



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

January 4, 2024

10:00 AM

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 Meeting Minutes: November 2, 2023

Requested Action:

Approve the November 2, 2023 Meeting Minutes.

5. Regular Business

- 5.1 Safety Performance Measure Targets 2024
- 5.2 Election of Chair & Vice Chair for 2024
- 5.3 Wake Bus Plan Service Standards & Performance Guidelines & ADA Funding Policy
- 5.4 Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP)
- 5.5 FFY 2025 LAPP Program
- 5.6 LAPP Funding Report
- 5.7 UPWP FY 2025
- 5.8 US 1 North (U-5307) - Update

5.1 Safety Performance Measure Targets 2024



NORTH CAROLINA
Department of Transportation

Traffic Safety Data Trends / Performance Measures

Brian Murphy

Traffic Safety Systems Engineer

January 2024

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

Presentation Overview

1

Statewide Data Trends

2

Capital Area MPO Data Trends

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Safety Performance Measures

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Safety Data Resources

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Questions / Discussion

Statewide Data Trends

- State Population
- Vehicle Miles Travelled
- Fatalities
- Serious Injuries
- Pedestrian Fatal and Serious Injuries
- Bicycle Fatal and Serious Injuries

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Statewide Data Trends

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Questions / Discussion

SHSP Goal

- Reduce all fatalities and serious injuries by half by 2035, moving towards zero by 2050.



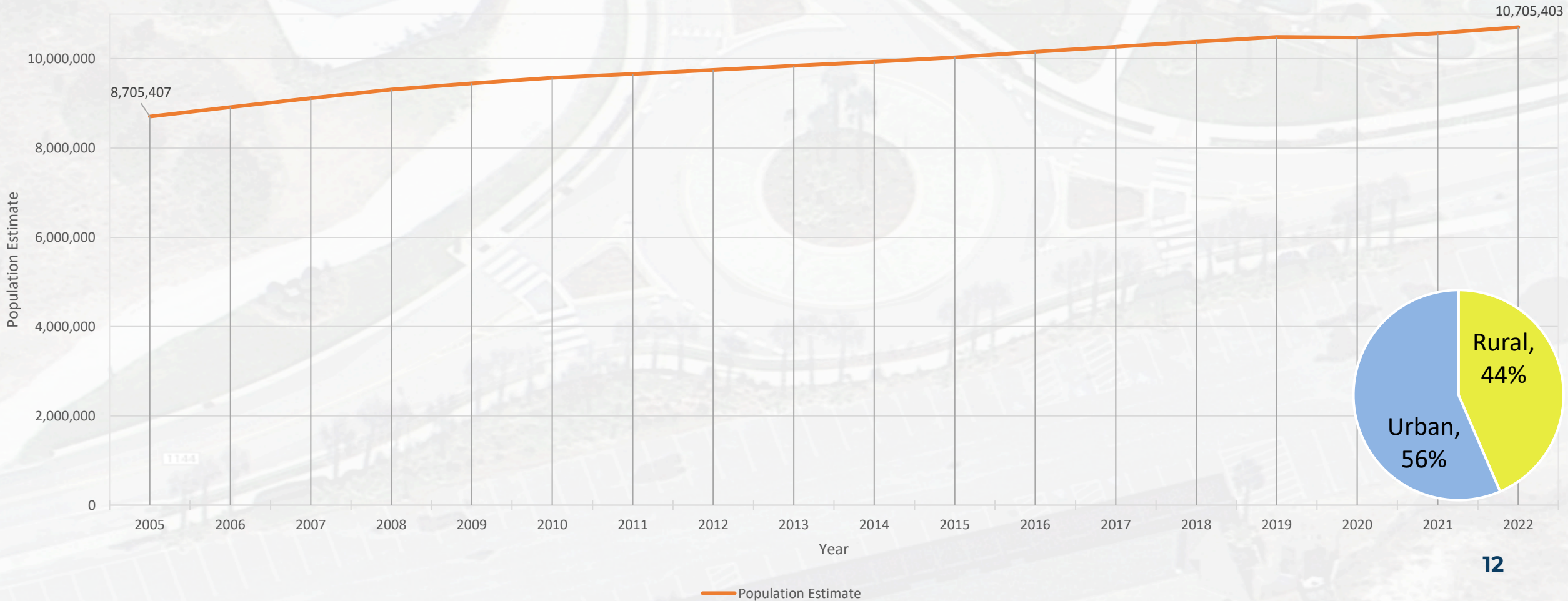
2019 North Carolina
Strategic Highway
Safety Plan



December 2019

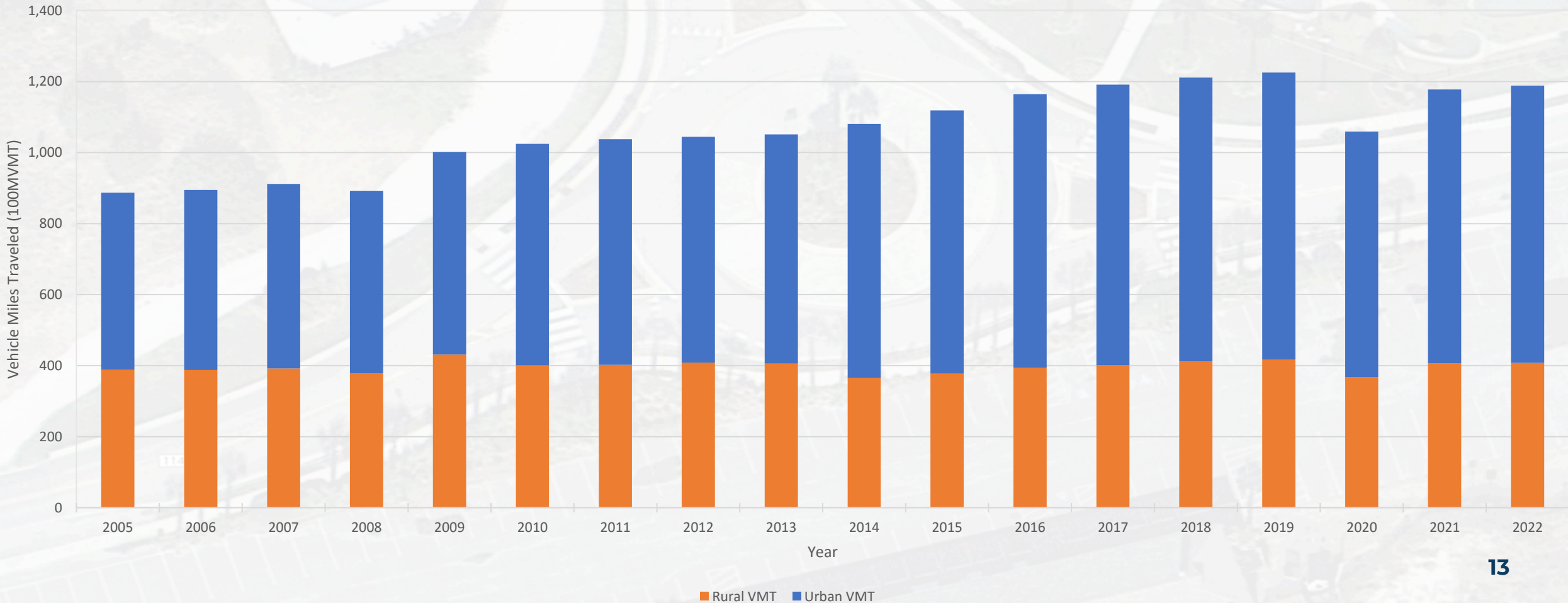
State Population

State Population Estimates by Year
(2005 - 2022)



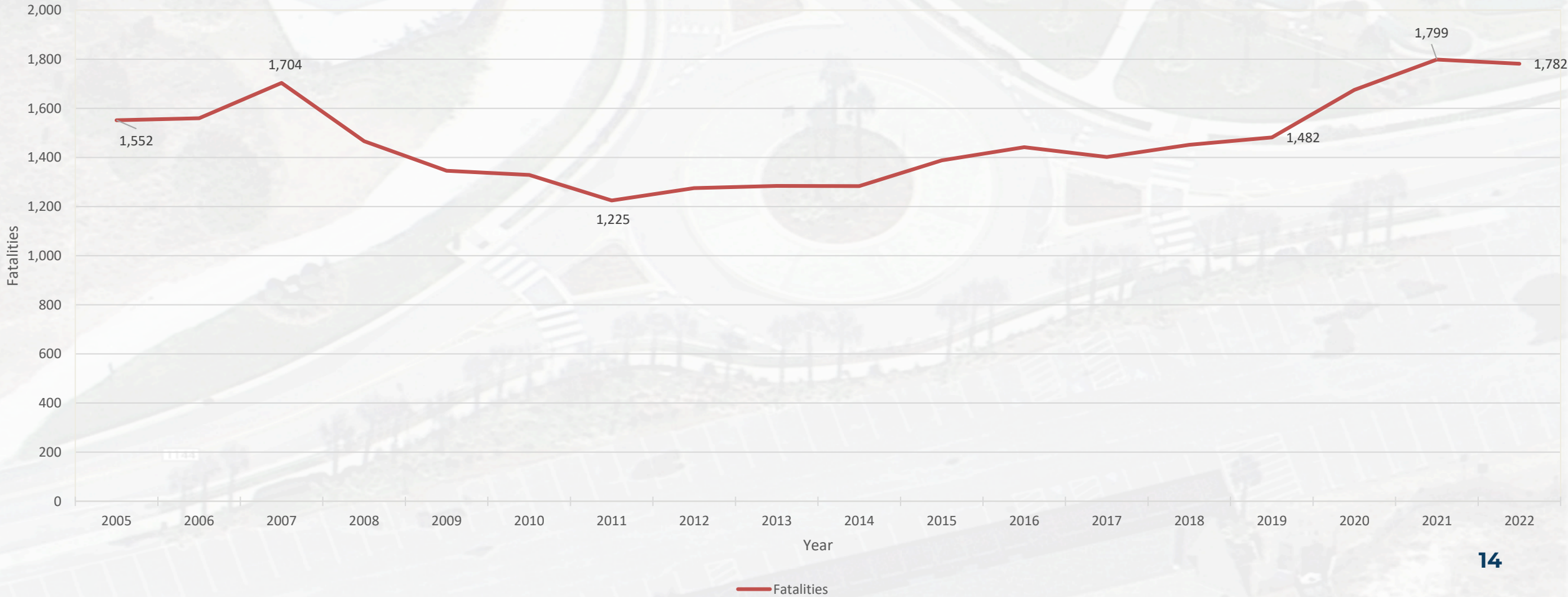
Vehicle Miles Traveled (VMT)

North Carolina VMT Estimates by Year
(2005 - 2022)



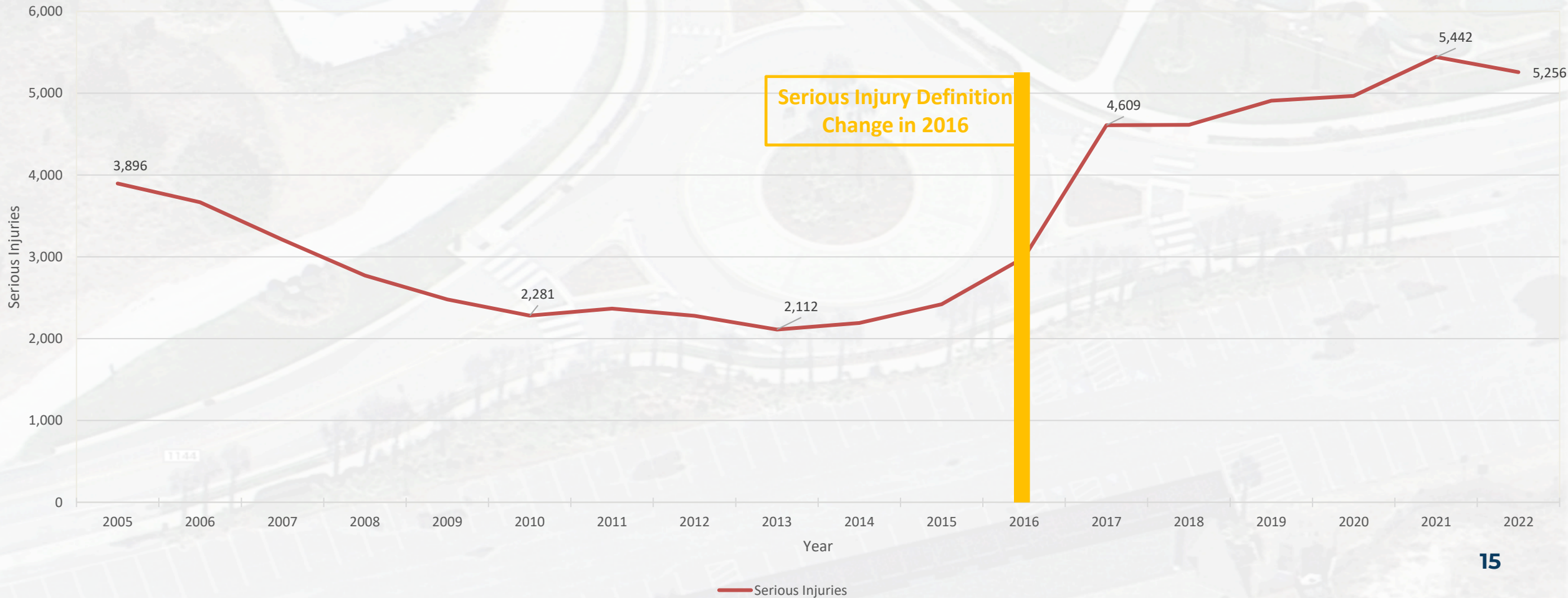
Fatalities

Fatalities by Year
(2005 - 2022)



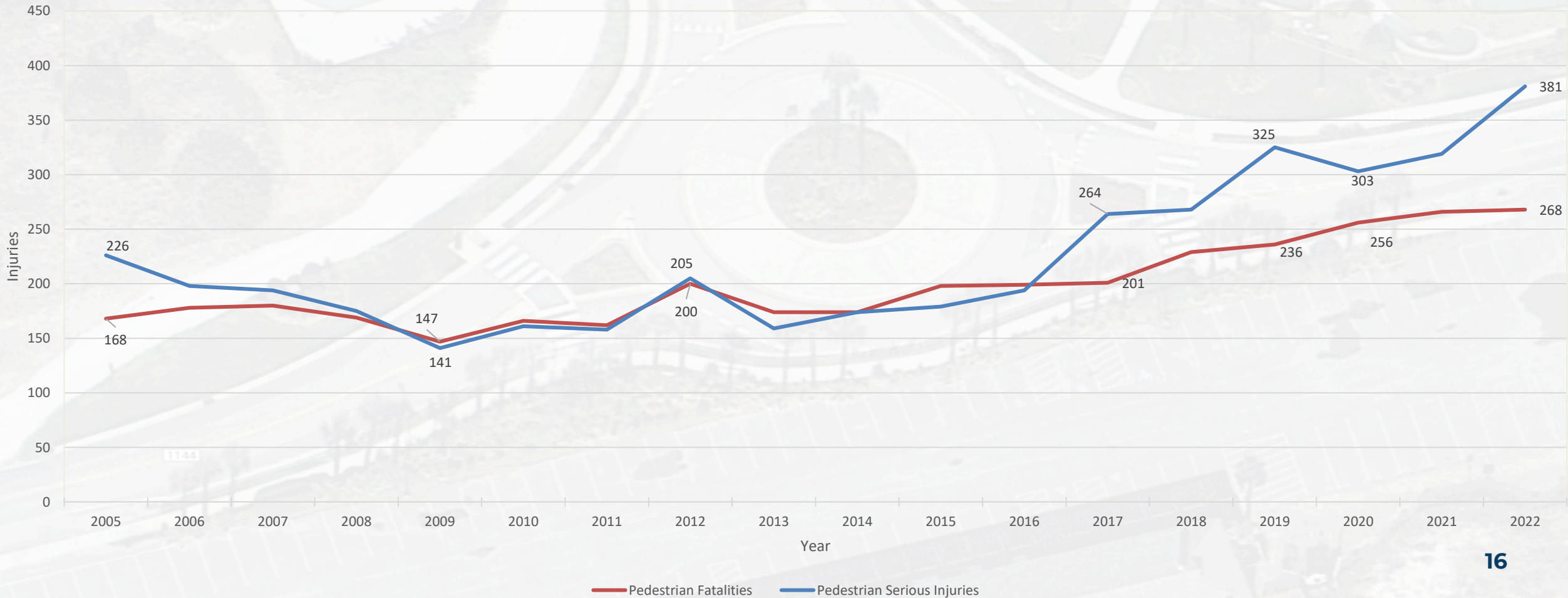
Serious Injuries (A Type – Disabling)

Serious Injuries (A Type Injuries) by Year
(2005 - 2022)



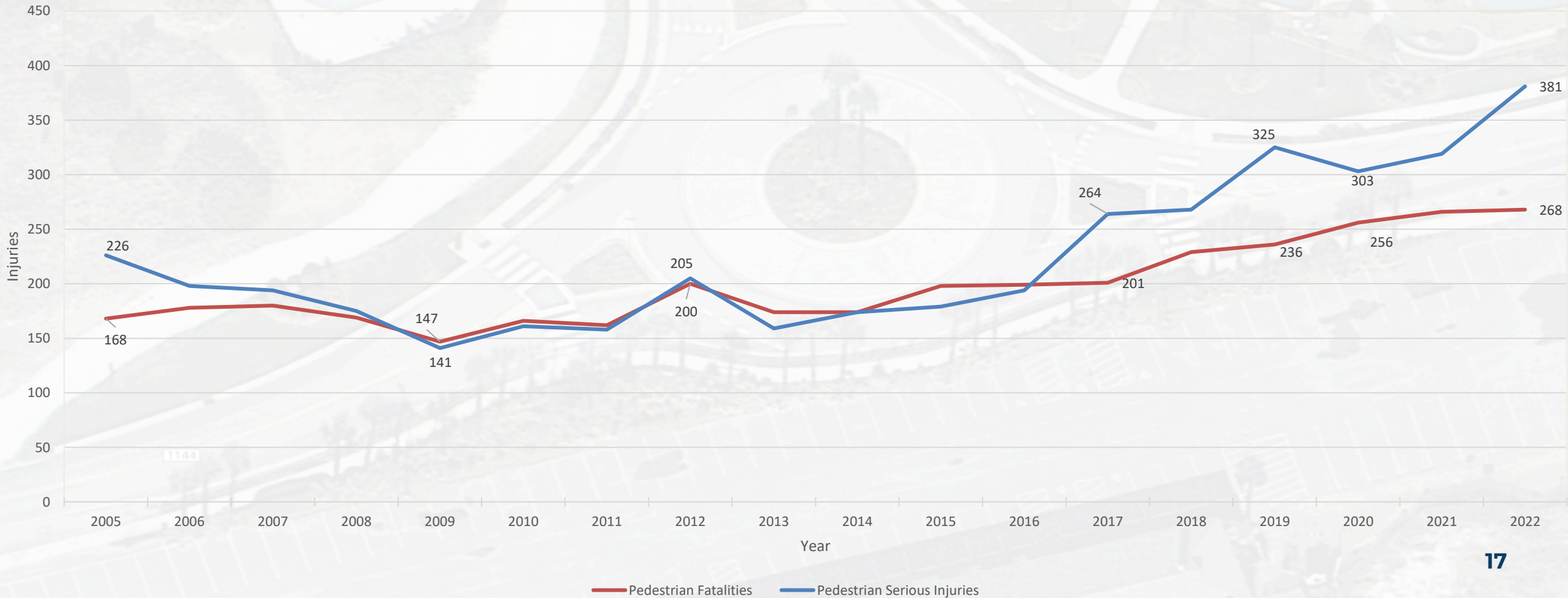
Pedestrian Fatalities and Serious Injuries

Pedestrian Fatalities and Serious Injuries by Year
(2005 - 2022)



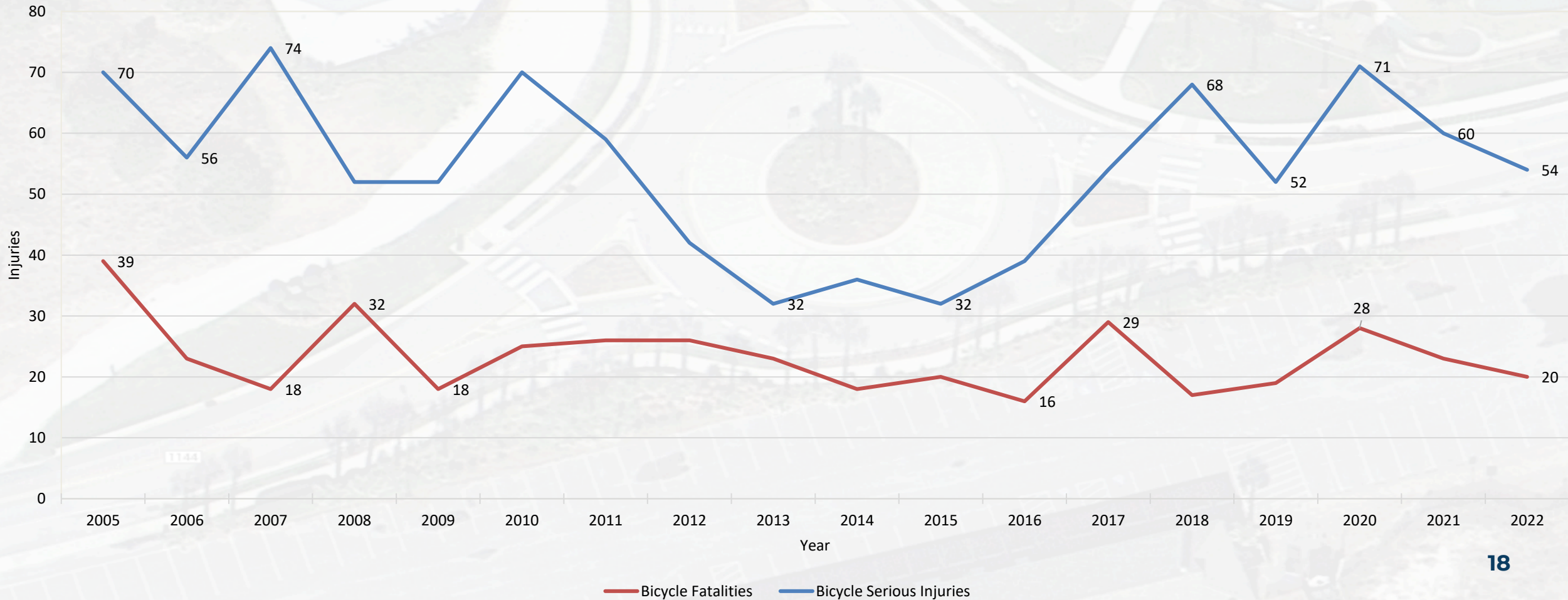
Pedestrian Fatalities and Serious Injuries

Pedestrian Fatalities and Serious Injuries by Year
(2005 - 2022)



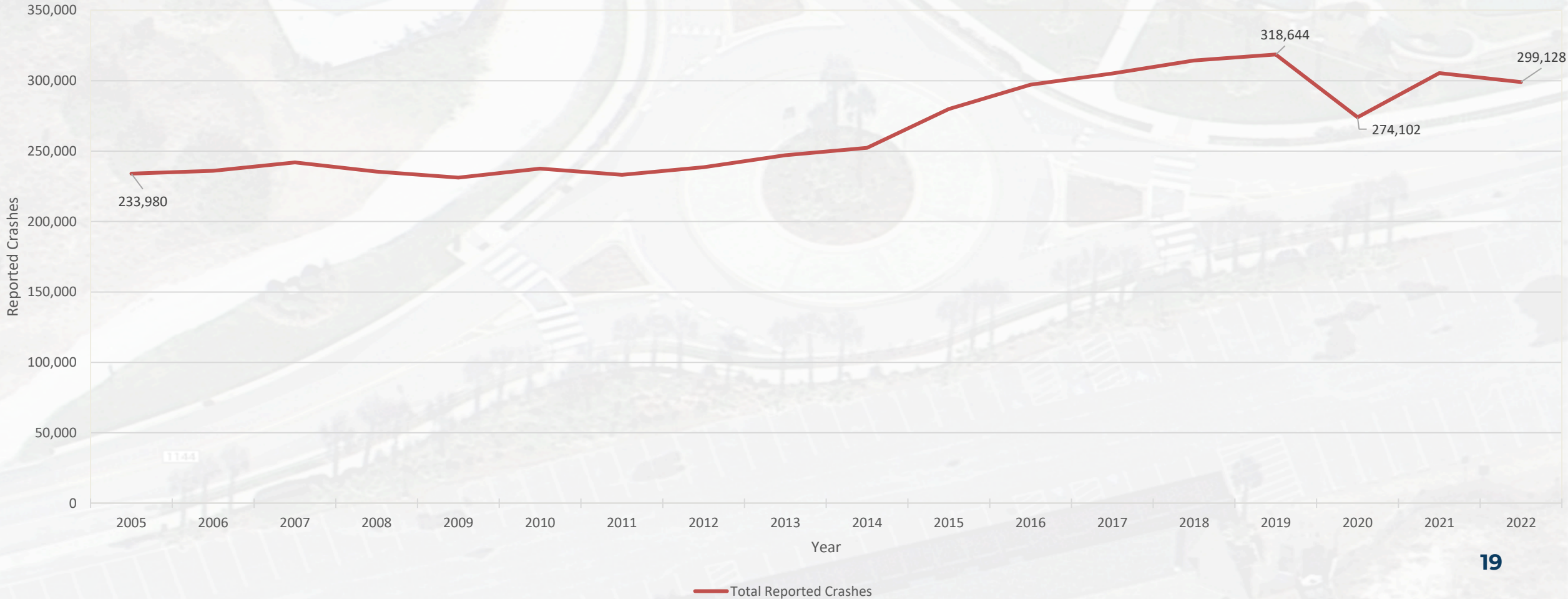
Bicycle Fatalities and Serious Injuries

Bicycle Fatalities and Serious Injuries by Year
(2005 - 2022)



Reported Crashes

Reported Crashes by Year
(2005 - 2022)



Capital Area MPO Data Trends

- Vehicle Miles Traveled
- Total Reported Crashes
- Fatalities
- Serious Injuries
- Non-Motorized Fatal and Serious Injuries
- Reported Pedestrian Crashes
- Breakdown by Municipality within the Capital Area MPO

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Statewide Data
Trends

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Capital Area
MPO Data
Trends

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Safety
Performance
Measures

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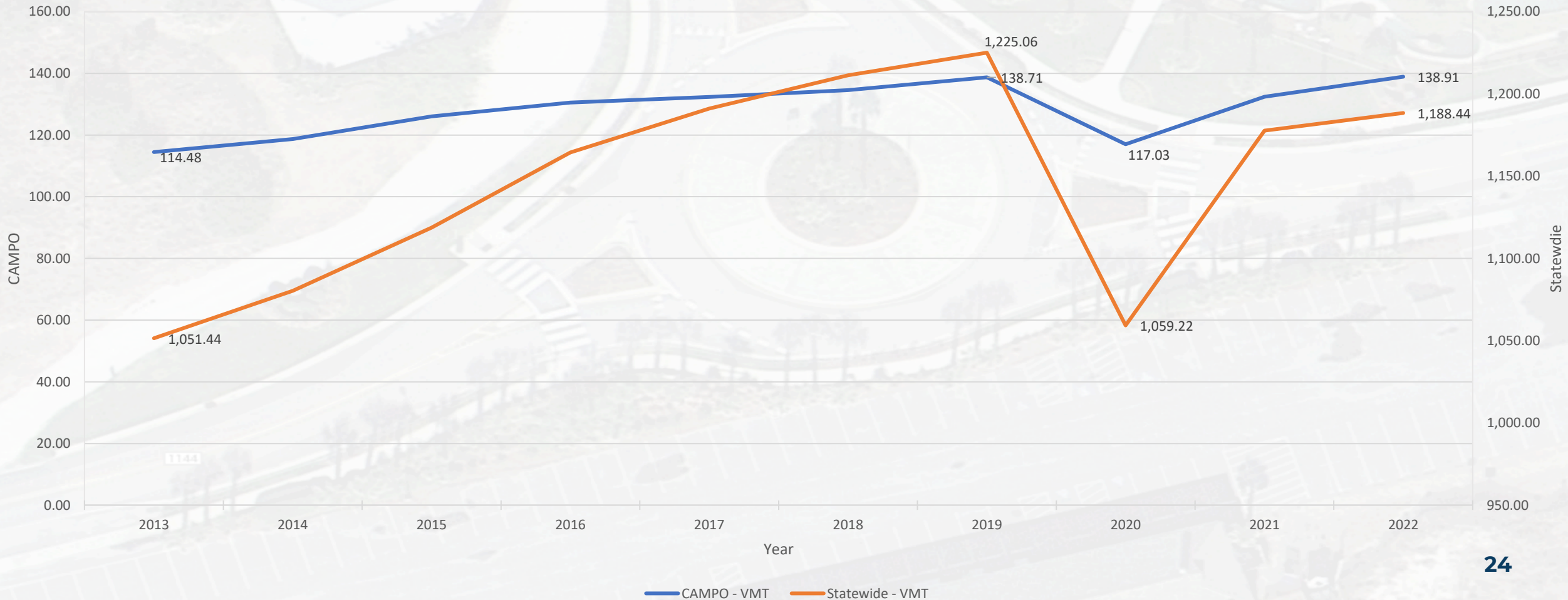
Safety Data
Resources

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Questions /
Discussion

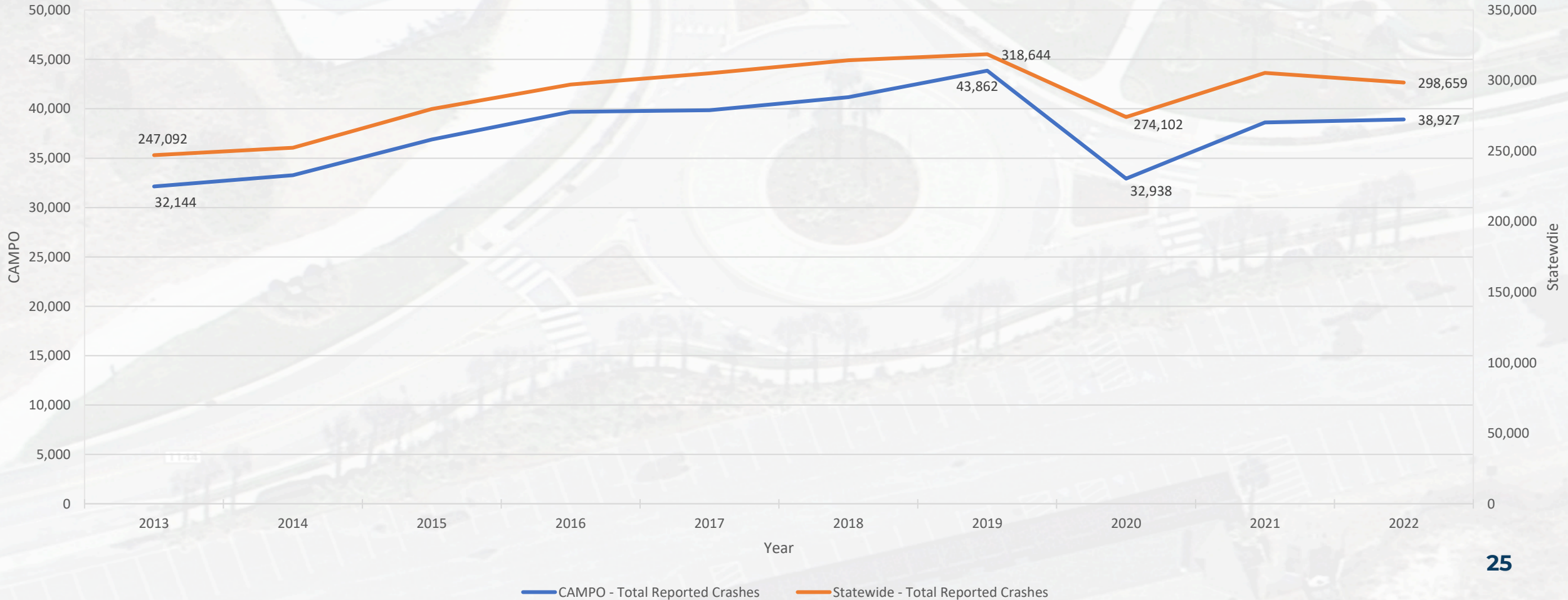
Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled (100 MVM) by Year
(2012 - 2022)



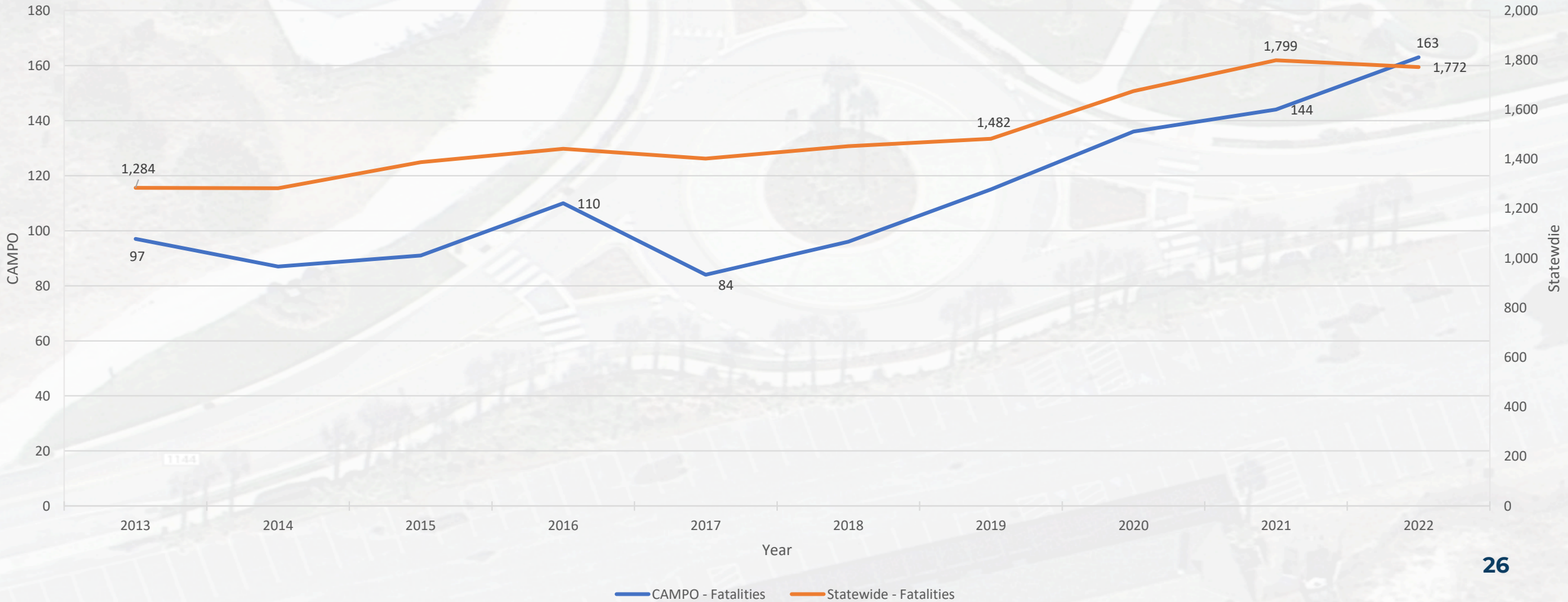
Reported Crashes

Total Reported Crashes by Year
(2012 - 2022)



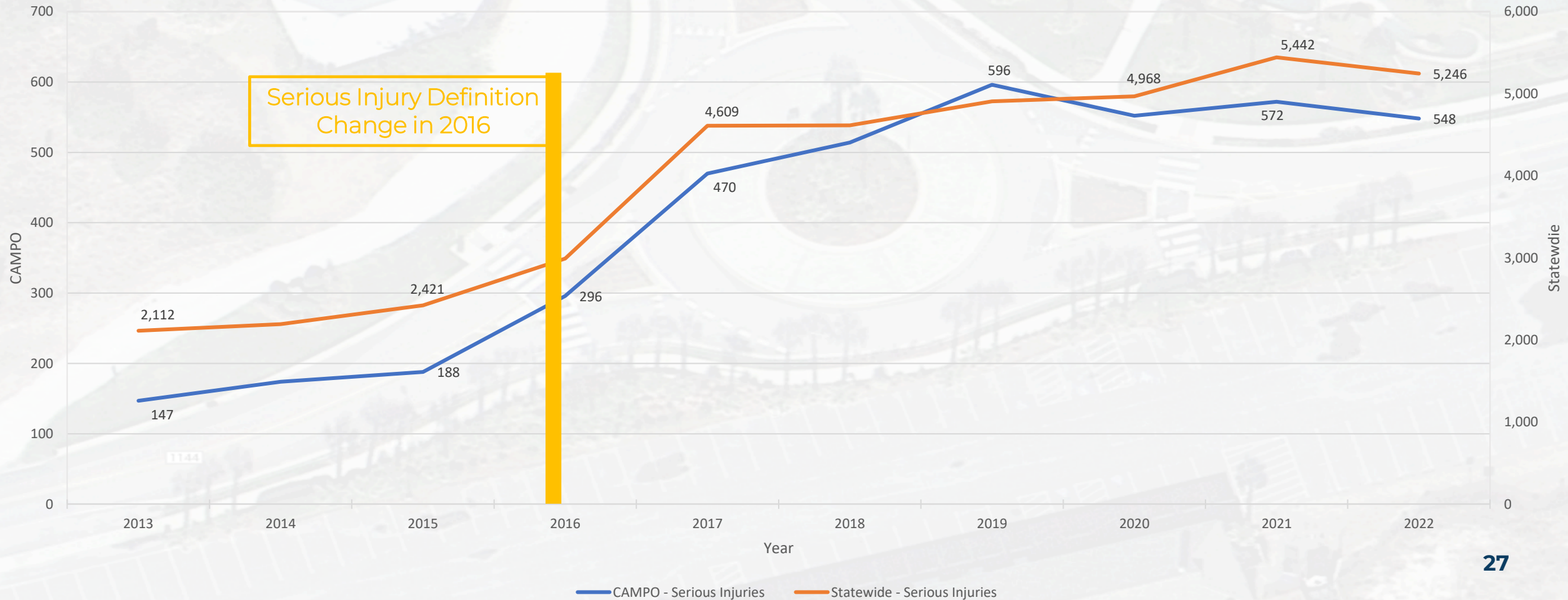
Fatalities

Fatalities by Year
(2012 - 2022)



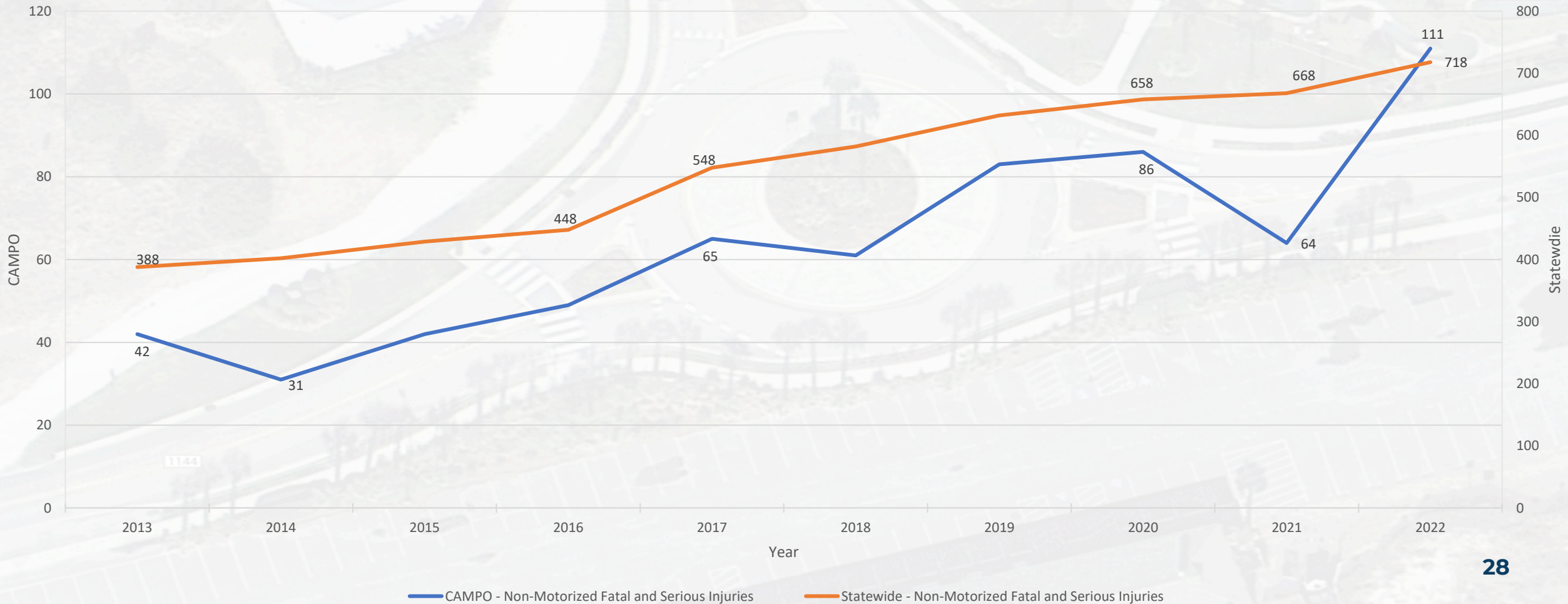
Serious Injuries (A Type – Disabling)

Serious Injuries by Year
(2012 - 2022)



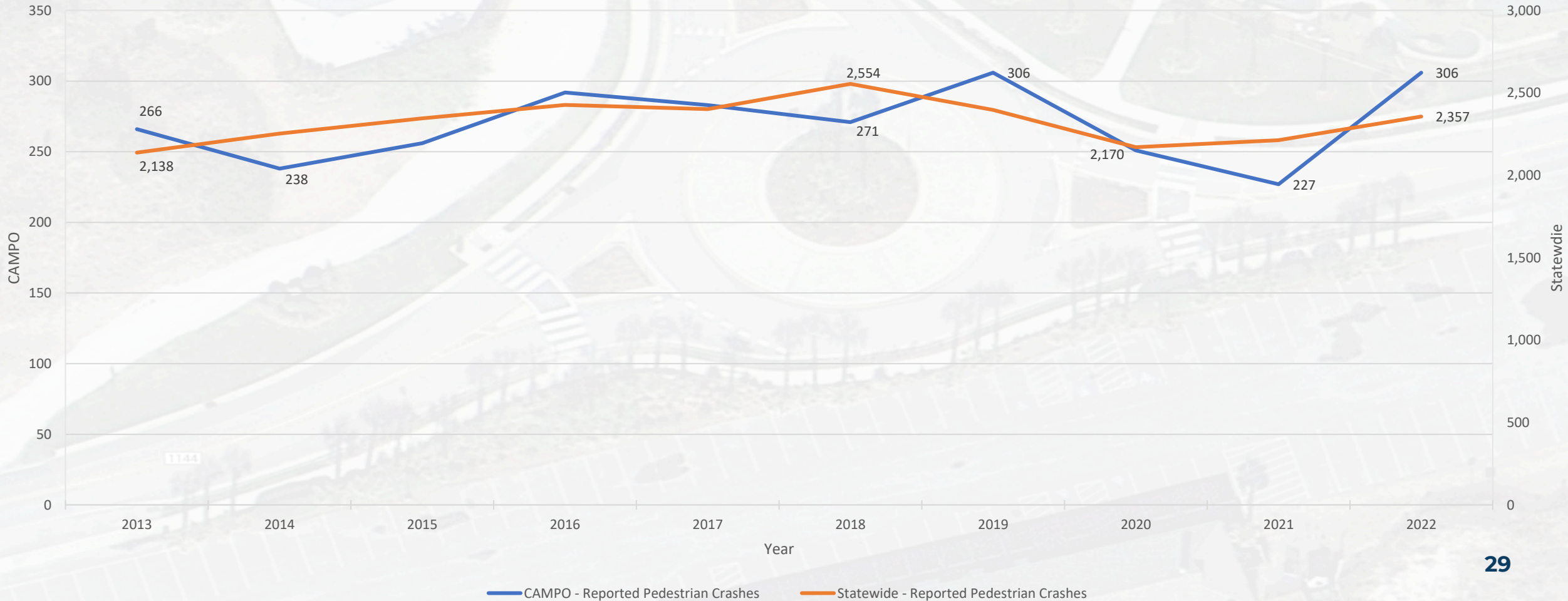
Non-Motorized Fatalities and Serious Injuries

Non-Motorized Fatal and Serious Injuries by Year
(2012 - 2022)



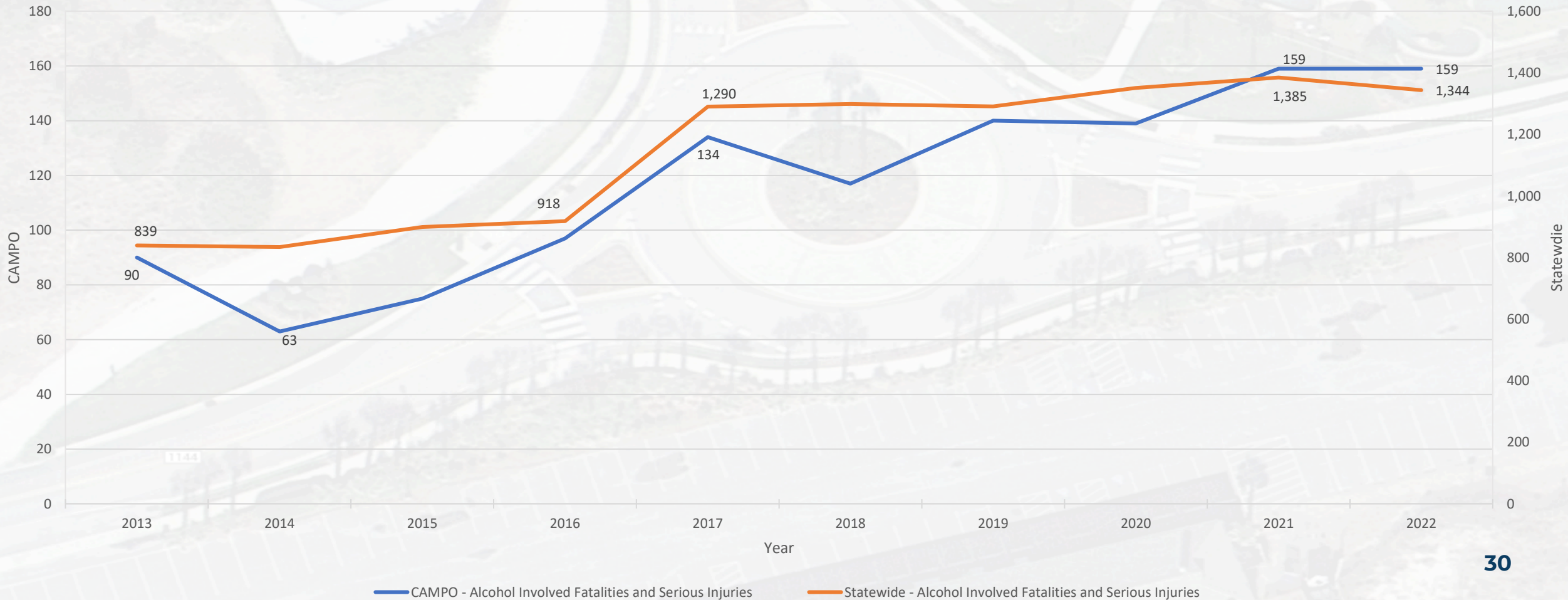
Reported Pedestrian Crashes

Reported Pedestrian Crashes by Year
(2012 - 2022)



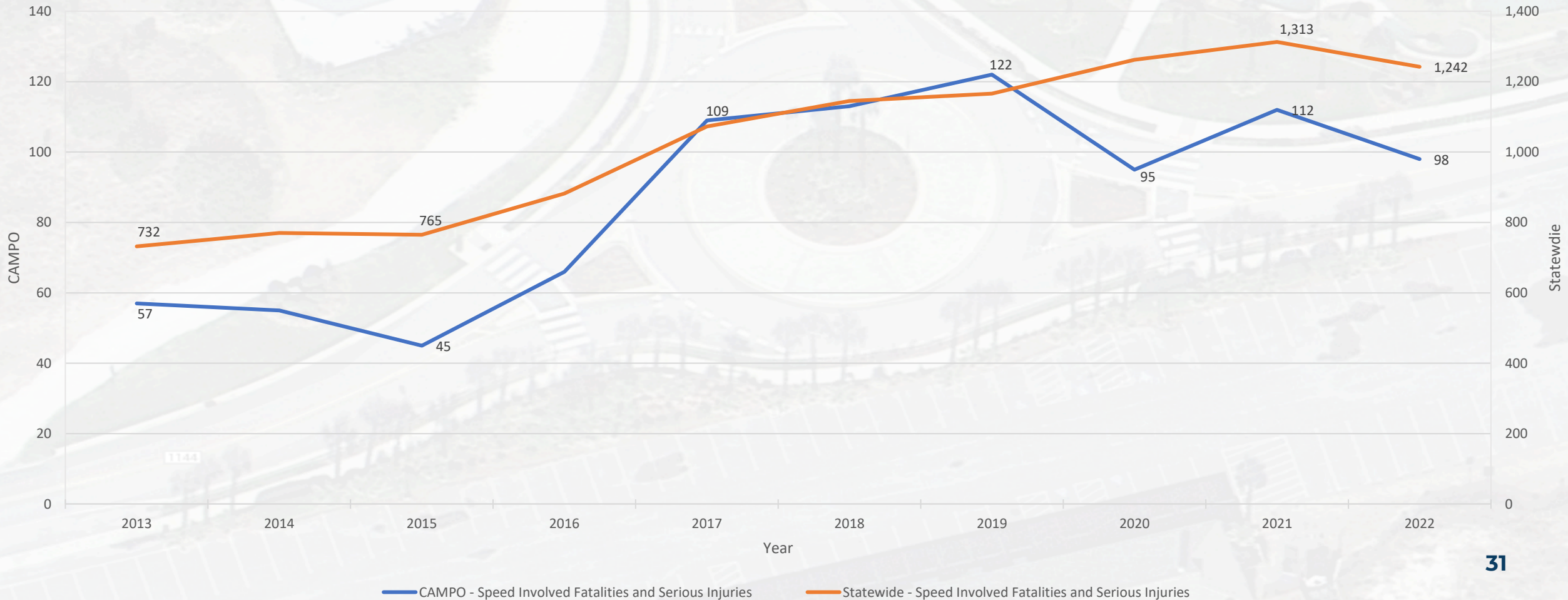
Alcohol Involved Fatalities and Serious Injuries

Alcohol Involved Fatalities and Serious Injuries by Year
(2012 - 2022)



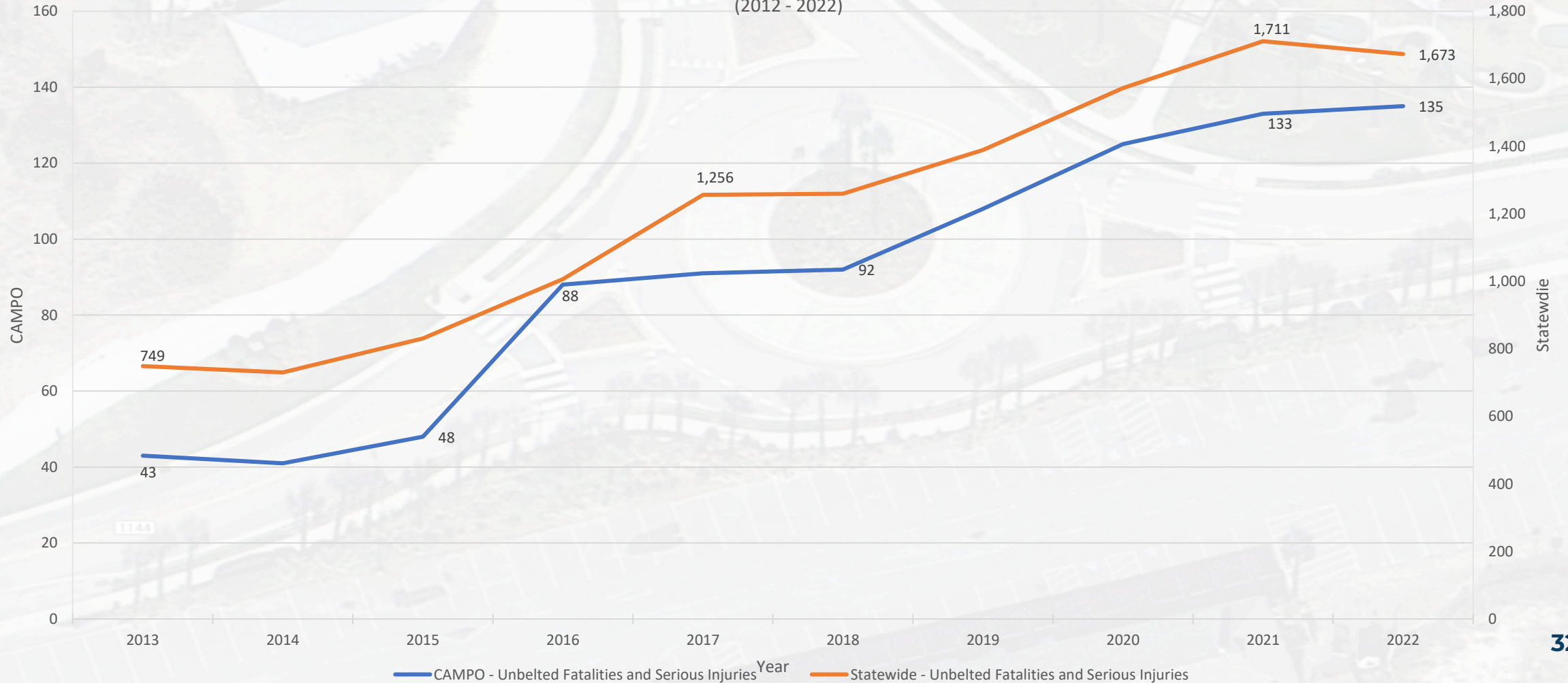
Speed Involved Fatalities and Serious Injuries

Speed Involved Fatalities and Serious Injuries by Year
(2012 - 2022)



Unbelted Fatalities and Serious Injuries

Unbelted Fatalities and Serious Injuries by Year
(2012 - 2022)



Breakdown by Municipality within the Capital Area MPO (2013 – 2022)

Municipality	Total Reported Crashes	Fatal Crashes	Serious Injury Crashes
Angier	1,174	1	5
Apex	9,931	6	36
Archer Lodge	184	2	6
Bunn	201	0	1
Butner	1,213	4	8
Cary	29,203	29	87
Clayton	6,097	10	22
Creedmoor	749	1	7
Franklinton	699	1	7
Fuquay-Varina	7,323	6	26
Garner	9,668	30	81
Holly Springs	5,392	13	12
Knightdale	4,666	4	11
Morrisville	5,321	10	11
Raleigh	188,976	340	1,523
Raleigh - Durham Airport	889	1	3
Rolesville	1,235	2	16
Wake Forest	7,233	12	24
Wendell	1,330	3	7
Youngsville	660	1	8
Zebulon	2,922	7	14
<i>Rural</i>	<i>92,318</i>	<i>550</i>	<i>1,339</i>
Total	377,384	1,033	3,254

Safety Performance Measures

- Background
- Assessment
- 2024 Safety Performance Measures

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Statewide Data Trends

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Questions / Discussion

Safety Performance Measures - Background

MAP-21 / FAST Act Rulemaking:

- Requires State DOTs and MPOs to set targets for 5 Highway Safety Improvement Program (HSIP) safety performance metrics
- Final Rules published in the Federal Register March 2016; effective April 2016

HSIP Safety Targets	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

• Targets:

- Are based on 5 year rolling averages
- Are for calendar years
- Are established annually

Safety Performance Measures - Background

Target Reporting Dates:

- State: August 31st with annual HSIP report
- MPO: February 28th



Safety Performance Measures - Background

How are targets set?

- Up to each State and MPO
 - MPO can adopt State methodology, or come up with their own



SHSP Goal

- Reduce all fatalities and serious injuries by half by 2035, moving towards zero by 2050.



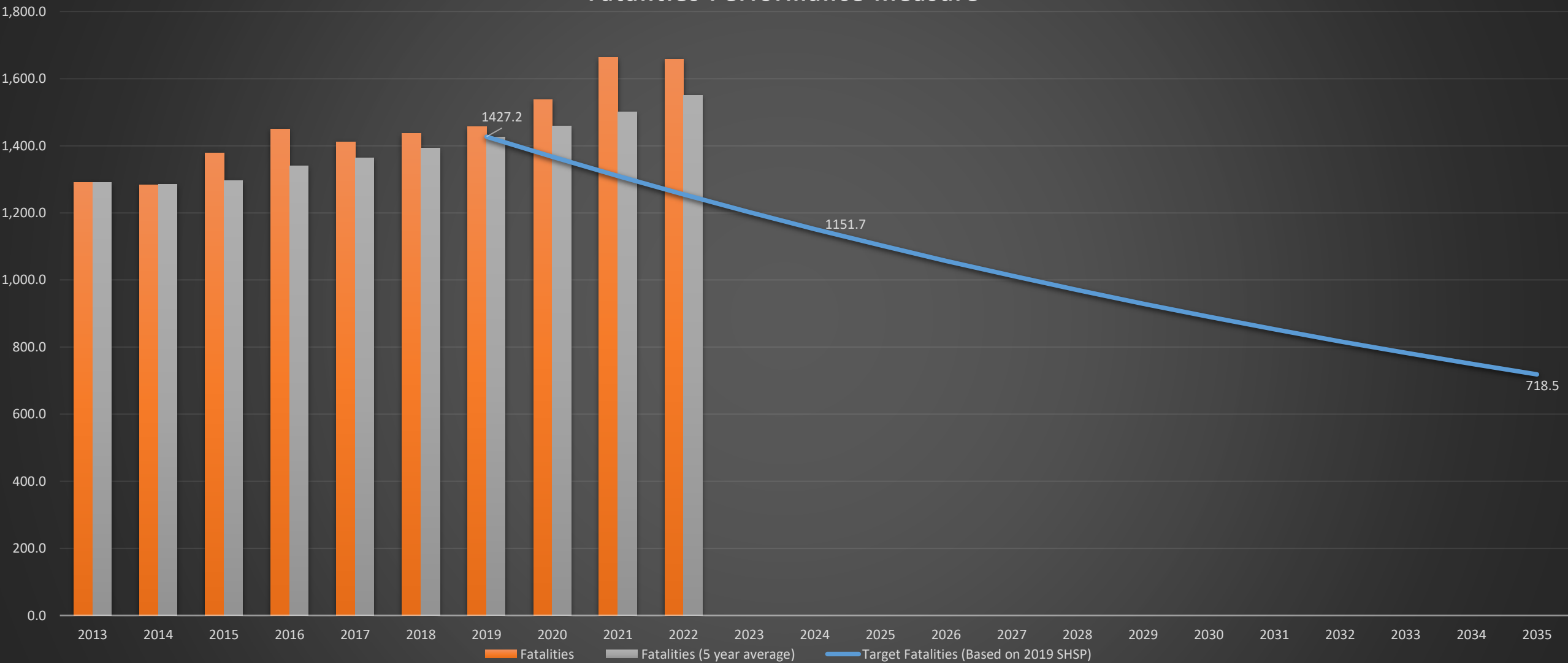
2019 North Carolina
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Safety Plan



December 2019

Safety Performance Measures - Background

Fatalities Performance Measure



Safety Performance Measures - Background

Assessment of Significant Progress:

- FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP safety targets
 - CY 2021 targets were assessed in early 2023
- FHWA will not directly assess MPO progress towards meeting HSIP safety targets



Safety Performance Measures - Background

Assessment of Significant Progress (cntd):

- FHWA assessed NCDOT's CY 2021 safety targets in early 2023
- **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.**

Assessment of Statewide Targets

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2017 - 2021	2017 - 2021	2015 - 2019			
Fatalities (5 Year Average)	1,309.9	1,501.2	1,426.8	No	No	No
Fatality Rate (5 Year Average)	1.105	1.284	1.206	No	No	
Serious Injuries (5 Year Average)	3,656.1	4,898.4	3,905.0	No	No	
Serious Injury Rate (5 Year Average)	3.065	4.186	3.278	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	504.4	624.0	537.6	No	No	

Safety Performance Measures - Background

Assessment of Significant Progress (cntd):

- FHWA assessed NCDOT's CY 2021 safety targets in early 2023
- Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.

“Assessment” of Capital Area MPO Targets

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2017 - 2021	2017 - 2021	2015 - 2019			
Fatalities (5 Year Average)	88.9	115.0	99.2	No	No	No
Fatality Rate (5 Year Average)	0.670	0.885	0.748	No	No	
Serious Injuries (5 Year Average)	378.7	540.8	412.8	No	No	
Serious Injury Rate (5 Year Average)	2.828	4.141	3.085	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	57.0	75.6	62.4	No	No	

Capital Area MPO Safety Performance Measures

Capital Area MPO HSIP Safety Measures

Year	Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Non-motorized Fatalities and Serious Injuries
2008	99	0.927	161	1.508	35
2009	101	0.936	134	1.241	20
2010	93	0.874	145	1.363	22
2011	91	0.823	147	1.330	36
2012	94	0.839	162	1.446	49
2013	97	0.847	147	1.284	43
2014	87	0.733	174	1.466	33
2015	91	0.722	188	1.491	43
2016	110	0.843	296	2.267	50
2017	84	0.635	470	3.551	66
2018	96	0.713	514	3.820	62
2019	115	0.829	596	4.297	91
2020	136	1.162	552	4.717	90
2021	144	1.087	572	4.319	69
2022	163	1.173	548	3.945	113

2024 Capital Area MPO HSIP Safety Targets

- If adopting the State's methodology of reducing fatalities and serious injuries by half by the year 2035

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	95.6	0.880	149.8	1.378	32.4
2009 - 2013	95.2	0.864	147.0	1.333	34.0
2010 - 2014	92.4	0.823	155.0	1.378	36.6
2011 - 2015	92.0	0.793	163.6	1.403	40.8
2012 - 2016	95.8	0.797	193.4	1.591	43.6
2013 - 2017	93.8	0.756	255.0	2.012	47.0
2014 - 2018	93.6	0.729	328.4	2.519	50.8
2015 - 2019	99.2	0.748	412.8	3.085	62.4
2016 - 2020	108.2	0.836	485.6	3.730	71.8
2017 - 2021	115.0	0.885	540.8	4.141	75.6
2018 - 2022	130.8	0.993	556.4	4.220	85.0
2024 Target*	79.1	0.594	356.0	2.656	50.1

Safety Data Resources

- Safety Project Mapping
- Bicycle and Pedestrian Crash Data Dashboard

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Resources

North Carolina Strategic Highway Safety Plan

- <https://spatial.vhb.com/ncdotshsp/>

General Safety Data Mapping Site / Dashboards

- Link to general safety data mapping site. Includes links to dashboards for total crashes, pedestrian and bicycle crashes, and MPO safety performance measures: <https://www.ncdot.gov/initiatives-policies/safety/traffic-safety/Pages/safety-data-maps.aspx>

Highway Safety Improvement Program (HSIP)

- Our HSIP program is our primary method of identifying locations that are likely to produce a safety project. Locations are flagged if they exceed certain criteria and have patterns that we believe are correctable.
- Link to webpage with description of program and tabular reports: <https://connect.ncdot.gov/resources/safety/pages/nc-highway-safety-program-and-projects.aspx>
- Link to mapped HSIP locations for the last 5 years: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=bb6dd277ce6247438fc096200141949a>

Total Crash Frequency Grouped By Intersection

- This product contains planning level crash data grouped by intersection. This data should not be used for detailed design decisions.
 - Special consideration should be given to data at ramps or loop locations.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=dc944f1c834f49a18479c17df1f783b9>

Planning Level Safety Scoring Data

- This product contains planning level crash data for each half mile section of roadway. This data should not be used for detailed design decisions. This is the dataset that is used to score projects from a safety perspective as they go through the STI process.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=7415a4df4df1468585225bc74a77369b>

Fatal and Serious Injury Crashes

- This product contains fatal and severe injury crashes mapped for the last 10 years.
- Link to ArcGIS Online mapped data: <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=9a25021dbe91427a92f2eca57bd71ee2>

Bicycle and Pedestrian Crash Data

- This product contains bicycle and pedestrian crashes mapped back to 2007. Link to ArcGIS Online mapped data: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=b4fcdc266d054a1ca075b60715f88aef>
- Link to pedestrian and bicycle dashboard information: <https://ncdot.maps.arcgis.com/apps/dashboards/78046d11cabd4658a4d45b88c52ab8af>

Safety Project Mapping

- This product displays completed, funded, and on-hold safety projects since 2019, and is updated quarterly.
- Link to mapped safety project locations: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=3f8b32844ad04673b391033a86496852>

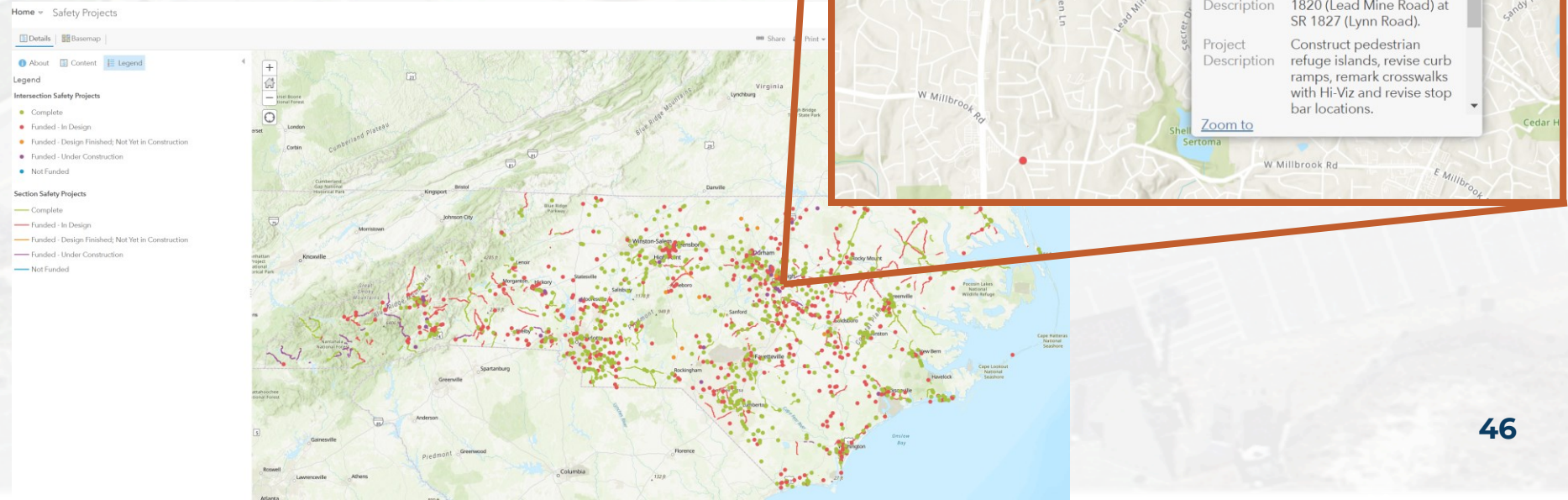
Spot Mobility Project Mapping

- This product displays completed, funded, and on-hold spot mobility projects since 2019, and is updated quarterly.
- Link to mapped safety project locations: <https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=af5150835edb4502a26762e966cb5dfa>

Safety Project Mapping

Safety Project Mapping

- Projects completed since 2019 are mapped
- All funded, but not completed projects are mapped
- Some systemic or area-wide projects are not mapped
 - e.g. regional guardrail projects, systemic signing projects
- Link: [Safety Project Mapping](#)



Bicycle and Pedestrian Crash Data Dashboard

Bicycle and Pedestrian Crash Data Dashboard

- All bicycle and pedestrian crashes geolocated and crash typed since 2007
- Query by boundary, get information on individual crashes
- Link: [Pedestrian and Bicyclist Crash Dashboard](#)

Pedestrian and Bicyclist Crash Dashboard
Explore statewide numbers (default), or select a geography from the options at right

Select Years: 2007 - 2022 | Select an MPO-RPO: All | Select a Division: All | Select a County: All | Select a municipality: Salisbury

Pedestrian Crashes by Year

Year	Crashes
2007	1,900
2008	1,800
2009	1,700
2010	1,900
2011	2,000
2012	2,200
2013	2,100
2014	2,200
2015	2,200
2016	2,300
2017	2,300
2018	2,400
2019	2,300
2020	2,400
2021	2,100
2022	2,200

Bicyclist Crashes by Year

Year	Crashes
2007	1,100
2008	1,100
2009	837
2010	996
2011	1,100
2012	998
2013	935
2014	914
2015	908
2016	951
2017	859
2018	732
2019	714
2020	751
2021	751
2022	1,200

Most Common Pedestrian Crash Types

Crash Type	Count
Crossing Roadway - Vehicle Not Turning	~2,800
Crossing Roadway - Vehicle Turning	~1,900
Other	~800

Most Common Bicyclist Crash Types

Crash Type	Count
Crossing Roadway - Vehicle Not Turning	~400
Crossing Roadway - Vehicle Turning	~300
Other	~100

All Pedestrian Crashes

Severity	Percentage
A: Suspected Serious Injury	27.7%
B: Suspected Minor Injury	44.6%
C: Possible Injury	36.3%
K: Killed	9.0%

All Bicyclist Crashes

Severity	Percentage
A: Suspected Serious Injury	48.15%
B: Suspected Minor Injury	48.15%
C: Possible Injury	27.7%
K: Killed	1.85%

Additional Safety Resources

- Downloadable Shapefile of Bike/Ped Crash Locations (ArcGIS Online)
- Safety Data Maps (NCDOT)
- Statewide Crashes Dashboard (ArcGIS Online)

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Thank you!

Brian Murphy, PE

Traffic Safety Systems Engineer

Traffic Safety Unit

North Carolina Department of Transportation

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5.1 Safety Performance Measure Targets 2024

Requested Action:

Review safety performance targets and recommend the Executive Board agree to plan and program projects that contribute toward the accomplishment of the State's targets.

5.2 Election of Chair & Vice Chair for 2024

Chair and Vice Chair are elected for 1-year terms at first meeting of calendar year.
Chair and Vice Chair can serve maximum of 3 consecutive terms

Current Chair, Tracy Stephenson (Fuquay-Varina), has served 1 partial term

Current Vice Chair, Luana Deans (Cary), has served 1 partial term

5.2 Election of Chair & Vice Chair for 2024

Requested Action:

Conduct elections for Chair and Vice Chair of the TCC for 2024.

5.3 Wake Bus Plan Service Standards and Performance Guidelines and ADA Funding Policy



ADA Funding Policy

January 2024

ADA Funding Policy

- ADA Funding Policy directive:
 - Recommend a process for budgeting funds for ADA related expenses
 - Recommend a process for reimbursing ADA funds associated with Wake Transit Plan

- Budget and Reimbursement Policy goals:
 - Be simple to understand, easy to use and replicate, and reward efficient operations.
 - Balance differences among the Wake transit providers and be consistent.

WTP ADA Budgeting

- **ADA costs estimated on system-wide basis, based on fixed route investments**
 - Percentage estimated for network overall (not assigned to individual operators)
 - Approach used in FY18 and FY19
- **ADA costs budgeted as part of specific fixed route costs**
 - ADA costs assigned to specific projects
 - GoRaleigh's Northwest Route Additions: \$4.4m fixed route, ADA costs estimated at \$357,000 (rounded)
 - Used in FY20
- **ADA costs budgeted as a single line item**
 - Estimate for each provider's ADA costs. Budget also included a “reserve fund” for ADA service.
 - FY21 – FY23

Methods to Budget and Reimbursement

1. GIS/spatial analysis to identify ADA paratransit trip growth associated with specific Wake Transit Plan investments.
2. A ridership and cost-trend analysis using data from prior years to develop a baseline of ADA costs and use increases above this baseline to estimate costs attributable to Wake Transit Plan investments.
3. A budget and reimbursement analysis that uses spending on fixed-route service as a proxy for ADA costs.

Approach to Reimbursing for ADA

- Allow individual transit agencies to receive 15% of their Wake Transit Plan fixed route costs for ADA paratransit trips
- 15% established as a cap / ceiling
- Allow agencies to request higher reimbursements with justification
 - Significant increases in the number of eligible riders
 - Increased trips taken per rider
 - Higher service delivery costs

Policy Revisions

- Text changes made to reflect comments received
- Approval process for reimbursements over 15%

Reimbursements Over 15%

The ADA funding policy recommends that individual transit providers may request reimbursement for costs incurred beyond 15% if they are able to provide justification for the additional costs. The method each provider uses should reflect access to internal data and be consistently applied each year. Examples include increases in the number of eligible riders, increased trips taken per rider, or higher service delivery costs that are greater than previous trends.

If a request for reimbursement is more than 15%, the provider must request approval by TPAC. Upon approval by TPAC, the Tax District Administration may authorize the release of funding to the requestor.

- Insertion of text excluding CFA projects from the policy

This policy applies to ~~the providers that provide the three Wake Transit Plan transit agencies, GoTriangle, GoRaleigh, and GoCary. It is not applicable to ADA paratransit services available outside of Wake County.~~ ADA complementary services required by fixed route transit service funded through Wake Transit. This policy does not apply to providers who received funding from the Community Area Funding Program.

Questions



Service Guidelines and Performance Measures

Wake Bus Plan

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT



Service Guidelines and Performance Measures

- Establish a framework and rationale for the operation and investment in transit services in Wake County
- Service design guidelines set consistent standards by service type, so that similar types of service are implemented the same way across the county
- Performance measures track and report on the productivity of individual services and the overall network.

Combined framework is intended to communicate a clear, consistent, and equitable investment strategy that is understandable to the Wake Transit Bus Plan's stakeholders, including transit riders, transit operators, elected officials, and taxpayers.

Performance Measures

Current

- **Operating Cost per Passenger Boarding**
- **Passenger Boardings Per Hour**
- **Farebox Recovery**
- **On-Time Performance**

Proposed

- **Service Quality**
 - On-time performance
- **Service Effectiveness**
 - Cost per rider
 - Riders per hour/trip
- **Service Impact**
 - Reduction in standards for routes with increased impact

Communities of Concern

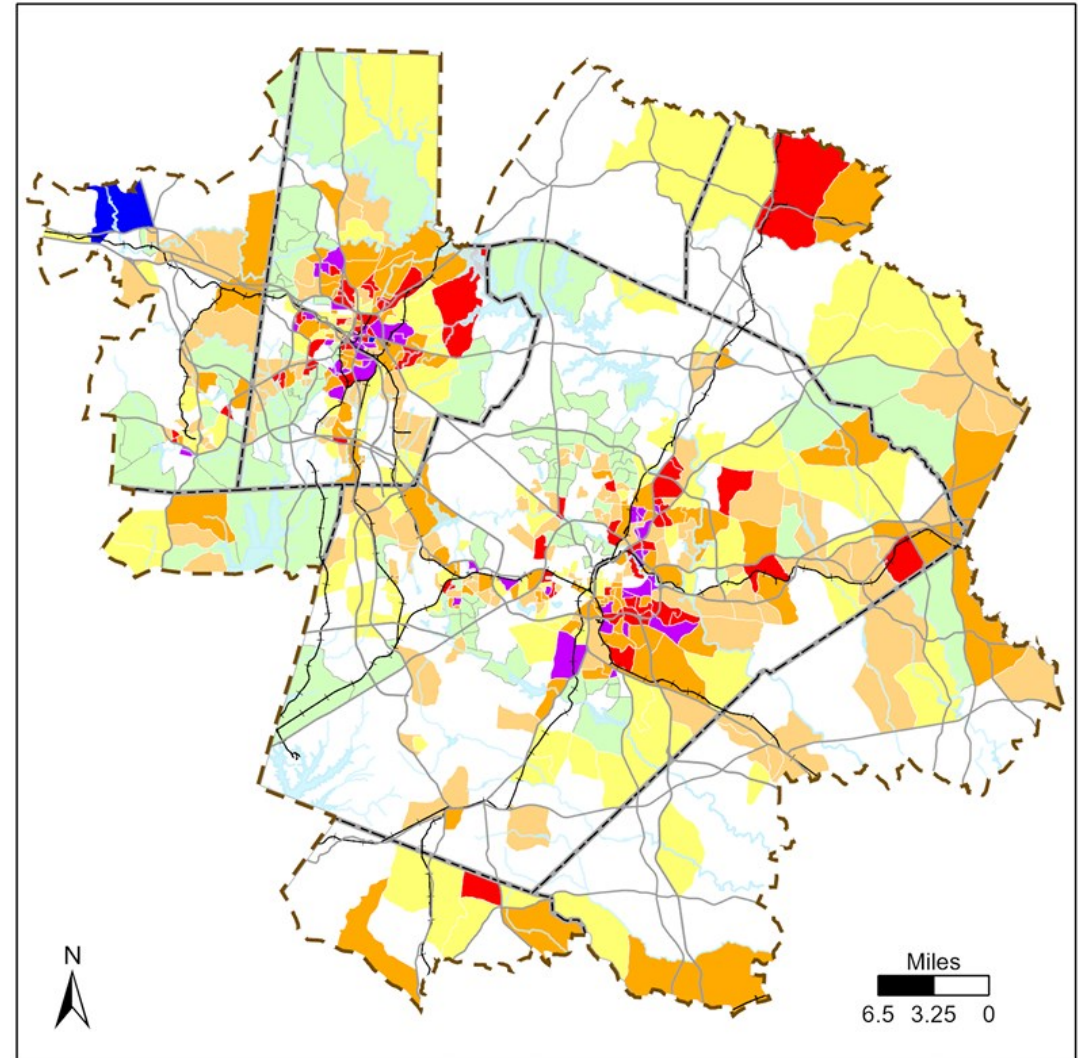
- Strengths
 - Existing, relatively simple measure
 - Used in CAMPO and DCHC MTP
 - Measured by block group
 - Relative measure
 - Block groups “score” if they are in the top 25% (having concentration of each demographic characteristic)
 - Disproportionate amounts of older adults, racial minorities or limited vehicle ability, etc.
 - Scores a “point” if the block of CAMPO average
- Weakness
 - Includes all CAMPOs and DCHC area jurisdiction (not Wake only)

Communities of Concern is based on Six Demographic Characteristics

1. Race (non-white)
2. Ethnicity (Hispanic or Latino origin)
3. Poverty (below 150% of the poverty line)
4. Age (70+)
5. Vehicle Availability (zero-car households)
6. English Proficiency (limited or no English proficiency)

Service Impact (Proposed)

- **Reduction in standards for bus routes with higher community impact**
 - Service historically disadvantaged communities
 - Measured as area scoring 4 or higher on CAMPO “Communities of Concerns” scale
- **Bus routes that categorized as “higher community impact” meaning that 50% of the route’s stops serve 4 or more communities of concern, qualify for a service impact benefit of 80% standard for riders per hour / riders per trip and 120% of the standard for cost per rider.**
 - This is the same adjustment allowed for bus services operating between FY17 and FY21.



Service Impact Benefit (Option for Discussion)

- Bus routes with a “moderate community impact” meaning that 25% of the route’s stops serve 4 or more communities of concern, qualify for a 5% reduction in that year’s standard for riders per hour/riders per trip and 5% increase of the standard for cost per rider.
- This adjustment would be variable; dependent on the standard for non-qualifying routes.

Fiscal year	Performance Standard (Wake Transit Routes)	Performance Standard- (Cost Effectiveness)	Service Impact Benefit- (Equity Routes- 50%)	Service Impact Benefit- (Equity Routes- 25%)
FY2017-2023	80% of service targets	120% of cost targets	80% / 120%	80% / 120%
FY2024-2026	90% of service targets	110% of cost targets	80% / 120%	85% / 115%
FY2027 and beyond	100% of service targets	100% of cost targets	80% / 120%	95% / 105%

Fixed Benefit Qualifying Routes (14)

GoRaleigh - 13 Routes 1, 5, 7L, 15, 15L, 17, 18, 19, 20A, 20B, 22, 24L, 33 **GoTriangle ZWX**

Variable Benefit Qualifying Routes (15)

GoRaleigh 2, 10, 11L, 12, 13, 21, 23L, 25L, 55X **GoTriangle** 300, DRX **GoCary** 1, 4, 5, 6

Reporting Requirements

Existing standard calls for quarterly reports – submitted to TPAC

- Report on performance by route for each standard
- Identify the number of consecutive quarters the route has over- or under performed relative to standards
- The TPAC will not be taking action on the routes on a quarterly basis, but transit providers will make the information available on a quarterly basis.

Engagement

➤ November 6 – 20

17 written comments

- Improvements on bus service timeliness
- Bus cleanliness
- Full bike racks
- Additional bus stop needs
- Ensure budget appropriations to provide more bus service
- Extended hours needed for fixed route and paratransit

Facebook GoTriangle	Instagram GoTriangle	X GoTriangle	X @waketransit
Nov. 6: Impressions = 122	Nov. 6: Impressions = 175	Nov. 9: Impressions = 756	Nov. 6: Impressions = 354
Nov. 9: Impressions = 247	Nov. 13: Impressions = 129	Nov. 13: Impressions = 369	Nov. 9: Impressions = 145
Nov. 13: Impressions = 83	Nov. 18: Impressions = 81	Nov. 18: Impressions = 290	Nov. 14: Impressions = 73
Nov. 18: Impressions = 60		Nov. 20: Impressions = 116	Nov. 17: Impressions = 44
			Nov. 20: Impressions = 52

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
254	25	89	17	2

Email GoTriangle	GoForward Website
Nov. 6: Open Rate 68%	Views: 70
Nov. 16: Open Rate 66%	Total Users: 58

5.3 Wake Bus Plan Service Standards and Performance Guidelines and ADA Funding Policy

Requested Action:

Recommend approval of the updated Wake Bus Plan Service Standards and Performance Guidelines and the ADA Funding Policy to the CAMPO Executive Board.

5.4 Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP)

- Changes made from July 1, 2023 – September 30, 2023
- CAMPO and statewide CAMPO-eligible projects
- HN-0013 and HN-0014 were incorrectly assigned to CAMPO and have been removed.

5.4 Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP)

Requested Action:

Recommend approval of Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP).

5.5 FFY 2025 LAPP Program

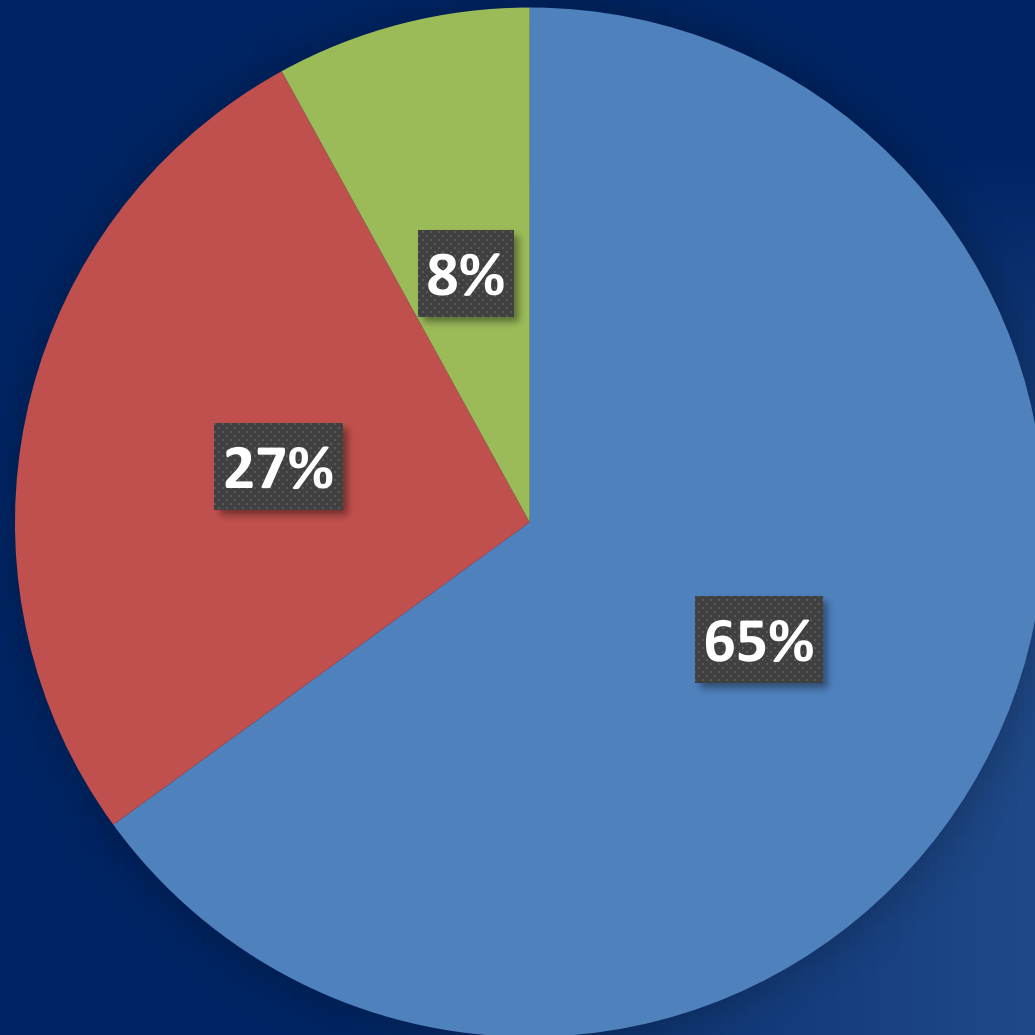
Call for Projects FFY 2025 LAPP Funds opened in August 2023

- 19 Projects Submitted

Scoring

- Projects are only scored against projects of the same mode

FFY 2025 LAPP Target Modal Mix

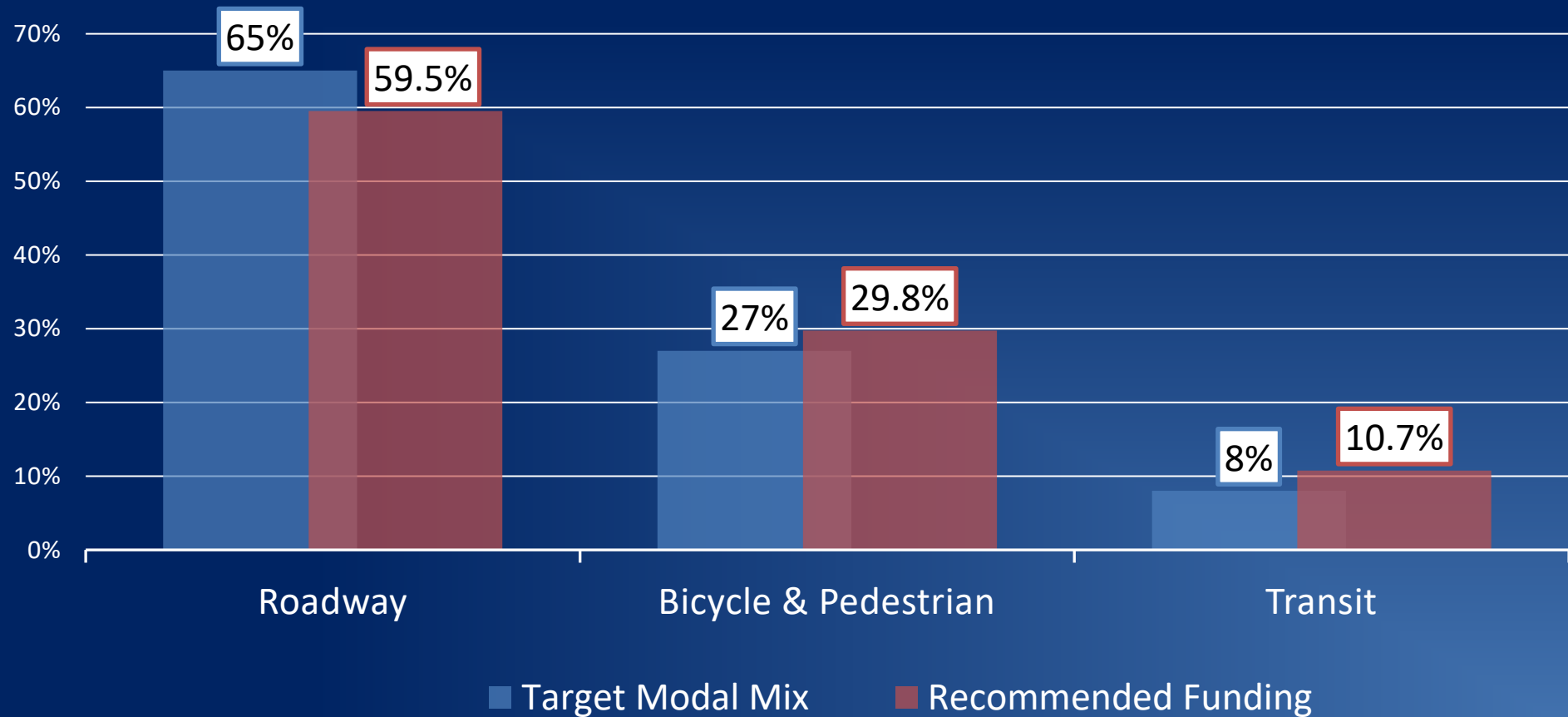


■ Roadway
(\$16,250,000)

■ 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: \$15,811,900

ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvement Project	Raleigh	No/No/Yes	\$79,410,000	\$14,000,000	\$14,000,000	72.67
Jones Sausage Road Widening and Intersection Improvements	Garner	No/Yes/Yes	\$25,298,000	\$10,119,200		69.33
NC 50/Mt. Vernon Church Turn Lanes	Wake County	No/No/Yes	\$1,038,000	\$830,400	\$830,400	55.11
Old Honeycutt/Kennebec Operational Improvements	Fuquay-Varina	No/No/Yes	\$1,461,875	\$981,500	\$981,500	52.44
Green Level Church Bridge Replacement and Widening	Cary	No/No/Yes	\$10,000,000	\$4,000,000		48.67
North Arendell Access and Operational Improvements	Zebulon	Yes/Yes/Yes	\$12,300,000	\$9,840,000		46.89
US 1 at Purnell RCI	Division 5	Yes/Yes/No	\$3,024,000	\$434,400		42.33
Rolesville at Riley Hill Realignment	Wake County	No/No/Yes	\$1,101,000	\$651,200		40.56
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$24,400,000	\$1,920,000		23.76
Total			\$158,032,875	\$42,776,700	\$15,811,900	
Target Modal Investment					\$16,250,000	
Remainder					\$438,100	

Garner accepted the FFY 24 LAPP funding for Jones Sausage Road Widening and Intersection Improvements.

Bicycle/Pedestrian Recommendations: \$7,885,642

BICYCLE & PEDESTRIAN						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Main Street Pedestrian Improvements	Clayton	No/Yes/Yes	\$1,550,000	\$1,085,000	\$1,085,000	58.57
Optimist Farm Greenway & Sidewalks	Cary	No/No/Yes	\$5,510,000	\$3,250,000	\$3,250,000	56.71
South Garner Greenway	Garner	No/No/Yes	\$5,315,685	\$2,657,842	\$2,657,842	45.86
Downtown Franklinton Bicycle and Pedestrian Safety Improvements	Franklinton	Yes/No/Yes	\$835,000	\$668,000	\$668,000	43.14
Vandora Springs Elementary SRTS Sidewalk	Division 5	Yes/Yes/No	\$663,000	\$244,800	\$224,800	36.50
Total			\$13,873,685	\$7,905,642	\$7,885,642	
Target Modal Investment					\$6,750,000	
Remainder					(\$1,135,642)	

Transit Recommendations: \$2,854,064

TRANSIT						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Route 305 Apex Bus Stop Improvements-South of US 64	GoTriangle	Yes/Yes/Yes	\$540,000	\$432,000	\$432,000	56.67
GoCary Bus Operations and Maintenance Facility	GoCary	No/No/Yes	\$71,200,000	\$2,136,000	\$2,000,000	52.00
GoDurham Route 2 Stop Improvements-Brier Creek in Wake County	GoTriangle	Yes/Yes/Yes	\$527,580	\$422,064	\$422,064	48.67
Triangle Town Center Transit Center	GoRaleigh	No/Yes/No	\$2,000,000	\$1,600,000		40.17
GoCary Communications Equipment Upgrade	GoCary	No/No/Yes	\$338,386	\$270,709		28.00
Total			\$74,605,966	\$4,860,773	\$2,854,064	
Target Modal Investment				\$2,006,709	\$2,000,000	
Remainder					(\$854,064)	

5.5 FFY 2025 LAPP Investment Program

Overprogramming Recommendation

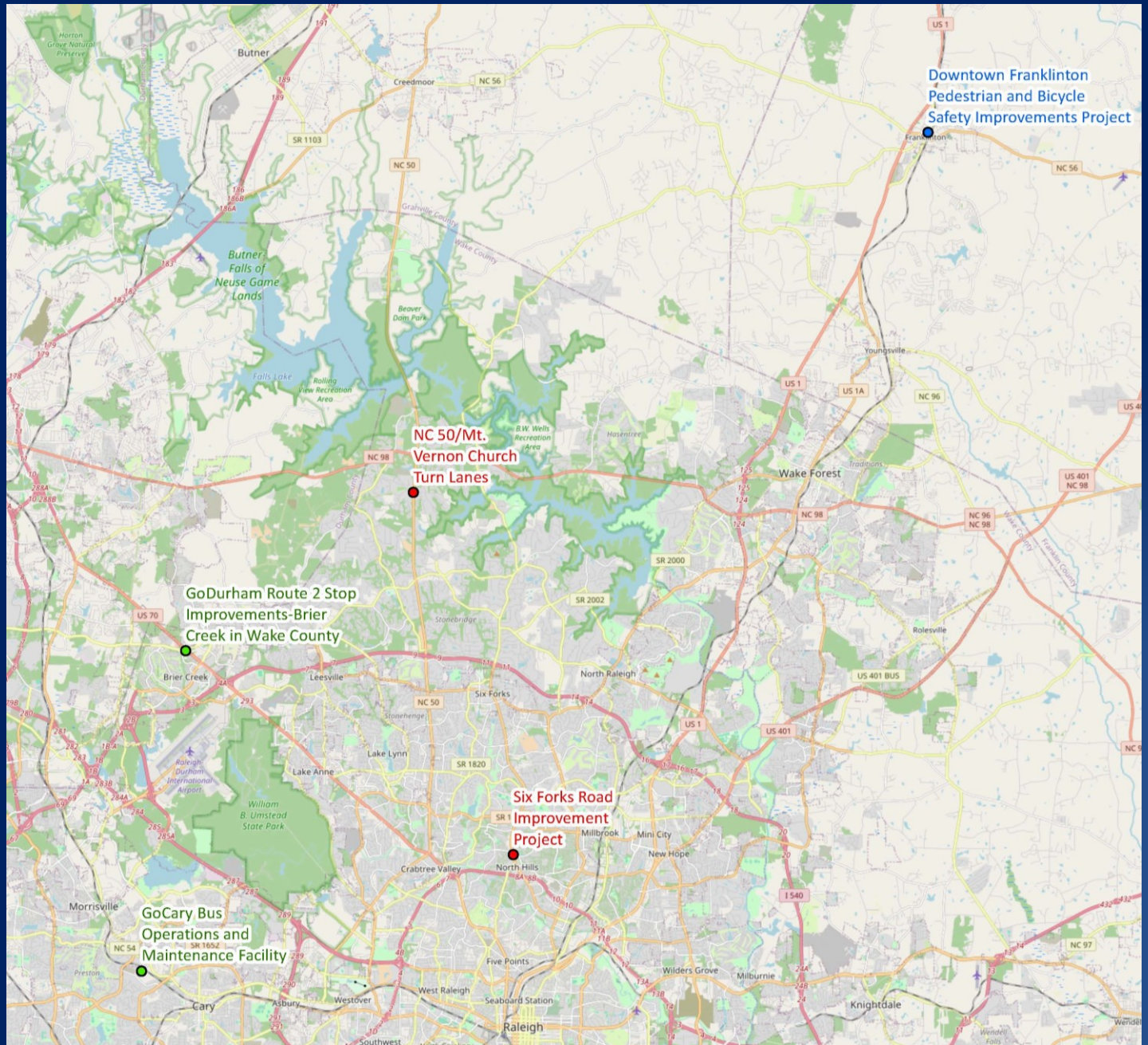
FFY 2024 LAPP Recommended Investment Program	\$26,571,600
Board-Adopted Programming Recommendation	<u>\$25,000,000</u>
Amount Above Board Recommendation	\$1,571,600

- \$25M does not use the full 20% overprogramming allowed by NCDOT
- \$25M was adopted prior to IIJA passage, which increased amount of funding designated for LAPP

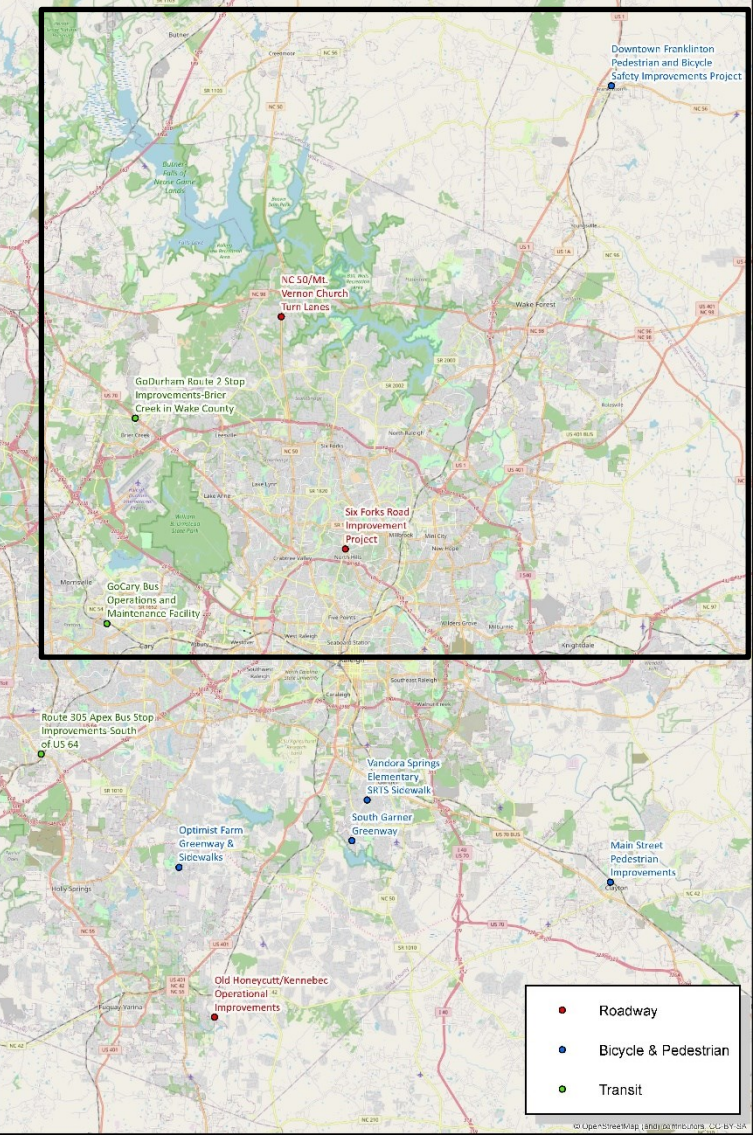
ALTERNATIVE A: Roadway Recommendations: \$15,651,900

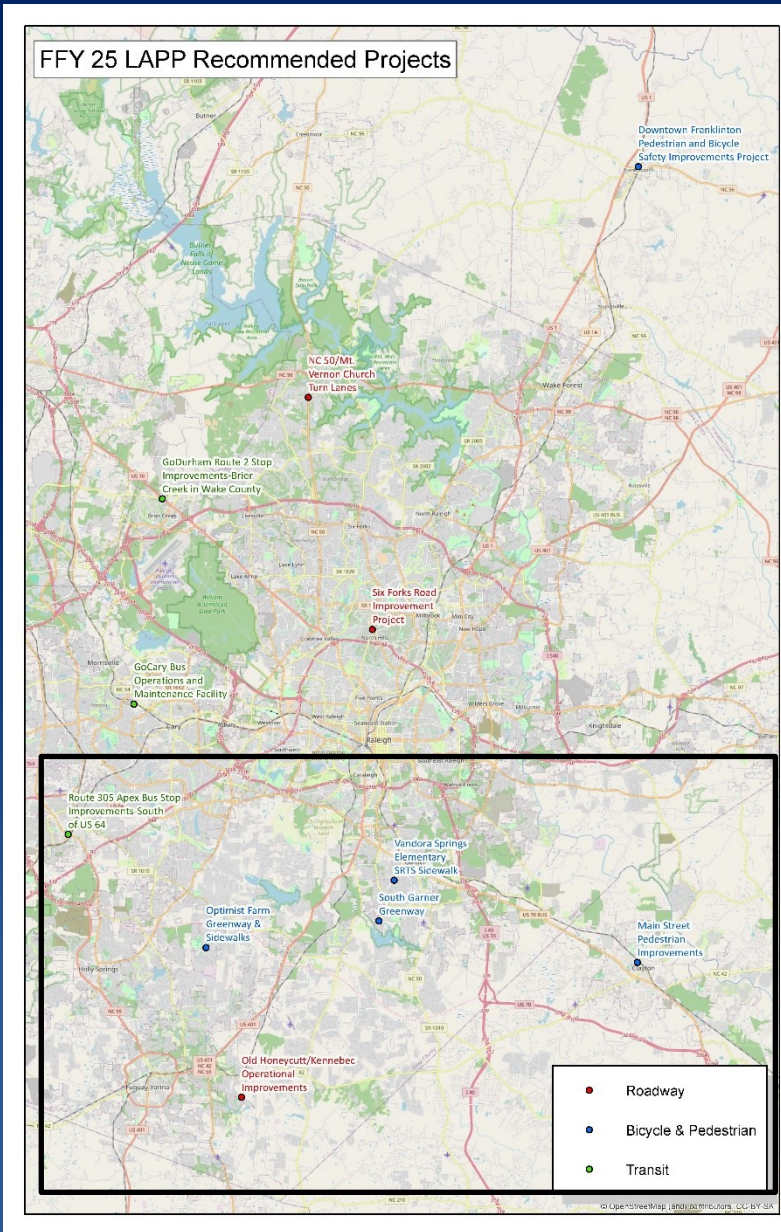
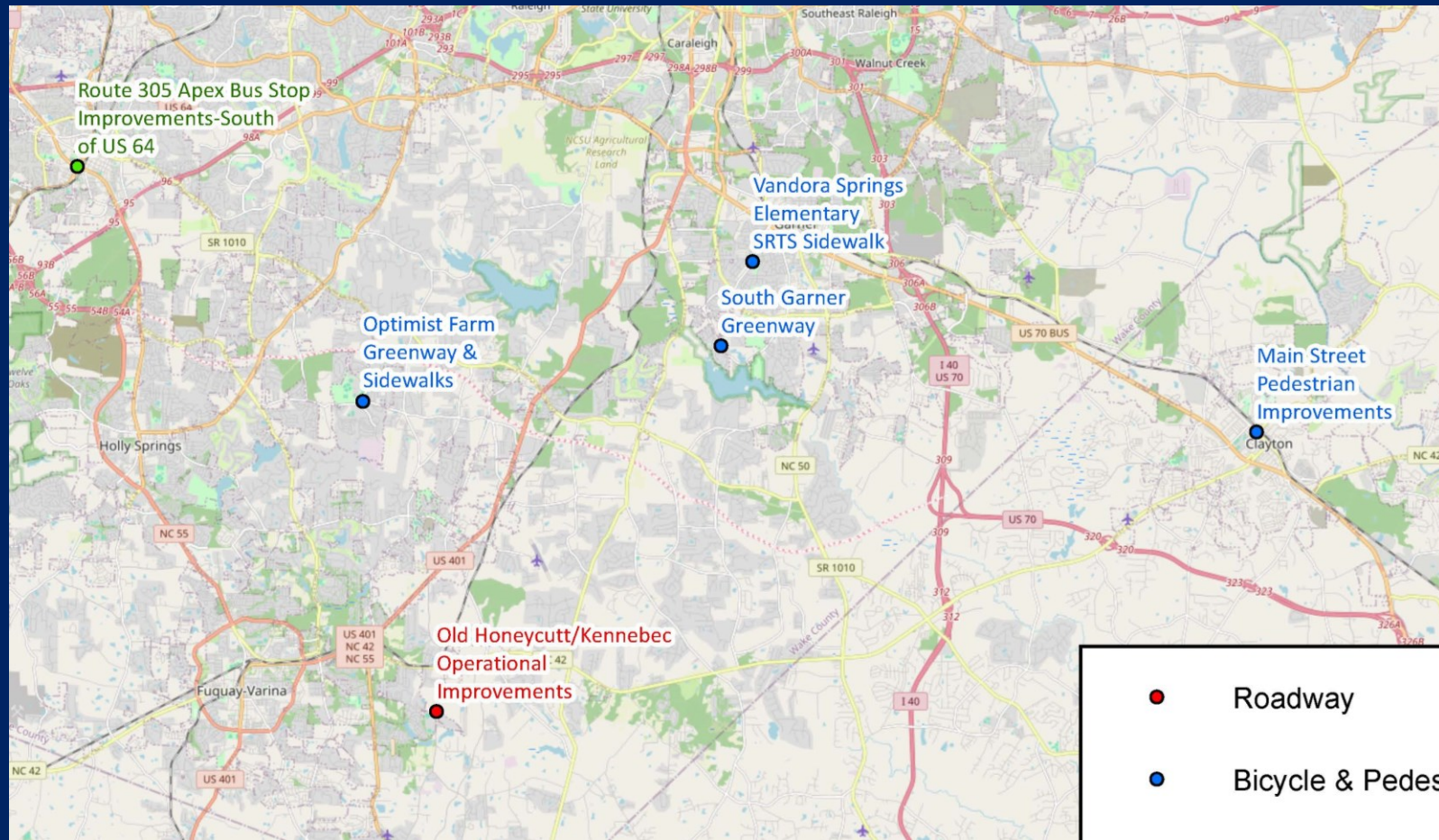
ROADWAY						
Project Name	Sponsoring Agency	Requested Phase (PE/ROW/CON)	Total Cost	CAMPO Cost	Amount Funded	Total Score
Six Forks Road Improvement Project	Raleigh	No/No/Yes	\$79,410,000	\$14,000,000		72.67
Jones Sausage Road Widening and Intersection Improvements	Garner	No/Yes/Yes	\$25,298,000	\$10,119,200		69.33
NC 50/Mt. Vernon Church Turn Lanes	Wake County	No/No/Yes	\$1,038,000	\$830,400	\$830,400	55.11
Old Honeycutt/Kennebec Operational Improvements	Fuquay-Varina	No/No/Yes	\$1,461,875	\$981,500	\$981,500	52.44
Green Level Church Bridge Replacement and Widening	Cary	No/No/Yes	\$10,000,000	\$4,000,000	\$4,000,000	48.67
North Arendell Access and Operational Improvements	Zebulon	Yes/Yes/Yes	\$12,300,000	\$9,840,000	\$9,840,000	46.89
US 1 at Purnell RCI	Division 5	Yes/Yes/No	\$3,024,000	\$434,400		42.33
Rolesville at Riley Hill Realignment	Wake County	No/No/Yes	\$1,101,000	\$651,200		40.56
Holly Springs Road - West Design	Holly Springs	Yes/No/No	\$24,400,000	\$1,920,000		23.76
Total			\$158,032,875	\$42,776,700	\$15,651,900	
Target Modal Investment				\$17,005,600	\$16,250,000	
Remainder					\$598,100	

The Selection Panel has recommended that in the event Raleigh cannot confirm the final design and approach of Six Forks Road by the end of June 2024, the next two highest scoring projects (5 & 6) be funded.



FFY 25 LAPP Recommended Projects





5.5 FFY 25 LAPP Investment Program

Next Steps

- Public Comment Period: January 3 – February 20, 2023
- Public Hearing and requested adoption: February 21, 2023
- TIP Amendment adopting projects
- LAPP Project Manager Training (mandatory for all funded projects) will be scheduled for March

Requested Action:
Receive as information.

5.6 LAPP Funding “Stoplight” Report

- December 22, 2023

Year	Exposed Funding	Projects
2017	\$ 824,000	1
2018	-	
2019	\$ 830,496	1
2020	\$ 5,065,418	4
2021	\$ 10,518,954	3
2022	\$ 13,324,608	7
2023	\$ 27,181,452	12
TOTAL	\$ 57,744,567	

5.6 LAPP Funding “Stoplight” Report

FFY 17 PROJECTS	LOCATION	TIP ID	PHASES FUNDED	STATUS	EXPOSED	NOTES
Arendell Ave Access Management and OI	Zebulon	U-5118FB	ROW, CON	Partial	\$ 824,000	Authorization needed for CON
FFY 19 PROJECTS	LOCATION	TIP ID	PHASES FUNDED	STATUS	EXPOSED	NOTES
Holly Springs Road Widening	Holly Springs	U-6094	ROW, CON	Partial	\$ 830,496	Authorization needed for CON
FFY 20 PROJECTS	LOCATION	TIP ID	PHASES FUNDED	STATUS	EXPOSED	NOTES
Crabtree Creek Greenway Connector - Weston	Cary	BL-0037	CON	None	\$ 2,260,000	Authorization needed for CON
Jones Street Sidewalk	Fuquay-Varina	BL-0038	PE, ROW, CON	Partial	\$ 543,973	Authorization needed for CON
Junny Road Sidewalk Extension	Angier/Division 6	EB-6020	PE, ROW, CON	Partial	\$ 1,286,000	Authorization needed for ROW, CON
Hwy 55 and NE Judd Parkway Intersection Improvements	Fuquay-Varina	HL-0042	PE, ROW, CON	Partial	\$ 975,445	Authorization needed for CON

5.6 LAPP Funding “Stoplight” Report

FFY 21 PROJECTS	LOCATION	TIP ID	PHASES FUNDED	STATUS	EXPOSED	NOTES
Avent Ferry Road Sidewalk Connectors	Holly Springs	EB-6049	CON	None	\$ 1,000,000	Authorization needed for CON
Old Wake Forest Road - North	Raleigh	U-6242	ROW, CON	Partial	\$ 8,635,436	Authorization needed for CON
Wendell Blvd/Wendell Falls Pkwy Intersection Project	Wendell	U-6244	ROW, CON	Partial	\$ 494,318	Authorization needed for CON
FFY 22 PROJECTS	LOCATION	TIP ID	PHASES FUNDED	STATUS	EXPOSED	NOTES
Louis Stephens Dr./O'Kelly Chapel Rd. Trail Connection	RTP	BL-0026	PE, CON	Partial	\$ 916,184	Authorization needed for CON
Crabtree Creek Greenway Trail Gap	Raleigh	BL-0027	CON	None	\$ 895,170	Authorization needed for CON
Sunset Lake Road Widening Phase II	Fuquay-Varina	HL-0027	PE, ROW, CON	Partial	\$ 312,519	Authorization needed for CON
NC 55 Widening	Holly Springs	HL-0029	ROW, CON	Partial	\$ 474,305	Authorization needed for CON
Holly Springs Road/Main Street Intersection Improvements	Holly Springs	HL-0030	ROW, CON	Partial	\$ 316,875	Authorization needed for CON
South Smithfield Rd/Poole Rd Intersection Improvements	Division 5	HL-0031	ROW, CON	Partial	\$ 1,437,500	Authorization needed for CON
Carpenter Fire Station Rd Widening - Construction	Cary	U-6227	ROW, CON	Partial	\$ 3,645,000	Authorization needed for CON

5.6 LAPP Funding “Stoplight” Report

FFY 23 PROJECTS	LOCATION	TIP ID	PHASES FUNDED	STATUS	EXPOSED	NOTES
Downtown Apex SRTS and Transit Connections	Apex	BL-0047	ROW,CON	None	\$ 1,395,357	Authorization needed for ROW, CON
Old Apex Road Sidewalk Gap	Cary	BL-0048	CON	None	\$ 1,200,000	Authorization needed for CON
Louis Stephens Drive Sidewalk Gap Connectivity	Morrisville	BL-0049	CON	None	\$ 385,000	Authorization needed for CON
East Main Street Sidewalk Connector	Clayton	BL-0050	ROW,CON	None	\$ 455,000	Authorization needed for ROW, CON
Penny Road Sidewalk Project	Division 5	BL-0051	PE,ROW,CON	Partial	\$ 350,000	Authorization needed for ROW, CON
Main Street Sidewalk Connector	Holly Springs	BL-0052	PE,ROW,CON	Partial	\$ 600,000	Authorization needed for ROW, CON
"Rails to Trails"	Franklin County	BL-0053	PE,ROW,CON	Partial	\$ 2,376,000	Authorization needed for ROW, CON
Southeast Judd Pedestrian Improvements	Fuquay-Varina	BL-0054	ROW,CON	Partial	\$ 531,595	Authorization needed for CON
Dillard Drive Two Way Left Turn Lane (TWLTL)	Division 5	HL-0050	ROW,CON	Partial	\$ 628,500	Authorization needed for CON
Jones Franklin at Athens SB Left Turn Lane	Division 5	HL-0051	PE, ROW, CON	Partial	\$ 362,000	Authorization needed for ROW, CON
Blue Ridge Rd Improvements (North) and House Creek Trail Grade Separation	Raleigh	HL-0052	CON	None	\$ 6,398,000	Authorization needed for CON
Apex Peakway SW Connector	Apex	U-5928	CON	None	\$ 12,500,000	Authorization needed for CON

5.6 LAPP Funding “Stoplight” Report

Requested Action:
Receive as information.

5.7 Unified Planning Work Program (UPWP) FY 2025

FY 2024 Studies Continuing:

- Apex Railyard Relocation Study
- CAMPO Regional Multi-Modal Safety Action Plan
- NW Harnett Transit Feasibility Study
- Wake Transit Plan Update
- Triangle Bikeway NEPA / Design

NEW FY 2025 Studies Proposed:

- CAMPO / DCHC MPO Joint Rail Strategy Study
- Northwest Area Study
- BRT RTP – Clayton Concept of Operations Study
- Implementation of the updated MTP Bicycle-Pedestrian Element

5.7 Unified Planning Work Program (UPWP) FY 2025

Other Ongoing FY 2025 Work:

- LAPP
- 2055 MTP
- TRM
- Public Engagement
- Mobility Management implementation
- Wake Transit Plan Administration
- Technical Assistance
- Non-motorized data volume count program
- TDM
- CMP
- MPO Strategic Plan implementation

Budget:

\$0.73 - \$0.76 per Capita Member Share
(\$0.02 - \$0.04 decrease)

Indirect Cost Estimate - \$175,000
(decrease of 7%)

5.7 Unified Planning Work Program (UPWP) FY 2025

Next Steps:

- Public Review & Comment Period Jan. 22 – Feb. 21, 2024
- Public Hearing Feb. 21, 2024
- Executive Board Considers adoption at February 21, 2024 meeting

Requested Action:
Receive as information.

5.8 US 1 North (U-5307) - Update

U-5307 – US 1 North (Capital Blvd). Project

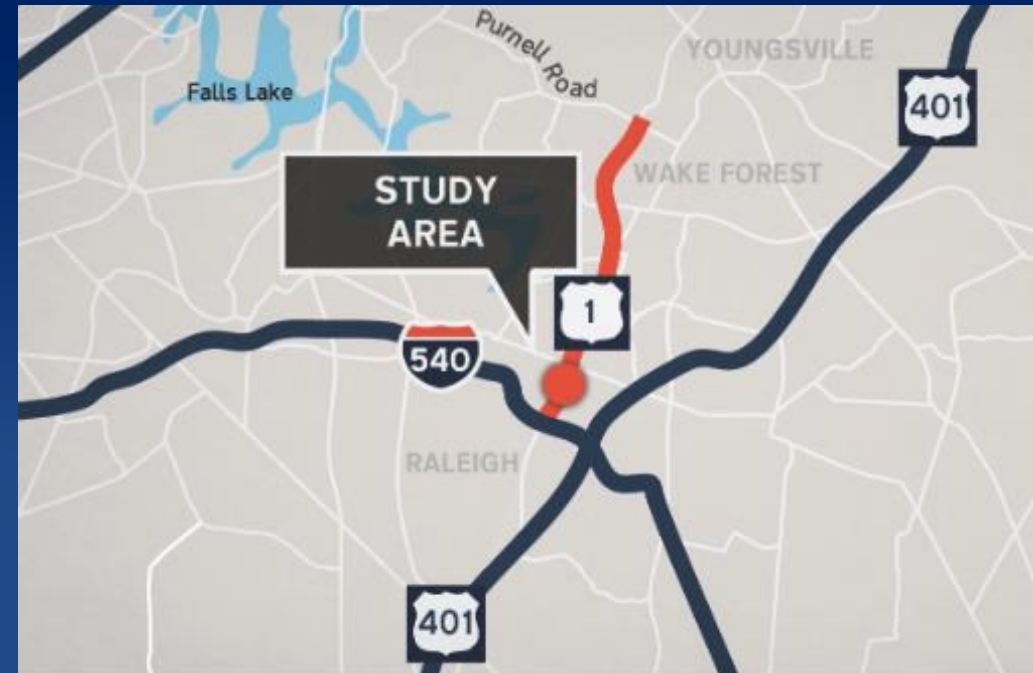
- During the summer of 2023, Executive Board members asked CAMPO staff to work with partners to identify options to move the project forward.

The Capital Boulevard North Project:

Converts Capital Boulevard (US 1) into a controlled-access highway between I-540 and Purnell/Harris roads in Wake Forest.

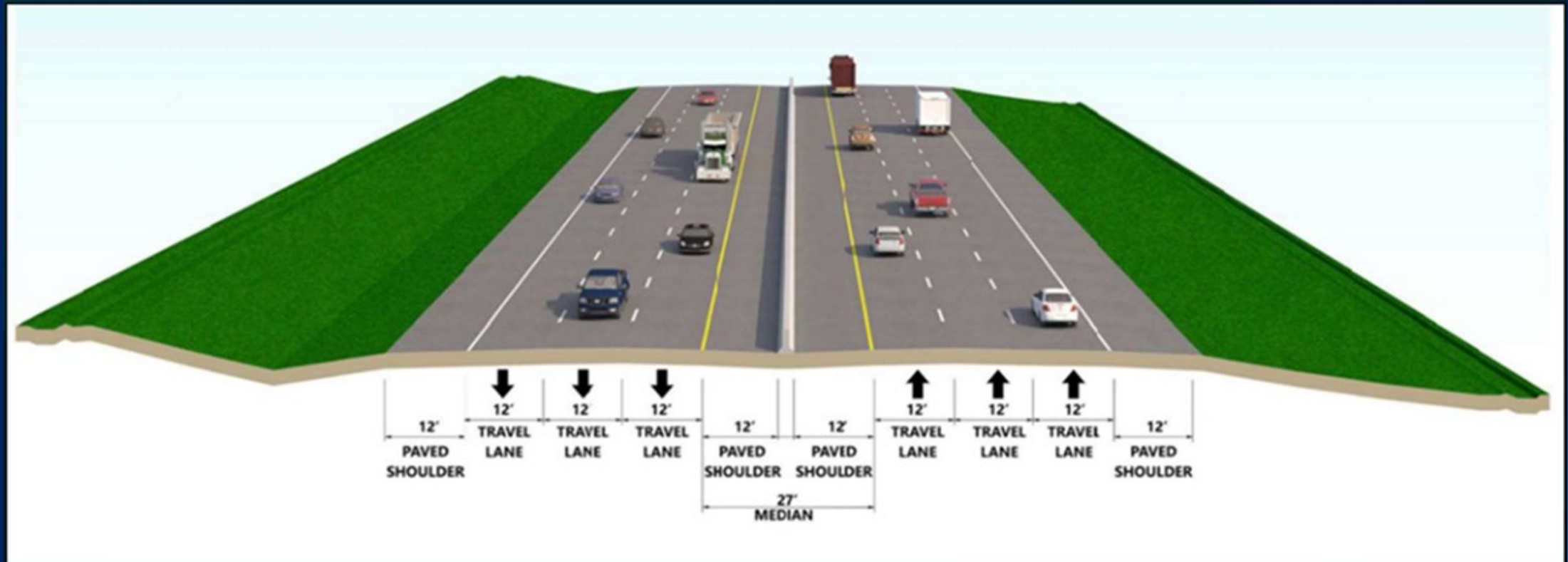
For funding purposes, the Project is divided into the following four(4) segments:

- Segment A: I-540 to Durant Road /Perry Creek Road
- Segment B: Durant Road / Perry Creek Road to Burlington Mills Road
- Segment C: Burlington Mills Road to N.C. 98 Business (Durham Road)
- Segment D: N.C. 98 (Durham Road) to Purnell Road / Harris Road



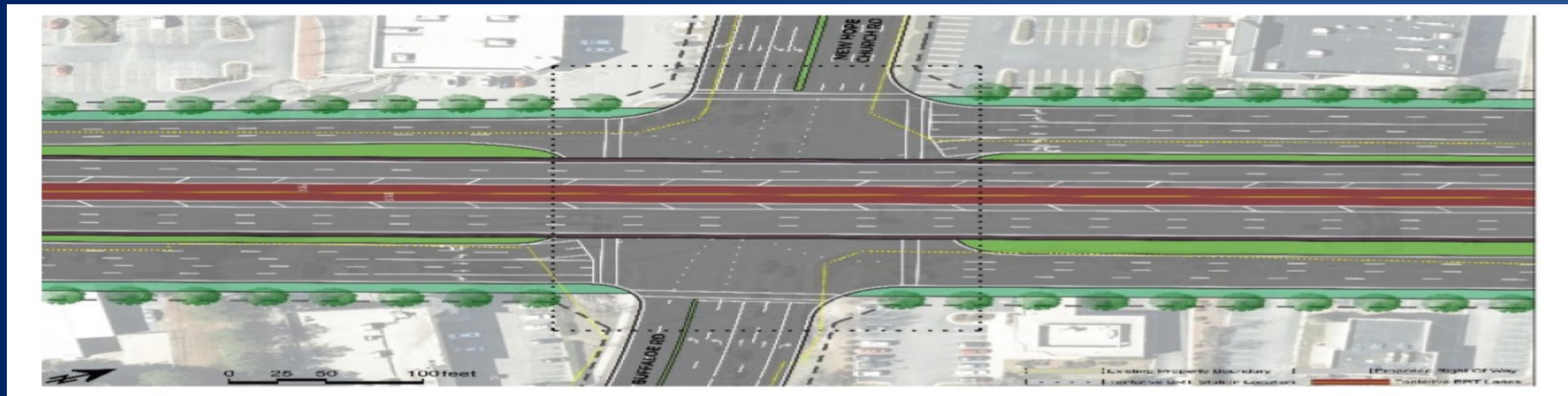
The Capital Boulevard North Project:

Converts Capital Boulevard (US 1) into a controlled-access highway between I-540 and Purnell/Harris roads in Wake Forest.



Capital Boulevard South of I-540:

Planned improvements convert Capital Boulevard (US 1) into a multiway boulevard between I-540 and I-440.



U.S. 1 (Capital Boulevard) Project Corridor

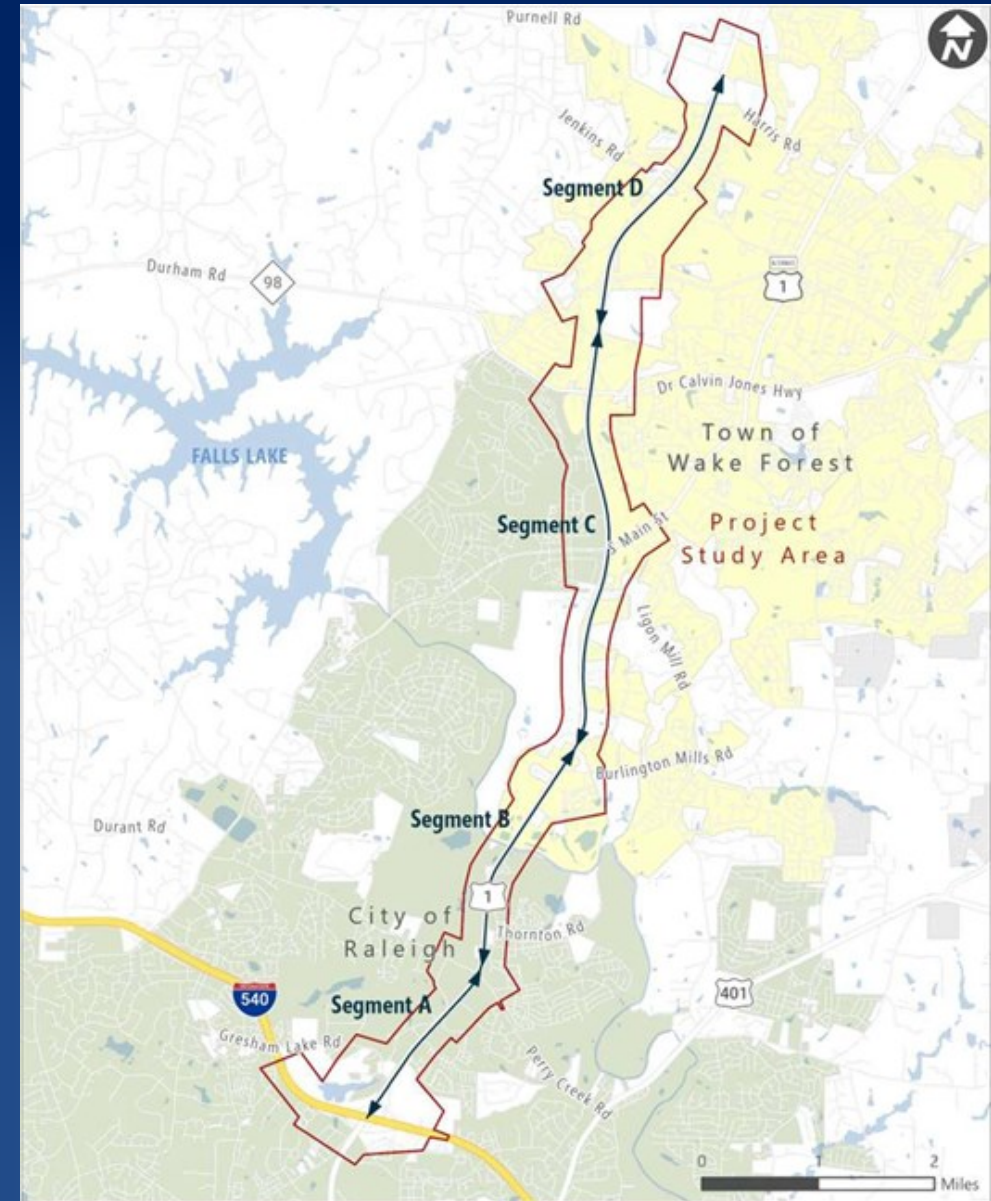
Project Segments

Segment A – I-540 to north of Durant Road/
Perry Creek Road

Segment B – north of Durant Road/Perry
Creek Road to north of
Burlington Mills Road

Segment C – north of Burlington Mills Road to
south of N.C. 98 Business

Segment D – south of N.C. 98 Business to
Purnell Road/Harris Road



U-5307 US 1 Freeway Conversion STIP History

STIP	2016-2025			2018-2027			2020-2029			2024-2033		
	Uncommitted A-C			Committed A-C			Committed A-C			Committed A Only		
	STI Fund	CON YR	COST	STI Fund	CON YR	COST	STI Fund	CON YR	COST	STI Fund	CON YR	COST
U-5307 A	SW	2021	\$82.2M	SW	2021	\$124.7M	SW	2022	\$124.7M	SW	2026	\$291.2M
U-5307 B	SW	2021	\$60.6M	REG	2021	\$120.1M	REG	2024	\$120.1M	REG	N/A	\$179.5M
U-5307 C	SW	2021	\$62.7M	REG	2021	\$128.1M	REG	2024	\$128.1M	REG	N/A	\$142.1M
U-5307 D	N/A	N/A	N/A	REG	2024	\$90.1M	REG	2028	\$93.1M	REG	N/A	\$141.2M
		Totals A-C	\$205.5M			\$372.9M			\$372.9M			\$612.8M
		Total D	N/A			\$90.1M			\$93.1M			\$141.2M

Time is money...

U.S. 1 (Capital Boulevard) Project Corridor

Options to Move Forward

Option 1 – Stay the Course:

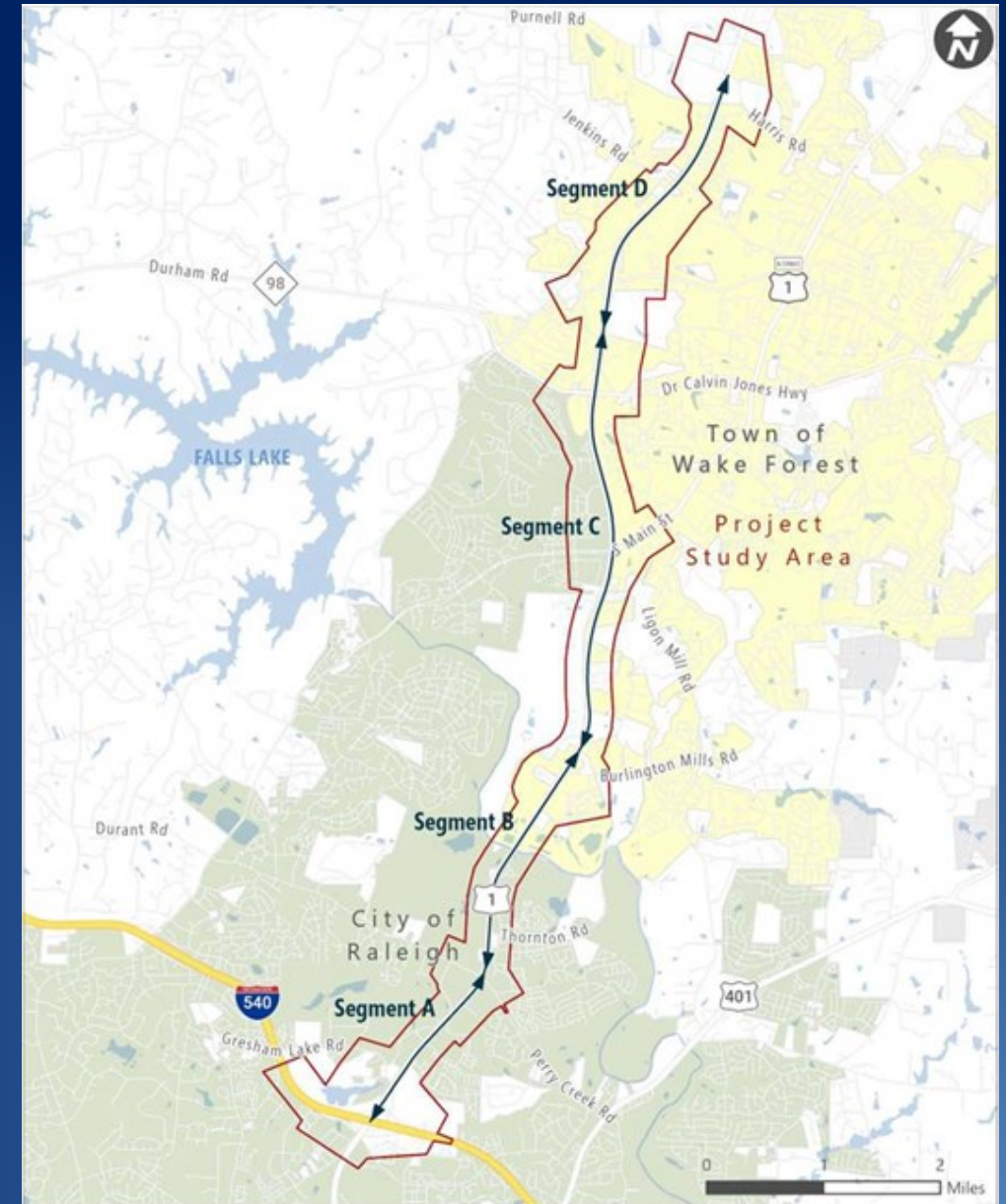
Wait for B,C, and D segments to compete and be programmed through normal TIP/STIP process

Option 2 – Non-freeway option:

Study options to improve the corridor with non-freeway improvements (e.g. RCI/ Superstreet, operational improvements, some interchanges, etc.)

Option 3 – Convert the Corridor to a Toll Project:

Complete tolled expressway
One lane in each direction



U.S. 1 (Capital Boulevard) Project Corridor

Option 1- Stay the Course:

Segment A

I-540 to north of Durant / Perry Creek Roads

- “Committed” funding. Currently scheduled for design-build to begin in FY 26

Segment B

North of Durant/Perry Creek Roads to north of Burlington Mills Road

- No committed funding. Must compete for funding. Unknown when CON could start.

Segment C

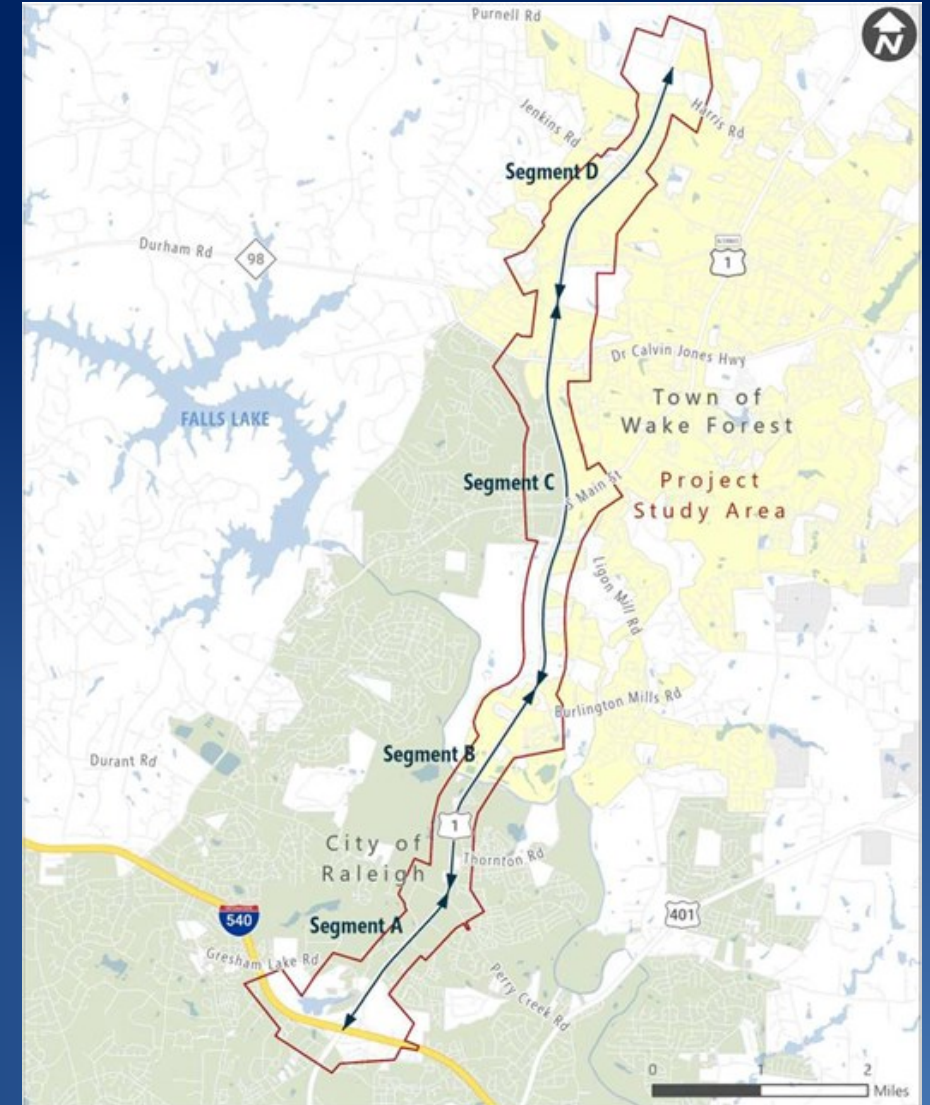
North of Burlington Mills Road to south of N.C. 98 Business

- No committed funding. Must compete for funding. Unknown when CON could start.

Segment D

South of N.C. 98 Business to Purnell/Harris Roads

- No committed funding. Must compete for funding. Unknown when CON could start.



U.S. 1 (Capital Boulevard) Project Corridor

Option 2 – Non-Freeway Option:

Segment A

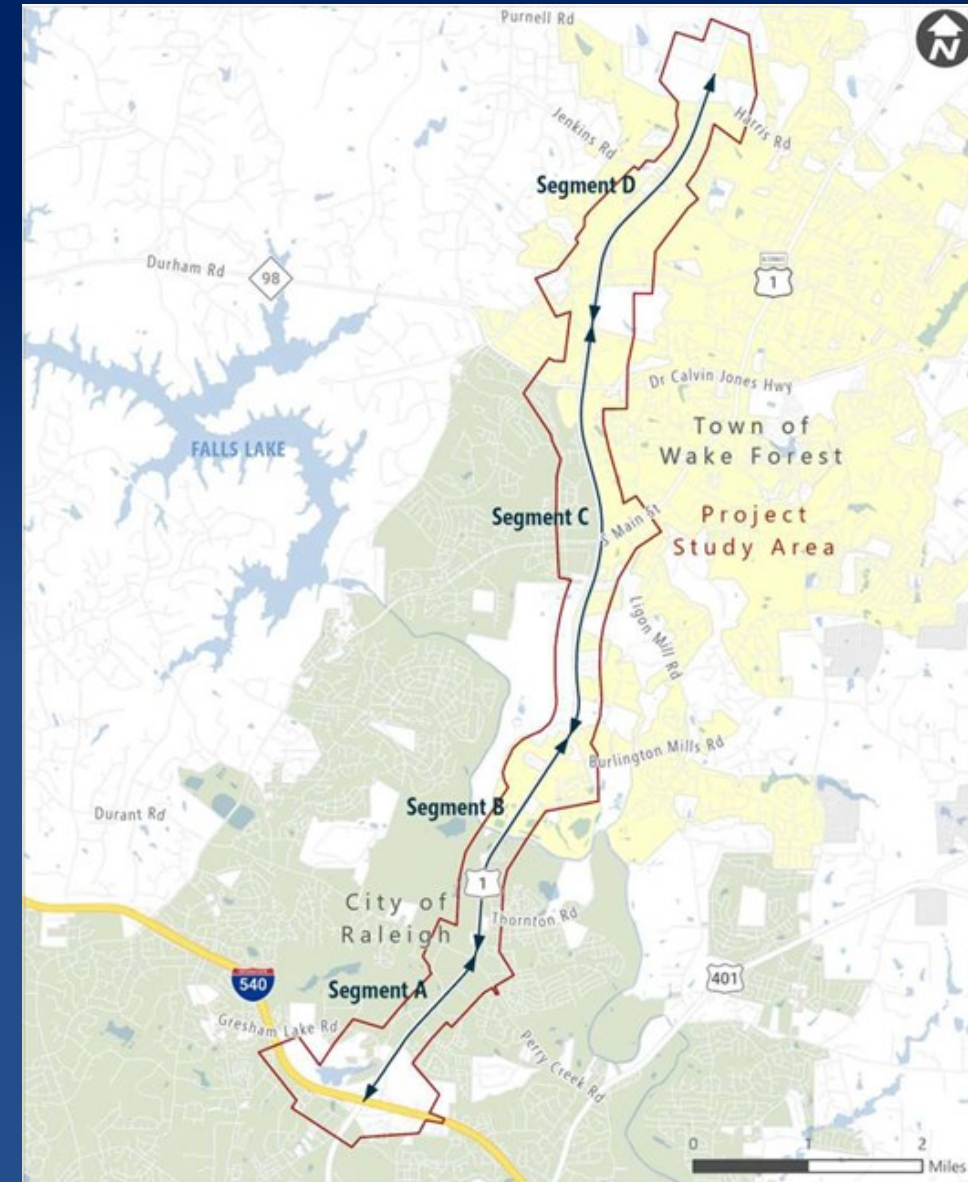
- “Committed” funding. Currently scheduled for design-build to begin in FY 26

Segments B,C,D

- Not funded. Must compete for funding. Unknown when CON could start.

What is this option?

- Update of the US 1 North Corridor Study to determine non-freeway improvements and impacts.
- Options to study might include: RCI/Superstreet, operational improvements, some interchanges, etc.
- Not funded. Once improvements were identified they must compete for funding (STI), likely in SPOT 8 or 9.
- Unknown when CON could start, but likely not before XX DATE?



U.S. 1 (Capital Boulevard) Project Corridor

Option 3: Convert to Toll Project

Option 3a – Complete tolled expressway

Option 3b – Convert one lane in each direction to tolled/managed lanes

This option, as contemplated, could potentially utilize existing “committed” funds (Segment A) to supplement the toll bond revenue and begin construction in the mid-2020s.

This option could include the multi-modal elements contemplated for this corridor in the future.

Several questions remain that would require further study.

Analysis 1: Segments A, B, and C

(SYOE)	All-Tolled Expressway		One Express Lane in Each Direction	
	Scenario 1: Standalone	Scenario 2: System	Scenario 3: Standalone**	Scenario 4: System
Construction Begins	SFY 2026			
Facility Open to Traffic	SFY 2030			
Debt Term	SFY 2025 – 2065			
ROW, Utilities, & Construction Costs*	\$885M			
Toll Integration	\$42M		\$16M	
Projected Toll Revenue (SFY30-65)	\$2,860M		\$407M	
Lifecycle O&M Costs (SFY30-65)	\$690M		\$235M	
Lifecycle R&R Costs (SFY30-65)	\$234M		\$86M	
Funding Gap	~\$0-100M	~\$0-50M	~\$450-550M	~\$100-200M

*Estimates are from the 2024-2033 STIP + 25% contingency and are subject to change.

**Assumes NCDOT covers all Lifecycle R&R Costs.

Analysis 2: Segments A, B, C, and D

(SYOE)	All-Tolled Expressway		One Express Lane in Each Direction	
	Scenario 1: Standalone	Scenario 2: System	Scenario 3: Standalone**	Scenario 4: System
Construction Begins	SFY 2026			
Facility Open to Traffic	SFY 2030			
Debt Term	SFY 2025 – 2065			
ROW, Utilities, & Construction Costs*	\$1,118M			
Toll Integration	\$57M		\$23M	
Projected Toll Revenue (SFY30-65)	\$3,274M		\$520M	
Lifecycle O&M Costs (SFY30-65)	\$790M		\$279M	
Lifecycle R&R Costs (SFY30-65)	\$321M		\$123M	
Funding Gap	~\$150-250M	~\$0-50M	~\$650-750M	~\$350-450M

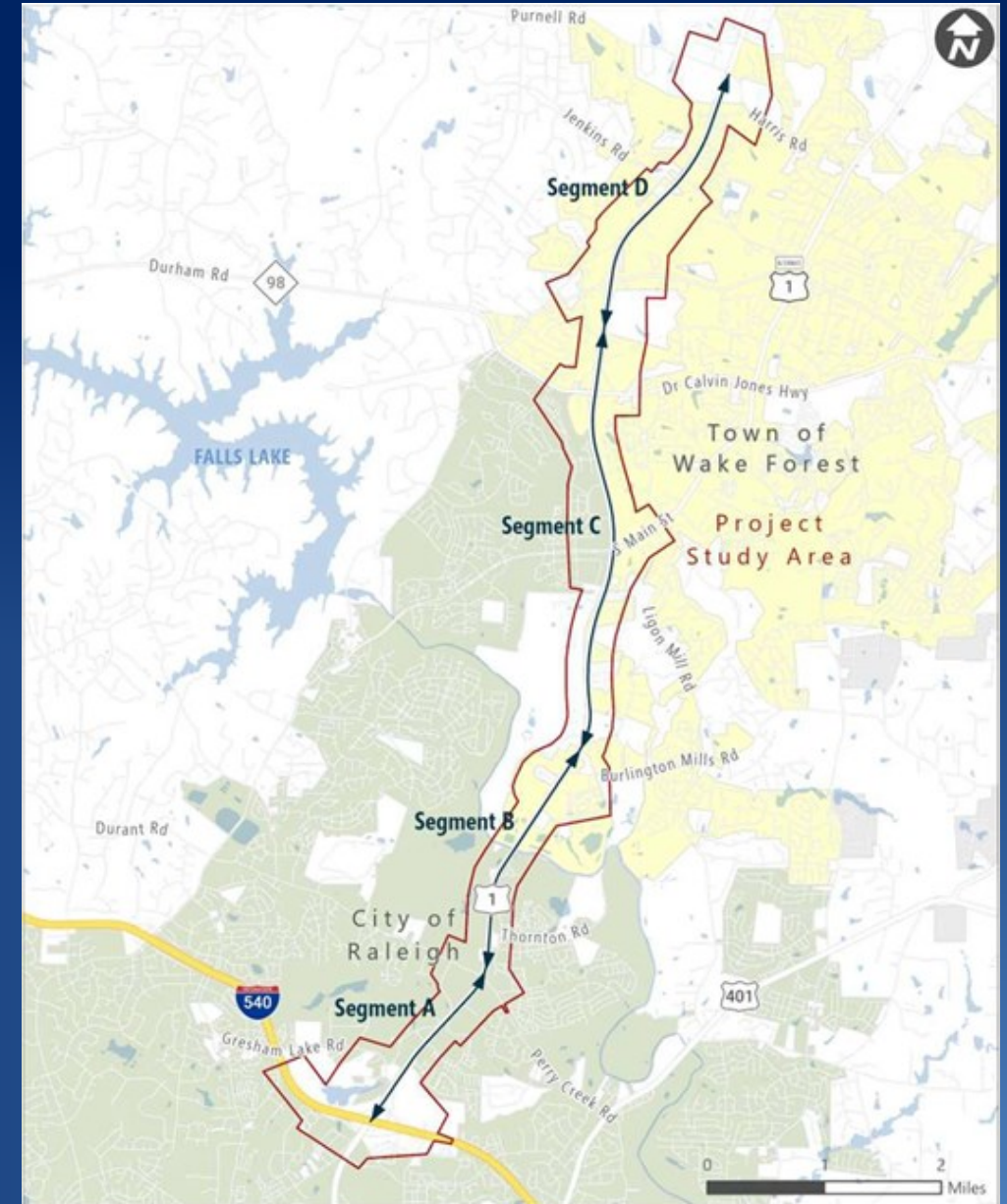
*Estimates are from the 2024-2033 STIP + 25% contingency and are subject to change.

**Assumes NCDOT covers all Lifecycle R&R Costs.

U.S. 1 (Capital Boulevard) Project Corridor

Path Forward:

- Today, provide feedback and thoughts
- Presentation to full CAMPO Executive Board in near future
- CAMPO Executive Board action to further pursue one of these or other options



5.8 US 1 North (U-5307) - Update

Requested Action:
Receive as information.

6. Informational Items: Budget

6.1 Operating Budget – FY 2024

6.2 Member Shares - FY 2024

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

Studies:

- Southeast Area Study Update
- U.S. 401 Corridor Study
- Project Prioritization Methodology Update FY 2023
- MTP Bicycle & Pedestrian Element Update
- Mobility Management Program Implementation Study
- MTP Bicycle & Pedestrian Element Update
- NW Harnett Co. Transit Connections Feasibility Study

Other Updates:

- Wake Transit/TPAC Updates
- FY 2024 Wake Plan, Period of Performance Extension
- FY 2024 Wake Plan Development Update
- FY 2024 Community Funding Area Program Update
- Mobility Coordination Committee
- Triangle Transportation Choices (TDM Program)
- NCDOT Highway Project U-2719 Updates

7.2 Informational Item: 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 Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- TCC Members

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Upcoming Events

Date	Event
January 17 4:00 p.m.	Executive Board Meeting
January 19 11 a.m. – 2 p.m.	Regional Transportation Day @ Central Pines
January 31 8:30 a.m. – 11:30 a.m.	Joint Boards Meeting of CAMPO & DCHC MPO @ Central Pines
February 1 4:00 p.m.	Technical Coordinating Committee Meeting
February 21 4:00 p.m.	Executive Board Meeting






**JOINT BOARDS MEETING
CAMPO & DCHC MPO**

Wednesday
January 31, 2024
 8:30am - Networking/Refreshments
 9:00 am-11:30am - Meeting

Central Pines Regional Council
 4307 Emperor Blvd., Suite 130
 Durham, NC 27703
 Yorkshire Place Building
 Central Pines Conference Room