



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

October 15, 2025

3:00 PM

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

1. Welcome and Introductions

2. Adjustments to the Agenda

- Addition: Item 7.4 - Strategic Regional Rail Infrastructure Investment Study

3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.

5. Consent Agenda

5.1 Minutes - September 17, 2025

5.2 Federal Functional Classification Changes

5.3 CAMPO Advanced Air Mobility (AAM) Study

End of Consent Agenda

6. Public Hearing

6.1 Community Funding Area Program Management Plan Update

Program Overview



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Program Overview

- Envisioned as part of the Wake Transit Plan - Big Move #4: Enhanced Access to Transit
- A competitive program providing an opportunity to receive match funding for planning, capital, operating, or combined capital / operating transit projects

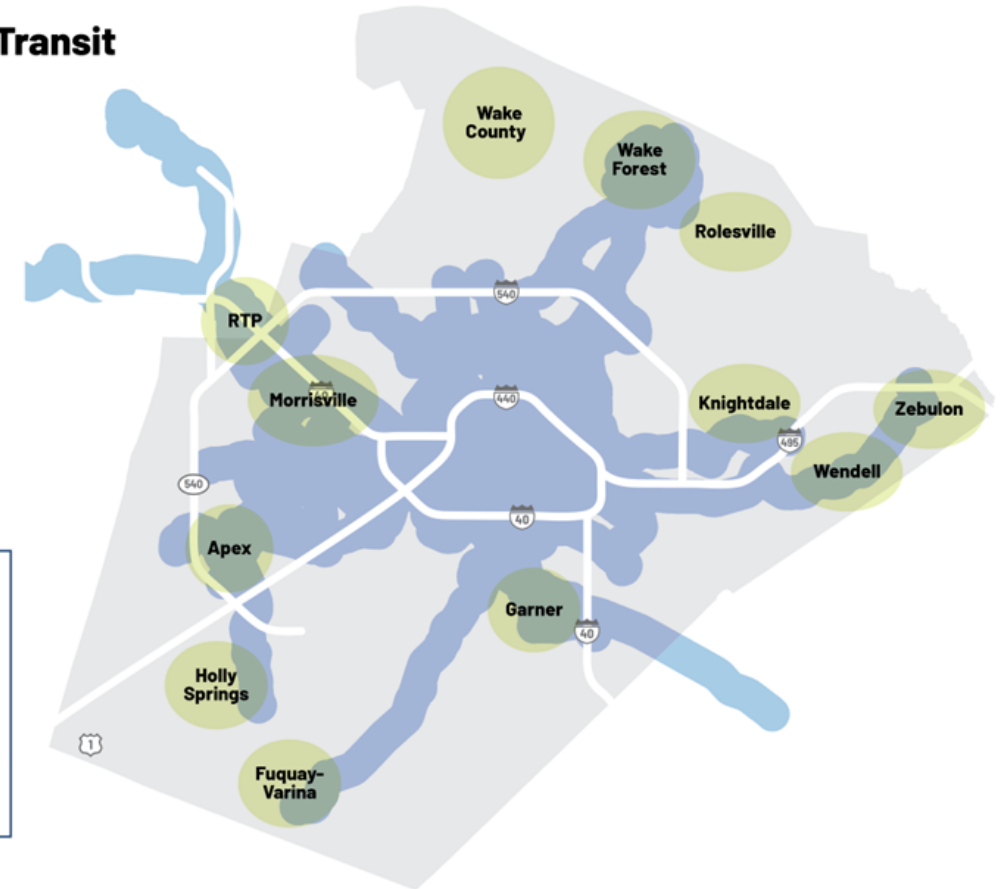
Enhanced Access to Transit

- **Areas Accessible to Fixed-Route Transit**
Shaded areas are within ¼ 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.



Previously Funded Projects

Planning

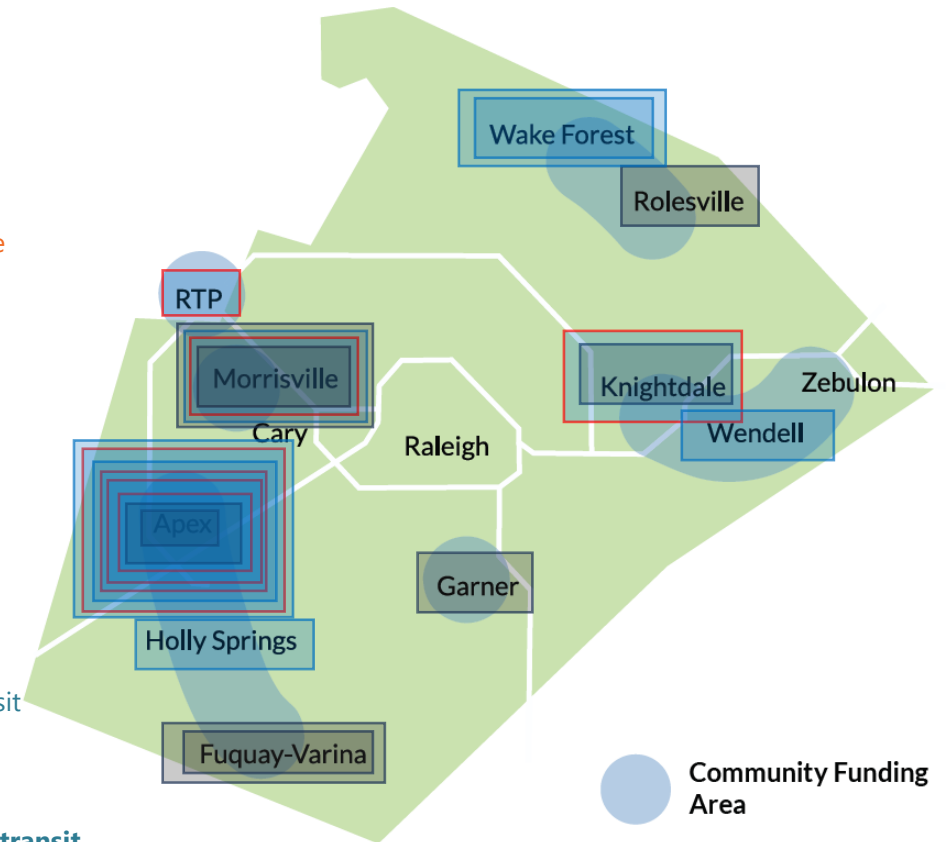
- Town of Apex (FY19) – Circulator Study
- Town of Morrisville (FY19) – Transit Study
- Town of Garner (FY20) – Transit Feasibility Study
- Town of Fuquay-Varina (FY20) – Microtransit Study
- Town of Rolesville (FY20) - Transit Feasibility Study
- Town of Knightdale (FY22) – Transit element of CTP
- Town of Fuquay-Varina (FY23) - Transit Feasibility Study
- Town of Apex (FY24) - Transit Prioritization Study
- Town of Morrisville (FY25) - Transit Feasibility Study

Capital

- Town of Apex (FY21) – GoApex Route 1 Bus Stops
- Town of Morrisville (FY21) – Smart Shuttle Nodes
- Research Triangle Foundation (FY22) – Mobility Hub
- Town of Apex (FY24) – Transit Access Infrastructure
- Town of Apex (FY24) - Bus Stop Improvements
- Town of Knightdale (FY24) – Transit Access Infrastructure
- Town of Apex (FY25) - Bus Stop Improvements
- **Town of Apex (FY26) Bus Stop Improvements**

Operating

- Town of Wake Forest (FY20) – Reverse Circulator
- Town of Apex (FY21) – GoApex Route 1
- Town of Morrisville (FY21) – Smart Shuttle
- Town of Wendell (FY25) - GoWake SmartRide Microtransit
- **Town of Apex (FY26) - Frequency Improvements for GoApex Route 1**
- **Town of Wake Forest (FY26) – Go Wake Forest Microtransit**
- **Town of Holly Springs (FY26) – Holly Springs Microtransit**



Overview of PMP Update



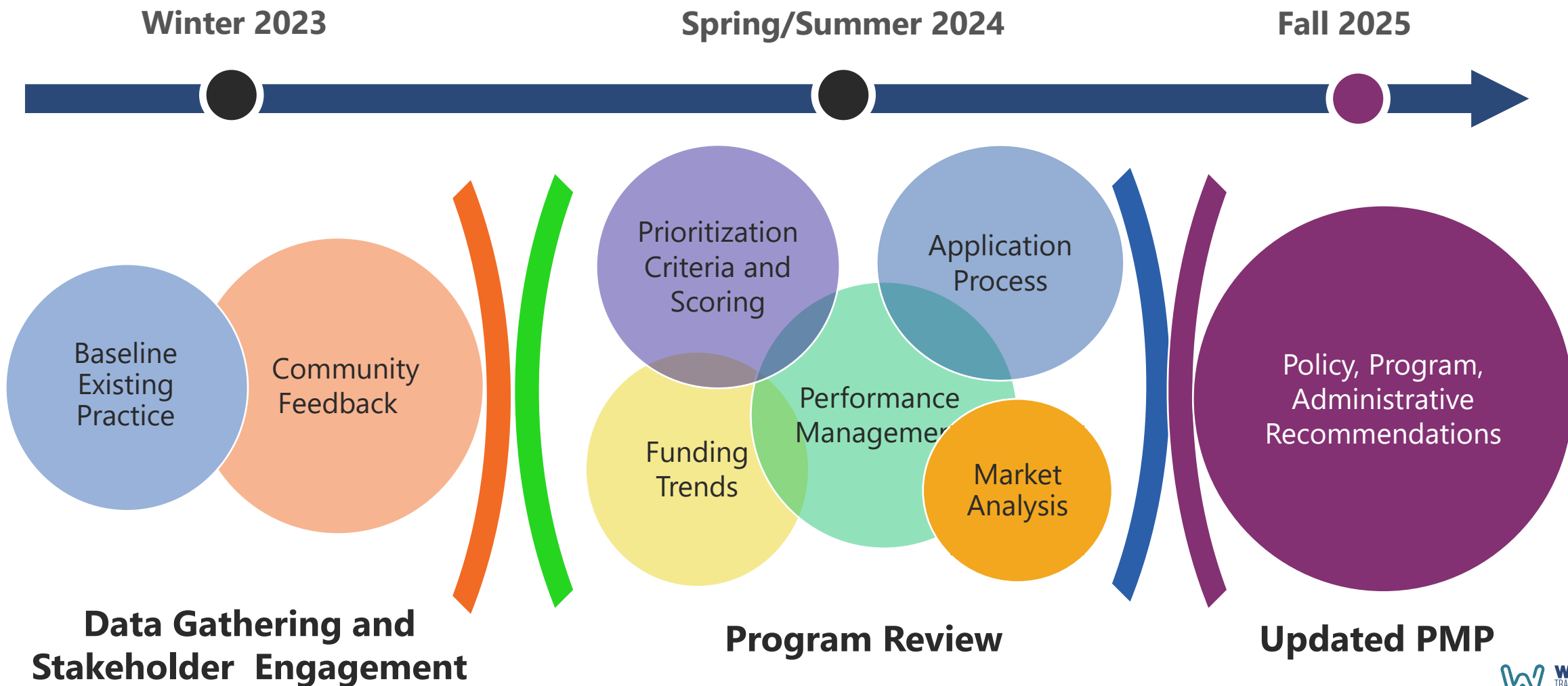
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Community Funding Area Program Management Plan

- 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)
- To be updated before FY27 Application Cycle



PMP Update Process



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

Adoption Timeline

ACTION	DATE
Presentation to TPAC- Release for Public Comment	September 18
Public Comment Period	Sept 22 – Oct 21 (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 A&F 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)	

6.1 Community Funding Area Program Management Plan Update

Requested Action:
Conduct public hearing

End of Public Hearing

7. Regular Agenda

- 7.1 Amendment #1 to FY 2026-2035 Transportation Improvement Program (TIP)
- 7.2 Safety Performance Measure Targets 2026
- 7.3 2055 MTP/CTP Update
- 7.4 Strategic Regional Rail Infrastructure Investment Study

7.1 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

7.1 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:
Receive as information.

7.2 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.

7.2 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).

7.2 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

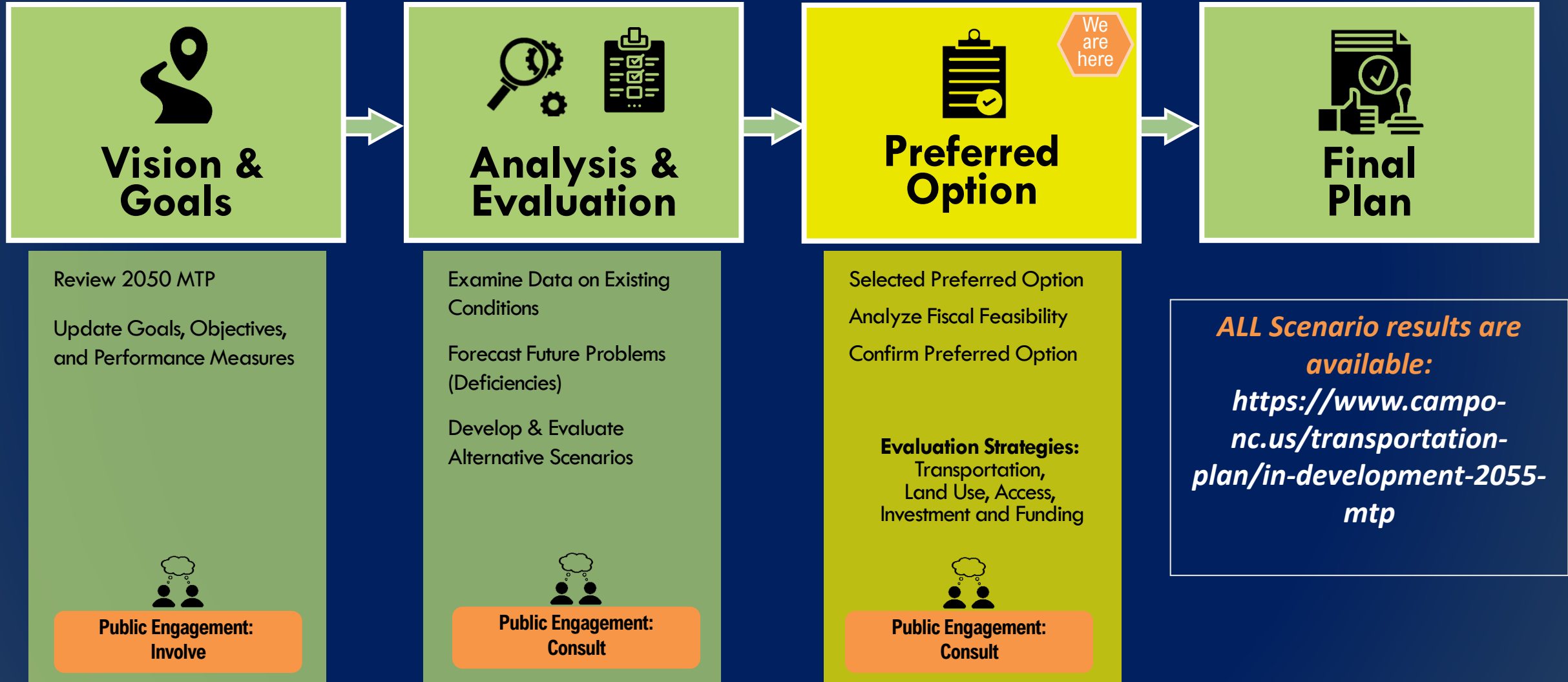
7.2 Safety Performance Measure Targets 2026

Requested Action:
Receive as information.

7.3 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.

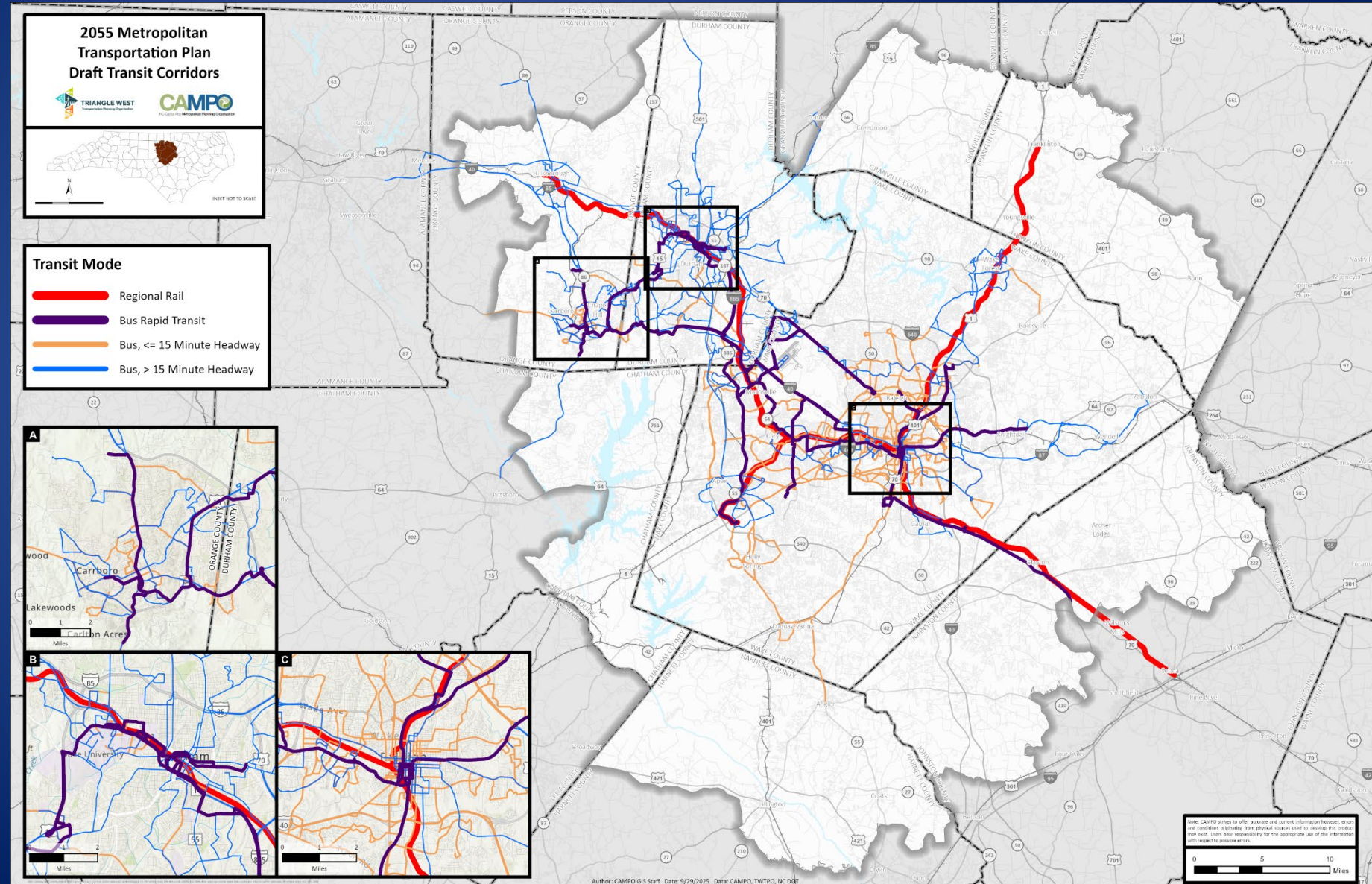


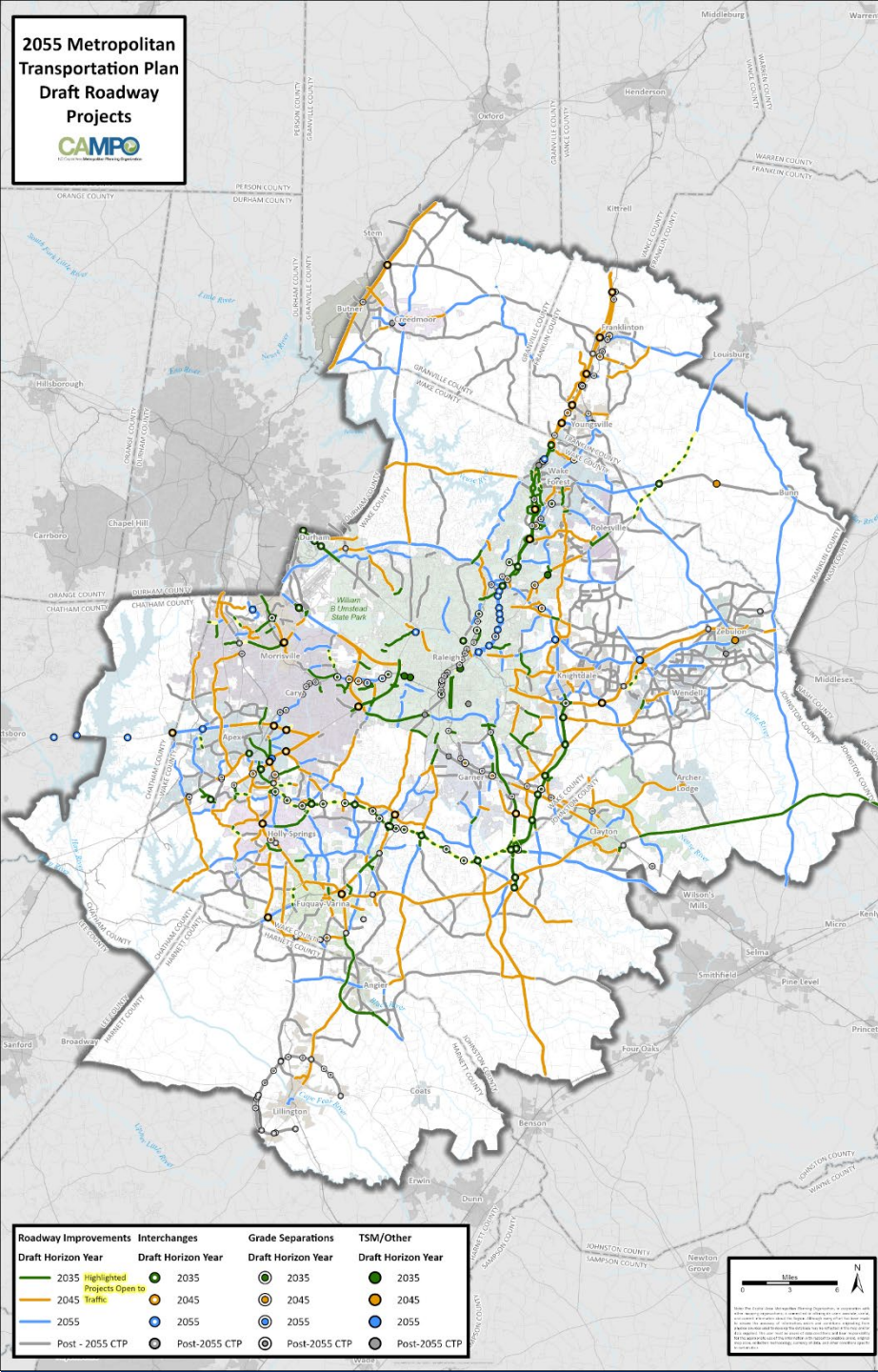
Major Transit Investments

- 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

1st Draft of Fiscally Constraint





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
Existing

— Statewide
— Regional

Bike/Ped Corridors Proposed
Proposed

— Statewide
— Regional



Preferred Scenario Bicycle & Pedestrian Element

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

2055 MTP Revenue Forecast

Our Revenue Forecast is derived from:

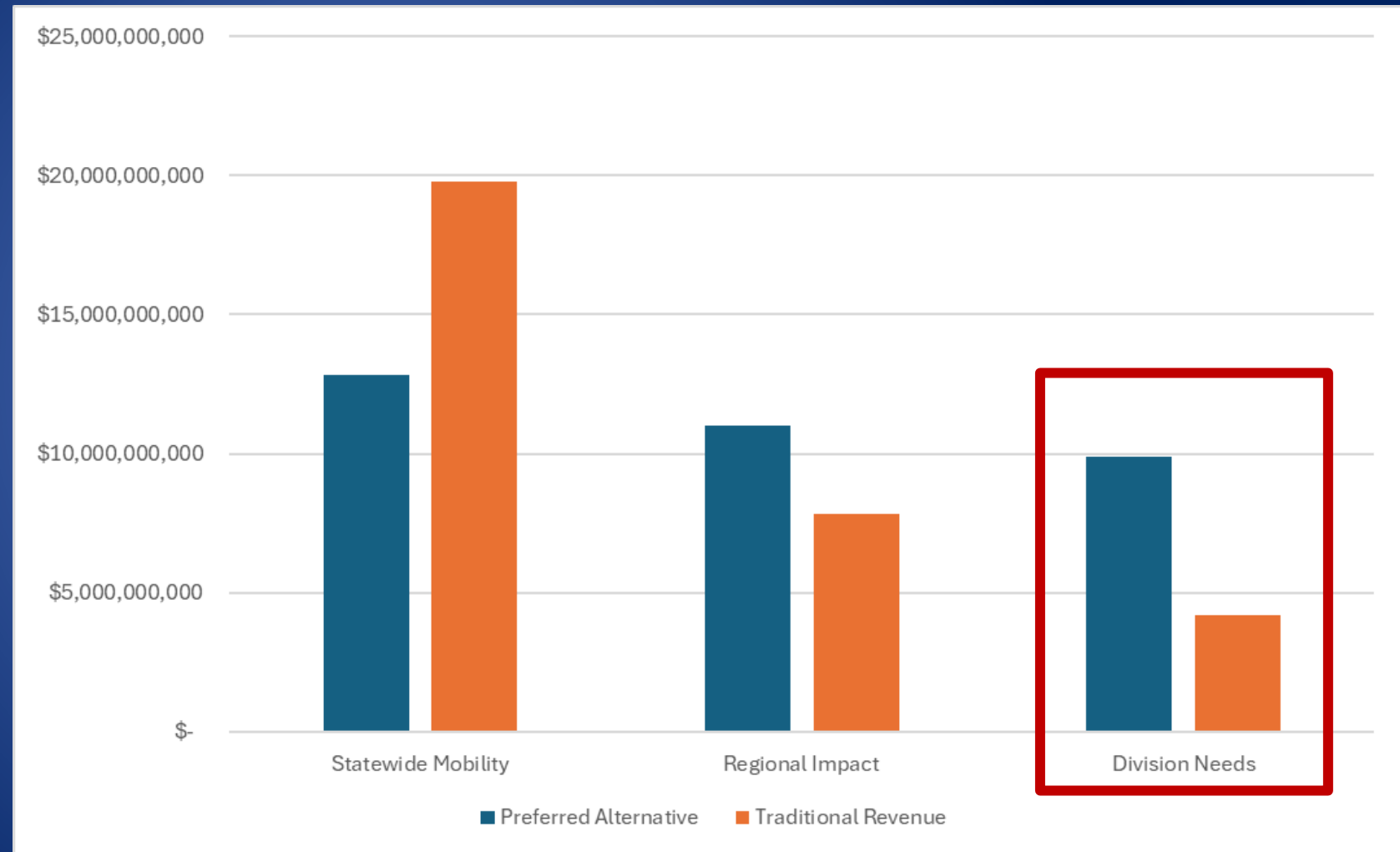
- 1st Decade:
 - TIP/STIP (10 yr Work Program)
 - Local funding/development activity
- 2nd & 3rd Decades:
 - “Traditional” Federal & State Funds
 - *Assumed increases for Shared Leadership, All Together, and Preferred scenarios*
 - MPO portion based NCDOT Financial Forecast
- Transit Funds
 - *Wake Transit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

2055 MTP Revenue Forecast

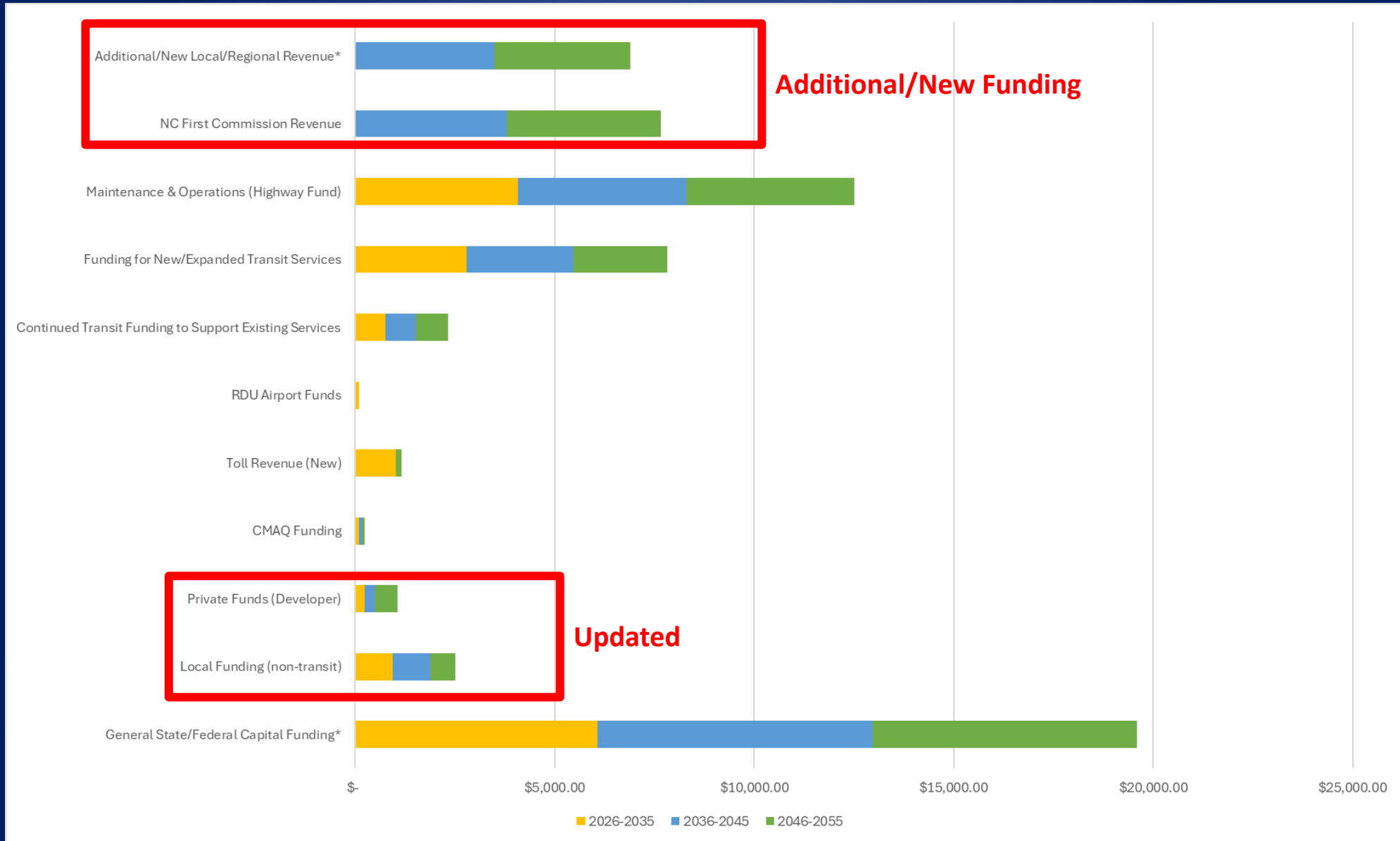
Costs vs. Revenue

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

Additional revenue assumptions can address this.



Preliminary 2055 MTP Financials

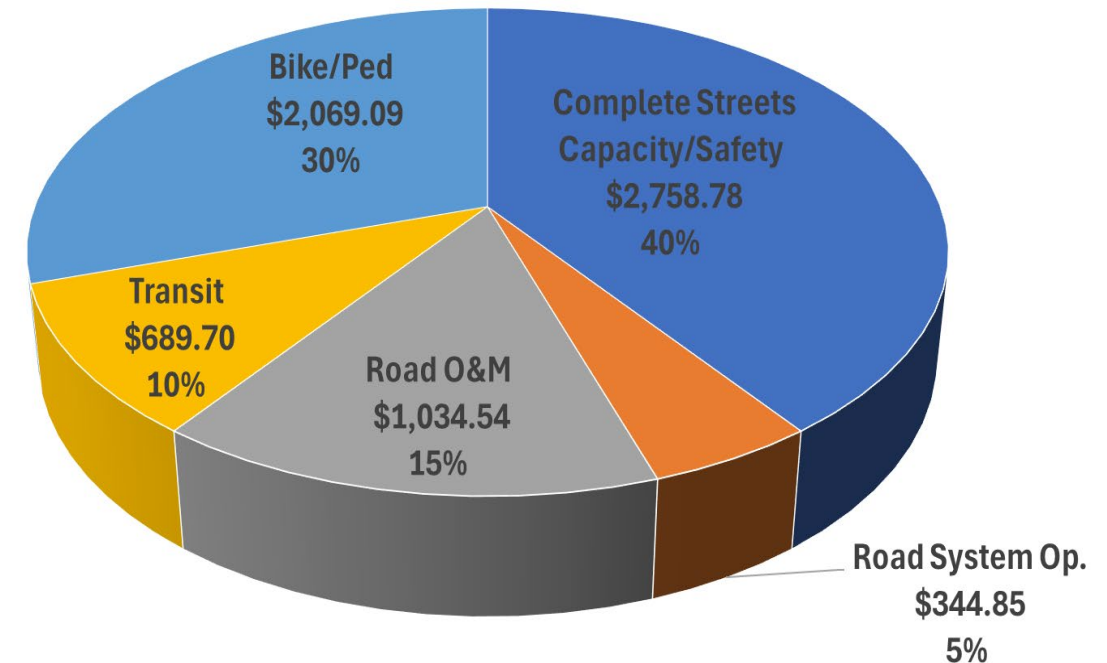


2055 New Regional/Local Revenue Options Explored

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
- *Would add 15 secondary road projects beyond Alt 1. Total of 42 additional projects.*

Recommended Option



Review data on CAMPO website:

➤ Overview & Details: 2055 MTP

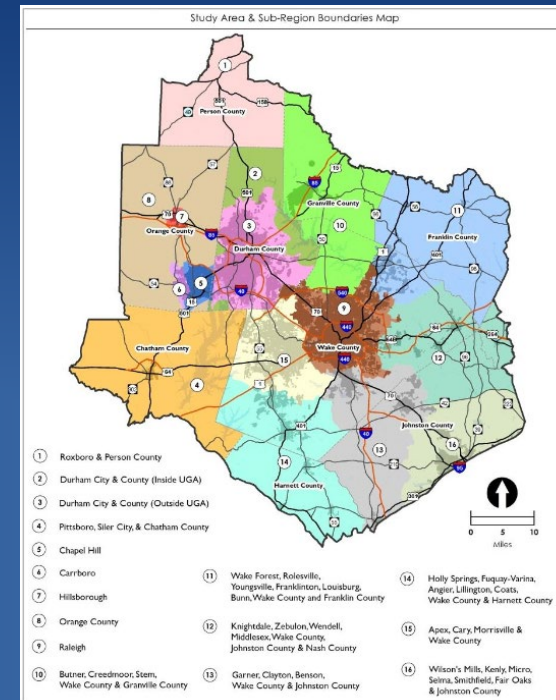
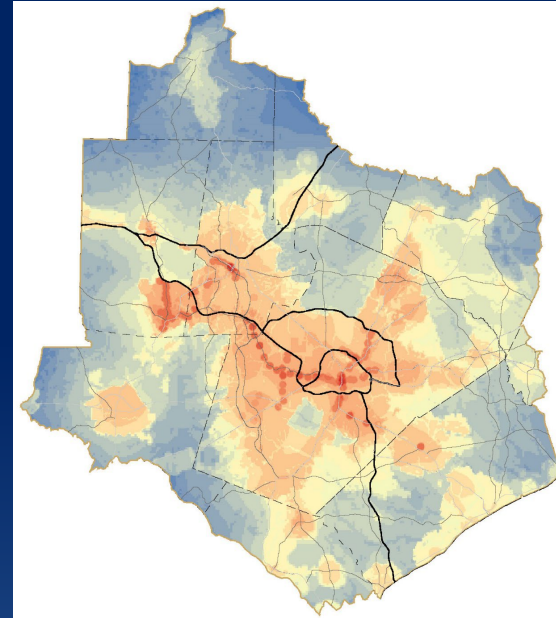
CAMPO-NC.US >> Transportation Plan >> In Development 2055 MTP

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 – 2055 MTP Draft Projects & Programs

Destination2055NC.com – Public Website and Survey Link

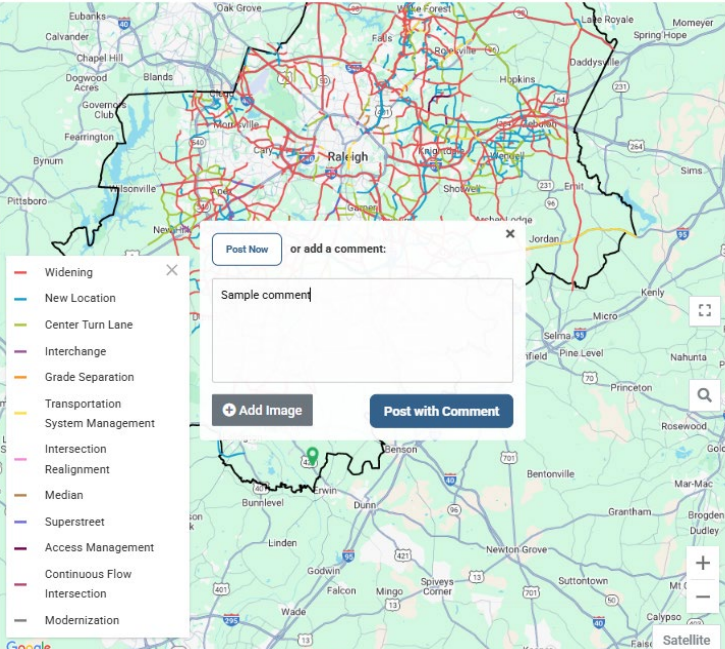
Survey Question (sample):

ROADWAY INVESTMENTS

The Draft 2055 **ROADWAY** Investments and their related programming - broken into 10-year buckets, or "horizons" are shown on the map below by their improvement type. The projects listed beyond the year 2055 make up the region's "Comprehensive Transportation Plan" or CTP.

[PDF - Proposed 2055 MTP & CTP projects](#)
[PDF - Map Legend - Glossary](#)

Use the 'Pin' tool in the upper right of the map to add comments directly to the map or use the comments box further below.



Public Comment Period – Oct. 8 to Nov. 18 (42 days)
Online Survey – Closes November 13
Public Hearing – November 19

7.3 2055 MTP/CTP Update

Item	Anticipated Milestone Dates
Preliminary Draft Plan	Sept./Oct. 2025
“Final” Draft Plan	Oct./Nov. 2025
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:
Receive as information and provide feedback

7.4 Strategic Regional Rail Infrastructure Investment Study

Strategic Regional Rail Infrastructure Investment Study

Background



Acknowledging the history of various attempts to expand rail in the Triangle region, CAMPO and Triangle West TPO came together to develop a new strategic approach.

In FY 2025, HDR was commissioned to develop this plan for the incremental expansion of Intercity Passenger Rail.

Rail Terminology Review: Service Concepts



Light Rail

High-frequency urban service
Runs on street or in its own ROW
Incompatible with Freight Trains
Built under **FTA Oversight**

Not appropriate for this study



Commuter Rail

Downtown-focused peak service
Stations every 2 to 5 miles
Compatible with Freight Trains
Built under **FTA Oversight**

Not appropriate for this study



Passenger Rail

Intercity service
Stations every 7 to 20 miles
Compatible with Shared Use
Built under **FRA Oversight (Title 49)**

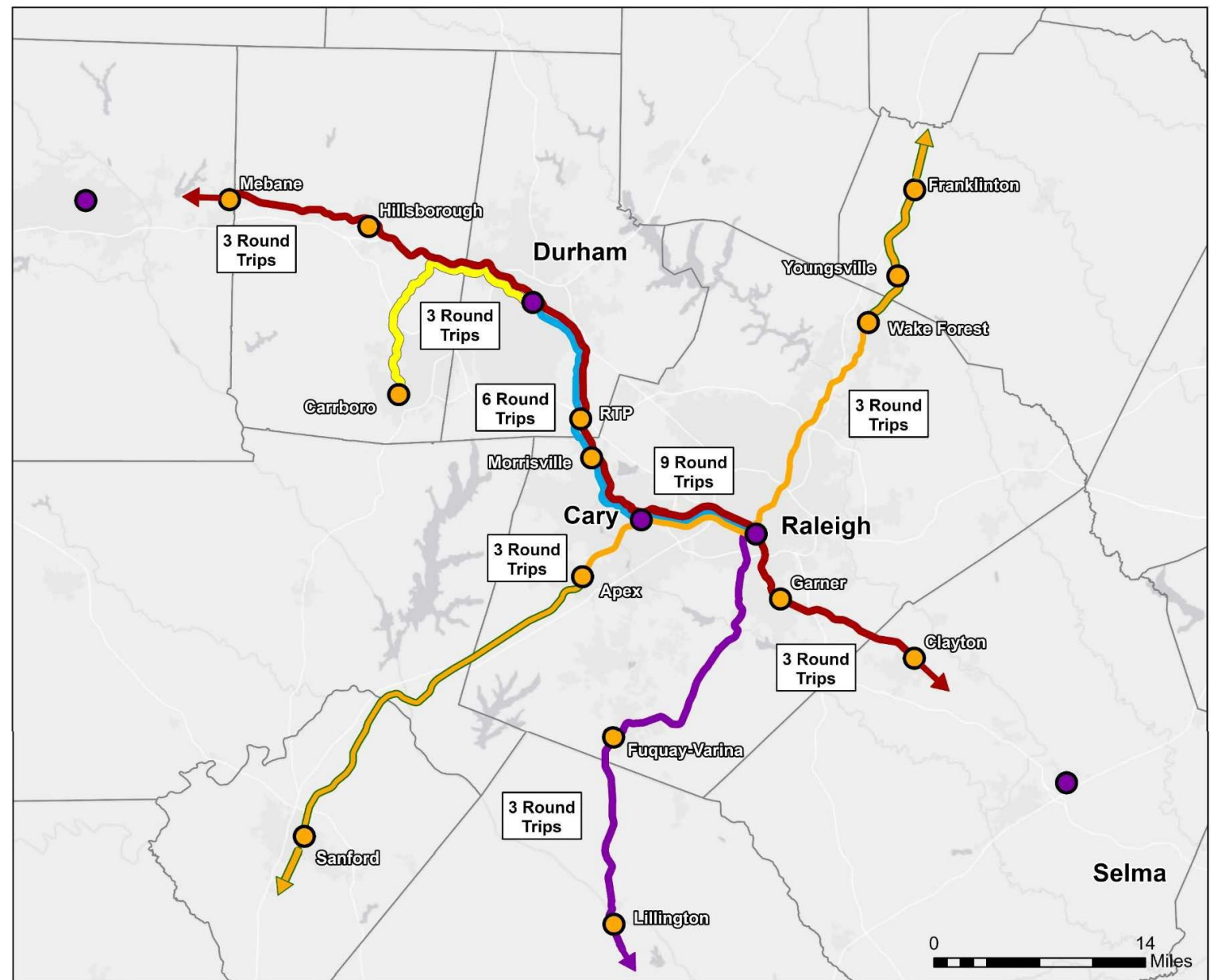
The focus of this study

Project Tasks

- Service Concepts
- Project Universe
- Federal/State Project Funding Screening
- Local Decision-making Framework
- Future Study Recommendations

Service Concepts

1. Mebane to Clayton
2. Apex to Wake Forest
3. Sanford to Franklinton
(Extend Concept #2)
4. Durham to Raleigh
5. Lillington to Raleigh
6. Carrboro to Raleigh
(Extend Concept #4)



Service Concepts

Existing Stations
Proposed Stations

Mebane to Clayton
Apex to Wake Forest

Sanford to Franklinton
Durham to Raleigh

Lillington to Raleigh
Carrboro to Durham



Project Universe

Triangle Rail Study Service Concepts & Project Matrix										
29-Jun-25			Milepost Reference Database Weblink		Service Concepts Supported					
		ROM Estimate (\$2024) [SCC 10-100 except 70]	Start MP	End MP	Mebane to Clayton	Apex to Wake Forest	Sanford to Franklinton	Durham to Raleigh	Lillington to Raleigh	Carrboro to Durham
Primary Service Concept	Potential Project - Description									
Mebane to Clayton	Station - Mebane (New)	\$25 M	H 31.5		Y					
Mebane to Clayton	Station - Hillsborough (New)	\$25 M	H 40.6		Y					
Mebane to Clayton	Track - Siding between Hillsborough/Wye	\$70 M	H 40.6	H 46.5	Y					
Mebane to Clayton	Yard - Heavy Maintenance Facility (Regional)	\$220 M	H 47.1		Y	Y	Y	Y	Y	Y
	Station - Durham Second Platform	\$260 M	H 54.6		Y			Y		Y
Mebane to Clayton	Track - Second Track at Durham Station									
Mebane to Clayton	Track & Systems - Bypass Track and Interlocking modifications at D&S junction	\$170 M	H 56.0	H 56.8	Y			Y		
Mebane to Clayton	Station - RTP (New)	\$20 M	H 64.2		Y			Y		
	Station - Cary Third Platform	\$80 M	H 72.7		Y	Y	Y	Y		
Mebane to Clayton	Track - Second H-Line Track at Cary Station									
	Track - Two sidings between Cary/Raleigh	\$140 M	H 72.7	H 80.8	Y	Y	Y	Y		
Mebane to Clayton				S 157.3						
Mebane to Clayton	Track -Siding between Raleigh/Garner	\$160 M	H 80.8	H 86.3	Y					
Mebane to Clayton	Station - Garner (New)	\$25 M	H 86.3		Y					
Mebane to Clayton	Station - Clayton (New)	\$25 M	H 96.3		Y					
Mebane to Clayton	Track -Layover Track south of Clayton Station	\$60 M	H 96.3		Y					
Apex to Wake Forest	Station - Apex (New)	\$20 M	S 171.6			Y	Y			
Apex to Wake Forest	Track - Layover Track south of Apex Station	\$60 M	S 171.6			Y	Y			
Apex to Wake Forest	Track & Systems - Cary to Raleigh Third Track (Convert sidings to Third Main), Control Point modifications	\$340 M	H 72.7 S 165.3	H 80.8 S 157.3		Y	Y			
Apex to Wake Forest	Known Project FSP FY '23 - Raleigh to Wake Forest - Station - Raleigh (Second Platform) - Yard - Modifications - Track & Systems - Sidings, Realignments, Signalization	\$1.3 B	S 157.3	S 140.0		Y	Y		Y	
Apex to Wake Forest	Known Project RAISE FY '25 - Wake Forest Mobility Hub - Station - Wake Forest (New)	\$ 16.4 M	S 140.5			Y	Y			

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Local Decision-Making Framework

Framework for how to prioritize and invest in rail-related projects in the Triangle Area.

- **Principle 1**: Understand the FRA Worldview
- **Principle 2**: Understand Freight Rail Operator Worldview
- **Principle 3**: Understand NCDOT Rail Objectives
- **Principle 4**: Understand How the NCDOT SPOT Process Scores Rail Projects
- **Principle 5**: Understand Relative Federal Funding Viability

Strategic Investment Decision Tree

Priority order for investments allows for incremental progress while larger programmatic investments are pursued

1. Grade Crossing Eliminations
2. Advancing Station Work (including NEPA and Engineering Studies)
3. Protective Land Purchases for a Regional Maintenance Facility and layover yards
4. Interlockings and Sidings
5. Ridership Studies
6. Investments in the NC-Line from Burlington to Selma

Future Studies

- Triangle Rail Project Matrix and Decision Tree:
When to Update
- Service Development Plans & Corridor ID Merger
Studies
- Passenger Station Ridership Analyses
- Regional Maintenance Facility Site Search
- Network Rail Operations Study
- Station Site Pre-NEPA Planning Studies
- “Slow Service” Benefit: Cost Analysis Study

Questions?



TRIANGLE WEST
Transportation Planning Organization

7.4 Strategic Regional Rail Infrastructure Investment Study

Requested Action:

**Endorse Strategic Regional Rail Infrastructure Investment Study
and direct staff to continue coordination with partners to advance
regional rail efforts**

8. Informational Items: Budget

8.1 Operating Budget FY2025

8.2 Member's Shares FY2025

Requested Action:
Receive as information

9. Informational Items: Project Updates

9.1 Project Updates

9.2 Public Engagement Updates

Requested Action:
Receive as information

10. Informational Item: Staff Reports

- MPO Report
- TCC Chair
- 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
- Executive Board Members

11. Adjournment

Upcoming Meetings

Date	Event
October 29, 2025 8:30 a.m.	Joint CAMPO-TWTPO Board Meeting
November 6, 2025 10:00 a.m.	Technical Coordinating Committee Meeting
November 19, 2025 3:00 p.m.	Executive Board Meeting
December 4, 2025 10:00 a.m.	Technical Coordinating Committee Meeting
December 17, 2025 3:00 p.m.	Executive Board Meeting

Save the Date!

**TRIANGLE WEST**
Transportation Planning Organization

JOINT BOARD MEETING CAMPO & TWTPO MPO

Wednesday
October 29, 2025
8:30am - Networking/Refreshments
9:00 am-11:30am - Meeting

Central Pines Regional Council
4307 Emperor Blvd., Suite 130
Durham, NC 27703
Central Pines Conference Room

Parking is available on site. For transit access, the GoTriangle Regional Transit Center is located at 4600 Emperor Blvd. (a 5-10 minute walk).

Reasonable accommodations are provided upon request. If assistance is needed for this meeting, at least 72 hours in advance of the meeting, please contact CAMPO's office at 984-542-3601 (voice). If you are hearing or speech impaired and you use TTY (Teletypewriter Service), please call North Carolina Relay at 800-735-2962 and request a connection to the Capital Area Metropolitan Planning Organization at 984-542-3601.

**CAMPO**
NC Capital Area Metropolitan Planning Organization