



REGIONAL TRANSPORTATION PLANNING

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DEPUTY DIRECTOR

TODAY'S TOPICS:



WHAT IS THE MPO?



METROPOLITAN
TRANSPORTATION PLAN

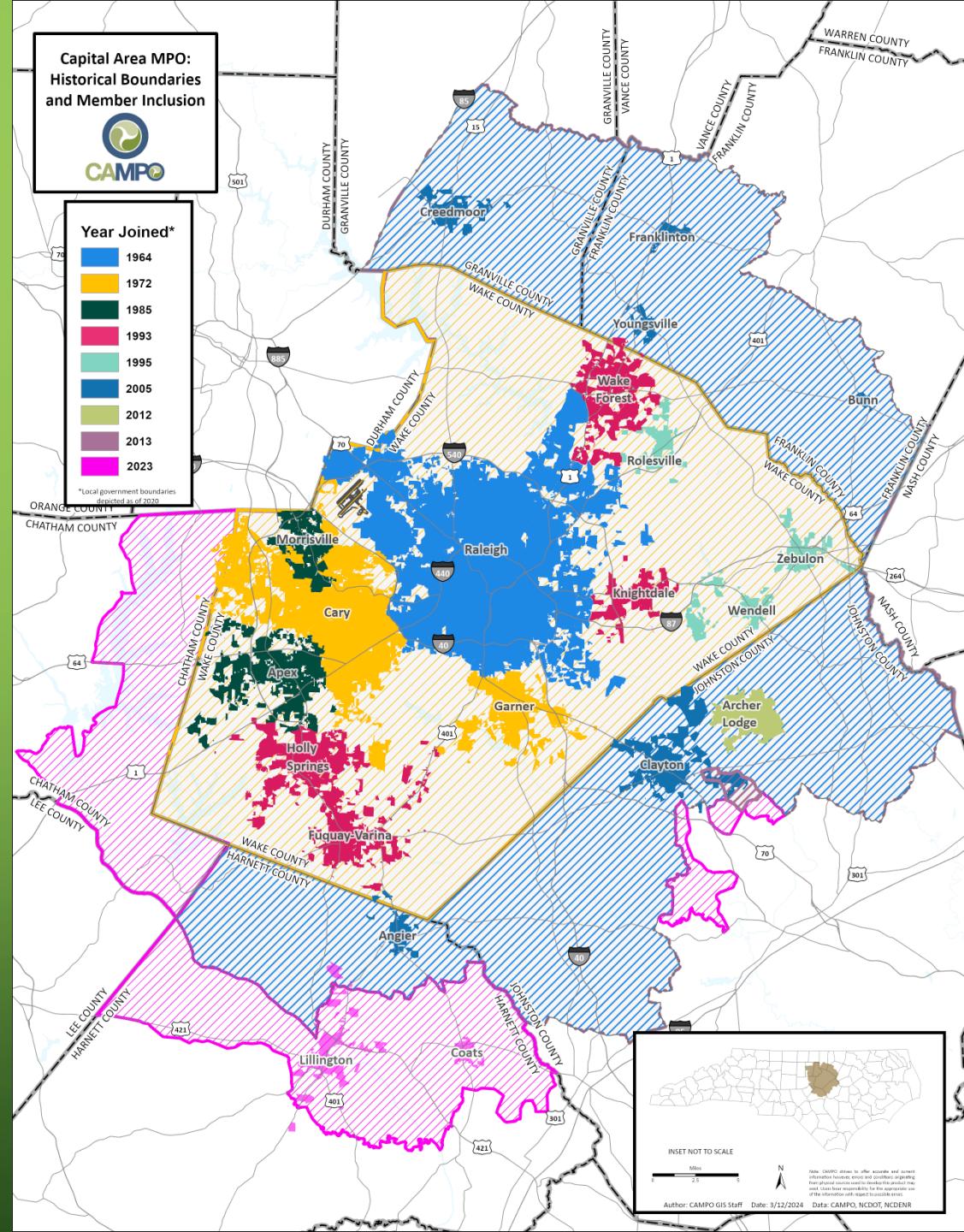


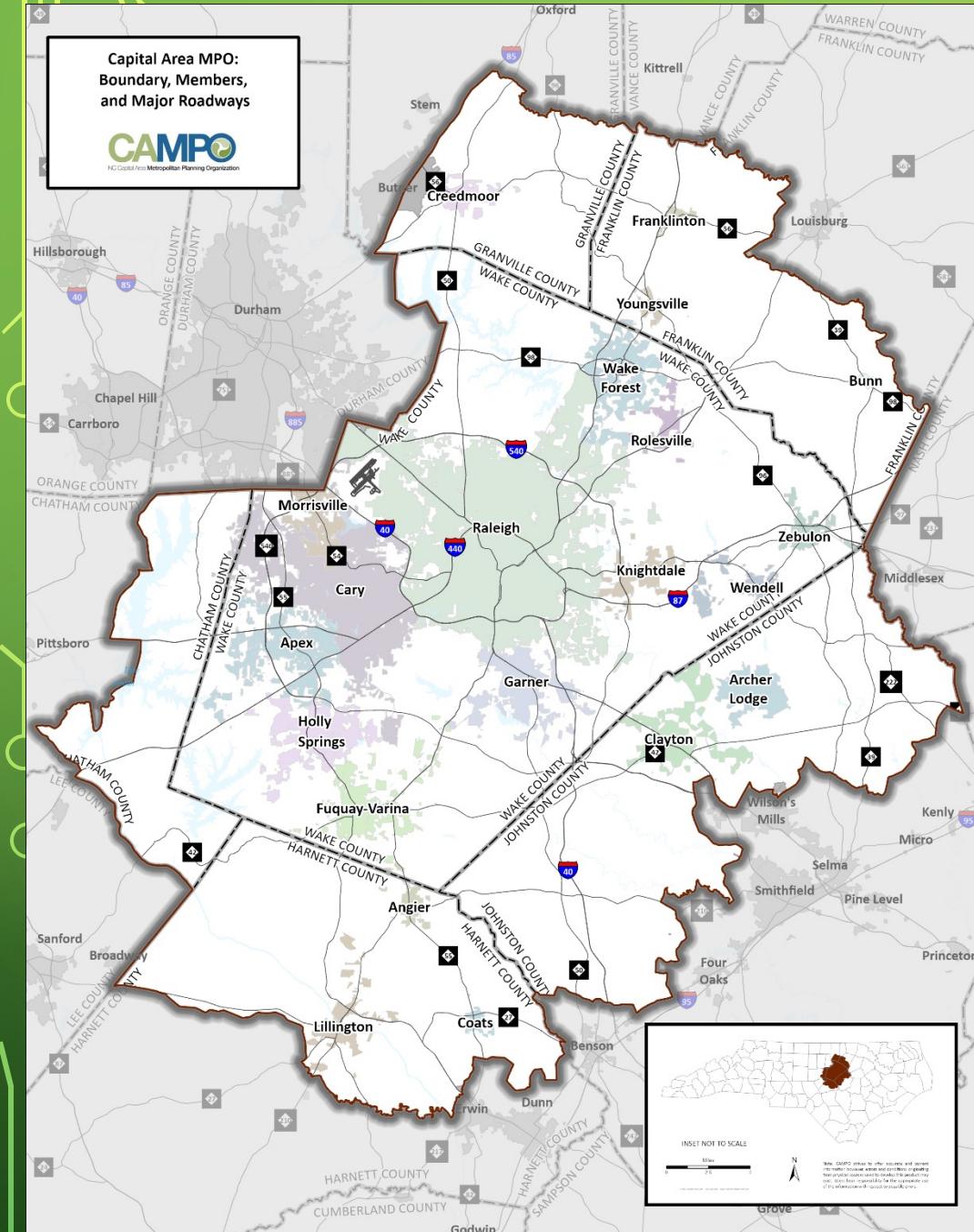
WAKE TRANSIT PLAN

WHAT IS THE MPO?

AN MPO IS:

- FEDERALLY MANDATED AND FUNDED
- TRANSPORTATION POLICY-MAKING ORGANIZATION
- MADE UP OF REPRESENTATIVES FROM LOCAL GOVERNMENTS AND GOVERNMENTAL TRANSPORTATION AUTHORITIES
- CONDUCTS THE 3-C PLANNING PROCESS IN THE REGION (CONTINUING, COOPERATIVE AND COMPREHENSIVE)





CAMPO

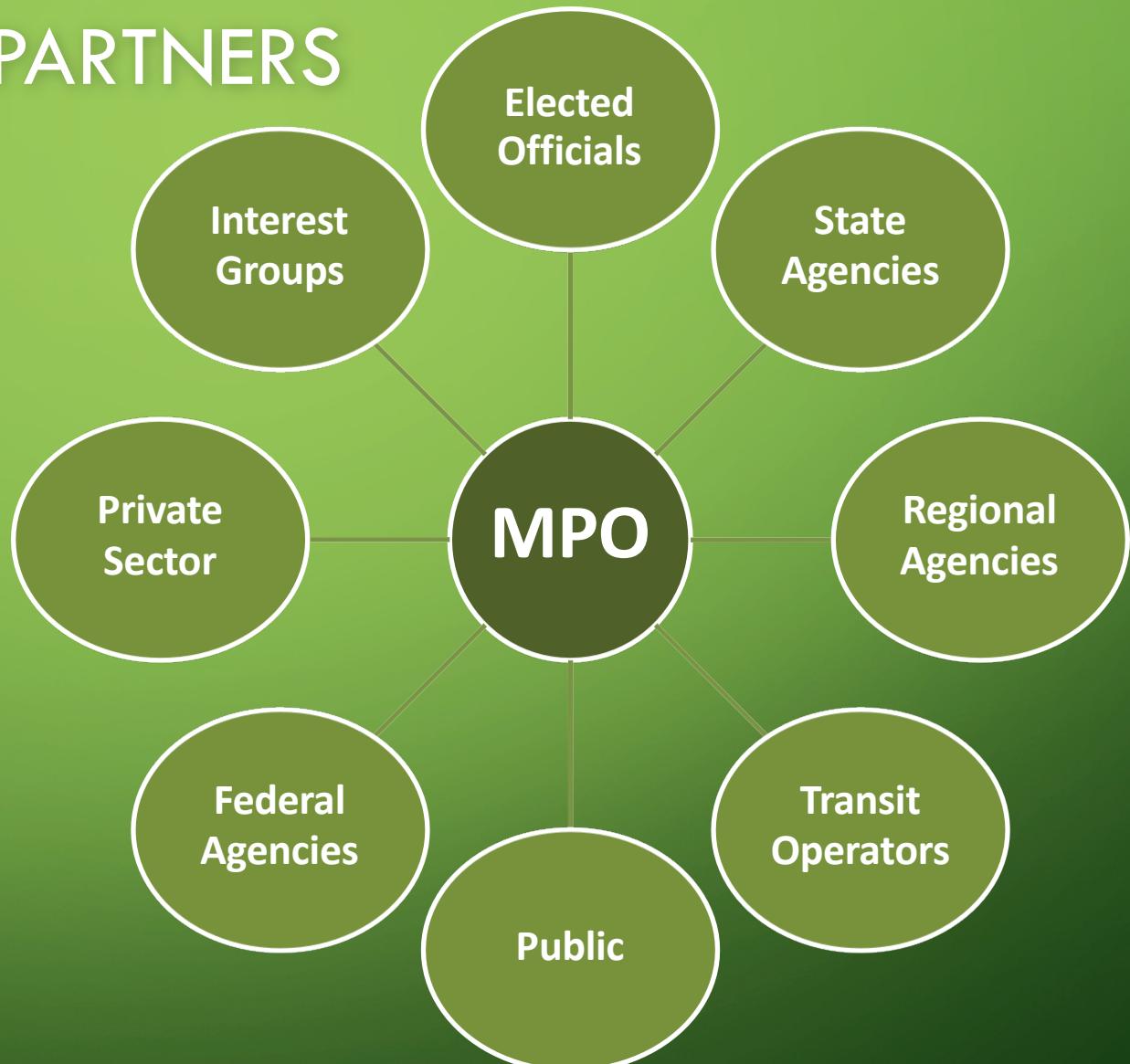
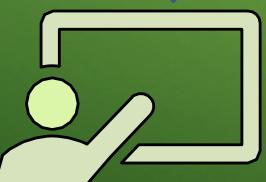
- Elected officials and staff representing 6 counties and 21 municipal jurisdictions
- All of Wake and parts of Chatham, Franklin, Granville, Harnett, & Johnston Counties
- Combined 2021 population of ~1.4 million (~12 percent of NC)



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OUR REGION AND PARTNERS

WHO ELSE IS INVOLVED?



OUR PARTNERS: FEDERAL TRANSIT ADMINISTRATION

(FTA)



- Public transportation (“transit”) includes buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, demand response, and people movers.
- The federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems (Sections 5303, 5307, 5310, 5339, and 5340).
- The FTA oversees grants to state and local transit providers.

METROPOLITAN TRANSPORTATION PLAN (MTP): DESTINATION 2055



Destination 2055 Metropolitan Transportation Plan Draft Report

January 8, 2026 Draft

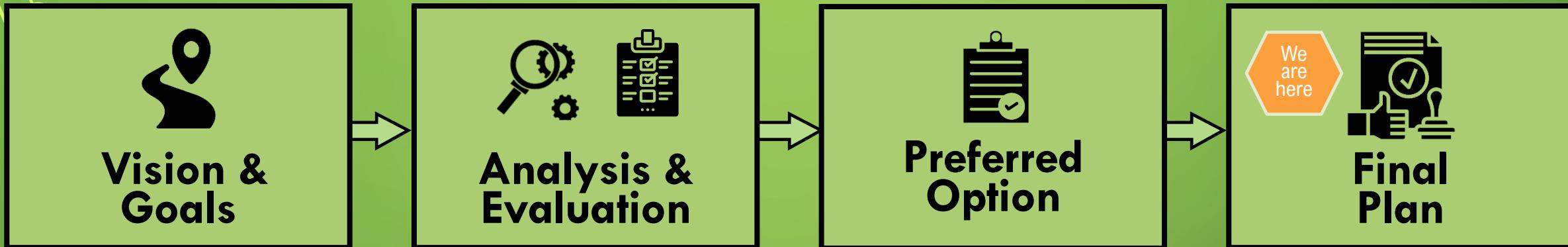
Capital Area Metropolitan Planning Organization
Triangle West Transportation Planning Organization

with support from Central Pines Regional Council

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.

<https://destination2055nc.com/>



Review 2050 MTP

Update Goals, Objectives,
and Performance Measures



Public Engagement:
Involve

Examine Data on Existing
Conditions

Forecast Future Problems
(Deficiencies)

Develop & Evaluate
Alternative Scenarios



Public Engagement:
Consult

Select Preferred Option

Analyze Fiscal Feasibility

Confirm Preferred Option

Evaluation Strategies:
Transportation,
Land Use, Access,
Investment and Funding



Public Engagement:
Consult

Finalizing Fiscal Constraint

Air Quality Conformity

Adoption

Implementation Strategy:
Phasing, Financing
Responsibilities,
Institutional Structures



Public Review

TRIANGLE REGIONAL MODEL GENERATION 2

The Triangle Regional Model Generation 2 (TRMG2) is a new travel forecasting tool that supports regional transportation planning.

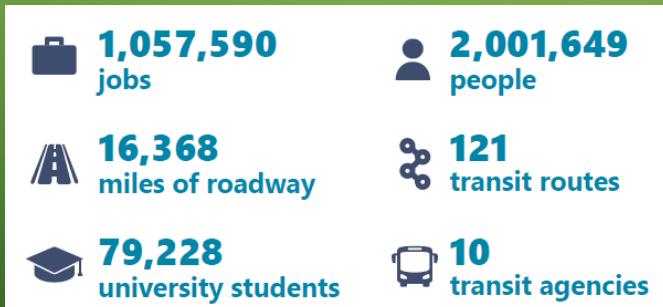
What is the Triangle Regional Model?

The TRM is a mathematical computer model used by transportation planning agencies in the region to develop and evaluate strategies that support mobility, access, economic health and quality of life.

Area Covered by the TRM

3,533 square miles

- Includes 40 jurisdictions
- 2,965 analysis zones include:



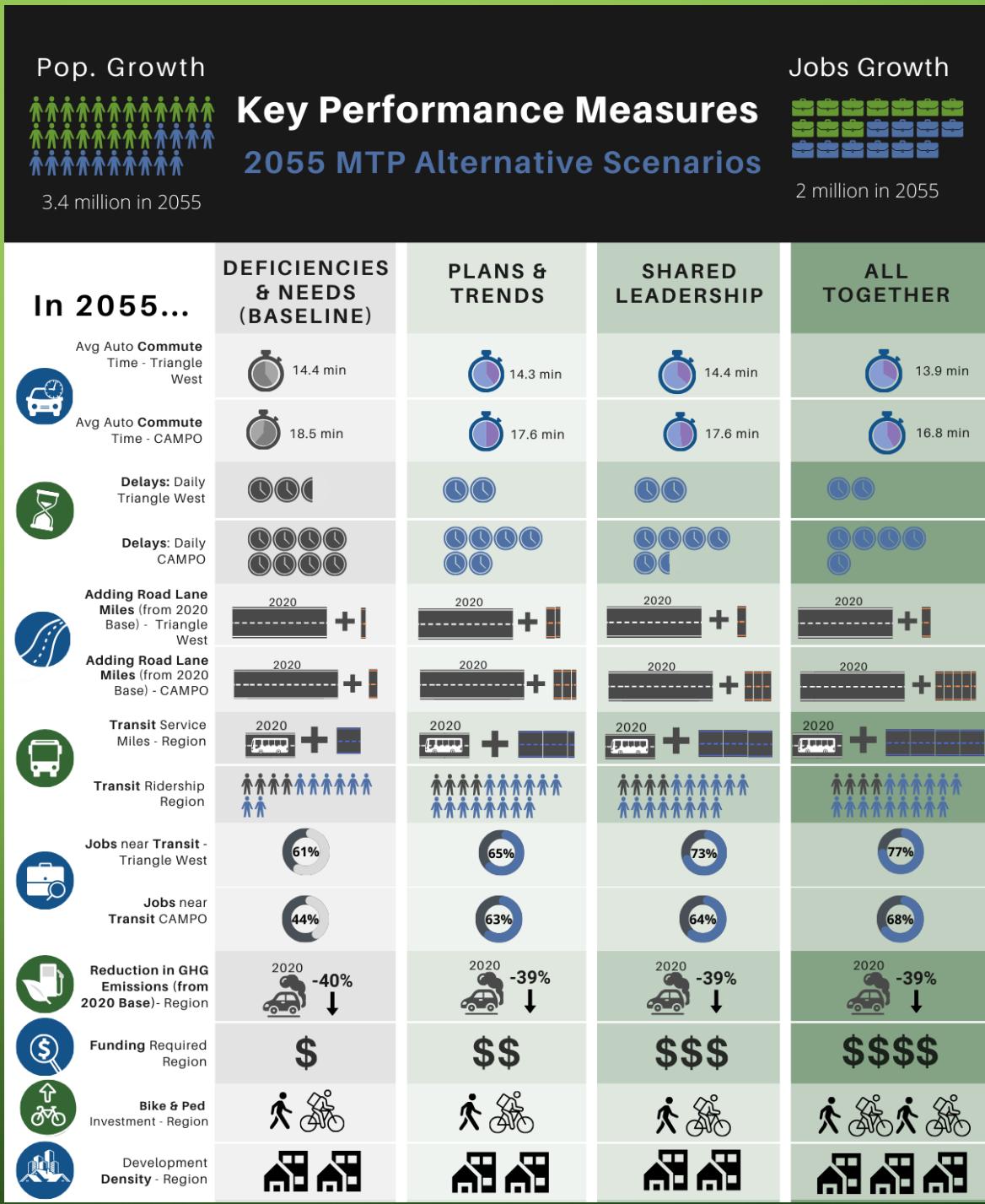
SCENARIO FRAMEWORK

- Four scenarios that match a development foundation with a mobility foundation:

Destination 2055 Scenario Framework		Mobility Investment Foundation				
		E Existing & Committed	T Trend	M Mobility Corridors	C Complete Communities	U Unconstrained
Development Foundation	P Community Plans	 Deficiency & Needs Scenario	 Plans & Trends Scenario	 Shared Leadership Scenario		
	O Opportunity Places					
	B Build Out					
		 All Together Scenario				

Note: moving from left to right, and from top to bottom, each scenario builds on the elements of the preceding scenarios.

Metrics for each of the four scenarios were used to evaluate each scenario:



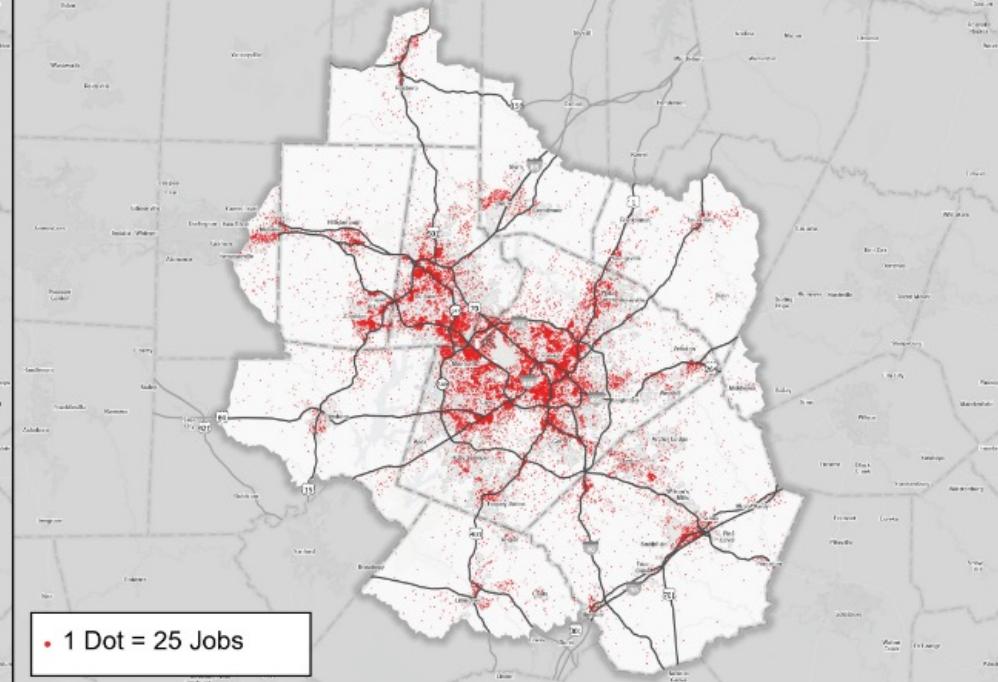
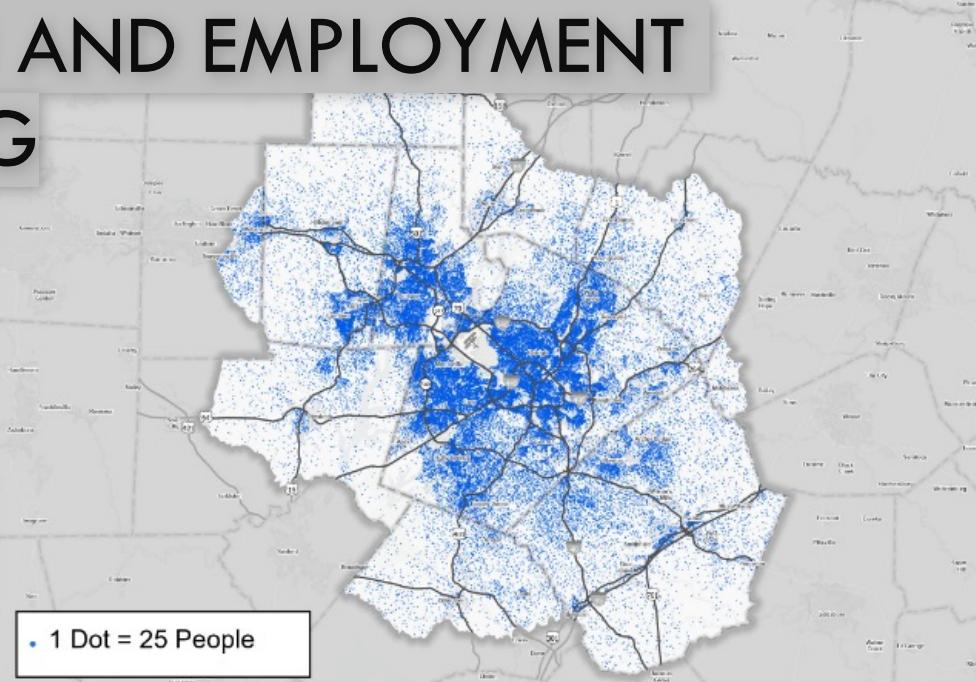
Household Population

Preferred Scenario

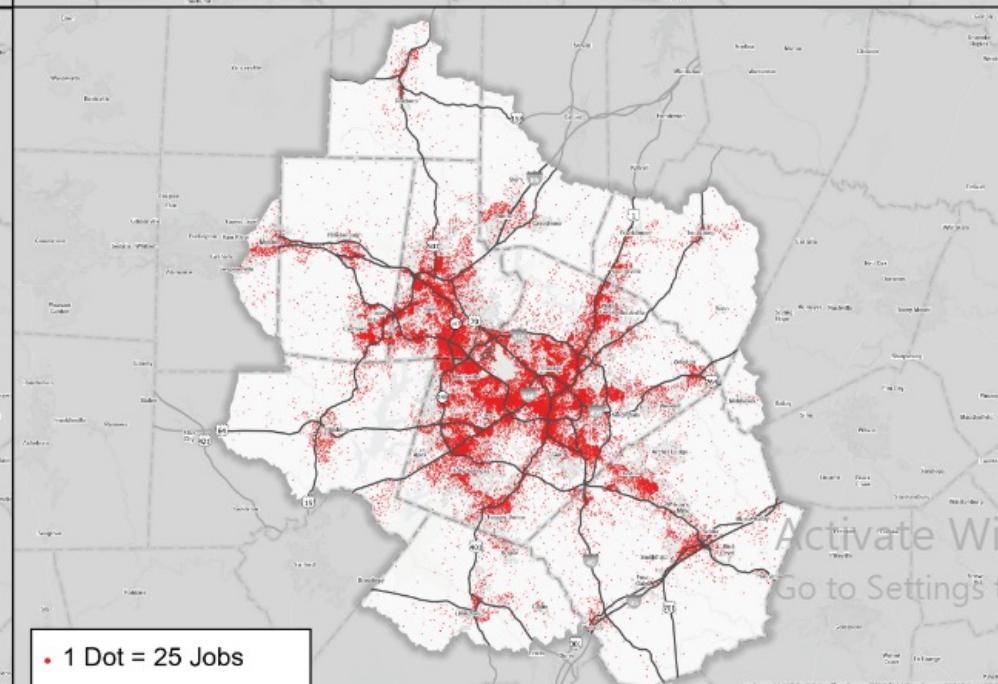
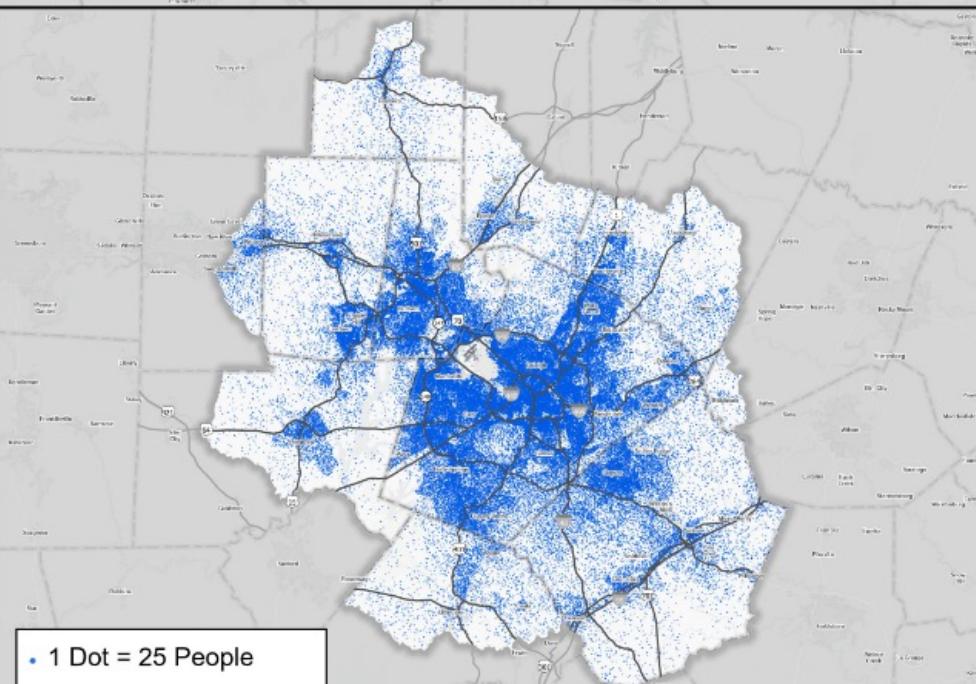
Employment

POPULATION AND EMPLOYMENT FORECASTING

2020



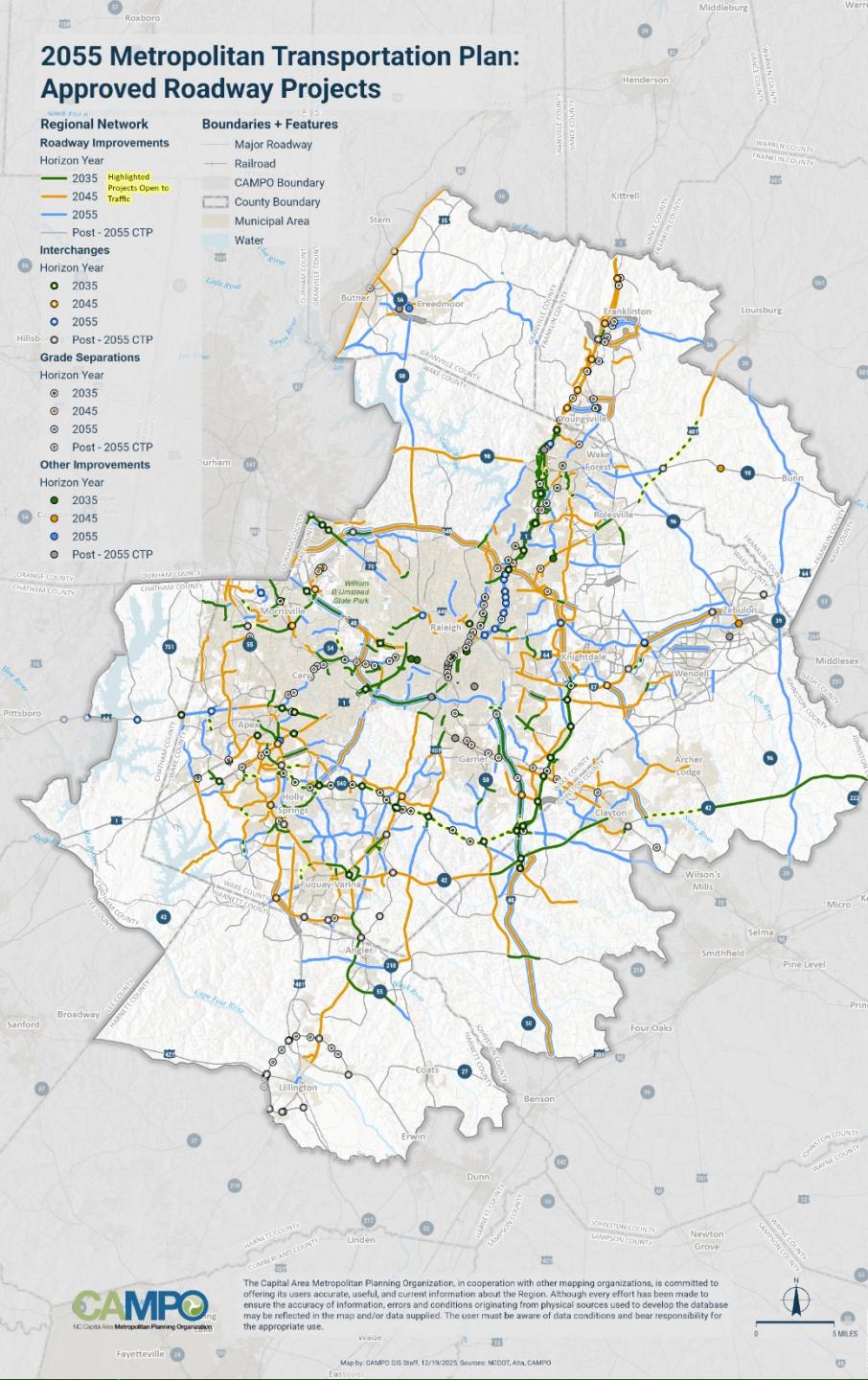
2055



0 10 Miles

Activate Wind...
Go to Settings to ad...

2055 Metropolitan Transportation Plan: Approved Roadway Projects



PREFERRED SCENARIO ROADWAY ELEMENT

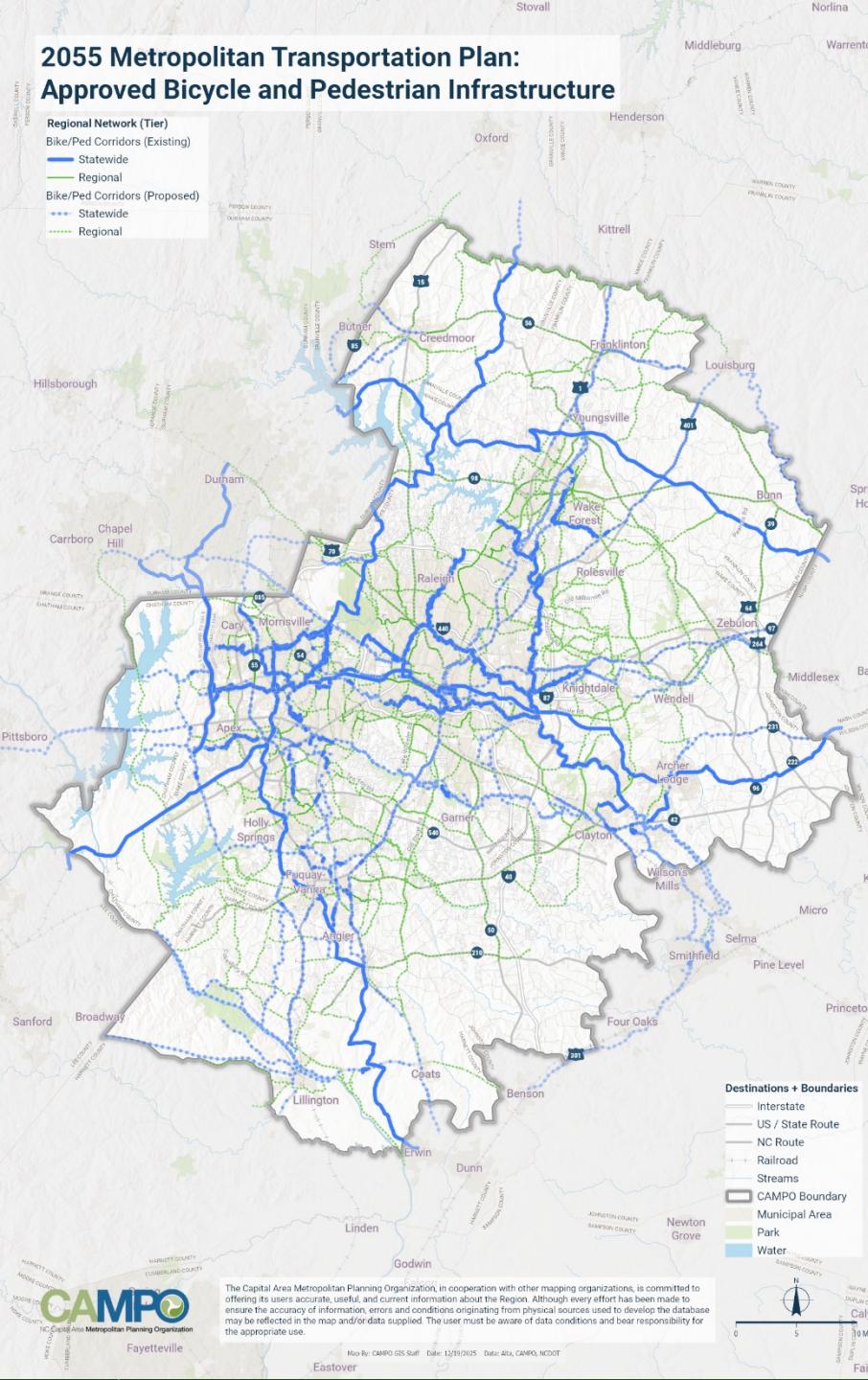
2055 Preferred Scenario

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

Major Roadway Investments

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

**With additional regional/local revenue assumptions*



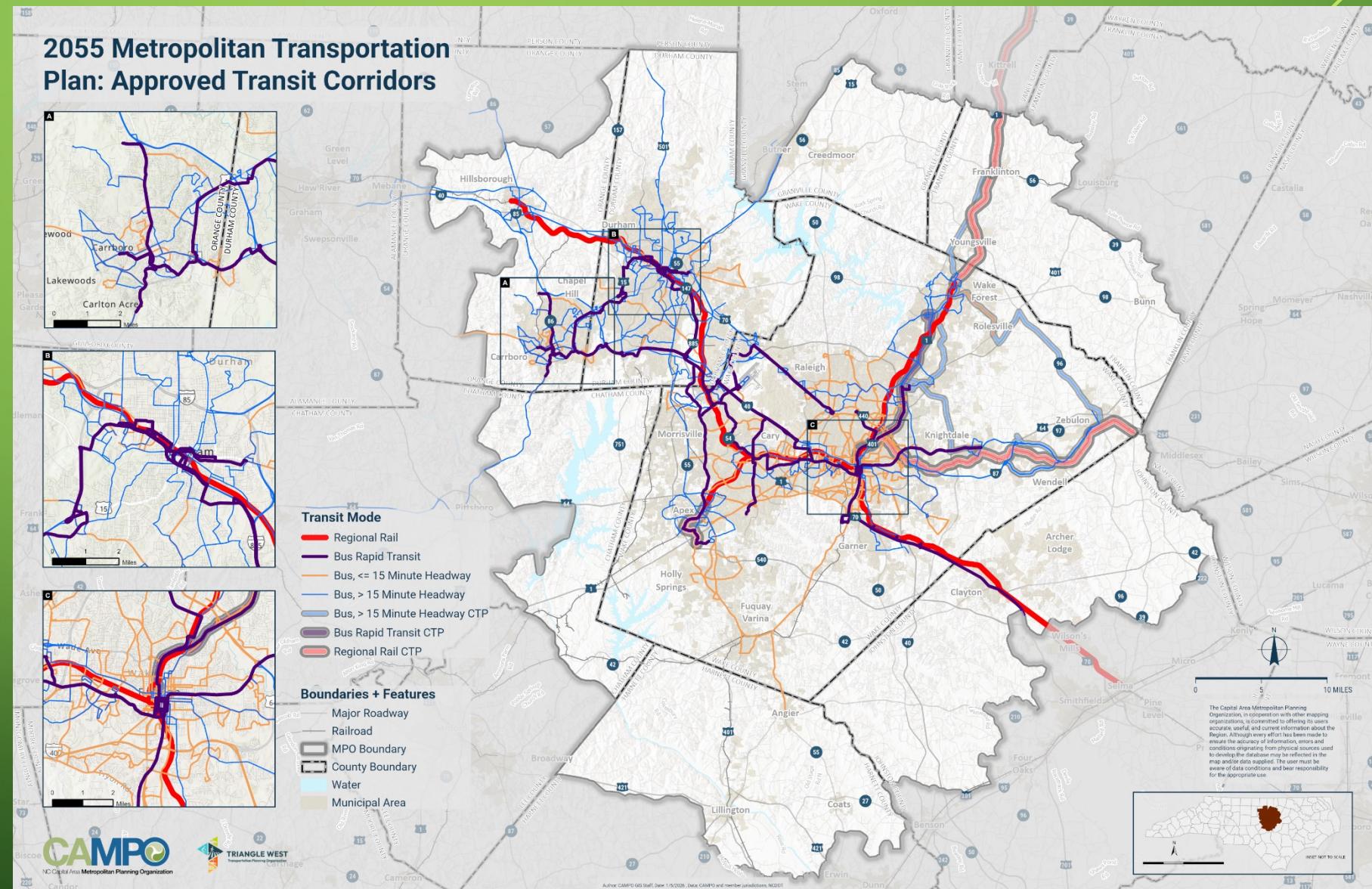
PREFERRED SCENARIO BICYCLE & PEDESTRIAN ELEMENT

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

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



WAKE TRANSIT PLAN (MTP TRANSIT ELEMENT 2035)

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.

CONSIDERATIONS: PERFORMANCE METRICS

<https://WakeTransitTracker.com/>

Figure 20 Proposed Change from Proximity to Access to Transit

	Current "Proximity to Transit" Measure	Proposed "Access to Transit" Measure
Distance	$\frac{3}{4}$ mile (15–20 minutes walking)	$\frac{1}{2}$ mile (10–15 minutes walking)
Distance From...	Transit route or corridor line	Transit passenger access points (bus stops, stations, transit centers, transfer points, etc.)
Buffer Method	"As the crow flies" distance from the corridor	Following streets with sidewalks

Metric	2025 Baseline	2035 Goal	
People living within $\frac{1}{2}$ mile of transit	40%	44%	
Jobs located within $\frac{1}{2}$ mile of transit	62%	67%	
People living within $\frac{1}{2}$ mile of weekday frequent transit	10%	26%	
Jobs located within $\frac{1}{2}$ mile of weekday frequent transit	25%	52%	

Figure 7 Composite Transit Demand in 2020

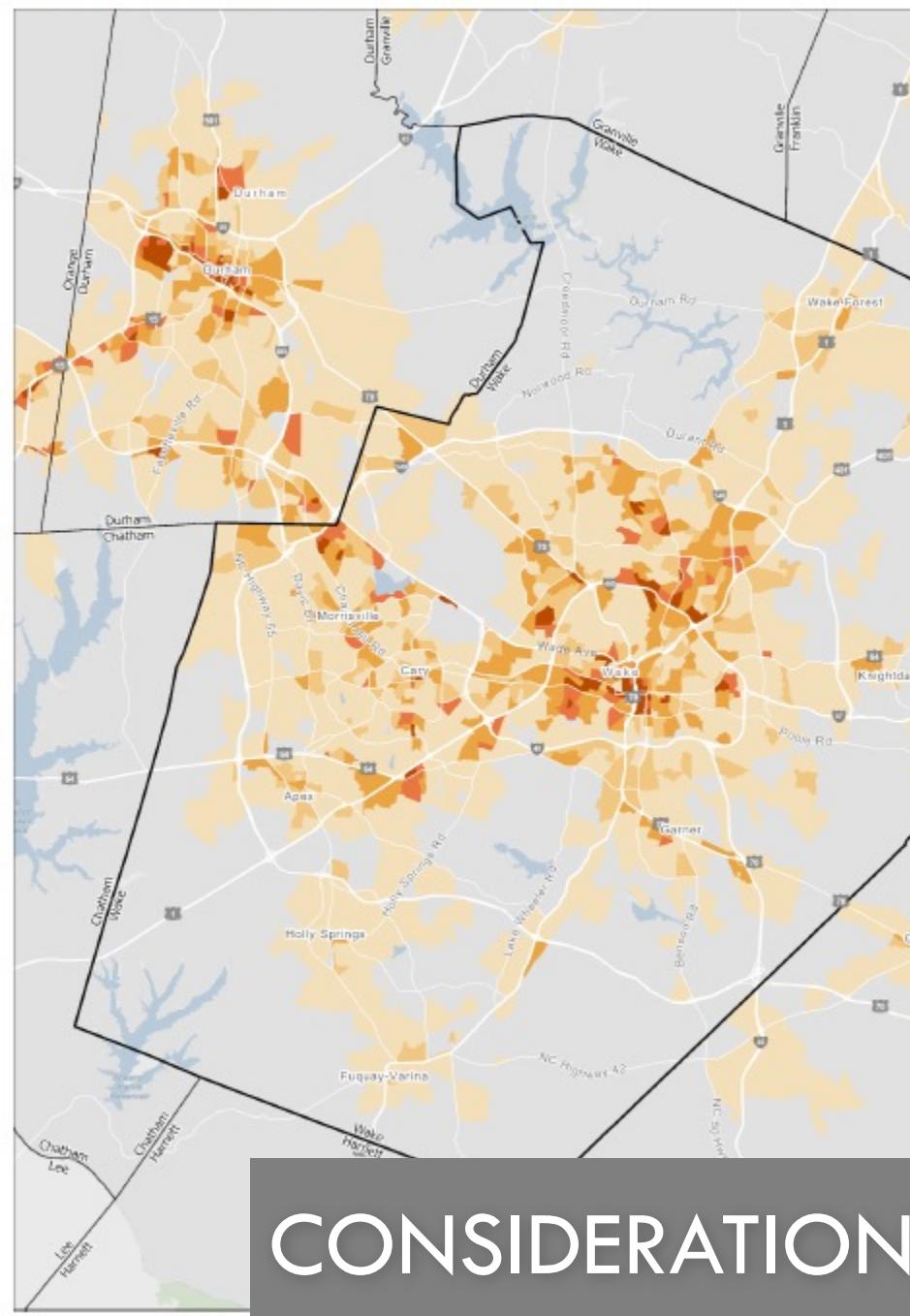
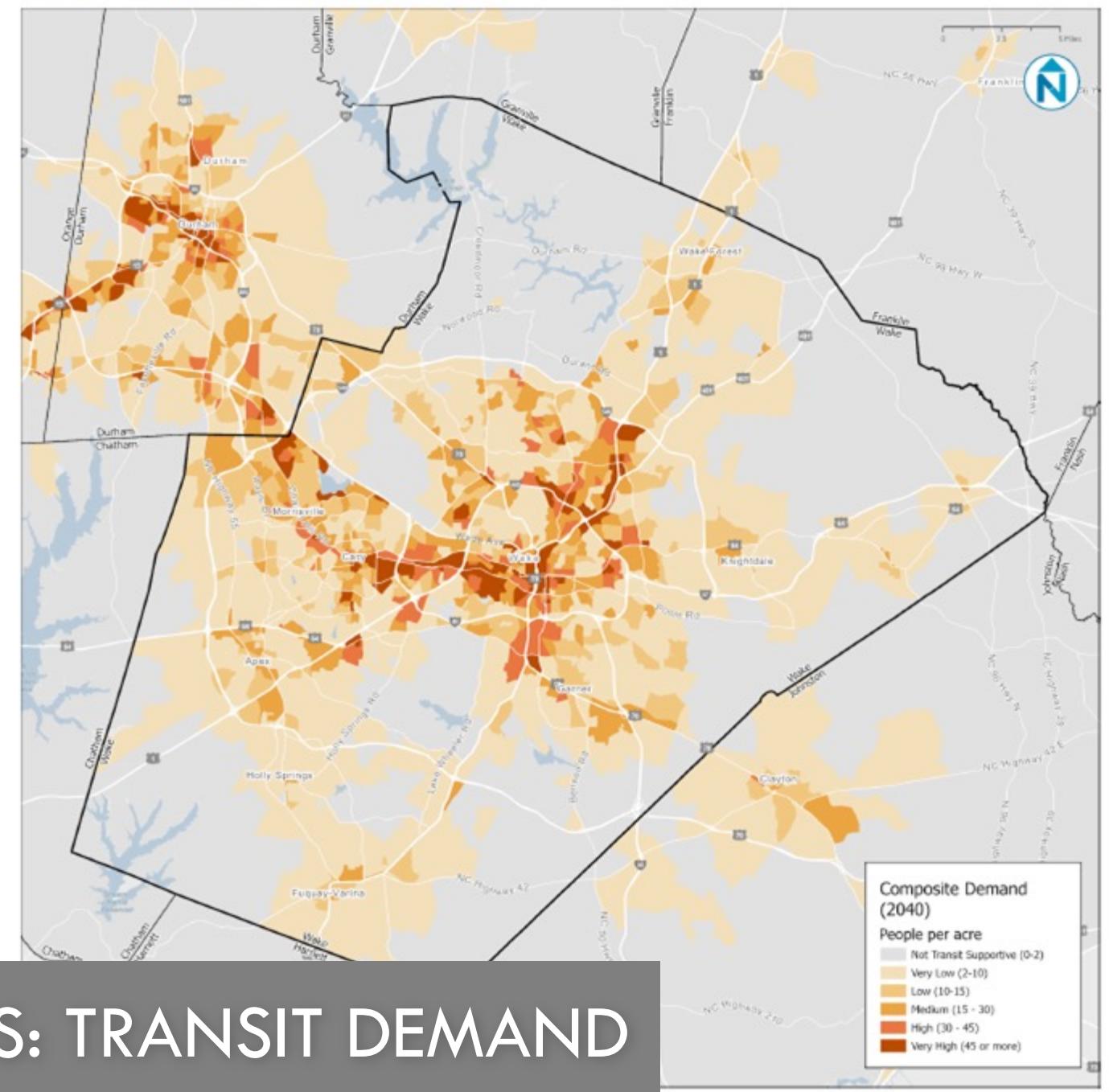


Figure 8 Composite Transit Demand in 2040



CONSIDERATIONS: TRANSIT DEMAND

CONSIDERATIONS: RIDERSHIP VS. COVERAGE

Maximum Ridership

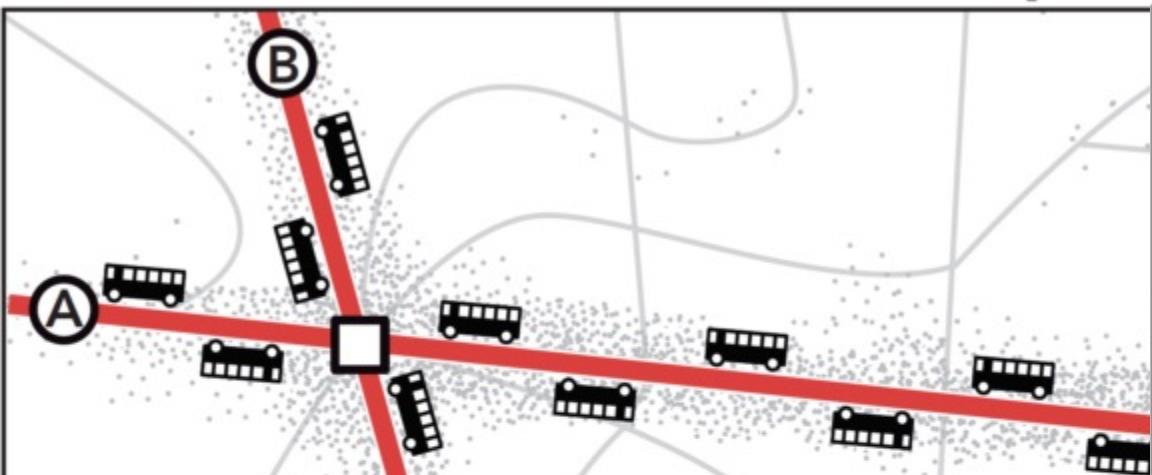
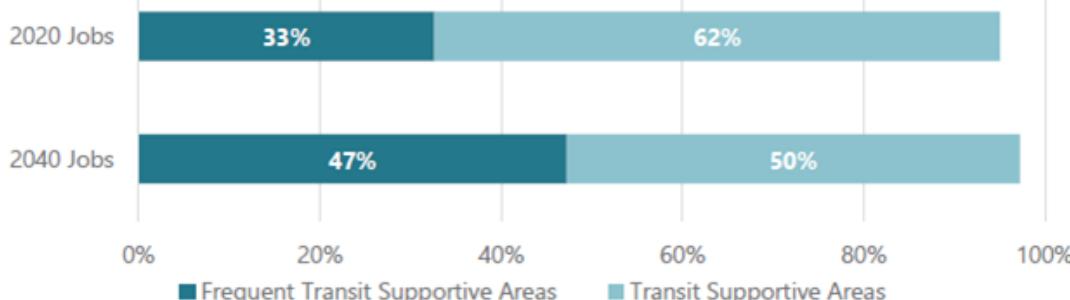


Figure 10 Jobs in Transit Supportive Areas – Change from 2020 to 2040

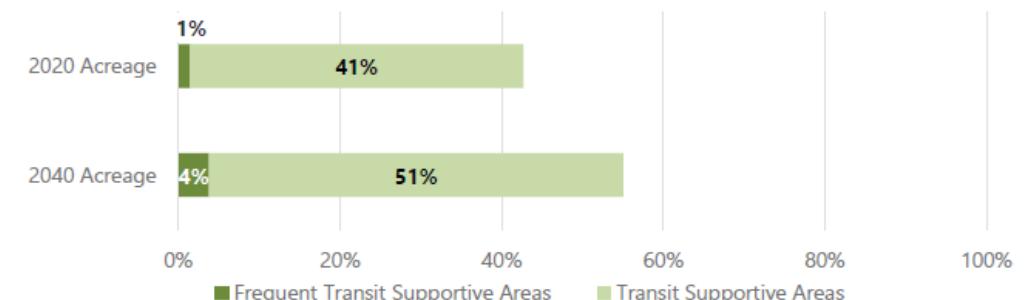


JARRETT WALKER

Maximum Coverage



Figure 11 Transit Supportive Land Acreage in Wake County – Change from 2020 to 2040



JARRETT WALKER + ASSOCIATES

WAKE BUS PLAN

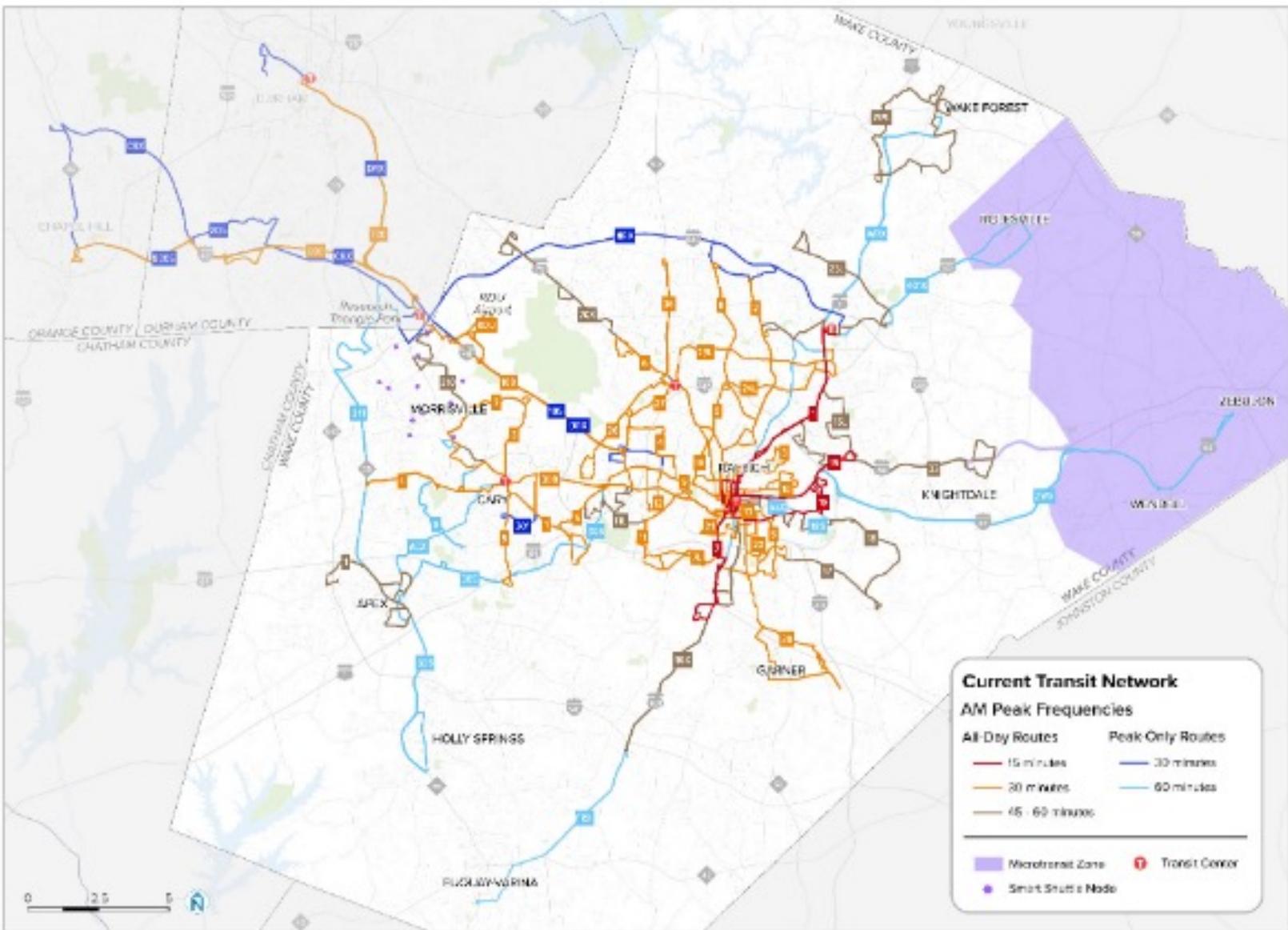
- IMPLEMENTATION OF BUS SERVICES FROM WAKE TRANSIT PLAN
- PRIORITIZATION OF BUS SERVICE CHANGES
- UPDATE STARTING NOW!



Recommended FY2025-2030 Wake Bus Plan

GoForward

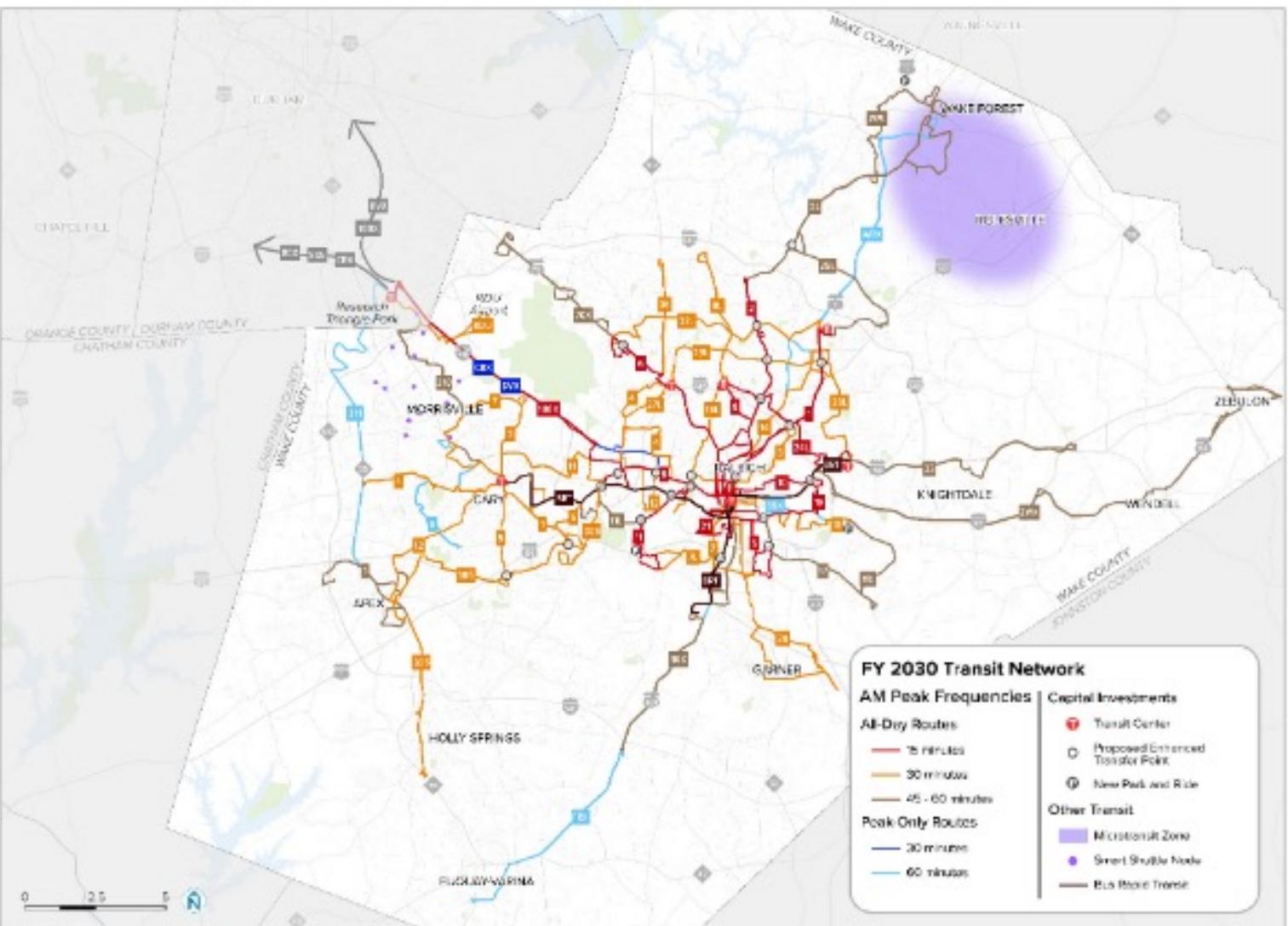
Figure 5 Current Network Map (FY23)



*As of February 2023, the following GoTriangle routes are temporarily suspended: 105, 301, 311, and NRX.

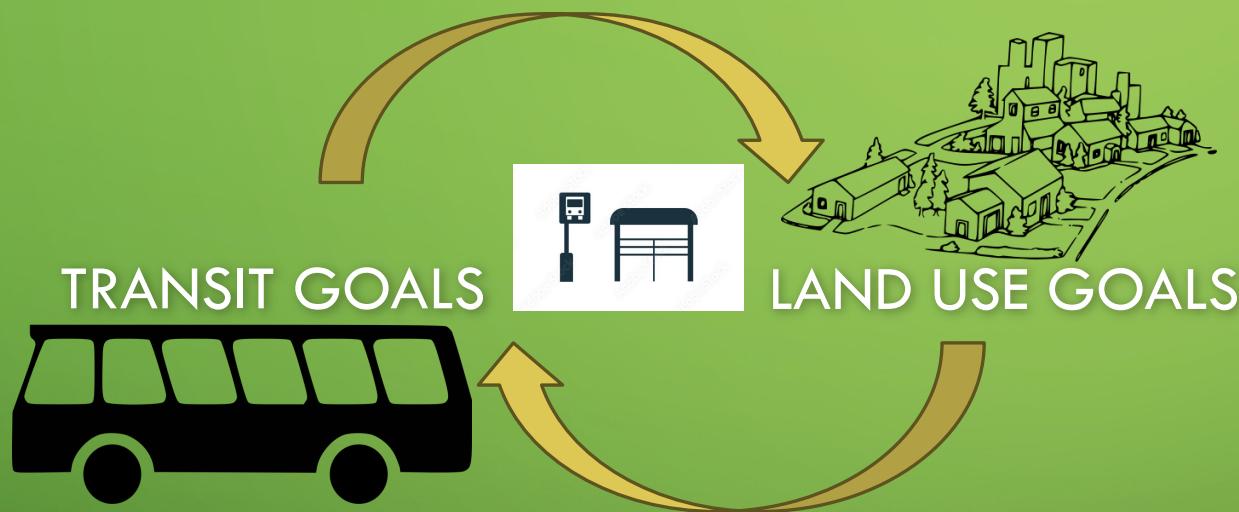
Recommended FY2025-2030 Wake Bus Plan
GoForward

Figure 8 FY2030 Network Map



*Durham and Orange County portions of route alignments will be finalized through the GoDurham and GoTriangle Short Range Transit Plans project, based on the implementation of the Durham County Transit Plan.

LONG STORY SHORT -





THANK YOU!

REALLY, THANK YOU!!

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