



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

September 4, 2025

10:00 AM

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

1. Welcome and Introductions

2. Adjustments to the Agenda

3. Public Comments

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

4. Minutes

4.1 TCC Meeting Minutes: August 7, 2025

Requested Action:

Approve the Meeting Minutes of August 7, 2025.

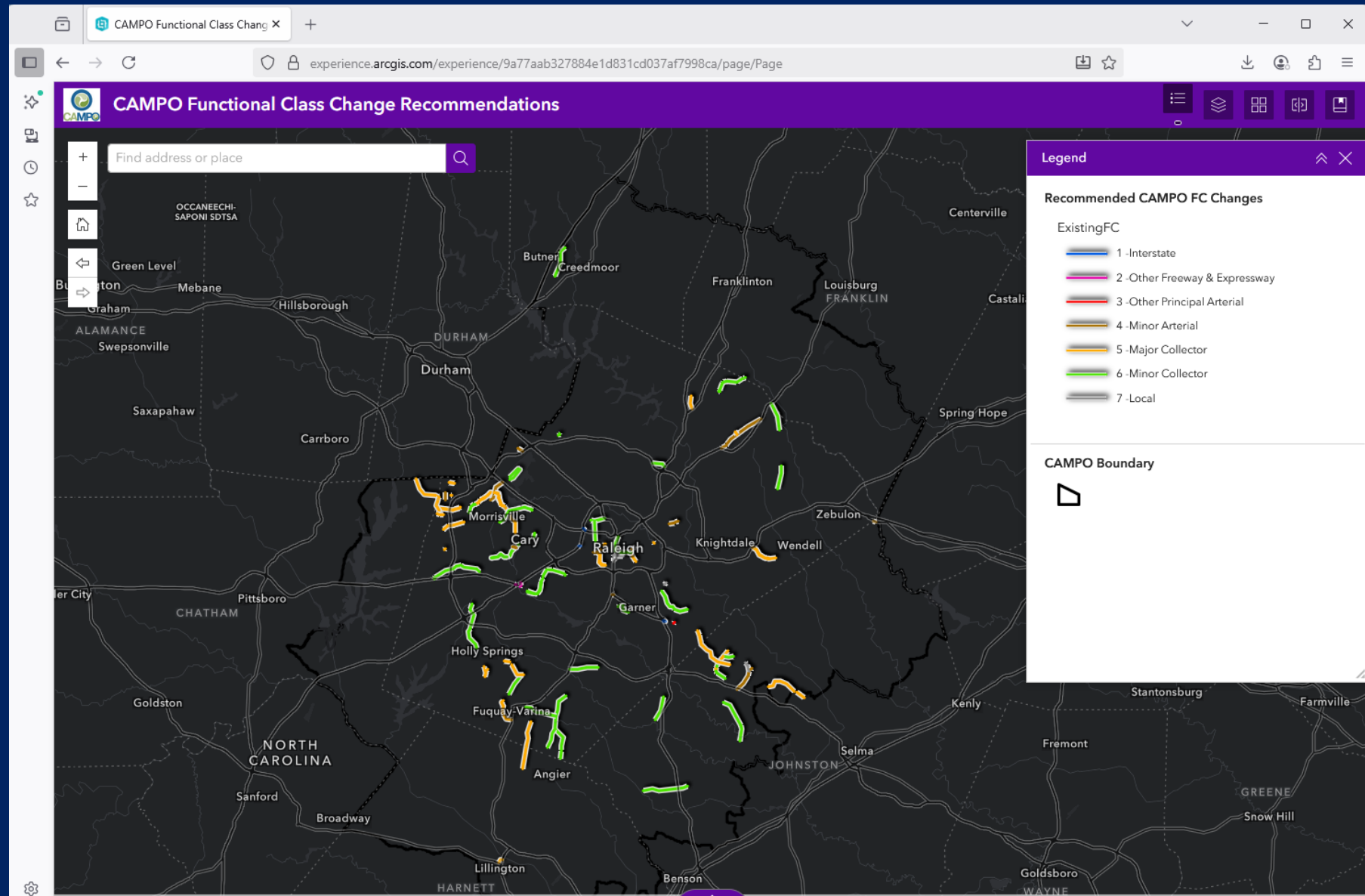
5. Regular Business

1. Federal Functional Classification Changes
2. SPOT 8 Update: Draft Project Submittal Lists
3. Transit Asset Management Performance Measures & Targets for State of Good Repair
4. 2055 MTP/CTP Update
5. Recommended 2035 Wake Transit Plan Update

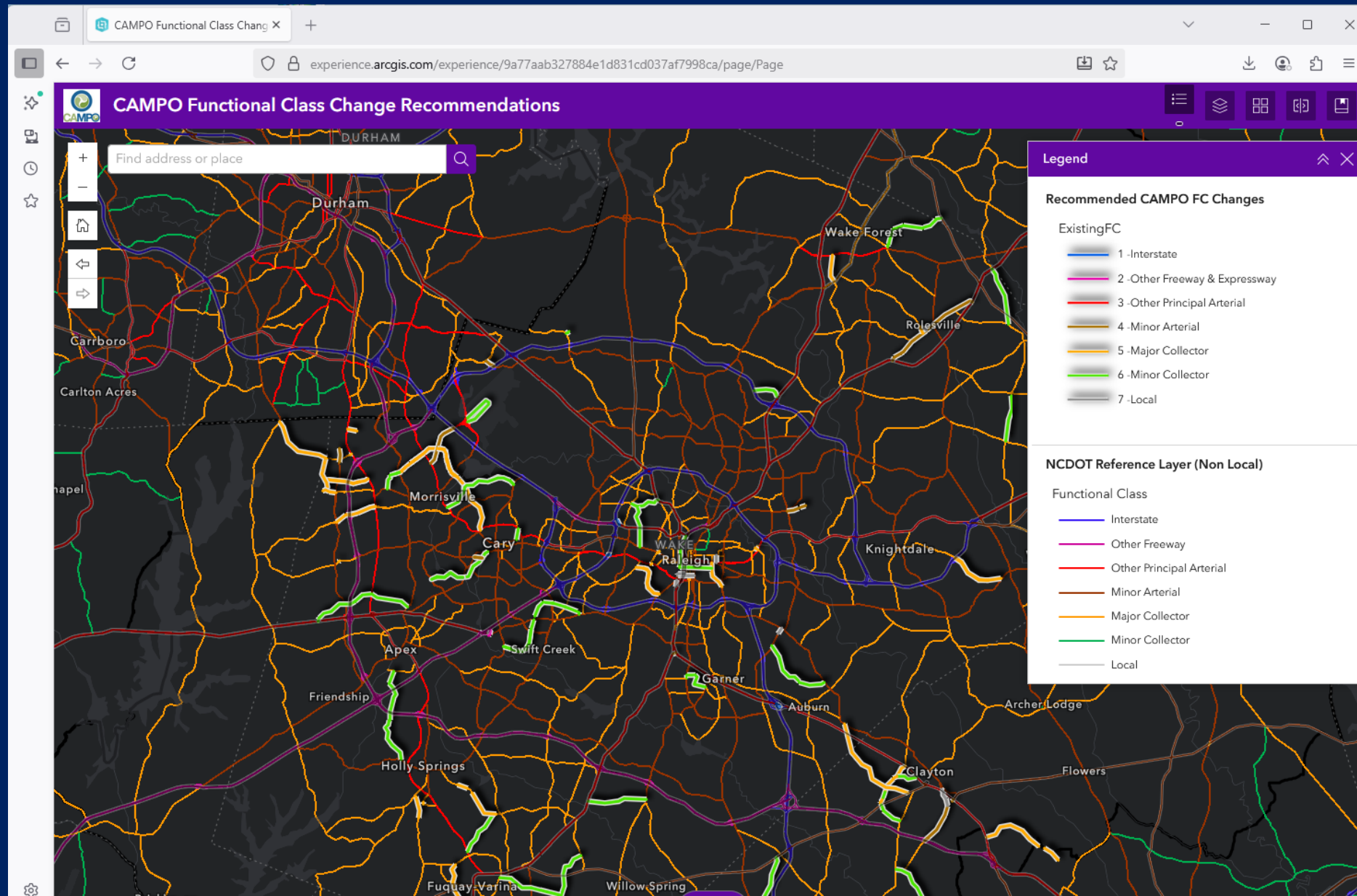
5.1 Federal Functional Classification Changes

- In February 2025, NCDOT began a statewide review and update to the Federal Functional Classification.
- In spring 2025, CAMPO Staff participated in NCDOT-led training sessions and then conducted a review of the CAMPO region.
- Proposed changes will be posted for a 30-day public review and comment period from September 15 through October 14, 2025.
- The Executive Board will consider approval at their October 15, 2025 meeting.

5.1 Federal Functional Classification Changes



5.1 Federal Functional Classification Changes



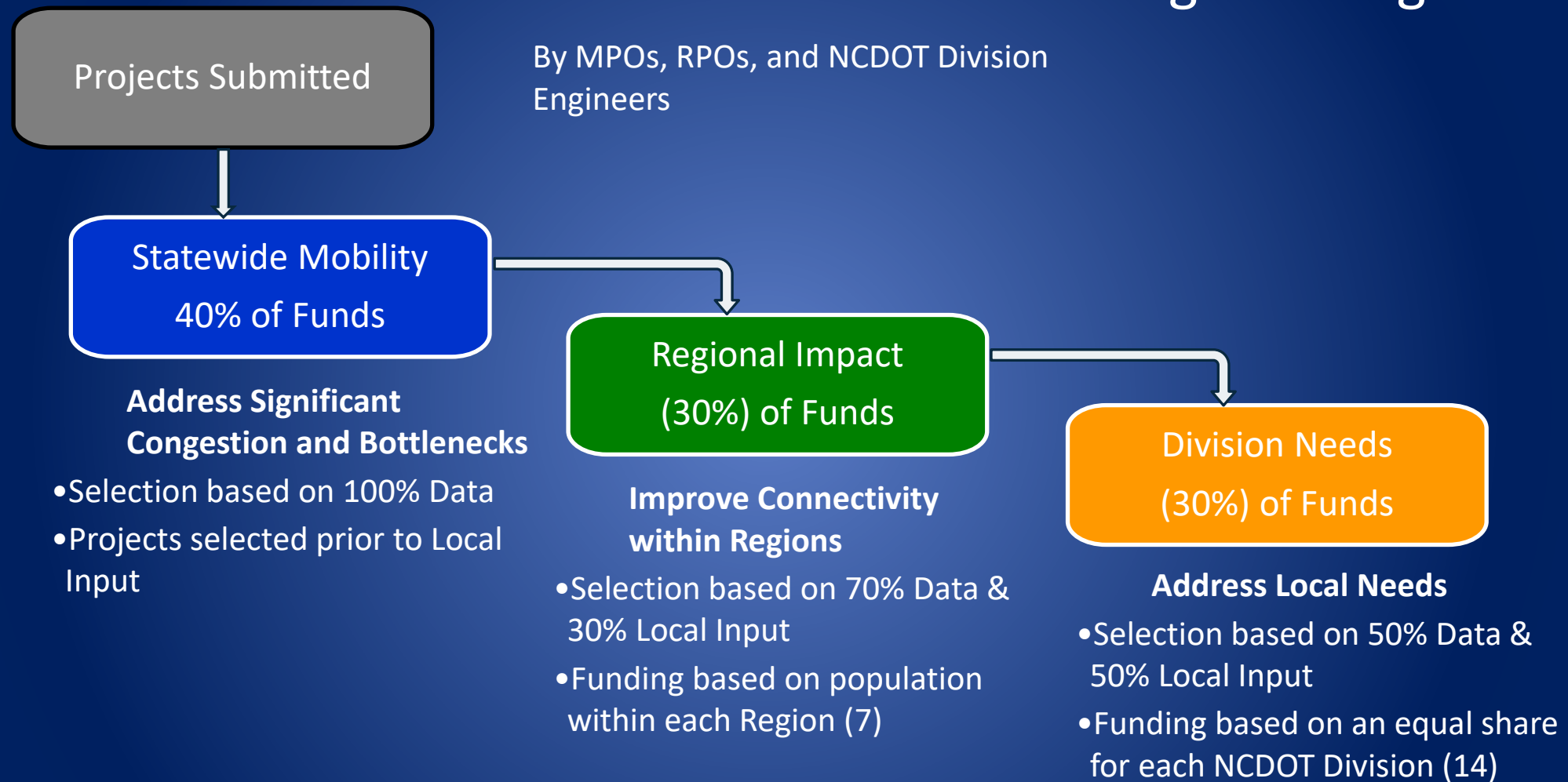
5.1 Federal Functional Classification Changes

Requested Action:

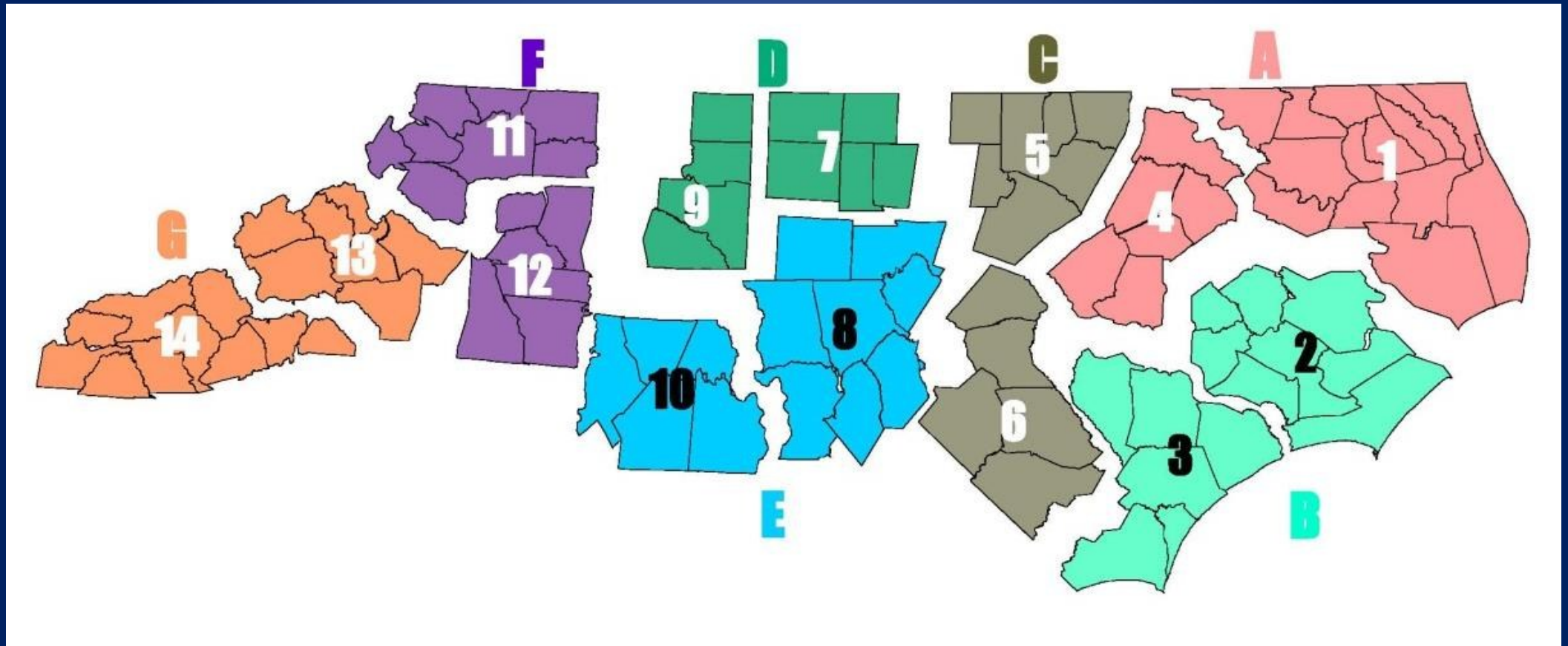
Recommend the Executive Board approve the Federal Functional Classification changes.

5.2 SPOT 8 Update: Draft Project Submittal Lists

STI Programming Process



Division & Funding Region Map



CAMPO Competes in
Regions: A, C, E
Divisions: 4, 5, 6, 8

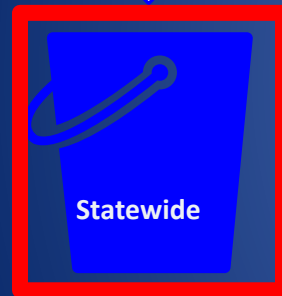
STIP Funding Distribution



- Where CAMPO Competes

Statewide Mobility

40%



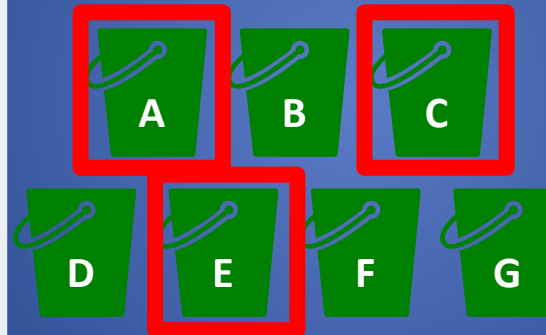
Programmed First

Interstate Maintenance
Bridge Replacement
Bridge Rehabilitation
Highway Safety

Regional Impact

30%

% of State Population



Programmed First

Bridge Replacement
Bridge Rehabilitation
Highway Safety

Division Needs

30%

Equal Share



Programmed First

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

Defined in STI Legislation

2028-2037 TIP/STIP Development

SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
(34 projects per mode) **We are here!**
2. Assign Local Input points **BEGIN in spring 2026**
 - Regional Impact Points (2500 pts)
 - Division Needs Points (2500 pts)
3. Adopt TIP **summer 2027**

SPOT Process

Carryovers

Carryover projects are those projects that are automatically resubmitted during the SPOT round. These projects do not count towards the project submittal limits (34 projects this Prioritization Cycle)

Definition

- In the 2026-2035 STIP and scheduled for PE Only
- Have completed or active environmental documents (within last 6 months)
- Sibling of a projects programmed in the 2026-2035 STIP
- Any projects scheduled for delivery in the 2024-2033 STIP as of Jan. 1, 2025

CAMPO SPOT Process

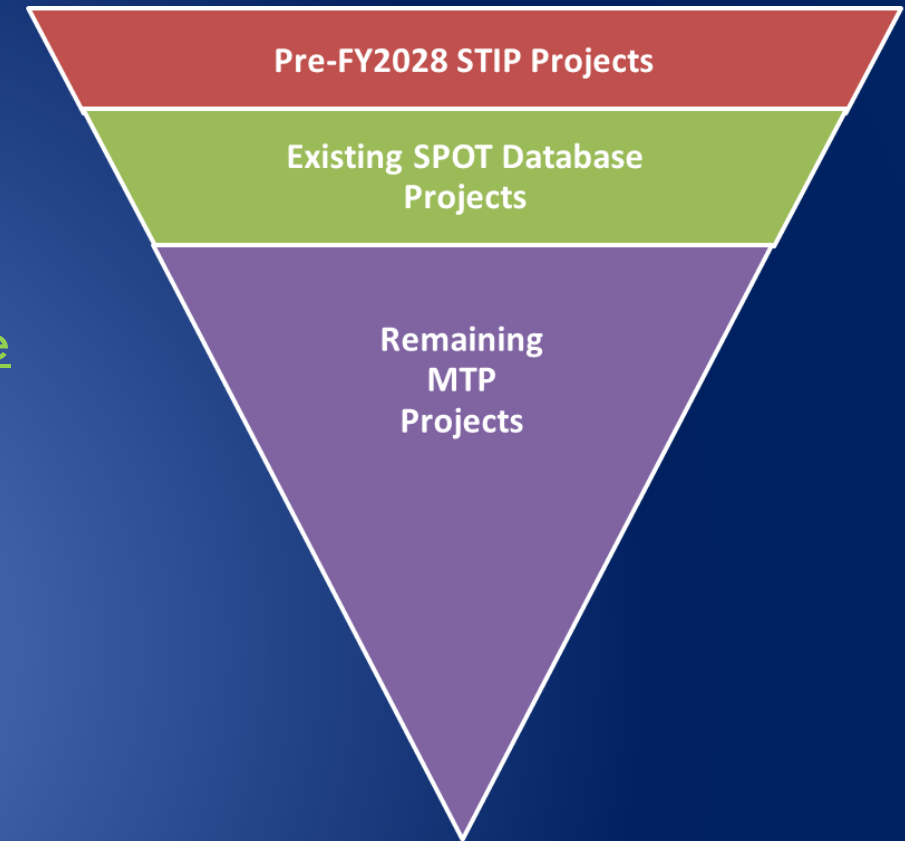
Action 1: Project Selection

- CAMPO can submit 34* additional projects per mode
- Project selection based on adopted methodology

Example (Roadway)

- Initial List Creation:
 - Committed projects and
 - Existing SPOT database projects
 - MTP projects (SPOT requirement)
 - Delay, Travel Time, Socio-Economic growth trend metrics used as basis for comparing projects
 - A. E+C Delay/Lane Mile
 - B. 1st Decade Delay/Lane Mile
 - C. 2nd Decade Delay/Lane Mile
 - D. Network Connectivity
 - E. Interchanges/Operational Improvements
 - F. ITS Projects

- Coordination w/ NCDOT to ensure maximum submittal of CAMPO projects.



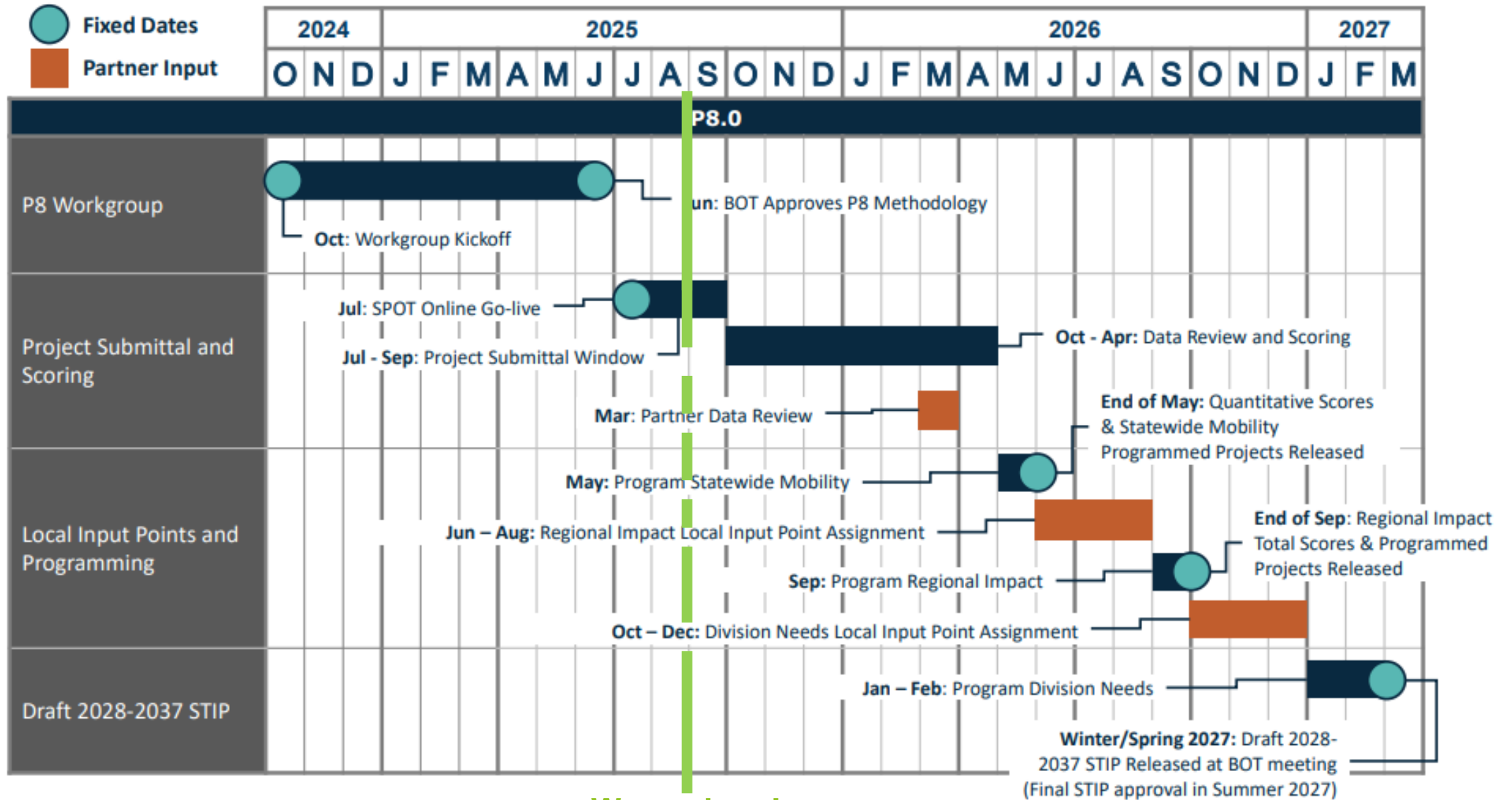
MPO SPOT Methodology:



<https://www.campo-nc.us/funding/spot>

P8 Schedule

October 2024



SPOT Funding Availability

– As of July 9th, 2025

Subject to change as projects update cost throughout
SPOT process

Draft 2028-2037 STIP Estimated Funding Availability for Selecting Projects from Prioritization 8.0 As of July 9, 2025

STI Funding Category	Funding Availability
Statewide Mobility	\$1,665M
Region A (Divisions 1 & 4)	\$145M
Region B (Divisions 2 & 3)	\$104M
Region C (Divisions 5 & 6)	\$646M
Region D (Divisions 7 & 9)	\$319M
Region E (Divisions 8 & 10)	\$277M
Region F (Divisions 11 & 12)	\$366M
Region G (Divisions 13 & 14)	\$186M
Division 1	\$198M
Division 2	\$152M
Division 3	\$112M
Division 4	\$35M
Division 5	\$73M
Division 6	\$242M
Division 7	\$77M
Division 8	\$54M
Division 9	\$68M
Division 10	\$53M
Division 11	\$43M
Division 12	\$69M
Division 13	\$132M
Division 14	\$235M

STI — Region C

Data from SPOT 7

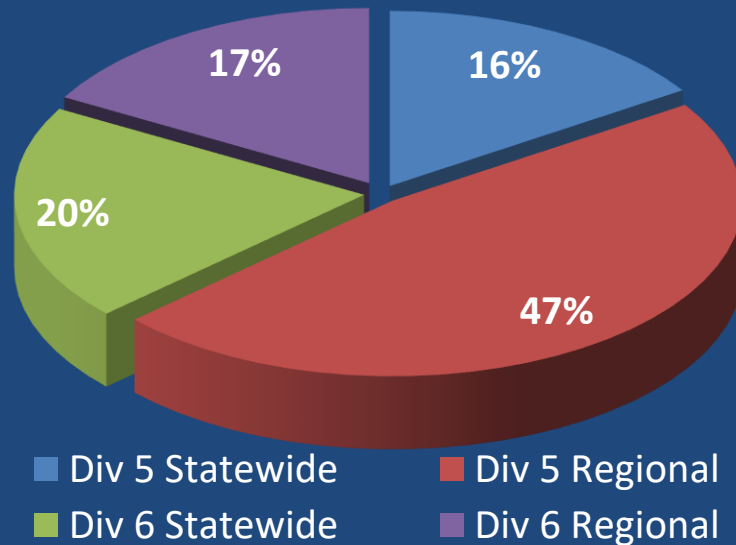
Projected 10-yr Funding: \$754,074,000

Roadway Projects: 190

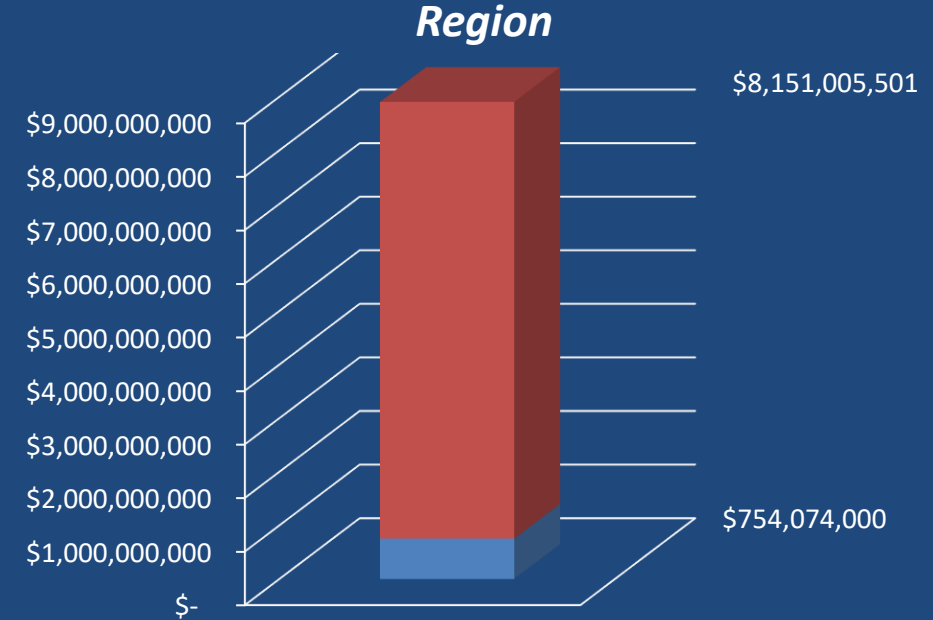
CAMPO Projects: 79

Potentially Competitive Projects: 21

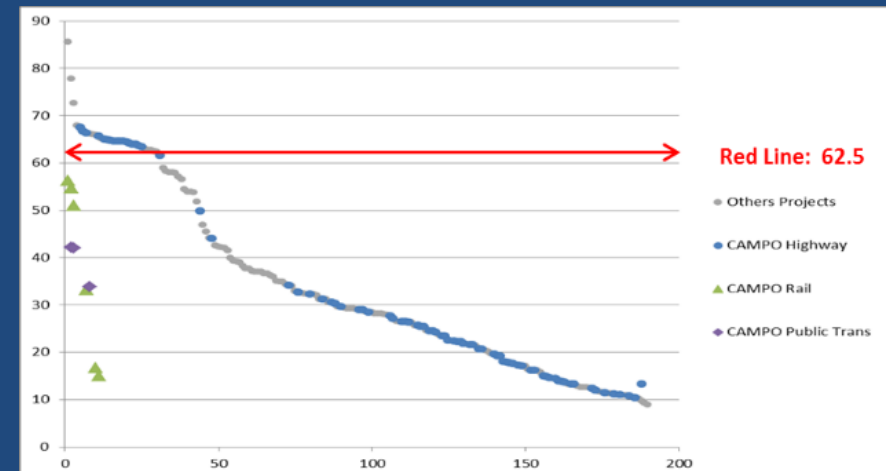
Regional Impact Roadway Projects in Region



Projected Funding vs. Submitted Need



■ Region C Projected 10-year Funding ■ Region C Total Roadway Needs:



STI – Division 5

Data from SPOT 7

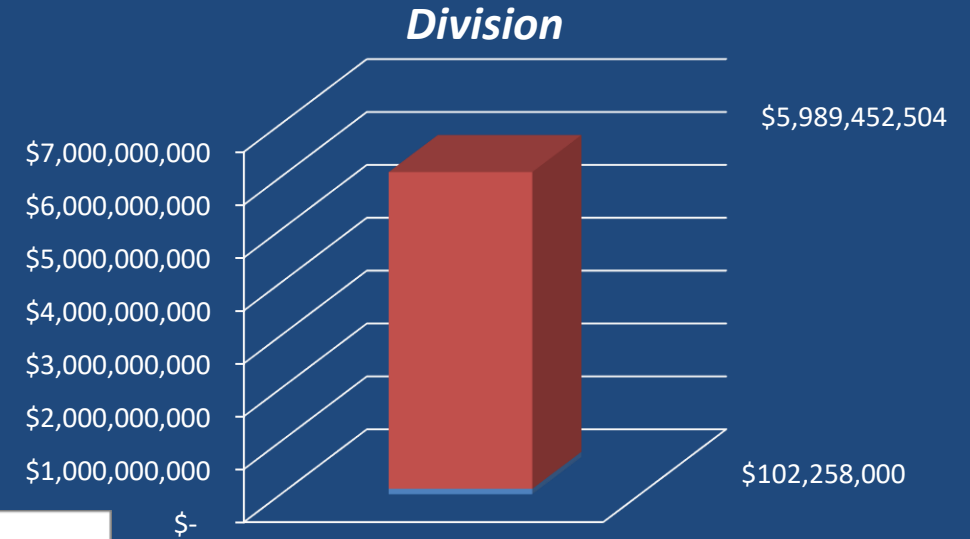
Projected 10-yr Funding: \$102,258,000

Roadway Projects: 177

CAMPO Projects: 99

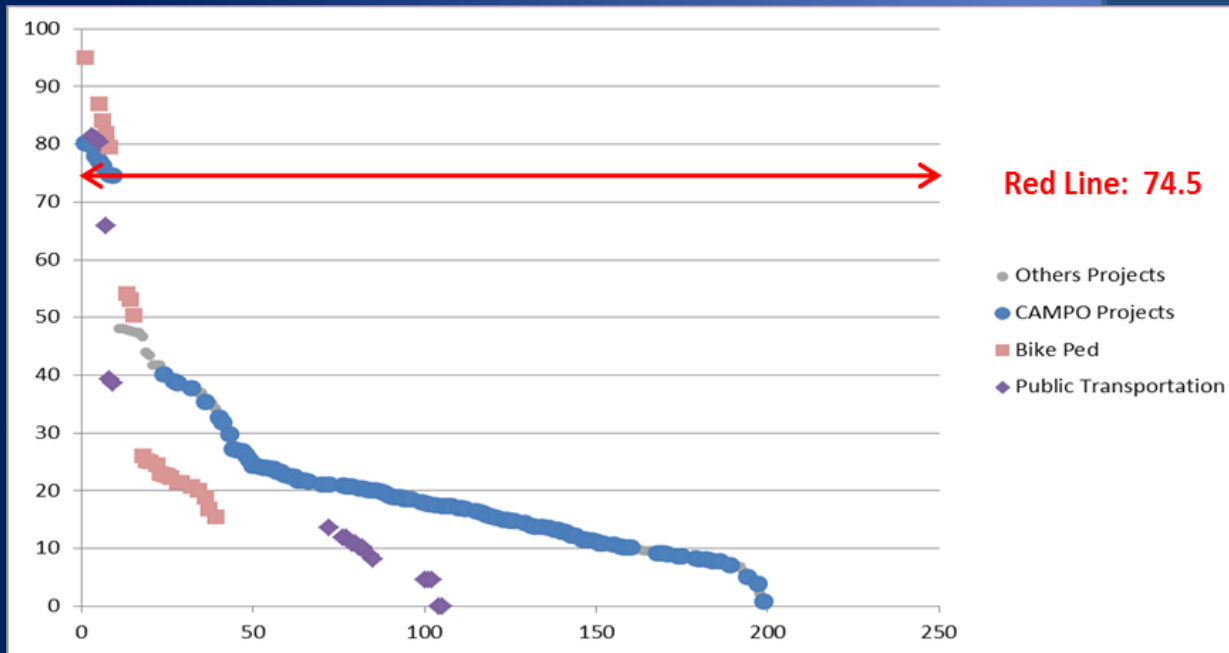
Potentially Competitive Projects: 9

Projected Funding vs. Submitted Need



■ Division 5 Total Roadway Project Costs:

■ Division 5 Projected 10-year Funding



5.2 SPOT 8 Update: Draft Project Submittal Lists

Next Steps:

- Projects lists are posted to CAMPO Website
- CAMPO will continue to coordinate with NCDOT Divisions on projects submissions
- Updates to this list will be posted to the CAMPO Website
- Public Comment Period: Aug. 18th - Sept. 16th

www.campo-nc.us/funding/spot/prioritization-8

Requested Action:

Recommend the Executive Board approve the P8 candidate project lists for submittal to NCDOT's prioritization process.

5.3 Transit Asset Management Performance Measures & Targets for State of Good Repair

5.3 Transit Asset Management Performance Measures & Targets for State of Good Repair

- Federal Requirements: **Transit providers must annually** set performance targets for state of good repair related to their assets and **MPOs must establish regional targets every four years.**
- Agreement: CAMPO sets **annual regional** measures and targets.
- Ex. Board adopted 2025 TAM measures and targets on 9/18/24.
- 2026: Providers concur with the recommendation that the transit asset management regional targets for 2026 remain the same as 2025.

5.3 Transit Asset Management Performance Measures & Targets for State of Good Repair

Recommended 2026 Performance Measures and Targets								
Category	Asset Class	Performance Measure	State Goals	Recommended Regional Goals	GoRaleigh	GoTriangle	GoCary	GoWake
Rolling Stock - All Revenue Vehicles	Buses	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	20%	20%	3%	20%	*20%	*20%
Equipment – Non -revenue vehicles	Vehicles	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%	22%	25%	22%	*20%	*20%
Facilities - All buildings or structures	Admin/ Maintenance Facility	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	20%	20%	20%	0%	*20%	*20%
Facilities - All buildings or structures	Passenger Facility	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	20%	20%	0%	0%	*20%	*20%
* = State Group plan participant								

5.3 Transit Asset Management Performance Measures & Targets for State of Good Repair

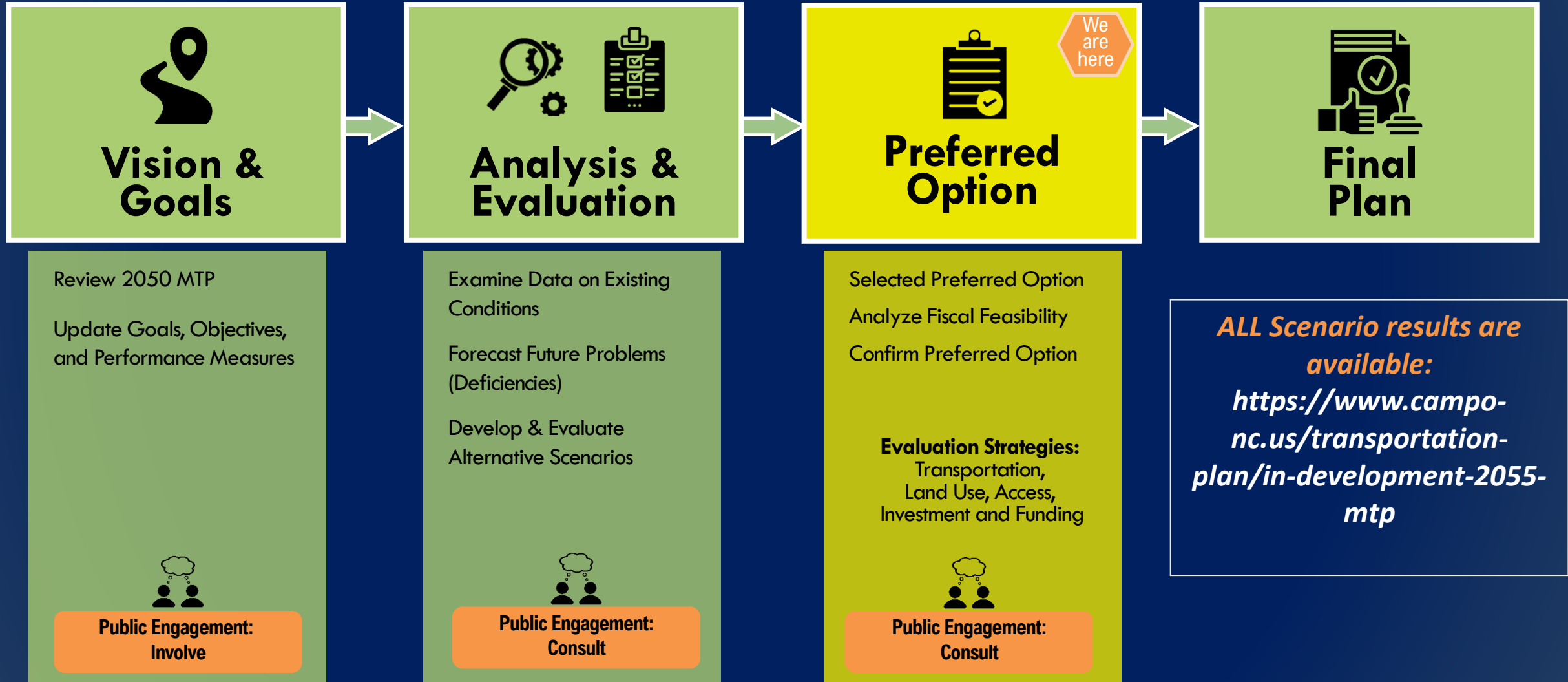
Requested Action:

Recommend the Executive Board approve the recommended performance measures and targets for TAM and State of Good Repair and sign the resolution

5.4 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.



Preferred Alternative (*All Together Scenario*)

Development Foundation:

O | Opportunity Places

- Built on same base assumptions as Community Plans, but with additional focus on:
 - **Anchor Institutions** (universities) – assert increase in job growth
 - **Mobility Hubs** (major activity centers) – increase densities in these areas to allow transit-supportive development
 - **Affordable Housing** – identify publicly-owned property near frequent transit services and assert added affordable housing units
 - **TOD** – increase densities in areas within ½ mile of high-quality transit stops/stations to allow transit-supportive development

Mobility Investment Foundation:

C | Complete Communities

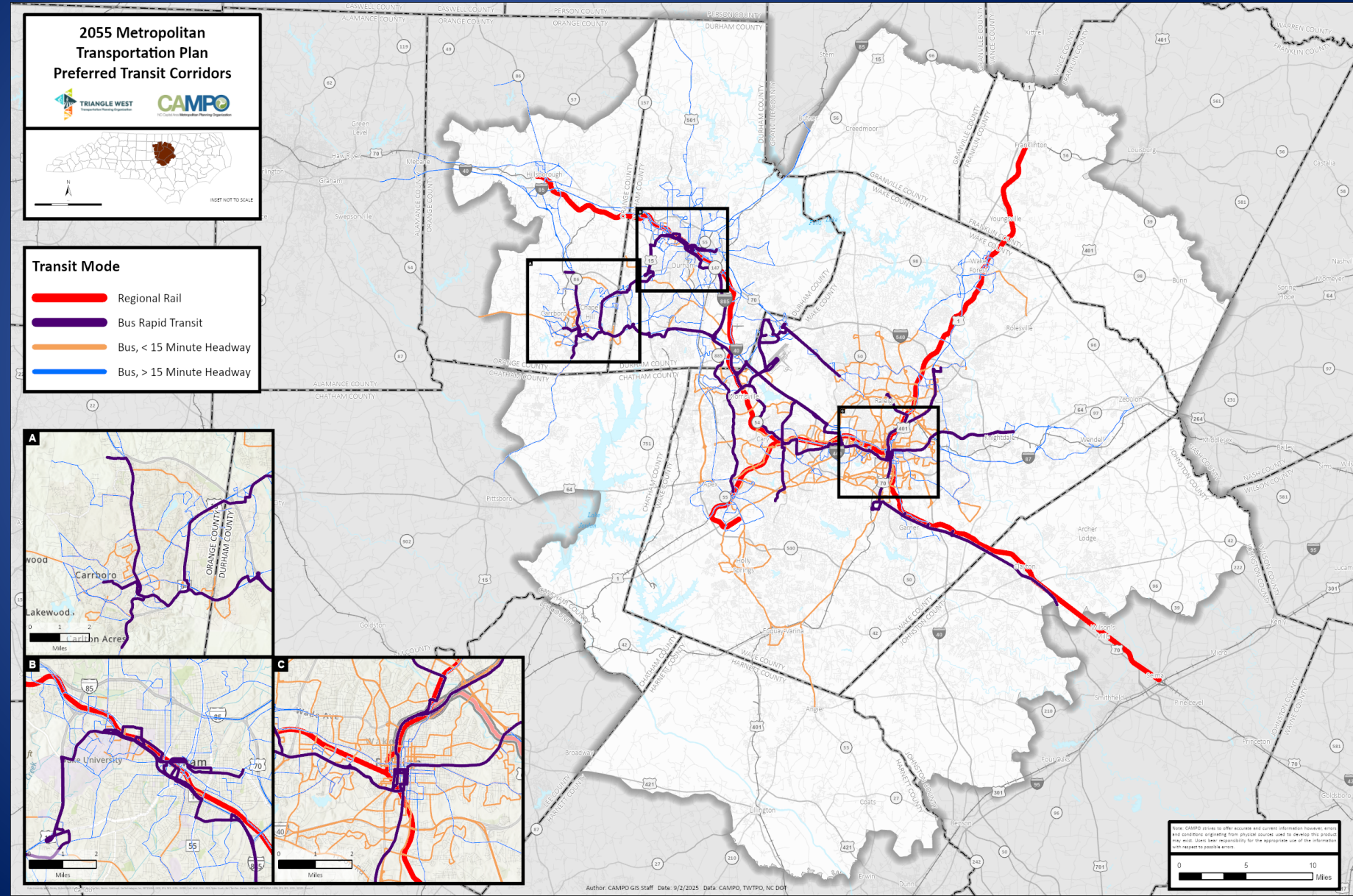
- Take the base of investments from the Mobility Corridors Scenario, *PLUS*:
 - Additional funding, likely based on local option revenue streams, starting in second decade
 - Driven by modal investment mix
 - 2045 MTP used overall MTP investment mix
 - Multimodal in nature
 - Roadway investments targeted at secondary roads
 - In addition to existing ½ cent Wake Transit revenue (sales tax, reg. fee)

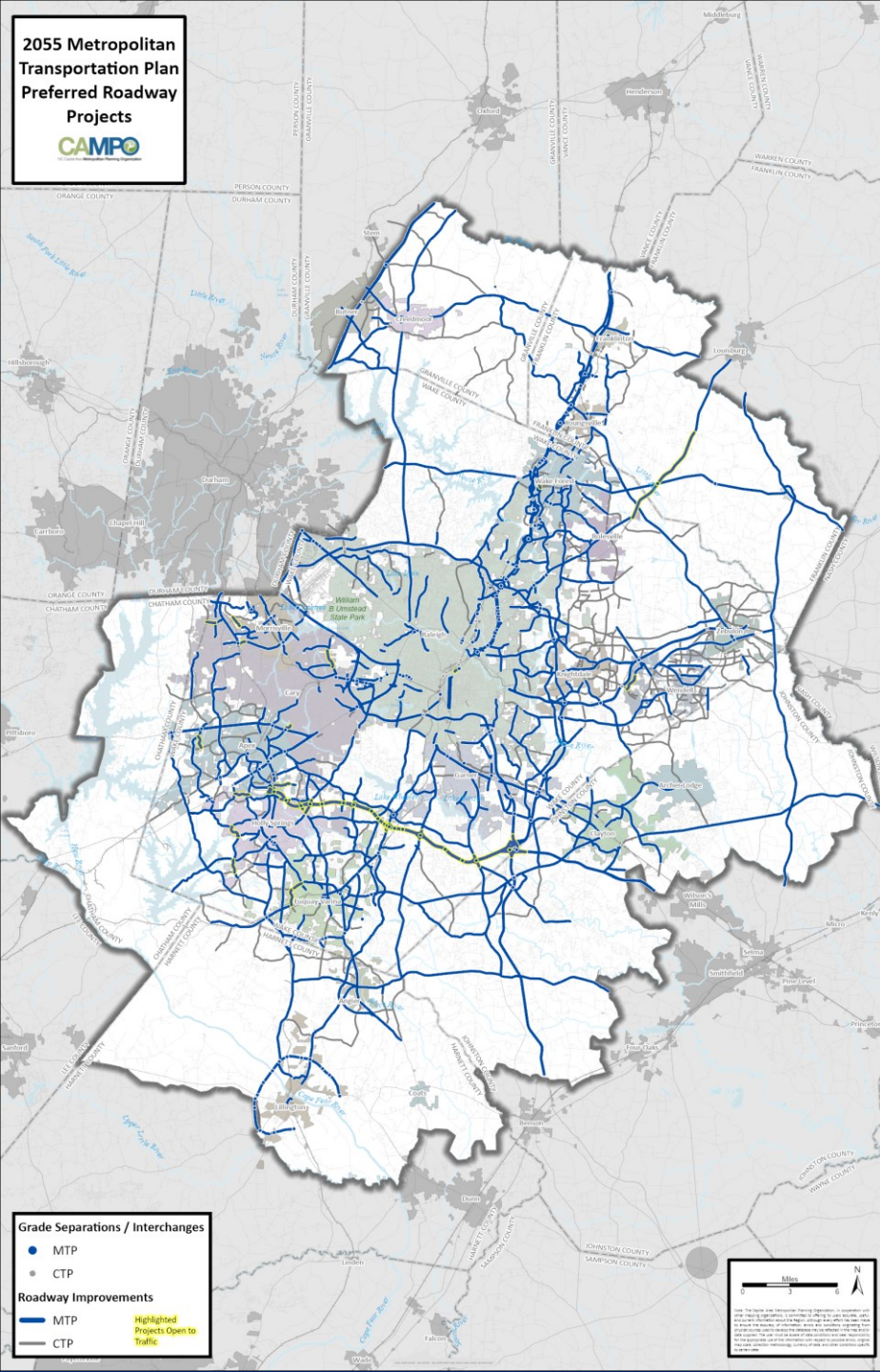
Major Transit Investments

- 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
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- BRT Infrastructure and service in I-40/I-85 corridors
- BRT Infrastructure and service in 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 MTP Revenue Forecast

Our Revenue Forecast is derived from:

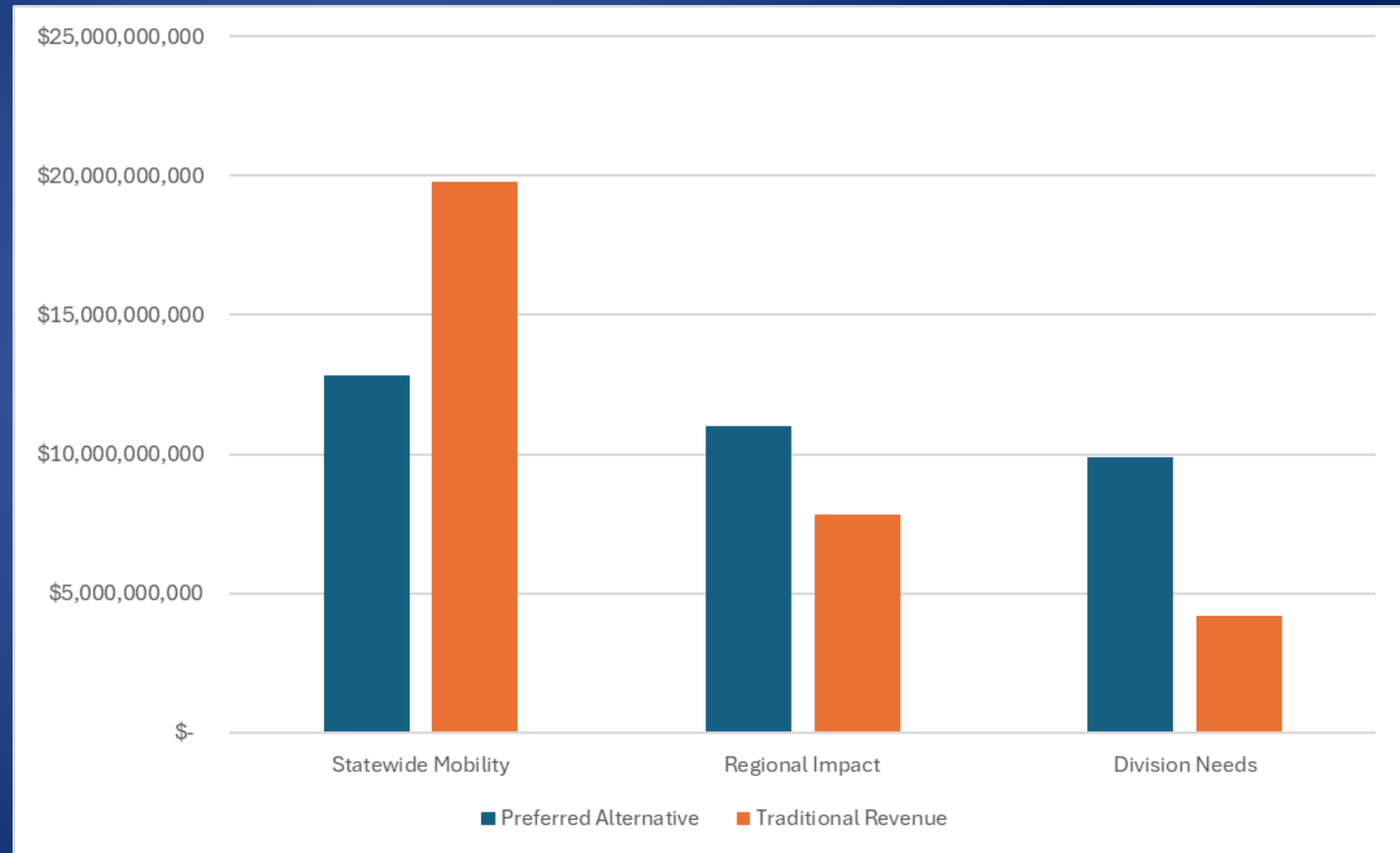
- 1st Decade:
 - TIP/STIP (10 yr Work Program)
 - Local funding/development activity
- 2nd & 3rd Decades:
 - “Traditional” Federal & State Funds
 - *Assumed increases for Shared Leadership, All Together, and Preferred scenarios*
 - MPO portion based NCDOT Financial Forecast
- Transit Funds
 - *Wake Transit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

2055 MTP Revenue Forecast

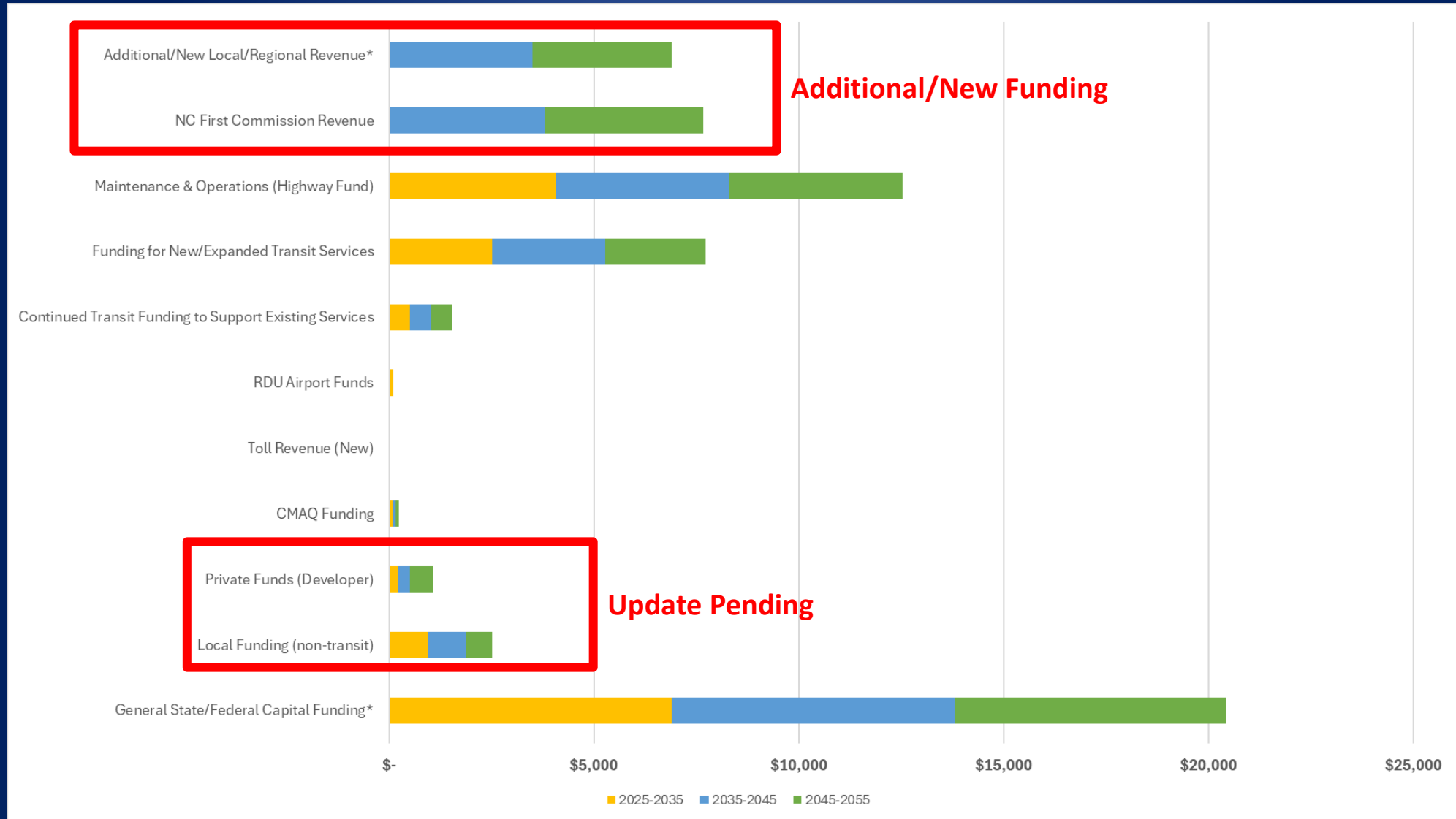
Costs vs. Revenue

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

Additional revenue assumptions can address this.



Preliminary 2055 MTP Financials

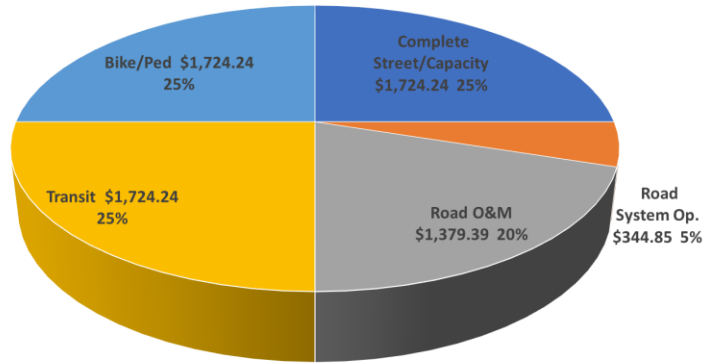


New Revenue Assumptions

- Local and regional revenue options
- Prior MTPs have made similar assumptions
 - Driven by modal investment mix
 - 2050 MTP used investment mix based on complete streets focus
 - Multimodal in nature
 - Roadway investments targeted at secondary roads
 - In addition to existing ½ cent Wake Transit revenue (sales tax, reg. fee)
- Examples of prior assumptions include:
 - ½ cent sales transit sales tax (Wake, Durham, Orange)
 - ½ cent sales tax equivalent 2035, 2040, 2045 plans (Wake, Granville, Harnett, Johnston)
 - 1 cent sales tax equivalent 2050 plan (Wake, Franklin, Granville, Harnett, Johnston)
 - VMT based revenue
 - Property tax-based revenue
 - New local/regional bond programs (e.g. Pennies for Progress, etc.)

2055 New Regional/Local Revenue Options Explored

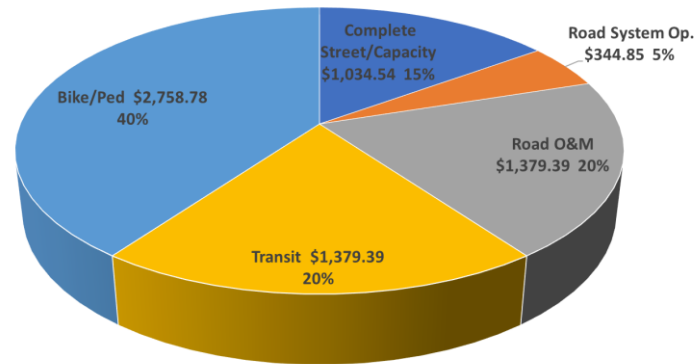
Alternative 1



Alternative 1

- Similar to existing 2050 MTP additional funding mix
- Significant funding increases for all modes beyond traditional funding
- Resources for both Transit (beyond WTP)
- Additional resources for bike/ped, TSMO/ITS/TDM, and O&M
- 2036-2055 total: \$6.896 Billion
 - **Would add ~27 secondary road projects**

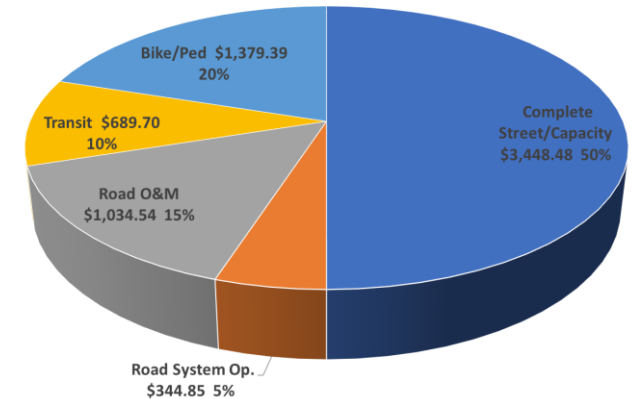
Alternative 2



Alternative 2

- Additional resources for Bicycle/Pedestrian investments
- Similar additional Transit resources (beyond WTP)
- Resources for ITS/TDM and O&M
- Lowest additional complete streets resources
- 2031-2050 total: \$6.896 Billion
 - **Reduction of 13 secondary road projects from Alt 1.**

Alternative 3



Alternative 3

- Additional resources for Complete Streets/Local Roadway Capacity
- Lowest additional Transit resources (beyond WTP).
- Lower resource level for O&M and ITS/TDM
- 2031-2050 total: \$6.896 Billion
 - **Would add 27 secondary road projects beyond Alt 1**

Review data on CAMPO website:

➤ Overview & Details: 2055 MTP

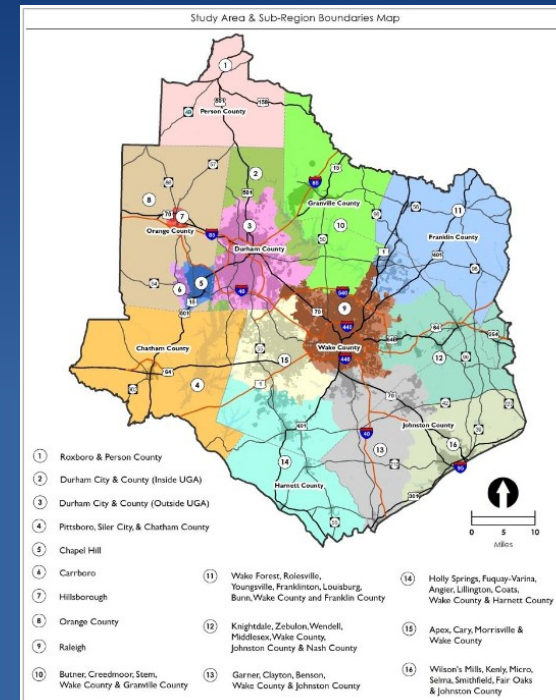
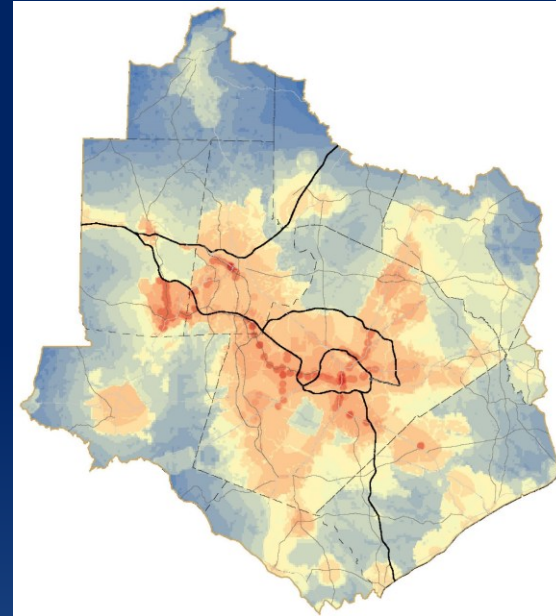
CAMPO-NC.US >> Transportation Plan >> In Development 2055 MTP

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.***



5.4 2055 MTP/CTP Update

Item	Anticipated Milestone Dates
Preliminary Draft Financial Plan	Summer/Fall 2025
“Final” Draft Plan	Fall 2025
Public Hearing	Fall 2025
Adopt 2055 Plan	Fall 2025

Requested Action:
Receive as information and provide feedback on additional revenue assumptions.

5.5 Recommended 2035 Wake Transit Plan Update

2035 Wake Transit Plan Overview



1





Recommended 2035 Wake Transit Plan

- Recommended Wake Transit Plan outlines vision for transit in Wake County through 2035
 - 2055 MTP includes additional transit services and infrastructure beyond 2035
- Plan includes revenue assumptions and proposed expenditures
 - Largest sources of revenues are ½ Cent Sales Tax, Increase to Vehicle Registration Taxes (Regional and Local), and a portion of the Regional Vehicle Rental Tax revenue
 - *Plan includes language recognizing that there is ongoing discussion about the regional vehicle rental tax revenue by the Wake Transit Conference Committee, and the Plan may be amended once the Conference Committee makes a decision.*

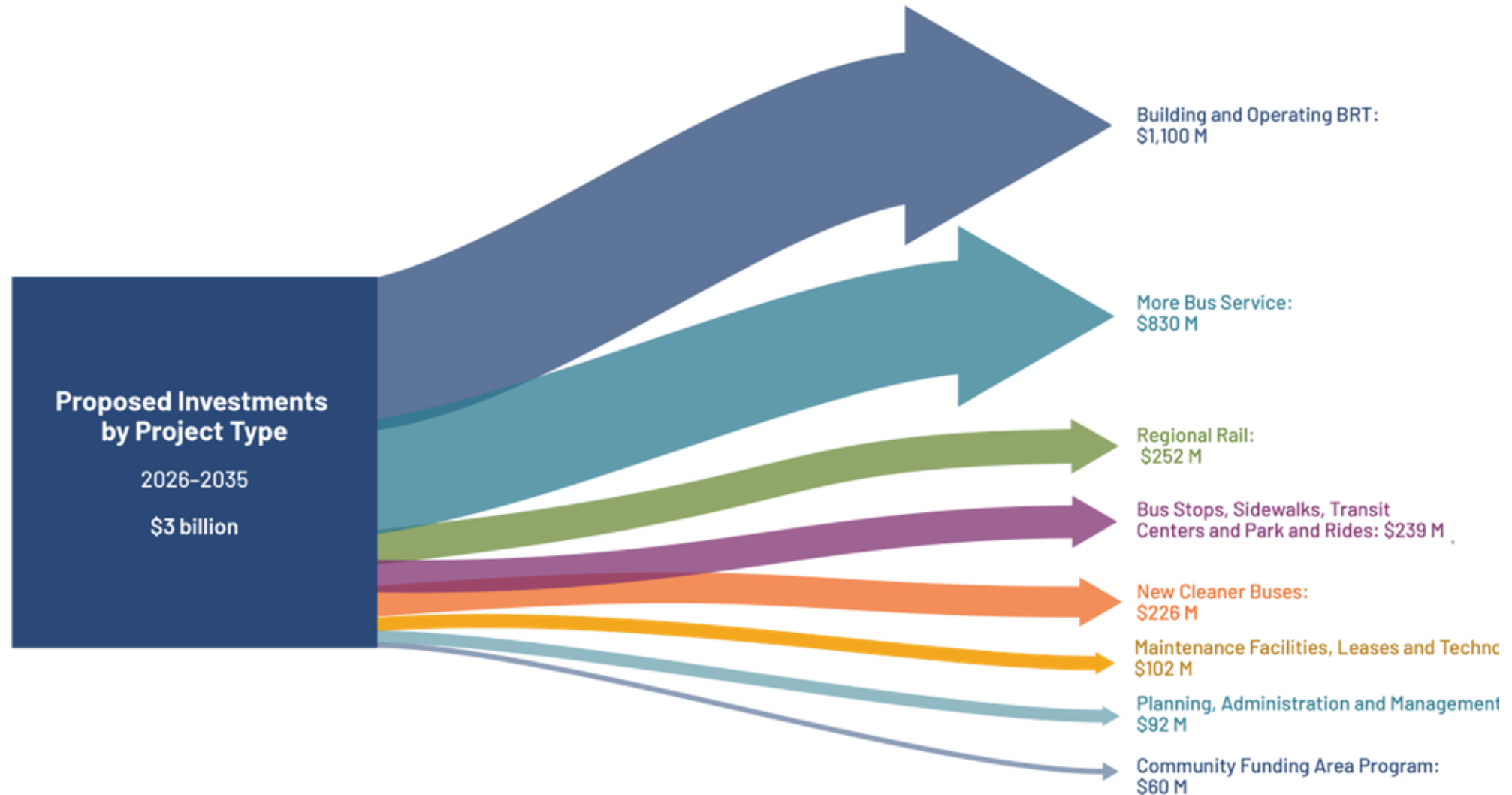
Recommended 2035 Wake Transit Plan

- Plan document includes 5 Appendices:
 - Market Analysis
 - Engagement Plan/Summary
 - Will be completed following adoption of Plan
 - Community Funding Area Program Management Plan
 - Public Hearing in October, approval by the WT Governing Boards in November
 - Microtransit Guidelines – Approved by TPAC in August
 - Project Prioritization Guidance
 - Further discussion by Program Development Subcommittee and TPAC
 - May require approval by WT Governing Boards, may be approved by TPAC

2035 Wake Transit Plan

Big Move	Proposed 2035 Investments
Connect the Region 	<ul style="list-style-type: none"> ▪ Invest in the rail network through partnering with NCDOT and other agencies to expand or enhance passenger rail projects. ▪ Establish BRT services with connections from Cary to RTP and Garner to Clayton. ▪ Plan and design a BRT service on I-40 that will connect Raleigh with RTP.
Connect all Wake County Communities 	<ul style="list-style-type: none"> ▪ Expand local and regional transit options to provide all day service. ▪ Connect every town to Cary, Raleigh and/or RTP. ▪ Expand local bus services so more towns are connected to each other. ▪ Build at least 5 new community transportation hubs.
Create Frequent Reliable Urban Mobility 	<ul style="list-style-type: none"> ▪ Expand the frequent bus network by offering more evening and weekend 15-minute service. ▪ Add at least one new bus route to the frequent bus network each year. ▪ Implement Wake Transit Plan “core” BRT routes (New Bern, Southern, Western and Capital) ▪ Plan and design next generation of BRT corridors in Wake County
Enhance Access to Transit 	<ul style="list-style-type: none"> ▪ Invest at least \$3 million a year to improve bus stops, transit facilities, sidewalks, and crosswalks. ▪ Triple the size of the Community Funding Area program to invest more in individual communities. ▪ Invest in programs that make transit affordable.

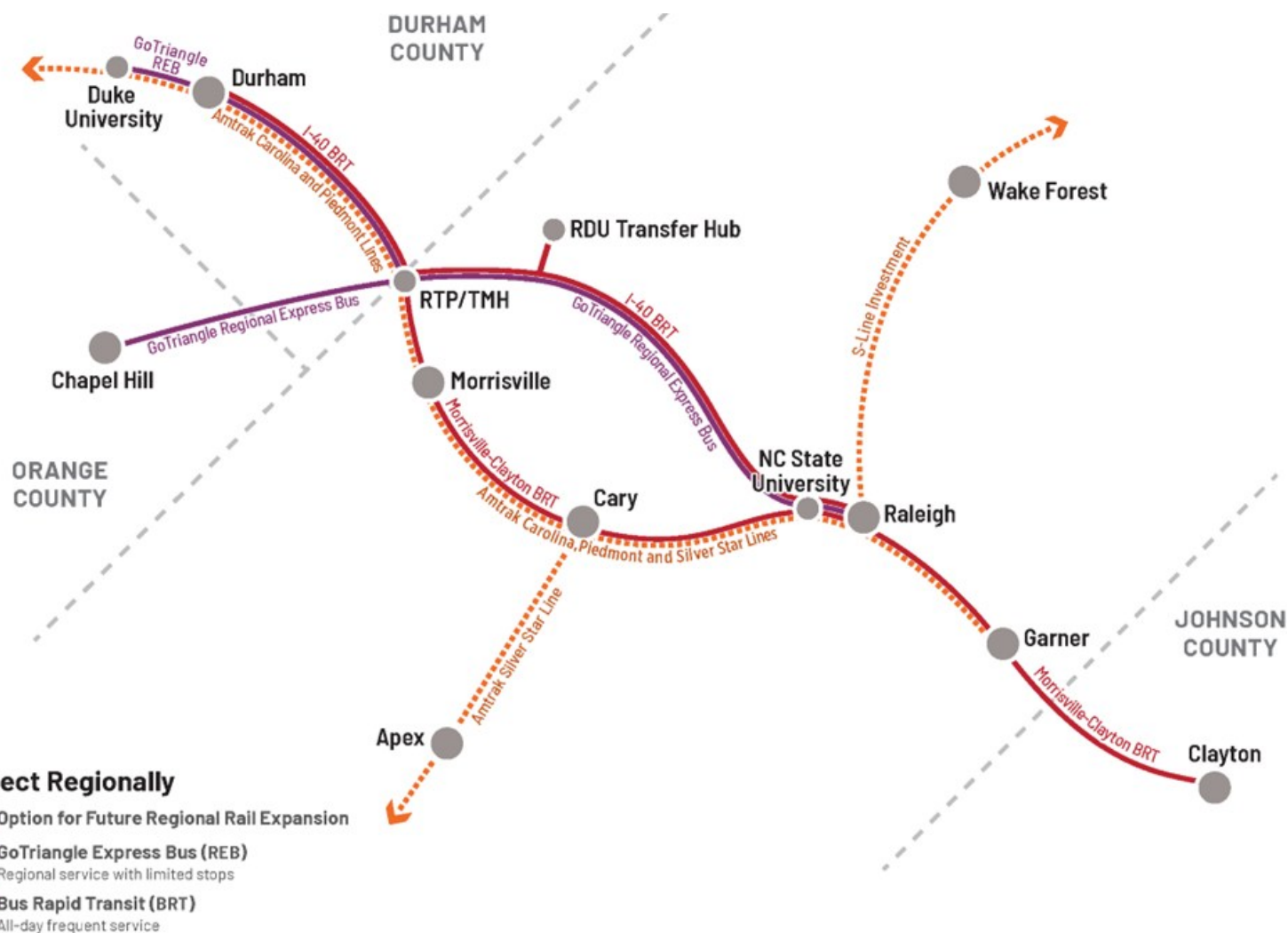
2035 Wake Transit Plan



Major Changes from Previous Plans

- **Investing in Regional Rail (instead of Commuter Rail)**
 - For next 10 years
- **Expanded BRT Network**
 - 4 Core BRT services, including Northern Corridor Branches
 - Two BRT extensions (Cary – RTP and Garner – Clayton)
 - Study and Implementation of New I-40 BRT with Airport Transfer Hub or Harrison Avenue /Kildaire Farm Road BRT
 - Study and plan for additional future BRT corridors
- **Expanded Community Funding Area Program**
 - Lower matching requirement and more funding

Connect the Region



Key Projects

- Study potential implementation of BRT on I-40 to connect Raleigh with RTP and RDU
- BRT extensions connecting Garner and Clayton and Cary and RTP with 30-minute or better service.
- Investment in existing and planned regional rail service.

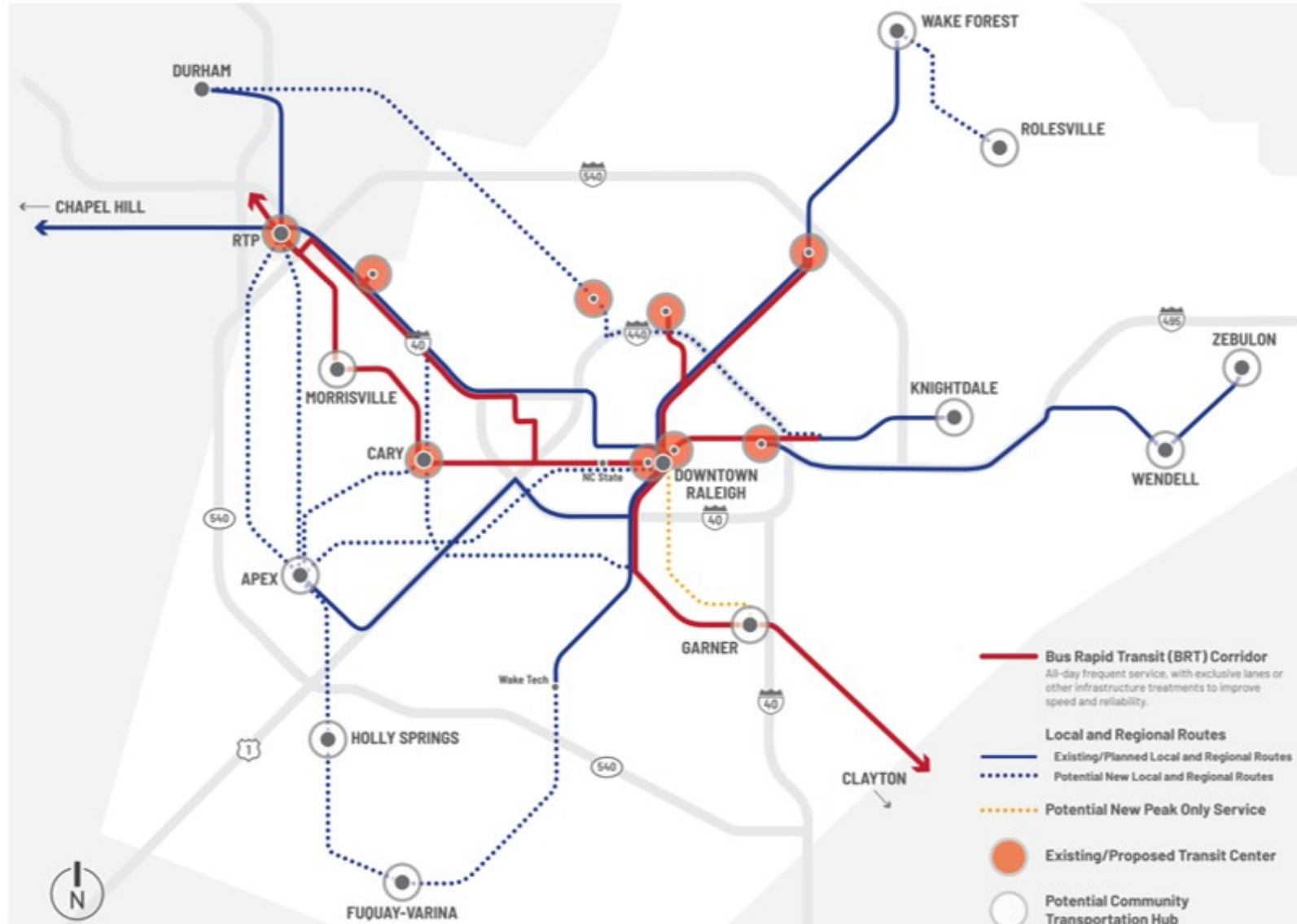
Transit Plan Updates

- Network of regional community transportation hubs.
- Commuter rail from Durham to Garner has been postponed in favor of investments in other regional rail services.

Key Benefits

- BRT and express bus services connect Wake County communities with regional destinations with all day service every day.
- Regional BRT services advance WTP connectivity goals faster and less expensive than commuter rail.
- Coordinated, cost-efficient investments in state/federal regional rail projects.

Connect all Wake County Communities



Connect all Wake County Communities

Key Projects

- All 12 communities will be connected to GoCary, GoRaleigh and GoTriangle's fixed-route transit networks.
- Town-to-town connections will be established where feasible and needed.
- All-day local service options will be enhanced with weekday service (span/frequency upgrades) and new weekend service added on existing crosstown routes where feasible.
- Development of up to 5 new community transportation hubs.

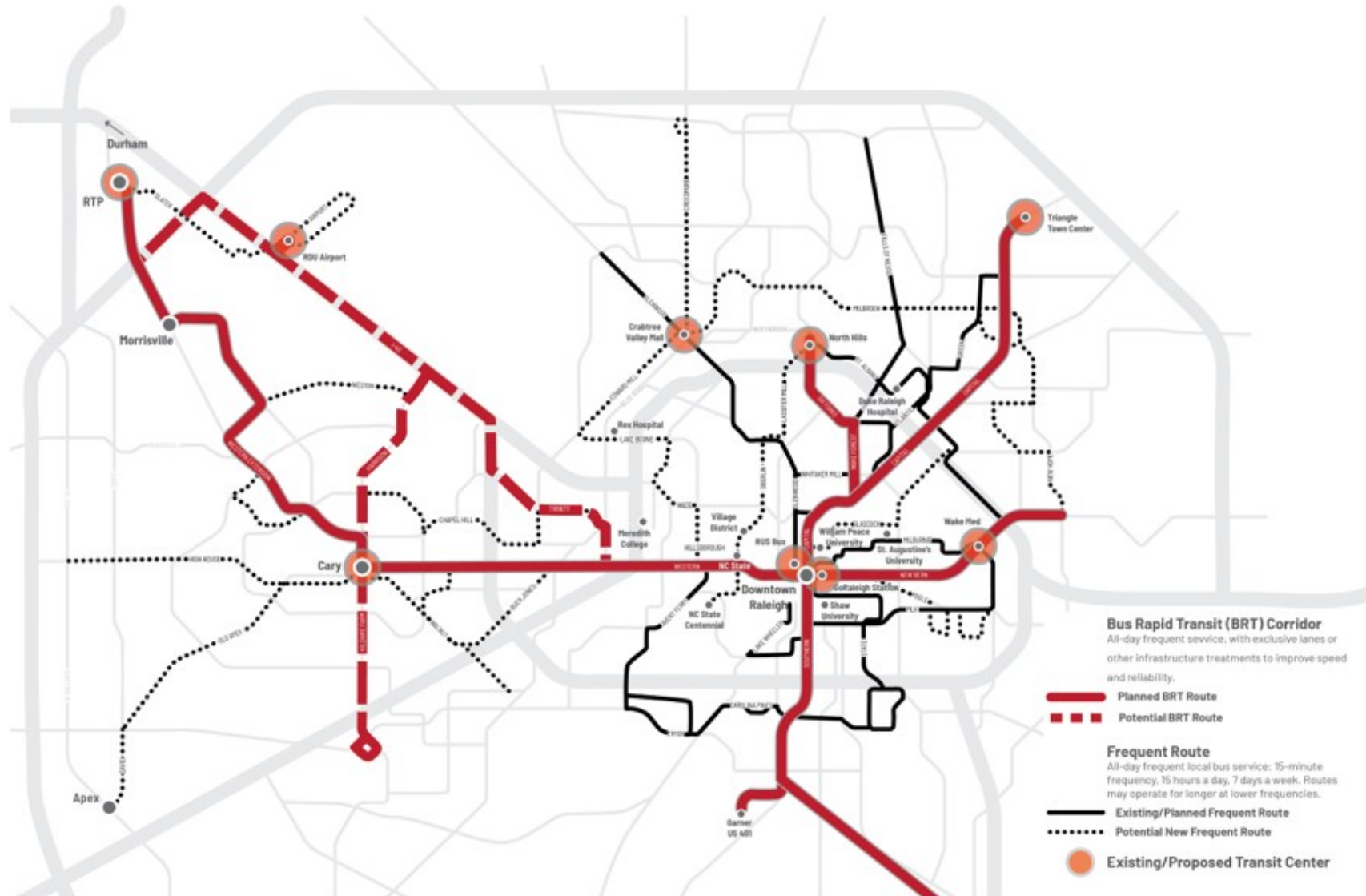
Transit Plan Updates

- As many regional/local routes as possible will operate all day, every day by 2035—some routes may have weekday-only service depending on funding constraints.
- More local, all-day transit service established.
- Some existing routes will be replaced by more effective and efficient services.

Key Benefits

- Local connections—faster and more reliable connections within and between individual communities.
- Regional connections – more connections between individual communities and locations throughout the county and region.
- More community transit facilities – new community transportation hubs will provide a central location for travelers and community members to identify and access Wake County's transit network

Frequent, Reliable Urban Mobility



Frequent, Reliable Urban Mobility

Key Projects

- Increase the number of bus routes that meet the frequent bus route standard.
- Ensure that all frequent routes meet the standard of operating for 18 hours a day on weekdays and Saturdays and for 17 hours on Sundays with frequent service available for at least 12 hours a day.
- Increase frequent bus network from 109 miles to 304 miles including 65 miles of BRT service. Depending on implementation schedules, frequent bus service could increase to 529 miles (all numbers reflect bidirectional service).
- Improve and/or build at least 10 connection points where bus routes meet.

Transit Plan Updates

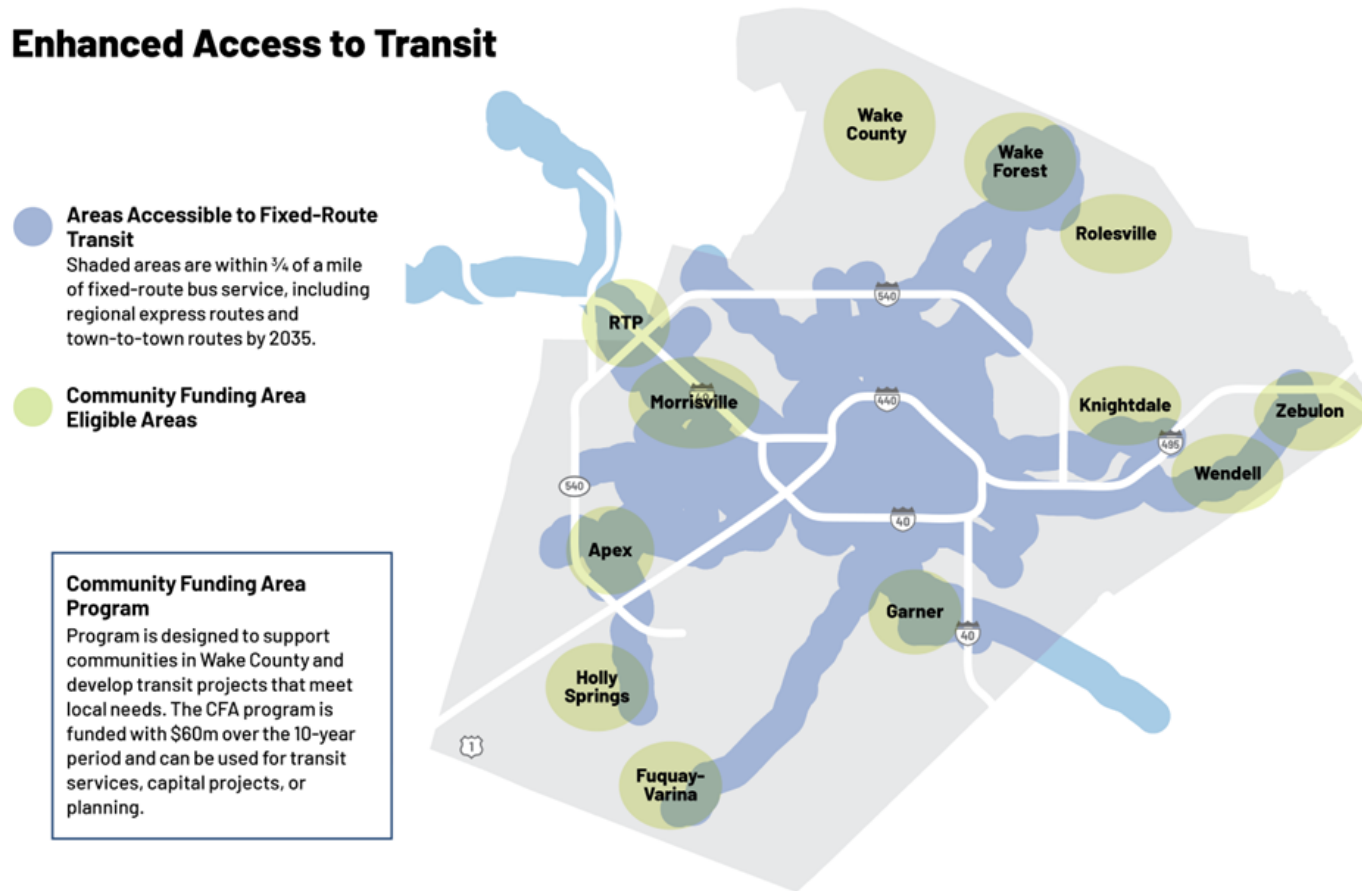
- First 10 years expanded frequent service miles from 17 to 109 miles, next 10 years adds nearly 200 additional miles.
- Major Investment Study and implementation of at least one new BRT service – I-40 from Raleigh to Durham and/or the Harrison Avenue/Kildaire Farm Road corridor in Cary.

- **Key Benefits**

- Provide faster, more reliable and more convenient bus service accessible to more people and more key destinations.
- Increase ridership.
- Support increased and more dense development.

Enhance Access to Transit

Enhanced Access to Transit



Key Projects

- Invest at least \$3 million a year to improve bus stops, sidewalks, and crosswalks.
- Triple the amount of funding available through the Community Funding Area (CFA) Program and reduce the local match requirement from 50% to 35% for operating and capital projects.
- Build new and improved transit centers, connection points and community transportation hubs.

Transit Plan Updates

- Where feasible and practical, bus stops for all providers in Wake County will be ADA compliant by 2035.
- As of 2025, the CFA Program has funded 15 local transit projects with \$6.4 million provided to eligible partners. \$60 million is being set aside for operations and capital projects through FY 2035.

Key Benefits:

- More accessible and comfortable bus stops and transit facilities.
- Improved walking and bicycling access to transit facilities.
- Expand opportunities for Wake County communities to operate transit services designed to meet their local needs.

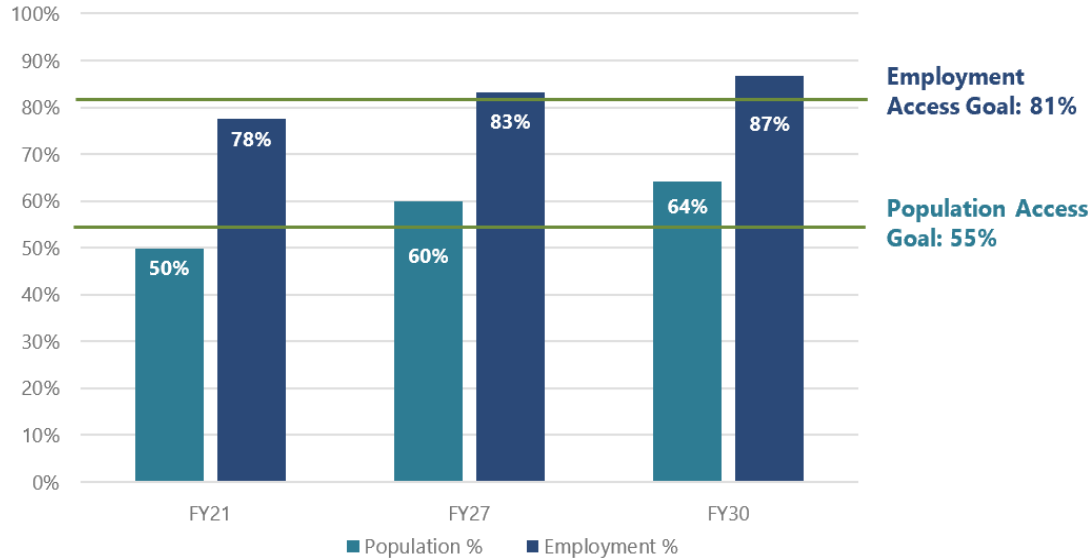
New Access to Transit Metric

- **Instead of Proximity use “Access to Transit”**
 - Use ½ mile instead of ¾ miles
 - Use transit passenger access points (bus stops, transfer points, stations, etc.) instead of transit corridors
 - Use sidewalk/pedestrian network instead of general catchment area
 - Still use All Day and Frequent Transit but use Service Standards
 - Updated goals/targets
 - Based on development of full network identified in Plan – there is not enough funding for this in current Financial Model

Access to All-Day Transit

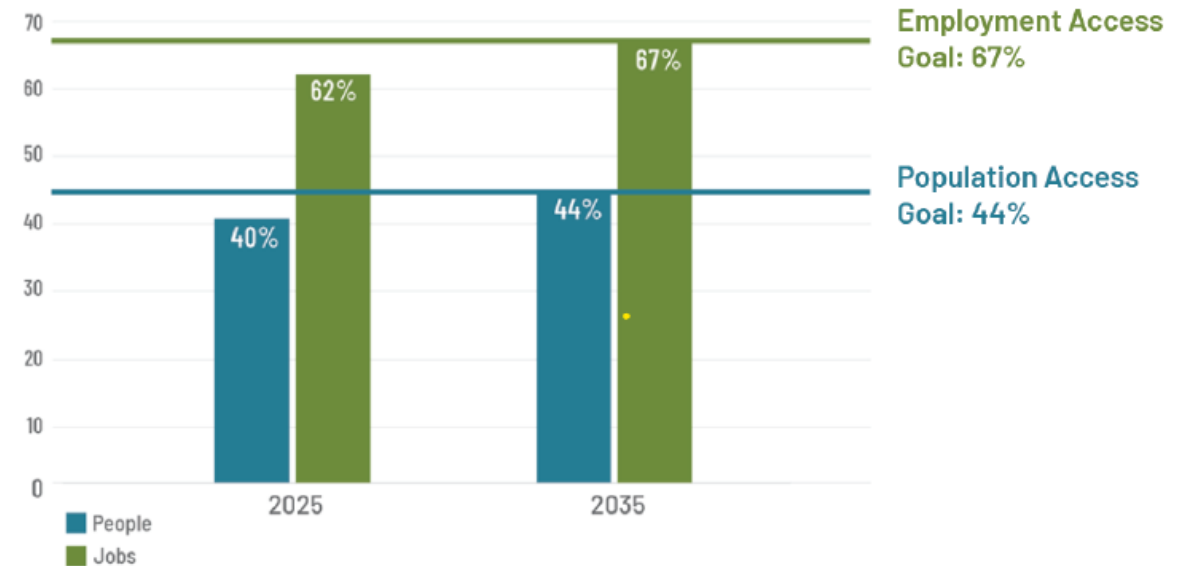
Existing Metric and Goals

Figure 14 Residents and Jobs Within ¼ Miles of All-Day Transit



Proposed Metric and Goals

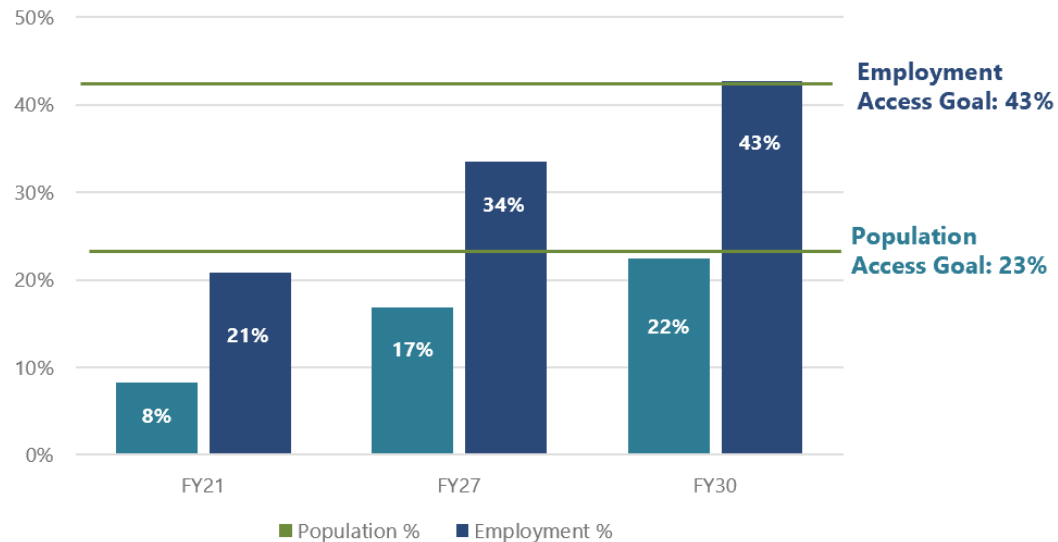
Figure 21 Residents and Jobs With ½-Mile Access to Overall Transit Service (Weekdays)



Access to Frequent Transit

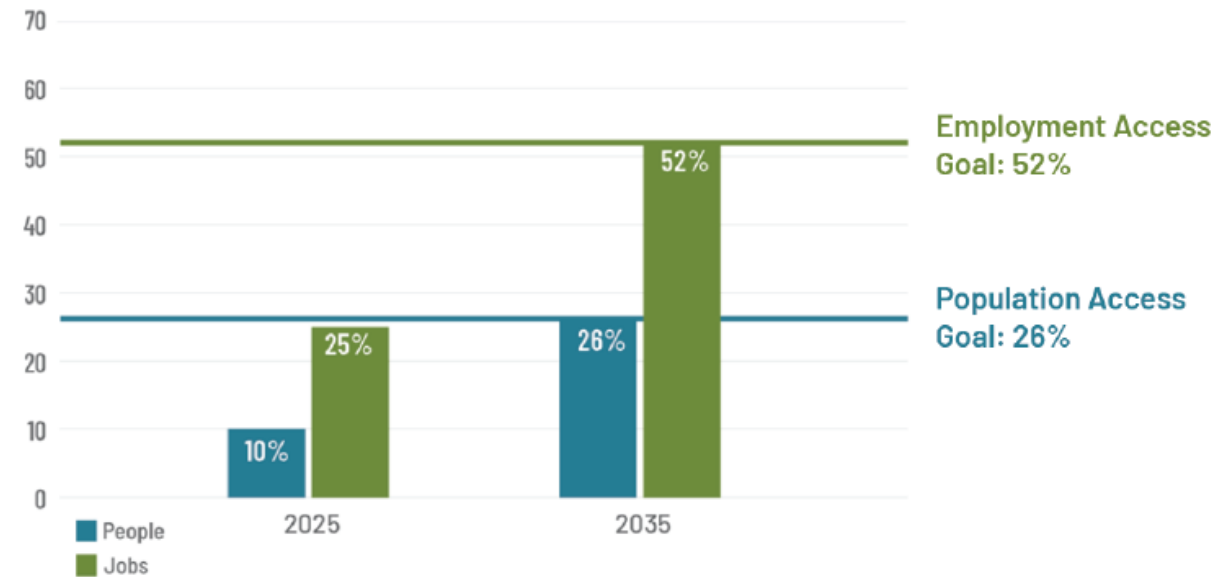
Existing Metric and Goals

Figure 15 Residents and Jobs Within ¼ Miles of Frequent Transit



Proposed Metric and Goals

Figure 22 Residents and Jobs With ½-Mile Access to Frequent Transit Service (Weekdays)



Phases 1 – 3 Engagement Summary



2

Wake Transit Plan Engagement

- **Phase 1: Goals and Priorities (*May-June 2024*)**

- Transit Priorities Budgeting Survey
- 1,900 Survey Respondents across Wake County
 - Top 3 Investments: Bus Stop Amenities, More Sidewalks, Commuter Rail

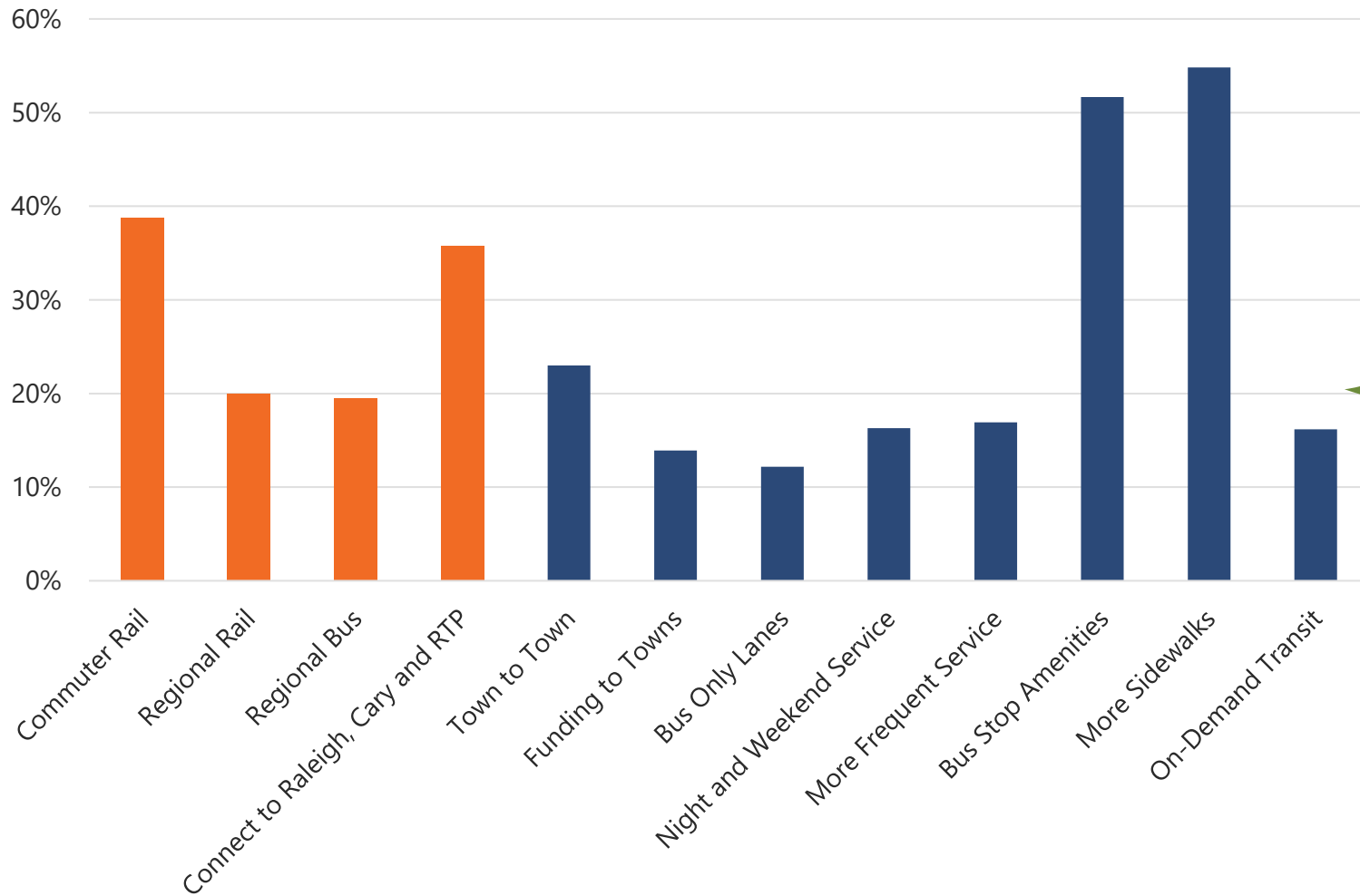
- **Phase 2: Evaluating Scenarios (*December 2024 – January 2025*)**

- Focused on 3 key questions to inform Investment Strategy:
 - Rail Investment—Would people be open to shifting away from a commuter rail service and instead focus on expanding existing rail service and/or supporting planned regional rail service in Wake County?
 - Bus Rapid Transit—Would people be interested in a new Bus Rapid Transit (BRT) style service that would operate on I-40 and connect Raleigh and RTP
 - Transit Investment (People vs Places)—Would people prioritize investment in existing services (people) or new locations across Wake County (places)?

- **Phase 3: Proposed Investment Strategy (*May 2025*)**

- Asked for feedback on proposed Investment Strategy
- Two main themes: Support of bus transit expansion and support of a larger focus on rail

Phase 1 Survey Says.....



1. Regional connections are important.... regardless of mode.

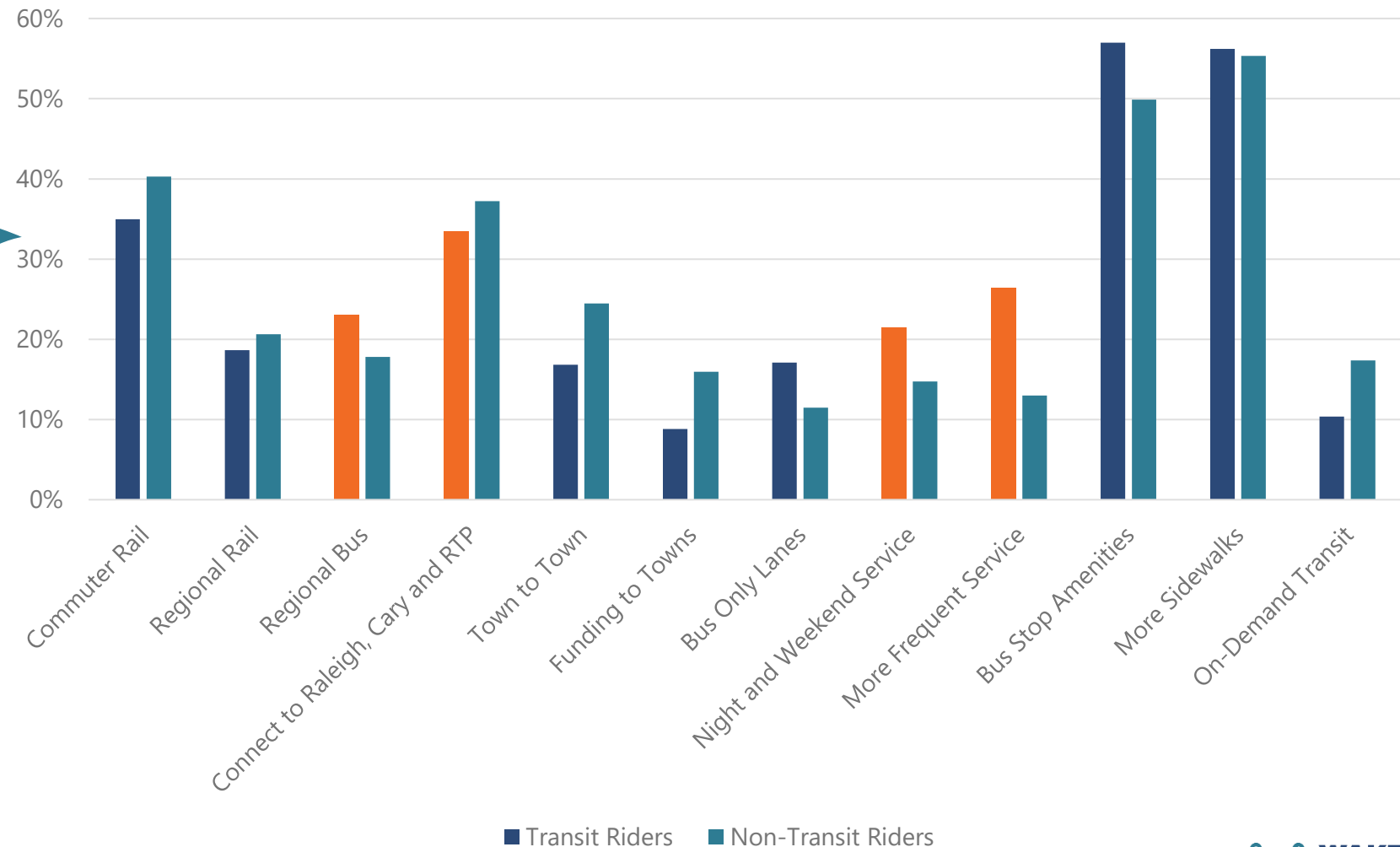
2. Rail projects, especially Commuter Rail, continue to be prioritized.

In Phase 1 Transit Riders Say.....

1. They want better bus service (more frequency and longer hours).

2. Are less interest in Commuter Rail

3. Also care about regional service.

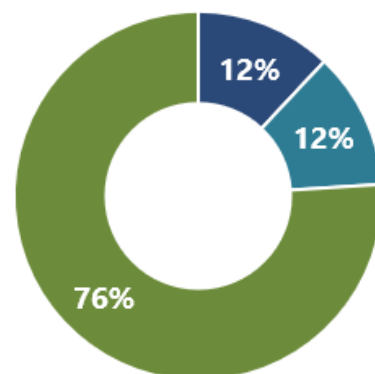


Invest in Regional Rail

- Typically understood the funding constraints of building new rail
- Excited to learn about S-Line
- Supportive of enhancing existing service but concerned about access and reliability

Question 1: Expanding Our Existing Rail Service is a Good Way of Investing in Rail in Wake County?

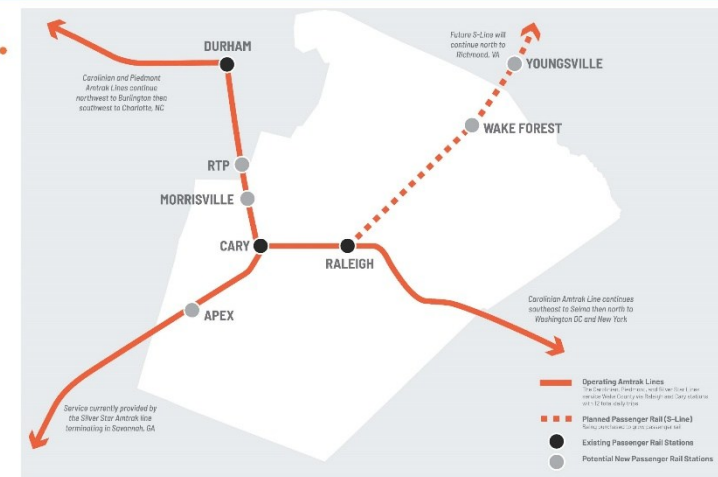
■ Disagree ■ Unsure ■ Agree



You told us you would like rail service in Wake County.

Here's what's happening.

- ▶ Amtrak is and will continue to operate passenger rail service in Wake County. These trains provide regional connections with stops in Durham, Cary, and Raleigh.
- ▶ There are a lot of rail projects planned in Wake County, including plans to purchase and/or upgrade tracks between:
 - Raleigh and Wake Forest.
 - Raleigh, Cary and RTP.
- ▶ The Wake Transit Plan could help improve the existing services or help new projects happen sooner by:
 - Providing funding for additional trains in Wake County.
 - Improving train infrastructure (tracks, stations, etc.).



What do you think? Is this a good way of building rail service in Wake County?

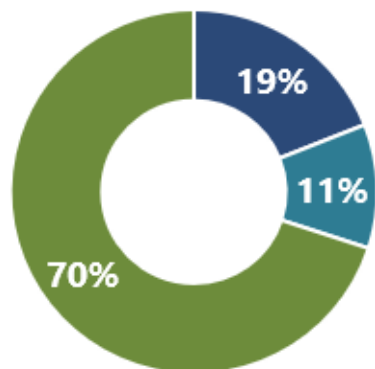


Connect Raleigh and Durham with BRT

- 70% agreed that BRT between Raleigh and Durham is a good idea.
- More education/information about BRT is needed.
- Some concerns that BRT won't solve Raleigh – Durham problem.

Question 2: BRT Will be a Good Way to Connect Raleigh and Durham

■ Disagree ■ Unsure ■ Agree

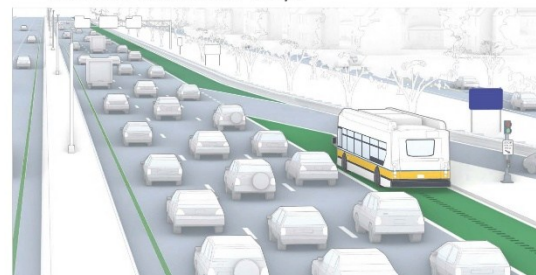


You told us you want fast, reliable connections between Raleigh and Durham.



Here's what we can do.

- ▶ The region could build Bus Rapid Transit (BRT) along I-40 to provide fast, frequent, reliable connections between Raleigh and Durham. This service could include:
 - Buses every 15 minutes all day, every day.
 - Widening and improving highway shoulders so buses can travel faster for the full way between Raleigh and Durham.
 - Making it easier and faster for buses to get on and off I-40.
 - Building new transfer points, including an Airport transit hub close to the on/off ramp.



	Time to Get Started	Estimated Travel Time (One-way peak period Raleigh to Durham)	Weekday Service	Weekend Service
Express Bus Service	Expansion starts in 2026 and 2027	60-70 minutes	15 minutes peak 30 minutes evenings	Every 15 minutes
BRT on I-40	5-10 years	50-60 minutes	30 minutes daytime 60 minutes evening	Every 20 minutes

How often do you travel between Raleigh and Durham?

Every day Once a week or so Every month or so Rarely or Never

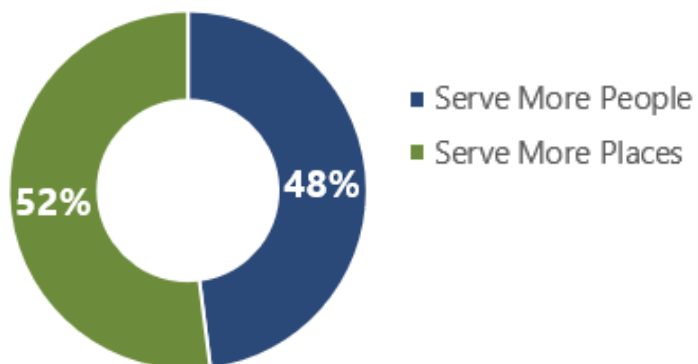
Do you think BRT will be a good way to connect Raleigh and Durham?



Serve More People or More Places

- Not everyone liked the trade-off, and preference is to do both
- Desire to expand regional access without transfer in Raleigh
- Existing bus riders were more interested in serving people first.

Question 3: Which Approach Do You Think We Should Do First, Serve More People or More Places?



Here's what we can do.



Different Ways of Building a Transit Network

What should we do first?

OPTION 1

Expand bus service in Cary and Raleigh, so buses come more often and are available for longer hours and more days.

This option would serve more **people**.

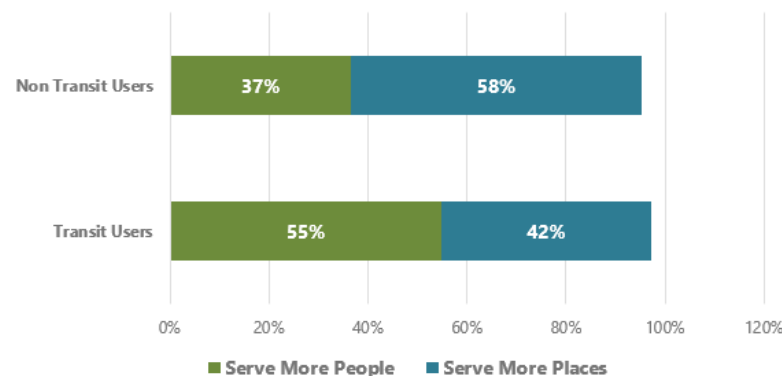
OPTION 2

Create new bus routes and build new projects like mobility hubs to connect Wake County towns with Cary, Raleigh and other regional destinations.

This option would serve more **places**.

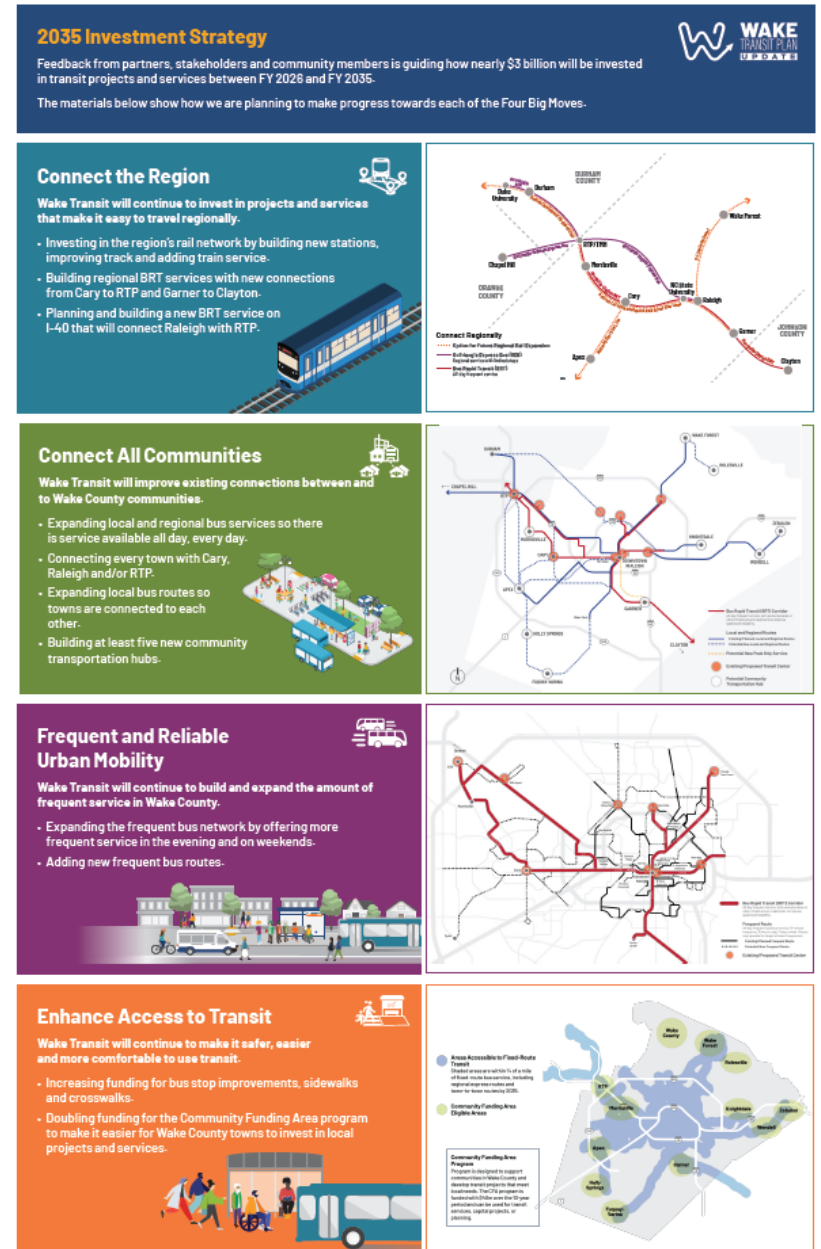


Which Approach Should We Invest in First?



Phase 3 Engagement Goals

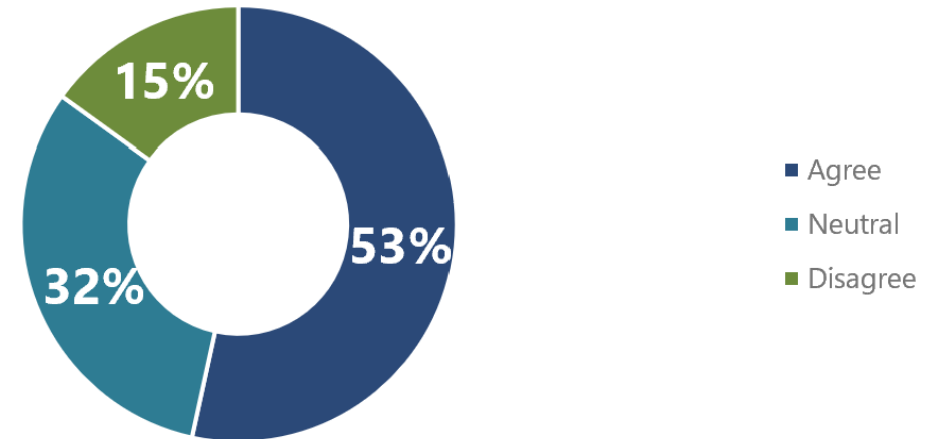
- **Collect feedback** on 2035 Investment Strategy and the FY2026 WTP Workplan
 - 2035 Investment strategy outlines investment over next ten years
 - FY2026 WTP Workplan outlines what actions Wake Transit will take over the next year
- **Increase awareness** around Wake Transit
- **Remind people** about ongoing projects and investments



Feedback on 2035 Investment Strategy

- **Overall, support for transit expansion in Wake County:**
 - Excitement over increased frequency of high demand routes
 - Support for expanded bus service but would like to see more connections to eastern and southern Wake County
 - Support for rail expansion
 - Concern proposed service expansions may not be enough to increase transit ridership in Wake County

Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy?



Next Steps

3

Next Steps

- TPAC reviewed Recommended Transit Plan at August meeting
 - TPAC released Recommended Transit Plan for 30-day Public Comment Period
 - Joint Executive Board and GoTriangle Board of Trustees Public Hearing scheduled for September 17th
- TPAC will discuss Plan further in September with action on the Plan by the TPAC in September or October
- TCC action will be requested at November Meeting
- Executive Board action will be requested at November meeting
- GoTriangle Board of Trustees action will be requested at November meeting

5.5 Recommended 2035 Wake Transit Plan Update

Requested Action:
Receive as information

6. Informational Items: Budget

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

Requested Action:
Receive as information

7. Informational Items: Project Updates

1. Informational Item: Project Updates
2. Informational Item: Public Engagement Updates

Requested Action:
Receive as information

8. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Division 8
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- TCC Members

9. Adjournment

Upcoming Meetings

Date	Event
September 17, 2025 3:00 p.m.	Executive Board Meeting
October 2, 2025 10 a.m.	Technical Coordinating Committee Meeting
October 15, 2025 3:00 p.m.	Executive Board Meeting
October 29, 2025	CAMPO & TWTPO Joint Board Meeting
November 6, 2025 10:00 a.m.	Technical Coordinating Committee Meeting

Save the Date!



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.