



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

September 3, 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 – August 6, 2026

Requested Action:

Approve the TCC Meeting Minutes of August 6, 2026

5. Regular Business

1. FY 2027 Unified Planning Work Program - Amendment #1
2. North Falls Lake Area Study
3. Adoption of Locally Preferred Alternatives for the Wake BRT: Western Corridor & Southern Corridor Extensions
4. Adoption of Locally Preferred Alternatives for the Wake BRT: Northern Corridors - Triangle Town Center and Midtown

5.1 FY 2027 Unified Planning Work Program - Amendment #1

FY 27 UPWP – adopted February 2026

Items in amendment:

- Knightdale Blvd Corridor Study
- Pleasant Park Access Study
- Wake Transit Bus Plan
- Wake Transit Rail Study Funding
- Triangle Bikeway GEC
- I-40 Corridor Study
- TRM Transit Element Updates

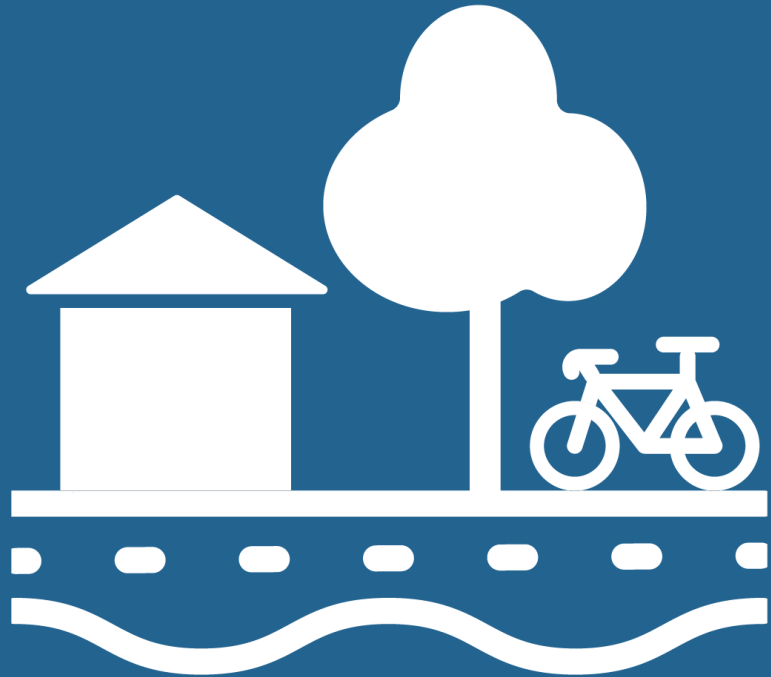
5.1 FY 2027 Unified Planning Work Program - Amendment #1, cont.

Public comment period: Aug 17 – Sept 15, 2026
- No comments received to date

Requested Action:

**Recommend the Executive Board approve
Amendment #1 to the FY 2027 UPWP**

5.2 North Falls Lake Area Study



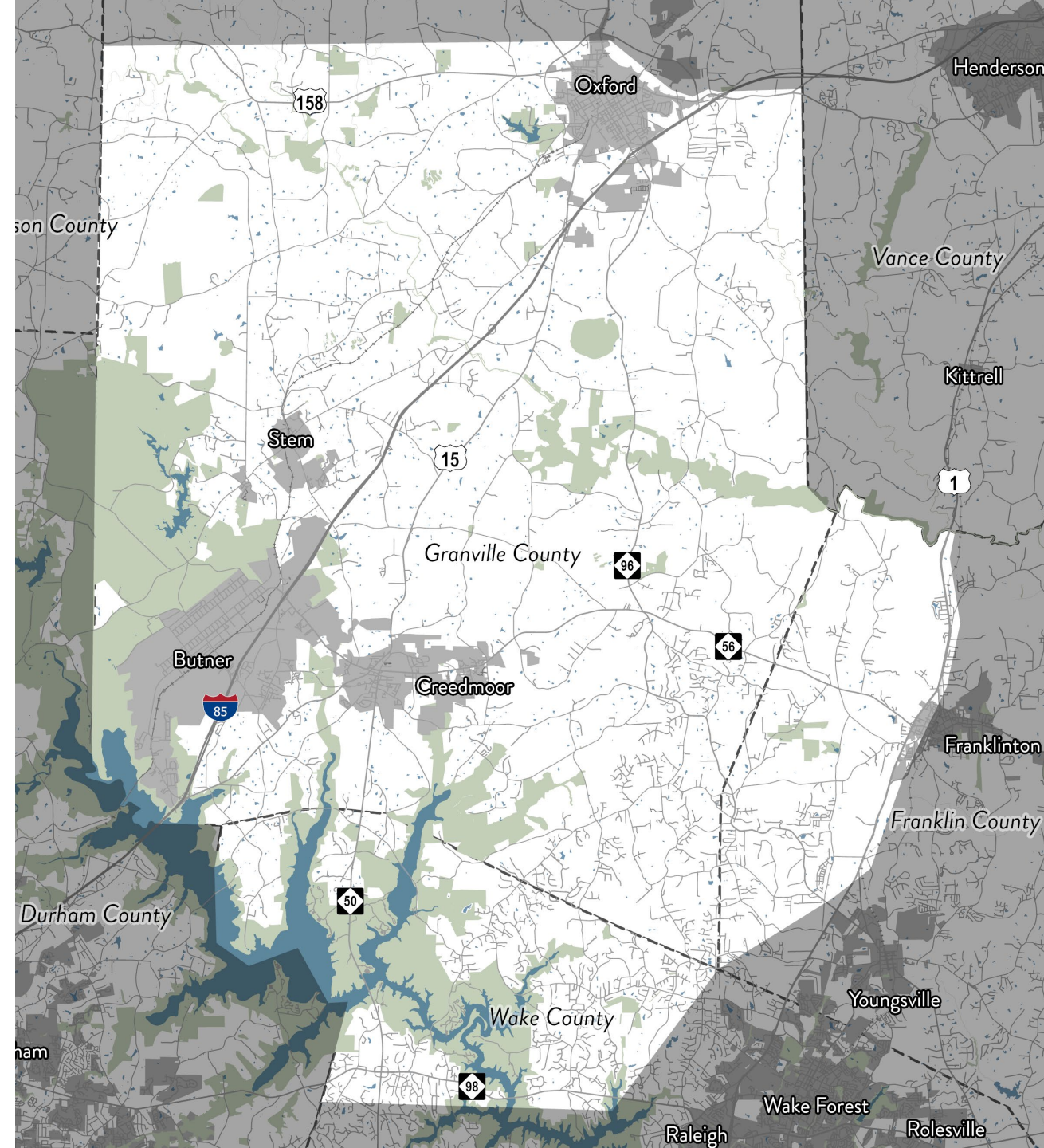
North Falls Lake AREA STUDY

Technical Coordinating Committee

September 3, 2026, 10:00 am

Study Area

- CAMPO's Northwest area – branded as the North Falls Lake Area Study
- Granville County from Oxford to the south
- Wake County north of NC 98
- Franklin County west of US 1
- Includes Butner, Creedmoor, Oxford, and Stem



Who was involved?

Core Technical Team

Planning and related staff from major jurisdictions

CAMPO Staff

TWTPO and Ker-Tarr RPO

NCDOT

Elected Officials

Elected officials from all jurisdictions in study area

Stakeholder Committee

Implementation Partners

(NCDOT, GoTriangle, SGWASA, and others)

Community Organizations

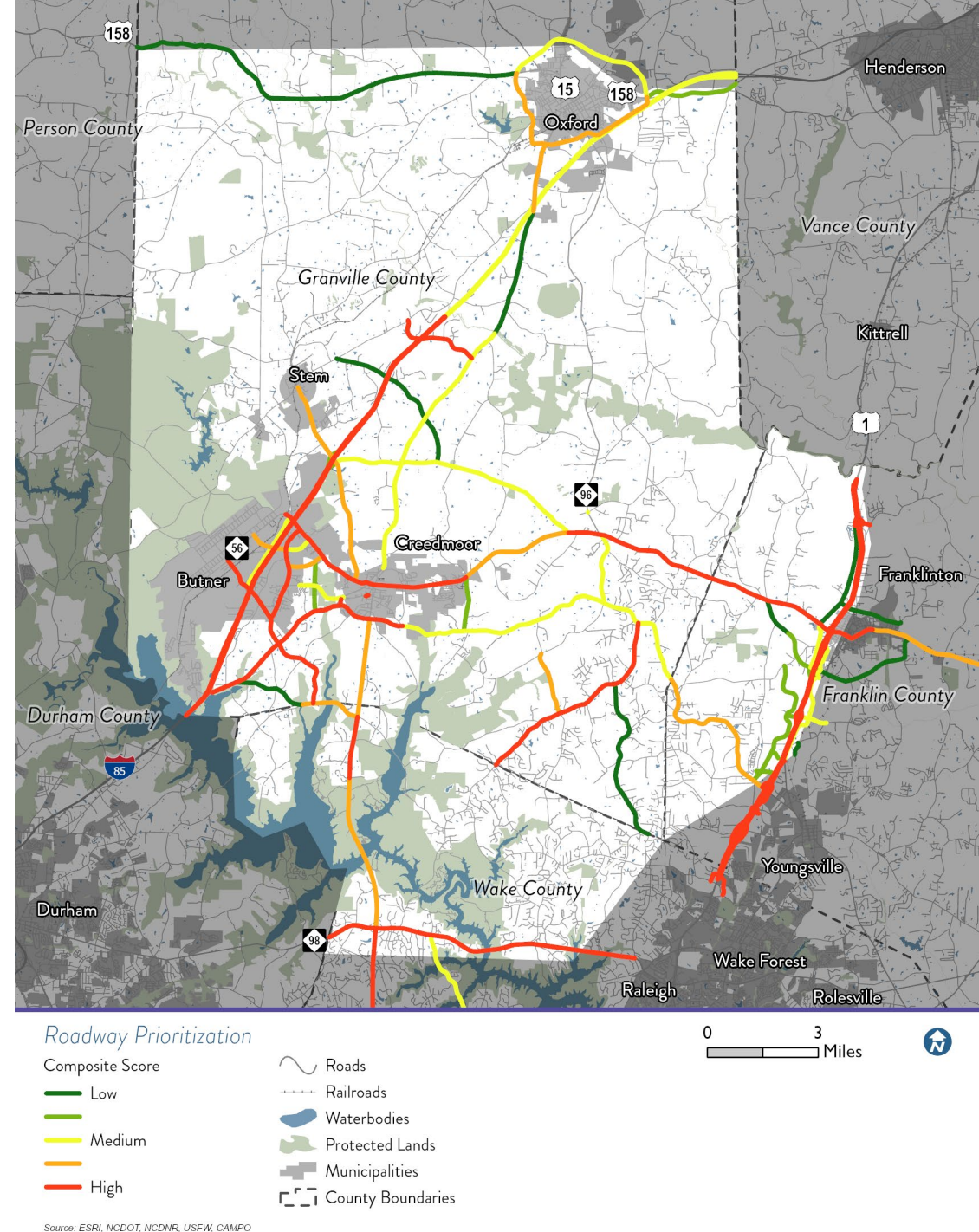
(schools, land conservancies, chambers of commerce, other organizations)

Public

All members of the community at large

Transportation Recommendations

- Projects from CAMPO's MTP and new projects in other areas
- Includes roadway and bike/ped projects, prioritized to highlight the most urgent needs
- Recommendations in study document also include policy recommendations



Ongoing Efforts

CAMPO

Project Overview

This region is expected to grow by **over 20,000 people by 2050**. You can help plan for it!

What do you want your community to be?

What will this study do?

It will create a vision for how the area will be built out over the next thirty years. This includes an **emphasis on the transportation system** needed to support future residents and jobs.

What areas will the study cover?

The study covers **southern Granville County**, including **Oxford, Stem, Butner, and Credmoor**, along with adjacent portions of Wake and Franklin Counties.

Who is leading this study?

The study is being led by the **Capital Area Metropolitan Planning Organization (CAMPO)**, which does transportation planning for the greater Raleigh region, which includes all of Wake County and portions of the five surrounding counties. **Granville County** is a major partner of this study.

How can my voice be heard?

- Talk to us at events in your community!
- Scan the QR code or go to PublicInput.com/NFallsLake to complete our online survey.



Study Area



- Transportation recommendations will be incorporated into CAMPO's next CTP/MTP process
- The North Falls Lake Area Study Final Report will be posted for public comment from August 17 – September 15, 2026. Approval of the North Falls Lake Area Study Report will be requested at the Executive Board meeting on September 16, 2026.

Ongoing Efforts

Counties and Municipalities

- Currently presenting to all municipalities and counties in the study area for their adoption
- Individual counties and municipalities should review to identify the best approach to implement recommendations in their jurisdiction

Local Government	Government Board	Date
Town of Butner	Butner Town Council	8/6/2026
Granville County	Planning Board	7/16/2026
Granville County	Board of Commissioners	8/3/2026
City of Creedmoor	Board of Commissioners	7/21/2026
Franklin County	Planning Board	8/11/2026
Franklin County	Board of Commissioners	9/14/2026
Town of Stem	Stem Board of Commissioners	8/12/2026
City of Oxford	Planning Bd& Commissioners	8/4/2026

5.2 North Falls Lake Area Study

Requested Action:

Recommend the Executive Board endorse the recommendations of the North Falls Lake Area Study for use in future MTP development

5.3 Adoption of Locally Preferred Alternatives for the Wake BRT: Western Corridor & Southern Corridor Extensions



Wake BRT Extensions

Concept of Operations Study and Adoption of Locally Preferred Alternatives

CAMPO TCC & Executive Board

September 2026

Agenda

- 1 Recommended BRT Extensions Service
- 2 BRT Extensions Operating Plan
- 3 BRT Extensions Capital Plan
- 4 BRT Extensions Funding Evaluation
- 5 LPA and Implementation Schedule



BRT Extension Development Process

Major Investment Study

- Assessed the existing and future conditions of the study area
- Evaluated potential segment and alignment alternatives to develop locally preferred alternative (LPA)
- Collected public and stakeholder feedback on potential alternatives



Concept of Operations

- Determine how extension services will coordinate with Core BRT services, based on:
 - Route interlining
 - Project sponsor
 - Service levels
 - Fleet
- Confirm final route alignments, stations, and technology



Design & Engineering

- Design and engineering of each station and other investments in each station area
- Design and engineering of each queue jump and bus on shoulder lane
- Begin right-of-way acquisition where needed

Recommended BRT Extensions Service



1

Recommended Alternatives

Western BRT Extension

Alternating extension of core Western BRT service, operated by **GoRaleigh**

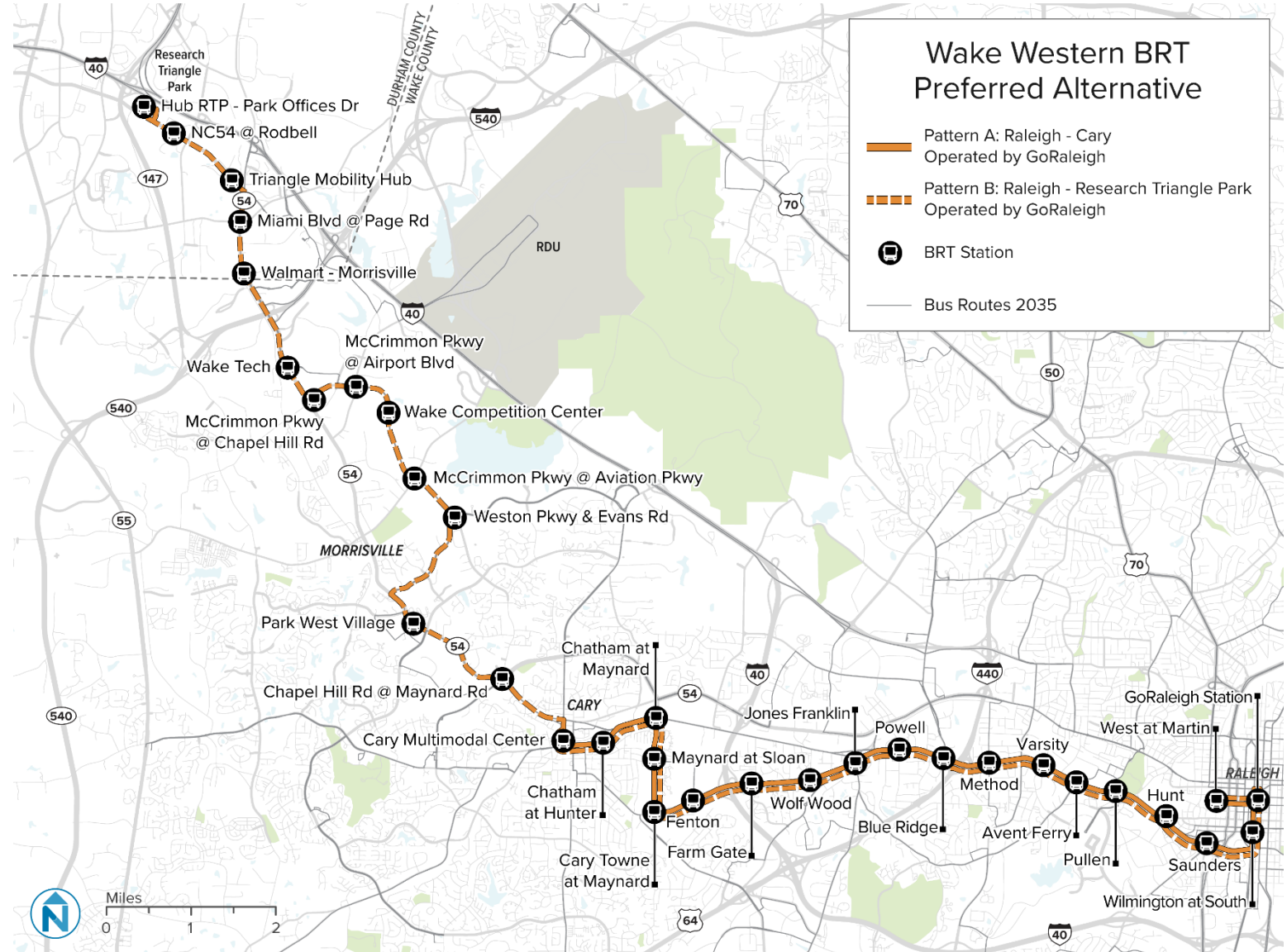
Southern BRT Extension

Separate extension bus with timed transfers to core Southern BRT, operated by **GoRaleigh**

Route Alignment & Station Locations

Western BRT Extension

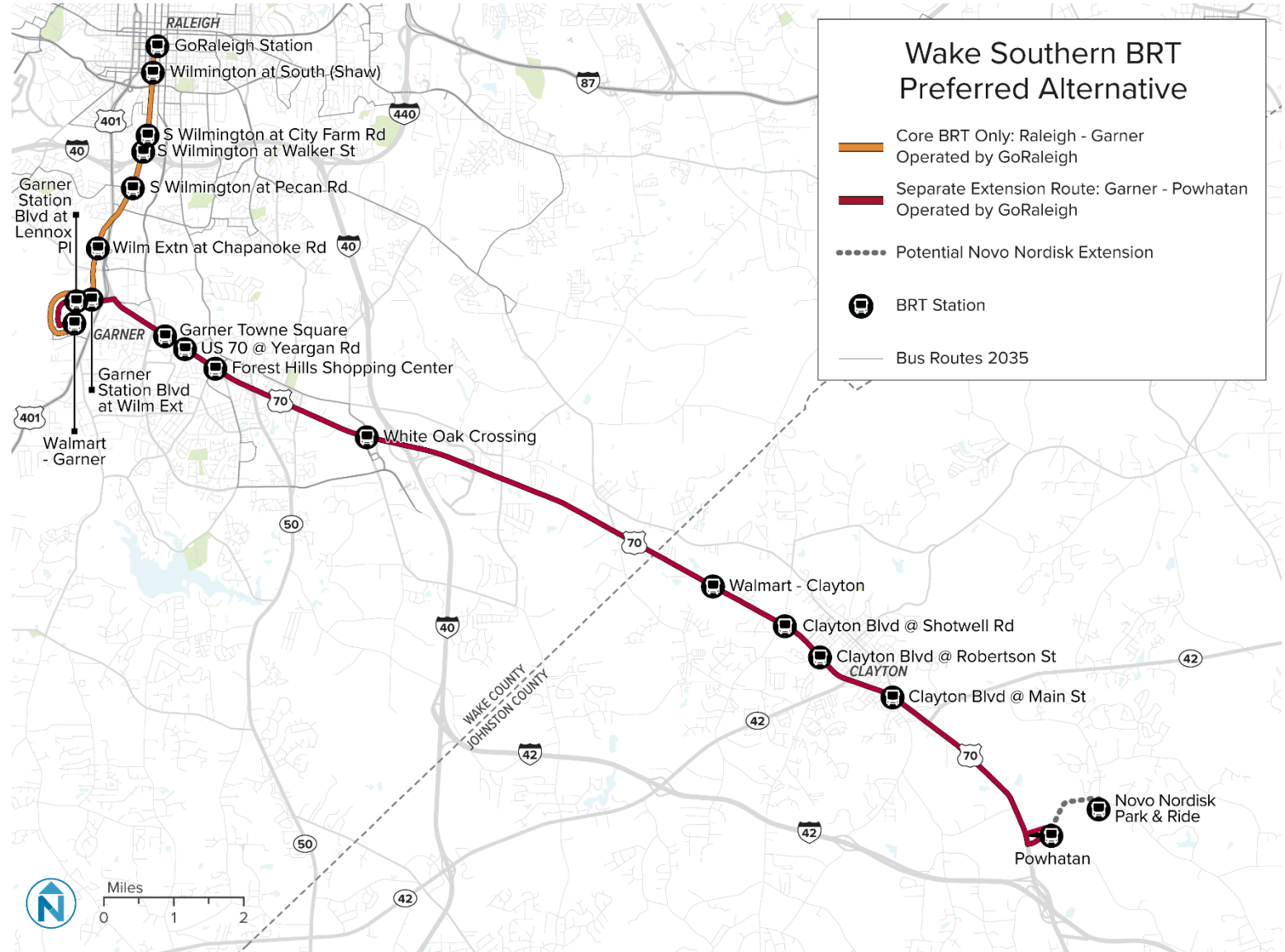
- **Alternating extension** of core Western BRT service, operated by **GoRaleigh**
 - Pattern A: Raleigh to Cary
 - Pattern B: Raleigh to RTP



Route Alignment & Station Locations

Southern BRT Extension

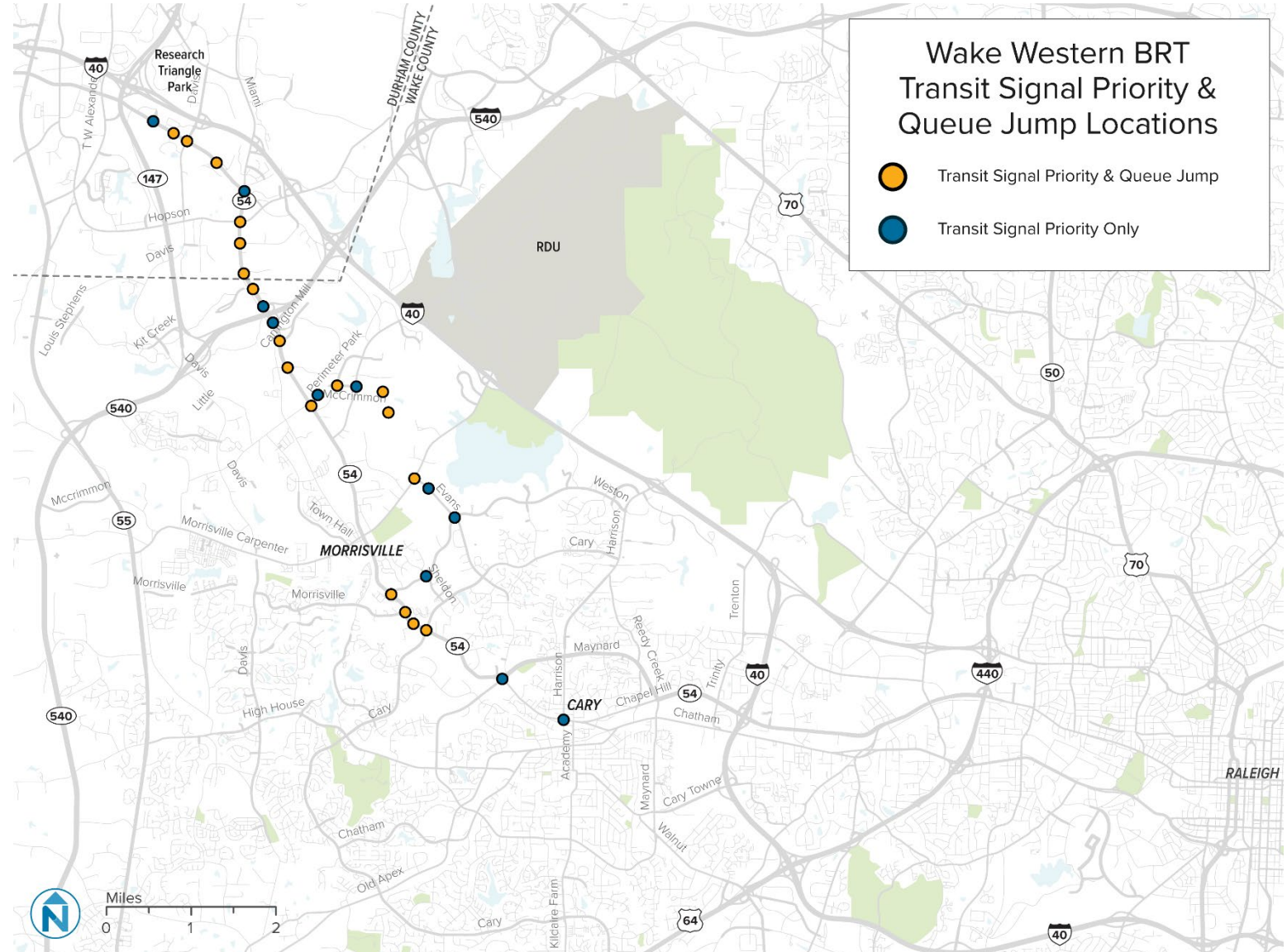
- **Separate extension bus** with timed transfers to core Southern BRT, operated by **GoRaleigh**
 - Core BRT Only: Raleigh to Garner
 - Separate Extension Route: Garner to Powhatan
 - Potential extension to Novo Nordisk Park & Ride



Transit Priority Treatments

Western BRT Extension

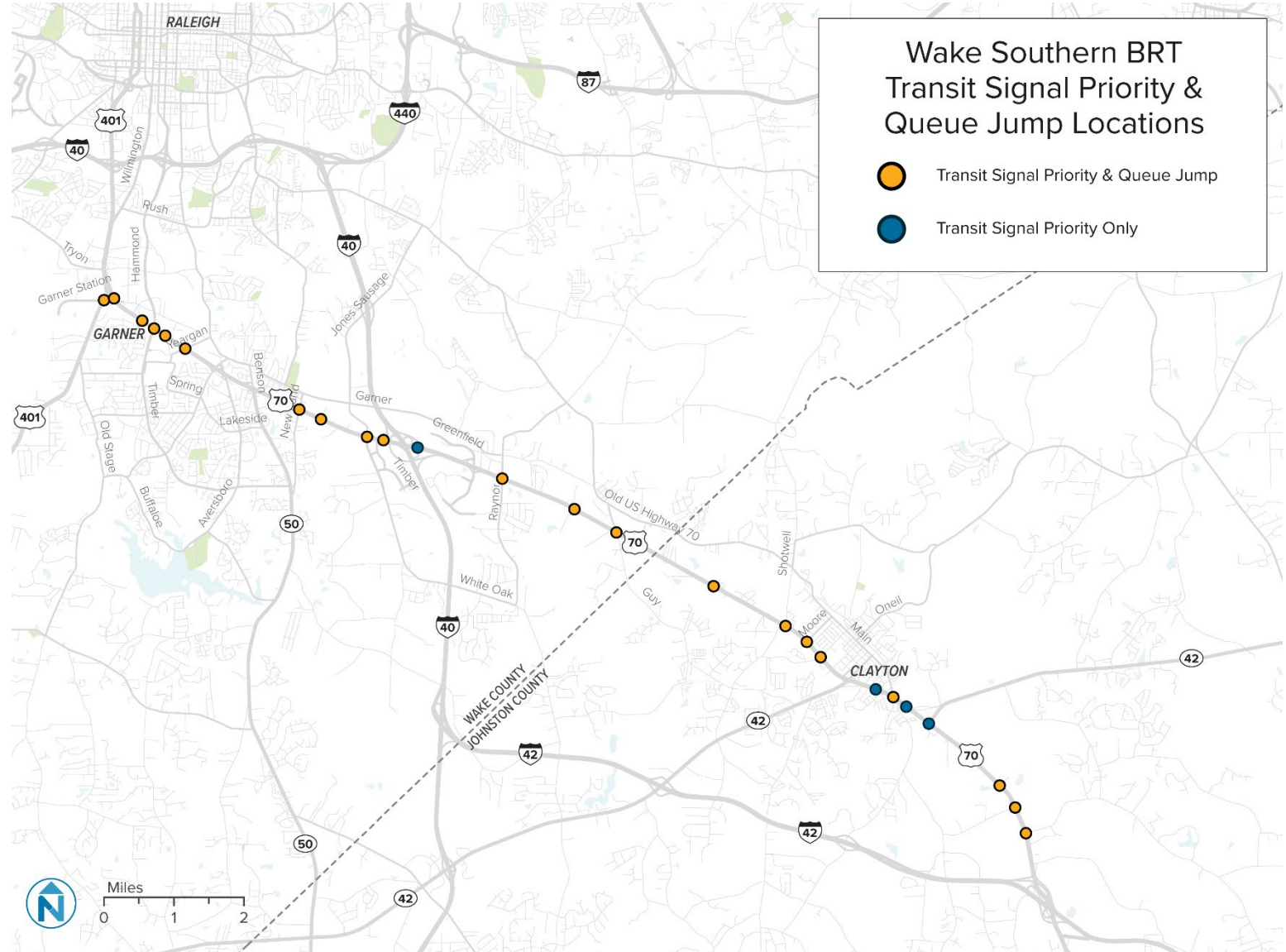
- **TSP** is recommended at **all signalized intersections** along each extension corridor
- **Queue jumps** are recommended at **18 intersections** along the Extension corridor



Transit Priority Treatments

Southern BRT Extension

- **TSP** is recommended at **all signalized intersections** along each extension corridor
- **Queue jumps** are recommended at **21 intersections** along the Extension corridor
- **BOSS** is not recommended for opening year of BRT Extension
 - Planned project in MTP include the widening of US 70. These projects should be done with the BRT Extension in mind, potentially adding BOSS after the BRT has been implemented



BRT Extensions Operating Plan



2

Operating Plan: Recommended Span & Headways

Recommended Span and Headways (Western and Southern)

Day and Time	Span of Service	Core Corridor Headways	Extension Corridor Headways
Weekday Very Early	4 AM – 5 AM	20 minutes	-
Weekday Early AM	5 AM – 6 AM	20 minutes	40 minutes
Weekday Peak	6 AM – 7:30 PM	10 minutes	20 minutes
Weekday Night	7:30 PM – 12 AM	20 minutes	40 minutes
Saturday Early AM	5 AM – 6 AM	20 minutes	-
Saturday Day	6 AM – 7:30 PM	15 minutes	30 minutes
Saturday Night	7:30 PM – 12 AM	20 minutes	40 minutes
Sunday Early AM	5 AM – 6 AM	20 minutes	-
Sunday Day	6 AM – 7:30 PM	15 minutes	30 minutes
Sunday Evening	7:30 PM – 10 PM	20 minutes	40 minutes
Sunday Late Night	10 PM – 12 AM	20 minutes	-

Operating Plan: Existing Routes

Full Western BRT & Extension

- **Core Western BRT** service would **replace GoTriangle Route 300**
- **Extension BRT** service would **replace GoTriangle Route 310**

Full Southern BRT & Extension

- **Core Southern BRT** service would be timed with **reduction in service frequency of local GoRaleigh Route 7**
- **Extension BRT** service would **not replace any service**

Final Operating Cost Estimates

Annualized Costs and Vehicle Needs (Full Western BRT and Extension)

Operating Pattern	Annual Operating Cost	Peak Vehicles Required
Core: Raleigh to Cary	\$3,659,000	5
Core + Extension: Raleigh to RTP	\$5,772,000	9
Total	\$9,431,000	14

Annualized Costs and Vehicle Needs
(Full Southern BRT and Extension)

Corridor	Annual Operating Cost	Peak Vehicles Required
Core	\$3,372,000	5
Extension	\$3,028,000	5
Total	\$6,400,000	10

Annualized Southern BRT Extension Cost and Mileage by County

County	Alignment Mileage	Total Mileage	Annual Operating Cost
Wake County	19.8	315,835	\$1,738,000
Johnston County	14.7	234,483	\$1,290,000
Total	34.5	550,318	\$3,028,000

BRT Extensions Capital Plan



3

Capital Recommendations

Projects affecting final design of BRT service on Western BRT Extension Corridor

Project	Expected Year	Description
Triangle Mobility Hub	2029	New signalized intersection & BRT platform
Downtown Cary Multi-Modal Center	2030	New facility with BRT platforms or bays
McCrimmon Parkway	N/A	New intersection and street grid
McCrimmon Parkway & NC 54	2035	Grade separation project

Projects affecting final design of BRT service on Southern BRT Extension Corridor

Project	Expected Year	Description
US 401	2035	Superstreet which will restrict turning movements on US 401
Vandora Springs Road	N/A	Bridge reconstruction at Vandora Springs Road and US 70

Final Capital Cost Estimates

Total Capital Costs (Western BRT Extension)

Cost Category	Total Cost (Including Contingency)
Construction	\$41,279,000
Vehicles	\$6,930,000
Professional Services	\$8,256,000
Unallocated Contingency	\$5,647,000
TOTAL Cost	\$62,112,000

Total Capital Costs (Southern BRT Extension)

Cost Category	Total Cost (Including Contingency): Wake County	Total Cost (Including Contingency): Johnston County
Construction	\$20,660,000	\$24,272,000
Vehicles	\$3,580,000	\$2,657,000
Professional Services	\$5,157,000	\$3,829,000
Unallocated Contingency	\$3,453,000	\$2,563,000
TOTAL Cost	\$32,850,000	\$33,321,000

BRT Extensions Funding Evaluation



4

Estimated Costs & Allocated Funding

Estimated Costs for Western and Southern BRT Extensions

	Western BRT Extension	Southern BRT Extension (Total)	Southern BRT Extension (Wake County Portion)	Southern BRT Extension (Johnston County Portion)
Annual Operating Cost (FY25\$)	\$2,921,000	\$3,028,000	<i>\$1,738,000</i>	<i>\$1,290,000</i>
Total Capital Cost (FY25\$)	\$62,112,000	\$66,171,000	<i>\$32,850,000</i>	<i>\$33,321,000</i>

Allocated Capital Funds for Western and Southern BRT Extensions in STIP and Wake Transit Plan

	Western BRT Extension	Southern BRT Extension
Planning Funds (FY26\$)	\$702,000	\$796,000
Project Development & Engineering (FY27\$)	\$6,750,000	\$7,446,000
Construction (FY28\$)	\$15,184,000	\$17,208,000
Construction (FY29\$)	\$15,791,000	\$17,897,000
Total (FY26-29\$)	\$38,247,000	\$43,346,000

Standard Funding Sources

Currently Available Federal Funding Sources

Assumed in WTP	New Potential Source	Program Name	Planning	Capital	Operating	Relevant Counties
X	X	FTA Section 5309 – Capital Investment Grants (Small Starts / New Starts)	✓	✓	X	Wake, Johnston
X	✓	FTA Section 5307 – Urbanized Area Formula	✓	✓	✓	Wake, Johnston
X	✓	FTA Section 5339 – Buses and Bus Facilities	X	✓	X	Wake, Johnston
X	✓	FTA Section 20005(b) – Transit Oriented Development (TOD) Pilot	✓	✓	X	Wake
X	✓	Better Utilizing Investments to Leverage Development (BUILD)	✓	✓	X	Wake, Johnston
X	✓	FTA Section 5337 – State of Good Repair for Fixed Guideway	✓	✓	✓	Wake, Johnston

Currently Available State Funding Sources

Assumed in WTP	New Potential Source	Program Name	Planning	Capital	Operating	Relevant Counties
✓	X	North Carolina Strategic Transportation Investments (STI)	✓	✓	✓	Wake, Johnston
X	✓	Congestion Mitigation and Air Quality (CMAQ)	X	✓	✓	Wake, Johnston
X	✓	SMAP State Maintenance Assistance Program - Operating Assistance	X	X	✓	Wake, Johnston

Standard Funding Sources

Currently Available Local Funding Sources

Assumed in WTP	New Potential Source	Program Name	Planning	Capital	Operating	Relevant Counties
✓	✗	Local Transit Sales Tax (NCGS Ch. 105, Article 43)	✓	✓	✓	Wake
✓	✗	Local County Sales Tax (NCGS Ch. 105, Article 46)	✓	✓	✓	Wake
✓	✗	CAMPO Locally Administered Projects Program (LAPP)	✓	✓	✗	Wake, Johnston
✓	✗	TWTPO Regional Flexible Funding	✓	✓	✗	Durham
✓	✗	Vehicle registration tax for Wake Transit	✓	✓	✓	Wake
✓	✗	Vehicle rental tax for Wake Transit	✓	✓	✓	Wake

Innovative Funding Sources

- Capital leasing arrangements
 - *Application for BRT:* Maintenance facilities, park-and-ride structures, support infrastructure, vehicles or equipment
- Joint development
 - *Application for BRT:* Mixed-use TOD at BRT stations, multimodal hubs
- Real property exchanges and in-kind contributions (private sector)
 - *Application for BRT:* Station sites, access improvements, maintenance facilities
- Real property exchanges and in-kind contributions (public sector)
 - *Application for BRT:* Use of municipal or state-owned ROW for BRT guideways and stations
- Community project funding – congressionally directed spending
 - *Application for BRT:* BRT corridor construction, station improvements, fleet electrification, safety and accessibility upgrades

Locally Preferred Alternative (LPA) and Implementation Schedule



5

LPA Development Process

2023 Wake BRT MIS **Major Investment Study**

- Conducted in response to anticipated growth in region, justifying extending the core Western and Southern BRT corridors identified in the 2018 Wake BRT MIS
- Assessed the existing and future conditions of the study area
- Evaluated potential segment and alignment alternatives to develop recommended preferred alternative
- Collected public and stakeholder feedback on potential alternatives



2026 Wake BRT COO **Concept of Operations**

- Determine how extension services will coordinate with Core BRT services and answer remaining operational questions, including:
 - Route interlining
 - Project sponsor
 - Service levels
 - Fleet
- Confirm final route alignments, stations, and transit priority treatments
- Develop capital, operating, and implementation plans

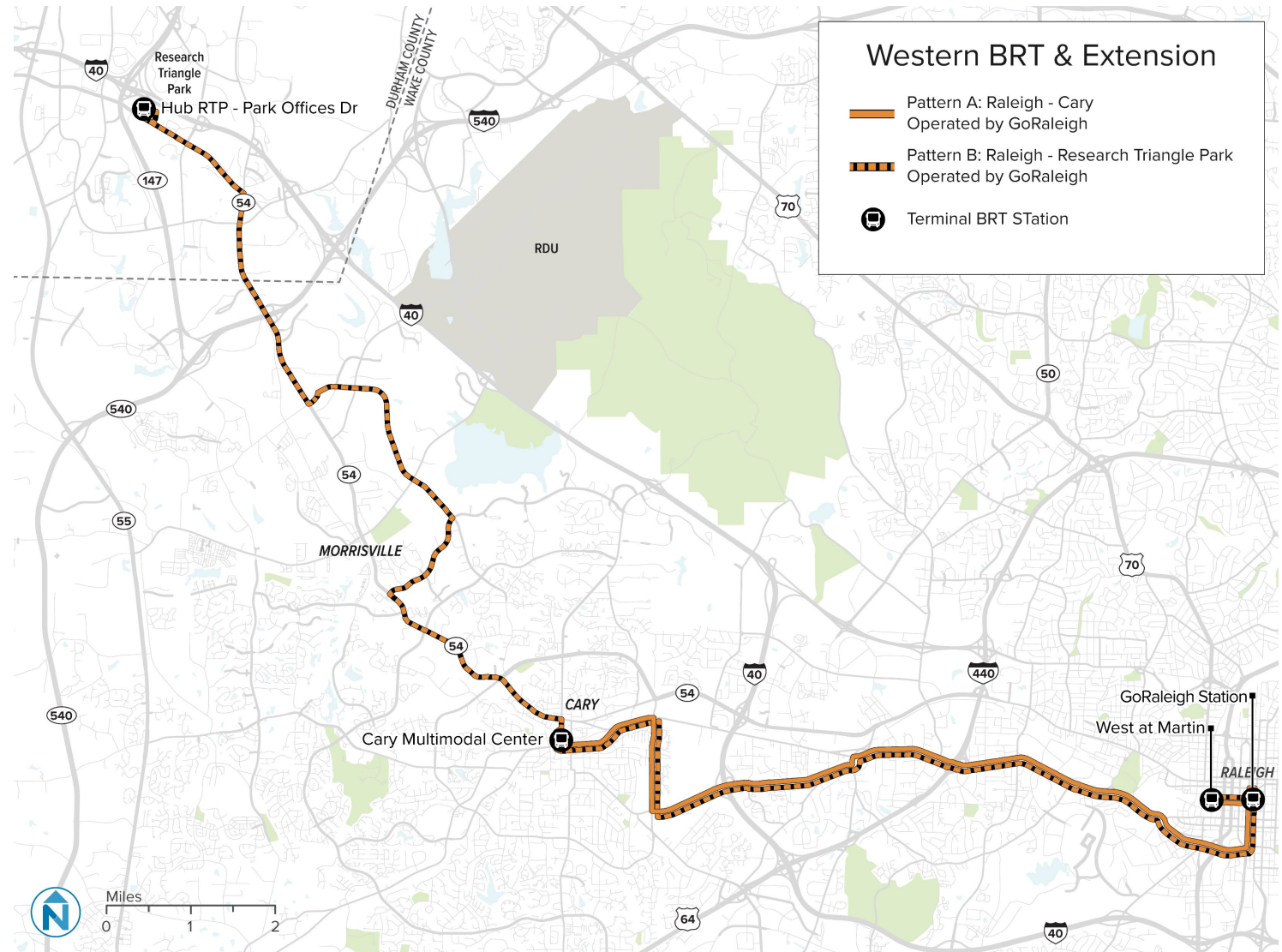
Locally Preferred Alternative

Corridor:

- 11.4-mile extension from Cary to RTP **via Chapel Hill Road and McCrimmon Parkway**
- BRT service would operate along the Western BRT Extension corridor starting at **Cary Multimodal Center**, the core Western BRT western terminus, to **Hub RTP at Park Offices Drive**

Stations:

- 13 new opening-day stations
- 1 future infill station



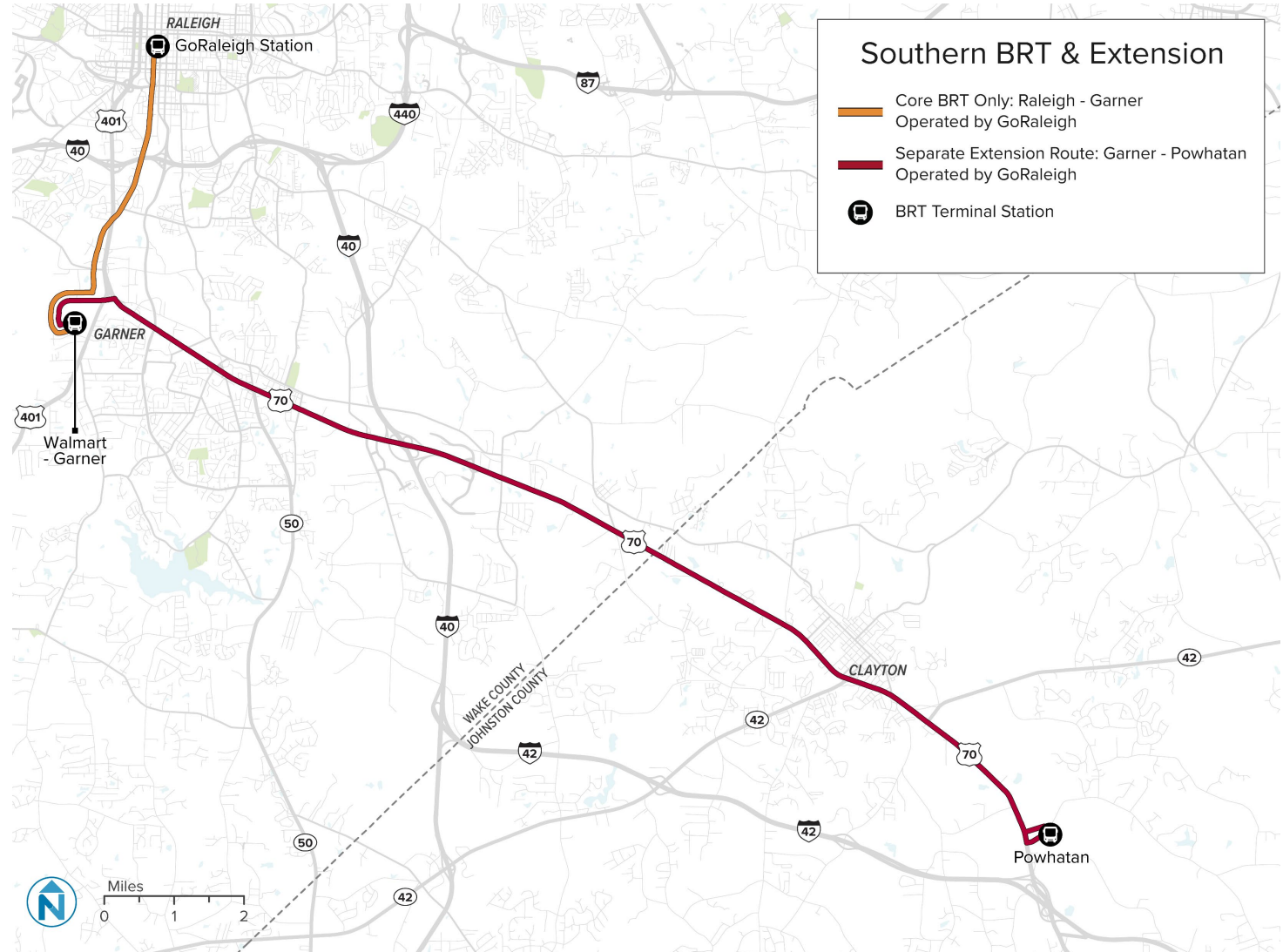
Locally Preferred Alternative

Corridor:

- 17.2-mile extension from Garner to Powhatan **via US 70/US 70 Business**
- Extension BRT service would serve the **Garner Walmart** and two other core Southern BRT stations at its northern terminus and the new **Powhatan Park-and-Ride** as its southern terminus
- Further conversations with Novo Nordisk would be needed to determine feasibility of an on-site park & ride during the design and engineering phase

Stations:

- 9 new opening-day stations
- 2 future infill stations



Implementation Schedule

- Opening year – coordinated with Core BRT opening years
- Tentative schedule only, assuming no additional federal CIG funds are being sought

Southern and Western BRT Extensions Implementation Schedule

Milestone	Timeframe
MIS Completed	Spring 2023
Concept of Operations Study Completed	Summer 2026
Locally Preferred Alternative (LPA) Selected	Summer 2026
Design and NEPA	2027 – 2029
Right-of-Way Acquisition	2029 – 2030
Construction	2030 – 2032
Revenue Service	2032

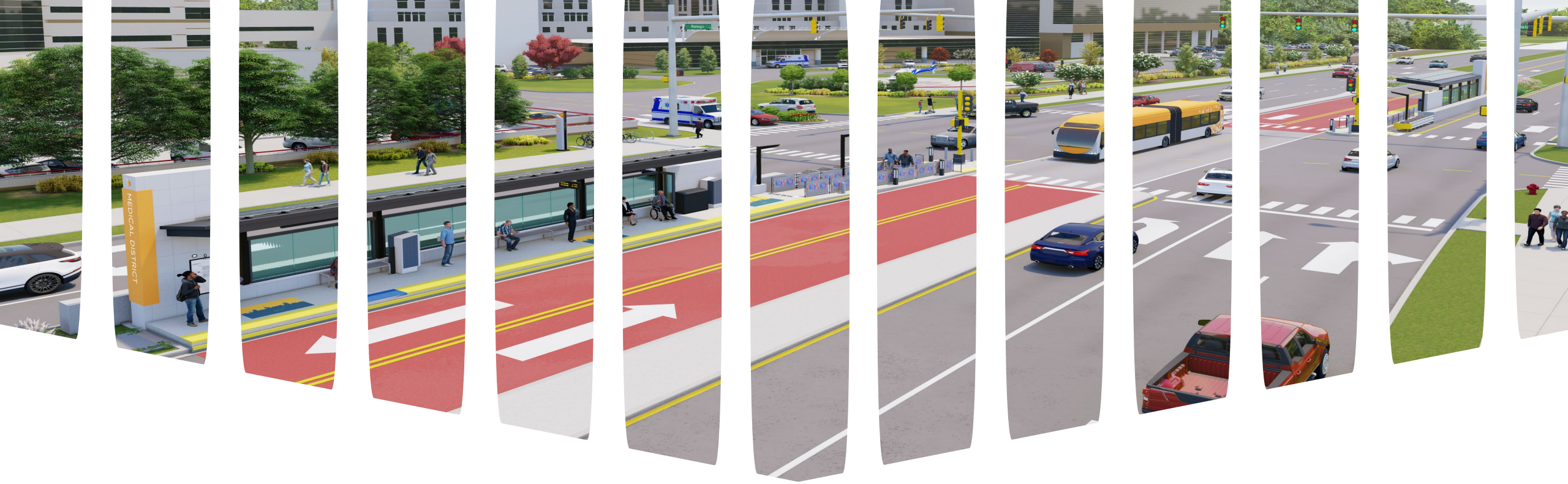
5.3 Adoption of Locally Preferred Alternatives for the Wake BRT: Western Corridor & Southern Corridor Extensions

Requested Action:

Recommend the Executive Board Adopt the following two resolutions:

- 1. Resolution Adopting the Locally Preferred Alternative (LPA) for the Wake Bus Rapid Transit: Western Corridor Extension**
- 2. Resolution Adopting the Locally Preferred Alternative (LPA) for the Wake Bus Rapid Transit: Southern Corridor Extension**

5.4 Adoption of Locally Preferred Alternatives for the Wake BRT: Northern Corridors-Triangle Town Center & Midtown



NORTHERN CORRIDOR BRT LPA RECOMMENDATIONS

September 3, 2026

AGENDA

- Introduction
- Review of Concurrence Points 1-4 – Triangle Town Center Corridor
- Review of Concurrence Points 1-4 – Midtown Corridor
- Next Steps



NORTHERN CORRIDOR WAKE TRANSIT PLAN HISTORY

2018 BRT Major Investment Study:

- Identified initial corridor from Downtown Raleigh to Crabtree Blvd.
 - [2018 MIS Link](#)

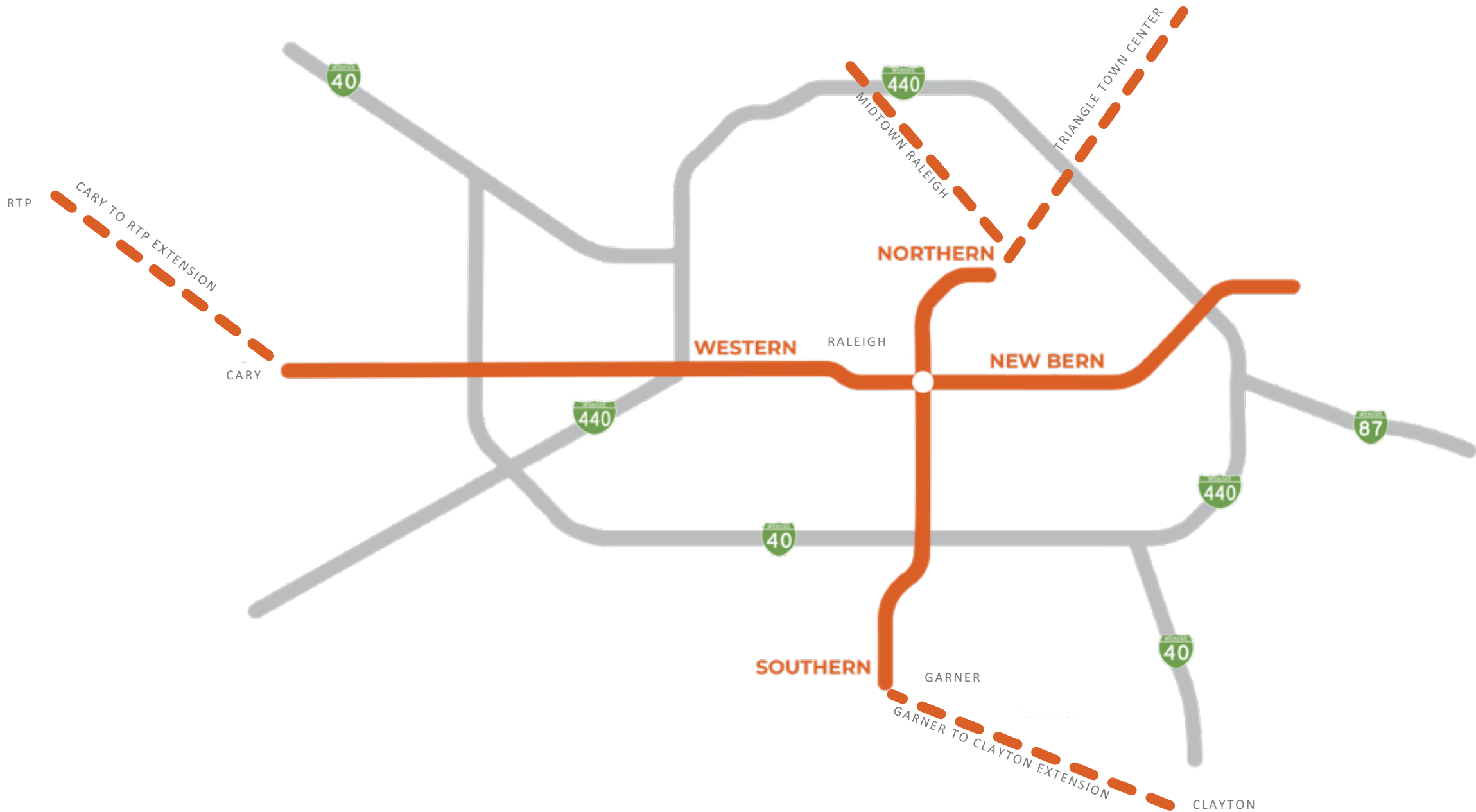
2021 Wake Transit Plan Update:

- Expanded Northern scope to include connecting Downtown Raleigh to both Triangle Town Center (TTC) and North Hills via BRT (p 28).
 - [2021 Wake Transit Plan Link](#)

2025 Wake Transit Plan Update:

- Expanded on core corridors by including funding for two Northern BRT branches, one which connects to North Hills and another that connects to Triangle Town Center (p 2-14).
 - [2035 Wake Transit Plan Link](#)





NORTHERN CORRIDOR MIS

Overview

- Status – planning study complete
- Purpose – connect downtown Raleigh to Midtown Raleigh **and** downtown Raleigh to Triangle Town Center
- Not in federal process...yet

Timeline

- Summer 2022 – began planning study
- Fall 2022 – fatal flaw analysis
- Summer 2024 – refinement and screening of alternatives
- Summer 2025 – detailed screening of alternatives
- Spring 2026 – Final Report including LPA recommendations



Northern Bus Rapid Transit
Major Investment Study

Spring 2026

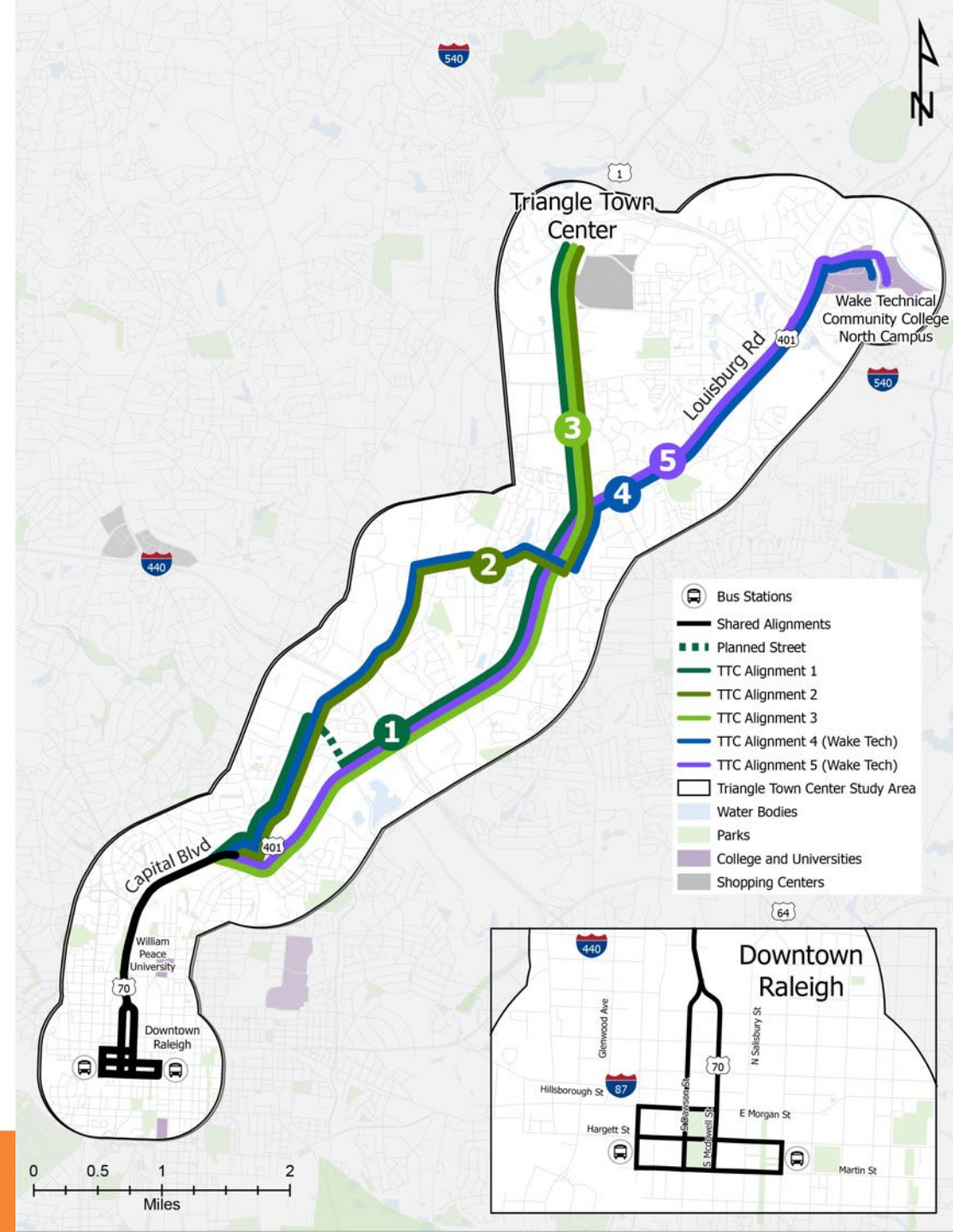
Triangle Town Center Concurrence Points 1-4

CONCURRENCE POINT 1: PROJECT PURPOSE & NEED

- Address existing and projected future growth and travel demand
- Create infrastructure that allows the transit service to navigate major congestion points faster
- Accommodate existing ridership along the corridor, and increase capacity to meet future rider demand
- Improve transit service and rider experience
- Support local planning efforts to preserve and enhance the quality of life along the corridor

CONCURRENCE POINT 2: IDENTIFICATION OF ALTERNATIVES

- 1 CAPITAL | ATLANTIC | SIX FORKS | CAPITAL
- 2 CAPITAL | ATLANTIC | NEW HOPE CHURCH | CAPITAL
- 3 CAPITAL
- 4 CAPITAL | ATLANTIC | NEW HOPE CHURCH | LOUISBURG
- 5 CAPITAL | LOUISBURG



CONCURRENCE POINT 3: SCREENING & ELIMINATION OF ALTERNATIVES

2 CAPITAL | ATLANTIC | NEW HOPE CHURCH | CAPITAL

City ownership, high potential, connects growth areas

3 CAPITAL

Highest current ridership, most direct

1 CAPITAL | ATLANTIC | SIX FORKS | CAPITAL

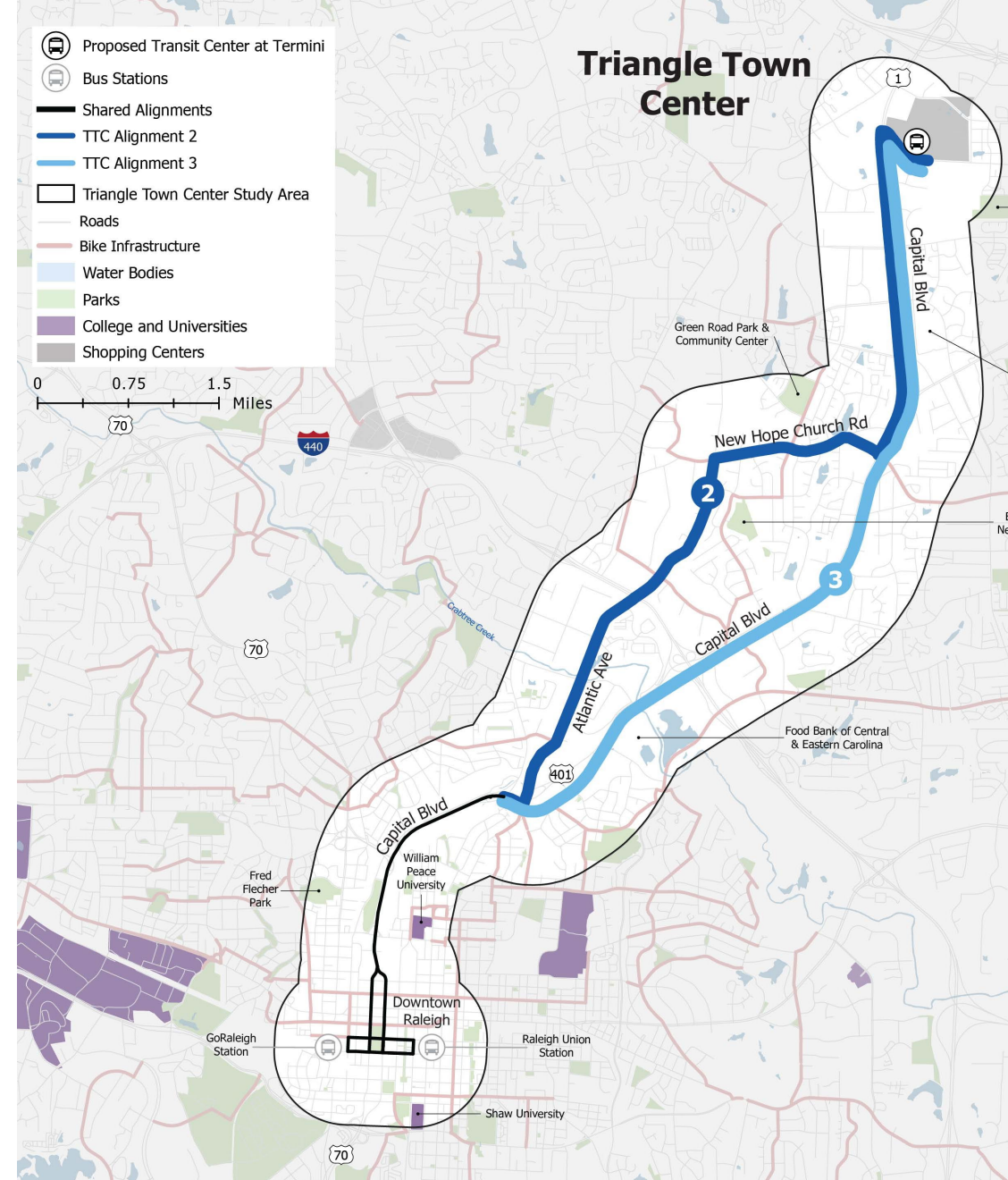
High potential, requires new roadway bridge

4 CAPITAL | ATLANTIC | NEW HOPE CHURCH | LOUISBURG

Lower current and potential ridership

5 CAPITAL | LOUISBURG

Lower current and potential ridership

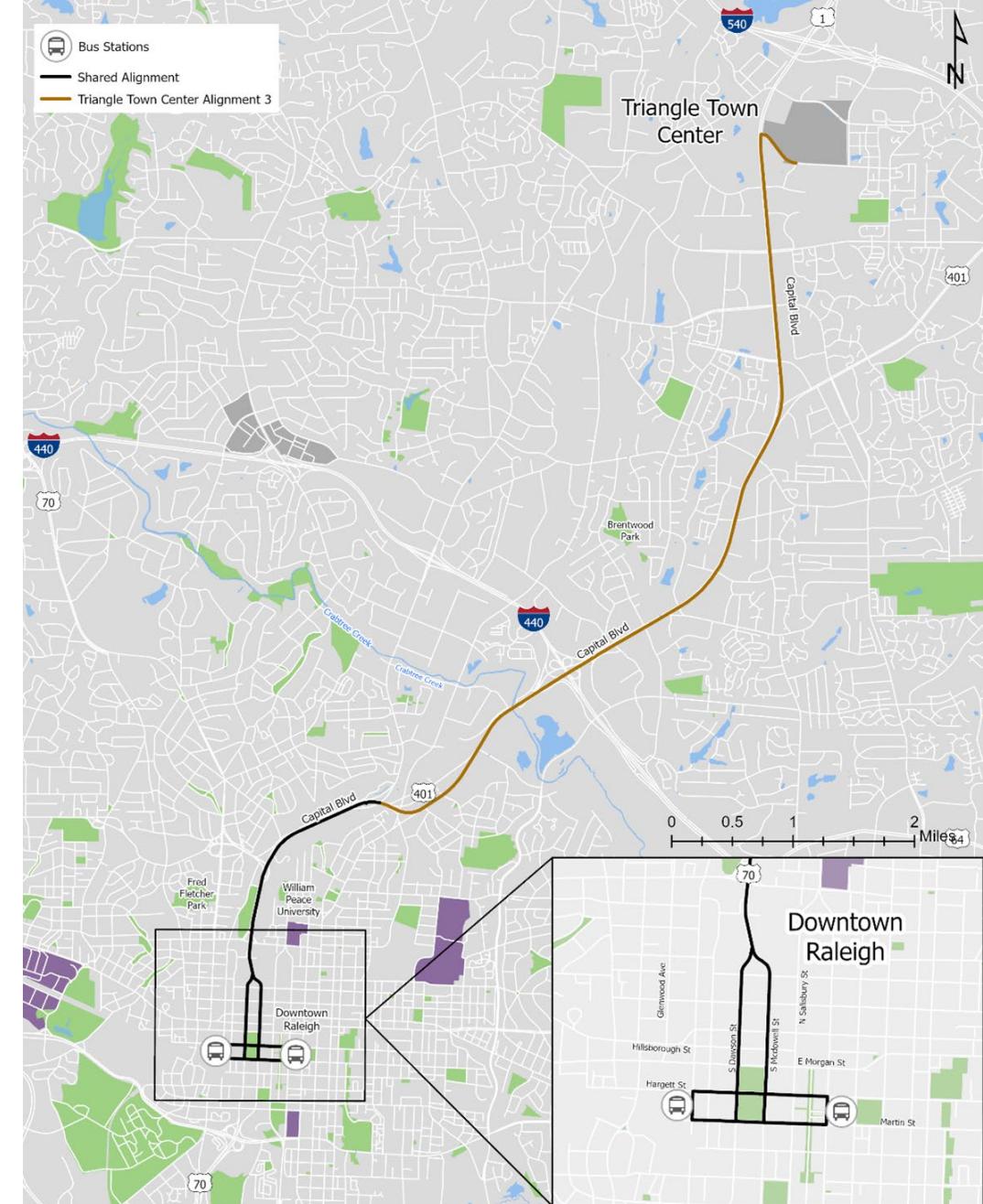


CONCURRENCE POINT 4: LOCALLY PREFERRED ALTERNATIVE (LPA) RECOMMENDATION

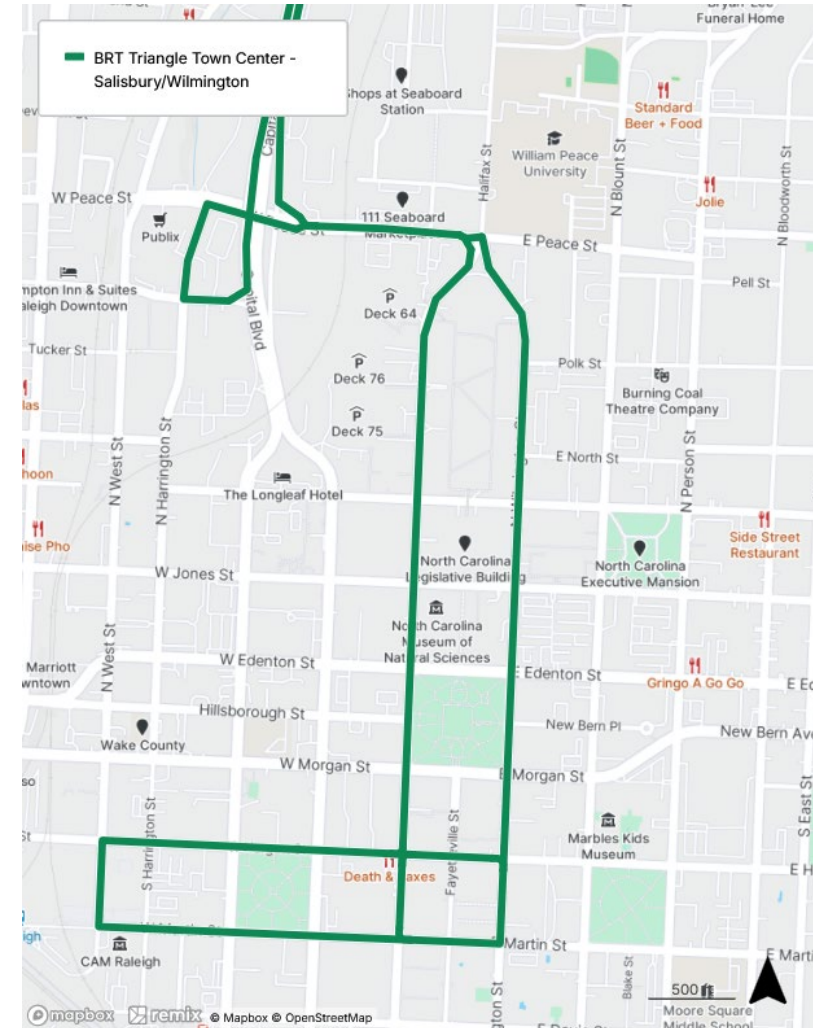
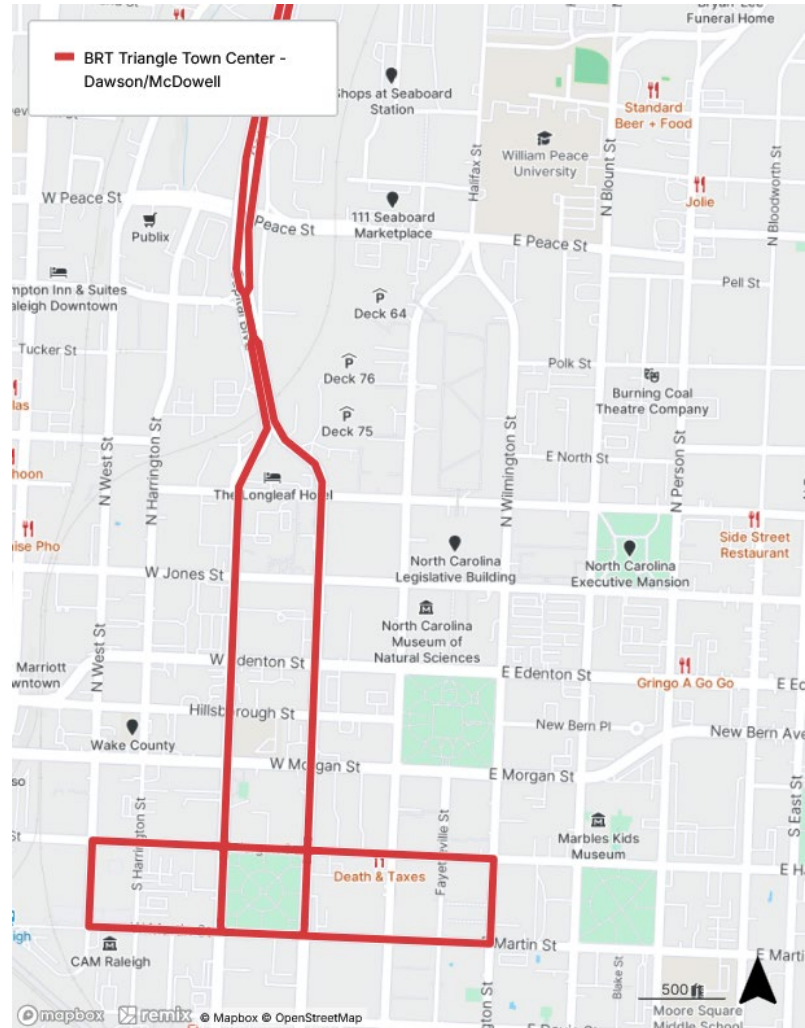
3 CAPITAL

Outstanding ridership
Fastest travel time
High population
High number of jobs
Strong anticipated scores for FTA funding

TTC 3: is recommended to be submitted as the LPA to CAMPO. This recommended LPA establishes the project's alignment (TTC 3), the project's termini (Downtown Raleigh & the Triangle Town Center area), and the transit mode (bus rapid transit). This is consistent with the recommendation made by Raleigh City Council, which endorsed the LPA on May 19, 2026.



DOWNTOWN ROUTING STATUS



Midtown Concurrency

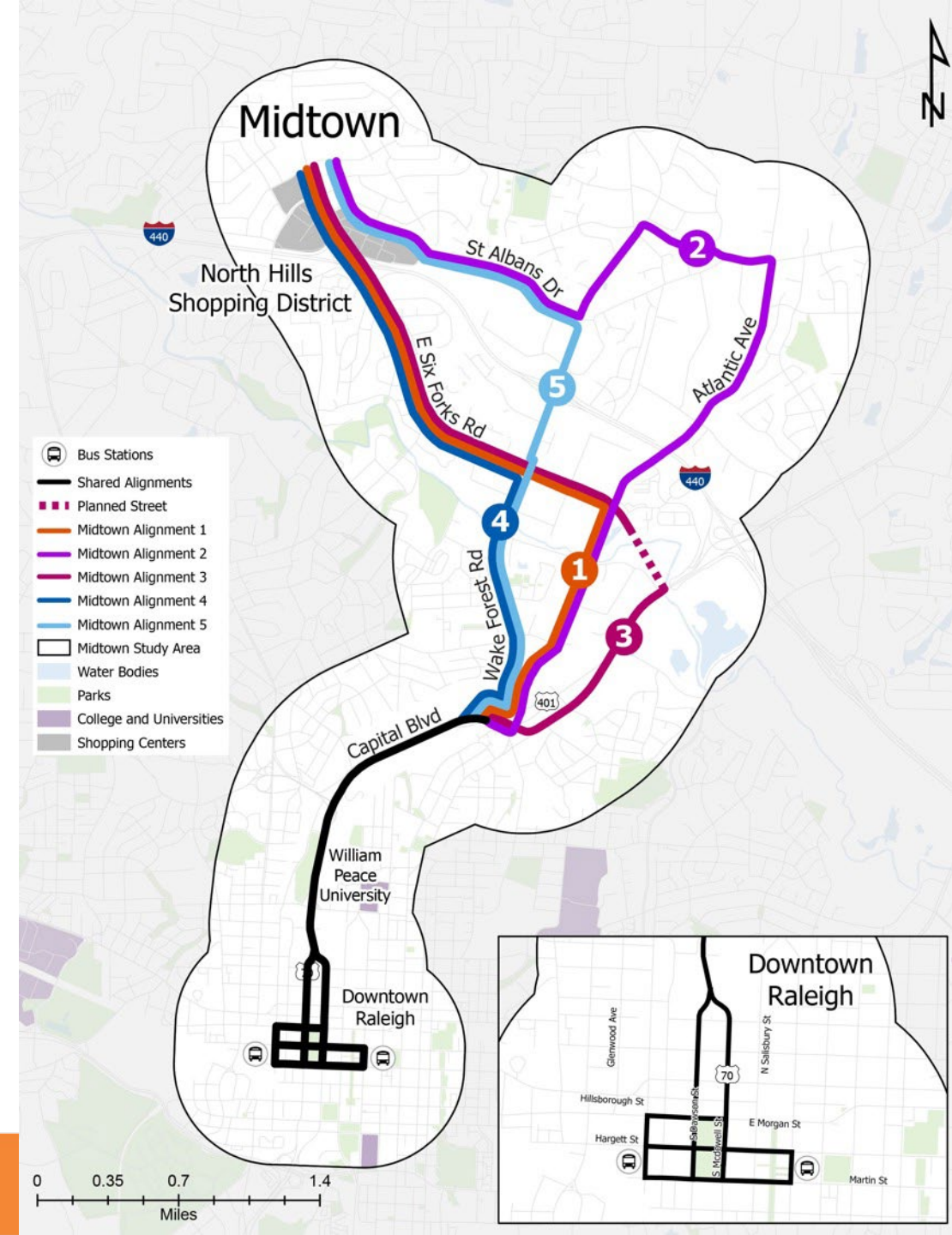
Points 1-4

CONCURRENCE POINT 1: PROJECT PURPOSE & NEED

- Address existing and projected future growth and travel demand
- Create infrastructure that allows the transit service to navigate major congestion points faster
- Facilitate ridership growth along the corridor
- Improve transit service and rider experience
- Support local planning efforts to preserve and enhance the quality of life along the corridor

CONCURRENCE POINT 2: IDENTIFICATION OF ALTERNATIVES

- 1 CAPITAL | ATLANTIC | SIX FORKS
- 2 CAPITAL | ATLANTIC | NEW HOPE CHURCH | WAKE FOREST | ST. ALBANS
- 3 CAPITAL | SIX FORKS
- 4 CAPITAL | WAKE FOREST | SIX FORKS
- 5 CAPITAL | WAKE FOREST | ST. ALBANS



CONCURRENCE POINT 3: SCREENING & ELIMINATION OF ALTERNATIVES

1 CAPITAL | ATLANTIC | SIX FORKS

Direct route, moderate ridership, included Atlantic segment

5 CAPITAL | WAKE FOREST | ST ALBANS

Direct route, ongoing development, good segment options

6 ATLANTIC | SIX FORKS | WAKE FOREST | ST ALBANS

High ridership, ongoing development, rail connection opportunity

2 CAPITAL | ATLANTIC | NEW HOPE CHURCH | WAKE FOREST | ST. ALBANS

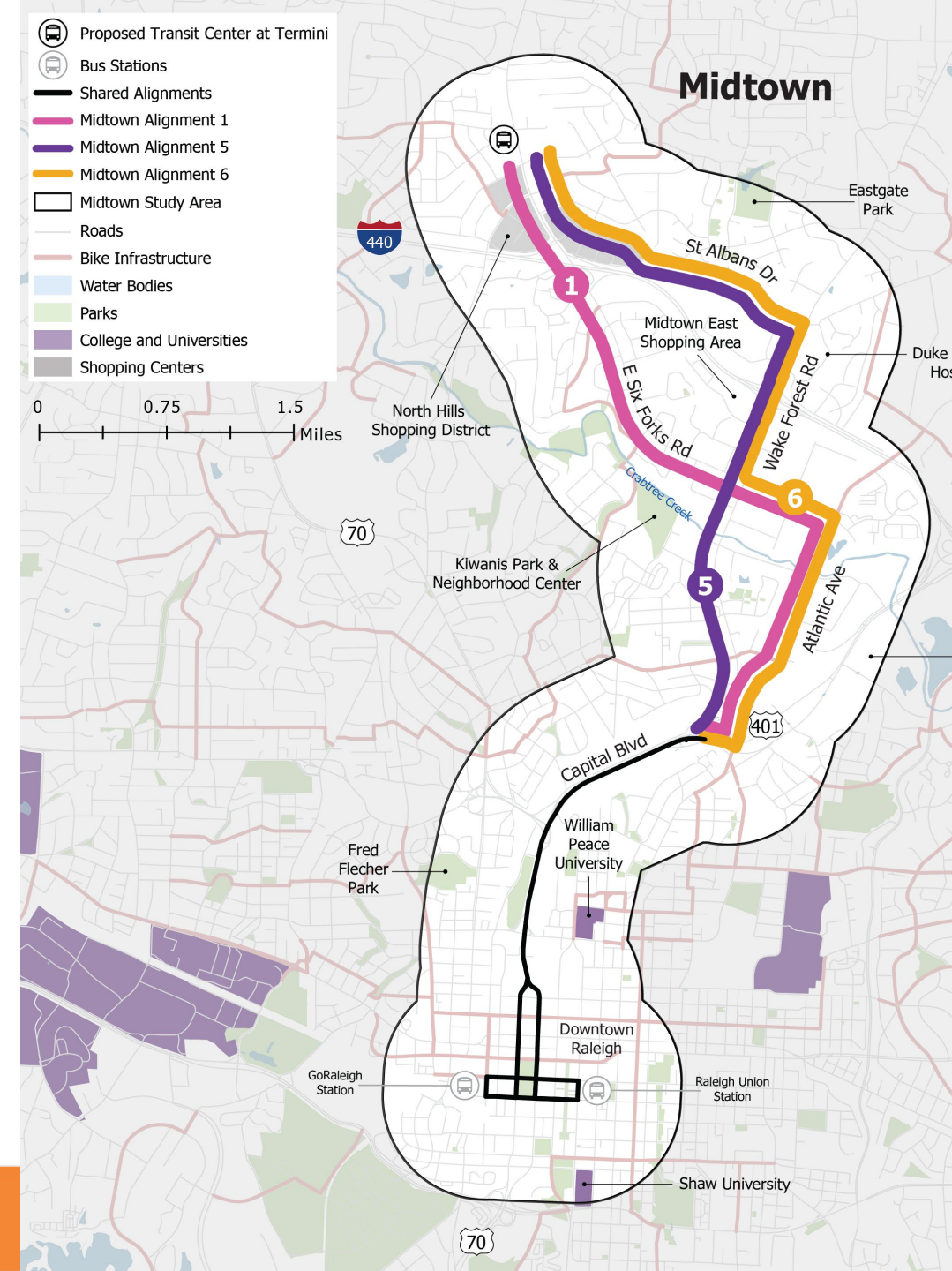
Low density, too long + circuitous

3 CAPITAL | SIX FORKS

Moderate ridership, requires new roadway bridge

4 CAPITAL | WAKE FOREST | SIX FORKS

Short route, mostly residential, segment covered by others



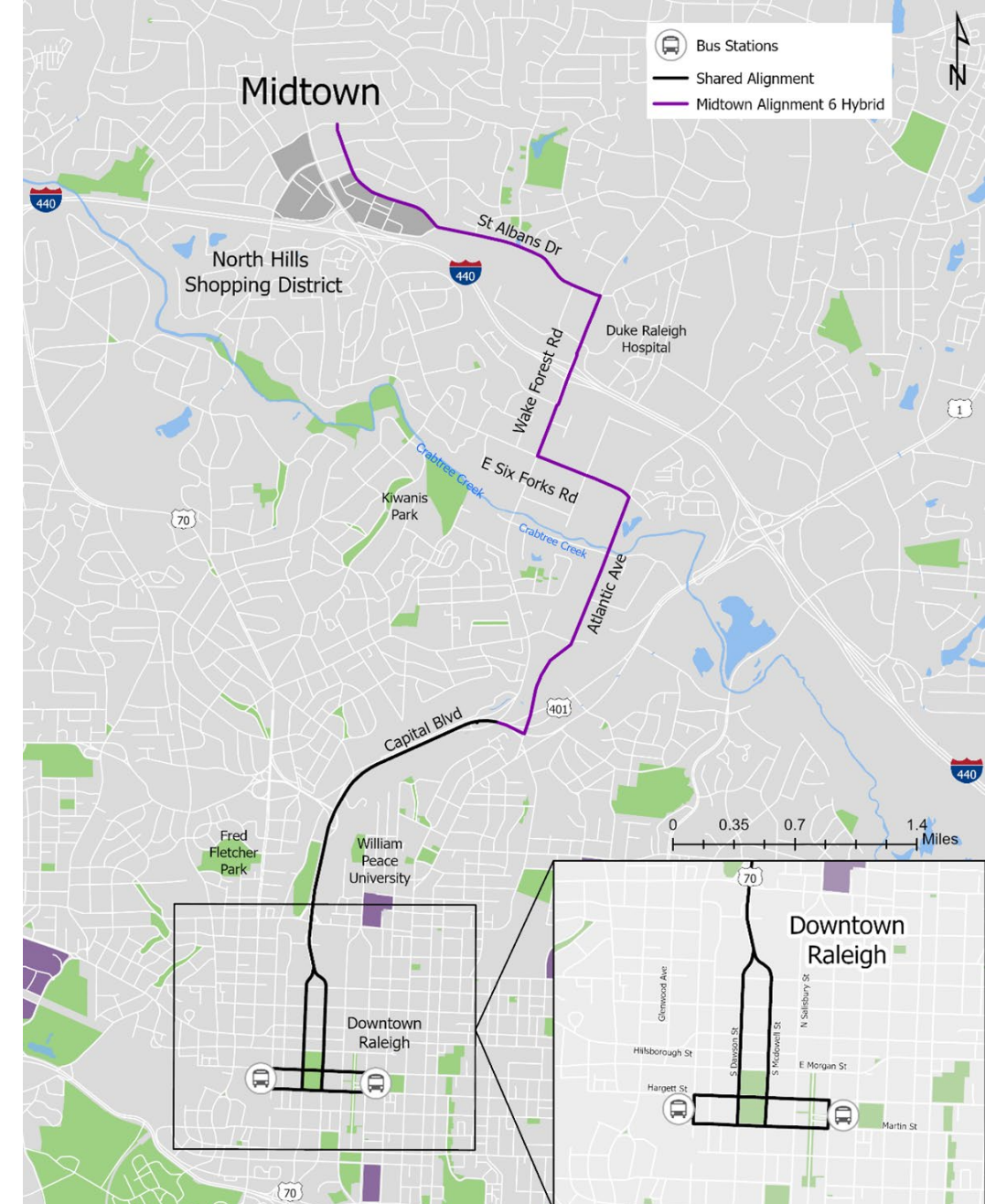
CONCURRENCE POINT 4: LOCALLY PREFERRED ALTERNATIVE (LPA) RECOMMENDATION

6

ATLANTIC | SIX FORKS | WAKE FOREST | ST ALBANS

High ridership,
Connects designated growth areas
rail connection opportunity
Significant city right-of-way control

Midtown 6 is recommended to be submitted as the LPA to CAMPO. This recommended LPA establishes the project's alignment (Midtown 6), the project's termini (Downtown Raleigh & the North Hills area), and the transit mode (bus rapid transit). This is consistent with the recommendation made by Raleigh City Council, which endorsed the LPA on May 19, 2026.



NORTHERN CORRIDOR | STEPS TAKEN



Endorsed by Raleigh City Council May 19th, 2026



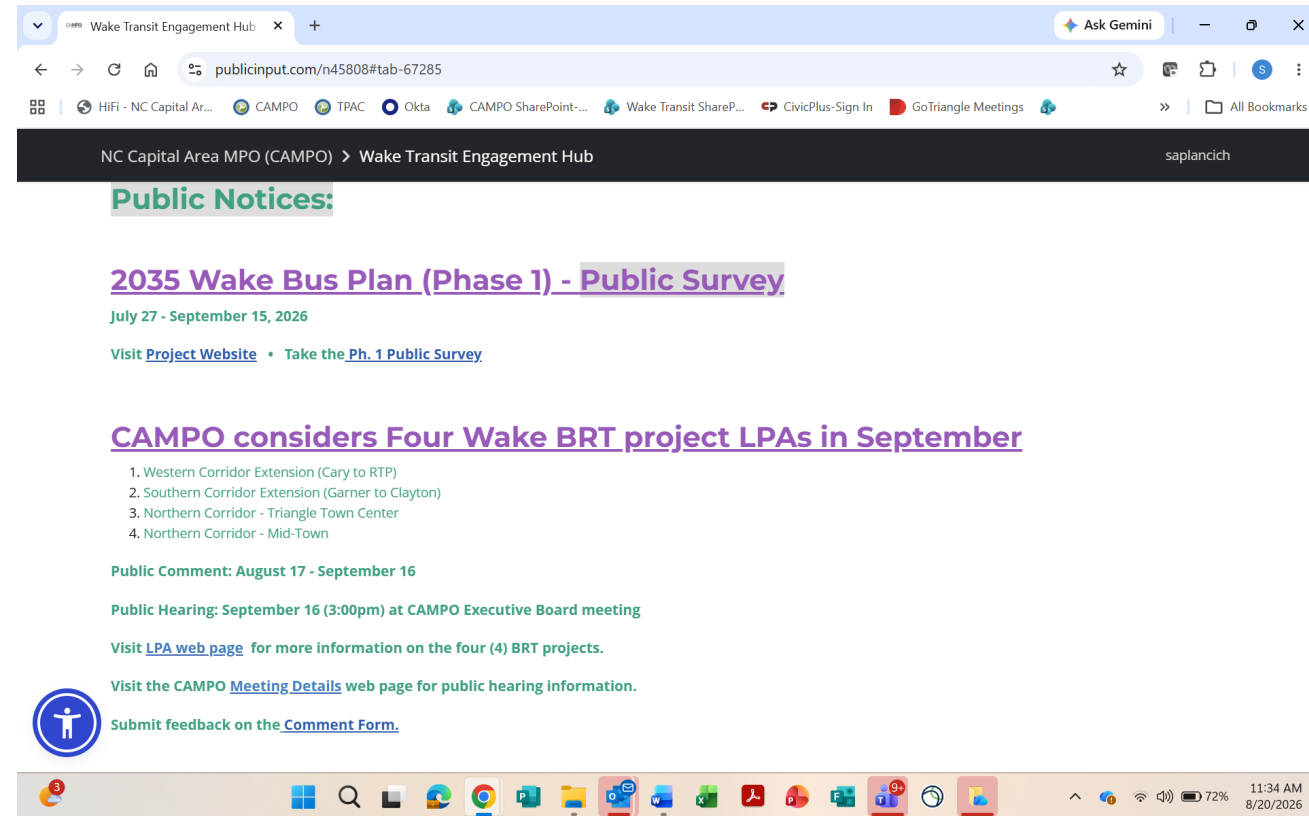
Concurrence meeting held June 18th, 2026 – concurrence received



Presented to TPAC June 25th, 2026

ENGAGEMENT OVERVIEW

- Public comment period:
August 17th - September 15th
- Notice for public comment
period published August 14th
- No comments received thus
far



NORTHERN CORRIDOR | NEXT STEPS



Public Comment period closes September 15th



Present to Executive Board for adoption to the MTP



Advertise project for preliminary engineering and design

REQUESTED ACTION

Recommend the Executive Board adopt the following two resolutions designating the Locally Preferred Alternatives for the Triangle Town Center and Midtown BRT Corridors:

*Resolution Adopting the Locally Preferred Alternative (LPA) for the Wake
Bus Rapid Transit: Northern Corridor – Triangle Town Center*

*Resolution Adopting the Locally Preferred Alternative (LPA) for the Wake
Bus Rapid Transit: Northern Corridor - Midtown*



THANK YOU!

TCC

September 3, 2026



5.4 Adoption of Locally Preferred Alternatives for the Wake BRT: Northern Corridors-Triangle Town Center & Midtown

Requested Action:

Recommend the Executive Board adopt the following two resolutions designating the Locally Preferred Alternatives for the Triangle Town Center and Midtown BRT Corridors:

- 1. Resolution Adopting the Locally Preferred Alternative (LPA) for the Wake Bus Rapid Transit: Northern Corridor - Triangle Town Center**
- 2. Resolution Adopting the Locally Preferred Alternative (LPA) for the Wake Bus Rapid Transit: Northern Corridor - Midtown**

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>
September 16, 2026 3:00 p.m.	Executive Board Meeting
October 1, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
October 21, 2026 3:00 p.m.	Executive Board Meeting



Save the Date!
**Triangle Transportation
Safety Summit**
TUESDAY, DECEMBER 8TH
McKimmon Center
@ NCSU in Raleigh