



NC Capital Area Metropolitan Planning Organization

Executive Board Meeting

October 16, 2024

4:00 PM

** The live stream will begin (with audio) when the Chair has called the meeting to order.**

1. Welcome and Introductions

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 *September Minutes*

Approve the September 18, 2024 Executive Board Minutes.

5.2 *Update to CAMPO's Title VI and Limited English Proficiency Plans*

Approve the updated Title VI and Limited English Proficiency Plans.

Requested Action: Approve all Consent Agenda items.

End of Consent Agenda

6. Public Hearing

6.1 Congestion Management Process Update

Congestion Management Process (CMP) Overview

THE CMP IS A FEDERAL REQUIREMENT - 23 CFR 450.322

"The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53[...]"

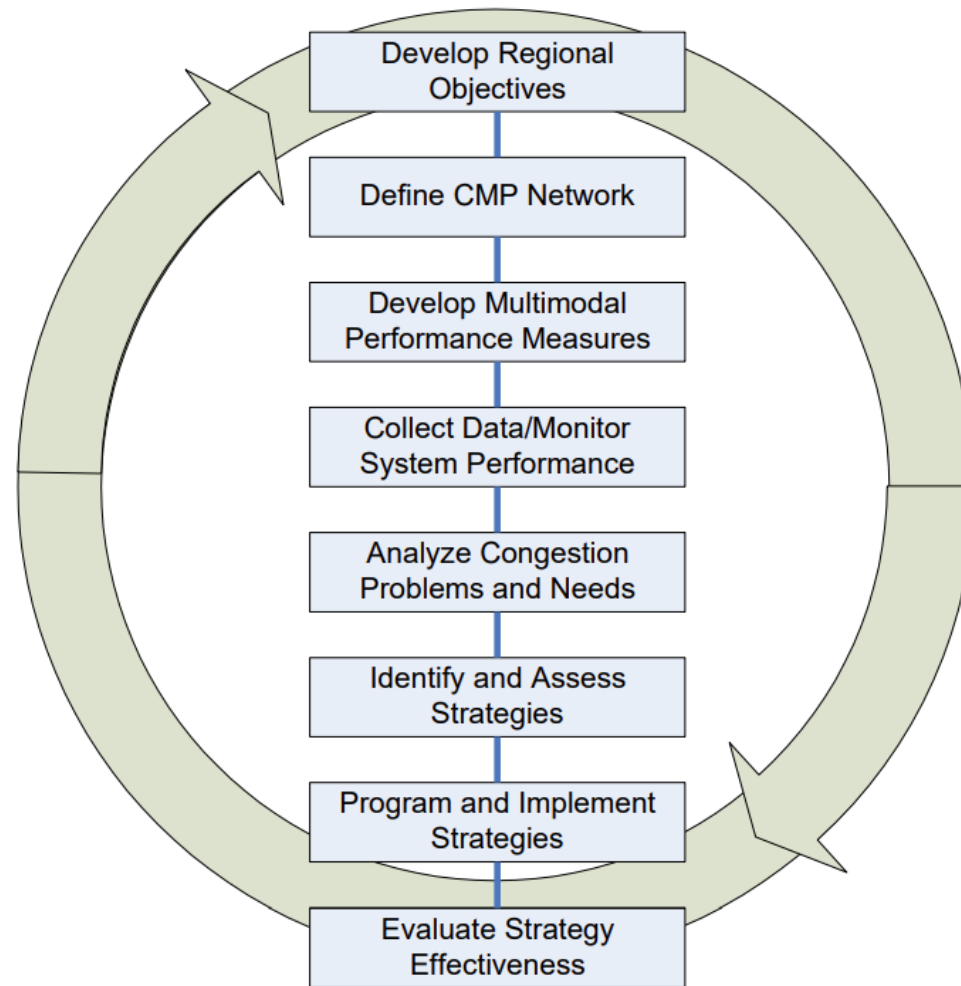
"[...]Consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes, including highway, transit, passenger and freight rail operations, and non-motorized transport[...]"

CMP Adoption Schedule

Event	Date	Board
CMP High-Level Overview	September 5, 2024	TCC
CMP Lunch and Learn – Sneak Peek at CMP Final Report and Q&A Session	September 13th: 12PM to 1PM	TCC
Public Comment Period	September 16, 2024, to October 15, 2024	Executive Board
CMP High-Level Overview	September 18, 2024	Executive Board
CMP Recommendation	October 3, 2024	TCC
CMP Public Hearing & Adoption	October 16, 2024	Executive Board
Opportunity to make minor adjustments as needed	October 16, 2024, to MTP Adoption	CAMPO Staff and TCC
MTP Adoption	Winter 2025/2026	Executive Board

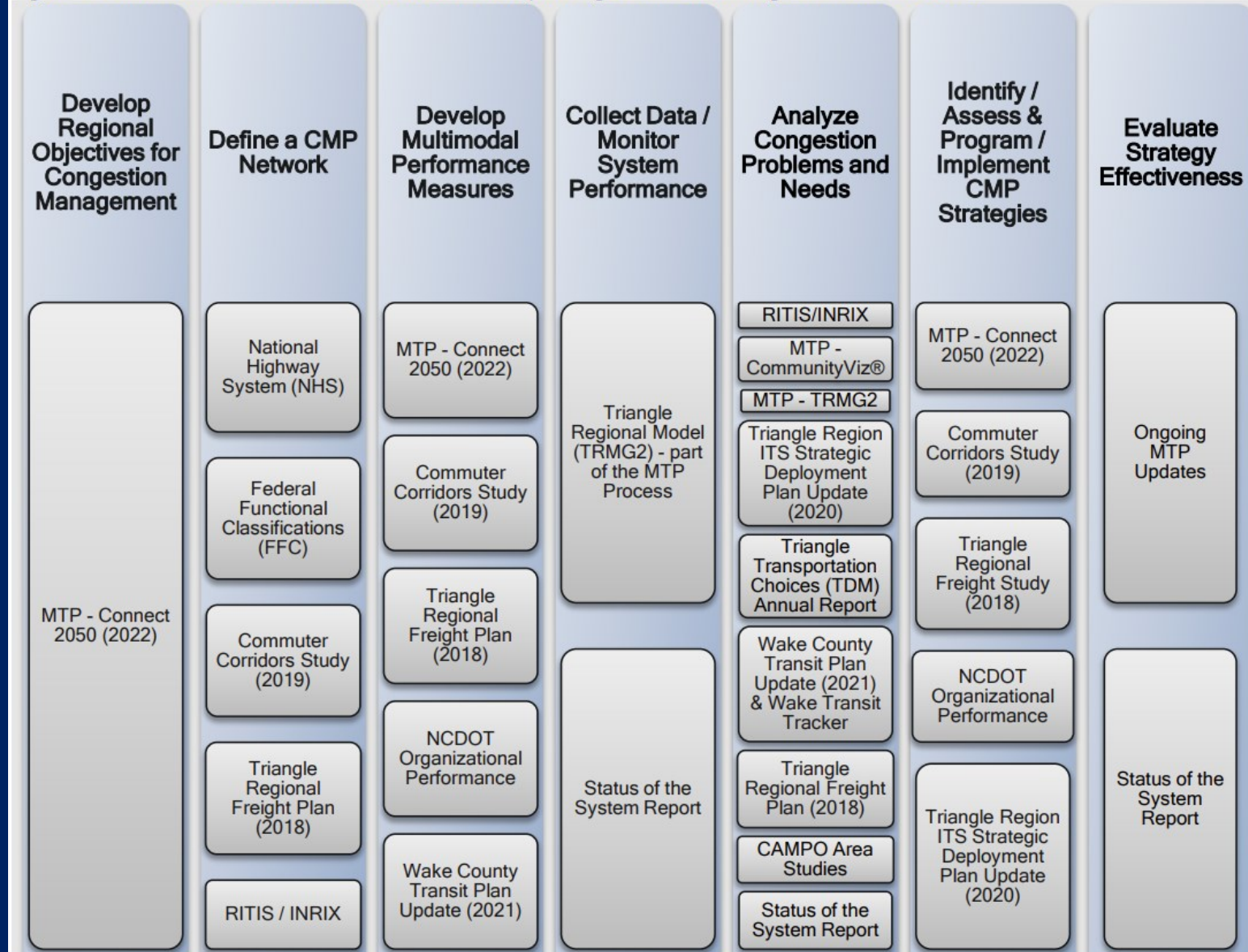
CMP Federal Process

Figure 2. Elements of the Congestion Management Process



CMP: Federal Guidelines & CAMPO Processes

Figure 2: CMP Elements - FHWA Guidebook & Corresponding CAMPO Planning Efforts & Processes



CMP: Federal Guidelines & CAMPO Processes

STUDYS/PLANS	JOINTLY DEVELOPED	FORMAL DCHC REPRESENTATION	INFORMAL DCHC REPRESENTATION
Commuter Corridor Study		★	
Triangle Freight Plan	★		
Triangle Regional Model	★		
Connect 2050 (MTP)	★		
Triangle Regional ITS Strategic Deployment Plan Update	★		
Triangle Transportation Choices (TDM) Program	★		
CAMPO Area Studies			★

Introduction Edits

While it is important to develop performance measures to track the impact of congestion, and develop strategies to mitigate and manage those impacts, we must keep in mind that congestion does not **only generate** negative impacts. Congestion **can be an** indicator of a strong economy and a vibrant and dynamic community. **When supported by thoughtful land use and multi-modal transportation policy and program implementation**, slowed traffic due to increased congestion can positively impact the safety of bicyclists and pedestrians; incentivize community adaptation resulting in increased infill development; and **encourage a** shift in mode **choice** away from the single occupancy vehicle (SOV).

Collect Data – Monitor System Performance Edits

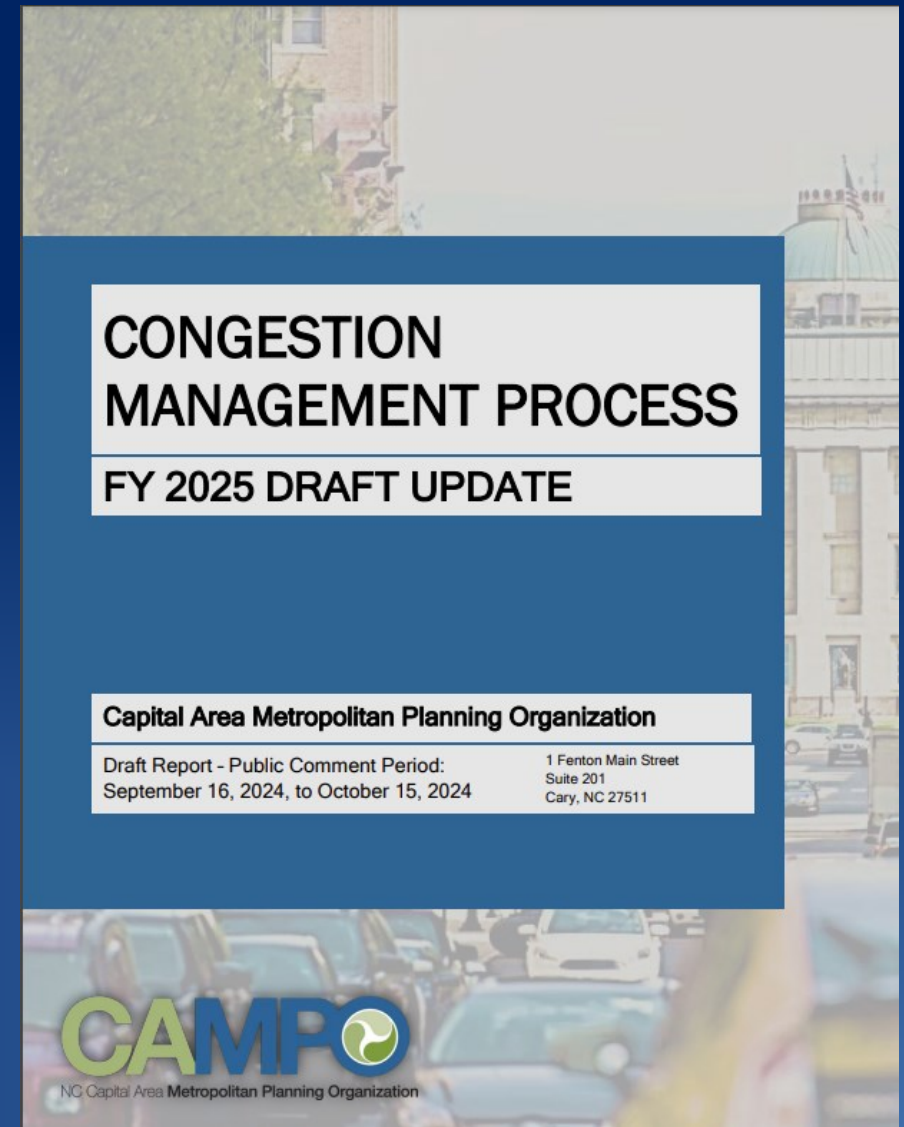
While the CMP Network may emphasize roadway facilities, the CMP **is multi-modal**, by the nature of its objectives, performance measures and strategies ~~is a multi-modal process~~.

CMP Staff and Public Engagement

CMP Office Hour Attendance (by Jurisdiction)

1. Chatham County
2. Granville County
3. Johnston County
4. Wake County
5. Town of Rolesville

Public Comment: 1 Comment (10/15/24)



6.1 Congestion Management Process Update

Requested Action:

Conduct the Public Hearing. Approve the Congestion Management Process (CMP) FY 2025 update.

End of Public Hearing

7. Regular Agenda

7.1 GoTriangle Financial Audit Findings Presentation

7.2 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

7.3 SPOT 7 Update & Division Needs Phase

7.4 Regional Multi-Modal Safety Action Plan - Project Update

7.1 GoTriangle Financial Audit Findings Presentation

**GoTriangle
Financial Process Analysis
and Enhancement Services
CAMPO Meeting**

October 2024

Section	Slide(s)
Introduction	1-2
Overview & Approach	3-5
Vehicle Rental Tax After Action Report Executive Summary	6-7
Tax District Administration Recommendations	8-11
Recommended Reporting Enhancements	12-13
Implementation Roadmap Overview and Next Steps	14-17

Overview & Approach

In partnership with GoTriangle Executive Leadership and the Budget & Finance (B&F) staff, Deloitte conducted a comprehensive assessment of GoTriangle's Budget & Finance function. Deloitte's comprehensive insights report is intended to provide recommendations and associated tools and resources to drive significant enhancements to GoTriangle's financial operations.

Comprehensive Insights Report

- Identify and assess the challenges, organizational dynamics, and operating environment factors that have contributed to the GoTriangle Budget & Finance Department's current state
- Analyze alternative courses of action, conduct benchmarking and peer organization comparisons, and identify industry best practices to define enhancement opportunities
- Provide recommendations for people, process, and technology transformations to achieve desired improvements to GoTriangle's financial operations
- Strengthen stakeholder trust and confidence in GoTriangle through deliberate and transparent insight into transformation efforts



The recommendations that follow in this presentation represent the subset that the Deloitte team has identified as key to transforming GoTriangle's Budget & Finance Department. The full list of 30+ recommendations are outlined in greater detail with supporting documentation and actionable resources in the Comprehensive Insights Report.

Our Approach

Throughout this project, Deloitte engaged with a diverse range of professionals, reviewed leading practices, and delved into multiple financial systems to gain an in-depth understanding of GoTriangle’s financial operations and develop recommendations.



Engaged with **13** Budget & Finance team members and reviewed **50+** materials provided



Received regular input from **7** **executive leaders** on draft outputs and progress updates



Conducted **peer reviews** and **benchmarking** against 10+ comparable organizations



Collaborated with **GoTriangle employees** across **3 different departments** to understand data requirements, interdependencies, and map the **8** financial related systems



Connected with **11 Subject-Matter Experts** in the areas of Transportation, Finance / Accounting, Grants Management, Workforce, Budget, and Human Capital



Reviewed **industry guidelines, standards, and best practices** from relevant authoritative organizations, such as the Government Finance Officers Association (GFOA) and American Public Transportation Association (APTA)

Over the course of 10 weeks, our team conducted over **a dozen interviews** and facilitated **13 working sessions** with the **Executive Leadership Team, Budget & Finance staff**, and **key internal stakeholders** from other GoTriangle departments who engage regularly with the Budget & Finance team.

Vehicle Rental Tax After-Action Report

GoTriangle Leadership asked Deloitte to develop the Vehicle Rental Tax (VRT) After-Action Report to identify process and procedural deficiencies that contributed to the failure of VRT fund transfer for eight quarters and develop process enhancement recommendations to minimize the chances for this issue to occur again. Our team conducted interviews, reviewed documentation, and performed analysis to identify, define, and address the VRT transfer concerns.

What We Heard

Recommendations

- In interviews with the Senior Accountant and the Accounts Receivable lead, the following challenges were identified:
- GoTriangle did not transfer VRT revenue to county transit partners for ~2 years
 - The previous Manager of Finance and Accounting did not approve/submit the tax revenue transfer despite receiving quarterly transfer request reports from a B&F team member
 - Transfer failures were discovered after the previous CFO authorized the VRT transfer, and county transit partners noticed the anomalous nature of the transfer
 - The prior auditor flagged the non-transfer as a variance

- While responsible individuals were separated from GoTriangle, the fundamental issue remains within the organization:
1. Implement the VRT Controls Process to ensure accounting entries are being made properly and transfers to county transit partners are happening as required, with proper checks and balances, and oversight
 2. Implement requirements and controls around how cash is managed and transferred to ensure a single employee cannot delay or bypass these required transfers.
 3. Develop communications and engage with county transit partners to discuss the VRT transfer process and ensure they receive transfers as anticipated each quarter.

Stringent requirements and controls regarding how cash is managed and specific controls at the transfer and distribution level must be instituted to ensure no one employee can delay or bypass these required transfers.

Tax District Administration Recommendations

GoTriangle leadership outlined a need to better understand and bifurcate GoTriangle’s unique Dual Mandate to act as both a Transit Authority and a Tax District Administrator, roles which have historically created significant complexities for effective financial management and stewardship.

GoTriangle Tax District Administration: *GoTriangle’s Special Tax District that manages funds for transit partners and supports transit plans across counties*
GoTriangle Transit Authority: *A regional public transportation authority serving Wake, Durham, and Orange Counties under Article 26 of Chapter 160A of the General Statutes*

Source: [Tax Law Summaries \(1987-2022\)](#) - Pages 75 and 76

Major Challenges (What We’ve Heard)

- ❖ **Budget Management:** Budget line items such as revenue sources and expenses overlap across Tax District Administration and Transit Authority, making it difficult to delineate between the two and budget accurately
- ❖ **Stakeholders and Reporting:** GoTriangle Tax District reports to and acts as a pass-through organization for Wake, Durham, and Orange Counties, making Tax District operations and financial reporting responsibilities unique and challenging, considering additional stakeholders such as MPOs and SWGs
- ❖ **Systems, Technology and Data:**
 - D365 Project Codes: Project IDs are not being utilized well and span only a single year making Capital Development reporting/tracking difficult
 - D365 Transit Plan Tracking: Transit Plan funding and other data is not properly separated from GoTriangle projects and is not being accounted for/tracked correctly in D365

Similar Organizations (Transit Operator + Tax Administrator)

After analyzing 19 different regional transportation agencies, only Sound Transit and Santa Clara Valley Transportation Authority emerged as organizations that both levy taxes and act as a transportation authority.



Sound Transit in Seattle, Washington:
Transit is partially funded by local sales taxes, car rental sales taxes, and motor vehicle excise taxes.

- [SoundTransit 2024 Financial Plan & Adopted Budget](#)
- [SoundTransit Funding Regional Transit](#)



Santa Clara Valley Transportation Authority:
VTA is partially funded by a half-cent sales taxes and 1/8 cent sales tax for BART Operations.

- [VTA 2020 ACFR](#)

Based on what we heard, and the analysis of other organizations and their operations, GoTriangle’s operating environment is unique in that GoTriangle’s Special Tax District is closely tied to GoTriangle’s Transportation Authority and Transit Operations.

Tax District Administration: Recommendations Summary



The following recommendations outline how a delineated budgeting and reporting structure and an organizational re-alignment within GoTriangle could help delineate between Tax District and Transit Authority responsibilities, addressing some of GoTriangle’s Tax District Administration challenges.

Enhancement Recommendations	‘Project-Level’ Initiatives	Description	Associated Tools & Resources	Suggested Priority	Suggested Start	Anticipated Level of Effort
Create Delineation of the Tax District Administration Function	Create Delineation of the Tax District Administration Function and Operations	Clearly delineate Tax District Administration from GoTriangle Budget & Finance operations by developing separate budgets and associated reporting and identifying further opportunities to streamline operations.	<ul style="list-style-type: none"> ➤ Tax District Administration Structure Presentation Including Operations Overview, Comparative Organization Analysis, and Operating Environment 	High	Immediate	Medium
	Define Tax District Administration Responsibilities and Associated Staffing Levels	Separate the Tax District Administration from GoTriangle Transit Authority through an organizational restructure, establish a Tax District Administrator role to lead the Tax District Administration team and re-establish Tax District Administration team roles and responsibilities. The Tax District Administrator role should report directly to the CEO with a dotted line to the CFO.	<ul style="list-style-type: none"> ➤ Updated Budget & Finance Organizational Structure ➤ Tax District Administration Role Description 	High	Immediate	Medium

Tactical Implementation Steps

1

Separate and Streamline Operations

- Separate GoTriangle’s budget from the Transit Plan budget to create two distinct documents to ensure correct revenue and expense reporting and provide GoTriangle’s board with delineated budget reporting for the two entities
- Define Wake, Durham, and Orange Transit Plan line items separately in the Transit Plan budget and ensure the Transit Plan budget records tax revenue and an associated expense connected to GoTriangle projects for traceability
- Conduct a detailed review of Transit Plan Funds to determine if fund re-classification is possible under Governmental Accounting Standards Board (GASB) and other requirements to support Annual Comprehensive Financial Report (ACFR) reporting

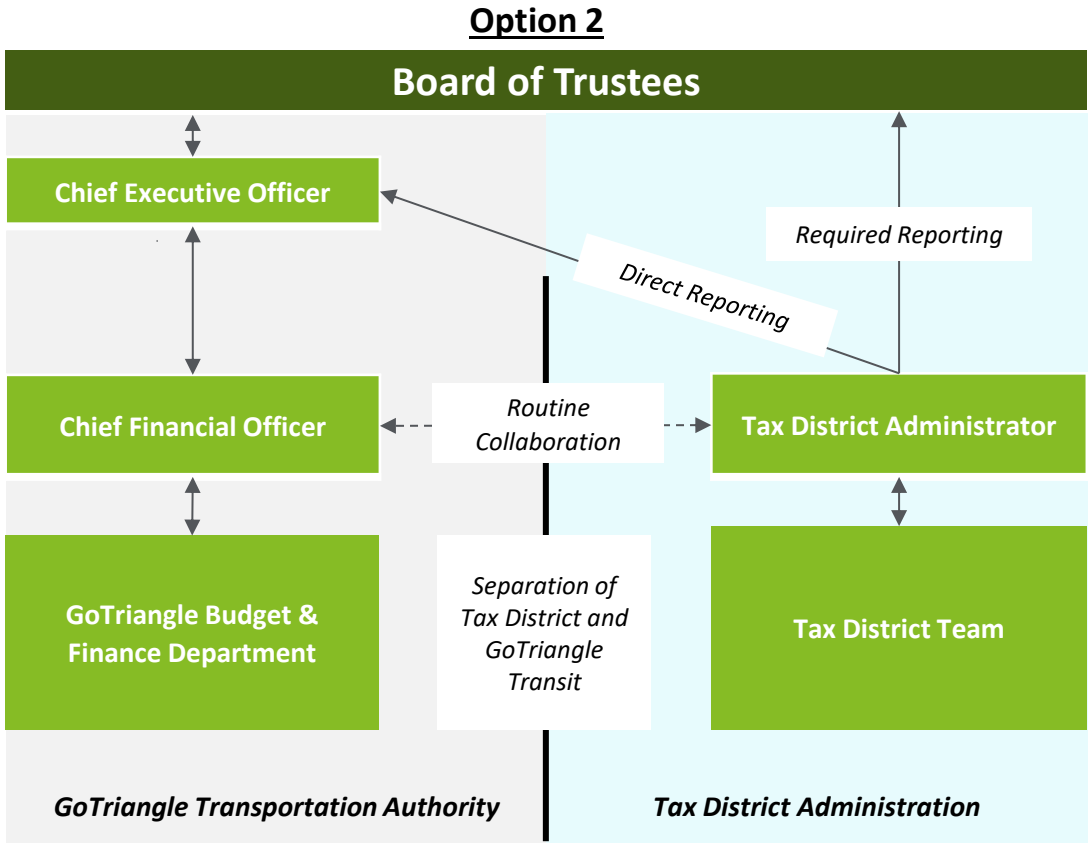
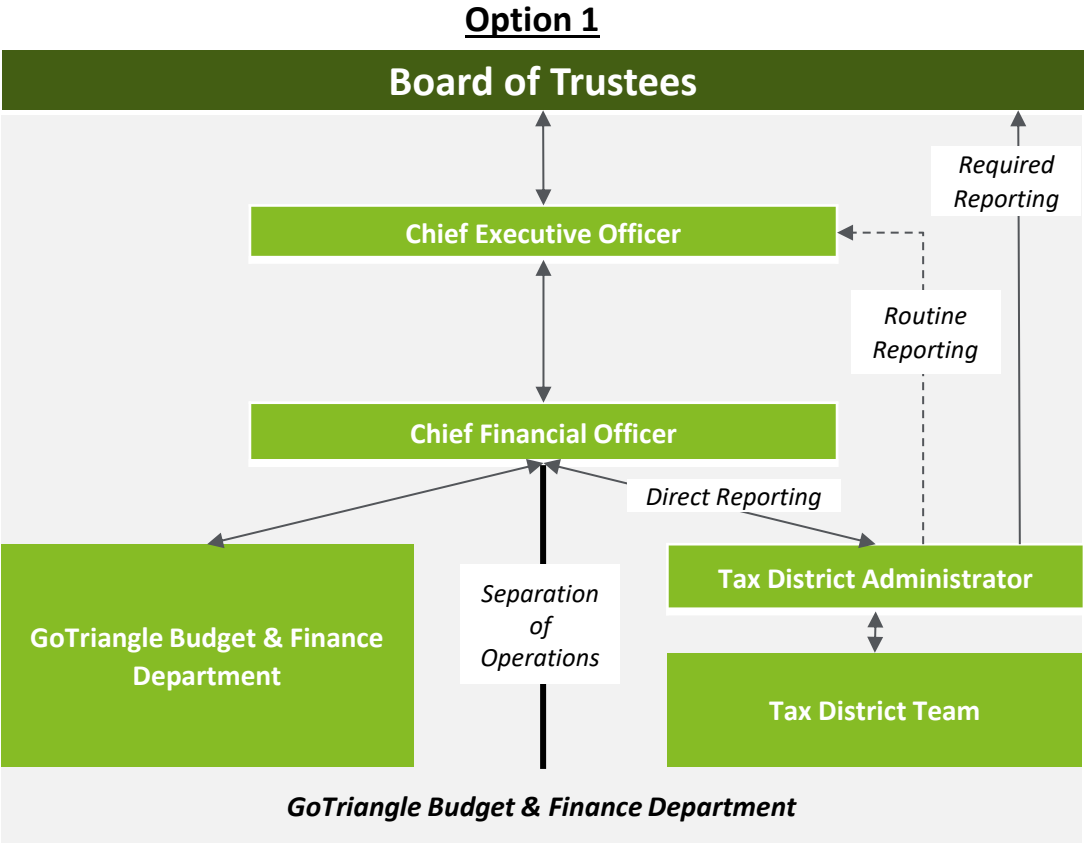
2

Bifurcate the Workforce

- Separate the Tax District Administration from GoTriangle Transit Authority through a new organizational structure by choosing 1 of 2 re-structure options, that separates the Tax District from GoTriangle’s Budget & Finance Department or operations
- Recruit and hire a new Tax Administrator to lead the Tax Administration team, a role that reports directly to GoTriangle’s CEO and Board of Trustees
- Establish new roles and responsibilities for the Tax Administration team, leveraging guidance from the Tax District Administrator and needed skillsets

Tax District Administration: Organizational Structure

The following graphic depicts how, in an ideal state scenario, the Tax District Administration could be separated from GoTriangle’s Transportation Authority through 2 potential organizational re-structure options. Based on research, interviews, and analysis, **we recommend GoTriangle pursue Option 2.**



Tax District Administration should be clearly separated from GoTriangle’s Transportation Authority across the organization, as shown in option 2, reporting directly to the CEO and Board of Trustees to promote accountability of funds between the District, GoTriangle, and Transit Partners.

Recommended Reporting Enhancements

Summarized / Executive Analysis

- Incorporate visualizations supported by analytical comments to help illustrate the magnitude of data points relative to one another along with showing other relationships not easily discernable through tabular reports
- Incorporate metrics so that users / readers of the report do not have to do calculations themselves to generate insights that help them to answer the questions that they care about

Go Triangle / Transit Plans Delineation

- Incorporate changes resulting from the simplification of GoTriangle's fund structure and elimination of 1) GoTriangle operating division expenditure allocations to the Transit Plans and 2) Grand Totals (GoTriangle & Transit Plans together)
- Continue and expand Transit Plans separately briefing their financials to the Board

GoTriangle Capital Project Reporting

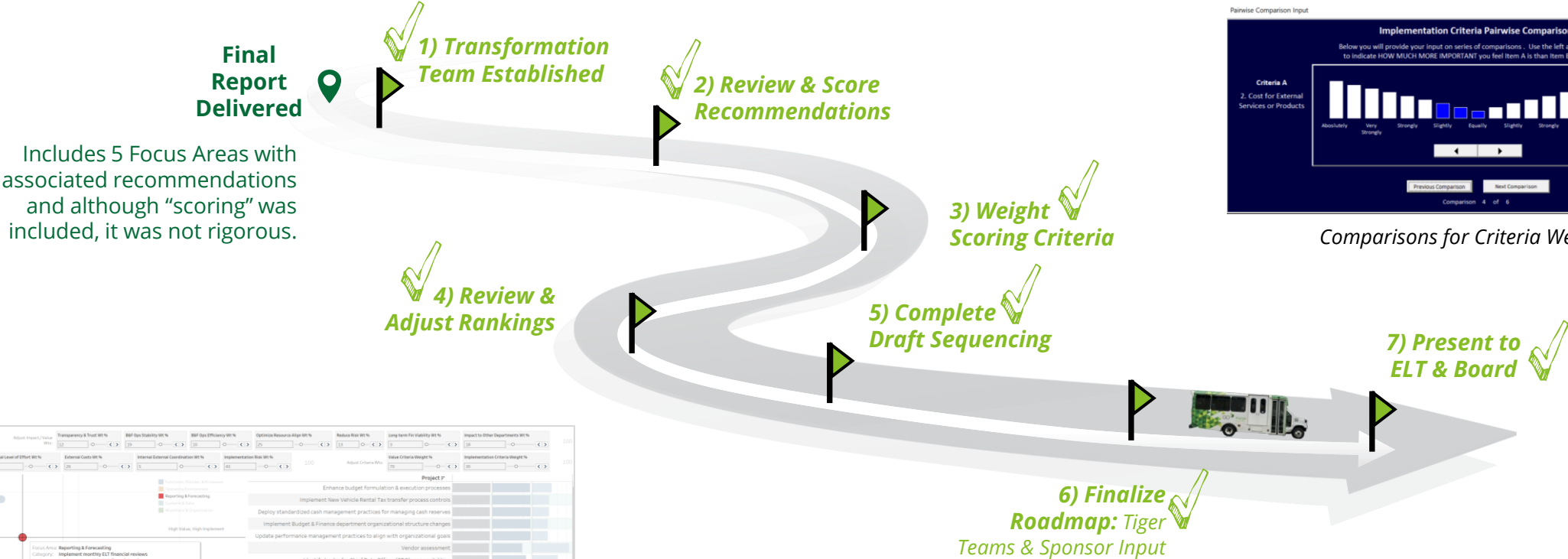
- Modify to support clearer reporting of GoTriangle managed Capital Projects vs Capital Projects with GoTriangle funding
- Consider adding new report content that tells a more complete Capital Projects story including these specifics

Other Changes

- Eliminate any detailed reporting (particularly in the Budget publication) that is not mandated to report on and does provide other value in telling GoTriangle's story
- Consider Transit Plan financial publications and improve consistency with GoTriangle reporting where appropriate

Implementation Roadmap Overview and Next Steps

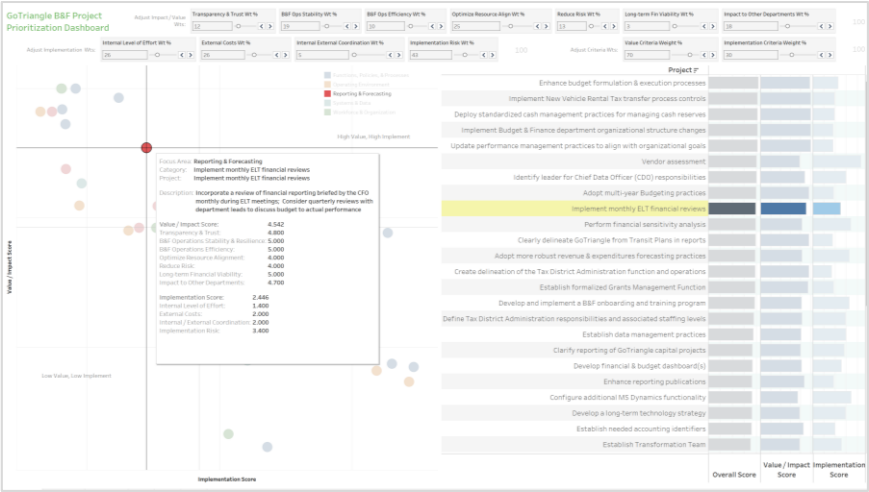
Implementation Roadmap Development Journey



Includes 5 Focus Areas with associated recommendations and although “scoring” was included, it was not rigorous.



Comparisons for Criteria Weighting






Dashboard for Reviewing Prioritization Results

The **Roadmap** provides GoTriangle with an actionable plan for the **Transformation Team** to follow as it continues the momentum generated by this project. As the CFO and CIO are onboarded and there is a better sense of available funding, the Roadmap will likely evolve and should be a **living document**.

GoTriangle Budget & Finance Transformation Roadmap



	1 st 90 Days	Short (<6 Months)	Medium (6 – 12 months)	Long (12 months +)
Systems & Data 	<ul style="list-style-type: none"> Identify Leader for Chief Data Officer (CDO) Responsibilities Simplify Fund Structure 	<ul style="list-style-type: none"> Establish Data Management Practices Establish Needed Accounting Identifiers Develop Long-term IT Strategy Build Internal IT Capacity 	<ul style="list-style-type: none"> Configure Additional MS Dynamics (D365) Functionality Replace & Consolidate HR & Payroll Systems 	<ul style="list-style-type: none"> Enhance Related Systems and Integrate with MS Dynamics (D365)
Reporting & Forecasting 	<ul style="list-style-type: none"> Implement Monthly ELT & Quarterly Board Financial Reviews Clarify GoTriangle Capital Projects Reporting 	<ul style="list-style-type: none"> Separate GoTriangle and Transit Plans in Reports Develop Budget & Finance Dashboards Develop Line of Business Reporting infused with Operations data 	<ul style="list-style-type: none"> Restructure MS Dynamics Reporting Enhance B&F Reporting Publications Adopt Robust Forecasting Practices Perform Financial Sensitivity Analysis 	<ul style="list-style-type: none"> Deploy self-service Reporting Capabilities
Operating Environment 	<ul style="list-style-type: none"> Define Tax District Administration Functions & Staffing Levels Implement Change Management & Communications 	<ul style="list-style-type: none"> Create Delineation of Tax District Administration Function 	<ul style="list-style-type: none"> Create Risk Management Program Conduct Analysis of Potential New Revenue Streams 	<ul style="list-style-type: none"> Seek Opportunities to Increase Existing Revenue Streams
Functions & Processes 	<ul style="list-style-type: none"> Implement New VRT Process Controls Stabilize Payroll Process Develop Cash Management Policy 	<ul style="list-style-type: none"> Deploy New Cash Management Practices Evaluate Payroll Outsourcing 	<ul style="list-style-type: none"> Establish Grants Management Function Enhance Budgeting Practices Enhance Procurement Process Conduct Vendor Assessment 	<ul style="list-style-type: none"> Adopt Multi-Year Budgeting Practices Require Use of MS Dynamics in the Procurement Process
Workforce & Org 	<ul style="list-style-type: none"> Establish Transformation Team Develop plan to increase financial & analytical fluency within GoTriangle Implement initial Org Structure Changes Fill priority B&F roles 	<ul style="list-style-type: none"> Implement Budget & Finance Training / Onboarding Program Implement further Budget & Finance Org Structure Changes 	<ul style="list-style-type: none"> Conduct Work Assessment and Fill Talent Gaps 	<ul style="list-style-type: none"> Update & Strengthen B&F Roles Documentation Update Performance Management Practices

As the Transformation Team developed the Transformation Roadmap, the group also began addressing the “immediate start” activities as well as “pre-work” tasks that will help facilitate execution of the Short-, Medium-, and Long-Term projects once those begin. The work completed during this 90-day period from August 28 – November 25, 2024 will create momentum and lay the foundation for continued progress in executing the roadmap.

COMPLETED

- ✓ Established Transformation Team & held initial meeting
- ✓ Held orientation meeting for Transformation Team Transit Partner Liaisons
- ✓ Deployed and began using Transformation action & risk tracker
- ✓ Finalized Fund Structure changes to be implemented
- ✓ Initiated review of needed accounting identifiers
- ✓ Identified and initiated steps to stabilize the payroll process
- ✓ Identified priority Budget & Finance roles to fill immediately
- ✓ Reviewed existing reports to assess usefulness for ELT & Board
- ✓ Strengthened VRT process controls

IN PROGRESS

- Implement new VRT Process Controls
- Identify Leader for Chief Data Officer (CDO) Responsibilities
- Define Tax District Administration Functions & Staffing Levels
- Implement Change Management & Communications
- Deploy new cash management practices
- Recruit for key B&F roles (i.e., Grants Manager and Procurement Director)
- Evaluate existing MS Dynamics reporting to identify enhancement opportunities

TO START

- ❑ Implement Monthly ELT & Quarterly Board Financial Reviews
- ❑ Develop plan to increase financial & analytical fluency within GoTriangle
- ❑ Clarify GoTriangle Capital Projects
- ❑ Evaluate payroll outsourcing
- ❑ Initiate discussions with D365 vendor regarding potential configuration changes and associated costs
- ❑ Begin tracking enterprise-wide risks via risk register ahead of establishing a formal Risk Management program

7.1 GoTriangle Financial Audit Findings Presentation

Requested Action:
Receive as information

7.2 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

7.2 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

- CAMPO and statewide CAMPO-eligible projects
- Changes made from June 1, 2024 – September 30, 2024

7.2 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

- STIP changes
 - Add new transit projects for GoTriangle
 - Move Bonus Allocation projects from FFY 24 to FFY 25
 - Add project breaks to HS-2405: Safety Improvements in Division 5

7.2 Amendment #6 to FY2024-2033 Transportation Improvement Program (TIP)

Next Steps:

- Public comment period from October 3 to November 19.
- Public Hearing on November 20.

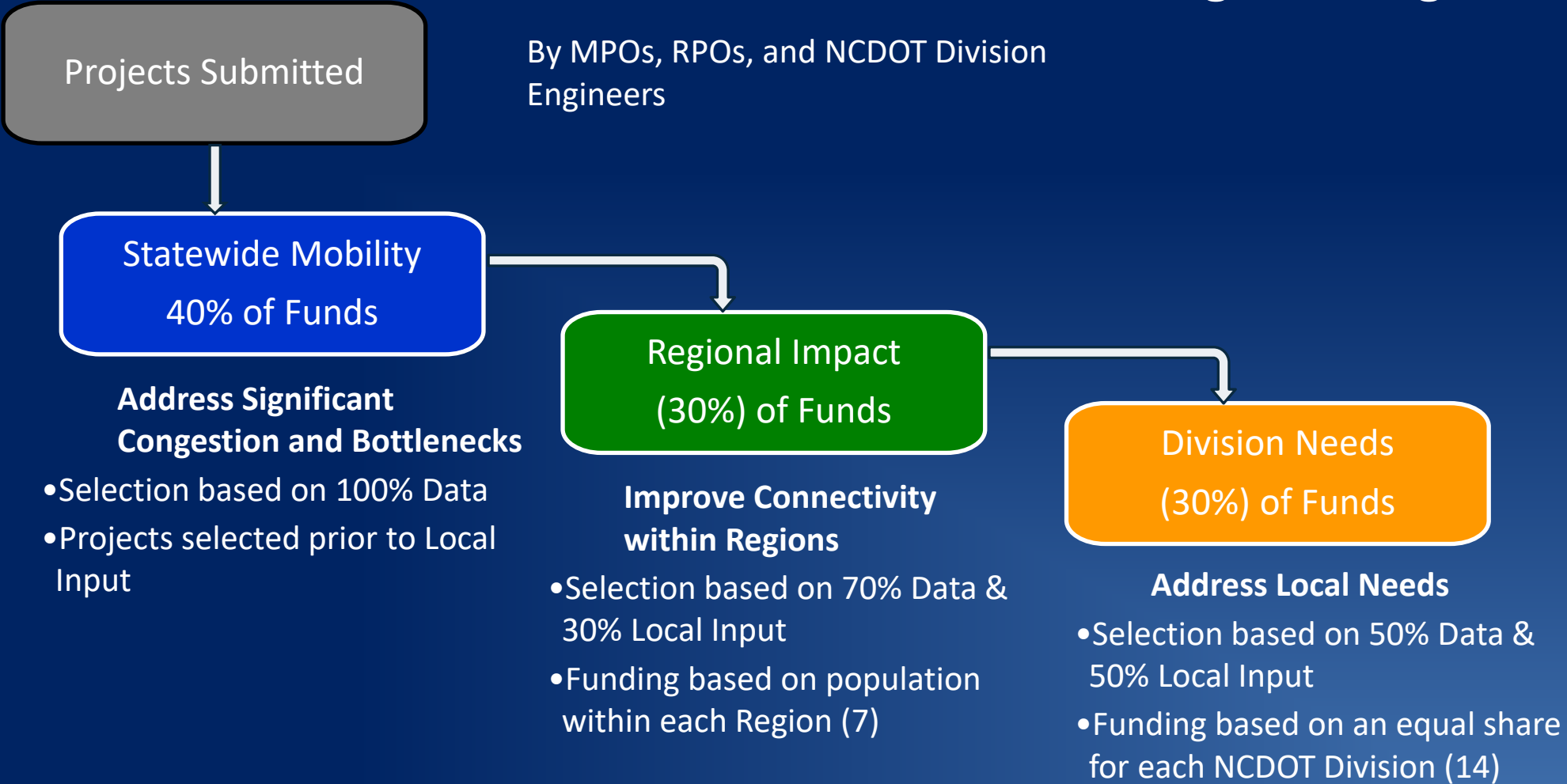
Requested Action:
Receive as information

7.3 SPOT 7 Update - Division Needs Phase

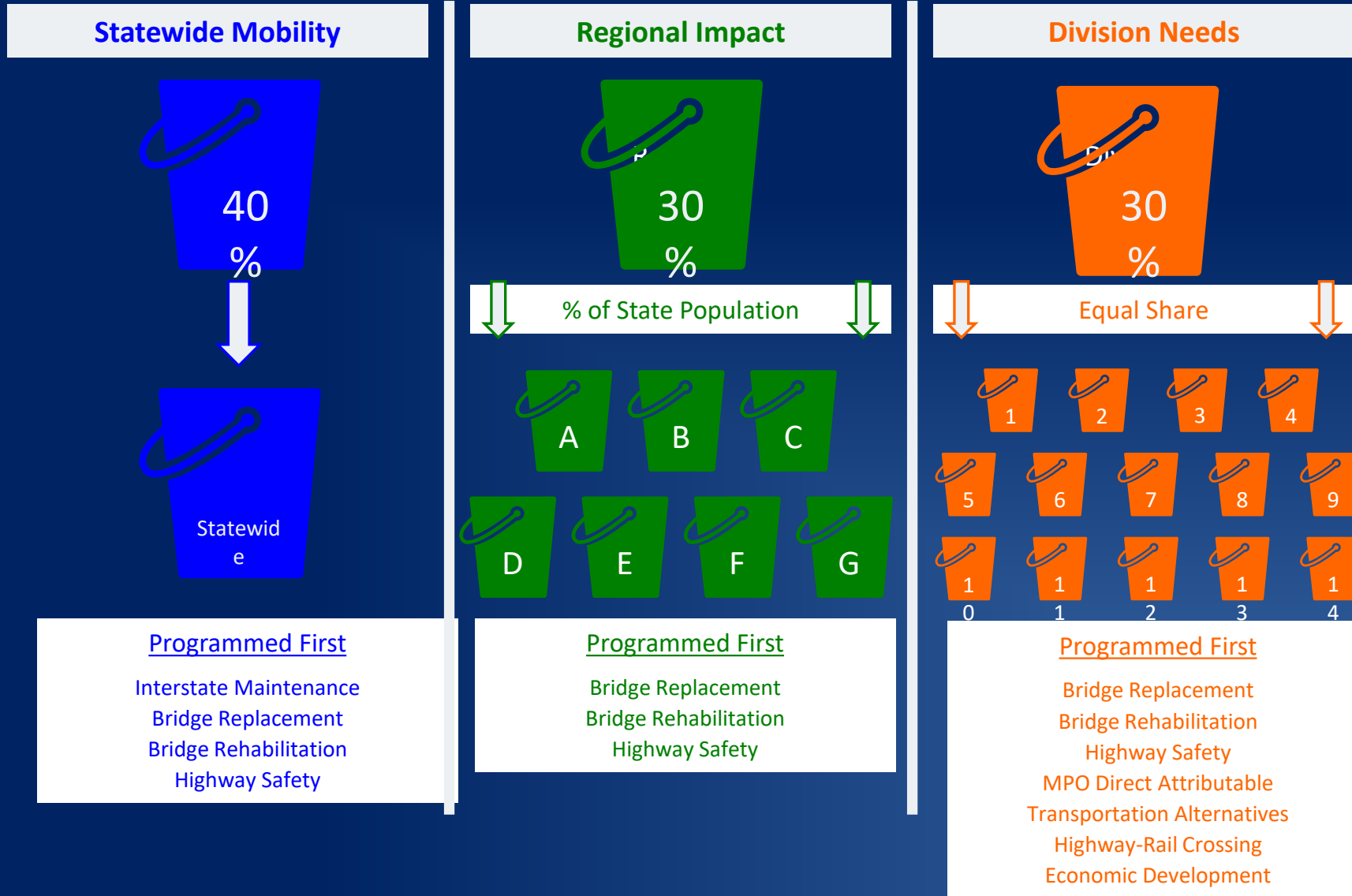
2026-2035 TIP/STIP Development SPOT Actions - MPOs

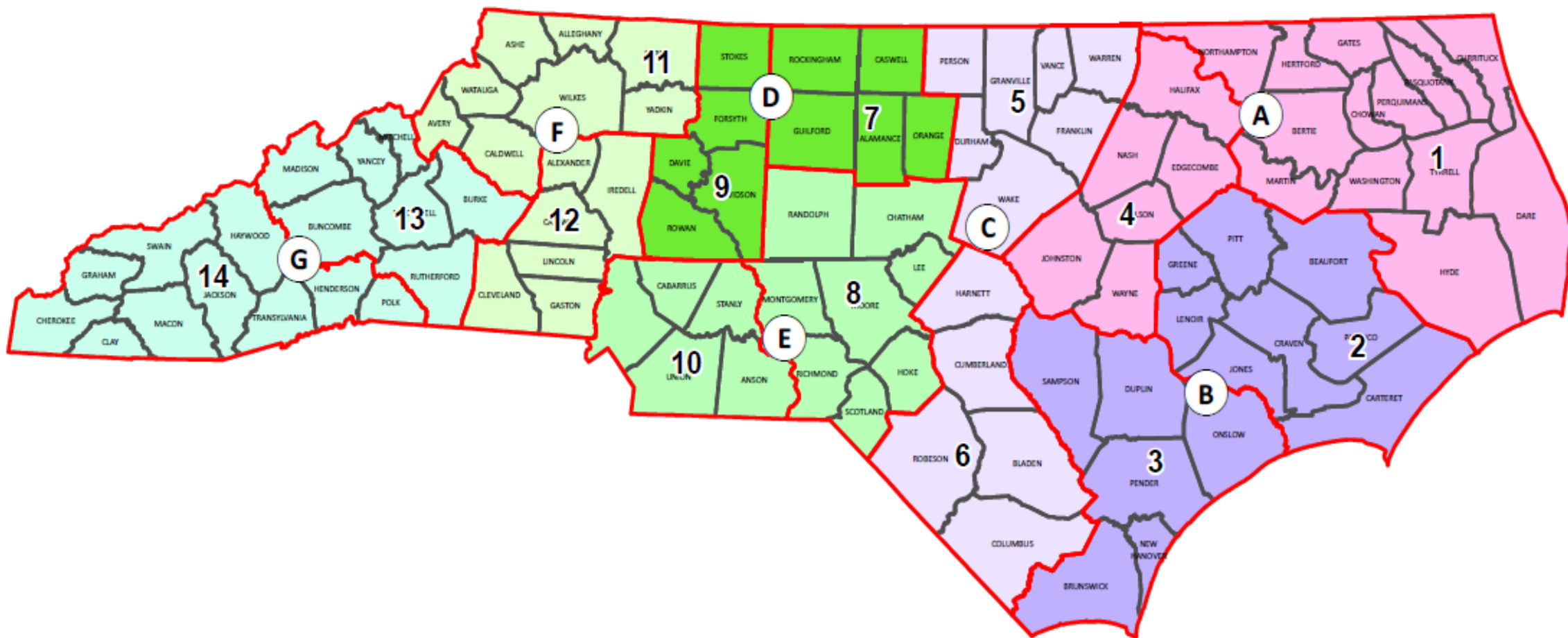
1. Select Projects to Submit for Scoring
*(46 projects per mode) **Submitted in fall 2023***
2. Assign Local Input points **BEGAN in summer 2024**
 - Regional Impact Points *(2500 pts) **Completed***
 - Division Needs Points *(2500 pts)*
3. Adopt TIP **summer 2025**

STI Programming Process



STIP Funding Distribution





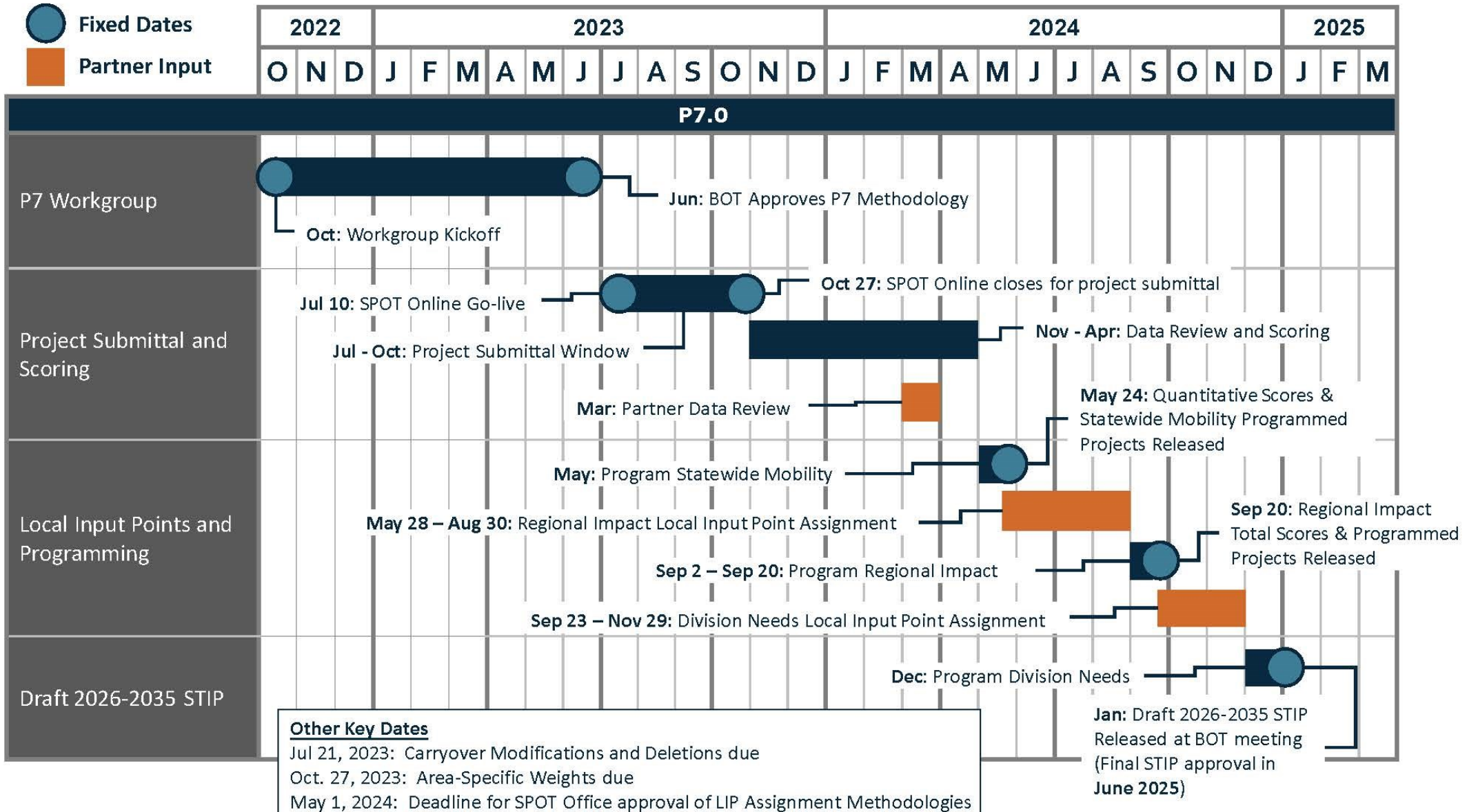
Defined in STI Legislation

P7 Schedule

P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022



SPOT 7 Programming Update

Statewide Mobility Tier Programming draft 2026-2035 TIP/STIP

- U-5307 B, C, & D US 1 North upgrade to Freeway \$717.2 m
North of Durant Road to North of Harris/Purnell Rd
- H192736 I-40 aux lanes and ramp improvements \$34 m
NC 54 to Cary Towne Blvd

Regional Impact Tier Programming Draft 2026-2035 TIP/STIP

Highway

- H090577 NC 50 (Creedmoor Rd) From I-540 to NC 98 \$235,700,000
 - » Widen Existing Roadway
- H140492 NC 55 Bypass at S Main Street \$55,200,000
 - » Upgrade At-Grade Intersection to Interchange or Grade Separation
- H150744 US 401 from Judd Parkway to US 401, NC55, NC 42 Interchange \$9,770,000
 - » Access Management
- H171600 US 401 at Ten-Ten Rd \$39,700,000
 - » Improve Intersection
- H171610 NC 98 at Six Forks Rd \$11,000,000
 - » Improve Intersection
- H172068 Holly Springs Citywide Signal System \$3,085,000
 - » Citywide Signal System
- H184375 US 401, US 70 Business at Tryon Rd \$7,500,000
 - » Improve Intersection
- H193009 Division 5 Non-Municipal Signal System \$16,796,000
 - » Citywide Signal System
- H193266 NC 55 from S Main St to Holly Springs Rd \$133,000,000
 - » Upgrade Arterial to Freeway/Expressway

Regional Impact Tier Programming Draft 2026-2035 TIP/STIP

- H231680 US 1 at Ten-Ten Rd \$45,200,000
 - » Improve Interchange
- H231697 US 70 (Glenwood Avenue) at NC 50 (Creedmoor Rd) \$11,000,000
 - » Improve Intersection
- H231762 US 401 at Tryon Rd \$11,000,000
 - » Improve Intersection
- H231793 US 70 Business at Raynor Rd and Guy Rd \$11,000,000
 - » Improve Multiple Intersections along Corridor
- H231864 Cary Citywide Signal System \$6,000,000
 - » Citywide Signal System

Transit

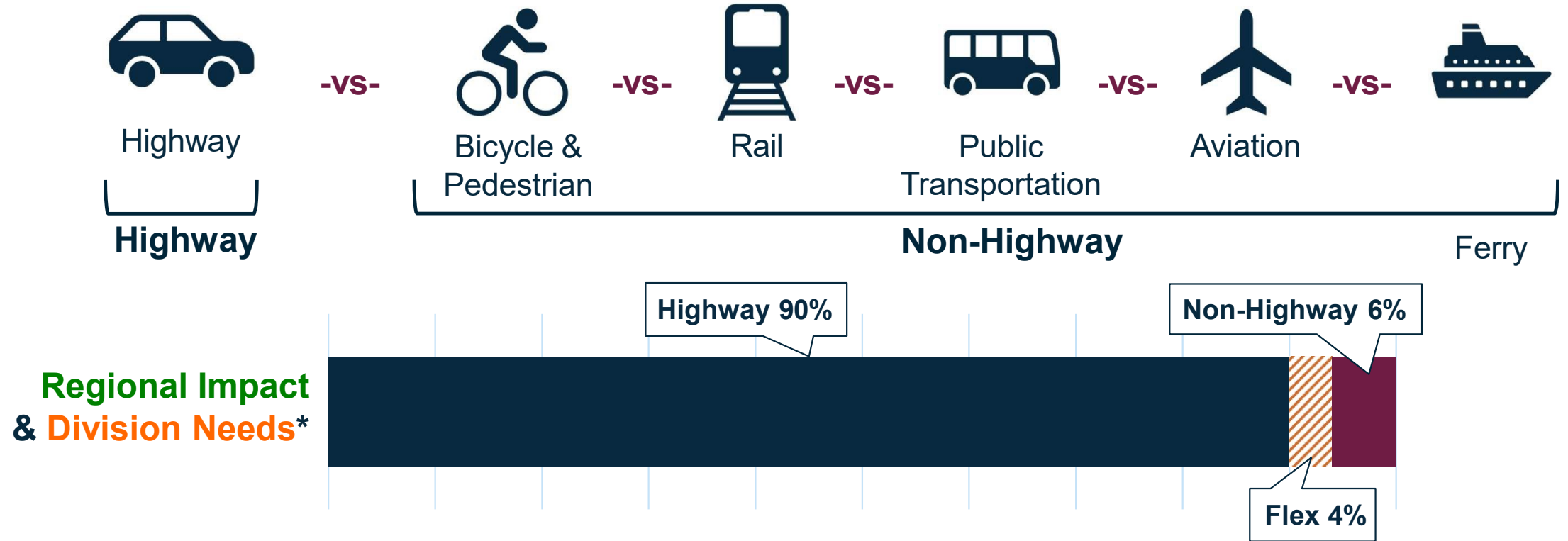
- T171711 GoTriangle DRX Route Expansion \$1,500,000
 - » Mobility – Headway Reduction
- T171930 RTP to Powhatan BRT Route \$100,000,000
 - » Mobility – New Service
- T192907 Durham to North Hills BRT Route \$100,000,000
 - » Mobility – New Service

Division Needs Funding Availability for Draft 2026-2035 STIP

**As of September 18, 2024*

STI Funding Category	Funding Availability
Division 1	-\$199M
Division 2	-\$228M
Division 3	-\$61M
Division 4	-\$21M
Division 5	-\$187M
Division 6	\$79M
Division 7	\$64M
Division 8	-\$12M
Division 9	-\$119M
Division 10	-\$201M
Division 11	-\$18M
Division 12	-\$128M
Division 13	-\$144M
Division 14	-\$35M

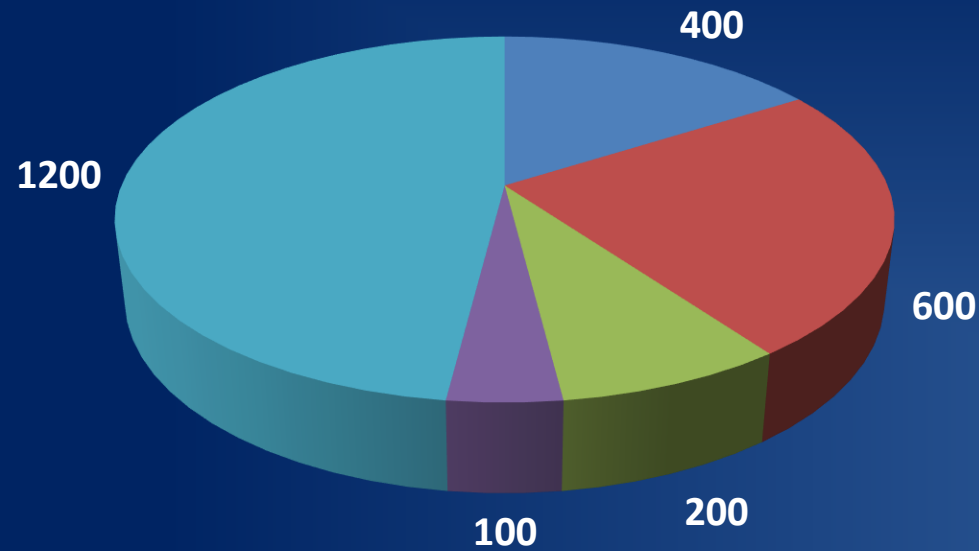
P7 Modal Allocation



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

Division Needs Tier Local Input Point Assignment Targets

SPOT 7 Modal Targets

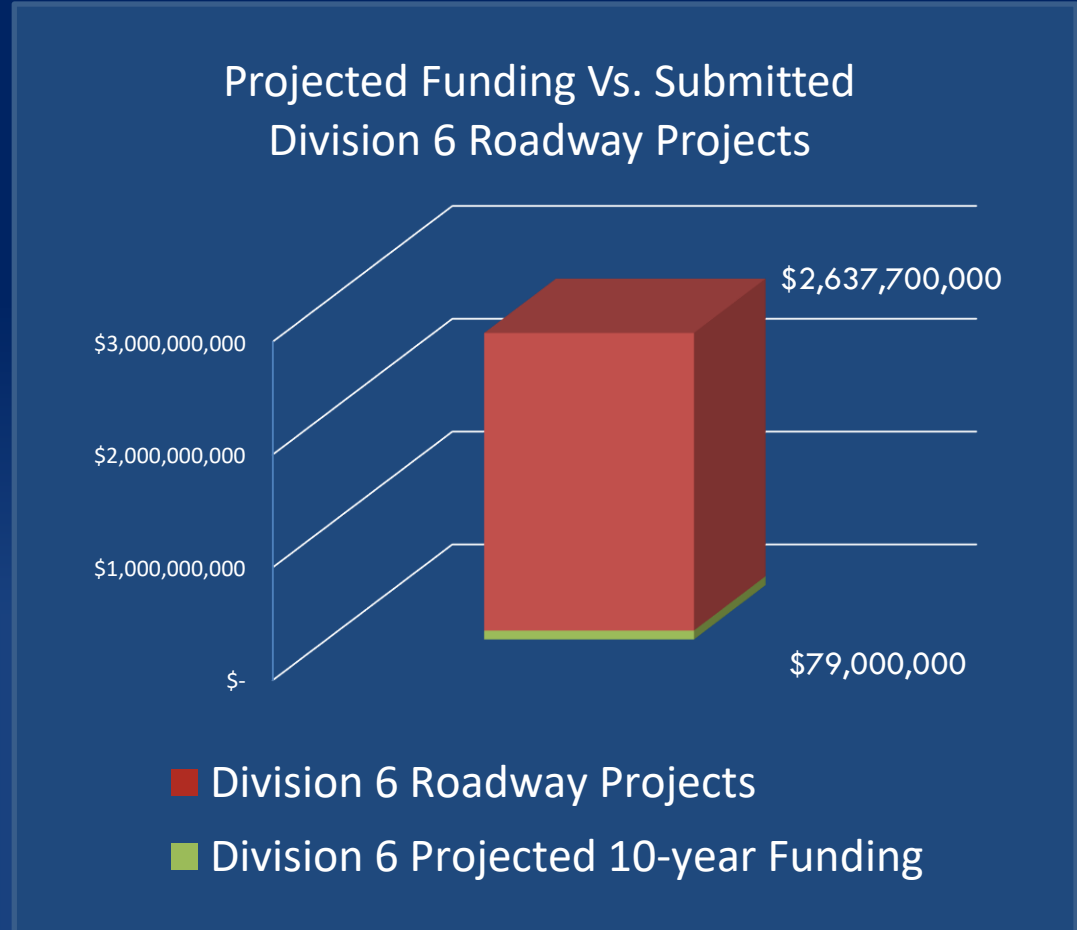
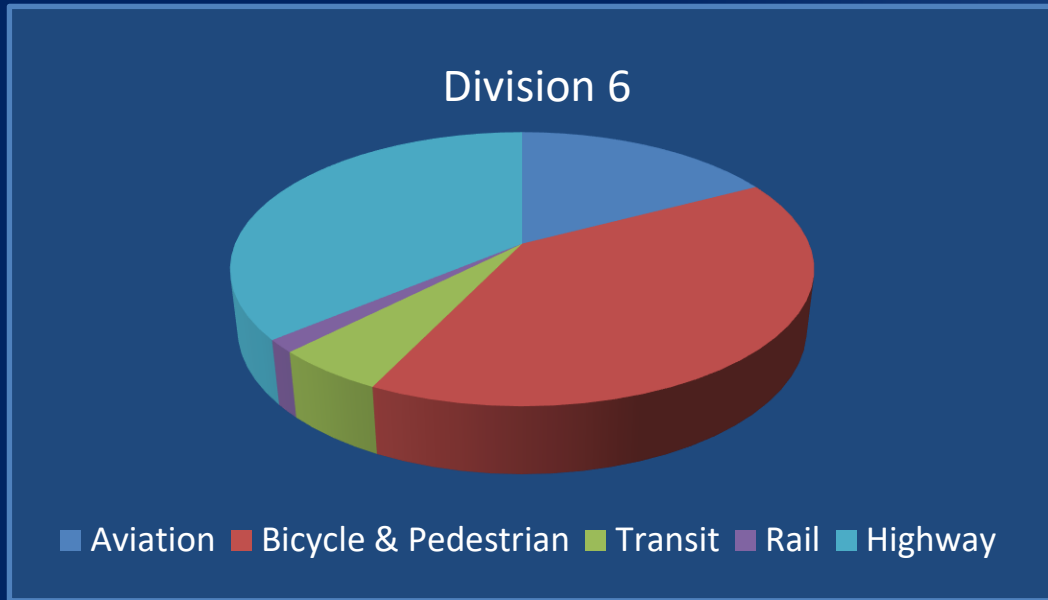


Modal Targets	
Aviation	400
Bicycle/Pedestrian	600
Transit	200
Rail	100
Roadway	1200
	2500

■ Aviation ■ Bicycle & Pedestrian ■ Transit ■ Rail ■ Roadway

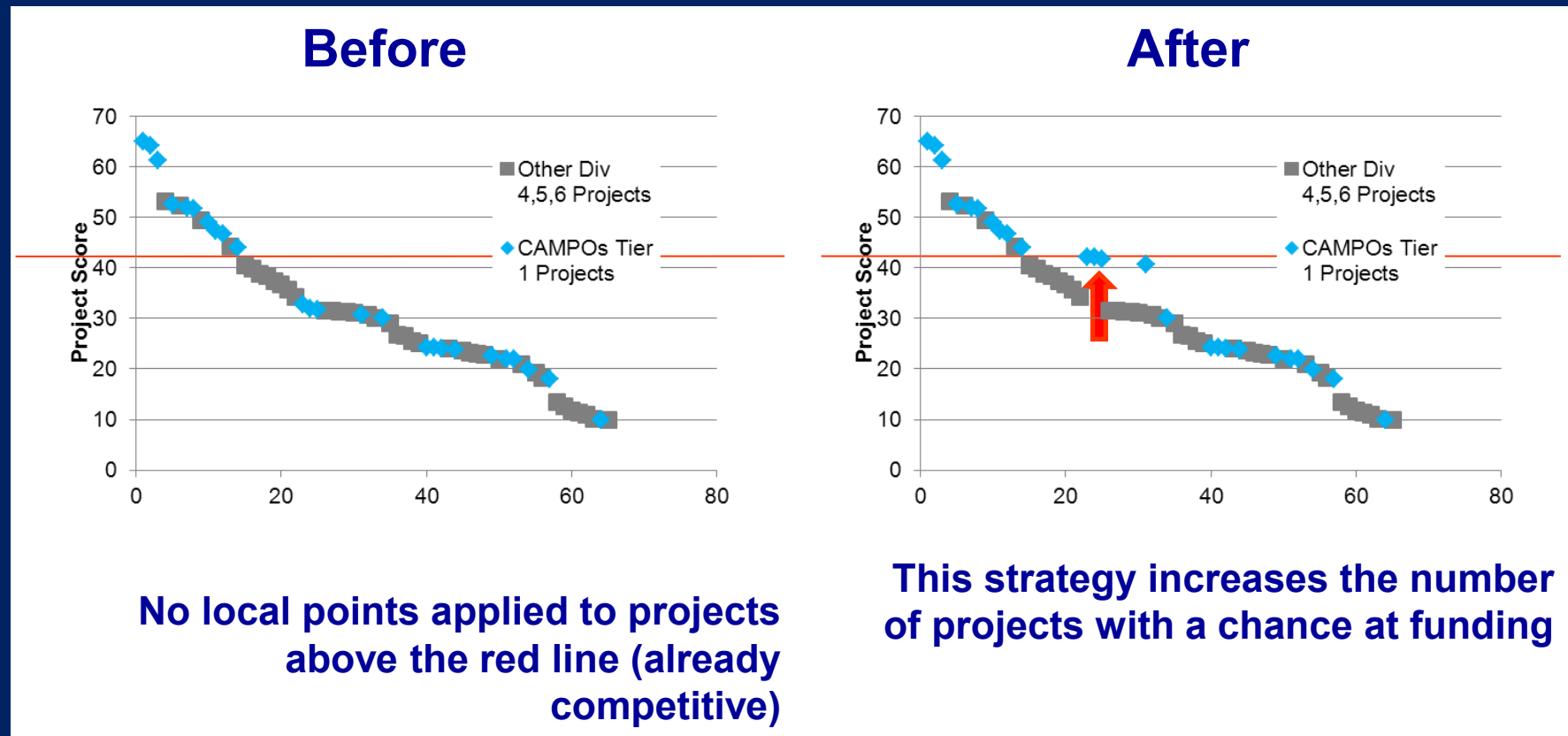
STI – Division 6

Projected 10-yr Funding: \$79,000,000
Roadway Projects: 44
CAMPO Projects: 11
Potentially Competitive Projects: 5



CAMPO Adopted Methodology

- **Maximizing Funding Potential**
 - Example: Regional Projects



7.3 SPOT 7 Update - Division Needs Phase

SPOT Subcommittee will be meeting in **October** to review the first draft of Local Input Point Assignment.

Requested Action:
Receive as information.

7.4 Regional Multi-Modal Safety Action Plan - Project Update



BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan

CAMPO TCC Update

October 3, 2024

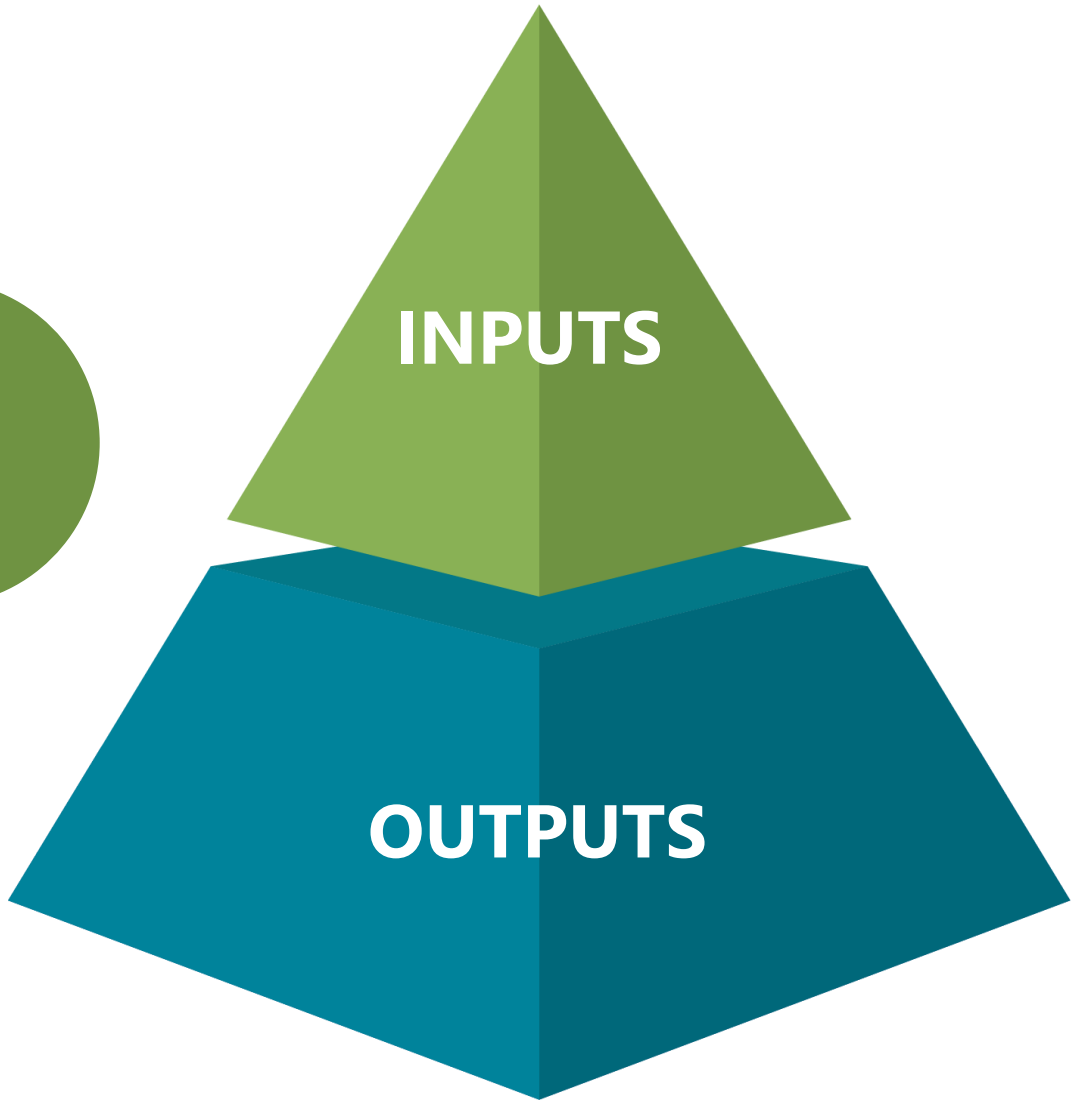
Crash Data

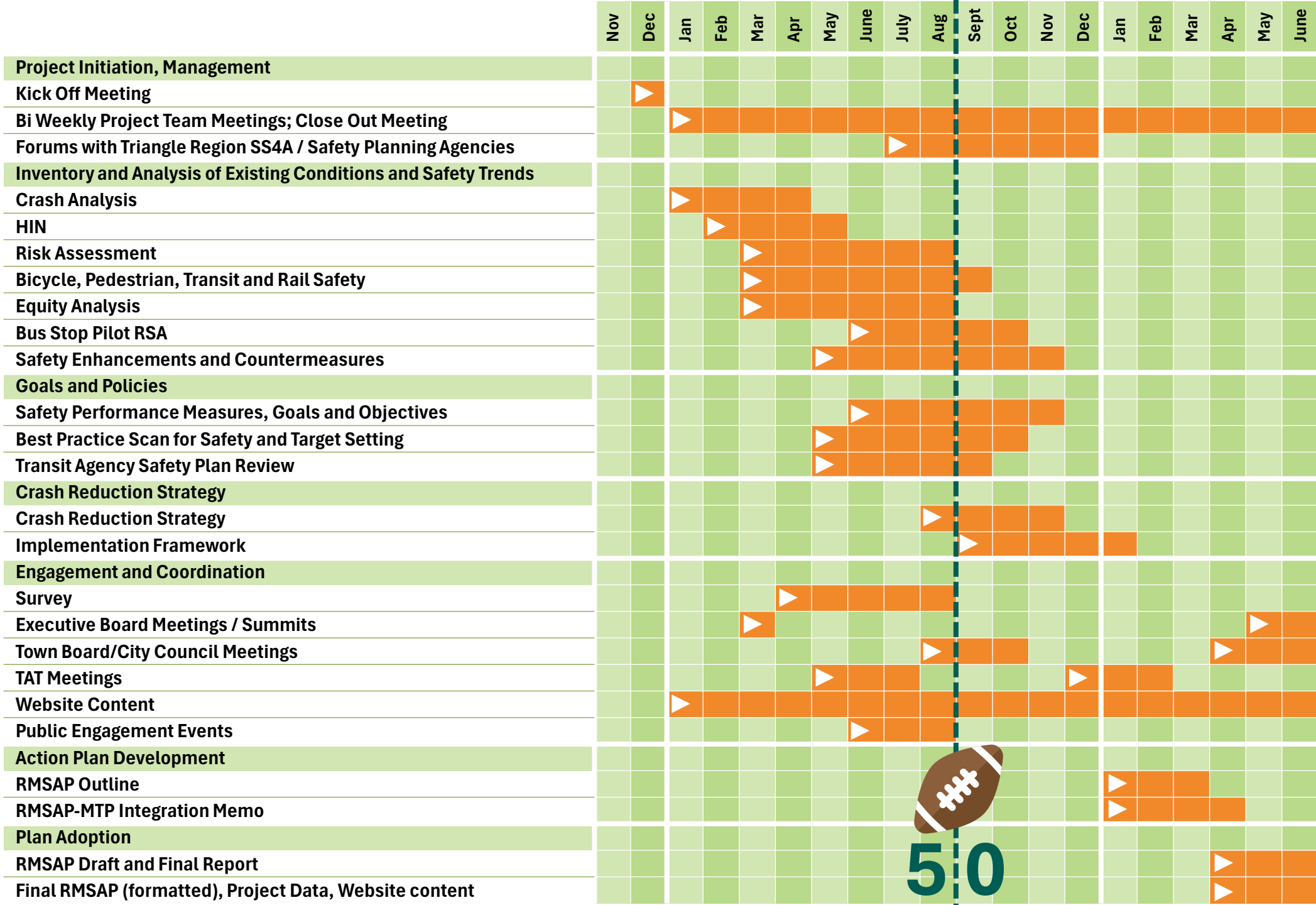
Community Insights

Current Projects

Roadway Information

Proven Counter-measures





First Half Recap

Safety Planning Overview



Establish Partners and Process

CAMPO

NCDOT

Local governments

Roadway safety partners

Residents and community organizations



Analyze Safety Data and Input

Analyze crash types and trends

Create the High Injury Network for application to near-term strategies

Develop the risk analysis for integration in long-term projects and priorities

Incorporate public input for local context

Identify populations most impacted by safety concerns



Determine Safety Problems and Emphasis Areas



Engagement Elements

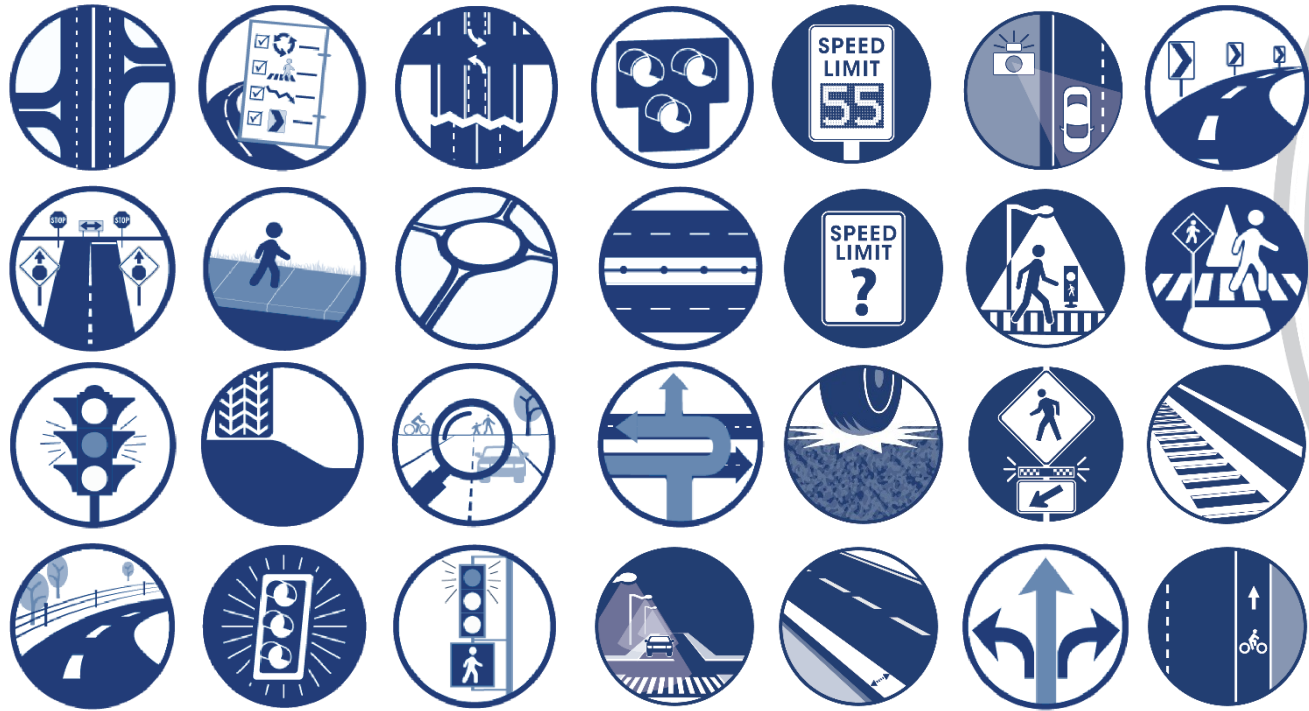
PHASE 1 - December 2023 - September 2024

- Project Website
- Online Survey (Live Now)
- Safety Kick Off Summit
- TAT Phase 1 Meeting
- Social Media Training & Digital Toolkit
- Town Board/City Council Meetings
- Public Engagement Events



Second Half: Next Steps

Identify Strategies and Projects



FHWA's 28 Proven Safety Countermeasures









Implement Plan

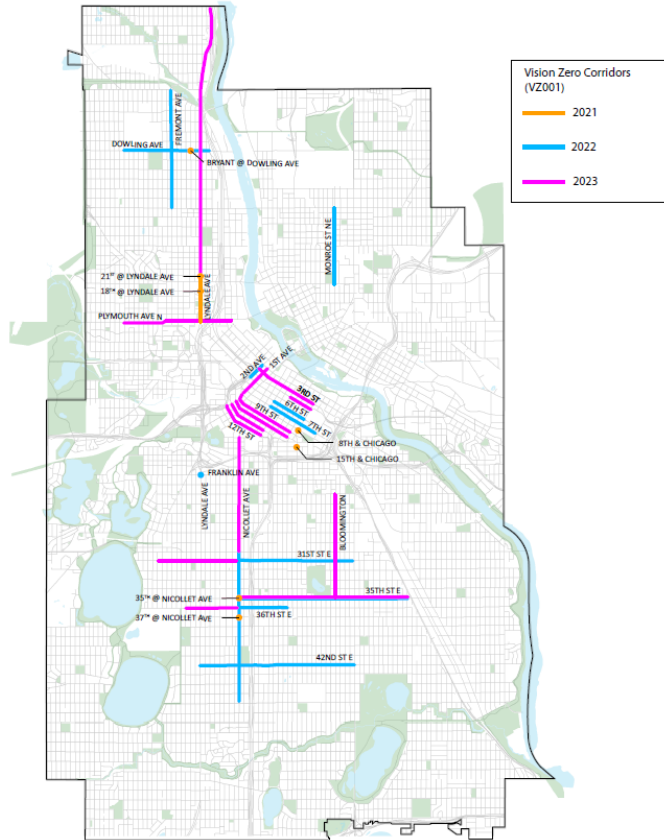
Low Impact High Cost-Effectiveness	High Impact High Cost-Effectiveness
Low Impact Low Cost-Effectiveness	High Impact Low Cost-Effectiveness



Evaluate and Update Plan

 <p>13% decrease in serious and fatal crashes¹</p>	 <p>75,000+ resident across 248</p>
 <p>11 high injury network corridors under study, design, or construction</p>	 <p>31 bikeway projects 8 under construction</p>
 <p>7 pedestrian hybrid beacons and traffic signals installed. 54 since Vision Zero began.</p>	 <p>7 miles new sidewalk</p>

MAP OF STATUS OF HIGH INJURY STREET SAFETY IMPROVEMENTS



Where do you fit in?

How do you see CAMPO and your agency implementing the safety plan?

MPO	Local Agencies
Project Prioritization	Local capital projects
Locally Administered Projects (LAPP)	Review resurfacing opportunities
Corridor studies	Land use policy
Paired funding for NCDOT safety projects	Community partnerships
???	???

Thank you!

Lauren Blackburn, VHB

lblackburn@vhb.com

7.4 Regional Multi-Modal Safety Action Plan - Project Update

Requested Action:
Receive as information.

8. Informational Items: Budget

8.1 Operating Budget – FY 2025

8.2 Member Shares - FY 2025

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

Studies:

- MTP Bicycle & Pedestrian Element Update
- N Harnett County Transit Connections Feasibility Study
- FY24 Coordinated Public Transit Human Service Transportation Plan Update
- Apex Rail Switching Operations Relocation Study
- FY24 Hot Spot - Youngsville

Other Updates:

- Wake Transit/TPAC Updates
- FY 2024 & Prior Year Wake Transit Work Plan Amendments Update
- FY 2025 Wake Transit Work Plan Development Update
- FY 2025 Community Funding Area Program Update
- Wake Transit Vision Plan Update
- Mobility Coordination Committee
- Non-Motorized Volume Data Program
- Triangle Transportation Choices (TDM Program)
- NCDOT Highway Project U-2719 Updates

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. Informational Item: Staff Reports

- MPO Executive Director
- 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
- Executive Board Members

ADJOURN

Upcoming Events

Date	Event
November 7 10:00 a.m.	Technical Coordinating Committee Meeting
November 20 4:00 p.m.	Executive Board Meeting