



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

April 16, 2025

4:00 PM

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

1. Welcome and Introductions

2. Adjustments to the Agenda

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. Public Hearing

5.1 *Amendment #8 to FY2024-2033 Transportation Improvement Program (TIP)*

Requested Action:

Conduct a public hearing.

Recommend approval of Amendment #8 to the FFY 2024-2033 Transportation Improvement Program (TIP) pending no adverse public comments received by end of public comment period.

End of Public Hearing

6. Regular Agenda

- 6.1 Amendment #9 to FY2024-2033 Transportation Improvement Program (TIP)
- 6.2 Minutes - March 19, 2025
- 6.3 2055 MTP Update – Deficiency Analysis & Alternatives Analysis
- 6.4 Executive Board Meeting Time Survey
- 6.5 2035 Wake Transit Plan Progress Report
- 6.6 CAMPO Blueprint for Safety - Safety Performance Measure Target Setting
- 6.7 Public Engagement Update on Tolling Options for U.S. 1 North
- 6.8 Triangle Transportation Choices/Transportation Demand Management (TDM)

6.1 Amendment #9 to FY2024-2033 Transportation Improvement Program (TIP)

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

6.1 Amendment #9 to FY2024-2033 Transportation Improvement Program (TIP)

- Next Steps:
- Public comment period from April 21 to May 20
- Public Hearing on May 21

Requested Action:
Receive as information.

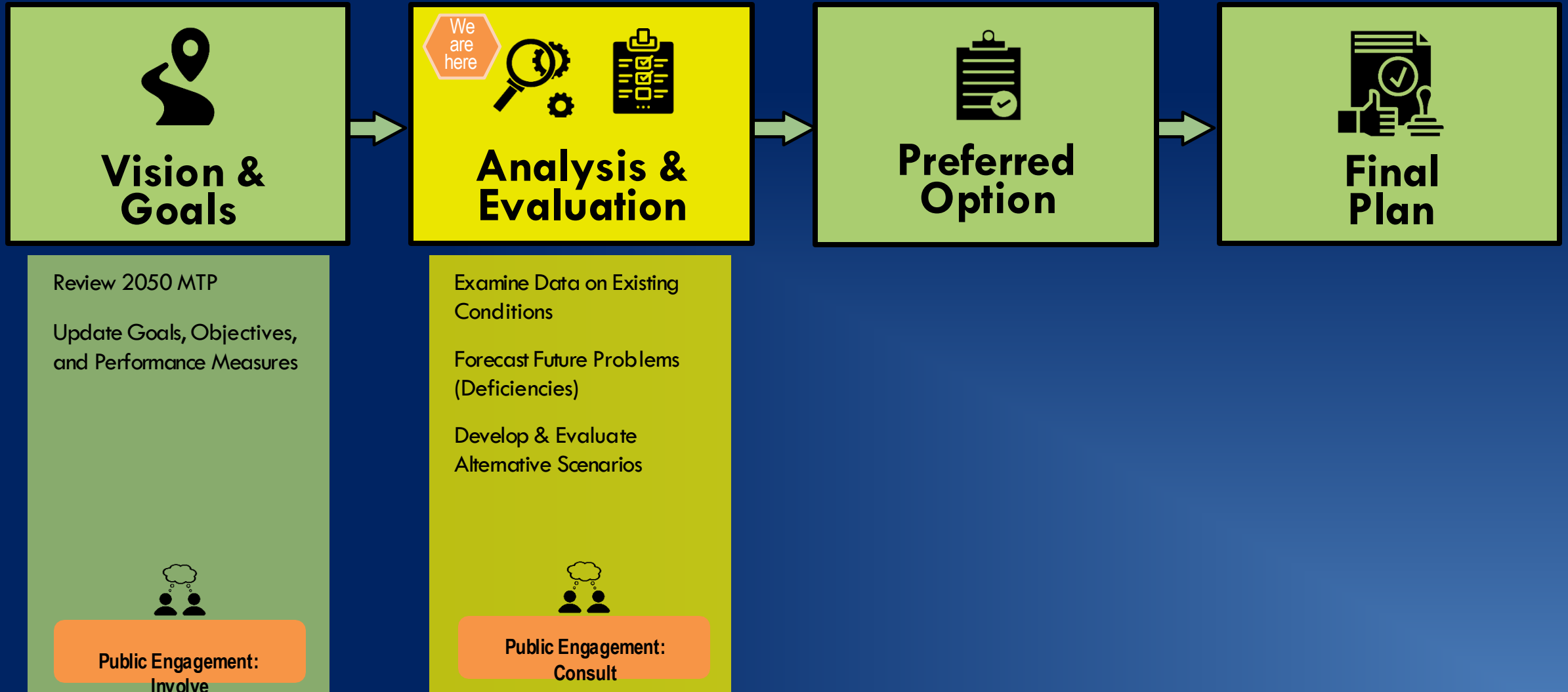
6.2 Minutes - March 19, 2025

Requested Action:
Approve the Minutes of March 19, 2025

6.3 2055 MTP Update – Deficiency Analysis & Alternatives Analysis

MTP Update Process

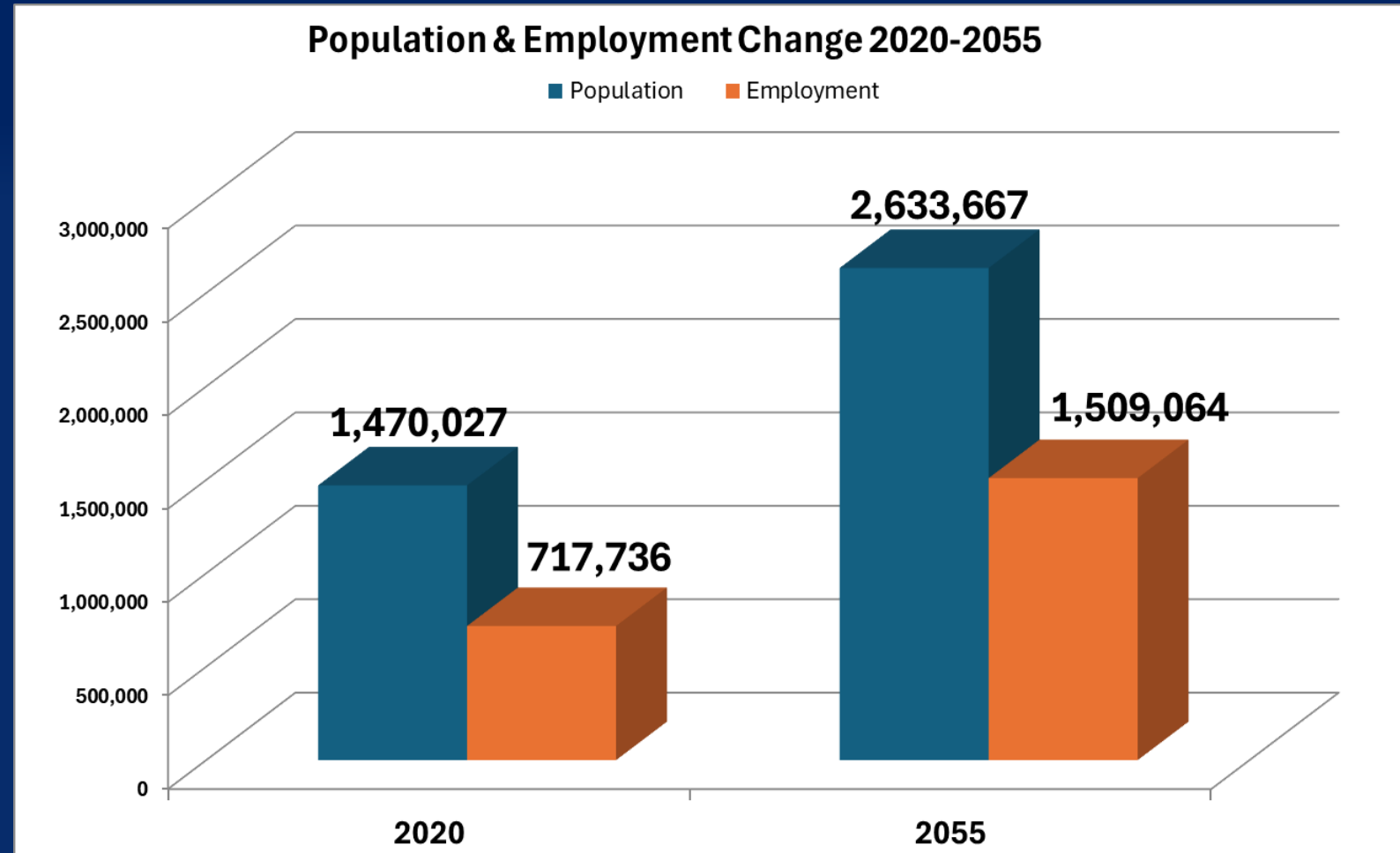
The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.



DRAFT 2055 MTP Socio-Economic Guide Totals

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

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

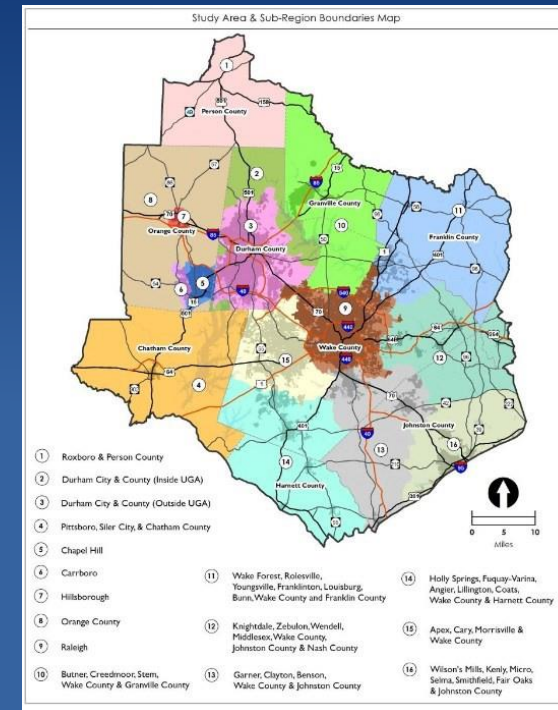
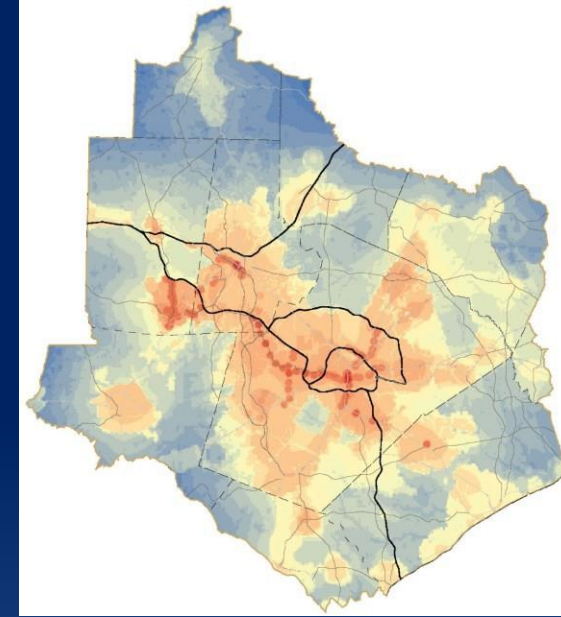


Review results of Deficiency Analysis through the web portal:
<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>

- Things to think about:

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

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



Alternatives Analysis & Scenario Planning

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

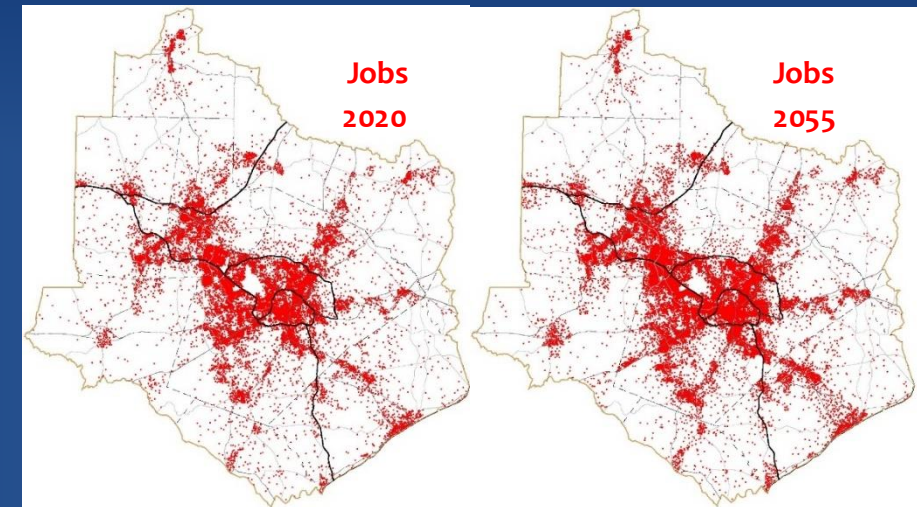
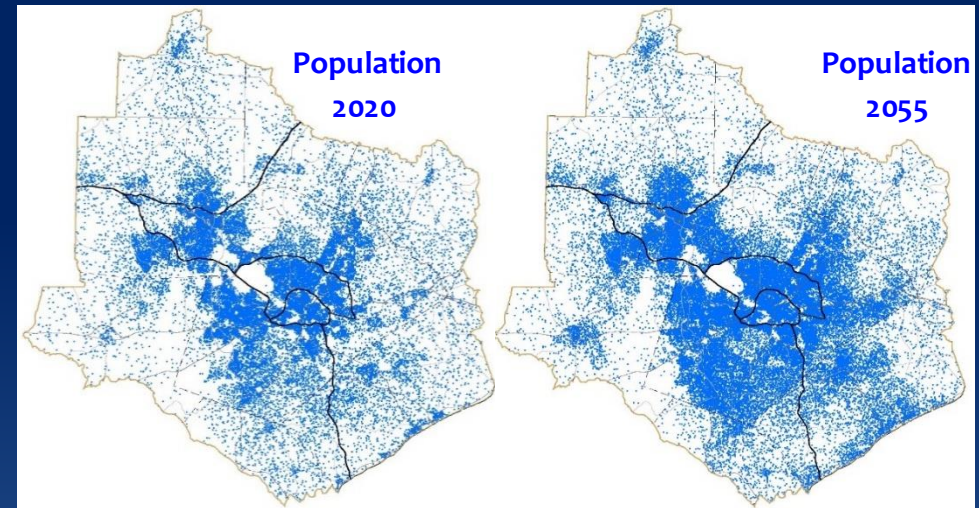
How: Beginning With The End In Mind

During 2025

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

Late 2025 or Early 2026

- 2055 MTP adopted by CAMPO and DCHC MPO

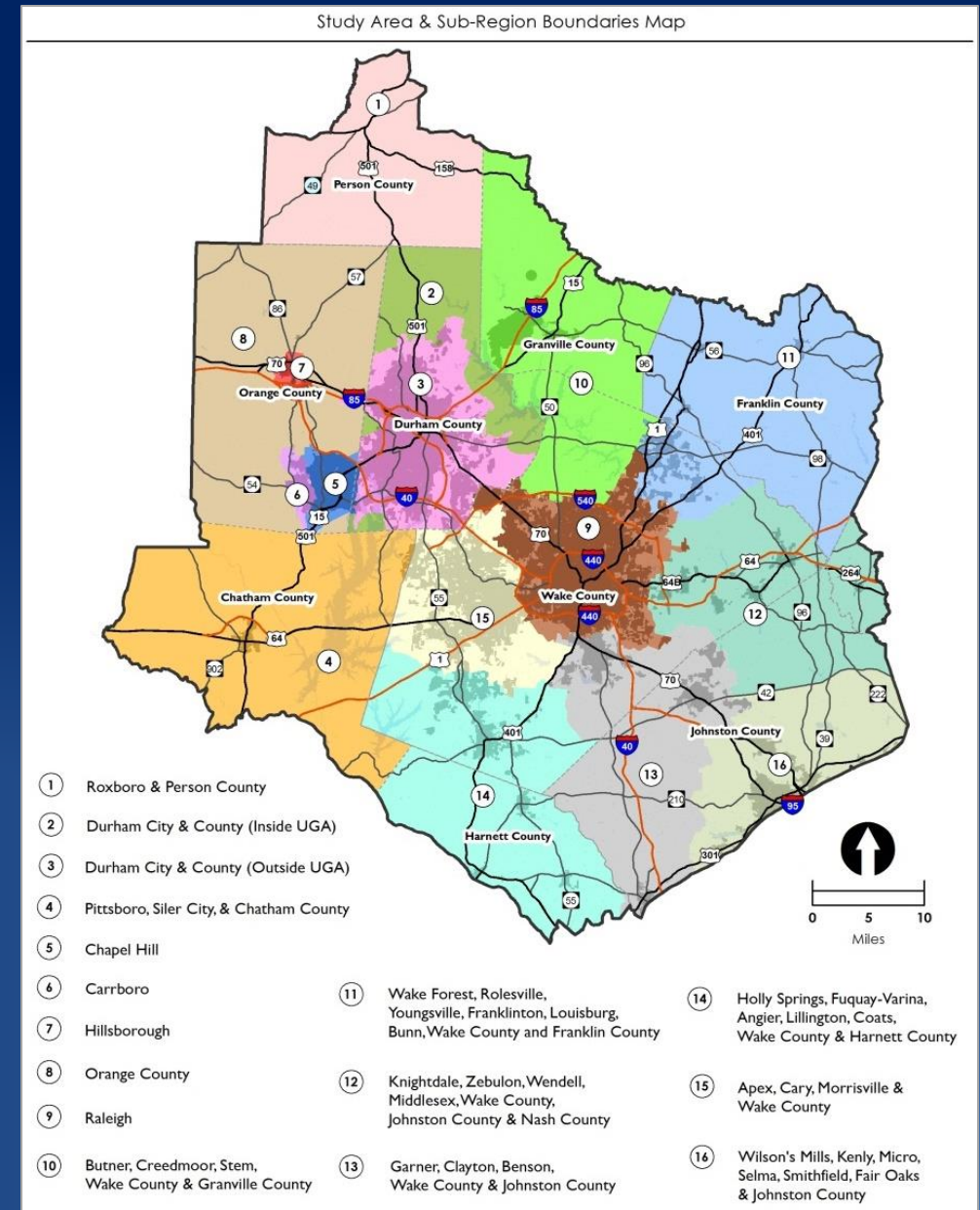


2045 MTP results: each dot is 50 jobs or people

Development Foundation (*Land Use*)

How: the CommunityViz Growth Tool

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



What CommunityViz Needs To Create a Scenario



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



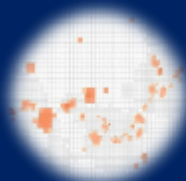
The type of place each parcel **will become** (and the intensity of each place type for each jurisdiction)



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



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



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

CommunityViz Local Guide Books & Look-Up Tables

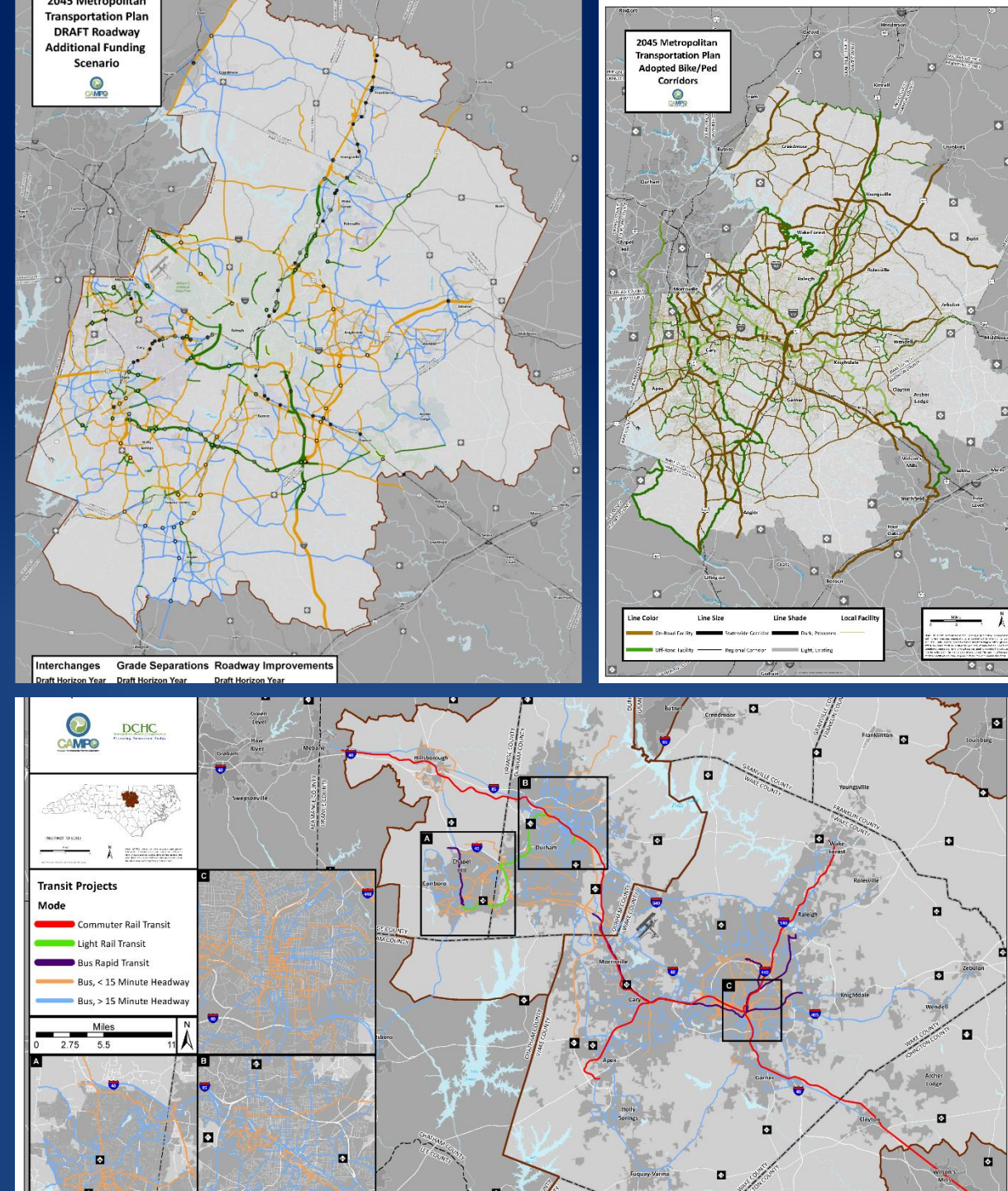
www.centralpinesnc.gov/mobility-transportation/urban-mobility
[scroll down to CommunityViz]



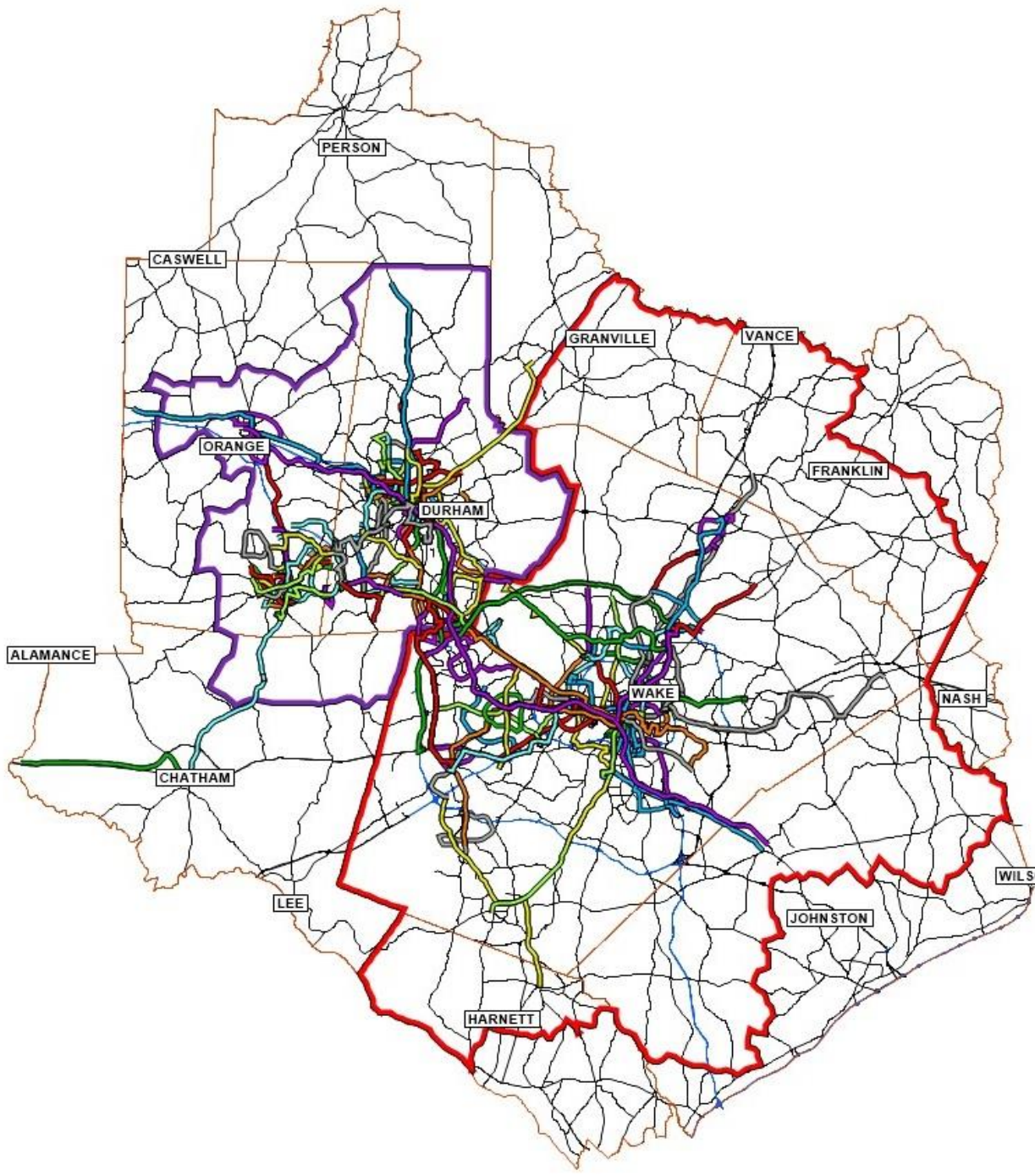
Mobility Investment Foundation (Transportation)

Future Transportation Network

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







Triangle Regional Model



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

Scenario Framework

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

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

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

Deficiencies & Needs Scenario

Development Foundation:

P | Community Plans

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

Mobility Investment Foundation:

E | Existing + Committed

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

Plans & Trends Scenario

Development Foundation:

P | Community Plans

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

Mobility Investment Foundation:

T | Trend Investment

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

Preliminary Trends Analysis

Peak Hour

Mid Day

Transportation Network:
Trend Investment

Socio-Economic Data:
Community Plans

Volume / Capacity

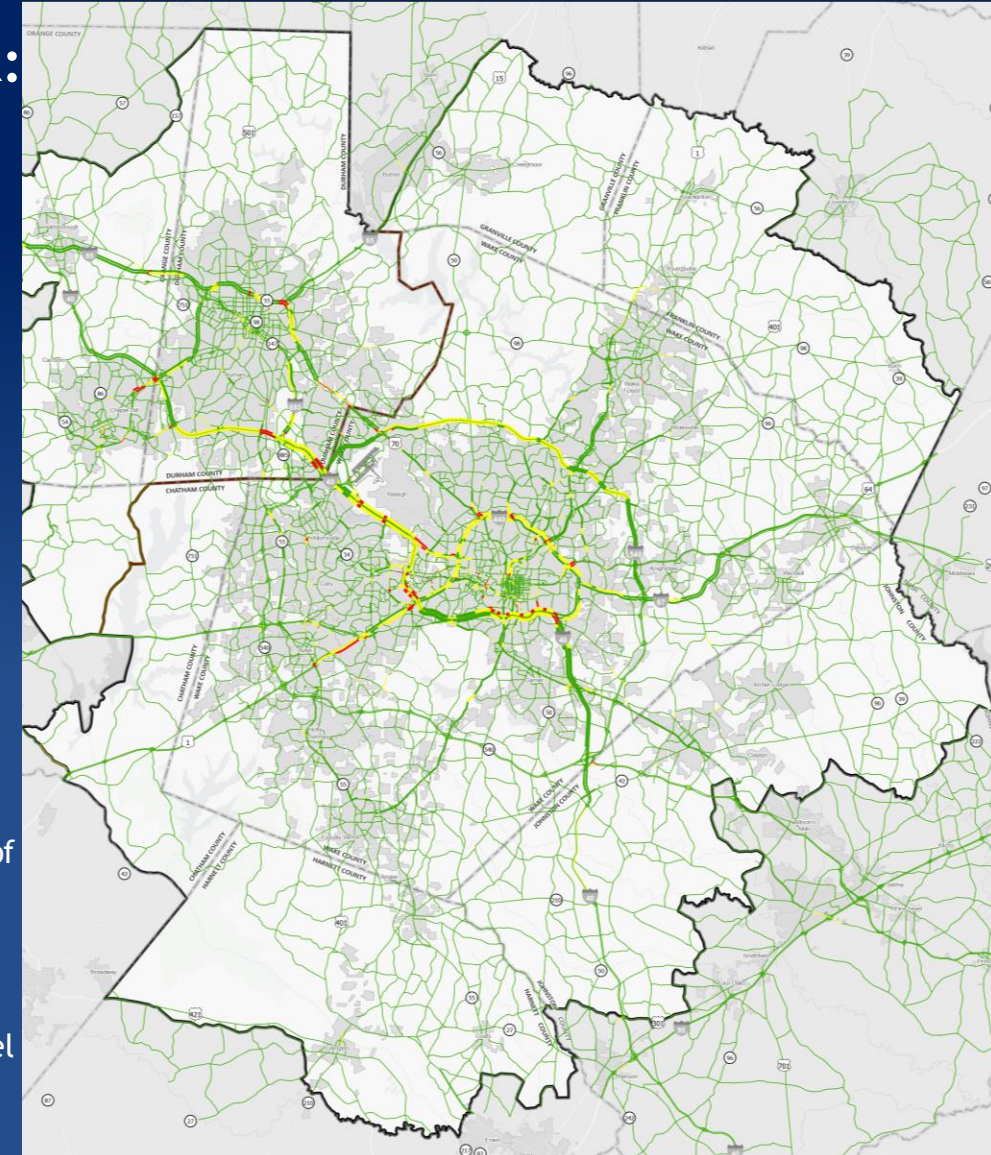
Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

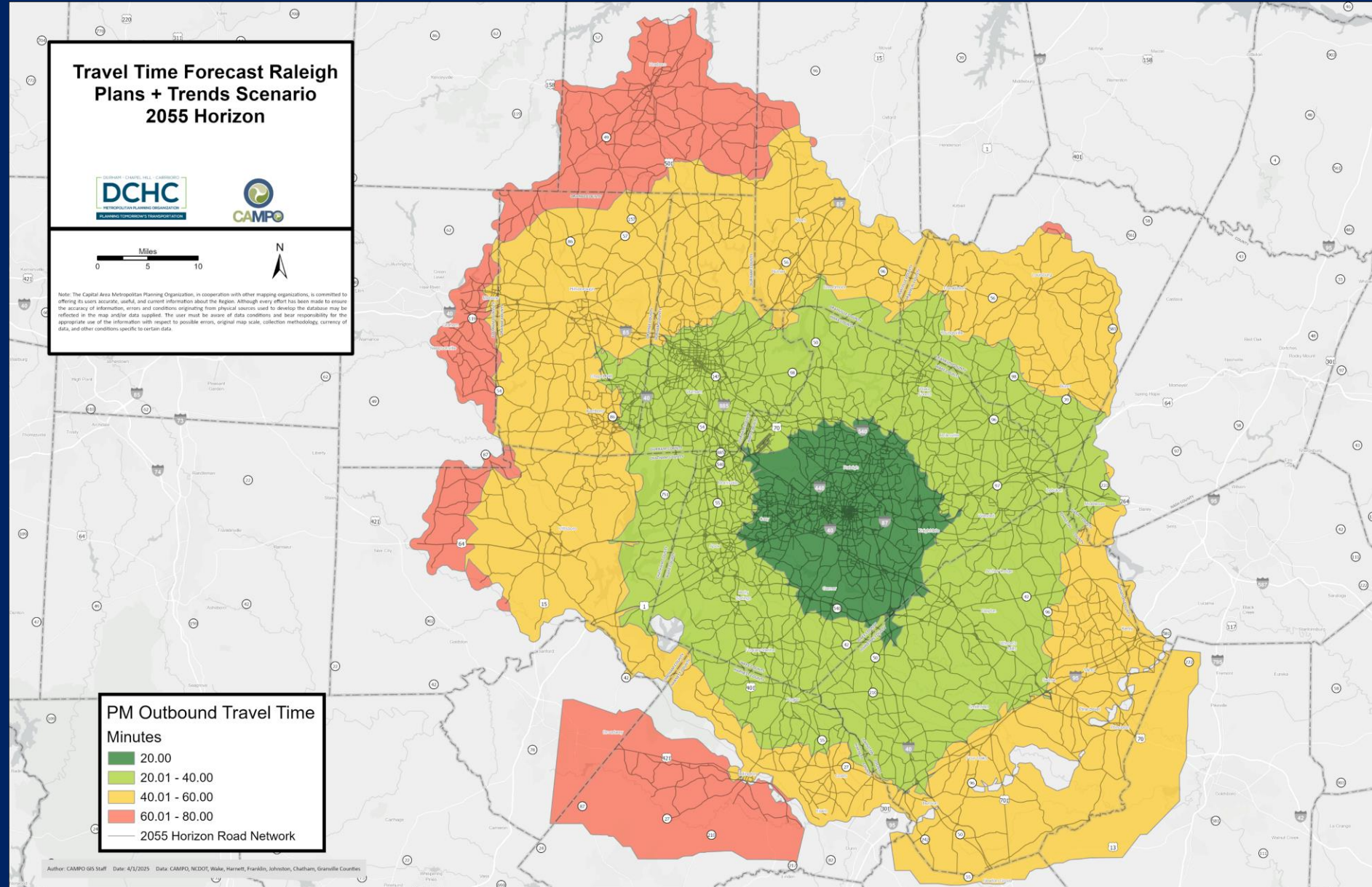
Off-Peak

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



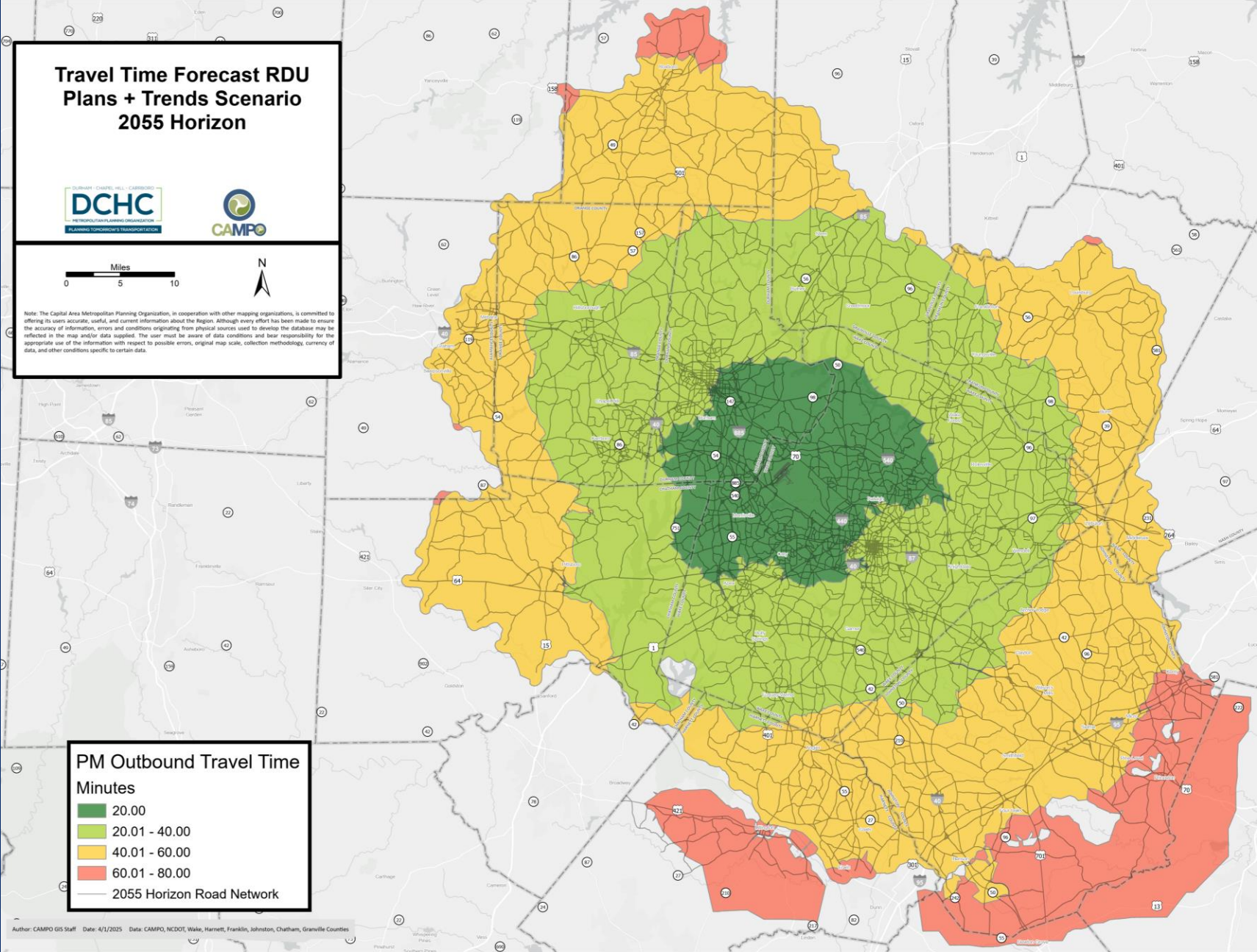
Preliminary Trends Analysis & Travel Time (Downtown Raleigh)

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



Preliminary Trends Analysis & Travel Time (RDU)

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



Alternatives Analysis

Trends Scenario

Major Roadway Investments

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

Major Transit Investments

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

Shared Leadership Scenario

Development Foundation:

P | Community Plans

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

Mobility Investment Foundation:

M | Mobility Corridors

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

Preliminary Shared Leadership

Peak Hour

Mid Day

Transportation Network:
Mobility Corridors

Socio-Economic Data:
Community Plans

Volume / Capacity

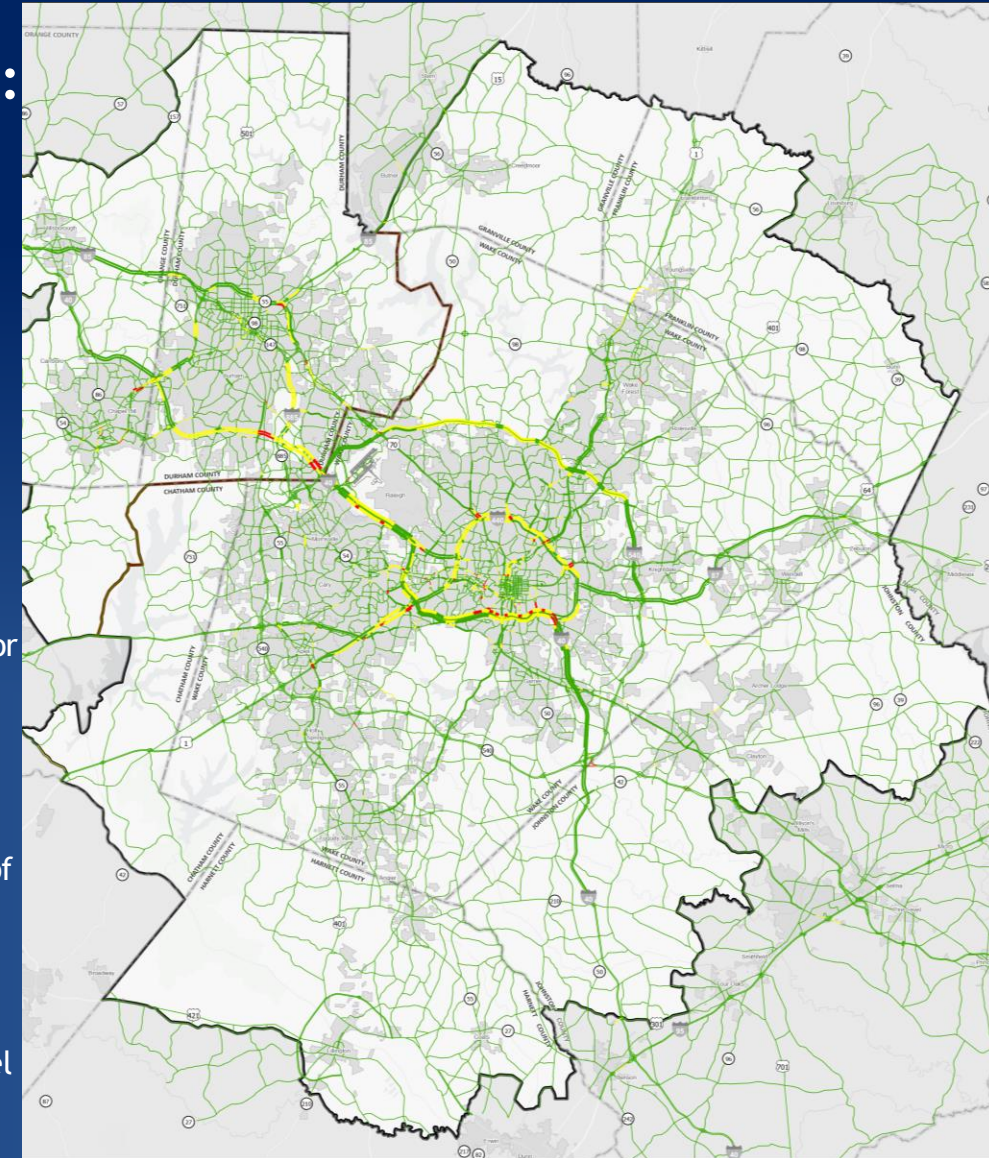
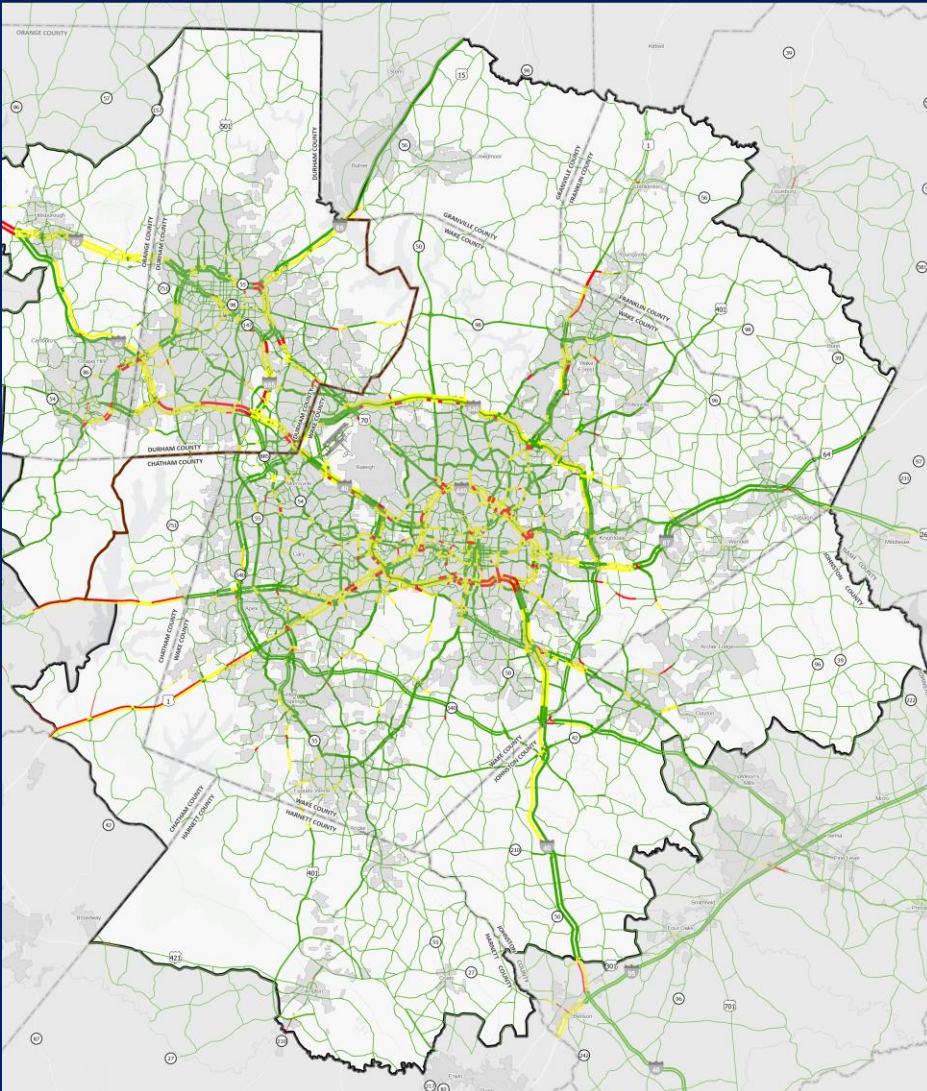
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Represents the worst travel hour of the day

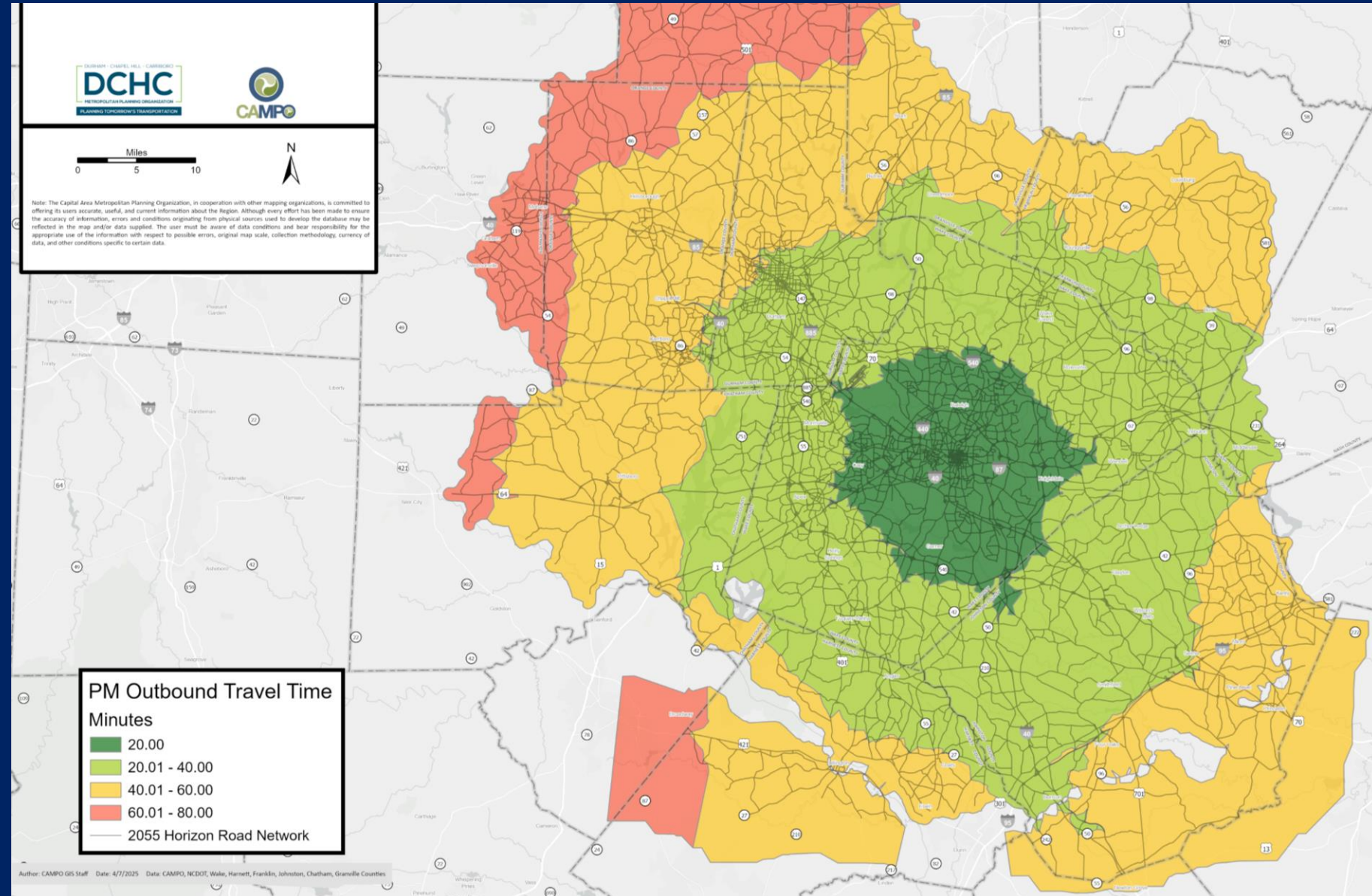
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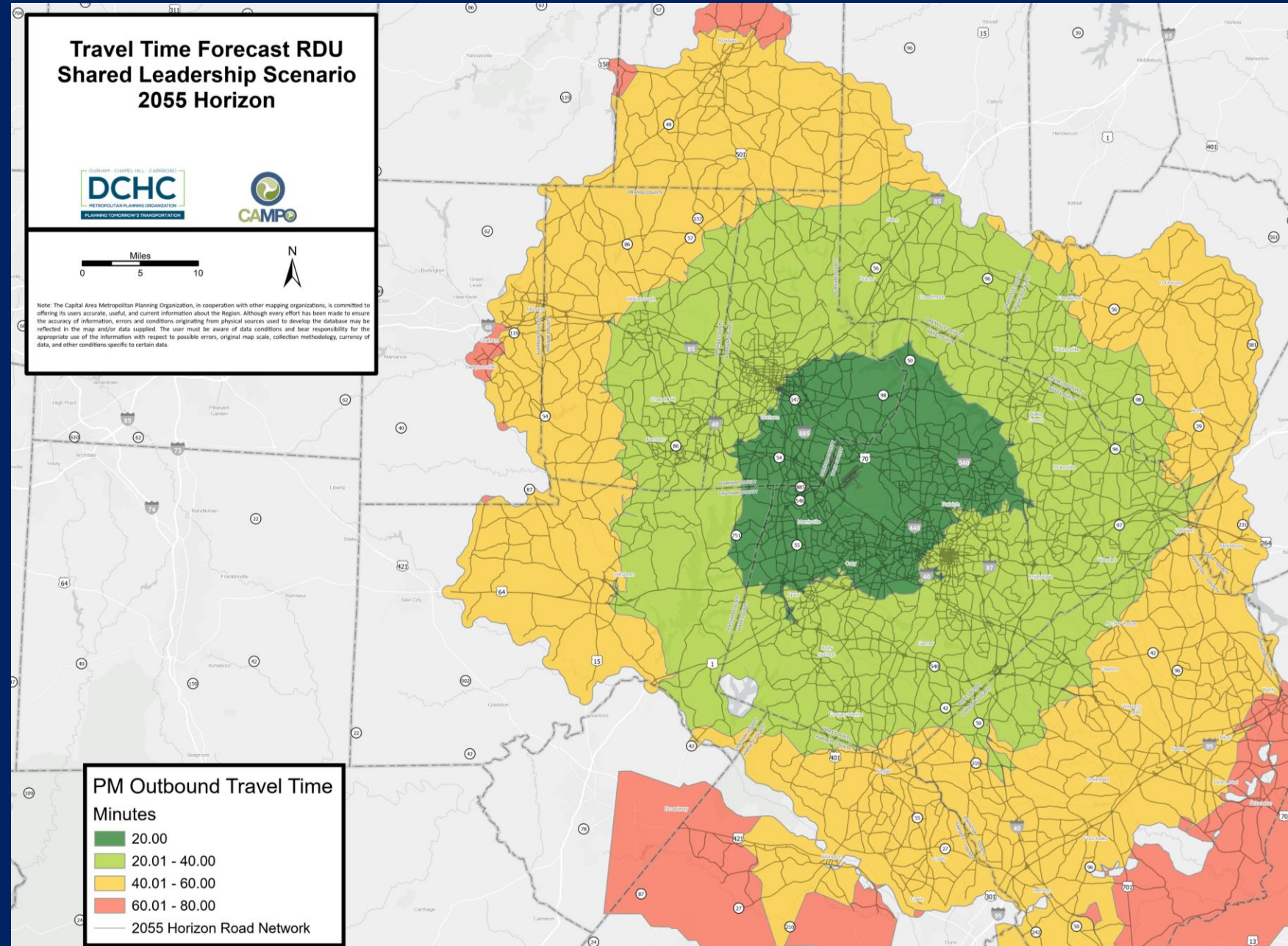
Preliminary Shared Leadership & Travel Time (Downtown Raleigh)

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
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Downtown Holly Springs	35 min
Downtown Clayton	45 min



Alternatives Analysis

Shared Leadership Scenario

Major Roadway Investments

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

Major Transit Investments

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

All Together Scenario

Development Foundation:

O | Opportunity Places

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

Mobility Investment Foundation:

C | Complete Communities

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

The Opportunity Places Development Foundation

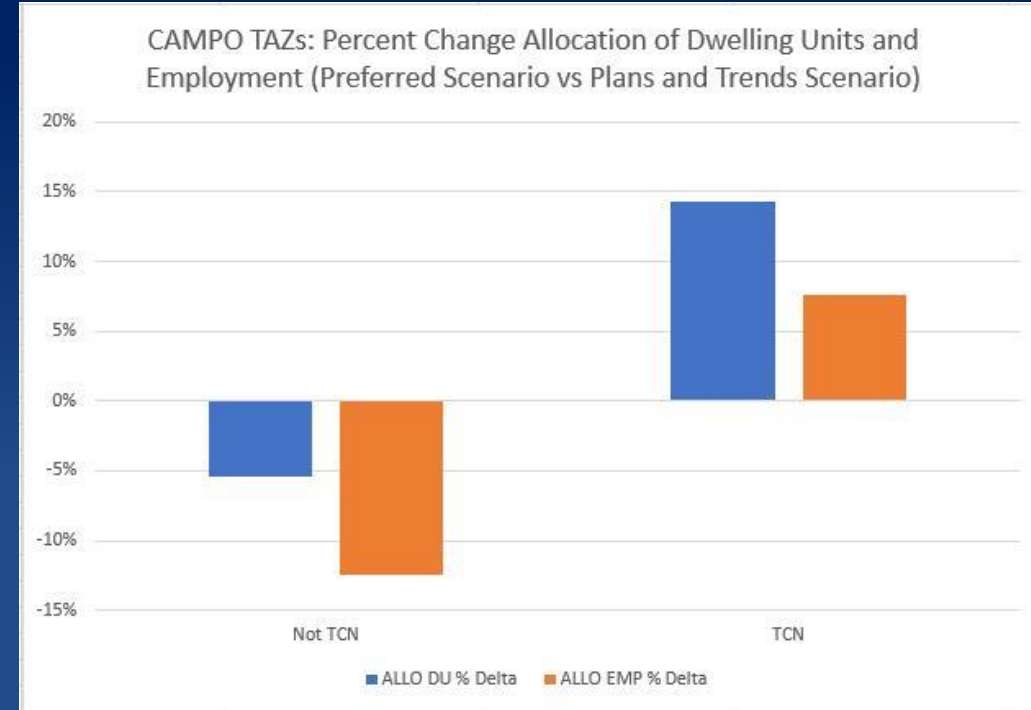
-- a focus on important trip origins and destinations --

Opportunity Places Development Foundation

Mechanically derived – 4 main elements

Community Plans is the starting point. Modified as follows:

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



Alternatives Analysis

All Together Scenario

Major Roadway Investments

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

Major Transit Investments

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

Pop. Growth



3.1 million

Key Performance Measures

2050 MTP Alternative Scenarios

Jobs Growth



1.85 million

Measure:

DEFICIENCIES & NEEDS (BASELINE)

PLANS & TRENDS

SHARED LEADERSHIP

ALL TOGETHER



Avg Auto Commute Time - DCHC



24 min



22 min



21 min



21 min



Delays: Daily DCHC



Delays: Daily CAMPO



Highway Lane Miles DCHC



Highway Lane Miles CAMPO



Transit Service Miles Triangle



Transit Ridership Triangle



Jobs near Transit DCHC



Jobs near Transit CAMPO



Gas Consumption Increase - Triangle



Funding Required

\$\$













\$\$\$

\$\$\$ (Added State)

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

Scenario Framework

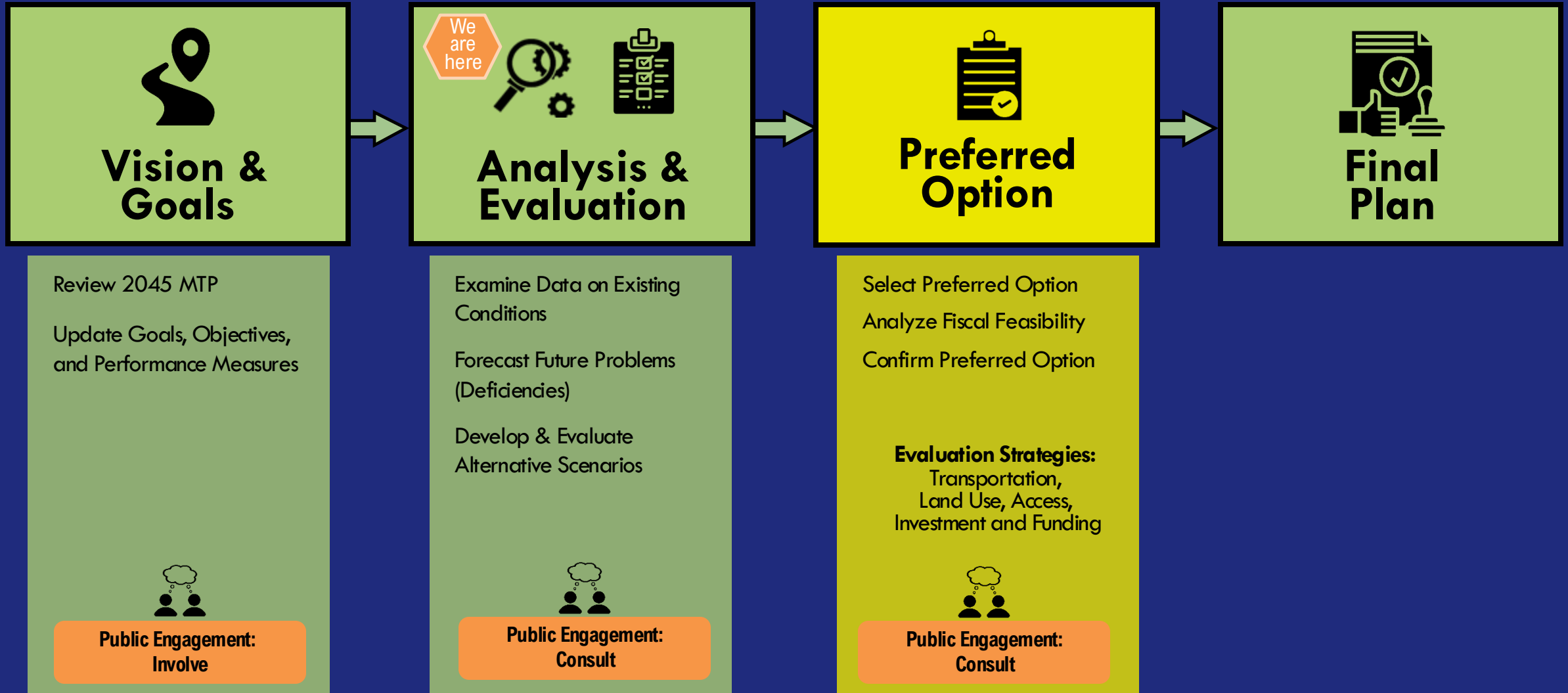
Four scenarios that match a development foundation with a mobility foundation

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

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

MTP Update Process

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



2055 MTP Development CAMPO Liaison

Cara

Johnston County

Town of Archer Lodge

Town of Clayton

Town of Holly Springs

Town of Fuquay- Varina

Evan

Wake County

Town of Knightdale

Town of Wendell

Town of Zebulon

Crystal

Chatham County

Town of Apex

Town of Morrisville

Daniel

Town of Cary

Town of Garner

City of Raleigh

Harnett County

Town of Angier

Town of Coats

Town of Lillington

Kenneth

Franklin County

Town of Bunn

Town of Franklinton

Town of Youngsville

Granville County

Town of Bunn

City of Creedmoor

Town of Rolesville

Town of Wake Forest

2055 MTP – Public Engagement for Alternatives

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

Dates: April 22 – May 26

Public Website: Destination2055nc.com

Online Survey: PublicInput.com/Destination2055Alternatives - *coming soon*



2055 MTP Public Engagement: How can you help?

Actively support the engagement effort

a) Spread the word

- i. Ensure your board/council/commission colleagues are aware
- ii. Digital Toolkit of resources **available next week** (social messages, sample email newsletter, etc.):

<https://www.campo-nc.us/transportation-plan/in-development-2055-mtp/2055-mtp-outreach-toolkit>

- iii. Print materials for posting around Town/City/County facilities distributed to TCC at May 1 meeting

b) Share your space – help us leverage local events

- i. CAMPO staff will be reaching out to TCC Members to arrange tabling and other outreach **targeting May 3-May 26**

6.3 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.

6.4 Executive Board Meeting Time Survey (2PM, 3PM, 4PM)

- Executive Board Respondents:
 - 3 pm was highest ranked
 - 2 pm was close second
- TCC Member Respondents:
 - 2 pm was highest ranked

Priority Ranking among Executive Board Members & Alternates

Participants were asked to rank their preference for meeting at 2PM, 3PM, 4PM, or Anytime

89%	3:00 PM	Rank: 1.88	16 ✓
100%	2:00 PM	Rank: 1.94	18 ✓
83%	4:00 PM	Rank: 2.20	15 ✓
50%	Anytime, I am open	Rank: 3.67	9 ✓

18 Respondents

ALL PARTICIPANTS (Exec. Board: 18 + TCC: 6)

100%	2:00 PM	Rank: 1.79	24 ✓
92%	3:00 PM	Rank: 1.95	22 ✓
88%	4:00 PM	Rank: 2.33	21 ✓
50%	Anytime, I am open	Rank: 3.67	12 ✓

24 Respondents

6.4 Executive Board Meeting Time Survey

Other considerations:

- Public availability / accessibility at different times may be impacted
- Other board meetings on the same day (some local board meetings may conflict with some time slots, generally later)

Requested Action:

Receive as information and discuss whether to change the start time of future meetings.

6.5 2035 Wake Transit Plan Progress Report



2035 Wake Transit Plan Update

April 2025

Agenda

- 1 Engagement Summary
- 2 Wake Transit Plan Revenue Assumptions
- 3 Proposed Wake Transit Plan Investment Strategy
- 4 Next Steps



Engagement Summary



1

WTP Update – Engagement Approach

Phase 1 (Spring 2024)

Choices, Trade-Offs and Priorities

- Online survey that let people “Design Your Own Transit System”
- Budget that could spent on different transit projects and programs

Phase 2 (Winter 2024/2025)

Focus on Three Questions

1. Confirm that we are postponing Commuter Rail to invest in Regional Rail, at least for the time being.
2. Develop BRT between Raleigh and Durham to meet regional needs
3. Serve more people or serve more places

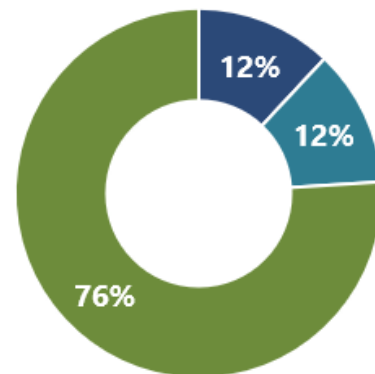
*Both phases provide insights into **preferences and priorities***

Invest in Regional Rail

- Typically understood the funding constraints of building new rail
- Excited to learn about S-Line
- Supportive of enhancing existing service but concerned about access and reliability

Question 1: Expanding Our Existing Rail Service is a Good Way of Investing in Rail in Wake County?

■ Disagree ■ Unsure ■ Agree

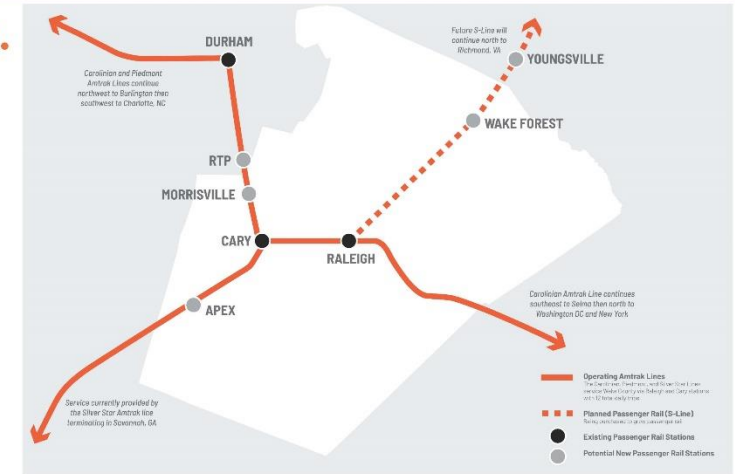


You told us you would like rail service in Wake County.



Here's what's happening.

- Amtrak is and will continue to operate passenger rail service in Wake County. These trains provide regional connections with stops in Durham, Cary, and Raleigh.
- There are a lot of rail projects planned in Wake County, including plans to purchase and/or upgrade tracks between:
 - Raleigh and Wake Forest.
 - Raleigh, Cary and RTP.
- The Wake Transit Plan could help improve the existing services or help new projects happen sooner by:
 - Providing funding for additional trains in Wake County.
 - Improving train infrastructure (tracks, stations, etc.).



What do you think? Is this a good way of building rail service in Wake County?

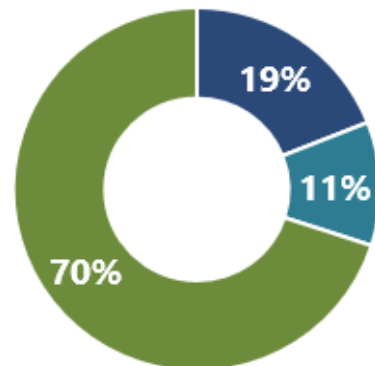


Connect Raleigh and Durham with BRT

- 70% agreed that BRT between Raleigh and Durham is a good idea.
- Qualitatively:
 - Lack of understanding about BRT (what it is, how it works).*
 - Skeptical that taking a bus would ever be faster than driving.*
 - Travel between Raleigh and Durham was not a priority*

Question 2: BRT Will be a Good Way to Connect Raleigh and Durham

■ Disagree ■ Unsure ■ Agree

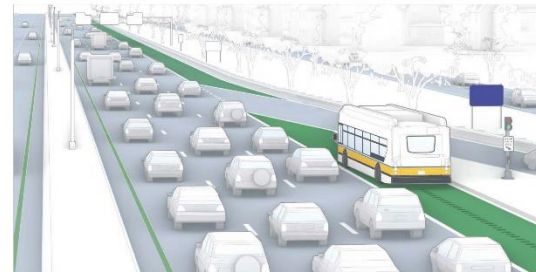


You told us you want fast, reliable connections between Raleigh and Durham.



Here's what we can do.

- The region could build Bus Rapid Transit (BRT) along I-40 to provide fast, frequent, reliable connections between Raleigh and Durham. This service could include:
 - Buses every 15 minutes all day, every day.
 - Widening and improving highway shoulders so buses can travel faster for the full way between Raleigh and Durham.
 - Making it easier and faster for buses to get on and off I-40.
 - Building new transfer points, including an Airport transit hub close to the on/off ramp.



	Time to Get Started	Estimated Travel Time (One-way peak period Raleigh to Durham)	Weekday Service	Weekend Service
Express Bus Service	Expansion starts in 2026 and 2027	60-70 minutes	15 minutes peak 30 minutes evenings	Every 15 minutes
BRT on I-40	5-10 years	50-60 minutes	30 minutes daytime 60 minutes evening	Every 20 minutes

How often do you travel between Raleigh and Durham?

Every day Once a week or so Every month or so Rarely or Never

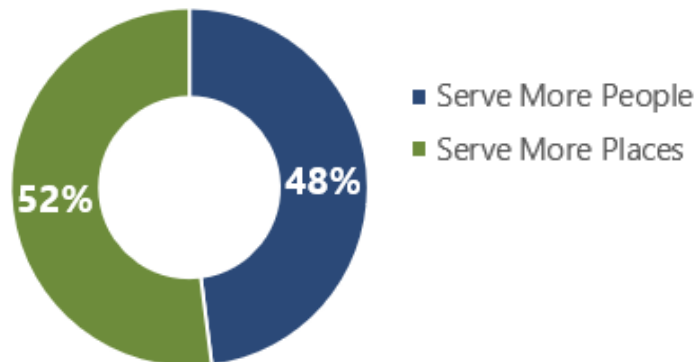
Do you think BRT will be a good way to connect Raleigh and Durham?



Serve More People or More Places

- Not everyone liked the trade-off, and preference is to do both
- Desire to expand regional access without transfer in Raleigh
 - *Example: Apex to Chapel Hill*
- Existing bus riders were more interested in serving people first.

Question 3: Which Approach Do You Think We Should Do First, Serve More People or More Places?



Here's what we can do. Different Ways of Building a Transit Network

What should we do first?

OPTION 1

Expand bus service in Cary and Raleigh, so buses come more often and are available for longer hours and more days.

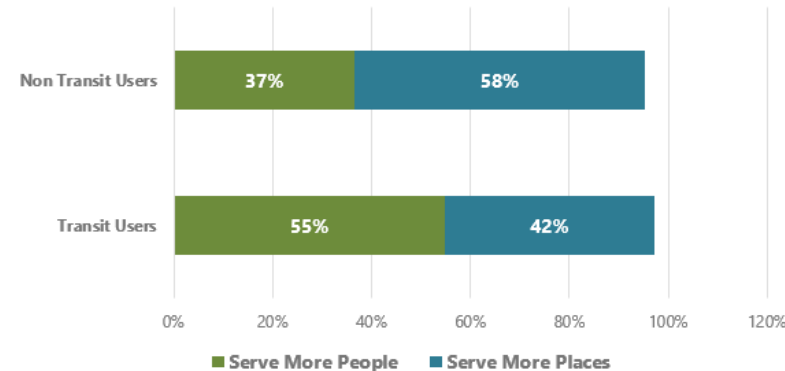
This option would serve more **people**.

OPTION 2

Create new bus routes and build new projects like mobility hubs to connect Wake County towns with Cary, Raleigh and other regional destinations.

This option would serve more **places**.

Which Approach Should We Invest in First?



Stakeholder Feedback – March 5th

- Stronger connections to network in Morrisville
- Frequency over large complicated projects (not universal)
 - Do frequency first
 - Postpone new BRT projects, especially I-40
- Interest in more funding to CFA program, plus bus stops, sidewalks and crosswalks
- Want a network redesign
- Some stakeholders wanted to adjust levels of funding for “rail ready” projects

Discussion

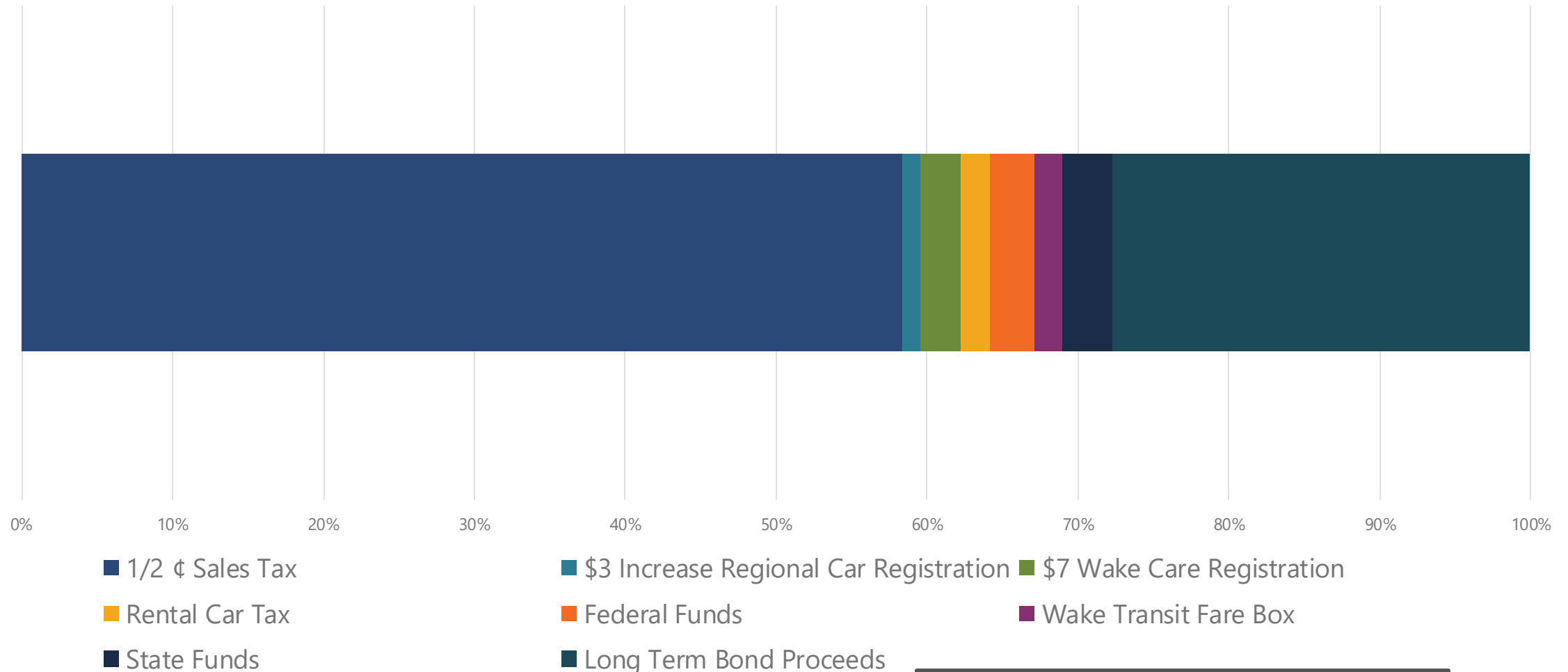
- General agreement/approval of proposed investment strategy
- People liked the balance of the investment strategy
- Most common comments:
 - Invest in Service Frequency
 - Advance CFA and community investments (sidewalks, crosswalks and microtransit)
 - Less focus on new BRT services, especially Harrison Avenue

Wake Transit Plan Revenue Assumptions



2

Projected Revenue FY26 - FY35 = \$3.0 billion



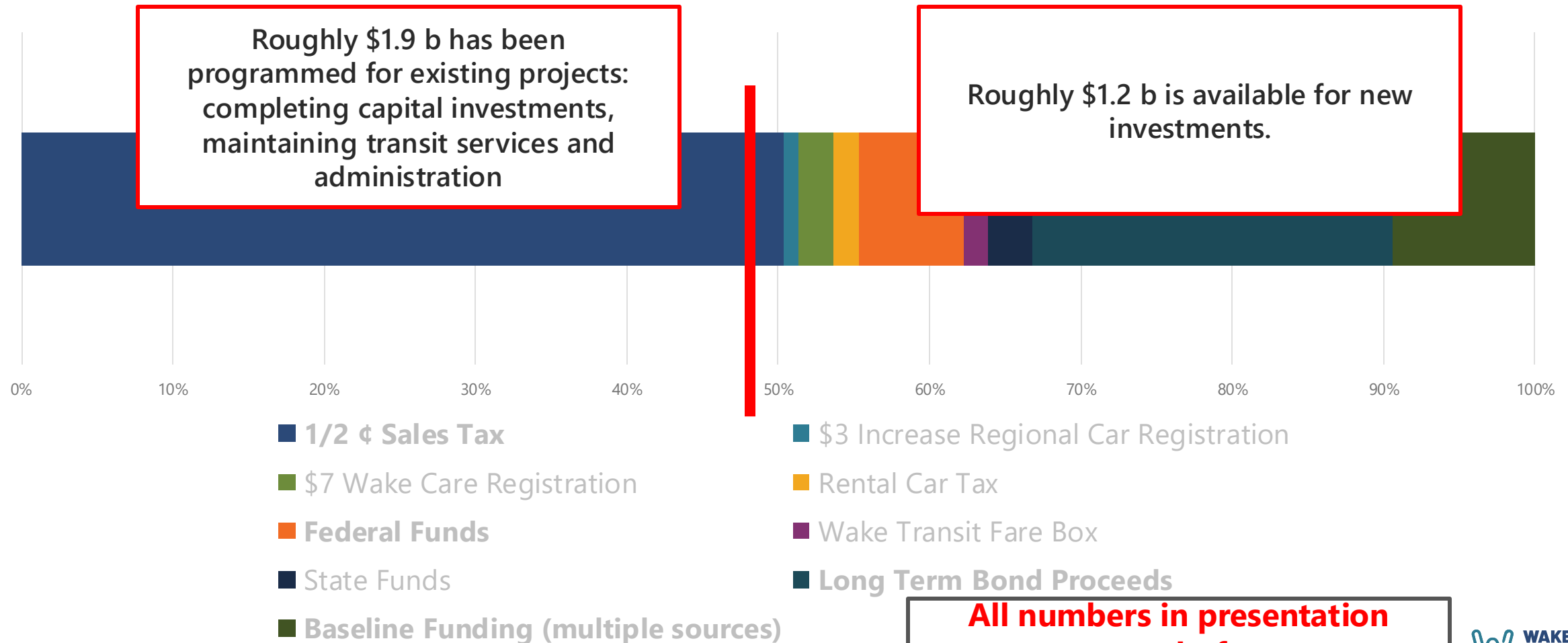
**All numbers in
presentation are draft.**

10-Year Revenue – Overview

- **FY26–FY35 Revenue estimated at \$3.0b**
- **80% of funds are from two sources:**
 1. Sales Tax - 54%
 2. Long Term Bond Proceeds - 26%
- **Remaining 20% of funding equals \$600m (still a lot of funding)**
- **Potential challenges with funding assumptions ~ \$112m**
 - Vehicle Rental Tax revenue = \$58m
 - Wake Transit Fare Box revenue = \$54m

**All numbers in
presentation are draft.**

Roughly half of estimated revenue has been programmed.



**All numbers in presentation
are draft.**

Proposed Wake Transit Plan Investment Strategy



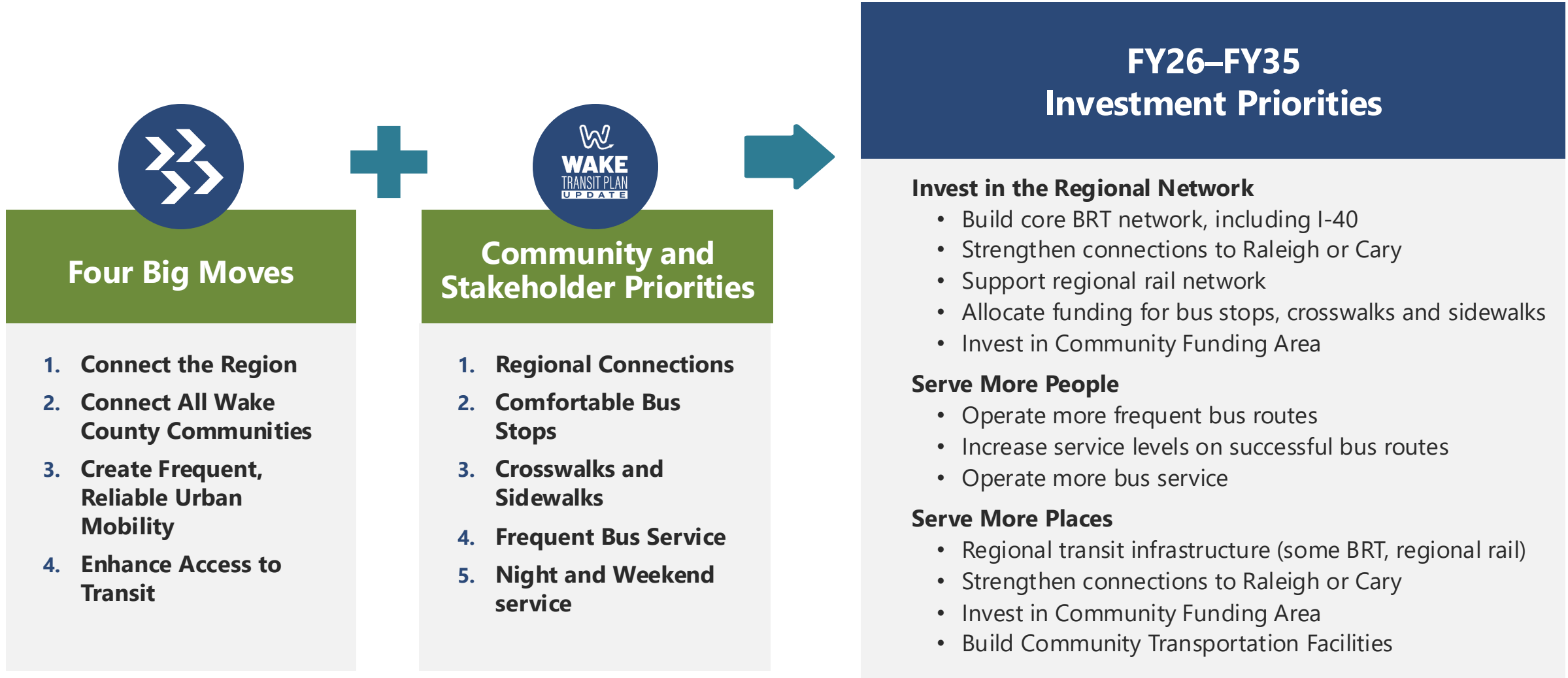
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Developing the Investment Strategy

1. **Identify Transit Priorities** (community, stakeholders, Wake Transit Plan team)
2. **Use Priorities to Select Projects, Programs and Services**
3. **Estimate Costs and Confirm Revenues**
 - Proposed Investment Strategy = \$3.0b
4. **Draft 2035 Investment Strategy**
 - Share projects, programs and services (lists and maps)
 - Investment strategy type of investment (spending breakdown)
5. **Outcomes and Expected Results**

All numbers in presentation are draft.

Wake Transit Plan Priorities



Invest in the Regional Network



Rail Ready Projects

\$216m over 10 years

- ~\$19m per year, each year (funding rolls over)
- **Regional Rail Implementation Plan will be completed in June 2025**
- **Potential investments may include**
 - Stations
 - Track Improvements
 - Increased Rail Service
 - *Additional study may be needed*



Implement and Expand BRT Network

\$1.0b in BRT investment (capital only)

- **Core Network** (New Bern, Western, Southern and Northern with 2 endpoints)
- **BRT Extensions** (Cary to RTP and Garner to Clayton)
- **BRT Development** (I-40 Raleigh to TMH)
- **BRT Next Gen** (study 5 to 6 corridors)

Serve More People



Expand Frequent Bus Service

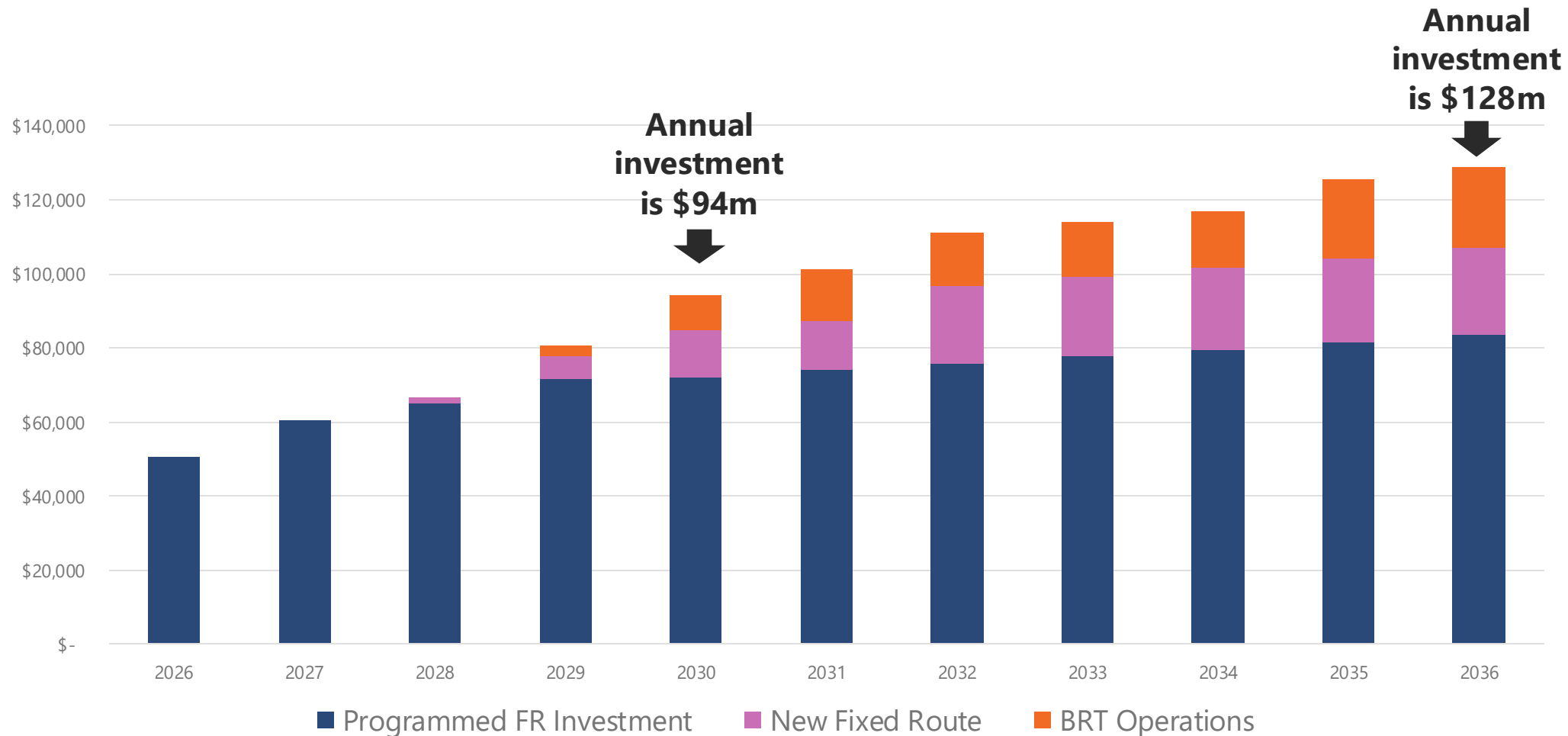
- **Increase hours and days of operation for existing bus services**
 - Frequent and Local Routes
- **Add at least one New Frequent Route each year**
 - Over 10 years, 13 bus routes will provide frequent service



Support Bus Service Investments

- **5% Contingency for Unanticipated projects**
- **15% for ADA**
- **+70 Expansion Vehicles and Ongoing Replacement Vehicles**
- **\$3m/year Bus Stops, Sidewalks and Crosswalks**
- **10 Connection Points where frequent routes intersect (\$750k per)**
- **Maintenance Facility Study**

Expected Operating Spending by Year



- Higher baseline assumption FY26 is + \$3m
- Assumes funding will support at least +1 new frequent route per year

Serve More Places



More Community Connections

- **Increase hours/days of existing regional bus routes (all day, every day)**
- **Add 6 New Regional Routes**
 1. Apex to RTP/TMH via Davis Drive
 2. Apex to Raleigh Express
 3. Triangle Town Center to Durham via Briar Creek and TMH
 4. Fuquay-Varina, Holly Springs, Apex to RTP/TMH
 5. Southern Connector: Tryon Road
 6. Knightdale to Crabtree
- **New Town-to-Town Route**
 - Rolesville to Wake Forest
- **New Commuter Route to Amazon Facility in Garner**



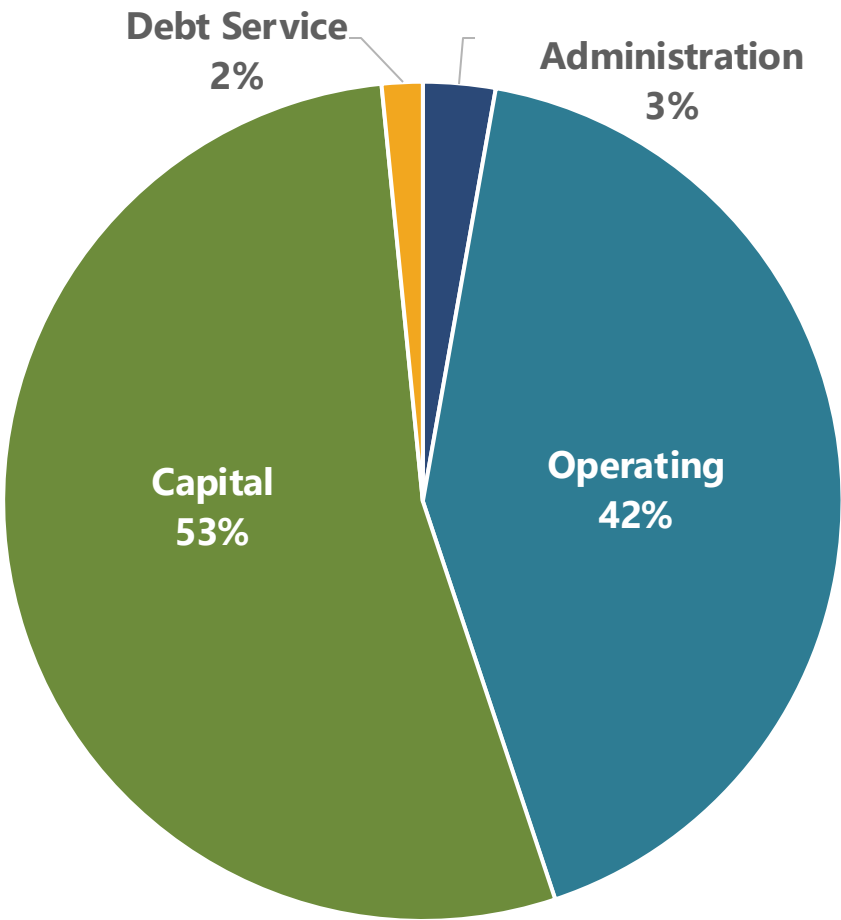
More Community Facilities

- **Invest in Community Transportation Facilities/Hubs**
- **Increased Investment in Community Funding Area Program**
- **Potential Airport Interchange Facility off I-40**

Breakdown of Spending by Type

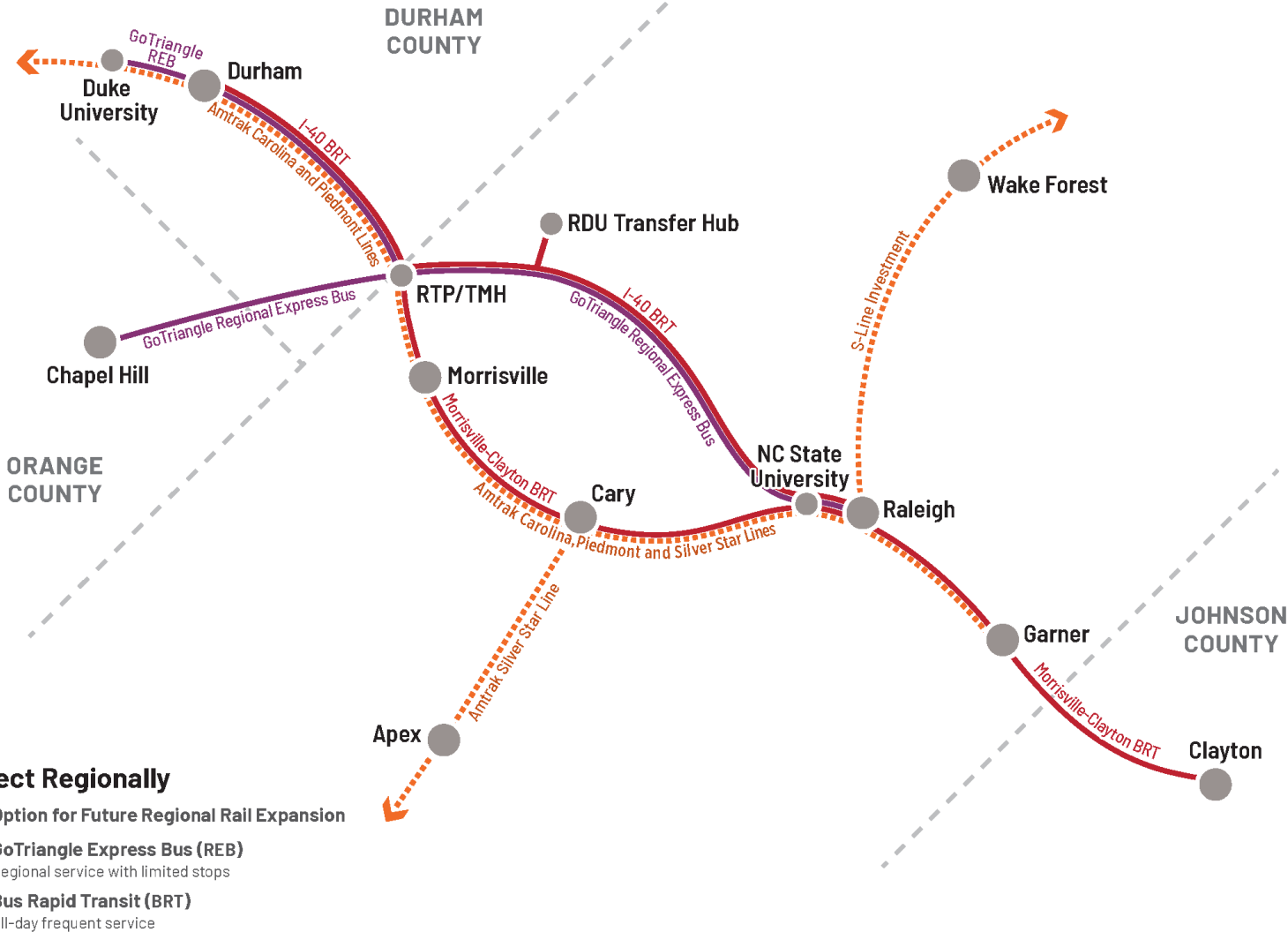
**PROPOSED INVESTMENTS
FY26–FY35**

FY26-FY35	
Capital	\$1.66b
Operating	\$1.31b
Administration	\$87m
Debt Service	\$49m



**All numbers in presentation
are draft.**

Connect Regionally



Maps are draft.

Wake Transit Plan will continue to invest in projects and services that make it easy to travel regionally.

Proposed Investments

- BRT on I-40 to connect Raleigh with RTP and RDU
- Regional express connect regional hubs with bus service every 30-minutes every day
- Ongoing investment in regional rail

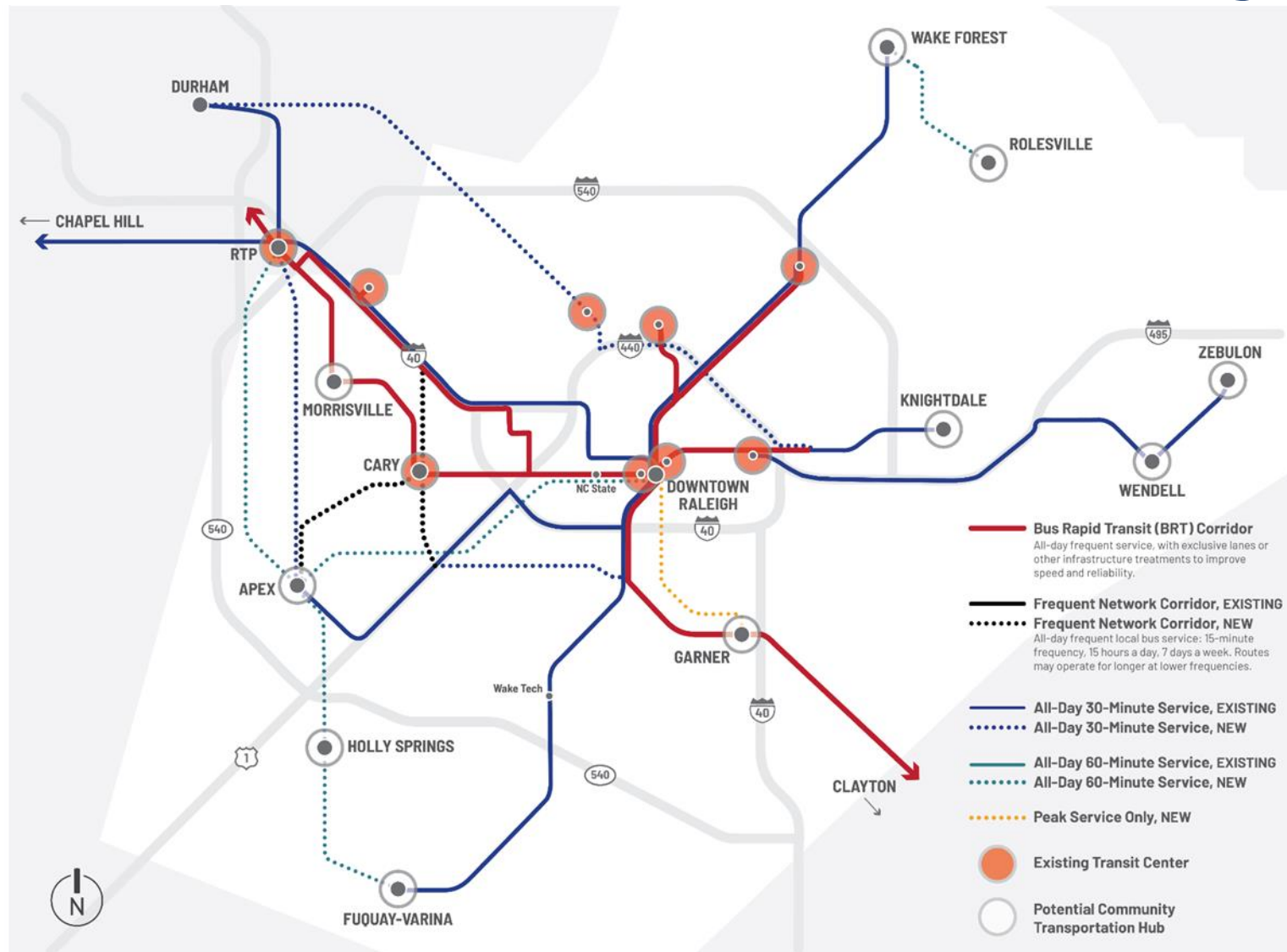
Transit Plan Updates

- Operate BRT extensions (Garner to Clayton and Cary to RTP) by 2035
- Full network of regional transit hubs is available

Key Benefits

- BRT and Express Bus will connect regional destinations with service all day everyday
- BRT creates benefits faster than commuter rail.
- Continued investment in rail projects

Connect All Wake County Communities



Maps are draft.

More Community Connections

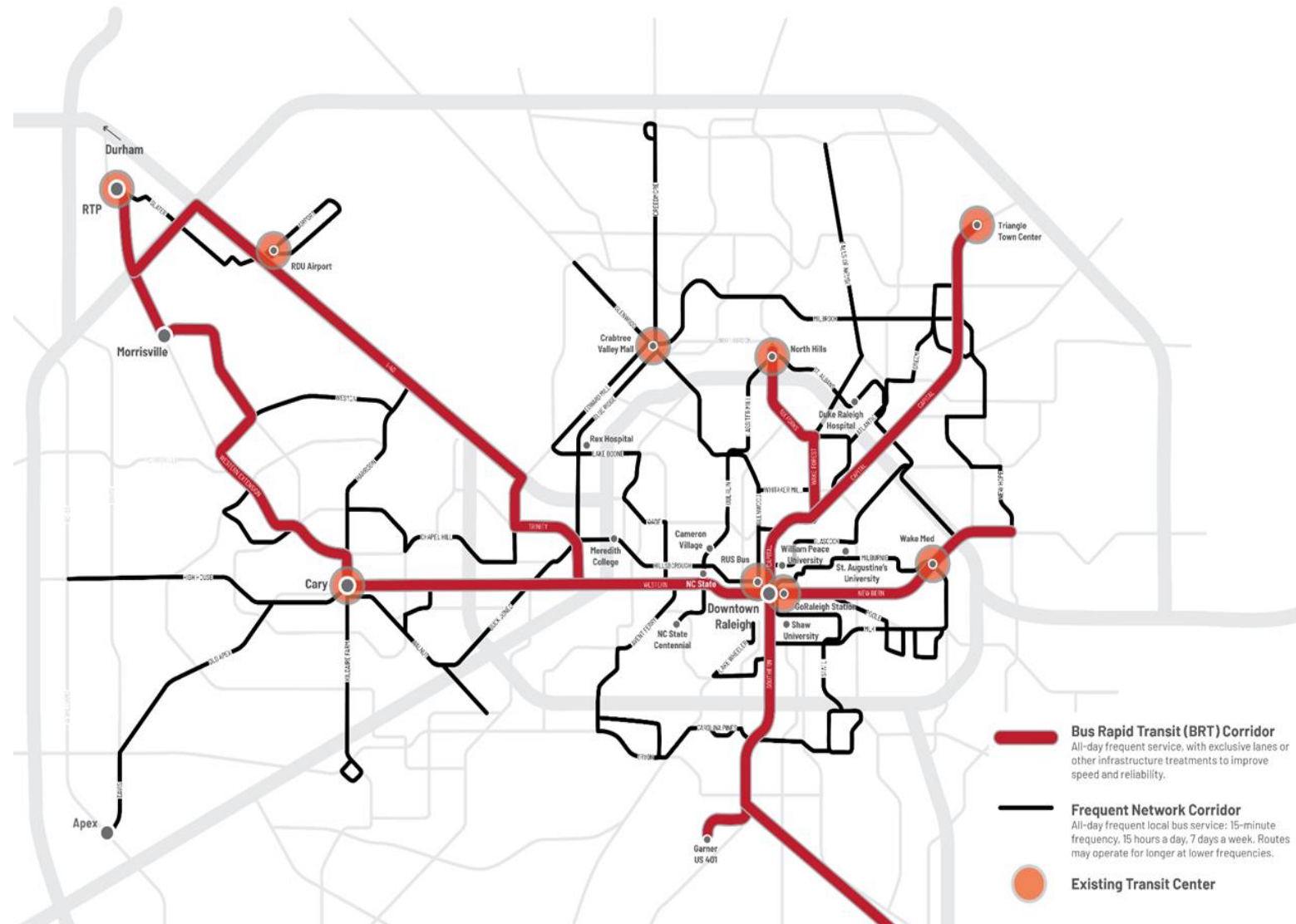
- Faster, more reliable, more available connections between more places, including to Cary and Raleigh and between towns.

More Community Transit Facilities

- Wake Transit Plan will invest in multiple community transportation centers around Wake County.



Frequent Reliable Urban Network



Maps are draft.

Proposed Investments

- Invest in existing frequent bus network so there are more hours and days (weekends) of frequent bus service.
- Expand frequent network from 12 to 31 routes.
- Increase miles of frequent bus route to 330.7 (up from 101).

Transit Plan Updates

- Frequent bus network will expand by 19 routes, making it more convenient and easier to travel more places.
- Capital investments include new transfer / connection points where bus routes meet.

Key Benefits

- Faster, more reliable bus service
- Increase ridership
- Support increased development and more dense development.

Next Steps



4

Phase 3 Engagement Purpose

- Collect feedback on draft 2035 WTP
Update recommendations and supporting documents + the FY2026 WTP Workplan
 - The WTP 2035 Vision outlines what investments we'll make over the next ten years
 - The FY2026 WTP Workplan outlines what actions Wake Transit will take over the next year
 - Messaging organized around the Four Big Moves
- Increase awareness around Wake Transit
- Remind people about ongoing projects and investments

2035 Wake Transit Plan Supporting Documents:

- Community Funding Area Program Management Plan
 - Updated Funding
 - Updated Local Match Requirements
 - Added Wake County as Eligible Applicant
- Wake Transit Prioritization Policy
 - Updated prioritization framework for evaluating project funding
- Microtransit Guidelines
 - NEW guidelines for microtransit projects funded through Wake Transit Program

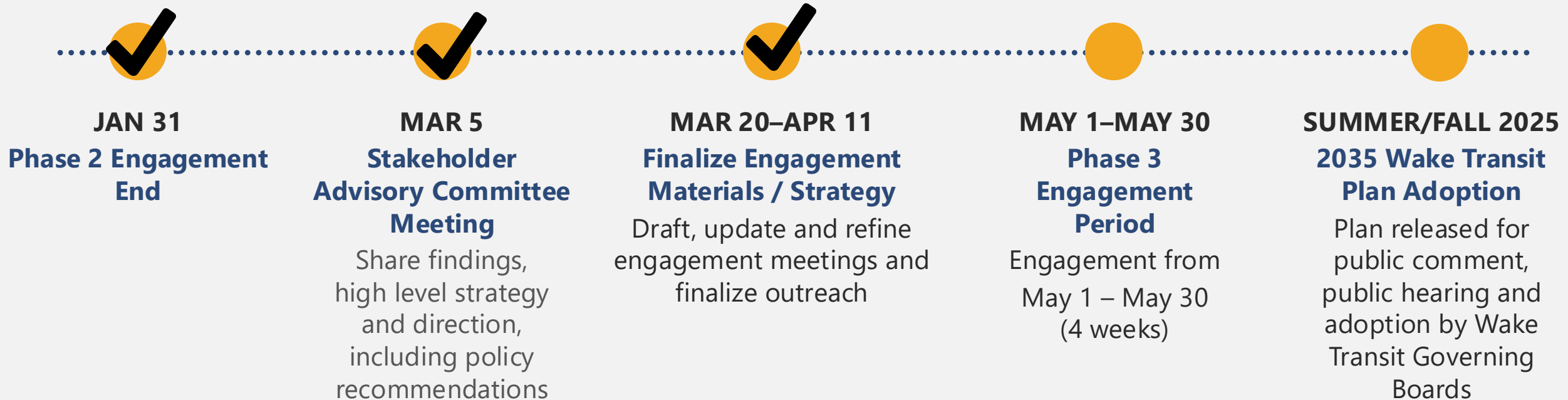
Phase 3 Engagement Strategy



What	✓ Online	✓ In person
Approach	<ul style="list-style-type: none"> • Website update + partner toolkit • Social media ads + video reels • Email distribution lists • Digital screens on buses + trip planning apps • Feedback form 	<ul style="list-style-type: none"> • Six “core” events and additional events possible based on local partner feedback • Event format: <ul style="list-style-type: none"> • Pop-ups, Council or Board presentations, focus groups, etc. • Work with partners to schedule and support
Purpose	<ul style="list-style-type: none"> • Reach as wide an audience as possible • Encourage people to fill out the feedback form • Opportunity to learn more 	<ul style="list-style-type: none"> • Increase awareness • Encourage people to fill out the feedback form • Status update to interested partners and elected officials • Focused conversations with opportunities for questions

Schedule

JANUARY–JUNE





Thank you!

7.5 2035 Wake Transit Plan Progress Report

Requested Action:
Receive as information.

6.6 CAMPO Blueprint for Safety - Safety Performance Measure Target Setting

Before we start...



**BLUEPRINT
FOR SAFETY**
CAMPO Regional Transportation Safety Action Plan

SAVE THE DATE

WHAT: Blueprint for Safety Updates and Review

DATE: Wednesday, May 14, 2025

TIME: 8:30 A.M. Networking
9:00 A.M. Summit Begins
11:00 A.M. Summit Adjourns

LOCATION: Wake County Commons Building
4011 Cary Dr, Raleigh, NC 27610

REGISTRATION: CAMPO Safety Summit #2 Registration

DEADLINE TO REGISTER: MAY 5TH
Agenda Details Coming Soon!



NC Capital Area Metropolitan Planning Organization

We value your important stakeholder input and hope to see you May 14th.

Register for the
May 14th
Safety Summit



Thoughts from March 6 TCC Meeting

- ❖ A more realistic approach would be to set a percentage reduction by a certain year; and, if we want to be more realistic, we need to focus more on moving the curve downwards than on where the curve ends
- ❖ The end goal is still how to get to zero
- ❖ Scenario D, with a time-specific goal tied to the MTP year, is the most honest scenario, but it should also layout the expected progress to be made in the interim
- ❖ We could use such metrics to program projects, see if we are meeting the expected goals, and what we can do if we are not meeting those goals.
- ❖ The goals would be meant to be aspirational.
- ❖ We need to determine the areas where we can make large impacts and move the needle.



Scenario D from March 6 TCC Meeting

Specific Scenario D goal statement

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

- To reach this goal, there are small increases in fatalities and serious injuries over the next 5 years as the Blueprint for Safety is implemented.
- Over time, as the CAMPO region implements strategies and actions in the plan, and aggressively pursues improvements to STIP projects to include a focus on safety, there are gradual decreases in fatality and serious injury trends.
- These decreases continue over time, past the 2055 MTP, as CAMPO programs and implements more projects that incorporate safety.
- The result may never achieve a “zero” goal, but the region may reach a fatal and crash rate that is managed by safety interventions, despite continued population and employment growth.



PROPOSED SAFETY GOAL

A 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving toward zero fatal and serious injury crashes.

PROPOSED SAFETY GOAL (cont'd)

MPO would use the short-term, mid-term, and long-term goals to set annual FHWA safety targets

Short-Term (2025-2035): To achieve the ultimate long term goal, an interim goal for the 2025-2035 horizon is to reduce serious injury and fatal crashes by 10%.

- This reduction will be influenced by increased implementation of low-cost countermeasures, the launch of education programs addressing key crash types, and installation of safety projects developed by NCDOT HSIP in the region.
- An annual 1% reduction (i.e., a 1% reduction each year based on the preceding year's numbers) will be used to reach this goal and be used by CAMPO to set annual performance measure safety targets.
- CAMPO will re-evaluate progress toward this interim goal every two to three years and adjust the 2035 horizon goal accordingly.

PROPOSED SAFETY GOAL (cont'd)

MPO would use the short-term, mid-term, and long-term goals to set annual FHWA safety targets

Mid-Term (2036-2045): During the 2036-2045 horizon, CAMPO's goal will shift to a more aggressive reduction in serious injury and fatal crashes by an additional 15-20%.

- This mid-term goal equates to a 2% annual reduction and potential measure for safety targets, as well as result in a 25-30% reduction from 2024 numbers by 2045.
- A 20% reduction between 2036-2045 will be influenced by safety enhancements made to State Transportation Improvement Program (STIP) and Locally Administered Projects Program (LAPP) projects constructed by 2040.
- This reduction will also be supported by ongoing safety projects implemented by NCDOT HSIP, as well as targeted and sustained enforcement to minimize impaired driving and speeding, as well as unbelted occupants or children not placed in car seat restraints.

PROPOSED SAFETY GOAL (cont'd)

MPO would use the short-term, mid-term, and long-term goals to set annual FHWA safety targets

Long-Term (2046-2055): During the 2046-2055 horizon, an ambitious goal will be set to reduce serious injury and fatal crashes by at least an additional 30%.

- This long-term goal equates to a 4% annual reduction and potential measure for safety targets.
- A 30% reduction between 2036-2045 will be influenced by continued work through the NCDOT HSIP, and new local and SPOT projects developed as part of planning studies and safety reviews in earlier horizons.
- These new projects will use data and screening tools created as part of the Blueprint for Safety Plan and feed into the CAMPO 2060 MTP update.
- This step-down approach to setting the long-term goal envisions at least a 50% reduction in fatal and serious injuries between 2024 and 2055.
- CAMPO aspires to eliminate serious injuries and fatalities in the region, approaching a goal of “zero” after the design year for the 2055 MTP.

Description of Blueprint for Safety Goal

- Three, ten-year horizons with the expected change on an annual basis to achieve the ten-year horizon goals.
- Described in these near-term, mid-term, and long-term ten-year horizons because each horizon is uniquely affected by the schedule and implementation of projects and programs proposed over the next 30 years.

www.campo-nc.us/programs-studies/blueprint-for-safety

6.6 CAMPO Blueprint for Safety - Safety Performance Measure Target Setting

Requested Action:

Endorse the goals of a 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving toward zero fatal and serious injury crashes by applying the noted short-term, mid-term, and long-term goals to set annual FHWA safety targets.

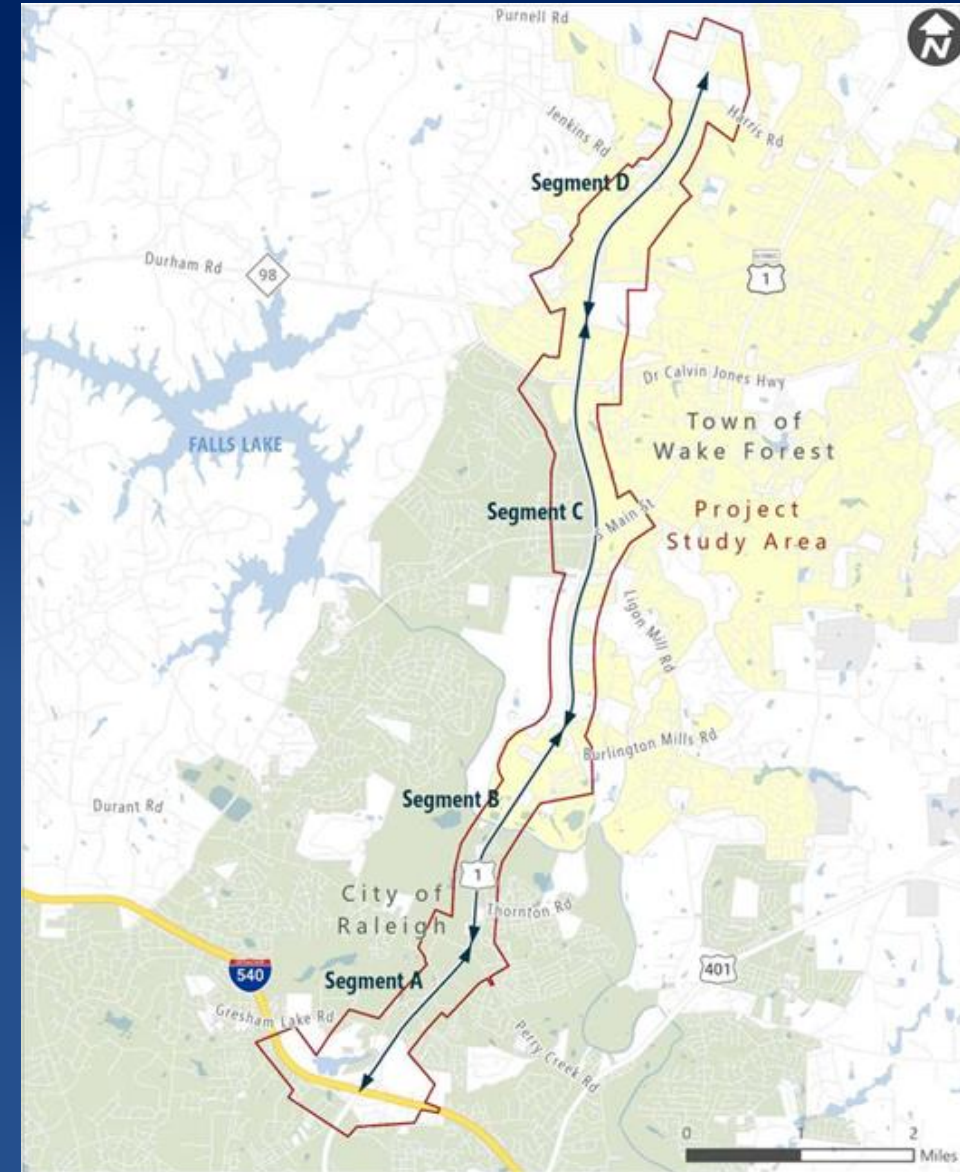
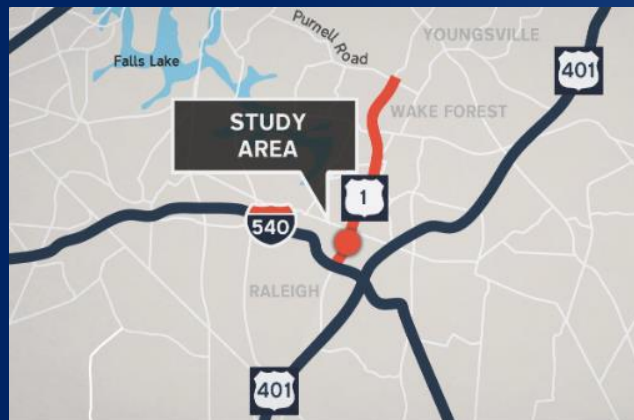
6.7 Public Engagement Update on Tolling Options for U.S. 1 North

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

Converts Capital Boulevard (US 1) into a controlled-access highway in Wake County between I-540 and Purnell/Harris roads in Wake Forest.

For funding purposes, the Project is divided into the following four(4) segments:

- Segment A: I-540 to Durant Road / Perry Creek Road
- Segment B: Durant Road / Perry Creek Road to Burlington Mills Road
- Segment C: Burlington Mills Road to N.C. 98 Biz (Durham Road)
- Segment D: N.C. 98 (Durham Road) to Purnell Road / Harris Road



U-5307 US 1 North Project

STIP History

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

**Some portions unfunded*

Time is money...

Background

- February 2024: CAMPO Executive Board requested NCTA conduct a toll study for the US 1 North project corridor due to the impact of the reprogramming changes in the STIP/TIP.
- March 2025: Tolling analysis results are included in the following slides.

Request to Assess Tolling Alternatives

Analysis Request

- In February 2024, CAMPO requested NCDOT and NCTA to study tolling as a potential way to accelerate delivery of the proposed Capital Boulevard upgrades
- CAMPO & NCDOT signed an agreement in March 2024 to share costs of a Traffic and Revenue Study to evaluate tolling on U-5307
- CDM Smith developed planning level (level 2) traffic and revenue forecasts for both Expressway and Express Lane models that served as a basis for the analysis
- NCTA analyzed four (4) scenarios for financial viability:
 - **Scenario 1: All-tolled Expressway; Standalone**
 - **Scenario 2: All-tolled Expressway; added to the Triangle Expressway System**
 - **Scenario 3: One Express Lane in each direction; Standalone**
 - **Scenario 4: One Express Lane in each direction; added to the Triangle Expressway System**



Types of Road Pricing

Expressway (Scenarios 1 & 2)

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



Express Lanes (Scenarios 3 & 4)

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



Financial Analysis

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

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

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

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

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

Key Considerations

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

¹When compared against project being delivered as non-tolled

²NCGS 136-89.187; NCGS 136-89.188(a)

Summary

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



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

Public Engagement Strategy - Overview

Objective:

- ❖ Exec. Board request for public feedback to inform a May 21 (anticipated) decision on path forward options, which include
 - Stay the course
 - Convert to toll project for US 1 (Capital Blvd) Corridor north of I-540
 - Preference for Express lanes or Expressway?

Public Engagement Strategy (cont.)

Public engagement activities from **April 7 – May 14**

- Public Comment Period
- Informational website
- Online Survey
- NCDOT, NCTA involved as resource for info
- In-person Public Information Sessions (2) Late April/Early May
- Tabling (pop-ups) at local events

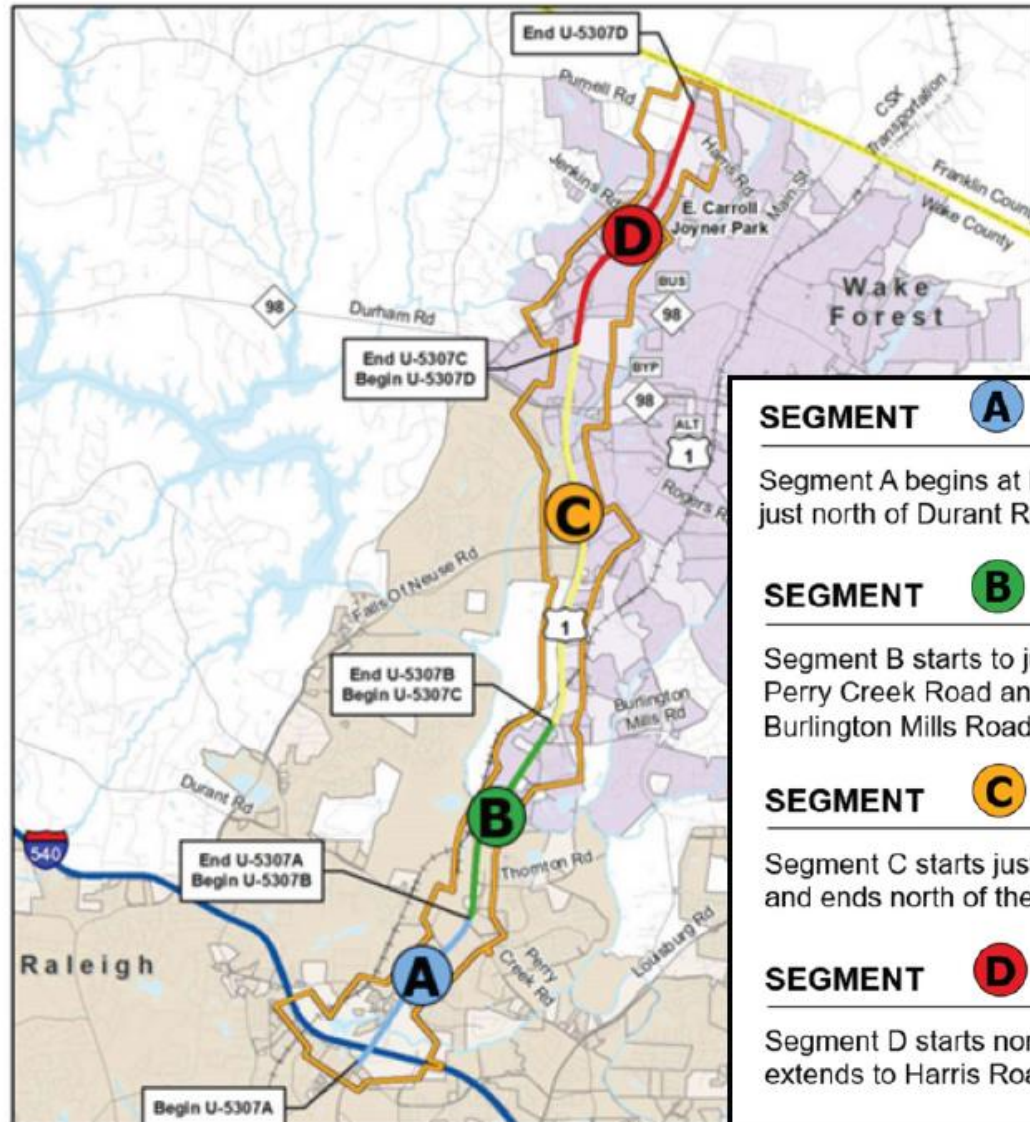
Promotion:

- Targeted to local area, Paid advertising
- Emails to prior public participants with NCDOT project development
- Media Release, Info flyers, etc.
- Toolkit provided for partners, member jurisdictions

We need YOU! Member jurisdiction support will be critical (identify events, locations for outreach, spread the word, etc.)

Learn more about the Toll Study findings + share YOUR thoughts on the path forward:

publicinput.com/US_1_TollingOptions



SEGMENT **A**

Segment A begins at I-540 in Raleigh and extends to just north of Durant Road and Perry Creek Road.

SEGMENT **B**

Segment B starts to just north of Durant Road and Perry Creek Road and extends to just north of Burlington Mills Road.

SEGMENT **C**

Segment C starts just north of Burlington Mills Road and ends north of the N.C. 98 Bypass

SEGMENT **D**

Segment D starts north of the N.C. 98 Bypass and extends to Harris Road/Purnell Road in Wake Forest

Your Input Matters!

Drop-In Public Info Sessions

**April 30
5-7 PM**

**Abbotts Creek
Community Center**
9950 Durant Rd
Raleigh, NC 27614

**May 5
5-7 PM**

**Wake Forest
Renaissance Center**
405 Brooks St
Wake Forest, NC 27587

*Stop in to discuss the U.S. 1
Corridor and tolling scenarios
with CAMPO, NCDOT, and
N.C. Turnpike Authority reps.*



U.S. 1 (Capital Blvd)

I-540 to Purnell/Harris Rd
(U-5307 A,B,C & D)

Tolling Options

Take the Survey!

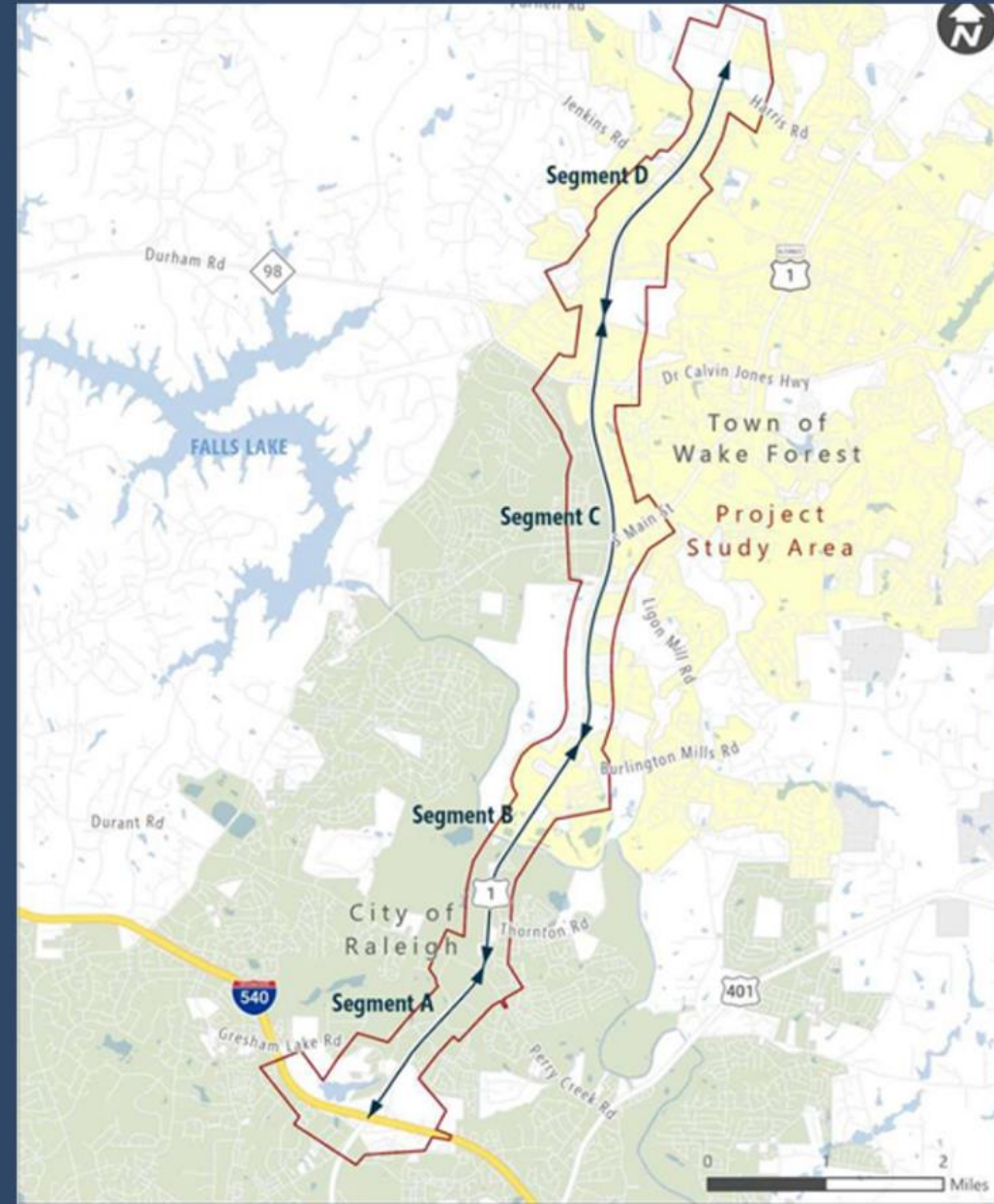
Help us make an informed decision on the
future for U.S. 1 / Capital Boulevard!



SCAN ME!

or go here

www.publicinput.com/US_1_TollingOptions



6.7 Public Engagement on Tolling Options for U.S. 1 North

Next Steps:

Public engagement synthesis presented at May 21st Exec. Board Meeting

Requested Action:
Receive as information.

6.8 Triangle Transportation Choices/Transportation Demand Management (TDM)



Triangle Transportation Choices FY24 Annual Impact Report

Jenna Kolling, Senior Program Analyst
Central Pines Regional Council
April 2025



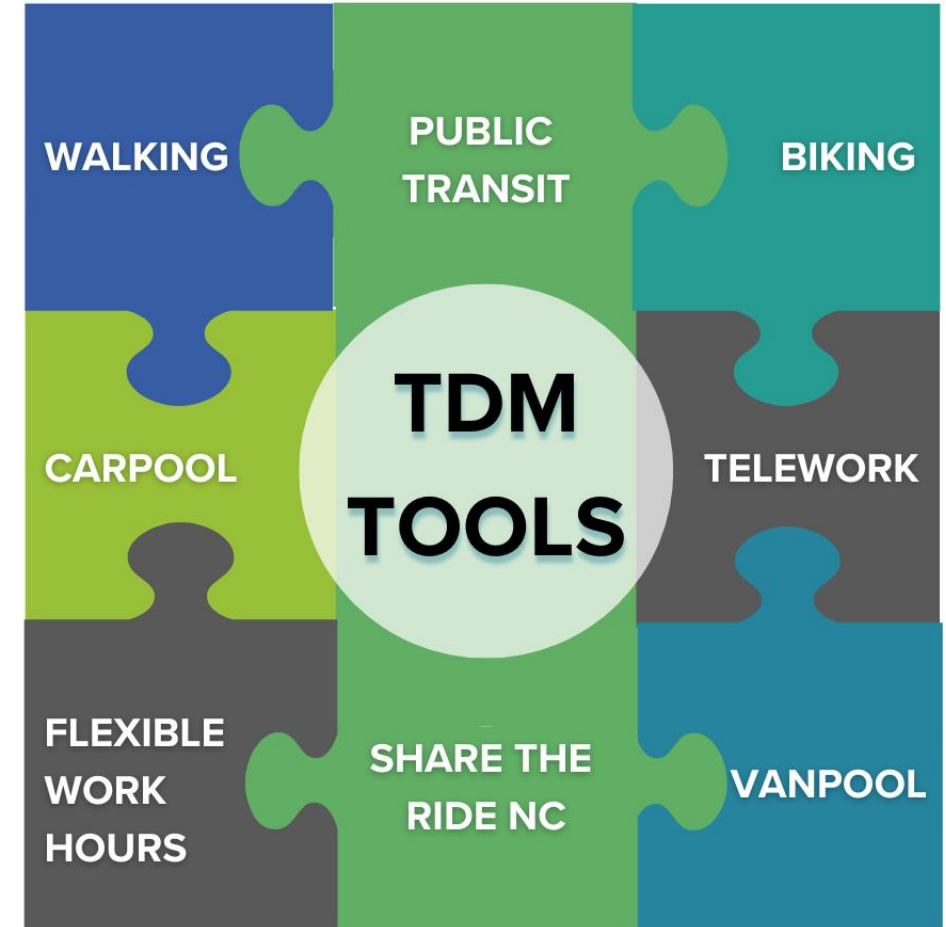
TRIANGLE
TRANSPORTATION
CHOICES

CENTRAL PINES
REGIONAL COUNCIL

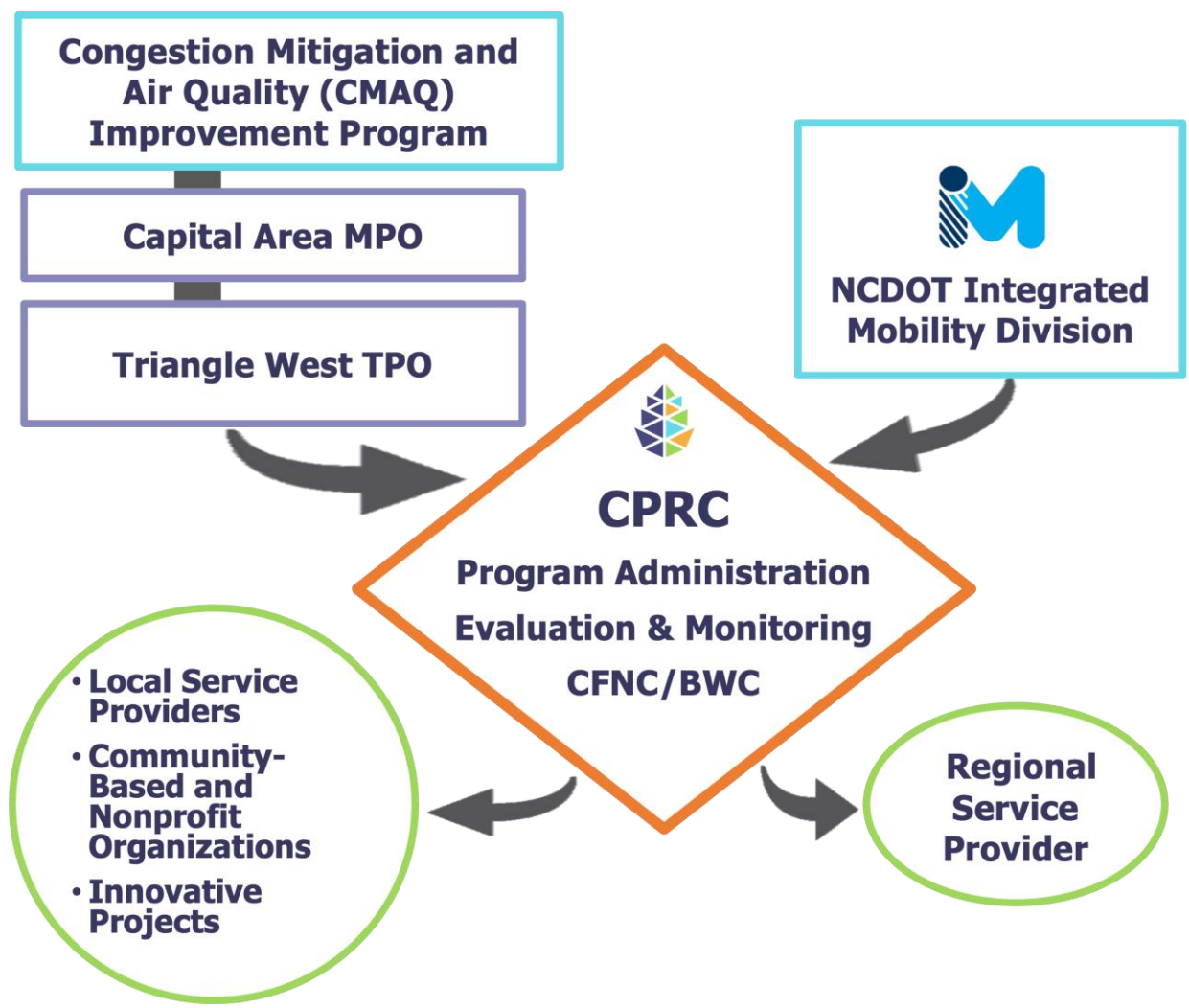


Program Background

- The Triangle Transportation Choices program provides funding for **Transportation Demand Management (TDM)** initiatives across the Triangle region.
- The program funds **marketing campaigns, digital outreach, in-person engagement, and promotional events** to encourage residents and workers to choose alternative transportation modes such as carpooling, vanpooling, public transit, biking, walking, and telework.



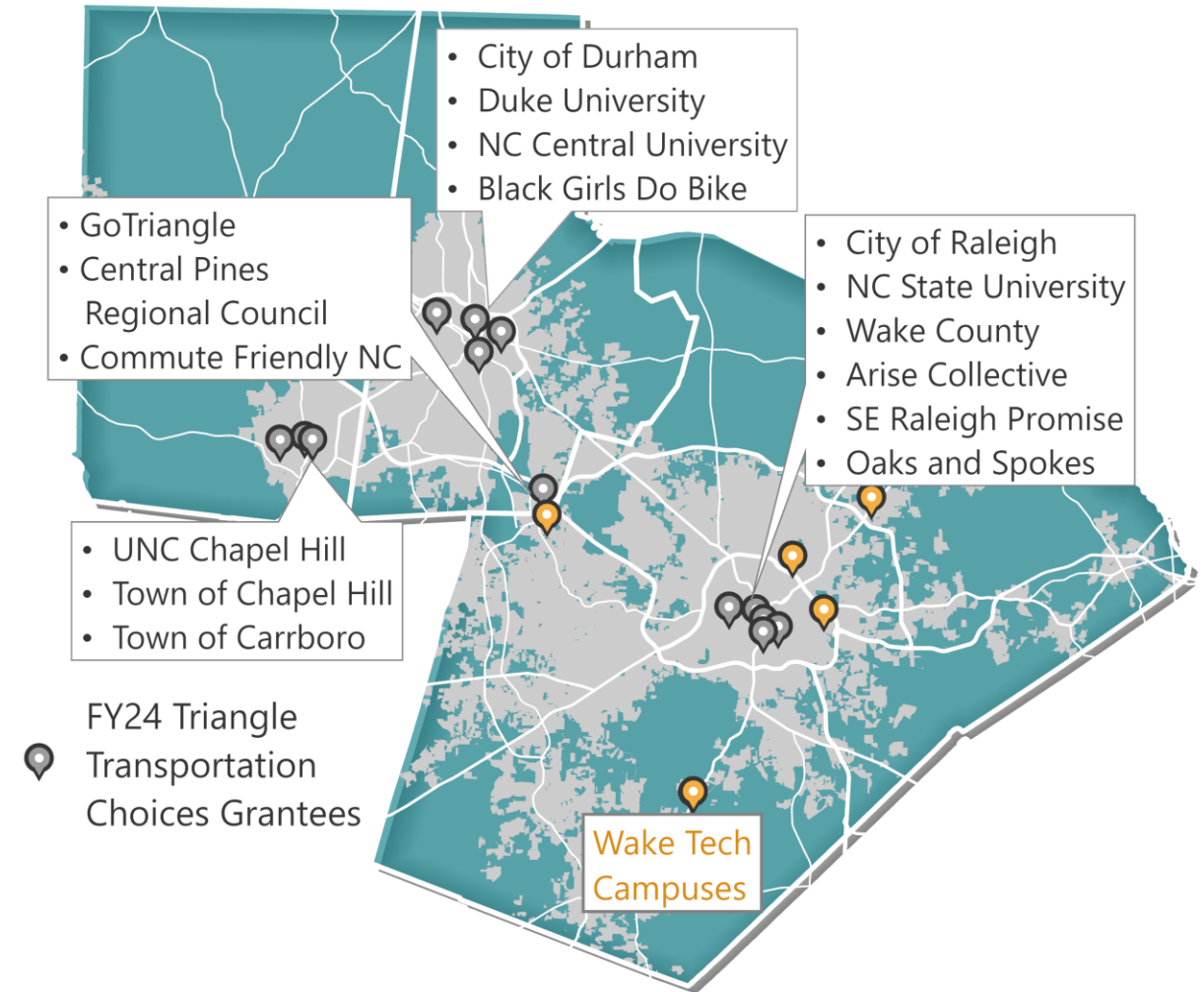
Program Administration and Funding





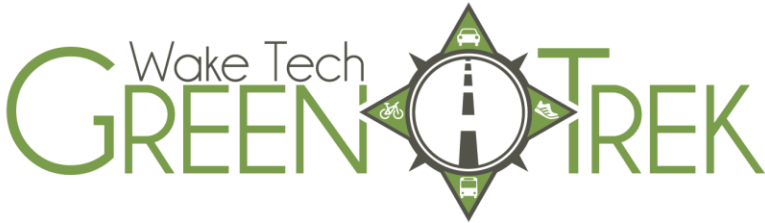
FY24 Funding and Grant Recipients

- July 1, 2023 – June 30, 2024
- Total funding awarded: \$1.84 million
- 18 grants awarded



FY24 TDM Programs Funded in the CAMPO Region

COMMUTE
SMART
RALEIGH



FY24 Education and Outreach Events



TRIANGLE
TRANSPORTATION
CHOICES

During FY24, Triangle Transportation Choices Program grantees promoted alternative transportation modes at **198** education and outreach events across the region, directly interacting with **over 17,000 people**.

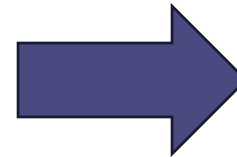




Data Collection for Annual Impacts

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.

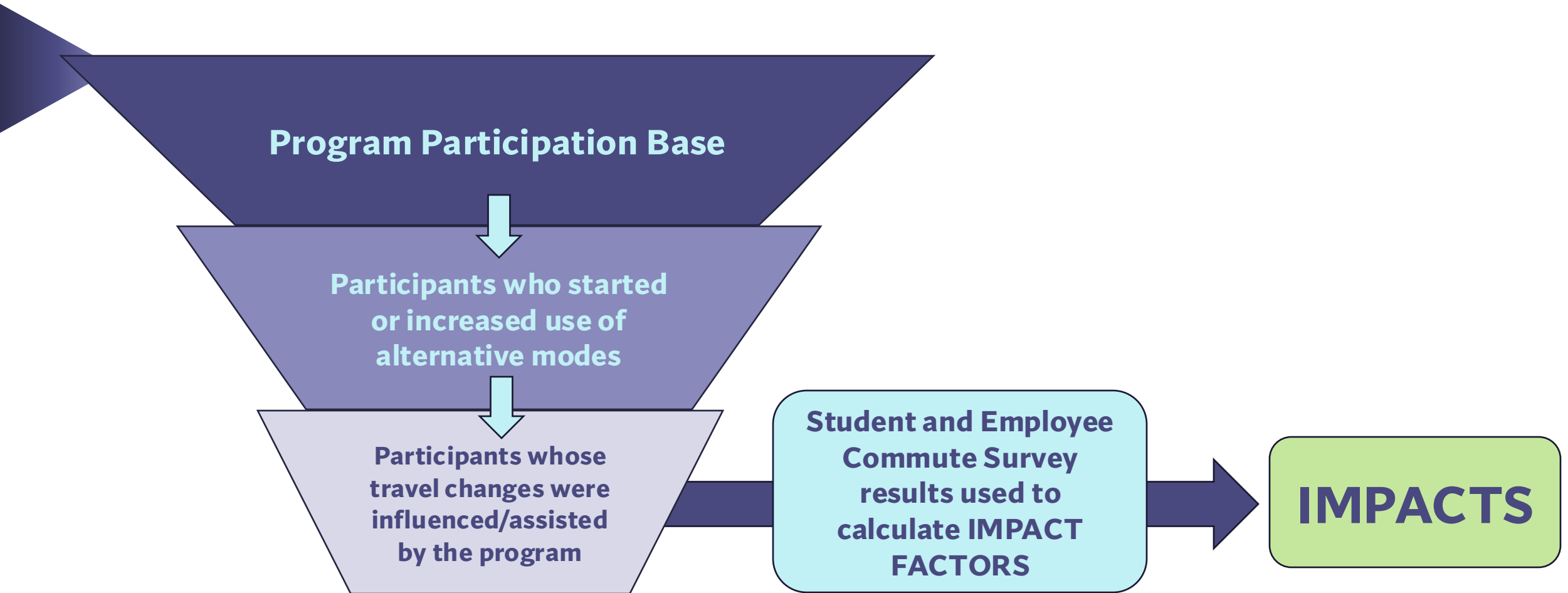


**FY24 Program
Participation Base =**

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



Annual Impact Calculation Steps



FY24 Program-Wide Impacts



TRIANGLE
TRANSPORTATION
CHOICES

TRAVEL BEHAVIOR AND EMISSIONS IMPACTS



4.9 million vehicle trips avoided

Based on average commute times, that's over **85,000 days (or 234 years)** not spent driving a car



2.8 million gallons of gas saved

It would take **333 tanker trucks** to hold that much gas



70 million commute miles reduced

That's equivalent to driving from San Francisco to New York City **more than 24,000 times**



24,000 alternative transportation users supported

If they all drove alone, their cars would span **68 miles** bumper-to-bumper



53 million pounds of Carbon dioxide (CO₂) release prevented

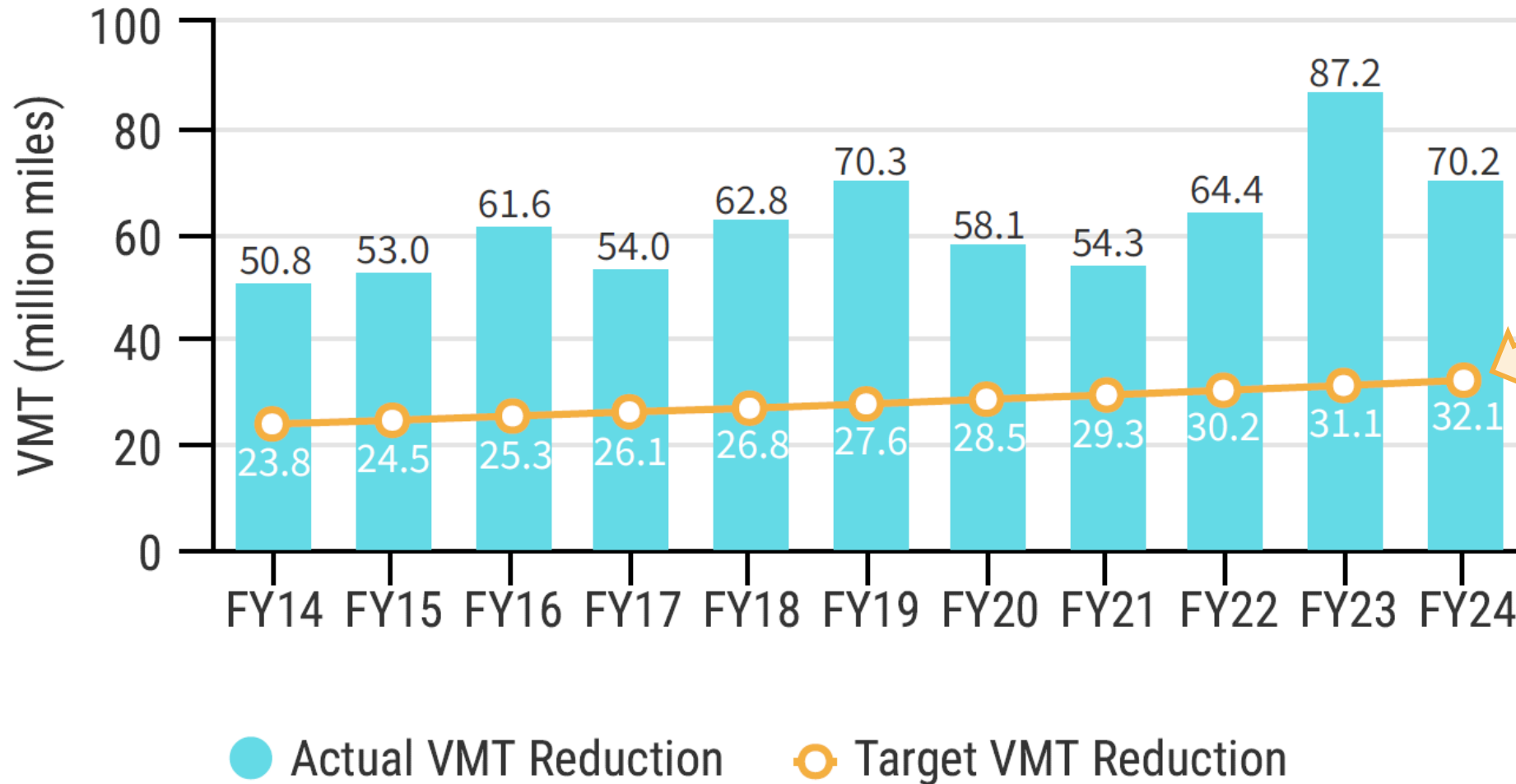
That's the same as over **5,000 homes** not using electricity for a year



Program-Wide VMT Reductions FY14-24










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TRANSPORTATION
CHOICES



Annual VMT Reduction Target
= 25% of
estimated annual
growth in regional
commute VMT

Societal Benefits of TDM in FY24



	Air pollution emissions reductions (NOx and VOCs)	=	\$23,000 saved
	Global climate change mitigation (CO2)	=	\$936,000 saved
	Noise pollution reduction	=	\$1,566,000 saved
	Reduction in fuel consumption	=	\$9,494,000 saved
	Reduction in traffic congestion	=	\$1,415,000 saved
	Deferral of new road construction	=	\$267,000 saved
	Reduced vehicle crashes	=	\$1,133,000 saved
	Active transportation health	=	\$13,963,000 saved

Total estimated savings
in FY24 due to the
societal benefits of TDM
services provided by the
Triangle Transportation
Choices Program




\$28.8 Million

Questions?



TRIANGLE
TRANSPORTATION
CHOICES

Central Pines Regional Council

6.8 Triangle Transportation Choices/Transportation Demand Management (TDM)

Requested Action:
Receive as information.

7. Informational Items: Budget

8.1 Member's Shares FY2025

8.2 Operating Budget FY2025

Requested Action:
Receive as information.

8.1 Informational Item: Project Updates

8.2 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
May 1 10:00 a.m.	Technical Coordinating Committee Meeting
May 21 4:00 p.m.	Executive Board Meeting
June 5 10:00 a.m.	Technical Coordinating Committee Meeting
June 18 4:00 p.m.	Executive Board Meeting



**BLUEPRINT
FOR SAFETY**
CAMPO Regional Transportation Safety Action Plan

SAVE THE DATE

WHAT: Blueprint for Safety Updates and Review

DATE: Wednesday, May 14, 2025

TIME: 8:30 A.M. Networking

9:00 A.M. Summit Begins

11:00 A.M. Summit Adjourns

LOCATION: Wake County Commons Building
4011 Carya Dr, Raleigh, NC 27610

REGISTRATION: CAMPO Safety Summit #2 Registration

DEADLINE TO REGISTER: MAY 5TH

Agenda Details Coming Soon!



NC Capital Area Metropolitan Planning Organization

We value your important stakeholder input and hope to see you May 14th.