

**NC Capital Area Metropolitan
Planning Organization
Meeting Minutes - Final
Technical Coordinating Committee**

1 Fenton Main St.
Suite 201
Cary NC 27511

Thursday, November 6, 2025

10:00 AM

Conference Room

1. Welcome and Introductions

Chair Tracy Stephenson called the meeting to order at 10:00 a.m. Introductions were then made.

(Clerk's Note: Regan Buchanan and David Keilson were present in a non-voting capacity as additional agency representatives present.)

Present: 41 - Dallas Baker, Dylan Bruchhaus, Kenneth Ritchie, Bynum Walter, Bradley Kimbrell, Matt Klem, Regan Buchanan, Thanh Schado, Barry Baker, Jay Sikes, Tim Gardiner, Akul Nishawala, Brandon Watson, Melanie Rausch, Paul Black, Ron McCollum, James Salmons, Becca Gallas, David Keilson, Robert Stone, Bryan Kluchar, Neil Perry, Phil Geary, Travis Crayton, Jenna Shouse, Jason Kress, Juliet Andes, Sandi Bailey, Conrad Olmedo, Chris George, Tracy Stephenson, Julian Griffee, Chris Garcia, Tucker Fulle, Landon Chandler, Bret Martin, Tanner Hayslette, Emma Linn, Lucy Garcia, Catherine Farrell, and Matt Day

Absent: 14 - Jason Rogers, Braston Newton, Joe Geigle, Anita Davis-Haywood, Than Austin, Nick Morrison, Riley Stout, Michael Landguth, Jeff Jones, Michelle Bryant, Jennifer Ganser, Barbara Hollerand, Bryan Coates, and Bo Carson

2. Adjustments to the Agenda

The following adjustment to the Agenda was requested by Staff:

- *REMOVAL: Item #5.4, FFY 2026-2027 FTA Section 5307/5340, and 5339 (a) Raleigh Urbanized Area Sub Allocation Methodology Memorandum of Understanding*

Paul Black motioned to approve the removal of Item #5.4 from the Agenda. Bret Martin seconded the motion. The motion carried 38-0.

3. Public Comments

There were no public comments.

4. Minutes

4.1 Minutes - October 2, 2025
 Susan A. Owens, MPO Staff

Requested Action: Approve the TCC Meeting Minutes of October 2, 2025

Requested Action: Approve the TCC Meeting Minutes of October 2, 2025

Attachments: [Staff Report](#)
[Minutes - October 2, 2025](#)

There were no questions and/or comments.

Emma Linn motioned to approve the TCC Minutes of October 2, 2025. Chris Garcia seconded the motion. The motion carried 38-0.

5. Regular Business

5.1 FY 2026 Wake Transit Administrative Items
 Steven Mott, MPO Staff

Requested Action: Approve the FY 2026 Q2 Wake Transit Work Plan amendment requests and the Period of Performance extension requests.

Attachments: [Staff Report](#)
[A - FY 2026 Q2 WTWP Amendment Requests](#)
[B - FY 2026 Period of Performance Extension Requests](#)

Mr. Mott provided an overview of the three FY 2026/Q2 Wake Transit Work Plan Amendment Requests and the 18 FY 2026 Period of Performance Extension Requests.

Responding to Bret Martin, Mr. Mott clarified that the Town of Morrisville's Period of Performance Extension Request was for two years, not one.

There were no further questions and/or comments.

Brandon Watson motioned to 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. Bret Martin seconded the motion. The motion carried 38-0.

5.2 Adoption of the Recommended 2035 Wake Transit Plan

Ben Howell, CAMPO Staff

Attachments: [Staff Report](#)

[Recommended 2035 Wake Transit Plan](#)

[2035 Wake Transit Plan Appendices](#)

[2035 Wake Transit Plan Engagement Summary - Phase 4](#)

[GoTriangle Audit & Finance Committee Staff Report](#)

Mr. Mott provided an overview of the Recommended 2035 Wake Transit Plan, noting the four Big Moves (Connect the Region, Connect all Wake County Communities, Create Frequent Reliable Urban Mobility, and Enhance Access to Transit) and the proposed 2035 investments. He presented the DNA Map illustrating the regional connections and provided an overview of how all Wake County communities will be connected. He noted that all routes will operate 365 days a year by 2035 and stated that the goal is to make local connections faster and more reliable, with more regional connections and community transit facilities. He stated that we are looking to make frequent service available at least 12 hours a day and noted the proposed extensions to the system and potential future extensions. He commented that we are enhancing access to transit by improving bike walks and cross walks and increasing access from $\frac{3}{4}$ mile to 1.5 miles. He summarized the activities from the 30-day public engagement period and the feedback received, noting the concerns regarding safety and BRT and the desire for commuter and/or light rail as the common themes. He provided an overview of TPAC's initial review and recommendations. He stated that GoTriangle has reviewed the Plan and requested the following revision to the footnote(s) in the Plan regarding the VRT revenue: "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 considered this request and did not recommend including the language, instead providing 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 vehicle rental tax (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." He reported that the GoTriangle Board of Trustees Audit & Finance Committee heard a presentation on the Plan at their meeting on November 5, 2025, and recommended adoption of the Plan to the GoTriangle Board of Trustees with the following added language: "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." He then requested that the TCC consider the GoTriangle Audit & Finance Committee's proposed additional language recommended to their Board.

Responding to Bret Martin, Mr. Mott apologized that adjustments to the second paragraph of Chapter 3 on page 320 were not included in the version attached to the Agenda.

Tim Gardiner expressed Wake County's concern regarding the need for continued dialogue with GoTriangle so as to not move away from the partnership and stated that the County is comfortable with GoTriangle's proposed addition in order to get the Plan

approved.

Mr. Mott noted that both the CAMPO Executive Board and the GoTriangle Board of Trustees will need to adopt an identical Plan.

Mr. Gardiner expressed support for recommending approval of GoTriangle's proposed additional verbiage.

Paul Black commented that his interpretation of TPAC's intent was to not get in front of the Conference Committee and added that his opinion is that GoTriangle will not approve the Plan without the requested additional language.

Brandon Watson asked if we are getting ahead of the Conference Committee by recommending the additional language.

Mr. Gardiner noted that adding the proposed additional language is a priority in order to get the Plan adopted, but that continued dialogue is still needed.

Mr. Martin noted that, per the Governance ILA, the Conference Committee's decision is binding on TPAC and that is why TPAC did not recommend including GoTriangle's proposed additional verbiage; however, that is not an issue for TCC or the Executive Board.

After the vote, Mr. Gardiner further expressed the need for continued dialogue with GoTriangle in order to address the VRT issue.

There were no further questions and/or comments.

Tim Gardiner motioned to recommend the Executive Board adopt the Recommended 2035 Wake Transit Plan, subject to the following:

- **Incorporating GoTriangle's request and revising the footnote(s) in the Plan regarding VRT revenue to read, "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."**
- **Assurance that the TPAC recommended adjustments be made to the second paragraph of Chapter 3 on page 320, as noted by Bret Martin**

Paul Black seconded the motion. The motion carried 38-0.

5.3 Community Funding Area Program Management Plan Update
 Suvir Venkatesh, MPO Staff

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

Attachments: [Staff Report](#)
[Updated Community Funding Area Program Management Plan](#)

Mr. Venkatesh provided an overview of the Community Funding Area Program Management Plan Update, highlighting the major revisions, summarizing the 30-day public comment/engagement efforts and results, and presenting the adoption timeline.

There were no questions and/or comments.

Bret Martin motioned to recommend the Executive Board approve the updated Community Funding Area Program Management Plan. Akul Nishawala seconded the motion. The motion carried 38-0.

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

Attachments: [Staff Report](#)

(Clerk’s Note: This item was removed from the Agenda under Adjustments to the Agenda.)

5.5 2025 Updated Public Transportation Agency Safety Performance Measures and Targets

Crystal Odum, MPO Staff

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

Attachments: [Staff Report](#)
[Resolution](#)
[Corrected Exhibit A to Resolution - Distributed at Meeting](#)

Ms. Odum provided background on FTA's 2018 Public Transportation Agency Safety Plans (PTASP) regulation requiring that all transit systems that receive Section 5307 Program funds for urbanized areas (UZAs) develop safety plans that include processes and procedures to develop safety management systems. She stated the required regional transit agencies have each prepared their agency safety plans (ASPs) and annually update them. Beginning 2021, CAMPO, the transit agencies, and NC DOT meet twice a year to monitor and update safety goals along with Transit Asset Management goals. In 2021 CAMPO established and adopted its regional safety measures and goals, which are required to be updated every 4 years

Ms. Odum reported the FTA had its first major update to the PTASP requirements in April 2024, as well an update to the National Public Transportation Safety Plan (NPTSP), that lays out the performance-based approach to reduce fatalities and injuries. The updates included General Directive 24-1, which required actions regarding transit worker assaults to be separated from the passenger assault information. She noted that the NPTSP supports the USDOT long-term goal of reaching 0 fatalities on roadways by adding safety performance criteria for vehicle collisions and providing voluntary standards for bus transit. The PTASP update incorporates the 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 risks, including assaults on transit workers, transit vehicle-pedestrian collisions, and infectious disease exposure. Each transit agency subject to FTA's PTASP regulation must 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. With the 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. Ms. Odum pointed out after a passenger murder incident on the CAT system in Charlotte, in September 2025, U.S. Transportation Secretary launched an investigation of North Carolina CATS' security spending & safety plans. She added that staff is also following up on CATS and other agencies safety/risk programs to share the lessons learned and best practices regarding transit safety.

Ms. Odum noted there are now 14 required safety measures and the requirement for large UZAs to set up a safety risk reduction program and eight required safety performance measures for such programs. She commented that part of the requirement was for agencies to develop safety committees which include leadership and rank and file personnel from different departments to set up safety goals and targets. Tables were presented showing recommended regional targets for both large systems (10M+ revenue

miles) and smaller systems (100k revenue miles).. She stated that the PTASP's are developed based on agency risk programs and three-year data on transit worker assaults and it's important to note that FTA has not established the required methodology for setting safety performance targets (SPTs) for the 14 performance measures. Except for the safety risk reduction program measures, agencies can set SPTs for safety performance measures using their own selected target-setting methods.

Responding to Neil Perry, Ms. Odum stated that agencies report data for assaults on passengers under the Major Events and Incidents categories.

Responding to Tim Gardiner, Ms. Odum reiterated that these are regional metrics developed in collaboration with the transit agencies and that the requested action is to 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. Specific agency safety performance measures and targets are attached as part of the updated resolution attachments (see attachment #3 to this Agenda item).

Mr. Perry noted that, just like in the rail program, the data for assaults on riders and users is buried under the injuries and major events categories compared to the spelled out data for assaults on workers/drivers.

Chris Lukasina responded that these are federally required categories, but that the TCC could add additional measures in time if desired. He added that it may be appropriate to discuss any new categories with the transit agencies first in order to ensure that they can be reported on.

Ms. Odum commented that these rules do apply to rail agencies also and she will address how passenger assaults are reported as a discussion point at the next partner's bi-annual PTASP meeting.

In response to Mr. Gardiner, Ms. Odum noted that a handout was distributed at the meeting as an exhibit to the resolution, which incorporates GoTriangle's 2026 targets now being updated in their ASP. This resulted in changes to a couple of regional targets. This is an ongoing process responding to safety data and trends.

Responding to Chair Tracy Stephenson, Ms. Odum clarified that these regional targets are required to be updated every four years to be included in CAMPOs MTP and other planning documents while the agency measures and targets are updated annually.

There were no further questions and/or comments.

Tim Gardiner motioned to recommend the Executive Board adopt the updated regional 2025 Transit Performance Measures and Targets and the resolution, with the amended exhibit distributed at the meeting, supporting regional targets for Public Transportation Agency Safety Plan Performance Measures. He added that the presentation to the Executive Board should specifically state that all agencies will be included in the development of regional measures and that compliance with these measures is a federal requirement.

Bret Martin seconded the motion, subject to the following additional amendments:

- **Clarification that, if an agency does not receive 5307 funds directly from FTA, then these PTASP requirements and measures are not applicable**
- **Clarification that each agency sets their own agency targets**

- Clarification advising that there is a provision requiring any direct recipients of 5307 funds that do not meet their targets must use 0.75% of their 5307 funding to fund projects that go toward meeting their targets.

Tim Gardiner accepted Bret Martin's additional amendments. The motion carried 38-0.

5.6

Safety Performance Measure Targets 2026

Kenneth Withrow, MPO Staff

Requested Action: Approve the CAMPO 2026 Safety Performance Measures and Targets

Attachments: [Staff Report](#)
[2026 Blueprint for Safety Targets Setting](#)

Mr. Withrow provided an overview of the adoption requirements for safety performance measure targets, the Board's prior action establishing short, near, and long-term targets for 2025-2055, and the 2026 target setting crash data.

Responding to Tim Gardiner, Chris Lukasina clarified that updates to these specific safety performance measures and targets must be approved annually and that they will be included in the MTP Appendix moving forward.

Shelby Powell added that the Blueprint for Safety Plan will be the implementation tool for these performance measures and targets.

Mr. Withrow reminded everyone that the 2025 Blueprint for Safety Implementation Summit will be held on December 3, 2025, and spoke regarding the establishment of the Culture & Policy and Projects Sub-Committees.

There were no further questions and/or comments.

Barry Baker motioned to recommend the Executive Board approve the CAMPO 2026 Safety Performance Measures and Targets. Jay Sikes seconded the motion. The motion carried 38-0.

5.7

2055 MTP/CTP Update

Chris Lukasina, MPO Executive Director

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.

Attachments: [Staff Report](#)
[2055 MTP Fiscal Constraint](#)
[2055 MTP Summary Schedule](#)
[2055 MTP Public Involvement Update](#)

Mr. Lukasina noted where we are in the MTP update process. He provided an overview of the Preferred Scenario Transit Element major investments, noting that there have been a few updates since the last meeting. He stated that the region rail serving the Veridea area has been separated to Veridea as a separate project from downtown and that we are also extending BRT service past the Town of Apex to Veridea. He provided a summary of the Preferred Scenario Roadway Element major investments and thanked Jenna Shouse for catching a mapping error that will be corrected today. He provided an overview of the Preferred Scenario Bicycle & Pedestrian Element, noting that no feedback or changes have been requested in the last month. He summarized the MTP Revenue Forecast, illustrating that the available funding from traditional sources does not align with the region's identified needs and that additional revenue assumptions can address this. He reminded the TCC that the Executive Board approved proceeding with the assumption of additional funding from a local option sales tax equivalent and stated that the additional revenue will fund 42 additional projects. He illustrated the recommended revenue option and investment mix. He stated that all details and analysis for the 2055 MTP, as well as the draft plan available for comment, can be found online at www.campo-nc.us/transportation-plan/in-development-2055-mtp and then summarized the public engagement effort goals and tactics. He next announced the potential addition of the US 1 toll project, noting efforts made by NCDOT to try and re-accelerate the project since the Executive Board voted to approve the tolling of US 1 back in May 2025. He reoriented everyone to the project, providing an overview of the project segments and its projected start/end years and costs history since 2012, and introduced NCDOT Division 5 Engineer Becca Gallas, who will be discussing NCDOT's recent efforts to expedite the project.

Becca Gallas reported that NCDOT is pursuing the following two paths in order to continue aggressive implementation of the U-5307 project: monitoring for enabling legislation for tolling and responding to legislative requests for information and starting final design of non-tolling concepts for Segments A & B, with a focus on advancing tasks that are subject to potential high inflationary increases and mitigating risks that may impact schedule. She commented on the various challenges and their strategies to address them and deliver on schedule. She added that they have brought a firm onboard to help move the project forward and provided the website for the project, www.ncdot.gov/projects/capital-boulevard-upgrade, and the email for the Project Manager Sara Sherman, sjsherman1@ncdot.gov. It was noted that, in order to move forward with the property acquisition piece, tolling as the funding source for the project needs to be removed from the TIP and STIP.

Responding to Tim Gardiner, Mr. Lukasina stated that this means we would have to add the project to the MTP as a non-tolled project and also modify the TIP and STIP.

Responding to Chair Tracy Stephenson, Mr. Lukasina stated that the entire project would need to be changed from toll funding, even though NCDOT's current plans are only for Segments A & B.

Responding to Bradley Kimbrell, Mr. Lukasina stated that the funding source change will not affect the design of the project as toll facility design work and NEPA changes have not occurred yet. He responded to his next inquiry by stating that the TCC only makes recommendations to the Executive Board.

Responding to Mr. Gardiner, Mr. Lukasina stated that this does not impact any toll-side projects as we were in a holding pattern.

Responding to Bynum Walter, Mr. Lukasina stated that all jurisdictions with rights-of-way in the area are represented today.

Responding to Juliet Andes, Mr. Lukasina stated that changing the toll status of US 1 does not change the horizon years for other projects.

Responding to Chair Stephenson, Mr. Lukasina clarified that tolling was an attempt to accelerate the project and now that attempt is no longer needed. He further noted that the Executive Board's action was to authorize tolling or "any other means" to accelerate the project.

Mr. Gardiner noted that Wake County has a question regarding the A670 Project and needs to look at it with CAMPO Staff.

There were no further questions and/or comments.

Bradley Kimbrell motioned to recommend the Executive Board approve the 2055 MTP/CTP projects and programs, subject to the removal of the U-5307 (US 1) Project as a tolled project. Jenna Shouse seconded the motion. The motion carried 38-0.

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

Alex Rickard, MPO Staff

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

Attachments: [Staff Report](#)
[TIP Amendment #1](#)

Chris Lukasina presented this item on behalf of Mr. Rickard and provided an overview of the adjustments from the final 2024-2033 TIP, including the modification to the US 1 Project recommended in the previous agenda item, and the next steps.

Paul Black stated that Project TG-4321A fell out of the STIP when it was converted and requested that it be included in this TIP amendment. Mr. Lukasina responded that FY 2025 funding is not shown in the 2026 STIP and that Staff is reviewing the matter with NCDOT in order to show that prior year funding. He added that the next quarterly TIP amendment will be in January/February 2026.

There were no further questions and/or comments.

Tim Gardiner motioned to recommend the Executive Board approve Amendment #1 to the FY 2026-2035 TIP. Thanh Schado seconded the motion. The motion carried 38-0.

5.9 Mobility Management Program Update: Communications Plan

Sarah Keach, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[MMP Communications Plan](#)

Ms. Keach provided an overview of the Mobility Management Program and its Communications Plan. She highlighted its goals to raise awareness, grow engagement, measure success, and increase mobility and summarized the three key audiences and the key messaging for each. She provided an overview of the Program's website and its content and the channels of communication. She added that there will be a performance evaluation every six months.

There were no questions and/or comments.

This item was received as information only.

5.10 Triangle Bikeway East Design Project Update
Cara Russell, CAMPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)
[Triangle Bikeway East Design Project Handout 1](#)

Ms. Russell provided an overview of the Project and its timeline. She noted that we are now stepping into the design phase and that the design portion has been 90% funded and includes the section from RTP to Wade Avenue. She noted the benefits of having these high quality, high-capacity bike ways in the region and stated that the validation phase has been completed and that we are starting to move into documentation. She then stated that the stakeholder alignment reviews will be this Fall and spoke regarding the upcoming public engagement efforts.

There were no questions and/or comments.

This item was received as information only.

6. Informational Item: Budget

6.1 Operating Budget, FY2026
Brenda Landes, MPO Staff

Requested Action: Received as information.

Attachments: [Staff Report](#)
[FY2026 Projected Operating Budget](#)

There were no questions and/or comments.

This item was received as information only.

6.2 Member's Shares, FY2026
Brenda Landes, MPO Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)
[FY2026 Member's Dues Projection](#)

There were no questions and/or comments.

This item was received as information only.

7. Informational Item: Project Updates

7.1 Project Updates

Requested Action: Receive as information

Requested Action: Receive as information

Attachments: [Staff Report](#)

[November 2025 Project Updates - CAMPO](#)

[November 2025 Project Report - NCDOT Div. 6](#)

There were no questions and/or comments.

This item was received as information only.

7.2 Public Engagement Updates

Bonnie Parker, MPO Staff

Requested Action: Receive as information.

Attachments: [Staff Report](#)

[Public Engagement Updates - November 6, 2025](#)

There were no questions and/or comments.

This item was received as information only.

8. Informational Item: Staff Reports

MPO Report:

Chris Lukasina reported the following:

- *Registration for the Blueprint for Safety Implementation Plan Summit on December 3, 2025, is open.*
- *The Employment Analyst Training is on November 12, 2025. Training will cover how to use the online mapping tool, and agencies will have two to three months to complete that.*
- *The One-Call-for-All closed on October 31, 2025. We received nine special studies requests and 13 roadway and seven bike/ped applications for the LAPP.*

Mr. Lukasina stated that, if the Executive Board agrees with the TCC's recommendation on the 2055 MTP, then there will be no action items requiring a December 4, 2025, TCC meeting. He also requested that the TCC Chair reschedule the January 1, 2026, TCC meeting to January 8, 2026.

NCDOT Transportation Planning Division:

No report provided.

NCDOT Division 4:

No report provided.

NCDOT Division 5:

Becca Gallas reported the following:

- *The I-440 project will be substantially complete at the end of this year. There will be significant work this weekend at the ramps and loops. The eastbound I-440 collector will be open and there may be some driver confusion as they adjust.*
- *Work on the western diverging diamond will start in April/May 2026.*
- *Beryl Road is also open for Blue Ridge Road.*

NCDOT Division 6:

No report provided.

NCDOT Division 8:

No report provided.

NCDOT Rail Division:

No report provided.

NC Turnpike Authority:

Ron McCollum reported that utility work on the I-540 Project at Rock Quarry Road is continuing and there will be closures by Auburn/Knightdale Road around November 17, 2025.

NCDOT Integrated Mobility Division:

No report provided.

TCC Members:

Chris Garcia reminded all that the Triangle Bike/Ped Workshop is tomorrow and noted that the Town of Holly Springs is looking forward to hosting it.

Bynum Walter reported that the City of Raleigh has completed its first round of public engagement for its Comprehensive Plan. She spoke further regarding their plans for Phase 2 and the incorporation of input from their neighboring jurisdictions.

Paul Black reported on GoTriangle's Fall service changes, noting that they will be running both the WRX and ZWX services starting tomorrow.

Under the MPO Report:

Chair Tracy Stephenson announced that the December 4, 2025, TCC meeting will be cancelled if the Executive Board Chair cancels the December 17, 2025, Executive Board meeting.

Chair Tracy Stephenson further announced that the January 1, 2026, TCC meeting will be rescheduled to January 8, 2026.

9. Adjournment

Chair Tracy Stephenson adjourned the meeting at 11:56 a.m.

Upcoming Meetings/Events

CAMPO Executive Board Meeting *November 19, 2025*
CAMPO Board Room *3:00 - 5:00 pm*
1 Fenton Main St, Ste 201
Cary, NC 27511

CAMPO TCC Meeting *December 4, 2025 - TENTATIVE*
CAMPO Board Room *10:00 am - Noon*
1 Fenton Main St, Ste 201
Cary, NC 27511

CAMPO Executive Board Meeting *December 17, 2025*
CAMPO Board Room *3:00 - 5:00 pm*
1 Fenton Main St, Ste 201
Cary, NC 27511