



NC Capital Area **Metropolitan Planning Organization**

***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/1UoRM7bA4IE1ty2lpfAV4zZBMEijWPUui1J5Izp5YVVg/edit?usp=sharing>**

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



NC Capital Area **Metropolitan Planning Organization**

# **Technical Coordinating Committee Meeting**

**March 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

Additional Action Item:

5.6 Locally Administered Projects Program (LAPP) Additional  
Funding Request: C-5604OF Blue Ridge Road Pedestrian  
Improvements



### 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: February 3, 2022

#### Requested Action:

**Approve the February 3, 2022 Meeting Minutes.**

## 5. Regular Business

## 5.1 Triangle Bikeway Study and Final Report



Technical Coordinating Committee  
March 3, 2022





- › **Project Goals**
- › **Existing Conditions & Future Plans**
- › **Community Engagement**
- › **Preferred Alternative**
- › **Triangle Bikeway Report**
- › **Next Steps**
- › **Review & Adoption Schedule**



## EQUITY

Prioritize equal access to the Triangle Bikeway for all, through public engagement, project delivery and investment.



## CONNECT TO JOBS

Provide seamless connections between the Triangle Bikeway, the regional transportation network, employment centers and local neighborhoods.



## SAFETY

Address the safety needs of users of all ages and abilities in the design and development of the Triangle Bikeway.



## REGIONAL COLLABORATION

Collaborate with government entities and other regional stakeholders to understand priorities and concerns. Build support of jurisdictional partners for future funding, design, construction and maintenance.



## TRANSPORTATION CHOICE

Provide a direct and accessible route separated from traffic as a bicycling and walking option for commuters and recreational users. Make meaningful connections to transit and active transportation networks.



## PUBLIC BENEFIT + SUPPORT

Listen to the community to help identify opportunities and challenges. Recommend an alignment that will generate public support and build momentum for future funding efforts.



## FEASIBILITY

Utilize locations for the bikeway alignment that are permittable and reduce the time required for implementation. Minimize the impact of the bikeway on environmental features and the natural habitat.



## IDENTITY

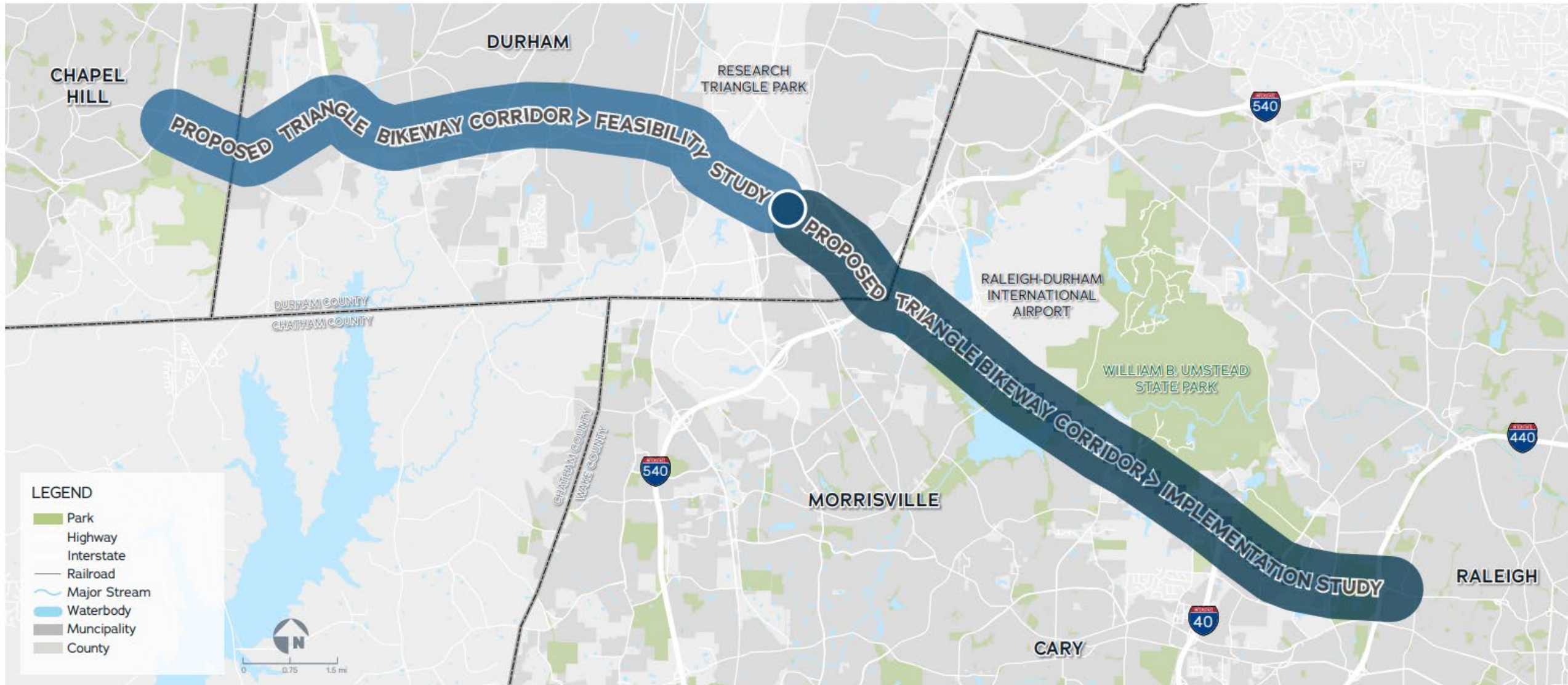
Create a unique identity for the bikeway that will be instantly recognizable and highlight the regional commitment to both recreational and commuter bicycling to residents and visitors alike.



## RESILIENCY

Support mode shift goals and reduce emissions / other transportation-related environmental impacts while expanding access to active living and positively impacting community health.







## TRIANGLE BIKEWAY STUDY

NC CAMPO



DCHC MPO



The Triangle Bikeway project will study the idea of a 17-mile bicycle path. The bikeway will link Raleigh, Research Triangle Park (RTP), Durham and Chapel Hill along I-40 and NC 54. The current planning effort includes design and construction recommendations between Raleigh and RTP, and a corridor assessment for the connection west to Durham and Chapel Hill. The bikeway will connect Triangle communities making both short and long bike trips for work, play and daily errands possible. Ideas from residents will shape the plan. Agencies across the region are working together in the planning process, which will take approximately 18 months.

*“Excited to see this project happening. I will be able to safely switch to 100% bike commuting when the bikeway is complete.”*

*- Comment on project website*

### EVENTS & RESOURCES

VIRTUAL PUBLIC  
WORKSHOPS & FOCUS  
GROUPS



### HELP SHAPE THE PLAN

TAKE THE METROQUEST  
SURVEY!



For accessibility needs to complete the survey,  
please call 919-990-4403

### SHARE YOUR KNOWLEDGE OF THE CORRIDOR

PUBLIC COMMENT MAP



### EXPLORE OTHER BIKEWAYS IN THE U.S.

CASE STUDIES





## CASE STUDIES

The Triangle Bikeway will transform the region by providing active transportation opportunities connecting neighborhoods and employment centers in Raleigh, Cary, Morrisville, Research Triangle Park, Durham, and Chapel Hill. Several innovative shared-use path projects that parallel highway corridors serve as precedents and provide valuable lessons learned for the development of the Triangle Bikeway.

Ideas from these projects that influence the bikeway's design and project development include:

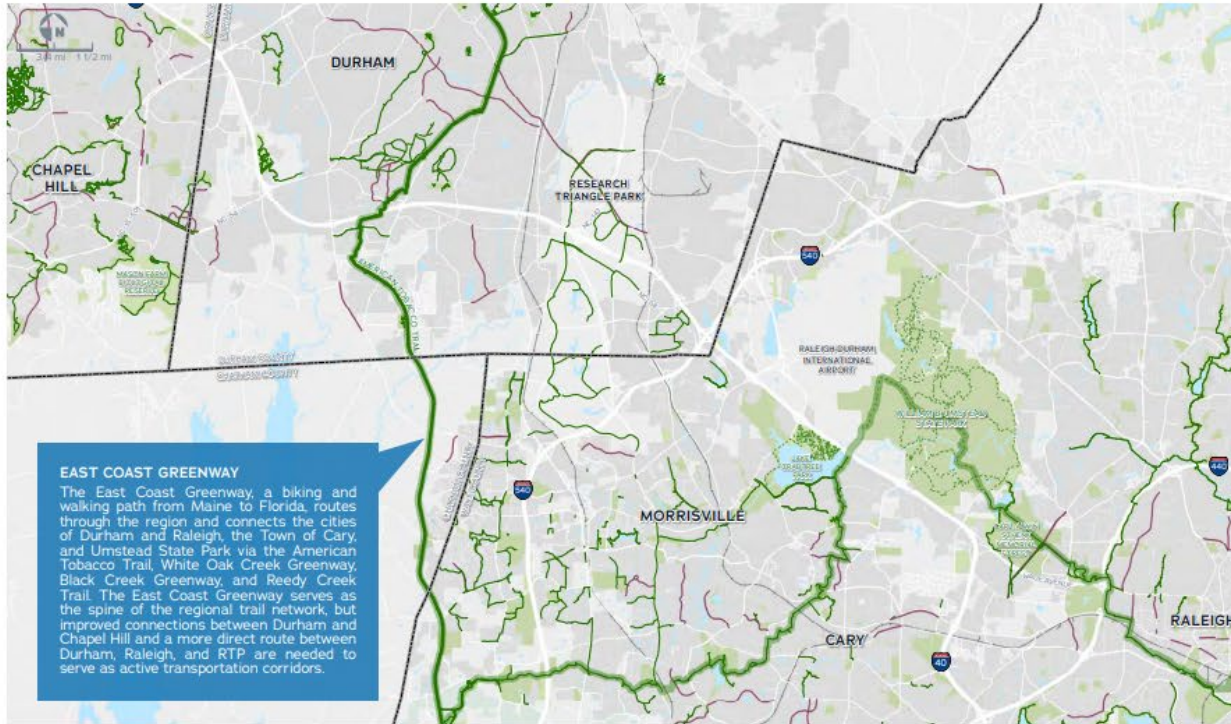
- › Aligning trails within state DOT right-of-way
- › Strong connections to transit
- › Design elements to support effective commuting (lighting, separate walking and bicycling zones)
- › Establishing strong partnerships
- › Prioritizing large-scale transportation investments



# Existing Conditions & Future Plans



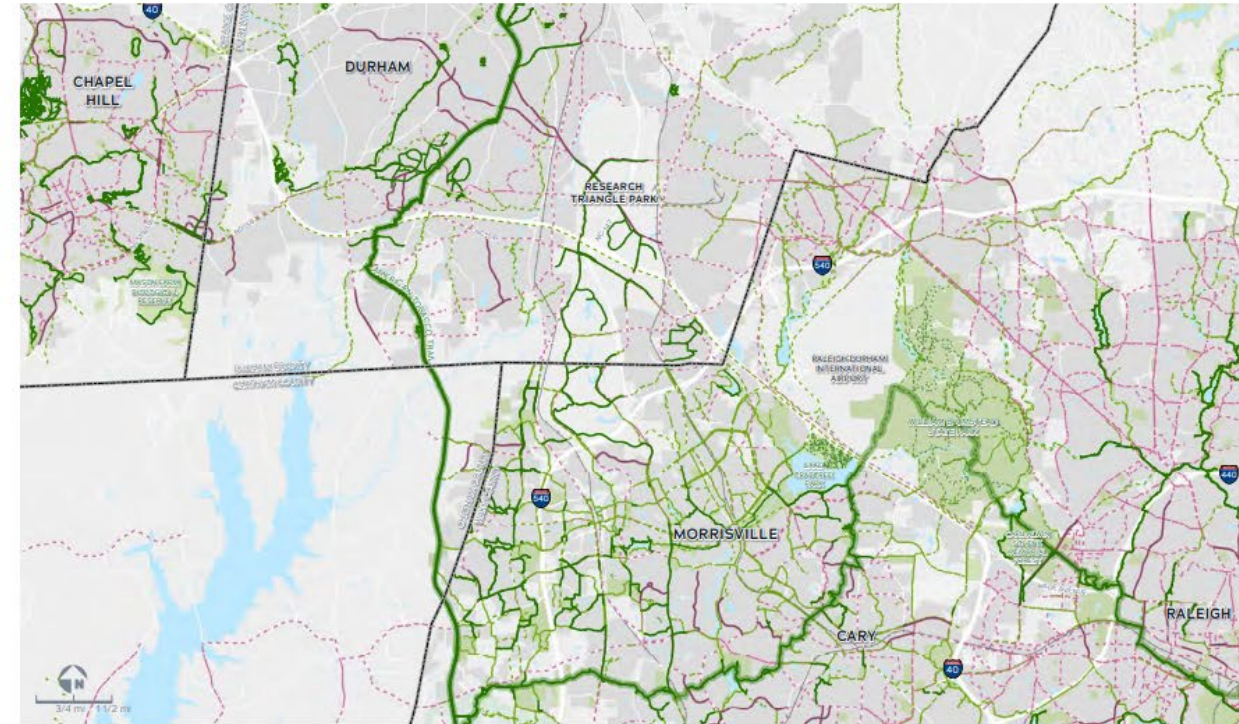
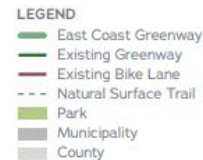




## EXISTING BICYCLE + PEDESTRIAN FACILITIES

Triangle municipalities have extensive greenway networks with over 250 miles of greenway in the region. The Town of Chapel Hill has approximately 18 miles of paved or natural surface greenways, and the City of Durham has over 30 miles of greenways. Research Triangle Park has over 20 miles of paved pedestrian trails, and the Town of Morrisville has a growing greenway network with 9 miles. The Town of Cary and the City of Raleigh have robust greenway networks with over 80 miles and 100 miles of greenway, respectively.

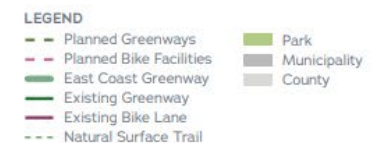
While regional bike connectivity is limited, the bicycle networks of Triangle municipalities are growing and provide the framework to build a more connected active transportation system for the region. In Durham, bike lanes along Cornwallis Rd improve connections between Research Triangle Park and Downtown, via the American Tobacco Trail. Similarly, existing bike lanes adjacent to the study area will provide connections to major destinations in Chapel Hill, Durham, and Raleigh and to the employment centers in Research Triangle Park. These bike facilities will expand the reach of and access to the Triangle Bikeway.



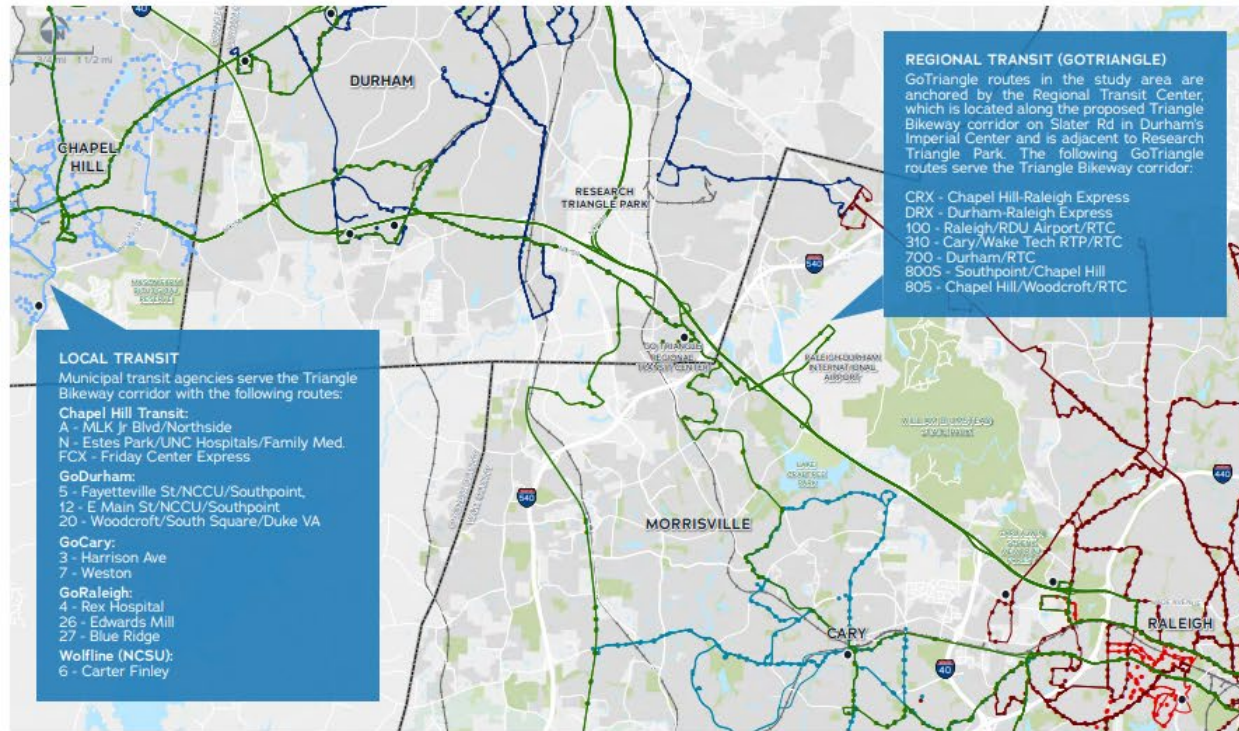
## PLANNED BICYCLE + PEDESTRIAN FACILITIES

The Capital Area Metropolitan Planning Organization (CAMPO), Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and their partnering communities have prioritized multi-modal connectivity throughout the Triangle region in planning efforts over the past decade. This map illustrates bicycle and pedestrian recommendations from previous plans and studies that are relevant to the Triangle Bikeway Study.

The Triangle Bikeway is project of regional significance and proposed in locally adopted plans. The segments along NC-54 from US 15-501 to NC-751 and along I-40 from NC-54 to Page Rd are included in the DCHC MPO Comprehensive Transportation Plan (CTP), and the segment along I-40 from I-540 to Trenton Rd is included in the CAMPO Metropolitan Transportation Plan (MTP) 2040. The segment from the NC-54 and US 15-501 interchange along NC-54 in Chapel Hill to Harrison Ave along I-40 in Cary is also a key corridor proposed in the NCDOT Great Trails State Plan.







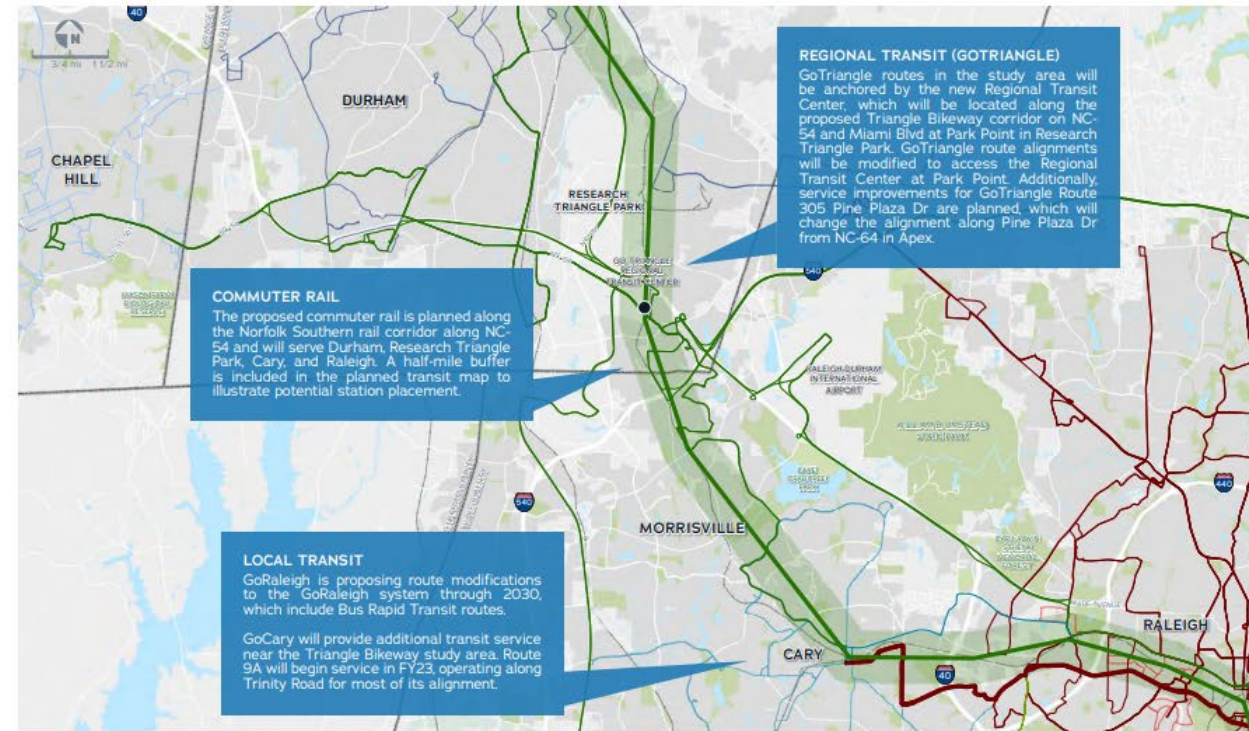
## EXISTING TRANSIT

The Triangle Bikeway study area is served by the regional transit authority, GoTriangle; four local transit agencies: Chapel Hill Transit, GoDurham, GoCary, and GoRaleigh; and North Carolina State University's WolfLine transit system.

Transit routes along the Triangle Bikeway corridor are also accessible via twelve park and ride lots in the study area. GoTriangle is served by Eubanks Road, Patterson Place, Regional Transit Center, Renaissance Village, Streets at Southpoint, Cary Train Station, Bent Tree Plaza, Carter Finley Stadium, and District Drive. Chapel Hill Transit is served by Southern Village. GoDurham is served by Parkway Plaza, and the Wolfline is served by Carter Finley and Spring Hill. The Triangle Bikeway corridor, coupled with existing transit routes and park and ride facilities, will expand transit accessibility in the region by providing first and last mile connections for those traveling to and from home, work, and essential services.

### LEGEND

- GoTriangle
- Chapel Hill Transit
- GoDurham
- GoCary
- GoRaleigh
- WolfLine Transit
- Park + Ride Lot
- Park
- Municipality
- County



## PLANNED TRANSIT

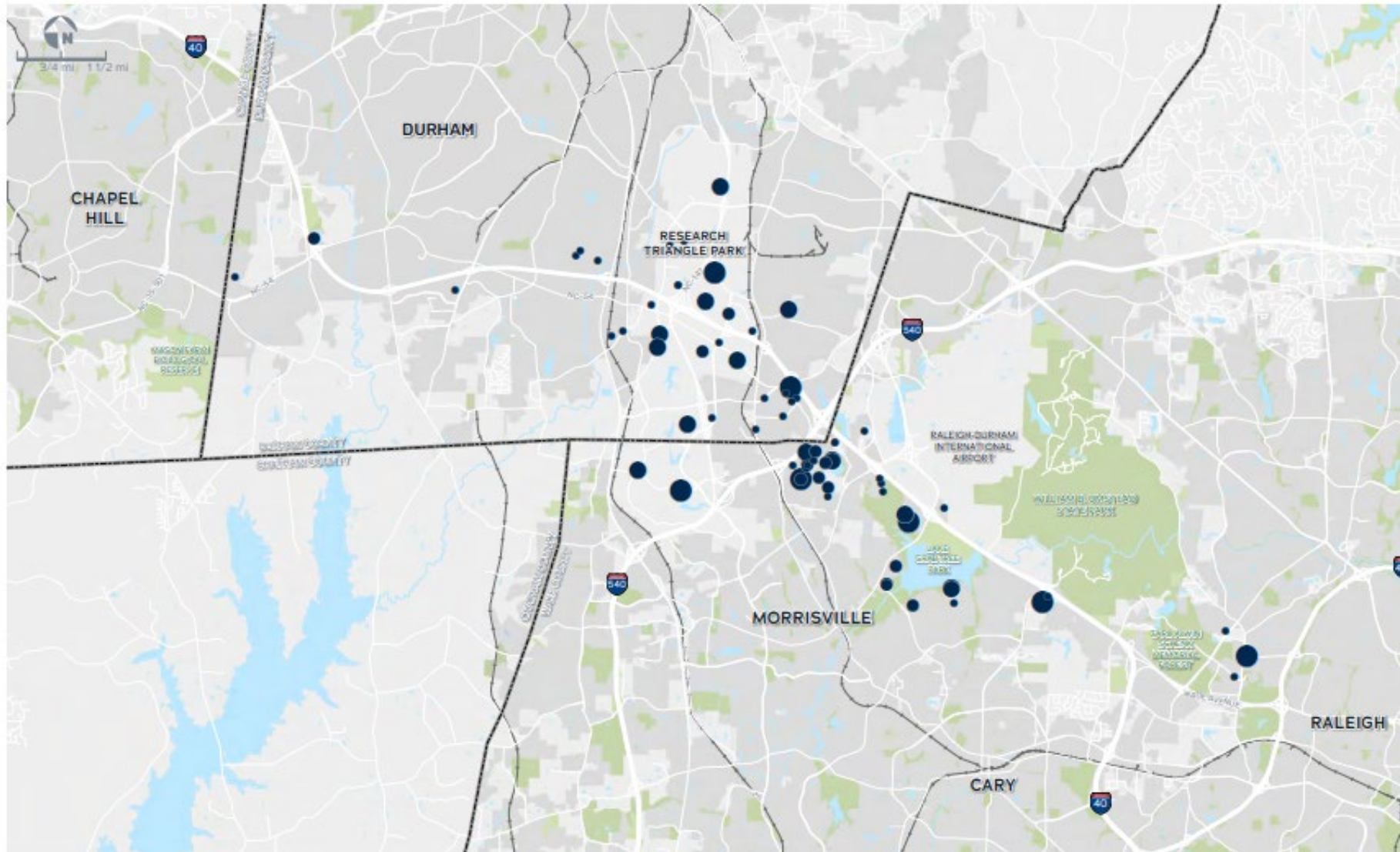
Planned transit improvements that will serve the Triangle Bikeway study area include the relocated regional transit center, regional commuter rail, and route enhancements for GoTriangle, GoRaleigh, and GoCary.

The Triangle Bikeway corridor will complement the expanded transit service in the region by providing first and last mile connections for those traveling to and from home, work, and essential services.

### LEGEND

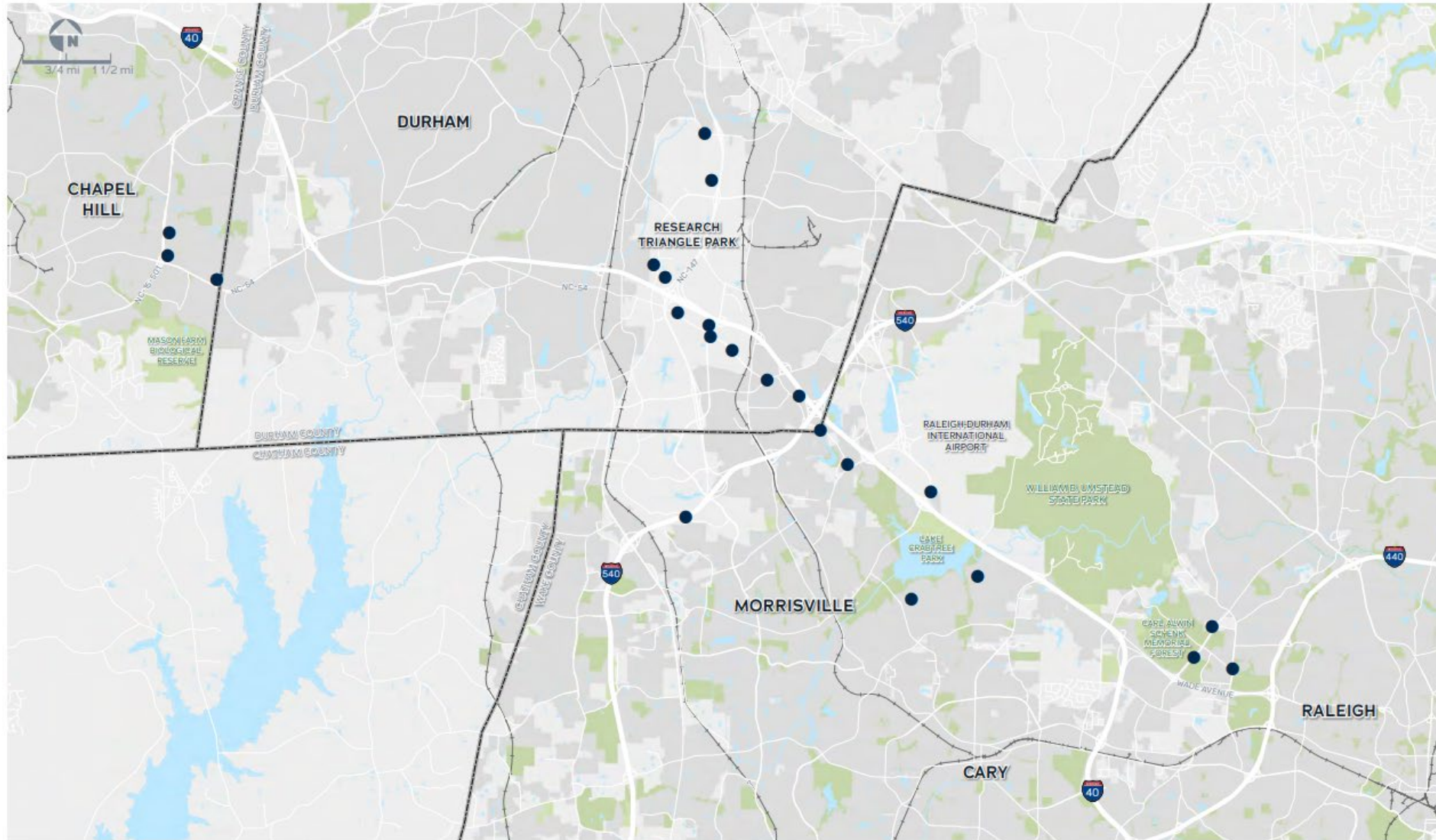
- Planned Commuter Rail
- Commuter Rail 1/2 Mile Buffer - Station Alignments
- Planned GoTriangle Route Realignments
- Planned GoTriangle Route 305
- Planned GoCary Route 9A
- Planned GoRaleigh 2030 Route Improvements
- Planned GoRaleigh Bus Rapid Transit Routes
- Regional Transit Center
- GoTriangle
- Chapel Hill Transit
- GoDurham
- GoCary
- GoRaleigh
- WolfLine Transit





## LEGEND

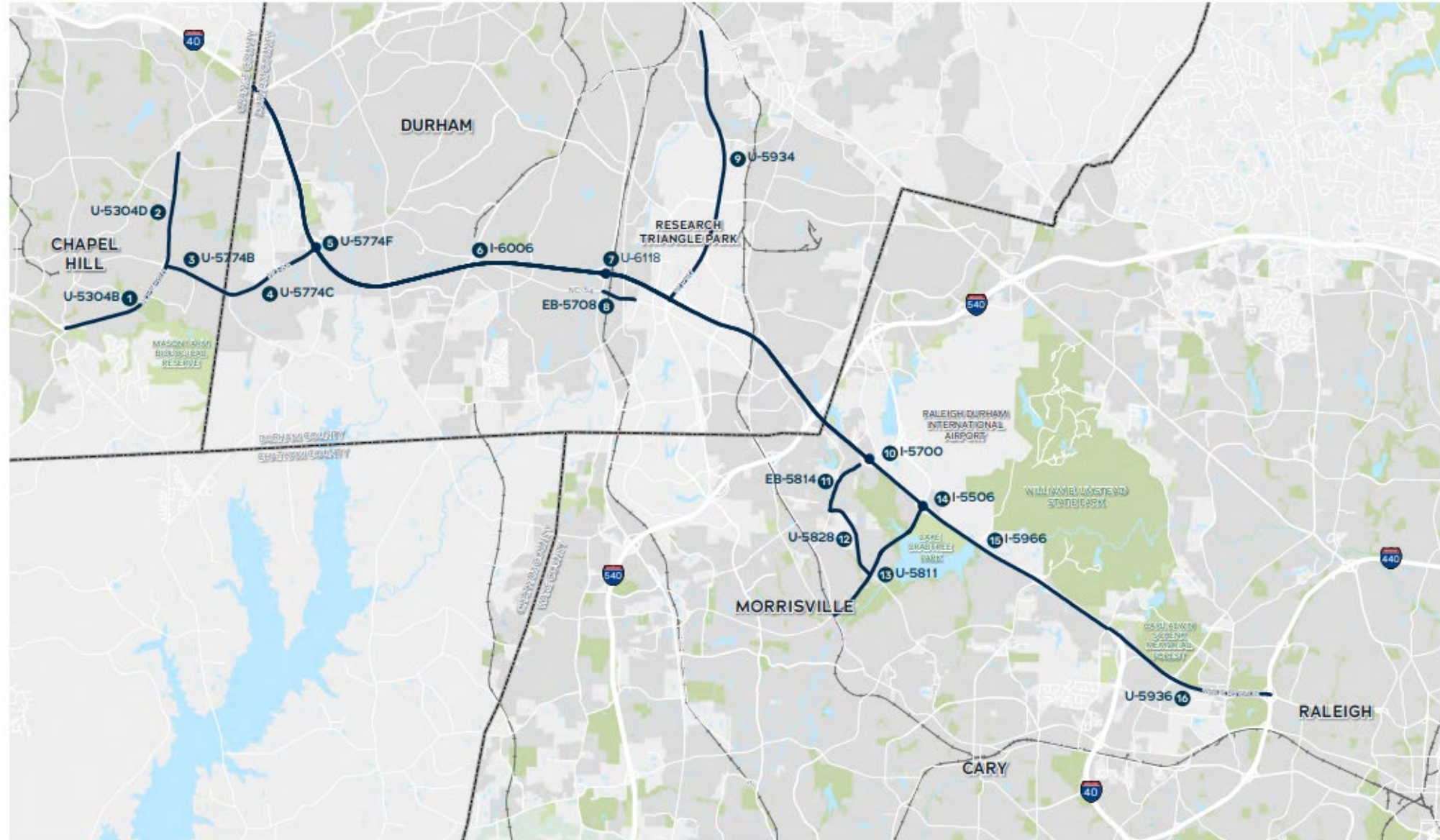
- Major Employer (250-499 Employees)
- Major Employer (500-999 Employees)
- Major Employer (1,000-2,999 Employees)
- Major Employer (3,000-8,000 Employees)
- Park
- Municipality
- County



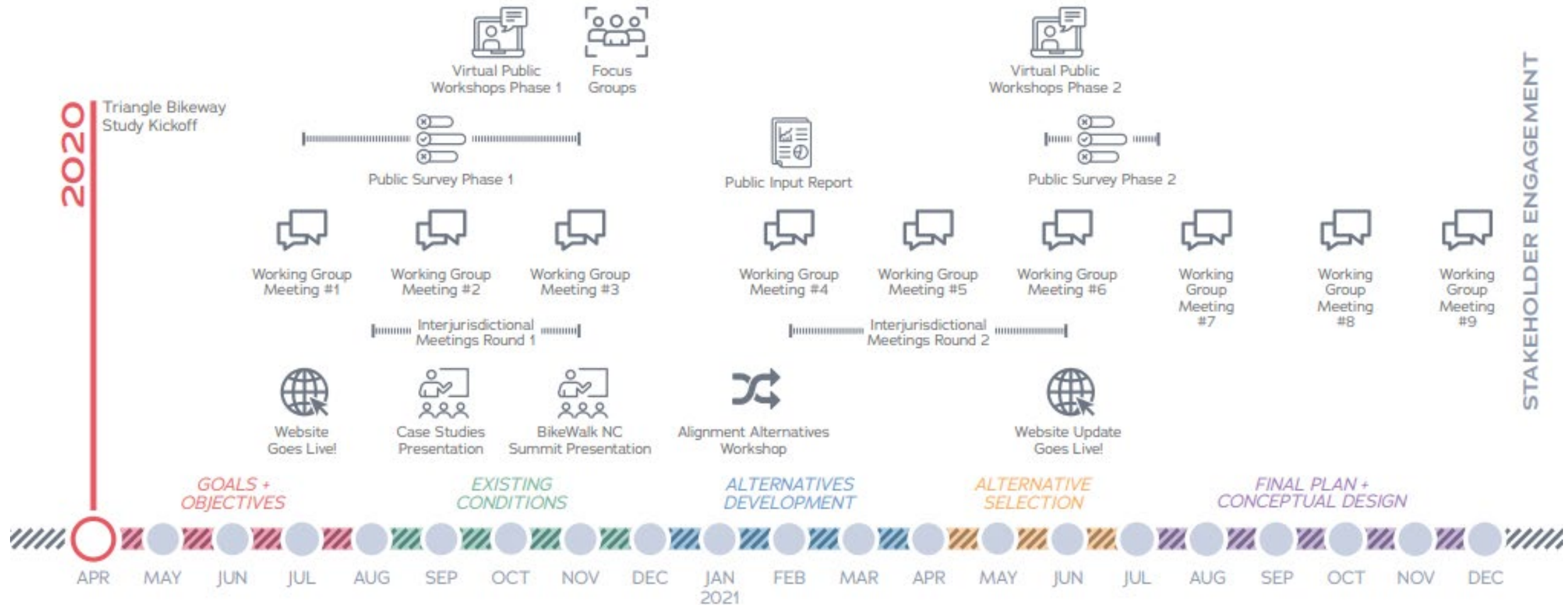
## LEGEND

- Planned Developments
- Park
- Municipality
- County









1

## Effective Multijurisdictional Coordination

Include  
decisionmakers  
early.

2

## Broad Stakeholder Involvement

Ensure all necessary  
parties are involved.

3

## Meaningful Engagement with Underengaged Groups

Strategize for  
engaging groups  
historically excluded  
from planning.

4

## Adaptive Engagement During COVID-19

Combine virtual and  
socially distanced in-  
person engagement.



## Working Group

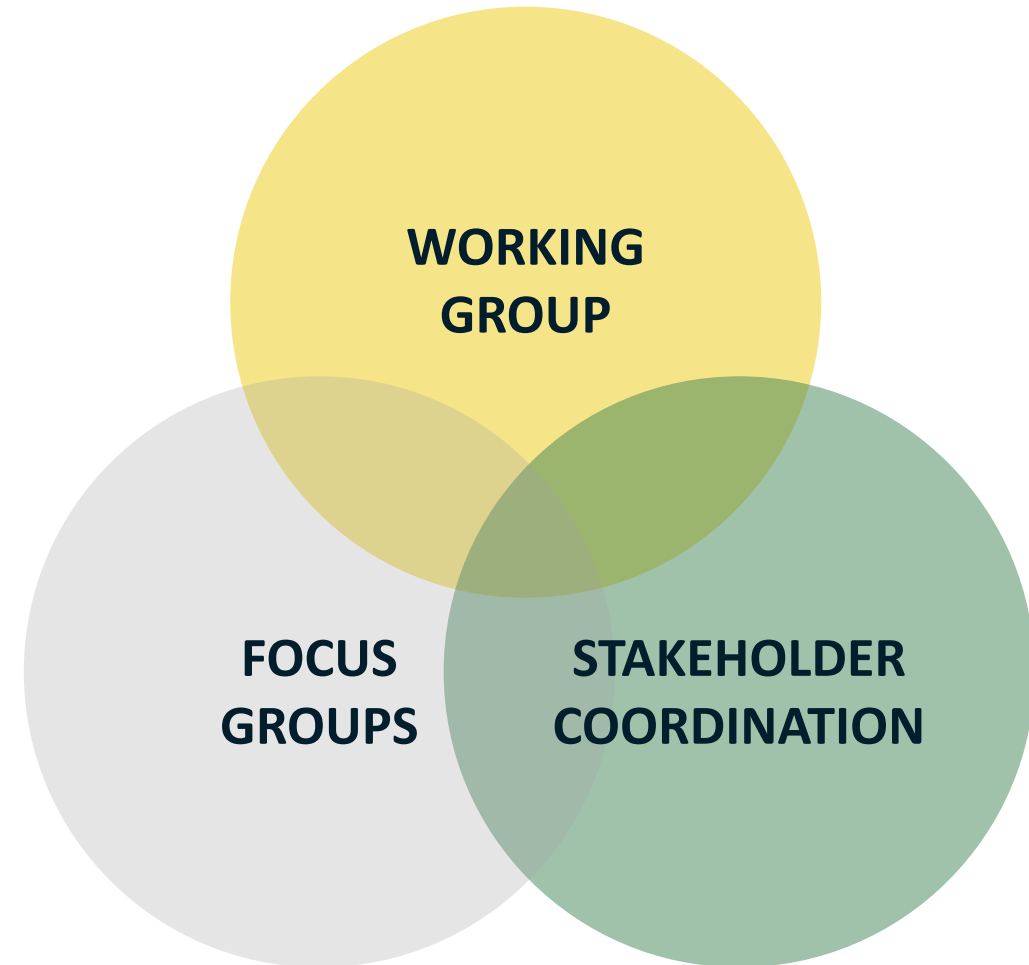
- > Reviews data, community input, alternatives
- > Provides guidance to study
- > Connects study to the community
- > Meets every other month

## Stakeholder Coordination

- > Coordination with specific stakeholder
- > Provides input from specific point of view

## Focus Groups

- > Coordination with a variety of community members
- > Provides input from many point of views



CAMPO  
DCHC MPO  
Triangle J Council of Governments  
NCDOT Division 5, Division 7 & Integrated Mobility Division  
Research Triangle Park  
North Carolina State Parks  
City of Raleigh - Planning & Development  
City of Raleigh - Transportation  
City of Raleigh - Parks & Recreation  
Town of Cary - Transportation & Facilities  
Town of Cary - Parks & Recreation  
Town of Cary - Public Works  
Town of Morrisville - Planning  
Town of Morrisville - Engineering  
Town of Morrisville - Parks & Recreation  
Durham City-County Planning  
City of Durham - Transportation  
City of Durham - Transit & Parking Services  
City of Durham - Parks & Recreation  
Town of Chapel Hill - Planning  
Town of Chapel Hill - Transportation  
Town of Chapel Hill - Parks & Recreation  
Wake County - Parks, Recreation and Open Space  
Wake County - Board of Commissioners  
Durham County - Board of Commissioners  
Durham County - Open Space & Real Estate  
GoDurham  
GoRaleigh  
GoCary  
Chapel Hill Transit  
UNC Chapel Hill  
Duke University  
NC State University  
NC Central University  
Raleigh City Council  
Wake County Safe Routes to School  
Durham Bicycle & Pedestrian Advisory Commission  
Chapel Hill Transportation & Connectivity Advisory Board  
Bike Durham  
Oaks & Spokes  
Triangle Transportation Choices  
Partnership for a Healthy Durham  
Live Well Wake Initiative  
Wake County Open Space & Park Advisory Committee  
East Coast Greenway  
SAS  
IBM  
NetApp  
RTA







*Effective  
Multi-  
Jurisdictional  
Coordination*

Include  
decision  
makers early.



*Broad  
Stakeholder  
Involvement*

Ensure all  
necessary  
parties are  
involved.



*Meaningful  
Engagement  
with Under-  
Engaged  
Groups*

Engage groups  
historically  
excluded from  
planning.



*Adaptive  
Engagement  
During  
Covid-19*

Combine  
virtual and  
socially  
distanced  
in-person  
engagement.



**2,116**  
PEOPLE  
RESPONDED

- to the -

**PHASE I  
SURVEY**



**5,508**  
POINTS

- added to the -

**DESTINATION  
SURVEY MAPS**



**2,009**  
PEOPLE  
RESPONDED

- to the -

**PHASE II  
SURVEY**



**15**  
MEETINGS,  
WORKSHOPS  
- and -  
EVENTS



**133**  
COMMENTS  
- on the -  
CROWDSOURCE  
WEB MAP

<b>40+ Bi-weekly Project Meetings</b>	<b>20+ Key Stakeholder Meetings</b>
<b>9 Working Group Meetings</b>	<b>4 Virtual Public Meetings</b>
<b>7 MPO Meetings</b>	<b>8 Pop-Up Events</b>
<b>3 Focus Group Meetings</b>	<b>11 Jurisdictional Meetings</b>
<b>10 Elected Officials Meetings</b>	<b>4,025 User Surveys Completed</b>





**MAJORITY  
OF RESIDENTS**

- PREFER -

**PROTECTED &  
SEPARATED BIKE  
FACILITIES**



**2 in 3  
RESIDENTS**

- WOULD -

**USE THE  
BIKEWAY AT  
LEAST ONCE A  
WEEK**



**90%  
OF RESIDENTS**

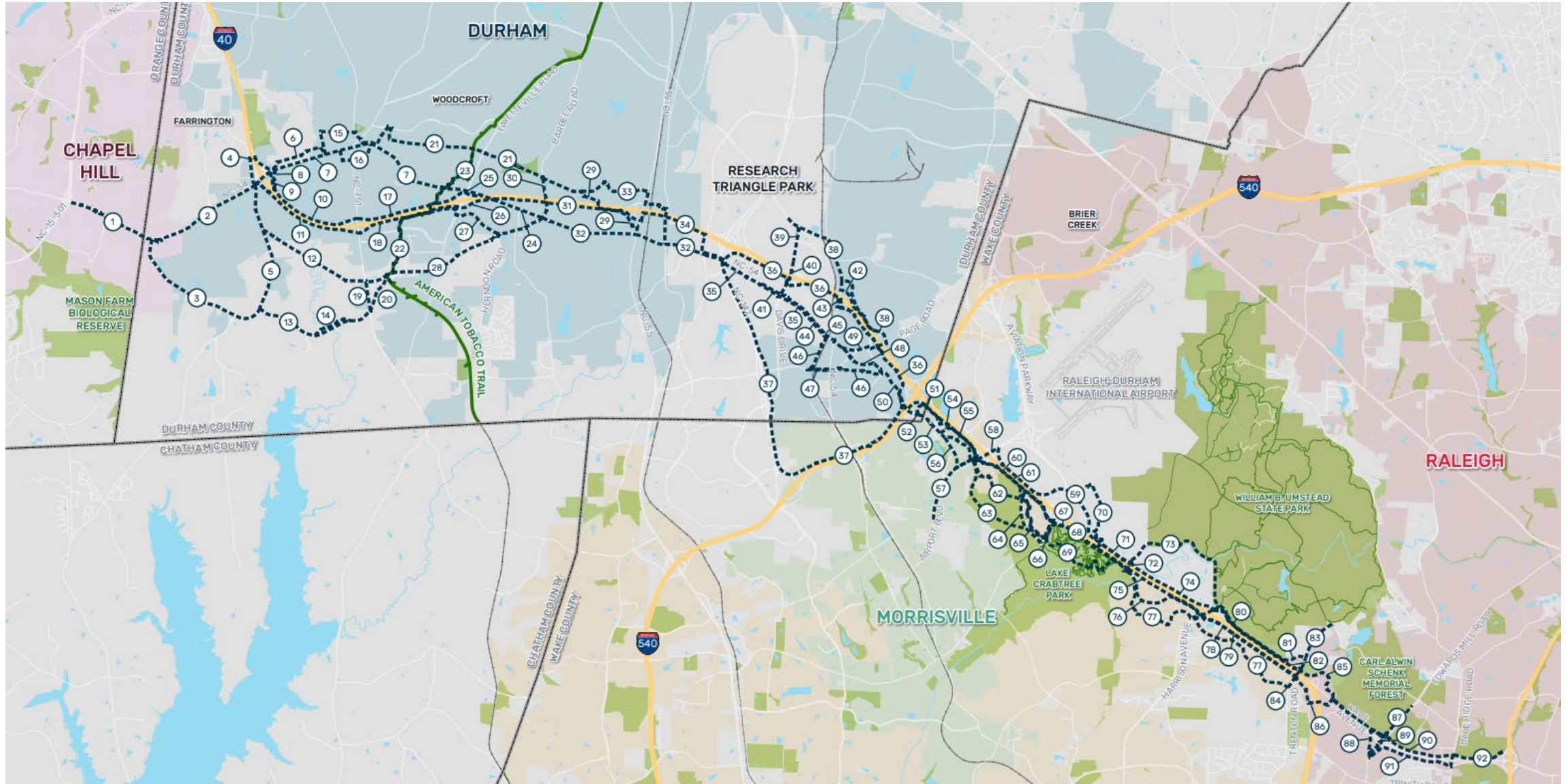
- WOULD PREFER A -

**MULTIMODAL  
COMMUTE**

*“ Having a trail along an existing interstate right-of-way can help those visiting the area easily understand a trail route. Combined with transit initiatives, the Bikeway will help fill gaps in commuter routes for alternative modes of transportation. ”*

**- Community Survey  
Respondent**

# Routes Studied







## ENVIRONMENT

Connect users with natural resources while minimizing impacts to the environment features and habitat.



## CONNECTIVITY

Make meaningful connections to transit and active transportation networks as well as employment centers and local neighborhoods.



## SAFETY

Address the safety needs of users of all ages and abilities in the route selection and roadway crossing recommendations.



## PERMITTING

Consider permitting requirements associated with the route and impacts to project cost and schedule.



## CONSTRUCTIBILITY

Evaluate route for ease of construction access, construction methods and impacts to traffic during construction.



## REAL ESTATE

Consider required permanent and temporary construction easements on publicly- and privately-owned land associated with the route.



## ROUTE EFFICIENCY

Consider directness of route to make user trips most time efficient and minimize overall facility length to reduce construction costs.



## FUTURE PLANS

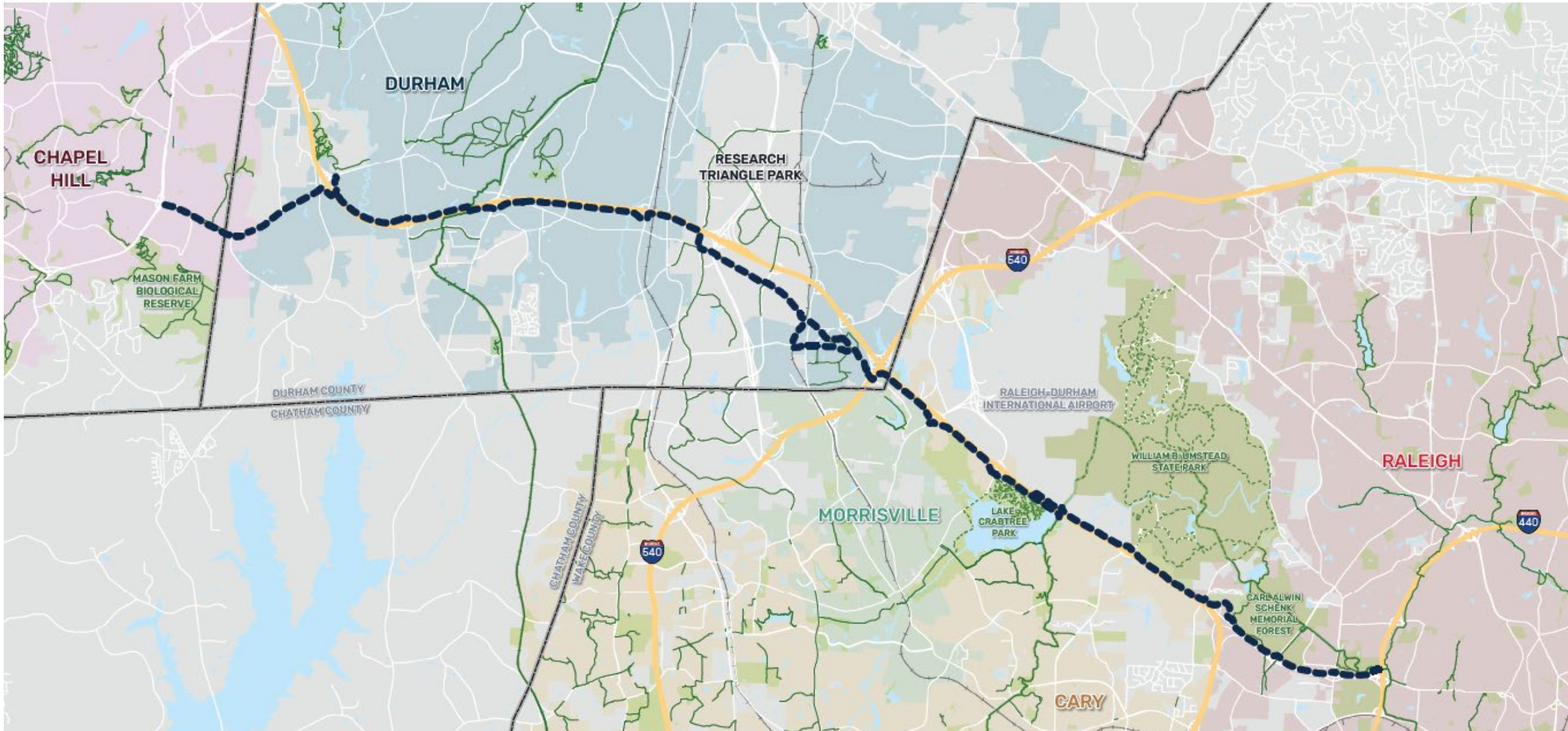
Avoid conflicts with planned roadway projects and consider how route connects to future greenways /other planned bicycle and pedestrian infrastructure.



## STAKEHOLDER INPUT

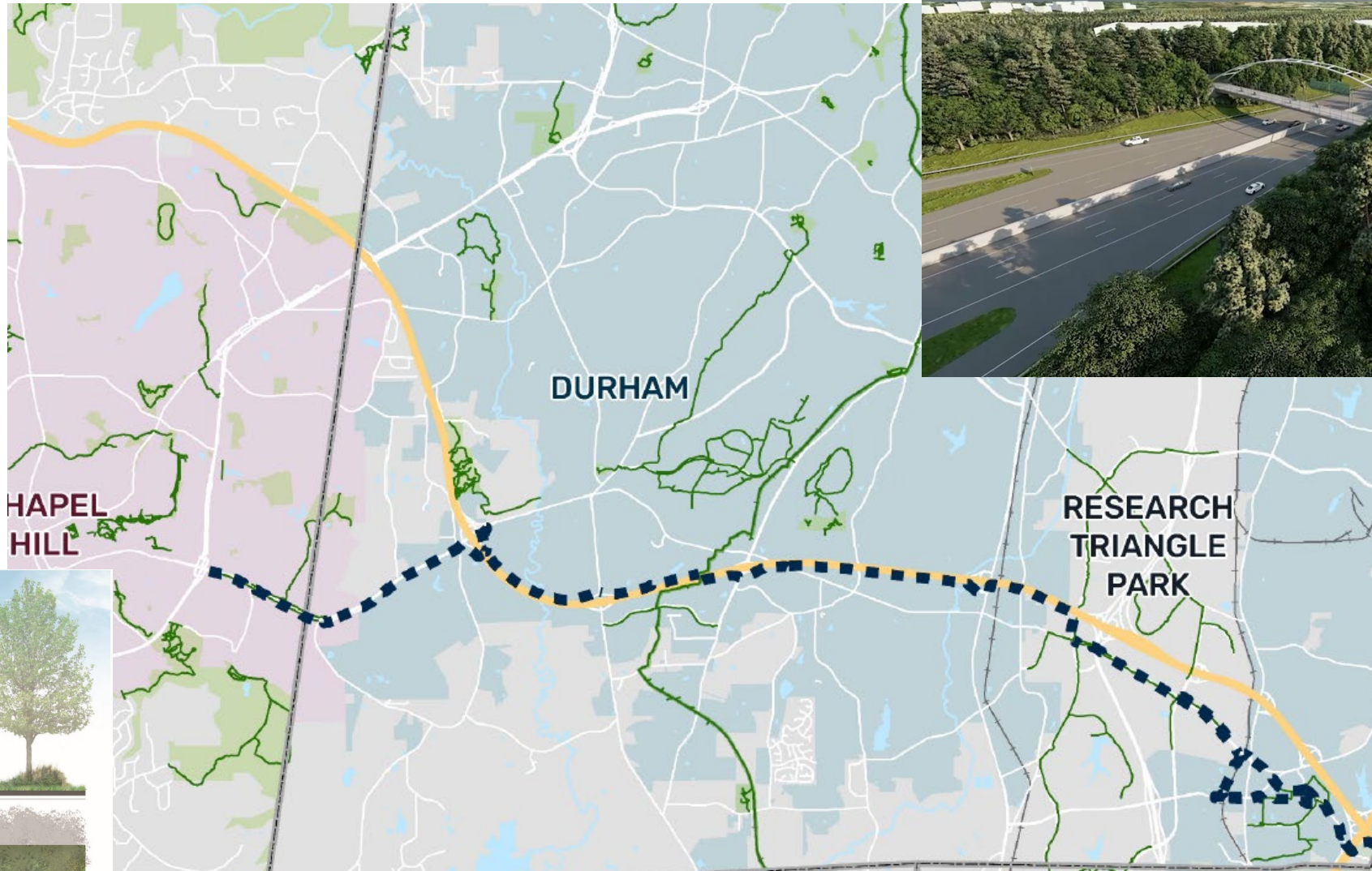
Understand interests and concerns from stakeholders throughout the corridor as well as input from the public and the potential impacts on route selection.

# Preferred Alternative





# Preferred Alignment – Western Portion





# Preferred Alignment – Eastern Portion





# TYPICAL SECTION





# Triangle Bikeway Report







We are pleased to present the Triangle Bikeway Study. Through the diligent and committed leadership of the Capital Area and Durham Chapel Hill Carrboro MPOs, this study has taken a back of the napkin idea and developed it into a viable, community-supported project that will change our region for the better in the following ways:

**Model for Regional Transportation Projects** – The Triangle has sometimes struggled to act as one region when advancing transportation projects. The evolution of the Triangle Bikeway is deeply rooted in each community that it touches. This deliberate, distributed model of planning yielded energetic consensus and clear next steps.

**Bold Step to Future Proof our Region** – With the advent of electric assist bikes, bicycling for transportation is no longer limited to experienced cyclists. People of all ages and abilities are finding the freedom and satisfaction that comes with making trips under our own power. The study also maximizes locations where the Triangle Bikeway route connects to existing and future transit to further expand commuting options.

**Low Cost / No Emissions Connections to Job-Rich Corridor** – The I-40 corridor is the gateway for thousands of jobs in both professional and service industries. The Triangle Bikeway will provide low-cost access to employment opportunities without increasing traffic congestion on our highways.

**Powerful Partnership Model with NCDOT** – NCDOT has been engaged and supportive throughout the entire study process. The agency's growing commitment to multi-modal transportation is an essential element to the success of this and other projects seeking to leverage state resources to create safe and vibrant transportation corridors.

The Triangle Bikeway vision is the result of the collective work of citizens, elected officials, staff and advocates across two counties and five municipalities. Over roughly 18 months, nine working group meetings, two extensive public engagement campaigns, over 30 meetings with individual stakeholders and countless work hours have resulted in a vibrant common vision.

As County Commissioners, our charge is to position our communities to thrive, adapt and evolve to maintain our position as one of the best places in the country to live and work. Our challenge to you is to join us in the hard work ahead to make the Bikeway part of our everyday lives in the Triangle. Funding design and construction will require creativity, perseverance, and teamwork across jurisdictions. We look forward to standing with you on Triangle Bikeway ribbon cutting day!



**Commissioner Wendy Jacobs**  
Vice Chair  
Durham County  
Board of Commissioners  
Chair, DCHC MPO Board




**Commissioner Sig Hutchinson**  
Chair  
Wake County  
Board of Commissioners  
Chair, CAMPO Executive Board



- › **Model for Regional Transportation Projects**
- › **Bold Step to Future Proof our Region**
- › **Low Cost / No Emissions Connections to Job-Rich Corridor**
- › **Powerful Partnership Model with NCDOT**



## 01 INTRODUCTION

- 10 Study Area, Overview + Goals
- 14 Project Background + Study Timeline
- 16 Case Studies
- 20 Study Area Demographics

## 02 EXISTING CONDITIONS

- 32 Previous Planning Efforts
- 38 Policy Review
- 44 Existing Conditions

## 03 COMMUNITY + STAKEHOLDER ENGAGEMENT

- XX Overview + Engagement Strategy
- XX Engagement Phase 1
- XX Engagement Phase 2

## 04 FEASIBILITY + RECOMMENDATIONS

- XX Overview + Process
- XX Opportunities + Constraints
- XX Preferred Alignment + Connections
- XX Recommended Design Standards + Features

## 05 IMPLEMENTATION

- XX Overview + Segment Cutsheets
- XX Partnerships
- XX Funding
- XX Phasing + Action Plan

APPENDIX A: XXXX  
APPENDIX B: XXXX  
APPENDIX C: XXXX  
APPENDIX D: XXXX  
APPENDIX E: XXXX



# Next Steps



- › **Coordination with TJCOG 501(c)3 – Triangle Regional Partnership**
- › **Working Group transitions into the Triangle Bikeway Regional Advisory Committee**
- › **First Meeting – March 25, 2022**
- › **Triangle Bikeway website will be linked through TJCOG**
- › **Interjurisdiction Cooperation still important**

# Review & Adoption Schedule





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## 5.1 Triangle Bikeway Study and Final Report

### Requested Action:

**Recommend endorsement of the Triangle Bikeway Report.**

## 5.2 U.S. 401 Corridor Study – Alignment Update



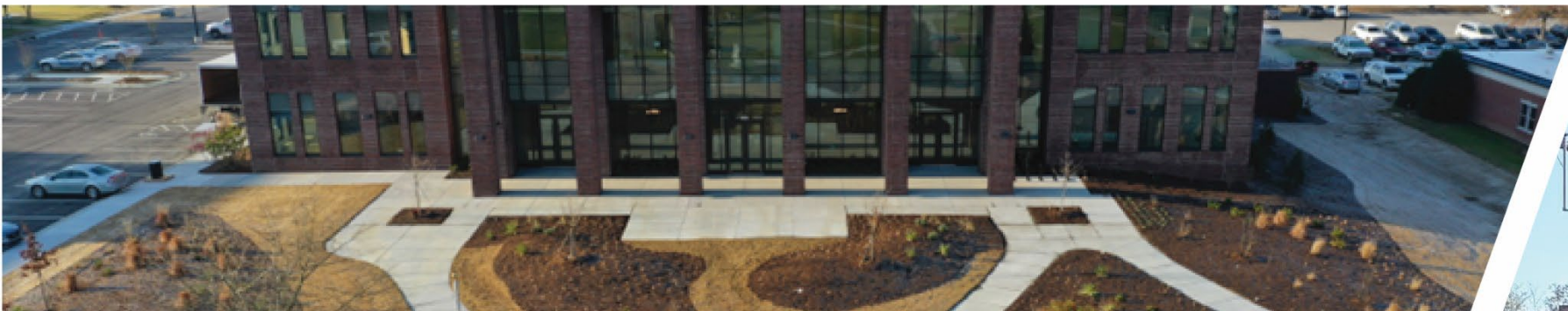


# U.S. 401 CORRIDOR STUDY

Wake County / Fuquay-Varina  
Harnett County / Lillington



## CAMPO TCC Meeting March 3, 2022



Stewart  
HR&A Advisors  
Spanish Speaking

# Agenda

- **Project History**
- **New Alternatives in Response to Executive Board Direction**
- **Options to Move Forward**



# Study Goals



Reduce congestion and  
increase transportation  
capacity and safety



Incorporate public and  
stakeholder input



Encourage economic  
development



Accommodate appropriate  
modes of travel (transit,  
bicycle, pedestrian, freight)





# Where We Are

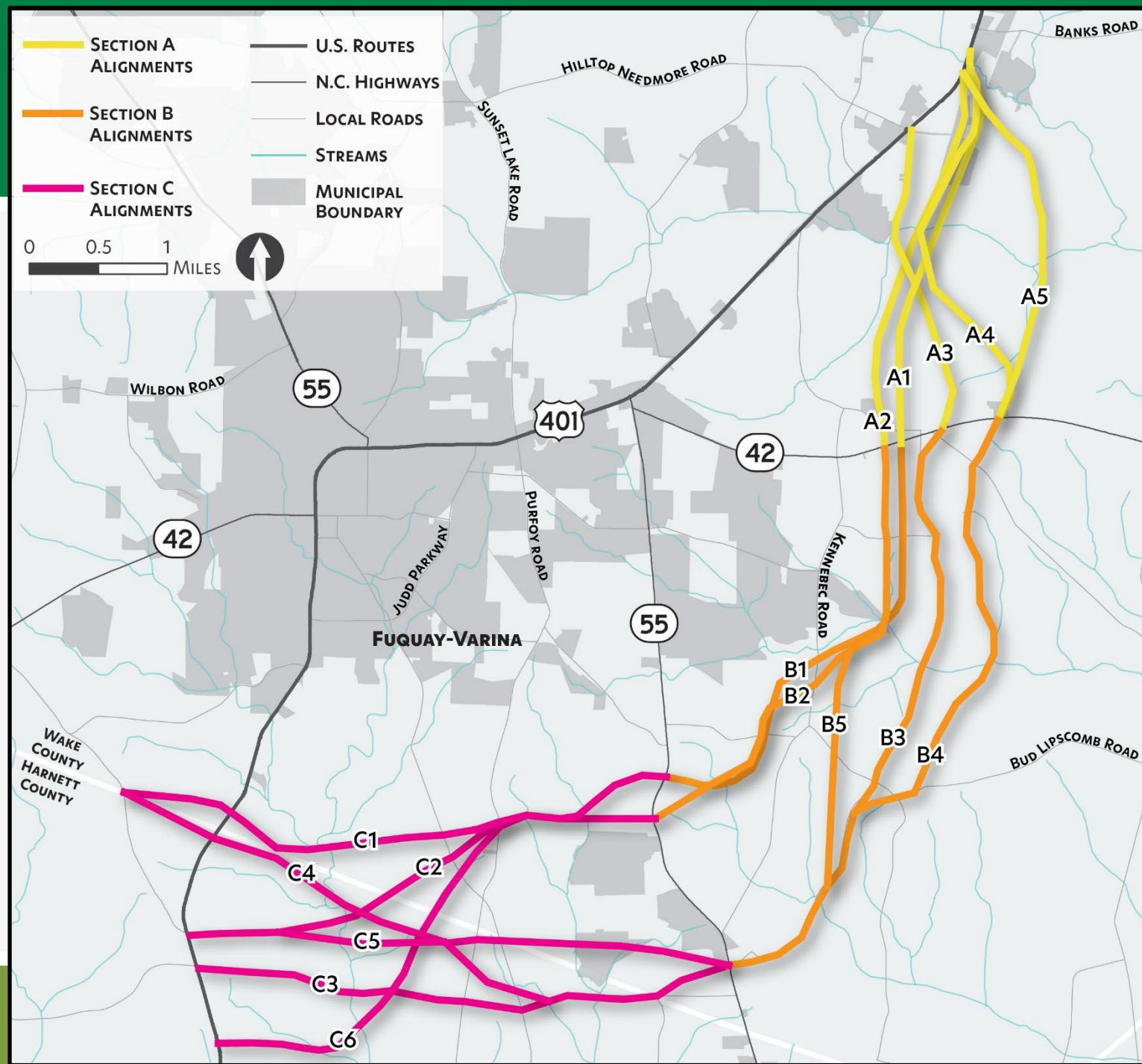


## U.S. 401 Corridor Study Schedule



# History

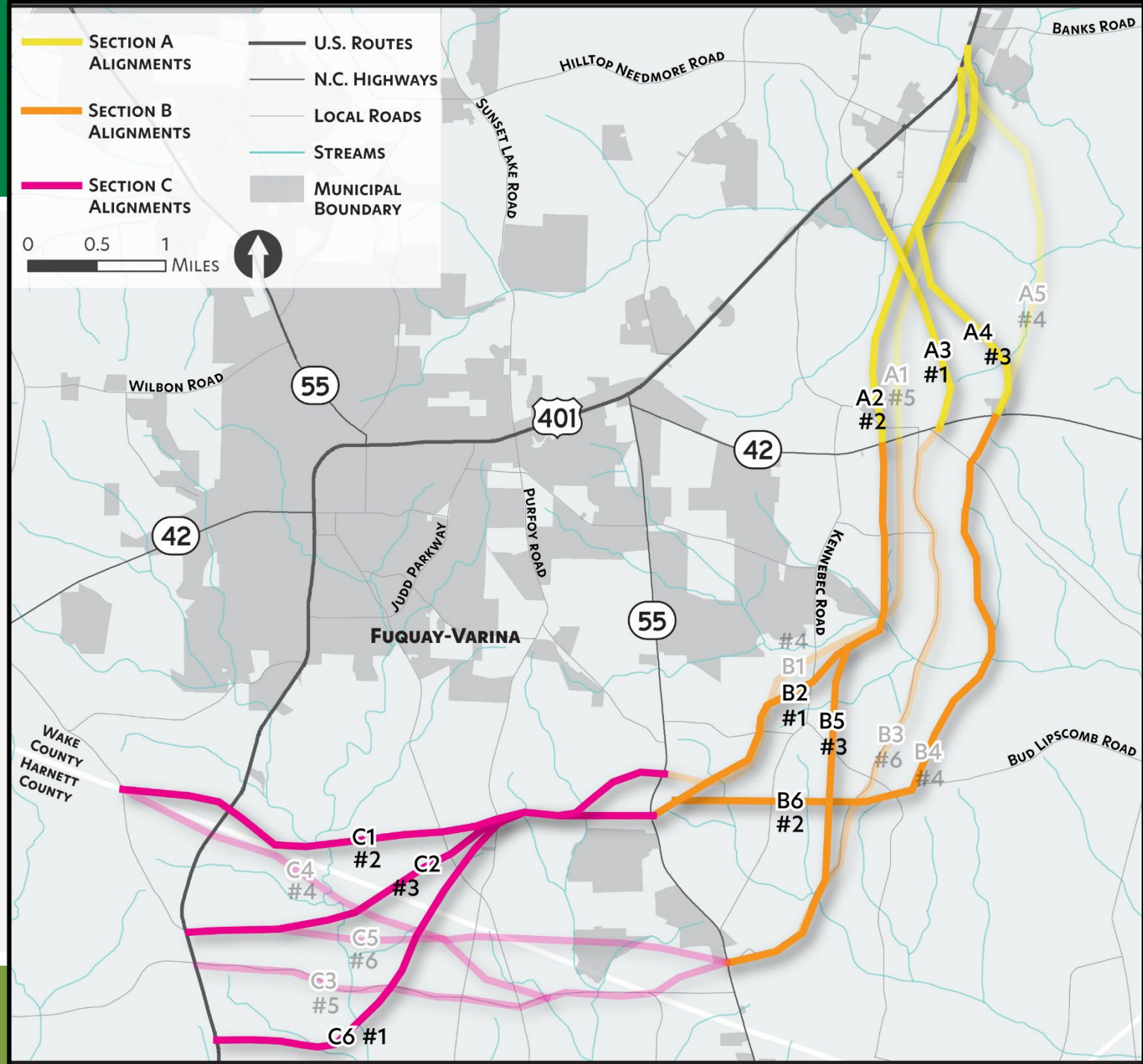
## All Greenfield Alternatives





# History

## High Ranking Greenfield Alternatives

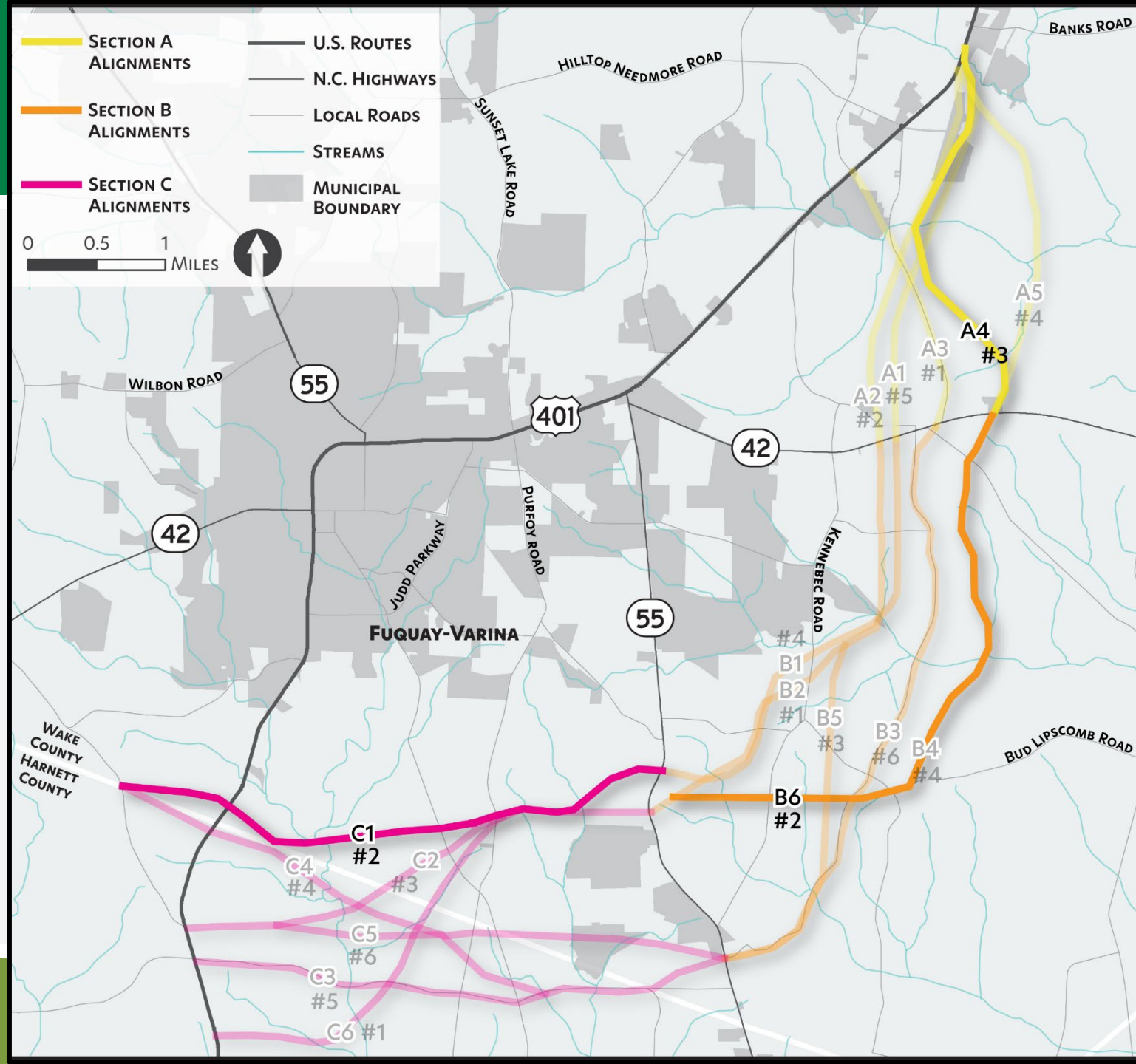




# History

Combining A4, B6 and C1 to form  
**Alternative X.**

Advanced to further evaluation  
(modeling)



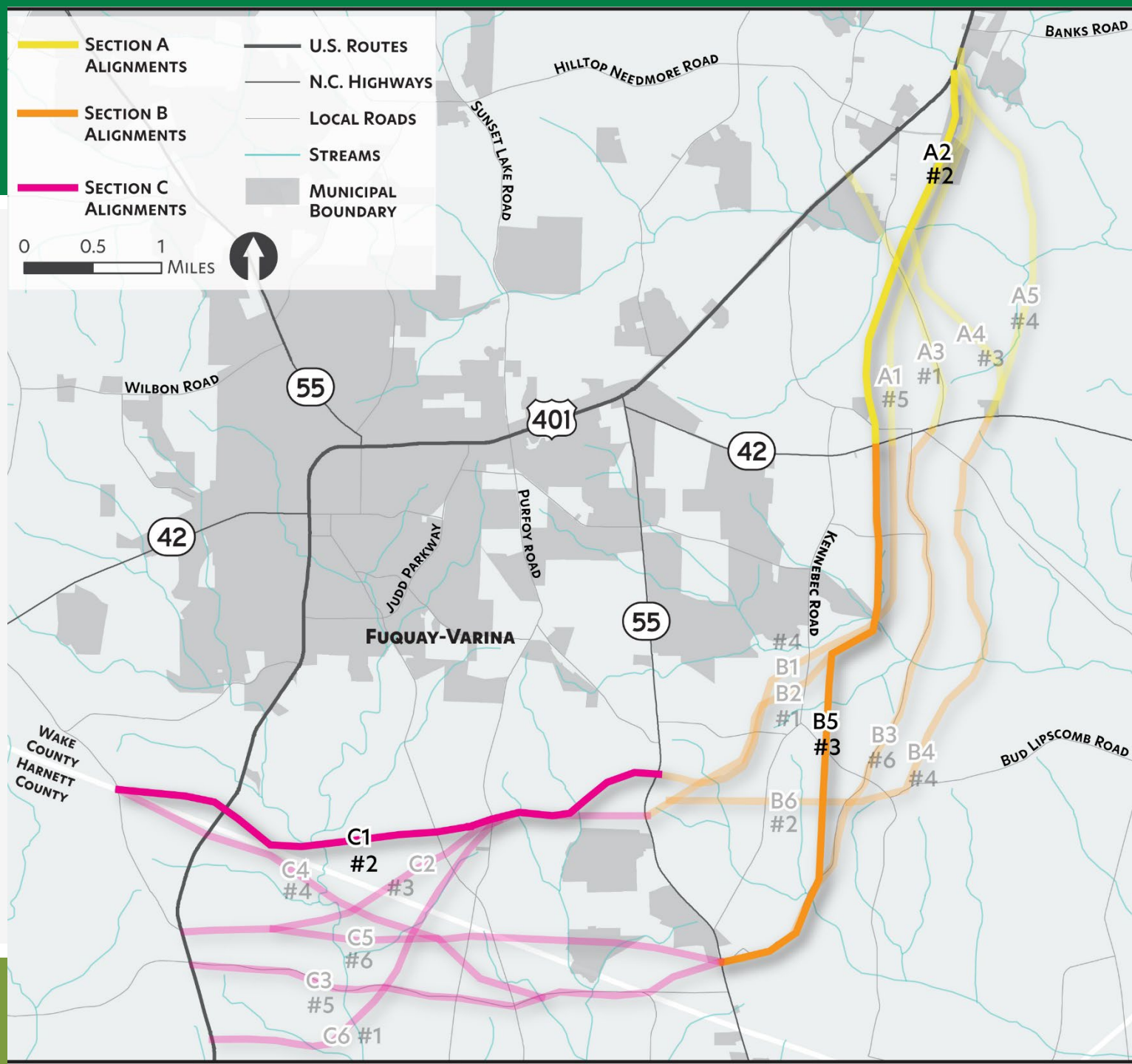
# History

Combining A2 and B5 to form  
**Alternative Z.**

C1 remains as F-V Southern  
Parkway

NC 210 to be upgraded to  
connect to US 401.

Advanced to further evaluation  
(modeling)



# CAMPO Board Resolution



On Dec 8, CAMPO Executive Board directed CAMPO staff to evaluate two (2) additional alternatives and present findings at a future meeting:

- 1) One option exploring widening of existing roadways negating the need of a greenfield alignment, and,
- 2) One additional alignment further east of the current set of alignments.

The results of these alternatives should be presented at the next Executive Board meeting on **March 16, 2022**

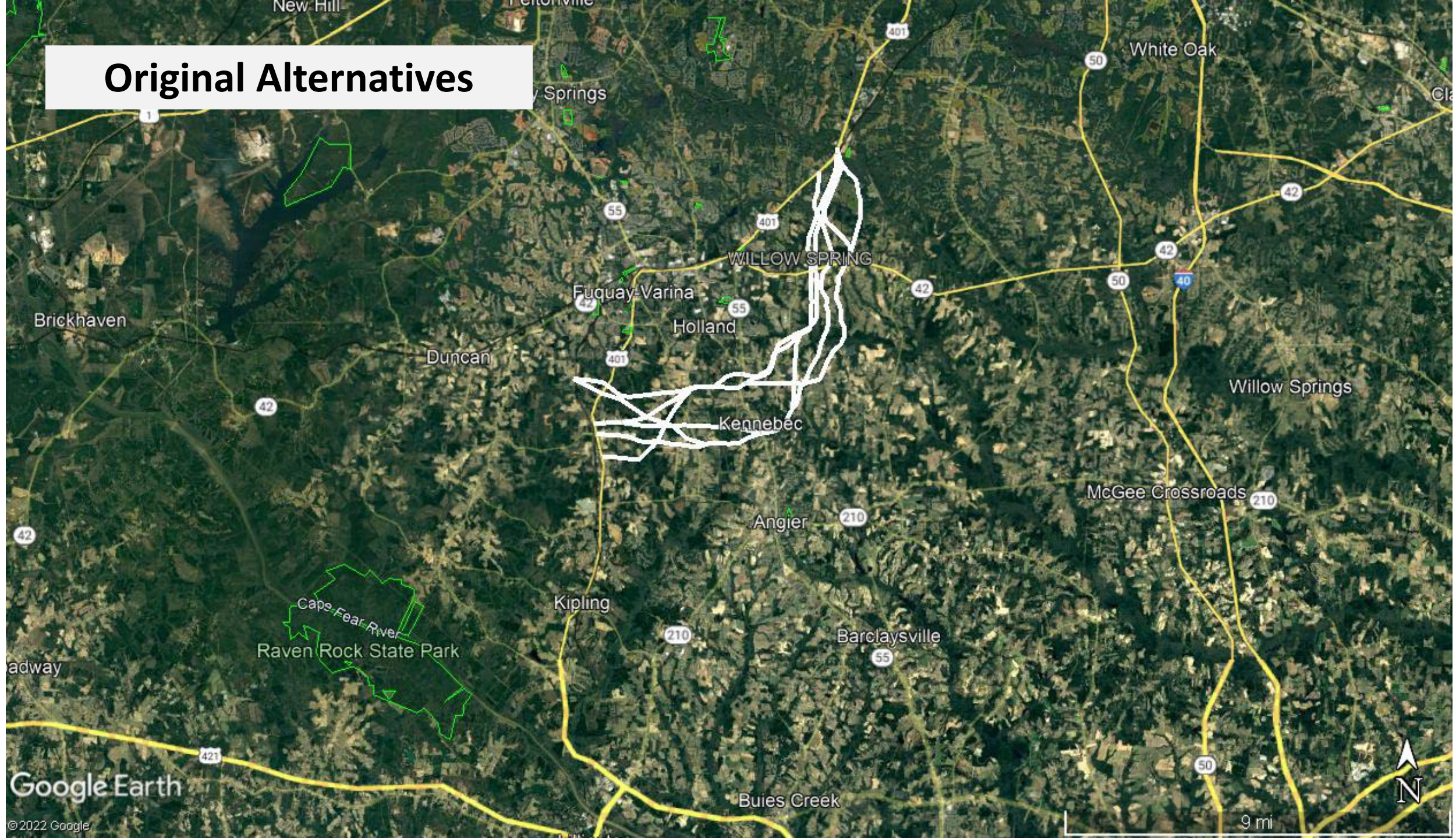




# New Alternatives



# Original Alternatives





# Alternatives X and Z





# New Alternatives

Old Stage

Rock Service  
Station

Walter Myatt and  
Bud Lipscomb

Gardner





# Model Volumes Comparison

Sr No	Road	Start	End	NoBuild	Scenario X		Scenario Z		Scenario W		Scenario A		Scenario B		Scenario C		Scenario D	
1	US401	US401 Bypass	Banks Rd	54,600	58,700	108%	61,400	112%	56,000	103%	59,800	110%	53,000	97%	60,200	110%	55,100	101%
2	US401	US401 Bypass	Hilltop Needmore Ext	54,600	45,600	84%	42,400	78%	56,100	103%	50,600	93%	53,000	97%	50,700	93%	55,100	101%
3	US 401	Banks Rd	NC 540	55,300	58,100	105%	60,700	110%	56,200	102%	59,000	107%	53,400	97%	59,300	107%	53,900	97%
4	US 401	Lake Wheeler Rd	Eastern Pkwy	58,300	56,000	96%	50,700	87%	61,700	106%	56,300	97%	56,600	97%	56,700	97%	58,300	100%
5	US 401	NC 55	Sunset Lake	28,500	27,300	96%	27,400	96%	28,000	98%	28,100	99%	28,000	98%	28,300	99%	28,400	100%
6	US 401	Ennis St	Judd Pkwy	10,400	10,100	97%	10,300	99%	10,400	100%	10,200	98%	10,300	99%	10,400	100%	10,300	99%
7	US 401	Vance St	Judd Pkwy	16,100	16,000	99%	15,900	99%	16,000	99%	16,100	100%	16,000	99%	16,000	99%	16,100	100%
8	US 401	Judd Pkwy	Wagstaff Rd	27,100	26,800	99%	26,500	98%	26,800	99%	26,800	99%	26,800	99%	26,900	99%	27,000	100%
9	US 401	Rawls Church Rd	Chalybeate Springs	23,700	23,500	99%	22,200	94%	22,400	95%	23,000	97%	23,000	97%	22,900	97%	23,400	99%
10	US 401	Baptist Grove Rd	Lafayette Rd	17,600	17,500	99%	16,300	93%	16,400	93%	16,900	96%	17,000	97%	16,900	96%	17,200	98%
11	US 401	Matthews Rd	N Main St	27,200	27,300	100%	26,800	99%	26,300	97%	26,900	99%	26,900	99%	26,800	99%	27,500	101%
12	Rawls Church Rd	US 401	Purfoy Rd	8,900	9,000	101%	8,600	97%	8,000	90%	8,900	100%	9,000	101%	8,400	94%	8,800	99%
13	Purfoy Rd	Holland Rd	Southern Pkwy	13,900	12,800	92%	13,100	94%	13,300	96%	13,600	98%	13,600	98%	13,800	99%	13,800	99%
14	Old Stage Rd	NC 540	Banks Rd	39,400	38,300	97%	38,300	97%	39,000	99%	38,400	97%	48,600	123%	38,400	97%	43,200	110%
15	Old Stage Rd	Rock Service Station	Fanny Brown Rd	21,000	20,000	95%	19,500	93%	20,600	98%	20,600	98%	28,200	134%	20,600	98%	19,100	91%
16	Old Stage Rd	NC 42	Pantehr Lake Rd	11,500	12,600	110%	9,400	82%	11,100	97%	15,500	135%	15,800	137%	15,600	136%	10,400	90%
17	NC 55	NC 42	Old Honeycutt	22,100	21,200	96%	19,900	90%	29,900	135%	21,300	96%	21,300	96%	21,300	96%	21,900	99%
18	NC 42	Hilltop Rd	Old Stage Rd	24,000	27,100	113%	24,400	102%	23,400	98%	21,900	91%	23,200	97%	22,600	94%	22,500	94%
19	NC 42	NC 55	Kennebec Rd	19,200	17,500	91%	19,000	99%	17,600	92%	18,500	96%	18,700	97%	19,200	100%	18,400	96%
20	NC 210	Angier Bypass	Neills Creek Rd	8,800	8,800	100%	12,500	142%	12,000	136%	11,400	130%	11,400	130%	11,000	125%	10,200	116%
21	Kennebec Rd	Old Honeycutt	Eddie Howard	9,900	7,600	77%	8,000	81%	9,700	98%	8,900	90%	9,200	93%	9,100	92%	9,600	97%
22	Judd Pkwy SE	Academy St	Holland Rd	15,900	15,700	99%	15,500	97%	15,800	99%	15,700	99%	15,800	99%	15,800	99%	15,900	100%
23	Holland Rd	Purfoy Rd	NC 55	11,700	11,800	101%	12,000	103%	12,500	107%	11,800	101%	11,700	100%	11,800	101%	11,700	100%
24	Hilltop Rd Extn	US 401	Hilltop Rd	15,400	8,200	53%	10,400	68%	14,600	95%	13,300	86%	14,600	95%	13,100	85%	15,100	98%
25	Chalybeate Springs	Atkins Rd	Angier Bypass	18,600	18,300	98%	18,200	98%	17,700	95%	18,300	98%	18,400	99%	18,400	99%	18,600	100%
26	Banks Rd	US 401	Fanny Brown Rd	13,000	13,000	100%	12,900	99%	13,000	100%	12,700	98%	12,700	98%	12,700	98%	19,200	148%
27	Banks Rd	Fanny Brown Rd	Old Stage Rd	5,800	5,900	102%	6,100	105%	5,900	102%	5,700	98%	5,600	97%	5,700	98%	12,600	217%
28	Angier Rd	Judd Pkwy	Southern Pkwy	5,300	5,200	98%	5,100	96%	5,000	94%	5,200	98%	5,200	98%	5,200	98%	5,300	100%
29	Future US 401	US 401	NC 42	-	14,400		20,000		-		-		-		-		-	
30	Future US 401	NC 42	Kennebec Rd	-	3,000		17,000		-		-		-		-		-	
31	Future US 401	NC 55	Purfoy Rd	5,600	7,500	134%	3,000	54%	4,900	88%	4,900	88%	4,800	86%	5,600	100%	5,500	98%
32	Future US 401	Purfoy Rd	Angier Rd	2,700	3,100	115%	1,800	67%	2,600	96%	2,500	93%	2,500	93%	2,800	104%	2,700	100%
33	Future US 401	Angier Rd	US 401	2,600	2,900	112%	1,800	69%	2,500	96%	2,400	92%	2,400	92%	2,700	104%	2,600	100%
34	Eastern Parkway	US 401	Dwight R Rd	25,600	24,700	96%	19,900	78%	23,200	91%	24,000	94%	24,200	95%	24,000	94%	25,200	98%
35	Eastern Parkway	Old Honeycutt	Clayton Rd	11,800	13,900	118%	8,900	75%	6,100	52%	10,900	92%	10,800	92%	11,600	98%	11,500	97%
				686,100	689,400		685,900		684,700		680,100		691,700		684,500		696,100	



US 401 from Banks Rd to NC 55				
	Alt	Speed	NCDOT Section Type	ROW
MTP 2050		45	6E + MUP	180'
This Study	W	55	6B + MUP	240'

Old Stage from Fanny Brown Rd to Bud Lipscomb Rd				
	Alt	Speed	NCDOT Section Type	ROW
MTP 2050		45	4C	110'
This Study	A-C	55	6B + MUP	240'

NC 55 from US 401 to Angier Bypass				
	Alt	Speed	NCDOT Section Type	ROW
MTP 2050		45	Varies	130'
This Study	W	55	4I + Sidewalk	200'

Walter Myatt Rd and Bud Lipscomb Rd				
	Alt	Speed	NCDOT Section Type	ROW
MTP 2050			No Change	
This Study	A	55	4I	150'

Old Stage from Bud Lipscomb Rd to Black River				
	Alt	Speed	NCDOT Section Type	ROW
MTP 2050		45	4C	110'
This Study	C	55	6B + MUP	240'

NC 210 from Angier Bypass to US 401				
	Alt	Speed	NCDOT Section Type	ROW
MTP 2050		45	4C	110'
This Study	WZAC	55	4I	150'

Old Stage from Black River to Angier Bypass				
	Alt	Speed	NCDOT Section Type	ROW
MTP 2050		45	2B	60'
This Study	C	55	4I	150'



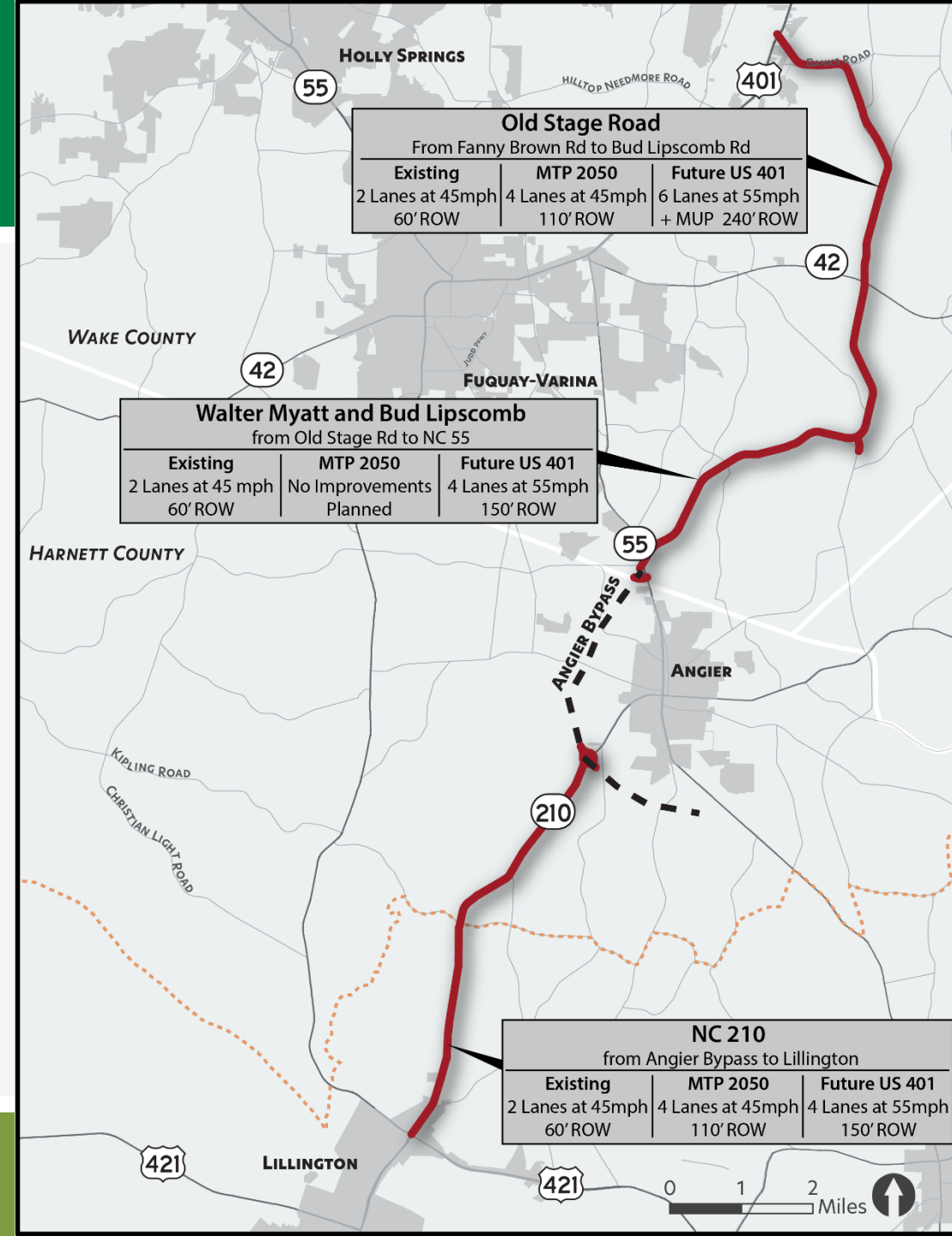


# Evaluation of New Alternatives



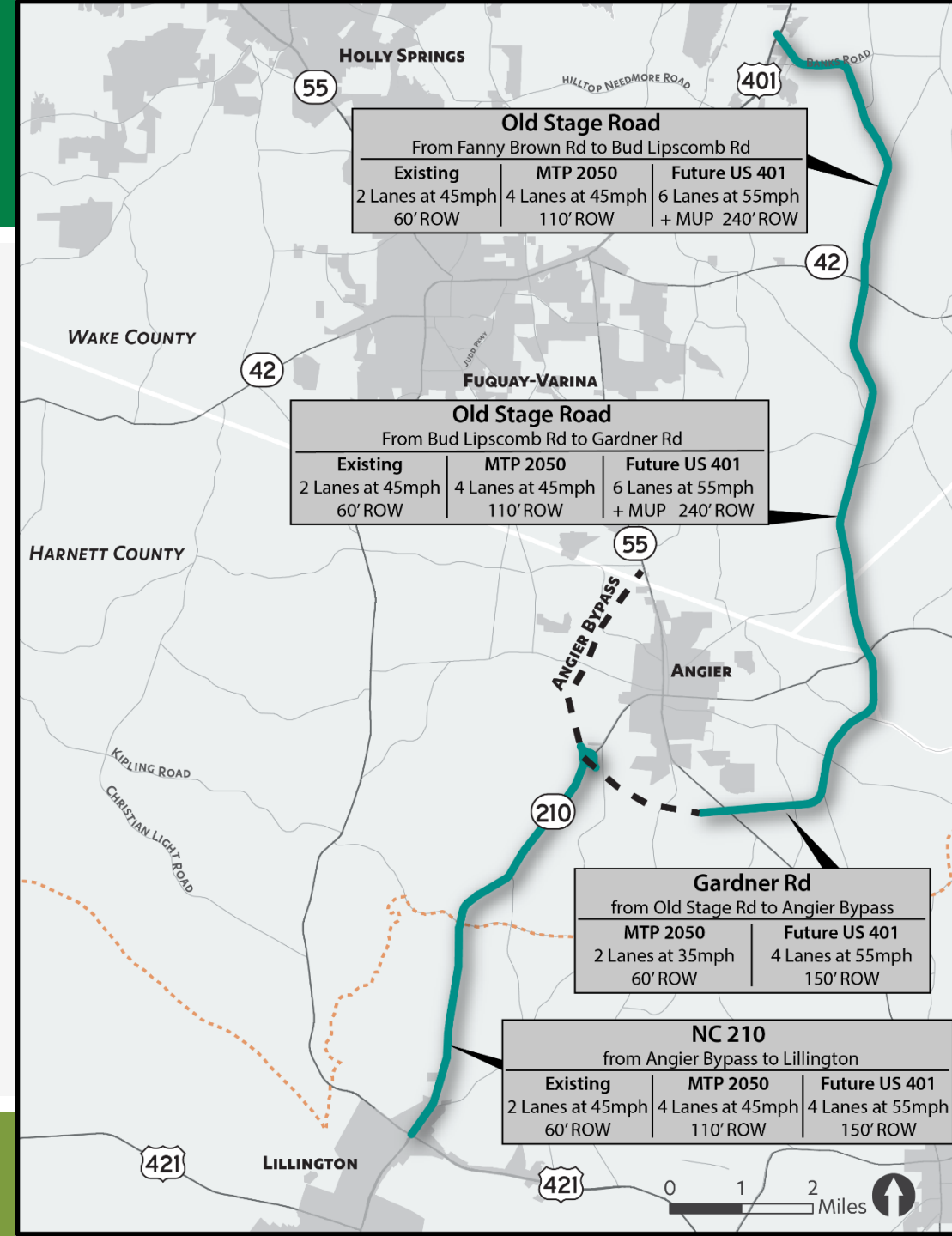
# Alternative A

	MTP 2050	US 401	Additional impact due to US 401
Number of Parcels Impacted	364	704	<b>340</b>
Estimated ROW Cost	\$47.7 M	\$95.4 M	<b>\$47.7 M</b>
Agricultural ROW	82 acres	221 acres	<b>139 acres</b>
VADs Impacted	4	10	<b>6</b>
Landmarks Impacted	7	12	<b>5</b>
Acres of Wetland Impacted	3.5 acres	12.7 acres	<b>9.2 acres</b>



# Alternative C

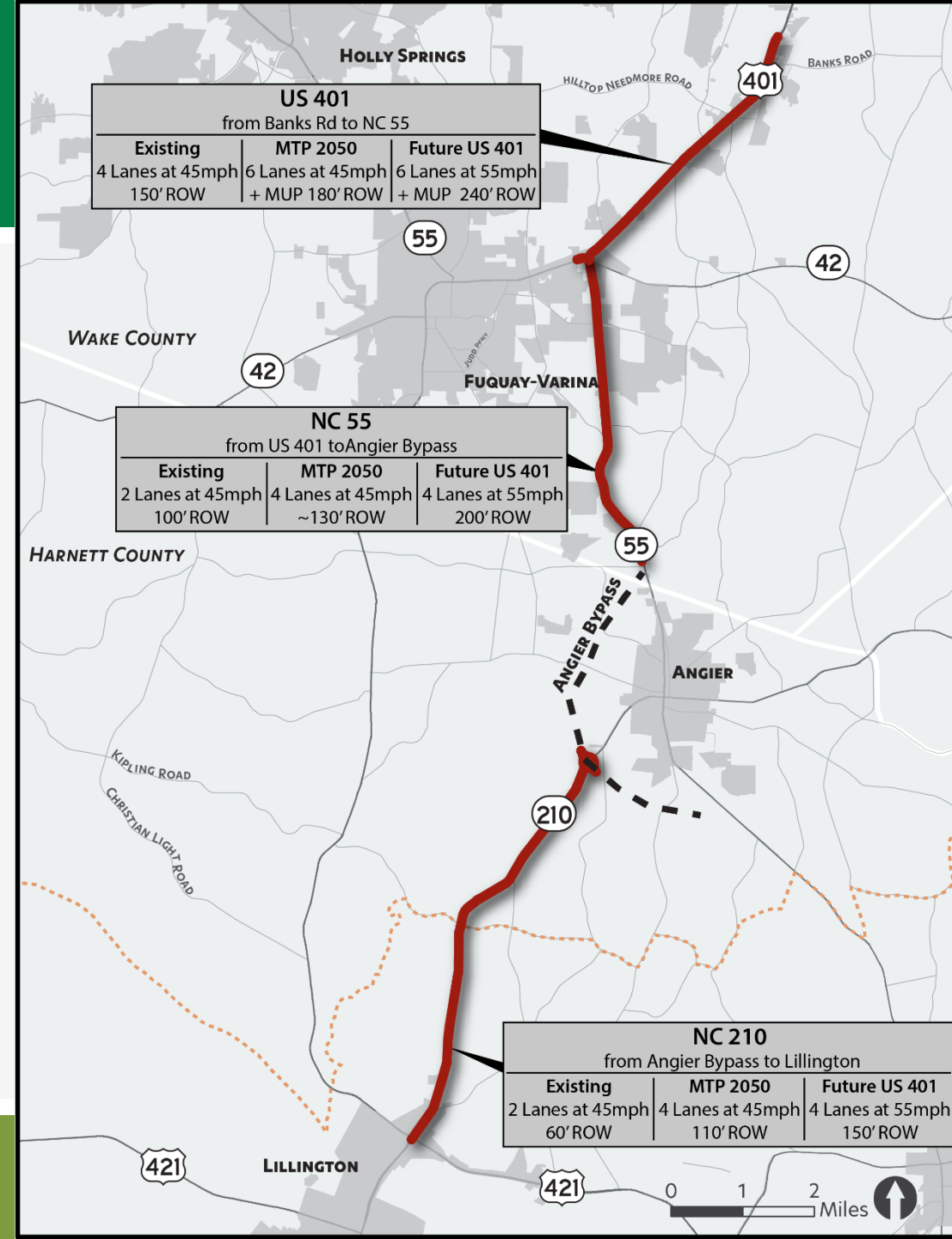
	MTP 2050	US 401	Additional impact due to US 401
Number of Parcels Impacted	546	782	<b>236</b>
Estimated ROW Cost	\$37.8 M	\$90.1 M	<b>\$53.1 M</b>
Agricultural ROW	146 acres	287 acres	<b>141 acres</b>
VADs Impacted	6	7	<b>1</b>
Landmarks Impacted	7	10	<b>3</b>
Acres of Wetland Impacted	8.5 acres	24.9 acres	<b>16.35 acres</b>





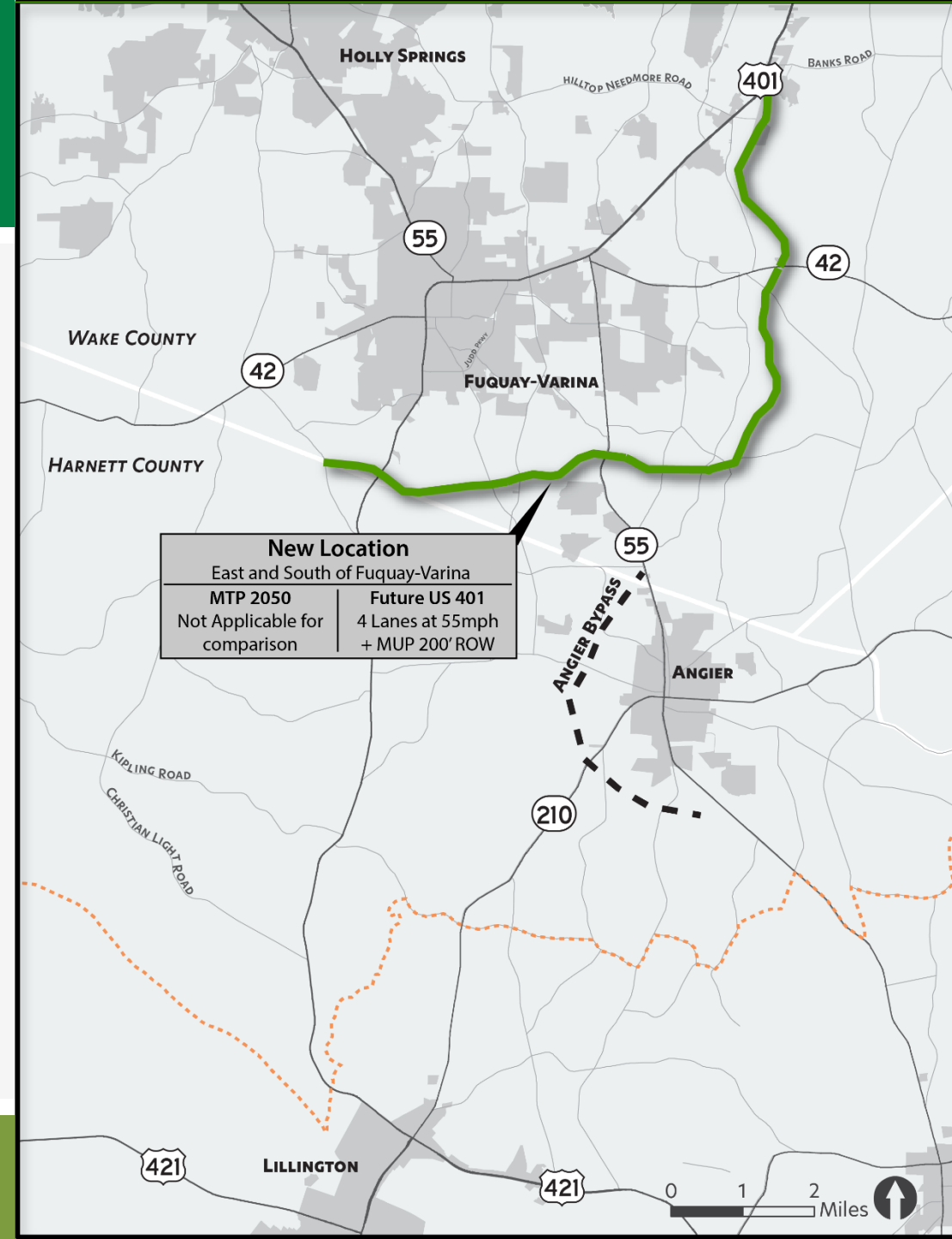
# Alternative W

	MTP 2050	US 401	Additional impact due to US 401
Number of Parcels Impacted	540	610	<b>70</b>
Estimated ROW Cost	\$94.4 M	\$157.1 M	<b>\$62.6 M</b>
Agricultural ROW	85 acres	131 acres	<b>46 acres</b>
VADs Impacted	2	2	<b>0</b>
Landmarks Impacted	14	14	<b>0</b>
Acres of Wetland Impacted	7.2 acres	13.8 acres	<b>6.6 acres</b>



# Alternative X

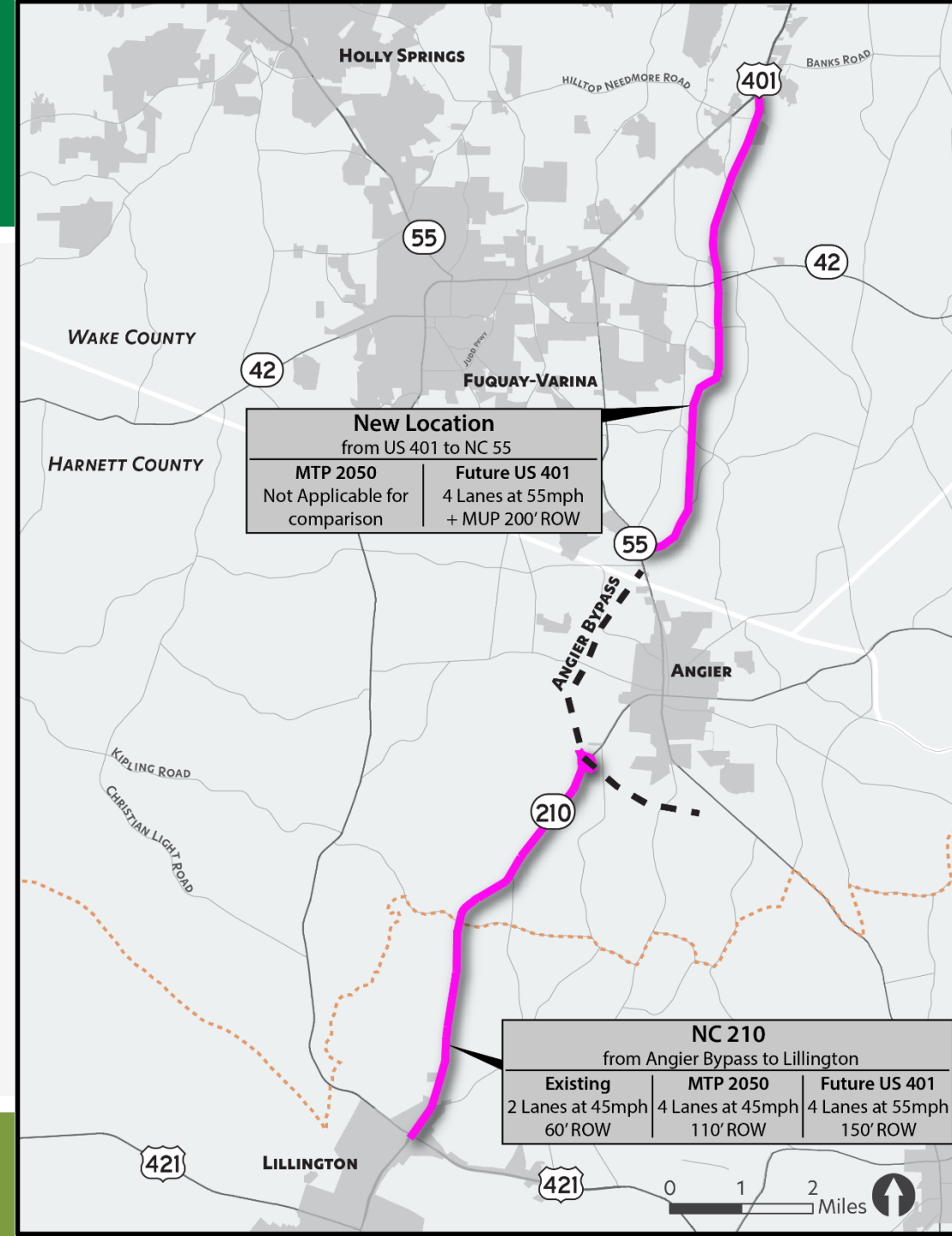
	MTP 2050	US 401	Additional impact due to US 401
Number of Parcels Impacted	-	115	<b>115</b>
Estimated ROW Cost	-	\$16.7 M	<b>\$16.7 M</b>
Agricultural ROW	-	150 acres	<b>150 acres</b>
VADs Impacted	-	5	<b>5</b>
Landmarks Impacted	-	2	<b>2</b>
Acres of Wetland Impacted	-	14.6 acres	<b>14.6 acres</b>





# Alternative Z

	MTP 2050	US 401	Additional impact due to US 401
Number of Parcels Impacted	231	399	<b>168</b>
Estimated ROW Cost	\$18.9 M	\$38.7 M	<b>\$19.9 M</b>
Agricultural ROW	64 acres	154 acres	<b>91 acres</b>
VADs Impacted	2	9	<b>7</b>
Landmarks Impacted	3	3	<b>0</b>
Acres of Wetland Impacted	2.0 acres	10.6 acres	<b>8.6 acres</b>



# Scoring Parameters



- **Property impact =**
  - 6x No. of Parcels with Full residential take +
  - 2x No. of Parcels with Partial residential take +
  - 3x No. of Parcels with Full non-residential take +
  - 1x No. of Parcels with Partial non-residential take
- **Agricultural impacts =**
  - 1x Total Acres under Agriculture +
  - 20x No. of VADs bisected by alignment +
  - 4x No. of VADs marginally impacted by alignment
- **Environmental impact =**
  - 10x No. of Schools, Worship houses, Cemeteries, Historic Bldgs. +
  - 1x Acres of floodplain +
  - 1x Acres of Wetland
- **Project cost =**
  - 2x Length of Ground Segment +
  - 24x Length of Bridge Segment +
  - 1x ROW acquisition cost (in Million \$)





# Scoring Matrix – Base Data

Impacts		Residential		Non-resi (incl Ag)		ROW impact score	Agri- culture takes	VAD		Agri- cultural impact score	Historic/ Schools/ Cemetery/ Worship	Impacts to Environment		Environ- mental Impact Score	Project Cost			Project Cost Score
		Full	Partial	Full	Partial		Total Acres under Agriculture	# Bisect through	# Skirt by			Acres of Floodplain	Acres of Wetland		Length of ground segment	Length of bridges (over floodplains)	ROW cost (Million \$)	
<b>Alignment</b>	<b>Coefficient</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>1</b>		<b>1</b>	<b>20</b>	<b>4</b>		<b>10</b>	<b>1</b>	<b>1</b>		<b>2</b>	<b>24</b>	<b>1</b>	
<b>A</b>	<b>Banks/OS/ WM/NC210</b>	191	34	83	32	<b>1495</b>	139	2	4	<b>195</b>	5	6.9	9.2	<b>66</b>	5.7	0.7	60.9	<b>90</b>
<b>C</b>	<b>Banks/OS/21 0</b>	170	-12	91	-13	<b>1256</b>	141	0	1	<b>145</b>	3	9.1	16.4	<b>55</b>	0.0	1.0	53.1	<b>77</b>
<b>W</b>	<b>401 / 55 / 210</b>	49	1	59	-39	<b>434</b>	46	0	0	<b>46</b>	0	2.1	6.6	<b>9</b>	0.0	0.2	62.6	<b>68</b>
<b>X</b>	<b>A4 B6 C1</b>	11	16	13	75	<b>212</b>	150	0	5	<b>170</b>	2	7.4	14.6	<b>42</b>	14.0	1.0	16.7	<b>68</b>
<b>Z</b>	<b>A2 B5 NC210</b>	31	37	39	48	<b>425</b>	91	0	7	<b>119</b>	0	2.7	8.5	<b>11</b>	8.5	0.4	19.9	<b>45</b>



# Relative Weights and Scoring



Parameter	Public Engagement Relative Weights	CTT Survey Relative Weights
Agriculture	1.47	0.83
Property	1.00	1.00
Environment	0.73	1.18
Cost	0.27	1.26

**Final Score =**  
**42.6% of PE Score**  
**+ 57.4% of CTT Score**

**Lower Scores =**  
**Lower Impact =**  
**More Favorable =**  
**Higher Rank**

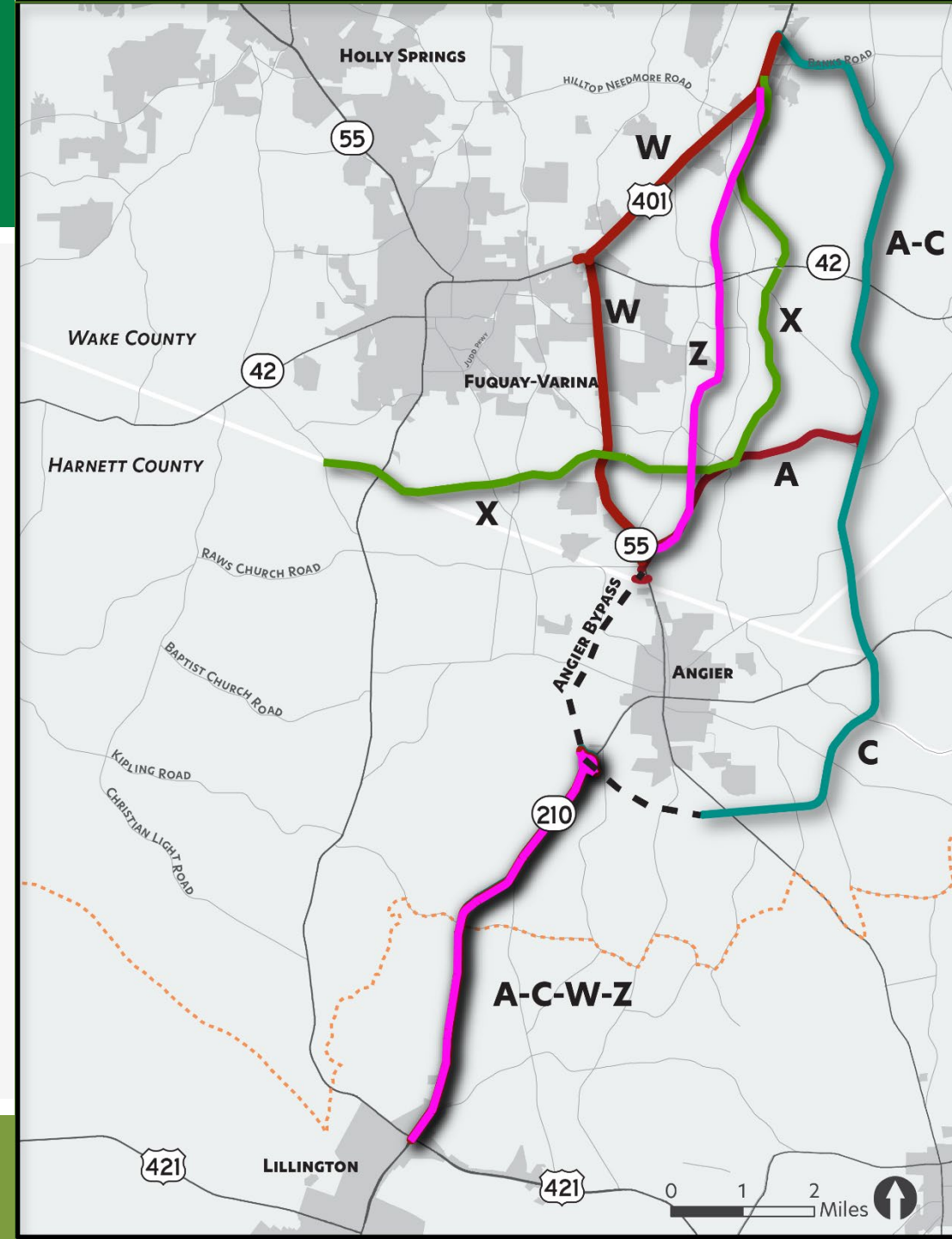
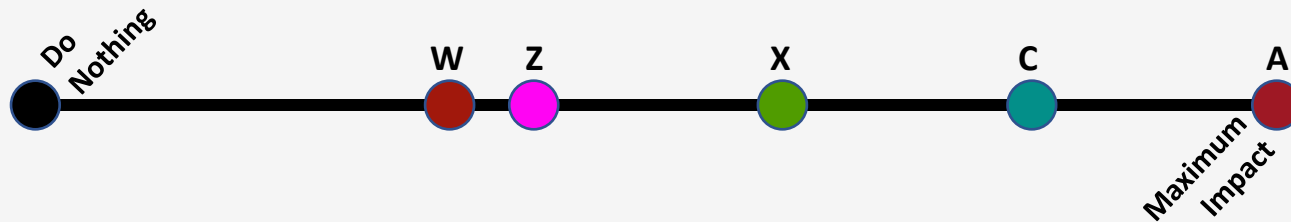




# Scoring Parameters

		Public	CTT	Combined Weight	
	Alignment	42.60%	57.40%	100%	Rankings
W	401 / 55 / 210	0.27	0.37	0.33	1
Z	A2 B5 NC210	0.41	0.38	0.40	2
X	A4 B6 C1	0.60	0.60	0.60	3
C	Banks/OS/210	0.80	0.83	0.82	4
A	Banks/OS/WM/210	1.00	1.00	1.00	5

Relative magnitude of impacts among alignments



Questions or  
Discussion?

# Recommendation



- Consider further study on Alignment X (A4 B6 C1)
- Continue to move forward with Alignments W (401/55/210) and Z (A2/B5/210)





## 5.2 U.S. 401 Corridor Study – Alignment Update

### Requested Action:

Receive as information.

Consider recommendation for the Executive Board.

## 5.3 FY22 Unified Planning Work Program – Administrative Modification #1

- The FY 22 UPWP was modified to include CARES Act / 5307 funding, matched by local Wake Transit funding, for GoRaleigh that is being utilized on the Northern Bus Rapid Transit (BRT) Major Investment Study (MIS). This was incorporated through changes to Table 3, Table 4A and in the Section III-D-3 Non-Core Mission Special Studies elements of the document.
- This Administrative Modification was released for public review and comment for 30 days beginning February 14, 2022 and ending March 15, 2022.
- Final adoption of Administrative Modification #1 is anticipated at the March 16, 2022 Executive Board meeting.

### Requested Action:

**Recommend the Executive Board adopt FY 22 UPWP Administrative Modification #1.**

## 5.4 Amendment #8 to FY2020-2029 Transportation Improvement Program (TIP) and Bonus Allocation Projects Update

CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. Specifically, numerous NC 540 Bonus Allocation projects are ready to move forward in their project implementation. This amendment will also include changes submitted from transit providers to reflect their current budgets and updates to the Wake Transit Work Plan.

Public Comment Period	March 21-April 19, 2022
Public Hearing	April 20, 2022



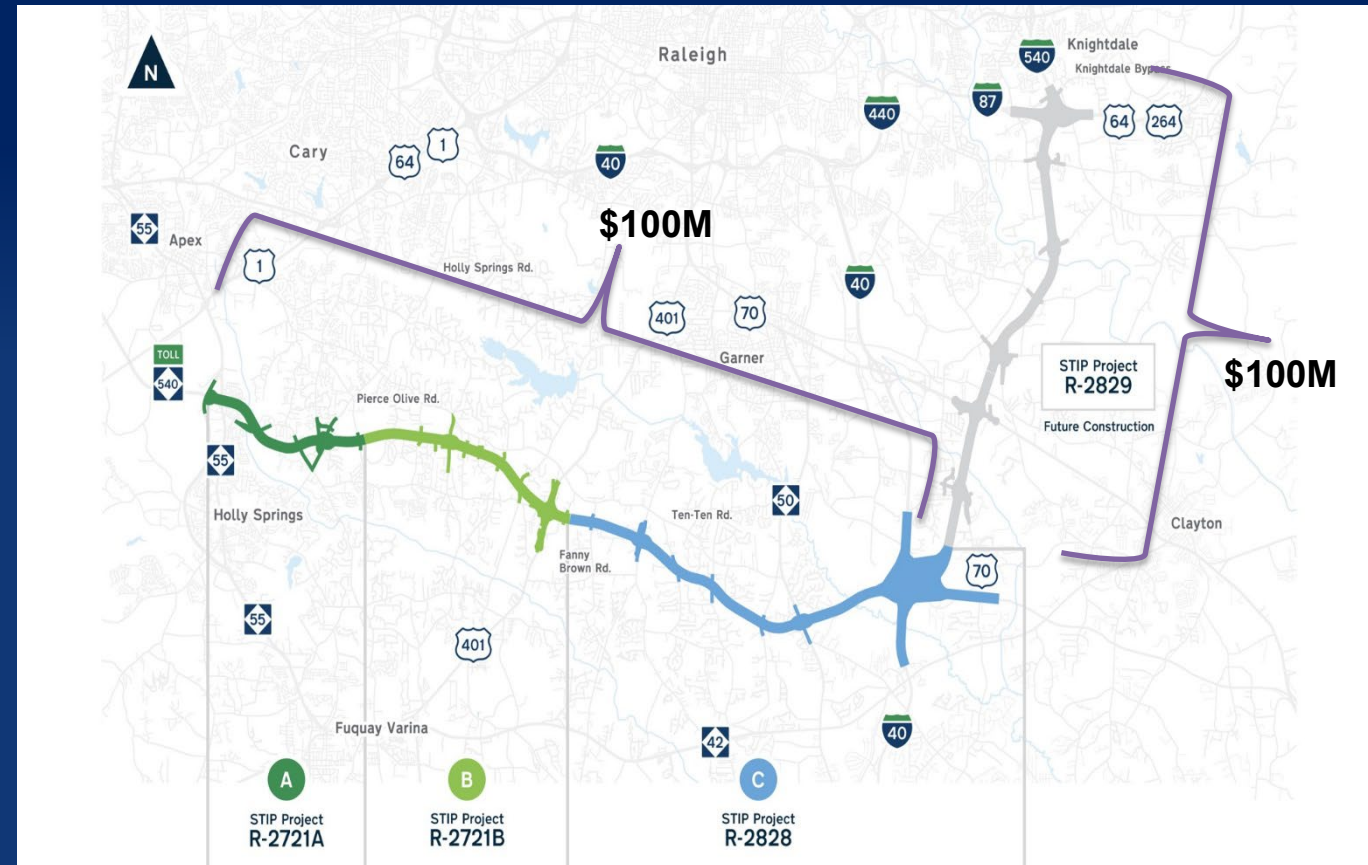
# CAMPO Bonus Allocation

Strategic Transportation Investment (STI) law provides Bonus Allocation funding for:

- Local funding participation
  - ½ of local contribution
- Highway Tolling
  - ½ value of toll revenue bonds
  - ½ forecasted revenue for 1st 10 years –operation costs
  - \$100 million maximum
  - Must be programmed within toll county
- Programming Limitations
  - 10 percent Regional/Division Needs
  - Must be obligated within 5 years
  - Use on highway or highway-related projects only

# NC 540 Bonus Allocation

- Two Bonus Allocation awards from Complete 540 Project
- R-2721 & R-2828 NC 55 to I-40
  - Must be obligated from FY2021-2025
- R-2829- I-40 to US 64/US 264
  - Upcoming



# CAMPO Bonus Allocation

## Guiding Principles

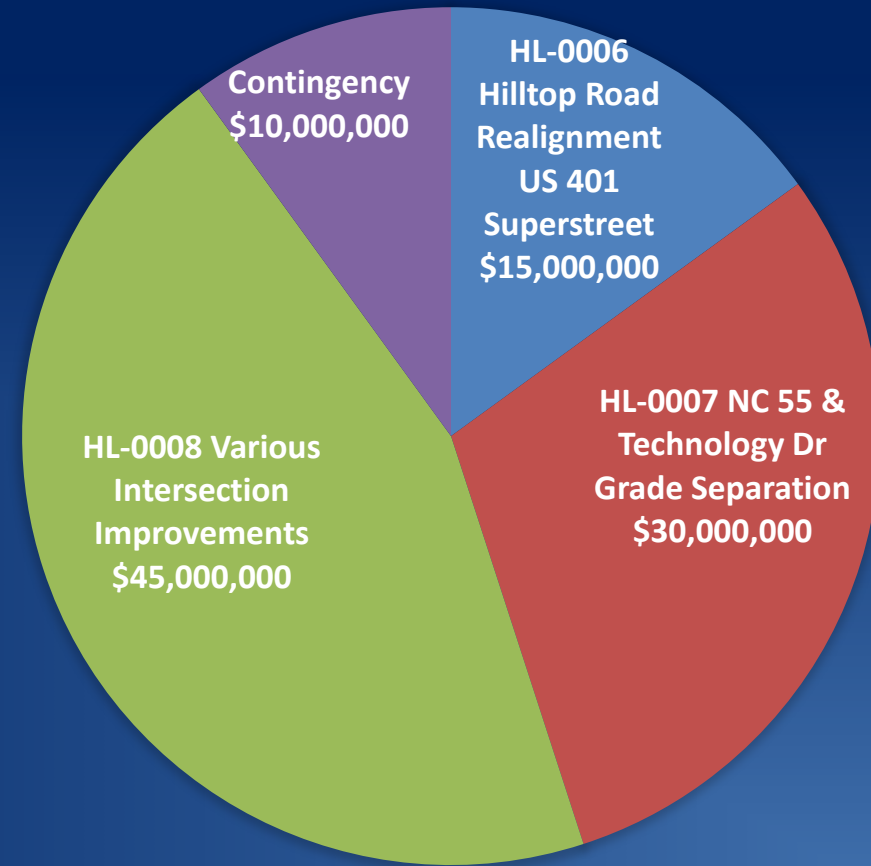
- Inclusion in the Metropolitan Transportation Plan (MTP)
- Logical Nexus to Generating Source of Bonus Allocation Funds
- Recognition of Funding Challenges with STI law
- Recognition of Funding Opportunities with STI law



# FUNDING ADOPTED BY CAMPO BOARD

APRIL 2020

- \$45m for 2 major regional projects
  - HL-0006 & HL-0007
- \$45m for division and regional-level intersection improvements
  - HL-0008
- \$10m for contingency



## HL-0006 & HL-0007 Updates

- Both projects in Preliminary Engineering Phase
  - HL-0006
    - Current Estimate: \$23,300,000 (\$8.3m over original programming)
  - HL-0007
    - Current Estimate: \$31,000,000 (\$1m over original programming)

Reminder: \$10m in contingency funding programmed for projects, flexibility with HL-0008 projects to make up for cost overages

# HL-0008 Intersection Improvements Projects

- Prioritized list of adopted intersection improvements projects
- NCDOT Division 5 overseeing engineering and implementation of projects
- Engineering funding programmed to start feasibility and early engineering
- Right of Way and Construction funding not identified in TIP/STIP for individual projects
- Since April 2020, some projects have been recommended to be removed from list for various reasons
  - Funded through LAPP or developers, add'l study did not result in high enough need
- Project costs generally increased after further study
- First group of intersection projects ready for programming of Right of Way and Construction funding



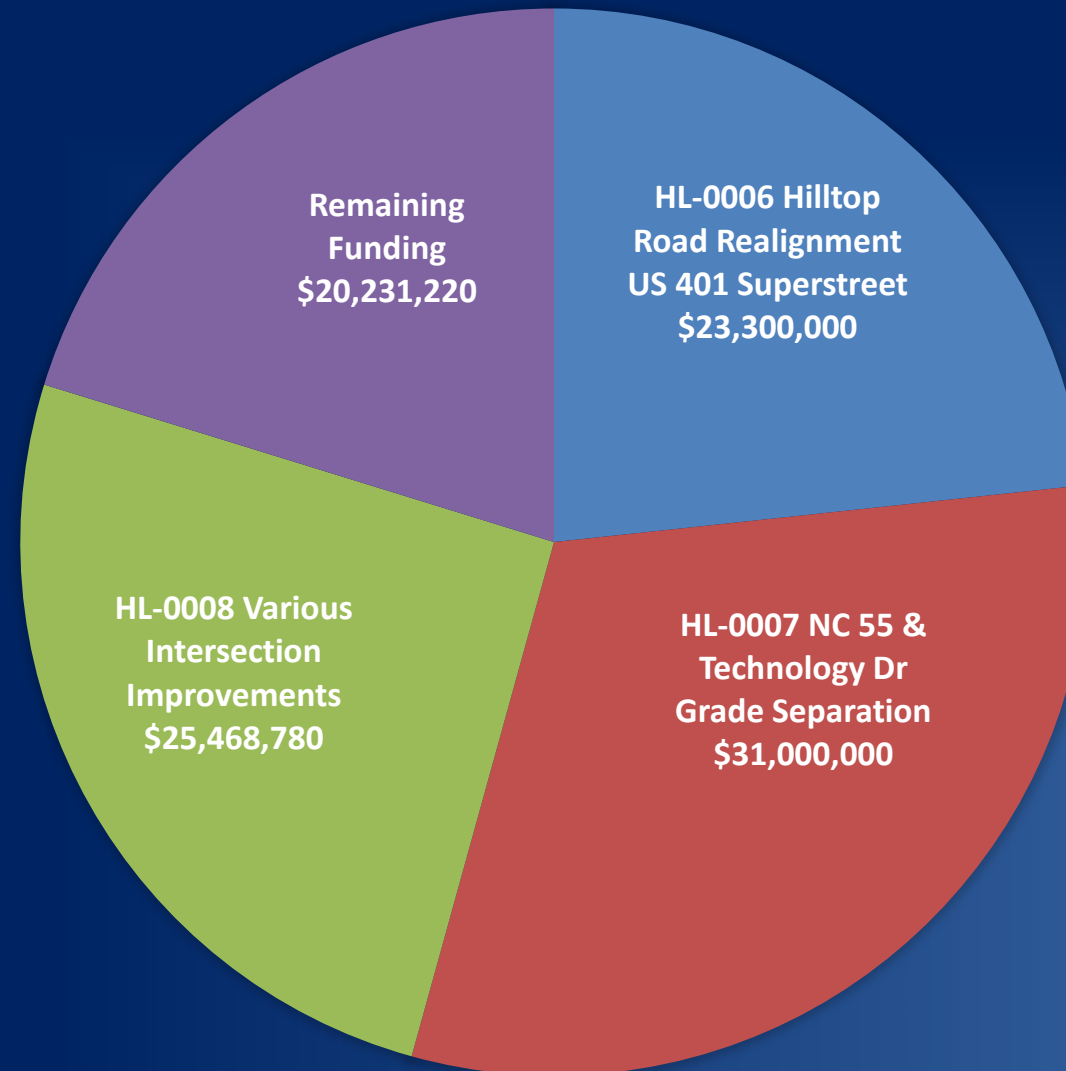
# Bonus Allocation Intersection Projects Recommended for Programming

Project ID	Project Description	Funding Tier	Right of Way Year	Right of Way Cost	Utilities FFY	Utilities Cost	Construction Year	Construction Cost	TOTAL
HL-0008C	NC 50 (Benson Rd) & Timber Dr	Regional	2022	\$75,000		\$0	2023	\$525,000	\$600,000
HL-0008D	Holly Springs Rd & Sunset Lake Rd	Division	2023	\$400,000	2024	\$200,000	2025	\$1,750,000	\$2,350,000
HL-0008G	Lake Wheeler Rd & Hilltop Needmore Rd	Division	2022	\$300,000	2023	\$225,000	2024	\$2,400,000	\$2,925,000
HL-0008H	Lake Wheeler Rd, Simpkins Farm Ln & Simpkins Rd	Division	2022	\$250,000	2023	\$175,000	2024	\$1,750,000	\$2,175,000
HL-0008L	Ten Ten Rd, Bells Lake Rd & Graham Newton Rd	Division	2023	\$300,000	2024	\$225,000	2025	\$2,400,000	\$2,925,000
HL-0008O	NC 42 & Johnston Rd	Regional	2023	\$175,000	2024	\$125,000	2025	\$1,300,000	\$1,600,000
HL-0008P	Ten Ten Rd & NC 50 (Benson Rd)	Regional	2023	\$250,000	2024	\$175,000	2025	\$1,750,000	\$2,175,000
HL-0008Q	Optimist Farm Rd & Bells Lake Rd	Division	2023	\$300,000	2024	\$225,000	2025	\$2,400,000	\$2,925,000
HL-0008S	Olde South Rd & Penny Rd	Division	2023	\$175,000	2024	\$125,000	2025	\$1,100,000	\$1,400,000
TOTAL				\$2,225,000		\$1,475,000		\$15,375,000	\$19,075,000

# Bonus Allocation Projects Recommended to be Removed from List

Project Description	Reason for Removal
Lake Wheeler Rd & Ten Ten Rd	TPD's estimate of 2025 (post-540) traffic shows a decrease on Ten Ten. With other improvements being made by developers, this location can likely be dropped.
Kildaire Farm Rd & Penny Rd	The Town of Cary is anticipating development improvements at this intersection. NCDOT Congestion Management and the Town of Cary have both evaluated the proposed turn lane and agree that it is not needed.
Main St & Holly Springs Rd	Project funded through LAPP.
Cleveland Rd & Old Drug Store Rd	New interchange at I-40 and NC 42 will sever intersection.
NC 50 & Steven Oaks Rd	NCDOT's analysis shows that a WB LTL is not needed and the RTL is being constructed under the Complete 540 project.
NC 42 & Old Stage Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Hilltop Needmoore Rd & Johnson Pond Rd	Developer completing portion of project. Further study of safety and mobility improvements shows low benefit to cost ratio.
Holly Springs Rd & Arthur Pierce Rd	The NCDOT analysis shows only a slight mobility benefit based on the existing volumes. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
NC 42 & Rock Service Station Rd	The NCDOT Mobility & Safety Unit has observed and further evaluated this intersection, and the proposed improvements would not result in a significant mobility benefit.
Ten Ten Rd & Rand Rd	NCDOT's analysis not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Optimist Farm Rd & Manns Loop Rd	NCDOT has evaluated this intersection, and it appears that queuing from the adjacent intersection is causing the issue.
White Oak Rd & Hillandale Ln	NCDOT has evaluated this intersection, and it appears that queuing from the adjacent intersection is causing the issue.
Old Stage Rd & Legend Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Johnson Pond Rd & Whitted Rd	NCDOT has evaluated this intersection, and no approaches appear to be over capacity. No mobility need is evident.
Optimist Farm Rd & Johnson Pond Rd	NCDOT's analysis is not showing a need for capacity/mobility improvements at this location. A crash study has also been generated for the intersection, but the benefit to cost ratio of these improvements is low.
Ten Ten Rd & Johnson Pond Rd/Blaney Franks Rd	Signalization would increase overall delay. The 2025 traffic shows a decrease on Ten Ten.

# TOTAL RECOMMENDED PROGRAMMING TO DATE





## Next Steps

- Projects programmed in TIP will be programmed in STIP and will move forward to future phases
- NCDOT will continue engineering on additional HL-0008 projects
- HL-0006 and HL-0007 continue preliminary engineering phase
- Public engagement for projects to start soon

## 5.4 Amendment #8 to FY2020-2029 Transportation Improvement Program (TIP) and Bonus Allocation Projects Update

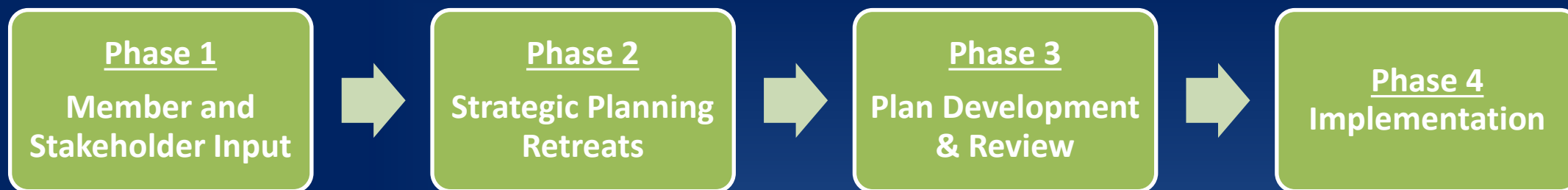
**Requested Action:**

**Receive as information.**

## 5.5 Strategic Plan Update



# Strategic Planning Process



# Strategic Focus Areas

- Public engagement and education
- Partnering with others
- Educating elected officials
- Policy leadership
- Organizational Excellence


# Operational Focus Areas

- Increased Land Use and Transportation Coordination
- Enhanced Bike-Ped
- Increased Focus on Diversity, Equity, and Inclusion (DEI)
- Active Role as Transit Champion and Coordinator Regionally and Locally
- Prepared for the Future



# Focus Area Tactical Actions

- “To do List” for each Focus Area
- Actionable activities
- Organized by timeframe
- Tasks for all levels and member agencies

Enhanced Bike-Ped Coordination						
Sample Tactics		Time Frame	Public Engagement	Partnering With Others	Educating Elected Officials	Policy Leadership
<b>1. Weave in more opportunities for stakeholder engagement and feedback</b>						
Determine via engagement with partners and stakeholders the desire for program enhancement.		1-2 Years				
Establish more formal coordination with school districts.		1-2 Years				
Re-establish a bike-ped coordination group.		1-2 Years				
Conduct a workshop session with the Executive Board to gather guidance on future actions and determine what the end results of the work should be.		1-2 Years				
Use MTP bike-ped update to foster conversation about regional facility definitions and how conversations about facilities occur.		1-2 Years				
Create a Bicycle-Pedestrian Coordinator position that manages a reestablished Bicycle-Pedestrian Stakeholder Group and communicates with local and regional government officials concerning bicycle and pedestrian priorities/projects.		3-5 Years				
Set goal and action plan to have the public view bike/ped first (or equal to) road/transit solutions when confronted with a transportation problem.		3-5 Years				
Explore adding membership slots to the Executive Board specifically for local school board representatives.		3-5 Years				
Add public school system representative to TCC membership. Including jurisdiction environmental review boards in bike/ped discussions/planning efforts.		3-5 Years				
<b>2. Improve data processes</b>						
Establish uniform data standards to help create a regional picture of bike-ped system. (NCDOT PBIN as example, including all project existing and proposed); apply data standards to existing CAMPO data starting with regional and statewide facilities.		1-2 Years				
Demonstrate current state of regional network, highlighting gaps in coverage and issues with overlapping data submission.		1-2 Years				

## 5.5 Strategic Plan Update

Milestone	Schedule
Executive Board / TCC Interviews & Survey	Spring/Summer 2021
Executive Board Strategic Retreat	October 2021
TCC Workshop	November 2021
MPO Staff Workshop	January 2022

**Requested Action:**  
**Receive as information.**

## 5.6 Locally Administered Projects Program (LAPP) Additional Funding Request: C-5604OF Blue Ridge Road Pedestrian Improvements

- Project funded in FFY2019, includes pedestrian bridge over Wade Avenue
- Bids opened 3/1/22- 72% higher than engineer's estimate
- Request to expedite additional funding request to avoid needing to rebid project while steel costs volatile

	Federal	Match	Local	Match	Total
Original Amount	\$3,598,800	78%	\$1,014,200	22%	\$4,613,000
Additional Request	\$2,715,000	50%	\$2,715,000	50%	\$5,430,000
Total	\$6,313,800		\$3,729,200		\$10,043,000



## 5.6 Locally Administered Projects Program (LAPP) Additional Funding Request: C-5604OF Blue Ridge Road Pedestrian Improvements

### Requested Action:

**Consider recommendation for requested additional funding for C-5604OF.**

# Slate Vote: Members & Alternates

*Items: Minutes; Triangle Bkwy Report; FY 2022 UPWP Modification*

*Possible Items: US 401 Corridor Study Recommendation; LAPP Add'l Funding Request for C-5604OF*

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

## 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:

- FY 22 Hot Spots
- Cary-TP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update
- Triangle Bikeway Implementation Study
- U.S. 401 Corridor Study
- Western Wake Traffic Signal System Integration Study
- Mobility Management Program Implementation Study

### Other Updates:

- Mobility Coordination Committee
- Safe Routes to Schools Committee
- Safe Routes to Schools Road Safety Audit w/ NCDOT
- Non-Motorized Volume Data Program
- Triangle Transportation Choices (TDM) Program
- NCDOT Project U-2719 Update
- NC 540 Bonus Allocation Projects
- Draft FY 2023 Wake Transit Work Plan Development

## 7.2 Informational Item: Public Engagement Updates

**Requested Action:**  
**Receive as information.**

## 8. Informational Item: Staff Reports

- MPO Executive Director
- TCC Chair
- 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

**Requested Action:**  
**Receive as information.**

# ADJOURN

## Upcoming Events

Date	Event
<b>Mar. 16, 2022</b> <b>4:00 p.m.</b>	<b>Executive Board</b> <b>Virtual</b>
<b>Apr. 7, 2022</b> <b>10:00 a.m.</b>	<b>TCC Regular Meeting</b> <b>Virtual</b>