



NC Capital Area Metropolitan Planning Organization

Technical Coordinating Committee Meeting

June 4, 2026

10:00 AM

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.)

***** Don't forget to sign in before you leave *****

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 Minutes – May 14, 2026

Requested Action:

Approve the TCC Meeting Minutes of May 14, 2026

5. Regular Business

1. Triangle Mobility Hub LPA Approval
2. FY 2027 Wake Transit Work Plan & Project Agreement Groupings & Reporting Deliverables
3. Triangle Bikeway East Design Project Alternatives Analysis
4. LAPP FFY2028 Target Modal Mix
5. Amendment #4 to FY 2026-2035 TIP
6. SPOT 8 Update

5.1 Triangle Mobility Hub LPA Approval



Triangle Mobility Hub: Locally Preferred Alternative (LPA) Recommendation

CAMPO TCC Meeting
June 4, 2026

Catherine Miller
cmiller@gotriangle.org

Triangle Mobility Hub

Proposed new multimodal transportation hub to serve as the anchor for regional connectivity in the Triangle

- *Improve speed and reliability for existing and future bus service*
- *Support multimodal connections*
- *Provide enhanced passenger amenities*



Conceptual rendering

Locally Preferred Alternative (LPA)



Street Address:

4135 NC 54 Hwy E, Research Triangle Park, Durham, NC

1. Location/site

- ✓ Proximity to I-40 and planned investments in Bus Rapid Transit (BRT), Triangle Bikeway, and future passenger rail (planned by others)
- ✓ Consistent with the 2055 Metropolitan Transportation Plan

2. Modes accommodated

- ✓ Bus and on-demand transit service, park-and-ride, and first- and last-mile connections via rideshare and bike/pedestrian paths
- ✓ Supports connections to future transit modes

3. Adequate capacity to support the future program requirements

- ✓ Large enough to accommodate the conceptual program for the transit facility and future TOD

LPA Approval Process

Action	Date
<i>GoTriangle Board of Trustees Approve Recommended LPA (complete)</i>	<i>April 15, 2026</i>
<i>Concurrence on the LPA through the Wake Transit Concurrence Process (in progress)</i>	<i>May-June 2026</i>
<i>CAMPO TCC and Executive Board consider LPA (information-only, complete)</i>	<i>May 14 & 20, 2026</i>
30-Day Public Comment Period on LPA	May 18 - June 16, 2026
Public Hearing on LPA at CAMPO Executive Board Meeting	June 17, 2026
TCCs, CAMPO and Triangle West TPO receive Engagement Summary and approve LPA selection	June 2026
Public Engagement	TBD Fall 2026
LEDPA Consideration	TBD Fall 2026

LPA Public Notice of Comment Period and Public Hearing

Notice for public hearing (May 18 - June 16) was advertised on CAMPO and GoTriangle websites

[TMH LPA Engagement Page](#) (as of June 1):

- 89 page views
- 1 comment

“The site looks like a great pick to me! Looking forward to more transit and retail options in that area in the future.” (5/28/2026)

Triangle Mobility Hub

Locally Preferred Alternative for the Triangle Mobility Hub

Click to view [Public Notice of Comment Period and Public Hearing](#)



Proposed Triangle Mobility Hub Locally Preferred Alternative (LPA) Public Comment

The 30-day CAMPO public comment period for the proposed Triangle Mobility Hub Locally Preferred Alternative (LPA) is open from May 18 - June 16. Review the LPA and share your feedback

5.1 Triangle Mobility Hub LPA Approval

Requested Action:

Recommend Executive Board approval of the Triangle Mobility Hub LPA site location

5.2 FY 2027 Wake Transit Work Plan & Project Agreement Groupings & Reporting Deliverables

Work Plan Presentation Overview

1

Recommended Work Plan Overview

2

Engagement Summary

Strategy, methods, materials, and public comment themes

3

Agreement Groupings & Reporting Deliverables

Details on financial agreement groupings and project reporting deliverables

4

Next Steps

Adoption schedule

5

Requested Action

Providing a recommendation to the CAMPO Executive Board



Recommended Work Plan Overview

Work Plan Adoption Schedule



FY 2027 Work Plan: Financial Snapshot

\$170.7M
Total FY 2027 Investment

\$78.5M
Operating

\$92.2M
Capital

Revenue Sources:

\$147.5M
Half-cent
Sales Tax

\$7.3M
County Vehicle
Registration Tax

\$3.1M
Regional Transit
Authority Registration
Tax

\$12.8M
Wake Transit
Fund Balance

Operating Investments: \$78.5 Million

Total Bus Operations

\$70.3M

Transit Plan Administration

\$7.5M

Tax District Administration

\$0.68M

Capital Investments: \$92.2 Million

Bus Infrastructure: \$36.4M

Transit centers, park-and-ride, bus stops, & O&M facilities

Regional Rail: \$23.8M

\$1.4M NCDOT Raleigh-Richmond Rail Grant match + \$22.4M Rail Ready Reserve

Vehicle Acquisition: \$15.0M

Buses, support vehicles & paratransit vehicles

BRT Reserve: \$14.2M

Future BRT corridor development & implementation

Capital Planning: \$1.3M

BRT Major Investment Study + Wake Bus Plan update

CFA Program: \$1.5M

Capital infrastructure in participating municipalities



Engagement Summary

Engagement for FY27 Work Plan

Comment Period for Draft Work Plan: February 26 - March 27

Comment Period for Recommended Work Plan: May 6 - 20

Beginning with FY27, CAMPO assumed lead agency responsibility for Work Plan engagement from GoTriangle. The strategy was adapted for a transitional period without dedicated engagement staff, emphasizing digital and partner-supported channels.

Digital-First Outreach

- Social media graphics in English & Spanish
- Digital screen/display graphics
- WakeTransit.org project page

Partner & Stakeholder Reach

- Stakeholder email to elected officials, agency staff & transit partners
- Partner newsletter distribution network
- Summary flyer for digital/print partner distribution
- PublicInput online feedback platform

Multilingual & Accessible

- Bilingual social media (English/Spanish)
- Bilingual 'Last Chance' deadline reminder post
- Material designed for digital and print distribution

Social Media Graphics

PUBLIC COMMENT PERIOD

 **WAKE TRANSIT PLAN**

Your Voice Shapes Wake County's Transit Future



FY 2027 Wake Transit Work Plan


MAY 6 ▶ **MAY 20** **14-Day Public Comment Period**
May 6 - May 20, 2026

Review the FY27 Work Plan and **share your feedback** on the \$170.7 million in proposed investments across Wake County. Get involved at **WakeTransit.org** today.

*Período de comentarios públicos: 6 de mayo - 20 de mayo.
Revise el plan y comparte sus comentarios en WakeTransit.org*

COMMENT PERIOD CLOSING SOON


Last Chance!




FY 2027 Wake Transit Work Plan

SHARE YOUR FEEDBACK TODAY

The public comment period for the Work Plan closes soon. **Review the FY27 Work Plan and share your feedback** on \$170.7 million in proposed transit investments across Wake County. Get involved at **WakeTransit.org** today.

 **GIVE FEEDBACK BY**
May 20, 2026

*El período de comentarios públicos para el borrador del plan cierra pronto. **Revise el FY27 Work Plan y comparte sus comentarios** sobre \$170.7 millones en inversiones de tránsito propuestas para el Condado de Wake. Visite **WakeTransit.org** para obtener más información.*

 **WAKE TRANSIT PLAN**

Engagement Results: Total

1,559

Page Views

60

Participants

113

Survey Responses

130

Written Comments

Ridership Frequency (57 respondents)

Often: 57%

Sometimes: 21%

Rarely / Never: 21%

Wake Transit Familiarity (56 respondents)

Heard of it, can name a project: 41%

Heard of it, not sure what it does: 28%

Very Familiar: 26%

Never heard of it: 4%

Engagement Results: Recommended

311

Page Views

10

Participants

20

Survey Responses

18

Written Comments

Ridership Frequency (10 respondents)

Often: 50%

Sometimes: 30%

Rarely / Never: 20%

Wake Transit Familiarity (10 respondents)

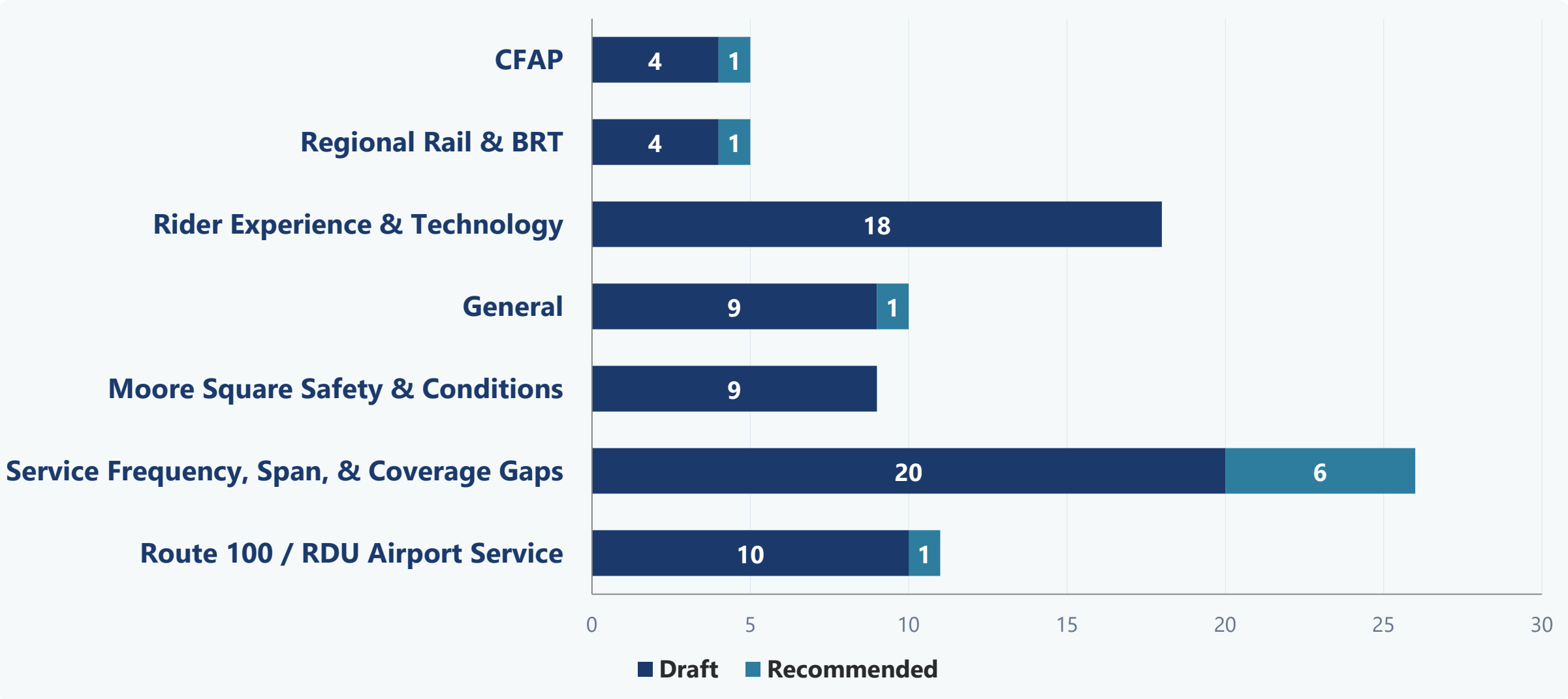
Heard of it, can name a project: 40%

Heard of it, not sure what it does: 30%

Very Familiar: 20%

Never heard of it: 10%

Public Comment Themes



Key Comment Highlights

Service Frequency, Span & Coverage Gaps (6)

6 comments touched on southeastern Wake County coverage gaps, service reliability concerns with the Fuquay microtransit and 40X connection, proposed new routes along US 401 and NC 55, a potential BRT or light rail study for the Cary-Apex-Holly Springs-Fuquay corridor, and the limited representation of Holly Springs and Fuquay-Varina in the plan.

Route 100 & RDU Airport Service (1)

1 commenter called for restoring the separate RDU shuttle, arguing that routing all trips through the airport adds travel time for RTP-bound riders.

Regional Rail & BRT Investment (1)

1 comment questioned whether BRT investment tradeoffs were justified, noting continued timeline delays and arguing that the funds could produce more near-term ridership benefit if redirected to fixed-route expansion.

Community Funding Area Program (1)

1 comment expressed concern about the shift toward microtransit in Wake Forest, characterizing it as a step backward from fixed-route service and questioning whether on-demand models can adequately serve fast-growing communities.

General (1)

1 comment touched on transit being able to reach more low-income, car-dependent populations.



FY 2027 Work Plan Project Agreement Groupings and Reporting Deliverables



FY27 Work Plan Project Agreement Groupings and Reporting Deliverables

Background - The purpose of the agreements is to guide deliverables for funds appropriated in the Wake Transit major capital and operating funds appropriated by the tax district.

Operating Agreements or Master Agreements- an agreement between an agency tasked to provide an Implementation Element, the Tax District and other agencies as needed, or an operating plan if the Implementation Element is to be provided by the Agency. The agreement shall state the details of the service to be provided and detail expectations on funding, responsibilities, schedule and performance. The agreement shall adhere to minimum standards outlined in Section 8.02 of [the Transit Governance ILA]. Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.

Capital Funding Agreements or Master Agreements - an agreement between an agency and other agencies to provide an Implementation Element or a project plan if the implementation element is to be provided by the Agency. The agreement or project plan shall state the details of the capital improvements to be provided and detail expectations on funding, responsibilities, schedule and performance and shall adhere to minimum standards outlined in Section 7.01 of [the Governance ILA]. Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.

GoTriangle/Tax District Administration is the Lead Agency for this initiative

FY27 Work Plan Project Agreement Groupings and Reporting Deliverables

Summary

FY2027 Wake Transit Work Plan Agreement Groupings and Project Reporting Deliverables (RECOMMENDED WORKPLAN)

<u>Groupings:</u>		<u>Amount:</u>
General Operating - Bus Operation	General Operating-Bus Operation	\$ 69,612,093
General Operating - Transit Plan Administration	General Operating-Transit Plan Administration	\$ 6,959,955
General Operating - Tax District Administration	General Operating-Tax District Administration	\$ 679,167
General Capital - Capital Planning - CAMPO	General Capital-CAMPO	\$ 1,075,000
General Capital - Bus Infrastructure	General Capital-Bus Infrastructure	\$ 24,232,073
Special Capital - Bus Infrastructure - GoTriangle Triangle Mobility Hub	Special Capital-GoTriangle Triangle Mobility Hub	\$ 4,330,200
Special Capital - Bus Infrastructure - Raleigh Paratransit BOMF	Special Capital-Raleigh Paratransit BOMF	\$ 6,000,000
General Capital - Bus Acquisition	General Capital-Bus Aquisition-Raleigh	\$ 10,367,449
Total		\$ 123,255,937
Reserve : Unallocated Capital Planning (Capital)	N/A	\$ 270,400
Reserve : Unallocated Bus Rapid Transit (Capital)	N/A	\$ 14,242,977
Reserve : Unallocated Transit Center/Point Improvements (Capital)	N/A	\$ 3,244,800
Reserve : Unallocated Paratransit Vehicle Acquisition (Capital)	N/A	\$ 4,658,125
Reserve : Regional Rail (Capital)	N/A	\$ 23,795,200
Reserve : Hold Harmless (Operating)	N/A	\$ 135,684
Reserve : Outreach/Marketing/Communications (Operating)	N/A	\$ 165,572
Reserve : 2.0 FTE: Public Engagement Team (Operating)	N/A	\$ 193,038
Reserve : 1.0 FTE: Communications Coordinator (Operating)	N/A	\$ 133,105
Reserve : Community Funding Area Program Reserve (Operating)	N/A	\$ 588,350
Total including Reserve		\$ 170,683,189

FY27 Work Plan Project Agreement Groupings and Reporting Deliverables

Operating Example

Cary General Operating Funding Agreement: Bus Operations	
1) Sunday and Holiday Service - TO004-A	\$ 782,229
2) Increase Midday Frequencies - TO004-B	\$ 640,869
3) Route 7: Weston Parkway - TO005-H	\$ 1,216,124
4) Route 9: Apex-Cary - TO005-BS	\$ 1,216,124
5) Route 2: East Cary - TO005-BS	\$ 1,216,124
6) ADA Services - TO005-BI	\$ 760,721

Deliverables

1. Revenue hours of service
2. Ridership
3. Passenger boardings per revenue hour
4. Operating cost per passenger boarding
5. On-time performance

FY27 Work Plan Project Agreement Groupings and Reporting Deliverables

New : Deliverables for Marketing and Community Engagement (MCE) Projects

Raleigh General Operating Funding Agreement: Transit Plan Administration

14) Marketing, Communications and Engagement (MCE) - T0002-AK \$ 262,656

Deliverables

1. Engagement Strategy Presented (Yes/No)
2. Engagement Plan(s) Presented (Yes/No)
3. Engagement Summary Report Presented (Yes/No)
4. Number of active campaigns/events/activities

FY27 Work Plan Project Agreement Groupings and Reporting Deliverables

Capital Example

Apex Capital Funding Agreement: Community Funding Area/ Capital Planning	
1) Mobility Solutions Study - TC003-AH	\$ 65,000
<u>Deliverables</u>	
1. Date RFP/RFQ released for plan/study	
2. Date contract awarded for plan/study	
3. Estimation of percent completion of scope on quarterly basis	
4. Results and/or recommendations of plan/study	

Project sponsors are encouraged to evaluate project budgets every quarter and release funds back to fund balance when possible.

Tax District Administration

Staffing:

1. Status of hire
2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)

Transit Service:

1. Revenue hours of service
2. Ridership
3. Passenger boardings per revenue hour
4. Operating cost per passenger boarding
5. Farebox recovery
6. On-time performance

Plans/Studies

1. Date RFP/RFQ released for plan/study
2. Date contract awarded for plan/study
3. Estimation of percent completion of scope on quarterly basis
4. Results and/or recommendations of plan/study

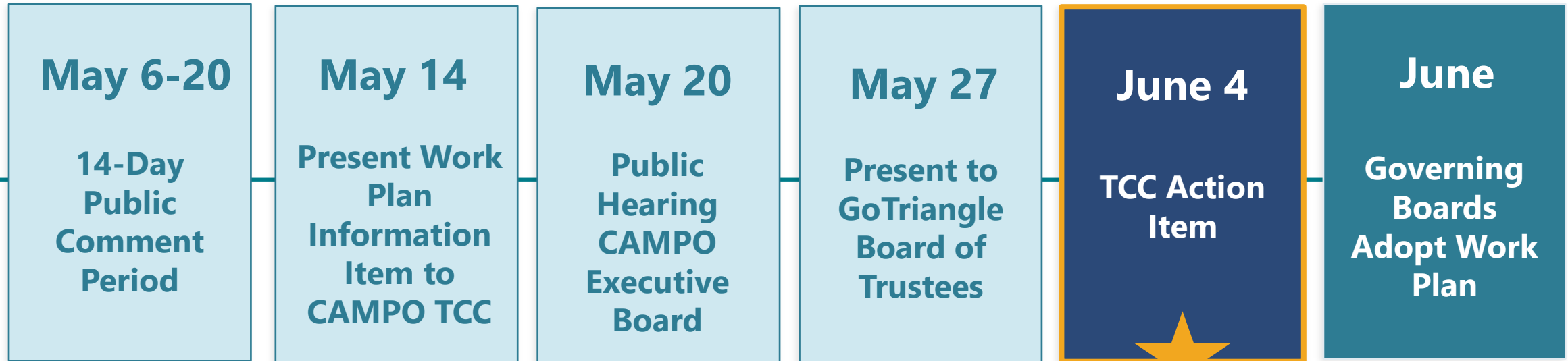
TPAC Approved Deliverables





Next Steps

Work Plan Adoption Schedule



**YOU
ARE
HERE**

5.2 FY 2027 Wake Transit Work Plan & Project Agreement Groupings & Reporting Deliverables

Requested Action:

Recommend the Executive Board: 1) approve the TPAC-recommended FY 2027 Wake Transit Work Plan; 2) approve the proposed project agreement groupings and deliverables; and 3) authorize the Executive Director to execute all FY 2027 Work Plan project-level agreements to which CAMPO is a party

5.3 Triangle Bikeway East Design Project Alternatives Analysis



Designing Connections from RTP to Raleigh

Design Project Update **June 2026**



Long Range Plans

Feasibility Study

Preliminary Design

Final Design

Construction

OVERVIEW TODAY

- **Project Status, Progress & Next Steps**
- **Alternatives Analysis**
- **Technical Recommendation of the Alignment**

PROJECT STATUS: PRELIMINARY DESIGN

- **2022** CAMPO/TWTPO Boards Adoption Triangle Bikeway Feasibility & Implementation Study

- **2024** Wake County & RTF fund Design for Eastern Phase of the Project, CAMPO Management, NCDOT R&O Agreement, and Interjurisdictional Coordination



PROGRESS TO DATE: PRELIMINARY DESIGN

Surveying

- Fall 2024 Aerial Processing, Boundary Survey & Deed Research 95% Complete on Segments 2&3
- Segment 1 (RTP alternatives) surveying with final alignment selection

Alternatives Analysis

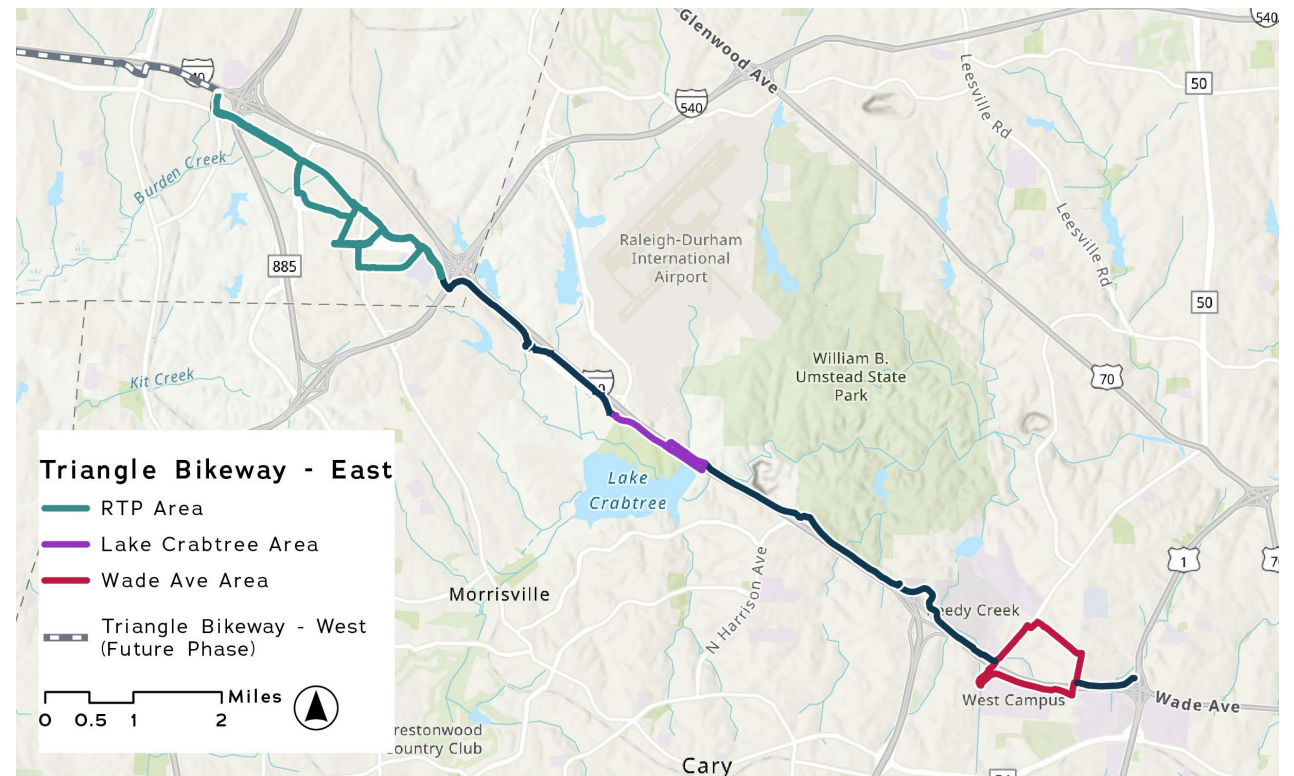
- Nov 2024 Site Visits complete
- Nov 2024 Traffic Analysis Memo in RTP area complete (submitted to District 2)
- Sept 2025 Feasibility Validation complete
- Dec-Feb 2026 Alternative Alignment Stakeholder & Public Engagement

NEPA related activities

- CE document preparation anticipated Summer 2026

Project Coordination

- Capital Projects ongoing



NEXT STEPS TO COMPLETE PRELIMINARY DESIGN

June 2026

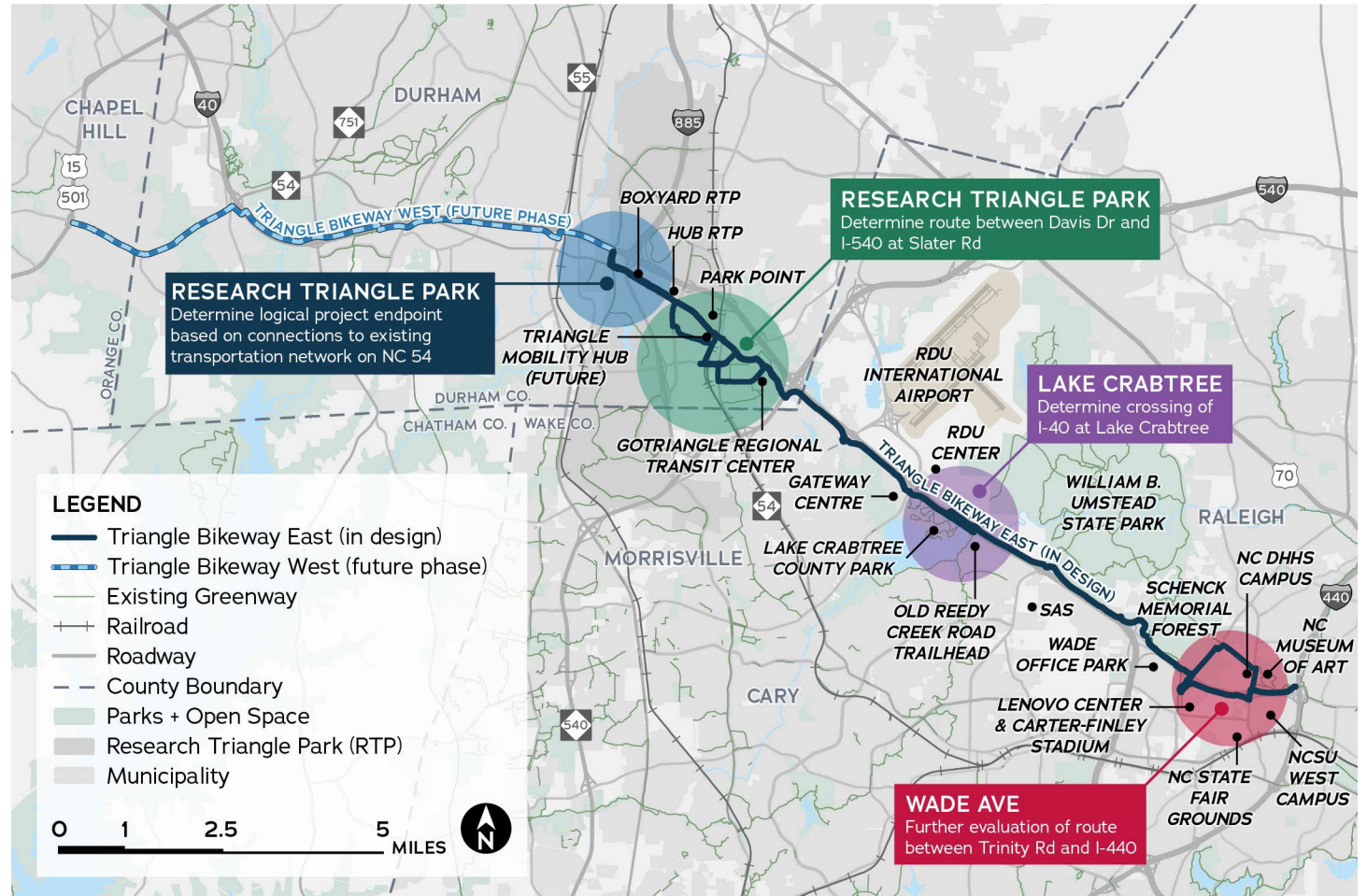
Final Alignment
Endorsement
CAMPO/TWTPO Boards

Fall 2026

Design Reviews

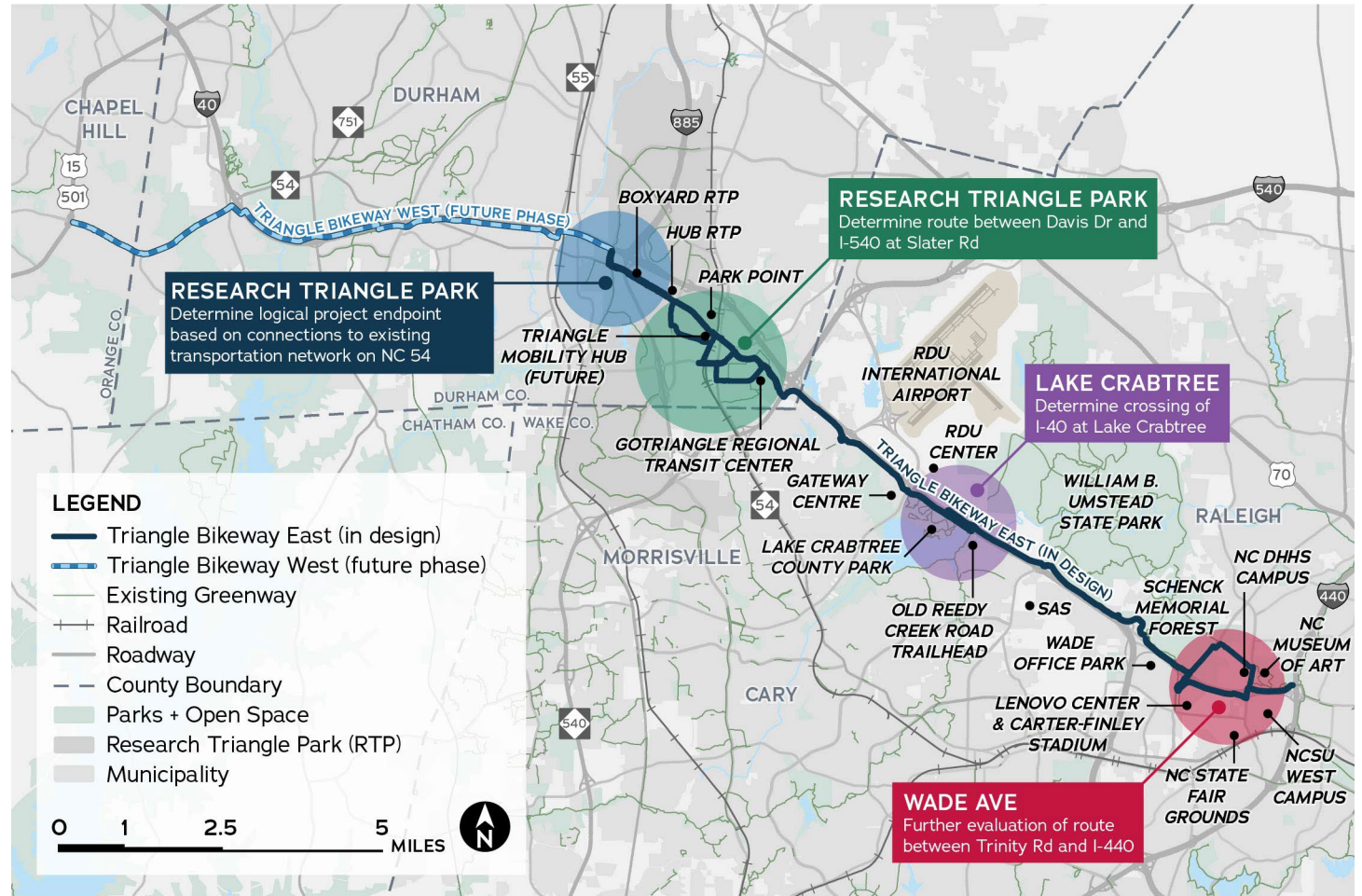
Early 2027

Anticipated completion of
Preliminary Design (30%
Plans)



ALTERNATIVES ANALYSIS SUMMARY

- **Fall 2025** Concept Plans Developed for each alternative alignment
- **December 2025 – January 2026** Stakeholder Input Meetings on the Alternatives conducted
- **January – February 2026** Public Engagement Period held
- **March 27, 2026** Technical & Leadership Committee Feedback on Methodology to evaluate Alternative Alignments
- **April 9, 2026** Meeting consensus with all jurisdictions on technical recommendation.



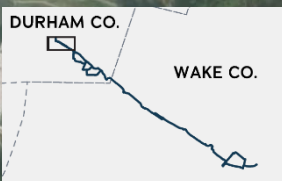
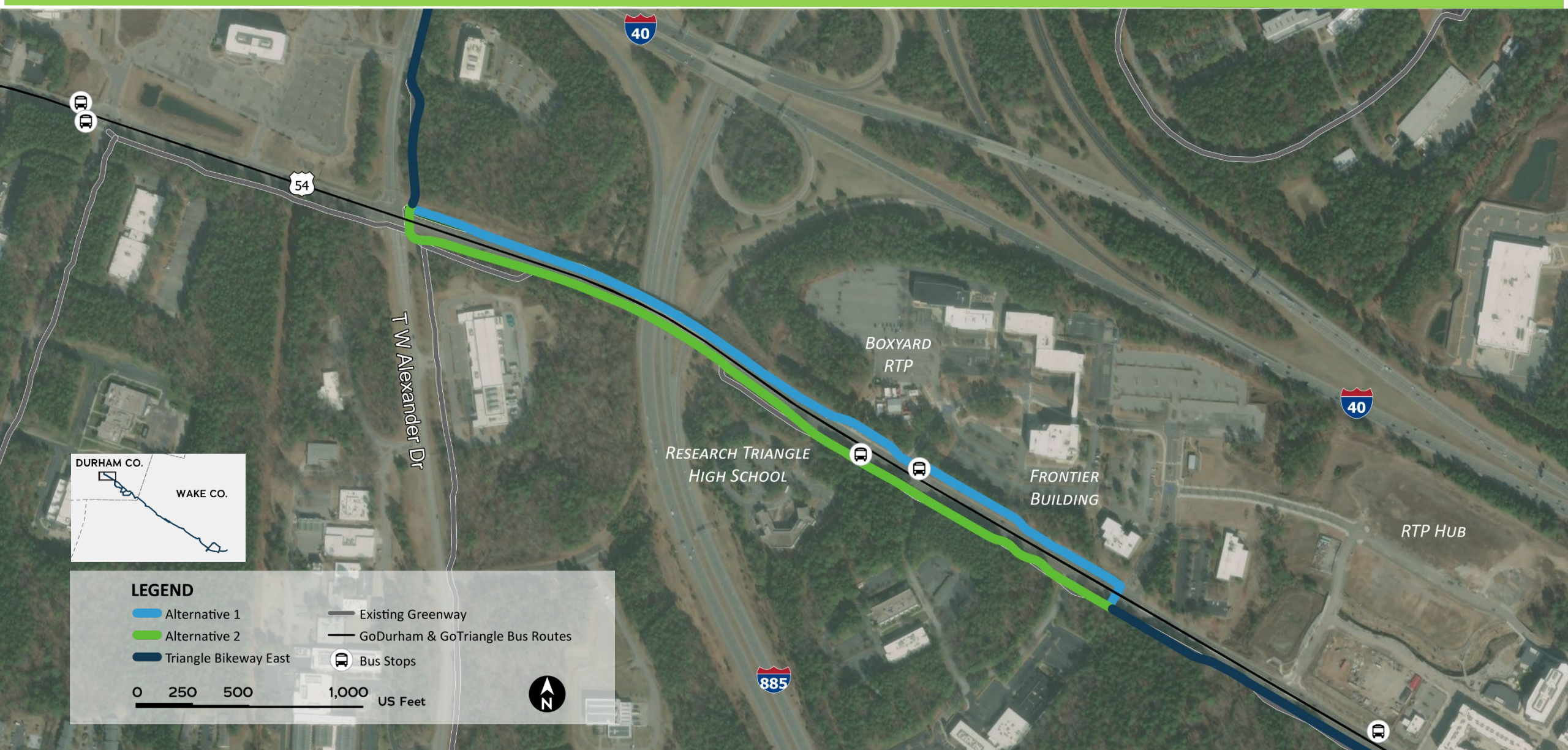
Methodology - Overview

- Each Alternative is given an aggregate grade for comparison across alternatives
- Grades are assigned based on eight key factors
 - Connectivity/Route Efficiency/Destinations Served
 - Construction Cost
 - Typical Section
 - Structure Maintenance
 - Conflict Points/Crossing Safety
 - Constructability Considerations
 - Real Estate Considerations
 - Environmental/Permitting Considerations
- Grades are based upon a component weight as well as a score



RTP AREA ALTERNATIVES

Western Terminus on 54



LEGEND

- Alternative 1
- Alternative 2
- Triangle Bikeway East
- Existing Greenway
- GoDurham & GoTriangle Bus Routes
- Bus Stops

0 250 500 1,000 US Feet

Western Terminus on 54

ALTERNATIVES RECOMMENDATION



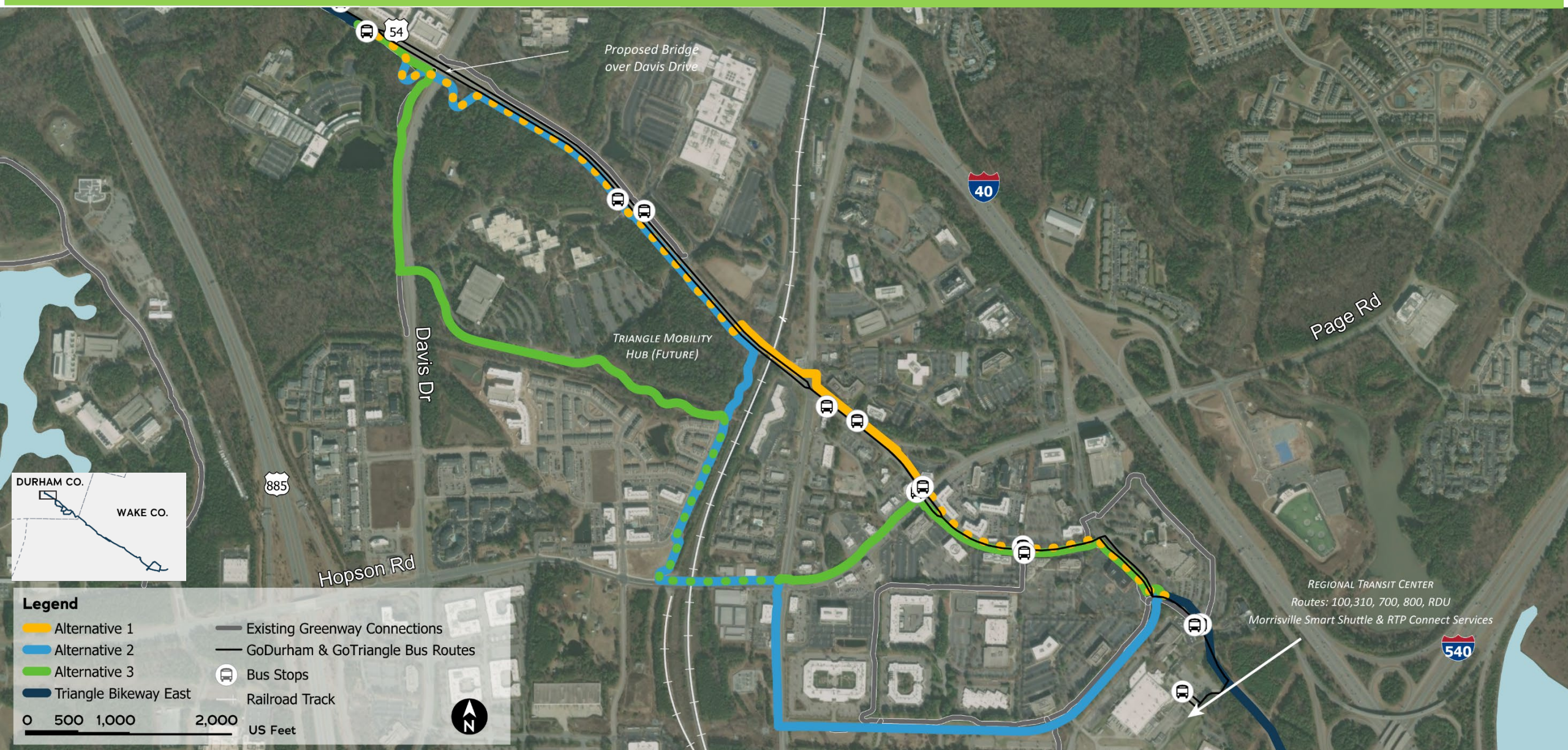
Evaluation Factor	Weight	Alternative 1	Alternative 2
Typical Section	10%	1	1
Structure Maintenance	5%	5	4
Real Estate Considerations	5%	3	3
Connectivity / Route Efficiency / Destinations Served	30%	3	3
Conflict Points / Crossing Safety	15%	2	3
Constructability Considerations	10%	3	4
Environmental / Permitting Considerations	5%	3	3
Construction Cost	20%	3	3
Total	100%	2.75	2.95

While both alternatives have very similar characteristics within this corridor, it is recommended that **Alternative 2** be selected as the preferred alternative for the NC-54 Corridor for the following reasons:

- Provides a more convenient typical section for widening the existing sidewalk over I-885.
- Upgrades an existing route that serves as a more direct, safe route to Research Triangle High School.
- Routing Bikeway along the south side of NC-54 will provide for a better user experience and comfort due to existing tree cover

RTP AREA ALTERNATIVES

Davis Drive to Slater Rd



Legend

- Alternative 1
- Alternative 2
- Alternative 3
- Triangle Bikeway East
- Existing Greenway Connections
- GoDurham & GoTriangle Bus Routes
- Bus Stops
- Railroad Track

0 500 1,000 2,000 US Feet

Proposed Bridge over Davis Drive

TRIANGLE MOBILITY HUB (FUTURE)

REGIONAL TRANSIT CENTER
Routes: 100, 310, 700, 800, RDU
Morrisville Smart Shuttle & RTP Connect Services

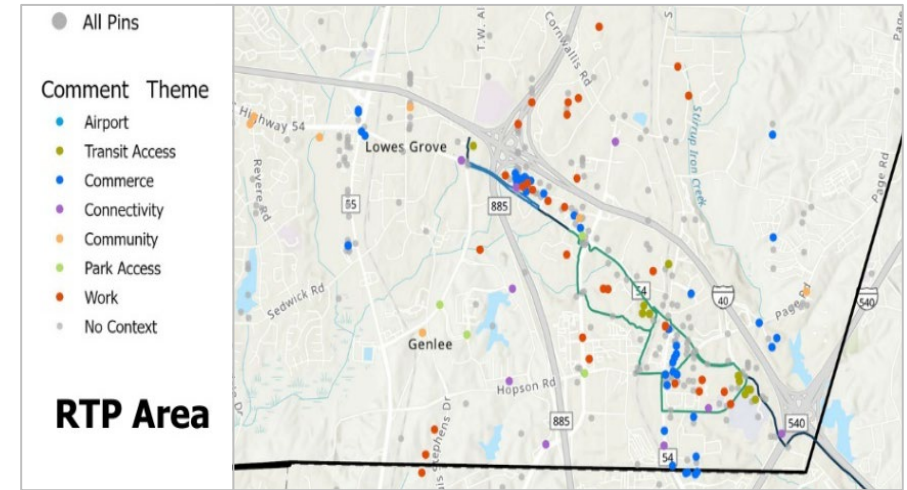




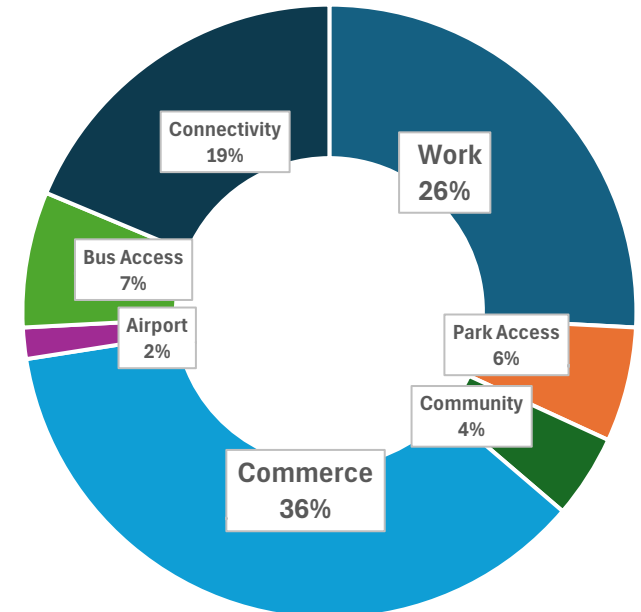
RTP ALTERNATIVES: Public Input

Summary of map comments - RTP Area:

- **Strong demand for everyday utility**
 - Numerous pins call out **food and shopping/groceries** (Targets, Walmarts, retail areas), indicating the corridor should link to daily-errand destinations.
- **High priority connections:**
 - **American Tobacco Trail (ATT)** connections are repeatedly requested, alongside **transit hubs, major employment centers, and the Boxyard/Hub/Frontier RTP district.**
- **Regional nodes beyond RTP:**
 - Pins requesting access to **Brier Creek, Page Rd/Topgolf, Lake Crabtree/Umstead, and RDU Airport** show broader regional connectivity needs.
- **Safety & crossings:**
 - Multiple comments explicitly call out **safe access, safe passage across major roads/885/I-40, and bridging gaps**—indicating the importance of protected crossings and continuous facilities.



Desired Destination Types



RTP AREA ALTERNATIVES

Davis Drive to Slater Rd



Legend

- Alternative 1
- Alternative 2
- Alternative 3
- Triangle Bikeway East
- Alternative 4
- Existing Greenway Connections
- GoDurham & GoTriangle Bus Routes
- Bus Stops
- Railroad Track

0 500 1,000 2,000 US Feet

Proposed Bridge over Davis Drive

TRIANGLE MOBILITY HUB (FUTURE)

REGIONAL TRANSIT CENTER
 Routes: 100, 310, 700, 800, RDU
 Morrisville Smart Shuttle & RTP Connect Services

Western Terminus on 54: Robdell to Slater Rd

ALTERNATIVES RECOMMENDATION



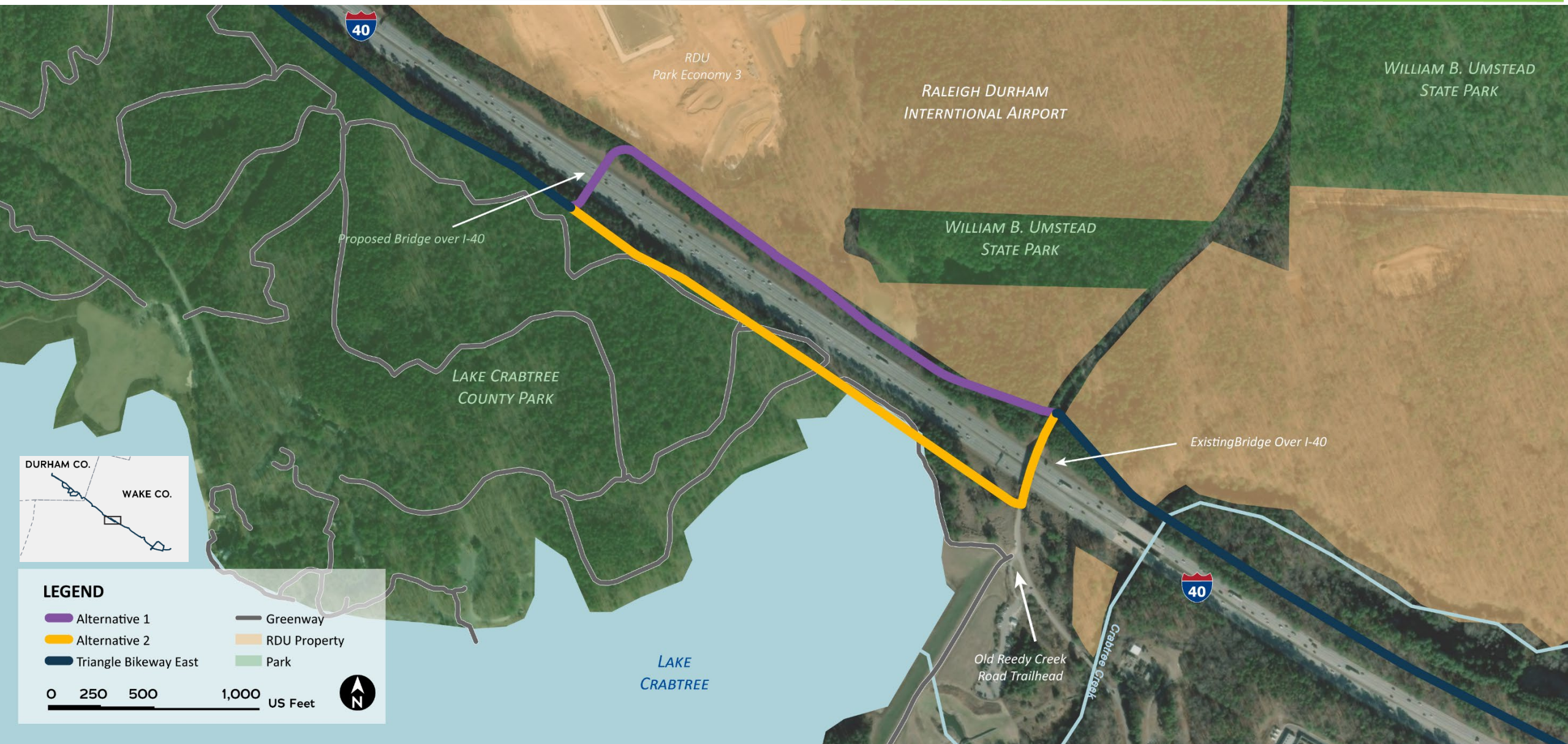
Evaluation Factor	Weight	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Typical Section	10%	1	1		1
Structure Maintenance	5%	4	4		4
Real Estate Considerations	5%	4	2		2
Connectivity / Route Efficiency / Dest. Served	30%	4	2		3
Conflict Points / Crossing Safety	15%	2	3		3
Constructability Considerations	10%	2	4		4
Environmental / Permitting Considerations	5%	1	5		5
Construction Cost	20%	3	3		3
Total	100%	2.85	2.70	Not Scored	3.00

Alternative 4 is recommended for selection as the preferred alternative for the RTP Alternatives Alignment Area for the following reasons:

- Utilizes the existing multi-use path beneath the railroad along Hopson Road for a key constructability and permitting advantage compared to the next highest scoring alternative
- Provides the most connectivity for users when compared to Alternatives 1 and 2.
- Creates a safe and enjoyable user experience that maximizes connections to Triangle Mobility Hub, a mix of residential and commercial areas, and existing bicycle and pedestrian connections while maintaining a relatively direct path.



LAKE CRABTREE AREA ALTERNATIVES



RDU
Park Economy 3

RALEIGH DURHAM
INTERNATIONAL AIRPORT

WILLIAM B. UMSTEAD
STATE PARK

Proposed Bridge over I-40

WILLIAM B. UMSTEAD
STATE PARK

LAKE CRABTREE
COUNTY PARK

Existing Bridge Over I-40



LEGEND

- Alternative 1
- Alternative 2
- Triangle Bikeway East
- Greenway
- RDU Property
- Park

0 250 500 1,000 US Feet

LAKE
CRABTREE

Old Reedy Creek
Road Trailhead

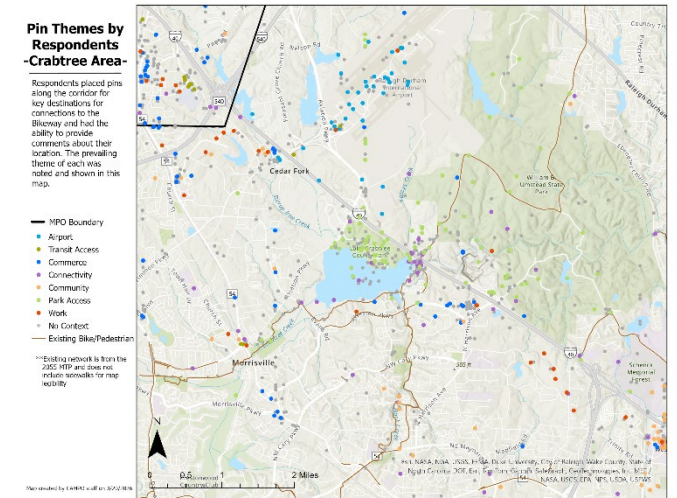


Crabtree Creek

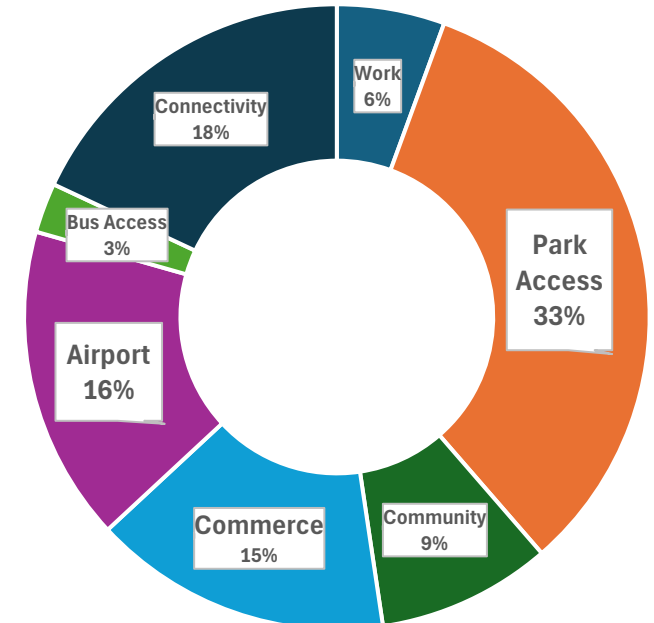
LAKE CRABTREE AREA ALTERNATIVES: Public Input

Summary of map comments – Lake Crabtree Area:

- **High priority connections – many destination types and locations**
 - Direct access to **RDU Airport**
 - **Lake Crabtree County Park**
 - **Umstead State Park (Reedy Creek and Harris Road entrances)**
 - **Downtown Cary** for restaurants and shopping, Cary Downtown Park, train station, regional library)
 - Schools, workplaces and employments center in **RTP**, on/near **Weston Parkway, Perimeter Park, SAS, Wake Tech** (RTP campus)
- **Connections, in general:**
 - Greater desire for access to **shopping, restaurants, and commercial areas** along this section, in particular
 - **Existing greenways and trails:** Cary and Morrisville greenways, Black Creek, Old Reedy Creek Road trailhead, Crabtree Creek greenway
 - Access to residential **neighborhoods and apartment complexes**
- **Safety & crossings:**
 - **Safe access to facility and along any parallel routes**



Lake Crabtree Section



Lake Crabtree Area ALTERNATIVES RECOMMENDATION



Evaluation Factor	Weight	Alternative 1	Alternative 2
Typical Section	10%	5	5
Structure Maintenance	5%	1	2
Real Estate Considerations	5%	5	5
Connectivity / Route Efficiency / Destinations Served	30%	2	4
Conflict Points / Crossing Safety	15%	5	4
Constructability Considerations	10%	2	5
Environmental / Permitting Considerations	5%	3	3
Construction Cost	20%	2	4
Total	100%	2.9	4.10

Alternative 2 is recommended to be selected as the preferred alternative for the Lake Crabtree Area for the following reasons:

- More favorable connection to the new RDU recreation and wellness district.
- More direct connection to Black Creek Greenway (including trailhead with parking and restrooms).
- Unique placemaking opportunities on boardwalk overlooking Lake Crabtree.
- Less costly maintenance of boardwalks.
- Lower construction costs and provides opportunity for crossing of I-40 to be partially funded by STIP project I-5966.

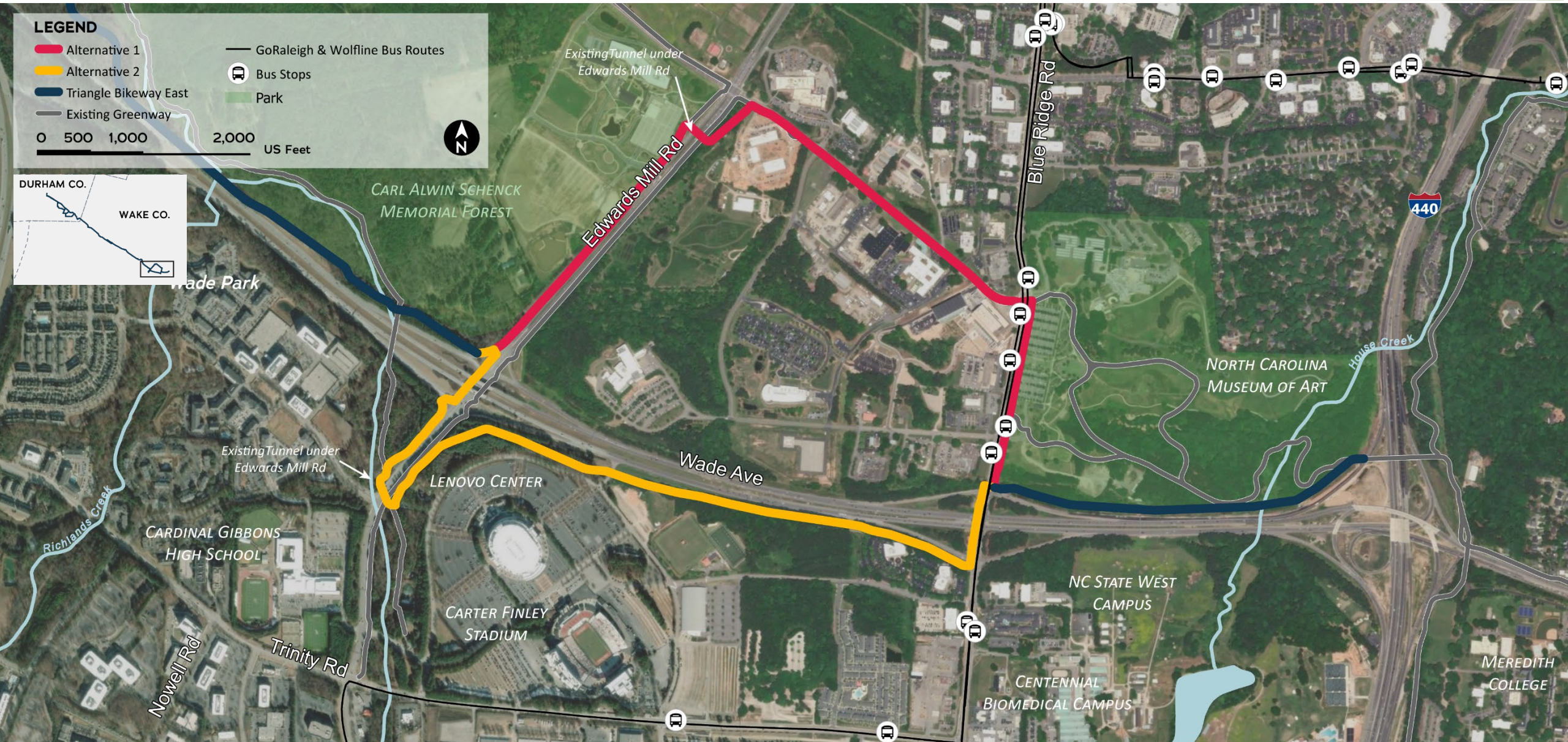
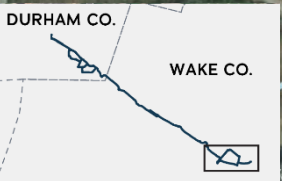


WADE AVENUE AREA ALTERNATIVES

LEGEND

- Alternative 1
- Alternative 2
- Triangle Bikeway East
- Existing Greenway
- GoRaleigh & Wolfline Bus Routes
- Bus Stops
- Park

0 500 1,000 2,000 US Feet



WADE AVENUE ALTERNATIVES: Public Input



Summary of map comments – Wade Avenue Area:

- **High priority connections:**
 - **NCMA + Blue Ridge Road trail system** (NCMA, Reedy Creek, House Creek, Crabtree Creek)
 - **Lenovo Center / Carter-Finley / State Fairgrounds**
 - **NC State University** (main, Centennial, Vet School)
 - **Downtown Cary / Fenton / Cary Train Station corridor**
 - **Umstead Park access** (multiple trailheads)
- Secondary but still common locations include:
 - Downtown Raleigh access
 - Village District retail area
 - Lake Johnson area
 - Medical hubs near Blue Ridge Road
- **Safety & crossings:**
 - Multiple comments explicitly call out **safe access to facility and along any parallel routes**
- **Least concern** for impacts/preservation of **private property** in this section

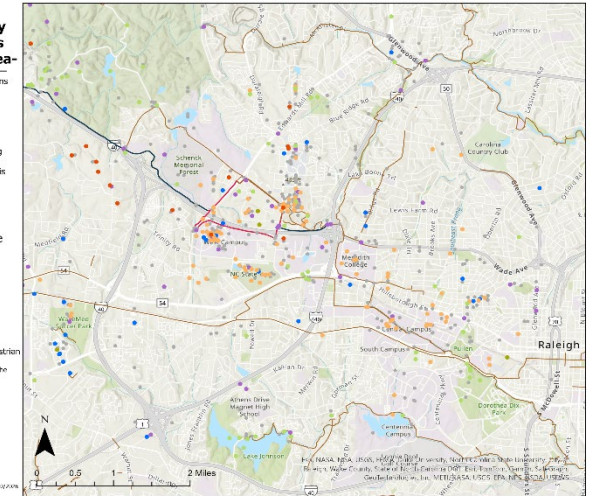
Pin Theme by Respondents - Wade Ave Area

Respondents placed pins along the corridor for key considerations for connections to the Bikeway and had the ability to provide comments about their location. The prevailing theme of each was noted and shown in this map.

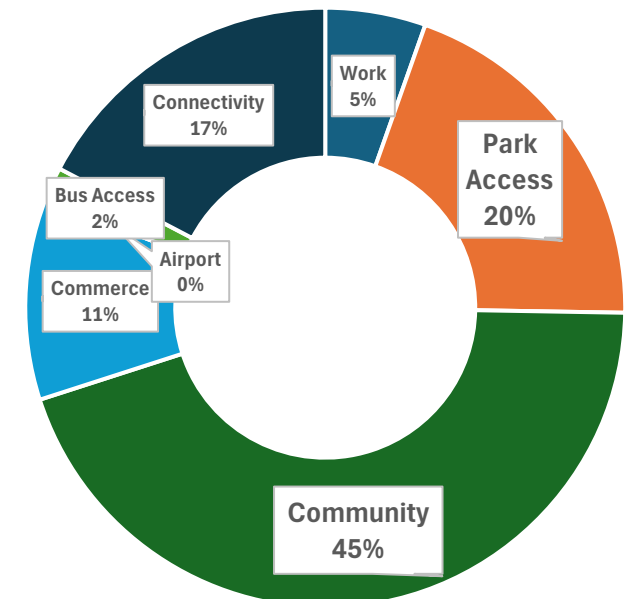
Comment Theme

- Airport
- Transit Access
- Commerce
- Connectivity
- Community
- Park Access
- Work
- No Comment
- Existing Bike/Pedestrian

*Existing network is from the 2015 RTP and does not include sidewalks for map legibility



Desired Destination Types



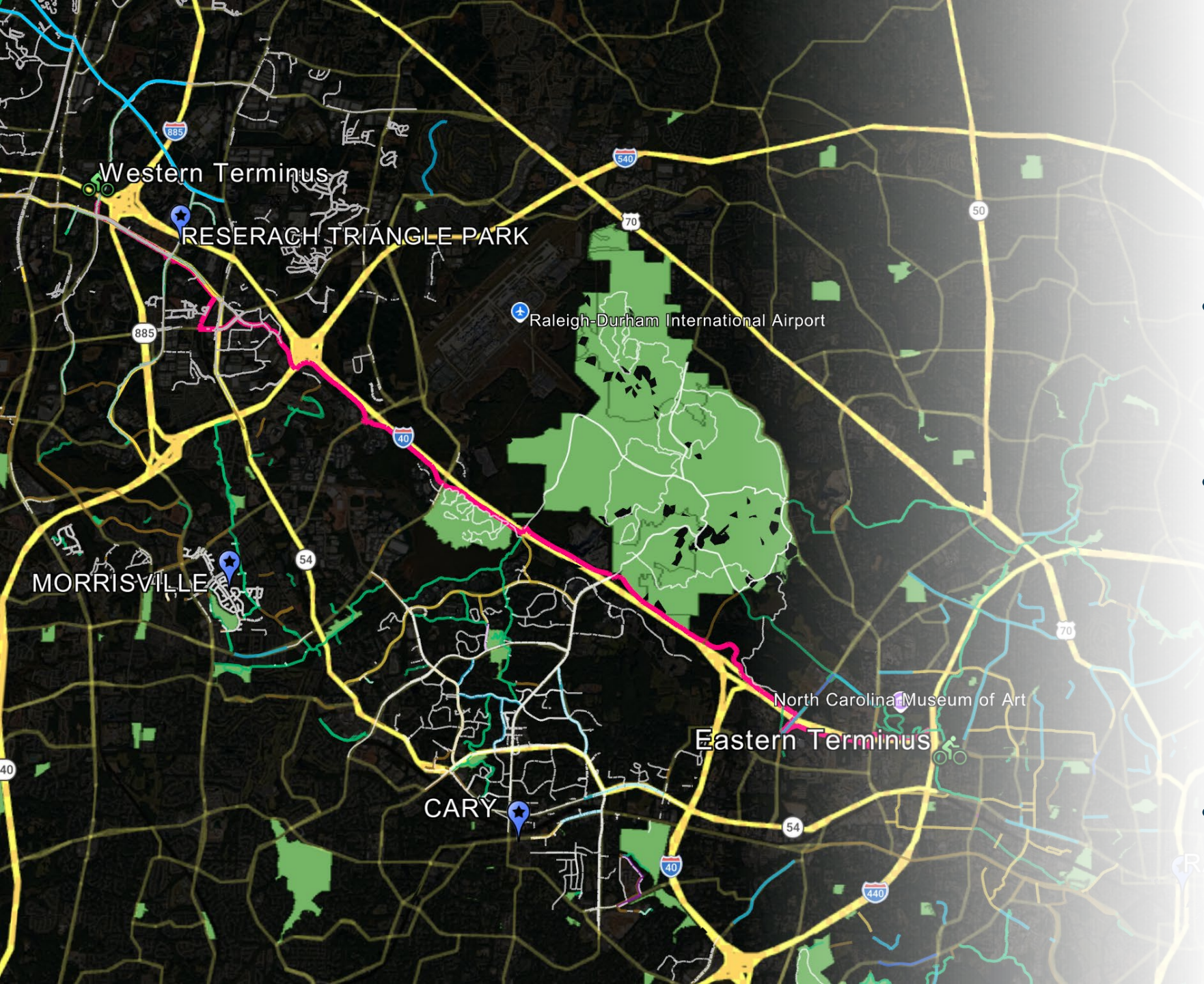
Wade Avenue Area ALTERNATIVES RECOMMENDATION



Evaluation Factor	Weight	Alternative 1	Alternative 2
Typical Section	10%	1	3
Structure Maintenance	10%	5	3
Real Estate Considerations	5%	2	4
Connectivity / Route Efficiency / Dest. Served	30%	2	4
Conflict Points / Crossing Safety	10%	4	1
Constructability Considerations	10%	2	3
Environmental / Permitting Considerations	5%	3	3
Construction Cost	20%	4	2
Total	100%	2.80	2.85

Alternative 2 is recommended to be selected as the preferred alternative for the Wade Avenue Corridor for the following reasons:

- Makes a direct connection to the Raleigh Sports and Entertainment District
- Offers a significantly better user experience in terms of its typical section when compared to Alternative 1.
- Offers enhanced user experience with more tree cover while maximizing connections to recently improved bicycle and pedestrian infrastructure.



FINAL ALIGNMENT

- Recommend Endorsement of Final Alignment of Triangle Bikeway East Design Project (RTP to Raleigh)
- This includes:
 - NC 54: Alternative 2
 - RTP Area: Alternative 4
 - Lake Crabtree Area: Alternative 2
 - Wade Avenue Area: Alternative 2
- The alignment will be further refined through 30% design.

5.3 Triangle Bikeway East Design Project Alternatives Analysis

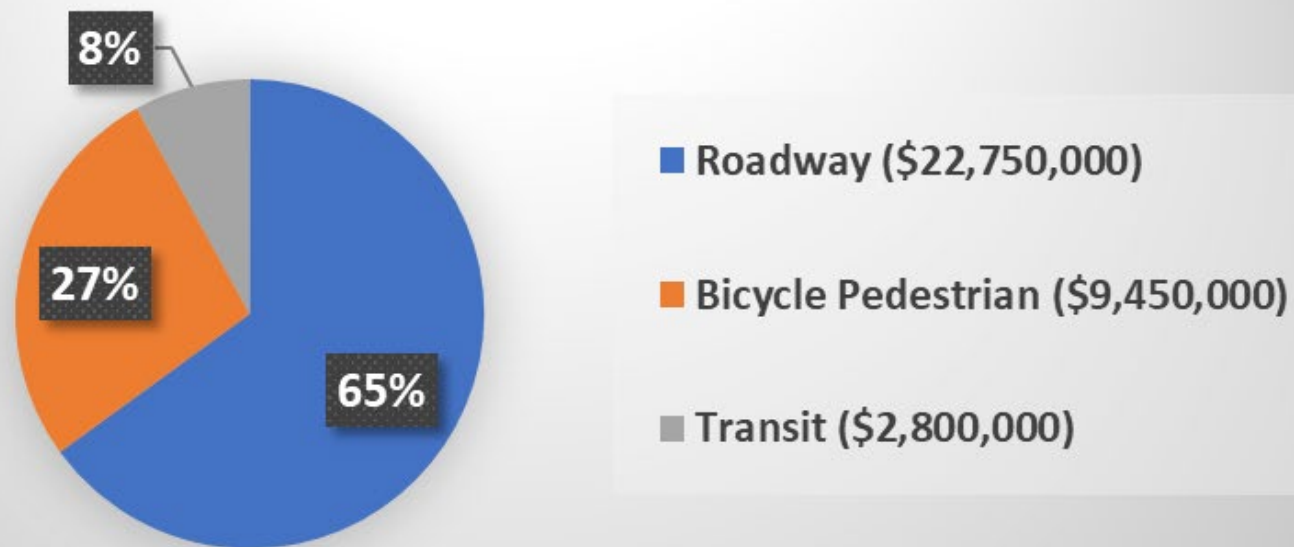
Requested Action:

Recommend the Executive Board endorse the technical recommendation alignment for the Triangle Bikeway East Design Project to carry forward to 30% design completion

5.4 LAPP FFY2028 Target Modal Mix

5.4 LAPP FFY2028 Target Modal Mix

FFY 2028 Recommended Target Modal Investment Mix



5.4 LAPP FFY2028 Target Modal Mix

August 2026: Call for Projects for FFY 2028

Prior to a new project cycle, CAMPO staff meet with the LAPP Committee to discuss any proposed changes and review the Target Modal Investment Mix.

- **Increasing LAPP Program to \$35 million for FY 2028**

5.4 LAPP FFY2028 Target Modal Mix

LAPP Guidebook Improvements

LAPP Committee has recommended clarification on scoring criteria details and how interpreted for project applications.

Specifically, requested were, more formal criteria and guidance for Design-build pilot awarded in FFY2027 to inform best practices and ways to improve proposal framework.

CAMPO Staff will continue to monitor submitted projects and more robustly model Pre-Submittal meetings to evaluate applications and projects that maintain highly effective solutions to projects awarded.

5.4 LAPP FFY2028 Target Modal Mix

Blueprint for Safety Influences on LAPP Scoring

Recommendations suggested to integrate the Blueprint for Safety findings into future LAPP project scoring.

CAMPO staff and the LAPP committee recommend exploring best practices for integration towards long-range goals.

CAMPO staff will research best practices and investigate consistent and reliable framework to guide the application scoring that maintains long-range impacts (beyond the regional high injury network and TEAAS reported data) uniformly.

5.4 LAPP FFY2028 Target Modal Mix

Considerations of the local match criteria on LAPP Scoring

Concern for fairness across projects was examined based on the amount the local match has in project scoring.

Historically, LAPP scoring is a tiered process where scores may be higher in one area than another to ensure all aspects of projects are considered to best address total investment benefit/cost, severity, and then, effectiveness of proposed project solution.

Staff Recommendation:

CAMPO staff recommend to more thoroughly advise applicants of scoring processes during Pre-Submittal meetings.

5.4 LAPP FFY2028 Target Modal Mix

Rolling Stock as eligible projects

Additional request was made to reconsider allowing transit agencies to submit projects for rolling stock. It was suggested this would help protect funds from recission since rolling stock projects could be obligated immediately.

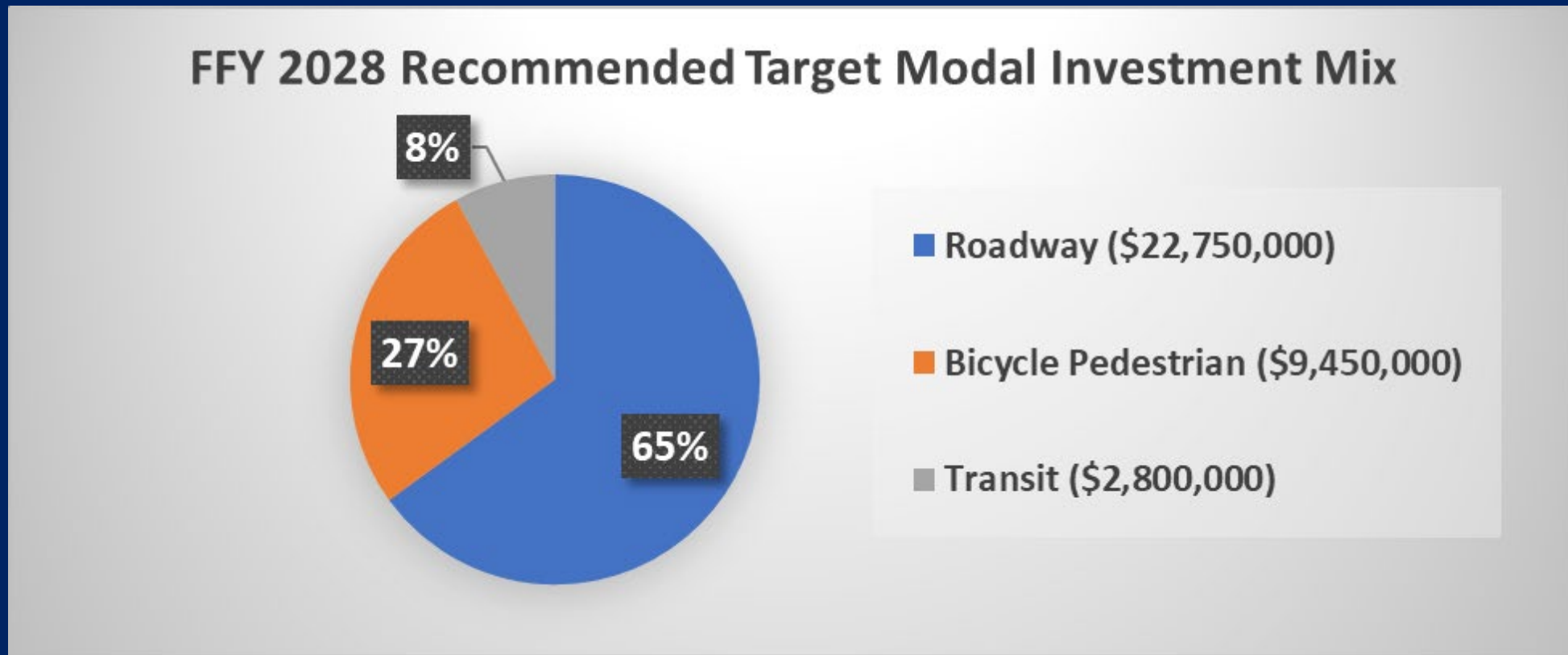
Traditionally, the LAPP program does not allow applicants to submit projects for public transit vehicles. However, the LAPP program does allow for any unobligated funds to be flexed over to public transit agencies as a last resort to project funds from recission. Flexed funds have been allowed to purchase vehicles.

Staff Recommendation:

CAMPO staff and LAPP committee recommend no changes to the LAPP program related to rolling stock for FFY28.

5.4 LAPP FFY2028 Target Modal Mix

Target Modal Investment Mix



5.4 LAPP FFY2028 Target Modal Mix

- Public Review & Comment July 20 – August 18, 2026
- TCC Recommendation August 6, 2026
- Public Hearing August 19, 2026
- Executive Board Approval, One Call for All – August 19, 2026

Requested Action:
Receive as information

5.5 Amendment #4 to FY 2026-2035 TIP

- CAMPO and statewide CAMPO-eligible projects
- Changes made from April – June 2026
- LAPP Adjustments

5.5 Amendment #4 to FY 2026-2035 TIP

Next Steps:

- Public comment period from July 20 - August 18, 2026
- Public Hearing on August 19, 2026

Requested Action:

Receive as information

5.6 SPOT 8 Update - Statewide Programming & Regional Impact Target Modal

SPOT

- Quantitative, needs-based approach to identifying statewide transportation needs.
- First step towards developing a fiscally constrained State Transportation Improvement Program (STIP) and NCDOT's 5/10 year Work Programs.
- Each MPO submits candidate projects for consideration in the STIP.
- Projects are scored by NCDOT and each MPO is asked to assign priority points to projects in the region.



[www.ncdot.gov/initiatives-policies/
Transportation/stip](http://www.ncdot.gov/initiatives-policies/Transportation/stip)

ncdot.gov

"Article 14B.
Strategic Prioritization Funding Plan for Transportation Investments.
§ 136-189.10. Definitions.
The following definitions apply in this Article:

Priorities

- ①
- ②
- ③

\$ Statewide Mobility

\$ Regional Impact

\$ Division Needs

Evolution of SPOT Prioritization Processes

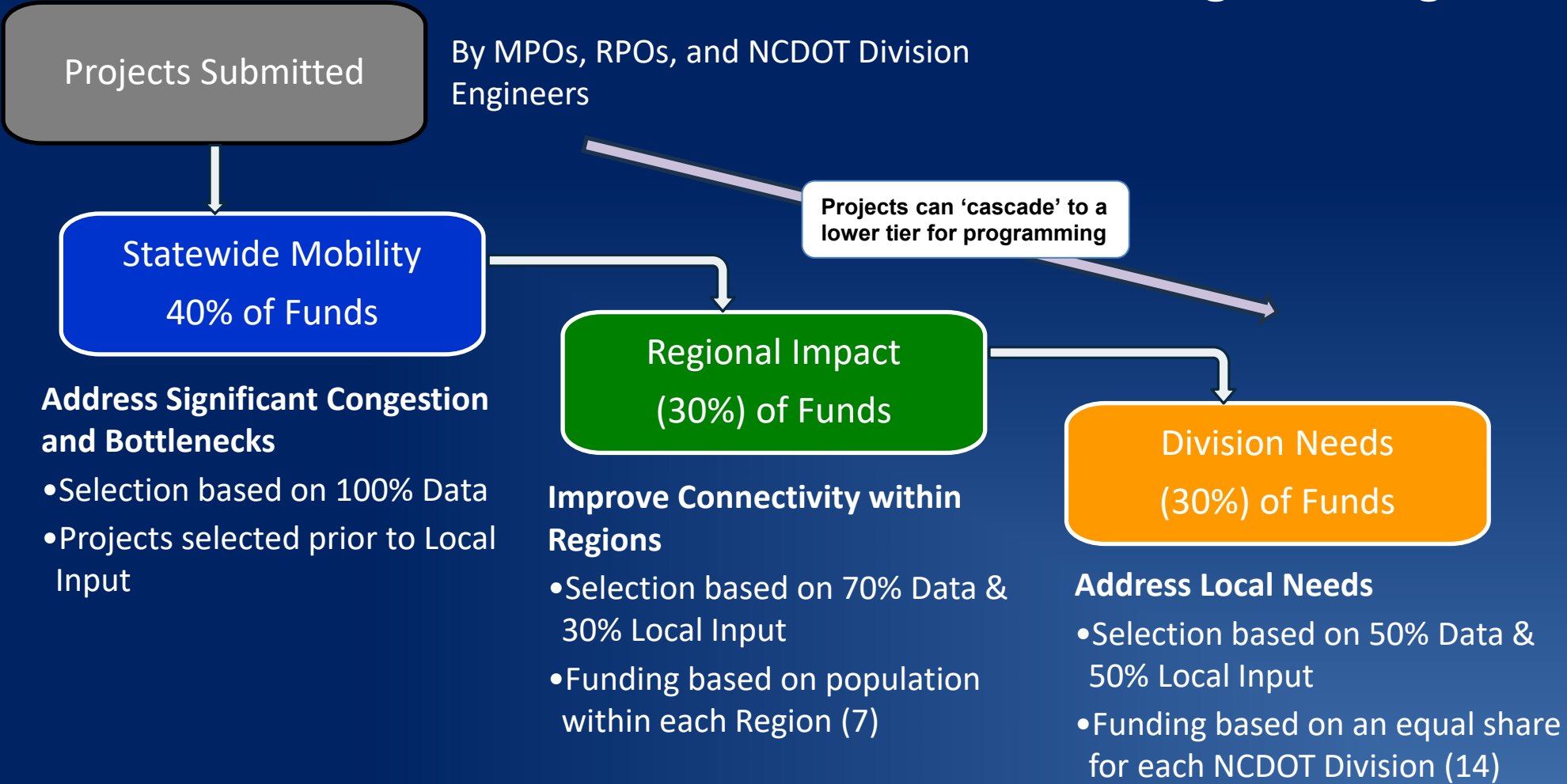
- Prioritization 1.0 began in 2009
- Over time, updated processes and built on successes
 - Added data methods for non-highway modes
 - Expanded criteria based on stakeholder input
- Strategic Transportation Investment (STI) Law around Prioritization 3.0
- Prioritization 6.0 Process – Canceled (current TIP/STIP)
- SPOT 8.0 Process begins in fall of 2025
- Quantitative Scores for SPOT 8.0 released May 28th, 2026

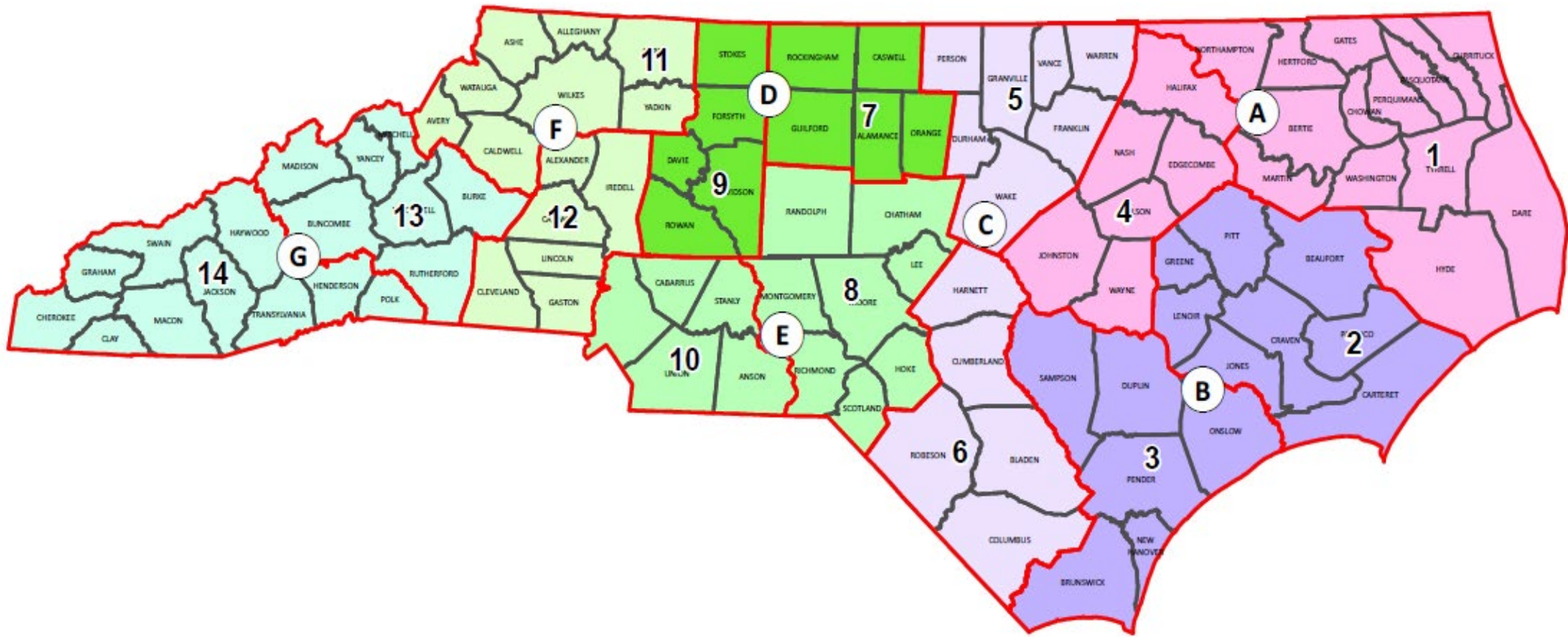


2028-2037 TIP/STIP Development SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
(34 projects per mode) **BEGIN in fall 2025**
2. Assign Local Input points **We are here!**
 - Regional Impact Points (2500 pts)
 - Division Needs Points (2500 pts)
3. Adopt TIP **summer 2027**

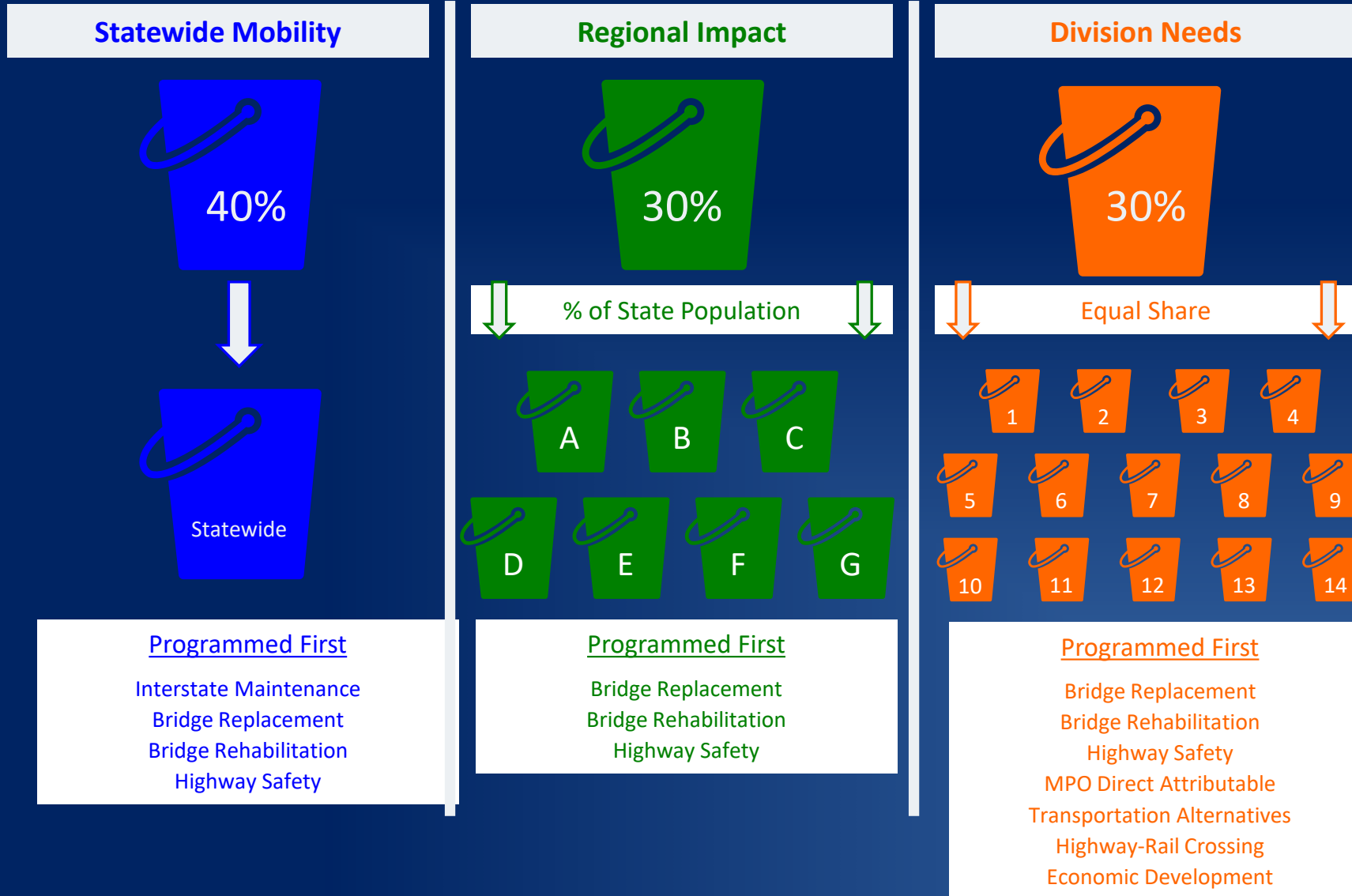
STI Programming Process





Defined in STI Legislation

STIP Funding Distribution

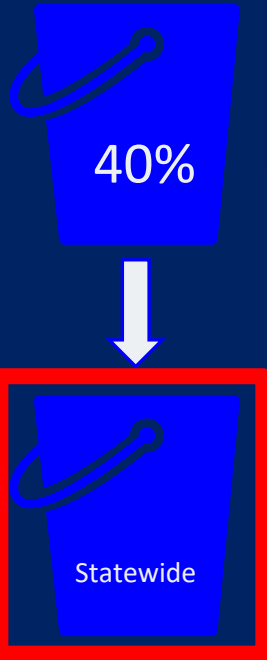


STIP Funding Distribution



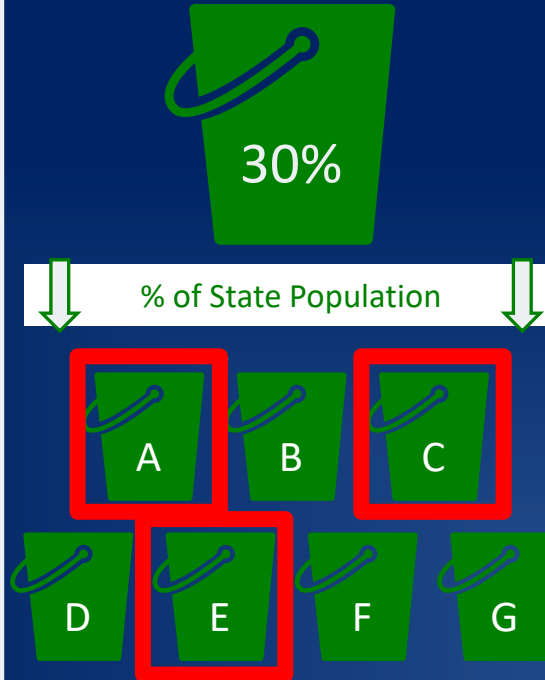
-Where CAMPO Competes

Statewide Mobility



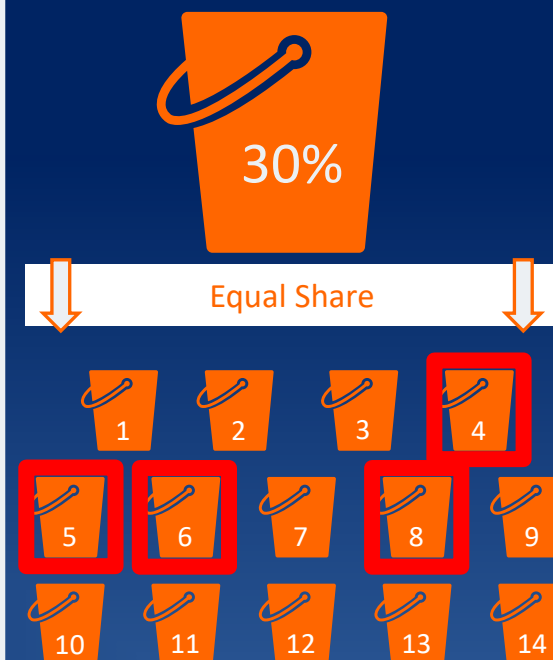
- Programmed First
- Interstate Maintenance
 - Bridge Replacement
 - Bridge Rehabilitation
 - Highway Safety

Regional Impact



- Programmed First
- Bridge Replacement
 - Bridge Rehabilitation
 - Highway Safety

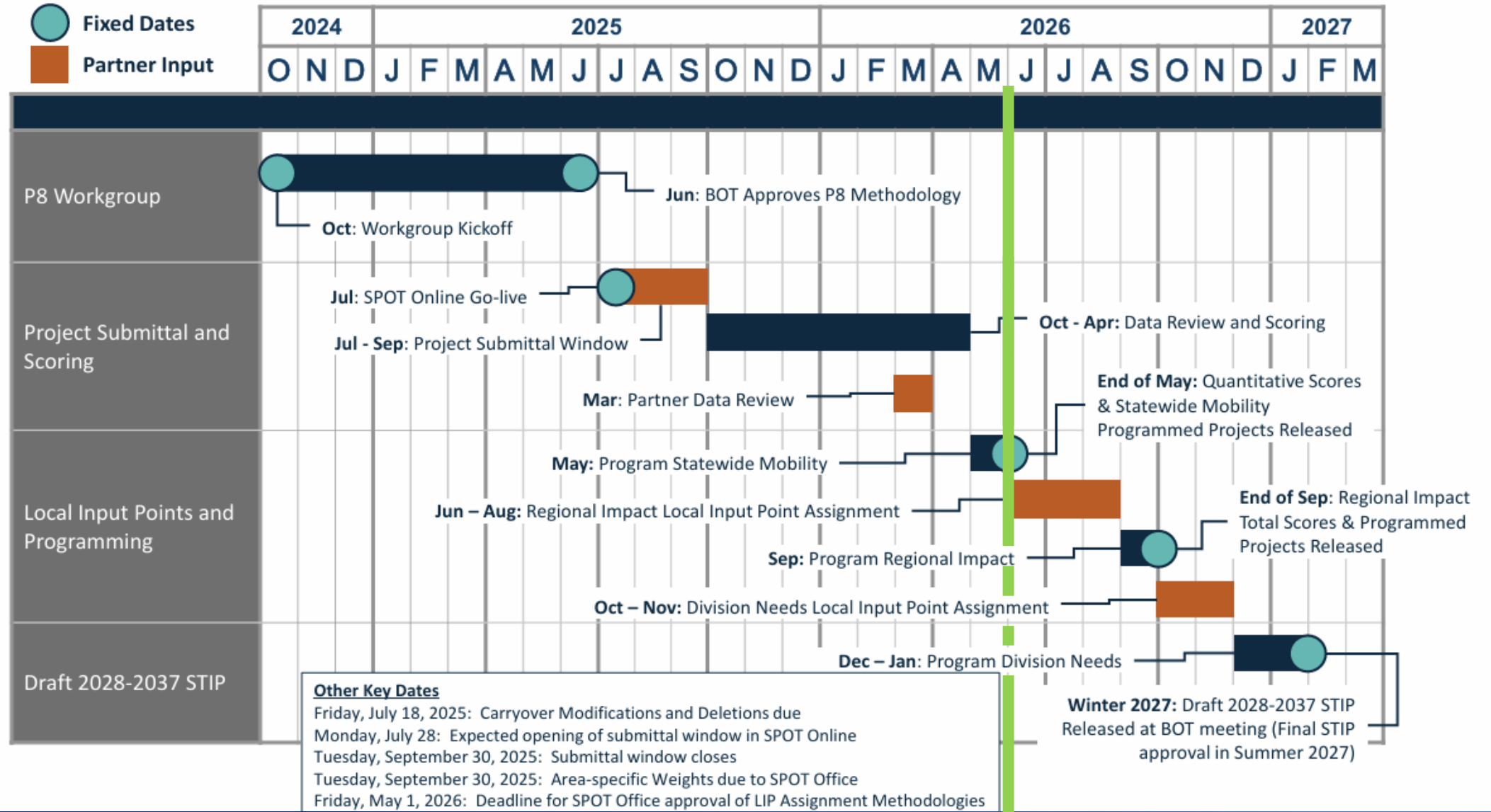
Division Needs



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

REVISED P8 Schedule

April 2026



We are here!

Draft Statewide Programming

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)
H231767	Highway	I-40	SR 1571 (Gorman Street)	N/A	Improve interchange including improvements at Gorman Street and Tryon Road.	8 - Improve Interchange	\$ 17,000,000	83.07
R171518	Rail	NCRR/NS NC Line	SR 1553 (Shotwell Road), Clayton	N/A	Construction of grade separation of SR 1553 (Shotwell Road) and closure of existing at-grade crossing (Crossing #735 394Y) in Clayton.	3 - Highway-rail crossing improvement (point)	\$ 31,000,000	82.51
H192736	Highway	I-40	Cary Towne Boulevard	N/A	Modify auxiliary lanes along I-40 between EB from NC 54 to Cary Towne Blvd, and WB from NC 54 to Wade, with ramp improvements at Cary Towne Blvd including traffic signals	8 - Improve Interchange	\$ 88,700,000	79.94
H172171	Highway	I-40	NC 54 (Exit 273)	SR 1664 (Blue Ridge Road)	Construct managed motorway improvements.	12 - Ramp Metering	\$ 131,700,000	79.27
H140408	Highway	SR 1728 (Wade Avenue), I-40	Blue Ridge Road	West of Harrison Avenue	Add westbound auxiliary lane.	1 - Widen Existing Roadway	\$ 69,100,000	77.37
H171573	Highway	I-87	US 64 BUS (Wendell Boulevard)	US 264	Widen roadway to 6 lanes	1 - Widen Existing Roadway	\$ 185,500,000	77.21
R171528	Rail	CSX S Line	SR 1415 (SW Maynard Rd) in Cary	N/A	Construction of grade separation of SR 1415 (SW Maynard Road) and closure of existing at-grade crossing (Crossing #643 400U) in Cary.	3 - Highway-rail crossing improvement (point)	\$ 49,800,000	76.77

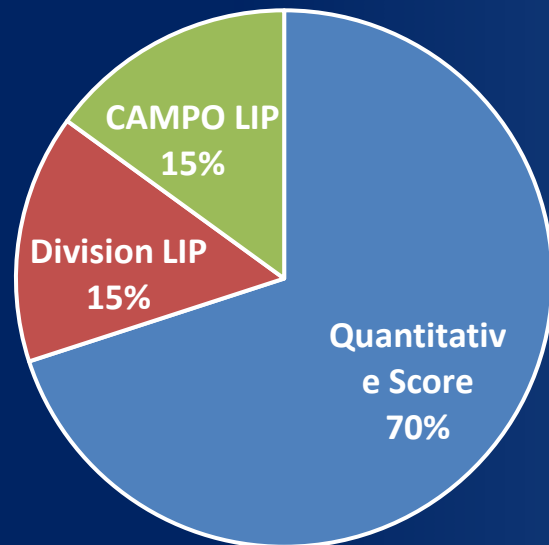
Project Development Influence

Final SPOT Score	Expected Project Delivery Time (Years)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
80	9		NEPA			Design			ROW	CON	
75	4	Design		ROW	CON						
70	1	CON									
65	5	Design		ROW		CON					
60	8		NEPA		Design			ROW		CON	

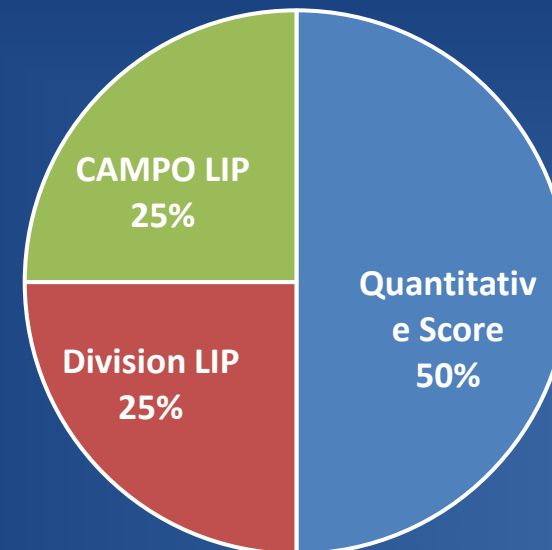
Local Input Points

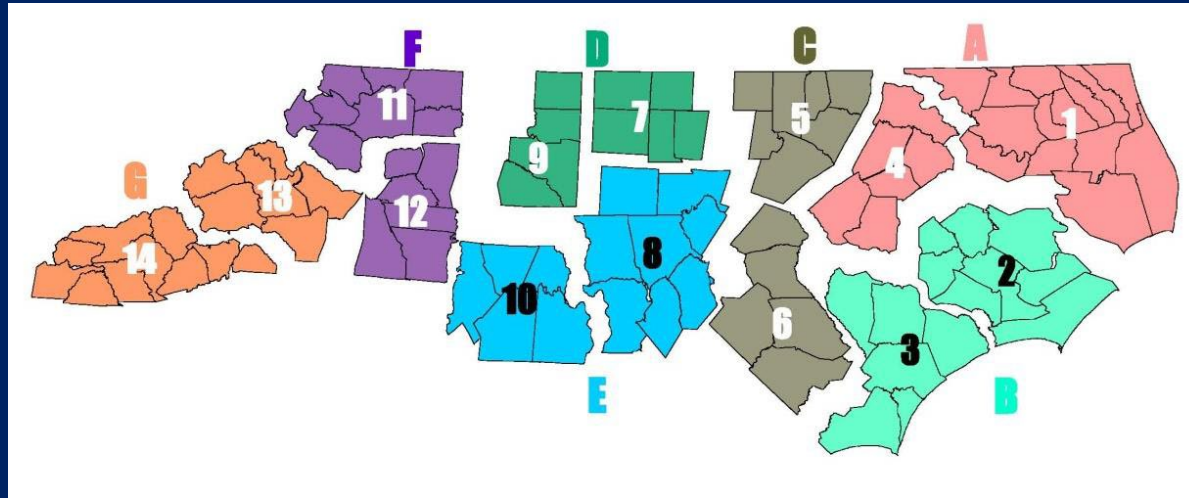
For Regional Impact and Division Needs projects the scoring provides a spot for local input. CAMPO has 2,500 points for each tier to assign, each NCDOT Division has 1,400 points to assign.

Regional Impact Score



Division Needs Score





Funding Availability

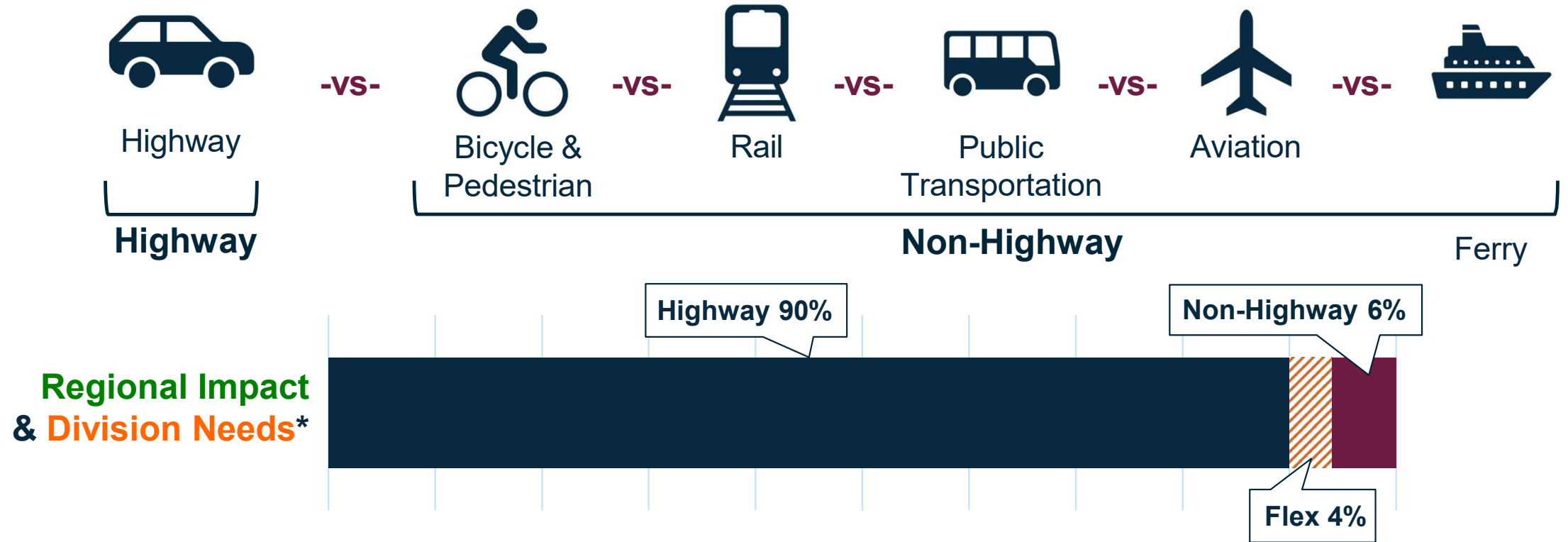
Draft funding availability as of May 28, 2026

These numbers are likely to change because of project budget change, project schedule change, variance adjustments, bid adjustments, revenue assumption.

Draft 2028-2037 STIP Estimated Funding Availability for Selecting Projects from Prioritization 8.0
As of May 28, 2026

STI Funding Category	Funding Availability
Region A (Divisions 1 & 4)	\$100M
Region B (Divisions 2 & 3)	\$150M
Region C (Divisions 5 & 6)	\$551M
Region D (Divisions 7 & 9)	\$236M
Region E (Divisions 8 & 10)	\$246M
Region F (Divisions 11 & 12)	\$432M
Region G (Divisions 13 & 14)	\$122M
Division Funding Availability	
Division 1	\$228M
Division 2	\$159M
Division 3	\$31M
Division 4	\$29M
Division 5	\$125M
Division 6	\$186M
Division 7	\$106M
Division 8	-\$21M
Division 9	\$80M
Division 10	\$97M
Division 11	\$15M
Division 12	\$47M
Division 13	\$190M
Division 14	\$257M

Recommended P8 Modal Allocation

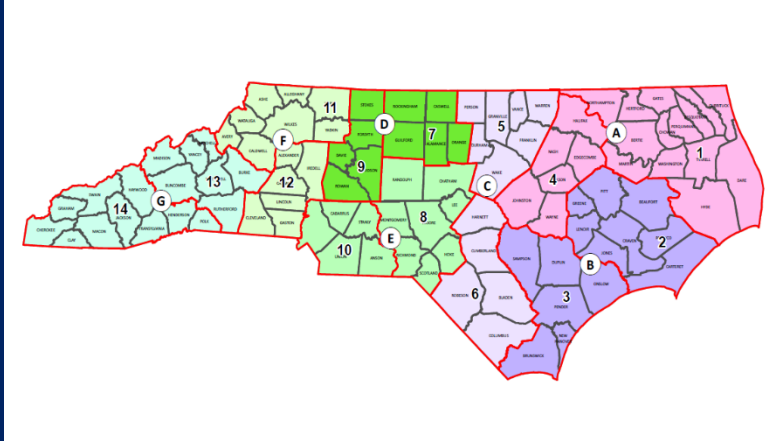


**Regional Impact
& Division Needs***

***Statewide Mobility** – No modal allocation, competition based only on quantitative scores

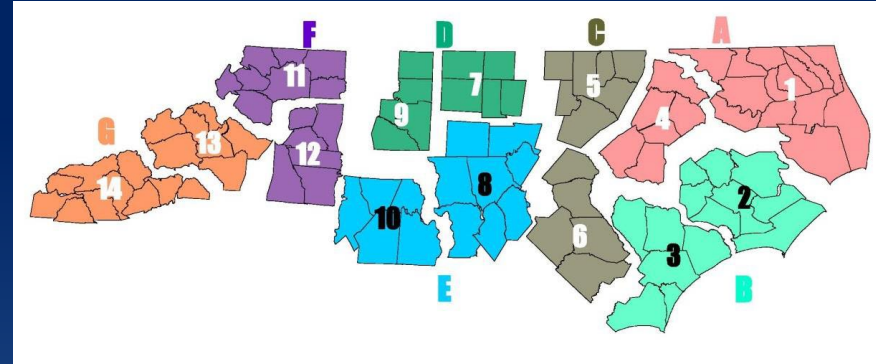
Non-Highway Funding Competition

Regional Impact



For Regional Impact projects, the 6% non-highway set aside is based on the dollars spent in those modes **across the state**.

Division Needs



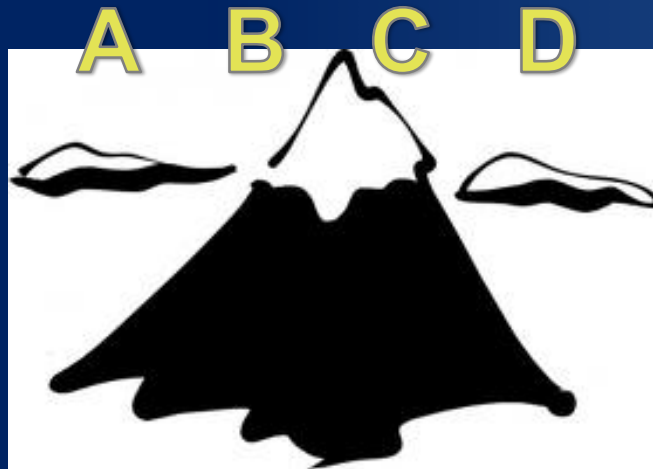
For Division Needs projects, the 6% non-highway set aside is based on the dollars spent in those modes **in the division the project is based**.

Non-highway funding availability as of July 9, 2025

Funding Bucket	Total Available Funding	Non-Highway Funding
Regional	Varies per Region	\$100-130 Million
Division 4	\$35 Million	\$20-25 Million
Division 5	\$73 Million	\$0
Division 6	\$242 Million	\$30-35 Million
Division 8	\$54 Million	\$30-35 Million

CAMPO Adopted Methodology

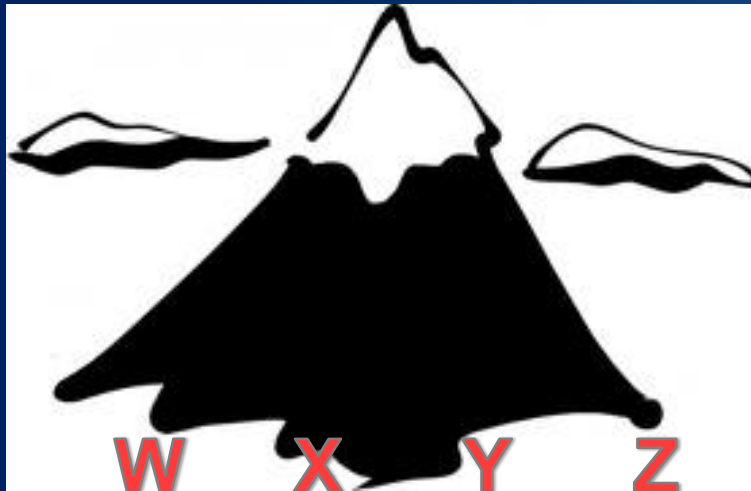
- Maximizing Funding Potential
 - “Wasted Effort”
 - Some of our projects score so well quantitatively, they do not need any additional local points



While very important to the region, putting our limited, local points here would not significantly improve their chances for funding

CAMPO Adopted Methodology

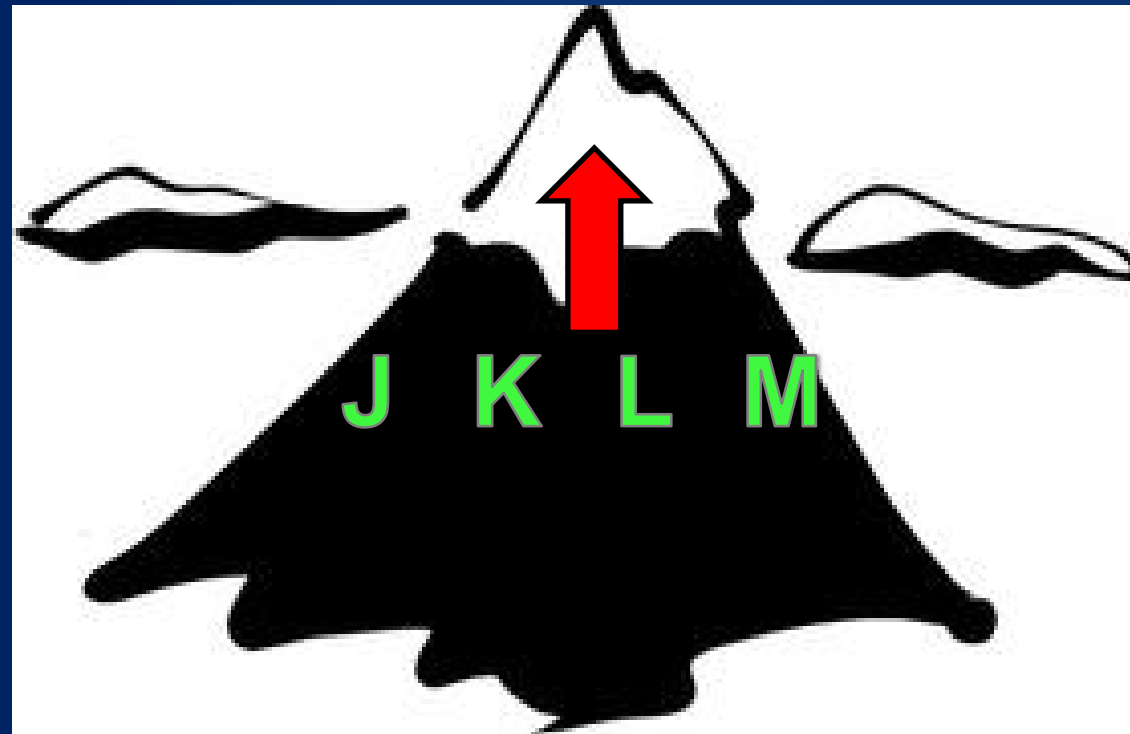
- Maximizing Funding Potential
 - “Wasted Effort” (Part 2)
 - Some of our projects score poorly, and even the maximum number of local points would not make them competitive



While important to the region,
these projects are not
competitive in this process

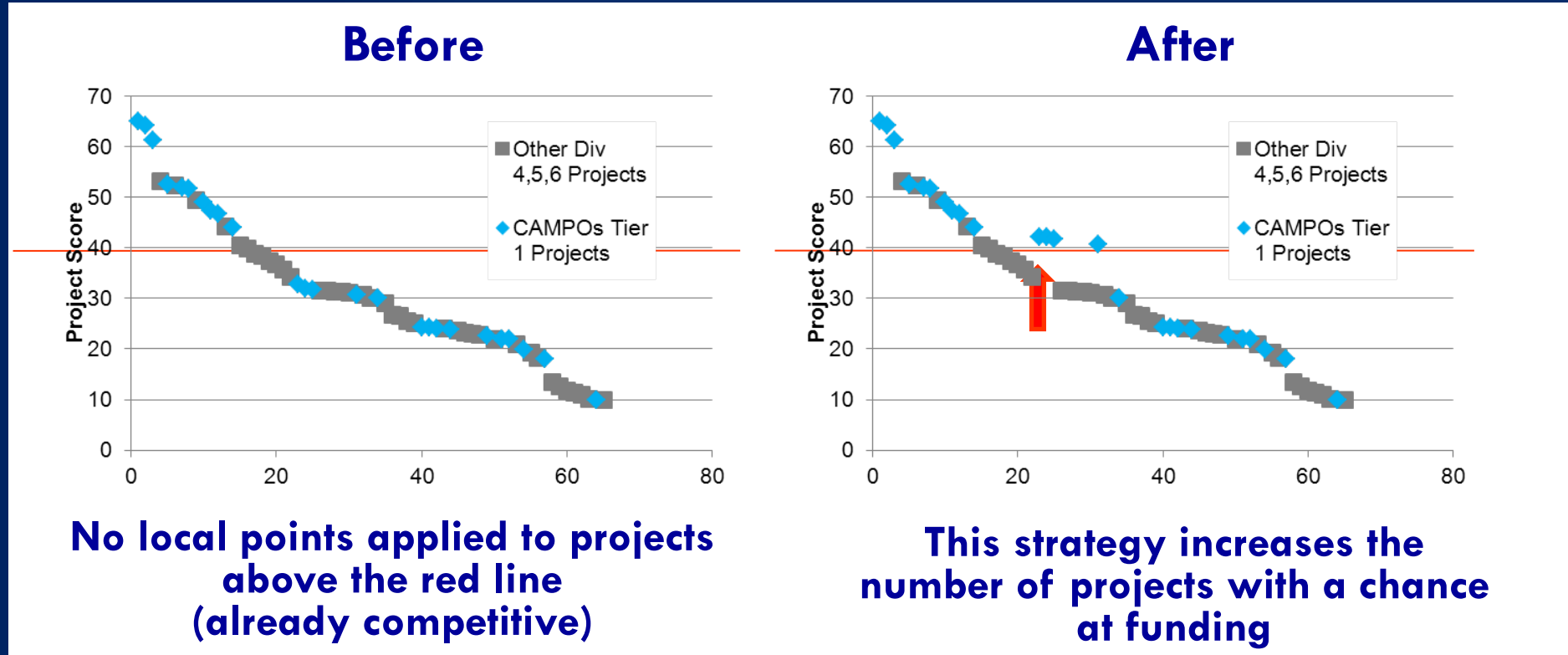
CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Assign points to bring projects from the middle of the pack to the top



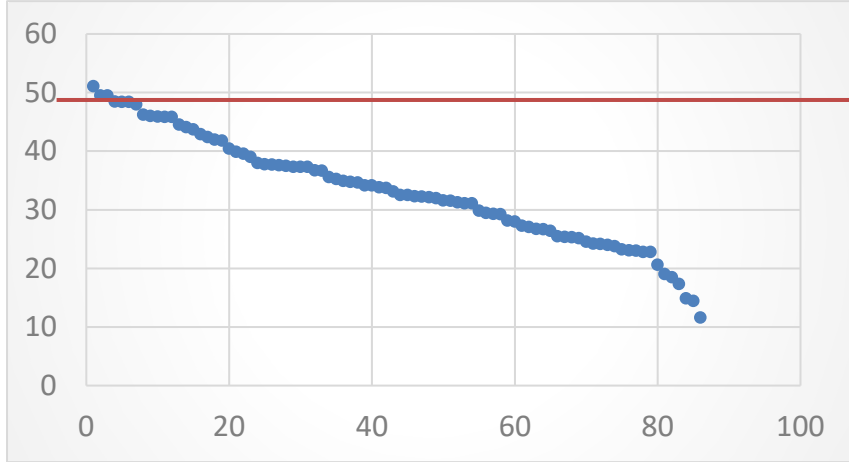
CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Example: Regional Projects



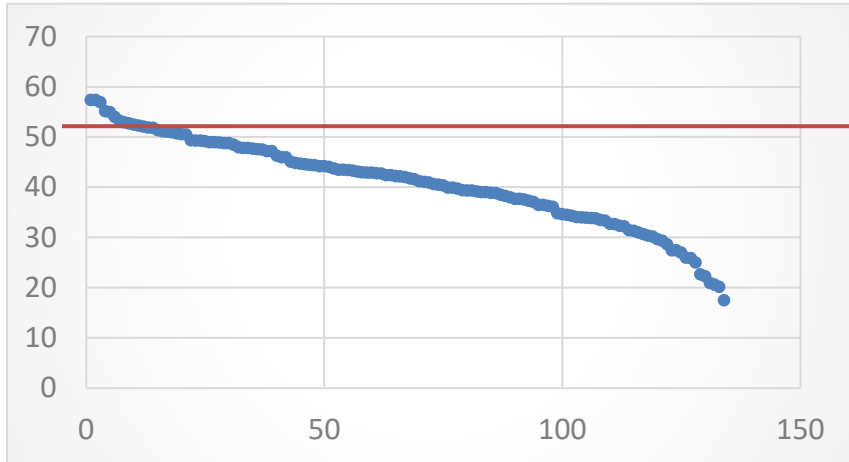
Region A

Redline:
~49.5



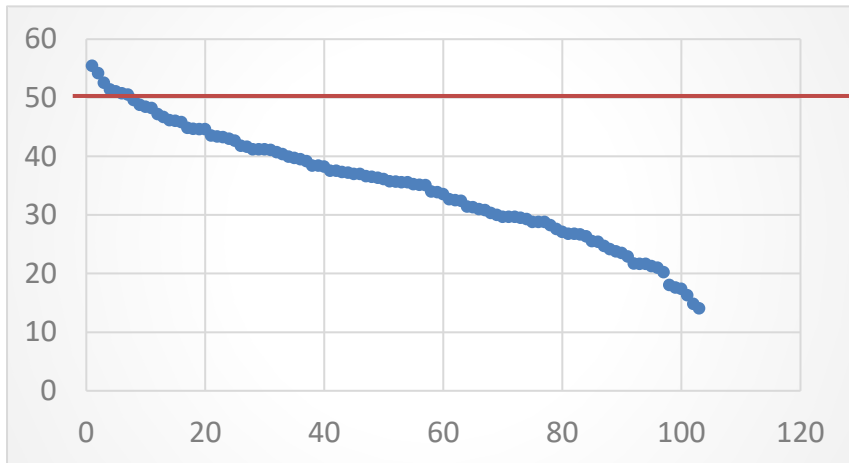
Region C

Redline:
~52



Region E

Redline:
~50.75



Draft 2028-2037 STIP Estimated Funding Availability for Selecting Projects from Prioritization 8.0 *As of May 28, 2026*

STI Funding Category	Funding Availability
Region A (Divisions 1 & 4)	\$100M
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Division 7	\$106M
Division 8	-\$21M
Division 9	\$80M
Division 10	\$97M
Division 11	\$15M
Division 12	\$47M
Division 13	\$190M
Division 14	\$257M

STI – Region C

Projected 10-yr Funding: \$551,000,000

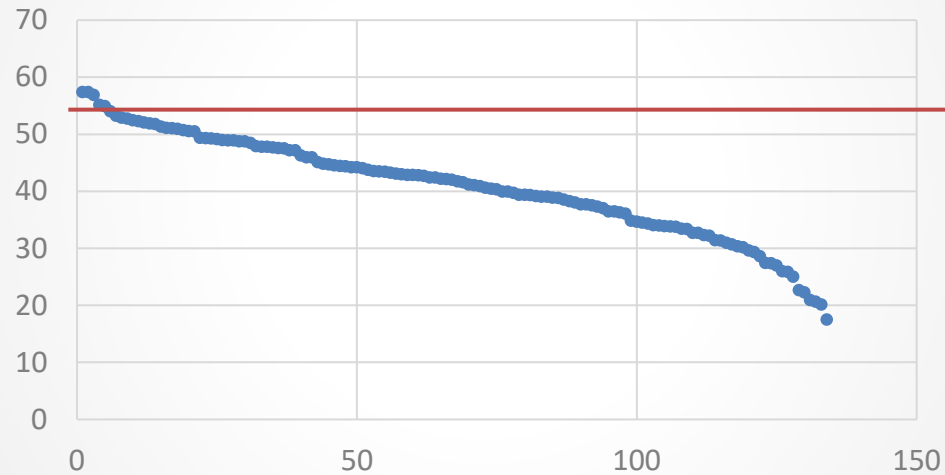
Roadway Projects: 183

CAMPO Projects: 62

Potentially Competitive Projects: 21

Quantitative Score

Region C Redline



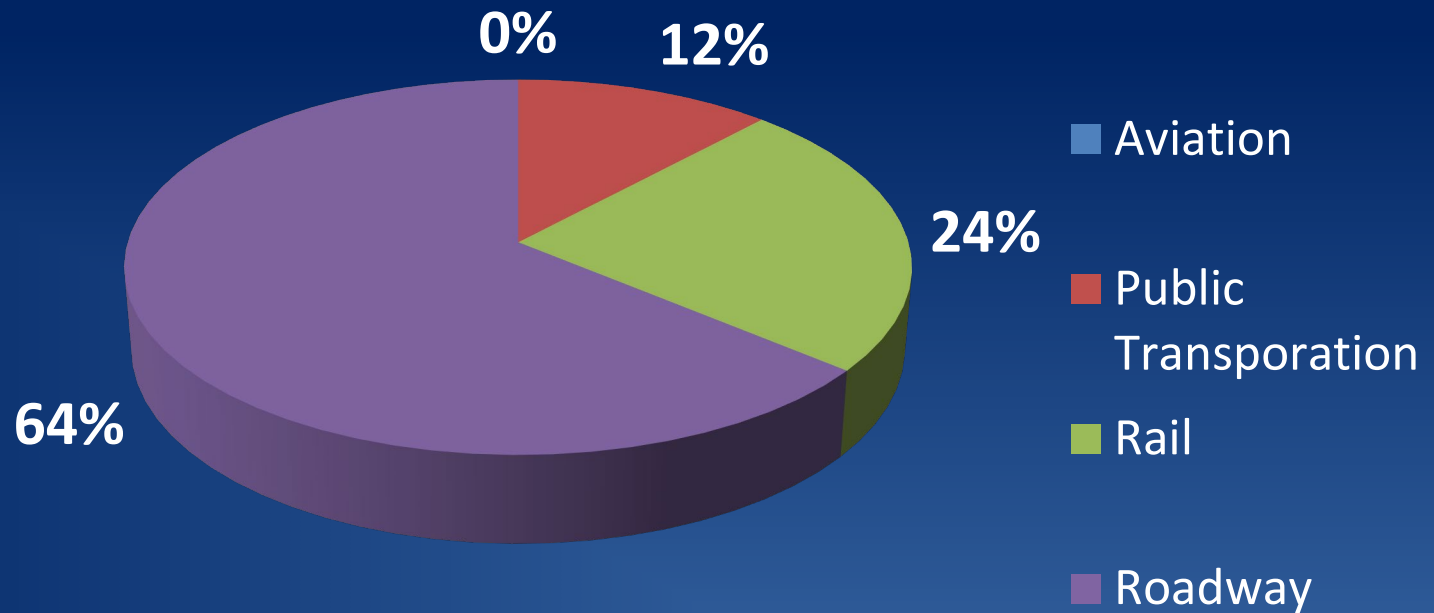
Redline:
~52

Projected Funding vs. Submitted Need Region



Regional Impact – Target Modal Mixes

Aviation	0
Bike/Ped	N/A
Public Transportation	300
Rail	600
Roadway	1600
Total	2500



5.6 SPOT 8 Update - Statewide Programming & Regional Impact Target Modal

Requested Action:

Recommend Executive Board approval of Regional Impact target modal mix

6. Informational Items: Budget

1. Operating Budget FY2026
2. Member's Shares FY2026

Requested Action:
Receive as information

7. Informational Items: Project Updates

1. Project Updates
2. 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/Events

<i>Date</i>	<i>Event</i>
June 17, 2026 3:00 p.m.	Executive Board Meeting
July 2, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
July 15, 2026 3:00 p.m.	Executive Board Meeting