



NC Capital Area **Metropolitan Planning Organization**

# **Executive Board Meeting**

**June 18, 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

- **Item #9.1 – Project Updates:**
  - **The *Project Updates – June 18, 2025* attachment has been updated** to reflect the transfer of \$13,338 from the FY 2025 UPWP to the FY 2026 UPWP for the Wake Transit Concept of Operations Study. This update does not change the overall project cost.

### 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. Minutes - May 21, 2025

**Requested Action:**  
**Approve the Minutes of May 21, 2025.**

## 6. Public Hearing

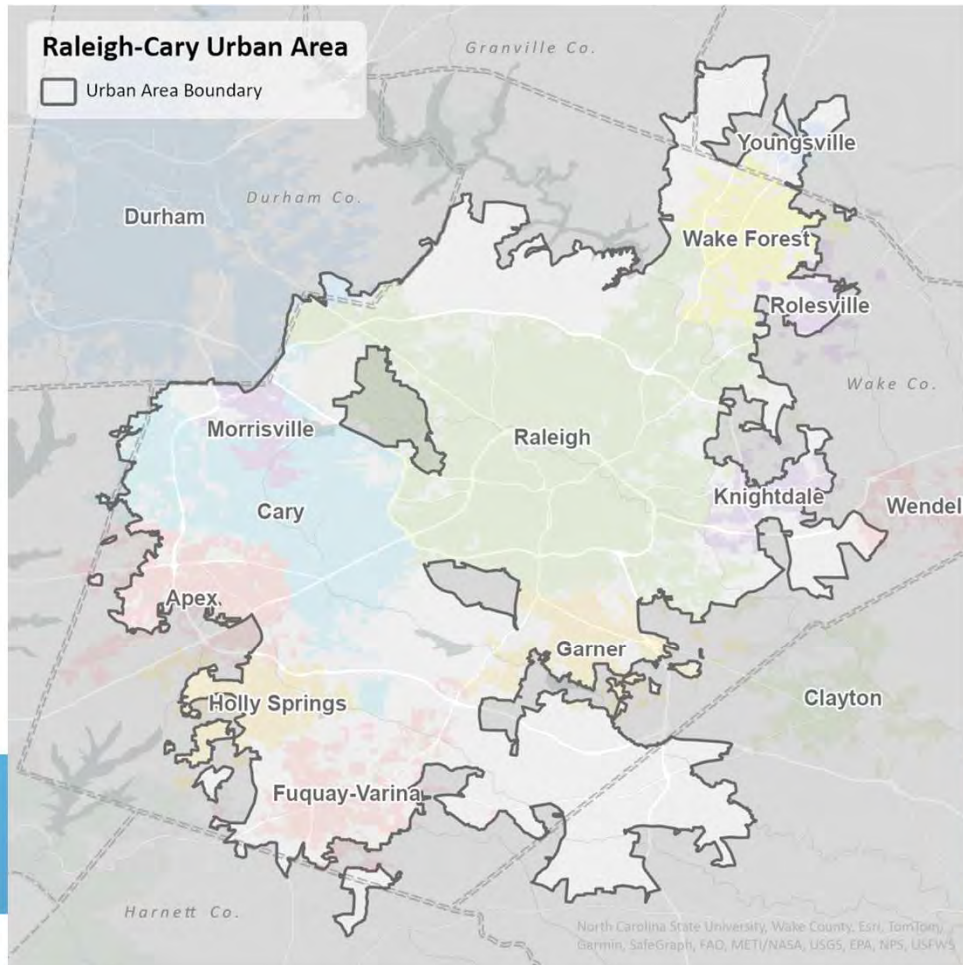
### 6.1 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection



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

2025 Recommended Program of Projects

CAMPO EXBD Meeting // June 18, 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-June
- Program of Projects approved in June



## Section 5310 Funds Available

Grant Cycle	Funds
2017 – 2018	\$1.3M
2019 – 2020	\$1.3M
2021 – 2022	\$1.2M
2023-2024	\$2.3M
<b>Current Cycle</b>	<b>\$2.5M</b>

**Historic Funds available - \$1.2 - >\$2M per 2-year cycle from 2017 - 2024**

**2025-2026 (current) cycle total: \$2,525,725**

## 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	\$150,000	Free paratransit rides for seniors	<b>OTHER</b>
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.



## Recommendations and Funding Summary

- Five projects were deemed eligible and approved for funding
- Cardinal Transport LLC's budget reduced to support staff salary only, no vehicle purchases

Funding	Recommended Application Funds
Total Award Funds Recommended	\$1,235,835
Total Project Budget (Fed Share and Local Match)	\$1,872,056
Traditional Capital Federal Share (80%)	\$683,005
Traditional Capital Local Match (20%)	\$156,541
ADA Capital Federal Share (85%)	\$88,825
ADA Capital Local Match (15%)	\$15,675
Other Operating Federal Share (50%)	\$464,005
Other Operating Local Match (50%)	\$464,005

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# Thank You



## 6.1 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection

### Requested Action:

**Conduct Public Hearing and approve the attached Program of Projects for the 2025 Section 5310 Program.**

End of Public Hearing

## 7. Regular Agenda

- 7.1 CAMPO Blueprint for Safety Plan and Final Report
- 7.2 Complete NC 540 - Status Update
- 7.3 Adoption of Revised Wake Transit Lead Agency Responsibility Matrix
- 7.4 Recommended FY 2026 Wake Transit Work Plan and Project Groupings and Deliverables
- 7.5 2055 MTP/CTP Update
- 7.6 Locally Administered Projects Program (LAPP) FFY2027 Target Modal Mix
- 7.7 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report & FY2026-2035 Transportation Improvement Program (TIP)
- 7.8 Prioritization 8.0 Modal Candidate Project Lists

## 7.1 CAMPO Blueprint for Safety Plan and Final Report





# BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan

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**CAMPO Executive Board Update**

**June 18, 2025**

# One Region: Diverse Safety Issues

- Increasing fatalities and serious injuries
- Different crash types in rural vs urban areas
- Different roadway users are over-represented across the region, primarily due to changing population characteristics
- All counties are experiencing rapid growth and development





# Data-Driven Analysis and Planning

- Nine focus crash types
- High Injury Network (HIN), High Injury Intersections (HII), Bike/Ped HIN, and Bike/Ped HII
- Risk analysis



Lane Departure



Intersections



Bike/Pedestrians  
at Intersections



Bike



Speed



Pedestrian



Motorcycle

# Community and Stakeholder Engagement

## Feedback shaped safety strategies

- TAT Meetings guided the development of safety actions
- Community feedback supported program and policy opportunities
- Local events and conversations highlighted the importance of roadway safety to people across the CAMPO Region



"Our roadways have been overdesigned to forgive the mistakes of drivers, allowing them to drive faster with minimal consequences."

"People in the city see cyclists as a problem instead of part of the congestion solution."

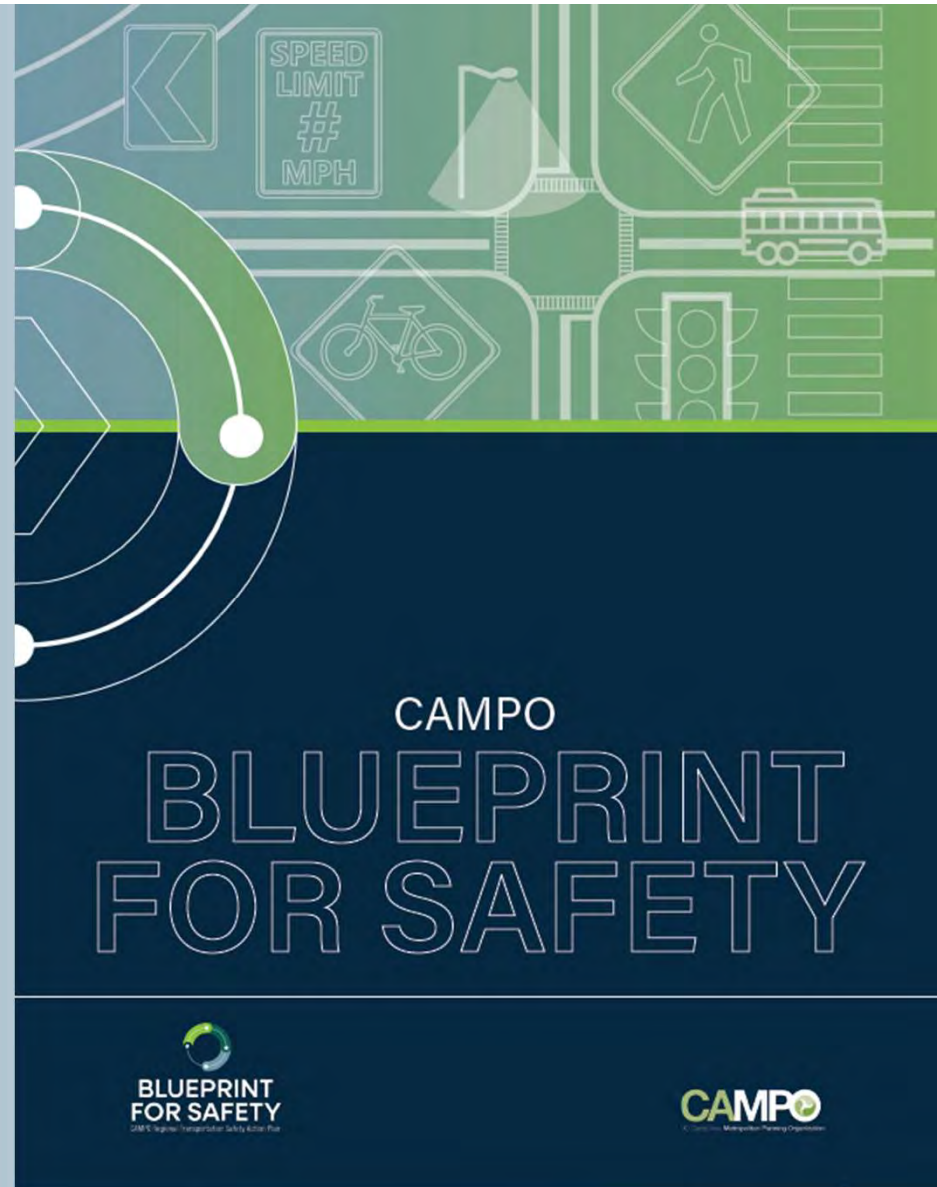
"We need a hands-free law. By far, distracted driving is what makes the roads unsafe."

"The fewer cars on the road, the safer it is."



# Blueprint Resource

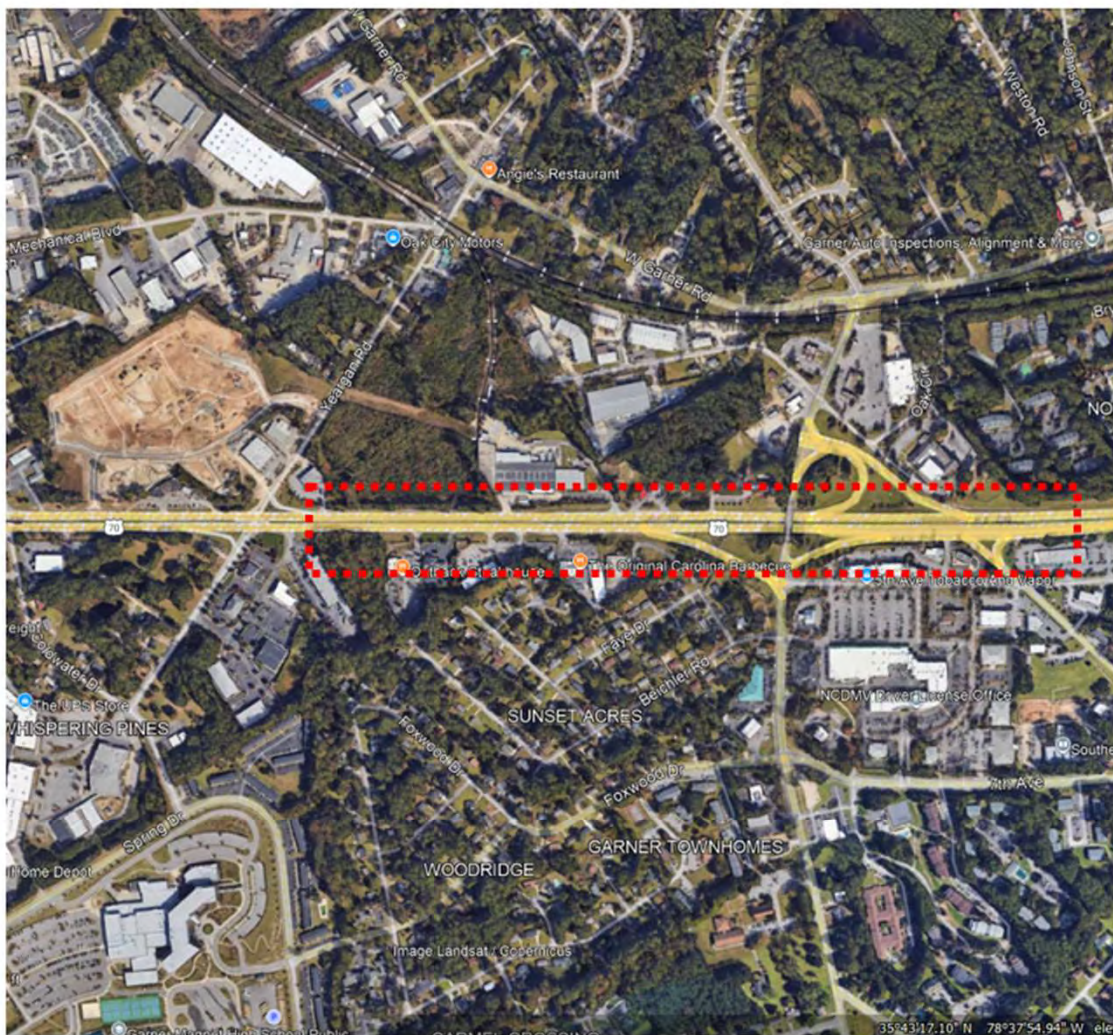
Information available for agencies



# Safety Data and Scoping Tools







## Location Specific Data

Location Characteristics	Existing Conditions/ Analysis Results
HIN Location Type	High Injury Network Corridor Bicycle/Pedestrian High Injury Network
Lane or Intersection Configuration	6-Lane road with median
Traffic Volumes	38,000 Average VPD
Posted Speed	45 mph
Speed-85 <sup>th</sup> Percentile Weekday	61 mph
Pedestrian Facilities	No
Bicycle Facilities	No
Transit Facilities	No
Land Use Context	Suburban Arterial
Access Management	Divided
High Crash Risk Types	Pedestrian Lane Departure Motorcycle Speed

# Countermeasure Library



## HOW TO USE THIS DOCUMENT

This resource is a compilation of selected countermeasures, organized by countermeasure types and associated crash types, for consideration as an engineering treatment. This document does not include non-engineering countermeasures or address crash types associated with human factors, such as impairment or use of seat belts. The primary resource consulted for this document is the North Carolina Project Development Crash Reduction Factor (CRF) Information ("NCDOT CRF List").

1 CRASH TYPE NAME				
2 COUNTERMEASURE TYPE COUNTERMEASURE NAME				
3		4		
5 Specific Countermeasures	6 Urban or Rural	7 CRF %	8 Severity	9 Cost
10 GUIDANCE <a href="#">Resource Link</a>				

**1 Crash Type:** Category of crashes, outlined as emphasis areas in the NC Strategic Highway Safety Plan (SHSP) - based on the first harmful event associated with a crash, such as a roadway element or mode of travel involved.

**2 Countermeasure Type:** Groups or sets of countermeasures broadly considered to address crash types.

**3 Description of Countermeasure Type**

**4 Key Selection Factors:** Highlights typical selection criteria - such as traffic volume, speed, number of lanes, and intersection configuration - used to determine the applicability of a countermeasure to a location.

**5 Specific Countermeasures:** An individual countermeasure and description of the applicable roadway element that has been studied for effectiveness to reduce crashes.

**6 Location Type:** Listed as "Urban", "Rural" or "All" depending on the context(s) in which the countermeasure is typically applied and/or studied for effectiveness to reduce crashes.

**7 Crash Reduction Factor (CRF) Percentage:** The percentage of expected crash reductions for a specific countermeasure based on research accepted for a treatment.

**8 Severity:** The severity of the injuries (as described in a crash report for the vehicles or persons involved) researched and described as crashes expected to be reduced by the specific countermeasure.

K = Fatality / A = Suspected Serious Injury  
B = Suspected Minor Injury / C = Possible Injury

**9 Cost:** Relative cost to implement or construct a countermeasure. Costs increase (Low \$) / Medium \$\$ / High \$\$\$ based on factors such as project footprint, construction materials, and extent of analysis required.

**10 Guidance:** Resource links for additional information about conditions for safety implementation; does not include guidance for the design of specific treatments, typical sections or details.



# Blueprint for Safety Plan

Safety Pillars & Actions

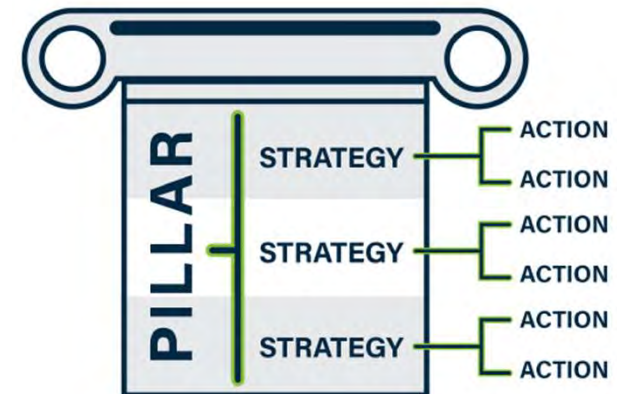


# CAMPO's Goal for Safety



***CAMPO Safety Goal: A 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving towards zero fatal and serious injury crashes.***

- Executive Board Approved
- Aligns with 2055 MTP
- Annual reporting on Performance Metrics
- Requires a focused effort:
  - 3 Safety Pillars
    - Near-term and long-term actions
    - Implementation Plans for Near-Term actions





# Safety Pillars

Strategies and actions are grouped into the following pillars:



The diagram consists of three vertical rectangular panels, each representing a pillar. The panels are separated by thin white vertical lines. The top of the panels is connected by a thick dark blue horizontal bar with rounded ends. The background of each panel is a semi-transparent green overlay on a photograph. The first panel shows people working at a table. The second panel shows a street scene with a crosswalk. The third panel shows a construction site. Each panel has the text 'Safety Policy', 'Safety Culture', and 'Safety Projects' written in white, bold, sans-serif font.

**Safety  
Policy**

**Safety  
Culture**

**Safety  
Projects**



# Safety Policy



## Strategy 1:

### Adopt policies to promote the Safe System Approach

**9 Actions**

Lead Implementer	Near-Term Actions
Local Governments	Create model approaches for updating transportation analysis methods to identify and incorporate multimodal safety strategies.
Local Governments	Develop zoning and land development standards that proactively include transportation networks and countermeasures for all roadway users.
CAMPO and Local Governments	Improve accuracy and timeliness of crash and safety data through training and sharing best practices for crash reporting with local police departments and local agency transportation practitioners.

# Safety Culture



## Strategy 1:

**Promote the benefits  
of a safer  
transportation system  
to CAMPO residents**

**5 Actions**

Lead Implementer	Near-Term Actions
CAMPO and Local Governments	Evaluate the performance of safety projects and experimental treatments to increase understanding of effectiveness of countermeasures.
NCDOT, CAMPO, and Local Governments	Collaborate with agencies in healthcare, education, and housing to describe the benefits of improving transportation safety and the costs to society for lives lost or incapacitating injuries resulting from crashes.
CAMPO	Develop a culturally-sensitive regional education campaign, including a social media calendar and outreach events, to highlight traffic safety issues and encourage safer travel.

# Safety Culture



## Strategy 2:

### Cultivate a local safety culture

**4 Actions**

Lead Implementer	Near-Term Actions
CAMPO	Establish a Regional Safety Committee of local governments in the CAMPO region to meet quarterly, discuss and share safety project resources, needs, successes, and ideas.
CAMPO	Review and report on implementation progress and performance measures included in the Blueprint for Safety Plan annually.



# Safety Projects



## Strategy 1:

### Implement a “Safety in All Projects” approach

#### 4 Actions

Lead Implementer	Near-Term Actions
NCDOT and CAMPO	Develop and distribute guidance to consider context, crash risk, crash history, and crash severity when developing or reviewing STIP projects, LAPP projects, and other local transportation projects.
CAMPO and Local Governments	Coordinate between local and regional safety plans to prioritize transportation safety needs.

# Safety Projects



## Strategy 2:

### Enact a Safe Speed Management Program

**3 Actions**

Lead Implementer	Near-Term Actions
NCDOT and Local Governments	Support statewide efforts to develop guidance for setting and managing speeds in projects based on context, roadway user types, and crash risk.
NCDOT and Local Governments	Perform speed studies along roads with identified speed problems to identify potential safety improvements.

# Safety Projects



## Strategy 3:

**Develop  
highly  
effective  
safety projects**

**5 Actions**

Lead Implementer	Near-Term Actions
CAMPO and Local Governments	Advocate for additional and leverage state and federal funding to implement safety projects and low-cost countermeasures.
Local Governments	Set local budget targets for and increase capital spending on safety projects.

# Next Steps

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# Our Next Steps

- ❑ Final Stakeholder and Public Review from May 19 to June 17
- ❑ Plan presentation to Executive Board June 18
- ❑ Plan endorsement by June 30
- ❑ Implementation work begins!
  - ❑ *Sign up to join the Regional Safety Committee*



# Thank You!

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Catherine Saine, VHB  
[csaine@vhb.com](mailto:csaine@vhb.com)

## 7.1 CAMPO Blueprint for Safety Plan and Final Report

**Requested Action:**

**Adopt the Blueprint for Safety Plan as included within the accompanying report.**

## 7.2 Complete NC 540 - Status Update



# Complete 540 Phase 2

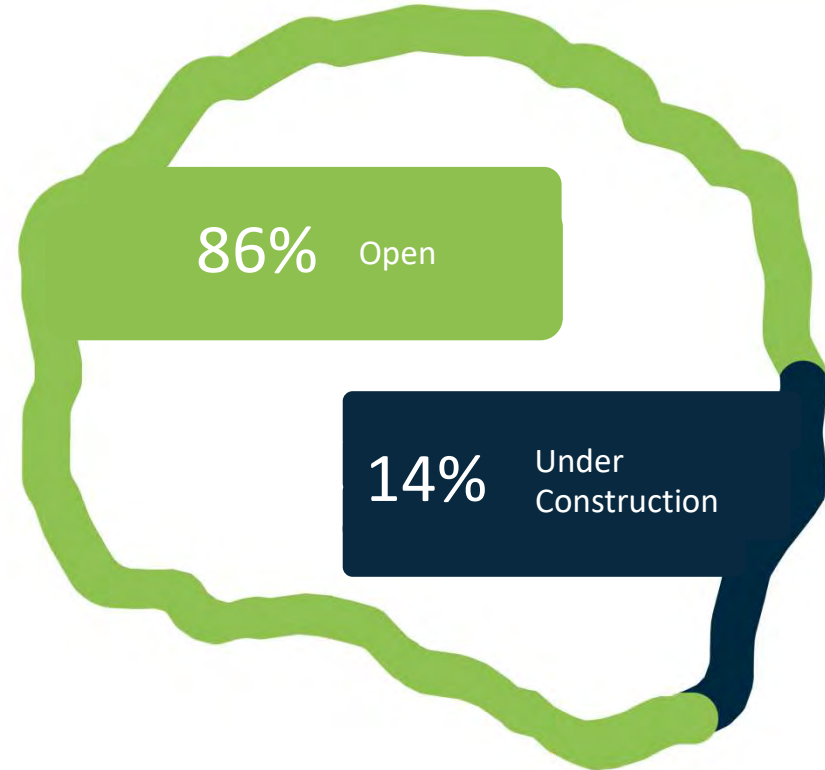
Alan Shapiro, P.E.





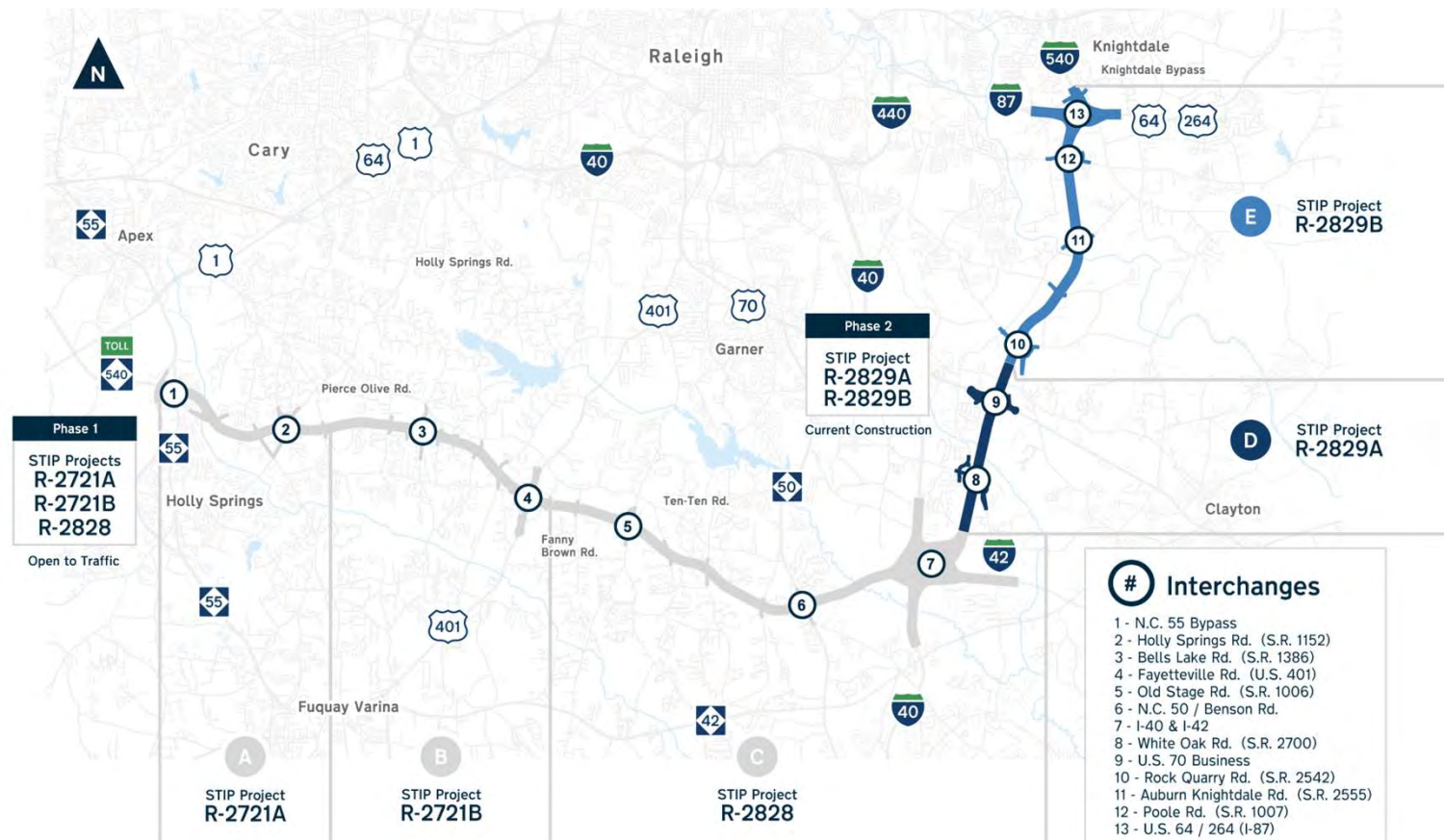
# Completing the Loop

-  Open to traffic (66 miles)  
I-540 & Triangle Expressway
-  Missing link (10 miles)  
Eastern Wake Expressway



# Complete 540 Phase 2

- D** R-2829A  
4 miles  
2 full interchanges + 1 partial
- E** R-2829B  
6 miles  
3 full interchanges + 1 partial



R-2829A



D

**\$287.3M**

Cost of Contract

**74%**

Parcels with  
Access

R-2829B



E

**\$449.9M**

Cost of Contract

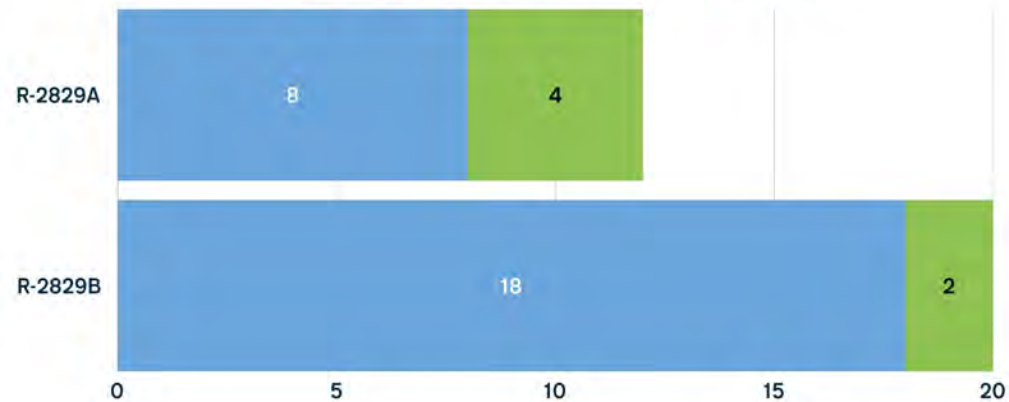
**71%**

Parcels with  
Access

# Bridge and Culvert Construction

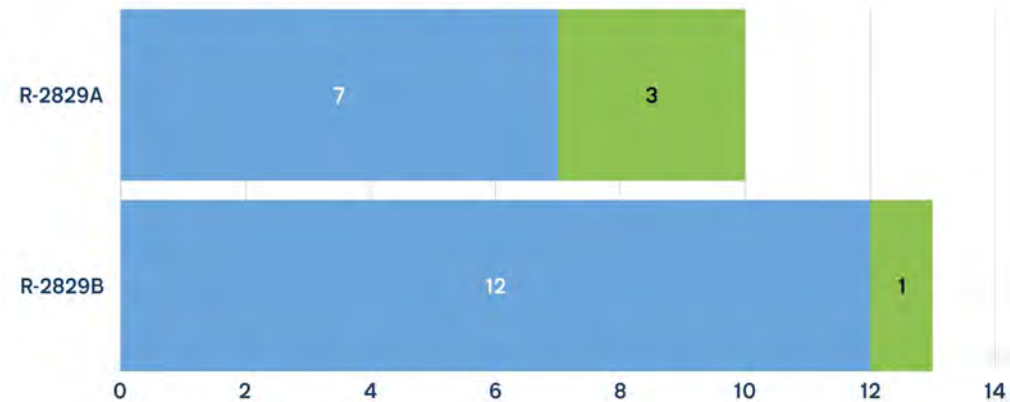
## Bridge Construction

● Not Started ● Under Construction ● Complete



## Culvert Construction

● Not Started ● Under Construction ● Complete

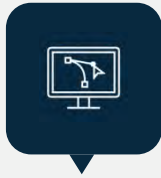


# Anticipated Project Schedule



Completion of  
Permitting

Complete



Completion of Final  
Designs



Right of Way  
Activities



Beginning of Major  
Construction Activities



Project Completion  
2028

Upcoming Tasks

Ongoing Tasks





# R-2829A Design Concepts



# White Oak Road Interchange Design





# East Garner Road Design





# U.S. 70 Interchange Design





# U.S. 70 Interchange Design



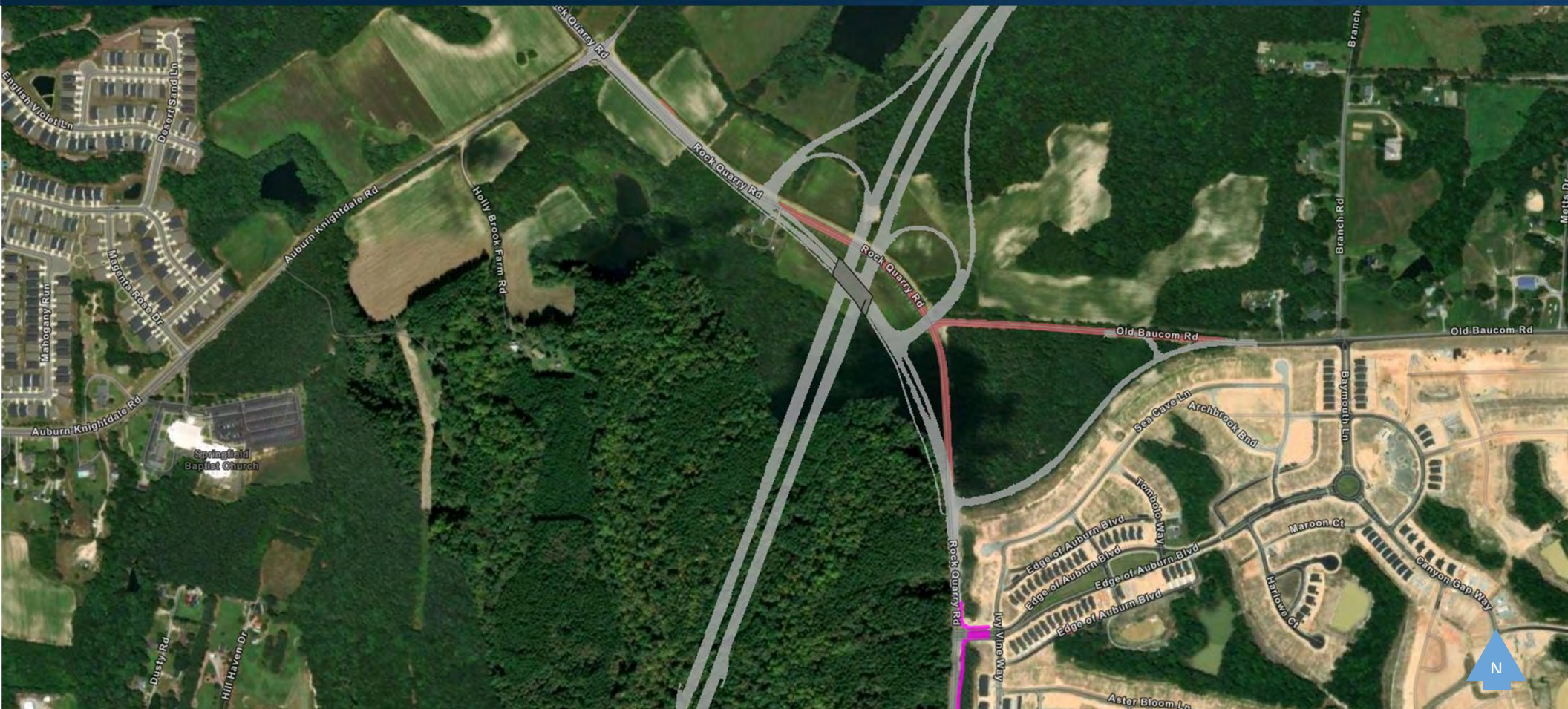




# R-2829B Design Concepts

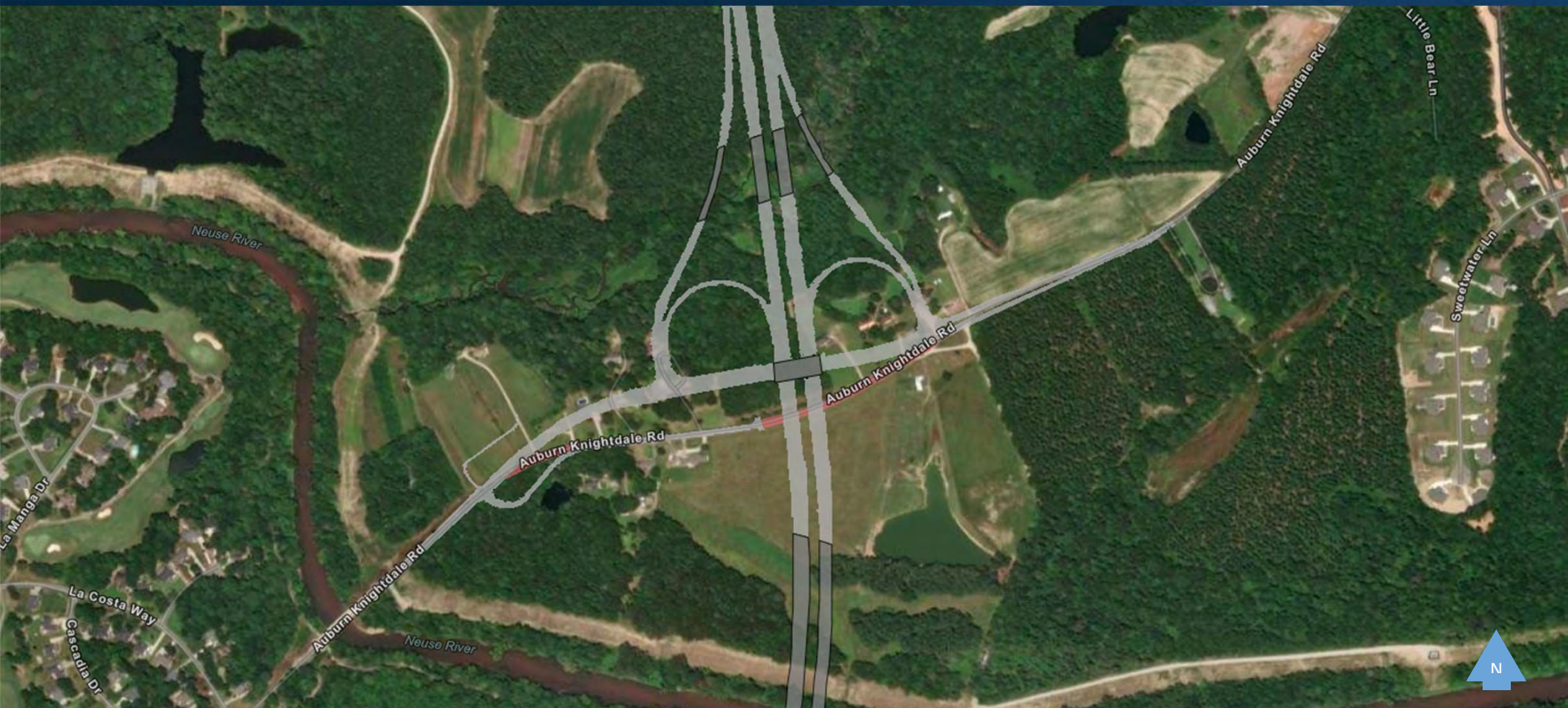


# Rock Quarry Road Interchange Design



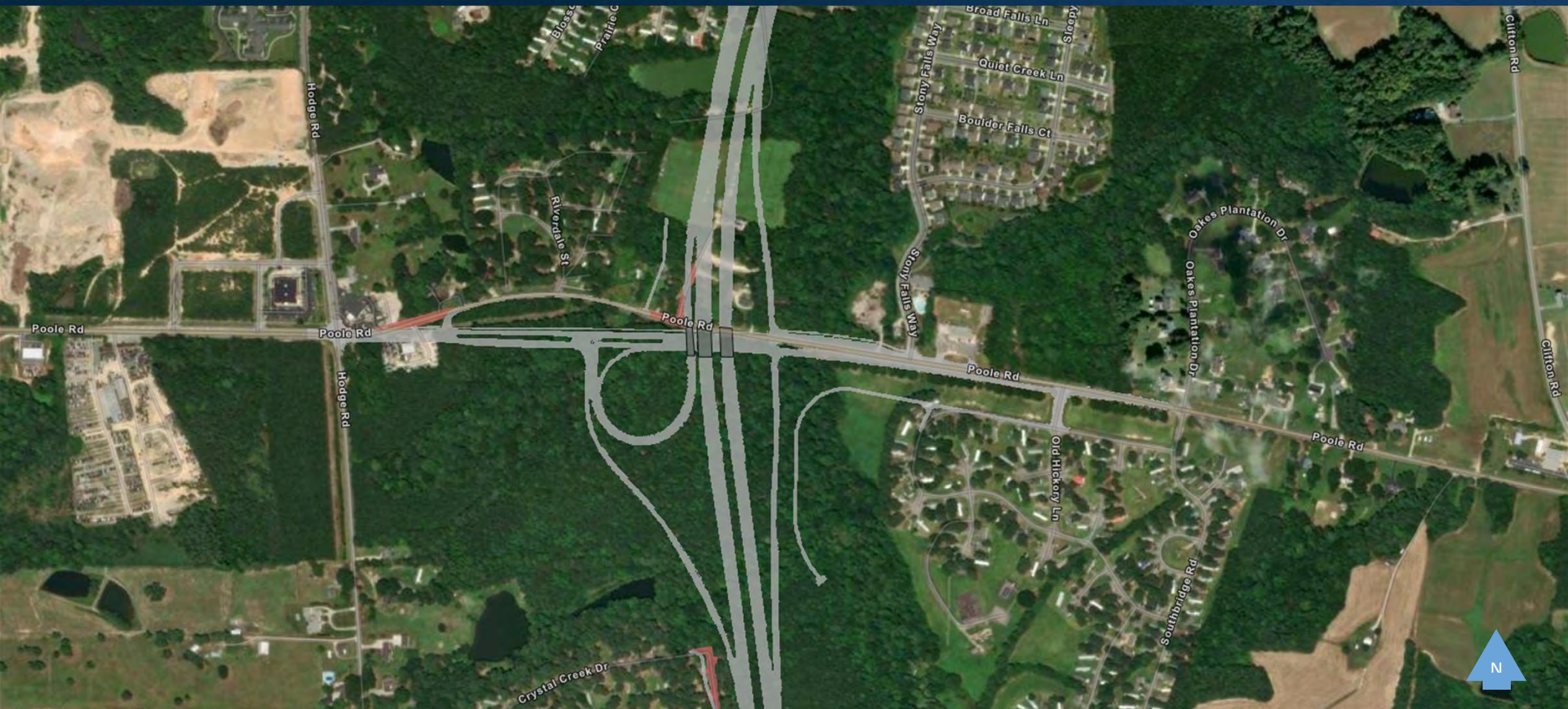


# Auburn Knightdale Road Interchange Design





# Poole Road Interchange Design





# I-87 Interchange Design





The background features a dark blue field with a subtle, repeating hexagonal grid pattern. Overlaid on this are several dynamic, glowing green particle trails. These trails consist of numerous small dots that form fluid, wavy lines, suggesting movement or data flow. One prominent trail curves from the upper left towards the center, while others are visible in the lower and right portions of the frame.

# Project Highlights



## Completed Turbine Interchange

I-40 / I-42





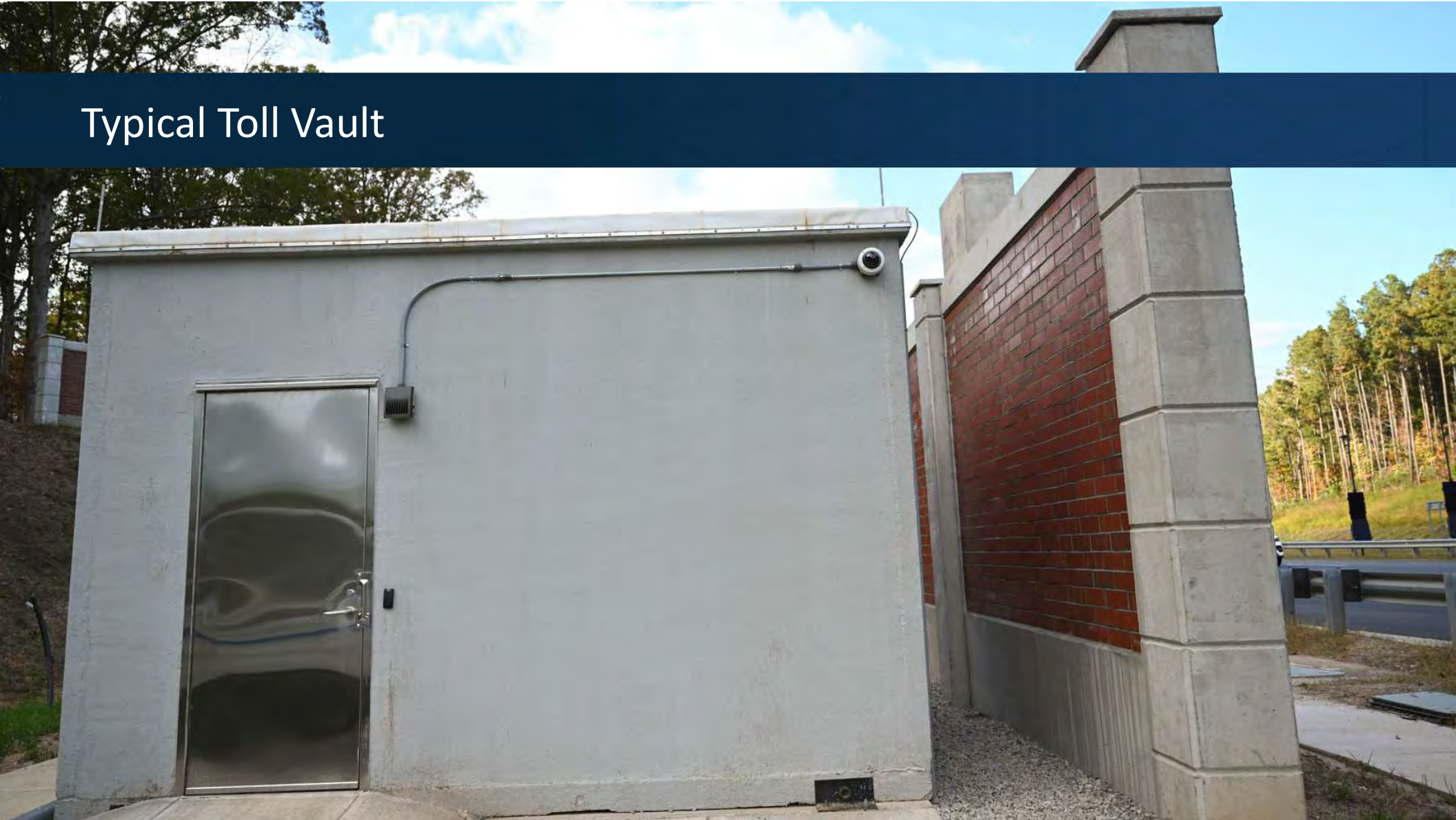
## Completed Turbine Interchange

I-40 / I-42





## Typical Toll Vault



# Toll Technology Improvements

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Eliminating Toll Vaults



Cost Savings

# Toll Collection Loop Advancements

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Loops are damaged frequently



Eliminating loops allows less impact to customers for maintenance activities



# DBE Participation

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Over \$30 million for committed DBE participation

# Gravesites

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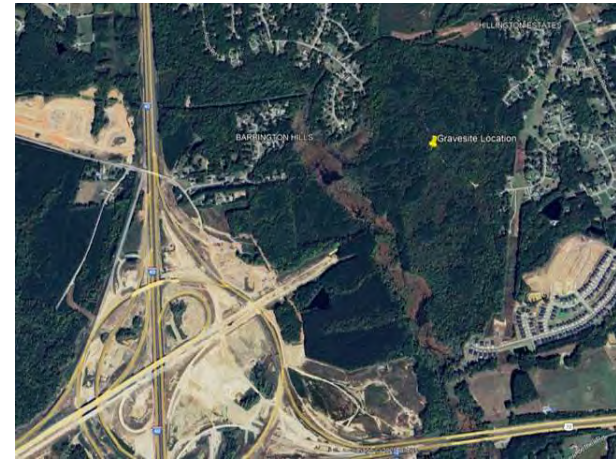
## Avoidance

Poole Road



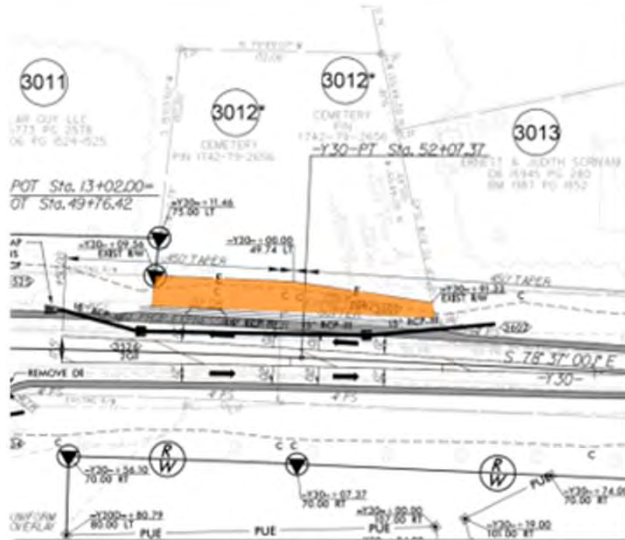
## Relocation

Bushy Branch

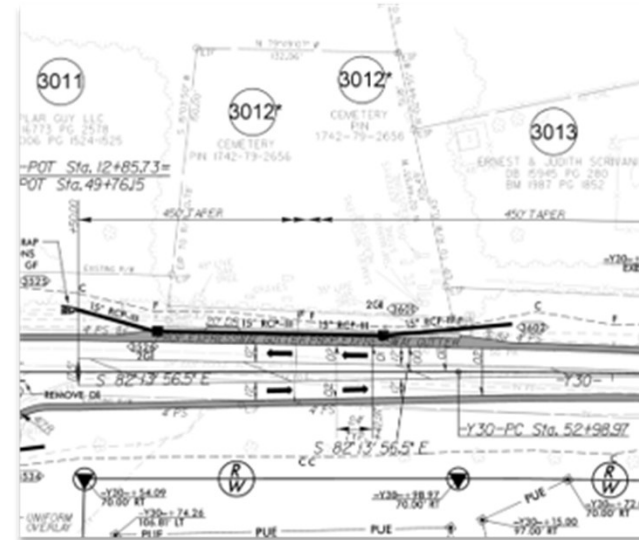


# Gravesite Avoidance

June 2024 Design



Current Design



# Gravesite Relocation



Date Discovered

October 1, 2024



Contract Awarded

January 6, 2025



Work Ended

January 16, 2025



RFP/Bid Advertised\*

November 25, 2024



Work Began

January 13, 2025





# Gravesite Relocation







# Neuse River Crossing



# Neuse River Construction Activities

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Building dual bridges for Toll N.C.  
540 to cross over the Neuse  
River Greenway Trail & Neuse  
River



Minimal relocation of the  
Neuse River  
Greenway Trail



Trail access will remain  
open from dawn to dusk  
daily



River & trail users  
will be informed of  
construction activities

# Neuse River Safety Plan

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Compliance



Site Specific Safety Plan



Annual Review



Monthly Inspection



Monitors/Flaggers

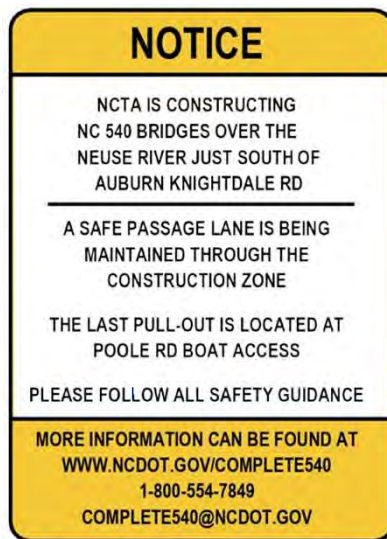


Overhead Operations



Storm Preparedness

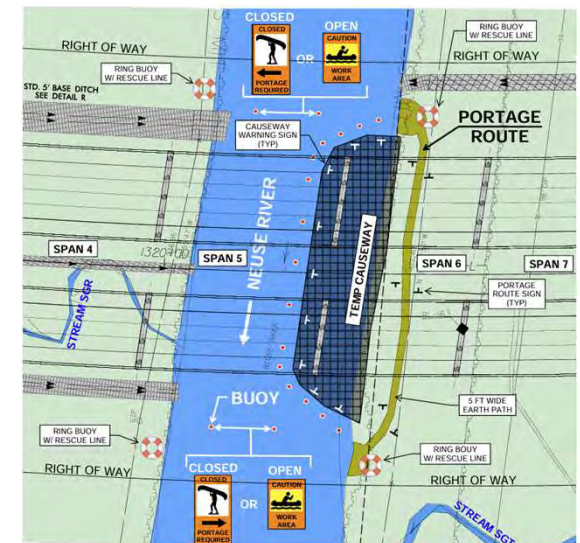
# Neuse River Safety Precautions



Advanced Warning Signage



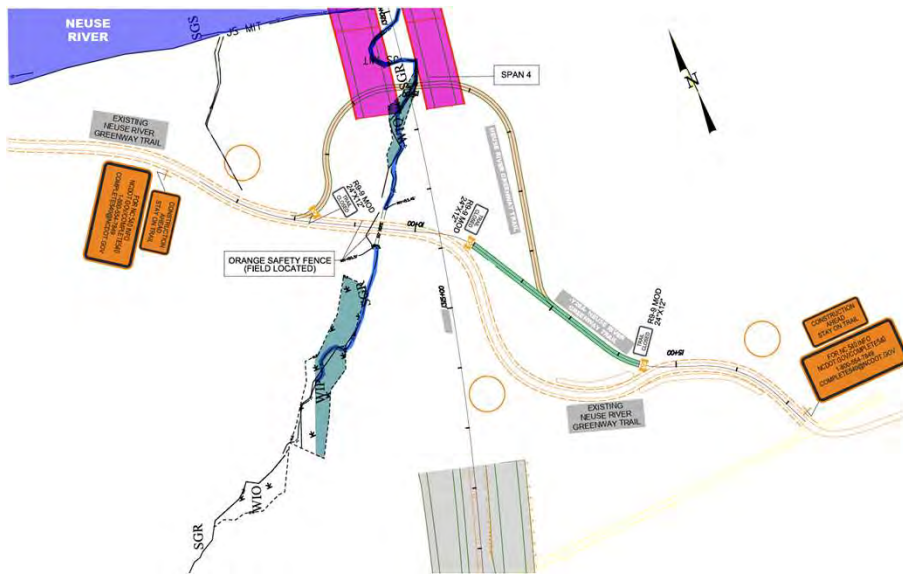
Ring Buoys



River Safety Plan



# Neuse River Greenway Trail Precautions



Trail Safety Plan



Orange Safety Fencing



# Bike, Pedestrian and Multi-Use Accommodations

## Bike/Pedestrian/Multi-Use Accommodations – Phase 2





## Bike/Pedestrian/Multi-Use Accommodations – Phase 2



## Bike/Multi-Use Accommodations



- Shared Bike Lanes
  - White Oak Road
  - Rock Quarry Road
  - Auburn Knightdale Road
  - Poole Road
- Multi-Use Paths
  - White Oak Road
  - White Oak Creek Greenway
  - Rock Quarry Road
  - Neuse River Greenway Trail
  - Poole Road
- Ready for Future Improvements
  - U.S. 70 Business
  - East Garner Road
  - Battle Bridge Road
  - Additional Neuse River Trail
  - Auburn Knightdale Road

# Pedestrian Accommodations

## Sidewalks



- Part of Phase 2
  - White Oak Road
  - Poole Road
- Ready for Future Improvements
  - U.S. 70 Business
  - East Garner Road
  - Rock Quarry Road
  - Battle Bridge Road
  - Auburn Knightdale Road





# Phase 2 Outreach Efforts

### Continuation



Mirroring successful strategies from  
Phase 1

### Neighborhood Meetings



Kick off at East Garner Road

### Communications Plan



Comprehensive communications  
and  
public engagement plan

### Early Communications



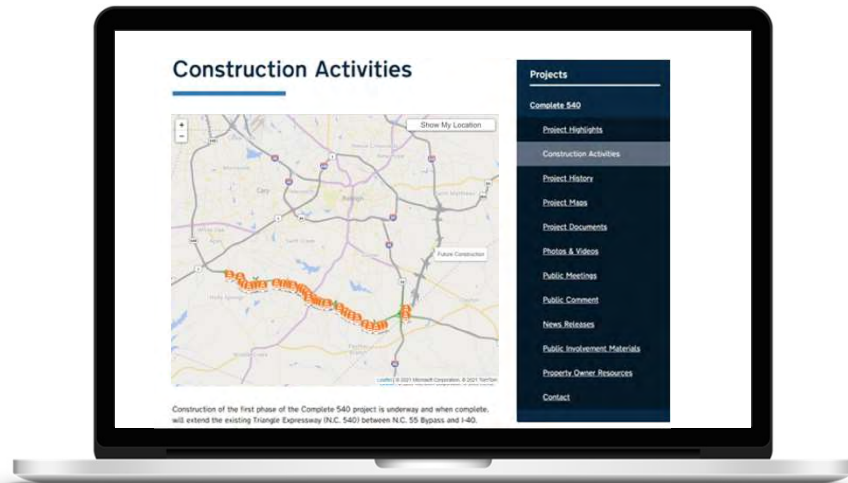
Initiated communications in early 2025  
i.e., neighborhood meeting and letters to residents

### Proactive Outreach

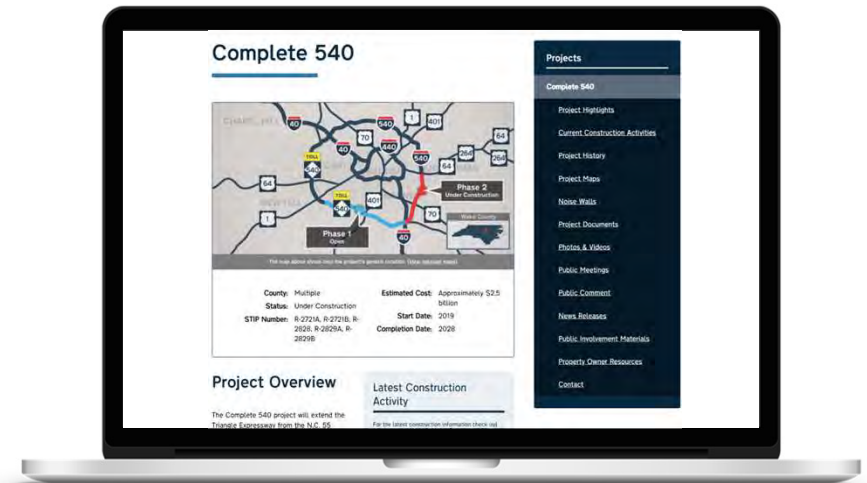


Initiating contact with  
organizations to present

## Resources at [ncdot.gov/complete540](https://ncdot.gov/complete540)



Interactive Map for Construction Activities



Complete 540 Webpage





If you have any questions, please contact us at [complete540@ncdot.gov](mailto:complete540@ncdot.gov) or 1-800-554-7849

Para servicios de interpretación, llame al 1-800-481-6494.



# Before You Go!

## Visit our NC Quick Pass table to:

-  Learn about the benefits of using a NC Quick Pass
-  Sign up for an NC Quick Pass account to start saving 50% on tolls in NC
-  Manage your existing NC Quick Pass account
-  Get answers to your questions about tolling



# Contact Us



[ncdot.gov/complete540](https://ncdot.gov/complete540)



[complete540@ncdot.gov](mailto:complete540@ncdot.gov)



1-800-554-7849



Para servicios de interpretación, llame al 1-800-481-6494.



@NCTurnpike

@NC\_QuickPass

The background features a dark blue field with a subtle, repeating pattern of hexagons. Overlaid on this are several dynamic, glowing green particle trails. These trails consist of numerous small dots that form wavy, flowing lines across the upper and lower portions of the image, creating a sense of movement and energy.

Questions?





Thank you!

## 7.2 Complete NC 540 - Status Update

**Requested Action:**  
**Receive as Information.**

## 7.3 Adoption of Revised Wake Transit Lead Agency Responsibility Matrix



# Lead Agency Assignments Update

## Lead Agency Matrix

- Presented overview to TPAC in April
- Requested TPAC recommend Governing Boards approve changes to Lead Agency Matrix at May TPAC meeting
- Proposed changes:
  - Specify GoTriangle Tax District Administration as a Lead Agency
  - Change Lead Agency for Bus Plan to CAMPO
  - Remove last page of Matrix – responsibilities not directly laid out in ILA Section 3.03
- TPAC recommended the Wake Transit Governing Boards approve the revised Lead Agency Responsibility Matrix at their meeting in May

Transit Governance ILA Responsibility (Section 3.03)	Recommended Lead Agency
a. Wake County Transit Work Plan, including all of its separate elements defined in Section 2.38:	CAMPO to compile and maintain
<u>Annual Operating Budget Ordinance</u> . This shall be supplied for the Wake Transit major operating fund which will appropriate funds for the operation and administration of transit projects as well as for any other agencies involved in producing products for TPAC review	GoTriangle <del>(as Tax District Administrator)</del> to compile and maintain
<u>Annual Tax District</u> administration budget for the Wake Transit major operating or capital fund	GoTriangle <del>(as Tax District Administrator)</del> to compile and maintain
<u>Multi-Year Capital Improvement Plan (CIP)</u> supplied for the Wake Transit major capital fund that clearly identifies specific projects, project sponsors responsible for undertaking those projects, project funding sources, and project expenditures. (NOTE: The Multi-year CIP shall be updated annually to coincide with the annual capital budget always being the first year of appropriation of funding for capital projects identified in the CIP. The Multi-year CIP shall be coordinated with the Metropolitan Transportation Plan, Transportation Improvement Program, and annual program of projects developed and maintained by the Raleigh Urbanized Area designated recipient of federal formula transit grants so as to be consistent with submittal deadlines for the final horizon year of the Metropolitan Transportation Plan.)	CAMPO to compile and maintain
<u>Annual Capital Budget Ordinance</u> supplied for the Wake Transit major capital fund that allocates financial resources to specific project sponsors for specific projects, and represents the first year of appropriation of funding for capital projects identified in the Multi-Year CIP	GoTriangle <del>(as Tax District Administrator)</del> to compile and maintain
<u>Multi-year Operating Program</u> -the annual document describing the development of local bus, express bus, Bus Rapid Transit, and commuter rail services to be funded by the Tax District. It will describe service changes planned for the year and preliminary service proposals and financial projection for the subsequent years. A detailed report on the status of each bus and rail route shall also be included, along with performance objectives for the coming year. The document shall also describe administrative, planning, marketing, or other functions that are not directly accounted for in specific infrastructure project delivery or allocated to service delivery, but which are essential to the implementation of the Transit Plan.	CAMPO to compile and maintain
<u>Update of the Wake Transit Financial Plan and financial model assumptions</u> and corresponding update of the planning horizon of Wake Transit Work Plan future projects not included in the current Multi-year CIP. The parties shall use good faith efforts to align planning horizon year with the horizon year of the current CAMPO MTP. The Financial Model shall contain agreed upon financial assumptions of the TPAC for Wake Transit Work Plan revenues involving federal, state and local sources and multi-year capital and operating costs including liquidity targets and debt ratios relevant to rating agency metrics.	GoTriangle <del>(as Tax District Administrator)</del> to compile and maintain

Transit Governance ILA Responsibility (Section 3.03)	Recommended Lead Agency
<u>Capital Funding Agreements or Master Agreements</u> - an agreement between an agency and other agencies to provide an Implementation Element or a project plan if the implementation element is to be provided by the Agency. The agreement or project plan shall state the details of the capital improvements to be provided and detail expectations on funding, responsibilities, schedule and performance and shall adhere to minimum standards outlined in Section 7.01 of <del>the Governance (ILA)</del> . Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.	GoTriangle <del>(as tax district administrator)</del> Tax District Administration
<u>Operating Agreements or Master Agreements</u> - an agreement between an agency tasked to provide an Implementation Element, the Tax District and other agencies as needed, or an operating plan if the Implementation Element is to be provided by the Agency. The agreement shall state the details of the service to be provided and detail expectations on funding, responsibilities, schedule and performance. The agreement shall adhere to minimum standards outlined in Section 8.02 of <del>the Transit Governance (ILA)</del> . Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.	GoTriangle <del>(as tax district administrator)</del> Tax District Administration
b. Initial detailed elements of a Multi-Year Service Implementation Plan (Wake Bus Plan— <del>which includes the Coordinated Human Services Transportation Plan through the scope of the Bus Plan</del> )	GoTriangle/CAMPO
c. Staffing model and staffing expectations plan, including requested consideration of any costs associated with additional staff required to administer the Wake County Work Plan;	CAMPO to lead development and any updates thereto
d. Program management policy and plan for the community funding areas identified in Wake County Transit Plan	CAMPO to lead development and any updates thereto
e. Templates containing minimum standards for project and financial reports for the major funds of the separate component unit(s) <del>and others to follow (first version by October 1, 2016)</del>	GoTriangle Tax District Administration
f. Development and ongoing administration of a Project prioritization policy that guides the development of the CIP and longer term operating program and annual budgets	CAMPO
g. Designation of project sponsors (agencies responsible for each respective capital and operating project), including agencies responsible for each Implementation Element	CAMPO via individual transit agencies
h. Multiyear vision plan	CAMPO
i. Development of and Ongoing Administration of the Wake Transit Project Endorsement Process: to include a strategy for each Implementation Element or agreement, which shall include scope, geography, purpose and goals, processes for allowing amendments, and processes for addressing Significant Concerns. Very detailed strategies shall be developed for capital/infrastructure projects exceeding \$1,000,000	CAMPO
j. Development of an articulated strategy for incorporating or accounting for public outreach, involvement, and communication with the deliverables set forth in a, b, d, f, g, and h; the ongoing administration to include oversight and management of public engagement/involvement activities.	CAMPO

# Other Lead Agency Updates

- GoTriangle requested to transfer their Lead Agency responsibility for Program-level Communications and Engagement to another party beginning FY26
  - GoTriangle has received funding for 4.5 FTEs and non-staffing costs in past Work Plans for Program-Level responsibilities
  - In FY26, GoTriangle would receive funding for 1.5 FTE and non-staffing costs for project-specific work – relocation of GoTriangle services in Raleigh to RUS Bus and an outreach campaign to raise awareness of RDU service
- In May, TPAC recommended CAMPO take over Program-level responsibilities
- CAMPO is reviewing impacts of these new responsibilities and potential internal or contract resource needs



# Communication and Engagement

## Proposed Core Responsibilities

- Development and implementation of a Strategic Communications Plan and update(s) of Community Engagement Policy
- Lead/manage communications and outreach for Annual Work Plan, Work Plan Amendments
- Development and publishing of Wake Transit Annual Report
- Work with consultants on communication strategy for Program-level plans and studies (ex: Bus Plan, Wake Transit Plan, Major Investment Studies)
- Manage and maintain Wake Transit website/webpages
- Maintain stakeholder/public interest email communication lists

# Communication and Engagement

## Additional Responsibilities

- Coordination of communications/engagement activities by Wake Transit partners
- Oversee any consultant assistance that may be necessary for engagement activities by Wake Transit partners (Program- or Project-level)
- Development of Program-level Wake Transit communication tools for use at events (such as general information brochures)
- Serve as primary point of contact for Wake Transit partners for communication/engagement-related questions

## 7.3 Adoption of Revised Wake Transit Lead Agency Responsibility Matrix

### Requested Action:

**Approve the revised Lead Agency Responsibility Matrix.**



## 7.4 Recommended FY 2026 Wake Transit Work Plan and Project Groupings and Deliverables

# **Recommended FY 2026 Wake Transit Work Plan and Project Groupings and Deliverables**

*Steven Mott, CAMPO*



# FY 2026 Wake Transit Work Plan

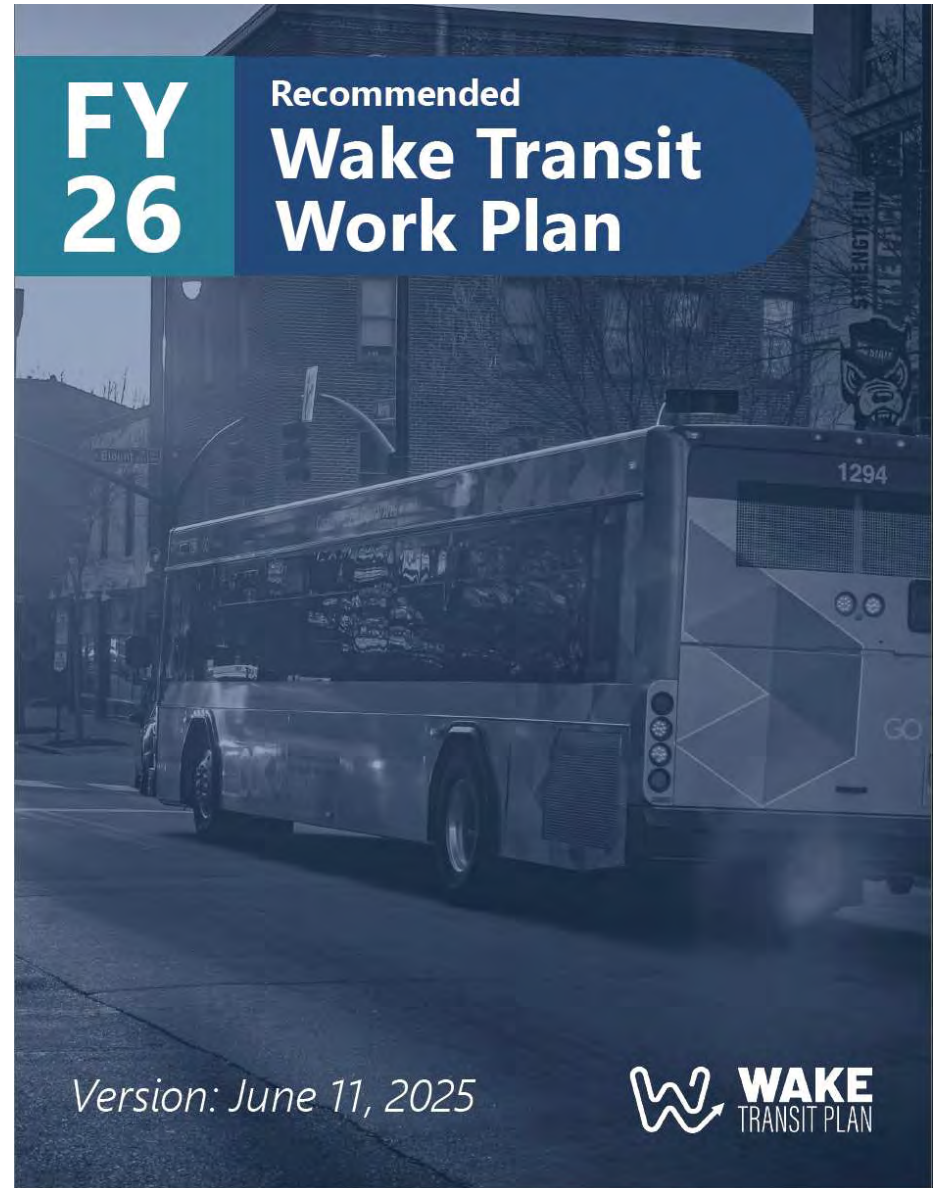
# **Recommended FY26 Work Plan Budget**

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

**Total: \$186.6m**

**FY  
26**

**Recommended  
Wake Transit  
Work Plan**



*Version: June 11, 2025*

**WAKE**  
TRANSIT PLAN



# 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 Conference Committee met June 10<sup>th</sup> to discuss the VRT amounts included in the Work Plan for FY26.
- The committee came to a decision to resolve the 2025 Significant Concerns raised by GoTriangle and decided on a VRT amount of \$0 for FY26.
- The agreement on VRT amounts by the Conference Committee supersedes the recommendation from TPAC to include \$2.591m VRT revenue in the FY26 Work Plan.
- The 2024 Significant Concerns are still outstanding and future year VRT amounts are still being deliberated. They are shown as "TBD" in future years.
- Further details can be found on page 7 of the FY 2026 Wake Transit Work Plan.



# Community Engagement



# Engagement for FY26 Work Plan

- 30-day engagement period for Draft FY26 Work Plan (February 25 – March 28).
- 15-day engagement period for Recommended FY26 Work Plan (May 1-15) coinciding with the Wake Transit Plan Update engagement.
- Various avenues were taken to get the word out including email campaigns, handouts and flyers, social media posts, blog posts, and in-person events.
- View the Engagement Summary Report [here](#) or scanning the QR code here:



# Engagement for FY26 Work Plan

+115 comments received between the two engagement periods.

Common themes:

- Overwhelming demand for transit expansion & frequency
- Strong call for major public investment
- Emphasis on equitable access, user experience & system usability
- Mixed views on microtransit
- Skepticism about the commuter rail project



# Agreement Groupings & Deliverables

# FY26 Work Plan Project Agreement Groupings and Reporting Deliverables

## FY2026 Wake Transit Work Plan Agreement Groupings and Project Reporting Deliverables

<u>Groupings:</u>		<u>Amount:</u>
General Operating - Bus Operation	<a href="#">General Operating-Bus Operation</a>	\$ 55,010,218
General Operating - Transit Plan Administration	<a href="#">General Operating-Transit Plan Administration</a>	\$ 6,696,918
General Operating - Tax District Administration	<a href="#">General Operating-Tax District Administration</a>	\$ 662,602
General Capital - Capital Planning - CAMPO	<a href="#">General Capital-CAMPO</a>	\$ 981,580
Special Capital - Bus Rapid Transit - Raleigh	<a href="#">Special Capital-Raleigh BRT</a>	\$ 55,784,192
General Capital - Bus Infrastructure	<a href="#">General Capital-Bus Infrastructure</a>	\$ 14,730,440
Special Capital - Bus Infrastructure - GoTriangle Triangle Mobility Hub	<a href="#">Special Capital-GoTriangle Triangle Mobility Hub</a>	\$ 4,900,000
Special Capital- Bus Infrastructure - Raleigh BOMF	<a href="#">Special Capital-Raleigh BOMF</a>	\$ 20,067,694
General Capital - Bus Acquisition - Raleigh	<a href="#">General Capital-Bus Aquisition-Raleigh</a>	\$ 18,784,500
General Capital - Bus Acquisition - GoTriangle	<a href="#">General Capital-Bus Aquisition-GoTriangle</a>	\$ 5,678,000
General Capital - Bus Acquisition - Wake County	<a href="#">General Capital-Bus Aquisition-Wake County</a>	\$ 1,080,000
<b>Total</b>		<b>\$ 184,376,143</b>
Reserve : Unallocated Paratransit Vehicle Acquisition (Capital)	N/A	\$ 444,252
Reserve : Hold Harmless (Operating)	N/A	\$ 132,375
Reserve : Unallocated Bus Maintenance (Operating)	N/A	\$ 816,084
Reserve : Outreach/Marketing/Communications (Operating)	N/A	\$ 161,534
Reserve : 2.0 FTE: Public Engagement Team (Operating)	N/A	\$ 188,330
Reserve : 1.0 FTE: Communications Coordinator (Operating)	N/A	\$ 129,859
Reserve : Community Funding Area Program Reserve (Operating)	N/A	\$ 331,135
<b>Total including Reserve</b>		<b>\$ 186,579,711</b>



# FY26 Work Plan Project Agreement Groupings and Reporting Deliverables

## Staffing:

1. Status of hire
2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)

## Transit Service:

1. Revenue hours of service
2. Ridership
3. Passenger boardings per revenue hour
4. Operating cost per passenger boarding
5. Farebox recovery
6. On-time performance

## Plans/Studies

1. Date RFP/RFQ released for plan/study
2. Date contract awarded for plan/study
3. Estimation of percent completion of scope on quarterly basis
4. Results and/or recommendations of plan/study

# 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	May 28
TCC Recommends Work Plan for Approval	June 5
<b>CAMPO Executive Board Considers Work Plan Adoption</b>	<b>June 18</b>
<b>GoTriangle Board of Trustees Considers Work Plan Adoption</b>	<b>June 25</b>

**Comments & Questions?**

## 7.4 Recommended FY 2026 Wake Transit Work Plan and Project Groupings and Deliverables

### Requested Action:

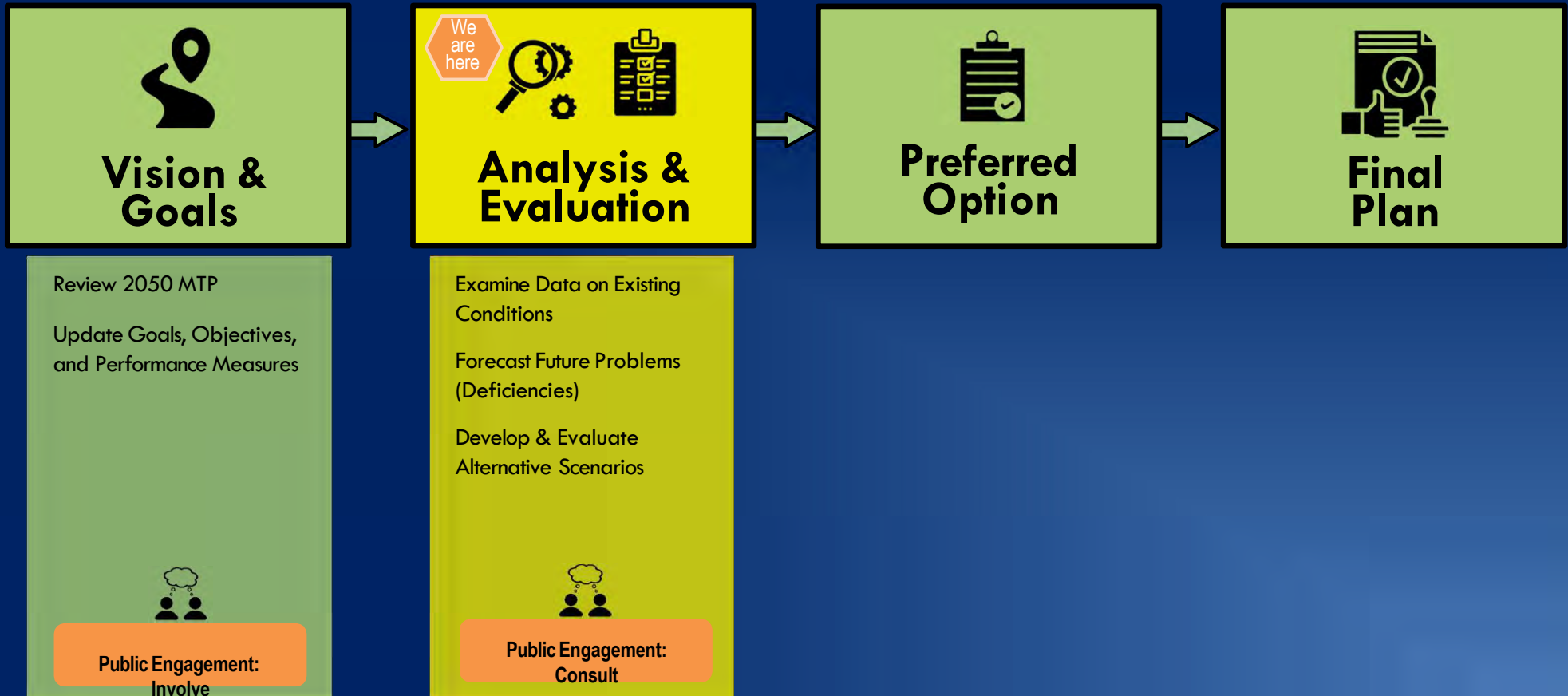
- 1) Approve the FY 2026 Recommended Wake Transit Work Plan;
- 2) Approve the proposed project agreement groupings and deliverables; and,
- 3) Authorize the Executive Director to execute all FY 2026 Work Plan project-level agreements to which CAMPO is a party.



## 7.5 2055 MTP/CTP Update

# MTP Update Process

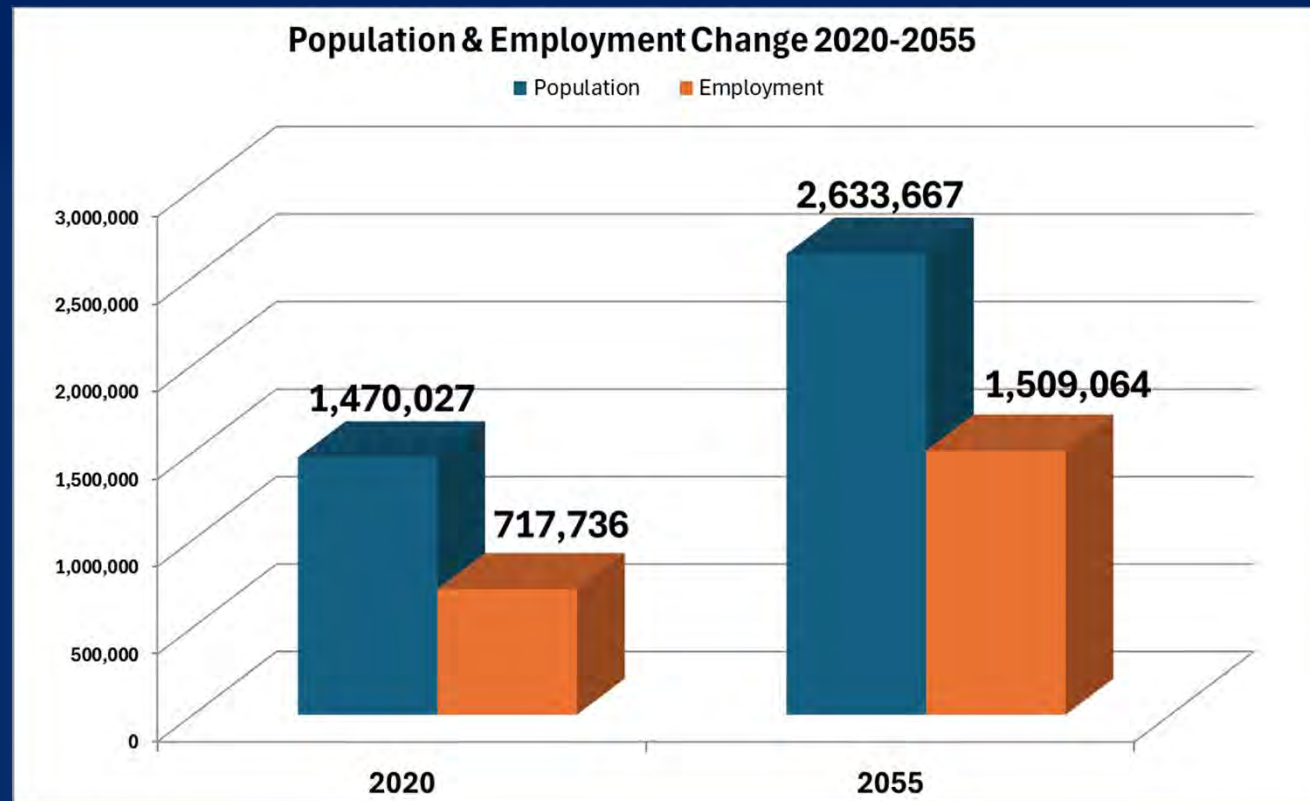
*The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.*



## 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

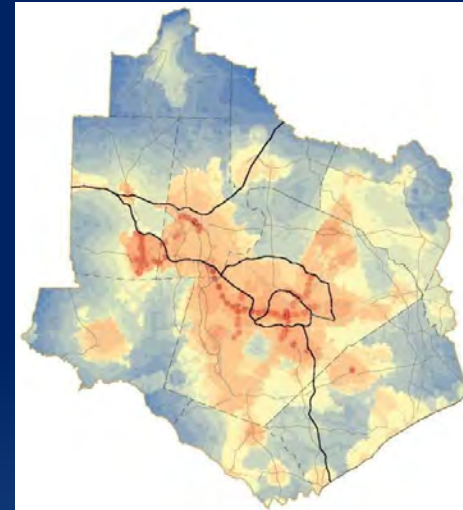


Review results of Deficiency Analysis through the web portal:  
<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>

- 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.

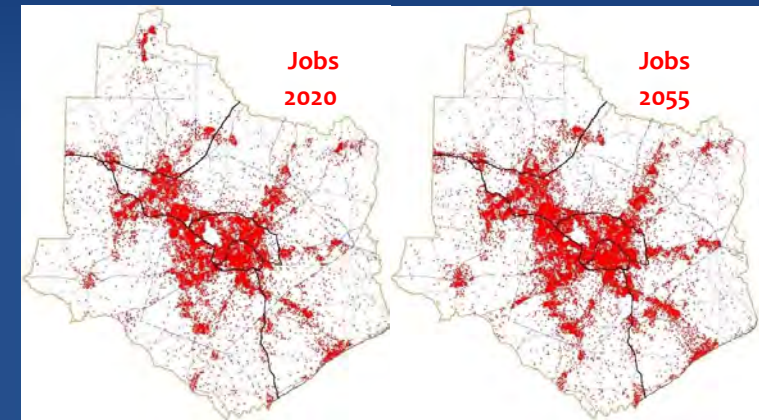
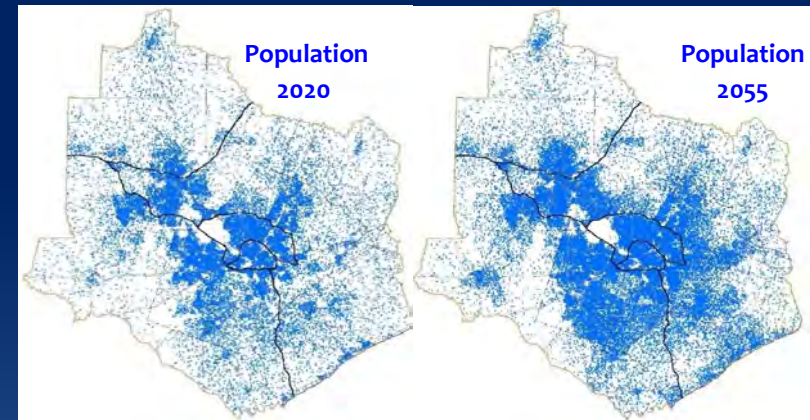
# How: Beginning With The End In Mind

## 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

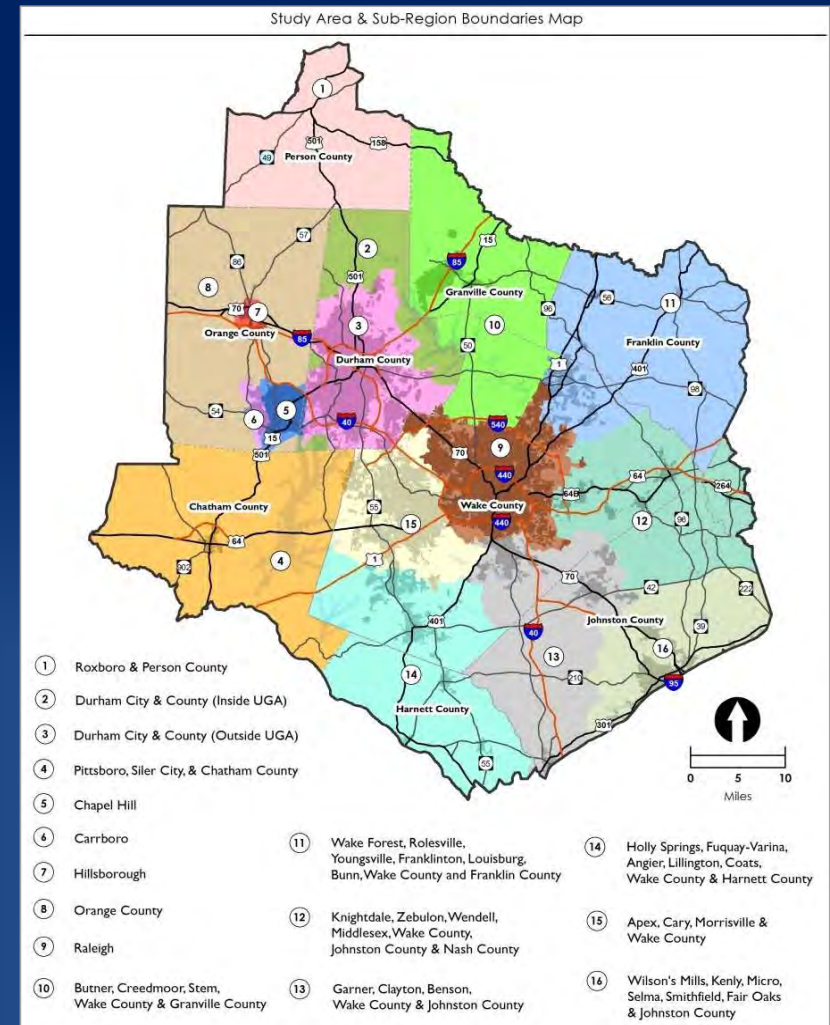


2045 MTP results: each dot is 50 jobs or people

# 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



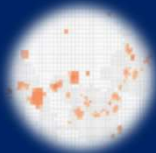
The type of place each parcel **will become** (and the intensity of each place type for each jurisdiction)



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

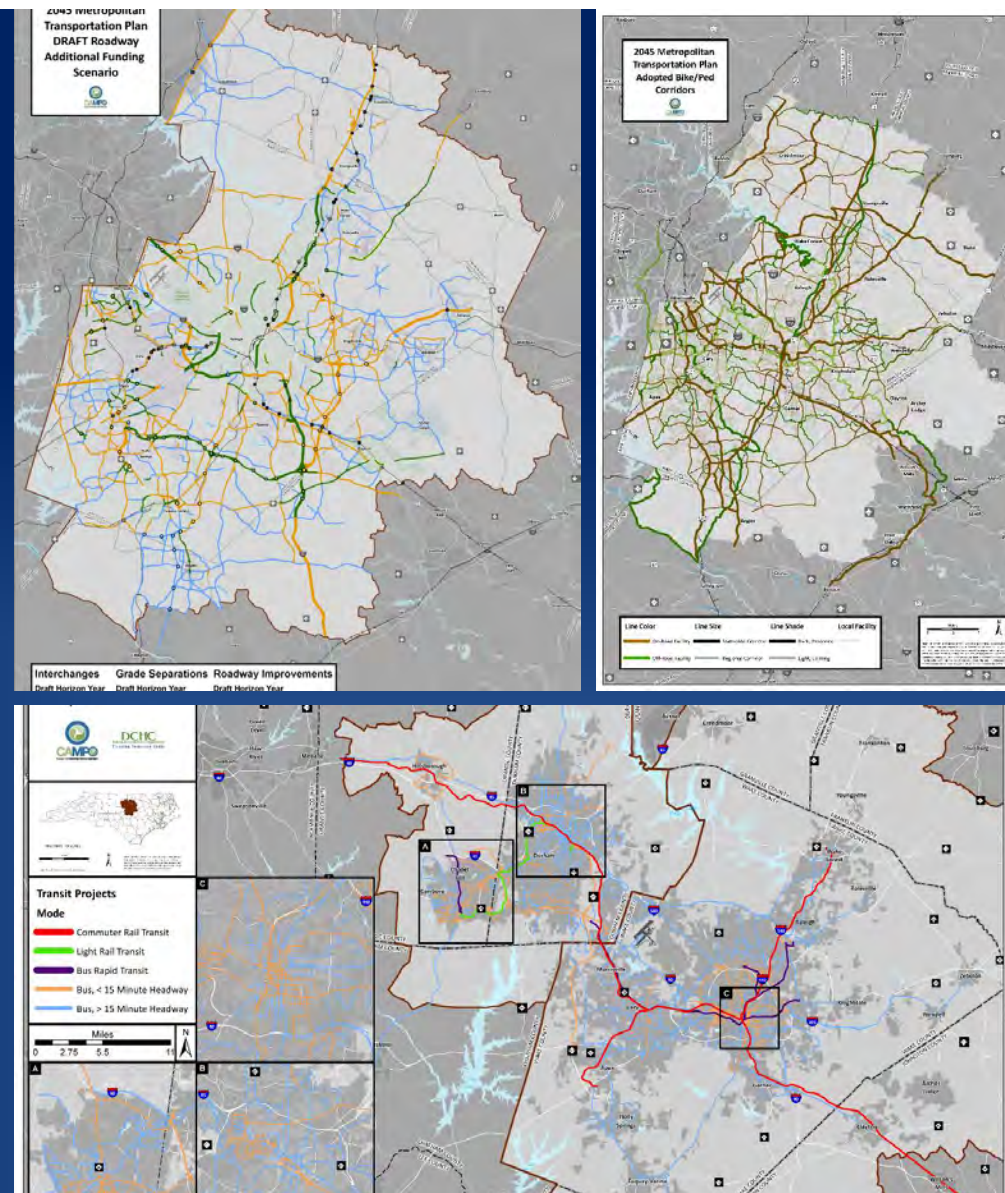
[www.centralpinesnc.gov/mobility-transportation/urban-mobility](http://www.centralpinesnc.gov/mobility-transportation/urban-mobility)  
[scroll down to CommunityViz]



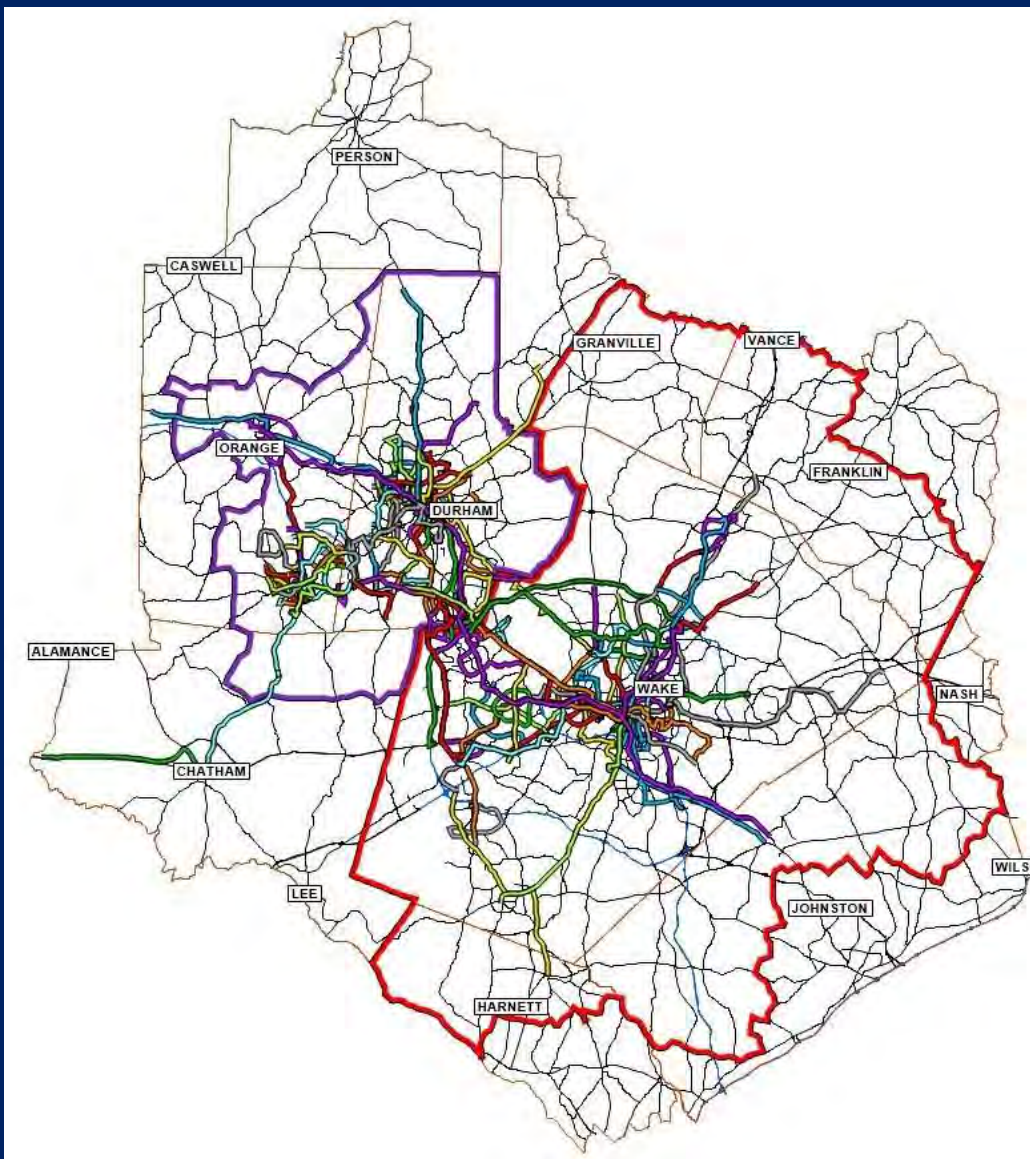
# Mobility Investment Foundation (Transportation)

## 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

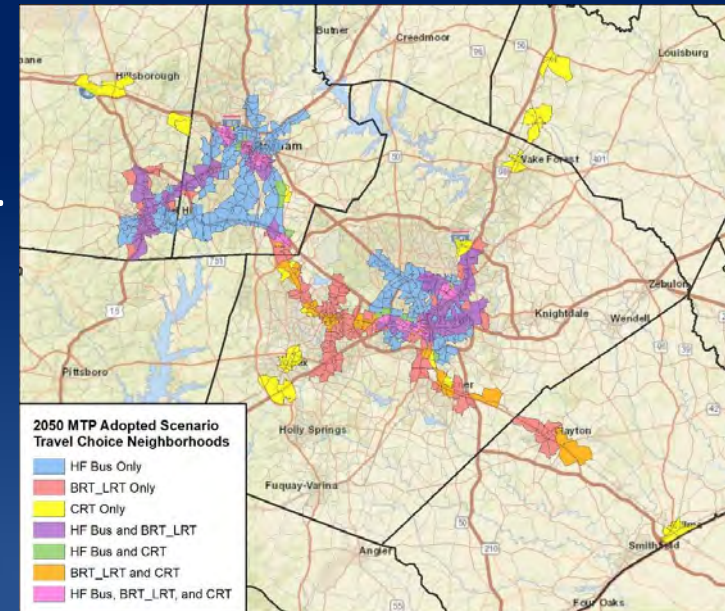
- Joint project of CAMPO, DCHC MPO, NCDOT and GoTriangle
- Travel demand forecasting tool for the Triangle Region
- Trip-based model – typical four step model
- Represents travel in the Triangle Area
- Includes all travel modes, all major road facilities, and all transit systems and routes

## Travel Choice Neighborhoods (TCN)

Places where both roadway investments and high-quality transit service would be available under different future development and mobility scenarios.

Travel Choice Neighborhoods (TCNs) are a way to understand the relative significance of focused land use and transportation infrastructure among scenarios, and how policies might affect these neighborhoods.

About 745 REINVEST Neighborhood TAZs in the TRM G2 model area.

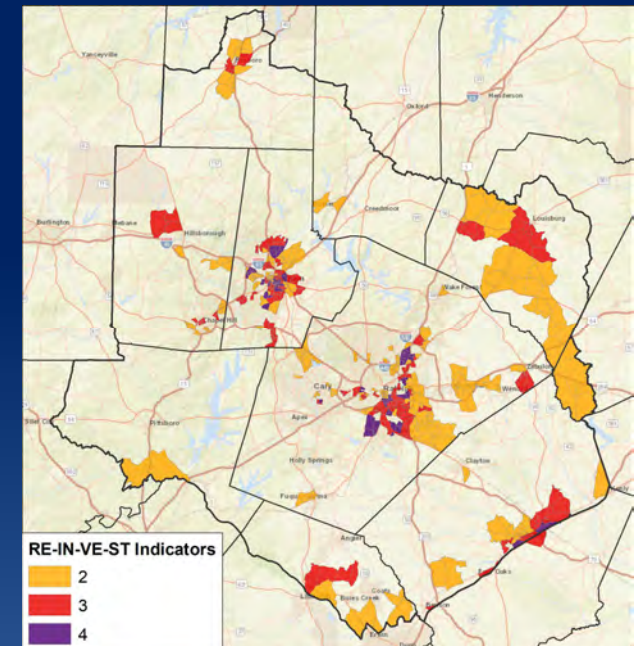




# REINVEST Neighborhoods

REINVEST Neighborhoods are defined as TAZs that overlapped with block groups that met at least two of the four indicator thresholds by at least 50% of the total TAZ area (acres).

In total, there were 735 REINVEST Neighborhood TAZs identified in the TRM v6.2 model area, and 745 REINVEST Neighborhood TAZs in the TRM G2 model area.

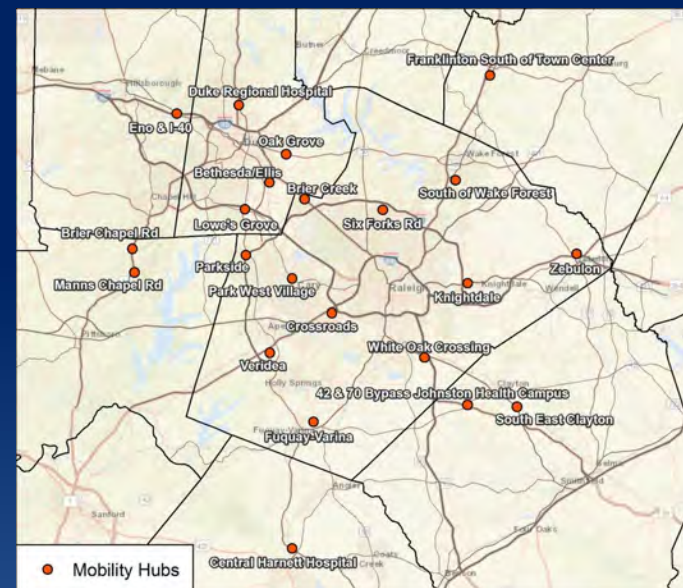


RE	Race/Ethnicity – the degree to which a neighborhood is home to people who are Black, Indigenous or People of Color (BIPOC).
IN	Income – the degree to which people in the neighborhood live in households with lower annual incomes.
VE	Vehicles – the degree to which households in the neighborhood report having no vehicles available
ST	Status – the degree to which a neighborhood has a specific characteristic, e.g. the # of legally-binding, affordability-restricted (LBAR) housing units

# Mobility HUBS

The concept of Mobility Hubs was developed as part of the “Opportunity Places” land development foundation for the Connect 2050 MTP.

Once the 22 mobility hub locations were identified based on the criteria below, they were given a suitability weight so that additional growth would be allocated to these areas compared to the Community Plans development foundation, which was based on input from local planners according to their future land use plans.



## MOBILITY HUB Matrix

Location along an existing major transportation corridor.

Preference for locations near existing medical facilities.





At least 200 acres of developable or redevelopable land.

A mixed-use intensity that is supportive of frequent transit service.

A minimum 50% increase in capacity for jobs compared to Community Plans.

# Scenario Framework

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

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

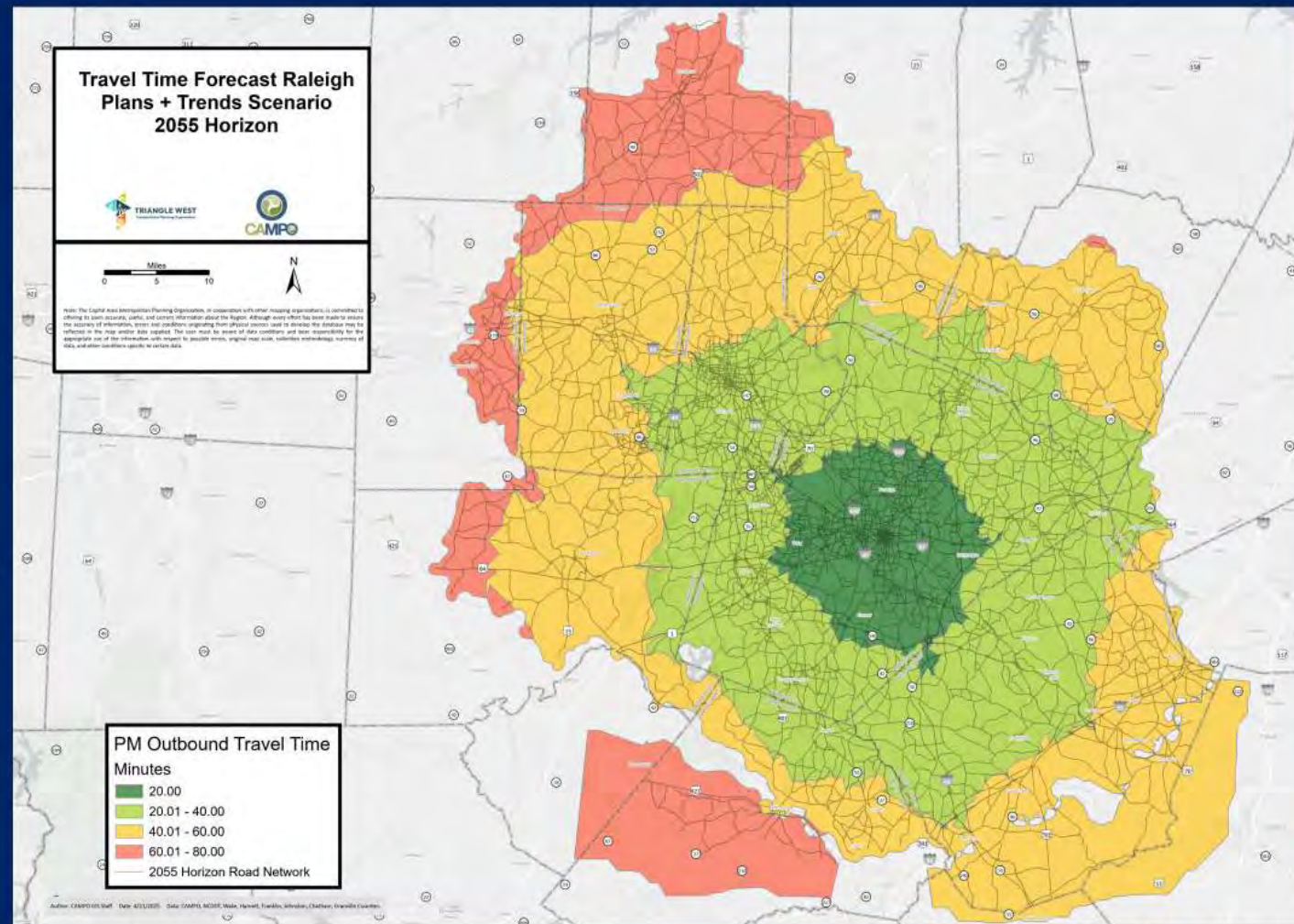
Off-Peak

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



# Preliminary Trends Analysis & Travel Time (Downtown Raleigh)

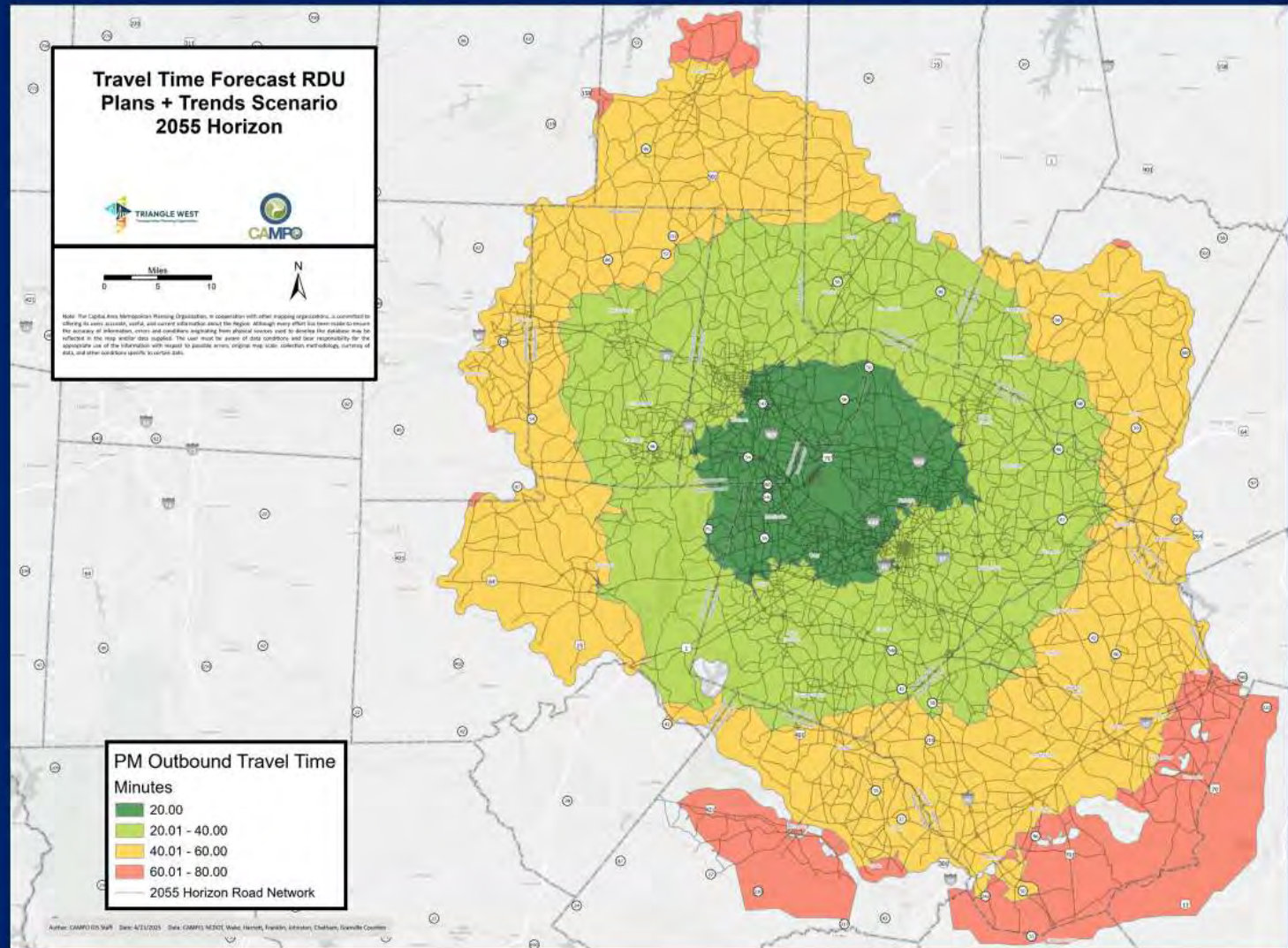
Destination	Approx. Time
RDU	20 min
Downtown Wake Forest	35 min
Downtown Knightdale	15 min
Downtown Holly Springs	35 min
Downtown Clayton	35 min





# 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 2<sup>nd</sup> 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

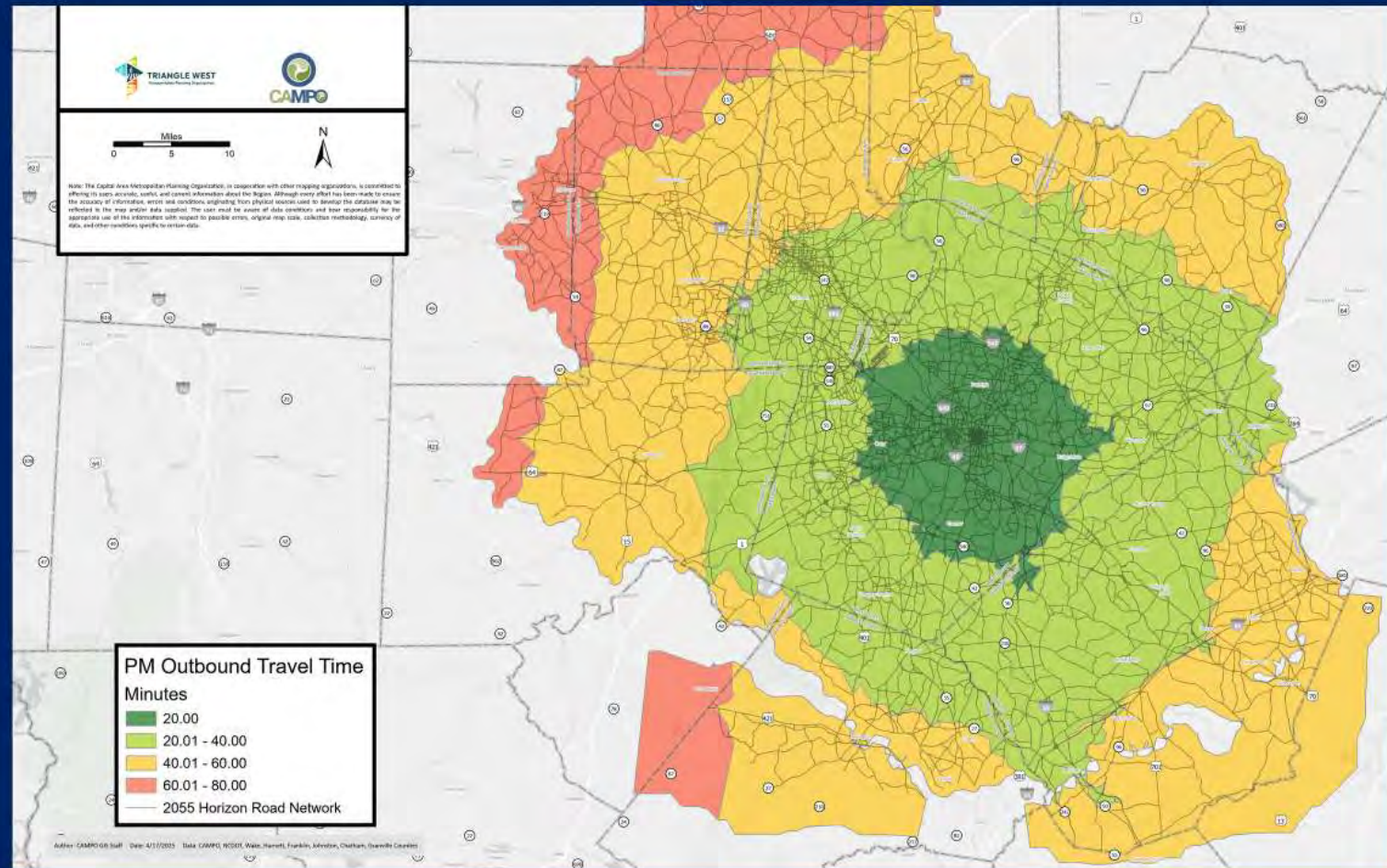
Off-Peak

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



# Preliminary Shared Leadership & Travel Time (Downtown Raleigh)

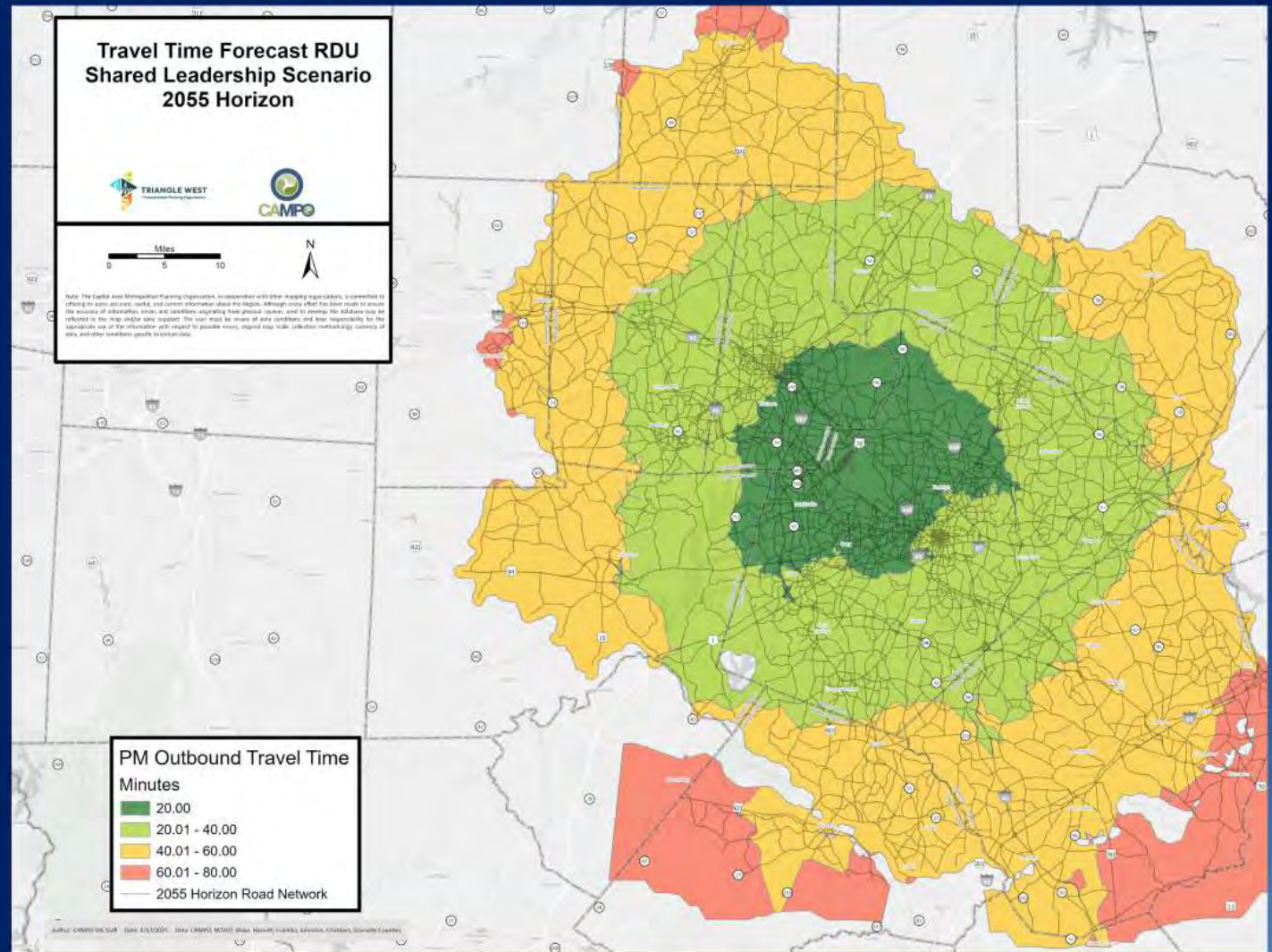
Destination	Approx. Time
RDU	20 min
Downtown Wake Forest	35 min
Downtown Knightdale	20 min
Downtown Holly Springs	35 min
Downtown Clayton	35 min





# 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 2<sup>nd</sup> 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

# 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*)

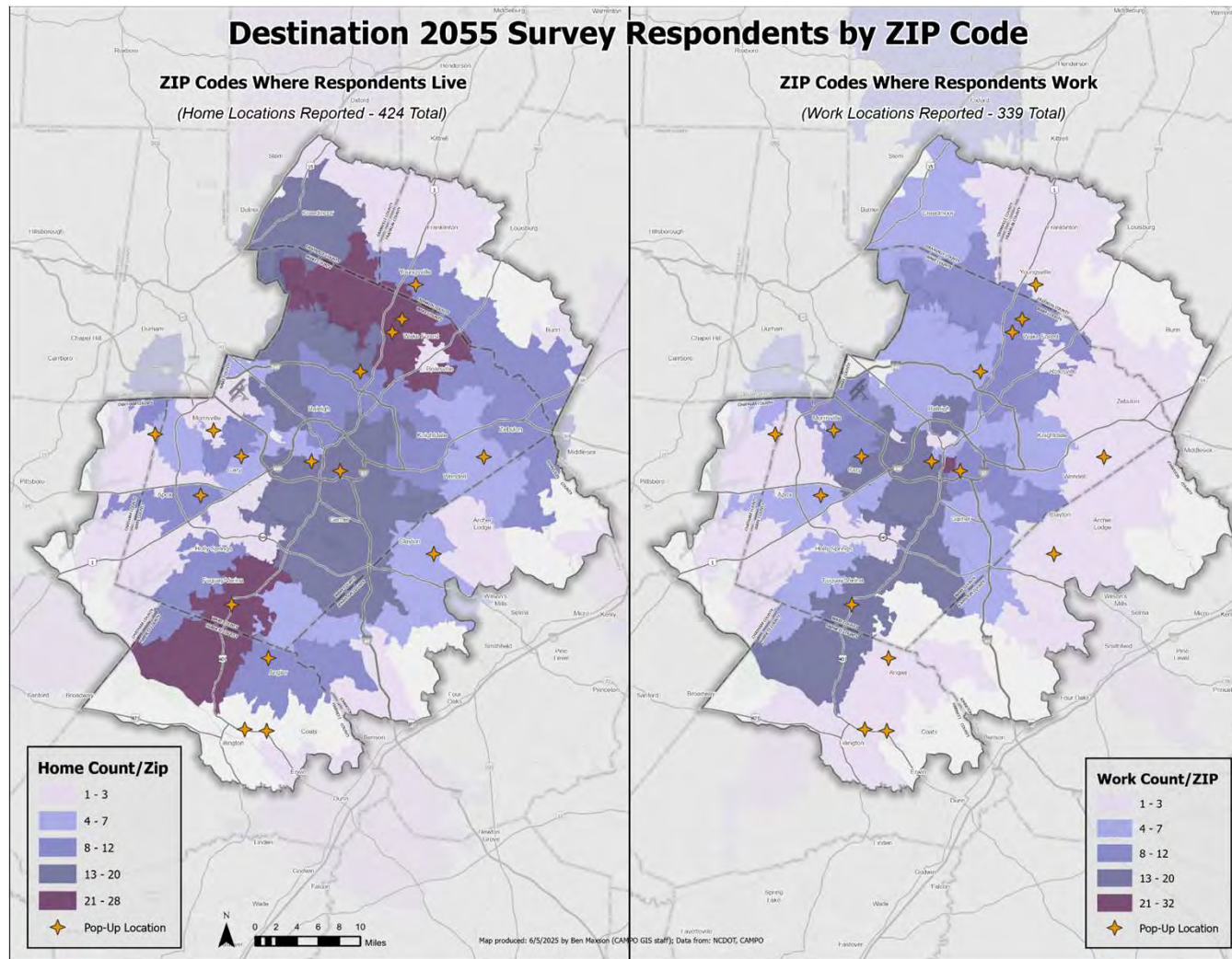
When: April – May 2025

Tactics: Website & Survey @ [Destination2055nc.com](https://Destination2055nc.com); In-Person interactive board; Online Q&A





# Where Survey Respondents Live & Work – CAMPO All



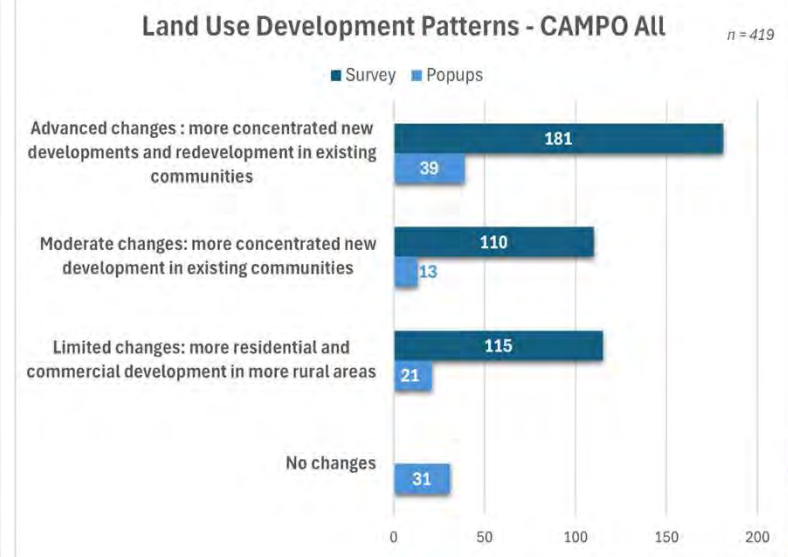
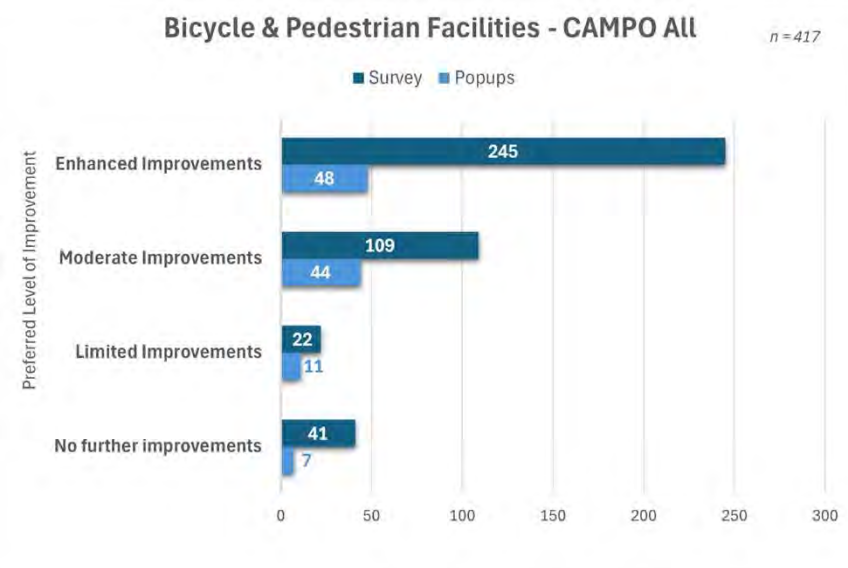
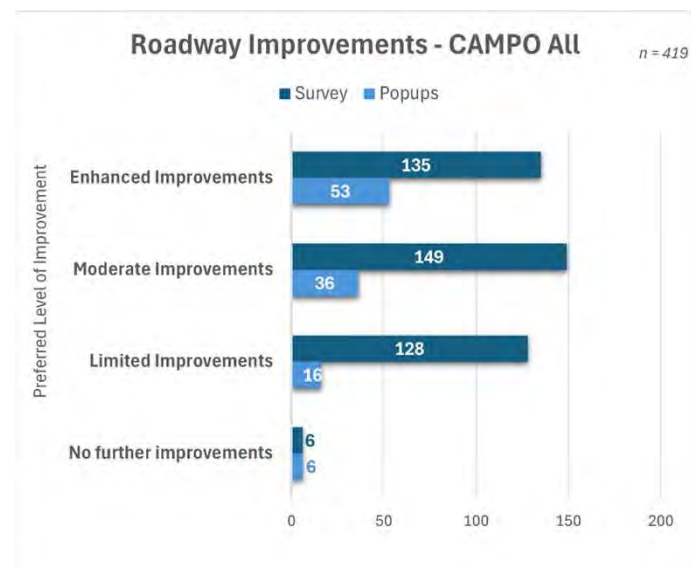
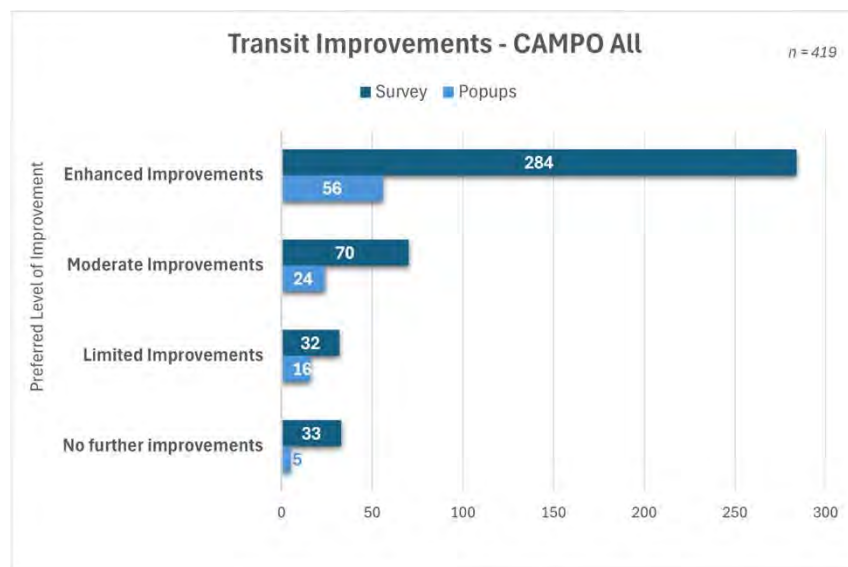


# Results

**630**  
Surveys  
completed

**431**  
CAMPO  
Live/Work

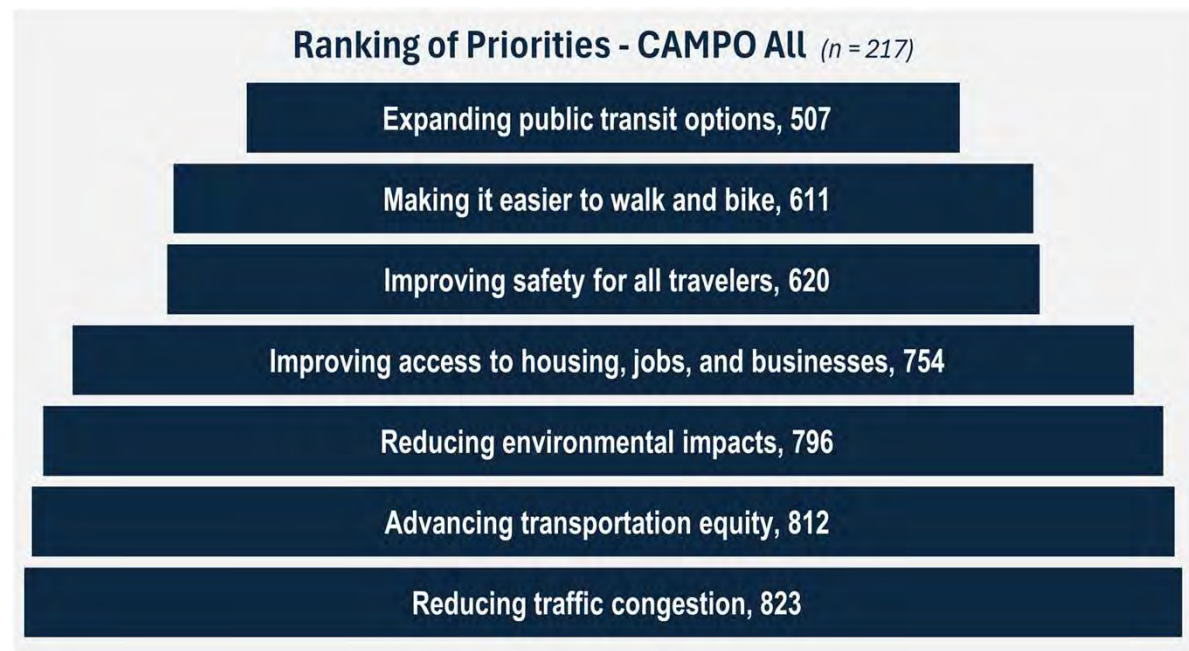
**16**  
Popups  
**322~**  
Attendees



# Survey Results

*Please Rank the following priorities for our region's future transportation system from most important to least important.*

The lower the  
number, the higher  
the priority



*Score is based on priority given - a respondent's top priority received a score of 1, lowest priority a score of 7.*



# Comments - Themes (Survey)

- **Transit:** Support for higher density around core transit areas.
- **Transit:** Desire for improved or expanded public transportation to improve environment *and* for increased choices/mobility.
- **Global innovation;** Learn from international models and trends.
- **Roadways & Transit:** Desire for Longer-Distance Transportation Options - transit *and* larger highways are most congested (I-40, I-440, I-540, NC 50, NC 64, NC 70, NC 98).
- **Roadways:** Concerns About RCUT (Restricted Crossing U-Turn) Intersections; Criticisms of RCUT implementation as not effective or safe.
- **Roadways:** Congestion and Commute Delays; Increasing congestion and travel times worsening.
- **Bike/Ped Infrastructure;** Desire for safer, more connected networks for non-motorized travel.
- **Accessibility** for People with Disabilities; Desire for inclusive planning that addresses special needs.
- **Environmental Concerns:** Interest in reducing vehicle emissions and promoting sustainability policies.
- **Affordability;** Worry over rising costs and affordability of transit options.



## Transit



## Bike/Pedestrian



## Roadway



## Land Development



## Transportation

## Land Use



# 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

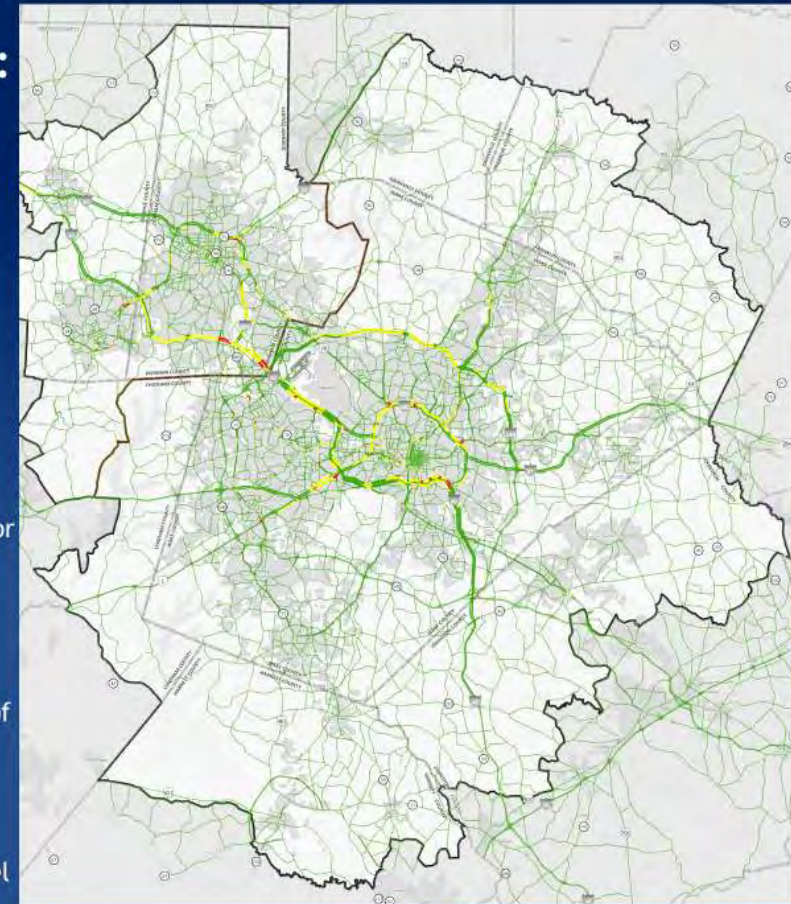
**Red** signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

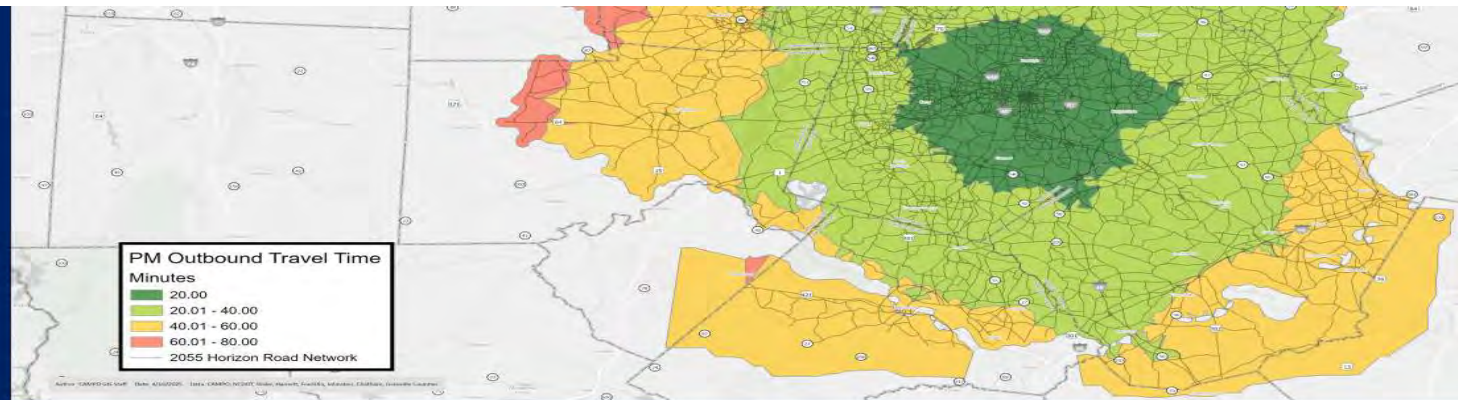
Off-Peak

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



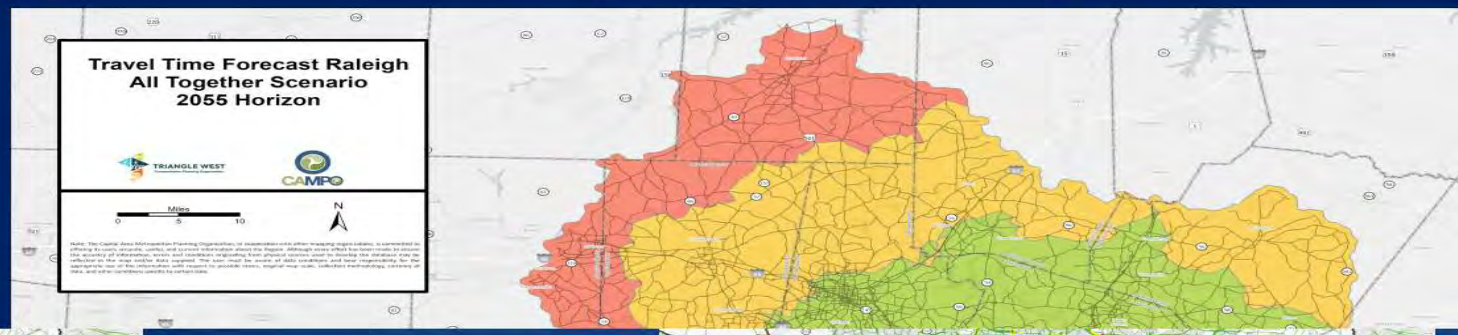


Downtown Knightdale	20 min
Downtown Holly Springs	35 min
Downtown Clayton	35 min



## Preliminary All Together & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	20 min
Downtown Wake Forest	35 min



**Red** signifies that a road has met or exceeded its capacity

## Peak Hour

Represents the worst travel hour of the day

## Off-Peak

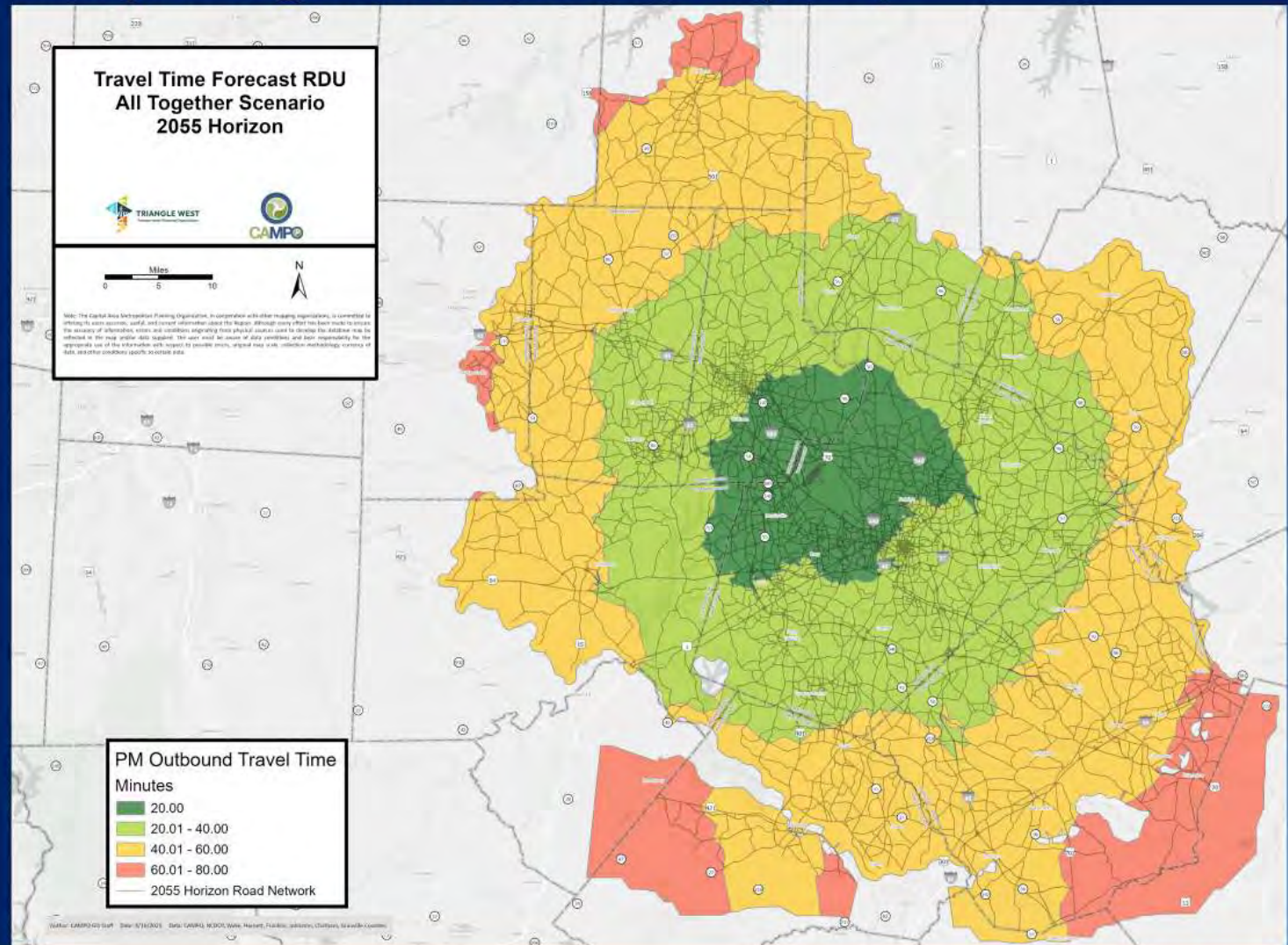
Represents the mid day daily travel (non- "rush hour")





# Preliminary All Together & Travel Time (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

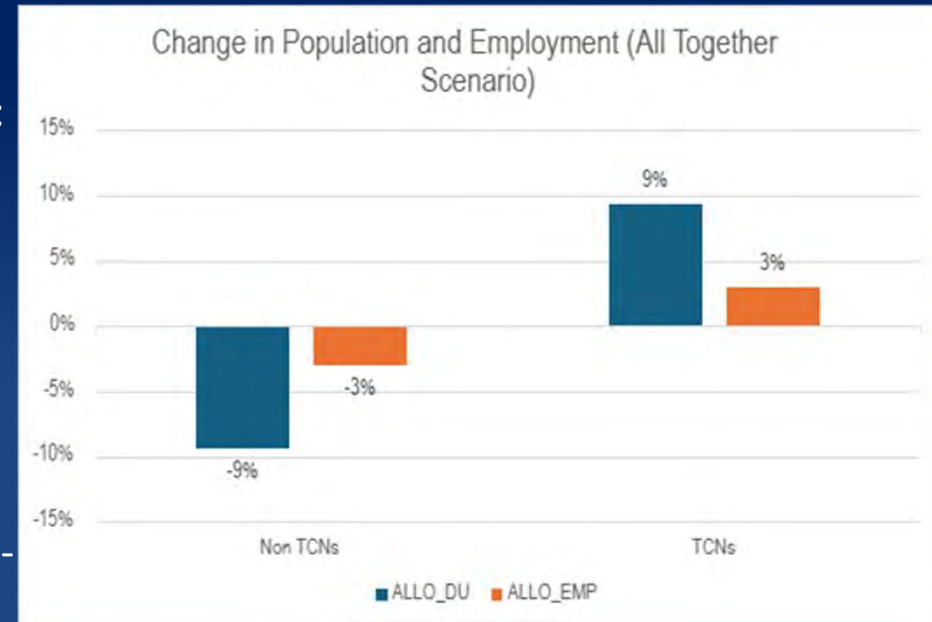
-- a focus on important trip origins and destinations --

## *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 2<sup>nd</sup> 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				

# Connections to Community Input

	Deficiencies & Needs	Plans & Trends	Shared Leadership	All Together
Available Funding	\$	\$\$	\$\$\$	\$\$\$\$
Highway Investment		  	 	 
Bus Investment		 	 	  
BRT Investment			 	  
Rail Investment				 
Bike & Ped Investment				  
Development Density	 	 	 	  

The number of signs indicates a relative level—more signs suggest higher values and fewer suggest lower values. However, this scale is not linear; for example, two-dollar signs do not necessarily represent twice the investment of one-dollar sign.

**Roads:** Must have investments but should be *mixed* approach

**Transit:** Demand for *highest* level

**Bike/Ped:** Desire for *highest* level

















































**Development:** *Densify* more to limit sprawl, preserve land

## Support for Policies:

- Complete Streets
- Safety
- Inclusivity - Access, Cost to users
- Sustainability & Environment



# Connections to Community Input

	Deficiencies & Needs	Plans & Trends	Shared Leadership	All Together
Available Funding	\$	\$\$	\$\$\$	\$\$\$\$
Highway Investment		  	 	 
Bus Investment		 	 	  
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Rail Investment				 
Bike & Ped Investment	 	 	 	   
Development Density	 	 	 	   

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







**Development:** *Densify* more to limit sprawl, preserve land

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# Scenario Framework

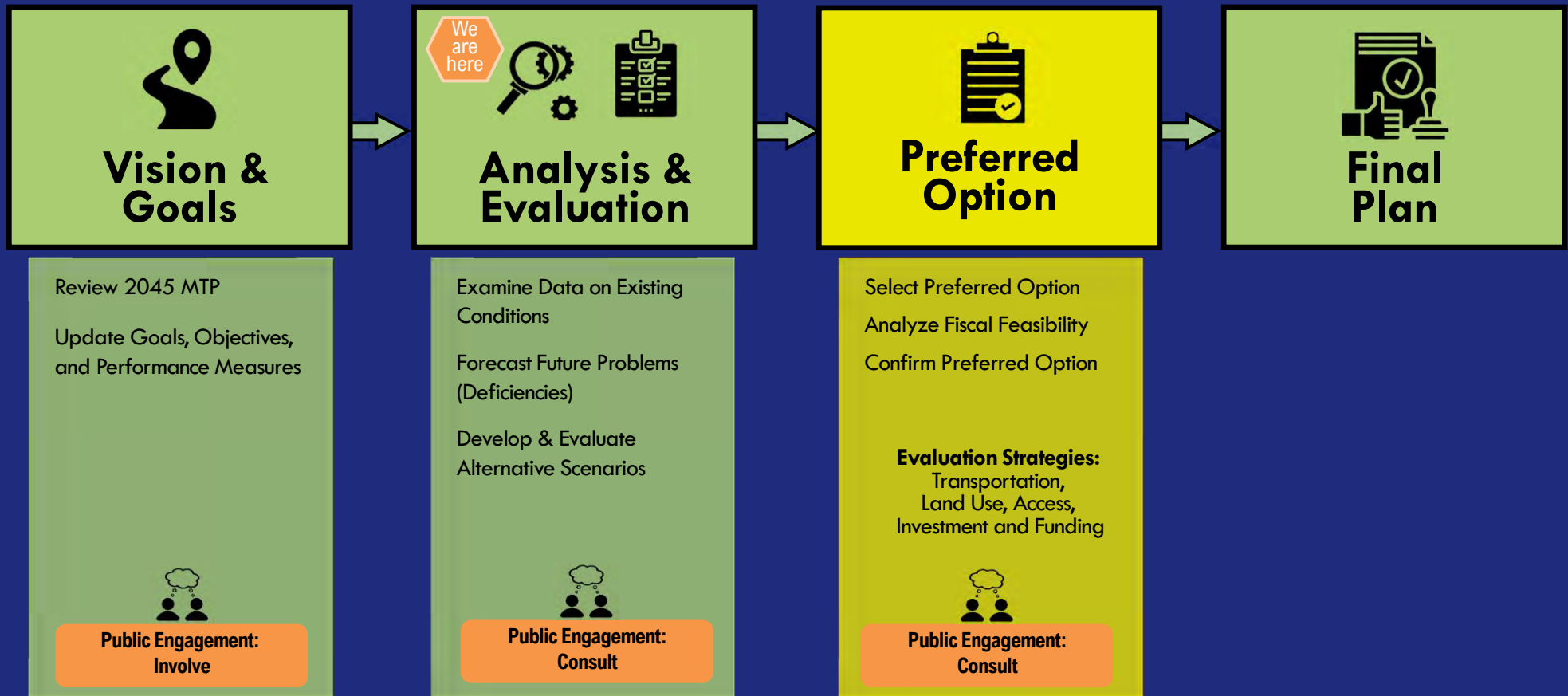
Four scenarios that match a development foundation with a mobility foundation

<b>Destination 2055 Scenario Framework</b>		<b>Mobility Investment Foundation</b>				
		 Existing & Committed	 Trend	 Mobility Corridors	 Complete Communities	 Unconstrained
<b>Development Foundation</b>	 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.*





## 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. Consider action on the recommended Preferred Alternative to use in the next phase of the MTP development.**

## 7.6 Locally Administered Projects Program (LAPP) FFY2027 Target Modal Mix

## 7.6 FFY 2027 Locally Administered Projects Program (LAPP)

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**

## 7.6 FFY 2027 Locally Administered Projects Program (LAPP)

### **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.



## 7.6 FFY 2027 Locally Administered Projects Program (LAPP)

### **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.

## 7.6 FFY 2027 Locally Administered Projects Program (LAPP)

### **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.

## 7.6 FFY 2027 Locally Administered Projects Program (LAPP)

### **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

## 7.6 FFY 2027 Locally Administered Projects Program (LAPP)

### **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.

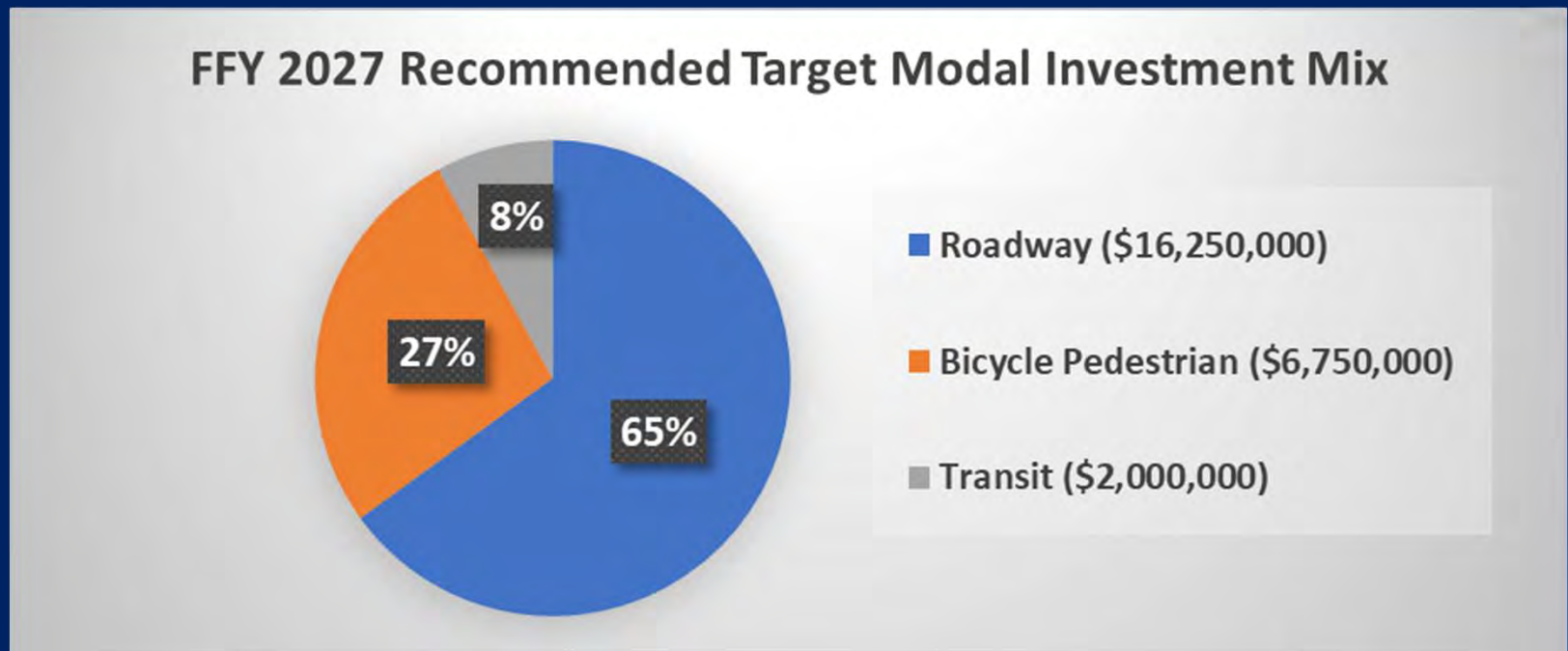
#### **Staff Recommendation:**

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



## 7.6 FFY 2027 Locally Administered Projects Program (LAPP)

### Target Modal Investment Mix



## 7.6 Locally Administered Projects Program (LAPP) FFY2027 Target Modal Mix

- Public Review & Comment June 6<sup>th</sup> – August 19<sup>th</sup>
- TCC Recommendation - August 7<sup>th</sup>
- Public Hearing - August 20<sup>th</sup>
- Executive Board Approval, One Call for All – August 20<sup>th</sup>

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

## 7.7 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report & FY2026-2035 Transportation Improvement Program (TIP)

- 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
- CAMPO's FY2026-2035 Transportation Improvement Program

## 7.7 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report & FY2026-2035 Transportation Improvement Program (TIP)

Public Comment – June through August 19<sup>th</sup>

Public Hearing – Executive Board mtg on August 20<sup>th</sup>

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



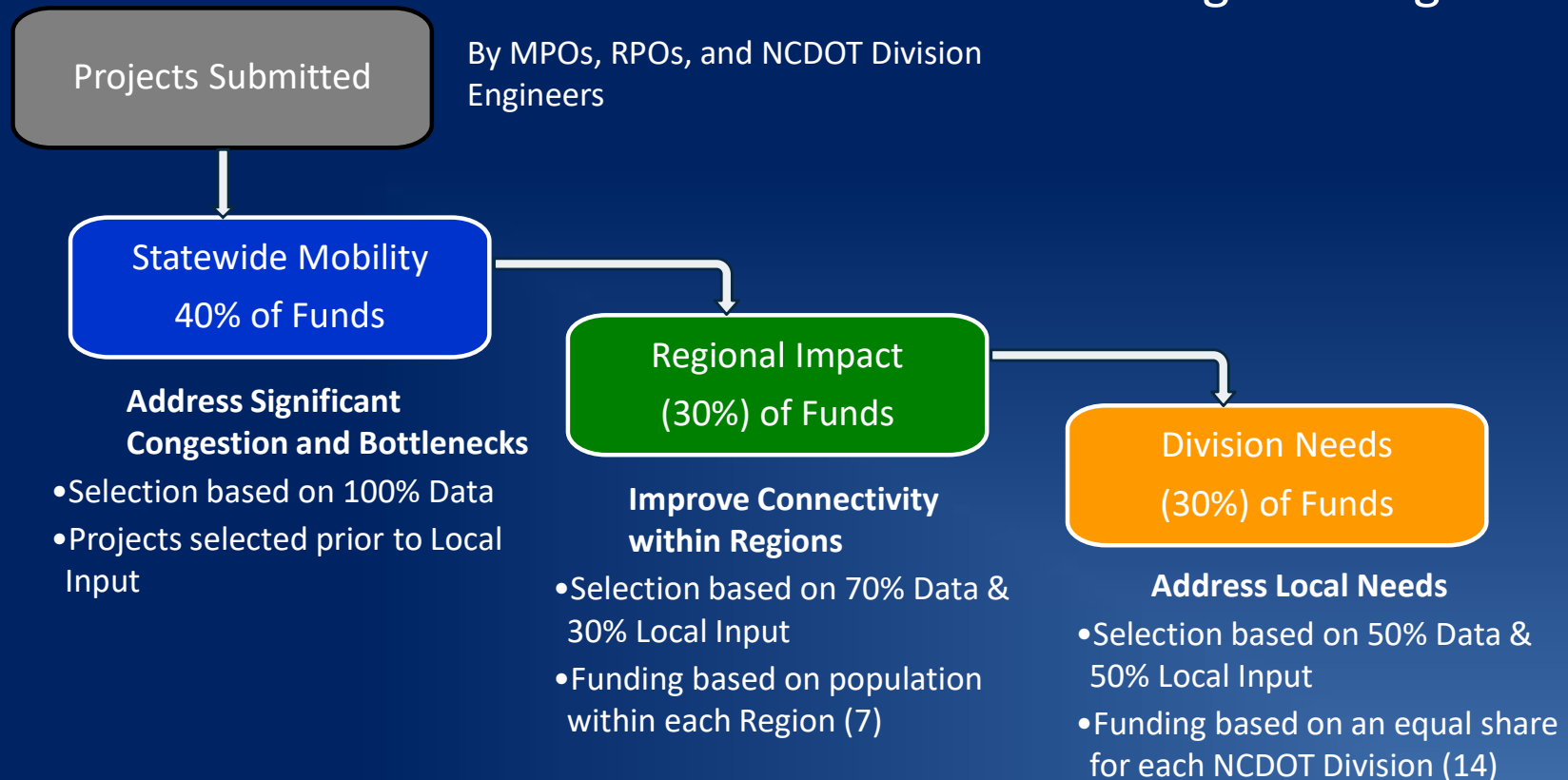
## 7.8 Prioritization 8.0 Modal Candidate Project Lists

# 2028-2037 TIP/STIP Development

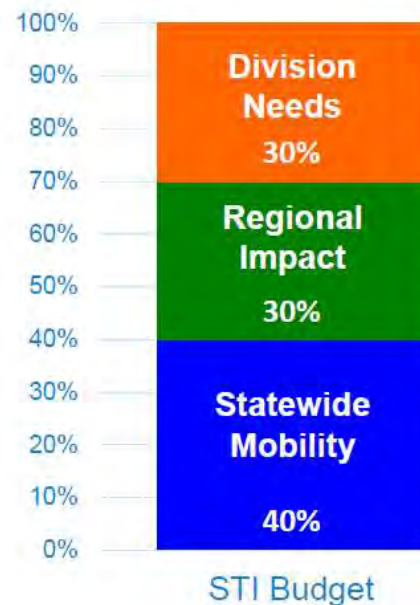
## SPOT Actions - MPOs

1. Select Projects to Submit for Scoring  
(34 projects per mode) **September 2025**
2. Assign Local Input points
  - Regional Impact Points (2500 pts) **Sept/Oct 2026**
  - Division Needs Points (2500 pts) **Jan/March 2027**
3. Adopt TIP **summer 2027**

## STI Programming Process



## STI Categories



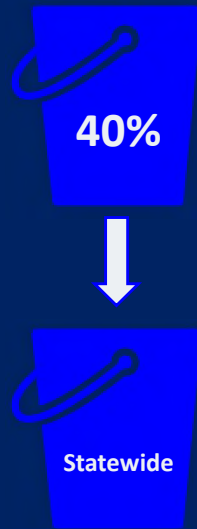
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> <li>Interstates (existing &amp; future)</li> <li>National Highway System routes (as of 2013)</li> <li>STRAHNET<sup>1</sup></li> <li>Designated Toll Facilities</li> </ul>	Other US and NC Routes	<ul style="list-style-type: none"> <li>All Secondary Roads (SR)</li> <li>Federal-Aid Eligible Local Roads</li> </ul>
Aviation	Large Commercial Service Airports	Other Commercial Service Airports not in Statewide	All Airports without Commercial Service (General Aviation)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state highway trust funds)
Public Transportation	N/A	Service spanning two or more counties	All other service, including terminals and stations
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Service on Class-I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

<sup>1</sup> STRAHNET – Strategic Highway Network, system of roads deemed necessary for emergency mobilization and peacetime movement of personnel and equipment to support U.S. military operations



# STIP Funding Distribution

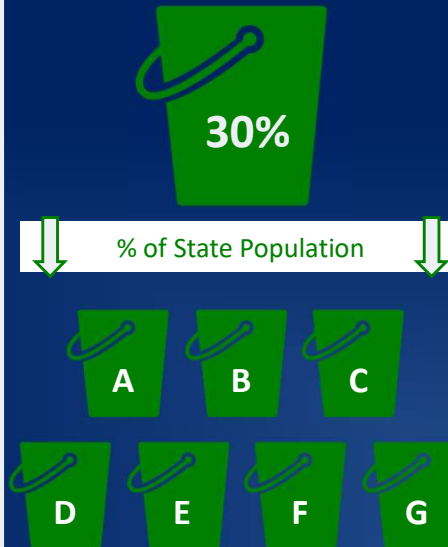
## Statewide Mobility



### Programmed First

Interstate Maintenance  
Bridge Replacement  
Bridge Rehabilitation  
Highway Safety

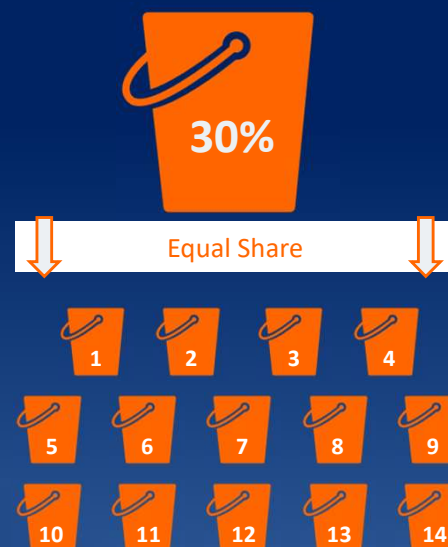
## Regional Impact



### Programmed First

Bridge Replacement  
Bridge Rehabilitation  
Highway Safety

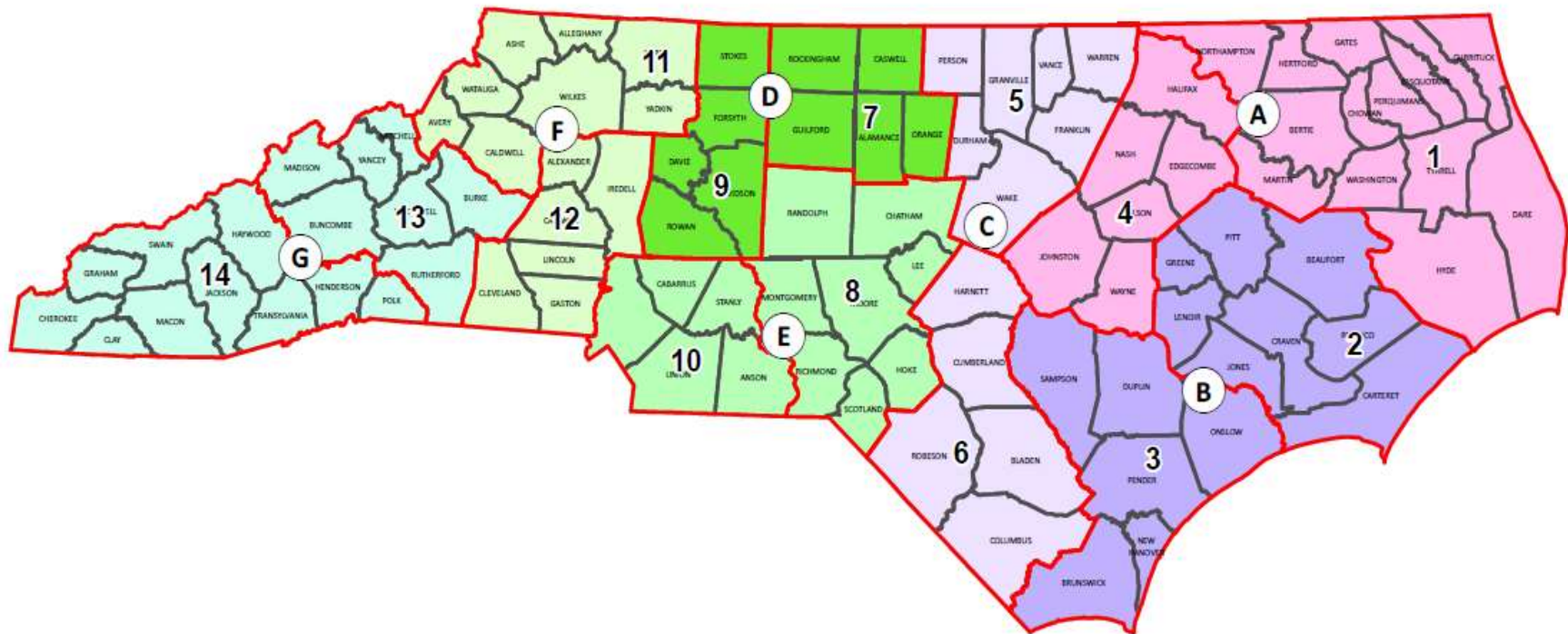
## Division Needs



### Programmed First

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

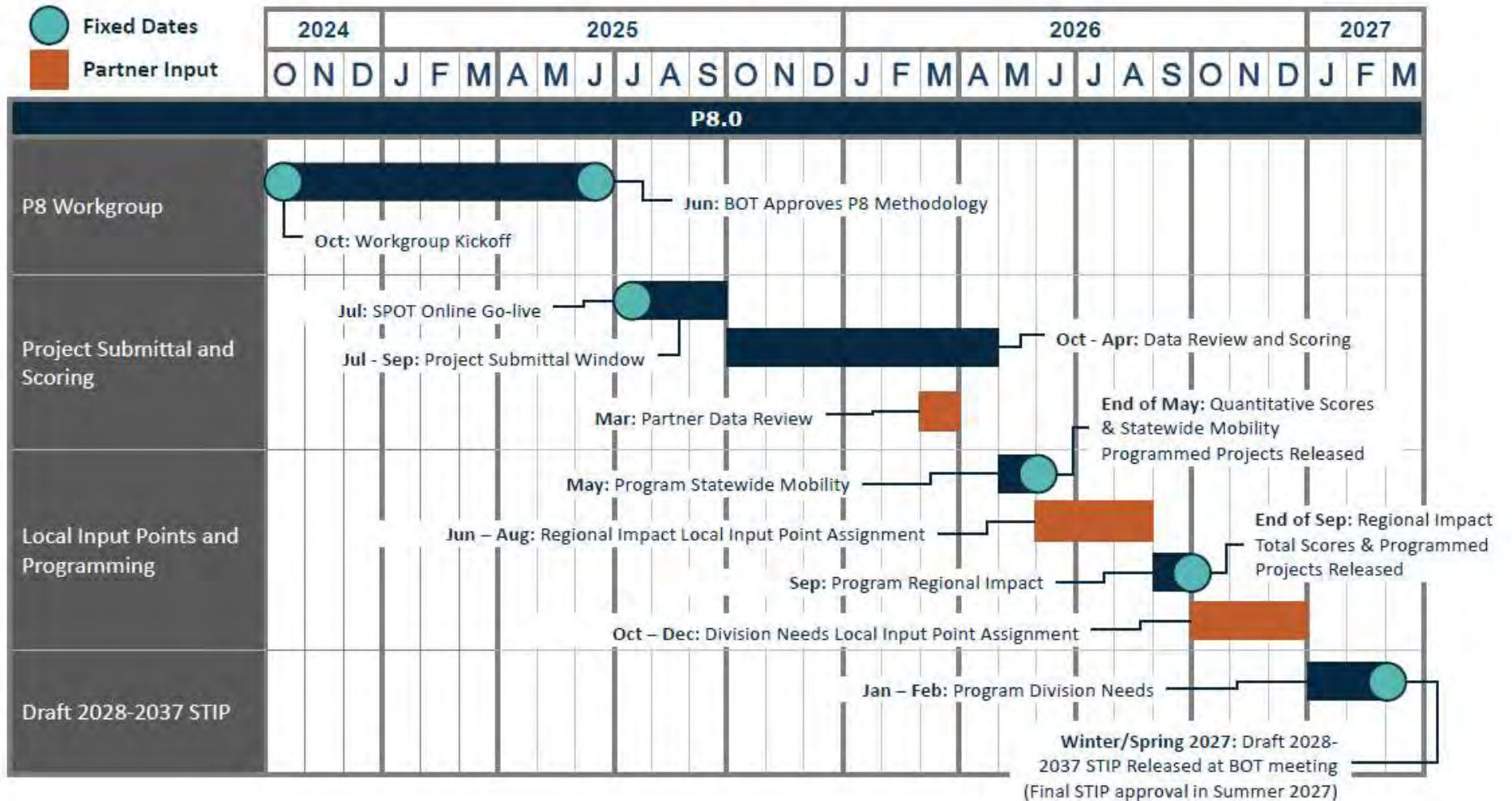
Defined in STI Legislation



Defined in STI Legislation

# P8 Schedule

October 2024



## Next Steps

- Submit requests for: Bicycle/Pedestrian, Transit, & Aviation projects
  - Emails to follow
- MPO SPOT Subcommittee Meetings June/July
  - Meeting invites to follow
- Aug TCC / Executive Board – present draft project lists
- Public Comment – August 18<sup>th</sup> through September 16<sup>th</sup>
- Public Hearing – Executive Board mtg on September 17<sup>th</sup>
- Approve Project lists on September 17<sup>th</sup>
- Submit projects through SPOT Online by Sept 30<sup>th</sup>



## 7.8 Prioritization 8.0 Modal Candidate Project Lists

### Requested Action:

Receive as information. Submit requested bicycle & pedestrian, public transit, and aviation projects to CAMPO for consideration.

## 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
July 10:00 a.m.	TCC Meeting <b>CANCELED</b>
July 16, 3:00 p.m.	Executive Board Meeting
August 7, 10:00 a.m.	Technical Coordinating Committee Meeting
August 20, 3:00 p.m.	Executive Board Meeting