



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

June 17, 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 *****

2. Adjustments to the Agenda

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.

4. Public Comments

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

5. Consent Agenda

5.1 Minutes – May 20, 2026

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

5.3 Amendment #4 to FY 2026-2035 TIP

End of Consent Agenda

6. Public Hearings

6.1 Triangle Mobility Hub LPA Approval

6.1 Triangle Mobility Hub LPA Approval



Triangle Mobility Hub: Locally Preferred Alternative (LPA) Recommendation

CAMPO Executive Board Meeting
June 17, 2026

Catherine Miller
cmiller@gotriangle.org

Triangle Mobility Hub

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

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



Conceptual rendering

Locally Preferred Alternative (LPA)



Street Address:

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

1. Location/site

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

2. Modes accommodated

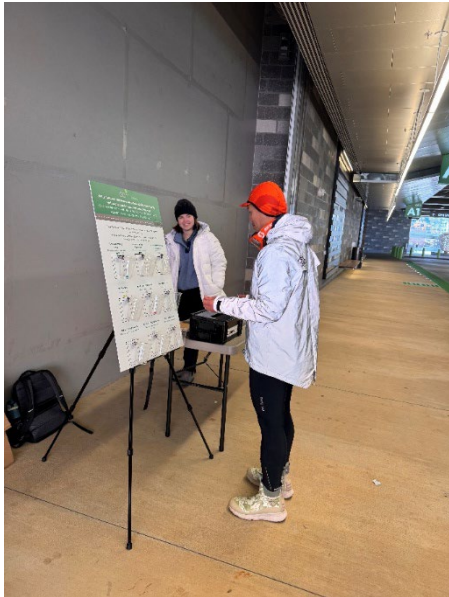
- ✓ Bus and on-demand transit service, park-and-ride, and first- and last-mile connections via rideshare and bike/pedestrian paths
- ✓ Supports connections to future transit modes

3. Adequate capacity to support the future program requirements

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

Results of Engagement (Spring 2026)

- **169** Survey Responses
- **100+** riders engaged at pop-ups
- **~50** completions of pom-pom activity



Top Priorities according to pop-up participants

1. Covered boarding areas
2. Restroom access
3. Real-time arrival information

Top Priorities according to survey respondents

1. Real-time arrival information
2. Covered boarding areas
3. Seating

Biggest concerns from survey respondents about the proposed Triangle Mobility Hub? (n=124)

1. I don't have any concerns (51)
2. It will be too far from places I need to go (like stores, schools, or services) (33)
3. It won't feel safe or easy to walk or bike there (27)

LPA Approval Process

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

LPA Public Notice of Comment Period and Public Hearing

Notice for public hearing (May 18 - June 16) was advertised by GoTriangle, CAMPO and Triangle West TPO

[TMH LPA Engagement Page](#) (as of June 15):

- 335 page views
- 9 comments

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

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

Triangle Mobility Hub

Locally Preferred Alternative for the Triangle Mobility Hub

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



The proposed Locally Preferred Alternative (LPA) for the new Triangle Mobility Hub facility site is available for public review and comment through June 16, 2026



LPA Comments

The location is fine, but I would say that it would be better if connections to other transit services be available even after the changes in the location, like the availability of Morrisville Smart shuttle.

6/11/2026

This is a great location; easy access on/off I-40; potential for express routes from/to downtown Raleigh, Downtown Durham, Chapel Hill Hospitals/Campus;

6/9/2026

Park and ride, bike racks, pedestrian connections to trails and Boxyard RTP. Indoor waiting area with comfortable seating, coffee, restrooms.

6/5/2026

Maximize connections to the neighborhood to the south and across the railroad tracks to the east.

6/4/2026

I agree with the previous post about including the park & ride option with a small deck to keep the land use footprint to a minimum. Adding amenities to the grounds, pollinator garden, bike racks, fountain, etc. could really add value to the area as well. The addition of a dedicated bike room, would really boost the amount of daily bicycle use.

6/4/2026

LPA Comments (Cont.)

Please include Park & Ride spaces, ideally with a small parking deck to minimize land use. Incorporate landscaping and public art to create an attractive, welcoming space that encourages people to respect and care for it.

6/4/2026

This location is fine, though I hope they are considering changing the nearby zoning to allow for apartments and retail and creating connections to nearby businesses. I suspect people will want to cross the street to go to restaurants in the business park.

6/4/2026

Triangle transit users have long deserved a high-quality transfer site near the center of the region to replace the poorly designed temporary site of the current RTP. The proposed site is an excellent choice and I look forward to the region moving forward with development of a new transit hub as an important piece of the redevelopment of the Research Triangle Park.

6/3/2026

The site looks like a great pick to me! Looking forward to more transit and retail options in that area in the future.

5/28/2026



CAMPO Executive Board will facilitate the public hearing to capture any final questions and comments.

6.1 Triangle Mobility Hub LPA Approval

Requested Action:

**Conduct a public hearing and approve the Triangle
Mobility Hub LPA**

7. Regular Agenda

7.1 Triangle Bikeway East Design Project Alternatives Analysis

7.2 SPOT 8 Update - Statewide Programming & Regional Impact
Target Modal Mixes

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

7.1 Triangle Bikeway East Design Project Alternatives Analysis



Designing Connections from RTP to Raleigh

Design Project Update **June 2026**



Long Range Plans

Feasibility Study

Preliminary Design

Final Design

Construction

OVERVIEW TODAY

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

PROJECT STATUS: PRELIMINARY DESIGN

- **2022** CAMPO/TWTPO Boards Adoption Triangle Bikeway Feasibility & Implementation Study
- **2024** Wake County & RTF fund Design for Eastern Phase of the Project, CAMPO Management, NCDOT R&O Agreement, and Interjurisdictional Coordination



PROGRESS TO DATE: PRELIMINARY DESIGN

Surveying

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

Alternatives Analysis

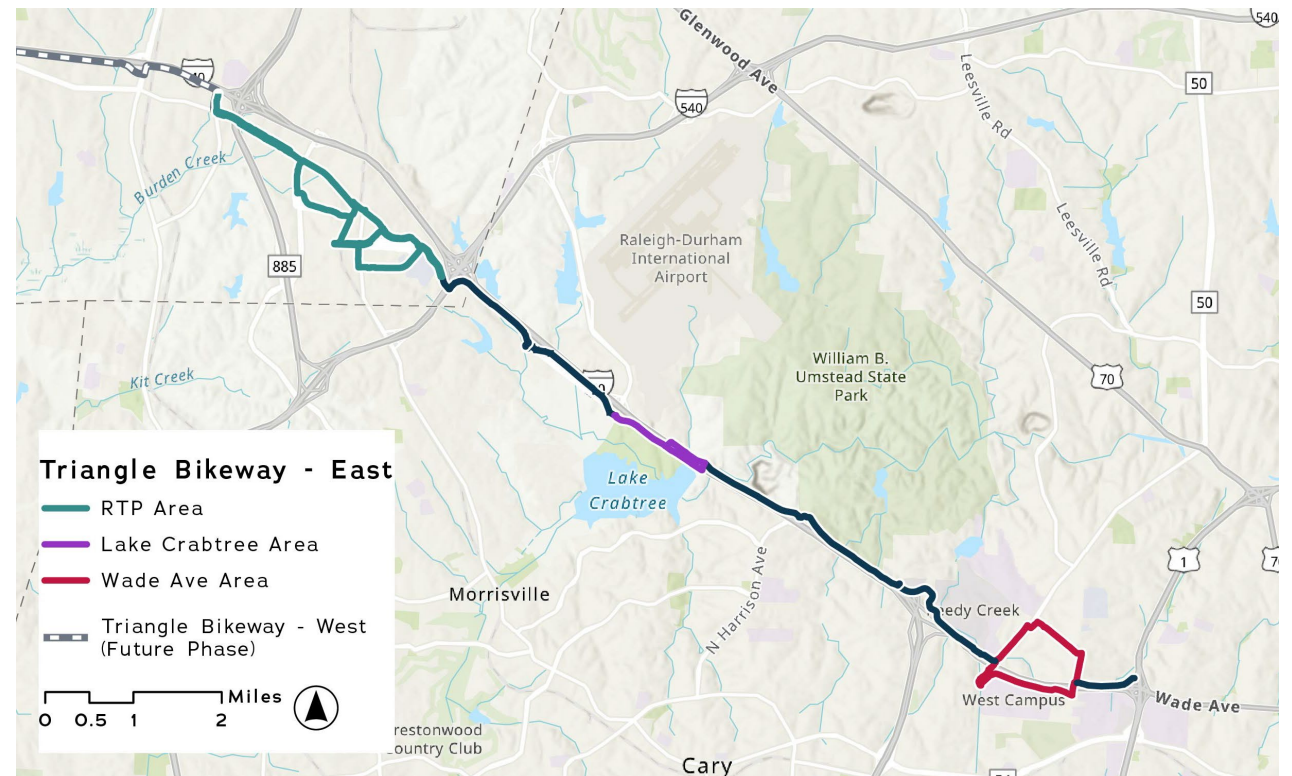
- Nov 2024 Site Visits complete
- Nov 2024 Traffic Analysis Memo in RTP area complete (submitted to District 2)
- Sept 2025 Feasibility Validation complete
- Dec-Feb 2026 Alternative Alignment Stakeholder & Public Engagement

NEPA related activities

- CE document preparation anticipated Summer 2026

Project Coordination

- Capital Projects ongoing



NEXT STEPS TO COMPLETE PRELIMINARY DESIGN

June 2026

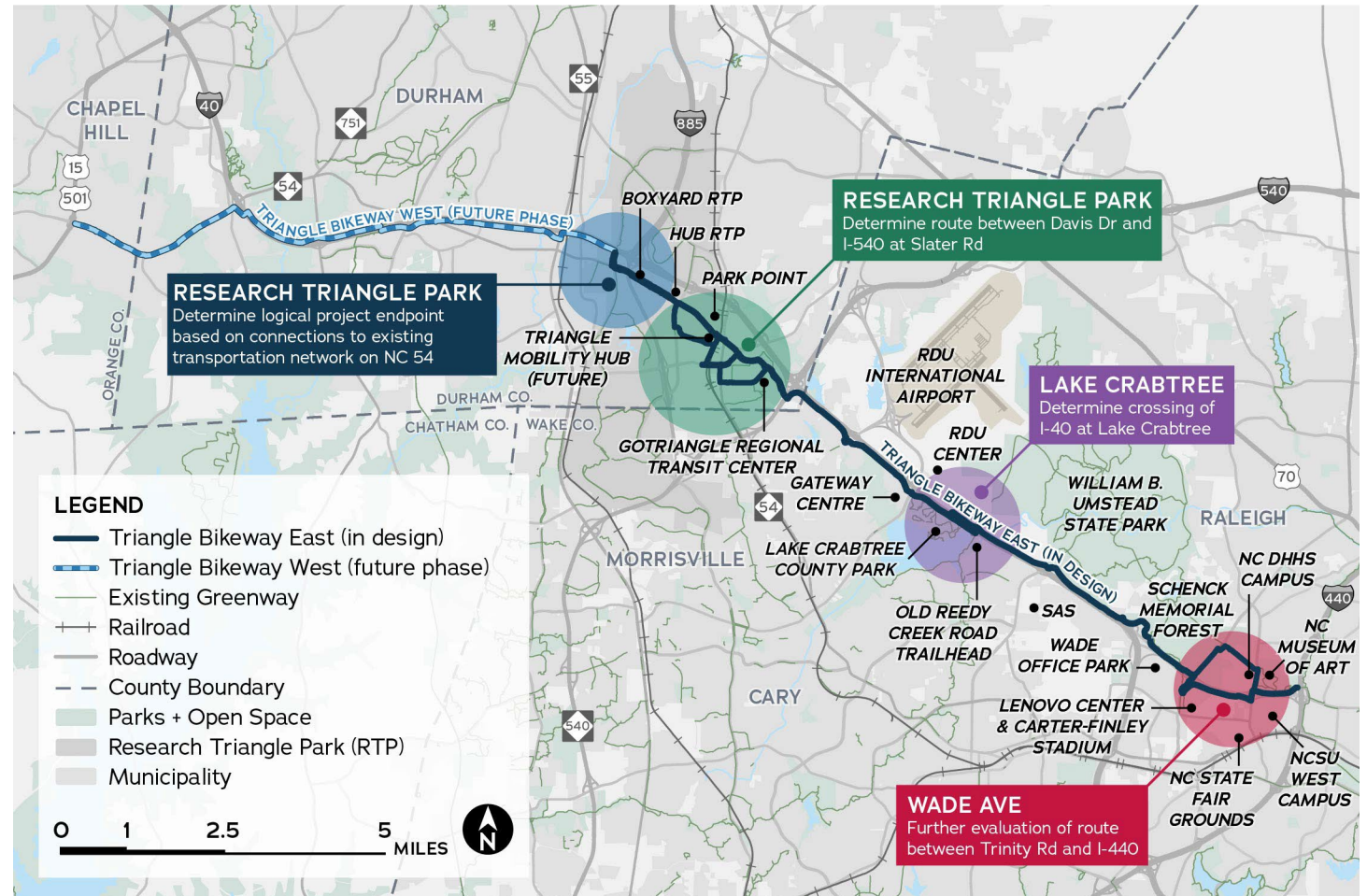
Final Alignment
Endorsement
CAMPO/TWTPO Boards

Fall 2026

Design Reviews

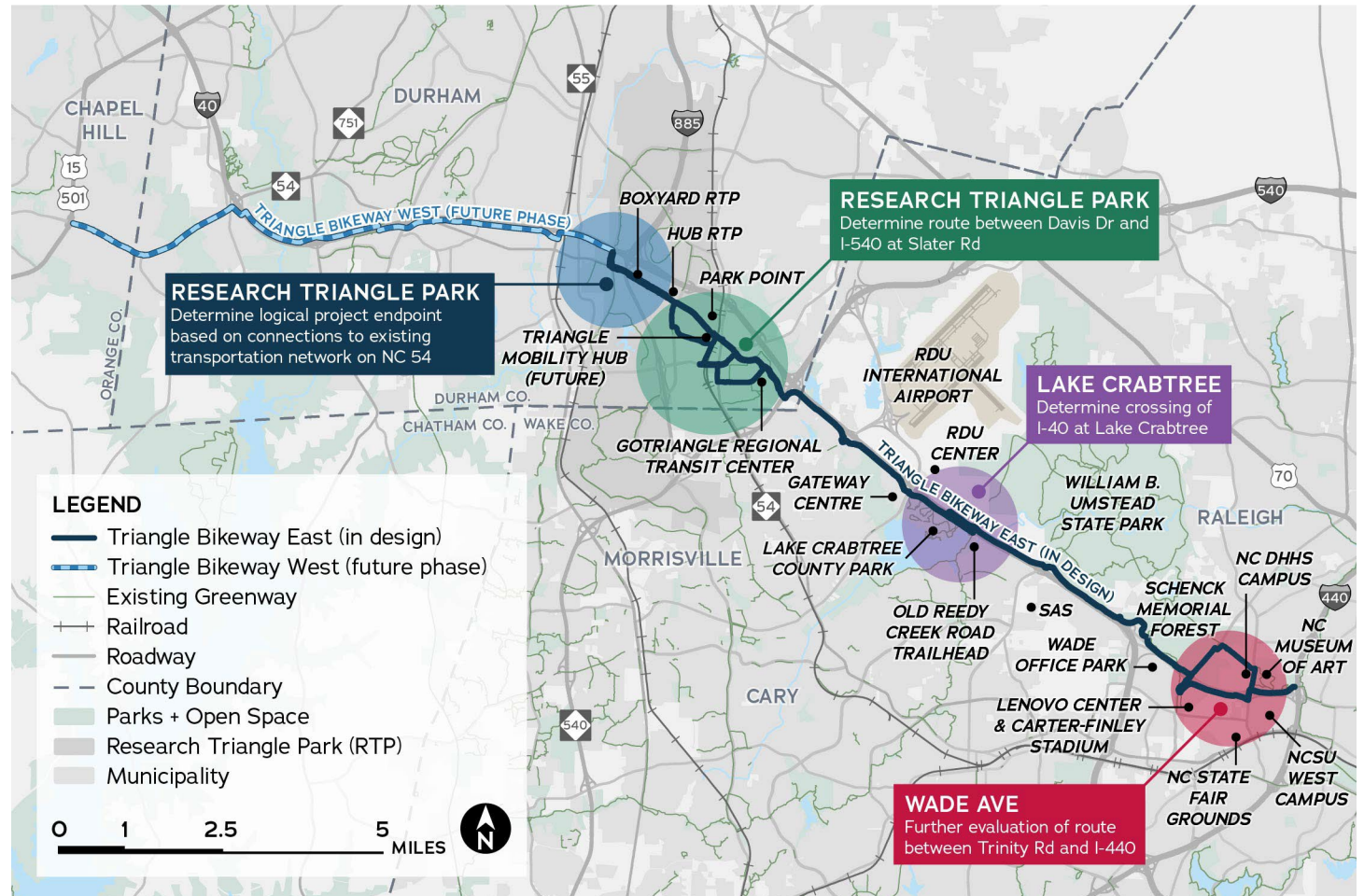
Early 2027

Anticipated completion of
Preliminary Design (30%
Plans)



ALTERNATIVES ANALYSIS SUMMARY

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



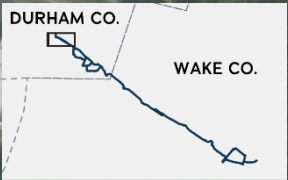
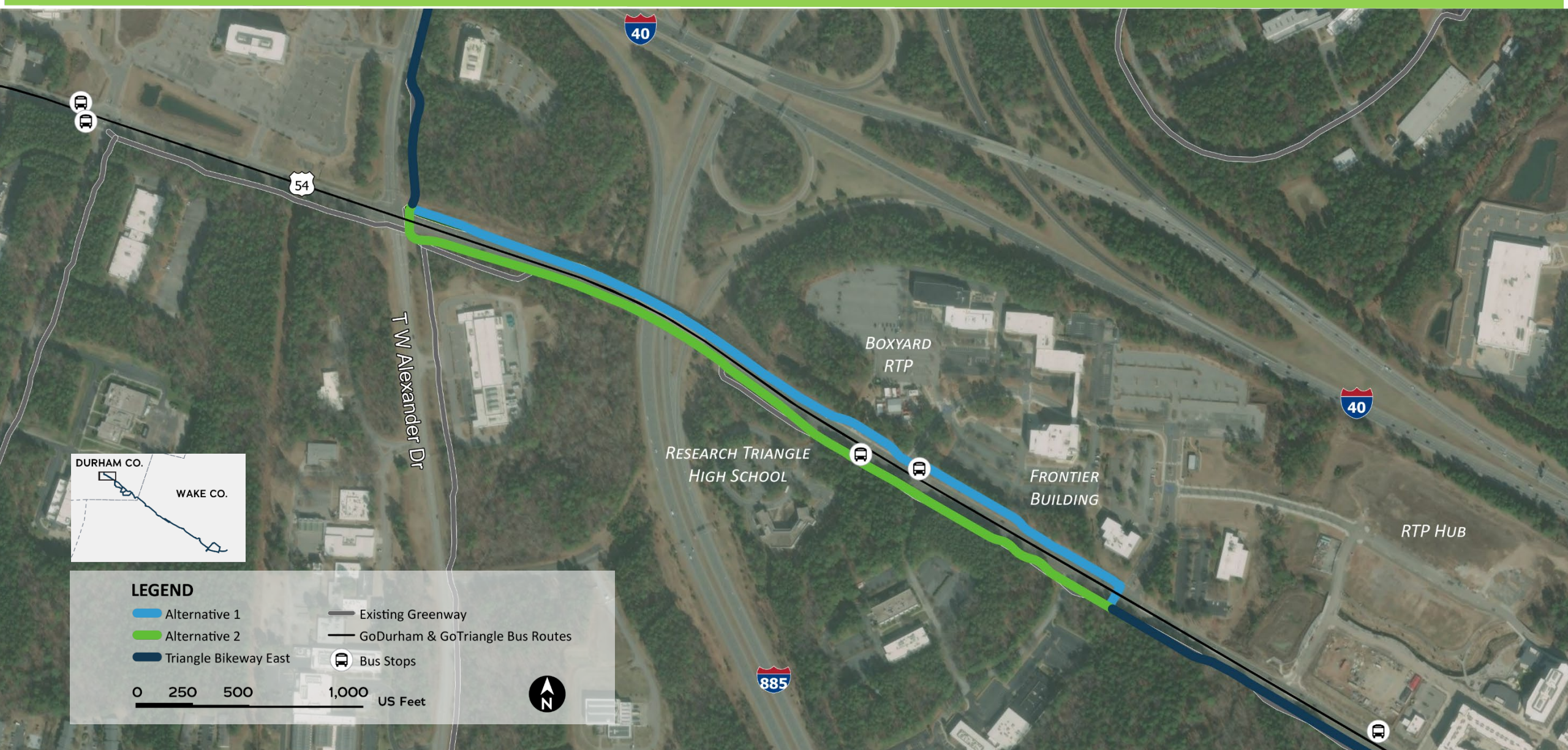
Methodology - Overview

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



RTP AREA ALTERNATIVES

Western Terminus on 54



LEGEND

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

0 250 500 1,000 US Feet





Western Terminus on 54

ALTERNATIVES RECOMMENDATION



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

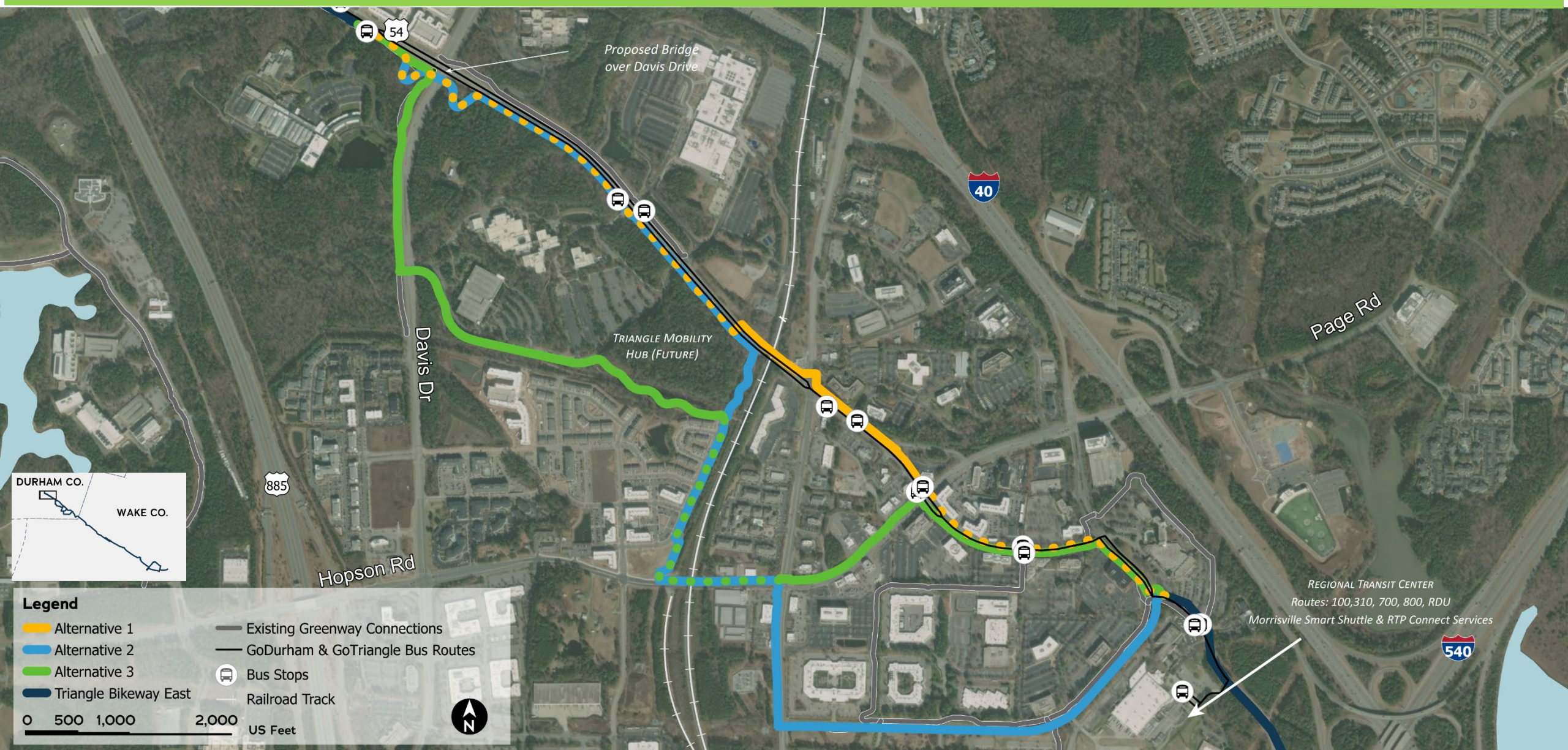
While both alternatives have very similar characteristics within this corridor, it is recommended that **Alternative 2** be selected as the preferred alternative for the NC-54 Corridor for the following reasons:

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



RTP AREA ALTERNATIVES

Davis Drive to Slater Rd





RTP AREA ALTERNATIVES

Davis Drive to Slater Rd





Western Terminus on 54: Robdell to Slater Rd

ALTERNATIVES RECOMMENDATION



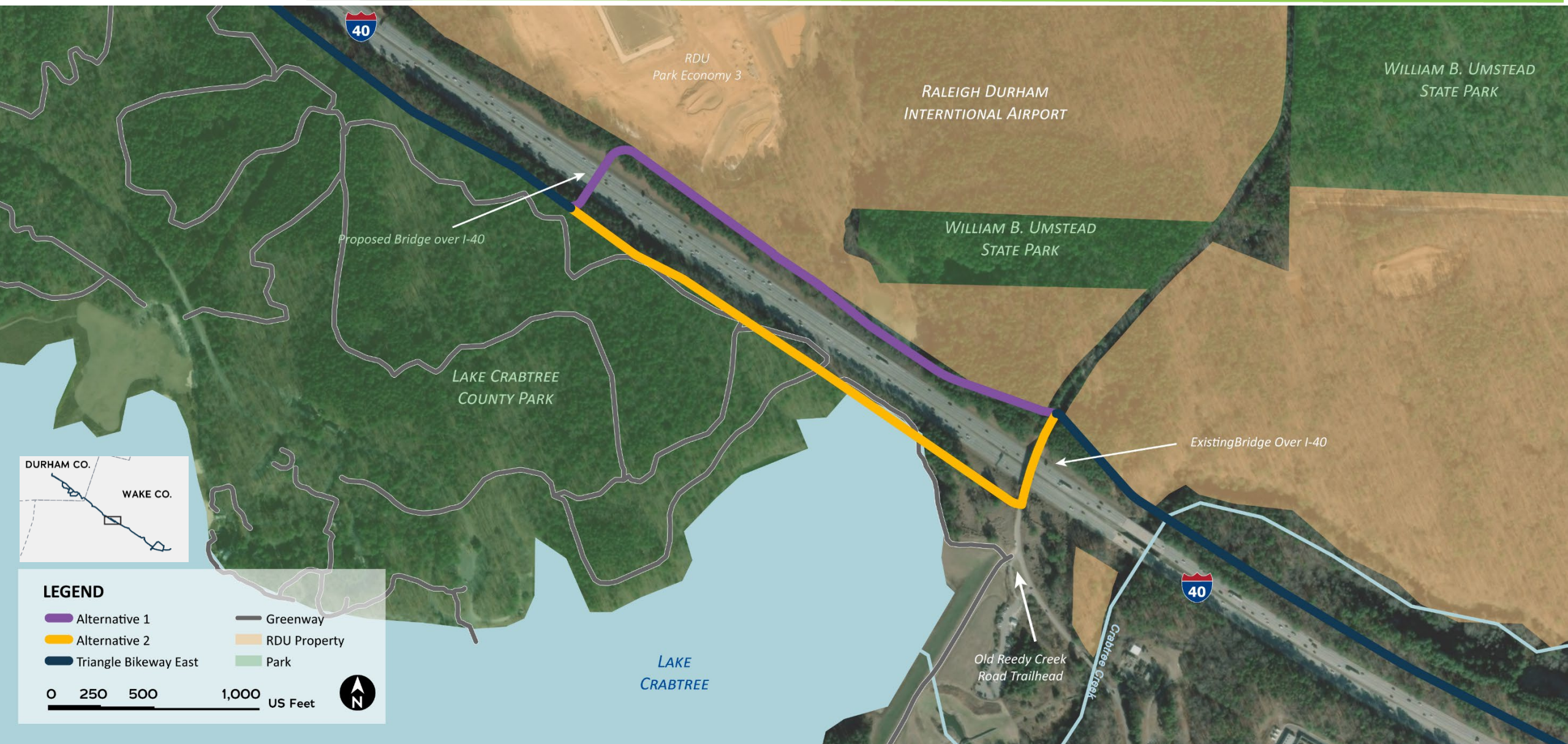
Evaluation Factor	Weight	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Typical Section	10%	1	1		1
Structure Maintenance	5%	4	4		4
Real Estate Considerations	5%	4	2		2
Connectivity / Route Efficiency / Dest. Served	30%	4	2		3
Conflict Points / Crossing Safety	15%	2	3		3
Constructability Considerations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

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

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



LAKE CRABTREE AREA ALTERNATIVES





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

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

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

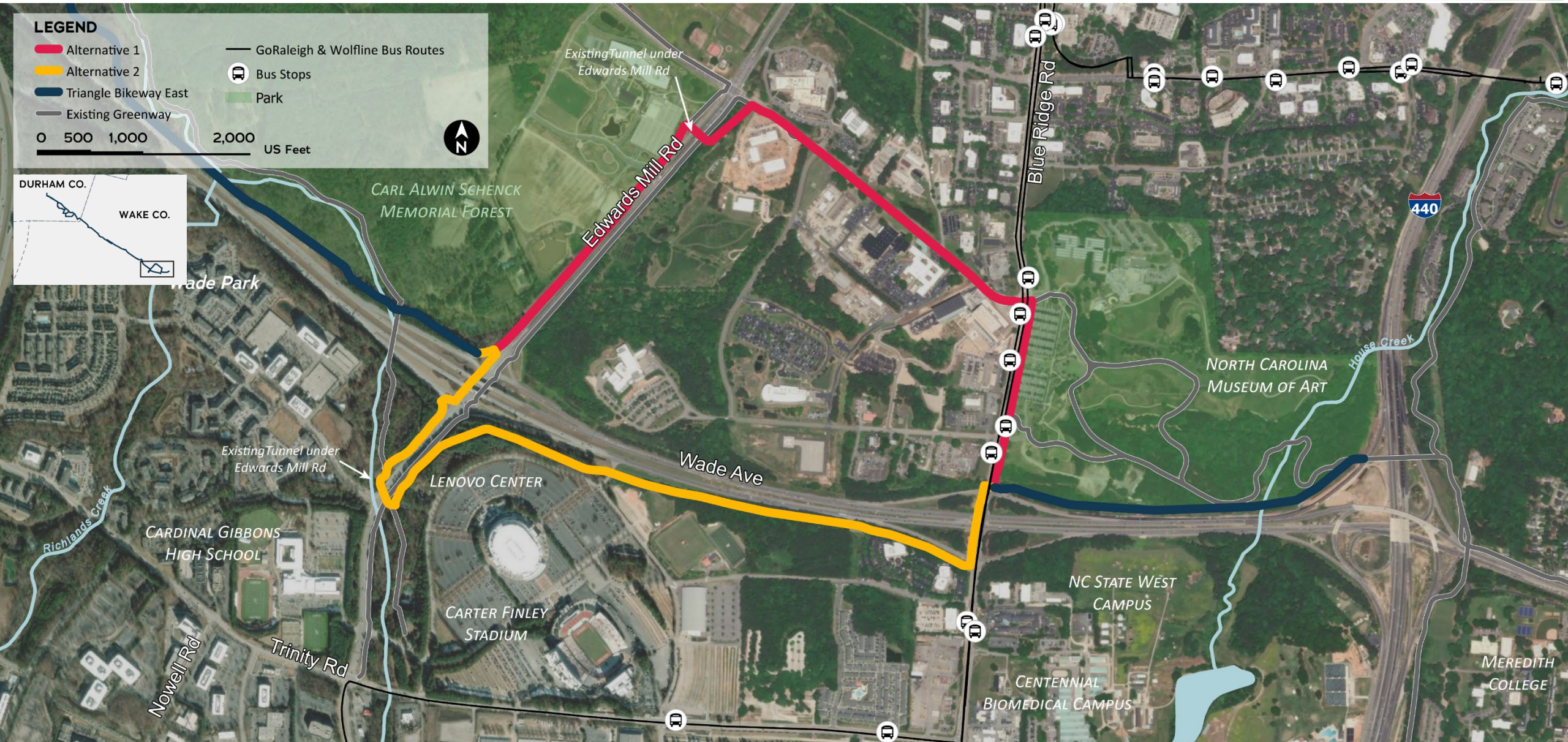
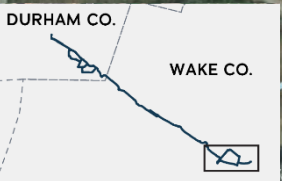


WADE AVENUE AREA ALTERNATIVES

LEGEND

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

0 500 1,000 2,000 US Feet

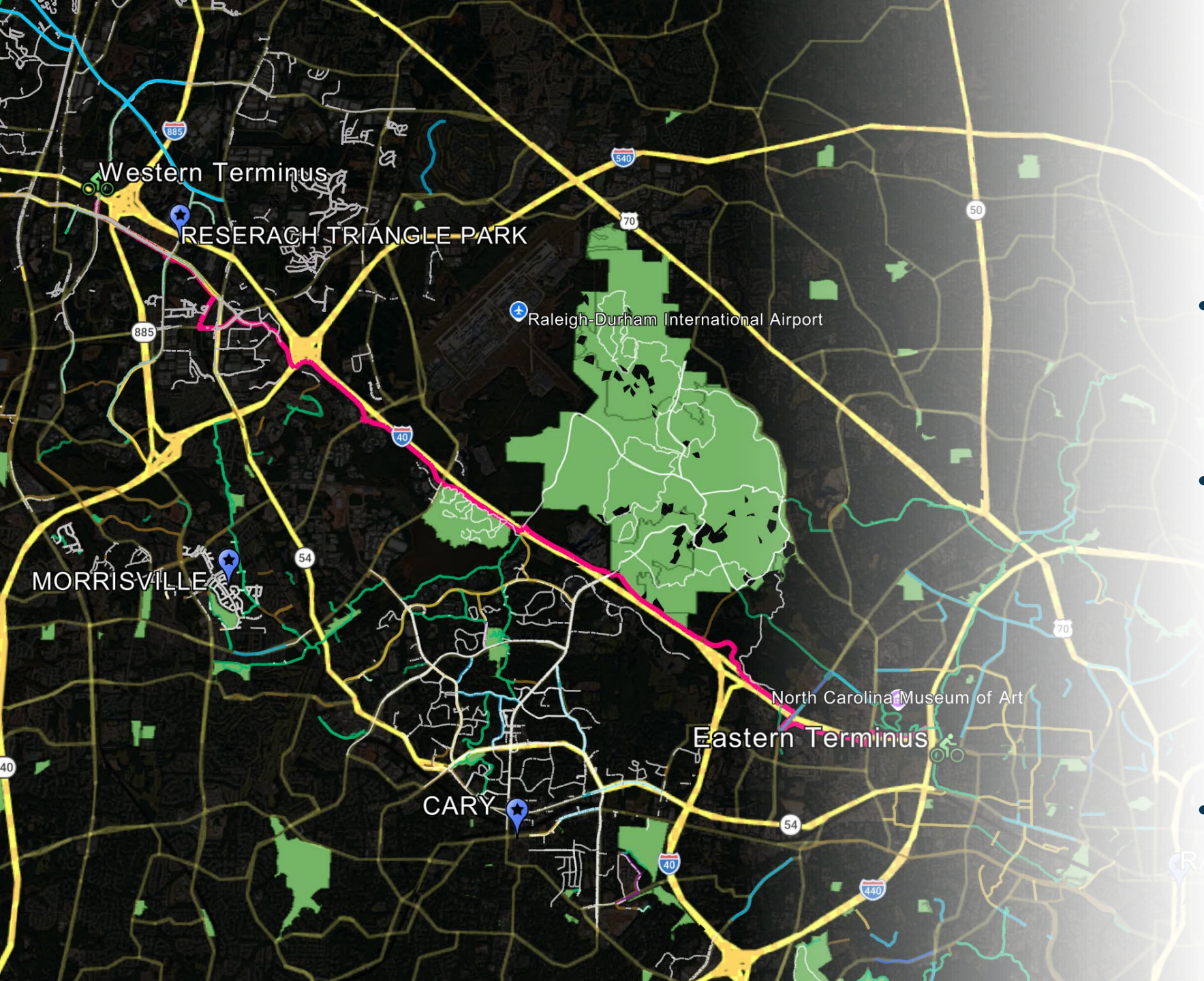




Evaluation Factor	Weight	Alternative 1	Alternative 2
Typical Section	10%	1	3
Structure Maintenance	10%	5	3
Real Estate Considerations	5%	2	4
Connectivity / Route Efficiency / Dest. Served	30%	2	4
Conflict Points / Crossing Safety	10%	4	1
Constructability Considerations	10%	2	3
Environmental / Permitting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

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

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



FINAL ALIGNMENT

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

7.1 Triangle Bikeway East Design Project Alternatives Analysis

Requested Action:

Endorse the technical recommendation alignment for the Triangle Bikeway East Design Project to carry forward to 30% design completion

7.2 SPOT 8 Update - Statewide Programming & Regional Impact Target Modal Mixes

SPOT

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



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



Evolution of SPOT Prioritization Processes

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

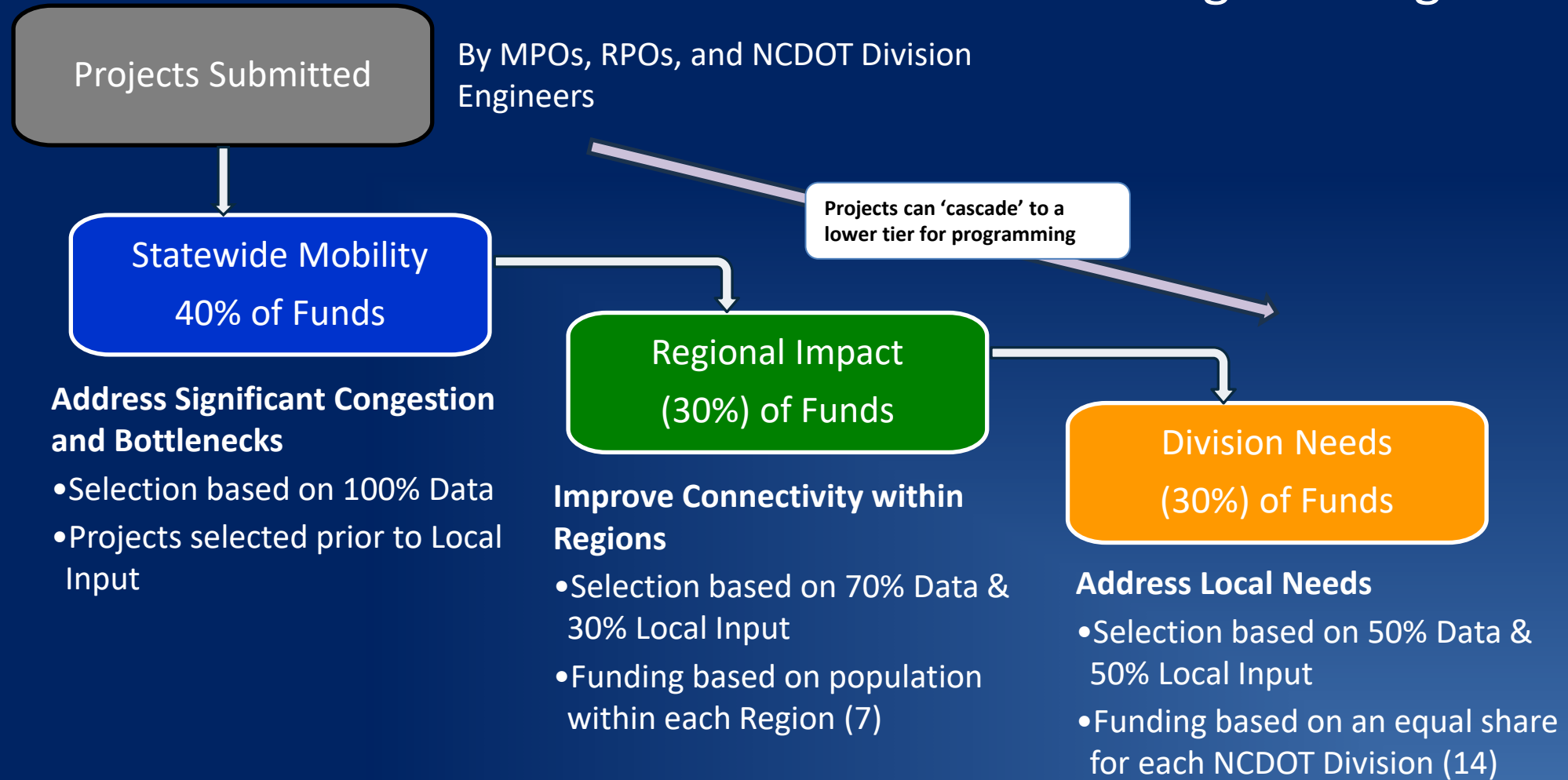


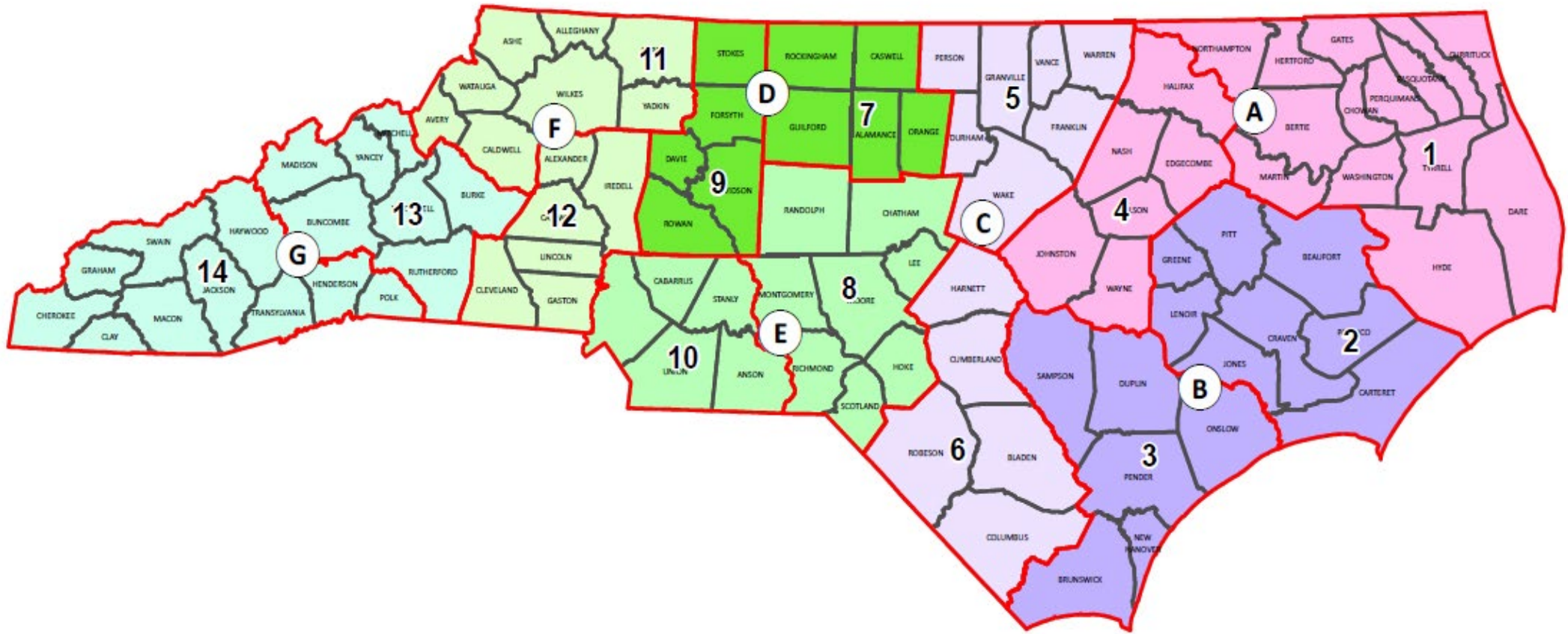
2028-2037 TIP/STIP Development

SPOT Actions - MPOs

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

STI Programming Process

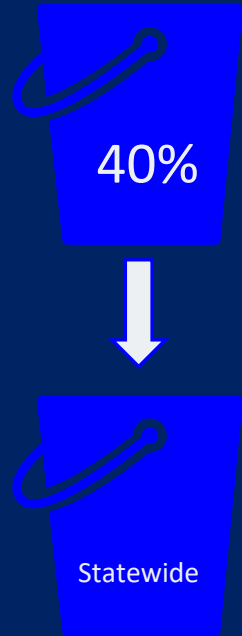




Defined in STI Legislation

STIP Funding Distribution

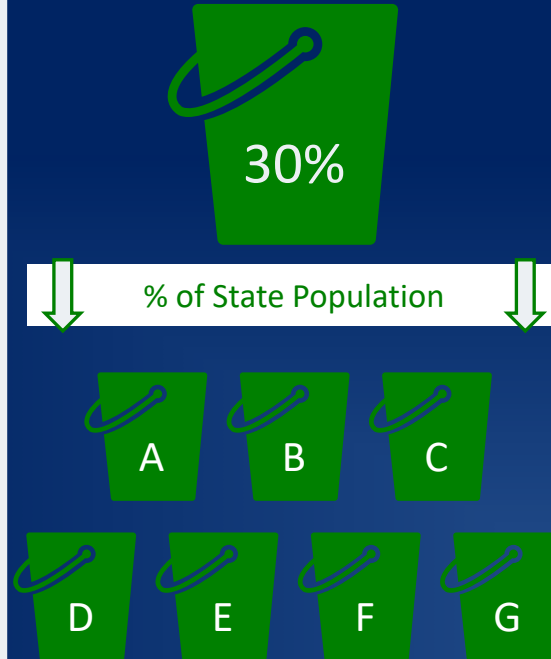
Statewide Mobility



Programmed First

Interstate Maintenance
Bridge Replacement
Bridge Rehabilitation
Highway Safety

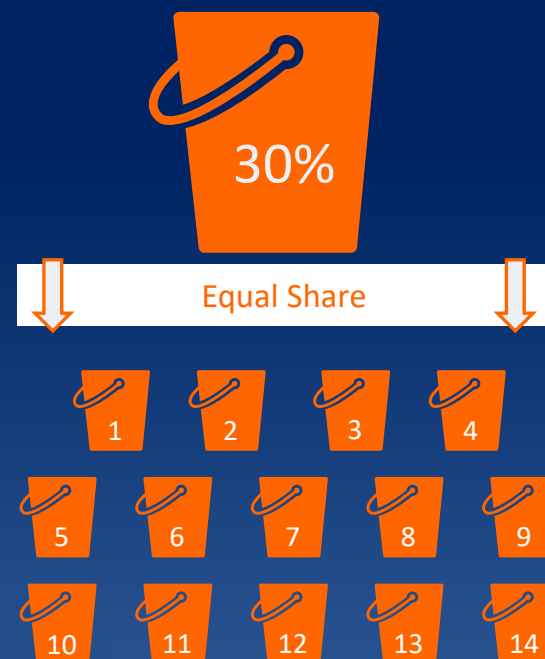
Regional Impact



Programmed First

Bridge Replacement
Bridge Rehabilitation
Highway Safety

Division Needs



Programmed First

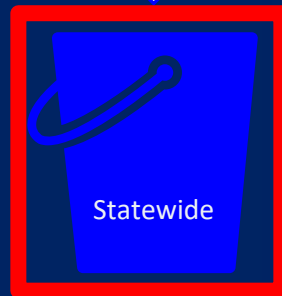
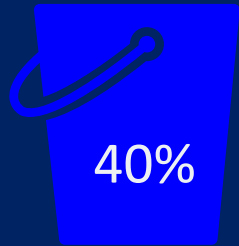
Bridge Replacement
Bridge Rehabilitation
Highway Safety
MPO Direct Attributable
Transportation Alternatives
Highway-Rail Crossing
Economic Development

STIP Funding Distribution



-Where CAMPO Competes

Statewide Mobility



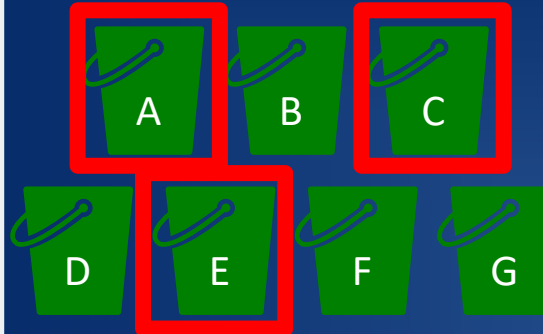
Programmed First

Interstate Maintenance
Bridge Replacement
Bridge Rehabilitation
Highway Safety

Regional Impact



% of State Population



Programmed First

Bridge Replacement
Bridge Rehabilitation
Highway Safety

Division Needs



Equal Share

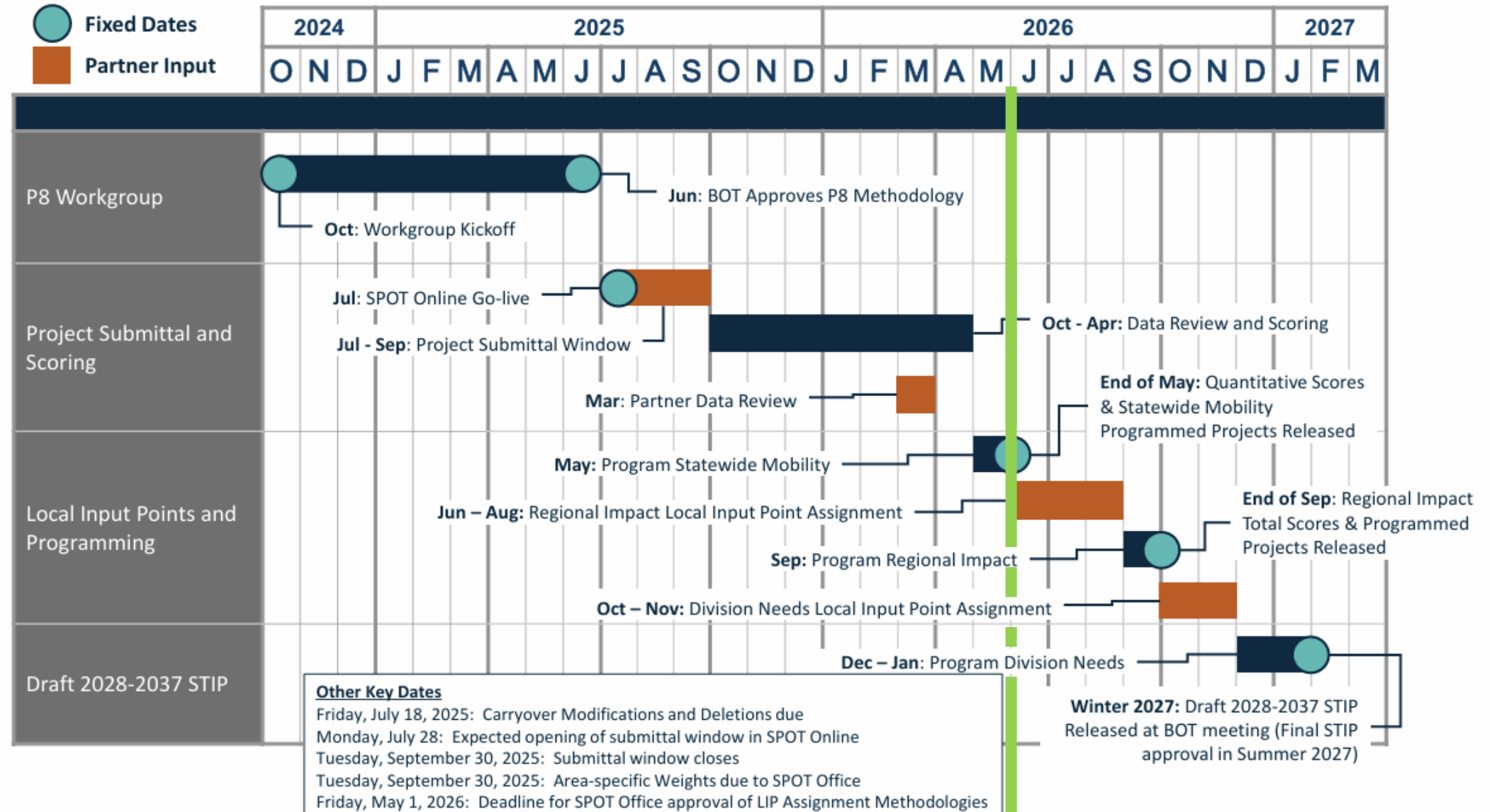


Programmed First

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

REVISED P8 Schedule

April 2026



We are here!

Draft Statewide Programming

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)
H231767	Highway	I-40	SR 1571 (Gorman Street)	N/A	Improve interchange including improvements at Gorman Street and Tryon Road.	8 - Improve Interchange	\$ 17,000,000	83.07
R171518	Rail	NCRR/NS NC Line	SR 1553 (Shotwell Road), Clayton	N/A	Construction of grade separation of SR 1553 (Shotwell Road) and closure of existing at-grade crossing (Crossing #735 394Y) in Clayton.	3 - Highway-rail crossing improvement (point)	\$ 31,000,000	82.51
H192736	Highway	I-40	Cary Towne Boulevard	N/A	Modify auxiliary lanes along I-40 between EB from NC 54 to Cary Towne Blvd, and WB from NC 54 to Wade, with ramp improvements at Cary Towne Blvd including traffic signals	8 - Improve Interchange	\$ 88,700,000	79.94
H172171	Highway	I-40	NC 54 (Exit 273)	SR 1664 (Blue Ridge Road)	Construct managed motorway improvements.	12 - Ramp Metering	\$ 131,700,000	79.27
H140408	Highway	SR 1728 (Wade Avenue), I-40	Blue Ridge Road	West of Harrison Avenue	Add westbound 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

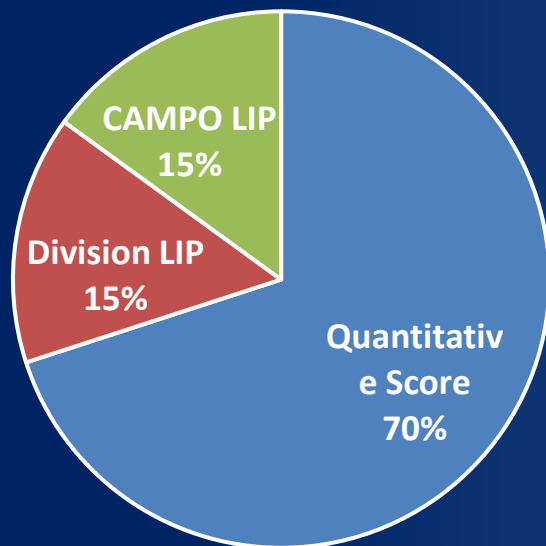
Project Development Influence

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

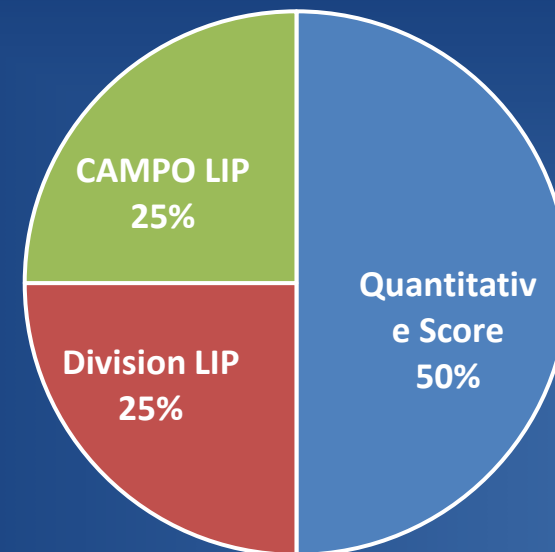
Local Input Points

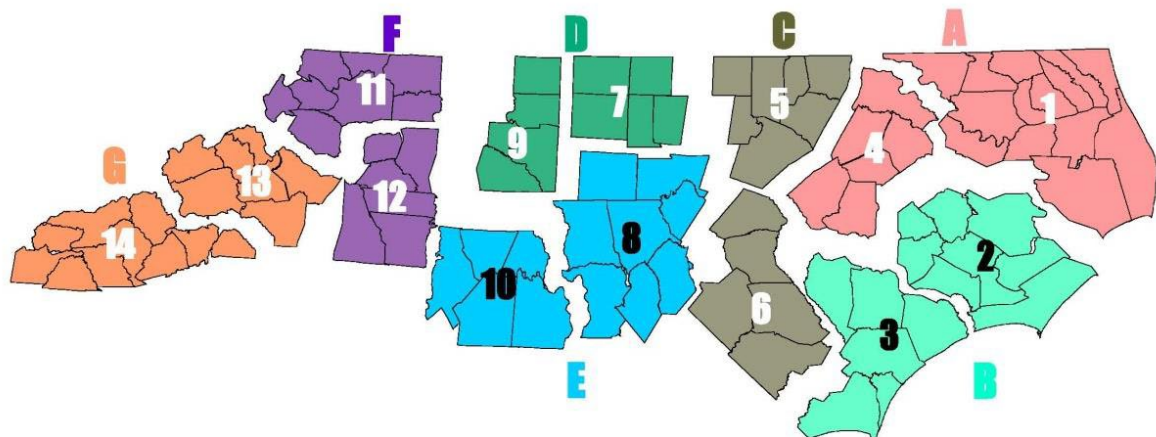
For Regional Impact and Division Needs projects the scoring provides a spot for local input. CAMPO has 2,500 points for each tier to assign, each NCDOT Division has 1,400 points to assign.

Regional Impact Score



Division Needs Score





Funding Availability

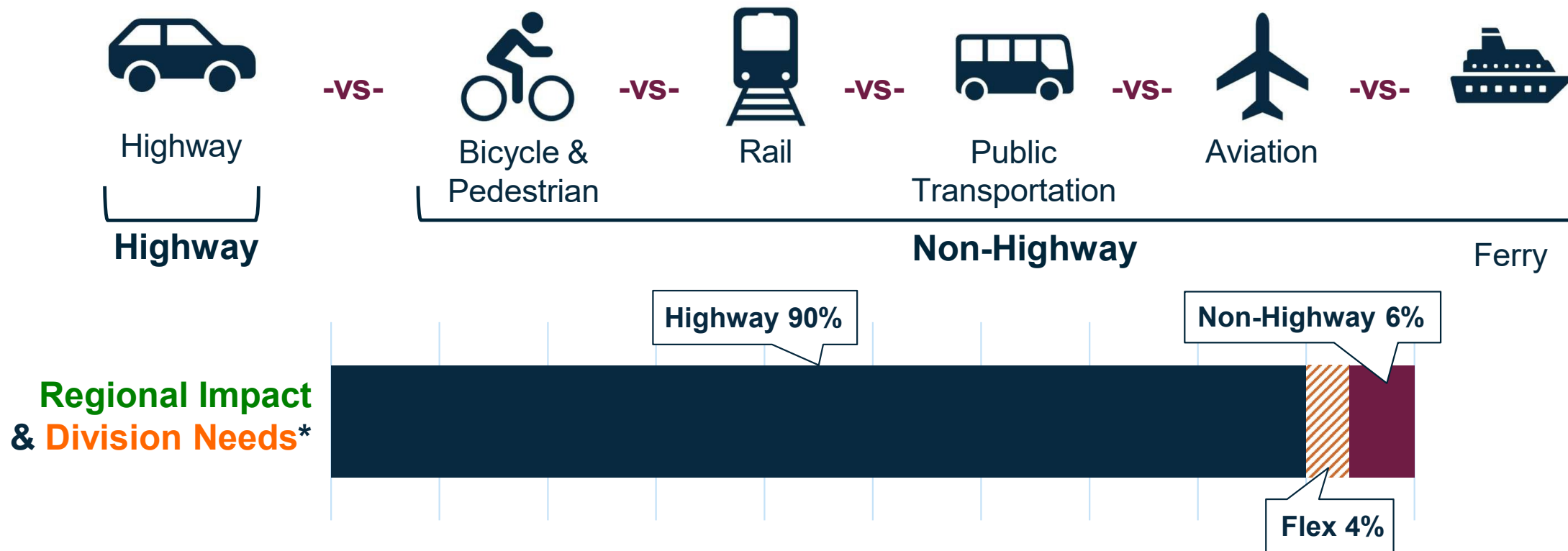
Draft funding availability as of May 28, 2026

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

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

STI Funding Category	Funding Availability
Region A (Divisions 1 & 4)	\$100M
Region B (Divisions 2 & 3)	\$150M
Region C (Divisions 5 & 6)	\$551M
Region D (Divisions 7 & 9)	\$236M
Region E (Divisions 8 & 10)	\$246M
Region F (Divisions 11 & 12)	\$432M
Region G (Divisions 13 & 14)	\$122M
Division 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

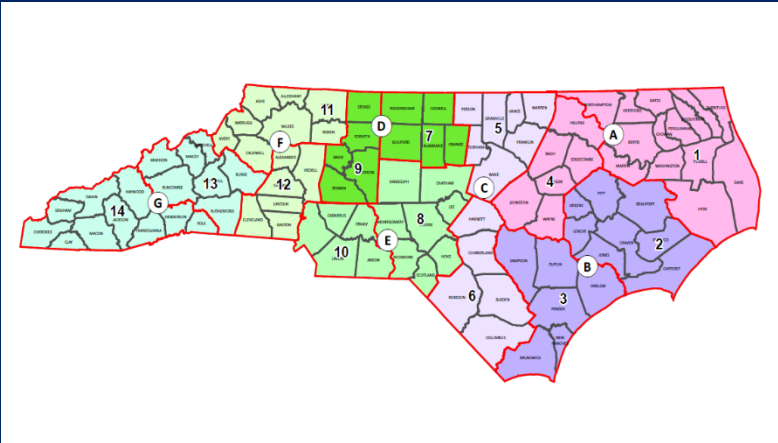
Recommended P8 Modal Allocation



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

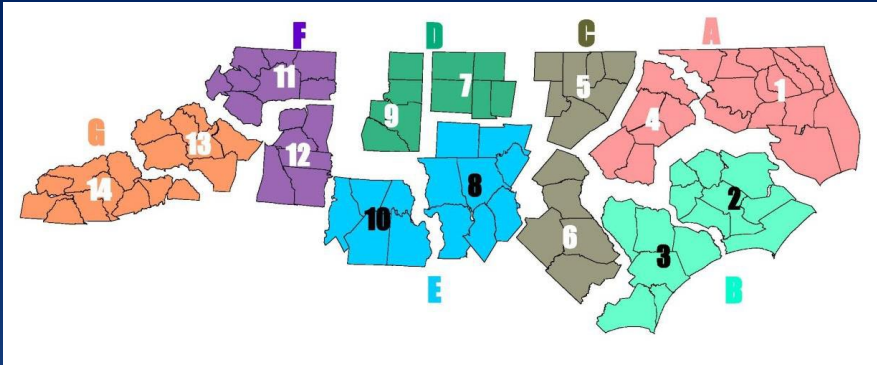
Non-Highway Funding Competition

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



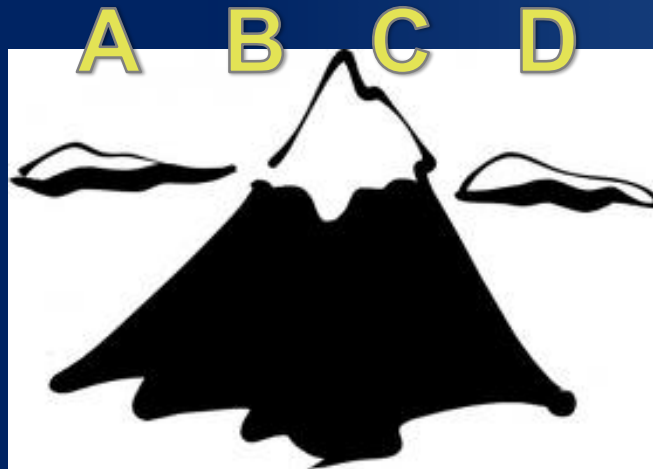
For Division Needs projects, the 6% non-highway set aside is based on the dollars spent in those modes **in the division the project is based**.

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

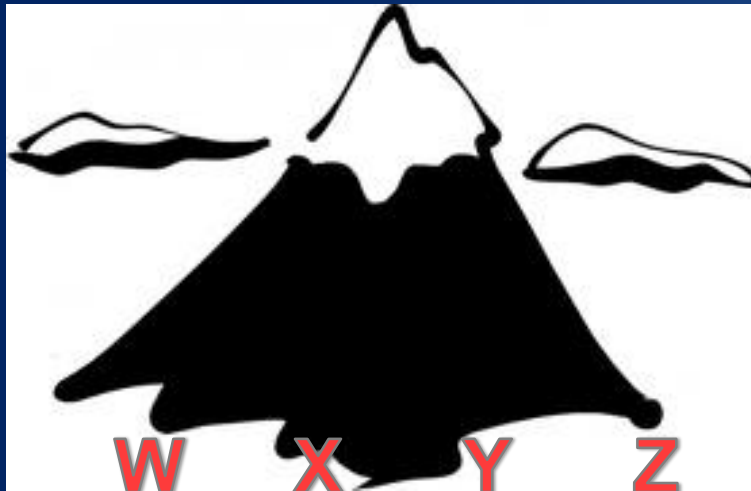
- Maximizing Funding Potential
 - “Wasted Effort”
 - Some of our projects score so well quantitatively, they do not need any additional local points



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

CAMPO Adopted Methodology

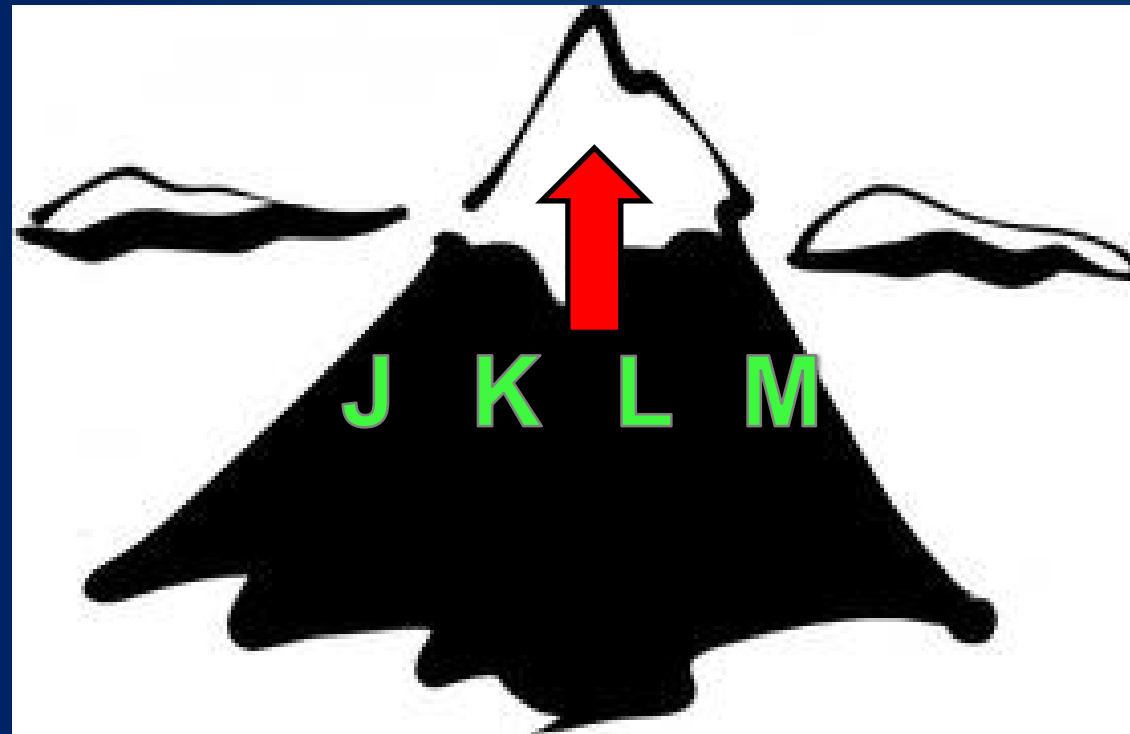
- Maximizing Funding Potential
 - “Wasted Effort” (Part 2)
 - Some of our projects score poorly, and even the maximum number of local points would not make them competitive



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

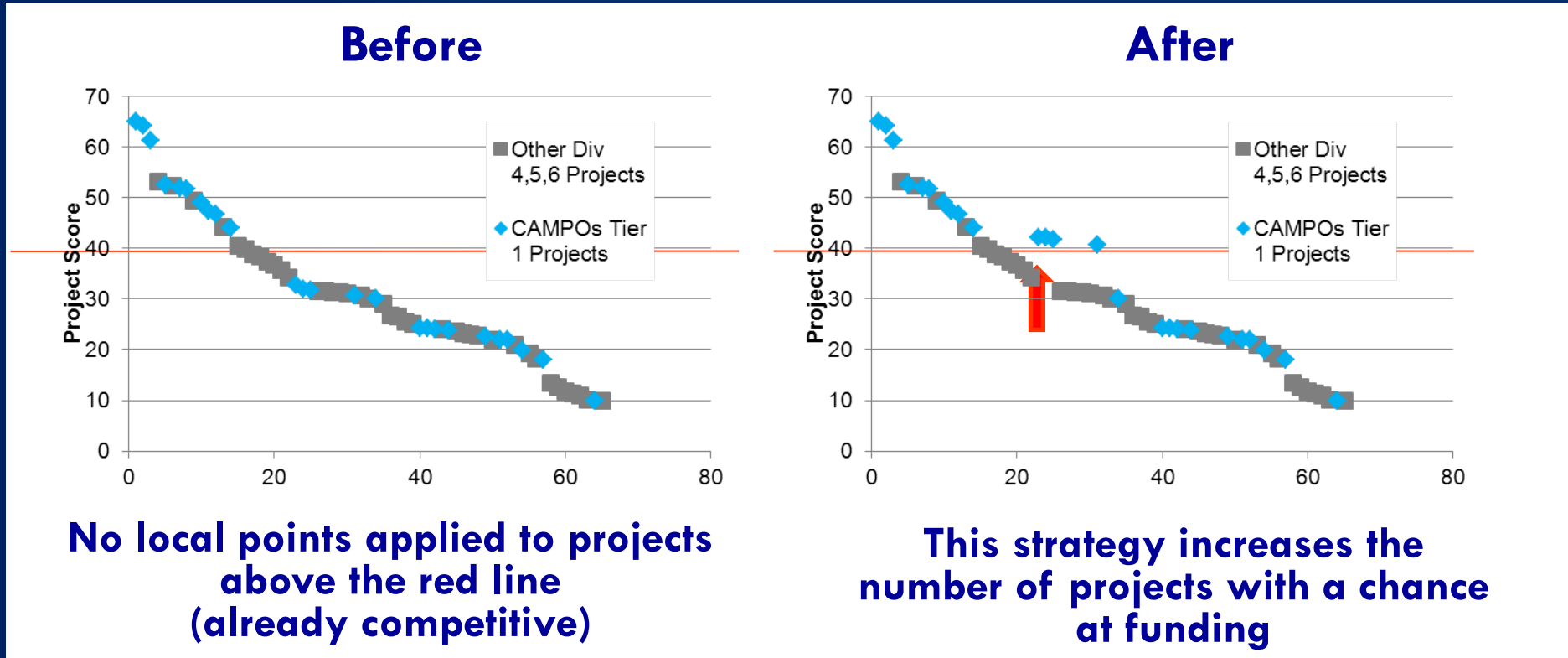
CAMPO Adopted Methodology

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



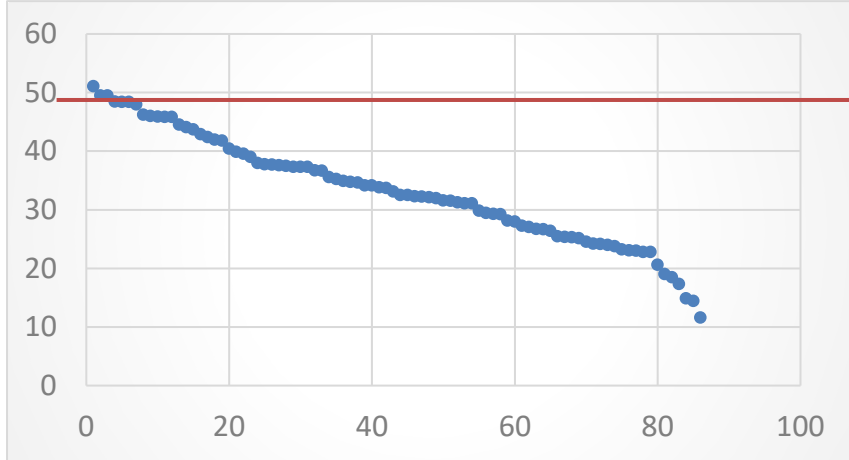
CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Example: Regional Projects



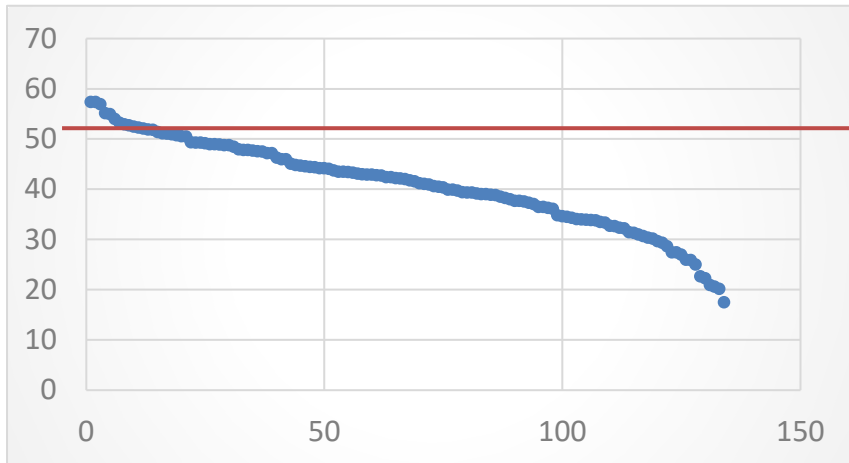
Region A

Redline:
~49.5



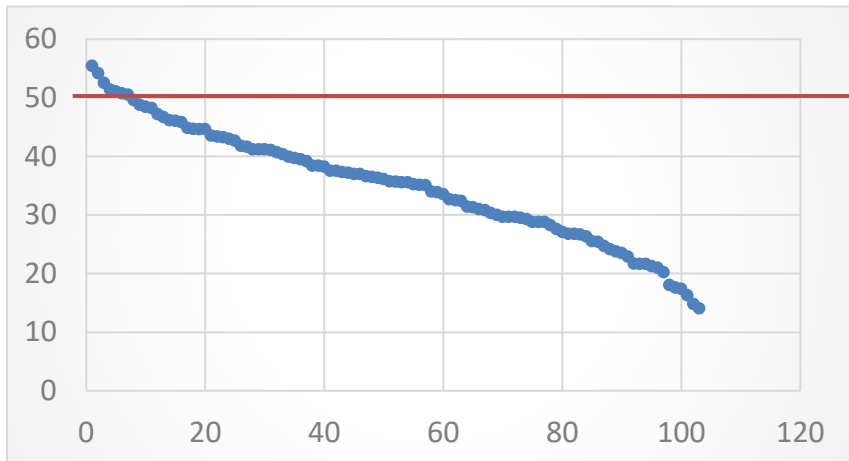
Region C

Redline:
~52



Region E

Redline:
~50.75



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

STI Funding Category	Funding Availability
Region A (Divisions 1 & 4)	\$100M
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

STI – Region C

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

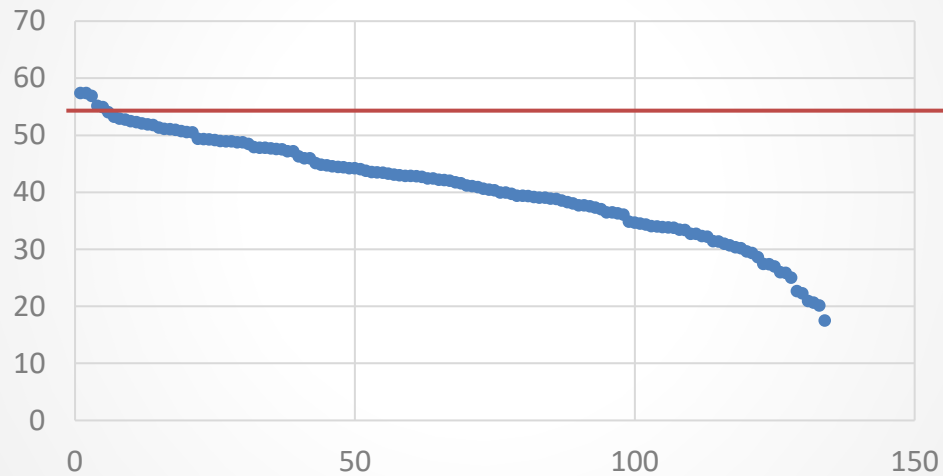
Roadway Projects: 183

CAMPO Projects: 62

Potentially Competitive Projects: 21

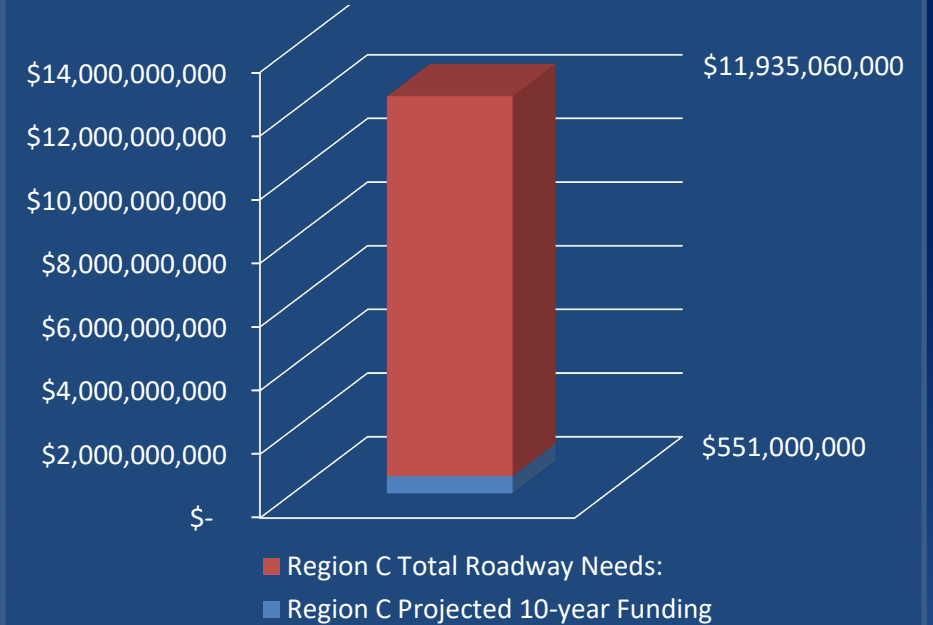
Quantitative Score

Region C Redline



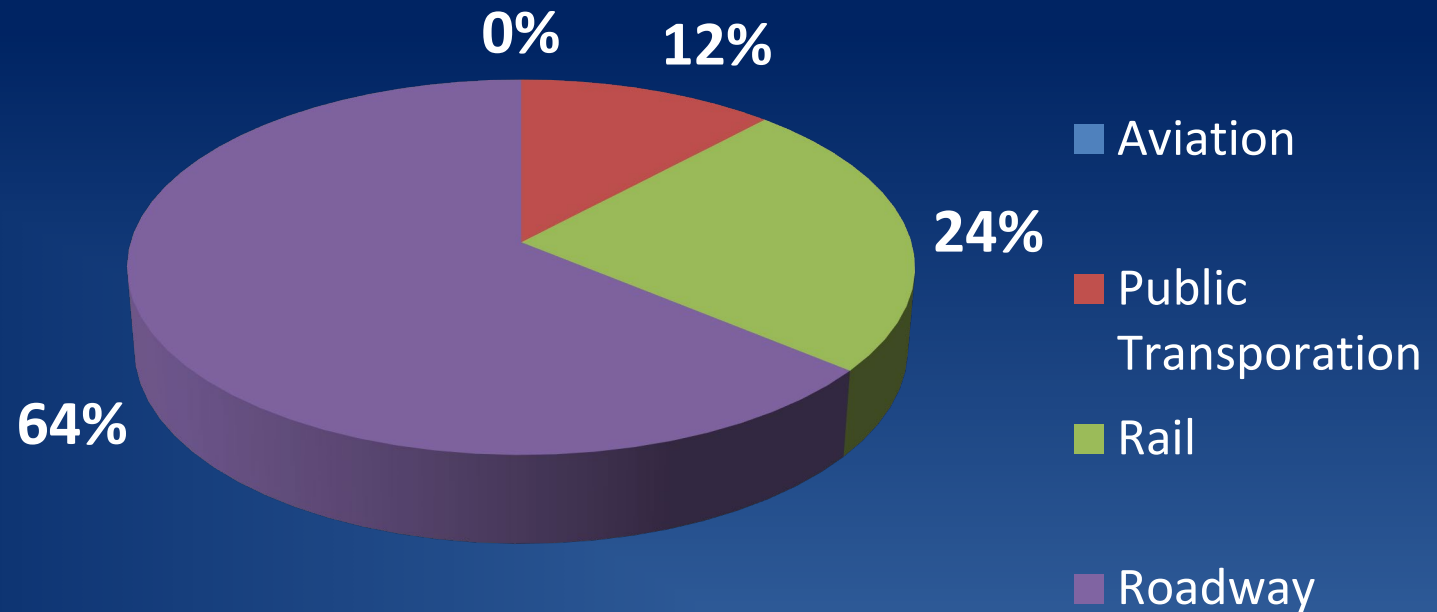
Redline:
~52

Projected Funding vs. Submitted Need Region



Regional Impact – Target Modal Mixes

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



7.2 SPOT 8 Update - Statewide Programming & Regional Impact Target Modal Mixes

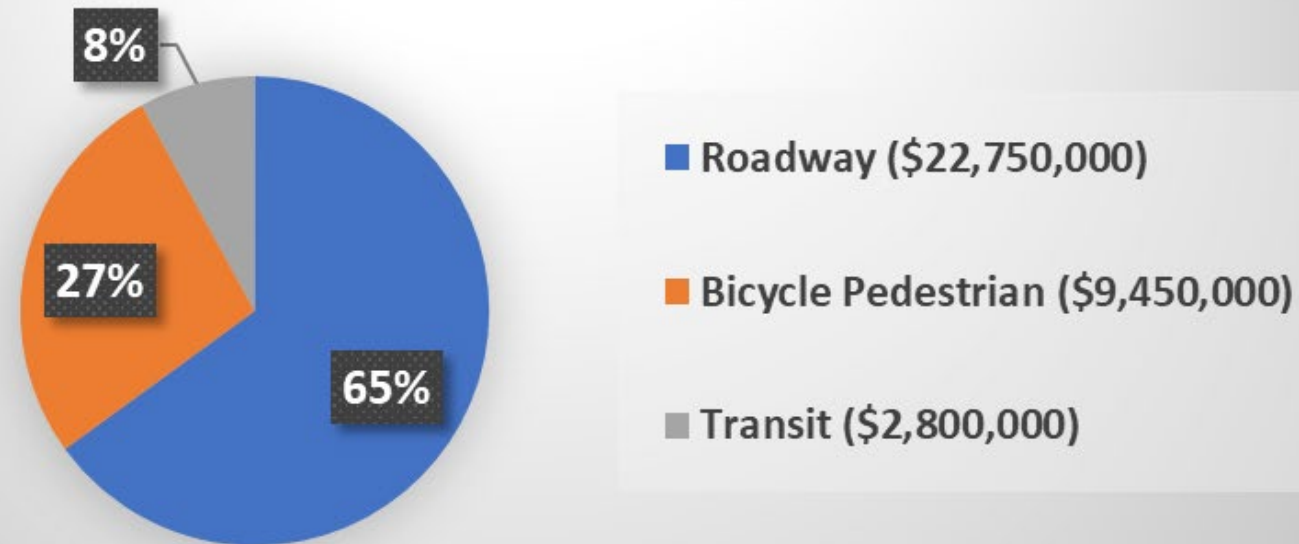
Requested Action:

Approve the Regional Impact target modal mix

7.3 LAPP FFY2028 Target Modal Mix

7.3 LAPP FFY2028 Target Modal Mix

FFY 2028 Recommended Target Modal Investment Mix



7.3 LAPP FFY2028 Target Modal Mix

August 2026: Call for Projects for FFY 2028

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

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

7.3 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.

7.3 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.

7.3 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.

7.3 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.

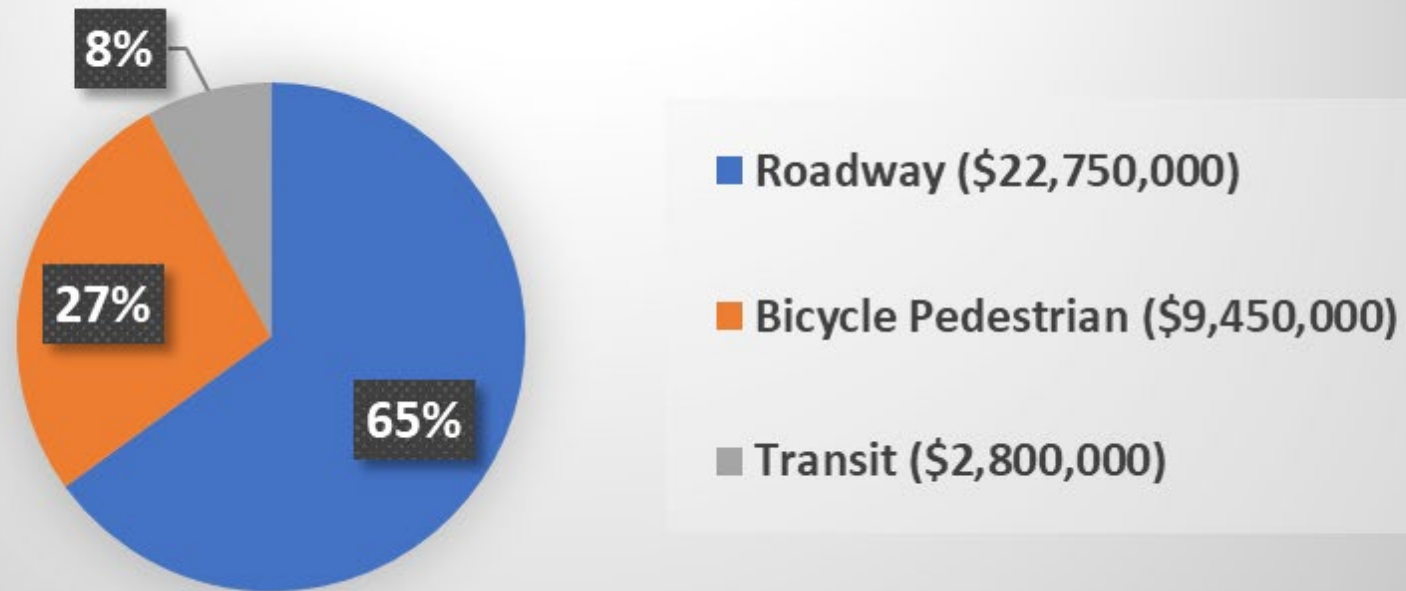
Staff Recommendation:

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

7.3 LAPP FFY2028 Target Modal Mix

Target Modal Investment Mix

FFY 2028 Recommended Target Modal Investment Mix



7.3 LAPP FFY2028 Target Modal Mix

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

Requested Action:

Receive as information

8. Informational Items: Budget

8.1 Operating Budget FY2025

8.2 Member's Shares FY2025

Requested Action:
Receive as information

9. Informational Items: Project Updates

9.1 Project Updates

9.2 Public Engagement Updates

Requested Action:
Receive as information

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

11. Adjournment

Upcoming Meetings

Date	Event
July 2026 CANCELED	Technical Coordinating Committee Meeting
July 15, 2026 3:00 p.m.	Executive Board Meeting
August 6, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
August 19, 2026 3:00 p.m.	Executive Board Meeting