NC Capital Area Metropolitan Planning Organization

# Technical Coordinating Committee Meeting

**November 5, 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 ******

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# 2. Adjustments to the Agenda

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# 3. Public Comments

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

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# 4. Minutes

## 4.1 TCC Minutes – October 1, 2026

**Requested Action:**

**Approve the TCC Meeting Minutes of October 1, 2026**

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# 5. Regular Business

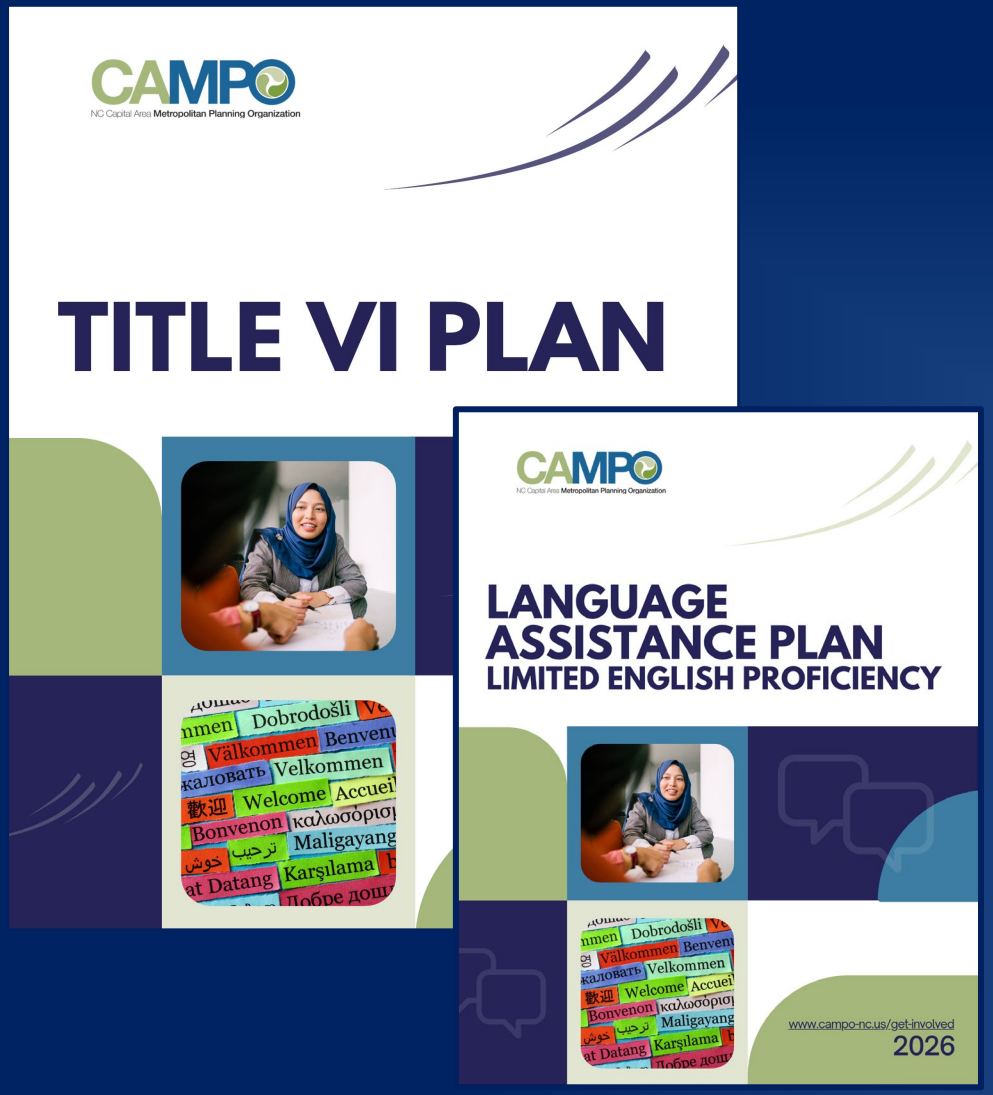
1. CAMPO Public Participation Plan & Title VI and Language Assistance Plans
2. NCDOT Confident Scope & Cost Estimate
3. 2026 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program of Projects
4. SPOT 8 Update: Division Needs Local Input Point Assignment
5. Safety Performance Measure Targets 2027
6. Wake Transit Work Plan Amendment Policy Update
7. FY2027 2nd Quarter Wake Transit Work Plan Amendments and FY2027 Period of Performance Extensions
8. Amendment #5 lo FY 2026-2035 TIP
9. Apex Pleasant Park Access Study Project Update
10. Advanced Air Mobility Study Update
11. FFY 2026 LAPP Status Report

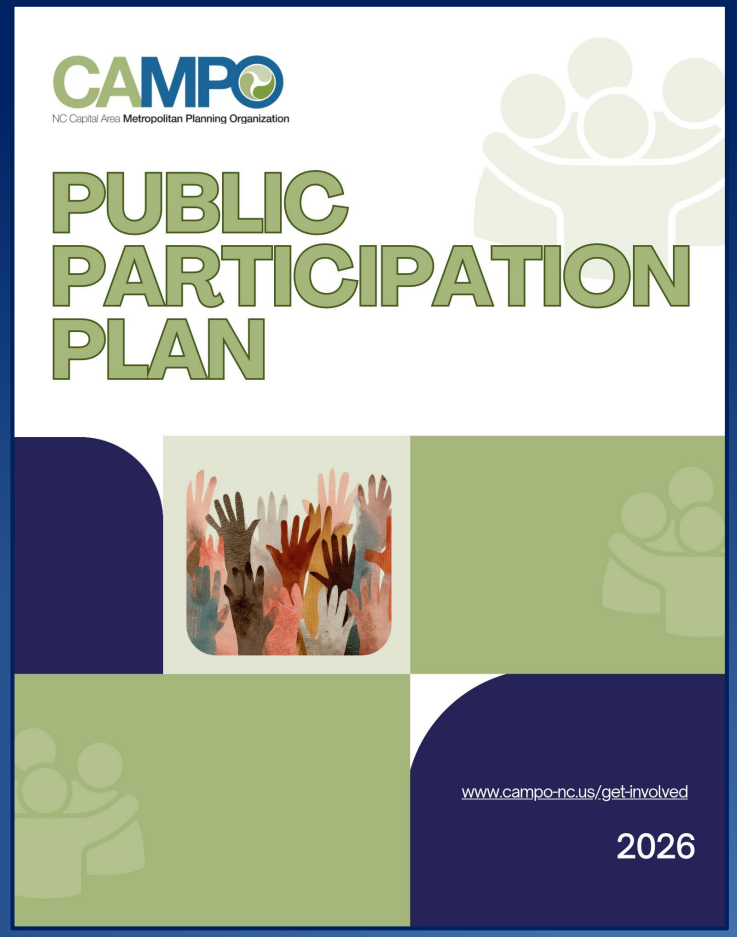
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# 5.1 CAMPO Public Participation Plan & Title VI and Language Assistance Plans

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# 5.1 Update to the CAMPO Public Participation, Title VI, and Language Assistance (Limited English Proficiency) Plans




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# Title VI Plan Origins

**Title VI: Civil Rights Act *plus* other nondiscrimination regulations**
*Federal funding = prohibits discrimination on the basis of race, color, national origin in programs and activities.*

**<u>Protected Classes Include:</u>**

- ✓ Race
- ✓ Ethnicity
- ✓ National Origin
  (includes Limited English Proficiency)
- ✓ Age
- ✓ Disability
- ✓ Sex
- ✓ Income

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# Purpose of the Title VI Plan

1) MPO's signed non-discrimination statement, Title VI assurances

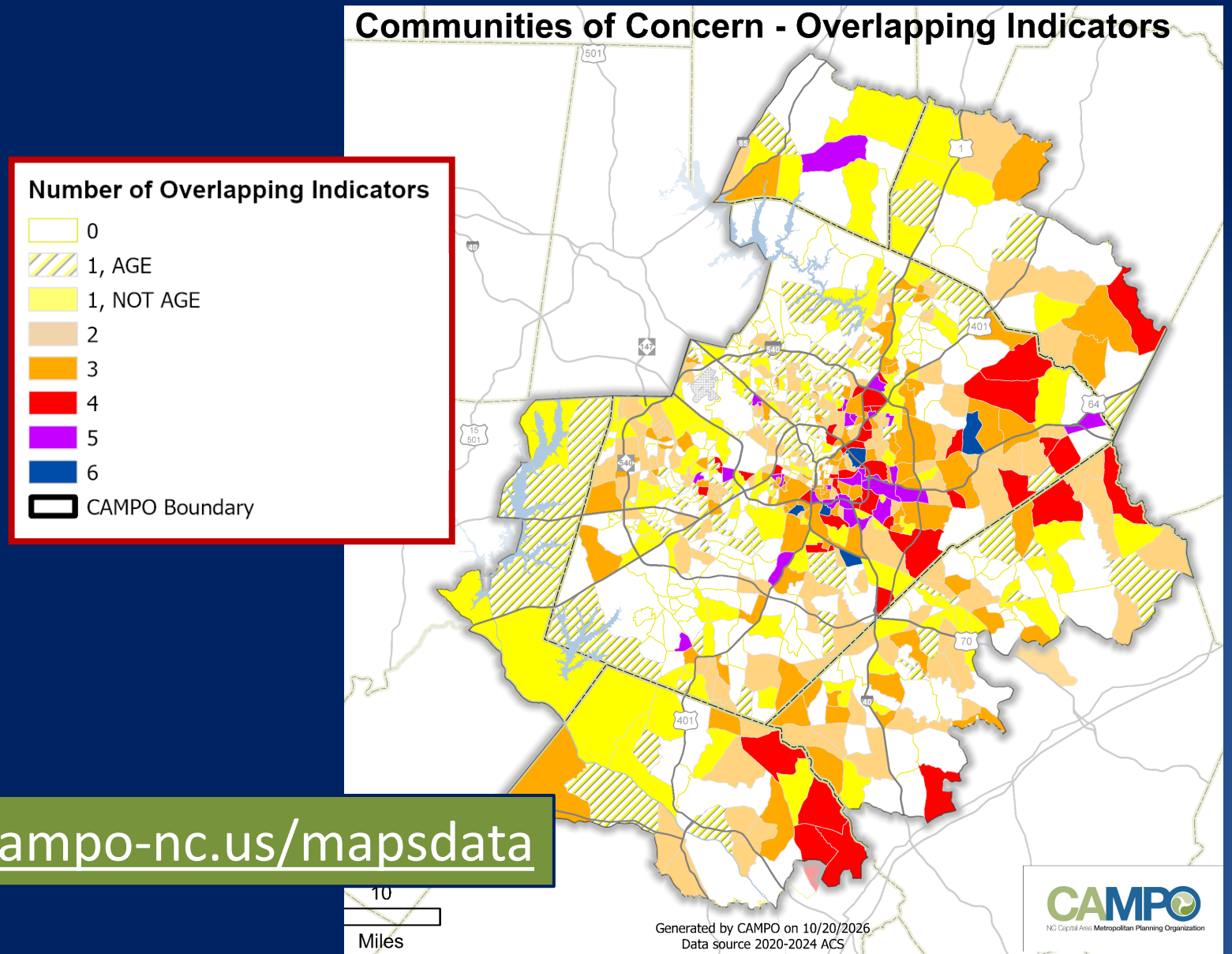
**TITLE VI POLICY STATEMENT AND NOTICE OF NONDISCRIMINATION**

It is the policy of the Capital Area Metropolitan Planning Organization (CAMPO), as a federal-aid recipient, to ensure that no person shall, on the ground of **race, color, national origin, language, sex, age, or disability, (and low-income, where applicable)**, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any CAMPO programs and activities, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and other pertinent nondiscrimination authorities.

2) Procedures to follow if complaint were to be received

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# Title VI Plan Purpose (cont.)




campo-nc.us/mapsdata

## 3) Environmental Analysis

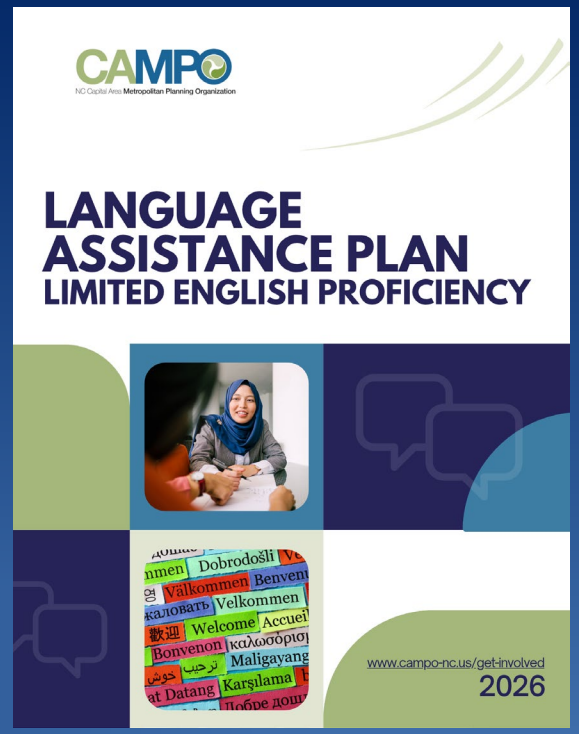
Identifies concentrations of "protected class" populations; CAMPO's Communities of Concern map

**Populations Include:**

- ✓ **Non-White Race**
- ✓ **Hispanic/Latino Origin**
- ✓ **Individuals making less than 150% of the Federal Poverty Rate**
- ✓ **Individuals who speak English "Not at all" or "Not very well"**
- ✓ **Zero-car households**
- ✓ **Individuals Age 70 and older**

# Draft Title VI Plan Updates

- All data on demographic categories updated using American Community Survey 2020-2024 (latest) data.
  - Additional demographic tables in appendices
- NCDOT updated TVI Template guidance primarily reflect federal changes
  - January, April 2025 Executive Orders
- Federal Guidance – USDOJ, USDOT – FHWA & FTA
  - USDOJ Guidance on Limited English is TBD
  - FTA Guidance on Title VI Plans is TBD




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# Purpose of the Language Assistance Plan

***Origins:*** *Spotlights "National Origin" – non-discrimination based on English language proficiency*

- LAP outlines how persons, regardless of proficiency for *speaking or reading* English, are given fair opportunity and access to participate in MPO planning activities
  - Four-factor analysis determines Limited English Proficient (LEP) groups present in our planning area and the specific language services that are needed.
  - If certain thresholds for "language spoken" population size are met, then a LEP access section is included in the LAP to outline how translation, and other similar assistance, will be provided by the MPO.
  - **CAMPO does *not* meet thresholds for any language = no LEP *requirements*.**

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# What changed in the LAP?

- Only the numbers, but not by much

Same from 2023…

- Not enough to *require* full "Language Assistance Plan"

Spanish 2024: 3.73%
2021: 3.27%

- CAMPO commitments to interpretation, translation services

## English Proficiency – CAMPO Counties

| Language Information | Number of Persons | % of 6-County Total |
|---|---|---|
| **6-County Region Total** | **1,664,859** | |
| **Speak only English** | 1,374,945 | |
| **Spanish:** | *156,363* | |
| Speak English less than "very well" | 62,049 | 3.73% |
| **Other Indo-European languages:** | *37,316* | |
| Speak English less than "very well" | 7,225 | 0.43% |
| **Other Asian and Pacific Island languages:** | *25,735* | |
| Speak English less than "very well" | 5,758 | 0.35% |
| **Chinese (incl. Mandarin, Cantonese):** | *12,452* | |
| Speak English less than "very well" | 5,256 | 0.32% |
| **Arabic:** | *11,694* | |
| Speak English less than "very well" | 3,935 | 0.24% |
| **Vietnamese:** | *5,953* | |
| Speak English less than "very well" | 3,601 | 0.22% |
| **Korean:** | *4,985* | |
| Speak English less than "very well" | 2,130 | 0.13% |
| **Other and unspecified languages:** | *11,342* | |
| Speak English less than "very well" | 2,236 | 0.13% |
| **Russian, Polish, or other Slavic languages:** | *7,473* | |
| Speak English less than "very well" | 1,934 | 0.12% |
| **French, Haitian, or Cajun:** | *8,142* | |
| Speak English less than "very well" | 1,833 | 0.11% |
| **Tagalog (incl. Filipino):** | *3,366* | |
| Speak English less than "very well" | 785 | 0.05% |
| **German or other West Germanic languages:** | *5,093* | |
| Speak English less than "very well" | 491 | 0.03% |

1000 is the threshold for secondary consideration (Safe Harbor)

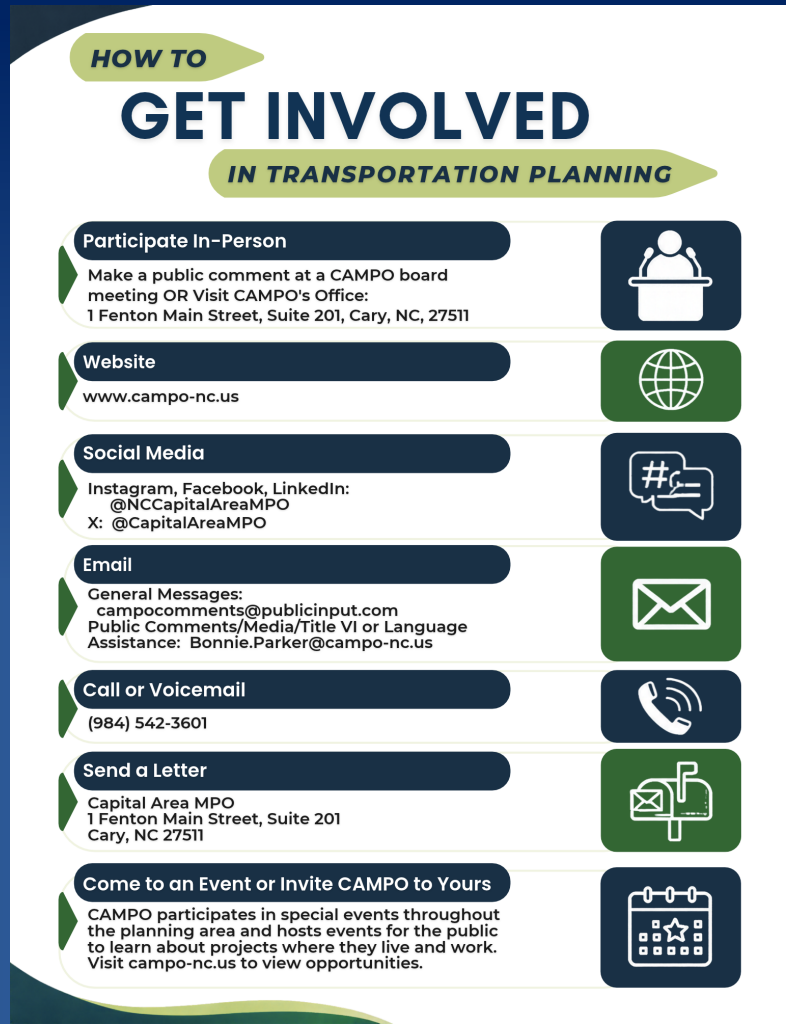
Secondary may not be applicable in grouped categories

*(U.S. Census Bureau, 2020-2024 5-Year ACS Survey; Table C16001)*

# Purpose of the PPP

***Origins**: Federal regulations for public participation in transportation planning processes carried out by MPOs – FTA & FHWA*

- Provides a framework to guide the public participation process in future transportation planning projects at CAMPO
  - Executive Board and TCC Meetings
  - Formation of Core Plans (MTP, TIP)
  - Other studies and projects
- Requirements for public comment periods, public notices, public participation based on meeting type (electronic, in-person, committees, etc.)



# 2021-2023

# 2025

Justice40 Initiative

USE

JANUARY 27, 2021

## Executive Order on Tackling the Climate Crisis at Home and Abroad

BRIEFING ROOM › PRESIDENTIAL ACTIONS

The United States and the world face a profound climate crisis. We have a narrow moment to pursue action at home and abroad in order to avoid the most catastrophic impacts of that crisis and to seize the opportunity that

USE

APRIL 21, 2023

## FACT SHEET: President Biden Sign Executive Order to Revitalize Our Nation's Commitment to Environmental Justice for All

BRIEFING ROOM › STATEMENTS AND RELEASES

President Biden and Vice President Harris believe that every person has a




THE WHITE HOUSE

LERY LIVESTREAM TRANSPARENCY SAVE AMERICA TRUMP ACCOUNTS TRUMP TV

45 47

PRESIDENTIAL ACTIONS

## Unleashing American Energy

Executive Orders | January 20, 2025

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PRESIDENTIAL ACTIONS

## Designating English as the Official Language of The United States

The White House | March 1, 2025

# What changed from CAMPO's 2024 PPP?

- CAMPO Public Participation Performance Measures updated since initial implementation
- Confirmed digital accessibility requirements match Federal requirements
- Removed content based on revocation of prior Presidential Executive Orders
  - EJ populations data tools
  - Equity analyses removed

## Still the Same

- Plans, Special Studies – Public engagement plans at onset
- Increased focus on standardization of MPO public engagement planning and standards
- PPP = Minimum expectations, minimum standards

**Terms removed:**

- "Environmental Justice"
- "Diversity"
- "Equity"
- "Inclusion"
- "Under represented"
- "Under engaged"
- "Transportation Disadvantaged"
- more…

# What *might* be coming next?

## Federal Guidance

- FTA – Title VI
- USDOT - “Participation”
  post “Meaningful Participation”
- Language access?



# 5.1 CAMPO Public Participation Plan & Title VI and Language Assistance Plans

**Public Comment Period:**

12/07/2026 to 01/19/2027

(45 day minimum)

**Public Hearing:**

January 20, 2027

**Requested Action:**

**Receive as information**

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# 5.2 NCDOT Confident Scope & Cost Estimate

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# Confident Scope and Cost Estimate (CSCE)

## What is the CSCE?

- New milestone in Project Delivery for Projects Selected through Prioritization for all Modes
- Ensures agreement on project scope at the appropriate time
- Helps create confidence in cost estimate since scope should not change once achieved
- Future Goal - Project should have approved CSCE to be eligible to be programmed in STIP as Scheduled for Delivery

## Goal/Expected Outcomes

- Fewer/smaller cost increases
- Fewer project delays due to funding availability
- More stability within the STIP
- Allowing projects to be implemented on schedule
- More accurately plan/budget for future projects in the STIP

# When is the Appropriate Time to Document CSCE

## All projects are unique, so timing may be based on the type of project

- For very basic projects – Turn Lane or Signal Installation Projects
  - Scope & cost estimate could be based on an Express Design

- For complex projects – Widening or single Alternative Projects
  - Scope & cost estimate could be based on Design Recommendation Plan Set (DRPS – 25% Plans)
  - **Majority of projects will fit in this category**
  - Standard for all LAPs for consistency across the state

- For larger projects – Multiple Alternatives that require LEDPA and/or Public involvement Projects
  - Scope & cost estimate could be based on selection of Alternative

# Projects Currently Scheduled for Delivery (2026-2035 STIP)

Goal is to make sure projects Scheduled for Delivery are moving forward

~450 Projects Selected through Prioritization (all modes) are Scheduled for Delivery

- Most were Scheduled for Delivery (aka committed) from P3, P4, or P5
- ~275 have achieved Confident Scope
- ~172 have not achieved Confident Scope

**CSCE Report posted to CAMPO Website – see TIP page*

Expectation:

**By September 30, 2028**, all projects Scheduled for Delivery (all modes) should achieve their CSCE or they may be subject to re-evaluation in P9

- a few exceptions possible based on specific circumstances

# 5.2 NCDOT Confident Scope & Cost Estimate

**Requested Action:**

**Receive as information**

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# 5.3 2026 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program of Projects

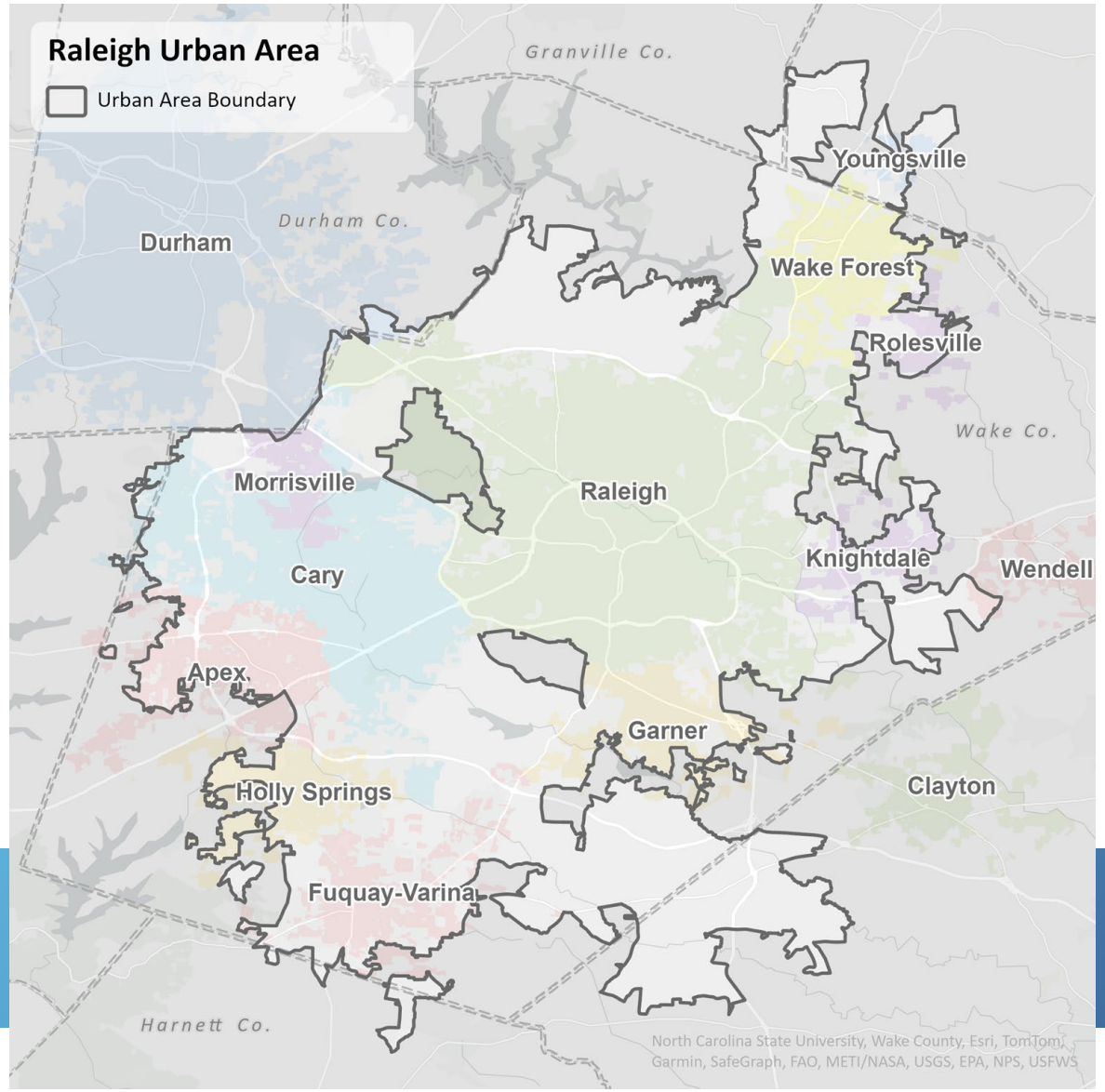
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# Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

## 2026 Recommended Program of Projects

**CAMPO TCC Meeting // November 5, 2026**




# FTA Section 5310 Program

**Provides capital and operating grants to**

- Non-profit organizations, private operators, and public agencies
- Providing coordinated transportation services
- Planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.

**Funding is for the Raleigh Urban Area**



# 2026 Call for Projects

- Application period August 17 – September 14
- More than 300 agency, non-profit, and providers contacted
- Virtual grant webinar and recorded presentation:
  - **Webinar:** August 10
  - **Recorded Webinar:** August 17– September 14 available on GoRaleigh's website
- Applications evaluated by Scoring Committee October 5
- Presenting to CAMPO Executive Board November 18
- Public comment period November - January
- Program of Projects approved in January 2027




# Section 5310 Funds Available

| Grant Cycle | Funds |
|---|---|
| 2019 – 2020 | $1.3M |
| 2021 – 2022 | $1.2M |
| 2023-2024 | $2.3M |
| 2025-2026 | $2.5M |

**Current cycle 2027-2028: Approximately $2.3 million available***

**Including 10% GoRaleigh grants administration and CAMPO Mobility Management funding.*

*All disbursements under the program are dependent upon risk assessment and a successfully executed grant agreement with the FTA. Funding will be available October 1, 2027.*

SECTION 5310 PROGRAM

# Grant Application Snapshot

| Organization | Budget Request | Project Summary | Project Type |
|---|---|---|---|
| A-Round Transportation and Wheelchair Service | $700,000 | Expanded same day and door-to-door accessible transportation | Other capital |
| Alliance of Disability Advocates | $145,697 | Travel training program | Other capital |
| CAMPO* | $315,553 | Mobility Management | Traditional |
| The Center for Volunteer Caregiving | $216,900 | Volunteer Driver Escorted Door-Through-Door Transportation Program | Other |
| Community and Senior Services of Johnston County | $388,300 | Vehicle Purchase; Mobility Management; Purchased services | Traditional |
| GoRaleigh Access / City of Raleigh | $100,000 | Free paratransit rides for seniors | Traditional |
| GoTriangle | $882,173 | Vehicle purchase | Traditional |
| SafeRide Mobility Services | $10,200 | Vehicle purchase | Traditional |
| Southeastern Wake Adult Day Center | $329,600 | Purchase of services | Traditional |
| Triangle Disability and Autism Services | $360,000 | Purchase of services | Traditional |

**CAMPO's mobility management program is supported by 5310 funds set aside outside of the competitive process as outlined in the PMP.*

# Recommendations and Funding Summary

- Eight projects were deemed eligible and approved for funding
- All applicants other than CAMPO received reduced budgets

| Funding | Recommended Application Funds |
|---|---|
| Total Award Funds Recommended | $2,259,691 |
| Total Project Budget | $2,933,607 |
| Traditional Capital Federal Share (80%) | $1,297,758 |
| Traditional Capital Local Match (20%) | $316,942 |
| ADA Capital Federal Share (85%) | $370,047 |
| ADA Capital Local Match (15%) | $65,303 |
| Other Capital Federal Share (80%) | $38,995 |
| Other Capital Local Match | $256,969 |
| Other Operating Federal Share (50%) | $256,922 |
| Other Operating Local Match (50%) | $256,922 |




# Thank You

GO Raleigh

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# 5.3 2026 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program of Projects

**Requested Action:**

**Recommend the Executive Board approve the 2026 Section 5310 Selection Committee's Program of Projects**

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# 5.4 SPOT 8 Update: Division Needs Local Input Point Assignment

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# 2028-2037 TIP/STIP Development
## SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
   *(34 projects per mode)* ***BEGIN in fall 2025***

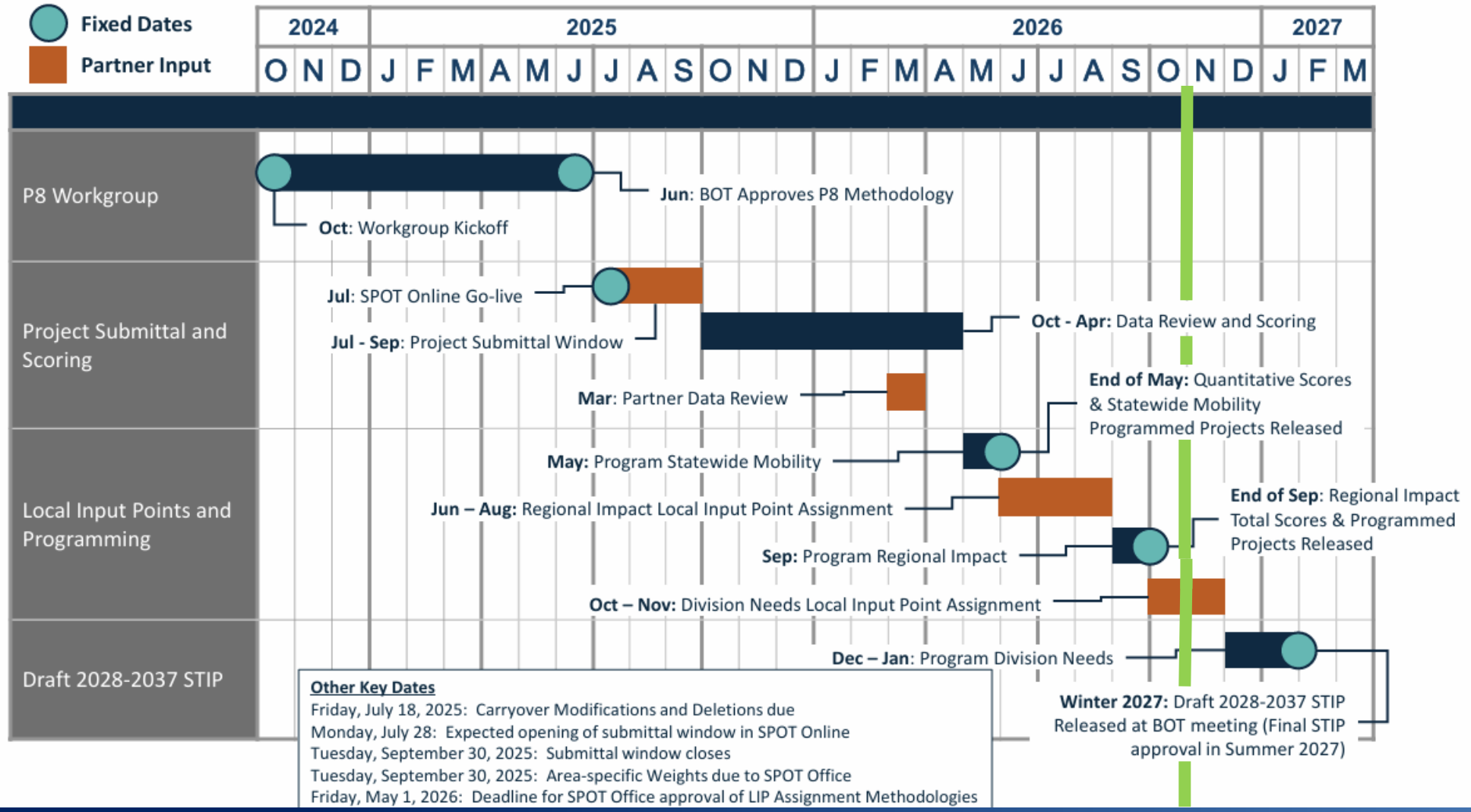
2. Assign Local Input points ***BEGIN in spring 2026***
   - Regional Impact Points *(2500 pts)*
   - Division Needs Points *(2500 pts)*

3. Adopt TIP ***summer 2027***

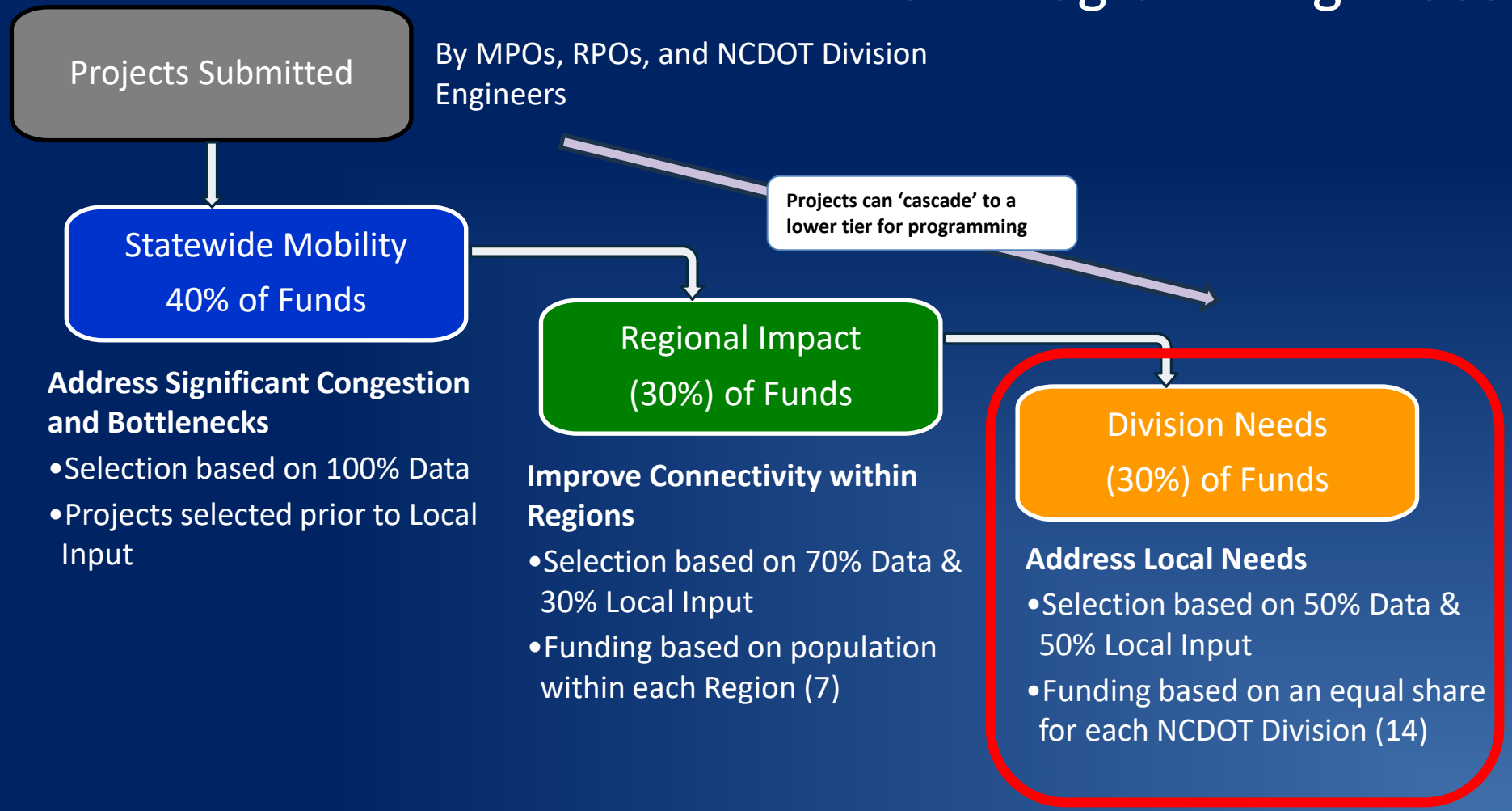
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# REVISED P8 Schedule

April 2026



# STI Programming Process




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# 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** |

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# Draft Regional Impact Programming - Highway

| SPOT ID | Mode | TIP | Project Category | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Description | Specific Improvement Type | Cost to NCDOT | Regional Impact Total Score (Out of 100) |
|---|---|---|---|---|---|---|---|---|---|---|
| H150744 | Highway | HP-0024 | Regional Impact | US 401 | Judd Parkway | US 401, NC 55, NC 42 interchange east of Fuquay Varina | Construct a median throughout the corridor with other access management improvements. Median is shown in the CAMPO 2040 MTP from Judd Parkway to the Five Points interchange east of town. | 11 - Access Management | $ 5,700,000 | 80.53 |
| H171559 | Highway | HP-0072 | Statewide Mobility | I-87 | SR 2233 (Smithfield Road) | N/A | Convert Interchange to Diverging Diamond | 8 - Improve Interchange | $ 48,400,000 | 78.88 |
| H171592 | Highway | HP-0063 | Regional Impact | US 70 BUS | Greenfield Parkway | NC 42 | Upgrade roadway to RCI Corridor with full depth paved shoulders and ITS improvements to support BOSS and transit intersection operations. | 4 - Upgrade Arterial to Signalized RCI Corridor | $ 180,700,000 | 81.04 |
| H171600 | Highway | U-6112 | Regional Impact | US 401 | SR 1010 (Ten-Ten Road) | N/A | SR 1010 (Ten-Ten Road). Convert existing signalized intersection to square-loop interchange. | 10 - Improve Intersection | $ 61,000,000 | 83.24 |
| H192741 | Highway | HP-0071 | Regional Impact | NC 55 | North broad Street | East Depot Street | Implement complete streets treatment along Main Street from North Broad street to East Depot Street. Project includes the construction of a median, bike lanes, sidewalks, and roundabouts at intersections as shown int the Southwest Area Study Main street concept design. | 11 - Access Management | $ 15,100,000 | 80.71 |
| H193009 | Highway | HP-0005 | Regional Impact | Division 5 Non-Municipal Division wide signal system | N/A | N/A | Division-wide signal system to provide communication and cameras to improve signal timing. | 13 - Citywide Signal System | $ 24,200,000 | 79.13 |
| H193159 | Highway | HP-0068 | Regional Impact | NC 55 | SR 1114 (South Main Street) | US 1 | Widen to 6-lane RCI from northern limit of project HL-0007 to US 1 with Jessie Drive AT GRADE; upgrade to 6-lane expressway from S. Main St. to southern limit of project HL-0007 with interchanges at S. Main St. and Holly Springs Rd. and grade separation at Avent Ferry Road. | 2 - Upgrade Arterial to Freeway/Expressway | $ 384,200,000 | 84.92 |
| H193266 | Highway | HP-0014 | Regional Impact | NC 55 | South Main Street | Holly Springs Road | Upgrade NC 55 corridor to 6 lane expressway/superstreet | 2 - Upgrade Arterial to Freeway/Expressway | $ 65,800,000 | 87.36 |
| H231684 | Highway | HP-0036 | Regional Impact | US 401 | SR 1414 (Piney Grove Rawls Road) | SR 1443 (Lafayette Road) | Widening to 3 lanes from SR 1403 (Kipling Road) to SR 1454 (Lafayette School Road) and from SR 1429 (N) Chalybeate Road to 1200' north of SR 1441 (Chalybeate Springs Road); Signalize SR 1443 (Lafayette Road) and SR 1441 (Chalybeate Springs Road) | 25 - Improve Multiple Intersections along Corridor | $ 8,100,000 | 78.76 |
| H231793 | Highway | HP-0007 | Regional Impact | US 70 BUS | Raynor Road | Guy Road | Convert intersections at Raynor and Guy to RCI. This is an interim project pending U-6113. | 25 - Improve Multiple Intersections along Corridor | $ 17,300,000 | 87.37 |
| H231864 | Highway | HP-0010 | Regional Impact | Cary Citywide Signal System | N/A | N/A | Upgrade existing infrastructure, install new fiber, controllers, signals, connected vehicle technology and other equipment as necessary | 13 - Citywide Signal System | $ 38,700,000 | 81.10 |
| H250244 | Highway | HP-0085 | Statewide Mobility | US 64 (Future I-87) | SR 1250 (Tant Road) | NC 58 (Washington Street) | Upgrade US 64 to Interstate Standards. | 17 - Upgrade Freeway to Interstate Standards | $ 159,700,000 | 74.04 |
| H250738 | Highway | HP-0056 | Statewide Mobility | US 1 | I-440 | NC 540 | Construct managed motorway | 12 - Ramp Metering | $ 66,700,000 | 81.85 |
| H250779 | Highway | HP-0075 | Statewide Mobility | I-440 | Lake Boone Trail | US 70 (Glenwood) | Construct auxiliary lanes in both directions | 22 - Construct Auxiliary Lanes or Other Operational Improvements | $ 52,800,000 | 77.55 |
| H250782 | Highway | HP-0070 | Regional Impact | US 401 | I-540 | U-turn north of Perry Creek | Convert Midtown/Botany Bay and Fox Road to RCUT. Add 2nd lane to u-turn bulb N of Perry Creek. Add 3rd lane to I-540 off-ramps. This is Alternate 1A from EDTE H193163. | 4 - Upgrade Arterial to Signalized RCI Corridor | $ 37,200,000 | 82.72 |

# Draft Regional Impact Programming – Non-Highway

| SPOT ID | Mode | TIP | Project Category | Route / Facility / Project Name | From / Cross Street / Location | To / Cross Street | Description | Specific Improvement Type | Cost to NCDOT | Regional Impact Total Score (Out of 100) |
|---|---|---|---|---|---|---|---|---|---|---|
| T192912 | Public Transit | TP-5161 | Regional Impact | Chapel Hill to Triangle Town Center BRT | BRT service along NC 54, Western Blvd, and Capital Blvd serving Chapel Hill, RTP, Morrisville, Cary, and Raleigh. | N/A | Construct infrastructure and service from Chapel Hill to Triangle Town Center. New BRT lanes from Chapel Hill to Cary and downtown Raleigh to Triangle Town Center. Project includes 33 vehicles. | 1 - Mobility (route-specific) - New Service | $ 100,000,000 | 92.86 |
| T250514 | Public Transit | TP-5162 | Regional Impact | I-40 BRT | RTP to Downtown Raleigh via I-40 | N/A | outside shoulders with existing BOSS, new stations with other necessary improvements | 1 - Mobility (route-specific) - New Service | $ 50,000,000 | 88.57 |
| R192793 | Rail | P-5753BA | Regional Impact | CSX S Line | Raleigh to Franklinton | N/A | Improvement to rail infrastructure to support new intercity passenger service from Raleigh to Franklinton on the CSX S Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with two roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | $ 73,261,600 | 88.22 |
| R230522 | Rail | RP-0019 | Regional Impact | NCRR/NS NC Line, CSX AC Line, NCDOT AC Line, & CSX SE Line (Wilmington to Raleigh Passenger Service) | Wilmington to Raleigh via Goldsboro | N/A | Upgrade rail infrastructure to support new intercity passenger service from Wilmington to Raleigh via Goldsboro. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project is contingent upon the awarding of an 80/20 federal grant and if the grant is not awarded, then the project is void. | 5 - Passenger rail service (line) | $ 154,938,000 | 91.53 |

# SPOT Funding Results: Mode - Highway

*Based on results updated 9/21/26*

## Funded Projects

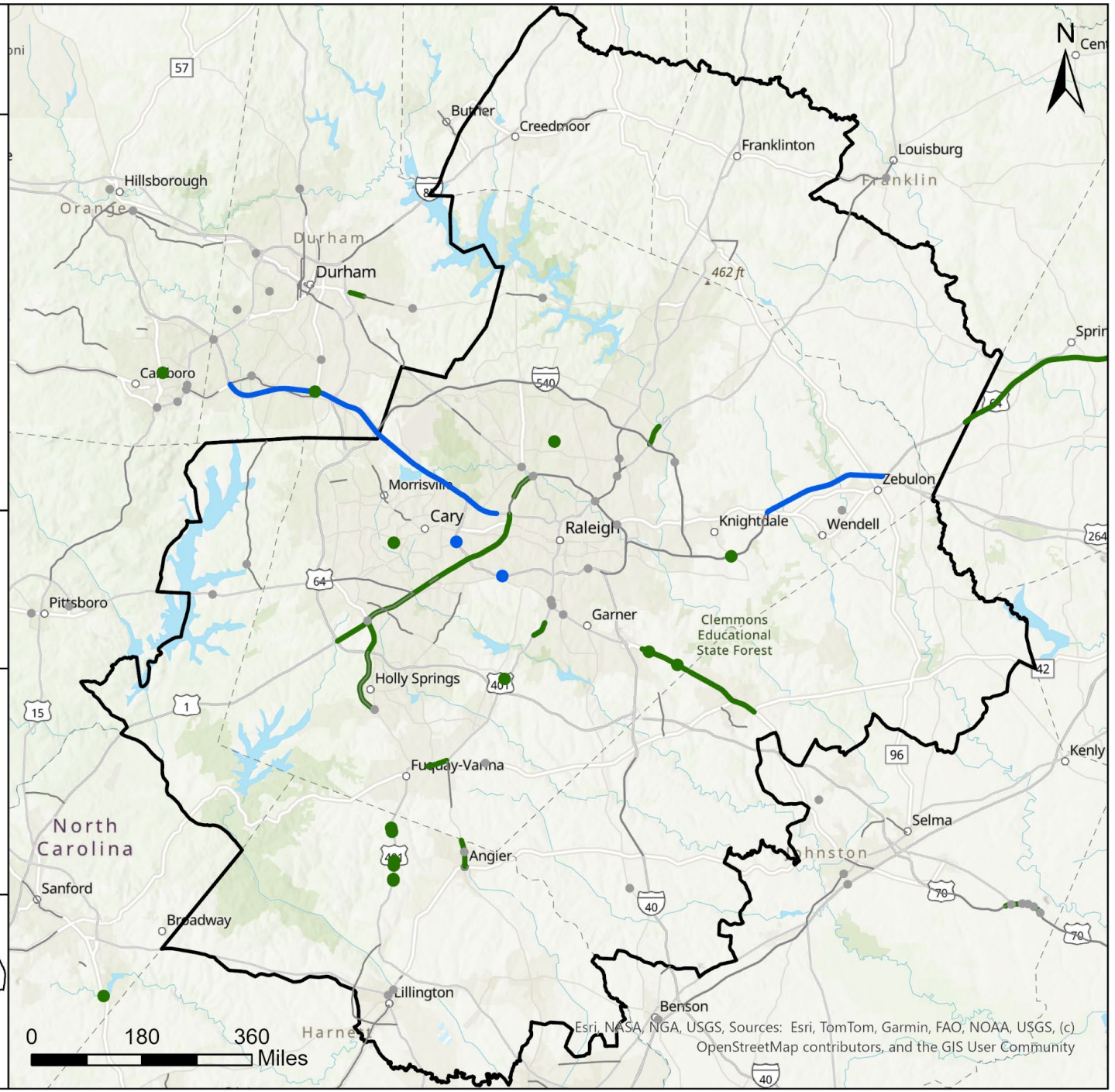
- Statewide Mobility
- Regional Impact
- Division Needs

## Not Selected for Funding

## MPO Boundary

Map generated by MPO Staff on 10/26/2026
Data from CAMPO and NCDOT






AMPO
Area Metropolitan Planning Organization

# SPOT Funding Results: Mode - Rail

*Based on results updated 9/21/26*

## Funded Projects

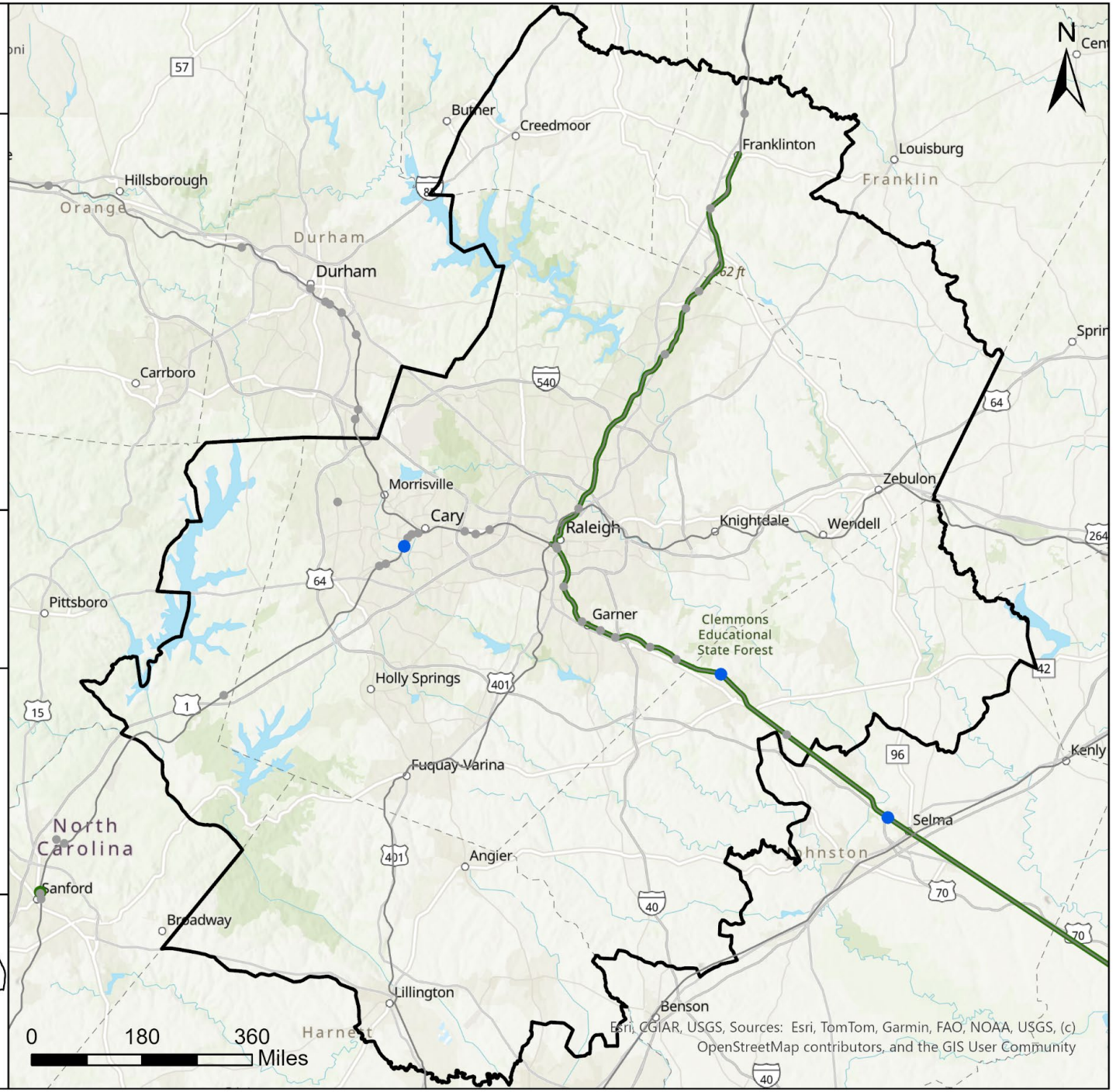
- Statewide Mobility
- Regional Impact
- Division Needs

## Not Selected for Funding

## MPO Boundary

Map generated by MPO Staff on 10/26/2026
Data from CAMPO and NCDOT






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# SPOT Funding Results: Mode - Transit

*Based on results updated 9/21/26*

## Funded Projects

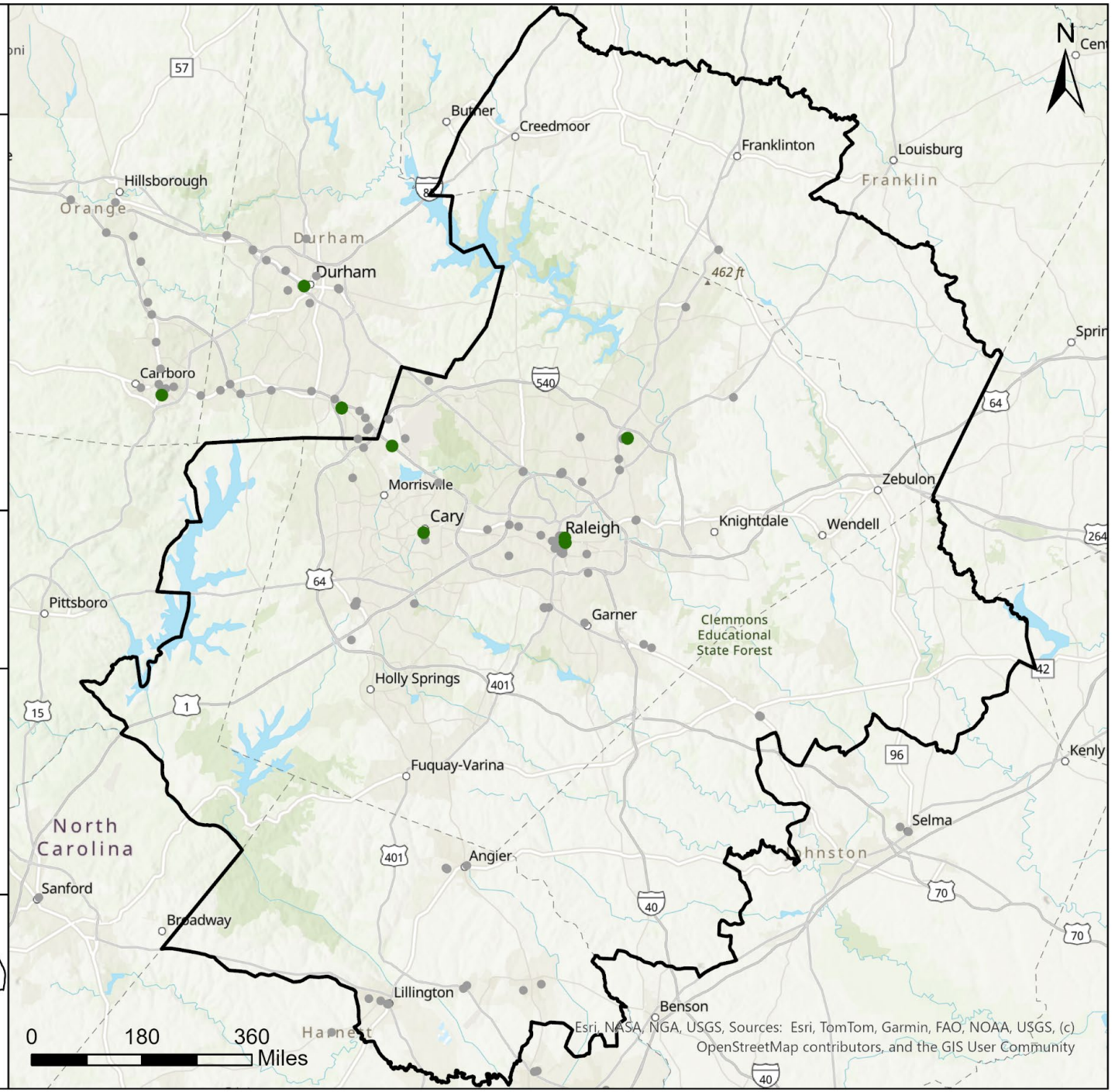
- Statewide Mobility
- Regional Impact
- Division Needs

## Not Selected for Funding

## MPO Boundary

Map generated by MPO Staff on 10/26/2026
Data from CAMPO and NCDOT






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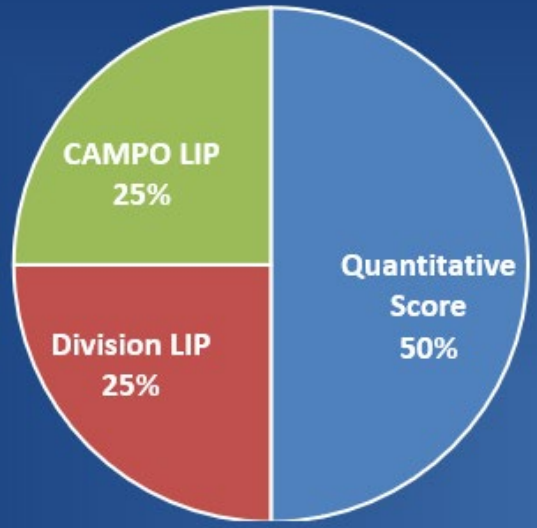
# Local Input Points

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.

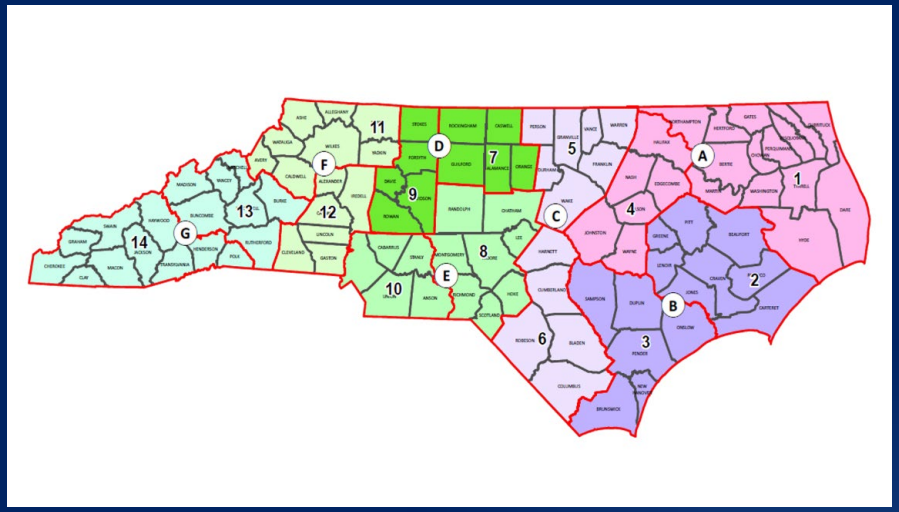
Regional Impact Score




Division Needs Score




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# Funding Availability

Draft funding availability as of September 21, 2026

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

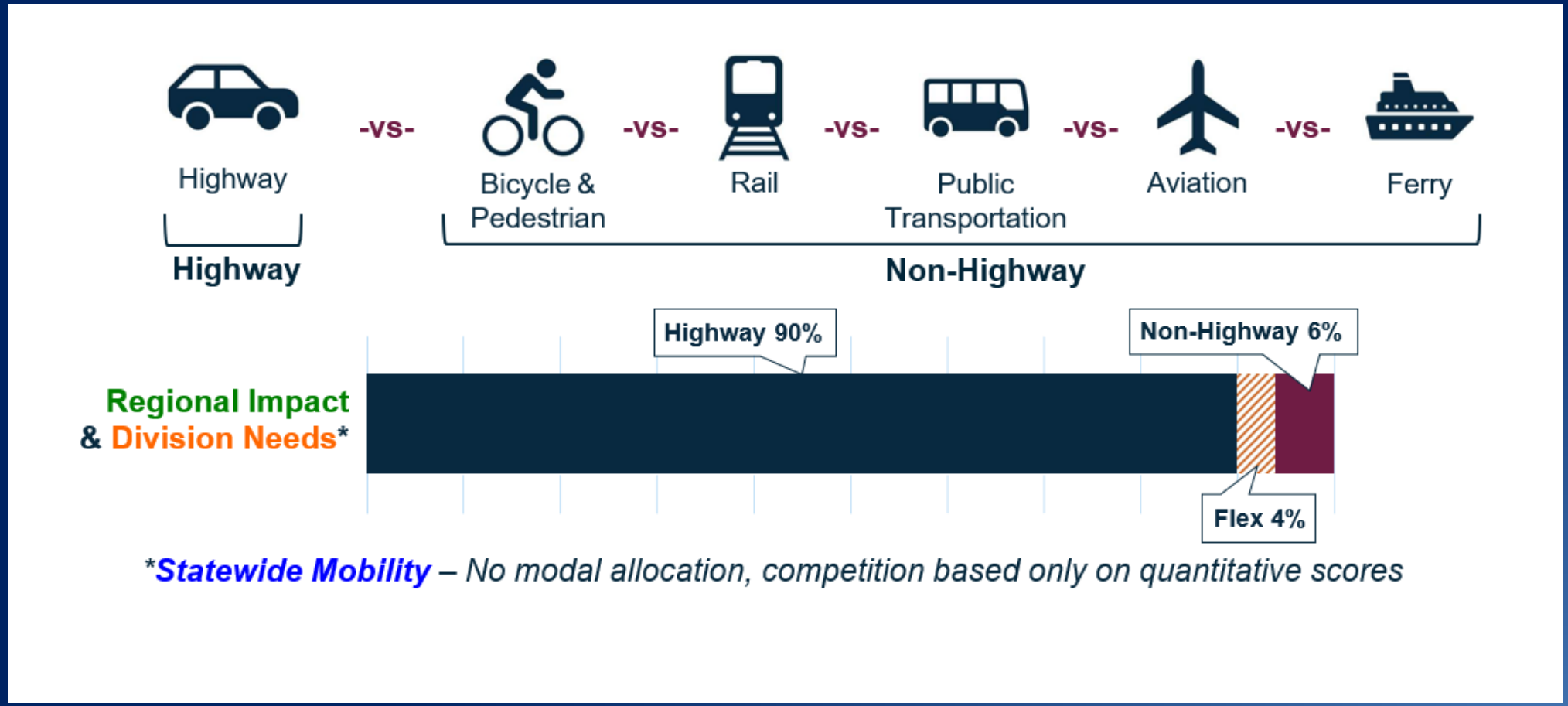
**Draft 2028-2037 STIP Estimated Funding Availability for Selecting Division Needs Projects from Prioritization 8**

*As of September 21, 2026*

| STI Funding Category | Available Funding |
|---|---|
| Division 1 | $188M |
| Division 2 | $126M |
| Division 3 | $24M |
| Division 4 | $3M |
| Division 5 | $30M |
| Division 6 | $163M |
| Division 7 | $55M |
| Division 8 | -$48M |
| Division 9 | $39M |
| Division 10 | $41M |
| Division 11 | -$13M |
| Division 12 | $0 |
| Division 13 | $180M |
| Division 14 | $198M |

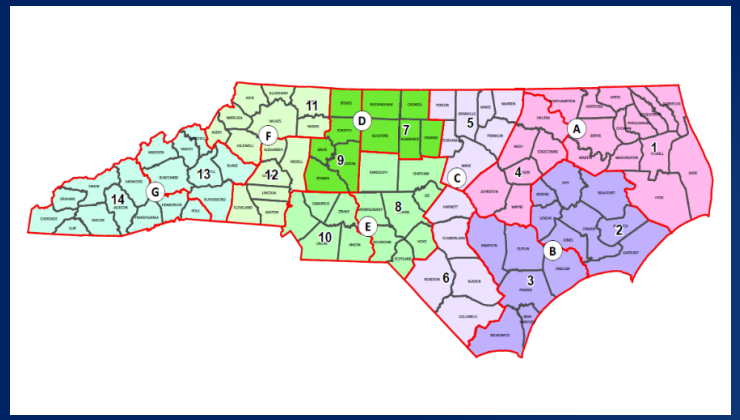
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# Recommended P8 Modal Allocation



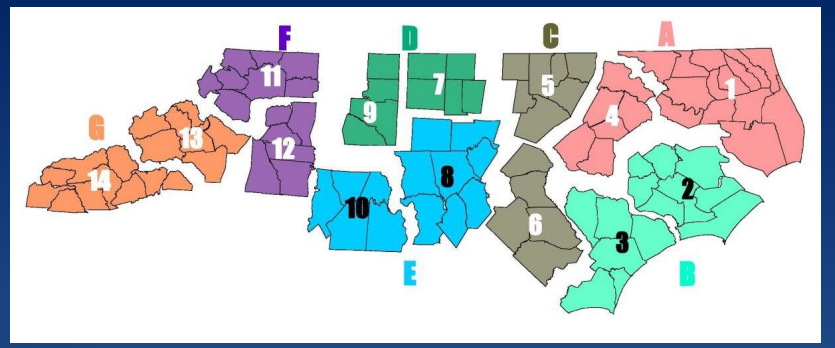
## Non-Highway Funding Competition

### 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



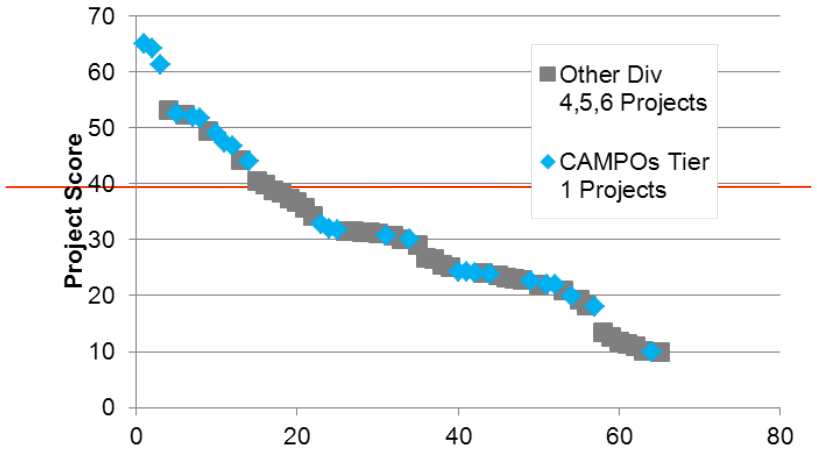

For Division Needs projects, the 6% non-highway set aside is based on the dollars spent in those modes **in the division the project is based**.

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# CAMPO Adopted Methodology

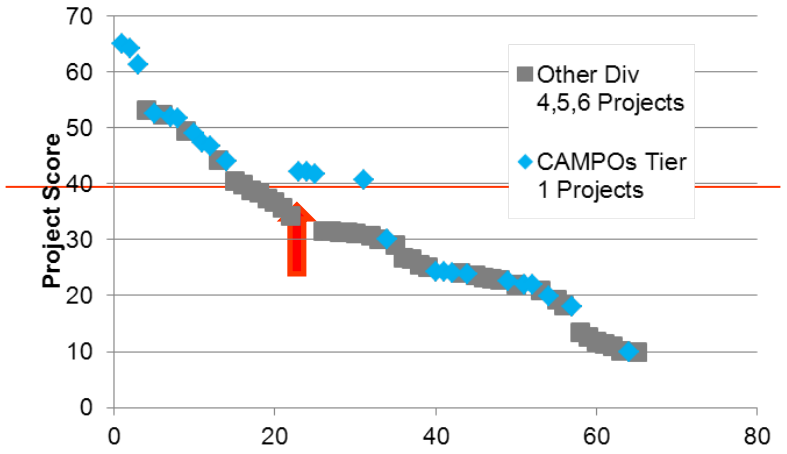
- Maximizing Funding Potential
  - Example: Regional Projects

**Before**




**No local points applied to projects above the red line (already competitive)**

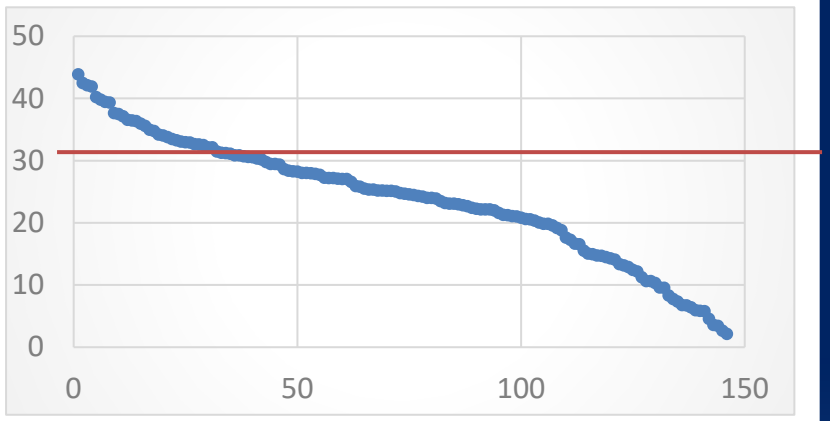
**After**




**This strategy increases the number of projects with a chance at funding**

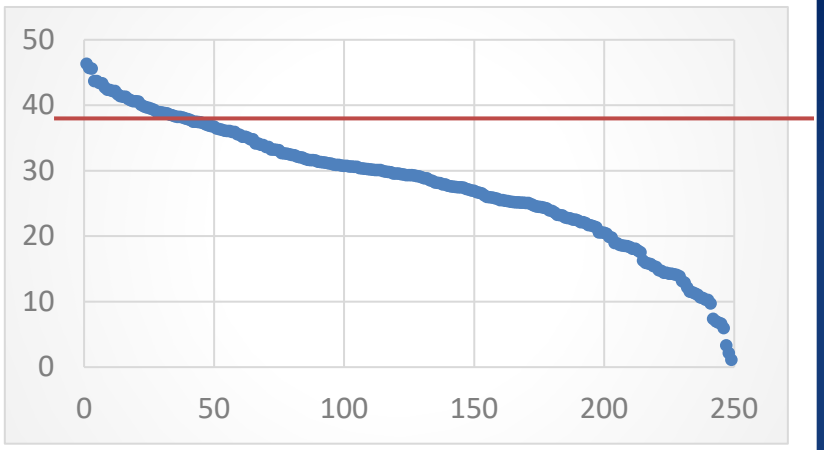
Div 4

Redline: ~32



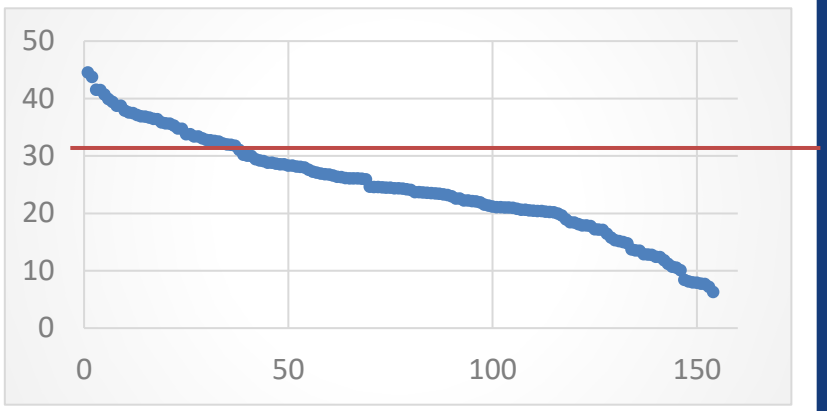

Div 5

Redline: ~37



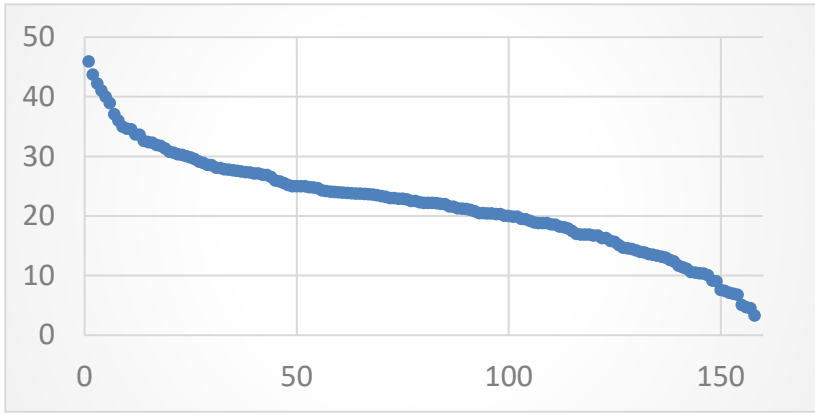

Div 6

Redline: ~33




Div 8

Redline: N/A



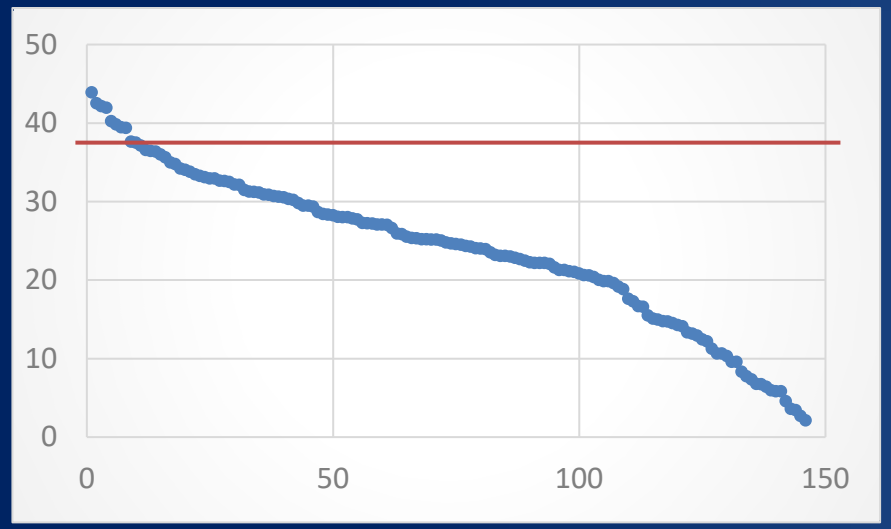

**Draft 2028-2037 STIP Estimated Funding Availability for Selecting Division Needs Projects from Prioritization 8**

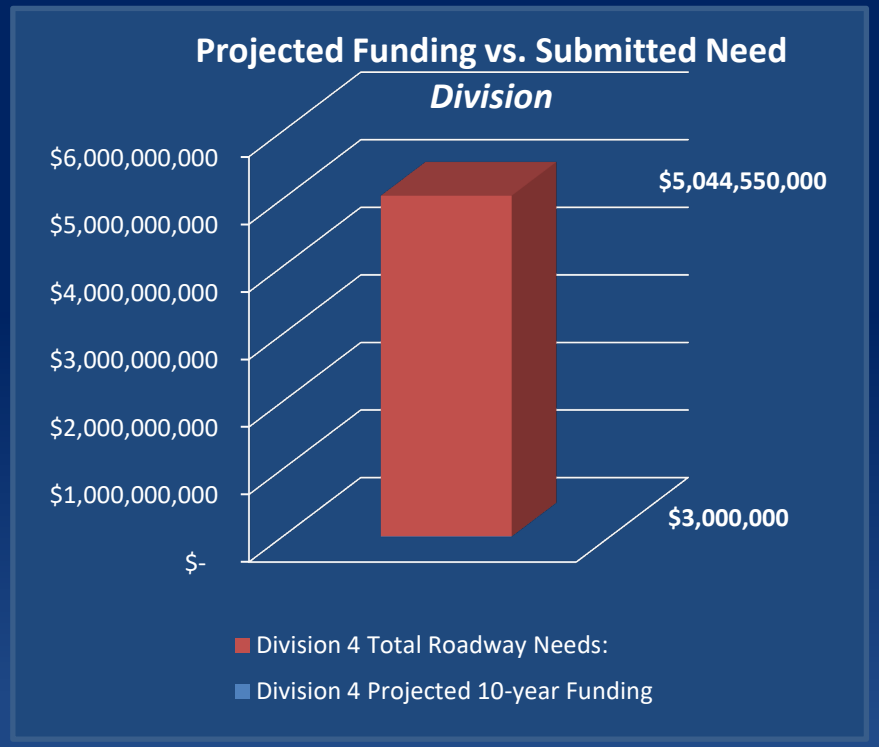
*As of September 21, 2026*

| STI Funding Category | Available Funding |
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| Division 8 | -$48M |
| Division 9 | $39M |
| Division 10 | $41M |
| Division 11 | -$13M |
| Division 12 | $0 |
| Division 13 | $180M |
| Division 14 | $198M |

# STI – Division 4

| | |
|---|---|
| Projected 10-yr Funding: | $3,000,000 |
| Total Projects: | 146 |
| CAMPO Projects: | 20 |
| Potentially Competitive Projects: | 5 |

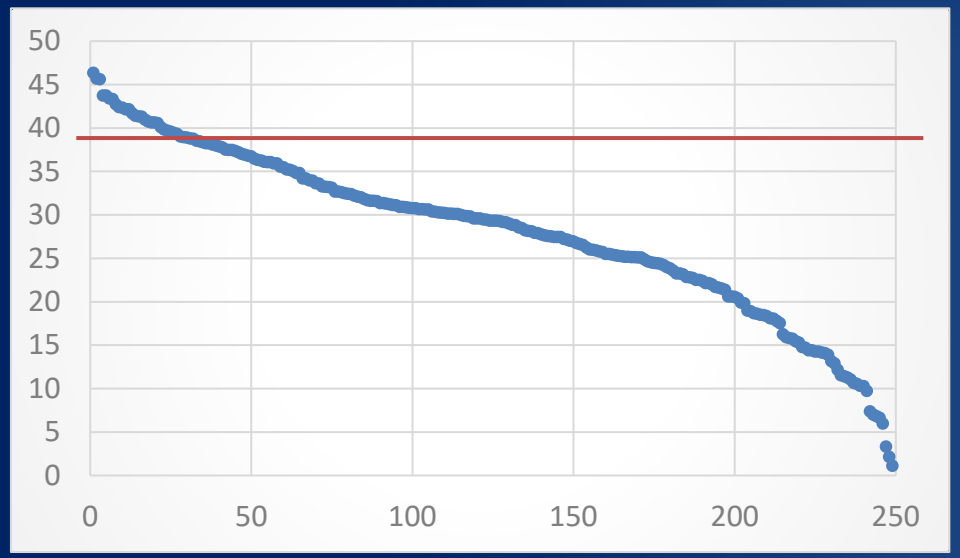


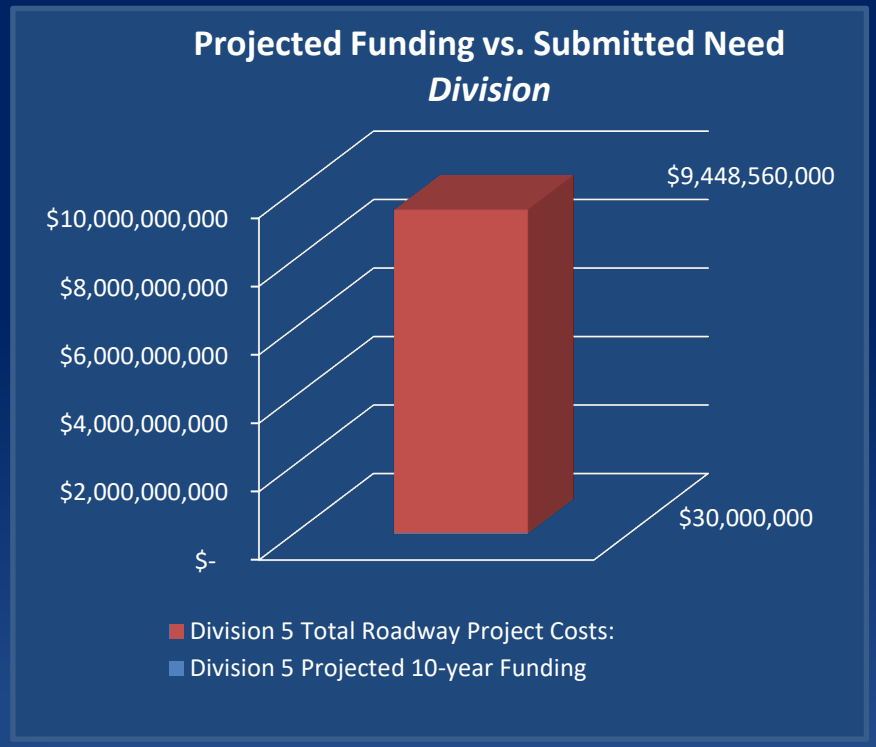




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# STI – Division 5

| | |
|---|---|
| Projected 10-yr Funding: | $30,000,000 |
| Total Projects: | 249 |
| CAMPO Projects: | 147 |
| Potentially Competitive Projects: | 2 |

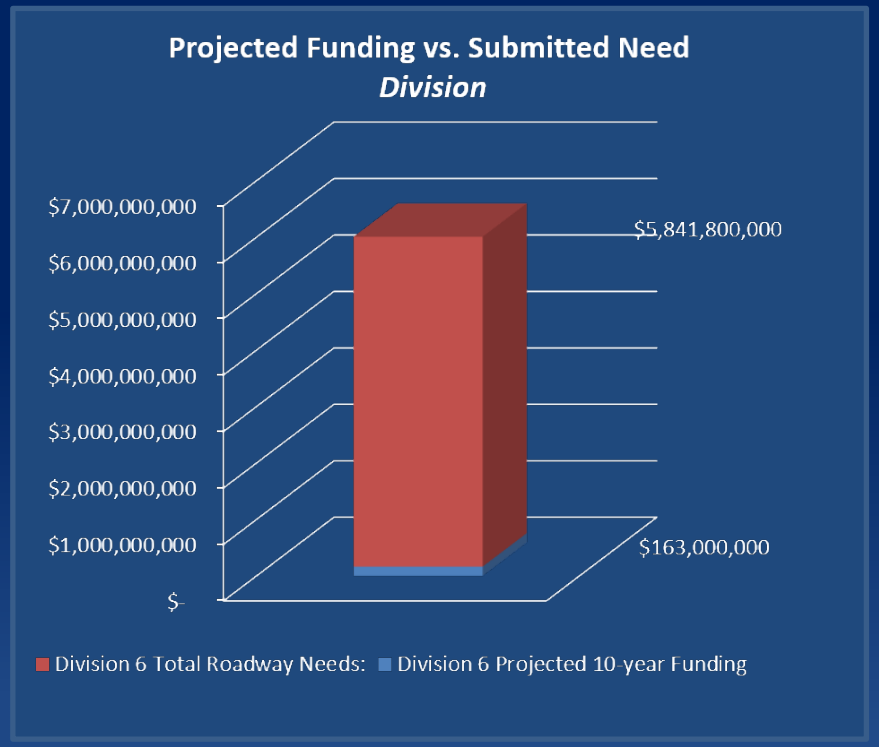


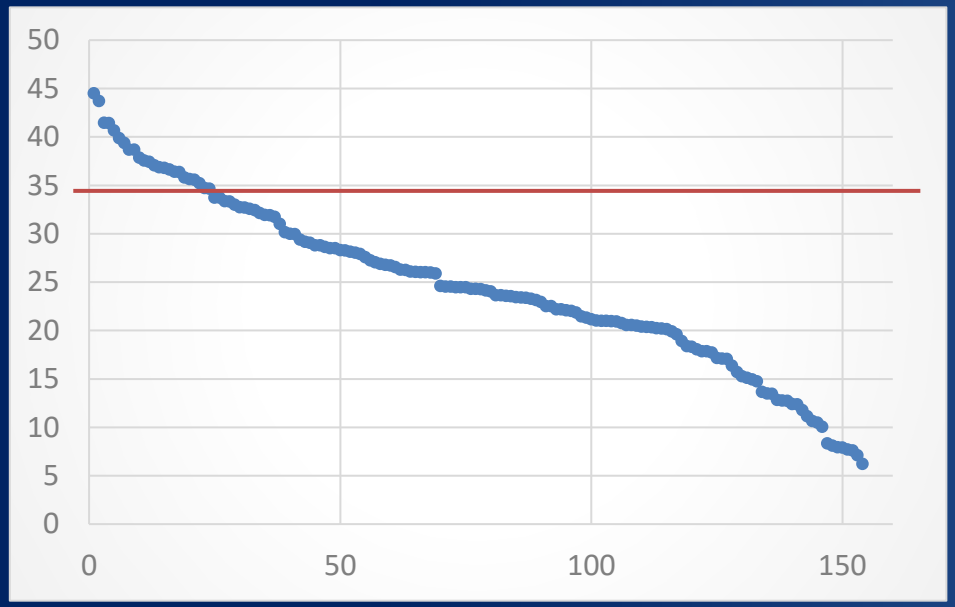




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# STI – Division 6

| | |
|---|---|
| Projected 10-yr Funding: | $163,000,000 |
| Total Projects: | 150 |
| CAMPO Projects: | 31 |
| Potentially Competitive Projects: | 3 |

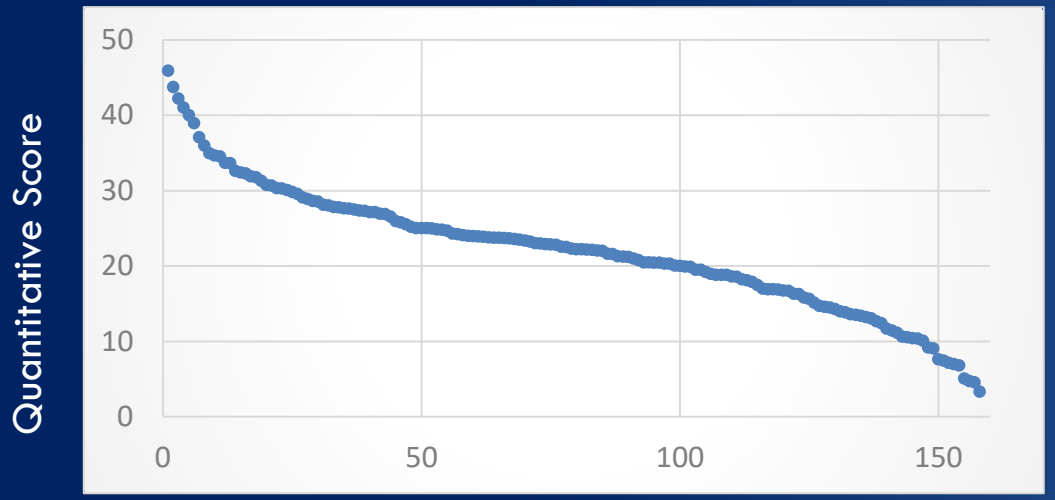


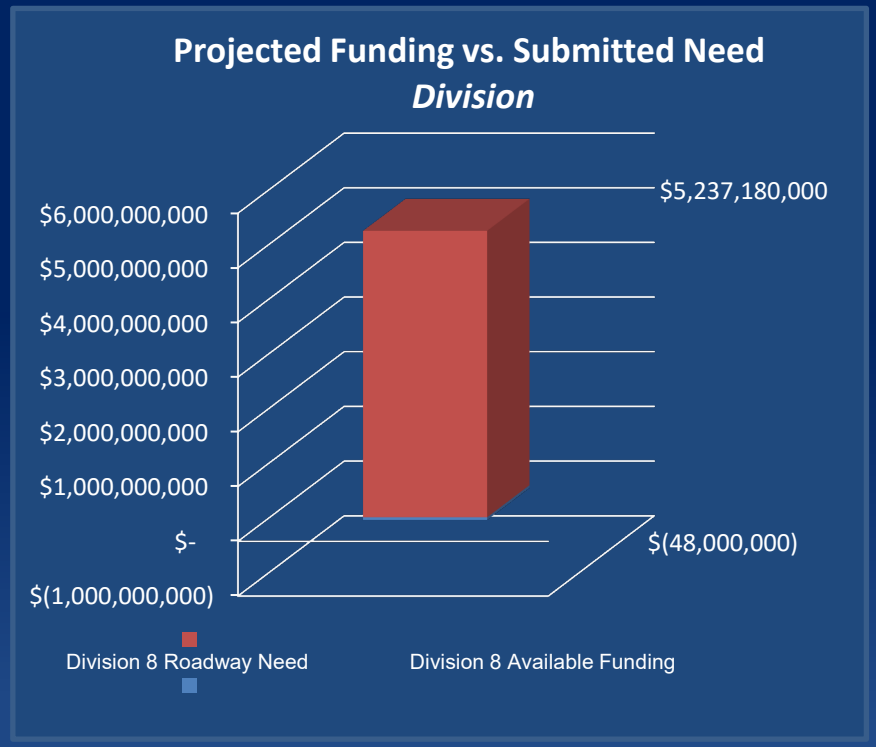




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# STI – Division 8

| | |
|---|---|
| Projected 10-yr Funding: | -$48,000,000 |
| Roadway Projects: | 158 |
| CAMPO Projects: | 7 |
| Potentially Competitive Projects: | 0 |




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# Next Steps

- Work with Division Staff and other RPO/MPOs to coordinate on points where needed
- Draft Lists are posted for 30-day public comment, October 19th with a public hearing on November 18th
- Prioritization Round 9 **delayed** one year
  - Project selection for P9 will start July 2028
  - Confident Scope and Cost Estimate deadline **extended** until September of 2028

Alex Rickard – Alex.Rickard@campo-nc.us

Daniel Spruill – Daniel.Spruill@campo-nc.us

# 5.4 SPOT 8 Update: Division Needs Local Input Point Assignment

**Requested Action:**

**Recommend the Executive Board adopt the Division Needs Local Input Point assignment and direct CAMPO staff to continue coordinating with NCDOT and neighboring MPO/ RPOs which may result in adjustment to point assignment with Chair approval**

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# 5.5 Safety Performance Measure Targets 2027




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# 5.5 Safety Performance Measure Targets 2027

As part of the rule making for MAP-21 and the FAST Act, State DOTs and MPOs are required to adopt the following five safety performance measures:

1. Number of fatalities
2. Rate of fatalities (per 100 million VMT)
3. Number of serious injuries
4. Rate of serious injuries (per 100 million VMT)
5. Number of non-motorized (Pedestrian & Bicycle) fatalities and non-motorized serious injuries

MPOs are required to establish performance targets for each of these measures.

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# 5.5 Safety Performance Measure Targets 2027

The CAMPO Executive Board on April 16, 2025, endorsed the goals of a 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving toward zero fatal and serious injury crashes by applying the noted short-term, mid-term, and long-term goals to set annual FHWA safety targets.

***Near Term (2025-2035)**:* To achieve the ultimate long-term goal, an interim goal for the 2025-2035 horizon is to reduce serious injury and fatal crashes by 10% (An annual 1% reduction).

***Mid-Term (2036-2045):*** During the 2036-2045 horizon, CAMPO's goal will shift to a more aggressive reduction in serious injury and fatal crashes by an additional 15-20% (a 2% annual reduction).

***Long-Term (2046-2055)**:* During the 2046-2055 horizon, an ambitious goal will be set to reduce serious injury and fatal crashes by at least an additional 30% (a 4% annual reduction).

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# 5.5 Safety Performance Measure Targets 2027

**Target Setting Crash Data**

| Year | Fatalities | Fatality Rate | Serious Injuries | Serious Injury Rate | Non-motorized Fatalities and Serious Injuries |
|---|---|---|---|---|---|
| 2019 | 122 | 0.830 | 629 | 4.277 | 92 |
| 2020 | 149 | 1.250 | 578 | 4.847 | 94 |
| 2021 | 156 | 1.107 | 614 | 4.359 | 69 |
| 2022 | 174 | 1.156 | 577 | 3.832 | 117 |
| 2023 | 158 | 1.024 | 597 | 3.871 | 82 |
| 2024 | 139 | 0.851 | 590 | 3.611 | 95 |
| 2026 | 136 | 0.817 | 578 | 3.5 | 93 |
| **2027** | **135** | **0.801** | **572** | **3.4** | **92** |

*Target based on CAMPO's methodology of reducing crashes by 1% annually in it's near-term horizon (i.e., 2025-2035)

Rates are in units of crashes per 100 MVMT

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# 5.5 Safety Performance Measure Targets 2027

**Requested Action:**

**Recommend the Executive Board approve Safety Performance Measure Targets for 2027**

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# 5.6 Wake Transit Work Plan Amendment Policy Update

NC Capital Area Metropolitan Planning Organization

# Wake Transit Work Plan Amendment Policy Update

**Suvir Venkatesh, CAMPO**

WAKE TRANSIT PLAN

# Amendment Policy

- The Wake Transit Amendment Policy serves as the guiding document for the administration of the Wake Transit Work Plan amendment process
  - Outlines the procedures and regulations surrounding amendments
  - Assigns responsibilities to lead agencies
- The policy was adopted in 2018 and last updated in 2022
- CAMPO will be leading an update to the amendment policy in 2026
- Goal is to have updated policy ready for the Q3 amendment cycle (Submission Deadline : November 20th, 2026)

WAKE TRANSIT PLAN

# Proposed Changes

- Consolidation of two amendment types
  - Currently divided into major and minor amendments
  - Proposing to create just one amendment type
  - Removes ambiguity and establishes a standardized public comment period (30 days)
    - Currently minimum of 14 days for minor and 30 days for major

- Clarify lead agency roles surrounding public engagement

- Removing references to older committees and websites (e.g., B&F Subcommittee, GoForward website, etc.)

- Removing “special cycle” for POP extension
  - Now classified as amendment and will follow same procedure as other amendments

- New proposed language: Any transfer of funds between budget ordinance appropriations is an amendment
  - Transfer within budget ordinance appropriation will be done through budget transfer

WAKE TRANSIT PLAN

# Schedule

| ACTION | DATE |
|---|---|
| PD Subcommittee- Informational Item Only | August 25 |
| PD Subcommittee Review- Action Item | September 22 |
| Recommendation for Adoption by TPAC (Action Item) | October 15 |
| **TCC Presentation (Action Item)** | **November 5** |
| **GoTriangle Board of Trustees (Action Item)** | **November 18** |
| **CAMPO Executive Board (Action Item)** | |

WAKE TRANSIT PLAN

# 5.6 Wake Transit Work Plan Amendment Policy Update

**Requested Action:**

**Recommend the Executive Board adopt the updated Wake Transit Work Plan Amendment Policy**

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# 5.7 FY2027 2nd Quarter Wake Transit Work Plan Amendments & FY2027 Period of Performance Extensions

NC Capital Area Metropolitan Planning Organization

# FY27/Q2 Wake Transit Work Plan Amendment Requests and FY27 Period of Performance Extensions

Suvir Venkatesh, CAMPO

WAKE TRANSIT PLAN

# Amendment Requests

## FY 2027, Quarter 2, Requested Wake Transit Work Plan Amendments

**REQUESTED MAJOR/MINOR AMENDMENTS**

| Project ID # | Agency | Project Title | Original Funding Allocation | Requested Funding Allocation | Funding Impact | Reason for Major/Minor Amendment Status |
|---|---|---|---|---|---|---|
| **Capital Budget Amendment Requests** | | | | | | |
| TC002-BI | City of Raleigh | GoRaleigh Operations and Maintenance Facility Expansion | $ 17,291,952 | $ 19,291,952 | $ 2,000,000 | **Major Amendment:** The GoRaleigh Operations and Maintenance Facility is at 100% design and the City is preparing to go out to bid. The cost estimate is about $1.2 million higher than estimated. Although, the City has additional 5339 funds to cover a portion of this estimate, The City of Raleigh is requesting an additional $2 million in case bids come in higher than the latest cost estimate. This funding will guarantee that the City is able to move forward without delays. |
| TC002-V | | GoRaleigh/GoWake Access Paratransit Maintenance & Operations Facility | $ 76,420,000 | $ 91,420,000 | $ 15,000,000 | **Major Amendment:** The City of Raleigh is constructing a new GoRaleigh/GoWake Access operations and maintenance facility to replace the existing facility which has reached the end of its useful life. The project is currently at 60% design and the latest cost estimate came in $70 million, around $13 million more than the City has available. The City is requesting additional funding to cover the cost difference and and additional cost overages that may arise at the 100% design phase and/or with a final bid. |
| | | | | **Total Capital Funding Impact** | **$ 17,000,000** | |

# City of Raleigh- TC002-BI

- City is preparing to go out to bid (100% design)
- Cost estimate- $1.2 million more than anticipated
- 5339 funds will cover a portion of the cost
- City is requesting additional $2 million in case bids come in higher than expected

# City of Raleigh- TC002-V

- Current facility has reached the end of its useful life
  - New facility at ~60% design
- Latest estimate was $70 million- $13m more than expected
- City is requesting additional $15 million to cover cost difference and any other overages that may arise at the 100% design phase

# Financial Disposition

FY27-Q2 Amendment Financial Impact

| Ordinance Tag | Agency | Description |
|---|---|---|
| Transit Infrastructure | City of Raleigh | GoRaleigh/GoWake Access Paratransit Maintenance & Operations Facility |
| Transit Infrastructure | City of Raleigh | GoRaleigh Operations and Maintenance Facility Expansion |
| **Wake Transit Capital Expenditures** | | |
| **Total Financial Impact - FY27 Wake Transit Work Plan** | | |

| Wake Transit Project Funding since Inception | Wake Transit Proposed Amended Budget | Revised Wake Transit Plan Funding | FY28-FY35 Programmed Wake Transit Plan Funding | Total Project Adopted Wake Transit Plan Funding |
|---|---|---|---|---|
| $56,420,000 | $15,000,000 | $71,420,000 | $0 | $71,420,000 |
| $25,867,694 | $2,000,000 | $27,867,694 | $0 | $27,867,694 |
| **$82,287,694** | **$17,000,000** | **$99,287,694** | **$0** | **$99,287,694** |
| | **$17,000,000** | | | |

# Financial Impact of Amendment Requests:

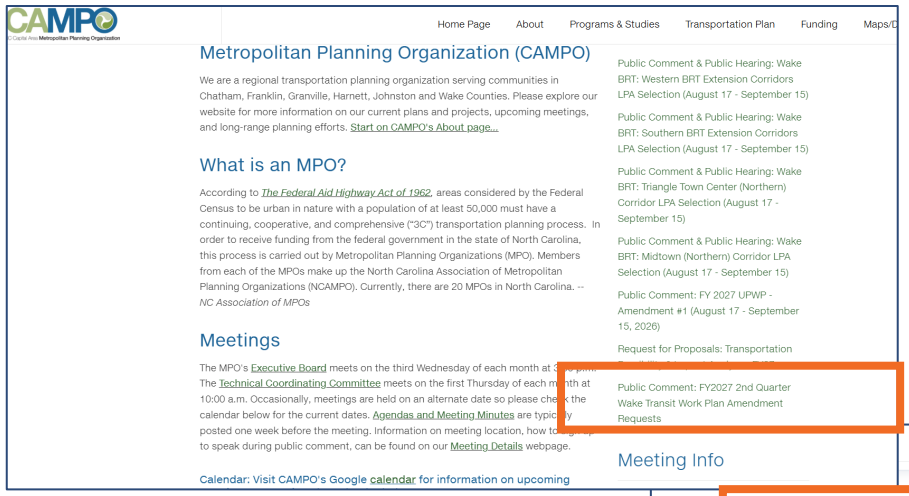
**Net Impact to FY26 Wake Transit Plan = ($17,000,000)**

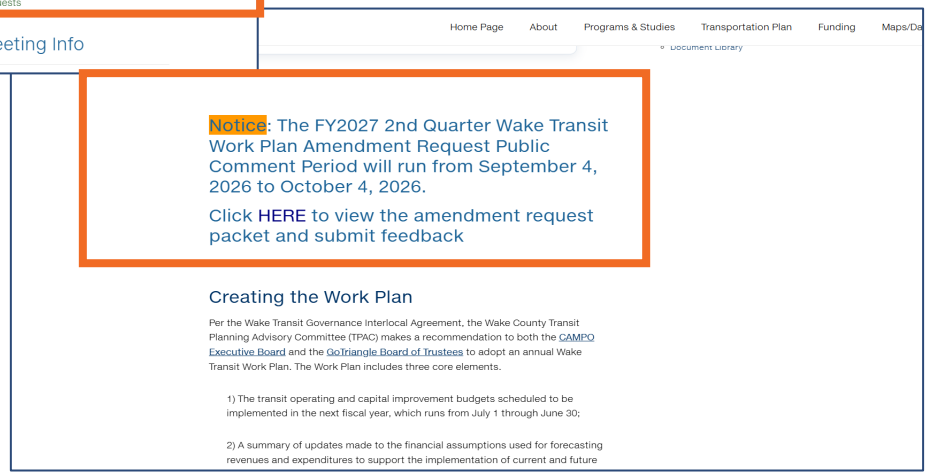
- The FY27 City of Raleigh Transit Infrastructure Budget will ***increase*** by **$17,000,000**

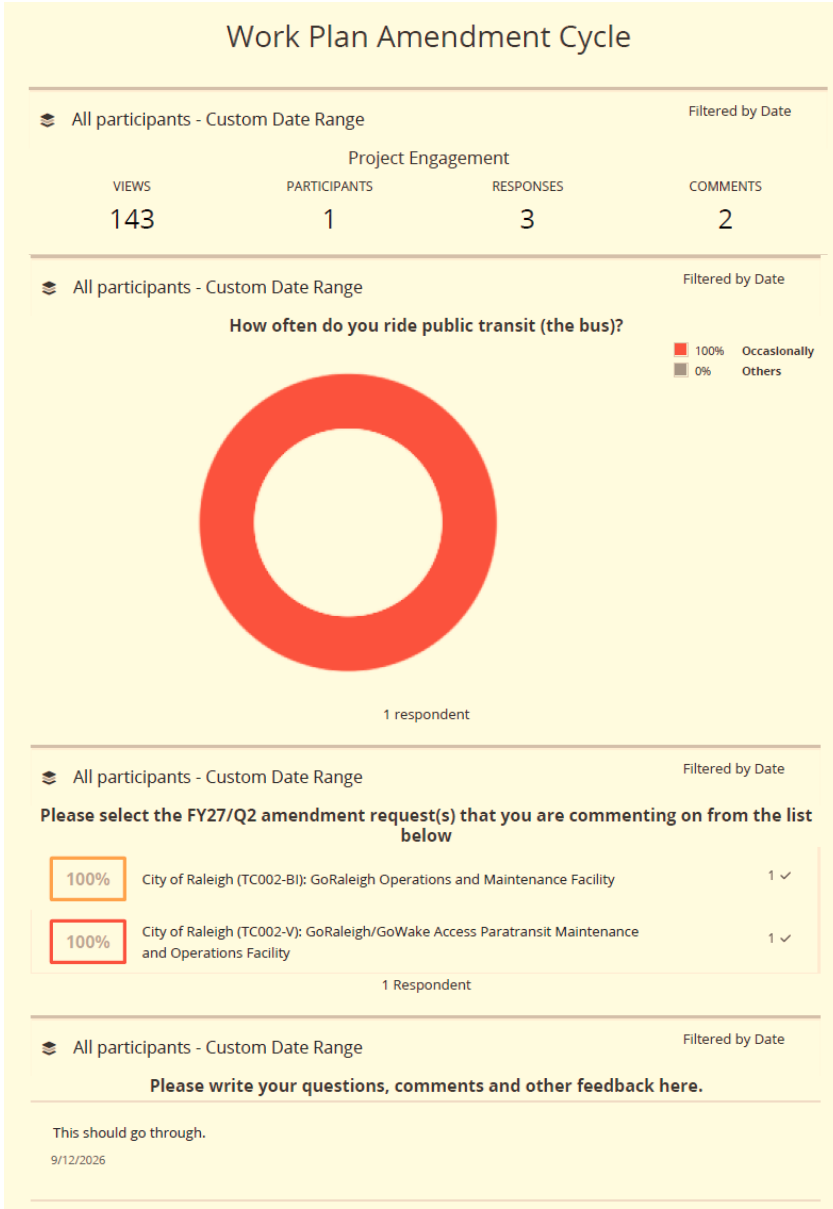
# Community Engagement

Comment period from September 4, 2026 – October 4, 2026.

1 participant- in favor of the amendments



# Period of Performance Extension Requests

- Period of performance (POP) extension requests are considered to modify the POP for capital project funding agreements set to expire.
- Public engagement is not considered for these requests.
- 31 POP extension requests were received in conjunction with the FY27/Q2 Work Plan amendment request period.

# POP EXTENSIONS

| FY27 Wake Transit Period of Performance Extensions | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Contract #** | **Agency** | **Project ID** | **Project Title** | **Allocation Amount** | **Expiration Date** | **Recommended Extension** | **Reason for Extension** |
| 17-044 | City of Raleigh | TC002-G | Poole Road Park &Ride Facility | $1,140,000.00 | 12/31/2026 | 12/31/2028 | Project is substantially complete, however the stormwater pond needs additional work to be able to close out the project. The work has now been bid out for construction and should be finished by the requested extension date. |
| 19-051 | City of Raleigh | TC002-T | East Raleigh Community Transit | $2,000,000.00 | 12/31/2026 | 12/31/2029 | This is currently out for bid and should see substantial completion by 2028. Additional time is requested through 12/31/29 to account for potential delays. |
| 20-053 | City of Raleigh | TC005-A1 | Wake County BRT Projects New Bern | $28,220,000.00 | 12/31/2026 | 12/31/2030 | Project is in construction, extension is requested to match the timeline for FTA's construction grant funds (full funding grant agreement) for this project |
| 20-053 | City of Raleigh | TC005-A1 | WTP New Bern Corridor Art | $500,000.00 | 12/31/2026 | 12/31/2030 | Project in construction, majority of funds have been encombered, and remaining funds will be encumbered as a part of construction activities. |
| 20-053 | City of Raleigh | TC005-A1 | New Bern Bus Rapid Transit Facility - Contingency Reserves | $13,650,000.00 | 12/31/2026 | 12/31/2030 | Project is in construction, extension is requested to match the timeline for FTA's construction grant funds (full funding grant agreement) for this project |
| 20-053 | City of Raleigh | TC005-A1 | WTP New Bern BRT Contingency | $8,500,000.00 | 12/31/2026 | 12/31/2030 | Project is in construction, extension is requested to match the timeline for FTA's construction grant funds (full funding grant agreement) for this project |
| 21-065 | City of Raleigh | TC002-BQ | Bus Stops & Shelter Impv - WTP | $1,761,600.00 | 12/31/2026 | 12/31/2028 | Currently spending on existing contracts |
| 21-065 | City of Raleigh | TC002-AM | Triangle Town Center - Design | $323,904.00 | 12/31/2026 | 12/31/2030 | Still searching for property. This site will be investigated as a part of the Mobility Hub Study. Will then need to release a design RFQ, award and complete the design. |
| 21-065 | City of Raleigh | TC002-BG | Enhanced Transfer Points | $2,014,970.00 | 12/31/2026 | 12/31/2029 | Currently spending on existing contracts |
| 21-065 | City of Raleigh | TC002-AL | Crabtree Valley Mall Transit Center Updates | $323,904.00 | 12/31/2026 | 12/31/2029 | City staff is currently working on improvements. |

# POP EXTENSIONS

| FY27 Wake Transit Period of Performance Extensions | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Contract #** | **Agency** | **Project ID** | **Project Title** | **Allocation Amount** | **Expiration Date** | **Recommended Extension** | **Reason for Extension** |
| 21-074 | City of Raleigh | TC005-A3 | FY22 Western BRT Design | $12,000,000.00 | 12/31/2026 | 12/31/2032 | Extension is requested to mirror the timeline for the project development grant from FTA. Current project status is 30% design. We are requesting an extension to the end of 2032 to maintain a realistic timeline for project completion. Project is currently at 30% design. |
| 23-049 | City of Raleigh | TC002-BQ | WTP FY24 Bus Shelter Imprv | $ 1,169,859.00 | 12/31/2026 | 12/31/2029 | City has a current contract of 250 total bus stops to be designed with DRMP and still have not reached half of the capacity. |
| 23-051 | City of Raleigh | TC002-AC | Midtown Transit Center | $364,000.00 | 12/31/2026 | 12/31/2030 | This will end up being a longer term project. Land acquisition is a challenge. |
| 23-051 | City of Raleigh | TC001-M | Paratransit Expansion Vehicles | $113,879.00 | 12/31/2026 | 12/31/2029 | Currently spending on existing contracts |
| 23-055 | City of Raleigh | TC002-V | GoRaleigh / GoWake Access Paratransit Maintenance Design | $20,000,000.00 | 12/31/2026 | 12/31/2030 | We should be nearing 100% design at the end of 2026, but they also have construction management after the bid is awarded, so this will be ongoing thru project close. |
| 23-058 | City of Raleigh | TC005-A2 | Southern Corridor Bus Rapid Transit Facility - Project Development and Final Design | $57,252,485.00 | 12/31/2026 | 12/31/2032 | Extension request mirrors the timeline for FTA grant agreement. Current project status is 60% design. We are requesting an extension to end of 2032 to maintain a realistic timeline for project completion. |
| | City of Raleigh | TC005-A1 | BRT - New Bern Corridor (FY26 Q3 Budget Transfer) | $30,000,000.00 | | 12/31/2030 | Project is in construction, extension is requested to match the timeline for FTA's construction grant funds (full funding grant agreement) for this project |

# POP EXTENSIONS

| FY27 Wake Transit Period of Performance Extensions | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Contract #** | **Agency** | **Project ID** | **Project Title** | **Allocation Amount** | **Expiration Date** | **Recommended Extension** | **Reason for Extension** |
| 21-064 | GoTriangle | TC002-AI | District Drive Park-and-Ride | $2,220,000.00 | 12/31/26 | 12/31/28 | Permitting process on state-owned property took longer than expected. Construction work will involve multiple procurements and likely delay on waiting for transformer. |
| 21-064 | GoTriangle | TC002-AK | Downtown Apex Transfer Point | $166,500.00 | 12/31/26 | 12/31/27 | Permitting process involved delays. Design and construction expected to be complete in FY27. |
| 21-073 | GoTriangle | TC002-N | Triangle Mobility Hub | $6,000,000.00 | 12/31/26 | 12/31/30 | Design is progressing, construction is expected to begin by CY 2028. |
| 23-048 | GoTriangle | TC002-B | Regional Bus Operation & Maint Facility | $1,650,000.00 | 12/31/26 | 12/31/30 | This is a major construction project that has become federalized. Design, NEPA, and pre-property acquisition are progressing, and the project is on track, but will require more time to complete. |
| 23-048 | GoTriangle | TC002-M | Bus Stop Improvements | $577,910.00 | 12/31/26 | 12/31/28 | Currently spending on bus stop improvements. |
| 23-048 | GoTriangle | TC002-Y | Bus Stop Improvements | $292,465.00 | 12/31/26 | 12/31/28 | Currently spending on bus stop improvements. |
| 23-050 | GoTriangle | TC001-D | Bus Purchases (FY19 & FY23) | $1,762,500.00 | 12/31/26 | 12/31/2027 | In process of spending remaining funds, may be complete by end of CY 26 but extending in case there is a delay. |
| 23-050 | GoTriangle | TC001-N | Paratransit Expansion Vehicles | $351,000.00 | 12/31/26 | 12/31/2027 | In process of spending remaining funds, may be complete by end of CY 26 but extending in case there is a delay. |

# POP EXTENSIONS

| FY27 Wake Transit Period of Performance Extensions | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Contract #** | **Agency** | **Project ID** | **Project Title** | **Allocation Amount** | **Expiration Date** | **Recommended Extension** | **Reason for Extension** |
| 21-072 | Town of Cary | TC002-E | Regional Bus Operation & Maint Facility | $ 33,657,597.00 | 12/31/2026 | 12/31/2029 | This project is ongoing and is expected to be complete by 12/31/28, however we may have final expenses that go into 2029. |
| 21-072 | Town of Cary | TC002-E | Regional Bus Operation & Maint Facility | $ 12,604,230.00 | 12/31/2026 | 12/31/2029 | This project is ongoing and is expected to be complete by 12/31/28, however we may have final expenses that go into 2029. |
| 21-072 | Town of Cary | TC002-F | Multimodal Transit Facility | $ 6,329,520.00 | 12/31/2026 | 12/31/2029 | This project is ongoing and is expected to be complete by 12/31/28, however we may have final expenses that go into 2029. |
| 23-047 | Town of Cary | TC002-R | Bus Stop Improvements | $ 517,340.00 | 12/31/2026 | 12/31/2029 | We are actively working on Phase 4 of our bus stop improvements. We will likely close this out prior to 2029, but would like to retain the 3-year extension. |
| 23-056 | Town of Cary | TC002-E | Regional Bus Operation & Maint Facility | $ 25,954,064.00 | 12/31/2026 | 12/31/2029 | This project is ongoing and is expected to be complete by 12/31/28, however we may have final expenses that go into 2029. |

# POP EXTENSIONS

| FY27 Wake Transit Period of Performance Extensions | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Contract #** | **Agency** | **Project ID** | **Project Title** | **Allocation Amount** | **Expiration Date** | **Recommended Extension** | **Reason for Extension** |
| 23-053 | Town of Apex | TC002-BJ | Saunders and Hinton Pedestrian Improvements | $ 294,800.00 | 12/31/2026 | 12/31/2029 | The Town anticipates advertising this project for construction bid in Fall 2026 with construction completed in 2027. The construction schedule was altered to avoid concurrent detours due to other ongoing transportation construction projects |

# FY2027 Q2 Amendment Request Calendar

| ACTION | DATE |
|---|---|
| Submission Deadline | August 14, 2026 |
| Released for Public Comment | September 4, 2026 |
| PD Subcommittee Review | September 22, 2026 |
| Public Comment Period Ends | October 4, 2026 |
| TPAC Considers Amendment Requests | October 15, 2026 |
| **TCC Considers Amendment Requests** | **November 5, 2026** |
| CAMPO Board Considers Approval of Amendment Requests | November 18, 2026 |
| GoTriangle Board Considers Approval of Amendment Requests | November 18, 2026 |

# 5.7 FY2027 2nd Quarter Wake Transit Work Plan Amendments & FY2027 Period of Performance Extensions

**Requested Action:**

**Recommend the Executive Board approve the FY2027 2nd Quarter Wake Transit Work Plan Amendments and FY2027 Period of Performance Extensions**

CAMPO
NC Capital Area Metropolitan Planning Organization

# 5.8 Amendment #5 to FY 2026-2035 TIP

- CAMPO and statewide CAMPO-eligible projects
- Changes made from July – September 2026
- LAPP Adjustments

NC Capital Area Metropolitan Planning Organization

# 5.8 Amendment #5 to FY 2026-2035 TIP

Next Steps:

- Public comment period from Oct 19th – Nov 17th, 2026
- Public Hearing on November 18, 2026

**Requested Action:**

**Recommend the Executive Board approve TIP Amendment #5 to the FY2026-2035 TIP**

CAMPO
NC Capital Area Metropolitan Planning Organization

# 5.9 Apex Pleasant Park Access Study Project Update

NC Capital Area Metropolitan Planning Organization

# Pleasant Park Access Study

## CAMPO TCC

November 5, 2026



# Agenda

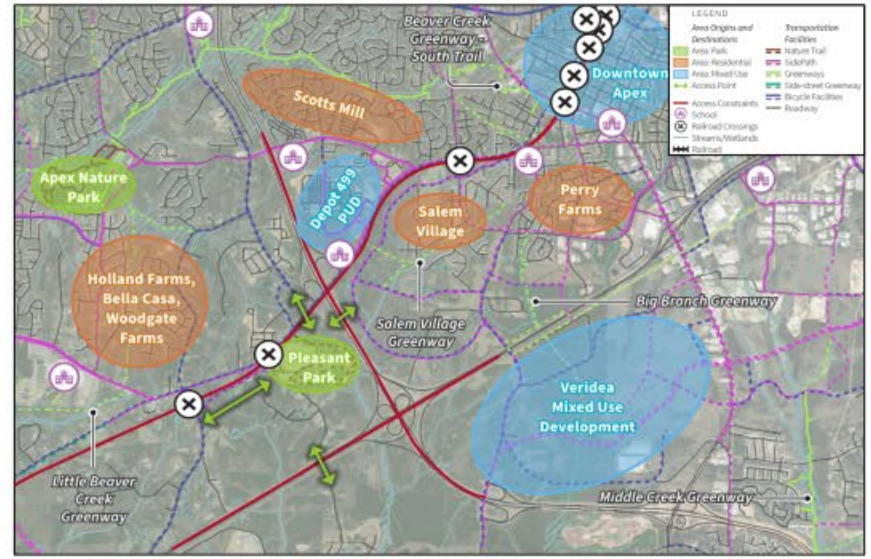
- Project Introduction
- Project Purpose, Goals and Deliverables
- Performance Measures
- Public Involvement To Date
- Next Steps

# Project Management Team

- Capital Area MPO
  - Caleb Allred - caleb.allred@campo-nc.us
  - Daniel Spruill - daniel.spruill@campo-nc.us
- Town of Apex
  - Jenna Shouse - jenna.shouse@apexnc.org
  - Shannon Cox - shannon.cox@apexnc.org
- VHB Engineering
  - Lauren Triebert - ltriebert@vhb.com
  - Joe Wiswell - jwiswell@vhb.com

# Project Introduction

- Pleasant Park, opened Nov. 2023
- Situated between NC 540, US 1, Old US 1 in southern Apex
  - Active CSX rail line parallel to Old US 1
- Accessible from Old US 1 Hwy only
  - Requires crossing the railroad tracks
  - Controlled access on NC 540 and US 1
- Evaluate feasibility of new access options to the park





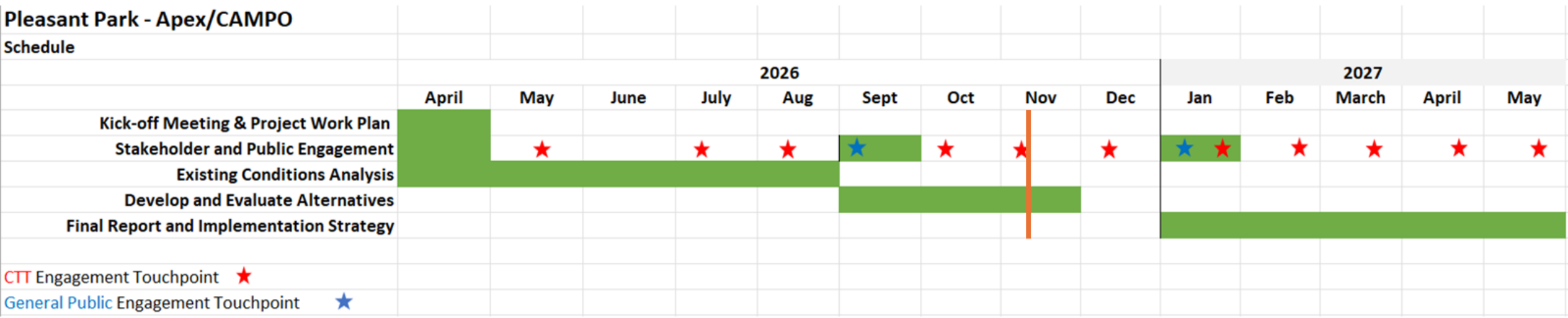



# Project Purpose, Goals and Deliverables

- Project Purpose
  - Study access improvement options to increase connectivity to the surrounding roadway network, specifically with regards to emergency access
- Project Goal
  - Evaluate feasibility of up to five (5) vehicular access improvement options
    - Eliminate any that are determined not feasible
    - Prioritize implementation of those that are feasible
    - Develop funding option plans for feasible options
- Project Deliverables
  - Public Engagement (2 rounds)
  - Existing Conditions Analysis
  - 10% concept designs / typical sections / planning level cost estimates
  - Prioritized implementation and funding plan
  - Access Study Report

# Milestone Updates

- Complete:
  - Existing Conditions Report
  - Performance Measures Development
  - Public Outreach Round 1
- In Progress:
  - 10% Concept Design/Cost Estimates
  - Alternative Evaluations
  - Public Meeting Round 2 (materials development)



# Public Involvement To Date

- Project website (www.apexnc.org/pleasantparkaccess)
- Core Technical Team meetings
- Public Meeting #1
  - Apex Town Hall
  - Attendance – 63 people signed in
    - "Neighborhood" hour
  - Meeting materials posted online
- Tabling event at Pleasant Park concessions stand
- Online comment form available

# Public Meeting #1





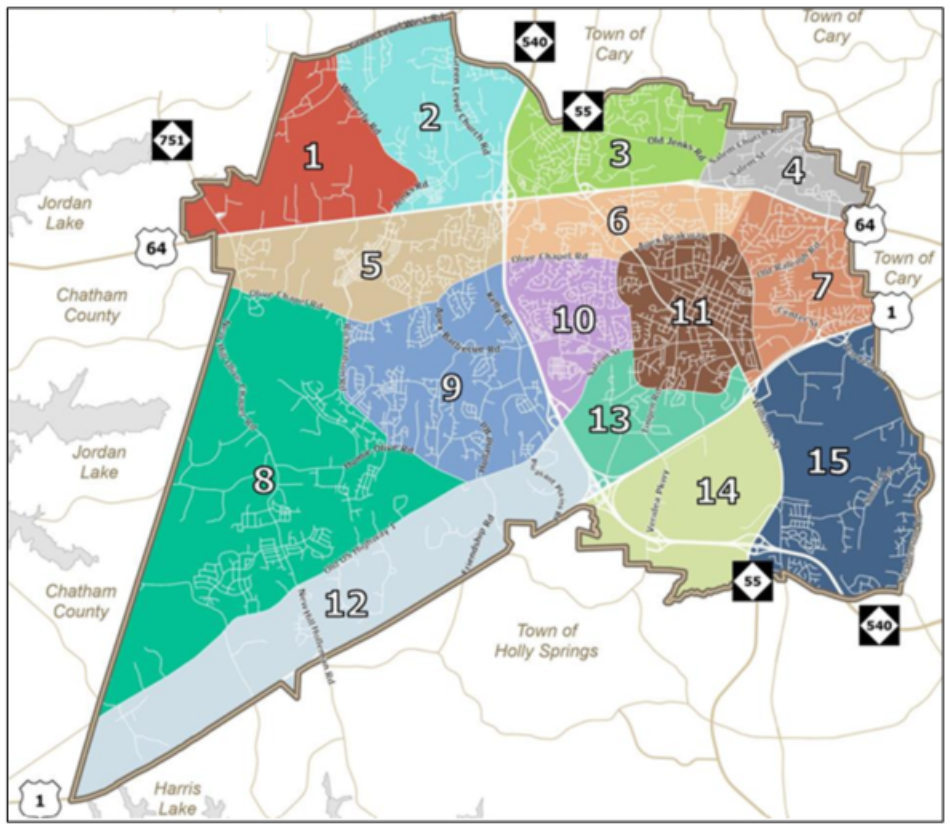







# Public Input – Comment Form

- Additional input on any of the public meeting stations
  - Existing Conditions
  - Performance Measures
  - Rank your top three Performance Measures in order of importance
  - Other/General Input
- Optional Demographic Input
  - How did you hear of the study?
  - How frequently do you visit Pleasant Park?
- Where do you live?
- Where do you work/go to school?



# Public Input – Comments

Total of 57 comment forms or other input from:

- Local Resident Preview – **16** (*out of 47 attendees*)
- General Public Open  House – **8** (*out of 16 attendees*)
- Online – **29** participants
  - 21 with written responses
  - 8 with selection-based responses only
- Email – **1**
- Hard copy letters – **2**
- Petitions – **1** (46 signatures, 10 of which also submitted individual input)

# Public Input – Performance Measures

## Draft Performance Measures

Performance measures are parameters developed to objectively evaluate and compare potential access alternatives.

| Performance Measure | What it Evaluates |
|---|---|
| **Cost & Funding** | An assessment of the potential funding options for the alternative (e.g. NCDOT funding, partnering with Holly Springs, grant eligibility).<br>**Evaluation Criteria**<br>**Planning level cost estimate**<br>• Construction, utility and right-of-way estimates<br>**Pathway to funding**<br>• Identification of applicable funding source<br>• Coordination complexity |
| **Constructability** | The likelihood that an alternative can be implemented, given known constraints.<br>**Evaluation Criteria**<br>**Design constraints**<br>• Grade/steepness<br>• Structure height minimums<br>**Permit requirements**<br>• Complexity of environmental resource agency requirements<br>**Utility conflicts**<br>• Complexity of coordination needed for utility relocations |
| **Connectivity** | The effectiveness of an alternative to connect users to the park.<br>**Evaluation Criteria**<br>**Park users served**<br>• Directionality of park user trips<br>**Multimodal integration**<br>• Improvement to transit efficiency<br>• Connection to existing and planned bike and pedestrian facilities |

Pleasant Park Access Study


## Draft Performance Measures

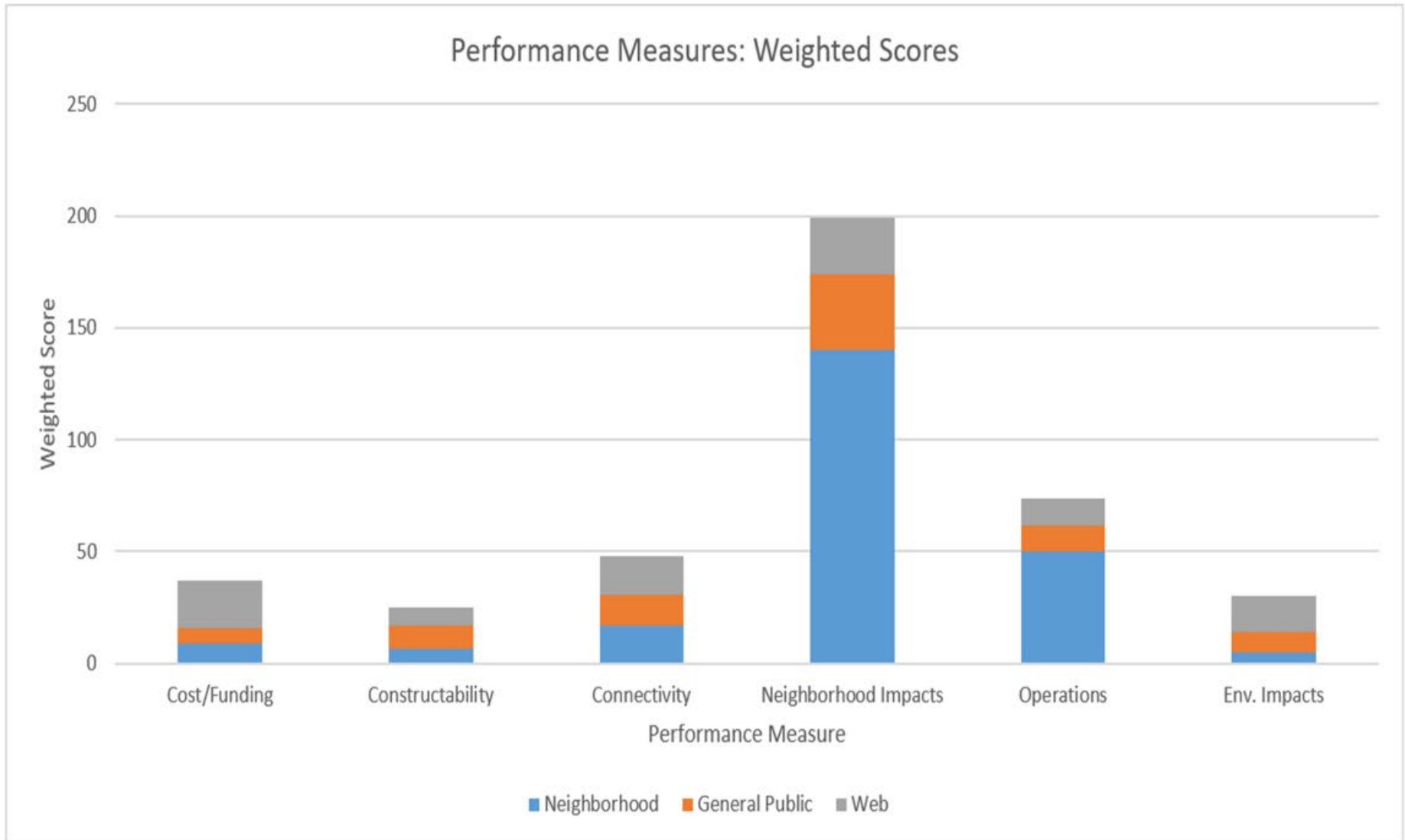
Performance measures are parameters developed to objectively evaluate and compare potential access alternatives.


| Performance Measure | What it Evaluates |
|---|---|
| **Neighborhood Impacts** | Intensity of potential impacts of an alternative on nearby neighborhoods.<br>**Evaluation Criteria**<br>**Diversion of traffic through park/neighborhoods**<br>• Percentage of traffic diversion attributable to an alternative<br>• Portion of traffic with a different destination than Pleasant Park<br>**Properties Impacted**<br>• Number of properties impacted by alternative<br>• Number of potential relocations<br>**Connection to future development**<br>• How aligned the alternative is with future residential density |
| **Operations** | The improvement over existing conditions that an alternative has for ingress/egress and emergency response access.<br>**Evaluation Criteria**<br>**Provides egress from the park during an emergency**<br>• Exit without barriers (i.e., the railroad or controlled access highway)<br>**Distance to nearest emergency response station**<br>• Distance in miles<br>• Additional access from the east for improved police access<br>**Dispersion of congestion at Pleasant Plains Rd and Oldy US 1 Hwy intersection**<br>• Percentage of Pleasant Park trips that shift to/from an alternative |
| **Environmental Impacts** | Level of impact of an alternative on environmental resources and opportunities for green design.<br>**Evaluation Criteria**<br>**Wetland/Stream impacts**<br>• Amount in acres/linear feet<br>**Tree Clearing**<br>• Amount in acres<br>**Opportunities for "green infrastructure" design**<br>• Stormwater management (bioswales), sustainable design (construction materials, rain gardens) |


Pleasant Park Access Study

# Public Input – Performance Measures

Neighborhood voters overwhelmingly prioritized “Neighborhood Impacts”







| Voters | |
|---|---|
| Neighborhood | 38 |
| Gen Public | 14 |
| Web | 18 |
| ***Total*** | ***70*** |

# Public Input – Comments

- Comments were primarily categorized by performance measure

| Performance Measure | Total Mentions |
|---|---|
| Operations - traffic congestion | 19 |
| Operations - emergency access | 12 |
| Neighborhood Impacts - cut through traffic | 12 |
| Neighborhood Impacts - character | 8 |
| Neighborhood Impacts -property impacts | 7 |
| Connectivity - multimodal, safety & comfort | 4 |
| Environmental - tree clearing | 3 |
| Costs and Benefits | 3 |
| Environmental - flooding | 1 |
| *Process Concerns* | *6* |
| *Non-substantive* | *12* |

# Public Input – Comment Response

- Response memo is set up with 10 comment theme summaries followed by a response, including specifics as needed.

| Performance Measure | Total Mentions |
|---|---|
| Operations - traffic congestion | 19 |

Traffic Congestion *(19 comment mentions)*

Many commentors mentioned experiencing congestion at the entrance to the park and at the Pleasant Plains Road and Old US 1 Highway intersection; there were multiple specific mentions about the potential to turn right-on-red from Pleasant Plains Road onto Old US 1 Highway and the overall operations of this intersection.

- Study considers known areas of congestion
- Alternative evaluation process accounts for how a new access option could affect those areas.
  - Potential for new traffic to be introduced into the network, such as cut-through traffic,
  - Existing traffic to shift within the roadway network based on changes in trip patterns.
  - Developed through a combination of existing network trip characteristics and engineering judgement.
- Study is not a comprehensive traffic analysis.
- Study will not include direct recommendations on how to improve traffic flow on existing roads
  - Received input is being shared with the appropriate Town and NCDOT departments.

# Public Input – Comment Response

| Performance Measure | Total Mentions |
|---|---|
| Operations – emergency access | 12 |

Emergency Access *(12 comment mentions)*

Comments mentioned the pressing need for an additional emergency access option, given the potential for a CSX train to block the current sole access point to the park and specified that additional emergency access needs to avoid the known congestion at the Pleasant Plains Road and Old US 1 Highway intersection.

- One goal is to evaluate additional access in the event of an emergency at Pleasant Park,
  - ingress for emergency vehicles
  - egress for park users
- The study is being conducted in consultation with input from emergency services reps
  - Town of Apex Fire Department
  - Police Department
- Barriers to access are all considered in the evaluation process
  - congestion at the park entrance
  - potential blockage by a CSX train or CSX track maintenance
  - total route distance from emergency services facilities to the park.

# Public Input – Comment Response

| Performance Measure | Total Mentions |
|---|---|
| Neighborhood Impacts - cut through traffic | 12 |

Neighborhood Impacts – cut through traffic *(12 comment mentions)*

Comments included concerns over the potential "cut-through" traffic that a new access to the park could encourage. There is a concern that making a new connection between surrounding roadways would create an attractive route those that may not even be visiting the park, further increasing the number of vehicles using the local roads.

- **Alternatives evaluation process will include projections for potential new traffic** for each access option considered
- The likelihood and magnitude of potential cut-through traffic will thus be quantified and considered in the overall evaluation and scoring of a given access option.

## Next Steps

- Finalize 10% conceptual designs
- Develop planning level cost estimates
- Evaluate alternatives using Performance Measures
- Develop prioritized list for implementation/recommended alternative(s)
- Public Meeting #2 (Anticipated January 2027)
- Final Draft Study Report (Anticipated March 2027)
- Presentation and potential action by CAMPO Exec Board and Town Council (Anticipated May 2027)

# 5.9 Apex Pleasant Park Access Study Project Update

**Requested Action:**

**Receive as information**

NC Capital Area Metropolitan Planning Organization

# 5.10 Advanced Air Mobility Study Update

NC Capital Area Metropolitan Planning Organization

# CAMPO Regional Advanced Air Mobility (AAM) Coordination Roadmap

November 2026



# What Is the Project?

Funded by an NCDOT grant, this project builds the region's first coordinated plan for Advanced Air Mobility (AAM):

**Review State & National Work**
Analyze AAM projects across the state and nationally to inform regional implementation strategies.

**Assess Use Cases**
Identify and clearly distinguish AAM use cases with a focus on regional interests and community benefits.

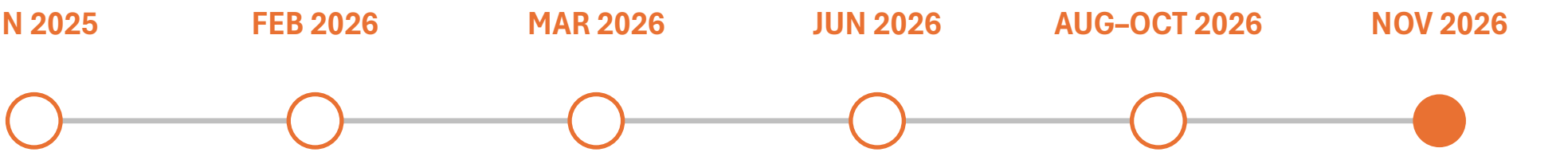
**Outreach & Engagement**
Develop a framework for effective engagement around AAM and its use cases across the CAMPO region.

**Implementation Strategies**
Create actionable strategies that support regional coordination for AAM integration.

**Final Deliverable: Regional AAM Coordination Roadmap**

# How Did We Get Here?

North Carolina has been building AAM momentum for several years. This project gives the CAMPO region a coordinated way to plan for it.




NCDOT awards $1M in AAM Planning Grants; CAMPO is one of five recipients

CAMPO Regional AAM Coordination Roadmap kicks off

NC selected for FAA's eVTOL pilot program (eLIFT-NC)

Steering Committee convened to set regional priorities

Use case and hot spot analyses developed

**WE ARE HERE**

Project update to TCC and Executive Board

**Why CAMPO?** No region-specific AAM study existed until now.

# What Does AAM Mean for This Project?




- Advanced Air Mobility (AAM) includes applications such as drone delivery, eVTOL transport, emergency response, and infrastructure inspection.
- This image illustrates key AAM use cases, including improving connectivity, supporting cargo logistics, and enabling medical and defense transportation.
- This project focuses on identifying the most relevant AAM applications for the **CAMPO region** and their potential benefits.

Source: U.S. Department of Transportation, Advanced Air Mobility (AAM), https://www.transportation.gov/aam

# What Have We Looked At?

Work to date has combined research, regional input, and early analysis:

1

### Existing Plans & Programs

State and national AAM plans and pilots, the NCDOT AAM Zoning Framework, and Destination 2055.

2

### Regional Input

A Steering Committee of local governments, hospitals, airports, and NC State helped set priorities.

3

### Use Case Analysis

Nine use case themes narrowed to five priorities, each assessed for regional fit.

4

### Hot Spot & Modeling

A conceptual vertiport “hot spot” and an approach for reflecting AAM in the regional model.

**Regional readiness:** Steering Committee rated readiness 2.3 / 5 today, rising to 3.8 / 5 in five years.

# What We Learned: Steering Committee #1

The steering committee, composed of local governments, airports, hospitals, universities, and industry came together to set regional priorities:

## Strong Regional Momentum

- Broad agreement that AAM is a real opportunity for the region
- Partners are ready to move from research and planning toward pilots

## Already Happening Here

- Drone-as-First-Responder programs operate in multiple jurisdictions
- NC State, NCDOT, airports, and private operators are actively researching and testing AAM

## Emerging Themes

- FAA approvals for flights beyond the pilot's line of sight are a key enabler
- General aviation airports could serve as early AAM hubs
- Workforce training supports every use case
- Agriculture flagged as a future focus area

**Takeaway:** The region is ready to coordinate, and the building blocks are already in place.

# What We Learned: Steering Committee #1 - Priority Use Cases

Steering Committee members identified where AAM can deliver value first, and what will take longer:

**HIGHEST PRIORITY**
Proven value today

- **Public Safety & Emergency Response**
  Top-ranked use case overall
- **Medical & Health**
  Builds on NC's healthcare & biotech strengths

**NEAR-TERM GROWTH**
Active in the region today

- **Logistics & Delivery**
- **Infrastructure Inspection**
- **Environmental Monitoring**

**LONGER TERM**
Needs infrastructure & regulation

- **Passenger Mobility**
- **Business Aviation**
- **Tourism & Leisure**

**Takeaway:** Start with public safety and medical uses, where the value is already proven.

# Findings: Where Is the Technology Today?

AAM is arriving in stages. Drones are already operating in the region, while passenger aircraft are further out.

**TODAY**

## Drones in Service

- Raleigh Police operate a fleet of about 20 drones
- WakeMed hosted the first routine U.S. medical drone delivery program in 2019
- Flytrex drone deliveries in Holly Springs (paused in 2025)

**NEXT FEW YEARS**

## Scaling Up

- Proposed FAA rule (Part 108) would allow routine flights beyond the pilot's line of sight
- NCDOT's eLIFT-NC is testing electric aircraft, building toward hospital-to-hospital flights

**LONGER TERM**

## Passenger Service

- Passenger air taxis depend on aircraft certification, trained pilots, vertiports, and charging
- A single vertiport may need 1 MW+ of charging capacity

**Takeaway:** Plan for drones now; prepare for passenger service later.

# Findings: Issues to Confront

Across all use cases, the same issues will need to be worked through as AAM grows in the region:

### Airspace & Regulation

FAA rules are still evolving; operations need approvals and coordination with airports.

### Community Acceptance

Noise, privacy, and safety concerns need early, two-way engagement.

### Land Use & Zoning

Zoning is local; alignment with master planning and coordination with developers an opportunity

### Energy & Infrastructure

Charging and grid capacity need early coordination with utilities.

### Funding & Staffing

Equipment, trained staff, and approvals cost money; federal procurement rules can limit which drones agencies may buy.

### Equity & Access

Benefits should reach communities across the region, not just a few locations.

# Findings: Five Priority Use Cases

Each priority use case supports multiple Destination 2055 goals, so AAM can be planned as part of the region's existing priorities.

| USE CASE | Connect People and Places | Multimodal & Affordable Travel Choices | Manage Congestion & System Reliability | Stimulate Inclusive Economic Vitality | Ensure Equity & Participation | Improve Infrastructure Condition & Resilience | Protect the Environment & Minimize Climate Change | Promote Safety, Health and Wellbeing |
|---|---|---|---|---|---|---|---|---|
| Public Safety and Emergency Response | | | | | ● | ● | | ● |
| Medical and Health | ● | | | | ● | | | ● |
| Logistics and Delivery | | | ● | ● | | | ● | |
| Agriculture and Precision Farming | | | | ● | | ● | ● | |
| Passenger and Regional Air Mobility | ● | ● | ● | ● | | | | |

*Source: CAMPO & Triangle West TPO, Destination 2055 Metropolitan Transportation Plan (adopted February 2026), §4.3 Goals and Objectives.*

**Full analysis:** Detailed use case deep-dives are available as an attachment to the agenda.

# Initial Findings and Focus: CAMPO's Regional Role

AAM rules are set federally and land use is decided locally. CAMPO's value is in the space between: finding the right altitude for regional coordination.

**1**

### Regional Convenor

Bring local governments, NCDOT, airports, hospitals, and universities together to share lessons and avoid duplicate facilities.

**2**

### Data & Modeling

Build AAM into regional planning tools over time, starting with freight and delivery scenarios in the regional travel model.

**3**

### Land Use & Zoning Support

Help member governments apply the NCDOT AAM Zoning Framework consistently, while local decisions stay local.

**4**

### Long-Range Planning

Link AAM to Destination 2055 goals, economic development, and future infrastructure investment.

**Key takeaway:** AAM crosses town lines, so it is best planned at the regional level.

# Looking Ahead: The Final Roadmap

Four pieces of work will come together in the Regional AAM Coordination Roadmap:

**1** ✓ Complete

### Use Cases

Where AAM can deliver value for the region

**2** ✓ Complete

### Hot Spot Analysis

How AAM could fit into local communities

**3** Early 2027

### Survey

Broader input on priorities and readiness

**4** Drafting

### Final Roadmap

Brings it all together with next steps for CAMPO

**ROADMAP GOALS**

- Build understanding of AAM across the region
- Define potential roles for CAMPO
- Set next steps for regional coordination

**Next:** Shared with CAMPO and NCDOT in sections for feedback; delivered as PowerPoint and PDF.

# Next Steps

**DEC 2026**

**Steering Committee Meeting #2**

Review findings and help shape survey questions

**UPCOMING**

**Regional Stakeholder Survey**

Gather input on local needs, benefits, and concerns

**JAN 2027**

**Draft Roadmap**

Findings and recommendations shared with TCC and Board

**MARCH 24, 2027**

**AAM Industry Event**

Regional showcase hosted at NC State

**SPRING 2027**

**Final Roadmap**

Regional AAM Coordination Roadmap completed

## Questions & Discussion

What does your community need to be ready for AAM? Where should CAMPO focus its resources going forward?

# 5.10 Advanced Air Mobility Study Update

**Requested Action:**

**Receive as information**

NC Capital Area Metropolitan Planning Organization

# 5.11 FFY 2026 LAPP Status Report

- 87 active LAPP-funded projects across the CAMPO region across all target modals
- Span Fiscal Years 2018 through 2027
- Projects are at various stages of development and delivery
- 36 projects (41%) have some level of obligation risk exposure, representing $45,312,241 in LAPP funding *(as of 10/8/26)*

CAMPO
NC Capital Area Metropolitan Planning Organization

# 5.11 FFY 2026 LAPP Status Report

- Of the 36 projects with exposure: 12 are Roadway or Bicycle/Pedestrian projects

- Of the 12, several nearing obligation and schedule to obligate funding by the end of calendar year 2026 (first quarter of federal fiscal year 27)

  - Addressed through TIP Amendment #4 (Aug 2026) or are included in TIP Amendment #5 (Nov 2026)

# 5.11 FFY 2026 LAPP Status Report

| FFY27 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Vandora Springs SRTS | Wake County | BL-0128 | TADA | CON | ROW | CON - N | Wake Co. | Div5 | Current | | CON Authorization needed |
| Holly Springs Road Widening - Central | Holly Springs | U-6094 | STPBGDA | CON | ROW | CON - N | Holly Springs | Holly Springs | Current | | ROW certification needed/CON Authorization needed |
| Youngsville Bypass East - Cedar Creek Straightening Submittal 2 | Youngsville | HL-0185A | STPBGDA | CON | Agreement Completed 8/10/26 | CON - N | Youngsville | Youngsville | Current | | NCDOT Design Approvals and Congestion Management Concurrences needed |
| Morrisville Parkway Intersection Improvements | Morrisville | HL-0186 | STPBGDA | ROW | Agreement Completed 8/10/26 | ROW - N | Morrisville | Morrisville | Current | | 65% plans under NCDOT review; Awaiting tribal concurrences |
| Atlantic Avenue Multi-Use Path | Raleigh | BL-0187 | | DB | Agreement Needed | CON - N | Raleigh | Raleigh | Current | | Town/NCDOT Agreement needed |
| Smith Creek Greenway Phases 2 and 3 | Wake Forest | BL-0188 | TAP | CON | Agreement Completed 10/12/26 | CON - N | Wake Forest | Wake Forest | Current | | |

| FFY26 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Ten Ten Gap | Wake County | HL-0170 | BGDA | PE/ROW | PE | PE: Y, ROW: N | Wake Co. | Div5 | Partial | $ 21,000.00 | ROW/Utilities moved in TIP #5 Amendment |
| NC 42 at Piney Grove Wilbon Turn Lanes | Wake County | HL-0171 | BGDA | PE/ROW | PE | PE: Y, ROW: N | Wake Co. | Div5 | Partial | $ 598,600.00 | ROW/Utilities moved in TIP #5 Amendment |
| Bowling Rd/S Main St Phase 1 Operational Improvements | Fuquay-Varina | HL-0172 | BGDA | PE/ROW | ROW/Utilities | PE: Y, ROW: N | Fuquay-Varina | Fuquay-Varina | Partial | $ 815,846.00 | ROW/Utilities moved in TIP #5 Amendment |
| Olive Chapel at Apex Barbecue Turn Lane & Signal | Apex | HL-0173 | BGDA | PE/ROW | PE | PE: Y, ROW: N | Apex | Div5 | Partial | $ 329,875.00 | ROW/Utilities removed in TIP #5 Amendment; Apex recompeting for ROW for FFY28 |
| Holly Springs Road - West Design | Holly Springs | HL-0174 | BGDA | PE | ROW | PE: Y | Holly Springs | Holly Springs | Full | | |
| Tunstall Ave and Center St Sidewalk | Apex | BL-0173 | TADA | ROW | Pre-CON | ROW: N | Apex | Apex | None | $ 429,200.00 | ROW authorization needed |
| Bridge St. Pedestrian Improvements | Fuquay-Varina | BL-0174 | BGDA | ROW/CON | ROW | ROW: Y, CON: N | Fuquay-Varina | Fuquay-Varina | Partial | $ 2,248,196.00 | CON moved in TIP #5 Amendment |
| NC 98 at Moores Pond Road Roundabout | Div5 | W-5805E | BGDA/HSIP | CON | Close-out | CON: Y | Div5 | Div5 | Full | | |

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# 5.11 FFY 2026 LAPP Status Report

| FFY25 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Vandora Springs SRTS | Wake County | BL-0128 | TADA | PE/ROW | ROW | PE: Y, ROW: Y | Wake Co. | Div5 | Full | | In ROW progress |
| Old Honeycutt/Kennebec Operational Improvements | Fuquay-Varina | HL-0141 | BGDA | CON | ROW | CON: N | Fuquay-Varina | Fuquay-Varina | None | $ 719,500.00 | CON authorization needed |
| GoCary Communications Equipment Upgrade | GoCary | TL-0059 | | CON | | | GoCary | GoCary | | $ 270,709.00 | Project updates needed |
| Route 305 Apex Bus Stop Improvements - South of US 64 | GoTriangle | TL-0058 | | PE/ROW/CON | | | GoTriangle | GoTriangle | | $ 432,000.00 | Project updates needed |
| GoCary Bus Operations and Maintenance Facility | GoCary | TD-5264B | | CON | | | GoCary | GoCary | | $ 2,000,000.00 | Project updates needed |
| GoDurham Route 2 Stop Improvements - Brier Creek in Wake County | GoTriangle | TL-0057 | | PE/ROW/CON | | | GoTriangle | GoTriangle | | $ 422,064.00 | Project updates needed |

| FFY24 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NC 50/Old Weaver Trail EB Right Turn Lane | Wake County | HL-0121 | STBGDA | PE/ROW/CON | CON | PE: Y, ROW Y, CON: Y | Div5 | Div5 | Full | | In CON progress |
| NC 50/Mt. Vernon Church Turn Lanes | Wake County | HL-0122 | STBGDA | PE/ROW | ROW | PE: Y, ROW: Y | Wake Co. | Div5 | Full | | In ROW progress |
| Jones Sausage Road - Phase 1 | Garner | HL-0140 | STBGDA | ROW/CON | Pre-CON | ROW: N, CON: N | Garner | Garner | None | $ 7,670,000.00 | In PE |
| Shotwell Rd/US70B Intersection Improvements | Clayton | HL-0127 | CRPDA | CON | Close-out | PE: Y, ROW: Y | Clayton | Div4 | Full | | |
| Rolesville Road/Riley Hill Road Intersection Improvements | Wake County | HL-0128 | STBGDA | PE/ROW | PE | PE: Y, ROW: N | Wake Co. | Div5 | Partial | $ 611,700.00 | ROW/Utilities moved to FY27 and removal of CON in TIP #5 Amendment |
| S. Robertson and Main Street Sidewalks | Clayton | HL-0129 | TAP | PE/ROW | ROW | PE: Y, ROW: Y | Clayton | Div4 | Full | | |
| Angier Elementary School Sidewalk Connection | Angier | BL-0090 | STBGDA | PE/ROW/CON | Bidding | PE: Y, ROW: Y, CON: Y | Angier | Angier | Full | | |
| Higgins Greenway Ph IV | Cary | BL-0091 | CMAQ | CON | Bidding | CON: Y | Cary | Cary | Full | | |
| Saunders Street and Hinton Street Sidewalk | Apex | BL-0095 | STBGDA | CON | Bidding | CON: Y | Apex | Apex | Full | | Delays due to adjacent construction project |
| Southwest Downtown Bike & Pedestrian Gateway | Raleigh | BL-0089 | CMAQ | CON | Bidding | CON: Y | Raleigh | Raleigh | Full | | |
| Alston Ridge Greenway | Fuquay-Varina | BL-0092 | CMAQ | CON | Close-out | CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Route 305 Full Baseline Stops | GoTriangle | TL-0046 | | PE/ROW/CON | | | GoTriangle | GoTriangle | | $ 260,000.00 | Project updates needed |
| Route 305 Minimum With Existing Sidewalk | GoTriangle | TC-0029 | | PE/CON | | | GoTriangle | GoTriangle | Flexed | | Project updates needed |

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| FFY23 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Peakway South Salem Interchange | Apex | U-5928 | STBGANY | CON | CON | CON: Y | Apex | Apex | Full | | |
| Dillard Drive Two Way Left Turn Lane (TWLTL) | Wake County | HL-0050 | STBGDA | ROW/CON | ROW/Util | ROW: Y, CON: N | Wake Co. | Div5 | Partial | $ 677,500.00 | CON moved to FY27 in TIP #5 Amendment |
| Blue Ridge Road Improvements and House Creek Trail Grade Separation | Raleigh | HL-0052 | STBGDA | CON | Bidding | CON: Y | Raleigh | Raleigh | Full | | |
| Downtown Apex Safe Routes to School and Transit Connections | Apex | BL-0047 | TAP | ROW/CON | Bidding | ROW: Y, CON: Y | Apex | Apex | Full | | |
| Louis Stephens Drive Sidewalk Gap Connectivity | Morrisville | BL-0049 | CMAQ | CON | ROW | CON: Y | Morrisville | Morrisville | Full | | |
| East Main Street Sidewalk Connector | Clayton | BL-0050 | CMAQ | ROW/CON | ROW | ROW: Y, CON: Y | Clayton | Clayton | Full | | |
| Penny Road Sidewalk Project | Div5 | BL-0051 | CMAQ | PE/ROW/CON | ROW/Util | PE: Y, ROW: Y, CON: Y | Div5 | Div5 | Full | | |
| Main Street Sidewalk Connector | Holly Springs | BL-0052 | STBGDA | PE/ROW/CON | Bidding | PE: Y, ROW: Y, CON: Y | Holly Springs | Holly Springs | Full | | |
| Rails to Trails | Franklin Co. | BL-0053 | CMAQ | PE/ROW/CON | ROW | PE: Y, ROW: Y, CON: N | Franklin Co. | Franklin Co. | Partial | $ 2,976,000.00 | |
| Blue Ridge Road /District Drive Transit Connectivity and Access | GoRaleigh | TL-0010 | | | | | GoRaleigh | GoRaleigh | | $ 140,000.00 | Project updates needed |

| FFY22 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Airport Boulevard Extension | Morrisville | HL-0033 | STBGDA | ROW/CON | CON | ROW: Y, CON: Y | Morrisville | Div5 | Full | | |
| Holly Ridge Schools Pedestrian Safety | Holly Springs | BL-0023 | STBGDA | CON | Close-out | CON: Y | Holly Springs | Holly Springs | Full | | |
| NC 55 Right Turn Lane | Holly Springs | HL-0029 | STBGDA | ROW/CON | Moving toward CON Close-out | ROW: Y, CON: Y | Holly Springs | Holly Springs | Full | | Combined with HL-0030 |
| Holly Springs Road/Main Street Intersection Improvements | Holly Springs | HL-0030 | STBGDA | ROW/CON | Moving toward CON Close-out | ROW: Y, CON: Y | Holly Springs | Holly Springs | Full | | Combined with HL-0029 |
| South Smithfield Road and Poole Road Intersection Improvements | Div5 | HL-0031 | STBGDA | ROW/CON | Close-out | ROW: Y, CON: Y | Div5 | Div5 | Full | | |
| Downtown Varina Pedestrian Improvements | Fuquay-Varina | BL-0022 | TAP | PE/ROW/CON | CON | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Sunset Lake Road Widening Phase II | Fuquay-Varina | HL-0027 | STBGDA | PE/ROW/CON | ROW | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Highway 401/Mill Creek Rd Intersection Operational Improvements | Fuquay-Varina | HL-0028 | STBGDA | PE/ROW/CON | Close-out | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Crabtree Creek Greenway Trail Gap | Raleigh | BL-0027 | STBGDA | CON | CON | CON: Y | Raleigh | Raleigh | Full | | |
| Lake Boone Trail Safety Improvements | Raleigh | HL-0032 | STBGDA | CON | Close-Out | CON: Y | Raleigh | Raleigh | Full | | |
| Carpenter Fire Station Rd Widening - Construction | Cary | U-6227 | STBGDA | CON | Bidding | CON: Y | Cary | Cary | Full | | |
| NW Cary Parkway Sidewalk | Cary | BL-0024 | TAP | ROW/CON | Close-out | ROW: Y, CON: Y | Cary | Cary | Full | | |
| Louis Stephens Dr./O'Kelly Chapel Rd. Trail Connection | RTP | BL-0026 | STBGDA | CON | Close-out | CON: Y | RTP | RTP | Full | | |
| Downtown Apex Transfer Point Improvements | GoTriangle | TL-0011 | | | | | GoTriangle | GoTriangle | | $ 166,500.00 | Project updates needed |
| Improvements at Existing Bus Stops (Amneties) | GoRaleigh | TC-0016 | | | | | GoRaleigh | GoRaleigh | | $ 335,500.00 | Project updates needed |
| Bundled Enhanced Transfer Points (ETPs) | GoTriangle | TL-0010 | | | | | GoTriangle | GoTriangle | | $ 787,200.00 | Project updates needed |
| Improvements at Existing Bus Stops (Accessibility) | GoTriangle | TC-0017 | | | | | GoTriangle | GoTriangle | | $ 236,500.00 | Project updates needed |

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# 5.11 FFY 2026 LAPP Status Report

| FFY21 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Old Wake Forest Road - North | Raleigh | U-6242 | STBGDA | ROW/CON | In RR/Util | ROW: Y, CON: N | Raleigh | Raleigh | None | $ 11,158,400.00 | Awaiting RR documents |
| Wendell Boulevard/Wendell Falls Parkway Intersection Project | Wendell | U-6244 | STBGDA | ROW/CON | CON | CON: Y | Wendell | Wendell | Full | | |
| West Chatham Street Sidewalk | Apex | EB-6046 | STBGDA | CON | Bidding | CON: Y | Apex | Apex | Full | | |
| Burlington Mills Road Realignment & Main St Improvements | Rolesville | U-6241 | STBGDA | CON | Close-out | CON: Y | Rolesville | Rolesville | Full | | |
| Holly Springs Road - Phase II | Holly Springs | U-6243 | STBGDA | CON | Close-out | CON: Y | Holly Springs | Holly Springs | Full | | |
| Wendell Boulevard/Wendell Falls Parkway Intersection Project | Wendell | U-6244 | STBGDA | CON | CON | CON: Y | Wendell | Wendell | Full | | |
| GoApex Route 1 Bus Stop Improvements | Apex | TM-0026 | | CON | | | Apex | Apex | | $ 427,000.00 | Project updates needed |
| Bus on shoulder on I540 and I40 | GoTriangle | TG-6814 | | CON | | | GoTriangle | GoTriangle | | $ 122,880.00 | Project updates needed |
| 3 Sidewalk Connections to GoCary Transit Service | GoCary | BL-0039 | | PE/ROW/CON | | | GoCary | GoCary | | $ 1,020,534.00 | Project updates needed |
| Improvements at 13 bus stops | GoTriangle | TG-6815 | | PE/ROW/CON | | | GoTriangle | GoTriangle | | $ 259,200.00 | Project updates needed |
| Enhanced Transfer Points (6 site locations) | GoRaleigh | TG-6816 | | PE/CON | | | GoRaleigh | GoRaleigh | | $ 787,737.00 | Project updates needed |

| FFY20 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Jones Street Sidewalk | Fuquay-Varina | BL-0038 | CMAQ | PE/ROW/CON | Close-out | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Judd & South Main Intersection Improvements | Fuquay-Varina | HL-0041 | CMAQ | PE/ROW/CON | Close-out | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Hwy 55 and NE Judd Parkway Intersection Improvements | Fuquay-Varina | HL-0042 | CMAQ | PE/ROW/CON | CON | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| White Oak, Hebron, Ackerman Roundabout | Garner | U-6225 | STBGDA | ROW/CON | Close-out | ROW: Y, CON: Y | Garner | Garner | Full | | |
| Crabtree Creek Greenway- Bond to High House | Cary | BL-0036 | CMAQ | PE/CON | Close-out | PE: Y, CON: Y | Cary | Cary | Full | | |
| Junny Road Sidewalk Extension | Angier | EB-6020 | STBGDA | PE/ROW/CON | CON | | | | | | |
| Carpenter Fire Station Rd Widening | Cary | U-6227 | STBGDA | ROW | CON | ROW:Y | Cary | Cary | Full | | |
| GoRaleigh Bus Stop Sites | GoRaleigh | TD-5309 | | PE/ROW/CON | | | GoRaleigh | GoRaleigh | | $ 2,000,000.00 | Project updates needed |

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# 5.11 FFY 2026 LAPP Status Report

| FFY20 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Jones Street Sidewalk | Fuquay-Varina | BL-0038 | CMAQ | PE/ROW/CON | Close-out | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Judd & South Main Intersection Improvements | Fuquay-Varina | HL-0041 | CMAQ | PE/ROW/CON | Close-out | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| Hwy 55 and NE Judd Parkway Intersection Improvements | Fuquay-Varina | HL-0042 | CMAQ | PE/ROW/CON | CON | PE: Y, ROW: Y, CON: Y | Fuquay-Varina | Fuquay-Varina | Full | | |
| White Oak, Hebron, Ackerman Roundabout | Garner | U-6225 | STBGDA | ROW/CON | Close-out | ROW: Y, CON: Y | Garner | Garner | Full | | |
| Crabtree Creek Greenway- Bond to High House | Cary | BL-0036 | CMAQ | PE/CON | Close-out | PE: Y, CON: Y | Cary | Cary | Full | | |
| Junny Road Sidewalk Extension | Angier | EB-6020 | STBGDA | PE/ROW/CON | CON | | | | | | |
| Carpenter Fire Station Rd Widening | Cary | U-6227 | STBGDA | ROW | CON | ROW:Y | Cary | Cary | Full | | |
| GoRaleigh Bus Stop Sites | GoRaleigh | TD-5309 | | PE/ROW/CON | | | GoRaleigh | GoRaleigh | | $ 2,000,000.00 | Project updates needed |

| FFY19 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Blue Ridge Road Pedestrian Improvements | Raleigh | C-5604OF | CMAQ | PE/ROW/CON | CON | PE: Y, ROW: Y, CON: Y | Raleigh | Raleigh | Full | | |
| Holly Springs Road Widening - Central | Holly Springs | U-6094 | STP | ROW | ROW | ROW: Y | Holly Springs | Holly Springs | Full | | |
| FY2019 Bus Stop Improvements | GoRaleigh | TD-5304 | | PE/ROW/CON | | | GoRaleigh | GoRaleigh | | $ 876,000.00 | Project updates needed |
| Downtown Cary Multimodal Facility | GoCary | TD-5305 | | ROW/CON | | | GoCary | GoCary | | $ 2,000,000.00 | Project updates needed |
| Navaho Drive Sidewalk | GoRaleigh | U-5530OC | | ROW/CON | | | GoRaleigh | GoRaleigh | | $ 352,600.00 | Project updates needed |

| FFY18 Projects | Location | TIP ID | Fund | Awarded Phase | In Phase: | Obligated | Sponsor: | Managed By: | Status | Exposed | Project Notes: |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Morrisville-Carpenter Road Widening | Morrisville | U-5618 | STP | CON | Closeout | CON: Y | Morrisville | Morrisville | Full | | |
| FFY18 Bus Stop Improvements | CTRAN | TG-5234 | | PE/CON | | | CTRAN | CTRAN | | $ 400,000.00 | Project updates needed |
| Transit Signal Priority Project | CAT | TT-6108 | | CON | | | CAT | CAT | | $ 1,000,000.00 | Project updates needed |
| Compressed Natural Gas Fueling Station | CAT | TD-5289 | | PE/CON | | | CAT | CAT | | $ 2,760,000.00 | Project updates needed |

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**Requested Action:**

**Receive as information**

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# 6. Informational Items: Budget

1. Operating Budget FY 2027
2. Member's Shares FY 2027

**Requested Action:**

**Receive as information**

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# 7. Informational Items: Project Updates

1. Project Updates
2. Public Engagement Updates

**Requested Action:**

**Receive as information**

NC Capital Area Metropolitan Planning Organization

# 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

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# 9. Adjournment

## Upcoming Meetings/Events

| *Date* | *Event* |
|---|---|
| November 18, 2026<br>3:00 p.m. | Executive Board Meeting |
| December 3, 2026<br>10:00 a.m. | Technical Coordinating Committee Meeting |
| December 16, 2026<br>3:00 p.m. | Executive Board Meeting |




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