



NC Capital Area **Metropolitan Planning Organization**

# Technical Coordinating Committee Meeting

**February 5, 2026**  
**10:00 AM**

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

# 1. Welcome and Introductions

## Meeting Etiquette:

- Please refrain from **muting, obstructing, or moving** the microphones.
- Please **move toward** the microphone when speaking.
- Please **clearly** state your **name** and **organization** when speaking or making/seconding a motion.

*(Ex: I, \_\_\_\_\_, move that... or I, \_\_\_\_\_, second the motion.)*

***\*\*\* Don't forget to sign in before you leave \*\*\****

## 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 Minutes – January 8, 2026

**Requested Action:**

**Approve the TCC Minutes of January 8, 2026**

## 5. Regular Business

1. LAPP Additional Funding Request
2. FFY 2027 LAPP Program
3. Amendment #2 to FY 2026-2035 TIP
4. Unified Planning Work Program FY 2027
5. Program Management Plan Update: 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
6. 2055 Metropolitan Transportation Plan
7. FY 2026 3rd Quarter Wake Transit Work Plan Amendment Requests
8. Congestion Management Process - Status of the System FY 2025 Report
9. Cape Fear River Basin Wildlife Crossing Study Update

## 5.1 Locally Administered Projects Program Additional Funding Request

- BL-0027: Crabtree Creek Greenway at Lassiter Mill
- The project has experienced several delays resulting in escalating costs.
- The total construction cost is now estimated at \$6,038,023. Once the 50/50 cost split is applied, Raleigh is now requesting an additional \$2,205,200 in LAPP funds.

	2022 Award	Funding Shortfall	New Total
<b>LAPP Share</b>	\$895,170	<b>\$2,205,220</b>	\$3,100,390
<b>Local Share</b>	\$732,412	<b>\$2,205,220</b>	\$2,937,632
<b>CON Total</b>	\$1,627,582	<b>\$4,410,441</b>	\$6,038,023

## 5.1 Locally Administered Projects Program Additional Funding Request

### Requested Action:

**Review additional funding request for the City of Raleigh's Crabtree Creek Greenway at Lassiter Mill (BL-0027) project and consider recommending Executive Board approval**

## 5.2 FFY 2027 LAPP Program

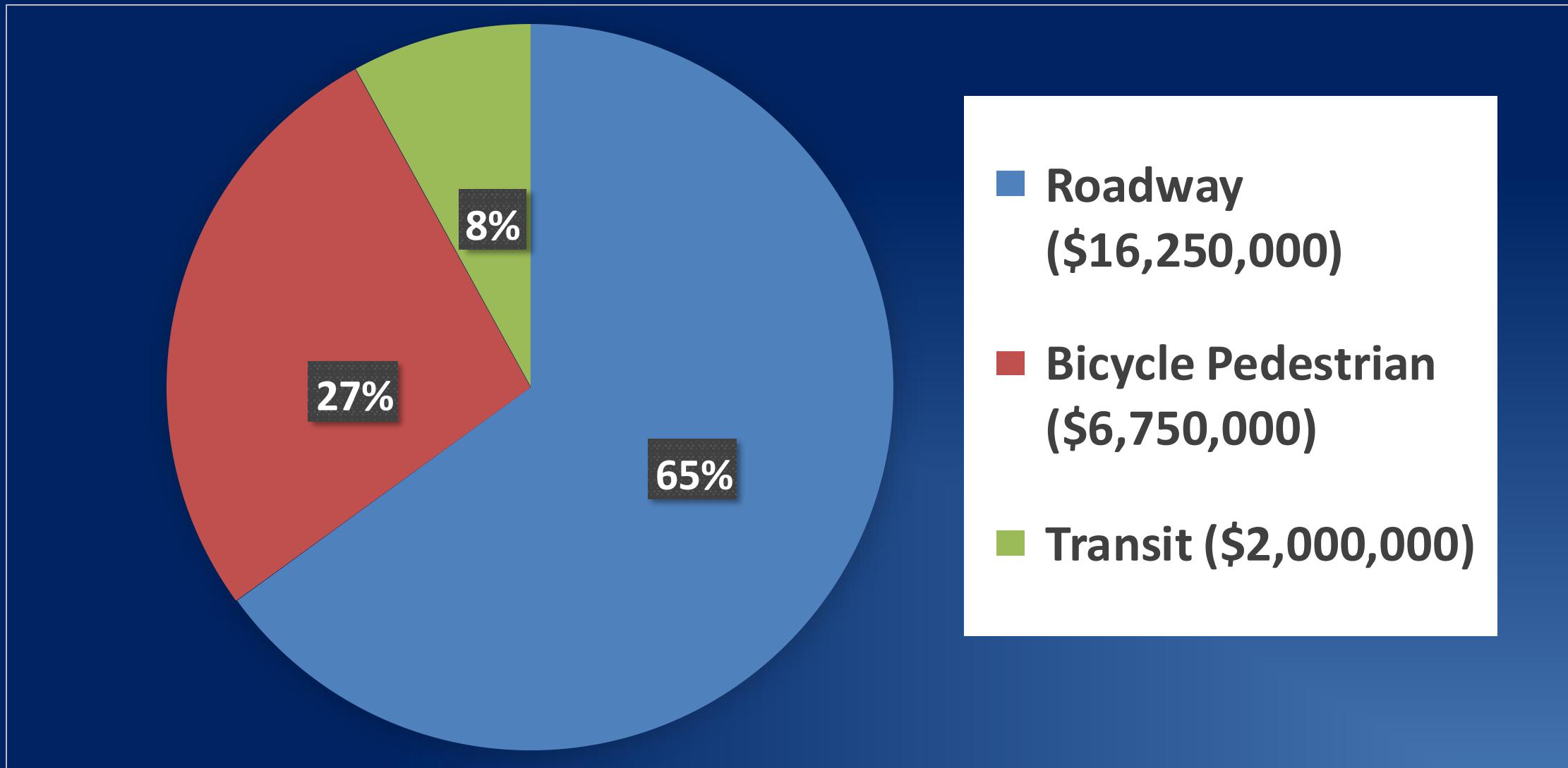
Call for Projects FFY 2027 LAPP Funds opened in August 2025

- 19 Projects Submitted
  - 12 Roadway
  - 7 Bicycle/Pedestrian
  - 0 Transit

Scoring

- Projects are only scored against projects of the same mode

# FFY 2027 LAPP Target Modal 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: \$22,426,165

ROADWAY	Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %		CAMPO Cost	Amount Funded	Total Score
Rolesville @ Riley Hill - realign		Wake County	No/No/Yes	\$814,000	20	\$651,200	\$651,200	53.6	
Holly Springs Road - Central		Holly Springs	No/No/Yes	\$18,826,165	35	\$12,237,007	\$12,237,007	52.4	
Youngsville Bypass East - Cedar Creek Straightening Submittal 2		Youngsville	No/No/Yes	\$11,666,160	20	\$9,332,928	\$9,332,928	50.6	
Morrisville Parkway Intersection Improvements		Morrisville	No/Yes/No	\$292,900	30	\$205,030	\$205,030	44.5	
Bowling Road/S. Main St. Phase 1 Operational Improvements		Fuquay-Varina	No/No/Yes	\$3,579,738	20	\$2,863,791		44.2	
Sunset Lake Road at Optimist Farm Road		Division 5	Yes/Yes/No	\$1,073,000	20	\$858,400		43.1	
Realign Grasshopper at Smithfield Road		Wake County	Yes/Yes/No	\$848,250	20	\$678,600		42.1	
10th ST Bypass		Lillington	Yes/Yes/Yes	\$3,191,492	20	\$2,553,194		41.6	
US 401 at Ransdell		Wake County	Yes/Yes/No	\$971,500	20	\$777,200		36.6	
Apex Peakway North Widening		Apex	No/Yes/No	\$4,111,690	20	\$3,289,352		31.5	
Old Honeycutt Road Ultimate Build-Out		Fuquay-Varina	Yes/Yes/No	\$4,890,000	20	\$3,912,000		27.5	
Southern Connector (New Roadway Little Creek Church Rd to Barbour Clayton			Yes/No/No	\$3,987,500	20	\$3,190,000			12.2
Total				\$54,252,396		\$40,548,702	\$22,426,165		
Target Modal Investment							\$ 16,250,000		
Remainder								(\$6,176,165)	

The Selection Panel has recommended funding the top 4 highest scoring projects

- The scores are dependent on requested phases that are more competitive the closer they are to construction.

# Bicycle/Pedestrian Recommendations: \$10,876,672

## BICYCLE & PEDESTRIAN

Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	CAMPO Cost	Amount Funded	Total Score
Atlantic Avenue Multi-Use Path	Raleigh	Yes/Yes/Yes	\$7,720,185	35	\$5,018,120	\$5,018,120	59.7
Smith Creek Greenway Phases 2 and 3	Wake Forest	No/No/Yes	\$20,532,892	74	\$5,338,552	\$5,338,552	54.0
Vandora Springs SRTS	Wake County	No/No/Yes	\$650,000	20	\$520,000	\$520,000	38.0
W. Academy St. Railroad Grade Crossing Operational Improvements	Fuquay-Varina	Yes/Yes/No	\$2,833,320	20	\$2,266,656		26.2
Clayton Connector and S. Robertson/Main Street Improvement	Clayton	No/No/Yes	\$9,950,210	30	\$6,965,147		25.0
Hidden Valley Greenway	Fuquay-Varina	No/Yes/Yes	\$2,928,469	20	\$2,342,775		20.7
S. Fuquay Avenue Pedestrian Improvements	Fuquay-Varina	Yes/Yes/No	\$3,075,751	20	\$2,460,601		10.2
Total			\$3,075,751		\$24,911,851	\$10,876,672	
Target Modal Investment						\$ 6,750,000	
Remainder						(\$4,126,672)	

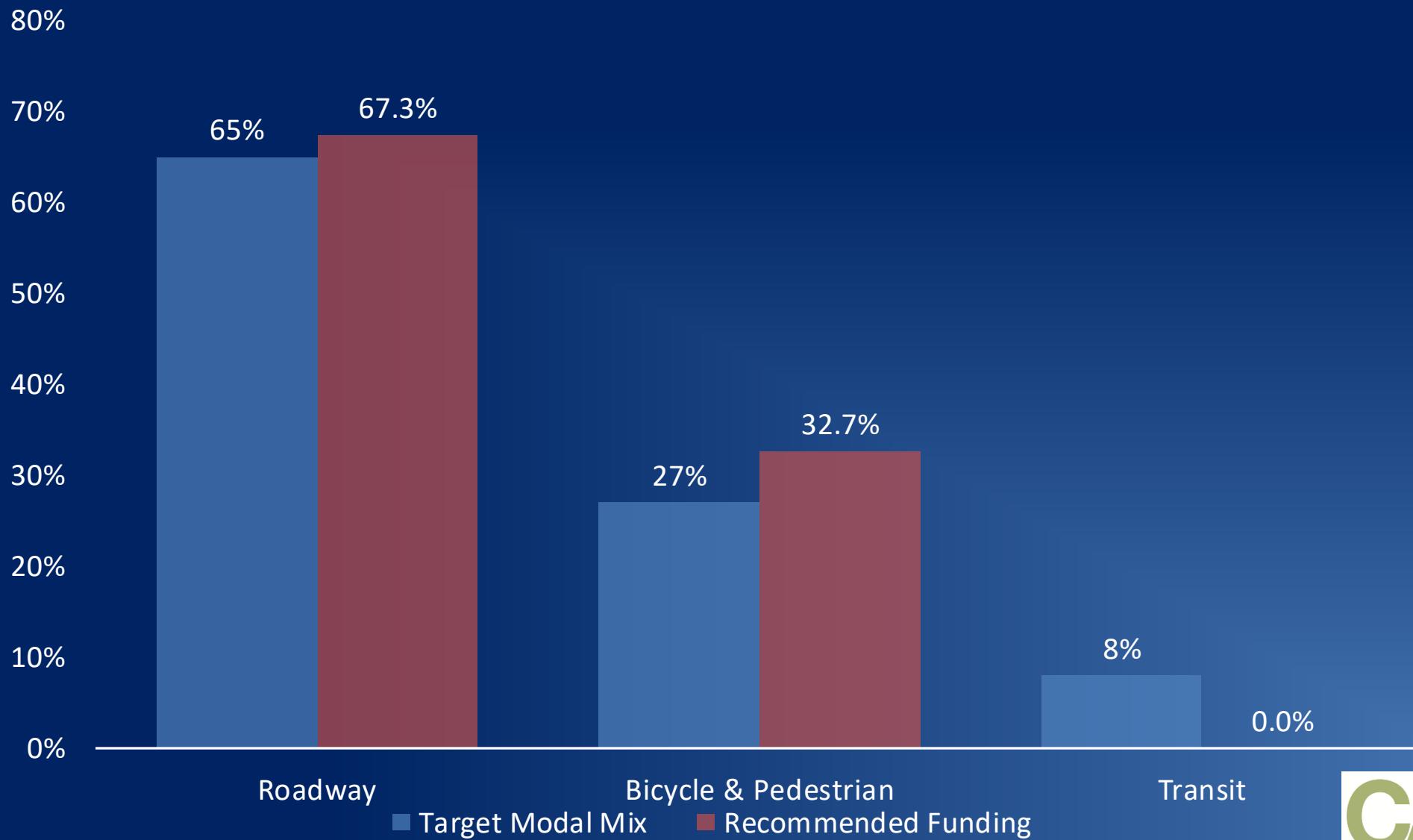
The Selection Panel has recommended funding the top 3 scoring projects, Atlantic Ave MUP, Smith Creek Greenway Phases 2 & 3, and the Vandora Springs SRTS.

The bottom four projects were below the 50% mark of the top scoring project

## Transit Recommendations: \$0

- No Transit projects were submitted for FFY27 LAPP

# Target vs. Recommended Percent Modal Investment Mix



## 5.2 FFY 2027 LAPP Program

### Recommendation

FFY 2027 LAPP Recommended Investment Program      **\$33,302,900**  
Board-Adopted Target Modal Mix Recommendation      **\$25,000,000**

Amount Above Board Target Recommendation      **\$8,302,900**

## 5.2 FFY 2027 LAPP Program

### Next Steps

- Public Comment Period: January 19 – February 17, 2026
- Public Hearing and Proposed Adoption: February 18, 2026
- TIP Amendment #2 will include adopted projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

#### Requested Action:

**Recommend Executive Board approval of the  
FFY 2027 LAPP Investment Program**

## 5.3 Amendment #2 to FY 2026-2035 TIP

- CAMPO and statewide CAMPO-eligible projects
- Changes made from November – December 2025
- Will include FFY27 LAPP Investment Program

### *TIP Additions*

- TBD – N. Tarboro Street pedestrian improvements
- TG-4321A – reprogramming of past LAPP funds for bus stop improvements
- U-5118FB – Arendell Ave access management improvements – Remove from TIP
- HS-2405BJ – N Raleigh Blvd/Glascock St, upgrade traffic signal & ped improvements

## 5.3 Amendment #2 to FY 2026-2035 TIP

### Next Steps:

- Public comment period from January 19 - February 17, 2026
- Public Hearing on February 18, 2026

### Requested Action:

**Recommend Executive Board approval of Amendment #2 to  
the FY 2026-2035 Transportation Improvement Program**

## 5.4 Unified Planning Work Program FY 2027

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### FY 2026 Studies Continuing:

- Triangle Bikeway NEPA / Design / GEC
- Eastern Wake ITS Study
- Pleasant Park (Apex) Access Study
- Regional Advanced Air Mobility Study

### NEW FY 2027 Studies Proposed:

- Triangle TDM Plan Update (CPRC)
- Smithfield Rd / Grasshopper Rd Area Safety Study (Knightdale)
- Franklinton Southern Bypass Alignment Study
- Knightdale Blvd Corridor Land Use & Transportation Study
- I-40 Vision & Implementation Strategy Study
- Wake Transit Studies:
  - Wake Transit Bus Plan Update
  - BRT Major Investment Studies



### Technical Projects Proposed:

- Project Database Upgrade
- Website Upgrade



## 5.4 Unified Planning Work Program FY 2027

### Other Ongoing FY 2027 Work:

- LAPP
- 2060 MTP
- TRM
- Blueprint for Safety Implementation
- Public Engagement
- Mobility Management Program
- Wake Transit Plan Administration
- Technical Assistance
- Safe Routes to Schools Program
- Transportation Demand Management
- Congestion Management Process
- MPO Strategic Plan Implementation

### Budget:

\$0.95 per Capita Member Share  
(\$0.12 increase)

Indirect Cost Estimate - \$175,000

## 5.4 Unified Planning Work Program FY 2027

### **Next Steps:**

- Public Review & Comment Period - Jan. 16 – Feb. 17, 2026
- Public Hearing - Feb. 18, 2026
- Executive Board Considers Adoption - Feb. 18, 2026, meeting

### **Requested Action:**

**Recommend the Executive Board adopt the FY 2027 Unified Planning Work Program and Federal Planning Certification Resolution**

## 5.5 Program Management Plan Update: 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

# Program Management Plan Update

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

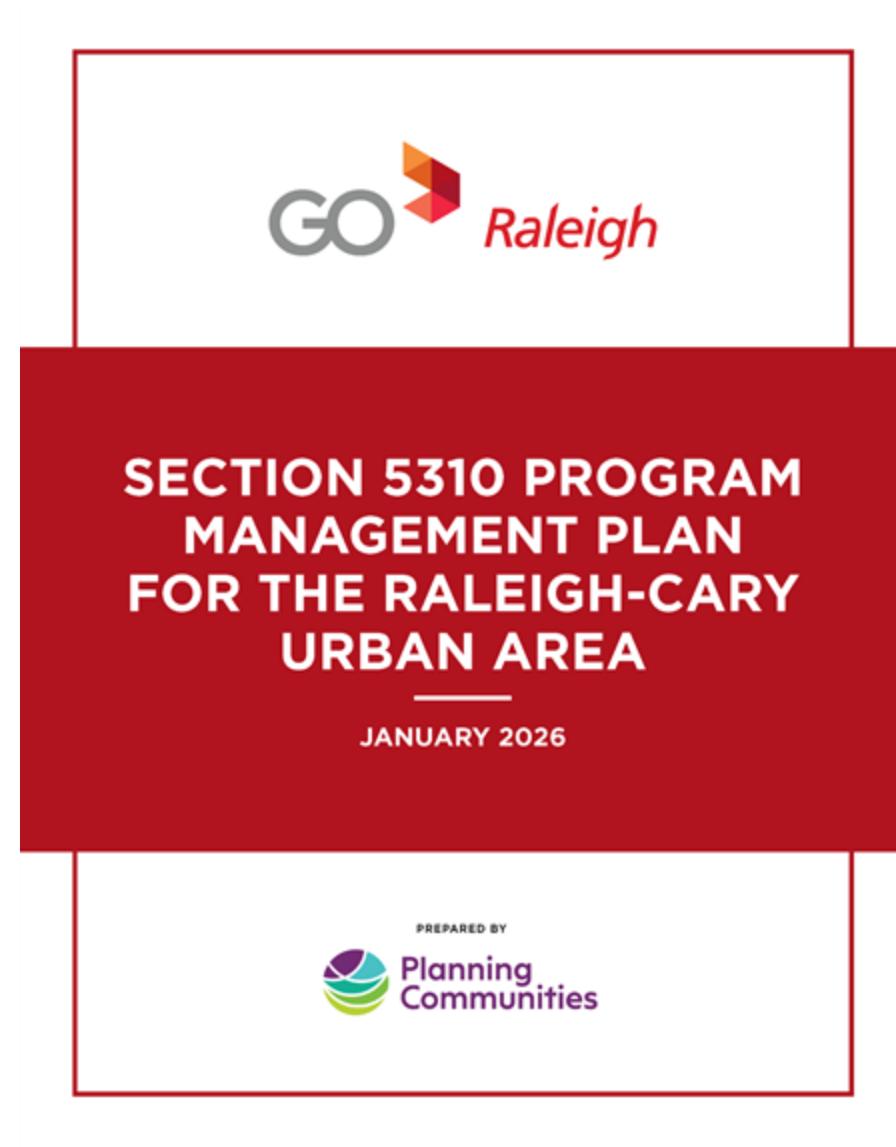
January 12, 2026



# Program Management Plan

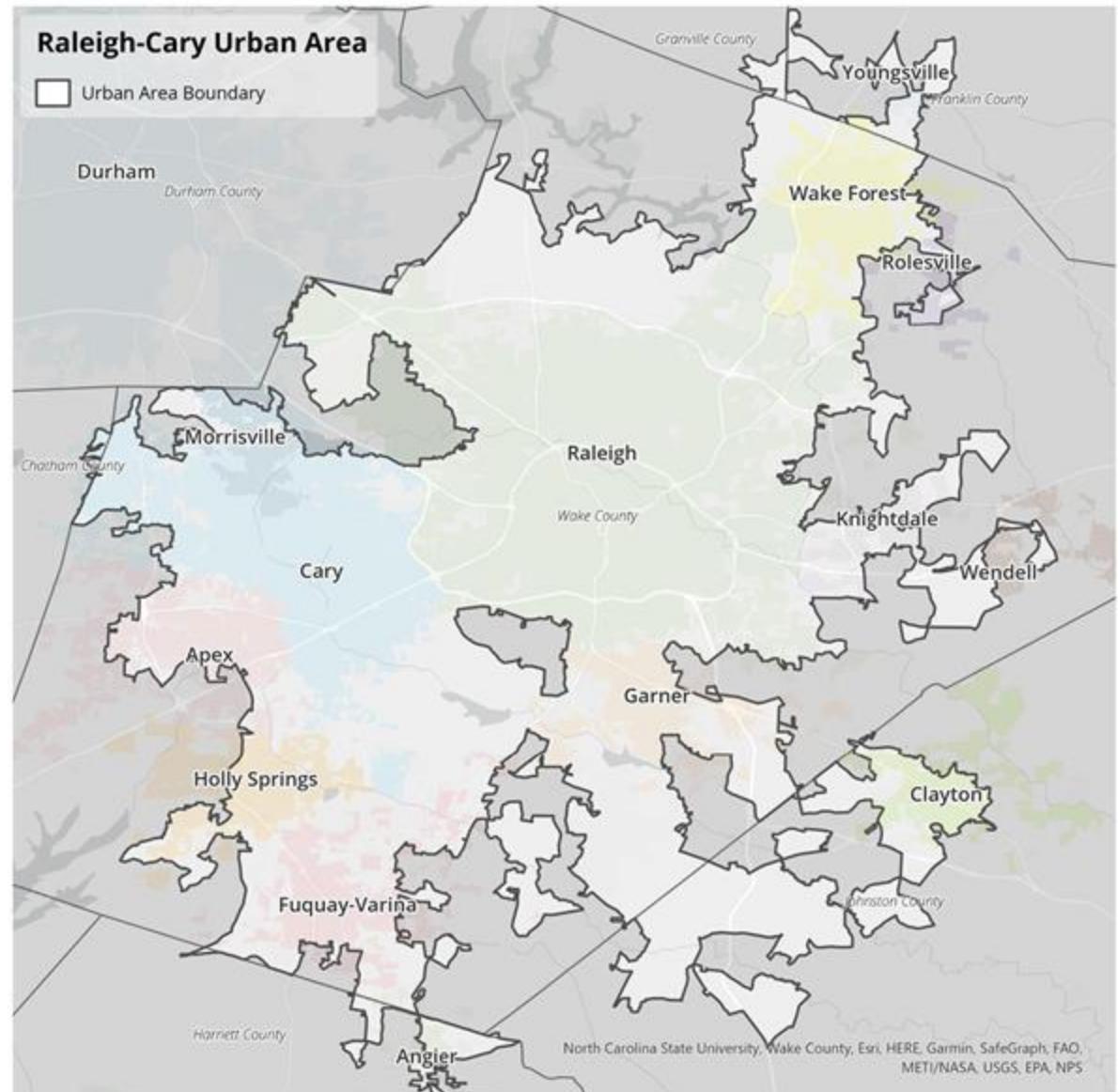
- Describes GoRaleigh's policies and procedures for administering the program
- Includes information on:
  - FTA requirements
  - grantors/grantees roles
  - eligible applicants
  - eligible projects
  - local project selection criteria
- Updated for clarity and federal references

*Draft PMP currently available for public comment*

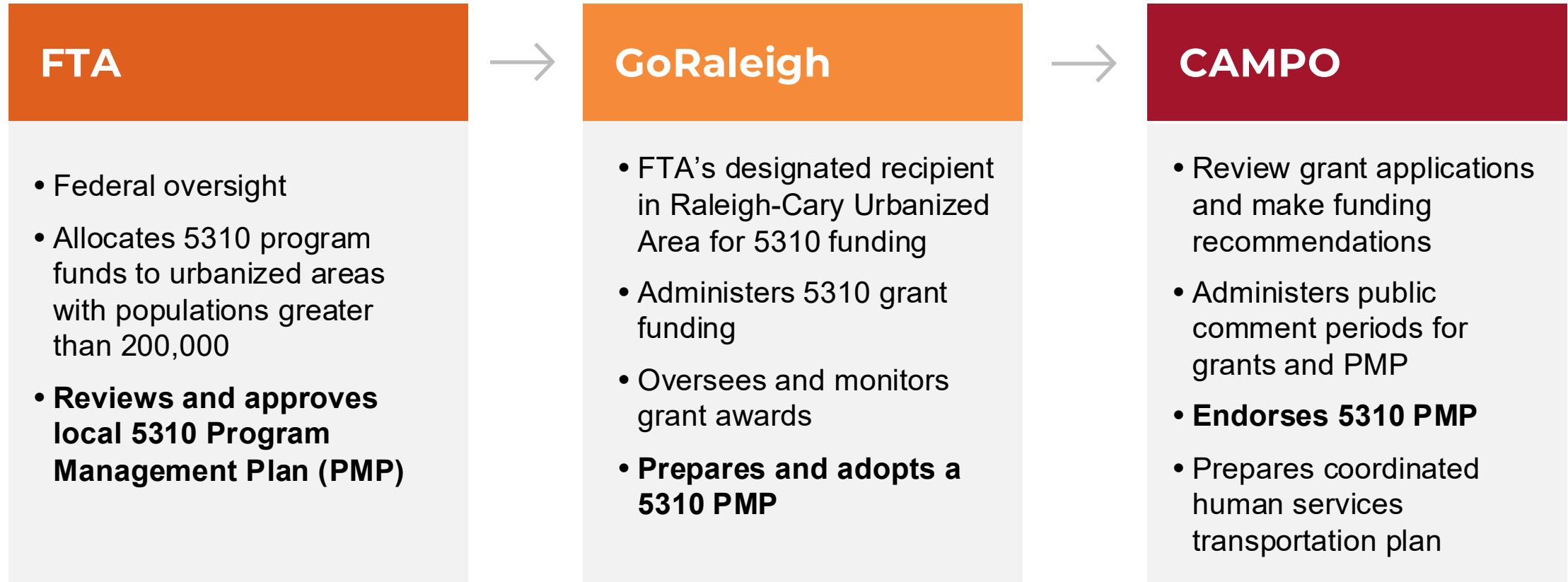


# FTA Section 5310 Program

- Provides capital and operating grants to assist non-profit organizations, private operators, and public agencies providing coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.
- Funding has supported multiple agency, non-profit and other providers
- Funding is for the Raleigh-Cary Urbanized Area



# Section 5310 Program Roles



# 2026 Updates

## Changes to Federal Guidance

## FTA Comments & Alignment with Federal Guidance

## Other Updates



Updated references to Circular 9070.1 to reflect the current version (9070.1H)



Updated references to 2 CFR Chapter 2 to reflect the current version



Updated definition for traditional Section 5310 projects



Removed references to Executive Orders 13166 and 12898, FTA Circular 4703.1, and USDOT Order 5610.2, which have been rescinded

# 2026 Updates

## Changes to Federal Guidance

## FTA Comments & Alignment with Federal Guidance

## Other Updates



Added subheaders for Roles and Responsibilities and Eligible Projects under Section 1.3



Added subsection 2.1 Agency Coordination



Updated Subrecipient Monitoring section



Added subsection on Section 504 and ADA Reporting under Section 10.2



Expanded Program Management Section. New subsections are Program Management (11.1), Equipment Management (11.5), and Reporting Requirements (11.6).

# 2026 Updates

## Changes to Federal Guidance

## FTA Comments & Alignment with Federal Guidance

## Other Updates



Updated description of Coordinated Public Transit–Human Services Transportation Plan



Simplified discussion of past PMPs under Section 2.4



Added a cross-reference to the GoRaleigh Subrecipient Financial Management and Monitoring Manual



Updated links



Updated references

A photograph showing a person pushing a stroller onto the sidewalk next to a GoRaleigh bus. A GoRaleigh staff member in a high-visibility vest is standing at the bus door, assisting the person. The bus has a blue ramp with a wheelchair accessibility symbol on it. The background shows a parking lot with other vehicles and trees.

# PMP Update & Next Steps

- Prior PMP prepared in 2023
- Update Process
  - CAMPO and GoRaleigh staff provide input
  - Public Comment Period January 19 – February 17, 2026
  - Public Hearing at CAMPO Meeting February 18, 2026
  - RTA adoption of PMP
  - CAMPO endorsement of PMP
- Updated PMP for reference with current grantees and to support 2027 grant cycle



# Thank You!

Call for Projects/Online application: [www.raleighnc.gov/transit](http://www.raleighnc.gov/transit)  
Questions? [GoRaleigh@raleighnc.gov](mailto:GoRaleigh@raleighnc.gov)



## 5.5 Program Management Plan Update: 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

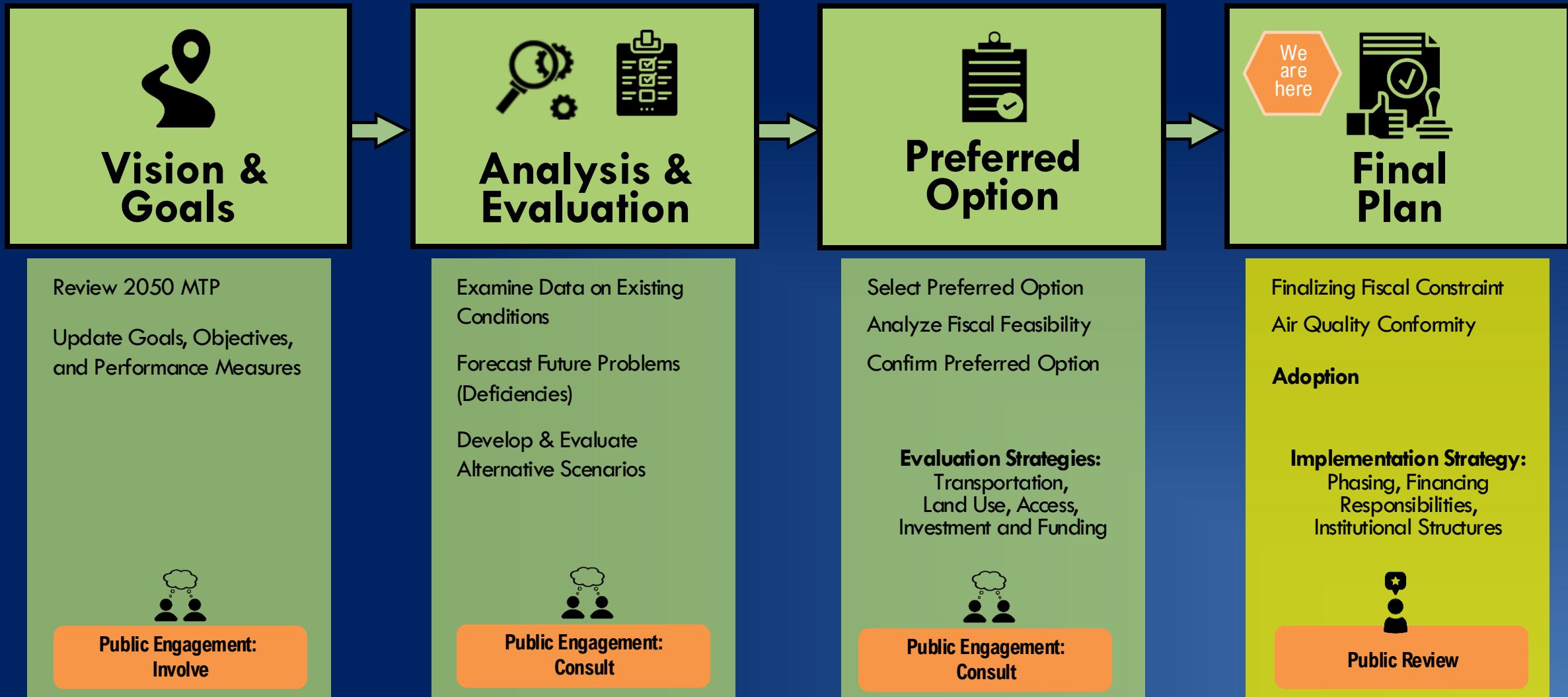
### Requested Action:

**Recommend the Executive Board endorse the updated 2026  
Section 5310 Program Management Plan**

## 5.6 2055 Metropolitan Transportation Plan

# 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.



## 5.6 2055 Metropolitan Transportation Plan

- The CAMPO Executive Board approved the projects/programs for the 2055 MTP/CTP at their November 19, 2025, meeting.
- The MPO staff is working on the necessary next steps to complete the full 2055 MTP/CTP report document. This includes:
  - Final network updates based on approved projects
  - Final socio-economic and travel demand forecast model runs
  - Air quality and environmental justice network analysis
  - Performance measure analysis and report
  - Document preparation
- A full draft document is available on the ***CAMPO website ([www.campo-nc.us](http://www.campo-nc.us))***
- Public comment period open until February 17, 2026.
- Public hearing was conducted on January 21, 2026.

## 5.6 2055 Metropolitan Transportation Plan

- During the AQ Conformity process, two project updates were identified:
  - A98b (HP-0017) 2nd decade
  - A943 (HE-0002) first decade

Item	Anticipated Milestone Dates
Approve 2055 MTP pending AQ	Nov. 2025
AQ Conformity	Nov./Dec. 2025 – Feb. 2026
Final 2055 MTP Approval	Feb. 2026

### Requested Action:

**Recommend final Executive Board approval of the 2055 MTP/CTP and the Air Quality Conformity Determination**

## 5.7 FY 2026 3rd Quarter Wake Transit Work Plan Amendment Requests

# Capital Amendment Requests

## FY 2026, Quarter 3, Requested Wake Transit Work Plan Amendments

### REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
Capital Budget Amendment Requests						
TC001-E	City of Raleigh	Purchase Diesel, Compressed Natural Gas or Electric Buses (Expansion)	\$ 17,361,950	\$ 17,361,950	\$	<p><b>Major Amendment:</b> The City of Raleigh is modifying the scope of this project to include larger 60' articulated buses in addition to 40' foot buses to support new bus services or service improvements. Earlier this year, the City of Raleigh began using the 60' articulated buses, which will be used on the four (4) Bus Rapid Transit corridors, on some of their highest ridership and highest frequency routes.</p>
TC001-F	City of Raleigh	Purchase Diesel, Compressed Natural Gas or Electric Buses (Replacement)	\$ 36,762,900	\$ 36,762,900	\$	<p><b>Major Amendment:</b> The City of Raleigh is modifying the scope of this project to include larger 60' articulated buses in addition to 40' foot buses to replace vehicles that have exhausted their useful life in various years through FY30. Earlier this year, the City of Raleigh began using the 60' articulated buses, which will be used on the four (4) Bus Rapid Transit corridors, on some of their highest ridership and highest frequency routes.</p>
TC002-AX	City of Raleigh	Relocation of Triangle Town Center Transit Center	\$ 2,000,000	\$ 3,750,000	\$ 1,750,000	<p><b>Major Amendment:</b> The City of Raleigh is requesting an additional \$1,750,000 to assist in land acquisition for the North Raleigh Transit Center. The City was allocated \$2,000,000 in funding in FY22 to begin the land acquisition process but has not been able to negotiate a price within the current budget with the property owner. This additional request would ensure the City of Raleigh can settle on the property as soon as possible. The total allocations for this project in previous fiscal years total \$2,000,000.</p>
TC002-BL	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	\$ 569,272	\$ 677,072	\$ 107,800	<p><b>Major Amendment:</b> The Town of Knightdale is requesting an additional \$107,800 in funding to complete the right-of-way acquisition phase for pedestrian improvements along Knightdale Boulevard. The Town was awarded CFA funding in FY24 for this project to construct these pedestrian improvements. The Town also received additional funding in FY25 through the amendment process to account for higher construction costs. The total allocations for this project in previous fiscal years total \$569,272.</p>
TC005-A3	City of Raleigh	Western Corridor Bus Rapid Transit Facility	\$ 55,319,515	\$ 56,340,285	\$ 1,020,770	<p><b>Major Amendment:</b> In accordance with the Wake Transit Plan Art Funding Policy, the City of Raleigh is requesting \$1,020,770 for art funding for the Western Corridor Bus Rapid Transit Project. This request will be used to put out a call for artists to develop, fabricate, and install art during construction of the Western BRT stations. The total allocations for this project in previous fiscal years total \$55,319,515.</p>
Total Capital Funding Impact						\$ 2,878,570

# City of Raleigh- TC001-E & -F

- Scope change for 2 bus acquisition projects
- Modifies scope to allow City of Raleigh to acquire 60-foot articulated buses in addition to 40-foot buses.
- Buses will be used to support new service improvements and to replace vehicles that have exhausted their useful life in various years through FY30
- No financial change

# City of Raleigh- TC002-AX

- Amendment is to complete land acquisition phase for the relocation of Triangle Town Center (North Raleigh Transit Center)
  - Facility currently serves 3 routes- 1 high frequency, 1 local route, and 1 regional route
- City of Raleigh has not been able to negotiate a price within the current budget
  - City previously received \$2,000,000 in FY22 to complete this phase
- Request is for an additional **\$1,750,000** to complete the acquisition of the site

# City of Raleigh- TC005-A3

- This amendment is to request art funding for the Western Corridor BRT project
- The funds would be used to select an artist, develop, fabricate, and install art during construction of the Western BRT Stations
  - Funding is being requested now to integrate art pieces and designs into final architectural plan for the project
- The request is for **\$1,020,770** and is in accordance with the Wake Transit Art Funding Eligibility policy

## Section 3 – Funding

### 3.1 Art Funding Limitations

For eligible projects, art will become a permissible expense with Wake Transit tax revenues. Art funds are to be dedicated to the design, selection, fabrication, and installation of works of public art. The maximum amount of Wake Transit tax revenue eligible to be used for the selection, fabrication, and installation of art on an eligible project shall be determined by the following schedule:

Final Total Construction Cost of Subject Project	Maximum Amount Eligible for Art
Under \$50 million	1%
\$50 million to \$100 million	\$500,000 + 0.50% of the amount over \$50 million
Greater than \$100 million	\$750,000 + 0.25% of the amount over \$100 million

# Town of Knightdale- TC002-BL

- The Town of Knightdale is requesting additional funds to finalize right-of-way acquisition for the Old Knight Road sidewalk project.
- Town was awarded CFA funding in FY24
  - Scope of project includes crosswalk design & construction along Knightdale Blvd (completed) and design and ROW acquisition for sidewalk gaps along Knightdale Blvd and Old Knight Rd
- As of FY26 Q1, sidewalk design work has been completed
- Due to increased costs, current contract lacks funds to complete necessary ROW acquisition
- Town is looking to finalize ROW acquisition and move into construction under a new contract
- Amount requested is **\$107,800**, reflecting the town's local match of 49%
- Funds would come from the CFA Reserve (TO005-Z)

# Financial Disposition

## FY26-Q3 Amendment Financial Impact

Capital Budget Amendment Requests							
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding	FY27-FY30 Adopted Wake Transit Plan Funding	Total Project Adopted Wake Transit Plan Funding
Bus Rapid Transit	City of Raleigh	Western Corridor Bus Rapid Transit Facility	\$83,960,040	\$1,020,770	\$84,980,810	\$160,000,000	\$244,980,810
Transit Infrastructure	City of Raleigh	Relocation of Triangle Town Center Transit Center	\$2,000,000	\$1,750,000	\$3,750,000	\$4,878,617	\$8,628,617
Community Funding Area	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	\$569,272	\$107,800	\$677,072	\$0	\$677,072
Vehicle Acquisition	City of Raleigh <sup>☆</sup>	Purchase 40-Foot Diesel, CNG, or Electric Buses: Replacement	\$52,488,409	\$0	\$52,488,409	\$28,599,900	\$81,087,309
Vehicle Acquisition	City of Raleigh <sup>☆</sup>	Purchase 40-Foot Diesel, CNG, or Electric Buses: Expansion	\$24,332,059	\$0	\$24,332,059	\$8,990,900	\$33,312,959
<b>Wake Transit Capital Expenditures</b>			<b>\$163,349,780</b>	<b>\$2,878,570</b>	<b>\$166,228,350</b>	<b>\$202,458,417</b>	<b>\$368,686,767</b>
<b>Total Financial Impact - FY26 Wake Transit Work Plan</b>							

<sup>☆</sup> Scope change

# Financial Impact of Amendment Requests:

**Net Impact to FY26 Wake Transit Plan = (\$2,878,570)**

*Net Impact to Community Funding Area Reserve = (\$107,800)*

- The FY26 City of Raleigh Transit Infrastructure budget will **increase** \$1,750,000
- The FY26 City of Raleigh Bus Rapid Transit budget will **increase** \$1,020,770
- The FY26 Town of Knightdale Community Funding budget will **increase** \$107,800

# Engagement Summary

- Comment period: Dec 10 – Jan 10
- We received 2 comments in total
- Neither were directly related to the amendment requests

The CAMPO Executive Board and Technical Coordinating Committee (TCC) meet in person monthly. [Meeting Details](#)

**Parking Update:** As of March 2025, The Green Parking Deck next to the CAMPO office building is open. All guests should park and enter through the ground floor breezeway entrance. There are elevators and stair wells throughout the parking structure. [Updated Contact Info](#) (includes map for parking)

## Welcome to the North Carolina Capital Area Metropolitan Planning Organization (CAMPO)

We are a regional transportation planning organization serving communities in Chatham, Franklin, Granville, Harnett, Johnston and Wake Counties. Please explore our website for more information on our current plans and projects, upcoming meetings, and long-range planning efforts. Start on CAMPO's About page...

### What is an MPO?

According to *The Federal Aid Highway Act of 1962*, areas considered by the Federal Census to be urban in nature with a population of at least 50,000 must have a continuing, cooperative, and comprehensive ("3C") transportation planning process. In order to receive funding from the federal government in the state of North Carolina

### Public Notices & News

Public Notice: Request for Proposals: Eastern Wake Traffic Signal System Integration Study

Public Notice: Amendment #1 to the 2026-2035 TIP

Public Notice: Request for Qualifications: Apex Pleasant Park Access Study

Public Comment: Federal Functional Classification Changes

Public Comment: FY26 Q3 Wake Transit Work Plan Amendments

### Meeting Info

### Agendas and Minutes

### Meeting Links and Comment Info

## FY26 Work Plan Amendment Requests

### Thank you for getting involved in the Wake Transit planning process.

During the fiscal year (July-June) Wake Transit project sponsors have the opportunity to request amendments to projects funded in previously adopted Wake Transit Work Plans or to add new projects to the current annual Work Plan.

Amendment requests are reviewed and recommended by the TPAC for approval of the Wake Transit governing boards; the CAMPO Executive Board and GoTriangle Board of Trustees.

The public has the opportunity to review and provide feedback on submitted amendment requests prior to final approval.

The 3rd quarter comment period will run from December 10, 2025 through January 10, 2026.

Click [HERE](#) to view the Amendment request Packet.

This quarter there were five (5) Wake Transit Work Plan amendment requests submitted for consideration.

- Town of Knightdale: Request for additional Community Funding Area Program funding to support right-of-way acquisition for the pedestrian improvements along Knightdale Blvd. Total amount requested: \$107,800 for project TC002-BL.
- City of Raleigh: The City is requesting two (2) scope modifications that will allow them to use 60 foot articulated buses in support of existing and future planned routes. The current scope only dictates funding for 40 foot vehicles. The two project ID numbers are TC001-F and TC001-F.
- City of Raleigh: The City is requesting additional funding to support land acquisition for the relocation of the Triangle Town Center transit center facility. Total amount requested is \$1,750,000 for project TC002-AX.
- City of Raleigh: In accordance with the Art Funding Policy, the City is requesting funding to put out a call for artists to develop, fabricate, and install art as part of the WakeBRT: Western Corridor project. Total amount requested is \$1,020,770 for project TC005-A3.

If you have questions, comments or other feedback regarding these requests, please submit your feedback [HERE](#).

**Project Lead:** [Suvir Venkatesh](#)(CAMPO)

CAMPO's Wake Transit staff collects, compiles and leads the TPAC review process for all amendment requests. Ultimately, the TPAC recommended changes are presented to the two Wake Transit governing boards, CAMPO Executive Board and GoTriangle Board of Trustees, for adoption.

Complete

### Annual Work Plan Development Cycle

No Amendments in the 1st Quarter

Complete



**Annual Wake Transit Work Plan**

**Amendment Request Public Review and Comment Period**

**Now Open**

**GET INVOLVED AT** **WakeTransit.org**

**WAKE TRANSIT PLAN**

nccapitalareampo Wake County, N.C.

nccapitalareampo The Wake Transit program works to improve transportation options for people living in, traveling to and through Wake County. The Annual Wake Transit Work Plan defines the projects selected to receive Wake Transit funding. Project scope or budget adjustments may be requested quarterly. The FY 2026 3rd Quarter Amendment cycle is underway. 5 project amendments have been requested: 4 from @raleighgov and 1 from @kdalenc.

Visit WakeTransit.org to view each amendment application and to submit feedback to the Wake Transit team.

#waketransit

21s

[View Insights](#)

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Be the first to like this

31 seconds ago

## FY26 Work Plan Amendment Requests

### Project Engagement

VIEWS

543

PARTICIPANTS

7

RESPONSES

18

COMMENTS

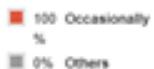
4

How often do you ride public transit (the bus)?



4 respondents

How often do you ride public transit (the bus)?



Please select all of the amendment requests that you are commenting on from the list below

100% City of Raleigh (TC001-E & F) 60' Articulated Bus Acquisition

2 ✓

0% City of Raleigh (TC002-AX) Relocation of Triangle Town Center Transit Center

0 ✓

0% City of Raleigh (TC005-A3) Art Funding for WakeBRT: Western Corridor

0 ✓

0% Town of Knightdale (TC002-BL) Pedestrian Improvements on Knightdale Blvd

0 ✓

2 Respondents

I was wondering if the local routes that already use the western corridor will also use the BRT platforms or separate from the BRT platforms and use the regular stops?

12/12/2025

Do you have any other feedback on Wake Transit program activities that you would like to share?

I wasn't sure where too raise my concern on this but I would like to bring up the proposed highway 55 bus that was being studied as "feasible for transit" and I as well as many others could see the benefits of this route becoming a fully funded and added route to the go triangle system. The highway 55 route that was proposed would run from apex through Holly springs and end in Fuquay-varina and as a resident of fuquay and frequent commuter into Holly springs-apex area I would greatly appreciate this route getting completed because lots of people use this corridor to commute between towns mostly between Holly springs and fuquay because highway 55 is the main artery between the two and I think that ridership would grow consistently overtime if done right considering a more local stop based route with no park in rides if possible would greatly increase ridership. Allowing this route as well as go triangle route 305 could also see more ridership and the express form Holly springs and apex that would help overcrowding on the new bus route and people transferring between routes would generally raise ridership. Many people including me can guarantee riding this route if funded and constructed. Thank you for hearing my concerns. If you would like to reach out to me please email anytime.

12/12/2025

# FY2026 Q3 Amendment Request Calendar

ACTION	DATE
Submission Deadline	November 21, 2025
Released for Public Comment	December 10, 2025
PD Subcommittee Review	December 16, 2025
Public Comment Period Ends	January 10, 2025
TPAC Considers Amendment Requests	January 22, 2026
<b>TCC Considers Amendment Requests</b>	<b>February 5, 2026</b>
CAMPO Board Considers Approval of Amendment Requests	February 18, 2026
GoTriangle Board Considers Approval of Amendment Requests	February 25, 2026

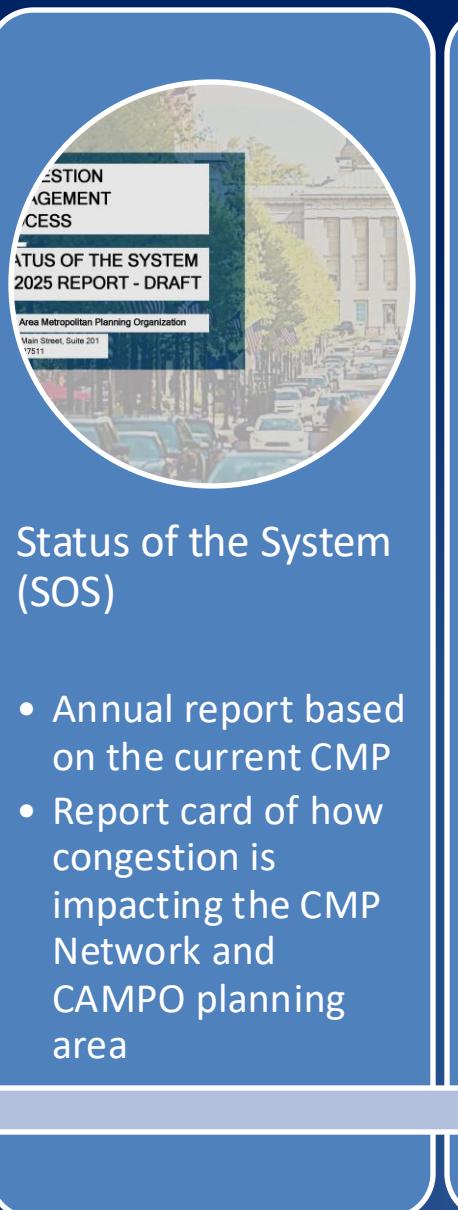
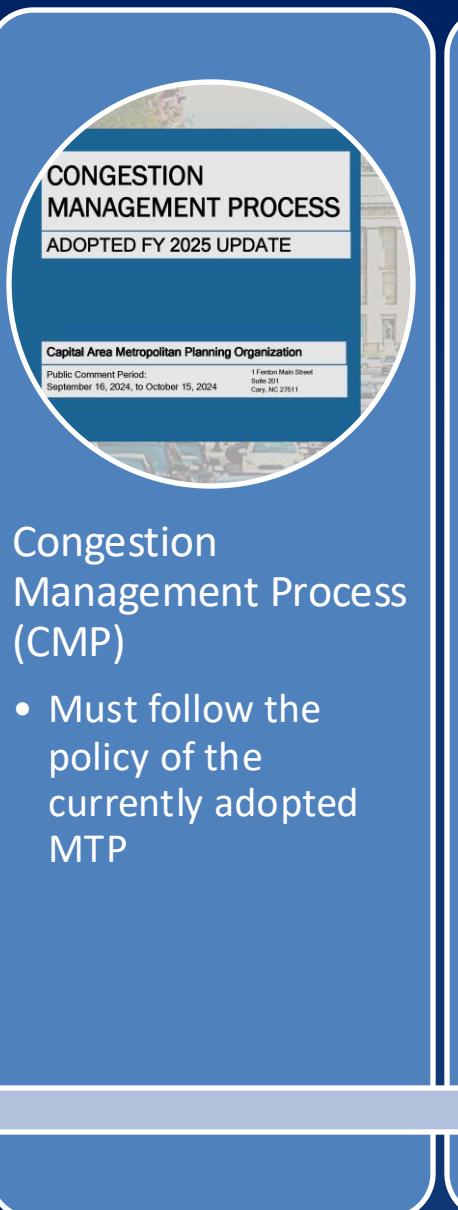
## 5.7 FY 2026 3rd Quarter Wake Transit Work Plan Amendment Requests

### Requested Action:

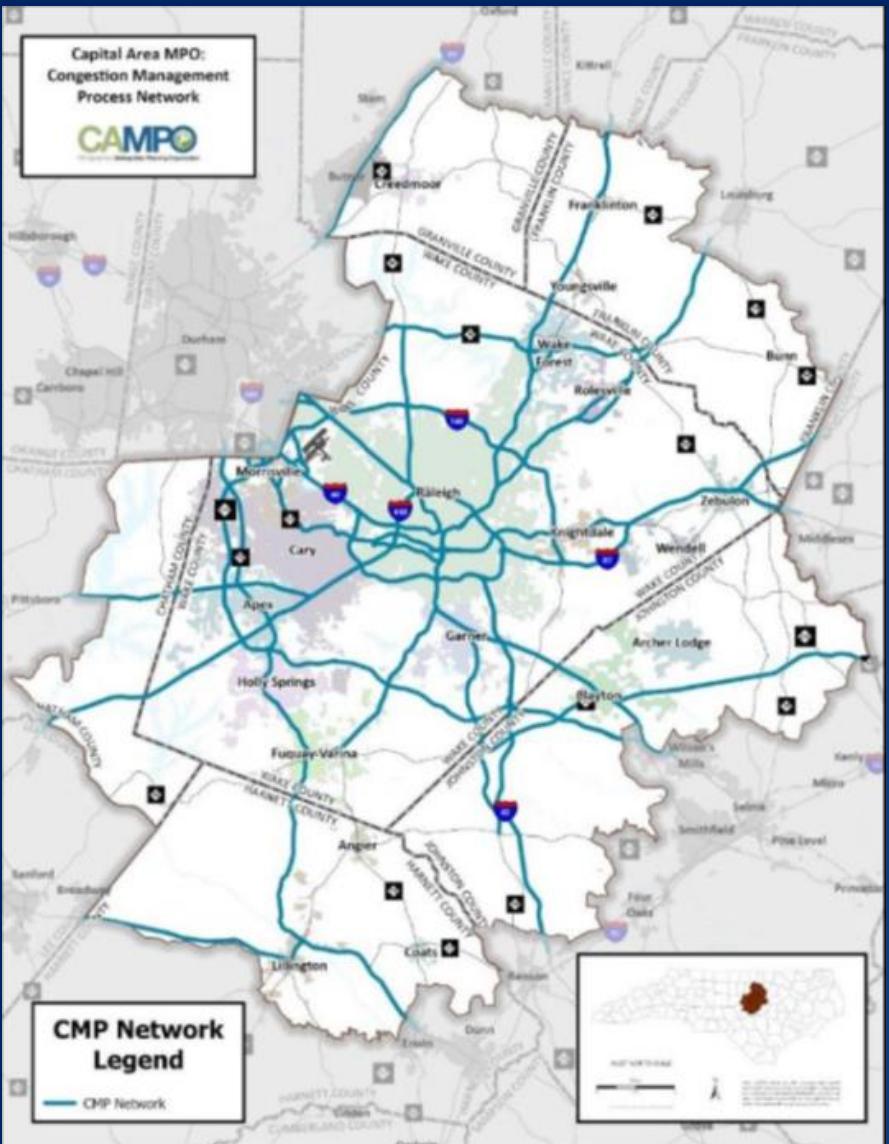
**Recommend Executive Board approval of the FY 2026 3rd  
Quarter Wake Transit Work Plan amendment requests**

## 5.8 Congestion Management Process - Status of the System FY 2025 Report

# The update to the Status of the System Report is based on....

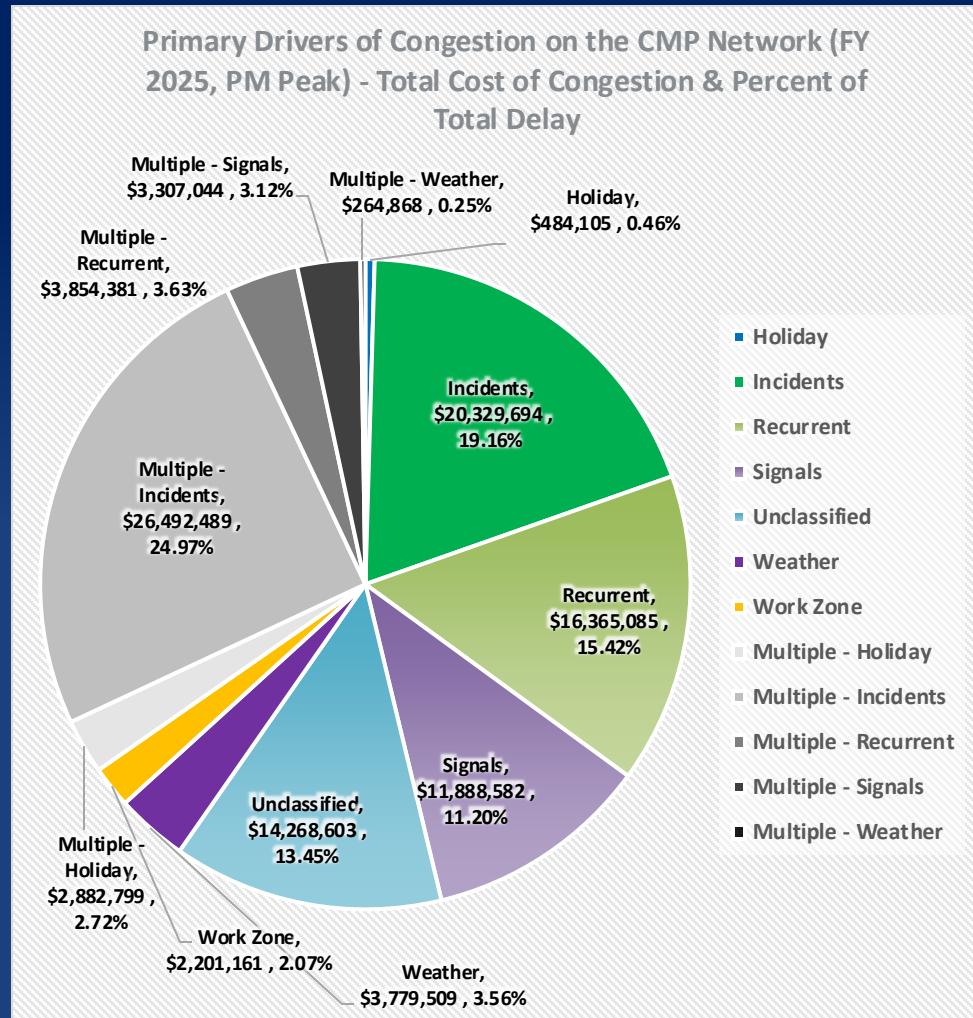
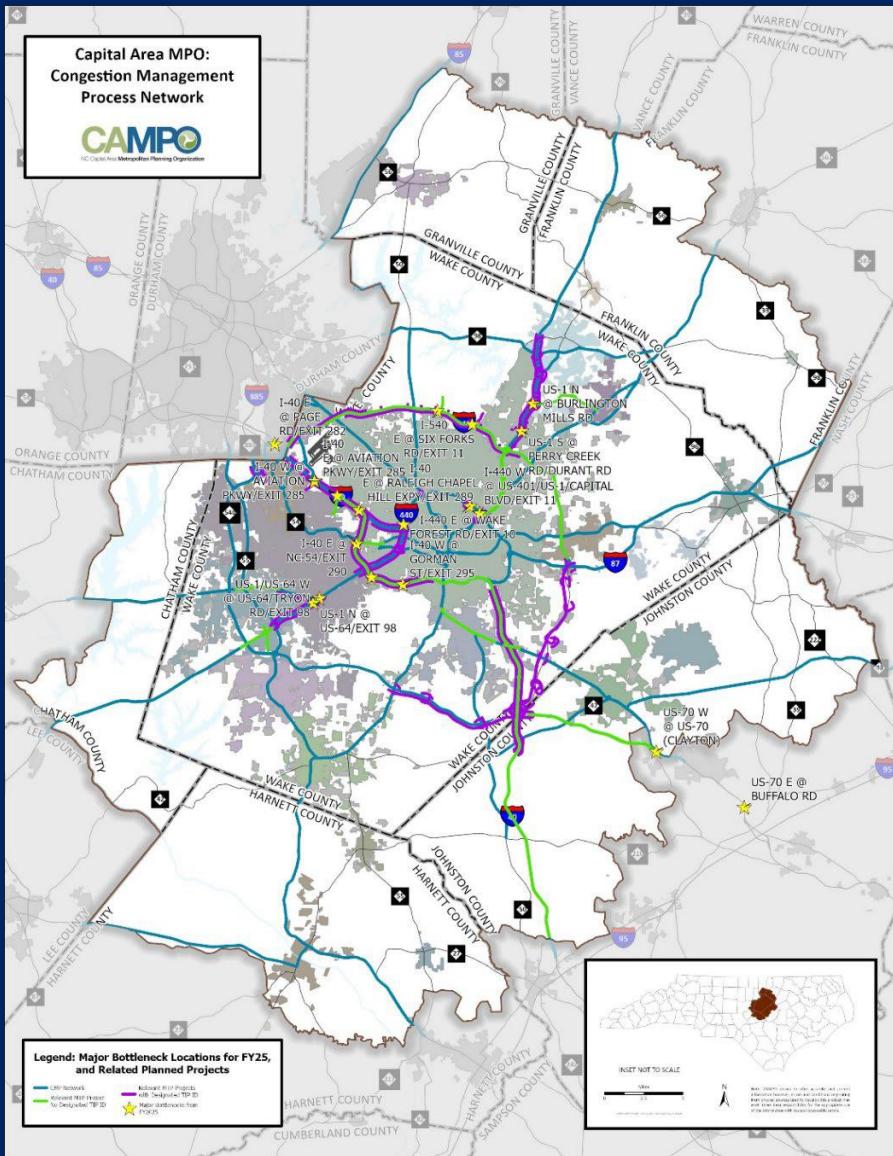


# What Happened this year on the CMP Network?

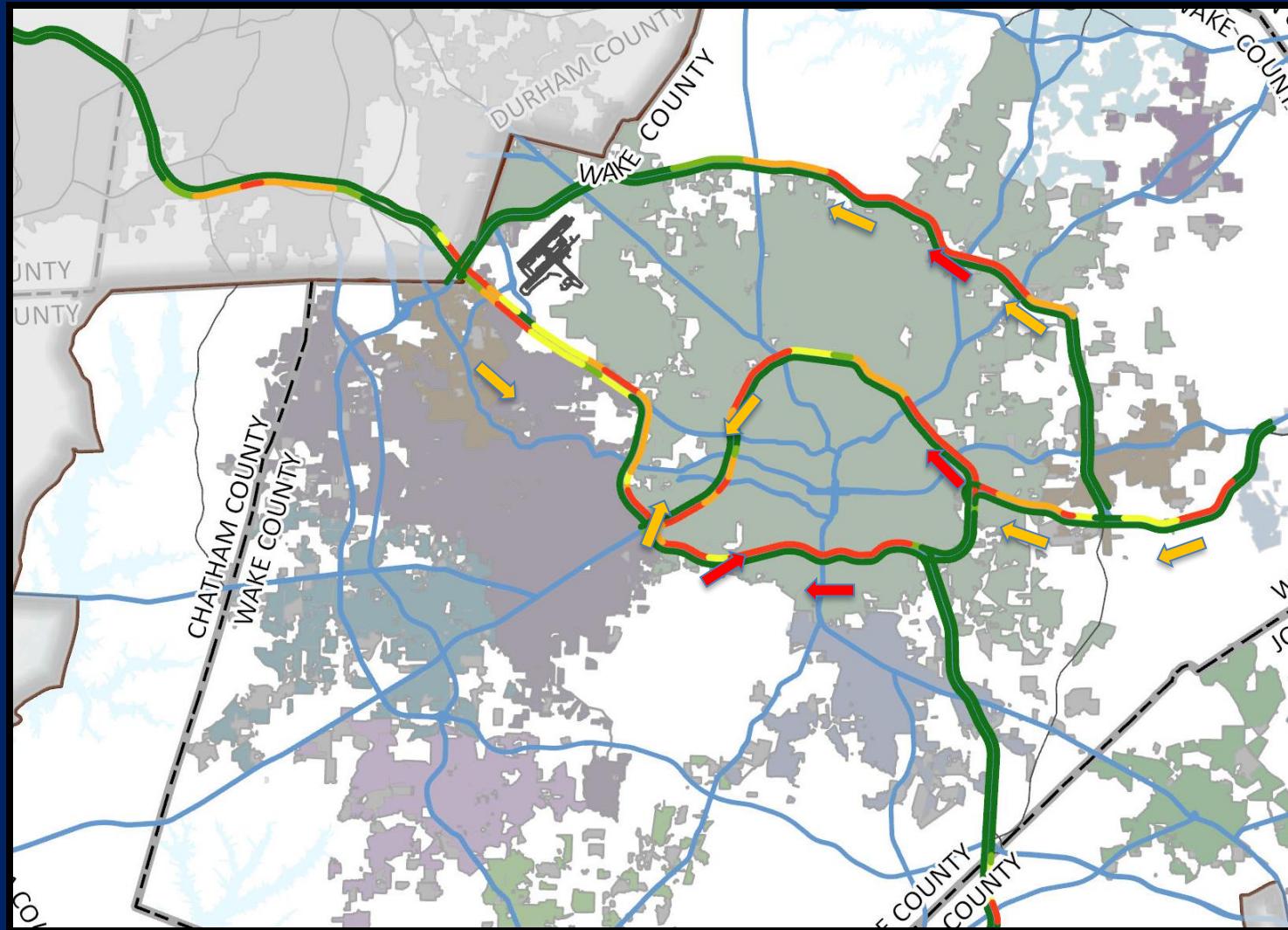


- Congestion data collected based on the CMP Network
- Based upon this data we can infer:
  - Causes of Congestion
  - Location of Major Bottlenecks
  - Economic Imp

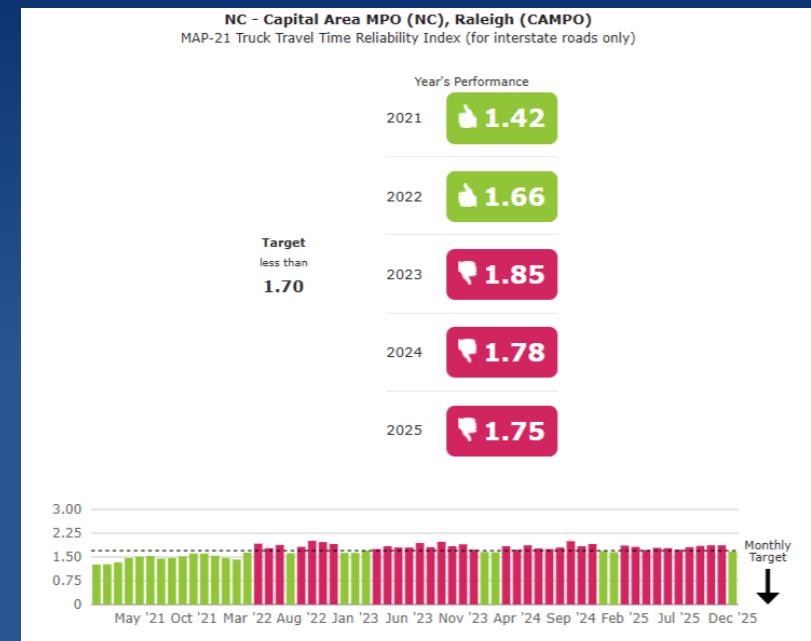
# What Happened this year on the CMP Network?



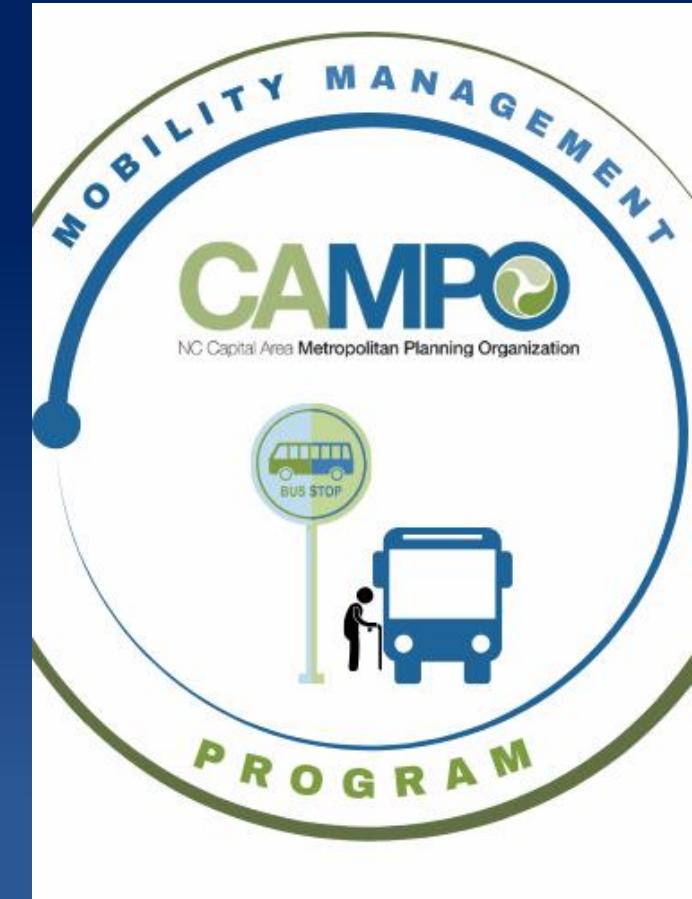
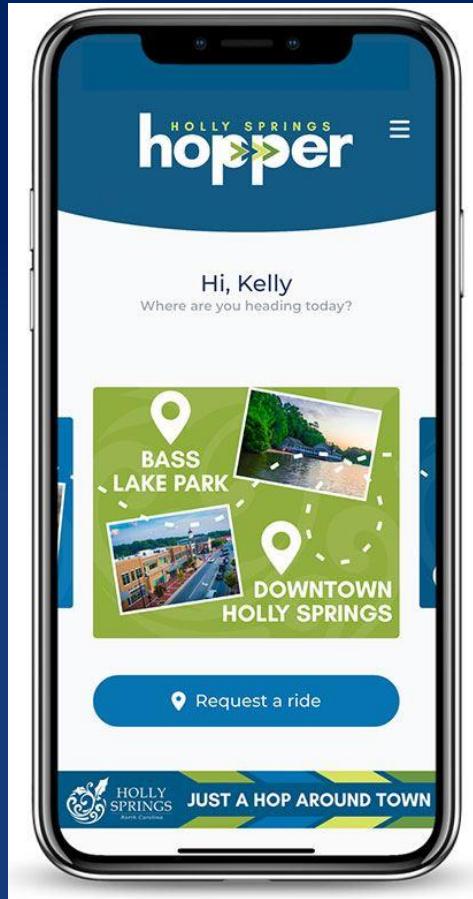
# Congestion's Impact to Freight on the CMP's Interstates



**CAMPO's Truck Travel Time Reliability Index (TTTRI)  
Target = 1.7**



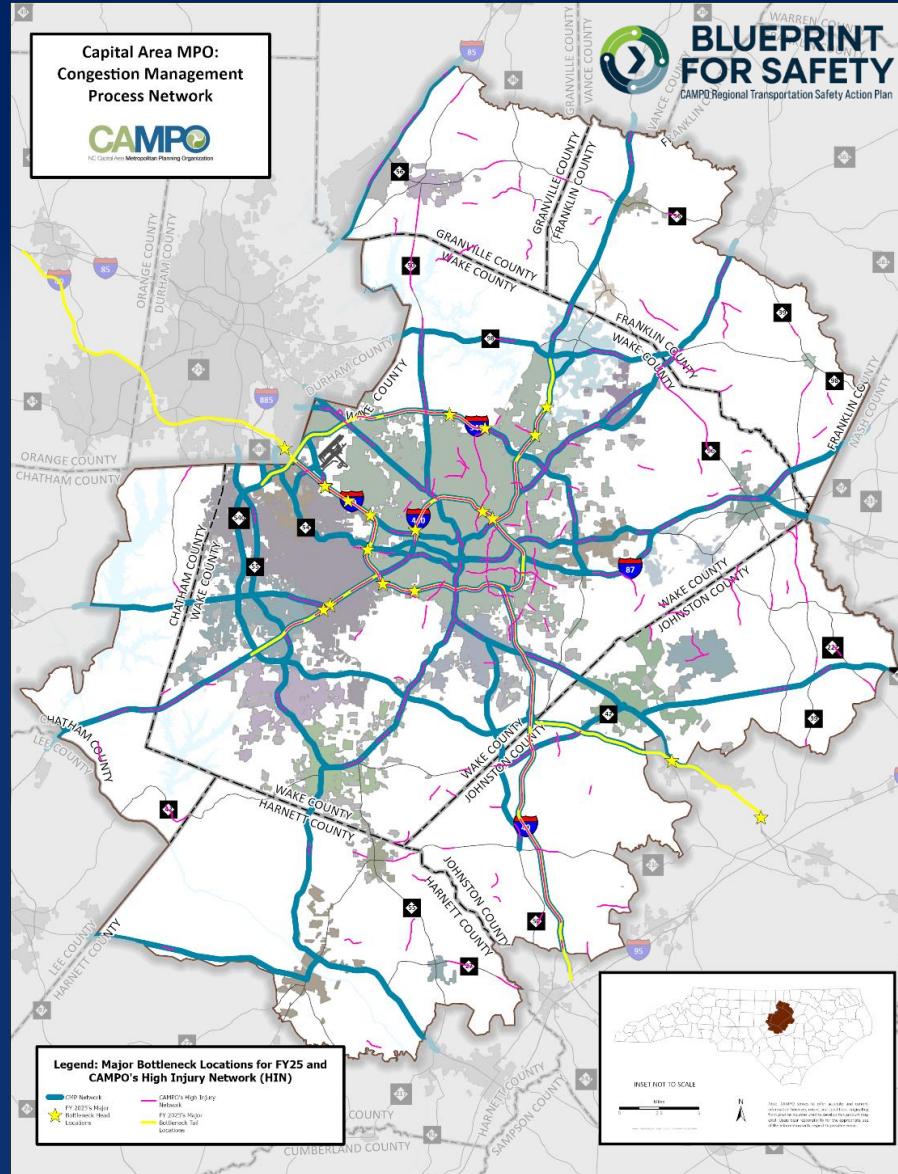
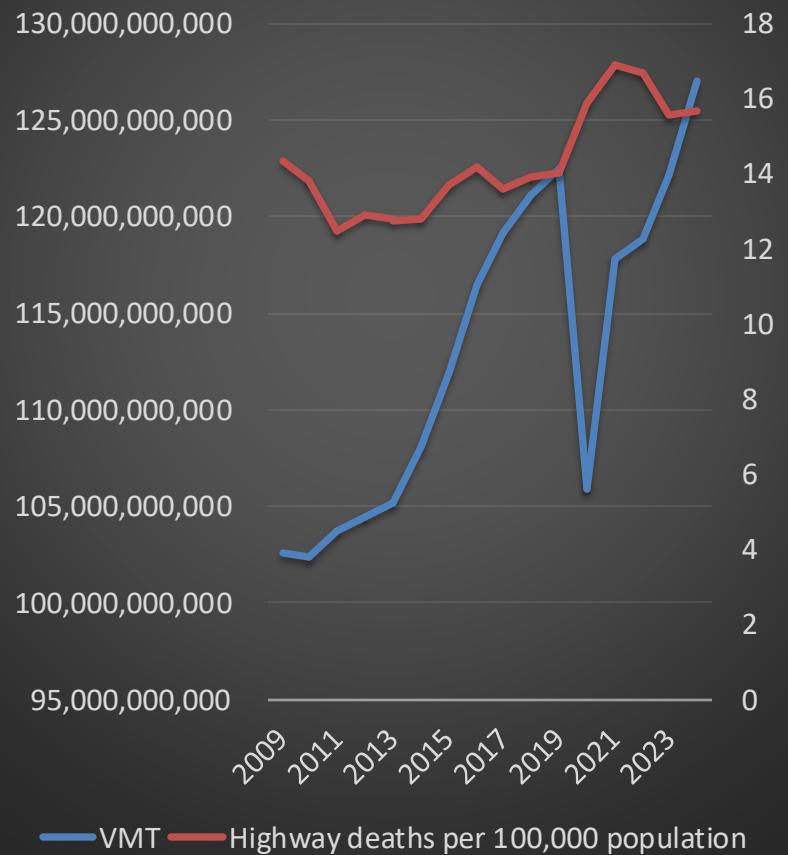
# Transit's Impact on Congestion



**Targeted and custom transit solutions based on individual community needs can lead to less SOV reliance and less localized congestion**

# Congestion's Impact on Public Health

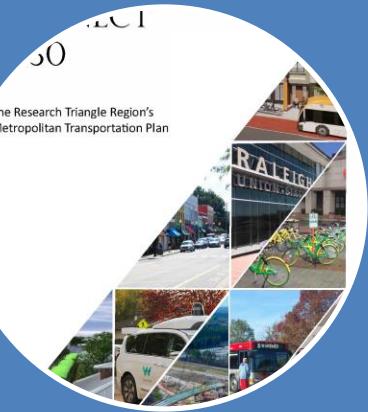
## North Carolina Statewide Trends in VMT and Highway Deaths from 2009 to 2024



CAMPO's Blueprint for Safety is the lens for which the CMP SOS studies the impact of congestion on aspects of public health – notably incidents and likelihood of fatal and serious injury crashes

# What's Next?

New MTP? Time to update the CMP, SOS, and Bottleneck Reports!



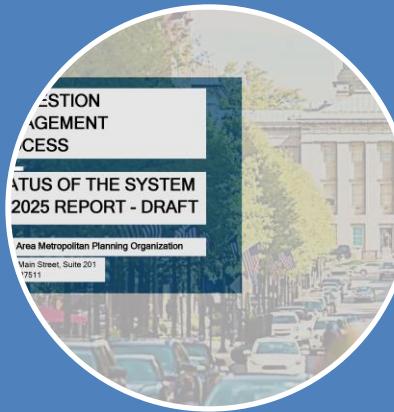
## Metropolitan Transportation Plan (MTP)

- Every 4 Years
- Informed by previous planning efforts and lays out future efforts



## Congestion Management Process (CMP)

- Must follow the policy of the currently adopted MTP



## Status of the System (SOS)

- Annual report based on the current CMP
- Report card of how congestion is impacting the CMP Network and CAMPO planning area



## Top 10 Bottleneck Report

- Updated Quarterly
- Leads up to the compendium that is the SOS

## 5.8 Congestion Management Process - Status of the System FY 2025 Report

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

## 5.9 Cape Fear River Basin Wildlife Crossing Study Update

# Background

TWTPO Wildlife  
Crossing Plan  
Adopted in Nov  
2024

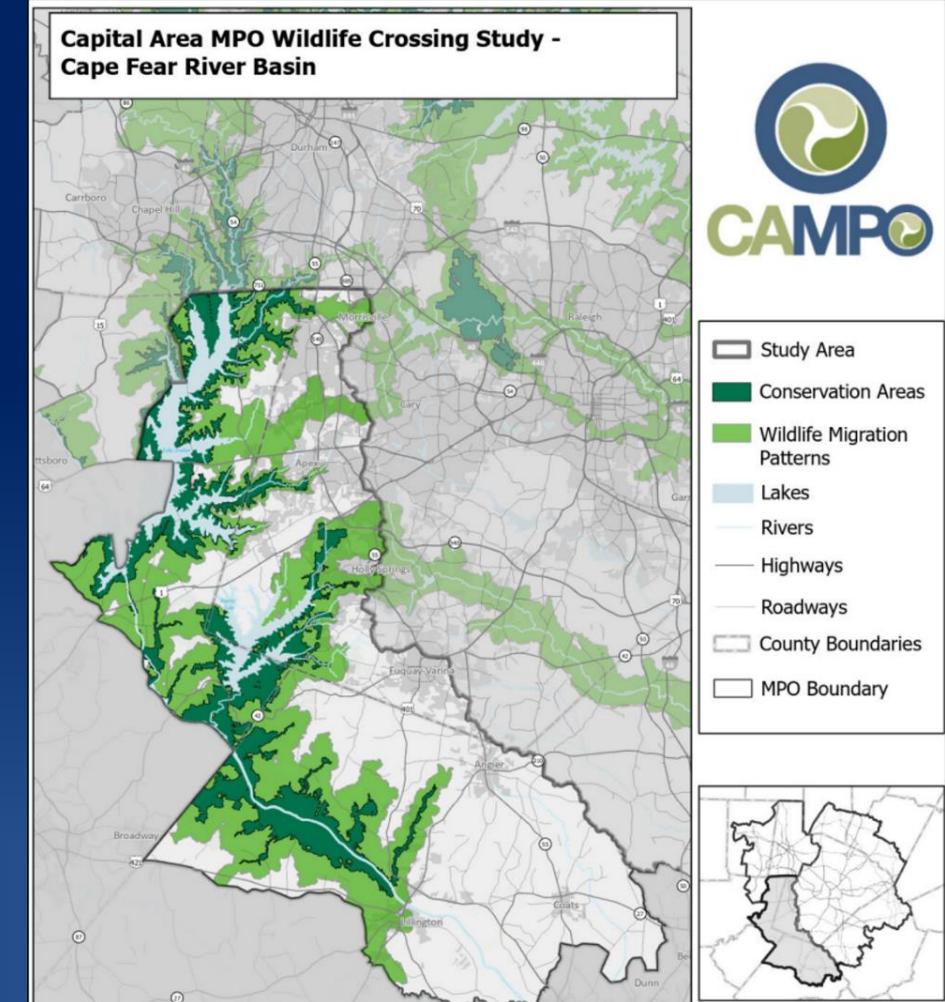
Study begins  
September 2025



Chatham County  
FY26 UPWP  
request for similar  
plan within  
CAMPO

**Goal:** Eliminate fatalities and serious injuries resulting from Wildlife Vehicle Crashes (WVC) through infrastructure design.

**Objective:** Identify locations where wildlife-vehicle conflict is likely and where future infrastructure projects or existing structures may present opportunities for mitigation.



# Schedule



# GIS Analysis

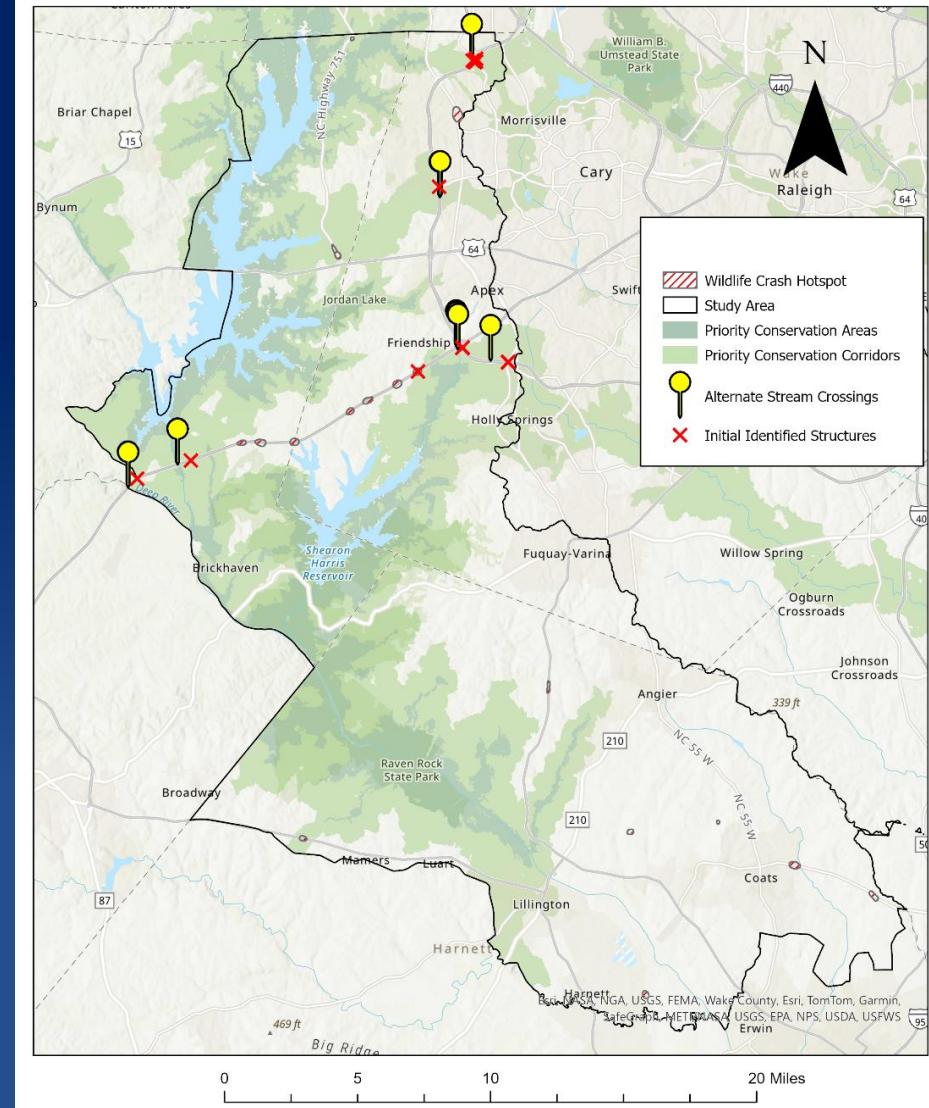
## Data

- 2015-2024 Current Wildlife Vehicle Crash (WVC) Data
- Priority wildlife corridors
- NCDOT structures dataset (culverts, bridges, pipes)
- Blueprint for Safety High Injury Network Corridors (HIN)

## Analysis

- Hotspot analysis to identify the top 95% of WVC hotspots
- Find structures within:
  - Hotspots;
  - Priority wildlife corridors
  - HIN
- Highlight hotspots within HIN that are not associated with structures

Cape Fear River Basin Wildlife Crossing Study



# Site Assessments

<b><u>CAMPO Wildlife Crossing Site Assessment Form</u></b>	
Name of Reviewer: _____	
Date of Site Assessment: _____	
Site Name: _____	
	<b>Assessment Description</b>
1.	What is the existing cross structure code found in the NCDOT Structure Locations GIS database?
2.	What is the body of water (creek, lake, etc.) that intersects the structure (if applicable)?
3.	Provide useful directions for finding the crossing.
4.	Please take a photo of the structure that depicts the general aspect of the crossing, and others as you feel are necessary to help communicate the challenge. Please provide a detailed description of the photo for reference.
5.	What type of crossing is this? Bridge: a deck supported by abutments (or stream banks); Culvert: a structure buried under some amount of fill; Pipe: a cylinder culvert, typically metal; Other: railroads, fords, or other crossing types.  Bridge / Culvert / Pipe / Other (circle one)
6.	What is the width of the underpass? Large: over 60ft wide with 8 ft vertical clearance; medium: less than 60 ft but more than 4 feet wide; small: less than 4 ft / 48 inches diameter. May be able to input information from NCDOT's NBS data regarding structure size then confirm that information during site visit.  Large / Medium / Small (circle one)

# Anticipated Deliverables

BunCo10 / US 70 east of Blue Ridge Parkway (Asheville)

**Summary**  
MPO staff identified this site with a cluster of crashes and recommends deflection fencing to guide animal crossings to existing bridge underpasses. This site is paired with site BunCo11.

**Attribute Table**

Location ID	BunCo10
Reason	Cluster of crash sites, headed east, FBRMPO
Existing Conditions	WN Priority 1 Corridor; 3.3-mi. corridor with cluster of crashes
Alternative Scenarios	Install 24x24 MUTCD warning signs on ends of 3.3-mile corridor
Short Alternative Type	Signage
Key Species	
Public Lands	
CTP	CTP ID A34, US 70, Access Management and Spot Intersection Improvements
STIP	
2021 AADT	13,000
2045 AADT	19,300
Priority Ranking	High

**Map**



26

French Broad River MPO

**7**  
Reported WVCs within 1-mile buffer (2018-2022)

**\$175,000**  
Reported WVCs cost estimate

Environmental, planning, and design studies underway for future bridge replacement

Adjacent managed natural land

### Preferred Scenario

Bench, choke (fill voids) with small stone, and flatten the slopes of riprap to tie the benches into adjacent habitat areas to provide natural surface wildlife pathways that cross under the bridge at the current top of the riprap slope protection. This must be done on both sides of the bridge and across the full length of the riprap until it can tie into undisturbed habitat up and down stream, including making natural surface connections across the grassed sub impoundment dikes.

### Alternate Scenario

In addition to the preferred recommendation, or as an alternative wildlife pathway, install dry culverts that are at least 8 feet high and 12 feet wide under the road at the floodplain elevation, on both sides of the bridge area, so that wildlife can move from non-flooded habitat directly to and through an underpass into non-flooded habitat on the other side of the road. These underpasses would then allow wildlife to bypass the now impenetrable obstacles in place along the streambanks. Fencing to guide wildlife to these passages and away from the road and riprap would be necessary.

Consider changing (flattening) the artificially steep slopes of the road berm and earthen causeway to gentler slopes, which could be a (re-)design principle that might also improve/reduce structural needs for riprap slope protection and to prevent fill collapse. Consideration should also be given to the need for the upstream sub impoundment in light of back flooding from Jordan Reservoir. The elimination/deconstruction of the frequently flooded spillway stilling basin, outlet structure channel, and removal of the no longer needed concrete spillway and embankment riprap slope protection would simplify the scope of the preferred scenario for the bridge and road causeways. Though the sub impoundment provides for seasonal waterfowl management upstream, it is a continuous wildlife passage impediment for all terrestrial species in the bottomlands.



Legend

- Animal Vehicle Deaths 2018-2022
- Wildlife Corridors
- Wildlife Corridors
- Location ID: BunCo10
- Surface Waterways

0.00 0.01 0.02 Miles

N

DCHC MPO Wildlife Crossings Plan - 97

Triangle West TPO

# Next Steps

1. Conduct Site Assessments (February)
2. Conduct Informational Engagement, if applicable (February – April)
3. Draft Report (February – May)



# 5.9 Cape Fear River Basin Wildlife Crossing Study Update

## Requested Action:

**Receive as Information**

## 6. Informational Items: Budget

1. Operating Budget FY2026
2. Member's Shares FY2026

**Requested Action:**

**Receive as information**

## 7. Informational Items: Project Updates

1. Project Updates
2. 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

## 9. Adjournment

### Upcoming Meetings/Events



<i>Date</i>	<i>Event</i>
February 18, 2026 3:00 p.m.	Executive Board Meeting
February 20, 2026 8:30 a.m. – Noon	MPO 101 Training
March 5, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
March 18, 2026 3:00 p.m.	Executive Board Meeting