



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

March 6, 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

5.7 Amendment #8 to the FY 2024-2033 Transportation Improvement Program

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: February 6, 2025

Requested Action:

Approve the February 6, 2025 Meeting Minutes.

5. Regular Business

1. Election of Vice Chair for 2025
2. FY 2026 Wake Transit Work Plan
3. FAST Study 2.0 Update
4. North Harnett Transit Study - Project Update
5. CAMPO Blueprint for Safety - Safety Performance Measure Target Setting
6. 2055 MTP Update - Deficiency Analysis & Alternatives Analysis
7. Amendment #8 to the FY 2024-2033 Transportation Improvement Program

5.1 Election of Vice Chair for 2025

Requested Action:

Conduct election for Vice Chair of the TCC for the remainder of the 2025 term.

5.2 FY 2026 Wake Transit Work Plan

Key Dates for FY26 Work Plan

ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	February 20, 2025
30-Day Public Comment Period	March 4, 2025 – April 2, 2025*
Updated/Modified Work Plan Funding Requests Due	March 14, 2025
Program Development Discussion on Changes to Work Plan	March 25, 2025
Distribute Recommended Work Plan to TPAC	April 14, 2025*
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 24, 2025*
14-day public review and comment period for the recommended Work Plan	May 1 – May 14, 2025
Public Hearing at CAMPO Executive Board	May 21, 2025
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June 2025

*Revised dates from original schedule

Work Plan Contents

Main Document (Pg. 1-92)

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

Appendix (Pg. 93-241)

- Multi-Year Operating Program
- Capital Improvement Plan



DRAFT FY 2026 Wake Transit Work Plan

February 17, 2025

Draft FY 2026 Wake Transit Work Plan

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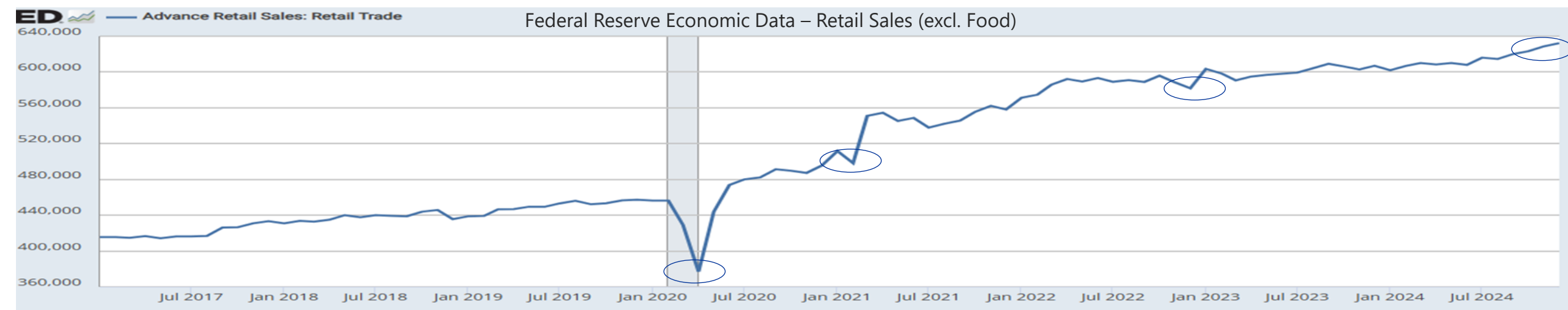
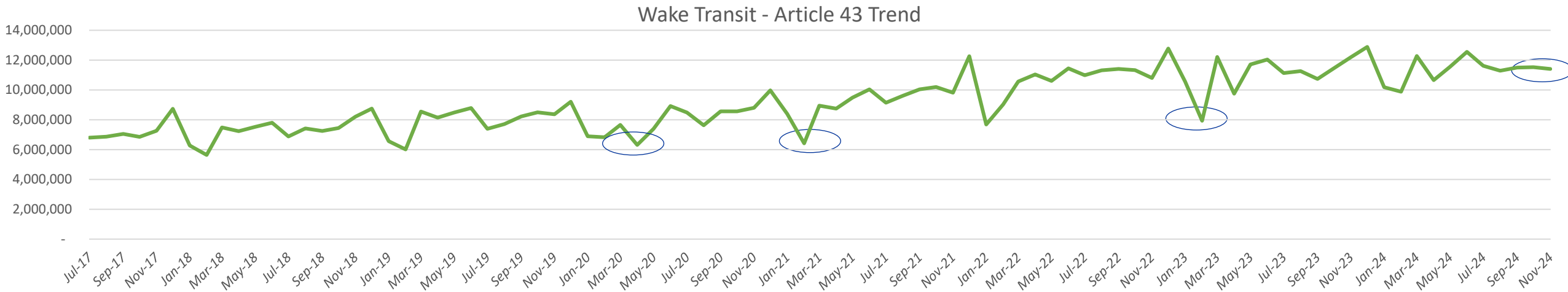
Note:

Operating and capital budget ordinances will be included in the final version of the document after the Work Plan's adoption.



Modeled Expenditures and Revenues

Half-Cent Sales Tax – Article 43 Trend



FY25 Actual ½ Cent Sales Tax - 41% (\$57M) Of Budget YTD – Nov (5 months)

FY26 Modeled Revenues

(in Thousands)

FY26 Draft Work Plan Budget Assumptions

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

* - Excludes Federal BRT Share of \$86M

FY26 Modeled Expenditures

(in Thousands)

	New Operating	Continued Operating	Total Operating
Bus Operations	\$3,877	\$42,556	\$46,433
Community Funding Area*	2,960	1,148	4,108
Other Bus Operations	-	3,786	3,786
Transit Plan/Tax District Administration	150	7,746	7,896
Total FY 2026 Modeled Operating	\$6,987	\$55,236	\$62,223

* - New Operating includes prior year fund balance with no current project assigned.

FY26 Modeled Expenditures

(in Thousands)

Maintenance Facility	\$ 21,853
Transit Center/Transfer Point Improvements	10,662
Park-and-Ride Improvements	1,490
Bus Stop Improvements	5,583
<i>Total Bus Infrastructure</i>	\$ 39,588
Bus Rapid Transit**	\$ 55,000
Vehicle Acquisition*	21,152
Capital Planning	982
<i>Total Projects Modeled (excl. Bus Infrastructure)</i>	\$ 77,134
Total Capital	\$ 116,722

* - Includes ADA and Support Vehicles

** - Excludes Federal Share

FY26 Modeled Expenditures

Transit Plan Funded: Operations Only

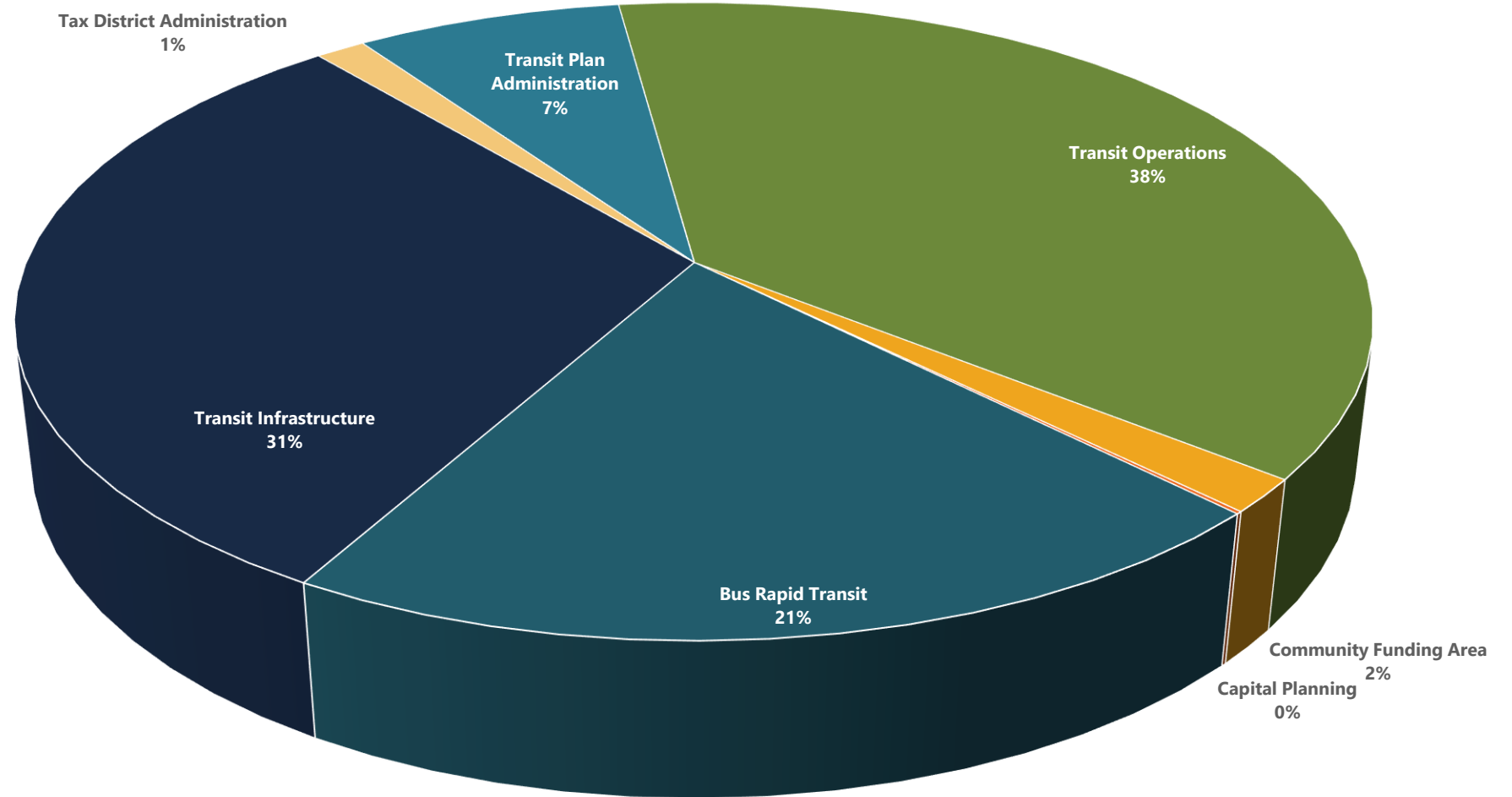
Raleigh	63.8%
GoTriangle	15.3%
Cary	10.0%
Reserve	7.2%
Wake County	1.6%
Apex	0.9%
Morrisville	0.8%
Wendell	0.4%
Zebulon	0.0%

Transit Plan Funded: All Operating Expenses

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

Transit Plan Funded: All Capital Expenses

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



FY26 Total Work Plan

FY26 Triangle Transit Tax District: Wake Transit Plan

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

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



Work Plan Contents Overview

Financial Assumptions

Excerpt on Vehicle Rental Tax (pg. 87):

Regional Transit Authority Vehicle Rental Tax: The FY25 Wake Transit Work Plan adopted by Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and GoTriangle Board of Trustees included a portion of the Regional Transit Authority Vehicle Rental Tax, as defined in NCGS § 105-550 through NCGS § 105-556.

A Conference Committee of the Wake Transit Governance ILA parties was convened and voted to include the amount of \$2.528M of the Regional Transit Authority Vehicle Rental Tax in the Adopted FY25 Wake Transit Work Plan.

The TPAC recommended the FY 2026 Draft Work Plan include “TBD” language in the Financial Model and Assumptions while the Conference Committee continues to evaluate the potential impacts of the Regional Transit Authority Vehicle Rental Tax for FY26 and beyond. The “TBD” language will be updated for FY2026 and beyond upon the conclusion of the Conference Committee process.

Financial Assumptions

Commuter Rail Process and Assumptions (pg. 87):

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



Financial Assumptions

COMMUTER RAIL PROJECT ASSUMPTIONS: FY2025 Adopted vs. FY2026 Draft Work Plans		
	FY 2025 Adopted Wake Transit Work Plan “place-holder scenario”	FY 2026 Draft Wake Transit Work Plan “place-holder scenario”
Total Project Mileage	30 miles*	30 miles*
Total Wake Transit Project Cost	\$2.1B	\$2.1B*
Wake County Share	\$1.4B	\$1.4B*
Federal Participation Share	\$0.7B	\$0.7B*
Projected Debt	\$1.0B	\$1.0B*
Projected Debt Term & Pay-Off Date	35-year term, final payment FY 2072	35-year term, final payment FY 2072
Assumed Federal Support	RRIF Loan (Both Phases), FFGA Match (Phase 2)	RRIF Loan (Both Phases), FFGA Match (Phase 2)
Projected Completion Date	FY 2033 (Phase 1), FY 2037 (Phase 2)	FY 2035 (Phase 1), FY 2039 (Phase 2)

Operating Highlights

GoTriangle

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



Operating Highlights II

GoRaleigh

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



Capital Highlights

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



Capital Highlights II

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



Comment Period Open

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



Comments & Questions?

5.2 FY 2026 Wake Transit Work Plan

Requested Action:
Receive as information.

5.3 FAST Study 2.0 Update

CAMPO TCC Meeting

FAST_{2.0}
Freeway, Arterial, Street, and Tactical Transit

March 6, 2025

FAST Transit



FREEWAY



ARTERIAL



STREET

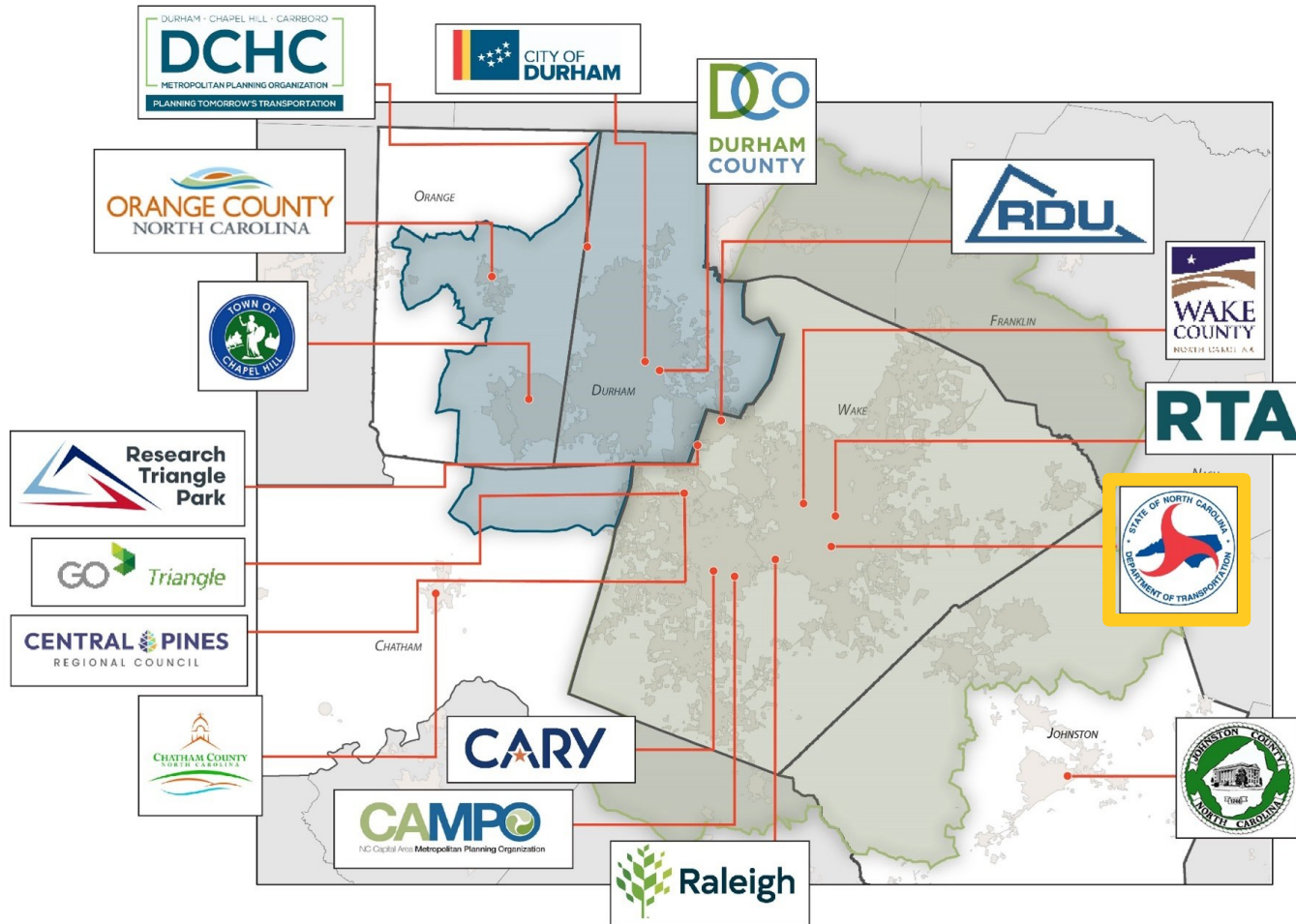


TACTICAL

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

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

Stakeholders



NCDOT Units

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

NCDOT Roles

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

Vision

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

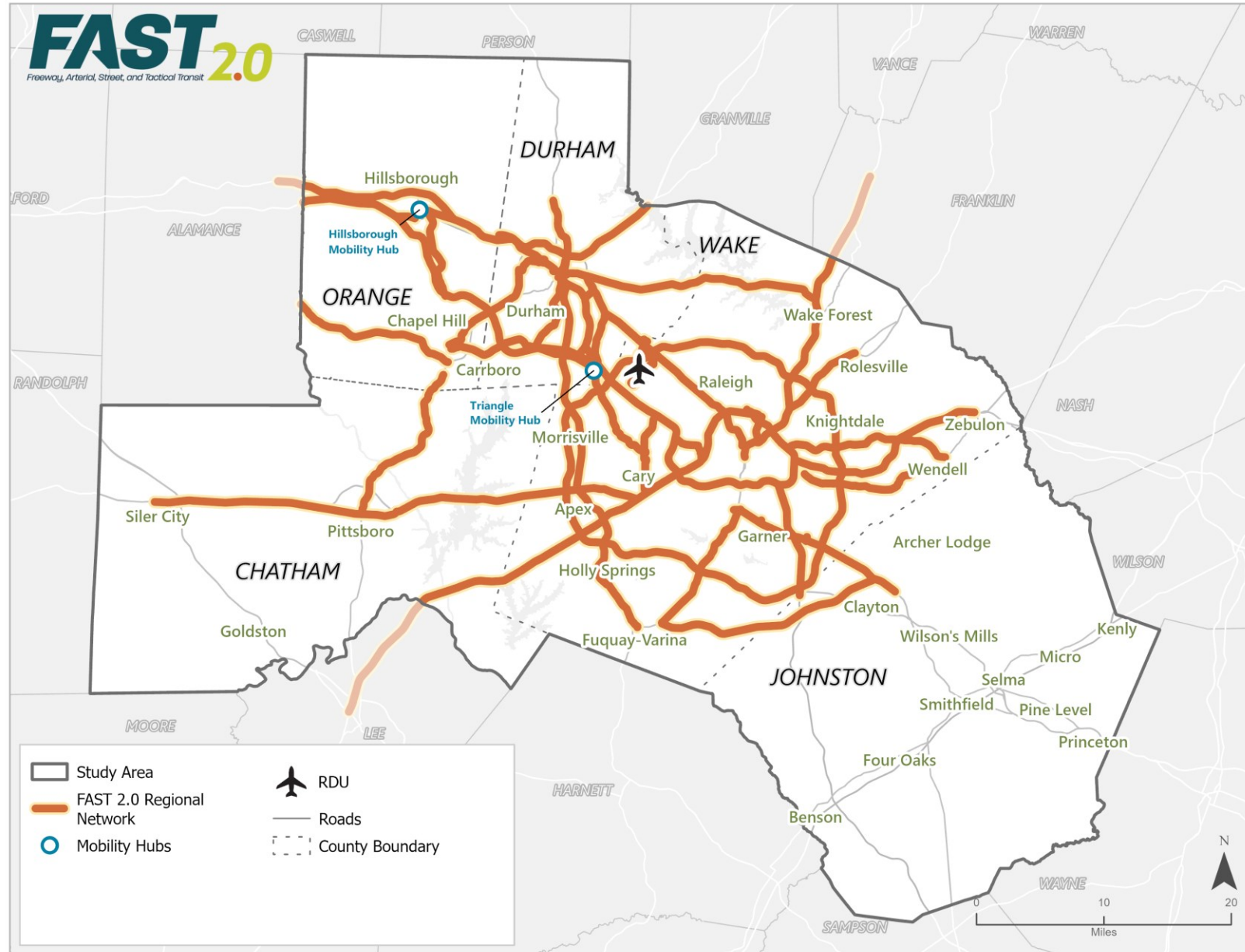
Goals

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

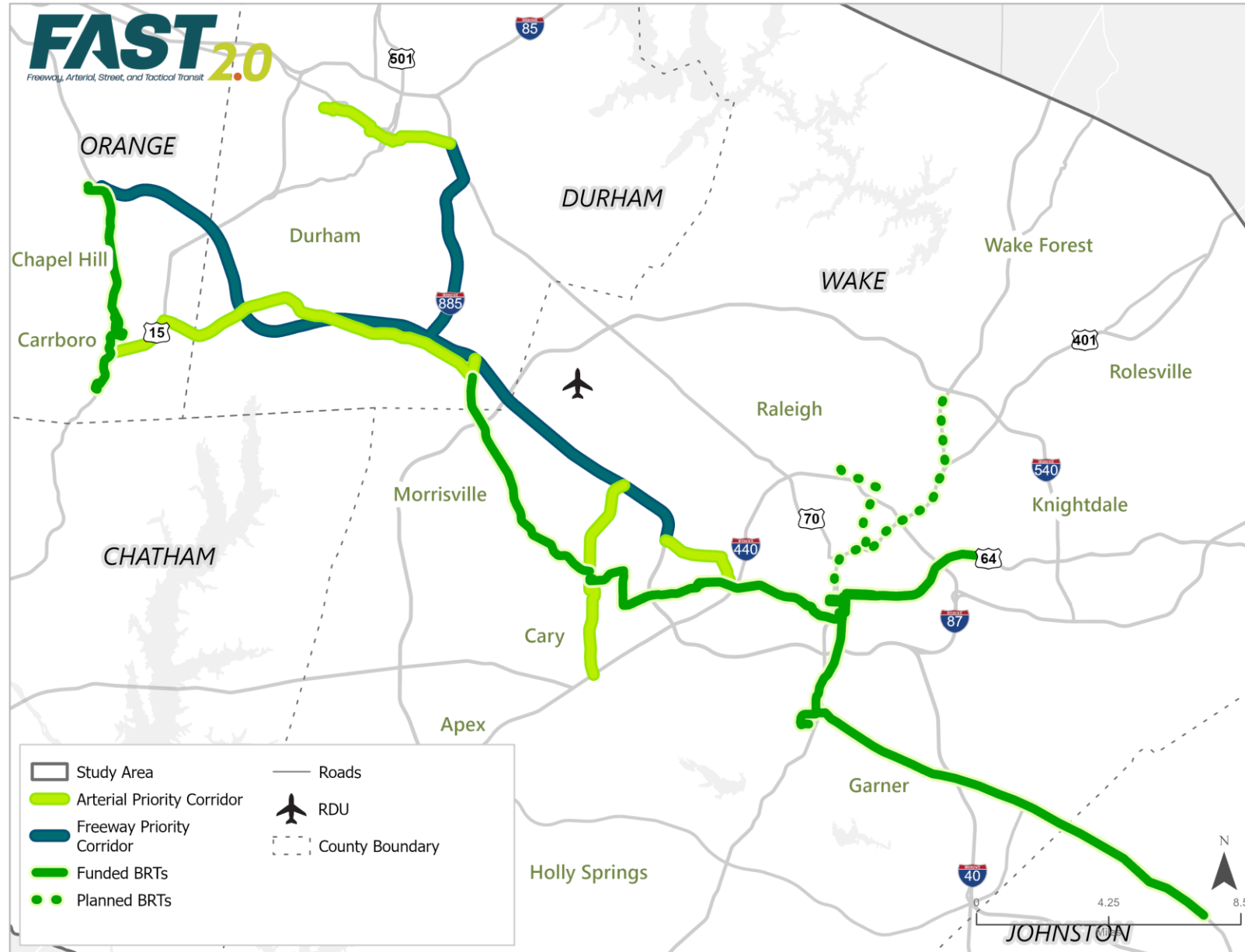
Corridors – Stakeholder Identified

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

Regional Network



Priority Corridors



FAST Transit Priority Infrastructure Toolbox

- Expand toolbox
- Review regional technology standardization for seamless TSP/SMART/MAAS/AVL/CAD
- Develop NCDOT transit infrastructure standards

Table 5. Transit Advantage Matrix

Timeframe : short/medium/long Cost: low/medium/high

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

Questions?

5.3 FAST Study 2.0 Update

Requested Action:
Receive as information.

5.4 North Harnett Transit Study - Project Update



North Harnett Transit Study

CAMPO TCC Update – March 6, 2025



Agenda



01. Timeline

02. Recap

03. Summary of Phase 1 Findings

04. Service Area Determination

05. Service Types Evaluation

06. Proposed Service

07. Public Engagement

08. Next Steps

Timeline



Phase 1

2023. Nov - Dec

Project initialization and Data Collection

2024. Jan - Feb

Data Analysis and Stakeholder Engagement

2024. Mar - Apr

Public Engagement and Focus Group Workshops

2024. May - Jun

TCC and Executive Board Presentations and phase 1 completion

Phase 2

2024. Jul - Aug

Establishing Service Area and Demand

2024. Sep - Dec

Evaluating Transit Service Options

2025. Jan - Mar

Stakeholder and Public Engagement.

TCC and EB presentation

2025. Apr - Jun

Implementation plan and final report

TCC and EB presentation

Recap

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



Summary of Phase 1 Findings



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



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



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



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



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



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

Service Area Determination

Transit Propensity



Interzonal Trips



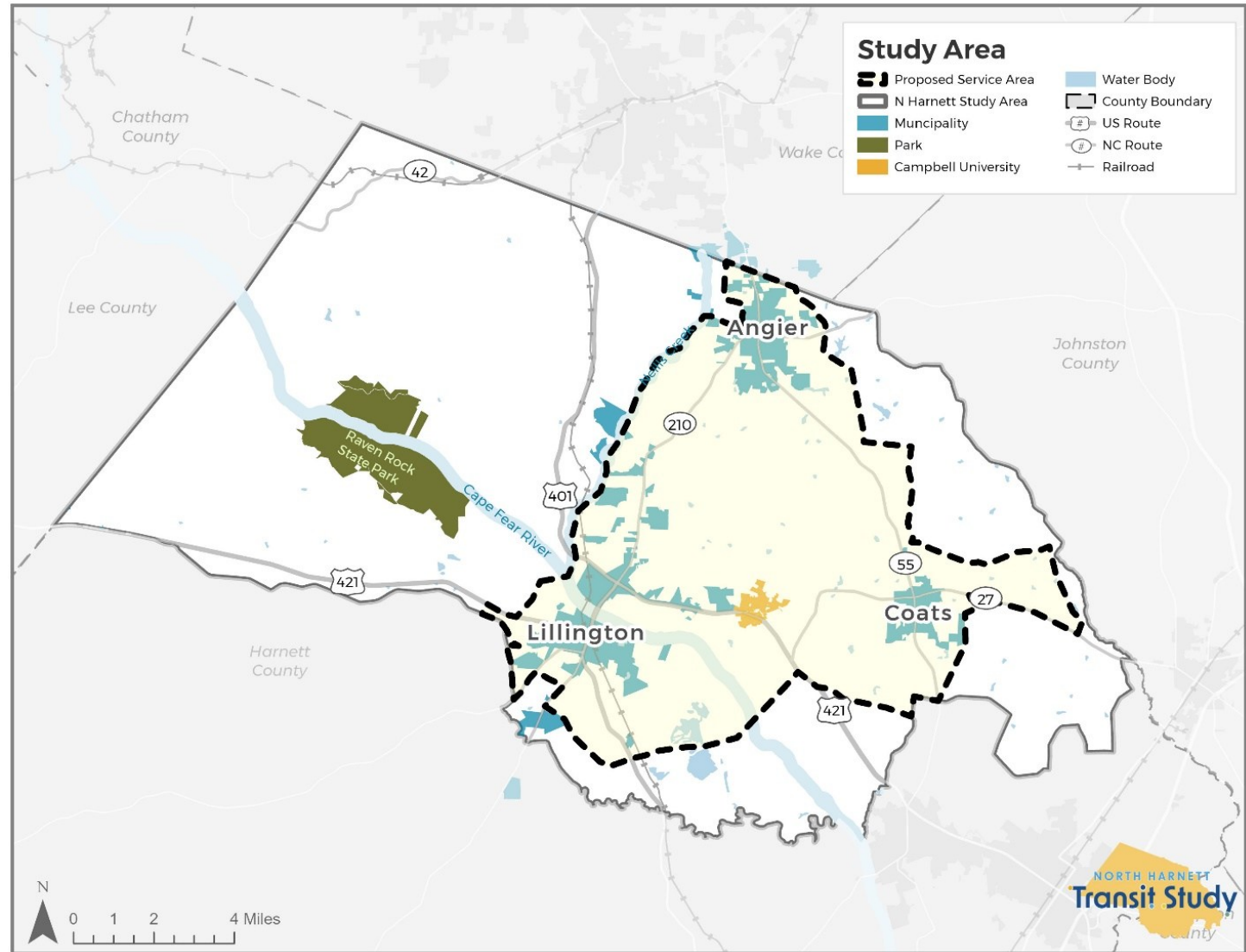
HARTS Ridership



Key Destinations













Proposed Service Area



Service Types Evaluation

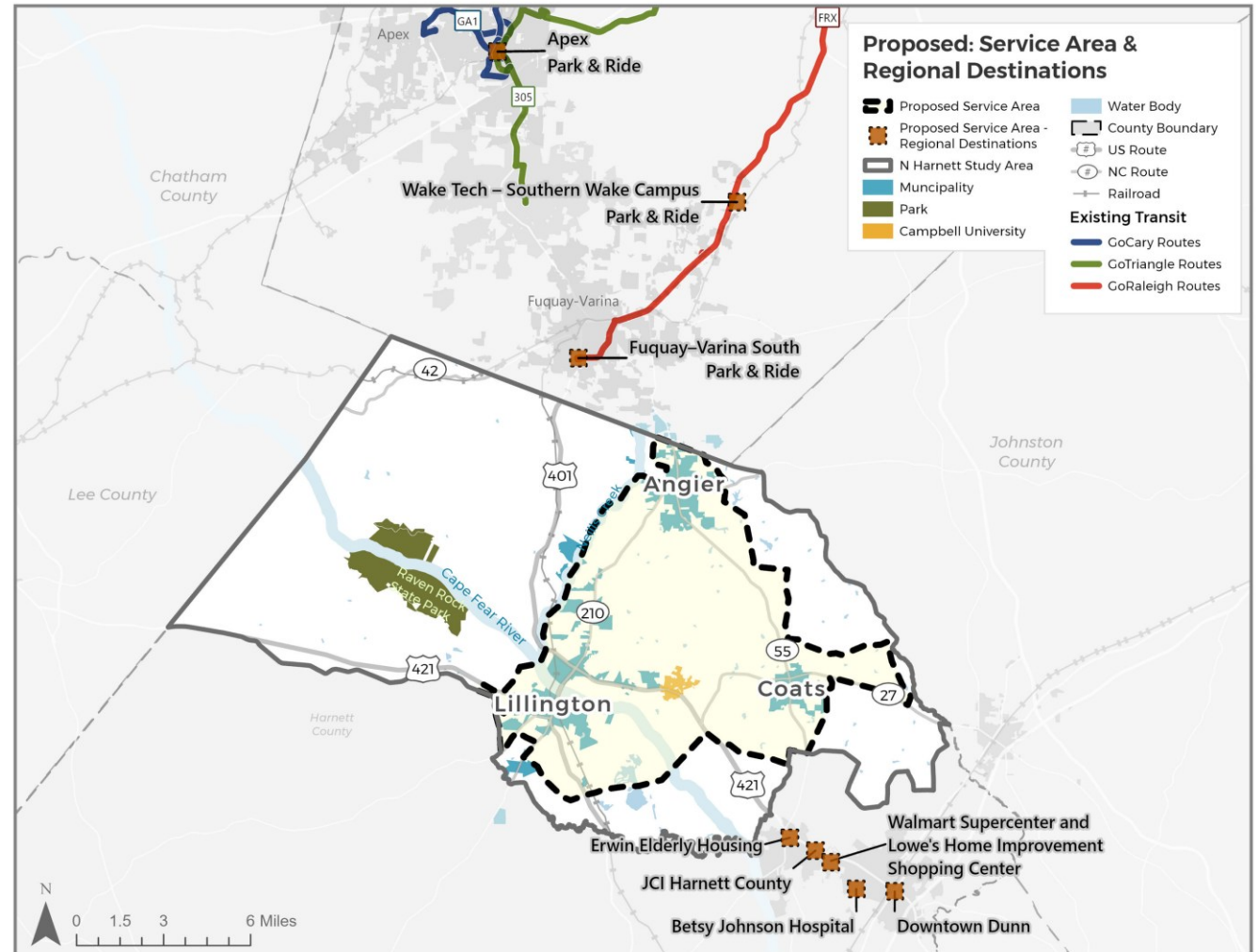
Microtransit	Fixed Route	Senior Shuttle	Regional Route
<ul style="list-style-type: none"> • Flexible • Multiple Service Delivery Models • Recent successes in peer communities 	<ul style="list-style-type: none"> • Reliable • Familiar Service type • Needs additional infrastructure improvements 	<ul style="list-style-type: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

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

Proposed Service

Microtransit with External Connections

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



Public Engagement

Through April 2025

Education Campaign
around Microtransit

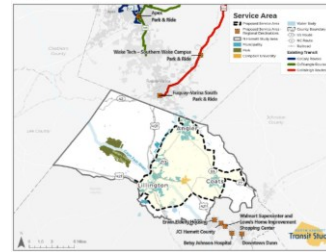
Booklet includes →

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

Recommendation for North Harnett Area: Microtransit with Regional Connections

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

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



Where Can You Find Microtransit in North Carolina?

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

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

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

Microtransit For College Students

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

- SCHOOL
- INTERNSHIPWORK
- SHOPPING
- LOCAL SERVICES
- MEDICAL FACILITIES

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

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

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

Learn more about microtransit and how it can benefit you on our website: www.NorthHarnettTransitStudy.com

North Harnett Transit Study Schedule

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

Post-Study Activities

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

Scan the QR Code or visit www.NorthHarnettTransitStudy.com to learn more about microtransit and how you can benefit from this transit service.

Questions? Contact Us!
northharnetttransit@campo.org
 855-925-2801
 Use code to leave a message: #959

Popup Display Board

Transit Services Proposed for Harnett County

Service Area

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

NORTH HARNETT Transit Study

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

Hop on board the North Harnett Transit Study website to learn more about microtransit and its benefits:

www.NorthHarnettTransitStudy.com

CAMPO
NC Capital Area Metropolitan Planning Organization

Harnett COUNTY

Next Steps



**March
-April**



**Public
Engagement**



**Implementation
Plan**

April



**Stakeholder
Engagement**



Final Report

June



**TCC and EB
Presentation**





Thank you



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5.4 North Harnett Transit Study - Project Update

Requested Action:
Receive as Information.

5.5 CAMPO Blueprint for Safety – Safety Performance Measure Target Setting

Hybrid Approach to Safety Performance Measures

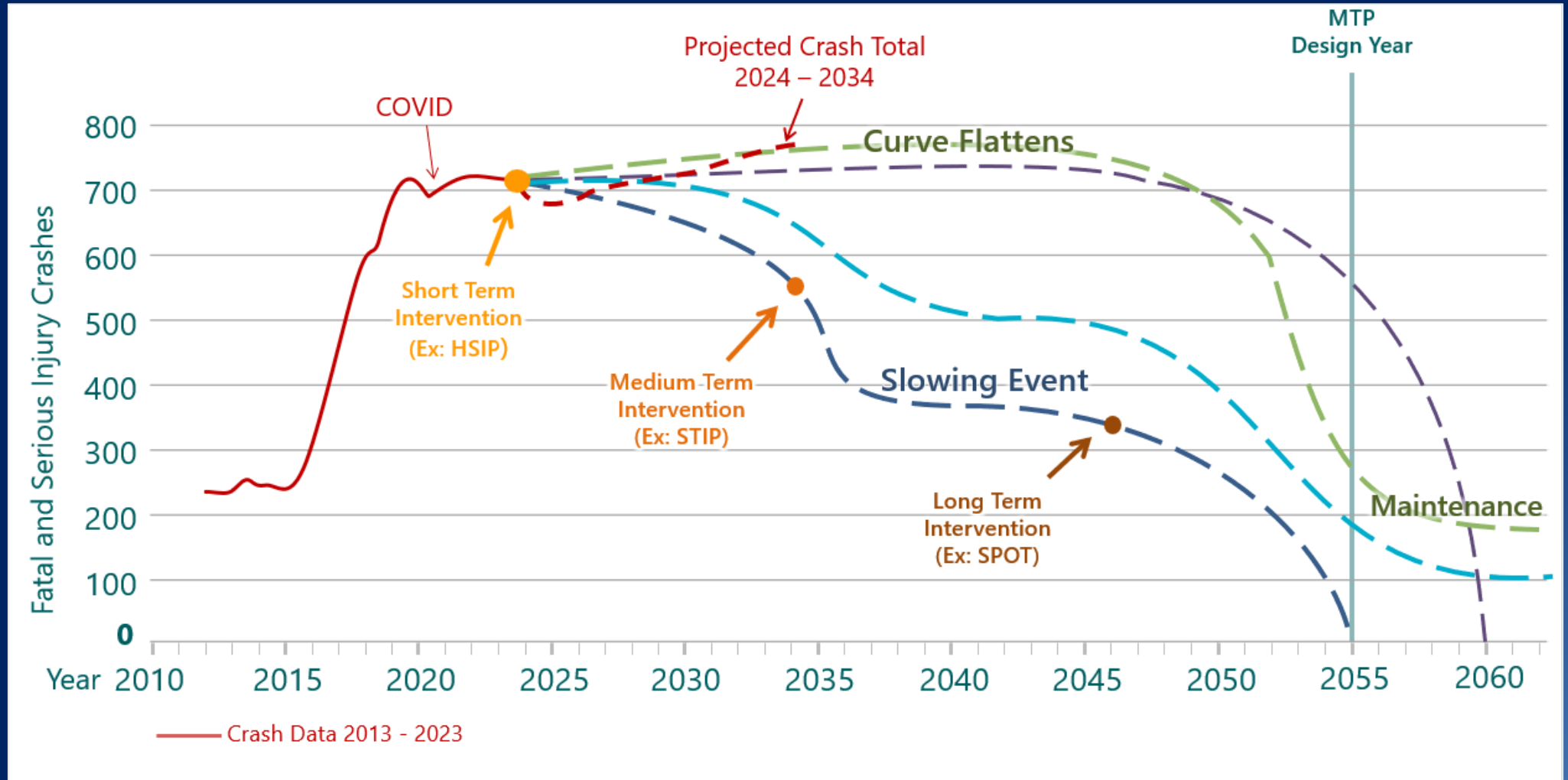


As part of the Blueprint for Safety Plan, CAMPO requested a **hybrid approach to safety performance measure target setting**. The focus is on setting targets for **five FHWA-required safety measures**

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries

The hybrid approach should **consider realistic conditions and trends**, as well as provide an understanding for how the **strategies** in the Blueprint for Safety Plan will help the region attain its aspirational goals.

CAMPO's Current Trajectory for Fatalities and Serious Injuries



*Table 1
Change in
Population and VMT
Between 2017 - 2023*

Jurisdiction	Annual VMT Change (%)	Population Change (%)
Chatham	13%	15%
Franklin	5%	13%
Granville	-3%	5%
Harnett	17%	6%
Johnston	14%	22%
Wake	11%	12%
North Carolina	3%	5%

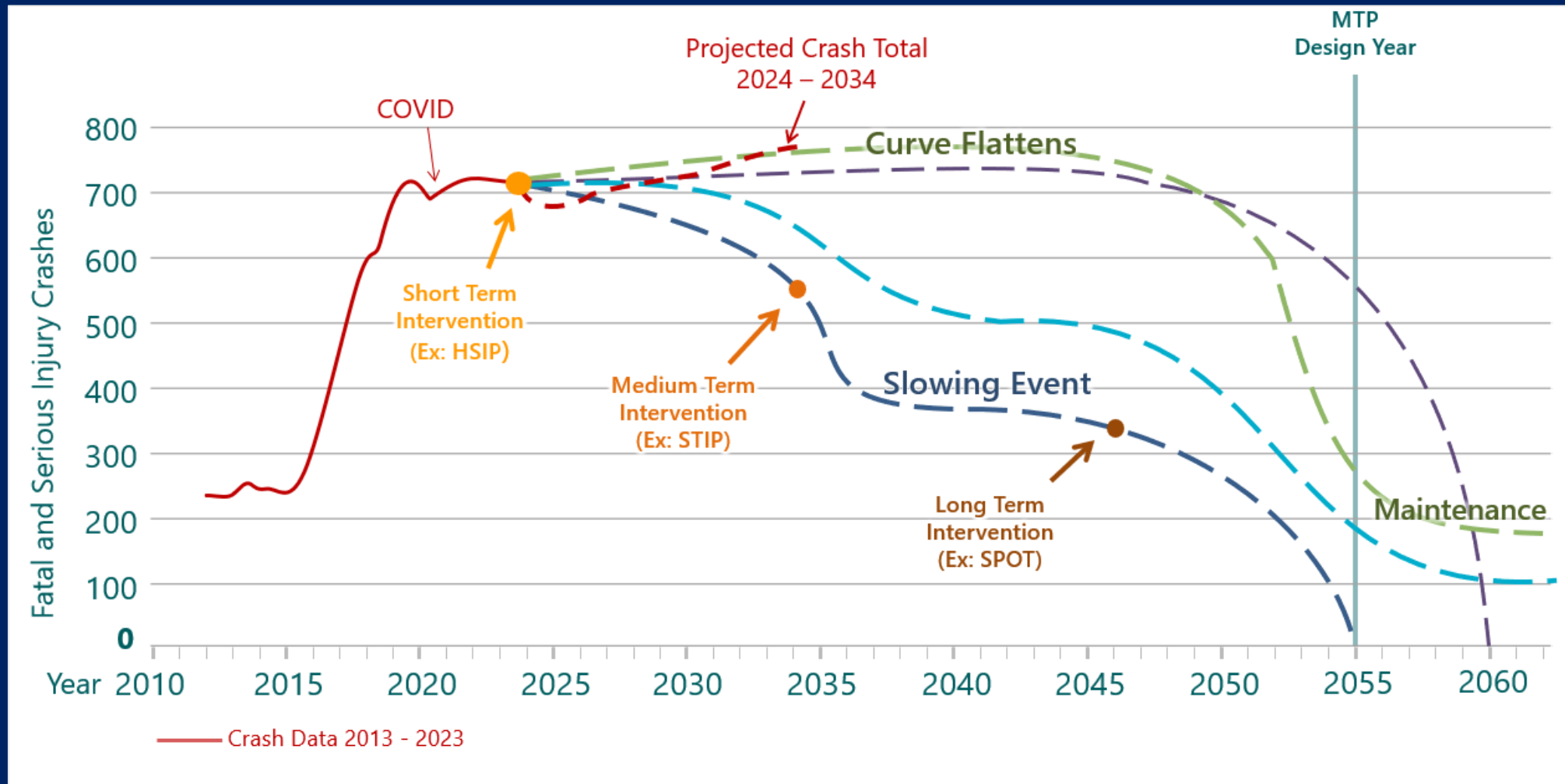
*Table 2
Change in Fatalities
and Serious Injuries
Between 2017/2018
and 2023/2024*

Jurisdiction	Change in Fatalities and Serious Injuries (%)
Chatham	83%
Franklin	14%
Granville	31%
Harnett	0%
Johnston	28%
Wake	19%
North Carolina	18%

*Table 3
Change in Proportion of
VMT on Minor Arterials
and Collectors
Between 2017 -2023*

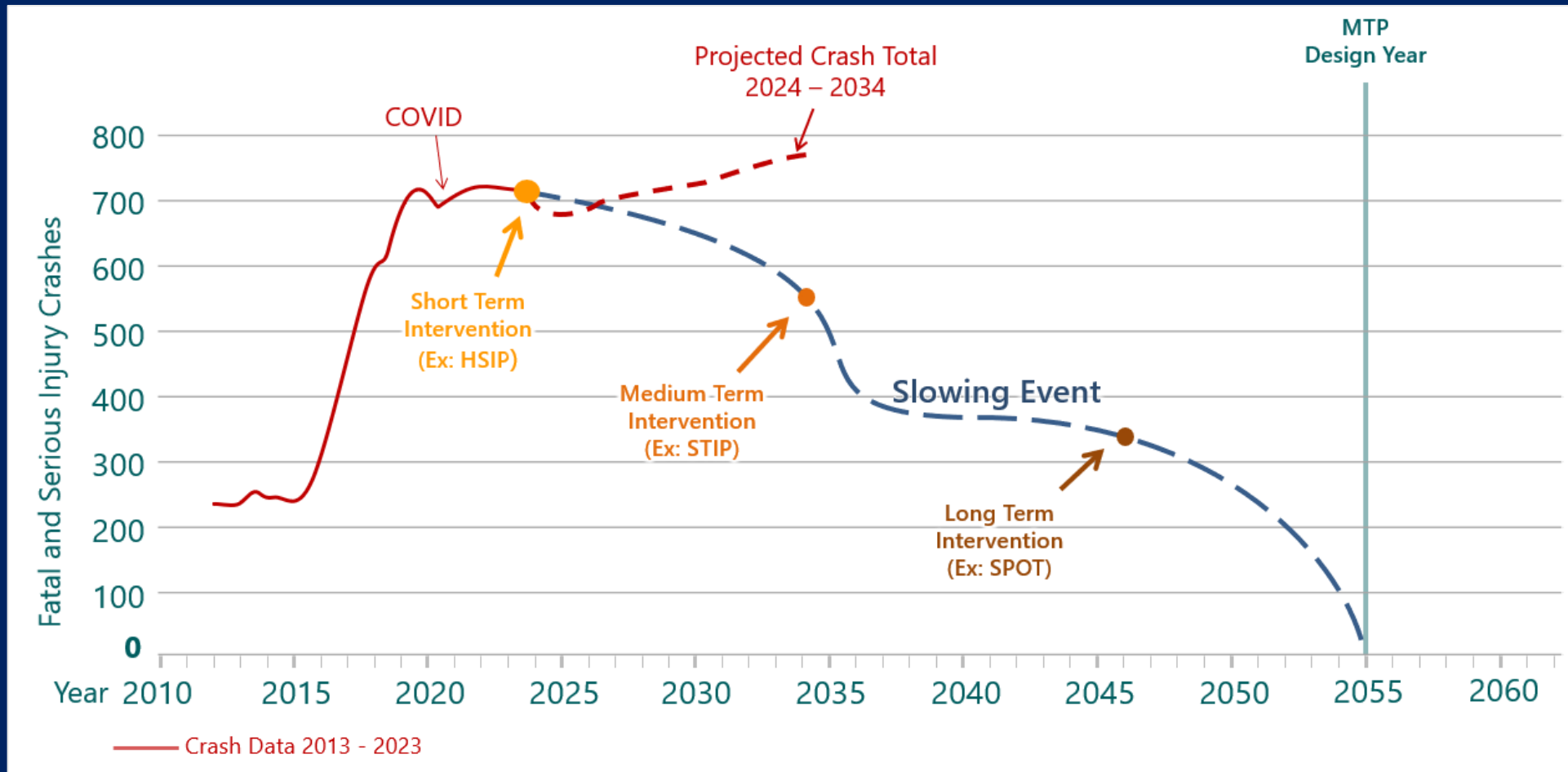
Jurisdiction	Change in Proportion (%)
Chatham	0.63%
Franklin	-0.49%
Granville	-1.14%
Harnett	0.64%
Johnston	1.08%
Wake	0.46%
CAMPO Region	0.42%
North Carolina	0.19%

Alternative Scenarios for Setting CAMPO's Safety Goals



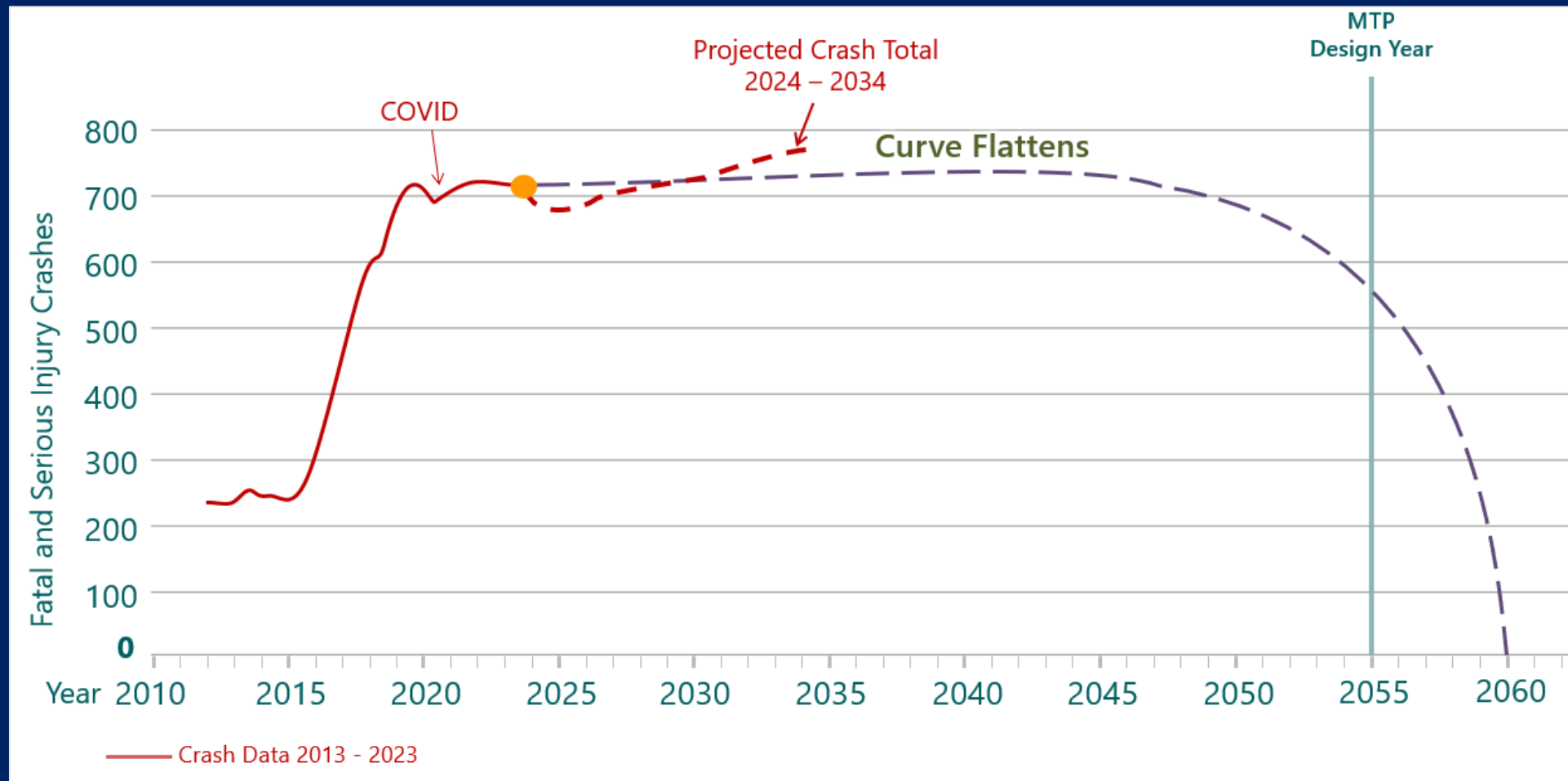
Scenario A: Programming Safety in the Near Term

The goal is moving towards 0 fatalities and serious injuries by 2055, to align with the MTP design year.



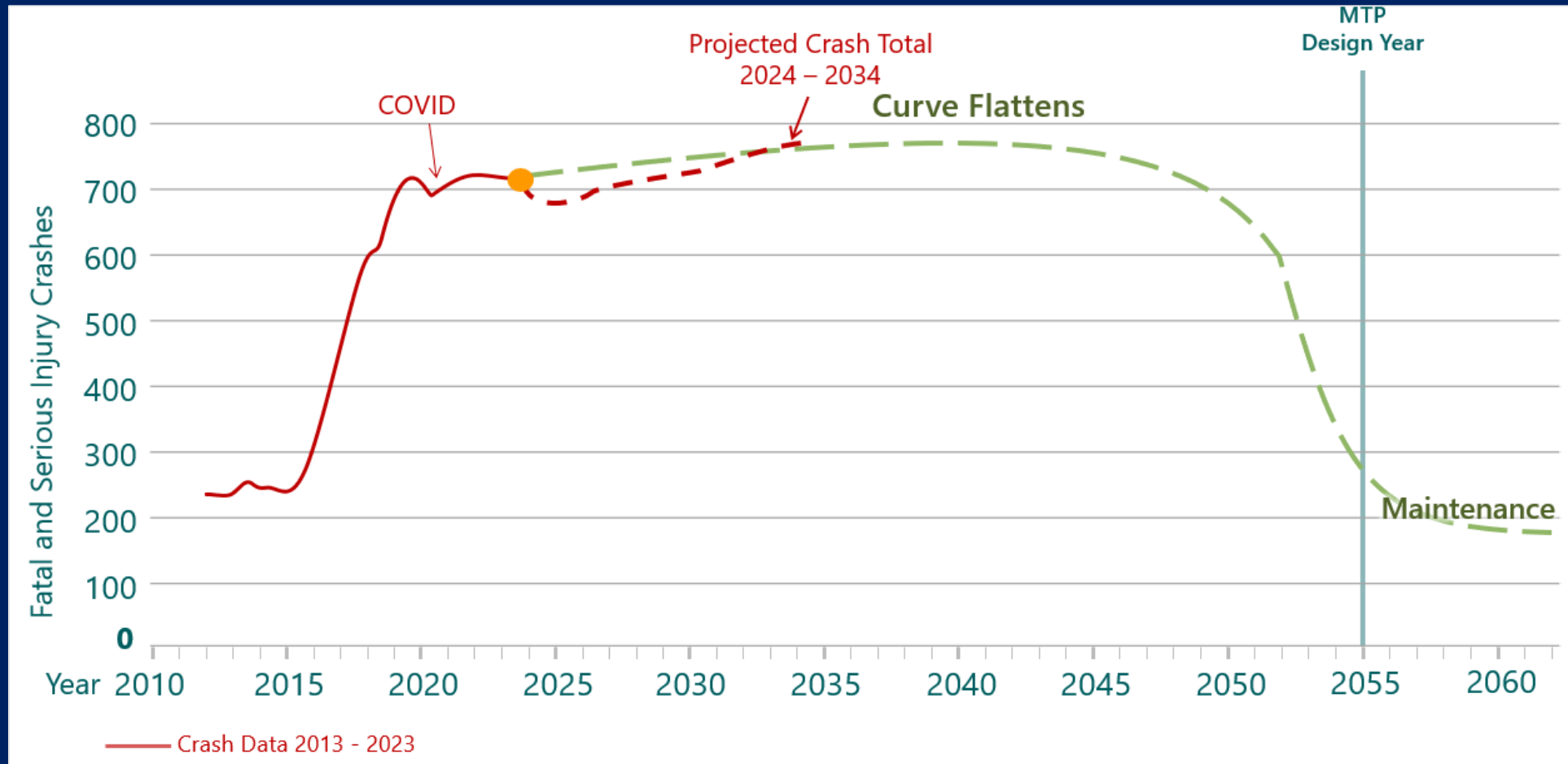
Scenario B: Maintenance with Longer Term Reductions

The goal is this scenario is reaching zero fatalities and serious injuries by 2060



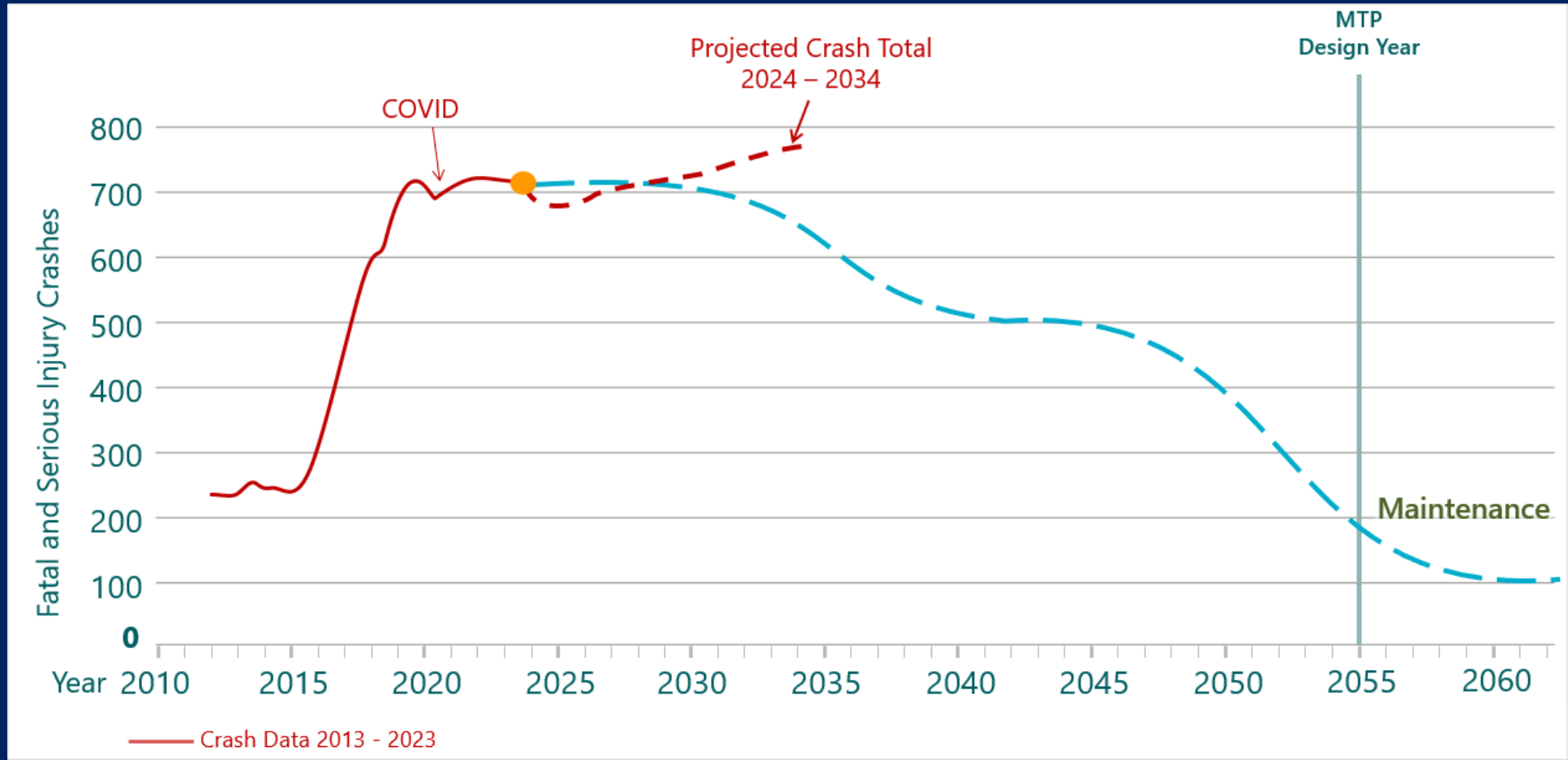
Scenario C: MTP Leading Long-Term Reductions

The goal in this scenario is a 40% reduction in fatalities and serious injuries by 2055, moving towards zero.



Scenario D: Prioritizing Safety in the Mid Term

The goal in this scenario is a 50% reduction in fatalities and serious injuries by 2055, moving towards zero



Example Strategies/Project Types

The types of example strategies/project types that could be incorporated:

- **Near-term:**
 - Systemic improvements for lane departure, pedestrians, and intersections
 - Educational campaigns addressing key crash types
- **Mid-term:**
 - A review of all STIP projects to incorporate proven safety countermeasures
 - Coordination with communities for targeted enforcement for focused crash types
- **Long-term:**
 - New large-scale safety projects have been developed for SPOT prioritization and local funding
 - Policies have been institutionalized (e.g., Complete Streets, Speed Limit Setting)

5.5 CAMPO Blueprint for Safety – Safety Performance Measure Target Setting

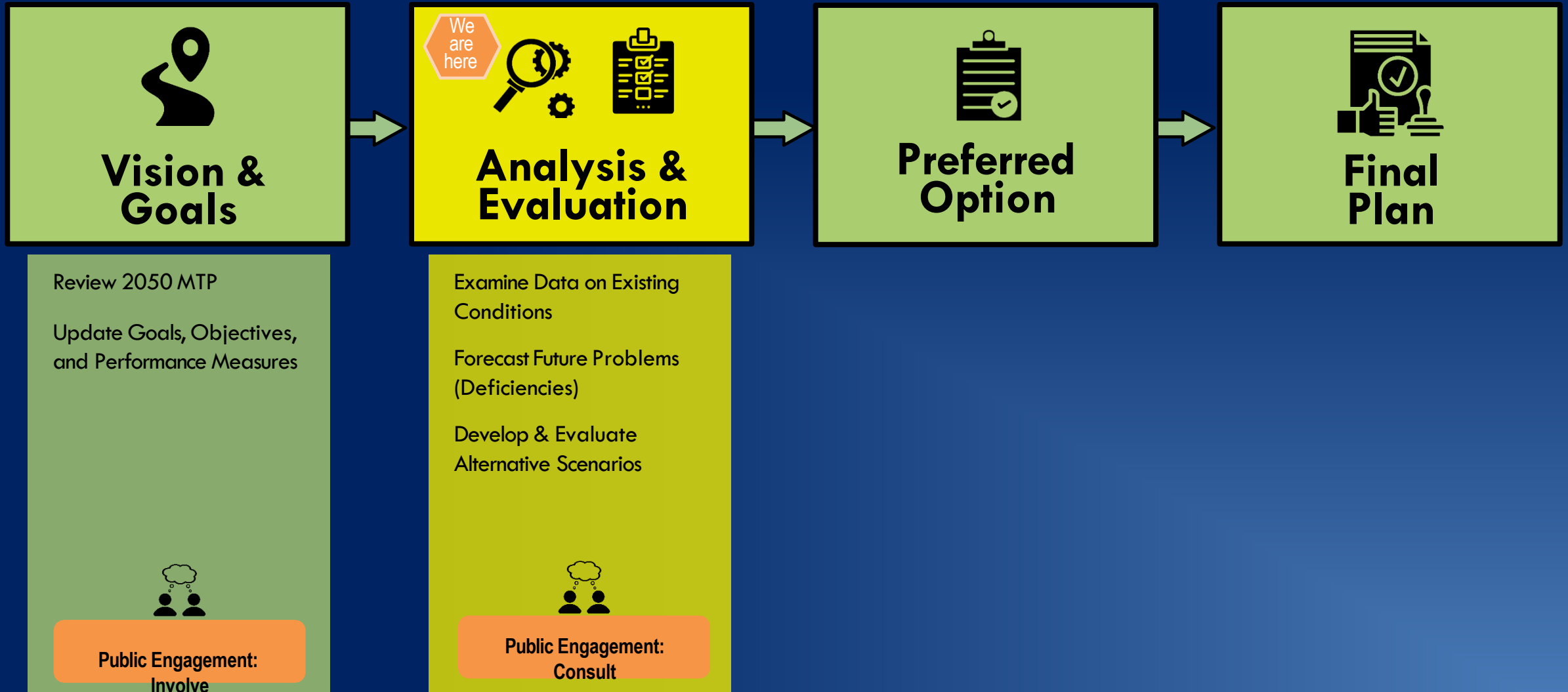
Requested Action:

Receive as information. Provide feedback and a recommendation on a scenario to carry forward to the Executive Board.

5.6 2055 MTP Update - Deficiency Analysis & Alternatives Analysis

MTP Update Process

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



2055 MTP Preliminary Deficiency Analysis

- **Measuring the Worst-Case Scenario**
 - Can currently committed projects handle long-term growth?

- **Uses the Triangle Regional Model (TRM)**
 - Socio-economic forecast:
 - 2055

 - Transportation Networks:
 - Includes “committed” transportation investments through 2030*

2055 MTP Preliminary Deficiency Analysis

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

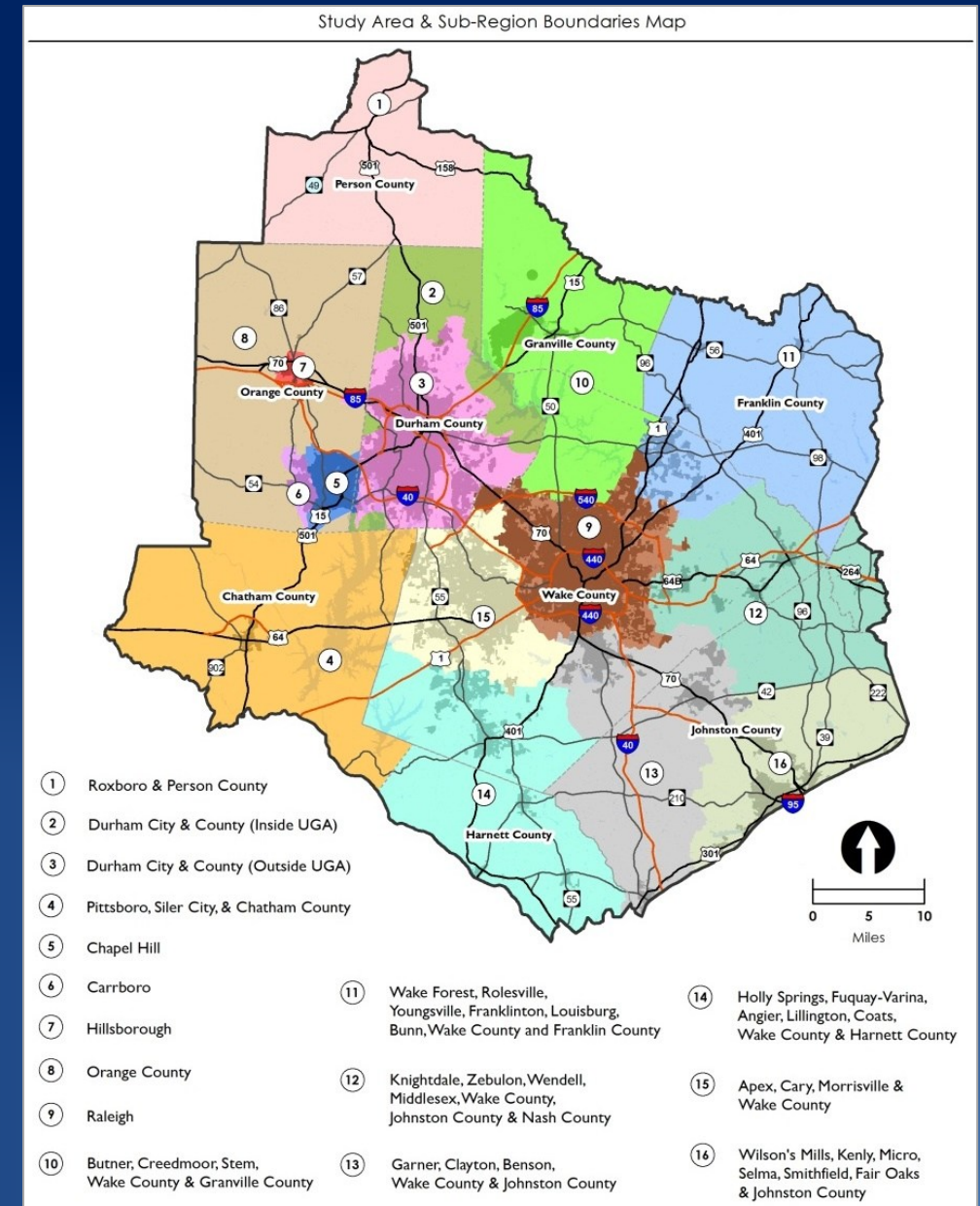
Alternatives Analysis & Scenario Planning

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.

Development Foundation (*Land Use*)

How: the CommunityViz Growth Tool

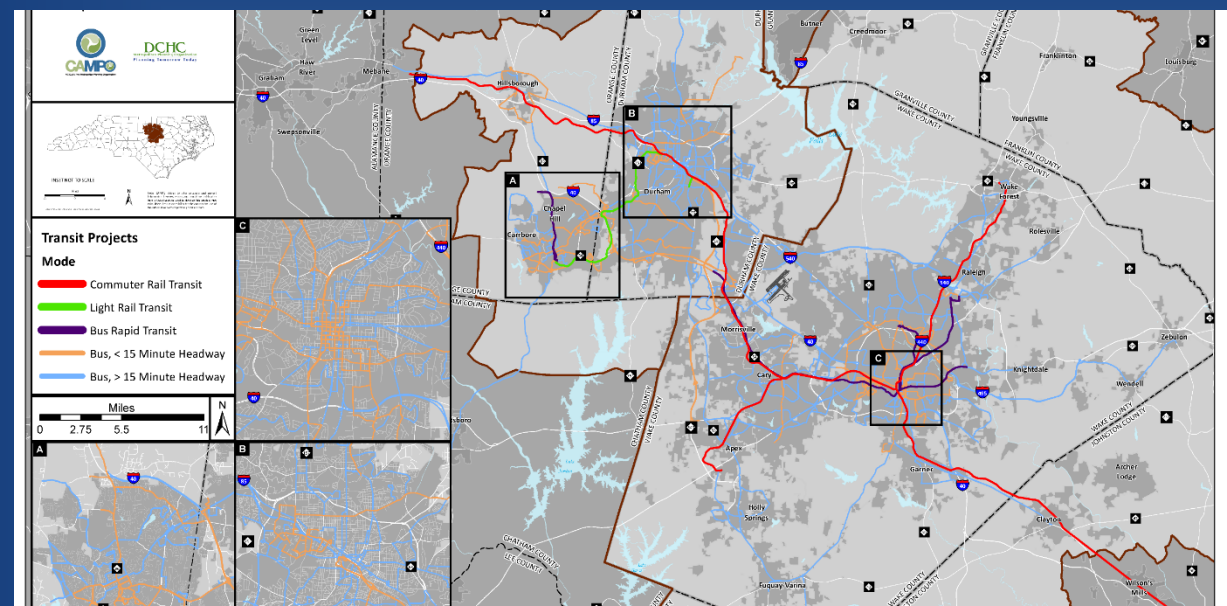
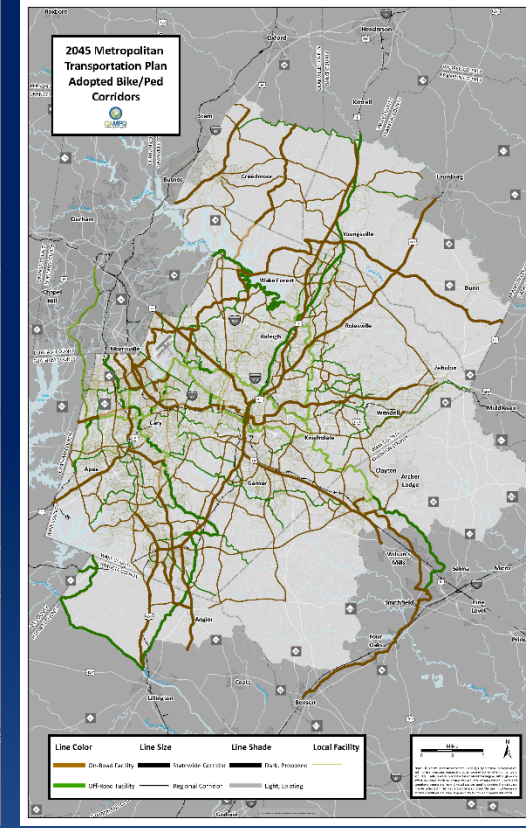
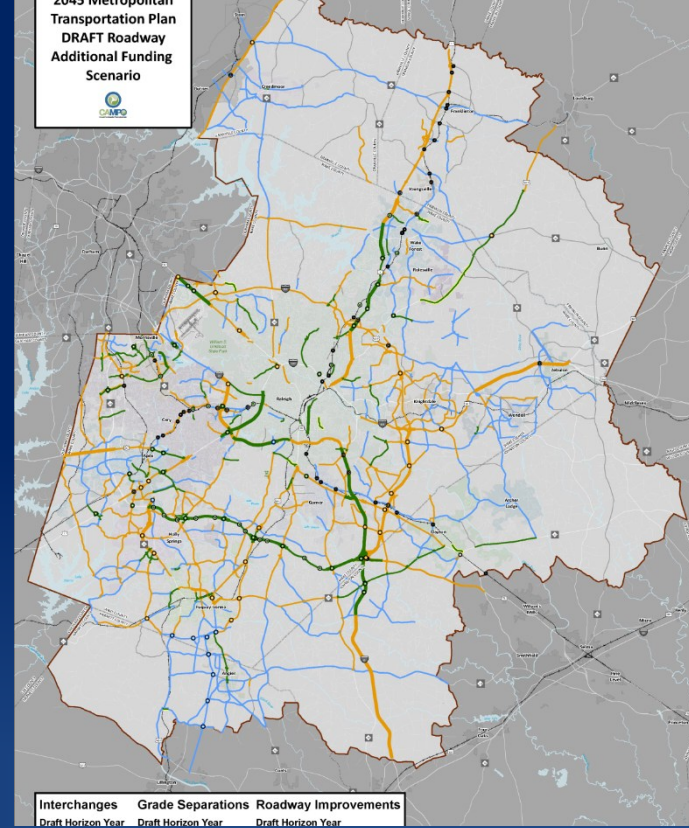
- CommunityViz is a tool to understand growth capacities and allocate future growth
- It can be used to create future development scenarios and help understand their relative impacts
- It needs 5 basic inputs



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



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.

Pop. Growth



3.1 million

Key Performance Measures

2050 MTP Alternative Scenarios

Jobs Growth



1.85 million

Measure:



Avg Auto Commute Time - DCHC



24 min



22 min



21 min



21 min



Delays: Daily DCHC



Delays: Daily CAMPO



Highway Lane Miles DCHC



Highway Lane Miles CAMPO



Transit Service Miles Triangle



Transit Ridership Triangle



Jobs near Transit DCHC



Jobs near Transit CAMPO



Gas Consumption Increase - Triangle



Funding Required

\$\$

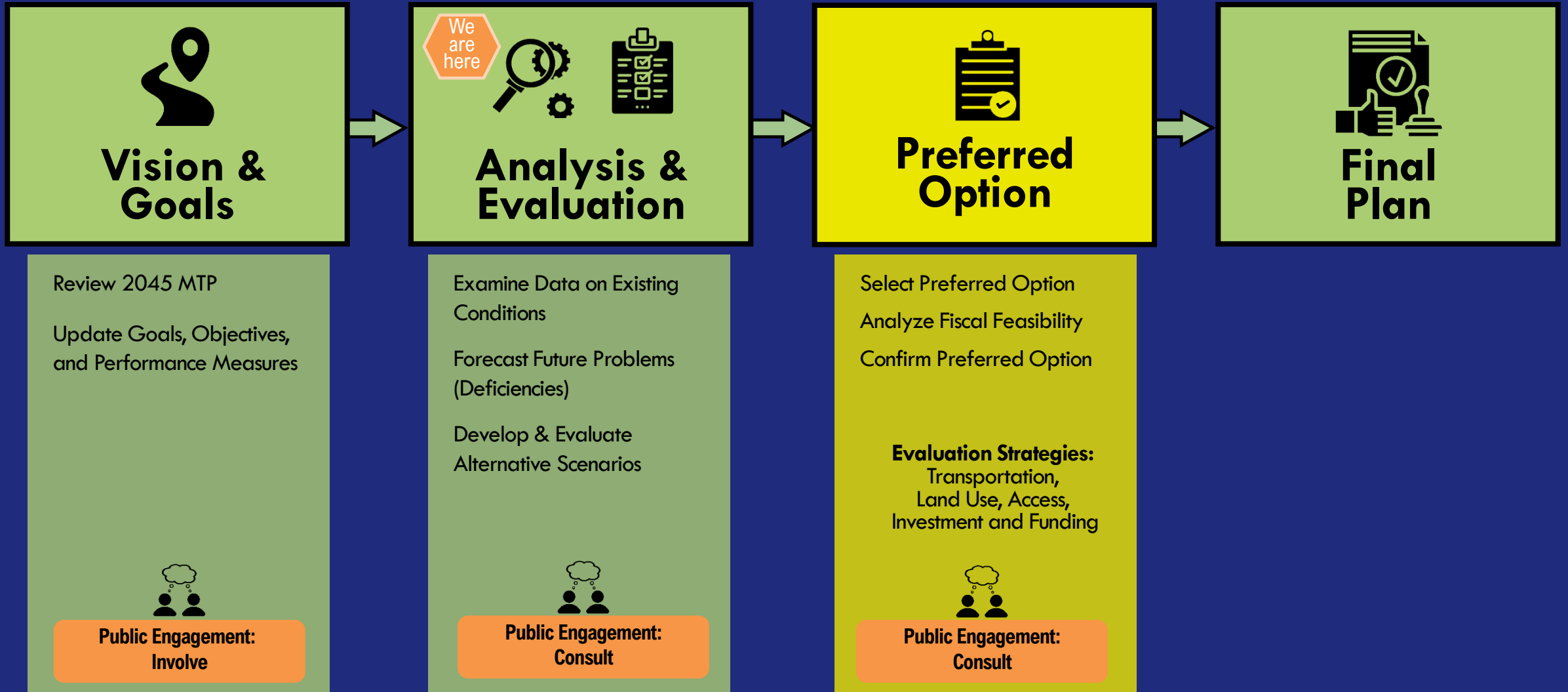
\$\$\$

\$\$\$ (Added State)

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

MTP Update Process

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2055 MTP Development CAMPO Liaison

Cara

Johnston County

Town of Archer Lodge

Town of Clayton

Evan

Wake County

Town of Knightdale

Town of Wendell

Town of Zebulon

Crystal

Chatham County

Town of Apex

Town of Morrisville

Kenneth

Harnett County

Town of Angier

Town of Coats

Town of Lillington

Town of Holly Springs

Town of Fuquay-Varina

Daniel

Town of Cary

Town of Garner

City of Raleigh

Gaby

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

Town of Knightdale

Town of Zebulon

5.6 DRAFT 2055 MTP

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.

NEW DATES! TRAINING OPPORTUNITY

**2055 METROPOLITAN
TRANSPORTATION PLAN (MTP)**

**Wednesday
March
12th**

Register by Mar. 7
<https://forms.office.com/g/vAa9eRbD9v>

HYBRID FORMAT

In-Person

Online

The in-person location will likely provide the most value.

TWO SESSIONS

9:30-11:30 a.m. MTP 101

This session will be a primer on the development process for the MTP. Learn what the plan is, how it's developed and used, and why it's important to transportation in our region. Appropriate for new and experienced Executive Board & TCC Members and Alternates. Additional elected officials or staff members are welcome to register to attend.

1:30-3:30 p.m. Deep Dive on Alternative Scenarios

This session is targeted at TCC Members and Alternates, as well as any new or existing Executive Board members interested in gaining a deeper understanding of the technical work and data that goes into development of Alternative Scenarios.

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

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

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

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

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

Next Steps:

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

Requested Action:
Receive as information.

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
Mar. 19 4:00 p.m.	Executive Board
Apr. 3 10 a.m.	Technical Coordinating Committee Meeting
Apr. 16 4:00 p.m.	Executive Board
May 1 10:00 a.m.	Technical Coordinating Committee Meeting

NEW DATES! TRAINING OPPORTUNITY 
2055 METROPOLITAN
TRANSPORTATION PLAN (MTP)

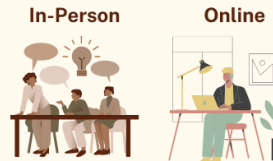
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<https://forms.office.com/g/Xbzng2rnGa>