



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**February 6, 2025**

**10:00 AM**

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

# 1. Welcome and Introductions

## 2. Adjustments to the Agenda

### 3. Public Comments

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

## 4. Minutes

### 4.1 TCC Meeting Minutes: January 2, 2025

#### Requested Action:

**Approve the January 2, 2025 Meeting Minutes.**

## 5. Regular Business

1. Unified Planning Work Program FY 2026
2. SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP
3. Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)
4. FFY 2026 Locally Administered Projects Program (LAPP)
5. LAPP Additional Funding Request
6. 2055 MTP Update - Deficiency Analysis & Alternatives Analysis
7. Safety Performance Measure Targets 2025
8. FY 2025 Quarter 3 Wake Transit Work Plan Amendment Requests
9. 2025 Mobility Coordination Committee/Mobility Management Update
10. 2025 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Call for projects for Oct. 1, 2025 – Sep. 30, 2027

## 5.1 Unified Planning Work Program FY 2026

### **FY 2025 Studies Continuing:**

- Northwest Area Study
- Wake Transit Plan Update
- BRT RTP-Clayton Concept of Operations Study
- Triangle Bikeway NEPA / Design

### **NEW FY 2026 Studies Proposed:**

- East Chatham Wildlife Crossing Study
- Pleasant Park Access Study
- Regional Advanced Air Mobility Study
- Eastern Wake ITS Study
- US 1 Connectivity Study (Apex area)
- Wake Transit Studies:
  - Wake Transit Staffing Analysis
  - Wake Bus Plan Update

## 5.1 Unified Planning Work Program FY 2026, cont.

### Other Ongoing FY 2025 Work:

- LAPP
- 2055 MTP
- TRM
- Public Engagement
- Mobility Management implementation
- Wake Transit Plan Administration
- Technical Assistance
- Safe Routes to Schools Program
- TDM
- CMP
- Continue implementation of MTP tools for prioritization and bicycle/pedestrian element
- MPO Strategic Plan implementation

### Budget:

\$0.85 per Capita Member Share  
(\$0.09 increase)

Indirect Cost Estimate - \$175,000



## 5.1 Unified Planning Work Program FY 2026

### **Next Steps:**

Public Review & Comment Period Jan. 17 – Feb. 18, 2025 Public  
Hearing Feb. 19, 2025

Executive Board Considers adoption at February 19, 2025 meeting

### **Requested Action:**

**Recommend the Executive Board adopt the FY 2026 Unified  
Planning Work Program and certify the MPO's planning  
process meets federal requirements.**

## 5.2 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP

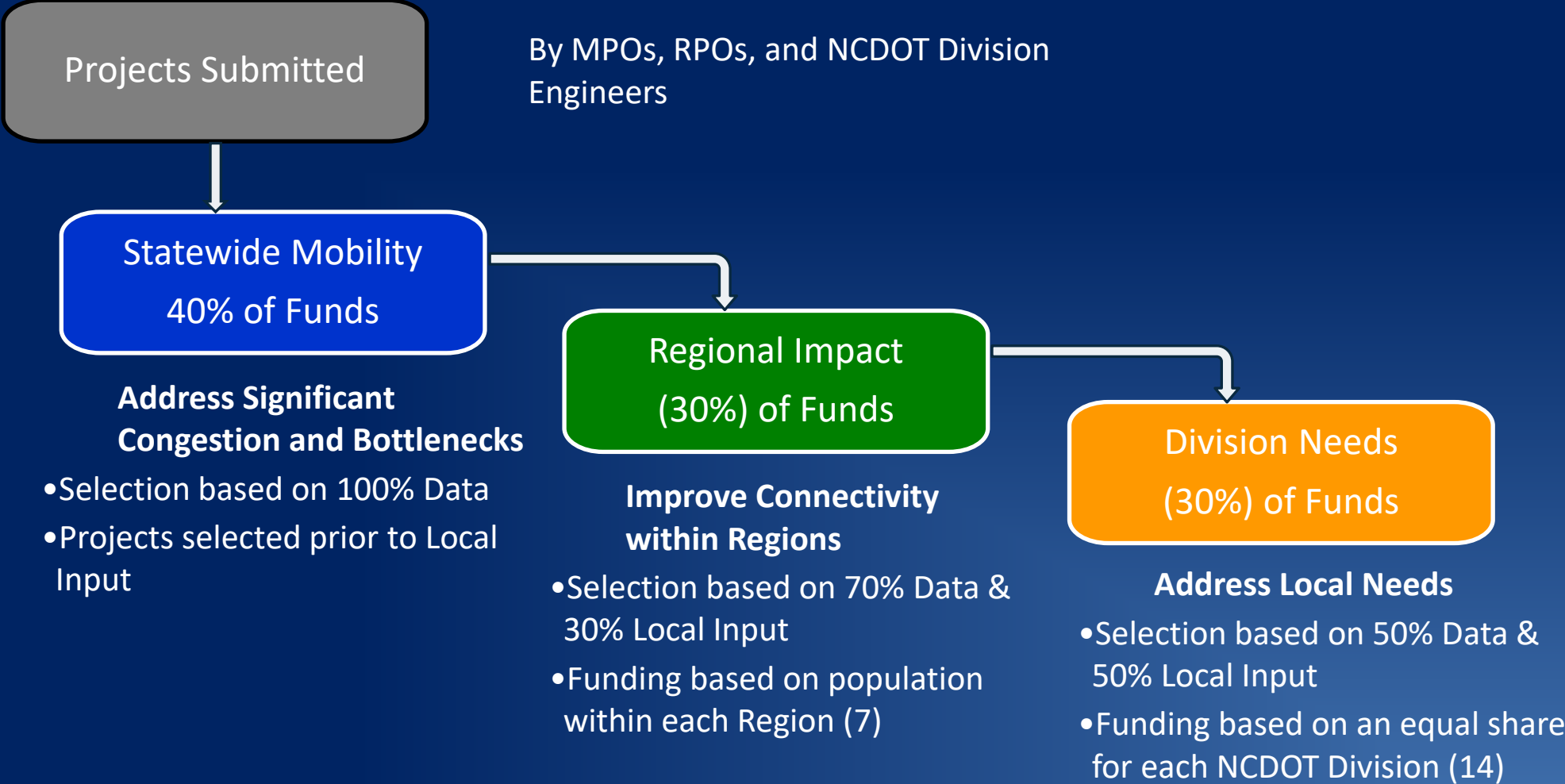
SPOT: Strategic Transportation Prioritization

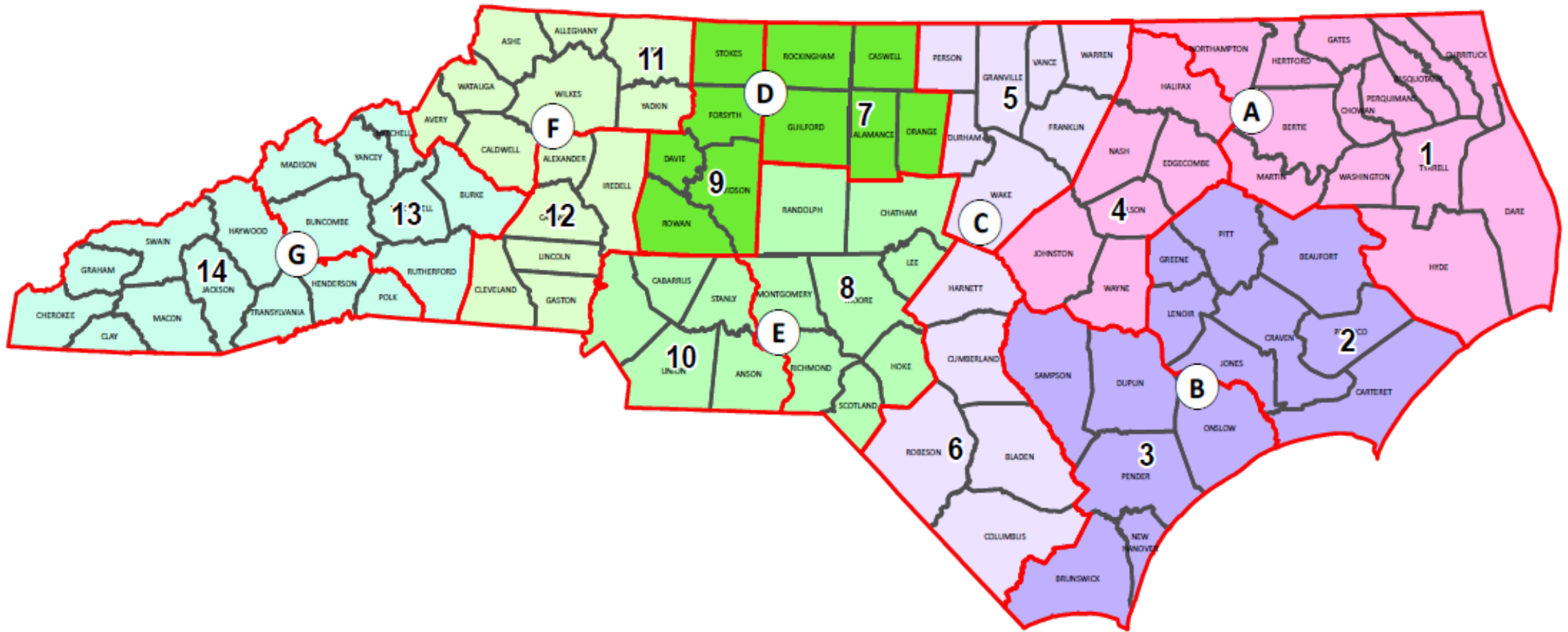
STIP: State Transportation Improvement Program

# 2026-2035 TIP/STIP Development SPOT Actions - MPOs

1. Select Projects to Submit for Scoring  
*(46 projects per mode) Submitted in fall 2023*
2. Assign Local Input points **BEGAN in summer 2024**
  - Regional Impact Points (2500 pts) **Completed**
  - Division Needs Points (2500 pts) **Completed**
3. Adopt TIP **summer 2025**

# STI Programming Process





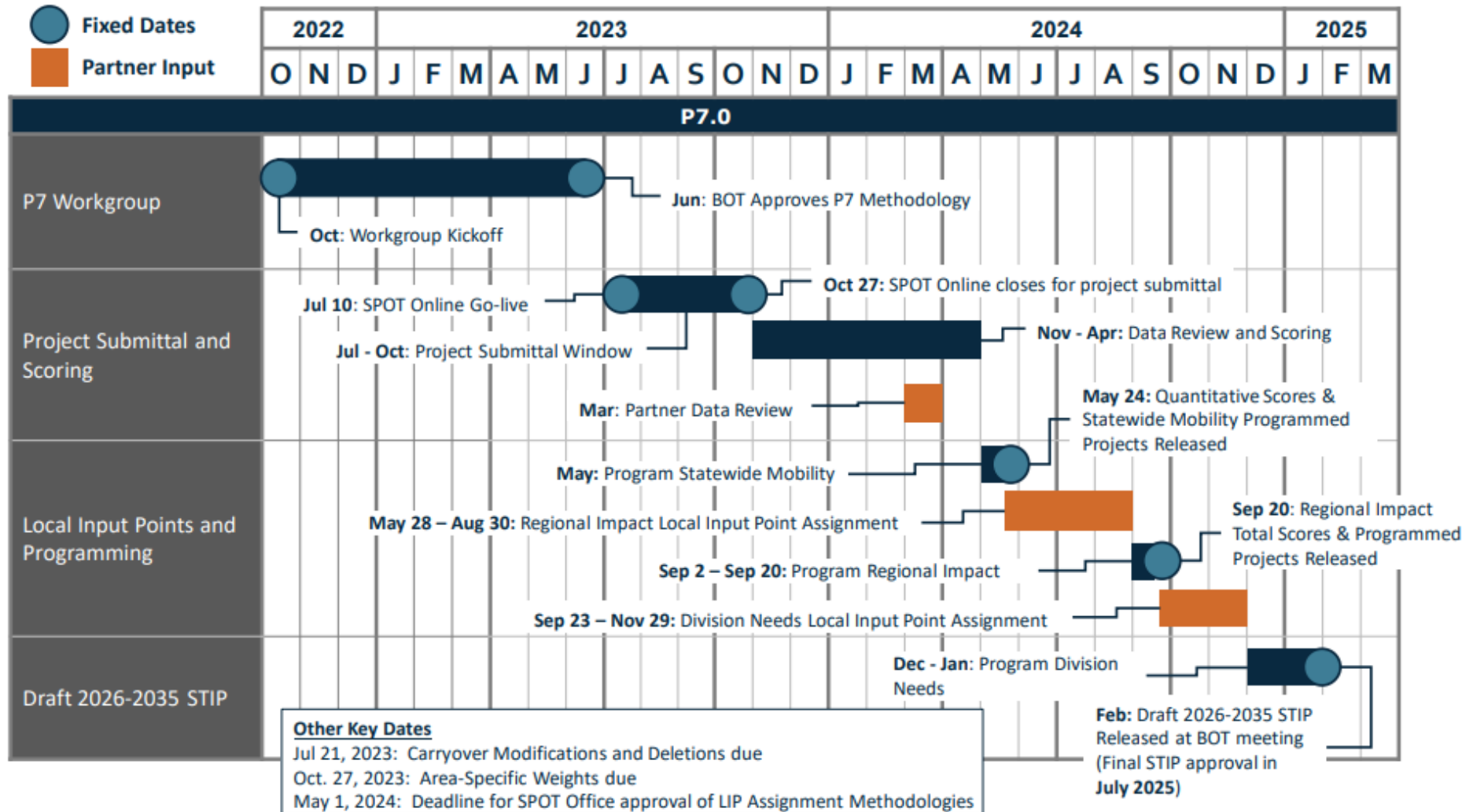
Defined in STI Legislation

# P7 Schedule – Updated January 2025

## P7 Schedule

Revised – January 2025

Dates set per P7 Workgroup in October 2022



SPOT Project Ranking	Expected Project Delivery Time (Yr.)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
1	9	Planning				Design			ROW	CON	
2	4	Design	ROW		CON						
3	1	CON									
4	5	Design		ROW		CON					
5	8	Planning			Design				ROW	CON	

- A lower scoring project that can be delivered soon may get scheduled prior to a higher ranking project that still needs extensive work

# SPOT 7 Programming Update

STIP ID	Category	Description	Programming Notes
U-5307 B,C,&D	Statewide Mobility	US 1 North conversion to Freeway from Durant Rd to North of Purnell/Harris Rd	B – ROW in 2028 CON in 2030 C&D – ROW in 2030 CON in 2033
HP-0003	Statewide Mobility	I-40 auxiliary lanes and ramp improvements from NC 54 to Cary Town Boulevard	Funded for Preliminary Engineering Only
U-5891	Regional Impact	Widen NC 50 from I-540 to NC 98	ROW in 2030 CON in 2034
HP-0025	Regional Impact	NC 98 at Six Forks Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0017	Regional Impact	Convert NC 55 at S. Main St intersection in Holly Springs into interchange	Funded for Preliminary Engineering Only
HP-0014	Regional Impact	NC 55 conversion to Freeway from S. Main St to Holly Springs Rd	Funded for Preliminary Engineering Only
HP-0024	Regional Impact	US 401 access management from Judd Parkway to Five Points (US 401, NC 55, NC 42) interchange	Funded for Preliminary Engineering Only



# SPOT 7 Programming Update

STIP ID	Category	Description	Programming Notes
U-6112	Regional Impact	US 401 at Ten-Ten Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0008	Regional Impact	Holly Springs citywide signal system	CON in 2028
HP-0009	Regional Impact	US 401, US 70 at Tryon Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0005	Regional Impact	NCDOT Division 5 non-municipal signal system	Funded for Preliminary Engineering Only
HP-0032	Regional Impact	US 1 at Ten-Ten Rd interchange improvement	ROW in 2027 CON in 2030
HP-0016	Regional Impact	US 70 at NC 50 intersection improvement	Funded for Preliminary Engineering Only
HP-0012	Regional Impact	US 401 at Tryon Rd intersection improvement	Funded for Preliminary Engineering Only
HP-0007	Regional Impact	US 70 Business at Raynor and Guy Rds, multiple intersection improvements	Funded for Preliminary Engineering Only

# SPOT 7 Programming Update

STIP ID	Category	Description	Programming Notes
HP-0010	Regional Impact	Cary citywide signal system	Funded for Preliminary Engineering Only
TP-0003	Regional Impact	GoTriangle DRX route expansion	CON in 2027
TO-6166 A,B,C & D	Regional Impact	RTP to Powhatan BRT Service	A&D – ROW in 2030 CON in 2033
TP-0002	Regional Impact	Durham to North Hills BRT Service	Funded for Preliminary Engineering Only
HP-0033	Division Needs	NC 55 at NC 210 intersection improvement	Funded for Preliminary Engineering Only
HP-0034	Division Needs	NC 55 at Broad St roundabout construction	Funded for Preliminary Engineering Only
AP-0005	Division Needs	North Harnett Executive Airport runway expansion	Funded for Preliminary Engineering Only

**Full Draft 2026-2033 STIP Available at NCDOT Website:**

**[www.ncdot.gov/initiatives-policies/Transportation/stip](http://www.ncdot.gov/initiatives-policies/Transportation/stip)**

# Draft 2026-2033 STIP Changes

Project Description	Change
Triangle North Executive Airport runway extension	CON delayed 2 years
US 401 from Flat Rock Church Rd to Fox Park Rd widening	Delayed out of committed window
East Clayton Connector Greenway from E. Front St to Glen Laurel Rd	Delayed 2 years
Mountain to Sea Trail from Fox Ridge Rd to Neuse River Bridge	CON delayed 4 years
NC 42 from NC 50 to US 70 Business widening	CON delayed 3 years
NC 210 from NC 50 to Raleigh Rd upgrade to RCI	Delayed 1 year
New location from Cleveland Rd to NC 42	Delayed 2 years
Cleveland Rd from Southfort Dr to Barber Mill Rd widening	Delayed 3 years
Western Blvd bike/pedestrian tunnel at Avent Ferry Rd	CON delayed 1 year
US 1 at New Hill-Holleman Rd interchange improvements	Delayed 1 year
US 401 at Hilltop-Needmore Rd and Lake Wheeler Rd RCI conversions	CON delayed 1 year
Ten Ten Rd at Old Stage Rd intersection improvements	CON delayed 1 year
Jones Franklin Rd at Athens Drive left turn lanes	Delayed 1 year
Shelley Rd bridge over Mine Creek replacement	Delayed 1 year

# Draft 2026-2033 STIP Changes

Project Description	Change
I-40 from Aviation Pkwy to Harrison Ave auxiliary lanes	Delayed 1 year
NC 55 from US 1 to Olive Chapel Road widening	Accelerated 1 year
CSX railroad bridge over NC 55 replacement	Accelerated 1 year
US 64 from Laura Duncan Rd to US 1 corridor upgrades	Delayed 1 year
US 1 from I-540 to Durant Rd conversion to freeway	Delayed 2 years
Aviation Pkwy from NC 54 to I-40 widening	CON delayed 2 years
Town of Morrisville citywide signal system	Accelerated 1 year
Avent Ferry Rd from Cass Holt Rd to NC 55 widening	Delayed 1 year
Raleigh citywide signal system	CON delayed 2 years
Garner citywide signal system	Delayed 3 years
Holly Springs Rd from Ten-Ten Rd to Cary Pkwy intersection improvements	Delayed out of committed window
CSX rail at Maynard Rd grade separation	CON delayed 1 year
NCRR rail at Trinity Rd grade separation	Delayed 1 year
NCRR rail at Beryl Rd crossing closure and extend Beryl Rd to Royal Ave	Delayed 2 years

# Draft 2026-2033 STIP Changes

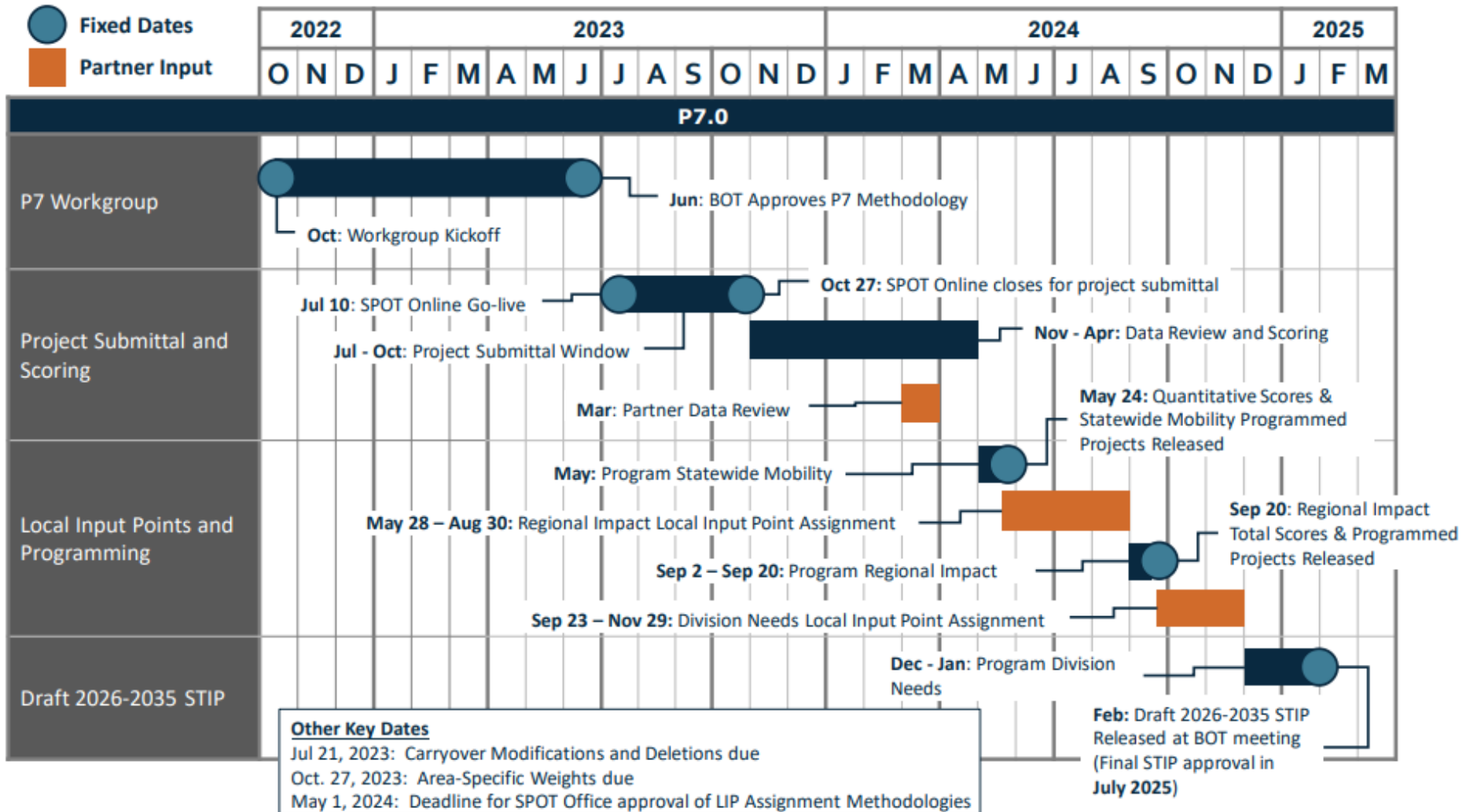
Project Description	Change
US 70 from T.W. Alexander Dr to I-540 corridor upgrade	Delayed 2 years
I-40 from NC 54 to Wade Ave conversion to managed freeway with ramp metering	No longer in 10-year STIP
US 70 at Blue Ridge Rd interchange improvements	No longer in 10-year STIP
I-440 at US 401 interchange improvements	No longer in 10-year STIP
I-87 from US 64 Bus to US 264 widening	No longer in 10-year STIP
I-87 at Smithfield Rd interchange improvements	No longer in 10-year STIP
US 70 from I-540 to Hillburn Dr intersection conversions to RCI	No longer in 10-year STIP
US 70 at Hammond Rd convert intersection to interchange	No longer in 10-year STIP
Wade Ave from I-40 to I-440 adding lanes	No longer in 10-year STIP
New location from Davis Drive to NC 540	No longer in 10-year STIP
Ten-Ten Rd from Apex Pkwy to Kildare Farm Rd widening	No longer in 10-year STIP

# P7 Schedule – Updated January 2025

## P7 Schedule

Revised – January 2025

Dates set per P7 Workgroup in October 2022



## 5.2 SPOT 7.0 - Division Needs Project Programming & Draft 2026-2035 STIP

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



## 5.3 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

- CAMPO and statewide CAMPO-eligible projects
- Changes made from October 1, 2024 – December 31, 2024

## 5.3 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

- BL-0091: Higgins Greenway in Cary – Delay Construction from FY 24 to FY 25
- NCDOT request to include the following from the January Item N:
  - M-0531DIV
  - M-0531REG
  - M-0531SW
  - Transportation Scholarship and Internship programs for HBCUs

## 5.3 Amendment #7 to FY2024-2033 Transportation Improvement Program (TIP)

### Requested Action:

**Recommend approval of Amendment #7 to  
FY2024-2033 Transportation Improvement Program.**

## 5.4 FFY 2026 LAPP Program

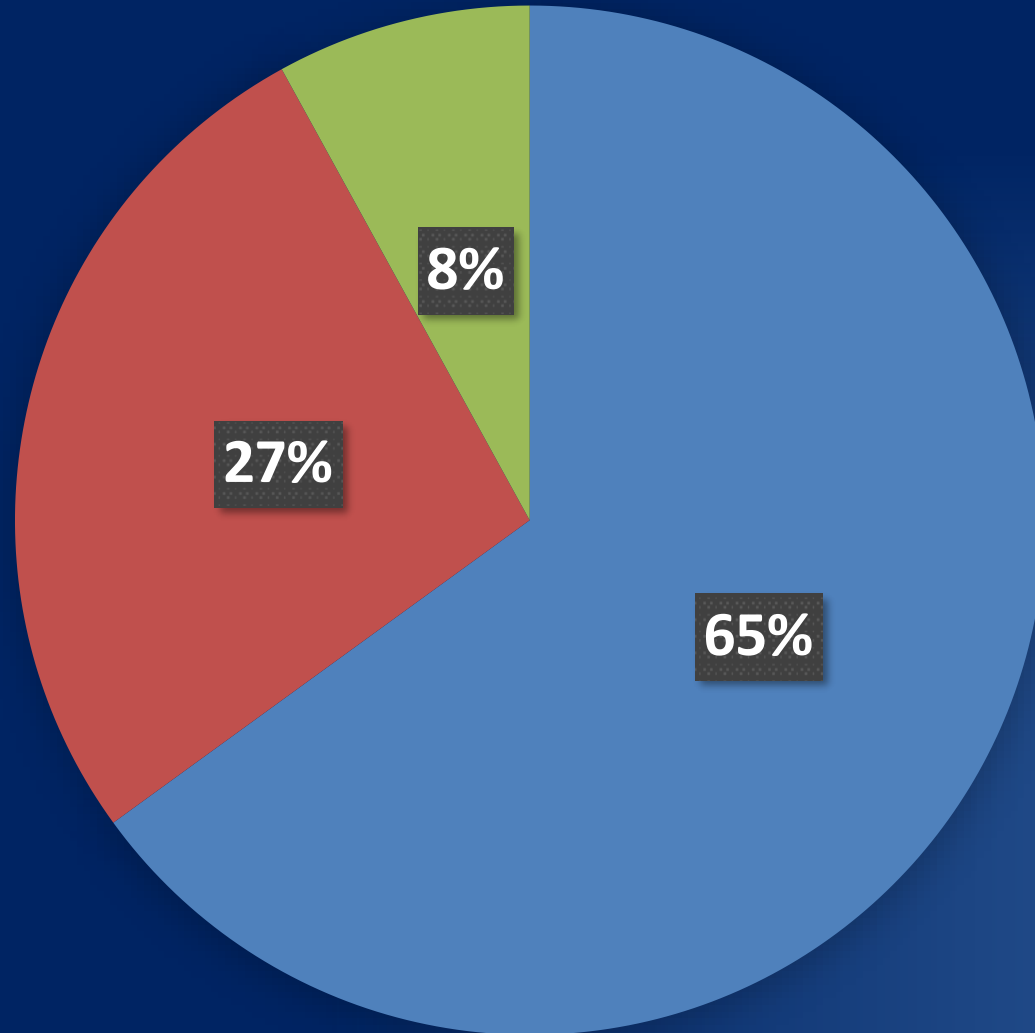
Call for Projects FFY 2026 LAPP Funds opened in August 2024

- 9 Projects Submitted

Scoring

- Projects are only scored against projects of the same mode

# FFY 2026 LAPP Target Modal Mix

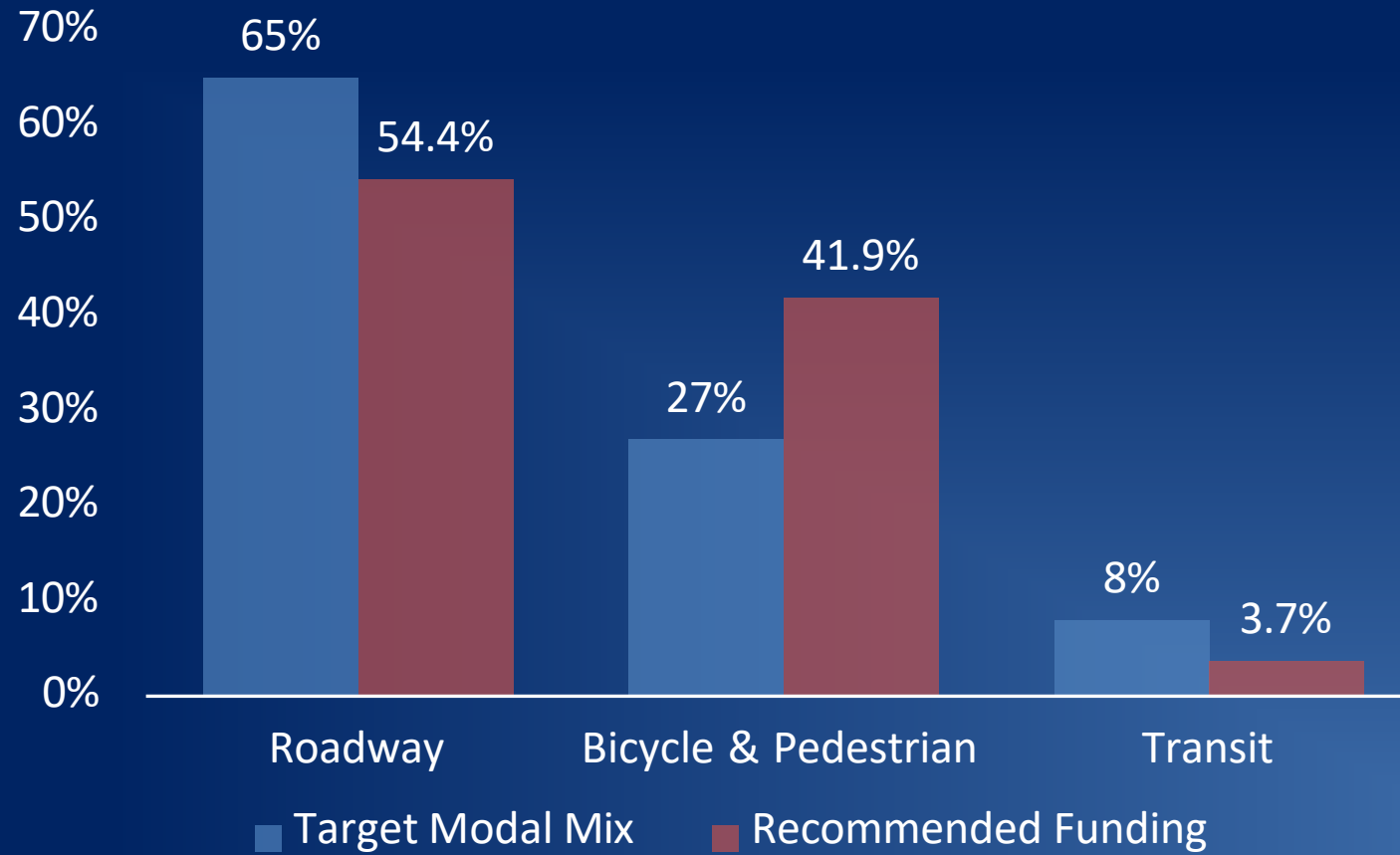


■ Roadway  
(\$16,250,000)

■ Bicycle Pedestrian  
(\$6,750,000)

■ Transit (\$2,000,000)

# Target vs. Recommended Percent Modal Investment Mix



# Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify details
  - Federal Aid Eligible, MTP Compliant, Shovel Ready, Reasonable Schedule, Required Materials, etc.
- LAPP Selection Panel discusses evaluation philosophy, including:
  - Serving as an external check.
  - Raising questions: Has the applicant covered their bases?
  - Recommending approaches to implementation to improve the outcomes.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.
  - If a project does not, the Selection Committee determines if the project should be funded OR if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.

# Roadway Recommendations: \$6,286,710

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	Amount Funded	Total Score
NC 98 at Moores Pond Road Roundabout	Division 5	No/No/Yes	\$2,540,000	60	\$1,016,000	66.0
Ten Ten Gap	Wake County	Yes/Yes/No	\$380,000	50	\$190,000	41.0
NC 42 at Piney Grove Wilbon Turn Lanes	Wake County	Yes/Yes/No	\$1,251,000	40	\$750,600	38.0
Bowling Road/S. Main St. Phase 1 Operational Improvements	Fuquay-Varina	Yes/Yes/No	\$1,372,962	20	\$1,098,370	36.0
Olive Chapel at Apex Barbecue Turn Lane & Signal	Apex	Yes/Yes/No	\$1,279,600	35	\$831,740	28.0
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$3,000,000	20	\$2,400,000	24.4
Total			\$9,823,562		\$6,286,710	
Target Modal Investment					\$16,250,000	
Remainder					\$9,963,290	

The Selection Panel has recommended funded the two lowest scoring projects which failed to meet the 50% rules.

- All projects from other modes were already funded.
- The scores are dependent on requested phases that are more competitive the closer they are to construction.



# Bicycle/Pedestrian Recommendations: \$4,845,796

BICYCLE & PEDESTRIAN						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	Amount Funded	Total Score
Jenks Carpenter Road & Green Level Church Road Street-Side Trails	Cary	No/No/Yes	\$2,500,000	20	\$2,000,000	42.0
Tunstall Ave and Center St Sidewalk	Apex	No/Yes/No	\$536,500	20		30.5
Bridge St. Pedestrian Improvements	Fuquay-Varina	No/Yes/Yes	\$3,557,245	20	\$2,845,796	30.0
Total			\$3,557,245		\$4,845,796	
Target Modal Investment					\$6,750,000	
Remainder					\$1,904,204	

Tunstall Ave and Center St was also submitted as a public transportation project, where it scored higher, so it is being funded under transit.

# Transit Recommendations: \$429,200

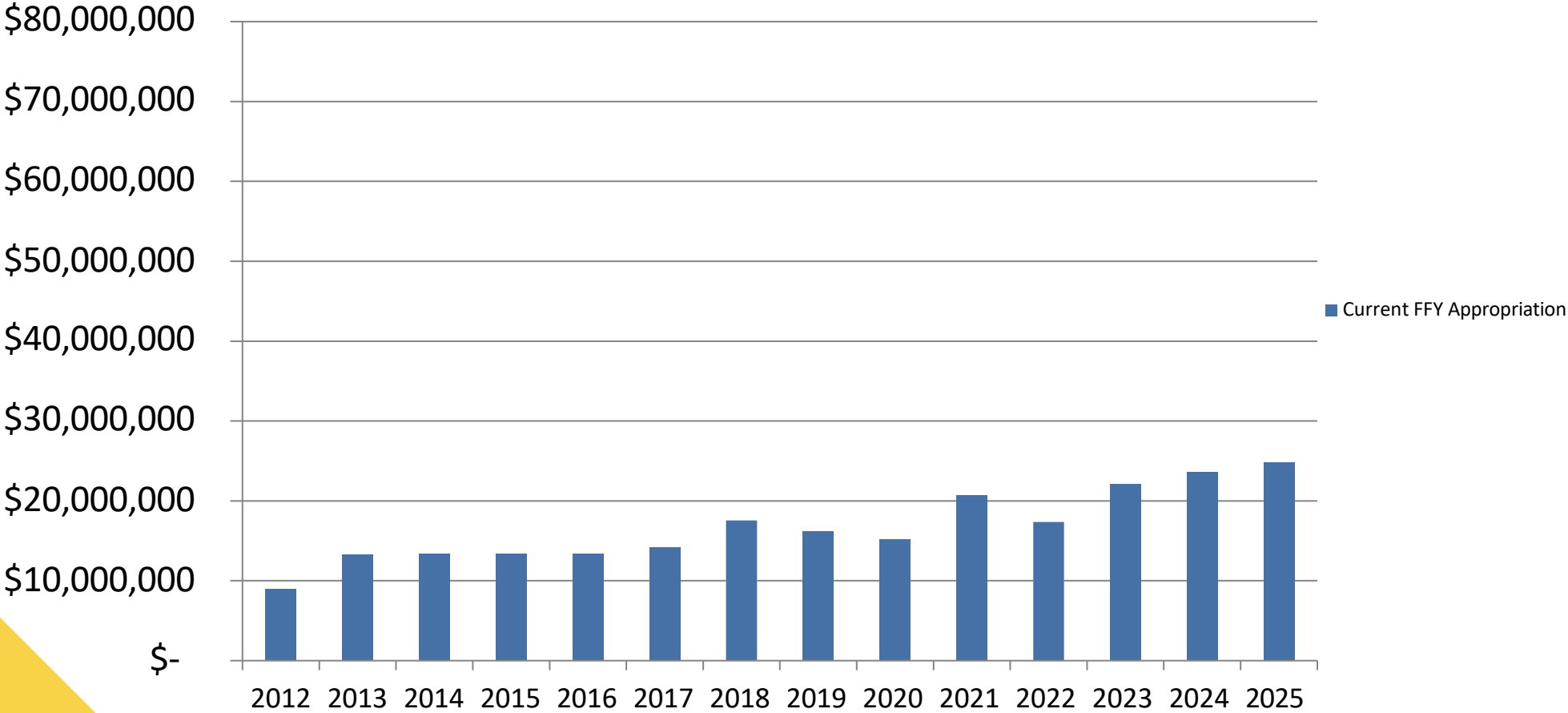
TRANSIT						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)		Local Match %	Amount Funded	Total Score
Tunstall Ave and Center St Sidewalk	Apex	No/Yes/No	\$536,500	20	\$429,200	37.5
Total			\$536,500		\$429,200	
Target Modal Investment					\$2,000,000	
Remainder					\$1,570,800	

## 5.4 FFY 2026 LAPP Investment Program

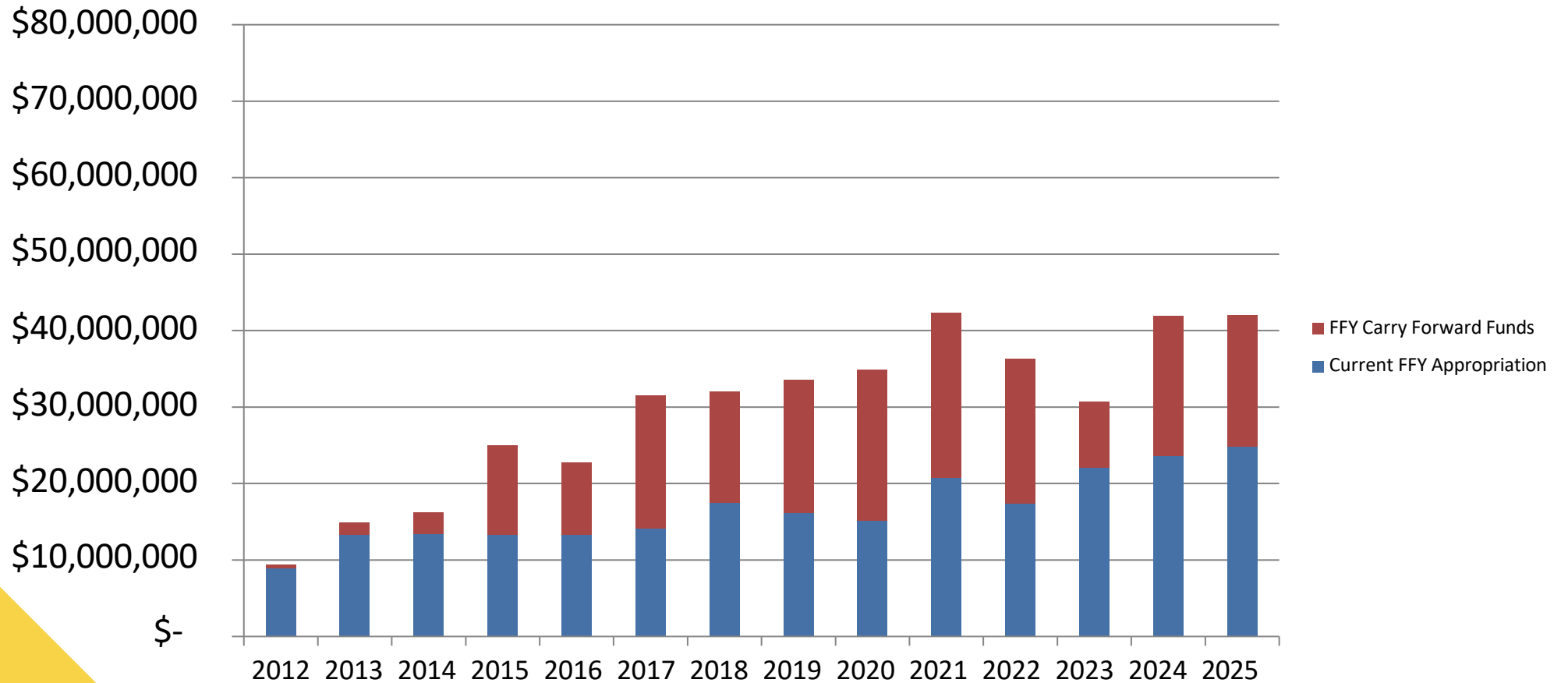
### Recommendation

FFY 2026 LAPP Recommended Investment Program	\$11,561,700
Board-Adopted Target Modal Mix Recommendation	<u>\$25,000,000</u>
Amount Below Board Recommendation	<b>\$13,438,300</b>

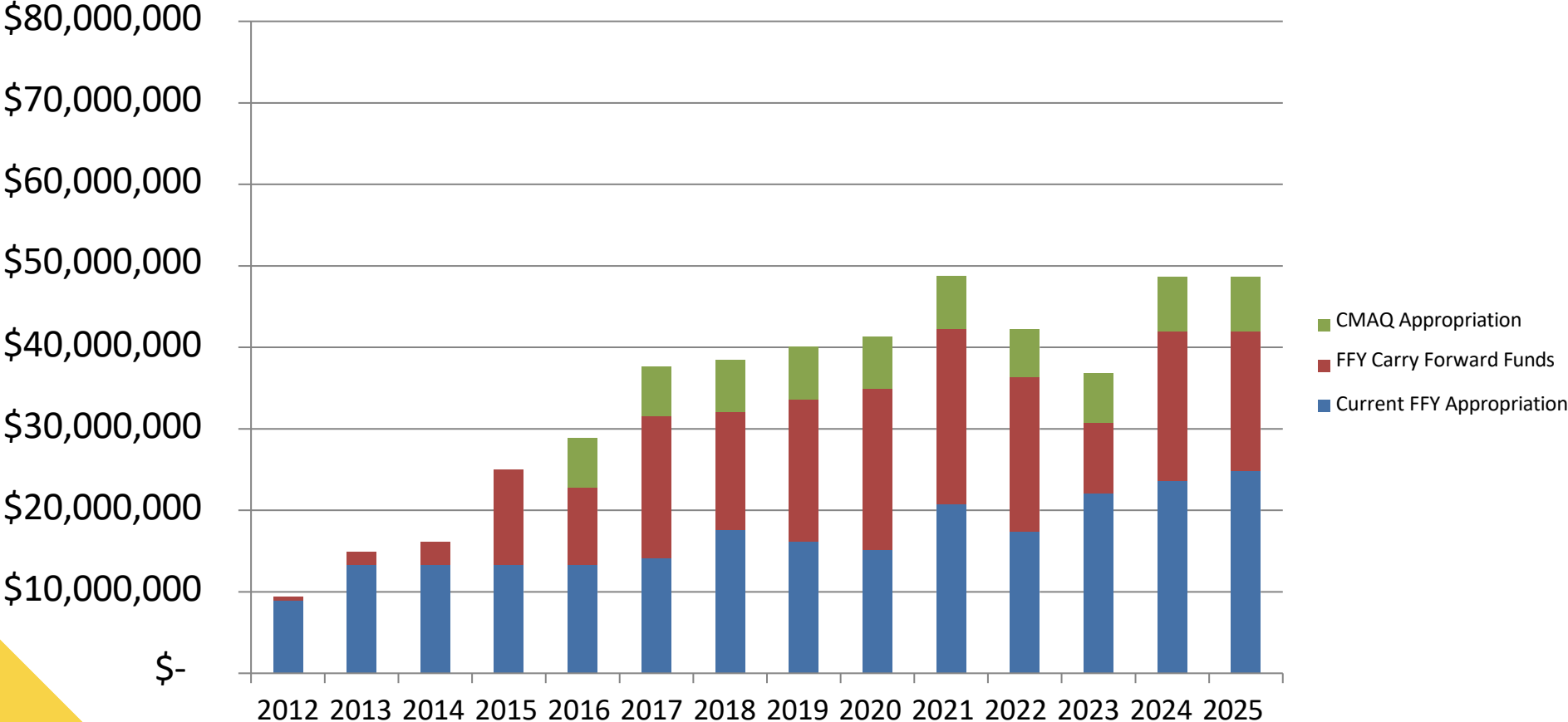
# Current FFY Appropriation



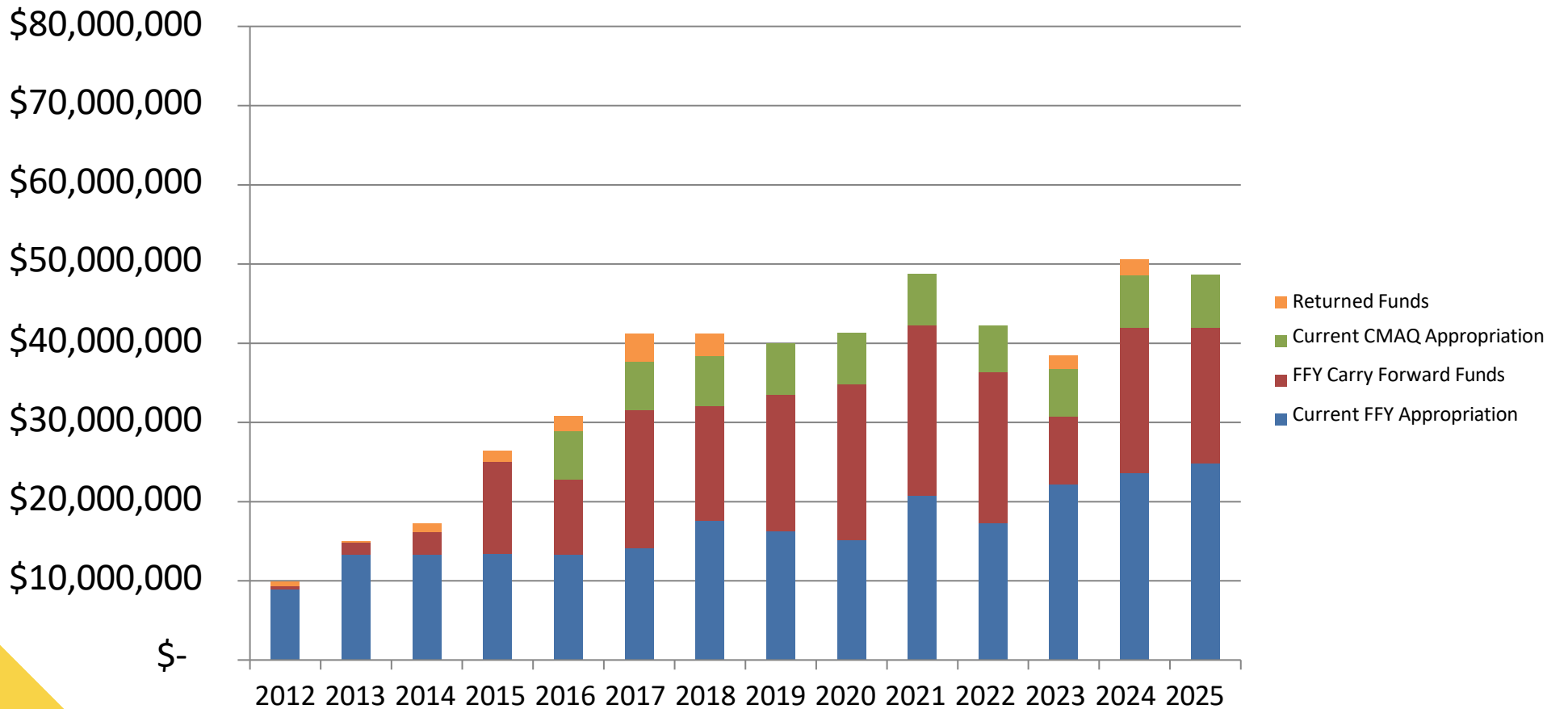
# FFY Carry Forward Funds



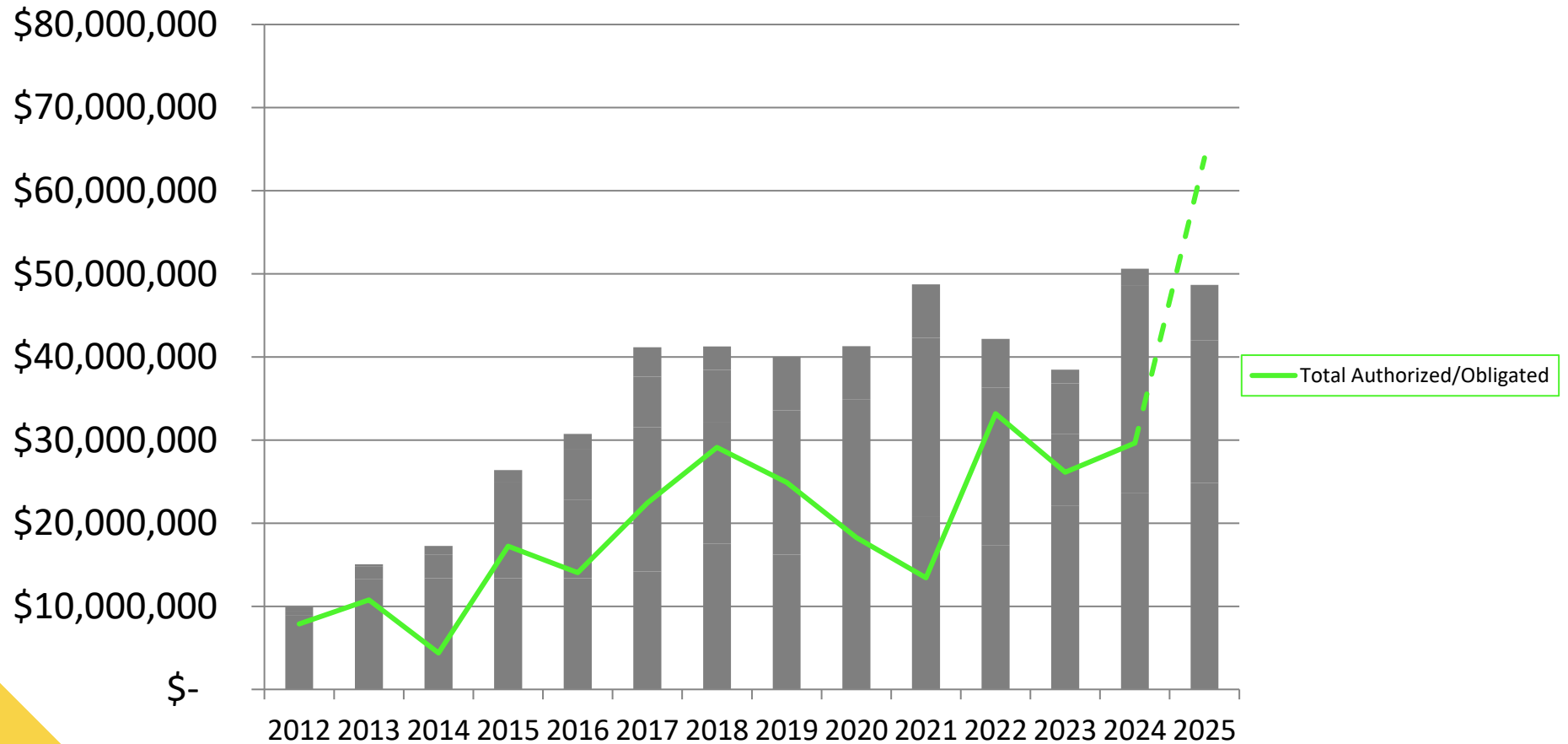
# CMAQ Appropriation



# Returned Funds

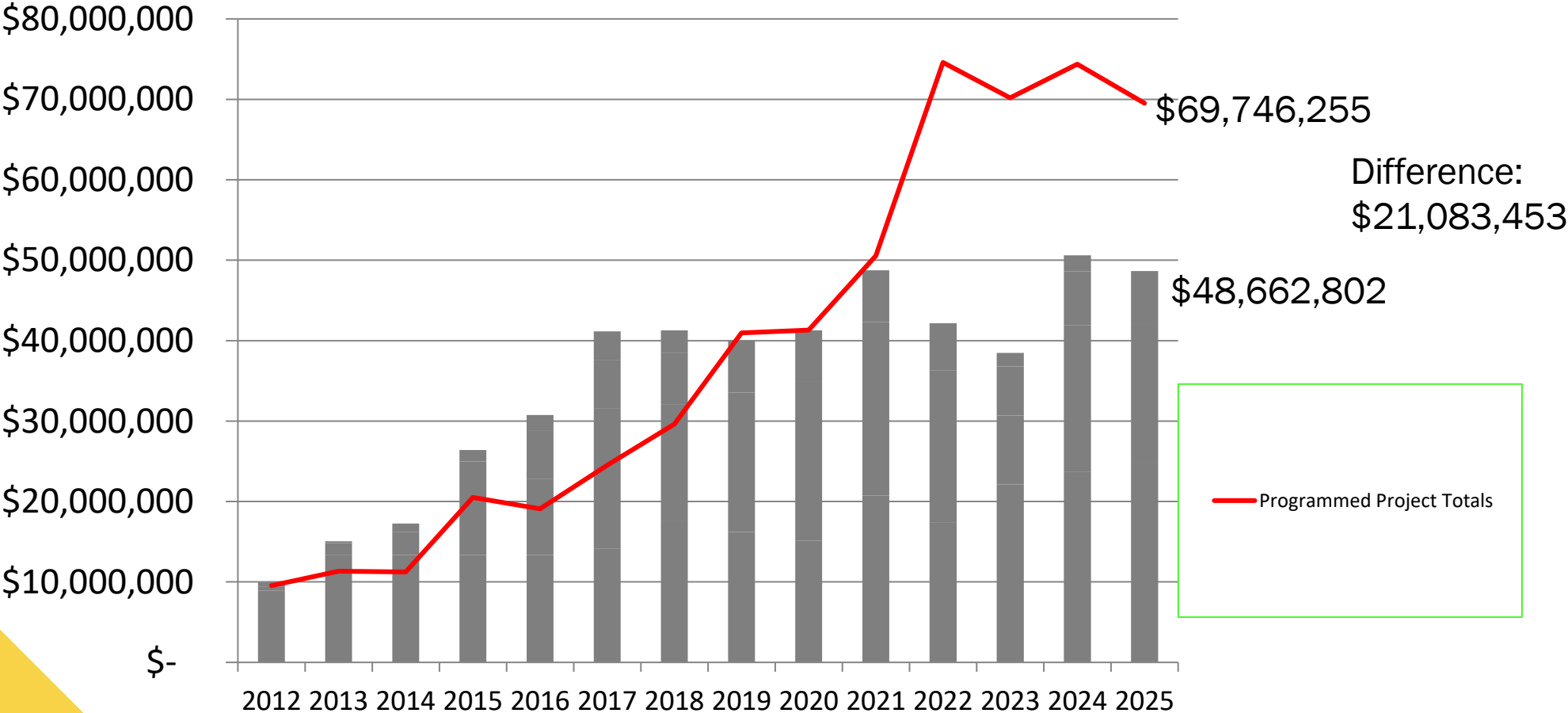


# Authorized/Obligated Funds

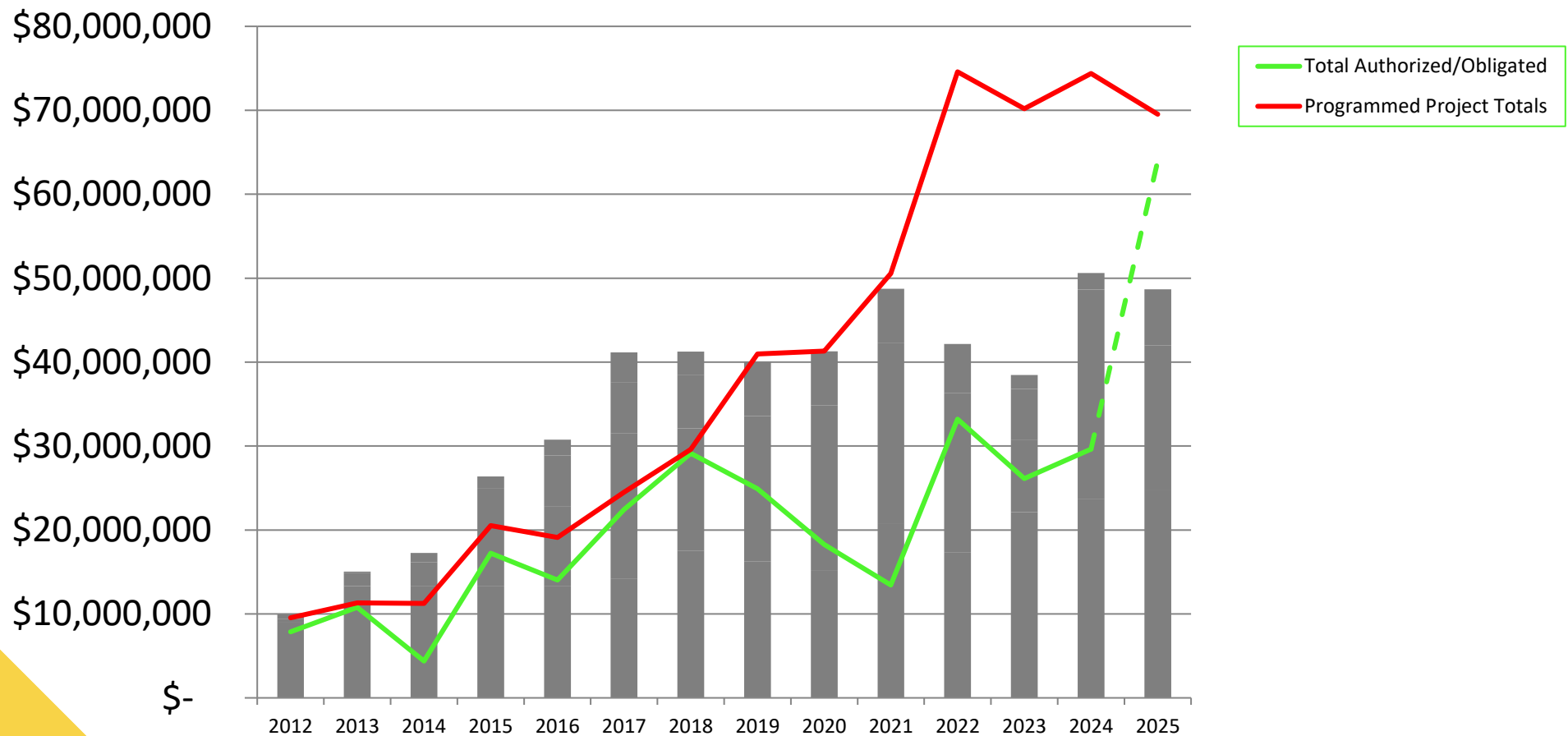




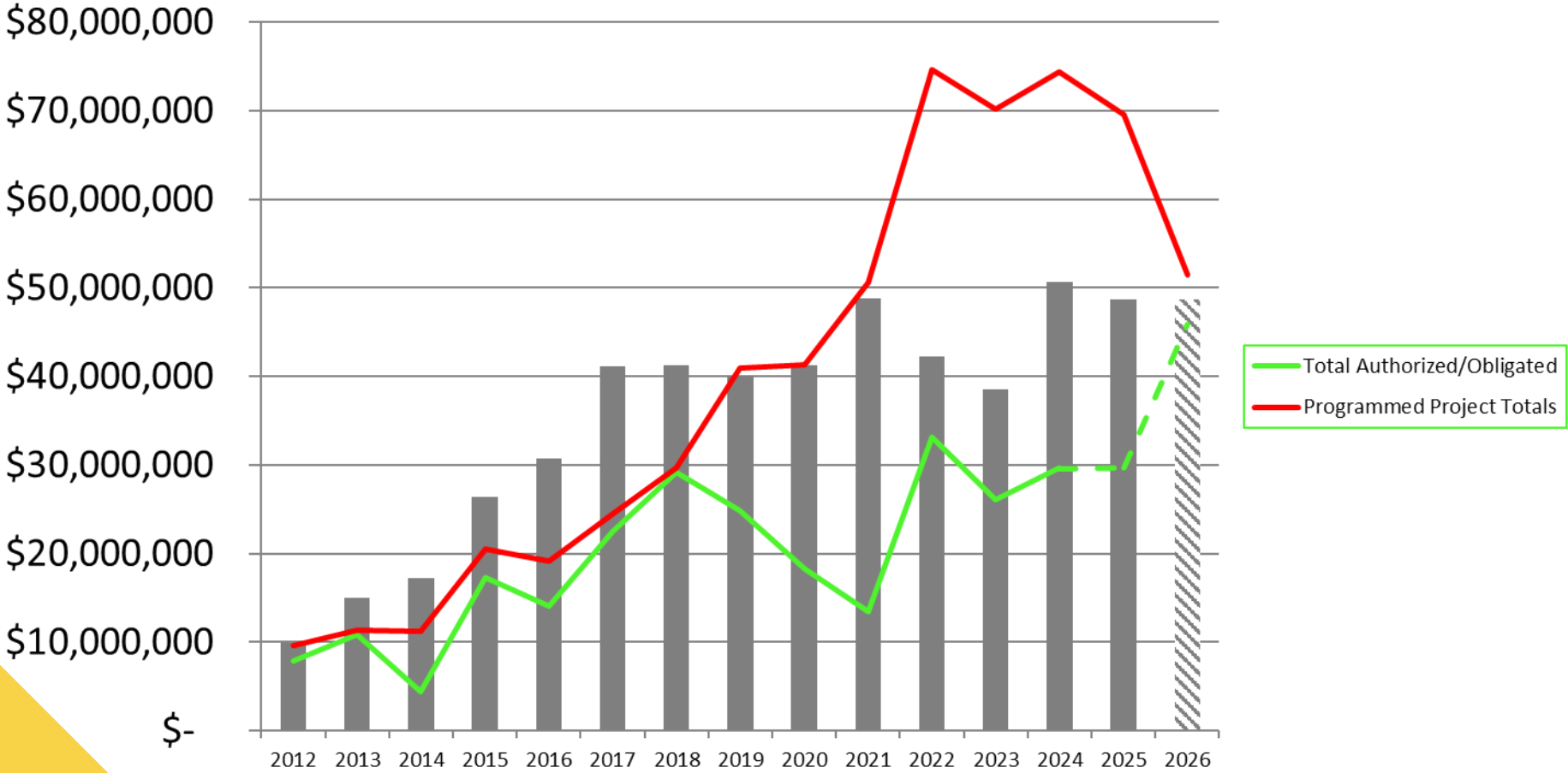
# Programmed Projects



# Programmed and Obligated Projects



# Programmed Projects



## 5.4 FFY 2026 LAPP Investment Program

### Next Steps

- Public Comment Period: January 17 – February 18, 2025
- Public Hearing and requested adoption: February 19, 2025
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

**Requested Action:**  
**Recommend approval of the**  
**FFY 2026 LAPP Investment Program.**

## 5.5 LAPP Additional Funding Request

U-6244: Wendell Boulevard/Wendell Falls Parkway Intersection Project

Bids on the project were much higher than the initial estimate and included an additional 600 ft. of storm drainage improvements

	FFY 2021 Award	Funding Shortfall	New Total
LAPP Share	\$576,818	\$1,070,021	\$1,646,839
Local Share	\$192,273	\$1,070,021	\$1,262,294
<b>TOTAL</b>	<b>\$769,091</b>	<b>\$2,140,042</b>	<b>\$2,909,133</b>

## 5.5 LAPP Additional Funding Request

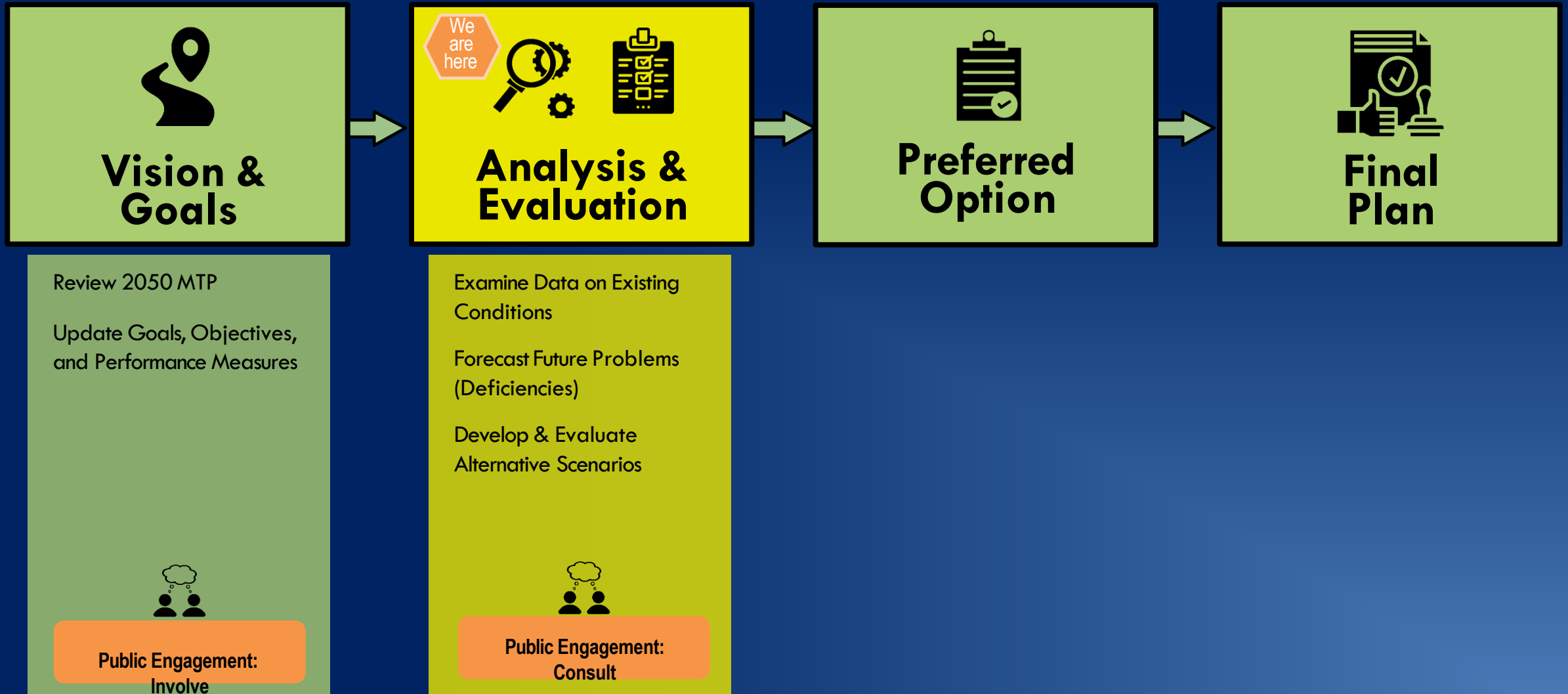
### Requested Action:

**Recommend approval of the additional funding request for the Town of Wendell's U-6244: Wendell Boulevard/Wendell Falls Parkway Intersection Project.**

## 5.6 2055 MTP Update - Deficiency Analysis & Alternatives Analysis

# MTP Update Process

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





# 2055 MTP Preliminary Deficiency Analysis

- **Measuring the Worst-Case Scenario**
  - Can currently committed projects handle long-term growth?
- **Uses the Triangle Regional Model (TRM)**
  - Socio-economic forecast:
    - 2055
  - Transportation Networks:
    - Includes “committed” transportation investments through 2030\*

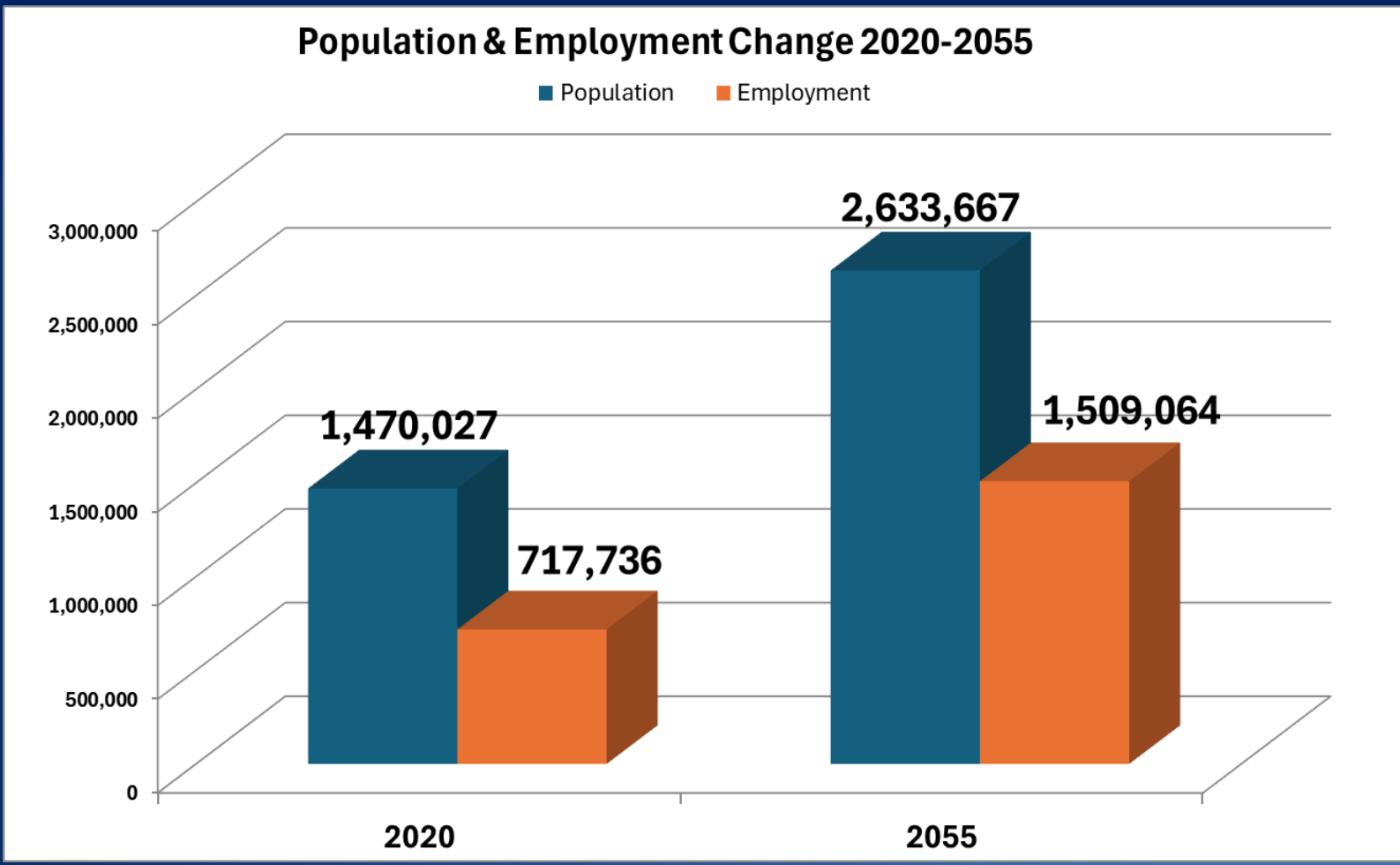
# 2055 MTP Preliminary Deficiency Analysis

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

# DRAFT 2055 MTP Socio-Economic Guide Totals

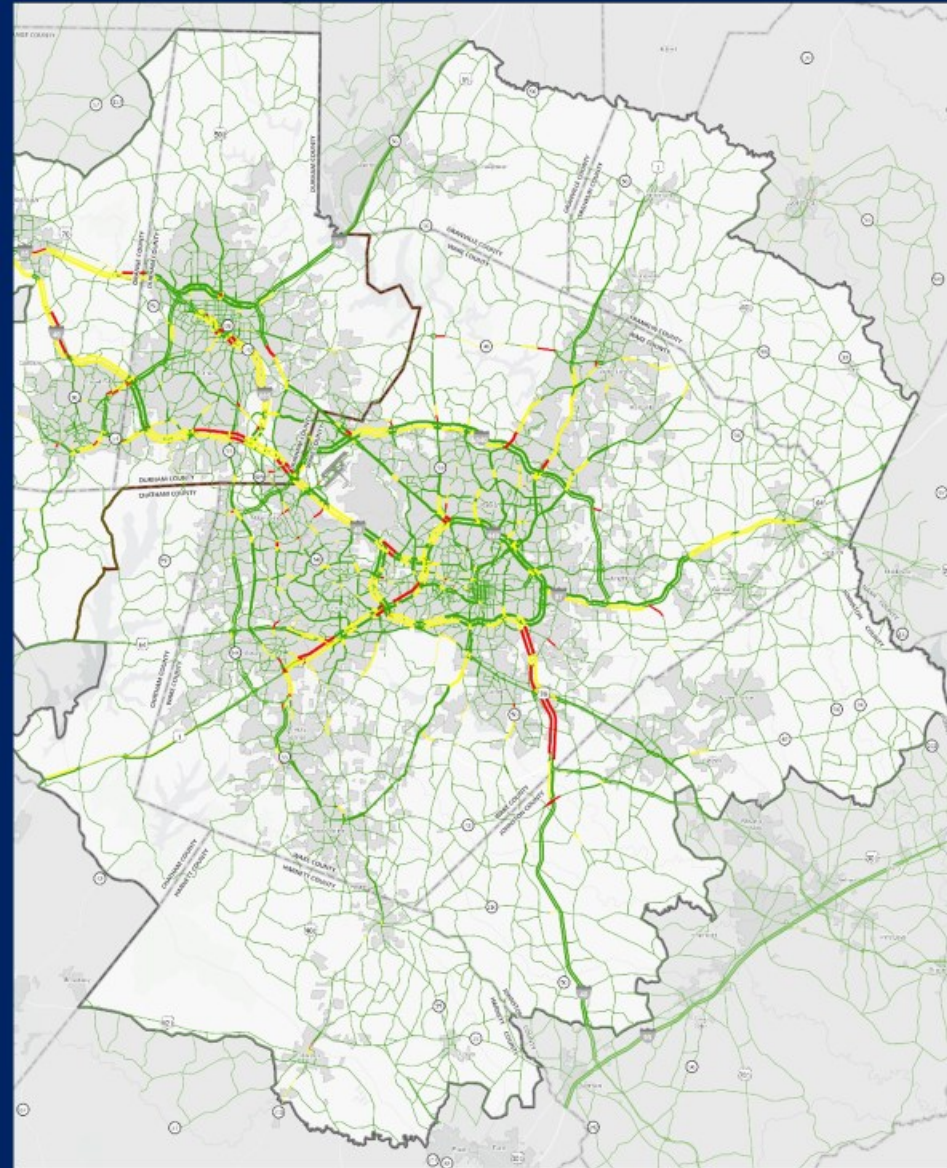
- The Triangle Region continues to grow at a very fast pace:

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

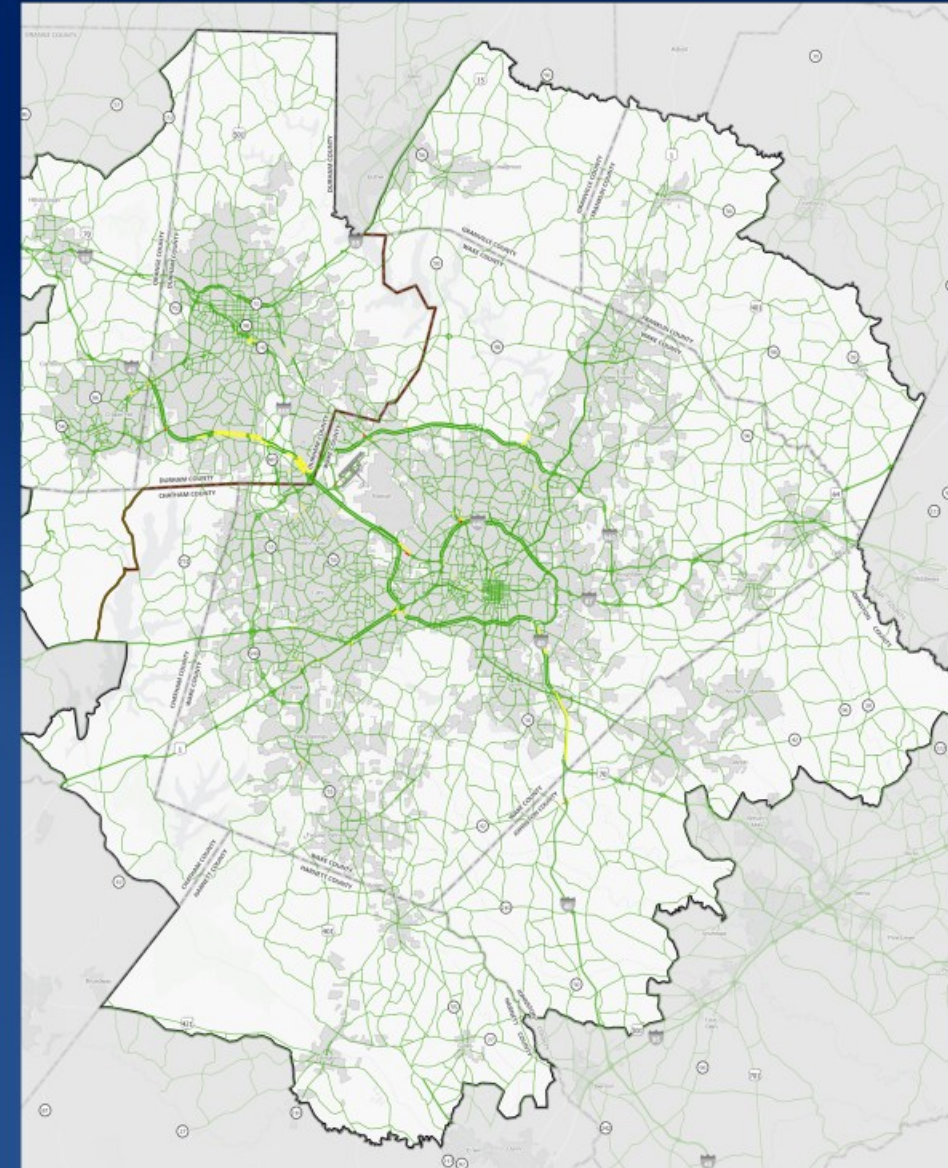


# Preliminary Deficiency Analysis

Peak Hour



Mid Day



**Transportation Network:**  
Base

**Socio-Economic Data:**  
Base

**Volume / Capacity**

Red signifies that a road has met or exceeded its capacity

**Peak Hour**

Represents the worst travel hour of the day ("rush hour")

**Off-Peak**

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

# Preliminary Deficiency Analysis

Peak Hour

Mid Day

Transportation Network:  
E + C

Socio-Economic Data:  
2055

Volume / Capacity

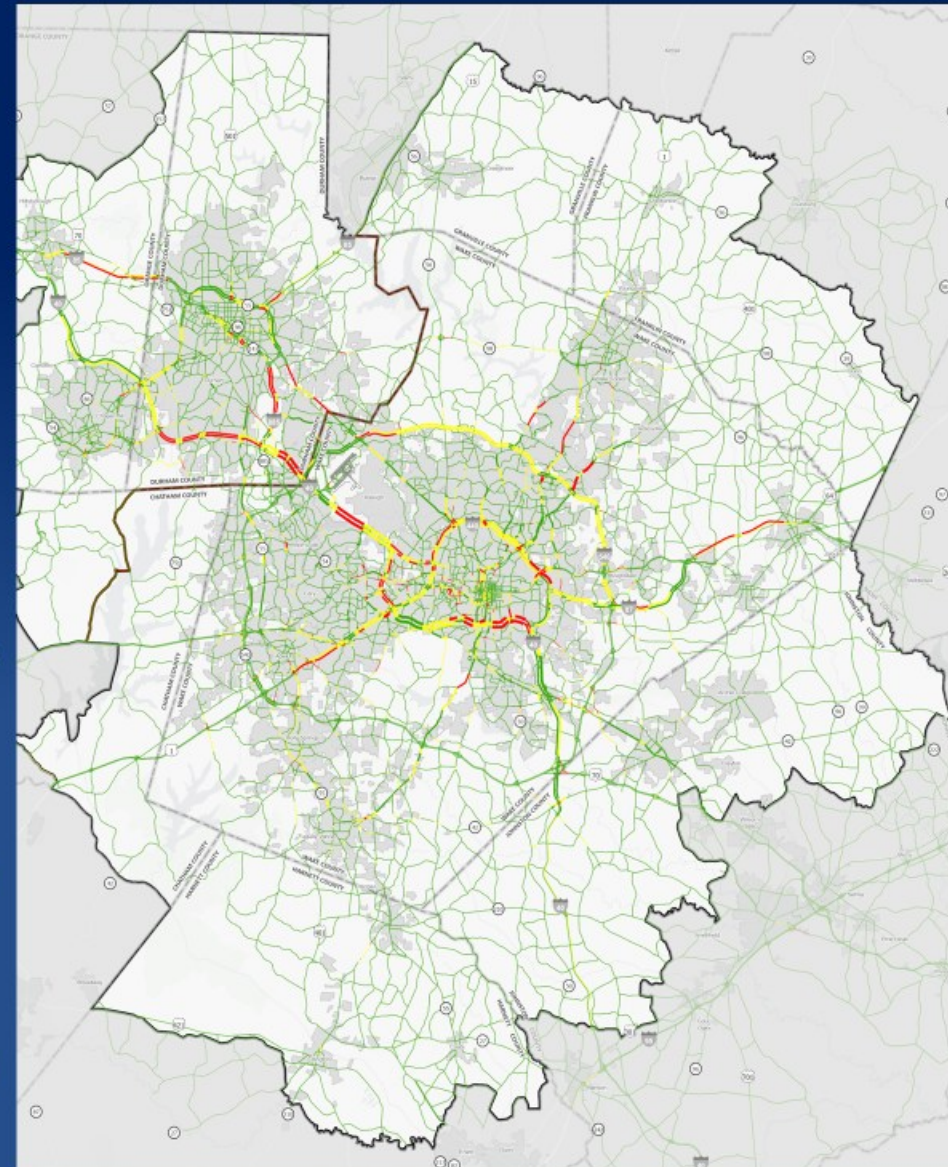
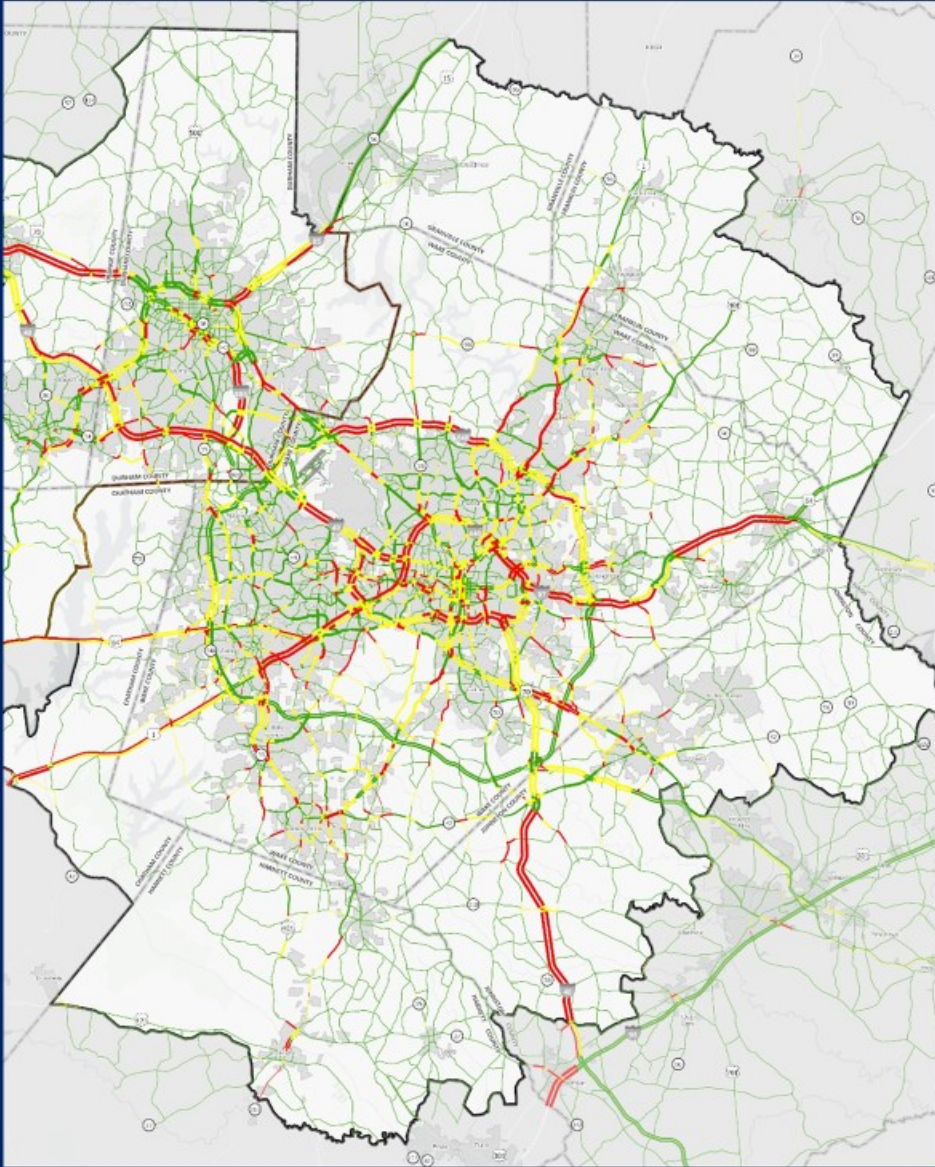
Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

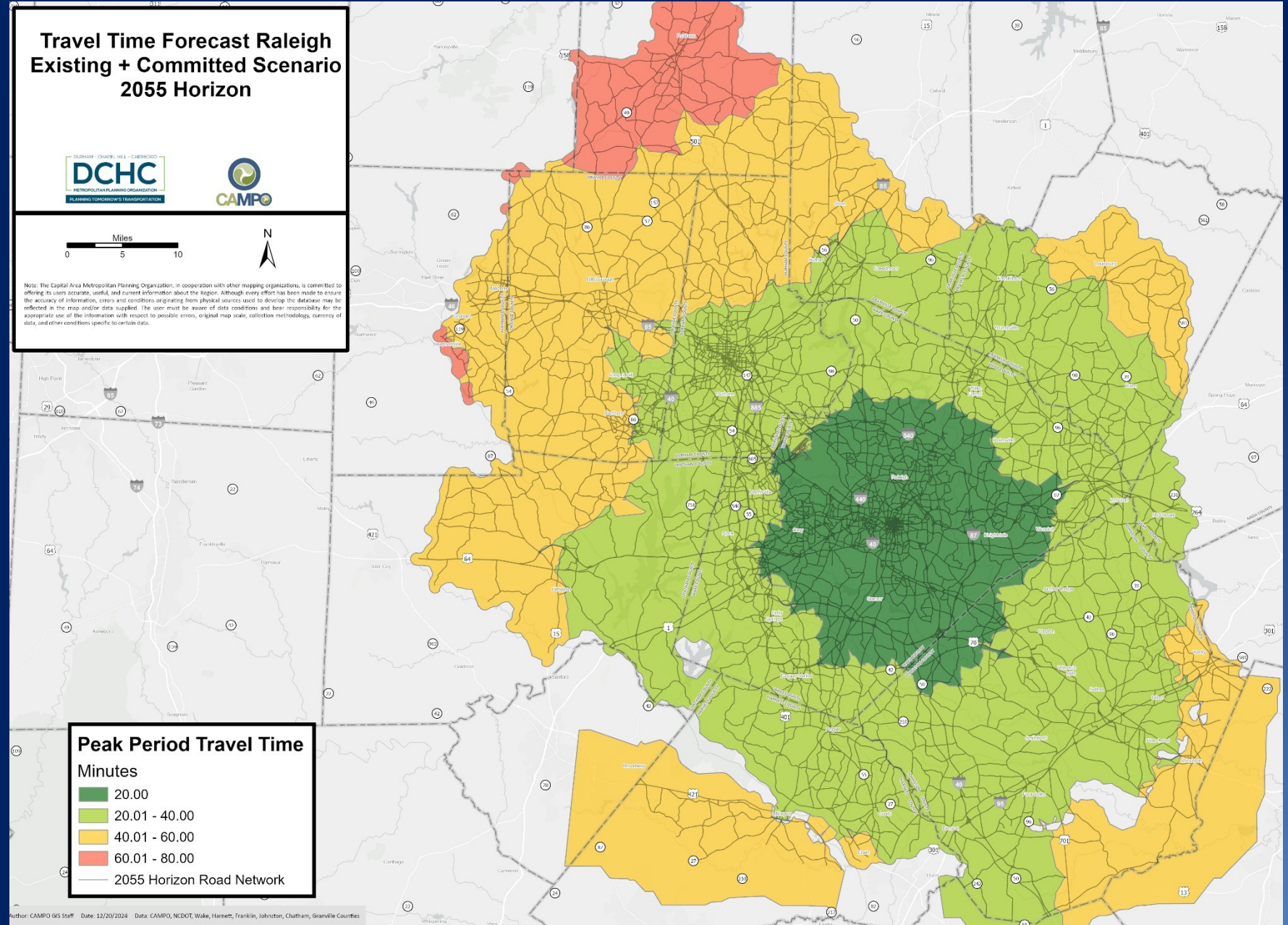
Off-Peak

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



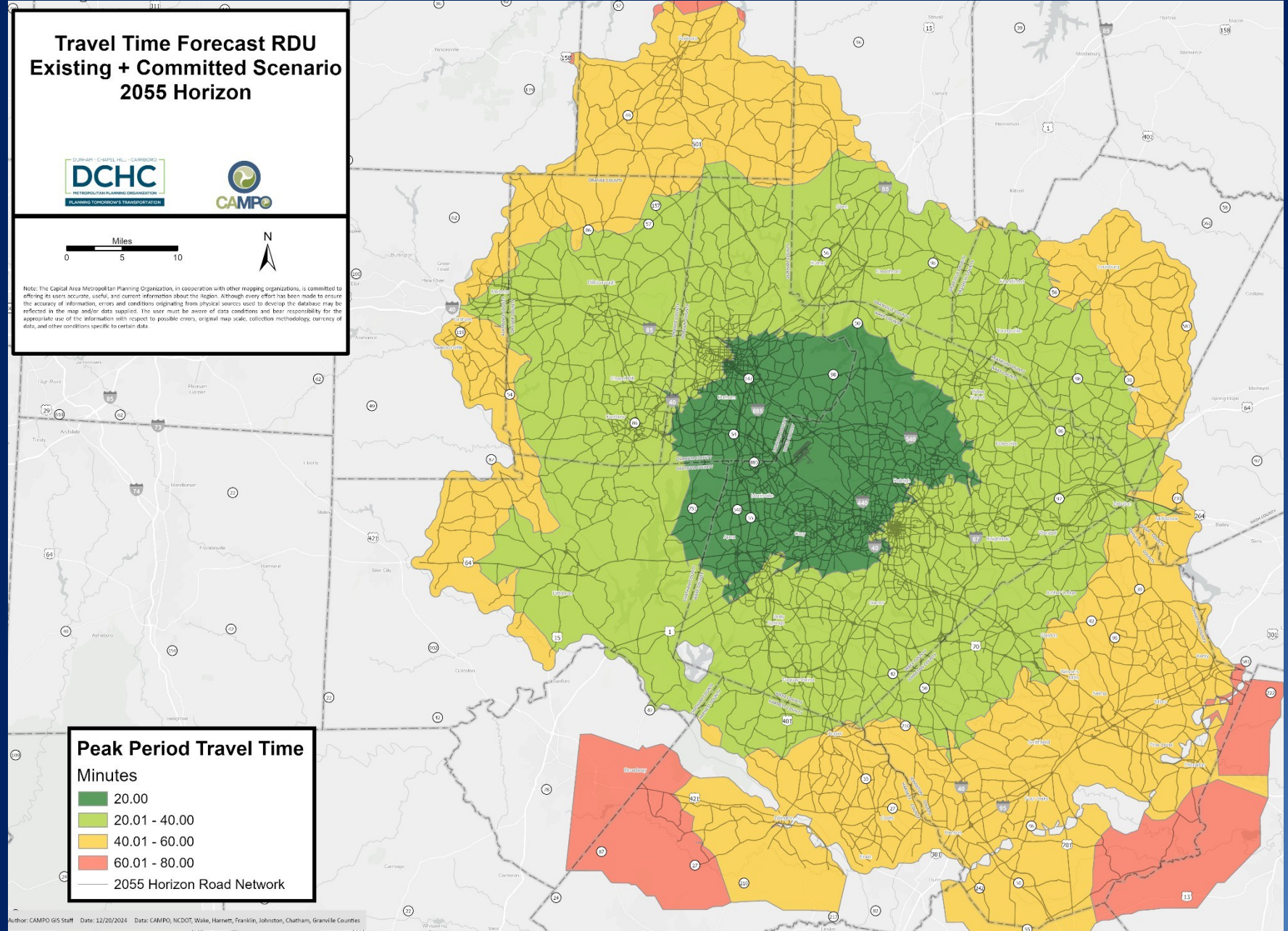
# Preliminary Deficiency Analysis & Travel Time (Downtown Raleigh)

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 Deficiency Analysis & Travel Time (RDU)

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



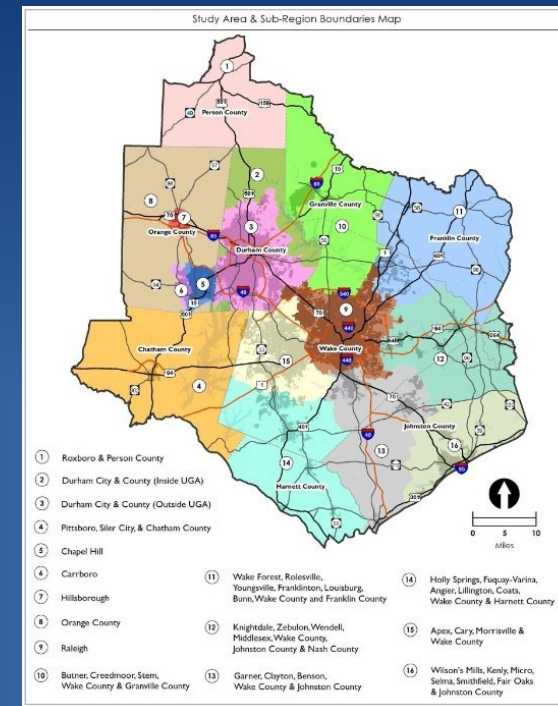
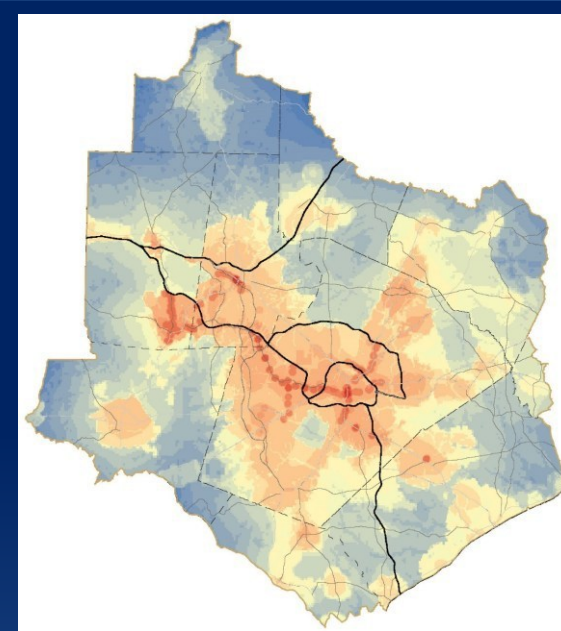
Review results of Deficiency Analysis through the web portal:

<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=0c1879a3ffa94ea197c44320995198e6>

- Things to think about:

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

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





# Alternatives Analysis & Scenario Planning

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

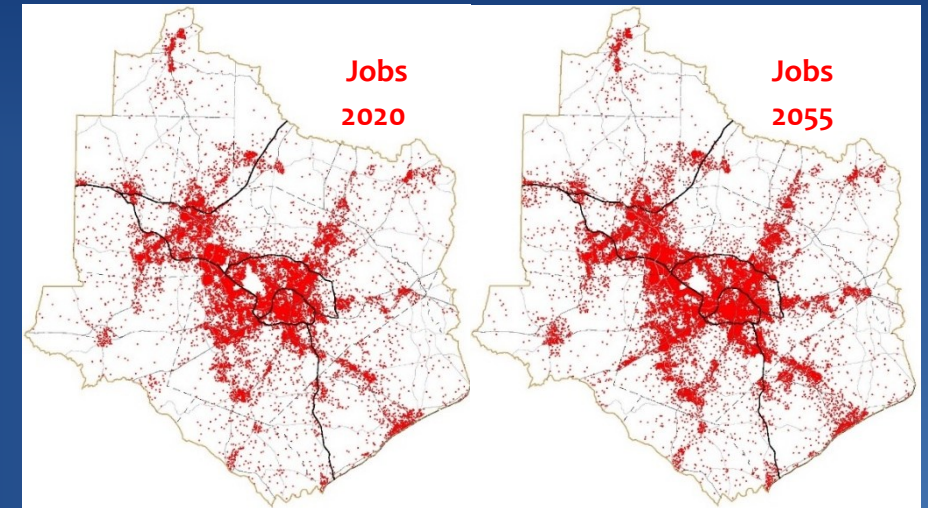
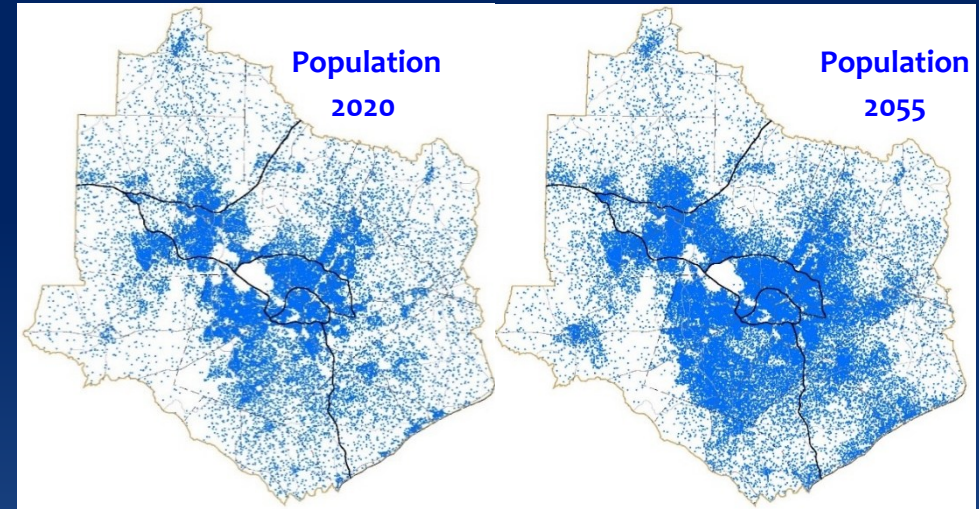
# How: Beginning With The End In Mind

## During 2025

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

## Late 2025 or Early 2026

- 2055 MTP adopted by CAMPO and DCHC MPO

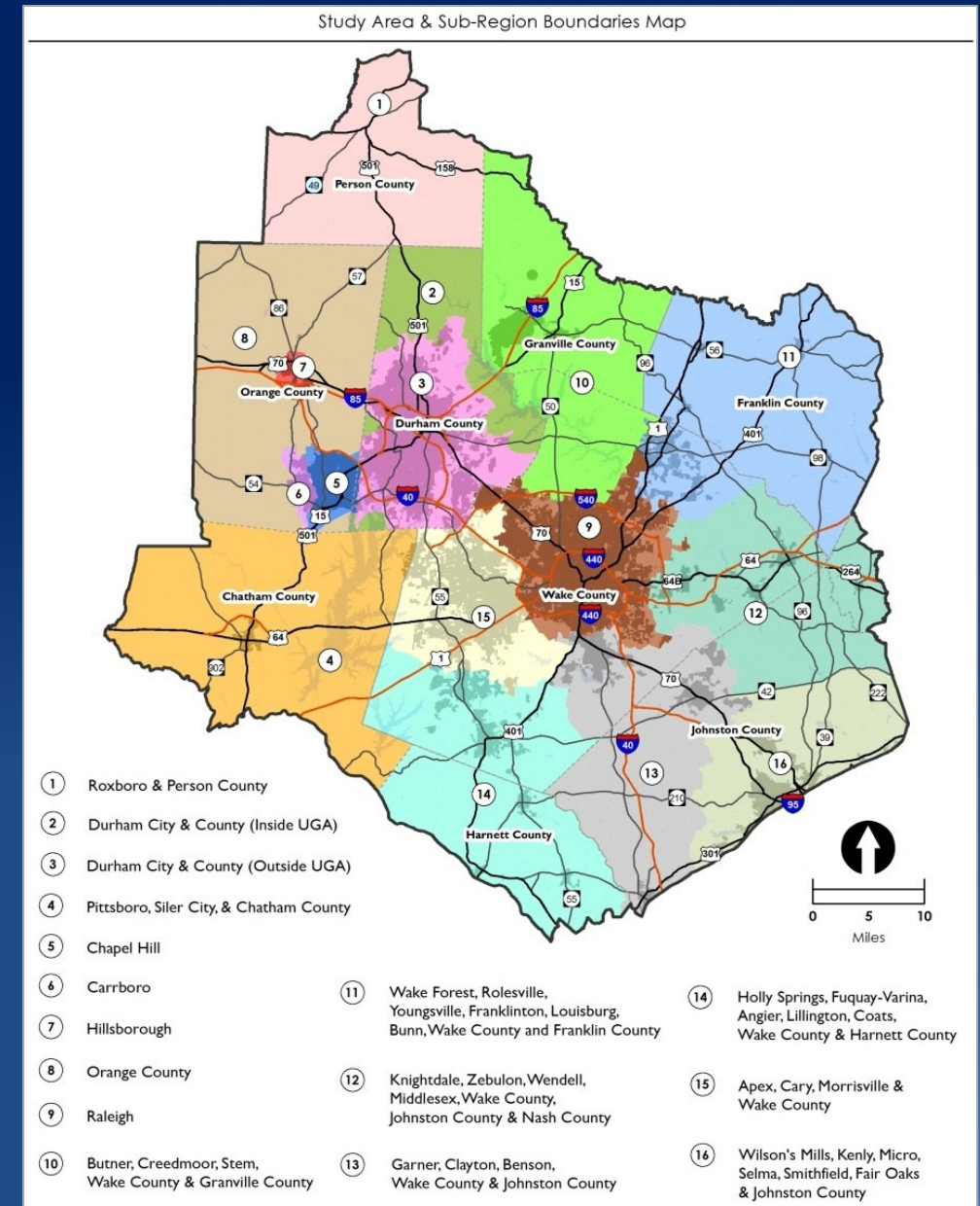


2045 MTP results: each dot is 50 jobs or people

# Development Foundation (*Land Use*)

## How: the CommunityViz Growth Tool

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



# What CommunityViz Needs To Create a Scenario



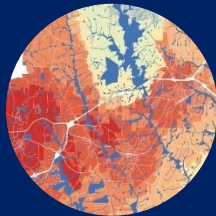
The location of features that constrain development, such as water bodies, wetlands and stream buffers



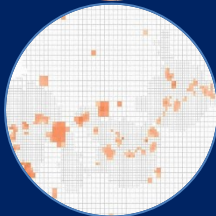
The type of place each parcel **will become** (and the intensity of each place type for each jurisdiction)



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



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



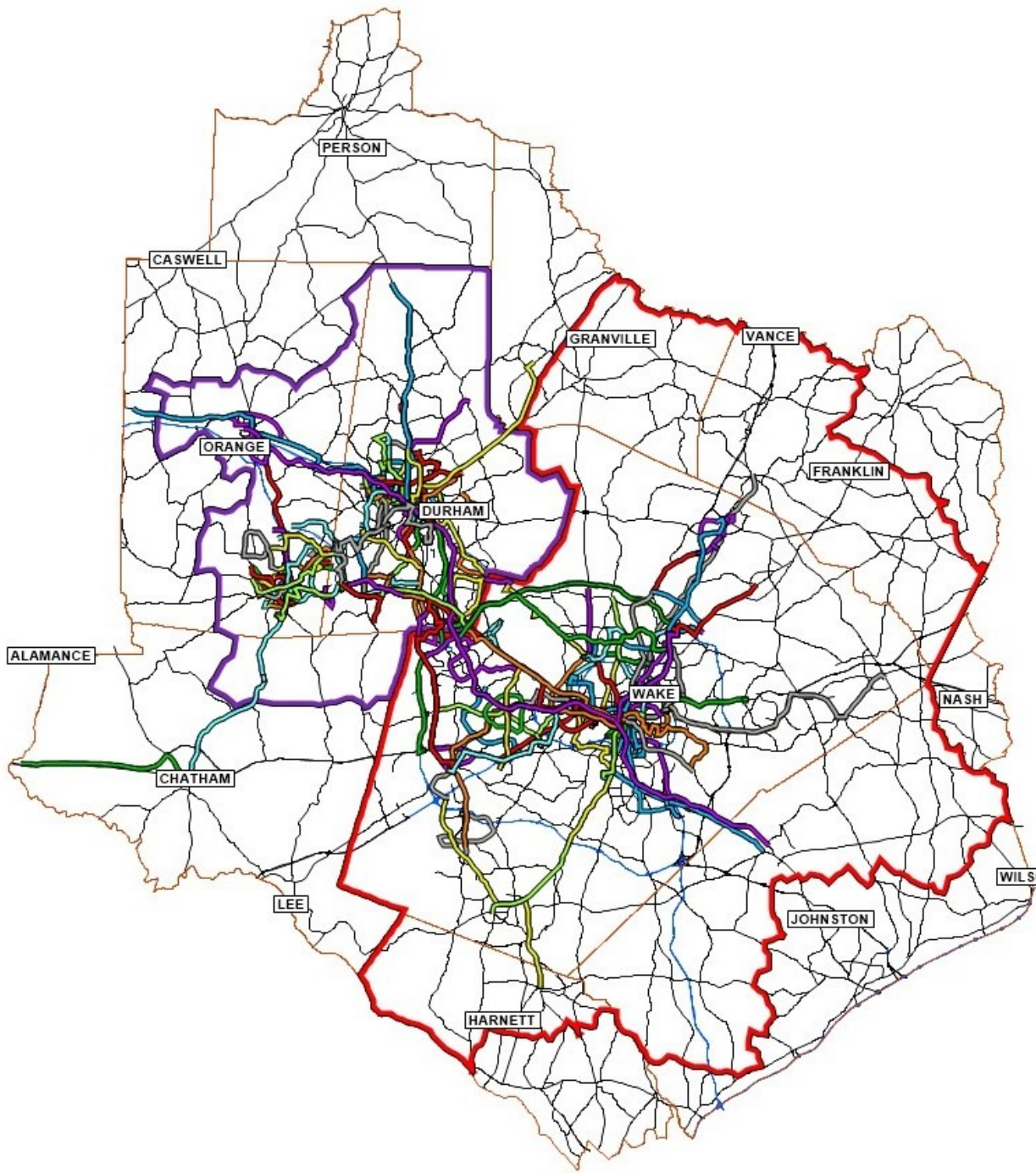
The types and amounts of growth that will be allocated, termed "growth targets"

# CommunityViz Local Guide Books & Look-Up Tables

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



# Triangle Regional Model

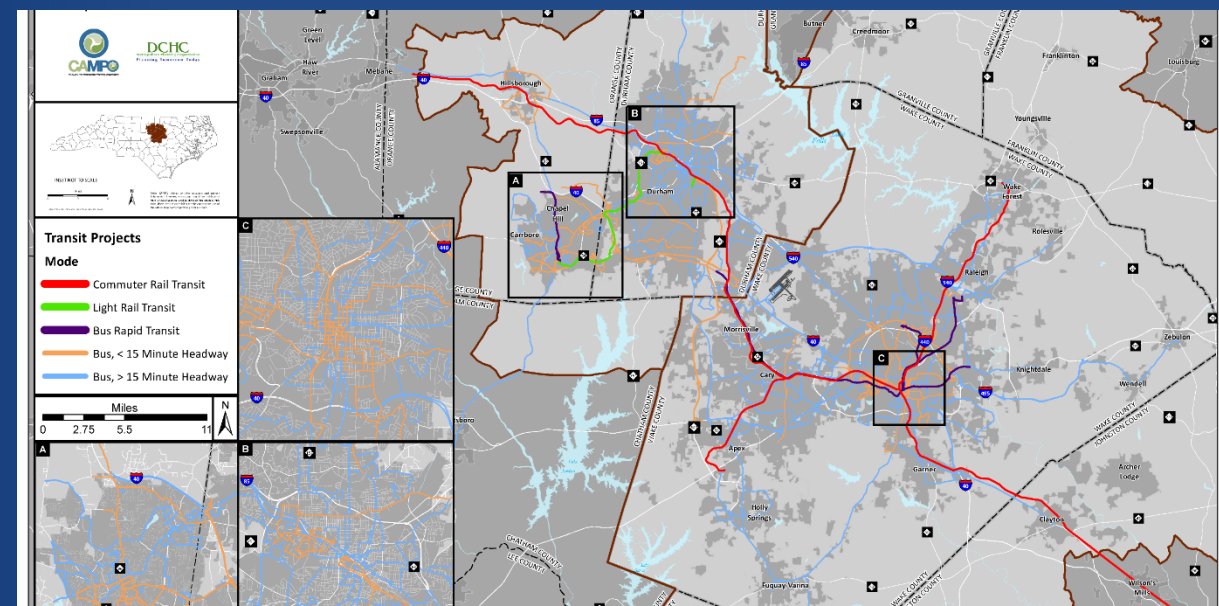
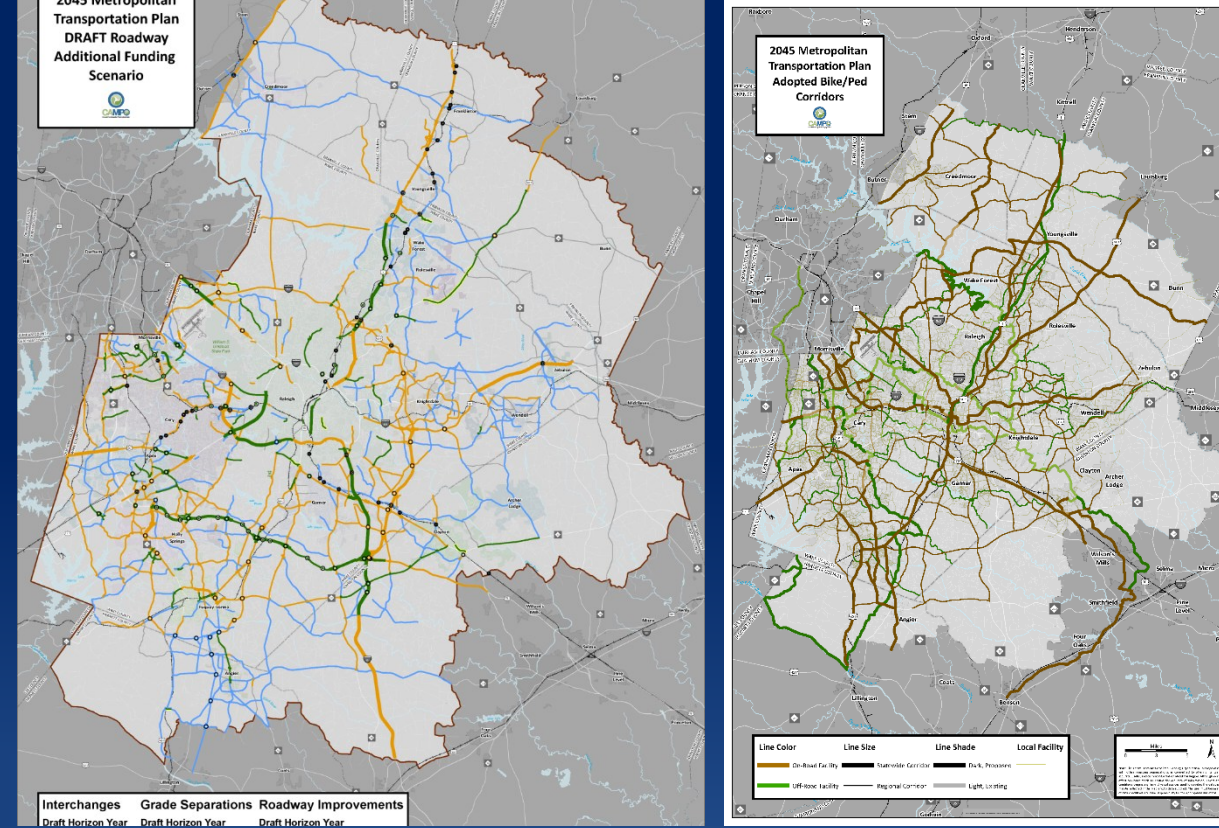


- Joint project of CAMPO, DCHC MPO, NCDOT and GoTriangle
- Travel demand forecasting tool for the Triangle Region
- Trip-based model – typical four step model
- Represents travel in the Triangle Area
- Includes all travel modes, all major road facilities, and all transit systems and routes

# 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

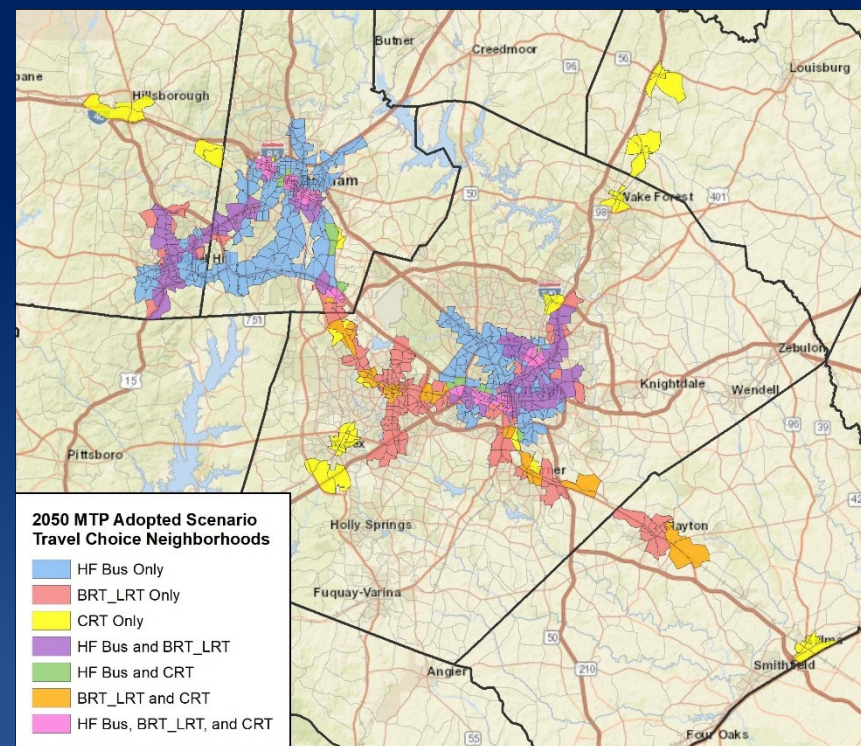


## Travel Choice Neighborhoods (TCN)

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

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

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

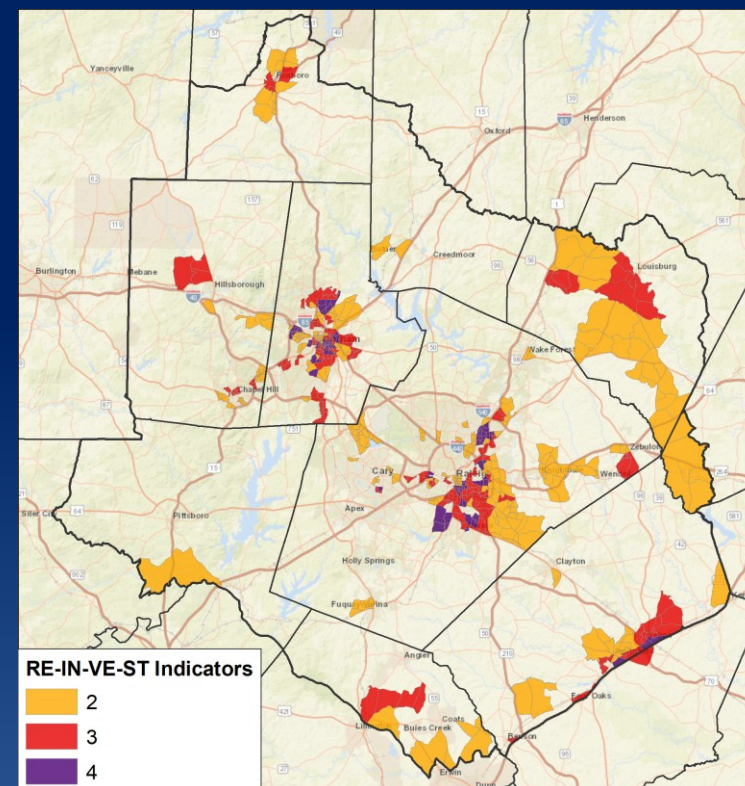




# REINVEST Neighborhoods

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

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

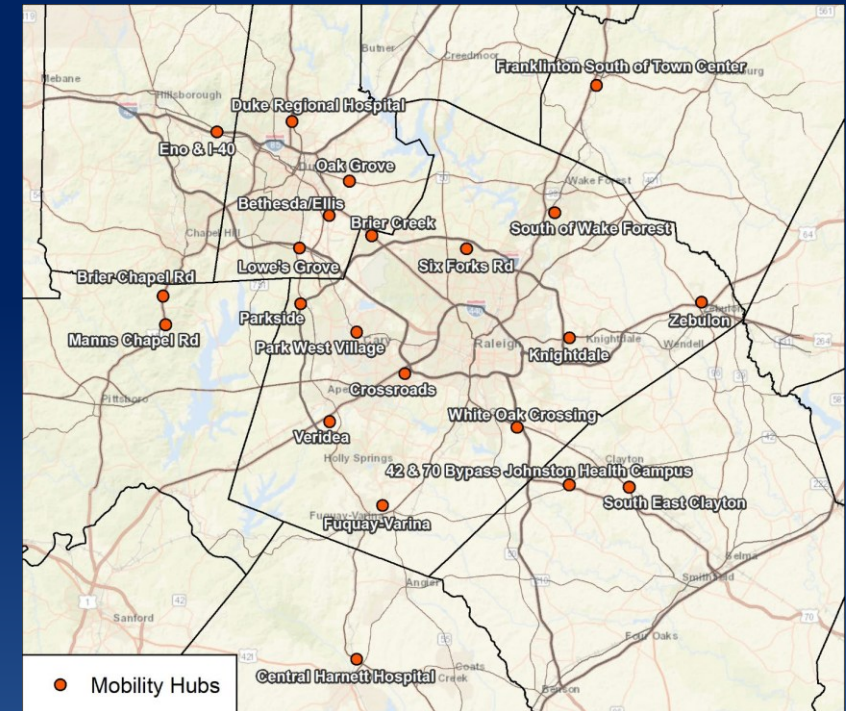


<b>RE</b>	Race/Ethnicity – the degree to which a neighborhood is home to people who are Black, Indigenous or People of Color (BIPOC).
<b>IN</b>	Income – the degree to which people in the neighborhood live in households with lower annual incomes.
<b>VE</b>	Vehicles – the degree to which households in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

# Mobility HUBS

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

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



## MOBILITY HUB Matrix

Location along an existing major transportation corridor.

Preference for locations near existing medical facilities.





At least 200 acres of developable or redevelopable land.

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

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

# Scenario Framework

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

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

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

# Deficiencies & Needs Scenario

## Development Foundation:

### **P** | Community Plans

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

## Mobility Investment Foundation:

### **E** | Existing + Committed

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

# Plans & Trends Scenario

## Development Foundation:

### **P** | Community Plans

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

## Mobility Investment Foundation:

### **T** | Trend Investment

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

# Alternatives Analysis

## Trends Scenario

### Major Roadway Investments

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

### Major Transit Investments

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

# Shared Leadership Scenario

## Development Foundation:

### **P** | Community Plans

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

## Mobility Investment Foundation:

### **M** | Mobility Corridors

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

# Alternatives Analysis

## Shared Leadership Scenario

### Major Roadway Investments

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

### Major Transit Investments

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



# 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

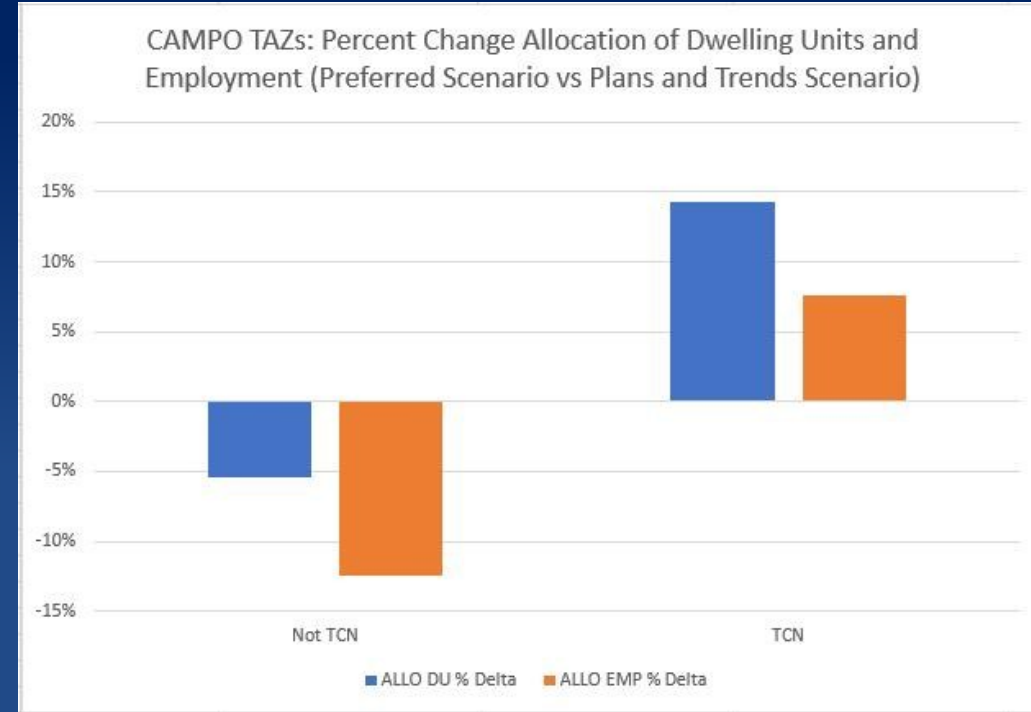
-- a focus on important trip origins and destinations --

## *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 2<sup>nd</sup> two decades  
*\*Requires additional revenue assumptions*

### Major Transit Investments

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

## Pop. Growth



3.1 million

# Key Performance Measures

## 2050 MTP Alternative Scenarios

## Jobs Growth



1.85 million

### Measure:



Avg Auto Commute Time - DCHC



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

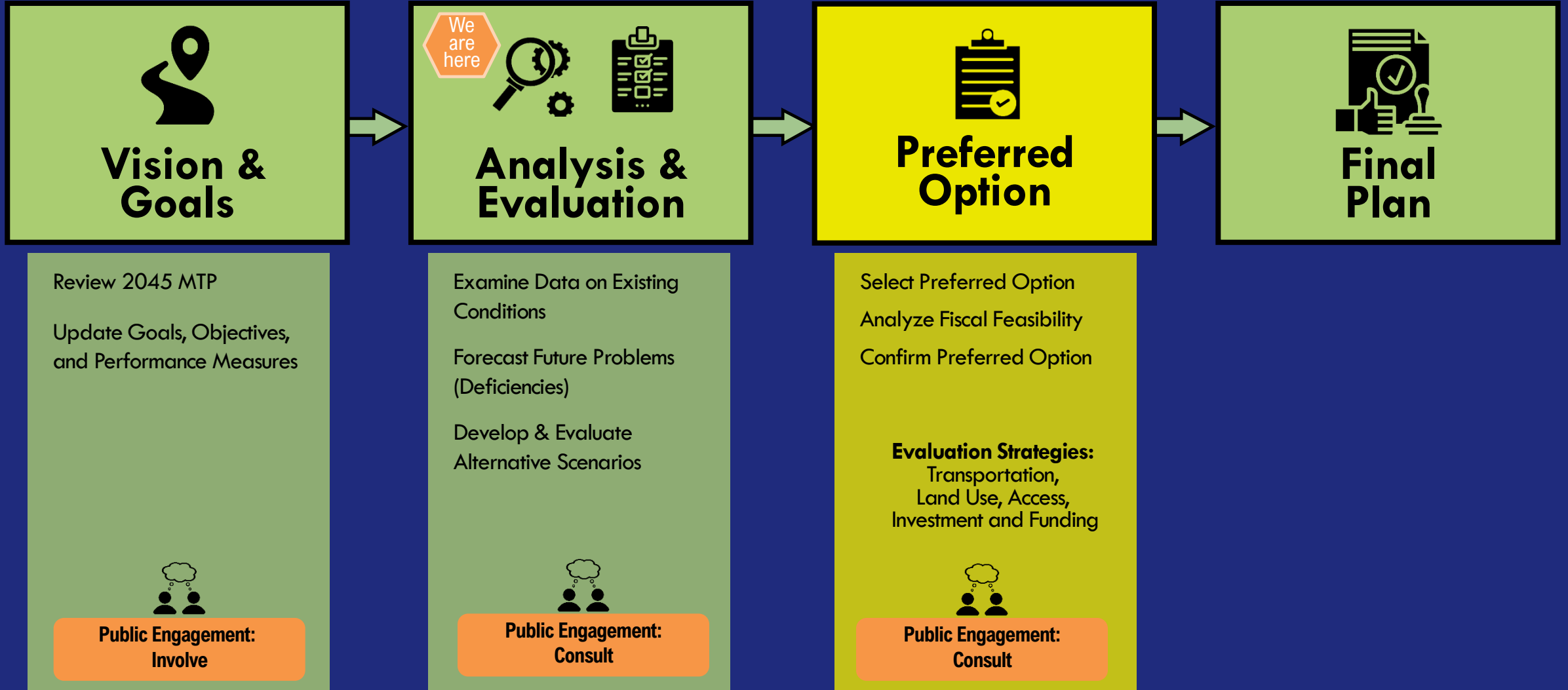
Four scenarios that match a development foundation with a mobility foundation

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

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

# 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

## Crystal

Chatham County

Town of Apex

Town of Morrisville

## Daniel

Town of Cary

Town of Garner

City of Raleigh

## Gaby

Franklin County

Town of Bunn

Town of Franklinton

Town of Youngsville

Granville County

Town of Bunn

City of Creedmoor

Town of Rolesville

Town of Wake Forest

Town of Knightdale

Town of Zebulon

## Evan

Wake County

Town of Knightdale

Town of Wendell

Town of Zebulon

## Kenneth

Harnett County

Town of Angier

Town of Coats

Town of Lillington

Town of Holly Springs

Town of Fuquay-Varina

## 5.6 DRAFT 2055 MTP

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

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



## 5.7 Safety Performance Measures and Targets 2025

- Federal requirement: Renewed in IIJA, but began in MAP-21:
  - Adopt 18 specific transportation performance measures
  - Divided into four categories: **Safety, Pavement/Bridge, System Performance, and Transit Assets**
- MPOs must establish performance targets for each of these measures on an annual basis by either:
  1. Agreeing to plan and program projects so that they contribute towards the accomplishment of the State DOT targets or
  2. Developing their own quantifiable targets for their metropolitan planning area by a methodology consistent with federal reporting requirements
- MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets

# PM1 – Safety

1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

NCDOT establishes and reports their targets in August. CAMPO must establish theirs by February.

# PM1 – NCDOT Safety Targets 2025

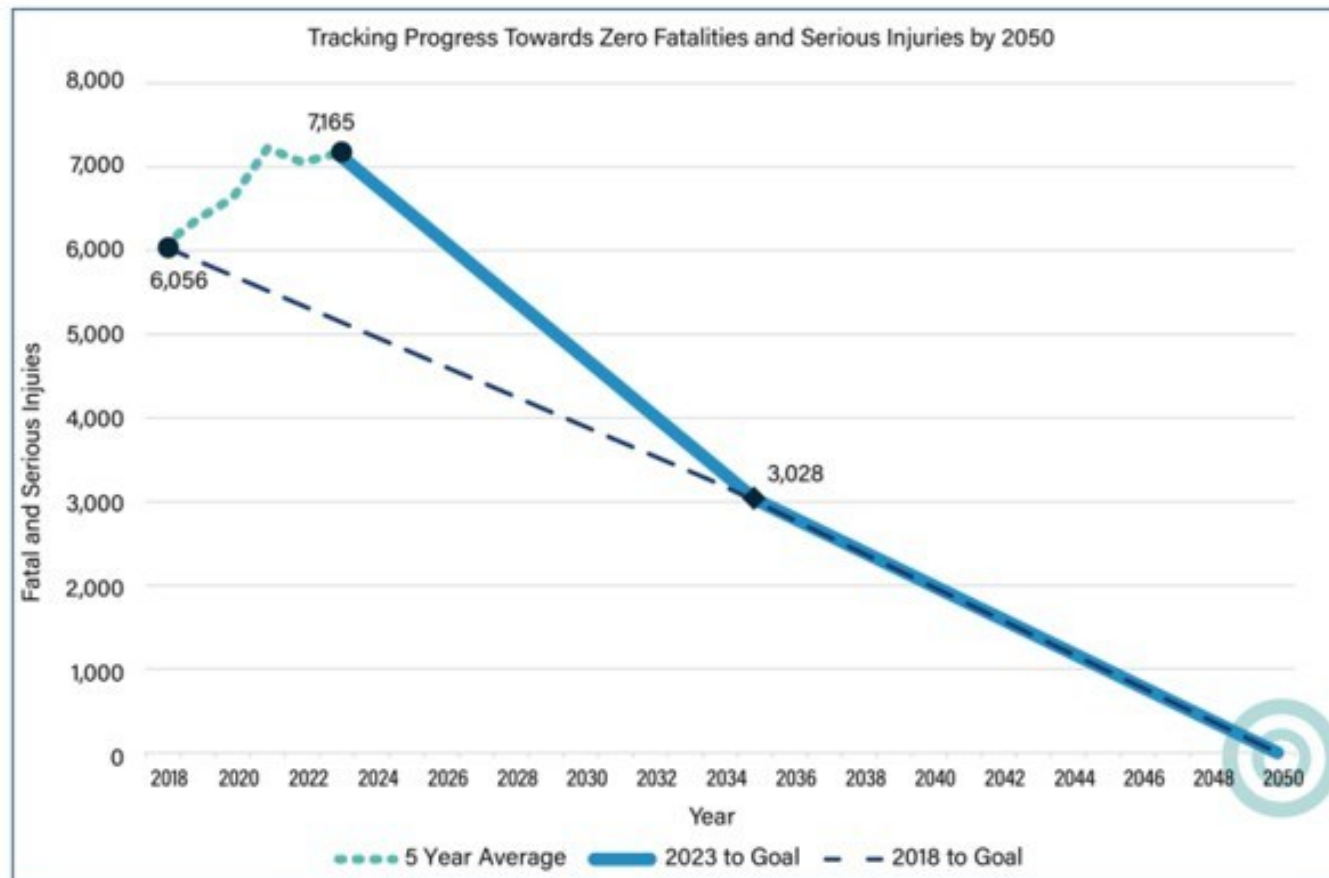


Figure 1. NCDOT Safety Performance Targets – Fatal and Serious Injuries<sup>1</sup>

# PM1 – NCDOT Safety Targets 2025

Safety Performance Measure	Percent Reduction	FROM 2019-2023	TO 2021-2025
Total Fatalities	30.40%	1,585.2	1,103.3
Rate of Fatalities	31.63%	1.353	0.925
Total Serious Injuries	38.80%	5,236.8	3,204.8
Rate Serious Injuries	40.12%	4.467	2.675
Total Non-motorized Fatalities & Serious Injuries	39.01%	712.6	434.6

## 5.7 Safety Performance Measure Targets 2025

### Next Steps

- Public Comment Period: January 17 – February 18, 2025

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

## 5.8 FY 2025 Quarter 3 Wake Transit Work Plan Amendment Requests

**5.8**

# **FY2025 Q3 Wake Transit Work Plan Amendments**

**Steven Mott, CAMPO**



# FY2025 Q3 Amendment Request Calendar

ACTION	DATE
Submission Deadline	November 22, 2024
Released for Public Comment	December 9, 2024
PD Subcommittee Review	December 17, 2024
Public Comment Period Ends	January 10, 2025
TPAC Considers Amendment Requests	January 23, 2025
<b>TCC Considers Amendment Requests</b>	<b>February 6, 2025</b>
CAMPO Board Considers Approval of Amendment Requests	February 19, 2025
GoTriangle Board Considers Approval of Amendment Requests	February 26, 2025



# Operating Amendment Requests

Project ID #	Agency	Project Title	FY 24 Original Funding Allocation	FY 25 Original Funding Allocation	FY 25 Requested Funding Allocation	FY 25 Funding Impact	Reason for Major/Minor Amendment Status
<b>Operating Budget Amendment Requests</b>							
TO005-BG	Town of Morrisville	Morrisville Smart Shuttle	\$ 375,012	\$ 402,814	\$ 408,534	\$ 5,720	Major Amendment: As part of the CFA Program, Morrisville is requesting 1/4 year of funding for expanded Sunday service, with this cost annualizing in future years. The expectation is this additional vehicle relieves well known and established capacity issues on Saturdays. Morrisville expects "seat unavailable" messages, the measure of demand/capacity, to decrease following the additional shuttle going into service. The requested FY26 impact is \$20,521.
TBD	Wake County	GoWake Access Admin	-	-	\$ 60,257	\$ 60,257	Major Amendment: GoWake Access is requesting Wake Transit funds to supplement FY25 administration funds requested from NCDOT.
<b>Total Operating Funding Impact</b>						<b>\$ 65,977</b>	

# Capital Amendment Requests

Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TC003-F	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan with CFAP MP	\$ 430,000	\$ 530,000	\$ 100,000	<b>Major Amendment:</b> The purpose of this amendment is to add \$100,000 to the project budget of the Wake Transit Plan Update to fund additional consultant assistance with public engagement for Phases 2 and 3. This assistance will provide for the ability to plan and attend numerous events throughout Wake County to gather public feedback on the investment priorities for the next 10 years of the Plan. The allocation displayed here is for FY25 only.
TC002-E	Town of Cary	Regional Bus Operations and Maintenance Facility	\$ 63,445,203	\$ 76,049,433	\$ 12,604,230	<b>Major Amendment:</b> The additional funds for the GoCary operations center reflects the cost estimate increase within final review as the project looks to go into the construction phase. The increase would allow for the Town of Cary to encumber the anticipated construction contract in Spring 2025. This project's previous fiscal years' allocations total \$63,445,203.
TBD	Wake County	GoWake Access Vehicle Replacement	\$ -	\$ 2,226,883	\$ 2,226,883	<b>Major Amendment:</b> GoWake Access Transportation request funds to replace a total of 20 new vehicles. The requested vehicles include 18 wheelchair lift revenue vehicles and 2 non-revenue vehicles. The purpose of this purchase is to maintain the current level of service demand for the community. The requested vehicles are not on GoWake's state vehicle replacement plan for eligibility under 5311.
TBD	Wake County	GoWake Access Vehicle Replacements	\$ -	\$ 917,403	\$ 917,403	<b>Major Amendment:</b> GoWake Access was approved for a 5310 grant that will replace 3 of the 10 vehicles eligible for replacement. GoWake is requesting Wake Transit to provide the local match for that grant which totals \$53,783. GoWake is also asking Wake Transit to fund the replacement of the remaining 7 eligible vehicles including additional administrative expenses totaling \$863,620 (camera installation, vehicle wrapping, vehicle registration, etc.)
TBD	Wake County	GoWake Access Vehicle Replacements	\$ -	\$ 58,000	\$ 58,000	<b>Major Amendment:</b> GoWake Access Transportation is requesting 5311 matching funds to replace a total of 5 new vehicles. The requested vehicles include 5 wheelchair lift revenue vehicles and associated funds. The purpose of this purchase is to maintain the current level of service demand for the community.
TC002-BL	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	\$ 232,660	\$ 569,272	\$ 336,612	<b>Major Amendment:</b> The Town of Knightdale was provided CFA funds for this project for FY24 to construct the three crosswalks related to transit infrastructure. The Town's bids for the remaining two intersection improvements (out of three total) requires additional funds to account for higher than expected construction and design costs. The total funding gap for the project is \$686,962.40. The amount requested reflects CFA's 49% match established in their original application and award. The approved funding for the project for FY24 is \$232,660.
<b>Total Capital Funding Impact</b>					<b>\$ 16,243,128</b>	

# Modification to Wake County Request

## FY 2025, Quarter 3, Requested Wake Transit Work Plan Amendments

### REQUESTED MODIFICATION TO WAKE COUNTY AMENDMENT REQUEST

Capital Budget Amendment Requests							
Project ID #	Description	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TBD	Original Request	Wake County	GoWake Access Vehicle Replacement	\$ -	\$ 2,226,883	\$ 2,226,883	<b>Major Amendment:</b> GoWake Access Transportation request funds to replace a total of <u>20 new vehicles</u> . The requested vehicles include 18 wheelchair lift revenue vehicles and 2 non-revenue vehicles. The purpose of this purchase is to maintain the current level of service demand for the community. The requested vehicles are not on GoWake's state vehicle replacement plan for eligibility under 5311.
TBD	Modified Request	Wake County	GoWake Access Vehicle Replacements	\$ -	\$ 2,197,644	\$ 2,197,644	<b>Major Amendment:</b> GoWake Access Transportation request funds to replace a total of <u>19 new vehicles</u> . The requested vehicles include 18 wheelchair lift revenue vehicles and 1 non-revenue vehicle. The purpose of this purchase is to maintain the current level of service demand for the community. The requested vehicles are not on GoWake's state vehicle replacement plan for eligibility under 5311.
<b>Difference in Requested Amount</b>						<b>\$ 29,239</b>	

- **Modification removes one non-revenue vehicle.**
- **Reduction of request by \$29,239.**
- **The TPAC included this modification in their recommendation.**

# Financial Impact of Amendment Requests:

## FY25-Q3 Amendment Financial Impact

Revised January 2025

### Operating Budget Amendment Requests

Ordinance Tag	Agency	Description	FY25 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY25 Wake Transit Plan Funding	Revised FY26-FY30 Adopted Wake Transit Plan Funding	Total FY25-FY30 Adopted Wake Transit Plan Funding
Bus Operations	Wake County	GoWake Access Admin	\$0	\$60,257	\$60,257	\$0	\$60,257
Community Funding Area	Town of Morrisville	Morrisville Smart Shuttle	\$402,814	\$5,720	\$408,534	\$2,356,111	\$2,764,645
Community Funding Area	Reserve	Community Funding Area Program Reserve	\$950,712	(\$342,332)	\$608,380	N/A	N/A
<b>Wake Transit Operating Expenditures</b>			<b>\$1,353,526</b>	<b>(\$276,355)</b>	<b>\$1,077,171</b>	<b>\$2,356,111</b>	<b>\$2,824,902</b>

### Capital Budget Amendment Requests

Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding	FY26-FY30 Adopted Wake Transit Plan Funding	Total Project Adopted Wake Transit Plan Funding
Capital Planning	CAMPO	Ext. of Planning Horizon for WT Vision Plan with CFAP MP (1)	\$600,000	\$100,000	\$700,000	\$0	\$700,000
Transit Infrastructure	Town of Cary	Regional Bus Operations and Maintenance Facility	\$63,445,203	\$12,604,230	\$76,049,433	\$0	\$76,049,433
Community Funding Area	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	\$232,660	\$336,612	\$569,272	\$0	\$569,272
Vehicle Acquisition	Wake County	GoWake Access Vehicle Replacement	\$0	\$2,197,644	\$2,197,644	\$1,800,000	\$3,997,644
Vehicle Acquisition	Wake County	GoWake Access Vehicle Replacements	\$0	\$917,403	\$917,403	\$0	\$917,403
Vehicle Acquisition	Wake County	GoWake Access Vehicle Replacements	\$0	\$58,000	\$58,000	\$0	\$58,000
Vehicle Acquisition	Reserve	Paratransit Expansion Vehicles	\$321,407	(\$321,407)	\$0	\$924,788	\$924,788
<b>Wake Transit Capital Expenditures</b>			<b>\$64,599,270</b>	<b>\$15,892,482</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$83,216,540</b>
<b>Total Financial Impact - FY25 Wake Transit Work Plan</b>				<b>\$15,616,127</b>			

1 Does not include funding from previous version of project (Adopted 4/2021) and future year FY 28 process.

# Financial Impact of Amendment Requests:

**Net Impact to FY25 Wake Transit Plan = (\$15,616,127)\***

- The FY25 Reserve Community Funding Area budget will **decrease** \$342,332.
- The FY25 Reserve Vehicle Acquisition budget will **decrease** \$321,407.\*\*
- The FY25 Town of Morrisville Community Funding Area budget will **increase** \$5,720.
- The FY25 Town of Knightdale Community Funding Area budget will **increase** \$336,612.
- The FY25 Wake County Bus Operations budget will **increase** \$60,257.
- The FY25 Campo Capital Planning budget will **increase** \$100,000.
- The FY25 Town of Cary Transit Infrastructure budget will **increase** \$12,604,230.
- The FY25 Wake County Vehicle Acquisition budget will **increase** \$3,173,047.\*

\*Reflects the proposed modification for the Wake County vehicle acquisition request.

\*\*FY25 Reserve Vehicle Acquisition for Paratransit Expansion Vehicles budget proposed to be used for Wake County requests.

# Community Engagement

- Comment period for the amendment requests spanned from Dec. 9 to Jan. 10.
- The notice was posted on CAMPO and GoForward websites with relevant social media posts.
- Four comments were received, available on page 55 of the attachment.
- All comments were reviewed by CAMPO staff and input was considered.
- No changes have been made as a result of the comments.

# Community Engagement

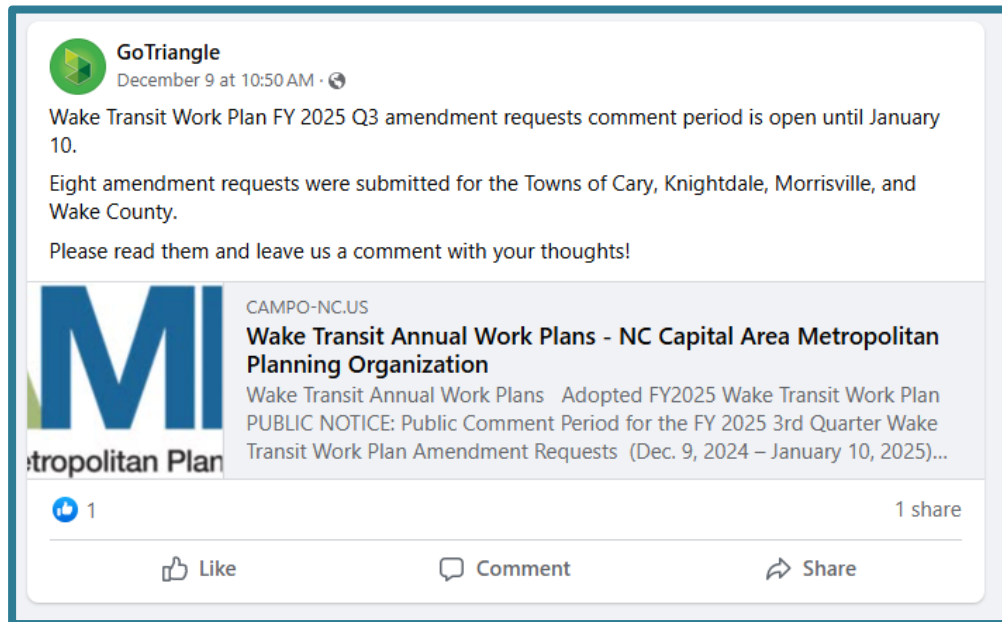
Comment period from December 9, 2024 – January 10, 2025.

The screenshot shows the CAMPO website page for 'Wake Transit Annual Work Plans'. At the top, there is a navigation bar with 'About' and 'Programs & Studies'. The main heading is 'Wake Transit Annual Work Plans'. Below it is a green button labeled 'Adopted FY2025 Wake Transit Work Plan'. The central focus is a dark blue box with white text that reads: 'PUBLIC NOTICE: Public Comment Period for the FY 2025 3<sup>rd</sup> Quarter Wake Transit Work Plan Amendment Requests (Dec. 9, 2024 – January 10, 2025)'. Below this, there is a paragraph of text explaining that eight amendment requests were submitted and are available for public review and comment for thirty days. At the bottom of the blue box, there are two green buttons: 'FY25 3rd Quarter Amendment Request Packet' and 'Submit Questions/Comments'.

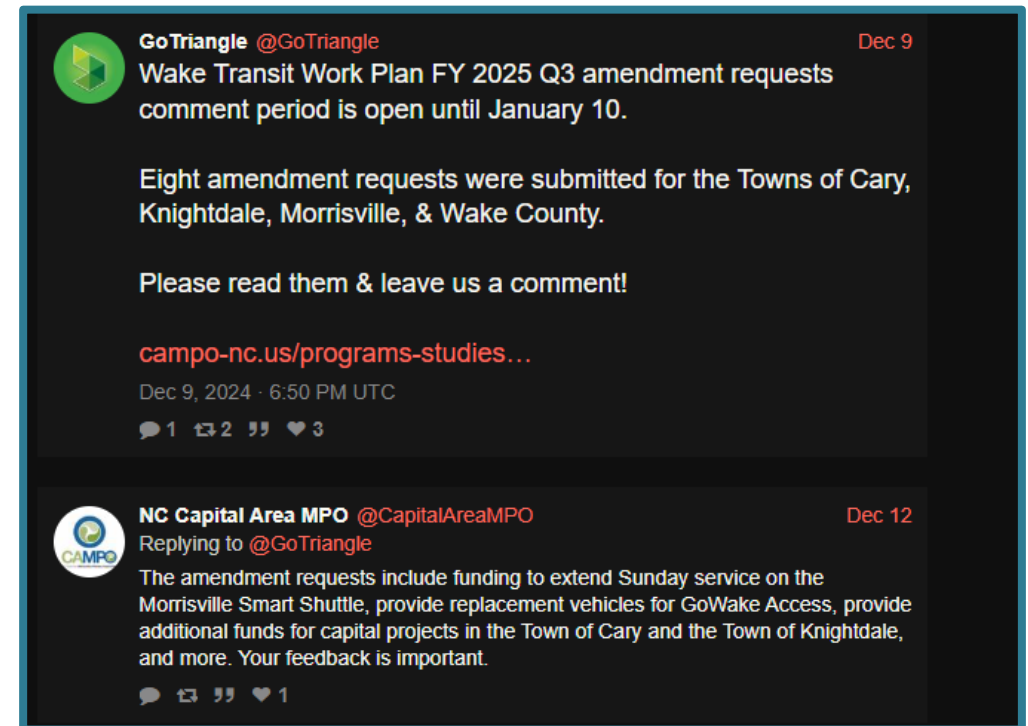
The screenshot shows the CAMPO website page for 'Public Notices & News'. The navigation bar includes 'About', 'Programs & Studies', 'Transportation Plan', 'Funding', 'Maps/Data', and 'Get Involved'. The main heading is 'Public Notices & News'. Below the heading, there is a light blue box containing a notice: 'NOTICE: The December meetings of the Executive Board and the Technical Coordinating Committee (TCC) have been cancelled.' This is followed by a bulleted list of meeting dates: 'January 2nd at 10am - Next meeting date for TCC' and 'January 15th at 4pm - Next meeting date for Executive Board'. Below the list, it states: 'CAMPO Executive Board and TCC meetings are held In-Person. An online link to view/listen to the meeting, but not participate, is available. Meeting Details webpage (includes public speaker sign-ups)'. At the bottom of the light blue box, there is a 'Parking Update' section. To the right of the light blue box, there is a list of public notices and news items: 'Parking and Construction at CAMPO Office Building', 'Public Comment: FY25/Q3 Wake Transit Work Plan Amendment Review Period' (highlighted with an orange border), 'Public Engagement: 2035 Wake Transit Work Plan Update', and 'Public Comment: Proposed Goals and Objectives for Destination 2055'.

# Community Engagement

Comment period from December 9, 2024 – January 10, 2025.



A screenshot of a Facebook post from GoTriangle. The post is dated December 9 at 10:50 AM. The text of the post reads: "Wake Transit Work Plan FY 2025 Q3 amendment requests comment period is open until January 10. Eight amendment requests were submitted for the Towns of Cary, Knightdale, Morrisville, and Wake County. Please read them and leave us a comment with your thoughts!". Below the text is a link to "CAMPO-NC.US Wake Transit Annual Work Plans - NC Capital Area Metropolitan Planning Organization". The link text includes "Wake Transit Annual Work Plans Adopted FY2025 Wake Transit Work Plan PUBLIC NOTICE: Public Comment Period for the FY 2025 3rd Quarter Wake Transit Work Plan Amendment Requests (Dec. 9, 2024 – January 10, 2025)...". The post has 1 like and 1 share. At the bottom are buttons for Like, Comment, and Share.



A screenshot of a Twitter thread. The first tweet is from GoTriangle (@GoTriangle) dated Dec 9. The text says: "Wake Transit Work Plan FY 2025 Q3 amendment requests comment period is open until January 10. Eight amendment requests were submitted for the Towns of Cary, Knightdale, Morrisville, & Wake County. Please read them & leave us a comment! campo-nc.us/programs-studies...". The tweet has 1 reply, 2 retweets, and 3 likes. The second tweet is from NC Capital Area MPO (@CapitalAreaMPO) dated Dec 12, replying to @GoTriangle. The text says: "The amendment requests include funding to extend Sunday service on the Morrisville Smart Shuttle, provide replacement vehicles for GoWake Access, provide additional funds for capital projects in the Town of Cary and the Town of Knightdale, and more. Your feedback is important." The second tweet has 1 like.



## 5.8 FY 2025 Quarter 3 Wake Transit Work Plan Amendment Requests

### Requested Action:

**Recommend the Executive Board approve the FY 2025 Quarter 3 Wake Transit Work Plan amendment requests.**

## 5.9 2025 Mobility Coordination Committee/Mobility Management Program Update

# Mobility Coordination Committee



February 6, 2025

# 2018 Coordinated Public Transit - Human Service Transportation Plan (CPT-HSTP)

## 2018 Updated Coordinated Public Transit-Human Services Transportation Plan

For  
Wake County and the Raleigh Urbanized Area

Amendment #1



NC Capital Area Metropolitan Planning Organization

2018 Update Adopted February 1, 2019

Amendment #1 Approved February 19, 2020

An updated Coordinated Plan is required to  
access specific Federal Transit Administration  
(FTA) grant program funds

# 2018 Coordinated Public Transit - Human Service Transportation Plan (CPT-HSTP)

## 2018 Updated Coordinated Public Transit-Human Services Transportation Plan

For  
Wake County and the Raleigh Urbanized Area

Amendment #1



NC Capital Area Metropolitan Planning Organization

2018 Update Adopted February 1, 2019

Amendment #1 Approved February 19, 2020

**Create Organizational Infrastructure - the Mobility Coordination Committee (MCC)**

Coordinate ADA policies, Service and Service Delivery

**Develop Mobility Management Approach for Rural Transportation**

Prepare for Changes in NEMT/Medical Transportation

CPT-HSTP Recommendations Implementation Table

Time-frame	Recommendations	Effort Level	Project Lead	Receive as Information	Make Recommendations	Adopting Board(s)
Short Term	1.1 Establish Mobility Coordination Committee (MCC)	Medium	CAMPO	TPAC; local groups & boards	TCC	CAMPO
	1.2 Create Consistent Regional UZA ADA Structure incorporated into individual provider ADA plans	High	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC	Transit Providers
	1.3 Coordinate ADA Service Delivery	High	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC	Transit Providers
	1.4 Initiate Rural Transportation Network	Medium	CAMPO	TBD	TBD	TBD
	1.5 Monitor State Medicaid Transportation Program	Low	MCC	TPAC; TCC; CAMPO Board, local governments	n/a	n/a
	1.6 Develop Mobility Management Program	Medium	TBD	TPAC; TCC; CAMPO Board, local governments	MCC; TCC	CAMPO; Transit Providers; local governments
	2.1 Develop Emerging Mobility Policy ( <b>Supported as part of Task 1.6</b> )	Medium	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC; TCC	CAMPO; Transit Providers
Mid-Term	2.2 Evaluate Brokerage Model; Develop MOU for implementing a regional approach	High	CAMPO	TPAC	MCC; TCC	CAMPO; Transit Providers
	2.3 Evaluate Medical Transportation Needs/Conduct Scenario Planning reflected in recommended plan updates	Medium	CAMPO	MCC	MCC; TCC	CAMPO; Transit Providers
	3.1 Revise/Expand Mobility Management Program	Low	TBD	MCC; TPAC	MCC; TCC	CAMPO; Transit Providers; local governments
Long Term	3.2 Implement Brokerage Model	High	CAMPO	TPAC	MCC; TCC	CAMPO; Transit Providers
	3.3 Expand Emerging Mobility Options	Medium	CAMPO	TPAC	MCC; TCC	CAMPO; Transit Providers
	3.4 Evaluate Sustainability of Mobility Coordination Committee	Medium	CAMPO	TPAC; TCC; CAMPO Board, local governments	MCC; TCC	CAMPO

*The Mobility Coordination Committee is Responsible for Guiding the Implementation of the CHSPTP*

- Capital Area MPO (CAMPO)
- Town of Cary/GoCary
- Go Triangle
- Harnett Area Rural Transit (HARTS)
- Johnston County Area Transit/Community & Senior Services of Johnston County (JCATS/CSS)
- Kerr Area Rural Transit System (KARTS)
- City of Raleigh/GoRaleigh
- Wake County/Go Wake Access
- Town of Apex/GoApex
- including various CAMPO area human service agencies

# Key Activities of the MCC:

## **(2019-2022)**

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

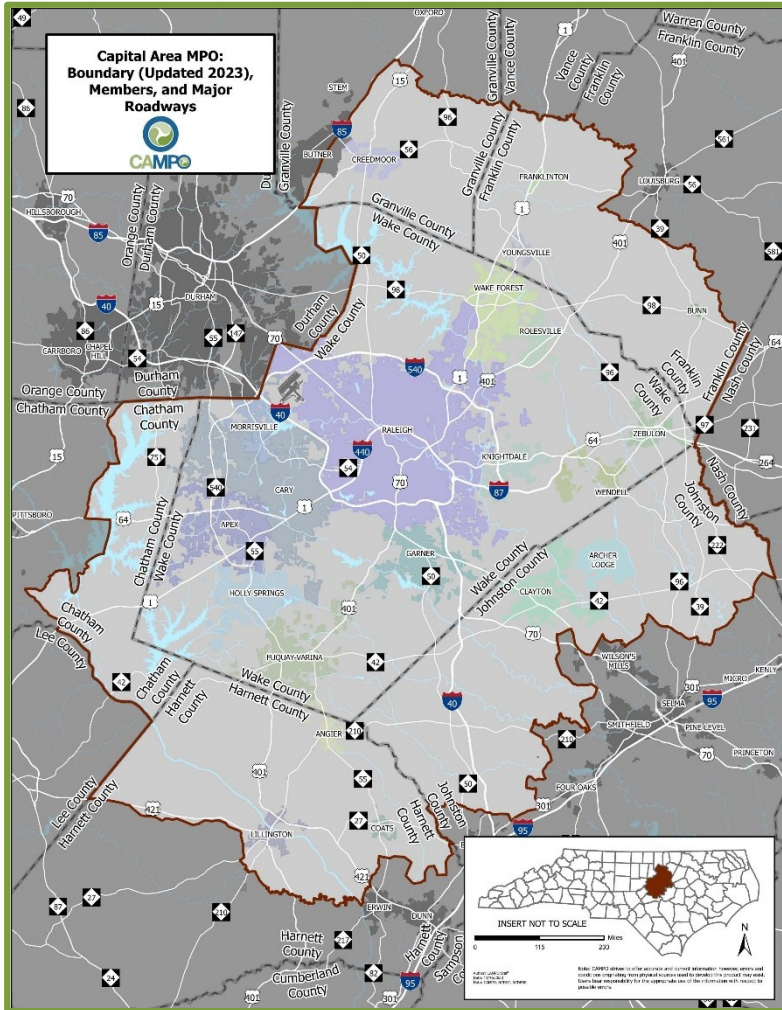
## **(2021-2023)**

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

## **(2023-2024)**

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

# Project Goals: Intentionally broad to reflect the needs and service gaps identified through Plan development



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



Coordinate ADA paratransit services throughout the CAMPO region.



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



Raise awareness of mobility options throughout the CAMPO region.



# Mobility Management Approach & Program

# What is Mobility Management?

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

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

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

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



# Vision for Mobility Management

- ▶ The program seeks to:
  - ▶ Deliver better public transportation and services in rural areas, including travel training
  - ▶ Help riders connect to and use transit
  - ▶ Make it easier to find out about services
- ▶ It will help:
  - ▶ All seeking transportation, but focus on older adults, people with disabilities, and people with low incomes
  - ▶ Agency staff and advocates
- ▶ As it evolves:
  - ▶ Trip sharing will increase, better technology will be available, and progress will be measurable



# Mobility Management Goals

1. Through **engagement, outreach, and coordination**, offer consistent and easily accessible information on available public transportation services,
2. Through **data collection, needs assessment, and program design**, better address the concerns of people who face mobility challenges, and
3. Through **program evaluation and refinement**, promote and improve coordination and use of technology among providers leading to a better user experience, more transportation services, and reduced operating costs

In-depth Assessment of current service capacity programs

Prioritize disseminating transportation education and information in the region.

Build a broader coalition with human service agencies

Enhanced service coordination

Explore the full range of emerging mobility policy and coordination alternatives

# Goals/Priorities



- Exchange program information with transit and human service agencies
- Work on Mobility Management Program Webpage & information database
- Attended Assoc. for Commuter Transportation International Conference
- Participate in Professional Development training programs:
  - ~MPO 101 through AMPO
  - ~Certified Mobility Manager Credential through Easterseals

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

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

## 5.9 2025 Mobility Coordination Committee/Mobility Management Program Update



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



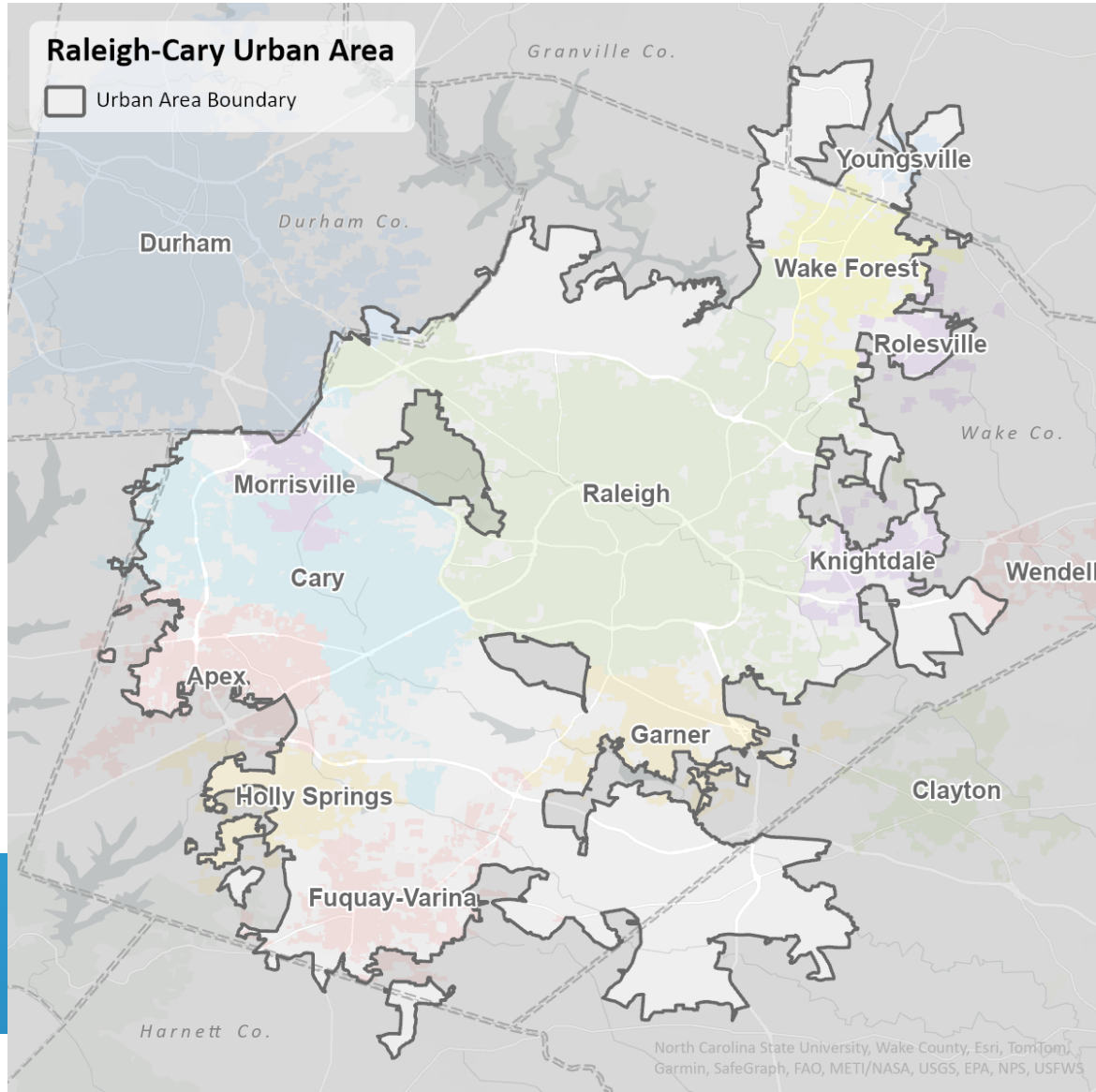
5.10 2025 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Call for Projects for October 1, 2025-September 30, 2027



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

2025 Call for Projects

**CAMPO TCC Meeting / February 6, 2025**



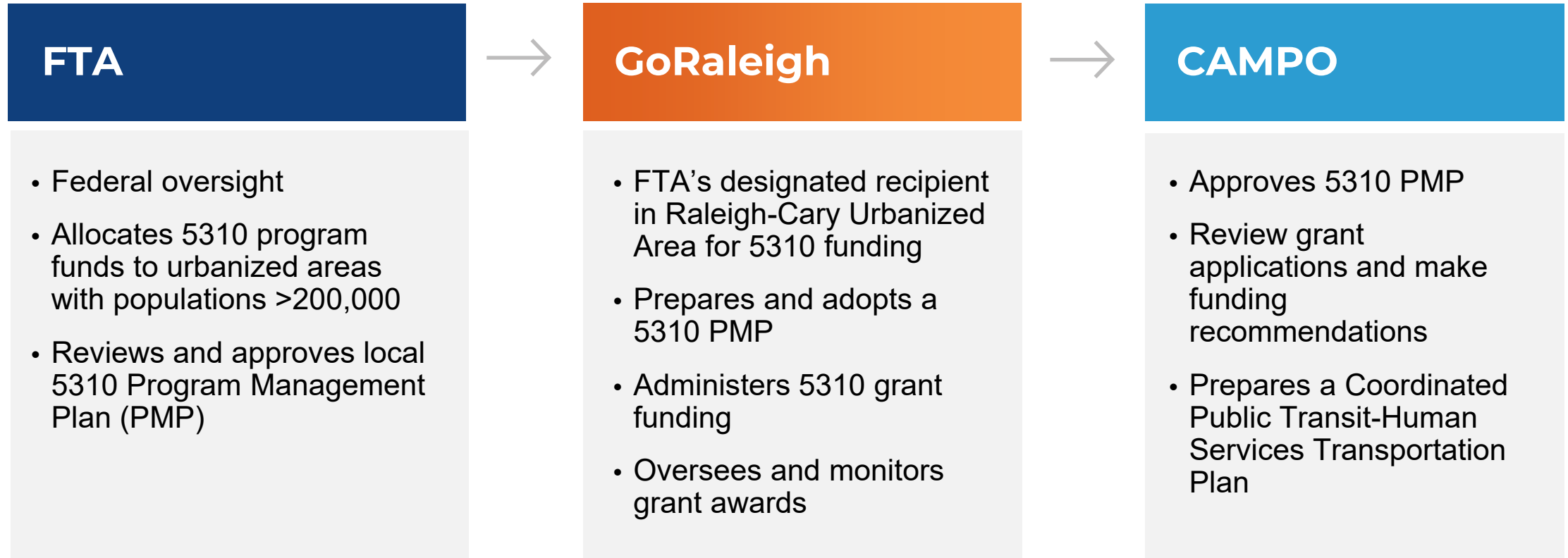
## FTA Section 5310 Program

**Provides capital and operating grants to**

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

**Funding is for the Raleigh-Cary Urban Area**

# Section 5310 Program Roles



# 5310 Program Management Plan

- Adopted and approved by the City of Raleigh/ GoRaleigh and CAMPO in 2023
- Lists FTA requirements
- Explains project selection process and criteria



## SECTION 5310 PROGRAM MANAGEMENT PLAN FOR THE RALEIGH-CARY URBAN AREA

JUNE 2023





## Section 5310 Funds Available

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

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

**Applications accepted February 17 – March 14**

- Application available online at: [www.raleighnc.gov/transit](http://www.raleighnc.gov/transit)
- Electronic submission
- Awards: June 2025



## 2025 Call for Projects and Outreach

- Applications accepted February 17 – March 14
- Approximately 200 agency, non-profit, and providers contacted
- Email and website notices
- Virtual grant webinar and recorded presentation:
  - **Webinar:** February 24, 2025
  - **Recorded Webinar:** February 28 – March 14 available on GoRaleigh's website

# Coordinated Public Transit - Human Services Transportation Plan

- Adopted September 18, 2024
- Ensures consistency across Wake Transit Plan, federal programs including Section 5310, and other transportation plans
- Covers the CAMPO planning area

**North Carolina Capital Area  
Metropolitan Planning  
Organization**

2024 Coordinated Public Transit-Human  
Services Transportation Plan Update

**Final Report**

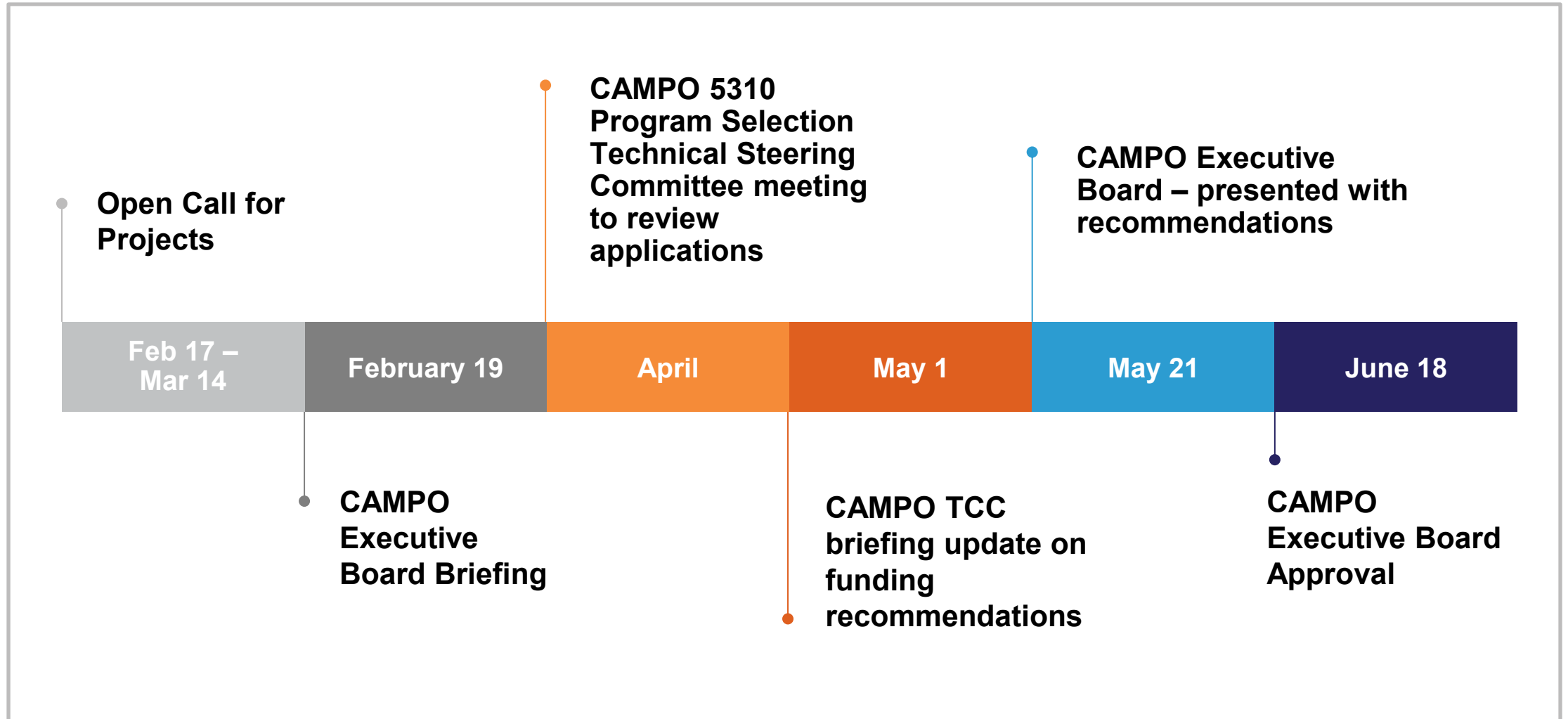
**ADOPTED**  
9/18/24

moore  
& associates

**CAMPO**  
NC Capital Area Metropolitan Planning Organization



# Key Dates



5.10 2025 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Call for Projects for October 1, 2025-September 30, 2027

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

## 6. Informational Items: Budget

1. Operating Budget FY2025
2. Member's Shares FY2025

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

## 7. Informational Items: Project Updates

1. Informational Item: Project Updates
2. Informational Item: Public Engagement Updates

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

## 8. Informational Item: Staff Reports

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

# ADJOURN

## Upcoming Meetings

Date	Event
Feb. 19 4:00 p.m.	Executive Board
Mar. 6 10 a.m.	Technical Coordinating Committee Meeting
Mar. 19 4:00 p.m.	Technical Advisory Committee Meeting
Apr. 3 4:00 p.m.	Technical Coordinating Committee Meeting

**Executive Board Meeting Time Survey:**  
<https://publicinput.com/ebmeetingtime>