



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

November 5, 2023

10:00 AM

1. Welcome and Introductions

2. Adjustments to the Agenda

Addition:

Item 5.6 - Locally Administered Projects Program Additional Funding Request

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: October 5, 2023

Requested Action:

Approve the October 5, 2023 Meeting Minutes.

5. Regular Business

- 5.1 NCDOT Update - Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction Program (CRP)
- 5.2 FY2024 2nd Quarter Wake Transit Work Plan Amendment Requests
- 5.3 Safety Performance Measure Targets 2024
- 5.4 Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP)
- 5.5 DRAFT 2055 MTP Goals, Objectives, and Performance Measures
- 5.6 Locally Administered Projects Program Additional Funding Request

5.1 NCDOT Update - Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction Program (CRP)



NORTH CAROLINA
Department of Transportation

CMAQ/CRP Overview for CAMPO

Mark Eatman, PE

11/02/2023

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

What is CMAQ & CRP?

- Federal grant programs to fund transportation projects that reduce harmful emissions
- CMAQ → Congestion Mitigation and Air Quality
 - Began in 1992
 - Intermodal Surface Transportation Efficiency Act (ISTEA)
 - GOAL = Reduce CO, PM_{2.5}, PM₁₀, VOC, NO_x
 - ~\$50M/year
 - ~\$27M/year set aside for MPOs/RPOs (55%)
 - ~\$22M/year for statewide use (45%)
- CRP → Carbon Reduction Program
 - Began in 2022
 - Infrastructure Investment and Jobs Act (IIJA)
 - GOAL = Reduce CO₂
 - ~\$31M/year
 - ~\$12M/year set aside for MPOs

What kinds of projects are eligible?

- Sidewalks
- Greenways/Multi-Use Paths
- Adding Turn Lanes
- Roundabouts
- Other congestion reduction and traffic flow improvements
 - Intersections only
- Transit improvements
- Operational Assistance (*CMAQ Only*)
- Alternative fuels, vehicles, EV chargers
 - *Subject to Buy America requirements*
- Public education and outreach activities
- Transportation management associations
- Carpooling and vanpooling
- Carsharing
- Extreme low temperature cold start program
- Training
- LED Light Conversion (*CRP Only*)
- Inspection and maintenance programs
- Innovative project
- Diesel engine retrofits and other advanced truck technologies
- Idle reduction
- Freight and intermodal
- Transportation control measures
- Travel demand management

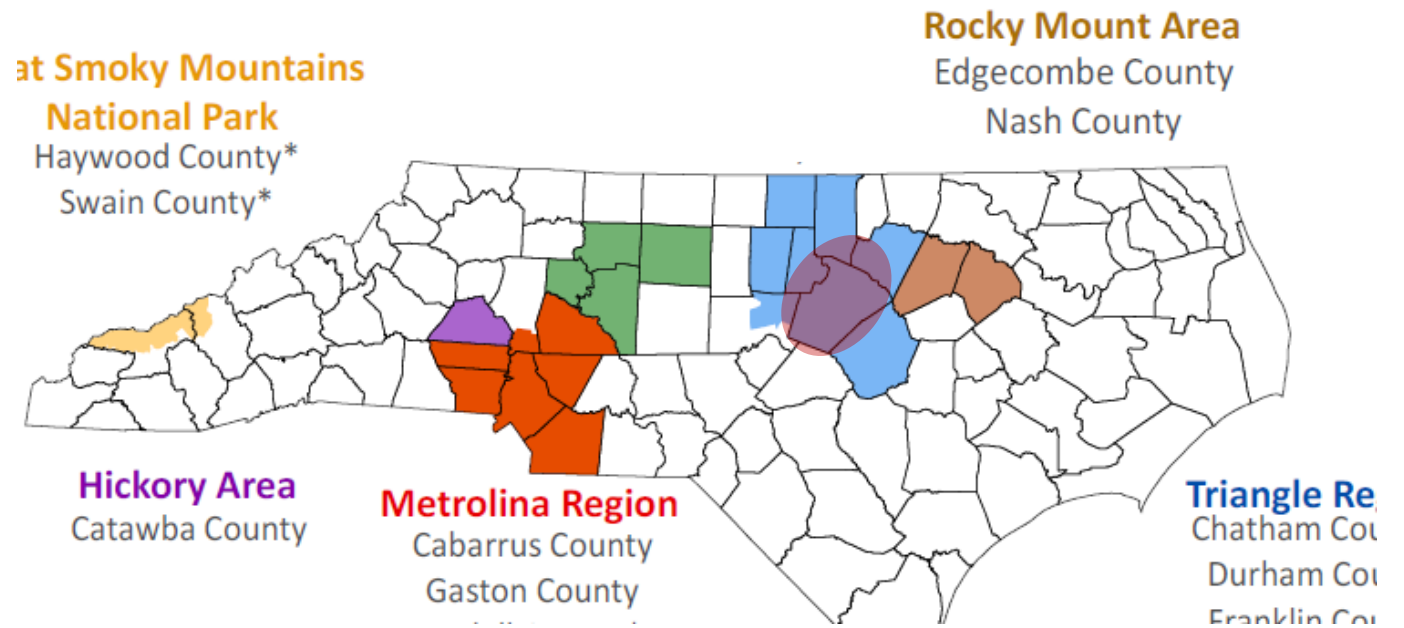
Not an
exhaustive list

How does CMAQ & CRP impact CAMPO?

CMAQ
~\$6.1M in Sub-Allocation Annually

CRP
~\$2.0M in Direct Allocation Annually

CMAQ Eligible Counties



*** Available funding amounts vary from FY to FY ***

Direct Allocation vs. Statewide

- MPOs should fully utilize their Direct Allocation (DA) funds each FY
- Statewide (CMAQ & CRP) money generally set aside for larger / multiple county projects or education/outreach
 - NC Rail – Carolinian & Piedmont Operating Assistance
 - NC Air Awareness Campaign (Department of Environmental Quality)
 - Clean Fuel Advanced Technology (CFAT) program at NCSU
 - Transportation Systems Management & Operations (TSMO)
- Statewide CMAQ and CRP can be accessed under specific situations:
 - A small amount above your DA is needed for to complete a project
 - A project within the MPO is part of a larger statewide effort
 - Project supplemental funding (inflation, outdate cost estimates, etc.)
- Using Statewide money done on a **case-by-case basis**

State Match In Lieu of Local Match

- For CMAQ/CRP, applicants can use state funds to help with local match
 - This applies only to projects on the State Highway System
 - Can not be used for:
 - Standalone Bike/Ped projects
 - Transit
 - City/Private streets
- Example: working with Division 5 on an intersection improvement project
 - Roundabouts, turn-lane additions, new signal systems, significant signal system upgrades

Any other things I should know?

- Continuous Applications → Apply at anytime
 - Reviews occur in quarterly batches
 - Quarters end on 3/31, 6/30, 9/30, and 12/31
- New online application process → beginning stages of development
- Project cost minimum of \$100,000 (TOTAL COST)
 - Example → \$80,000 (CRP) + \$20,000 (Local)
- Can use both CRP and CMAQ funds for a single project
- 80% Federal / 20% Local Match is preferred
 - Can use more local share but needs to be in increments of 5% points (e.g. 75% : 25%)
 - Reimbursement split applies until project is completed
- How do I calculate emissions reduction?
 - FHWA's Emissions Calculator Toolkit
 - https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/
 - Ask me for assistance!

Contact Us

Mark Eatman, PE

mreatman@ncdot.gov

919-707-0970



 @NCDOT

 NCDOT

 NCDOTcommunications

 @NCDOT

 ncdotcom

 ncdot_comm

5.1 NCDOT Update - Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction Program (CRP)

Requested Action:
Receive as information.

5.2 FY2024 2nd Quarter Wake Transit Work Plan Amendment Requests

Timeline

FY24 2nd Quarter Amendment Requests

ACTION	DATE
Submission Deadline	August 25, 2023
Released for Public Comment	September 1, 2023
Subcommittee Review and Disposition	September 26, 2023
Public Comment Period Ends	September 30, 2023
TPAC Considers Amendment Requests	October 18, 2023
TCC Considers Amendment Requests	November 2, 2023
Governing Boards Consider Approval of Changes/Updates	November 15, 2023

FY 2024, Quarter 2, Requested Wake Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 23 Original Funding Allocation	FY 24 Original Funding Allocation	FY 24 Requested Funding Allocation	FY 24 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TBD	City of Raleigh	Contract Safety & Security Services	\$ -	\$ -	\$ 261,360	\$ 261,360	Major Amendment: New implementation element to fund the contracting two shifts of two additional safety and security personnel at the GoRaleigh transfer station, and to assist with non destination riders on buses and non transit related use of bus shelters and amenities. The requested FY25 impact is \$714,384.
TBD	City of Raleigh	1.0 FTE: Director of Safety & Security	\$ -	\$ -	\$ 75,000	\$ 75,000	Major Amendment: New implementation element to fund a one (1) director level FTE specializing in safety and security. This position's duties will focus on providing oversight of off duty officers working at GoRaleigh station, recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area, and coordinate closely with local authorities in Raleigh. The requested FY25 impact is \$153,750.

TPAC recommended that the request for GoTriangle's 0.5 FTE **NOT** move forward to adoption in FY24 Q2.

New Total Operating Funding Impact: \$336,360

Capital Budget Amendment Requests

Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TBD13:15H131	Wake County	Wake County and GoTriangle Participation in NCDOT/RTA FAST Study	\$ -	\$ 135,000	\$ 135,000	Major Amendment: This amendment request accounts for the local contribution to the Freeway And Street-based Transit (FAST) Study managed by RTA and NCDOT. The goals of this study are to 1) Make our freeways and regional boulevards "transit ready", 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors. There are currently no plans for impact to FY25.
TC002-F	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$ 17,508,861	\$ 27,508,861	\$ 10,000,000	Major Amendment: To account for: the cost of purchasing the required 21 parcels in downtown Cary plus a 30% contingency (Total = 27,390,480); the Uniform Act requirement of relocation assistance and moving expenses (Total = \$3,280,000); and an increase to the cost of master planning and design work (Total = \$6,329,520); the Town of Cary is requesting an additional \$10,000,000 from the Wake Transit Program to support the Town's contribution of \$10,000,000 to the project. There is no requested impact to the FY25 programmed allocation.

At the October TPAC meeting, CAMPO staff requested this amendment be changed to only include a folding of TC003-T: Community Funding Area Program Management Plan Update into TC003-F: Extension of Planning Horizon for Wake Transit Vision Plan. New funding impact to FY 2024 = \$0; CAMPO submitted FY25 Work Plan Funding Request of \$430,000 to balance the project's required allocation.

Capital Budget Amendment Requests

Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TC002-A	GoTriangle	New Raleigh Union Station Bus Facility (RUS Bus)	\$ 19,800,000	\$ 30,800,000	\$ 11,000,000	<p>Major Amendment: In prior fiscal years the Wake Transit Program has provided \$19.8M in funding for Design, Artist Retention, Art Installation, and Construction. \$12.49M was provided for construction, of which \$8.86M will be returned to the Wake Transit Program upon distribution of funds to GoTriangle by the NCDOT STIP unit from FY25 through FY28.</p> <p>The RUS Bus is a Public-Private Partnership. The publicly funded portion of Phase II of construction, which includes the ground floor transit center, is scheduled to begin in fall 2023. According to GoTriangle staff, there are \$10.8M worth of improvements in Phase II's private overbuild that are also integral to the delivery of the transit center. These improvements must be completed by September 2025, the sunset date of the project's federal BUILD grant. Phase II construction of the private overbuild is delayed due to financial market challenges. As a result, GoTriangle staff are requesting that the Wake Transit Program pre-fund the improvements in question to maintain project schedule integrity. GoTriangle has pledged to return the pre-funded amount to the Wake Transit program upon securing private financing.</p>

New Total Capital Funding Impact: \$21,135,000

Distributed for Public Comment on 09/01/2023

Public Comments Accepted Through 09/30/2023

Submit all comments to Evan Koff, Senior Wake Transit Planner - evan.koff@campo-nc.us

- The seven (7) requested FY24 Quarter 2 amendment requests for public review from September 1st – 30th
- A total of 33 comments were received*:
 - City of Raleigh Amendment Requests: 5 Comments
 - GoTriangle Amendment Requests: 2 Comments
 - Town of Cary Amendment Request: 5 Comments
 - CAMPO Amendment Request: 1 Comments
 - Wake County Amendment Request: 2 Comments
 - Overall Amendment Request Package: 2 Comments
 - Unrelated to the Amendment Requests: : 20 Comments
- All comments were reviewed by CAMPO staff and input was considered in relation to the FY24 Wake Transit Work Plan but resulted in no changes.

*Please note that some comments were directed at two or more projects

Financial Disposition

FY24 2nd Quarter Amendment Requests

Revised - TPAC Recommended

FY24-Q2 Amendment Financial Impact (as submitted)

Operating Budget Amendment Requests							
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Revised FY25-FY30 Adopted Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,563,297	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$982,115	\$1,057,115
Wake Transit Operating Expenditures			\$0	\$336,360	\$336,360	\$5,545,412	\$5,881,772

Capital Budget Amendment Requests							
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding ¹	FY25-FY30 Adopted Wake Transit Plan Funding ¹	Total Project Adopted Wake Transit Plan Funding ¹
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$0	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$65,000,000	\$92,508,861
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus) ³	\$19,800,000	\$11,000,000	\$30,800,000	(\$19,860,000)	\$10,940,000
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update ²	\$170,000	\$0	\$170,000	\$430,000	\$600,000
Wake Transit Capital Expenditures			\$37,478,861	\$21,135,000	\$58,613,861	\$45,570,000	\$104,183,861
Total Financial Impact - FY24 Wake Transit Work Plan				\$21,471,360			

¹ Includes Funding Programmed in the FY24 Adopted Plan CIP

² Does not include funding from previous version of project (Adopted 4/2021)

³ Financial Model to show return of \$11.0M by FY28; additionally \$8.86M STIP Funding returned in FY25-FY28

- Financial Impact of Proposed Amendments: The FY24 Wake Transit Work Plan will increase by \$21,471,360

Financial Disposition

FY24 2nd Quarter Amendment Requests

Revised - TPAC Recommended

FY24-Q2 Amendment Financial Impact
(adjusted without RUS Bus Reimbursement)

Operating Budget Amendment Requests						
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$1,057,115
Wake Transit Operating Expenditures			\$0	\$336,360	\$336,360	\$5,881,772

Capital Budget Amendment Requests						
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding ¹	Total Project Adopted Wake Transit Plan Funding ¹
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$92,508,861
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus)	\$19,800,000	\$11,000,000	\$30,800,000	\$21,940,000
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update ²	\$170,000	\$0	\$170,000	\$600,000
Wake Transit Capital Expenditures			\$37,478,861	\$21,135,000	\$58,613,861	\$115,183,861
Total Financial Impact - FY24 Wake Transit Work Plan				\$21,471,360		

¹ Includes Funding Programmed in the FY24 Adopted Plan CIP

² Does not include funding from previous version of project (Adopted 4/2021)

- Financial Impact of Proposed Amendments: The FY24 Wake Transit Work Plan will increase by \$21,471,360

5.2 FY2024 2nd Quarter Wake Transit Work Plan Amendment Requests

Requested Action:

Consider recommending approval of the FY24 2nd Quarter Wake Transit Work Plan amendment requests to the Wake Transit governing boards.

5.3 Safety Performance Measures and Targets - CY 2024

5.3 Safety Performance Measures and Targets - CY 2024

CAMPO is required by federal law through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act to adopt 18 specific transportation performance measures. These measures are divided into four categories: Safety, Pavement/Bridge, System Performance, and Transit Assets.

MPOs are required to establish performance targets for each of these measures on an annual basis by either:

1. Agreeing to plan and program projects so that they contribute towards the accomplishment of the State DOT targets or
2. Develop their own quantifiable targets for their metropolitan planning area by a methodology consistent with federal reporting requirements

MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets.

PM1 – Safety

1. Number of fatalities
2. Fatality rate (per 100 million VMT)
3. Number of serious injuries
4. Serious injury rate (per 100 million VMT)
5. Number of non-motorized fatalities and serious injuries

NCDOT establishes and reports their targets in August. CAMPO must establish theirs by February.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2021

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

Table 2: Capital Area MPO Safety Performance Target Achievement Determination Summary for CY 2021

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

NCDOT Safety Targets – CY 2024

Table 3: North Carolina Calendar Year 2024 Safety Performance Targets

Performance Measure	CY 2024
Number of Fatalities	1,151.7
Rate of Fatalities	0.967
Number of Serious Injuries	3,312.1
Rate of Serious Injuries	2.767
Number of Non-Motorized Fatalities & Serious Injuries	451.1

5.3 Safety Performance Measure Targets 2024

Safety Performance Measures and Targets will be posted for public comment from November 20, 2023 - December 20, 2023.

Requested Action:
Receive as information.

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

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

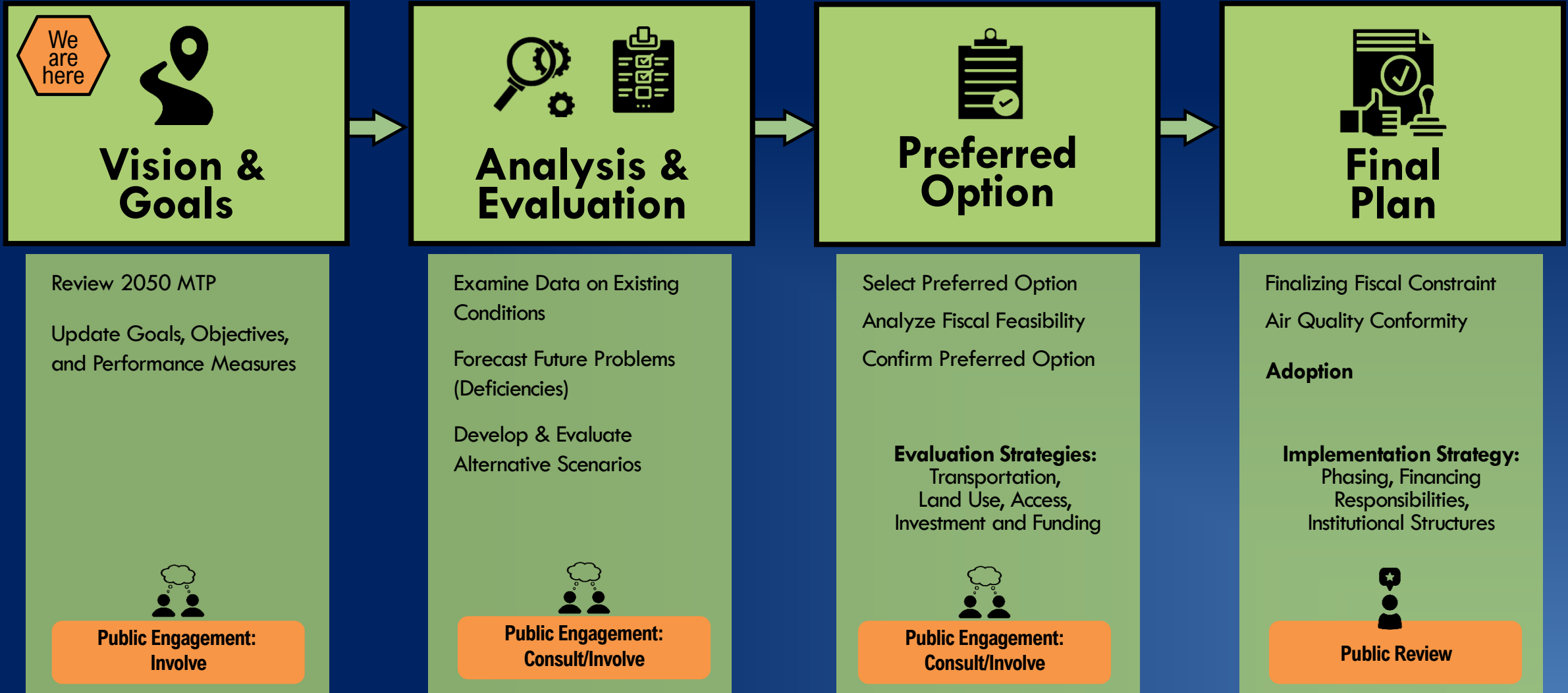
5.4 Amendment #2 to FY2024-2033 Transportation Improvement Program (TIP)

Requested Action:
Receive as information.

5.5 DRAFT 2055 MTP Goals, Objectives, and Performance Measures

MTP Update Process

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



DRAFT Goals & Objectives

GOAL 1: PROTECT THE HUMAN AND NATURAL ENVIRONMENT AND MINIMIZE CLIMATE CHANGE

OBJ. A	Reduce mobile source emissions, GHG, and energy consumption
OBJ. B	Reduce negative impacts on natural and cultural environment
OBJ. C	Connect transportation and land use

GOAL 2: CONNECT PEOPLE & PLACES

OBJ. A	Connect people to jobs, education and other important destinations using all modes
OBJ. B	Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)

DRAFT Goals & Objectives

GOAL 3: PROMOTE AND EXPAND MULTIMODAL & AFFORDABLE CHOICES	
OBJ. A	Enhance transit services, amenities and facilities
OBJ. B	Improve bicycle and pedestrian facilities
OBJ. C	Increase utilization of affordable non-auto travel modes

GOAL 4: MANAGE CONGESTION & SYSTEM RELIABILITY	
OBJ. A	Allow people and goods to move with minimal congestion, time delay, and greater reliability
OBJ. B	Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride)
OBJ. C	Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)

DRAFT Goals & Objectives

GOAL 5: IMPROVE INFRASTRUCTURE CONDITION & RESILIENCE	
OBJ. A	Increase proportion of highways and highway assets in 'Good' condition
OBJ. B	Maintain transit vehicles, facilities and amenities in the best operating condition.
OBJ. C	Improve the condition of bicycle and pedestrian facilities and amenities
OBJ. D	Promote resilience planning and practices
OBJ. E	Support autonomous, connected, and electric vehicles

GOAL 6: ENSURE EQUITY & PARTICIPATION	
OBJ. A	Ensure that transportation investments do not create disproportionate negative impacts for any community, especially communities of concern
OBJ. B	Promote equitable public participation among all communities, especially communities of concern

DRAFT Goals & Objectives

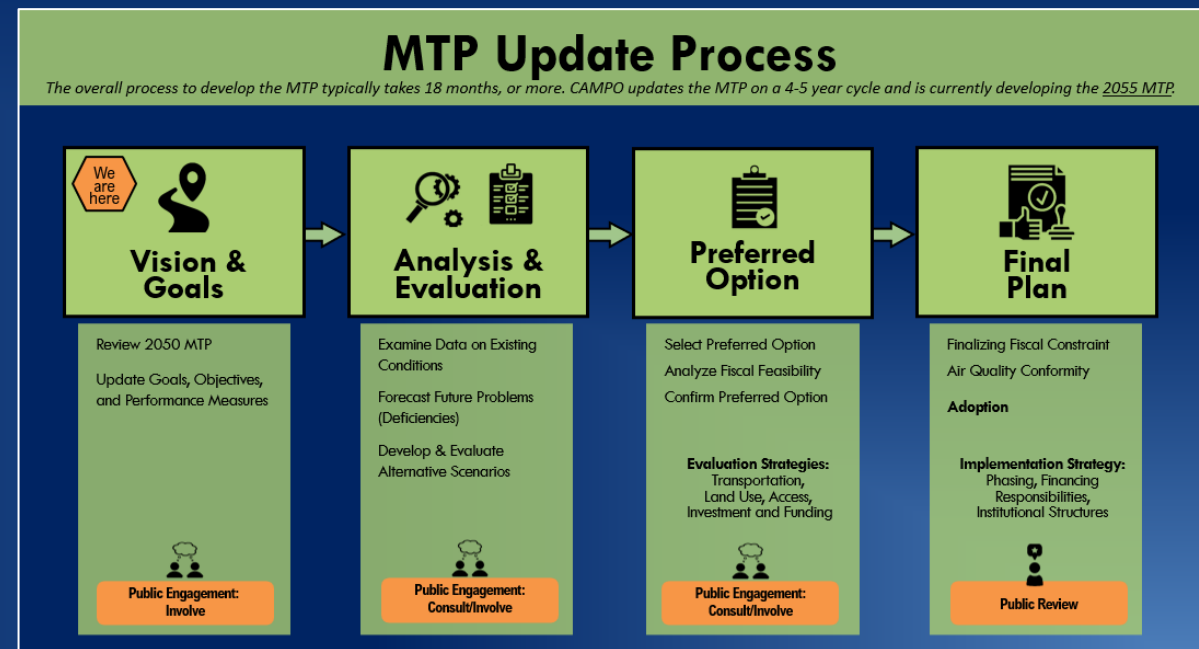
GOAL 7: PROMOTE SAFETY, HEALTH AND WELL-BEING	
OBJ. A	Increase safety of travelers and residents
OBJ. B	Promote public health through transportation choices

GOAL 8: STIMULATE ECONOMIC VITALITY AND OPPORTUNITY	
OBJ. A	Improve freight movement
OBJ. B	Coordinate land use and transportation
OBJ. C	Target funding to the most cost-effective solutions
OBJ. D	Improve project delivery for all modes

Next Steps for 2055 MTP Development

- Continued refinement of draft goals, objectives, and preliminary performance measures and subsequent release for public comment
- Continued development of socioeconomic data guide totals and subsequent release for public comment

- Final adoption of goals, socioeconomic data, performance measures when the 2055 MTP is adopted.



5.5 DRAFT 2055 MTP Goals, Objectives, and Performance Measures

Requested Action:
Receive as information.

5.6 Locally Administered Projects Program Additional Funding Request

City of Raleigh has incurred cost escalations mostly associated with right-of-way, resulting in an additional \$5,060,874 in federally reimbursable expenses.

	FFY 15 & 16 Funds	Funding Shortfall	New Request
LAPP Share	\$6,121,620	\$2,530,437	\$2,530,437
Town/NCDOT Share	\$6,121,620	\$2,530,437	\$2,530,437
ROW + CON Total	\$12,243,240	\$5,060,874	\$5,060,874

5.6 Locally Administered Projects Program Additional Funding Request

Requested Action:

Recommend approval of the additional funding request for the City of Raleigh's B-5121/B-5317 Capital Blvd/Peace St Bridge and Capital Blvd/Wade Ave Bridge Replacements project.

6. Informational Items: Budget

6.1 Member Shares - FY 2023

6.2 Operating Budget – FY 2023

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

Studies:

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

Other Updates:

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

7.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

8. Informational Item: Staff Reports

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

ADJOURN

Upcoming Events

Date	Event
November 15 4:00 p.m.	Executive Board Meeting
December 7 4:00 p.m.	Technical Coordinating Committee Meeting (TBD)
December 20 4:00 p.m.	Executive Board Meeting (TBD)