



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

August 7, 2025

10:00 AM

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

1. Welcome and Introductions

2. Adjustments to the Agenda

Note: NCDOT Division 6 Project Updates were added to the Agenda after publication.

3. Public Comments

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

4. Minutes

4.1 TCC Meeting Minutes: June 5, 2025

Requested Action:

Approve the June 5, 2025 Meeting Minutes

5. Regular Business

1. North Harnett Transit Study Recommendations
2. FY 2026 Unified Planning Work Program - Amendment #1
3. FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations
4. 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report
5. FY 2026-2035 Transportation Improvement Program
6. Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix
7. Federal Functional Classification Changes
8. 2055 MTP/CTP Update
9. SPOT 8 Update: Draft Project Submittal Lists

5.1 North Harnett Transit Study Recommendations



North Harnett Transit Study

CAMPO TCC Update – August 7, 2025



Agenda



01. Timeline

02. Activities since previous meeting

03. Final Report

Timeline



Phase 1

2023. Nov - Dec

Project initialization and
Data Collection

2024. Jan - Feb

Data Analysis and
Stakeholder Engagement

2024. Mar - Apr

Public Engagement and
Focus Group Workshops

2024. May - Jun

TCC and Executive Board
Presentations and phase 1
completion

Phase 2

2024. Jul - Aug

Establishing Service Area
and Demand

2024. Sep - Dec

Evaluating Transit Service
Options

2025. Jan - Mar

Stakeholder and Public
Engagement.

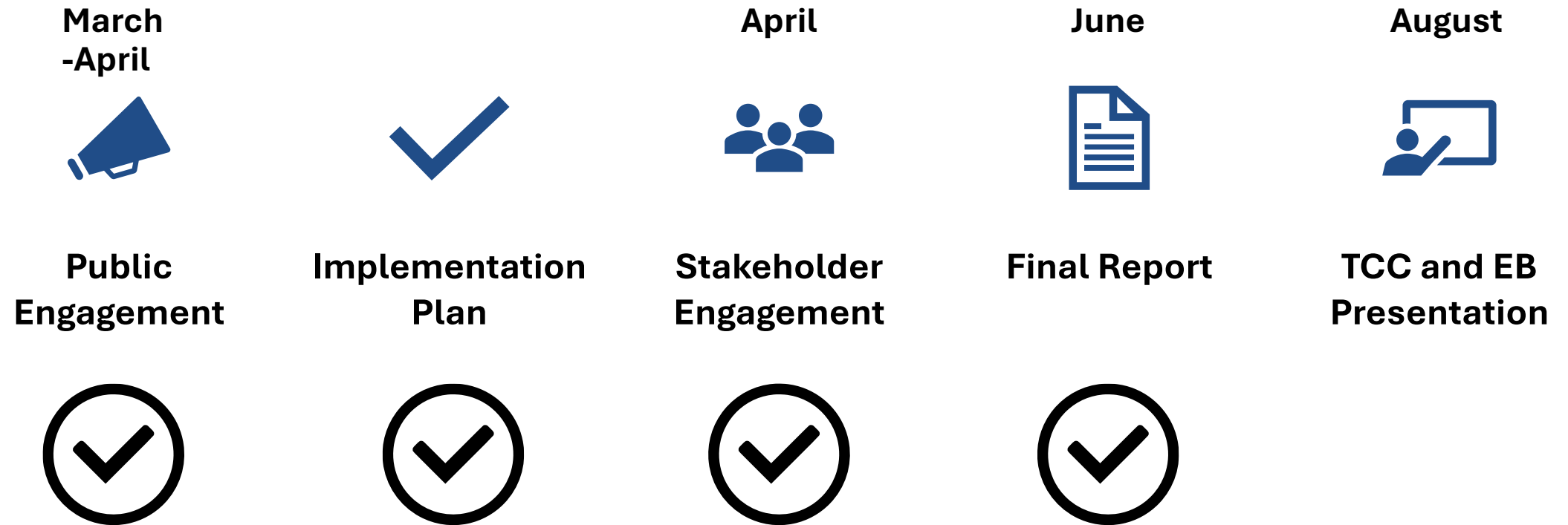
TCC and EB presentation

2025. Apr - Jun

Implementation plan and
final report

TCC and EB presentation

Activities since previous meeting



Public Engagement

154+ Survey Respondents for Phase 2

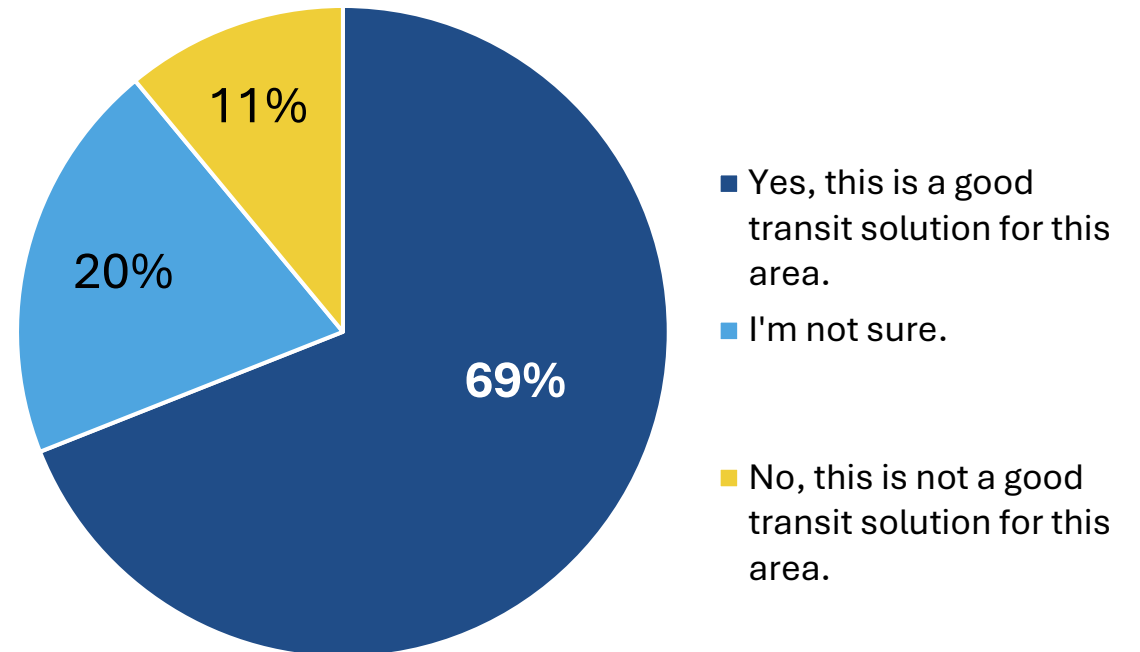
4 Engagement Events

Update of Website Content:
www.NorthHarnettTransitStudy.com

Shared Recommendations
Educational Content on Microtransit

Outreach and Promotion

Is this a good way of providing mobility choices to the community?



Stakeholder Engagement

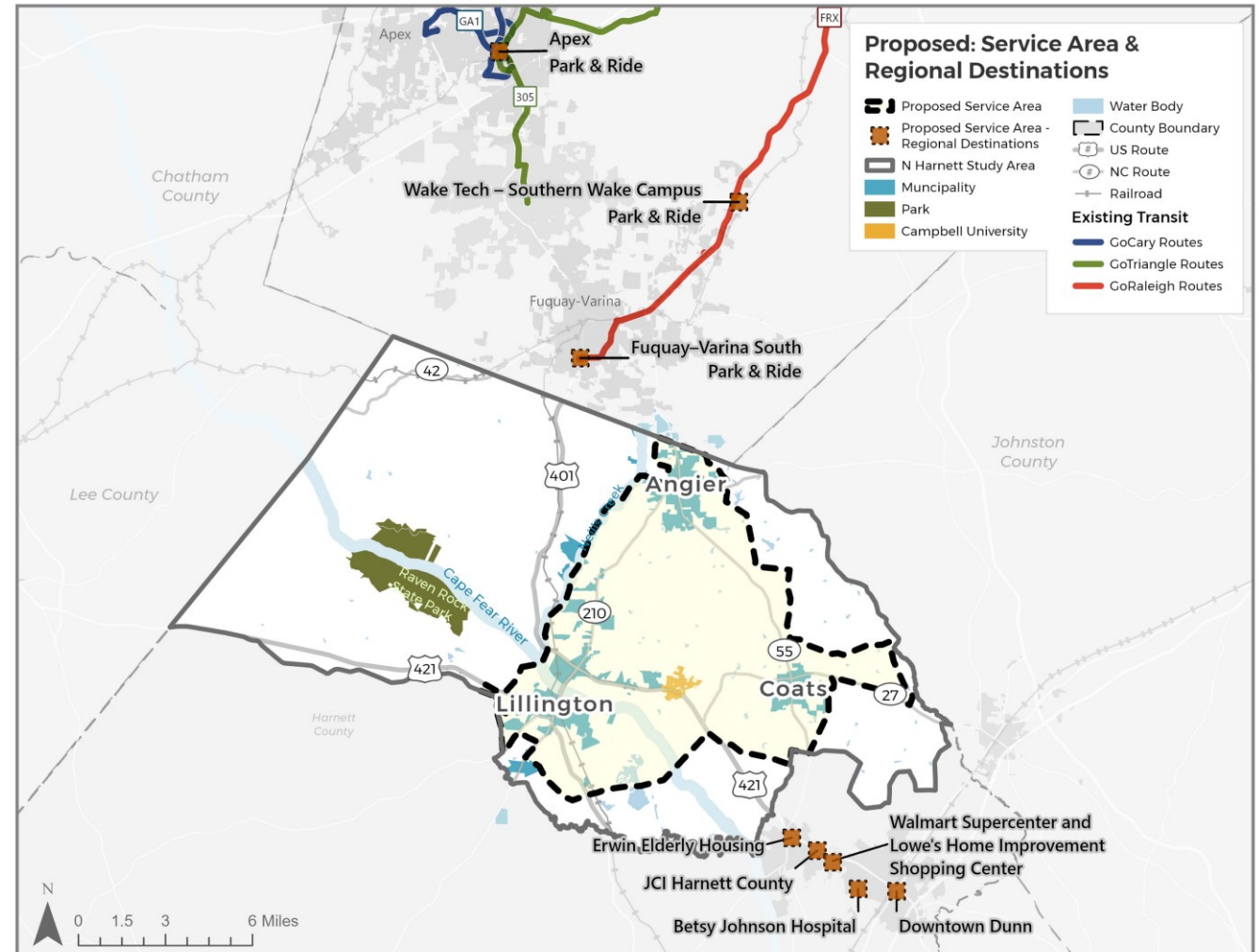


- Core Technical Team and Public Officials joint meeting held on Monday, April 28, at Harnett Co. Library. Team in agreement with the final recommendations and implementation plan.
- Combined Focus Groups virtual meeting was conducted on Monday, May 19.
- The Harnett County Board of Commissioners endorsed the Study as presented on Monday, May 19.

Proposed Service

Microtransit with External Connections

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



Final Report



- 1 – Executive Summary
- 2 – Study Background
- 3 – Transit Demand Analysis
- 4 – Engagement
- 5 – Transit Service Options
- 6 – Recommendations and Implementation Plan

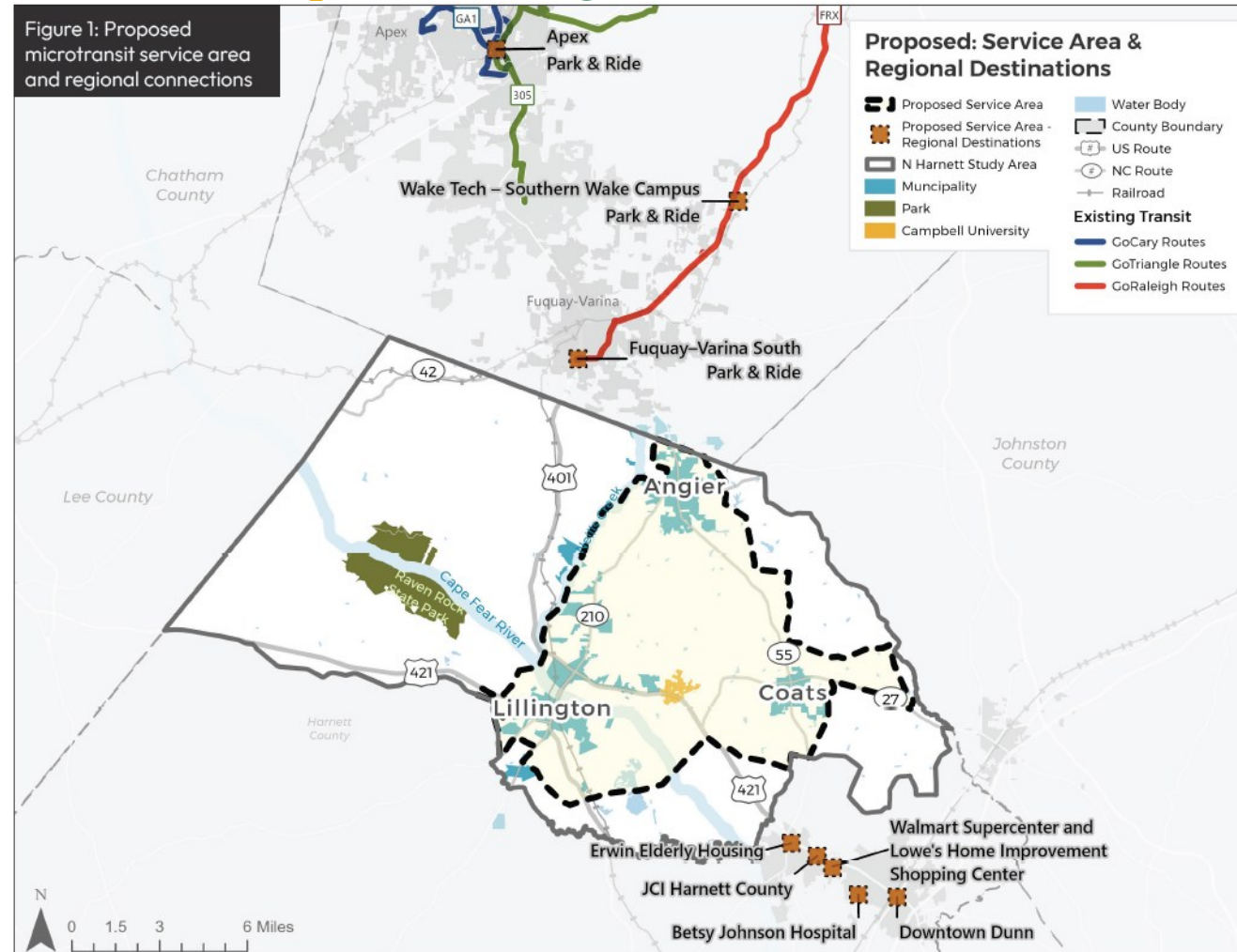
Technical Memos

Appendices



1 - Executive Summary

- The study area includes the part of Harnett County within Capital Area Metropolitan Planning Organization (CAMPO) boundaries, roughly corresponding to the northern half of the county.
- The study was divided into two phases – the first phase included assessing the demand and desire for transit in the study area – and after the favorable outcome of the first phase, the second phase delved deeper into exploring appropriate service types and developing the final recommendation and implementation plan.
- Curb-to-curb microtransit within the service area with connections to targeted regional access points outside the service area is the recommended service for northern Harnett County.
- Potential to repurpose a portion of the existing fleet of Harnett Area Rural Transit System (HARTS) while using a Software-as-a-Service (SaaS) vendor to facilitate trip requests and fare payment.
- Annual operating costs for this type of service may range from \$562,000 to \$937,000 (for three to five vehicles respectively) assuming no additional capital cost for vehicles.



2 – Introduction

This study was undertaken by Capital Area Metropolitan Planning Organization (CAMPO) at the request of Harnett County. The study area includes the portion of Harnett County within CAMPO's boundaries which roughly corresponds to the northern half of the county as shown in **Figure 2**.

Harnett Area Rural Transit System (HARTS) currently provides paratransit services within and outside the county and is operating at capacity.

This study aims to understand the need and recommend appropriate transit service to complement HARTS' paratransit service.

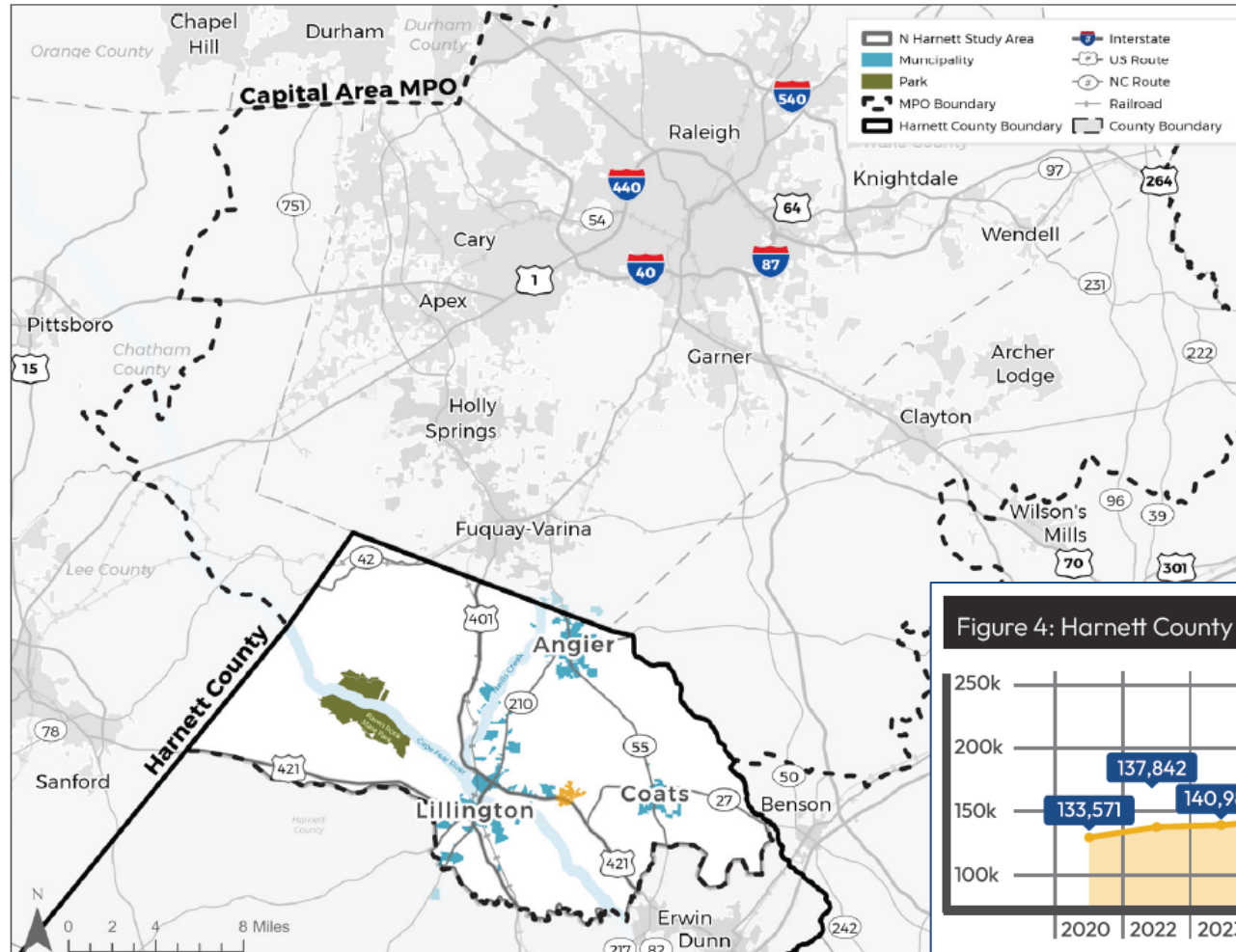
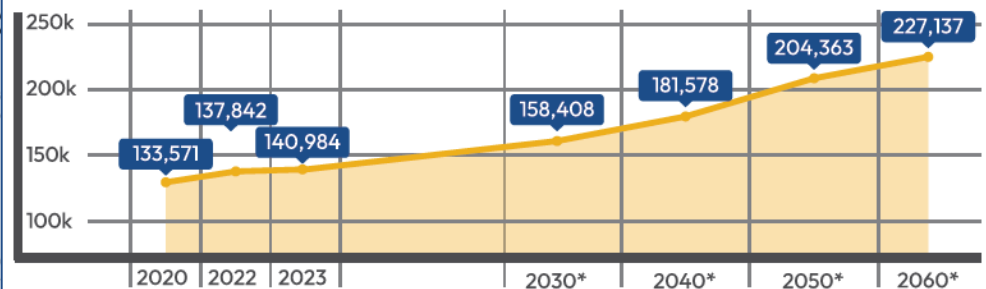
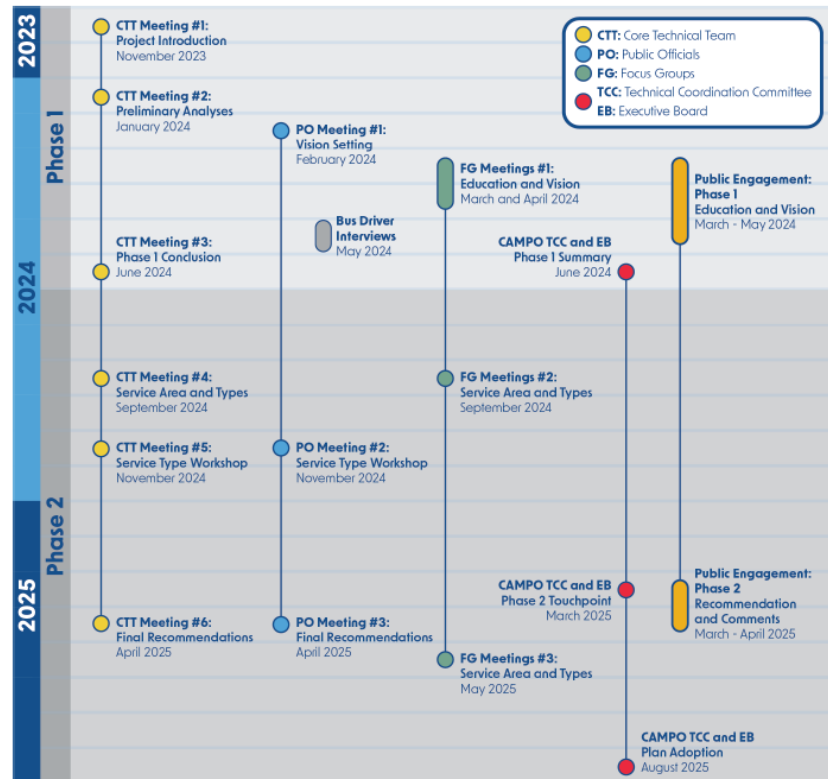


Figure 4: Harnett County population



4 - Engagement

Engagement Timeline and Outcomes



Key Outcomes of Phase 1 Engagement
 The engagement efforts around education, awareness, and the need for transit concluded with a favorable view towards further exploring the feasibility of transit in the study area in Phase 2. The stakeholders and the members of the public viewed transit favorably with concerns regarding service hours, service types, and funding streams, which were planned to be touched upon in Phase 2 of the study.

Key Outcomes of Phase 2 Engagement
 This phase focused on establishing an appropriate service type and area through an iterative education and consultation with the CTT and the Public Officials. The resultant **service type of Microtransit with external connections was reconfirmed by the members of the public** as the appropriate service type for northern Harnett County. These confirmations led to endorsements from local jurisdictions and CAMPO's Technical Core Committee and Executive Board.

Phase I

Phase I public engagement (March to May 2024) focused on raising awareness, gathering input, and shaping a community-driven vision for transit in North Harnett County. Feedback from residents, students, seniors, and workers across key communities showed strong support for expanded, reliable service—emphasizing the need for both consistent fixed routes and flexible, on-demand options to improve access, reduce traffic, and support growth.



Take Our Survey

What do you think transit should look like in North Harnett County?

SURVEY CLOSING MAY 19

www.NorthHarnettTransitStudy.com

Phase 2

Phase II of the study's public engagement (March to April 2025) brought awareness to the proposed microtransit recommendation and its benefits, challenges and usage scenarios. The engagement aimed to confirm microtransit's feasibility, address community concerns, and refine the implementation planning. Phase II provided questions and positive feedback on microtransit as a transit service in Harnett County.



Engagement Summary

4 Pop-Up Events: Held at Coats Senior Center, Campbell University, The Groves at 421, and the Angier Spring Fling

150+ Survey Responses: Gathered online and in-person

Broad Outreach: Website updates, social media ads, print/digital promotion, and material distribution to community centers and libraries

Key Takeaways

Strong support: Residents appreciated the flexibility of microtransit, its accessibility, and connections to key destinations. Support for low-cost rides for seniors, students, and underserved populations.

Integration: Microtransit will complement not replace existing HARTS services.

Interest: In improved regional mobility and job access.

Top Concerns: Scalability, long wait times, funding sustainability, and need for expanding outreach to offline residents.

5 – Transit Service Options

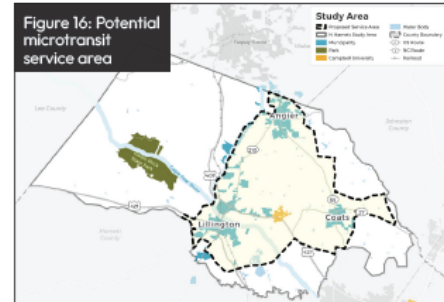
Fixed Route:

Potential routing of an hourly, bi-directional loop between Lillington, Coats, and Angier, connecting key destinations using primary routes in the area. This service ensures higher reliability but requires infrastructure investments like bus stops and sidewalks.



Microtransit:

This is a technology-enabled, shared, on-demand transit service that allows for dynamic routing and schedule overcoming many challenges of fixed route in a suburban setting. The service area is designed to include locations of high trip density and is flexible.



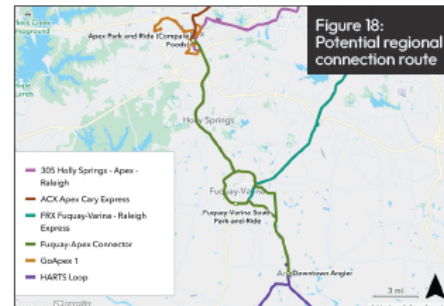
Senior/Shopping Shuttles:

A variation of fixed route, shuttles operate on shorter routes on fixed days of the week catering to specific trips and demographics (e.g. shopping for seniors or students). We explored three such routes in the study area each operating two days a week.



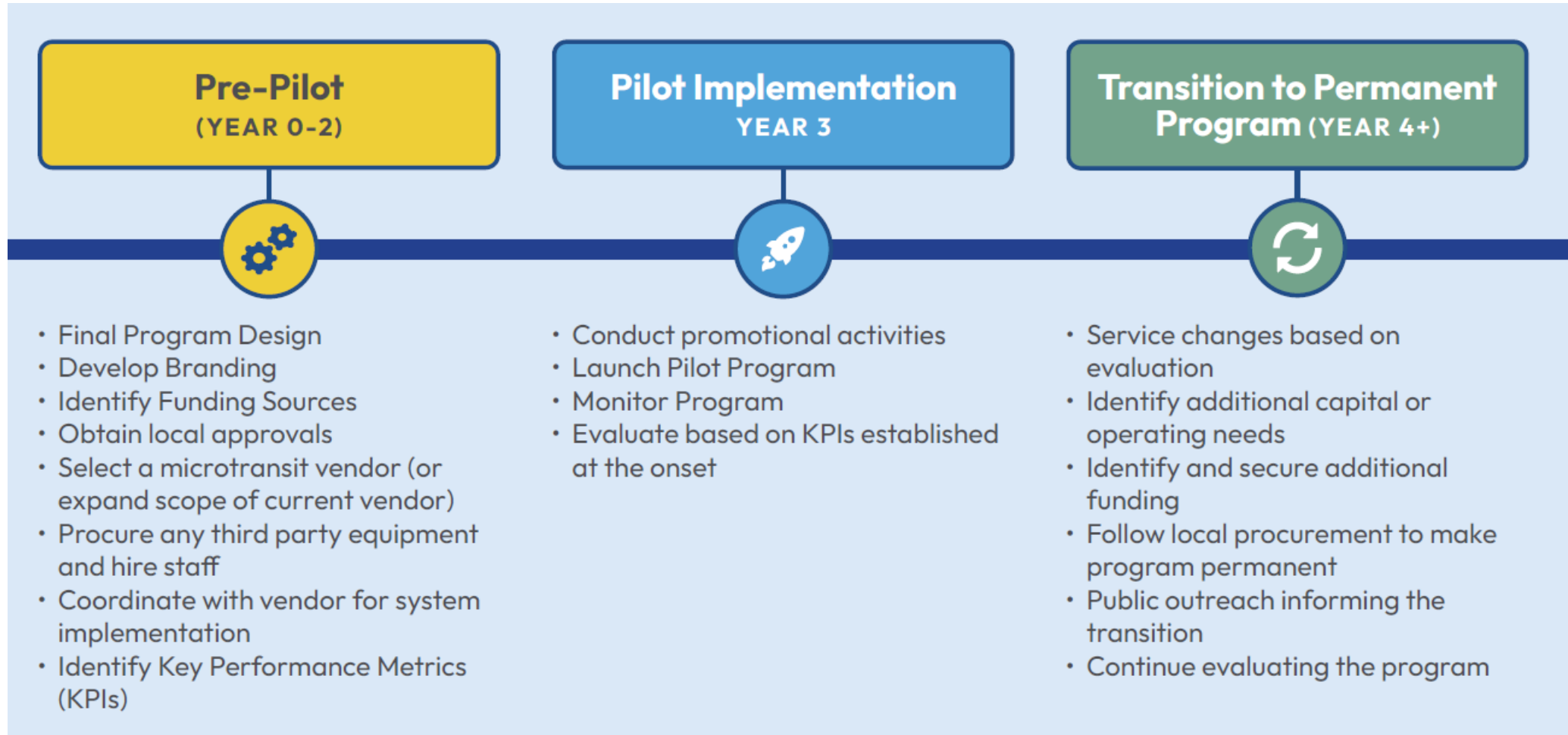
Regional Connection:

This commuter-focused route intends to provide access from Angier to the wider transit network in Wake County with connections in Fuquay-Varina and Holly Springs. This route can also work in conjunction with local fixed route or microtransit service.



	Fixed Route	Microtransit	Senior Shuttle	Regional Connection
Operating Cost Estimates	\$\$	\$\$\$+	\$	\$
Capital Costs	\$	\$	\$	\$
Potential Ridership	🚶	🚶🚶🚶	🚶	🚶
Implementation Effort	☑	☑☑☑	☑	☑☑
Service Area	☑☑☑	☑☑☑☑	☑	☑☑
Service Span	☑☑	☑☑☑	☑	☑☑☑
Frequency	☑☑	☑☑☑	☑☑	☑
Convenience / Flexibility	☑☑	☑☑☑☑	☑☑	☑
Benefits	<ul style="list-style-type: none"> Consistent timetable and routing; ease of understanding for passengers No reservations needed Provides connections to key destinations No external operator required 	<ul style="list-style-type: none"> Flexibility in destination choices Limits distance people need to travel to access transit On-demand rides Can be more efficient than fixed route transit in low density areas Smartphone application facilitates easy booking and ability to track ride 	<ul style="list-style-type: none"> Consistent timetable and routing; ease of understanding for passengers Direct access to essential goods and services for seniors No reservations needed No external operator required 	<ul style="list-style-type: none"> Consistent timetable and routing; ease of understanding for passengers Access to other transit systems; regional connections No reservations needed No external operator required
Challenges	<ul style="list-style-type: none"> Predetermined destinations Relatively low density may result in lower ridership Some destinations may require passengers to walk from the stop to their destination 	<ul style="list-style-type: none"> Some passengers may not have access to or be comfortable using smartphone applications. High operating costs Longer wait times during peak hours 	<ul style="list-style-type: none"> Limited flexibility in destination choice for passengers Limited connectivity to other parts of Harnett County Relatively low density and limited locations may result in lower ridership Limited ridership pool 	<ul style="list-style-type: none"> Relatively low density and limited locations may result in lower ridership Limited ridership pool Longer service hours required Not a direct connection to regional destinations/employment centers Limited number of trips per day

6 – Recommendations and Implementation Plan



Technical Memoranda and Appendices



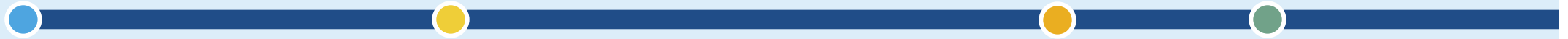
- Memorandum 1 – **Transit Demand Analysis**
- Memorandum 2 – **Land Use and Policy Analysis**
- Memorandum 3 – **Service Area and Demand Determination**
- Memorandum 4 – **Transit Service Options**
- Memorandum 5 – **Implementation Plan**
- Appendix A – **Public Engagement Report**
- Appendix B – **Stakeholder Engagement Materials**

Next Step



Executive Board Presentation

Questions





Thank you



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5.1 North Harnett Transit Study Recommendations

Requested Action:

Recommend the Executive Board endorse the North Harnett Transit Study Recommendations for use in the Metropolitan Transportation Plan

5.2 FY 2026 Unified Planning Work Program - Amendment #1

- FY 26 UPWP adopted in March 2025
- Amendment #1
 - Reduce budget for Non-Motorized Volume Data Count Program
 - Increase budget for Triangle Bikeway General Engineering Services (FY 25 carry-over)
 - Carry over from FY 25 for North Falls Lake Area Study local contribution
 - Minor corrections to budget table for Central Pines Regional Council work plan
- Public Review/Comment – July 21 – August 19, 2025

5.2 FY 2026 Unified Planning Work Program - Amendment #1

Requested Action:

**Recommend the Executive Board adopt Amendment #1 to the FY 26
Unified Planning Work Program**

5.3 FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations

5.3 FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations

FTA FFY 2025 Full Apportionment - Section 5307/5340 & 5339 funding released to Raleigh UZA calculated with 2020 Census data

City of Raleigh, the designated recipient, is responsible for developing the sub-allocation of the funding for the Raleigh UZA

Methodology based on the "hold harmless" 2024 MOU for 2 years between the City of Raleigh, GoTriangle, the Town of Cary, Wake County and CAMPO, but includes Apex and Morrisville.

5.3 FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations

Required annual funding “split letter” among the Direct Recipients

MPO must formally concur with the sub-allocation of UZA federal funds and the programming of projects that will make use of the funds

See agenda packet accessory worksheets and DRAFT split letter

5.3 FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations

RECIPIENT	SECTION 5307/5340	SECTION 5339	TOTAL
City of Raleigh	\$12,621,510	\$1,078,108	\$13,699,618
NCSU	\$714,247	\$70,536	\$784,783
JCATS	\$27,968	\$2,779	\$30,747
Town of Cary	\$2,381,415	\$208,044	\$2,589,459
Town of Morrisville	\$42,651	\$4,238	\$46,889
Town of Apex	\$44,192	\$4,391	\$48,583
GoTriangle	\$1,572,004	\$152,241	\$1,724,245
Wake County	\$1,603,298	\$156,971	\$1,760,269
TOTAL	\$19,007,286	\$1,677,309	\$20,684,594

5.3 FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations

RECIPIENT	SECTION 5307/5340	SECTION 5339 (A)	TOTAL
City of Raleigh	\$13,363,726	\$1,151,423	\$14,515,149
Town of Cary	\$2,468,258	\$216,673	\$2,684,931
GoTriangle	\$1,572,004	\$152,241	\$1,724,245
Wake County (City of Raleigh Sub-recipient)	\$1,603,298	\$156,971	\$1,760,269
TOTAL	\$19,007,286	\$1,677,309	\$20,684,594

5.3 FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations

Requested Action:

Recommend the Executive Board approve the sub-allocation award for the Raleigh Urbanized Area funding partners for FFY 2025 Section 5307, 5340, and 5339 FTA funds per the split letter

5.4 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report

- MTP Amendments based on Project Schedules
 - NCDOT's Draft FY2026-2035 STIP
 - Executive Board action on Tolling US 1 (U-5307)
- Air Quality Conformity is a federal requirement for MTPs and TIPs

5.4 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment
F11-1a		U-5307A	Upgrade Corridor to Tolloed Freeway		Move to second MTP decade and classify as tolled	Move to second decade based on 2026-35 STIP & toll based on Executive Board action
F11-1b		U-5307B	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action
F11-1c		U-5307C	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action
F11-1d		U-5307C	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action
F11-1e1		U-5307D	Upgrade Corridor to Tolloed Freeway		Classify as Tolloed	Toll based on Executive Board action
A643		P-5734	Trinity Road Rail Grade Separation	Exempt	Move to first MTP decade	Move to first decade based on 2026-2035 STIP
A927		HL-0032	Lake Boone Trail Complete Street Improvements	Exempt	Move to first MTP decade	Move to first decade based on 2026-35 STIP
A943		HE-0002	Southern Access Road – New Location		Move to first MTP decade	Move to first decade based on 2026-35 STIP

5.4 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report

MTP ID	Revised MTP ID	NCDOT TIP Number	Project Description	Emissions Analysis Status	Programming Description	Explanation of Need for Amendment
A412		U-5518A	US 70 Widening		Move to second MTP decade	Move to second decade based on 2026-35 STIP
A619c		HP-0024	US 401 median	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP
A634		U-5518C	US 70 / Brier Creek Interchange		Move to second MTP decade	Move to second decade based on 2026-35 STIP
A644		P-5718	Chatham/Maynard Rd Rail Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP
A655		P-5753AG	CSX S Line – Highwoods Boulevard Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP
A658		P-5753AH	Gresham Lake Road Rail Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP
A660		P-5753AH	Ligon Mill Road Rail Grade Separation	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP
A689		P-5736	Beryl Road Realignment & Rail Crossing Removal	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP
A790		P-5753AF	CSX S Line – Whitaker Mill Road roadway improvements	Exempt	Move to second MTP decade	Move to second decade based on 2026-35 STIP
F17b		U-5518	Aviation Drive Extension		Move to second MTP decade	Move to second decade based on 2026-35 STIP
F43		I-5701	Add auxiliary lanes to I-40		Move to second MTP decade	Move to second decade based on 2026-35 STIP

5.4 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report

Requested Action:

Recommend the Executive Board approve Amendment 2 to the 2050 Metropolitan Transportation Plan and the Air Quality Determination Report

5.5 FY 2026-2035 Transportation Improvement Program

- FY 2026-2035 TIP/STIP
 - Updated project scope/schedules/costs to FY2024-2033 TIP/STIP
 - Informed by Prioritization (SPOT) 7.0
- Initial Draft FY 2026-2035 TIP/STIP released Jan 2025
- Final STIP approved by NCDOT Board of Transportation July 2025

5.5 FY 2026-2035 Transportation Improvement Program Additions & Corrections

Addition/Correction	NCDOT TIP Number	Route/City	Location Description	Description of Work
Addition	HS-2405AZ	SR 2000 (Wake Forest Road)	Hardimont Road/New Hope Church Road and Bland Road intersections	Update traffic signal and pedestrian accommodations.
Addition	HS-2405BB	SR 1822 (Leesville Road)	Country Trail/Tylerton Drive intersection	Install traffic signal and pedestrian accommodations.
Addition	TP-0006	Harnett Area Rural Transit System	Systemwide.	Purchase two expansion vehicles to support on demand services.
Correction - Route/City	EB-5895	NC 55 (East Williams Street)	SR 1301 (Sunset Lake Road) to NC 55 in Holly Springs	Construct sidewalk.

5.5 FY 2026-2035 Transportation Improvement Program

CAMPO's FY2026-2035 Transportation Improvement Program

- Public Comment – June through August 19th
- Public Hearing – Executive Board mtg on August 20th

Requested Action:

**Recommend the Executive Board approve the FY 2026-2035
Transportation Improvement Program**

5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix

August 2025: Call for Projects for FFY 2027

Prior to a new project cycle, CAMPO staff meet with the LAPP Committee to discuss any proposed changes and review the Target Modal Investment Mix.

- **Equity Component in LAPP Scoring Criteria**
- **Accuracy of Project Cost Estimates**
- **Multi-Year Phasing/Programming**
- **Rolling Stock as eligible projects**
- **Target Modal Investment Mix**

5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix **Equity Component in LAPP Scoring Criteria**

CAMPO Staff have tested equity criteria for the past two LAPP cycles. The original methodology and criteria was tested in FY 25 with an additional simplified methodology added in FY 26.

The LAPP committee did not reach consensus on selecting a methodology or if additional improvements were needed.

Furthermore, recent guidance from the Federal Government has stated that equity criteria should not be included in awarding federal funds for transportation projects.

5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix **Equity Component in LAPP Scoring Criteria**

Staff Recommendation:

CAMPO staff and the LAPP committee recommend not including equity criteria into the project scoring for the FFY 27 cycle.

Instead, CAMPO staff will continue to research best practices and investigate ways to improve scoring. Staff will continue to monitor how submitted projects would be impacted if equity criteria were included and report findings.

5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix

Accuracy of Cost Estimates

Due to an increase in additional funding requests over the past several years, CAMPO had previously recommended increasing the required contingency on submitted projects.

MPO members requested CAMPO provide a cost estimate tool to assist with preparing more accurate project estimates.

Staff Recommendation:

CAMPO staff recommend including a cost estimate template provided by NCDOT in the FFY27 cycle.

5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix

Multi-Year Phasing/Programming

CAMPO staff were asked to further explore options for a multi-year phasing approach for LAPP in the hopes it would lessen burdens for applicants and potentially reduce project delays and expense.

CAMPO staff remain concerned about how multi-year awards could result in a significant backlog of unobligated funds when project delays occur.

Staff Recommendation:

CAMPO staff recommend no changes related to multi-year phasing/programming for the FFY27 cycle. Instead, CAMPO staff will work with NCDOT to develop a Design-Build project submittal options for consideration in FFY28

5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix

Rolling Stock as eligible projects

A request was made to reconsider allowing transit agencies to submit projects for rolling stock. It was suggested this would help protect funds from recission since rolling stock projects could be obligated immediately.

LAPP program does not allow applicants to submit projects for public transit vehicles. However, the LAPP program does allow for any unobligated funds to be flexed over to public transit agencies as a last resort to project funds from recission. Flexed funds have been allowed to purchase vehicles.

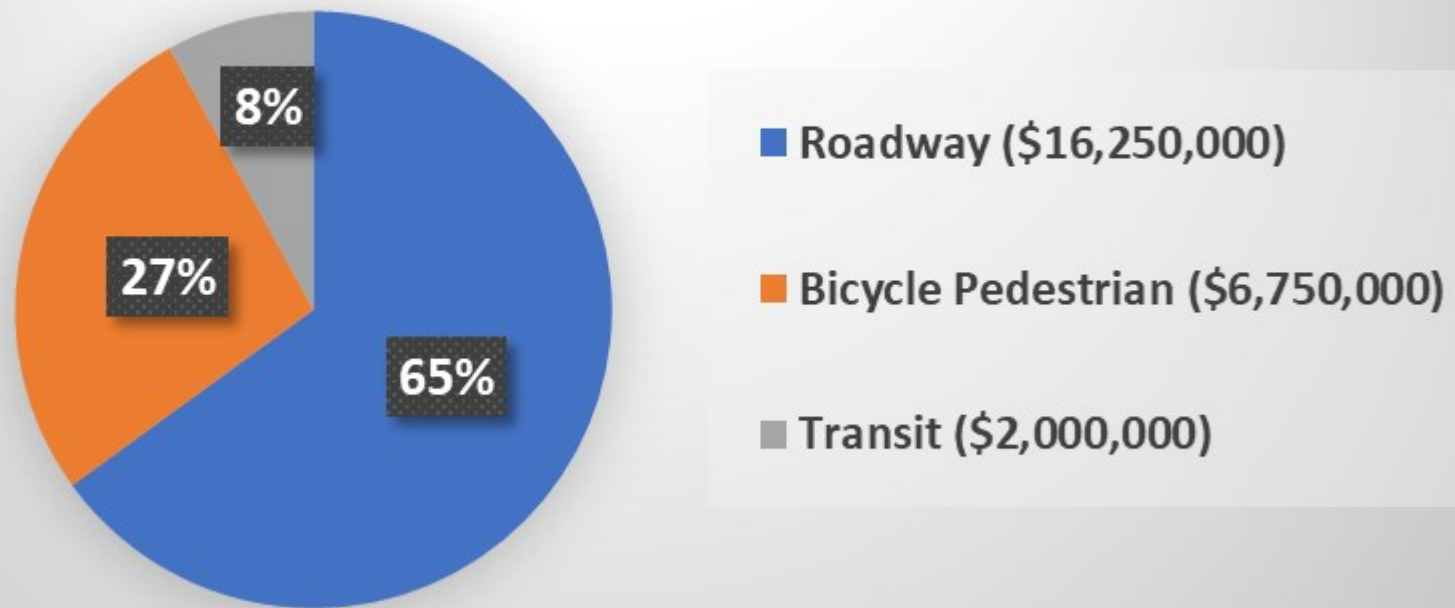
Staff Recommendation:

CAMPO staff and LAPP committee recommend no changes to the LAPP program related to rolling stock for FFY27.

5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix

Target Modal Investment Mix

FFY 2027 Recommended Target Modal Investment Mix



5.6 Locally Administered Projects Program (LAPP) FY2027 Target Modal Mix

- Public Review & Comment June 6th – August 19th
- Public Hearing August 20th
- Executive Board Approval, One Call for All – August 20th
- LAPP Applicant Training – CAMPO Bd Rm August 26th 1- 4PM

Requested Action:

Recommend the Executive Board approve the FFY 2027 LAPP Program and opening of the annual One-Call-for-All for LAPP and UPWP projects

5.7 Federal Functional Classification Changes

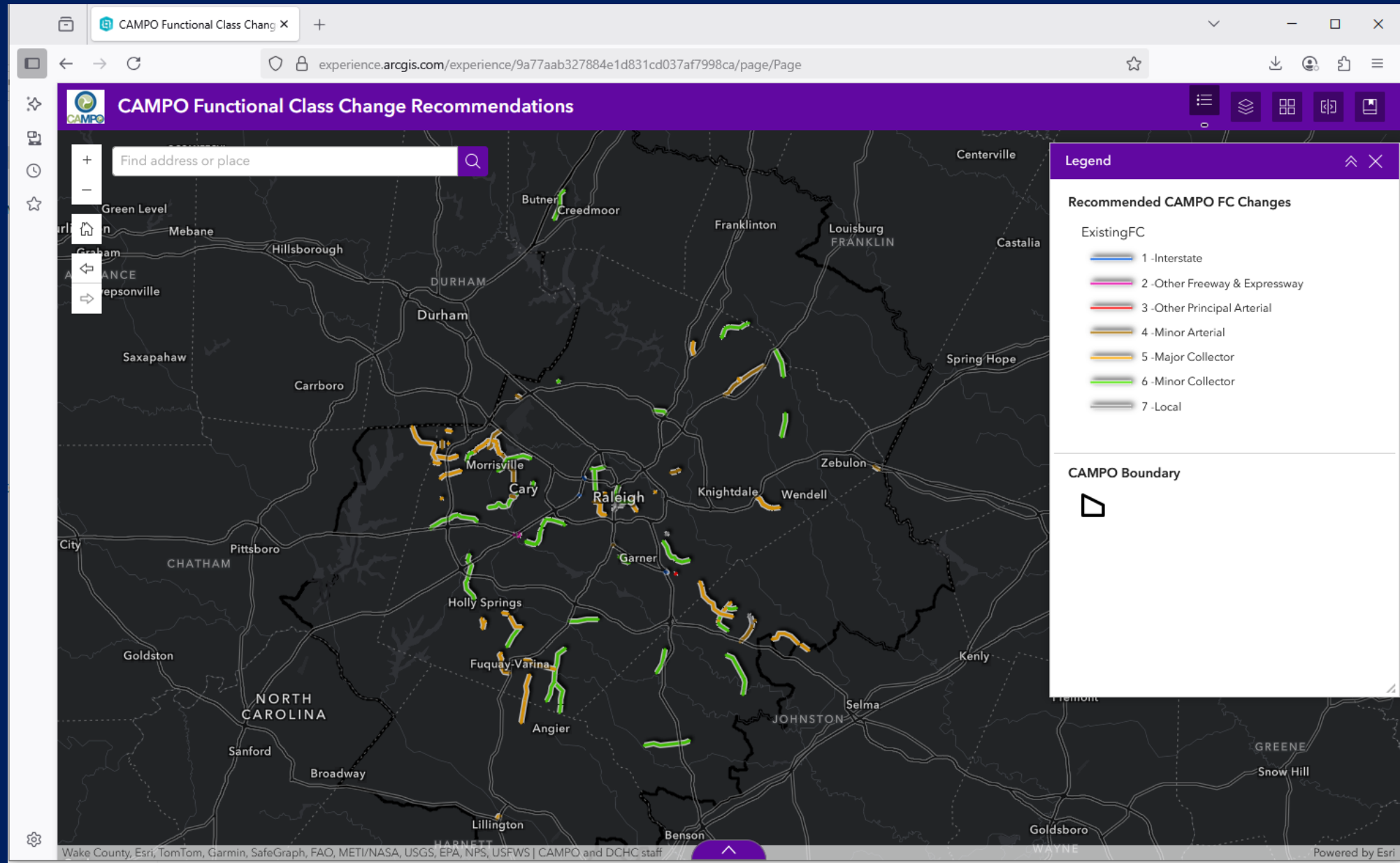
In February 2025 NCDOT began a statewide review and update to the Federal Functional Classification.

In spring 2025, CAMPO staff participated in NCDOT-led training sessions and then conducted a review of the CAMPO region.

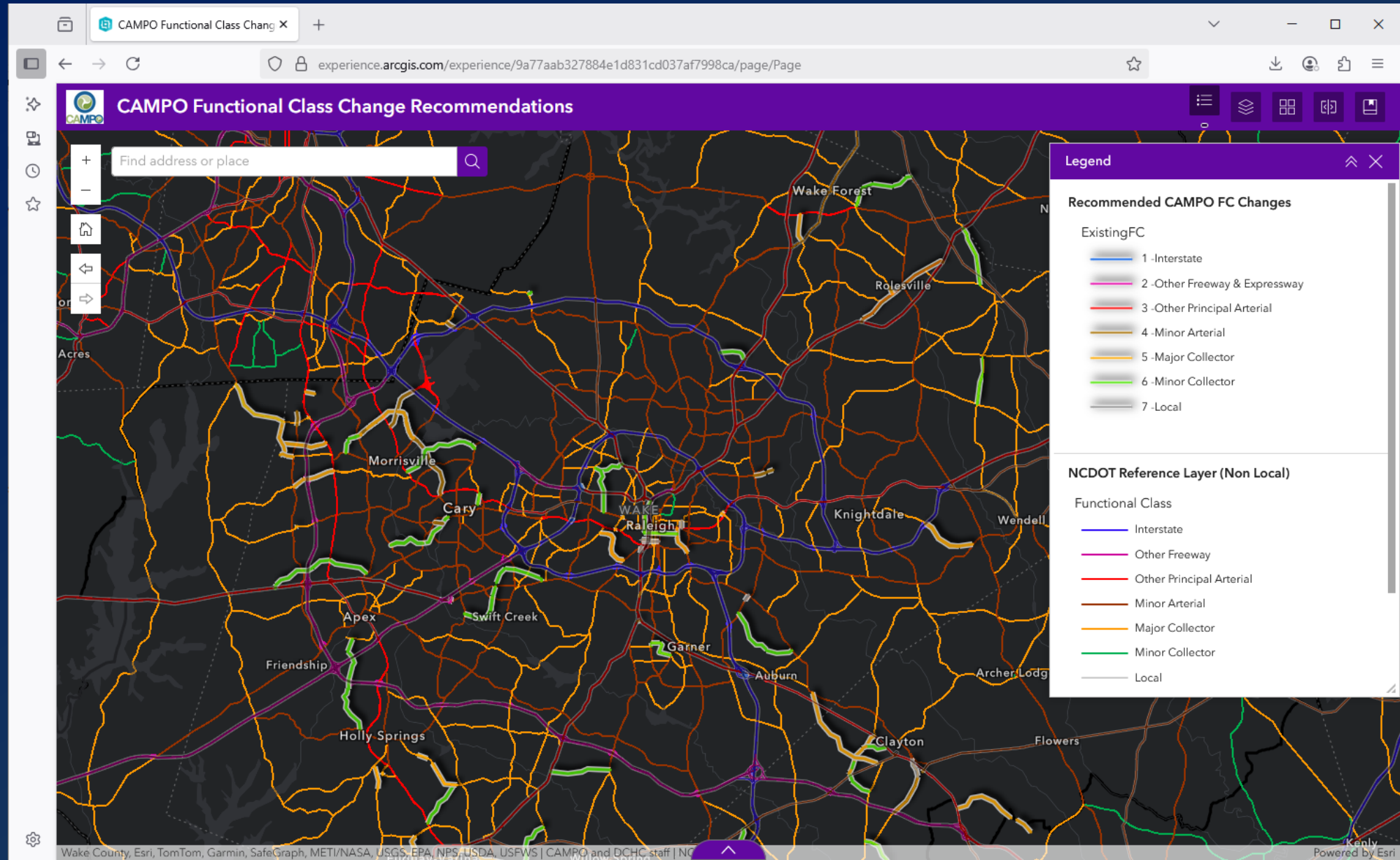
Proposed changes will be posted for a 30-day public review and comment period from Aug. 18th – Sept. 16th .

The Executive Board is will consider approval at their Sept. 17th meeting.

5.7 Federal Functional Classification Changes



5.7 Federal Functional Classification Changes



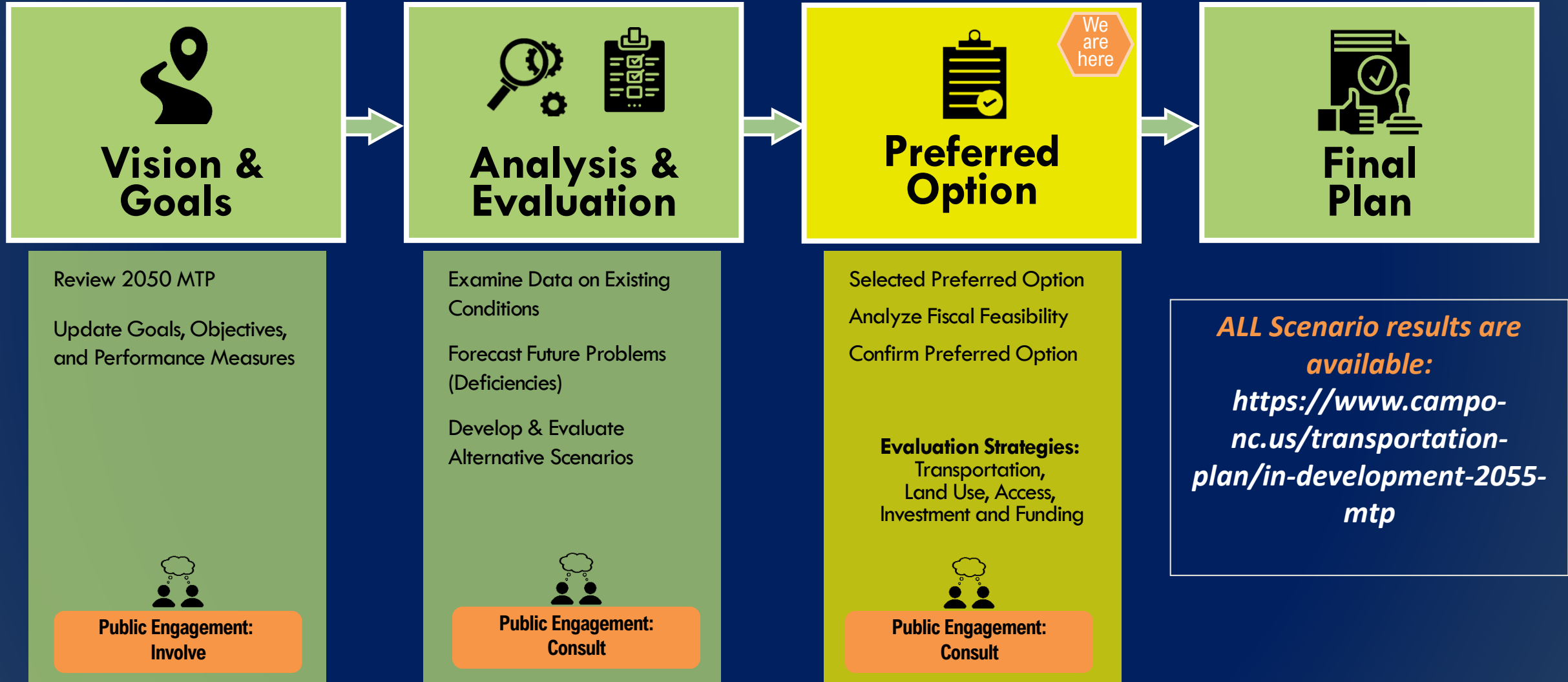
5.7 Federal Functional Classification Changes

Requested Action:
Receive as information

5.8 2055 MTP/CTP Update













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.



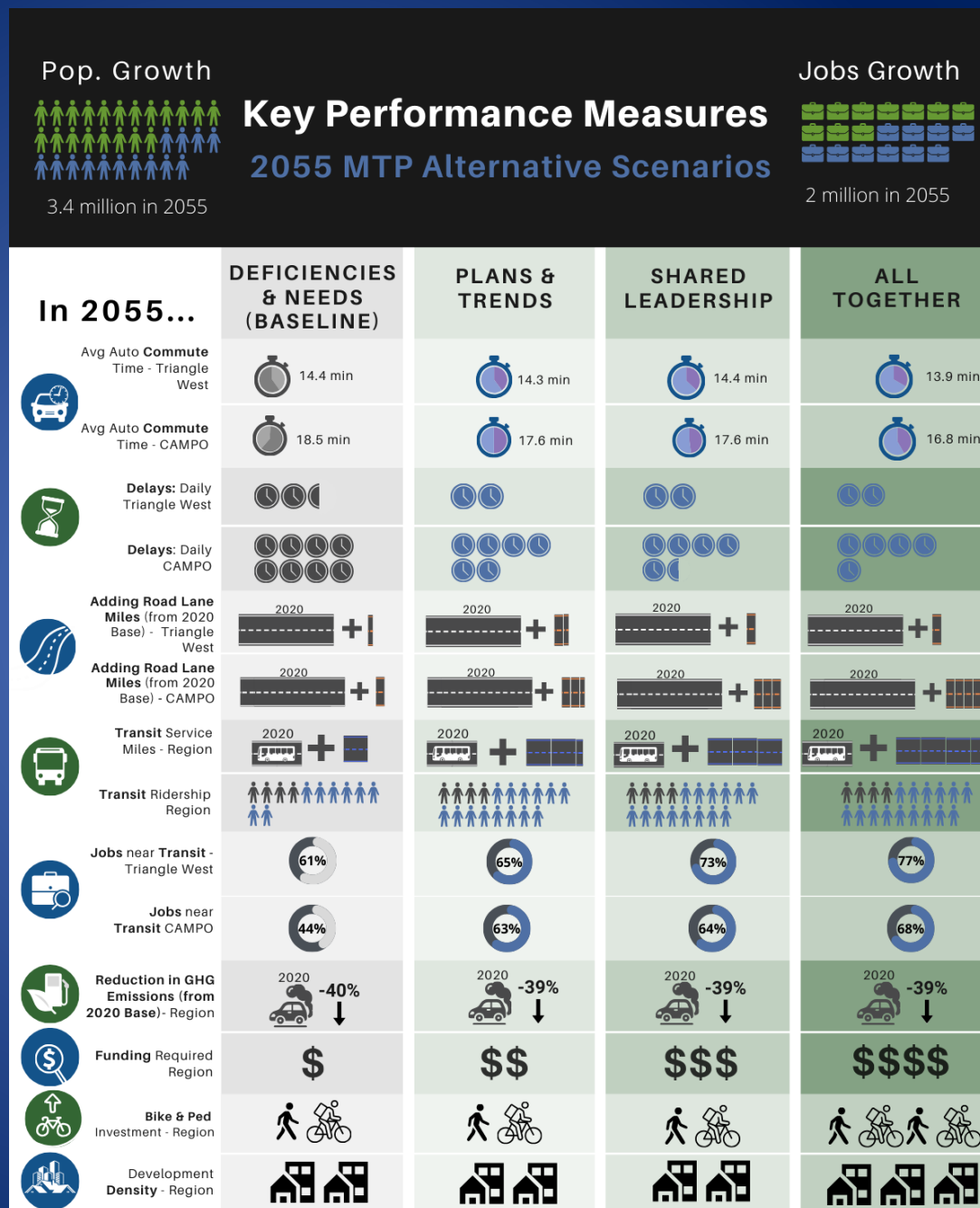
Scenario Framework

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

<i>Destination 2055</i> Scenario Framework		Mobility Investment Foundation				
		 Existing & Committed	 Trend	 Mobility Corridors	 Complete Communities	 Unconstrained
Development Foundation	 Community Plans	 Deficiency & Needs Scenario	 Plans & Trends Scenario	 Shared Leadership Scenario	 All Together Scenario	
	 Opportunity Places					
	 Build Out					

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

Metrics for each of the four scenarios were used to evaluate each scenario:



Preferred Alternative (*All Together Scenario*)

Development Foundation:

O | Opportunity Places

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

Mobility Investment Foundation:

C | Complete Communities

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

Preferred Alternative

All Together Scenario

Major Roadway Investments

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

Major Transit Investments

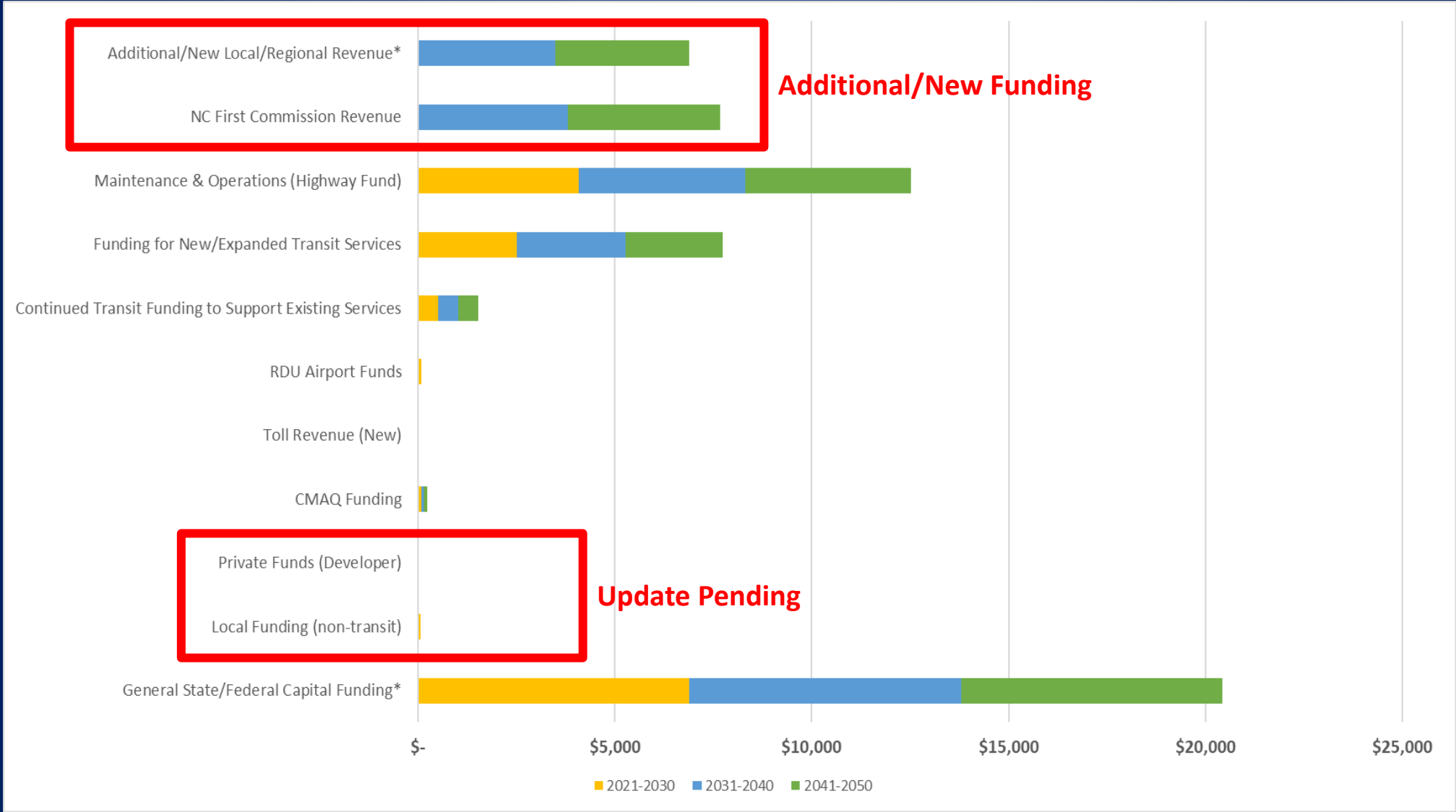
- Rail investment: Shared Leadership, plus expansion of "regional rail" in DCHC and outside Wake Co.
- BRT Infrastructure and Service in western Wake Co. corridor
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54/US 70 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation/expansion of WTP frequent bus network
- Community Funding Areas

2055 MTP Revenue Forecast

Our Revenue Forecast is derived from:

- 1st Decade:
 - TIP/STIP (10 yr Work Program)
 - Local funding/development activity
- 2nd & 3rd Decades:
 - “Traditional” Federal & State Funds
 - *Assumed increases for Shared Leadership, All Together, and Preferred scenarios*
 - MPO portion based NCDOT Financial Forecast
- Transit Funds
 - *Wake Transit Plan Forecast (modified/extended)*
- Local Revenue
 - Based on Local CIPs / Development Activity
- **New Regional/Local Revenue Assumption**

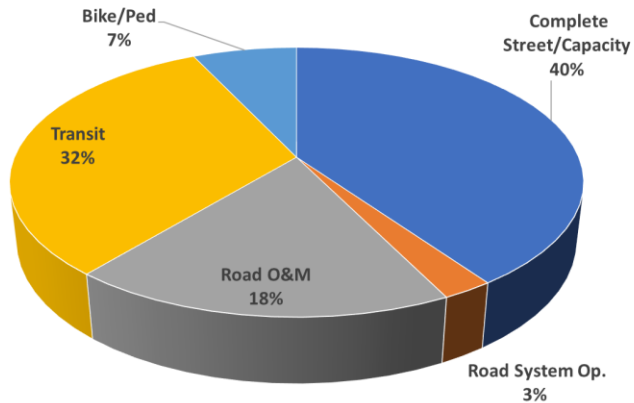
Preliminary 2055 MTP Financials



New Revenue Assumptions

- Local and regional revenue options
- Prior MTPs have made similar assumptions
 - Driven by modal investment mix
 - 2050 MTP used investment mix based on complete streets focus
 - Multimodal in nature
 - Roadway investments targeted at secondary roads
 - In addition to existing ½ cent Wake Transit revenue (sales tax, reg. fee)
- Examples of prior assumptions include:
 - ½ cent sales transit sales tax (Wake, Durham, Orange)
 - ½ cent sales tax equivalent 2035, 2040, 2045 plans (Wake, Granville, Harnett, Johnston)
 - 1 cent sales tax equivalent 2050 plan (Wake, Franklin, Granville, Harnett, Johnston)
 - VMT based revenue
 - Property tax-based revenue
 - New local/regional bond programs (e.g. Pennies for Progress, etc.)

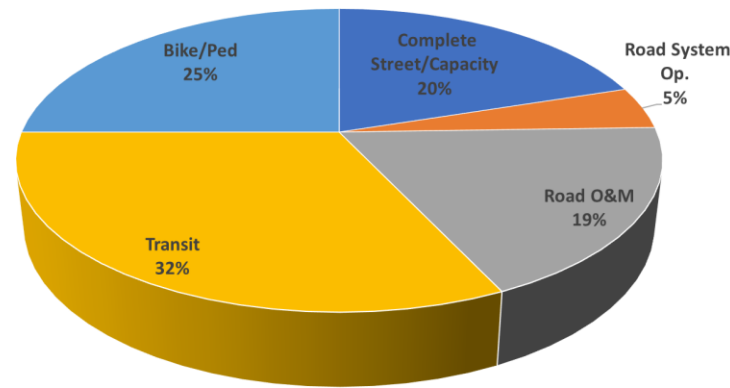
2050 New Regional/Local Revenue Options Explored



Alternative 1

- Similar modal breakdown to traditional funds
- Resources for ITS/TDM and O&M
- Additional Transit resources beyond current WTP (frequent network)
- 2031-2050 total: \$3.021 Billion

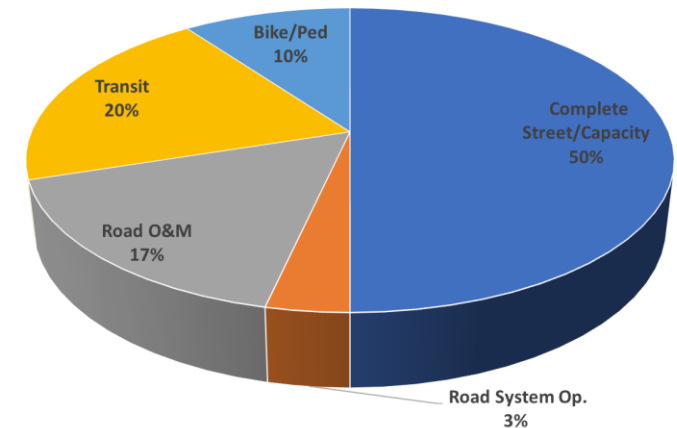
½ cent sales tax equivalent



Alternative 2

- Additional resources for Bicycle/Pedestrian investments
- Similar additional Transit resources beyond current WTP
- Additional resources for ITS/TDM and O&M
- 2031-2050 total: \$3.021 Billion
 - *Would require reduction of 20 secondary road projects*

½ cent sales tax equivalent



Alternative 3

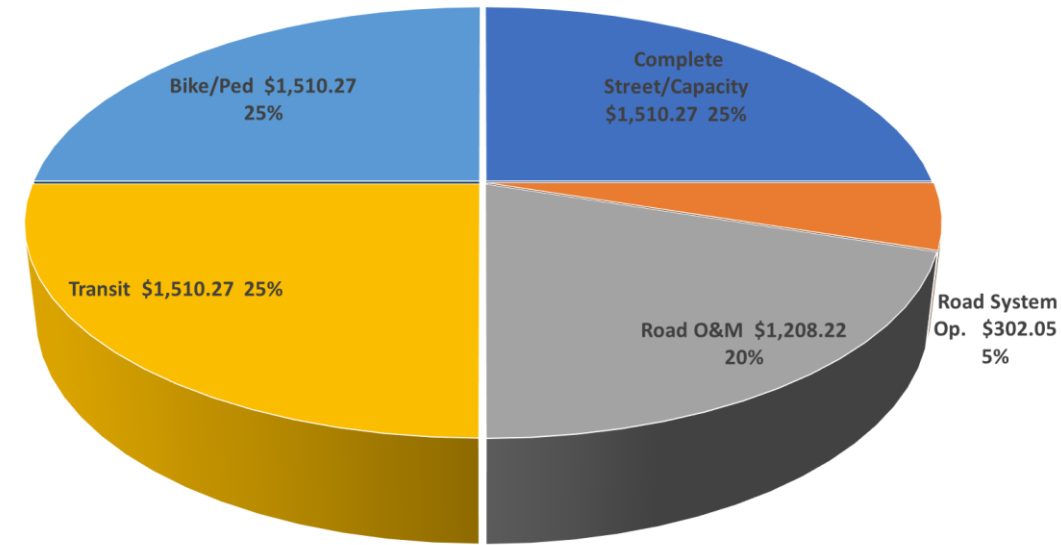
- Additional resources for Complete Streets/Local Roadway Capacity
- Lowest additional Transit resources (beyond WTP).
- Lower resource level for O&M and ITS/TDM
- 2031-2050 total: \$3.021 Billion
 - *Would add 10 secondary road projects*

½ cent sales tax equivalent

Final 2050 New Regional/Local Revenue Assumptions

1 cent sales tax equivalent:

- One cent sales tax equivalent calculation is in alignment with the Charlotte region and other partners across the state.
- *Complete streets policy compliance is key*
- General support for additional bike/ped resources
- Received unanimous TCC recommendation & Executive Board endorsement



Alternative 4 (*1 cent equivalent*) (*currently in use*)

- Amount for Complete Streets/secondary roads remains the same as Alt 3 but share of pie decreases
- Additional resources for both Transit and standalone bike/ped
- Increase for O&M and ITS/TDM
- 2031-2050 total: \$6.042 Billion

Review data on CAMPO website:

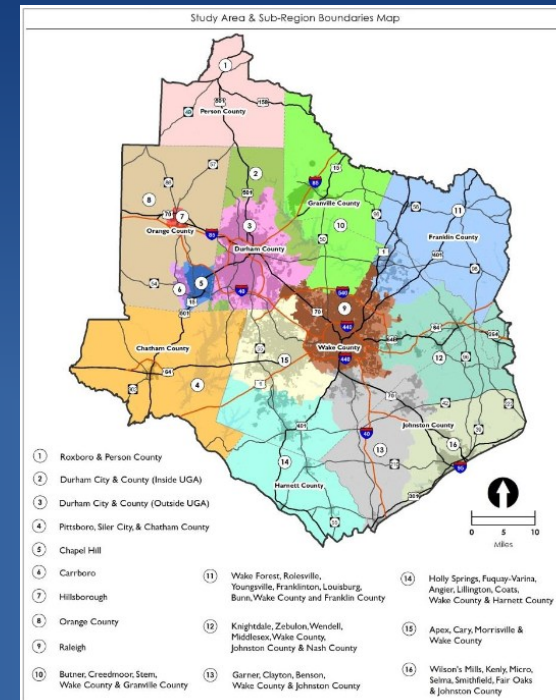
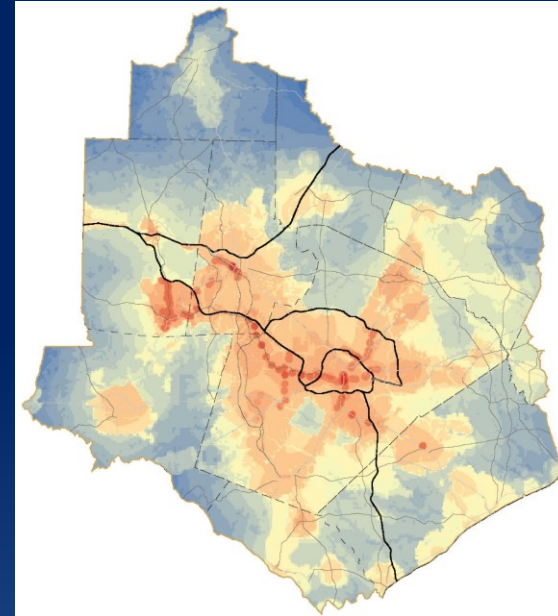
➤ Overview & Details: 2055 MTP

Draft Plan Available for Comment:

- Fiscal Constraint updates/refinements*
- Preferred Scenario maps
- Continue to think about *when* projects may occur and what will be needed to implement them (fiscal resources)
 - If there are questions, contact CAMPO staff to discuss

All scenarios and metrics remain available online for review.

**** Additional refinements, metrics, and analysis may be updated online over the next few weeks.***



5.8 DRAFT 2055 MTP/CTP

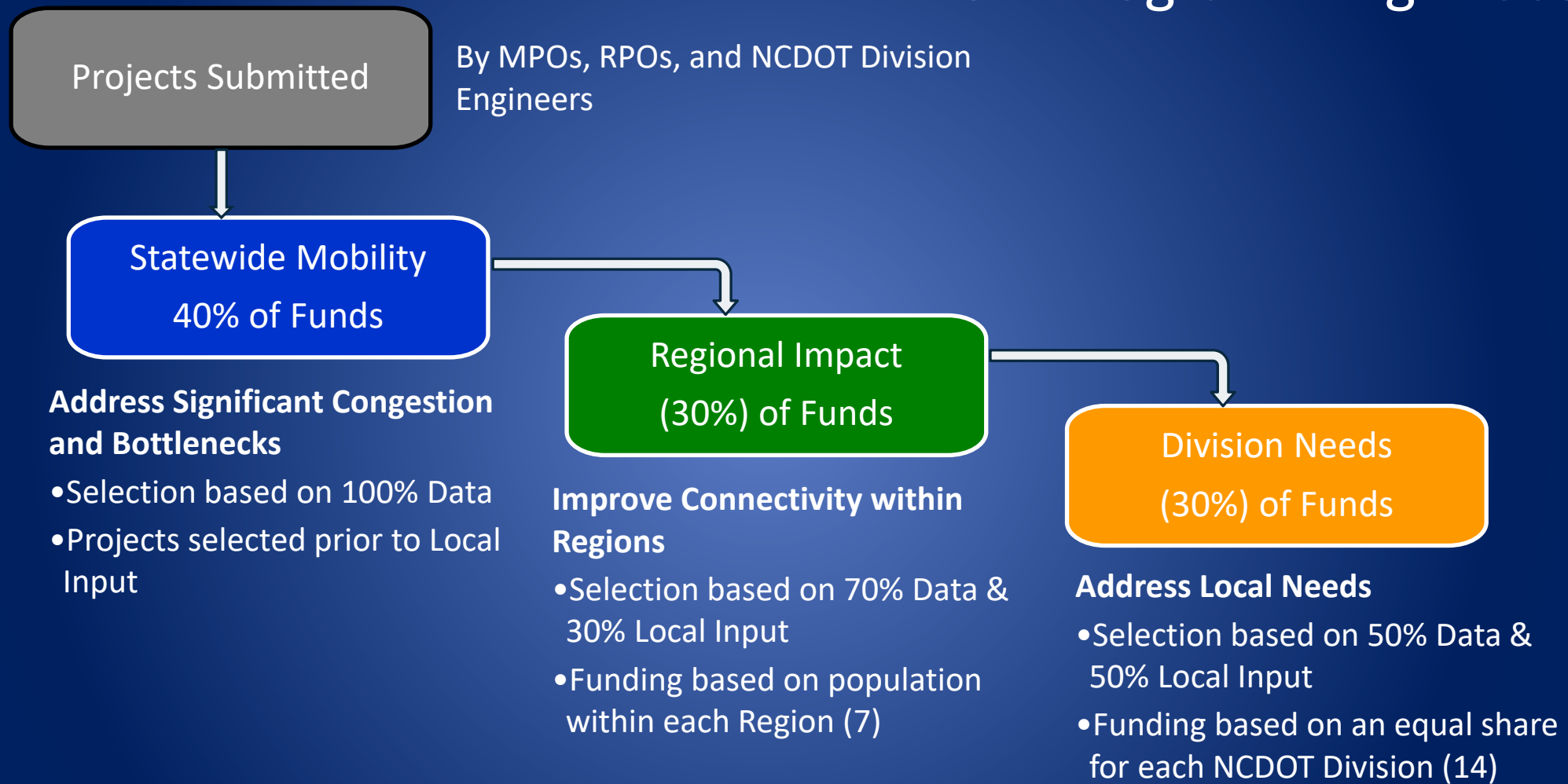
Item	Anticipated Milestone Dates
Preliminary Draft Financial Plan	Summer/Fall 2025
“Final” Draft Plan	Fall 2025
Public Hearing	Fall 2025
Adopt 2055 Plan	Fall 2025

Requested Action:

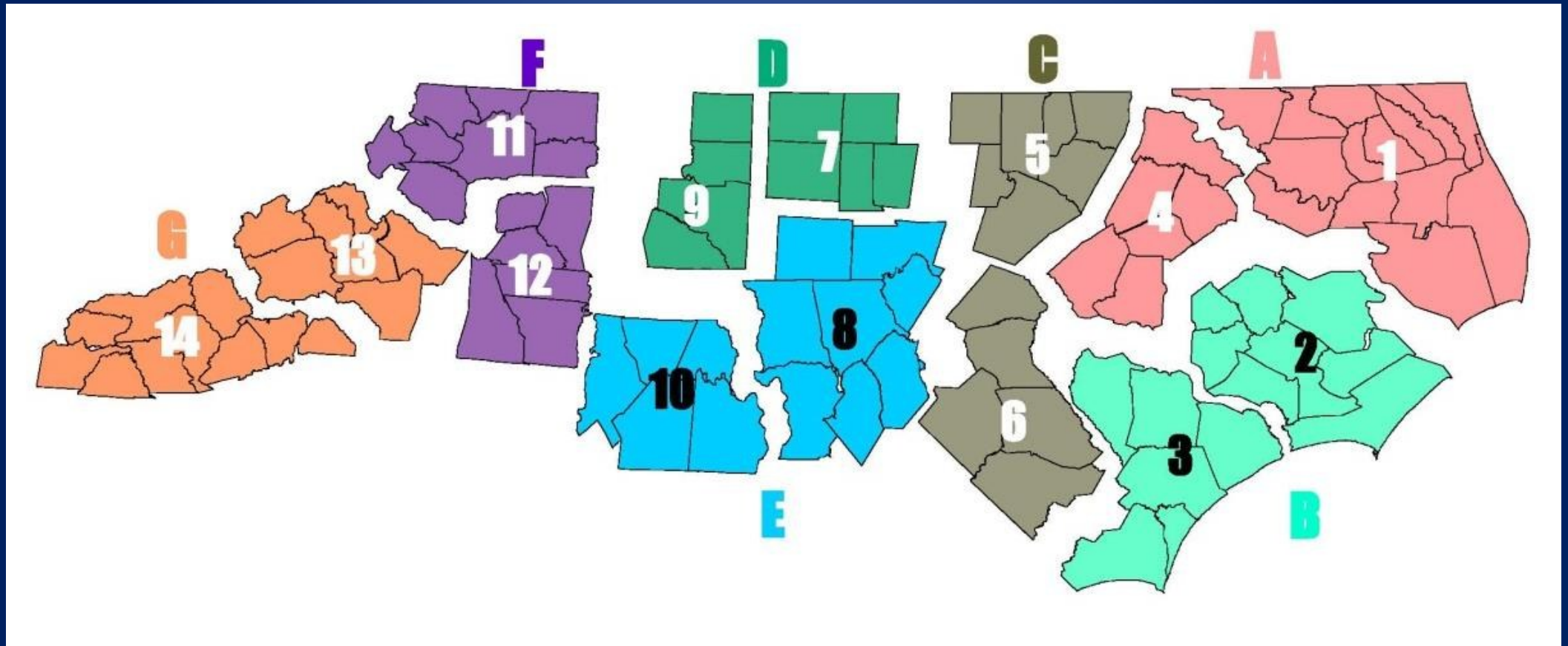
Receive as information and provide feedback on additional revenue assumptions

5.9 SPOT 8 Update: Draft Project Submittal Lists

STI Programming Process



Division & Funding Region Map



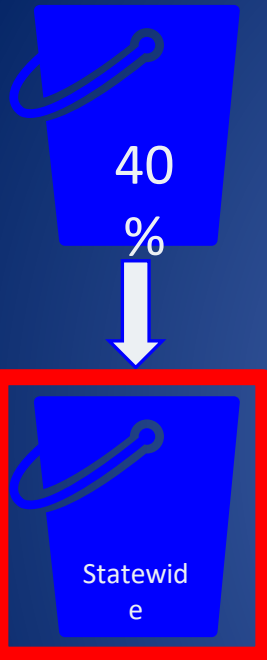
CAMPO Competes in
Regions: A, C, E
Divisions: 4, 5, 6, 8

STIP Funding Distribution



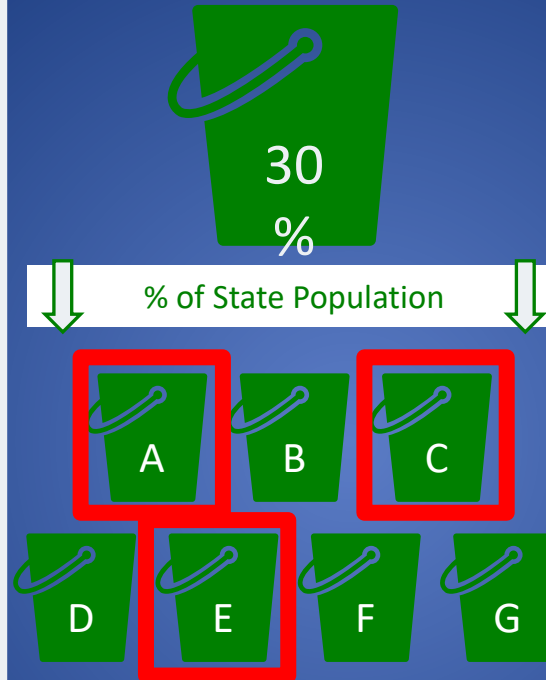
-Where CAMPO Competes

Statewide Mobility



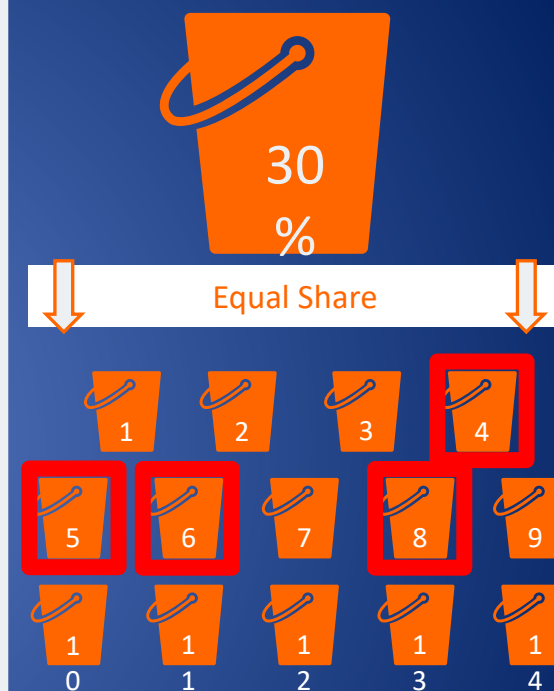
Programmed First
Interstate Maintenance
Bridge Replacement
Bridge Rehabilitation
Highway Safety

Regional Impact



Programmed First
Bridge Replacement
Bridge Rehabilitation
Highway Safety

Division Needs



Programmed First
Bridge Replacement
Bridge Rehabilitation
Highway Safety
MPO Direct Attributable
Transportation Alternatives
Highway-Rail Crossing
Economic Development

Defined in STI Legislation

2028-2037 TIP/STIP Development

SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
(34 projects per mode) **BEGIN in fall 2025**
2. Assign Local Input points **BEGIN in spring 2026**
 - Regional Impact Points (2500 pts)
 - Division Needs Points (2500 pts)
3. Adopt TIP **summer 2027**

SPOT Process

Carryovers

Carryover projects are those projects that are automatically resubmitted during the SPOT round. These projects do not count towards the project submittal limits (34 projects this Prioritization Cycle)

Definition

- In the 2026-2035 STIP and scheduled for PE Only
- Have completed or active environmental documents (within last 6 months)
- Sibling of a projects programmed in the 2026-2035 STIP
- Any projects scheduled for delivery in the 2024-2033 STIP as of Jan. 1, 2025

CAMPO SPOT Process

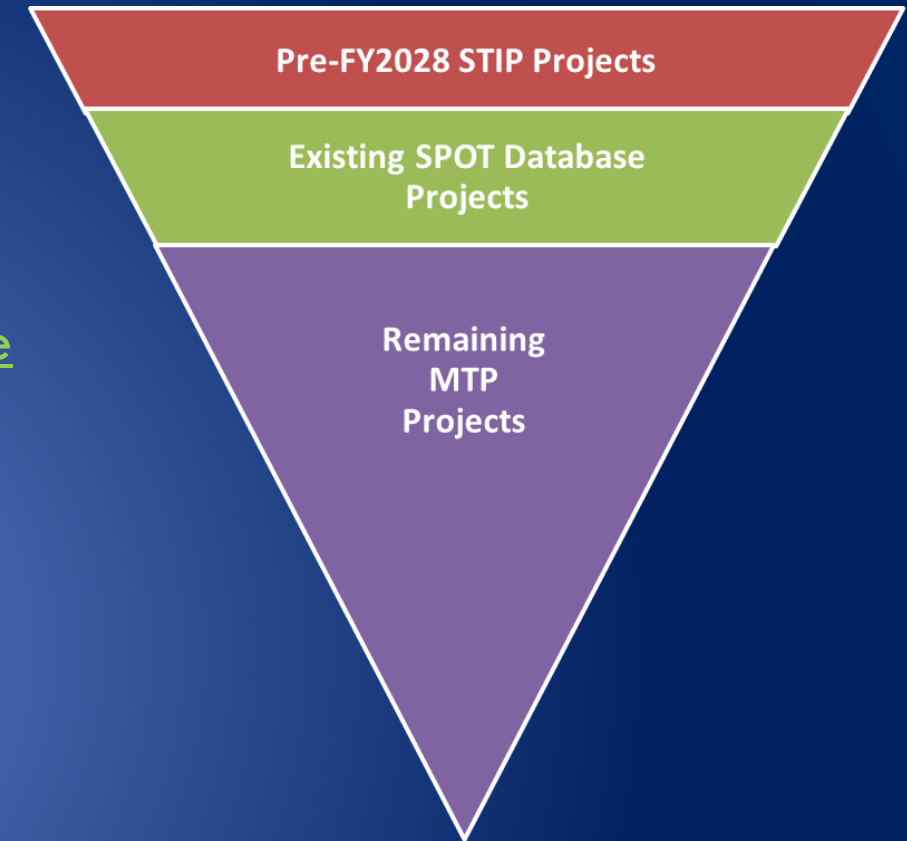
Action 1: Project Selection

- CAMPO can submit 34* additional projects per mode
- Project selection based on adopted methodology

Example (Roadway)

- Initial List Creation:
 - Committed projects and
 - Existing SPOT database projects
 - MTP projects (SPOT requirement)
 - Delay, Travel Time, Socio-Economic growth trend metrics used as basis for comparing projects
 - A. E+C Delay/Lane Mile
 - B. 1st Decade Delay/Lane Mile
 - C. 2nd Decade Delay/Lane Mile
 - D. Network Connectivity
 - E. Interchanges/Operational Improvements
 - F. ITS Projects

- Coordination w/ NCDOT to ensure maximum submittal of CAMPO projects.



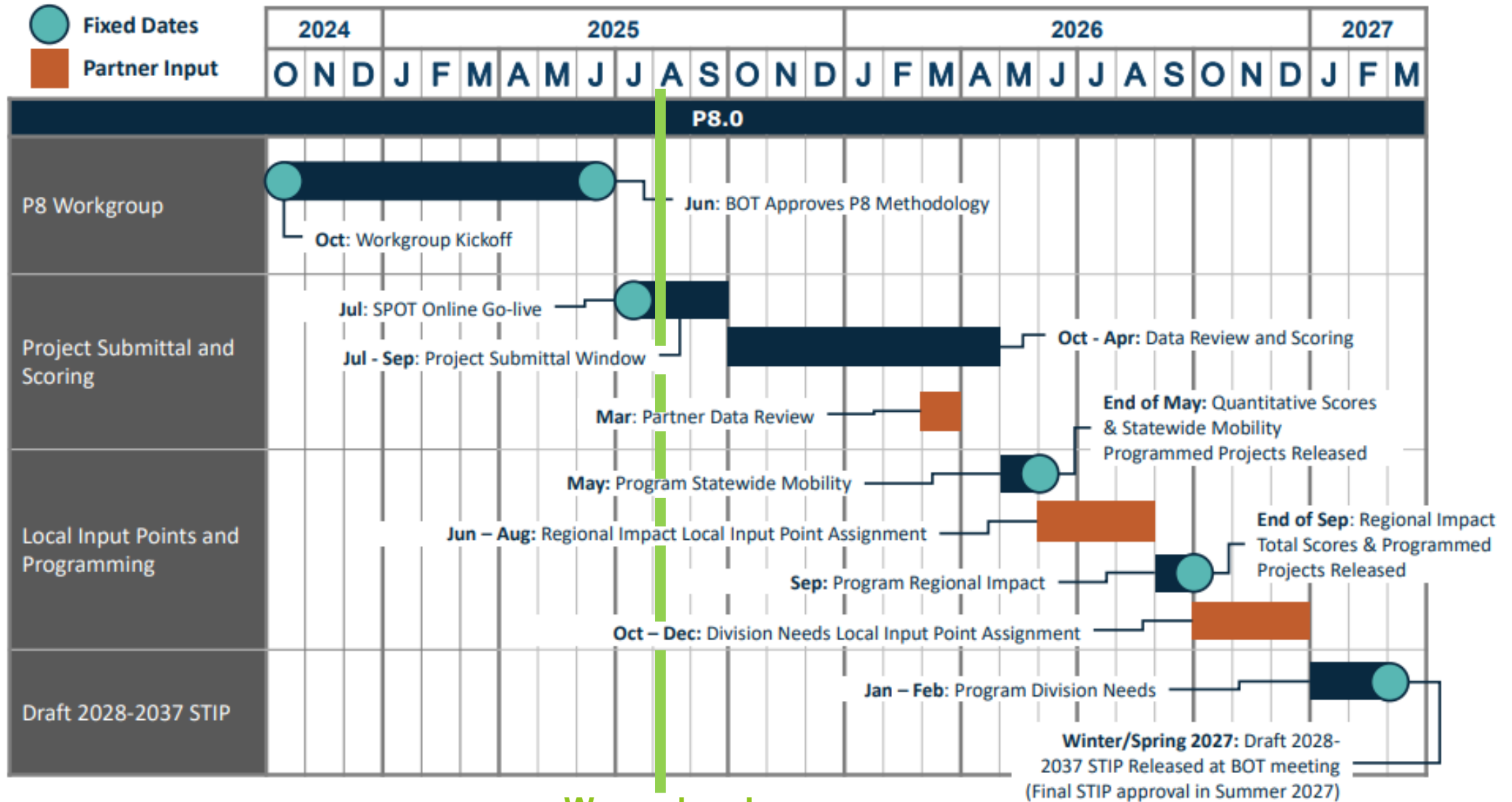
MPO SPOT Methodology:



<https://www.campo-nc.us/funding/spot>

P8 Schedule

October 2024



SPOT Funding Availability

– As of July 9th, 2025

*Subject to change as projects update cost throughout
SPOT process*

Draft 2028-2037 STIP Estimated Funding Availability for Selecting Projects from Prioritization 8.0 As of July 9, 2025

STI Funding Category	Funding Availability
Statewide Mobility	\$1,665M
Region A (Divisions 1 & 4)	\$145M
Region B (Divisions 2 & 3)	\$104M
Region C (Divisions 5 & 6)	\$646M
Region D (Divisions 7 & 9)	\$319M
Region E (Divisions 8 & 10)	\$277M
Region F (Divisions 11 & 12)	\$366M
Region G (Divisions 13 & 14)	\$186M
Division 1	\$198M
Division 2	\$152M
Division 3	\$112M
Division 4	\$35M
Division 5	\$73M
Division 6	\$242M
Division 7	\$77M
Division 8	\$54M
Division 9	\$68M
Division 10	\$53M
Division 11	\$43M
Division 12	\$69M
Division 13	\$132M
Division 14	\$235M

STI – Region C

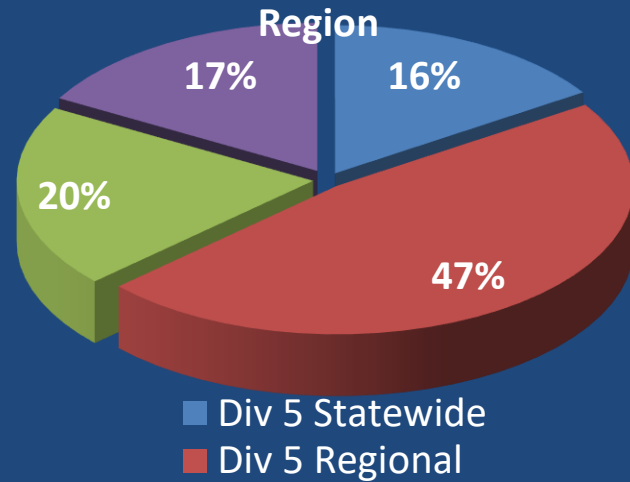
Projected 10-yr Funding: \$754,074,000

Roadway Projects: 190

CAMPO Projects: 79

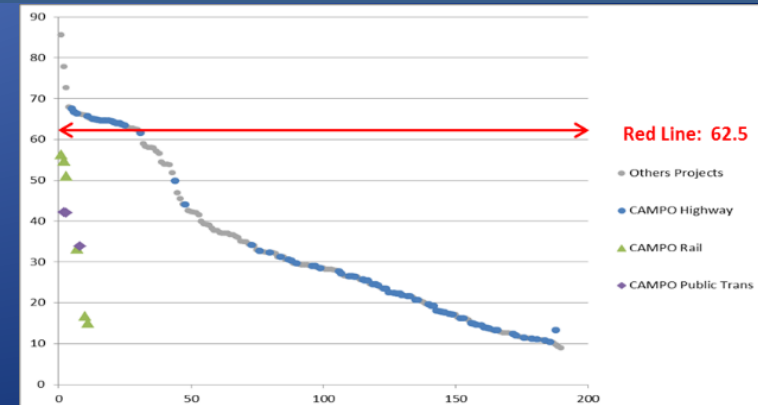
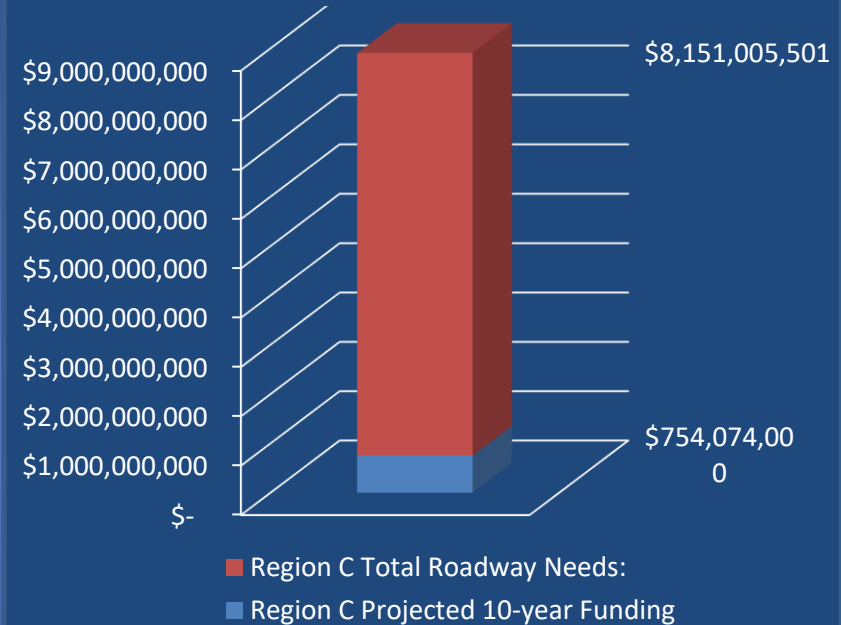
Potentially Competitive Projects: 21

Regional Impact Roadway Projects in Region



Projected Funding vs. Submitted Need

Region



STI – Division 5

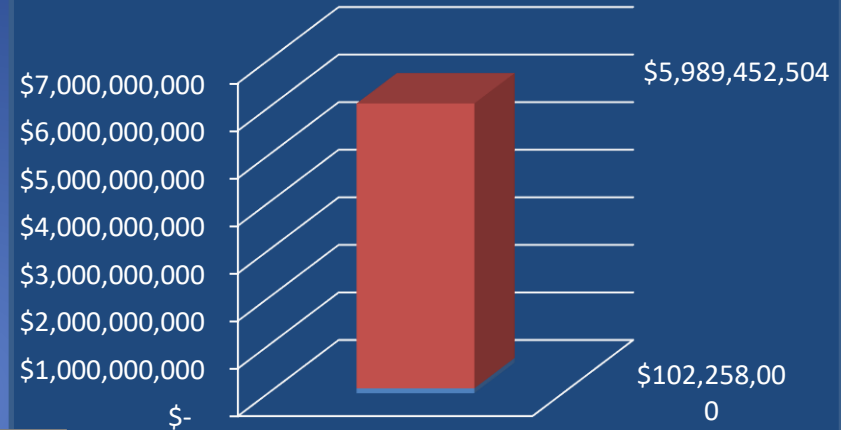
Projected 10-yr Funding: \$102,258,000

Roadway Projects: 177

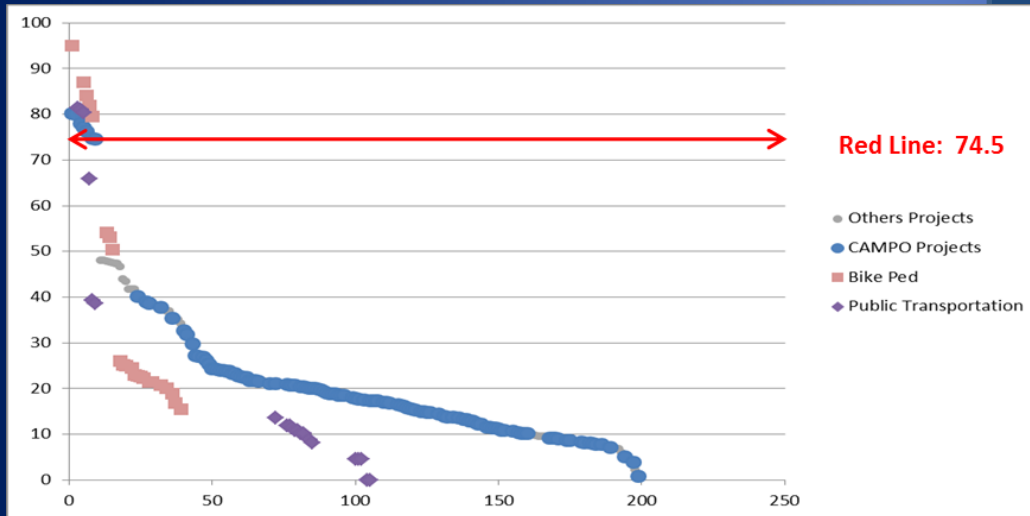
CAMPO Projects: 99

Potentially Competitive Projects: 9

Projected Funding vs. Submitted Need *Division*



- Division 5 Total Roadway Project Costs:
- Division 5 Projected 10-year Funding



5.9 SPOT 8 Update: Draft Project Submittal Lists

Next Steps:

- Projects list will be posted to CAMPO Website
- CAMPO will continue to coordinate with NCDOT Division Offices on projects and submissions.
- Updates to this list will be posted to the CAMPO Website
- Public Comment Period: Aug. 18th - Sept. 16th

www.campo-nc.us/funding/spot/prioritization-8

Requested Action:
Receive as Information

6. Informational Items: Budget

1. Operating Budget FY2025
2. Member's Shares FY2025

Requested Action:
Receive as information

7. Informational Items: Project Updates

1. Informational Item: Project Updates
2. Informational Item: Public Engagement Updates

Requested Action:
Receive as information

8. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Division 8
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- TCC Members

ADJOURN

Upcoming Meetings

Date	Event
August 20, 2025 3:00 p.m.	Executive Board Meeting
September 4, 2025 10 a.m.	Technical Coordinating Committee Meeting
September 17, 2025 3:00 p.m.	Executive Board Meeting
October 2, 2025 10:00 a.m.	Technical Coordinating Committee Meeting