



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

November 6, 2025

10:00 AM

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

1. Welcome and Introductions

2. Adjustments to the Agenda

Remove Item 5.4:

FFY 2026-2027 FTA Section 5307/5340, and 5339 (a) Raleigh Urbanized Area Sub Allocation Methodology Memorandum of Understanding
Crystal Odum, MPO Staff

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 – October 2, 2025

Requested Action:

Approve the TCC Minutes of October 2, 2025.

5. Regular Business

1. FY 2026 Wake Transit Administrative Items
2. Recommended 2035 Wake Transit Plan
3. Community Funding Area Program Management Plan Update
4. *Removed*
5. 2025 Updated Public Transportation Agency Safety Performance Measures and Targets
6. Safety Performance Measure Targets 2026
7. 2055 MTP/CTP Update
8. Amendment #1 to FY 2026-2035 TIP
9. Mobility Management Program Update: Communications Plan
10. Triangle Bikeway East Design Project Update

5.1 FY 2026 Wake Transit Administrative Items

5.1 FY 2026 Wake Transit Administrative Items:

- **FY 2026/Q2 Wake Transit Work Plan Amendment Requests**
- **FY 2026 Period of Performance Extension Requests**

Wake Transit Administrative Items Calendar

ACTION	DATE
Released for Public Comment	September 5, 2025
PD Subcommittee Review	September 23, 2025
Public Comment Period Ends	October 5, 2025
TPAC Considers Amendment Requests	October 23, 2025
TCC Considers Amendment Requests	November 6, 2025
CAMPO Board Considers Approval of Amendment Requests	November 19, 2025
GoTriangle Board Considers Approval of Amendment Requests	November 19, 2025

FY 2025, Quarter 2, Requested Wake Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 25 Original Funding Allocation	FY 26 Original Funding Allocation	FY 26 Requested Funding Allocation	FY 26 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
N/A	GoTriangle-Tax District Administration	Removal of FY26 Apportionment Revenue	N/A	N/A	N/A	N/A	Major Amendment: The Tax District Administration on behalf of Wake Transit is requesting the removal of federal apportionments included as a revenue source in the FY 2026 Wake Transit Work Plan. Managing these apportionments has created administrative challenges leading TPAC partners, the Financial Policy Workgroup, and the Program Development (PD) Subcommittee to request their removal from the Wake Transit Plan and corresponding financial model which will be sought through other processes for consideration and action.
TO002-F	GoTriangle	Transit Customer Surveys	\$144,962	\$ 148,586	\$ 248,586	\$ 100,000	Major Amendment: This amendment request has been submitted by GoTriangle on behalf of the Advisory Committee for the Onboard Regional Customer Satisfaction Surveys. This committee has decided to retime the surveys to a biennial frequency with greater detail and more robust data collection than the current strategy, which is on an annual basis. This amendment request is to provide the financial support necessary for the modification in strategy for FY26.
TBD	Wake County	GoWake SmartRide NE Administration Fee Integration Support	\$ -	\$ -	\$ 801,632	\$ 801,632	Major Amendment: This amendment is to support an existing CFAP project. The NE Wake SmartRide Shuttle program is operated by GoWake Access and provides mobility options for Knightdale, Wendell, Zebulon, and the surrounding unincorporated areas of Eastern Wake County, has made changes to how its administrative fee is incorporated into its cost/hr. This requirement for fee integration is due to how Medicaid rides must be billed. This is a one-time only request, and updates to the regular GoWake SmartRide NE CFAP project will be made for the FY27 Work Plan.
Total Operating Funding Impact						\$ 901,632	



Wake County Request Revision

- The original request from Wake County for the GoWake SmartRide NE project was \$1,108,816. This was revised to \$801,632 at the September PD meeting by the applicant and voted on by the subcommittee.

FY26-Q2 Amendment Financial Impact - Revised

Budget Amendment Requests

Ordinance Tag	Agency	Description	FY26 Wake Transit Adopted Revenue	Wake Transit Proposed Amended Budget	Revised FY26 Wake Transit Plan Revenue	Revised FY27-FY30 Adopted Wake Transit Plan Revenue	Total FY26-FY30 Adopted Wake Transit Plan Revenue
Other Tax District Revenue	N/A	Apportionment Revenue	\$779,076	(\$779,076)	\$0	\$4,893,503	\$4,893,503
Wake Transit Operating Revenue Impact			\$779,076	(\$779,076)	\$0	\$4,893,503	\$4,893,503

Ordinance Tag	Agency	Description	FY26 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY26 Wake Transit Plan Funding	Revised FY27-FY30 Adopted Wake Transit Plan Funding*	Total FY26-FY30 Adopted Wake Transit Plan Funding
Transit Plan Administration	GoTriangle	Transit Customer Surveys	\$148,586	\$100,000	\$248,586	\$632,431	\$881,017
Bus Operations	Wake County	GoWake SmartRide Microtransit Service	\$0	\$801,632	\$801,632	\$0	\$801,632
Wake Transit Operating Expenditures			\$148,586	\$901,632	\$1,050,218	\$632,431	\$1,682,649
Total Financial Impact - FY26 Wake Transit Work Plan				\$1,680,708			

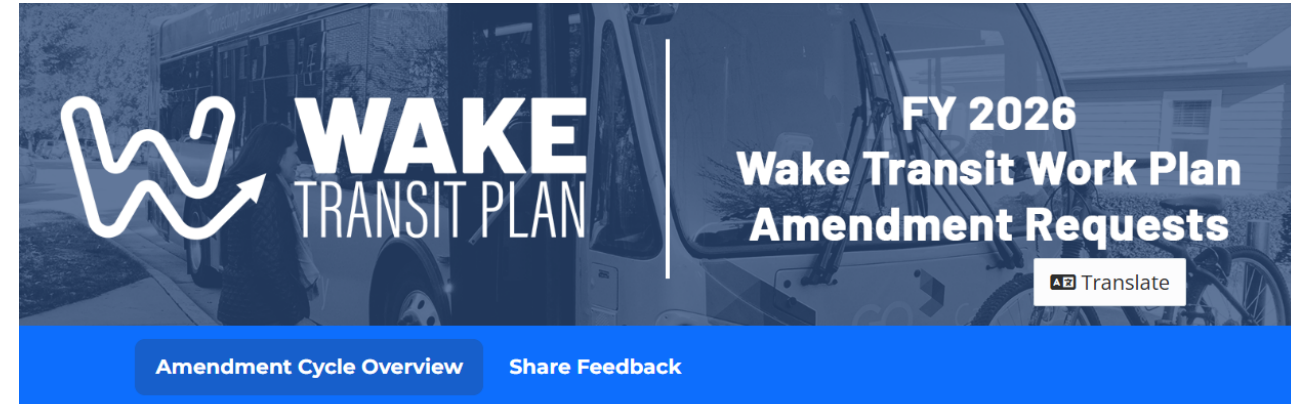
Financial Impact of Amendment Requests:

Net Impact to FY26 Wake Transit Plan = (\$1,680,708)*

- The revenue from federal apportionments in the FY26 operating budget will **decrease** \$779,076.
- The FY26 GoTriangle Transit Customer Survey project budget will **increase** \$100,000.
- The new FY26 Wake County GoWake SmartRide NE project will be **allocated** \$801,632.

Public Comment and Engagement

- Ran November 5 - October 5
- Two comments received and considered
- Notice posted on CAMPO homepage and Work Plan webpage
- Coordinated engagement with other efforts:
 - Wake Transit Plan 2035
 - Operations Security Funding Policy
 - 2025 CFA Program Management Plan



Wake Transit Public Notices ▶ FY26 Work Plan Amendment Requests

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.

Follow the links below to view the currently active amendment request package and submit your feedback to the project team.

Public Comment and Engagement

- One comment was received on the amendments, and a general comment was left for the Wake Transit team.

Please write in your questions, comments and feedback here

I think I understand the removal of the funds from the budget as it sounds like they are spent in a very specific manner in the Raleigh urbanization project. I support the rider feedback survey amendment bc knowing how happy or unhappy the users are helps to decide where investment or improvement is needed. Also in support of the amendment to continue to provide Medicaid transit access to the communities in the Eastern end of Wake co.

9/10/2025

Do you have any other questions or comments for the Wake Transit planning team.

For those of us not as up to speed on all the budget and amendment proposals, is there additional recordings or explanations of how these amendments move forward?

9/10/2025

Period of Performance Extension Requests

- Period of performance (POP) extension requests are considered to modify the POP for capital project funding agreements set to expire.
- General practice has been to consider extending the funding agreement expiration between 1-3 years.
- Public engagement is not considered for these requests.
- 18 POP extension requests were received for the 2025 CY cycle in conjunction with the FY26/Q2 Work Plan amendment request period:
 - Town of Cary: 1
 - City of Raleigh: 10
 - GoTriangle: 6
 - Town of Morrisville: 1

FY 2026 Period of Performance Extension Requests

Agency	Contract Number	Project ID	Project Title	Allocation Amount	Expiration Date	Recommended Extension	Reason for Major/Minor Amendment Status
GoCary	22-054	TC002-R (Formerly TC002-C)	Bus Stop Improvements for New and Existing Routes	\$ 1,000,000	12/31/2025	12/31/2028	Work is actively being performed on Phase 3 of the bus stop improvements, which includes new stops for Routes 2 and 9, beginning in November. This work was delayed due to an extensive backlog with NCDOT.

FY 2026 Period of Performance Extension Requests

Agency	Contract Number	Project ID	Project Title	Allocation Amount	Expiration Date	Recommended Extension	Reason for Major/Minor Amendment Status
GoRaleigh	22-056	TC002-AC	New Midtown Transit Center	\$ 2,249,728	12/31/2025	12/31/2028	Raleigh Real Estate continues to search for land in the midtown area. This is a challenging area with the cost of land.
	22-056	TC002-AX	Relocation of Triangle Town Center Transit Center - Land Acquisition	\$ 2,000,000	12/31/2025	12/31/2028	Raleigh Real Estate continues to search for land in N Raleigh in areas around Capital Blvd. This is a challenging area with the cost of land and developers purchasing land.
	22-056	TC002-T	East Raleigh Community Transit Center construction	\$ 3,157,530	12/31/2025	12/31/2028	Phase 1 of this project is at 100% design and will be bid out in Q2 FY26. Funds will be needed for construction of the Park and Ride associated with the future transit center. (Suggest 3 year extension)
	22-056	TC002-I	Systemwide Bus Stop Improvements	\$ 1,124,864	12/31/2025	12/31/2028	Spending on current encumbrances
	22-056	TC002-S	Bus Stop Improvements for New Stop Locations	\$ 148,482	12/31/2025	12/31/2028	Spending on current encumbrances
	22-061	TC002-BI	Expansion of GoRaleigh Operations Facility	\$ 5,800,000	12/31/2025	12/31/2028	This project is nearing 100% design and construction will begin in Q3-Q4 of FY26, suggest a 3 year extension on these funds.
	22-061	TC002-V	New GoRaleigh/GoWake Access Paratransit Maintenance and Operations Facility	\$ 2,000,000	12/31/2025	12/31/2028	This project is in the early stages of design. Funds (should be encumbered in the design contract?) will be needed over the next 2 years.

FY 2026 Period of Performance Extension Requests

Agency	Contract Number	Project ID	Project Title	Allocation Amount	Expiration Date	Recommended Extension	Reason for Major/Minor Amendment Status
GoTriangle	19-055	TC003-J; TC002-AB	Mobile Ticketing Tech (Amendment 2)	\$ 1,400,000	12/31/25	12/31/2028	Funds being used for licenses and repairs, additional work advancing.
	18-080	TC001-D	General Capital - Bus Purchases	\$ 5,000,000	12/31/25	12/31/2028	Orders have been placed; waiting on deliveries
	22-058	TC001-D	General Capital - Bus Purchases	\$ 1,000,000	12/31/25	12/31/2028	Orders have been placed; waiting on deliveries
	22-062	TC002-A; -Y	Special Capital - RUSBUS	\$ 20,110,000	12/31/25	12/31/2028	Bus facility operational, overbuild pending.
	22-055	TC002-AI; -B; -K; -M; -Y	General Capital - Park and Ride; BOMF; Bus Stop Improvements	\$ 7,391,609	12/31/25	12/31/2028	BOMF in design; other projects at various stages of completion.
	21-017	TC002-Y	General Capital - Bus Stop Improvements	\$ 64,800	12/31/25	12/31/2028	Work still advancing.

FY 2026 Period of Performance Extension Requests

Agency	Contract Number	Project ID	Project Title	Allocation Amount	Expiration Date	Recommended Extension	Reason for Major/Minor Amendment Status
Town of Morrisville	20-058	TC002-BF	Bus Stop Improvements	\$ 248,000	12/31/2025	12/31/2027	The extension would provide for the consideration of incorporating possible recommendations for additional node locations coming out of a public transportation feasibility study being conducted by the Town.

5.1 FY 2026 Wake Transit Administrative Items

Requested Action:

Recommend the Executive Board approve the FY 2026 2nd Quarter Wake Transit Work Plan amendment requests and the FY 2026 Period of Performance extension requests.

5.2 Recommended 2035 Wake Transit Plan



Recommended 2035 Wake Transit Plan

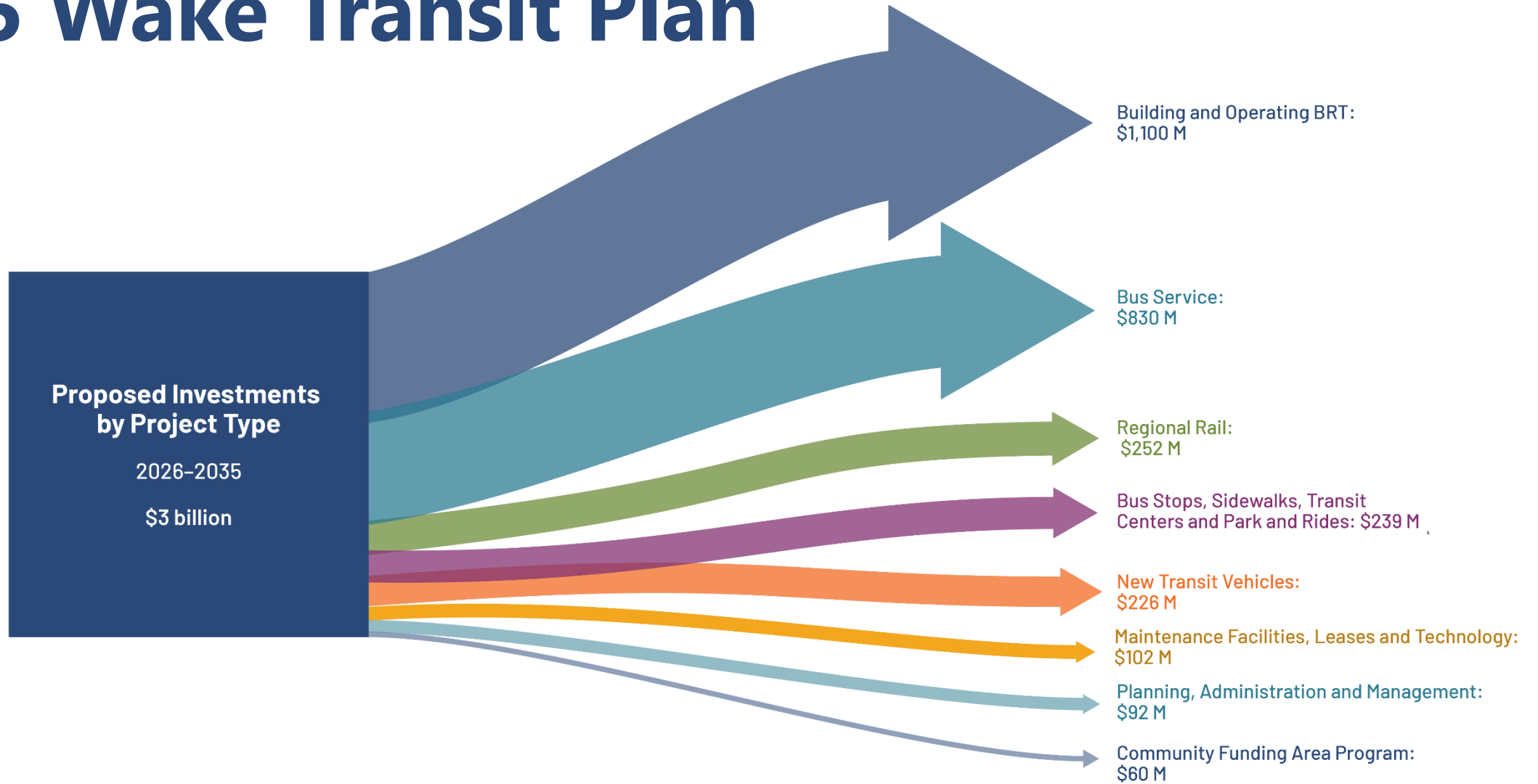


CAMPO Technical Coordinating Committee
November 6, 2025

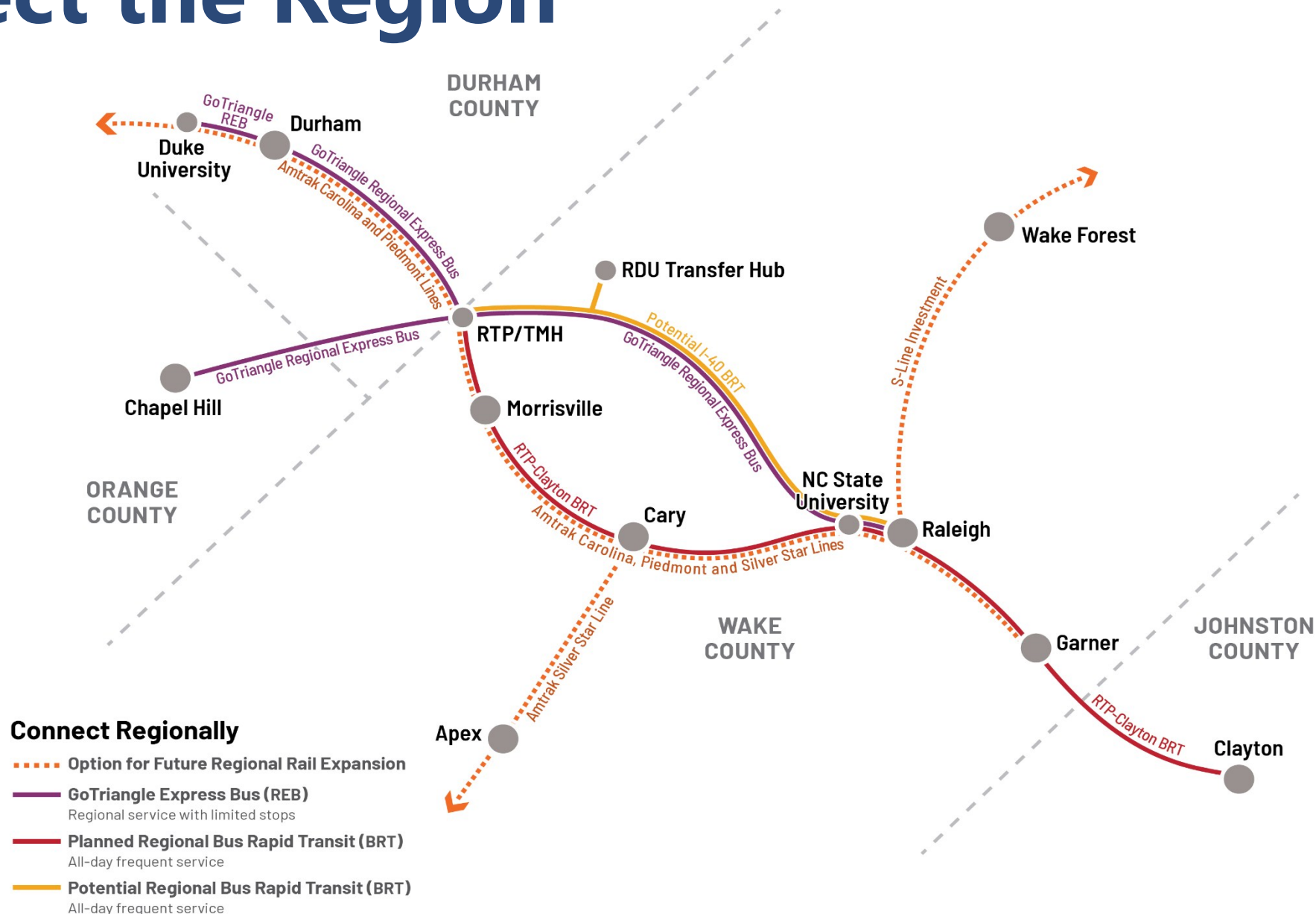
2035 Wake Transit Plan

Big Move	Proposed 2035 Investments
Connect the Region 	- Invest in the rail network through partnering with NCDOT and other agencies to expand or enhance passenger rail projects. - Establish BRT services with connections from Cary to RTP and Garner to Clayton. - Study and potential implementation of new BRT service on one of two proposed corridors: I-40 between Raleigh and RTP or along the Harrison Boulevard and Kildaire Farm Road corridor between I-40 and US 64 in Cary.
Connect all Wake County Communities 	- Expand local and regional transit options to provide all day service. - Connect every town to Cary, Raleigh and/or RTP. - Expand local bus services so more towns are connected to each other. - Invest in up to 5 new community transportation hubs.
Create Frequent Reliable Urban Mobility 	- Expand the frequent bus network by offering more evening and weekend 15-minute service. - Add at least one new bus route to the frequent bus network each year. - Implement Wake Transit Plan "core" BRT routes (New Bern, Southern, Western and Capital) - Plan and design next generation of BRT corridors in Wake County
Enhance Access to Transit 	- Invest at least \$3 million a year to improve bus stops, sidewalks, and crosswalks. - Triple the size of the Community Funding Area program to invest more in individual communities. - Invest in programs that make transit affordable.

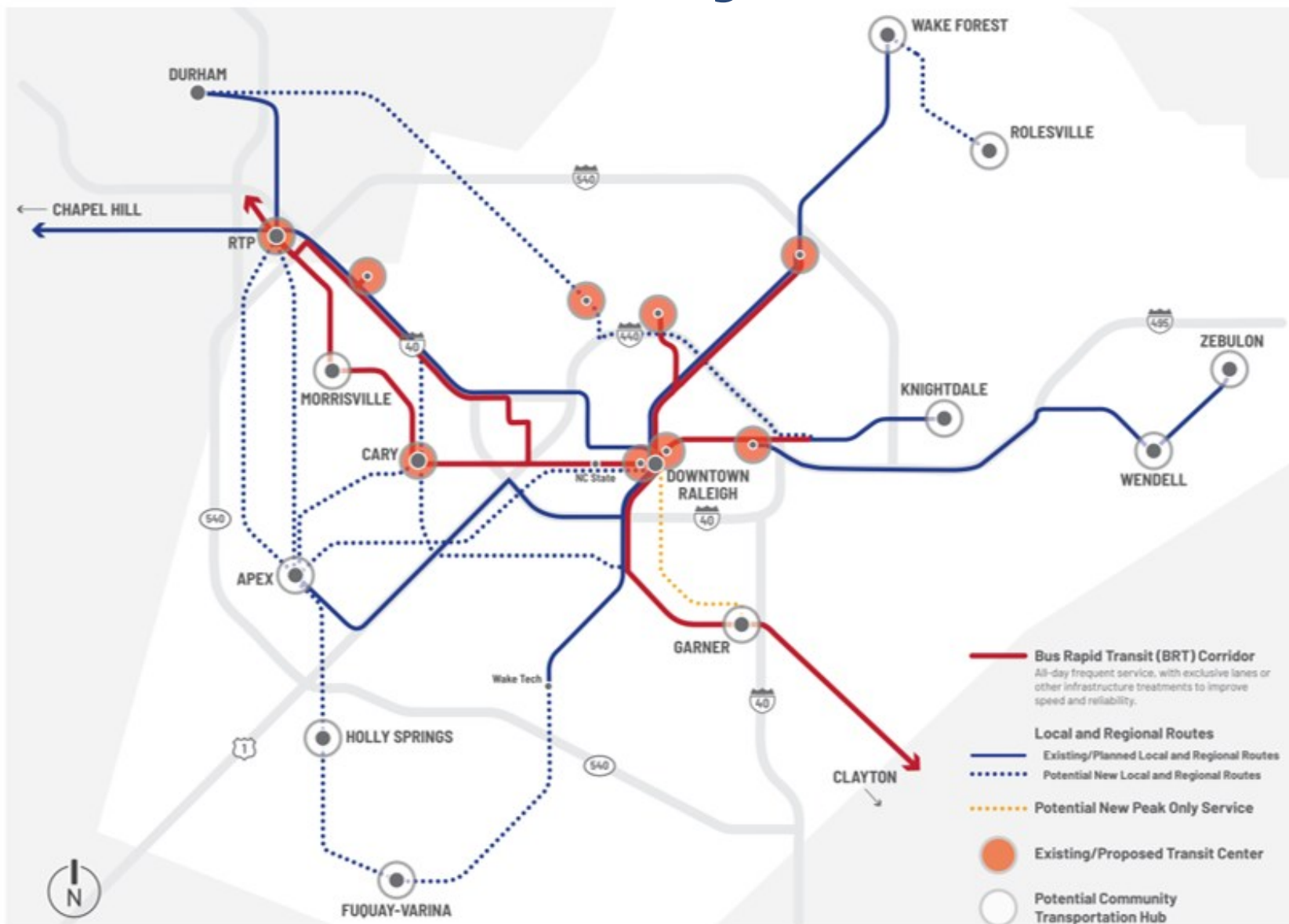
2035 Wake Transit Plan



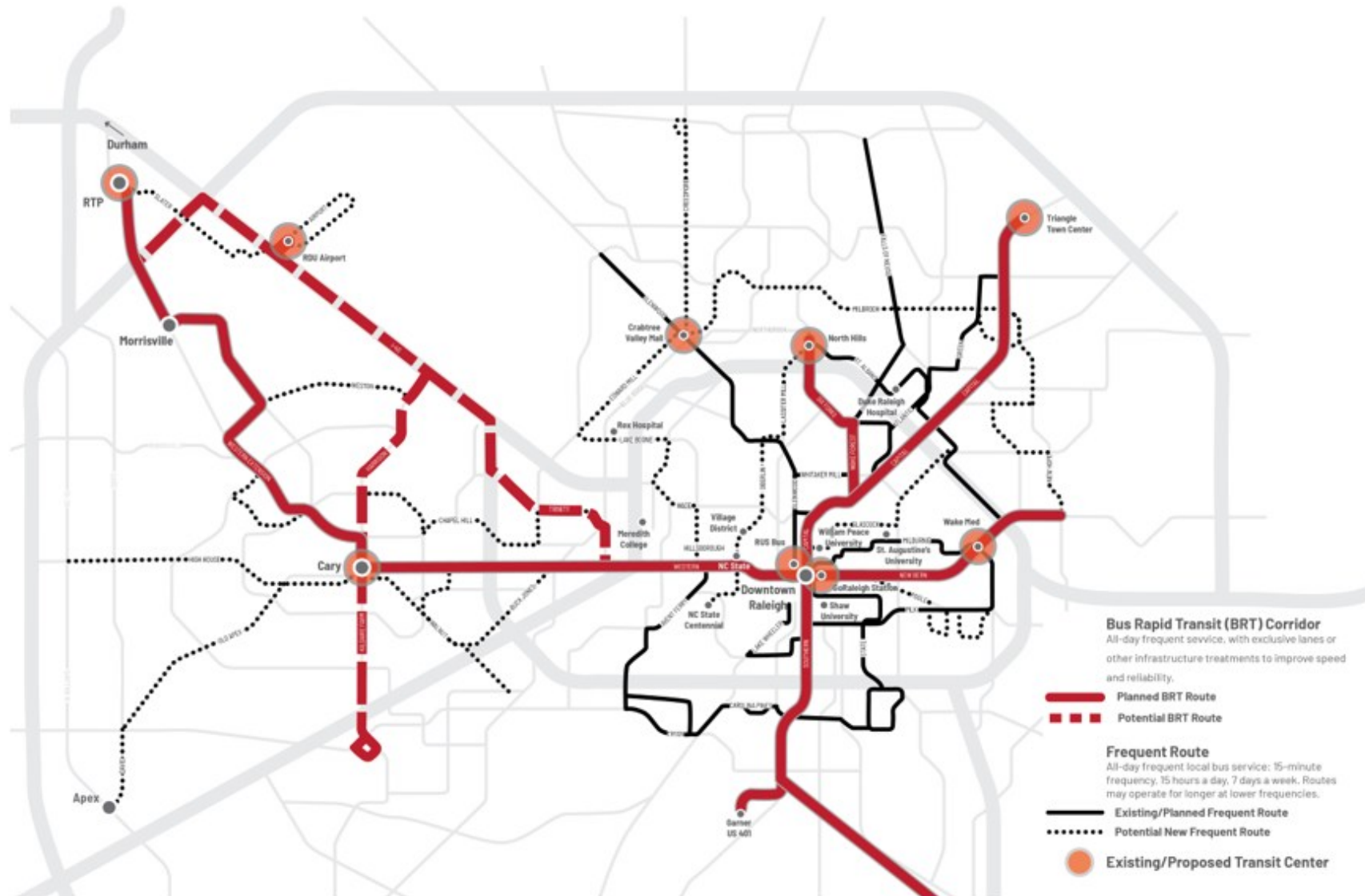
Connect the Region



Connect all Wake County Communities



Frequent, Reliable Urban Mobility



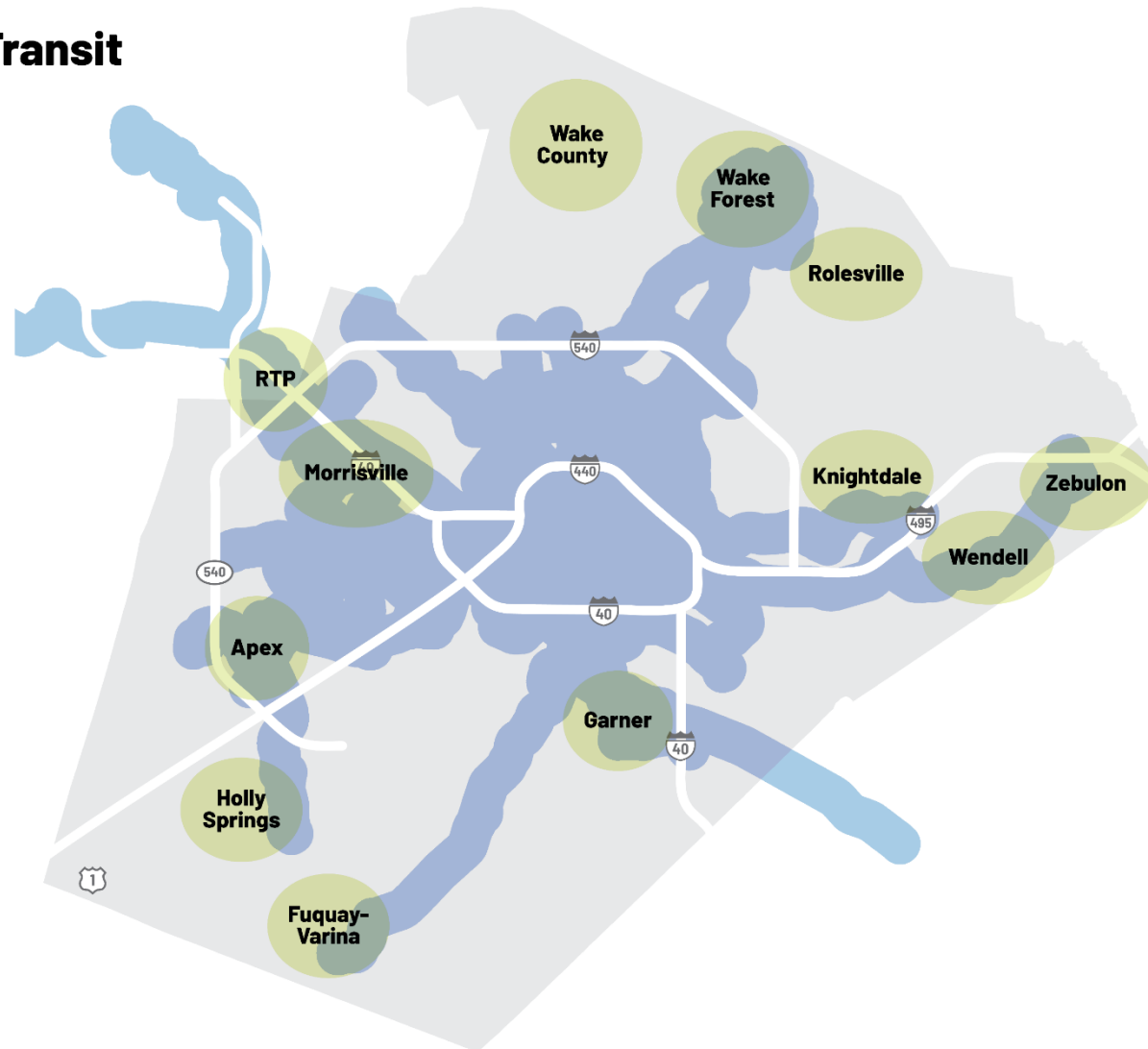
Enhance Access to Transit

Enhanced Access to Transit

-  **Areas Accessible to Fixed-Route Transit**
Shaded areas are within ½ of a mile of fixed-route bus service, including regional express routes and town-to-town routes by 2035.
-  **Community Funding Area Eligible Areas**

Community Funding Area Program

Program is designed to support communities in Wake County and develop transit projects that meet local needs. The CFA program is funded with \$60m over the 10-year period and can be used for transit services, capital projects, or planning.



Phase 4 Engagement Summary

- A 30-day Public Comment Period was held on the Recommended 2035 Wake Transit Plan from September 5th through October 5th
- Outreach efforts included:
 - Website (via new waketransit.org website)
 - Social Media – paid ads, posts and reels
 - Press Release
 - Outreach by partners through events and advertisements on buses
 - GoCary Try Transit Week events, Wendell Harvest Festival
 - Presentations to Town Councils, Boards and Stakeholders
 - Garner, Wendell, Raleigh Transit Authority, Zebulon Planning Board, Transit Plan Stakeholders Virtual presentation
 - Joint Public Hearing with GoTriangle Board of Trustees and CAMPO Executive Board

Engagement Materials

Public Notices & News

Public Notice: Request For Proposals for a Classification and Compensation Study

Hiring: Manager for the Locally Administered Projects Program

Public Comment: (Aug. 18 - Sep. 16) Transit Asset Management 2026 Performance Measures and Targets

Call for Projects: Locally Administered Projects - FY 2027

Call for Projects: Unified Planning Work Program - FY 2027

Public Comment: (Sept 5-Oct 5) 2035 Wake Transit Plan

Help Shape Wake County's Transit Future!



What are the Wake Transit Four Big Moves?

The Wake Transit Program was developed to improve and expand transportation choices for people in Wake County.

The plan prioritizes **Four Big Moves**:

- **Connect** the Region
- **Connect** All Wake County Communities
- **Create** Frequent, Reliable, Urban Mobility
- **Enhance** Access to Transit

Recommended 2035 Wake Transit Plan

The 10-year (FY2026-2035) Wake Transit Plan guides how \$3 billion will be used to improve and expand our transit system, making it easier to travel to, through and within Wake County.

KEY ACTIONS INCLUDE:

- **Invest** in existing & planned rail network by building new stations, improving track and adding train service.
- **Add** new and more frequent bus routes.
- **Build** at least 5 new community transportation hubs.
- **Plan** and build new Bus Rapid Transit service.
- **Fund** annual investments to improve bus stops, sidewalks and crosswalks.
- **Connect** every town to Cary, Raleigh and/or RTP.
- **Expand** local bus routes so towns are more connected to each other.
- **Triple** the Community Funding Area Program budget so towns can provide more local transit options.




Submit comments through Sunday, October 5, 2025

Visit the project webpage to view and provide feedback on the 2035 Wake Transit Plan

<https://publicinput.com/waketransit2035>



Last Chance to Help Shape Wake County's Transit Future



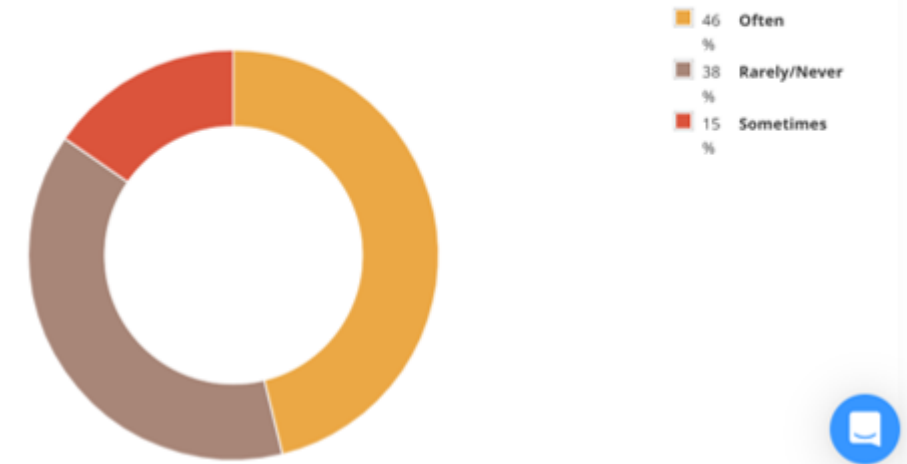
You can view and provide feedback on the 10-year (2026-2035) Wake Transit Plan through October, 5, 2025. Visit WakeTransit.org Today!



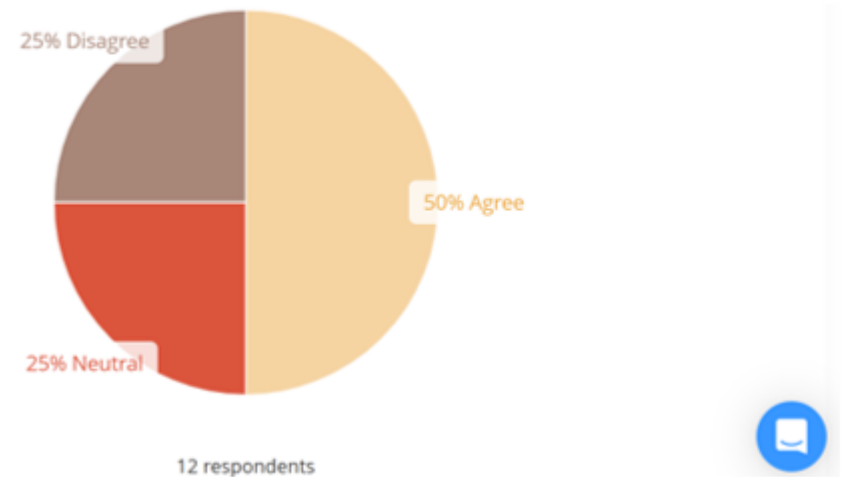
Engagement Feedback

- 16 Comments received online
- 2 Emailed comments received
- Major themes:
 - Overall support for the Plan
 - Lower local match for the CFA Program
 - Concern about safety and BRT
 - More attention to outlying parts of the County (southwest, northeast)
 - Desire for Commuter and/or Light Rail
 - More bus stop infrastructure (shelters)
 - Improvements to On-Demand transit

How often do you ride public transit (the bus)? 13 respondents



Do you agree with the proposed investment strategy? 12 respondents



TPAC Review & Discussion

- TPAC released Wake Transit Plan for 30-day Public Comment period at their August meeting
 - At that time, TPAC was not prepared to recommend adoption – a Work Session on the topic of the Plan was held at the September meeting
 - At the September Work Session, TPAC and CAMPO staff identified revisions to the document:
 - Provide more background on the plan, planning process, and implementation of the plan
 - Build a “story” for the plan – what have our accomplishments been, how have we gotten here
 - Clarify maps and document about how certain infrastructure and routes will be further studied and implemented – explain how Bus Plan will be used to determine implementation schedule for bus services; how Major Investment Study will be used to study two new BRT options to determine potential implementation
 - Include reference that regional rail investments should have a clear nexus to transit improvements
 - Ensure language and timelines in the Plan are consistent

GoTriangle Board of Trustees Concern

- CAMPO and Wake County staff were notified before the October TPAC meeting that members of the Board of Trustees continued to have concerns about the inclusion of the Vehicle Rental Tax (VRT) Revenue in the Recommended 2035 Wake Transit Plan
- Senior staff from GoTriangle have provided the following revision to the footnote(s) in the Plan regarding the VRT revenue as a compromise:

“The portion of the Regional Vehicle Rental Car Tax Revenue attributable to Wake Transit continues to be under discussion by the Wake Transit Conference Committee formed in the Spring of 2024 **and is subject to annual allocation decisions by the GoTriangle Board of Trustees.**”
- TPAC was asked to provide feedback on this proposed language – and consider recommending it be included in the Plan for consideration by the Wake Transit Governing Boards

TPAC Recommendation

- A revised Recommended 2035 Wake Transit Plan was released to TPAC on October 9th, addressing the concerns outlined during the TPAC Work Session in September
 - One additional minor revision was made in the Recommended Plan attached to the TPAC agenda: clarifying the termini and major destinations of the potential Cary BRT project
- TPAC voted unanimously to recommend adoption of the Recommended 2035 Wake Transit Plan to the Wake Transit Governing Boards at their meeting on October 23rd
 - TPAC considered the revision to the footnote for VRT provided by GoTriangle and did not recommend including the language; TPAC provided the following feedback:
 - TPAC believes that the language proposed by GoTriangle presupposes a decision of the Wake Transit Conference Committee to remove the VRT from the Plan, and its inclusion would indicate that TPAC is in favor of the removal of the revenue (which it is not). TPAC understands that any decision by the Conference Committee on inclusion of the VRT revenue is binding on the TPAC; however, they feel that the language in the Recommended Plan provides that clarity and no further revision is necessary.

Next Steps

The GoTriangle Board of Trustees Audit & Finance Committee heard a presentation on the Plan at their meeting on November 5th and recommended adoption of the Plan to the GoTriangle Board of Trustees with the added language in red:

“The portion of the Regional Vehicle Rental Car Tax Revenue attributable to Wake Transit continues to be under discussion by the Wake Transit Conference Committee formed in the Spring of 2024 **and is subject to annual allocation decisions by the GoTriangle Board of Trustees.**”

The GoTriangle Board of Trustees and CAMPO Executive Board will consider adoption at their meetings on November 19th.

5.2 Recommended 2035 Wake Transit Plan

Requested Action:

Consider the language addition the GoTriangle Audit & Finance Committee provided in their recommendation to the GoTriangle Board of Trustees.

Recommend adoption of the Recommended 2035 Wake Transit Plan by the CAMPO Executive Board.

5.3 Community Funding Area Program Management Plan Update

Community Funding Area Program Management Plan

- Update Program Management Plan (PMP) for Wake Transit's Community Funding Area Program (CFAP)
 - Last updated in 2020
- Coordinate with 2035 Wake Transit Plan (WTP) Update
- Align with WTP or other policies/programs where appropriate – ex. Local Administered Projects Program (LAPP)
- Goal for update to be adopted before FY27 Application Cycle



Revision Highlights

- Added Unincorporated Wake County as an Eligible area/applicant
- Lowered Local Match Requirement from 50% to 35%
- Removed funding cap on Planning/Technical Assistance Projects
 - Establish 3% Target for Planning funding each year
 - Projects still required to provide 35% Local Match
- Increased overall funding for CFA Program
 - Tripled funding from \$20M over next 10 years to \$60M
 - All CFA project funding will come from this pot of money
- Revised Scoring Criteria to account for new match requirement
- Added appendix providing options to consider in future for graduation framework
- Added clarification of process for scope and/or budget changes during Annual Review process

Engagement Summary/ Public Comment



1

Public Notice

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, this process is carried out by Metropolitan Planning Organizations (MPO). Members from each of the MPOs make up the North Carolina Association of Metropolitan Planning Organizations (NCAMPO). Currently, there are 19 MPOs in North Carolina. --
NC Association of MPOs

Public Notices & News

- Public Notice: Request For Proposals for a Classification and Compensation Study
- Hiring: Manager for the Locally Administered Projects Program
- Public Comment: (Aug.18 - Sep. 16) Transit Asset Management 2026 Performance Measures and Targets
- Call for Projects: Locally Administered Projects - FY 2027
- Call for Projects: Unified Planning Work Program - FY 2027
- Public Comment: (Sept 5-Oct 5) 2035 Wake Transit Plan
- Public Hearing (Oct 15) Community Funding Area Program Management Plan**
- Public Comment: (Sept 5-Oct 5) Wake Transit FY26 2nd Quarter Work Plan Amendment Cycle
- Public Comment: Federal Functional Classification Changes



Wake Transit Engagement Hub 2025 CFA Program Management Plan

2025 CFA Program Management Plan

Wake Transit: Community Funding Area Program Management Plan

Public Review and Comment Period: September 22 - October 2

Public Hearing at CAMPO Board Meeting: October 15 (3:00pm)



Recommendations:

- Added Unincorporated Wake County as an Eligible area/applicant
- Lowered Local Match Requirement from 50% to 35%
- Removed funding cap on Planning/Technical Assistance Projects
- Establish 3% Target for Planning funding each year
- Projects still required to provide 35% Local Match
- Increased overall funding for CFA Program
- Tripled funding from \$20M over next 10 years to \$60M
- All CFA project funding will come from this pot of money
- Revised Scoring Criteria to account for new match requirement
- Added appendix providing options to consider in future for graduation framework
- Added clarification of process for scope and/or budget changes during Annual Review process

[Click to View the Draft CFA PMP](#)

[Click to Submit Feedback](#)

NOTICE: Public Hearing on Draft CFA Program Management Plan

At CAMPO Executive Board Meeting

October 15, 2025 at 3:00pm

1 Fenton Main, Ste 201, Cary NC 27511

Click [HERE](#) to view the agenda, to sign up to speak, to get driving directions and more.

and comment period from May 1-31, 2025. Comments and feedback from transit partners and members of the community to help refine the draft for the final review period.

Live

2nd Draft Review Period

The final community review period will run from Sept 22-Oct 21, 2025.

CAMPO will hold a public hearing for the draft CFAPMP at its Executive Board meeting on October 15, 2025.

Feedback received at the hearing and throughout this comment period will be collected, compiled and presented to the TPAC for review and application and will be presented to the Wake Transit governing boards before the CFAPMP is adopted.

Planned

Adoption and Close Out

The Wake County Transit Planning Advisory Committee (TPAC) will review and recommend adoption of the CFAPMP to the Wake Transit

Engagement Report/Public Comment

- 30-day public comment period from 9/22 - 10/21
- Total site visits: 154
- We received total of **3** comments
- No comments received were directly related to the PMP document

Adoption Timeline

ACTION	DATE
Presentation to TPAC- Release for Public Comment	September 18
Public Comment Period	Sept 22 – Oct 22 (30 Days)
CAMPO TCC Presentation (Informational Item Only)	October 2
CAMPO Executive Board/Public Hearing (Info Only)	October 15
Recommendation for Adoption by TPAC (Action Item)	October 23
GoTriangle Committee Meeting (Action Item)	November 5
TCC Presentation (Action Item)	November 6
GoTriangle Board of Trustees (Action Item)	November 19
CAMPO Executive Board (Action Item)	

5.3 Community Funding Area Program Management Plan Update

Requested Action:

Recommend the Executive Board approve the updated Community Funding Area Program Management Plan.

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

In April 2024, FTA published the first major update to the Public Transportation Agency Safety Plans (PTASP) regulation.

It incorporates Infrastructure Investment and Jobs Act requirements, such as:

- advancing safety management system (SMS) processes,
- increasing frontline transit worker involvement,
- expanding de-escalation training, and
- addressing safety risk, including assaults on transit workers, transit vehicle-pedestrian collisions, and infectious disease exposure.

In 2024, FTA also published an update to the National Public Transportation Safety Plan as well as a response to comments in the Federal Register.

This plan supersedes the plan that FTA published in January 2017. It lays out a performance-based approach to reduce injuries and fatalities on transit systems under FTA's safety jurisdiction.

This plan also supports the USDOT's long-term goal of reaching zero fatalities on America's roadways, as presented in the January 2022 National Roadway Safety Strategy, by adding safety performance criteria for vehicular collisions and providing voluntary standards for bus transit.

National Public Transportation Safety Plan

April 2024
Version 2



5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

General Directive 24-1: Required Actions Regarding Assaults on Transit Workers requiring each transit agency subject to FTA's PTASP regulation to conduct a safety risk assessment, identify safety risk mitigations or strategies and provide information to FTA on how it is assessing, mitigating and monitoring the safety risk associated with assaults on transit workers.

Responses to General Directive 24-1 - FTA's initial analysis of agency responses shows more than two-thirds of transit agencies determined that safety risk mitigations are necessary to reduce the risk of assaults on transit workers, and these agencies are working to roll out a variety of mitigation measures.

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

U.S. Transportation Secretary Sean P. Duffy Calls Out ‘Soft on Crime’ Leaders in Charlotte, Launches Investigation of North Carolina CATS’ Security Spending & Safety Plans

Wednesday, September 10, 2025

Progressive, anti-law and order policies led to the horrific death of Iryna Zarutska

5.5 2025 Updated Public Transportation Agency Safety Performance Measures for All Agencies Subject to ASPs

- 1 Measure 1a: Major Events
- 2 Measure 1b: Major Event Rate
- 3 Measure 1.1: Collision Rate (new)
- 4 Measure 1.1.1: Pedestrian Collision Rate (new)
- 5 Measure 1.1.2: Vehicular Collision Rate (new)
- 6 Measure 2a: Fatalities
- 7 Measure 2b: Fatality Rate
- 8 Measure 2.1: Transit Worker Fatality Rate (new)
- 9 Measure 3a: Injuries
- 10 Measure 3b: Injury Rate
- 11 Measure 3.1: Transit Worker Injury Rate (new)
- 12 Measure 4a: Assaults on Transit Workers(new)
- 13 Measure 4b: Rate of Assaults on Transit Worker
- 14 Measure 5: System Reliability

5.5 2025 Updated Public Transportation Agency Safety Performance Measures for Safety Risk Reduction Programs – Large UZAs

Safety Risk Reduction Program Safety Performance Measures	
1	Major Events
2	Major Event Rate
3	Collisions
4	Collision Rate
5	Injuries
6	Injury Rate
7	Assaults on Transit Workers
8	Rate of Assaults on Transit Workers

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

FTA has not established a required methodology for setting SPTs for the 14 safety performance measures for all agencies subject to the PTASP regulation. **Except for safety risk reduction program measures**, agencies can set SPTs for safety performance measures using their own selected target-setting methods.

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets - Per 10 M Vehicle Revenue Miles

Modes of Transit Service	Measure 1a- Major Events	Measure 1b - Major Event Rate	Measure 1.1 - Collision Rate (new)	Measure 1.1.1 - Pedestrian Collision Rate (new)	Measure 1.1.2 -Vehicular Collision Rate (new)	Measure 2a - Fatalities	Measure 2b- Fatality Rate
FIXED ROUTE BUS	1	8%	1.72%	8%	1.72%	0	0 %
<u>NON</u> <u>FIXED</u> ROUTE BUS	0	2%	.72%	2%	.72%	0	0%

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets – Per 10M VRM

Modes of Transit Service	Measure 2.1 - Transit Worker Fatality Rate (new)	Measure 3a- Injuries	Measure 3b - Injury Rate	Measure 3.1- Transit Worker Injury Rate (new)	Measure 4a- Assaults on Transit Workers (new)	Measure 4b- Rate of Assaults on Transit Workers (new)	Measure 5- System Reliability
FIXED ROUTE BUS	0	15	1.64%	1.64%	(K) - <u>0</u> (T) -30 (B) - <u>0</u> (I) - 2 (S) - <u>1</u> (H) -1 (C) - <u>0</u> (P) -4 38	1.27%	100%
<u>NON</u> <u>FIXED</u> ROUTE BUS	0	3	.64%	0%	(K) - <u>0</u> (T) -0 (B) - <u>0</u> (I) - 0 (S) -0 (H) -0 (C) -0 (P) -0 0	0%	100%

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets for Safety Risk Reduction Program – Per 10 M VRM

Modes of Transit Service	Measure 4a - Major Events	Measure 4a1 Major Event Rate	Measure 4b Collisions	Measure 4b1 Collision Rate	Measure 4c Injuries	Measure 4c1 Injury Rate	Measure 4d Assaults on Transit Workers	Measure 4d1 Rate of Assaults on Transit Workers
FIXED ROUTE SERVICE	0	0%	60	1.72%	15	1.64%	(K) - <u>0</u> (T) -30 (B) - <u>0</u> (I) - 2 (S) - <u>1</u> (H) -1 (C) - <u>0</u> (P) -4 38	1.27%

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets- Per 100K VRM

Modes of Transit Service	Measure 1a- Major Events	Measure 1b - Major Event Rate	Measure 1.1 - Collision Rate (new)	Measure 1.1.1 - Pedestrian Collision Rate (new)	Measure 1.1.2 - Vehicular Collision Rate (new)	Measure 2a - Fatalities	Measure 2b- Fatality Rate
FIXED ROUTE BUS	≤ 4	≤ 1	≤ 4	≤ 1	≤ 3	0	0
<u>NON FIXED</u> ROUTE BUS	≤ 2	≤ 1	≤ 1	≤ 2	≤ 1	0	0

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets - Per 100K VRM

Modes of Transit Service	Measure 2.1 - Transit Worker Fatality Rate (new)	Measure 3a- Injuries	Measure 3b - Injury Rate	Measure 3.1- Transit Worker Injury Rate (new)	Measure 4a- Assaults on Transit Workers (new)	Measure 4b - Rate of Assaults on Transit Workers (new)	Measure 5- System Reliability
FIXED ROUTE BUS	0	≤ 3	≤ 1	≤ 1	≤ 2	< 1	Increase by 2%
<u>NON FIXED ROUTE</u>	0	≤ 2	0	0	(K) - 0 (T) - 0 (B) - 0 (I) - 0 (S) - 0 (H) - 0 (C) - 0 (P) - 0 0*	0	Increase by 2%

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

The PTASP Technical Assistance Center (TAC) is available to help the transit industry meet PTASP requirements. Email PTASP-TAC@dot.gov for one-on-one technical assistance and Agency Safety Plan (ASP) voluntary technical reviews.

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

Requested Action:

Recommend the Executive Board adopt the updated regional 2025 transit performance measures and targets and the resolution supporting targets for Public Transportation Agency Safety Plan Performance Measures.

5.6 Safety Performance Measure Targets 2026



5.6 Safety Performance Measure Targets 2026

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.

5.6 Safety Performance Measure Targets 2026

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).

5.6 Safety Performance Measure Targets 2026

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 Target*	136	0.817	578	3.5	93

*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

5.6 Safety Performance Measure Targets 2026

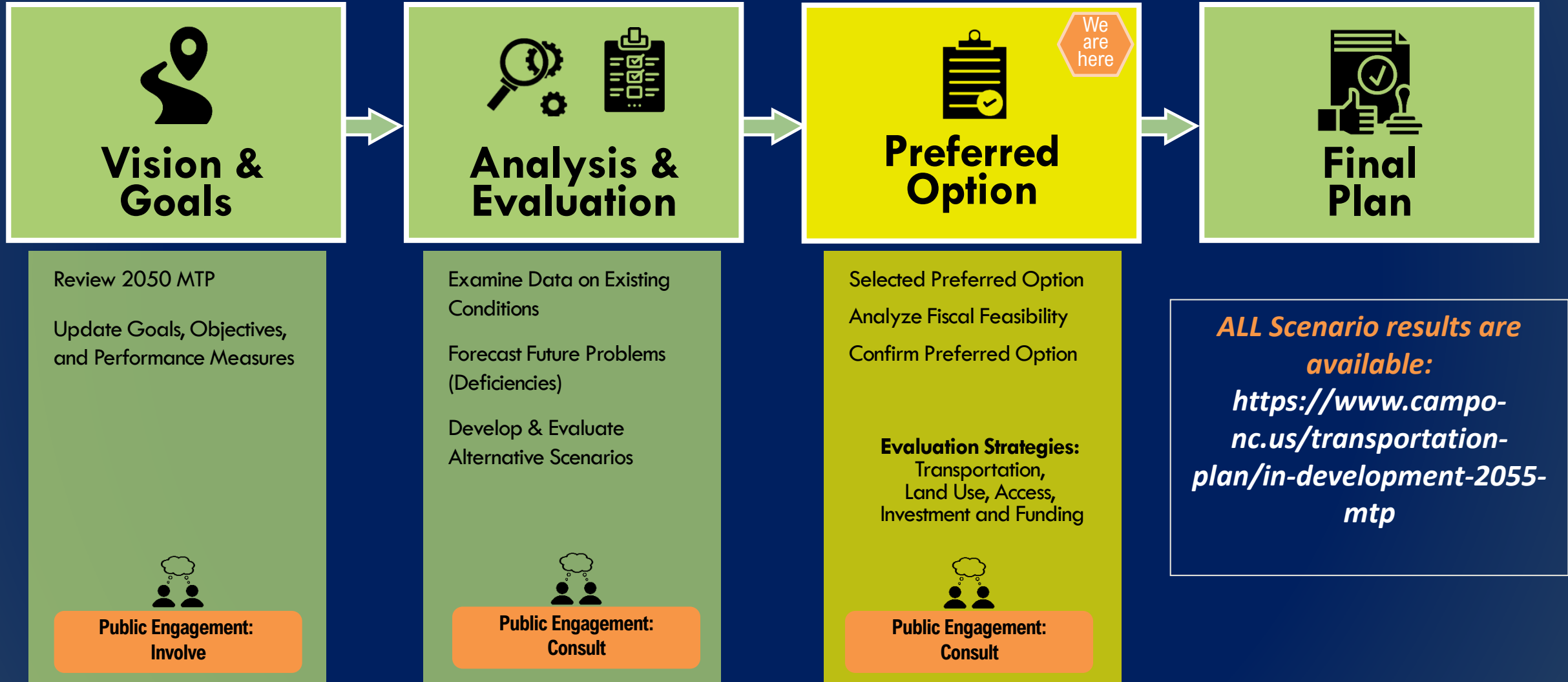
Requested Action:

**Recommend the Executive Board approve the CAMPO 2026
Safety Performance Measures and Targets.**

5.7 2055 MTP/CTP Update

MTP Update Process

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

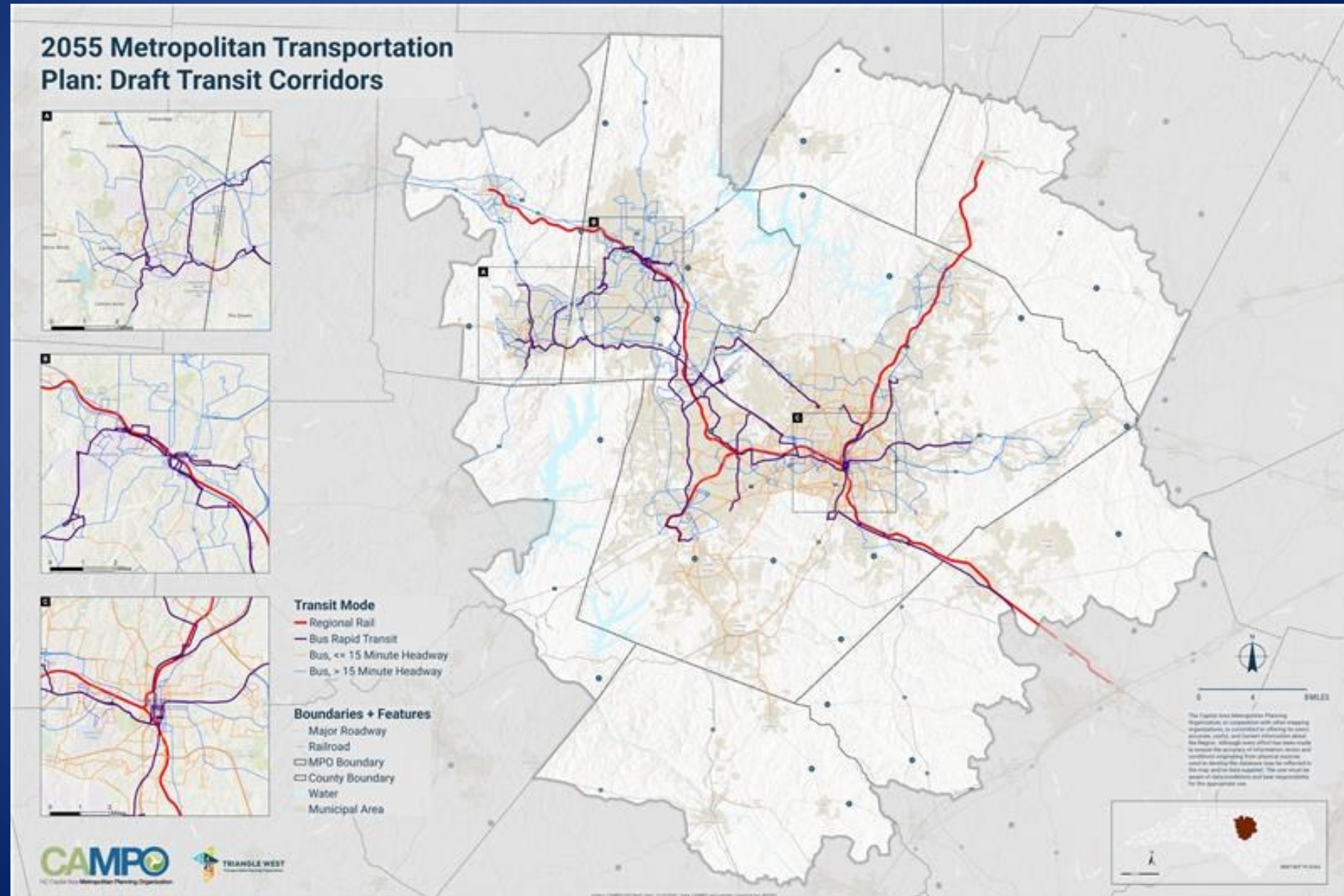


Major Transit Investments

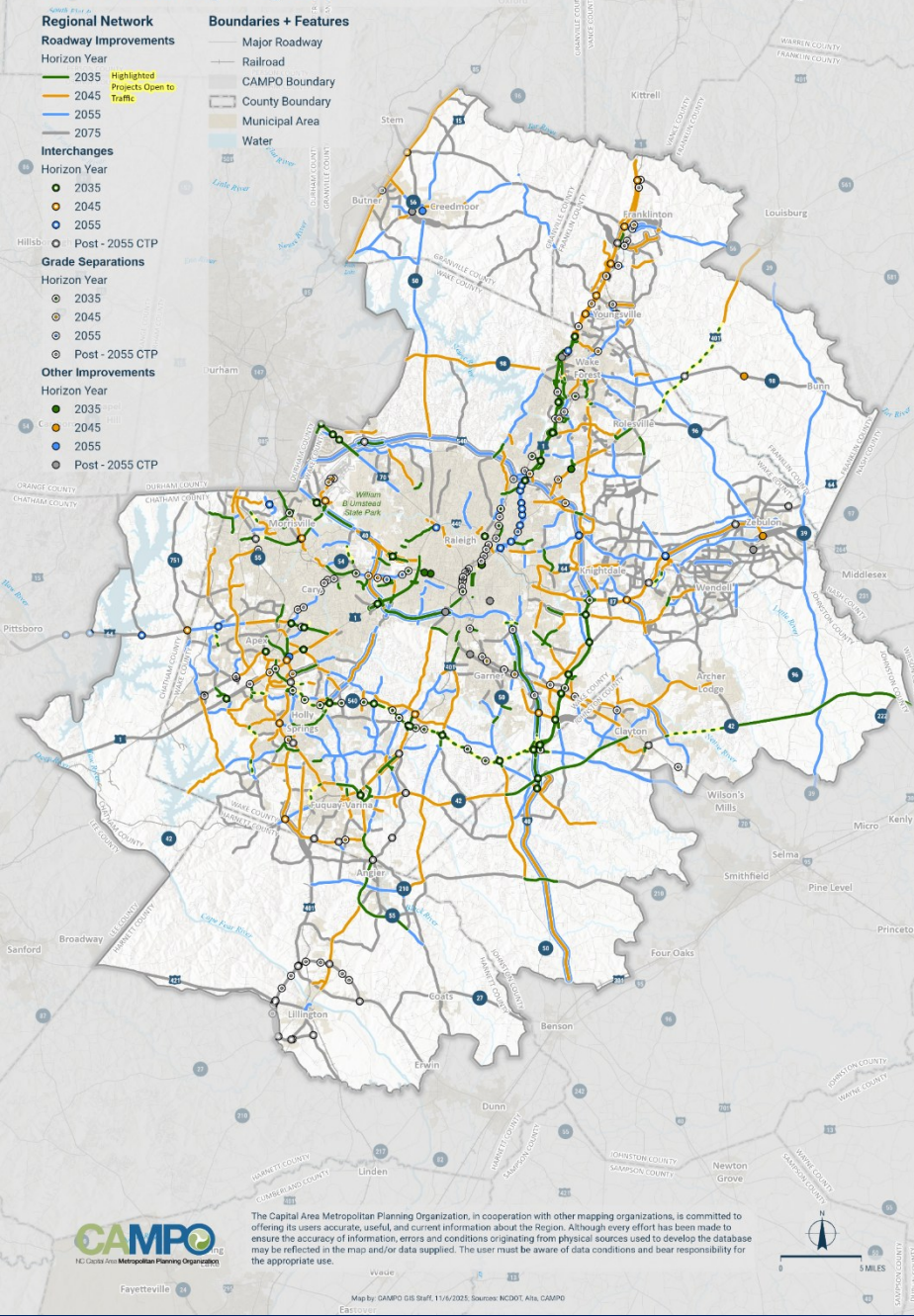
- Regional Rail in Wake County
- Regional Rail extensions into Durham and Johnston Counties
- BRT Infrastructure and Service in:
 - Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
 - Harrison/Kildare Farm Rd. corridor
 - Midtown/North Hills
 - I-40/I-885 corridors
 - Western Wake Co. corridor
- Increased investment in the frequent bus network
- Community Funding Areas

Preferred Scenario Transit Element

Updated Draft of Fiscally Constraint



2055 Metropolitan Transportation Plan: Draft Roadway Projects



Preferred Scenario Roadway Element

2055 Preferred Scenario

- Traditional financial resources largely focused on higher order roadways (State/Federal funds)
- Fiscal Constraint impacted secondary roads the most
 - 337 projects moved to CTP horizon year**
- Additional regional/local revenue assumptions resulted in **Higher** level of secondary roadway investments in 2nd two decades

Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 36, NC 39, NC 42, NC 50, NC 54, NC 55, NC 98, NC 210
- Higher** level of secondary roadway investments in 2nd two decades

**With additional regional/local revenue assumptions*

2055 Metropolitan Transportation Plan: Draft Bicycle and Pedestrian Infrastructure

Regional Network (Tier)
Bike/Ped Corridors (Existing)
— Statewide
— Regional
Bike/Ped Corridors (Proposed)
— Statewide
— Regional



Preferred Scenario Bicycle & Pedestrian Element

- On & Off-Road Corridors Included
- Regionwide Classification:
 - Statewide (Inter-Regional)
 - Regional (Intra-Regional/Collector)
 - Local
- *Sidewalks are included Programmatically*

2055 MTP Revenue Forecast

Our Revenue Forecast is derived from:

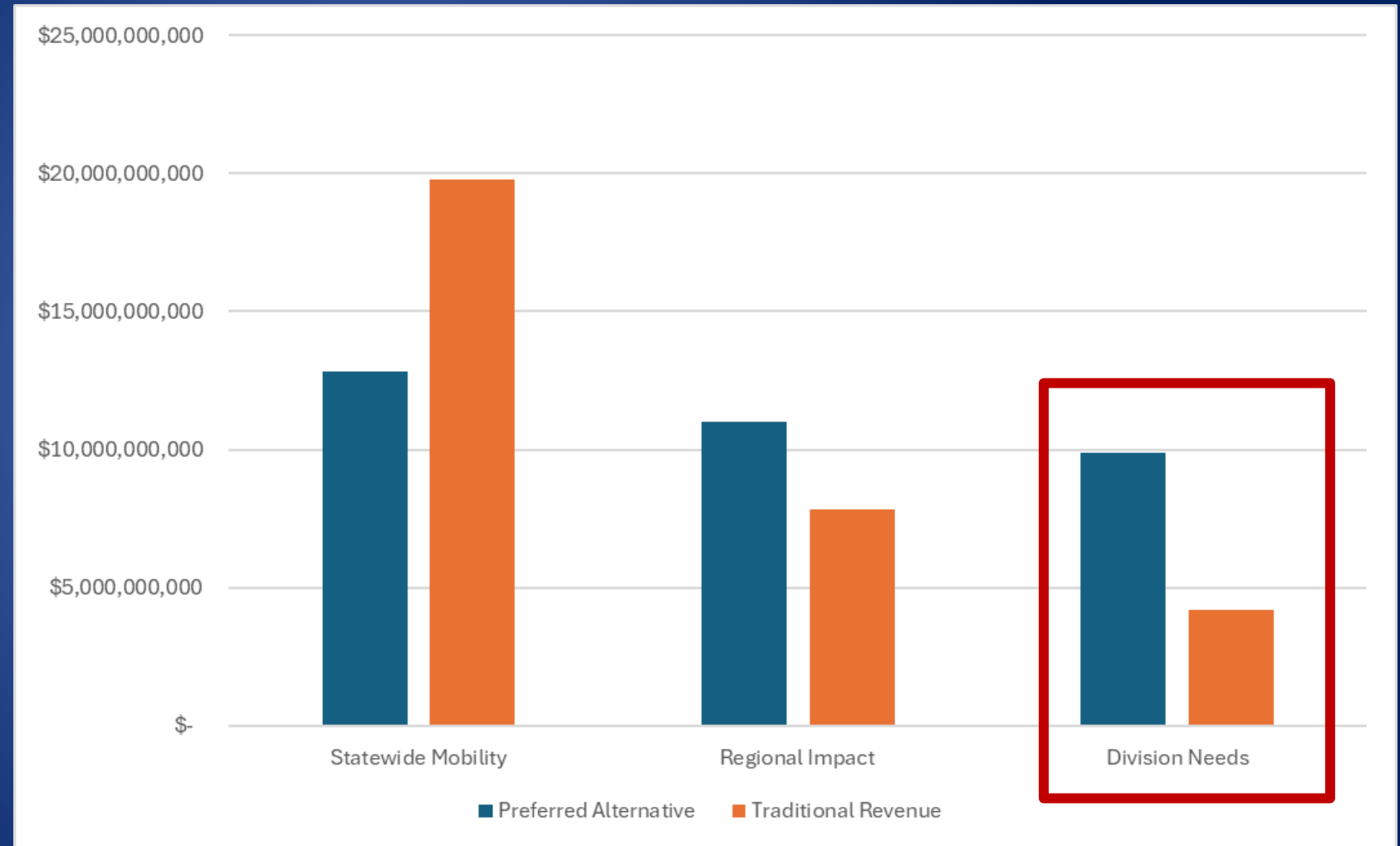
- 1st Decade:
 - TIP/STIP (10 yr Work Program)
 - Local funding/development activity
- 2nd & 3rd Decades:
 - “Traditional” Federal & State Funds
 - *Assumed increases for Shared Leadership, All Together, and Preferred scenarios*
 - MPO portion based NCDOT Financial Forecast
- Transit Funds
 - *Wake Transit Plan Forecast (modified/extended)*
- Local Revenue
 - Based on Local CIPs / Development Activity
- **New Regional/Local Revenue Assumption**

2055 MTP Revenue Forecast

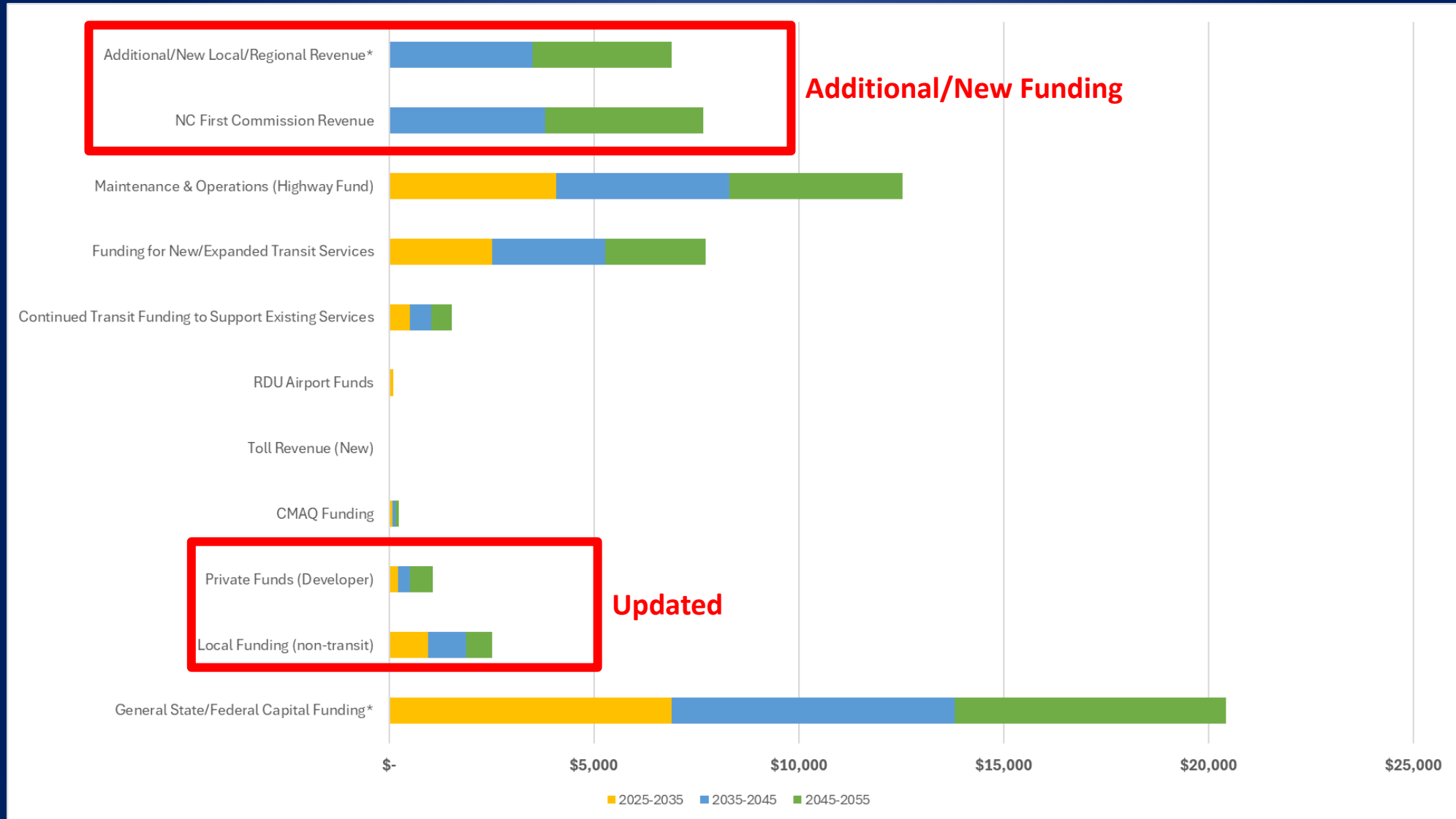
Costs vs. Revenue

Available funding from traditional sources does not align with the region's identified needs.

Additional revenue assumptions can address this.



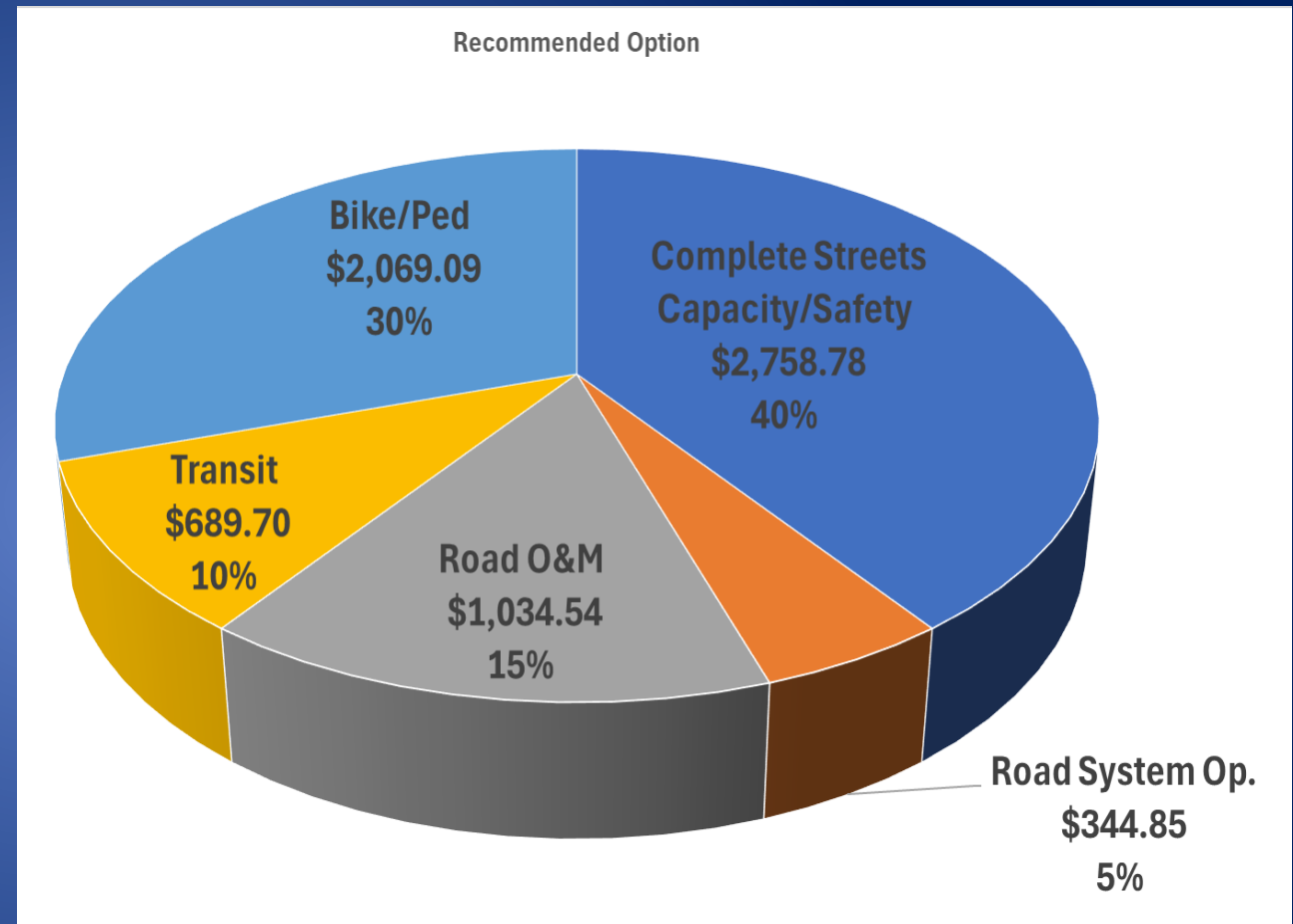
Preliminary 2055 MTP Financials



2055 New Regional/Local Revenue Options Explored

Recommended Option

- Adds additional resources for Bike/Ped mode (change from 20 to 30 percent)
- Maintains significant increase in resources for Complete Streets/Safer Roads Capacity
- Includes additional Transit resources (beyond WTP resources).
- Maintains additional resources for O&M and ITS/TDM
- 2036-2055 total: \$6.896 Billion
 - *Adds a total of 42 additional projects.*



Review data on CAMPO website:

➤ Overview & Details: 2055 MTP

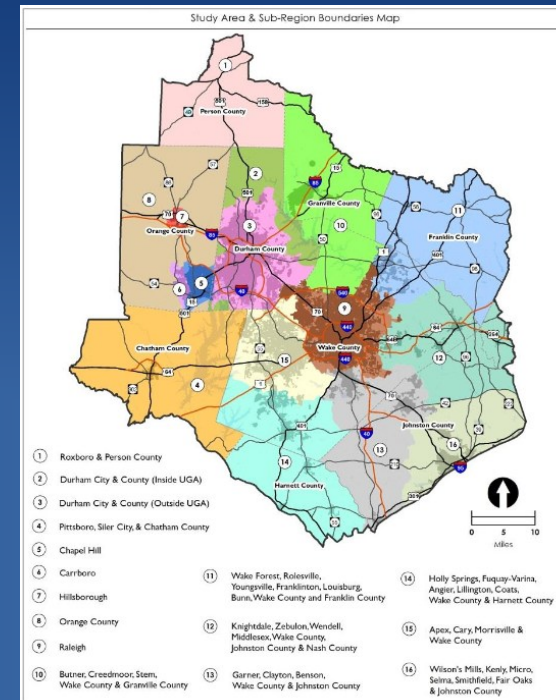
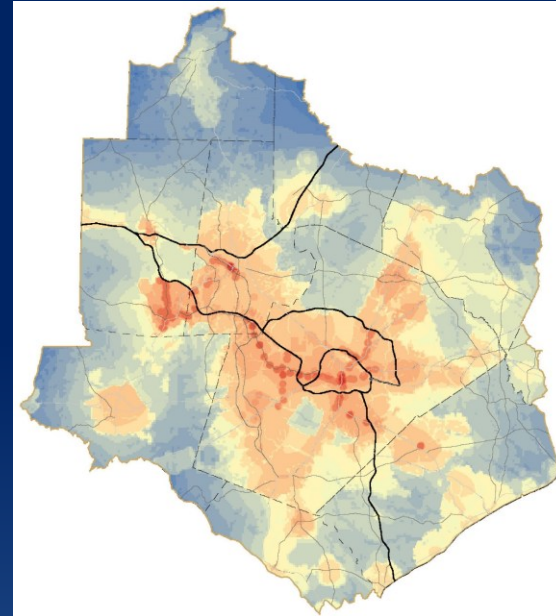
CAMPO-NC.US >> Transportation Plan >> In Development 2055 MTP

Draft Plan Available for Comment:

- Fiscal Constraint updates/refinements*
- Preferred Scenario maps
- Continue to think about *when* projects may occur and what will be needed to implement them (fiscal resources)
 - If there are questions, contact CAMPO staff to discuss

All scenarios and metrics remain available online for review.

**** Additional refinements, metrics, and analysis may be updated online over the next few weeks.***



Public Engagement – Destination 2055 Draft Projects & Programs

Goal:

*Public Review & Comment on **Projects***

Tactics:

- Online website w/ project lists & **maps**
- Online **survey** for commenting
 - closes Nov. 13
- In-person popups at community events
 - ✓ **9 events** between Oct. 15 – Nov. 1



INFLUENCE THE FUTURE OF
TRANSPORTATION IN THE TRIANGLE

Help identify the most important elements of
the region's future transportation system.

TAKE THE SURVEY!



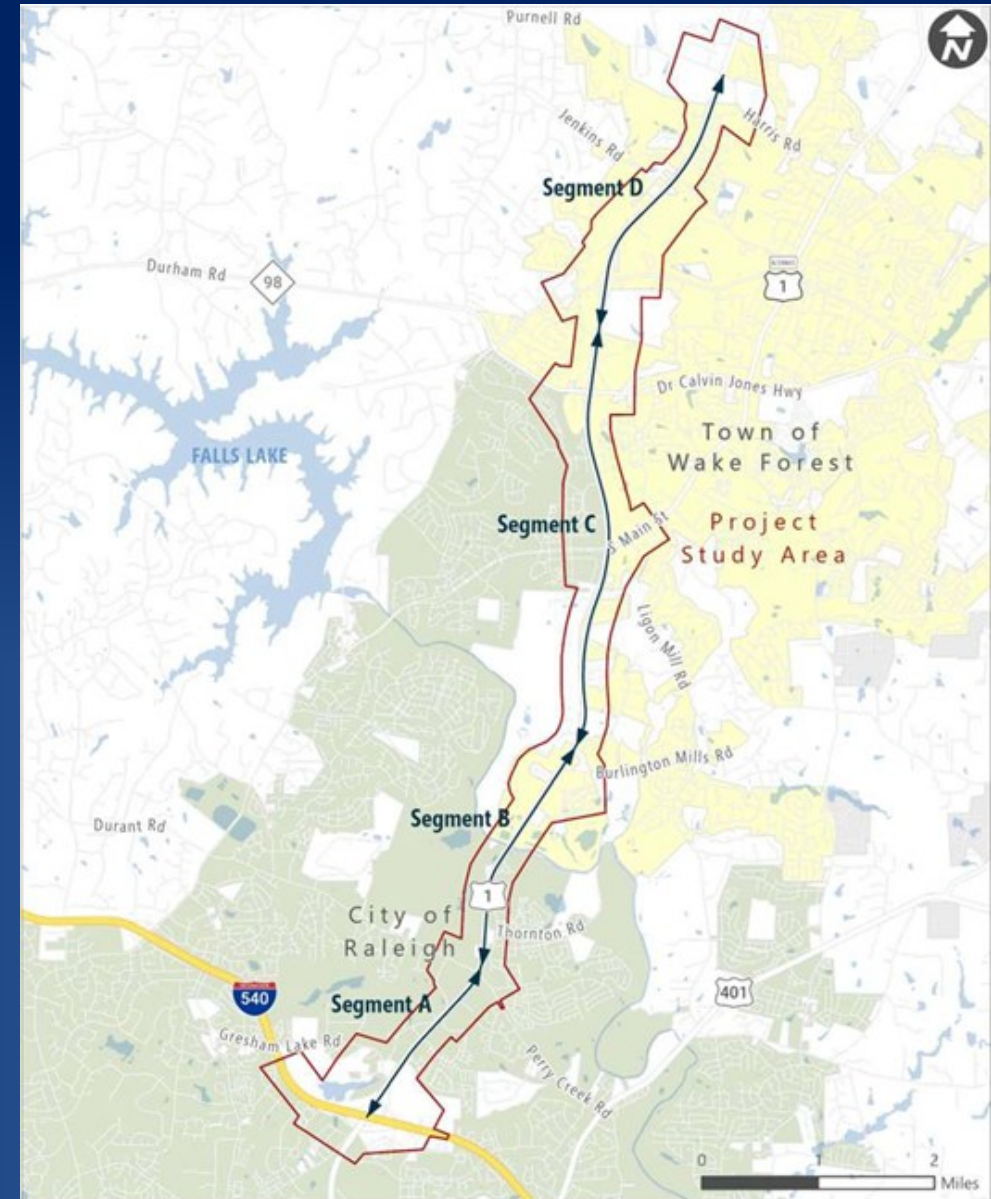
DESTINATION 2055
Metropolitan Transportation Plan for the Triangle Region

Destination2055NC.com

U.S. 1 (Capital Boulevard) Project Corridor

Project Segments

- Segment A** – I-540 to north of Durant Road/
Perry Creek Road
- Segment B** – north of Durant Road/Perry
Creek Road to north of
Burlington Mills Road
- Segment C** – north of Burlington Mills Road to
south of N.C. 98 Business
- Segment D** – south of N.C. 98 Business to
Purnell Road/Harris Road



U-5307 US 1 Freeway Conversion History

STIP	Projected Start Year	Projected End Year	Projected Cost (2025 \$)
2012 TIP/STIP	2018	2023*	\$93 Million
2016 TIP/STIP	2021	2024*	\$269 Million
2018 TIP/STIP	2021	2025	\$469 Million (ABC) \$581 Million (ABCD)
2020 TIP/STIP	2025	2032	\$452 Million (ABC) \$565 Million (ABCD)
2024 TIP/STIP	2026	After 2034	\$627 Million (ABC) \$772 Million (ABCD)
2026 TIP/STIP	2026 (Section A)	After 2035	\$1.07 Billion (ABC) \$1.34 Billion (ABCD)

CAMPO Executive Board Approved Scenario 2, Conversion to Expressway, at their May 21st, 2025 Meeting.

This decision has been reflected in the 2026 STIP, stating that tolls are dependent on statutory changes.

**Some portions unfunded*





NORTH CAROLINA
Department of Transportation

U-5307: Capital Boulevard Project Update

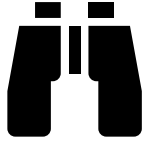
CAMPO TCC

Becca Gallas
NCDOT Division 5
November 6, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

NCDOT parallel paths

Since May 2025 CAMPO Executive Board approval of tolling for U-5307, NCDOT has pursued two paths:



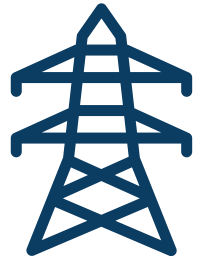
Monitor for enabling legislation for tolling of U-5307 and respond to legislative requests for information



Start final design of non-tolling concepts for U-5307 A&B sections, with focus on:

- Advancing tasks that are subject to potential high inflationary increases
- Mitigating risks that may impact schedule

Strategies to deliver on schedule: Utilities



15

Utility Providers

- Initiated utility coordination with all 15 utility providers
 - ~ 1 year ahead of typical NCDOT process
- Identifying parallel utility corridor for more efficient relocations
- Initiated municipal water and sewer coordination to perform work in parallel with other NCDOT efforts



Strategies to deliver on schedule: Right-of-Way

Sept 2025	Approval for Advanced ROW Acquisition on select parcels
Oct 2025	Initiated field work and appraisals
Jan 2026	DRPS plans complete, enabling broad ROW acquisition strategy
Jan 2026	First offers from initial advanced acquisitions

Challenges:

- Advanced ROW acquisition requires individual parcel approval by:
 - Advanced Acquisition Review Committee and...
 - NCDOT Board of Transportation(On limited basis for specific justifications)
- Cannot move forward with full ROW authorization with current STIP language
- Cannot utilize federal ROW funds with current STIP language

Strategies to deliver on schedule: Others

- Initiated Railroad coordination with CSX
 - Resulted in moving CSX railroad bridge from C to B section for most efficient construction
- Additional focus on proactive meetings with developers to closely collaborate upcoming development projects
- Contracted GESC to augment and expedite NCDOT reviews of final design



Staying Connected

 [NCDOT.gov/projects/capital-boulevard-upgrade](https://www.ncdot.gov/projects/capital-boulevard-upgrade)

Sara Sherman

Project Manager

sjsherman1@ncdot.gov

Becca Gallas

Division 5 Engineer

Rjgallas@ncdot.gov

5.7 2055 MTP/CTP Update

Item	Anticipated Milestone Dates
Preliminary Draft Plan	Sept./Oct. 2025
“Final” Draft Plan	Oct./Nov. 2025
Public Comment Period	Oct. 8 – Nov. 18
Public Hearing	Nov. 19, 2025
Approve 2055 MTP pending AQ	Nov. 2025
AQ Conformity	Nov./Dec. 2025 – Feb. 2026
Final 2055 MTP Approval	Feb. 2026

Requested Action:

Review the updated draft 2055 MTP/CTP projects and program and consider a recommendation of approval for the 2055 MTP/CTP projects and programs to the Executive Board.

5.8 Amendment #1 to FY 2026-2035 Transportation Improvement Program (TIP)

5.8 Amendment #1 to FY 2026-2035 Transportation Improvement Program (TIP)

Adjustments from Final 2024-2033 TIP:

- FFY27 LAPP Project Awards – adjustments
- NCDOT STIP Amendments April: June 2025 for FY25
- New STIP Amendments: July – Sept 2025
- Consider additional U.S. 1 (Capital Blvd.) North project modification

5.8 Amendment #1 to FY 2026-2035 Transportation Improvement Program (TIP)

Next Steps:

- Public comment period from October 20th to November 18th
- Public Hearing on November 19th

Requested Action:

**Recommend Executive Board approval of
Amendment #1 to the FY 2026-2035 TIP.**

5.9 Mobility Management Program Update: Communications Plan



MOBILITY MANAGEMENT PROGRAM COMMUNICATIONS PLAN

**NOV
2025**

[www.campo-nc.us/programs-studies/mobility-
management](http://www.campo-nc.us/programs-studies/mobility-management)



MOBILITY MANAGEMENT PROGRAM

The CAMPO Mobility Management Program connects people with disabilities, seniors, and low-income individuals with accessible, reliable transportation options.

ABOUT THE MOBILITY MANAGEMENT PROGRAM

- 2018 Locally Coordinated Human Services - Public Transportation Plan
- Mobility Coordination Committee (MCC)
- 2023 Mobility Management Implementation Study

2018 Updated Coordinated Public Transit-Human Services Transportation Plan

For
Wake County and the Raleigh Urbanized Area

Amendment #1



2018 Update Adopted February 1, 2019

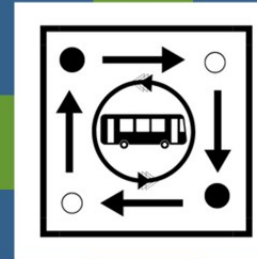
Amendment #1 Approved February 19, 2020

MOBILITY MANAGEMENT PROGRAM COMMUNICATIONS PLAN



Raise Awareness

Grow Engagement



Measure Success

Increase Mobility



THREE KEY AUDIENCES

**Leadership
and Local
Officials**

**Transit and
Human
Service
Agencies**

**General
Public**

LEADERSHIP AND LOCAL OFFICIALS

Key messaging:

Understand the value

Support the goals





TRANSIT AND HUMAN SERVICE AGENCIES

Key messaging:

Collaboration and coordination

Information sharing



GENERAL PUBLIC

Key messaging:

Inform

Increase awareness



WEBSITE



Mobility Management Program

The CAMPO Mobility Management Program connects people with disabilities, seniors, and low-income individuals with accessible, reliable transportation options.

About the Mobility Management Program

The Locally Coordinated Human Services – Public Transportation Plan recommended creating a Mobility Coordination Committee, which launched a Mobility Management Implementation Study. From that study, the region's Mobility Management Program was born.

Since its start in 2024, the program has focused on building a one-stop shop for transportation information with the intention of making it easier for seniors, people with disabilities, and low-income individuals to find and access the services they need.



Staff Contact

Sarah Keach
Mobility Manager
Email: sarah.keach@campo-nc.us

Quick Links

- Programs & Studies Home >
- Coordinated Public Transit-Human Services Transportation Plan >
- Mobility Management Implementation Study >
- Mobility Coordination Committee >

Mobility management programs directly affect community well-being, economic growth, and the efficient use of resources. As a Local Official or leader in your community, how can you help support the CAMPO Mobility Management Program?

Click the button below to learn more!

Leadership

People's needs don't fit into silos. Coordination and collaboration between transit and human service agencies reduces duplication and gaps in service, increases efficiency and convenience for riders, and builds stronger partnerships between agencies. Click the button below to learn more about how the CAMPO Mobility Management Program can help your agency better serve the region!

Transit and Human Service Agencies

Looking for transportation options near you? Click the button below to explore a one-stop resource for finding the services and connections available in your area!

Public Information

Want more details on Mobility Management? Click the button below!

What is Mobility Management?

WEBSITE CONTENT

Mobility management programs directly affect community well-being, economic growth, and the efficient use of resources. As a Local Official or leader in your community, how can you help support the CAMPO Mobility Management Program?

Click the button below to learn more!

Leadership



Overview



Success stories



Data



Talking points



Funding and policy tools



Video

WEBSITE CONTENT

People's needs don't fit into silos. Coordination and collaboration between transit and human service agencies reduces duplication and gaps in service, increases efficiency and convenience for riders, and builds stronger partnerships between agencies. Click the button below to learn more about how the CAMPO Mobility Management Program can help your agency better serve the region!

Transit and Human Service Agencies



**Coordination
guides**



Maps



Toolkit



Calendar



**Funding
opportunities**



Referrals

WEBSITE CONTENT

Looking for transportation options near you? Click the button below to explore a one-stop resource for finding the services and connections available in your area!

Public Information



Overview



Success stories



**Find
Transportation
Options**



FAQ



Access help

CHANNELS OF COMMUNICATION

- ♿ Webpage
- ♿ Community Outreach Events
- ♿ Social Media
- ♿ Press Releases and Media Relations
- ♿ Flyers and Posters
- ♿ Giveaways
- ♿ Workshops and Webinars





PERFORMANCE EVALUATION



- Communications consistency
- Partner Participation
- Public Participation
- Leadership participation





Questions?

5.9 Mobility Management Program Update: Communications Plan

Requested Action:
Receive as information.

5.10 Triangle Bikeway East Design Project Update



Designing Connections from RTP to Raleigh

CAMPO Technical Coordinating Committee

November 6, 2025



OVERVIEW

- Triangle Bikeway Project History
- Our Approach Today
- Progress & Schedule
- Next Steps & Future Needs

PROJECT TIMELINE

TRIANGLE BIKEWAY EAST

2003

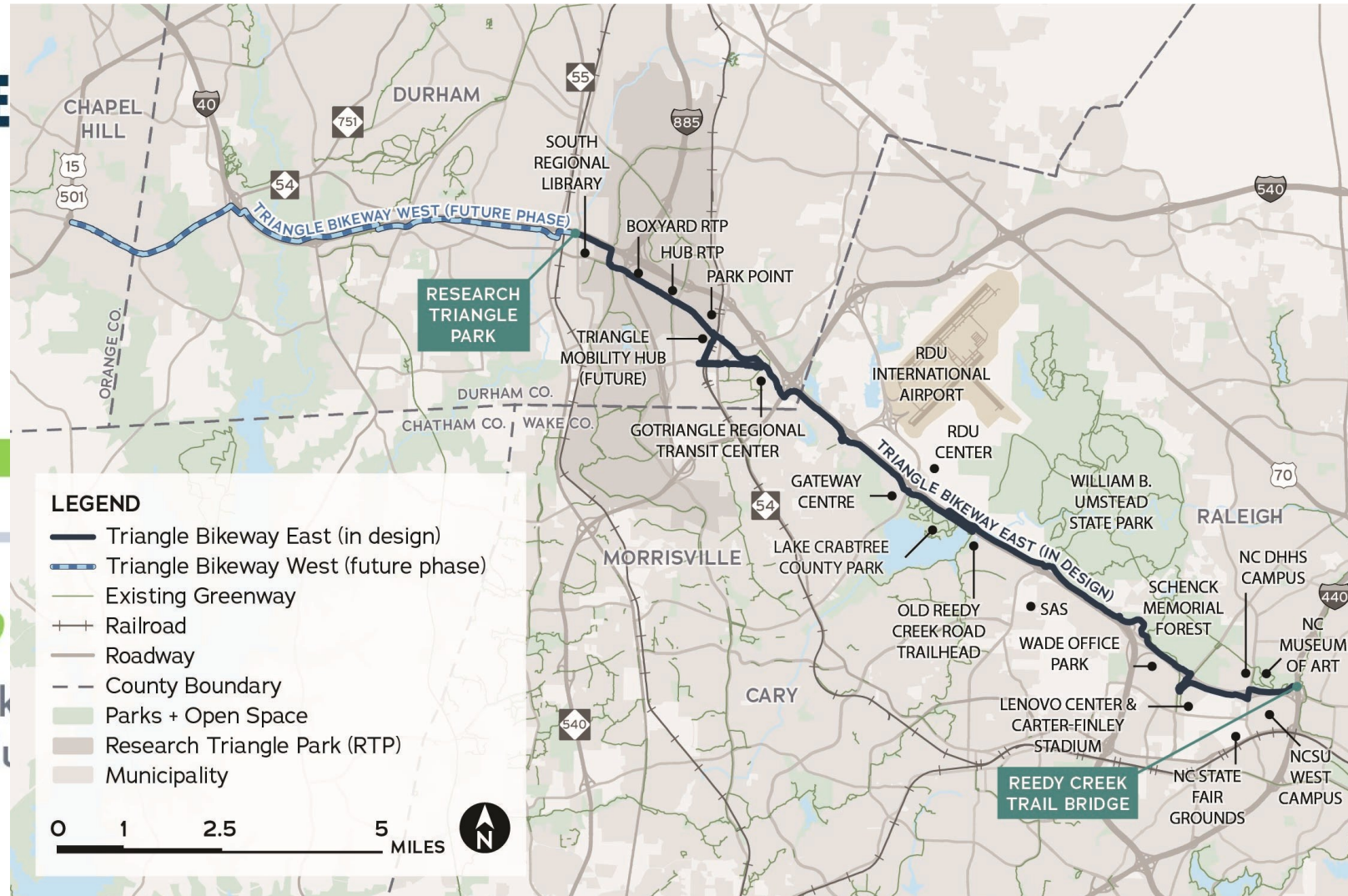
Concept developed

Funding Partnership

- Wake County & Research Triangle Foundation

Regional Partnership

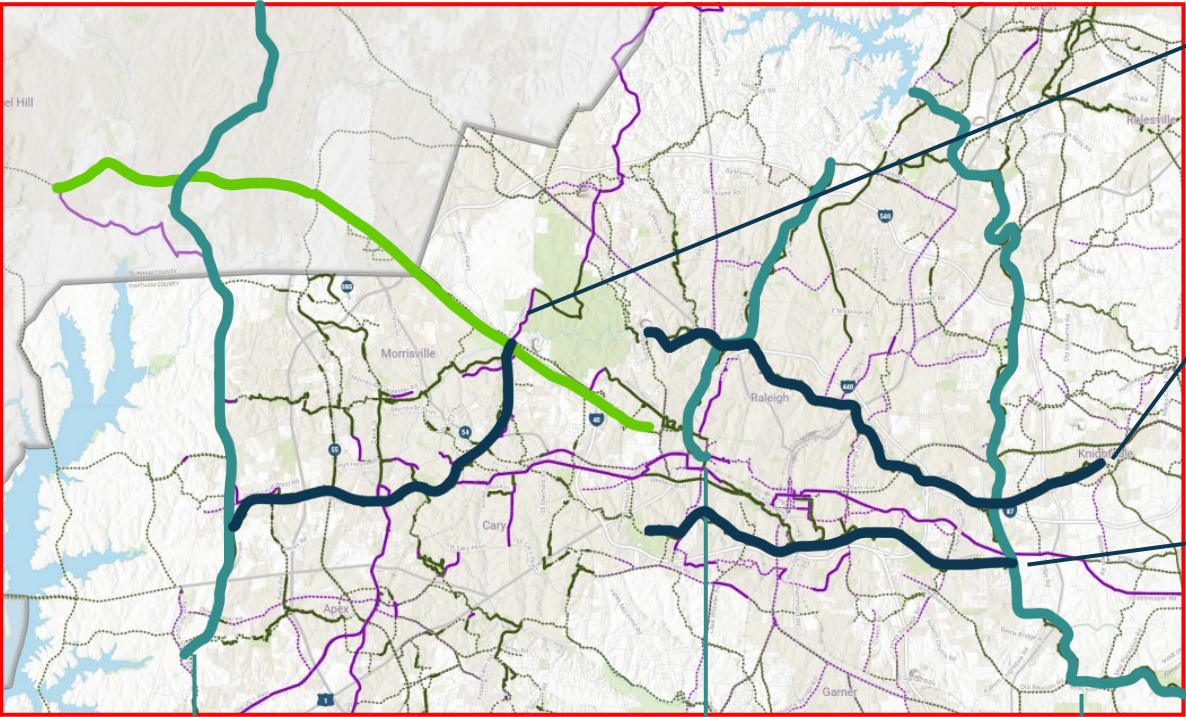
- CAMPO Management
- NCDOT R&O
- Jurisdictional Coordination





- Preliminary Design for the eastern portion of the project (RTP to Raleigh)
- Position project for future construction funding opportunities
- Continue to advance design and evaluate implementation

EAST - WEST CONNECTIONS for a Regional System



American Tobacco Trail

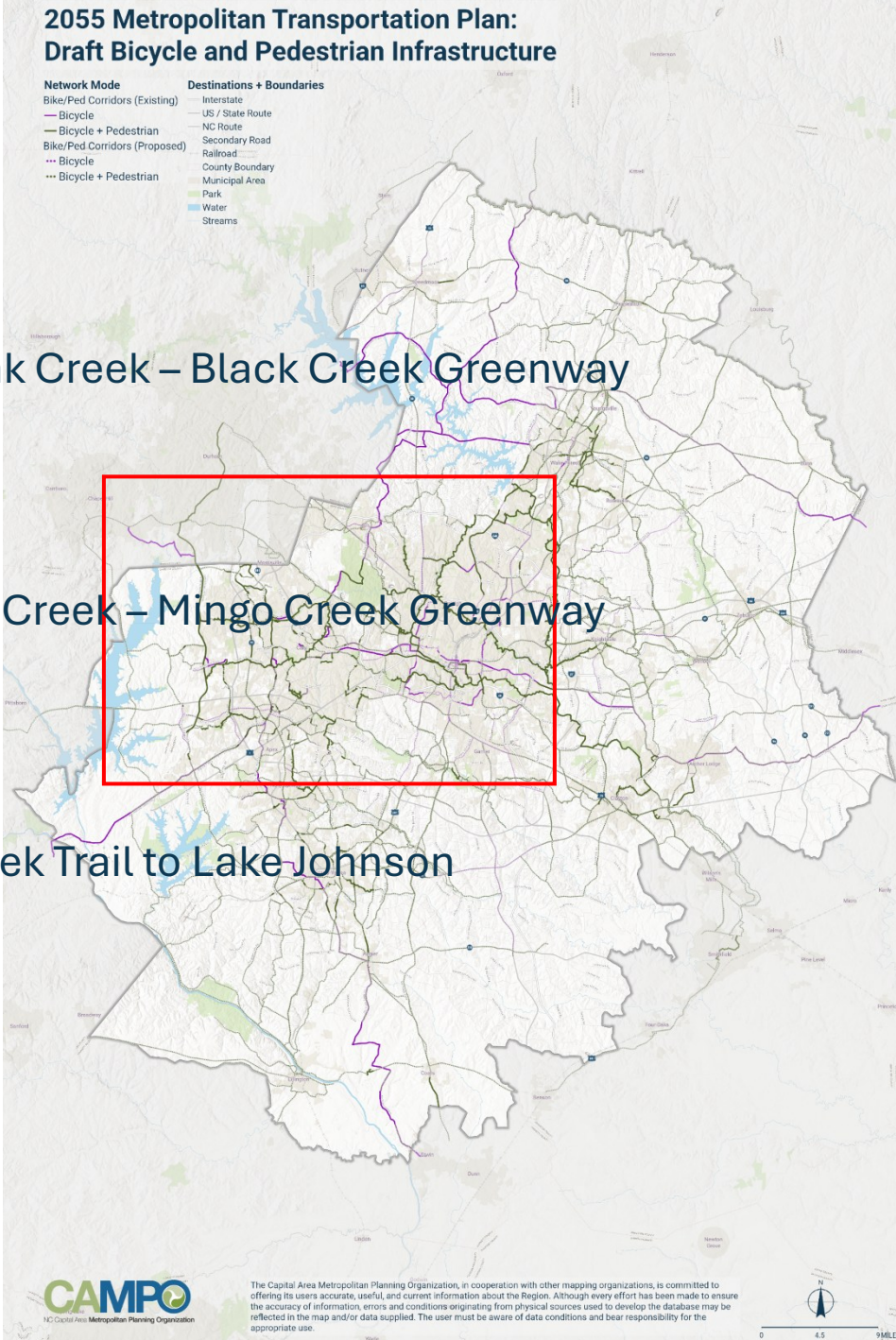
Neuse River Trail

Mine Creek/House Creek/Rocky Branch Trail

White Oak Creek – Black Creek Greenway

Crabtree Creek – Mingo Creek Greenway

Walnut Creek Trail to Lake Johnson



HIGHLIGHTS EAST



Transit Connections

- Future Mobility Hub RTP
- 3+ Local Bus Routes
- 6+ Regional Transit Routes



Trail Connections & Recreation

- Capital Area Greenway System
- Cary Greenway System
- RTP Side path Network
- Lake Crabtree County Park Trails
- Umstead State Park Trails
- NC Art Museum Trails
- Schenk Memorial Forest & Prairie Ridge Eco Station



Major Regional Destinations



- Research Triangle Park
- Fidelity Campus
- Imperial Center
- Miami Blvd, Davis Drive & Page Rd Corridors
- Weston Ave Employers
- SAS Campus
- Raleigh Durham International Airport
- Harrison Square Shopping
- Lenovo Center
- Carter Finley Stadium
- NC State Fairgrounds
- NC State College of Veterinary Medicine
- Bandwidth Campus



Wade Avenue Area Site Visit

Site Visits Fall 2024



RTP Area Site Visit



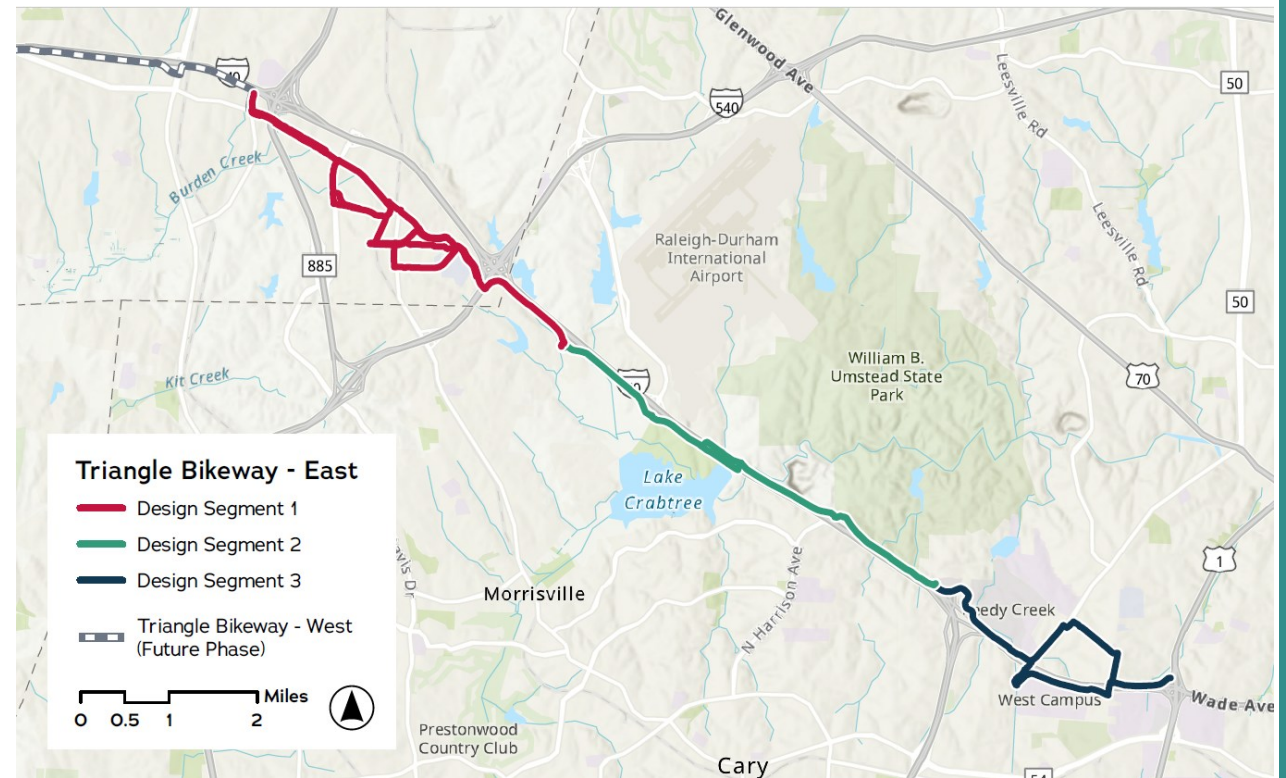
Lake Crabtree Site Visit



RTP Area Site Visit

PROGRESS TO DATE

- Surveying
 - Aerial Processing, Boundary Survey & Deed Research 95% Complete on Segments 2&3
 - Segment 1 (RTP alternatives) surveying yet to begin
- Alternatives Analysis
 - Feasibility Validation complete September 2025
 - Site Visits complete November 2024
 - Traffic Analysis Memo in RTP area complete November 2024
- NEPA related activities
 - Start of Study Letters
 - DCIA Development
 - T&E surveying began this summer
- Project Coordination
 - Capital Projects ongoing



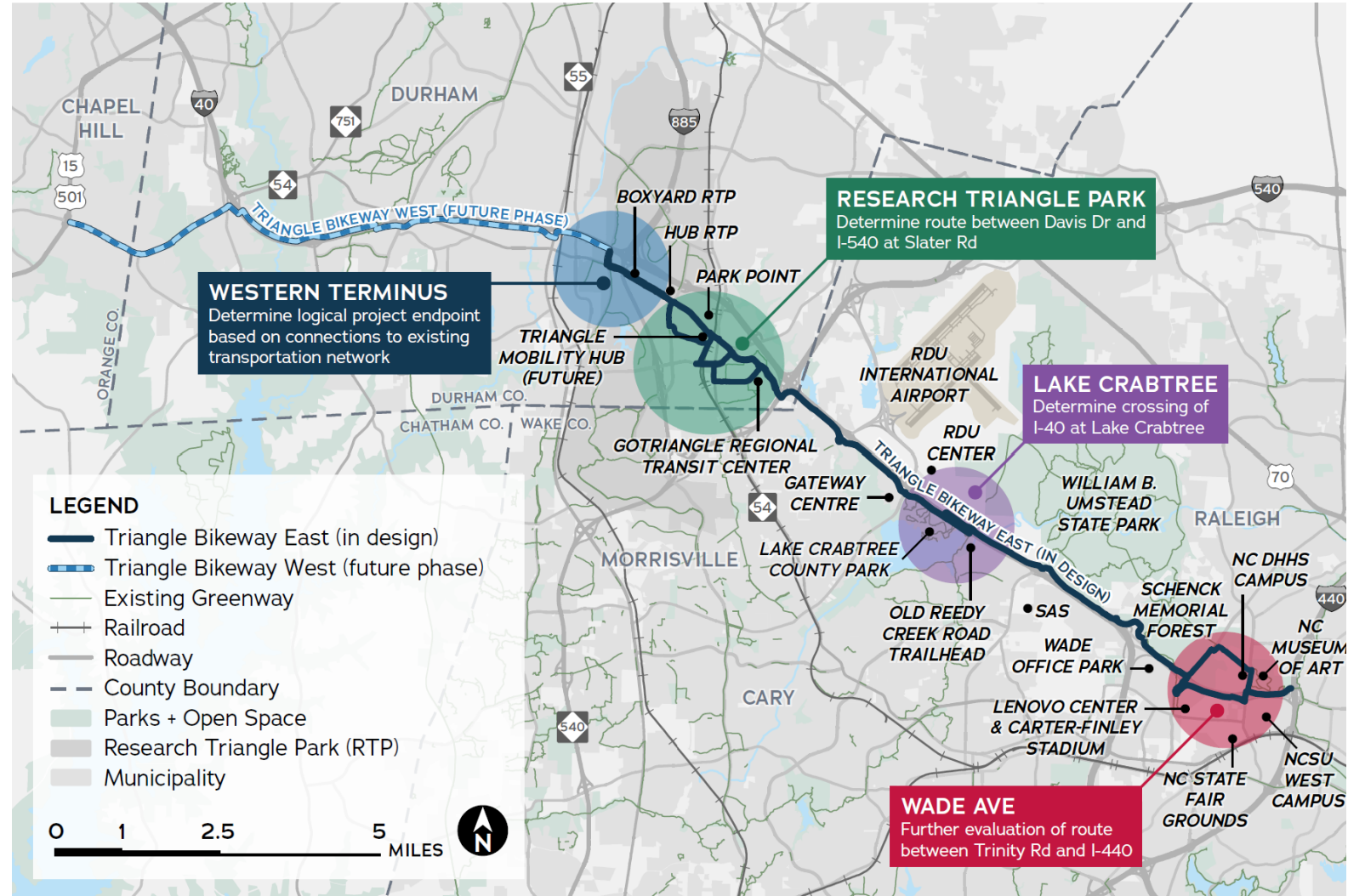
SCHEDULE OVERVIEW

Surveying Activities
Continues

Alternatives Analysis
underway this Fall

Public Information
January - February

Alternatives Results
Spring – Summer 2026



Engagement Opportunities

- www.publicinput.com/TriBikeEast
- Information Handouts & Flyers
- Sign Up for Newsletters
- Requests for Presentations Fall-Winter
- Pop Up Information Sessions in 2026



www.publicinput.com/TriBikeEast
TriBikeEast@publicinput.com
Call (855)925-2801 project code: 11742

TRIANGLE BIKEWAY



Cara.Russell@campo-nc.us



919-542-3622



www.pubilcinput.com/TriBikeEast

5.10 Triangle Bikeway East Design Project Update

Requested Action:
Receive as information.

6. Informational Items: Budget

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

Requested Action:
Receive as information

7. Informational Items: Project Updates

1. 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

Date	Event
November 7 8:30 a.m. – 12:00 p.m.	Triangle Bicycle & Pedestrian Workshop @ Holly Springs Cultural Ctr.
November 12 10:00 a.m. - 12:00 p.m.	Employment Analyst Training @ CPRC
November 19 3:00 p.m.	Executive Board Meeting
December 3 8:30 a.m. – 11:30 a.m.	Blueprint for Safety Implementation Summit @ Wake County Commons
December 4 10:00 a.m.	Technical Coordinating Committee Meeting
December 17 10:00 a.m.	Executive Board Meeting
January 1, 2026 10:00 a.m.	Technical Coordinating Committee Meeting