



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

February 18, 2026

3:00 PM

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

1. Welcome and Introductions

Meeting Etiquette:

- Please refrain from muting, obstructing, or moving the microphones.
- Please move toward the microphone when speaking.
- Please clearly state your name and organization when speaking or making/seconding a motion.

(Ex: I, _____, move that... or I, _____, second the motion.)

***** Sign in before you leave *****

2. Adjustments to the Agenda

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 – January 21, 2026

5.2 FY 2026 3rd Quarter Wake Transit Work Plan Amendment Requests

5.3 NCSU-ITRE Master Service Agreement Amendment

5.4 Apex Pleasant Park Access Study Interlocal Agreement

End of Consent Agenda

6. Public Hearings

6.1 Unified Planning Work Program FY 2027

Requested Action: Conduct Public Hearing and adopt the FY 2027 Unified Planning Work Program and Federal Planning Certification Resolution

6.2 Program Management Plan Update: 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Requested Action: Conduct Public Hearing and endorse the 2026 Section 5310 Program Management Plan

6.3 FFY 2027 LAPP Program

Requested Action: Conduct public hearing and consider approval of the FFY 2027 LAPP Investment Program

6.4 Amendment #2 to FY 2026-2035 Transportation Improvement Program

Requested Action: Conduct public hearing and consider approval of Amendment #2 to the FY 2026-2035 Transportation Improvement Program

6.1 Unified Planning Work Program FY 2027

6.1 Unified Planning Work Program FY 2027

FY 2026 Studies Continuing:

- Triangle Bikeway NEPA / Design / GEC
- Eastern Wake ITS Study
- Pleasant Park (Apex) Access Study
- Regional Advanced Air Mobility Study

NEW FY 2027 Studies Proposed:

- Triangle TDM Plan Update (CPRC)
- Smithfield Rd / Grasshopper Rd Area Safety Study (Knightdale)
- Franklinton Southern Bypass Alignment Study
- Knightdale Blvd Corridor Land Use & Transportation Study
- I-40 Vision & Implementation Strategy Study
- Wake Transit Studies:
 - Wake Transit Bus Plan Update
 - BRT Major Investment Studies



Technical Projects Proposed:

- Project Database Upgrade
- Website Upgrade

6.1 Unified Planning Work Program FY 2027

Other Ongoing FY 2027 Work:

- LAPP
- 2060 MTP
- TRM
- Blueprint for Safety Implementation
- Public Engagement
- Mobility Management Program
- Wake Transit Plan Administration
- Technical Assistance
- Safe Routes to Schools Program
- Transportation Demand Management
- Congestion Management Process
- MPO Strategic Plan Implementation

Budget:

\$0.92 per Capita Member Share
(\$0.09 increase)

Indirect Cost Estimate - \$175,000

6.1 Unified Planning Work Program FY 2027

Next Steps:

- Public Review & Comment Period - Jan. 16 – Feb. 17, 2026
- Public Hearing - Feb. 18, 2026
- Executive Board Considers Adoption - Feb. 18, 2026, meeting

6.1 Unified Planning Work Program FY 2027

Requested Action:

Conduct Public Hearing.

**Adopt the FY 2027 Unified Planning Work Program and Federal
Planning Certification Resolution**

6.2 Program Management Plan Update: 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Program Management Plan Update

Section 5310 (Enhanced Mobility of Seniors
and Individuals with Disabilities)

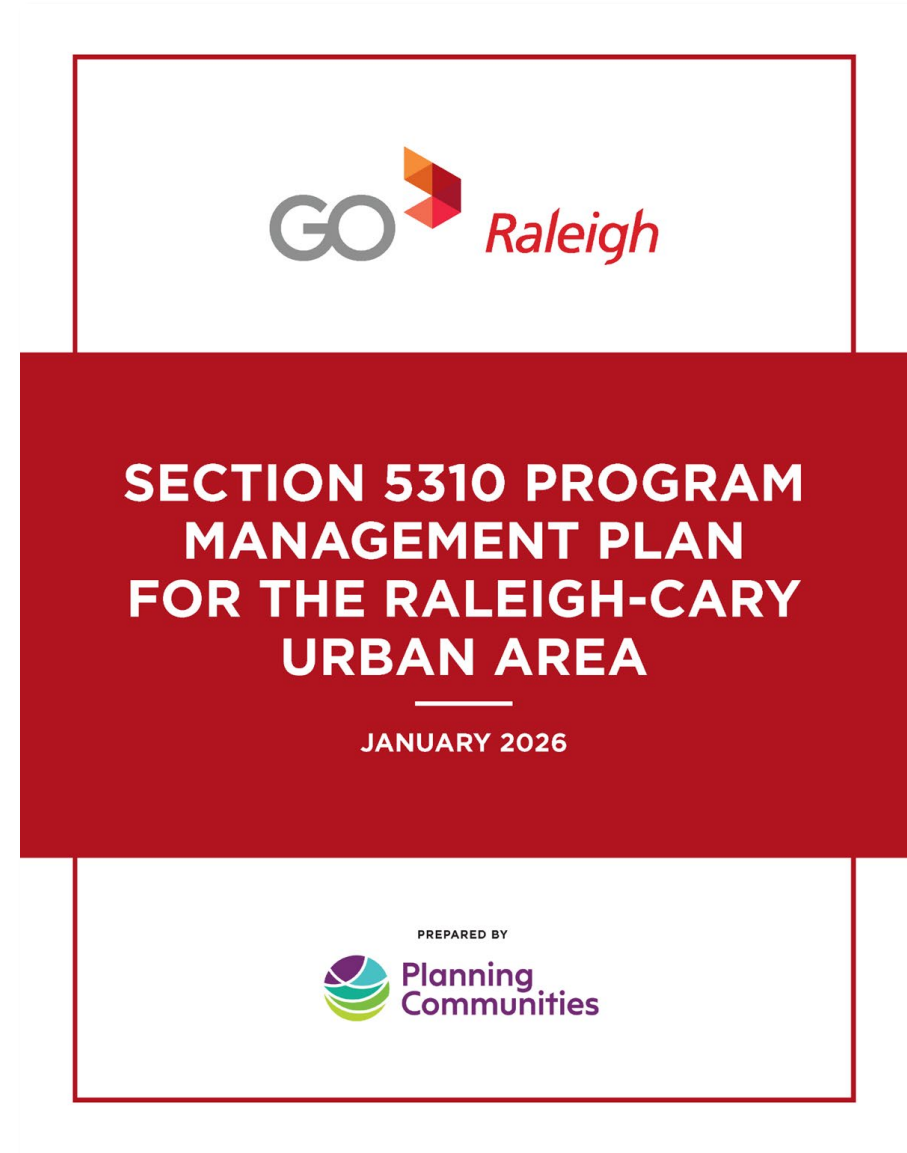
January 12, 2026



Program Management Plan

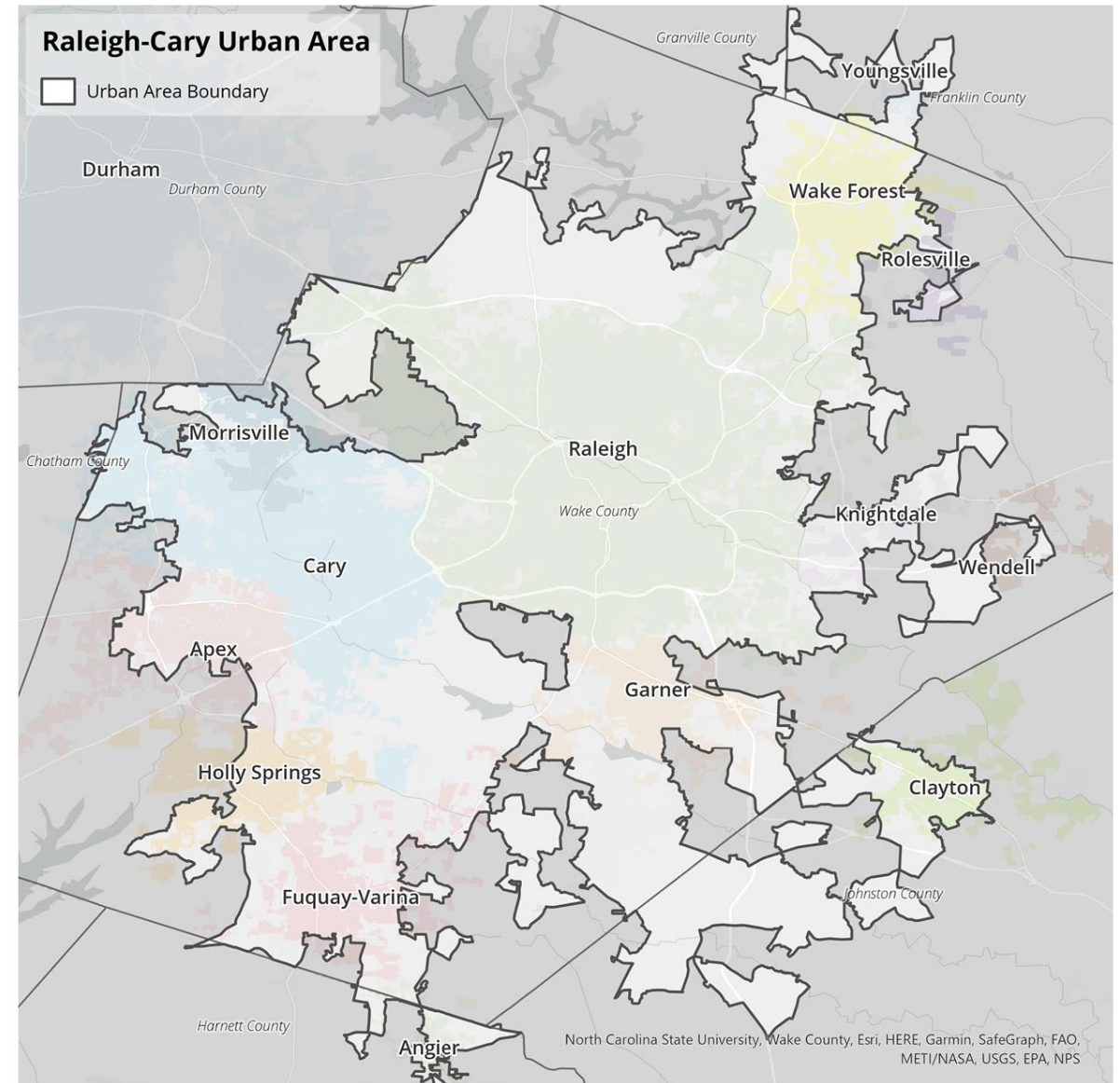
- Describes GoRaleigh's policies and procedures for administering the program
- Includes information on:
 - FTA requirements
 - grantors/grantees roles
 - eligible applicants
 - eligible projects
 - local project selection criteria
- Updated for clarity and federal references

Draft PMP currently available for public comment

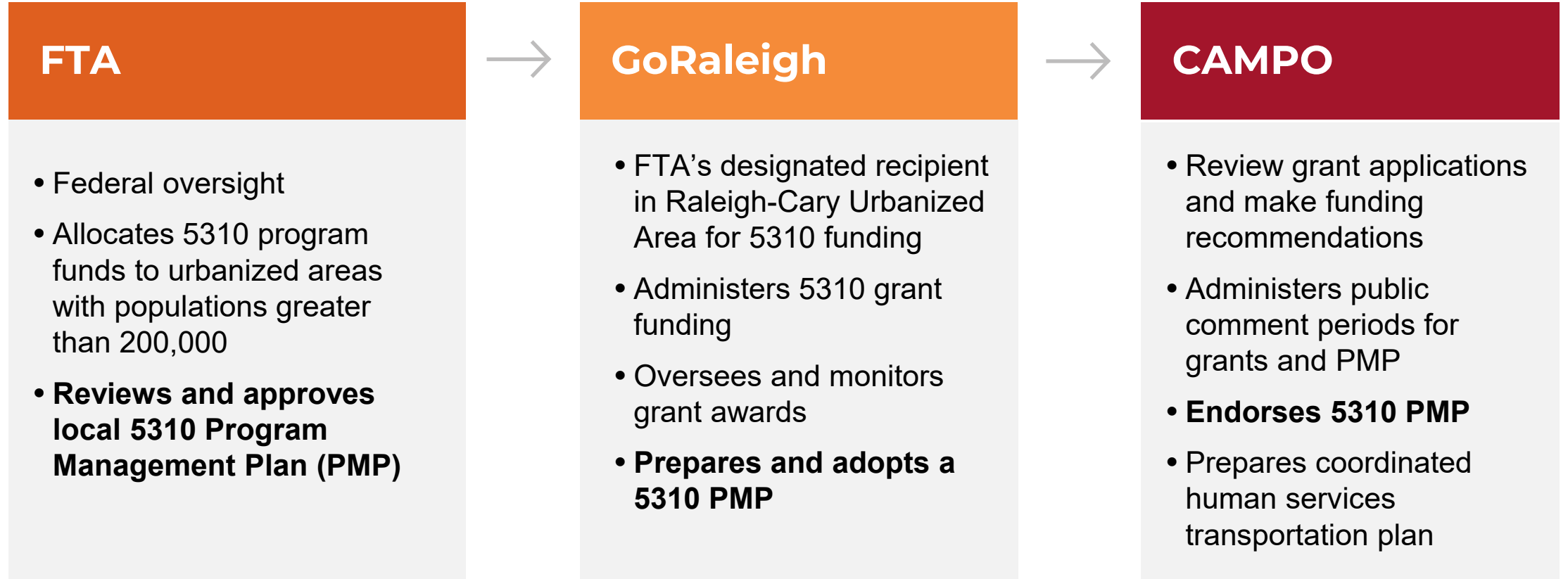


FTA Section 5310 Program

- Provides capital and operating grants to assist non-profit organizations, private operators, and public agencies providing coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.
- Funding has supported multiple agency, non-profit and other providers
- Funding is for the Raleigh-Cary Urbanized Area



Section 5310 Program Roles



2026 Updates

Changes to Federal Guidance



Updated references to Circular 9070.1 to reflect the current version (9070.1H)



Updated references to 2 CFR Chapter 2 to reflect the current version



Updated definition for traditional Section 5310 projects



Removed references to Executive Orders 13166 and 12898, FTA Circular 4703.1, and USDOT Order 5610.2, which have been rescinded

FTA Comments & Alignment with Federal Guidance

Other Updates

2026 Updates

Changes to Federal Guidance

FTA Comments & Alignment with Federal Guidance

Other Updates



Added subheaders for Roles and Responsibilities and Eligible Projects under Section 1.3



Added subsection 2.1 Agency Coordination



Updated Subrecipient Monitoring section



Added subsection on Section 504 and ADA Reporting under Section 10.2



Expanded Program Management Section. New subsections are Program Management (11.1), Equipment Management (11.5), and Reporting Requirements (11.6).

2026 Updates

Changes to Federal Guidance

FTA Comments & Alignment with Federal Guidance

Other Updates



Updated description of Coordinated Public Transit–Human Services Transportation Plan



Simplified discussion of past PMPs under Section 2.4



Added a cross-reference to the GoRaleigh Subrecipient Financial Management and Monitoring Manual



Updated links



Updated references



PMP Update & Next Steps

- Prior PMP prepared in 2023
- Update Process
 - CAMPO and GoRaleigh staff provide input
 - Public Comment Period January 19 – February 17, 2026
 - Public Hearing at CAMPO Meeting February 18, 2026
 - RTA adoption of PMP
 - CAMPO endorsement of PMP
- Updated PMP for reference with current grantees and to support 2027 grant cycle



919-212-7005

open to the public

GO

Wake
ACCESS

wakegov.com/GoWake

1755

Thank You!

Call for Projects/Online application: www.raleighnc.gov/transit

Questions? GoRaleigh@raleighnc.gov



6.2 Program Management Plan Update: 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Requested Action:
Conduct Public Hearing.
Endorse the 2026 Section 5310 Program Management Plan

6.3 FFY 2027 LAPP Program

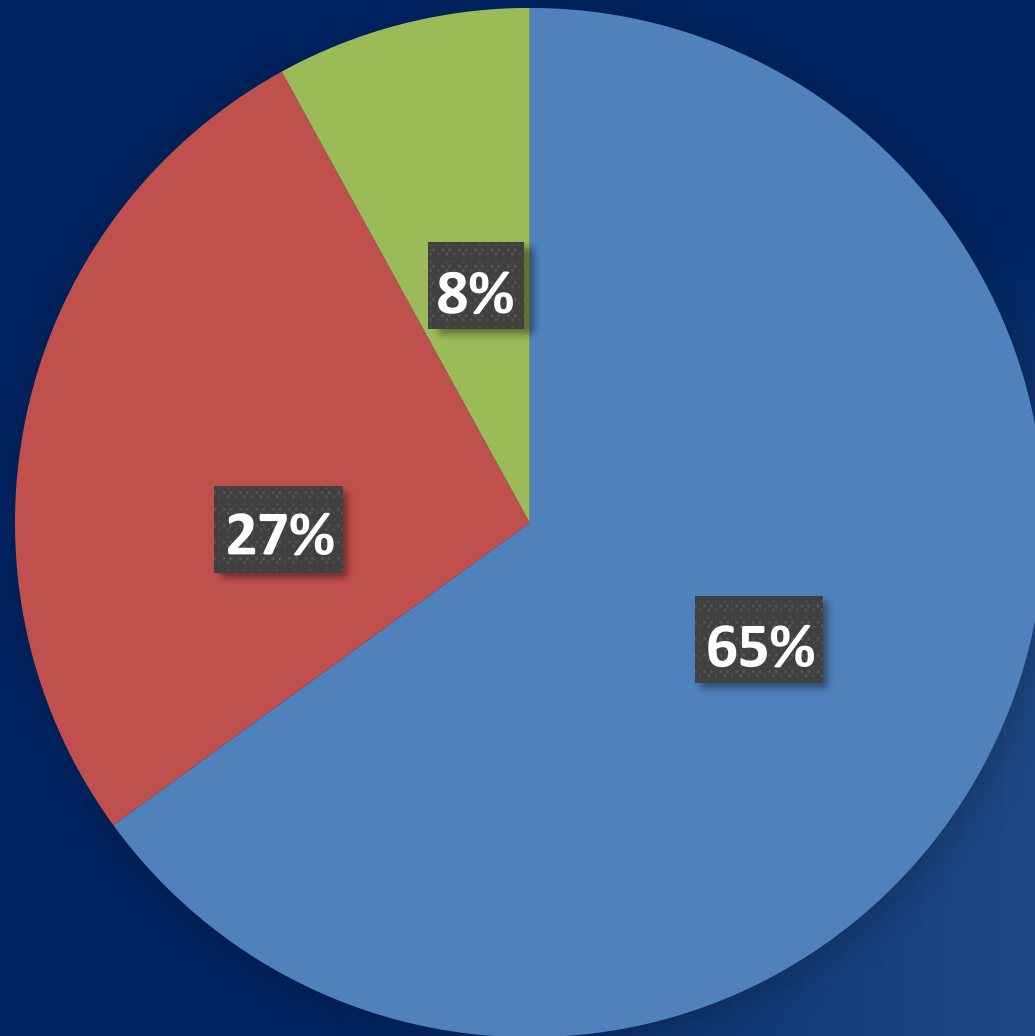
Call for Projects FFY 2027 LAPP Funds opened in August 2025

- 19 Projects Submitted
 - 12 Roadway
 - 7 Bicycle/Pedestrian
 - 0 Transit

Scoring

- Projects are only scored against projects of the same mode

FFY 2027 LAPP Target Modal Mix



- Roadway
(\$16,250,000)
- Bicycle Pedestrian
(\$6,750,000)
- Transit (\$2,000,000)

Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify details
 - Federal Aid Eligible, MTP Compliant, Shovel Ready, Reasonable Schedule, Required Materials, etc.
- LAPP Selection Panel discusses evaluation philosophy, including:
 - Serving as an external check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.
 - If a project does not, the Selection Committee determines if the project should be funded OR if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.

Roadway Recommendations: \$22,426,165

ROADWAY								
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	CAMPO Cost	Amount Funded	Total Score	
Rolesville @ Riley Hill - realign	Wake County	No/No/Yes	\$814,000	20	\$651,200	\$651,200	53.6	
Holly Springs Road - Central	Holly Springs	No/No/Yes	\$18,826,165	35	\$12,237,007	\$12,237,007	52.4	
Youngsville Bypass East - Cedar Creek Straightening Submittal 2	Youngsville	No/No/Yes	\$11,666,160	20	\$9,332,928	\$9,332,928	50.6	
Morrisville Parkway Intersection Improvements	Morrisville	No/Yes/No	\$292,900	30	\$205,030	\$205,030	44.5	
Bowling Road/S. Main St. Phase 1 Operational Improvements	Fuquay-Varina	No/No/Yes	\$3,579,738	20	\$2,863,791		44.2	
Sunset Lake Road at Optimist Farm Road	Division 5	Yes/Yes/No	\$1,073,000	20	\$858,400		43.1	
Realign Grasshopper at Smithfield Road	Wake County	Yes/Yes/No	\$848,250	20	\$678,600		42.1	
10th ST Bypass	Lillington	Yes/Yes/Yes	\$3,191,492	20	\$2,553,194		41.6	
US 401 at Ransdell	Wake County	Yes/Yes/No	\$971,500	20	\$777,200		36.6	
Apex Peakway North Widening	Apex	No/Yes/No	\$4,111,690	20	\$3,289,352		31.5	
Old Honeycutt Road Ultimate Build-Out	Fuquay-Varina	Yes/Yes/No	\$4,890,000	20	\$3,912,000		27.5	
Southern Connector (New Roadway Little Creek Church Rd to Barbour Clayton		Yes/No/No	\$3,987,500	20	\$3,190,000		12.2	
Total			\$54,252,396		\$40,548,702	\$22,426,165		
Target Modal Investment						\$ 16,250,000		
Remainder								(\$6,176,165)

The Selection Panel has recommended funding the top 4 highest scoring projects

- The scores are dependent on requested phases that are more competitive the closer they are to construction.

Bicycle/Pedestrian Recommendations: \$10,876,672

BICYCLE & PEDESTRIAN							
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	CAMPO Cost	Amount Funded	Total Score
Atlantic Avenue Multi-Use Path	Raleigh	Yes/Yes/Yes	\$7,720,185	35	\$5,018,120	\$5,018,120	59.7
Smith Creek Greenway Phases 2 and 3	Wake Forest	No/No/Yes	\$20,532,892	74	\$5,338,552	\$5,338,552	54.0
Vandora Springs SRTS	Wake County	No/No/Yes	\$650,000	20	\$520,000	\$520,000	38.0
W. Academy St. Railroad Grade Crossing Operational Improvements	Fuquay-Varina	Yes/Yes/No	\$2,833,320	20	\$2,266,656		26.2
Clayton Connector and S. Robertson/Main Street Improvement	Clayton	No/No/Yes	\$9,950,210	30	\$6,965,147		25.0
Hidden Valley Greenway	Fuquay-Varina	No/Yes/Yes	\$2,928,469	20	\$2,342,775		20.7
S. Fuquay Avenue Pedestrian Improvements	Fuquay-Varina	Yes/Yes/No	\$3,075,751	20	\$2,460,601		10.2
Total			\$3,075,751		\$24,911,851	\$10,876,672	
Target Modal Investment						\$ 6,750,000	
Remainder							(\$4,126,672)

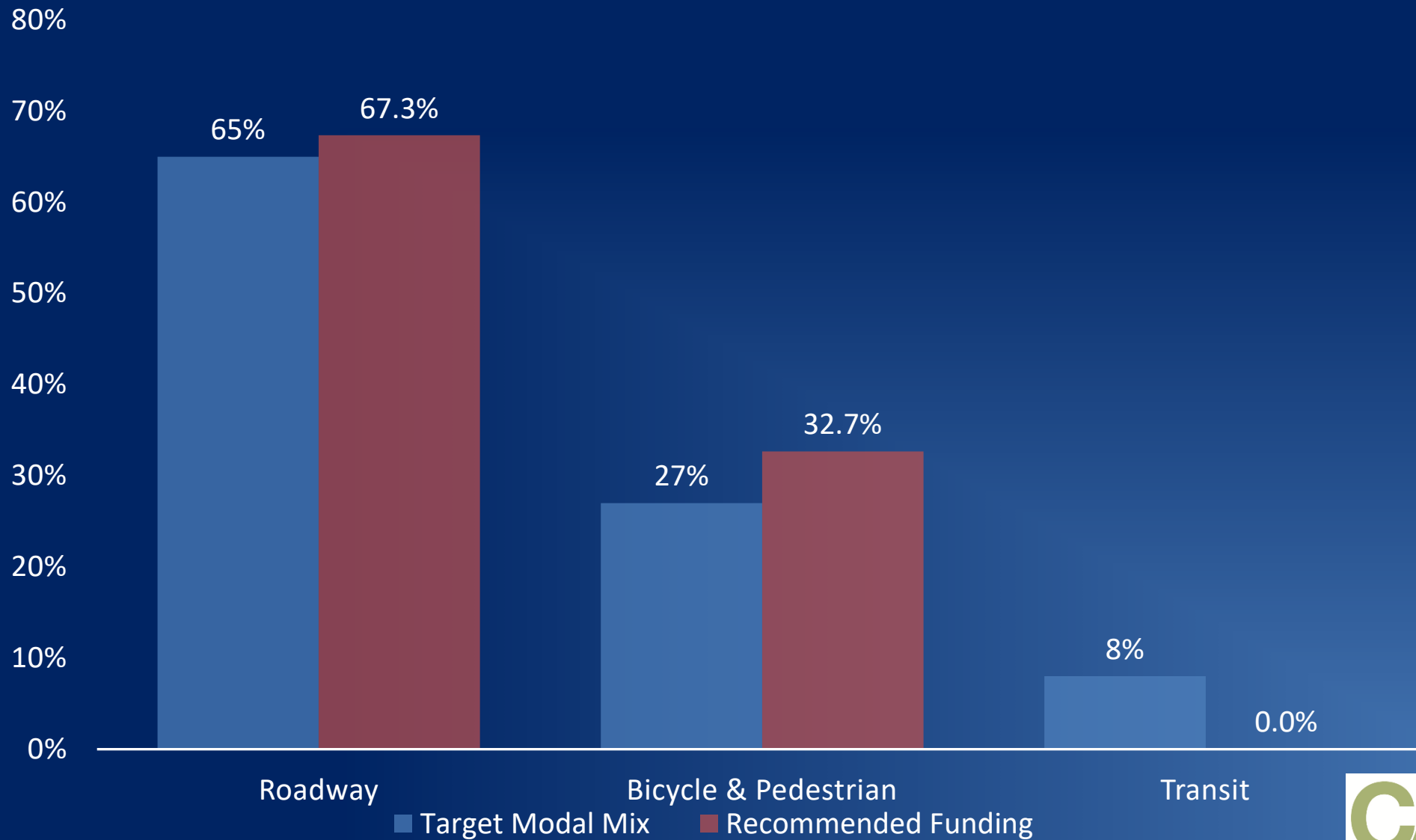
The Selection Panel has recommended funding the top 3 scoring projects, Atlantic Ave MUP, Smith Creek Greenway Phases 2 & 3, and the Vandora Springs SRTS.

The bottom four projects were below the 50% mark of the top scoring project

Transit Recommendations: \$0

- No Transit projects were submitted for FFY27 LAPP

Target vs. Recommended Percent Modal Investment Mix



6.3 FFY 2027 LAPP Program

Recommendation

FFY 2027 LAPP Recommended Investment Program	\$33,302,900
Board-Adopted Target Modal Mix Recommendation	<u>\$25,000,000</u>
Amount Above Board Target Recommendation	\$8,302,900

6.3 FFY 2027 LAPP Program

Next Steps

- Public Comment Period: January 19 – February 17, 2026
- Public Hearing and Proposed Adoption: February 18, 2026
- TIP Amendment #2 will include adopted projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

Requested Action:

**Conduct Public Hearing.
Consider approval of the
FFY 2027 LAPP Investment Program**

6.4 Amendment #2 to FY 2026-2035 TIP

- CAMPO and statewide CAMPO-eligible projects
- Changes made from November – December 2025
- Will include FFY27 LAPP Investment Program

TIP Additions

- TBD – N. Tarboro Street pedestrian improvements
- TG-4321A – reprogramming of past LAPP funds for bus stop improvements
- U-5118FB – Arendell Ave access management improvements – Remove from TIP
- HS-2405BJ – N. Raleigh Blvd/Glascock St, upgrade traffic signal & ped improvements

6.4 Amendment #2 to FY 2026-2035 TIP

Next Steps:

- Public comment period from January 19 - February 17, 2026
- Public Hearing on February 18, 2026

Requested Action:

Conduct Public Hearing.

**Consider approval of Amendment #2 to the FY 2026-2035
Transportation Improvement Program**

End of Public Hearings

7. Regular Agenda

7.1 NCDOT Winter Weather Preparation

7.2 2055 Metropolitan Transportation Plan

7.3 Congestion Management Process - Status of the System FY 2025 Report

7.4 Cape Fear River Basin Wildlife Crossing Study Update

7.5 Wake Transit Conference Committee Update

7.1 NCDOT Winter Weather Preparation

Requested Action:
Receive as information



NORTH CAROLINA
Department of Transportation

Winter Weather Operations

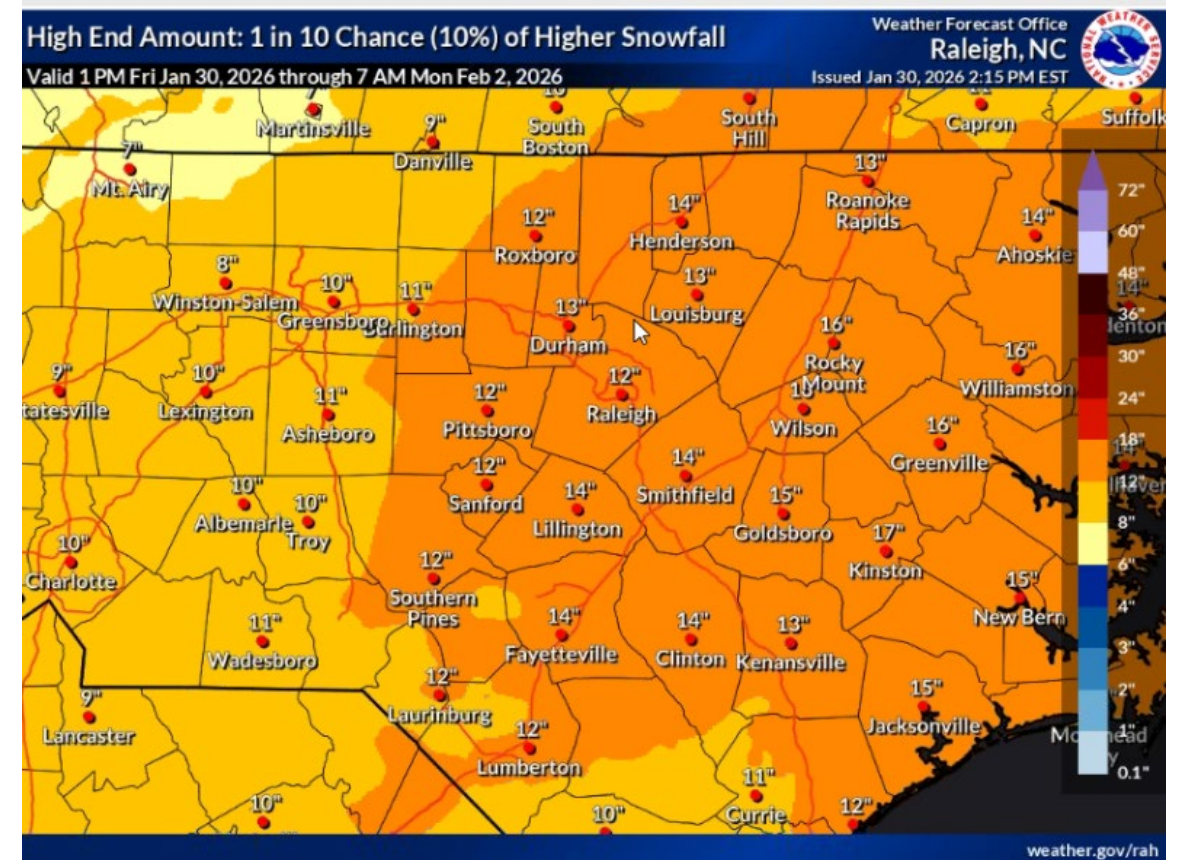
Doug McNeal, PE – Division 5 Maintenance Engineer

2/18/26

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

Forecast Considerations

- 3-4 days before storm.
- Confidence of Forecast.
- Timing
- Snow
- Sleet
- Rain/ Freezing Rain



Phase 1 - Pre-Storm Activities

- Brine Operations
- Activate Contractors
 - Brine Application
 - Plow Operations
 - Cut and Shove Crews
 - Inspection Staff
 - Debris Assessors
- Operation Start Times
- Public Outreach



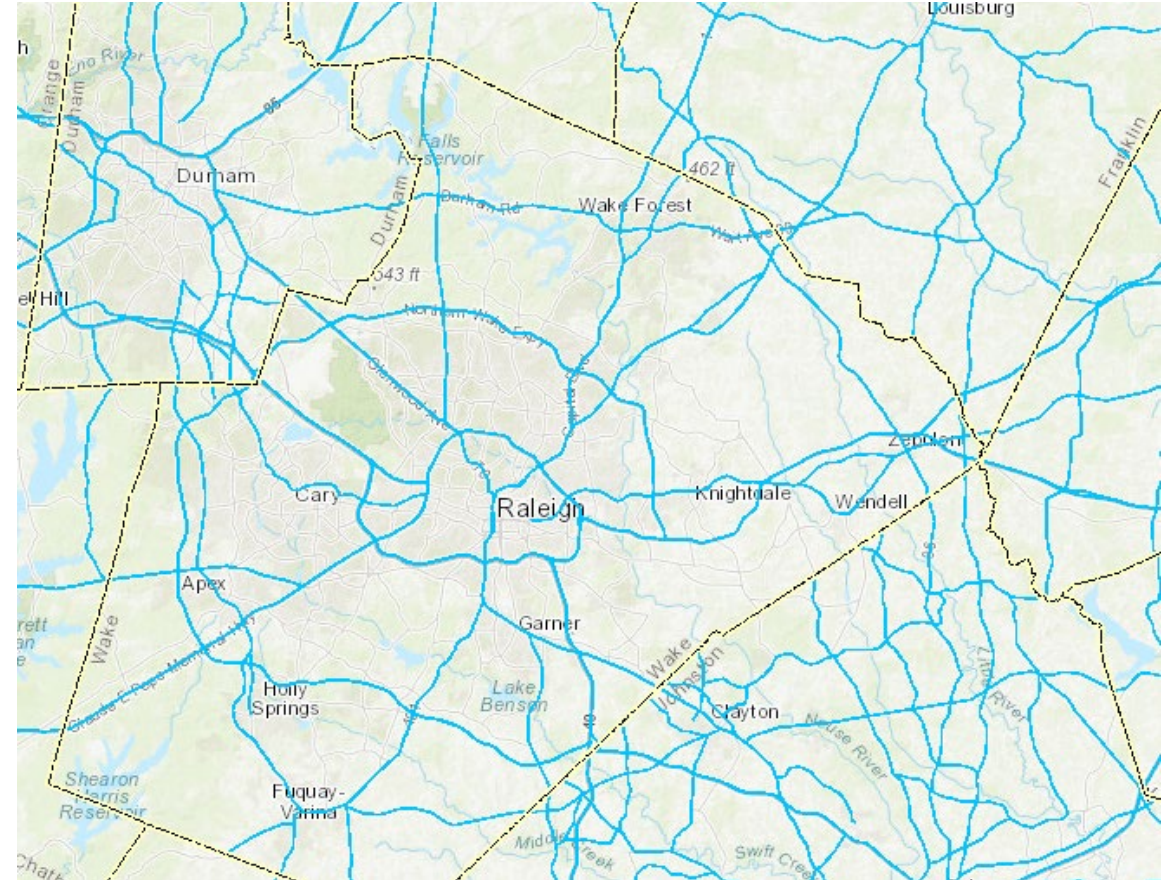
Salt Brine

- Sodium Chloride – Rock Salt
- Manufactured at DOT facilities.
- Brine – 23% salt concentration
- Apply to mid 20's Fahrenheit.
- Water evaporates after placement leaving salt behind.



Brine Routes

- Apply at 40 gallons per lane mile.
- 90 lbs of salt per lane mile.
- Focus on Interstates, Primaries, and main Secondaries first.
- Proceed deeper into system as time allows.
- Wake requires 2+ days for brine.



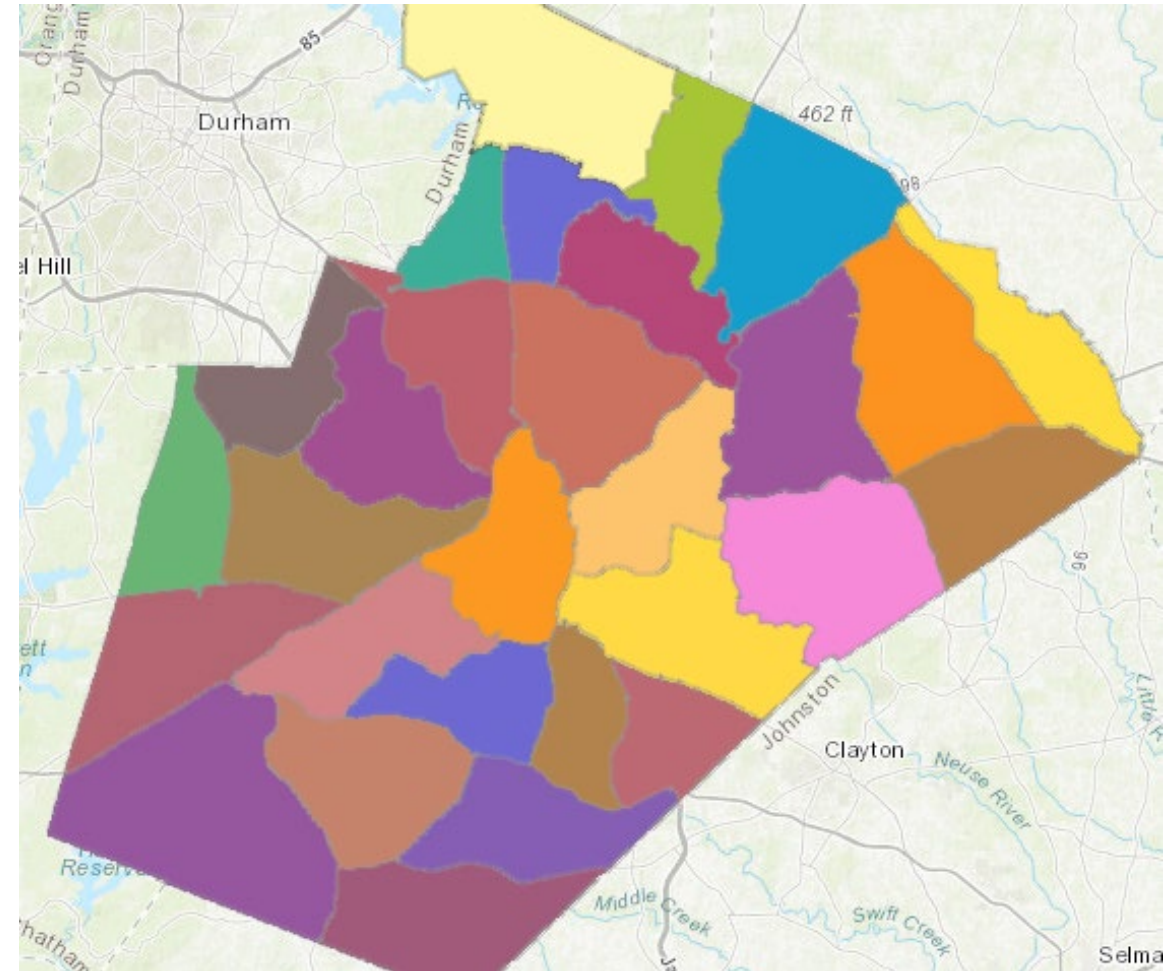
Phase 2 -Active Storm management

- Plow excessive snow.
- Apply salt to prevent hard freeze. 250 lbs per lane mile
- Work to preserve mobility on main travel network.
- Duration varies 6 – 48+ hours.
- IMAP patrols.
- Cut and Shove operations.



Phase 3 - Storm Cleanup Operations

- Plow snow to clear roadways.
- Apply salt as needed.
- Success is temperature and sunshine dependent.
- Start with Interstates, Primaries and high-speed routes.
- Snow sections.
- School coordination.
- Statewide coordination.



Ice Storm Recovery

- Cut and Shove operations.
- Repair damage signals.
- Support power restoration efforts.
- If large scale, start debris assessment activities.
- Let debris cleanup contracts.
- 6-9 months.



Resources

- 145 contract and 120 DOT plow trucks.
- Contract brine trucks, motor graders, front end loaders, backhoes.
- Cut and Shove Crews.
- Equipment shop and blade crews.
- Inspection Staff.
- 500-600 people involved.



Contact Us

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 [@NCDOT](https://twitter.com/NCDOT)

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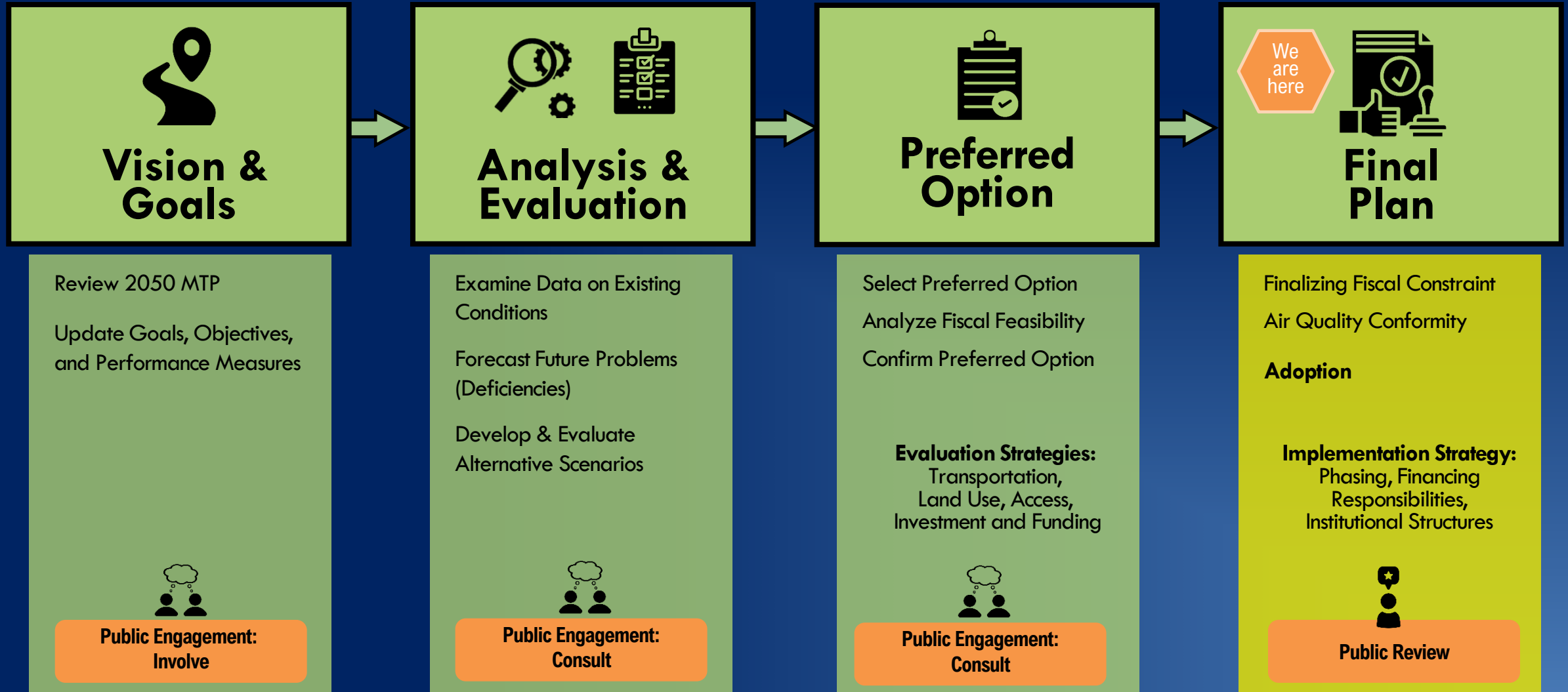
Thank you!



7.2 2055 Metropolitan Transportation Plan

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.



7.2 2055 Metropolitan Transportation Plan

- The CAMPO Executive Board approved the projects/programs for the 2055 MTP/CTP at their November 19, 2025, meeting.
- The MPO staff is working on the necessary next steps to complete the full 2055 MTP/CTP report document. This includes:
 - Final network updates based on approved projects
 - Final socio-economic and travel demand forecast model runs
 - Air quality and environmental justice network analysis
 - Performance measure analysis and report
 - Document preparation
- A full draft document is available on the **CAMPO website (www.campo-nc.us)**

Destination 2055 MTP: Public Comments for Final Draft

Public Comment Period:
Jan. 8 – Feb. 17, 2026

- 22 comments via email
or online comment form

Public Hearing:
Jan. 21, 2026

** All comments in matrix
handout.*

Comment Themes*

Majority: Specific projects

Support:

- Rail - Regional
- BRT - Regional and central
- Bus - Increases in hours and frequencies
- Connections to RDU Airport - rail and bus
- Safety – Bike/Ped infrastructure; Transit riders; Roadways
- Preservation of agriculture/historic properties
- Environ: Reduce emissions; Increase EV charging stations
- Bike & Ped infrastructure

Concern: Projects take too long

7.2 2055 Metropolitan Transportation Plan

- During the AQ Conformity process, two project updates were identified:
 - A98b (HP-0017) 2nd decade
 - A943 (HE-0002) first decade

Item	Anticipated Milestone Dates
Approve 2055 MTP pending AQ	Nov. 2025
AQ Conformity	Nov./Dec. 2025 – Feb. 2026
Final 2055 MTP Approval	Feb. 2026

Requested Action:

Consider final Executive Board adoption of the 2055 MTP/CTP and the Air Quality Conformity Determination.

7.3 Congestion Management Process - Status of the System FY 2025 Report

The update to the Status of the System Report is based on....



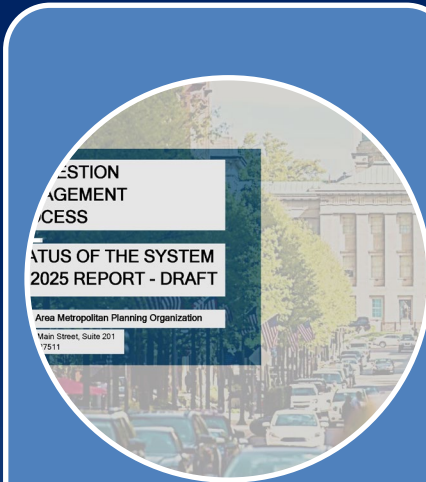
Metropolitan Transportation Plan (MTP)

- Every 4 Years
- Informed by previous planning efforts and lays out future efforts



Congestion Management Process (CMP)

- Must follow the policy of the currently adopted MTP



Status of the System (SOS)

- *Annual report based on the current CMP*
- *Report card of how congestion is impacting the CMP Network and CAMPO planning area*

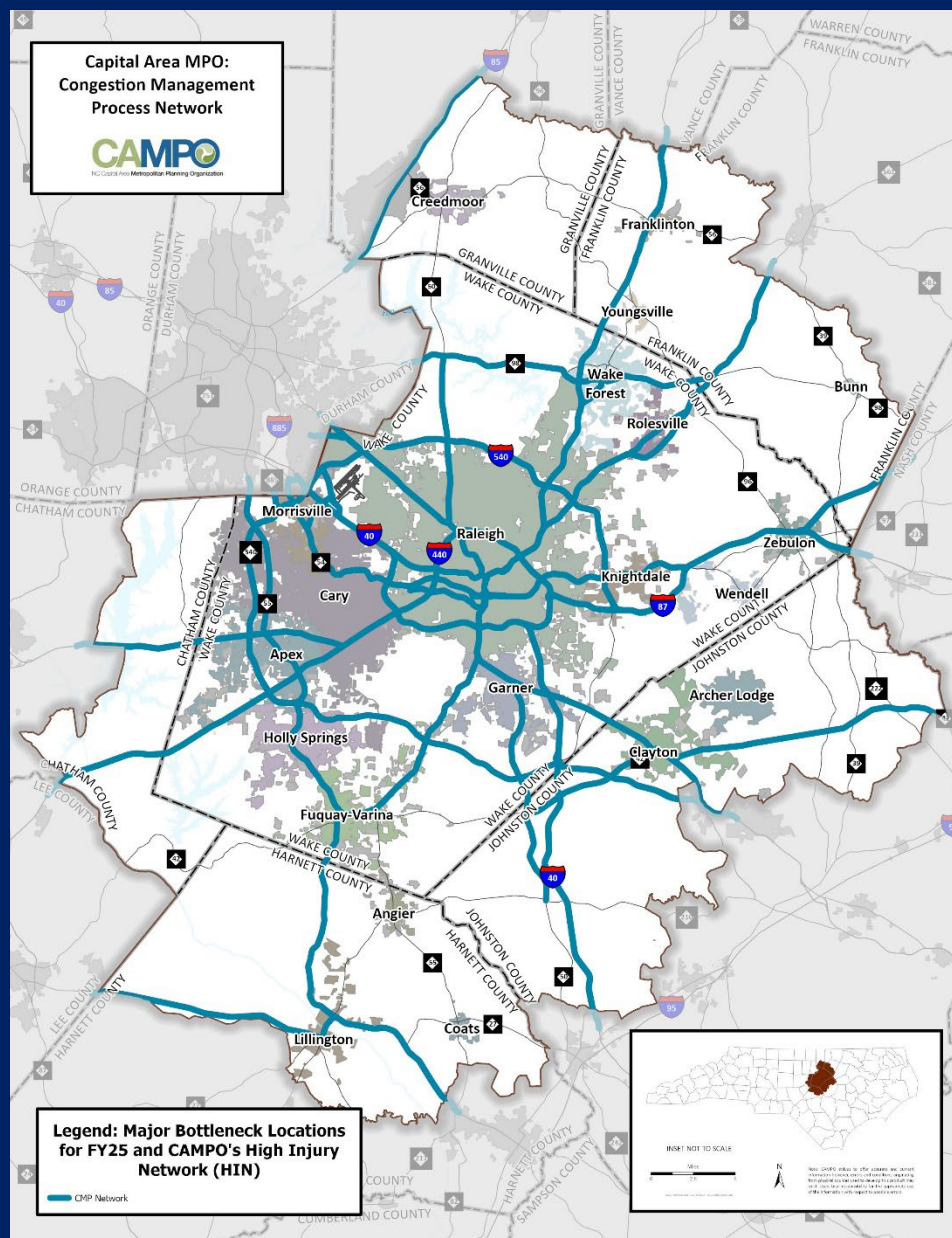


Top 10 Bottleneck Report

- Updated Quarterly
- Leads up to the compendium that is the SOS



What Happened this year on the CMP Network?



- Congestion data collected based on the CMP Network
- Based upon this data we can infer:
 - Causes of Congestion
 - Location of Major Bottlenecks
 - Economic Impact

Where do we rank nationwide?

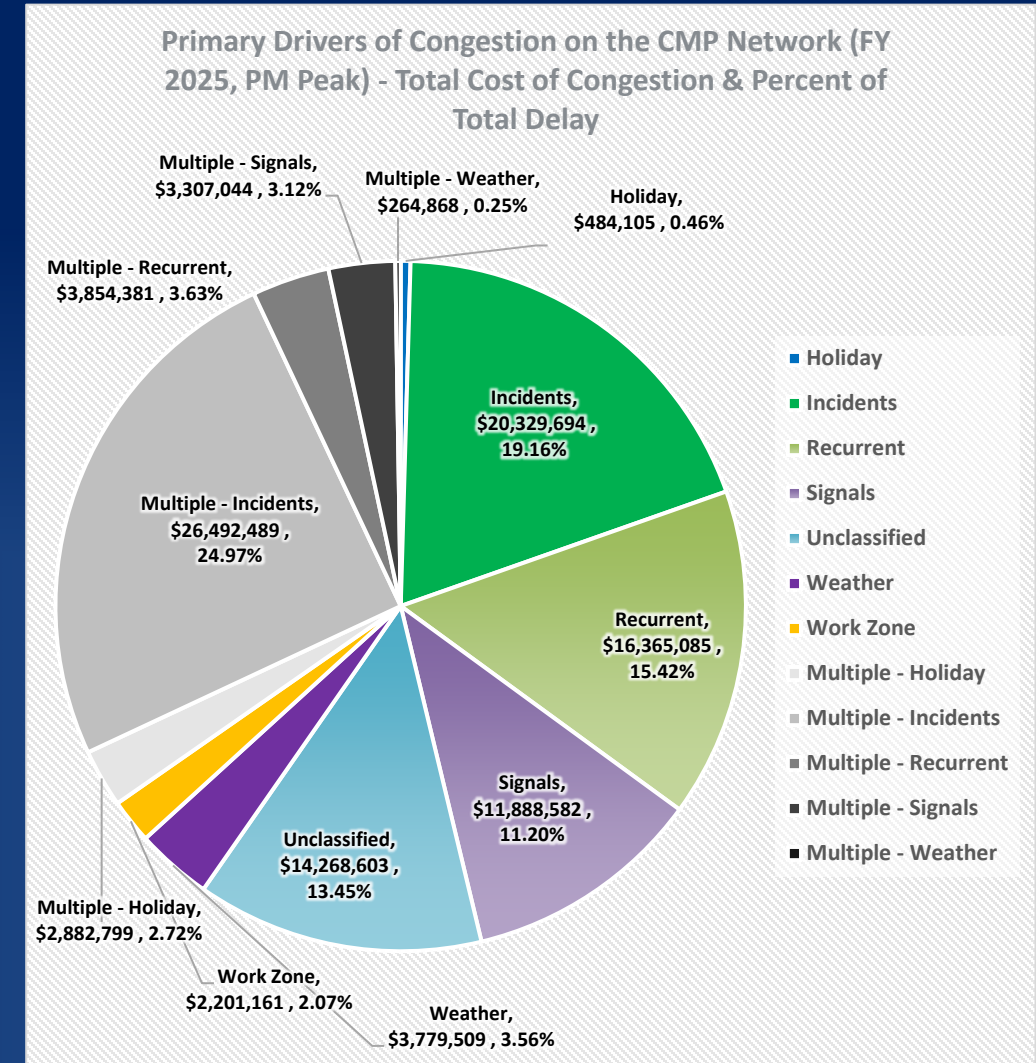
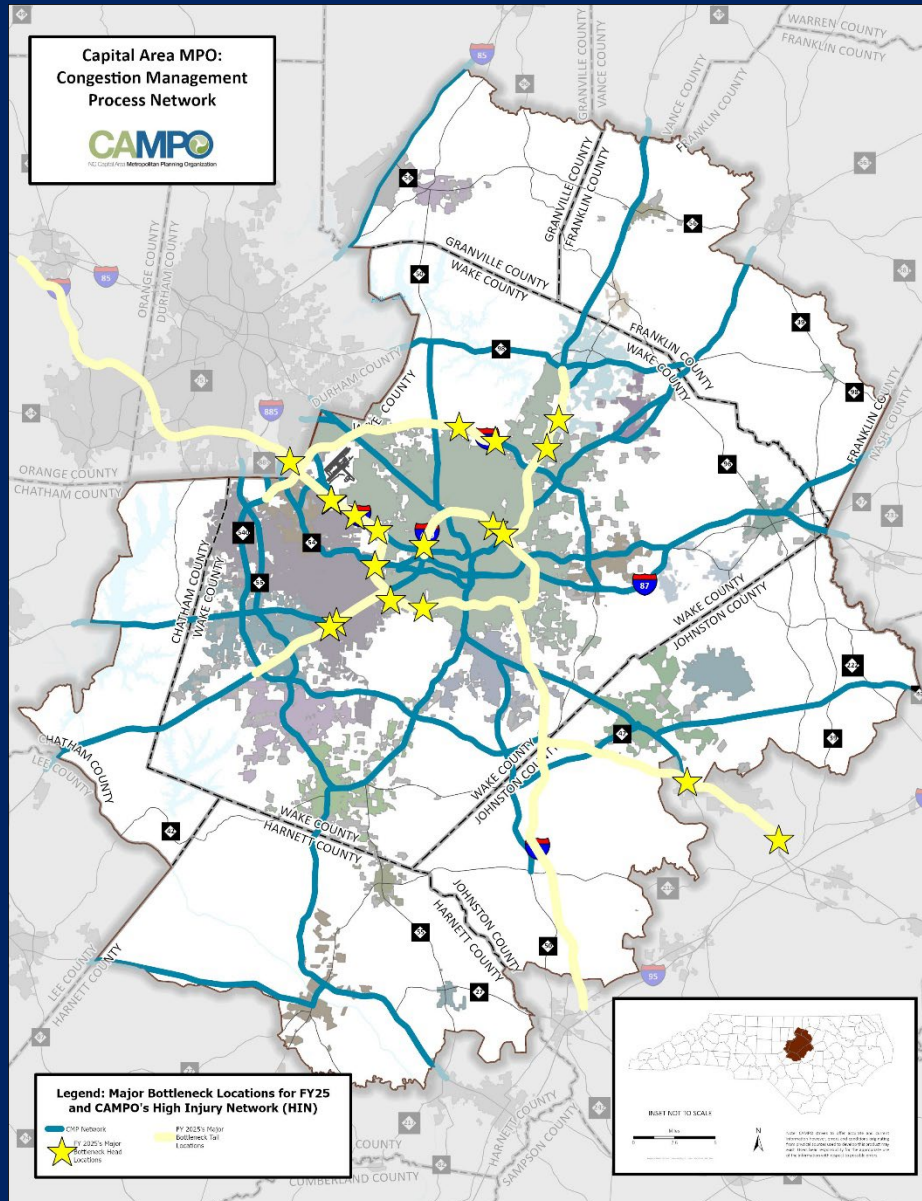
Top 10



Bottom 10

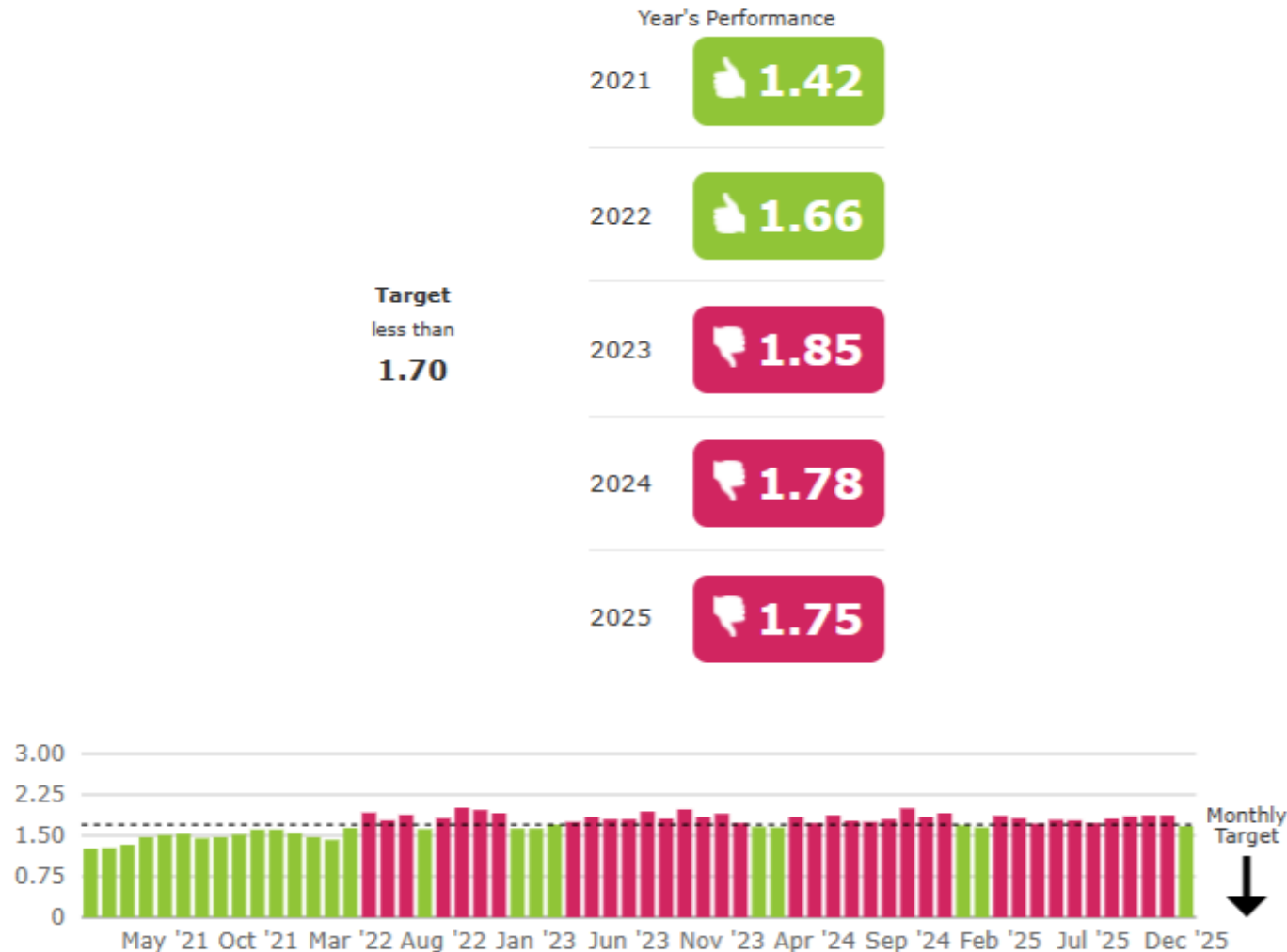
Urban Areas: Between 1-3 Million Population	Annual Hours of Delay: Total Person Hours	Annual Hours of Delay: Per Commuter
Minneapolis-St. Paul MN-WI	133,874,000	73
Riverside-San Bernardino CA	133,638,000	95
Denver-Aurora CO	131,784,000	76
San Jose CA	118,338,000	94
Tampa-St. Petersburg FL	112,436,000	64
Baltimore MD	107,302,000	68
Sacramento CA	88,748,000	72
Portland OR-WA	85,991,000	72
St. Louis MO-IL	79,656,000	56
Las Vegas-Henderson NV	78,512,000	57
...	...	...
Milwaukee WI	51,455,000	57
Jacksonville FL	49,835,000	61
Oklahoma City OK	46,367,000	64
Virginia Beach VA	45,693,000	46
Providence RI-MA	41,672,000	52
Salt Lake City-West Valley City UT	41,415,000	58
Memphis TN-MS-AR	41,122,000	58
Louisville-Jefferson County KY-IN	39,146,000	54
Richmond VA	28,611,000	42
Raleigh NC	28,085,000	42

What Happened this year on the CMP Network?



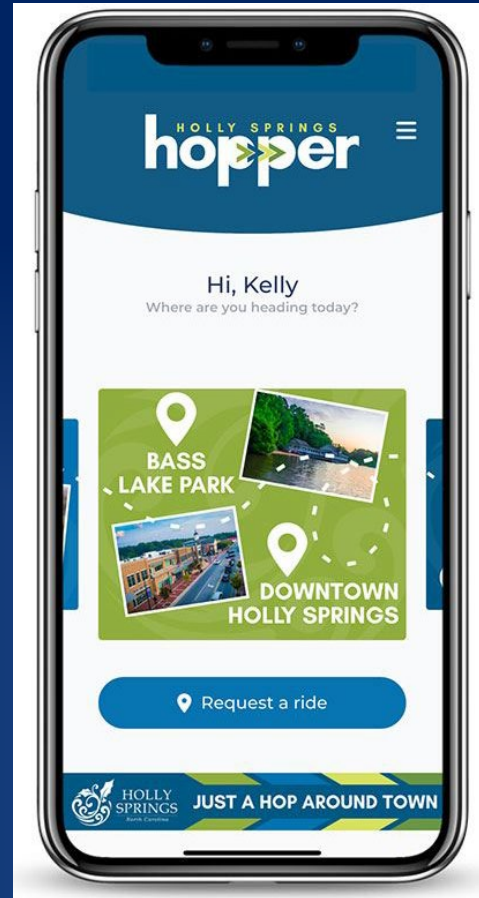
Congestion's Impact to Freight on the CMP's Interstates

NC - Capital Area MPO (NC), Raleigh (CAMPO)
MAP-21 Truck Travel Time Reliability Index (for interstate roads only)



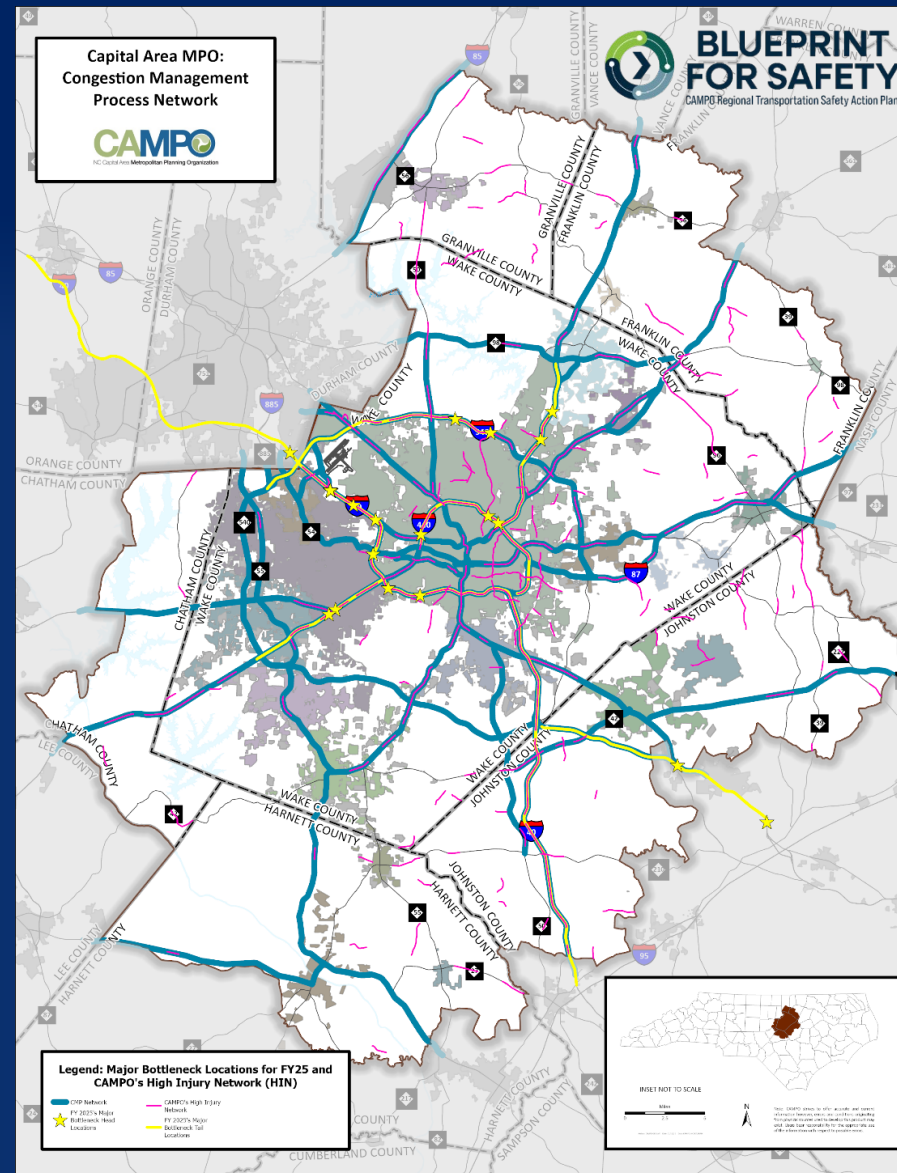
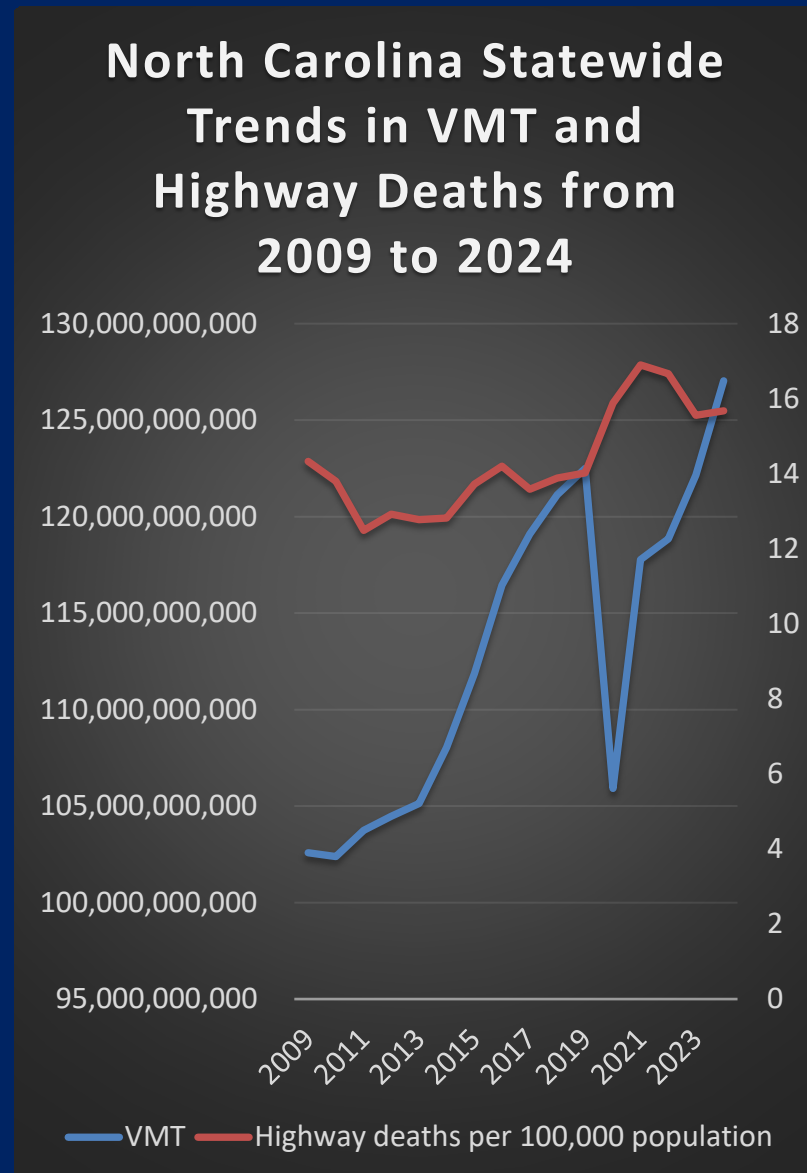
CAMPO's Truck Travel Time Reliability Index (TTTRI)
Target = 1.7

Transit's Impact on Congestion



Targeted and custom transit solutions based on individual community needs can lead to less SOV reliance and less localized congestion

Congestion's Impact on Public Health



**CAMPO's
Blueprint for
Safety is the lens
for which the CMP
SOS studies the
impact of
congestion on
aspects of public
health – notably
incidents and
likelihood of fatal
and serious injury
crashes**

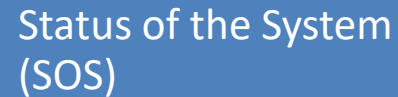
New MTP? Time to update the CMP, SOS, and Bottleneck Reports!



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7.3 Congestion Management Process - Status of the System FY 2025 Report

Requested Action:
Receive as Information

7.4 Cape Fear River Basin Wildlife Crossing Study Update

Background

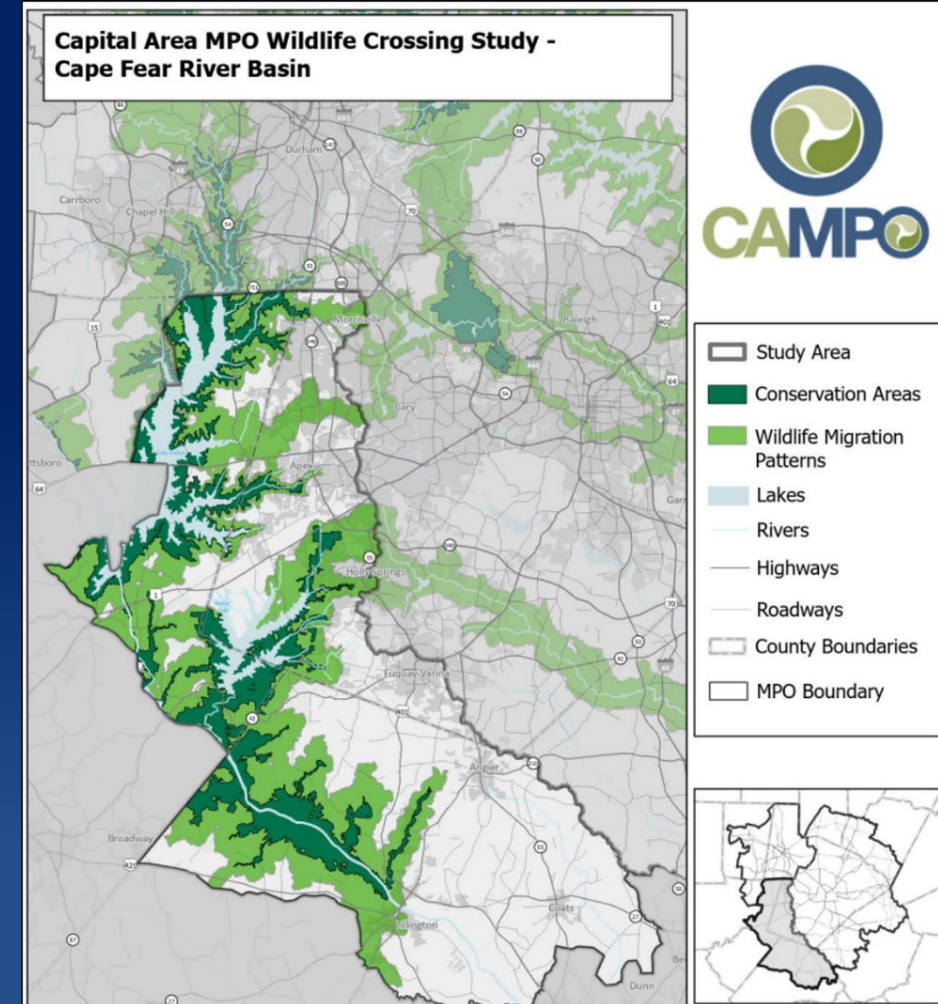
**TWTPO Wildlife
Crossing Plan
Adopted in Nov
2024**

Study begins
September 2025

Chatham County
FY26 UPWP
request for similar
plan within
CAMPO

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

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



Schedule

FY26 Wildlife Crossing Study Schedule										
Task	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Stakeholder Meeting										
Data Analysis										
Site Visits										
Draft Report										
Board Meetings										

GIS Analysis

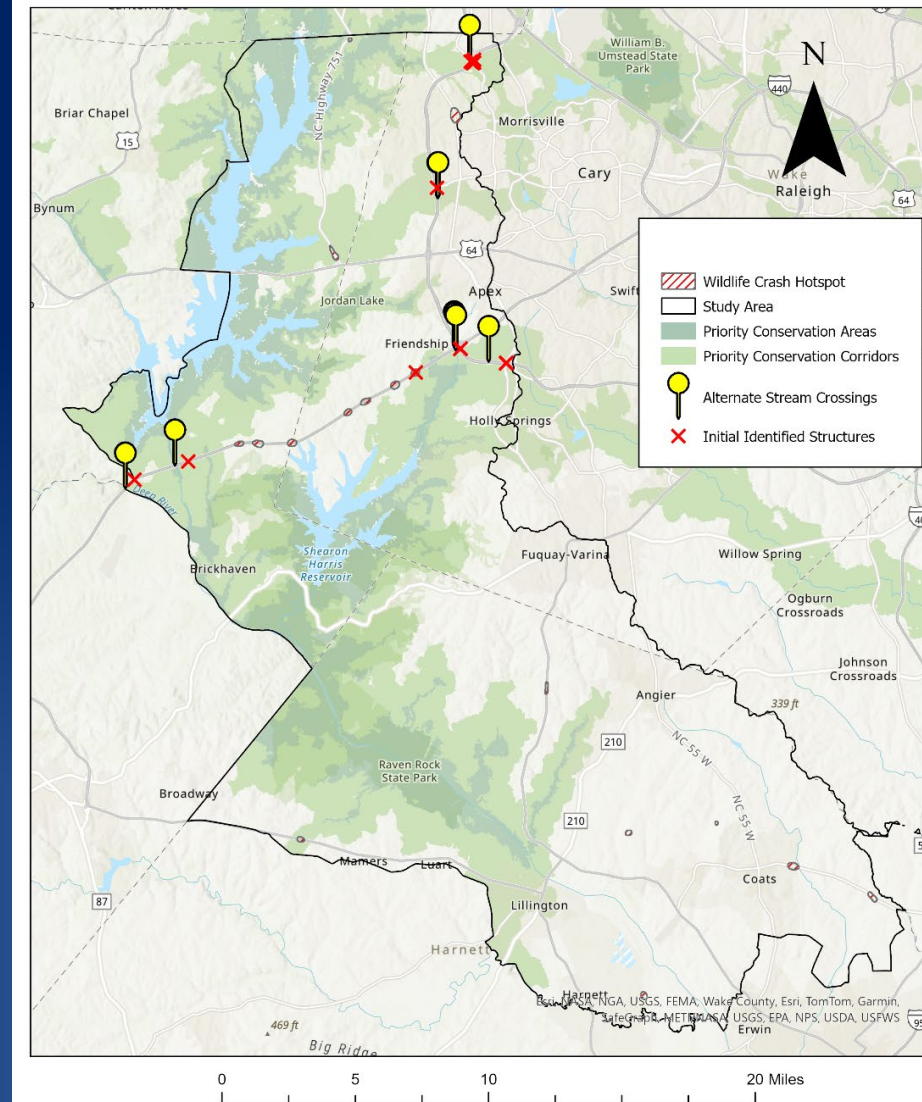
Data

- 2015-2024 Current Wildlife Vehicle Crash (WVC) Data
- Priority wildlife corridors
- NCDOT structures dataset (culverts, bridges, pipes)
- Blueprint for Safety High Injury Network Corridors (HIN)

Analysis

- Hotspot analysis to identify the top 95% of WVC hotspots
- Find structures within:
 - Hotspots;
 - Priority wildlife corridors
 - HIN
- Highlight hotspots within HIN that are not associated with structures

Cape Fear River Basin Wildlife Crossing Study



Site Assessments

CAMPO Wildlife Crossing Site Assessment Form	
Name of Reviewer: _____	
Date of Site Assessment: _____	
Site Name: _____	
	Assessment Description
1.	What is the existing cross structure code found in the NCDOT Structure Locations GIS database?
2.	What is the body of water (creek, lake, etc.) that intersects the structure (if applicable)?
3.	Provide useful directions for finding the crossing.
4.	Please take a photo of the structure that depicts the general aspect of the crossing, and others as you feel are necessary to help communicate the challenge. Please provide a detailed description of the photo for reference.
5.	What type of crossing is this? Bridge: a deck supported by abutments (or stream banks); Culvert: a structure buried under some amount of fill; Pipe: a cylinder culvert, typically metal; Other: railroads, fords, or other crossing types. Bridge / Culvert / Pipe / Other (circle one)
6.	What is the width of the underpass? Large: over 60ft wide with 8 ft vertical clearance; medium: less than 60 ft but more than 4 feet wide; small: less than 4 ft / 48 inches diameter. May be able to input information from NCDOT's NBS data regarding structure size then confirm that information during site visit. Large / Medium / Small (circle one)

Anticipated Deliverables

BunCo10 / US 70 east of Blue Ridge Parkway (Asheville)

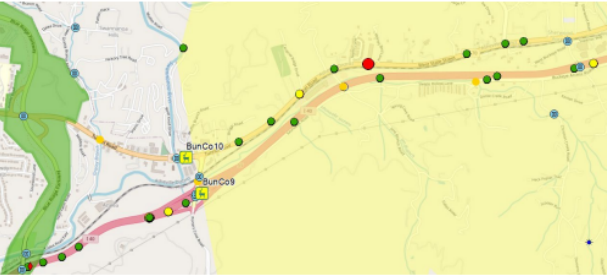
Summary

MPO staff identified this site with a cluster of crashes and recommends deflection fencing to guide animal crossings to existing bridge underpasses. This site is paired with site BunCo11.

Attribute Table

Location ID	BunCo10
Reason	Cluster of crash sites, headed east, FBRMPO
Existing Conditions	WN Priority 1 Corridor; 3.3-mi. corridor with cluster of crashes
Alternative Scenarios	Install 24x24 MUTCD warning signs on ends of 3.3-mile corridor
Short Alternative Type	Signage
Key Species	
Public Lands	
CTP	CTP ID A34, US 70, Access Management and Spot Intersection Improvements
STIP	
2021 AADT	13,000
2045 AADT	19,300
Priority Ranking	High

Map



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French Broad River MPO



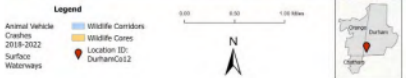
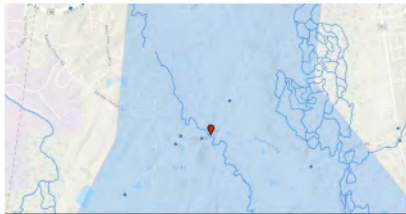
Preferred Scenario

Bench, choke (fill voids) with small stone, and flatten the slopes of riprap to tie the benches into adjacent habitat areas to provide natural surface wildlife pathways that cross under the bridge at the current top of the riprap slope protection. This must be done on both sides of the bridge and across the full length of the riprap until it can tie into undisturbed habitat up and down stream, including making natural surface connections across the grassed sub impoundment dikes.

Alternate Scenario

In addition to the preferred recommendation, or as an alternative wildlife pathway, install dry culverts that are at least 8 feet high and 12 feet wide under the road at the floodplain elevation, on both sides of the bridge area, so that wildlife can move from non-flooded habitat directly to and through an underpass into non-flooded habitat on the other side of the road. These underpasses would then allow wildlife to bypass the now impenetrable obstacles in place along the streambanks. Fencing to guide wildlife to these passages and away from the road and riprap would be necessary.

Consider changing (flattening) the artificially steep slopes of the road berm and earthen causeway to gentler slopes, which could be a (re-)design principle that might also improve/reduce structural needs for riprap slope protection and to prevent fill collapse. Consideration should also be given to the need for the upstream sub impoundment in light of back flooding from Jordan Reservoir. The elimination/deconstruction of the frequently flooded spillway stilling basin, outlet structure channel, and removal of the no longer needed concrete spillway and embankment riprap slope protection would simplify the scope of the preferred scenario for the bridge and road causeways. Though the sub impoundment provides for seasonal waterfowl management upstream, it is a continuous wildlife passage impediment for all terrestrial species in the bottomlands.



DCHC MPO Wildlife Crossings Plan - 97

Triangle West TPO

Next Steps

1. Conduct Site Assessments (February)
2. Conduct Informational Engagement, if applicable (February – April)
3. Draft Report (February – May)



7.4 Cape Fear River Basin Wildlife Crossing Study Update

Requested Action:
Receive as information

7.5 Wake Transit Conference Committee Update

Vehicle Rental Tax Background

- State law authorizes Regional Public Transportation Authorities to levy up to a 5% tax on motor vehicle rentals and short-term leases
 - Funds can be used for any purpose the Authority is authorized to use funds
- GoTriangle has levied the 5% tax since 1998 in Wake, Durham, and Orange Counties
 - Before July 1, 2009: Proceeds were intended for GoTriangle's first rail project until it was terminated by the Board of Trustees
 - 2009 – 2017: Up to 50% of the revenue was used for GoTriangle's own costs; the remainder was placed in a reserve account
 - As the Durham and Orange Transit Plans came along, they began sharing a portion of the revenue to support the Transit Plans

Vehicle Rental Tax Background – 2016 Wake Transit Plan

- The 2016 Wake Transit Plan included an assumption for including the VRT as a revenue source for the Wake Transit Plan:

The vehicle rental tax also is included as a revenue source in the transit plan. GoTriangle currently levies a 5% tax on vehicle rentals in Wake, Durham, and Orange Counties. GoTriangle's Board of Trustees has an existing policy that 50% of rental revenues are dedicated to expanding transit options in the region, while the other 50% is used by GoTriangle for operations and capital needs of the current system. To determine the amount allocated to each county, GoTriangle dedicates vehicle rental revenues based on percent of total population. GoTriangle's current allocation percentages are 68% for Wake County, 21.5% for Durham County, and 10.5% in Orange County. As such, the Wake County portion of all vehicle rental revenues is, compared to the total collected, 34%. The transit plan includes an assumption that rental car tax revenue available for new transit programs would be \$3.6 million in FY 2018, which would grow by 2.5% annually.

Vehicle Rental Tax: FY2018 – FY2023

- Wake, Durham, and Orange Counties all had Transit Plans in place
- GoTriangle retained 50% of the VRT proceeds and distributed the other 50% to the County Transit Plans proportionally based on population

FY23 Actual VRT Distributions

Entity	Amount (\$)	Distribution % of Total	Transit Plan Only Split (Population Distribution)
GoTriangle	\$7,435,652	50%	
Wake Transit Plan	\$5,056,042	34%	68%
Durham Transit Plan	\$1,598,602	11%	21.5%
Orange Transit Plan	\$780,712	5%	10.5%
Total Collections	\$14,871,008	100%	100%

Wake Transit Governance Interlocal Agreement (ILA)

- Foundational agreement establishing the Wake Transit Governance Structure, defined Wake Transit Revenues, and included the Vehicle Rental Tax as a “Wake County Tax Revenue”
- The original Wake Transit Plan and updated plan, which goes through 2030, both included the revenues in the 10-year plan horizon

2.37 “WAKE COUNTY TAX REVENUE” shall be defined as all revenues derived from transit funding sources in support of the Wake Transit Plan, which shall include the ½ percent local option sales and use tax as defined by N.C.G.S. 105-508; the County vehicle registration fee assessed by the Wake County Board of Commissioners in accordance with N.C.G.S. 105-570 *et seq.*; the increased portion of the regional vehicle registration fee assessed by GoTriangle in accordance with N.C.G.S. 105-561 *et seq.* allocated to Wake County.; and the portion of vehicle rental tax collected by GoTriangle pursuant to N.C.G.S. 105-550 *et seq.* and allocated to Wake County by the GoTriangle Board of Trustees.

ILA does not specify a specific amount/portion

Wake Transit Master Participation Agreement (MPA)

- The MPA is signed by all parties participating on the Wake Transit TPAC
- The MPA includes the same definition of Wake County Tax Revenue as the ILA
- The MPA includes the following language regarding Supplantation/Supplementation:

5.01 As of the Effective Date of this Participation Agreement, N.C.G.S. § 105-508.2 and N.C.G.S § 105-564 require that the net proceeds of the special tax district be used to supplement and not to supplant or replace existing funds or other resources for public transportation systems. The Parties acknowledge that the only funds subject to these requirements as of the execution of this Participation Agreement are the ½ percent sales tax proceeds collected under N.C.G.S. § 105-508.2 and the regional transit authority vehicle registration tax proceeds collected under N.C.G.S § 105-564. It is the intent of the Parties of this Participation Agreement to comply with these statutes and as may hereafter be amended.

Significant Concern Process – Section X of ILA

- A Significant Concern can be called by any party of the ILA
- If a Significant Concern is raised, the Wake Co. Board of Commissioners will call for the creation of a Conference Committee
 - The purpose of the Conference Committee is limited to resolving the issue(s) identified in the Significant Concern
- The Conference Committee will be convened within 15 days of the receipt of the Significant Concern

Conference Committee

- Conference Committee Members:
 - 2 Members from the Wake County Board of Commissioners
 - 2 Members of CAMPO Executive Board
 - 2 Members of GoTriangle Board of Trustees
 - At least 1 other member to allow for odd number of members
 - Other members representing other transit agencies, municipalities, areas or Wake County residents at large may be appointed
 - Board of Commissioners may consider representatives with specific technical perspectives or knowledge

Facilitation & Staff Resources

- Wake County Board of Commissioners shall appoint a facilitator to the Conference Committee
 - The facilitator shall work with staff and the Committee to understand the Significant Concern and develop multiple scenarios/options for resolution
 - Each scenario must result in a viable Wake Transit Work Program
 - But may differ in the amount of changes proposed
- Parties of the ILA agree to provide all staff resources required to understand the issues and work with the Committee

Decision-Making

- Conference Committee shall consider all recommended scenarios/options
- If consensus is not attained, the Committee shall vote on each scenario/option
 - Scenario/option with highest number of votes will be selected
- If two or more scenarios/options receive the same number of votes, the Conference Committee shall break the tie vote
- The decision of the Conference Committee shall be binding on the TPAC

GoTriangle Outside Counsel Legal Opinion

- In early 2023, GoTriangle retained Outside Legal Counsel to review the language in the Wake Transit Governance ILA regarding the use of the Vehicle Rental Tax revenue in the Wake Transit Plan
 - This was in response to correspondence between GoTriangle, Wake County, and CAMPO regarding the ILA and the VRT revenue in the Wake Transit Plan
- The Outside Legal Counsel addressed the following two questions in their Opinion:
 1. Does the Interlocal Agreement require GoTriangle to allocate 50% of the vehicle rental tax to the Counties of Orange, Durham, and Wake, with a certain amount providing funding to the Wake County Transit Plan?
 2. Would a Party's concern about GoTriangle's decision not to allocate a certain portion of the vehicle rental tax to the Wake County Transit Plan constitute a "Significant Concern," as that term is defined in the Interlocal Agreement?

GoTriangle Outside Counsel Legal Opinion

- The Legal Opinion addressed the interaction of the Financial Plan approved as part of the Wake Transit Plan and the language in the ILA
- The Outside Counsel's Opinion is that the duties set out in Article V of the ILA require GoTriangle to administer the Wake Transit revenue in accordance with the Transit Plan, but do not expressly require GoTriangle to allocate a certain portion of the VRT to the Wake Transit Plan

1. Express Duties Under Article V

There is no provision under Article V ("Responsibilities, Financial Duties, and Assumptions of the Parties") that expressly states that GoTriangle is required to allocate a certain portion of vehicle rental tax to the Wake County Transit Plan.

2. Duties Incorporated by Reference Under Article V

There are provisions in Article V that require GoTriangle to follow the Wake County Transit Plan. The duties that the Interlocal Agreement give to GoTriangle are related solely to its role as administrator of the Tax District.¹⁶

For example, in subsection (c), GoTriangle commits as its duty to "adhere to the Financial Plan" defined by the Interlocal Agreement as the Plan of Implementation and Finance in the Wake County Transit Plan, attached as Exhibit A.¹⁷ The Wake County Transit Plan assumes a certain amount of vehicle rental tax will be received as revenue and allocated to the Wake County Transit Plan. In the 2021-2030 Wake County Transit Plan, at page 50, "a vehicle rental tax also is included as a revenue source in the transit plan" and "new projections assumed a total of \$39.5 million in rental tax collections from FY 2021 through FY 2030." Thus, the most recent Wake County Transit Plan assumes that GoTriangle will allocate a certain portion of the vehicle rental tax to the Wake County Transit Plan.

As another example, in subsection(f), GoTriangle commits to "use or expend all Wake County Tax Revenue . . . only as specifically budgeted in the Wake County Transit Work Plan."¹⁸ The Wake County Transit Work Plan is the plan for capital and operations which includes, among other components, updating the "agreed upon financial assumptions" involving local sources of revenues.¹⁹

Thus, both subsections (c) and (f) require GoTriangle to adhere to plans that contemplate and budget for GoTriangle's allocation of a certain portion of the vehicle rental tax to Wake County in support of the Wake County Transit Plan.

GoTriangle Outside Counsel Legal Opinion

- The Outside Legal Counsel came to the following conclusion after reviewing the ILA and correspondence between the parties in 2022 and early 2023:

“The Interlocal Agreement includes the vehicle revenue tax as a founding source for the Wake County Transit Plan. There is no provision in the Interlocal Agreement that specifically states what “portion” of vehicle rental tax must be allocated by GoTriangle to the Wake County Tax Revenue. Instead, the Interlocal Agreement contemplates the parties will work together to determine funding for the Wake County Transit Plan and then adhere to that vision document. Where any party has a concern about that funding, the Interlocal Agreement sets out the process for parties to follow to bind TPAC to a resolution of that concern.”

2035 Wake Transit Plan Financial Model Projections

- The 2035 Wake Transit Plan Financial Model included projections of the portion of the Vehicle Rental Tax revenue for Wake County out to 2035:

	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
1/2 ¢ Sales Tax	\$ 149,350	\$ 155,324	\$ 161,537	\$ 167,998	\$ 174,718	\$ 181,707	\$ 188,975	\$ 196,534	\$ 204,396
\$3 Increase Regional Car Registration	\$ 3,138	\$ 3,200	\$ 3,264	\$ 3,330	\$ 3,396	\$ 3,464	\$ 3,533	\$ 3,604	\$ 3,676
\$7 Wake Car Registration	\$ 7,334	\$ 7,480	\$ 7,630	\$ 7,783	\$ 7,938	\$ 8,097	\$ 8,259	\$ 8,424	\$ 8,593
Rental Car Tax	\$ 5,312	\$ 5,445	\$ 5,581	\$ 5,720	\$ 5,863	\$ 6,010	\$ 6,160	\$ 6,314	\$ 6,472

- The Draft FY 2027 Wake Transit Work Plan projects \$5,312,000 in Vehicle Rental Tax Revenue
- The Financial Model from the 2035 Wake Transit Plan estimates a total of \$58,059,000 in VRT revenue dedicated to Wake Transit through 2035.

Wake Transit Conference Committee Update

- Conference Committee formed in February 2024 to address 3 Significant Concerns:
 1. What “portion” of the Vehicle Rental Tax collected by GoTriangle will be allocated to Wake Transit in Fiscal Year 2025?
 2. What “portion” of the Vehicle Rental Tax collected by GoTriangle will be allocated to Wake Transit in the ten-year period from Fiscal Year 2026 to Fiscal Year 2035, effectively setting capacity assumptions for the next update of the Wake Transit Vision Plan?
 3. The financial outlook for GoTriangle's Authority-controlled Funds, including the actual Fiscal Year 2023 financial results, Fiscal Year 2024 Budget, and long-range financial projections, which CAMPO understands as the driver for GoTriangle’s plans to recapture all Vehicle Rental Tax Revenues.
- Conference Committee met several times in Spring/Summer 2024
 - Settled Significant Concern 1 – agreed to include \$2.528M in VRT Revenue for FY 2025 and revise Financial Assumptions to show “TBD” for VRT Revenue in future years
 - Agreed to Mediation for Significant Concerns 2 and 3
- Conference Committee met for Mediation session in December 2024

Wake Transit Work Plans

- The Wake Transit Governing Boards agreed that the FY 2024 Wake Transit Work Plan would only include ~1 month of VRT revenue, and GoTriangle would retain the remainder of VRT Revenue
 - Durham and Orange County Transit Plans did not include any VRT Revenue
 - Durham and Orange Counties revised their Transit Governance ILAs with GoTriangle to allow GoTriangle to retain all VRT revenue
- The FY 2025 Wake Transit Work Plan included \$2,258,000 (approximately ½ of the usual proportional Wake Transit share) of VRT Revenue
- The FY 2026 Wake Transit Work Plan included \$0 VRT revenue based on continuing conversations at the Conference Committee.

Current Status

- Mediation was held in December 2024 – No agreement
- Conference Committee met in June 2025 to agree on VRT revenue allocation of \$0 for FY 2026
- 2035 Wake Transit Plan adopted in November 2025 with VRT revenue allocation
- Conference Committee has not met since June 2025 – waiting for additional information:
 - Outcome of GoTriangle FY 2025 ACFR/Audit
 - Future GoTriangle Revenue Projections
 - Updates on implementation of Deloitte Study Recommendations
 - Clarification of Lead Agency assignments
 - Development of improved communication between partners

Next Steps

- Conference Committee meeting 3 times in next 3 months:
 - February 23rd
 - March 26th
 - May 19th
- Conference Committee will be provided additional information from GoTriangle, CAMPO and Wake Transit that has been requested
- Goals:
 - Conference Committee will provide guidance to TPAC on VRT revenue allocation for FY 2027 Work Plan
 - Conference Committee will discuss and recommend long-term solution for allocation of VRT revenue to Wake Transit Plan
 - Plan amendment may be required

7.5 Wake Transit Conference Committee Update

Requested Action:
Receive as information

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
- NCBOT
- Executive Board Members

11. Closed Session

Requested Action:

Enter into closed session pursuant to NCGS sections
143-318.11(a)(3), 143-318.11(a)(5) and 143-318.11(a)(6)

End of Closed Session

12. Adjournment


NC Capital Area Metropolitan Planning Organization



MPO 101

TRAINING

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February
2026

8:30AM - 12:00PM

In-Person 

CAMPO Office: 1 Fenton Main Street,
Suite 201, Cary, NC 27511

Online 

Webex link will be emailed

Upcoming Meetings

Date	Event
February 20, 2026 8:30 a.m. – Noon	MPO 101 Training
March 5, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
March 18, 2026 3:00 p.m.	Executive Board Meeting
April 2, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
April 15, 2026 3:00 p.m.	Executive Board Meeting