

WELCOME!

Today's TCC meeting is being held online. The meeting will begin shortly.

Please be prepared to mute your audio following roll call.

Call In: 650-479-3208 Meeting Code: 477 159 580 Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

https://docs.google.com/spreadsheets/d/1CkybDBVPOiK_uwa37cCUuqmCfbeanvSmnB

<u>RugcMjzC0/edit?usp=sharing</u>

Download Presentation Slides: <u>https://campo.legistar.com/Calendar.aspx</u>

NC Capital Area Metropolitan Planning Organization

CANPO

Technical Coordinating Committee Meeting

November 3, 2022

10:00 AM

1. Welcome and Introductions Roll Call of Voting Members & Alternates

City of Creedmoor City of Raleigh (5) County of Franklin County of Granville County of Harnett County of Johnston County of Wake (2) GoCary GoRaleigh GoTriangle Town of Angier Town of Apex

Town of Archer Lodge Town of Bunn Town of Cary (2) Town of Clayton Town of Franklinton Town of Fuquay-Varina Town of Garner Town of Holly Springs Town of Knightdale Town of Morrisville Town of Rolesville Town of Wake Forest

Town of Wendell Town of Youngsville Town of Zebulon Federal Highway Administration N.C. Dept. of Transportation (6) N.C. State University N.C. Turnpike Auth. Raleigh Durham Airport Auth. **Research Triangle Foundation** Rural Transit (GoWake Access) Triangle J. Council of Govts. Triangle North Executive Airport



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.





4.1 TCC Meeting Minutes: October 6, 2022

Requested Action:

Approve the October 6, 2022 Meeting Minutes.



5. Regular Business

- 5.1 NCDOT Project I-5701 Preferred Alternative
- 5.2 Safety Performance Measures & Targets 2023
- 5.3 Preliminary DRAFT 2024-2033 TIP & U-5751 Status Update
- 5.4 Wake Bus Plan Project Prioritization Policy
- 5.5 FY 2023, Q2 Wake Transit Work Plan Amendment Requests
- 5.6 Wake Transit Work Plan Amendment Policy Update
- 5.7 Wake Transit Community Engagement Policy
- 5.8 Amendment #10 to FY2020-2029 transportation Improvement Program
- 5.9 Roadside Landscaping & Forestation Program



5.1 NCDOT Project I-5701 – Preferred Alternative



5.1 NCDOT Project I-5701 / 2050 MTP F43 Project

- F43 is a 6 to 8 Lane Widening in 2050
- Convert existing Aux Lanes to GP lanes
- Aux Lanes as Operational Improvements: Only < 1 mile







I-5701: Auxiliary Lanes or Not? I-40 from I-440/US1/US64 to Lake Wheeler

David Keilson, PE NCDOT Division 5 Planning

November 3, 2022

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

Agenda

- Traffic Operations
- Consistency
- History
- Future Capacity Managed Freeway
- Safety and Other Considerations
- AQ effects

Traffic Operations

2035 Build Alternative 2 I-40 Eastbound AM Peak Period Density



Direction of Travel

Source: I-5703 Traffic Operations Technical Memorandum; VISSIM

Traffic Operations

2035 Build Alternative 2 I-40 Westbound AM Peak Period Density



Traffic Operations

2035 Build Alternative 2 I-40 Eastbound PM Peak Period Density



Direction of Travel

Traffic Operations

2035 Build Alternative 2 I-40 Westbound PM Peak Period Density



Consistency - Aux Lanes in other Sections (existing or coming in committed projects)

- I-540 to Airport Blvd: EB + WB (4+1)
- Airport Blvd to Aviation Pkwy: EB + WB (4+1)
- Aviation Pkwy to Harrison Ave: EB + WB (4+1)
- Harrison Ave to Wade Ave: EB + WB* (4+1)
- Wade to NC 54: EB (3+1)
- NC 54 to Cary Towne: EB + WB (3+1)
- Cary Towne to I-440: EB + WB (3+1)

- *I-440 to Gorman: EB + WB (3+1)*
- Gorman to Lake Wheeler: EB, WB* (3+1)

- Lake Wheeler to S. Saunders: EB + WB (4+1)
- S. Saunders to Hammond: EB + WB (4+1)
- Hammond to Rock Quarry: WB* (4+0, 4+1)
- Rock Quarry to I-440 split: WB* (4+0, 5+1)

^{*} Could be considered a lane drop.

History

- MTP: Widen from 6 lane to 8 lane
- SPOT submittal/carryover in P3/4: Widen 6-Lane Freeway to 8 Lanes
 - Existing Cross Section: 6 Lane with Median Full Control
 - Project Cross Section: 8B 8 Lane Divided (27' Median with Jersey Barrier with Paved Shoulders)
- STIP description: I-440 to Lake Wheeler Road. Add Lanes.
- Public meeting map (May 2019): 4 + 1
- Public meeting handout (May 2019)
 - The project will convert the existing 6-lane facility to an 8-lane facility; new auxiliary lanes will also be constructed.
 - The CE will identify the selected alternative for each project.
- I-5703 capacity analysis (2021) assumed I-5701 was 4 + 1



Capacity as Managed Freeway

- Maximum Sustainable Flow Rates (Vicroads)
 - 4 lanes per direction, 5% trucks, grade <= 2%: 7,450 vph
 - 5* lanes per direction, 5% trucks, grade <= 2%: 8,875 vph
- 2045 forecast peak hour: ~9,000 11,000 vph



Safety & Other Considerations

- Congestion crashes
- Secondary crashes
- Non-recurring congestion
- Recurring & non-recurring all users
 - BOSS

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Air Quality Considerations



Source: ACCESS, Fall 2009, Prof. Matthew Barth, College of Engineering - Center for Environmental Research and Technology, UC Riverside Suggested further reading: https://www.nrdc.org/onearth/speed-sweet-spot

Contact Us

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@NCDOT







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5.1 NCDOT Project I-5701 – Preferred Alternative

- Option 1 No Change
 - No Change to F43 & 2050 MTP
 - Convert I-40 from 6 GP Lanes with Aux Lanes to 8 GP Lanes w/o Aux Lanes

- Option 2 Request to Amend 2050 MTP
 - Amendment #1 is scheduled for this Spring for 2024-2033 TIP/STIP
 - Change F43 to 3 to 5 lane widening



5.1 NCDOT Project I-5701 – Preferred Alternative

• Option 1 – No Change

• Option 2 – Request to Amend 2050 MTP

Requested Action:

Recommend Option 1 or 2 to Executive Board



5.2 Safety Performance Measures and Targets 2023





NORTH CAROLINA Department of Transportation



Traffic Safety Data Trends / Performance Measures

Brian Mayhew

Brian Murphy

Presentation Overview

2 3 5 1 4 Capital Area Questions / Safety Safety Data Statewide Data MPO Data Discussion Trends Performance Resources Trends Measures

Statewide Data Trends

- Population
- Vehicle Miles Traveled
- Fatalities
- Serious Injuries
- Pedestrian Fatal and Serious Injuries
- Bicycle Fatal and Serious Injuries
- Total Reported Crashes





SHSP Goal

• Reduce <u>all</u> fatalities and serious injuries by half by 2035, moving towards zero by 2050.



State Population

State Population Estimates by Year (2005 - 2021)



Vehicle Miles Traveled (VMT)



Rural VMT Urban VMT Total VMT

Fatalities

Fatalities by Year (2005 - 2021)



Serious Injuries (A Type – Disabling)



Serious Injuries

Pedestrian Fatalities and Serious Injuries

┌ 321 - 247 - 236 Injuries 500 RPO, 29% MPO 71% Year

Pedestrian Fatalities and Serious Injuries by Year (2005 - 2021)

Bicycle Fatalities and Serious Injuries



Bicycle Fatalities and Serious Injuries by Year

Reported Crashes



Capital Area MPO Data Trends

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


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Vehicle Miles Traveled



Vehicle Miles Traveled (100 MVM) by Year (2012 - 2021)

Total Reported Crashes



(2012 - 2021)

Total Reported Crashes by Year

CAMPO - Total Reported Crashes Statewide - Total Reported Crashes

Fatalities



Fatalities by Year (2012 - 2021)

Serious Injuries (A Type – Disabling)

Serious Injuries by Year



Non-Motorized Fatalities and Serious Injuries



Non-Motorized Fatal and Serious Injuries by Year (2012 - 2021)

Pedestrian Crashes





CAMPO - Reported Pedestrian Crashes Statewide - Reported Pedestrian Crashes

Alcohol Involved Fatalities and Serious Injuries



Alcohol Involved Fatalities and Serious Injuries by Year (2012 - 2021)

Speed Involved Fatalities and Serious Injuries



Speed Involved Fatalities and Serious Injuries by Year (2012 - 2021)

Unbelted Fatalities and Serious Injuries



Unbelted Fatalities and Serious Injuries by Year (2012 - 2021)

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Breakdown by Municipality within the Capital Area MPO (2012-2021)

Municipality	Total Reported Crashes	Fatal Crashes	Serious Injury Crashes
Angier	1,100	2	5
Арех	9,717	4	28
Archer Lodge	183	2	7
Bunn	180	0	1
Butner	1,147	5	8
Cary	29,296	32	83
Clayton	5,793	9	24
Creedmoor	695	1	8
Franklinton	654	1	4
Fuquay-Varina	6,796	6	25
Garner	8,984	27	65
Holly Springs	4,996	12	11
Knightdale	4,476	5	11
Morrisville	5,024	10	11
Raleigh	187,444	311	1,366
Raleigh - Durham Airport	856	1	3
Rolesville	1,165	2	10
Wake Forest	6,846	10	24
Wendell	1,245	4	6
Youngsville	624	1	3
Zebulon	2,786	6	13
Rural	88,976	517	1,232
Total	368,983	968	2,948

Safety Performance Measures

- Background
- Assessment
- 2022 Safety Performance Measures



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 27th



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



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State Safety Performance Measures



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Safety Performance Measures – Assessment

- Assessment of Significant Progress
 - FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP safety targets
 - CY 2020 targets were assessed in early 2022
 - FHWA will not directly assess MPO progress towards meeting HSIP safety targets



Safety Performance Measures - Assessment

- Assessment of Significant Progress (cntd)
 - FHWA assessed NCDOT's CY 2020 safety targets in early 2022
 - Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.

Assessment of Statewide Targets

	5-year Rolling Averages				(Actual) Datter then	Mat ar Mada
Performance Measures	Target	Actual	Baseline	Target Achieved?	(Actual) Better than Baseline?	Significant Progress?
	2016 - 2020	2016 - 2020	2014 - 2018			
Fatalities	1 227 0	1 459 6	1 202 2	No	No	
(5 Year Average)	1,227.0	1,450.0	1,392.2	NO	NO	
Fatality Rate	1 094	1 250	1 206	No	No	
(5 Year Average)	1.084	1.250	1.206	NO	NU IN	
Serious Injuries	2 012 0	4 410 2	2 262 4	No	No	
(5 Year Average)	2,812.8	4,410.2	5,502.4	NO	NO	No
Serious Injury Rate	2 462	2 776	2 001	No	No	
(5 Year Average)	2.402	5.770	2.004	NO	NO	
Non-motorized Fatalities						
and Serious Injuries	426.6	583.0	491.0	No	No	
(5 Year Average)						

Safety Performance Measures - Assessment

- Assessment of Significant Progress (cntd)
 - FHWA assessed NCDOT's CY 2020 safety targets in early 2022
 - Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.

"Assessment" of CAMPO Urban Area MPO Targets

	5-year Rolling Averages				(Actual) Dattar than	Mat ar Mada
Performance Measures	Target	Actual	Baseline	Target Achieved?	(Actual) Better than	Significant Progress?
	2016 - 2020	2016 - 2020	2014 - 2018		Dasenner	
Fatalities	02.1	109.2	02.6	No	No	
(5 Year Average)	05.1	108.2	95.0	NO	NO	
Fatality Rate	0.664	0.826	0 720	Ne	Ne	
(5 Year Average)	0.004	0.830	0.729	NO	NO	
Serious Injuries	250 F	19E C	220 /	No	No	
(5 Year Average)	230.5	465.0	526.4	NO	NO	No
Serious Injury Rate	1 076	2 720	2 510	No	No	
(5 Year Average)	1.976	5.750	2.519	NO	NO	
Non-motorized Fatalities						
and Serious Injuries	39.9	71.8	50.8	No	No	
(5 Year Average)						

2023 Safety Performance Measures

Capital Area MPO Safety Performance Measures

• 2023 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	143	1.080	571	4.311	68

- 2023 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	114.8	0.884	540.6	4.139	75.4
2023 Target*	82.7	0.622	366.7	2.737	52.4



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Resources

Planning Organization Resources

– <u>https://www.ncdot.gov/initiatives-policies/safety/traffic-safety/Pages/Planning-Organization-Resources.aspx</u>

North Carolina Strategic Highway Safety Plan

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

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: <u>https://connect.ncdot.gov/resources/safety/pages/nc-highway-safety-program-and-projects.aspx</u>
- 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: <u>http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=dc944f1c834f49a18479c17df1f783b9</u>

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 Severe Injury Crashes

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

• Bicycle and Pedestrian Crash Data

- This product contains bicycle and pedestrians crashes mapped for years 2007 through 2020.
- Link to ArcGIS Online mapped data: https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=b4fcdc266d054a1ca075b60715f88aef

Safety Project Mapping

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

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: <u>https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=af5150835edb4502a26762e966cb5dfa</u>



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Discussion / Questions



Thank you!

Brian Mayhew, PE, CPM

State Traffic Engineer Mobility and Safety Division North Carolina Department of Transportation (919) 814-5010

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Brian Murphy, PE

Safety Planning Engineer Traffic Safety Unit North Carolina Department of Transportation (919) 814-4948 bgmurphy@ncdot.gov

5.2 Safety Performance Measures and Targets 2023

Requested Action:

Receive as Information



5.3 Preliminary DRAFT 2024-2033 TIP & U-5751 Status Update



5.3 Preliminary DRAFT 2024-2033 TIP & U-5751 Status Update

- Questions
 - 1. SPOT 3 was developed in 2013-2024 and U-5751 is the only SPOT 3 project that does not have committed funding why?
 - 2. SPOT 4 was developed in 2017 and SPOT 5 was approved by CAMPO Board in 2019. Why are there SPOT 4 and SPOT 5 projects that have committed funding ahead of U-5751, which is a SPOT 3 project and should be first in line?
 - 3. What is the opportunity for doing STIP swaps to get this project into the committed funding list?
 - 4. Requests a presentation on status of U-5751 as the only SPOT 3 project that is unfunded and what the MPO can do to move it forward.





NORTH CAROLINA Department of Transportation

STIP Programming and U-5751 History

Jason Schronce, P.E. NCDOT Central STIP Manager 11-3-2022

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

Regions and Divisions



STIP Funding Distribution



Economic Development

Project Programming vs. Scheduling



- Regardless of priority, projects cannot be programmed for Right of Way (ROW) or Construction (CON) prior to completion of planning/environmental and design work
- A lower-scoring project that can be delivered soon may get scheduled prior to a higher-ranking project that still needs extensive work

Draft 2024-2033 STIP Development Method

- Refreshed 1,000+ estimates in the 2020-2029 STIP, resulting in substantial cost increases
- A combined \$8B overprogrammed in the 10-year STIP
- Workgroup recommended & BOT approved to:
 - Stop P6.0, No Local Input Points
 - Develop 2024-2033 STIP using existing projects in 2020-2029 STIP



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Process of programming the Draft 2024-2033 STIP

SPOT Workgroup recommended and NC BOT approved process

- Programmed First: Delivery Projects
 - ROW underway, Federal Grants, CON scheduled FY26 or sooner
- Programmed Second: P3-P4-P5 Seniority Approach

Initial April 2022 Draft Release

August 2022 Draft Release

- Additional revenue from new State Budget
- Projects returned to Reprogrammed 2020-2029 STIP schedule (if possible)

New swap process offered

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U-5751 STIP History

US 401 at NC 55/42 in Fuquay-Varina, Wake County

- Improve US 401 Intersection with NC 55/NC 42
- Project Will Include Improvements to NC 55 Intersection with NC 42, and Construction of Connector from NC 55 to existing Judd Parkway
- Current Programmed Cost: \$110.7 Million

(42)

U-5751

Products Rd

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Figure

SORTH CAROLINA DEPARTMENT TRANSPORTATION

FUOUAY-VARINA, WAKE COUNTY

oject Alternatives

PROJECT MANAGEMENT UNIT

STIP U-5751 Study Area

Alternative 1 Alternative 2 Alternative 3

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U-5751 STIP History

2016-2025 STIP (June 2015): Evaluated in P3.0, funded, and committed as Trumpet Interchange

- Eligible and funded in Region-C (Divisions 5 and 6) category
- Cost of \$7.8 Million
- ROW FY 20, CON FY 21

2018-2027 STIP (August 2017): Convert Intersection to Trumpet Interchange

- Cost of \$54.6 Million
- ROW FY 19, CON FY 22

2020-2029 STIP (September 2019): Improvements to NC 42/55 Intersection and Judd Parkway connector

- Cost of \$54.6 Million
- ROW FY 21, CON FY 24

Reprogrammed 2020-2029 STIP (October 2020): NC 42/55 Intersection and Judd Parkway connector

- Cost of \$54.6 Million
- ROW FY 29, CON Unfunded

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U-5751 STIP History

Why have "Reprogrammed 2020-2029 STIP"?

- STIP was not fiscally constrained due to significant cost increases leading to being above overprogrammed legal limits
- FHWA had concerns: until NCDOT rebalanced, STIP amendments were being impacted
- NC Build Bond sale could not proceed
- Schedule impacts affected all STI categories during rebalancing exercise

Prior to the Summer 2020 reprogramming Region-C was approximately \$608 Million (80%) over programmed

- Most of the projects in Region-C had to be delayed significantly
- Some Region-C projects had to remain on schedule based on commitments from associated federal grants

Draft 2024-2023 STIP (April 2022): Improvements to NC 42/55 Intersection and Judd Parkway connector

• Funded for Preliminary Engineering Only, swap eligible

Revised Draft 2024-2033 STIP (August 2022): NC 42/55 Intersection and Judd Parkway connector

• Funded for Preliminary Engineering Only, swap eligible

Contact Us

Jason Schronce, P.E. – Central STIP Manager jschronce@ncdot.gov 919-707-4646

Brandon Jones, P.E. – Div 5 Division Engineer bhjones@ncdot.gov 919-317-4700



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• Questions

- 1. SPOT 3 was developed in 2013-2024 and U-5751 is the only SPOT 3 project that does not have committed funding why?
- SPOT 4 was developed in 2017 and SPOT 5 was approved by CAMPO Board in 2019. Why are there SPOT 4 and SPOT 5 projects that have committed funding ahead of U-5751, which is a SPOT 3 project and should be first in line?
- 3. What is the opportunity for doing STIP swaps to get this project into the committed funding list?
- 4. Requests a presentation on status of U-5751 as the only SPOT 3 project that is unfunded and what the MPO can do to move it forward.



• Swap Process Requirements

- Must have agreement between MPO/RPOs & Division Engineer
- STI funding tiers apply
- Project Development/Delivery Schedule
- Similar Project Costs



- Schedule & Next Steps
 - -MTP/TIP Subcommittee Meetings
 - November 16th 9-10:30 (*Virtual*)
 - December 1st 10AM (*Virtual if needed*)
 - -January TCC & Ex Board action (target)
 - -Spring 2050 MTP Amendment
 - -Summer 2024-2033 TIP/STIP Adoption



Requested Action: Receive as information.



5.4 Wake Bus Plan Project Prioritization Policy



Wake Bus Plan Project Prioritization Policy

Process for 2022 Proposed Policy

- The development of the 2022 Proposed Project Prioritization Policy was led by CAMPO with continuous input from the Wake Bus Plan Core Technical Team throughout the Summer and Fall of 2022
- Member Organizations of the Wake Bus Plan Core Technical Team include:
 - Apex
 - CAMPO
 - Cary / GoCary
 - Fuquay-Varina
 - Garner
 - GoTriangle
 - Holly Springs
 - Knightdale
 - Morrisville

- NCDOT
- NCSU
- Raleigh / GoRaleigh
- Rolesville
- RTP
- Wake County / GoWake
- Wake Forest
- Wendell
- Zebulon

Key Challenges with 2018 Adopted Policy

- Methodology is a complicated and not easily replicable
- Project typology definitions overlap, and some are too restrictive in scope
- Unable to evaluate microtransit or on demand projects
- Operating project evaluation metrics need tweaking, since travel patterns have changed, and the County's network is much more built out than in 2018
- Capital project evaluation covers projects that are now addressed in the overall Wake Transit Plan prioritization guidance
- Programming methodology is not well defined
- Parts of Governance Framework are outdated

Transit Plans, Bus Plans, and Prioritization

Wake Transit Plan (2016)

- Route level planning
- No prioritization or programming done
- Public engagement on **proposed bus network**

Wake Bus Plan and SRTPs (2018)

- Route level implementation details
- Prioritization and programming policy created and implemented
- Public engagement on **programmed projects**

Wake Transit Plan Update (2020)

- No route level planning
- Re-prioritization and programming done on Wake Bus Plan and SRTP projects, given changing financial and market conditions
- Public engagement on **community priorities**

Wake Bus Plan and SRTPs Update (present)

- Route level planning and implementation details
- Prioritization and programming policy updated and implemented on new planned projects
- Public engagement on route concepts

Overall Wake Transit Prioritization Context

The adopted Wake Transit Plan Update Final Project Prioritization and Reprogramming Guidance supersedes the Wake Bus Plan Project Prioritization Policy. This Policy we are updating applies only to bus service expansion projects, which is the last of eight tiers in the adopted Transit Plan Guidance:

- 1. Continued Funding for Community Funding Area Program as Currently Programmed and Funding Programmed for Rural Elderly/Disabled and General Public Demand-Response Trips (GoWake Access Allocations)
- 2. Capital Projects with Design or Land Acquisition Phases Already Initiated, for Which later Phases Should Be Funded to Keep Their Momentum
- 3. Facilities/Infrastructure/Resources Needed to Support Future Expansion or General State of Good Repair and Operations
- 4. Projects That Involve Time-Sensitive External Grant Sources as Part of Their Overall Funding Mechanism (such as LAPP or other federal sources)
- 5. Wake Bus Rapid Transit Program of Projects
- 6. Commuter Rail Project Design, Right-of-Way/Land Acquisition, Construction, Vehicle Procurement, and Operations
- 7. Systemwide Bus Stop Improvements for Already Served Corridors/Stop Locations
- 8. Fixed-Route Bus Service Improvements and Corresponding Infrastructure that Ties to Bus Service Improvements/Expansion

Overall Wake Transit Prioritization Context

The adopted Wake Transit Plan Update Final Project Prioritization and Reprogramming Guidance supersedes the Wake Bus Plan Project Prioritization Policy. This Policy we are updating applies only to bus service expansion projects, which is the last of eight tiers in the adopted Transit Plan Guidance:

- 1. Continued Funding for Community Funding Area Program as Currently Programmed and Funding Programmed for Rural Elderly/Disabled and General Public Demand-Response Trips (GoWake Access Allocations)
- 2. Capital Projects with Design or Land Acquisition Phases Already Initiated, for Which later Phases Should Be Funded to Keep Their Momentum
- 3. Facilities/Infrastructure/Resources Needed to Support Future Expansion or General State of Good Repair and Operations
- 4. Projects That Involve Time-Sensitive External Grant Sources as Part of Their Overall Funding Mechanism (such as LAPP or other federal sources)
- 5. Wake Bus Rapid Transit Program of Projects
- 6. Commuter Rail Project Design, Right-of-Way/Land Acquisition, Construction, Vehicle Procurement, and Operations
- 7. Systemwide Bus Stop Improvements for Already Served Corridors/Stop Locations
- 8. Fixed-Route Bus Service Improvements and Corresponding Infrastructure that Ties to Bus Service Improvements/Expansion

Purpose of Project Prioritization Policy

[Unchanged from 2018 Adopted Policy]

The Project Prioritization Policy is a decision-making framework. It is intended to provide:

- A transparent and easily understandable process for making choices between competing investment needs associated with implementation of the Wake Transit Plan
- Guidance on the development of the 10-year bus service and capital investment plan prepared through the Wake Bus Plan
- An optional process that may be used by the TPAC to adjust bus service and the capital investment program outlined by the MYBSIP to reflect changes in available funds, new or substantially modified project requests, or other needs in the region

Four Big Moves Drives the Prioritization Policy

[Unchanged from 2018 Adopted Policy]

- Connect Regionally: Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of regional express routes.
- Connect All Wake County Communities: Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of regional and express bus routes.
- Frequent, Reliable Urban Mobility: Develop a frequent transit network in Wake County's urban core. The frequent transit network will include development of bus rapid transit services, plus high frequency bus services along major corridors in the County's most developed communities.
- Enhanced Access to Transit: Directs investment to existing fixed-route services to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

Prioritization versus Programming





Prioritization

- Guided by Project Prioritization Policy
- Prioritization model outputs a ranked list of projects
- Routes are ranked individually rather than as packages
- Does not consider available funds or timing

Programming

- Guided by funding projections
- Programming exercise outputs a schedule of projects by fiscal year
- Routes are considered in packages when applicable
- Considers available funds and timing by year

What Projects go through Project Prioritization?

- Includes: proposals submitted by sponsors for new projects, major changes to existing projects, and related capital projects, including those that were previously programmed but have not been implemented or are not planned to be implemented in FY24 or earlier.
- Excludes: proposals for minor changes to existing routes/projects (e.g., slight route realignments that are cost neutral)

Major changes to existing projects will be guided by the definition of "Major Amendments" in the **Wake Transit Plan Amendment Policy,** defined in August 2022 as changes in scope that:

- Cause deviation from the original purpose of the project as intended when the project scope was included in the subject work plan;
- Cause deviation from the originally intended method of project achievement; and
- Cause a major deviation to the outcome of the project as intended when the project scope was included in the subject work plan.

Operating & Capital Project Prioritization

Step 1: Project Typologies

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- All Day Transit Routes that Serve New Areas
- Improvements to Service Span and Frequency

Step 2: Project Scoring by Type

Analyze 8 prioritization metrics based on 4 plan objectives (Develop, Connect, Enhance, and Sustain) for each project

- Raw scores: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

Step 3: Overall Project Scoring

Weigh metrics by typology to get prioritized list of all projects

- Weigh relative metric scores for each project based on the objectives of each typology
- Sum the weighted scores for each project
- Rank projects from highest priority to lowest

Step 1: Project Typologies

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- Investments to Local Services
- All Day Transit Routes that
 Serve New Areas
- Improvements to Service Span
 and Frequency

Step 2: Project Scoring by Type

Analyze **8 6** prioritization metrics based on 4 plan objectives (Develop, Connect, Enhance, and Sustain) for each project

- Raw inputs: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

Step 3: Overall Project Scoring

Sum to get prioritized list of all projects Weigh metrics by typology to get prioritized list of all projects

- Weigh relative metric scores
 for each project based on the
 objectives of each typology
- Sum the ordinal weighted scores for each project
- Rank projects from highest priority to lowest

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Analyze **8 6** prioritization metrics --based on 4 plan objectives (Develop, Connect, Enhance, and Sustain) for each project

- Raw inputs: calculate each prioritization metric for each project
- Ordinal scores: assign relative scores of 1 to 4 within each typology for each metric

Transit Demand:

- People + Job density
- Minority + Low Income Population Served
- Number of Key Destinations Served

Network Improvements:

- New People + Jobs with Access to Improved Transit
- Service Productivity:
- Projected Passengers per Revenue Hour
- Project Operating Cost per Passenger Hour

Step 1: Project Typologies

Assign projects to typologies:

- Frequent Network Routes
- Intra-County and Regional Express Routes
- Investments to Local Services
- All Day Transit Routes that Serve New Areas
- Improvements to Service Span
 and Frequency

Step 2: Project Scoring by Type

Analyze **8 6** prioritization metrics based on 4 plan objectives (Develop, Connect, Enhance, and Sustain) for each project

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Step 3: Overall Project Scoring

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- Weigh relative metric scores
 for each project based on the
 objectives of each typology
- Sum the ordinal weighted scores for each project
- Rank projects from highest priority to lowest

Step 1: Draft Programming of Operating Projects – Use list of prioritized operating projects and available funding projection by year to develop first draft of Multi-Year Operating Program, with projects that are ranked higher programmed earlier in the timeline. Also, include any projects that reduce service or reduce the amount of Wake Transit funds requested (since they were not included in the prioritization list) in the year deemed fit by the project sponsor. Check if the draft programming is advancing the Wake Transit Plan goals by evaluating the proposed FY2027 and FY2030 networks against the targets set in the Plan.

- Step 1: Draft Programming of Operating Projects
- Step 2: Draft Programming of Capital Projects Slot in capital projects based on their related operating projects and capital funding projections. In many cases, capital projects will be programmed in advance of an operating project, e.g., vehicle purchases and bus stop funding will be programmed 18 months in advance of new route.

- Step 1: Draft Programming of Operating Projects
- Step 2: Draft Programming of Capital Projects
- Step 3: Proposals for Changes Project sponsors submit proposals for changes to the draft programming to advance or defer projects based on any allowable conditions laid out in the Wake Transit Work Plan Amendment Policy.

- Step 1: Draft Programming of Operating Projects
- Step 2: Draft Programming of Capital Projects
- Step 3: Proposals for Changes
- Step 4: Iterate and Adjust Edit draft programming based on discussion and input from TPAC partner agencies and project sponsors, through a conversation facilitated by CAMPO.

- Step 1: Draft Programming of Operating Projects
- Step 2: Draft Programming of Capital Projects
- Step 3: Proposals for Changes
- Step 4: Iterate and Adjust
- Step 5: Wake Transit Plan Goals Check again to see if the draft programming is advancing the Wake Transit Plan goals by evaluating the proposed FY2027 and FY2030 networks against the ridership/coverage and proximity to transit targets set in the Plan. Edit the programming as needed to meet these goals.

- Step 1: Draft Programming of Operating Projects
- Step 2: Draft Programming of Capital Projects
- Step 3: Proposals for Changes
- Step 4: Iterate and Adjust
- Step 5: Wake Transit Plan Goals
- Step 6: Finalize Continue to iterate and edit programming as needed to meet goals and work within available funding to finalize program.

Questions and Next Steps

Next Steps

- Wednesday, 11/23: Comments to be Submitted to Anna Stokes (<u>anna.stokes@campo-nc.us</u>)
- Wednesday, 11/9 Wednesday, 11/23: 14-Day Public review and comment period
- The PPP is anticipated to come to the CAMPO and GoTriangle Boards for action in January 2023

5.4 Wake Bus Plan Project Prioritization Policy

Requested Action:

Receive as Information.



5.5 FY 2023, Q2 Wake Transit Work Plan Amendment Requests



Timeline

FY23 2nd Quarter Amendment Requests

ACTION	DATE
Submission Deadline	August 26, 2022
Released for Public Comment	September 1, 2022
Subcommittee Review and Disposition	September 27, 2022
Public Comment Period Ends	September 30, 2022
TPAC Considers Amendment Requests	October 12, 2022
TCC Considers Amendment Requests	November 3, 2022
Governing Boards Consider Approval of Amendment Requests	November 16, 2022


Project ID #	Agency	Project Title	FY 22 Original Funding Allocation	FY 23 Original Funding Allocation	FY 23 Requested Funding Allocation	FY 23 Funding Impact	Reason for Major/Minor Amendment Status	
	Operating Budget Amendment Requests							
TO002-L	Capital Area MPO	1.0 FTE: TPAC Administration	\$ 137,001	\$ 140,426	\$ 169,658	\$ 29,232	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.	
TO002-V		1.0 FTE: Program Manager	\$ 168,772	\$ 172,991	\$ 209,209	\$ 36,218	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.	
TO002-W		1.0 FTE: Transit Planner	\$ 114,476	\$ 117,338	\$ 141,555	\$ 24,217	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.	
	Total Onevating Funding Ing				. Funding lugares	A A A A A A A A A A		

	Capital Budget Amendment Requests					
Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TC005-A2	City of Raleigh	Wake BRT: Southern Corridor	\$ 7,630,000	\$ 24,240,000	\$ 16,610,000	Major Amendment: Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. Request expands the project budget to account for the updated project cost and requirement that a 100% local match is programmed and obligated for the Federal Transit Administration (FTA) Capital Investment Grant (CIG).
Total Capital Funding Impact					\$ 16,610,000	
Total Capital Funding Impact					\$ 16,610,000	

FY23 2nd Quarter Amendment Requests

- The two requested FY2023 Quarter 2 amendment requests for public review from September 1st – 30th
- A total of 22* comments and 3 conversational replies** were received:
 - City of Raleigh Amendment Request: 12 comments
 - CAMPO Amendment Request: 5 comments & 1 conversational reply
 - Overall FY23 Wake Transit Workplan: 5 comments & 2 conversational replies
- All comments were reviewed by CAMPO staff and input was considered in relation to the FY23 Wake Transit Workplan but resulted in no changes.

*It is important to note that some individuals submitted multiple comments, and that some comments were repeated word-for-word across questions ** A conversational reply is a reply to a specific comment made by another commenter which does not directly address the material presented



Financial Disposition

FY23 2nd Quarter Amendment Requests

• Financial Impact of Proposed Major Amendments: The FY23 Wake Transit Work Plan will Increase by \$16,699,667

Ordinance Tag	Agency	Description	FY23 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY23 Adopted Wake Transit Plan Funding
Transit Plan Administration	CAMPO	TPAC Administration	\$140,426	\$29,232	\$169,658
Transit Plan Administration	CAMPO	Program Manager	172,991	36,218	209,209
Transit Plan Administration	CAMPO	Transit Planner	117,338	24,217	141,555
Wake Transit Operating Exp	enditures		\$430,755	\$89,667	\$520,422
Bus Rapid Transit	City of Raleigh	Wake Bus Rapid Transit (BRT): Southern Corridor	\$7,630,000	\$16,610,000	\$24,240,000
Wake Transit Capital Expenditures				\$16,610,000	
Total Financial Impact - FY23 Wake Transit Work Plan				\$16,699,667	

FY23-Q2 Amendment Financial Impact



5.5 FY 2023, Q2 Wake Transit Work Plan Amendment Requests

Requested Action:

Recommend the Executive Board approve the FY 2023, Q2 Wake Transit Work Plan amendment requests.



5.6 Wake Transit Work Plan Amendment Policy Update





Wake Transit Work Plan Amendment Policy Update



Policy & Process Changes Recommended by the TPAC

- Added scenario descriptions to better define actions that qualify as MINOR amendments
- Amendment list will be grouped primarily by operating vs. capital rather than major vs. minor
- Amendment requests will be reviewed at joint B&F and P&P subcommittee meetings where financial and scope dispositions will be discussed and considered jointly
- A new amendment cycle for capital project period of performance extensions was developed
- Added clarification and guidance to staff developing the annual amendment schedule
- Included guidance for GoTriangle staff who play a role in processing Work Plan amendments
- Added a notation for who will process updates to the policy when needed in the future
- Created a roles and responsibilities appendix including language that will allow for agreed upon changes to be made without it triggering a full policy amendment.





Wake Transit Work Plan Amendment Policy Update - Adoption Schedule:September 14thTPAC Reviewed and Recommended AdoptionNovember 3rdTCC Reviews to Recommend AdoptionNovember 16thGoTriangle O&F Committee ReviewCAMPO and GoTriangle Boards Consider Adoption

Questions?

Stephanie Plancich stephanie.plancich@campo-nc.us



5.6 Wake Transit Work Plan Amendment Policy Update

Requested Action:

Recommend the CAMPO Executive Board adopt the updated Wake Transit Work Plan Amendment Policy.



5.7 Wake Transit Community Engagement Policy



CE Policy Update Public Review Results Aug. 15 – Sept. 29

Emails (4)

- 252 Opens
- 80 Clicks

Facebook (8)

1192 Impressions

Instagram (1)

118 Impressions

Twitter (8)

• 4903 Impressions

Twitter (WT) (8)

• 1321 Impressions

GoForwardNC.org

- 102 Page Views
- 29 Unique Views
- 0:16s Average Time

Public Comments

4 received: resulted in minor grammar and punctuation edits

2022 Wake Transit Community Engagement Policy

Four (4) Notable Policy Updates:

- 1) <u>Term in policy changed from "Public" to "Community" engagement;</u> *Community engagement better captures the purpose and goals of the Wake Transit Policy. It is the intentional effort of an agency to educate, inform, involve and engage citizens in the public decision-making process.*
- 2) <u>Goals and objectives of the policy were simplified and clarified;</u> The purpose statement, goals and objectives were updated and published in a clearer and more streamlined format.
- 3) <u>Enhanced guidance was added to support staff and project sponsors;</u> A printable reference tool, the Engagement Development Guide, was added to support lead agency staff and partners tasked with developing Wake Transit program and project related engagement activities.

4) <u>Regular performance evaluations have been prioritized.</u> An annual after-action performance review of Wake Transit engagement activities will be held to help lead agency staff to improve, strengthen and optimize future community engagement efforts.

5.7 Wake Transit Community Engagement Policy

Requested Action:

Recommend the CAMPO Executive Board adopt the 2022 Wake Transit Community Engagement Policy.



5.8 Amendment #10 to FY2020-2029 Transportation Improvement Program

- CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment also includes project updates for Economic Development projects, CAMPO LAPP projects, and NC 540 Bonus Allocation projects.
- Posted to CAMPO Website for Public Review/Comment
 - October 17th through November 15th
 - Public Hearing scheduled for November 16th



5.8 Amendment #10 to FY2020-2029 Transportation Improvement Program

Requested Action:

Recommend the Executive Board approve Amendment #10 to the FY2020-2029 Transportation Improvement Program



5.9 Roadside Landscaping & Forestation Program

- The draft 2024-33 TIP has several major projects scheduled to be constructed over the next 10-12 years that will include landscaping improvements Roadside landscaping and forestation have garnered increasing interest in recent years.
- NCDOT as well as FHWA have guidelines for what vegetation and landscape measures are used for various situations (*June, 2022 TCC presentation*).
- CAMPO research identified several examples of state DOT guidelines and policies for roadside revegetation.
- Research effort has not identified instances of MPO level or regional policies or guidelines.
- A summary of this research has been included in the agenda.



5.9 Roadside Landscaping & Forestation Program

This research effort also identified several positive benefits of strong roadside vegetation and reforestation efforts including:

- Economic: Increased property values and positive consumer
- Safety: Trees cut wind and cross-glare and provide relief from the sun for drivers
- Health/Environmental: Reduction in pollutants, improved mental health, reduction in the rate and magnitude of stormwater runoff, and reduction of urban heat island impacts.

Requested Action:

Receive as information.



Roll Call Vote for Action Items

City of Creedmoor City of Raleigh (5) County of Franklin County of Granville County of Harnett County of Johnston County of Wake (2) GoCary GoRaleigh GoTriangle Town of Angier Town of Apex

Town of Archer Lodge Town of Bunn Town of Cary (2) Town of Clayton Town of Franklinton Town of Fuquay-Varina Town of Garner Town of Holly Springs Town of Knightdale Town of Morrisville Town of Rolesville Town of Wake Forest

5.1 F43 MTP Amendment
5.5 FY 23 Q2 WT Work Plan Amendment Request
5.6 WT Work Plan Amendment Policy Update
5.7 WT Community Engagement Policy
5.8 TIP Amendment #10

Town of Wendell Town of Youngsville Town of Zebulon Federal Highway Administration N.C. Dept. of Transportation (6) N.C. State University N.C. Turnpike Auth. Raleigh Durham Airport Auth. **Research Triangle Foundation** Rural Transit (GoWake Access) Triangle J. Council of Govts. Triangle North Executive Airport



6. Informational Items: Budget

6.1 Operating Budget – FY 2022

6.2 Member Shares - FY 2022

Requested Action: Receive as information.



7.1 Informational Item: Project Updates

Studies:

- FY22 Hot Spots
- Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update
- U.S. 401 Corridor Study
- Mobility Management Program Implementation

Other Updates:

- Mobility Coordination Committee
- Safe Routes to School (SRTS)
- CAMPO/NCDOT Non-Motorized Volume Data Program
- Triangle Transportation Choices (Triangle TDM Program) NCDOT Highway Project U-2719 – Updates
- NC 540 Bonus Allocation Projects

7.2 Informational Item: Public Engagement Updates

<u>Requested Action:</u> 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



ADJOURN

Upcoming Events

Date	Event
Nov 16, 2022	Executive Board
4:00 p.m.	Virtual
Dec 1, 2022	TCC Regular Meeting
10:00 a.m.	Virtual