



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: 2536 648 6450 Meeting Password: meet

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

https://docs.google.com/spreadsheets/d/15s8wei7acmOGXYo-O5G_TvxOK4zlzC9CYcWNKLnYE1M/edit?usp=sharing

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



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

March 2, 2023

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

N.C. Dept. of Transportation (6)

N.C. State University

Raleigh Durham Airport Auth.

Research Triangle Foundation

Rural Transit (GoWake Access)

Triangle J. Council of Govts.

Triangle North Executive Airport

Federal Highway Administration

N.C. Turnpike Auth.

2. Adjustments to the Agenda

3. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.

4. Minutes

4.1 TCC Meeting Minutes: February 2, 2023

Requested Action:

Approve the February 2, 2023 Meeting Minutes.

5. Regular Agenda

- 5.1 Recommended FY 2025 – 2030 Wake Bus Plan
- 5.2 Rapid Bus Extension Major Investment Study Update
- 5.3 Draft FY 2024 Wake Transit Work Plan
- 5.4 Enhanced Mobility of Seniors & Individuals w/Disabilities Section 5310 Program – 2023 Call for Projects
- 5.5 Mobility Management Program Implementation Study
- 5.6 TIP Amendment #11 to FY 2020-2029 Transportation Improvement Program (TIP)
- 5.7 Draft 2024-2033 TIP/STIP Update
- 5.8 Locally Administered Projects Program Additional Funding Request

5.1 Recommended FY 2025 - 2030 – Wake Bus Plan



Recommended FY 2025-2030 Wake Bus Plan

February 2023

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT





Agenda

- 1 Overview of the Wake Transit Plan
- 2 Draft Work Plan
- 3 Wake Bus Plan

Overview

1

Wake Transit Plan

In 2016, Wake County voters approved a tax package to invest in public transit. Investments in public transit were designed around four big moves:

1. Connect Regionally
2. Connect All Wake County Communities
3. Invest in Frequent, Reliable Urban Mobility
4. Enhance Access to Transit

The investment program is the **Wake Transit Plan**.

Wake Transit Plan

Today's presentation is about two parts of the Wake Transit Plan

Draft Work Plan

Wake Transit Plan projects scheduled for investment between July 1 2023, and June 30 2024 (FY24).

Includes all Wake Transit Plan projects, including bus projects, but also administration, investments related to Bus Rapid Transit, and Commuter Rail.

Wake Bus Plan

Projects related to bus service and capital improvements.

Focus is on July 1 2025 through and June 30 2027 (FY25 – FY27).

Also includes projects scheduled between July 1, 2027 and June 30, 2030 (FY28 – FY30).

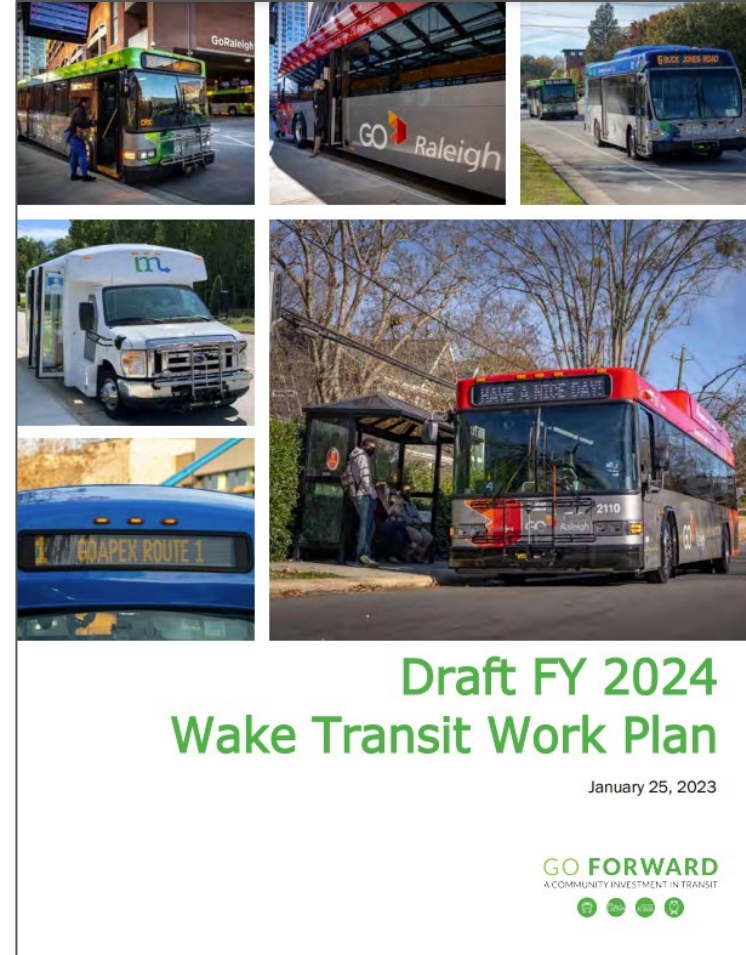
Draft FY 2024 Wake Transit Work Plan

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2

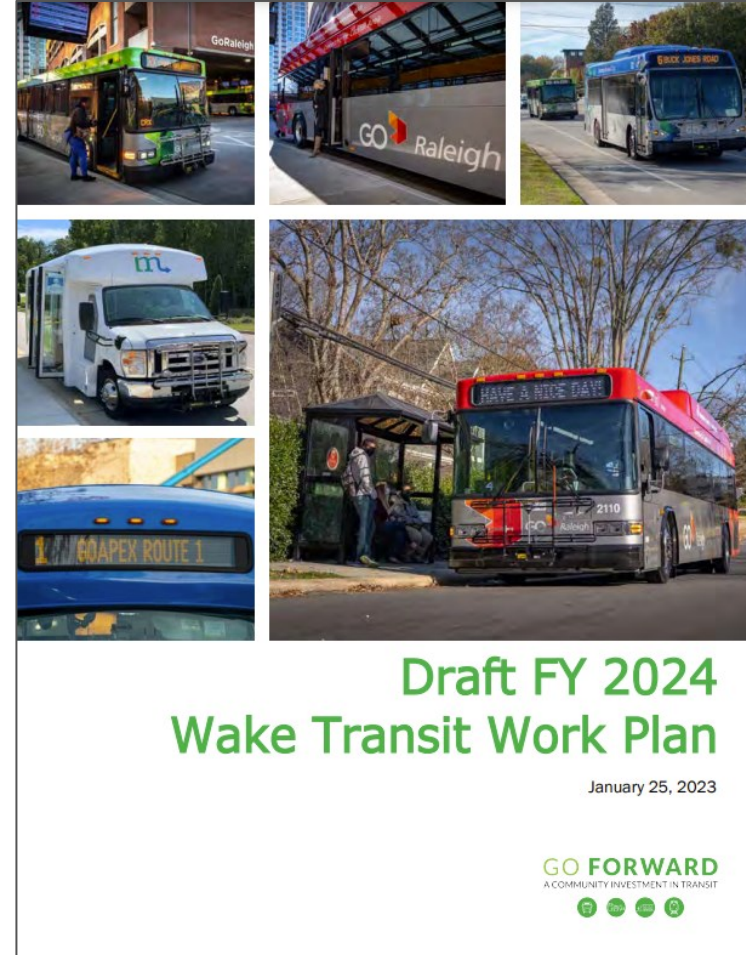
Wake Transit Work Plan

- Overview of the Work Plan
 - What's included
 - How to read it
- Highlights of plan for FY 2024



Transit Work Plan: Elements

- FY24 Operating Budget
- FY24 Capital Budget
- Financial Model Assumptions
- Also includes
 - Multi-Year Operating Program
 - Capital Improvement Plan



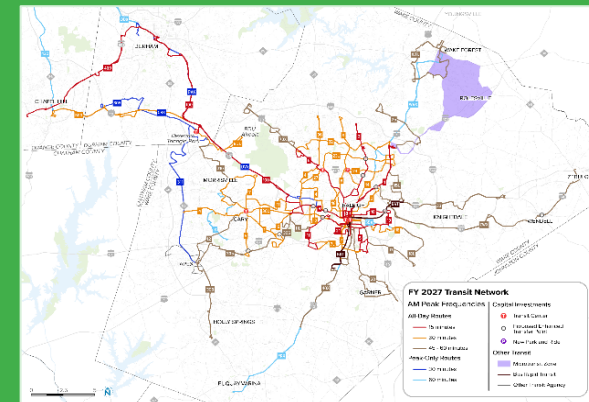
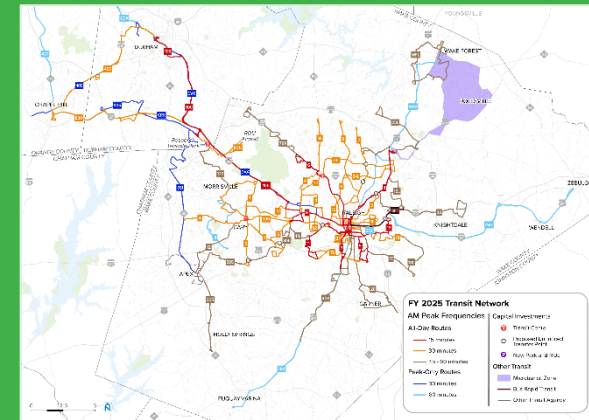
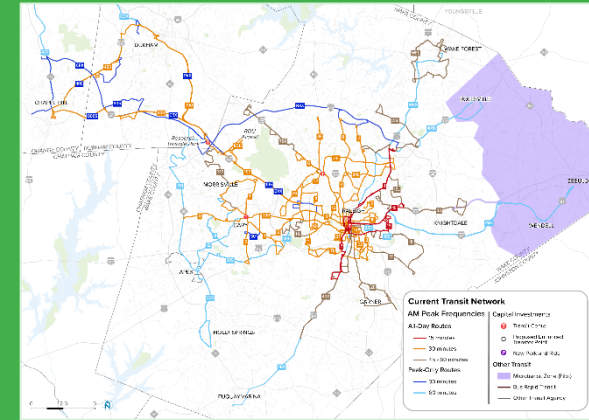
Wake Bus Plan

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3

Wake Bus Plan

- Overview of the Bus Plan
 - What it is and how it was prepared
 - What's included in the plan
- Key Themes and Recommendations
- Wake Bus Plan Outcomes



What is the Wake Bus Plan?

The Wake Bus Plan is a year-by-year investment schedule for bus projects included in the Wake Transit Plan:

- Bus service or operating projects
 - Introduce new bus routes or bus services
 - Increase the frequency of bus routes
 - Extend the hours of operations
- Capital projects.
 - Passenger facilities (new bus stops, transit centers, etc.)
 - Vehicles (buses and vans)
 - Vehicle maintenance facilities

Focus is on 2025 – 2027 but includes projects planned until 2030.

Creating the Draft Wake Bus Plan

Bus Plan combines data and community/stakeholder input:

- Data inputs:
 - Analysis of transit markets and needs
 - Assessment of gaps between existing services and needs
 - Evaluation of existing bus services

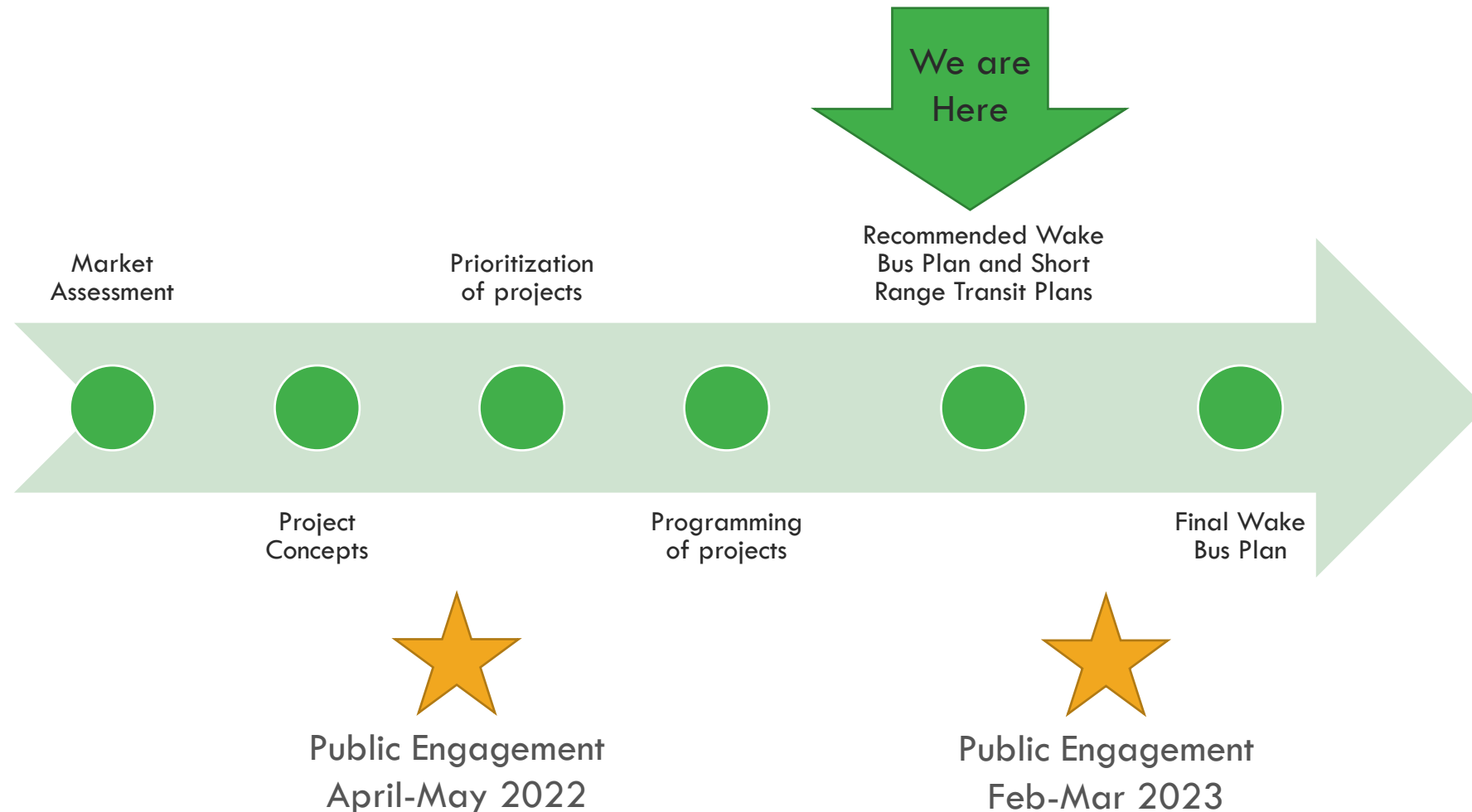
Creating the Draft Wake Bus Plan

Bus Plan combines data and community/stakeholder input:

- Community/stakeholder engagement
 - Collected feedback on locations and types of accessibility improvements
 - Needs for investments like sidewalks, crosswalks, bike lanes, etc.
 - Conducted in Fall 2021
 - Shared draft service improvement ideas
 - Ideas for new bus routes and new service types
 - Conducted in Spring 2022
 - Current input on recommended improvements and timing
 - Ongoing (Winter 2023)



Where are we in the process?



Invest in Frequency

- Frequent bus routes performed well, even during COVID.
- Bus Plan looked to areas where increasing service levels – especially more frequent service – would better serve people and attract more riders.
- Examples of frequent service investments:
 - GoRaleigh Route 5 Biltmore Hills
 - GoRaleigh Route 11 Avent Ferry
 - Go Raleigh Route 3 Glascock
 - GoRaleigh Route 7L Carolina Pines
 - GoTriangle Route 100X

All-Day Service

- Community input and changes in travel plans demonstrated a need to operate service all day long and on weekend days.
- Bus Plan expanded some services during the middle of the day and on Saturdays and Sundays.
- Examples of investments in all day service include:
 - GoTriangle Route 305 Holly Springs-Apex-Raleigh
 - GoTriangle Route ZWX Zebulon-Wendell-Raleigh
 - GoCary Route 12 ACX
 - GoRaleigh Route 12 Method

New Service Models

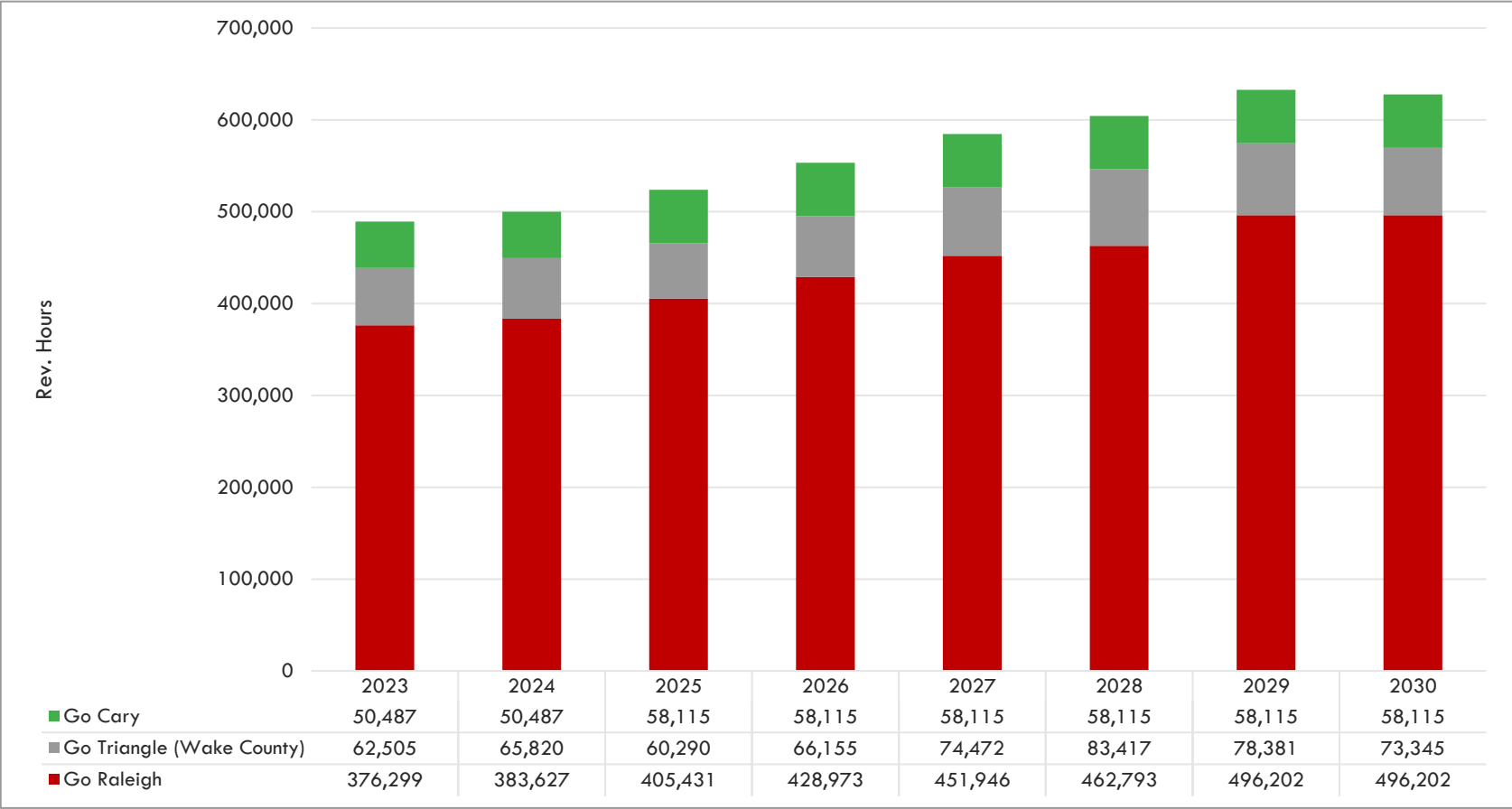
- Changes in work schedules and growth in areas that have lower density development meant the Bus Plan considered new service models, like microtransit.
- Examples of new service models:
 - GoRaleigh North Wake Microtransit (replaces Route 401X Rolesville)

Improve Service Performance

- Adjust route alignments or eliminate underperforming routes to ensure that the Wake Transit Plan funds and other funding sources are serving the highest need.
- Examples of adjustments and eliminations:
 - GoRaleigh North Wake Microtransit (replaces Route 401X Rolesville)
 - GoRaleigh Route 26 elimination with realignment of Route 27L and Route 4
 - GoTriangle 311 and NRX route elimination

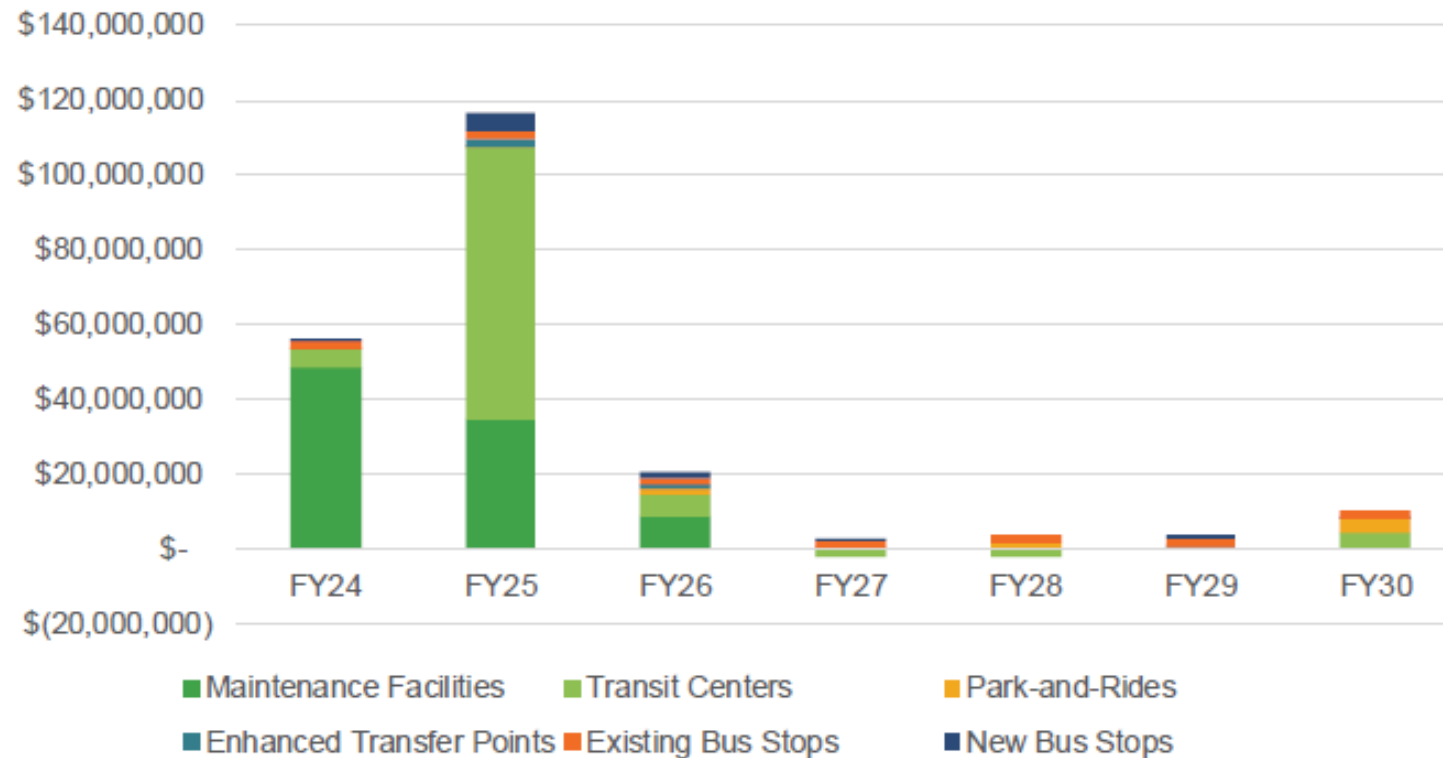
Bus Service Investments

Wake Bus Plan will increase bus service in Wake County. Adds roughly 29% more service by 2030. Most new service will be in Raleigh.



Capital Project Investments

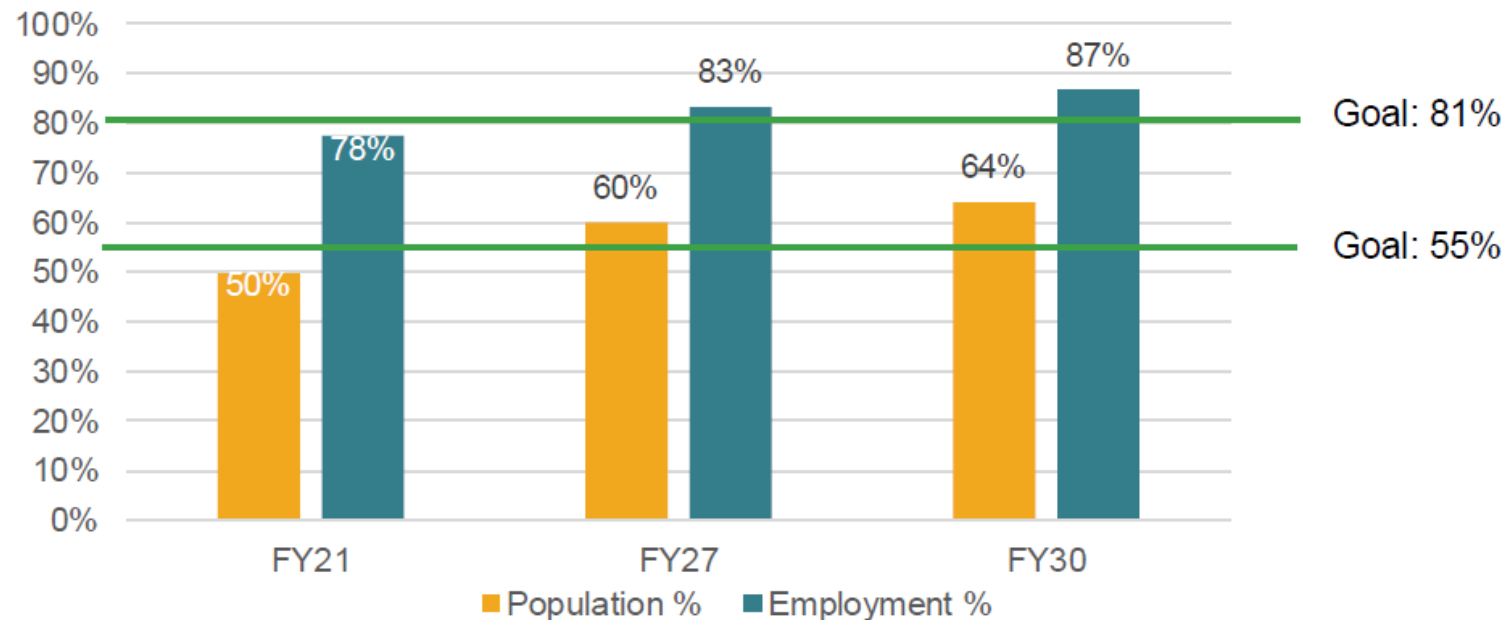
Adding service means adding and improving passenger facilities. It also means buying more buses. Plan allocates \$292 million to capital projects.



Source: Nelson\Nygaard Consulting Associates

Goal: Expand Access to All-Day Bus Service

Achieves the Wake Transit Plan goal of ensuring that all-day transit service is accessible to 55% of Wake County residents and 81% of jobs in Wake County by 2027.



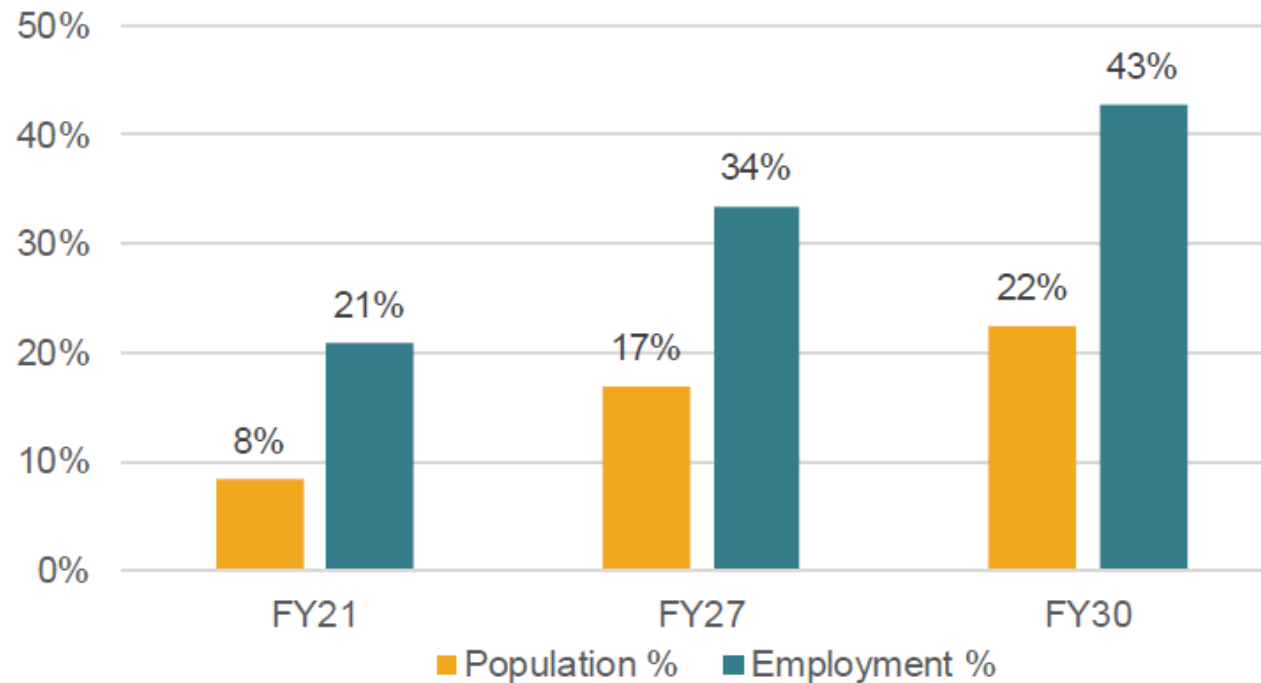
Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

Includes bus, bus rapid transit, and microtransit services (within $\frac{3}{4}$ mile of a Smart Shuttle node or within the boundaries of an on-demand microtransit zone)

Goal: Expand Access to Frequent Bus Service

Providing frequent and reliable urban mobility is one of the four Big Moves. The Wake Bus Plan increases the percent of residents and jobs in proximity to high frequency transit.

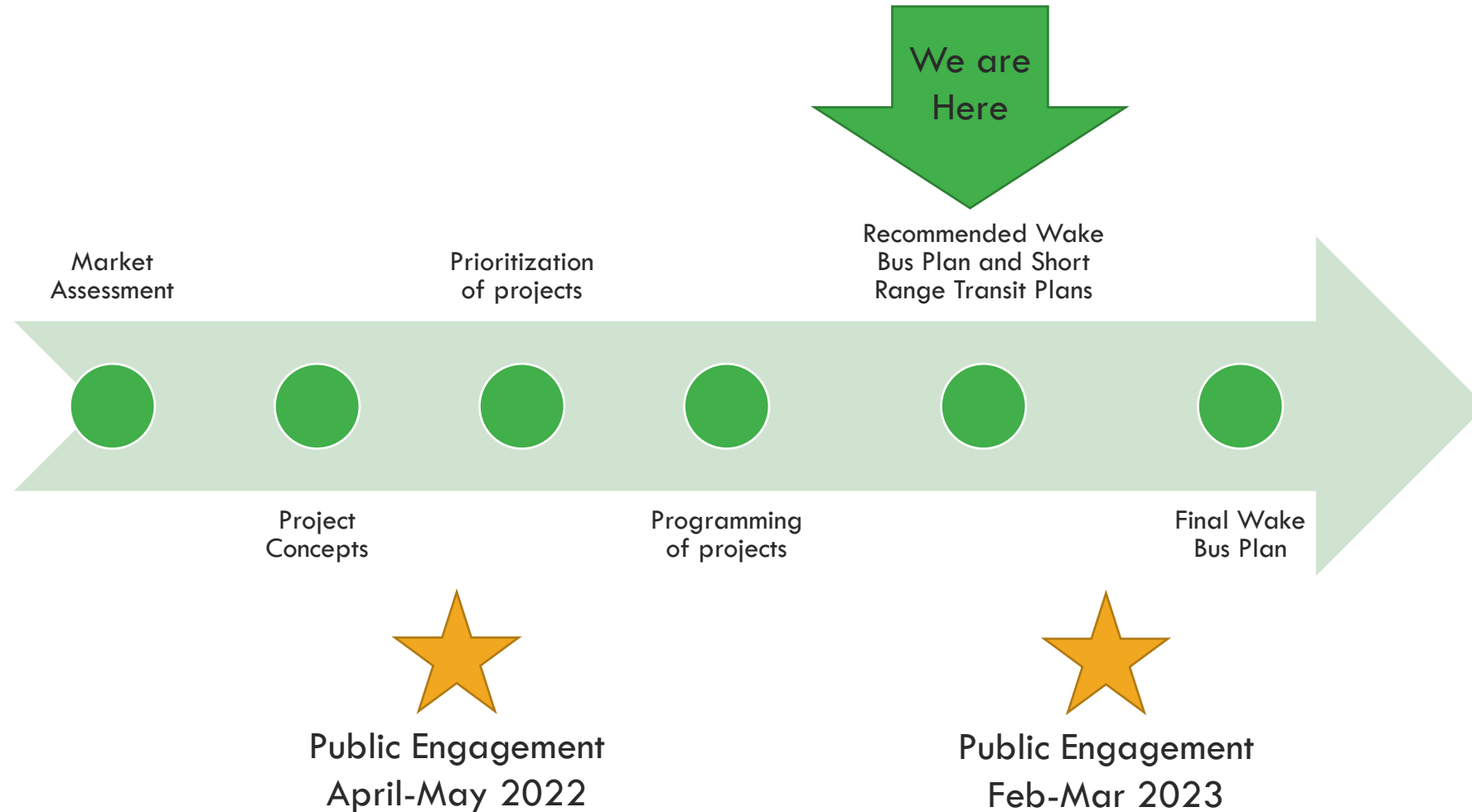


Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

Includes bus and bus rapid transit.

Next Steps



Thank You!

Jennifer Green, GoTriangle

Wake Bus Plan Project Manager

jgreen@gotriangle.org

5.1 Recommended FY 2025 - 2030 – Wake Bus Plan

Requested Action:
Receive as Information

5.2 Rapid Bus Extension Major Investment Study Update

Wake BRT: Rapid Bus Extension Study

CAMPO Technical Coordinating Committee (TCC)

10:00 a.m.

March 2, 2023



GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Agenda

- Project Overview
- Community Engagement Summary
- Alternatives Development and Evaluation Framework
- Recommendations
- Next Steps

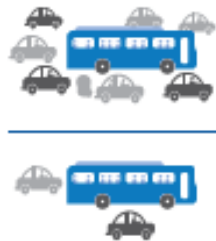
Rapid Bus and Bus Rapid Transit (BRT)

Rapid Bus transit service has four key elements:
Reliability, Speed, Comfort, and Convenience.

Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations. - *FTA*



*Keeps buses
on time*



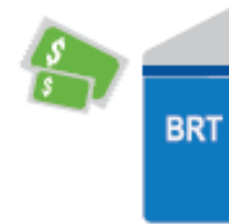
*Accommodates
changing traffic*



*Smarter
traffic signals*



*A distinct
look and feel*



*Simpler
fare payment*



*Comfortable
stations*

Wake BRT Program

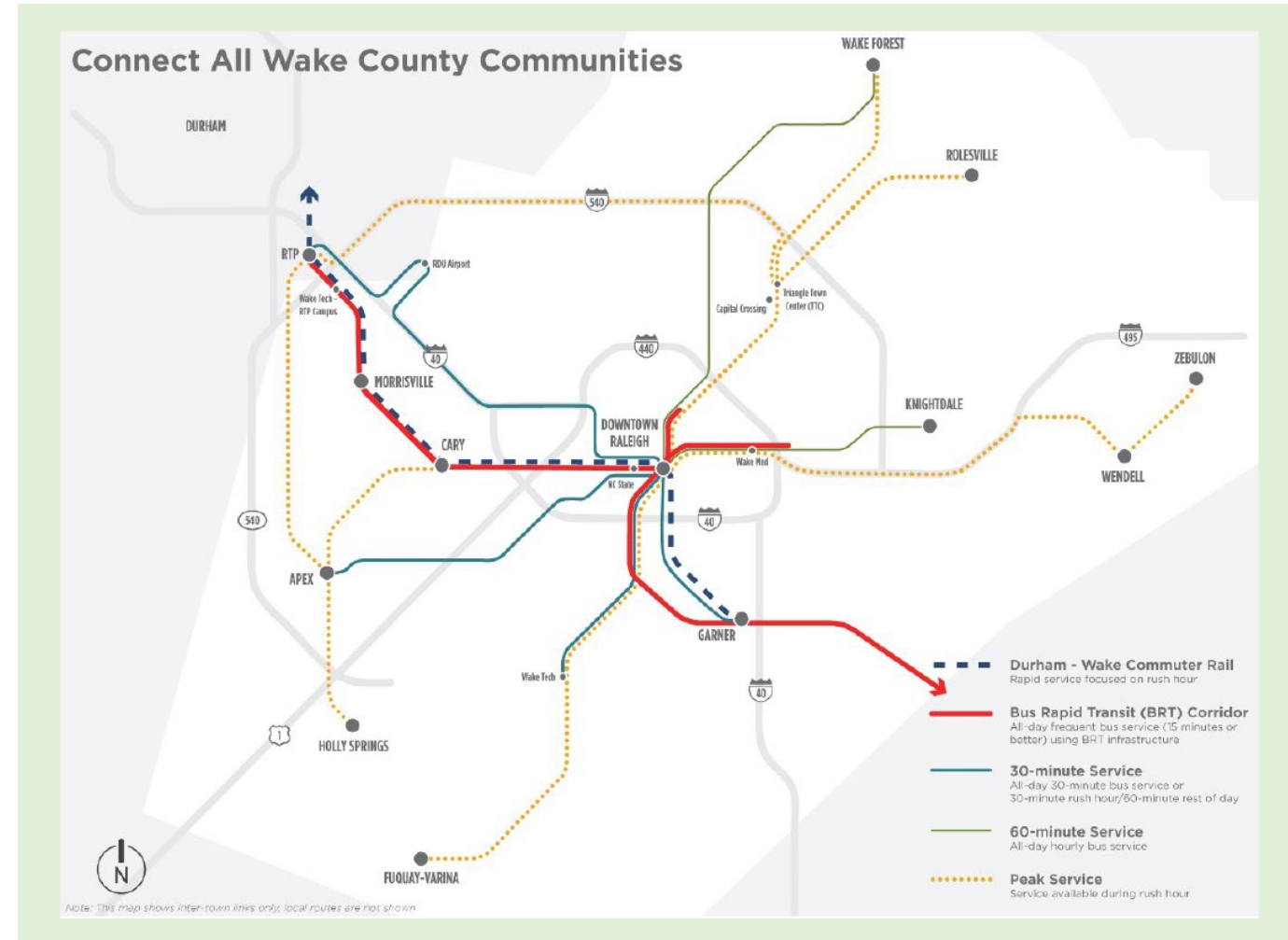
Core BRT Segments

- Serve highest existing demand and leverage opportunities to build transit priority lanes

Rapid Bus Corridor Extensions

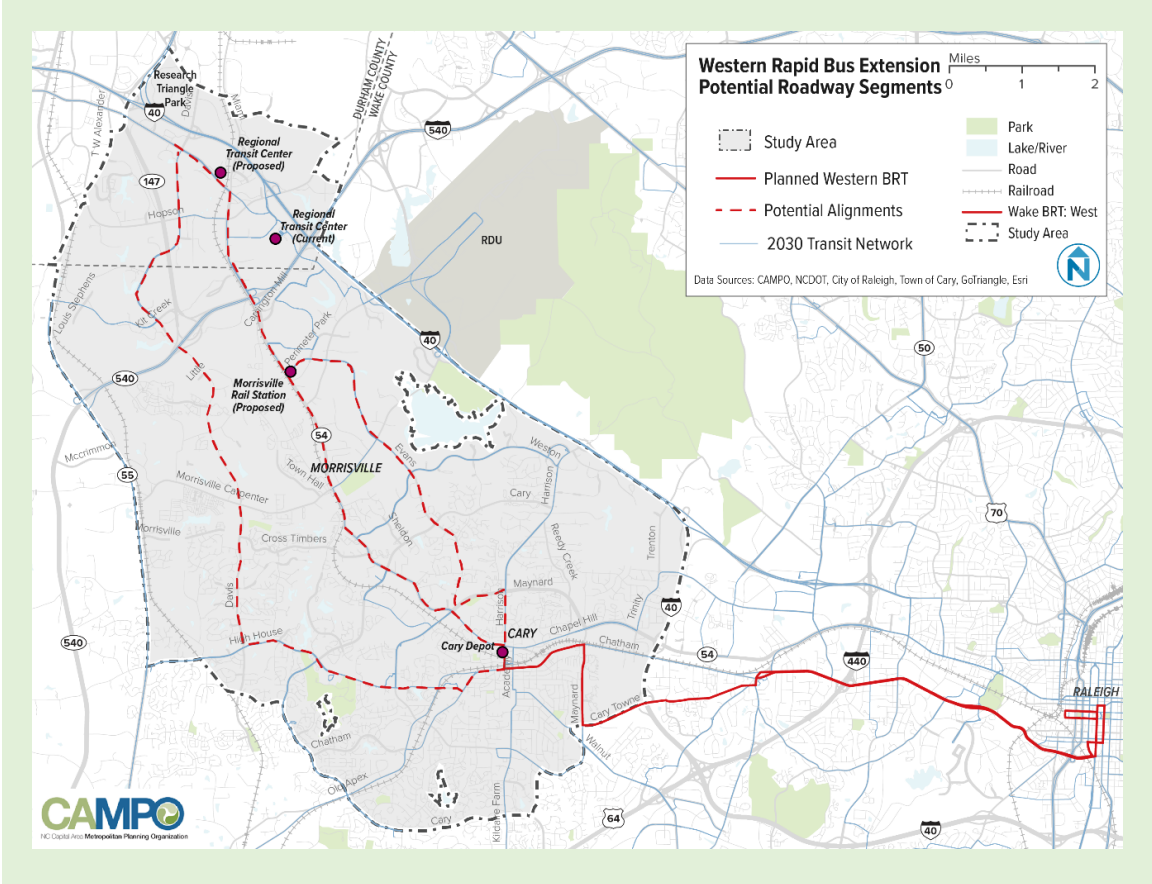
- Corridor extents, logical termini, and independent utility
- Roadways that could support treatments

Implement competitive service and treatments that can evolve as demand increases

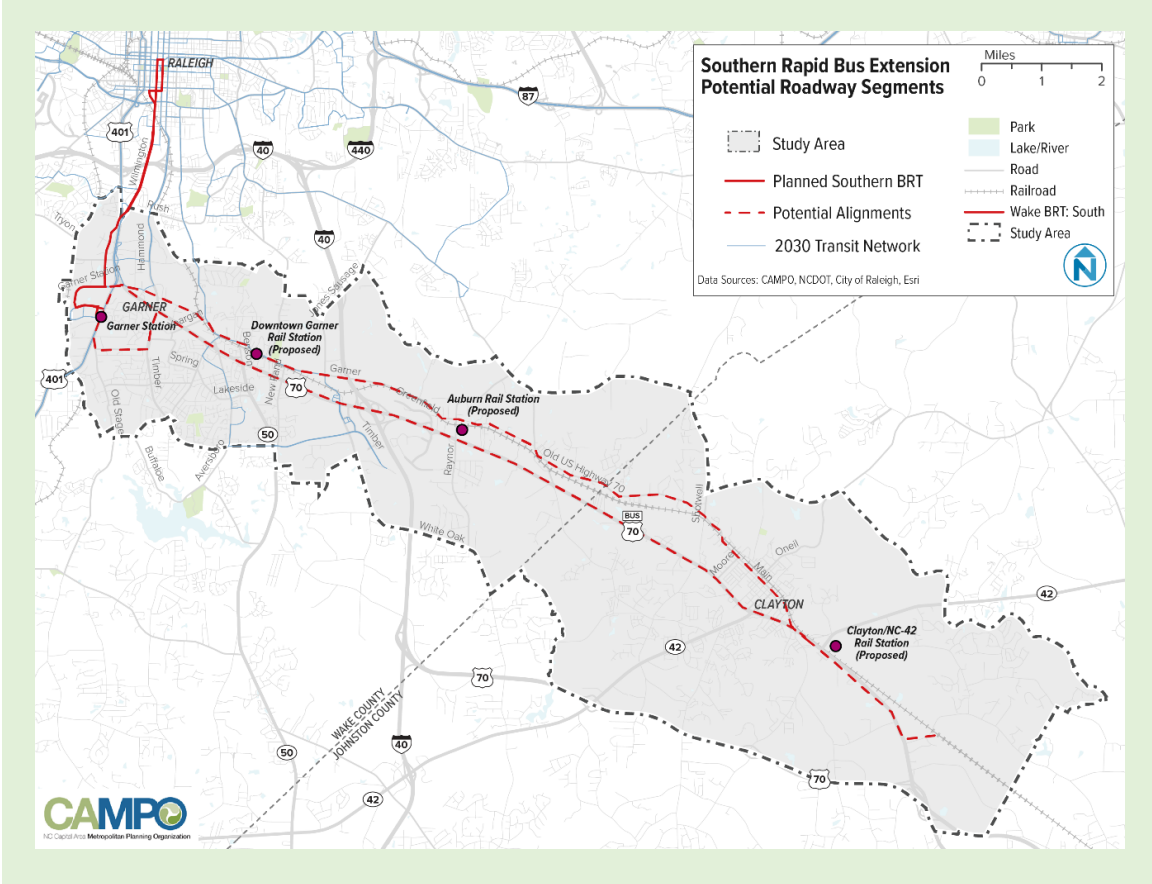


Rapid Bus Extension Study Areas

Western Extension



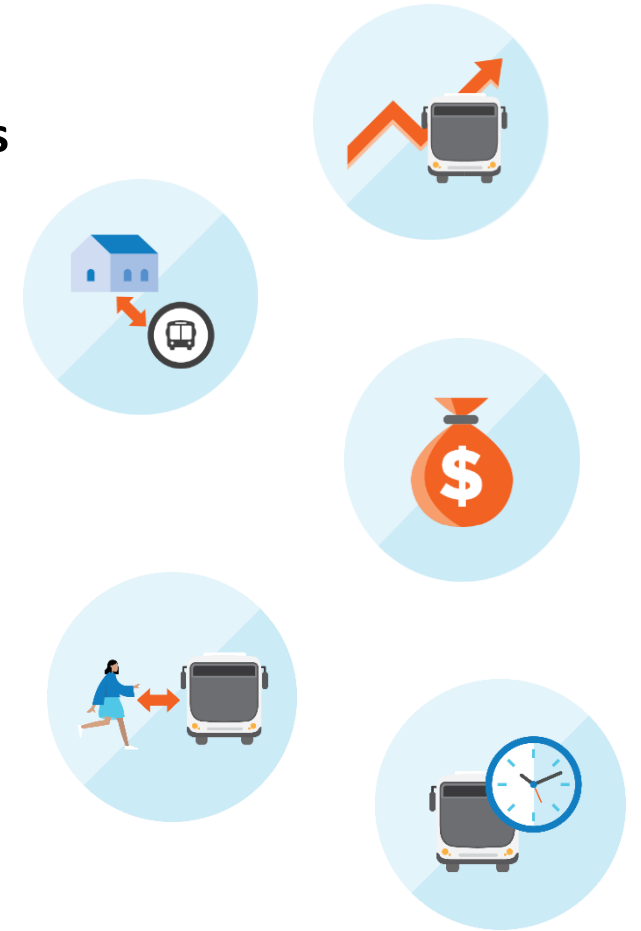
Southern Extension



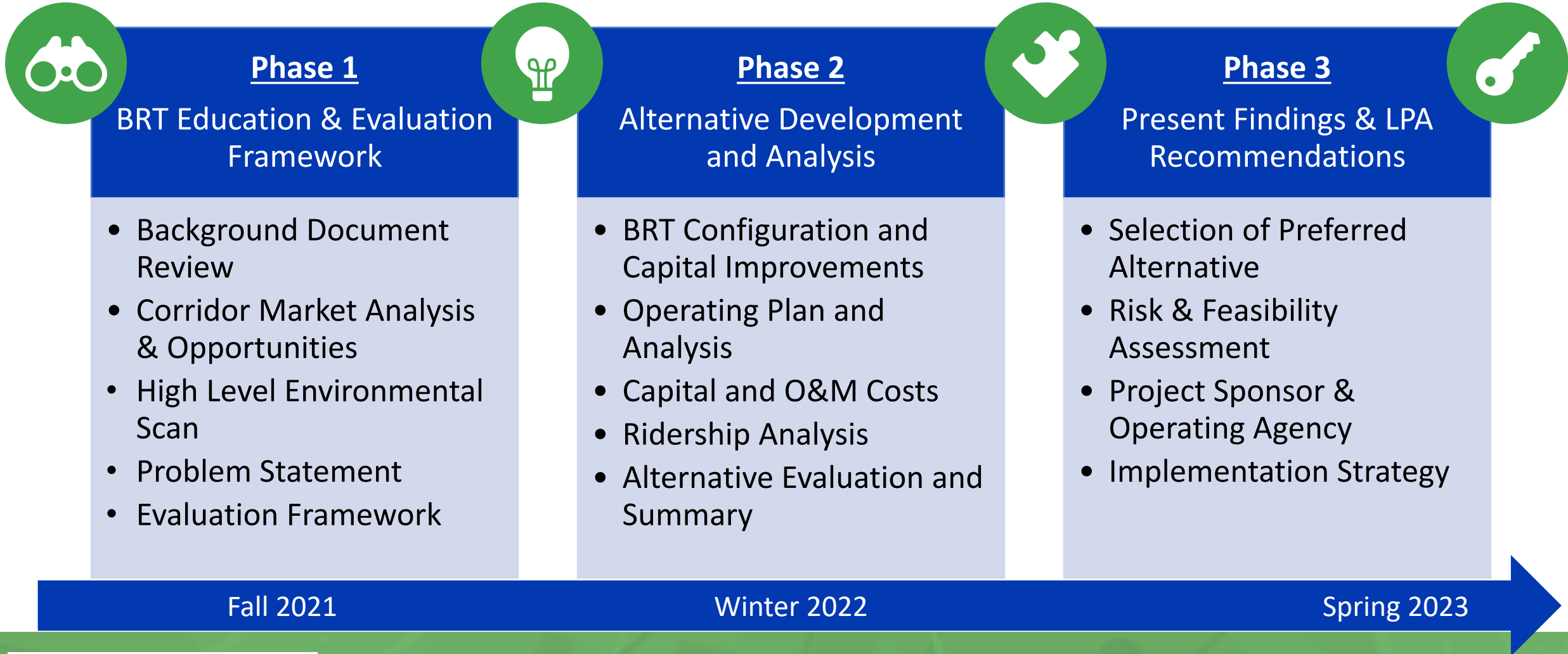
Wake BRT: Rapid Bus Extension Outcomes

Develop, evaluate, and recommend high-capacity transit investments in BRT corridors identified in the Wake County Transit Plan

- Develop a reasonable set of conceptual Alternatives
- Define evaluation criteria and metrics for comparative analysis of potential benefits and tradeoffs
- Informed decision-making and set the stage for future investment



Alternatives Analysis Milestones



02 | Community Engagement Summary

Public and Stakeholder Engagement

Educate the public about the study and opportunities to provide feedback at key milestones

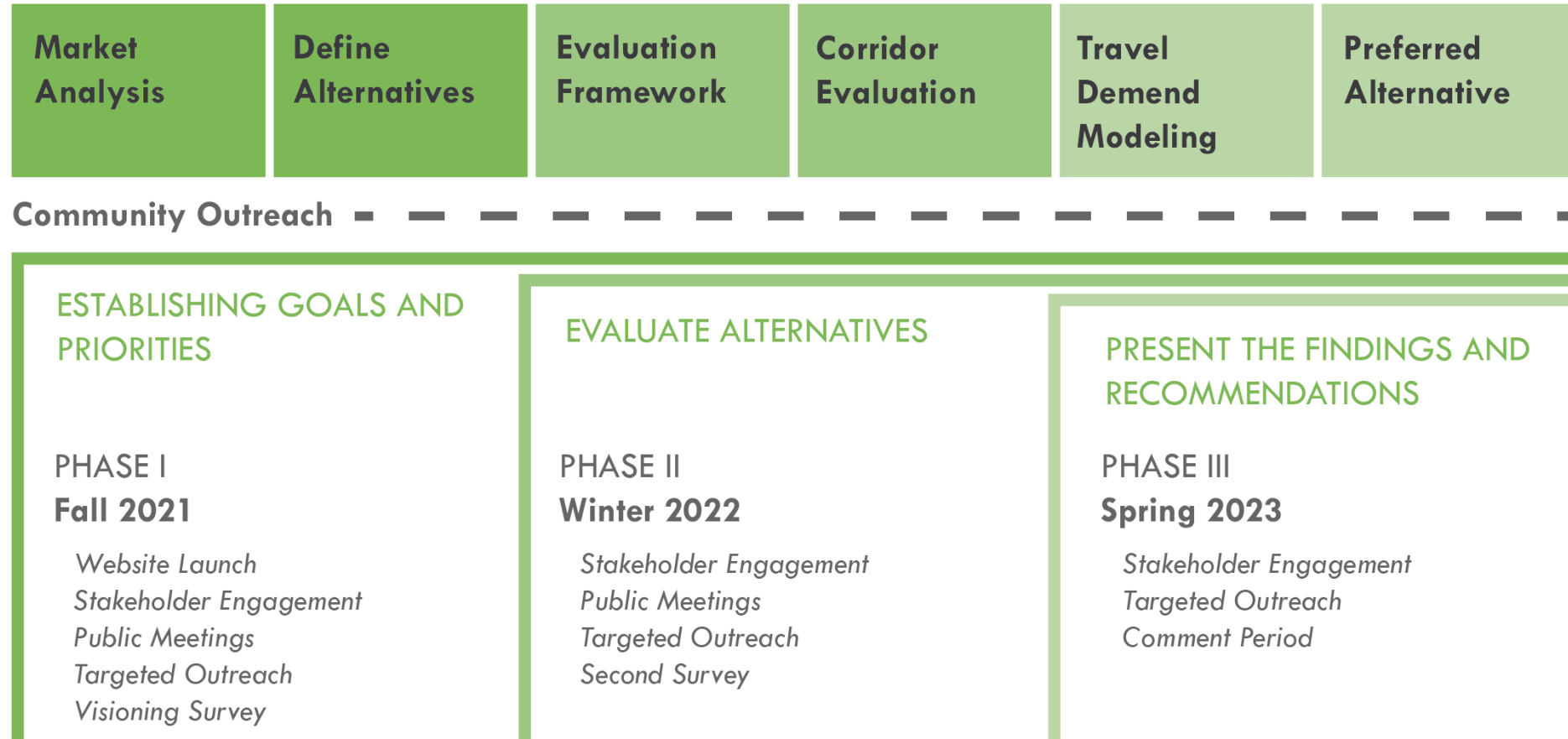
Collect meaningful public input through intentional engagement efforts

Engage a diverse group of people who live, work and travel through both study areas. Including but not limited to the underserved and Spanish speaking communities.

Provide multiple methods for the public to receive information and participate

Build and maintain relationships with stakeholders and community leaders and develop methods to best reach them

Public and Stakeholder Engagement Schedule



Engagement

Virtual Open House

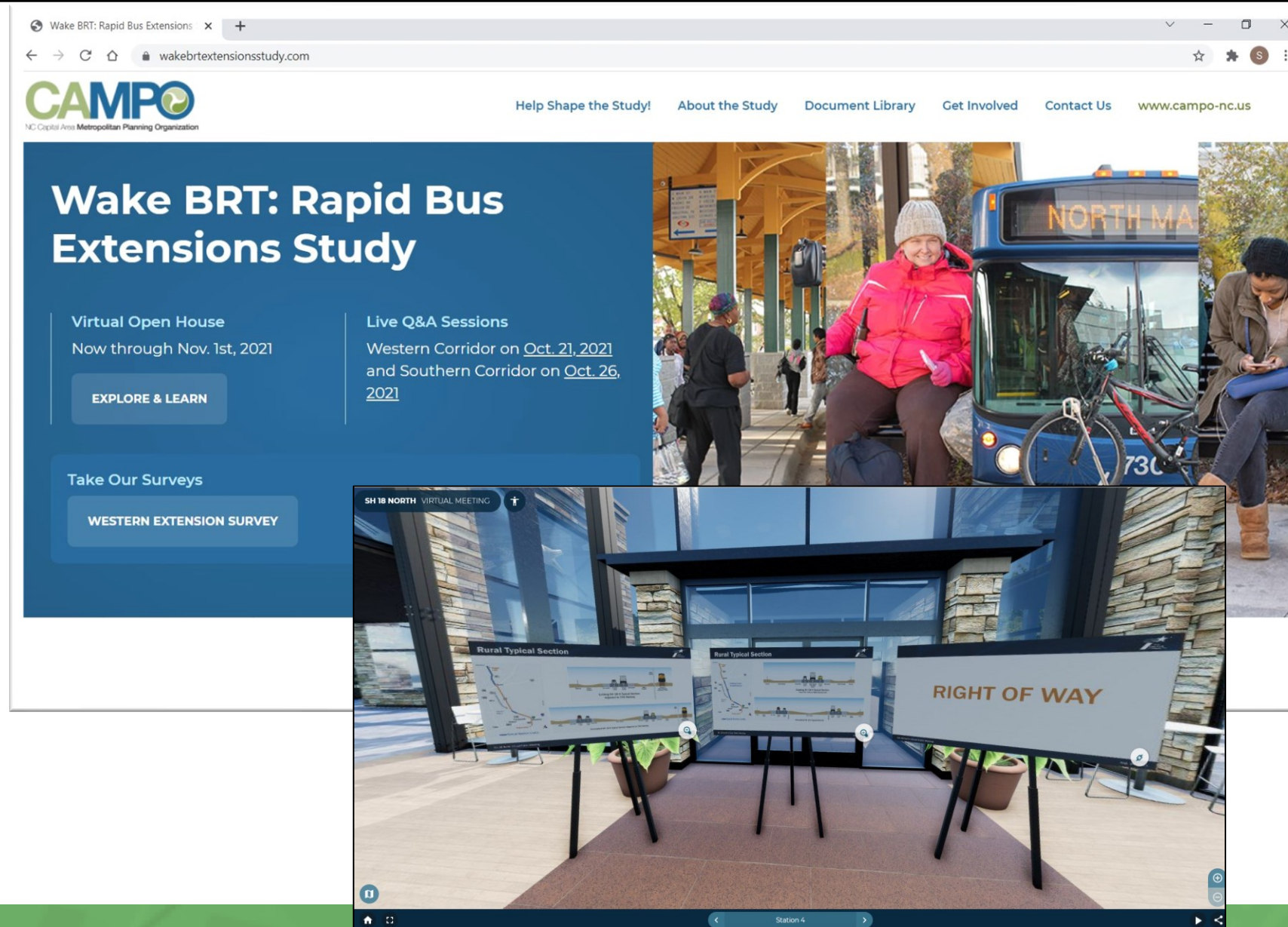
Live Q&A Session

Survey

WakeBRTExtensions.com

Targeted Outreach

Pop Up Events



Promotional Materials

Social Media

Flyer

E-blast

Press Release

CTT Networks

RAPID BUS IS EXPANDING!

CAMPO is studying an extension of the Wake Bus Rapid Transit (BRT) Southern Corridor from Garner to Clayton



CAMPO is studying an extension of the Wake Bus Rapid Transit (BRT) Western Corridor from Garner to Clayton! What are your transit priorities in this corridor? What should CAMPO plan for? Provide your input in the survey to help shape the study.



**TAKE THE ONLINE SURVEY
BY NOVEMBER 1, 2021**

¿Hable español? ¡La encuesta está disponible en español!

WEBSITE.com
Or text "keyword" to
#####

 email@publicinput.com

 website.com

 @NCCapitalAreaMPO

 @CapitalAreaMPO



RAPID BUS IS EXPANDING!

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting a major investment study (MIS) for a proposed rapid bus corridor extension.

This rapid bus extension would span between **Garner and Clayton** and would build upon and extend the Wake BRT: Southern Corridor, which is currently under development as a separate project.

This study will identify and evaluate potential alignments for a rapid bus extension and transit priority treatments between Garner and Clayton. The study will also evaluate appropriate transit service levels. The outcome of this process will be a recommendation for a preferred alternative, along with phased implementation and potential program funding opportunities.

Here are three ways you can get involved:



Learn about the study and review study materials at [website.com](https://www.camponc.org/website.com)



Attend the live virtual public meeting on **Oct 26 @ 6pm** via (Zoom/WebEx)
[Add meeting info here]



Provide your input on the online survey by Nov 1
Visit the website or text "keyword" to #####

 email@publicinput.com

 website.com

 @NCCapitalAreaMPO

 @CapitalAreaMPO

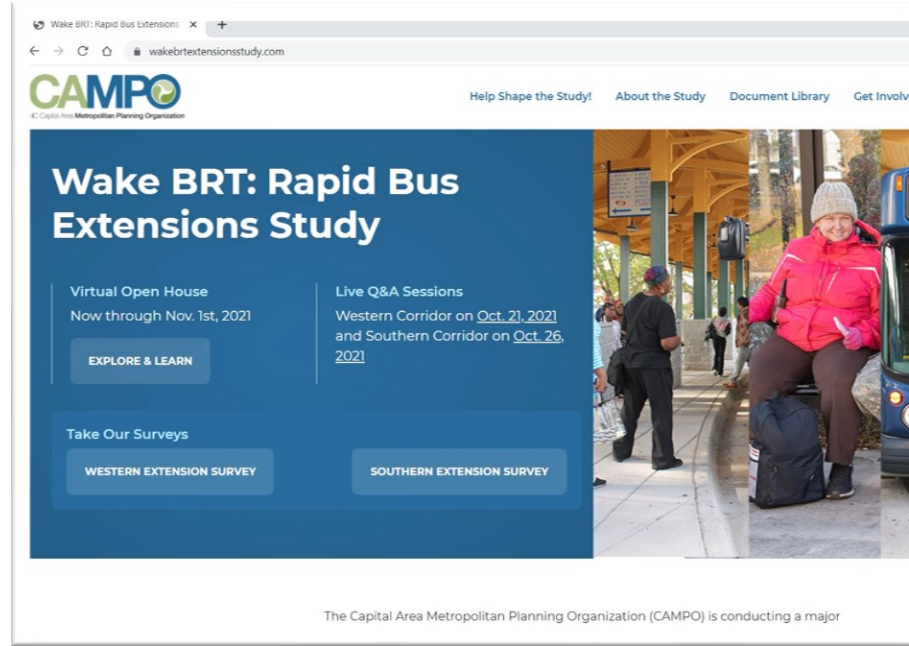
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GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Phase I Engagement

Wake BRT: Southern Corridor Rapid Bus Extension



Introduce the Wake BRT:
Rapid Bus Extension
Study

Educate the public about
rapid bus and BRT

Educate the public about
the study purpose and
importance for the
region

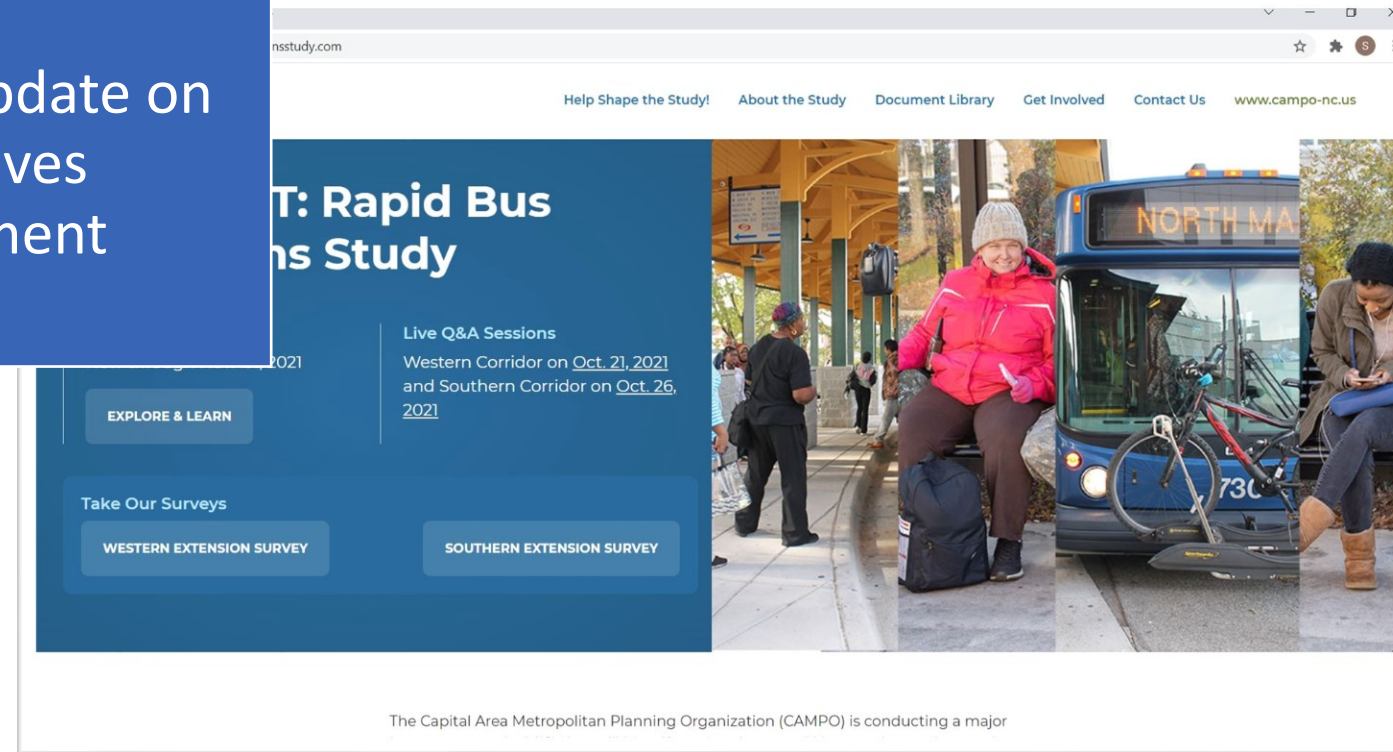
Seek input on the vision
for the corridor and
regional and community
transportation goals and
needs

Phase 2 Engagement Objectives

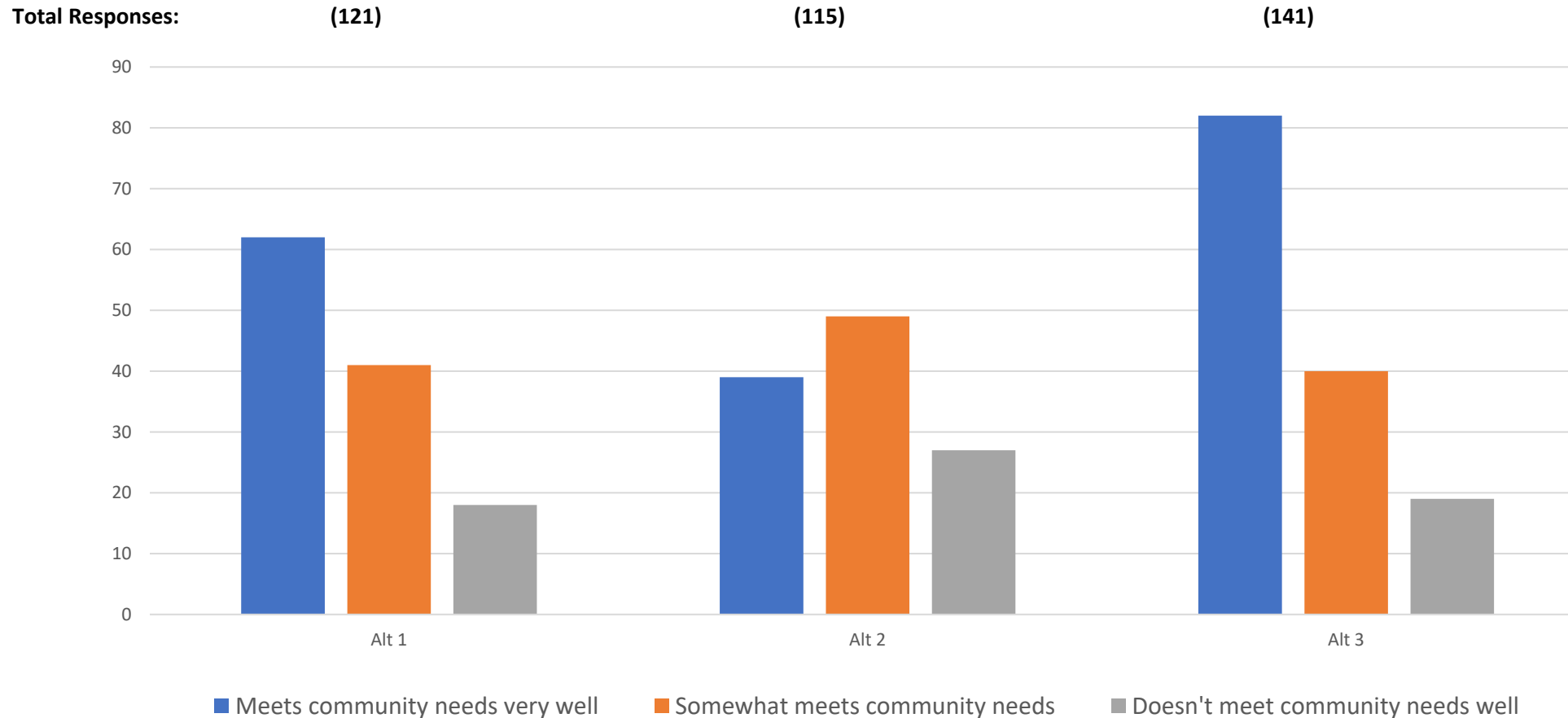
Share the outcomes of
Phase 1 engagement

Provide an update on
alternatives
development

Solicit input on the
evaluation of alignment
and station alternatives



Western Corridor Results – All Responses (online + pop-up)

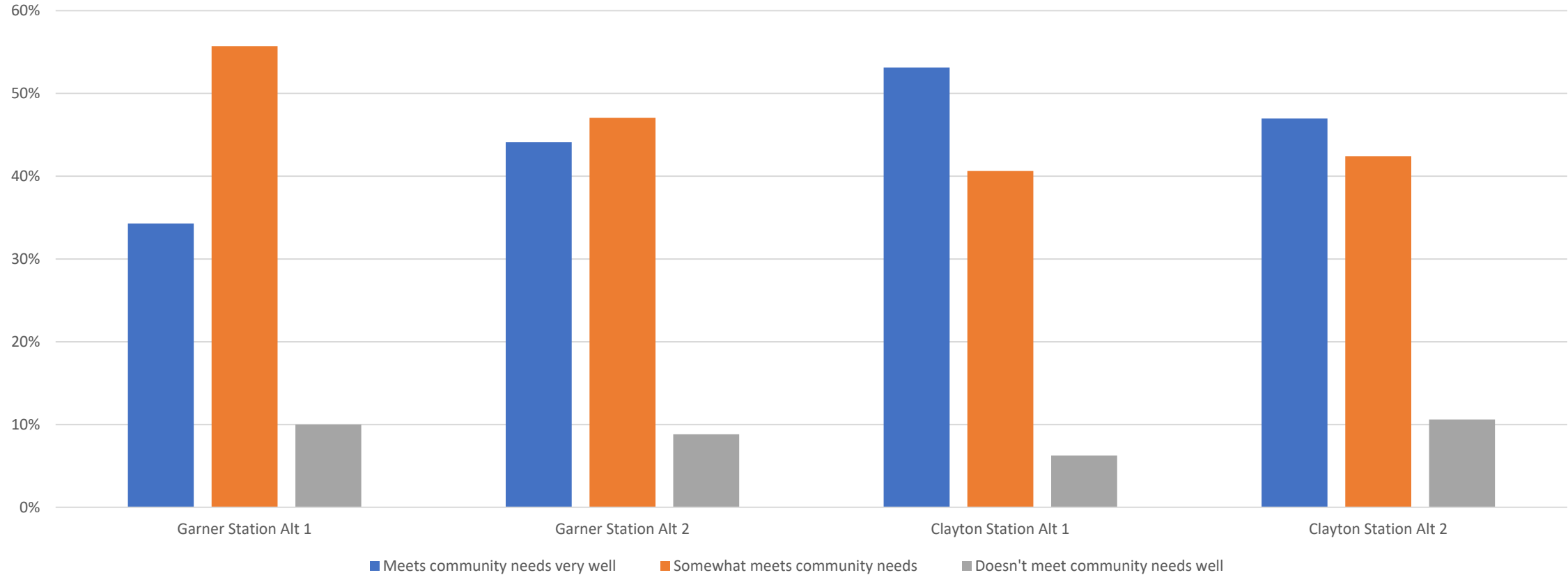


We Also Heard:

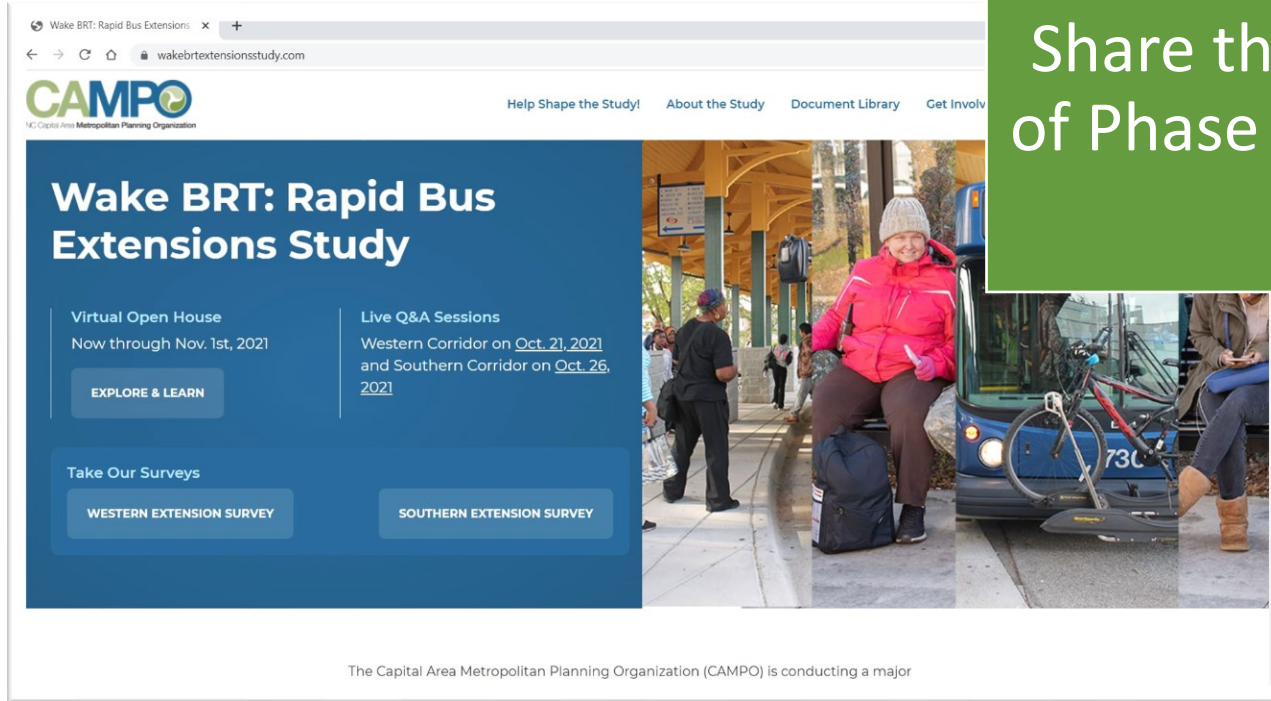
Safety (especially for pedestrians) needs to be strongly considered

How will potential Rapid Bus and CRT service work together?

Southern Corridor Results – All Responses (online + pop-up)



Phase 3 Engagement Objectives



Share the outcomes of Phase 2 evaluation

Solicit open comments on recommended Alternative(s)

CAMPO and Stakeholder approval of Locally Preferred Alternative

Rd 3 Comments Received

- 8 Public comments about Western Ext
 - alignment preferences, connectivity interests and opportunities
- 2 Public comments about Southern Ext
 - both supportive of recommendations
- 3 General comments
 - Zero emission vehicles, implementation timeline, network investment and frequency improvements
- NC Dept of Natural and Cultural Resources -- State Historic Preservation Office (SHPO)
 - Section 106 – National Historic Preservation Act
 - Section 4(f) – National Transportation Act
- Town of Morrisville
 - Supportive of Western Alt 2 recommendation
 - City's continued investment in TOD plans and land uses



03 | Alternative Development and Evaluation Framework

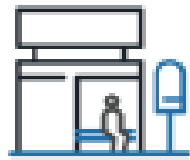
Draft Alternatives Analysis Framework

This study identified **four (4) key elements of BRT** that are also fundamental the rapid bus extensions:

Reliability



Comfort



Speed



Convenience



The study also identified **four (4) goals for the proposed rapid bus service**:

Provide access to local or regional destinations and major activity centers

Create productive and sustainable service

Align safety and compatibility with the surrounding environment

Provide access to transit services

Step 1 Objectives and Criteria

STEP 1: INITIAL SCREENING

GOAL: Access to local or regional destinations and major activity centers



Activity Center Connectivity

Where are the most people and jobs and daily activities centers located?



Supporting Plan and Policies

What infrastructure (roadway, housing, etc.) investments are included in local and county plans?

GOAL: Access to transit services



Fixed Route and Regional Transit Connectivity

How can rapid bus service connect existing local and regional transit services?



Regional Travel Patterns

How do people travel now and in the future?

GOAL: Productive and sustainable service



Direct Services

How can rapid bus connect popular destinations?

GOAL: Safety and compatibility with the surrounding environment



Critical Infrastructure

What is the current state of roadways and how do they currently perform?



Transit Supportive Land Use

Do current and future land uses support transit?



Station Area and Pedestrian Environment

How walkable is the study area now and what improvements are planned?



Congestion

What will traffic be like in 2045 and can current roadways support it?

STEP 2: DETAILED EVALUATION

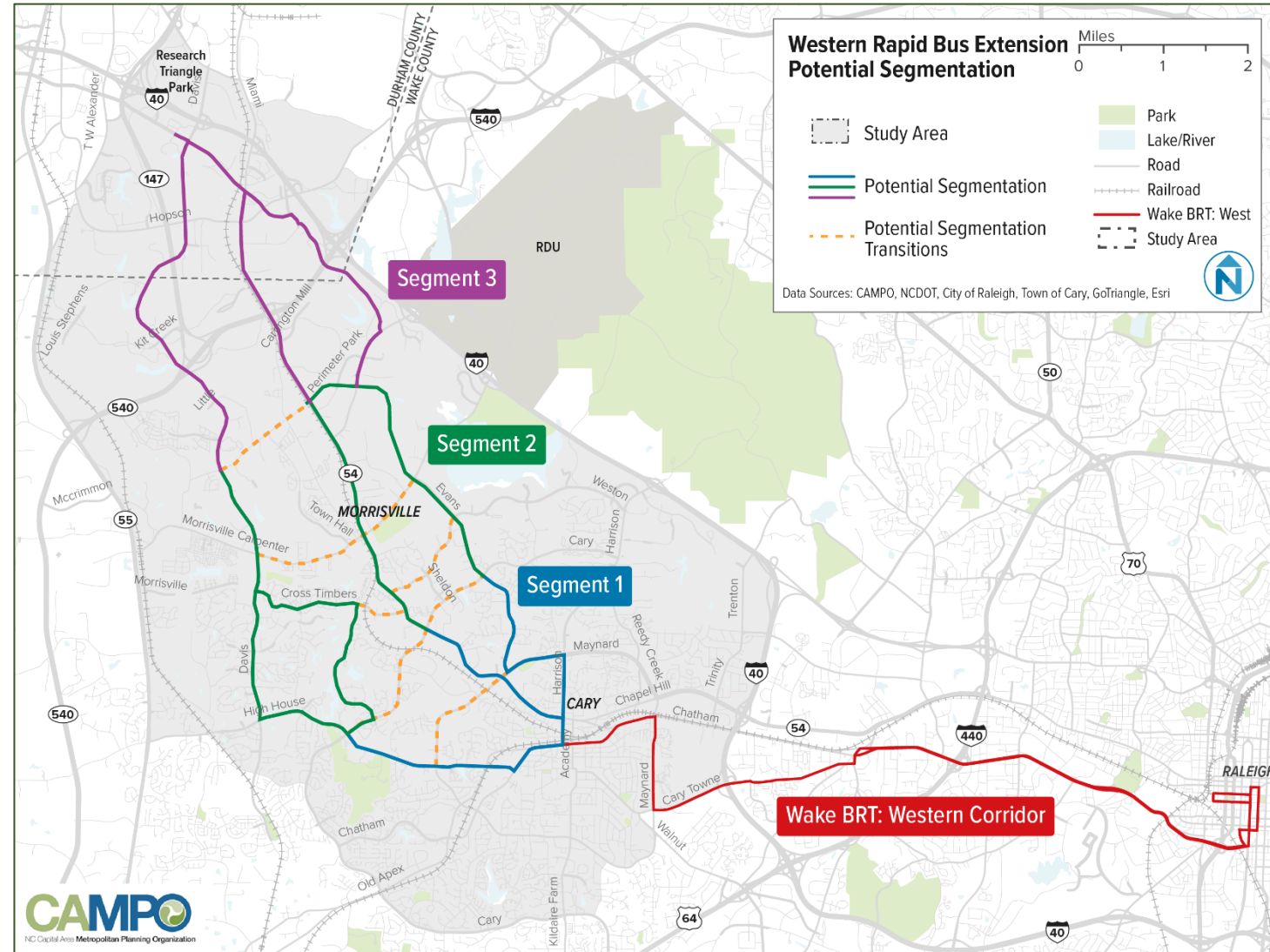
Alignment Identification & Initial Screening

- Review corridor roadway segments and combine most suitable candidates into potential end-to-end alignments for detailed evaluation

Define Draft Alternatives

- Initially screened corridor by segments to mitigate numerous end-to-end permutations
- Combine the most transit supportive segments to identify 3 to 4 end-to-end Alternatives

Detailed definition and evaluation during STEP 2 (2022)

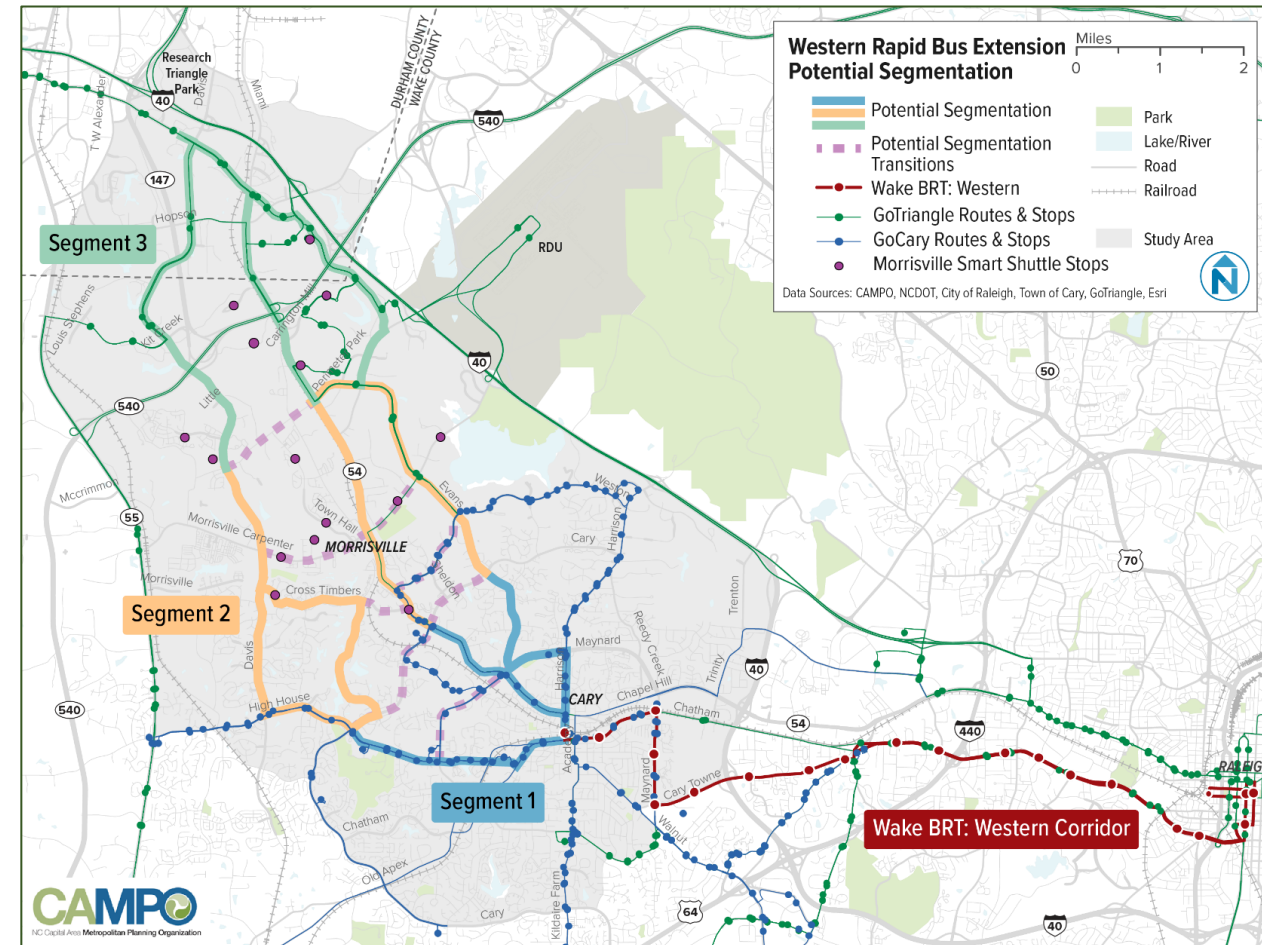


Define Draft Alternatives

Approximate Segment Limits

	From	To
Segment 1	Cary Depot	Cary Pkwy
Segment 2	Cary Pkwy	McCrimmon Pkwy
Segment 3	McCrimmon Pkwy	(future) RTC site
Transitions	Varies (TBD)	Varies (TBD)

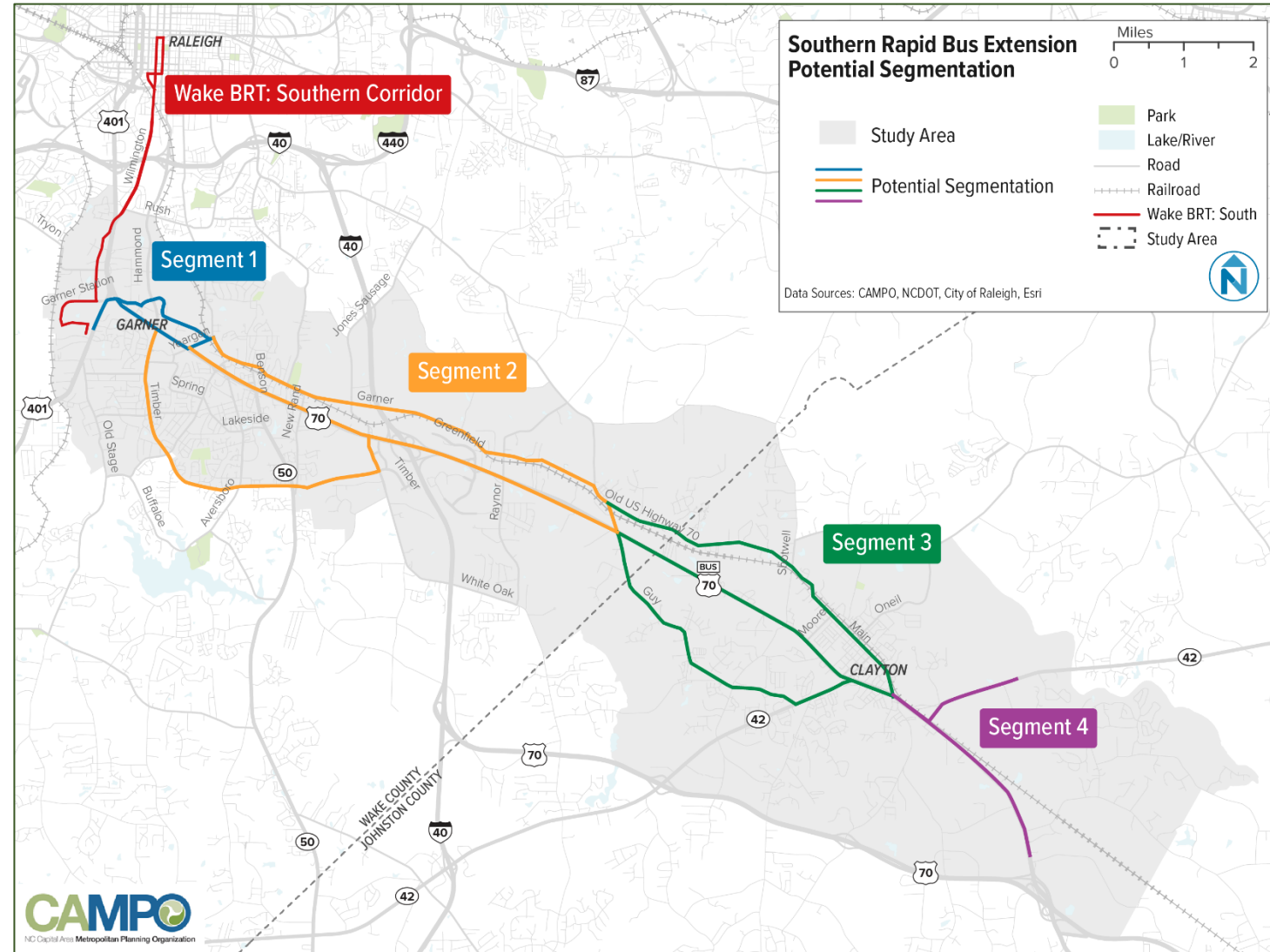
NOTE: I-40 Corridor does not address transit access and activity center connectivity needs within the corridor



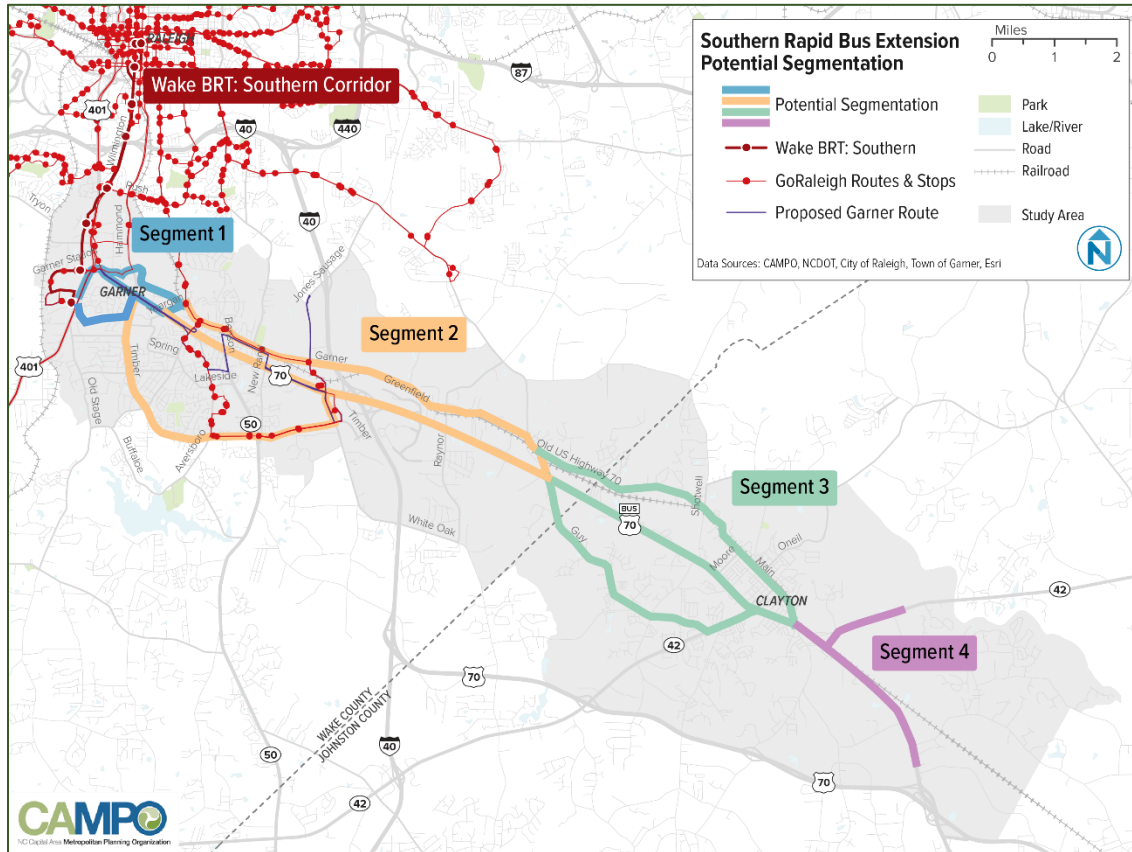
Define Draft Alternatives

- Combine the most transit supportive segments to identify 3 to 4 end-to-end Alternatives
- Alternative components: route alignment, mode, guideway, and technology investments; as well as operations

Detailed definition and evaluation during STEP 2 (winter 2021-22)



01 | Southern Corridor Segment Options



Approximate Segment Limits

	From	To
Segment 1*	Garner Station	US 70 @ Timber Dr
Segment 2	US 70 @ Timber Dr	US 70 Bus @ Guy Rd
Segment 3	US 70 Bus @ Guy Rd	Downtown Clayton
Segment 4	Downtown Clayton	Powhatan <u>or</u> East Clayton

Objective:

connection to Wake BRT Southern Corridor terminus TBD

Step 2 Objectives and Criteria

Alternative Refinement & Evaluation

- Develop detailed capital investment and operating assumptions to analyze potential benefits and tradeoffs

STEP 1: INITIAL SCREENING

GOAL: Access to local or regional destinations and major activity centers

GOAL: Access to transit services

GOAL: Productive and sustainable service

GOAL: Safety and compatibility with the surrounding environment

STEP 2: DETAILED EVALUATION



Station area connections to daily needs (supermarkets, hospitals, schools, retail, etc.)



Future station area employment density and total jobs

GOAL: Access to local or regional destinations and major activity centers



Station area population served

Equitable station area access (low-income and carless households, affordable housing, etc.)



Local and regional transit connectivity

Non-motorized connections (existing/future bikeways and trails)

Future commuter rail connections

GOAL: Access to transit services



Construction costs (includes purchase of land and vehicles, other capital costs)

Ongoing costs (includes cost of operation, salaries, repairs, insurance, etc.)

Potential future ridership (all riders and transit-reliant riders)

Rapid bus versus automobile travel times

GOAL: Productive and sustainable service



Planned roadway improvements



Roadways compatible with transit investments (speed & reliability treatments)

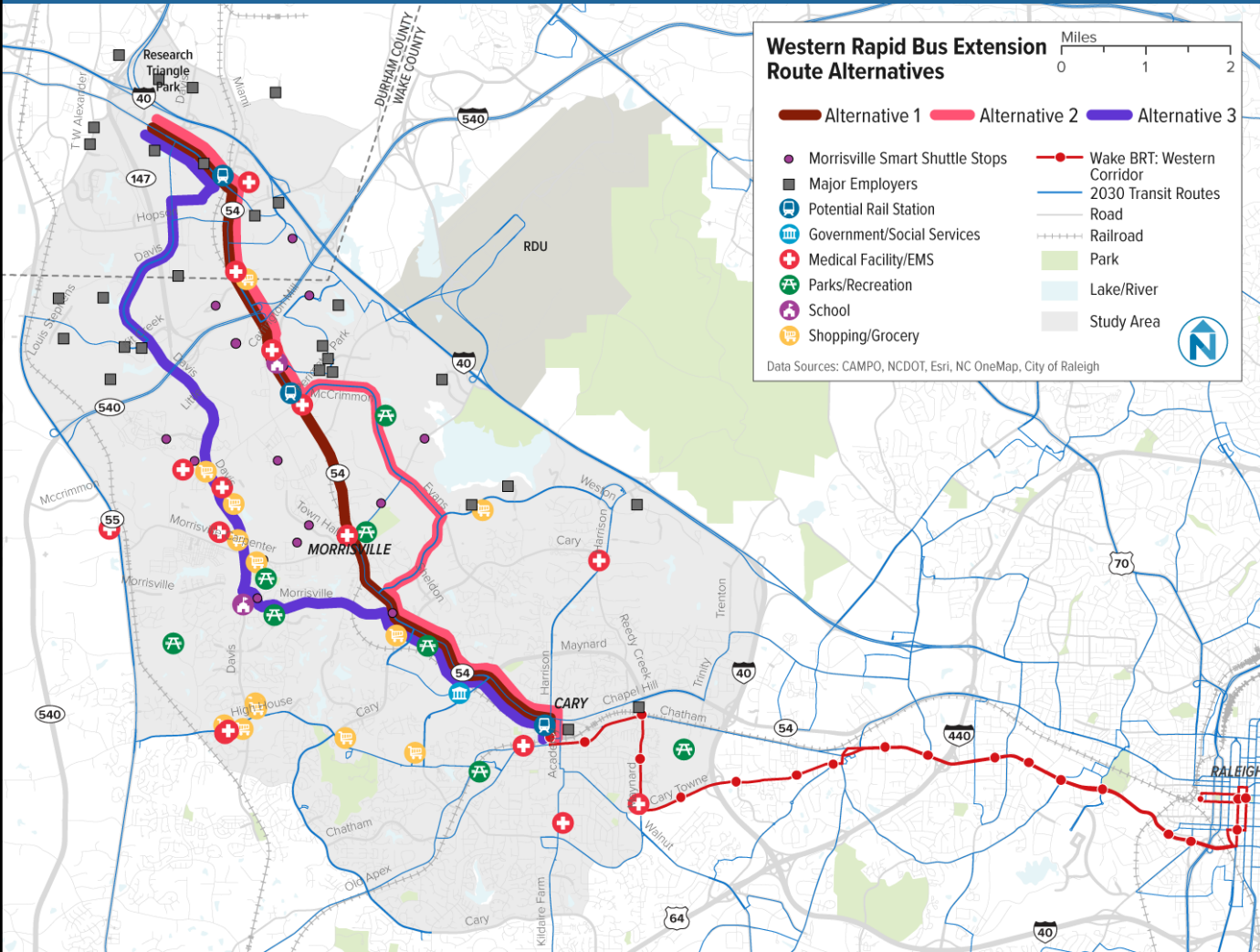


Station area pedestrian safety (availability of existing/planned pedestrian safety and connections)



GOAL: Safety and compatibility with the surrounding environment

Western Extension Alternatives



Screening results from step one of the evaluation process identified three (3) alternatives that could support rapid bus service from Cary to RTP.

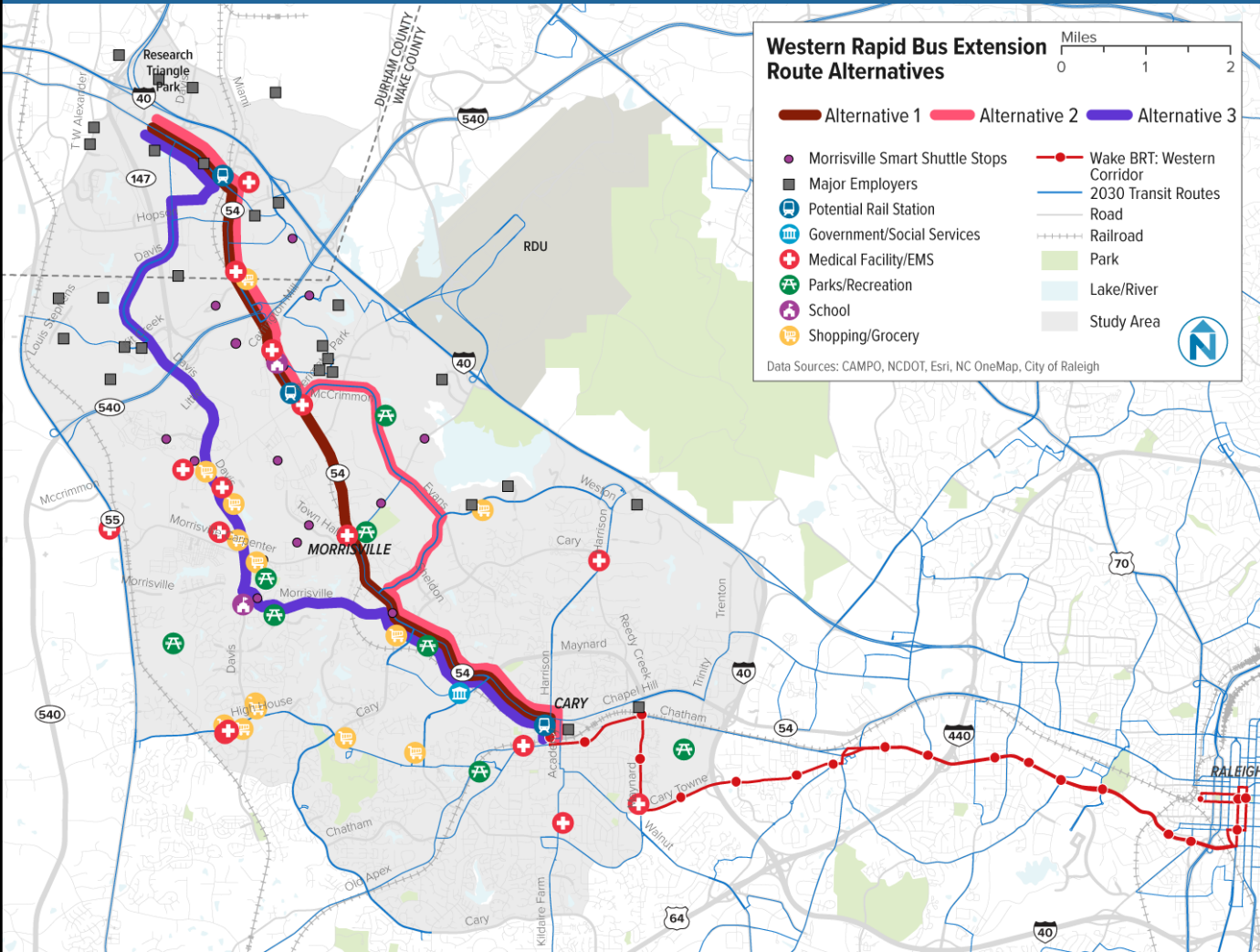
Alternative 1: Chapel Hill Road Route (NC 54)

Alternative 2: NC-54/Chapel Hill Road & Evans Road

Alternative 3: Davis Drive, Morrisville Pkwy & Chapel Hill Road

Each alternative supports connection to the (future) Hub at RTP but has unique strengths and challenges. Public input was collected to inform selection of a preferred alternative.

Western Extension Alternatives



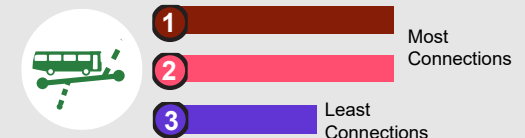
Screening results from step one of the evaluation process identified three (3) alternatives that could support rapid bus service from Cary to RTP. Each alternative also supports connection to the (future) Hub at RTP but has unique strengths and challenges.

Public input will help identify a preferred alternative.

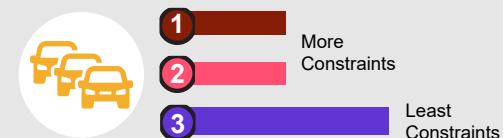
Direct Service



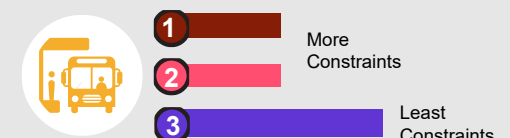
Transit Connections



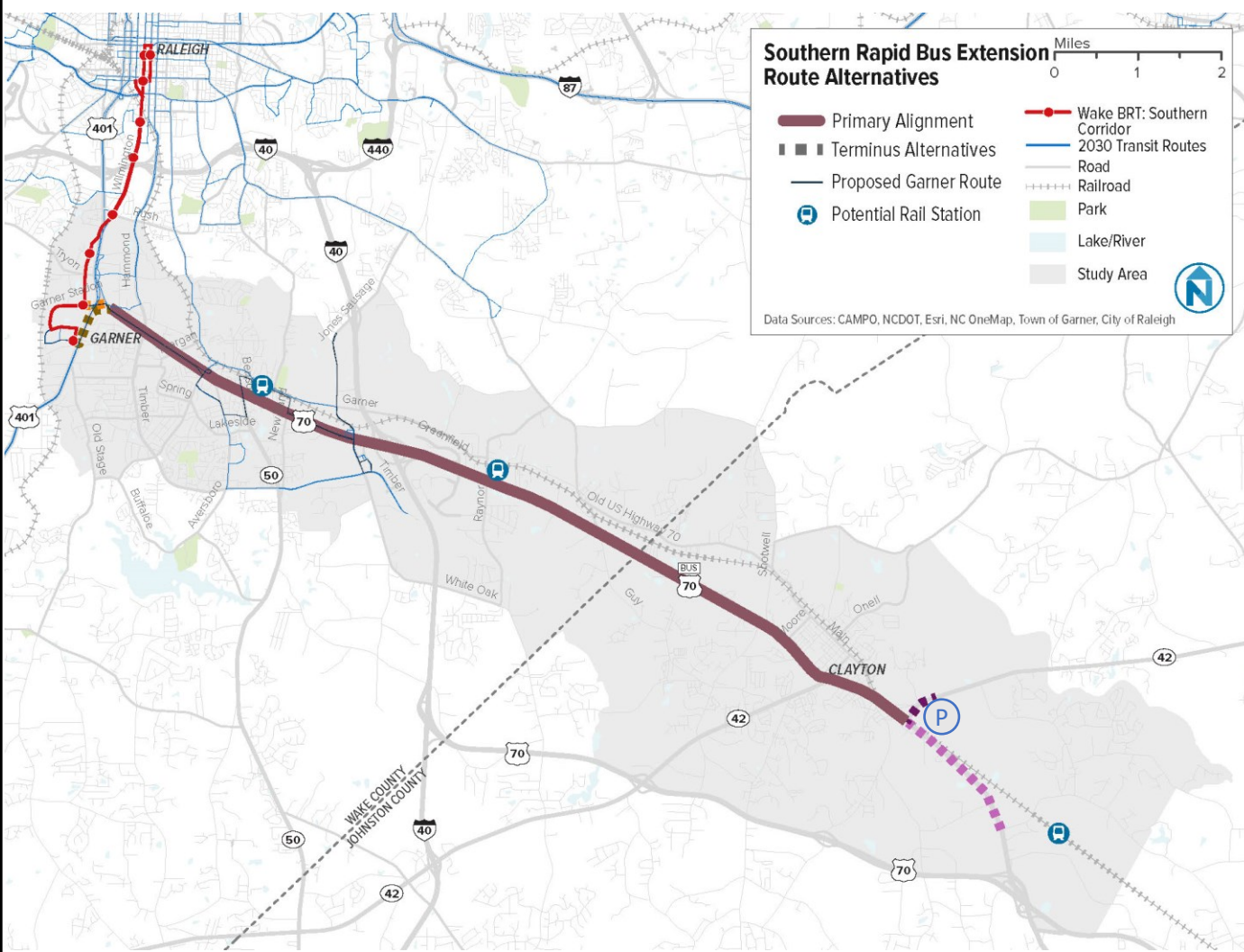
Transit Priority and Traffic Operations



Capital infrastructure Needs/Costs



Southern Corridor Alternative Identified



Initial screening results from step one of the route evaluation process identified US 70/US 70 Business as the most appropriate route alignment between Timber Drive in Garner and NC 42 in Clayton. Public input will help identify preferred alternative for both ends of the segment at Garner Station and Clayton / Powhatan.

Strengths

- Connects to major activity and employment centers
- Connects to existing and planned future transit services
- Opportunity for development in Garner and Clayton, including new developments south of Clayton on NC 42

Challenges

- Congestion along US 70 through the Town of Clayton including the US 401 and I-40 interchanges

Aligned Community Priorities from Phase 1

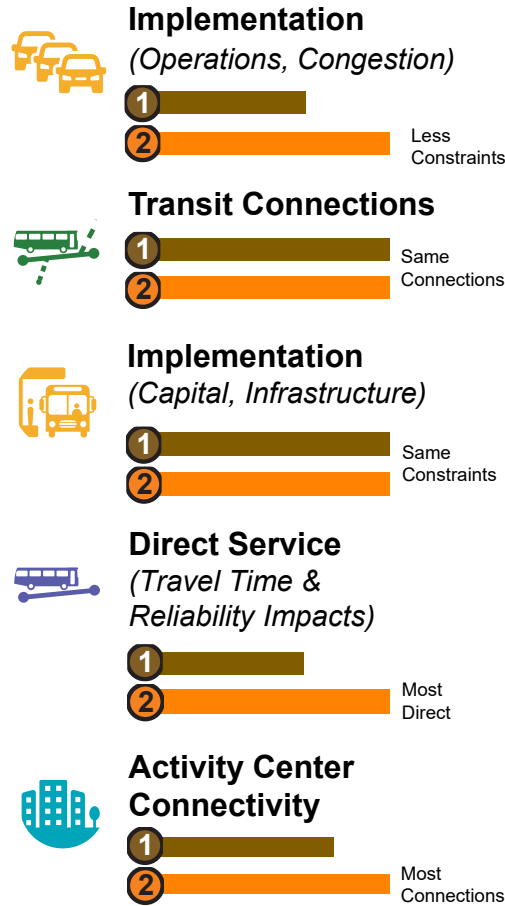


Connect to daily activities and transfer opportunities

Support economic development

Two Options for Garner Endpoint

Comparing the Options

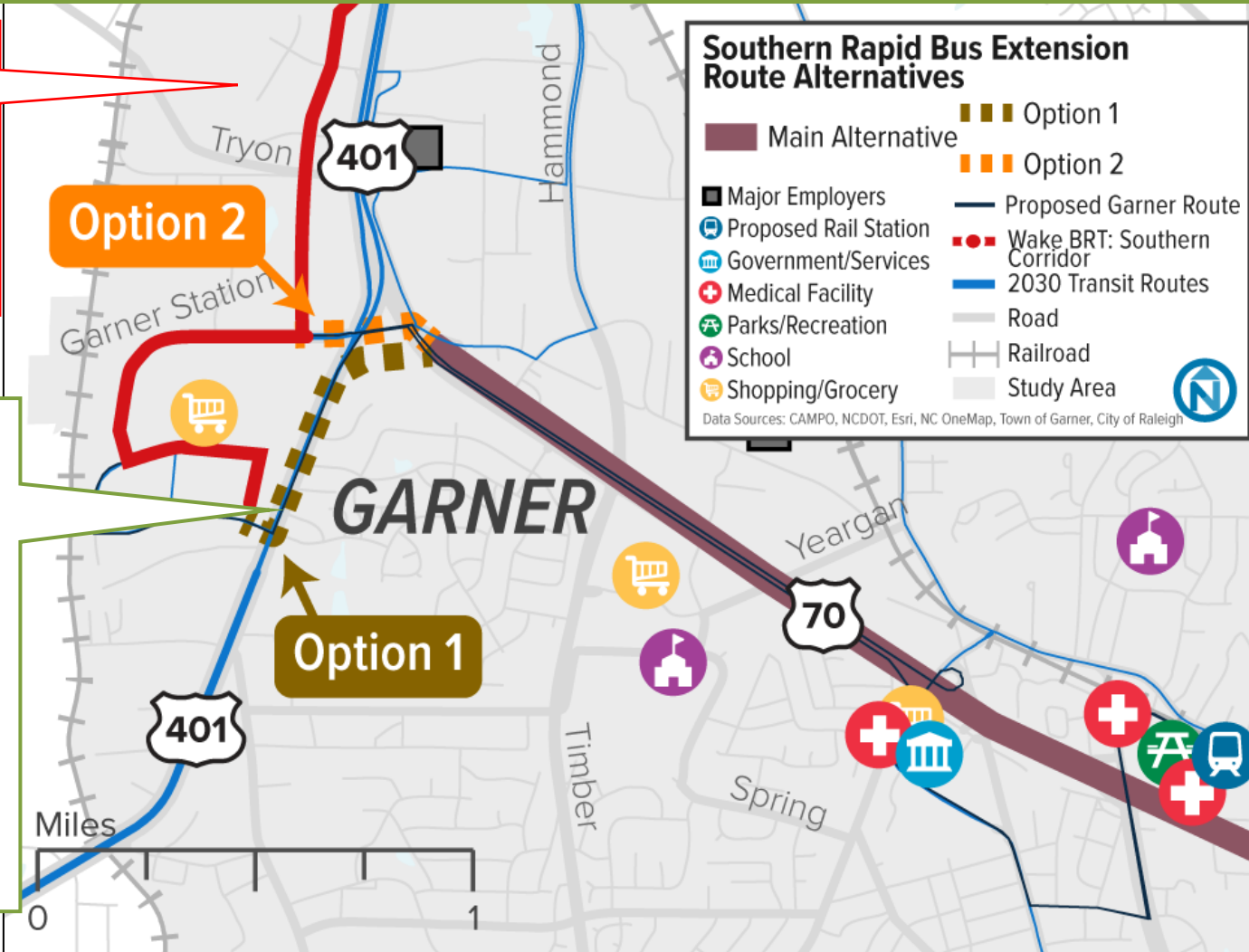


Shown in red is the planned Wake BRT: Southern Corridor route. It will bypass the busy US 70/Hwy 401 interchange by traveling on a new road proposed to connect Tryon Rd to Garner Station Blvd.

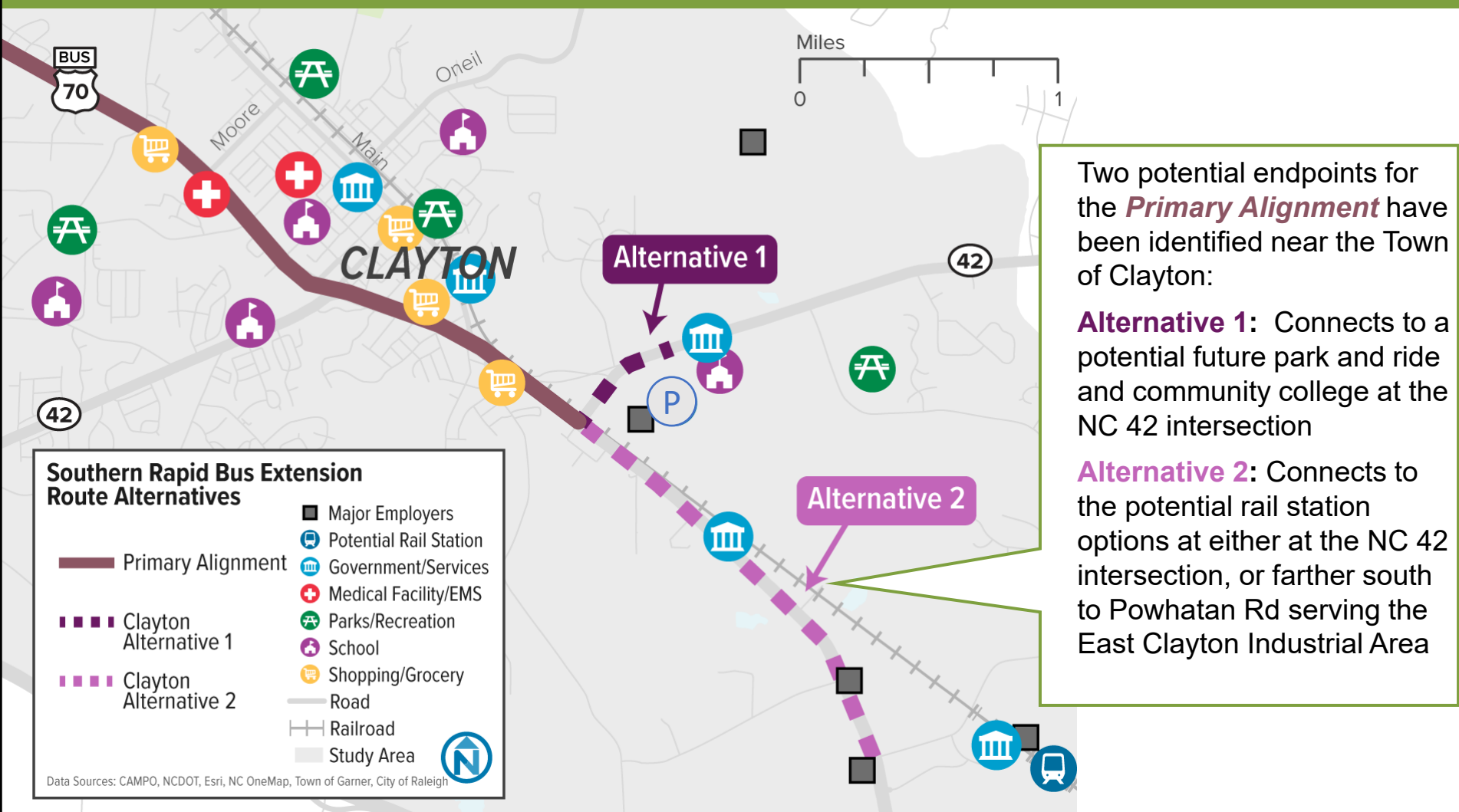
The Southern Extension route could connect to the core BRT route at one of two locations:

Option 1: Connects at the US 401/Fayetteville Rd Walmart

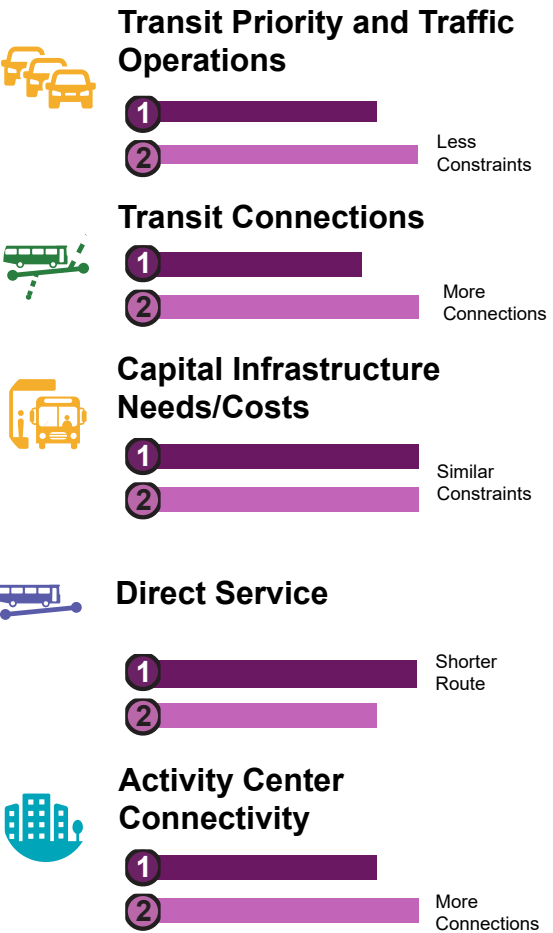
Option 2: Connects to the stop at Garner Station



Clayton Alternative Endpoints



Alternative Comparison



04 | Recommendations

Comparison of Alternatives - Western

Alt	Description	Weekday Ridership	Capital Cost	Annual O&M Cost	Pk Run Time	Annualized Cap Cost per Rider	Annualized Boarding/RH
1	Chapel Hill Rd / NC 54	1,050	\$26.1	\$1.8 to \$2.4 M	28:20	\$53	10 to 16
2	Evans / McCrimmon to NC 54	750	\$29.2	\$1.8 to \$2.4 M	30:35	\$60	
3	Davis Dr	600	\$27.6	\$1.8 to \$2.4 M	33:40	\$56	
--	1-Seat Ride (RTP to Raleigh)	2,200	\$36 M to \$43 M	\$3.6 M to \$4.8 M	(+) 26:20	\$19 to \$20	16 to 17

[†] includes 30% allocated + 20% unallocated contingencies

^{††} Variations in 1-seat ride run time may require additional resources to maintain frequency, resulting in increased O&M cost

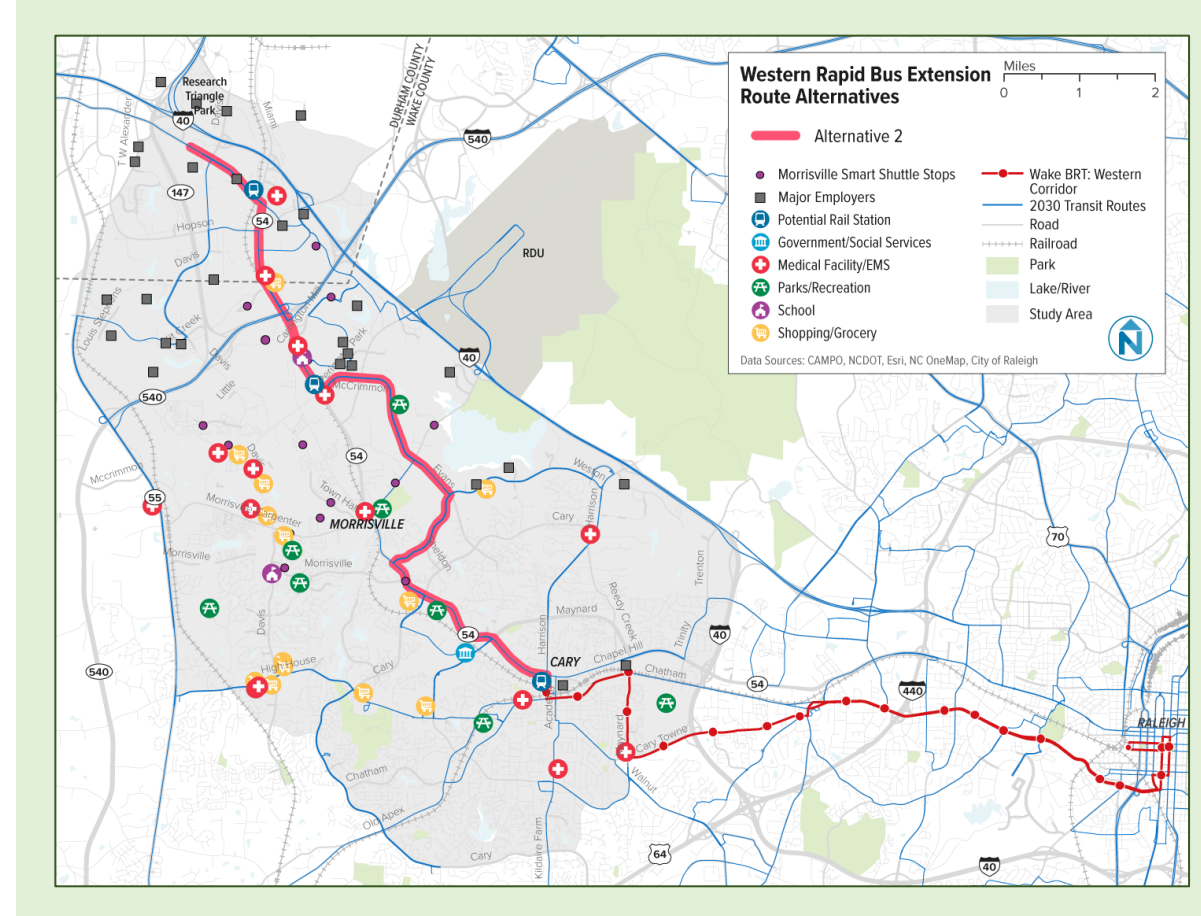
Recommended Locally Preferred Alternative (LPA)

Recommended Mode: Zero-emission buses, with speed and reliability investments (TSP and queue jump lanes) were feasible.

Recommended Alignment: **Alternative 2 (NC 54 and Evans Rd)** has better redevelopment opportunity and potential for transit speed and reliability treatments. It also avoids constrained segments of NCRR right of way.

Opening year: beyond 2035

LPA may be amended following future studies



Comparison of End-to-End Alternatives - Southern

Dist. (mi)	Description	Weekday Ridership (2050)	Capital Cost [†]	Annual O&M Cost ^{††}	Annualized Cap Cost per Rider	Annualized Boarding/RH	Peak Period Travel Time (min)
13.9	Garner Station to NC 42	2,340	\$32 M	\$1.8 to \$2.4 M	\$16.50 - \$18	35 - 40	31:15
17.0	Garner Station to Powhatan (ECIA)	2,400	\$34 M				35:15
22.0	Powhatan to Raleigh (1-seat ride)	4,500	\$38 M	\$3.5 to \$4.5 M*	\$10	36	50:45

[†] includes 30% allocated + 20% unallocated contingencies

^{††} Variations in 1-seat ride run time may require additional resources to maintain frequency, resulting in increased O&M cost

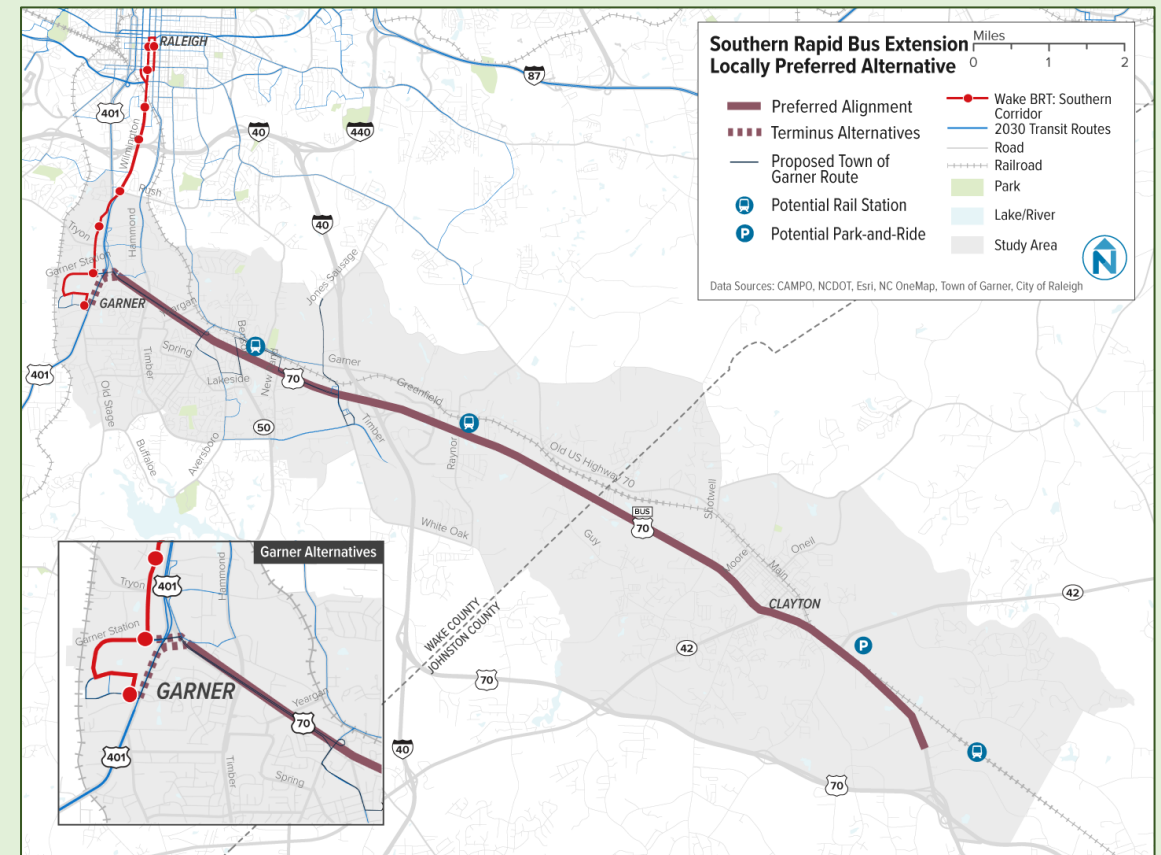
Recommended Locally Preferred Alternative (LPA)

Recommended Mode: Zero-emission buses, with speed and reliability investments (TSP and queue jump lanes) were feasible.

Recommended Alignment: US 70 / 70 Business to Powhatan Rd provides additional connectivity to East Clayton Industrial Area (ECIA). Routing at Garner Station terminus will align with optimizing BRT extension through service, to Raleigh.

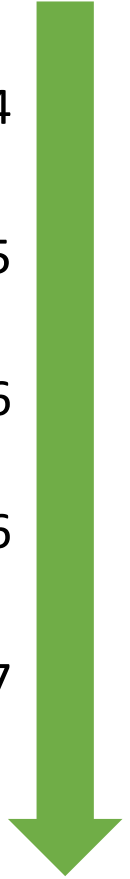
Opening year: beyond 2035

LPA may be amended following future studies



Path to Project Development

- Update Wake BRT standards 2023 - 24
- Rapid Bus Ext: Concept of Operations (Con-Ops) and analyses 2024 - 25
- Update demand-modeling forecasts 2025 - 26
- Project Sponsorship determination 2025 - 26
- Local funding and FTA competitiveness and/or application 2026 - 27



Further Study and Analyses

Operational Questions

- Should Express Bus extensions operate at the same (or lower) frequency as Core BRT?
- Can Express Bus segment operate at different frequency than BRT if they are using the same/interlined fleet?
- Will Rapid Bus operate as an overlay to BRT (Cary to Raleigh)?
 - If yes, is Rapid Bus serving all stops vs skip-stop?

Zero Emissions Vehicles

- Compatibility with Western BRT (Cary to Raleigh)
 - 40' standard or 60' articulated
 - Equipped for left-door boarding at center-running BRT stations
- Supporting facilities

Additional Considerations and Inputs

Future Iterations

- Wake Bus Plan updates
- MTP updates
- Land Use and Travel Demand Modeling
 - Effects of Commuter rail
 - Changes to regional travel patterns
 - Continued land use changes
- Operation of critical first-last mile mobility services (circulators, microtransit, shuttles, etc.)

Project Funding and Sponsorship

- Incorporation into MTP
- Unfunded in TIP/STIP
- End operator of Rapid Bus extensions - TBD

Rapid Bus Corridor Extension: LPA Adoption Process Next Steps

- TCC (Mar 2)
- DCHC (Mar 8, 22)
- CAMPO Exec Board, TPAC (Mar 15)
- Additional Funding >> Operational Study >> Project Sponsor Determination >> LPA Adoption (through '25 – '26)
- Wake Transit concurrence



Thank You

5.2 Rapid Bus Extension Study

Requested Action:
Receive as Information.

5.3 Draft FY 2024 Wake Transit Work Plan

Key Dates

ACTION	2023 DATE
TPAC Considers Draft Work Plan for Public Release	February 15
30-Day Public Comment Period	February 20 – March 22
Updated/Modified Work Plan Funding Requests Due	March 15
TPAC Refines Work Plan Based on Public/Project Sponsor Input & Funding Requests Received	March 22 – April 5
Distribute Recommended Work Plan to TPAC	April 5
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 19
14-day public review and comment period for the recommended Work Plan	May 1 – May 14
CAMPO and GoTriangle Boards Consider Work Plan Adoption	By June

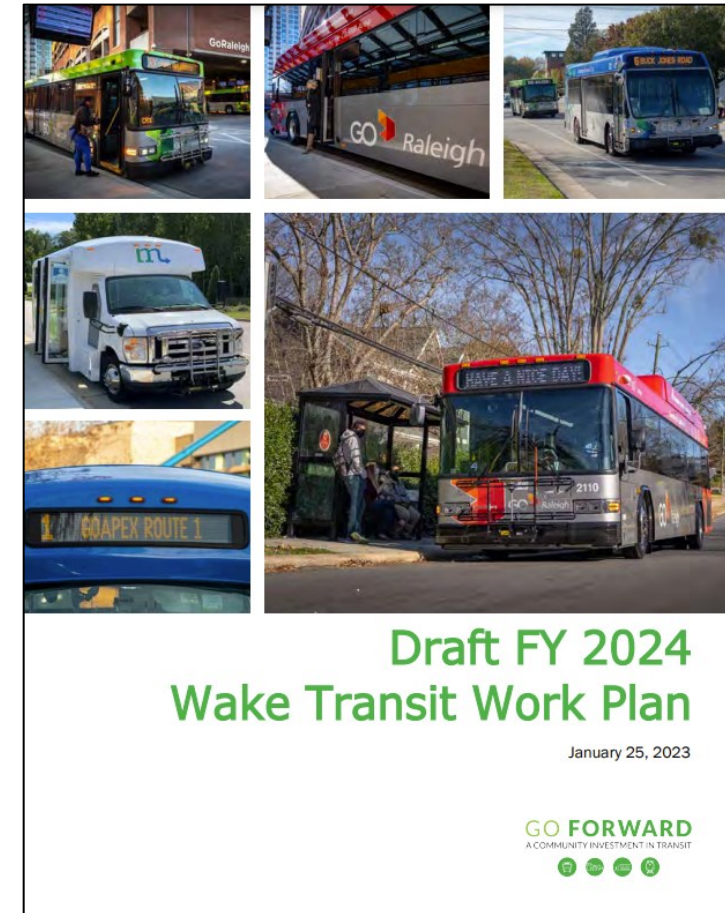
Document Overview

Main Document (Pg 1 -70)

- FY24 Operating Budget
- FY24 Capital Budget
- Financial Model Assumptions

Appendix (Pg 71 – 201)

- Multi-Year Operating Program
- Capital Improvement Plan



Proposed Operating Budget

FY 2024 OPERATING REVENUES	
Source	Amount
Half-Cent Local Option Sales Tax	\$21.1 million
Vehicle Rental Tax	\$4.8 million
\$7 Vehicle Registration Tax	\$6.9 million
\$3 Vehicle Registration Tax	\$2.9 million
Other: Federal, State, Fares (currently suspended), Debt Proceeds, Transit Provider Contributions, Allocation from Capital Fund Balance	\$3.3 million
TOTAL	\$39.0 million

Draft FY24 Work Plan Overview

FY 2024 OPERATING EXPENDITUES	
Category	Amount
Bus Operations	\$32.1 million
Transit Plan Administration	\$6.3 million
Tax District Administration	\$0.6 million
TOTAL	\$39.0 million

Proposed Capital Budget

FY 2024 CAPITAL REVENUES	
Source	Amount
Half-Cent Local Option Sales Tax	\$99 million
BRT - Southern Corridor Federal Share	\$85.9 million
Allocation from Wake Capital Fund Balance	\$18.9 million
TOTAL	\$203.8 million

Draft FY24 Work Plan Overview

FY 2024 CAPITAL EXPENDITUES	
Category	Amount
Bus Rapid Transit	\$143.2* million
Bus Infrastructure	\$56.8 million
Vehicle Acquisition	\$3.6 million
Capital Planning	\$0.2 million
TOTAL	\$203.8 million

Operating Highlights

The Draft FY24 Work Plan allocates \$39 million to the Wake Operating Budget. \$31.9 million of that would be designated for the continuation of services that were funded in previous years. The remaining funds would be used to:

- Realign GoRaleigh Route 5 (Biltmore Hills) and add to the frequent network
- Increase frequency and hours of service on GoTriangle Route 100 (Raleigh-Durham) & Route 300 (Cary-Raleigh)
- Increase frequency and begin all-day service on GoTriangle Route 305 (Holly Springs-Apex-Raleigh)



Operating Highlights (cont'd)

- Increase Sunday service on select GoRaleigh and GoCary routes
- Increase mid-day service on select GoCary routes
- Support GoWake Access Rural, Elderly and Disabled services across the county
- Continue Wake Transit Community Funding Area Program contributions to Apex Route 1, Morrisville's Smart Shuttle, and the Wake Forest Circulator
- Allocate additional Community Funding Area Program funds to new projects selected through the FY2024 application process



Capital Highlights

The Draft FY24 Work Plan allocates \$203.8 million to the Wake Capital Budget. \$85.9 million of the total comes from federal funding allocated for the Wake BRT: Southern Corridor, and \$19 million was allocated from the Wake Capital Fund balance. Capital funds will be used to support:

- Construction phase of the new shared GoRaleigh Access and GoWake Access paratransit operations and maintenance facility
- Replacement of the current GoCary Operations Ctr
- Wake County's share of GoTriangle's expansion of the bus operations and maintenance facility



Capital Highlights (cont'd)

- Design and construction of new bus stops / improvement of amenities and access to existing stops
- Improvements to GoTriangle's park-and-ride facilities
- Phase II (Land acquisition, design and construction) of the new Regional Transit Center.
- Maintenance at GoRaleigh's transit facilities including bus stops, park-and-rides, stations and centers
- Repowering buses & purchasing paratransit vehicles / buses to support transit expansion & replacement
- Technology upgrades and updates to support system-wide activities



Greater Triangle Commuter Rail

Page 66: “To reflect that no decision has been made on if or how the project should move forward, and that decision-makers wished to explore potential options for implementation, the FY 2024 Wake Transit Work Plan includes capital and operating ‘place-holder scenarios’ for commuter rail funding.”

Greater Triangle Commuter Rail Process and Assumptions: As of the publication of the Draft FY 2024 Wake Transit Work Plan, the technical analysis for the Greater Triangle Commuter Rail (GTCR) Phase 2 Feasibility Study had concluded. This study reported significantly higher costs and larger technical challenges associated with completing the full commuter rail corridor than anticipated and programmed in the FY 2023 Adopted Wake Transit Work Plan. The Study also noted challenges, based on expected costs and anticipated ridership, with the 50% federal match assumption in the FY 2023 Work Plan. While the Study recommended that no matching federal grants be programed for the initial stages of the commuter rail project, there is potential for federal funding in subsequent phases of the project. To reflect that no decision has been made on if or how the project should move forward, and that decision-makers wished to explore potential options for implementation, the FY 2024 Wake Transit Work Plan includes capital and operating “place-holder scenarios” for commuter rail funding.

The Greater Triangle Commuter Rail (GTCR) Phase 2 Feasibility Study introduced the potential need for a phased approach for implementing the full ~38 miles from West Durham to Garner. The Study presented the following potential segments with the following track length and costs:

- Western (End Points: West Durham to RTP | Miles: ~12 | Capital Cost: \$1.6B);
- Central (End Points: Ellis Road or RTP to Raleigh Union Station | Miles: ~20 | Capital Cost: \$800M - \$1B); and
- Eastern (End Points: Raleigh Union Station to Auburn Station in Garner | Miles: ~10 | Capital Cost: \$600 - \$700M)

The FY 2024 Wake Transit Work Plan capital commuter rail “place-holder scenario” allocates funding for two segments, anticipating a build out of approximately 80% of the corridor by 2037 at a total cost of \$2.1B, \$1.4B of which is assumed to be the Wake County Share of the project. The operating commuter rail “place-holder scenario” allocates \$16.1 million for the Wake County share of the first full year of annual operations in FY 2033. The FY23 work plan assumed \$28.0 million for the Wake County share of the first full year of annual operations in FY 2031. Both scenarios assume a 20% farebox recovery. It is expected that the capital and operating “place-holder scenarios” will be updated in the Wake Transit Financial Model after key decisions are made.

GTCR PROJECT ASSUMPTIONS: Adopted FY 2023 vs. Draft FY 2024 Work Plans		
	Adopted FY 2023 Wake Transit Work Plan	Draft FY 2024 Wake Transit Work Plan “place-holder scenario”
Total Project Mileage	~38 miles (from West Durham to Garner)	30 miles*
Total Wake Transit Project Cost	\$1.3B	\$2.1B*
Wake County Share	\$0.7B	\$1.4B*
Federal Participation Share	\$0.7B	\$0.7B*
Projected Debt	\$0.6B	\$0.9B*
Projected Debt Term & Pay-Off Date	30-year term, final payment FY 2059	35-year term, final payment FY 2072
Assumed Federal Support	FFGA Match	RRIF Loan (Both Phases), FFGA Match (Phase 2)
Projected Completion Date	FY 2030	FY 2033 (Phase 1), FY 2037 (Phase 2)

* Assumed in the FY 24 WTWP is the completion of two of the three segments, but which two remains undetermined. Exact mileage and cost will depend upon which segments are selected to move forward. Amounts rounded to the nearest billion.

WAKE TRANSIT WORK PLAN & WAKE BUS PLAN

PUBLIC COMMENT

GOFORWARDNC.ORG/GETINVOLVEDWAKE



Thank You

5.3 Draft FY 2024 Wake Transit Work Plan

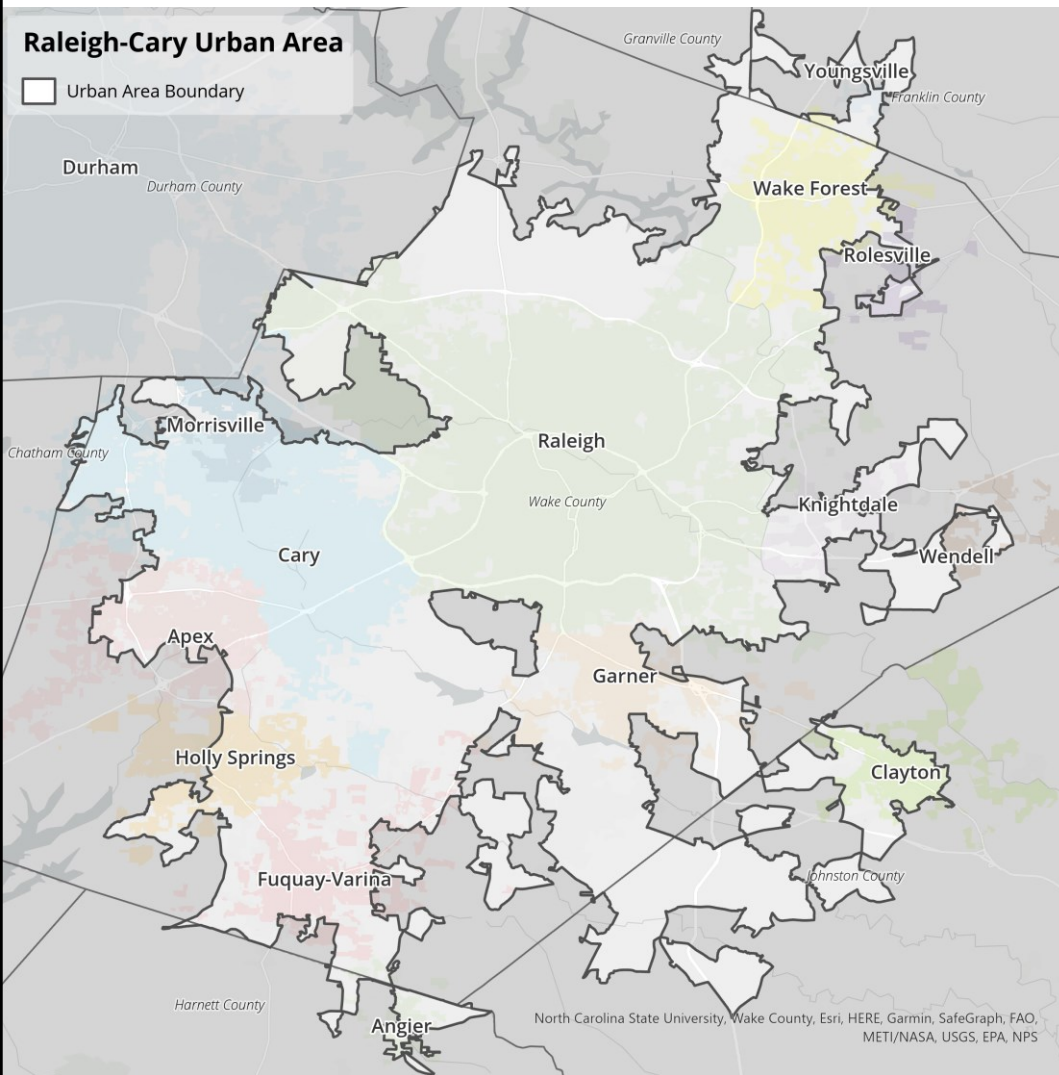
Requested Action:
Receive as Information.

5.4 Enhanced Mobility of Seniors & Individuals w/ Disabilities Section 5310 Program – 2023 Call for Projects

Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) 2023 Call for Projects

CAMPO TCC Meeting
March 2, 2023





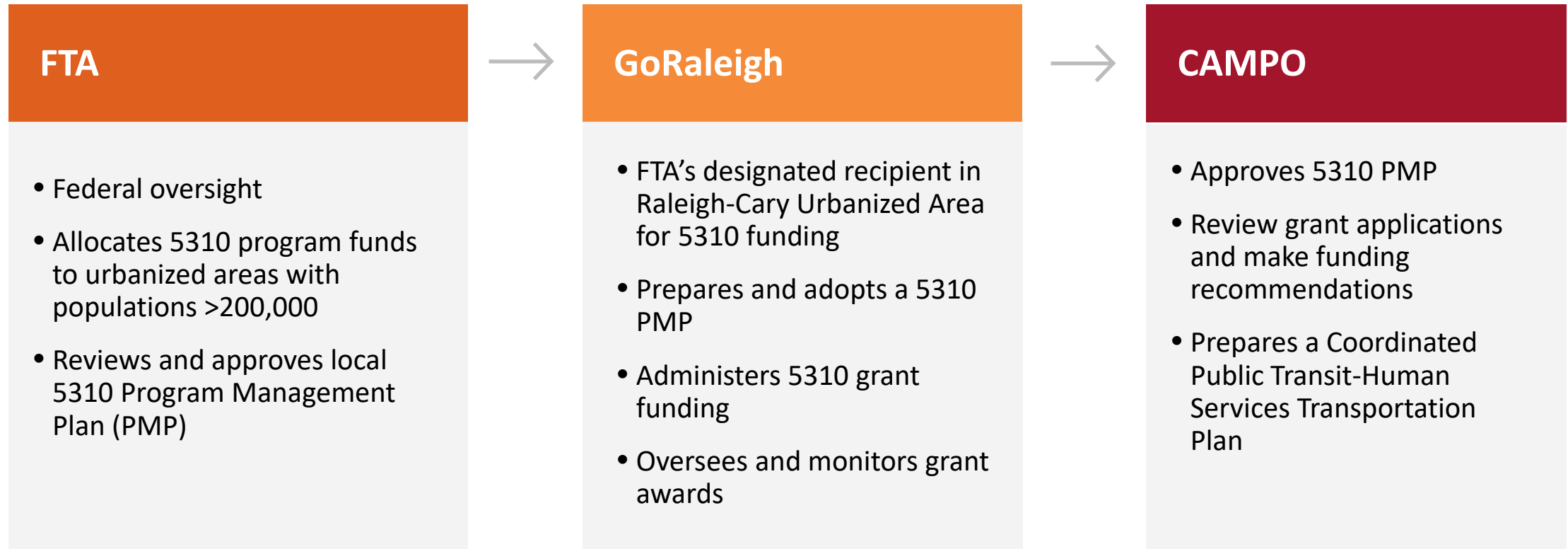
FTA Section 5310 Program

Provides capital and operating grants to

- Non-profit organizations, private operators, and public agencies
- Providing coordinated transportation services
- Planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities.

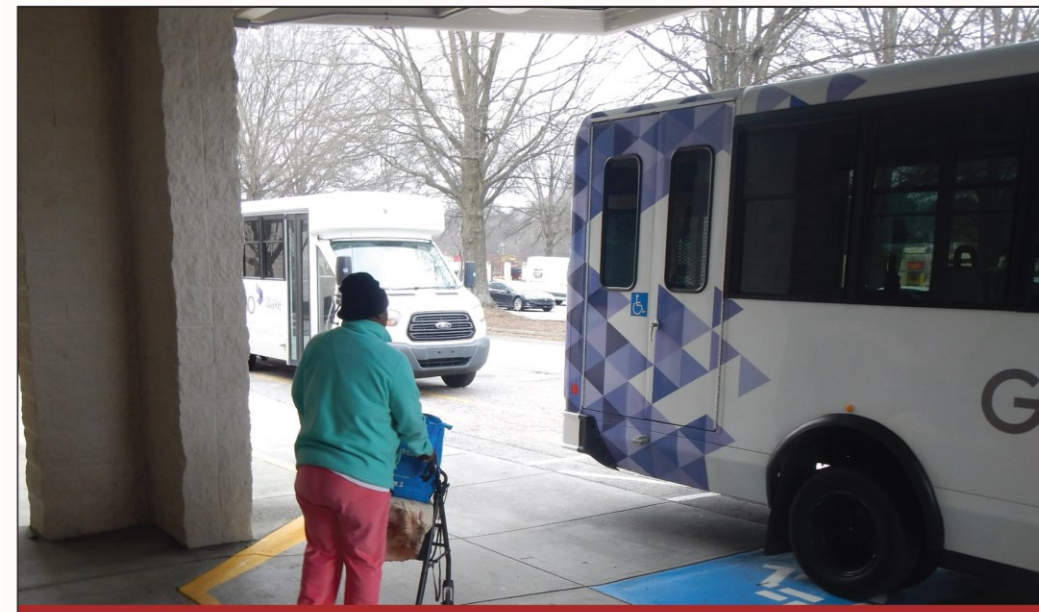
Funding is for the Raleigh-Cary Urban Area

Section 5310 Program Roles



5310 Program Management Plan

- Approved by CAMPO and GoRaleigh in 2020
- Lists FTA requirements
- Explains project selection process and criteria



GoRaleigh

5310 Program Management Plan

2020 |

Prepared for:



Prepared by:



Approved by the Raleigh Transit Authority- September 10, 2020



Section 5310 Funds Available

Grant Cycle	Funds
2017 – 2018	\$1.3M
2019 – 2020	\$1.3M
2021 – 2022	\$1.2M
Current Cycle	\$2M

- **Additional Funds**
 - **Coronavirus Response and Relief Supplemental Appropriations Act**
\$114,609
 - **American Rescue Plan**
\$114,611
- **Total: \$2.3M**



2023 Call for Projects and Outreach

- Applications accepted February 27 – March 24
- Approximately 200 agency, non-profit, and providers will be contacted
- Email, website and social media notices
- Virtual grant webinar and recorded presentation:
 - Webinar: March 7, 2023
 - Recorded Webinar: March 10 - 24 available on GoRaleigh's website

Coordinated Public Transit - Human Services Transportation Plan

- Approved February 19, 2020
- Ensures consistency across Wake Transit Plan, federal programs including Section 5310, and other transportation plans
- Covers the Raleigh-Cary Urban Area

2018 Updated Coordinated Public Transit-Human Services Transportation Plan

For
Wake County and the Raleigh Urbanized Area

Amendment #1



2018 Update Adopted February 1, 2019

Amendment #1 Approved February 19, 2020

Key 2023 Dates

Feb 27 – Mar 24

Open Call for Projects

March 15

CAMPO Executive Board Briefing

April

CAMPO TCC Subcommittee meeting to review applications

May 4

CAMPO TCC briefing update on funding recommendations

May 17

CAMPO Executive Board – presented with recommendations

June 21

CAMPO Executive Board approval

Thank You!

Call for Projects/Online application: www.raleighnc.gov/transit

Questions? GoRaleigh@raleighnc.gov



5.4 Enhanced Mobility of Seniors & Individuals w/ Disabilities Section 5310 Program – 2023 Call for Projects

Requested Action:
Receive as Information.

5.5 Mobility Management Implementation Study Update



TOWN of CARY
NORTH CAROLINA

Mobility Management Implementation Study

TCC Presentation on Proposed
Framework

Winter 2023



Purpose

- Re-introduce mobility management and the explain the MMIS
- Share the goals and vision for mobility management in the CAMPO region
- Summarize completed outreach and engagement activities
- Present the recommended program framework, timeline, funding, and implementation steps
- Seek written endorsement by March 1, 2023 to implement the program by July 1, 2023



MMIS Background

What is Mobility Management?

Mobility management **connects people** with disabilities, seniors, low-income individuals, and others with accessible, reliable **transportation options**.

Effective mobility management requires **coordination and cooperation** among a host of public and private entities, providing comprehensive and affordable service.

The process of mobility management seeks to **identify gaps and barriers** to public transportation that prevent individuals from using existing services.

Mobility managers work with partners to find solutions, creating a “**one-stop shop**” where people can find transportation service that meets their needs.



MMIS Elements

- Phase One
 - Review of relevant services and programs and agency interviews
 - Summary of applicable peer best practices
 - Outreach to agency boards and focus groups
 - Recommended implementation framework / White Paper
 - Endorsement by Technical Steering Committee (TSC) and agency boards
- Phase Two
 - Detailed implementation plan with agency operational input
 - Outreach and engagement strategy
 - Final report



Mobility Management Vision & Goals

Vision for Mobility Management

- The program seeks to:
 - Deliver better public transportation and services in rural areas, including travel training
 - Help riders connect to and use transit
 - Make it easier to find out about services
- It will help:
 - Older adults, people with disabilities, and people with low incomes
 - Agency staff and advocates
- As it evolves:
 - Trip sharing will increase, better technology will be available, and progress will be measurable



5-Year Vision



START UP & ROLL OUT

- Information gathering, publication, and sharing
- Partnership building and community outreach
- Assistance to individuals and partners



REFINEMENT & EXPANSION

- Expanded assistance to individuals and partners
- Support for coordinated transportation planning
- Evaluation of program metrics and investments



TECHNOLOGY INTEGRATION & TRIP COORDINATION

- Increased provider collaboration and trip sharing*
- Technology investments and integration
- Realization of cost efficiencies



YEARS 1-2

YEARS 3-4

YEAR 5+

* As applicable; provider operations would remain independent

Mobility Management Goals

1. Through **engagement, outreach, and coordination**, offer consistent and easily accessible information on available public transportation services,
2. Through **data collection, needs assessment, and program design**, better address the concerns of people who face mobility challenges, and
3. Through **program evaluation and refinement**, promote and improve coordination and use of technology among providers leading to a better user experience, more transportation services, and reduced operating costs



Outreach and Feedback

Outreach and Feedback

- Board and committee presentations
 - Winter 2022
- Technical Steering Committee (TSC)
 - Five meetings
 - **Support for current proposal obtained at October 2022 meeting**
- Focus groups to obtain feedback and refine program
 - Providers and advocates (July 2022)
 - Riders (August 2022)
- Program elements refined into a project “White Paper”



Recommendations

Recommended Program Design

- Recruit a full-time mobility manager
 - FY24 start – July 1, 2023
 - Serve the full CAMPO region
 - Administratively part of CAMPO staff but rotating among providers
- Use the Mobility Coordination Committee (MCC) as a mobility management steering committee
 - Will require some MCC reframing and formalization of procedures
- Fund with Federal Transit Administration (FTA) 5310 program funds
 - \$120,00 – \$150,000 per year

Implementation Elements (Goals)

1. Engagement, outreach, and collaboration
2. Data collection, needs assessment, and program design
3. Program evaluation and refinement



Next Steps and Schedule

Endorsements

- Town of Apex
- Town of Cary
- JCATS
- Wake County
- HARTS
- KARTS
- City of Raleigh
- GoTriangle

Next Steps

- Future Project Tasks
 - Participants' operational review, analysis, & recommendations (Task 9)
 - Public outreach & engagement strategy (Task 10)
 - Presentations
 - Study final report
- Overall MMIS completion by June 2023
- FY 2024 program rollout (July 1, 2023)

5.5 Mobility Management Implementation Study Update

Requested Action:

Recommend endorsement by the Executive Board of the MMIS Phase I Mobility Management Program Framework and Recommendations.

5.6 TIP Amendment #11 to FY 2020-2029 Transportation Improvement Program (TIP)

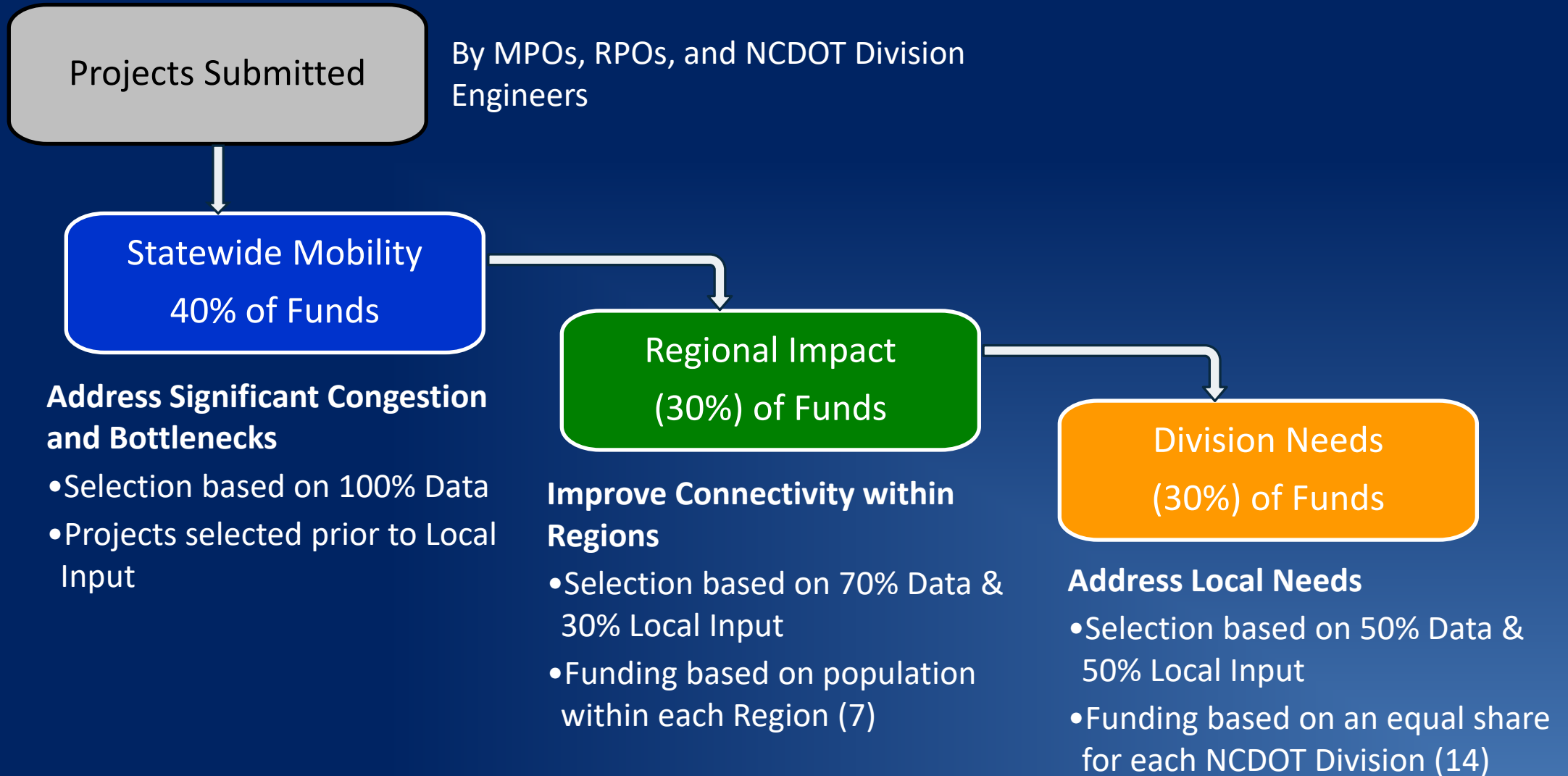
- CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program.
- Posted to CAMPO Website for Public Review/Comment
 - February 24 through March 24
 - Public Hearing scheduled for March 15

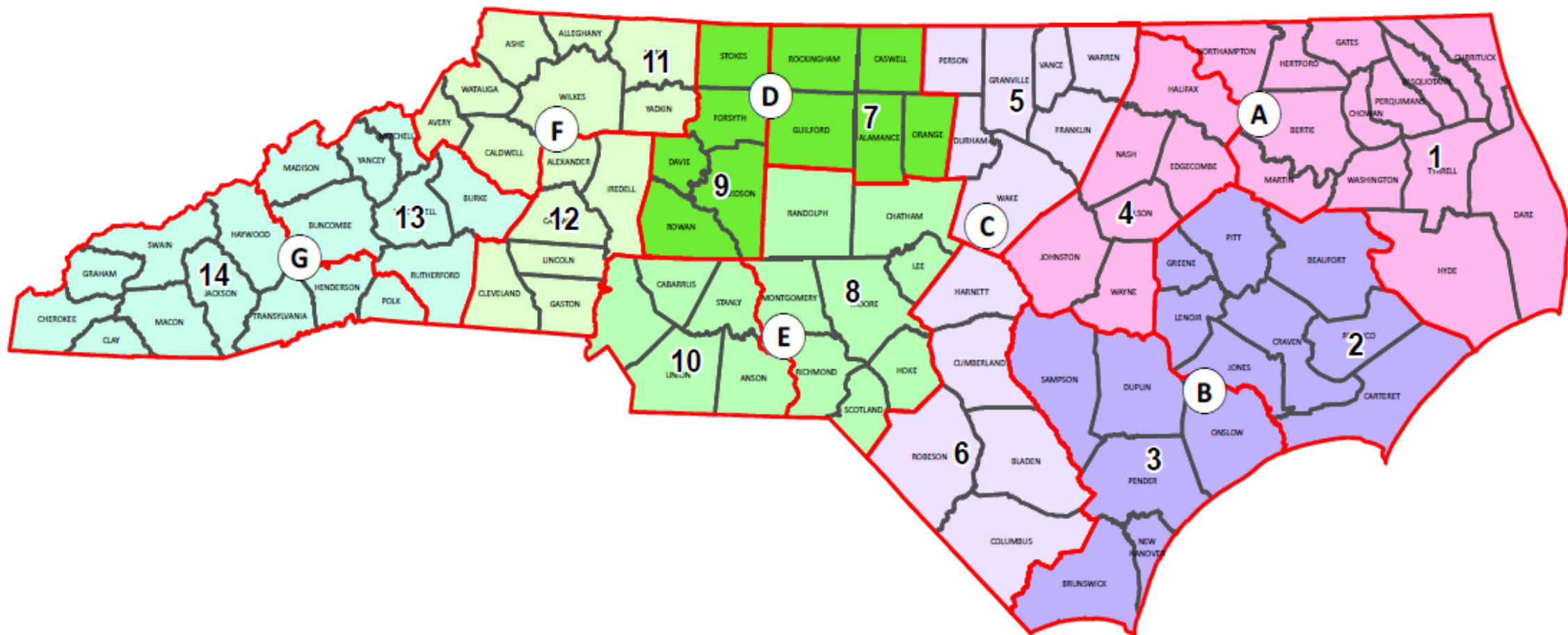
Requested Action:

Recommend the Executive Board adopt Amendment #11 to the FY 2020-2029 TIP.

5.7 Draft 2024-2033 TIP/STIP Update

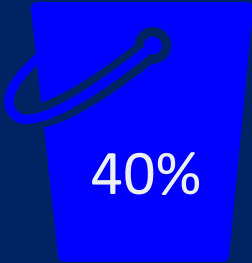
STI Programming Process





STIP Funding Distribution

Statewide Mobility



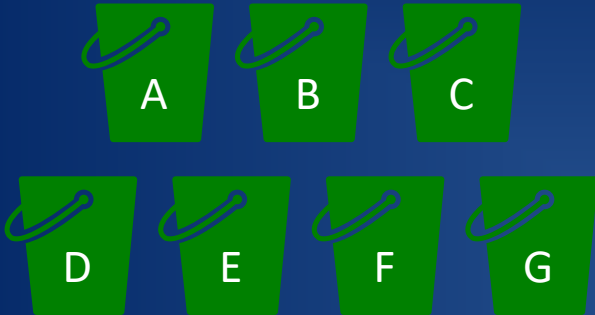
Programmed First

- Interstate Maintenance
- Bridge Replacement
- Bridge Rehabilitation
- Highway Safety

Regional Impact



% of State Population



Programmed First

- Bridge Replacement
- Bridge Rehabilitation
- Highway Safety

Division Needs



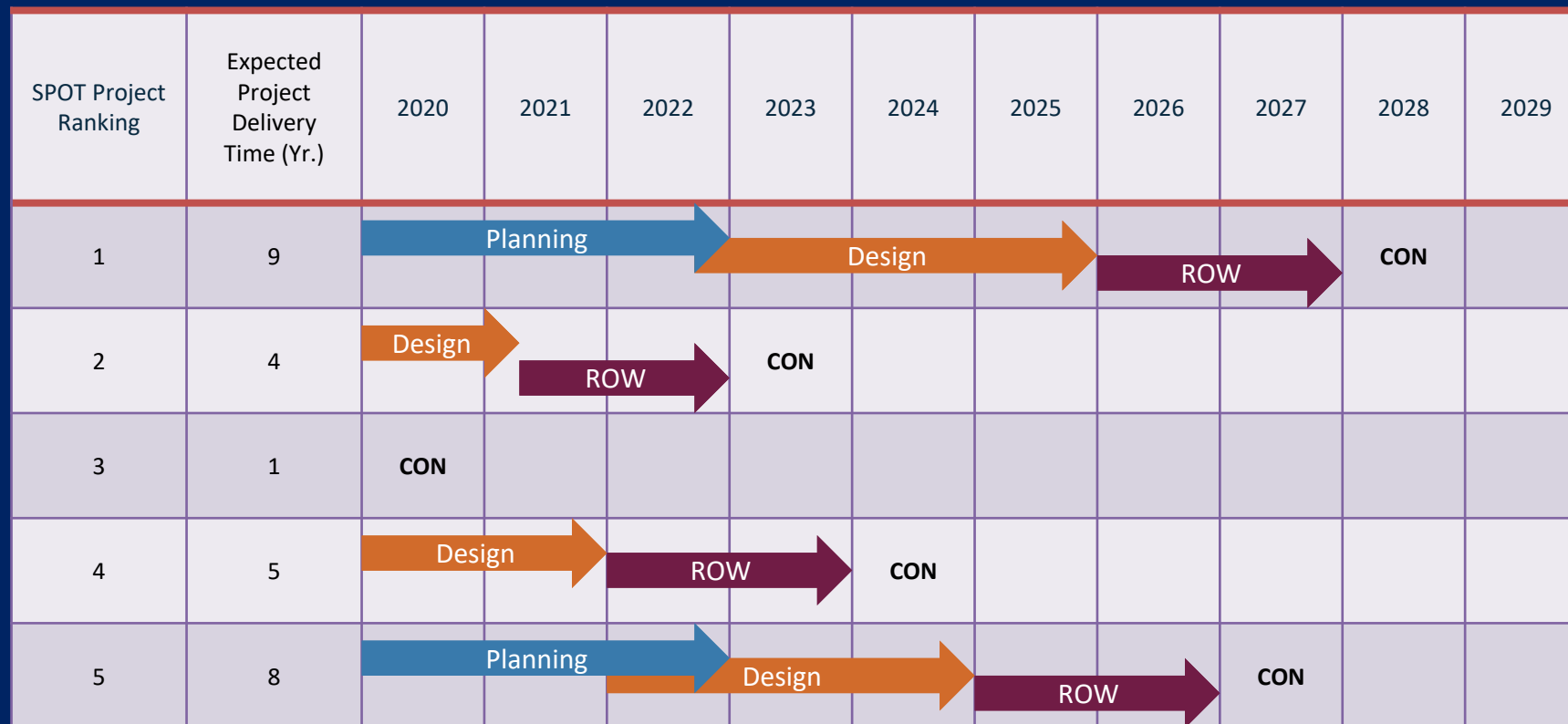
Equal Share



Programmed First

- Bridge Replacement
- Bridge Rehabilitation
- Highway Safety
- MPO Direct Attributable
- Transportation Alternatives
- Highway-Rail Crossing
- 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
- BOT approved process:
 - Stop P6.0, No Local Input Points
 - Develop 2024-2033 STIP using existing projects in 2020-2029 STIP

Existing 2020-2029
STIP Funded projects
No new P6.0 evaluated projects

Project Pool

Draft 2024-2033 STIP



Projects to be reprioritized in
P7.0

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

Project Schedule Flexibility (Project “Swaps”)

NCDOT will allow flexibility based on:

- Delivery projects can be exchanged for unfunded projects
- Swap project budget cannot exceed 110% of draft STIP project cost
- Must be within the same STI tier
- Agreement from all applicable MPOs/RPOs and NCDOT Division Engineers
- NCDOT has requested all “swap” decisions by March 17, 2023

CAMPO MTP/TIP Subcommittee

- Met several times in the fall of 2022 and January 2023
- Developed a recommendation for two “swaps”
- Regional Impact:

“SWAP” ACTION	STIP/TIP #	PROJECT	DESCRIPTION	FUNDING
DELAY	U-5966	NC-147 Ext.		\$109m
ACCELERATE	U-5751	US401/NC 55/NC 42		\$89m

- Division Needs:

“SWAP” ACTION	STIP/TIP #	PROJECT	DESCRIPTION	FUNDING
REMOVE	U-6193	Duraleigh/Edwards Mill Rd.		\$17m
ACCELERATE	U-6117	Apex ITS		\$4m
ACCELERATE	U-6119	Raleigh ITS		\$5m
ACCELERATE	TD-5307	Triangle Town PnR		\$2m

Candidates for Delay

Statewide Mobility

U-5307A

US 1 – I-540 to Durant Rd (\$291m)

Regional Impact

U-5307B & U-5307C

US 1 – Durant to NC 98 (\$321m)

U-5966

NC 147 Ext (\$109m)

Division Needs

U-6193

Duraleigh Rd / Edwards Mill Rd (\$17m)

Candidates for Acceleration

Statewide Mobility

U-6101	(Managed Motorways)	(\$139m)
P-5734	(Trinity RR Grade Separation)	(\$37m)

Regional Impact

U-5751	(US 401 / NC 55/ NC 42)	(\$89m)
TO-6166	(RTP – Clayton BRT)	(\$100m)
P-5718	(NE Maynard) & P-5736 (Beryl Rd Crossing)	(\$58m)

Division Needs

U-6117	(Apex ITS Project)	(\$4m)
U-6119	(Raleigh ITS Project – Software)	(\$5m)
TD-5307	(Triangle Town Center Transit Center & PnR)	(\$2m)

CAMPO MTP/TIP Subcommittee

- Developed a recommendation for two “swaps”
- Regional Impact:

“SWAP” ACTION	STIP/TIP #	PROJECT	DESCRIPTION	FUNDING
DELAY	U-5966	NC-147 Ext.		\$109m
ACCELERATE	U-5751	US401/NC 55/NC 42		\$89m

- Division Needs:

“SWAP” ACTION	STIP/TIP #	PROJECT	DESCRIPTION	FUNDING
REMOVE	U-6193	Duraleigh/Edwards Mill Rd.		\$17m
ACCELERATE	U-6117	Apex ITS		\$4m
ACCELERATE	U-6119	Raleigh ITS		\$5m
ACCELERATE	TD-5307	Triangle Town PnR		\$2m

5.7 Draft 2024-2033 TIP/STIP Update

Schedule & Next Steps	
TCC & Ex. Board Review	February 2023
TCC & Ex. Board Action	March 2023
NCDOT Deadline	March 17, 2023
2050 MTP Amendment	Spring 2023
TIP/STIP Adoption	Summer 2023

Requested Action:

Recommend the Executive Board swap U-5966 for U-5751 at the Regional Impact level and U-6193 for U-6177, U-6119, and TD-5307 at the Division Needs level in the 2024-2033 Transportation Improvement Program.

5.8 Locally Administered Projects Program (LAPP)

Additional Funding Request:

C-5604HA Mingo Creek Greenway Ext. Improvements

- Project funded in FFY2018, includes extension of the Mingo Creek Greenway in the Town of Knightdale
- Construction Bids - higher than engineer's estimate and additional rail crossing requirements
- Request to expedite additional funding request to avoid needing to rebid project

	Federal	Match	Local	Match	Total
Original Amount	\$2,057,600	80%	\$514,400	20%	\$2,572,000
Additional Request	\$1,224,881	50%	\$1,224,881	50%	\$2,449,762
Total	\$3,282,481		\$1,739,281		\$5,021,762

5.8 Locally Administered Projects Program (LAPP)
Additional Funding Request:
C-5604HA Mingo Creek Greenway Ext. Improvements

Requested Action:

Recommend to the Executive Board approve the additional funding request for the Mingo Creek Greenway Extension project.

Roll Call Vote for Action Items

4.1 February 2, 2023 Minutes

5.5 Mobility Management Program Recs

5.6 TIP Amendment #11

5.7 Draft Tip/STIP Project Swaps

5.8 LAPP Mingo Creek Add'l Request

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 2023

6.2 Member Shares - FY 2023

Requested Action:
Receive as information.

7.1 Informational Item: Project Updates

Studies:

- Project Prioritization Methodology
- Southeast Area Study Update
- U.S. 401 Corridor Study

Other Updates:

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

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 - 2023

Date	Event
March 13 2:00 p.m.	Info Session: TRM and STOPS Modeling
March 15 4:00 p.m.	Executive Board Meeting
March 16 9am-12:30pm	Training: MPO 101
TBD in March	Training: Roadway Network Analyst Tool
March 29 10:00 a.m.	Joint MPO Boards Meeting
April 6 10:00 a.m.	Technical Coordinating Committee Meeting

Save the Date!
RSVP & Details Coming Soon

CAMPO
NC Capital Area Metropolitan Planning Organization

MPO 101

**THURSDAY
MARCH 16, 2023
9 AM - 12:30 PM**



This training is targeted at Executive Board and TCC members and alternates, as well as other interested public officials. It is a primer on the core functions of the MPO and how they relate to our member agencies. Additional elected officials or staff members are welcome to attend.

NC STATE UNIVERSITY

 **ITRE**
Institute for Transportation Research and Education

**Triangle Regional Model User Forum
STOPS Model Discussion Panel**

Monday, March 13, 2023
2pm-4pm
Hunt Library Bldg, Institute for Emerging Issues, Lecture Hall Room 4106

ITRE.NCSU.EDU/FOCUS/MODELING-AND-COMPUTATION/TRM/

CAMPO NC Capital Area Metropolitan Planning Organization **DCHC** DURHAM • CHASELLE • CARY • RICHMOND

SAVE the DATE

**JOINT BOARDS MEETING
CAMPO & DCHC MPO**

**Wednesday
March 29, 2023**
CAMPO Board Room
Details to follow