



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

October 1, 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 – September 3, 2026

Requested Action:

Approve the TCC Meeting Minutes of September 3, 2026

5. Regular Business

1. Cape Fear River Basin Wildlife Crossing Study
2. Raleigh UZA FFY 2026 Section 5307/5340, Section 5339 Suballocations
3. SPOT 8 Update: Division Needs Local Input Point Assignment
4. Safety Performance Measure Targets 2027
5. Amendment #5 to FY 2026-2035 TIP
6. Wake Transit Decennial Update

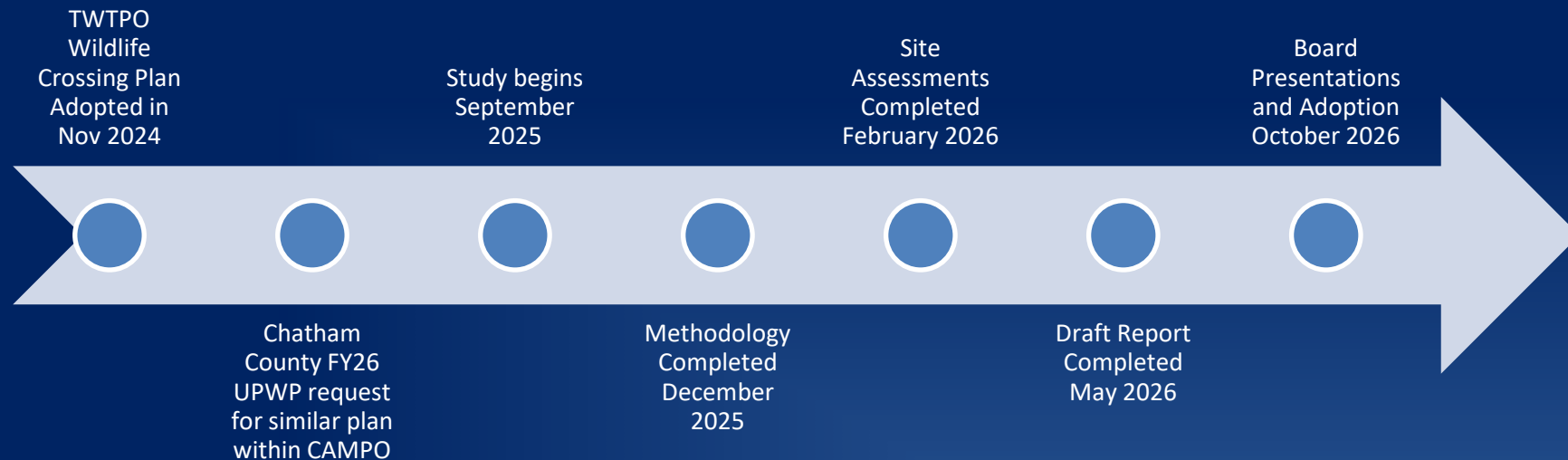
5.1 Cape Fear River Basin Wildlife Crossing Study

What is a Wildlife Crossing?

A wildlife crossing is a human-built structure, such as a tunnel, bridge, or overpass, designed to allow animals to safely cross human-made barriers like roads and railways.



Background, Goals, and Objectives



Goal:

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

Objective:

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

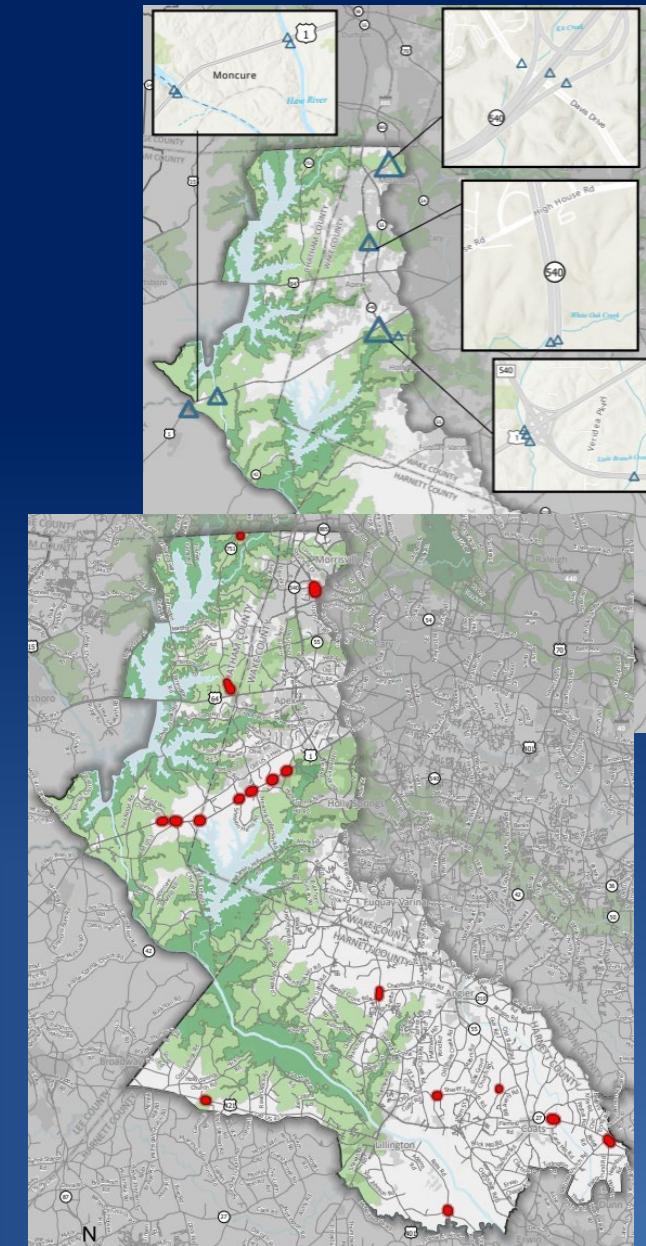
GIS Analysis

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)

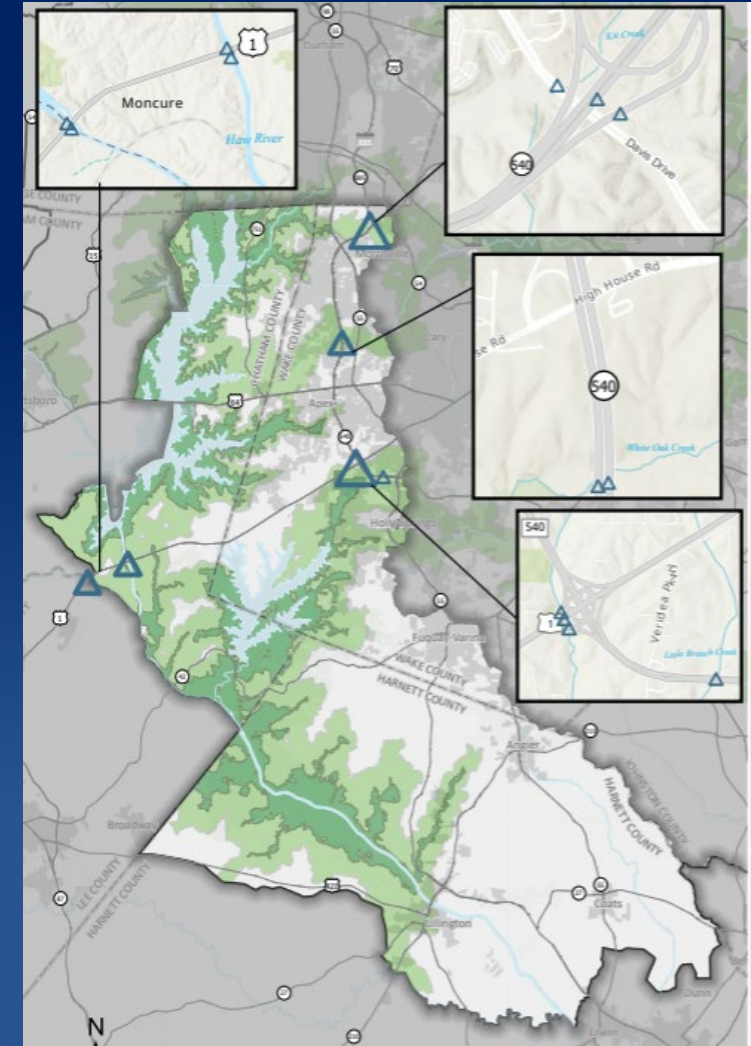
Analysis

- Hot spot analysis to identify the top 95% of WVC hotspots
- Identify structures within:
 - Hot spots
 - High priority wildlife areas (green areas)
- Identify hot spots within HIN that are not associated with structures



Identified Structures

- 16 structures originally identified through analysis
 - Most were existing highway overpasses, which are not suitable for treatment
- 6 structure locations were identified and carried forward to site assessment
 1. US 1 bridge over the Haw River (Chatham)
 2. US 1 bridge over the Deep River (Chatham)
 3. NC 540 culvert over the Little Branch Creek (Wake)
 4. NC 540 culverts over the Big Branch Creek (Wake)
 5. NC 540 bridge over White Oak Creek (Wake)
 6. NC 540 and Davis Drive culverts over Kit Creek (Wake)

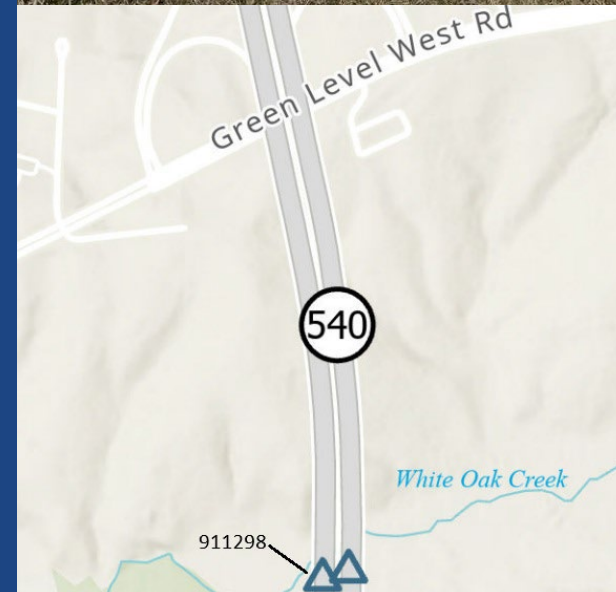


Site Assessments

CAMPO Wildlife Crossing Site Assessment Form	
Name of Reviewer: _____	
Date of Site Assessment: _____	
Site Name: _____	
	Assessment Description
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)

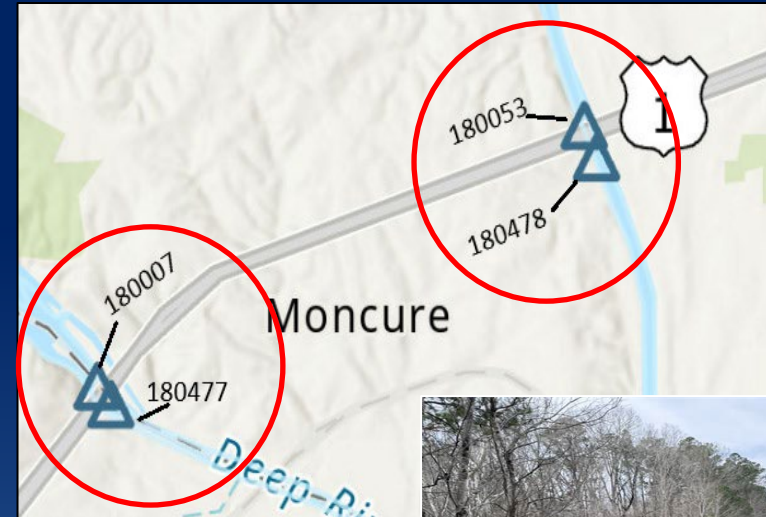
Example - White Oak Creek

Date of Assessment	February 12, 2026
Road	NC 540 (northbound)
Location	Between Roberts Road and Green Level West Road, Town of Cary, Wake County
NCDOT Division(s)	Division 5
Body of Water	White Oak Creek
NCDOT Structure Code	911298 (SB/NB)
STIP Project	None
Structure Type	Bridge
Crossing Size	Large (>60 ft wide, 8 ft vertical clearance)
Number of Openings	N/A (bridge)
AADT (2024)	33,000
Total Crashes Recorded	Nine (9)
Year Built	2012
Structure Condition	Good
Structure Bank Substrate	Riprap and wetlands
Stream Channel Substrate	Wetlands
Barriers Present	None identified
Continuous Dry Bank	Unknown — wetland conditions preclude determination
Evidence of Road Kill On-Site	No
Evidence of Wildlife Use	Yes — geese observed
Existing/Planned Greenway	Yes — White Oak Creek Greenway (existing)
Adjacent Conservation Areas	Public-owned, but not explicitly listed for conservation



Identified Structures – Chatham County

- Built in 1997/98
- Haw River bridge in “fair” condition
- Deep River in “good” condition
- Deep River has adequate passage on west bank
- 21 crashes recorded between these two locations



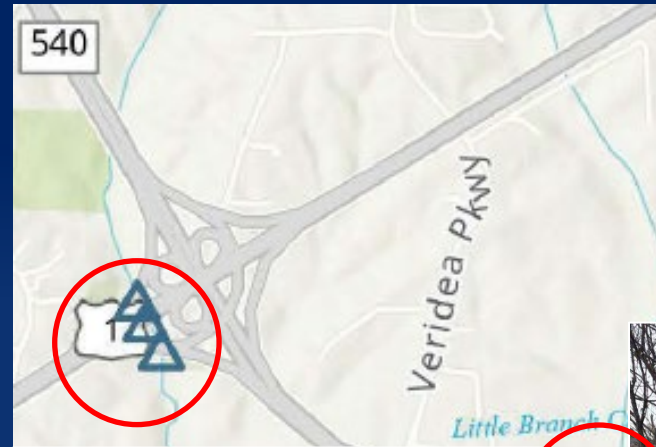
Deep River looking east



Haw River looking west

Identified Structures – Wake County

- Both are two box culverts
- Little Branch – debris present
- Standing water in both locations
- Inspection reports unavailable
- 14 total crashes between these two locations



Big Branch Creek
SW within US 1/NC
540 interchange



Little Branch Creek NC 540 NB

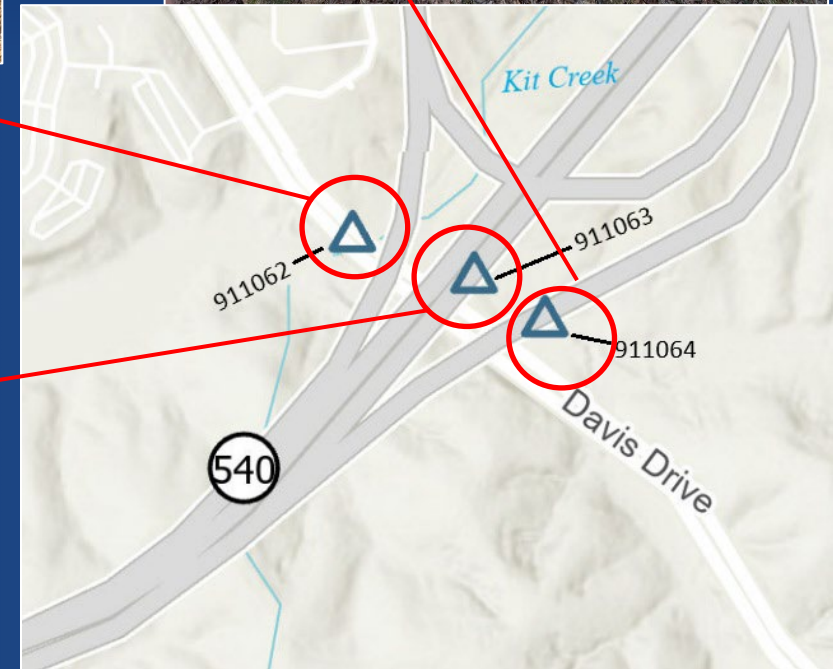
Identified Structures – Wake County

- Built in 2012
- Wide floodplain with existing greenway along north side
- Appears to have adequate wildlife crossing
- 9 total crashes

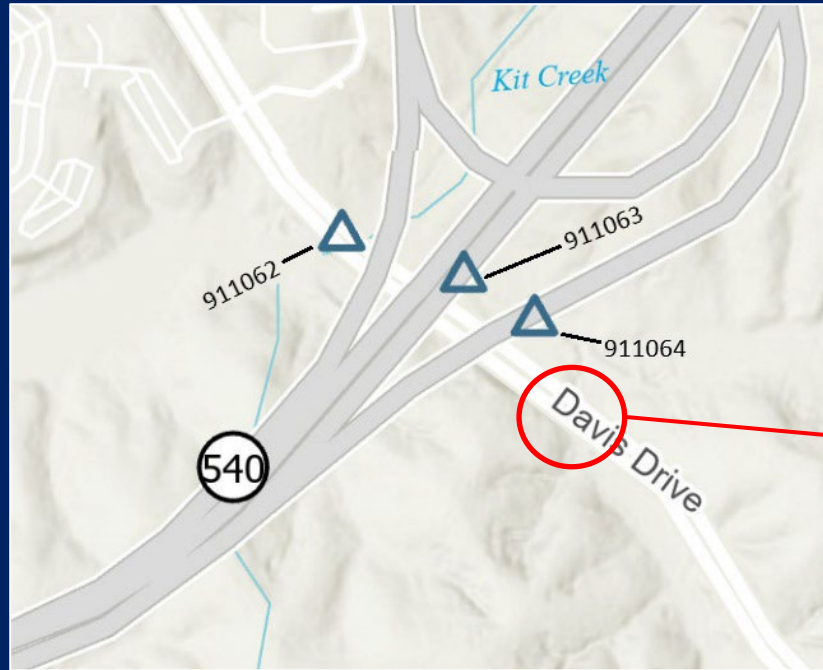


White Oak Creek under NC 540 looking NB

Identified Structures – Wake County



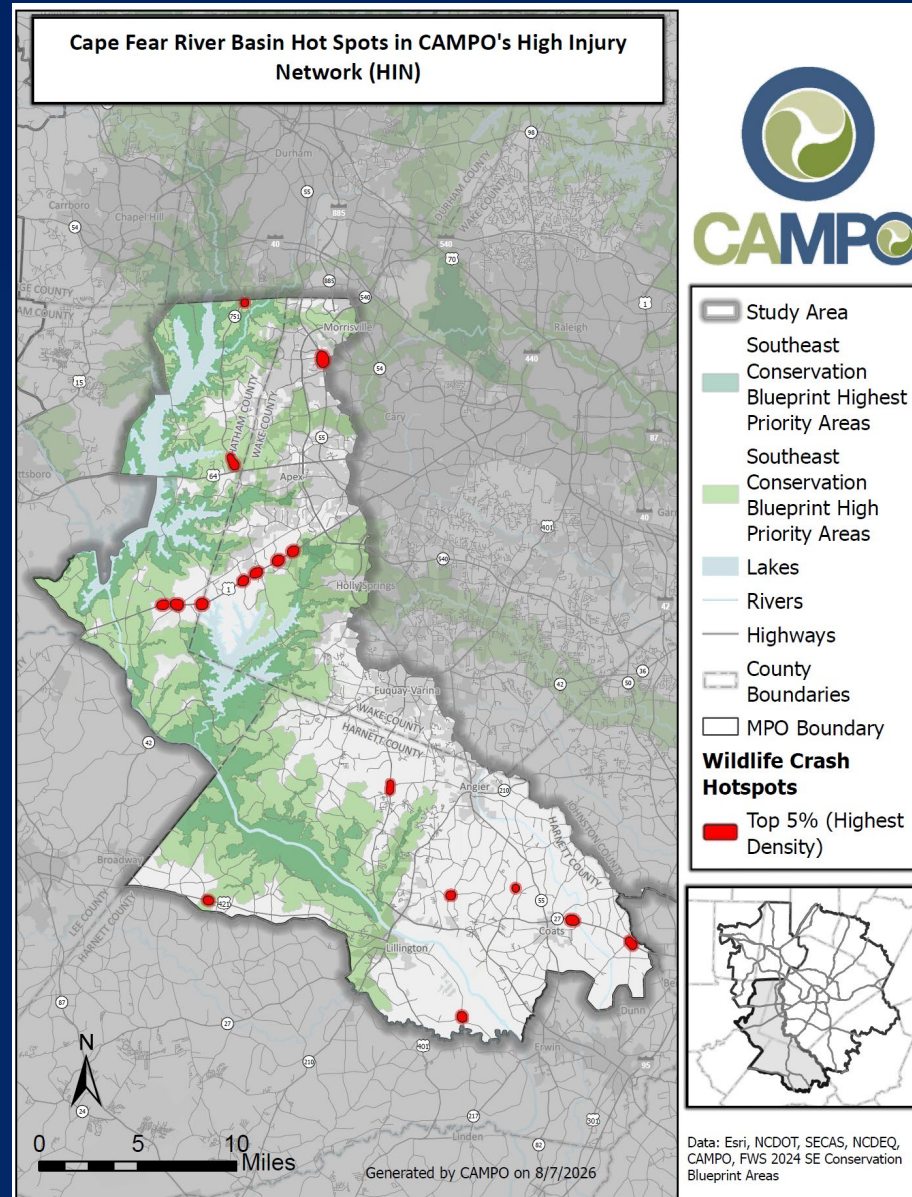
Identified Structures – Wake County



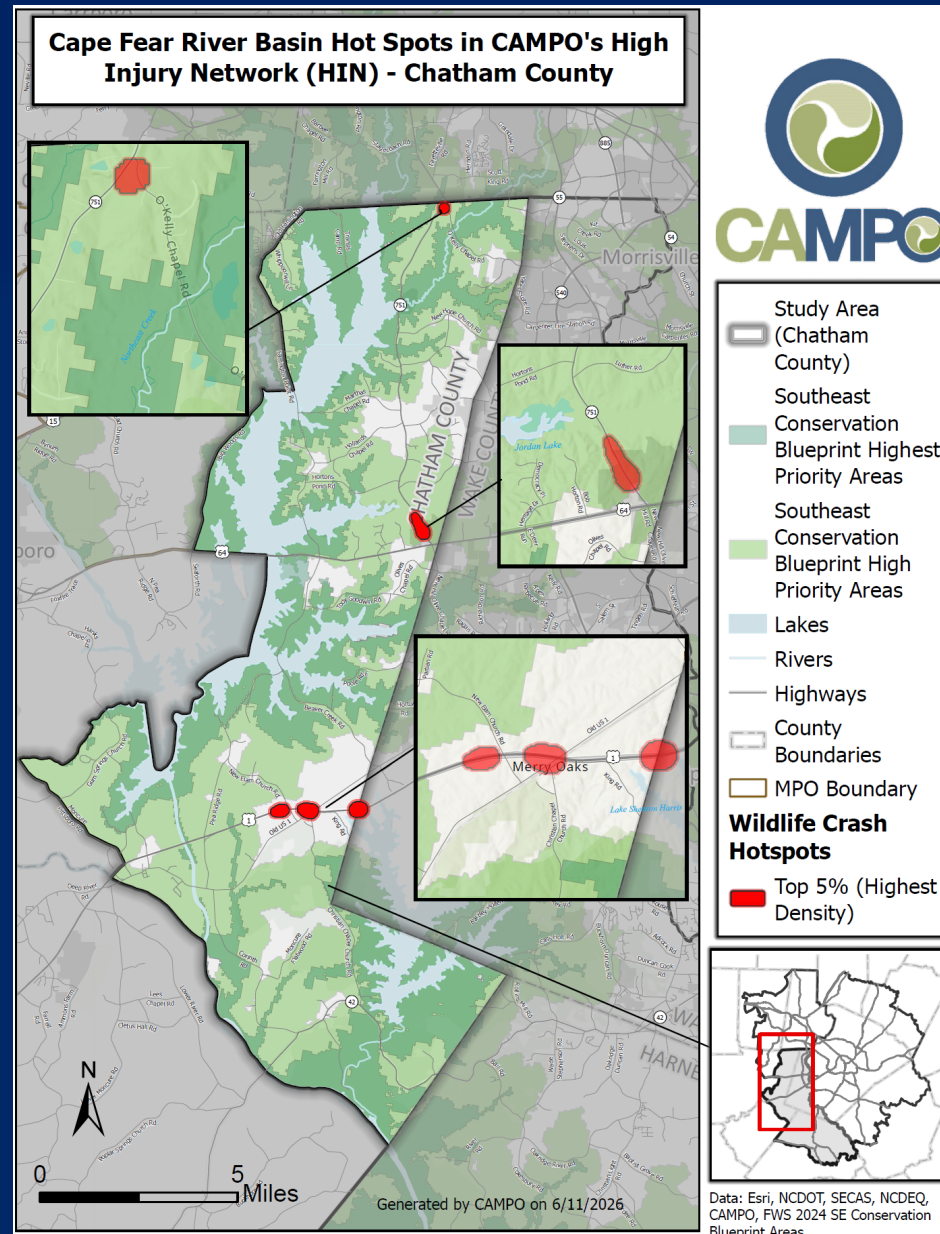
Davis Drive Culvert (Not Formally Assessed)

- Dry passage about halfway through the culvert, away from Kit Creek
- Evidence that wildlife is currently using the culvert, even if it isn't entirely dry
- 7 total crashes recorded

Hot Spot Segments



Hot Spots – Chatham County



US 1 Corridor

- 7 hot spot locations identified
 - 2 in Chatham, 4 in Wake, 1 on the county line
- Speed limit – 70 MPH
- No lighting
- Clear visibility (straight road)
- Undeveloped land use common on both sides of the highway
- 57 total crashes recorded



NC 751 Corridor

- Two hot spot locations identified
 - NC 751 near US 64, NC 751 at O'Kelly Chapel Rd
- Speed limit
 - O'Kelly Chapel Rd – 45 MPH
 - NC 751 near US 64 – 35 MPH
- No lighting
- Sight visibility issues (O'Kelly Chapel Rd)
- Development occurring on East side of roadway (near US 64)
- Crashes
 - 2 crashes at O'Kelly Chapel Rd
 - 10 crashes at NC 751 near US 64

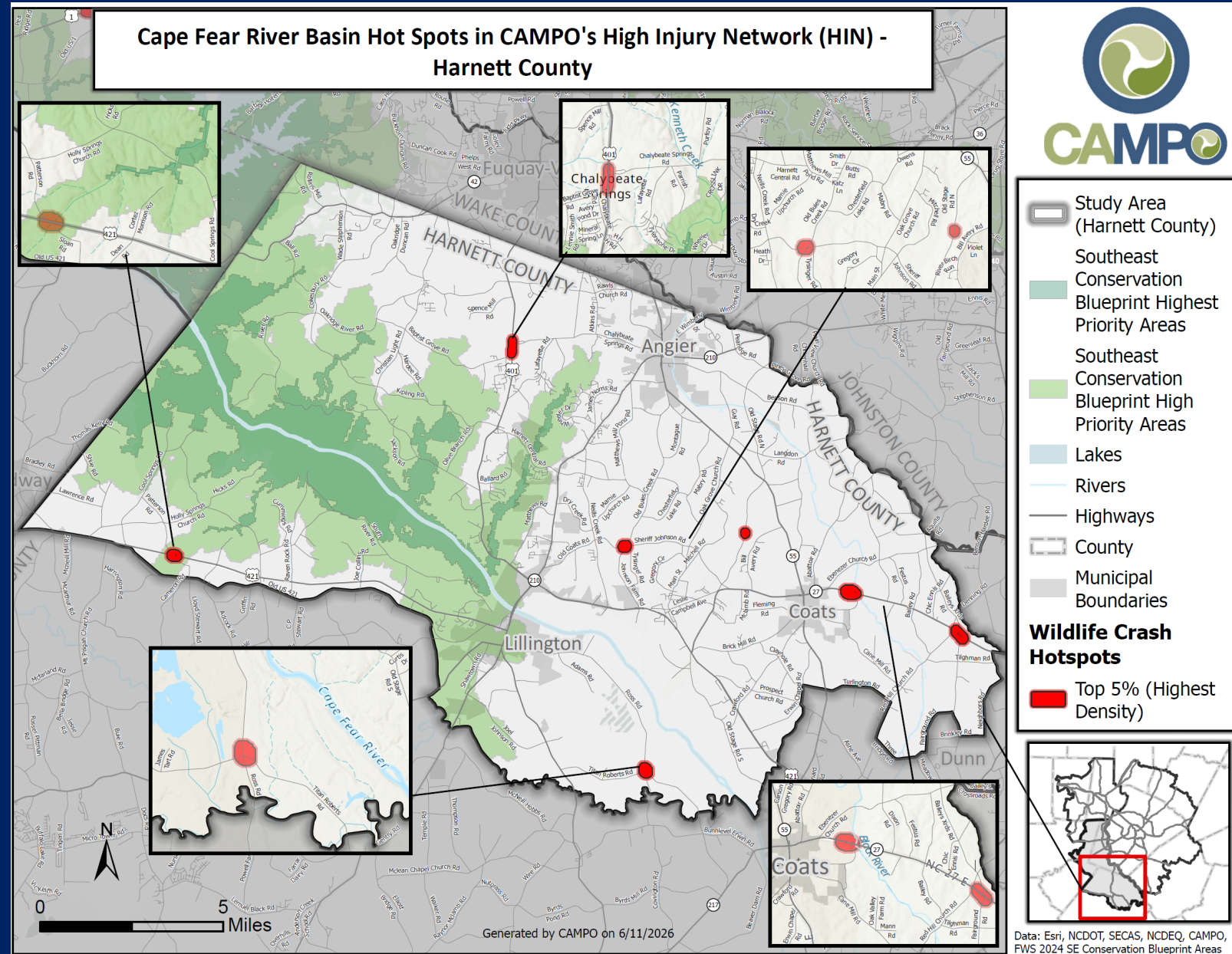


O'Kelly Chapel Rd looking toward NC 751 intersection



NC 751 looking SB toward US 64

Hot Spots – Harnett County



Chalybeate Springs/US 401

- Heavy truck traffic at time of assessment
- Low sight visibility (rolling hill)
- No street lighting
- Rural, “crossroads” character i.e. very low density residential/commercial (gas station)
- Speed limit – 45 MPH
- 7 total crashes



US 401 southbound in Chalybeate Springs

NC 27

- Clear visibility
- Rural area, but development occurring
- No lighting
- Speed limit – 55 MPH
- 19 total crashes



NC 27 EB at Delma Grimes Rd



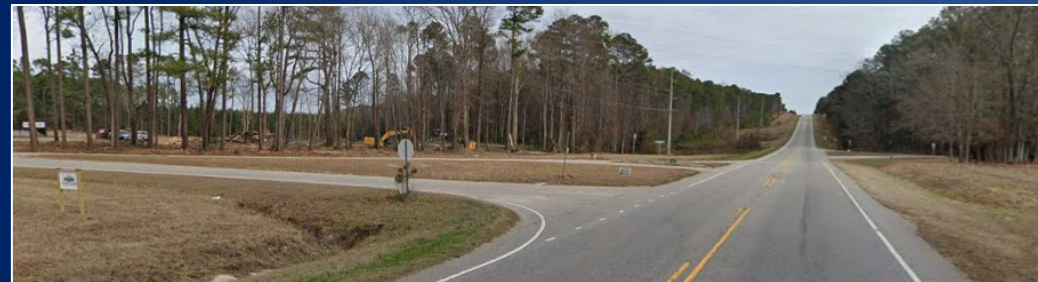
NC 27 WB at Fairground Rd

US 421 / Sloan Rd

- Clear visibility
- Speed limit – 55 MPH
- No lighting
- Rural character with existing access management
- 5 total crashes



US 421 looking westbound toward Sloan Rd



US 421 at Sloan/Patterson Rd

Misc. Harnett County

- Rural character with frequent driveways
- Sharp road curvature (Old Stage Road)
- No lighting
- 4-way stop (Sherriff Johnson Rd at Old Buis Creek Rd)
- Speed limit – 55 MPH
- 15 total crashes



Titan Roberts Rd SB at its intersection with Ross Rd

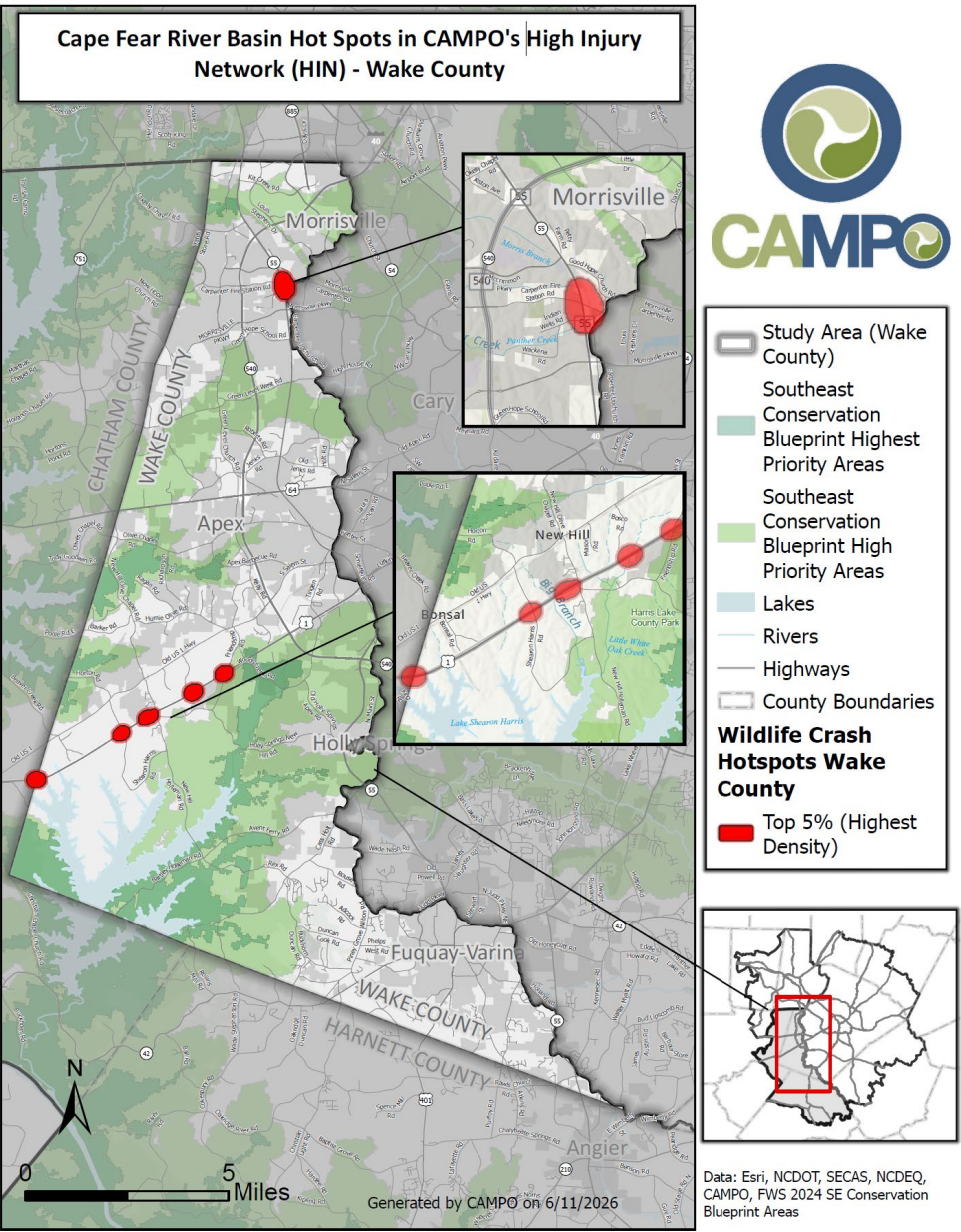


Old Stage Rd NB



Sherriff Johnson Rd WB at its intersection with Old Buis Creek Rd

Hot Spots – Wake County



Carpenter Fire Station Rd / NC 55



Carpenter Fire Station Rd at NC 55 looking east

- Suburban character with new development
- Speed limit – 55 MPH
- Existing STIP project (U-6227)
- Streetlights are present
- Signalized intersection
- 18 total crashes

Near Term Opportunities



Haw River Bridges over US 1
Condition: Fair
Opportunity: improvements during future maintenance



Carpenter Fire Station Road / NC 55
Active STIP Project U-6227
Opportunity: improvements during project development

Near Term Opportunities

- Inclusion in project development
 - Metropolitan Transportation Plan (MTP)
 - Transportation Improvement Program (TIP)
 - Local Plans
- State Wildlife Crossing Funding



5.1 Cape Fear River Basin Wildlife Crossing Study

Requested Action:

Recommend the Executive Board endorse the Cape Fear River Basin Wildlife Crossing Study

5.2 Raleigh UZA FFY 2026 Section 5307/5340, Section 5339 Suballocations

5.2 Raleigh UZA FFY 2026 Section 5307/5340, Section 5339 Suballocations

Federal Transit Administration (FTA) apportions formula grant funding for use within the Raleigh Urbanized Area (UZA)

Funds include

- Section 5307 and 5340 – Urbanized Area Formula Grants

- Section 5339 – Grants for Buses and Bus Facilities Formula Program

Designated Recipient (City of Raleigh) and the MPO (CAMPO) are responsible for developing a suballocation method for distribution of funds

Distribution Amounts for Raleigh UZA FFY 2026

RECIPIENT	SECTION 5307/5340	SECTION 5339 (a)	TOTAL
City of Raleigh	\$12,533,372.79	\$1,076,501.18	\$13,609,873.97
North Carolina State University	\$779,867.12	\$78,841.90	\$858,709.02
Town of Cary	\$2,430,259.57	\$213,983.39	\$2,644,242.96
Morrisville	\$206,154.57	\$20,841.52	\$226,996.09
Apex	\$294,728.09	\$29,796.00	\$324,524.09
GoTriangle	\$1,266,255.77	\$128,014.13	\$1,394,269.90
Wake County	\$1,491,110.89	\$150,746.22	\$1,641,857.11
JCATS	\$19,243.21	\$1,945.42	\$21,188.63
TOTAL	\$19,020,992.00	\$1,700,669.76	\$20,721,661.76

Split Letter Amounts for Raleigh UZA FFY 2026

RECIPIENT	SECTION 5307/5340	SECTION 5339 (a)	TOTAL
City of Raleigh <i>(inclusive of NCSU allocation)</i>	\$13,332,483.11	\$1,157,288.51	\$14,489,771.62
Town of Cary <i>(inclusive of Apex and Morrisville allocations)</i>	\$2,931,142.23	\$264,620.91	\$3,195,763.14
GoTriangle	\$1,266,255.77	\$128,014.13	\$1,394,269.90
Wake County <i>(City of Raleigh Sub-recipient)</i>	\$1,491,110.89	\$150,746.22	\$1,641,857.11
TOTAL	\$19,020,992.00	\$1,700,669.76	\$20,721,661.76

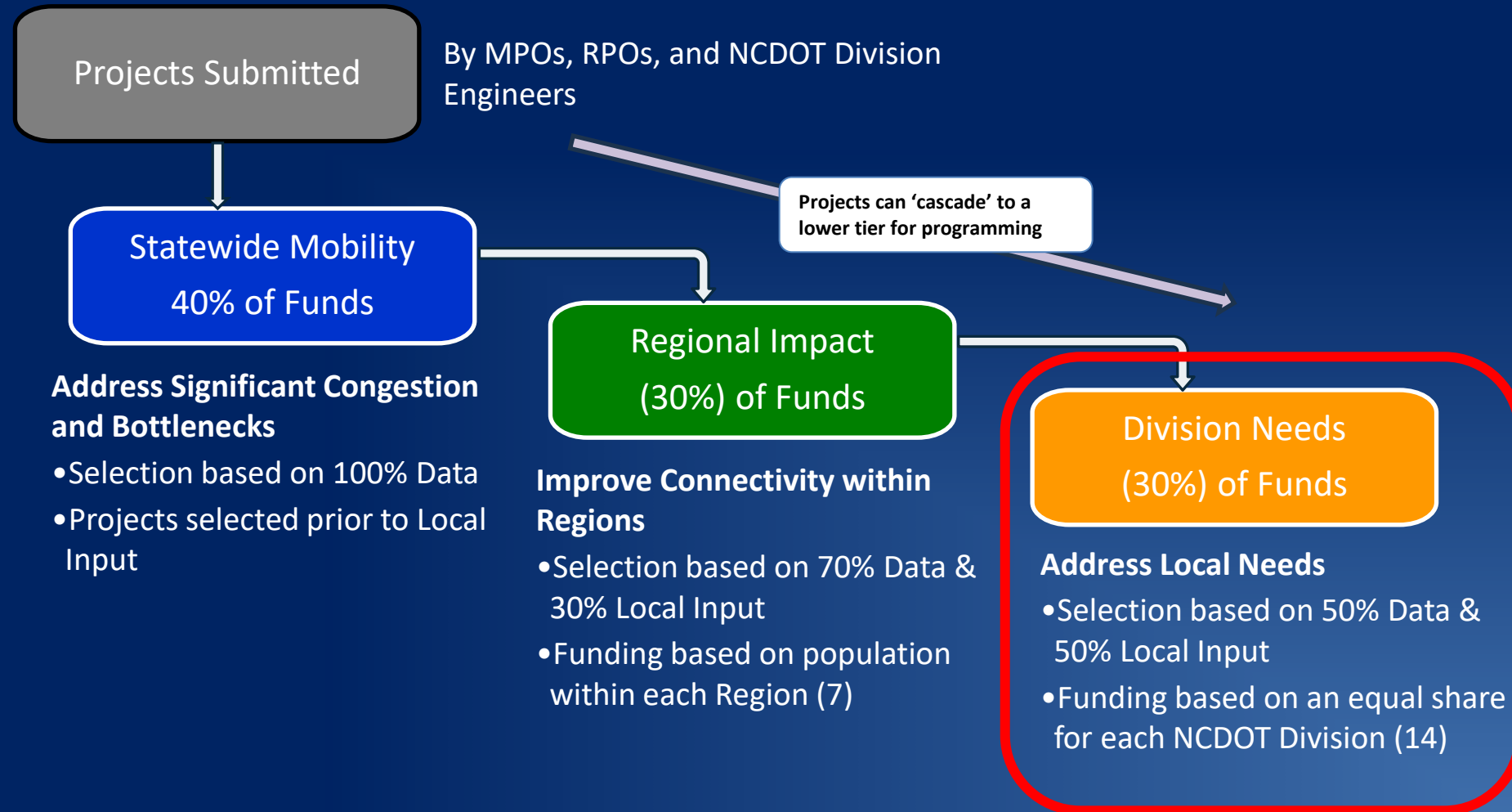
5.2 Raleigh UZA FFY 2026 Section 5307/5340, Section 5339 Suballocations

Requested Action:

Recommend the Executive Board approve the sub-allocation award for the Raleigh Urbanized Area funding partners for FFY 2026 Section 5307, 5340, and 5339 FTA funds per the attached split letter

5.3 SPOT 8 Update: Division Needs Local Input Point Assignment

STI Programming Process

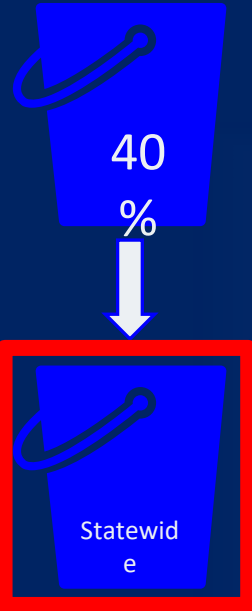


STIP Funding Distribution



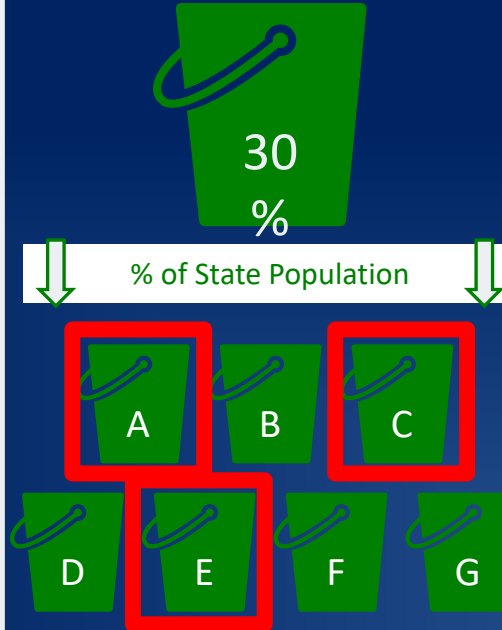
-Where CAMPO Competes

Statewide Mobility



Programmed First
Interstate Maintenance
Bridge Replacement
Bridge Rehabilitation
Highway Safety

Regional Impact



Programmed First
Bridge Replacement
Bridge Rehabilitation
Highway Safety

Division Needs

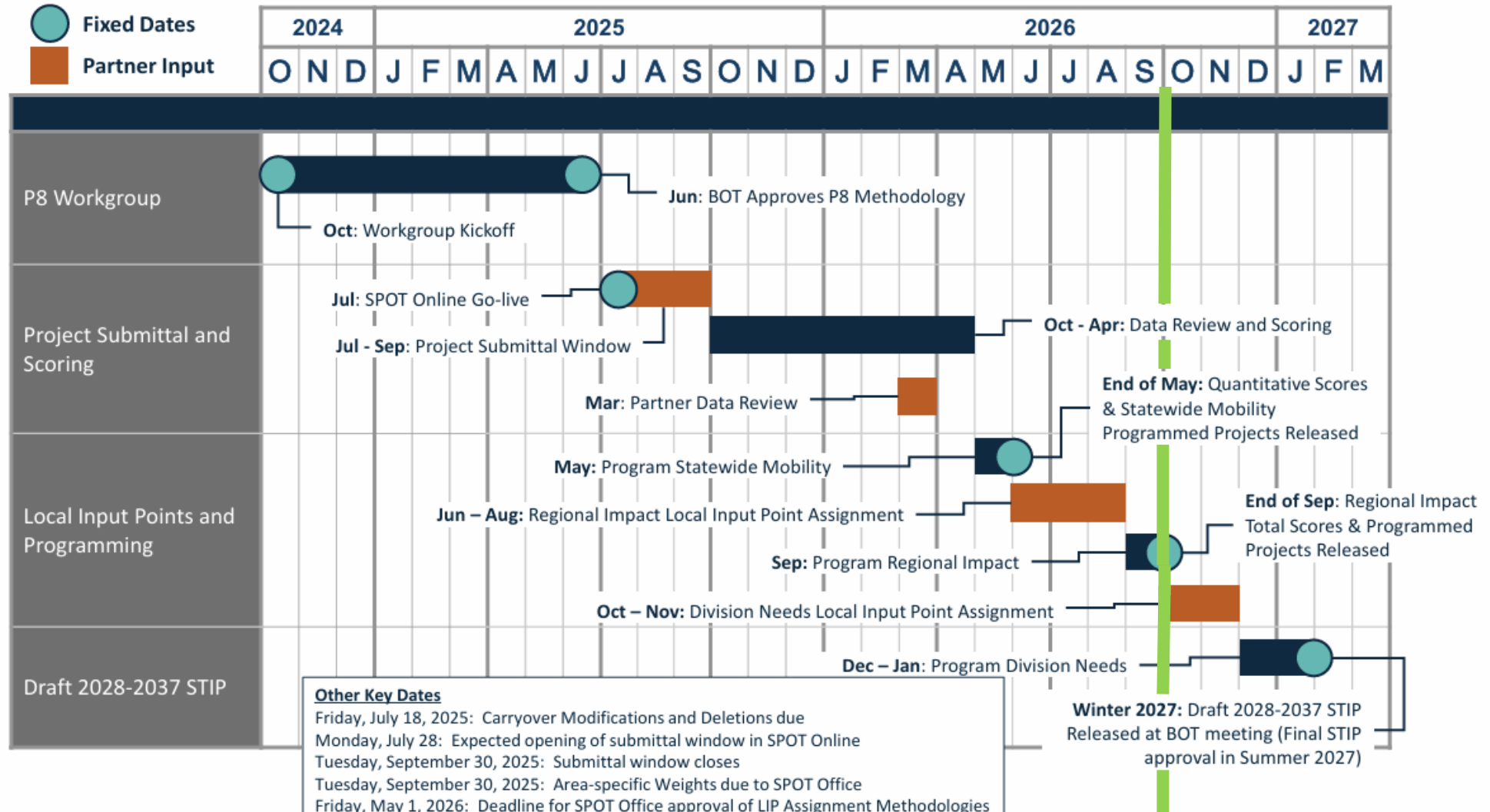


Programmed First
Bridge Replacement
Bridge Rehabilitation
Highway Safety
MPO Direct Attributable
Transportation Alternatives
Highway-Rail Crossing
Economic Development

Defined in STI Legislation

REVISED P8 Schedule

April 2026



We are here!

Draft Statewide Programming

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)
H231767	Highway	I-40	SR 1571 (Gorman Street)	N/A	Improve interchange including improvements at Gorman Street and Tryon Road.	8 - Improve Interchange	\$ 17,000,000	83.07
R171518	Rail	NCRR/NS NC Line	SR 1553 (Shotwell Road), Clayton	N/A	Construction of grade separation of SR 1553 (Shotwell Road) and closure of existing at-grade crossing (Crossing #735 394Y) in Clayton.	3 - Highway-rail crossing improvement (point)	\$ 31,000,000	82.51
H192736	Highway	I-40	Cary Towne Boulevard	N/A	Modify auxiliary lanes along I-40 between EB from NC 54 to Cary Towne Blvd, and WB from NC 54 to Wade, with ramp improvements at Cary Towne Blvd including traffic signals	8 - Improve Interchange	\$ 88,700,000	79.94
H172171	Highway	I-40	NC 54 (Exit 273)	SR 1664 (Blue Ridge Road)	Construct managed motorway improvements.	12 - Ramp Metering	\$ 131,700,000	79.27
H140408	Highway	SR 1728 (Wade Avenue), I-40	Blue Ridge Road	West of Harrison Avenue	Add westbound auxillary lane.	1 - Widen Existing Roadway	\$ 69,100,000	77.37
H171573	Highway	I-87	US 64 BUS (Wendell Boulevard)	US 264	Widen roadway to 6 lanes	1 - Widen Existing Roadway	\$ 185,500,000	77.21
R171528	Rail	CSX S Line	SR 1415 (SW Maynard Rd) in Cary	N/A	Construction of grade separation of SR 1415 (SW Maynard Road) and closure of existing at-grade crossing (Crossing #643 400U) in Cary.	3 - Highway-rail crossing improvement (point)	\$ 49,800,000	76.77

Draft Regional Impact Programming - Highway

SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Total Score (Out of 100)
H150744	Highway	HP-0024	Regional Impact	US 401	Judd Parkway	US 401, NC 55, NC 42 interchange east of Fuquay Varina	Construct a median throughout the corridor with other access management improvements. Median is shown in the CAMPO 2040 MTP from Judd Parkway to the Five Points interchange east of town.	11 - Access Management	\$ 5,700,000	80.53
H171559	Highway	HP-0072	Statewide Mobility	I-87	SR 2233 (Smithfield Road)	N/A	Convert Interchange to Diverging Diamond	8 - Improve Interchange	\$ 48,400,000	78.88
H171592	Highway	HP-0063	Regional Impact	US 70 BUS	Greenfield Parkway	NC 42	Upgrade roadway to RCI Corridor with full depth paved shoulders and ITS improvements to support BOSS and transit intersection operations.	4 - Upgrade Arterial to Signalized RCI Corridor	\$ 180,700,000	81.04
H171600	Highway	U-6112	Regional Impact	US 401	SR 1010 (Ten-Ten Road)	N/A	SR 1010 (Ten-Ten Road). Convert existing signalized intersection to square-loop interchange.	10 - Improve Intersection	\$ 61,000,000	83.24
H192741	Highway	HP-0071	Regional Impact	NC 55	North broad Street	East Depot Street	Implement complete streets treatment along Main Street from North Broad street to East Depot Street. Project includes the construction of a median, bike lanes, sidewalks, and roundabouts at intersections as shown int the Southwest Area Study Main street concept design.	11 - Access Management	\$ 15,100,000	80.71
H193009	Highway	HP-0005	Regional Impact	Division 5 Non-Municipal Division wide signal system	N/A	N/A	Division-wide signal system to provide communication and cameras to improve signal timing.	13 - Citywide Signal System	\$ 24,200,000	79.13
H193159	Highway	HP-0068	Regional Impact	NC 55	SR 1114 (South Main Street)	US 1	Widen to 6-lane RCI from northern limit of project HL-0007 to US 1 with Jessie Drive AT GRADE; upgrade to 6-lane expressway from S. Main St. to southern limit of project HL-0007 with interchanges at S. Main St. and Holly Springs Rd. and grade separation at Avent Ferry Road.	2 - Upgrade Arterial to Freeway/Expressway	\$ 384,200,000	84.92
H193266	Highway	HP-0014	Regional Impact	NC 55	South Main Street	Holly Springs Road	Upgrade NC 55 corridor to 6 lane expressway/superstreet	2 - Upgrade Arterial to Freeway/Expressway	\$ 65,800,000	87.36
H231684	Highway	HP-0036	Regional Impact	US 401	SR 1414 (Piney Grove Rawls Road)	SR 1443 (Lafayette Road)	Widening to 3 lanes from SR 1403 (Kipling Road) to SR 1454 (Lafayette School Road) and from SR 1429 (N) Chalybeate Road to 1200' north of SR 1441 (Chalybeate Springs Road); Signalize SR 1443 (Lafayette Road) and SR 1441 (Chalybeate Springs Road)	25 - Improve Multiple Intersections along Corridor	\$ 8,100,000	78.76
H231793	Highway	HP-0007	Regional Impact	US 70 BUS	Raynor Road	Guy Road	Convert intersections at Raynor and Guy to RCI. This is an interim project pending U-6113.	25 - Improve Multiple Intersections along Corridor	\$ 17,300,000	87.37
H231864	Highway	HP-0010	Regional Impact	Cary Citywide Signal System	N/A	N/A	Upgrade existing infrastructure, install new fiber, controllers, signals, connected vehicle technology and other equipment as necessary	13 - Citywide Signal System	\$ 38,700,000	81.10
H250244	Highway	HP-0085	Statewide Mobility	US 64 (Future I-87)	SR 1250 (Tant Road)	NC 58 (Washington Street)	Upgrade US 64 to Interstate Standards.	17 - Upgrade Freeway to Interstate Standards	\$ 159,700,000	74.04
H250738	Highway	HP-0056	Statewide Mobility	US 1	I-440	NC 540	Construct managed motorway	12 - Ramp Metering	\$ 66,700,000	81.85
H250779	Highway	HP-0075	Statewide Mobility	I-440	Lake Boone Trail	US 70 (Glenwood)	Construct auxiliary lanes in both directions	22 - Construct Auxiliary Lanes or Other Operational Improvements	\$ 52,800,000	77.55
H250782	Highway	HP-0070	Regional Impact	US 401	I-540	U-turn north of Perry Creek	Convert Midtown/Botany Bay and Fox Road to RCUT. Add 2nd lane to u-turn bulb N of Perry Creek. Add 3rd lane to I-540 off-ramps. This is Alternate 1A from EDTE H193163.	4 - Upgrade Arterial to Signalized RCI Corridor	\$ 37,200,000	82.72

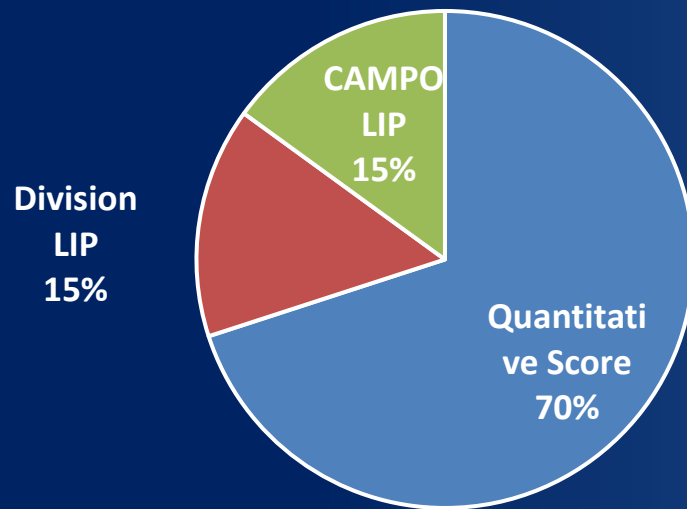
Draft Regional Impact Programming – Non-Highway

SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Total Score (Out of 100)
T192912	Public Transit	TP-5161	Regional Impact	Chapel Hill to Triangle Town Center BRT	BRT service along NC 54, Western Blvd, and Capital Blvd serving Chapel Hill, RTP, Morrisville, Cary, and Raleigh.	N/A	Construct infrastructure and service from Chapel Hill to Triangle Town Center. New BRT lanes from Chapel Hill to Cary and downtown Raleigh to Triangle Town Center. Project includes 33 vehicles.	1 - Mobility (route-specific) - New Service	\$ 100,000,000	92.86
T250514	Public Transit	TP-5162	Regional Impact	I-40 BRT	RTP to Downtown Raleigh via I-40	N/A	outside shoulders with existing BOSS, new stations with other necessary improvements	1 - Mobility (route-specific) - New Service	\$ 50,000,000	88.57
R192793	Rail	P-5753BA	Regional Impact	CSX S Line	Raleigh to Franklinton	N/A	Improvement to rail infrastructure to support new intercity passenger service from Raleigh to Franklinton on the CSX S Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with two roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	\$ 73,261,600	88.22
R230522	Rail	RP-0019	Regional Impact	NCRR/NS NC Line, CSX AC Line, NCDOT AC Line, & CSX SE Line (Wilmington to Raleigh Passenger Service)	Wilmington to Raleigh via Goldsboro	N/A	Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Goldsboro. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void.	5 - Passenger rail service (line)	\$ 154,938,000	91.53

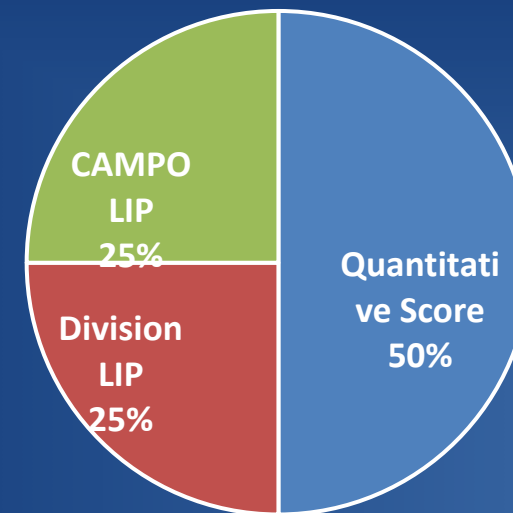
Local Input Points

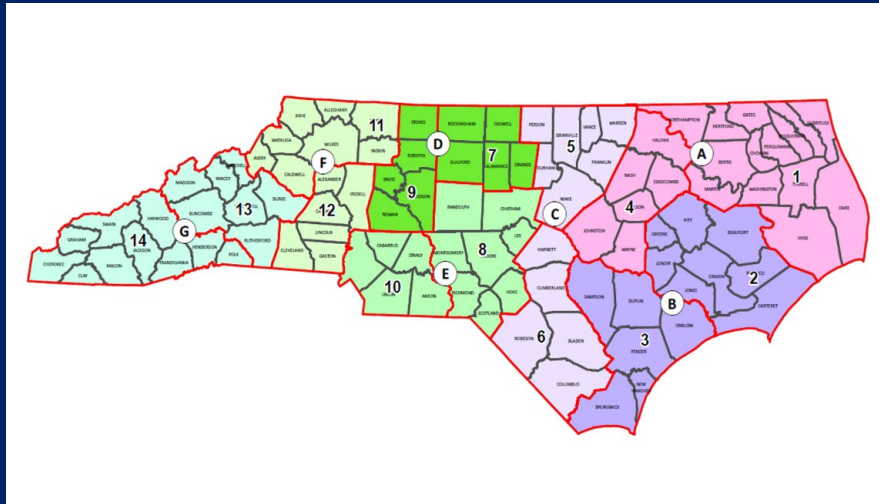
For Regional Impact and Division Needs projects the scoring provides a spot for local input. CAMPO has 2,500 points for each tier to assign, each NCDOT Division has 1,400 points to assign.

Regional Impact Score



Division Needs Score





Funding Availability

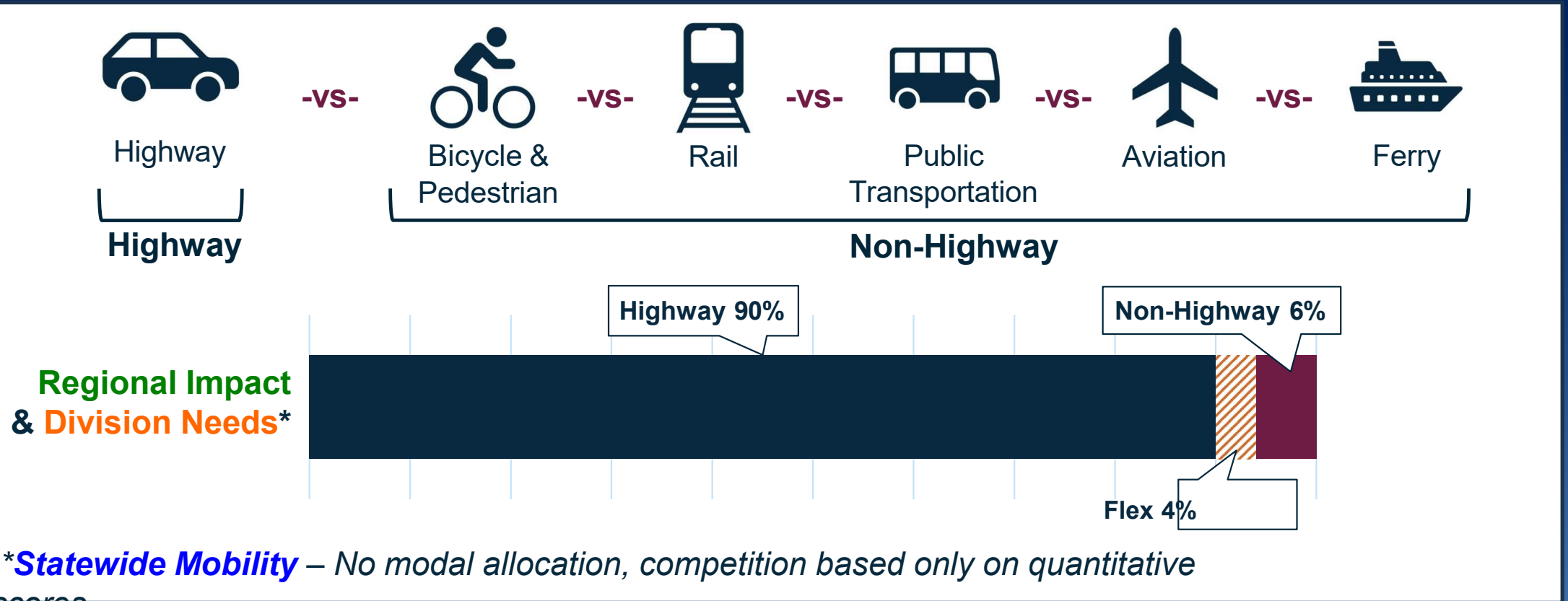
Draft funding availability as of September 21, 2026

These numbers are likely to change because of project budget change, project schedule change, variance adjustments, bid adjustments, revenue assumption.

**Draft 2028-2037 STIP Estimated Funding Availability
for Selecting Division Needs Projects from Prioritization 8**
As of September 21, 2026

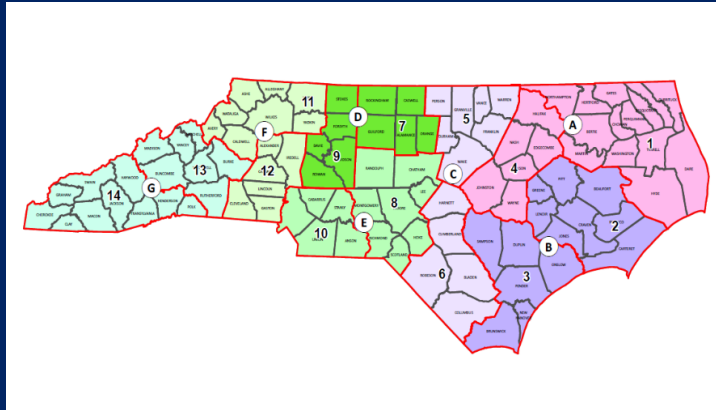
STI Funding Category	Available Funding
Division 1	\$188M
Division 2	\$126M
Division 3	\$24M
Division 4	\$3M
Division 5	\$30M
Division 6	\$163M
Division 7	\$55M
Division 8	-\$48M
Division 9	\$39M
Division 10	\$41M
Division 11	-\$13M
Division 12	\$0
Division 13	\$180M
Division 14	\$198M

P8 Modal Allocation



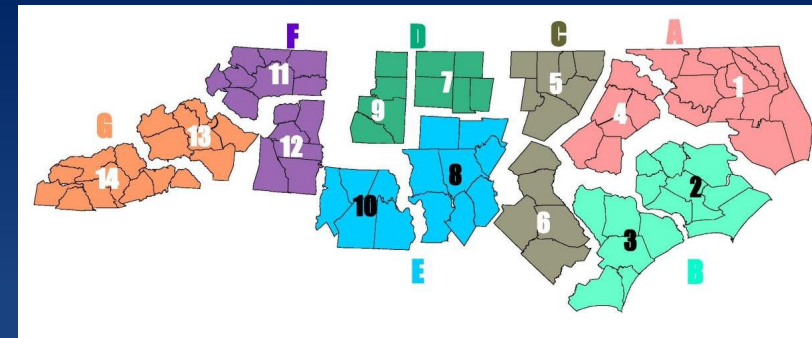
Non-Highway Funding Competition

Regional Impact



For Regional Impact projects, the 6% non-highway set aside is based on the dollars spent in those modes **across the state**.

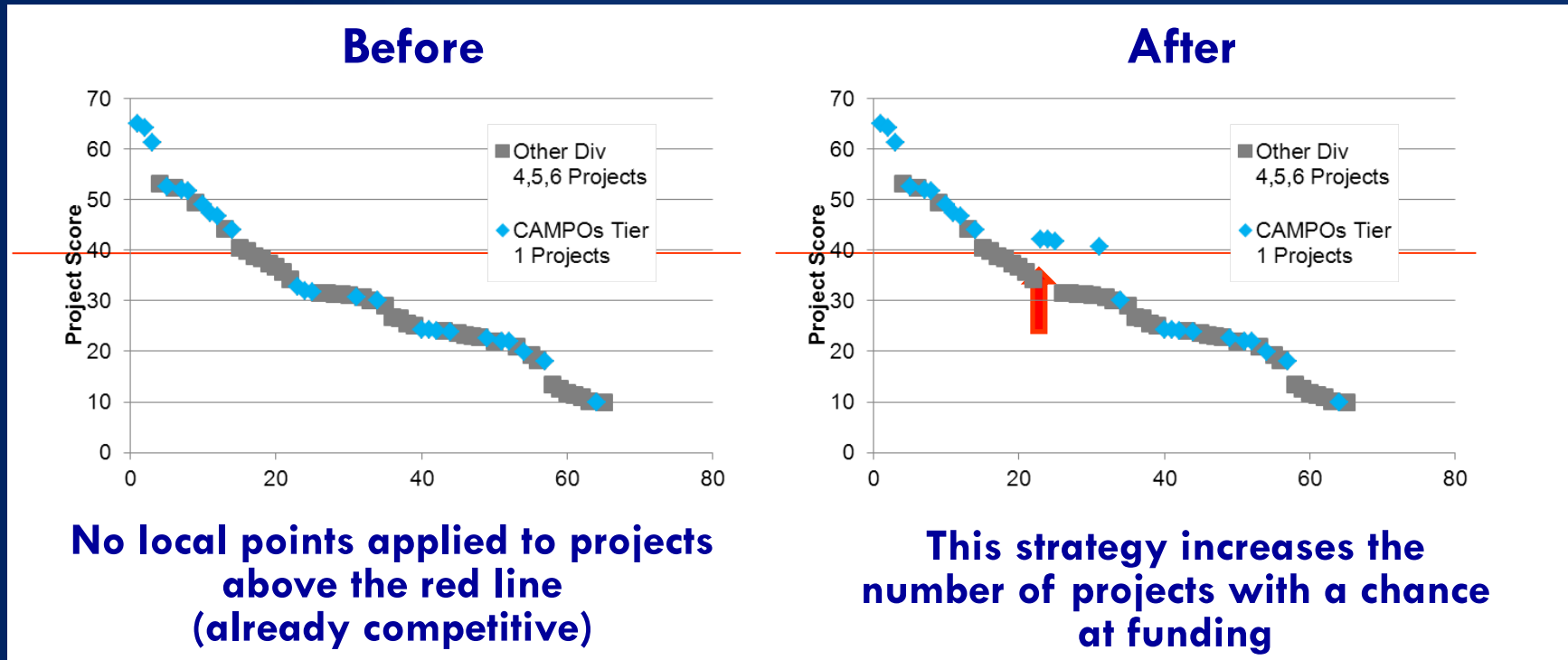
Division Needs



For Division Needs projects, the 6% non-highway set aside is based on the dollars spent in those modes **in the division the project is based**.

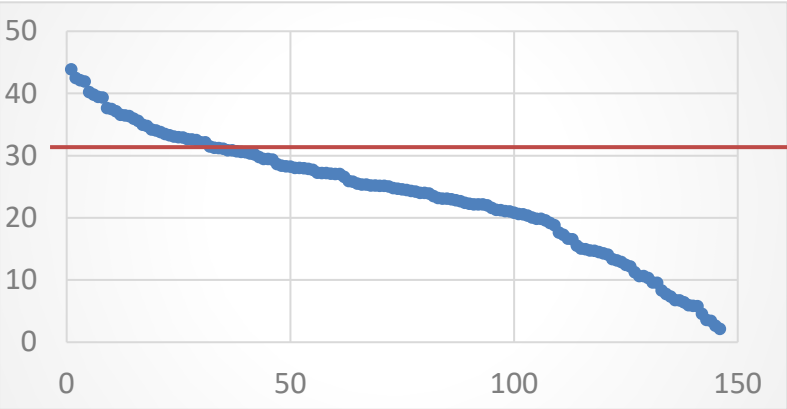
CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Example: Regional Projects



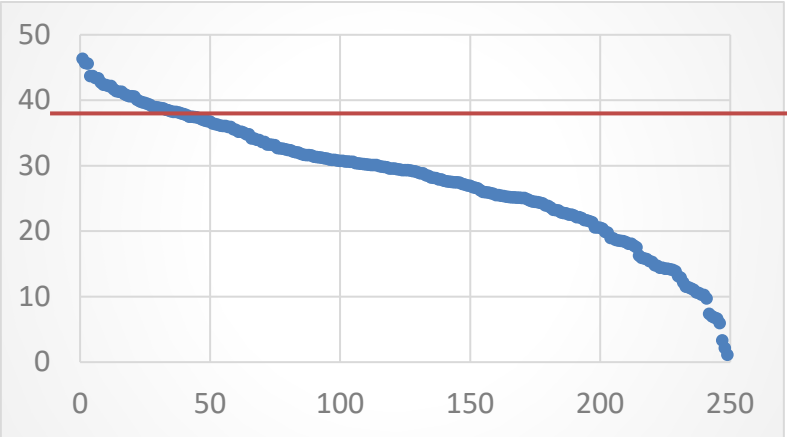
Div 4

Redline:
~32



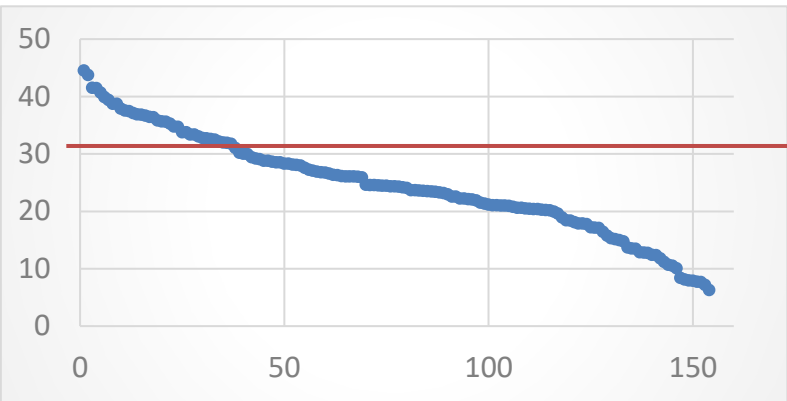
Div 5

Redline:
~37



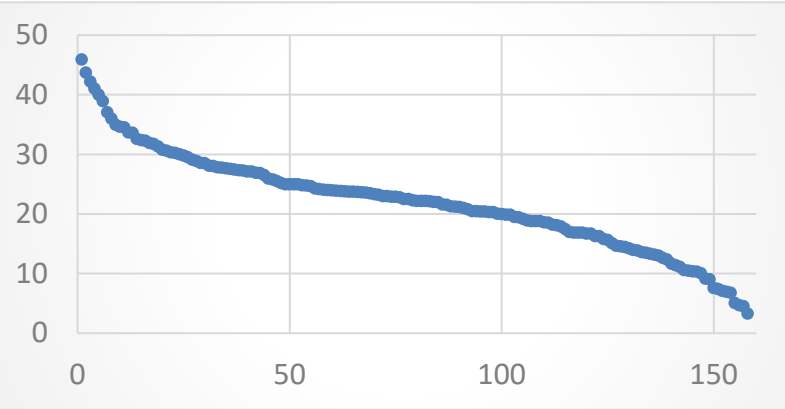
Div 6

Redline:
~33



Div 8

Redline:
N/A



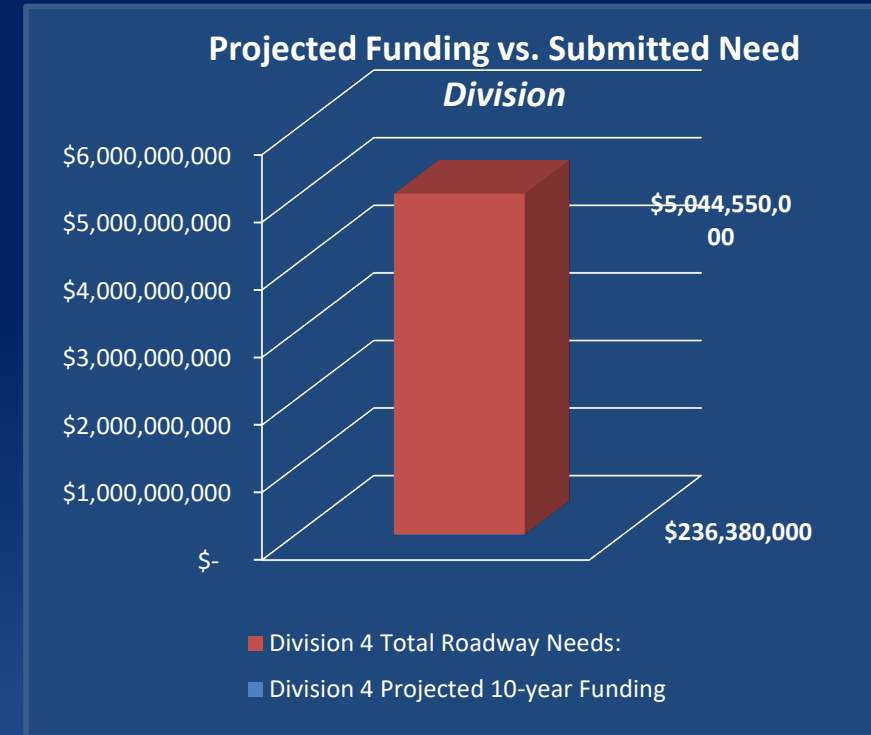
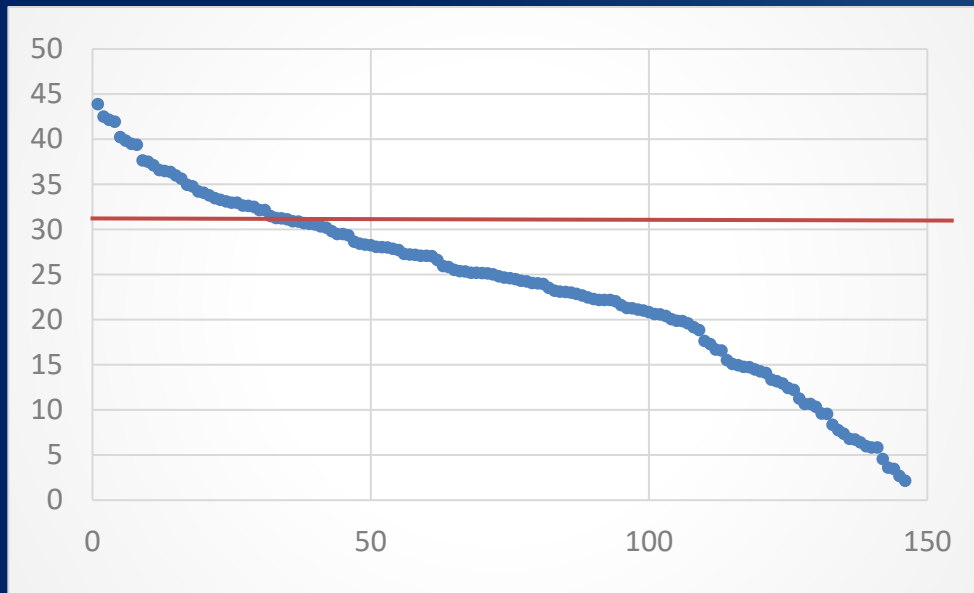
**Draft 2028-2037 STIP Estimated Funding Availability
for Selecting Division Needs Projects from Prioritization 8**
As of September 21, 2026

STI Funding Category	Available Funding
Division 1	\$188M
Division 2	\$126M
Division 3	\$24M
Division 4	\$3M
Division 5	\$30M
Division 6	\$163M
Division 7	\$55M
Division 8	-\$48M
Division 9	\$39M
Division 10	\$41M
Division 11	-\$13M
Division 12	\$0
Division 13	\$180M
Division 14	\$198M

STI – Division 4

Projected 10-yr Funding: \$3,000,000
Total Projects: 146
CAMPO Projects: 20
Potentially Competitive Projects: 5

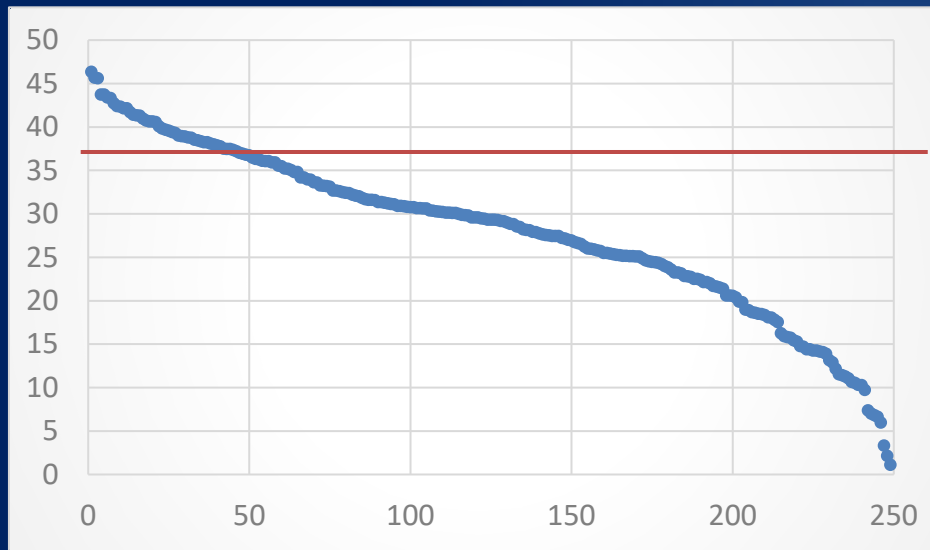
Quantitative Score



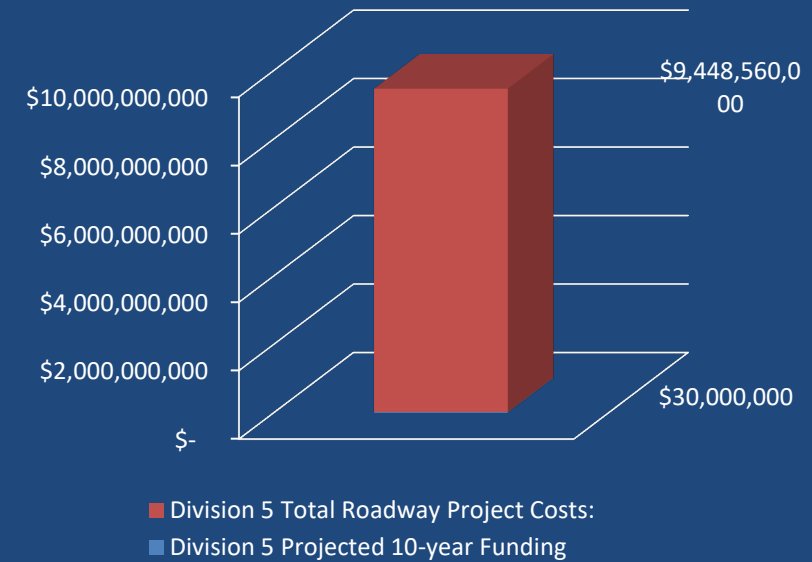
STI – Division 5

Projected 10-yr Funding: \$30,000,000
Total Projects: 249
CAMPO Projects: 147
Potentially Competitive Projects: 2

Quantitative Score



Projected Funding vs. Submitted Need Division



STI – Division 6

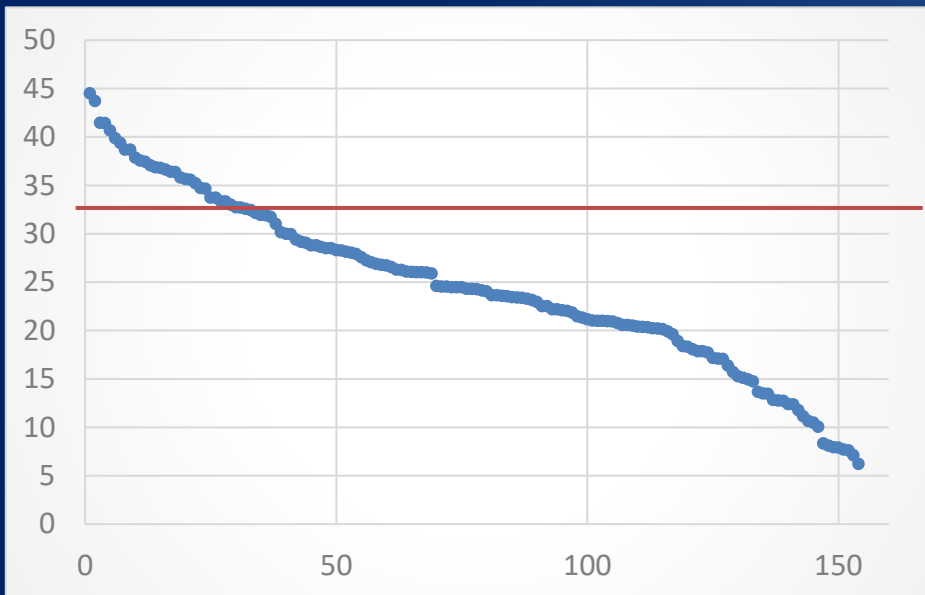
Projected 10-yr Funding: \$163,000,000

Total Projects: 150

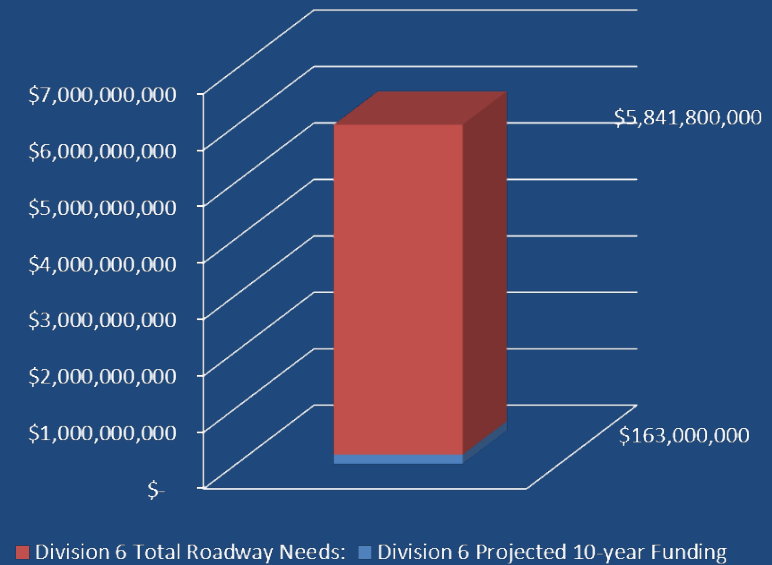
CAMPO Projects: 31

Potentially Competitive Projects: 3

Quantitative Score



Projected Funding vs. Submitted Need
Division



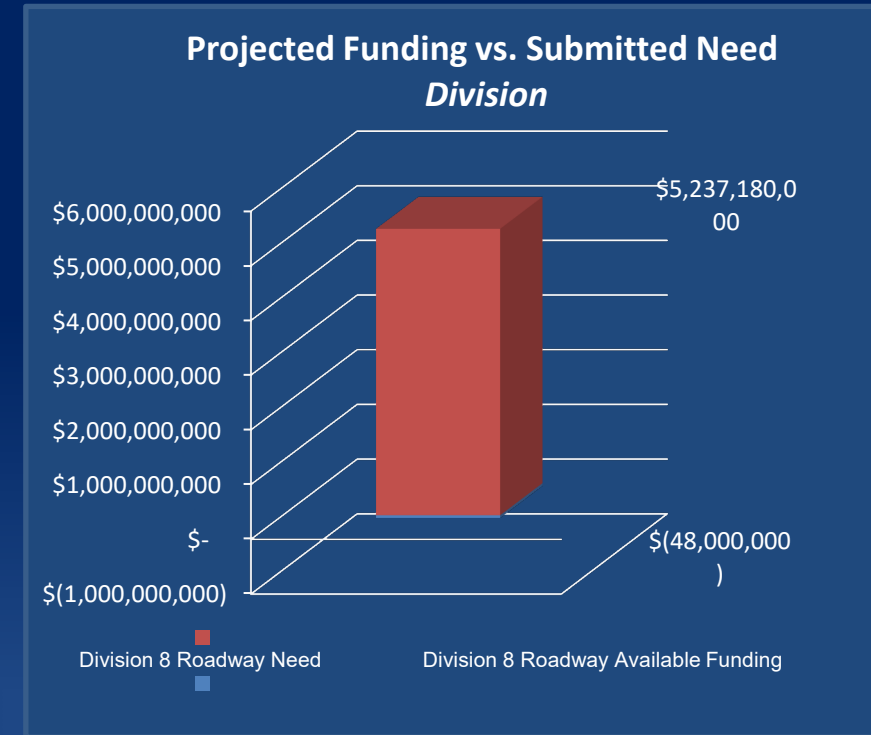
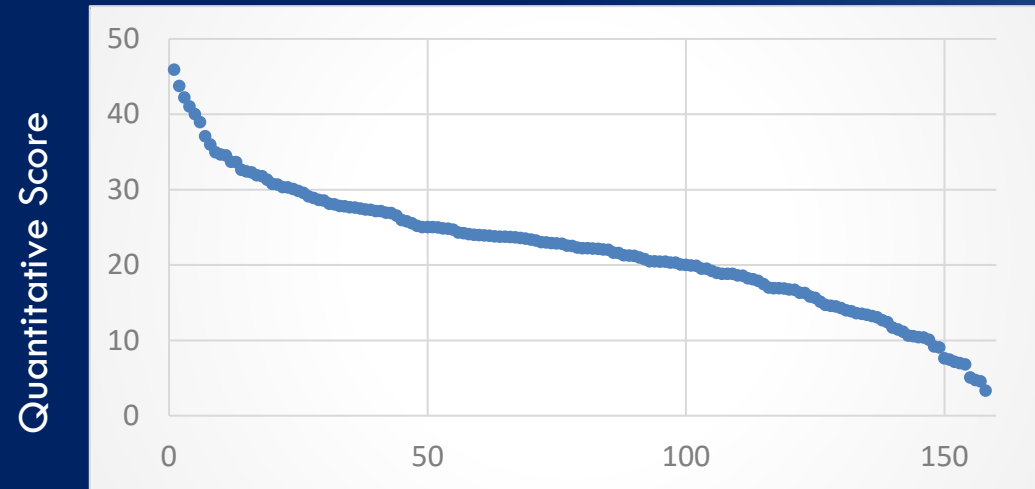
STI – Division 8

Projected 10-yr Funding: -\$48,000,000

Roadway Projects: 158

CAMPO Projects: 7

Potentially Competitive Projects: 0



Next Steps

- Work with Division Staff and other RPO/MPOs to coordinate on points where needed
- Draft Lists are posted for 30-day public comment, October 19th

Alex Rickard – Alex.Rickard@campo-nc.us

Daniel Spruill – Daniel.Spruill@campo-nc.us

5.3 SPOT 8 Update: Division Needs Local Input Point Assignment

Requested Action:
Receive as information

5.4 Safety Performance Measure Targets 2027

5.4 Safety Performance Measure Targets 2027



5.4 Safety Performance Measure Targets 2027

As part of the rule making for MAP-21 and the FAST Act, State DOTs and MPOs are required to adopt the following five safety performance measures:

1. Number of fatalities
2. Rate of fatalities (per 100 million VMT)
3. Number of serious injuries
4. Rate of serious injuries (per 100 million VMT)
5. Number of non-motorized (Pedestrian & Bicycle) fatalities and non-motorized serious injuries

MPOs are required to establish performance targets for each of these measures.

5.4 Safety Performance Measure Targets 2027

The CAMPO Executive Board on April 16, 2025, endorsed the goals of a 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving toward zero fatal and serious injury crashes by applying the noted short-term, mid-term, and long-term goals to set annual FHWA safety targets.

Near Term (2025-2035): To achieve the ultimate long-term goal, an interim goal for the 2025-2035 horizon is to reduce serious injury and fatal crashes by 10% (An annual 1% reduction).

Mid-Term (2036-2045): During the 2036-2045 horizon, CAMPO's goal will shift to a more aggressive reduction in serious injury and fatal crashes by an additional 15-20% (a 2% annual reduction).

Long-Term (2046-2055): During the 2046-2055 horizon, an ambitious goal will be set to reduce serious injury and fatal crashes by at least an additional 30% (a 4% annual reduction).

5.4 Safety Performance Measure Targets 2027

Target Setting Crash Data

Year	Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Non-motorized Fatalities and Serious Injuries
2019	122	0.830	629	4.277	92
2020	149	1.250	578	4.847	94
2021	156	1.107	614	4.359	69
2022	174	1.156	577	3.832	117
2023	158	1.024	597	3.871	82
2024	139	0.851	590	3.611	95
2026	136	0.817	578	3.5	93
2027	135	0.801	572	3.4	92

*Target based on CAMPO's methodology of reducing crashes by 1% annually in it's near-term horizon (i.e., 2025-2035)

Rates are in units of crashes per 100 MVMT

5.4 Safety Performance Measure Targets 2027

Requested Action:

Receive as information

5.5 Amendment #5 to FY 2026-2035 TIP

- CAMPO and statewide CAMPO-eligible projects
- Changes made from July – September 2026
- LAPP Adjustments

5.5 Amendment #5 to FY 2026-2035 TIP

Next Steps:

- Public comment period from Oct 19th – Nov 17th, 2026
- Public Hearing on November 18, 2026

Requested Action:
Receive as information

5.6 Wake Transit Decennial Update



Wake Transit Decennial Update

TCC & Executive Board

October 2026

Wake Transit Plan

- **Wake Transit Plan is a revenue stream for public transportation investment**
 - Voters approved funding package in 2016
 - Started collecting taxes and fees in April 2017
 - Wake Transit Plan started funding new transit service in August 2017
- **Wake Transit Plan investments are organized around four big moves:**



**Connect
Regionally**



**Connect All
Wake County
Communities**



**Create Frequent,
Reliable,
Urban Mobility**



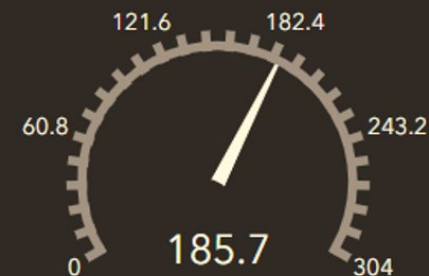
**Enhance
Access to
Transit**

Wake Transit Plan

Strengths and Success: **Bigger, more convenient and Frequent bus network**

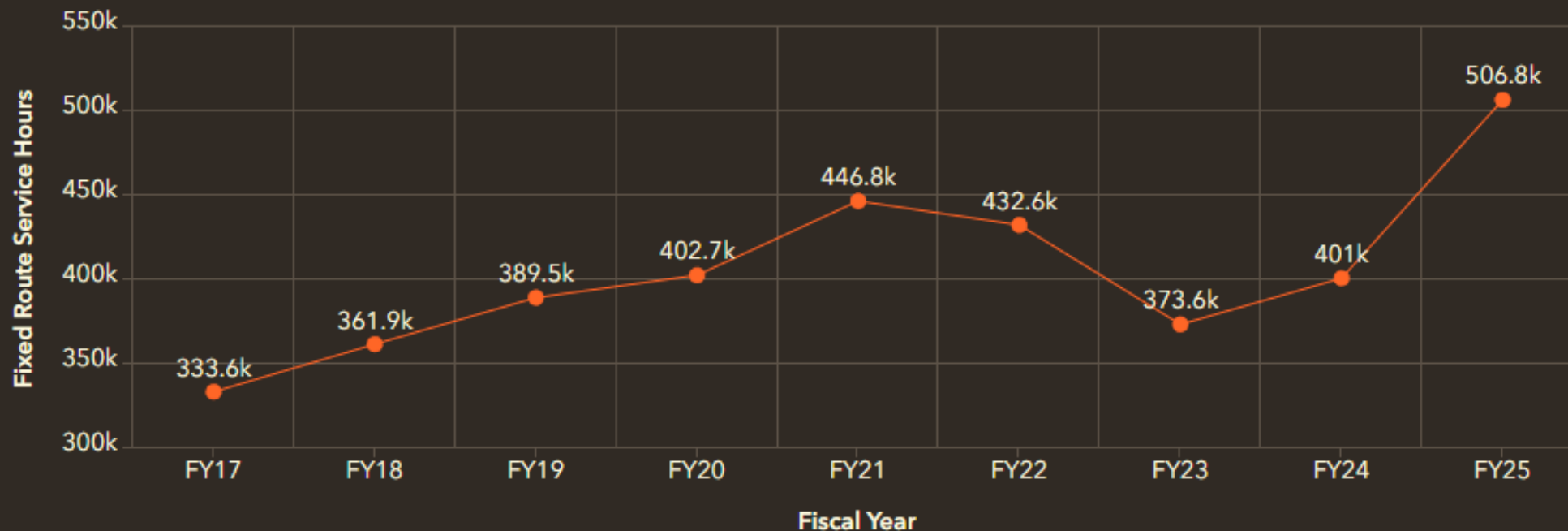
Miles in Frequent Network (FY17- FY26)

Goal = 304 miles
Current = 185.7 miles



61.1% of Target Met

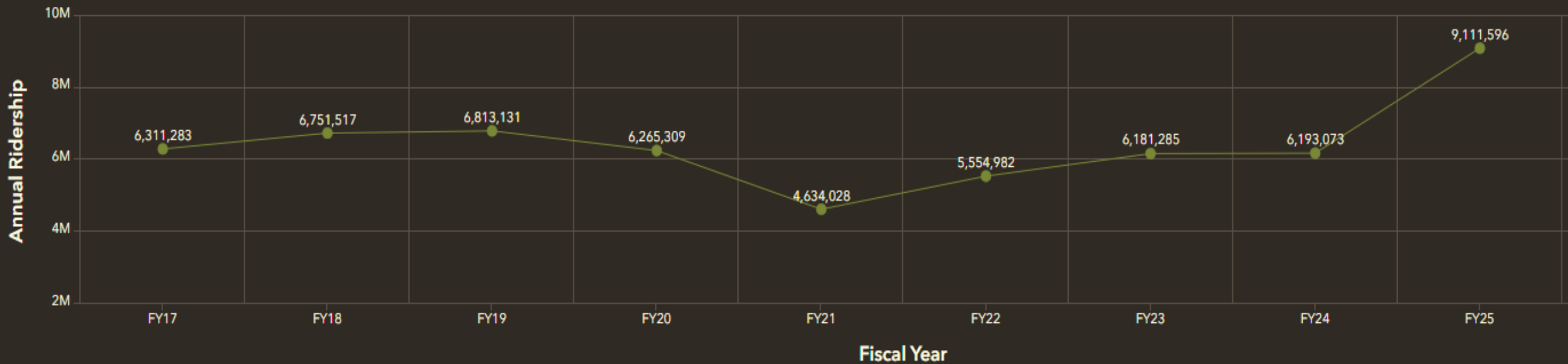
Growth in Fixed-Route Transit Service Hours (FY17- FY25)



Wake Transit Plan

Strengths and Success: **Expanding Transit Coverage and Ridership**

Annual Fixed Route + Demand-Response Ridership (FY17- FY25)



Wake Transit Plan

Strengths and Success: **New & Improved Bus Routes**

City of Raleigh

- 38 Total Routes funded for longer span and/or increased frequency
 - 10 New Routes since 2020
 - Route 1 (Capital Boulevard) – Funded increased frequency to 10 minutes – ***Over 1 Million Riders in FY26***

GoTriangle

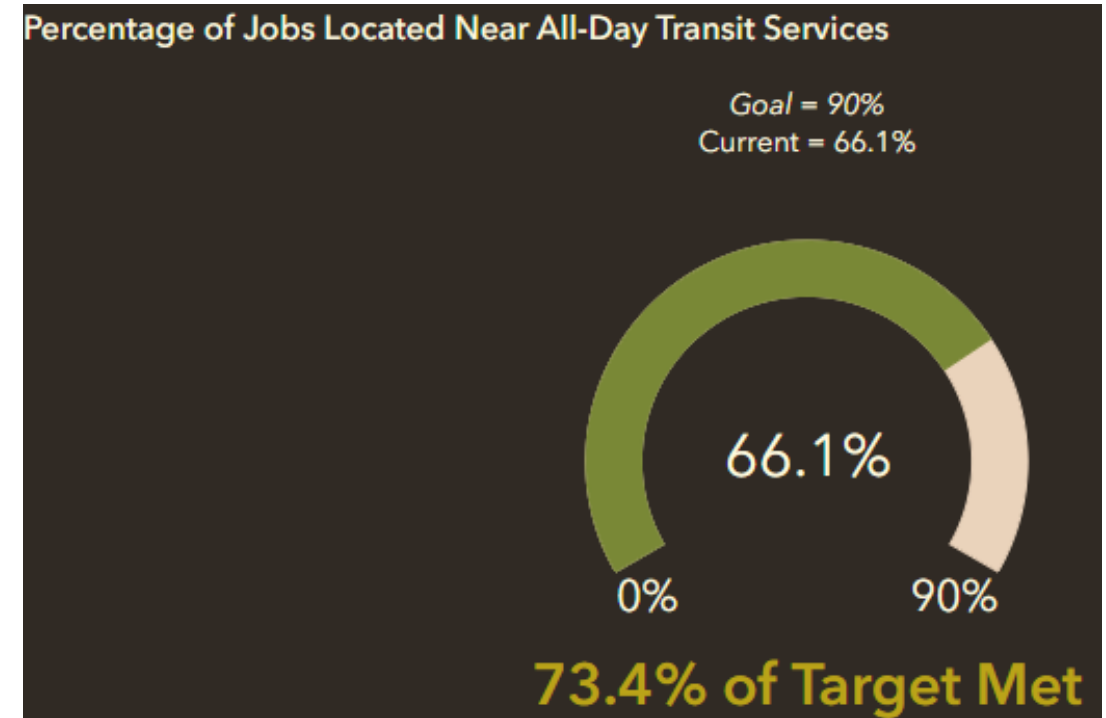
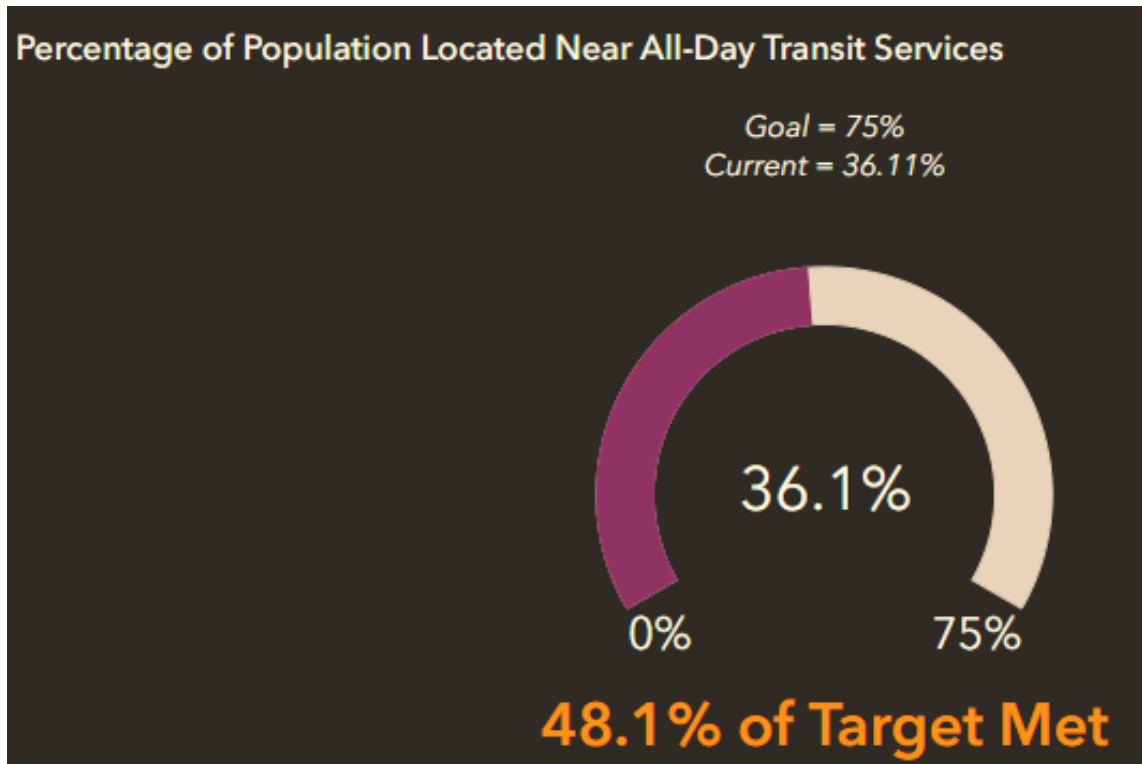
- 13 Total Routes funded for longer span and/or increased frequency
 - 3 new Routes since 2020
 - Expanded service to Holly Springs, Apex, Morrisville
 - Took over operations of WRX and ZWX from Raleigh – increased span on ZWX to all-day weekday service

Town of Cary

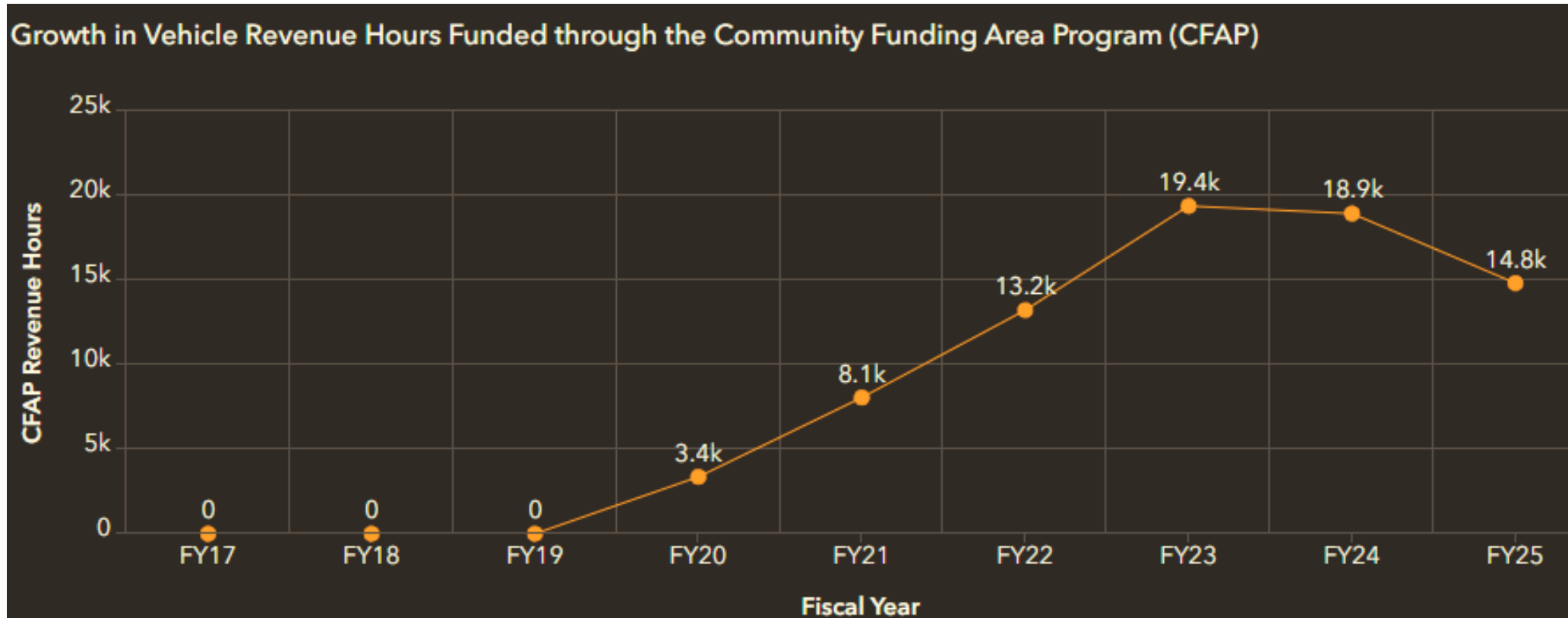
- 7 Total Routes funded for longer span and/or increased frequency
 - 3 New Routes since 2019
 - Funded Weekend service and increased mid-day frequencies on all routes starting in 2019

Wake Transit Plan

Strengths and Success: **Expanding Transit Coverage and Ridership**



Community Funding Area Program



Community Funding Area Program Transit Services Operating in FY27:

GoApex Route 1
Morrisville Smart Shuttle
GoWake SmartRide NE

GoWake Forest
Holly Springs Hopper

Wake Transit Plan

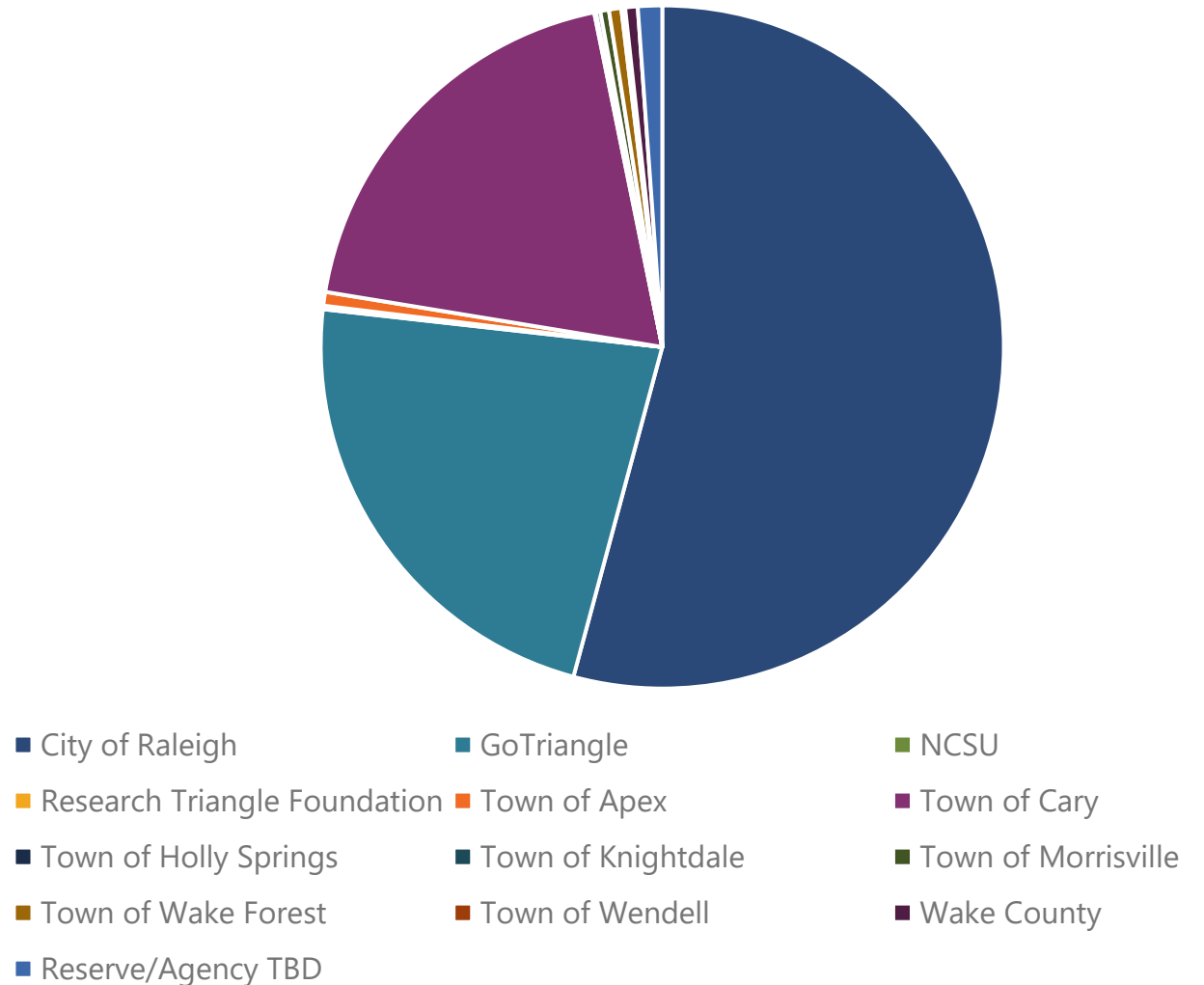
Total Wake Transit Funding:
Bus Service & Infrastructure

**Total Bus Service & Infrastructure
 Funding FY 2018 – FY 2027**

Total: \$755,411,985

Agency/Jurisdiction	Funding Amount
City of Raleigh	\$409,362,560
GoTriangle	\$170,551,288
Town of Cary	\$145,185,326
CFA Communities	\$15,916,855
Wake County/NCSU/RTP	\$5,727,371
Other	\$8,668,584

Agency/Jurisdiction Funding



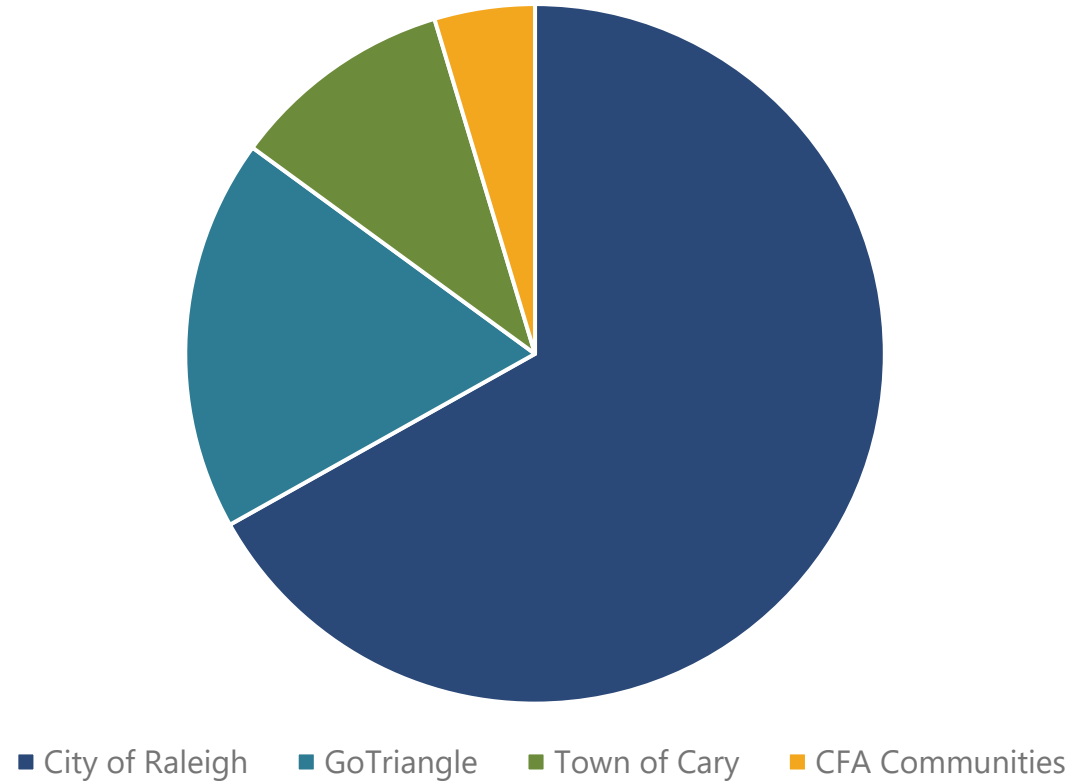
Wake Transit Plan

Strengths and Success:
**Funding Expanded Bus
Service**

Bus Service Improvement Funding
FY 2018 – FY 2027

Total: \$269,998,556

Agency/Jurisdiction Funding



Agency/Jurisdiction	Funding Amount
City of Raleigh	\$180,556,290
GoTriangle	\$49,031,108
Town of Cary	\$27,863,472
CFA Communities	\$12,537,685

Wake Transit Plan

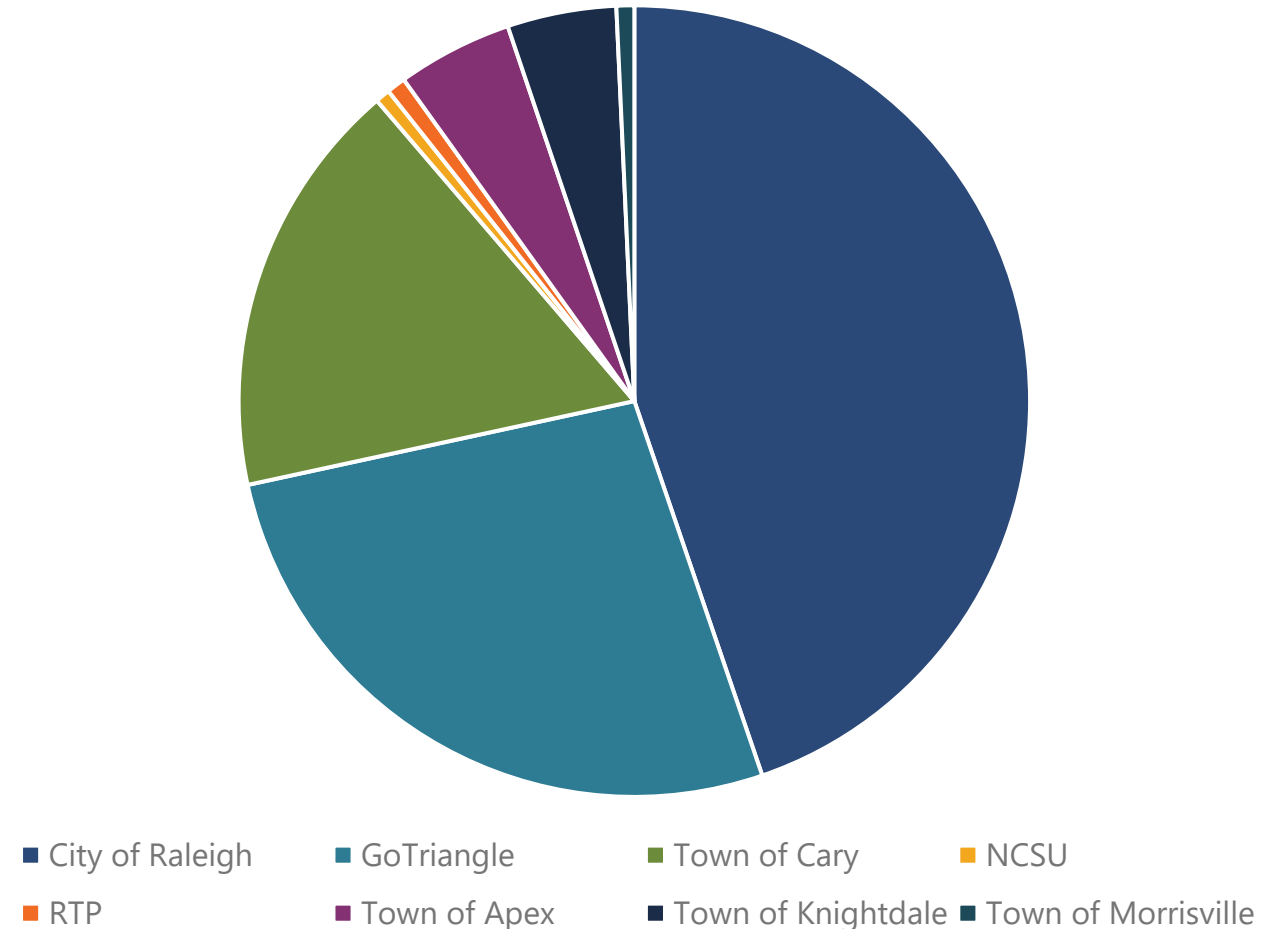
Strengths and Success: Funding New & Improved Bus Stop Infrastructure

Bus Stop Infrastructure Funding
FY 2018 – FY 2027

Total: \$34,124,722

Agency/Jurisdiction	Funding Amount
City of Raleigh	\$15,274,141
GoTriangle	\$9,159,366
Town of Cary	\$5,843,790
Others	\$3,847,425

Agency/Jurisdiction Funding



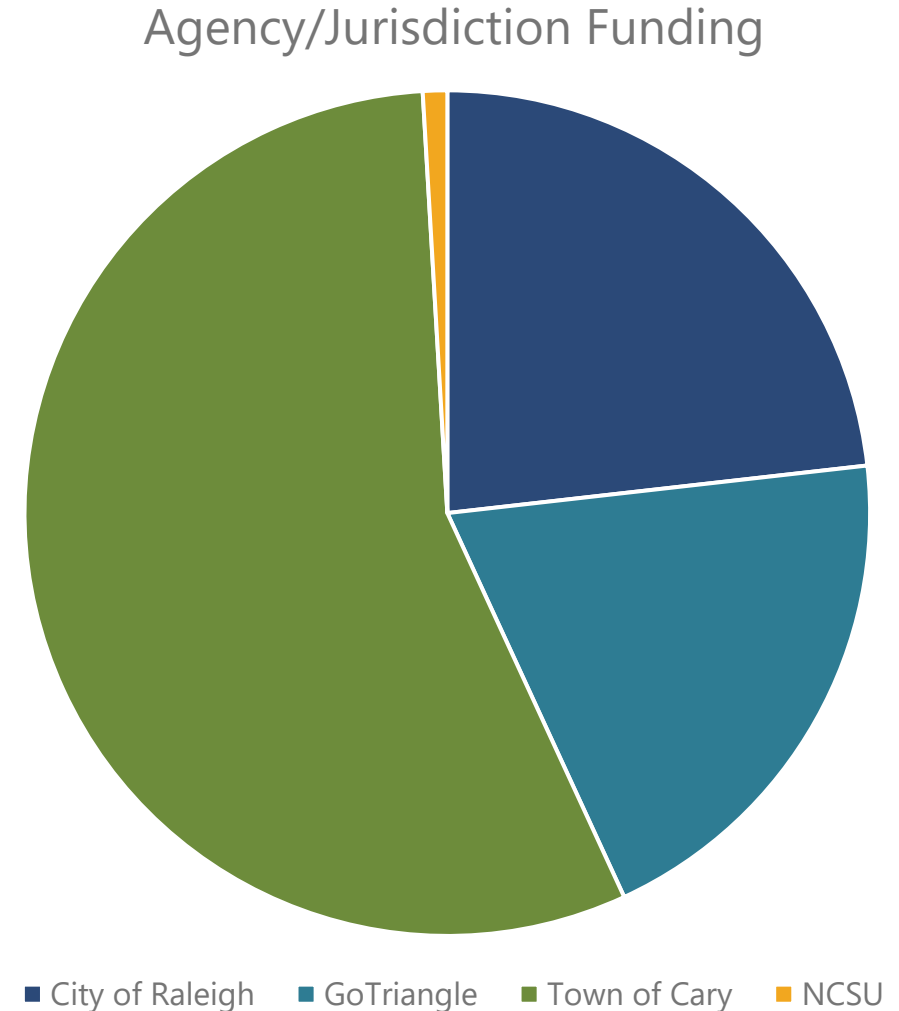
Wake Transit Plan

Strengths and Success: Funding Transit Center & Transfer Point Infrastructure

Transit Center & Transfer Point
Funding FY 2018 – FY 2027

Total: \$85,866,045

Agency/Jurisdiction	Funding Amount
City of Raleigh	\$19,924,624
GoTriangle	\$17,109,200
Town of Cary	\$48,032,861
NCSU	\$799,360



Wake Transit Plan

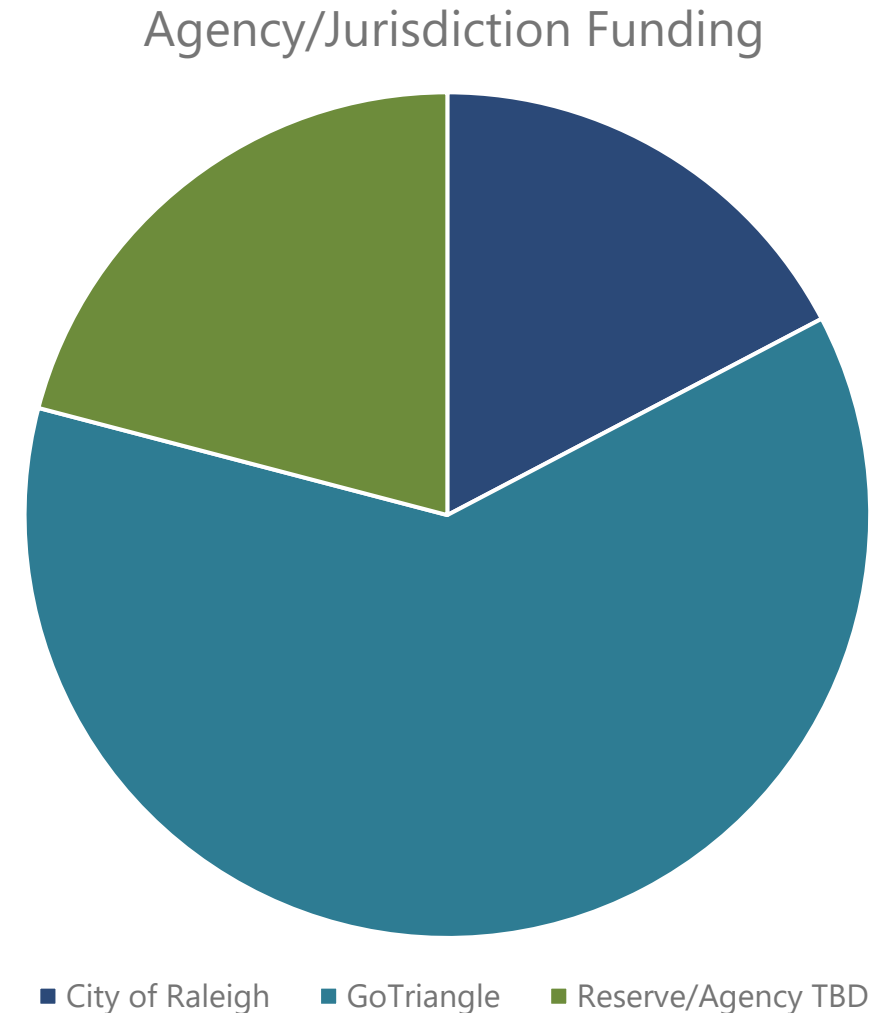
Strengths and Success: Funding Park & Ride Facilities

Park & Ride Facility Funding

FY 2018 – FY 2027

Total: \$15,509,800

Agency/Jurisdiction	Funding Amount
City of Raleigh	\$2,685,000
GoTriangle	\$9,580,000
Town of Cary	\$3,244,800



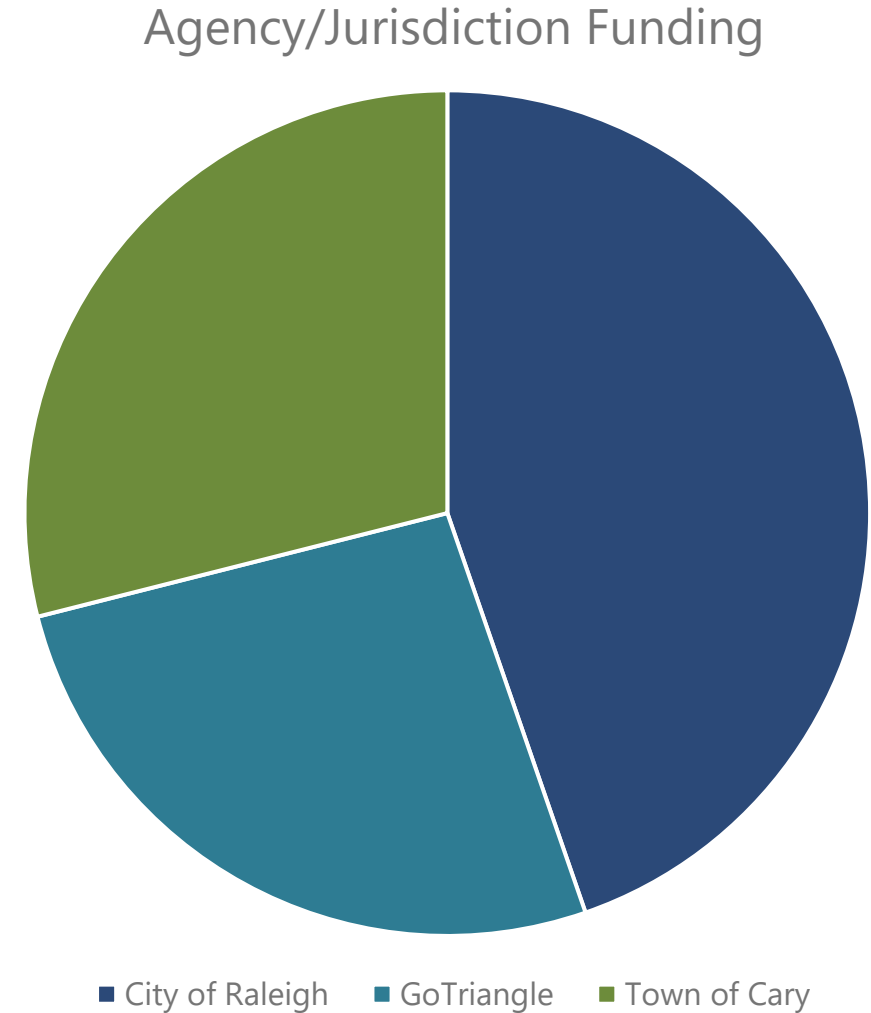
Wake Transit Plan

Strengths and Success: Funding Maintenance & Operations Facilities

Maintenance & Operations Facility
Funding FY 2018 – FY 2027

Total: \$219,213,521

Agency/Jurisdiction	Funding Amount
City of Raleigh	\$97,987,694
GoTriangle	\$57,780,624
Town of Cary	\$63,445,203



Wake Transit Plan

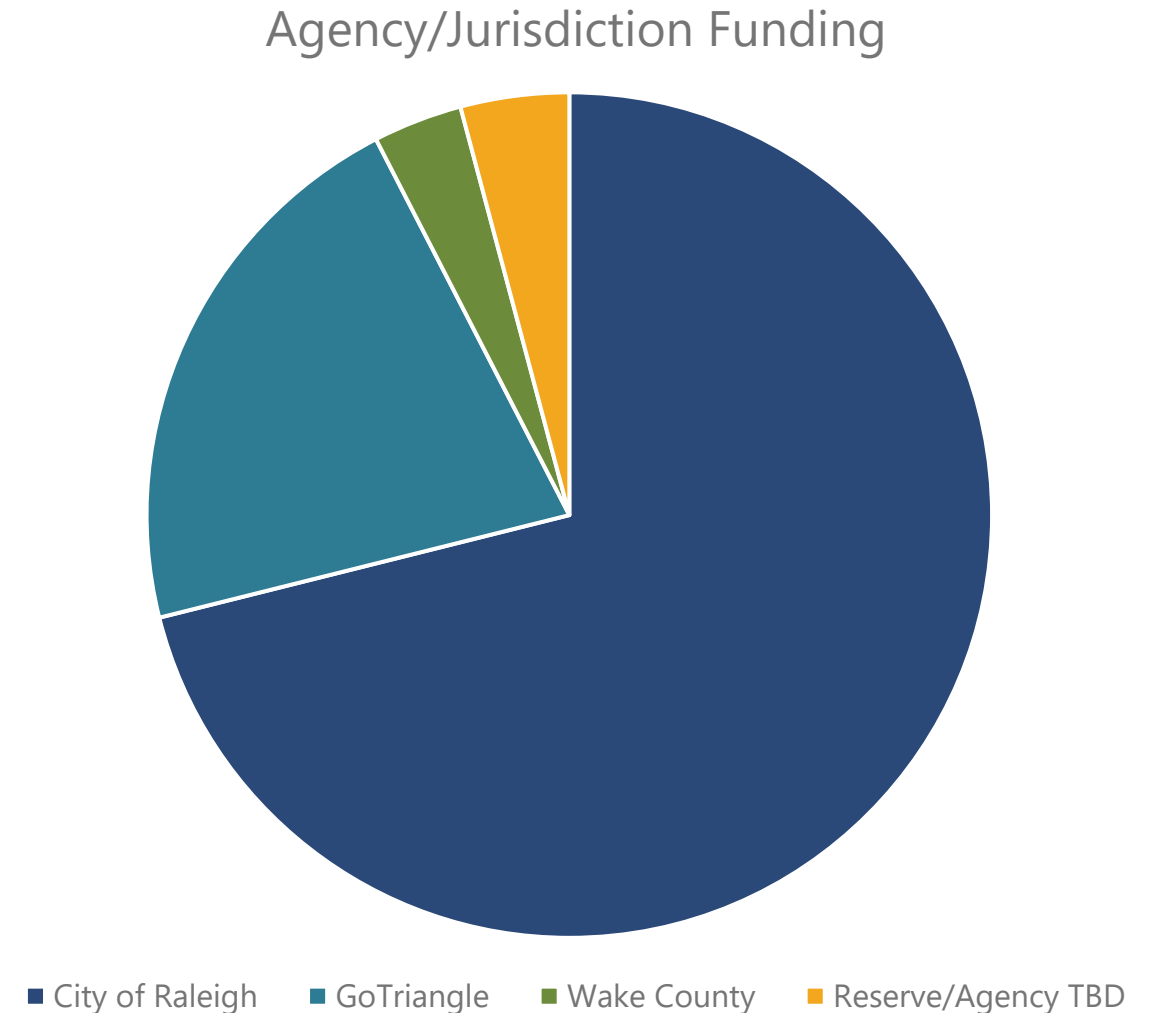
Strengths and Success: Vehicle Acquisition

Vehicle Acquisition Funding

FY 2018 – FY 2027

Total: \$129,601,957

Agency/Jurisdiction	Funding Amount
City of Raleigh	\$92,924,811
GoTriangle	\$27,890,990
Wake County	\$4,459,756
Reserve/Agency TBD	\$5,423,784

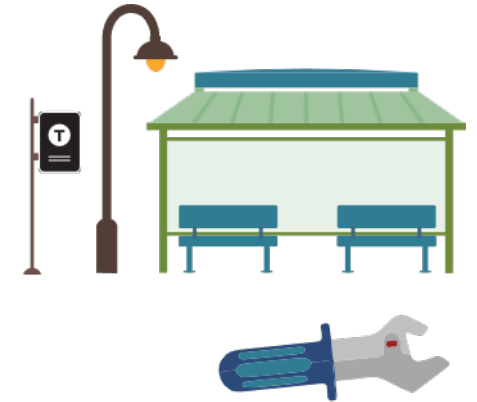


Wake Transit Plan

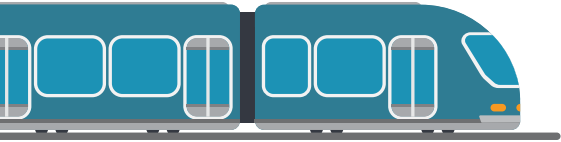
Strengths and Success: **Leveraging Federal Funds**

Transit agencies and municipalities have earned nearly **\$182 million in federal funds**

- Grants to support clean fuel vehicles
- Build RUS-BUS
- Support BRT
- Build operating and maintenance facilities
- Build park and ride



Other Major Investments



Regional Rail

- Invest in infrastructure and operations to improve existing and planned rail service
- 2035 Wake Transit Plan programs \$250 Million for Regional Rail investments



Bus Rapid Transit

- Advancing **over 20 miles of corridor service** that begins/ends in Raleigh
 - **New Bern Corridor (East) connecting downtown Raleigh to WakeMed Campus and New Hope Road**
 - Southern Corridor connecting downtown Raleigh to Garner
 - Western Corridor connecting downtown Raleigh to downtown Cary
 - Midtown Corridor connecting downtown Raleigh to Midtown
 - Northern Corridor along Capital connecting downtown Raleigh to Triangle Town Center
 - Extension of Western Corridor connecting downtown Cary to RTP
 - Extension of Southern Corridor connecting Garner to Clayton



Thank You!

Ben Howell, Wake Transit Program Manager

Ben.Howell@campo-nc.us

5.6 Wake Transit Decennial Update

Requested Action:
Receive as information

6. Informational Items: Budget

1. Operating Budget FY 2026
2. Member's Shares FY 2026

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>
October 21, 2026 3:00 p.m.	Executive Board Meeting
November 5, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
November 18, 2026 3:00 p.m.	Executive Board Meeting



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