



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

January 8, 2026

10:00 AM

Audio for the livestream will begin when the Chair calls the meeting to order.

1. Welcome and Introductions

2. Adjustments to the Agenda

3. Public Comments

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

4. Minutes

4.1 TCC Minutes – November 6, 2026

Requested Action:

Approve the TCC Minutes of November 6, 2026.

5. Regular Business

1. Election of Chair & Vice Chair for 2026
2. NCDOT Confident Scope & Cost Estimate (CSCE)
3. Wake Transit Funding Contribution to NCDOT National Railroad Partnership Program Grant
4. 2055 Metropolitan Transportation Plan
5. Unified Planning Work Program - FY 27
6. FFY 2027 LAPP Program
7. Amendment #2 to FY 2026-2035 TIP

5.1 Election of Chair & Vice Chair for 2026

- Chair and Vice-Chair are elected for 1-year terms at the beginning of each calendar year.
- Chair and Vice-Chair can serve a maximum of three consecutive terms

Requested Action:

Conduct elections for Chair and Vice Chair of the TCC for 2026

5.2 NCDOT Confident Scope & Cost Estimate (CSCE)



NORTH CAROLINA
Department of Transportation

Confident Scope and Cost Estimate (CSCE)

Brian Wert

Division of Planning & Programming

January 8, 2026

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

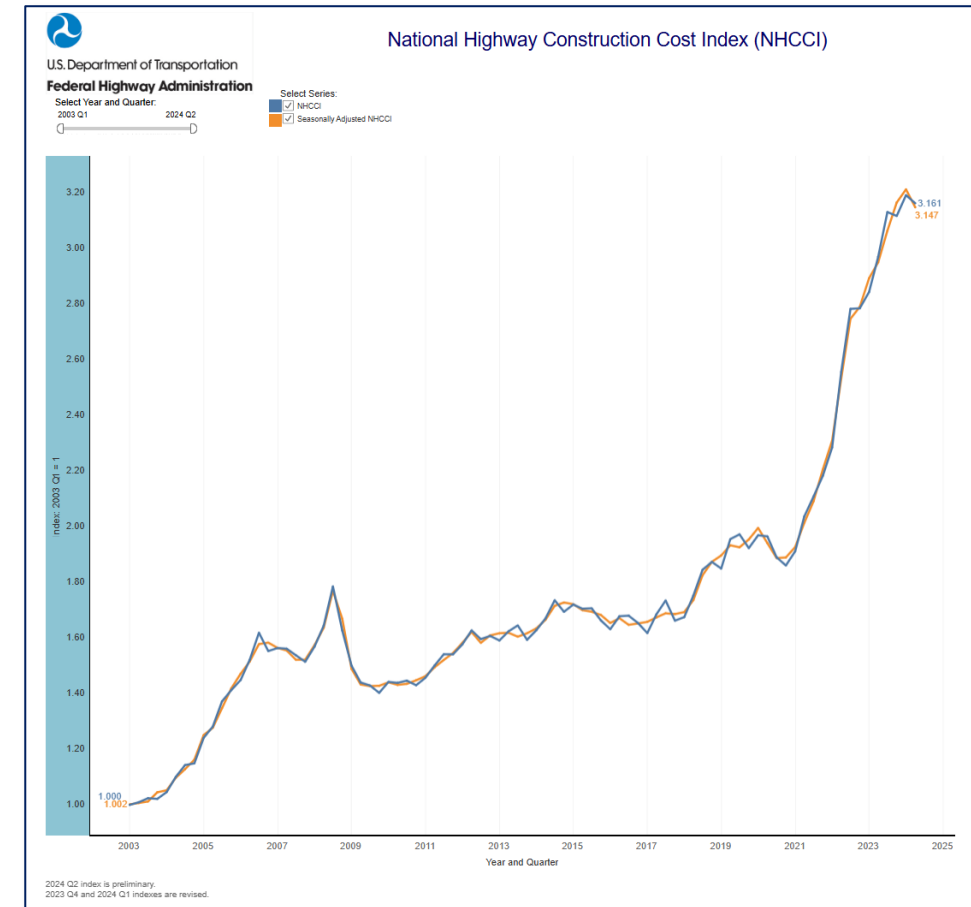
Cost Estimation Challenges

Many challenges with Cost Estimates over past 5 years

- Low initial estimates
- Large increases as projects are developed
- Challenges due to inflation and market conditions
- Estimates not updated in a timely manner

Resulted in hundreds of project delays/cancellations and very few new projects

- 2024-2033 STIP – No new projects (P6 cancelled)
- 2026-2035 STIP – New projects only in 4 of 22 STI categories

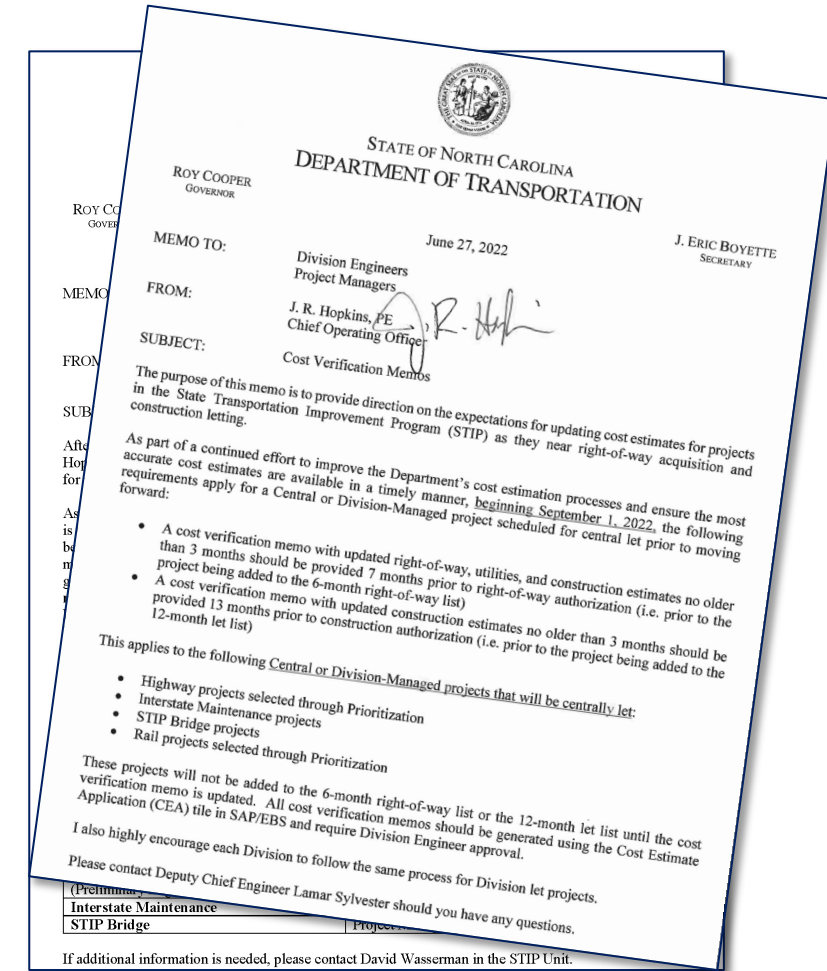


Cost Estimation Improvements

NCDOT has made many Cost Estimation Improvements over past 5 years

- Require engineering analysis (Express Design) before new projects are in Final STIP
- Estimates updated on a regular schedule (min. every 2 years or as project advances)
- Construction estimates now based on latest bid averages (started March 2024)
- Express Designs being performed for projects submitted for Prioritization

Confident Scope and Cost Estimate is a continuation of these improvements





Confident Scope and Cost Estimate (CSCE)

What is the CSCE?

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

Goal/Expected Outcomes

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





When is the Appropriate Time to Document CSCE

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

- For very basic projects – Turn Lane or Signal Installation Projects
 - Scope & cost estimate could be based on an Express Design
- For complex projects – Widening or single Alternative Projects
 - Scope & cost estimate could be based on Design Recommendation Plan Set (DRPS – 25% Plans)
 - **Majority of projects will fit in this category**
 - Standard for all LAPs for consistency across the state
- For larger projects – Multiple Alternatives that require LEDPA and/or Public involvement Projects
 - Scope & cost estimate could be based on selection of Alternative





Factors to Consider in Determining the Timing of a CSCE

- Stakeholder Engagement – Public, Local Officials, Resource Agencies, Project Specific
- Project Scoping Meeting
- Railroad Coordination
- Environmental Recommendations – Natural and Human
- Geotechnical Recommendations
- Hydraulic Recommendations
- Risk Assessment Worksheet
- Complete Street Recommendations
- Traffic Capacity and Typical Section
- Design and Constructability
- Structure Recommendations
- Septic, Wells, GeoEnvironmental, Other
- Easements and Agreements
- Right of Way and Utility Impacts



Project Definition Document (PDD)

PDD is the form used to document confident scope

- Includes:
 - Project purpose and objectives
 - Project limits, typical cross sections, etc.
 - More detail than STIP project description
- Once approved, project scope should not change
- Only minor tweaks/adjustments moving forward
- PDD could be revisited if project scope changes are required (not person changes)
 - If changes results in increased costs, adjustments to project schedule for the project (or other projects) may be needed

PROJECT DEFINITION DOCUMENT

PROJECT NAME

Project ID: ID# _____ Date: _____

Primary Description: _____

Primary Funding Source(s): _____

Project Lead: ☐ Central Managed Project ☐ Division Managed Project Division: _____

NCDOT Division Engineer: _____ NCDOT Project Manager: _____

PROJECT DESCRIPTION

PROJECT PURPOSE AND OBJECTIVE
Develop 3-5 "big picture" project goals that express purpose.

A short statement of 2-3 sentences:
• **What** is to be accomplished
• **When** is letting
• **How much** will it cost (include construction period)

SCOPE OF PROJECT WORK
List major project improvements that define the construction work to be accomplished to satisfy the project goals.
Should include "does not include statements".

PROJECT DELIVERY METHOD: ☐ Design / Build ☐ Design Build ☐ Progressive Design Build
Select the delivery method based on type, details & needs of the project.
☐ CMGC Construction Manager / General Contractor ☐ Other _____

ENVIRONMENTAL DOC. TYPE: ☐ CE ☐ EA ☐ EIS

VERIFIED PROJECT COST ESTIMATE

Preliminary Engineering (Guidance to be developed)	
ROW	
Utilities	
Construction	
Total Project Cost Estimate	\$ 0.00
STIP Programmed Amount	

POTENTIAL PROJECT RISKS:
List major potential project risks to the project budget and/or schedule, or attach risk register if complex project.

Cost Verification Memos (CVMs)

PDD is submitted as part of the Cost Verification Memos

- Documents cost estimate associated with scope of work
- Approval of the CSCE occurs when Division Engineer approves the associated CVM
- New statement to indicate if estimate is for the CSCE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

September 29, 2025

MEMO TO: Teresa M. Robinson, PE
STIP Western Region Manager, Program Development

FROM: Hannah K. Smith, PE
Project Manager, Division 13

SUBJECT: Cost Verification – STIP Project I-5990, Burke County
I-40 AT EXIT 118 - SR 1761 (OLD NC 10). (COMB W/BR-0151). CONSTRUCT
INTERCHANGE IMPROVEMENTS.

STI Funding Category: Division
STIP Status: Scheduled for Delivery
Letting Type: Division Design Raleigh Let (DDRL)

Verified Cost Estimate

Phase	Initial Estimate ¹	Previous Verified Estimate ²	Latest Verified Estimate ³	Latest Estimate and Previous Estimate Difference ⁴		Latest Estimate Date	Current Activity Start Date
				(\$)	(%)		
Right-of-Way	\$2,537,000	\$2,500,000	\$6,400,000	\$3,900,000	156.0%	5/16/2025	2/18/2026 (E)
Utilities	\$500,000	\$1,100,000	\$900,000	(\$200,000)	-18.2%	6/5/2025	2/18/2026 (E)
Construction	\$10,355,000	\$9,600,000	\$19,800,000	\$10,200,000	106.3%	7/1/2025	2/16/2027 (E)
Total	\$13,392,000	\$13,200,000	\$27,100,000	\$13,900,000	105.3%		

Preliminary Engineering Stage: Stage I - Express Design / Conceptual Estimate

This estimate is the Confident Scope and Cost Estimate (CSCE) for the project.

The difference between the latest and previous estimated costs is:

Changed selected alternative based on public engagement in 2022 & 2023. Latest estimate reflects updated quantities and unit prices for new proposed alternative.

Latest Right-of-Way estimate prepared by: Sean Ward & Associates, Inc.
Latest Utilities estimate prepared by: Nick Asaro with JMT
Latest Construction estimate prepared by: Chris Smith

Approved by: Timothy W. Anderson, , Division Engineer, Division 13 on 09/29/2025 01:04 PM

Estimates Located at:
<https://connect.ncdot.gov/site/preconstruction/division/div13/I-5990%20I-40%20Exit%20118/ProjectCostEstimates/Forms/AllItems.aspx>

1. The estimate used in the latest Prioritization Cycle or the initial STIP estimate for all other projects.
2. The estimate used in the previous cost verification memo. This value should be blank if this memo is the first verified estimate or zero if there is no cost for the phase.
3. The most current estimate. This value may be the same as the previous estimate if no changes have occurred since the last update or the value may be for a phase that has been previously authorized.
4. If the previous verified estimate value is blank or zero, the difference is calculated by comparing the latest verified estimate and the initial estimate.
5. (C) = Completed; (E) = Estimated date



Projects Currently Scheduled for Delivery (2026-2035 STIP)

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

475 Projects Selected through Prioritization are Scheduled for Delivery (as of 10/14/25)

- ~175 have achieved ROW Plans Complete (RPC) milestone (considered to have achieved **CSCE**)
- ~300 have not achieved RPC milestone
 - Most were Scheduled for Delivery (aka committed) from P3, P4, or P5

Expectation:

By September 30, 2027, all projects Scheduled for Delivery should achieve their CSCE or they may be subject to re-evaluation in P9

- a few exceptions possible based on specific circumstances



Next Steps

NCDOT is reviewing the list of ~300 projects to confirm if 25% Design Plans (DRPS) and CSCE have been achieved

NCDOT is informing MPOs, RPOs, and local govts of the Sept 2027 expectation for LAPs (for projects selected through Prioritization)

- Remember – Goal is to deliver the projects already programmed
- Letters to be sent to local govts with LAPs subject to Sept 2027 expectation



Questions?

5.2 NCDOT Confident Scope & Cost Estimate (CSCE)

Requested Action:
Receive as information.

5.3 Wake Transit Funding Contribution to NCDOT National Railroad Partnership Program Grant

2035 Wake Transit Plan

- 2035 Wake Transit Plan included \$250 Million for Regional Rail investments:
 - The Plan will designate \$250 million over the next 10 years to support regional rail investment opportunities within Wake County through investments like new train stations, track improvements, and funding more trips on existing services.
 - Any Wake Transit investment in Regional Rail should have a direct and quantifiable benefit to the existing or proposed transit network.
 - Additional study may be necessary to determine how Wake Transit will consider and prioritize funding for Regional Rail investments.
- 2035 Wake Transit Plan Modeled Yearly Funding for Regional Rail investments (Millions \$):

FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	TOTAL
23.795	24.747	25.737	26.766	27.837	28.950	30.109	31.313	32.565	33.868	251.820

Other Considerations

- CAMPO and Triangle West TPO recently completed the Strategic Regional Rail Infrastructure Investment Study (www.campo-nc.us/programs-studies/rail)
 - Study investigates how to strategically approach increasing regional passenger and freight rail in the Triangle region
 - The 2035 WTP assumed this study may provide guidance for the Wake Transit Regional Rail investments, but noted that additional Wake Transit-specific study may be needed
 - CAMPO staff will present Study findings and recommendations to TPAC in January
- CAMPO, Triangle West TPO and NCDOT have also discussed funding a Feasibility Study to determine necessary infrastructure improvements to increase the number of intercity passenger trains serving the Triangle on the S-Line and NCRR corridors
 - This study would look at the NCRR corridor east and west of Raleigh/Cary and the S-Line corridor north and south of Raleigh/Cary
 - Estimated cost of Feasibility Study is \$200,000, with an estimated 6-8 months timeframe for completion

TPAC Action

- TPAC voted at their meeting in December to recommend the Wake Transit Governing Boards approve a resolution dedicating the necessary matching funds for the NCDOT grant request to the National Railroad Partnership Program for funding of the next phase of the Raleigh-to-Richmond Program.
 - The Town of Apex (1) and Town of Wendell (1) representatives voted no on the motion to approve the request, and the Town of Cary (2) representatives abstained on the vote.
- A proposed resolution for approval by the Executive Board has been included in the TCC packet.
 - NCDOT has requested clarifying the language in the resolution to refer to the grant application as the Raleigh to Richmond Program application.

Next Steps

- January 14th: The GoTriangle Audit & Finance Committee will consider a recommendation to the GoTriangle Executive Board on the request
- January 21st: The CAMPO Executive Board will consider action on the request
- January 28th: The GoTriangle Board of Trustees will consider action on the request



NORTH CAROLINA
Department of Transportation

National Railroad Partnership Program

Jason S. Myers
Rail Programs Manager
NCDOT Rail Division

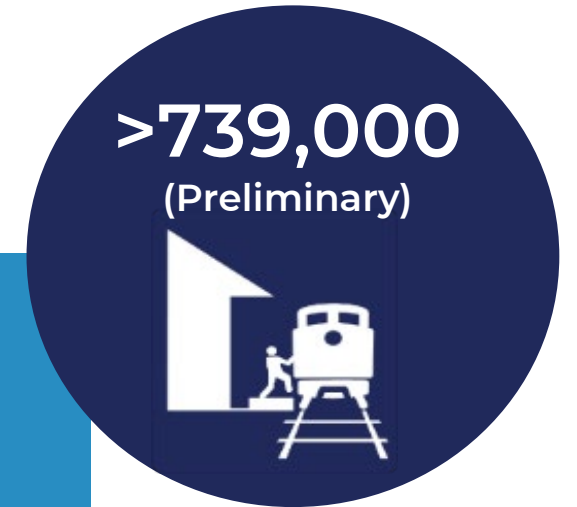
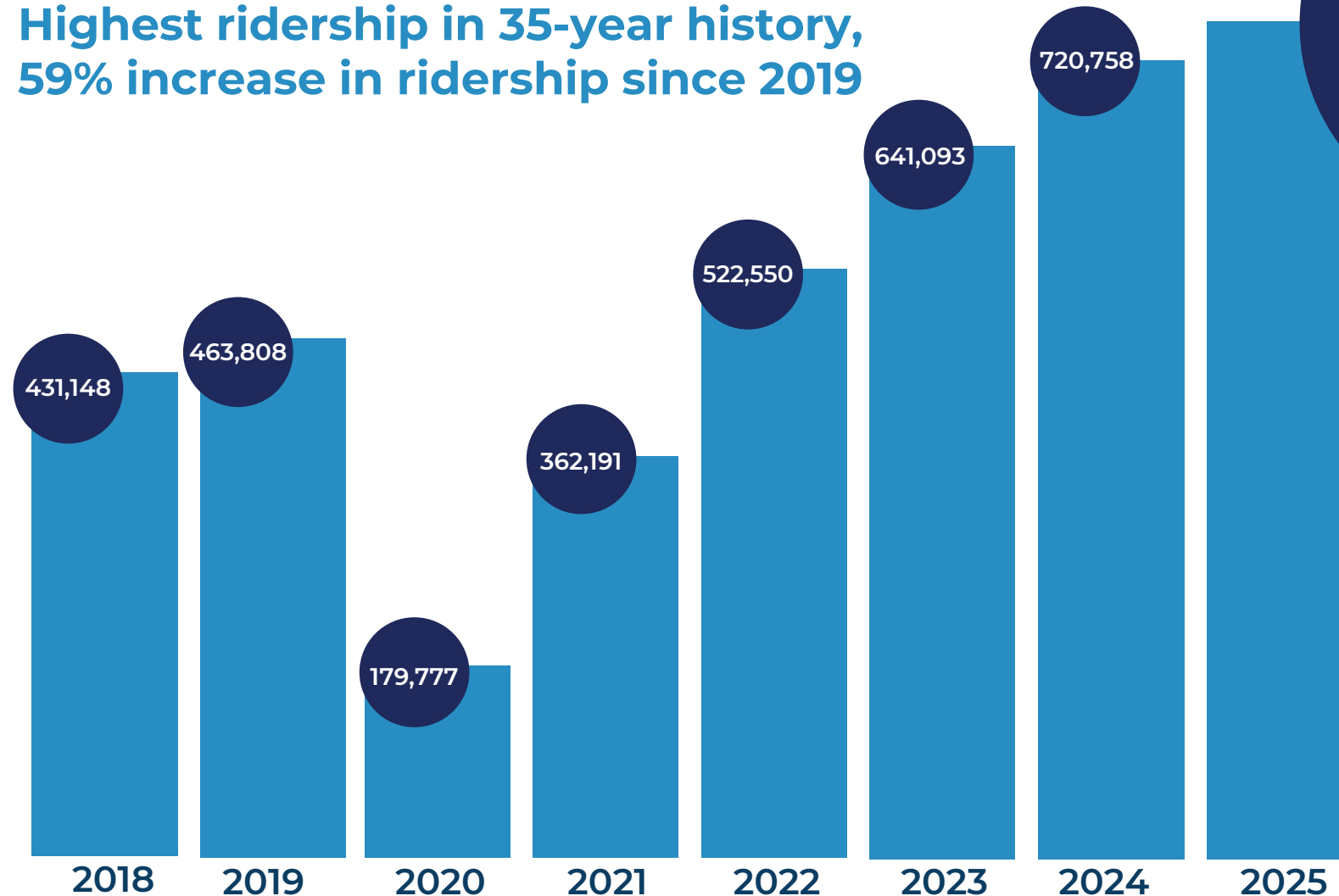
January 8, 2026

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina



NC Intercity Passenger Rail Service – Amtrak Piedmont and Carolinian services

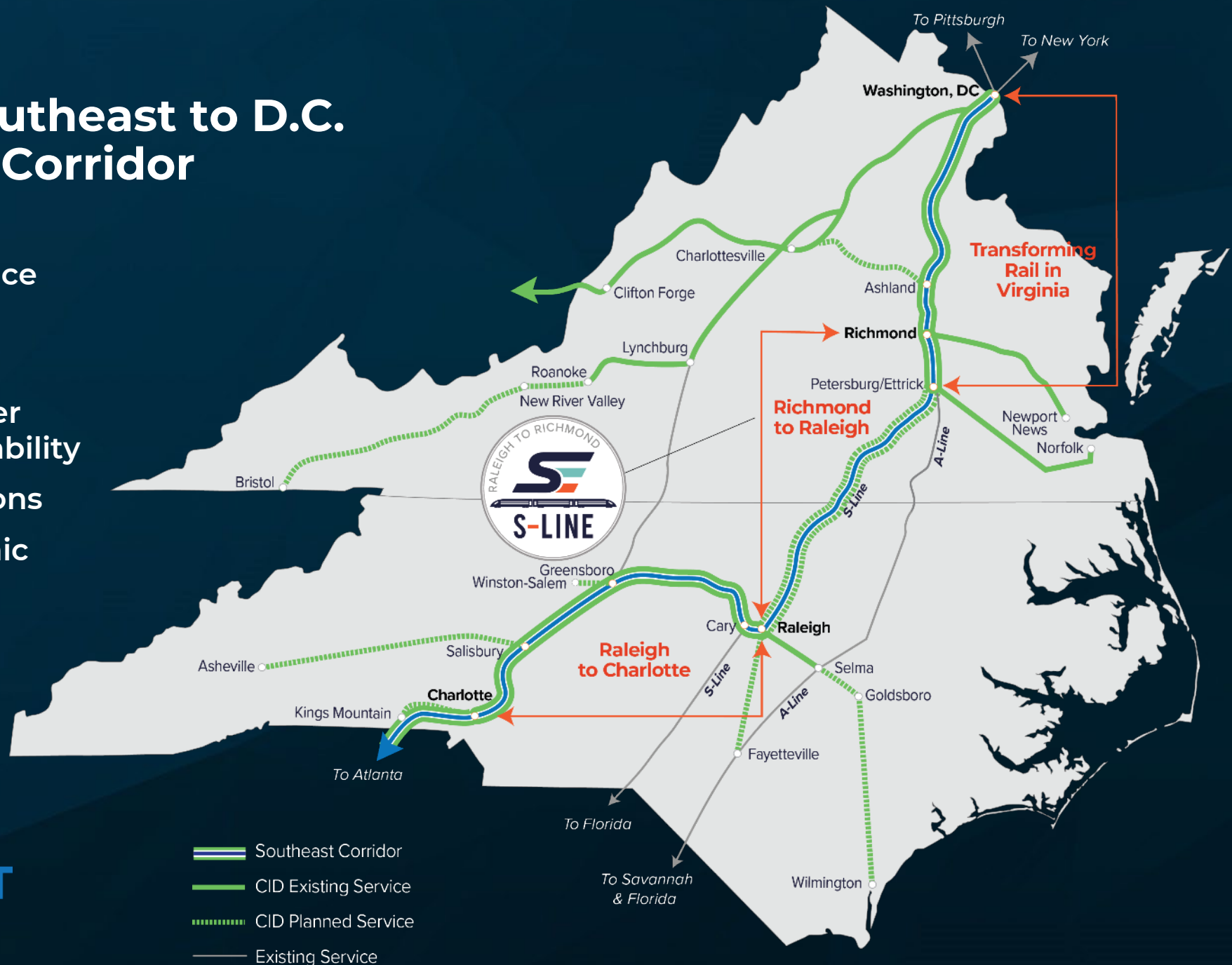
Highest ridership in 35-year history,
59% increase in ridership since 2019



Three Congruent Plans

Connecting the Southeast to D.C. and the Northeast Corridor

- Improved passenger service and travel time savings
- Freight resiliency
- New freight and passenger capacity and on-time reliability
- Urban and rural connections
- Opportunities for economic development
- Safety benefits
- Highway system benefits



North Carolina Intercity Rail Expansion Opportunities

Seven Corridors in FRA CID Program

- ✓ Charlotte to Washington, DC
- ✓ Salisbury to Asheville
- ✓ Raleigh to Wilmington
- ✓ Charlotte to Kings Mountain
- ✓ Raleigh to Fayetteville
- ✓ Raleigh to Winston-Salem
- ✓ Charlotte to Atlanta

Future CID Applications:

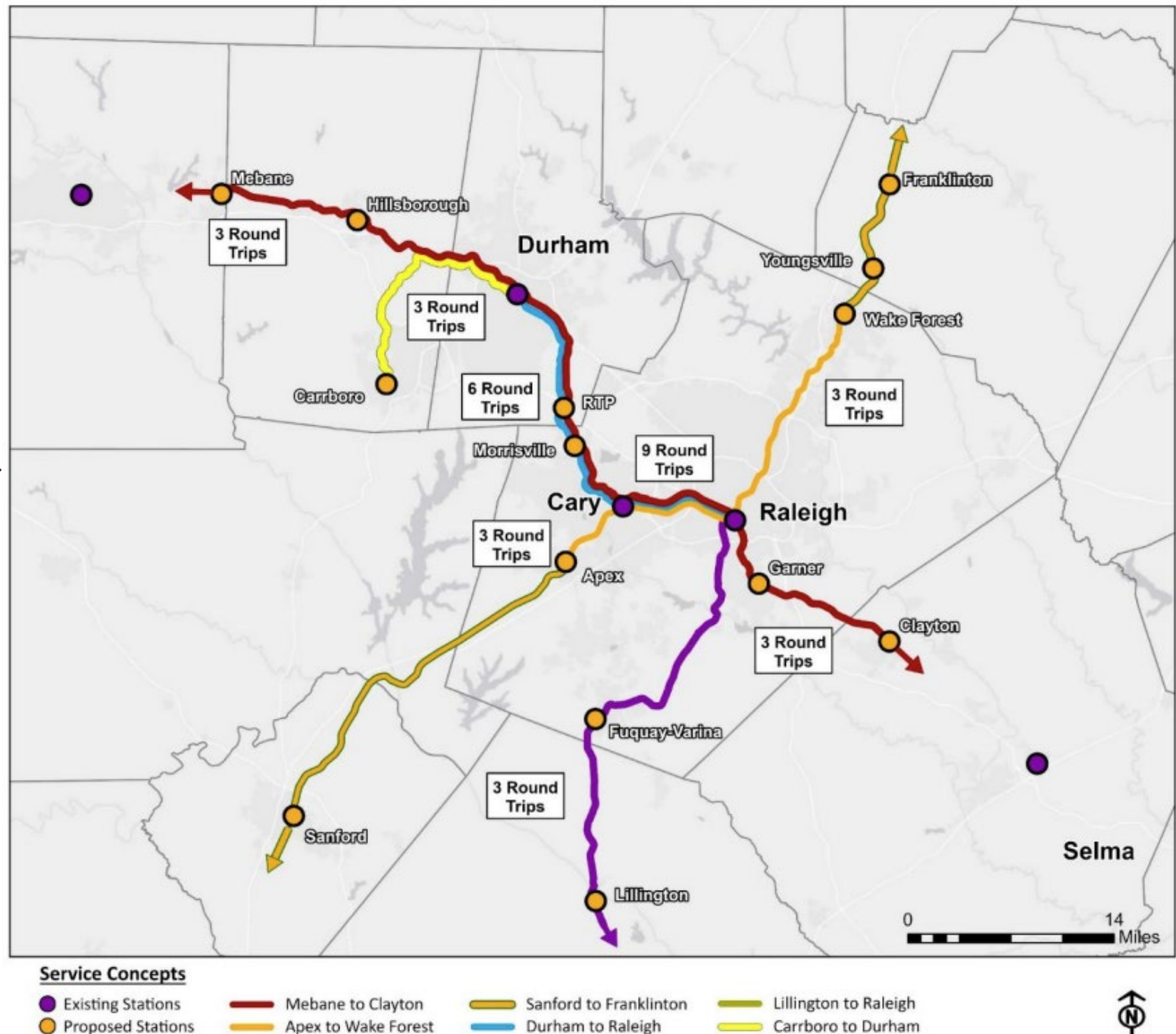
- Raleigh to Greenville
- Raleigh to Hamlet
- Raleigh to Morehead City
- Winston-Salem to Charlotte
- Raleigh to Weldon



Towns shown are for geographical reference only and do not represent station locations.

Triangle Regional Rail Investment Study

- Intercity Passenger Rail
- Joint CAMPO + TWTPO Plan and vision
- Strategic approach for incremental expansion





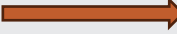

Rail Grant Strategy Overview

The Opportunity

National Railroad Partnership Program (FFY2024-25) (aka Federal-State Partnership for Intercity Passenger Rail)

- \$5.07 Billion Available
- 80% federal funds with 20% non-federal match
- Application Deadline: February 6, 2026
- Eligible Projects for Improving Intercity Passenger Rail Service:
 - Projects that replace, rehabilitate, or repair infrastructure, equipment, or facilities.
 - Projects that improve performance (reduced trip times, increased train frequencies, higher speeds, improved reliability, etc.).
 - Projects that expand or establish new service.
 - Applications can include a group of related projects.
 - Eligible project phases include planning, environmental studies, final design, property acquisition, and construction.
- Same program as Raleigh to Wake Forest grant announced in December 2023.

Strategy for NRPP/FSP FFY2024-25 Application

Strategy Element		Reason
Separate applications for NC-Line and S-Line		<ul style="list-style-type: none">• Greater chance of selection with two applications• Leverage higher levels of federal funding
Apply aggressively		<ul style="list-style-type: none">• Take advantage of large \$5B opportunity
Apply for multiple segments of the Southeast Corridor		<ul style="list-style-type: none">• Put eggs in multiple baskets
Focus on safety		<ul style="list-style-type: none">• Respond to USDOT grant criteria

Recently Awarded Grants

Grant Name (Administration)	State or Local Match	Fed Amount Awarded	Scope
USDOT FRA (2019)	\$0	\$1M	Southeast Corridor Commission established, Var. Reports Total Cost: \$1M
CRISI FY 2020 (FRA)	\$11.9M	\$47.5M	Corridor acquisition Project Cost: \$59.4M
CRISI FY 2021 (FRA)	\$37.9M	\$57.9M	R2R Project Development (Survey and up to 30%/Prelim Engr.) Project Cost: \$95.8M
USDOT TOD Grant FY 2021 (FTA)	\$0.34M	\$0.9M	S-Line TOD Study Total Cost: \$1.24M (Completed)
RAISE FY 2022 (FTA)	\$0.85M	\$3.4M	S-Line Mobility Hub Planning and Design Total Cost: \$4.25M
Federal-State Partnership Program (FY 22-23) (FRA)	\$273.9M	\$1,095.6M	R2R Project Development and Construction (Ral to WF) Project Cost: \$1,369M
Corridor Identification & Development (All seven corridors) (2023) (FRA)	\$0	\$3.5M	Step 1: Scope/Schedule/Budget to begin SDP Step 1 Cost: \$3.5M
CRISI FY 23-24 (FRA) (to NCRR)	\$64.4M	\$105.6M	Carolinian Piedmont Passenger & Freight Improvements (CAPPFI) Total Cost: \$170M
Interstate High Speed Rail Compacts (FRA) (to VS-NC Compact) (2024)	\$0.2M	\$0.2M	VA-NC HSR Compact and Network Study Total Cost: \$0.4M
BUILD (formerly RAISE) FY 2025 (USDOT) (to Wake Forest)	\$3.3M	\$13.2M	Wake Forest Mobility Hub Design and Construction Total Cost: \$16.5M
Total	\$392.79M	\$1,328.8M	

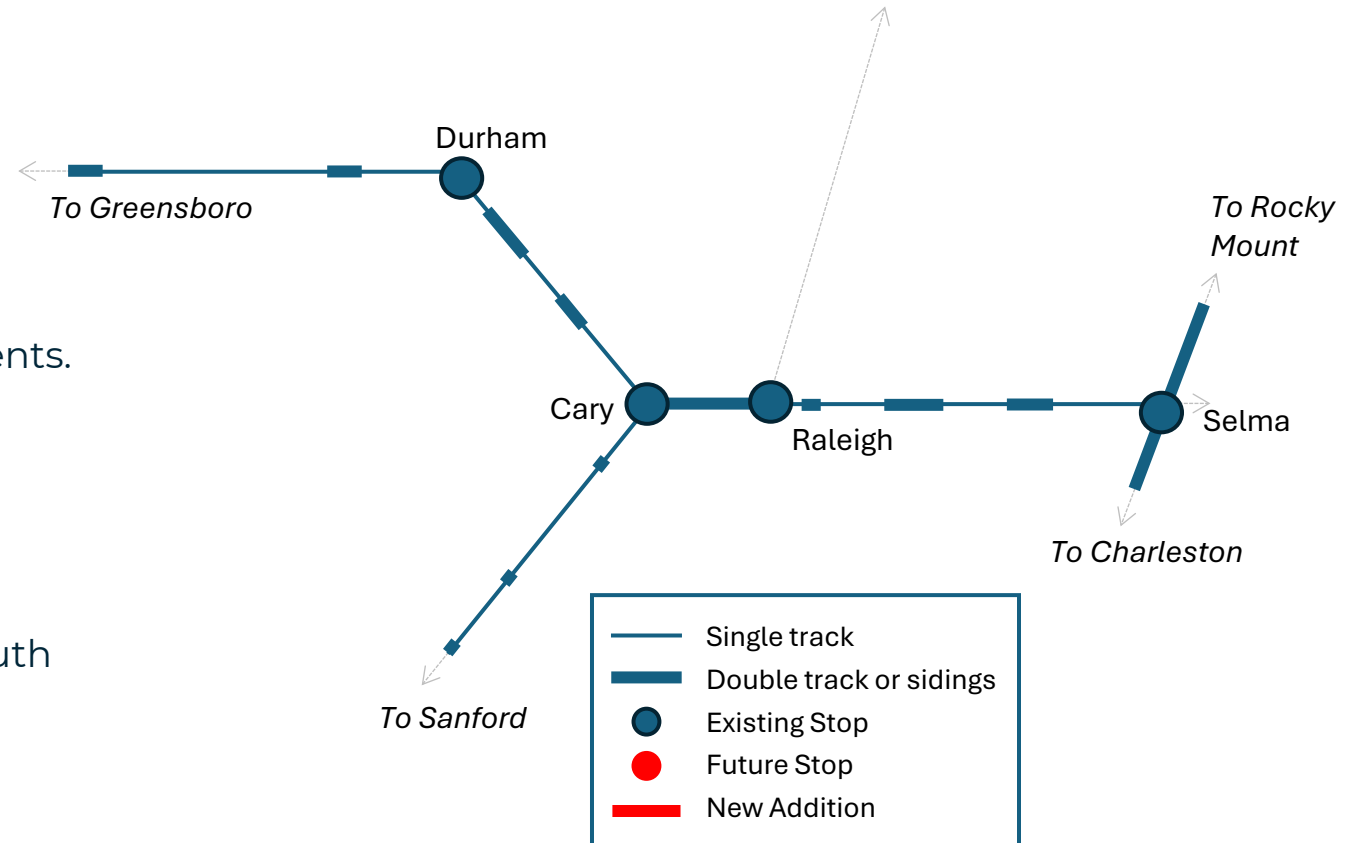
General Strategy

Piedmont Corridor

- Complete 6th frequency and grow from there.
- Work with NS and NCRR to improve railroad speed, reliability, and capacity.
- Match STIP Project (P-5717) to gain more improvements.
- Result: FFY23-24 CRISI funded Carolinian Piedmont Passenger & Freight Improvements (CAPPFI) which enables 6th frequency.

S-Line Raleigh to Richmond (R2R)

- Build South to North (from Raleigh) and North to South (from Washington, DC).
- Maximize leverage of available matching funds.
- Result: FSP FFY22-23 Grant
 - Included projects on the joint S-Line/NCRR segment.
 - Most expensive segment of Raleigh to Richmond on a per mile basis.



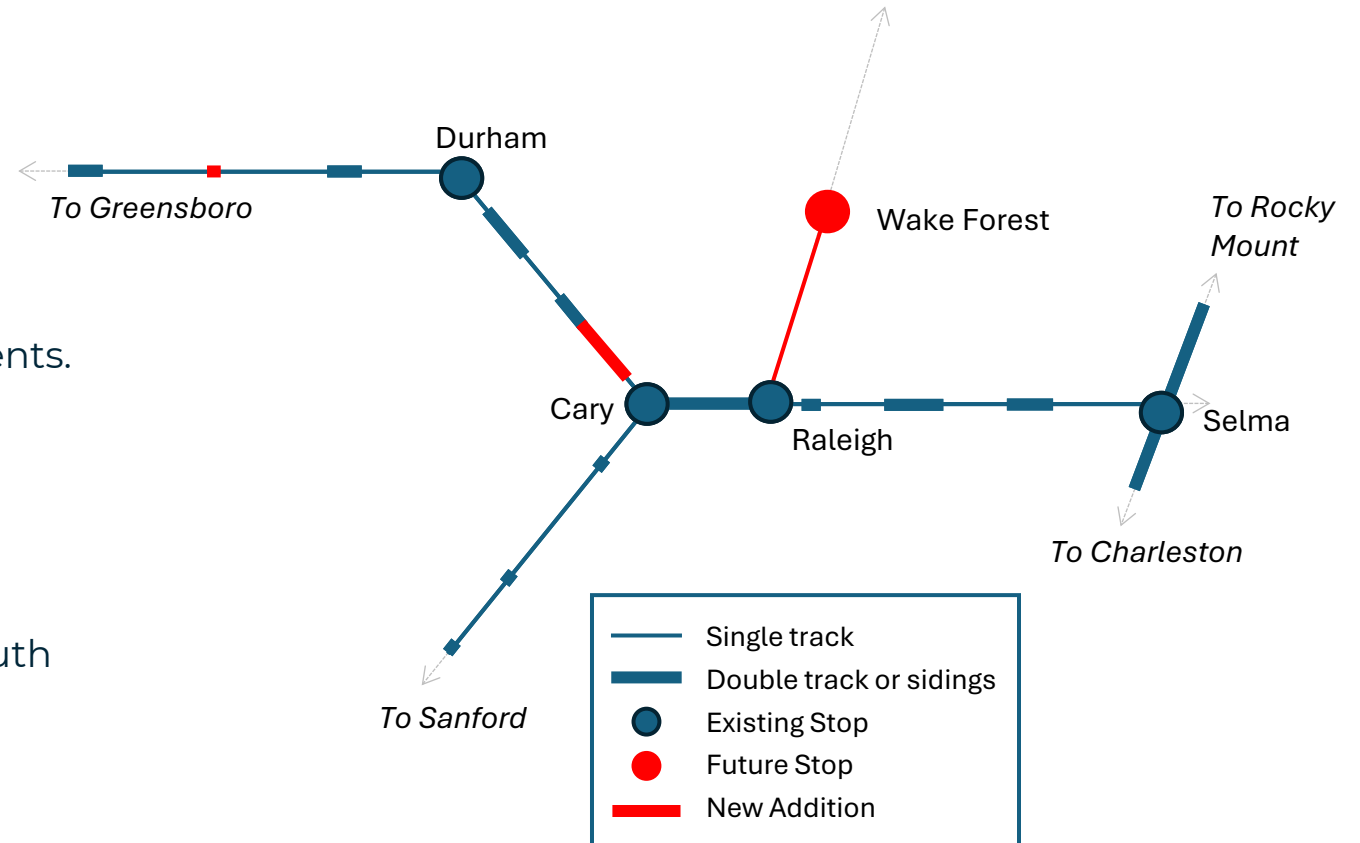
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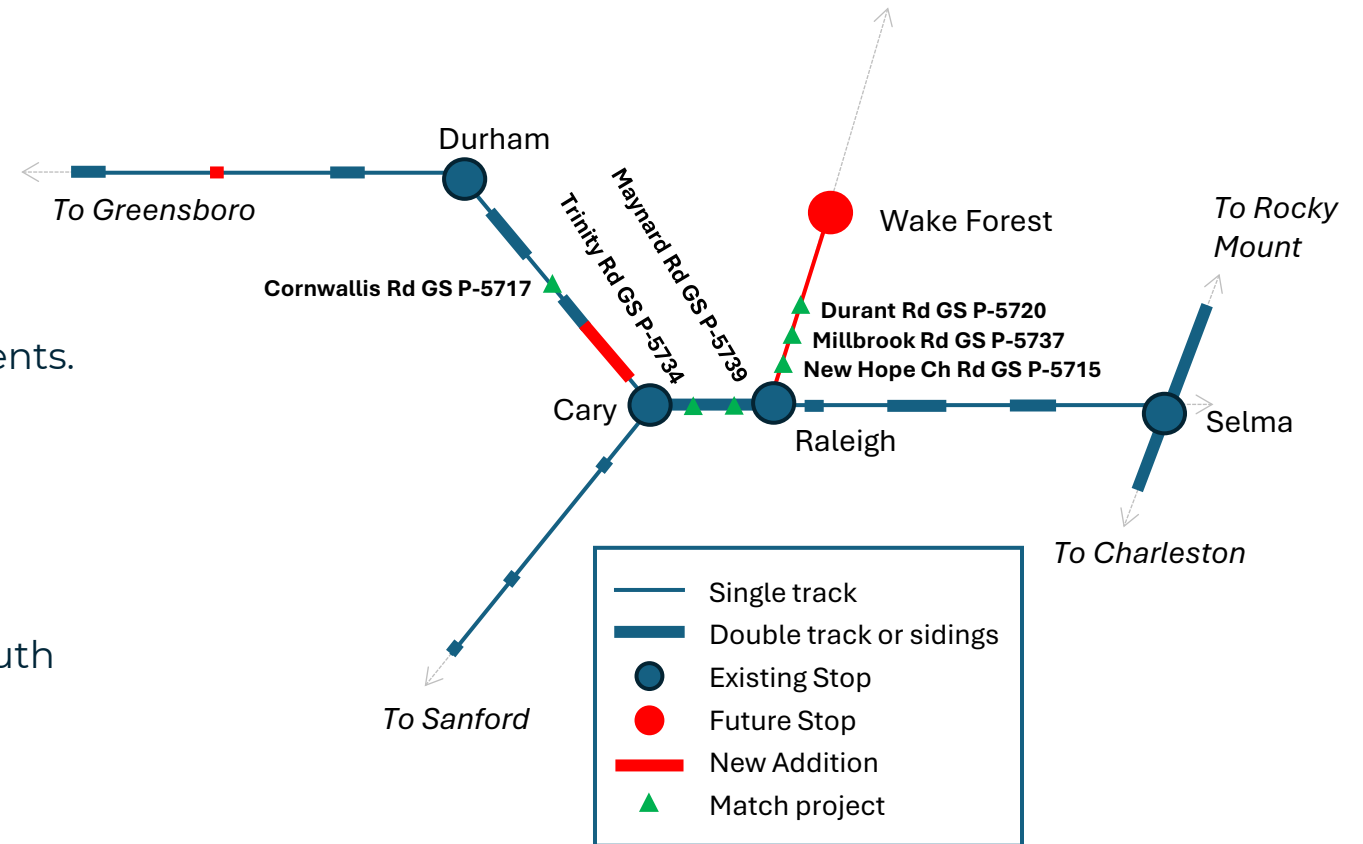
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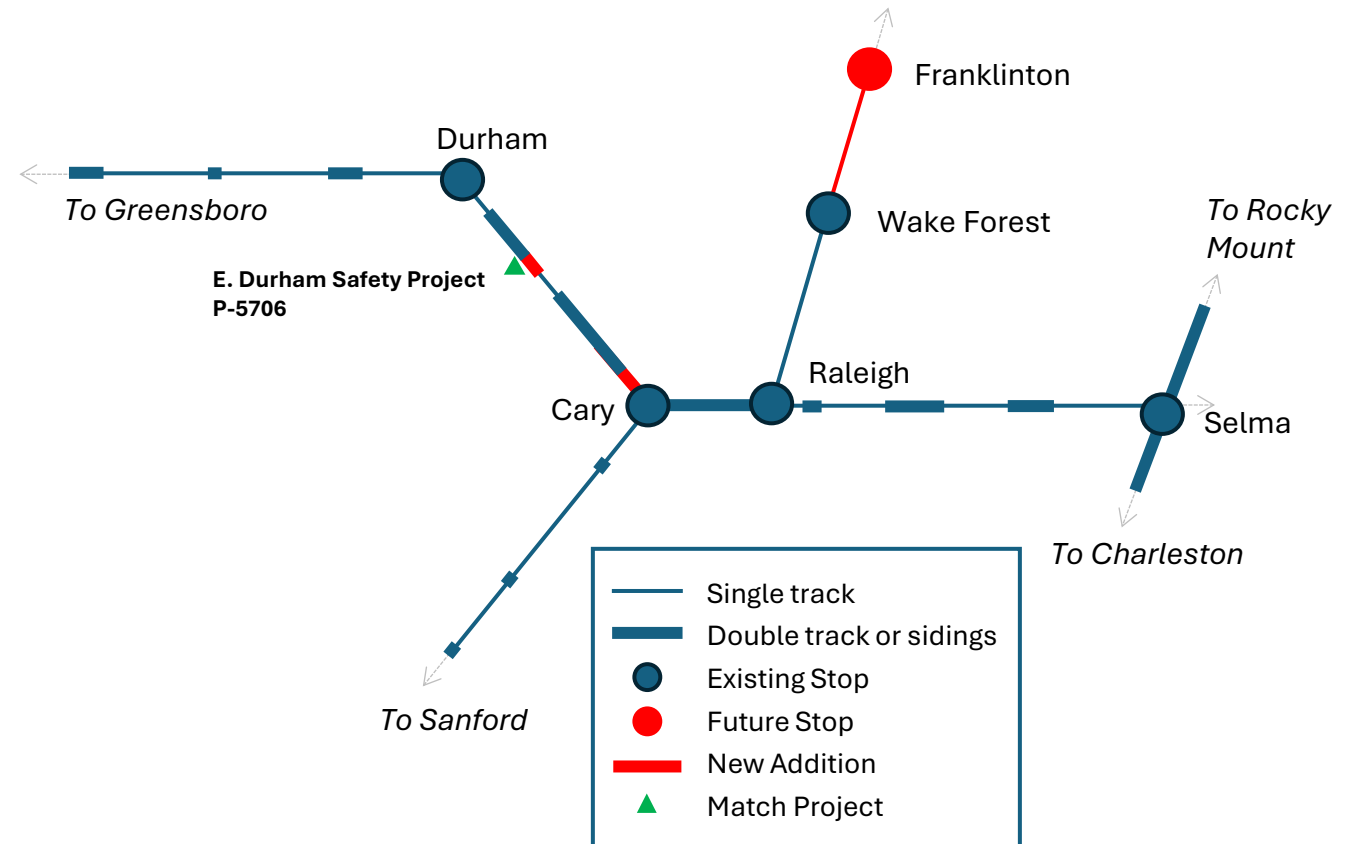
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 - Included projects on the joint S-Line/NCRR segment.
 - Most expensive segment of Raleigh to Richmond on a per mile basis.



NRPP 2024-2025 Strategy

NC-Line Application

- Matched by STIP Grade separation projects including P-5706 (Durham Co.)
- Faster, more reliable, and safer railroad with capacity for more passenger trains.
 - Additional double tracking between Cary and Durham
 - Creates reserve capacity beyond the 6th frequency
- Improvements in Guilford Co.
- No additional financial contribution needed.



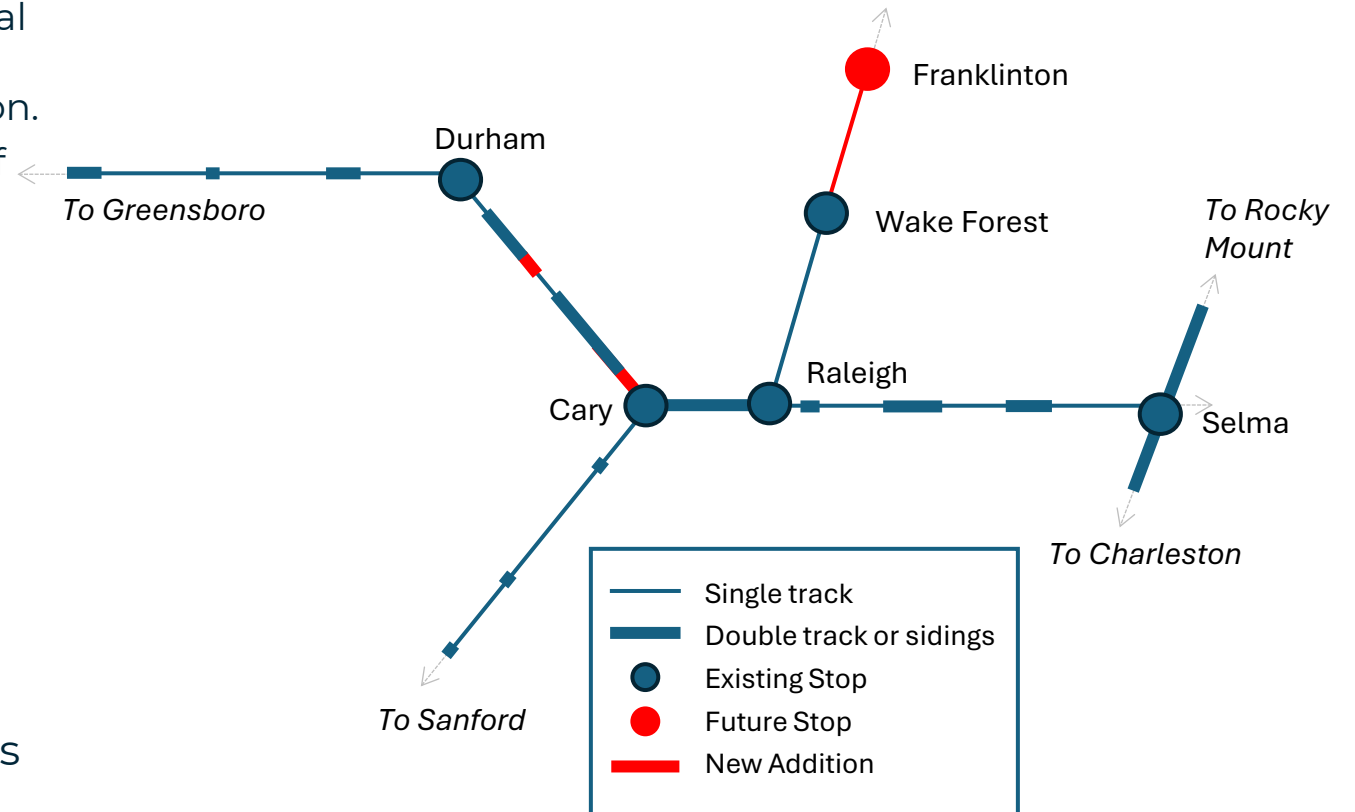
Raleigh to Richmond S-Line Application

- **Infrastructure Scope**

- Build Southeast High-Speed Rail (SEHSR) Final Environmental Impact Statement (FEIS) infrastructure from Wake Forest to Franklinton.
- Rail construction within Wake County (20% of the segment)
- Includes below-grade alignment through Youngsville and portion of NC-96 bypass.
- Second most expensive segment of R2R on a per mile basis.

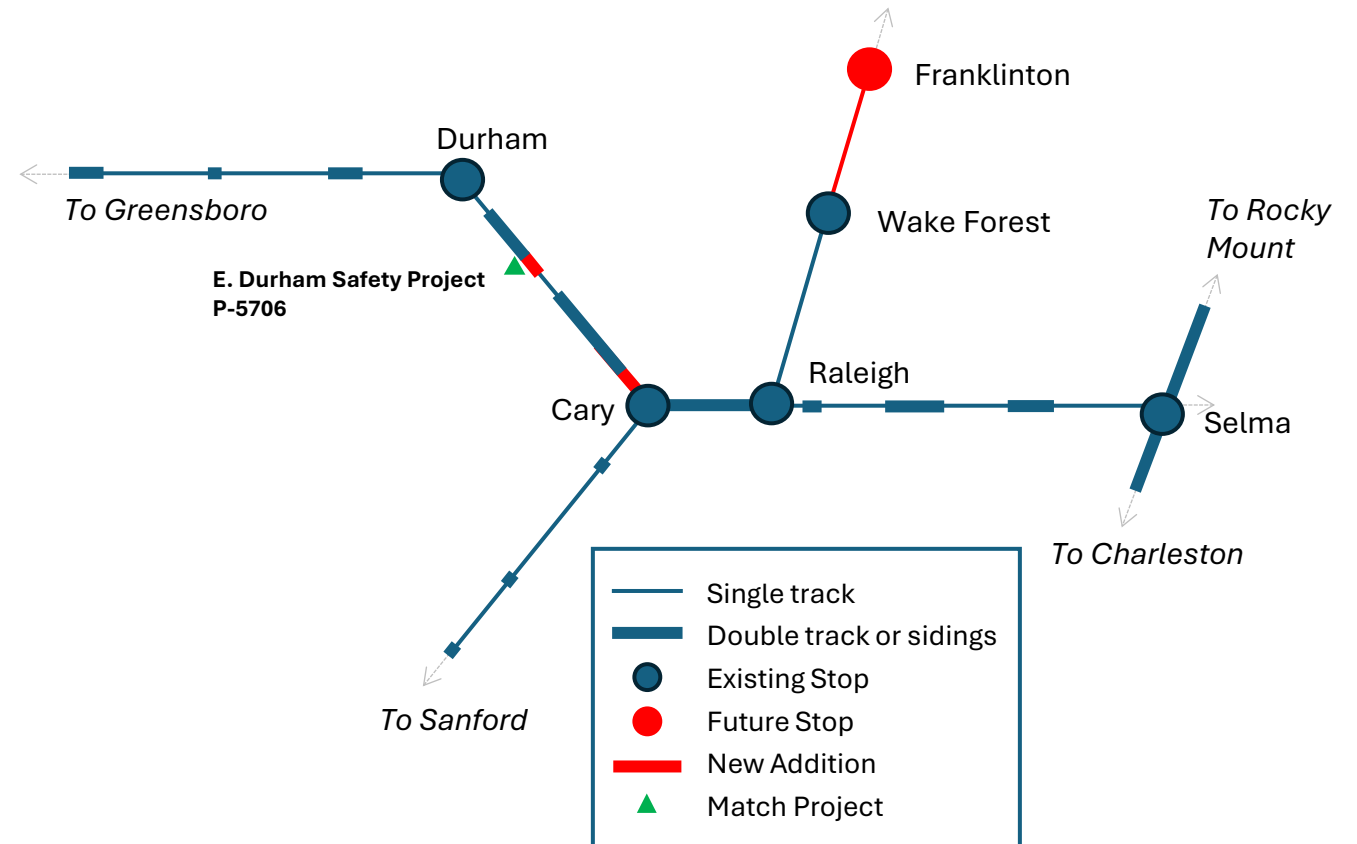
- **Service**

- Creates capacity for additional trains (beyond Piedmonts) on the S-Line.
- New trains from Franklinton to Raleigh can extend to other destinations
- No STIP projects or significant state resources to match this application.
- Opportunity for Wake Transit Plan investment in regional rail future: up to \$125M over ~7 years as match to ~\$500M federal.

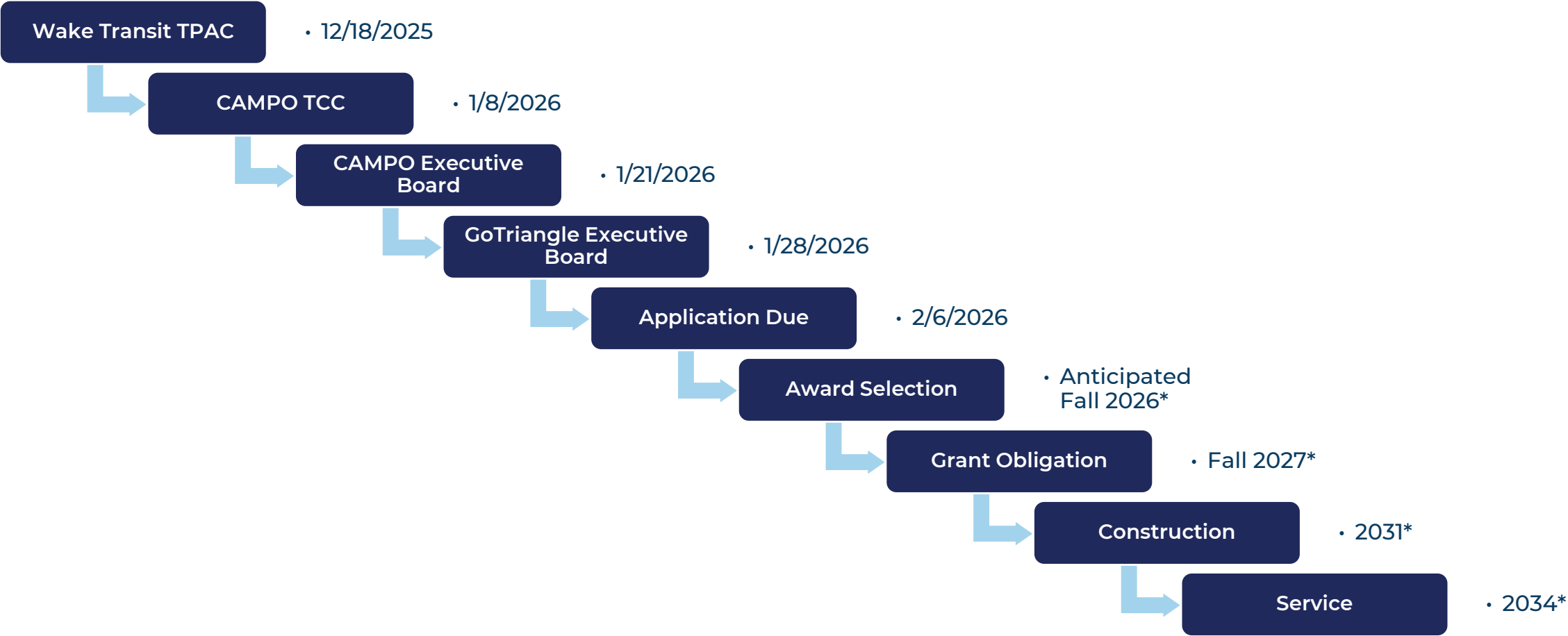


Summary of Applications

- Capacity for additional passenger trains on both S-Line north and NC-Line west of Raleigh.
- Complete all double tracking Raleigh to Durham within Wake County.
- Timing of funding needed (R2R):
 - Roughly flat annually
 - \$15-20M per year
 - 2027-2033 (7 years)



S-Line Raleigh to Richmond Application Timeline



*Dates dependent on FRA

Benefits to Wake County

Benefits to Wake County

S-Line service will benefit people who live and work in Wake County.

- Provide access to jobs, healthcare, education, etc.
- Create additional modal choice that saves highway trips.

Build capacity, speed, and safety for service in Triangle Regional Rail Study

- Constructs railroad capacity on S-Line and NCRR in Wake County.
- Route length contributes to FRA determination of intercity passenger rail.



Contact Us

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Thank you!



5.3 Wake Transit Funding Contribution to NCDOT National Railroad Partnership Program Grant

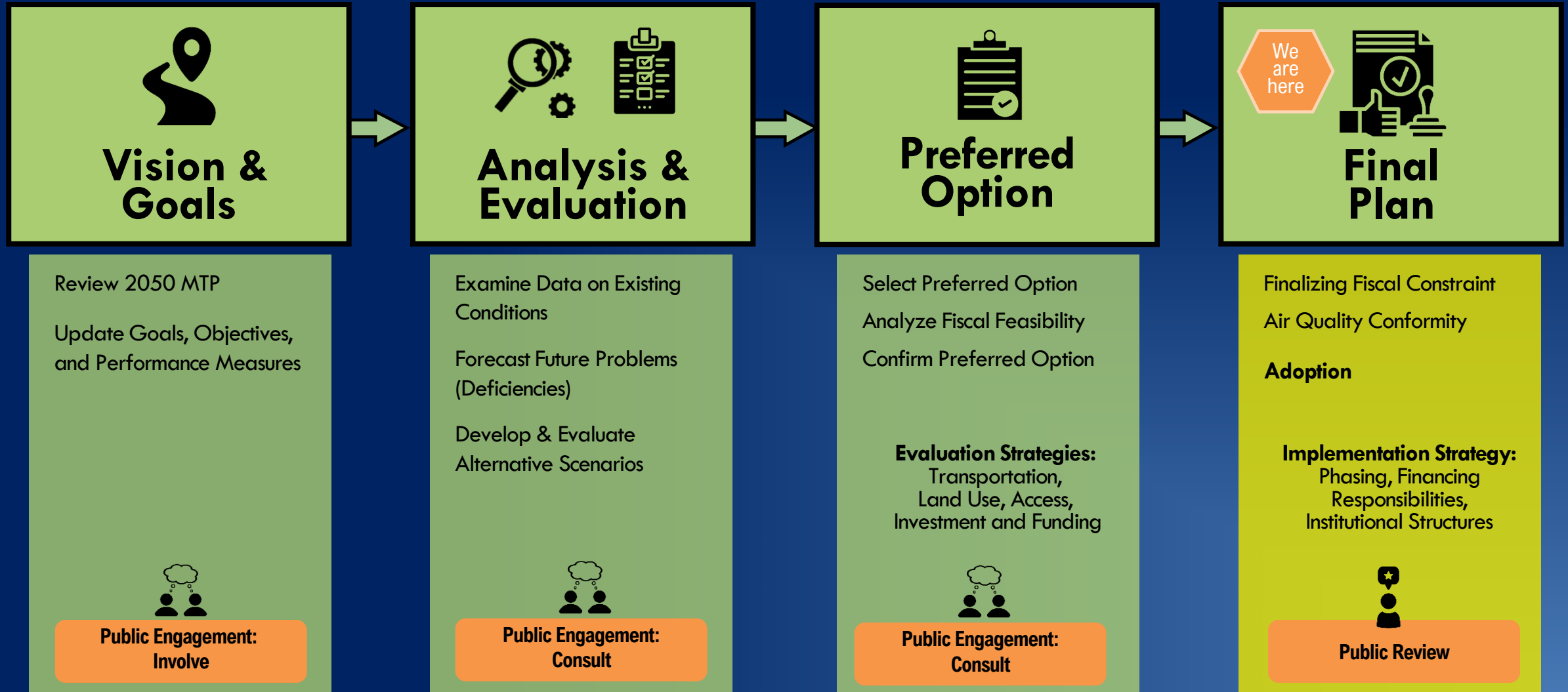
Requested Action:

Recommend the Executive Board adopt the Resolution of Support and Dedication of Wake Transit Funds as Local Match towards the NCDOT Raleigh to Richmond (S-Line) National Railroad Partnership Program Grant.

5.4 2055 Metropolitan Transportation Plan

MTP Update Process

The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and is currently developing the 2055 MTP.



5.4 2055 Metropolitan Transportation Plan

- The CAMPO Executive Board approved the projects/programs for the 2055 MTP/CTP at their November 19, 2025 meeting.
 - The MPO staff is working on the necessary next steps to complete the full 2055 MTP/CTP report document. This includes:
 - Final network updates based on approved projects
 - Final socio-economic and travel demand forecast model runs
 - Air quality and environmental justice network analysis
 - Performance measure analysis and report
 - Document preparation
 - A full draft document is anticipated to be available no later than January 8, 2026.
- **Available via the CAMPO website (www.campo-nc.us)**
- A public hearing is scheduled for Wednesday, January 21, 2026.

5.4 2055 Metropolitan Transportation Plan

Item	Anticipated Milestone Dates
Approve 2055 MTP pending AQ	Nov. 2025
AQ Conformity	Nov./Dec. 2025 – Feb. 2026
Final 2055 MTP Approval	Feb. 2026

Requested Action:
Receive as information.

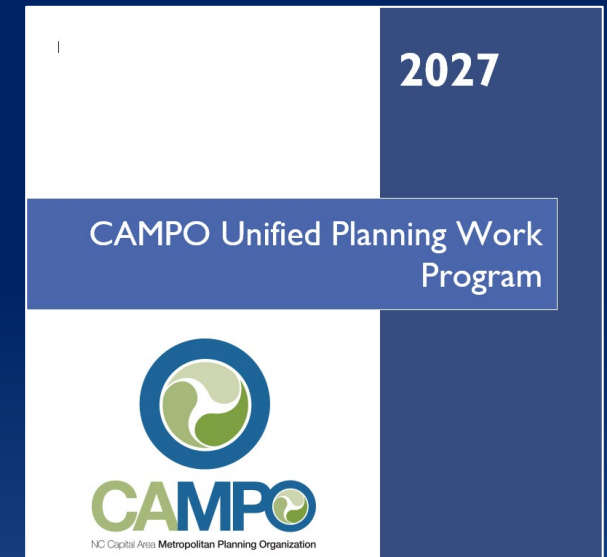
5.5 Unified Planning Work Program – FY 2027

FY 2026 Studies Continuing:

- Triangle Bikeway NEPA / Design / GEC
- Eastern Wake ITS Study
- Pleasant Park (Apex) Access Study
- Regional Advanced Air Mobility Study

NEW FY 2027 Studies Proposed:

- Triangle TDM Plan Update (CPRC)
- Smithfield Rd / Grasshopper Rd Area Safety Study (Knightdale)
- Franklinton Southern Bypass Alignment Study
- Knightdale Blvd Corridor Land Use & Transportation Study
- I-40 Vision & Implementation Strategy Study
- Wake Transit Studies:
 - Wake Transit Bus Plan Update
 - BRT Major Investment Studies



Technical Projects Proposed:

- Project Database Upgrade
- Website Upgrade

5.5 Unified Planning Work Program – FY 27

Other Ongoing FY 2027 Work:

- LAPP
- 2060 MTP
- TRM
- Blueprint for Safety Implementation
- Public Engagement
- Mobility Management Program
- Wake Transit Plan Administration
- Technical Assistance
- Safe Routes to Schools Program
- Transportation Demand Management
- Congestion Management Process
- MPO Strategic Plan Implementation

Budget:

\$0.95 per Capita Member Share
(\$0.12 increase)

Indirect Cost Estimate - \$175,000

5.5 Unified Planning Work Program – FY 27

Next Steps:

Public Review & Comment Period - Jan. 16 – Feb. 16, 2026

Public Hearing - Feb. 18, 2026

Executive Board Considers Adoption - Feb. 18, 2026 meeting

Requested Action:
Receive as information.

5.6 FFY 2027 LAPP Program

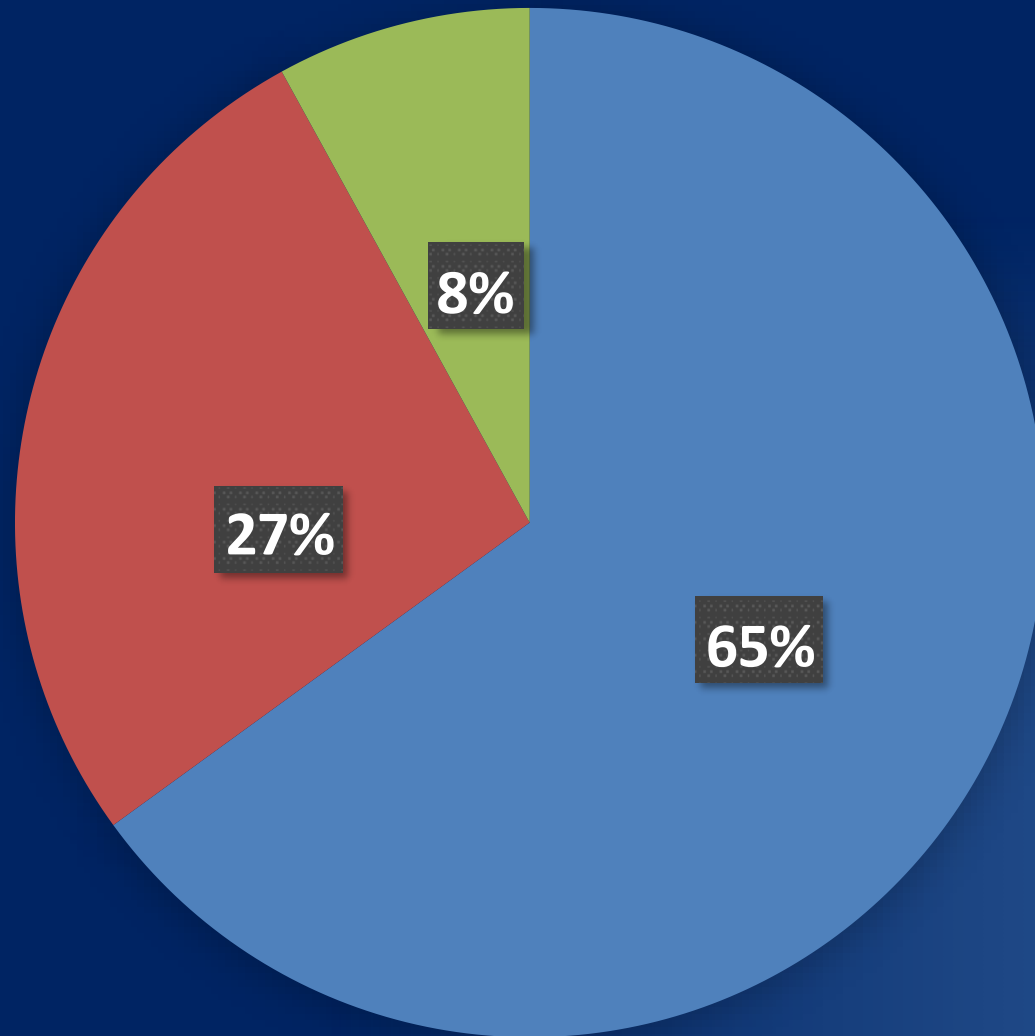
Call for Projects FFY 2027 LAPP Funds opened in August 2025

- 19 Projects Submitted
 - 12 Roadway
 - 7 Bicycle/Pedestrian
 - 0 Transit

Scoring

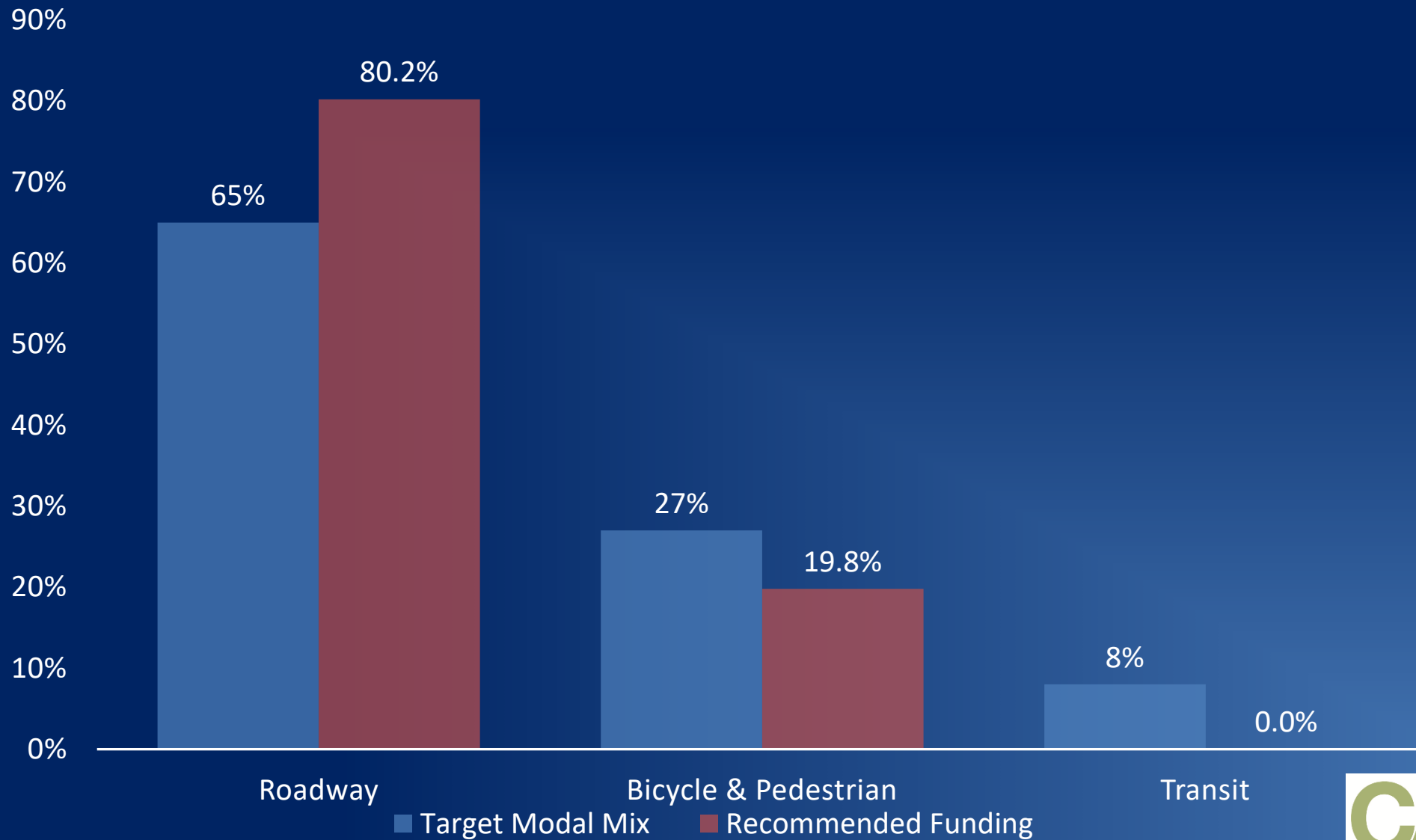
- Projects are only scored against projects of the same mode

FFY 2027 LAPP Target Modal Mix



- Roadway
(\$16,250,000)
- Bicycle Pedestrian
(\$6,750,000)
- Transit (\$2,000,000)

Target vs. Recommended Percent Modal Investment Mix



Project Selection Process

- Staff seeks applicant clarification only to confirm eligibility and clarify details
 - Federal Aid Eligible, MTP Compliant, Shovel Ready, Reasonable Schedule, Required Materials, etc.
- LAPP Selection Panel discusses evaluation philosophy, including:
 - Serving as an external check.
 - Raising questions: Has the applicant covered their bases?
 - Recommending approaches to implementation to improve the outcomes.
- All projects are expected to score at least 50% of the points awarded to the top-scoring project in each mode.
 - If a project does not, the Selection Committee determines if the project should be funded OR if the funds from that mode should be reallocated to another mode to fund higher-scoring projects.

Roadway Recommendations: \$22,426,165

ROADWAY								
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	CAMPO Cost	Amount Funded	Total Score	
Rolesville @ Riley Hill - realign	Wake County	No/No/Yes	\$814,000	20	\$651,200	\$651,200	53.6	
Holly Springs Road - Central	Holly Springs	No/No/Yes	\$18,826,165	35	\$12,237,007	\$12,237,007	52.4	
Youngsville Bypass East - Cedar Creek Straightening Submittal 2	Youngsville	No/No/Yes	\$11,666,160	20	\$9,332,928	\$9,332,928	50.6	
Morrisville Parkway Intersection Improvements	Morrisville	No/Yes/No	\$292,900	30	\$205,030	\$205,030	44.5	
Bowling Road/S. Main St. Phase 1 Operational Improvements	Fuquay-Varina	No/No/Yes	\$3,579,738	20	\$2,863,791		44.2	
Sunset Lake Road at Optimist Farm Road	Division 5	Yes/Yes/No	\$1,073,000	20	\$858,400		43.1	
Realign Grasshopper at Smithfield Road	Wake County	Yes/Yes/No	\$848,250	20	\$678,600		42.1	
10th ST Bypass	Lillington	Yes/Yes/Yes	\$3,191,492	20	\$2,553,194		41.6	
US 401 at Ransdell	Wake County	Yes/Yes/No	\$971,500	20	\$777,200		36.6	
Apex Peakway North Widening	Apex	No/Yes/No	\$4,111,690	20	\$3,289,352		31.5	
Old Honeycutt Road Ultimate Build-Out	Fuquay-Varina	Yes/Yes/No	\$4,890,000	20	\$3,912,000		27.5	
Southern Connector (New Roadway Little Creek Church Rd to Barbour Clayton		Yes/No/No	\$3,987,500	20	\$3,190,000		12.2	
Total			\$54,252,396		\$40,548,702	\$22,426,165		
Target Modal Investment						\$ 16,250,000		
Remainder								(\$6,176,165)

The Selection Panel has recommended funding the top 4 highest scoring projects

- The scores are dependent on requested phases that are more competitive the closer they are to construction.

Bicycle/Pedestrian Recommendations: \$4,845,796

BICYCLE & PEDESTRIAN								
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Eligible Phases	Local Match %	CAMPO Cost	Amount Funded	Total Score	
Atlantic Avenue Multi-Use Path	Raleigh	Yes/Yes/Yes	\$7,720,185	35	\$5,018,120	\$5,018,120	59.7	
Smith Creek Greenway Phases 2 and 3	Wake Forest	No/No/Yes	\$20,532,892	74	\$5,338,552		54.0	
Vandora Springs SRTS	Wake County	No/No/Yes	\$650,000	20	\$520,000	\$520,000	38.0	
W. Academy St. Railroad Grade Crossing Operational Improvements	Fuquay-Varina	Yes/Yes/No	\$2,833,320	20	\$2,266,656		26.2	
Clayton Connector and S. Robertson/Main Street Improvement	Clayton	No/No/Yes	\$9,950,210	30	\$6,965,147		25.0	
Hidden Valley Greenway	Fuquay-Varina	No/Yes/Yes	\$2,928,469	20	\$2,342,775		20.7	
S. Fuquay Avenue Pedestrian Improvements	Fuquay-Varina	Yes/Yes/No	\$3,075,751	20	\$2,460,601		10.2	
Total			\$3,075,751		\$24,911,851	\$5,538,120		
Target Modal Investment						\$ 6,750,000		
Remainder						\$1,211,880		

The Selection Panel has recommended funding the top scoring project, Atlantic Ave MUP, and the Vandora Springs SRTS.

The bottom four projects were below the 50% mark of the top scoring project

Transit Recommendations: \$0

- No Transit projects were submitted for FFY27 LAPP

5.6 FFY 2027 LAPP Program

Recommendation

FFY 2027 LAPP Recommended Investment Program	\$27,964,300
Board-Adopted Target Modal Mix Recommendation	<u>\$25,000,000</u>
Amount Above Board Target Recommendation	\$2,964,300

5.6 FFY 2027 LAPP Program

Next Steps

- Public Comment Period: January 19 – February 17, 2026
- Public Hearing and Proposed Adoption: February 18, 2026
- TIP Amendment #2 will include adopted projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

Requested Action:
Receive as information

5.7 Amendment #2 to FY 2026-2035 Transportation Improvement Program (TIP)

- CAMPO and statewide CAMPO-eligible projects
- Changes made from November – December 2025
- Will include FFY27 LAPP Programming

5.7 Amendment #2 to FY 2026-2035 Transportation Improvement Program (TIP)

Next Steps:

- Public comment period from January 19 - February 17, 2026
- Public Hearing on February 18, 2026

Requested Action:
Receive as information

6. Informational Items: Budget

1. Operating Budget FY2025
2. Member's Shares FY2025

Requested Action:
Receive as information

7. Informational Items: Project Updates

1. Project Updates
2. Public Engagement Updates

Requested Action:
Receive as information

8. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Division 8
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- TCC Members

9. Adjournment

Upcoming Meetings



The graphic for the CAMPO 101 Training event features the CAMPO logo at the top left, with the text "NC Capital Area Metropolitan Planning Organization" below it. A QR code is located at the top right. The main title "MPO 101 TRAINING" is centered in large, bold, white letters on a green background. Below this, a white box contains the date "20 February 2026" and the time "8:30AM - 12:00PM". At the bottom, there are two sections: "In-Person" with a location pin icon and address "CAMPO Office: 1 Fenton Main Street, Suite 201, Cary, NC 27511", and "Online" with a laptop icon and the text "Webex link will be emailed".

CAMPO
NC Capital Area Metropolitan Planning Organization

MPO 101
TRAINING

20 | **February** 2026 | **8:30AM - 12:00PM**

In-Person | CAMPO Office: 1 Fenton Main Street, Suite 201, Cary, NC 27511

Online | Webex link will be emailed

Date	Event
January 21, 2026 3:00 p.m.	Executive Board Meeting
February 5, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
February 18, 2026 10:00 a.m.	Executive Board Meeting
February 20, 2026 8:30 a.m. – Noon	MPO 101 Training