



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

May 21, 2025

3:00 PM

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

1. Welcome and Introductions

2. Adjustments to the Agenda

Agenda Item 7.2 U.S. 1 North Tolling Options Study was moved to Agenda Item 7.1, moving ITS Roadmap Update to Agenda Item 7.2.

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 *Minutes – April 16, 2025*

Requested Action: Approve the April 16, 2025 Minutes

5.2 *FY 2025 4th Quarter Wake Transit Work Plan Amendment Requests*

Requested Action: Approve the FY 2025 4th Quarter Wake Transit Work Plan Amendment Requests.

5.3 *Resolution of Support for Rocky Mount MPO Intercity Transit Service*

Requested Action: Adopt resolution of support for statewide CMAQ funding allocation application

End of Consent Agenda

6. Public Hearing

6.1 Recommended FY 2026 Wake Transit Work Plan

Requested Action: Conduct a public hearing and receive as information.

6.2 Amendment #9 to FY 2024-2033 Transportation Improvement Program (TIP)

Requested Action: Conduct a Public Hearing. Approve Amendment #9 to FY 2024-2033 Transportation Improvement Program (TIP).

6.1 Recommended FY 2026 Wake Transit Work Plan

Recommended FY 2026 Wake Transit Work Plan

Steven Mott, CAMPO, and Steve Schlossberg, Tax District Administration/GoTriangle

Key Dates for FY26 Work Plan

ACTION	DATE
Distribute Recommended Work Plan to TPAC	April 14
TPAC Reviews Engagement & Releases Recommended Work Plan for Engagement	April 17
14-day public review and comment period for the recommended Work Plan	May 1 – May 15
TCC Review of Recommended Work Plan	May 1
TPAC Recommends Adoption of Work Plan	May 15
Public Hearing at CAMPO Executive Board	May 21
GoTriangle Board of Trustees Meeting Information Presentation	May 28
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June



Work Plan Contents Overview

Draft

Operating Total: \$62.2m
Capital Total: \$116.7m

Total: \$178.9m

Recommended

Operating Total: \$64.1m
Capital Total: \$122.5m

Total: \$186.6m

Increase of \$7.8m

All figures are approximate

New and Updated Project Highlights

- RUS Bus Operation & Maintenance for GoTriangle.
- New and expanded service for 4 GoRaleigh Routes.
- GoTriangle ZWX improvements.
- Conversion of FRX to a new Fuquay-Varina microtransit service.
- Two new CFA microtransit projects (GoWake Forest and Holly Springs microtransit).
- Bus and vehicle acquisitions for GoRaleigh, GoTriangle, and GoWakeAccess.
- Bus stop improvements for GoApex (CFA), GoCary, GoRaleigh, GoTriangle, and NCSU.
- GoRaleigh Access Transportation Supervisor.

New and Updated Project Highlights, II

- Continued funding for the Low-Income Fare Pass (Transportation Assistance Program) for GoRaleigh and GoTriangle.
- GoTriangle's Triangle Mobility Hub.
- GoCary's Downtown Multimodal Center and Crossroads Plaza Enhanced Transfer Point.
- GoRaleigh's Poole Road and GoTriangle's Nelson Road O&M facilities.
- Bus Plan Update and staffing analysis.
- Wake BRT Southern, Western, Midtown, and Triangle Town Center Corridors.

Vehicle Rental Tax in the FY26 Work Plan

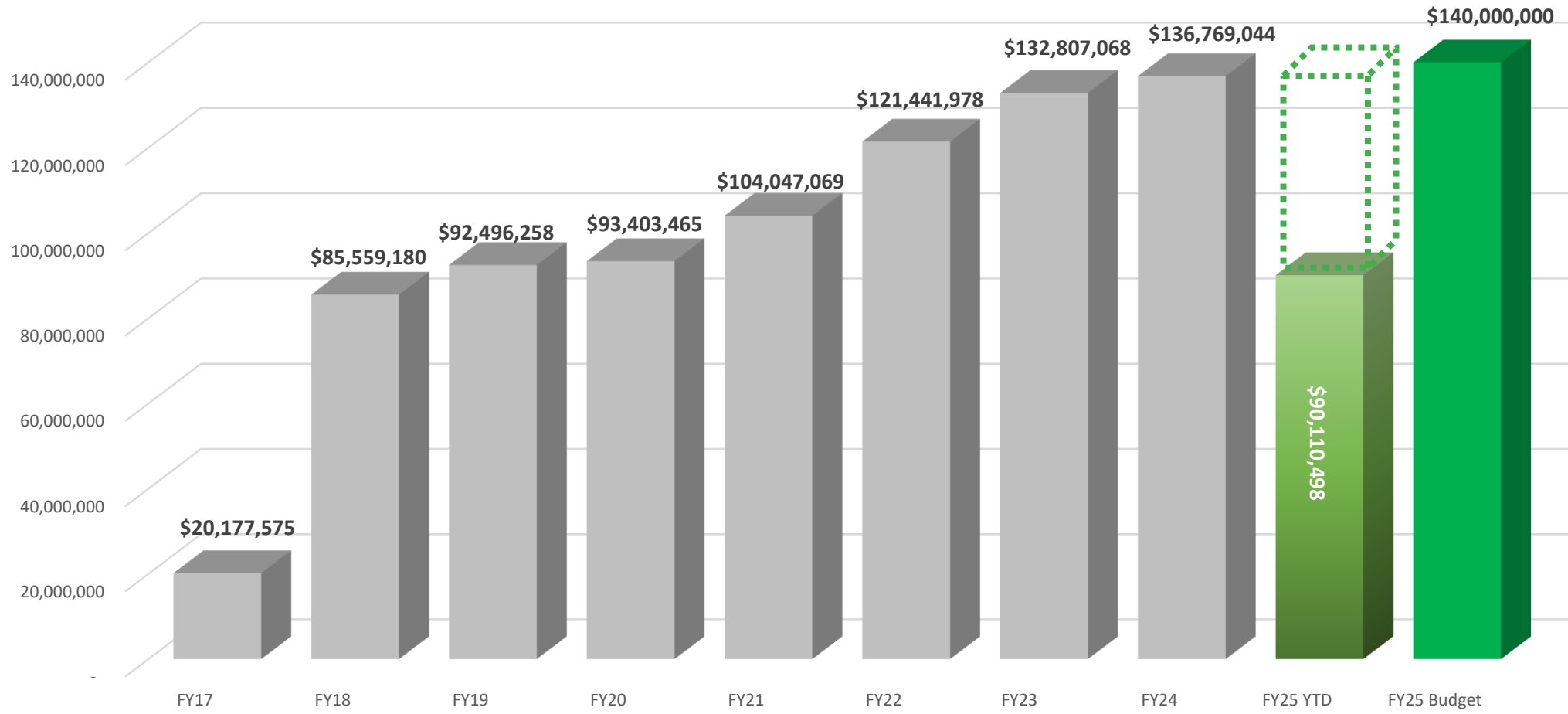
- The TPAC voted at their April meeting to include the same proportion of Vehicle Rental Tax (VRT) in the Recommended FY26 Work Plan as was in the Adopted FY25 Work Plan.
- The amount being shown for VRT in FY26 is \$2.591M.
- VRT revenue beyond FY26 continue to be shown as “TBD” in the financial model as this is deliberated through the Conference Committee.
- An agreement on VRT amounts by the Conference Committee would be used in place of the TPAC’s recommended VRT amount.
- Further details can be found on page 7 of the FY 2026 Wake Transit Work Plan.



Modeled Expenditures and Revenues

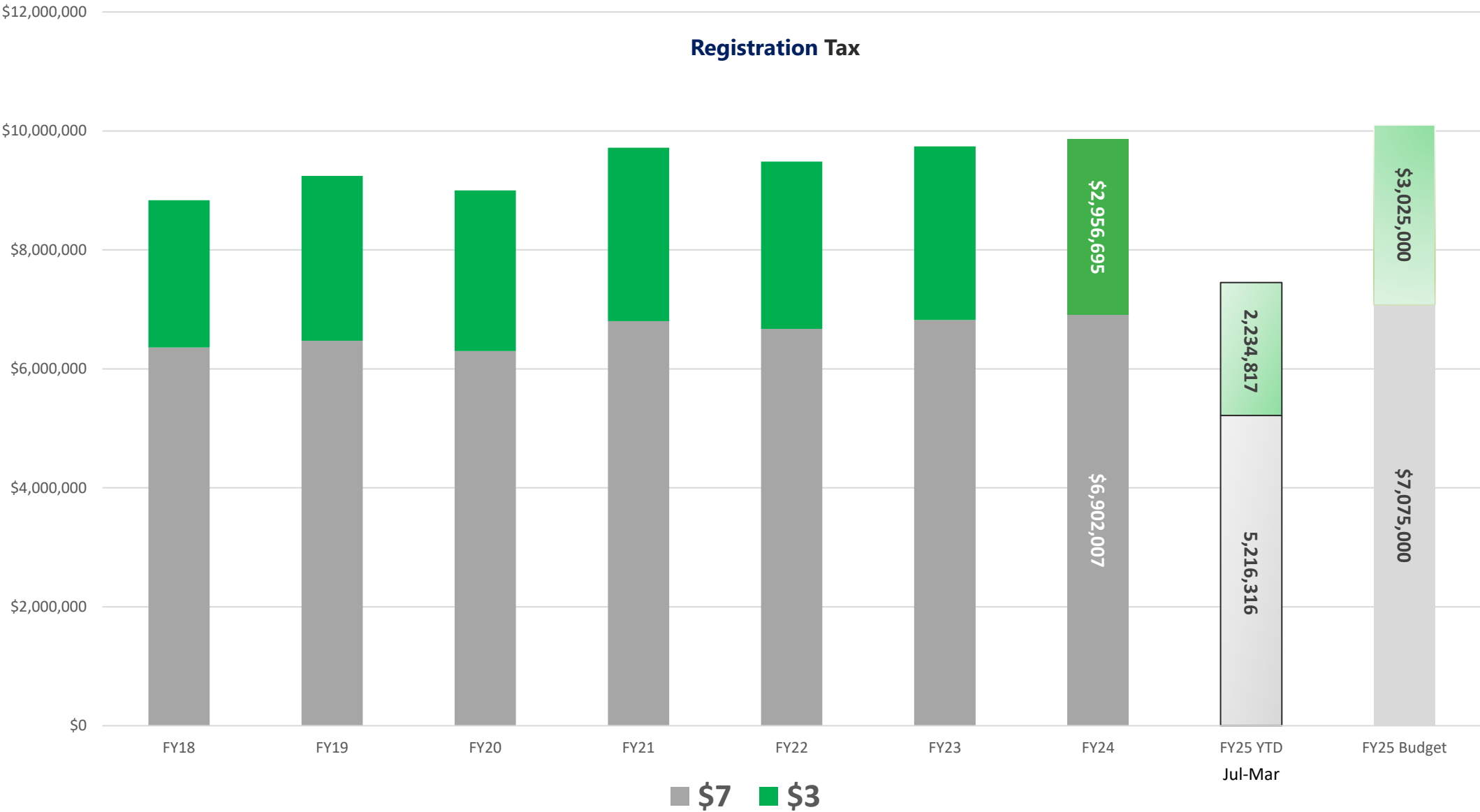
FY25 Revenue Update

Article 43



Jul-Feb

FY25 Revenue Update



FY26 Modeled Revenues

(in Thousands)

FY26 Recommended Work Plan Budget Assumptions

	FY24 Final Actuals	FY25 Adopted Work Plan	FY26 Draft Work Plan	FY26 Recommended Work Plan
Local				
½ Cent Local Option Sales Tax	\$136,769	\$140,000	\$145,000	\$145,000
Vehicle Rental Tax *	67	2,528	TBD	2,591
\$7.00 Vehicle Registration Tax	6,902	7,075	7,190	7,190
\$3.00 Vehicle Registration Tax	2,957	3,025	3,076	3,076
Subtotal Local:	\$146,694	\$152,628	\$155,266	\$157,857
Federal		608	779	779
Farebox	-	-	-	-
Prior-Year Funds (Capital Liquidity)	-	28,379	22,900	27,944
Total Modeled Revenue Source	\$146,694	\$181,616	\$178,945	\$186,580

- Excludes Federal BRT Share of \$86M

FY25 Work Plan includes Q2&Q3 Amendments

**Discussions on the Vehicle Rental Tax will continue throughout FY25. At its May 15, 2025, meeting the TPAC voted to recommend the above amount to the governing board.*

FY26 Modeled Expenditures

(in Thousands)

	New Operating	Continued Operating	Total Operating
Bus Operations	\$6,002	\$43,011	\$49,013
Community Funding Area	1,371	1,603	2,975
Other Bus Operations	-	4,303	4,303
Transit Plan/Tax District Administration	150	7,689	7,839
Total FY 2026 Modeled Operating	\$7,523	\$56,606	\$64,129

\$1.9M Operating Expense *Increase* compared to the Draft

FY26 Modeled Expenditures

(in Thousands)

Capital Projects

Transit Center/Transfer Point Improvements	\$ 30,730
Maintenance Facility	1,785
Park-and-Ride Improvements	1,490
Bus Stop Improvements	5,693
Total Bus Infrastructure	\$ 39,698
Bus Rapid Transit**	\$ 55,784
Vehicle Acquisition*	25,987
Capital Planning	982
Total Projects Modeled (excl. Bus Infrastructure)	\$ 82,753
Total Capital	\$ 122,451

* - Includes ADA and Support Vehicles

** - Excludes Federal Share

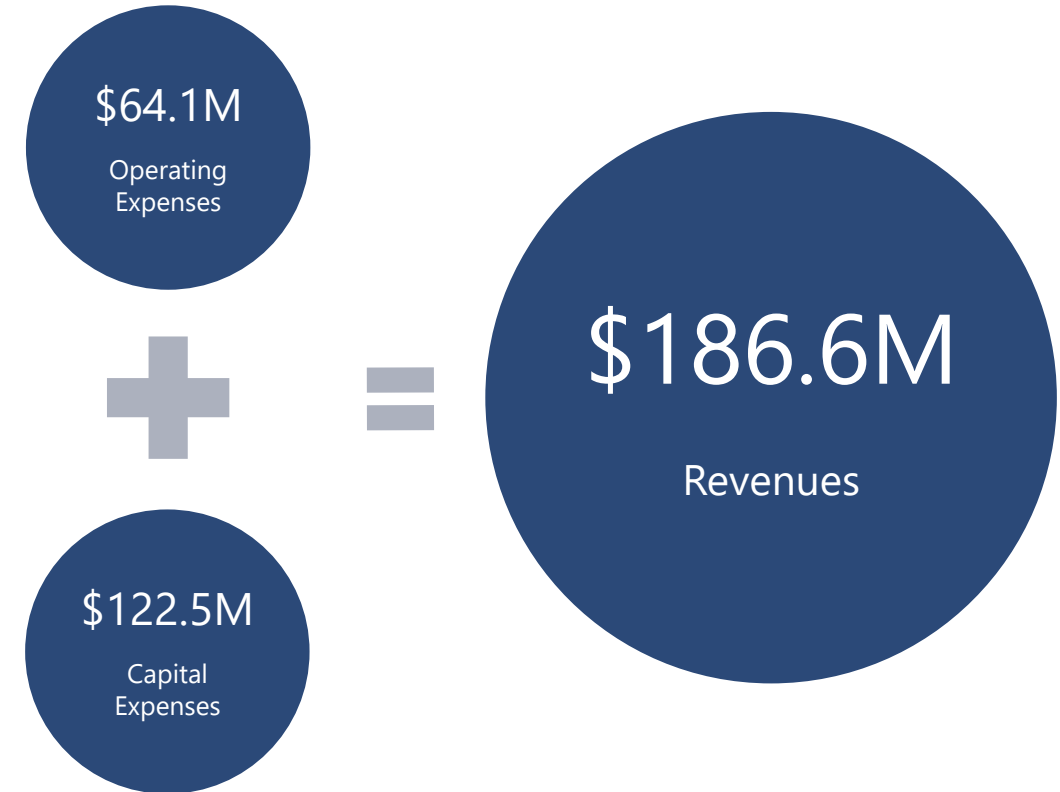
\$5.7M Capital Expense Increase compared to the Draft

FY26 Total Work Plan

FY26 Triangle Transit Tax District: Wake Transit Plan

<u>Recommended</u>	<u>Triangle Tax District:</u>
Revenues	
Tax District Revenues	
Article 43 1/2 Cent Local Option Sales Tax	\$ 145,000,000
Vehicle Rental Tax (GoTriangle Article 50 NC G.S. 105-550 funding)	\$ 2,591,000
\$7.00 Vehicle Registration Tax	\$ 7,190,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,076,000
Other Tax District Revenues	\$ 779,076
Allocation From Fund Balance	\$ 27,943,621
Total Revenues	\$ 186,579,697
Expenditures	
Tax District Administration	\$ 662,602
Transit Plan Administration	\$ 7,176,640
Transit Operations	\$ 53,315,249
Community Funding Area Program (Operating)	\$ 2,974,548
Total Operating Allocation	\$ 64,129,039
Capital Planning	\$ 981,580
Community Funding Area Program (Capital)	\$ 110,000
Bus Rapid Transit (BRT)	\$ 55,784,192
Transit Infrastructure	\$ 39,588,134
Vehicle Acquisition	\$ 25,986,752
Total Capital Allocation	\$ 122,450,658
Total Workplan Programmed Expenditure*	\$ 186,579,697
Revenues over Expenditures	\$ -

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



Next Steps

ACTION	DATE
Public Hearing at CAMPO Executive Board	May 21
GoTriangle Board of Trustees Meeting: Information Item	May 28
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June

Comments & Questions?

6.1 Recommended FY 2026 Wake Transit Work Plan

Requested Action:

Conduct a public hearing and receive as information.

6.1 Amendment #9 to the FY 2024-2033 Transportation Improvement Program (TIP)

- FFY27 LAPP Project Awards
- NCDOT STIP Amendments January – March 2025
- NC 540 Bonus Allocation Delays – Southern Wake projects

6.2 Amendment #9 to the FY 2024-2033 Transportation Improvement Program (TIP)

- Public comment period from April 21 to May 20
- TCC recommended approval on May 1
- Public Hearing today

Requested Action:

Conduct a public hearing. Approve Amendment #9 to the FFY 2024-2033 Transportation Improvement Program (TIP).

End of Public Hearing

7. Regular Agenda

- 7.1 U.S. 1 North Tolling Options Study
- 7.2 ITS Roadmap Update
- 7.3 2055 MTP Update - Deficiency Analysis & Alternatives Analysis
- 7.4 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection
- 7.5 2025 Mobility Coordination Committee/Mobility Management Program Update

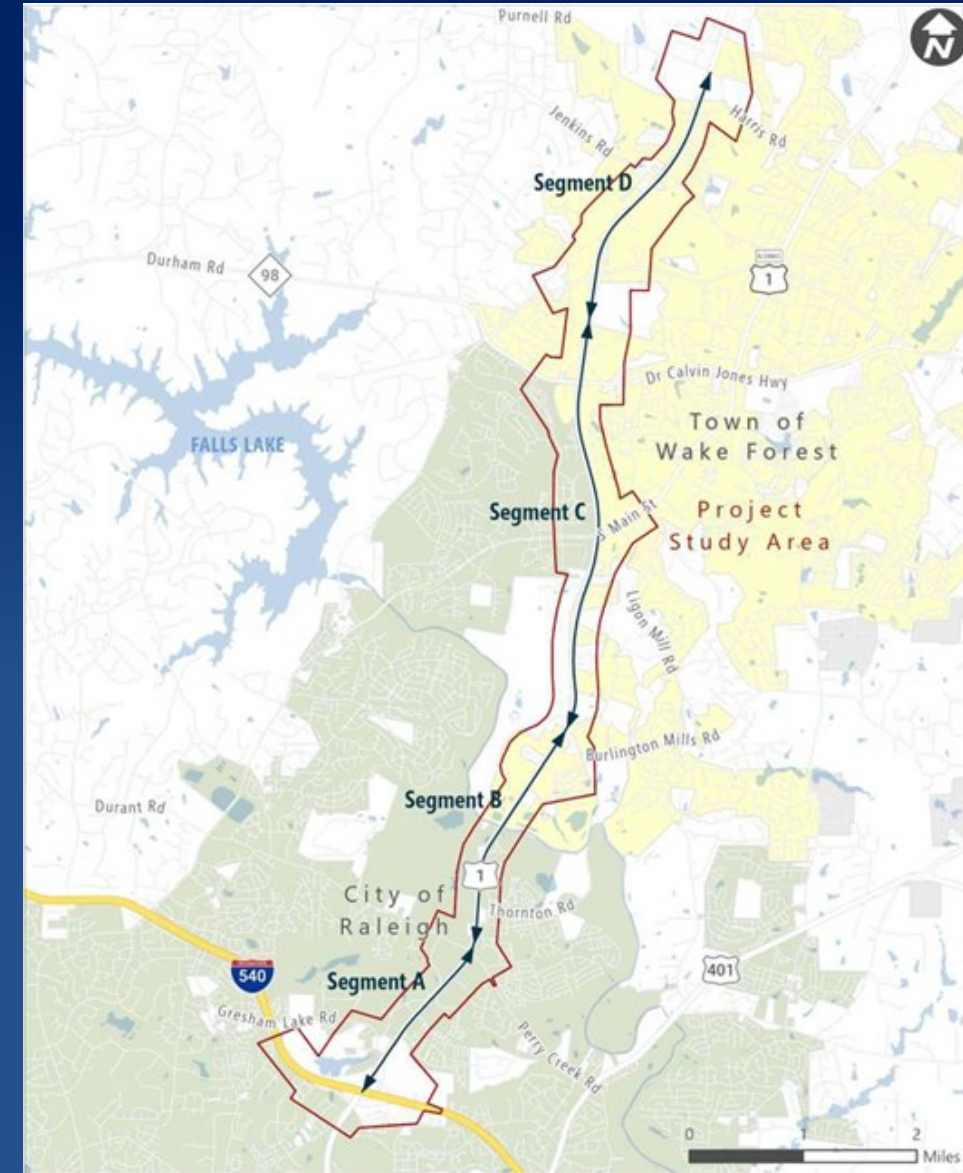
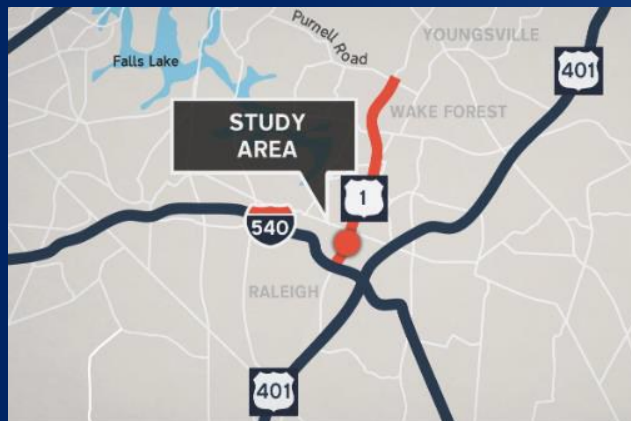
7.1 U.S. 1 North Tolling Options Study

Background: U.S. 1 Capital Boulevard **North** Project (U-5307)

Converts Capital Boulevard (U.S. 1) into a controlled-access highway in Wake County 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 Biz (Durham Road)
- Segment D: N.C. 98 (Durham Road) to Purnell Road / Harris Road



U-5307 US 1 Freeway Conversion

STIP History

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

**Some portions unfunded*

***Draft STIP update includes accelerating Right-of-Way to 2026. Construction Schedule unchanged.*



Types of Road Pricing

Expressway (Scenarios 1 & 2)

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



Express Lanes (Scenarios 3 & 4)

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



Financial Analysis

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

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

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

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

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

Key Considerations

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

¹When compared against project being delivered as non-tolled

²NCGS 136-89.187; NCGS 136-89.188(a)

Summary

- NCDOT and NCTA are not advocating for a particular path forward
- Four toll scenarios analyzed at the request of CAMPO, including both expressway and express lane scenarios
- Three of the four scenarios analyzed could likely provide some level of financial flexibility and an accelerated delivery schedule¹
- Three of the four scenarios would likely require legislative changes if CAMPO were to choose to pursue them
- NCDOT and NCTA will continue to provide support as CAMPO evaluates the scenarios and determines the best path forward for the region



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

Public Engagement

Public Comment Period from April 7 to May 14.

CAMPO conducted a **multi-faceted engagement and information push, including:**

- Outreach Targeted to Corridor Area
 - Social Media, Nextdoor, CAMPO & NCDOT email lists
- News Media
 - WRAL, CBS 17, ABC 11, News & Observer
- Local Municipalities and Partners!

Digital Engagement:

- Website and survey

In-Person Engagement:

- Abbotts Creek Community Center, April 30th
- Wake Forest Renaissance Center, May 5th



U.S. 1 (Capital Blvd)
I-540 to Purnell/Harris Rd
(U-5307 A,B,C & D)
Tolling Options



Take the Survey!

Help us make an informed decision on the future for U.S. 1 / Capital Boulevard!



SCAN ME!

www.publicinput.com/US_1_TollingOptions

In-Person Public Information Sessions

CAMPO's in-person public information sessions had excellent turn out with more than 180 attendees.

Scenario Preference

Scenario 1	Scenario 2	Scenario 3	Scenario 4
Expressway - Standalone	Expressway – Triangle Express Sys.	Express Lane - Standalone	Express Lane – Triangle Express Sys.
5	16	20	12



Most Important Factors

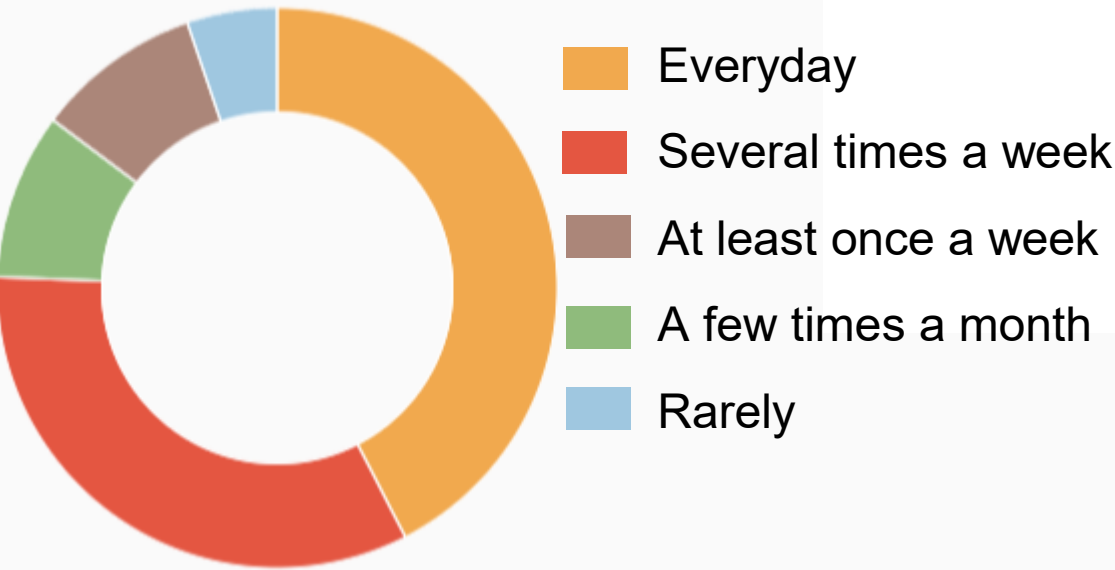
Factor	# of Responses
Project Cost	9
Cost to User (Toll Price)	78
Timely Project Delivery	28
Reducing U.S. 1 Congestion	25
Impacts to Congestion on Nearby Roads	76
Current and Projected Growth Along the Corridor	20
Air Quality and Environmental Issues	10

Online Survey

Surveys Completed: 3,680

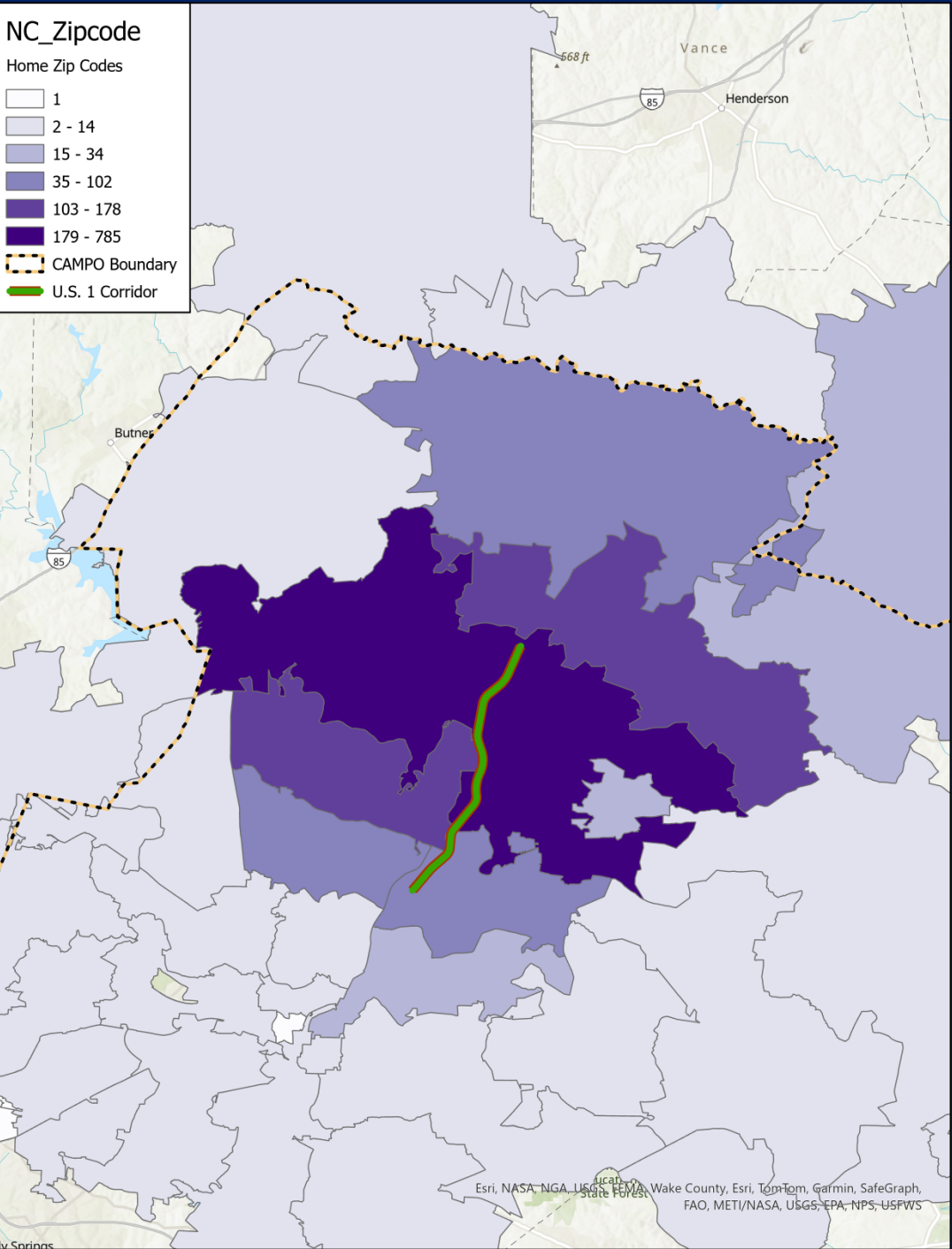
Comments Received: 1,542

How often do you use U.S. 1 (Capital Blvd)



Demographics

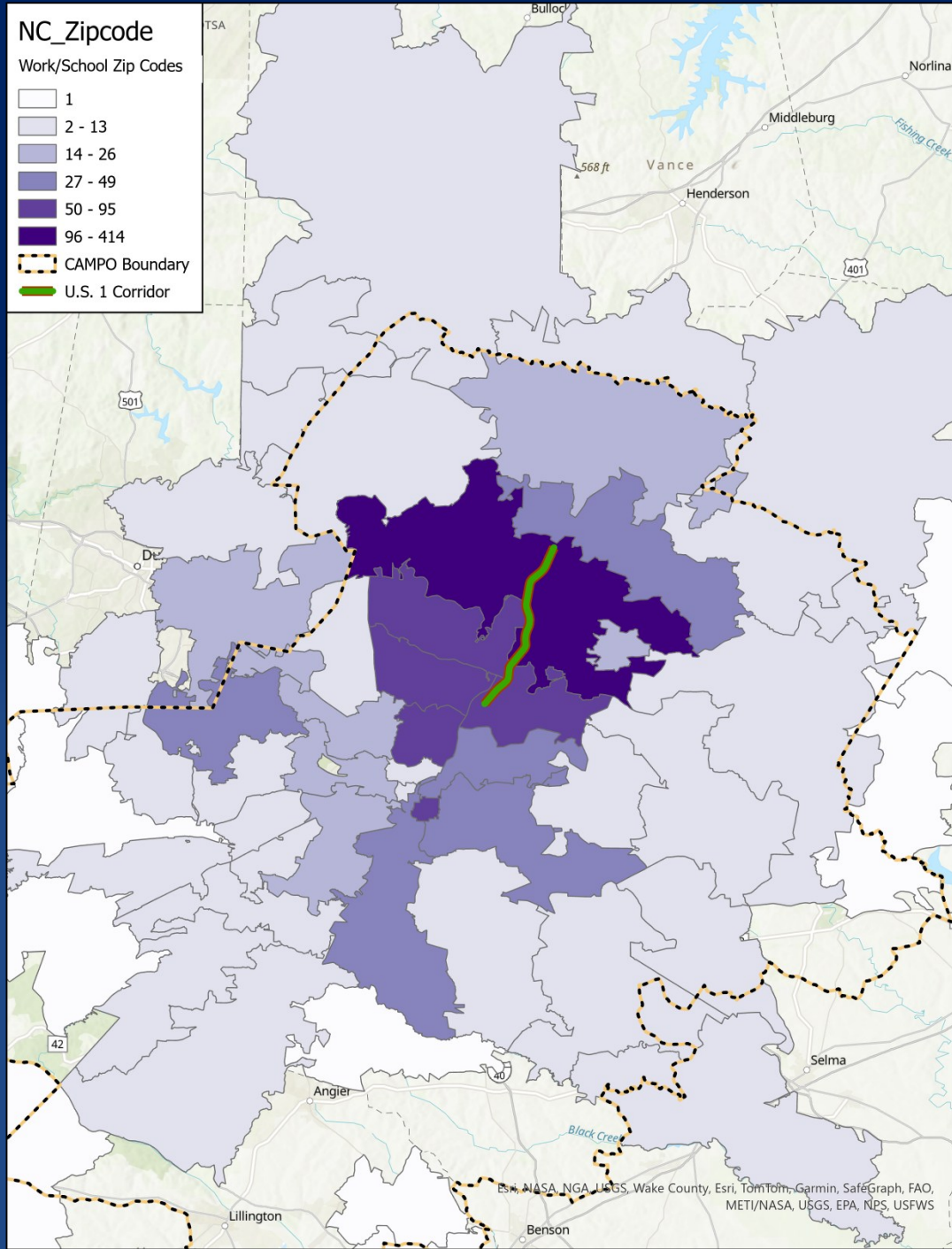
73%	I am *married*	1116✓
48%	I identify as a *woman*	740✓
43%	A *child or children* live/s in my household	659✓
41%	I identify as a *man*	626✓
20%	I am *65* years or *older*	302✓
8%	I represent a *minority* race or *2+* races (African-American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian, Pacific Islander)	125✓
5%	I am or am considered to be *disabled*	71✓
4%	My household receives one or more of these benefits: Medicaid, TANF, SNAP, FNS, LIEAP, or similar	63✓
3%	I am of *Hispanic, Latino or Spanish* origin	47✓
3%	I am *24* years or *younger*	39✓
1%	I identify as *non-binary* or *other gender*	10✓



Where
People Live



Where
People Work



Ranking Most Important Factors for the CAMPO Executive Board to consider:

Factor to Consider	Ranking
Cost to Users (Toll Price)	2.62
Reducing U.S.1 Congestion	2.69
Impacts to Congestion on Nearby Roads	2.76
Current + Projected Growth on Corridor	3.72
Timely Project Delivery	4.29
Cost of Overall Project	4.66
Air Quality and Environmental Impacts	5.36
Other	5.70

Examples of 'Other' Factors:

“Road Conditions”

“Ease of travel and access to U.S. 1 from local roads”

“Go all the way to Franklin Co. in one project (A,B,C,D)”

“Property value impacts to WF”

“Safety”

“Impacts to Businesses”

Results By U.S. 1 Usage

Everyday: 42%

Rank	Item (lower avg weight = higher priority)	Avg. weight
1	Cost to Users (Toll Price)	2.28
2	Reducing U.S. 1 congestion	2.71
3	Congestion on nearby roads	2.72

Several Times a Week: 33%

Rank	Item (lower avg weight = higher priority)	Avg. weight
1	Reducing U.S. 1 congestion	2.62
2	Congestion on nearby roads	2.70
3	Cost to Users	2.71

At Least Once a Week: 10%

Rank	Item (lower avg weight = higher priority)	Avg. weight
1	Congestion on nearby roads	2.70
2	Reducing U.S. 1 congestion	2.76
3	Cost to Users	2.92

- Congestion on U.S. 1 maintains steady importance across all frequency categories*
- Cost to Users is of great importance to those who use U.S. 1 everyday and decreases as frequency decreases*

At Least Once a Month: 10%

Rank	Item (lower avg weight = higher priority)	Avg. weight
1	Reducing U.S. 1 congestion	2.67
2	Nearby-road congestion	2.93
3	Cost to Users	3.09

Rarely: 5%

Rank	Item (lower avg weight = higher priority)	Avg. weight
1	Reducing U.S. 1 congestion	3.16
2	Congestion on nearby roads	3.36
3	Cost to Users	3.52

Comments

Overall, 1,500+ comments were received. CAMPO Staff analysis highlighted several trends and groups.

Opposed to Tolls

- Concerns on impacts to local business
- Local trip access
- Concerns on how region's growth will impact U.S. 1 and local roads
- Concern on cost to users, particular vulnerable communities along this corridor

Open to Tolls

- Supportive of Expressway due to quickest construction
- Supportive of Express Lanes to provide options
- Congestion on U.S. 1 creates a safety issue
- Reducing congestion on U.S. 1 is paramount and overdue

Other

- Would like to look at alternative means to better U.S. 1
- Impact to local environment in construction
- Need for alternative modes of transportation (i.e. rail and bus)

7.1 U.S. 1 North Tolling Options Study

Raleigh City Council met on May 6, 2025 and adopted a Resolution of Support for Scenario 2.

For Reference:

Financing Highlights	Scenario 2
Roadway Type	Expressway
Triangle Expressway System Expansion	Yes
Contract Award & Financial Close	Spring 2027
Projected Opening	Spring 2033
Capital Cost Estimate (\$YOE)	~\$1.65B
Financing Capacity	~\$1.40B
State Funding (all or portion of)	Segment A

CAMPO Executive Board Options

Option A: No Action

- Do not move forward with tolling options as presented
- Continue with traditional funding path through the Draft 2026-2035 STIP
- Construction starting in 2031 and completion sometime after 2035

CAMPO Executive Board Options

Option B: Take Action on Toll Options

- Staff have developed a Draft Resolution of Support for tolling
- Resolution was drafted utilizing concerns raised during public engagement
- NCDOT and NC Turnpike Authority would move forward with project planning and engineering with the toll scenario adopted

NOW THEREFORE, be it resolved that the Capital Area Metropolitan Planning Organization Executive Board as follows:

1. The US 1 North project is hereby approved for the use of toll funding or other alternative delivery options that may be identified or provided for by the State, as a potential means to deliver U-5307 A, B, C, and D on an accelerated schedule.
2. The Capital Area MPO Executive Board hereby reserves the right to withdraw any approval of a toll option at any time up until the Department advertises for a contract to construct the project.
3. The US 1 North project shall include all appropriate access road connections, including the permanent access road connection across the Neuse River, any necessary y-line or alternate route improvements, and future planned transit compatibility in the scope of the toll project that is delivered.
4. The NCDOT/NCTA is hereby authorized to implement tolling infrastructure and shall utilize open-road, all-electronic tolling to minimize delays and optimize traffic flow.
5. Toll rates shall be established by the NCTA, subject to periodic review and adjustment, in compliance with applicable laws and regulations
6. Tolls will be removed at the appropriate time in accordance with applicable North Carolina law.
7. The NCTA is strongly encouraged to pursue static time of day tolling for peak, off-peak, or other time periods as may be practicable to ensure the lowest necessary toll rates for users.
8. The NCTA shall ensure that appropriate mitigation strategies are implemented to address potential impacts on low-income communities.
9. This Resolution shall become effective immediately upon its adoption.

APPROVED and ADOPTED this the ____ day of _____ 2025.

7.1 U.S. 1 North Tolling Options Study

Requested Action:

Consider action on U.S. 1 North Tolling Options Study.

7.2 ITS Roadmap Update



Triangle Region ITS Deployment Roadmap

Matt Day, AICP CTP

Transportation Director, Central Pines Regional Council

May 2025



What is ITS?

- ITS stands for “Intelligent Transportation Systems”
- Blanket term for a variety of activities that use advanced technologies and strategies to enhance transportation safety, efficiency, and productivity
- ITS is often incorporated as part of a broader Transportation Systems Management and Operations (TSMO) strategy or program
- Examples of ITS include:
 - Traffic signal system interconnection/coordination
 - In-vehicle traveler information (connected vehicles)
 - Emergency vehicle and/or transit vehicle signal pre-emption

Triangle Region Intelligent Transportation Systems (ITS) Work Group



- Central Pines Regional Council convenes a workgroup on a quarterly basis to discuss ITS-related projects and work toward implementation of the region's *ITS Strategic Deployment Plan* (adopted in 2020) – this work is funded through CAMPO and Triangle West TPO
- Includes representatives from:
 - Various NCDOT units
 - Local governments
 - MPOs
- Responsibilities include:
 - Implementation of the *Triangle Region ITS Strategic Deployment Plan*
 - Championing projects and strategies for continued progress
 - Regularly sharing updates on ITS projects in the region
 - Guiding plan updates as needed





Triangle Region ITS Strategic Deployment Plan

- This plan, adopted in 2020, provides a framework for the near-term, mid-term, and long-term deployment of ITS technologies in the region
- The plan covers both CAMPO and Triangle West
- Provides high-level outline of proposed projects, for example:
 - Transit Signal Priority/Bus Rapid Transit
 - Unified Transit Farebox System
 - Traffic Signal System Upgrades in Multiple Municipalities
 - Integrated Corridor Management
 - Expand Travel Information Coverage
 - Managed Motorways
 - Adaptive Traffic Signal Systems





Why Create the *ITS Deployment Roadmap*?

- There was recognition among the work group members that a bit more strategic thinking was needed in the short term in order to identify and move forward with manageable implementation of the 2020 ITS plan
- This led us to hire Exult Engineering to work with the group and identify actionable steps for moving forward strategically, which we are calling the ITS Deployment Roadmap
- Organized the Roadmap document around six overarching TSMO strategies:
 - Regional Planning
 - Freeway Operations
 - Arterial Operations
 - Technology/Pilot Implementation
 - Operations & Maintenance
 - Data Management



Going From This...

LOW = (\$) UP TO \$3M, MEDIUM = (\$\$) \$3M TO 10M, HIGH = (\$\$\$) OVER \$10M

PROJECT TYPE	NEAR-TERM (0-5 YEARS)	MID-TERM (5-10 YEARS)	LONG-TERM (10+ YEARS)
Transit Signal Priority/Bus Rapid Transit	\$\$		
Unified Transit Farebox System	\$		
Implement AVL technology for Transit	\$\$		
New Municipal Traffic Signal System - Fuquay-Varina (U-6022)	\$\$		
New Municipal Traffic Signal System - Knightdale (U-6026)	\$		
New Municipal Traffic Signal System - Morrisville (U-5967)	\$		
New Municipal Traffic Signal System - Wake Forest (U-6023)	\$\$		
New Municipal Traffic Signal System - Clayton (U-5943) ¹	\$		
Upgrade Municipal Traffic Signal System - Apex (U-6117)		\$	
New Municipal Traffic Signal System - Garner (U-6194)		\$	
Upgrade Municipal Traffic Signal System- Raleigh (U-6119)		\$\$	
New Municipal Traffic Signal System - Holly Springs			\$\$
Traffic Signal System Upgrade City of Durham (U-5968)	\$\$\$		
Traffic Signal System Upgrade - Town of Cary		\$\$	
Complete Regional Fiber Network - NCDOT ²			\$\$
Consolidate Municipal Signal Systems Management ³			\$
Establish Agreements for System Consolidation and Management	\$		
Assess New Sub-Regional TMC		\$	
Centralize Data Warehousing and Distribution		\$	
Coordinated Corridor Traffic Signal Timing	\$\$		
Establish software and hardware platforms to serve connected vehicles and automated vehicles	\$		
Regional standards for software, hardware, and communication platforms	\$		
Inventory current deployments	\$\$		
Replace/upgrade outdated devices	\$		
Integrated Corridor Management ⁴			\$\$
Managed Motorways	\$\$\$		
Training for Incident Response	\$		
Emergency Pre-emption	\$		
Adaptive Traffic Signal Systems		\$\$	
Occupancy Detection in Parking Decks		\$	
Staff Training for Operation and Maintenance of ITS Equipment	\$		
Expand Travel Information Coverage	\$		

- Strategic Deployment Plan provides high-level list and descriptions of projects



To This...



- Will serve as roadmap for guiding the work group's activities/priorities
- Identifies necessary tasks/strategies, strategy champions, general timelines (near, mid, long-term)
- Lays out action items for the work group to pursue/implement over the next several years



Regional ITS Deployment Roadmap Examples

OPERATIONS & MAINTENANCE STRATEGY						
Timing & Order	Project & Champion	Description	SDP Alignment (A) Predecessor (P) Program or Project Grouping (G)	Related STIP & Constr. Yr.	Cost	Grant Eligibility
N.18	Address Signal O&M Funding Gap Champ: CPRC	Establish regional plan for addressing signal O&M funding gap based on outcomes of NCDOT Signal Management Plan.	A: N/A P: C.4 G: Program	—	\$ \$	
N.19	Western Wake SS Agreements Champ: CAMPO	Establish Agreements among Western Wake Signal System Partners Establish agreements to support signal system integration.	A: SDP #16,17 P: C.4 G: Program	—	\$	
N.20	Eval IAM, IWOM, and NMS Champ: NCDOT	Evaluate asset management, work order management and network monitoring platforms Evaluate potential regional ITS/fiber asset management/Work order/Network monitoring platform for the region.	A: SDP #17, 19, 23, 24, 31 P: N/A G: Program	—	\$	



Highlighted Regional Planning Strategies

Currently Underway	Near-Term	Mid-to-Long Term
<ul style="list-style-type: none">• TSMO Deployment Guide (NCDOT)• Middle Mile Broadband Strategy (NCDOT)• Statewide ITS Communications Plan (NCDOT)• Signal Management Plan (NCDOT)	<ul style="list-style-type: none">• Fiber & Technology Deployment Master Plan (CPRC & Work Group)• TSMO Technology Standardization Workshops (CPRC & Work Group)• TSMO Technology Pilot Approach (CPRC & Work Group)	<ul style="list-style-type: none">• Regional ITS Strategic Deployment Plan Update (should happen every 5-10 years; last occurred in 2020)



Questions or Feedback?

Matt Day, AICP CTP
Transportation Director
Central Pines Regional Council
mday@centralpinesnc.gov
(919) 558-9397

7.2 ITS Roadmap Update

Requested Action:
Receive as information.

7.3 2055 MTP Update – Deficiency Analysis & Alternatives Analysis

MTP Update Process

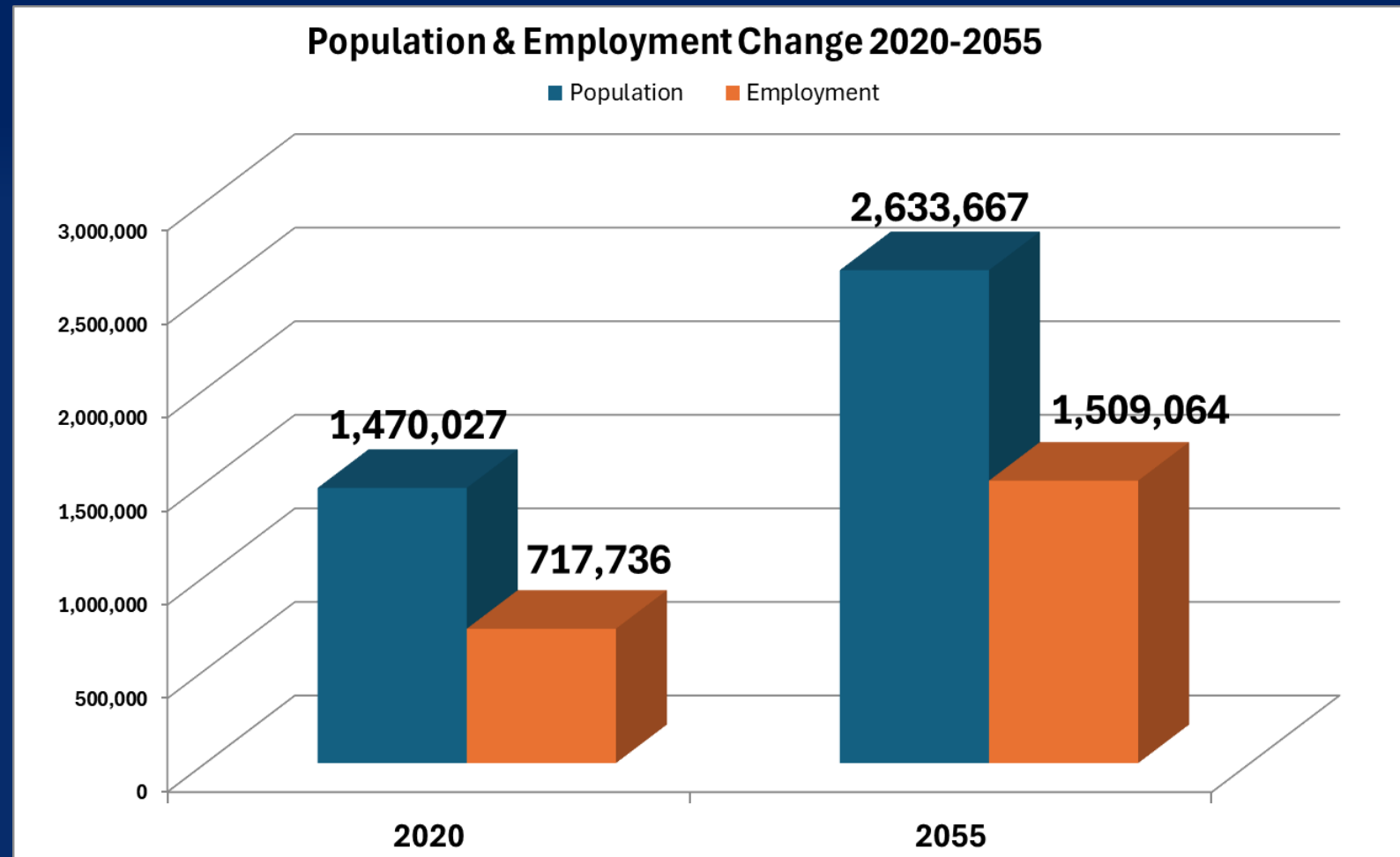
The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.



DRAFT 2055 MTP Socio-Economic Guide Totals

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

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

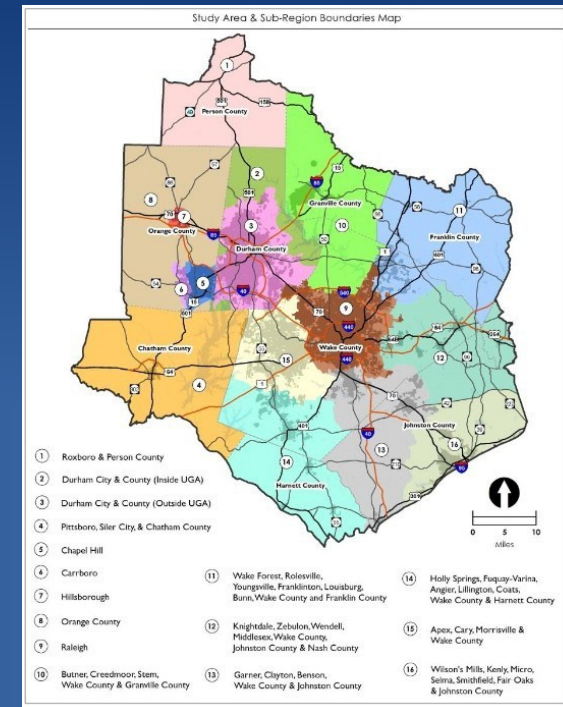
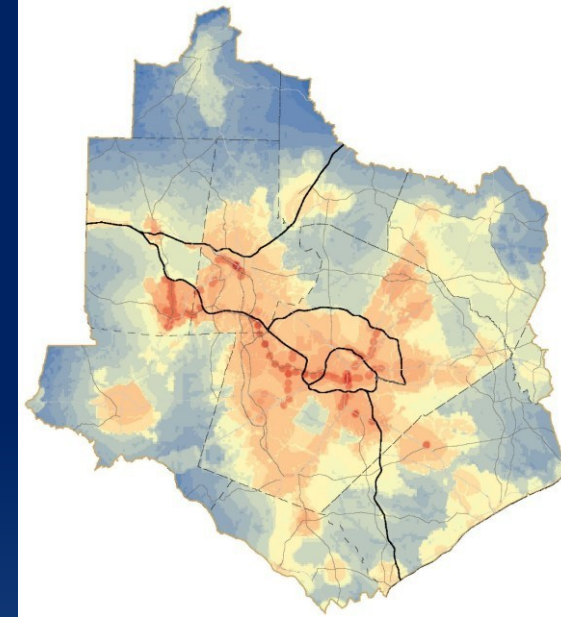


Review results of Deficiency Analysis through the web portal:
<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>

- Things to think about:

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

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



Alternatives Analysis & Scenario Planning

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

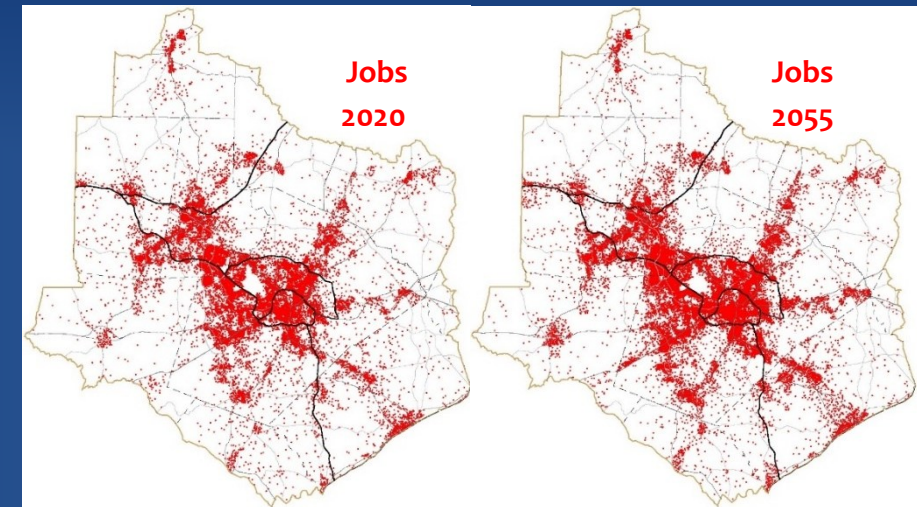
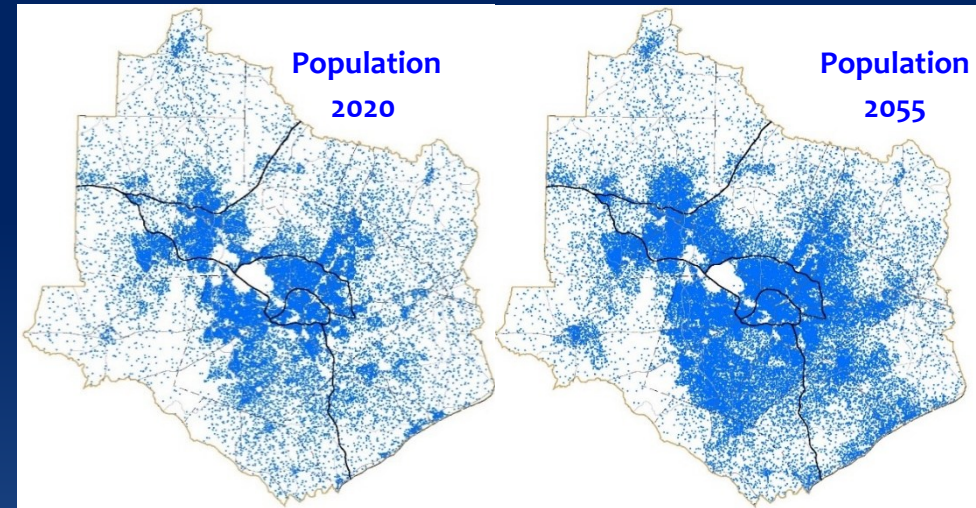
How: Beginning With The End In Mind

During 2025

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

Late 2025 or Early 2026

- 2055 MTP adopted by CAMPO and DCHC MPO

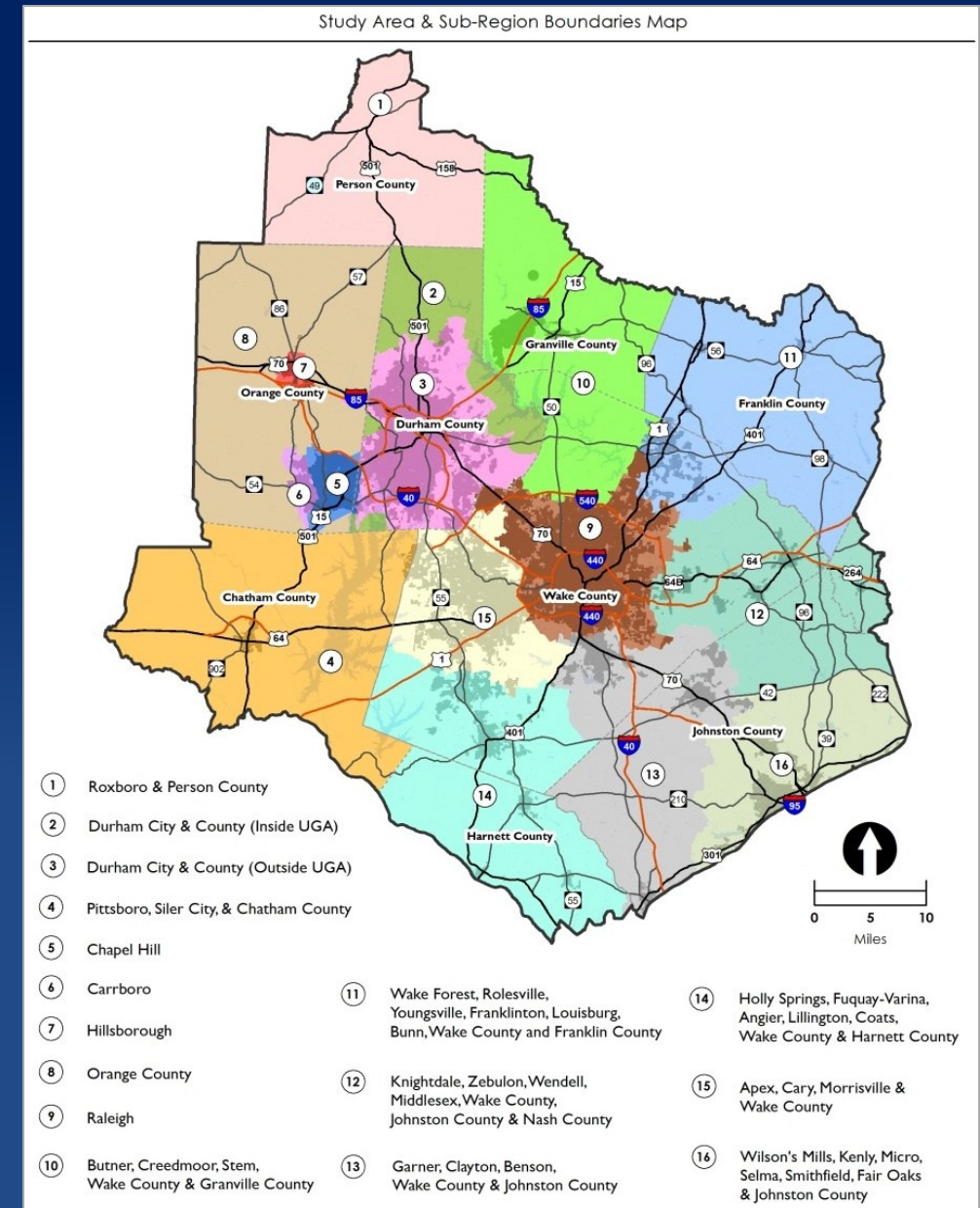


2045 MTP results: each dot is 50 jobs or people

Development Foundation (*Land Use*)

How: the CommunityViz Growth Tool

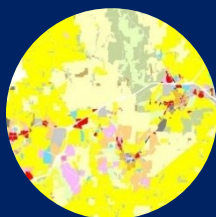
- CommunityViz is a tool to understand growth capacities and allocate future growth
- It can be used to create future development scenarios and help understand their relative impacts
- It needs 5 basic inputs



What CommunityViz Needs To Create a Scenario



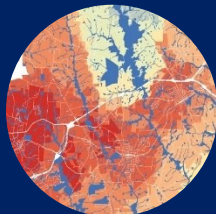
The location of features that constrain development, such as water bodies, wetlands and stream buffers



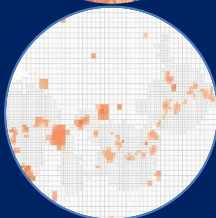
The type of place each parcel **will become** (and the intensity of each place type for each jurisdiction)



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



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



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

CommunityViz Local Guide Books & Look-Up Tables

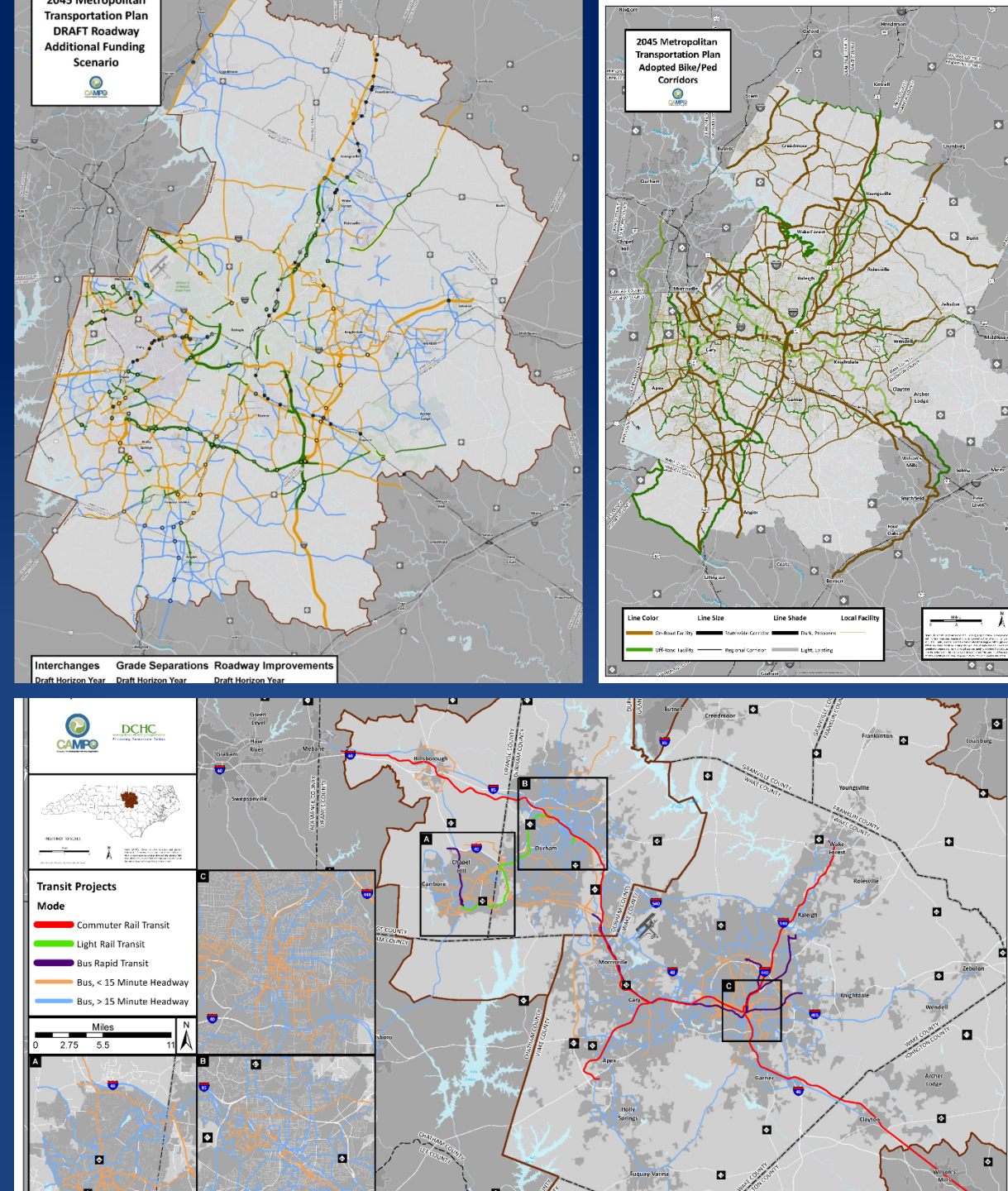
www.centralpinesnc.gov/mobility-transportation/urban-mobility
[scroll down to CommunityViz]



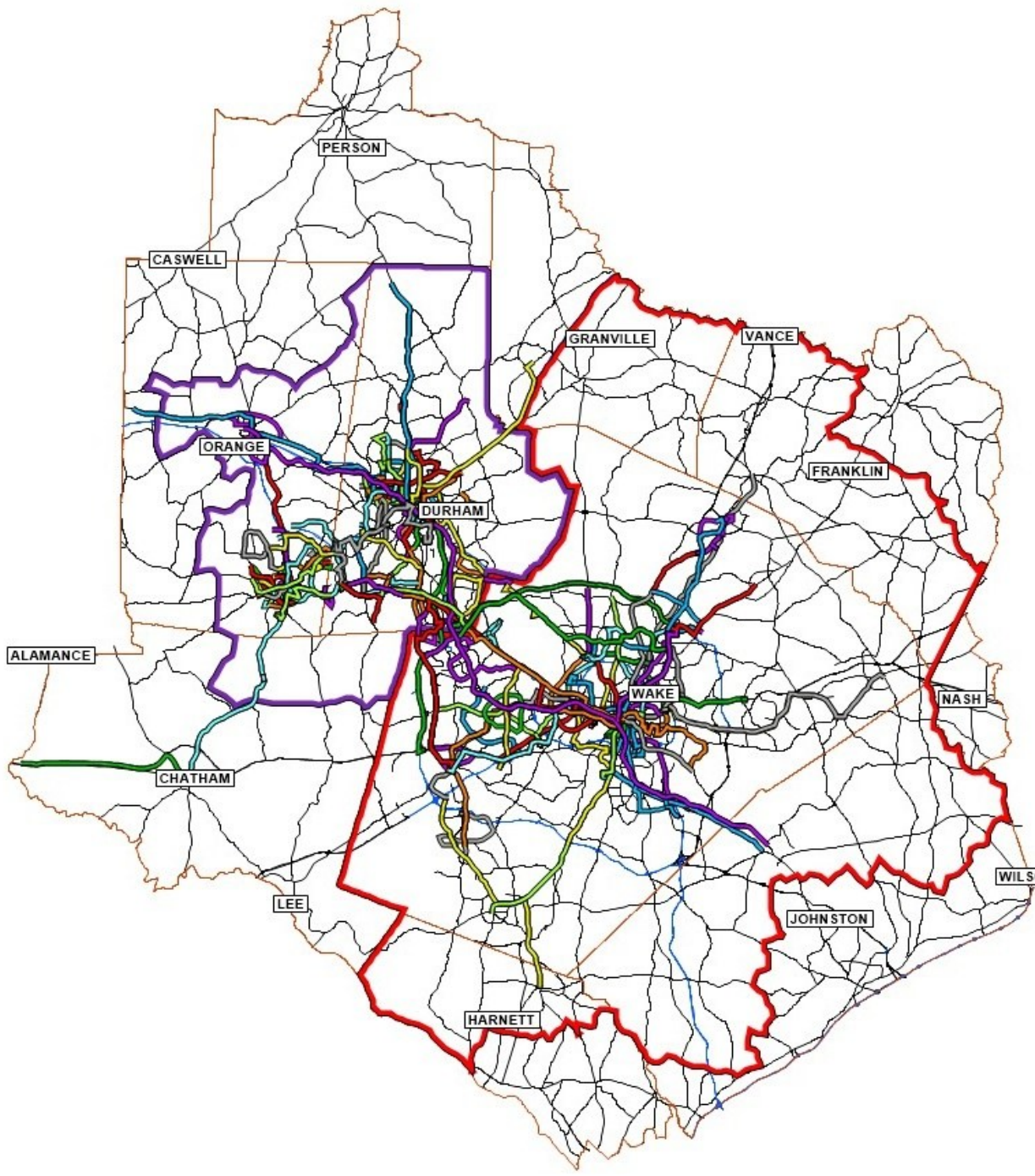
Mobility Investment Foundation (Transportation)

Future Transportation Network

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







Triangle Regional Model



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

Scenario Framework

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

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

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

Deficiencies & Needs Scenario

Development Foundation:

P | Community Plans

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

Mobility Investment Foundation:

E | Existing + Committed

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

Plans & Trends Scenario

Development Foundation:

P | Community Plans

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

Mobility Investment Foundation:

T | Trend Investment

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

Preliminary Trends Analysis

Peak Hour

Mid Day

Transportation Network:
Trend Investment

Socio-Economic Data:
Community Plans

Volume / Capacity

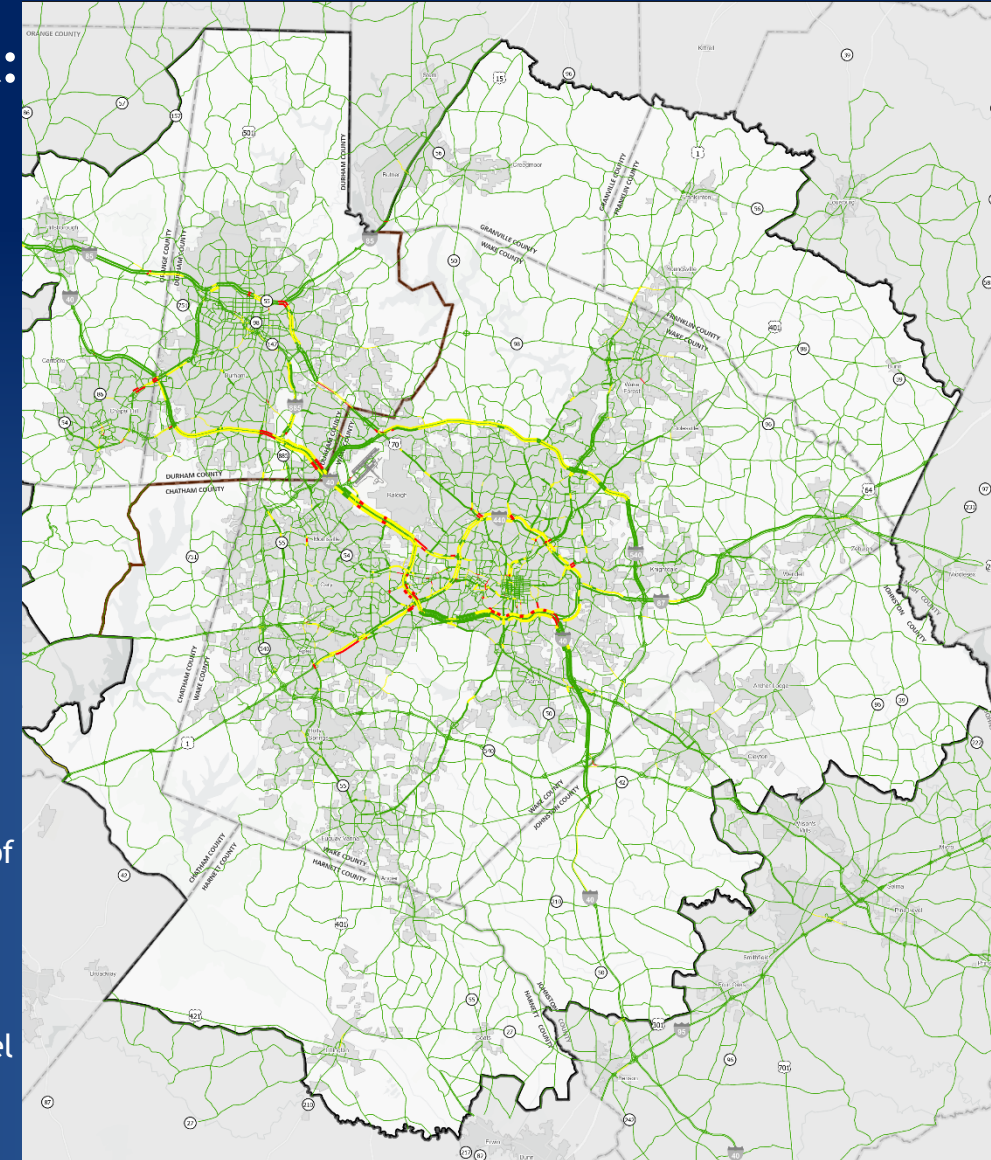
Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

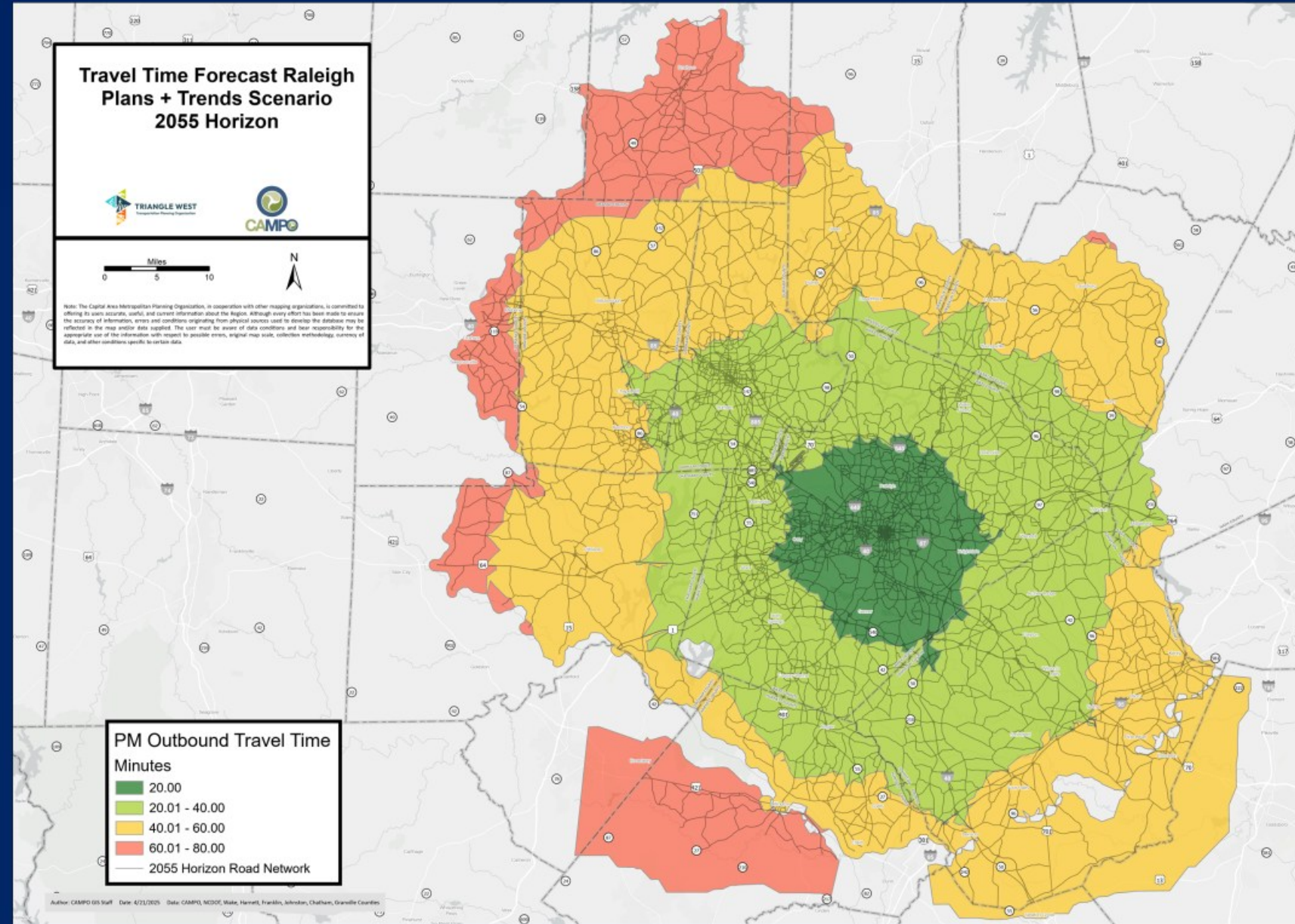
Off-Peak

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



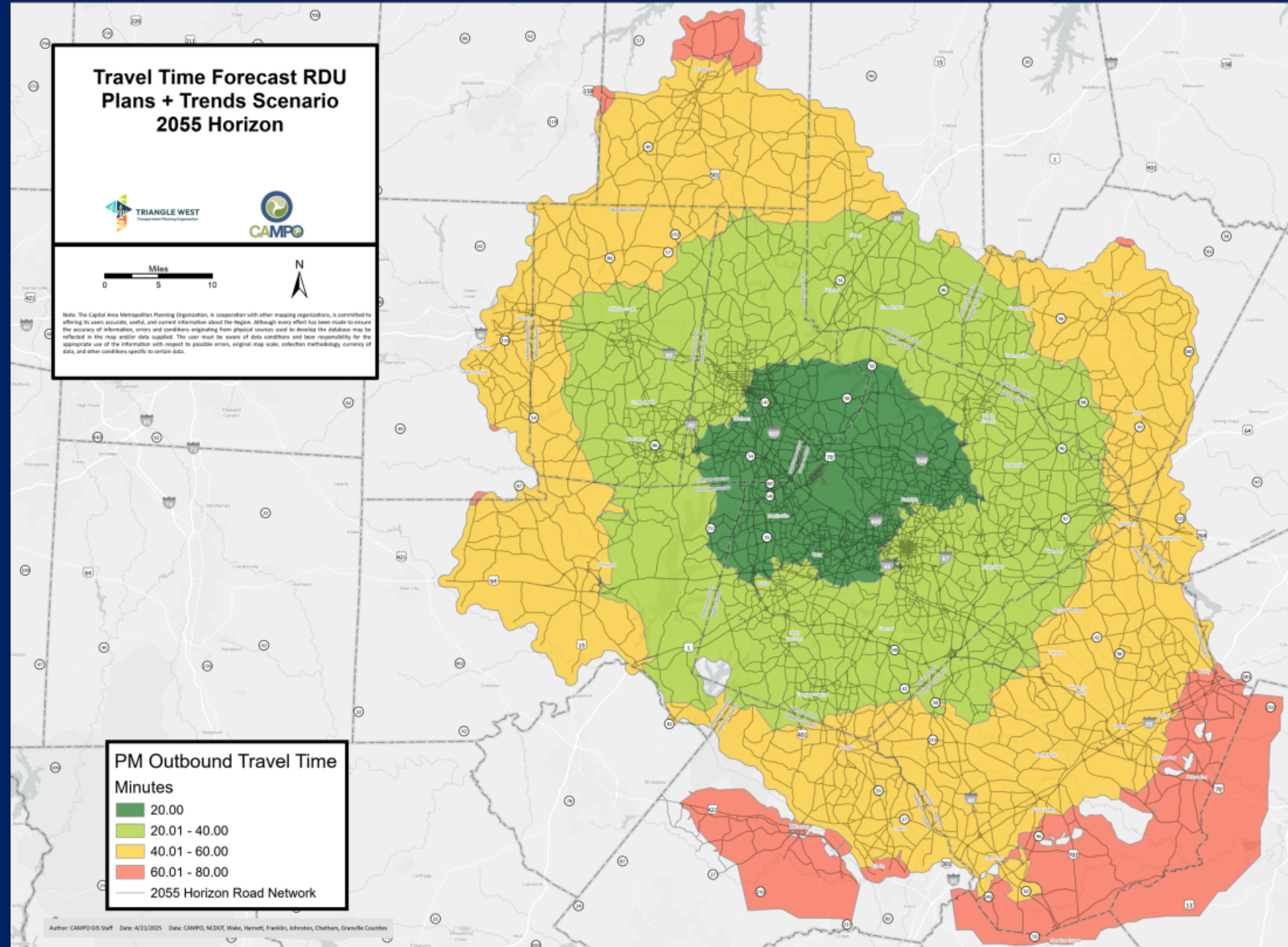
Preliminary Trends Analysis & Travel Time (Downtown Raleigh)

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



Preliminary Trends Analysis & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	35 min
Downtown Knightdale	35 min
Downtown Holly Springs	30 min
Downtown Clayton	45 min



Alternatives Analysis

Trends Scenario

Major Roadway Investments

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

Major Transit Investments

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

Shared Leadership Scenario

Development Foundation:

P | Community Plans

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

Mobility Investment Foundation:

M | Mobility Corridors

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

Preliminary Shared Leadership

Peak Hour

Mid Day

**Transportation Network:
Mobility Corridors**

**Socio-Economic Data:
Community Plans**

Volume / Capacity

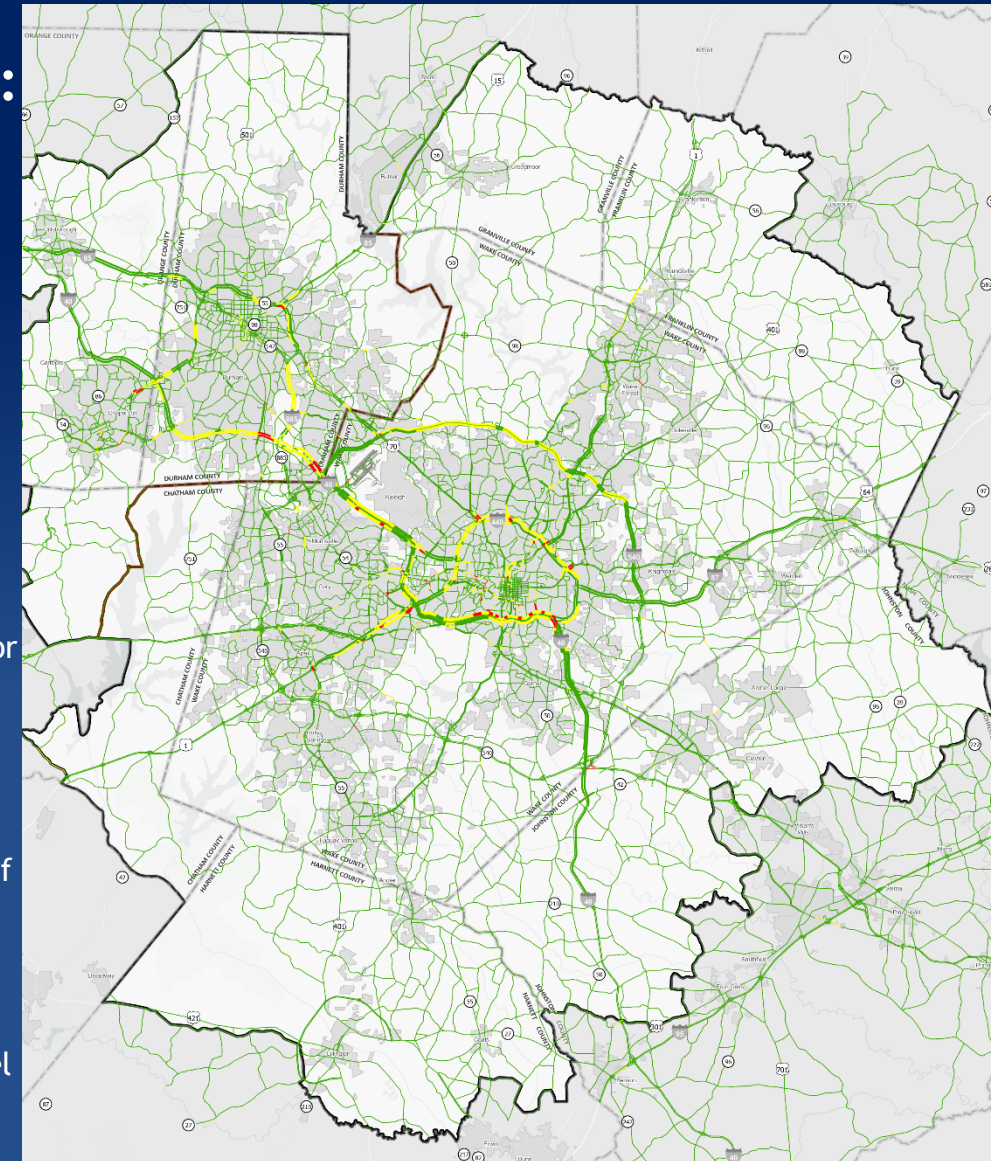
Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

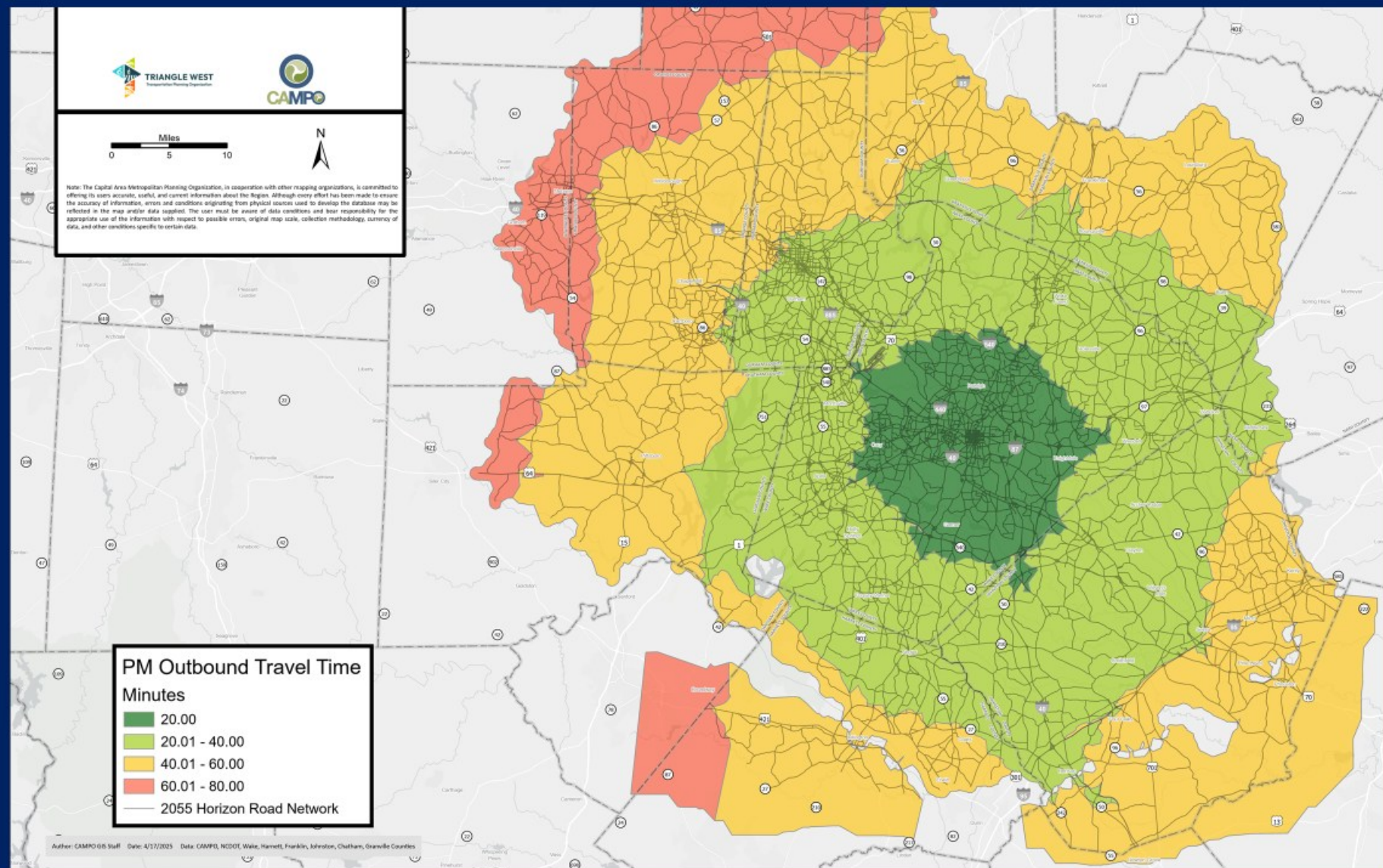
Off-Peak

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



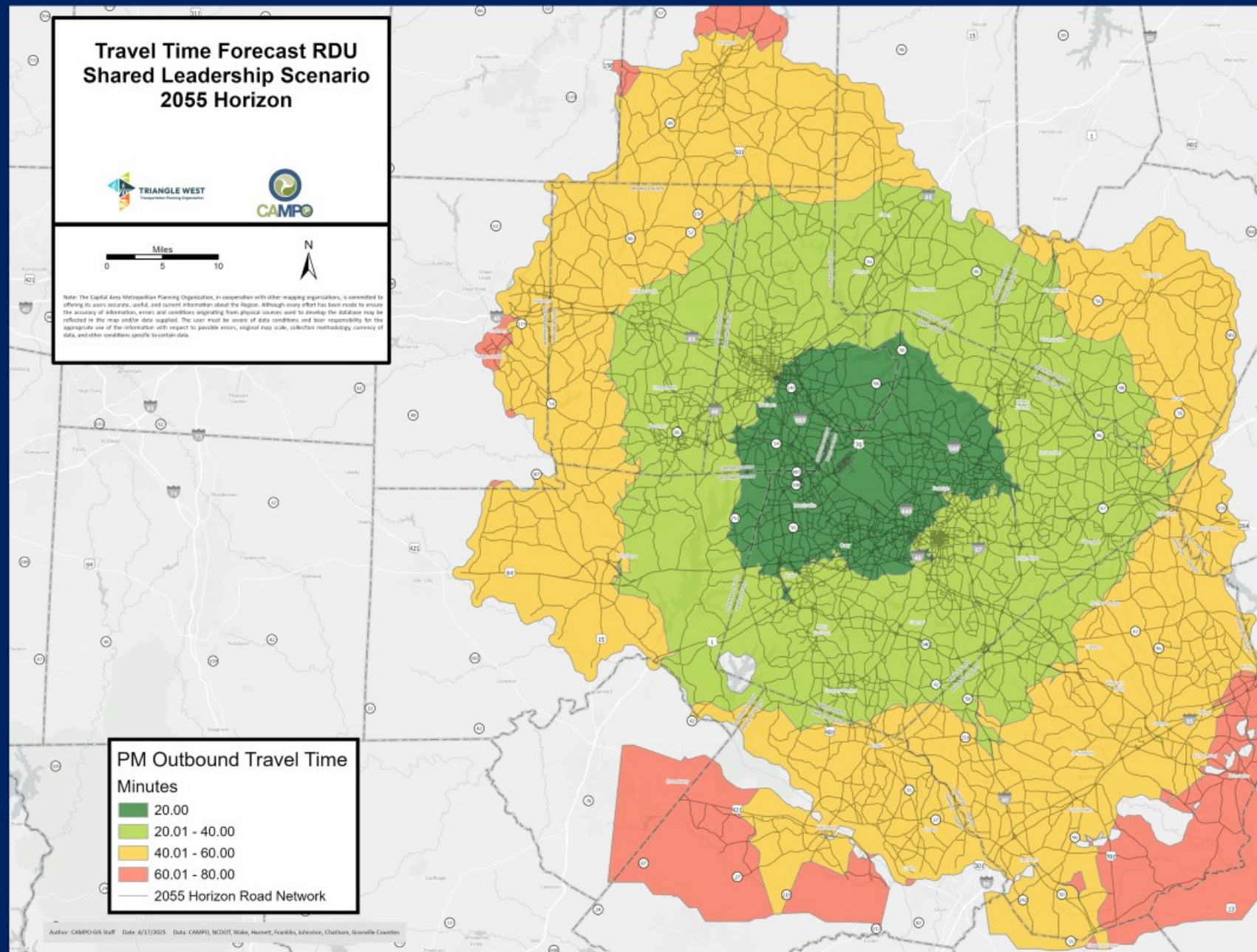
Preliminary Shared Leadership & Travel Time (Downtown Raleigh)

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



Preliminary Shared Leadership & Travel Time (RDU)

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



Alternatives Analysis

Shared Leadership Scenario

Major Roadway Investments

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

Major Transit Investments

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

All Together Scenario

Development Foundation:

O | Opportunity Places

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

Mobility Investment Foundation:

C | Complete Communities

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

Preliminary All together

Peak Hour

Mid Day

**Transportation Network:
Complete Communities**

**Socio-Economic Data:
Opportunity Places**

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

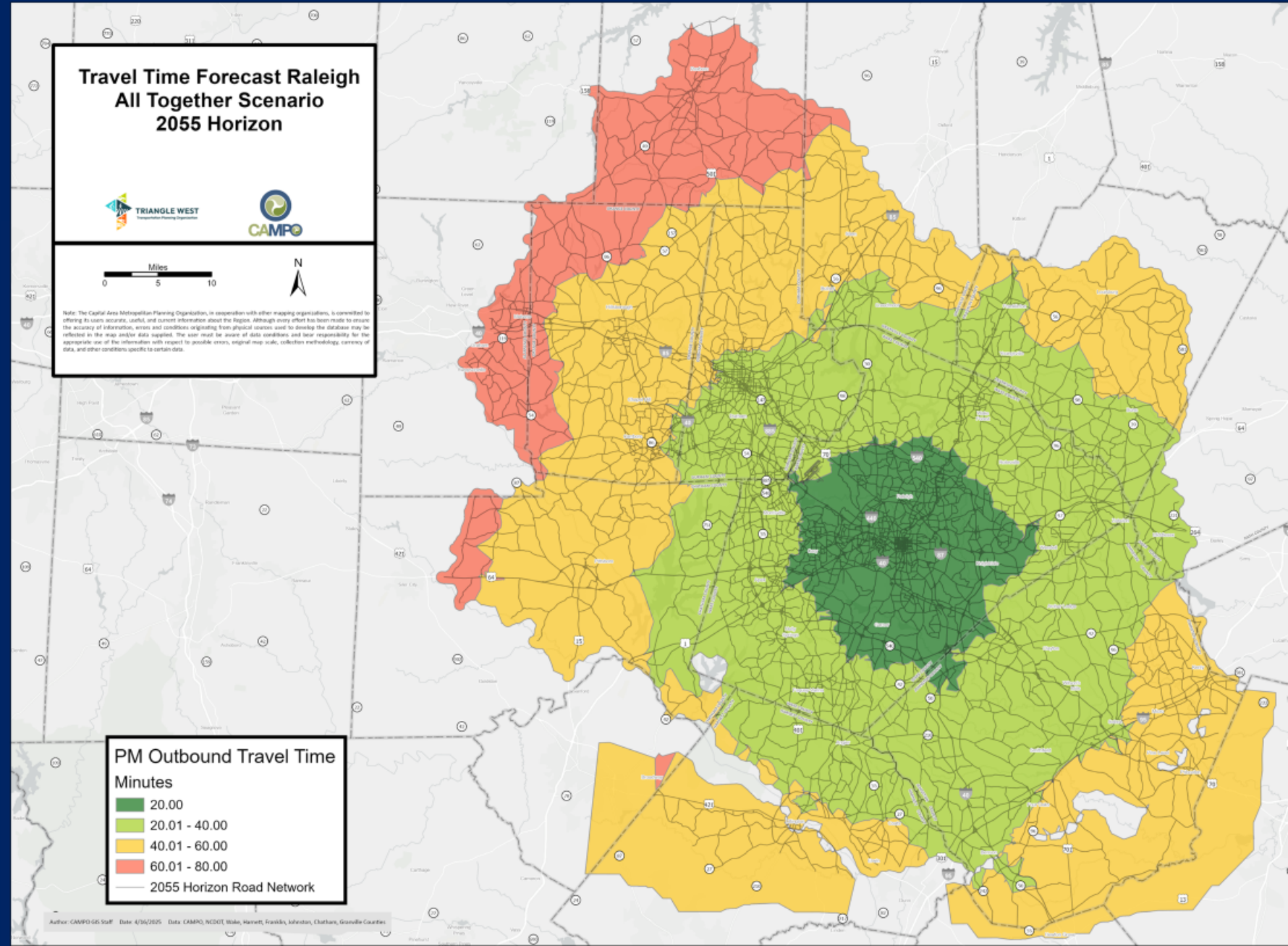
Represents the worst travel hour of the day

Off-Peak

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

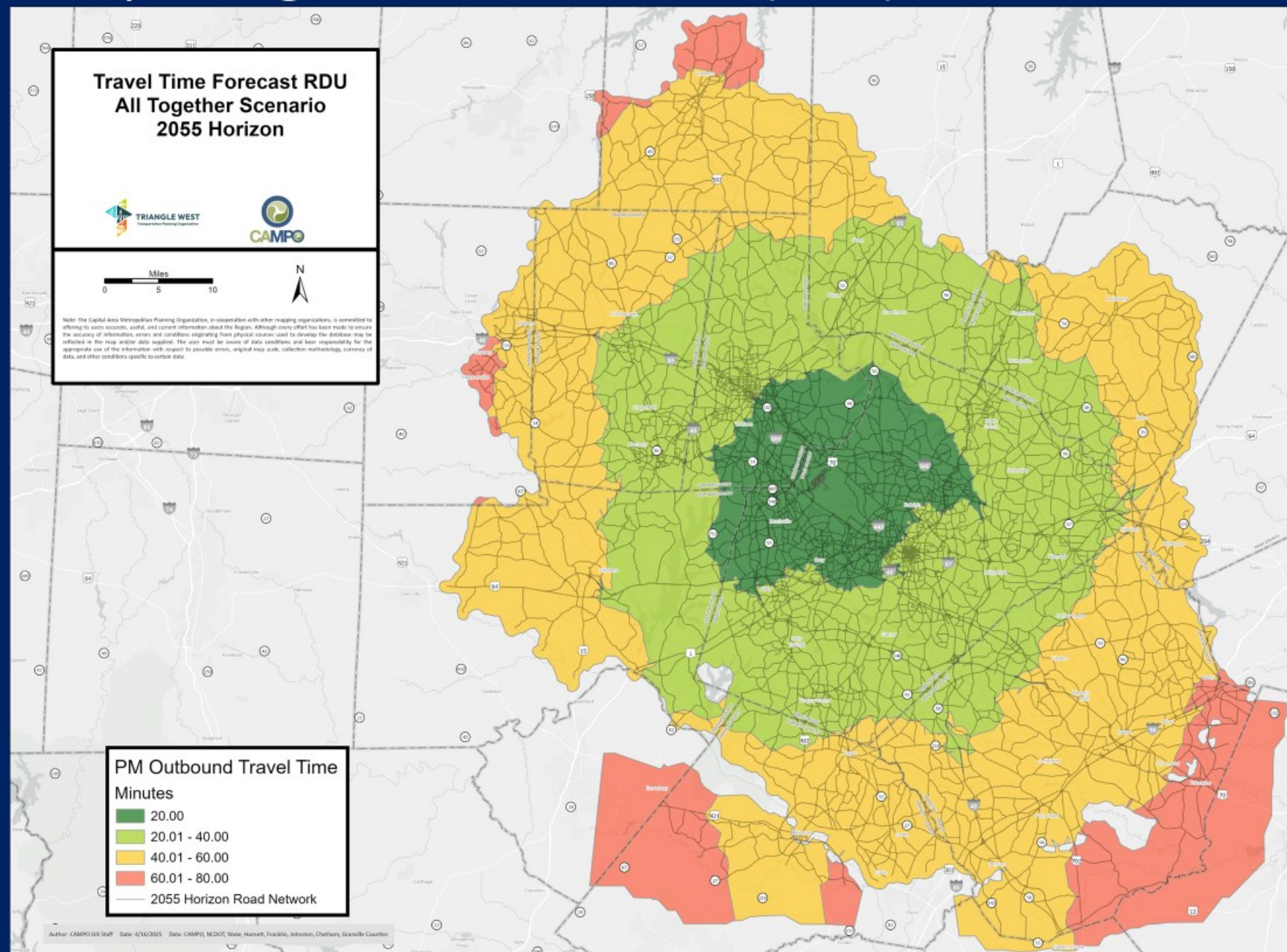
Preliminary All Together & Travel Time (Downtown Raleigh)

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



Preliminary All Together & Travel Time (RDU)

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



The Opportunity Places Development Foundation

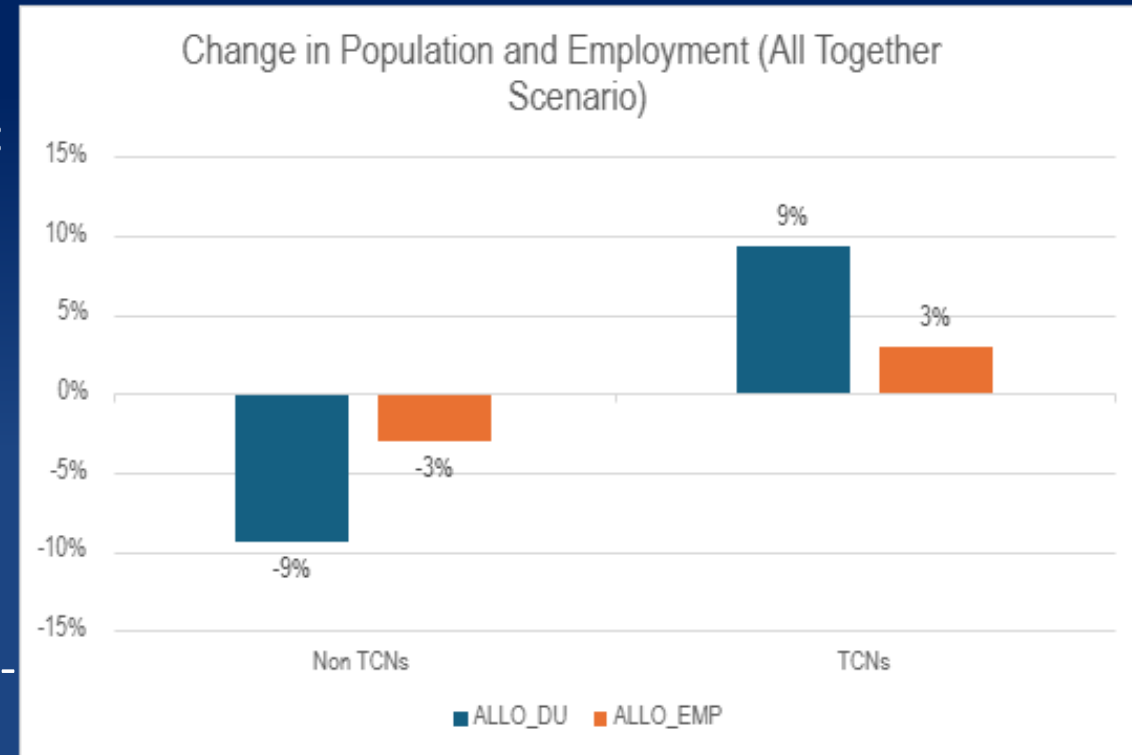
-- a focus on important trip origins and destinations --

Opportunity Places Development Foundation

Mechanically derived – 4 main elements

Community Plans is the starting point. Modified as follows:

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



Alternatives Analysis

All Together Scenario

Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Higher level of secondary roadway investments in 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 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Pop. Growth



3.4 million in 2055

Key Performance Measures

2055 MTP Alternative Scenarios

Jobs Growth















2 million in 2055

In 2055...	DEFICIENCIES & NEEDS (BASELINE)	PLANS & TRENDS	SHARED LEADERSHIP	ALL TOGETHER
Avg Auto Commute Time - Triangle West	14.4 min	14.3 min	14.4 min	13.9 min
Avg Auto Commute Time - CAMPO	18.5 min	17.6 min	17.6 min	16.8 min
Delays: Daily Triangle West				
Delays: Daily CAMPO				
Adding Road Lane Miles (from 2020 Base) - Triangle West	2020	2020	2020	2020
Adding Road Lane Miles (from 2020 Base) - CAMPO	2020	2020	2020	2020
Transit Service Miles - Region	2020	2020	2020	2020
Transit Ridership Region				
Jobs near Transit - Triangle West	61%	65%	73%	77%
Jobs near Transit CAMPO	44%	63%	64%	68%
Reduction in GHG Emissions (from 2020 Base) - Region	2020 -40%	2020 -39%	2020 -39%	2020 -39%
Funding Required Region	\$	\$	\$	\$
Bike & Ped Investment - Region				
Development Density - Region				

Scenario Framework

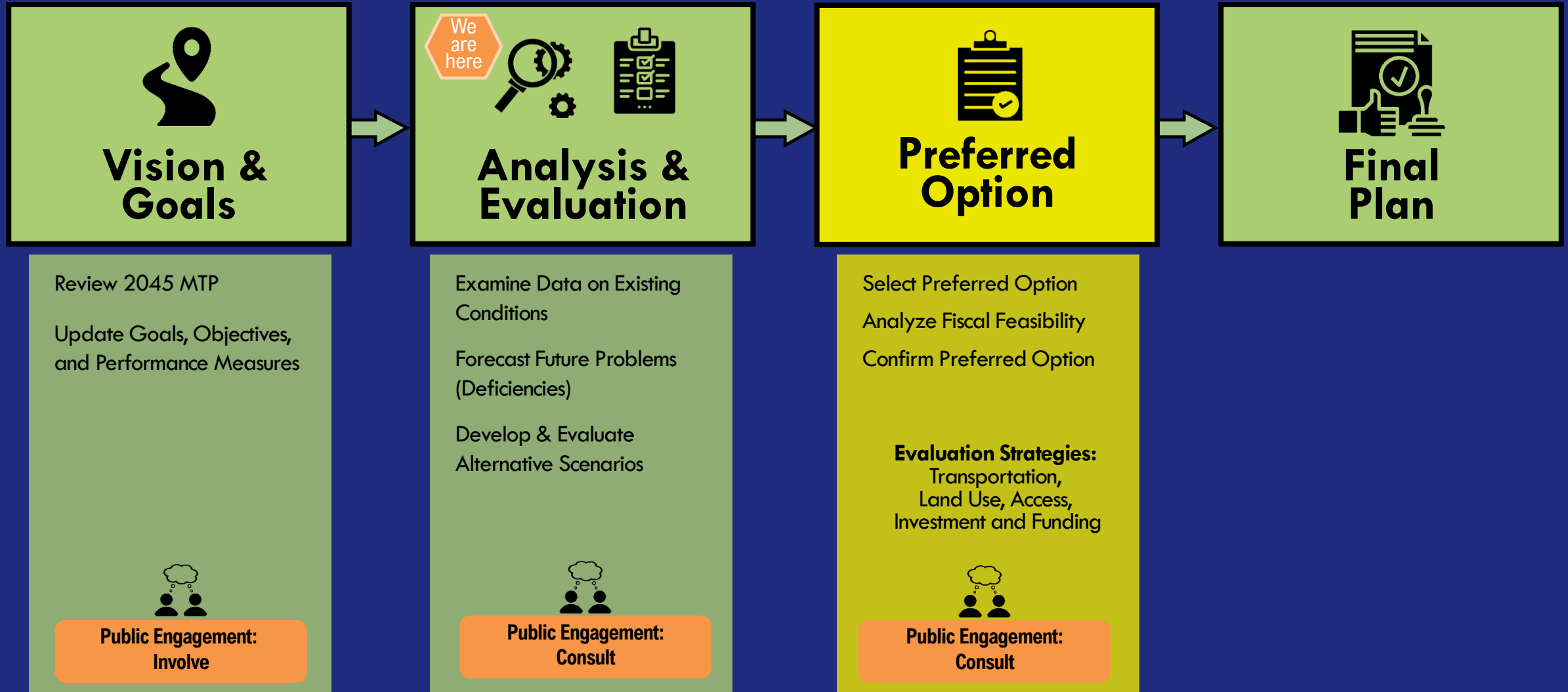
Four scenarios that match a development foundation with a mobility foundation

Destination 2055 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		
	 Opportunity Places				 All Together Scenario	
	 Build Out					

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

MTP Update Process

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



2055 MTP Development CAMPO Liaison

Cara

Johnston County
Town of Archer Lodge
Town of Clayton
Town of Holly Springs
Town of Fuquay- Varina

Evan

Wake County
Town of Knightdale
Town of Wendell
Town of Zebulon

Crystal

Chatham County
Town of Apex
Town of Morrisville

Daniel

Town of Cary
Town of Garner
City of Raleigh
Harnett County
Town of Angier
Town of Coats
Town of Lillington

Kenneth

Franklin County
Town of Bunn
Town of Franklinton
Town of Youngsville
Granville County
Town of Bunn
City of Creedmoor
Town of Rolesville
Town of Wake Forest

2055 MTP – Public Engagement for Alternatives

Purpose: Feedback & Awareness on Alternatives to inform the Preferred
*(Tradeoffs of Preferences for the Triangle Region's
Transportation Network of the Future)*

Dates – Alternatives Phase: April 22 – May 26

Date - Online Virtual Meeting: May 22nd Tomorrow! from 12PM-1PM

Website & Survey: Destination2055nc.com



7.3 DRAFT 2055 MTP/CTP

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

Requested Action:
Receive as information.

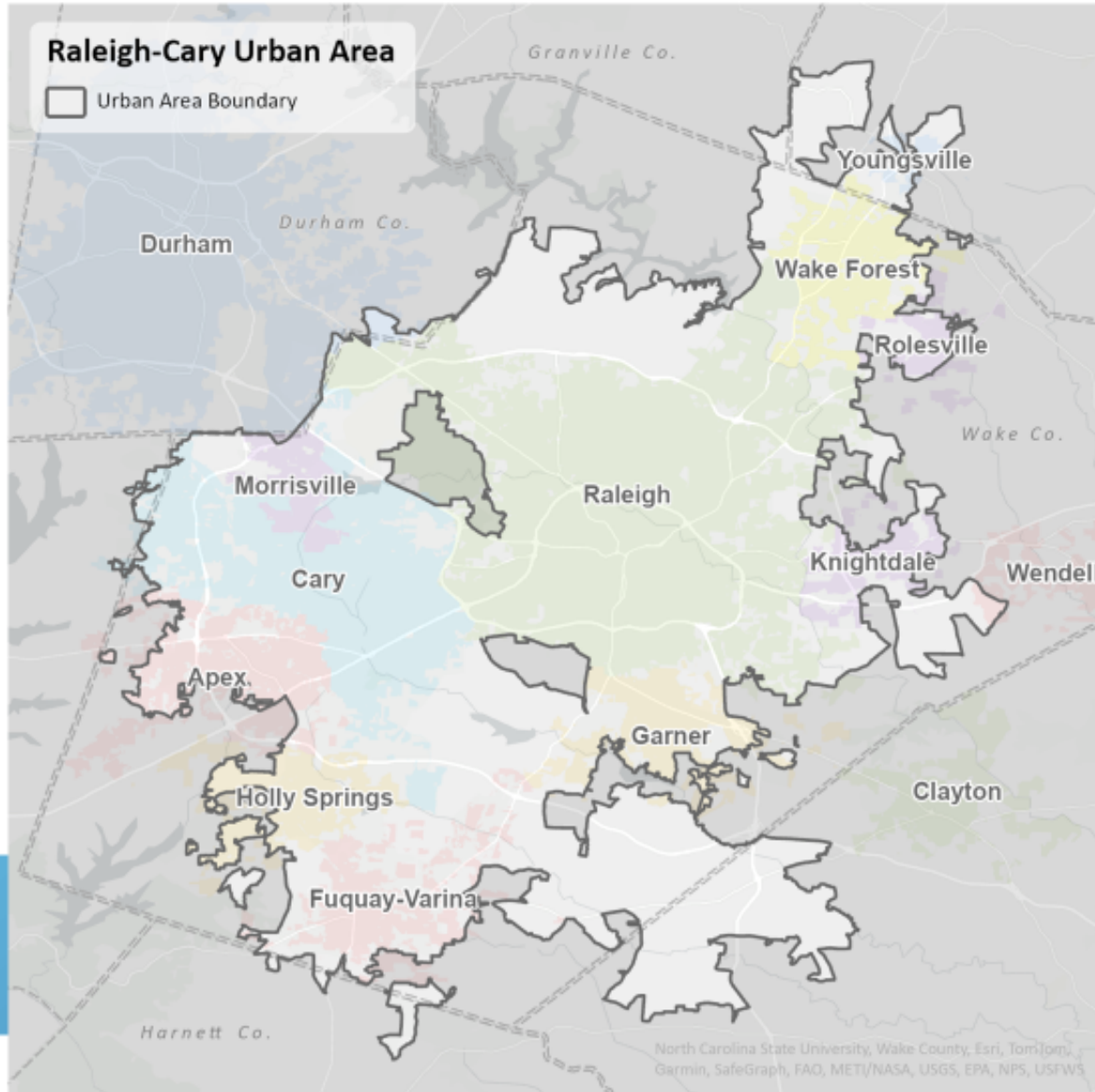
7.4 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection



Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

2025 Recommended Program of Projects

CAMPO Executive Board Meeting // May 21, 2025



FTA Section 5310 Program

Provides capital and operating grants to

- Non-profit organizations, private operators, and public agencies
- Providing coordinated transportation services
- Planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.

Funding is for the Raleigh-Cary Urban Area



2025 Call for Projects

- Application period February 17 – March 14
- Approximately 200 agency, non-profit, and providers contacted
- Virtual grant webinar and recorded presentation:
 - **Webinar:** February 24
 - **Recorded Webinar:** February 28 – March 14 available on GoRaleigh's website
- Applications evaluated by Scoring Committee April 7
- Presenting to CAMPO Executive Board May 21
- Public comment period May 19 – June 17
- Public Hearing Program of Projects approval request in June

SECTION 5310 PROGRAM

Grant Application Snapshot

Organization	Funding Request	Project Summary	Project Type
<i>Best Transportation and Wheelchair Service Inc</i>	\$50,000	Vehicle Purchase	Traditional
CAMPO*	\$284,205	Mobility Management	Traditional
Cardinal Transport, LLC	\$152,500	Vehicle Purchase; Technology; Salary	Traditional and Other
The Center for Volunteer Caregiving	\$205,005	Volunteer Driver Escorted Door-Through-Door Transportation Program	Other
Community and Senior Services of Johnston County	\$367,625	Vehicle Purchase; Mobility Management; Purchased services	Traditional
GoRaleigh Access / City of Raleigh	\$120,000	Free paratransit rides for seniors	Traditional
Pearl Transit Corp	\$234,000	24-hour transportation and trip planning	Other
<i>WH Transportation</i>	\$85,000	Vehicle Purchase	Traditional

*CAMPO's mobility management program is supported by 5310 funds set aside outside of the competitive process as outlined in the PMP.



Thank You



7.4 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection

Requested Action:
Receive as information.

7.5 2025 Mobility Coordination Committee/Mobility Management Program Update

Mobility Coordination Committee



May 21, 2025

Key Activities of the MCC:

(2019-2022)

- Established the MCC and working subcommittees.
- Transition rural transportation programs into a mobility framework.
- Develop mobility management scope of work for consultants.

(2021-2023)

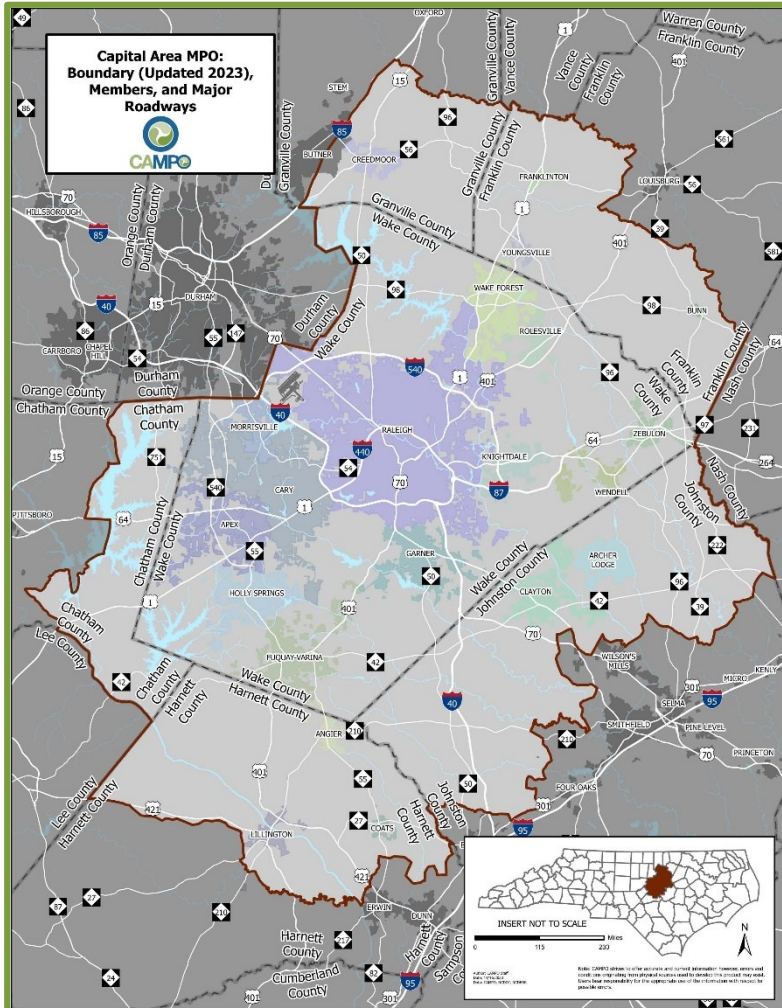
- Conducted Mobility Management Implementation Study (MMIS).
- Developed scope of work for comprehensive 2024 Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).
- Collaborated on MM position's job description & draft work program

(2023-2024)

- Completed 2024 CPT-HSTP including recommendations from 2018 Plan, MMIS, MM, Outreach info.

Project Goals:

Intentionally broad to reflect the needs and service gaps identified through Plan development



Develop policies and programs to support mobility coordination across the CAMPO and adjacent region.



Coordinate ADA paratransit services throughout the CAMPO region.



Support transportation services that address the needs of the CAMPO region.



Raise awareness of mobility options throughout the CAMPO region.

Mobility Management Approach & Program

What is Mobility Management?

Mobility management connects people with disabilities, seniors, low-income individuals, and others with accessible, reliable transportation options.

Effective mobility management requires **coordination and cooperation** among a host of public and private entities, providing comprehensive and affordable service.

The process of mobility management seeks to **identify gaps and barriers** to public transportation that prevent individuals from using existing services.

Mobility managers work with partners to find solutions, creating a “**one-stop shop**” where people can find transportation service that meets their needs.



In-depth Assessment of current service capacity programs

Prioritize disseminating transportation education and information in the region.

Build a broader coalition with human service agencies

Enhanced service coordination

Explore the full range of emerging mobility policy and coordination alternatives

Goals/Priorities



Next Steps for the MCC and MMP: 2024/2025-2026

- ~Formalized the MCC - Parties MOU, elected officers, adopted By-Laws and Sub-Committee Operating Guidelines
- ~Began Implementing Work of the 2024-2029 CPT-HSTP
- ~Develop an Outreach Communications Plan for MCC/MMP
- ~Facilitate Communication/Collaborations/Pilot programs

Discussion/Questions



7.5 2025 Mobility Coordination Committee/Mobility Management Program Update

Requested Action:
Receive as information.

8. Informational Items: Budget

8.1 Operating Budget FY2025

8.2 Member's Shares FY2025

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

9. Informational Item: Staff Reports

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

10. ADJOURN

Upcoming Meetings

Date	Event
June 5 10:00 a.m.	Technical Coordinating Committee Meeting
June 18 3:00 p.m.	Executive Board Meeting
July 3 10:00 a.m.	Technical Coordinating Committee Meeting
July 16 4:00 p.m.	Executive Board Meeting