



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

June 5, 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

Remove Regular Item 5.6 – FFY 2025 FTA Sections 5307, 5340, and 5339 Sub-Allocations (postpone to August)

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: May 1, 2025

Requested Action:

Approve the May 1, 2025 Meeting Minutes.

5. Regular Business

1. Complete NC 540 – Status Update
2. CAMPO Blueprint for Safety Plan and Final Report
3. Recommended FY 2026 Wake Transit Work Plan and Project Groupings and Deliverables
4. Adoption of Revised Wake Transit Lead Agency Responsibility Matrix
5. 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection
6. *Removed: FFY 2025 FTA Sections 5307, 5340, and 5339 Sub-Allocations*
7. 2055 MTP/CTP Update
8. Federal Certification Review

5. Regular Business

9. Prioritization 8.0 Modal Candidate Project Lists
10. Locally Administered Projects Program (LAPP) FFY2027 Target Modal Mix
11. 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report & FY2026-2035 Transportation Improvement Program (TIP)
12. Network Analyst - TRMG2v3 2025 Base Year

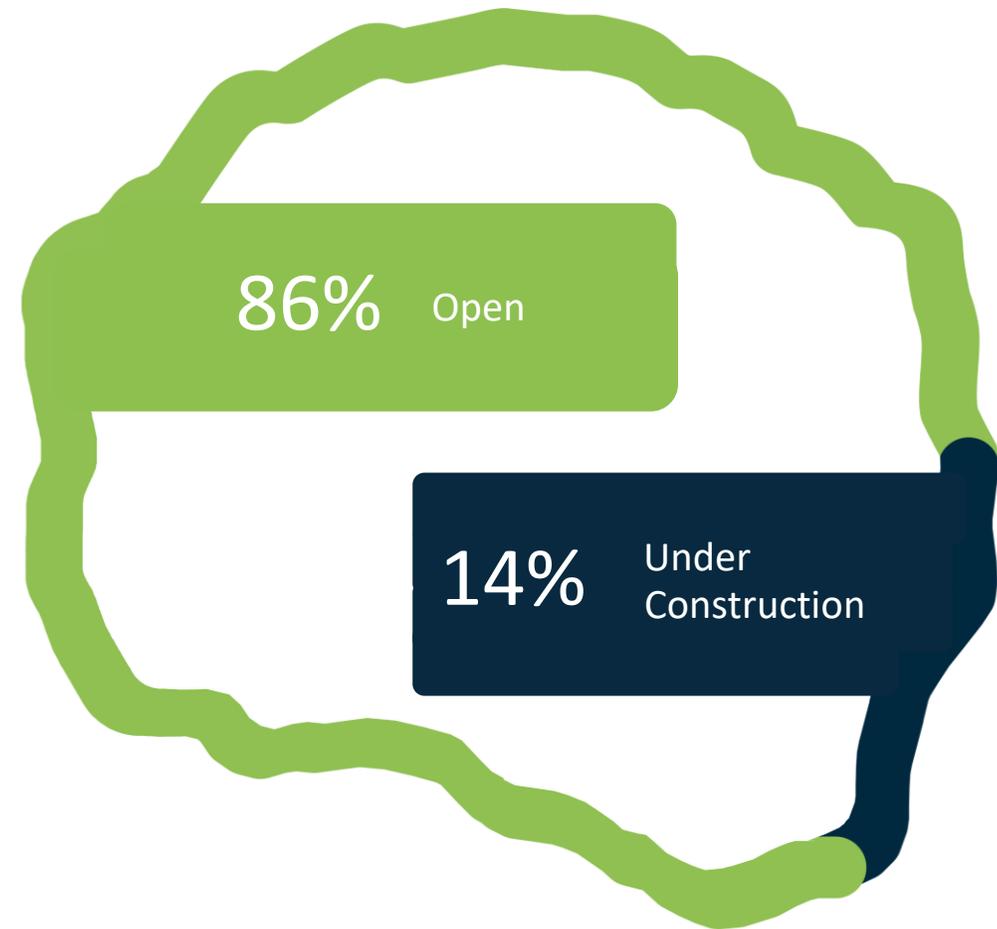
5.1 Complete NC 540 – Status Update

Complete 540 Phase 2

Alan Shapiro, P.E.

Completing the Loop

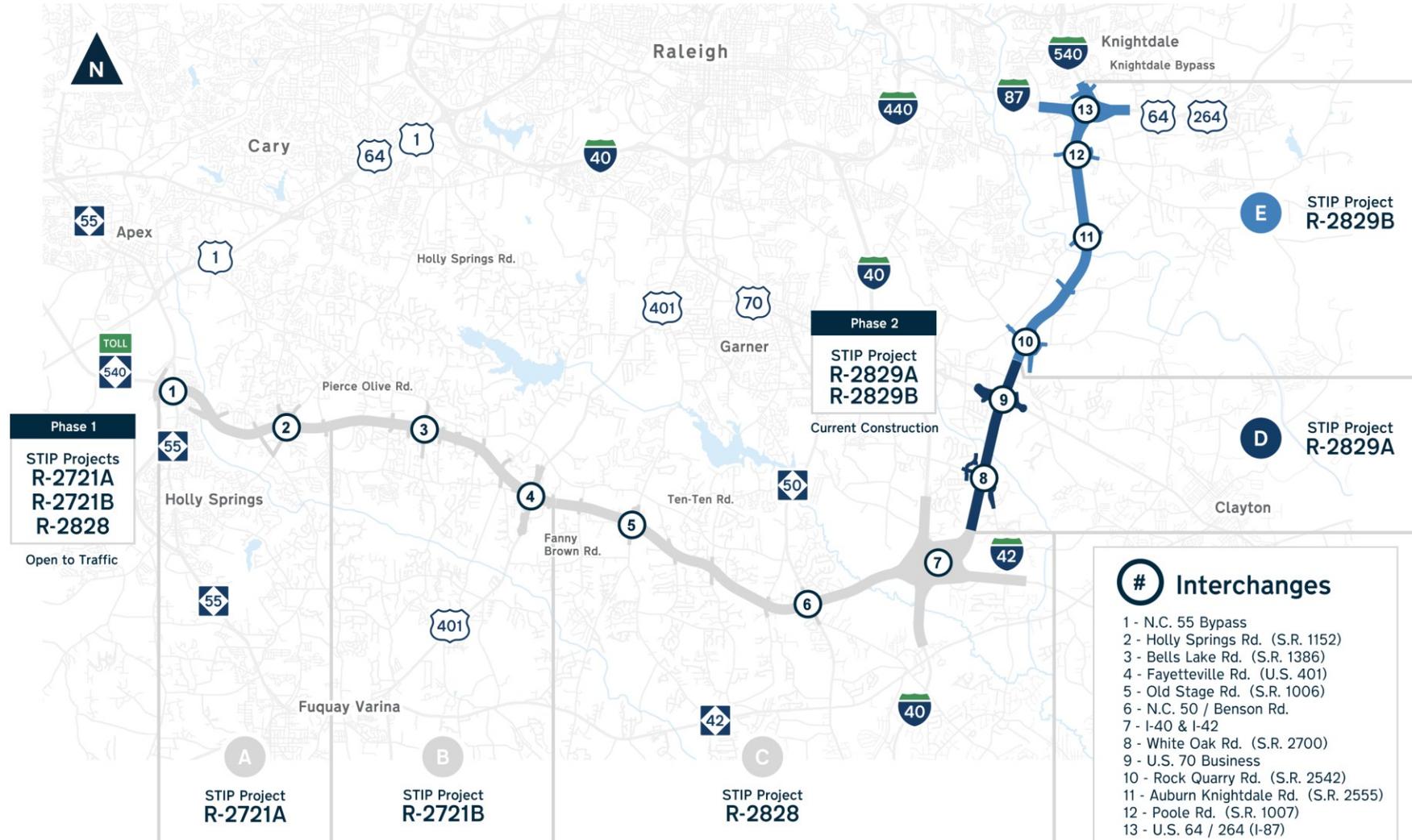
-  Open to traffic (66 miles)
I-540 & Triangle Expressway
-  Missing link (10 miles)
Eastern Wake Expressway



Complete 540 Phase 2

D R-2829A
4 miles
2 full interchanges + 1 partial

E R-2829B
6 miles
3 full interchanges + 1 partial



- # Interchanges**
- 1 - N.C. 55 Bypass
 - 2 - Holly Springs Rd. (S.R. 1152)
 - 3 - Bells Lake Rd. (S.R. 1386)
 - 4 - Fayetteville Rd. (U.S. 401)
 - 5 - Old Stage Rd. (S.R. 1006)
 - 6 - N.C. 50 / Benson Rd.
 - 7 - I-40 & I-42
 - 8 - White Oak Rd. (S.R. 2700)
 - 9 - U.S. 70 Business
 - 10 - Rock Quarry Rd. (S.R. 2542)
 - 11 - Auburn Knightdale Rd. (S.R. 2555)
 - 12 - Poole Rd. (S.R. 1007)
 - 13 - U.S. 64 / 264 (I-87)

R-2829A



\$287.3M

Cost of Contract



R-2829B



\$449.9M

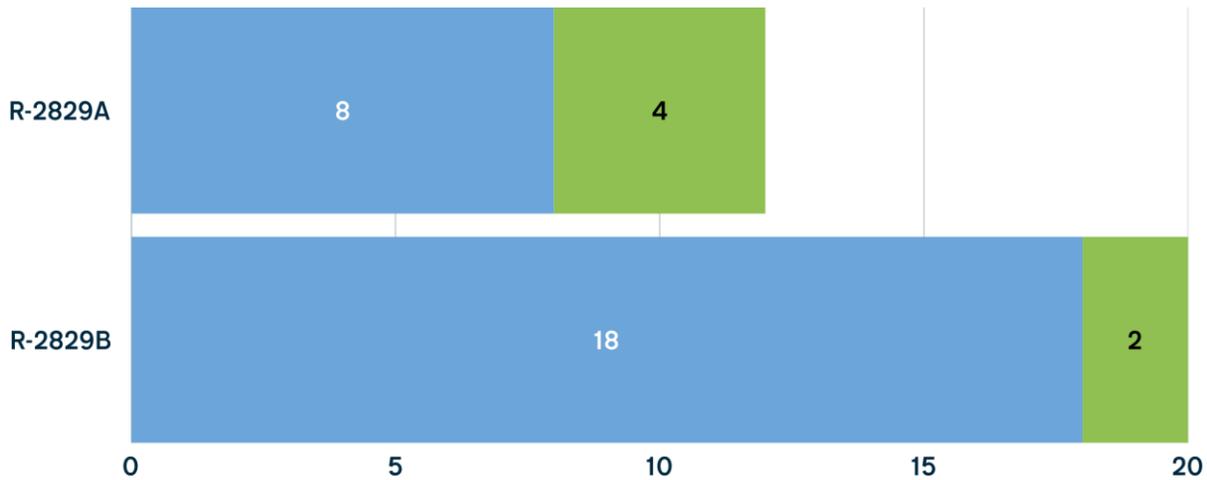
Cost of Contract



Bridge and Culvert Construction

Bridge Construction

● Not Started ● Under Construction ● Complete



Culvert Construction

● Not Started ● Under Construction ● Complete



Anticipated Project Schedule



Completion of
Permitting

Complete



Completion of Final
Designs



Right of Way
Activities

Ongoing Tasks



Beginning of Major
Construction Activities



Project Completion
2028

Upcoming Tasks

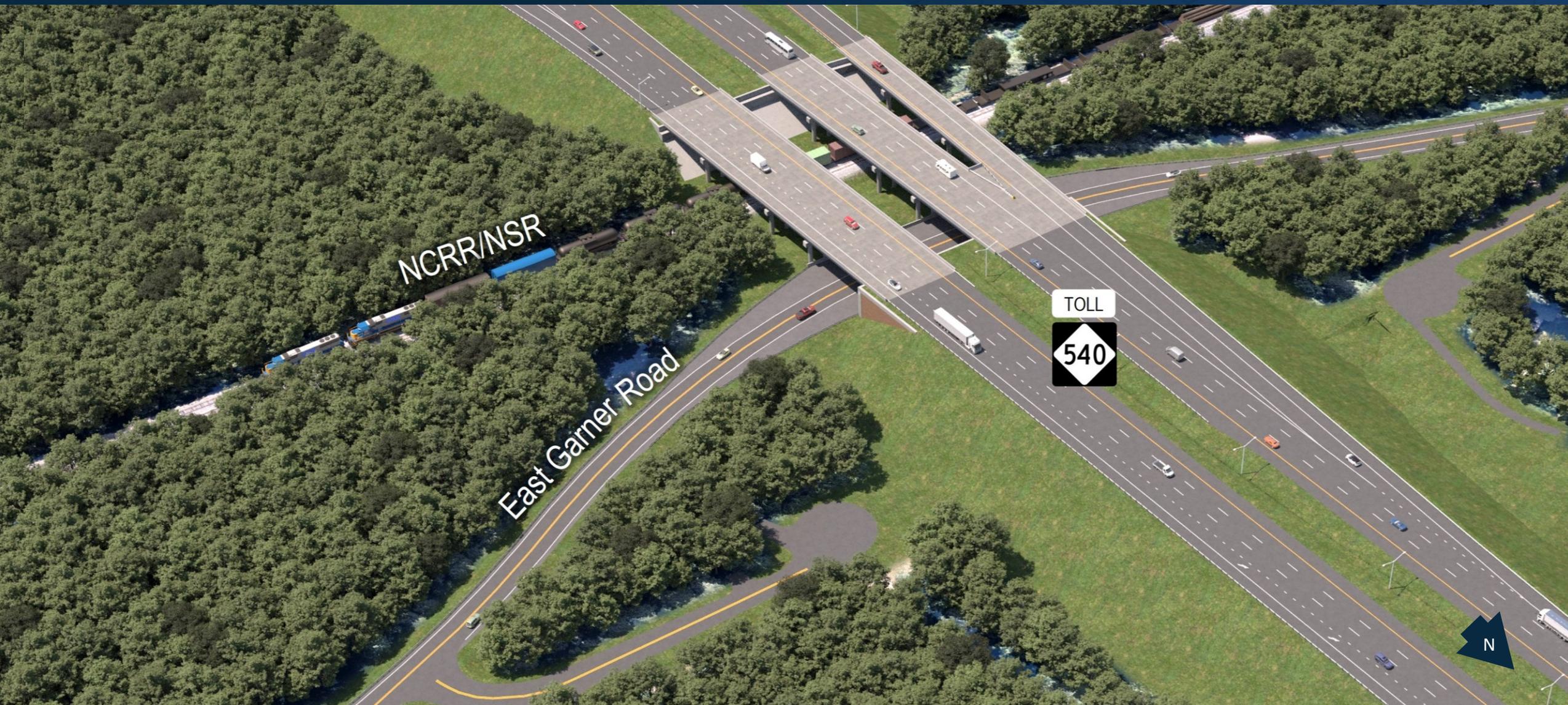
The background features a dark blue field with a subtle, light blue hexagonal grid pattern. Overlaid on this are several dynamic, glowing trails of particles. These trails, composed of small dots, curve and flow across the frame, with colors ranging from light blue to bright green. The overall aesthetic is clean, modern, and technical.

R-2829A Design Concepts

White Oak Road Interchange Design



East Garner Road Design



U.S. 70 Interchange Design



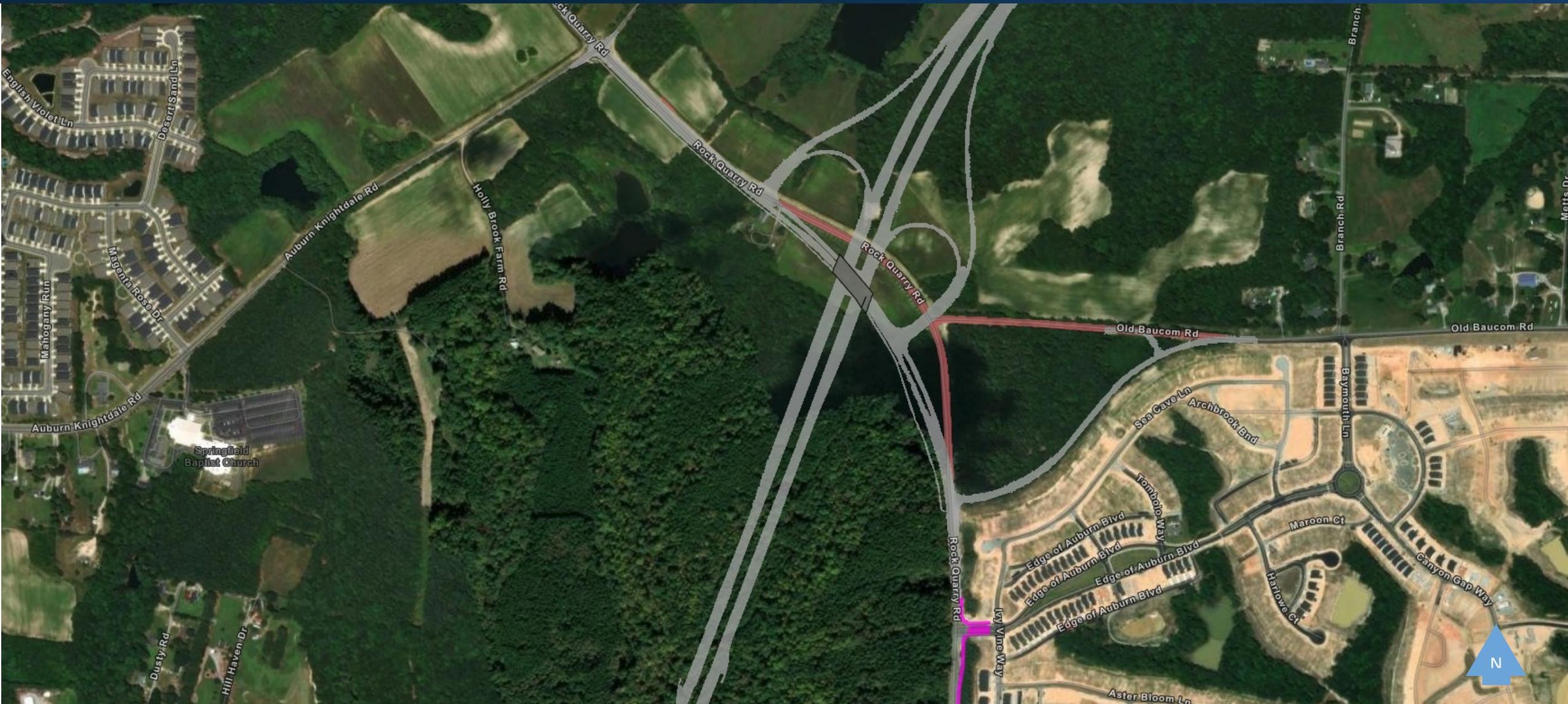
U.S. 70 Interchange Design



The background features a dark blue hexagonal grid pattern. Overlaid on this grid are several glowing, wavy trails of small particles. The particles are primarily light blue and green, with some appearing as bright white or yellow points. These trails create a sense of motion and depth, resembling a digital or scientific visualization.

R-2829B Design Concepts

Rock Quarry Road Interchange Design



Auburn Knightdale Road Interchange Design



Poole Road Interchange Design



I-87 Interchange Design





Project Highlights

Completed Turbine
Interchange
I-40 / I-42



Completed Turbine
Interchange
I-40 / I-42



Typical Toll Vault



Toll Technology Improvements



Eliminating Toll Vaults



Cost Savings

Toll Collection Loop Advancements



Loops are damaged frequently



Eliminating loops allows less impact to customers for maintenance activities

DBE Participation

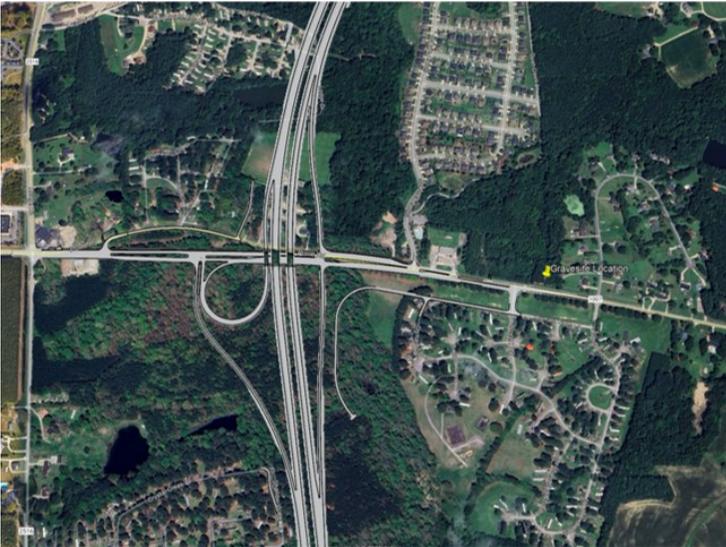


Over \$30 million for committed DBE participation

Gravesites

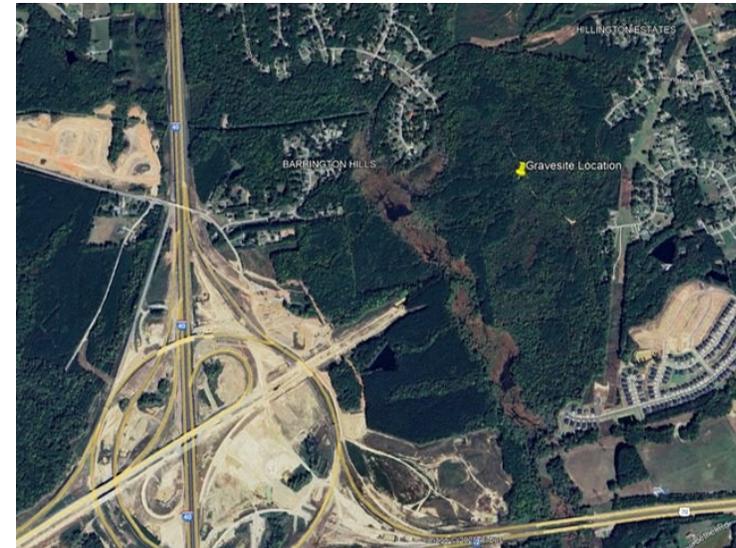
Avoidance

Poole Road



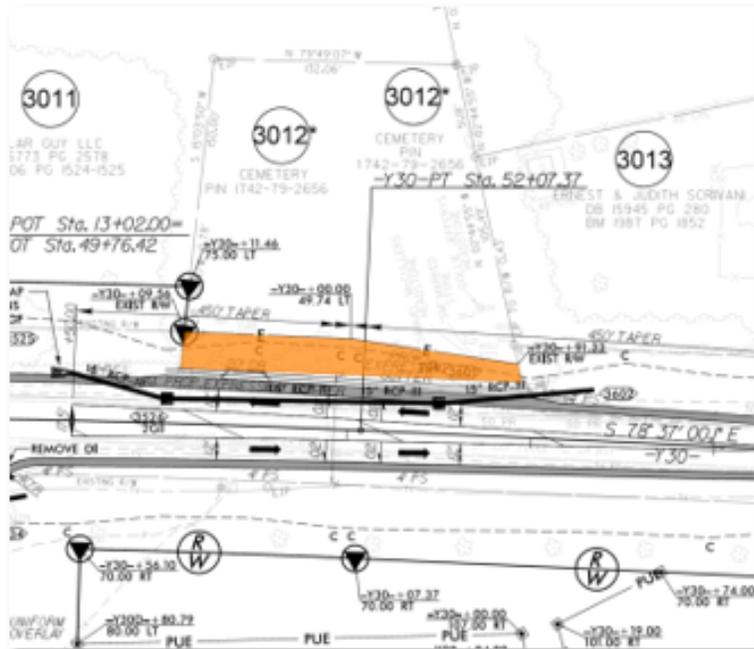
Relocation

Bushy Branch

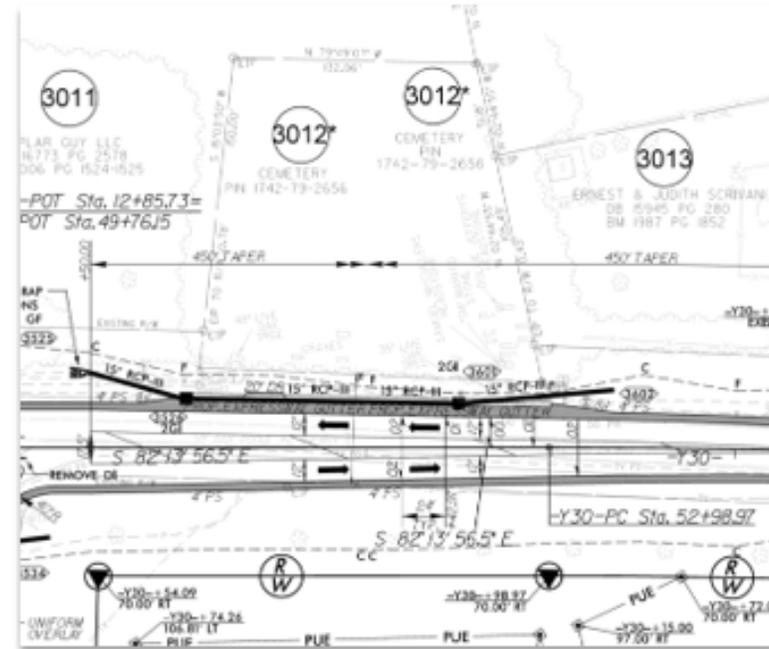


Gravesite Avoidance

June 2024 Design



Current Design



Gravesite Relocation



Date Discovered

October 1, 2024



Contract Awarded

January 6, 2025



Work Ended

January 16, 2025



RFP/Bid Advertised*

November 25, 2024

Work Began

January 13, 2025



Gravesite Relocation





Neuse River Crossing

Neuse River Construction Activities



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



Minimal relocation of the Neuse River Greenway Trail



Trail access will remain open from dawn to dusk daily



River & trail users will be informed of construction activities

Neuse River Safety Plan



Compliance



Site Specific Safety Plan



Annual Review



Monthly Inspection



Monitors/Flaggers

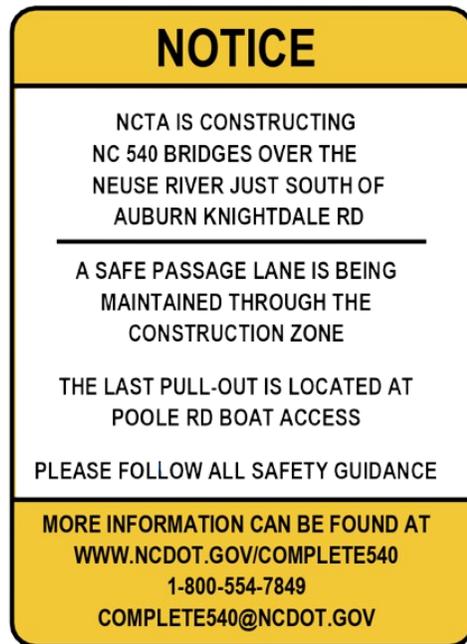


Overhead Operations



Storm Preparedness

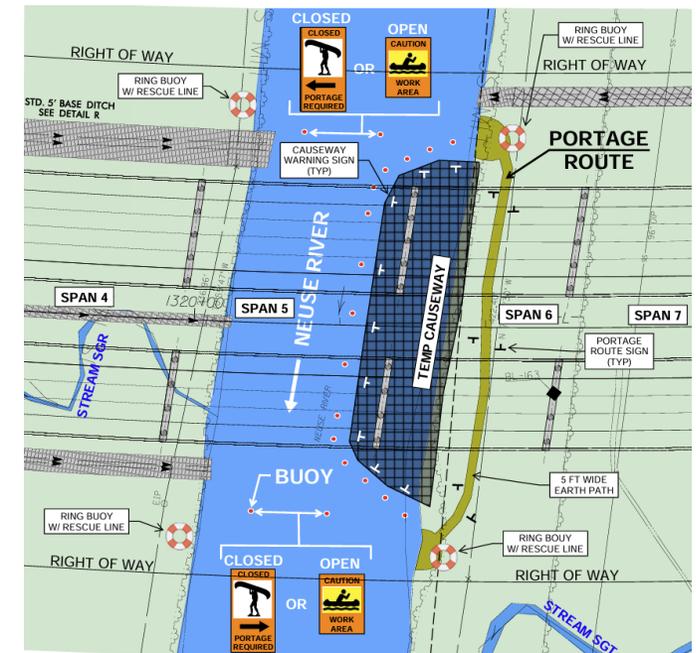
Neuse River Safety Precautions



Advanced Warning Signage

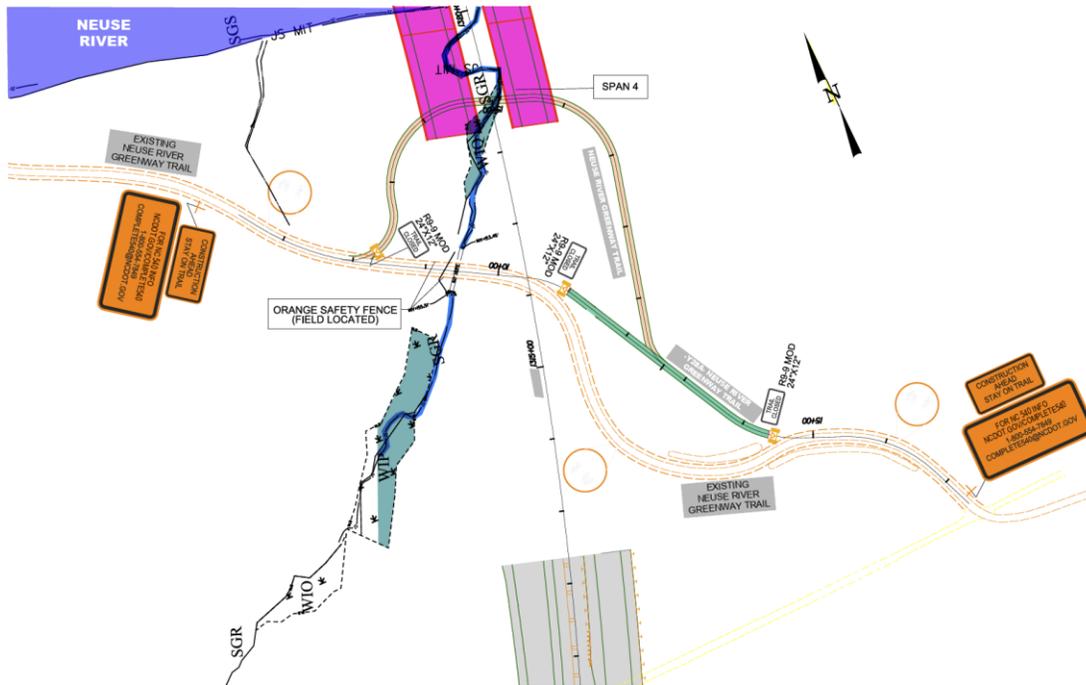


Ring Buoys



River Safety Plan

Neuse River Greenway Trail Precautions



Trail Safety Plan



Orange Safety Fencing

The background features a dark blue field with a subtle, light-colored hexagonal grid pattern. Overlaid on this grid are several abstract, glowing trails of small dots in shades of light blue and green, which appear to flow and curve across the frame, creating a sense of motion and depth.

Bike, Pedestrian and Multi-Use Accommodations

Bike/Pedestrian/Multi-Use Accommodations – Phase 2



Bike/Pedestrian/Multi-Use Accommodations – Phase 2



Bike/Multi-Use Accommodations



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

Pedestrian Accommodations

Sidewalks



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



Phase 2 Outreach Efforts

Continuation



Mirroring successful strategies from Phase 1

Neighborhood Meetings



Kick off at East Garner Road

Communications Plan



Comprehensive communications and public engagement plan

Early Communications



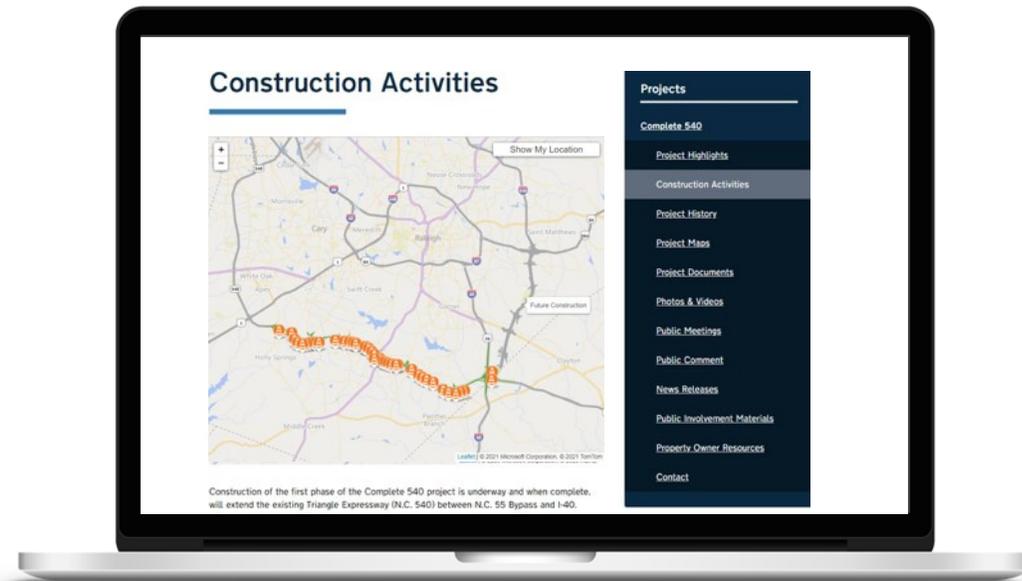
Initiated communications in early 2025 i.e., neighborhood meeting and letters to residents

Proactive Outreach

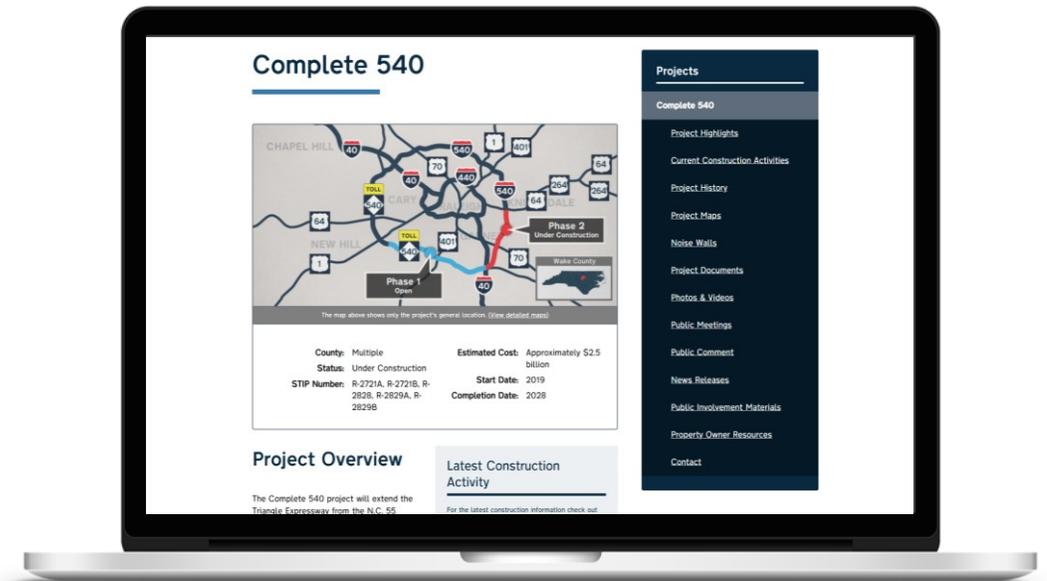


Initiating contact with organizations to present

Resources at ncdot.gov/complete540



Interactive Map for Construction Activities



Complete 540 Webpage

If you have any questions, please contact us at complete540@ncdot.gov or 1-800-554-7849

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

Before You Go!

Visit our NC Quick Pass table to:



Learn about the benefits of using a NC Quick Pass



Sign up for an NC Quick Pass account to start saving 50% on tolls in NC



Manage your existing NC Quick Pass account



Get answers to your questions about tolling



Contact Us



ncdot.gov/complete540



complete540@ncdot.gov



1-800-554-7849



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



[@NCTurnpike](#)

[@NC_QuickPass](#)



Questions?



Thank you!

5.1 Complete NC 540 – Status Update

Requested Action:
Receive as information

5.2 CAMPO Blueprint for Safety Plan and Final Report



BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan

CAMPO TCC Update

June 5, 2025

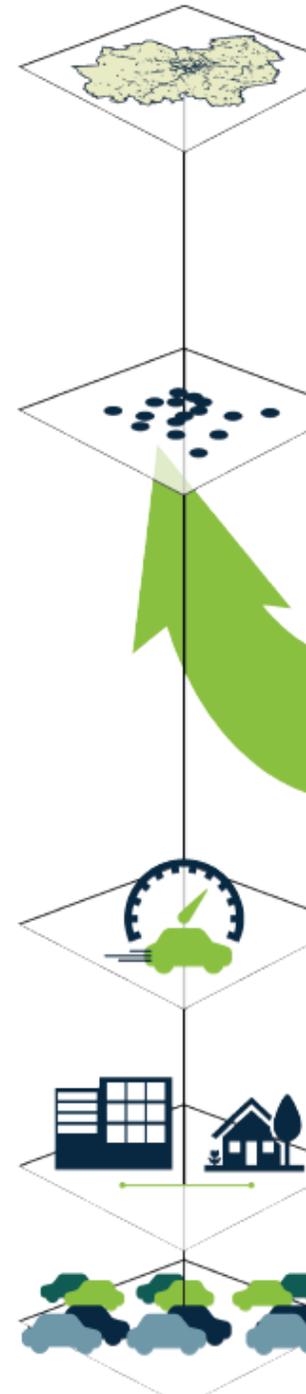
One Region: Diverse Safety Issues

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



Data-Driven Analysis and Planning

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



Lane Departure



Intersections



Bike/Pedestrians at Intersections



Bike



Speed



Pedestrian



Motorcycle

Community and Stakeholder Engagement

Feedback shaped safety strategies

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



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

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

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

“The fewer cars on the road, the safer it is.”

Blueprint Resource

Information available for agencies

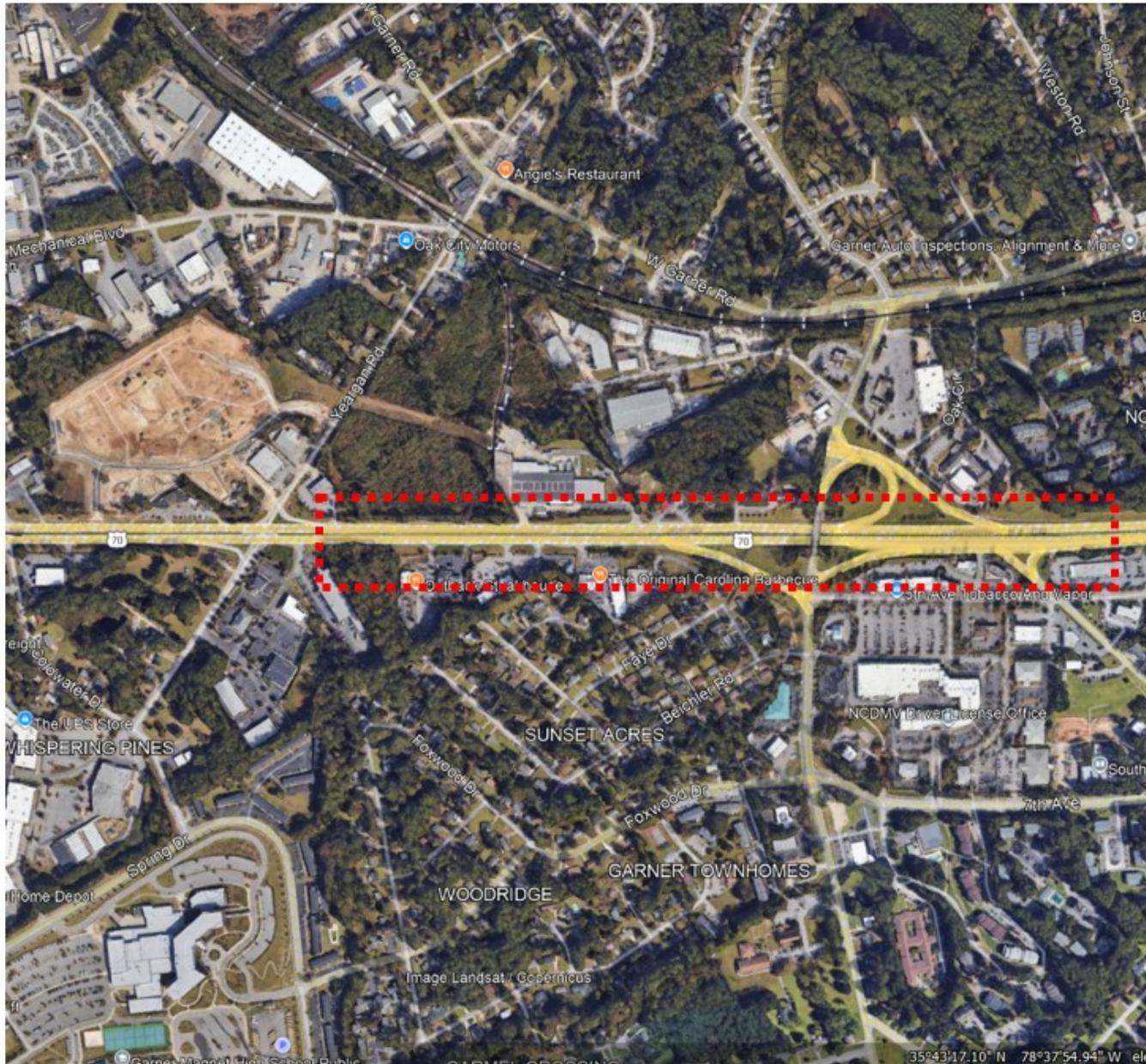


CAMPO BLUEPRINT FOR SAFETY

Safety Data and Scoping Tools



Location Specific Data



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



Countermeasure Library

HOW TO USE THIS DOCUMENT

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

1 CRASH TYPE NAME				
COUNTERMEASURE TYPE		2 COUNTERMEASURE NAME		
3		4		
Specific Countermeasures	Urban or Rural	CRF %	Severity	Cost
5	6	7	8	9
10 GUIDANCE Resource Link				

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

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

3 Description of Countermeasure Type

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

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

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

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

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

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

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

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



Blueprint for Safety Plan

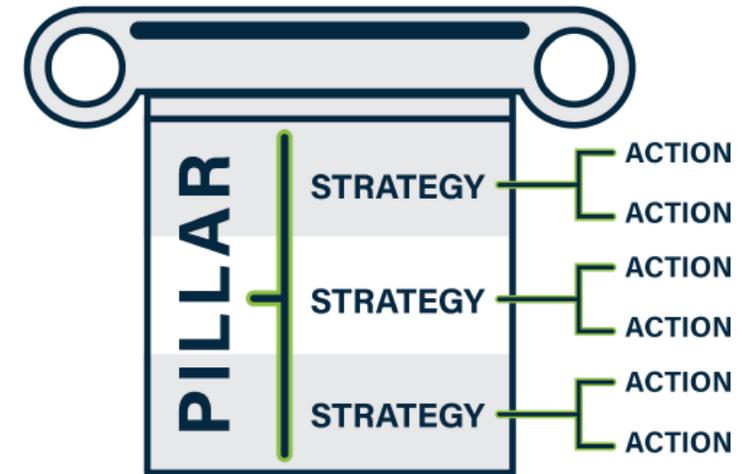
Safety Pillars & Actions

CAMPO's Goal for Safety



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

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



Safety Pillars

Strategies and actions are grouped into the following pillars:



The diagram consists of three vertical rectangular pillars of varying shades of green, set against a white background with a dark blue decorative frame. The pillars are labeled from left to right: Safety Policy, Safety Culture, and Safety Projects. Each pillar has a white border and a white shadow effect.

**Safety
Policy**

**Safety
Culture**

**Safety
Projects**

Safety Policy



Strategy 1:

Adopt policies to promote the Safe System Approach

9 Actions

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

Safety Culture



Strategy 1:

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

5 Actions

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

Safety Culture



Strategy 2:

Cultivate a local safety culture

4 Actions

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

Safety Projects



Strategy 1:

**Implement a
"Safety in All
Projects"
approach**

4 Actions

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

Safety Projects



Strategy 2:

Enact a Safe Speed Management Program

3 Actions

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

Safety Projects



Strategy 3:

**Develop
highly
effective
safety projects**

5 Actions

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

Next Steps

Our Next Steps

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



Thank You!

Catherine Saine, VHB
csaine@vhb.com

5.2 CAMPO Blueprint for Safety

Requested Action:

Recommend the Executive Board adopt the Blueprint for Safety Plan as included within the accompanying report.

5.3 Recommended FY 2026 Wake Transit Work Plan and Project Groupings and Deliverables

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

Steven Mott, CAMPO



FY 2026 Wake Transit Work Plan

Recommended FY26 Work Plan Budget

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

Total: \$186.6m

**FY
26**

Recommended
**Wake Transit
Work Plan**



Version: April 30, 2025

Vehicle Rental Tax in the FY26 Work Plan

- The Conference Committee may meet prior to the June 18th Executive Board meeting to discuss the VRT amounts included in the Work Plan.
- An agreement on VRT amounts by the Conference Committee would supersede the current recommendation from TPAC to include \$2.591m VRT revenue in the FY26 Work Plan.
- Further details on the current TPAC recommendation can be found on page 7 of the FY 2026 Wake Transit Work Plan.



Community Engagement

Engagement for FY26 Work Plan

- 30-day engagement period for Draft FY26 Work Plan (February 25 – March 28).
- 15-day engagement period for Recommended FY26 Work Plan (May 1-15) coinciding with the Wake Transit Plan Update engagement.
- Various avenues were taken to get the word out including email campaigns, handouts and flyers, social media posts, blog posts, and in-person events.

Engagement for FY26 Work Plan

+115 comments received between the two engagement periods.

Common themes:

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



Agreement Groupings & Deliverables

FY26 Work Plan Project Agreement Groupings and Reporting Deliverables

FY2026 Wake Transit Work Plan Agreement Groupings and Project Reporting Deliverables

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

FY26 Work Plan Project Agreement Groupings and Reporting Deliverables

Staffing:

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

Transit Service:

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

Plans/Studies

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

Key Dates for FY26 Work Plan

ACTION	DATE
Distribute Recommended Work Plan to TPAC	April 14
TPAC Reviews Engagement & Releases Recommended Work Plan for Engagement	April 17
14-day public review and comment period for the Recommended Work Plan	May 1 – May 15
TCC Review of Recommended Work Plan	May 1
TPAC Recommends Adoption of Work Plan	May 15
Public Hearing at CAMPO Executive Board	May 21
GoTriangle Board of Trustees	May 28
TCC Recommends Work Plan for Approval	June 5
CAMPO Executive Board Considers Work Plan Adoption	June 18
GoTriangle Board of Trustees Considers Work Plan Adoption	June 25

Comments & Questions?

5.3 Recommended FY 2026 Wake Transit Work Plan and Project Groupings and Deliverables

Requested Action:

Recommend the Executive Board

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

5.4 Adoption of Revised Wake Transit Lead Agency Responsibility Matrix

Lead Agency Assignments Update

Lead Agency Matrix

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

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

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

Other Lead Agency Updates

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

Communication and Engagement

Proposed Core Responsibilities

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

Communication and Engagement

Additional Responsibilities

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

5.4 Adoption of Revised Wake Transit Lead Agency Responsibility Matrix

Requested Action:

Recommend approval of the revised Lead Agency Responsibility Matrix by the Executive Board. Recommend CAMPO accept the Communications and Engagement Coordination Lead Agency Responsibilities for Wake Transit as recommended by TPAC.

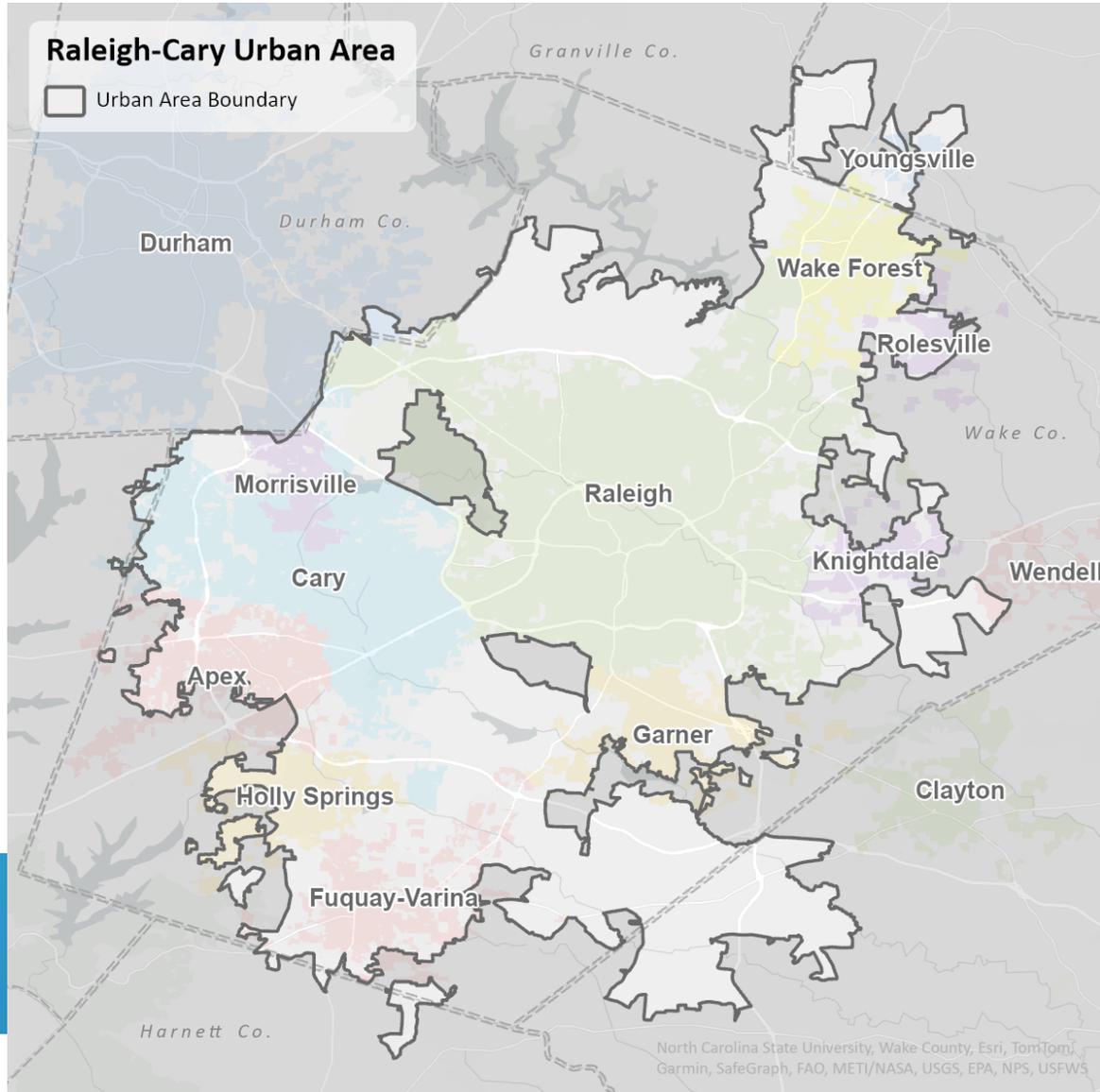
5.5 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection



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

2025 Recommended Program of Projects

CAMPO TCC Meeting // June 5, 2025



FTA Section 5310 Program

Provides capital and operating grants to

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

Funding is for the Raleigh-Cary Urban Area



2025 Call for Projects

- Application period February 17 – March 14
- Approximately 200 agency, non-profit, and providers contacted
- Virtual grant webinar and recorded presentation:
 - **Webinar:** February 24
 - **Recorded Webinar:** February 28 – March 14 available on GoRaleigh's website
- Applications evaluated by Scoring Committee April 7
- Presenting to CAMPO Executive Board May 21
- Public comment period May-June
- Program of Projects approved in June



Section 5310 Funds Available

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

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

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

SECTION 5310 PROGRAM

Grant Application Snapshot

Organization	Funding Request	Project Summary	Project Type
<i>Best Transportation and Wheelchair Service Inc</i>	\$50,000	Vehicle Purchase	Traditional
CAMPO*	\$284,205	Mobility Management	Traditional
Cardinal Transport, LLC	\$152,500	Vehicle Purchase; Technology; Salary	Traditional and Other
The Center for Volunteer Caregiving	\$205,005	Volunteer Driver Escorted Door-Through-Door Transportation Program	Other
Community and Senior Services of Johnston County	\$367,625	Vehicle Purchase; Mobility Management; Purchased services	Traditional
GoRaleigh Access / City of Raleigh	\$120,000	Free paratransit rides for seniors	OTHER
Pearl Transit Corp	\$234,000	24-hour transportation and trip planning	Other
<i>WH Transportation</i>	\$85,000	Vehicle Purchase	Traditional

*CAMPO's mobility management program is supported by 5310 funds set aside outside of the competitive process as outlined in the PMP.



Thank You



5.5 2025 (Section 5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program Project Selection

Requested Action:

Recommend the Executive Board approve the attached Program of Projects for the 2025 Section 5310 Program.

5.6 FFY 2025 FTA Section 5307, 5340, and 5339 Raleigh Urbanized Area Sub-Allocations

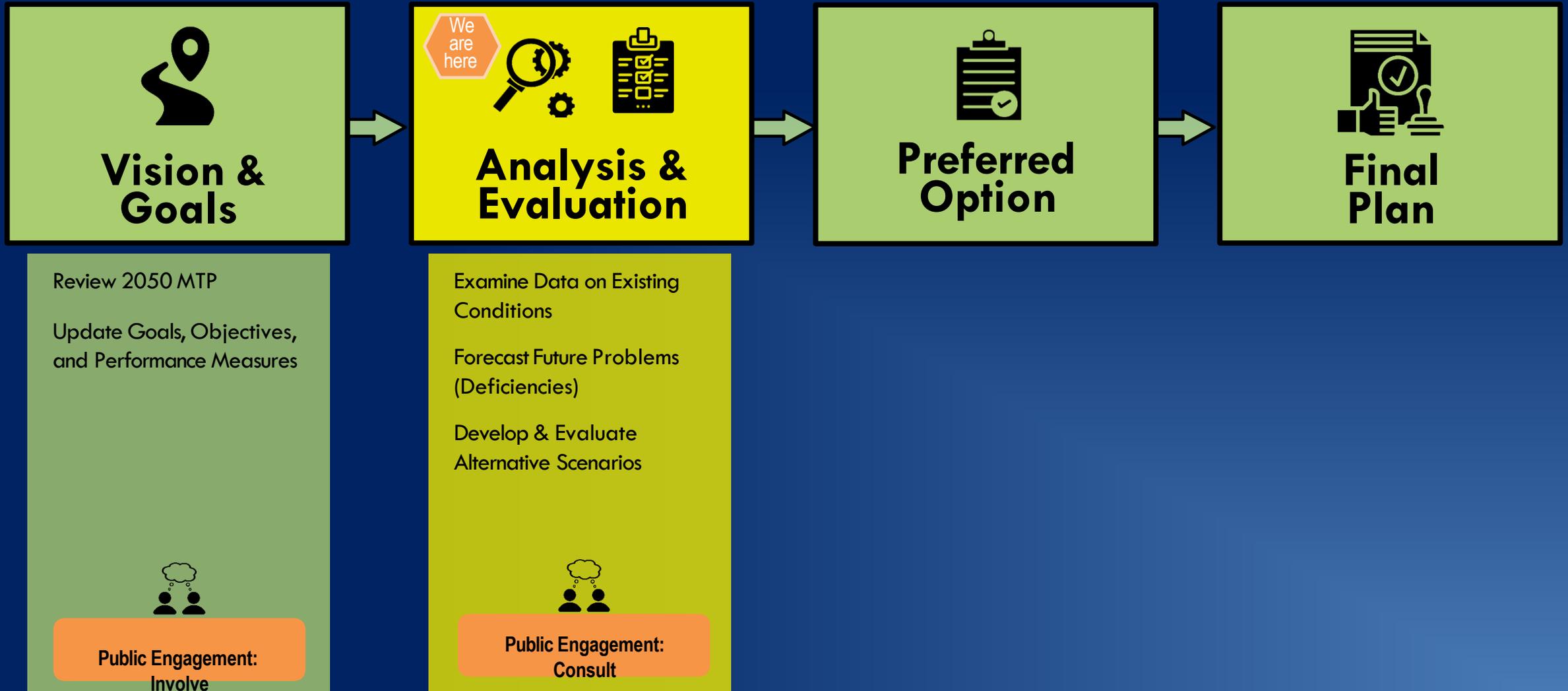
Adjustment to Agenda:

This item was removed; postpone to August

5.7 2055 MTP/CTP Update

MTP Update Process

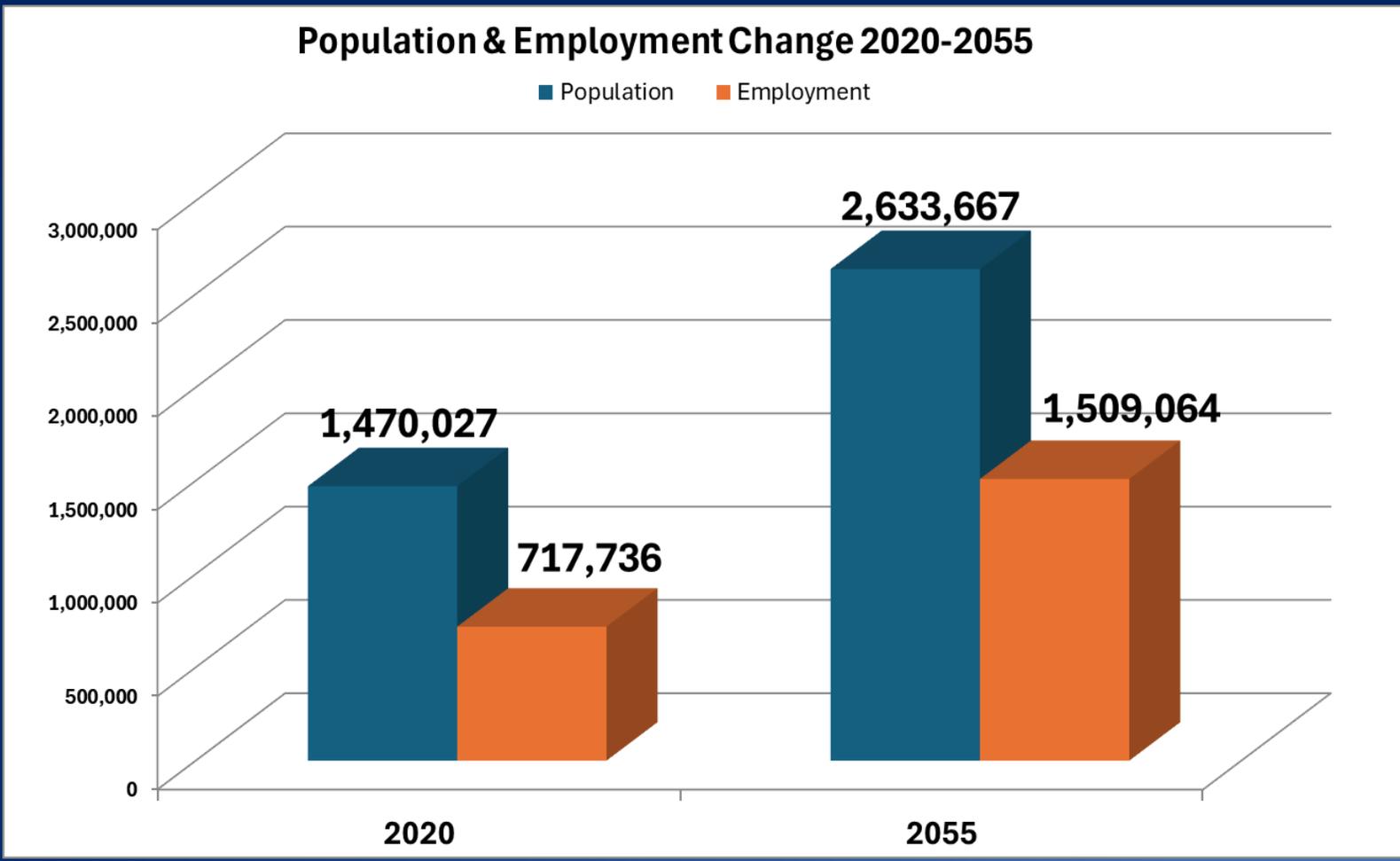
The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.



DRAFT 2055 MTP Socio-Economic Guide Totals

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

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



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.

Public Engagement for Alternatives

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

When: April – May 2025

Tactics: Website & Survey @ Destination2055nc.com;
In-Person interactive board; Online Q&A

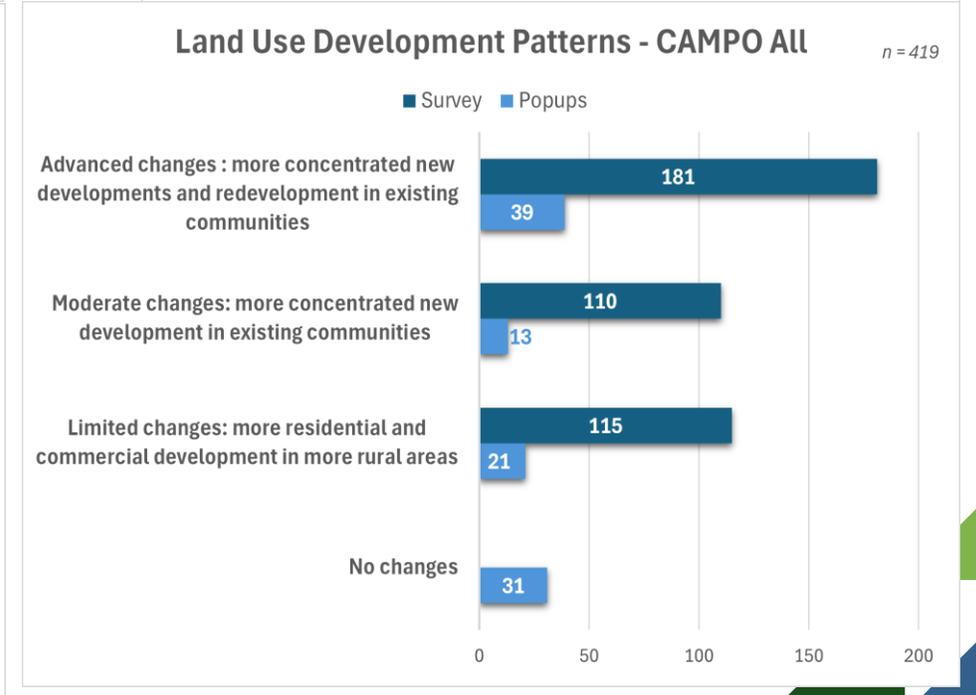
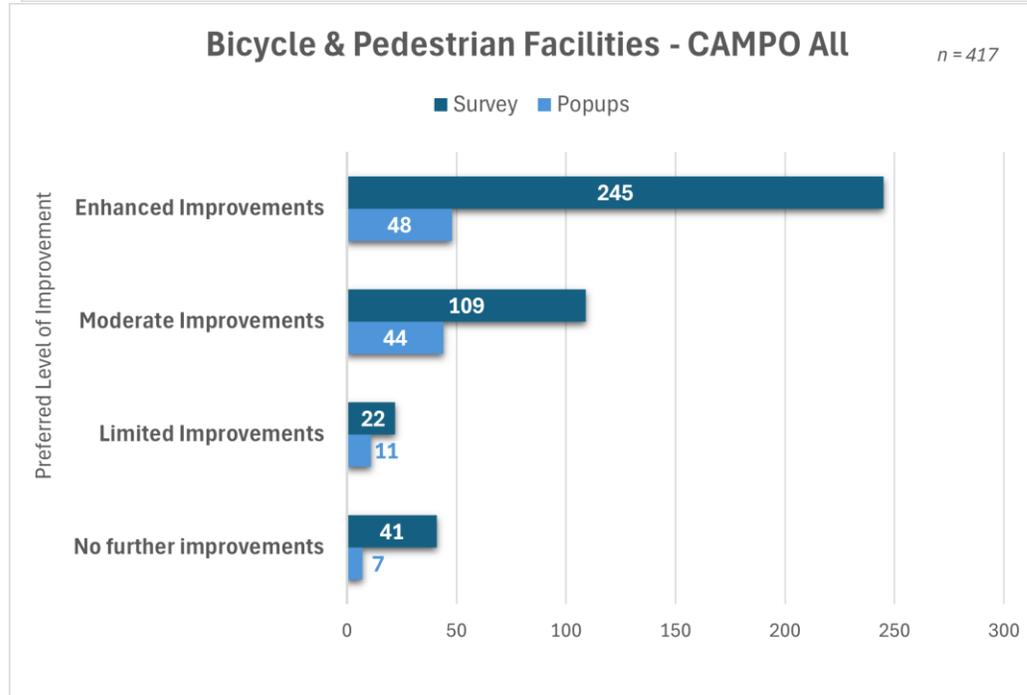
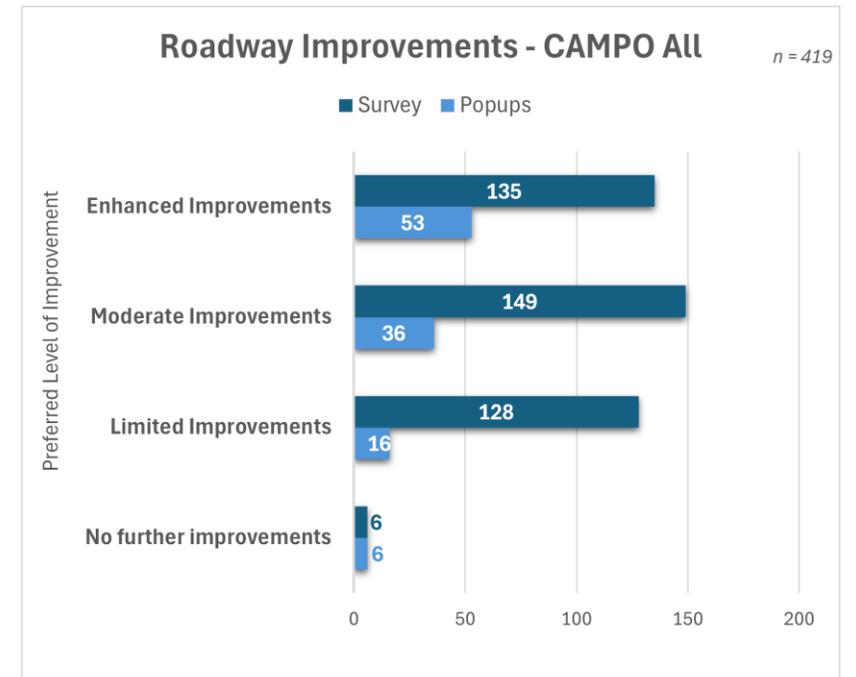
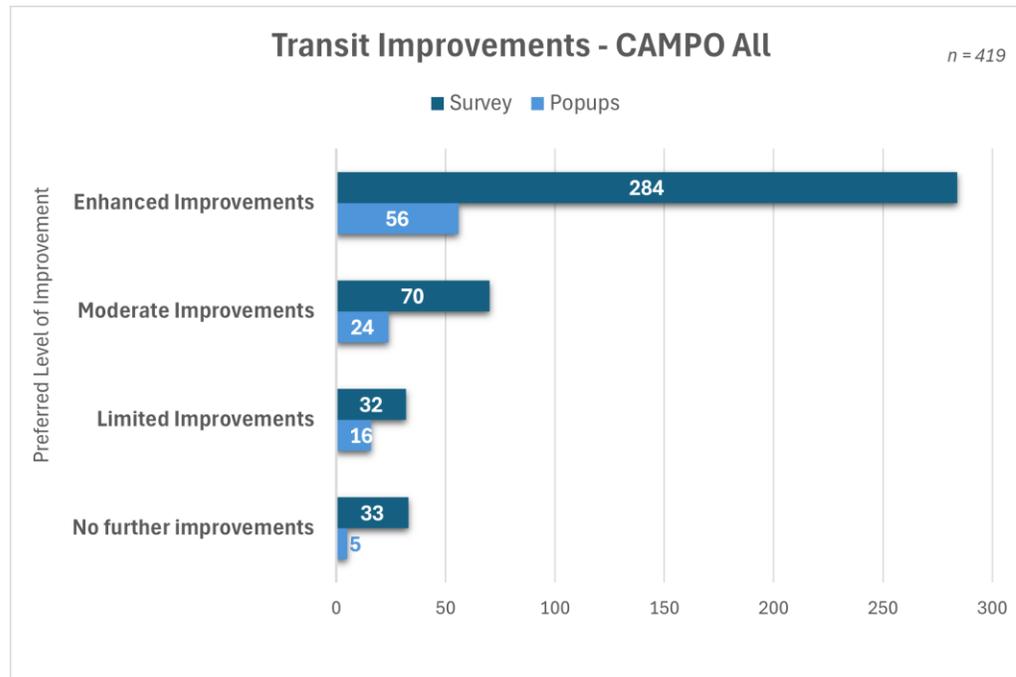


Results

630
Surveys
completed

431
CAMPO
Live/Work

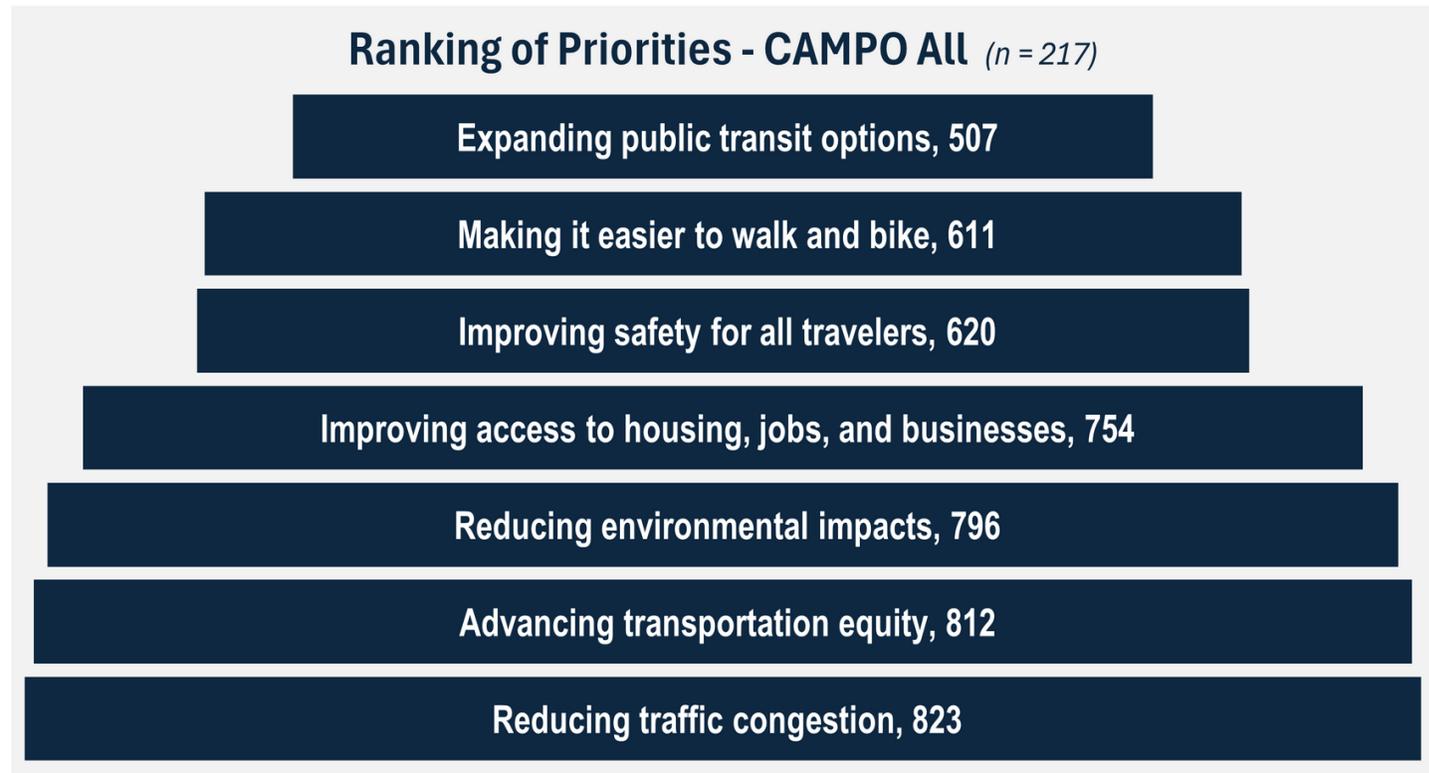
16
Popups
322~
Attendees



Survey Results

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

The lower the number, the higher the priority



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

All Together Scenario

Development Foundation:

O | Opportunity Places

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

Mobility Investment Foundation:

C | Complete Communities

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

Preliminary All together

Peak Hour

Mid Day

**Transportation Network:
Complete Communities**

**Socio-Economic Data:
Opportunity Places**

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

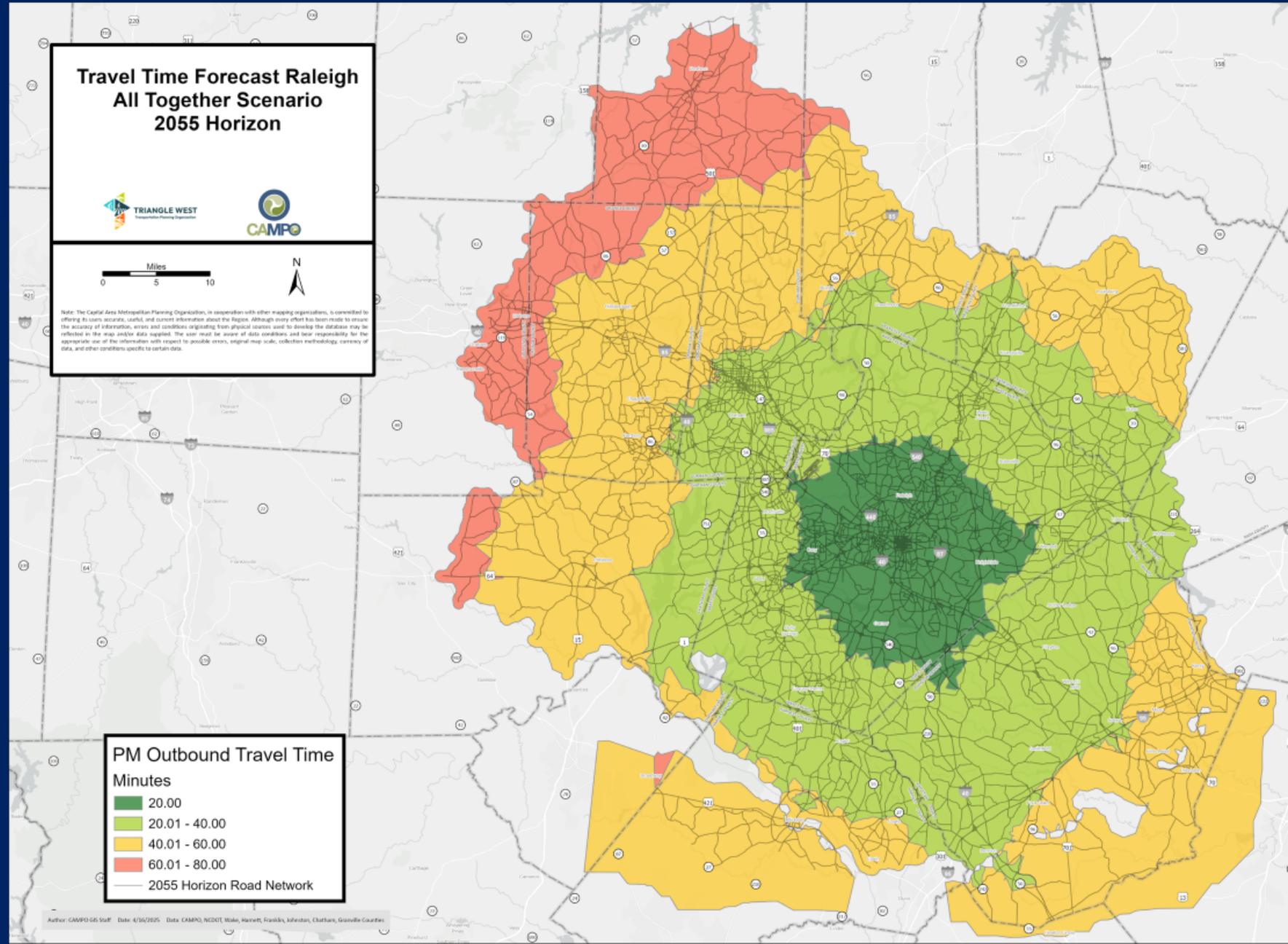
Represents the worst travel hour of the day

Off-Peak

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

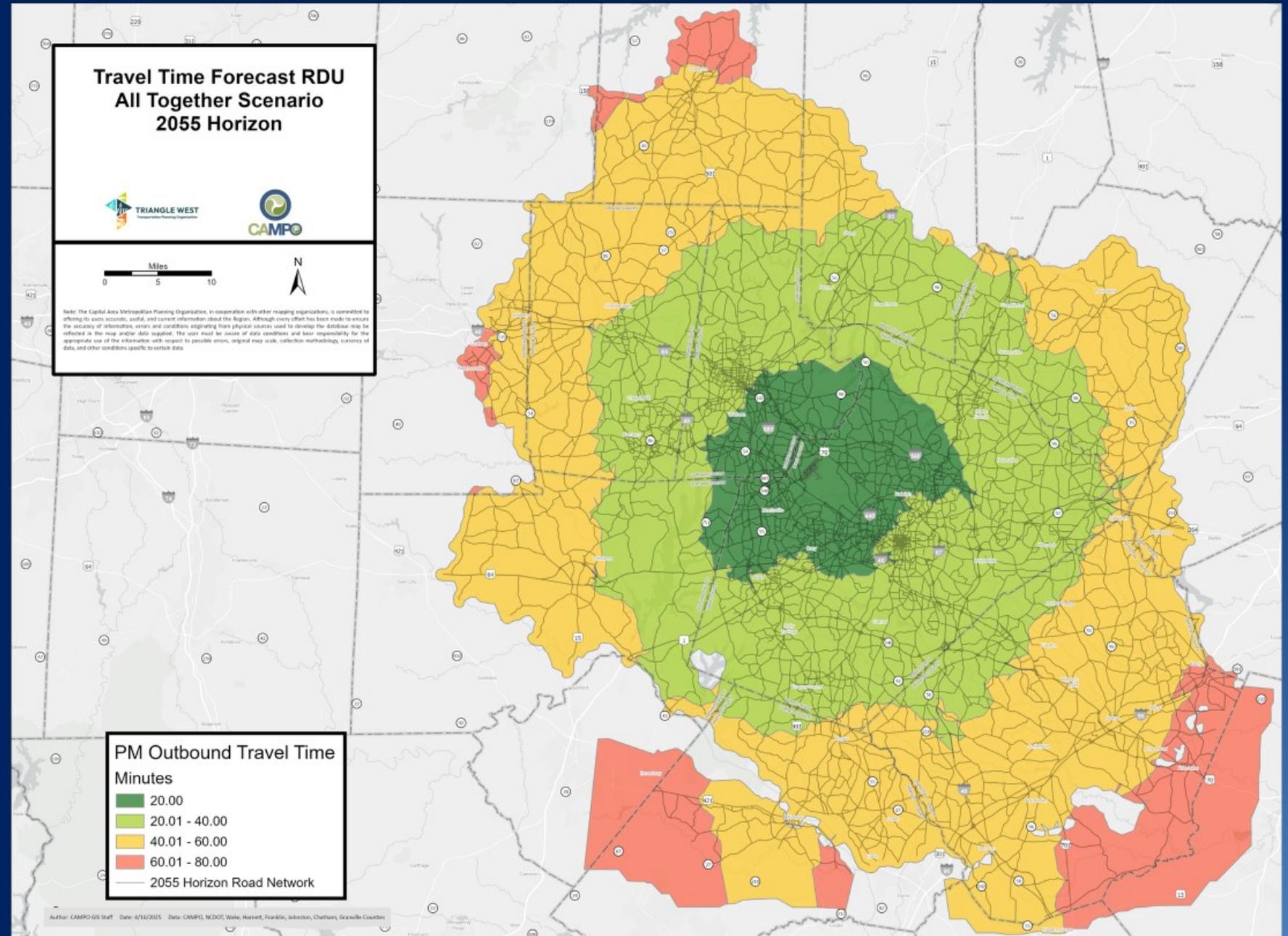
Preliminary All Together & Travel Time (Downtown Raleigh)

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 All Together & Travel Time (RDU)

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



The Opportunity Places Development Foundation

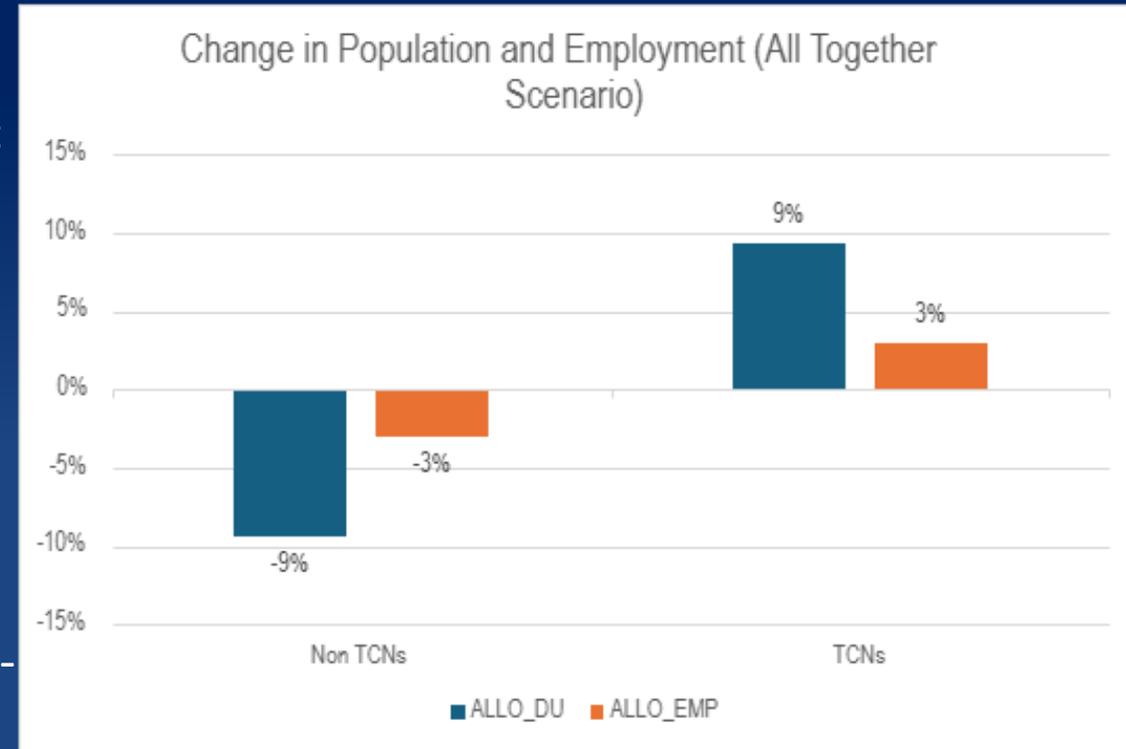
-- a focus on important trip origins and destinations --

Opportunity Places Development Foundation

Mechanically derived – 4 main elements

Community Plans is the starting point. Modified as follows:

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



Alternatives Analysis

All Together Scenario

Major Roadway Investments

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



3.4 million in 2055

Jobs Growth



2 million in 2055

Key Performance Measures

2055 MTP Alternative Scenarios

In 2055...	DEFICIENCIES & NEEDS (BASELINE)	PLANS & TRENDS	SHARED LEADERSHIP	ALL TOGETHER
Avg Auto Commute Time - Triangle West	14.4 min	14.3 min	14.4 min	13.9 min
Avg Auto Commute Time - CAMPO	18.5 min	17.6 min	17.6 min	16.8 min
Delays: Daily Triangle West	3 clock icons	2 clock icons	2 clock icons	2 clock icons
Delays: Daily CAMPO	8 clock icons	5 clock icons	4 clock icons	3 clock icons
Adding Road Lane Miles (from 2020 Base) - Triangle West	2020 + 1 lane icon	2020 + 1 lane icon	2020 + 1 lane icon	2020 + 1 lane icon
Adding Road Lane Miles (from 2020 Base) - CAMPO	2020 + 1 lane icon	2020 + 2 lane icons	2020 + 2 lane icons	2020 + 3 lane icons
Transit Service Miles - Region	2020 + 1 bus icon	2020 + 2 bus icons	2020 + 2 bus icons	2020 + 3 bus icons
Transit Ridership Region	10 person icons	15 person icons	15 person icons	20 person icons
Jobs near Transit - Triangle West	61%	65%	73%	77%
Jobs near Transit CAMPO	44%	63%	64%	68%
Reduction in GHG Emissions (from 2020 Base) - Region	2020 -40%	2020 -39%	2020 -39%	2020 -39%
Funding Required Region	\$	\$\$	\$\$\$	\$\$\$\$
Bike & Ped Investment - Region	1 person and 1 bike icon	1 person and 1 bike icon	1 person and 1 bike icon	2 person and 2 bike icons
Development Density - Region	2 house icons	3 house icons	3 house icons	4 house icons

Connections to Community Input

	Deficiencies & Needs	Plans & Trends	Shared Leadership	All Together
Available Funding	\$	\$\$	\$\$\$	\$\$\$\$
Highway Investment	🛡️	🛡️🛡️🛡️	🛡️🛡️	🛡️🛡️
Bus Investment	🚌	🚌🚌	🚌🚌	🚌🚌🚌
BRT Investment	🚊	🚊	🚊🚊	🚊🚊🚊
Rail Investment	🚆	🚆	🚆	🚆🚆
Bike & Ped Investment	🚶🚲	🚶🚲	🚶🚲	🚶🚲🚶🚲
Development Density	🏠🏠	🏠🏠	🏠🏠	🏠🏠🏠

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

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

Transit: Demand for *highest* level

Bike/Ped: Desire for *highest* level

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

Support for Policies:

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

Scenario Framework

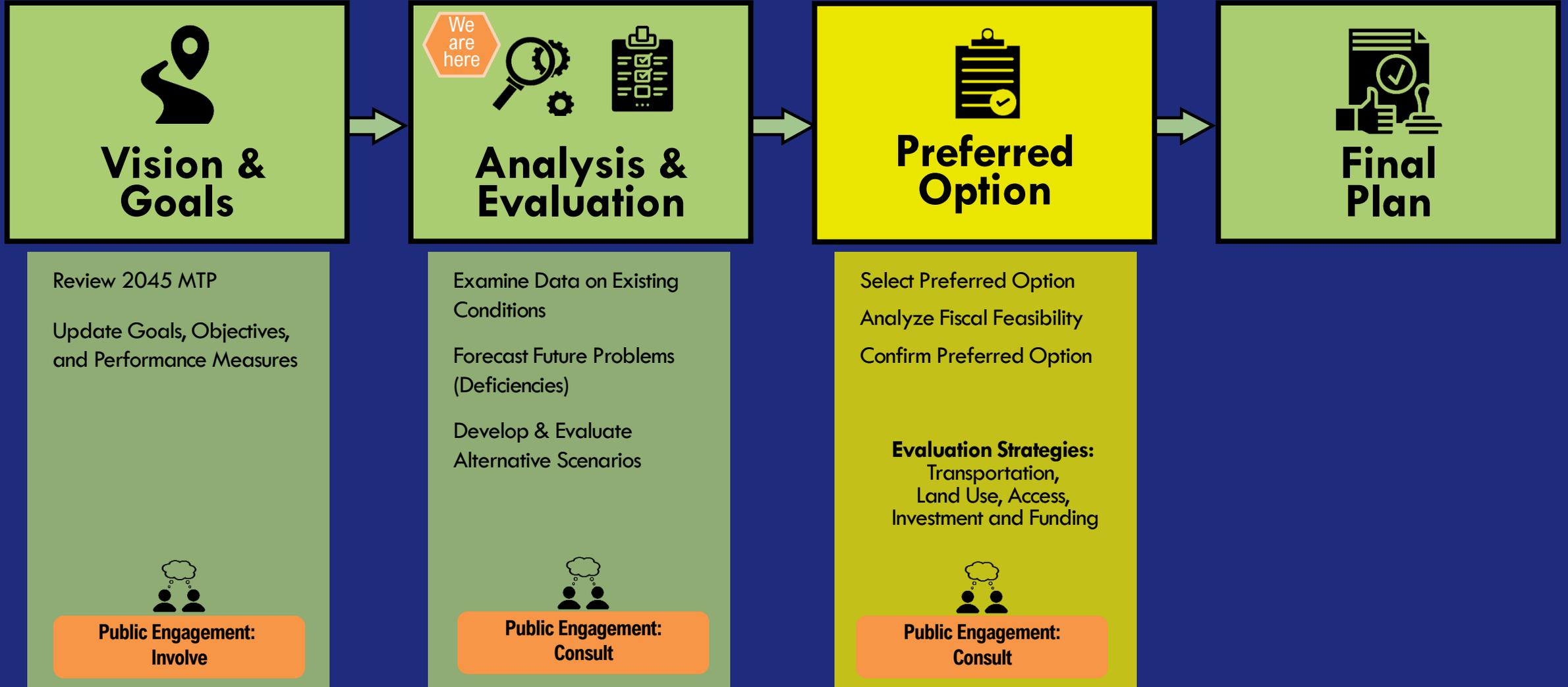
Four scenarios that match a development foundation with a mobility foundation

Destination 2055 Scenario Framework		Mobility Investment Foundation				
		E Existing & <u>Committed</u>	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.

MTP Update Process

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



7.3 DRAFT 2055 MTP/CTP

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

Requested Action:
Receive as information.

5.7 2055 MTP/CTP Update

Requested Action:

Receive as information. Consider action on a recommended Preferred Alternative to use in the next phase of the MTP development.

5.8 Federal Certification Review

5.8 Federal Certification Review

Joint review by FHWA/FTA completed every four years

Review, evaluate, and certify the transportation planning process

Completed during spring of 2025 (prior review completed in 2021)

Summary Findings:

- Three Commendations
- One Recommendation
- No Corrective Actions

** *Full Certification Review report is available on CAMPO website*

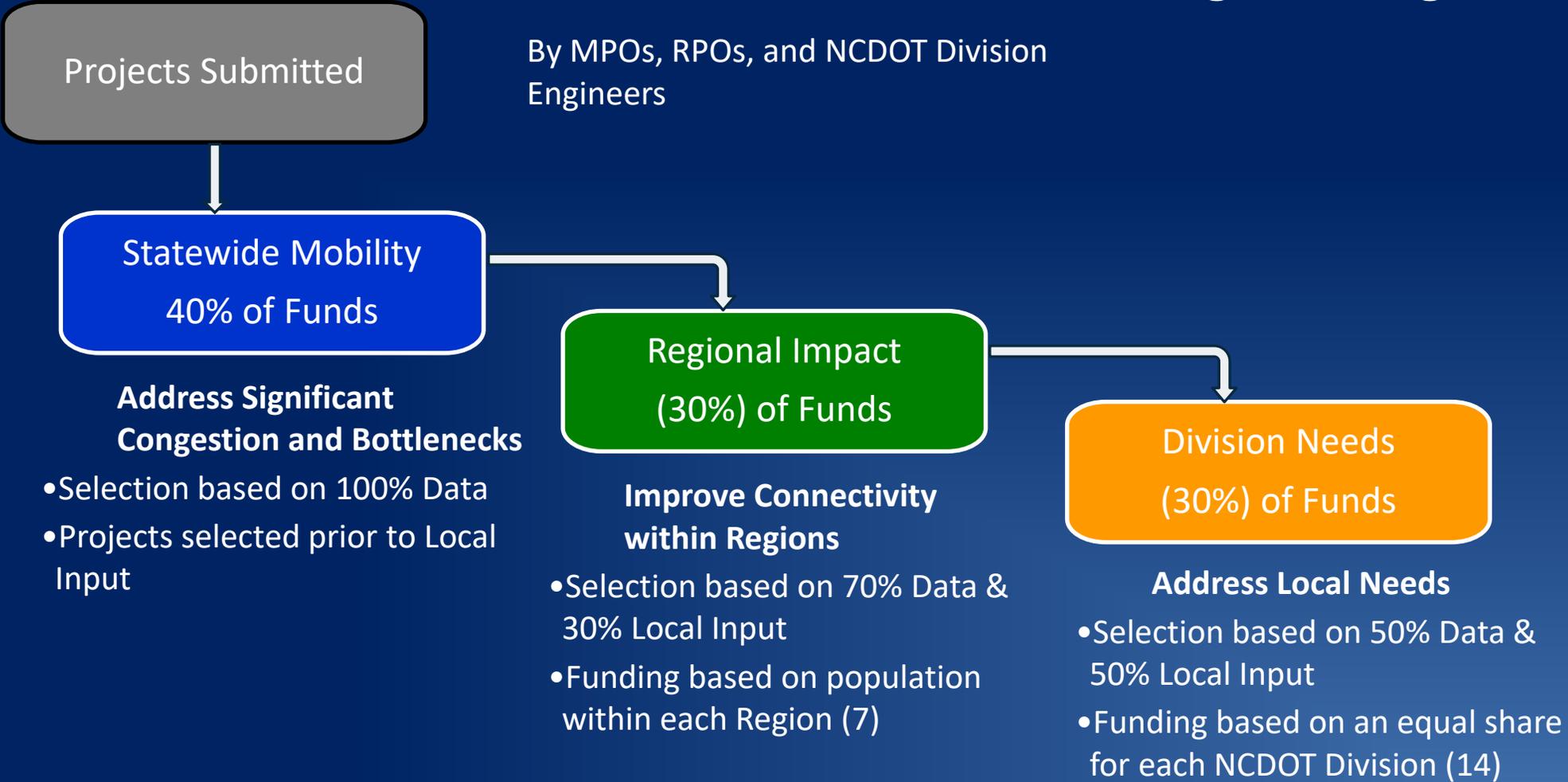
Requested Action:
Receive as information.

5.9 Prioritization 8.0 Modal Candidate Project Lists

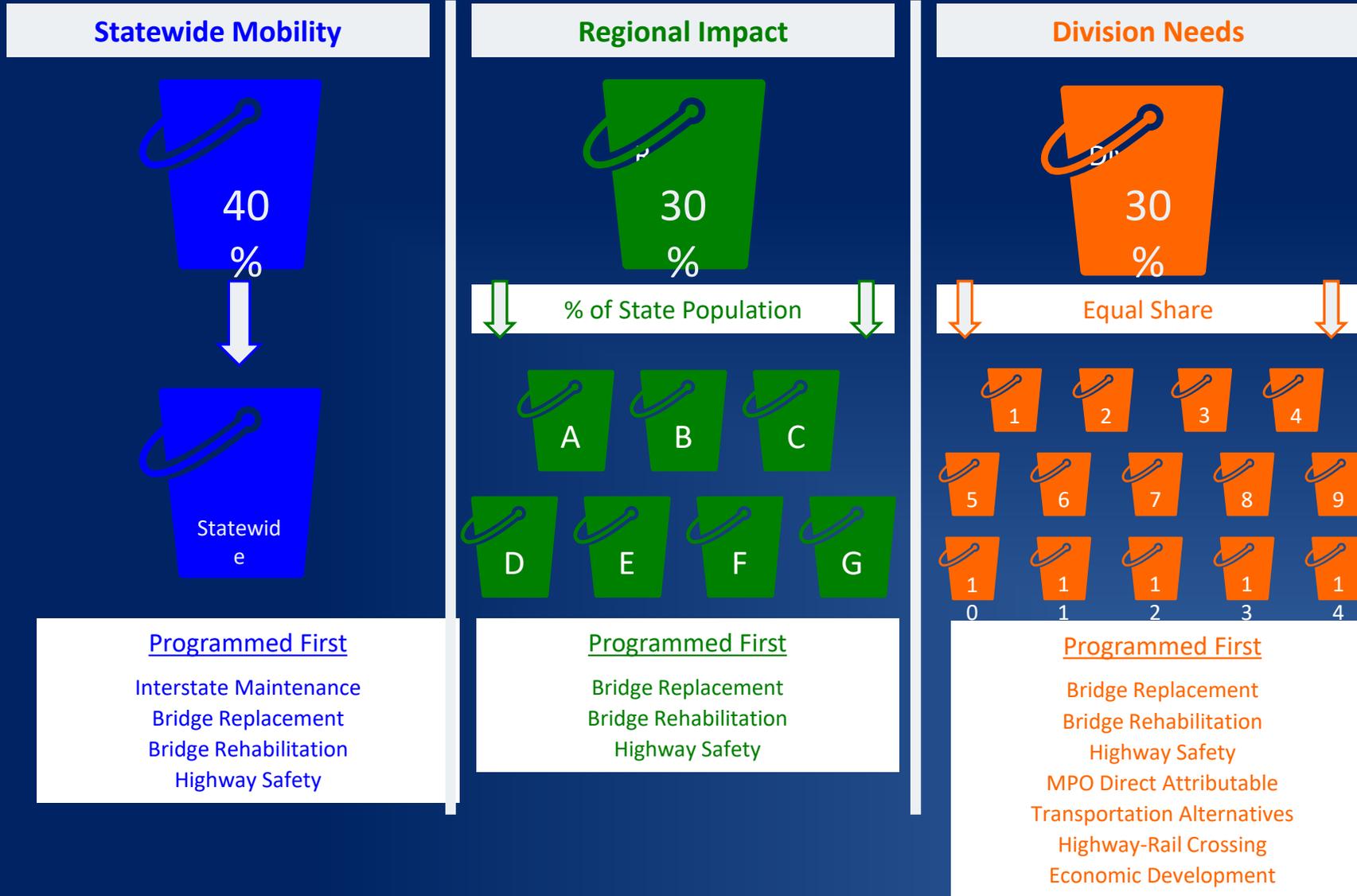
2028-2037 TIP/STIP Development SPOT Actions - MPOs

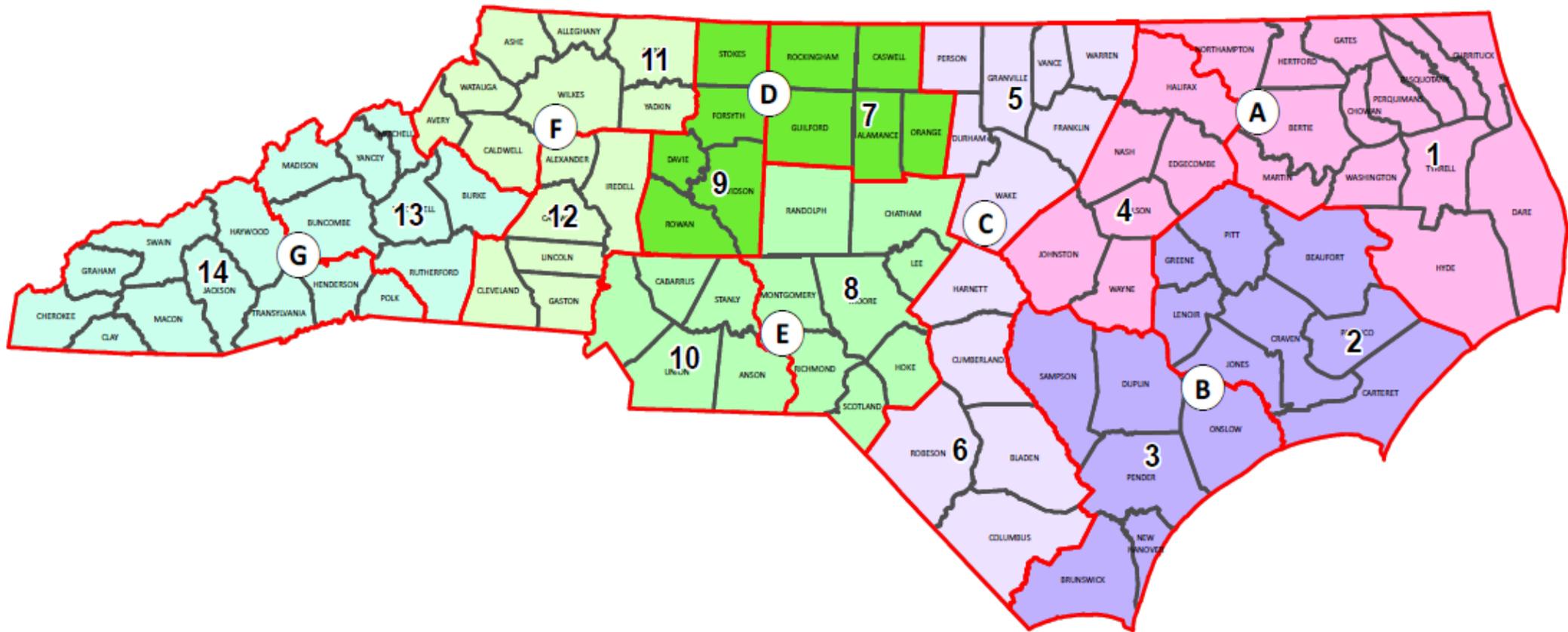
1. Select Projects to Submit for Scoring
(34 projects per mode) **September 2025**
2. Assign Local Input points
 - Regional Impact Points (2500 pts) **Sept/Oct 2026**
 - Division Needs Points (2500 pts) **Jan/March 2027**
3. Adopt TIP **summer 2027**

STI Programming Process



STIP Funding Distribution



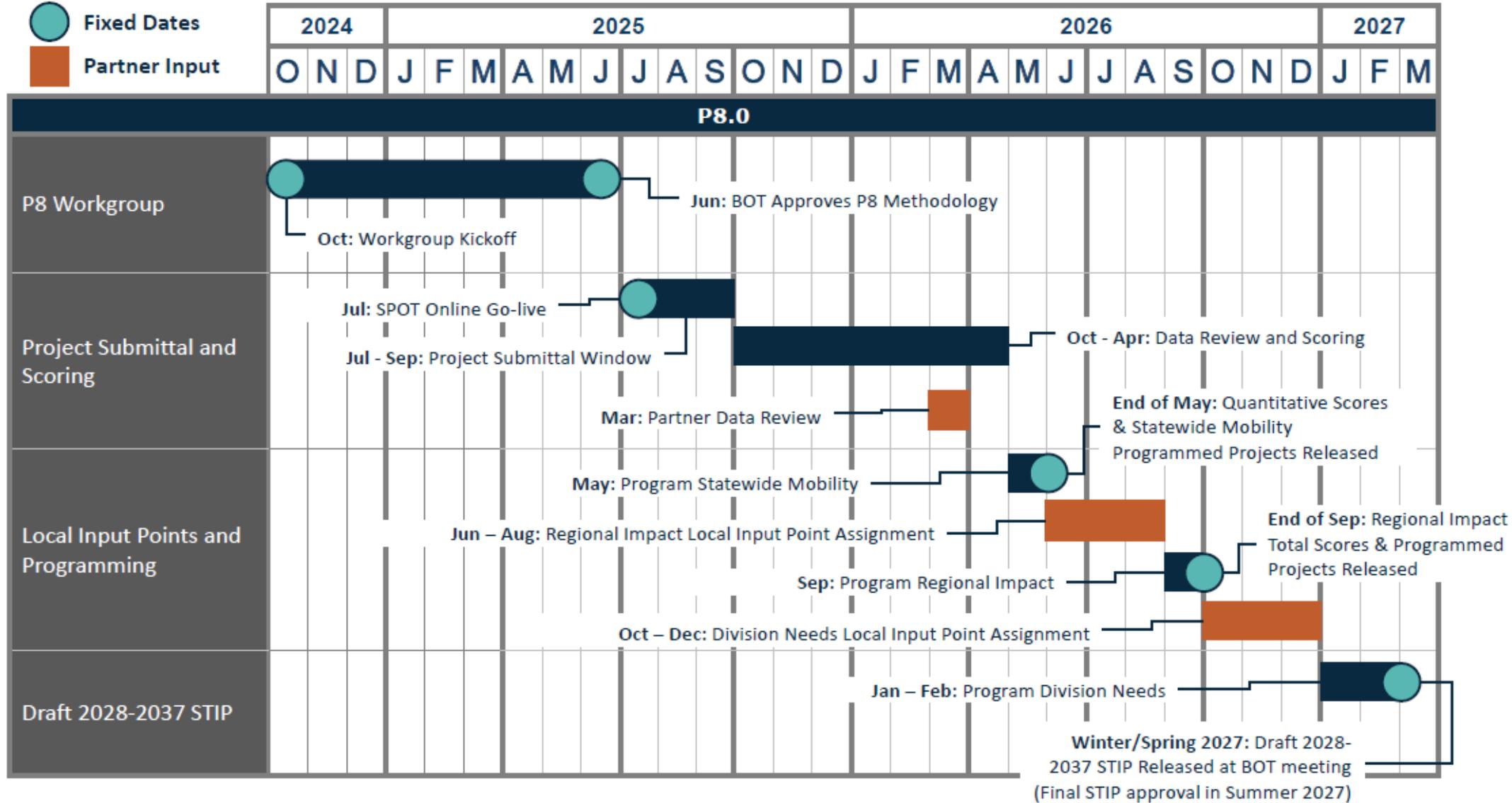


Defined in STI Legislation

P8 Schedule

October 2024

- Fixed Dates
- Partner Input



Next Steps

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

5.9 Prioritization 8.0 Modal Candidate Project Lists

Requested Action:

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

5.10 Locally Administered Projects Program (LAPP) FFY2027 Target Modal Mix

5.10 FFY 2027 Locally Administered Projects Program (LAPP)

August 2025: Call for Projects for FFY 2027

Prior to a new project cycle, CAMPO staff meet with the LAPP Committee to discuss any proposed changes and review the Target Modal Investment Mix.

- **Equity Component in LAPP Scoring Criteria**
- **Accuracy of Project Cost Estimates**
- **Multi-Year Phasing/Programming**
- **Rolling Stock as eligible projects**
- **Target Modal Investment Mix**

5.10 FFY 2027 Locally Administered Projects Program (LAPP)

Equity Component in LAPP Scoring Criteria

CAMPO Staff have tested equity criteria for the past two LAPP cycles. The original methodology and criteria was tested in FY 25 with an additional simplified methodology added in FY 26.

The LAPP committee did not reach consensus on selecting a methodology or if additional improvements were needed.

Furthermore, recent guidance from the Federal Government has stated that equity criteria should not be included in awarding federal funds for transportation projects.

5.10 FFY 2027 Locally Administered Projects Program (LAPP)

Equity Component in LAPP Scoring Criteria

Staff Recommendation:

CAMPO staff and the LAPP committee recommend not including equity criteria into the project scoring for the FFY 27 cycle.

Instead, CAMPO staff will continue to research best practices and investigate ways to improve scoring. Staff will continue to monitor how submitted projects would be impacted if equity criteria were included and report findings.

5.10 FFY 2027 Locally Administered Projects Program (LAPP)

Accuracy of Cost Estimates

Due to an increase in additional funding requests over the past several years, CAMPO had previously recommended increasing the required contingency on submitted projects.

MPO members requested CAMPO provide a cost estimate tool to assist with preparing more accurate project estimates.

Staff Recommendation:

CAMPO staff recommend including a cost estimate template provided by NCDOT in the FFY27 cycle.

5.10 FFY 2027 Locally Administered Projects Program (LAPP)

Multi-Year Phasing/Programming

CAMPO staff were asked to further explore options for a multi-year phasing approach for LAPP in the hopes it would lessen burdens for applicants and potentially reduce project delays and expense.

CAMPO staff remain concerned about how multi-year awards could result in a significant backlog of unobligated funds when project delays occur.

Staff Recommendation:

CAMPO staff recommend no changes related to multi-year phasing/programming for the FFY27 cycle. Instead, CAMPO staff will work with NCDOT to develop a Design-Build project submittal options for consideration in FFY28

5.10 FFY 2027 Locally Administered Projects Program (LAPP)

Rolling Stock as eligible projects

A request was made to reconsider allowing transit agencies to submit projects for rolling stock. It was suggested this would help protect funds from recession since rolling stock projects could be obligated immediately.

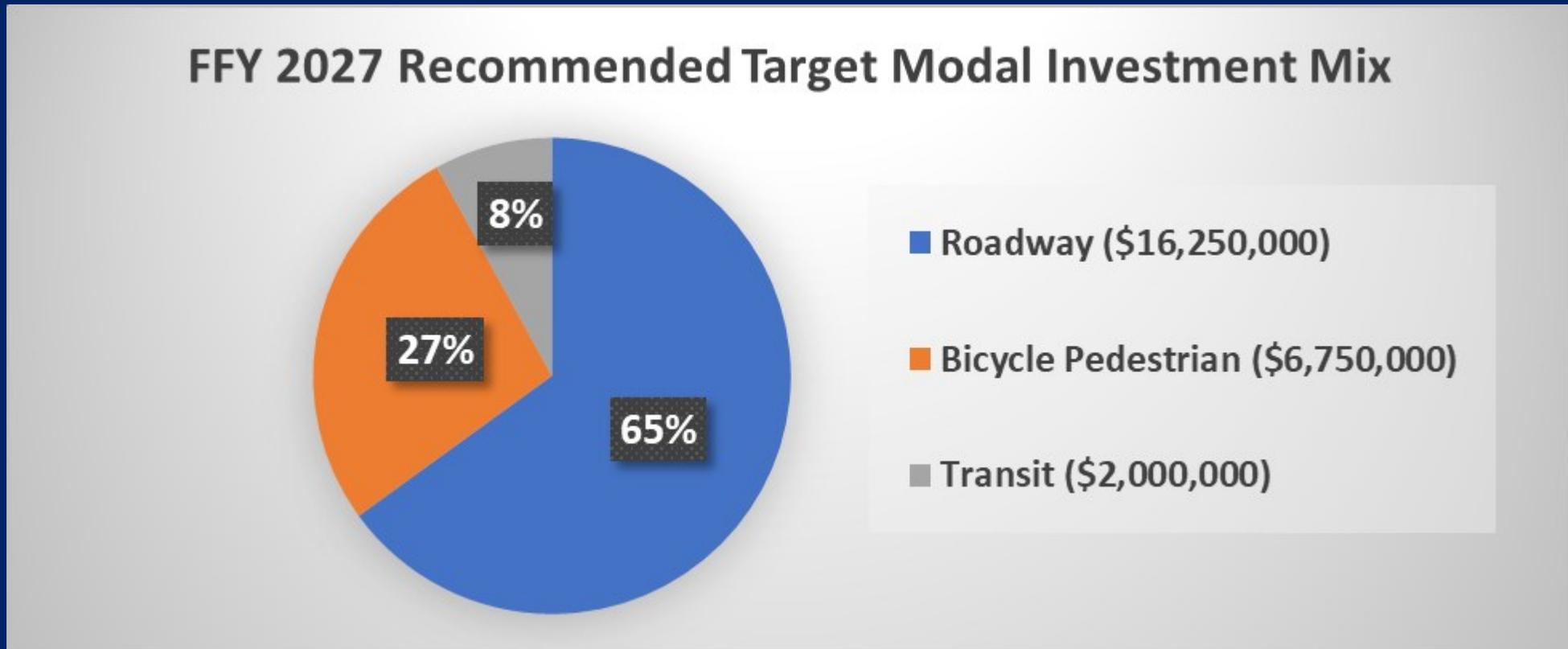
LAPP program does not allow applicants to submit projects for public transit vehicles. However, the LAPP program does allow for any unobligated funds to be flexed over to public transit agencies as a last resort to project funds from recession. Flexed funds have been allowed to purchase vehicles.

Staff Recommendation:

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

5.10 FFY 2027 Locally Administered Projects Program (LAPP)

Target Modal Investment Mix



5.10 Locally Administered Projects Program (LAPP) FFY2027 Target Modal Mix

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

Requested Action:
Receive as information.

5.11 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report & FY2026-2035 Transportation Improvement Program (TIP)

- MTP Amendments based on Project Schedules
 - NCDOT's Draft FY2026-2035 STIP
 - Executive Board action on Tolling US 1 (U-5307)
- Air Quality Conformity is a federal requirement for MTPs and TIPs

5.11 2050 Metropolitan Transportation Plan Amendment #2 & Air Quality Conformity Determination Report & FY2026-2035 Transportation Improvement Program (TIP)

CAMPO's FY2026-2035 Transportation Improvement Program

Public Comment – June through August 19th

Public Hearing – Executive Board mtg on August 20th

Requested Action:
Receive as information.

5.12 Network Analyst - TRMG2v3 2025 Base Year

Triangle Regional Model team is developing a new 2025 base year network to inform the TRMG2 version 3 model in development of the 2060 MTP.

Central Pines Regional Council has developed an ArcGIS Online application “Network Analyst” to allow local staff to review and comment on the network.

CPRC has developed an updated user manual for Network Analyst.

5.12 Network Analyst - TRMG2v3 2025 Base Year

Review Period: June – August 2025

CPRC Network Analyst Training
email to follow

June 16th 9:30AM

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
June 18 3:00 p.m.	Executive Board
July 3 10 a.m.	Technical Coordinating Committee Meeting
July 16 3:00 p.m.	Executive Board
August 7 10:00 a.m.	Technical Coordinating Committee Meeting