# Fatalities

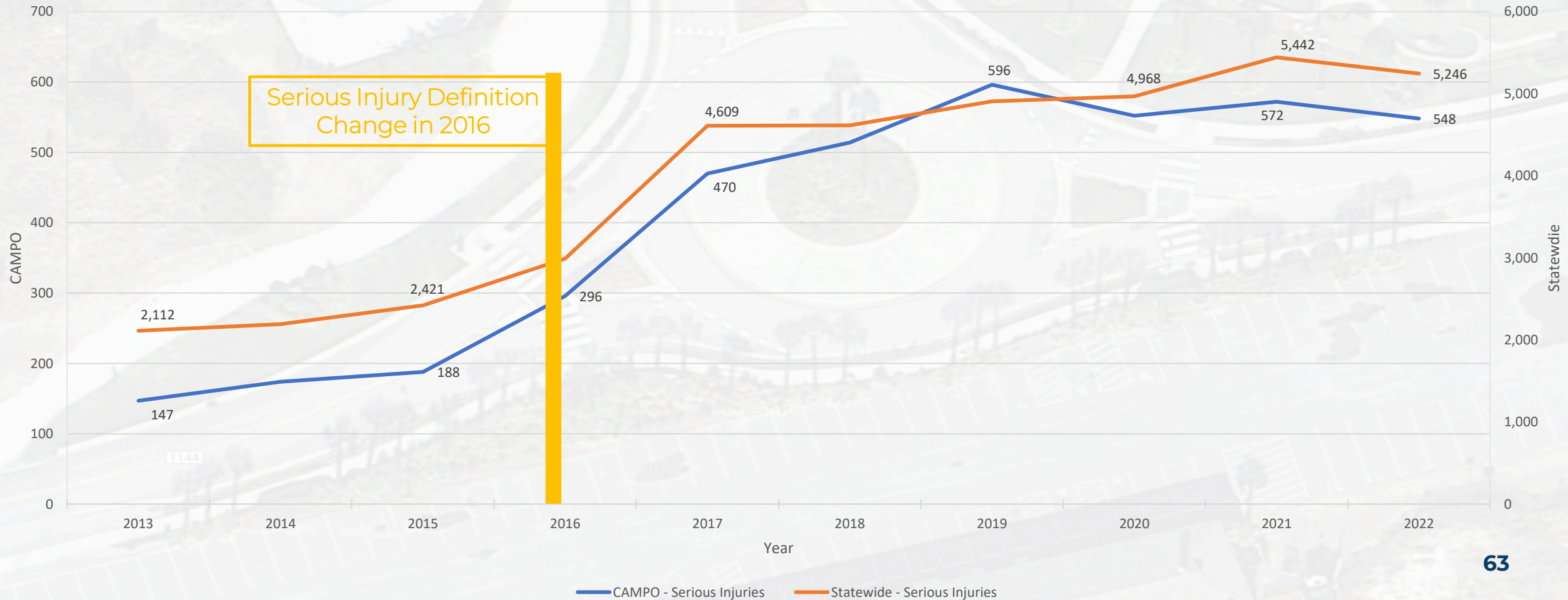
Fatalities by Year  
(2012 - 2022)





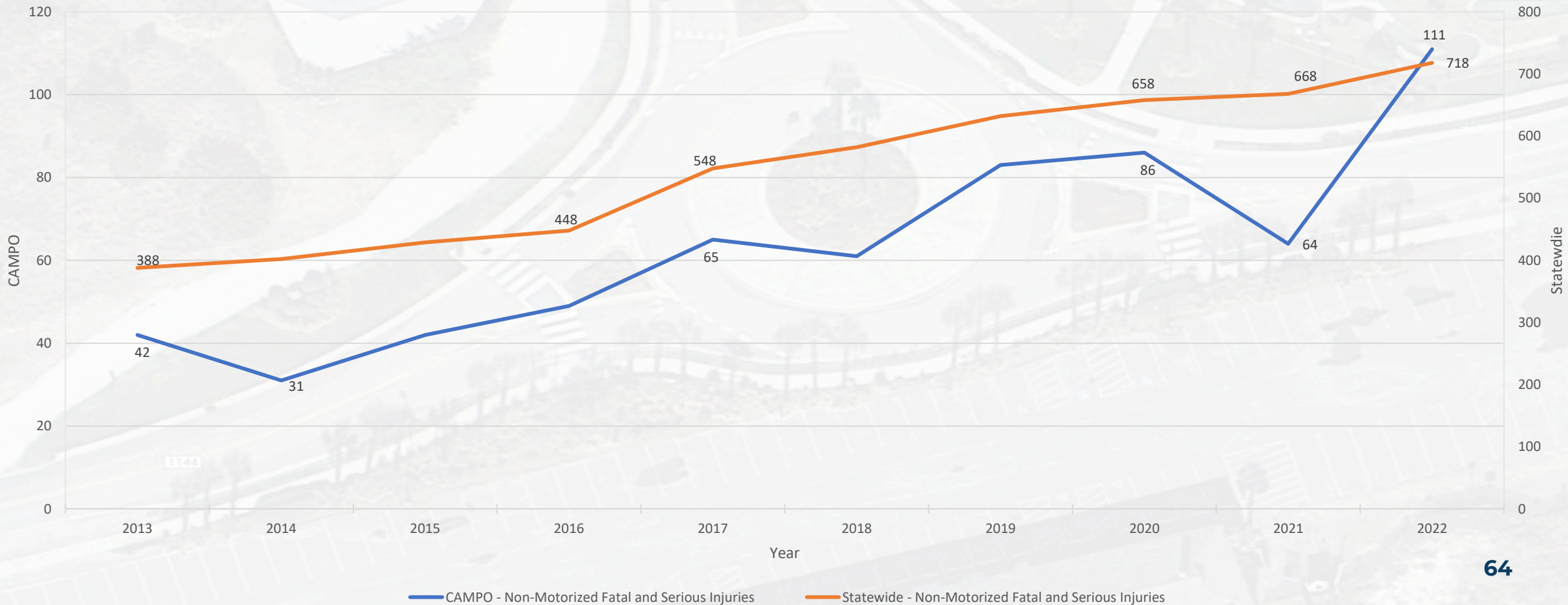
# Serious Injuries (A Type – Disabling)

Serious Injuries by Year  
(2012 - 2022)



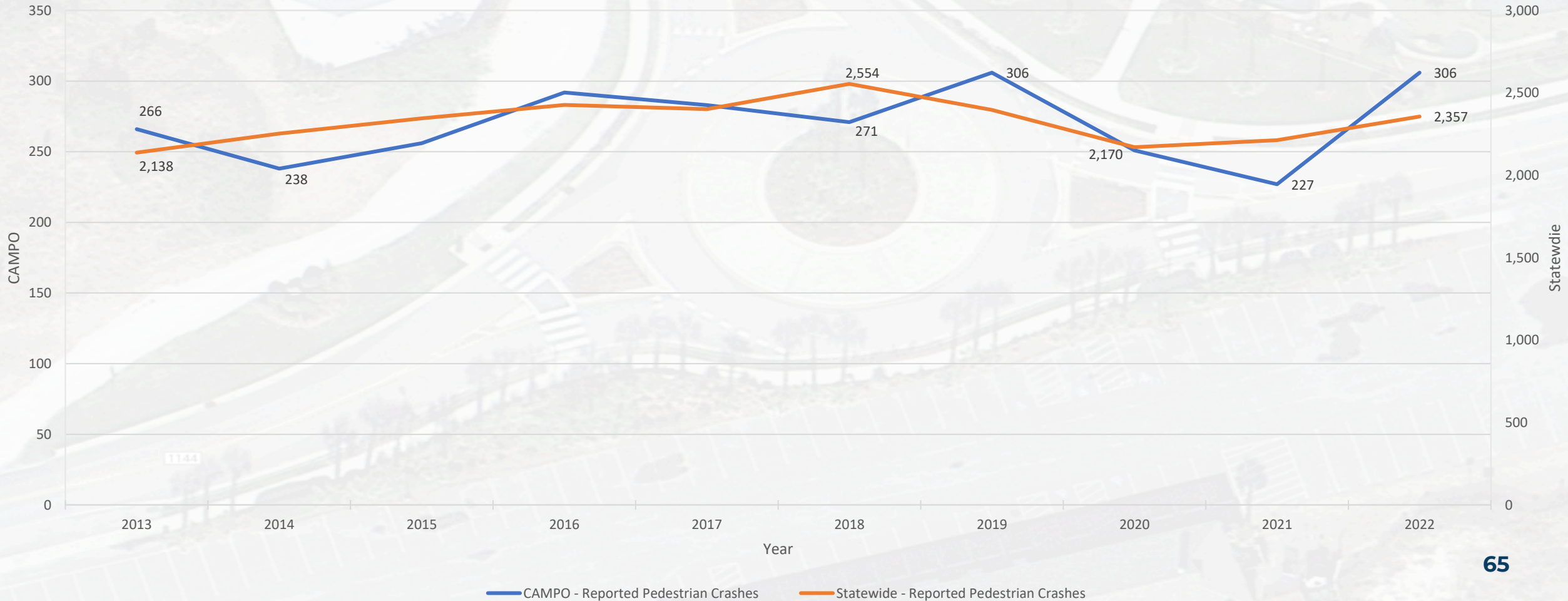
# Non-Motorized Fatalities and Serious Injuries

Non-Motorized Fatal and Serious Injuries by Year  
(2012 - 2022)



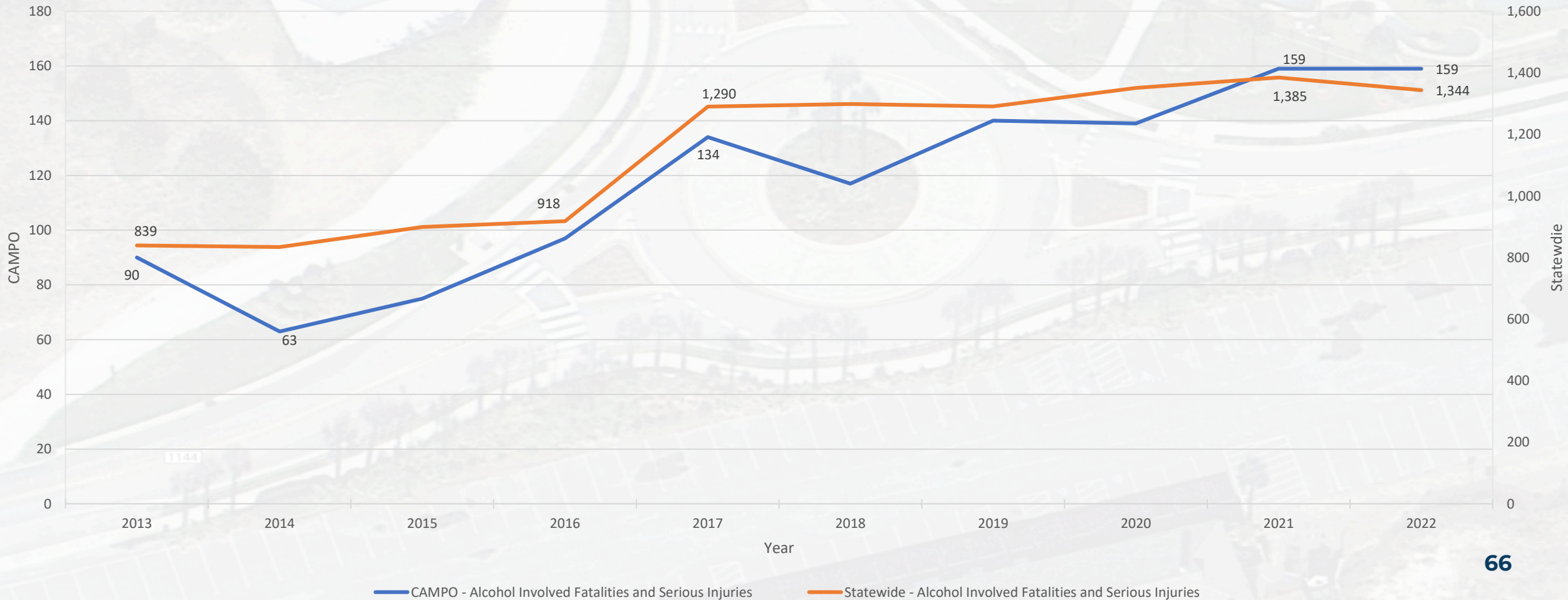
# Reported Pedestrian Crashes

Reported Pedestrian Crashes by Year  
(2012 - 2022)



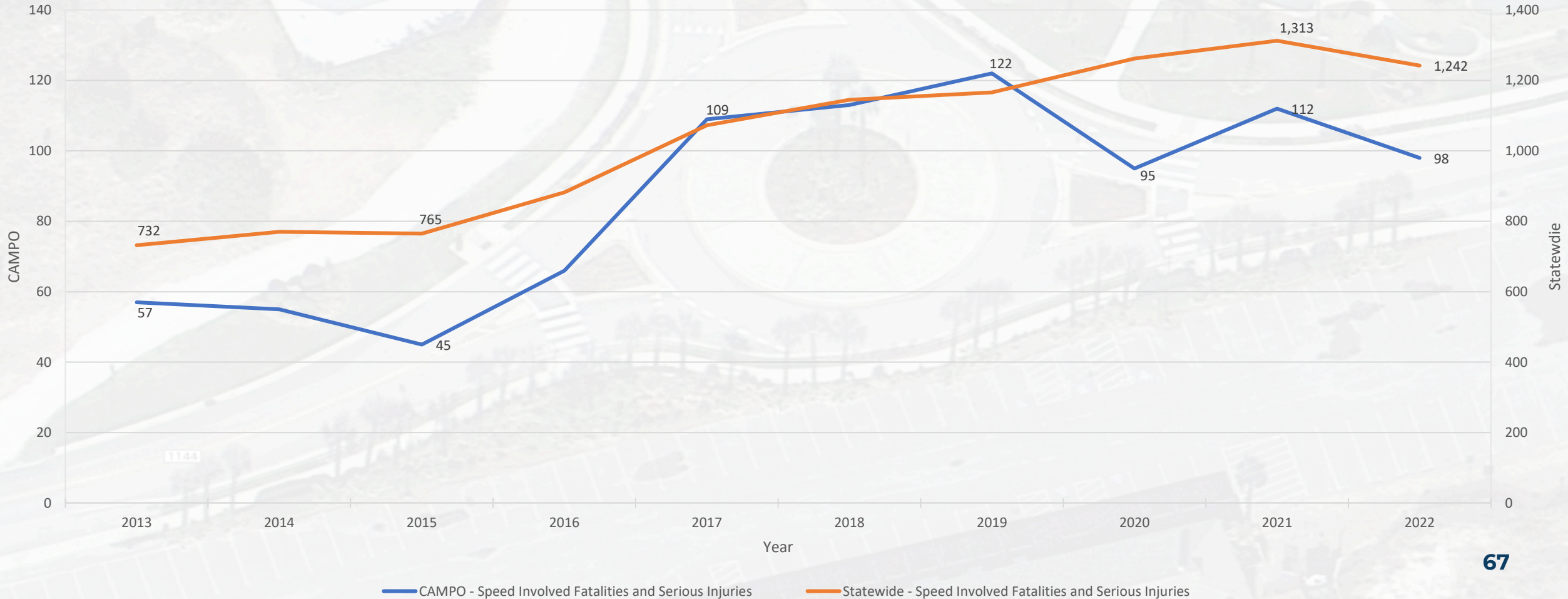
# Alcohol Involved Fatalities and Serious Injuries

Alcohol Involved Fatalities and Serious Injuries by Year  
(2012 - 2022)



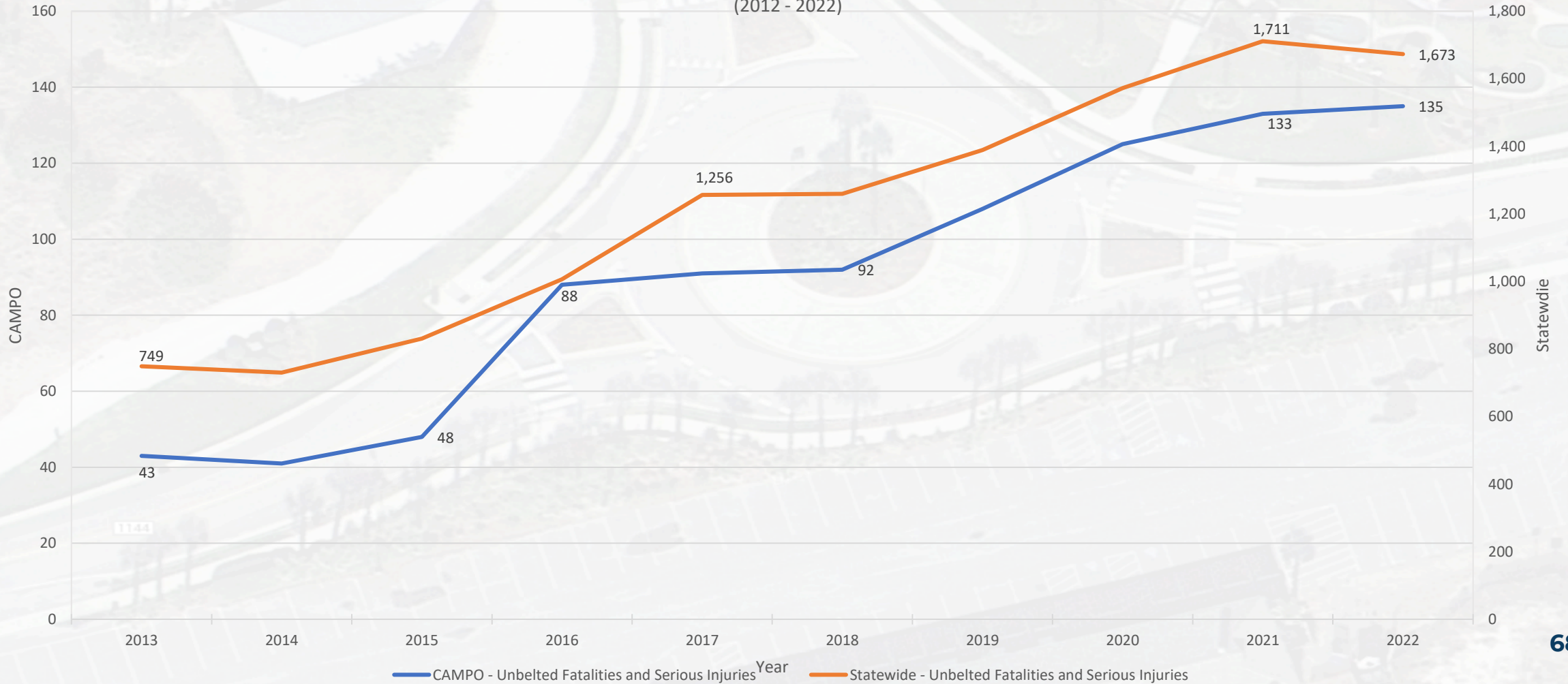
# Speed Involved Fatalities and Serious Injuries

Speed Involved Fatalities and Serious Injuries by Year  
(2012 - 2022)



# Unbelted Fatalities and Serious Injuries

Unbelted Fatalities and Serious Injuries by Year  
(2012 - 2022)



# Breakdown by Municipality within the Capital Area MPO (2013 – 2022)

Municipality	Total Reported Crashes	Fatal Crashes	Serious Injury Crashes
Angier	1,174	1	5
Apex	9,931	6	36
Archer Lodge	184	2	6
Bunn	201	0	1
Butner	1,213	4	8
Cary	29,203	29	87
Clayton	6,097	10	22
Creedmoor	749	1	7
Franklinton	699	1	7
Fuquay-Varina	7,323	6	26
Garner	9,668	30	81
Holly Springs	5,392	13	12
Knightdale	4,666	4	11
Morrisville	5,321	10	11
Raleigh	188,976	340	1,523
Raleigh - Durham Airport	889	1	3
Rolesville	1,235	2	16
Wake Forest	7,233	12	24
Wendell	1,330	3	7
Youngsville	660	1	8
Zebulon	2,922	7	14
<i>Rural</i>	<i>92,318</i>	<i>550</i>	<i>1,339</i>
<b>Total</b>	<b>377,384</b>	<b>1,033</b>	<b>3,254</b>

# Safety Performance Measures

- Background
- Assessment
- 2024 Safety Performance Measures

**1**

Statewide Data Trends

**2**

Capital Area MPO Data Trends

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Safety Performance Measures

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Questions / Discussion



# Safety Performance Measures - Background

## MAP-21 / FAST Act Rulemaking:

- Requires State DOTs and MPOs to set targets for 5 Highway Safety Improvement Program (HSIP) safety performance metrics
- Final Rules published in the Federal Register March 2016; effective April 2016

HSIP Safety Targets	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

## • Targets:

- Are based on 5 year rolling averages
- Are for calendar years
- Are established annually

## Safety Performance Measures - Background

### Target Reporting Dates:

- State: August 31st with annual HSIP report
- MPO: February 28<sup>th</sup>



# Safety Performance Measures - Background

## How are targets set?

- Up to each State and MPO
  - MPO can adopt State methodology, or come up with their own



# SHSP Goal

- Reduce all fatalities and serious injuries by half by 2035, moving towards zero by 2050.



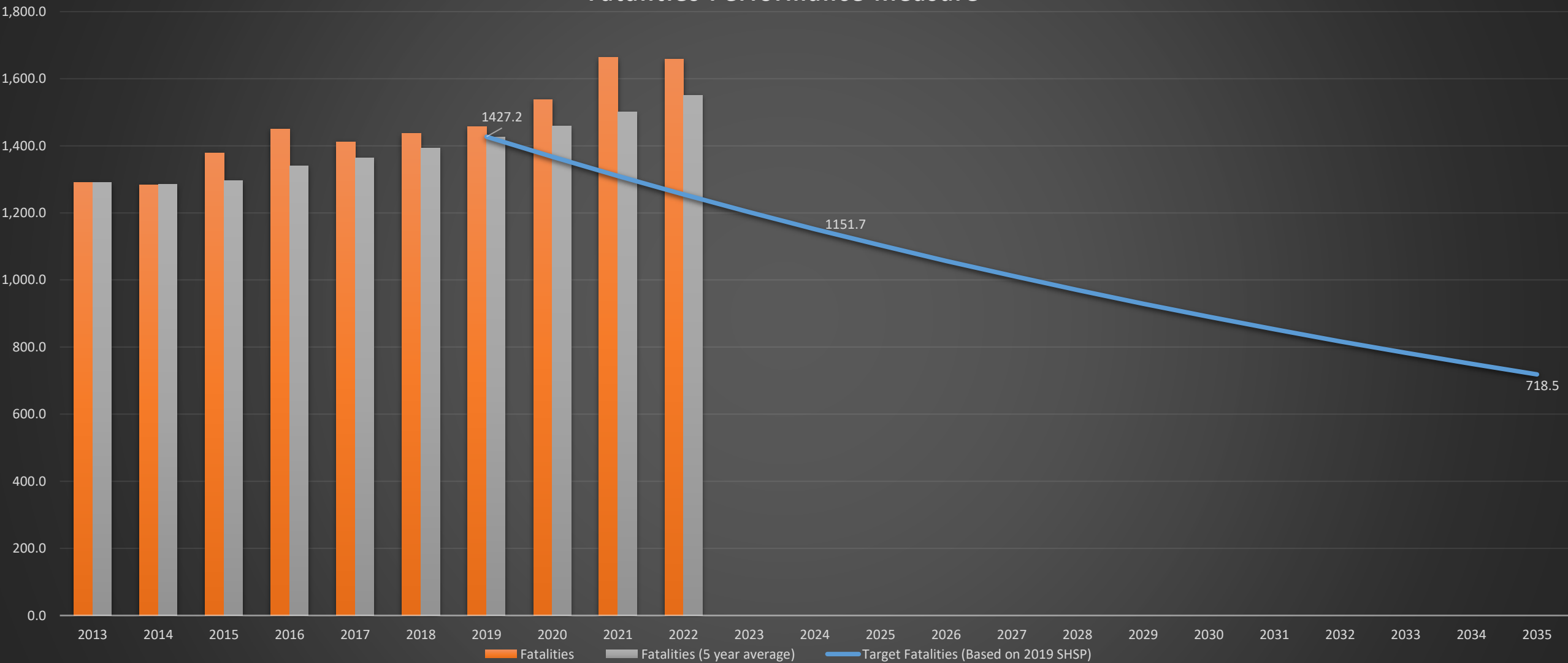
2019 North Carolina  
Strategic Highway  
Safety Plan



December 2019

# Safety Performance Measures - Background

### Fatalities Performance Measure



# Safety Performance Measures - Background

## Assessment of Significant Progress:

- FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP safety targets
  - CY 2021 targets were assessed in early 2023
- FHWA will not directly assess MPO progress towards meeting HSIP safety targets



# Safety Performance Measures - Background

## Assessment of Significant Progress (cntd):

- FHWA assessed NCDOT's CY 2021 safety targets in early 2023
- **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.**

## Assessment of Statewide Targets

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2017 - 2021	2017 - 2021	2015 - 2019			
<b>Fatalities (5 Year Average)</b>	1,309.9	1,501.2	1,426.8	No	No	No
<b>Fatality Rate (5 Year Average)</b>	1.105	1.284	1.206	No	No	
<b>Serious Injuries (5 Year Average)</b>	3,656.1	4,898.4	3,905.0	No	No	
<b>Serious Injury Rate (5 Year Average)</b>	3.065	4.186	3.278	No	No	
<b>Non-motorized Fatalities and Serious Injuries (5 Year Average)</b>	504.4	624.0	537.6	No	No	

# Safety Performance Measures - Background

## Assessment of Significant Progress (cntd):

- FHWA assessed NCDOT's CY 2021 safety targets in early 2023
- **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.**

### “Assessment” of Capital Area MPO Targets

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2017 - 2021	2017 - 2021	2015 - 2019			
Fatalities (5 Year Average)	88.9	115.0	99.2	No	No	No
Fatality Rate (5 Year Average)	0.670	0.885	0.748	No	No	
Serious Injuries (5 Year Average)	378.7	540.8	412.8	No	No	
Serious Injury Rate (5 Year Average)	2.828	4.141	3.085	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	57.0	75.6	62.4	No	No	



# Capital Area MPO Safety Performance Measures

## Capital Area MPO HSIP Safety Measures

Year	Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Non-motorized Fatalities and Serious Injuries
2008	99	0.927	161	1.508	35
2009	101	0.936	134	1.241	20
2010	93	0.874	145	1.363	22
2011	91	0.823	147	1.330	36
2012	94	0.839	162	1.446	49
2013	97	0.847	147	1.284	43
2014	87	0.733	174	1.466	33
2015	91	0.722	188	1.491	43
2016	110	0.843	296	2.267	50
2017	84	0.635	470	3.551	66
2018	96	0.713	514	3.820	62
2019	115	0.829	596	4.297	91
2020	136	1.162	552	4.717	90
2021	144	1.087	572	4.319	69
2022	163	1.173	548	3.945	113

## 2024 Capital Area MPO HSIP Safety Targets

- If adopting the State's methodology of reducing fatalities and serious injuries by half by the year 2035

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	95.6	0.880	149.8	1.378	32.4
2009 - 2013	95.2	0.864	147.0	1.333	34.0
2010 - 2014	92.4	0.823	155.0	1.378	36.6
2011 - 2015	92.0	0.793	163.6	1.403	40.8
2012 - 2016	95.8	0.797	193.4	1.591	43.6
2013 - 2017	93.8	0.756	255.0	2.012	47.0
2014 - 2018	93.6	0.729	328.4	2.519	50.8
2015 - 2019	99.2	0.748	412.8	3.085	62.4
2016 - 2020	108.2	0.836	485.6	3.730	71.8
2017 - 2021	115.0	0.885	540.8	4.141	75.6
2018 - 2022	130.8	0.993	556.4	4.220	85.0
<b>2024 Target*</b>	<b>79.1</b>	<b>0.594</b>	<b>356.0</b>	<b>2.656</b>	<b>50.1</b>

# Safety Data Resources

- Safety Project Mapping
- Bicycle and Pedestrian Crash Data Dashboard

1

Statewide Data Trends

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Capital Area MPO Data Trends

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Safety Performance Measures

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Safety Data Resources

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Questions / Discussion

# Resources

## **North Carolina Strategic Highway Safety Plan**

- <https://spatial.vhb.com/ncdotshsp/>

## **General Safety Data Mapping Site / Dashboards**

- Link to general safety data mapping site. Includes links to dashboards for total crashes, pedestrian and bicycle crashes, and MPO safety performance measures: <https://www.ncdot.gov/initiatives-policies/safety/traffic-safety/Pages/safety-data-maps.aspx>

## **Highway Safety Improvement Program (HSIP)**

- Our HSIP program is our primary method of identifying locations that are likely to produce a safety project. Locations are flagged if they exceed certain criteria and have patterns that we believe are correctable.
- Link to webpage with description of program and tabular reports: <https://connect.ncdot.gov/resources/safety/pages/nc-highway-safety-program-and-projects.aspx>
- Link to mapped HSIP locations for the last 5 years: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=bb6dd277ce6247438fc096200141949a>

## **Total Crash Frequency Grouped By Intersection**

- This product contains planning level crash data grouped by intersection. This data should not be used for detailed design decisions.
  - Special consideration should be given to data at ramps or loop locations.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=dc944f1c834f49a18479c17df1f783b9>

## **Planning Level Safety Scoring Data**

- This product contains planning level crash data for each half mile section of roadway. This data should not be used for detailed design decisions. This is the dataset that is used to score projects from a safety perspective as they go through the STI process.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=7415a4df4df1468585225bc74a77369b>

## **Fatal and Serious Injury Crashes**

- This product contains fatal and severe injury crashes mapped for the last 10 years.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=9a25021dbe91427a92f2eca57bd71ee2>

## **Bicycle and Pedestrian Crash Data**

- This product contains bicycle and pedestrian crashes mapped back to 2007. Link to ArcGIS Online mapped data: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=b4fcdc266d054a1ca075b60715f88aef>
- Link to pedestrian and bicycle dashboard information: <https://ncdot.maps.arcgis.com/apps/dashboards/78046d11cabd4658a4d45b88c52ab8af>

## **Safety Project Mapping**

- This product displays completed, funded, and on-hold safety projects since 2019, and is updated quarterly.
- Link to mapped safety project locations: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=3f8b32844ad04673b391033a86496852>

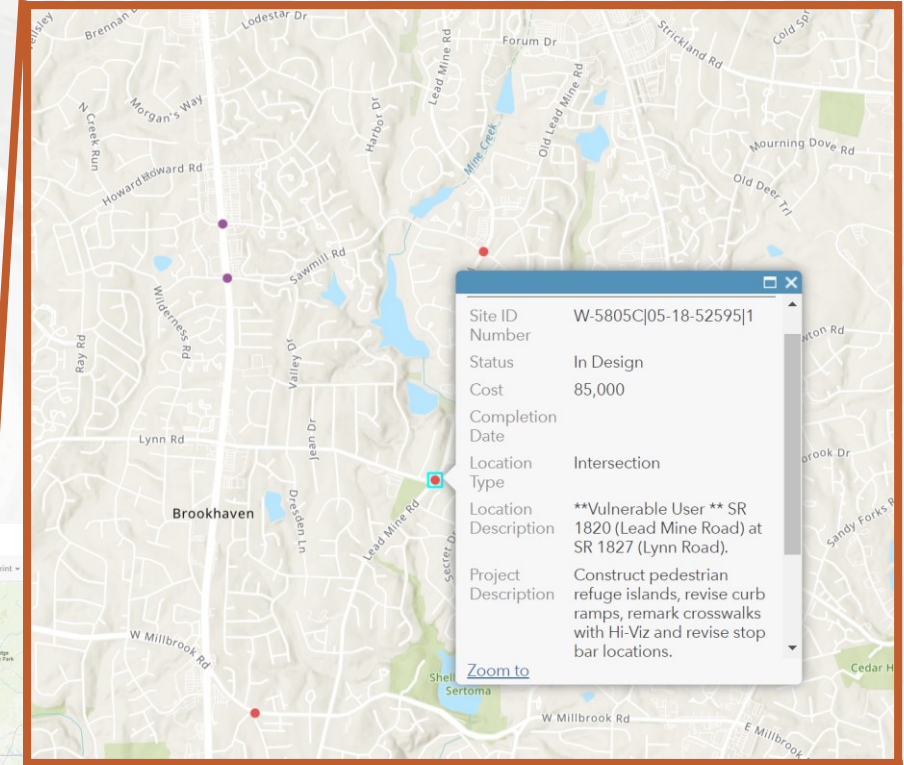
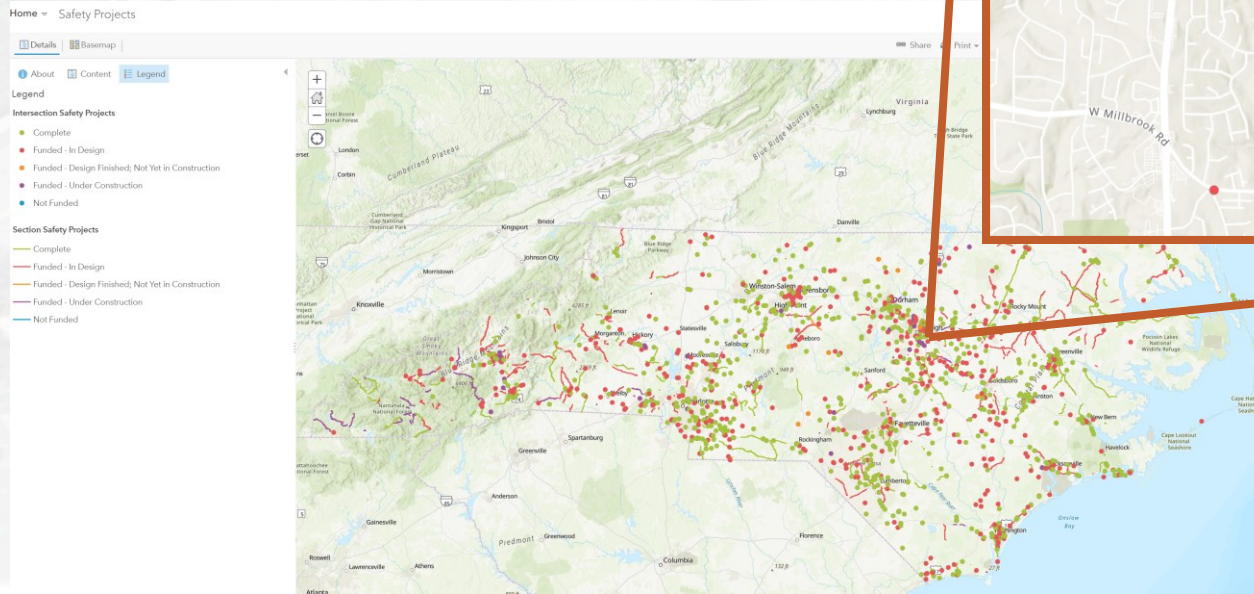
## **Spot Mobility Project Mapping**

- This product displays completed, funded, and on-hold spot mobility projects since 2019, and is updated quarterly.
- Link to mapped safety project locations: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=af5150835edb4502a26762e966cb5dfa>

# Safety Project Mapping

## Safety Project Mapping

- Projects completed since 2019 are mapped
- All funded, but not completed projects are mapped
- Some systemic or area-wide projects are not mapped
  - e.g. regional guardrail projects, systemic signing projects
- Link: [Safety Project Mapping](#)



# Bicycle and Pedestrian Crash Data Dashboard

## Bicycle and Pedestrian Crash Data Dashboard

- All bicycle and pedestrian crashes geolocated and crash typed since 2007
- Query by boundary, get information on individual crashes
- Link: [Pedestrian and Bicyclist Crash Dashboard](#)

The dashboard provides a comprehensive overview of crash data. It includes a map of North Carolina with crash locations marked by purple dots. Key charts include:

- Pedestrian Crashes by Year:** A line chart showing an overall upward trend from approximately 1.9k in 2007 to 2.2k in 2022.
- Bicyclist Crashes by Year:** A line chart showing a fluctuating but generally increasing trend from about 1.1k in 2007 to 1.2k in 2022.
- Most Common Pedestrian Crash Types:** A bar chart where 'Crossing Roadway - Vehicle Not Turning' is the most frequent type, followed by 'Crossing Roadway - Vehicle Turning'.
- Most Common Bicyclist Crash Types:** A bar chart where 'Bicyclist Failed to Yield - Midblock' is the most common, followed by 'Crossing Paths - Other Circumstances'.
- Crash Details Pop-up:** A window for a specific crash (ID: 104657239) on 2/24/2016 in Salisbury, Rowan County, showing it was a 'Dash / Dart-Out' crash at an intersection on Thursday, February 19.
- Donut Charts:** Two donut charts show the distribution of injury severity: 'All Pedestrian Crashes' (27.7% Minor, 44.6% Possible, 9.0% Killed) and 'All Bicyclist Crashes' (48.15% Minor, 27.76% Possible, 1.85% Killed).

Navigation and filtering options at the top allow users to select years (2016-2022), MPO-RPO, divisions, counties, and municipalities. Additional resources like 'Downloadable Shapefile of Bike/Ped Crash Locations' and 'Safety Data Maps' are provided at the bottom.

# Questions / Discussion

1

Statewide Data Trends

2

Capital Area MPO Data Trends

3

Safety Performance Measures

4

Safety Data Resources

5

Questions / Discussion

# Questions / Discussion



# Thank you!

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Brian Murphy, PE

Traffic Safety Systems Engineer

Traffic Safety Unit

North Carolina Department of Transportation

(919) 814-4948

[bgmurphy@ncdot.gov](mailto:bgmurphy@ncdot.gov)



## 7.3 Safety Performance Measure Targets 2024

### Requested Action:

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

## 7.4 FFY 2025 LAPP Program

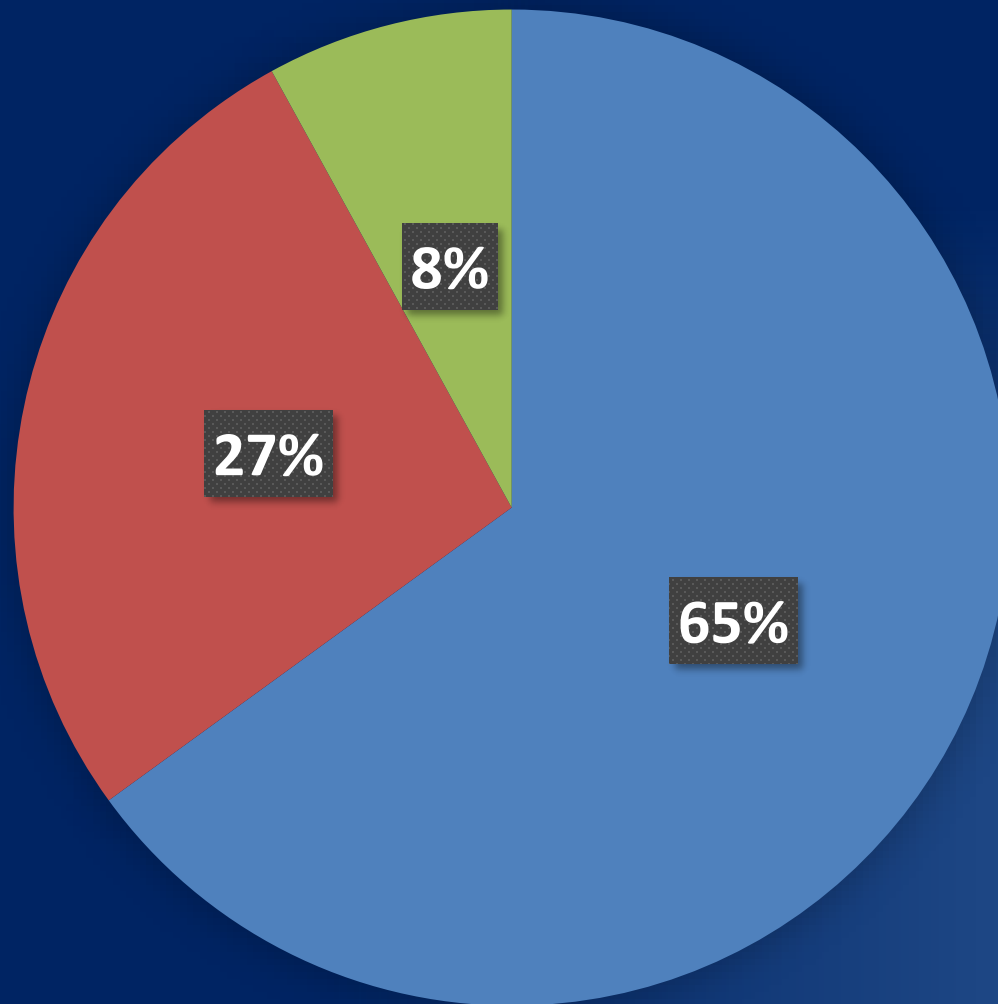
Call for Projects FFY 2025 LAPP Funds opened in August 2023

- 19 Projects Submitted

Scoring

- Projects are only scored against projects of the same mode

# FFY 2025 LAPP Target Modal Mix

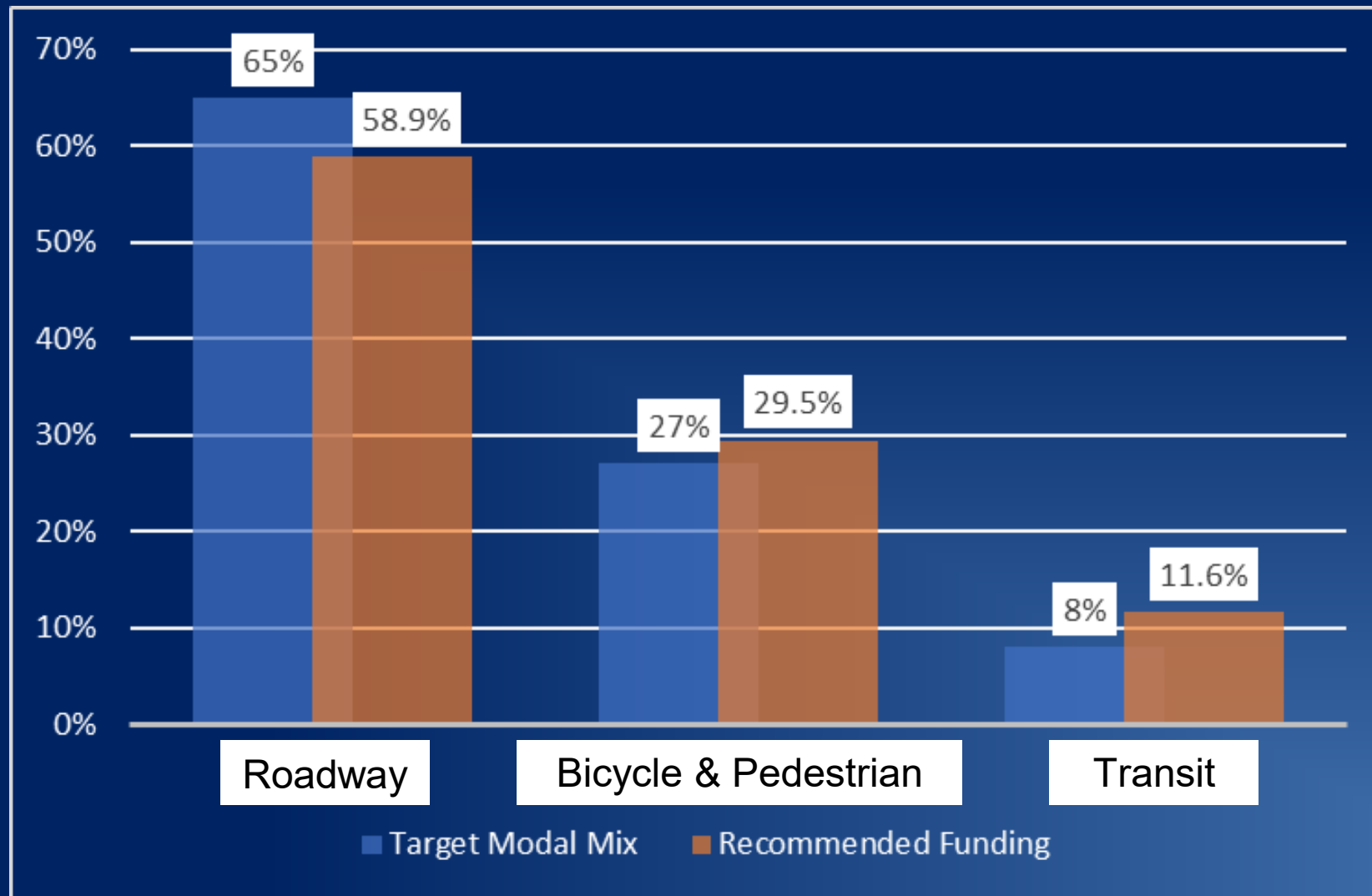


■ Roadway  
(\$16,250,000)

■ 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: \$15,811,900

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

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

# Bicycle/Pedestrian Recommendations: \$7,885,642

<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	58.57
Optimist Farm Greenway & Sidewalks	Cary	No/No/Yes	\$5,510,000	\$3,250,000	\$3,250,000	56.71
South Garner Greenway	Garner	No/No/Yes	\$5,315,685	\$2,657,842	\$2,657,842	45.86
Downtown Franklinton Bicycle and Pedestrian Safety Improvements	Franklinton	Yes/No/Yes	\$835,000	\$668,000	\$668,000	43.14
Vandora Springs Elementary SRTS Sidewalk	Division 5	Yes/Yes/No	\$663,000	\$244,800	\$224,800	36.50
<b>Total</b>			<b>\$13,873,685</b>	<b>\$7,905,642</b>	<b>\$7,885,642</b>	
Target Modal Investment					\$6,750,000	
Remainder					(\$1,135,642)	

# Transit Recommendations: \$3,124,773

TRANSIT						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
GoCary Communications Equipment Upgrade	GoCary	No/No/Yes	\$338,386	\$270,709	\$270,709	68.67
Route 305 Apex Bus Stop Improvements-South of US 64	GoTriangle	Yes/Yes/Yes	\$540,000	\$432,000	\$432,000	56.67
GoCary Bus Operations and Maintenance Facility	GoCary	No/No/Yes	\$71,200,000	\$2,136,000	\$2,000,000	52.00
GoDurham Route 2 Stop Improvements-Brier Creek in Wake County	GoTriangle	Yes/Yes/Yes	\$527,580	\$422,064	\$422,064	48.67
Triangle Town Center Transit Center	GoRaleigh	No/Yes/No	\$2,000,000	\$1,600,000		40.17
<b>Total</b>			<b>\$74,267,580</b>	<b>\$4,590,064</b>	<b>\$3,124,773</b>	
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, it became the highest scoring transit project and is now recommended for funding. All calculations were reviewed to ensure no other errors occurred.



## 7.4 FFY 2025 LAPP Investment Program

### Recommendation

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

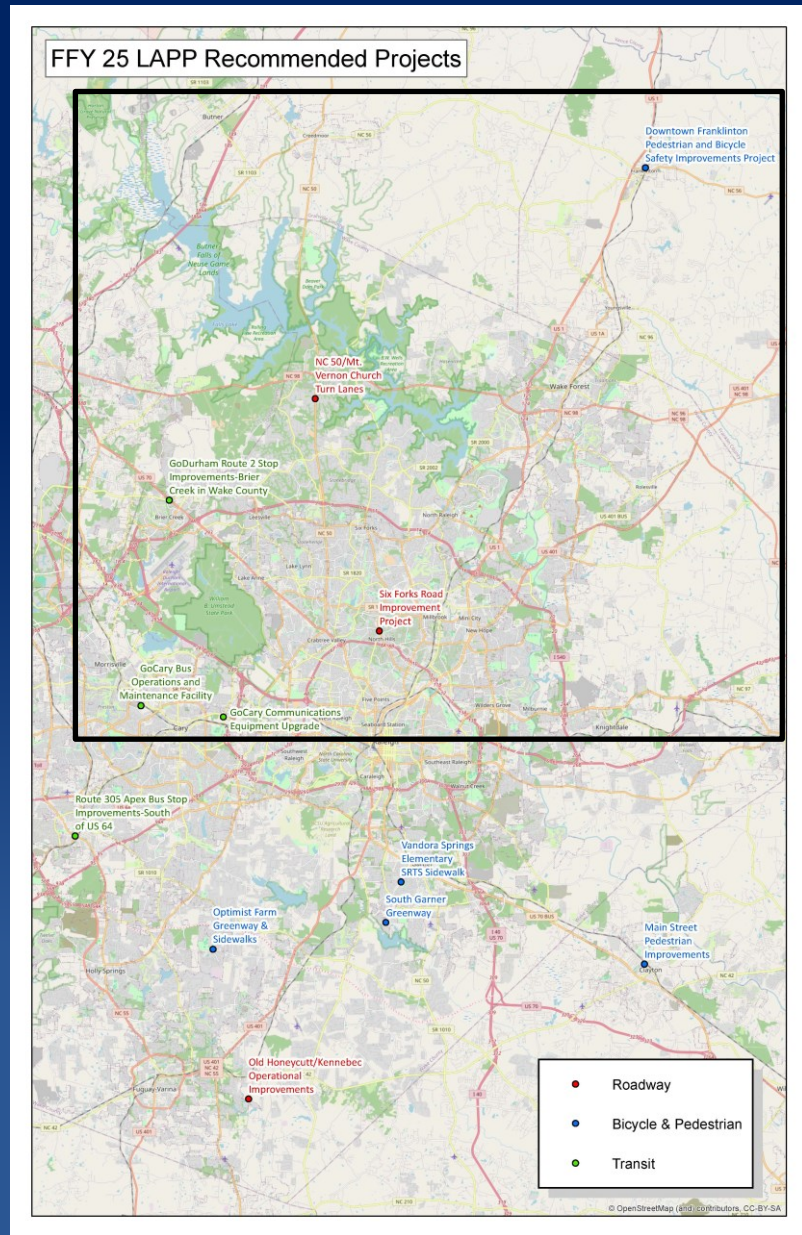
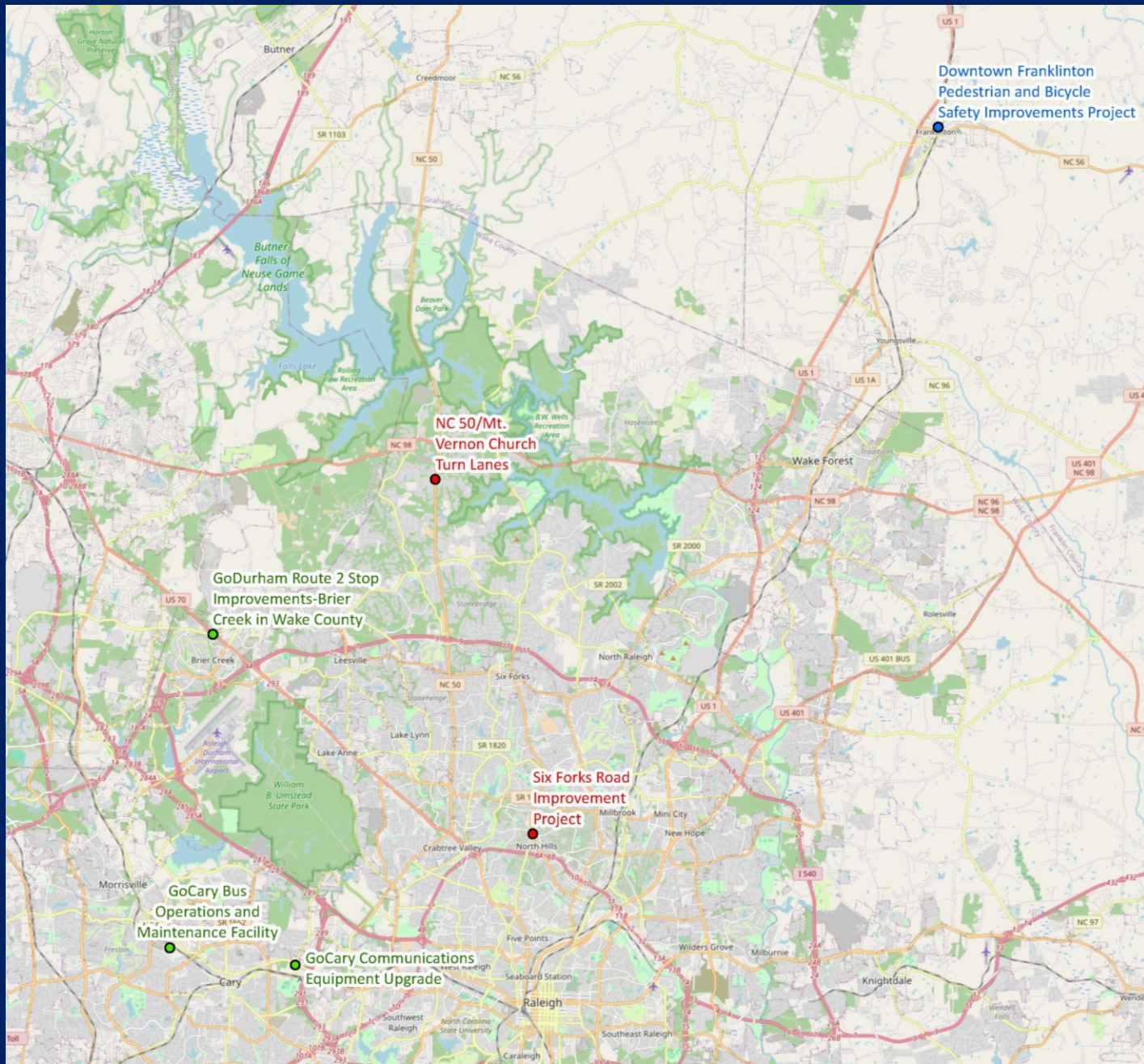
Amount Above Board Recommendation **\$1,842,300**

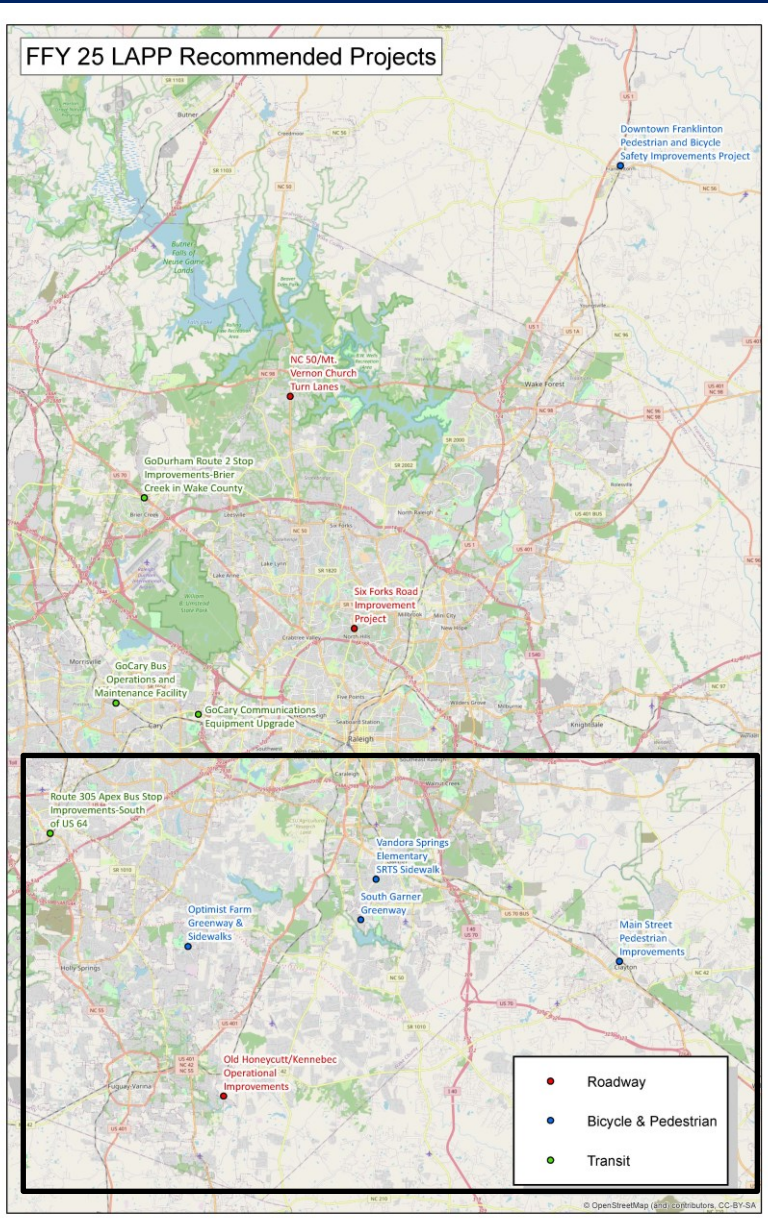
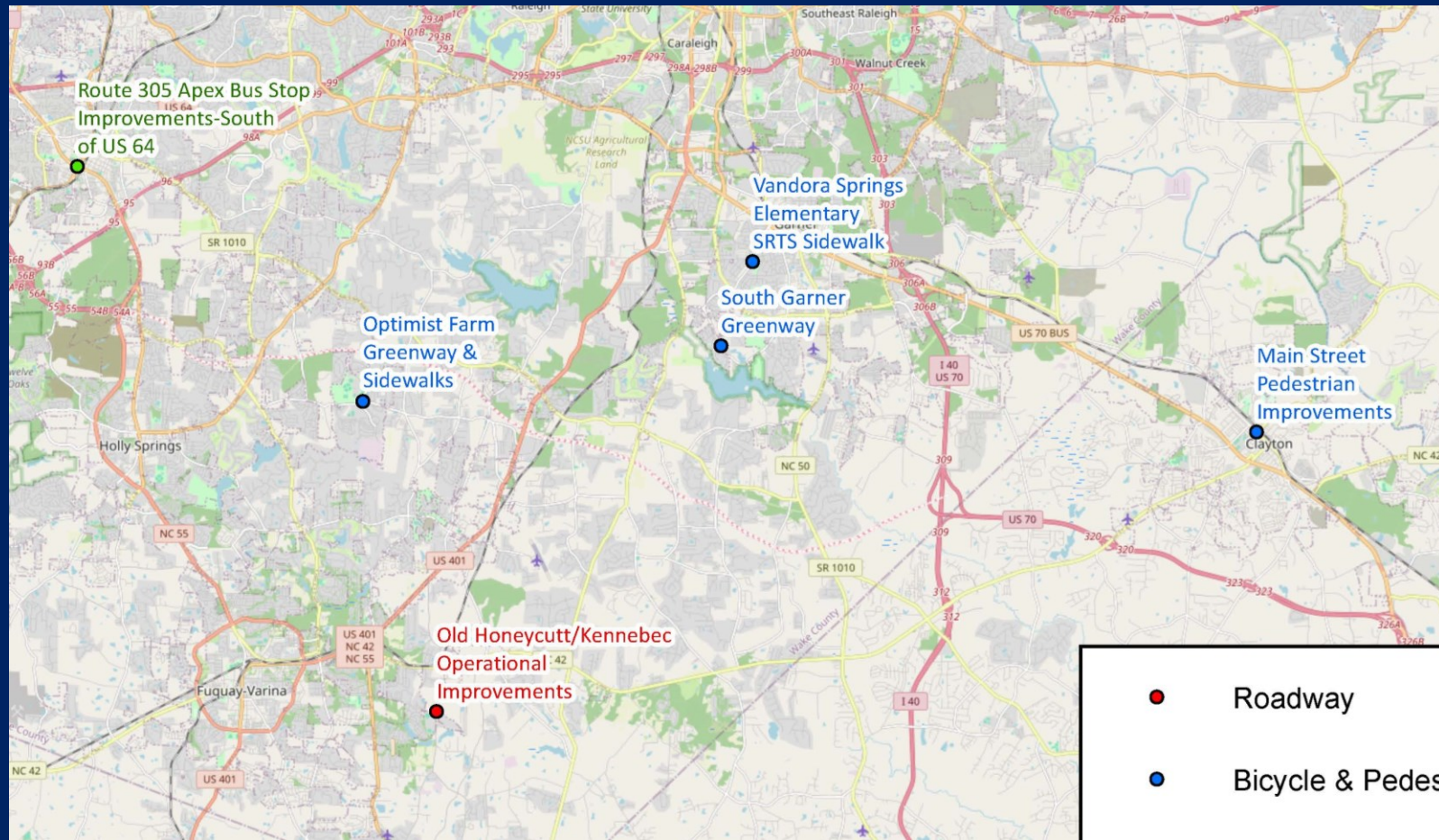
- \$25M does not use the full 20% allowed by NCDOT
- \$25M was adopted prior to IIJA passage, which increased amount of funding designated for LAPP

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

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

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





## 7.4 FFY 25 LAPP Investment Program

### Next Steps

- Public Comment Period: January 22 – February 21, 2024
- Public Hearing and requested adoption: February 21, 2024
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

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

## 7.5 LAPP Funding “Stoplight” Report

- January 6, 2024

FFY	Exposed Funding	# Projects
2017	\$ 824,000	1
2018		
2019	\$ 830,496	1
2020	\$ 5,065,418	4
2021	\$ 10,510,954	4
2022	\$ 9,439,993	9
2023	\$ 27,181,452	12
<b>Grand Total</b>	<b>\$ 53,852,313</b>	<b>31</b>

## 7.5 LAPP Funding “Stoplight” Report

FFY 17 PROJECTS	LOCATION	TIP ID	PHASES	NOTE
White Oak Creek Greenway- MacArthur Section	Cary	C-5604IB	CON	
Utley Creek Greenway Connection	Holly Springs	C-5604JA	PE, ROW, CON	
Walnut Creek Greenway- Trailwood Segment	Raleigh	C-5604OC	ROW, CON	
Crabtree Creek West Greenway	Raleigh	C-5604OD	CON	
Main Street Improvements	Youngsville	C-5604QA	PE, CON	
Computer Aided Dispatch and Bus Tracking	GoRaleigh	TT-5209	CON	
Durham Rd. OI	Wake Forest	U-5118BB	ROW, CON	
Arendell Ave Access Management and OI	Zebulon	U-5118FB	ROW, CON	Authorization needed for CON
US Highway 401- NC 55 & 42	Fuquay-Varina	U-5118GB	PE, CON	
NC 55 Bypass SuperStreet	Holly Springs	U-5118JB	CON	
Wake Forest/Blount/Person Rd. Complete Streets	Raleigh	U-5118OA	CON	
Connect N Judd Parkway NW (PE, ROW)	Fuquay-Varina	U-5317	ROW	
Sam's Branch Greenway Phase II	Clayton	U-5530LA/LB	CON	
NC 210 Sidewalk Connections	Angier/Division 6	U-5530PA	PE, CON	
N Judd Parkway NE Widening	Fuquay-Varina	U-5927A	CON	
FFY 18 PROJECTS	LOCATION	TIP ID	PHASES	NOTE
All projects have funding fully obligated.				

## 7.5 LAPP Funding “Stoplight” Report

FFY 19 PROJECTS	LOCATION	TIP ID	PHASES	NOTE
Kelly and Apex Barbecue Pedestrian Improvements	Apex	C-5604AC	ROW, CON	
Higgins Greenway Phase III	Cary	C-5604ID	ROW, CON	
Blue Ridge Road Pedestrian Improvements	Raleigh	C-5604OF	PE, ROW, CON	
FY2019 Bus Stop Improvements	GoRaleigh	TD-5304	PE, ROW, CON	
Downtown Cary Multimodal Facility	GoCary	TD-5305	PE, ROW	
Connected Vehicle Technology	Cary	U-5118IC	CON	
Reedy Creek Road Improvements Phase II	Cary	U-5501	CON	
Navaho Drive Sidewalk	Raleigh	U-5530OC	PE, CON	
Rock Quarry Road- Part A	Raleigh	U-6093	CON	
Holly Springs Road Widening	Holly Springs	U-6094	ROW, CON	Authorization needed for CON
New Bern Ave. Bottleneck Elimination	Raleigh	U-6095	ROW, CON	
Old Honeycutt/Purfoy Rd. Intersection Improvements	Fuquay-Varina	U-6096	PE, ROW, CON	



## 7.5 LAPP Funding “Stoplight” Report

FFY 20 PROJECTS	LOCATION	TIP ID	PHASES	NOTE
Crabtree Creek Greenway- Bond to High House	Cary	BL-0036	PE, CON	
Crabtree Creek Greenway Connector - Weston	Cary	BL-0037	CON	Authorization needed for CON
Jones Street Sidewalk	Fuquay-Varina	BL-0038	PE, ROW, CON	Authorization needed for CON
Laura Duncan Pedestrian Improvements	Apex	EB-6019	CON	
Junny Road Sidewalk Extension	Angier/Division 6	EB-6020	PE, ROW, CON	Authorization needed for ROW, CON
Beaver Creek Greenway Extension	Apex	EB-6021	CON	
Judd & South Main Intersection Improvements	Fuquay-Varina	HL-0041	PE, ROW, CON	
Hwy 55 and NE Judd Parkway Intersection Improvements	Fuquay-Varina	HL-0042	PE, ROW, CON	Authorization needed for CON
GoRaleigh Bus Stop Sites	GoRaleigh	TD-5309	PE, ROW, CON	
NC 98 at Camp Kanata	Division 5	U-6222	PE, CON	
42 E Extension	Clayton	U-6223	ROW, CON	
White Oak, Hebron, Ackerman Roundabout	Garner	U-6225	ROW, CON	
Carpenter Fire Station Widening	Cary	U-6227	ROW	
NC 42 Turn Lanes	Division 5	W-5601EX	ROW, CON	

## 7.5 LAPP Funding “Stoplight” Report

FFY 21 PROJECTS	LOCATION	TIP ID	PHASES	NOTE
West Chatham Street Sidewalk	Apex	EB-6046	CON	Authorization needed for CON
Wendell Boulevard Sidewalk Project	Wendell	EB-6048	ROW,CON	
Avent Ferry Road Sidewalk Connectors	Holly Springs	EB-6049	CON	Authorization needed for CON
Bus on shoulder on I540 and I40	GoTriangle	TG-6814	CON	
Improvements at 13 bus stops	GoTriangle	TG-6815	PE, ROW, CON	
Enhanced Transfer Points (6 site locations)	GoRaleigh	TG-6816	PE,CON	
3 Sidewalk Connections to GoCary Transit Service	GoCary	TL-0019	PE, ROW, CON	
GoApex Route 1 Bus Stop Improvements	Apex	TM-0026	CON	
Burlington Mills Road Realignment & Main St Improvements	Rolesville	U-6241	CON	
Old Wake Forest Road - North	Raleigh	U-6242	ROW, CON	Authorization needed for CON
Holly Springs Road - Phase II	Holly Springs	U-6243	CON	
Wendell Boulevard Wendell Falls Parkway Intersection Project	Wendell	U-6244	ROW,CON	Authorization needed for CON

## 7.5 LAPP Funding “Stoplight” Report

FFY 22 PROJECTS	LOCATION	TIP ID	PHASES	NOTE
Downtown Varina Pedestrian Improvements	Fuquay-Varina	BL-0022	PE, ROW, CON	Authorization needed for CON
Holly Ridge Schools Pedestrian Safety	Holly Springs	BL-0023	CON	Authorization needed for CON
NW Cary Parkway Sidewalk	Cary	BL-0024	ROW, CON	
Ronald Drive and Forest Ridge Road Sidewalks	GoRaleigh	BL-0025	PE, CON	
Louis Stephens Dr./O'Kelly Chapel Rd. Trail Connection	RTP	BL-0026	PE, CON	Authorization needed for CON
Crabtree Creek Greenway Trail Gap	Raleigh	BL-0027	CON	Authorization needed for CON
Sunset Lake Road Widening Phase II	Fuquay-Varina	HL-0027	PE, ROW, CON	Authorization needed for CON
Highway 401/Mill Creek Rd Intersection Operational Improvements	Fuquay-Varina	HL-0028	PE, ROW, CON	
NC 55 Widening	Holly Springs	HL-0029	ROW, CON	Authorization needed for CON
Holly Springs Road/Main Street Intersection Improvements	Holly Springs	HL-0030	ROW, CON	Authorization needed for CON
South Smithfield Road and Poole Road Intersection Improvements	Division 5	HL-0031	ROW, CON	Authorization needed for CON
Lake Boone Trail Safety Improvements	Raleigh	HL-0032	CON	
Airport Boulevard Extension	Morrisville/Division 5	HL-0033	ROW, CON	
Improvements at Existing Bus Stops (Amenities)	GoTriangle	TC-0016	PE,ROW,CON	
Improvements at Existing Bus Stops (Accessibility)	GoTriangle	TC-0017	PE,ROW,CON	
Bundled Enhanced Transfer Points	GoRaleigh	TL-0010	CON	
Downtown Apex Transfer Points	GoTriangle	TL-0011	PE,ROW,CON	
Carpenter Fire Station Rd Widening - Construction	Cary	U-6227	ROW, CON	Authorization needed for CON

## 7.5 LAPP Funding “Stoplight” Report

FFY 23 PROJECTS	LOCATION	TIP ID	PHASES	NOTE
Downtown Apex Safe Routes to School and Transit Connections	Apex	BL-0047	ROW,CON	Authorization needed for ROW, CON
Old Apex Road Sidewalk Gap	Cary	BL-0048	CON	Authorization needed for CON
Louis Stephens Drive Sidewalk Gap Connectivity	Morrisville	BL-0049	CON	Authorization needed for CON
East Main Street Sidewalk Connector	Clayton	BL-0050	ROW,CON	Authorization needed for ROW, CON
Penny Road Sidewalk Project	Division 5	BL-0051	PE,ROW,CON	Authorization needed for ROW, CON
Main Street Sidewalk Connector	Holly Springs	BL-0052	PE,ROW,CON	Authorization needed for ROW, CON
"Rails to Trails"	Franklin County	BL-0053	PE,ROW,CON	Authorization needed for ROW, CON
Southeast Judd Pedestrian Improvements	Fuquay-Varina	BL-0054	ROW,CON	Authorization needed for CON
Dillard Drive Two Way Left Turn Lane (TWLTL)	Division 5	HL-0050	ROW,CON	Authorization needed for CON
Jones Franklin at Athens SB Left Turn Lane	Division 5	HL-0051	PE, ROW, CON	Authorization needed for ROW, CON
Blue Ridge Road Improvements and House Creek Trail Grade Separation	Raleigh	HL-0052	CON	Authorization needed for CON
Blue Ridge Road/ District Drive Transit Connectivity and Access	GoRaleigh	TL-0010	PE, CON	
Apex Peakway SW Connector	Apex	U-5928	CON	Authorization needed for CON

## 7.5 LAPP Funding “Stoplight” Report

Requested Action:  
Receive as information.

## 7.6 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

## 7.6 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:

\$0.73 - \$0.76 per Capita Member Share  
(\$0.02 - \$0.04 decrease)

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

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

### Next Steps:

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

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



## 7.7 Regional Rail Subcommittee Update

- Four joint meetings of the CAMPO and DCHC MPO regional rail subcommittees
- One additional meeting of the CAMPO subcommittee
- Review/level set on the regional rail vision
- Ongoing discussion about new/alternative paths forward, current opportunities, and potential initial recommendations
- Anticipate additional meetings in 2024

## 7.7 Regional Rail Subcommittee Update – Initial Recommendations

The subcommittees have developed two initial recommendations:

- Develop a Regional Rail Implementation Strategy.
  - Goal to advance the delivery of increased passenger rail service through a common set of regional priorities.
  - Develop a strategy for targeting investment through all available means to facilitate the implementation of infrastructure projects and leverage other funds or efforts to deliver the passenger rail goals of the region
  - Comprehensive review of existing projects underway or funded
- Incorporate a broader approach to regional passenger rail improvement implementation.
  - Wider approach to implementing regional passenger rail improvements in the Wake Transit Vision Plan update that begins this spring and engaging more potential funding and implementation partners.

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

## 7.8 US 1 – Capital Boulevard North (U-5307) - Update

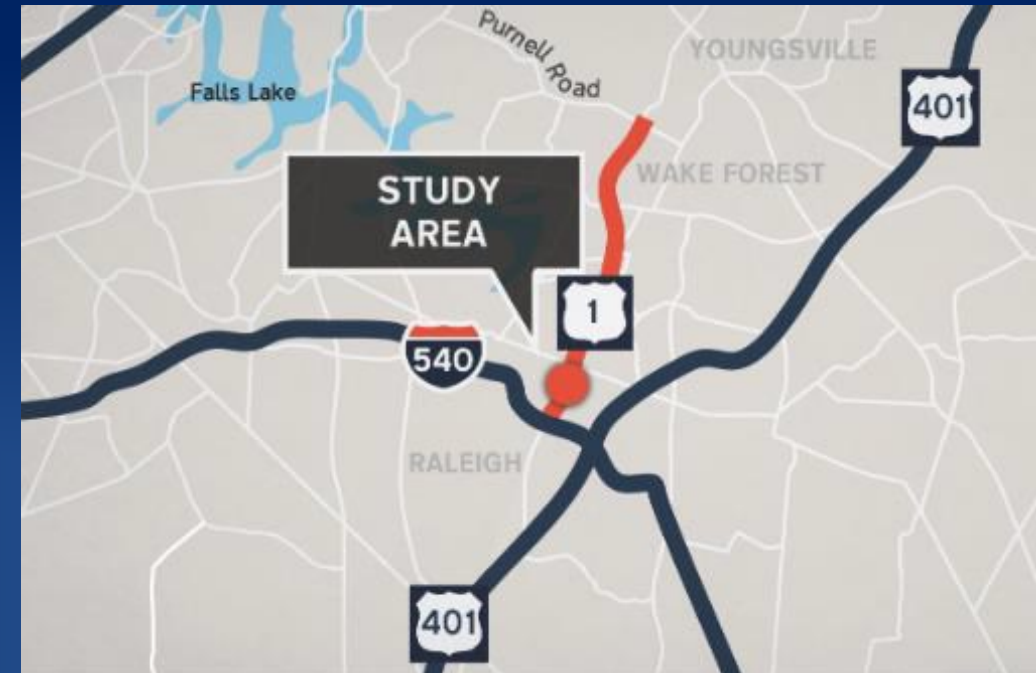
- During the summer of 2023, Executive Board members asked CAMPO staff to work with partners to identify options to move the project forward.

# 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.

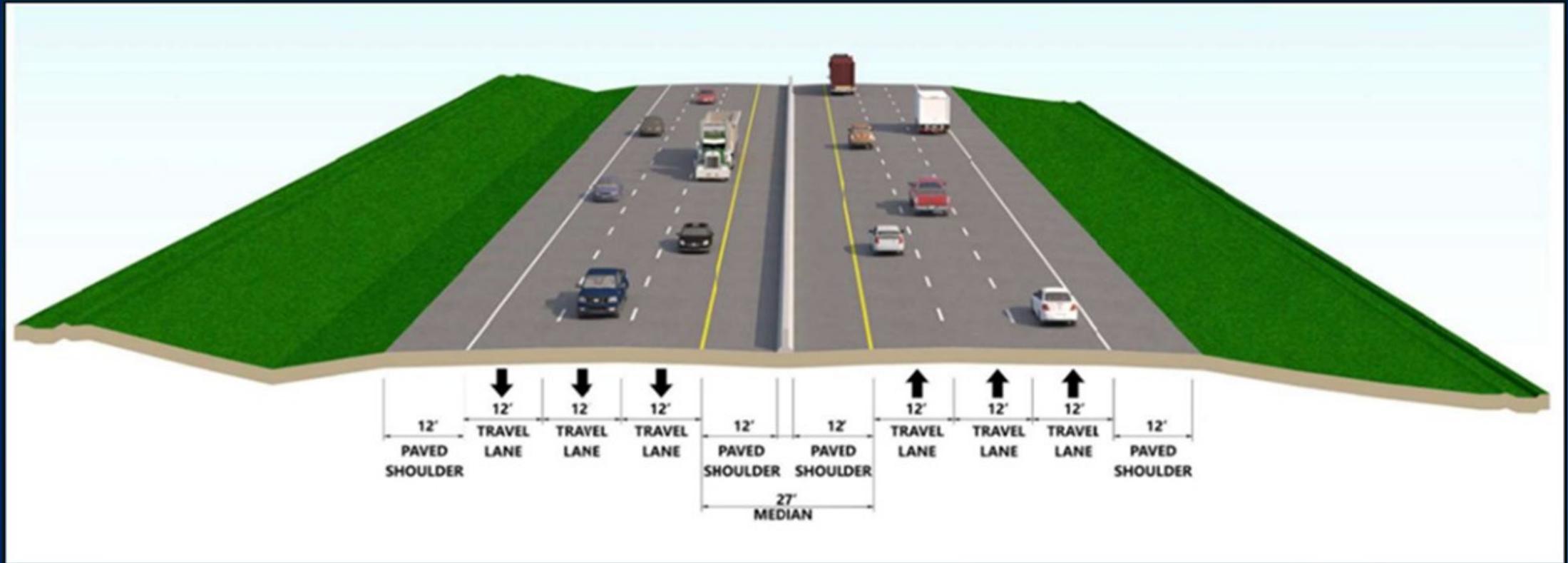
For funding purposes, the Project is divided into the following four(4) segments:

- 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



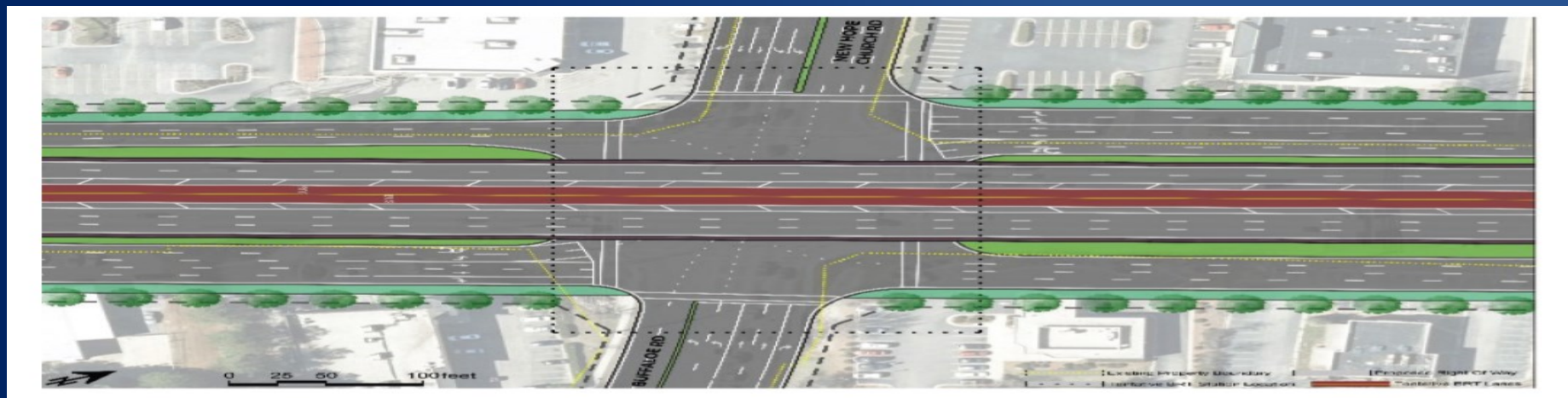
# The Capital Boulevard North Project:

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

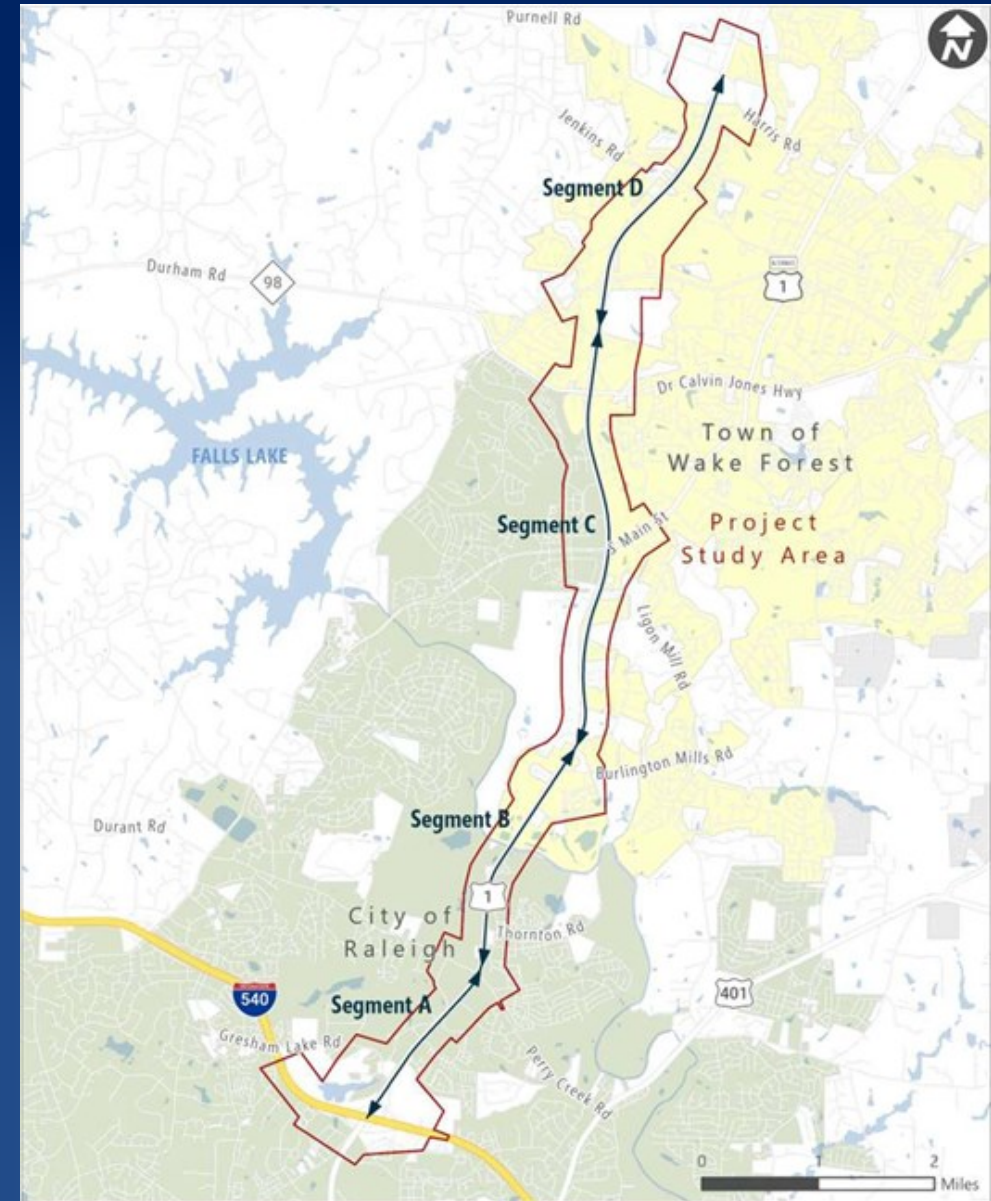
## Project Segments

**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	2016-2025			2018-2027			2020-2029			2024-2033		
	Uncommitted A-C			Committed A-C			Committed A-C			Committed A Only		
	STI Fund	CON YR	COST	STI Fund	CON YR	COST	STI Fund	CON YR	COST	STI Fund	CON YR	COST
<b>U-5307 A</b>	SW	2021	\$82.2M	SW	2021	\$124.7M	SW	2022	\$124.7M	SW	2026	\$291.2M
<b>U-5307 B</b>	SW	2021	\$60.6M	REG	2021	\$120.1M	REG	2024	\$120.1M	REG	N/A	\$179.5M
<b>U-5307 C</b>	SW	2021	\$62.7M	REG	2021	\$128.1M	REG	2024	\$128.1M	REG	N/A	\$142.1M
<b>U-5307 D</b>	N/A	N/A	N/A	REG	2024	\$90.1M	REG	2028	\$93.1M	REG	N/A	\$141.2M
		<b>Totals A-C</b>	<b>\$205.5M</b>			<b>\$372.9M</b>			<b>\$372.9M</b>			<b>\$612.8M</b>
		<b>Total D</b>	<b>N/A</b>			<b>\$90.1M</b>			<b>\$93.1M</b>			<b>\$141.2M</b>

Time is money...



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

## Options to Move Forward

### Option 1 – Stay the Course:

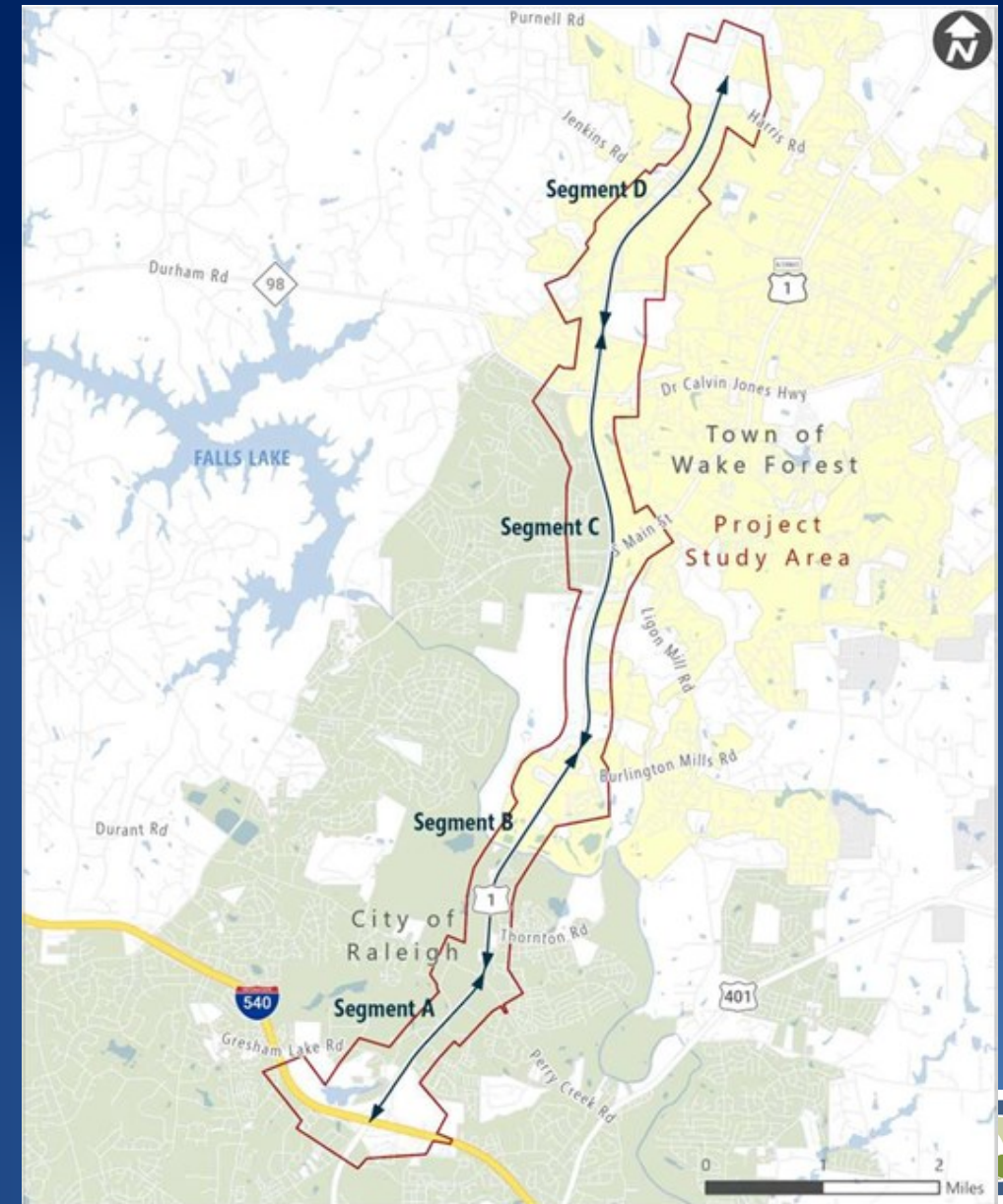
Wait for B,C, and D segments to compete and be programmed through normal TIP/STIP process

### 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  
One lane in each direction



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

## Option 1- Stay the Course:

### Segment A

*I-540 to north of Durant / Perry Creek Roads*

- “Committed” funding. Currently scheduled for design-build to begin in FY 26

### Segment B

*North of Durant/Perry Creek Roads to north of Burlington Mills Road*

- No committed funding. Must compete for funding. Unknown when CON could start.

### Segment C

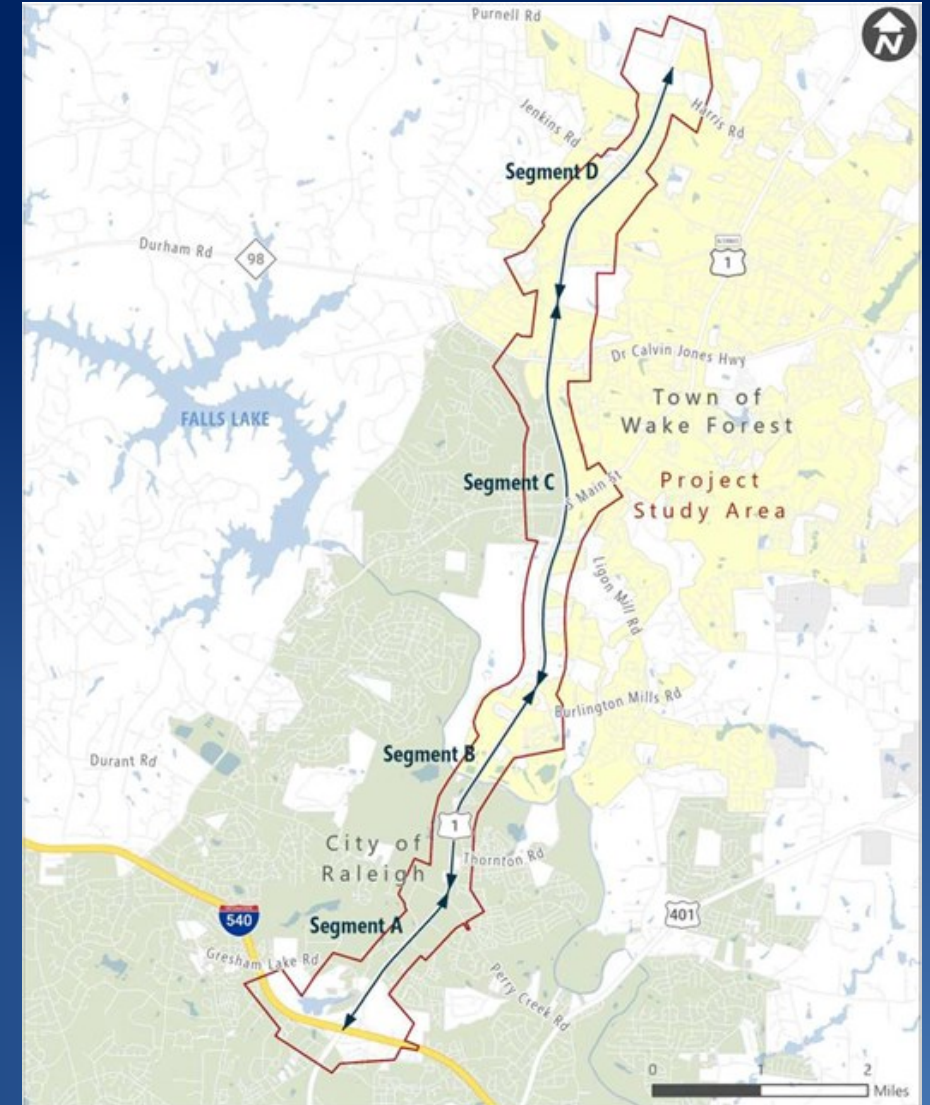
*North of Burlington Mills Road to south of N.C. 98 Business*

- No committed funding. Must compete for funding. Unknown when CON could start.

### Segment D

*South of N.C. 98 Business to Purnell/Harris Roads*

- No committed funding. Must compete for funding. Unknown when CON could start.



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

## Option 2 – Non-Freeway Option:

### Segment A

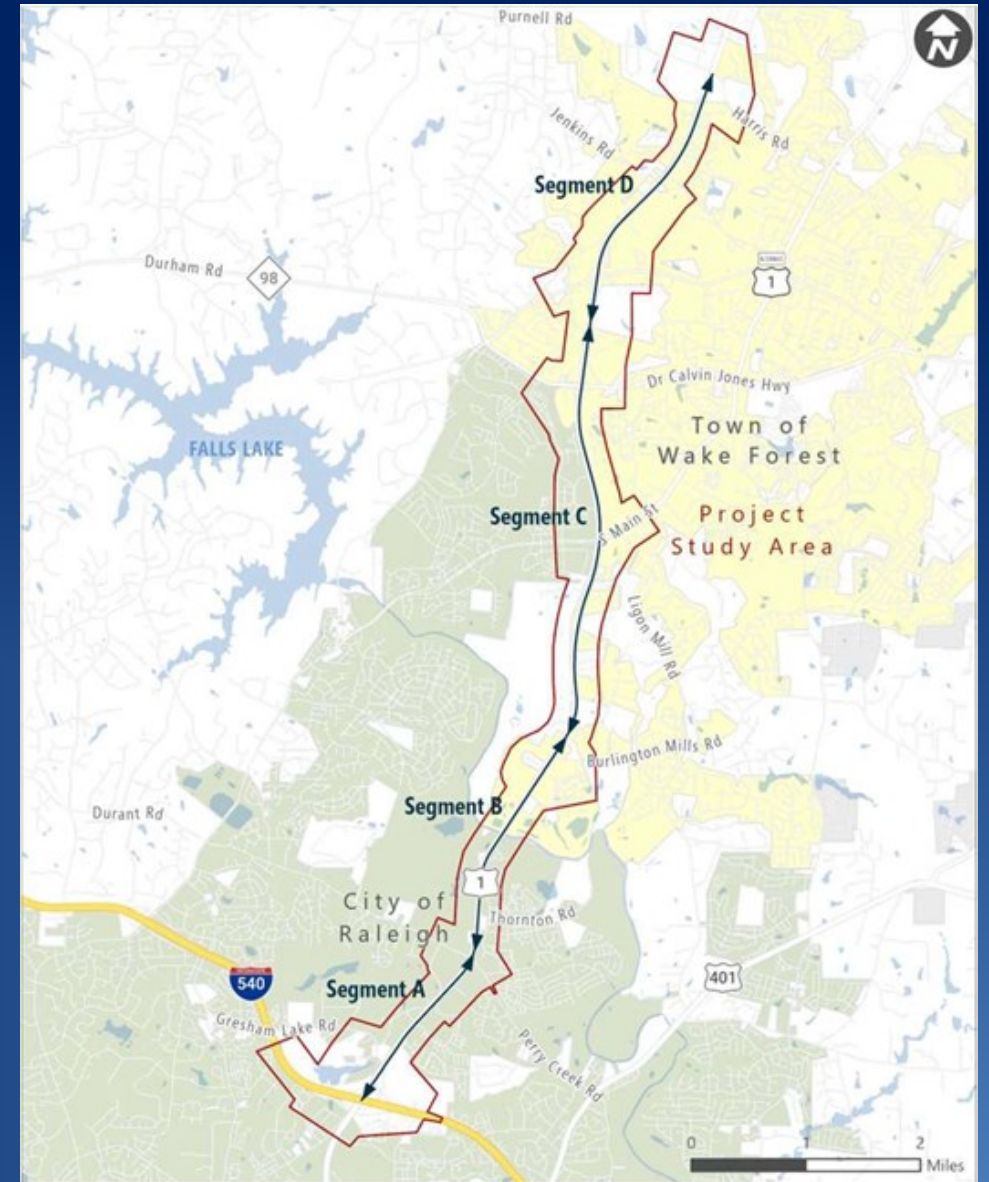
- “Committed” funding. Currently scheduled for design-build to begin in FY 26

### Segments B,C,D

- Not funded. Must compete for funding. Unknown when CON could start.

### What is this option?

- Update of the US 1 North Corridor Study to determine non-freeway improvements and impacts.
- Options to study might include: RCI/Superstreet, operational improvements, some interchanges, etc.
- Not funded. Once improvements were identified they must compete for funding (STI), likely in SPOT 8 or 9.
- Unknown when CON could start, but likely not before XX DATE?



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

## Option 3: Convert to Toll Project

**Option 3a** – Complete tolled expressway

**Option 3b** – Convert one lane in each direction to tolled/managed lanes

This option, as contemplated, could potentially utilize existing “committed” funds (Segment A) to supplement the toll bond revenue and begin construction in the mid-2020s.

This option could include the multi-modal elements contemplated for this corridor in the future.

Several questions remain that would require further study.

### Analysis 1: Segments A, B, and C

(SYOE)	All-Tolled Expressway		One Express Lane in Each Direction	
	Scenario 1: Standalone	Scenario 2: System	Scenario 3: Standalone**	Scenario 4: System
Construction Begins	SFY 2026			
Facility Open to Traffic	SFY 2030			
Debt Term	SFY 2025 – 2065			
ROW, Utilities, & Construction Costs*	\$885M			
Toll Integration	\$42M		\$16M	
Projected Toll Revenue (SFY30-65)	\$2,860M		\$407M	
Lifecycle O&M Costs (SFY30-65)	\$690M		\$235M	
Lifecycle R&R Costs (SFY30-65)	\$234M		\$86M	
Funding Gap	~\$0-100M	~\$0-50M	~\$450-550M	~\$100-200M

\*Estimates are from the 2024-2033 STIP + 25% contingency and are subject to change.

\*\*Assumes NCDOT covers all Lifecycle R&R Costs.

### Analysis 2: Segments A, B, C, and D

(SYOE)	All-Tolled Expressway		One Express Lane in Each Direction	
	Scenario 1: Standalone	Scenario 2: System	Scenario 3: Standalone**	Scenario 4: System
Construction Begins	SFY 2026			
Facility Open to Traffic	SFY 2030			
Debt Term	SFY 2025 – 2065			
ROW, Utilities, & Construction Costs*	\$1,118M			
Toll Integration	\$57M		\$23M	
Projected Toll Revenue (SFY30-65)	\$3,274M		\$520M	
Lifecycle O&M Costs (SFY30-65)	\$790M		\$279M	
Lifecycle R&R Costs (SFY30-65)	\$321M		\$123M	
Funding Gap	~\$150-250M	~\$0-50M	~\$650-750M	~\$350-450M

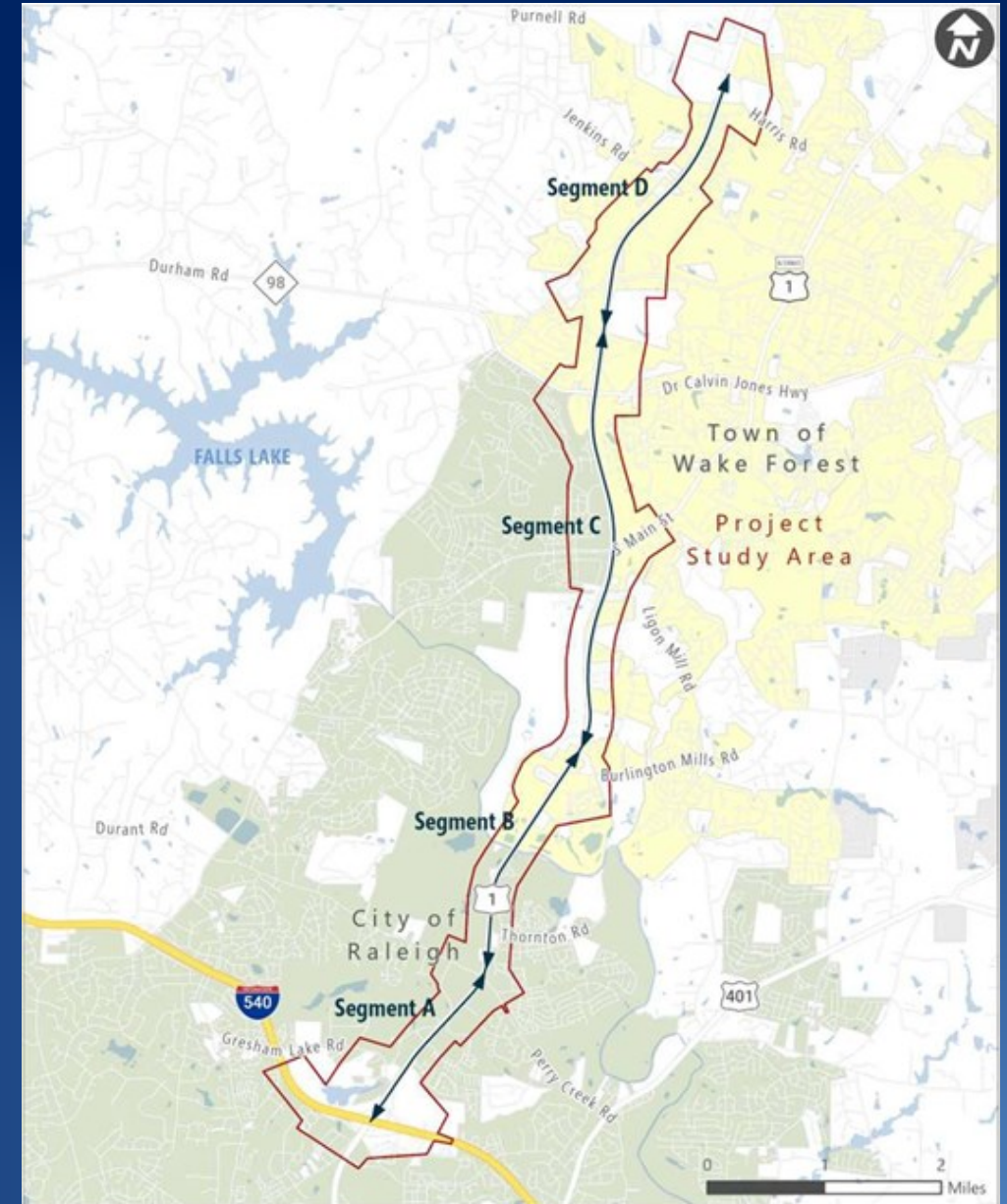
\*Estimates are from the 2024-2033 STIP + 25% contingency and are subject to change.

\*\*Assumes NCDOT covers all Lifecycle R&R Costs.

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

## Path Forward:

- Today, provide feedback and thoughts
- Presentation to full CAMPO Executive Board in near future
- CAMPO Executive Board action to further pursue one of these or other options



## 7.8 US 1 – Capital Boulevard North (U-5307) - Update

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

## 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
January 19 11 a.m. – 2 p.m.	Regional Transportation Day @ Central Pines
January 31 8:30 a.m. – 11:30 a.m.	Joint Boards Meeting of CAMPO & DCHC MPO @ Central Pines
February 1 4:00 p.m.	Technical Coordinating Committee Meeting
February 21 4:00 p.m.	Executive Board Meeting
February 23 8:30 a.m.	MPO 101 Training






**JOINT BOARDS MEETING  
CAMPO & DCHC MPO**

Wednesday  
**January 31, 2024**  
 8:30am - Networking/Refreshments  
 9:00 am-11:30am - Meeting

**Central Pines Regional Council**  
 4307 Emperor Blvd., Suite 130  
 Durham, NC 27703  
 Yorkshire Place Building  
 Central Pines Conference Room