CAMPO

NC Capital Area Metropolitan Planning Organization

Executive Board Meeting

August 19, 2026

3:00 PM

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.)

****** Sign in before you leave ******

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2. Adjustments to the Agenda

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3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

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4. 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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5. Consent Agenda

5.1 Minutes – June 17, 2026

5.2 TDM Plan Update – Interlocal Funding Agreement

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End of Consent Agenda

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6. Public Hearings

6.1 SPOT 8 Update - Regional Impact Tier Local Input Points Assignment

6.2 Locally Administered Projects Program (LAPP) FFY2028 Target Modal Mix

6.3 Amendment #4 to FY 2026-2035 Transportation Improvement Program (TIP)

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6.1 SPOT 8 Update - Regional Impact Tier Local Input Points Assignment

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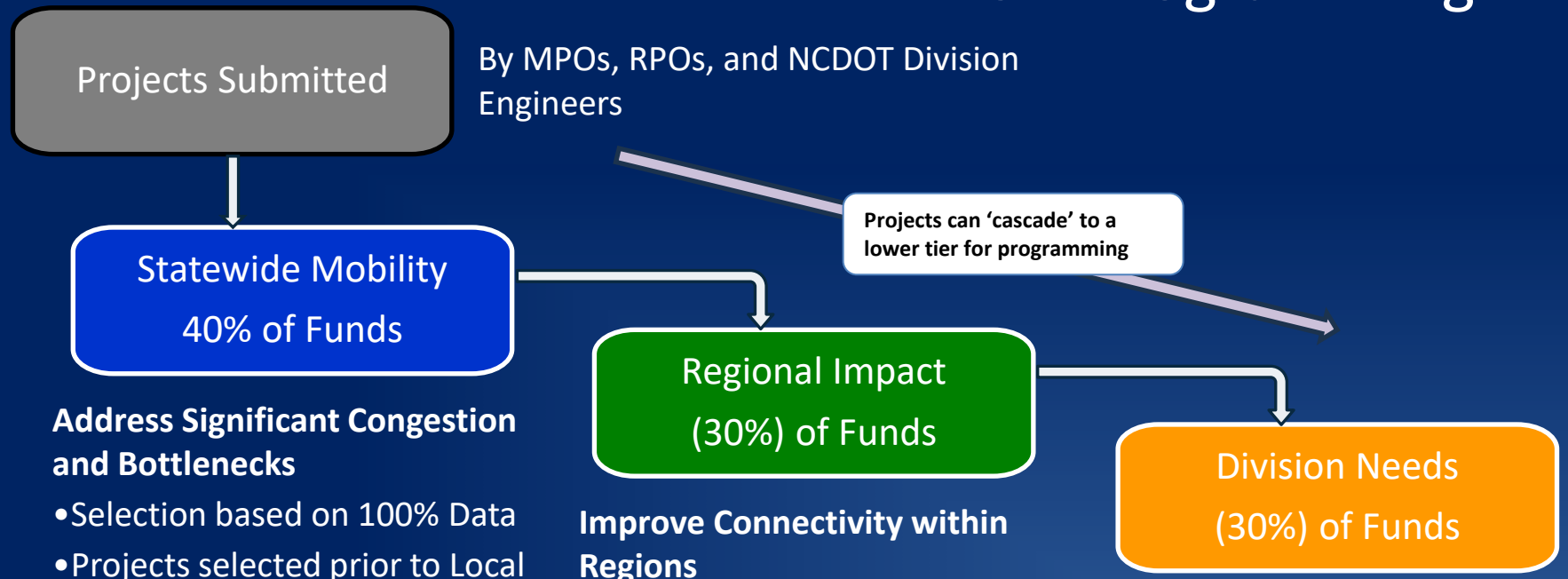
STI Programming Process



Address Significant Congestion and Bottlenecks

- Selection based on 100% Data
- Projects selected prior to Local Input

Improve Connectivity within Regions

- Selection based on 70% Data & 30% Local Input
- Funding based on population within each Region (7)

Address Local Needs

- Selection based on 50% Data & 50% Local Input
- Funding based on an equal share for each NCDOT Division (14)

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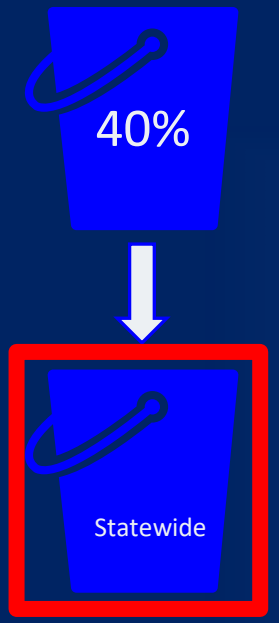
STIP Funding Distribution

-Where CAMPO Competes

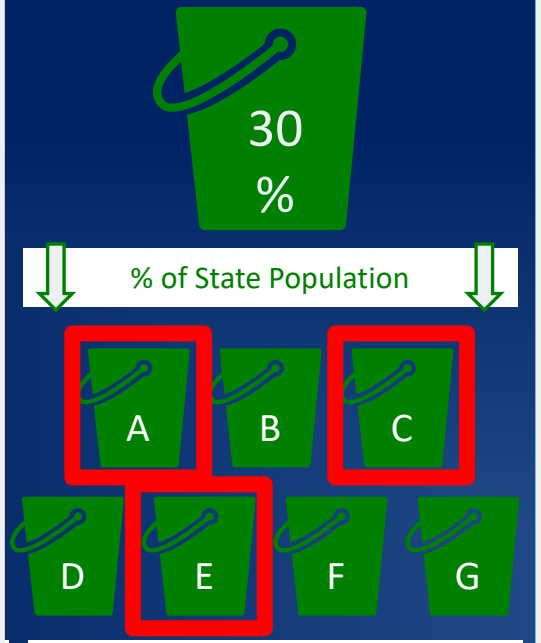
Statewide Mobility



Programmed First

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

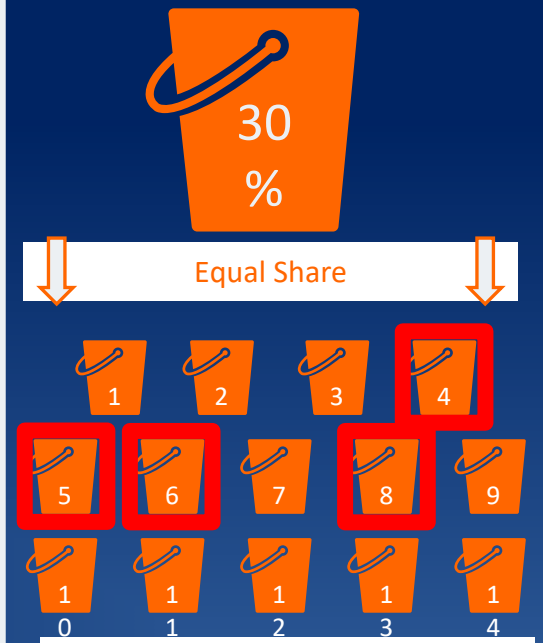
Regional Impact



Programmed First

- Bridge Replacement
- Bridge Rehabilitation
- Highway Safety

Division Needs



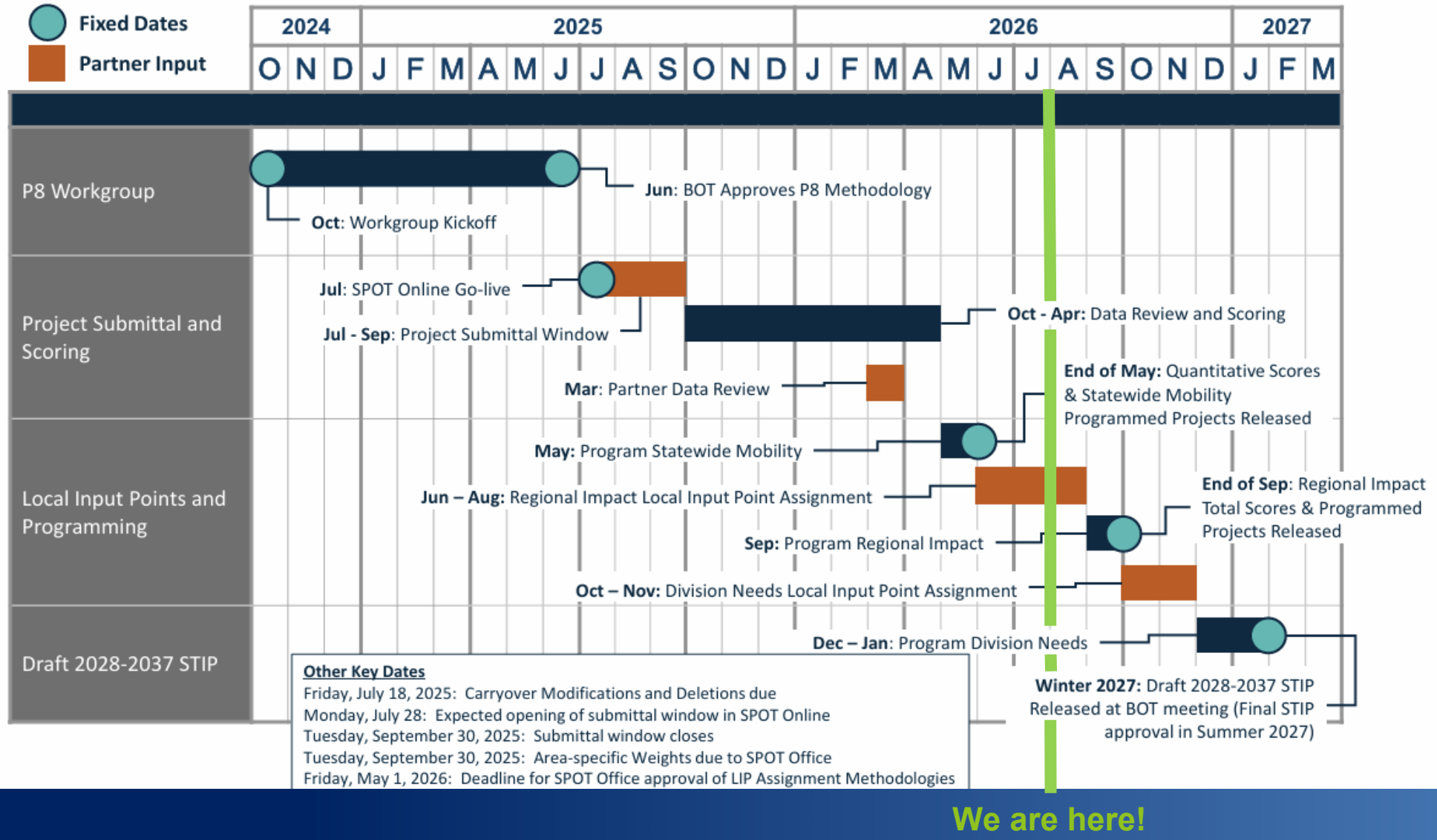
Programmed First

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

Defined in STI Legislation

REVISED P8 Schedule

April 2026



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 auxillary 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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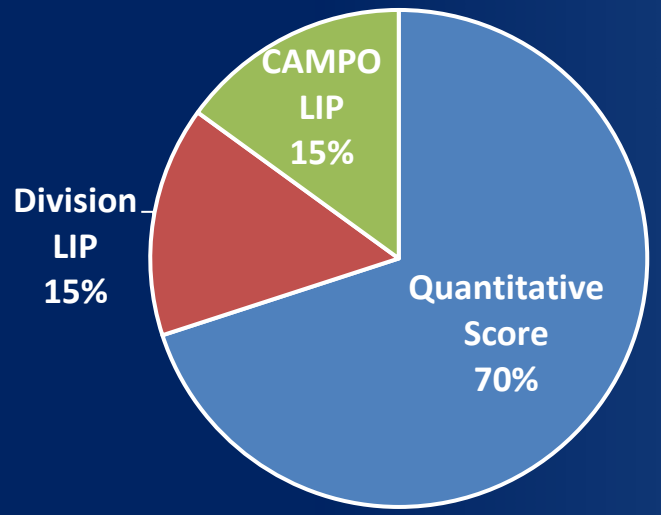
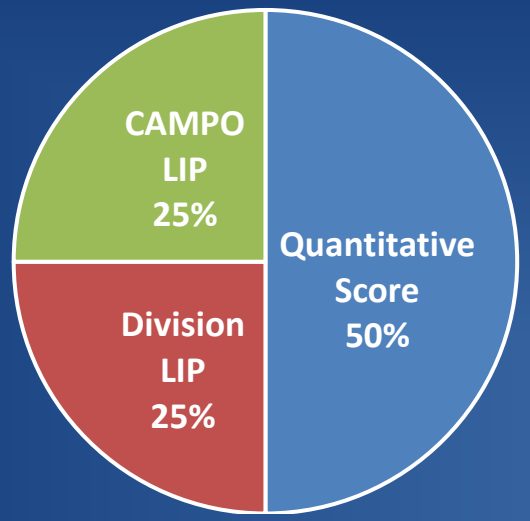
Local Input Points

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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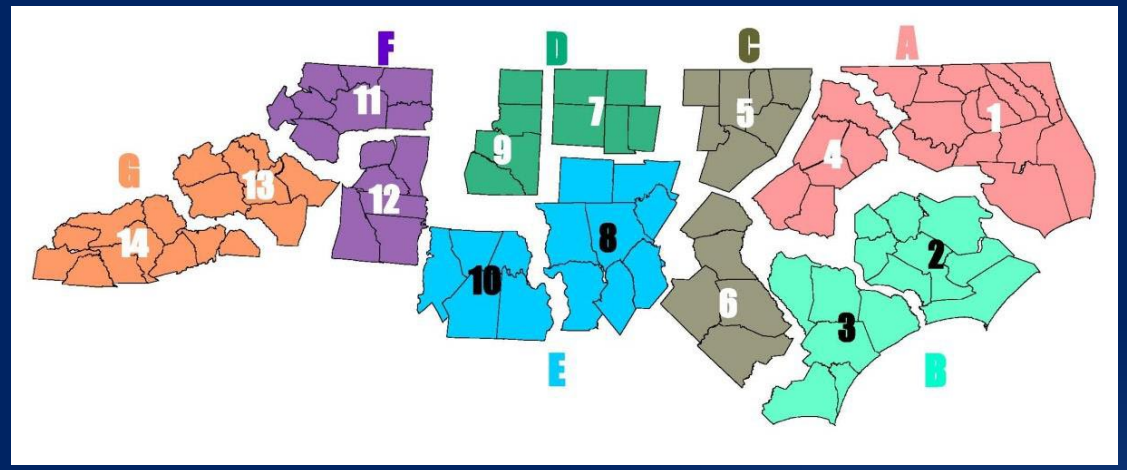


Funding Availability

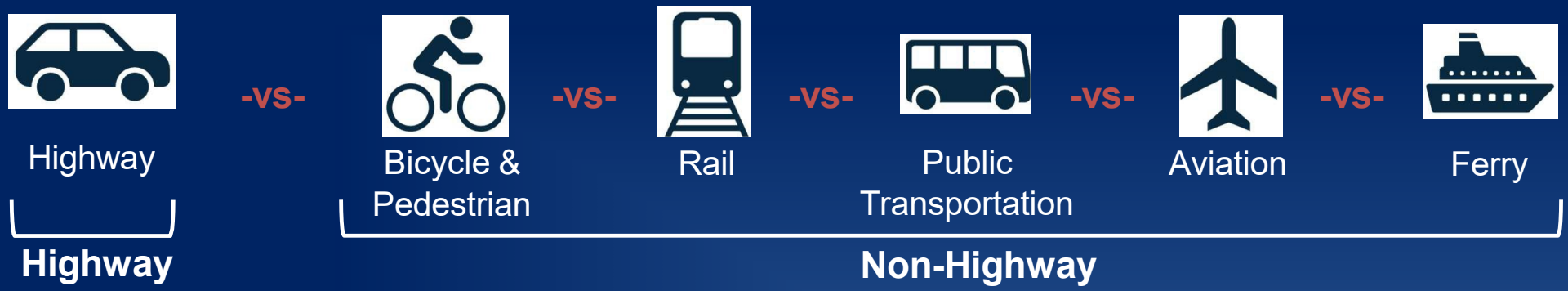
Draft funding availability as of May 28, 2026

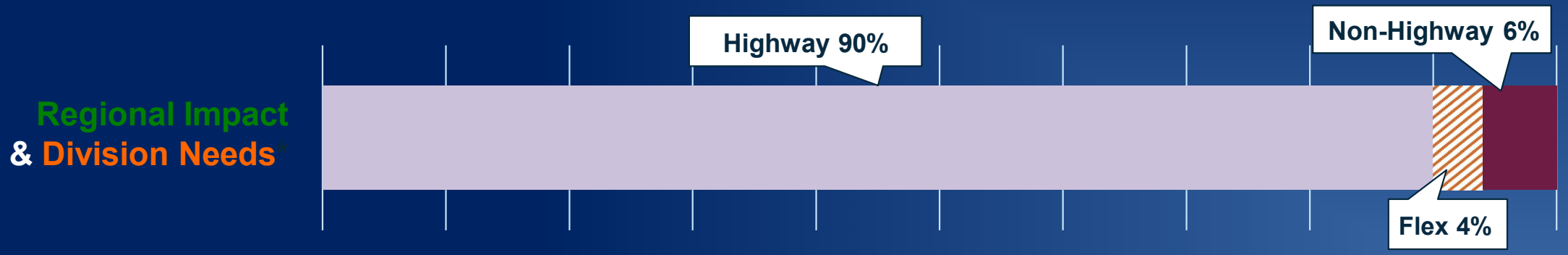
These numbers are likely to change because of project budget change, project schedule change, variance adjustments, bid adjustments, revenue assumption.

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

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

Recommended P8 Modal Allocation

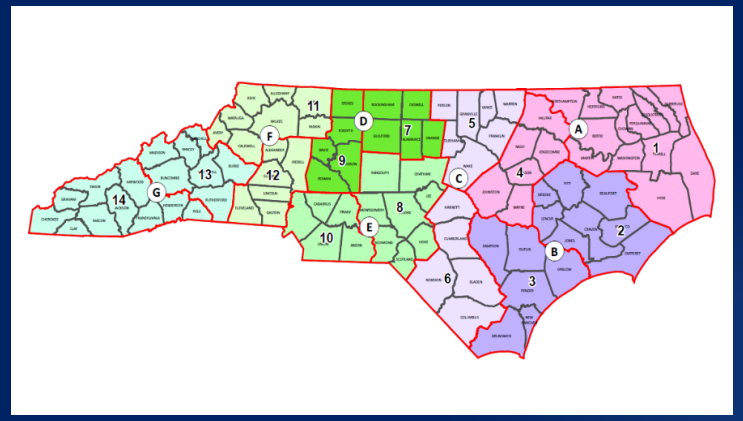




**Statewide Mobility* – *No modal allocation, competition based only on quantitative scores*

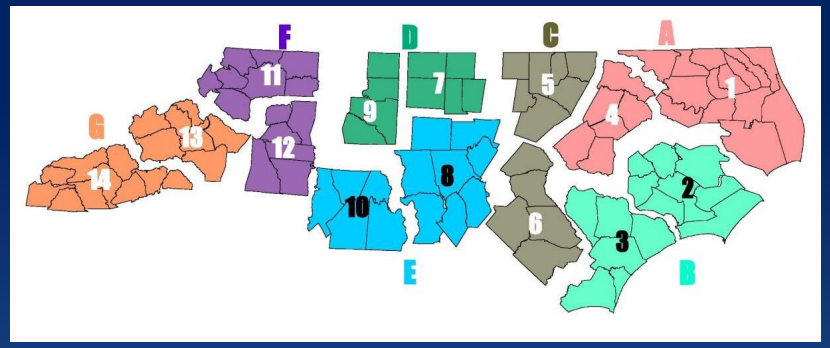
Non-Highway Funding Competition

Regional Impact



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

Division Needs



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

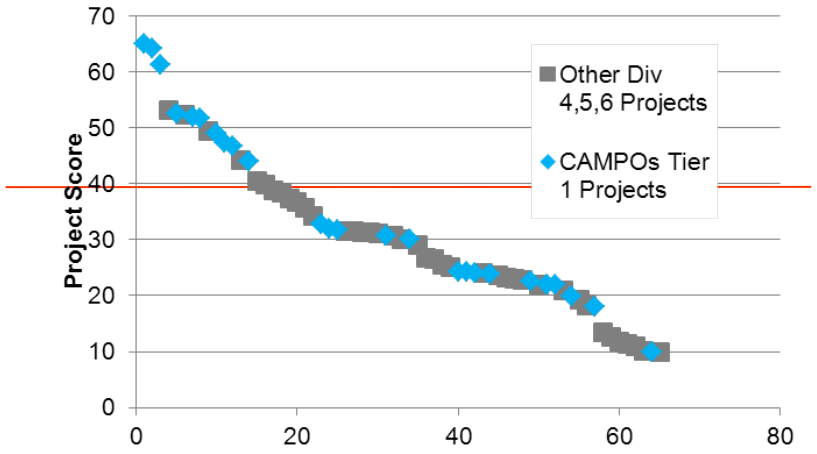
Non-highway funding availability as of July 9, 2025

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

CAMPO Adopted Methodology

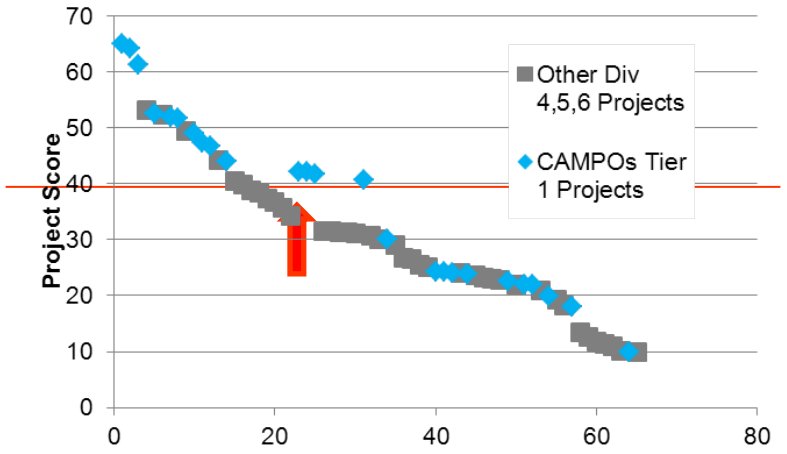
- Maximizing Funding Potential
  - Example: Regional Projects

Before



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

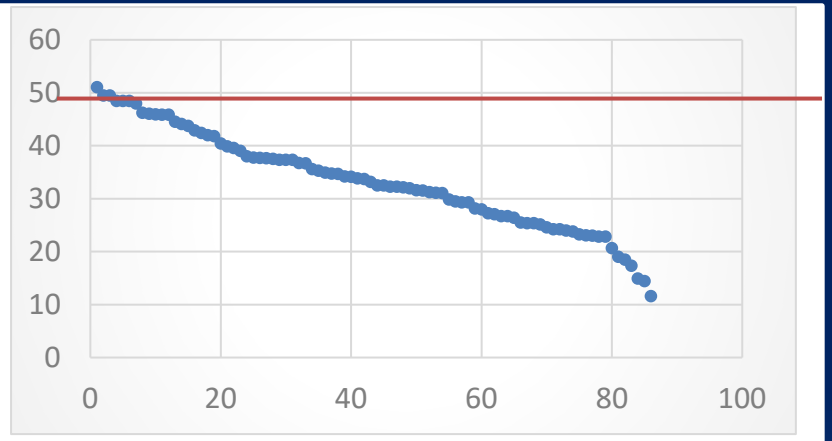
After



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

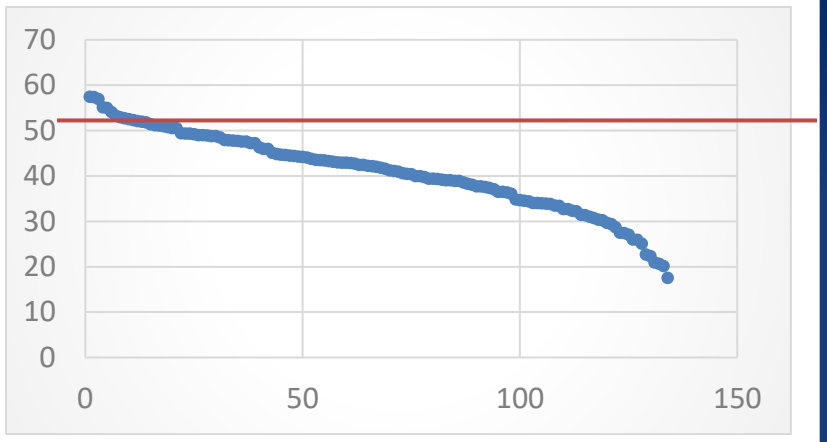
Region A

Redline: ~49.5



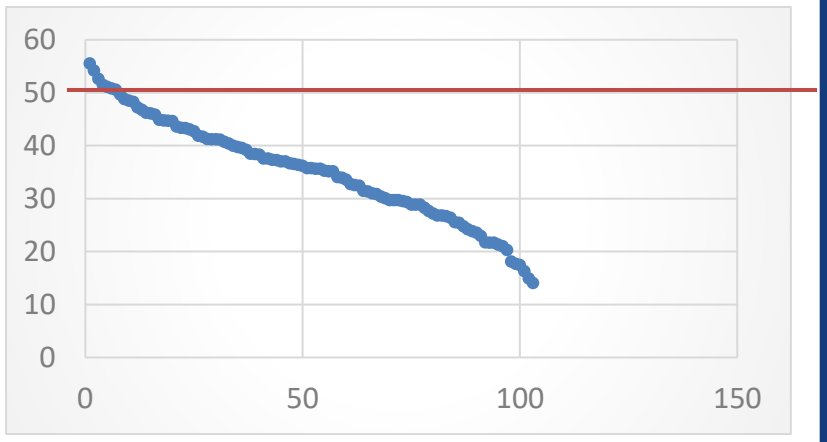
Region C

Redline: ~52



Region E

Redline: ~50.75



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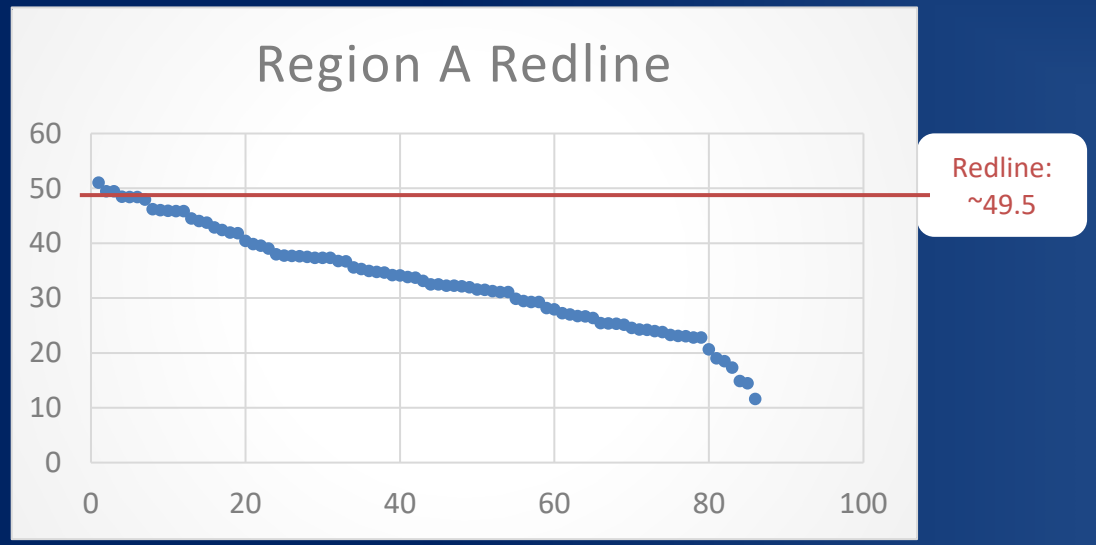
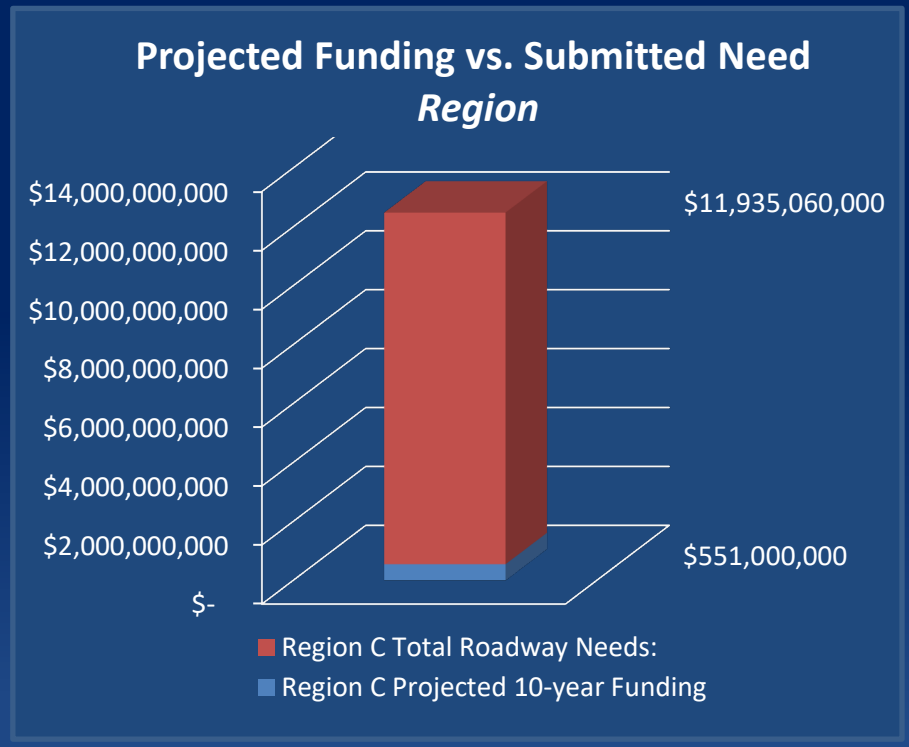
Division 10	**$97M**
Division 11	**$15M**
Division 12	**$47M**
Division 13	**$190M**
Division 14	**$257M**

STI – Region A

Projected 10-yr Funding:	$100,000,000
Roadway Projects:	110
CAMPO Projects:	6
Potentially Competitive Projects:	2





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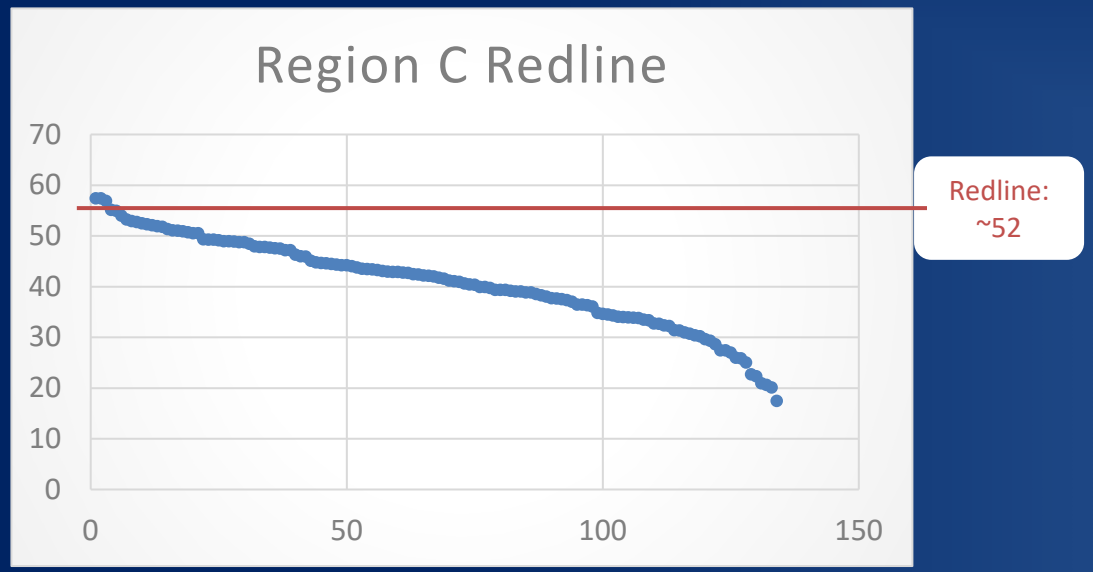
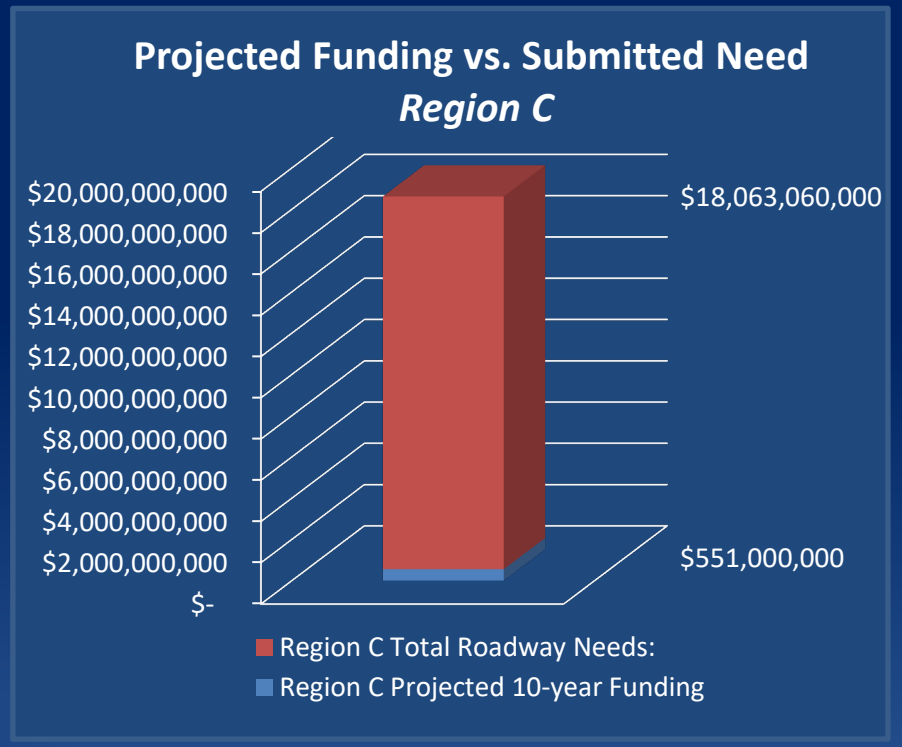
STI – Region C

Projected 10-yr Funding:	$551,000,000
Roadway Projects:	183
CAMPO Projects:	62
Potentially Competitive Projects:	21





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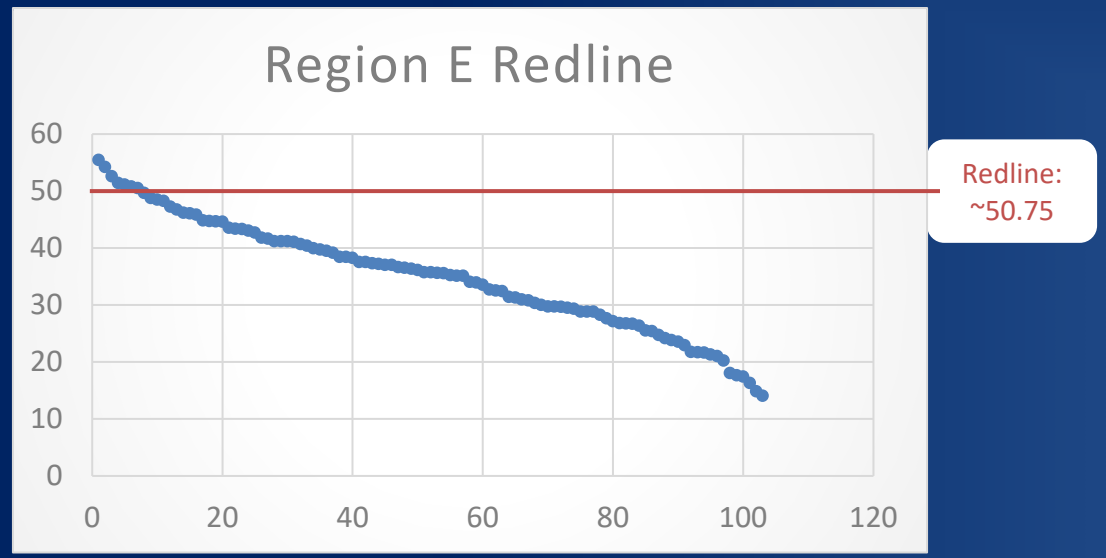
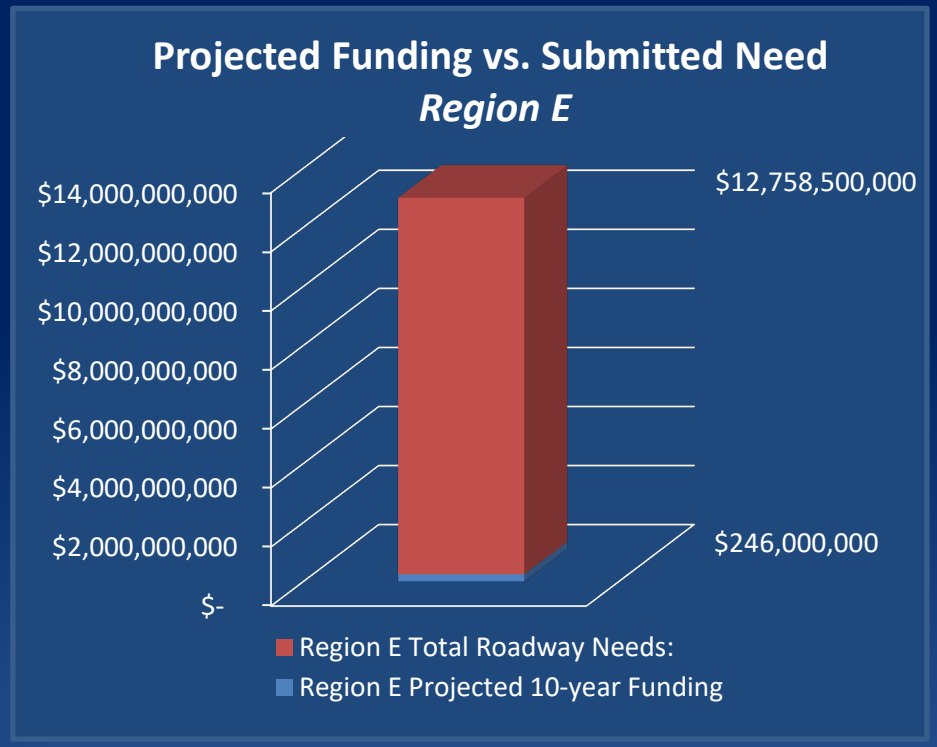
STI – Region E

Projected 10-yr Funding:	$246,000,000
Roadway Projects:	151
CAMPO Projects:	4
Potentially Competitive Projects:	0





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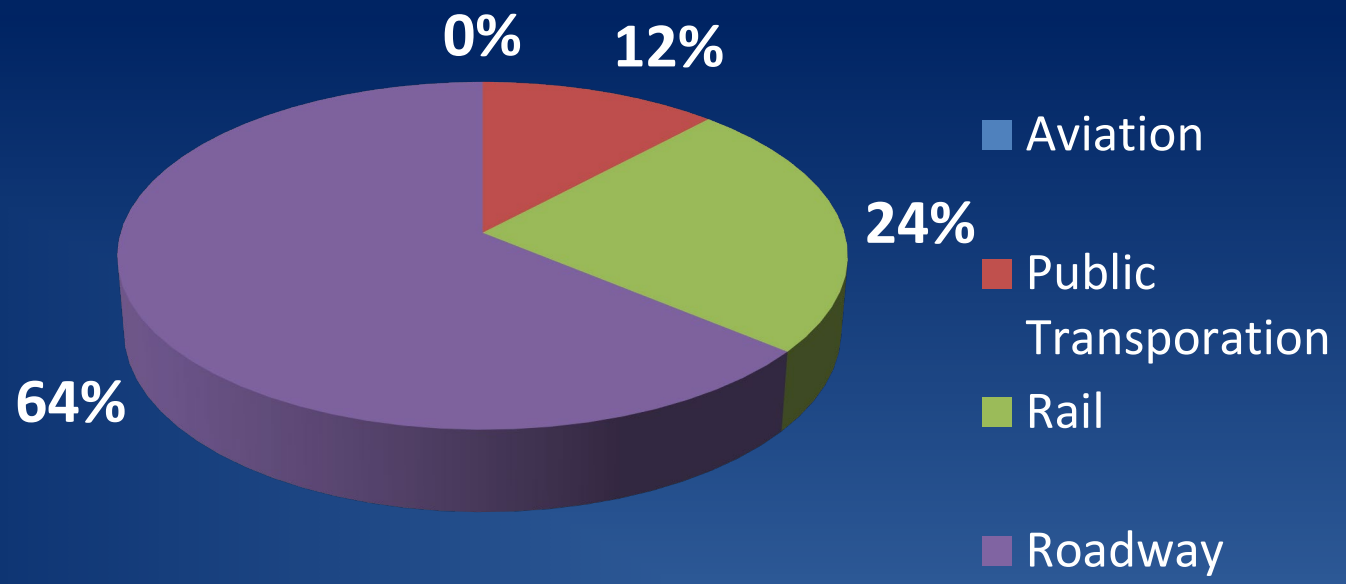
Regional Impact – Target Modal Mixes

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



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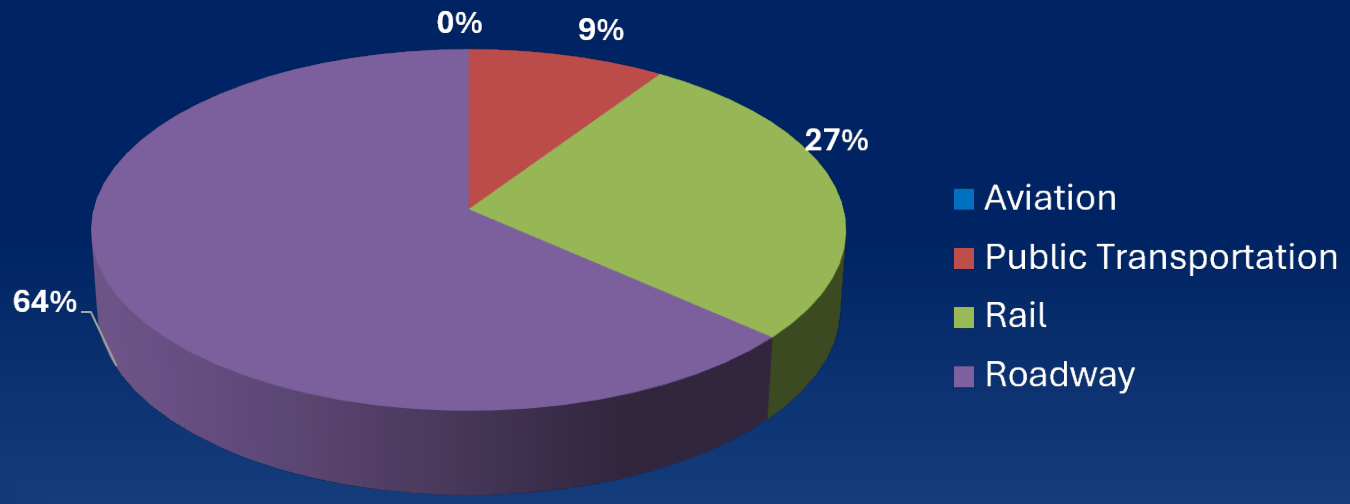
Regional Impact – Recommended Points

Aviation:	0
Bike/Ped:	N/A
Public Transportation:	263
Rail:	732
Roadway:	1616



Total: 2611 (Includes **111** points donated to CAMPO from others and **8** points to others)

Donations:

Triangle West TPO: Receive – 50 points | Donate – 8 points

Wilmington Urban Area MPO: 16 points

Upper Coast Plain RPO: 43 points

Rocky Mount Urban Area MPO: 2 points

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6.1 SPOT 8 Update - Regional Impact Tier Local Input Points Assignment

Requested Action:

Conduct Public Hearing. Approve the recommended Regional Impact LIP, accept donated Local Input Points for their respective projects, and direct staff to maximize coordination with Division Engineers which may result in point adjustments with Chair approval.

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6.2 LAPP FFY2028 Target Modal Mix

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6.2 LAPP FFY2028 Target Modal Mix

August 2026: Call for Projects for FFY 2028 (8/19 – 10/30)

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

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

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6.2 LAPP FFY2028 Target Modal Mix

LAPP Guidebook Improvements

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

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

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

6.2 LAPP FFY2028 Target Modal Mix

Blueprint for Safety Influences on LAPP Scoring

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

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

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

6.2 LAPP FFY2028 Target Modal Mix

Considerations of the local match criteria on LAPP Scoring

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

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

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

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6.2 LAPP FFY2028 Target Modal Mix

Rolling Stock as eligible projects

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

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

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

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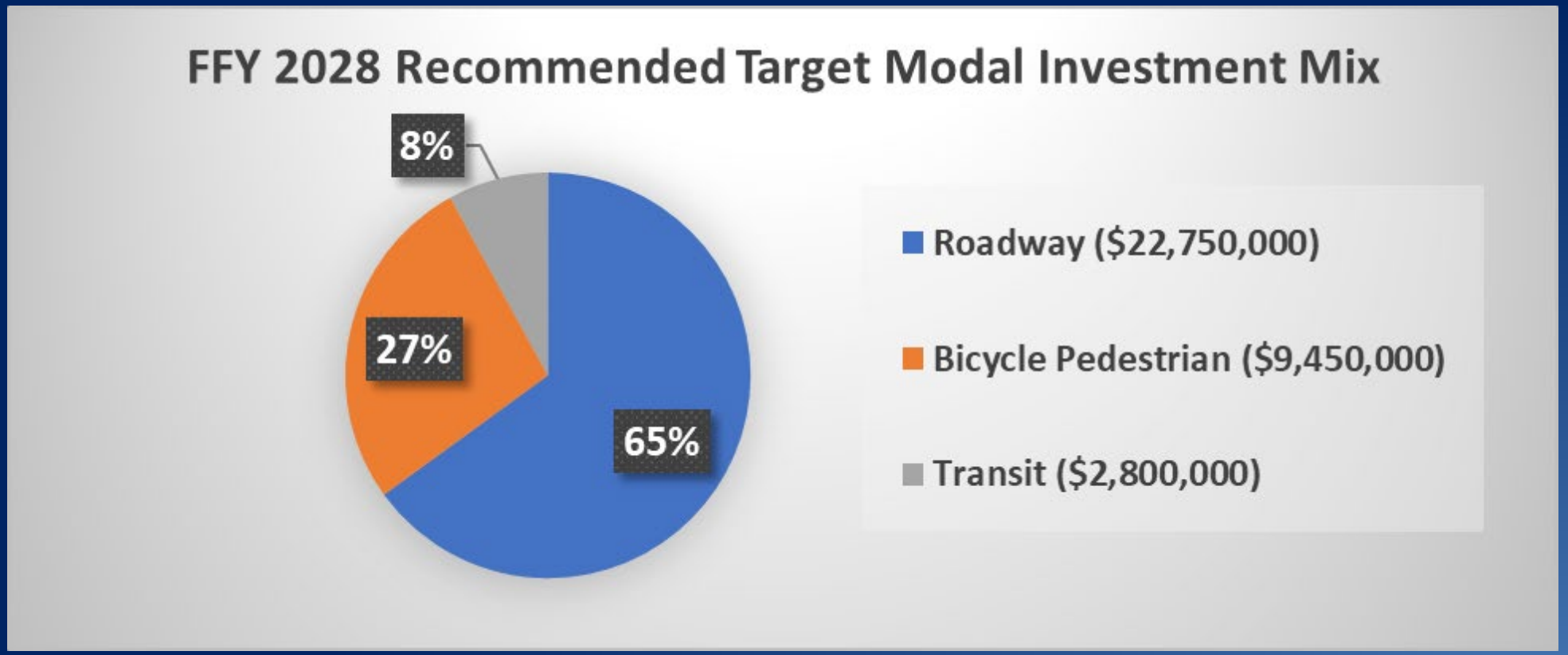
6.2 LAPP FFY2028 Target Modal Mix

Target Modal Investment Mix



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6.2 LAPP FFY2028 Target Modal Mix

FFY28 LAPP Applicant Training

Thursday, August 27, 1 – 4 PM

***Mandatory attendance for all applicants intending to submit for LAPP funds.**

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6.2 LAPP FFY2028 Target Modal Mix

- Public Review & Comment: July 20 – August 18, 2026
- TCC Recommendation: August 6, 2026
- Public Hearing: August 19, 2026
- Executive Board Approval, One Call for All: August 19, 2026
- FFY28 LAPP Applicant Training: August 27, 2026

Requested Action:

Conduct public hearing. Approve the FFY 2028 LAPP Program and open the annual One-Call-for-All for LAPP and UPWP projects.

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6.3 Amendment #4 to FY 2026-2035 TIP

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

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6.3 Amendment #4 to FY 2026-2035 TIP

- BL-0048 removed from TIP Amendment
- BL-0126 added to TIP Amendment
- BO-2416 added to TIP Amendment
- HL-0140 added to TIP Amendment
- BL-0174 added to TIP Amendment

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6.3 Amendment #4 to FY 2026-2035 TIP

Next Steps:

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

Requested Action:

Conduct a public hearing. Approve Amendment #4 to the FY 2026-2035 Transportation Improvement Program.

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7. Regular Agenda

7.1 Federal Transportation Reauthorization Update

7.2 NCDOT Division Updates on Notable FY 27 Operations & Maintenance Activities

7.3 North Falls Lake Area Study

7.4 Apex Railyard Relocation Study/ Apex to Durham Rail Spur Upgrade Study

7.5 2026 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Call for Projects

7.6 Wake Transit Conference Committee Resolution

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7.1 Federal Transportation Reauthorization Update

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Association of Metropolitan Planning Organizations

AMPO

BUILD America 250 Reauthorization

CAMPO Meeting

August 19, 2026

SECTION 01 — OVERVIEW OF BA250

Reauthorization

Context and where we are in the Process

Reauthorization 101: What Is It & Why Does It Matter?

01 What Is Reauthorization?

Congress periodically passes a multi-year law that authorizes federal surface transportation programs and sets funding levels and policy provisions for highways, transit, bridges, safety, and planning.

02 When Does It Happen?

Roughly every 5 years — though delays and extensions are common.

Past bills: SAFETEA-LU (2005), MAP-21 (2012), FAST Act (2015), IIJA/BIL (2021). Each bill shapes how federal transportation dollars flow for the following half-decade.

03 Who Writes the Bill?

Multiple House and Senate committees with jurisdiction over highways, transit, rail, safety, and finance.

The House T&I Committee leads on highway and transit policy. Revenue/tax provisions go through Ways & Means (House) and Finance (Senate).

SURFACE TRANSPORTATION BILLS — A RECENT HISTORY

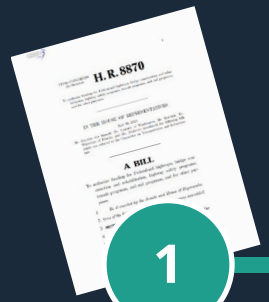
TEA-21	SAFETEA-LU	MAP-21	FAST Act	IIJA / BIL	Next Bill
1998	2005	2012	2015	2021	TBD

WHY IT MATTERS

Reauthorization determines how much federal money flows to MPOs, which programs it can access, what it can spend it on, and how much flexibility MPOs have in project selection. This bill will govern federal transportation investment for the next ~five years.

Where We Are & What Happens Next

Congress is working on the next surface transportation reauthorization. IIJA was the last surface bill — expires **Sept. 30, 2026**.



1

May 17, 2026
House Base Text Released

T&I

2

May 21, 2026
House T&I Committee Markup (H.R. 8870)

Ways & Means
In progress (revenue)

3

Future
Potential House Passage
Potentially September

4

The Senate
No companion text released

EPW | **Commerce** | **Banking**

Senate Committees — no bill yet

5

Extension

AMPO.ORG

CR & Government Shutdown Dynamics

CR Dynamics

Jul 21 House passed a stopgap funding bill to keep the government open through Dec. 4.

Aug 8 Senate passed a stopgap funding bill to keep the government open through Dec. 11. The CR includes an extension of federal surface transportation programs for 72 days.

Sep 14 Senate returns – both chambers must reconcile differences between bills

Sept. 30 IIJA expiration.

For MPOs

What may slow down

- Federal approvals and reviews for grant-funded non-HTF programs
- Inter- and intra-agency coordination
- Discretionary grant awards

What keeps moving

- Formula-funded work (HTF programs)
- USDOT staff working on HTF programs
- Note: longer shutdowns can disrupt project schedules

Sept. 30 is the cliff — IIJA advance appropriations expire without a reauthorization or separate extension.

What's in the Senate Proposal?

At a high level, the Senate proposal:

Funds the federal government through Dec. 11, 2026

Extends surface transportation programs for 72 days

Continues HTF spending authority

Temporarily blocks OMB's proposed federal grants rule

Does NOT preserve full IIJA Division J advanced appropriations funding

Key difference: *the House-passed CR funds the government only through Dec. 4 and includes no surface transportation extension.*

SECTION 02 — BACKGROUND

What Is the BUILD America 250 Act?

"Building Unrivaled Infrastructure and Long-term Development for America's 250th Act"
The House version of the next surface transportation reauthorization

What Is the BUILD America 250 Act?

IIJA Expires Sept. 30, 2026

Congress must pass a new surface transportation bill or **an extension**.

BA250 is the House T&I Committee's proposed reauthorization for next surface bill.

Note: previous bill was the Infrastructure Investment and Jobs Act (IIJA).

$580.9 B Over 5 Years

BA250 authorizes **$580.9B** for FY2027–2031.

This is a **4%** overall increase from the IIJA.

Highway Trust Fund covers ~**$474B** ; General Fund covers ~**$107B**.

Big Picture: Highway Funds

Paradigm Shift

90% of funding in formula programs

Moves away from competitive grants toward stable formula funding — more predictable for regional planning and programming.

Local & Regional Share

~22% of total federal transportation funding

Local and regional entities access funding through PL, STBG, TAP, SS4A, STAG, Bridge Formula, and CMAQ programs.

MPO Planning (PL) Wins

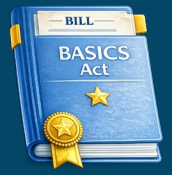
#1 largest % increase of any formula program

PL grows 9.7% in FY27 (+$45.8M). New Direct Recipient option, FMIS access, expanded eligibilities, and local match requirement reduced to 10%.

Watch List

Items to monitor closely

Consolidated Funding Pilot Program gives states a block grant — MPOs must be consulted. CRP eliminated; CMAQ has new alt-fuel set-aside.



BASICS Act Provisions Reflected in BA250

Fixes bridges based on condition and ownership

↳ New bridge program with competitive set-aside for locals in BA250

Delivers local and regional priority projects faster

↳ Streamlining, categorical exclusions & project delivery reforms in BA250

Targets safety dollars to high-risk roads

↳ Local safety competitive SS4A program in BA250

Strengthens accountability and local project selection

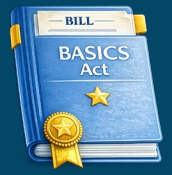
↳ More consultation requirements for states, locals, MPOs & RTPOs in BA250

Builds planning capacity to deliver better projects faster

↳ Improvements to metropolitan planning program in BA250

Protects local and regional dollars from transfer

↳ Certain programs require state consultation before transfer in BA250



BASICS Act – Where Work Remains

RTPO funding was dropped from BA250

What the BASICS Act RTPO Proposal would do

$150M

per year, FY27–31
rural & nonmetropolitan planning

$300K

minimum per year
for each designated RTPO

100%

federal share
— fully federally funded

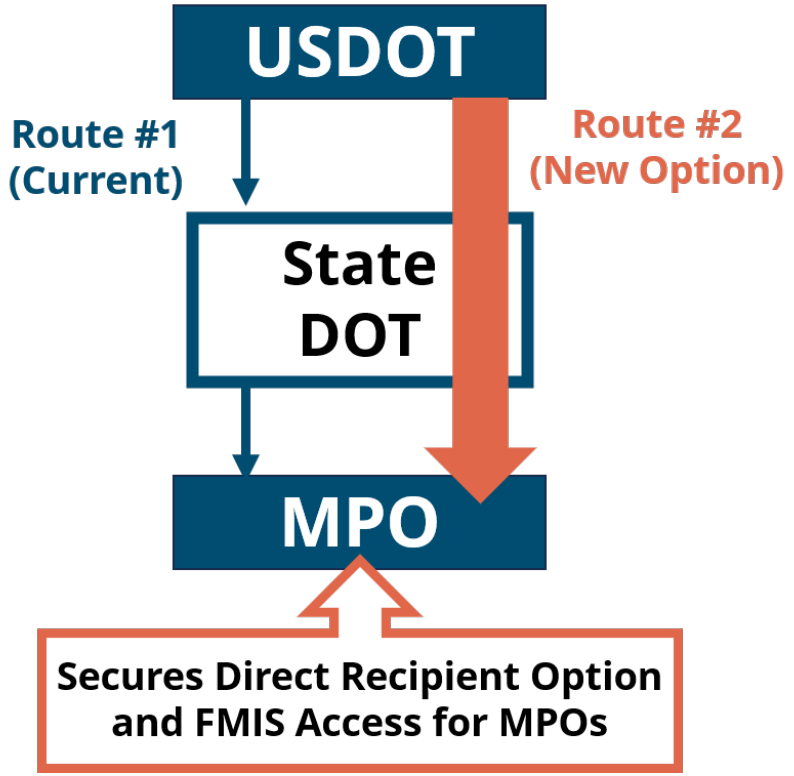
Provides financial support for existing RTPOs and creates a pathway for regions and states that do not yet have formally designated RTPOs

Metropolitan Planning Program (PL Funds)

22.8% Increase
over 5 years

PL FUNDS	
FY 2027	**$520 M**
FY 2028	**$540 M**
FY 2029	**$560 M**
FY 2030	**$580 M**
FY 2031	**$600 M**

- **Federal Share:** 90/10
- **Expanded Eligibilities**
  - Fiscal administration of local projects
  - Preliminary design
  - Local technical assistance
  - Studies linked to transportation
  - Data procurement
- **Direct Recipient Option**
  - FMIS access for direct recipients



✓Grows **9.66% FY26 to FY27** (+$45.8 million)

PL is the largest % increase of any core formula program in BA250

Funds for Regional & Local Delivery

Bridge Formula Program

~$9B / yr

20% off-system set-aside plus a **25%** competitive carve-out for locally-owned bridges — **95%** federal match for local/tribal owners.

- MPO consultation role on off-system bridges
- TMA MPOs are eligible applicants for competitive bridge program

Safe Streets and Roads for All

~$500M FY27

~**$3.75B** over five years for local safety projects. **90%** federal match; planning grants capped at **5%** of total funds. MPOs eligible.

- FY 28 — **$625 M**
- FY 29 — **$750 M**
- FY 30 — **$875 M**
- FY 31 — **$1.0 B**

Surface Transportation Accelerator Grant (STAG)

~$2.4B / yr

Large, new, flexible program with wide eligibility (similar to BUILD/RAISE):

- Local & regional grants: **50%** of funding
- Rural grants: **25%** ($600 M)
- Urban grants: **25%** ($600 M)

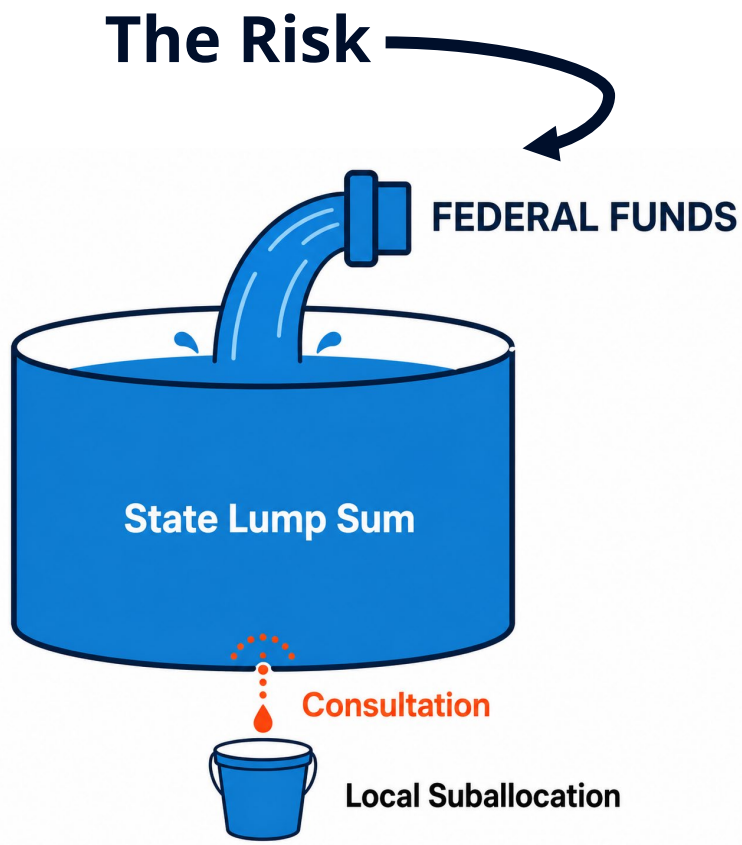
What We're Monitoring

⚠ Consolidated Funding Pilot Program

- ✓ Beginning FY28, up to **10 states** receive their base highway apportionment as **a single lump-sum block grant** instead of separate formula silos.
  - ✓ Must obligate **25% to regional and local areas**, proportional to urbanized-area population (STBG-style).
  - ✓ States to **"consult"** with MPOs & RTPOs on distributing local funds.

⚠ Consolidated Transit Block Grant Program

- ✓ Opt-in: a pilot state applies, and impacted recipients each choose whether to participate.
  - ✓ **Funding:** Sec. 5310, 5311(c)(5), 5336, 5337, and 5339(a).
  - ✓ **"Primary Urbanized Areas"** (population over 3.5M, or over 200,000 and crossing state lines) excluded in states that consolidate.



What We're Monitoring

⚠ CRP Eliminated (Sec. 1125)

Beginning FY 2027, states and MPOs lose their dedicated CRP allocation. There is no one-for-one replacement, but most CRP-funded projects stay eligible under other federal programs:

- **STBG —** likely where CRP dollars shift (flexible).
  - Bill also expands STBG eligibility for resilience to natural disasters and severe weather.
- **CMAQ —** continues to fund congestion-reduction and air-quality projects.
- **Transportation Alternatives —** funding remains for active-transportation projects.

⚠ CMAQ (Sec. 1118)

Funding rises ~5.3% from $2.75B (FY26) to $2.89B (FY27), climbing gradually to a ~$15.02B five-year total. Eligibility broadened for digital infrastructure and congestion-management tech.

- **Alternative Fueling Projects:** a minimum CMAQ share must be set aside (spent anywhere in-state). Could reduce funds available for regional priorities.

Minimum CMAQ Share for Alternative Fueling (in-state)

Fiscal Year	Min. Share AFP
FY 2027	10%
FY 2028	9%
FY 2029	8%
FY 2030	7%

Potential Funding Opportunities for North Carolina MPOs

22.8%
PL Funds increase FY27→FY31

$520M
Nationwide PL allocation FY27

$9B
Bridge funds per year nationally

~22%
Local share of total fed. $ available

Program	FY27 National $	MPO Role
Planning (PL) Funds	$520M	Suballocation or Direct Recipient
Surface Transportation Block Grant (STBG)	$16.1B	Suballocation
Transportation Alternatives (TAP)	$1.6B	Suballocation
Safe Streets for All (SS4A)	$500M	Applicant
Bridge Formula — Local Set-Aside	$2.25B	In-state competition
Surface Transportation Accelerator (STAG)	$2.4B	Potential Applicant

SECTION 04 — LOOKING AHEAD

Looking Ahead

Senate Progress, USDOT Recommendations Midterms, and AMPO Action

What's Going on in the Senate?

SENATE POSITIONS

EPW Majority

Interested in a consolidated state pilot program formula-driven, with state flexibility and control

Continuing Resolution & Surface Extension

- Funds the federal government through Dec. 11, 2026
- Extends surface transportation programs for 72 days
- Does NOT preserve full IIJA Division J advanced appropriations funding
- Differs from House bill → will need to be reconciled

WHERE THE SENATE COMMITTEES STAND

EPW · No bill yet *(furthest ahead)*

Commerce · No bill yet

Banking · No bill yet

The Senate will react to the House bill, but its final product may look very different on funding and policy

Bottom line: Extension through Dec. 11, potentially followed by another.

USDOT Reauthorization Recommendations

Pass a reauthorization bill before IIJA expires Sept. 30

Highways

Expand capacity

Transit

Crime & safety focus; eliminate the Mass Transit Account

Technology

AV deployment

Grants

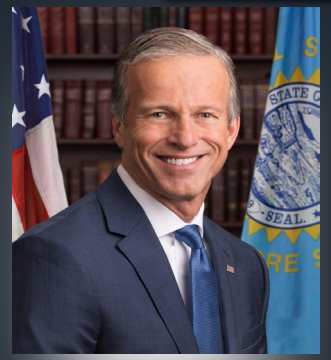
Consolidate programs; modify and eliminate certain programs; **SS4A as a formula**

Policy Shift — Less emphasis on:

Complete streets • Bike infrastructure • Carbon reduction

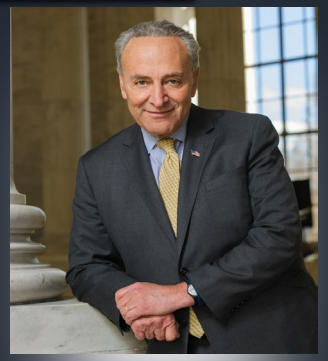
Potential Leadership & Committee Dynamics

Leadership



Sen. John Thune (R-SD)

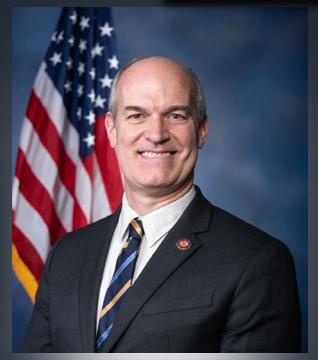
Senate Majority Leader



Sen. Chuck Schumer (D-NY)

Senate Minority Leader

House T&I



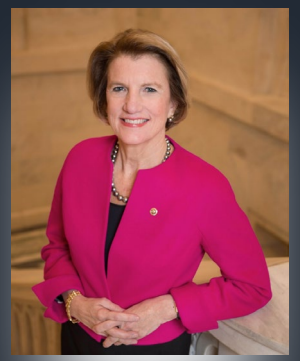
Rep. Rick Larsen (D-WA)

Ranking Member, House T&I Committee

Rep. David Rouzer (R-NC)

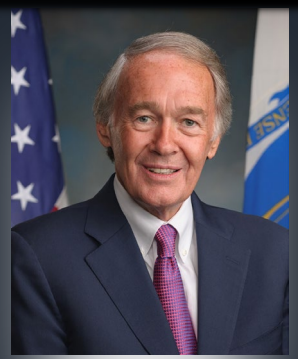
Chair, Highways & Transit Subcommittee ; potential future leadership

Senate EPW



Sen. Shelley Moore Capito (R-WV)

Chair, Senate EPW Committee



Sen. Ed Markey (D-MA)

EPW Member; Potential future leadership

Sen. Jeff Merkley (D-OR)

EPW Member; Potential future leadership

What to Watch & Next Steps

⚠ WATCH CLOSELY

Consolidated Funding Pilot

Up to 10 states receive a lump-sum block grant. MPOs must be consulted on local fund distribution — but consultation ≠ veto.

CRP Eliminated

Carbon Reduction Program ends FY27. Most projects remain eligible under STBG and CMAQ.

CMAQ Alt-Fuel Set-Aside

10% of CMAQ must fund alternative fueling in FY27, declining to 7% by FY30. Could reduce dollars available for regional priorities.

RTPO Funding Not Included in BA250

The Local Officials in Transportation (LOT) Coalition's BASICS Act (H.R. 7437) RTPO proposal ($150M/yr, 100% federal) was not included in BA250. The LOT Coalition continues to support its addition in the Senate.

✓ AMPO'S RECOMMENDED ACTIONS

1. ### Educate your Congressional Delegation

   Educate your delegation on BA250 wins including, planning fund improvements, local match reductions, local safety and bridge funding, increased flexible STBG funding.

2. ### Build on the Base

   The reauthorization process is a long timeline. Continue educating your Delegation on the importance of meaningful support for regions/locals. Flag any concerning elements.

3. ### Follow the Process

   AMPO has lots of resources surrounding national and federal updates on the federal surface transportation reauthorization process. Follow our newsletter and reach out with questions

3. ### Work with your National Organizations

   AMPO as well as the LOT coalition (NLC, NACo, USCM, NADO, NARC, and NADO) have resources to help support local and regional engagement in the reauthorization process.

Q&A

Contact

Katie Economou
Legislative Director
keconomou@ampo.org

Ryan Coady
Legislative Associate
rcoady@ampo.org

BA250 Resources

AMPO Analysis and Legislative Guide: BA250

- AMPO Markup and Amendment Tracker
- AMPO Slide Deck Summary – BA250
- AMPO BA250 Summary Handouts

LOT Coalition One-Pager – BA250

AMPO Template: BA250 Tailorable MPO Board Briefing Presentation [DOWNLOAD pptx]

MPO Board Letter of Support Template– BA250

National Beat – Weekly Policy Newsletter

All AMPO Policy Resources

7.1 Federal Transportation Reauthorization Update

Requested Action:

Recommend the Executive Board adopt the resolution of support for the BASICS Act

CAMPO
NC Capital Area Metropolitan Planning Organization

7.2 NCDOT Division Updates on Notable FY 27 Operations & Maintenance Activities

NC Capital Area Metropolitan Planning Organization

7.2 NCDOT Division Updates on Notable FY 27 Operations & Maintenance Activities

Division 4 Update

NC Capital Area Metropolitan Planning Organization

NORTH CAROLINA
Department of Transportation

Upcoming Johnston County CAMPO Projects

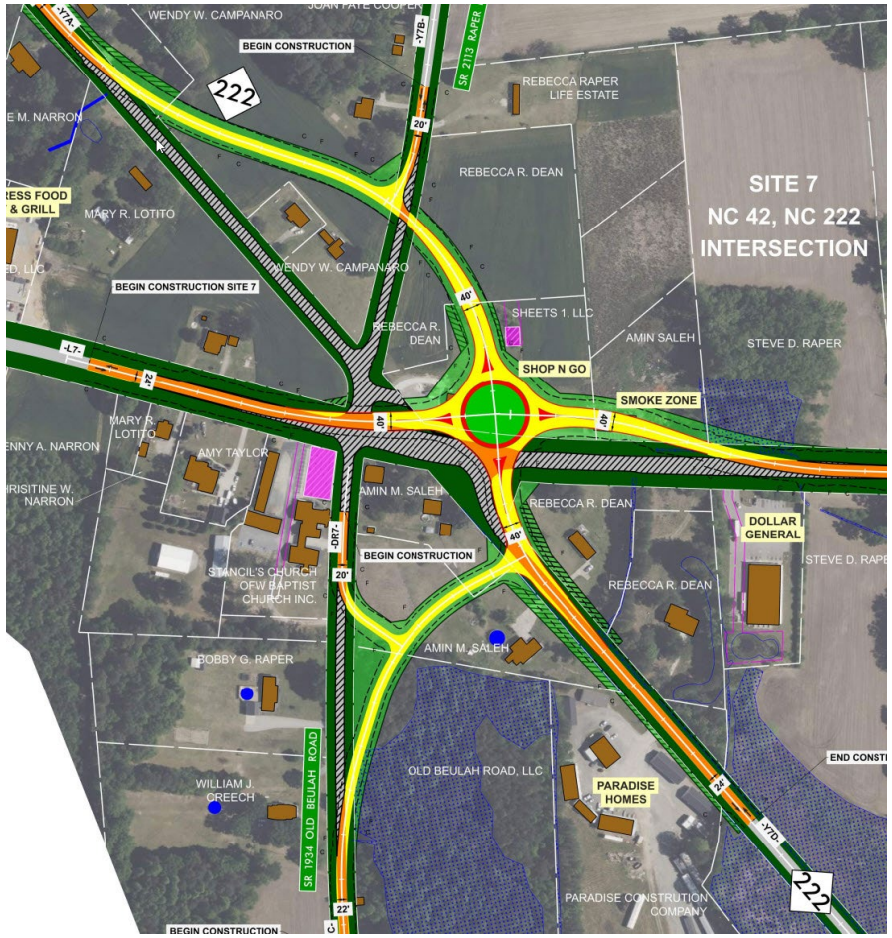
Sam Lawhorn, PE, NCDOT Division 4 Deputy Engineer

08-06-2026

NC 42 Modernization Project

U-5998 – Modernize NC 42 from Buffalo Road to Wilson County

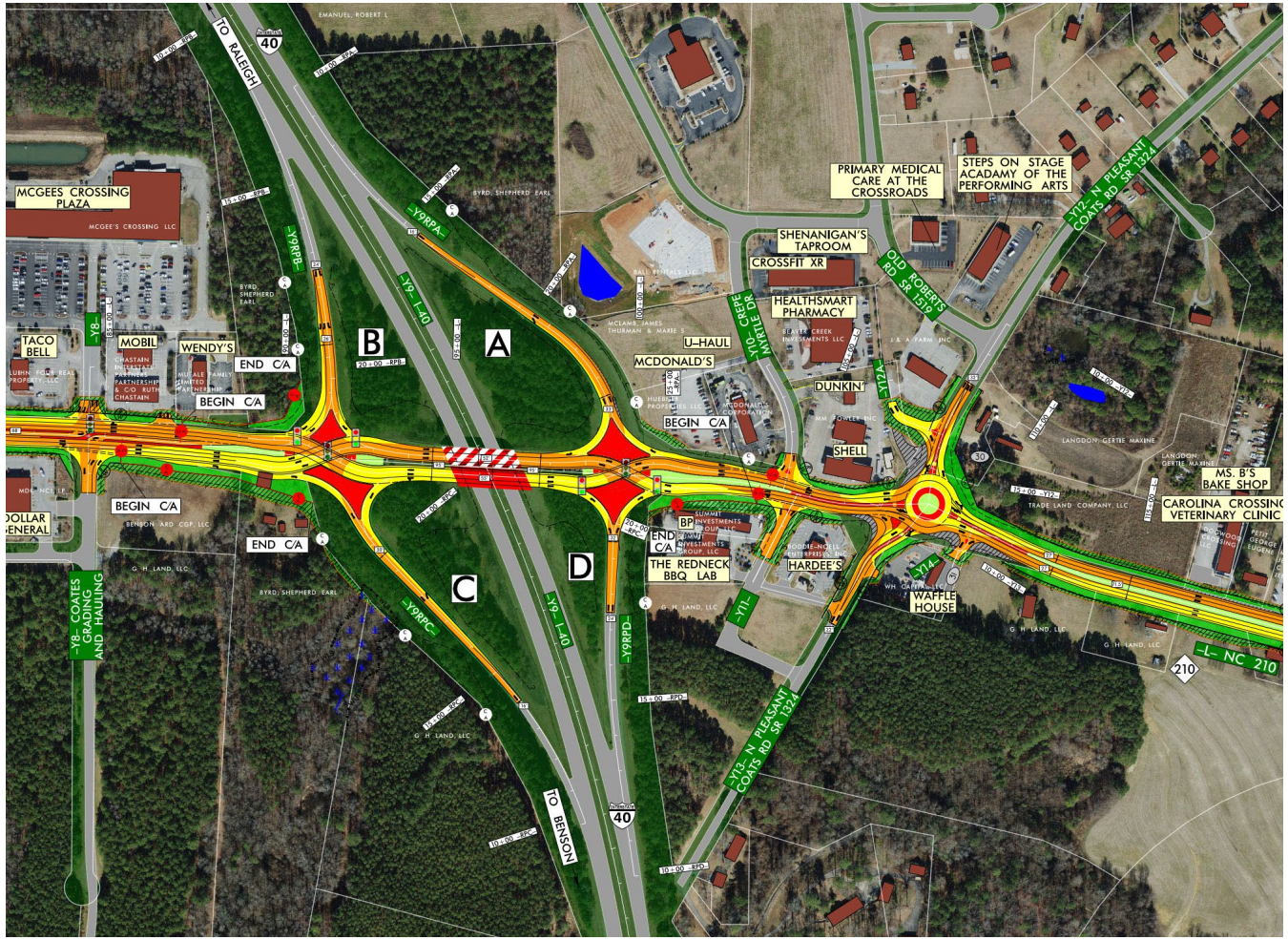
- Project includes 9 distinct improvement sites
- 4 intersection improvements. NC 42 at:
  - Lynch Rd
  - Thanksgiving Fire Rd
  - Creech Church Rd
  - Glendale Rd
- 5 culvert upgrade locations
- Right of way acquisition underway – approximately 25% complete
- Construction begins: Spring 2028
- Estimated Construction Cost: $27,000,000



NC 210 Upgrades

U-6203 – Widen NC 210 From NC 50 to Raleigh Road

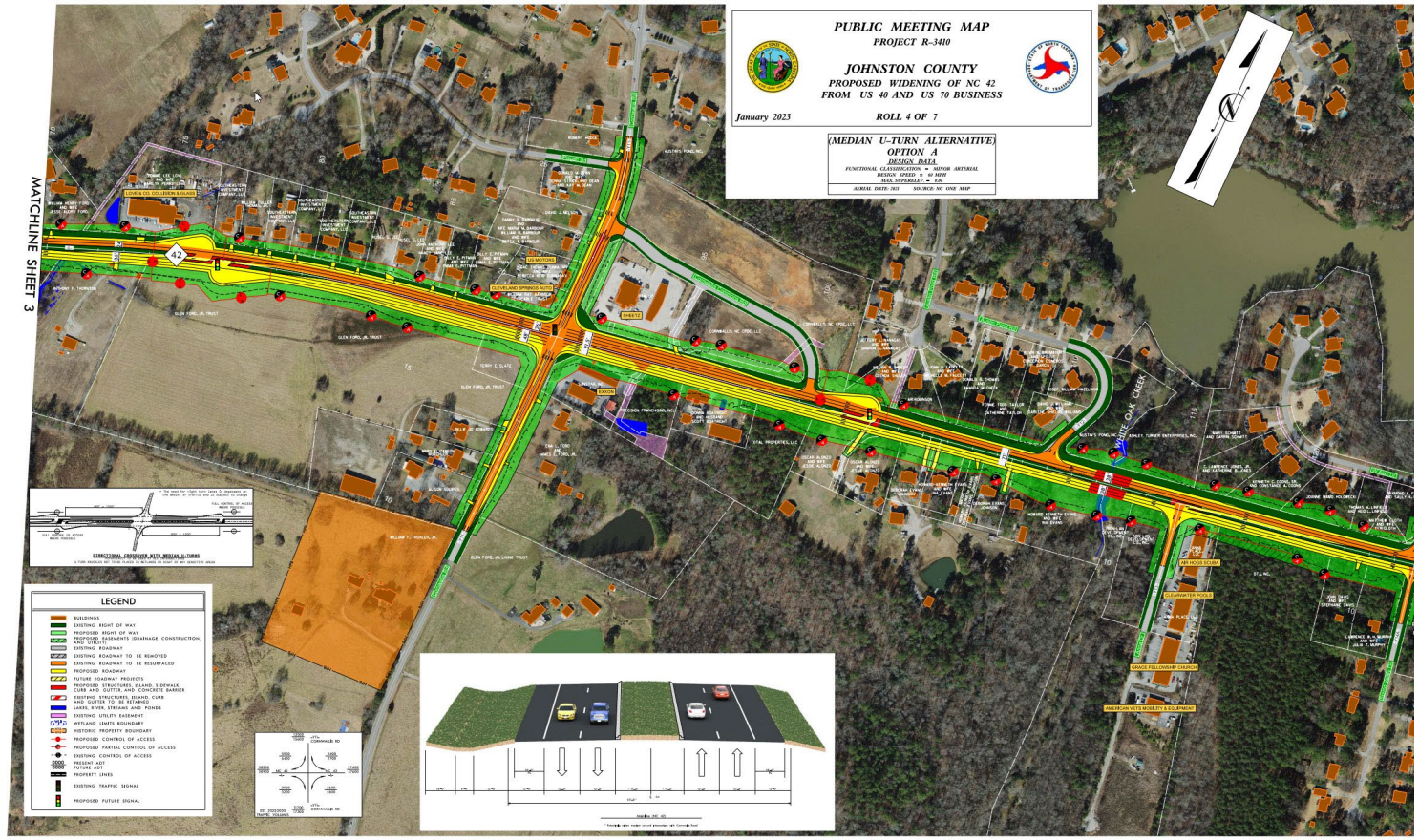
- Construct 4 lane roadway with a raised median.
- Project includes various types of reduced conflict intersections and diverging diamond interchange.
- Right of way acquisition begins: October 2026
- Construction begins: Spring 2030
- Estimated Construction Cost: $72,000,000
- County Trail Plan indicates a desire for MUP on this section of NC 210



NC 36/Veterans Pkwy. Improvements

R-3410 – Widen NC 36/Veterans Pkwy From NC 50 to US 70 (Clayton Blvd).

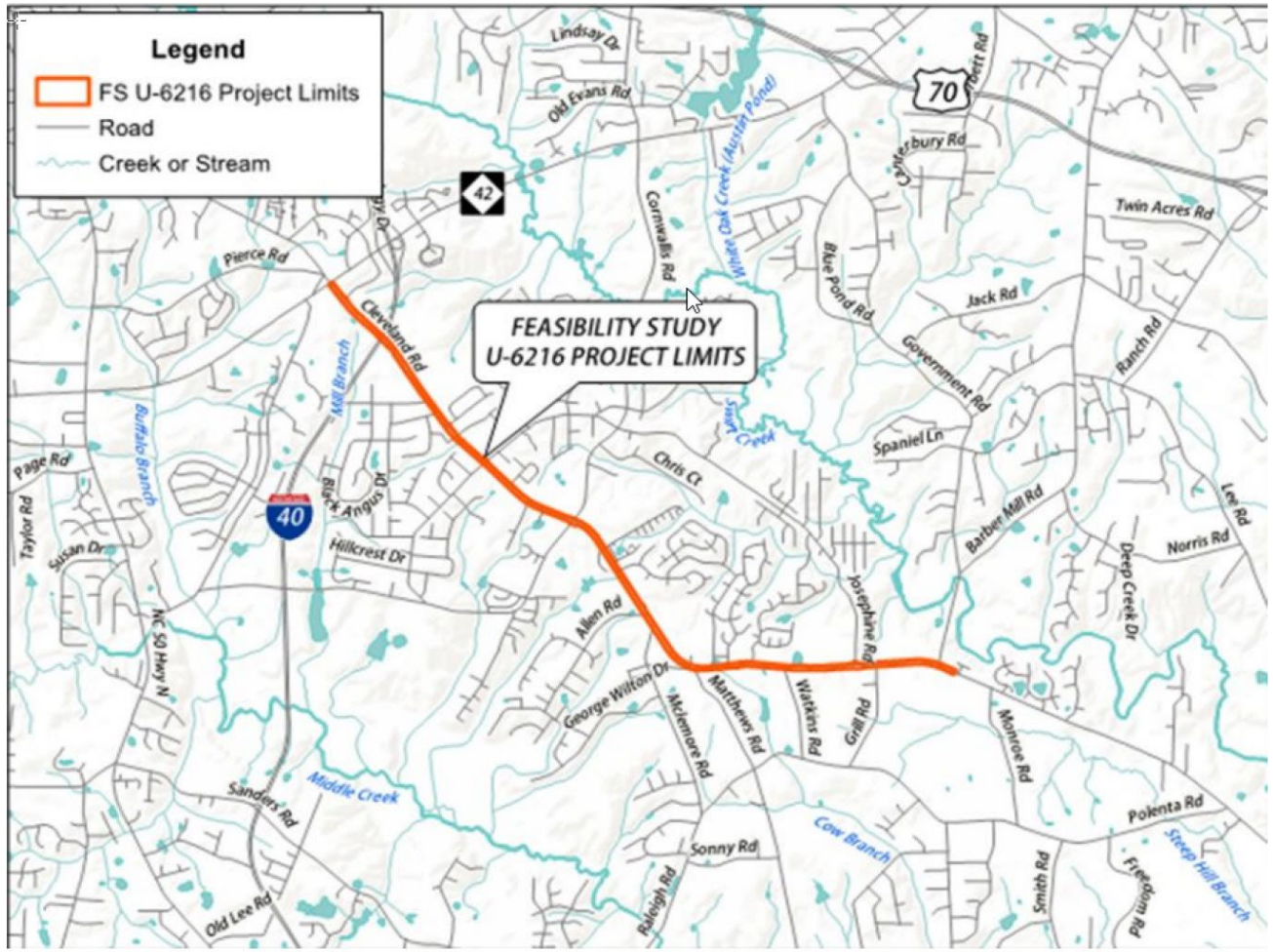
- Construct 4 lane roadway with raised median
- Project includes various types of reduced conflict intersections
- Right of Way acquisitions begin: January 2027
- Construction begins: Summer 2031
- Estimated Construction Cost: $200,000,000



Cleveland Road Upgrades

U-6216 – Widen Cleveland Road From I-40 to Barber Mill Road

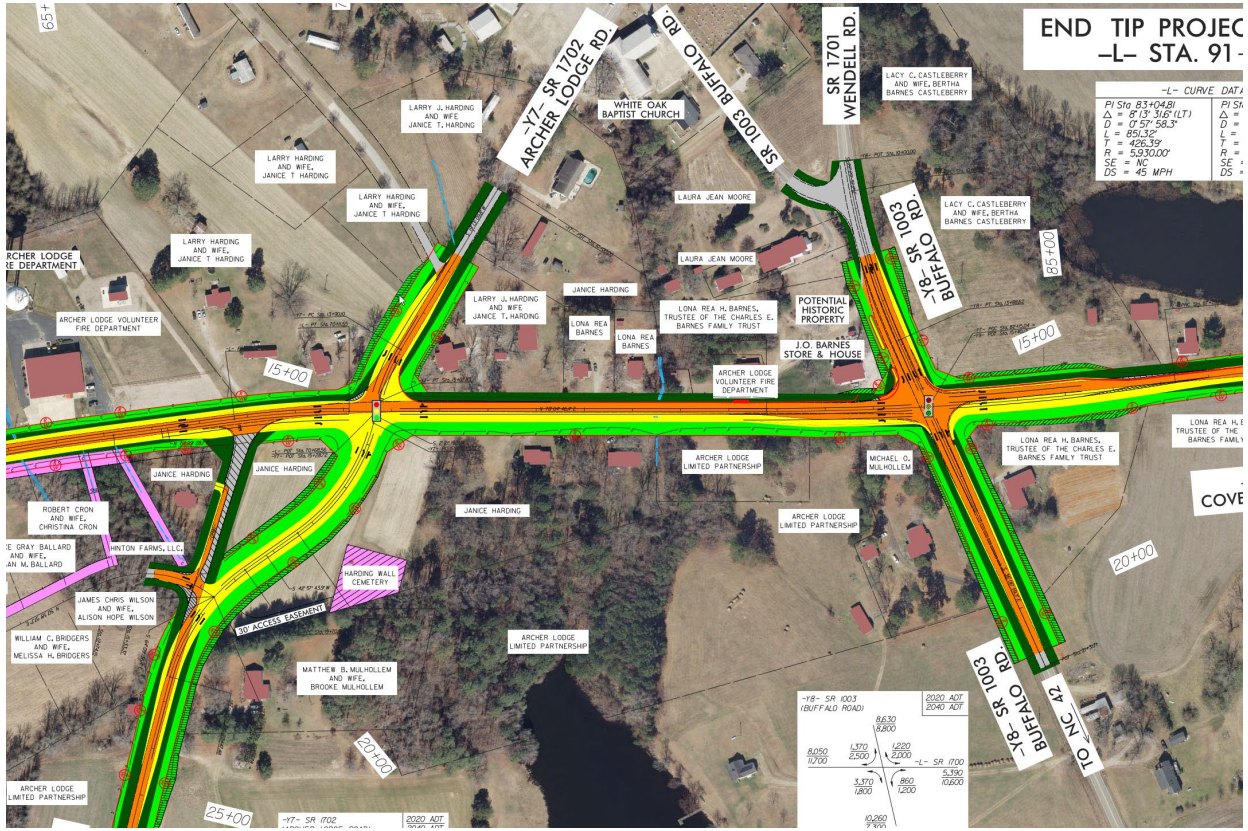
- Construct 4 lane roadway with a raised median.
- Project to include various types of reduced conflict intersections.
- Right of way acquisition begins: 2030
- Construction begins: 2035
- Estimated Construction Cost: $101,000
- County Trail Plan indicates a desire for MUP on this section of Cleveland Road



Covered Bridge Road Project

W-5704E – Widen Covered Bridge Road to 3 lanes from Helena Lane to Buffalo Road

- Construct 3 lane roadway on Covered Bridge Road
- New traffic signals on Covered Bridge Road at realigned South Murphrey Road and Castleberry Road.
- Right of Way acquisitions complete
- Utility relocations underway
- Construction begins: Fall 2026
- Estimated Construction Cost: $16,000,000



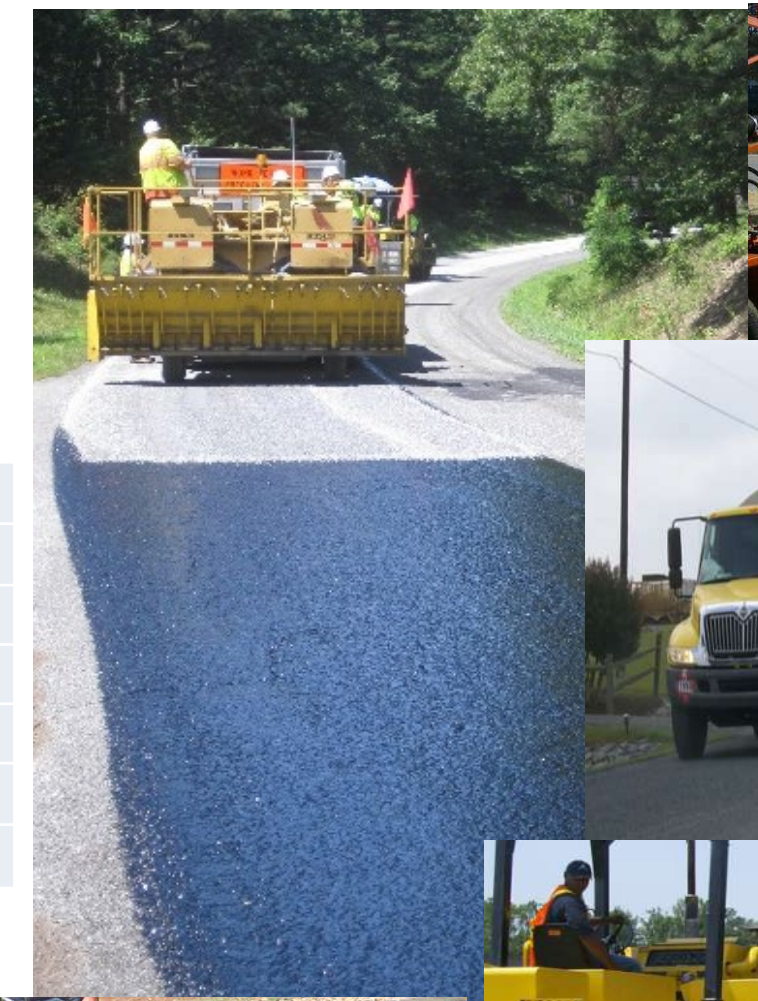
Other Johnston County Projects

- R-5950: Widen Swift Creek Road to 3 lanes near Johnston County Airport
  - Right Outside of CAMPO Limits
  - Let Date: September 2030
- Types of Other Projects
  - Annual resurfacing and pavement preservation projects
  - Various secondary road bridge replacement projects
  - Various safety/mobility improvement projects

Johnston County Highway Maintenance Improvement Program (HMIP) – Preservation and Resurfacing Projects over the Next 5 Years

YEAR	PLANNED MILES	EST. COST
2026	89.9	$14,013,675.00
2027	89.8	$14,005,630.00
2028	85.1	$14,013,103.00
2029	102.6	$17,522,815.00
2030	115.7	$19,140,945.00
TOTALS	**483.1 Mile**	**$78,696,168.00**

Total Preservation Miles	88.5	Total Preservation Cost	$10,146,898.00
Total Resurfacing Miles	394.5	Total Resurfacing Cost	$68,549,270.00



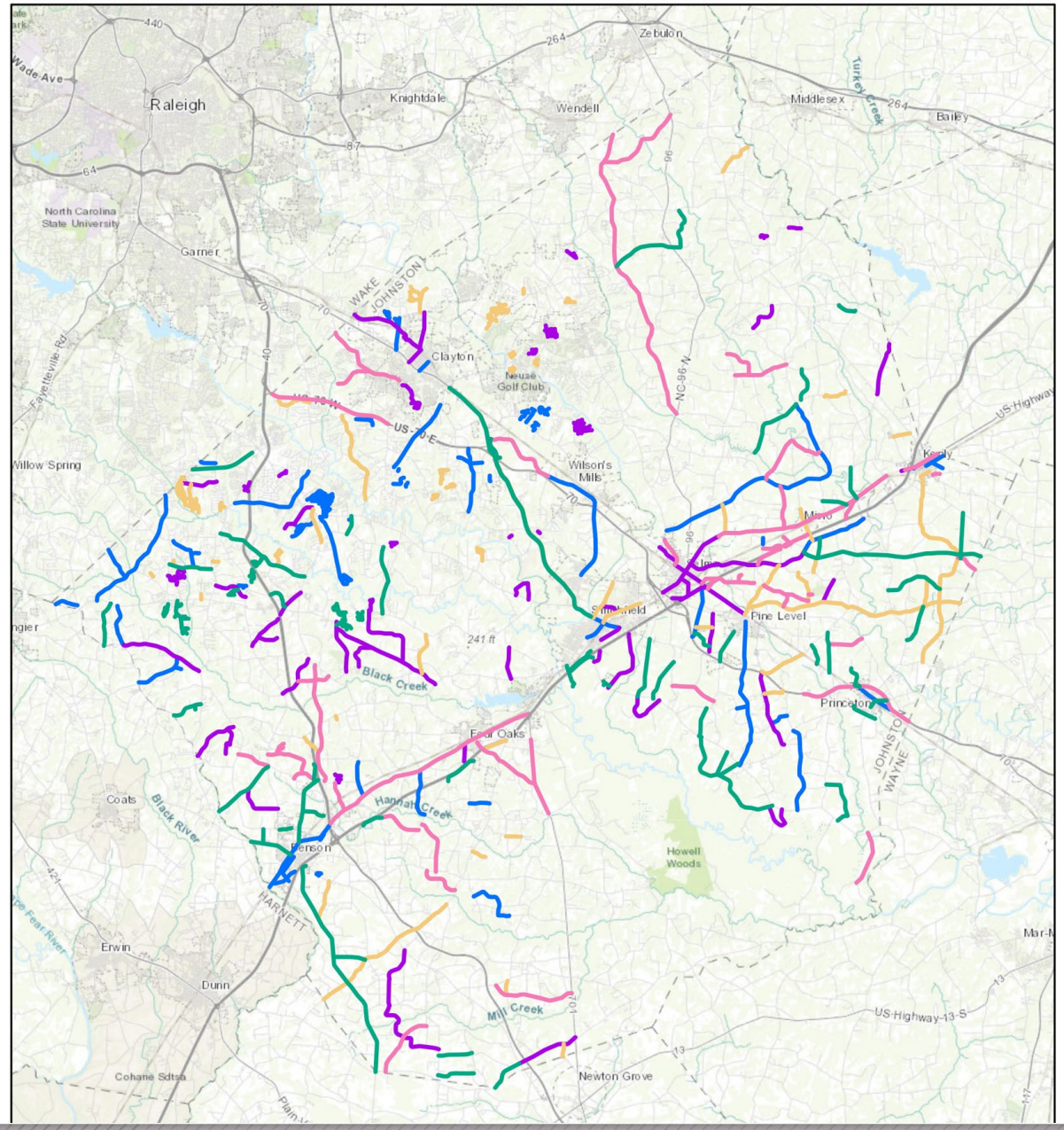
Johnston County Highway Maintenance Improvement Program (HMIP) – Next 5 Years

NCDOT HMIP 2026-2030

- 2026
- 2027
- 2028
- 2029
- 2030

Citations

Johnston County HMIP 2026-2030



Bridge Replacement Projects

Johnston County

- **BP4-R039 #500537**
  - River Road
  - West of Selma
  - Let FY28
- **BP4-R042 #500542**
  - Brogden Road
  - Smithfield area
  - Let FY29
- **BP4-R043 #500411**
  - Buffalo Road
  - Smithfield
  - Let FY29

DD00457 (HL-0127)

US-70 BUSINESS (Clayton Blvd) AT SR 1553 (SHOTWELL ROAD)

- Additional turn lanes being constructed
- Dual left turn lanes in two approaches
- Signal modifications
- Active construction
- Near completed

Johnston County Safety Projects

- **HN-0040 - SR 1003 Buffalo Rd and SR 1908 Fire Department Rd**
  - Construct a roundabout at the intersection
  - Letting in September 2026
- **SS-6204BD SR 1701 (Wendell Rd) at SR 1702 (Archer Lodge Rd)**
  - Severed intersection connection and added guardrail
  - Completed June 2026
- **SS-6204AX – SR1330 (Raleigh Road)**
  - Widening paved shoulders
  - From McLemore Rd to Johnston Chapel
  - Completed May 2026
- **DD00455 Winston and Guy Rd (HL-0127)**
  - Realign intersection and install signal
  - Active construction (near completion)
- **SS-6204BN - NC 222 at SR 2110 (Glendale Rd)**
  - Construct concrete island on both SR 2110 approaches
  - Starting August 2026

Johnston County Safety Projects

- **Marking and Rumble Strips**

  - **HS-2404G - SR 1007 Brogden Rd**
    - Between US 301 and the Wayne County
    - Widening, 6” pavement marking, and centerline sinusoidal
    - Active construction
  - **HS-2404B - NC 210**
    - Between Harnett County Line to NC 50
    - Adding sinusoidal rumble strips and 6” pavement markings
    - September 2026
  - **SR 1010 (Cleveland Road)**
    - Between NC 210 and Wake County Line
    - Adding 6” pavement markings
    - September 2026
  - **HS-2404U - NC 242**
    - Benson City Limits to I-40
    - Adding sinusoidal rumble strips and 6” pavement markings
    - Let May 2026

Johnston County Safety Projects

- **Signal/All Way Stop Projects**

  - **HS-2404J - US 301 at SR 1921 Hospital Rd**
    - Update the traffic signal and add pedestrian improvements
    - Completed June 2026
  - **HS-2604A - SR 1003 (Buffalo Road) at SR 1717 (Maggie Way)**
    - Install new traffic signal
    - Letting October 2027
  - **U-5943A/B Clayton Signals**
    - Signal system upgrades along US 70 and other routes
    - Active construction
  - **SS-6204BK – NC 42 and SR 1745 (Lynch Rd)**
    - Install all way stop with flashers
    - Completed May 2026
  - **SS-6204BB - SR 1010 Cleveland Rd at SR 1562 Steel Bridge Rd**
    - Install a new traffic signal and widen for a turn lanes
    - Letting In June 2027

Johnston County Safety Projects

School Improvement Projects:

- **SM-6104N - Corinth Holders Elementary School**
  - Internal access improvements
  - Active construction

- **SM-6104O - Princeton High School/ Middle School**
  - Internal access improvements
  - Completed June 2026

- **SM-6104G – West Clayton Elementary**
  - Constructing a 11-lane stacking area for student drop off area and signing in front
  - Completed June 2026

- **SM-6104H - McGees Crossroads Elementary and Middle School**.
  - Internal improvements
  - Active construction

- **SM-6104K - Cleveland High School**
  - Internal capacity improvements
  - Completed June 2026

Questions?

Contact Us

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@NCDOT NCDOT NCDOTcommunications View All Channels

Thank you!

7.2 NCDOT Division Updates on Notable FY 27 Operations & Maintenance Activities

Division 5 Update

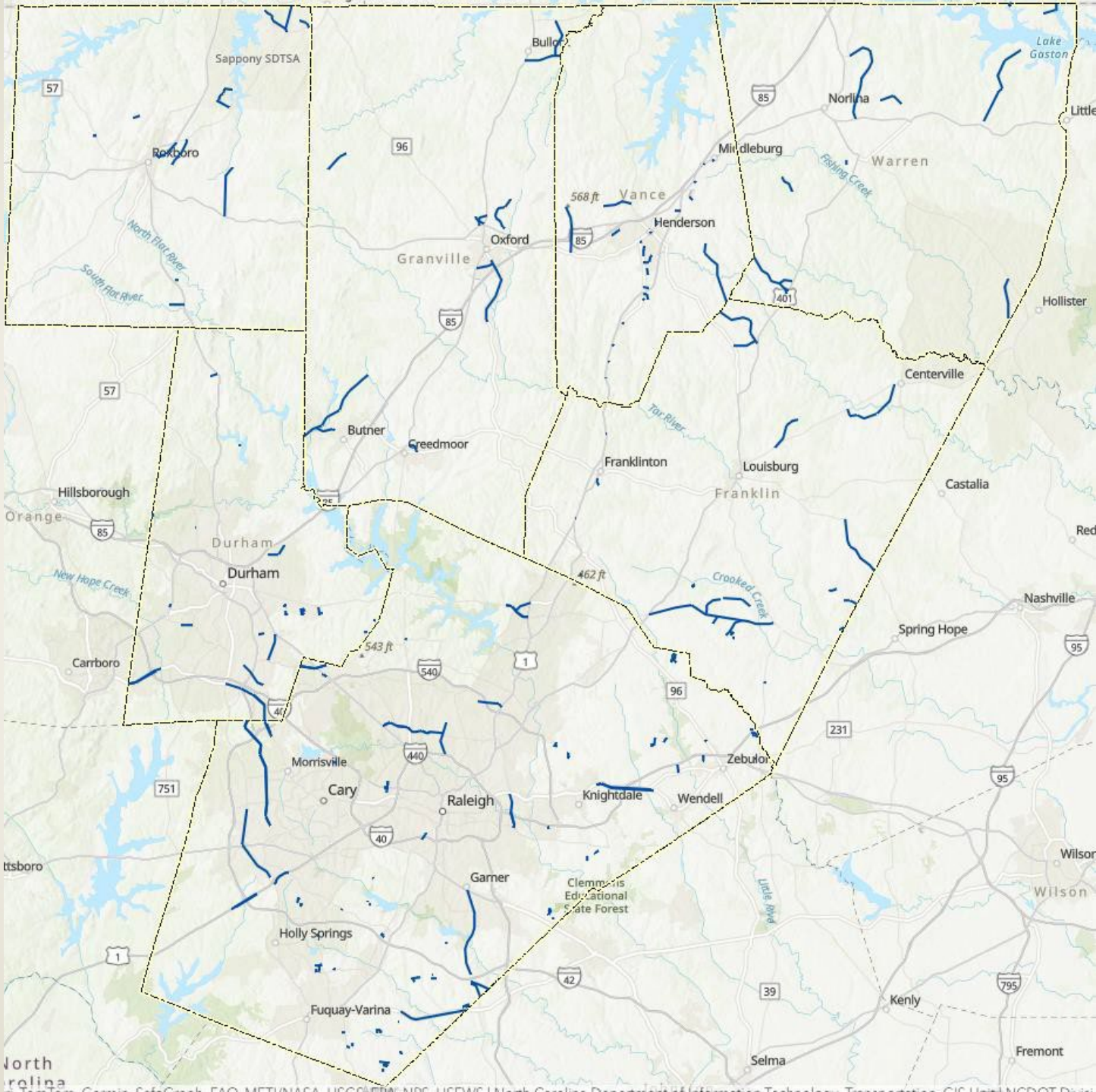
NC Capital Area Metropolitan Planning Organization

DIVISION 5 RESURFACING CONTRACTS LETTING IN FY2027

Ben Lowry, PE – Resurfacing Program Manager

DIVISION TOTALS

- 19 Contracts
- 240 Centerline Miles
- 292 Route Sections



WITHIN CAMPO BOUNDARIES

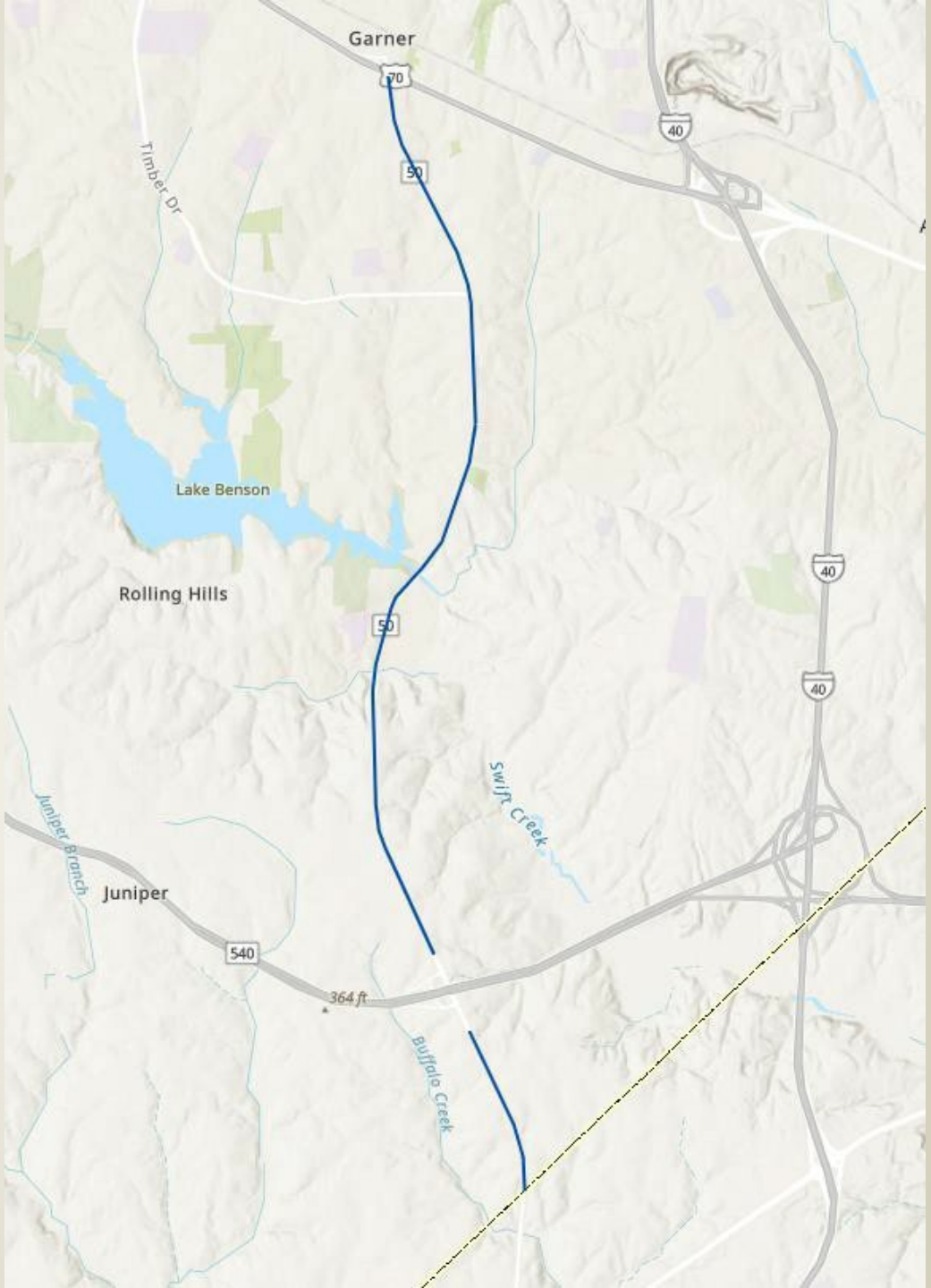
- 12 Contracts
  - 6 Fall Lets
  - 6 Spring Lets
- Initial Estimate - $50,593,000
- 135 Centerline Miles
- 206 Route Sections

Contract	Number	Let Date
2028 Wake Pri	1	8/12/2026
2028 E Wake	2	9/15/2026
2028 RR Xing	4	9/23/2026
2028 S Gran	6	11/11/2026
2028 Davis Dr	7	11/17/2026
2028 N Wake	8	12/15/2026
2028 NC 54	11	1/19/2027
2028 NC 55	14	3/16/2027
2028 S Wake	16	4/20/2027
2028 Six Forks	17	5/18/2027
2028 NC 98	18	6/15/2027
2028 Wake Central	19	Spring 2027

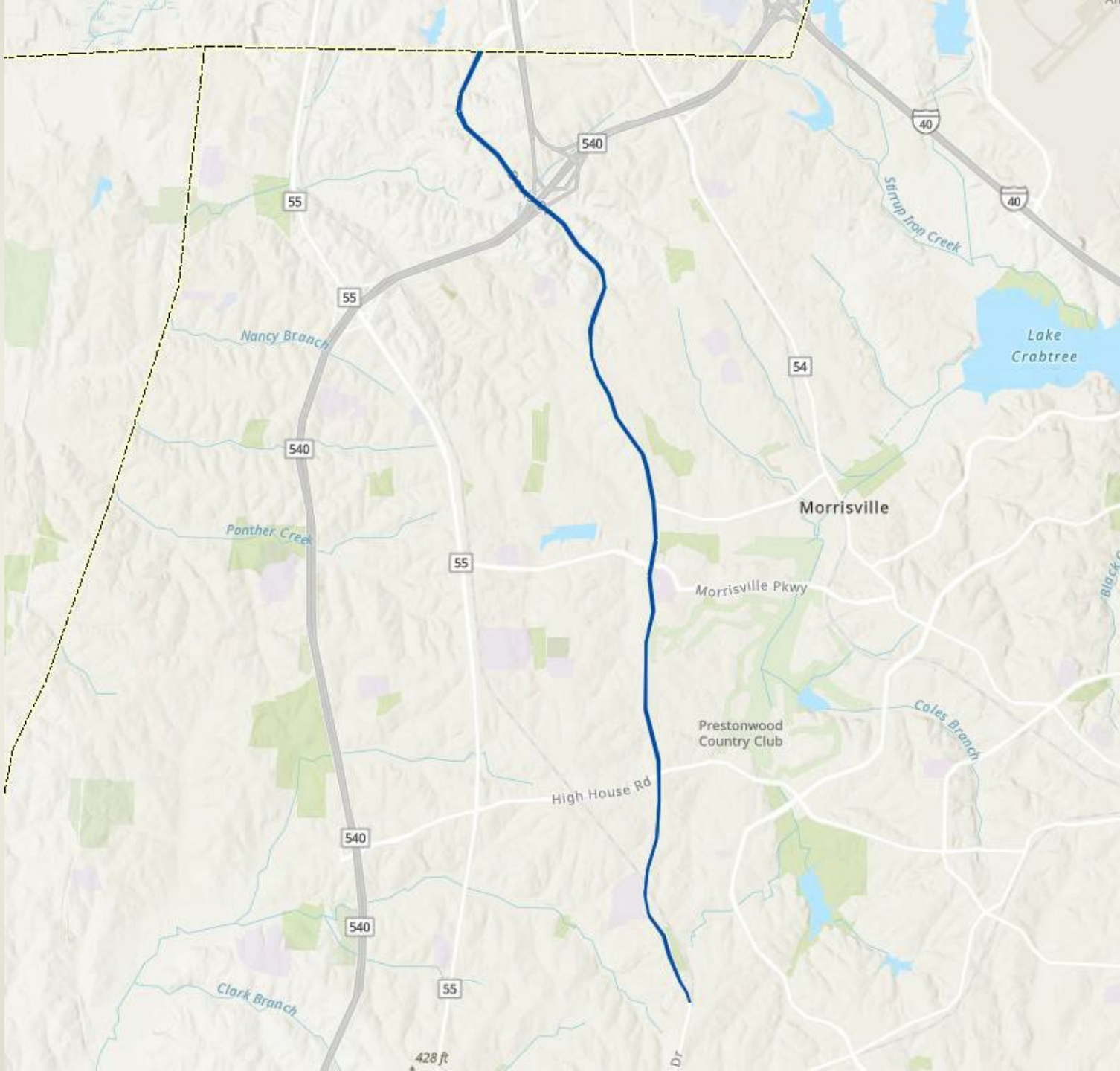
NOTABLE ROUTES

- NC 50
- NC 42
- Davis Dr
- NC 54
- NC 55
- Six Forks Rd
- W Millbrook Rd
- NC 98 (Franklin County)
- Western Blvd and Martin Luther King Jr Blvd
- US 64 Bus (Knightdale/Wendell area)
- NC 98 and NC 98 Bus (Wake Forest Area)
- US 1
- Old NC 75 (Granville County)

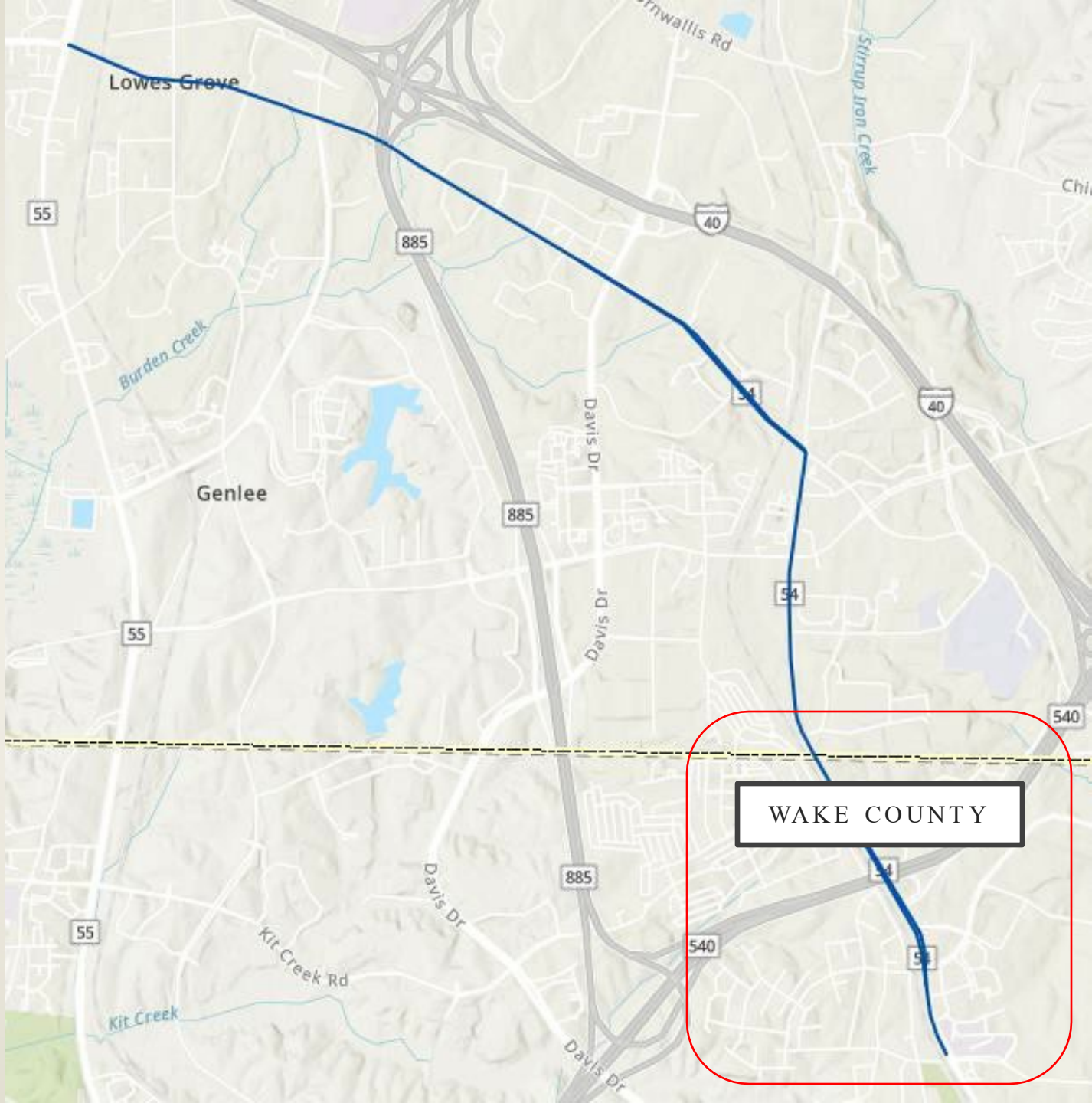
NC 50
WAKE COUNTY



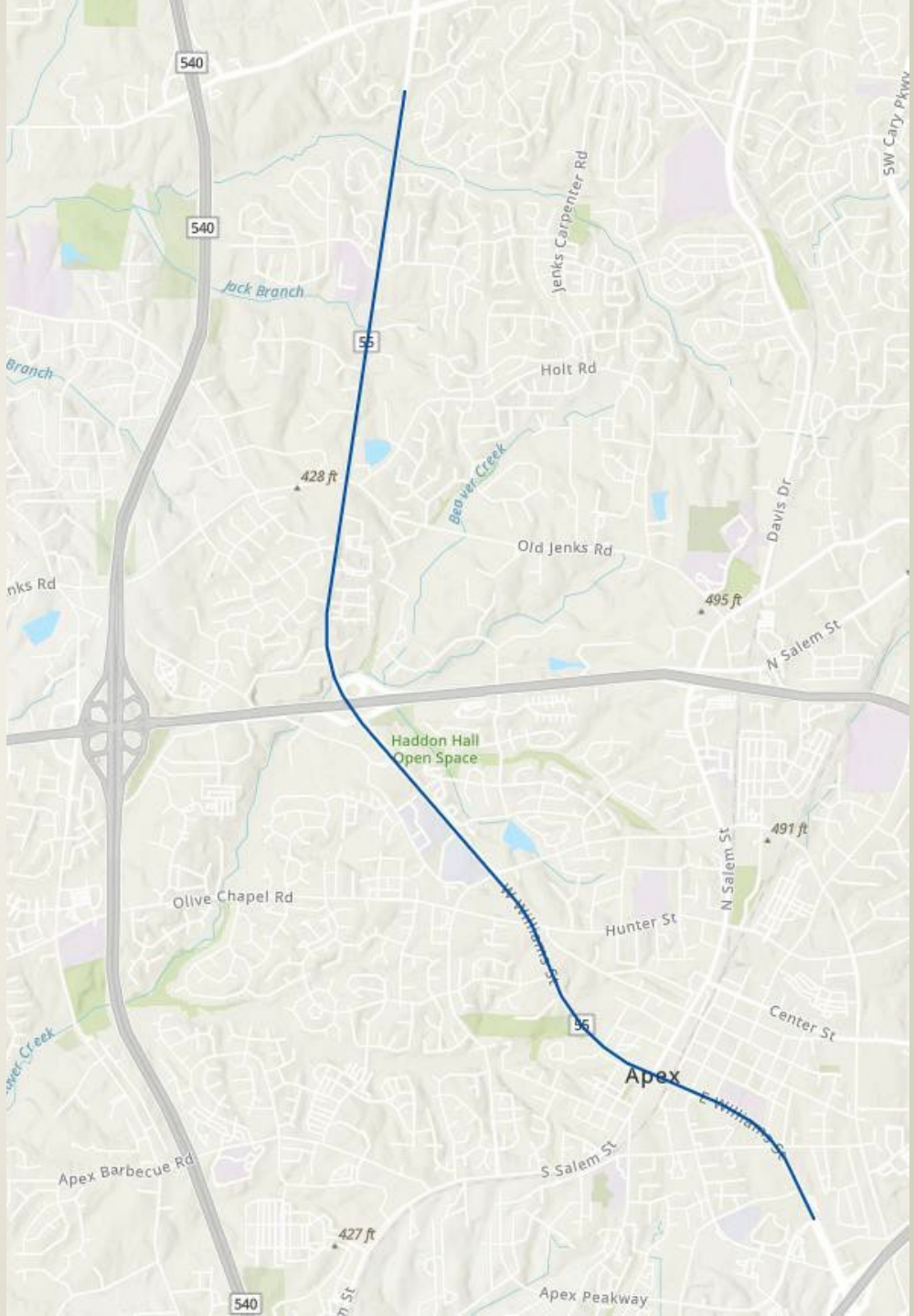
DAVIS DRIVE
WAKE COUNTY

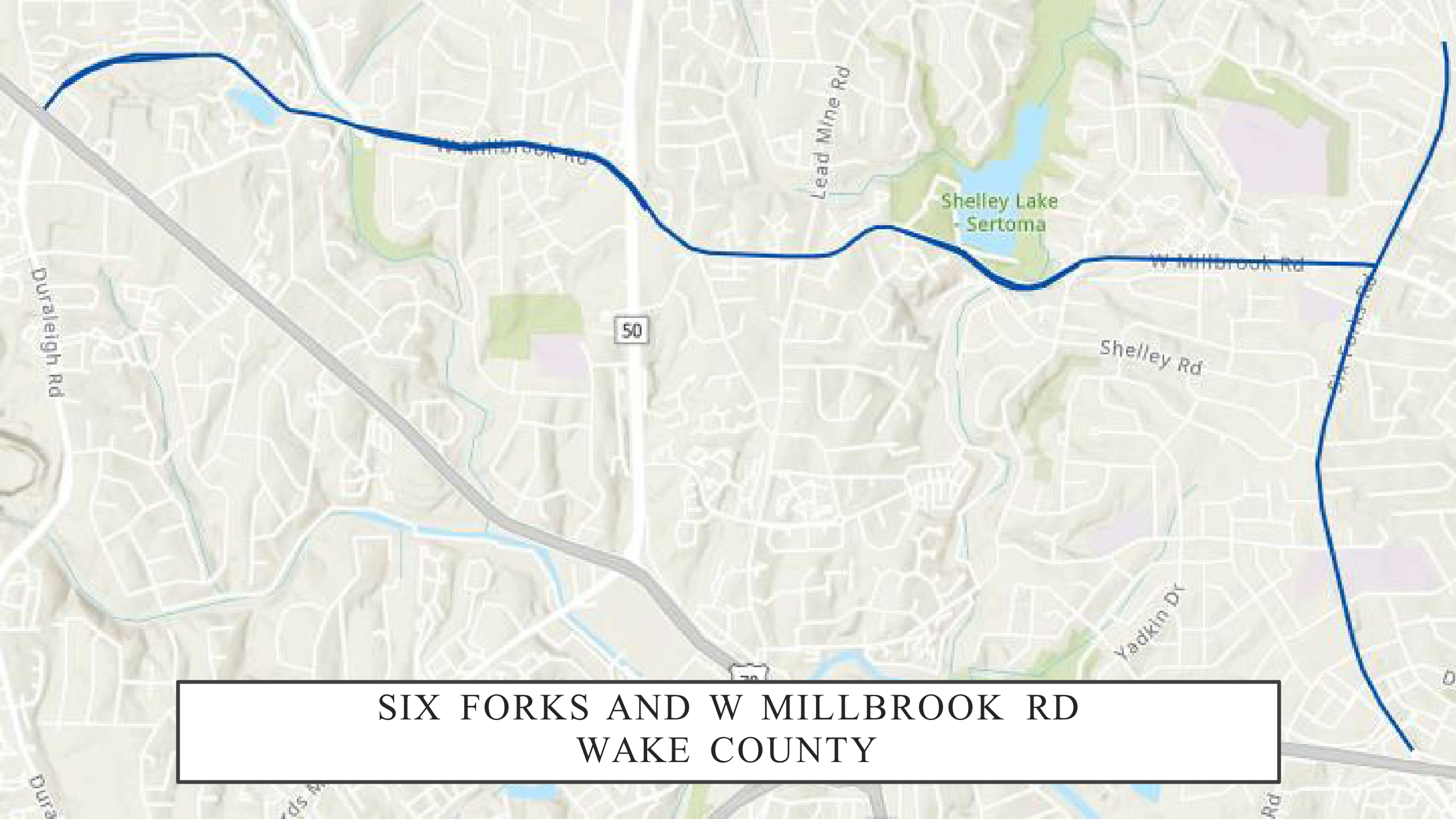


NC 54
WAKE COUNTY

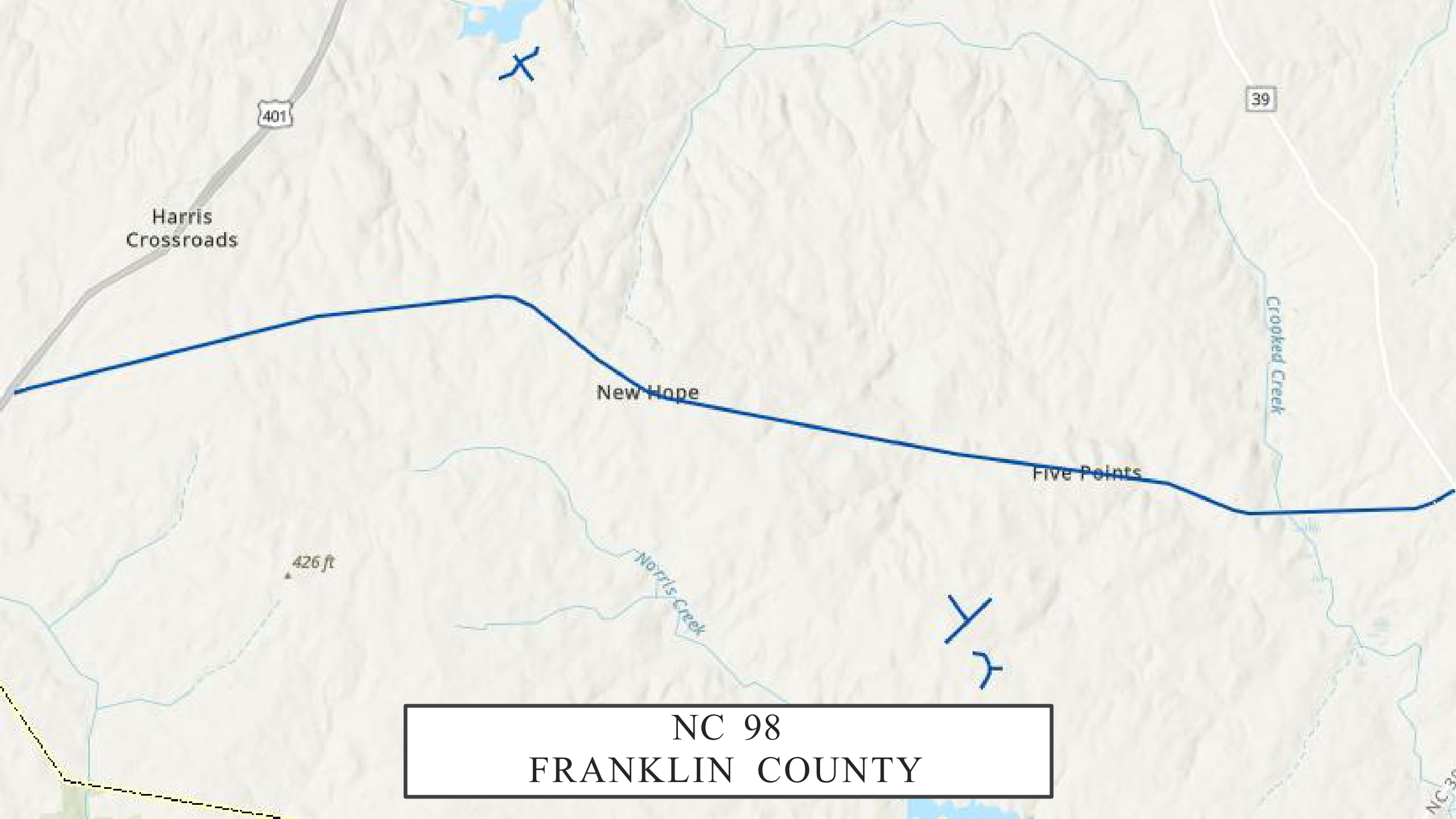


NC 55
WAKE COUNTY



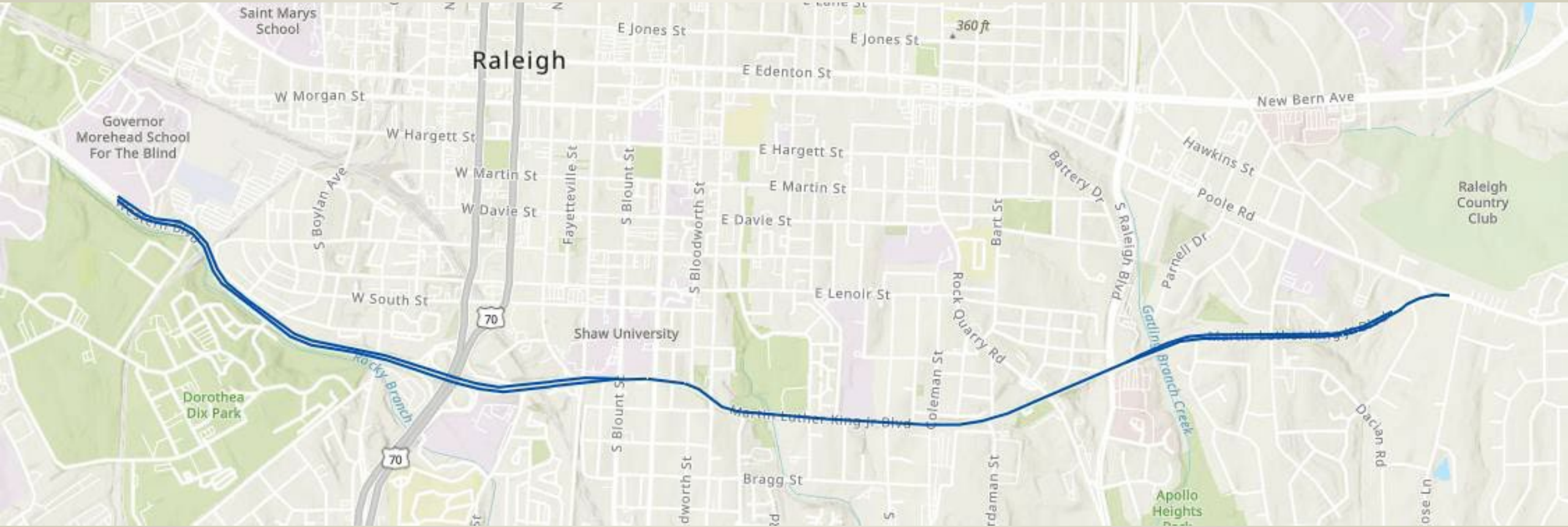


SIX FORKS AND W MILLBROOK RD
WAKE COUNTY

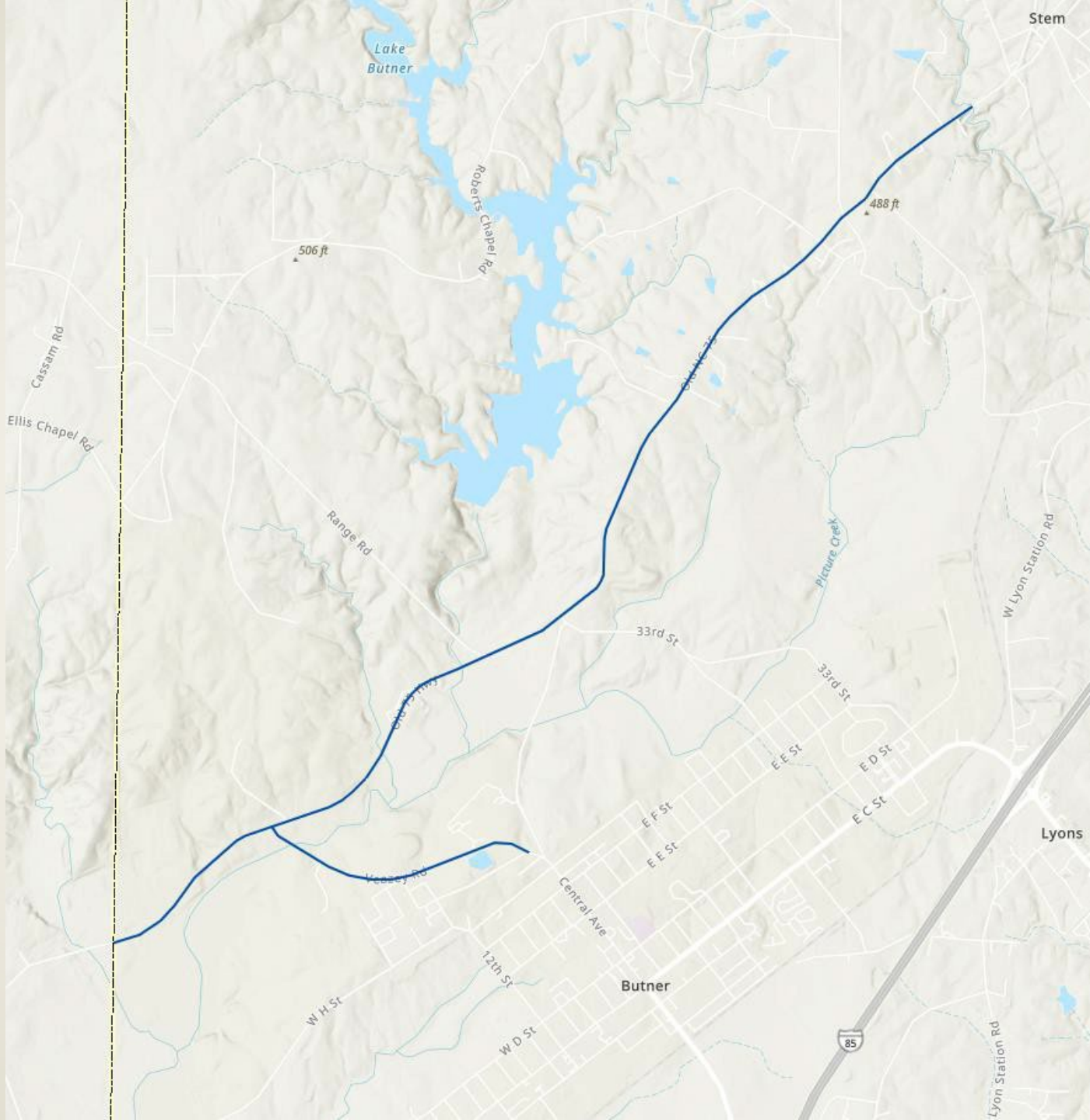


NC 98
FRANKLIN COUNTY

WESTERN BLVD, MARTIN LUTHER KING JR BLVD



OLD NC 75
GRANVILLE COUNTY



ADA CURB RAMPS
BO-2405B&C
FRANKLIN, WARREN & GRANVILLE CO.

- ADA Curb Ramp project to upgrade existing curb ramps to meet current standards. Minor signal upgrade.
- Franklinton, Norlina, Warrenton, Stoval

RESOURCES

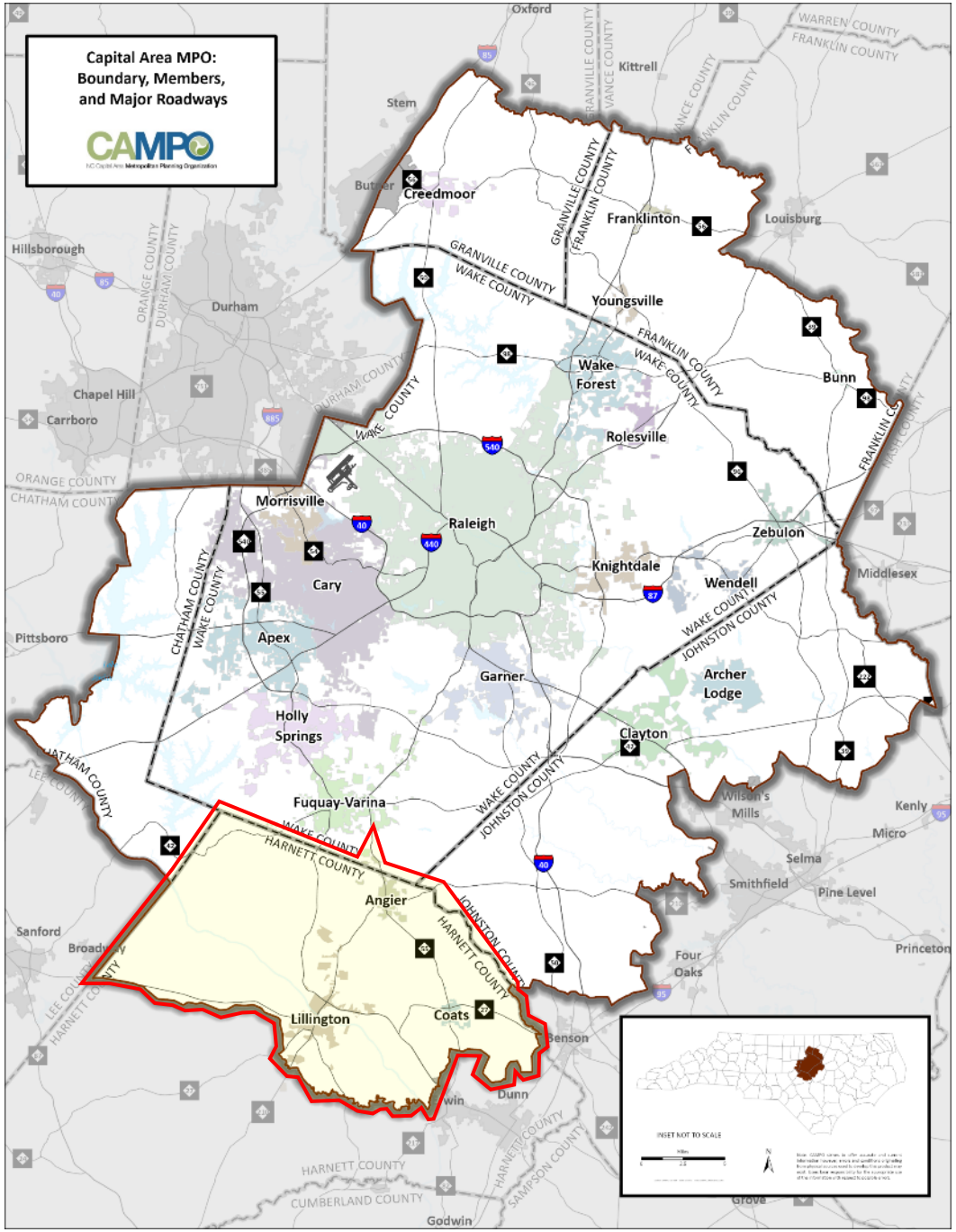
- Annually published HMIP plan - https://connect.ncdot.gov/resources/Asset-Management/HMIP/Pages/default.aspx
    - Updated once per year
- NCDOT HMIP 2026-2030 GIS Map - https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?layers=e15e55f6b2a1454ca4f24e346ff0b139
- Contact Ben Lowry – Bdlowry1@ncdot.gov or mbiedell@ncdot.gov

QUESTIONS?

7.2 NCDOT Division Updates on Notable FY 27 Operations & Maintenance Activities

Division 6 Update

NC Capital Area Metropolitan Planning Organization



NC Capital Area Metropolitan Planning Organization

NCDOT, Division 6
Harnett County
Overview
August 2026

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Projects

Highway Maintenance Improvement Projects (HMIP)

Initiatives & Programs

DriveNC.gov

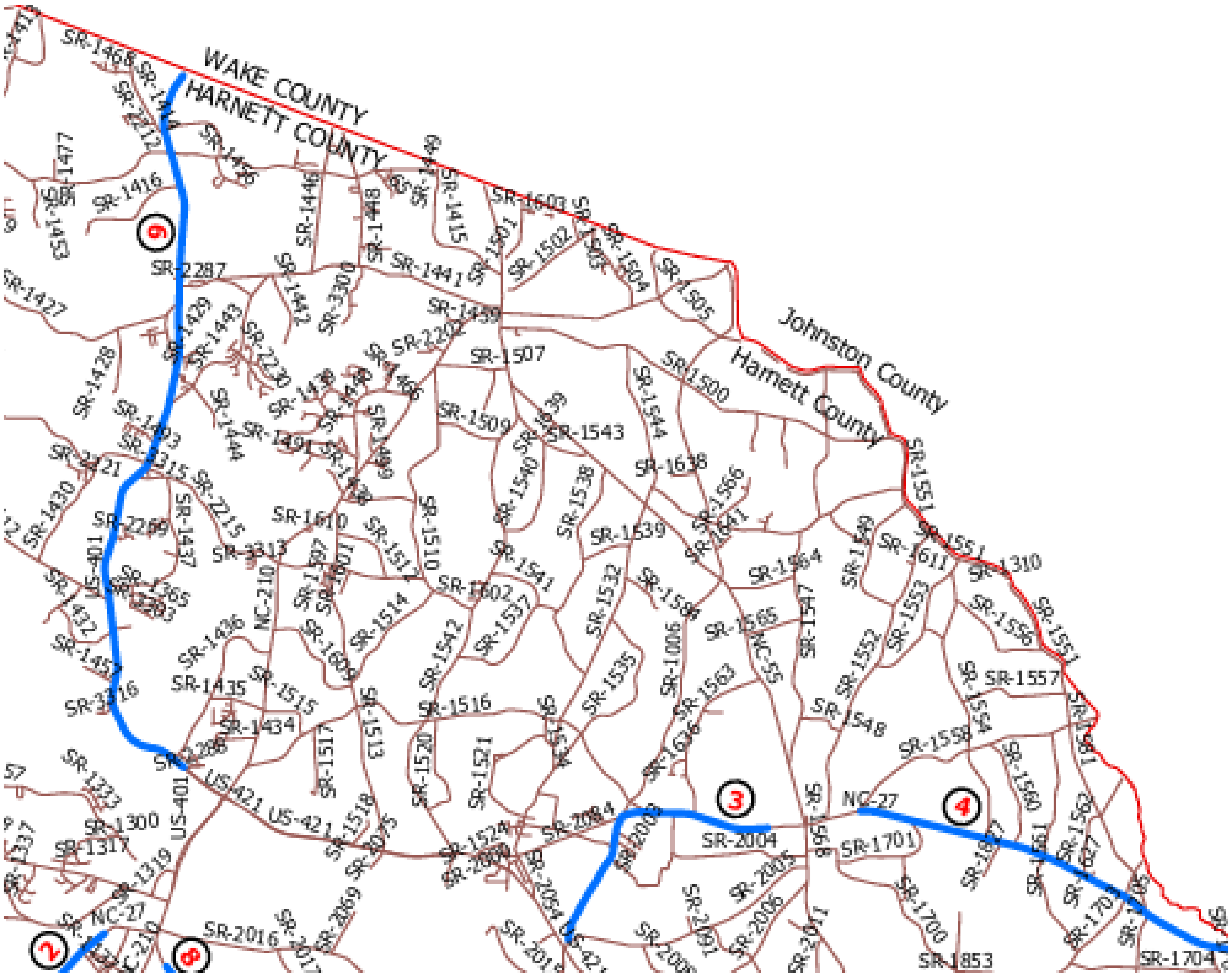
ncdot.gov

Completed Project

HS-2006AC & HS-2006W

Scope: Install of center and edge line rumble stripes, 6” thermoplastic pavement markings, and raised pavement markers

- US 401 Corridor (HS-2006W)
  (Cumberland & Harnett Counties)
- NC 210 Corridor (HS-2006AC)
  (Cumberland Line to Lillington)
- NC 27 Corridor (HS-2006W)



ncdot.gov

Completed Project

W-5706L

Scope: Construct Roundabout

NC 27 at SR 1006 (Old Stage Road) / SR 2084 (Leslie Campbell Avenue)

Image Source: Google Maps

ncdot.gov

Completed Project

HS-2006K

Scope: Curve wedging, 6” thermoplastic pavement markings, and raised pavement markers

SR 1441 (Chalybeate Springs Road)

Image Source: Google Maps

ncdot.gov

Completed Project

Non-STIP Project

Scope: Lane Revisions, radius, and pedestrian improvements

NC 55 (N Raleigh Street) at
NC 210 (W Depot Street) in Angier

*HP-0033 (H184395)

Image Source: Google Maps

ncdot.gov

Completed Project

Non-STIP Project

Scope: Traffic signal installation with metal poles

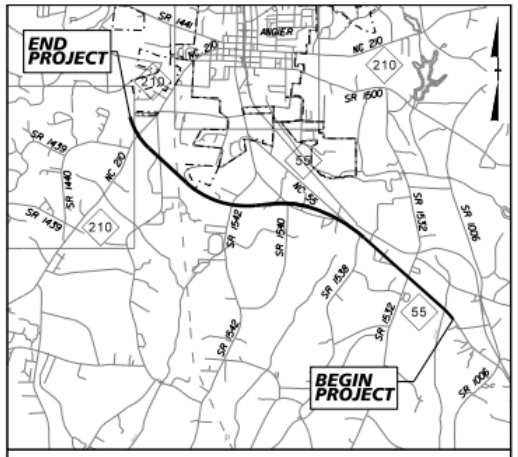
US 401 at
SR 1415 (Rawls Church Road)

Image Source: Google Maps

TIP PROJECT: R-5705A

CONTRACT: C204785

See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Plan Sheet Symbols



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

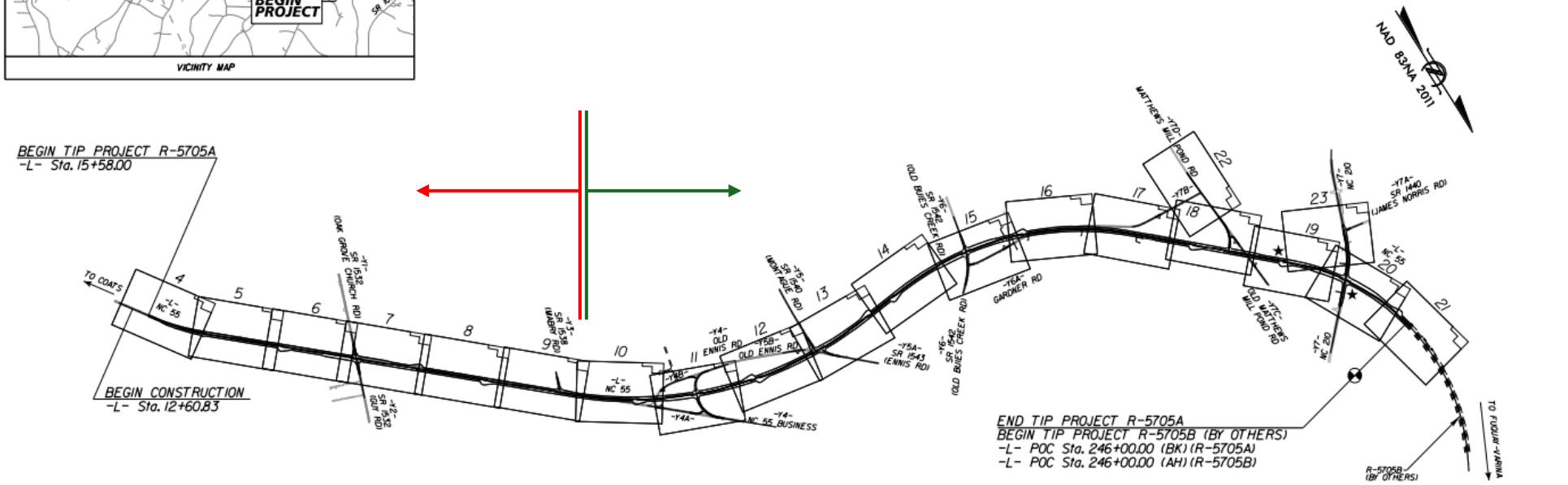
HARNETT COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5705A	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
46377.1.2		P.E.
46377.2.1		RIGHT-OF-WAY
46377.2.5		UTILITIES
46377.3.1		CONSTRUCTION

LOCATION: NC 55 FROM JUST SOUTH OF SR 1532 (OAK GROVE CHURCH ROAD) TO NC 210

TYPE OF WORK: DRAINAGE, GRADING, PAVING, SIGNING, SIGNALS, AND CULVERTS



** DESIGN SPEED = 50 MPH FROM -L- STA. 15+58.00 TO STA. 112+18.00 (EXISTING NC 55) ~1.8 miles
60 MPH FROM -L- STA. 112+18.00 TO STA. 246+00.00 (NEW LOCATION) ~2.5 miles

★ TRAFFIC SIGNAL

THIS IS A PARTIAL CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO POINTS SHOWN ON THE PLANS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

PLANS: 50 25 0 50 100

PROFILE (HORIZONTAL): 50 25 0 50 100

PROFILE (VERTICAL): 5 2.5 0 5 10

DESIGN DATA

AADT 2023 = 16,400
AADT 2045 = 27,100
K = 9%
D = 60%
T = 4%*
** V = 50/60 MPH
* (TTST 1% + DUAL 3%)
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-5705A = 4.364 MILES
TOTAL LENGTH ROADWAY TIP PROJECT R-5705A = 4.364 MILES

PLANS PREPARED FOR THE NCDOT BY: Kimley»Horn

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 9, 2021

LETTING DATE: SEPTEMBER 19, 2023

JEFFREY W. MOORE, P.E.
PROJECT ENGINEER

EVERETT J. LOVING, P.E.
PROJECT DESIGN ENGINEER

DAVID WEBB, P.E.
SENIOR PROJECT MANAGER
NCDOT PROJECT MANAGEMENT UNIT

HYDRAULICS ENGINEER
SEAL 052128 ENGINEER JORDAN BENDER
SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER
SEAL 024436 ENGINEER JEFFREY W. MOORE
SIGNATURE: P.E.

Project Details:

Work Begin: 12/2023

Est. Completion: 04/2028

Rev. Completion: N/A

Contractor: Barnhill

NCDOT Contact: Donavon Hunt

Contract: $48,441,331

Project Comments:

Majority of project is located on new alignment.

Ongoing work:

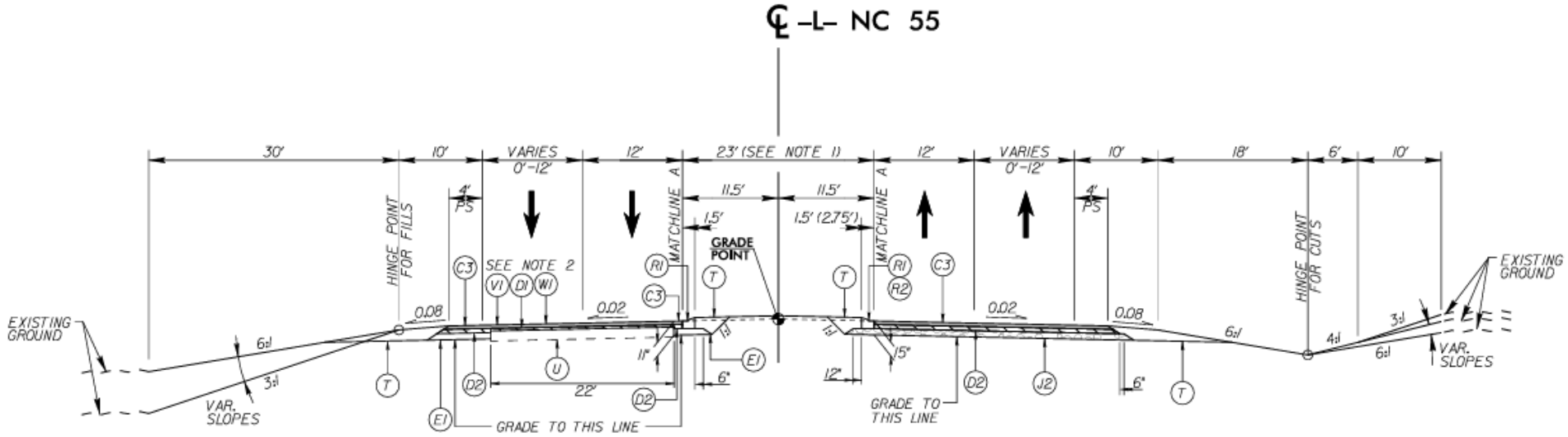
- Erosion Control
- Drainage infrastructure
- Fine grading
- Profile milling and paving

CONSTRUCTION PROGRESS

54%

06/16/2026

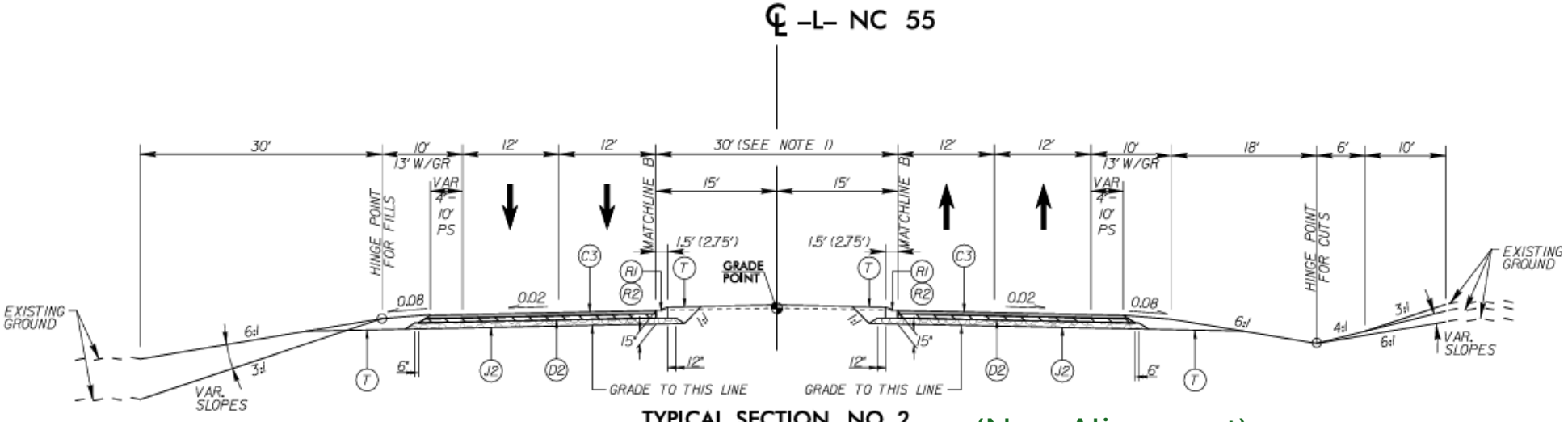
CONTRACT: C204785 TIP PROJECT: R-5705A



(Existing Alignment)

TYPICAL SECTION NO. 1

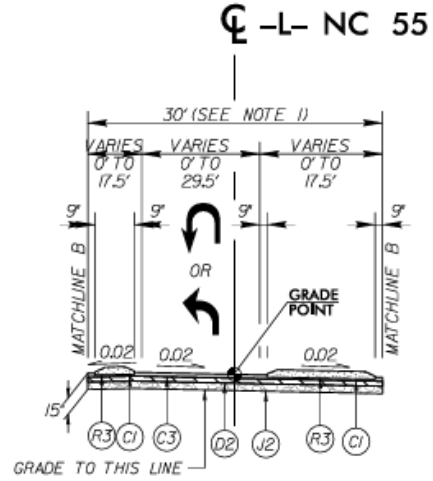
-L- STA 15+58.00 TO 92+74.00



TYPICAL SECTION NO. 2

-L- STA 92+74.00 TO 246+00.00

(New Alignment)

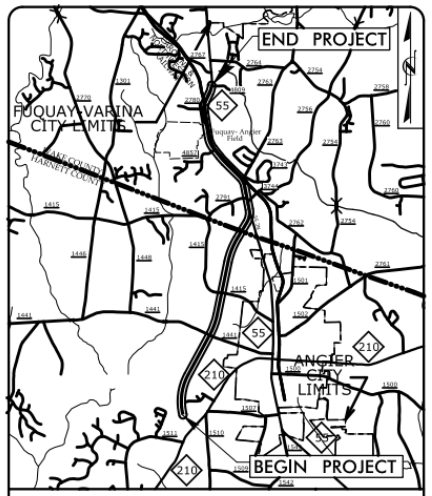


TYPICAL SECTION NO. 2A

-L- STA 100+98.00 TO 102+18.00
-L- STA 111+18.00 TO 113+18.00
-L- STA 121+63.00 TO 123+88.00
-L- STA 133+43.00 TO 135+99.00
-L- STA 144+99.00 TO 146+19.00
-L- STA 149+85.90 TO 151+05.90
-L- STA 164+58.00 TO 166+48.00
-L- STA 175+48.00 TO 176+68.00
-L- STA 220+85.73 TO 224+70.73
-L- STA 231+91.00 TO 233+91.00
-L- STA 243+36.00 TO 244+56.00

CONTRACT: C204745 TIP PROJECT: R-5705B

See Sheet 1A For Index of Sheets



VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

HARNETT & WAKE COUNTIES

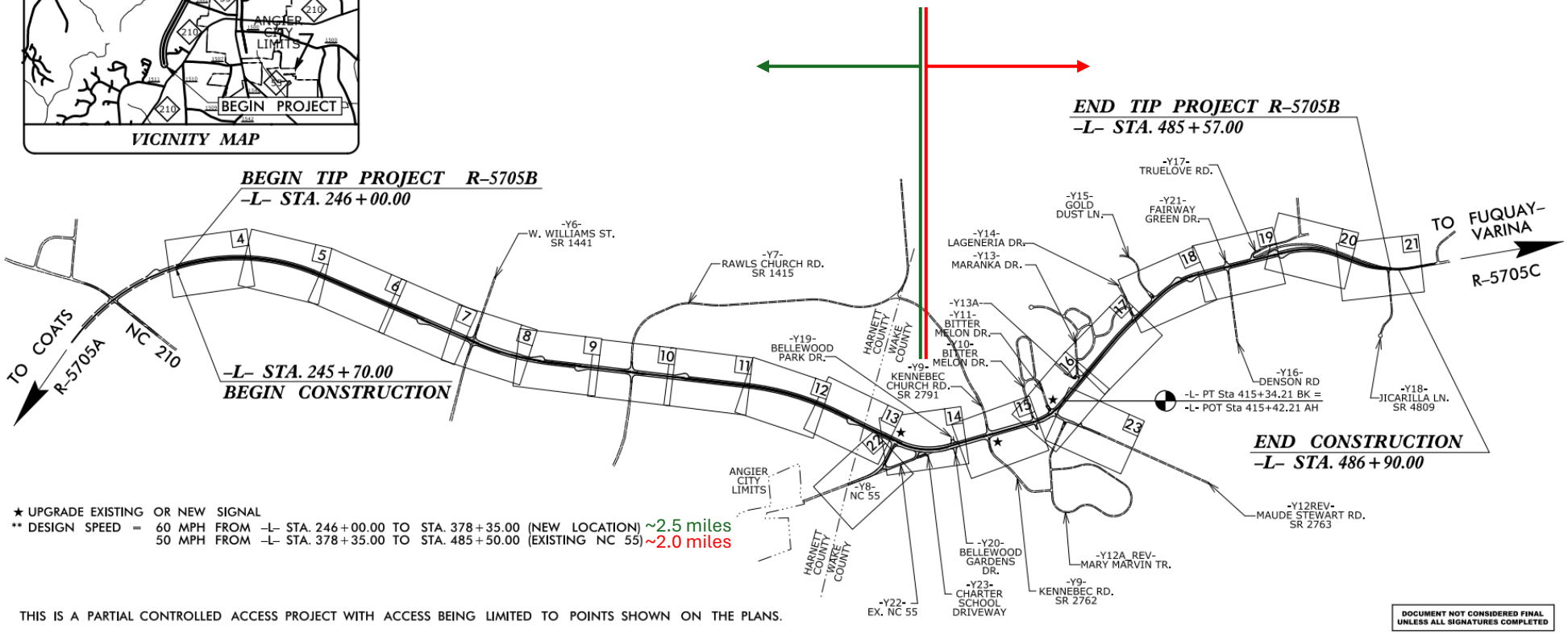
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5705B	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
46377.1.3		PE
46377.2.2		ROW
46377.2.6		UTILITIES
46377.3.2		CONST.

LOCATION: NC 55 FROM NC 210 TO SR 4809 (JICARILLA LANE)

TYPE OF WORK: PAVING, GRADING, DRAINAGE, SIGNALS & CULVERT

NAD 83/NA 2011



★ UPGRADE EXISTING OR NEW SIGNAL

** DESIGN SPEED = 60 MPH FROM -L- STA. 246+00.00 TO STA. 378+35.00 (NEW LOCATION) ~2.5 miles
50 MPH FROM -L- STA. 378+35.00 TO STA. 485+50.00 (EXISTING NC 55) ~2.0 miles

THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO POINTS SHOWN ON THE PLANS.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

PLANS 50 25 0 50 100

PROFILE (HORIZONTAL) 50 25 0 50 100

PROFILE (VERTICAL) 10 5 0 5 10

DESIGN DATA

ADT 2022 = 30,200
ADT 2045 = 44,200
K = 9 %
D = 60 %
T = 4 % *
**V = 50 & 60 MPH
* TTST =1% DUAL 3%
FUNC CLASS = MINOR ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY PROJECT R-5705B = 4.536 MILES
TOTAL LENGTH PROJECT = 4.536 MILES

Prepared For:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

By:
TGS ENGINEERS
706 HILLSBOROUGH ST
SUITE 200
RALEIGH, NC 27603
PH (919) 773-8887
CORP. LICENSE NO.: C-0275

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 3, 2021

LETTING DATE: OCTOBER 18, 2022

TOMMY REGISTER, P.E.
PROJECT ENGINEER

KIM L. GILLESPIE, PE
NCDOT CONTACT

HYDRAULICS ENGINEER
SEAL 16600 ENGINEER RANDALL C. HENSON
Docusigned by: Randy Henson
SIGNATURE: 9/1/2022 | 7:41 AM EDT

ROADWAY DESIGN ENGINEER
SEAL 028392 ENGINEER CLINTON T. REGISTER
Docusigned by: Tommy Register
SIGNATURE: 9/1/2022 | 8:56 AM EDT

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

Project Details:

Work Begin: 03/2023

Est. Completion: 05/2027

Rev. Completion: 10/2027

Contractor: Highland Paving

NCDOT Contact: Donavon Hunt

Contract: $61,497,777

Project Comments:

Harnett County portion of project is located on new alignment.

Ongoing work:

- Erosion Control
- Drainage infrastructure
- Grading
- Asphalt

CONSTRUCTION PROGRESS

55%

06/30/2026

HARNETT COUNTY
TIP PROJECT: R-5705A
Matthews Mill Pond Road
NC 210
Viewpoint: South

ncdot.gov

TIP PROJECT: R-5705B Contract: 204745

NC 55 new alignment, north of Chalybeate Springs Road in Harnett County

Viewpoint: South

TIP PROJECT: R-5705B
Harnett County
Wake County
NC 55
Viewpoint: South

WAKE COUNTY
TIP PROJECT: R-5705B
Viewpoint: South

WAKE COUNTY
TIP PROJECT: R-5705B

Viewpoint: North

NCDOT, Division 6 - Active Projects

Contract	Project	Contractor	Let	Completion	Progress	Cost	County
DF00515	Widening, resurfacing, milling, & pavement markings (Various routes; includes (S.10th St.) & SR 1542 (Johnson Farm Road / Old Buies Creek Road) within CAMPO Boundary	Johnson Brothers	04/2025	11/2026	0% 07/20/2026	$2,581,068	Harnett
EB-6020	Sidewalk construction: • N . Willow St, b/w E. Julia St and SR 1500 (Junny Rd) • SR 1500 (Junny Rd), b/w N. Willow St and Glen Meadow Dr • W. Lillington St, b/w S. Park St and NC 210	Morgan Trucking & General Construction Inc.	09/2025	02/2027	65% 06/25/2026	$1,782,000	Harnett
DF00533	Widening, resurfacing, milling, & pavement markings (NC 27, SR 1700 (Cane Mill Road), & SR 1705 (Fairground Road) in CAMPO Boundary	Johnson Brothers	11/2025	06/2027	0% 07/20/2026	$1,873,101	Harnett
-	US 401 (N Main Street) at McKinney Parkway – Install traffic signal	State Forces	07/2026	TBD	0% 06/16/2026	$225,000	Harnett

NCDOT, Division 6 - Future Projects (details subject to change)

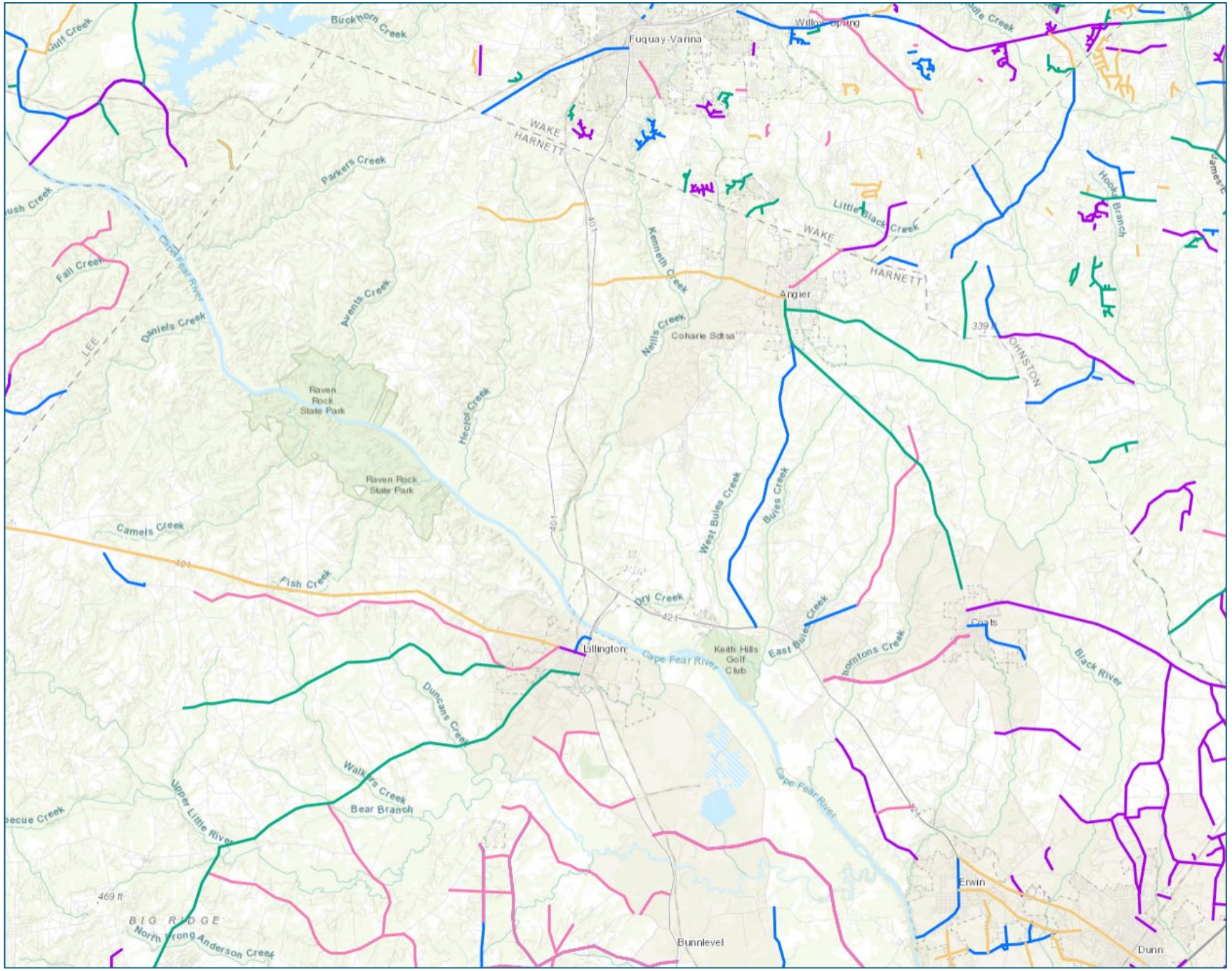
TIP	Project	R/W	Let	Est. Cost	County
BL-0090	SR 1500 (E. McIver Street), b/w Angier Elementary School and S. Wilma Street (ss) & S. Wilma Street, b/w SR 1500 and approx. 700' south of SR 1500 (ws) - Sidewalk	08/2025	09/2026	$1,148,000	Harnett
SS-6206BB	US 421 from Lillington Town Limit to Lee County Line – install sinusoidal centerline and edge line rumble stripes with resurfacing	-	-	$230,000	Harnett
R-5890	US 401 (North Main Street) from Parker Lane to McKinney Parkway – construct median and traffic signal	-	-	$16,200,000	Harnett
HP-0033	NC 55 at NC 210 in Angier – construct turn lanes and other improvements	-	-	$3,800,000	Harnett
HP-0034	NC 55 at North Broad Street in Angier – construct roundabout	-	-	$11,800,000	Harnett
HP-0036	US 401, b/w SR 1414 (Piney Grove Rawls Road) and SR 1443 (Lafayette Road) – widening sections to 3 lanes	-	-	$8,100,000	Harnett

NCDOT HMIP 2026-2030

PlanYear

- 2026
- 2027
- 2028
- 2029
- 2030

Link: [NCDOT GO!NC Portal]



Disclaimer: Details are subject to change based on many factors

https://www.ncdot.gov/contact/Pages/default.aspx

FRAUD ALERT · NCDMV is aware of multiple fraudulent text scams happening now requesting payment for fees, fines or tolls. NCDMV will never request payment by text. Please report any text you receive as spam and delete it.

Contact Us

Please note: Any messages that contain vulgar, profane, racist, sexist, lewd or personally threatening language will not be answered. NCDOT reserves the right to close a message if the conversation becomes irrelevant, harassing, misinforming or otherwise inappropriate.

How Can We Help You?

Report a Problem to NCDOT

- Potholes
- Culvert Blockage
- Drainage Issue
- Guardrail Repair
- Malfunctioning Traffic Light
- Missing or Damaged Signage
- Shoulder Damage
- Highway Debris/Dead Animals

Ask NCDMV a Question

- Vehicle Registration & Titles
- Special/Salvage Title

Browse Our FAQs

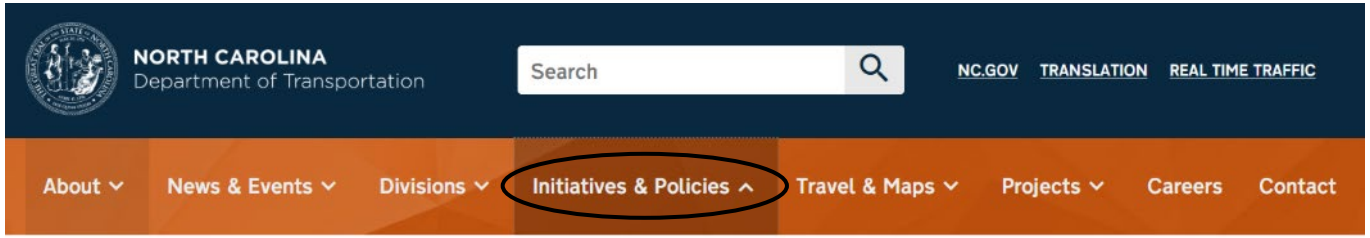
View a list of responses to some of the most frequently asked questions about the N.C. Department of Transportation.

Rather Give Us a Call?

For driver/commercial driver licenses, REAL ID, liability insurance, license plates/tags, registration or other driver/vehicle-related questions, call the N.C. Division of Motor Vehicles at **(919) 715-7000** weekdays from 8 a.m. to 5 p.m.

For all other NCDOT questions (not DMV), call **1-877-DOT-4YOU (1-877-368-4968)** weekdays from 8 a.m. to 5 p.m.

ncdot.gov



Initiatives & Policies

Improving Transportation | Safety | Students & Youth | Environmental

Access for All | Federal Competitive Grants

Improving Transportation

Programs & Initiatives

Flood Warning System

CASSI

Freight & Logistics

Making Transportation Resilient

Military Connections

N.C. Bridges

NC Moves 2050 Plan

Road Construction

Safety & Mobility

State Transportation Improvement Program

Strategic Transportation Corridors

Advance Mobility NC

Environmental

Programs & Initiatives

Anti-Litter Programs

Adopt-A-Highway

Climate Change & Clean Energy

Reducing Noise Pollution

Roadside Aesthetics

Sponsor-A-Highway

Stormwater Management

Vegetation Management

Wildflower Program

https://www.drivenc.gov

DriveNC.gov

NEW Features | All Regions | Lo

Home | Traffic | My DriveNC | Lin

SPECIAL ALERTS

MY ROUTES | ALERTS

Search Map

A Starting Point

B Destination

MY CAMERAS

Please login to customize My Cameras.

CCTV04-I40-319W_NC210

Show Video

CCTV04-I40-319W_NC210

Traveler Information

- Congestion
- Snow & Ice
- Closures
- Incidents
- Major Events
- Road Work
- Weather Incidents
- Other Events
- Upcoming Events
- Cameras
- Waze Reports
- Message Signs
- Mile Markers
- County Boundary

Weather

- Weather Radar

Precipitation

7 23 33 40 45 50 55

dBZ

Jun 26 2026, 1:00 PM

- Weather Alerts
- Weather Forecasts

Points of Interest

- Charging Stations
- Weigh Stations
- Scenic Byways

Map | Satellite

Keyboard shortcuts | Map data ©2026 Google | 20 km

ncdot.gov

Thank You!

Philip Hart, NCDOT Division 6 Planning Engineer
Email: pjhart@ncdot.gov Phone: 910-364-0022

7.2 NCDOT Division Updates on Notable FY 27 Operations & Maintenance Activities

Division 8 Update

NC Capital Area Metropolitan Planning Organization

7.2 NCDOT Division Updates on Notable FY 27 Operations & Maintenance Activities

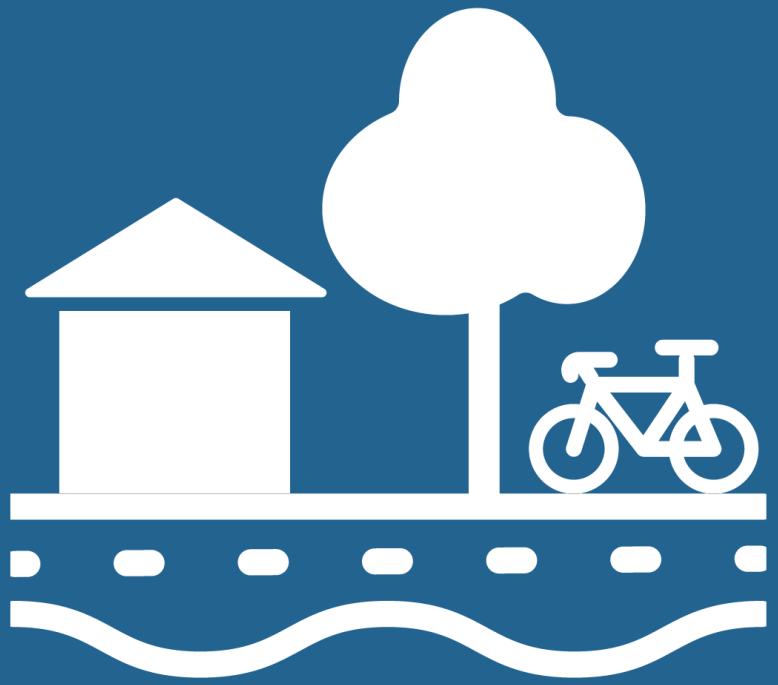
Requested Action:

Receive as information

NC Capital Area Metropolitan Planning Organization

7.3 North Falls Lake Area Study

NC Capital Area Metropolitan Planning Organization

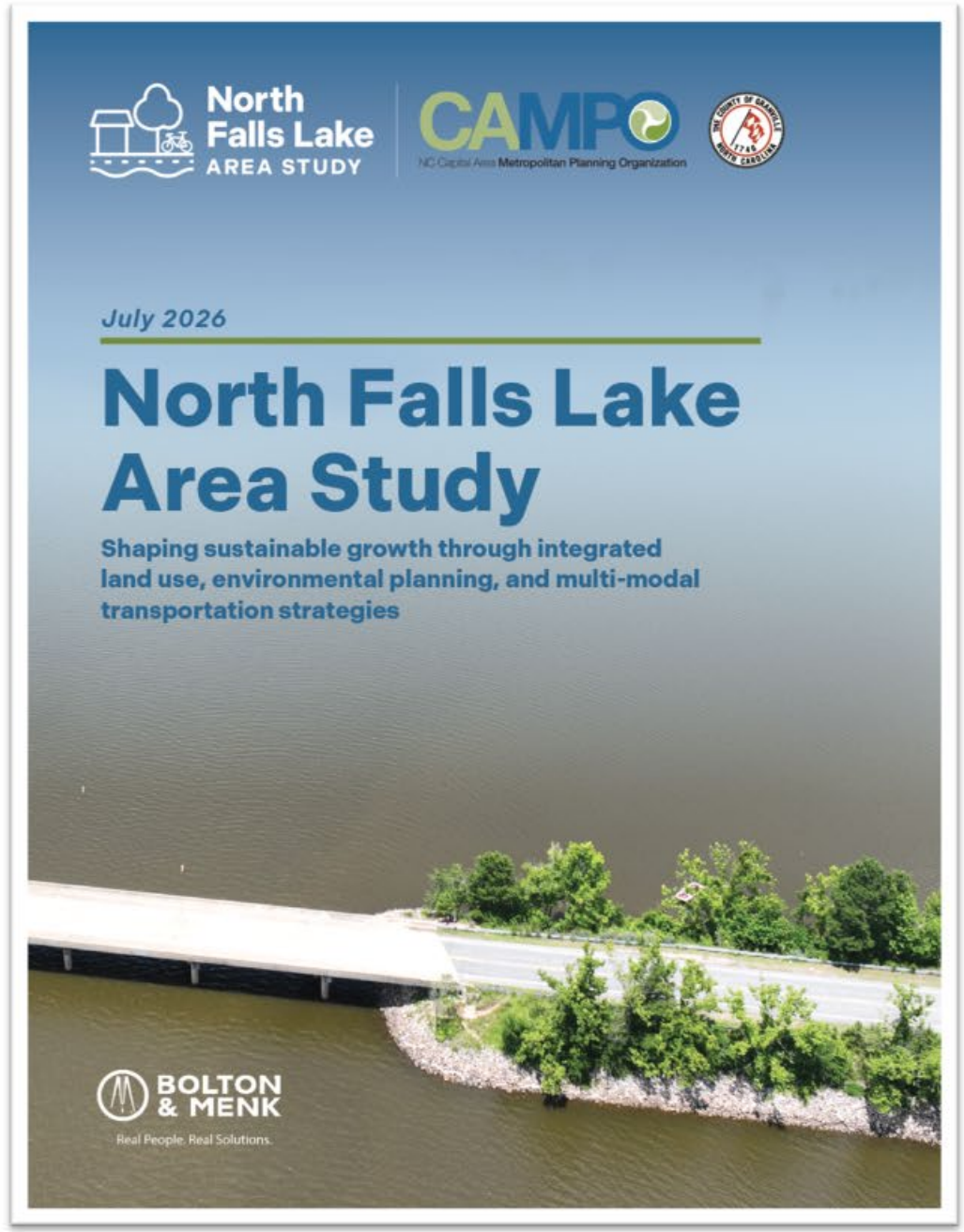


North Falls Lake AREA STUDY

CAMPO
NC Capital Area Metropolitan Planning Organization

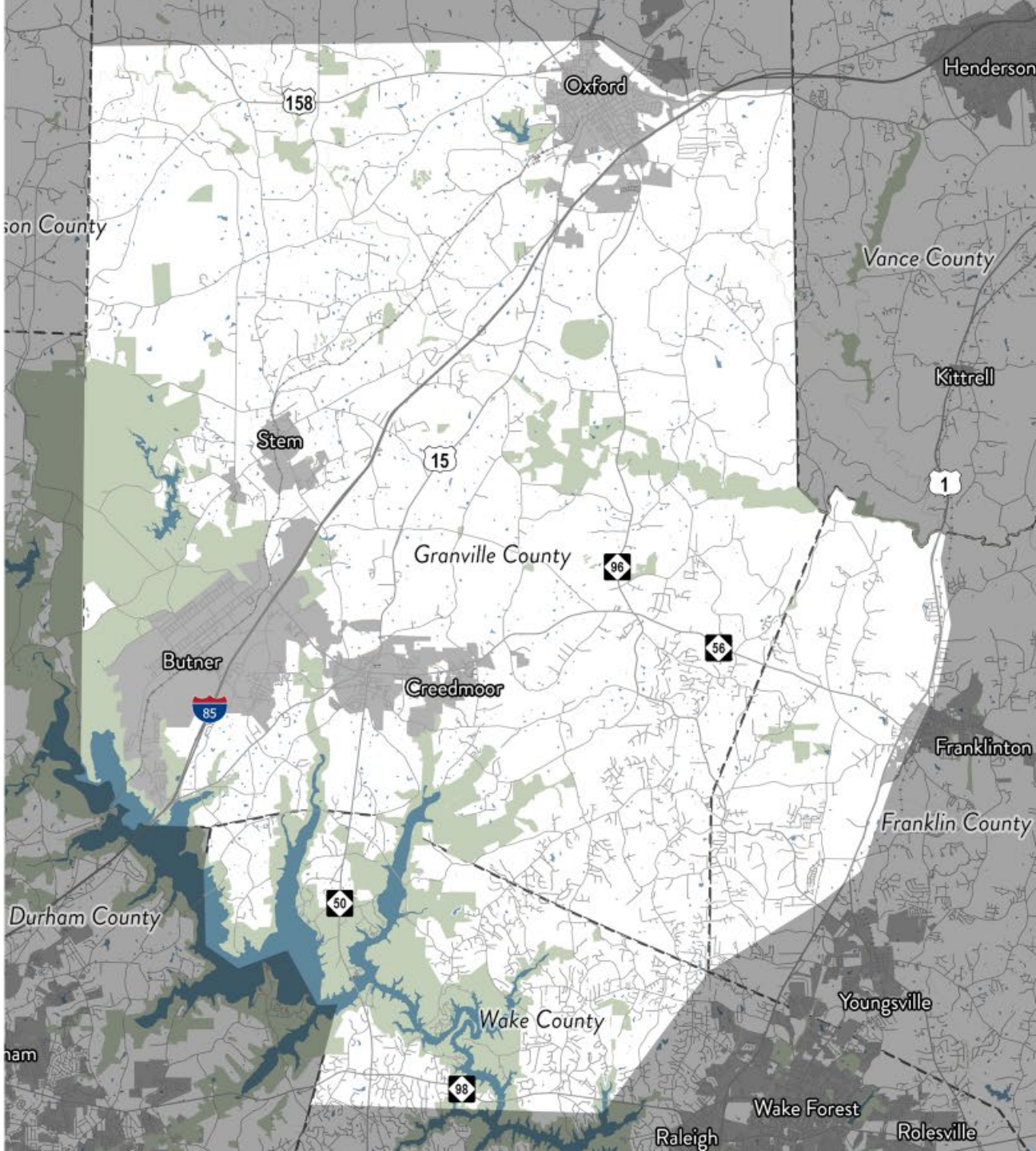
Agenda

- Process Overview
  - Public Engagement
  - Land Use Scenarios
  - Corridor Studies
  - Butner Stem Elementary School RSA
  - Transportation Recommendations
- Ongoing and Next Steps



Study Area

- CAMPO's Northwest area – branded as the North Falls Lake Area Study
- Graville County from Oxford to the south
- Wake County north of NC 98
- Franklin County west of US 1
- Includes Butner, Creedmoor, Oxford, and Stem



Who was involved?

Core Technical Team

Planning and related staff from major jurisdictions

CAMPO Staff

TWTPO and Ker-Tarr RPO

NCDOT

Elected Officials

Elected officials from all jurisdictions in study area

Stakeholder Committee

Implementation Partners
(NCDOT, GoTriangle, SGWASA, and others)

Community Organizations
(schools, land conservancies, chambers of commerce, other organizations)

Public

All members of the community at large

Public and Committee Feedback

- Feedback from committees, including:
  - Core Technical Team (7 meetings)
  - Stakeholder Committee (4 meetings)
  - Elected Officials Committee (4 meetings)
- First round of public engagement in Fall 2025 online and at pop-up events including:
  - Granville Live! in Stem
  - National Night Out in Butner
  - Wilton Grill
  - Oxford Senior Center
  - Creedmoor Music Festival
- Second round of public engagement in May 2026 online and at Creedmoor Community Center

Engagement Themes

Feedback we heard from committees and the public repeatedly hit on these themes

Simultaneous desires to have **more amenities and businesses while also preserving rural character**, sensitive watershed areas, and agricultural uses

Rapidly increasing concerns around **traffic congestion and safety**, especially on roads that were historically rural neighborhood connectors

A desire to see this area have **an economic center** of its own and not be a committed bedroom community for Raleigh or Durham

Possible Futures: Land Use Scenarios

BAU

Business As Usual

- Likely future based on existing plans, zoning, and other ordinances

EG

Economic Growth

- Emphasis on economic growth and new job and commercial / mixed-use centers

ST

Strong Towns

- Compact development around towns

WP

Watershed Protection

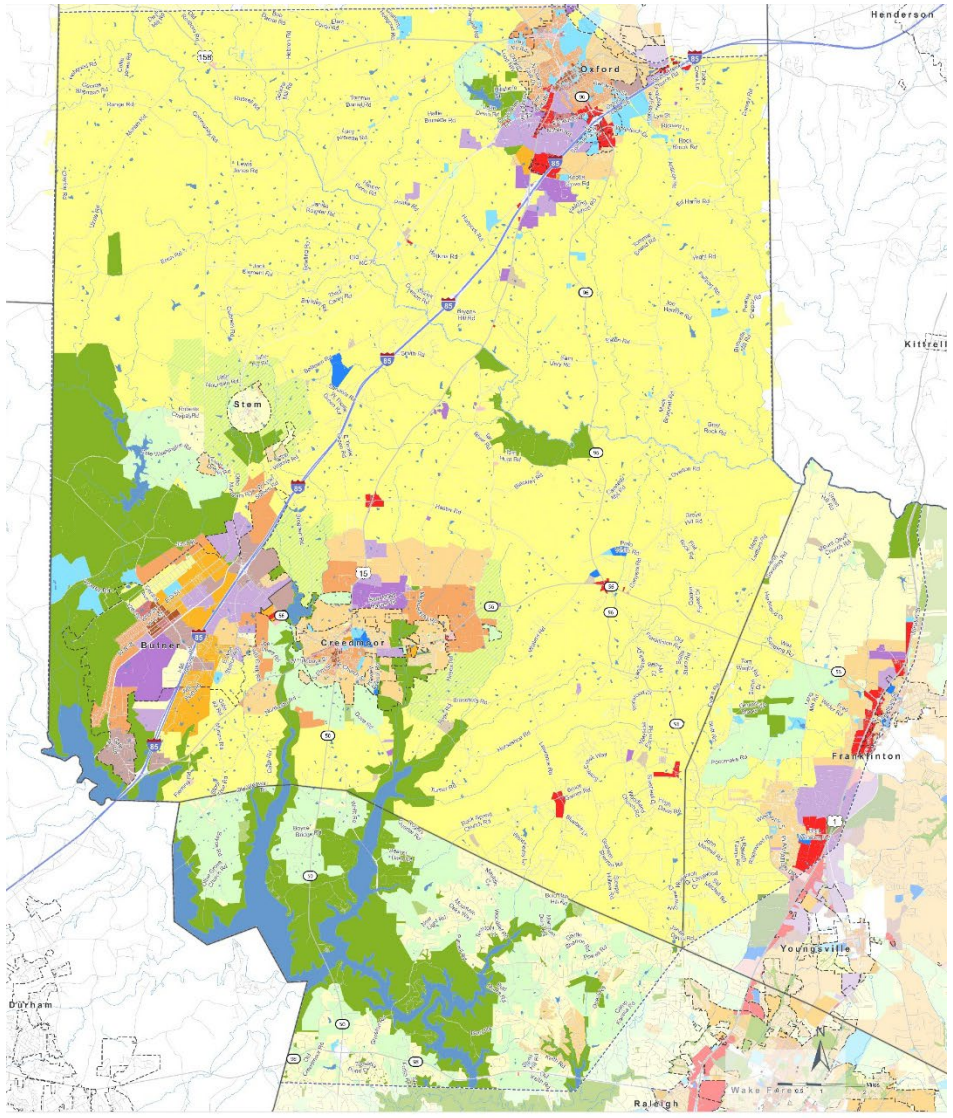
- Watershed and environmental protection focus

Placetypes

PS

With Placetype Changes in Critical Watersheds

BAU



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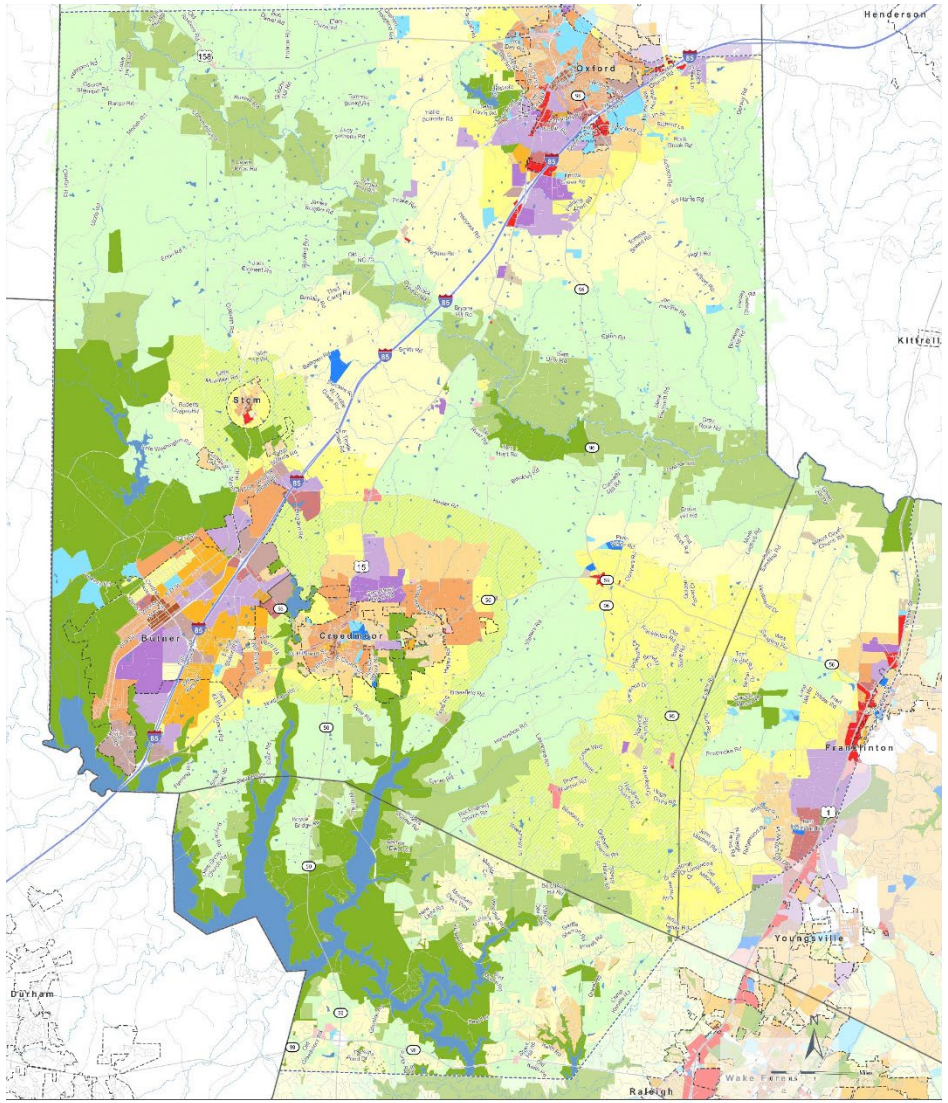
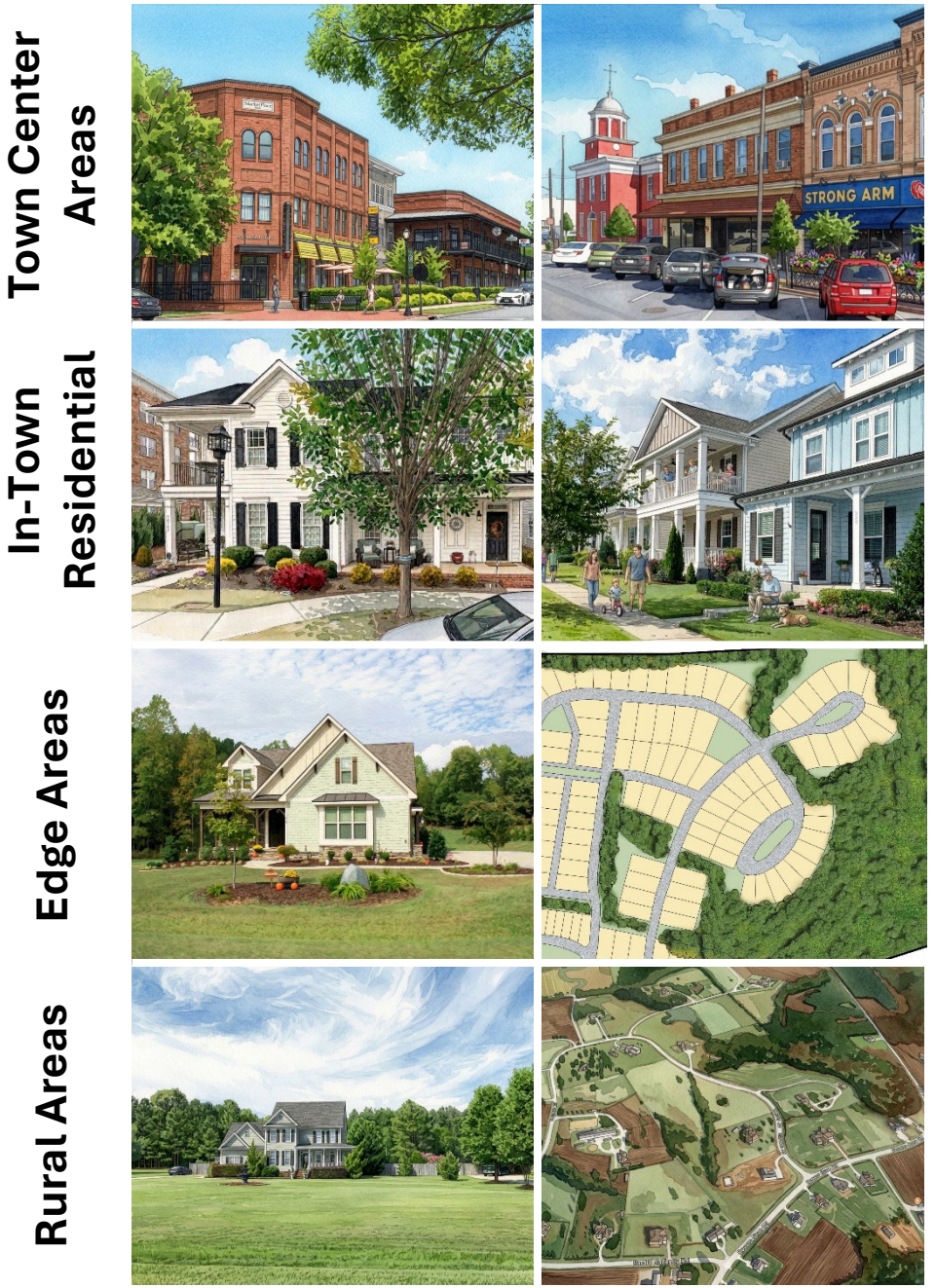


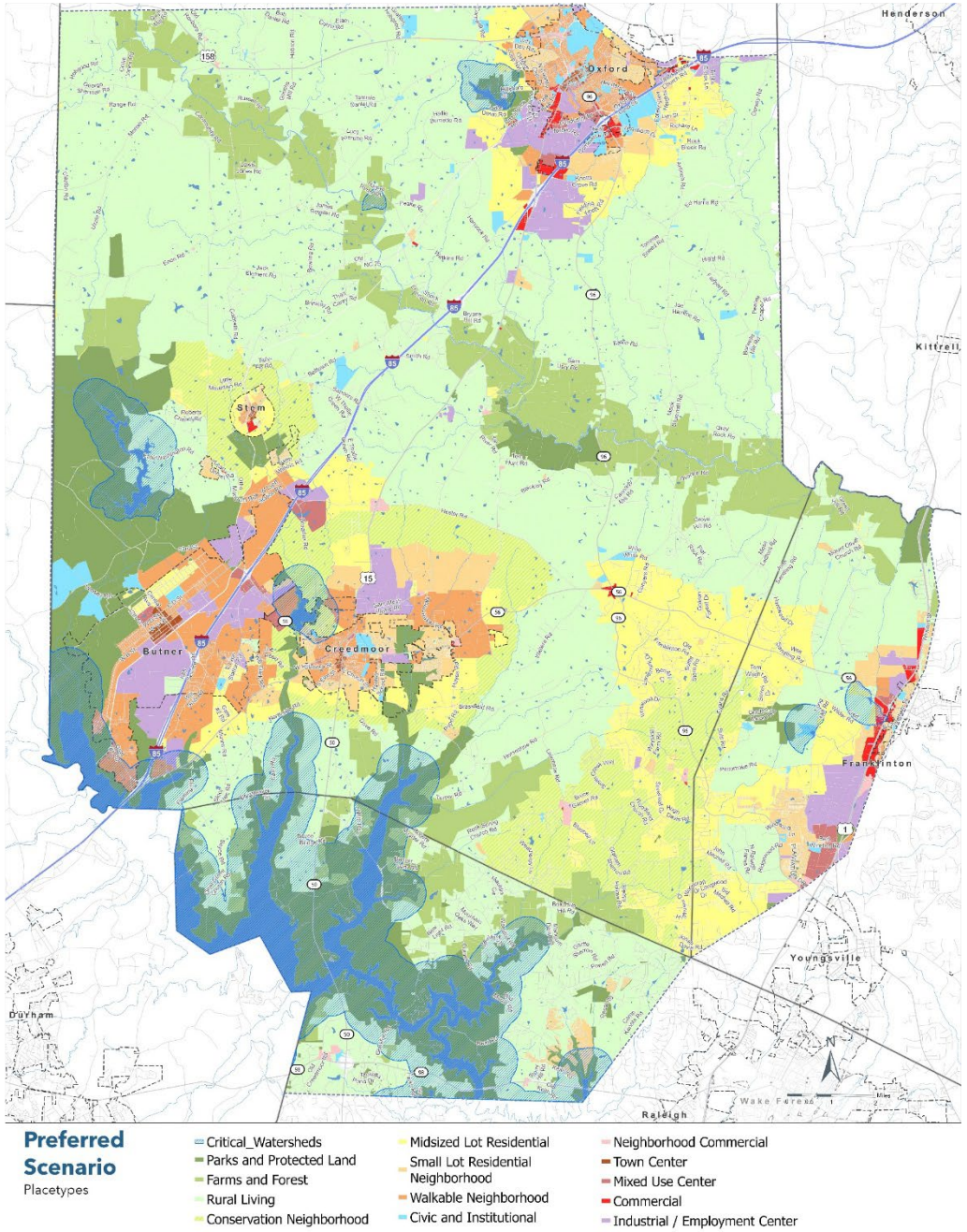
Preferred Scenario Overview

- Combines elements of the four initial scenario into a singular preferred vision
- Focuses the most intense development in and around existing municipalities
- Emphasis on preservation along the Tarr River and on low intensity in the North Falls watershed



Land Use Implementation

- Overall
  - Review and update comprehensive plan and/or zoning ordinance to implement recommendations of the North Falls Lake Area Study.
  - Conduct small area planning to refine land use, development, transportation, and parks and greenways recommendations for key areas.
  - Farmland Preservation Programs
  - Support and capacity for open space and trail planning



Land Use Implementation

- Review and update transportation related policies and standards.
- Land use policies and standards related to commercial and mixed-use development should be updated.
- Petition state legislature for exemption from downzoning rules to lower allowable density in some parts of the county shown as Rural Living on the Preferred Scenario map.
- Update subdivision design and requirements or process changes, including:
  - Incentives for conservation design following changing maximum density of conventional development.
  - A canopy preservation requirement for major subdivisions.
  - Designation and protection of heritage trees, parking lot planting requirements, and the creation of a tree planting list that emphasizes native shade trees.

North Falls Lake AREA STUDY

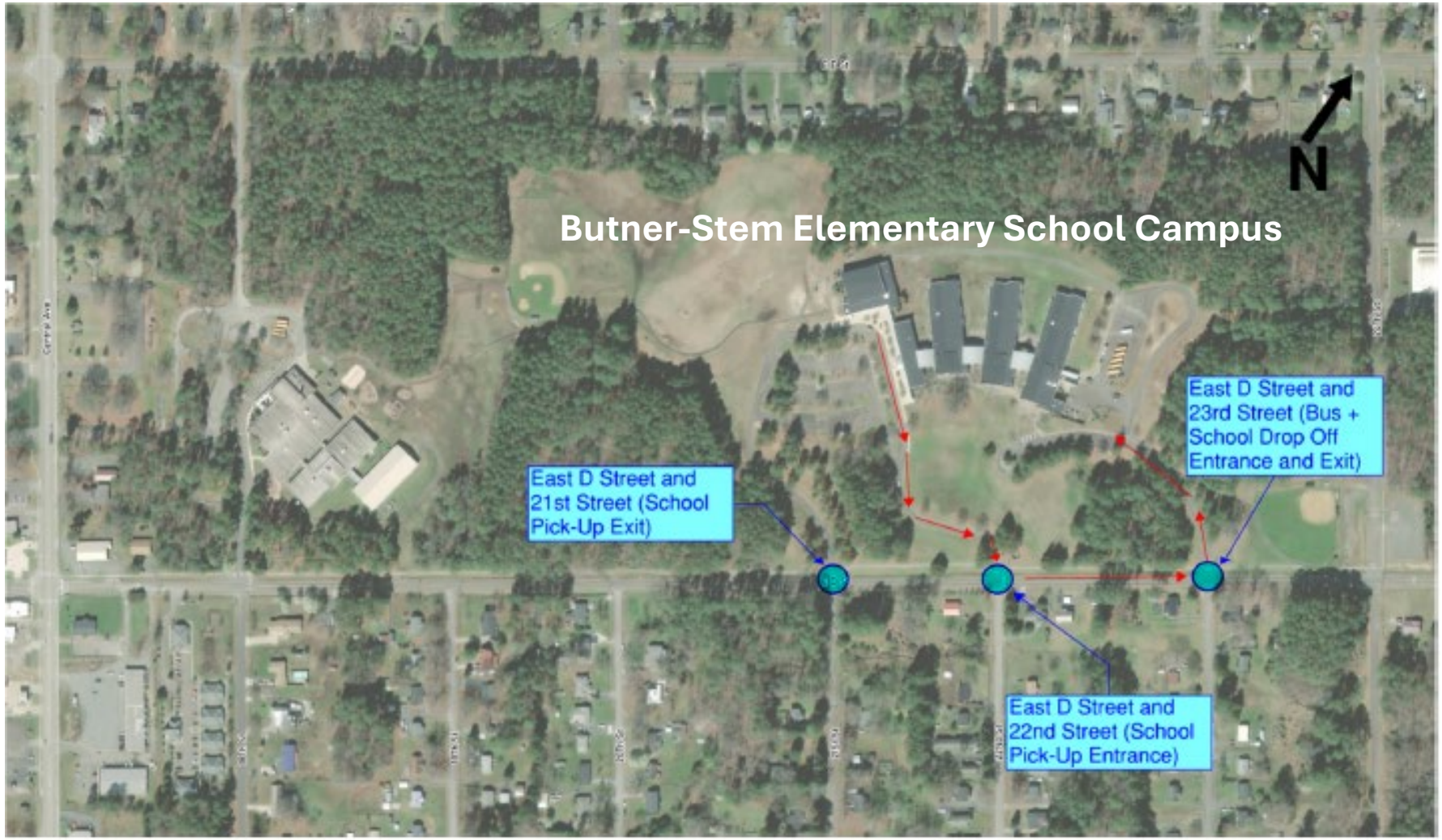
Best Practices Checklist

RESULTS KEY

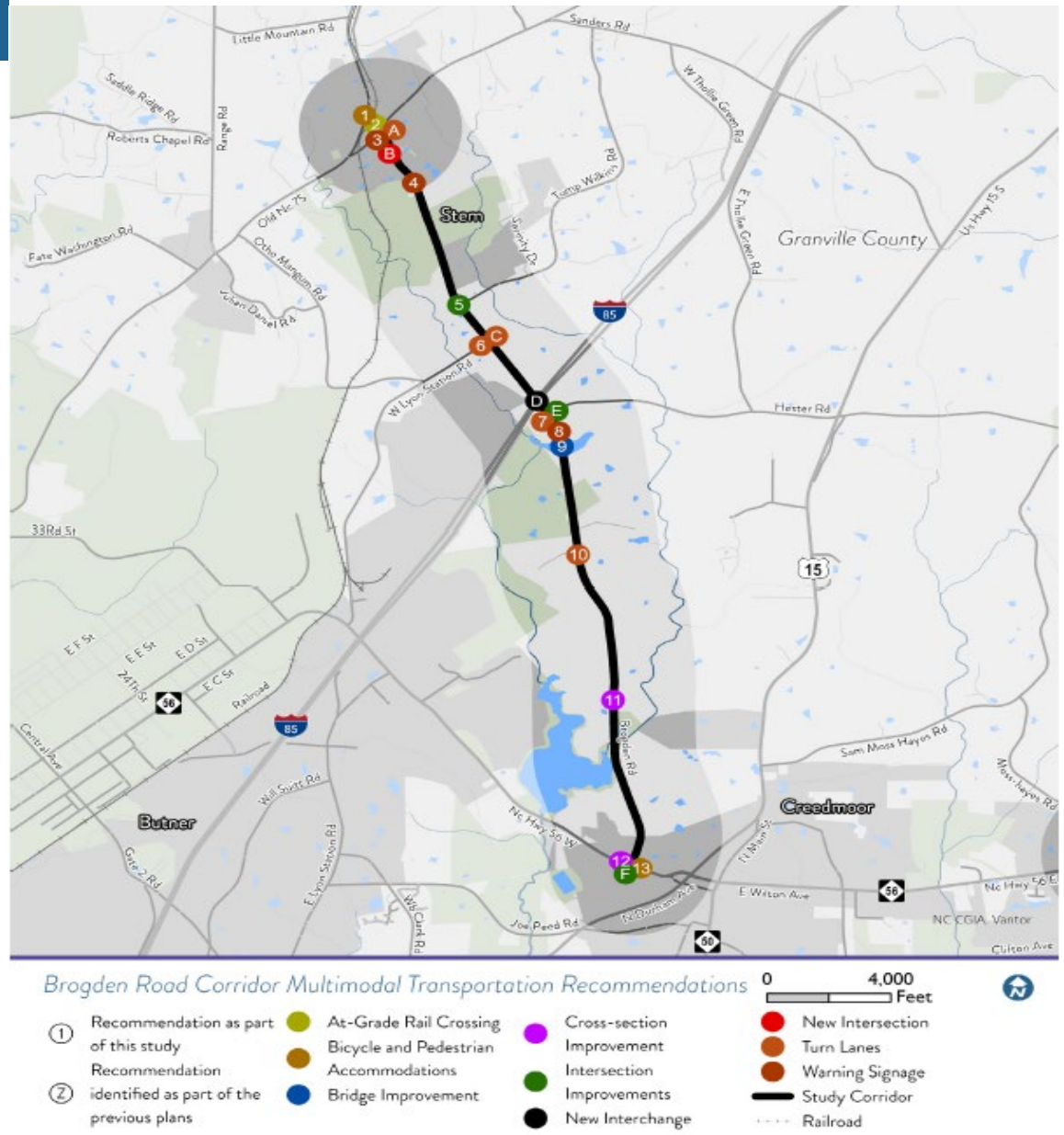
○ = Significant Improvements Needed
● = Meeting Standard / Accomplished
◒ = Some Updates Recommended

PLAN/ POLICY/ORDINANCE	Counties		
	Granville County	Wake County	Franklin County
Documents			
Zoning Ordinance and Land Use Regulations	◒	●	●
Comprehensive / Land Use Plan	○	◒	◒
Local Transportation Planning	◒	●	◒
Collector Street Plan	○	●	○
Bicycle, Pedestrian, or Greenway Plan	◒	●	●
Transportation Facilities and Requirements			
Sidewalk Policy	◒	◒	●
Sidewalk Design Requirements	◒	●	●
Greenway Design, Connection and Reservation Requirements	◒	●	●
Bicycle Parking Requirements and Standards	○	○	●
Connectivity Ordinance/Policy	●	●	●
Maximum Cul-de-sac Length and/or Block Length	◒	◒	●
Access Management and ROW Preservation Policies	◒	●	●
Traffic Impact Analysis Requirements	◒	◒	●
Land Use Policies			
Mixed-Use Zoning Districts and Incentives	○	●	◒
Commercial and Mixed-use Design Requirements	○	●	●
Low Density / Rural Living Zoning District (<1 DUA)	◒	●	○
Conservation Design Option and Open Space Standards	◒	●	◒
Tree Preservation and Planting Requirements	○	●	●
Lifecycle Housing (Missing Middle Housing Including Triplex, Quads, ADUs)	◒	◒	◒

Butner-Stem Elementary School Roadway Safety Audit



Corridor Studies

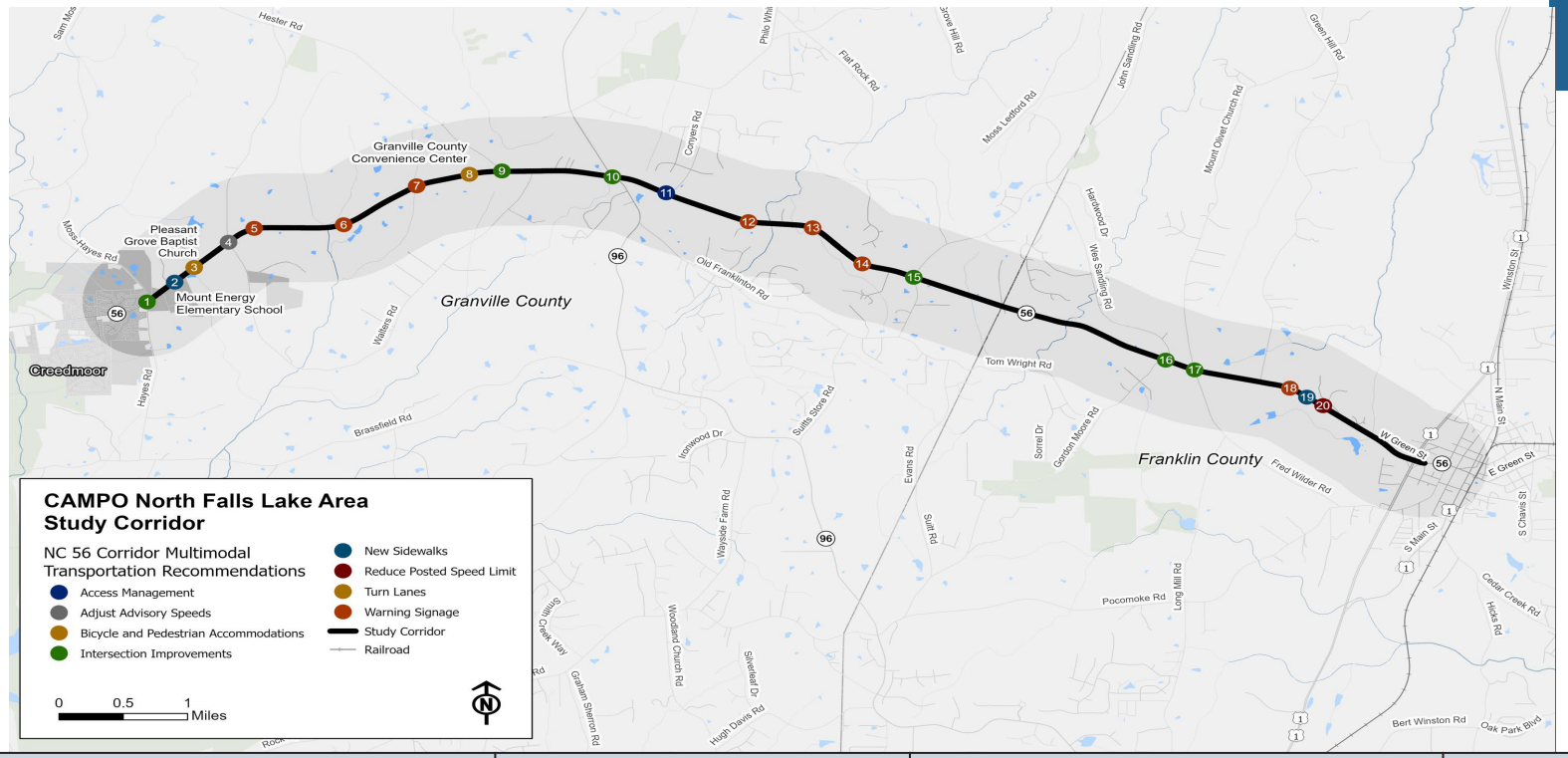


- **Recommended Improvements**
- *Brodgen Road (Left)*
- Recommendations for Brogden Road focus on low-cost safety improvements combined with targeted operational and multimodal connectivity, and long-term flexibility for future regional transportation improvements.

- A key long-term consideration for the Brogden Road corridor is the potential development of a new interchange at I-85. While this concept requires further study and coordination with NCDOT and FHWA, it presents an opportunity to improve regional connectivity and provide additional access within the North Falls Lake study area.

Corridor Studies

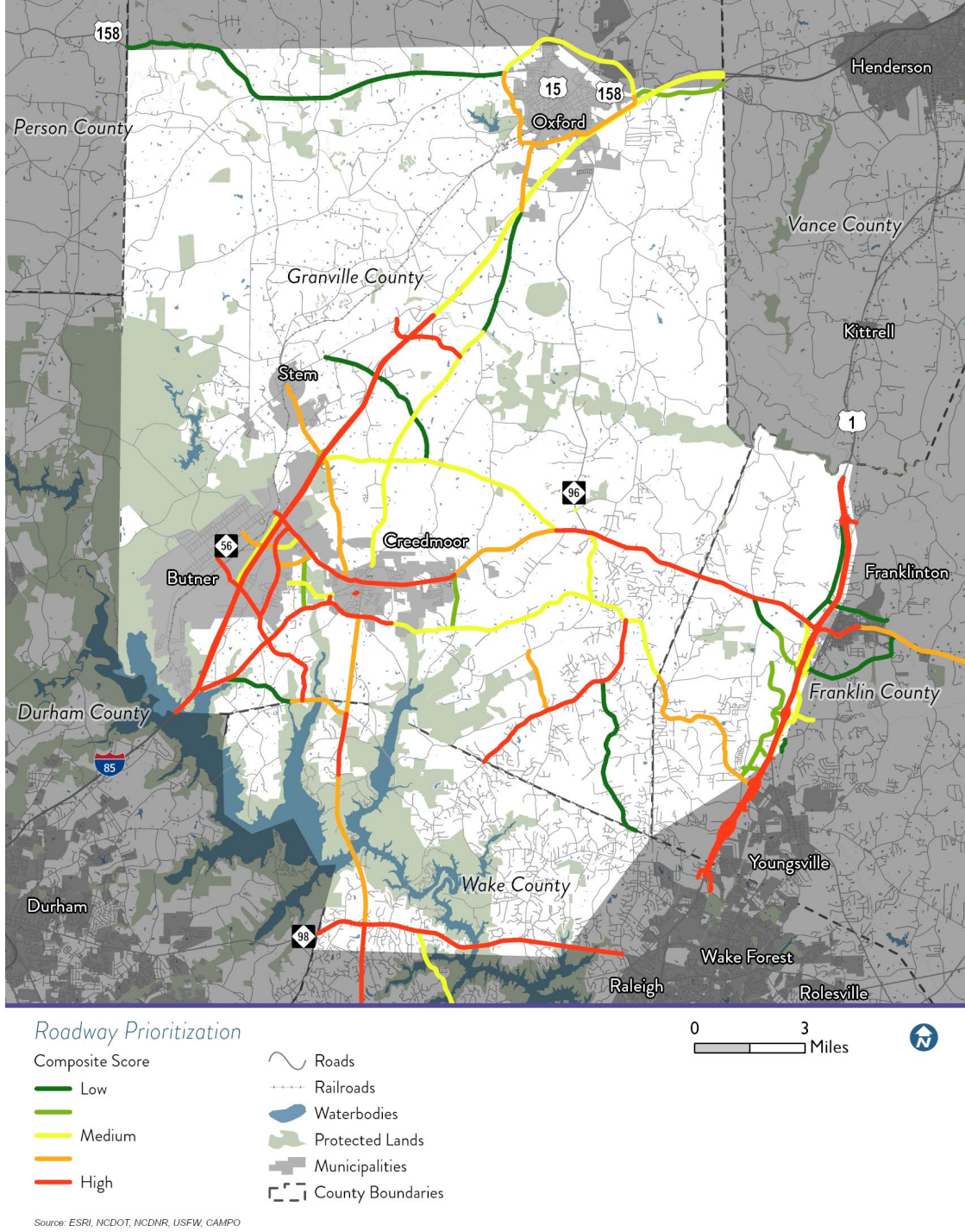
The NC 56 corridor was selected through stakeholder input to propose short- and mid-term improvements.



Map ID No.	Issue	Recommendation Type	Recommendation	Benefit
1	Potential sight distance issue for vehicles looking west on NC 56 from Moss Hayes Rd (SR 1636) & Hayes Rd (SR 1702).	Intersection Improvement	Consider removing/relocating abandoned structure (obstruction) in NW quadrant of intersection.	Improves side road vehicle visibility at intersection.
2	Lack of pedestrian facilities in proximity to the Mount Energy Elementary School.	New Sidewalks	Add sidewalks and pedestrian crossings from Amberleaf Dr / Westbourne Dr and from planned developments to Mount Energy Elementary School.	Improves safety and accessibility by separating pedestrian and vehicular traffic and providing a dedicated space for walking.
3	Congestion along NC 56 as a result of Mount Energy Elementary School traffic / parking during pick-up and drop-off and Pleasant Grove Baptist Church traffic on Sundays.	Turn Lanes	Add turn lanes on NC 56 between Moss Hayes Rd / Hayes Rd (SR 1636/SR1702) and Tar River Rd/Walters Rd (SR 1635/SR 1704).	Removes turning vehicles from travel lane, keeping traffic moving and may reduce rear-end crashes.

Transportation Recommendations

- Projects from CAMPO's MTP and new projects in other areas
- Includes roadway and bike/ped projects, prioritized to highlight the most urgent needs
- Recommendations in study document also include policy recommendations



Ongoing Efforts

CAMPO

- Transportation recommendations will be incorporated into CAMPO's next CTP/MTP process
- The North Falls Lake Area Study Final Report will be posted for public comment from August 17 – September 15, 2026. Approval of the North Falls Lake Area Study Report will be requested at the Executive Board meeting on September 16, 2026.

Counties and Municipalities

- Currently presenting to all municipalities and counties in the study area for their adoption
- Individual counties and municipalities should review to identify the best approach to implement recommendations in their jurisdiction

7.3 North Falls Lake Area Study

Requested Action:

Receive as information

NC Capital Area Metropolitan Planning Organization

7.4 Apex Railyard Relocation Study/ Apex to Durham Rail Spur Upgrade Study

NC Capital Area Metropolitan Planning Organization

- Purpose of the Study
- Study History & Findings Summary
- CSX Feedback
  - Durham Spur Track Evaluation
  - Planning Level Costs
- Recommended Next Steps

Purpose of the Study

Purpose of the Study

- Evaluate feasibility to relocate CSX's existing rail switching operations out of downtown Apex.
  - Existing rail switching location has raised community concerns:
    - Blocked at-grade crossings
    - Noise, vibration, and air pollution from idling trains
    - Other safety concerns
- Led by CAMPO in partnership with Apex

Study History & Findings Summary

Study History & Findings Summary

- April 2024: Began Initial Scope of Work
  - Identify and evaluate potential sites (south of existing facility) to relocate CSX rail switching operations
- July 2024: Meeting with CSX
  - Currently serving 10 customers, trains leave Apex and head north along Durham Spur, return to Apex
  - Crews currently working this route are close to 12-hour shift limit
  - Moving facility any further south will result in crew shift change
  - Reason for slow operations: Durham Spur MAS = 10 mph (Class 1 track)

Study History & Findings Summary

- January 2025: Received feedback from CSX on stance for Durham Spur Upgrades
  - CSX provided support for evaluating Durham Spur upgrades from Class 1 (10 mph) to Class 2 track (25 mph)
- February 2025: Developed revised scope for Durham Spur track upgrades evaluation
- January 2026: Completed Preliminary Engineering Agreement with CSX
- February 2026: Submitted Draft Durham Spur Evaluation Study Summary

Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
  - Performed high level site assessment
  - Existing Conditions
    - Rail: Age 75 to 125 years old, good working condition
    - Ties: good overall condition
    - Ballast: good condition, sections of new ballast
    - Drainage: overall good condition, few isolated locations with minor ponding, did not evaluate existing culverts
    - Structures: 2 bridges, appeared in good condition, did not complete formal structural analysis
    - At-grade crossings: 23 crossings, generally in good condition

Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
  - Class 1 Track vs Class 2 Track requirements
    - Track Alignment
    - Track Surface
    - Track Gauge
    - Rail joints
    - Crossties
  - Increased frequency of track compliance checks and maintenance

Study History & Findings Summary

- Durham Spur Track Upgrades Evaluation
  - Planning Level Costs (Based on FRA research, State Rail Plan cost info)
    - Rail: $200k - $700k per mile used rail, $800k - $1.5M per mile new rail
      - **Used $200k per mile**
    - Crossties: $150k - $300k per mile spot replacement, $300k - $450k per mile full replacement
      - **Used $300k per mile**
    - Ballast: $100k - $250k per mile surfacing, $300k - $600k per mile undercut/heavy work
      - **Used $100k per mile**
    - Drainage: $50k - $200k per mile, lower end for minor repairs, higher end for major work
      - **Used $50k per mile**

Durham Spur Track Upgrade Planning Level Capital Costs

Upgrade Item	Unit Cost ($ per mile)	Corridor Length (miles)	Item Cost ($)
Rail – alignment and gauge adjustments, rail joint repair, rail defect removal, possible rail replacement	$200,000	18.55	$3,710,000
Ties – tie replacement, tie spacing adjustment, tie plate and spike replacements	$300,000	18.55	$5,565,000
Ballast – replacement, tamping, lining, surfacing	$100,000	18.55	$1,855,000
Drainage – ditch cleaning, culvert repair, railroad shoulder restoration	$50,000	18.55	$927,500
		Subtotal	$12,057,500
	Contingency	50% of subtotal	$6,028,750
		Total Cost	$18,086,250
		Say	**$18,100,000**

Study History & Findings Summary

- Grant Funding Opportunities
  - Infrastructure for Rebuilding America (INFRA)
  - Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
  - Better Utilizing Investments to Leverage Development (BUILD)
    - Formally known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - Railroad Crossing Elimination (RCE) Program

Recommended Next Steps

Recommended Next Steps

- Complete next phase of study:
  - Rail Operations Analysis
    - Evaluate rail operations north and south of Durham Spur in conjunction with upgraded Durham Spur track speeds
  - Perform full inspection of Durham Spur
  - Evaluate the potential for at-grade crossing closures along Durham Spur
  - Estimated study costs: $300k-$400k
- Further explore grant funding opportunities

7.4 Apex Railyard Relocation Study/ Apex to Durham Rail Spur Upgrade Study

Requested Action:

Endorse the Apex Railyard Relocation/Apex to Durham Rail Spur Upgrade Study

CAMPO
NC Capital Area Metropolitan Planning Organization

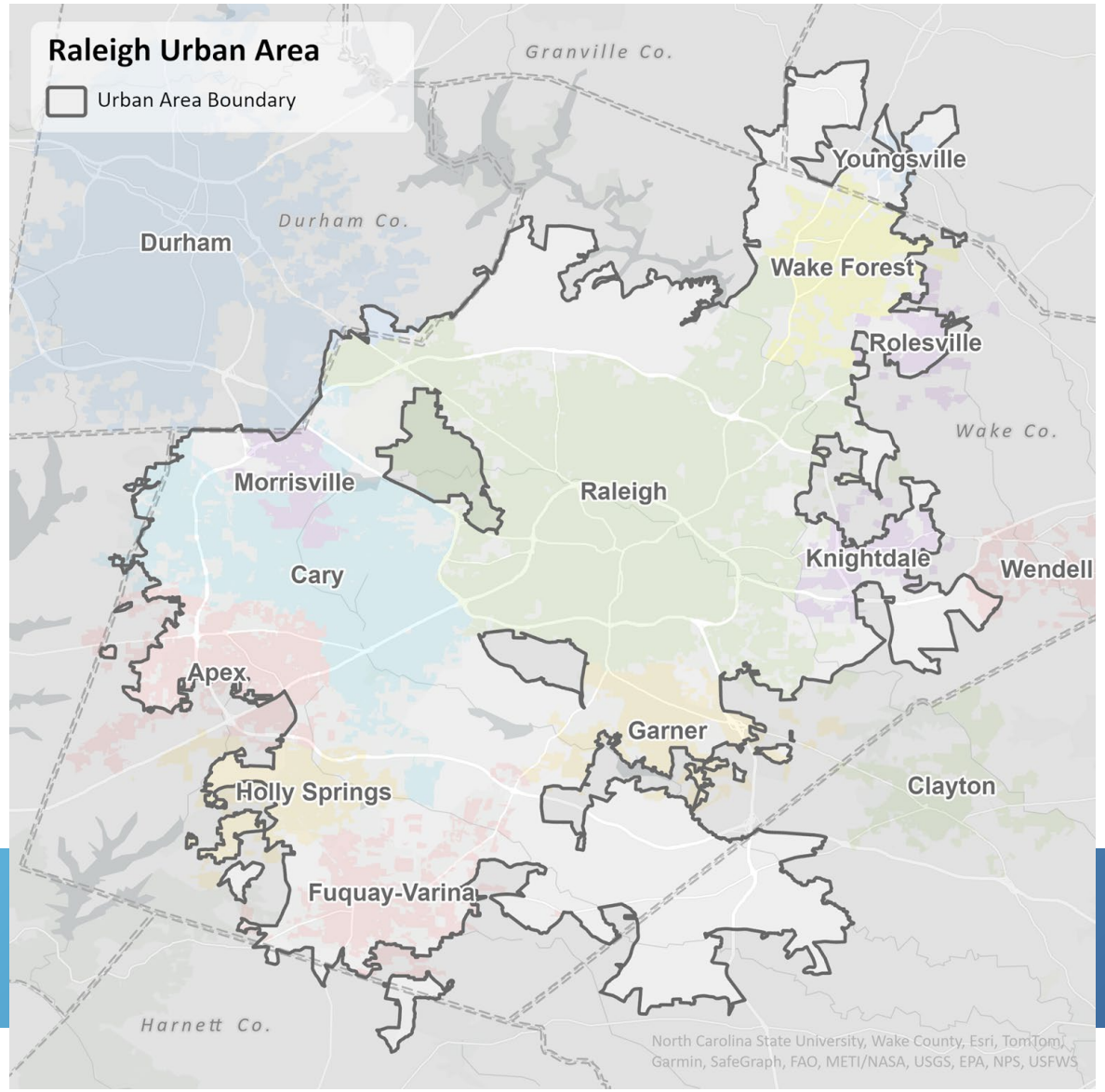
7.5 2026 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Call for Projects

NC Capital Area Metropolitan Planning Organization

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

2026 Call for Projects

CAMPO Executive Board Meeting // August 19, 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 older adults and persons with disabilities.

Funding is for the Raleigh Urban Area

Section 5310 Program Roles

FTA

- Allocate 5310 program funds to urbanized areas with populations >200,000
- Oversee federal program compliance
- Review and approve local Program Management Plan (PMP)

Federal Transit Administration

GoRaleigh

- FTA designated recipient in Raleigh Urban Area for 5310 funding
- Prepare and adopt PMP
- Administer grant funding
- Oversee and monitor grant awards

GO Raleigh

CAMPO

- Approve 5310 PMP
- Review applications; make funding recommendations
- Adopt Coordinated Public Transit-Human Services Transportation Plan
- Ensure funds meet 5310 intent and equitably allotted

CAMPO
NC Capital Area Metropolitan Planning Organization

Section 5310 Funds Available

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

Current cycle 2027-2028: Approximately $2.2 million available*

**Including 10% GoRaleigh grants administration and $315,500 set aside for CAMPO mobility management.*

Applications accepted Aug 17 - Sep 14

- Online at: https://goraleigh.org/5310
- Electronic submission
- Awards: January 2027

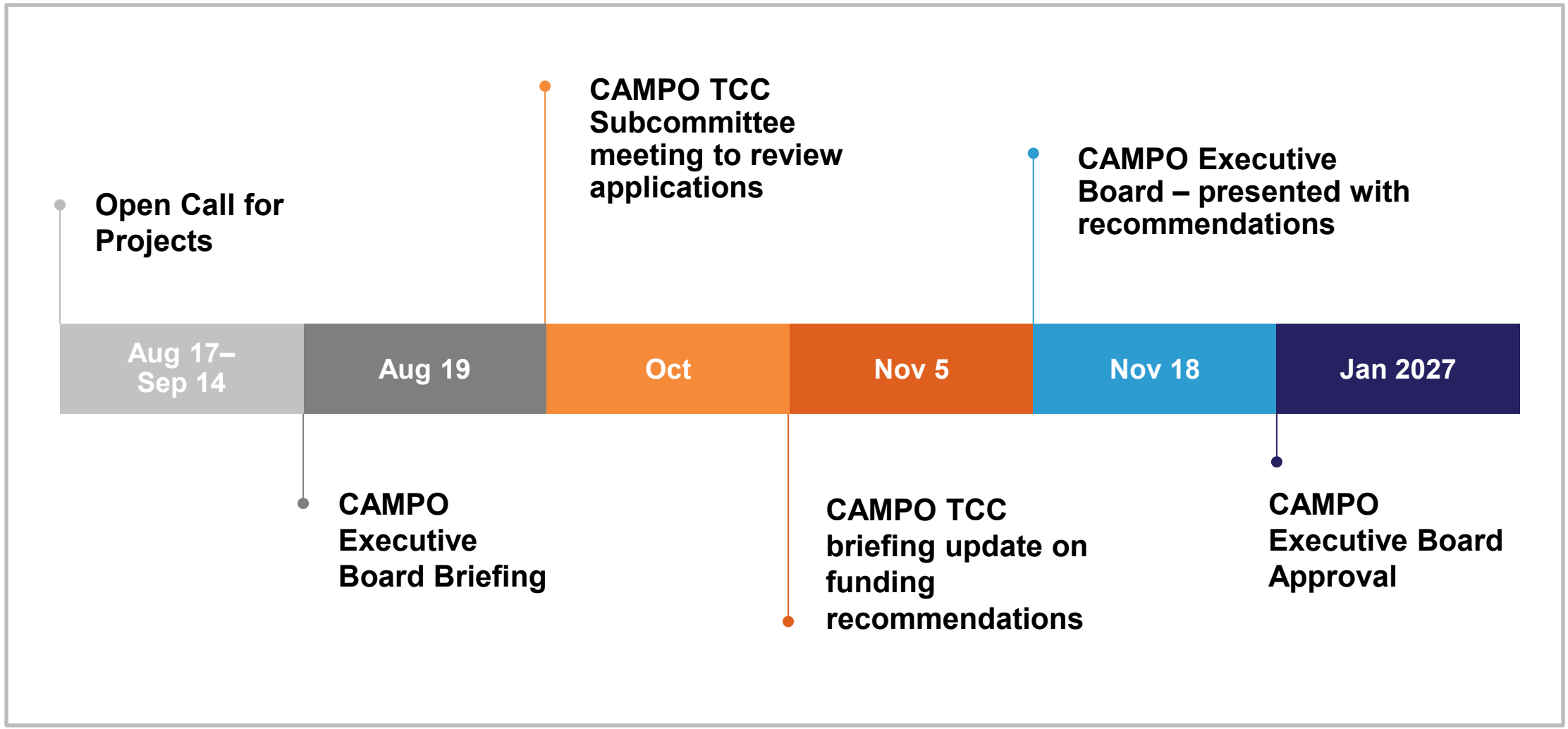
2026 Call for Projects and Outreach

- Applications accepted August 17 – September 14
- More than 340 agency, non-profit and private providers on notification list
- Email and website notices
- Virtual webinar and recorded presentation:
  - **Webinar:** August 10, 2026
  - **Recorded Webinar:** August 17 – September 14 available on GoRaleigh's website
- **Office Hours:** Opportunities to ask questions and get technical assistance will be available twice a week during the application window

Expanded 2026 Outreach and Engagement Resources

- Increased stakeholder list (50%+) reflecting expanded Coordinated Plan engagement
- Additional opportunities through office hours (7 scheduled dates, 1 drop-in session)
- New Applicant Resource Toolkit
  - Application and post-award templates and forms
  - Examples of post-award policies and grant management documents
  - Resource links
  - Subrecipient experience / peer learning video

Schedule and Key Dates



Thank You

GO Raleigh

CAMPO
NC Capital Area Metropolitan Planning Organization

7.5 2026 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Call for Projects

Requested Action:

Receive as information

NC Capital Area Metropolitan Planning Organization

7.6 Wake Transit Conference Committee Resolution

NC Capital Area Metropolitan Planning Organization

7.6 Wake Transit Conference Committee Resolution

- The Conference Committee met in February and March this year to discuss the Significant Concerns regarding inclusion of the Vehicle Rental Tax (VRT) Revenue in the Wake Transit Financial Model and information on GoTriangle's long-term financial projections
  - During the March meeting, GoTriangle staff presented financial information, including current funding sources, budgeting, and long-term financial projections
- The Conference Committee met on June 24th to consider taking action on resolving the Significant Concerns that had been raised by Wake County and CAMPO
- Conference Committee members unanimously approved resolving both Significant Concerns by directing Wake Transit staff to prepare a Wake Transit Plan Amendment removing VRT Revenue from the Wake Transit Financial Model, subject to approval by the Wake Transit Governing Boards

CAMPO
NC Capital Area Metropolitan Planning Organization

7.6 Wake Transit Conference Committee Resolution

Requested Action:

Receive as information

NC Capital Area Metropolitan Planning Organization

8. Informational Items: Budget

8.1 Operating Budget FY2025

8.2 Member's Shares FY2025

Requested Action:

Receive as information

CAMPO
NC Capital Area Metropolitan Planning Organization

9. Informational Items: Project Updates

9.1 Project Updates

9.2 Public Engagement Updates

Requested Action:

Receive as information

CAMPO
NC Capital Area Metropolitan Planning Organization

10. Informational Item: Staff Reports

- MPO Report
- TCC Chair
- 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
- NCBOT
- Executive Board Members

CAMPO
NC Capital Area Metropolitan Planning Organization

11. Adjournment

Upcoming Meetings/Events

Date	Event
August 27, 2026 1:00 – 4:00 p.m.	FFY28 LAPP Applicant Training *(Mandatory for Applicants)*
September 3, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
September 16, 2026 3:00 p.m.	Executive Board Meeting
October 1, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
October 21, 2026 3:00 p.m.	Executive Board Meeting

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