



NC Capital Area **Metropolitan Planning Organization**

WELCOME!

*Today's Executive Board 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: 474 734 329 Meeting Password: MEET

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

<https://docs.google.com/spreadsheets/d/1zP0iRYvXBgl1smL2ic4eTKy6EHd-0iYXZetLviLxfTo/edit?usp=sharing>

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



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

June 16, 2021

4:00 P.M.

Roll Call - Attendance

- | | | |
|------------------------|------------------------------|----------------------------|
| • Town of Angier | Town of Fuquay-Varina | Town of Morrisville |
| • Town of Apex | Town of Garner | NC Board of Transportation |
| • Town of Archer Lodge | GoTriangle Board of Trustees | City of Raleigh |
| • Town of Bunn | Granville County | Town of Rolesville |
| • Town of Cary | Harnett County | Wake County |
| • Town of Clayton | Town of Holly Springs | Town of Wake Forest |
| • City of Creedmoor | Johnston County | Town of Wendell |
| • Franklin County | Town of Knightdale | Town of Youngsville |
| • Town of Franklinton | | Town of Zebulon |

1. Welcome and Introductions
Roll Call of Voting Members & Alternates
2. Adjustments to the Agenda
3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

5. Consent Agenda

5.1 Executive Board May 2021 Meeting Minutes Draft

Requested Action: Approve the May 2021 Meeting Minutes.

5.2 FY 2022 Recommended Wake Transit Work Plan

Requested Action: 1) Approve the FY 2022 Recommended Wake Transit Work Plan and its corresponding project agreement structure; and 2) Authorize the Executive Director to execute any applicable project-level agreements to which CAMPO is a party.

5.3 Locally Preferred Alternative for Wake BRT: Southern Corridor

Requested Action: Adopt the Locally Preferred Alternative for the Wake BRT: Southern Corridor.

5.4 Wake Transit Financial Policies & Guidelines Amendments

Requested Action: Approve the proposed amendments to the Wake Transit Financial Policies & Guidelines.

Consent Agenda (continued)

5.5 2021 NCDOT Bicycle & Pedestrian Planning Grant Applications

Requested Action: Adopt the Resolutions of Support for Garner and Youngsville.

5.6 FYs 2022 and 2023 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program Project Selection

Requested Action: Approve recommended 5310 program of projects in Attachment A.

5.7 Mobility Management Program Implementation Study Funding Agreement

Requested Action: Authorize the Executive Director to sign the Funding Agreement for the Mobility Management Program Implementation Study.

Requested Action:

Approve all actions as listed on Consent Agenda.

6. Public Hearings

- 6.1 Amendment #5 to FY2020-2029 Transportation Improvement Program
- 6.2 Locally Administered Projects Program (LAPP) FFY2023 Proposed Changes and Target Modal Investment Mix

6.1 Amendment #5 to FY2020-2029 Transportation Improvement Program

- CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program. This amendment will also include changes submitted from transit providers to reflect their current budgets.
- New Format

Public Comment: June 1 - August 15, 2021

Public Hearing: June 16, 2021 Executive Board Meeting

6.1 Amendment #5 to FY2020-2029 Transportation Improvement Program

Requested Action:
Conduct a Public Hearing.

6.2 Locally Administered Projects Program (LAPP) FFY2023 Proposed Changes and Target Modal Investment Mix

- Proposed changes and Target Modal Investment Mix recommended by LAPP Steering Committee
- One-Call-For-All (LAPP FFY 2023 & UPWP FY 2023) anticipated to open at August 18th Executive Board Meeting.

Public Comment: June 1 - August 15, 2021

Public Hearing: June 16, 2021 Executive Board Meeting

Issues Overview

- 1. Buffer for Bicycle and Pedestrian Connection Criteria
 - 2. Parallel Route Selection Requirement
 - 3. Project Cost Application Fields (Administrative)
 - 4. Location Requirements for Bundled Transit Projects
 - 5. Target Modal Investment Mix
 - 6. Including Equity in LAPP Scoring Criteria
 - 7. LAPP Selection Panel Policy Recommendations
- Action Items
- Discussion Items

Issue #1: Buffer for Bicycle and pedestrian connection criteria

Network Connections – *The project must be within approximately ¼-mile of activity centers, high density residential development, or government facilities. To qualify for these points, the activity centers, etc. must be existing, under construction at the time of application, or obligated for federal or state construction funding at the time of application. The project will receive one point for each connection made, up to a maximum of 15 points. To receive these points, network connections must be identified on the project map and/or listed in the application.*

Proposal:

Increase buffer to ½ mile for greenway projects, due to isolated nature of greenway projects relative to sidewalk/complete streets/bike lane projects.

Issue #1: Buffer for Bicycle and pedestrian connection criteria

Staff Recommendation:

Keep buffer distances consistent between bike/ped project types.

- Evaluating projects on serving transportation purpose, rather than recreation
- Different standards of measuring connectivity
- Balanced scoring system

Issue #2: Parallel Route Selection requirement

Roadway projects on new location are evaluated using a “parallel route”

- *TEAAS (Safety)*
- *V/C Ratio*
- *Travel Time Savings*

Current Selection Process:

Informal. Submitted by applicant and reviewed by CAMPO.

Staff Recommendation:

Add field to application for parallel route and require submittal prior to presubmittal meetings. This will allow time for discussion and collection of TEAAS reports prior to submittal window deadline.

Issue #3: Project Cost Application Fields (Administrative)

LAPP Applicants are required to submit the following cost and match information as a part of their application:

- Cost by phase of work
- Total project cost
- Total cost requested from CAMPO
- Local match

All fields are individual and do not have any consistency checks in place to ensure costs and match are accurate.

Staff Recommendation:

Update LAPP application to include consistency checks as part of cost and match information.

Issue #4: Location requirements for bundled transit projects

Current Policy:

LAPP transit applications are not required to include locations of bundled projects Ex: bus stop improvements, enhanced transfer points.

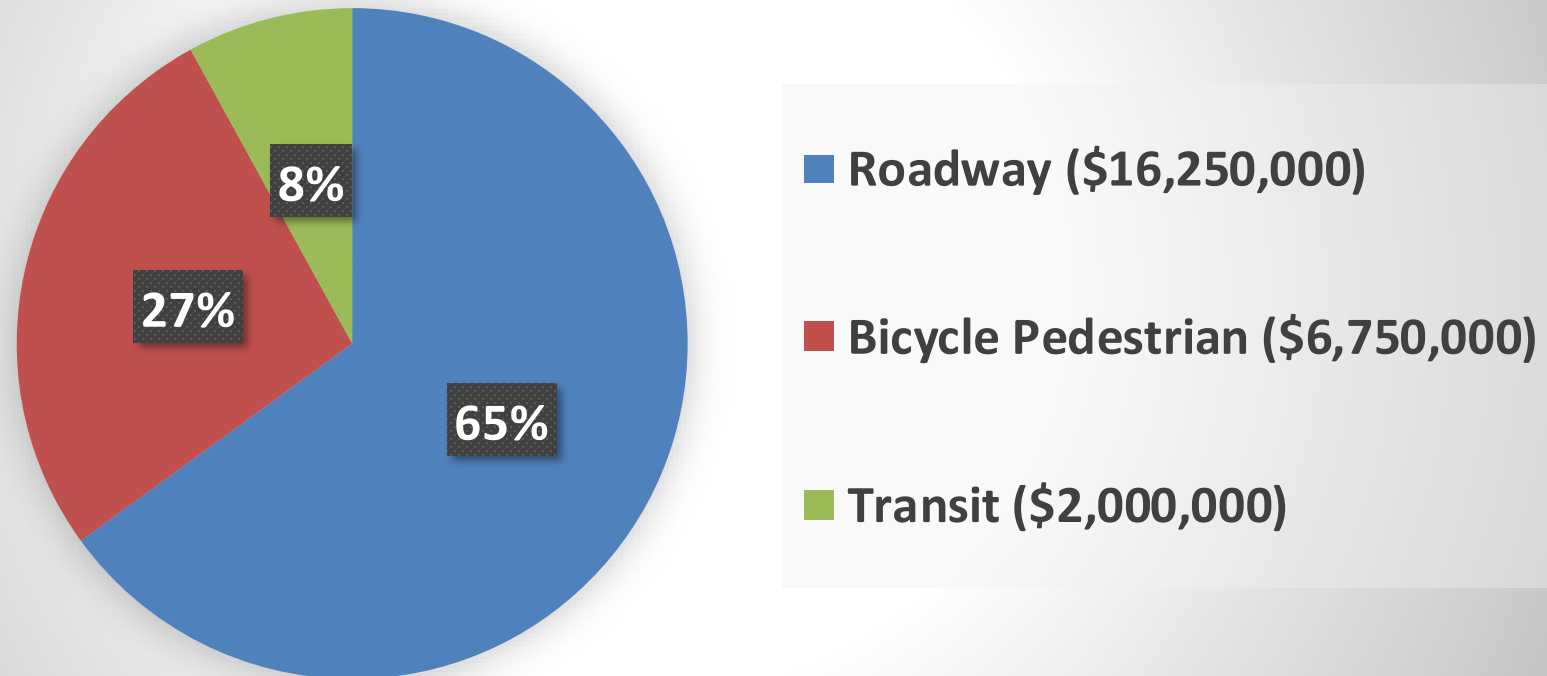
- Issue raised by LAPP Selection Panel after FFY22 round
- Intended to help evaluate projects similar to each other
- Helps assist with tracking projects after funding awarded

Staff Recommendation:

Require locations to be identified for bundled transit projects.

Issue #5: Target Modal Investment Mix

FFY 2022 Target Modal Investment Mix



Issue #5: Target Modal Investment Mix

- Modal Investment Mix:
 - General need for additional funding in all modes
 - Cannot justify increasing one mode at expense of others
- Future Funding uncertainties:
 - Federal funding reauthorization
 - Overprogramming
 - Existing LAPP projects cost overruns

Staff Recommendation:

Keep same target modal investment mix and tentative programming amount (\$25m) as prior round of LAPP. If new funding information is made available, CAMPO Staff or LAPP Selection Panel may recommend revising programming amount.

Issue #6: Equity in LAPP Scoring

Equity in Scoring Criteria has been discussed through multiple LAPP iterations

- Concerns on how to properly include equity in scoring
- Nuances on how equity is measured

Staff Recommendation:

Use next two LAPP cycles to introduce equity in LAPP scoring criteria

- Year 1: Initial discussions and completion of LAPP Strategic Plan Update and Public Participation Plan
- Year 2: Use feedback to develop scoring criteria, weights, and measures

Issue #7: LAPP selection panel recommendations

LAPP Selection Panel provided policy-level recommendations as part of their FFY22 meetings

- Not a consensus on actionable items for policy issues
 1. Logical Termini
 2. Conscious Development
 3. Accessibility and Environmental Justice in Transit Scoring
 4. Inclusion of Dedicated Access to Transit Funds in Wake County Transit Plan

Staff Recommendation:

Review policy concerns with LAPP Selection Panel and at future LAPP trainings.

6.2 Locally Administered Projects Program (LAPP) FFY2023 Proposed Changes and Target Modal Investment Mix

Requested Action:
Conduct a Public Hearing.

End of Public Hearings

7.1 Bus on Shoulder Study

Presentation by Patrick McDonough, HDR Inc.

7.1 Bus on Shoulder Study



NC Capital Area Metropolitan Planning Organization

Triangle Region Bus on Shoulder System (BOSS) Expansion Study

June 2021

Study Partnership



Primary Study Goals

- **Identify most promising locations for BOSS expansion in Triangle**
- **Create a blueprint for how other North Carolina regions can establish successful BOSS programs**
- **Document best practices and design criteria for BOSS that can be used statewide**

Peer Review Findings

- The Triangle / NC are already BOSS leaders
- BOSS has excellent safety record everywhere; regular maintenance supports operations/safety
- Variety in BOSS Implementation

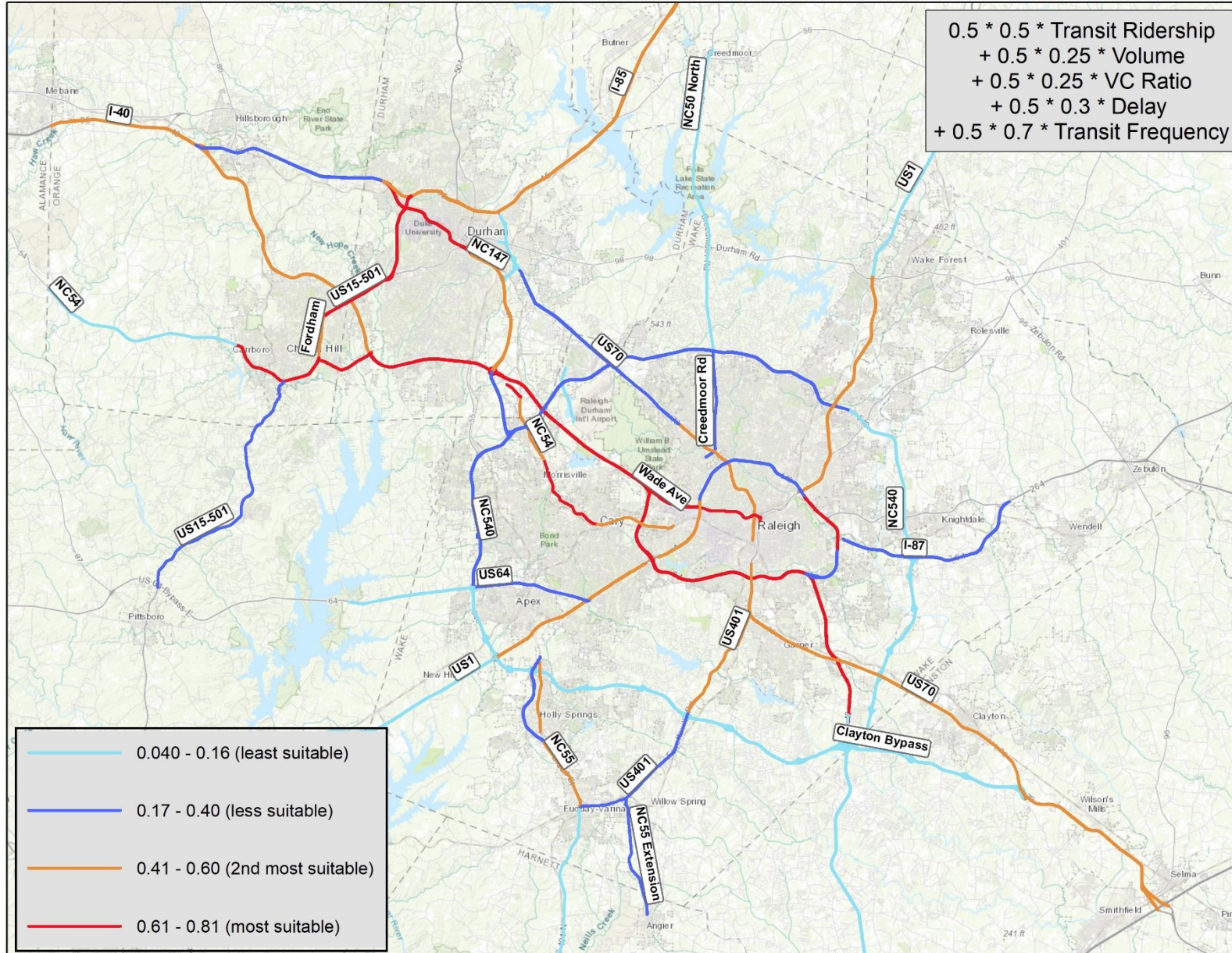


Visualization of project in development - Julia Tuttle Causeway, Miami

Criteria Development and Potential Facilities

- **BOSS documentation is almost non-existent (except FL, and now NC)**
- **Created 24 Minimum & Recommended Criteria for Design and Operations**
- **Example: shoulder width**
 - **Minimum: 11 ft**
 - **Recommended: 12 ft**

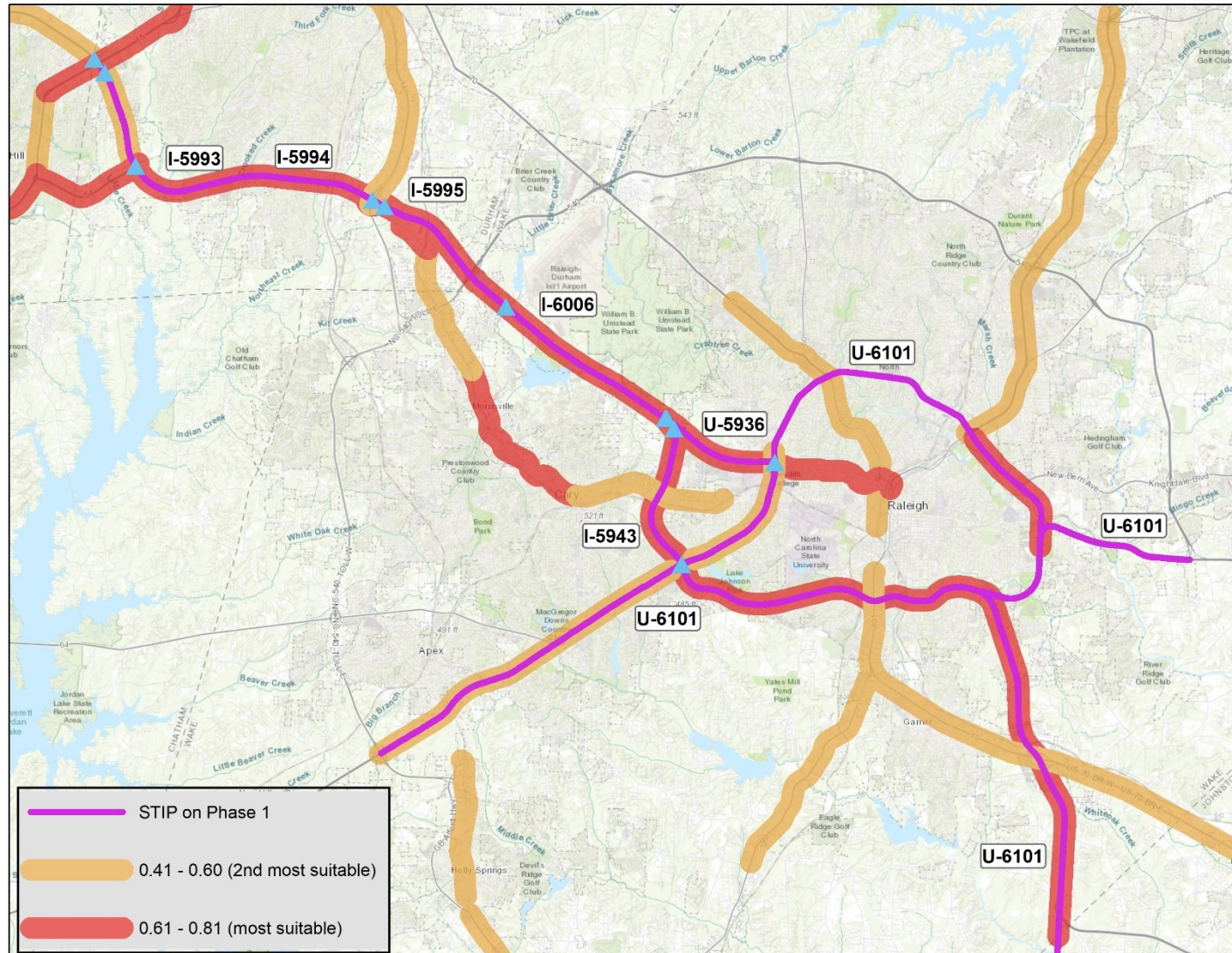
Which Facilities Would BOSS Benefit the Most?



Red – Most Suitable

Orange – Second Most Suitable

What Facilities Are Opportunities Based on Existing Plans and the STIP?



Most promising segments:

**US 1 from I-540 in
Apex to I-40 in
Raleigh, continuing
along I-440 to Wade
Avenue**

I-40 from exit 289 to the Johnson County Line

I-440 from US 1 North to I-87 in East Raleigh

Future Steps

- **Continue active dialogue among Triangle BOSS team members**
- **MPOs, transit agencies engage NCDOT staff on which STIP projects could incorporate BOSS elements**
- **NCDOT considers amendments to BOSS Implementation and Operating Plan based on this study and additional NCDOT research**

Questions / Discussion

CONTACTS

Shelby Powell – Deputy Director
CAMPO

Shelby.Powell@campo-nc.us

Patrick McDonough – Senior Transit Planner /
Transit-Oriented Development Lead
HDR

Patrick.McDonough@hdrinc.com

7.1 Bus on Shoulder Study

Requested Action:
Receive as information.

7.2 Sub-Allocation of American Rescue Plan Act Transit Formula Funds

American Rescue Plan (ARP) Act Transit Formula Funds

- \$32,723,559 Made Available by FTA in March
- In Addition to Previous CARES Act and CRRSAA Allocations Totaling \$43 Million
- Aid Transit Agencies in Recovery from COVID-19 Revenue and Cost Impacts
- Previous Allocations Distributed Using Same % Shares as Normal Federal Formula Grant Allocations
- Strong Interest in Continued Suspension of Fare Collection Through FY 2022
- Transit Agencies Agreed to Use Portion of ARP Funding to Backfill Budget Shortfalls from Uncollected Fare Revenues in FY 22

AGENCY	FY 22 BUDGETED/PROJECTED FARES
City of Raleigh	\$0 (Using prior CARES Act apportionment to cover FY 22 fare suspension)
Town of Cary	\$220,996
Wake County	\$82,098
GoTriangle	\$420,000
TOTAL	\$723,094

American Rescue Plan (ARP) Act Transit Formula Funds

- Remaining \$32,000,465 Distributed Using Same % Shares as Normal Federal Formula Grant Allocations, With One Exception
- If Transit Agency Allocation from CARES Act + CRRSAA + ARP < Pandemic-Related Revenue Shortfalls from Q4 FY 20 – FY 22
- Additional ARP Funds Used to Backfill Revenue Shortfalls for GoTriangle (\$1.94 Million)

RECIPIENT	ARP ALLOCATION
City of Raleigh	\$20,860,452
Town of Cary	\$4,018,425
GoTriangle	\$5,140,011
Wake County (subrecipient of City of Raleigh)	\$2,704,671
TOTAL	\$32,723,559

7.2 Sub-Allocation of American Rescue Plan Act Transit Formula Funds

Requested Action:

Approve the sub-allocation of American Rescue Plan Act transit formula funds in the amounts shown in the attached split letter to the Federal Transit Administration.

7.3 Policy Framework for Use of Wake Transit Funds to Acquire Real Property

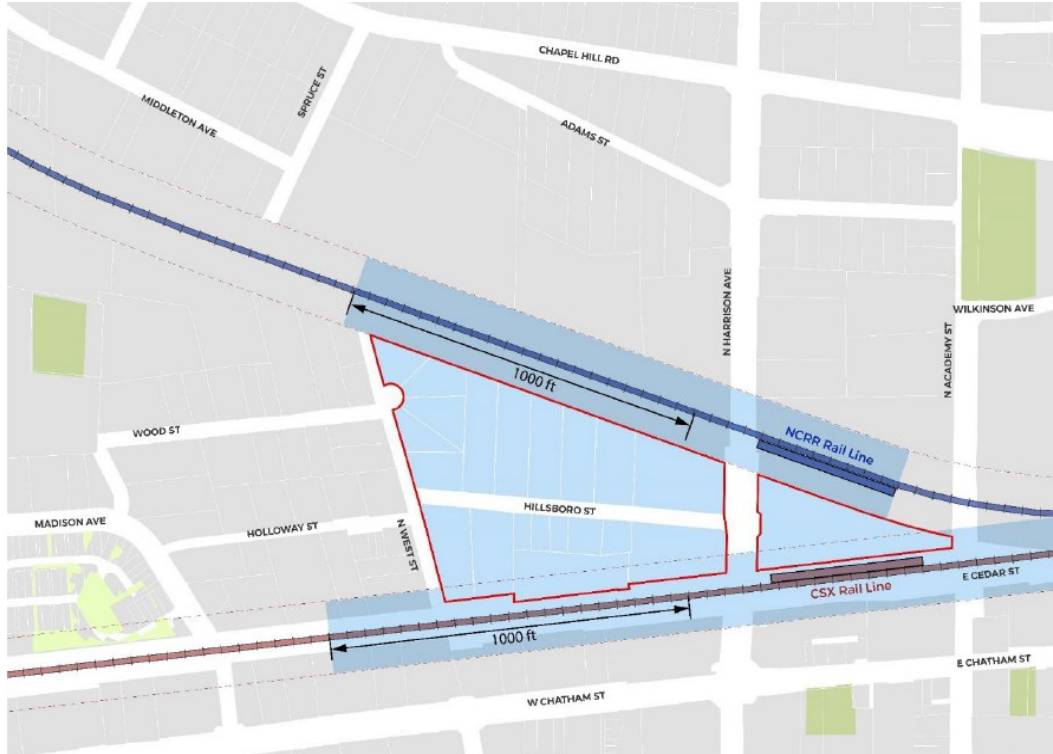
Purpose of Policy Framework



Clarify Requirements and Responsibilities of Project Sponsors and Lead Agencies For:

- Submission of Information for TPAC Review of Requests
- Maintaining and Reporting Certain Information for Applicable Real Property
- Allowable Methods for Disposal and Use of Applicable Proceeds
- Methods for Incorporating Tenets of Policy Framework into Program-Level Processes for Transit Plan Implementation

Applicability



- Acquisition and management, use and disposition of real property acquired using Wake Transit Tax Revenues
- Does not apply to real property leasing or acquisition of personal property, real property easements, or other nonpossessory interests
- Transit centers, maintenance facilities, transit stations, park-and-ride facilities, laydown areas, admin offices, ROW for fixed-guideway facilities
- Applicable federal/state law controls in any instances of conflict

Applicability Threshold(s)

All Individual Parcels or Combination of Contiguous Parcels That Exceed:

- 0.10 acre (~4,350 square feet) AND >\$50,000 value

EXCEPT

- Real property to exclusively support streetside bus stop or bus transfer point infrastructure that does not exceed 0.50 acre (~21,780 square feet) AND >\$75,000



Information for TPAC Review

- 1) Necessity
- 2) Location and Size
- 3) Property Value
- 4) Funding Sources
- 5) Title Issues
- 6) Environmental Issues
- 7) Displacements
- 8) Incidental Uses

**To be submitted with
project funding request
forms or applicable
amendment request forms
beginning July 1st**

TPAC Standard of Review



- **Need** – Is acquisition necessary as opposed to other alternatives?
- **Cost** – Are the costs reasonable for the project's relative level of priority and compared to other options?
- **Location** – Does the location comport with the needs of the project and its role in implementing the Wake Transit Plan

Real Property Inventory and Utilization Plan

- 1) Work Plan Project ID
- 2) Property Location
- 3) Summary of Conditions on Title
- 4) Original Acquisition Cost
- 5) Appraised/Assessed Value and Appraisal Date
- 6) Wake Transit Financial Participation Percentage and of Other Funding Partners
- 7) Description of Existing Improvements
- 8) Current and Planned Use of Property and Proposal for Disposition, if Applicable

Minimally Update and Report Annually with 4th Quarter Progress Report

Applies to All Wake Transit-Funded Property, Regardless of When Funding Was Requested

Disposal Methods/Use of Proceeds

- No Remaining Eligible Use = Dispose of Property Within 3 Years in Accordance With Available Methods
- Method #1: Sell and Reimburse Wake Capital Fund
- Method #2: Offset Within Same Distinct Wake Transit-Funded Project
- Method #3: Sell and Keep Net Proceeds in Open Project
- Method #4: Transfer Property to Other Eligible Project
- Method #5: Retain Title with Buyout
- Applicable federal/state rules control in any instances of conflict when federal/state interest in subject property



Method of Institutionalization



**Applicable Project-Level Agreements to
Require Compliance with Adopted Policy
Framework**

7.3 Policy Framework for Use of Wake Transit Funds to Acquire Real Property

Requested Action:

Approve the Policy Framework for Use of Wake Transit Funds to Acquire Real Property.

Slate Vote of Voting Members & Alternates

CONSENT:

- 5.1 Minutes
- 5.2 FY 2022 Recommended Wake Transit Work Plan
- 5.3 Locally Preferred Alternative for Wake BRT: Southern Corridor
- 5.4 Wake Transit Financial Policies & Guidelines Amendments
- 5.5 2021 NCDOT Bicycle & Pedestrian Planning Grant Applications
- 5.6 FYs 2022 and 2023 Enhanced Mobility of Seniors & Individuals w/ Disabilities (Section 5310) Project Selection
- 5.7 Mobility Management Program Study Funding Agreement

REGULAR AGENDA:

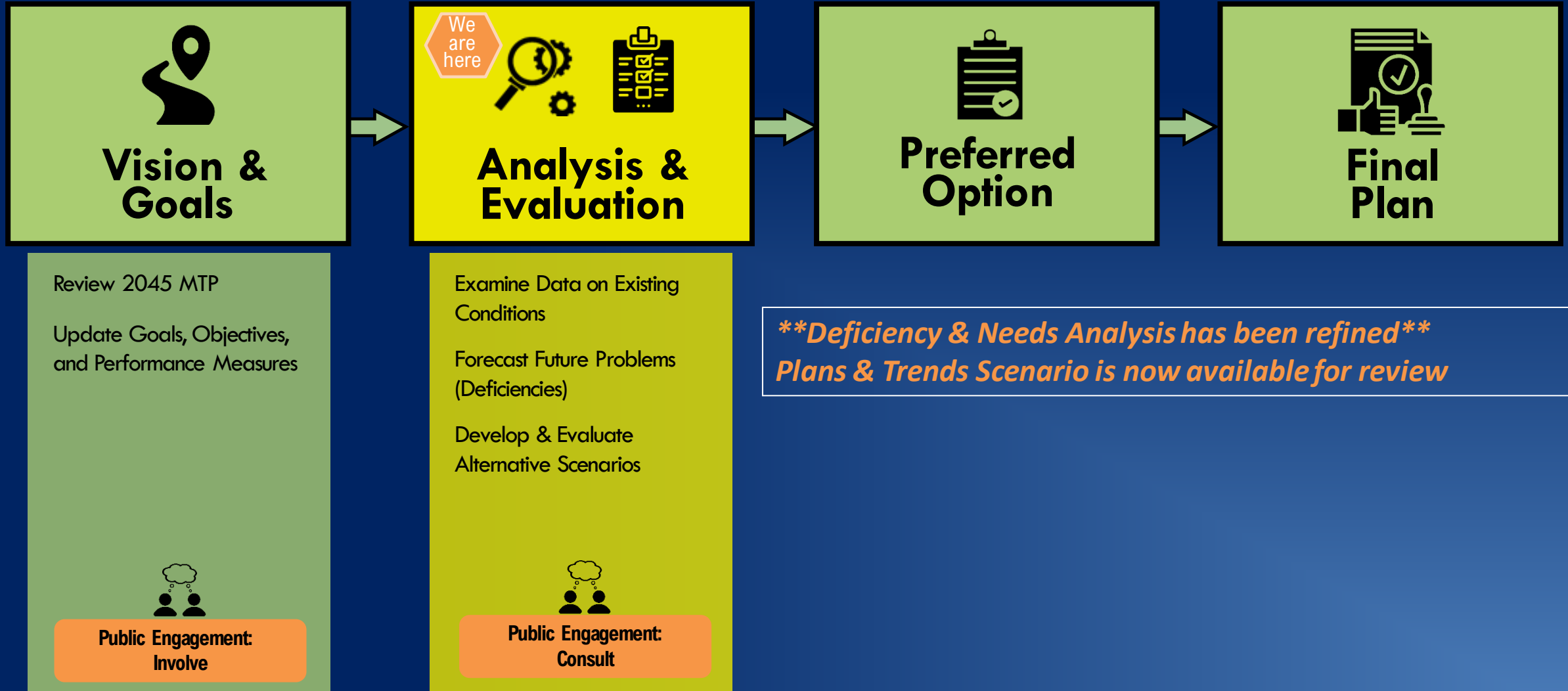
- 7.2 Sub-Allocation of American Rescue Plan Act Transit Funds
- 7.3 Framework: Using Wake Transit Funds to Acquire Real Property

- | | | |
|------------------------|-----------------------|----------------------------|
| • Town of Angier | Town of Fuquay-Varina | Town of Morrisville |
| • Town of Apex | Town of Garner | NC Board of Transportation |
| • Town of Archer Lodge | GoTriangle Board of | City of Raleigh |
| • Town of Bunn | Trustees | Town of Rolesville |
| • Town of Cary | Granville County | Wake County |
| • Town of Clayton | Harnett County | Town of Wake Forest |
| • City of Creedmoor | Town of Holly Springs | Town of Wendell |
| • Franklin County | Johnston County | Town of Youngsville |
| • Town of Franklinton | Town of Knightdale | Town of Zebulon |

7.4 2050 Metropolitan Transportation Plan (MTP/CTP) Update



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 2050 MTP.



Scenario Framework

Four scenarios that match a development foundation with a mobility foundation:
2 completed; 2 underway

Connect 2050 Scenario Framework (options for consideration)			 Mobility Investment Foundation				
			Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
	Development Foundation	Existing or Underway	basis for all scenarios				
		Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario			
		Opportunity Places (Key & Halo Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario	All Together Scenario	
		Build-Out					If unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

- *Deficiency & Needs Analysis has been refined*
- *Plans & Trends Scenario is available*

Alternatives Analysis

Trends Scenario

Plans & Trends Scenario

- Based on local land use plans (*Community Plans development foundation*)
- Where provided, incorporates “committed” development
- “Asserts” development at Anchor Institutions like universities based on campus plans and discussions with staff
- Includes current TIP funded projects
- Transportation improvements in current transportation plans & current transportation programming framework

Alternatives Analysis

Trends Scenario

Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Smaller level of secondary roadway investments in 2nd two decade



Major Transit Investments

- CRT from Clayton to Durham
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Scenario Framework

Four scenarios that match a development foundation with a mobility foundation:
2 completed; 2 underway

Connect 2050 Scenario Framework

							
			Mobility Investment Foundation				
			Existing & Committed	Trend	Mobility Corridors	Complete Communities*	Comprehensive Transport Plan
	Development Foundation	Existing or Underway	basis for all scenarios				
		Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario			
		Opportunity Places (Key Hubs; REINVEST Neighborhoods)			Shared Leadership Scenario	All Together Scenario	
		Build-Out					If unlimited \$ & capacity growth

* More focused investment on Complete And Safe Streets, Active Transport, and Transit

The Opportunity Places Development Foundation

-- a focus on important trip origins and destinations --

Opportunity Places Development Foundation

Mechanically derived – 4 main elements

Community Plans is the starting point. Modified as follows:

1. Anchor institutions – increased asserted development
2. Mobility hubs – more intense, mixed use development in ~2 dozen places; largely at previously identified “activity centers” in CommunityViz
3. Frequent transit corridors – TOD development on developable parcels
4. Affordable housing opportunity sites – asserted “LIHTC-like” projects on undeveloped public land through GIS-based criteria

*This Development Foundation will be used for the
Shared Leadership and All Together scenarios*

Alternatives Analysis

Shared Leadership Scenario

Major Roadway Investments

- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- Smaller level of secondary roadway investments in 2nd two decades

Major Transit Investments

- CRT from Clayton to Durham
- CRT from Apex to Wake Forest
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Alternatives Analysis

All Together Scenario

Major Roadway Investments

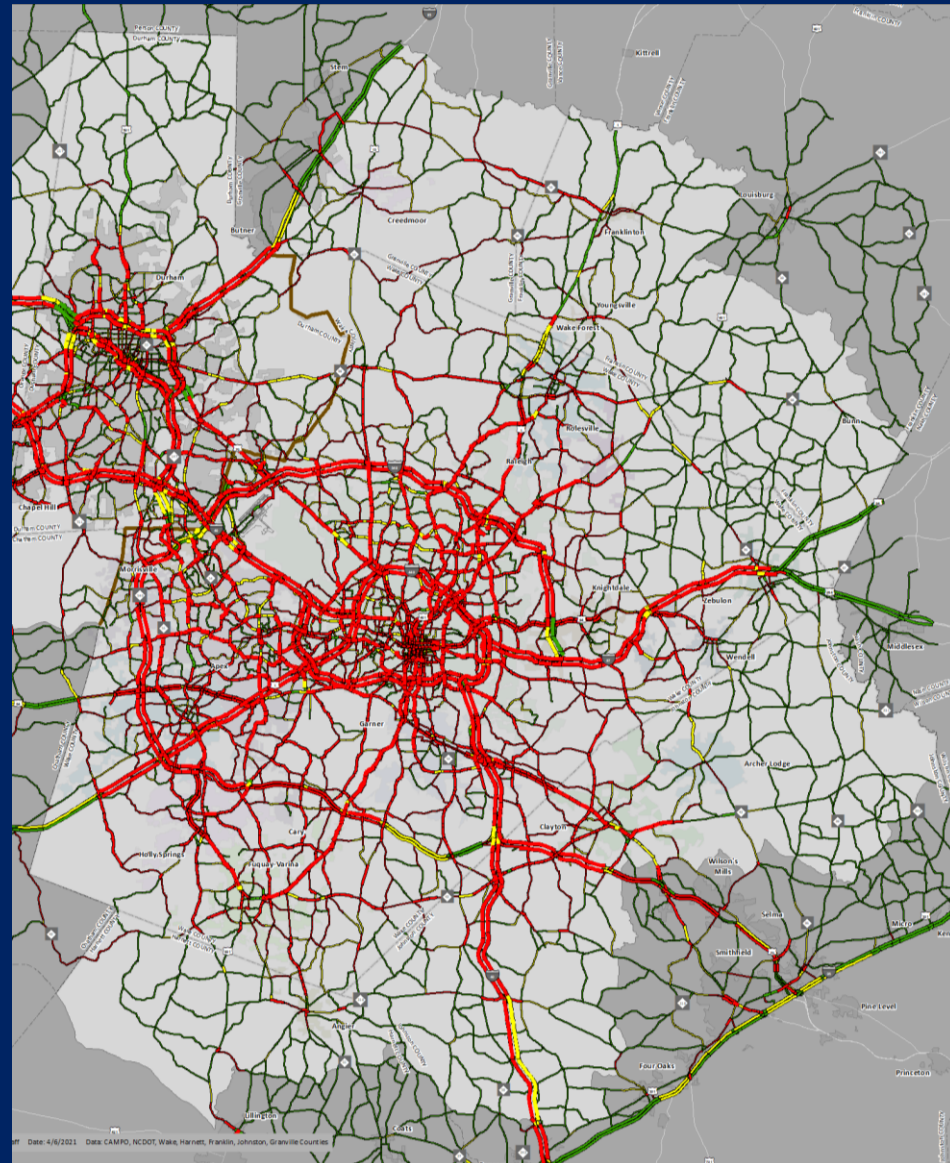
- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- **Higher** level of secondary roadway investments in 2nd two decades

Major Transit Investments

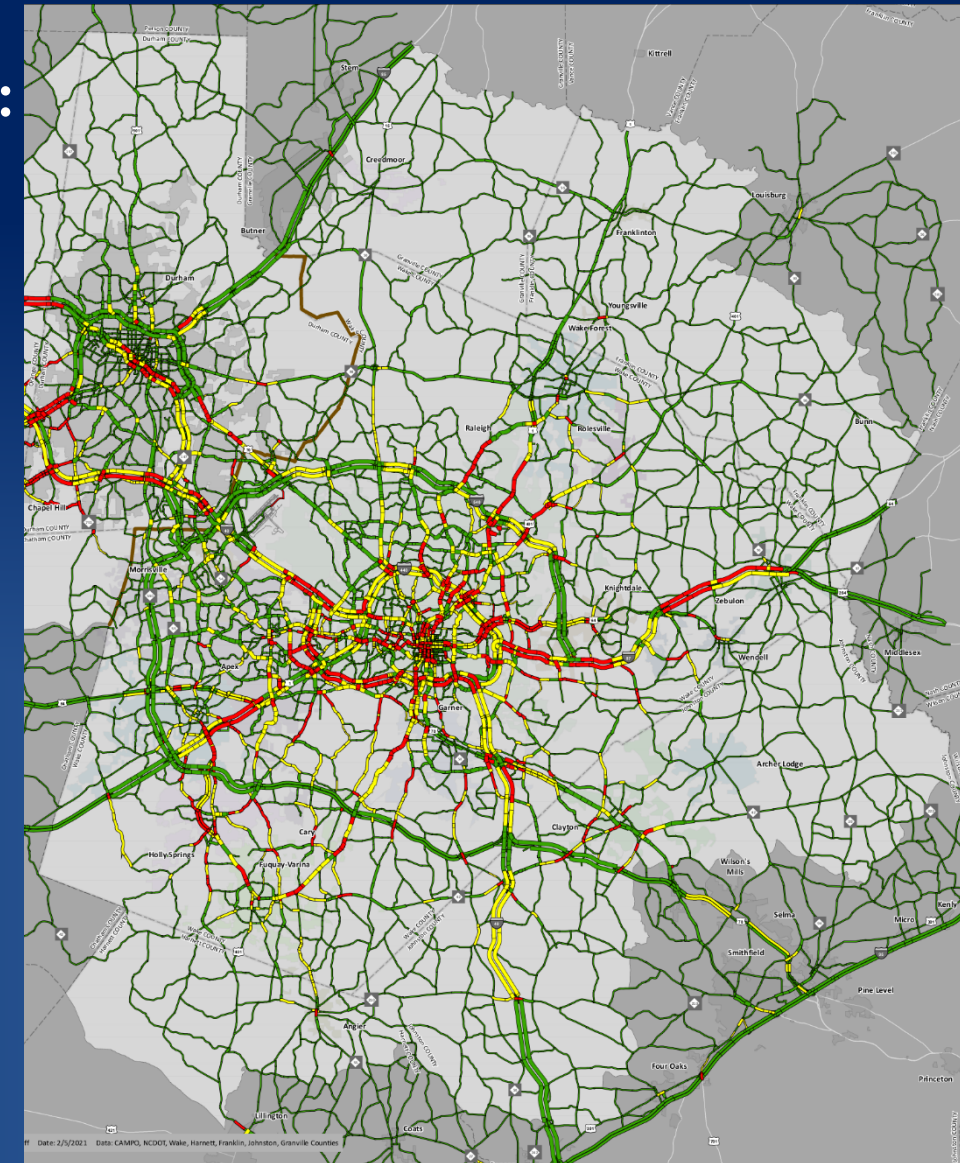
- CRT from **Selma** to Mebane
- CRT from Apex to **Franklinton**
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of WTP frequent bus network
- Community Funding Areas

Preliminary Deficiency Analysis

Peak Hour



Mid Day



Transportation Network:
2025

Socio-Economic Data:
2050 Community Plans

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

Represents the worst travel hour of the day

Off-Peak

Represents the mid day daily travel (non-"rush hour")

Preliminary Trends

Peak Hour

Mid Day

Transportation Network:
2050 Trends

Socio-Economic Data:
2050 Community Plans

Volume / Capacity

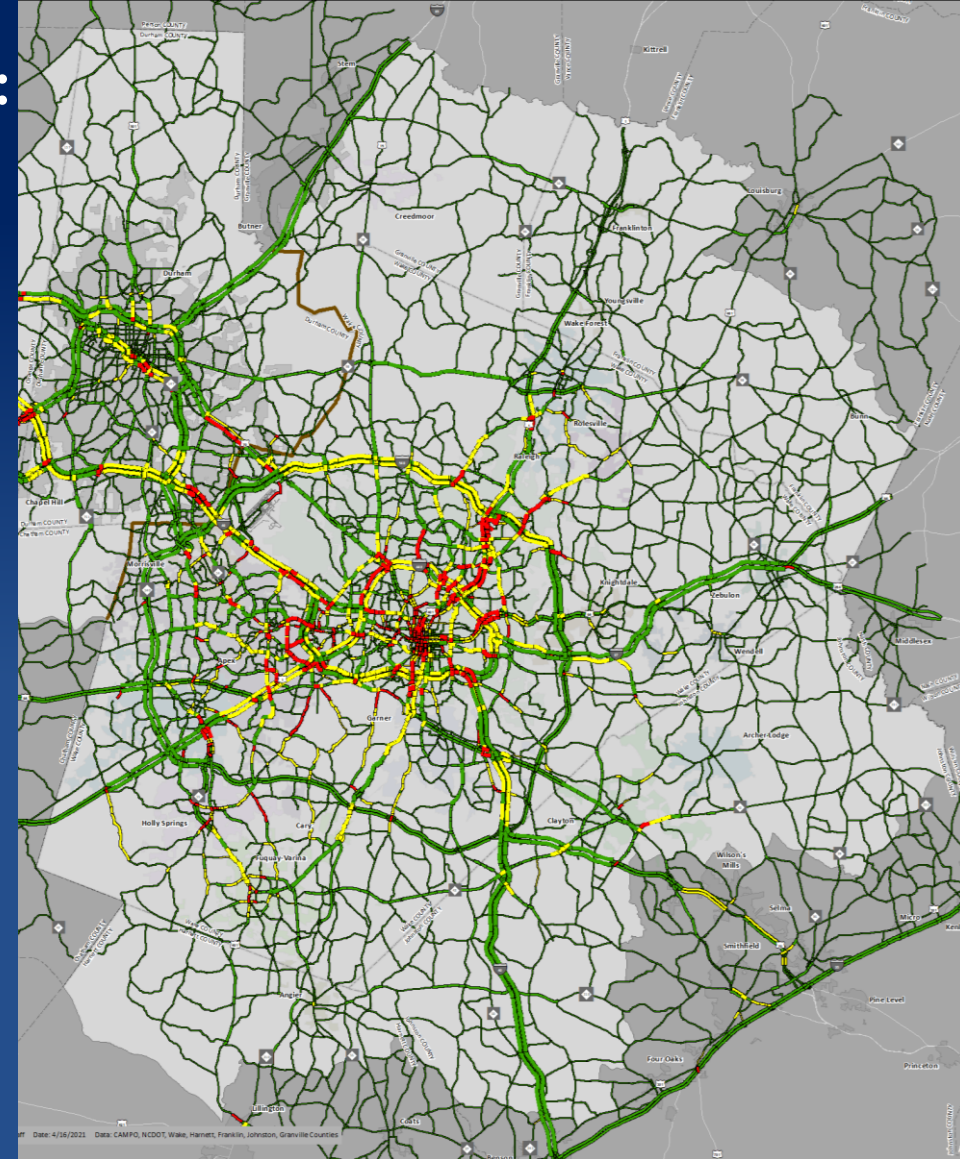
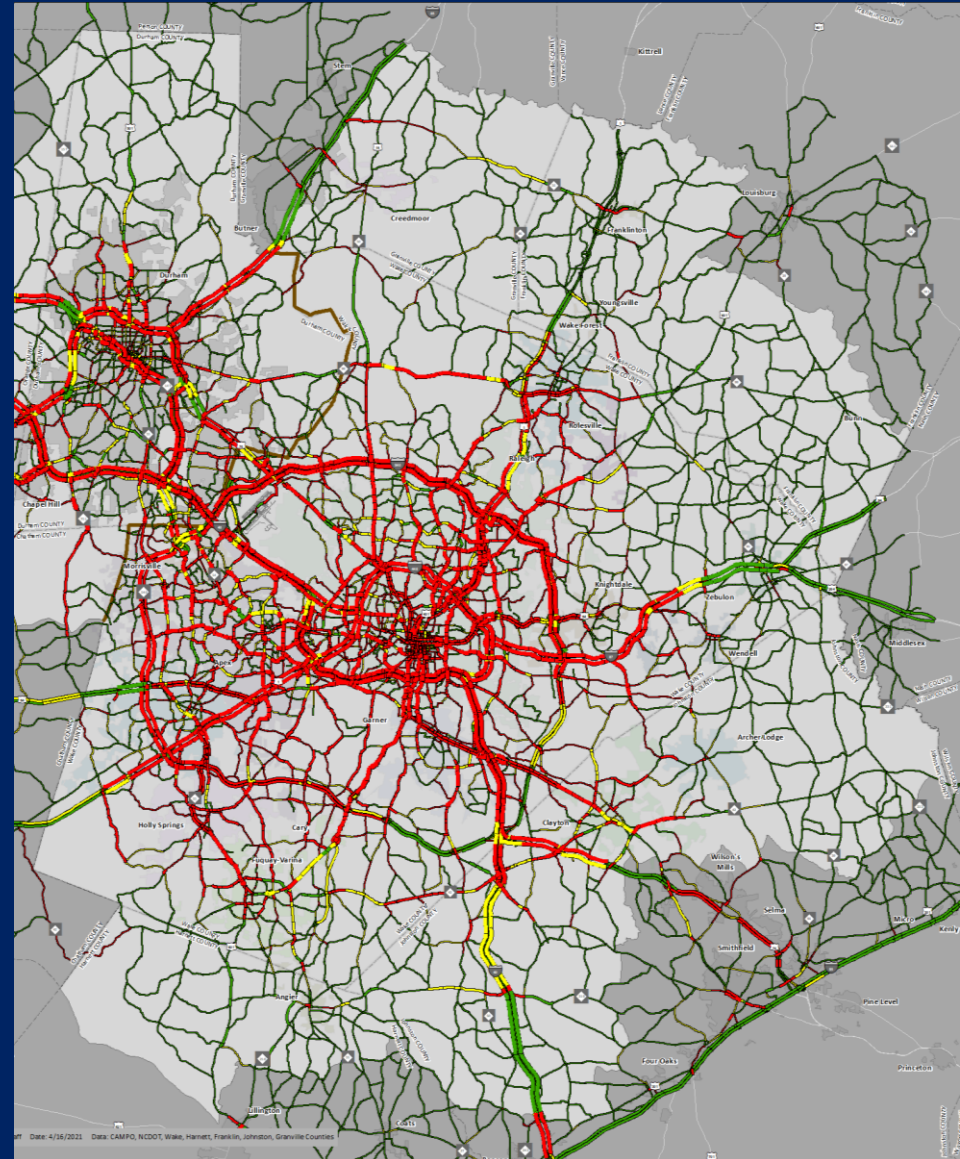
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Represents the worst travel hour of the day

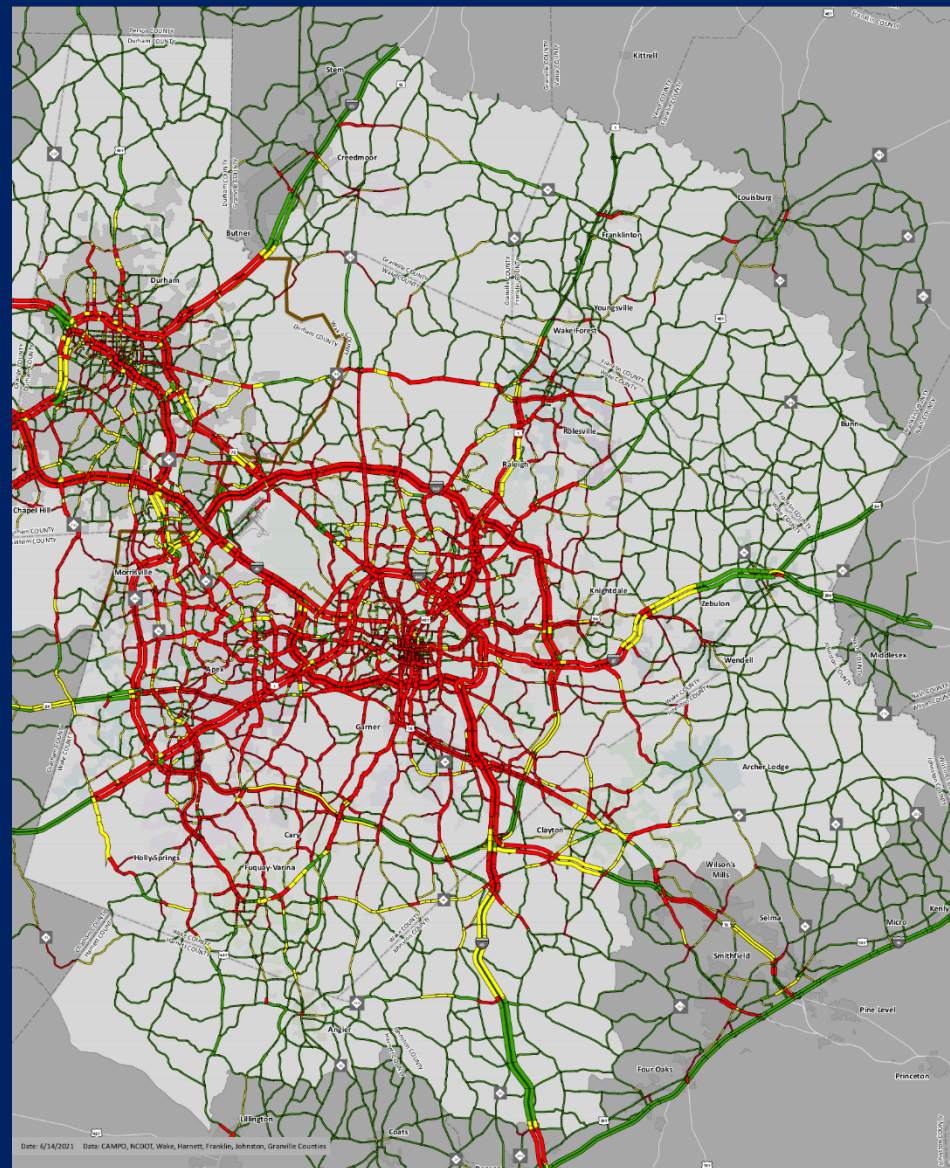
Off-Peak

Represents the mid day daily travel (non-"rush hour")

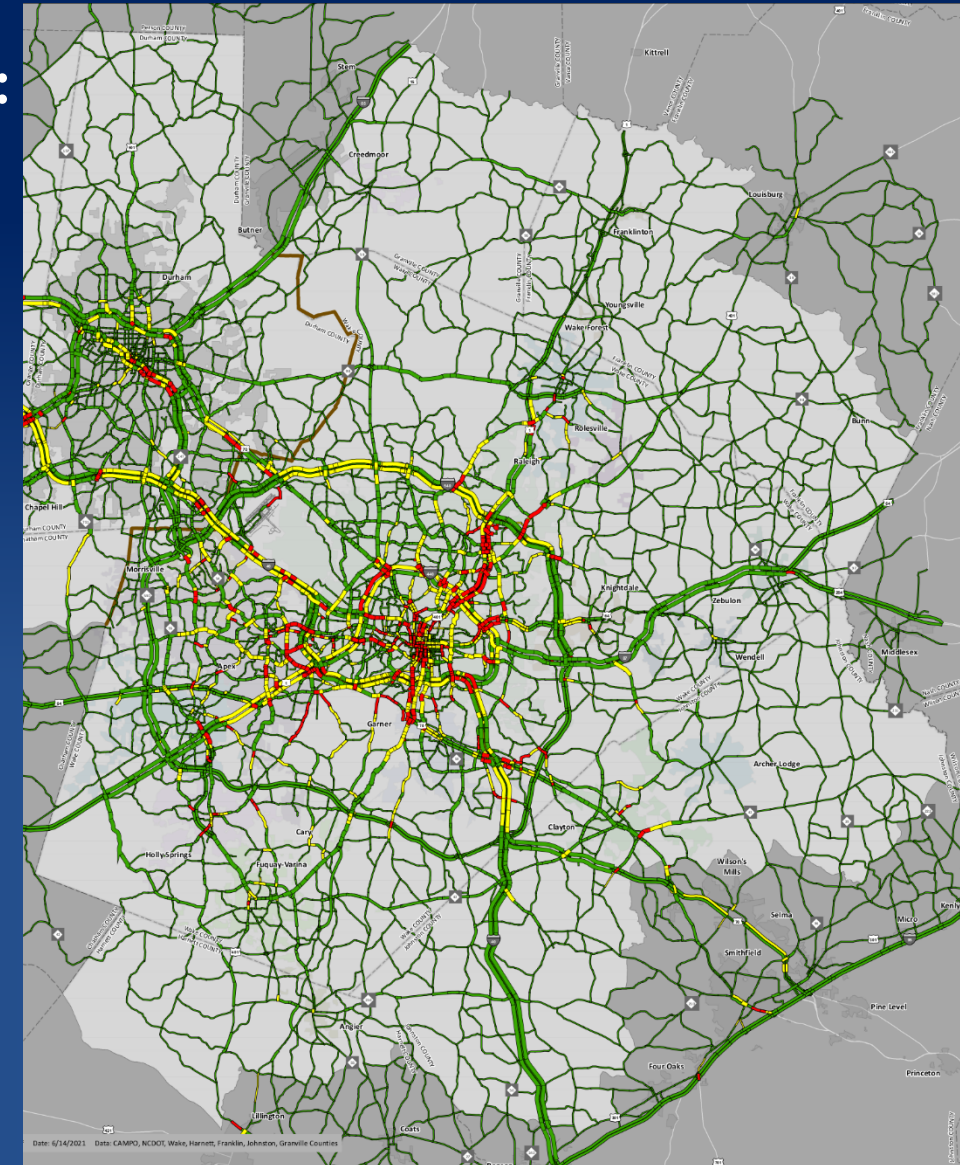


Preliminary Shared Leadership

Peak Hour



Mid Day



Transportation Network:
2050 Shared Leadership

Socio-Economic Data:
2050 Opportunity Places

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

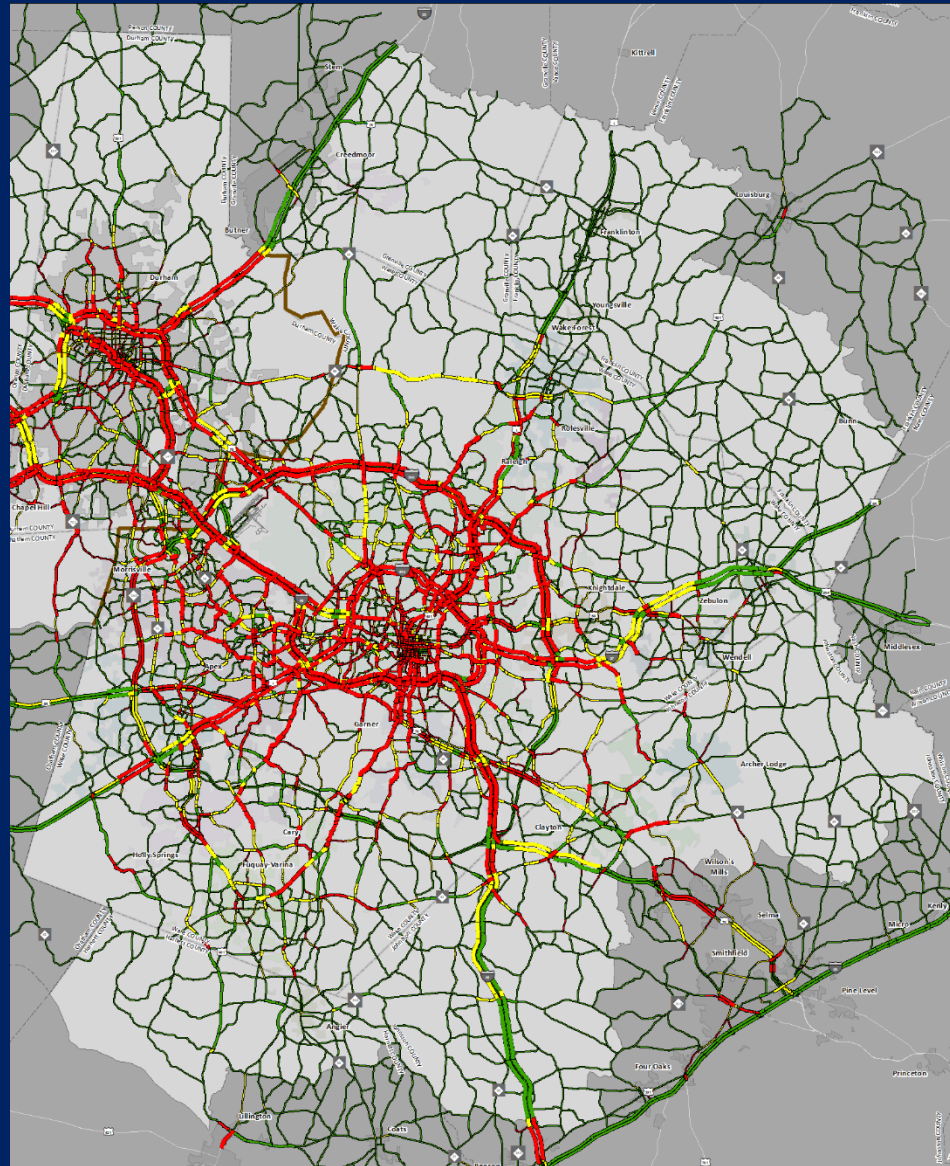
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Off-Peak

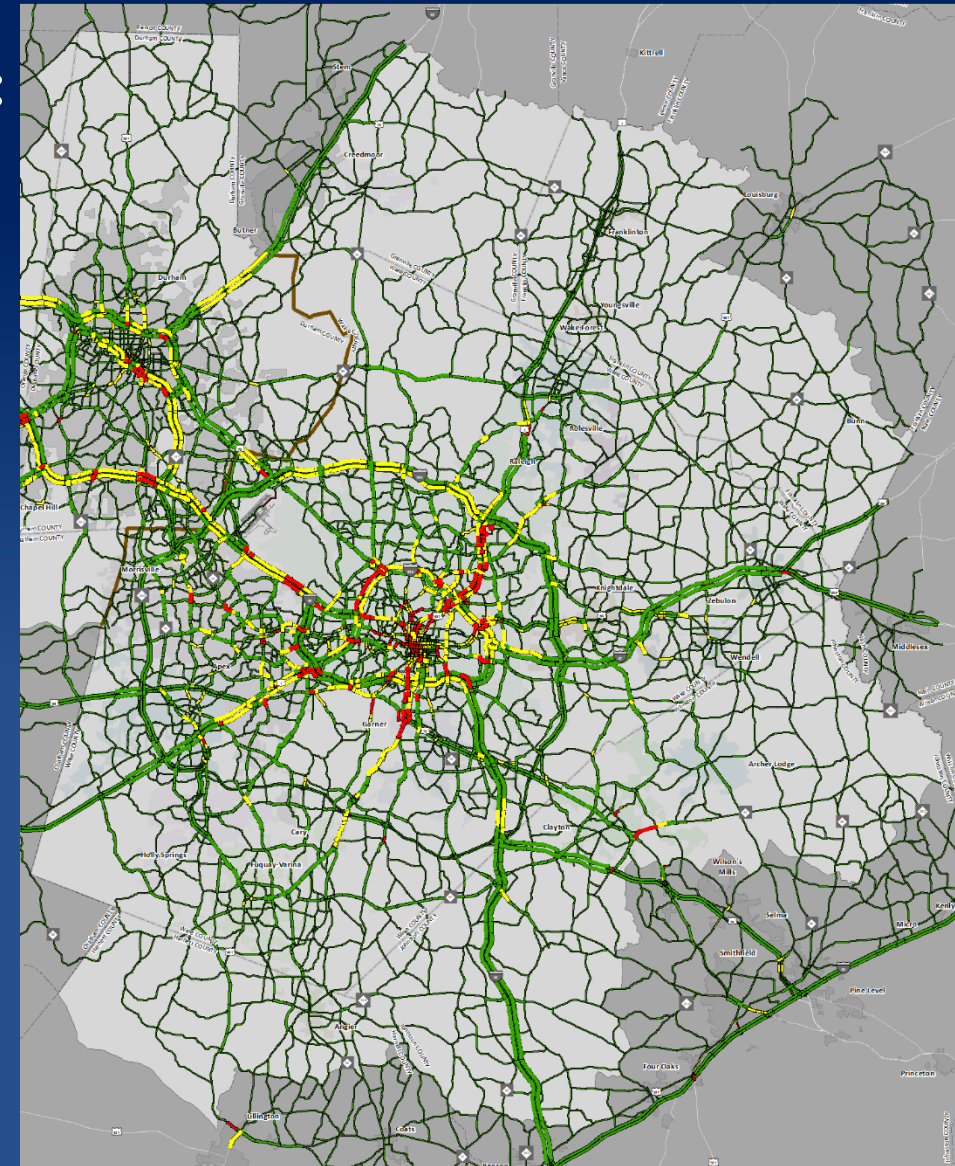
Represents the mid day daily travel (non-"rush hour")

Preliminary All Together

Peak Hour



Mid Day



**Transportation Network:
2050 All Together**

**Socio-Economic Data:
2050 Opportunity Places**

Volume / Capacity

Red signifies that a road has met or exceeded its capacity

Peak Hour

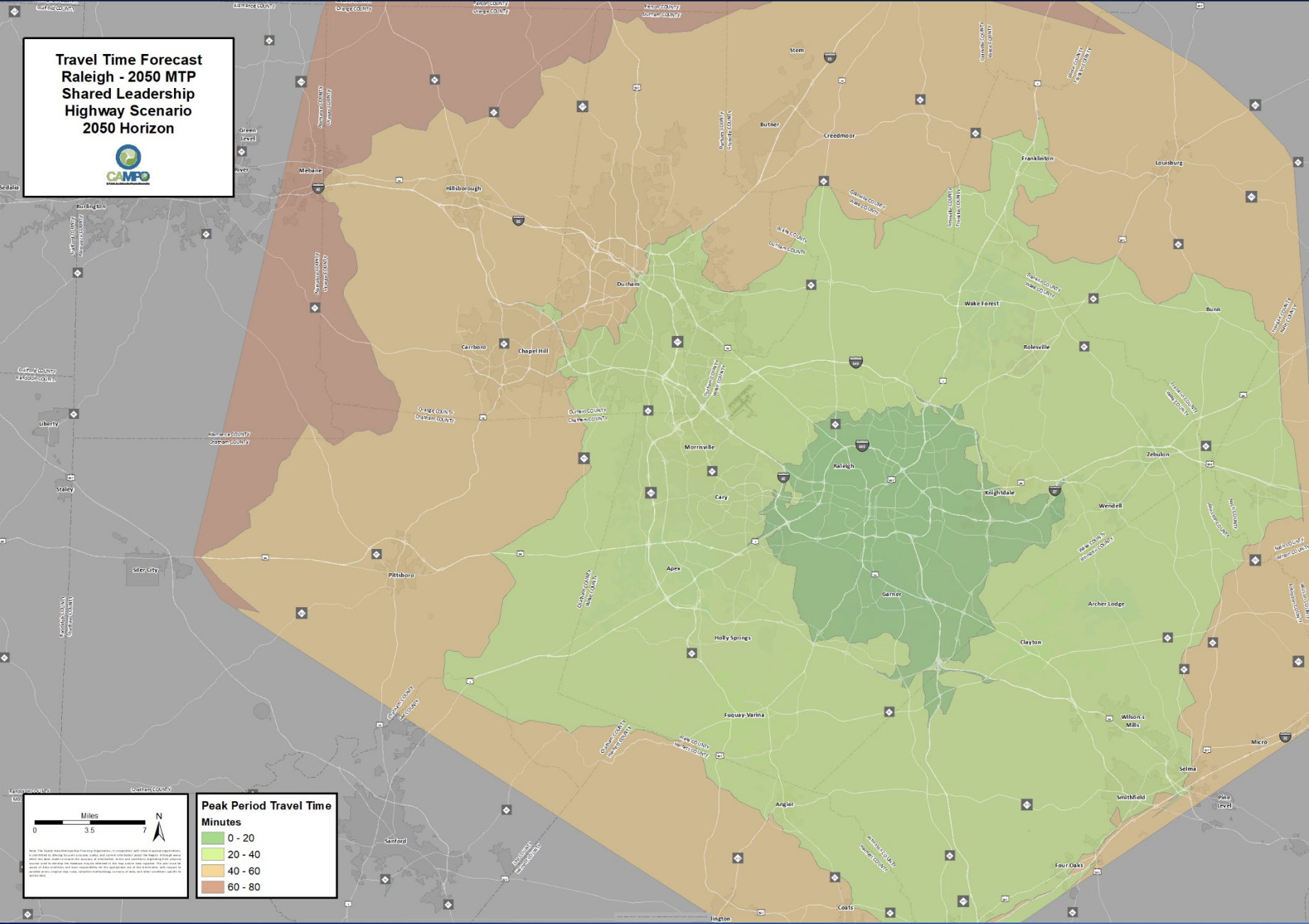
Represents the worst travel hour of the day

Off-Peak

Represents the mid day daily travel (non-"rush hour")

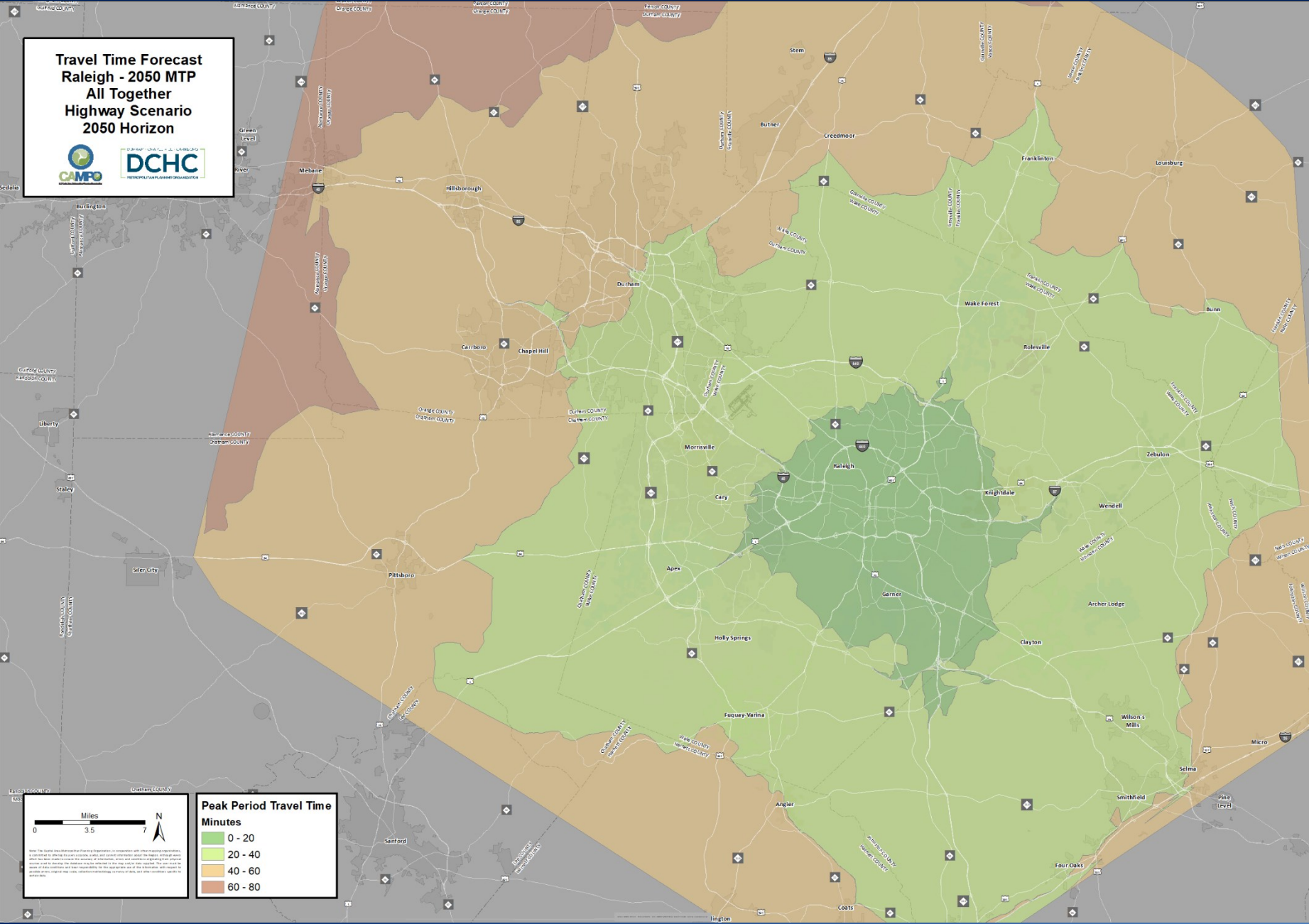
Preliminary Shared Leadership Scenario & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	40 min
Downtown Wake Forest	30 min
Downtown Knightdale	20 min
Downtown Holly Springs	30 min



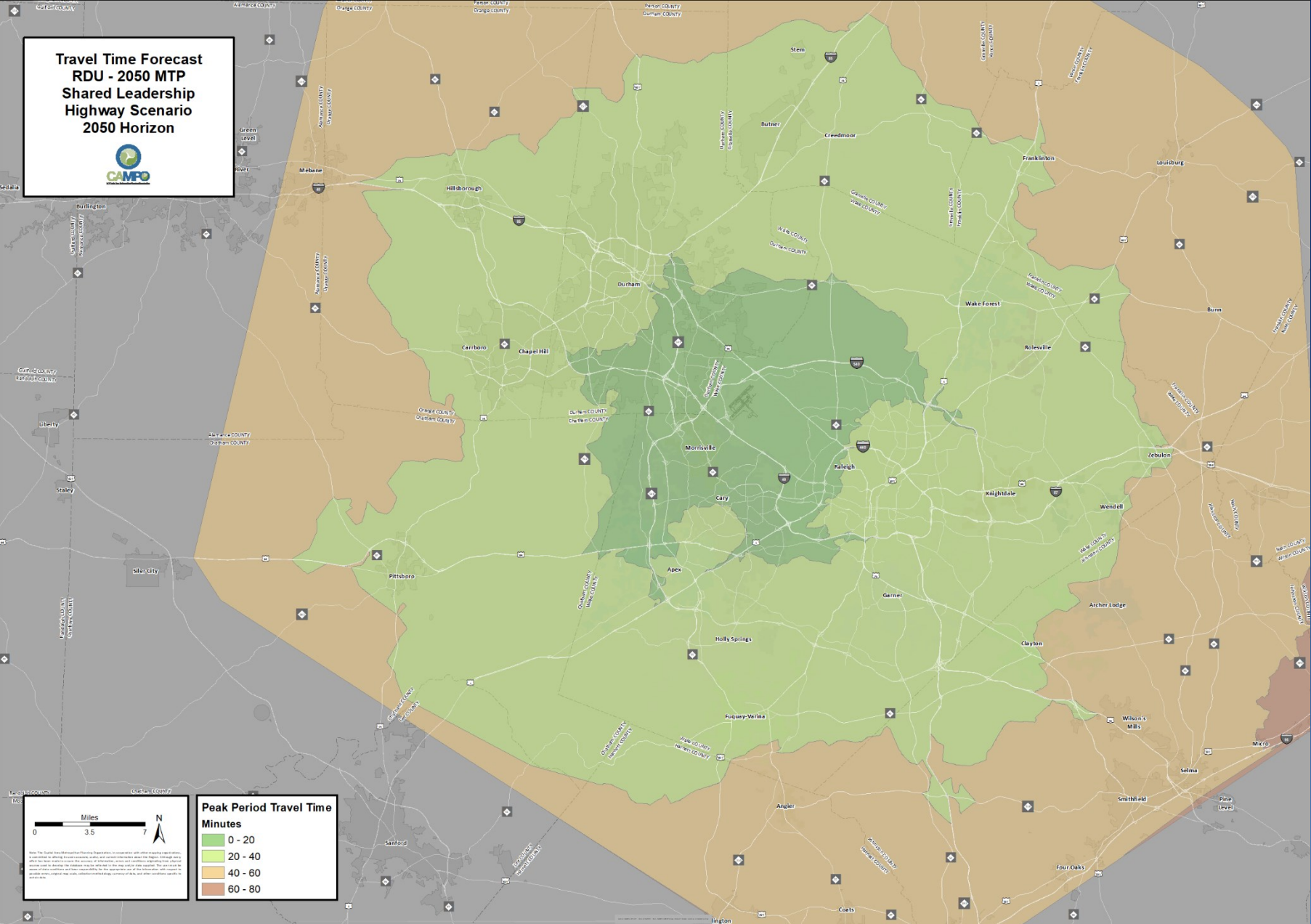
Preliminary All Together Scenario & Travel Time (Downtown Raleigh)

Destination	Approx. Time
RDU	30 min
Downtown Wake Forest	30 min
Downtown Knightdale	20 min
Downtown Holly Springs	30 min



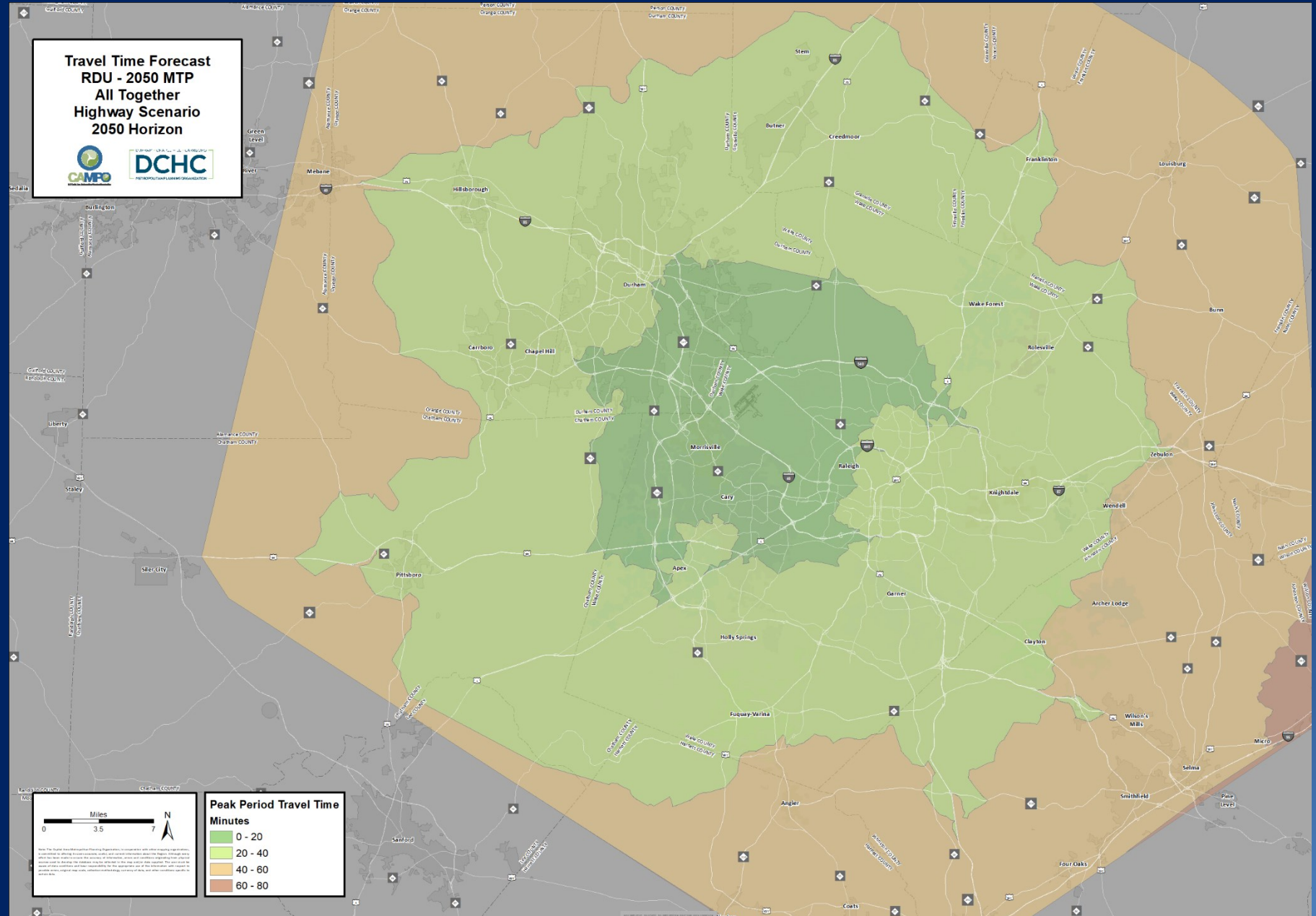
Preliminary Shared Leadership Scenario & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
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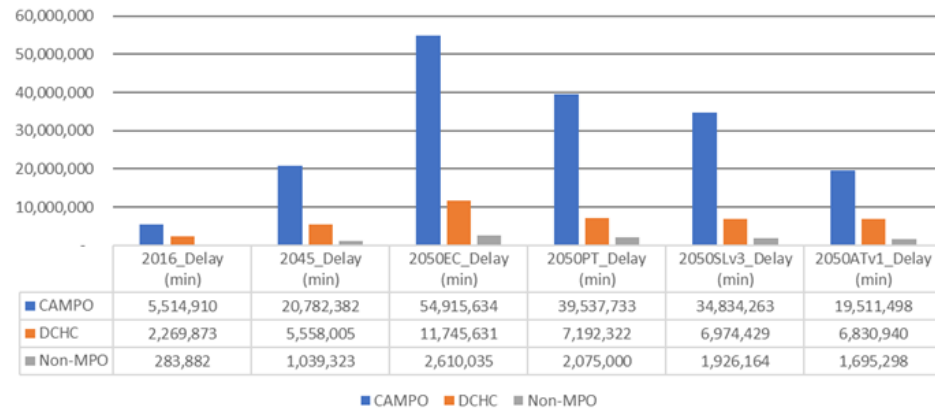
Preliminary All Together Scenario & Travel Time (RDU)

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Downtown Holly Springs	30 min

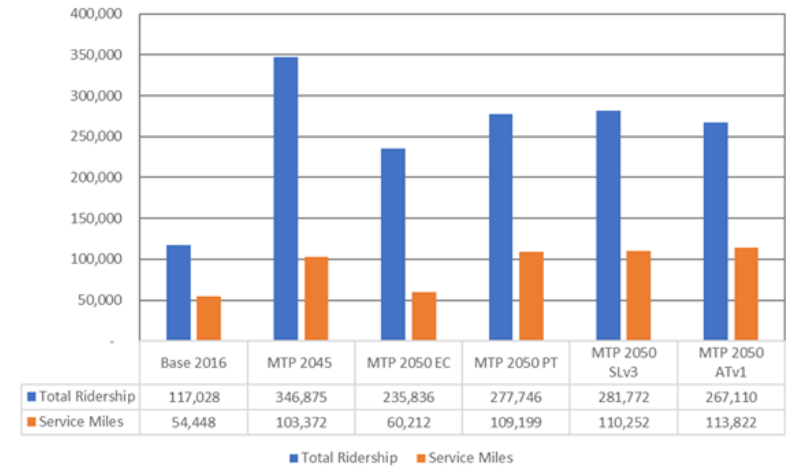


Preliminary Mobility Metrics

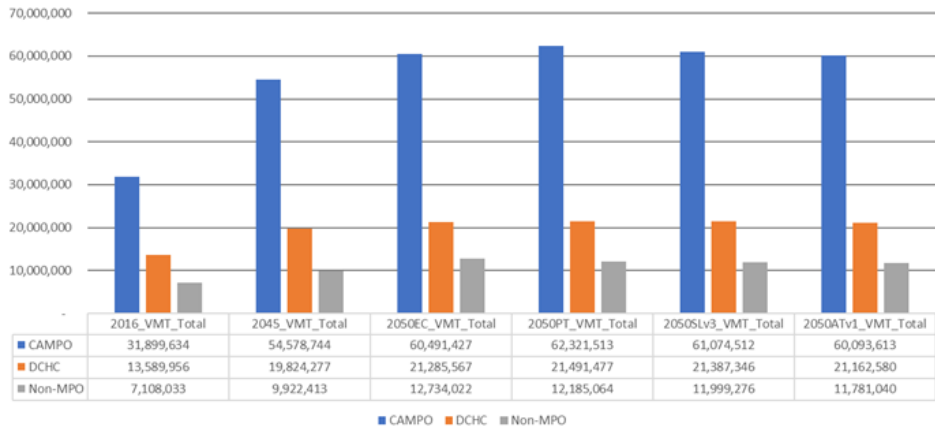
Total Delay by MPO/Scenario



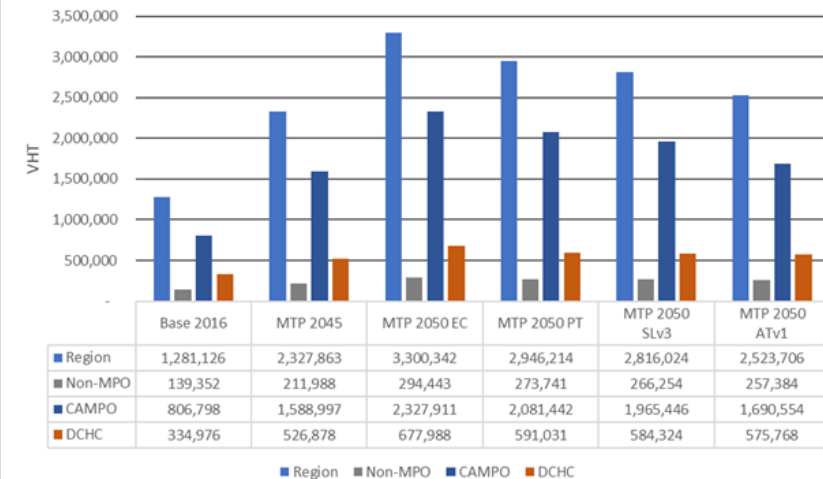
Transit Ridership and Service Miles



Total VMT by MPO/Scenario



Total VHT by Scenario



Review results of **all Scenarios** through the CAMPO web portal:

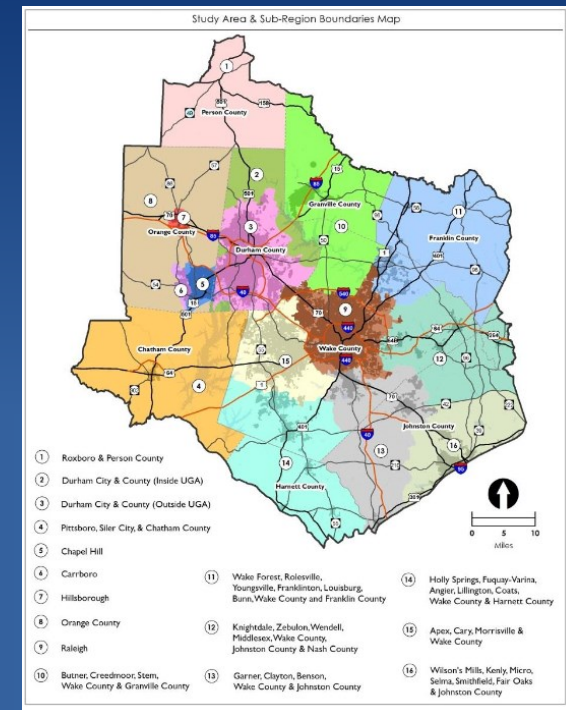
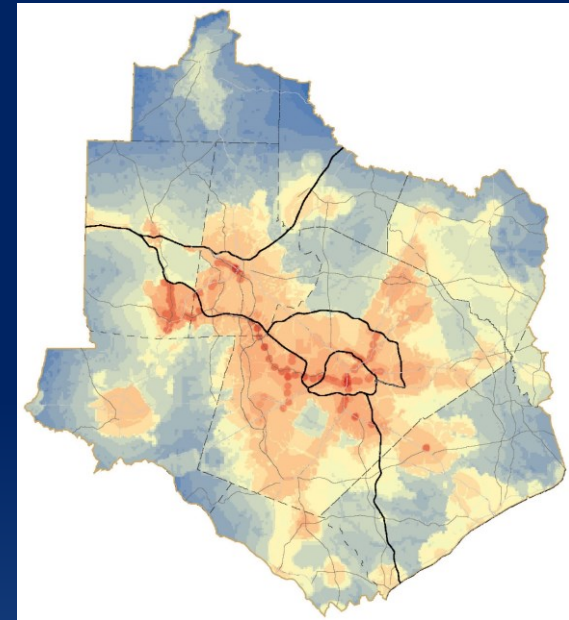
<https://www.campo-nc.us/mapsdata>

Things to think about:

- Locations of changes in travel patterns
- Locations of changes SE data
 - If different than expected, check Place Type, Development Status, and Density look up data.
 - Changes can be made through the online CommunityViz portal (via TJCOG).

All Alternatives Analysis phase scenarios are available online for review.

Additional metrics and analysis will be available online over the next few weeks.



7.4 2050 Metropolitan Transportation Plan (MTP/CTP) Update

Item	Anticipated Milestone Dates
Alternatives Analysis Review	April- June 2021
Continued AA Review	Summer 2021
Revenue Forecast Updates	June - Aug. 2021
Preliminary Draft Financial Plan	Summer/Fall 2021
“Final” Draft Plan	Fall 2021
Public Hearing	Fall 2021
Adopt 2050 Plan	Fall 2021

Requested Action:
Receive as information.

8. Informational Items: Budget

8.1 Member Shares – FY 2021

8.2 Operating Budget – FY 2021

Requested Action:
Receive as information.

9.1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- NCDOT Highway Project U-2719 – Updates
- Wake Transit Plan Update
- Northeast Area Study Update
- Bus On Shoulder Study
- Western Wake Traffic Signal System Integration Study
- US 401 Corridor Study
- NC 540 Bonus Allocation Projects

9.2 Informational Item: Public Engagement Updates

Requested Action:
Receive as information.

10. 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

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

Date	Event
July 1, 2021 4:00 p.m.	TCC TBD
July 21, 2021 4:00 p.m.	Executive Board TBD
August 5, 2021 4:00 p.m.	TCC TBD
August 18, 2021 4:00 p.m.	Executive Board TBD