



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

March 20, 2024

4:00 PM

1. Welcome and Introductions

2. Adjustments to the Agenda

3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4. Public Comments

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

5. Consent Agenda

5.1 *February Minutes*

Approve the February 21, 2024 Executive Board Minutes.

5.2 *Apex Rail Switching Operations Relocation Study Interlocal Agreement*

Approve the Apex Rail Switching Operations Relocation Study Interlocal Agreement and authorize the CAMPO Executive Director to execute the agreement.

Requested Action:

Approve all Consent Agenda items.

6. Public Hearing

6.1 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)

6.1 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)

- Changes made from November 1, 2023 – December 31, 2023.
- CAMPO and statewide CAMPO-eligible projects
 - Moves FFY 23 funding to FFY 24
 - Adds FFY 24 LAPP projects that were funded after initial award period, including HL-0140: Jones Sausage Road in Garner.
- Removed amendment to EB-5894: Black Creek Greenway, incorrect values shown

6.1 Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP)

Requested Action:

Conduct Public Hearing. Approve Amendment #3 to FY2024-2033 Transportation Improvement Program (TIP).

End of Public Hearing.

7. Regular Agenda

- 7.1 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update
- 7.2 US 401 Corridor Study - Final Phase
- 7.3 Draft FY 2025 Wake Transit Work Plan
- 7.4 NC 540 Bonus Allocation Update
- 7.5 US 1 North (U-5307) – Update
- 7.6 Executive Board Bylaws Amendments & Updates

7.1 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update



Triangle Transportation Choices FY23 Annual Impact Report

Jenna Kolling, Senior Program Analyst
Central Pines Regional Council
March 2024

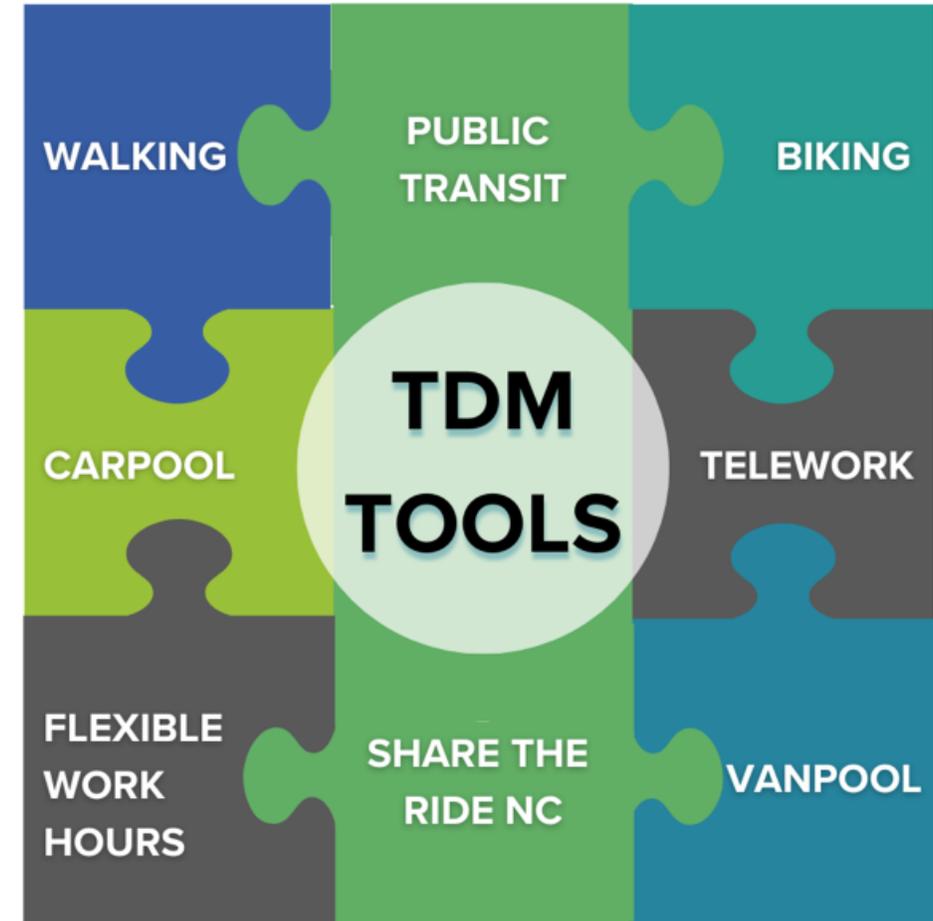


TRIANGLE
TRANSPORTATION
CHOICES



Program Background

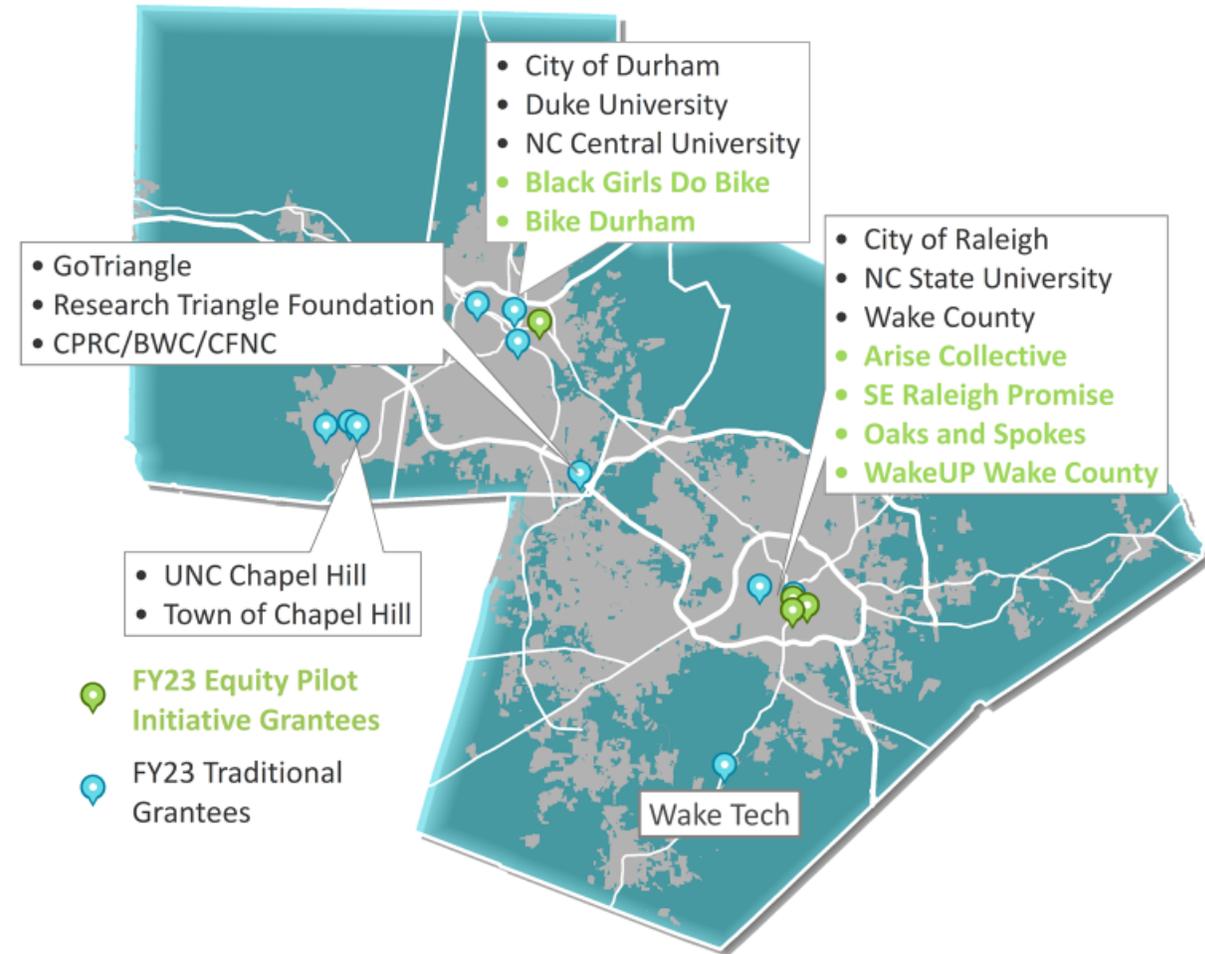
- The Triangle Transportation Choices program promotes **Transportation Demand Management (TDM)** initiatives across the Triangle region.
- The program supports **marketing campaigns** and **outreach events** that encourage the use of alternative transportation modes such as carpooling, vanpooling, public transit, biking, walking, and telework.





FY23 Funding and Grant Recipients

- July 1, 2022 – June 30, 2023
- Total funding awarded: \$1.66 million
- 19 grants awarded: 13 for traditional grantees, and **six Equity Pilot Initiative** grantees (\$186k in total)



FY23 TDM Programs Funded in the CAMPO Region

COMMUTE
SMART
RALEIGH



NC STATE UNIVERSITY



WOLFTRAILS



FY23 TDM Outreach Priority Areas



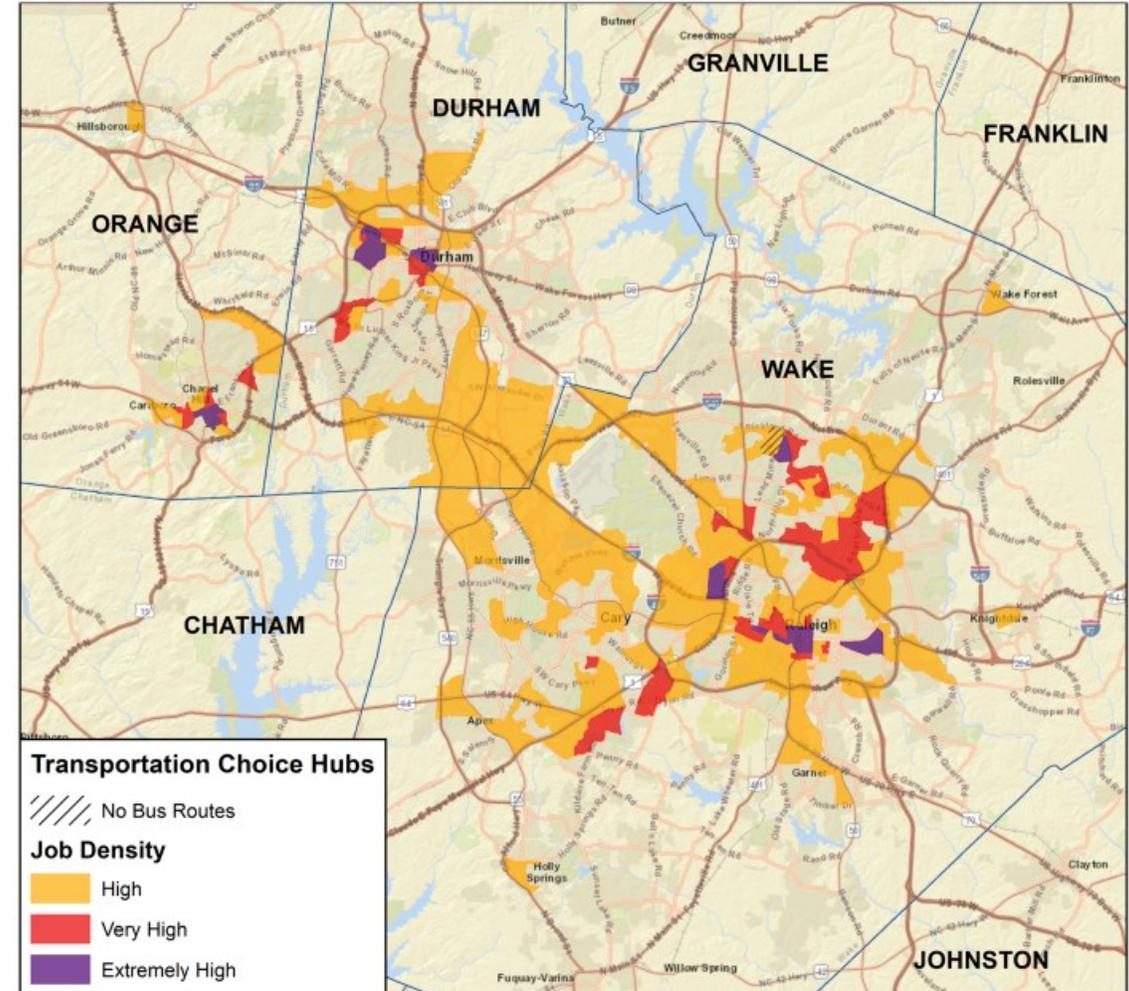
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CHOICES

Transportation Choice Hubs Employer-Based Outreach

Areas with the highest employment density in the region. Data Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics (2018).

Intended Use: to aid local and regional TDM service providers in prioritizing employer-based TDM outreach within their service coverage areas.

Online Interactive Map: <https://arcg.is/uTfH8>



FY23 TDM Outreach Priority Areas



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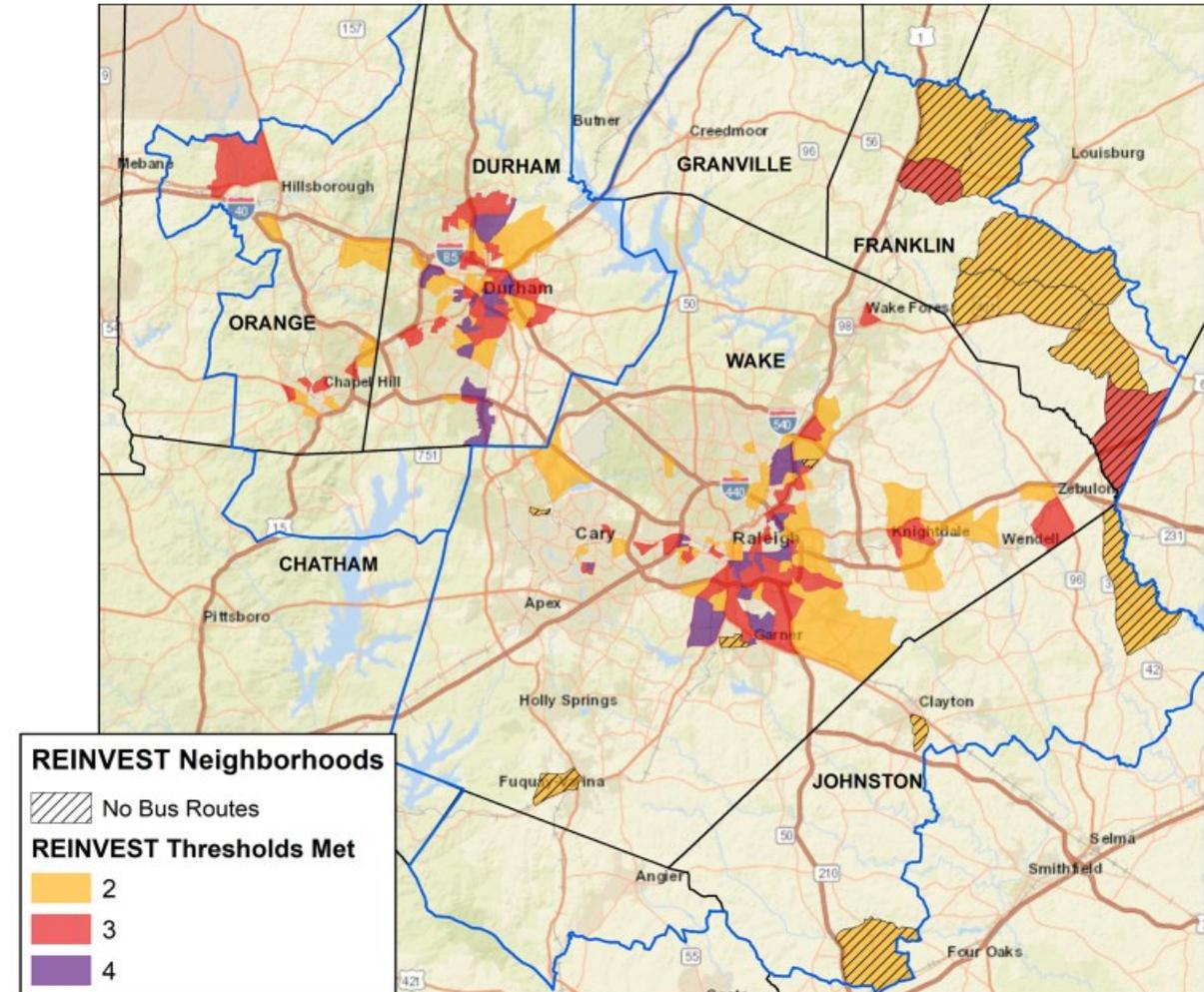
REINVEST Neighborhoods Residential-Based Outreach

Areas with significant presence of at least two of the following indicators:

- **RE:** Race/Ethnicity: BIPOC residents
- **IN:** Income: lower-income populations
- **VE:** Vehicles: households without vehicles
- **ST:** Status: legally-binding, affordability restricted (LBAR) housing units or Federal Opportunity Zones.

Intended Use: to aid local and regional TDM service providers in prioritizing **residential-based** TDM outreach within their service coverage areas.

Online Interactive Map: <https://arcg.is/1G5GiD0>



FY23 Education and Outreach Events



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During FY23, Triangle Transportation Choices Program partners promoted alternative transportation modes at **185** education and outreach events across the region, directly interacting with **over 15,000 people**.

A majority of the events – **111 in total** – were targeted to equity priority communities or groups.

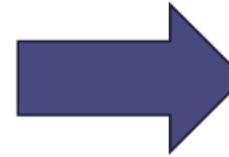




Data Collection for Annual Impacts

At the end of each quarter, grant recipients submit **participation data** for their marketing and outreach efforts, including:

- Transit ridership
- Park & Ride usage
- Website views
- Engagements on social media
- Membership in commuter benefits programs
- STRNC carpoolers and Commute with Enterprise vanpoolers
- Participation in commute challenges, webinars, and other outreach events.

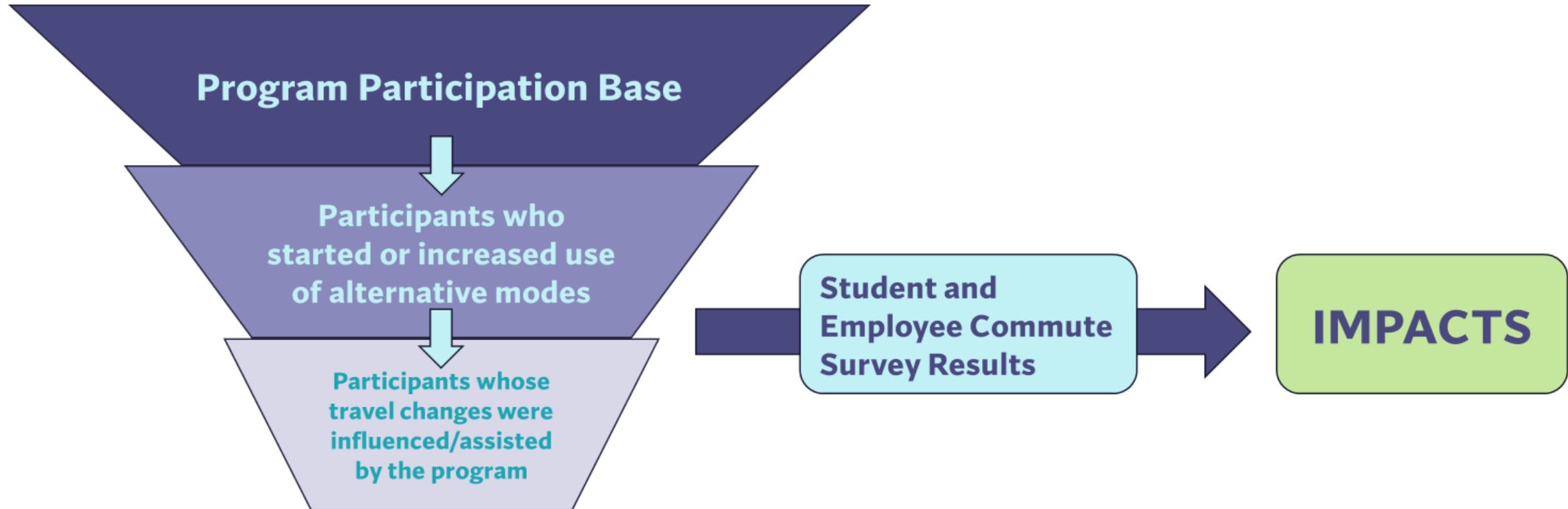


**FY23 Program
Participation Base =**

**The total number of
people who may have
started using or increased
their use of alternative
transportation modes.**



Annual Impact Calculation Steps



IMPACTS OF TDM IN FY23:



6 million vehicle trips avoided

That's over **104,000 days** not spent driving a car



3.5 million gallons of gas saved

It would take **411 tanker trucks** to hold that much gas



87 million commute miles reduced

That's roughly **30,000 trips** from San Francisco to New York



33,000 alternative transportation users supported

If they all drove alone, their cars would span **94 miles** bumper-to-bumper



68 million pounds of Carbon dioxide (CO2) release prevented

That's the same as **6,000 homes** not using electricity for a year



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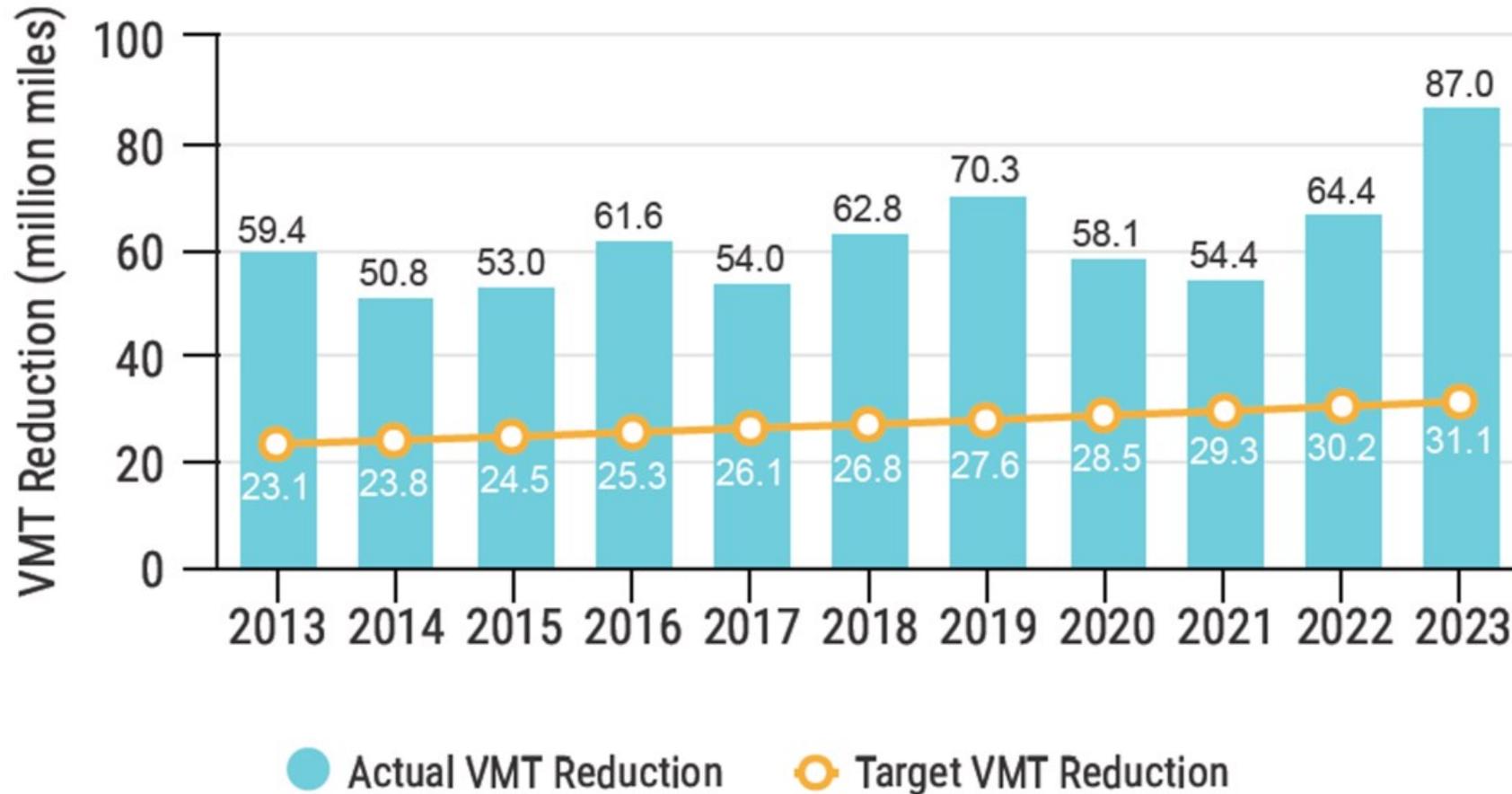
Annual Impacts



Annual VMT Reductions 2013-2023



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NEW Societal Benefits



	Air pollution emissions reductions (NOx and VOCs)	=	\$59,500 saved
	Global climate change mitigation (CO2)	=	\$1,216,375 saved
	Noise pollution reduction	=	\$1,946,250 saved
	Reduction in fuel consumption	=	\$13,935,000 saved
	Reduction in traffic congestion	=	\$1,491,000 saved
	Deferral of new road construction	=	\$301,875 saved
	Reduced vehicle crashes	=	\$1,407,750 saved
	Active transportation health	=	\$13,962,500 saved



\$34 Million

= Total estimated savings in FY23 due to the societal benefits of TDM services provided by the Triangle Transportation Choices Program.





Methodology Source: <https://mobilitylab.org/resources/calculators/tdm-roi-calculator/>

Questions?



7.1 Triangle Transportation Choices/Transportation Demand Management (TDM) Program Update

Requested Action:
Receive as information.

7.2 U.S. 401 Corridor Study - Final Phase



U.S. 401 CORRIDOR STUDY



Wake County / Fuquay-Varina
Harnett County / Lillington

US 401 Corridor Study

CAMPO Executive Board
March 20, 2024



Stewart
HR&A Advisors
Spanish Speaking

Summary

- Recap (Background, Alternatives, Public Engagement, etc.)
- Existing U.S. 401 in Wake County Recommendations*
- Existing U.S. 401 in Harnett County Recommendations*
- N.C. 55, Angier Bypass, and N.C. 210* Recommendations
- Future/Long term U.S. 401 Alignment Recommendations*
- Next Steps

- **Important Recommendation:**

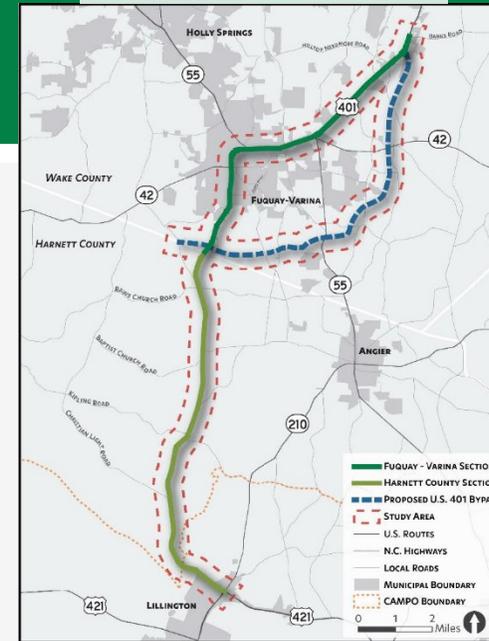
Improvements to Existing U.S. 401 and existing area roadways will be prioritized for short and mid-term implementation – to occur **before the long-term** recommendation for a new roadway, known as “Future U.S. 401”.

U.S. 401 CORRIDOR STUDY

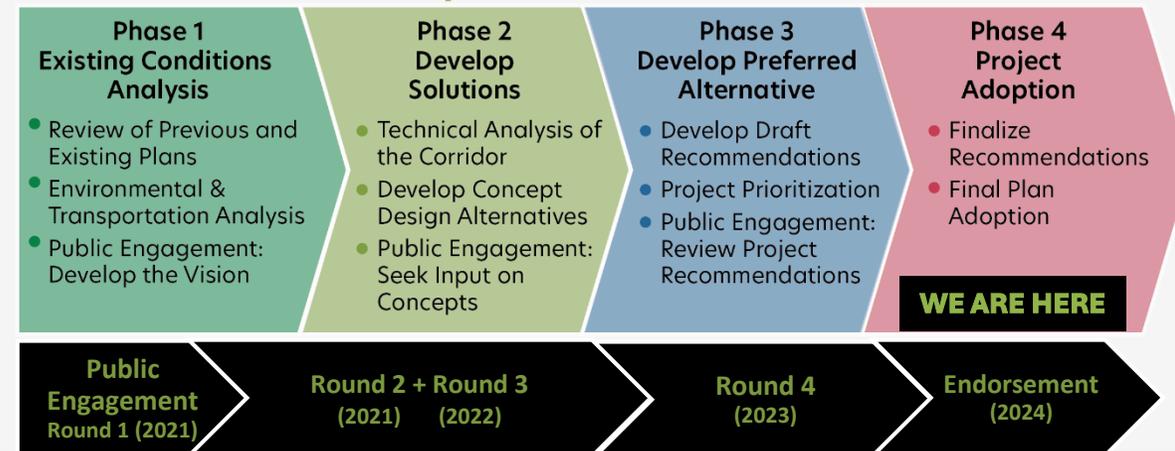
Wake County / Fuquay-Varina
Harnett County / Lillington



Initial U.S. 401 Corridor Study Area



U.S. 401 Corridor Study Schedule



Public Engagement Overall

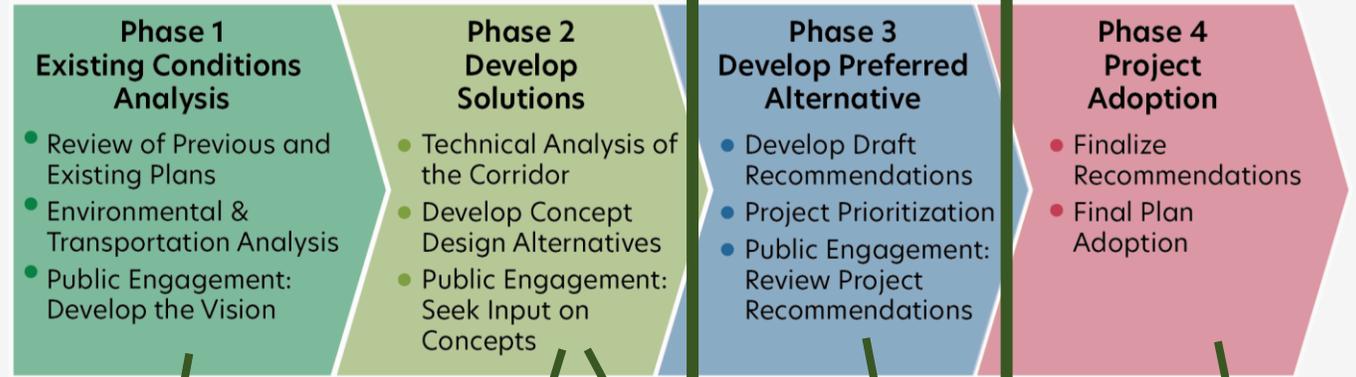
Stakeholder Oversight Team

Made up of area elected officials, public officials, community organization leaders

Public Engagement

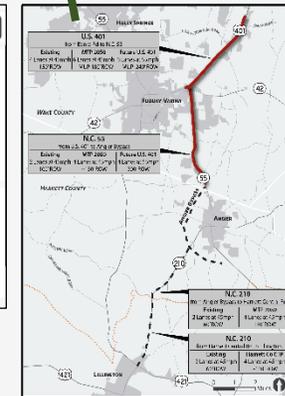
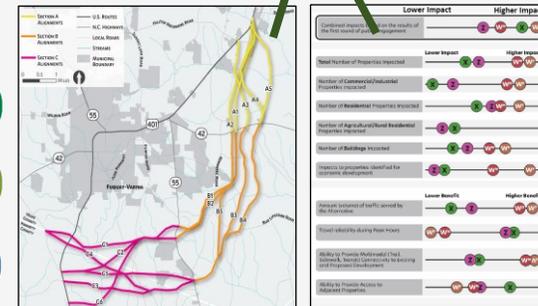
Round 1	Vision & Goals
Round 2	Initial Design Alternatives
Round 3	Additional Alternatives <i>and</i> Priorities for Determining a Preferred Alternative
Round 4	Draft Recommendations
Final	Final Recommendations & Report

U.S. 401 Corridor Study Schedule



Goals

-  Reduce congestion and increase transportation capacity and safety
-  Encourage economic development
-  Incorporate public and stakeholder input
-  Accommodate appropriate modes of travel (transit, bicycle, pedestrian, freight)



U.S. 401 Corridor Study's Final Recommendations

U.S. 401 in Wake County - Sections

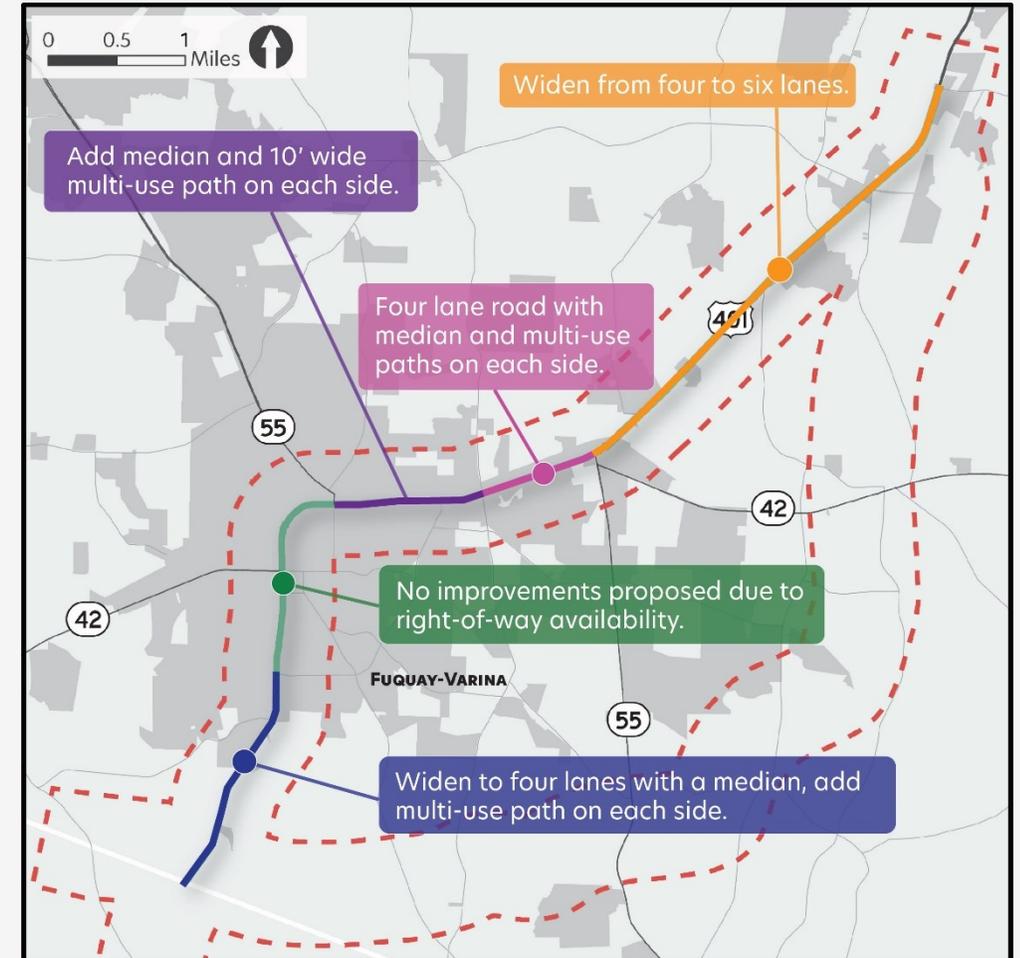
Banks Road to N.C. 55: Widen from 4 to 6 lanes.
(MTP Project)

N.C. 55 to Judd Parkway NE: Add raised median and Mixed Use Paths. (MTP Project)

Judd Parkway NE to Ennis St.: Add raised median and Mixed Use Paths (no MTP project)

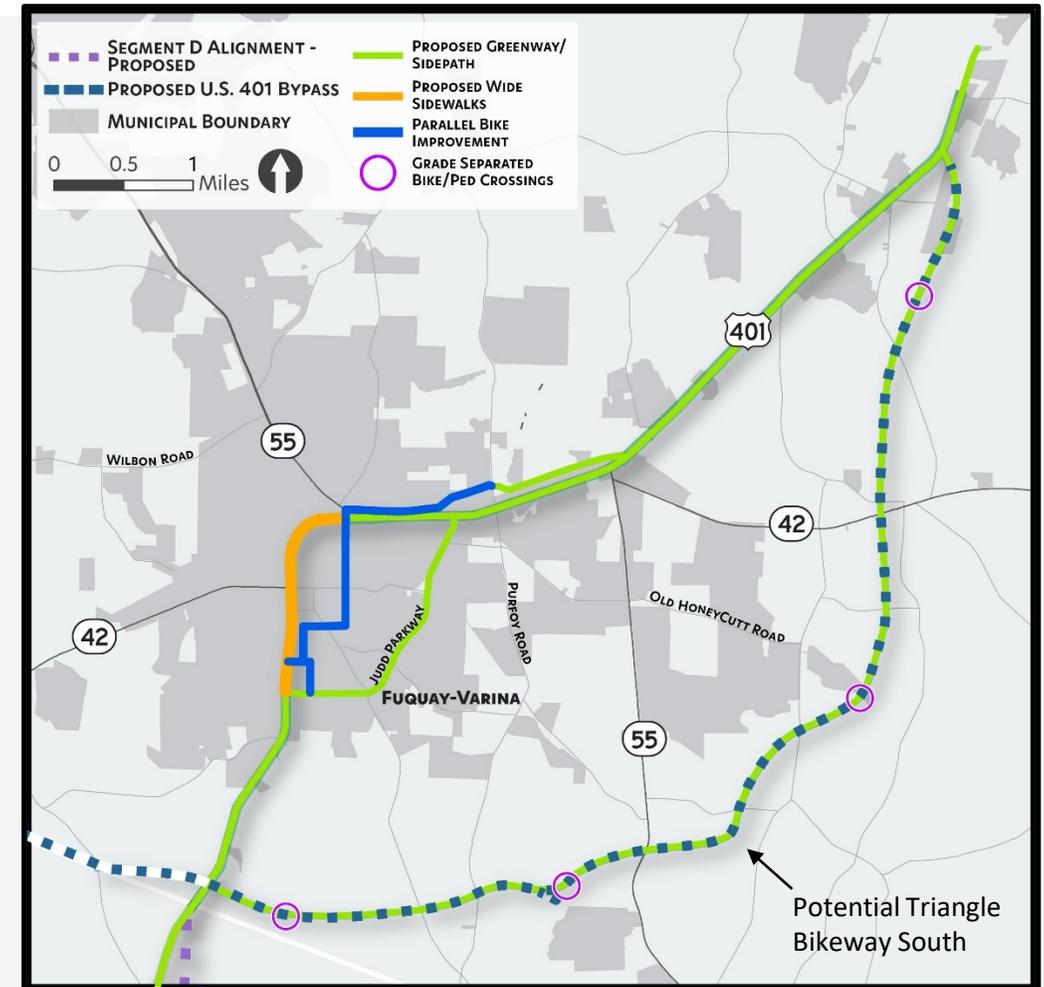
Ennis St. to Judd Parkway SW: No roadway improvements.

Judd Parkway SW to Harnett Co.: Widen from 2 to 4 lanes with raised median and MUP.



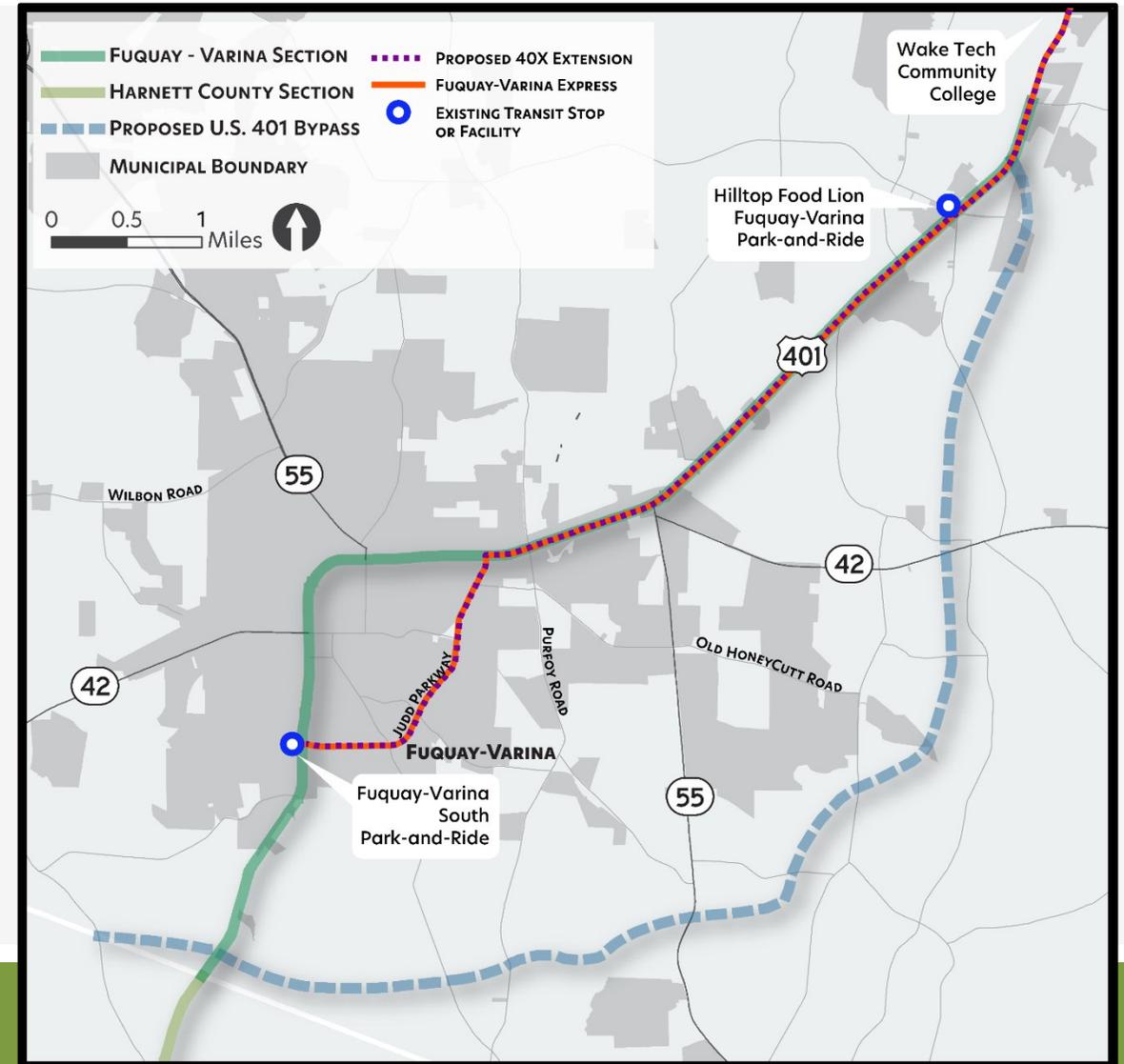
U.S. 401 in Wake County – Bicycle-Pedestrian Facilities

- Multi-use paths (MUP) or sidewalk and bicycle lanes throughout the corridor.
- Wide sidewalks or MUP through Downtown, parallel bike improvements.

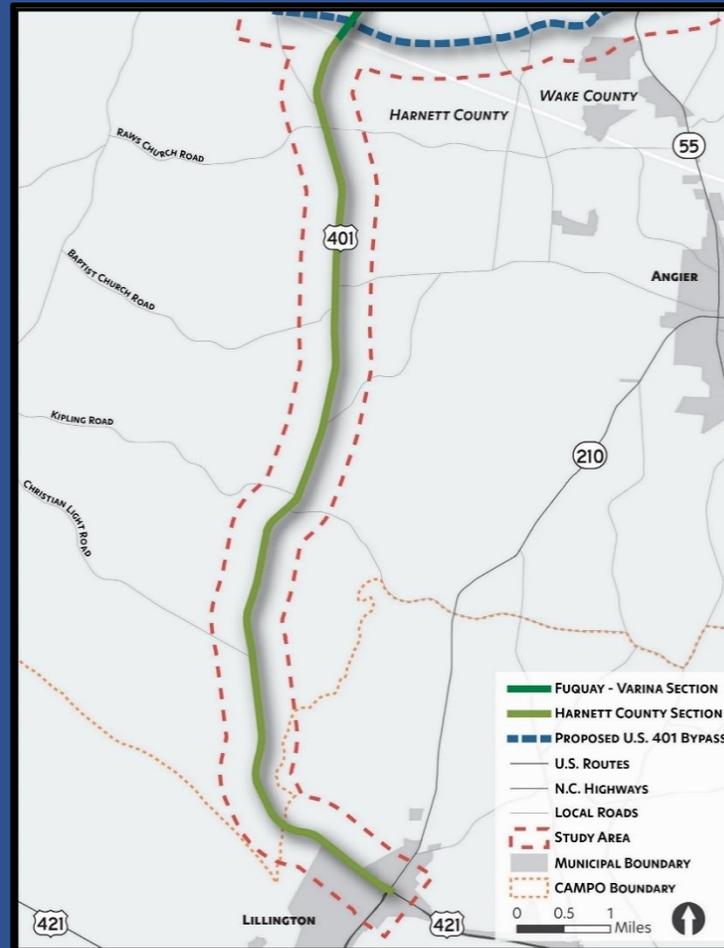


U.S. 401 in Wake County – Transit

- Strengthen connections to Garner and Raleigh.
- Connections to Holly Springs and Apex may be possible in the future.



Recommendations: Existing U.S. 401 in Harnett County



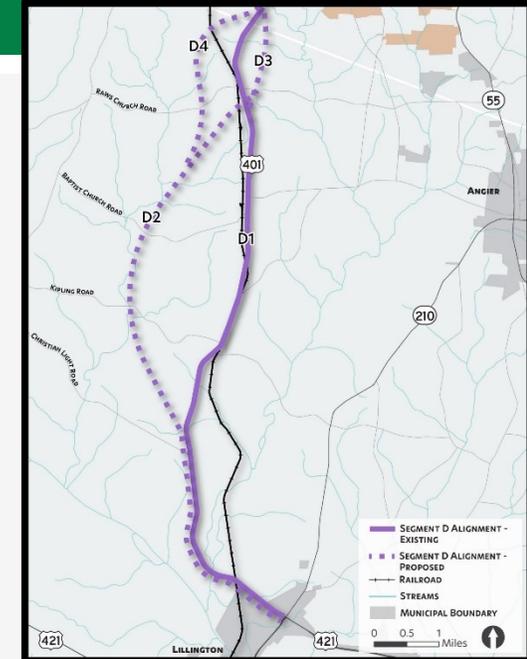
Harnett County Alignment



- Currently 2 lanes at 55mph
- Utilize **existing U.S. 401 alignment** in Harnett County
- Widen to **4 lanes at 45mph**

Public Feedback (via survey question results and comments at in-person events and in survey):

- **Generally supportive of widening and speed reduction**
- Least support (51% *not* supportive; 8% neutral; 42% supportive) from Harnett residents *inside* the study area – comments suggest support for speed reduction but not widening due to property impacts.
- Majority support from all other respondents (including residents of Harnett County who live *outside* the study area with 32% *not* supportive).



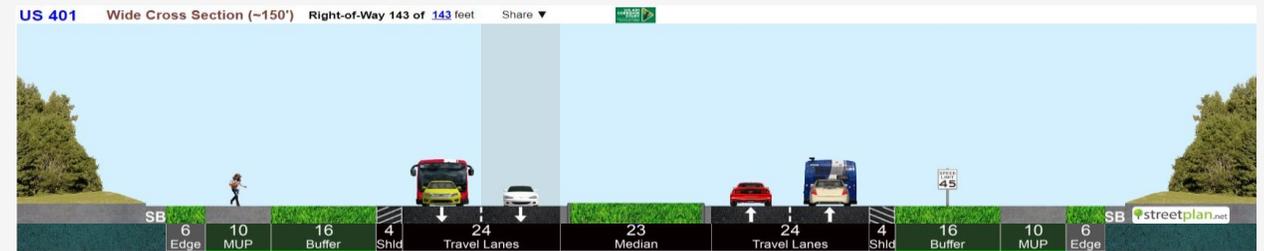
Two Design Concepts based on Width

Narrow Cross Section (~120’): Modification of section 4L with 10’ MUP on both sides.

- Applicable where limited ROW is available due to railroad or other sensitive resources.
- Reduction of posted speed to 45mph

Wide Cross Section (~150’): Modification of section 4B (MTP 2050) with 10’ MUP on both sides.

- Applicable where ROW is not limited.
- Reduction of posted speed to 45 mph



Public Feedback (via comments at in-person events and in survey):

- Majority generally supportive of both concepts
- Some concerns related to complete street or multimodal elements in narrow areas with property impacts
 - Desire to reduce width or eliminate multi-use (side) paths, medians, buffers.

Staff Recommendation for Final Report:

- *Keep the two design concepts but acknowledge that further refinement on cross-section elements will occur during project development. All comments will be shared with NCDOT for consideration on future projects in this section.*



Bicycle and Pedestrian

U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina
Harnett County / Lillington

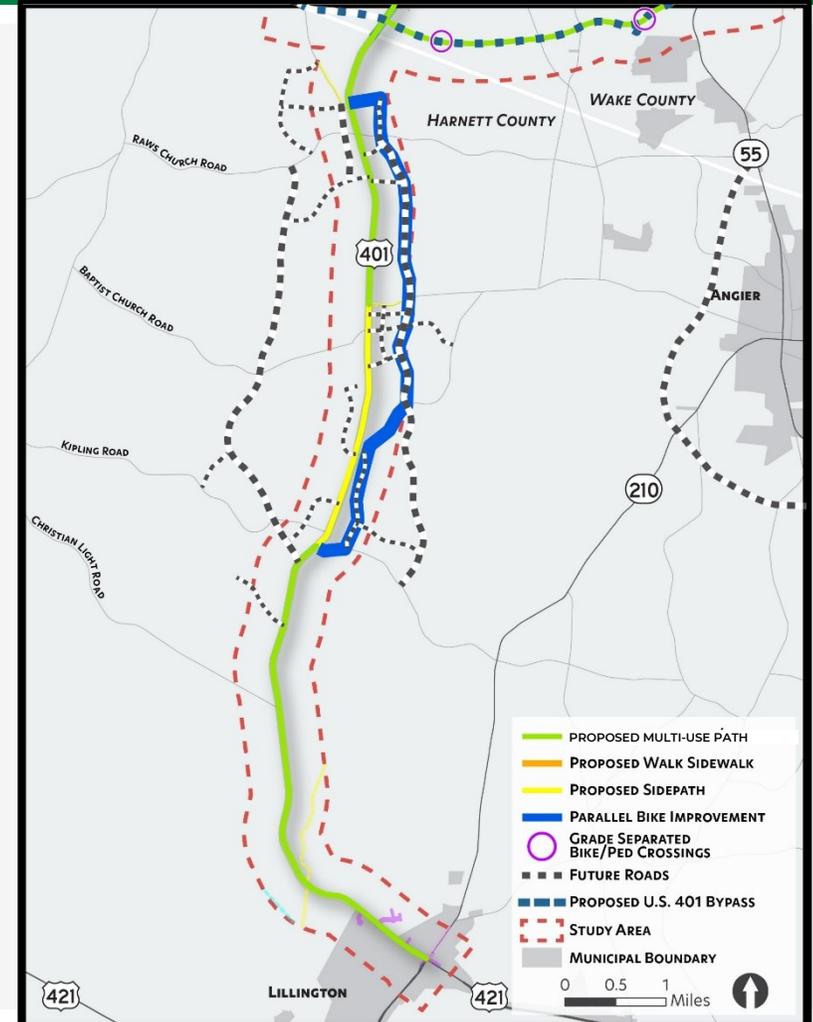


Pedestrian and bicycle facilities along
U.S. 401

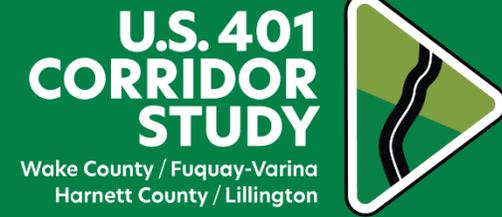
AND

Bicycle facilities along collector / local
streets between Rawls Church Rd and
Harnett Central Rd constructed as
development occurs

- Public Feedback for bike facilities on local streets:
Generally supportive or neutral.



U.S. 401 in Harnett County – Railroad Recommendations



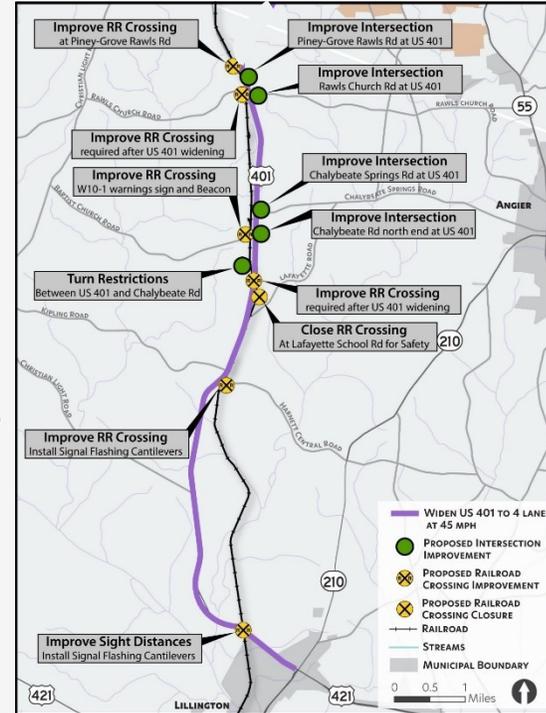
- Redesign the railroad crossings along U.S. 401 and other roadways in the study area to accommodate future widening anticipated due to growth in the area.
- Specific improvements recommended for crossings at/near:
 - Matthews Rd
 - Lafayette School Rd
 - Chalybeate Rd – northern and southern ends

Staff Note: Fayetteville to Raleigh Corridor submitted by NCDOT for the federal Corridor Identification and Development Program



Intersection Improvements

Piney Grove Rawls Rd	Signalize the intersection.
Rawls Church Road	Signalize the intersection.
Chalybeate Springs Rd	Signalize the intersection.
Chalybeate Road (Northern End)	Signalize the intersection. Re-evaluate the traffic impacts if southern section is disconnected.
Chalybeate Road (Southern End)	Restrict turns at this intersection and, from operations and safety perspective, consider removing this intersection with U.S. 401 altogether.
Lafayette School Road	Close the connection to U.S. 401 and, look at possible alternative access routes to Lafayette Elementary School to/from US 401.
Lafayette Road	Reevaluate the traffic impacts at this intersection.



Public Feedback (via comments at in-person events and in survey):

- Strong support for intersection improvements, signalizations, railroad crossing improvements
- Concerns from within study area respondents for intersection closures at Chalybeate Road (southern end) and Lafayette School Road

Staff Recommendation for Final Report:

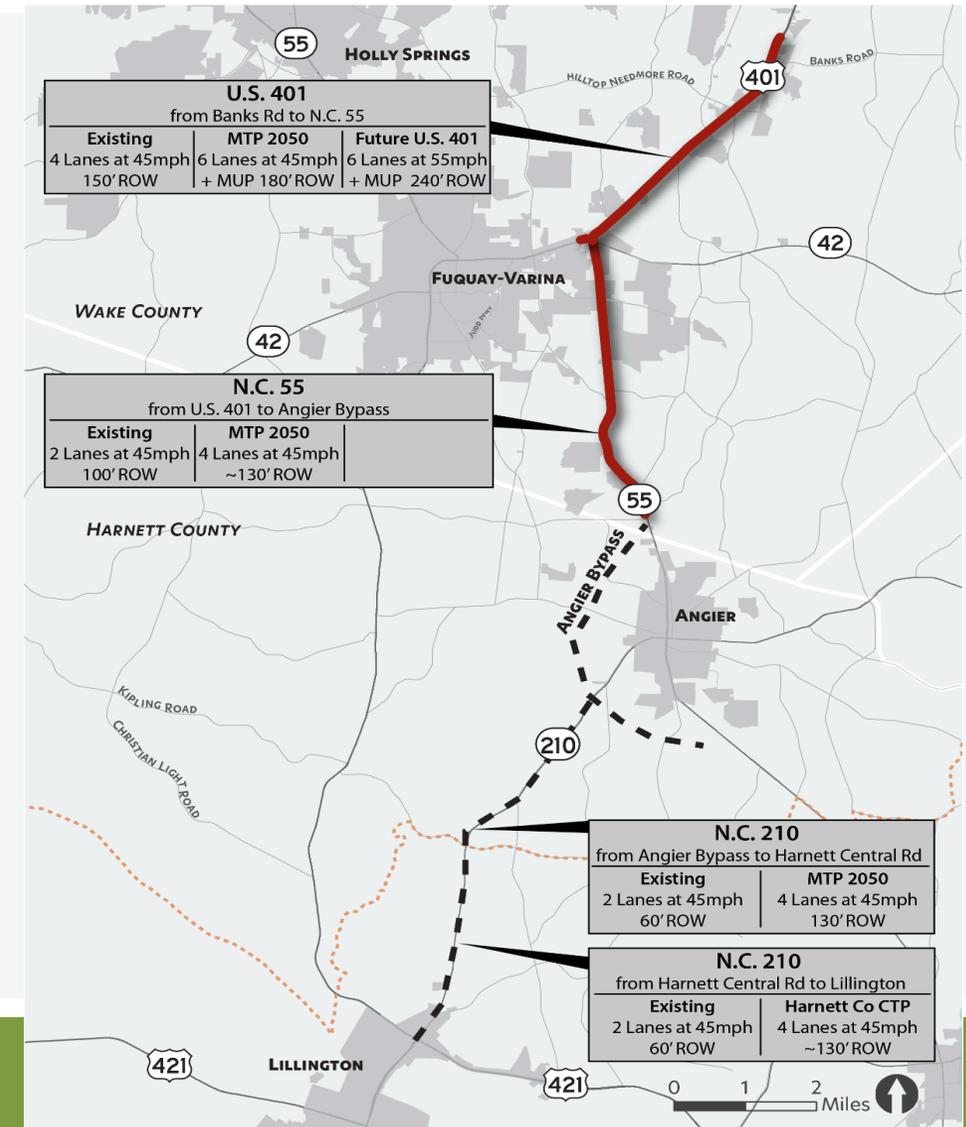
- CAMPO has begun process of submitting several of the intersection improvements for funding
- For Chalybeate (southern), Lafayette School Roads and railroad crossing recommendations (5 projects together) a smaller “hot spot” study is the updated recommendation. Such a study would look at all five projects together to better identify how railroad improvements, widening of U.S. 401, and the roadway intersections can be designed and coordinated.

Recommendations:
NC 55, Angier Bypass, and NC 210

NC 55, Angier Bypass, NC 210

A North-South travel alternative:

- Widen U.S. 401 from 4 lanes to 6 lanes (2050)
- Widen N.C. 55 from 2 lanes to 4 lanes
 - Between Jicarilla Lane and Angier Bypass (2030)
 - Between Five Points and Old Honeycutt Road (2040)
 - Between Old Honeycutt Road to Jicarilla Lane (2050)
- Continuation of Angier Bypass (2030)
- Widen N.C. 210 from 2 lanes to 4 lanes (2050)



Alternative X/Z

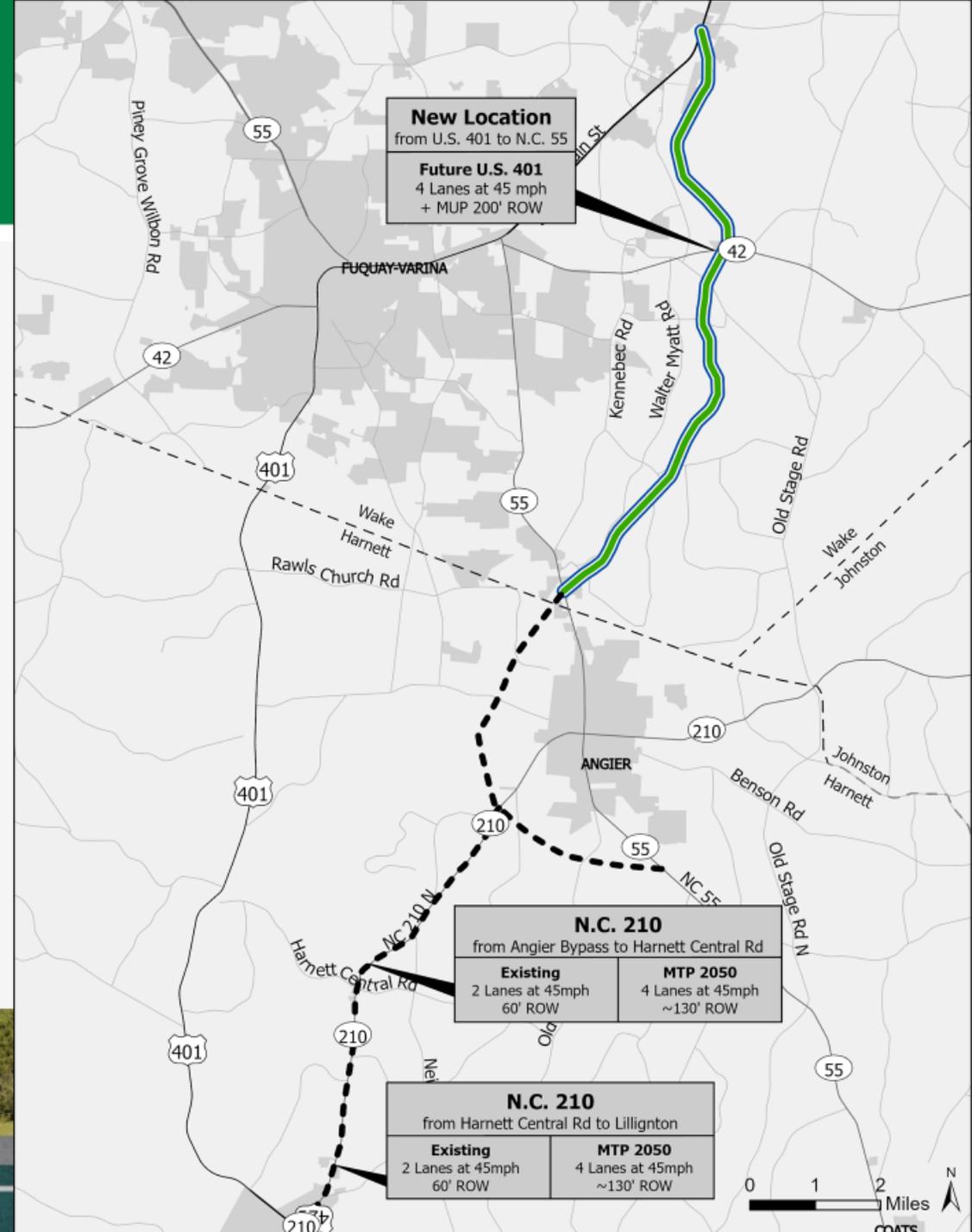
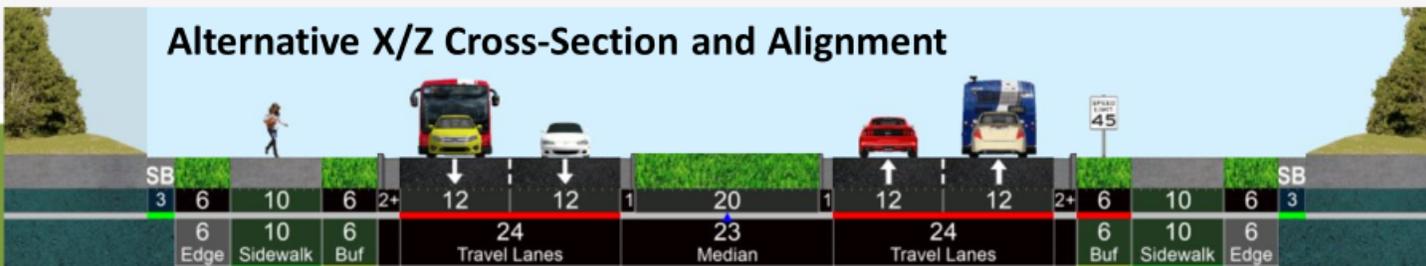
Benefits of Alternative X/Z

- Responsive to community feedback on priorities for impacts from any preferred alignment
- Connects to Angier Bypass and uses N.C. 210 widening proposed in MTP to accommodate Future U.S. 401
- Enhances existing travel patterns between Lillington and Banks Road
- Can still connect with Southern Parkway section shown in Alt X
- Places an alignment further east to accommodate growth in the area
- Can downgrade Southern Parkway to arterial road with 2/3 lanes at 35 mph

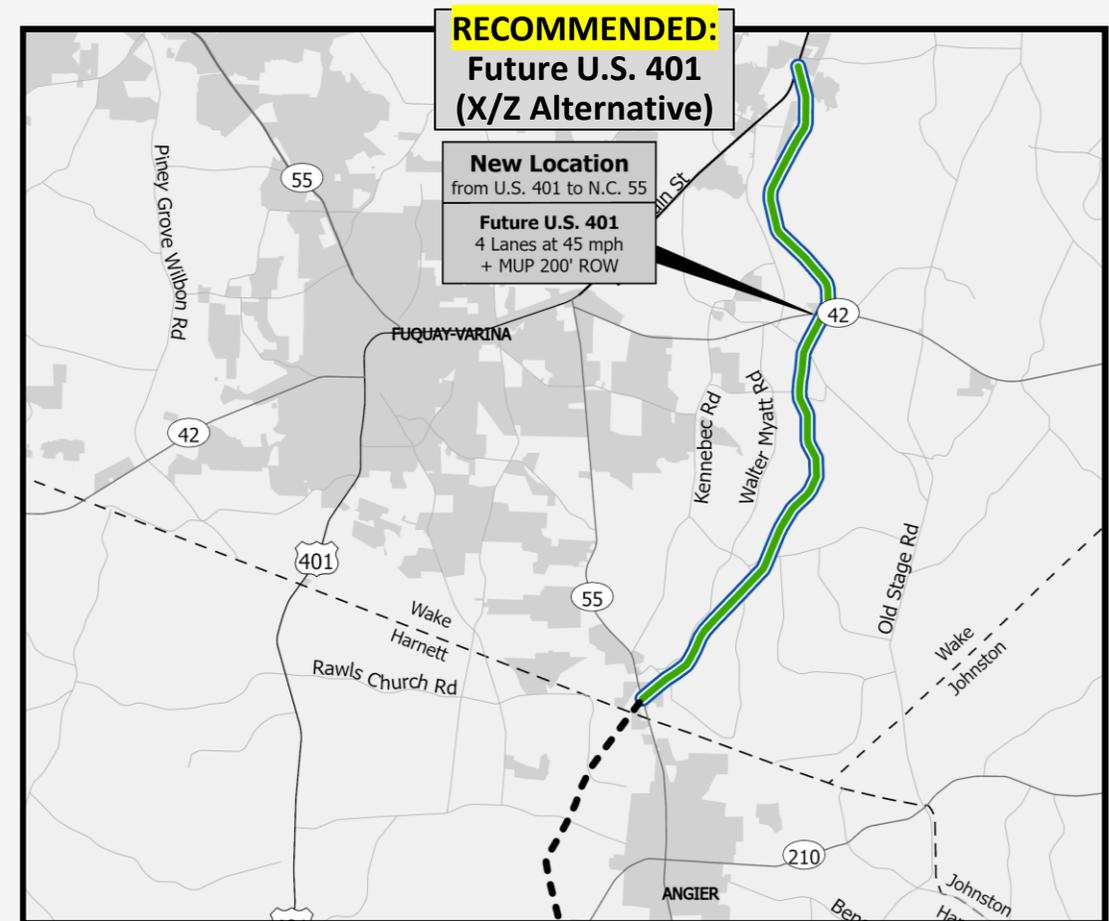
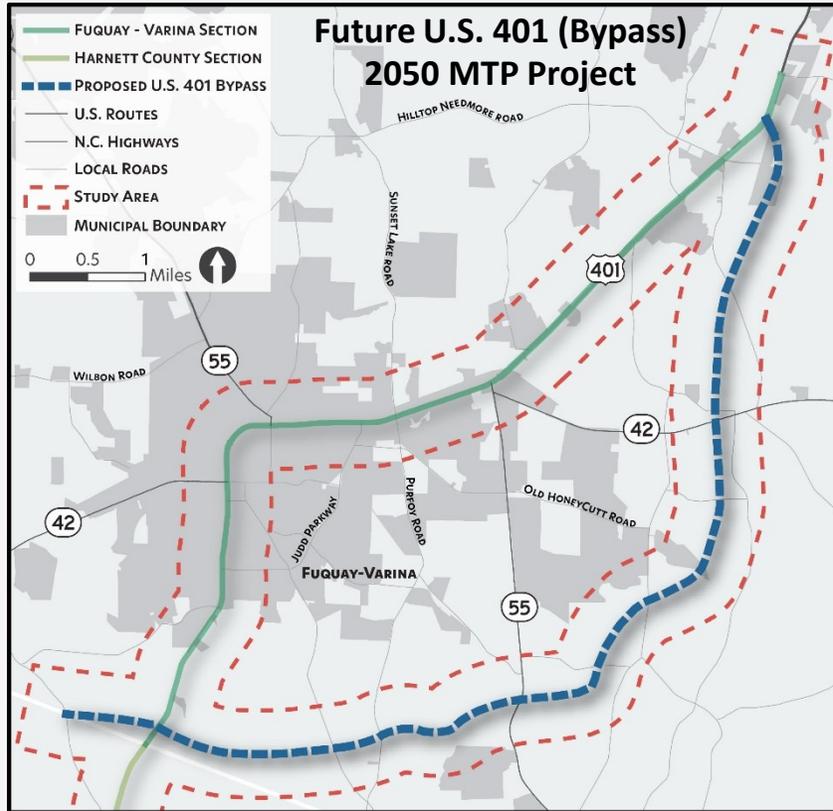
Challenges of Alternative X/Z

- Requires new Right-of-Way to construct
- Impacts approximately 100 properties; 58% of which are residential and 25% of which are Agricultural

Alternative X/Z Cross-Section and Alignment



Existing MTP Alignment vs. X/Z Alternative



X/Z Alignment is 1 to 1.5 miles east of the MTP alignment;
X/Z Terminates at NC 55 whereas MTP alignment goes further west

Future U.S. 401 Recommendations



- Based on:
 - Public feedback during Round 4,
 - Coordination with the Study's Technical Team, and,
 - Coordination with Stakeholder Jurisdictions

**The final recommendation is to advance
Alternative X/Z.**

- Alternative X/Z provides a better alignment than the U.S. 401 Bypass currently in the 2050 MTP.
- The project is still in the Planning Phase and is not planned for **construction until at least 2050.**



Planning

Programming
/Funding

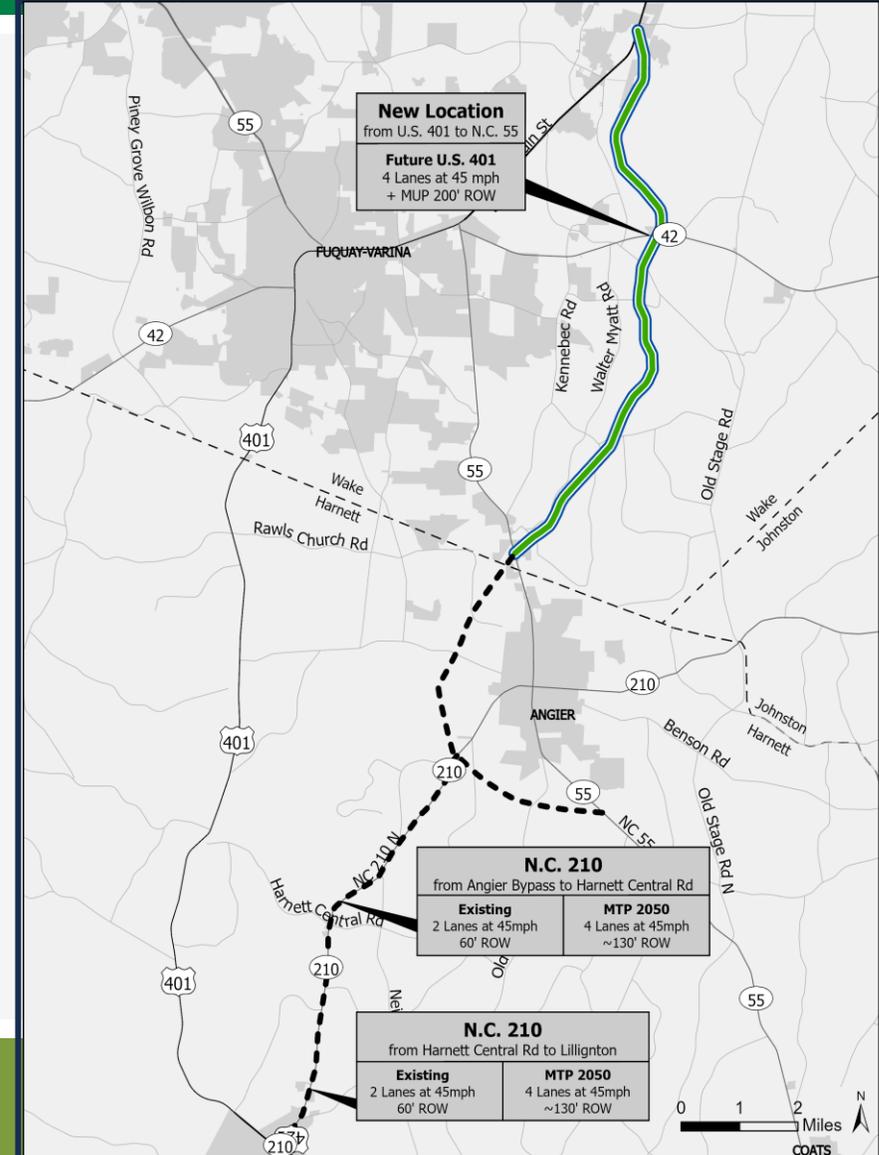
Project
Development

Design

Property
Acquisition

Construction

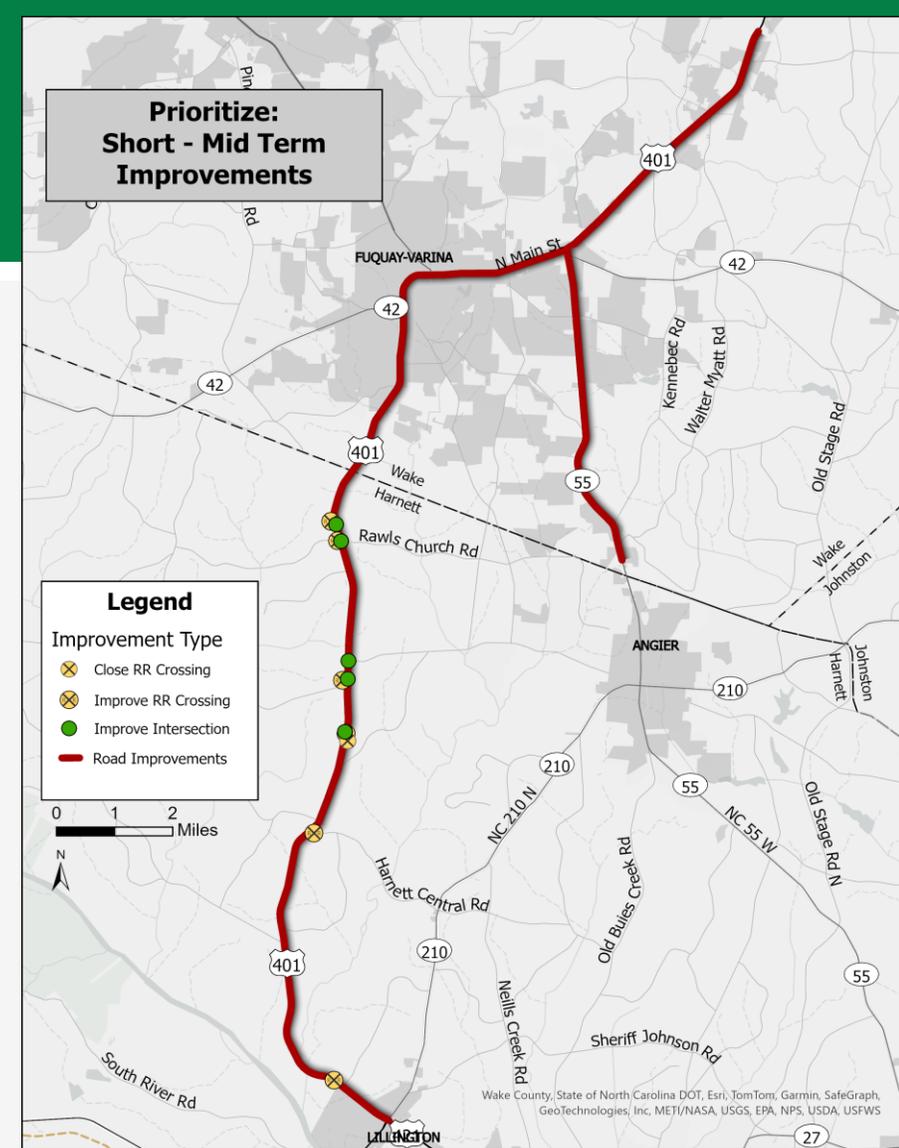
Maintenance



Recommendations: Short and Mid-Term Projects

Order of Project Delivery

- Recommended **projects for Existing U.S. 401** between Banks Road and NC 55, as well as **NC 55** between U.S. 401 and **Angier Bypass** should be **elevated to a nearer build year**.
 - Improvements to the Existing U.S. 401 occur in segments to best fit the topography and current conditions along the roadway



US 401 Corridor Study – Comments & Endorsements

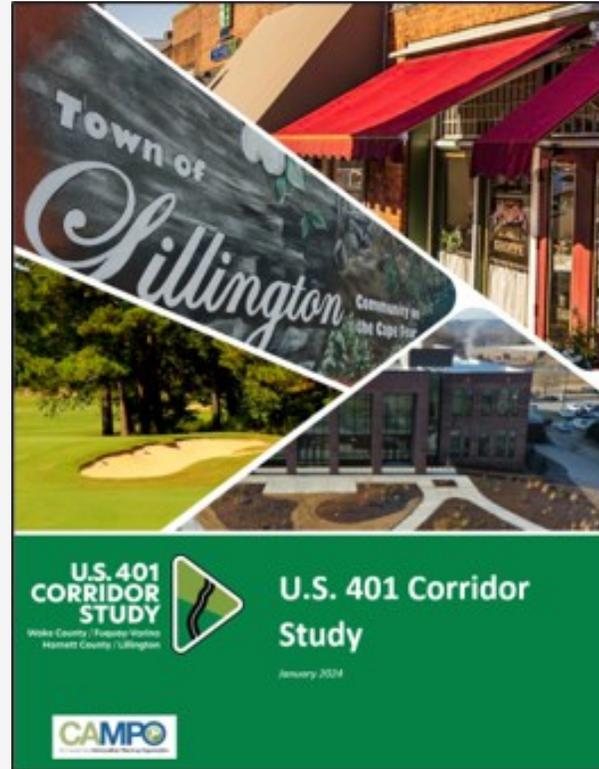
Local Endorsements

Town of Angier Board
February 6, 2024

Harnett County Commissioners
February 5, 2024

Town of Fuquay-Varina Board
March 19, 2024

Wake County Letter of Support
January 3, 2024



Public Comments

January to March 19, 2024
22 Comments Received on
Final Report/Recommendations

- *See printed report; also posted at US401CorridorStudy.com*



7.2 US 401 Corridor Study – Final (Endorsement) Phase

Requested Action:

Endorse the US 401 Corridor Study recommendations.

7.3 Draft FY 2025 Wake Transit Work Plan

FY 2025 WAKE TRANSIT WORK PLAN

CAMPO Executive Board

March 20, 2024

Key Dates

Draft FY25 Work Plan Development

ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	February 21, 2024
30-Day Public Comment Period	February 26 – March 26, 2024
Updated/Modified Work Plan Funding Requests Due	March 15, 2024
TPAC Program Development Subcommittee Discussion on Changes to Draft Work Plan	March 26, 2024
Distribute Recommended Work Plan to TPAC	April 5, 2024
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 17, 2024
14-day public review and comment period for the recommended Work Plan	May 1 – May 14, 2024
CAMPO and GoTriangle Boards Consider Work Plan Adoption	By June 2024

Document Overview

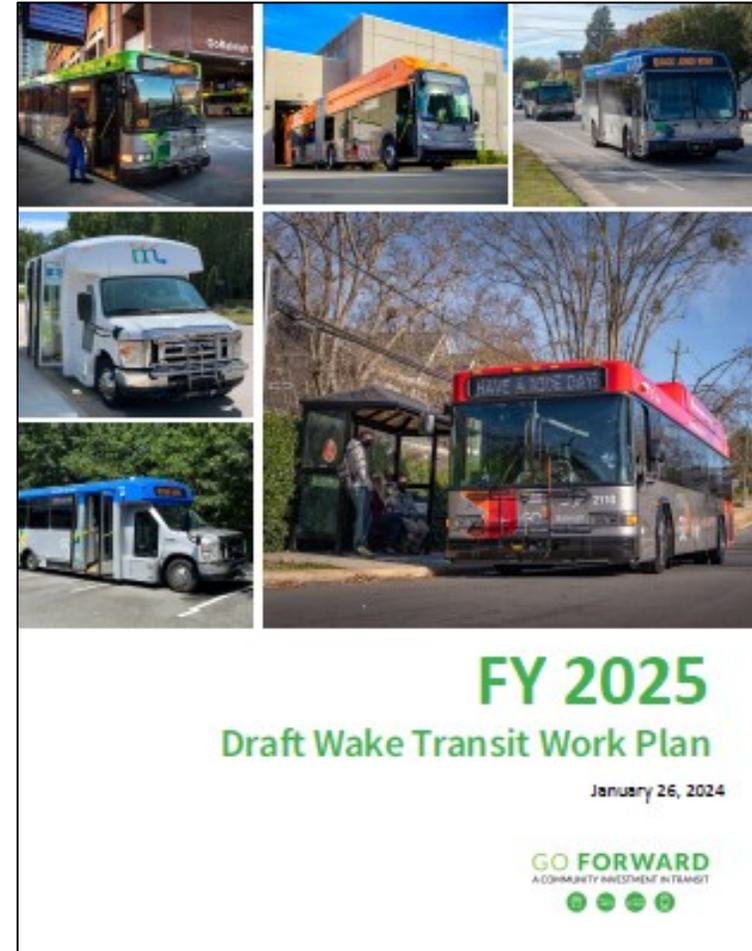
Main Document:

- FY25 Operating Budget
- FY25 Capital Budget
- Financial Model Assumptions
 - Two versions of Budget and Financial Model Assumptions: With and Without Wake Co. portion of Vehicle Rental Tax Revenue

Appendix:

- Multi-Year Operating Program
- Capital Improvement Plan

Draft FY25 Work Plan Overview



Financial Assumptions

Vehicle Rental Tax

Regional Transit Authority Vehicle Rental Tax: On April 21, 2023, GoTriangle’s leadership, acting through approval by the GoTriangle Board of Trustees, delivered correspondence to the Capital Area Metropolitan Planning Organization (CAMPO) and Wake County leadership describing their intent to no longer contribute 50% of the Regional Transit Authority Vehicle Rental Tax, as defined in NCGS § 105-550 through NCGS § 105-556, to the Orange, Durham, and Wake County Transit Program(s) for the FY 2024 budget, effective July 21, 2023. As a result, \$275,504 of Regional Transit Authority Vehicle Rental Tax was included in the FY24 Adopted Wake Transit Plan.

The Wake Transit Governance ILA parties (GoTriangle, CAMPO, and Wake County) continue to have discussions on the Regional Transit Authority Vehicle Rental Tax and anticipate more guidance on the outcome of the conversations as part of the FY 25 Wake Transit Recommended Plan.

As identified in the following templates, Tax District Administration includes financial assumptions that show both the inclusion and exclusion of the Regional Transit Authority Vehicle Rental Tax.

Draft FY25 Work Plan Overview

Commuter Rail “Placeholder” Scenario

The FY 2025 Wake Transit Work Plan commuter rail “place-holder scenario” allocates funding for two segments, anticipating a build out of approximately 80% of the corridor by 2037 at a total cost of \$2.1B, \$1.4B of which is assumed to be the Wake County Share of the project. The operating regional rail “place-holder scenario” allocates \$16.1 million for the Wake County share of the first full year of annual operations in FY 2033. It is expected that the capital and operating “place-holder scenarios” will be updated in the Wake Transit Financial Model after key decisions are made.

COMMUTER RAIL PROJECT ASSUMPTIONS: FY2024 Adopted vs. FY2025 Draft Work Plans		
	FY 2024 Adopted Wake Transit Work Plan	FY 2025 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	\$0.9B	\$0.9B*
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 2033 (Phase 1), FY 2037 (Phase 2)

* Assumed in the FY 25 WTWP is the completion of two of the three segments, but which two remains undetermined. Exact mileage and cost will depend upon which segments are selected to move forward. Amounts rounded to the nearest billion.

FY25 Modeled Revenues
(in Thousands)

Draft FY25 Work Plan

FY25 Draft Work Plan Budget Assumptions

	FY23 Final Actuals	FY24 Adopted Work Plan	Inc. Vehicle Rental FY25 Draft Work Plan	Excl. Vehicle Rental FY25 Draft Work Plan
Local				
½ Cent Local Option Sales Tax	\$132,807	\$125,000	\$140,000	\$140,000
Vehicle Rental Tax	5,056	276	5,056	-
\$7.00 Vehicle Registration Tax	6,819	6,850	7,075	7,075
\$3.00 Vehicle Registration Tax	2,921	2,925	3,025	3,025
Subtotal Local:	\$147,604	\$135,051	\$155,156	\$150,100
Federal		86,523	86,554	86,554
Community Funding Area Fund Balance	-	1,142	-	-
Farebox	-	-	-	-
Prior-Year Funds (Capital Liquidity)	-	14,233	662	5,718
Total Modeled Revenue Source	\$147,604	\$236,949	\$242,372	\$242,372

\$85.9M BRT

BRT Federal Funds from FY24 transferred to FY25

Discussions pertaining to the Vehicle Rental Tax continue in FY24

Draft FY25 Work Plan

FY25 Modeled Expenditures

(in Thousands)

	New Operating	Continued Operating	Total Operating
Bus Operations	\$3,036	\$32,043	\$35,080
Community Funding Area	1,348	1,274	2,622
Other Bus Operations	4	354	359
Transit Plan/Tax District Administration	93	7,439	7,532
Total FY 2025 Modeled Operating	\$4,482	\$41,110	\$45,592

* - Other Bus Operations includes Low wealth and Youth GoPass

Draft FY25 Work Plan

FY25 Modeled Expenditures

(in thousands)

Capital Projects

Maintenance Facility	\$	21,030
Transit Center/Transfer Point Improvements		2,854
Park-and-Ride Improvements		57
Bus Stop Improvements		4,692
Technology		338
Total Bus Infrastructure	\$	28,971
Bus Rapid Transit	\$	150,915
Vehicle Acquisition*		16,464
Capital Planning		430
Total Projects Modeled (excl. Bus Infrastructure)	\$	167,809
Total Capital	\$	196,780

\$85.9M Federal Funding

* - Includes ADA and Support Vehicles

Draft FY25 Wake Transit Work Plan Overview

Operating Highlights

The Draft FY25 Work Plan allocates \$45.6 million to the Wake Operating Budget. \$35.1 million of that would be designated for the continuation of services that were funded in previous years. New projects include:

- Service Improvements to the following Raleigh routes:
 - Avent Ferry Route 11
 - Glascock Route 3
 - Method Road Route 12
 - Carolina Pines Route 7L
- Replace Raleigh Route 401X with the Rolesville Microtransit Connector

Draft FY25 Work Plan Overview



Operating Highlights (cont'd)

- Add a new East Cary Route 11 (1/2 Year Operation)
- Convert Apex-Cary Express Route from ACX to Route 12 (1/2 Year Operation)
- Provide funds to Wake County to initiate a Youth GoPass Program
- Continue Wake Transit Community Funding Area Program contributions to Apex Route 1, Morrisville's Smart Shuttle, and the Wake Forest Circulator
- Allocate additional Community Funding Area Program funds to new projects selected through the FY2025 application process



Capital Highlights

The Draft FY25 Work Plan allocates \$196.8 million to the Wake Capital Budget. \$85.9 million of the total comes from federal funding allocated for the Wake BRT: Southern Corridor, and \$5.7 million* is allocated from the Wake Capital Fund balance. Capital funds will be used to support:

- Construction phase of the new shared GoRaleigh Access and GoWake Access paratransit operations and maintenance facility
- Wake County's share of GoTriangle's expansion of the bus operations and maintenance facility
- Phase II (land acquisition, design and construction) of the new Regional Transit Center



Capital Highlights (cont'd)

- Design and construction of new bus stops / improvement of amenities and access to existing stops
- Improvements to GoTriangle's park-and-ride facilities
- Maintenance at GoRaleigh's transit facilities including bus stops, park-and-rides, stations and centers
- Repowering buses & purchasing paratransit vehicles / buses to support transit expansion & replacement
- Funding to finalize design and begin Right-of-Way and construction activities for the Wake BRT: Southern Corridor
- Funding to complete the Wake Transit Plan Update currently underway





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7.3 Draft FY 2025 Wake Transit Work Plan

Requested Action:
Receive as information.

7.4 NC 540 Bonus Allocation Update

CAMPO Bonus Allocation

Strategic Transportation Investment (STI) law provides Bonus Allocation funding for:

- Local funding participation
 - ½ of local contribution

- Highway Tolling
 - ½ value of toll revenue bonds
 - ½ forecasted revenue for 1st 10 years –operation costs
 - \$100 million maximum
 - Must be programmed within toll county

- Programming Limitations
 - 10 percent Regional/Division Needs
 - Must be obligated within 5 years
 - Use on highway or highway-related projects only

CAMPO Adopted Bonus Allocation Policy/Methodology

Guiding Principles

- Inclusion in the Metropolitan Transportation Plan (MTP)
- Logical Nexus to Generating Source of Bonus Allocation Funds
- Recognition of Funding Challenges with STI law
- Recognition of Funding Opportunities with STI law

BA Methodology – local contribution

- MPO works with contributing local government to determine existing MTP projects suitable for programming with Bonus Allocation funds.
- MPO Executive Board approves all bonus allocation funding

BA Methodology – Tolling Generated

- Four Phases of Analysis for Candidate Project Prioritization

Phase I – determine study area for candidate selection

Phase II – analyze MTP projects using Triangle Regional Model (TRM)

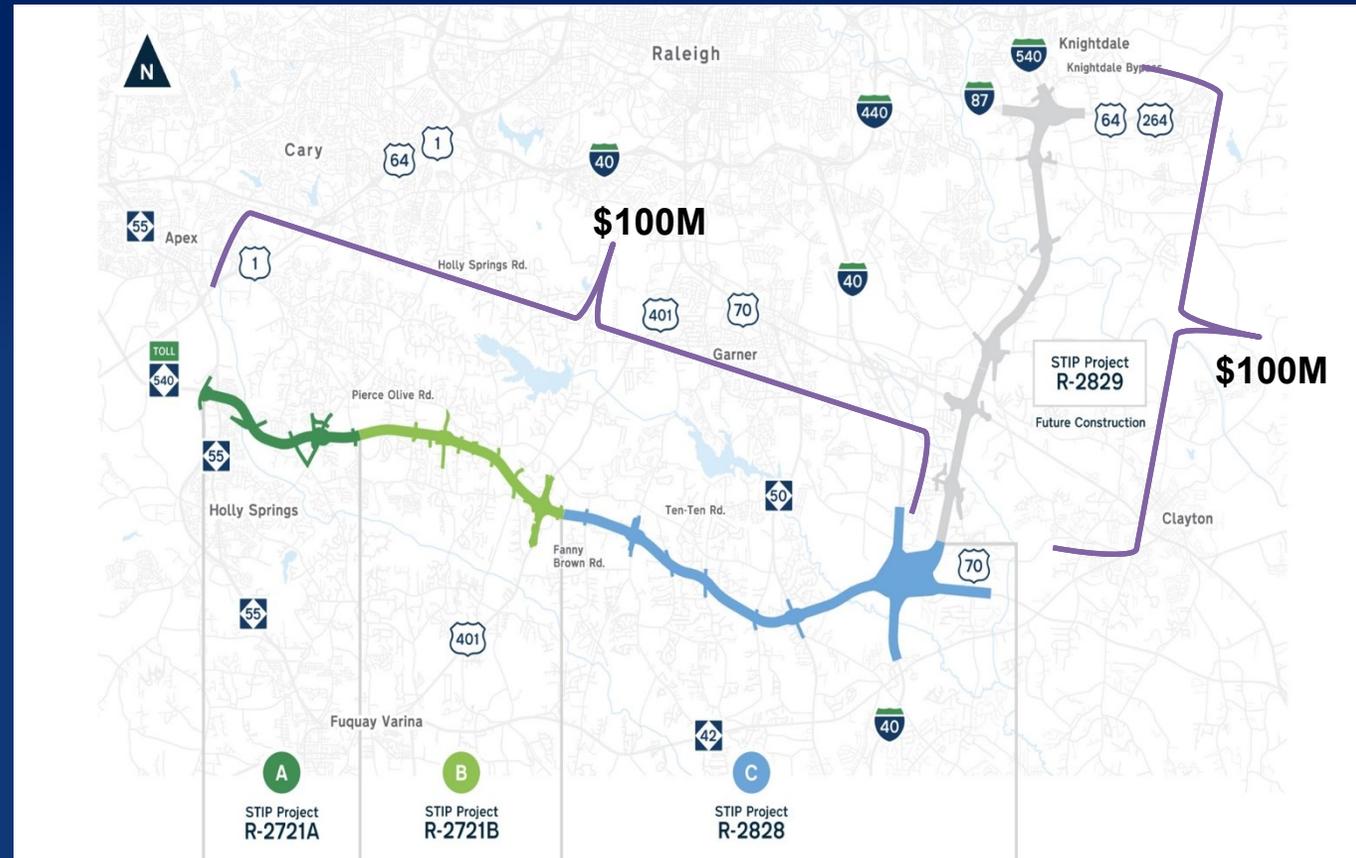
Phase III – analyze intersection and operational improvements
(non-modeled projects)

Phase IV – compare benefits between candidate projects in a common platform along with safety information

- MPO Executive Board programs projects

NC 540 Bonus Allocation

- Two Bonus Allocation awards from Complete 540 Project
- R-2721 & R-2828 NC 55 to I-40
 - Must be obligated from FY2021-2025
- R-2829- I-40 to US 64/US 264
 - Must be obligated from FY2025-2029



Next Steps

- April – Receive Draft Recommendation for 2nd Round BA projects
- April / May – 30-Day Public Comment period & Public Hearing
- June-August - Projects to be included in TIP Amendment #5
 - Posted in June 2024; Adopted August 2024
- July 1, 2024 - Funding becomes available
- June 30, 2029 – Funding must be obligated

7.4 NC 540 Bonus Allocation Update

Requested Action:
Receive as information.

7.5 US 1 North (U-5307) - Update

- Project funding has been impacted by the reprogramming of the STIP/TIP. As a result of this, CAMPO staff were asked to work with NCDOT to identify potential options to restore the schedule or accelerate the completion of the project.
- In January, CAMPO formally request a toll study be conducted by NCDOT/NCTA for this corridor.
- In February, NCDOT informed CAMPO that a study would be undertaken and requested CAMPO provide \$150,000 of the \$600,000 cost for the study. This funding request can be provided through the FY 24 budget.
- Draft of the necessary interlocal agreement has been provided as an attachment for review and consideration.

Requested Action:

Approve the interlocal agreement for the US 1 North Toll Study and authorize the CAMPO Executive Director to execute the agreement.

7.6 Executive Board Bylaws Amendments & Updates

Bylaws updates include:

- Addition of new MPO members (Coats, Chatham County, and Lillington).
- Updates to reflect changes in rules, regulations, and practices

Next steps include:

- Executive Board Review and Comments
- Executive Board Adoption (anticipated for April EB meeting)

Requested Action:
Receive as information.

8. Informational Items: Budget

8.1 Operating Budget – FY 2024

8.2 Member Shares - FY 2024

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

Studies:

- Southeast Area Study Update
- U.S. 401 Corridor Study
- MTP Bicycle & Pedestrian Element Update
- NW Harnett County Transit Connections Feasibility Study
- Morrisville Parkway Access Management Study
- FY24 Coordinated Public Transit Human Service Transportation Plan Update
- Apex Rail Switching Operations Relocation Study

Other Updates:

- Wake Transit/TPAC Updates
- FY 2024 & Prior Year Wake Transit Work Plan Amendments Update
- FY 2025 Wake Transit Work Plan Development Update
- FY 2025 Community Funding Area Program Update
- Mobility Coordination Committee
- Safe Routes to School (SRTS)
- Triangle Transportation Choices (TDM Program)
- NCDOT Highway Project U-2719 Updates

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. Informational Item: Staff Reports

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

ADJOURN

Upcoming Events

Date	Event
April 4 10:00 a.m.	Technical Coordinating Committee Meeting
April 17 4:00 p.m.	Executive Board Meeting