



# REGIONAL TRANSPORTATION PLANNING

SHELBY POWELL, AICP

DEPUTY DIRECTOR

# TODAY'S TOPICS:



WHAT IS THE MPO?



METROPOLITAN  
TRANSPORTATION PLAN



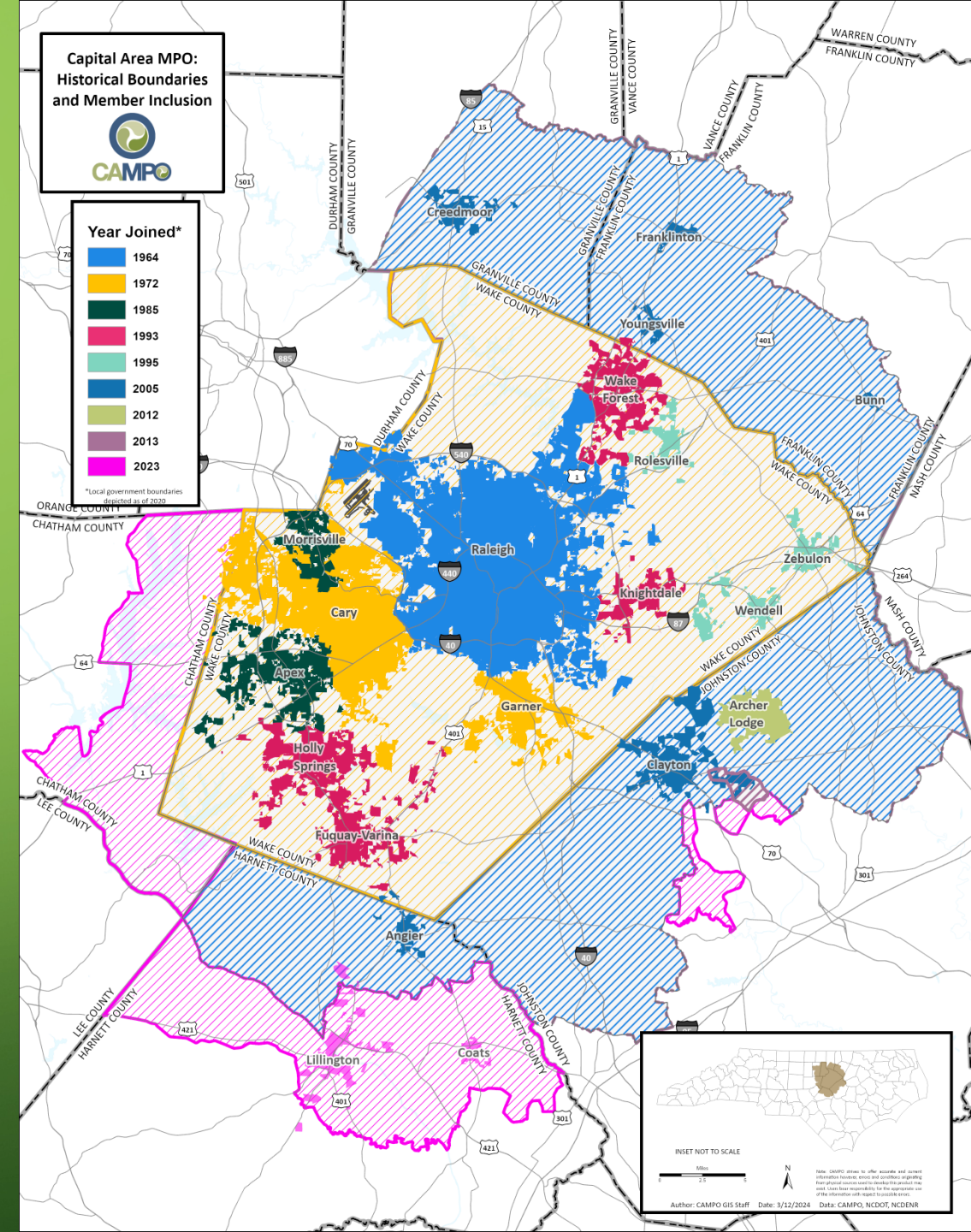
WAKE TRANSIT PLAN



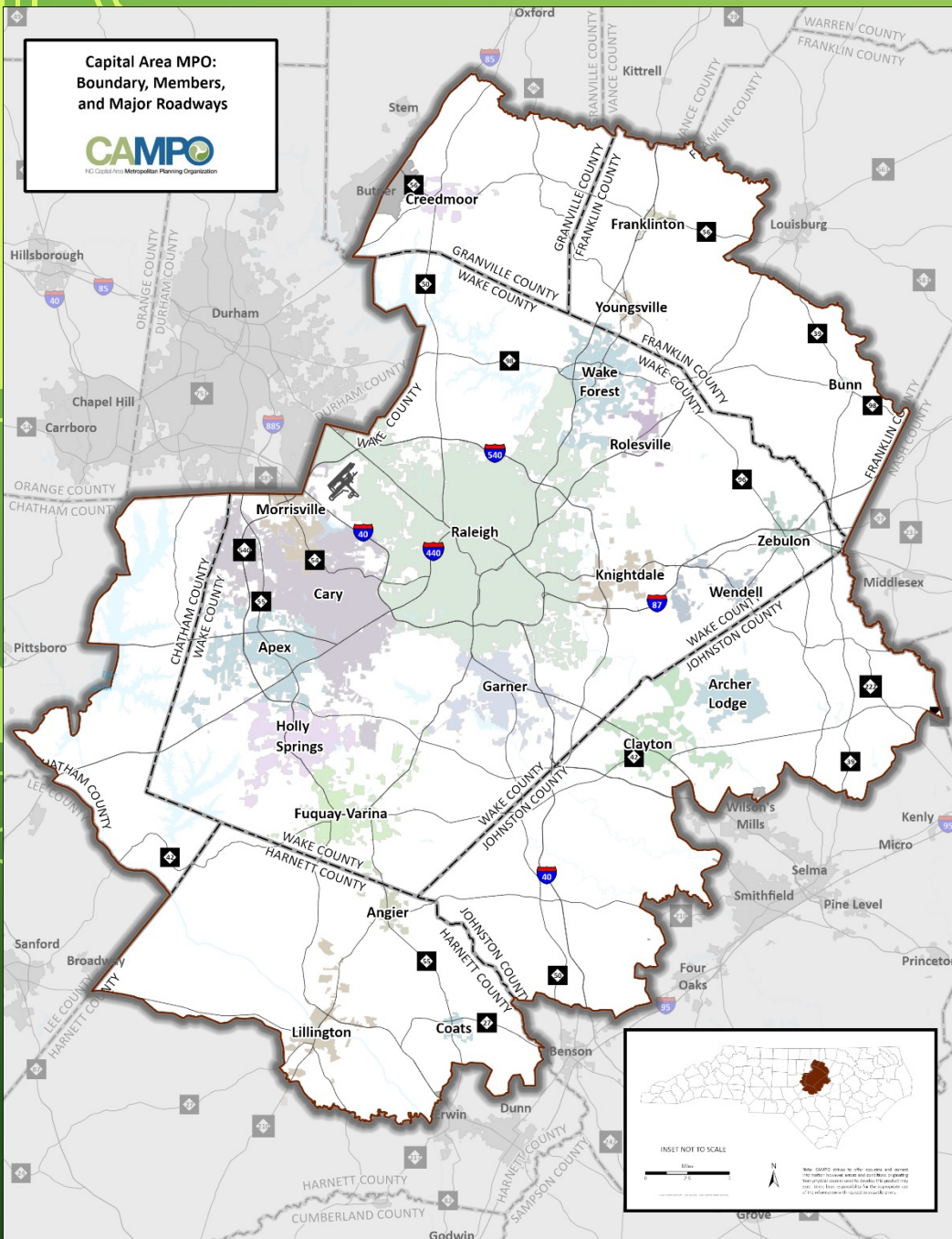
# WHAT IS THE MPO?

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)

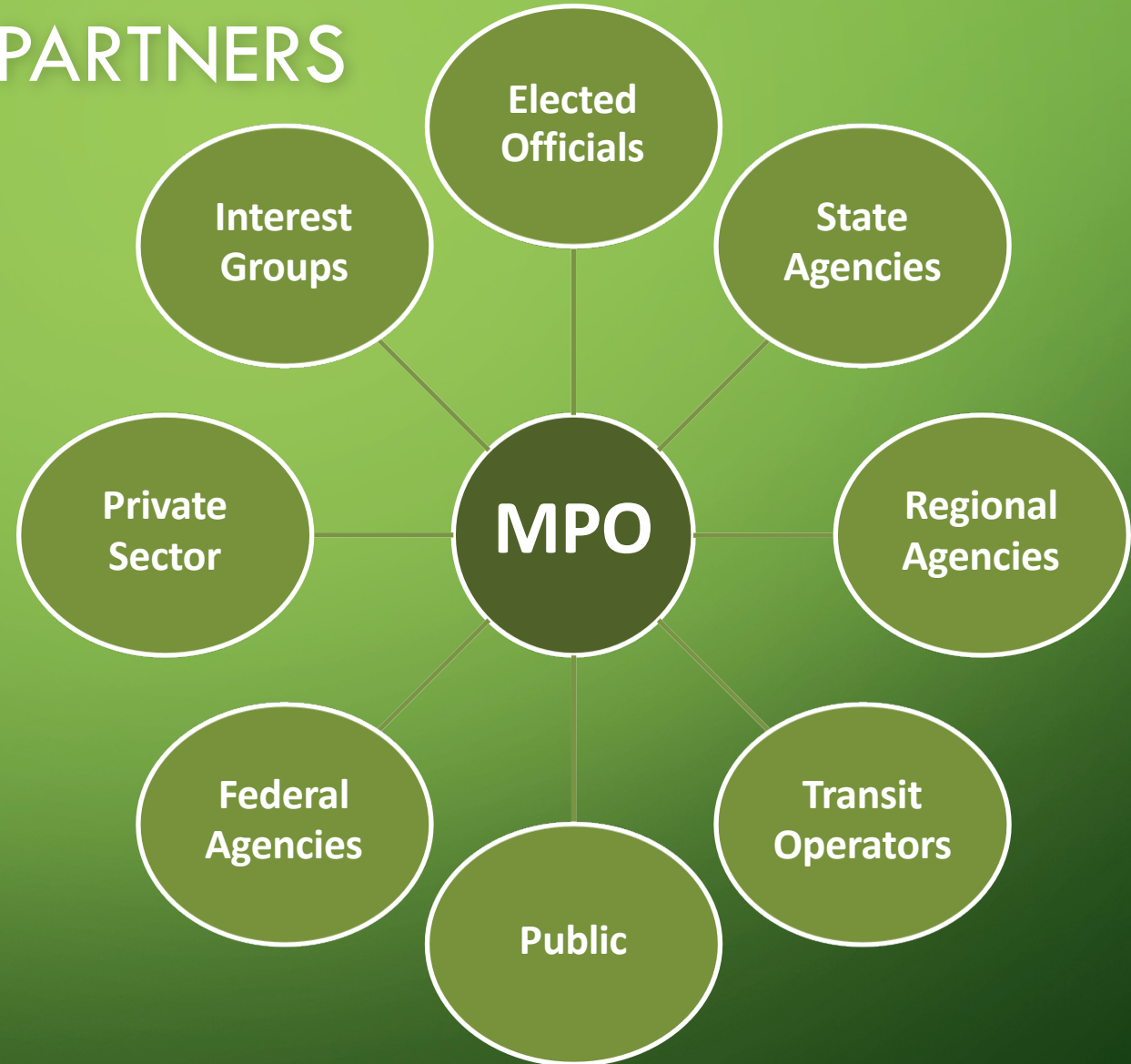


[campo-nc.us](https://campo-nc.us)



# 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

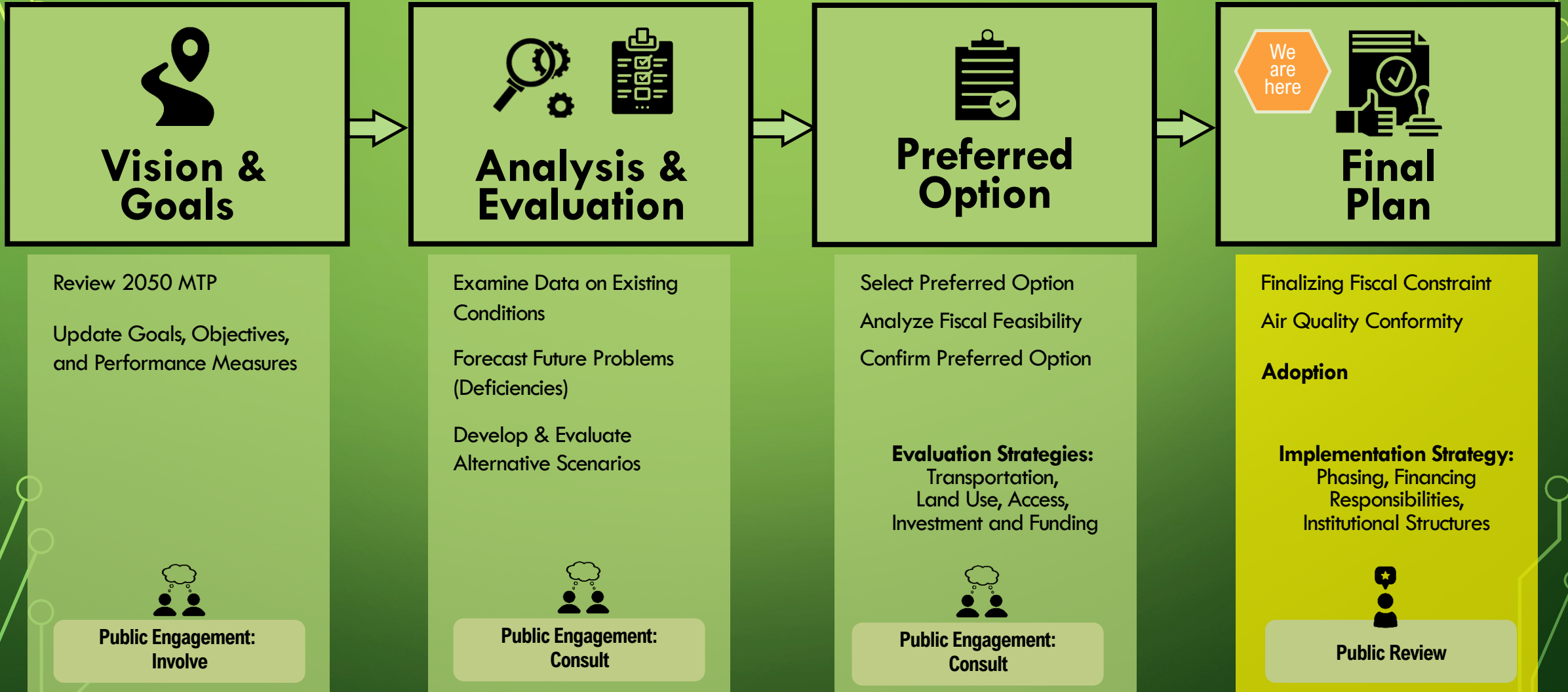
Capital Area Metropolitan Planning Organization  
Triangle West Transportation Planning Organization

*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/>





# 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:

 <b>1,057,590</b> jobs	 <b>2,001,649</b> people
 <b>16,368</b> miles of roadway	 <b>121</b> transit routes
 <b>79,228</b> university students	 <b>10</b> transit agencies



# SCENARIO FRAMEWORK

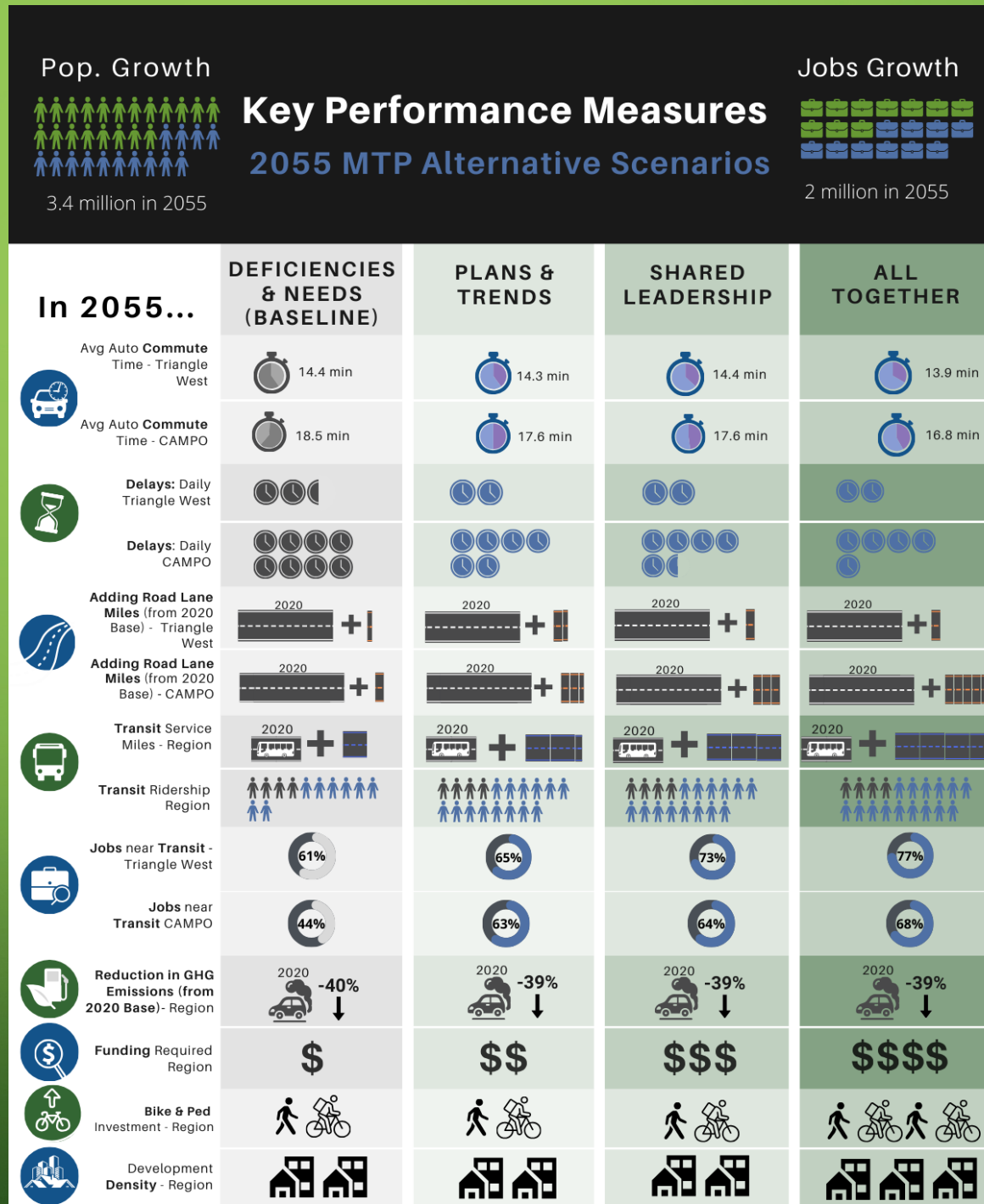
- Four scenarios that match a development foundation with a mobility foundation:

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

*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:





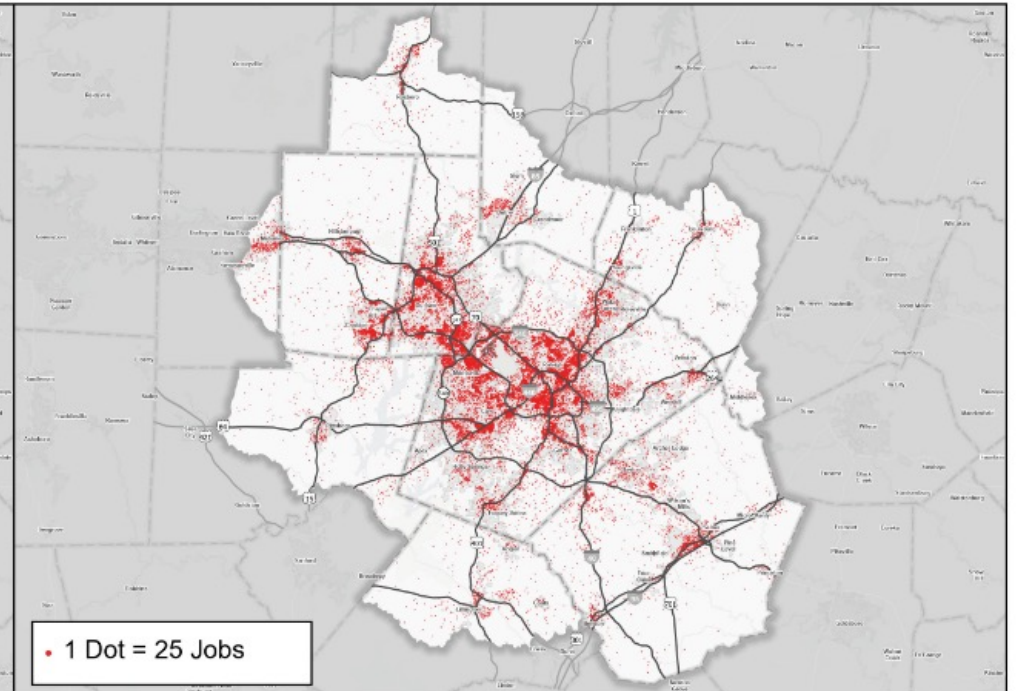
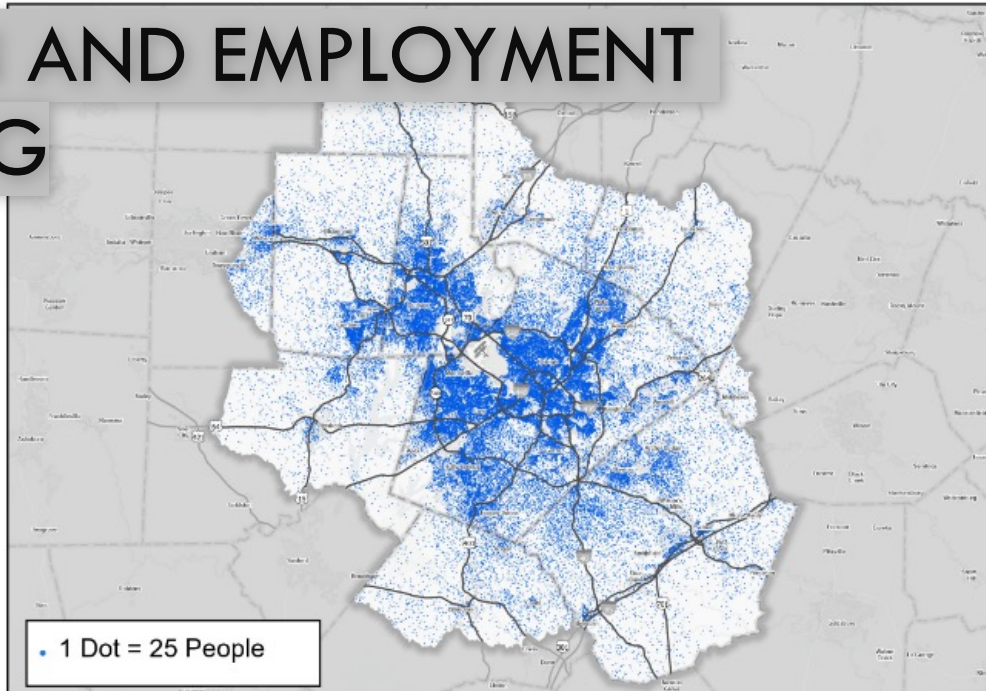
Household Population

Preferred Scenario

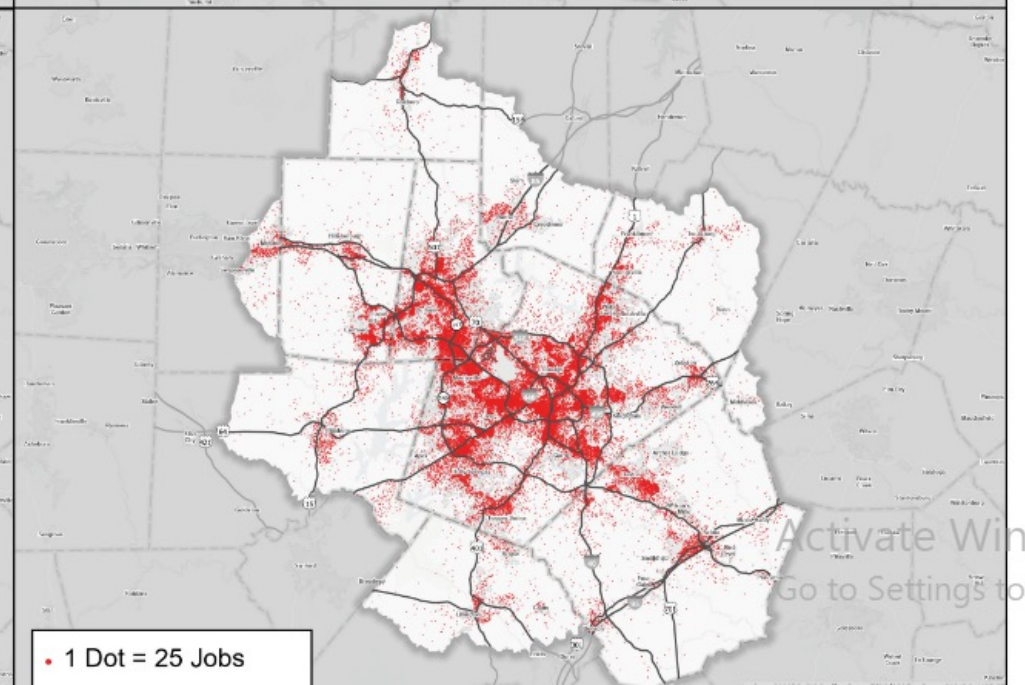
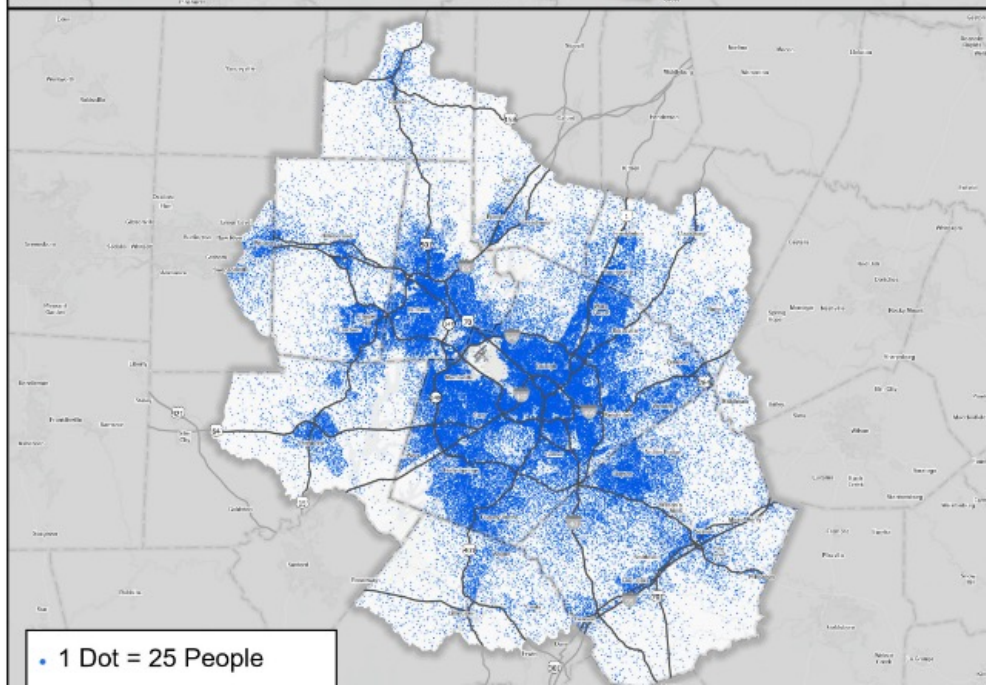
Employment

# POPULATION AND EMPLOYMENT FORECASTING

2020



2055

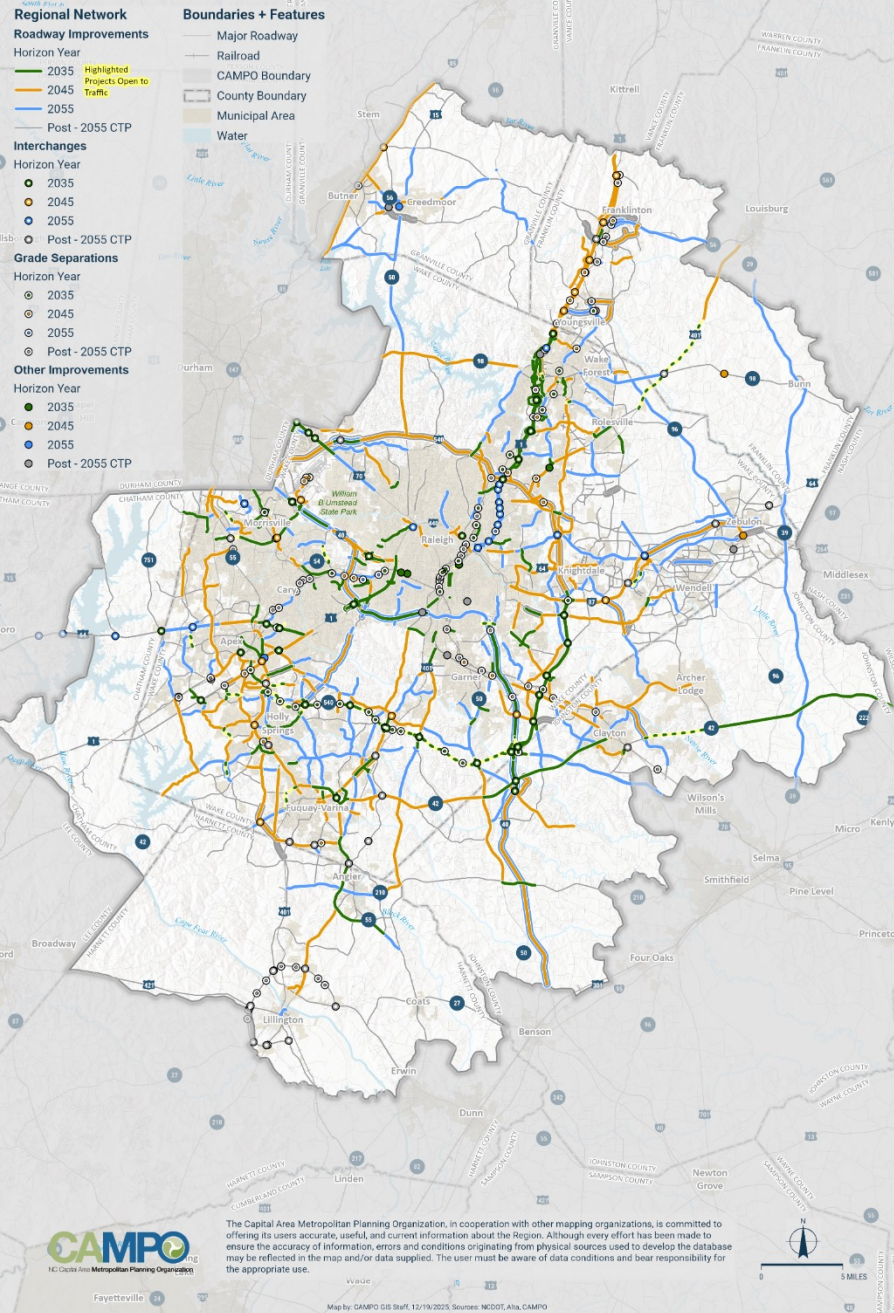


0 10 Miles

Activate Windows  
Go to Settings to activate Windows.



## 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 2<sup>nd</sup> 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 2<sup>nd</sup> two decades

*\*With additional regional/local revenue assumptions*



## 2055 Metropolitan Transportation Plan: Approved Bicycle and Pedestrian Infrastructure

**Regional Network (Tier)**  
Bike/Ped Corridors (Existing)  
— Statewide  
— Regional  
Bike/Ped Corridors (Proposed)  
--- Statewide  
--- Regional



# PREFERRED SCENARIO BICYCLE & PEDESTRIAN ELEMENT

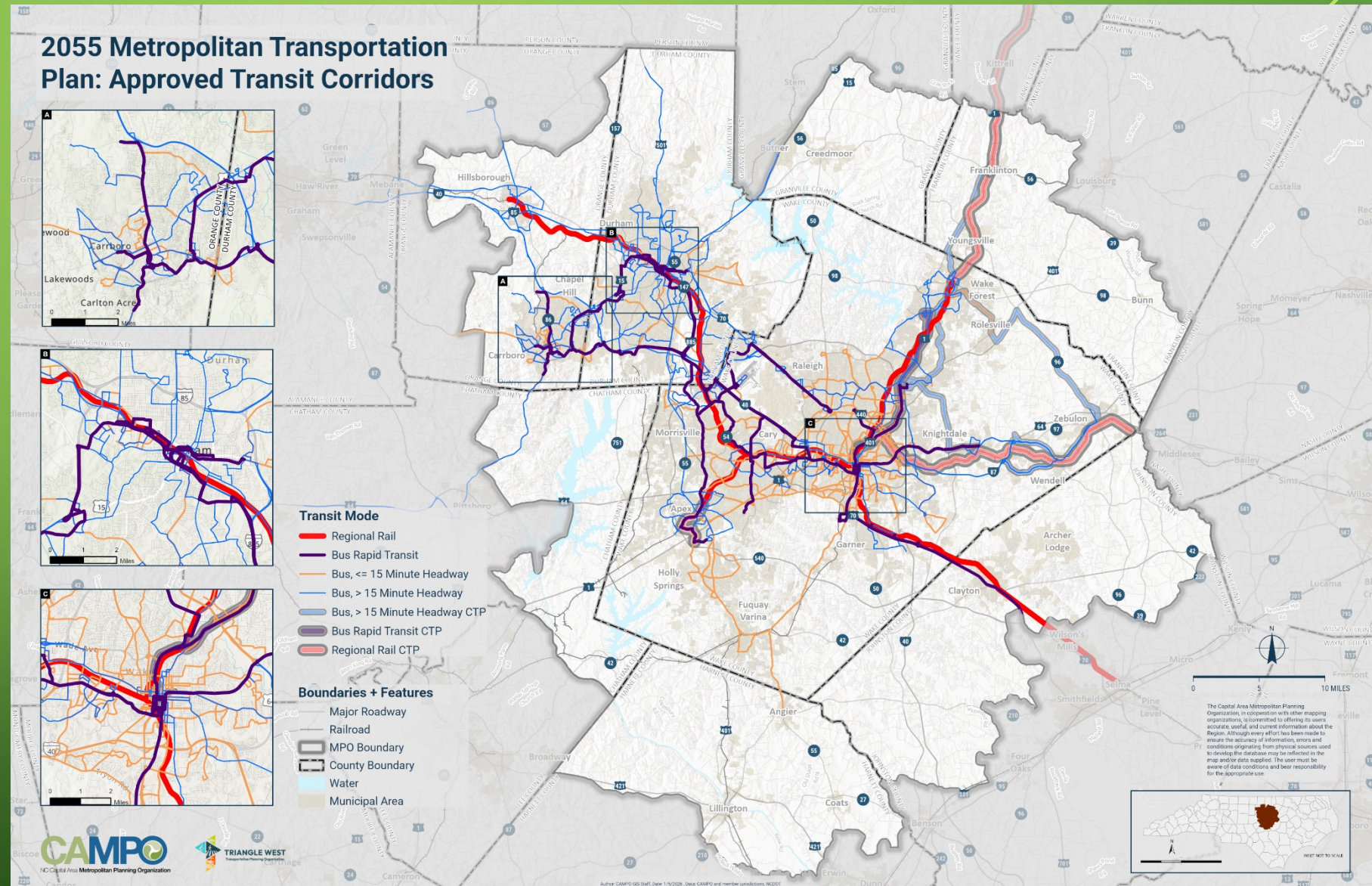
- On & Off-Road Corridors Included
- Regionwide Classification:
  - Statewide (Inter-Regional)
  - Regional (Intra-Regional/Collector)
  - Local
- *Sidewalks are included Programmatically*



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



# 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	¾ mile (15–20 minutes walking)	½ 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 ½ mile of transit	40%	44% 
Jobs located within ½ mile of transit	62%	67% 
People living within ½ mile of <b>weekday frequent transit</b>	10%	26% 
Jobs located within ½ mile of <b>weekday frequent transit</b>	25%	52% 

Figure 7 Composite Transit Demand in 2020

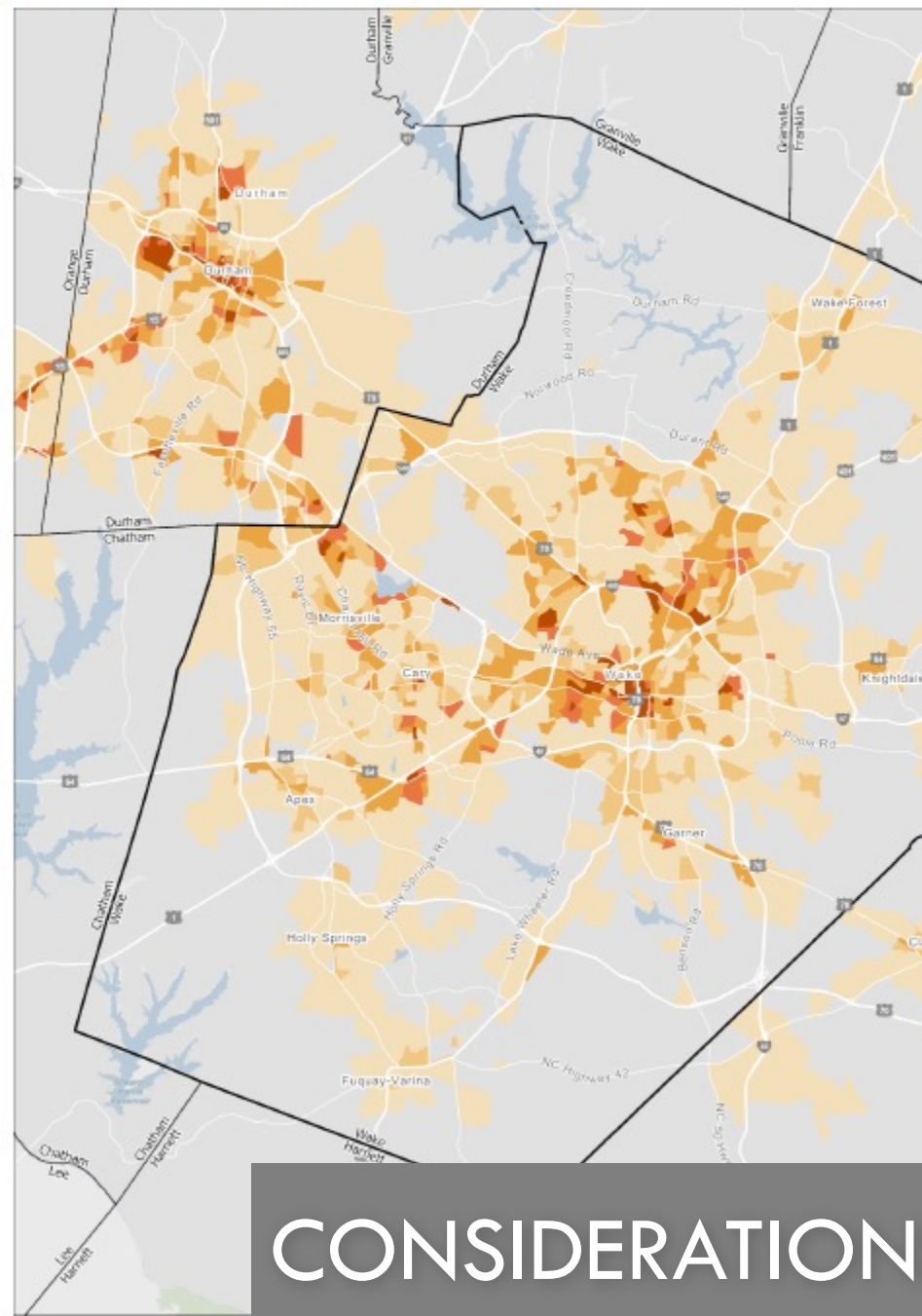
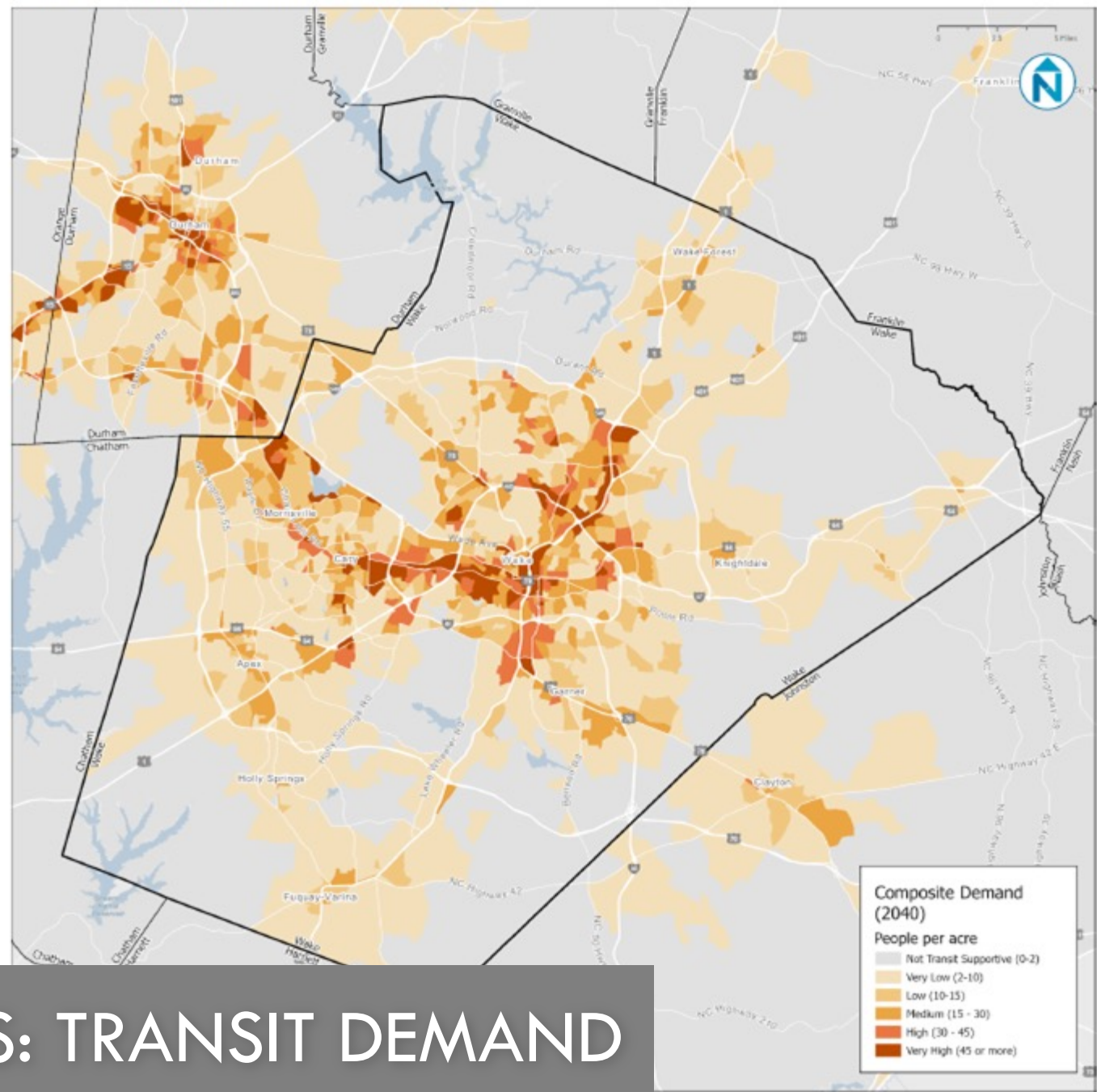


Figure 8 Composite Transit Demand in 2040



CONSIDERATIONS: TRANSIT DEMAND



# CONSIDERATIONS: RIDERSHIP VS. COVERAGE

## Maximum Ridership

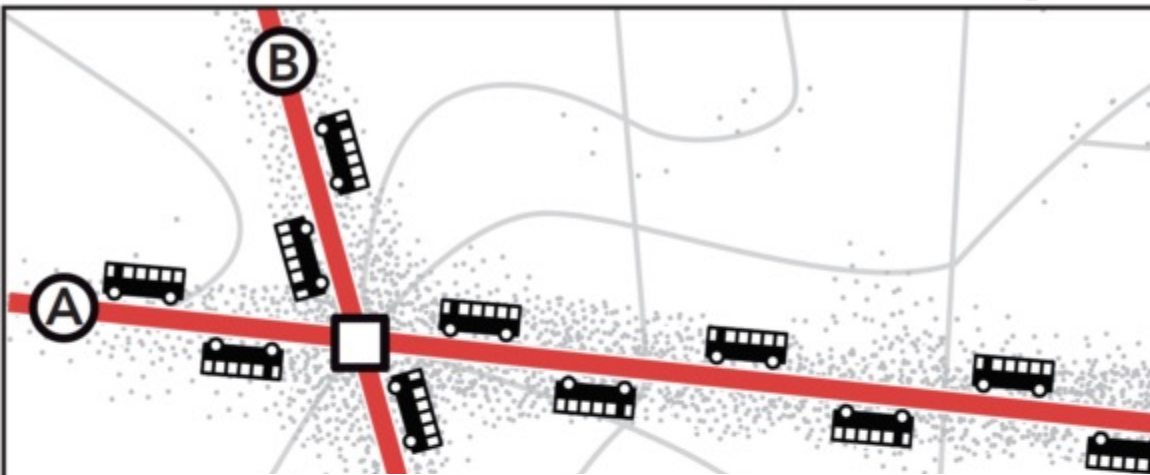
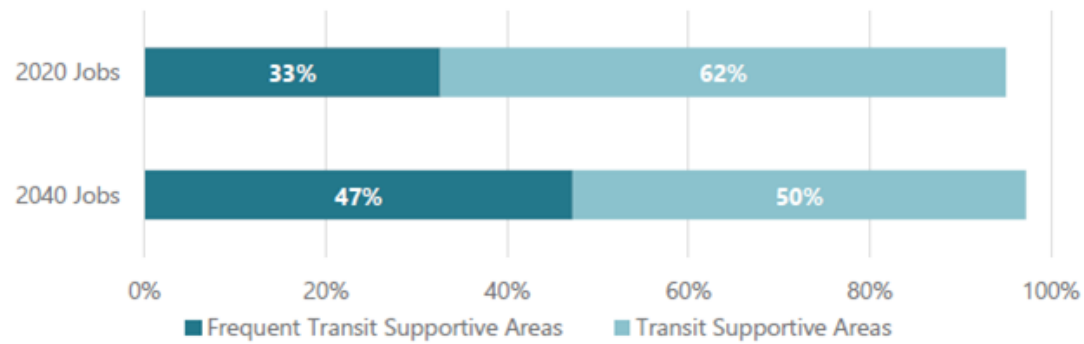


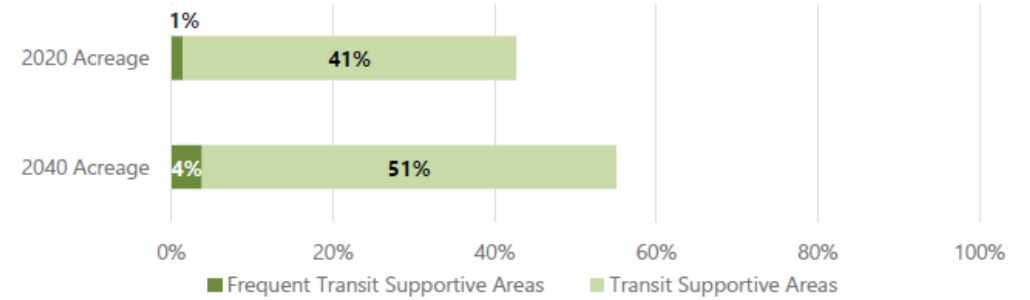
Figure 10 Jobs in Transit Supportive Areas – Change from 2020 to 2040



## Maximum Coverage



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



# WAKE BUS PLAN

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

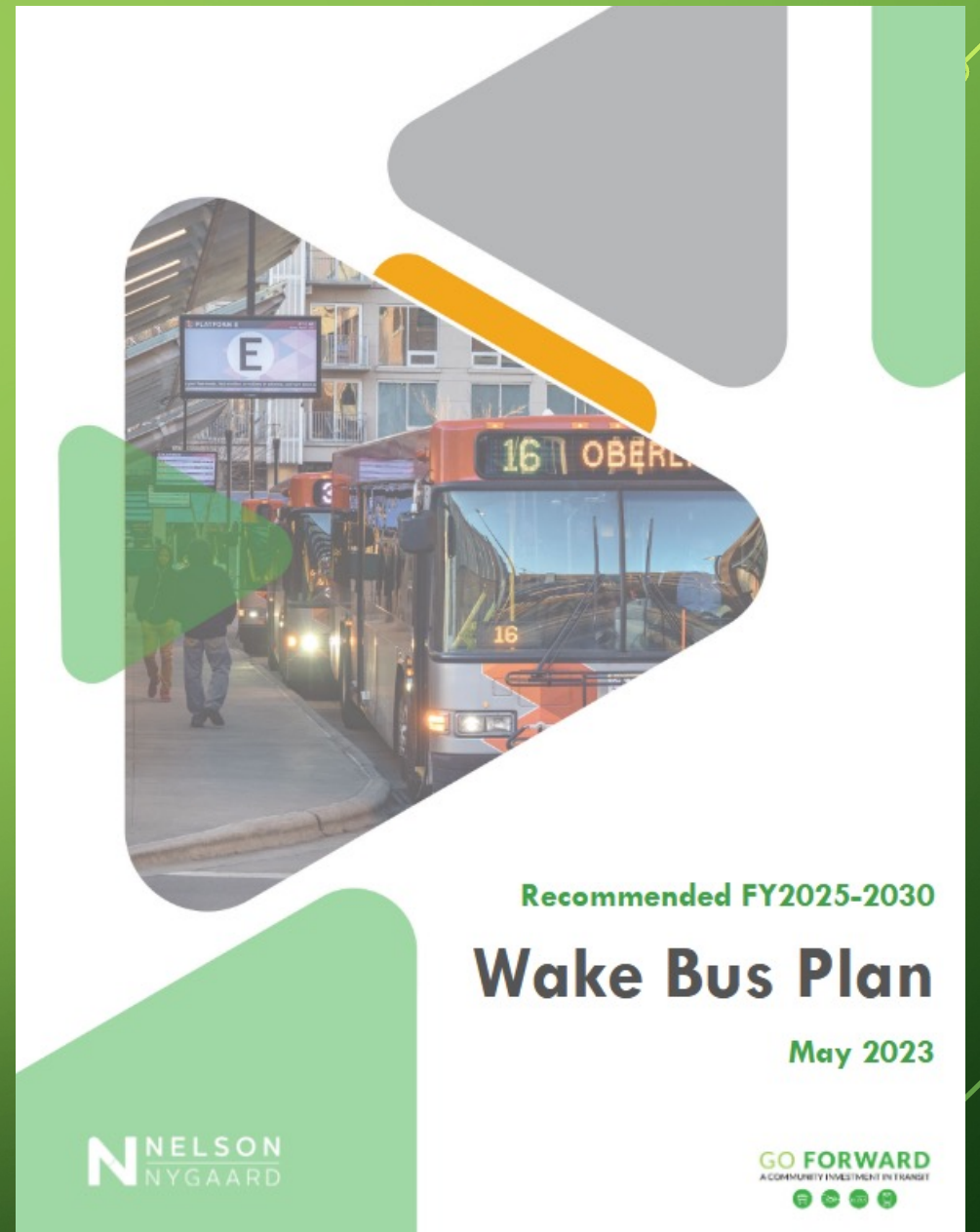
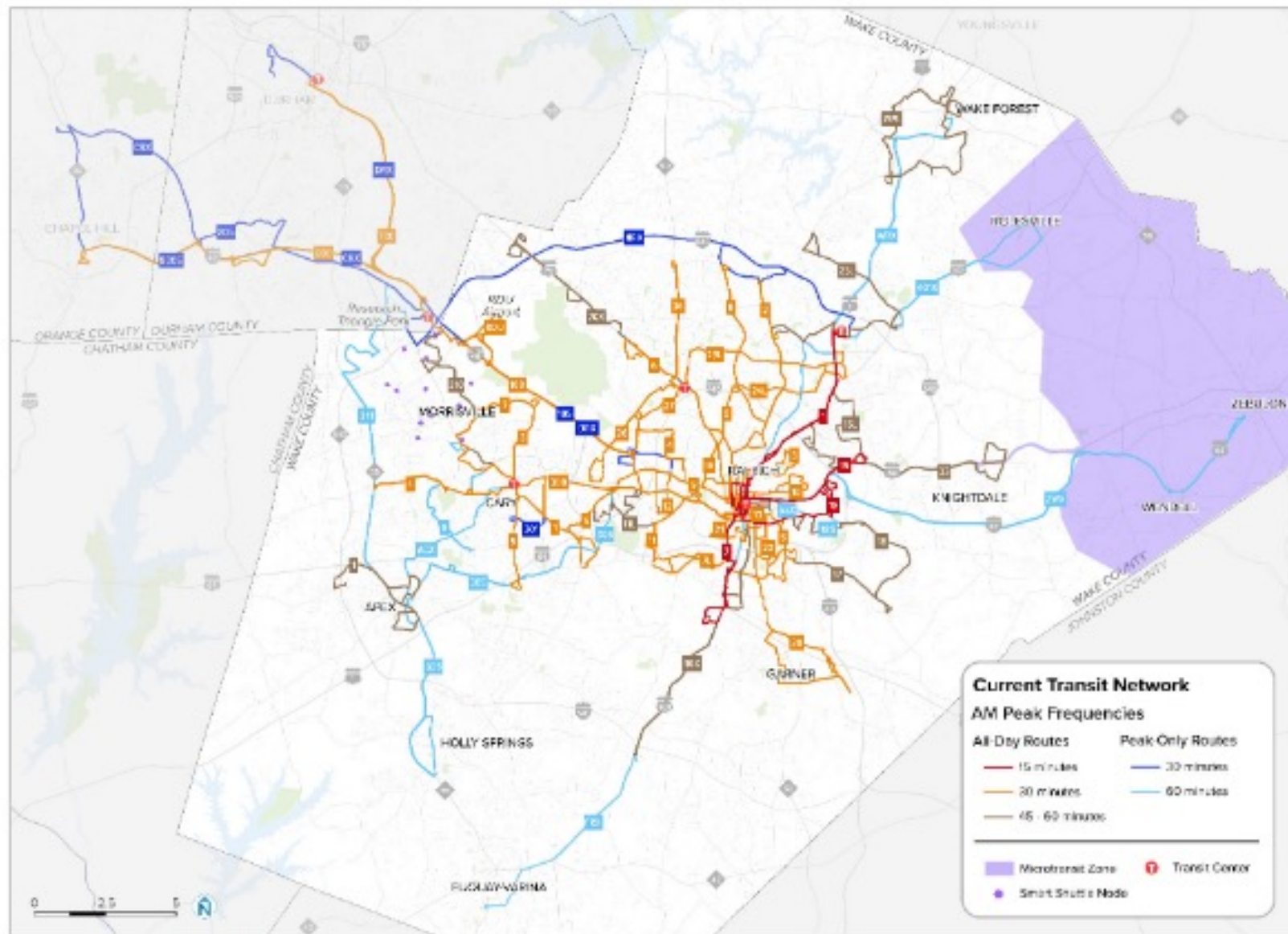




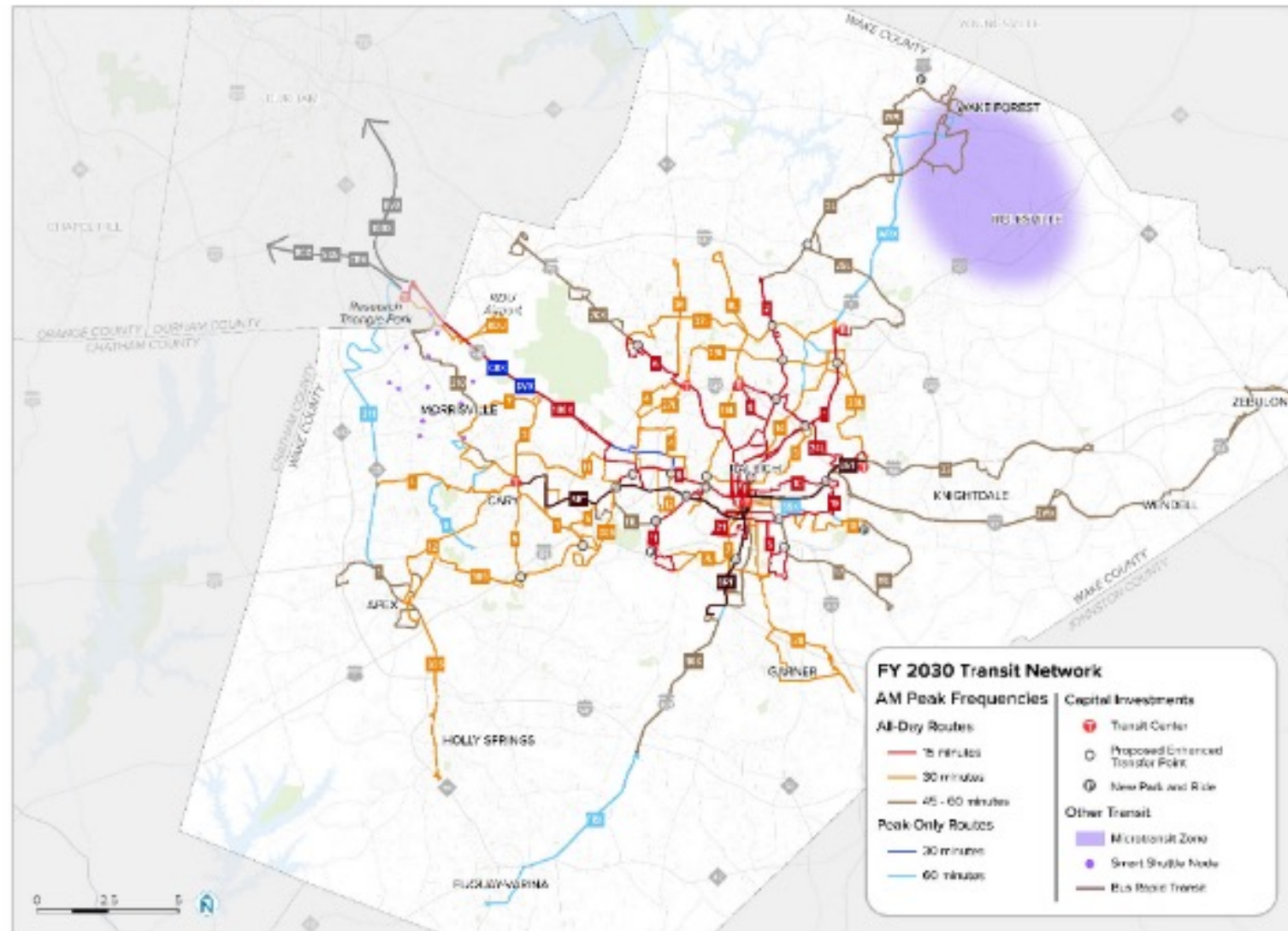
Figure 5 Current Network Map (FY23)



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

Recommended FY2025-2030 Wake Bus Plan  
GoForward

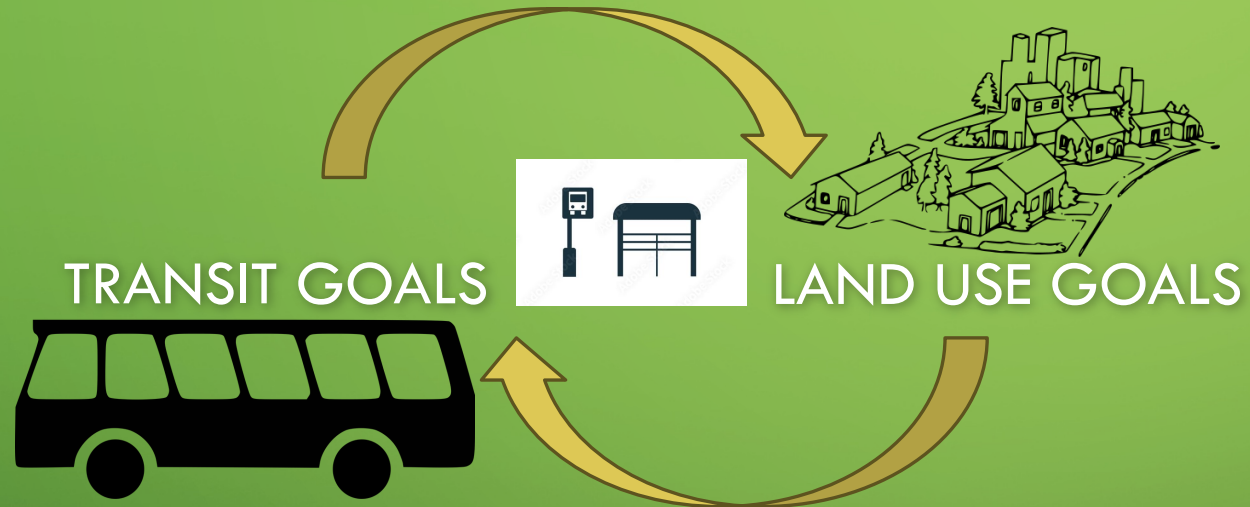
**Figure 8**      **FY2030 Network Map**



\*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!!



SHELBY POWELL, AICP

Deputy Director

Capital Area MPO

[Shelby.Powell@campo-nc.us](mailto:Shelby.Powell@campo-nc.us)

