



NC Capital Area **Metropolitan Planning Organization**

WELCOME!

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

Please be prepared to mute your audio following roll call.

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

PUBLIC COMMENTS SPEAKER SIGN UP SHEET:

<https://docs.google.com/spreadsheets/d/1gSN5mpMN4KKBzhYrX189ROMATSN0vLgZ6VWOd5ILOj0/edit?usp=sharing>

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



NC Capital Area **Metropolitan Planning Organization**

Technical Coordinating Committee Meeting

August 5, 2021

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

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: June 3, 2021

Requested Action:

Approve the June 3, 2021 Meeting Minutes.

5. Regular Business

5.1 Bus on Shoulder Study



NC Capital Area Metropolitan Planning Organization

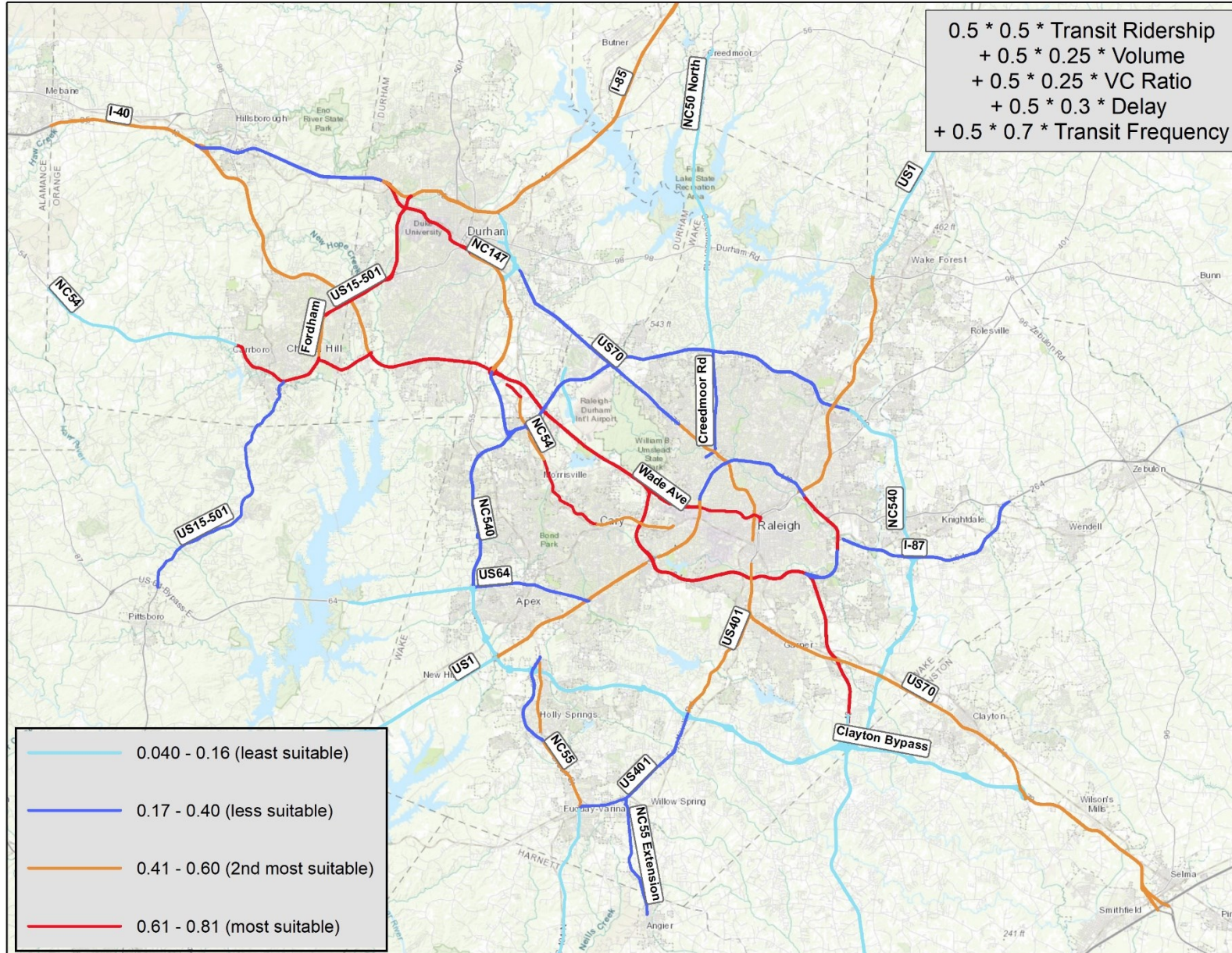
Triangle Region Bus on Shoulder System (BOSS) Expansion Study

August 2021

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**

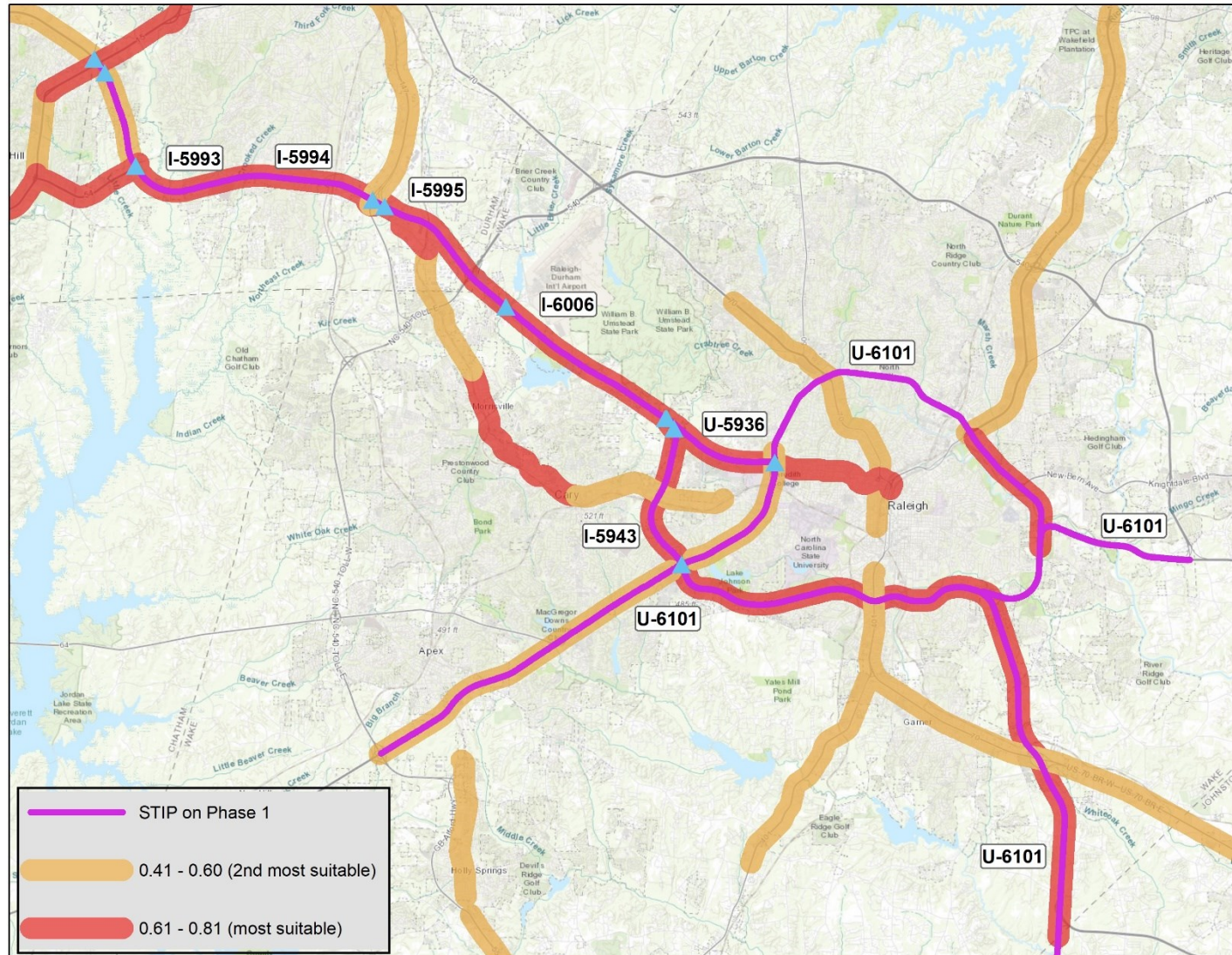
Which Facilities Would BOSS Benefit the Most?



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

5.1 Bus on Shoulder Study

- Final reports and Executive Summary in today's packet and on our website: <https://www.campo-nc.us/programs-studies/transit>
- Open for public comment through August 15, 2021

Requested Action:

Recommend endorsement of the findings in the BOSS Study Report for use in MTP development to the Executive Board.

5.2 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

5.2 Amendment #5 to FY2020-2029 Transportation Improvement Program

Requested Action:

Recommend approval of Amendment #5 to the FY2020-2029 Transportation Improvement Program to the Executive Board.

5.3 CAMPO Projects and Programs Funding Update

1. Future Federal Transportation Funding
2. STIP/TIP Project Delays
3. SPOT 6.0
4. LAPP

1. Future Federal Transportation Funding

- No adopted bill designating federal funding for next year.
- 2 Versions: House passed own version of funding bill, Senate working on theirs (WH supported), VERY DIFFERENT - needs to match to pass.
- Unclear what will happen and when, but very possible that deal will not be reached by end of FFY2021 on September 30, 2021.

2. STIP/TIP Project Delays

- NCDOT working on updating cost estimates on projects in current STIP. Cost increases have gone up by over \$7 billion.
- STIP required to be fiscally constrained, will likely see another large TIP/STIP overhaul in response to updated costs.
- We will be working with NCDOT on this process over the next 12 months.

3. SPOT 6

- Decision expected this week on what to do with SPOT 6 - anticipated to be cancelled due to limited funding availability for new projects.
- If cancelled, expect to get quantitative scores back, but will not go through local input points process.
- What will happen to develop future TIP/STIP? TBD

4. LAPP

- Executive Board deadline 9/30/2021 for all LAPP projects to receive funding authorization.
- Current policy: Projects that do not meet deadline are required to request Board's approval to move forward in order to keep LAPP funding once the project has all required deliverables to request funding authorization.

TIP ID	Project	FFY	Jurisdiction	Phase	Approved LAPP Funding
U-5928	Peakway South Salem Interchange	2017	Apex	Construction	\$ 2,500,000
U-5118FB	Arendell Ave Access Management	2017	Zebulon	Construction	\$ 916,000
C-5604HA	Mingo Creek Greenway	2018	Knightdale	Construction	\$ 1,460,800
U-6094	Holly Springs Road Widening Phase I	2019	Holly Springs	Construction	\$ 830,496
U-6093	Rock Quarry Road Improvements	2019	Raleigh	Construction	\$ 7,973,432
C-5604OF	Blue Ridge Road Pedestrian Improvements	2019	Raleigh	Construction	\$ 3,472,150
C-5604ID	Higgins Greenway	2019	Cary	CON	\$ 1,010,000
U-6222	NC 98 at Camp Kanata	2020	Division 5	ROW, Construction	\$ 977,600
U-6223	42 E Extension	2020	Clayton	ROW, Construction	\$ 5,000,000
W-5601EX	NC 42 Turn Lanes	2020	Division 5	ROW, Construction	\$ 1,463,500
U-6225	White Oak, Hebron, Ackerman Roundabout	2020	Garner	Construction	\$ 1,177,422
C-XXXX (Pending CMAQ ID)	Judd & South Main Intersection Improvements	2020	Fuquay-Varina	PE, ROW, Construction	\$ 494,610
C-XXXX (Pending CMAQ ID)	Hwy 55 and NE Judd Parkway Intersection Improvements	2020	Fuquay-Varina	PE, ROW, Construction	\$ 1,516,106
C-XXXX (Pending CMAQ ID)	Crabtree Creek Greenway- Bond to High House	2020	Cary	PE, CON	\$ 1,320,000
C-XXXX (Pending CMAQ ID)	Jones Street Sidewalk	2020	Fuquay-Varina	PE, ROW, Construction	\$ 725,040
C-XXXX (Pending CMAQ ID)	Crabtree Creek Greenway Connector	2020	Cary	CON	\$ 2,260,000
EB-6020	Junny Road Sidewalk Extension	2020	Angier	PE, ROW, Construction	\$ 1,426,000
EB-6021	Beaver Creek Greenway Extension	2020	Apex	CON	\$ 1,052,881
U-6241	Burlington Mills Road Realignment and Main Street Corridor Improvements and Main Street Complete Streets Project	2021	Rolesville	Construction	\$ 4,838,956
U-6242	Old Wake Forest Road - North	2021	Raleigh	Construction	\$ 11,158,400
U-6244	Wendell Boulevard Wendell Falls Parkway Intersection Project	2021	Wendell	Right of Way, Construction	\$ 576,818
EB-6046	West Chatham Street Sidewalk	2021	Apex	Construction	\$ 381,200
EB-6048	Wendell Boulevard Sidewalk Project	2021	Wendell	Right of Way, Construction	\$ 827,275
EB-6049	Avent Ferry Road Sidewalk Connectors	2021	Holly Springs	Construction	\$ 1,000,000
TG-6812	GoApex Route 1 Bus Stop Improvements	2021	Apex	Construction	\$ 427,000
C-XXXX (Pending CMAQ ID)	3 Sidewalk Connections to GoCary Transit Service	2021	GoCary	PE, ROW, Construction	\$ 1,020,534

Current Unobligated Projects

Total \$55,806,220

***Note:** Projects denoted with C-XXXX have been on hold due to issues with CMAQ Unit, outside the control of sponsoring agencies. Total Less C-XXXX projects \$48,469,930.

5.3 CAMPO Projects and Programs Funding Update

Requested Action:
Receive as information.

5.4 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.

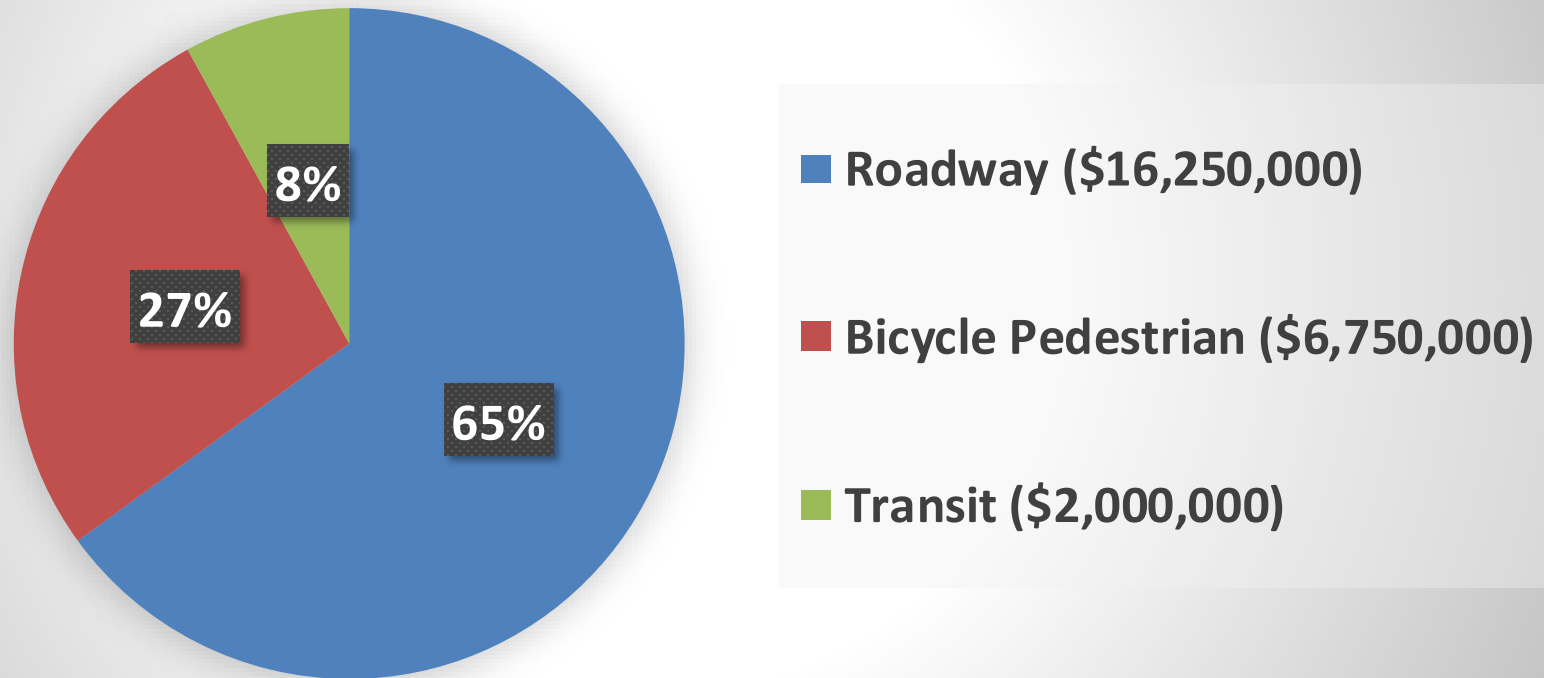
- Issue raised by LAPP Selection Panel after FFY22 round
- Intended to help evaluate projects similar to each other
- Helps assist with tracking projects after funding awarded

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.

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

Requested Action:

Recommend approval of proposed changes and target modal investment mix for the FFY2023 Locally Administered Projects Program to the Executive Board.

Roll Call of Voting Members & Alternates

Action Items – June 2021 Meeting Minutes, Bus on Shoulder System (BOSS) Regional Study, LAPP FFY2023 Proposed Changes and Target Modal Investment Mix, and Amendment #5 to FY2020-2029 Transportation Improvement Program.

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

5.5 Federal Certification Review

5.5 Federal Certification Review

- Joint review by FHWA/FTA completed every four years
- Review, evaluate, and certify the transportation planning process
- Completed during spring of 2021 (prior review completed in 2017)
- Summary Findings:
 - Four Commendations
 - Four Recommendations
 - No Corrective Actions

**** *Full Certification Review report is available on CAMPO website***

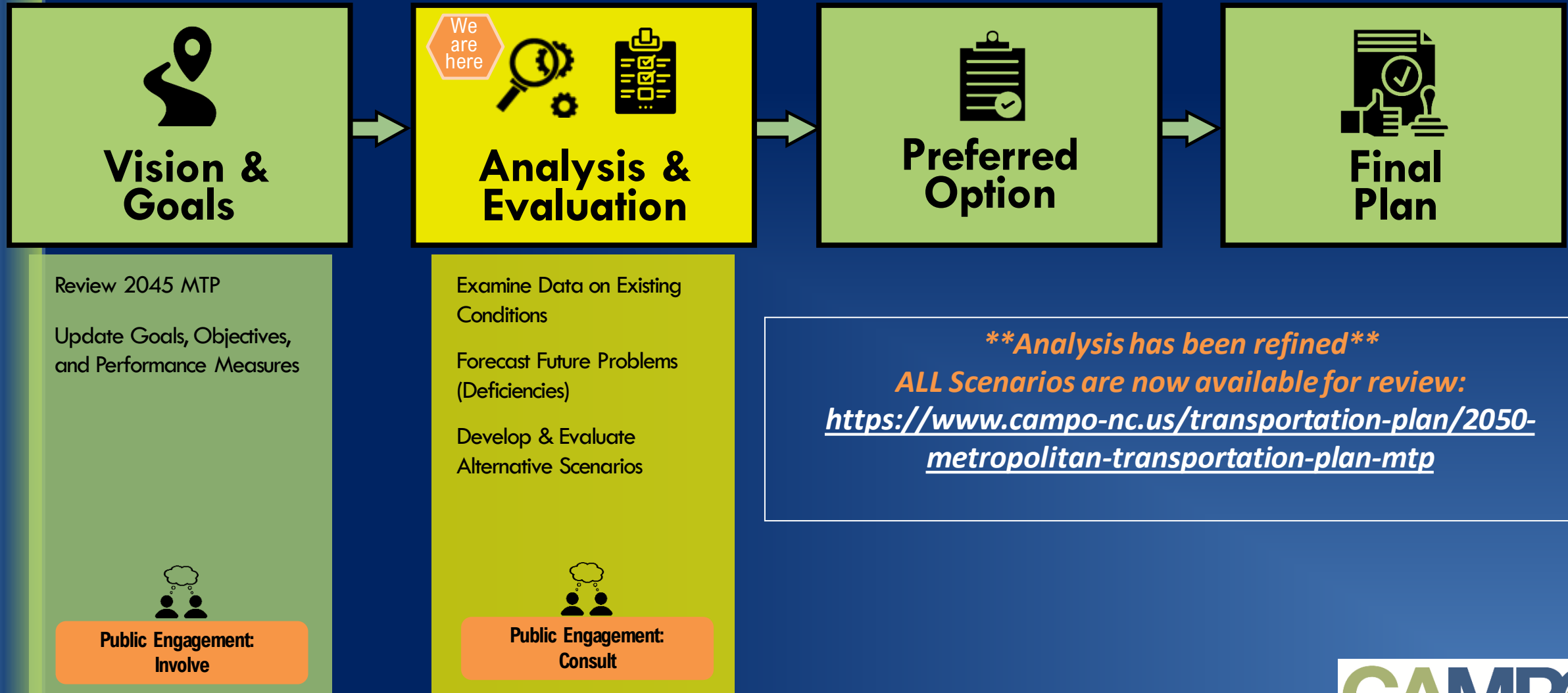
5.5 Federal Certification Review

Requested Action:
Receive as information.

5.6 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
			Existing or Underway	basis for all scenarios			
   	Development Foundation	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

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

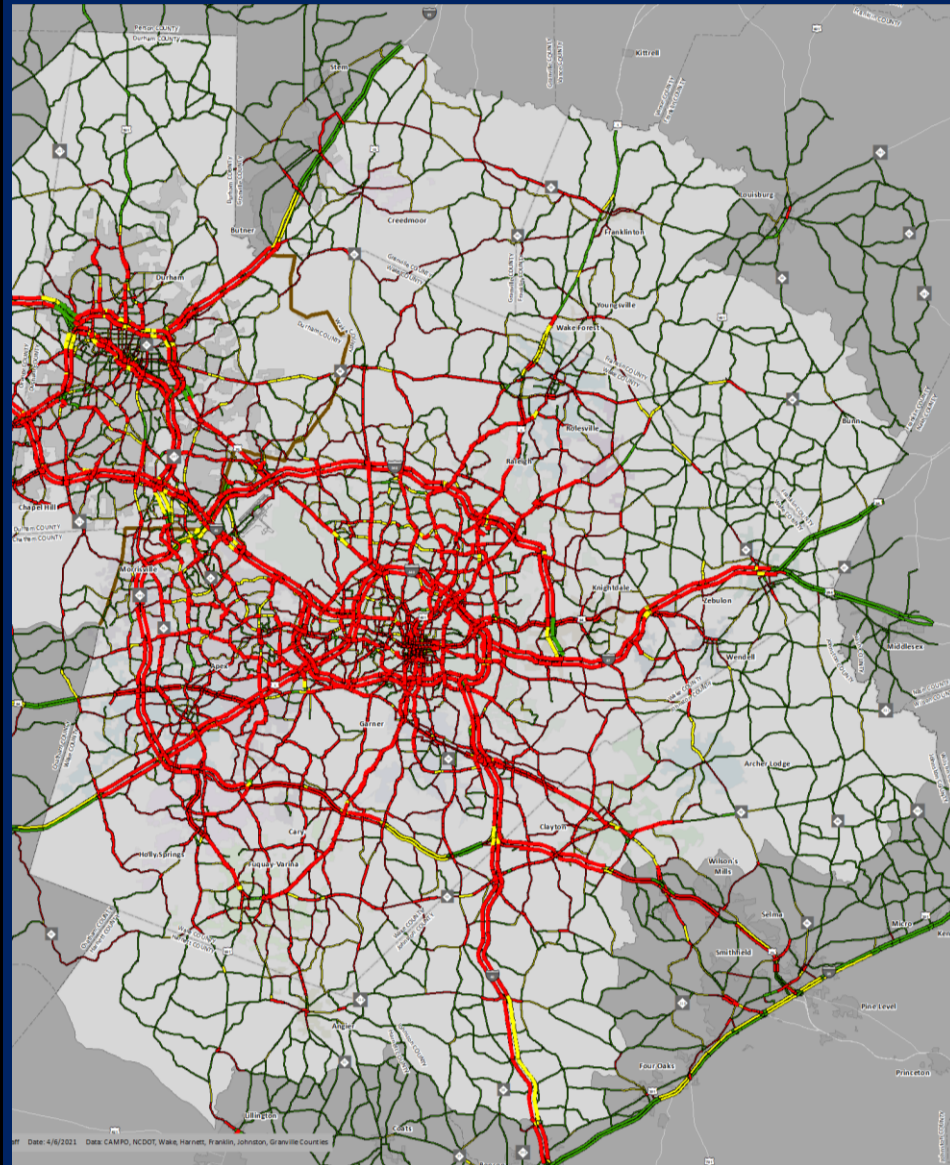
- Completion of Outer Loop
- Widening/Improving I-40, I-440, US 401, US 1, US 64, US 70, NC 42, NC 50, NC 54, NC 55, NC 98
- **Higher** level of secondary roadway investments in 2nd two decades

Major Transit Investments

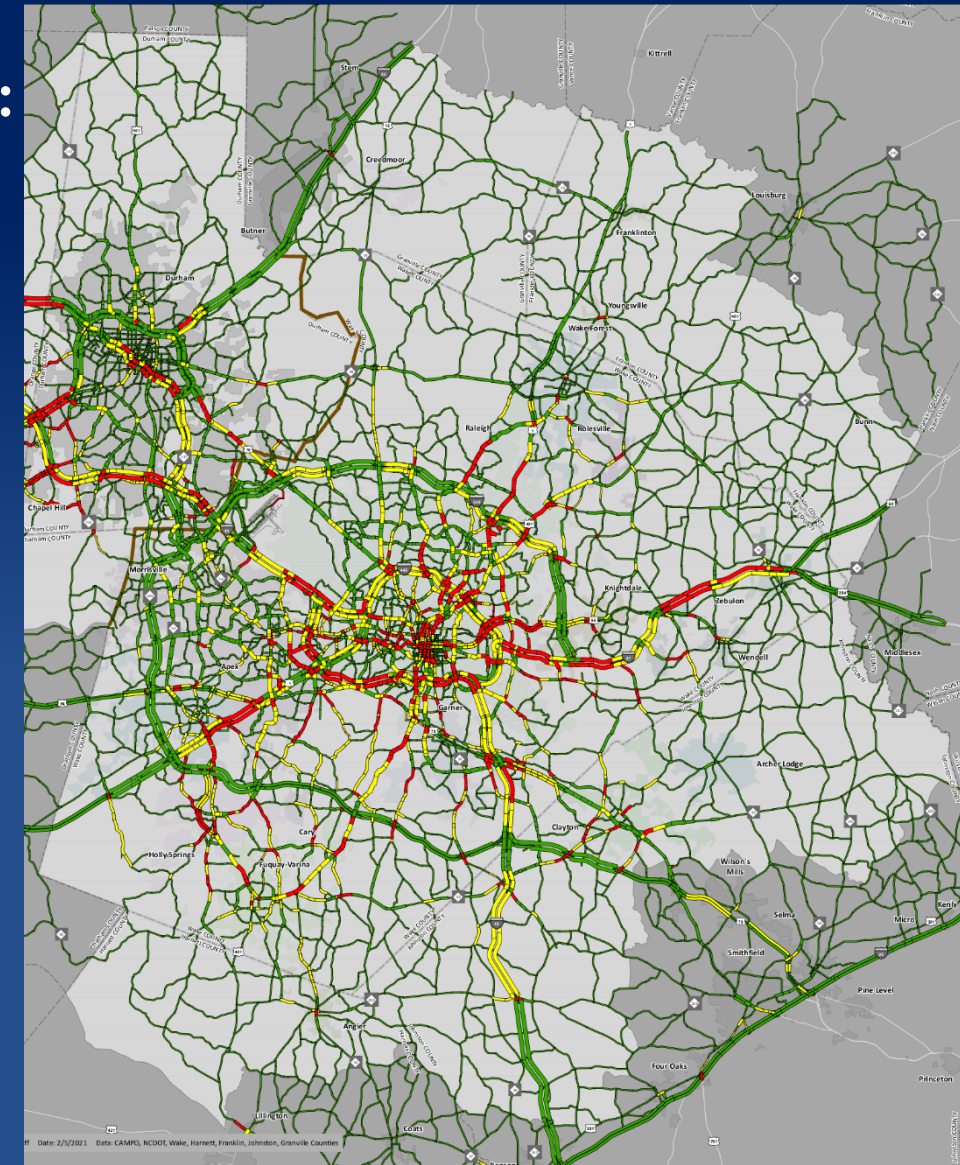
- CRT from **Selma** to Mebane
- CRT from Apex to **Franklinton**
- BRT Infrastructure and Service in Capital, New Bern, Wilmington, and Western/Chatham/NC 54 corridors
- BRT Infrastructure and Service in Harrison/Kildare Farm Rd. corridor
- BRT Infrastructure and Service to Midtown
- Continuation of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

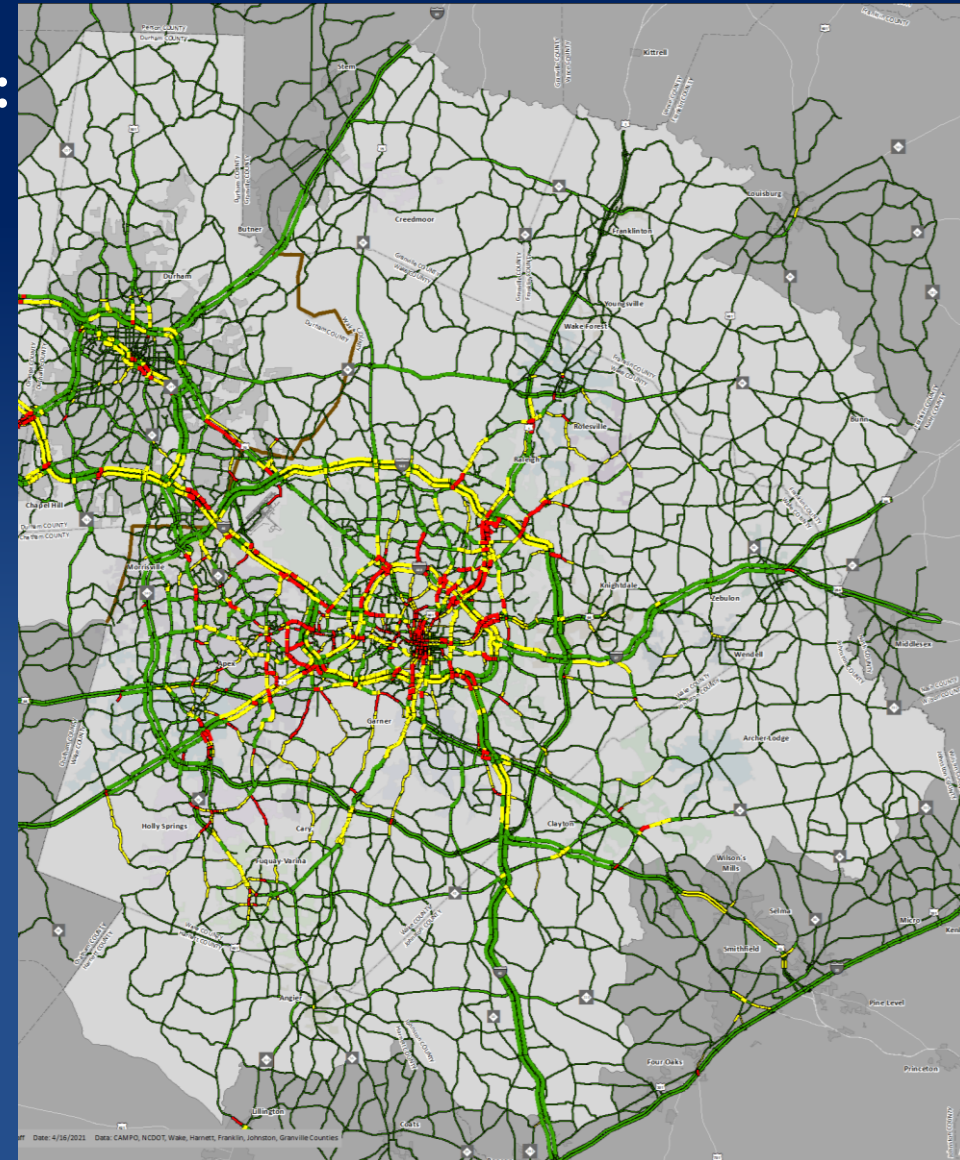
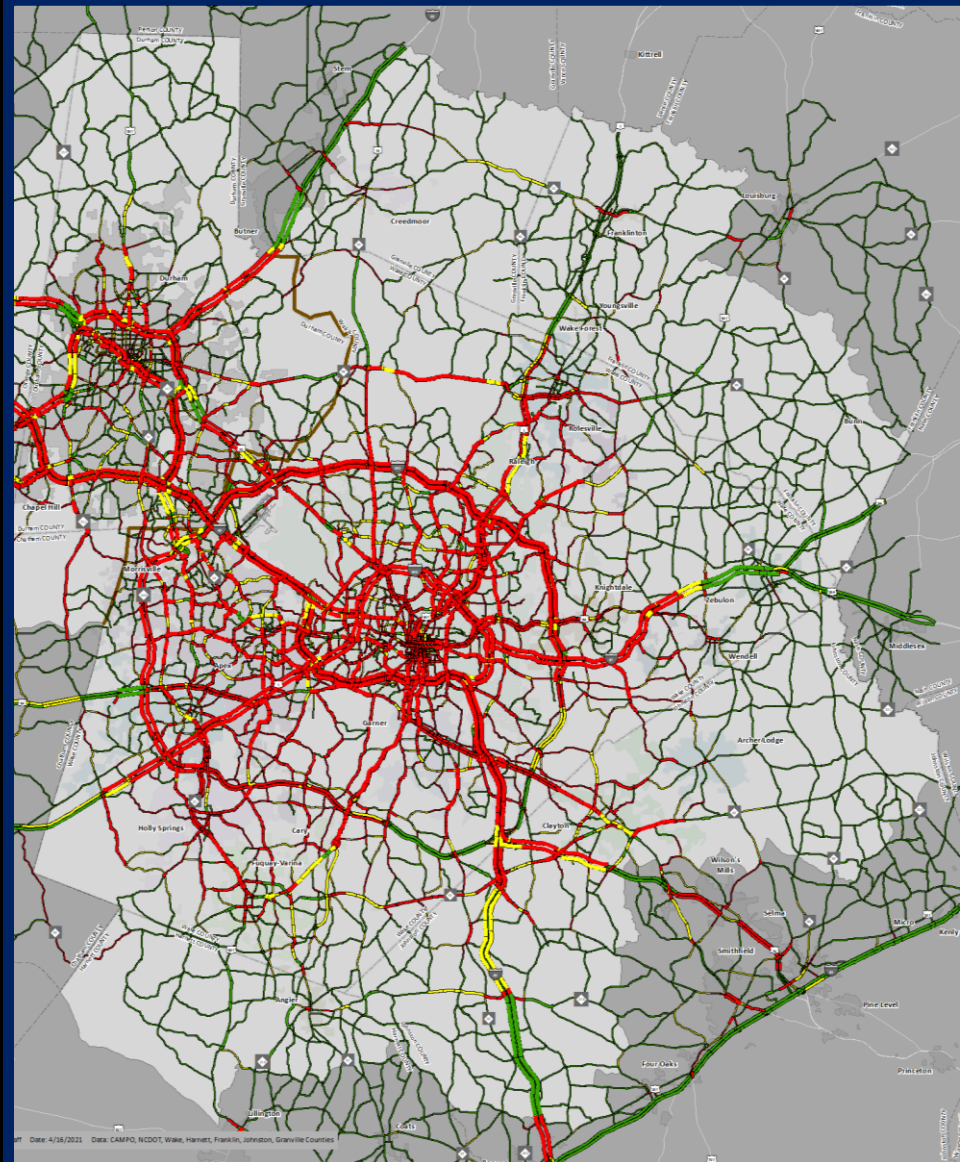
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Peak Hour

Represents the worst travel hour of the day

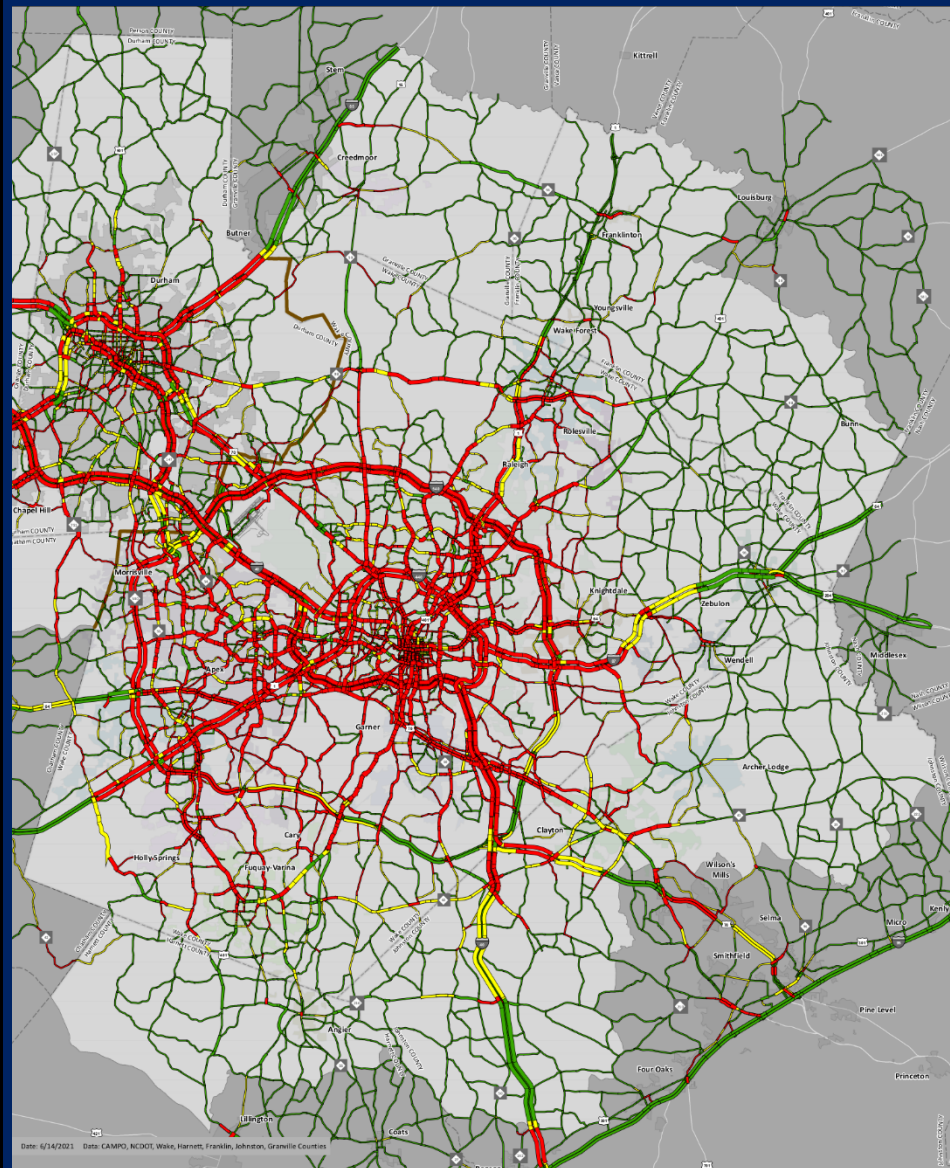
Off-Peak

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

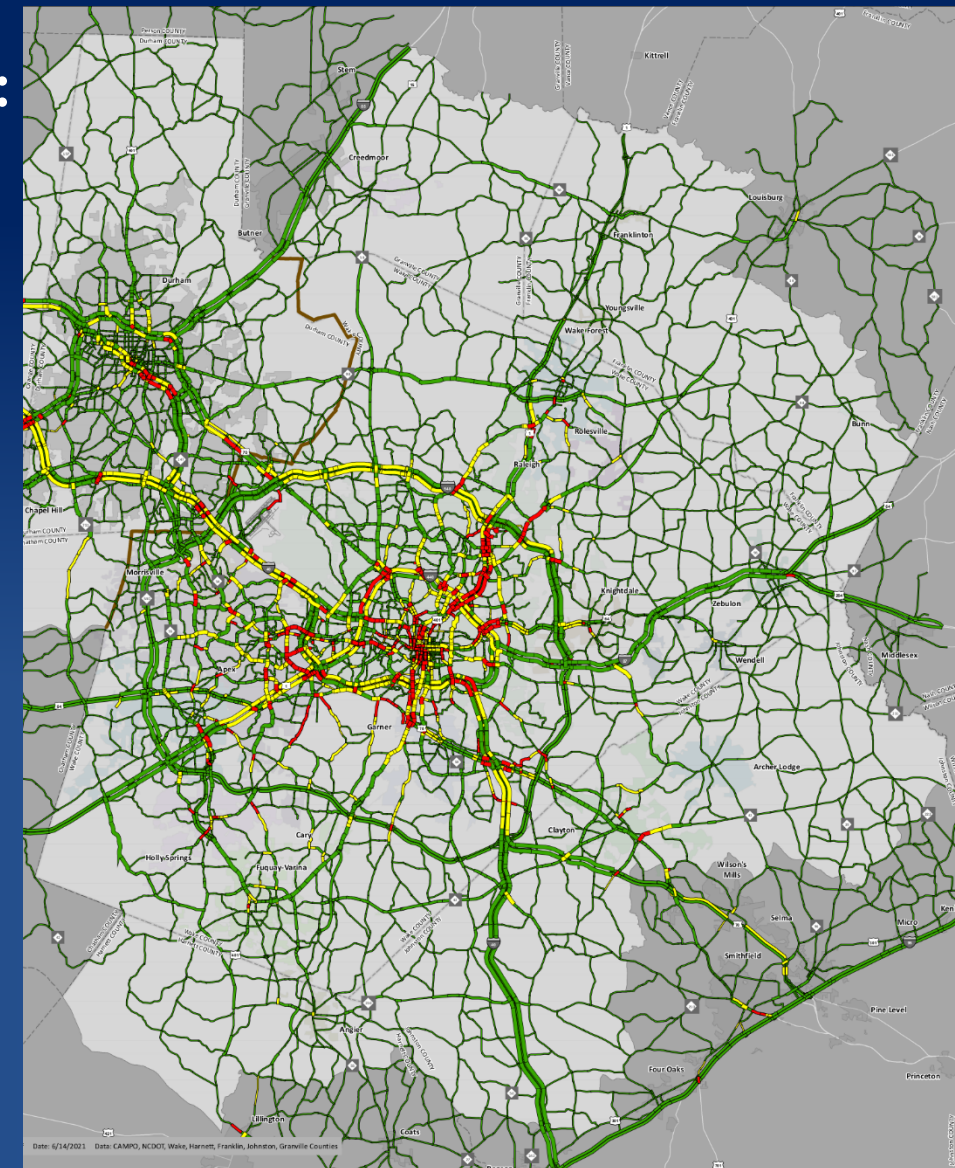


Preliminary Shared Leadership

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

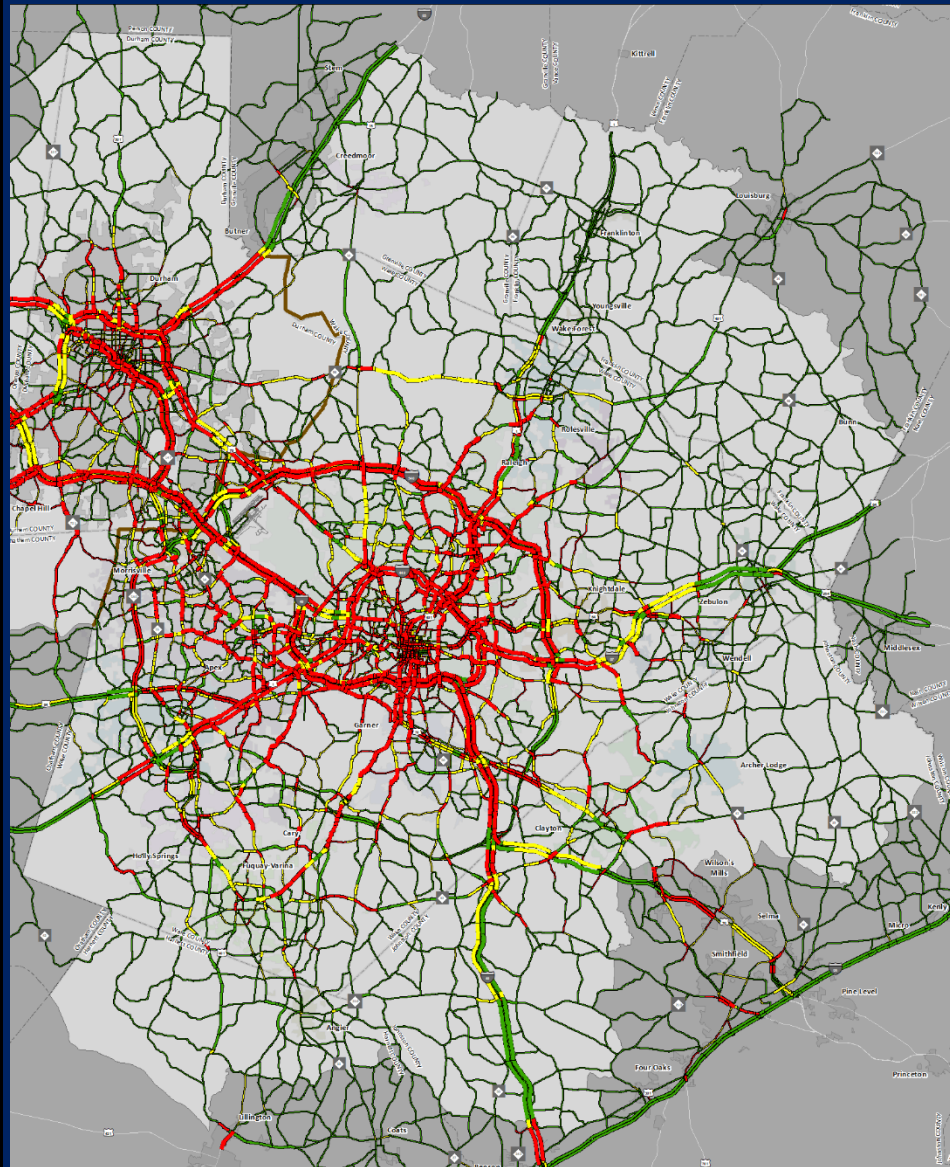
Represents the worst travel hour of the day

Off-Peak

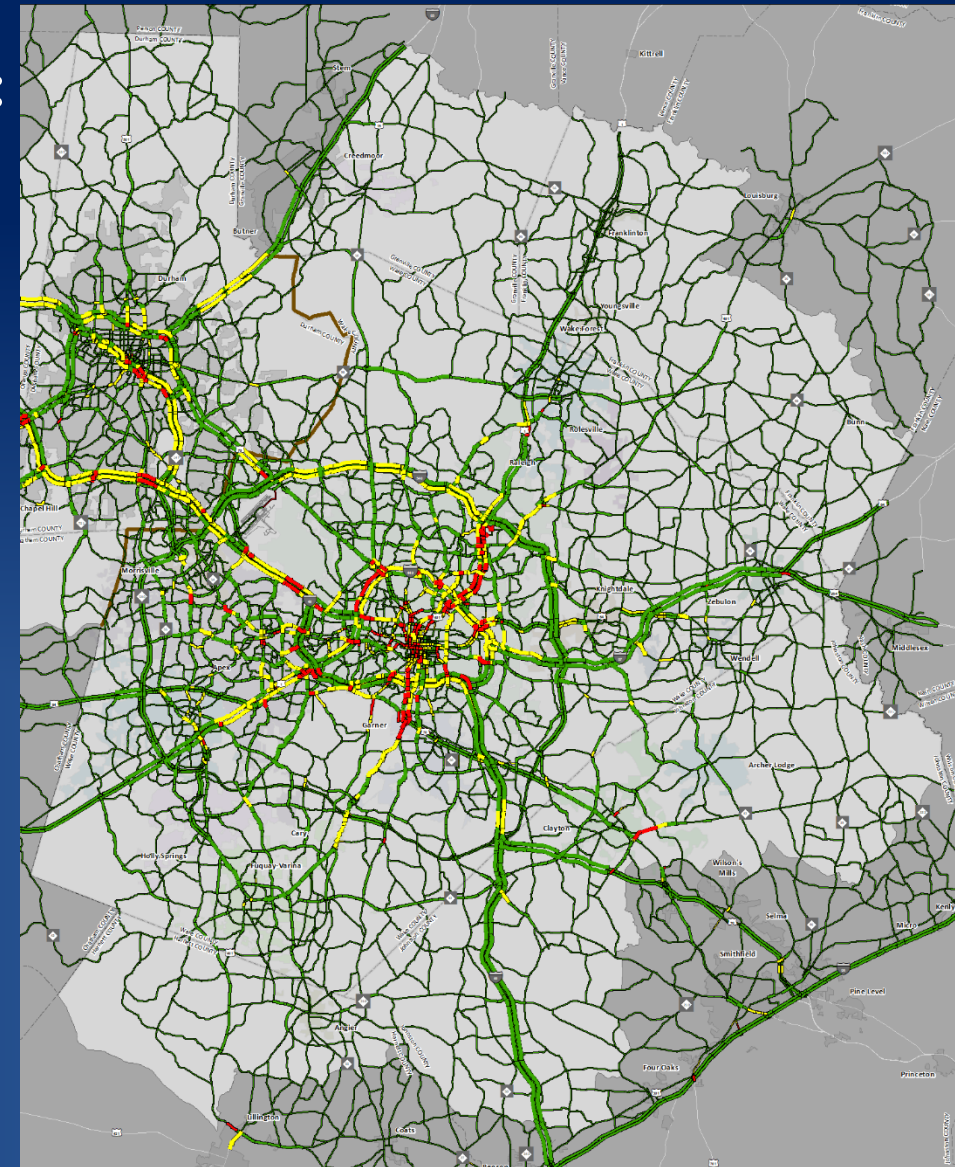
Represents the mid day daily travel (non-"rush hour")

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

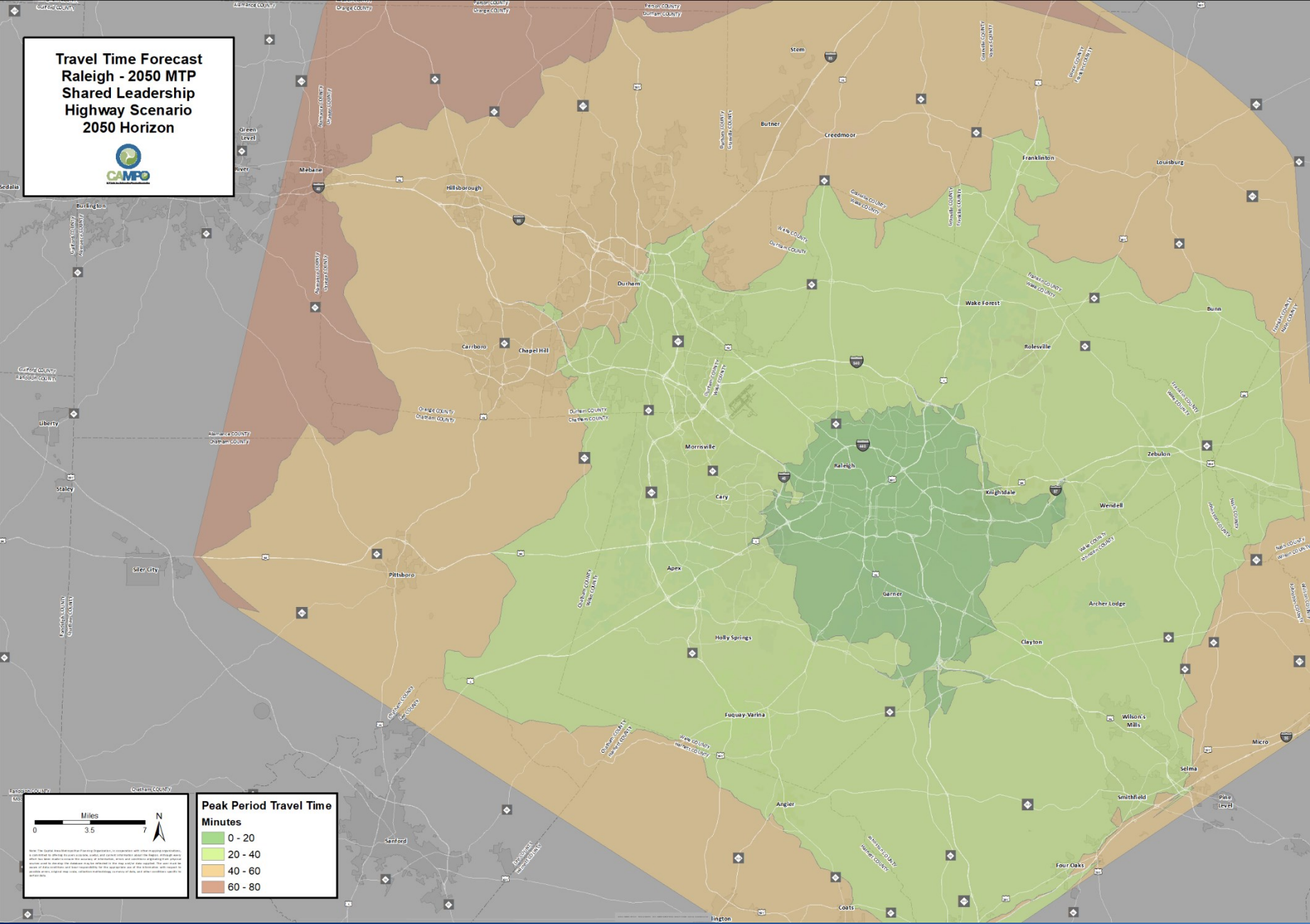
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Off-Peak

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

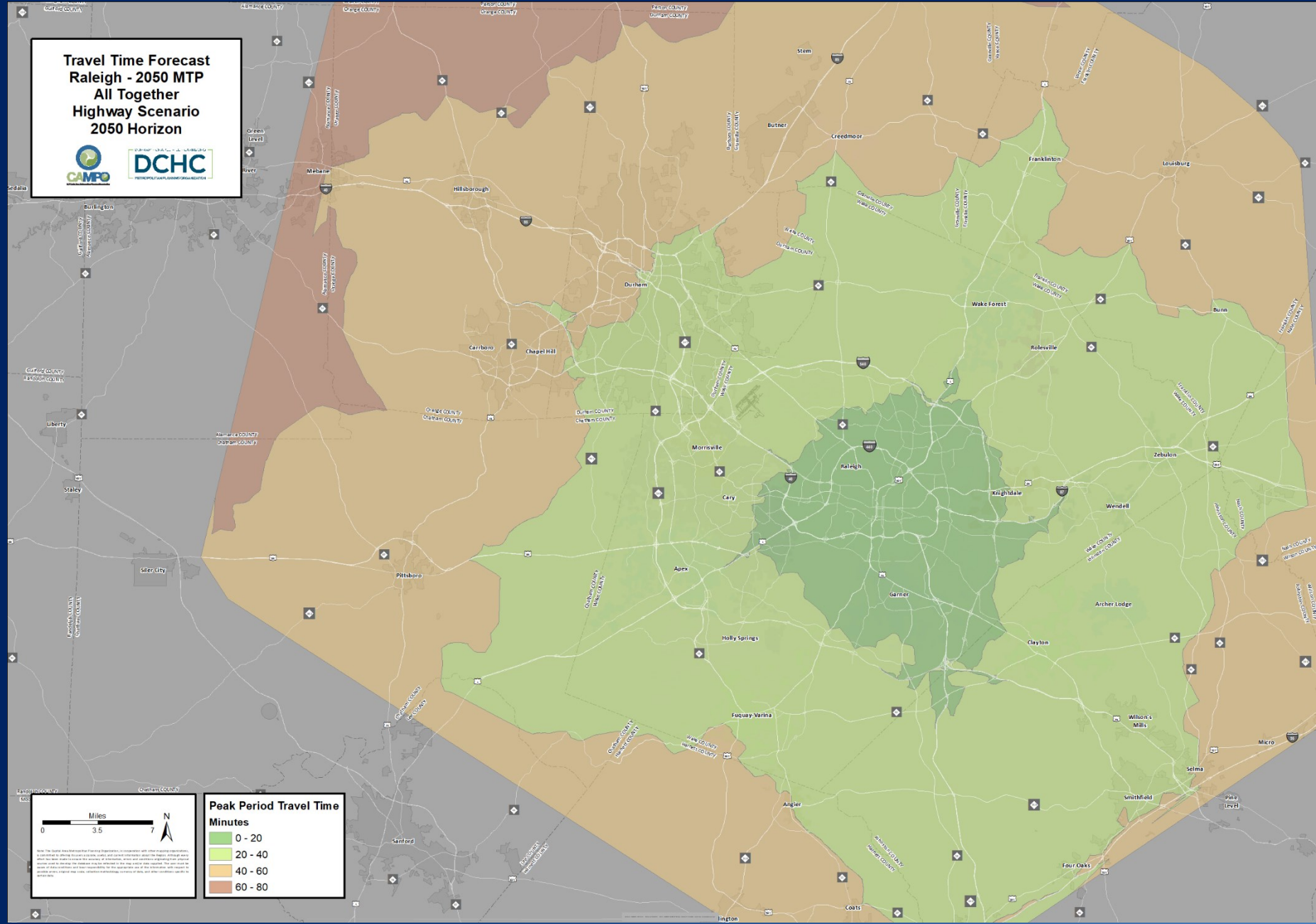
Preliminary Shared Leadership Scenario & Travel Time (Downtown Raleigh)

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



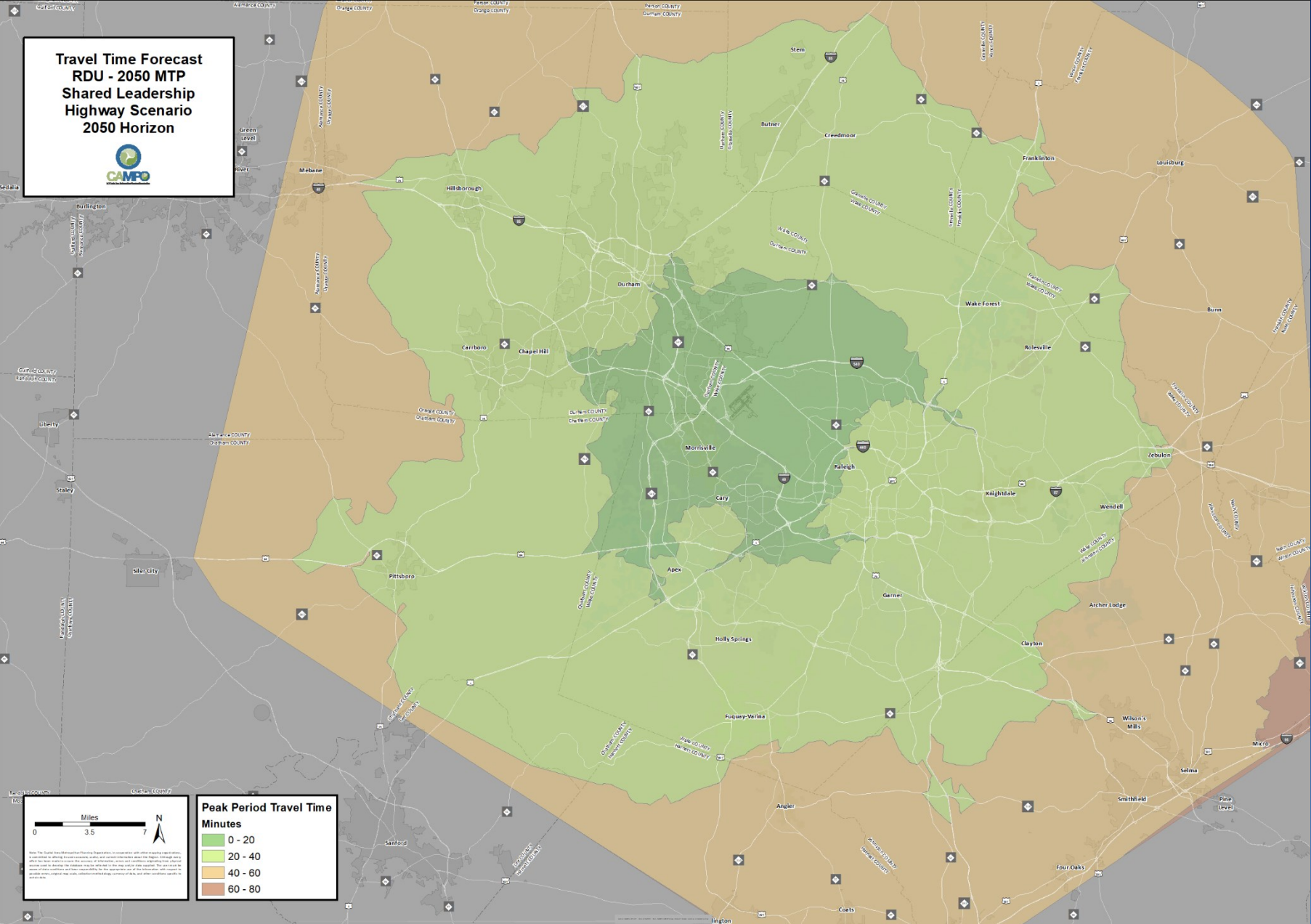
Preliminary **All Together** Scenario & Travel Time (Downtown Raleigh)

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



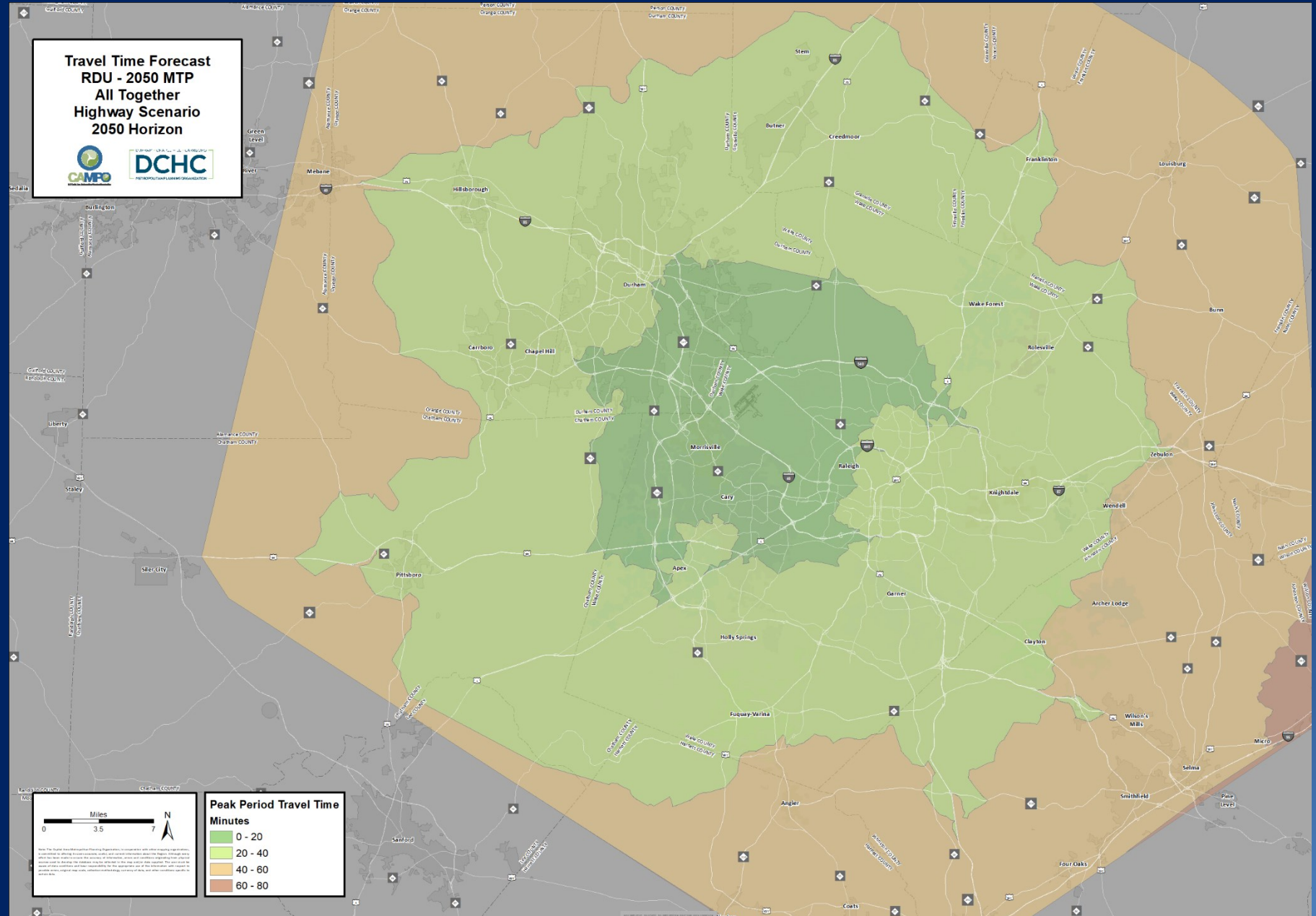
Preliminary Shared Leadership Scenario & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	30 min
Downtown Knightdale	30 min
Downtown Holly Springs	30 min



Preliminary **All Together** Scenario & Travel Time (RDU)

Destination	Approx. Time
Downtown Raleigh	25 min
Downtown Wake Forest	30 min
Downtown Knightdale	30 min
Downtown Holly Springs	30 min



Pop. Growth



3.1 million

Key Performance Measures

2050 MTP Alternative Scenarios

Jobs Growth



1.85 million

Measure:

DEFICIENCIES & NEEDS (BASELINE)

PLANS & TRENDS

SHARED LEADERSHIP

ALL TOGETHER



Avg Auto Commute Time - DCHC



24 min



22 min



21 min



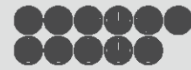
21 min



Delays: Daily DCHC



Delays: Daily CAMPO



Highway Lane Miles DCHC



Highway Lane Miles CAMPO



Transit Service Miles Triangle



Transit Ridership Triangle



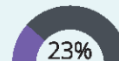
Jobs near Transit DCHC



Jobs near Transit CAMPO



Gas Consumption Increase - Triangle



Funding Required

\$\$

\$\$\$

\$\$\$ (Added State)

\$\$\$ (Added State & Local)

Review results of **all Scenarios** on CAMPO website:

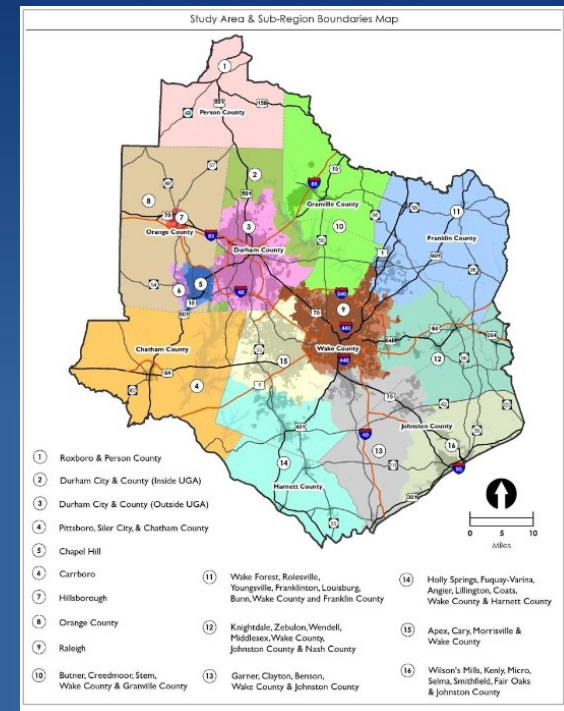
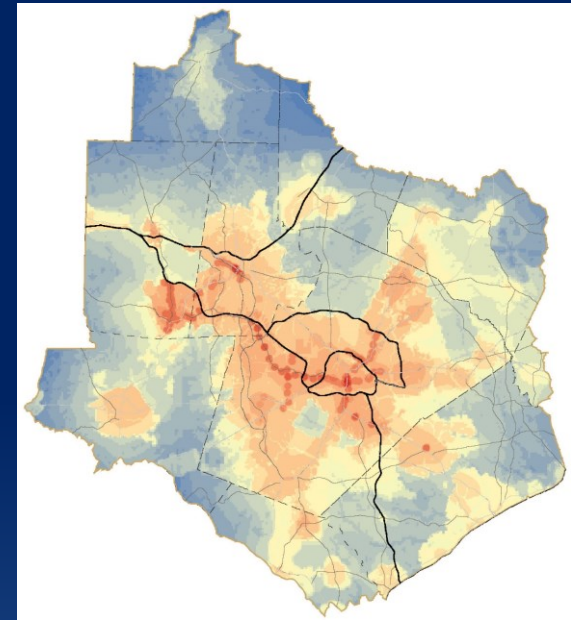
- **Maps:** 2050 MTP Scenario Maps
- **Overview & Details:** 2050 MTP

Things to think about:

- Summary & detailed data for each scenario
- Review results for changes in travel patterns
- Locations of changes
 - If there are questions, contact CAMPO staff to discuss
 - Begin to think about Preferred Scenario

All Alternatives Analysis phase scenarios are available online for review.

Additional metrics and analysis may be updated online over the next few weeks.



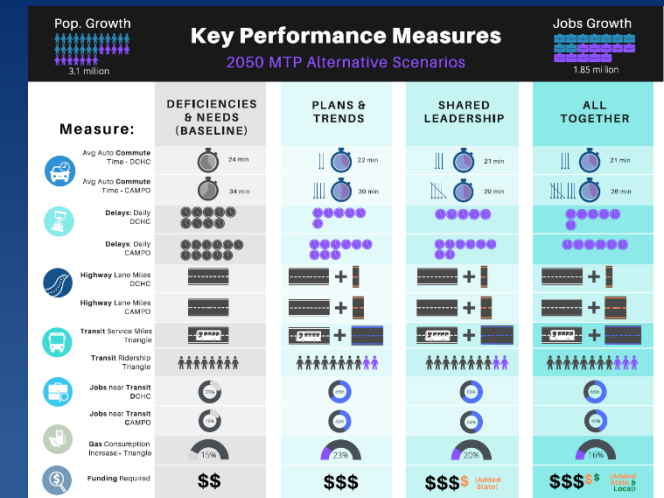
Public Engagement on Alternatives: August 2021

- Websites: Public Landing Page
 - <https://publicinput.com/TriangleMTPDevelopment>
- Online **Survey** (closes on August 29, 2021) *short, short, short*
 - <https://publicinput.com/Triangle2050Plan>
- Online Public **Info Sessions**
 - August 19th at 12:00 PM and 4:30 PM

Help spread the word:

- Communications Toolkit

- Request distribution of Toolkit materials from communications professionals
- Distribute MTP materials at community events in August



5.6 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
Preferred Scenario	September 2021
Draft Plan	October 2021
Public Hearing	November 2021
Adopt 2050 Plan	Nov./Dec. 2021

Requested Action:
Receive as information.

6. Informational Items: Budget

6.1 Member Shares – FY 2021

6.2 Operating Budget – FY 2021

Requested Action:
Receive as information.

7.1 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
- Northeast Area Study Update
- Bus On Shoulder Study
- Western Wake Traffic Signal System Integration Study
- US 401 Corridor Study
- Wake Transit Plan Update
- NC 540 Bonus Allocation Projects
- Cary-RTP and Garner-Clayton Bus Rapid Transit Extensions Major Investment Study
- Southeast Area Study Update

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

Requested Action:
Receive as information.

ADJOURN

Upcoming Events

Date	Event
August 18, 2021 4:00 p.m.	Executive Board Webex
August 19, 2021 12:00 p.m. & 4:00 p.m.	MTP Public Info Sessions Webex
September 2, 2021 4:00 p.m.	TCC TBD
September 15, 2021 4:00 p.m.	Executive Board TBD
October 7, 2021 4:00 p.m.	TCC TBD