



Designing Connections from RTP to Raleigh

Wake County Commissioners

Design Project Update **August 10, 2026**



TODAY'S OVERVIEW

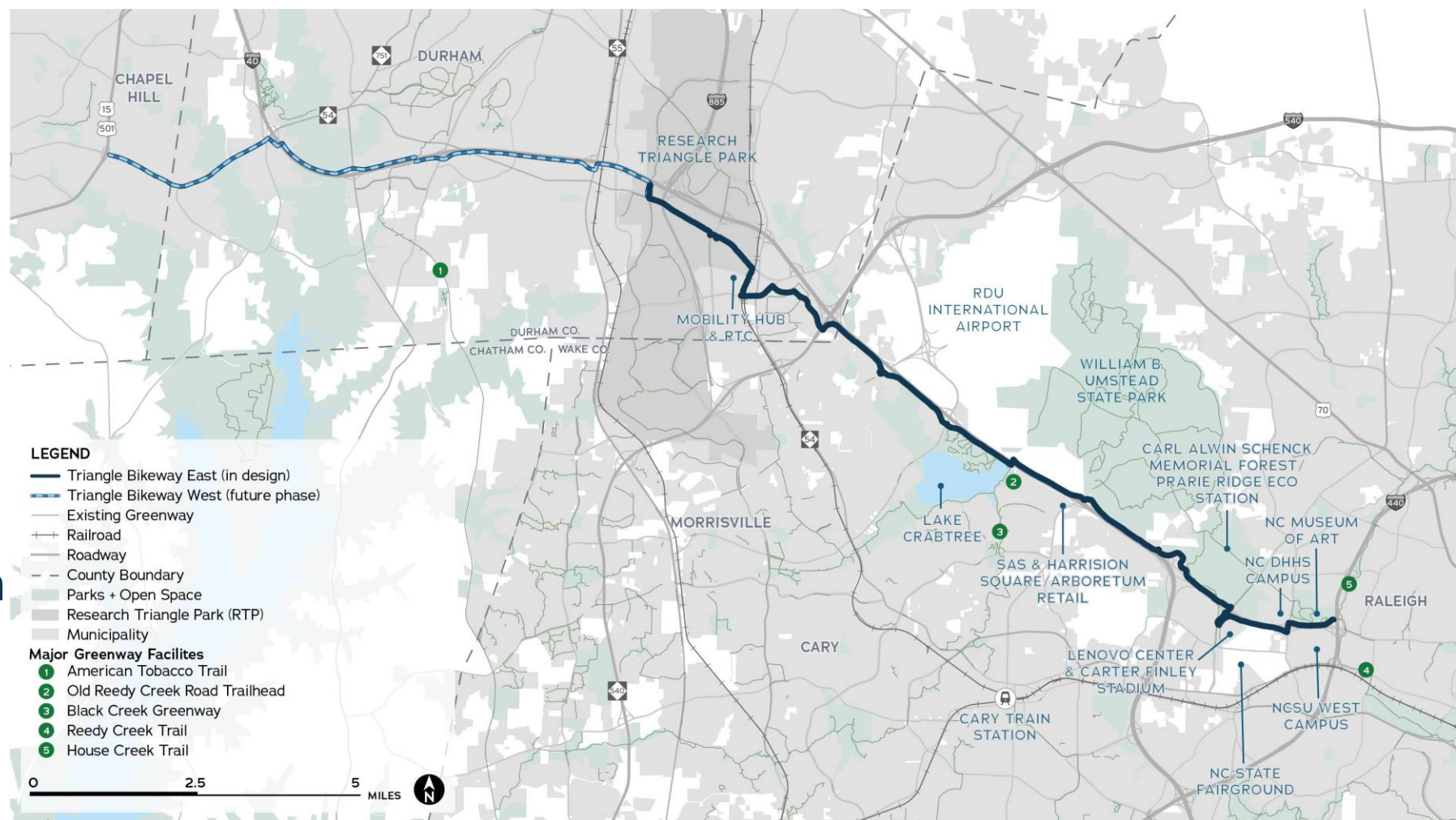
- **Project Update**
 - **Progress & Schedule**
- **Next Steps & Discussion**
 - **Management and Next Steps**

SCHEDULE

Design Reviews
Fall 2026

Complete 30%
Design Early 2027

Advance to Final
Design & Preparation
for Construction





PROJECT GOALS

- Preliminary Design for the eastern portion of the project (RTP to Raleigh)
- Position project for future construction funding opportunities
- Continue to advance design and evaluate implementation



PROJECT OVERVIEW: PRELIMINARY DESIGN

Long Range Plans

Feasibility Study

Preliminary Design

Final Design

Construction

Wake County project champion (project funder)

Funded Design of the Eastern Phase of the project with RTF partnership

CAMPO project facilitator (project manager)

Preliminary Design Completion (0-30%)

NCDOT Review & Oversight

30% Plan set review & Environmental Documentation Review

Interjurisdictional Coordination & Stakeholder Coordination



PROJECT OVERVIEW: FINAL DESIGN

Long Range Plans

Feasibility Study

Preliminary Design

Final Design

Construction

Wake County project champion (project funder)

Funded Design of the Eastern Phase of the project with RTF partnership

*No commitment for preparation to bid, Construction Management, etc.

CAMPO project facilitator (project manager)

Final Design (Anticipated management with construction sponsor)

NCDOT commitment to be defined

Interjurisdictional commitment to be defined

The Burning Questions



CONSTRUCTION

- Who Builds?
- How much?
- When?



MAINTENANCE

- Who maintains?



FUNDING

- How to pay for construction?
- How to pay for maintenance?

- Working together to identifying gaps & barriers to implementation to offer a variety of solutions to the region.
- Accomplishing this project will take regional commitment at all levels of government.
- Defining Pathway shows readiness for competitive Federal Grant or any subsequent program coming out of reauthorization.
- Defining Pathway allows for leveraging local funds & regional cooperation to phase pieces overtime with STIP Projects.

Pathways to Implementation



CONSTRUCTION

- Existing Structure
- New Creation



MAINTENANCE

- Existing Structure
- New Creation

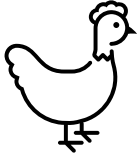


FUNDING

- Federal
- Regional
- Local
- Other

Which Decision Comes First?

CONSTRUCTION



- Who is Sponsor? Could they build part or whole facility dependent on funding source? What assurances are needed for commitment?

MAINTENANCE



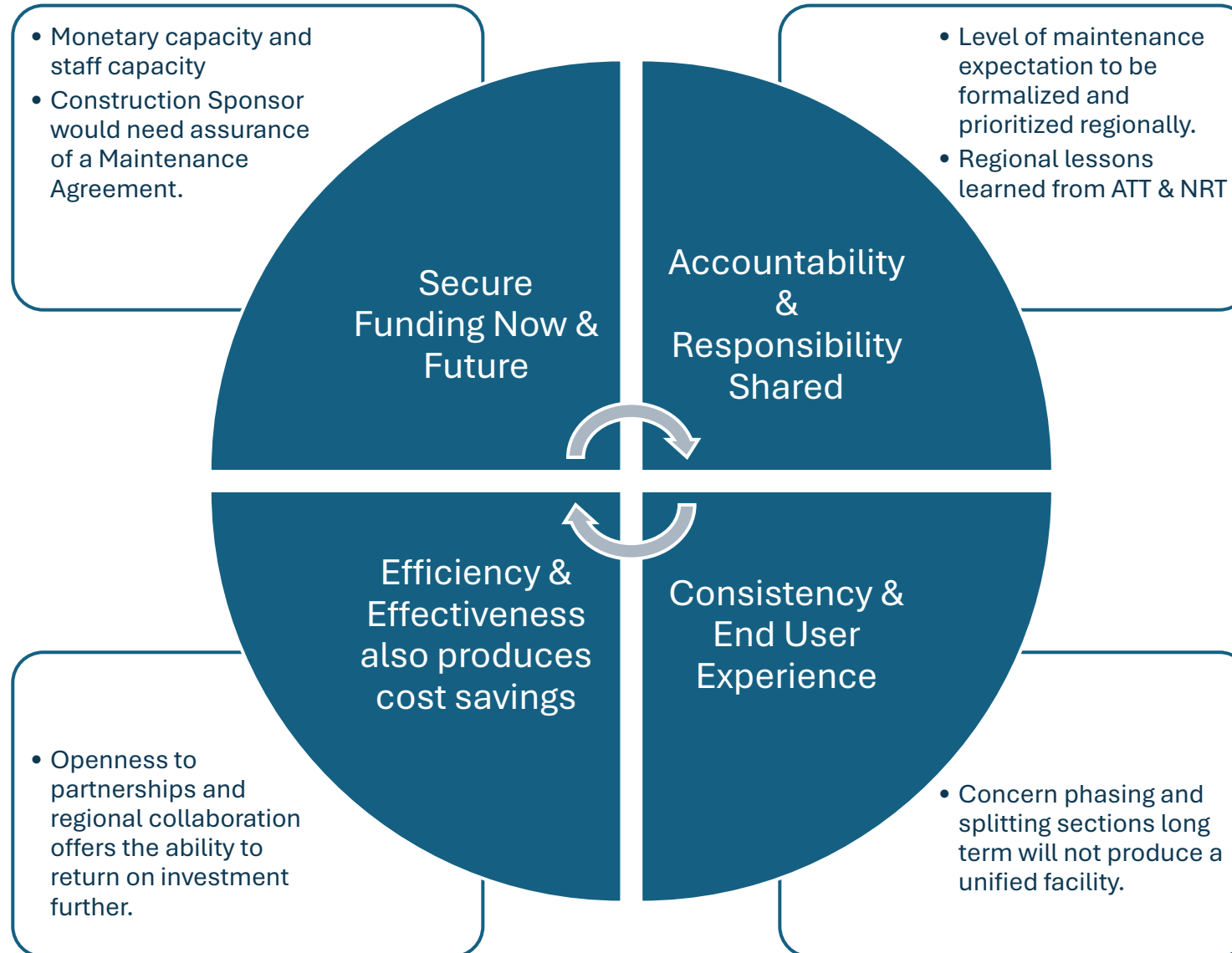
- Who Maintains Facility? Are there short term or long term commitments to consider funding? What assurances are needed for commitment?

FUNDING



- Various Sources to be examined to understand benefits and limitations of each. Who is the applicant?

Region's Needs for Maintenance



A.

CONSTRUCTION



- If NCDOT builds

MAINTENANCE



- Existing Structure: Counties Lead Agency

FUNDING



- STI funding
- & Local contribution to fund pieces

B.

CONSTRUCTION



- If Local Sponsor Based on jurisdictional boundary/logical termini
- And if NCDOT R/W

MAINTENANCE



- Existing Structure: Local Maintaining Agency

FUNDING



- Jurisdiction Proportional Share for construction & maintenance
- Council of Planning Structure?

C.

CONSTRUCTION



- If 1 Regional Sponsor (non NCDOT) implements

MAINTENANCE



- New Regional Creation?

FUNDING



- Federal
- Regional
- Local
- Other? (NEW)

Matrix of building blocks of options examined, weighing the pros & cons

Series of SCENARIO(S) For Discussion

IF

Define Assumption that would make a path possible (like funding source)

THEN

Recommended Path(s)
Forward Funding

Recommended Path(s)
Forward Construction
Sponsor

Recommended Path(s)
Forward for Maintenance

NEEDS DEFINED

Caveats & Challenges to right size the needs for the region and this project.

Define if pieces are state, regional, local decisions.

Will help to define who & what structure to make those decisions.



Can swap out building blocks depending on scenario

Order of Magnitude Cost for Maintenance

Maintenance Tasks	Cost Per Mile	Assume 14 miles & 5 Bridges, 15 Boardwalk
Routine Maintenance	\$ 8,000 per mile a year	\$112,000
Cost Major Repair (conservatively assume every year)	\$14,000 per mile of structure(or \$400 per structure)	\$8,000
Bridge Inspection	\$3,085 per mile(or \$87 per structure per year)	\$1,740
Staff Hours/Capacity /Overhead	_ positions per year/season? _hours per year? _equipment needed?	Dependent on structure
Total Estimate		\$121,740

Assume split of shares:

- \$17,391 per year, per 7 jurisdictions
- \$85,218 and \$36,522 per year (70/30split)
- Could come up with additional ways to share costs.

*Reminder that additional costs may be considered depending on materiality, marketing/programming, equipment and staff start up costs depending on structure

*These numbers were based on the region's current greenway commitments (400+ miles) estimates and do not reflect actual cost to this Bikeway Project and are for illustrative purposes for discussion.

Recommended Refined Approach for Maintenance



CONSTRUCTION

- NCDOT Construction Sponsor (part or in whole)

*Estimated Order of Magnitude \$88-90 million.

**Would vary on construction year assumption.*

**Would need to be defined for design integration, betterments, CM management, R/W and utility coordination.*



MAINTENANCE

- Short Term: ask Municipal Services via MOU/IGA 5 years
- Long Term: 1 entity lead formation with accountability & share of all

*Estimated Order of Magnitude \$122,000 annually.

**Would vary on structure chosen/overhead*



FUNDING

- **Various Sources to account for whole or partial construction.**

Examples

Intergovernmental Based Agreement	MOU Based Collaborative	Nonprofit/Alliance	Authority
• Loosest Commitment • Most control/liability by jurisdiction • Agreement to work together on planning & grant applications	• Formalized commitment to work together on shared services • Could include other agency partnerships beyond just municipal/county	• Less governmental control but dedicated priority to fit the needs of the project long term	• Requires legislative action. Establishment of governing board and funding source.

←—————→
***could be one or more strategies to leveraging local funds & regional cooperation**

Regional Input: Long Term Structure

- Investigation with School of Government
 - Champion for nonprofit formation
 - Central Pines Regional Council or other conservancy type of formation
 - County Administrative Role for unified maintenance approach
 - Intergovernmental agreement structure/collaborative defined
 - Matching monetary, administrative, and capacity and operations needs of project
 - Authority formation
 - Legislative actions required

Figure 9.2 Typology of Shared Services Arrangements

		Fragmented	Service production	Consolidated
Governance	Shared	[Coordination]	Joint operations [Collaboration]	Merged units [New entities]
		Co-production	Joint facilities [Services contracting]	New joint entities Transfer of functions (w/shared governance)
	Autonomous	Grants, contributions Resource sharing [Cooperation]	Service contracting Cooperative purchasing	Transfer of functions (minimal shared governance)

Figure 9.2 from School of Government Publication “Municipal Shared Service & Consolidation: A Public Handbook”, ed. Alexander C. Henderson. Routledge, 2015.

POLICY MAKER FORUM

**GOAL: Project Readiness
Strategies for
Implementation &
Construction**

**(could be used as model
for any other similar
projects in the region.)**

COMPOSITION

Counties, Municipal, NCDOT, RTP and
Partners Structure

Technical > Management

Management > Policy Level

Policy Level > Direction

TIMEFRAME

Fall 2026 – Winter 2027

Series of meetings to provide more
thorough information and
discussion as a region on these
decisions.

Feedback Today & Continued Conversations

County Perspective on recommended short-term & long-term
Approach to Maintenance

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