

Joint Meeting of the Durham-Chapel Hill- Carrboro & Capital Area MPOs

October 31, 2018

9:00 a.m.

RTP Foundation Headquarters



Call to Order

- **Welcome & Introductions**
 - Wendy Jacobs, Vice-Chair, Durham-Chapel Hill-Carrboro MPO
 - Sig Hutchinson, Vice-Chair, Capital Area MPO
- **Host Welcome**
- **Comments by the Public**

Twelve Slides on Travel Markets

(including this one!)

John Hodges-Copple

October 31, 2018



TRIANGLE J COUNCIL OF GOVERNMENTS

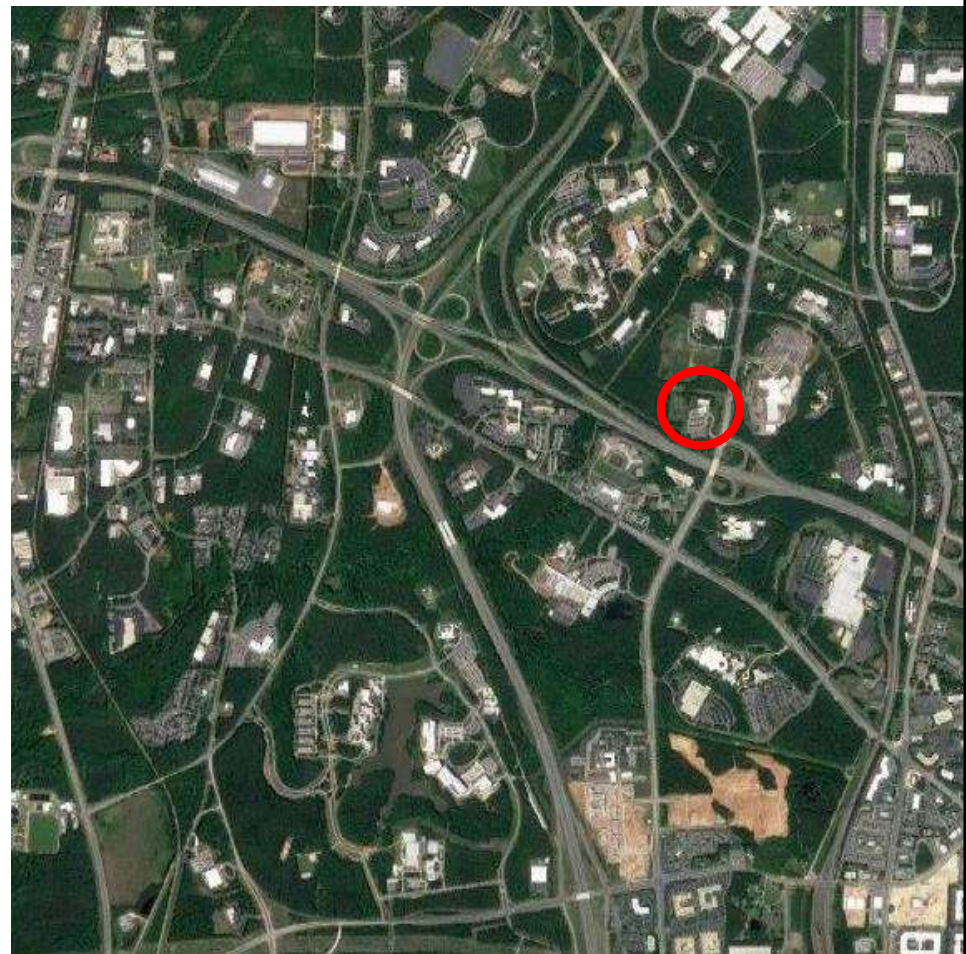


Two Generations Ago ...



1972

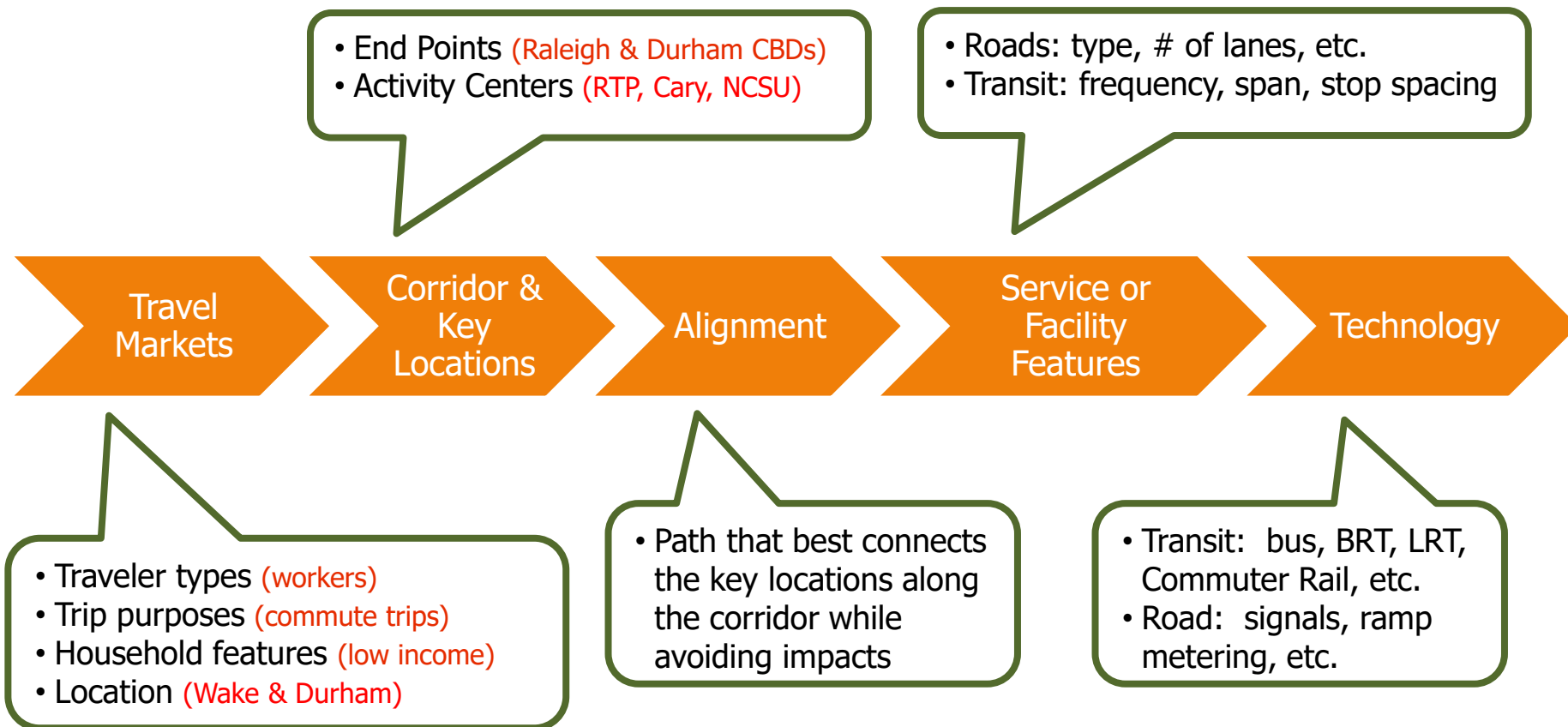
Today ...



2017



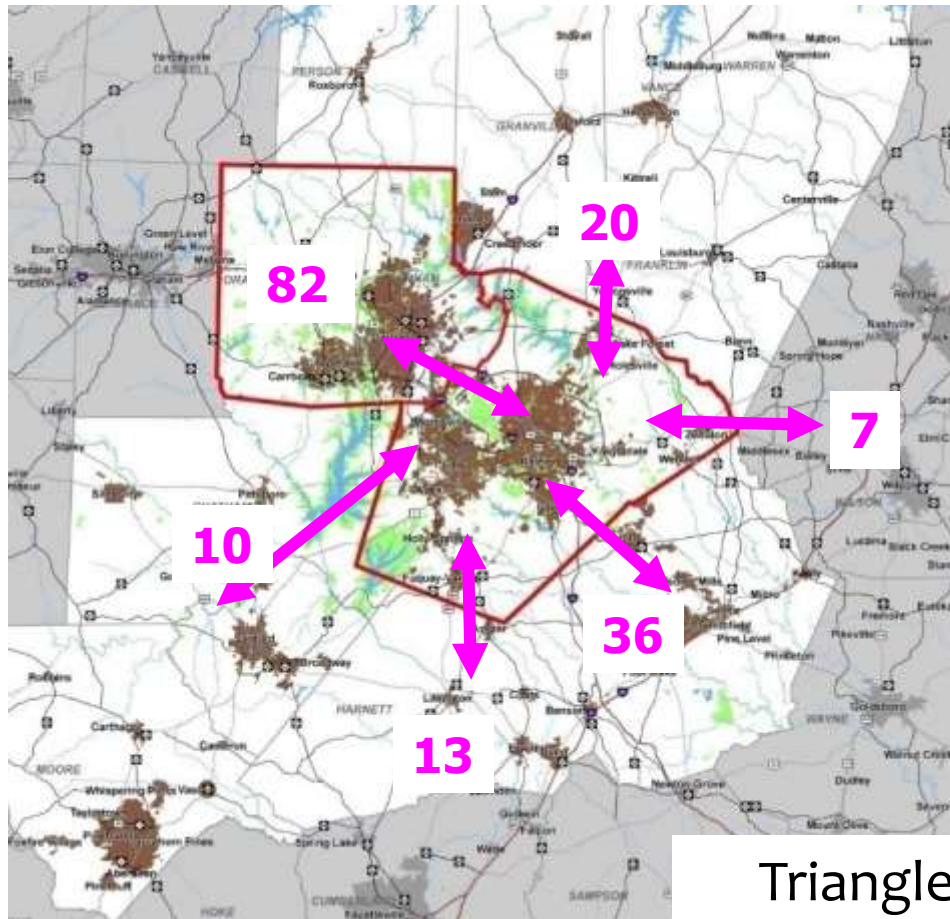
From Travel Markets to Investments



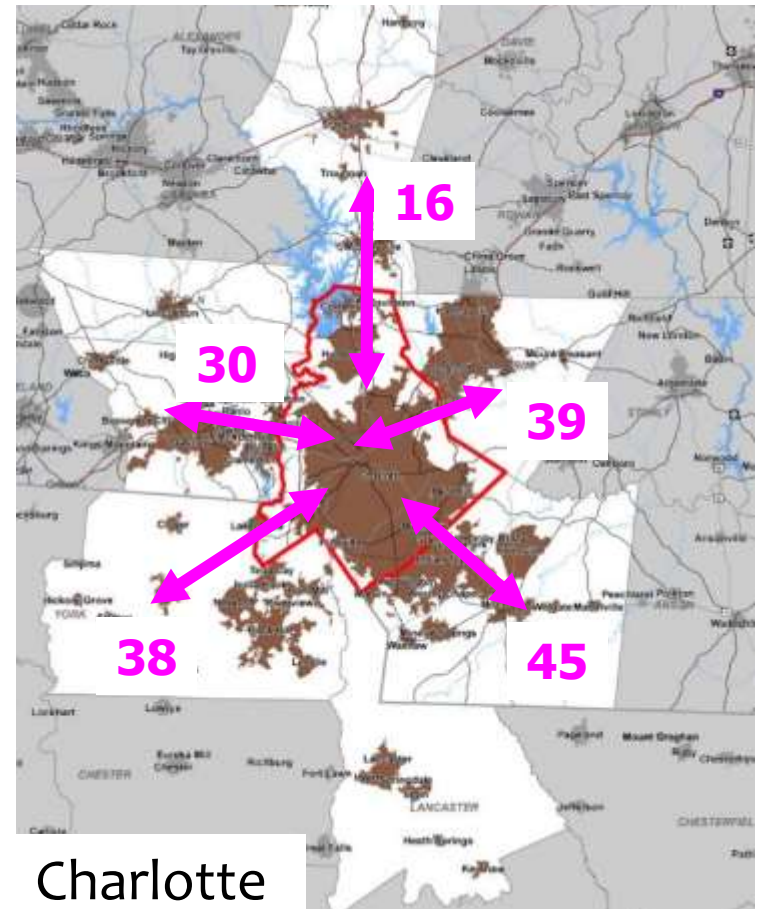
Travel Markets:

Why the “2 Sides of the Region” Plan Together

(commuting flows in thousands to/from the largest county)



Triangle
(focused flow)



Charlotte
(balanced flow)

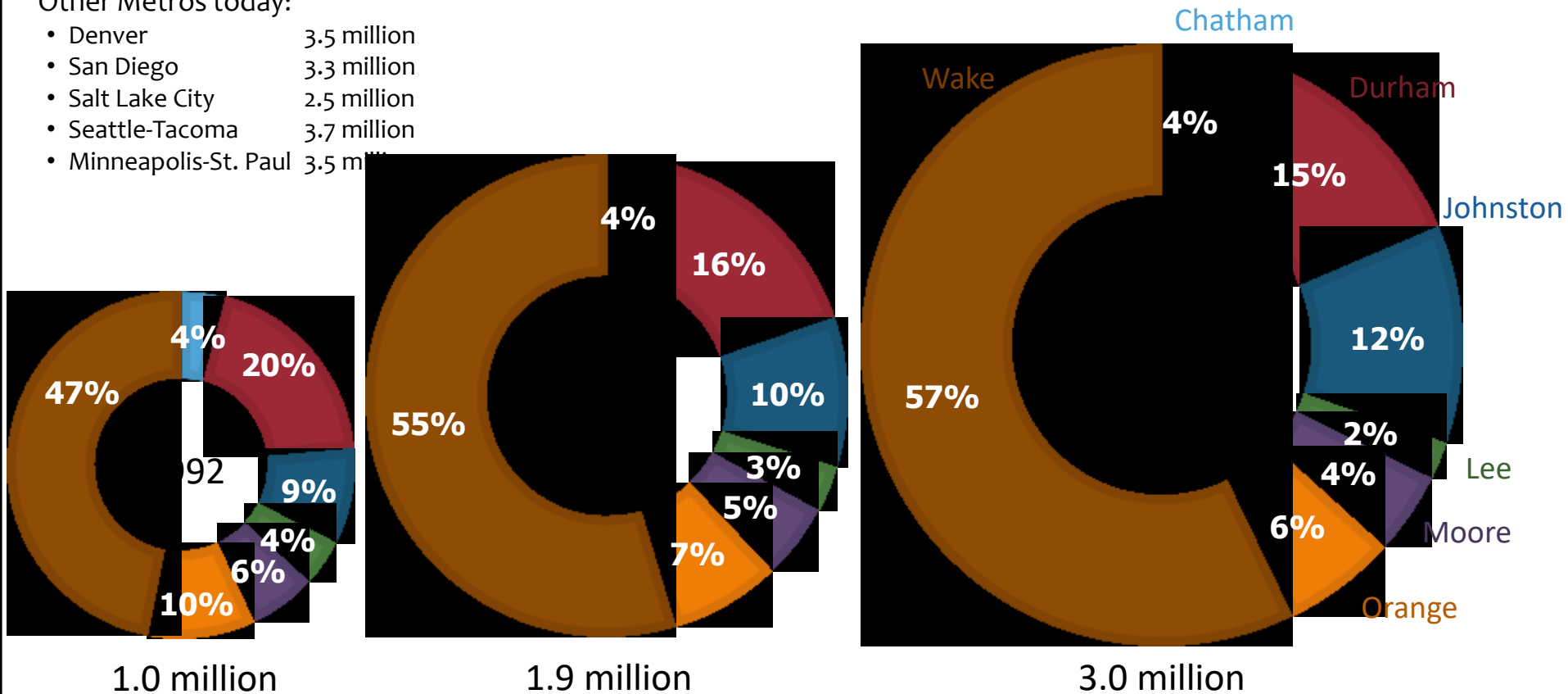
2009-2013 ACS journey-to-work (Triangle), 2006-10 ACS (Charlotte)



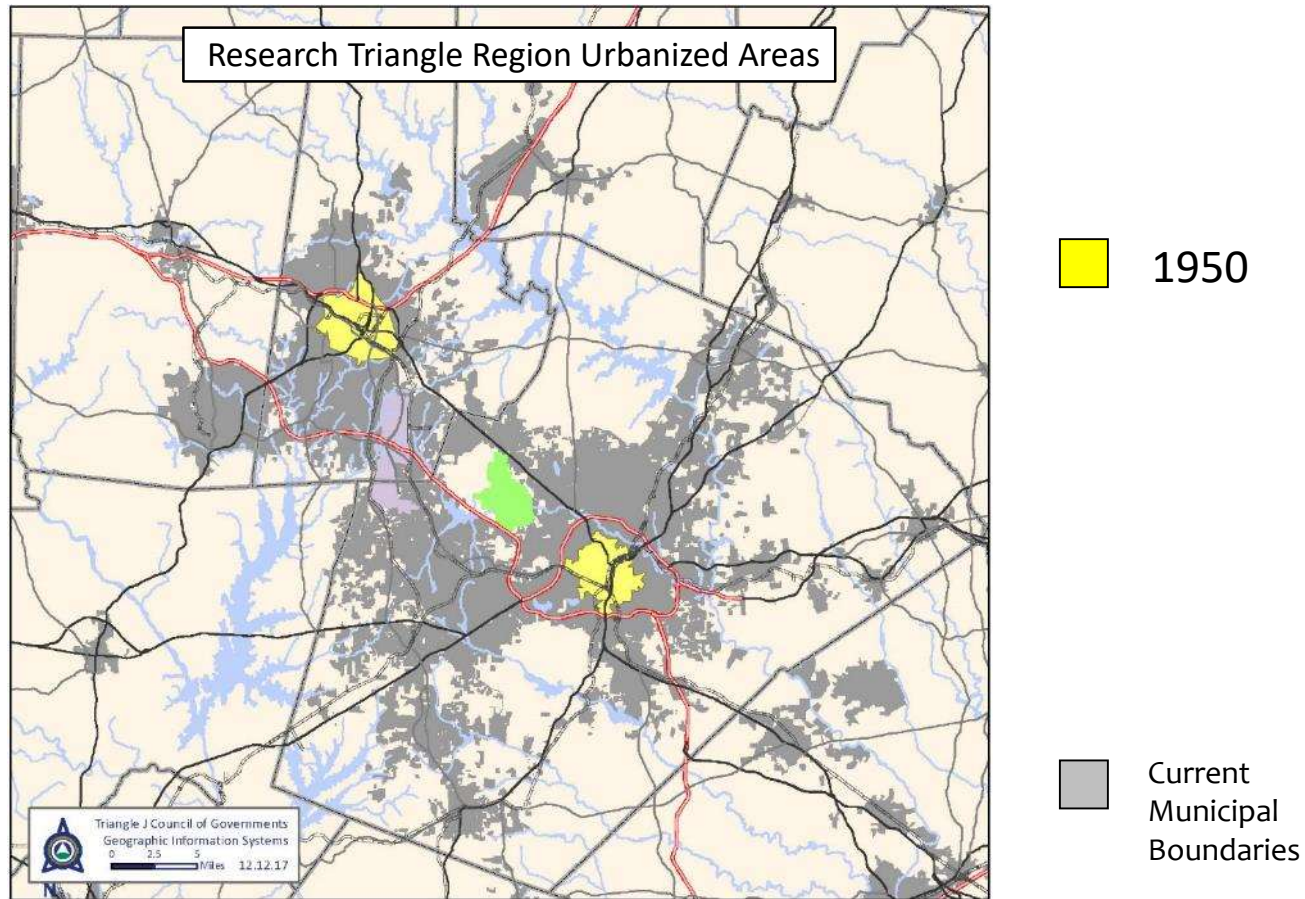
Triangle Population Growth

Other Metros today:

- Denver 3.5 million
- San Diego 3.3 million
- Salt Lake City 2.5 million
- Seattle-Tacoma 3.7 million
- Minneapolis-St. Paul 3.5 million



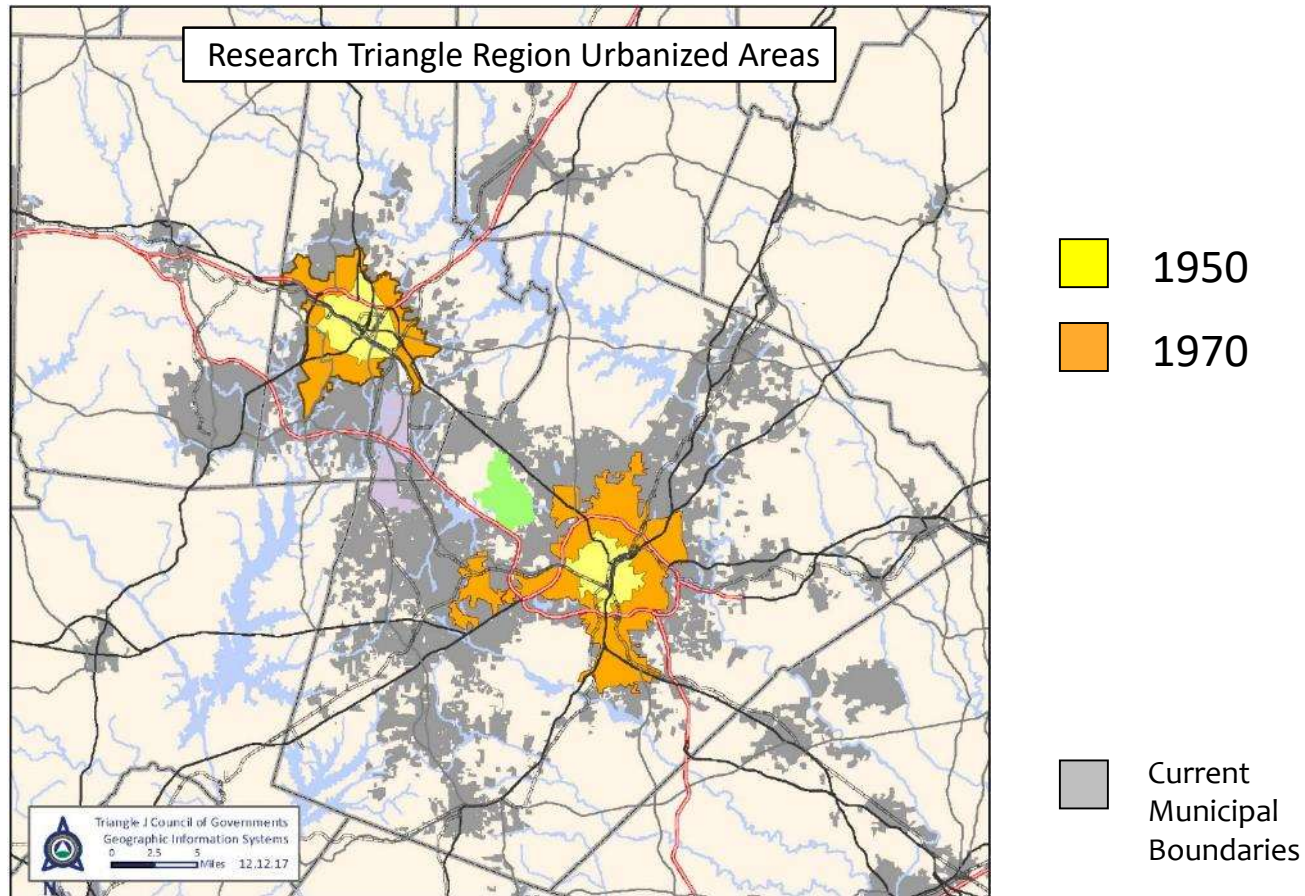
Changing Urban Character of Our Travel Markets



Census “urbanized” definition = 500 people per square mile



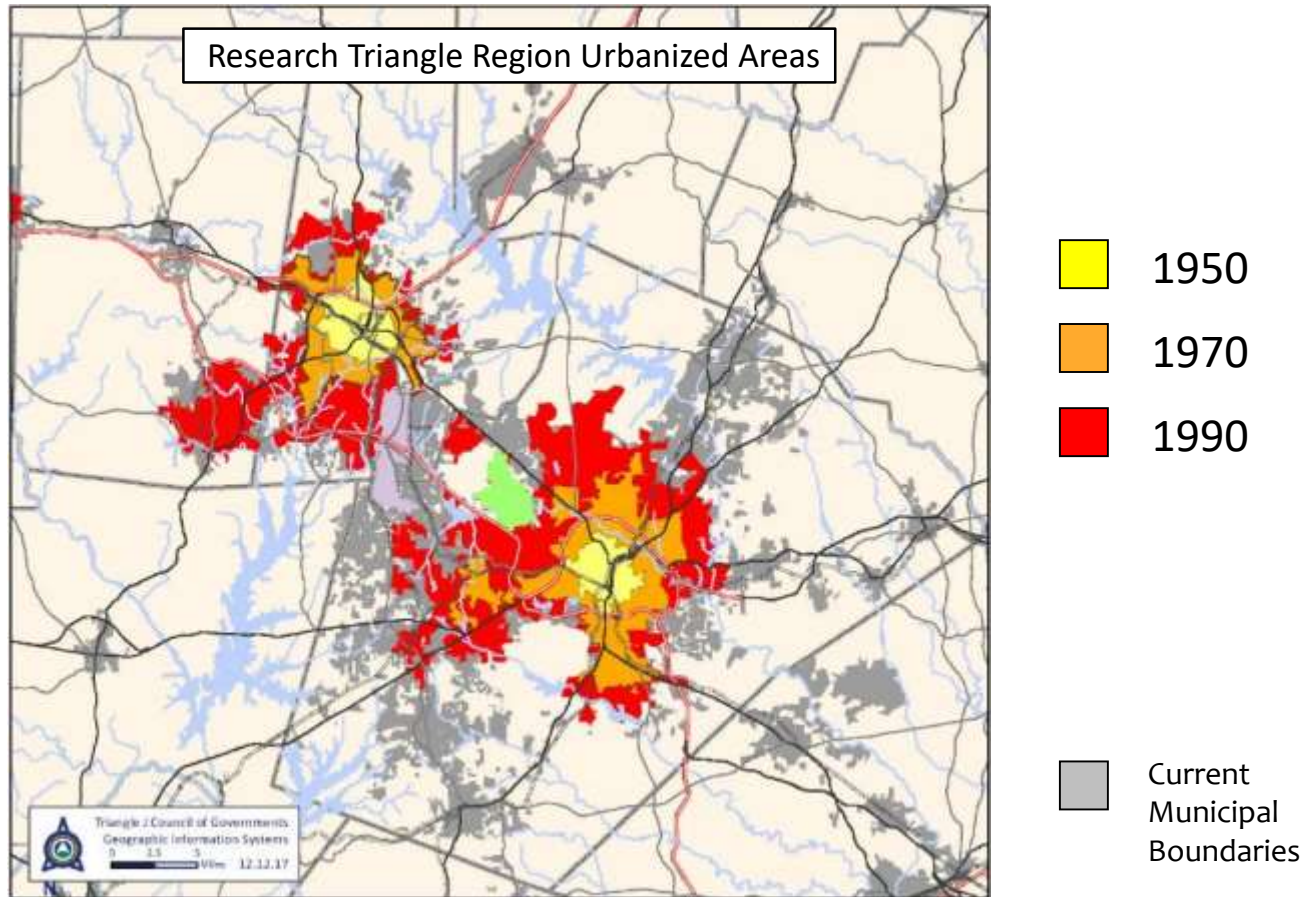
Changing Urban Character of Our Travel Markets



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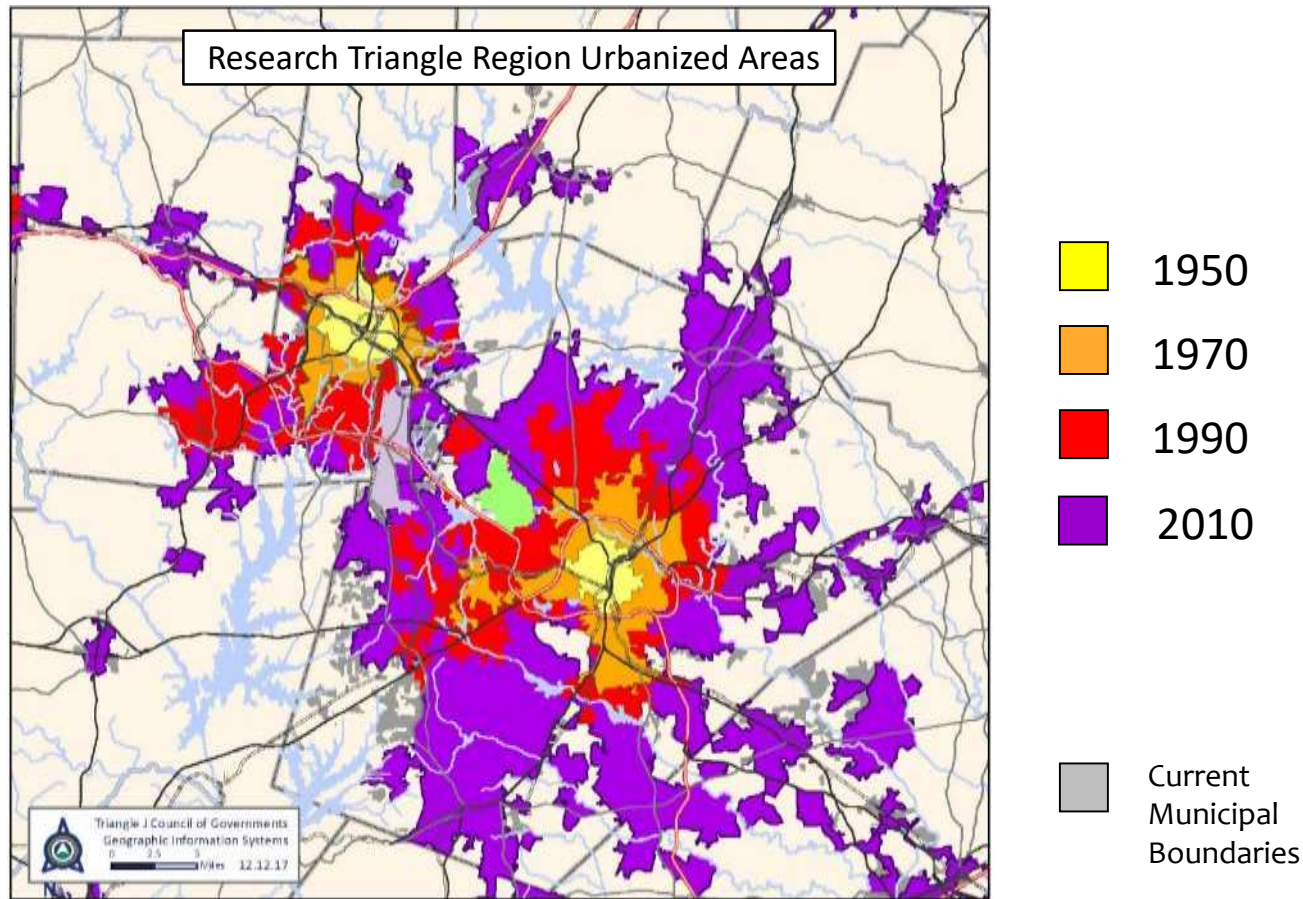
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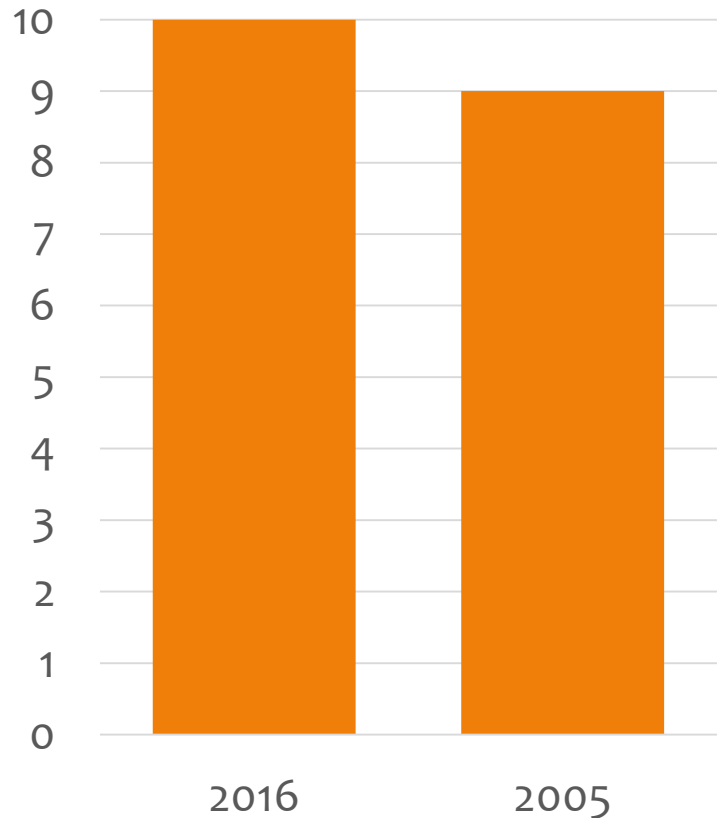
Changing Urban Character of Our Travel Markets



Census “urbanized” definition = 500 people per square mile



Changing Travel Behavior in the Triangle



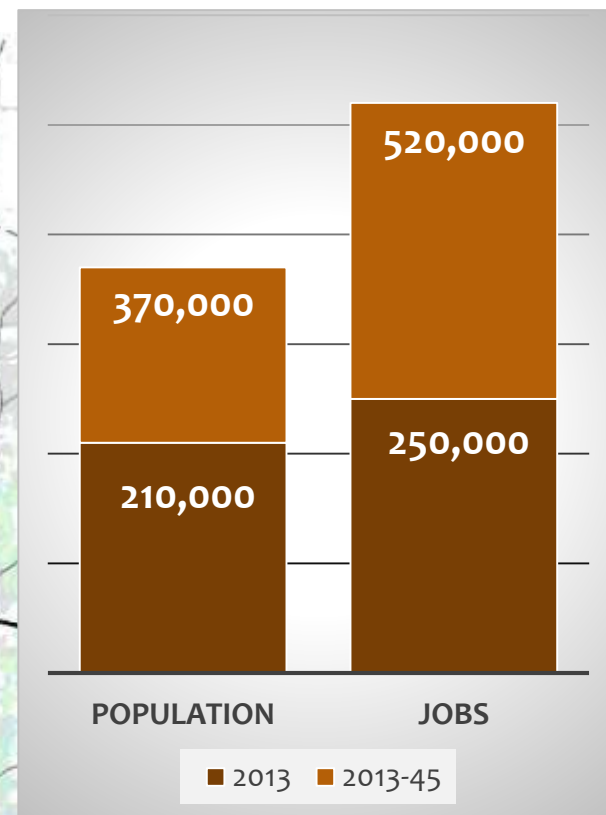
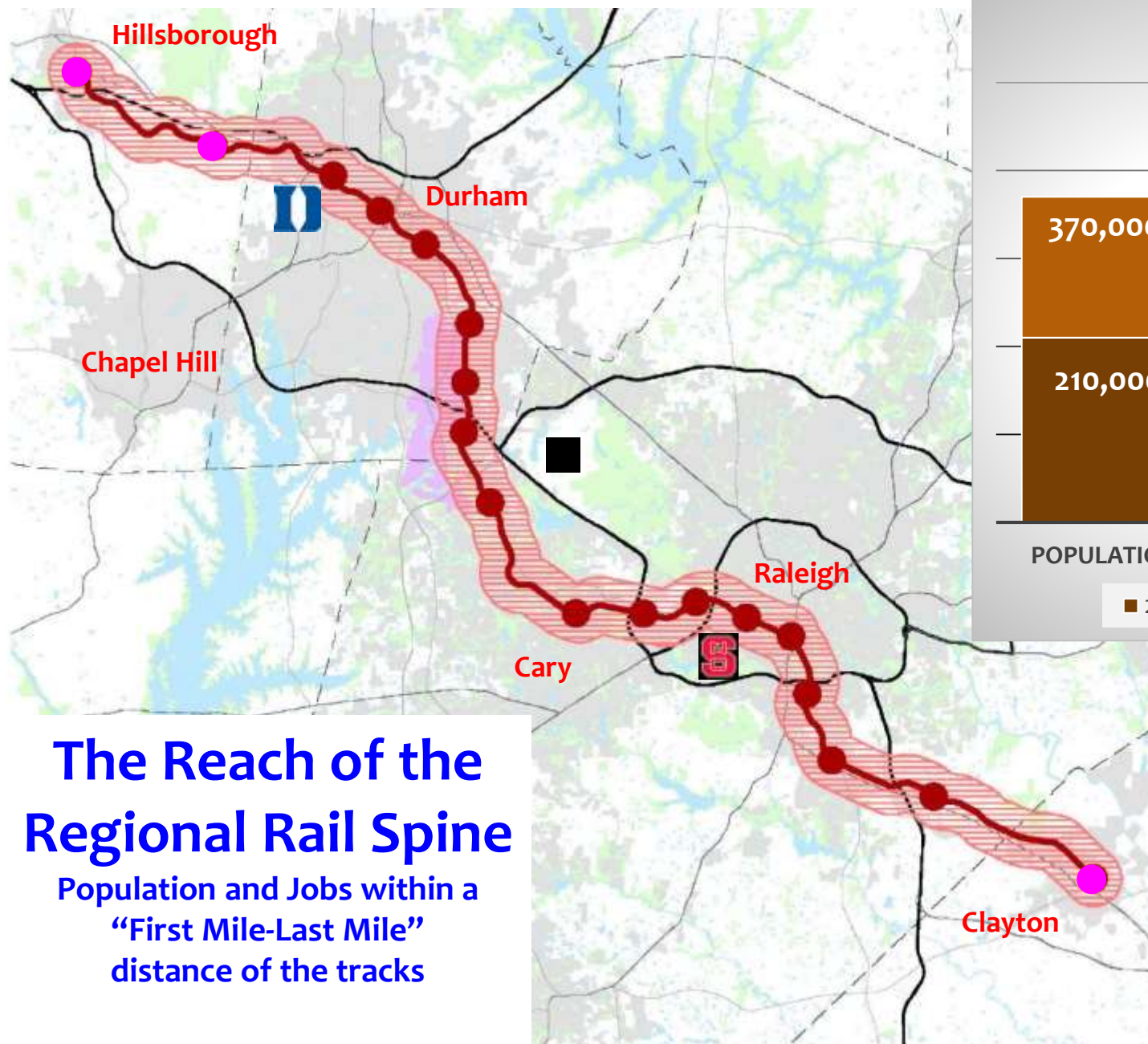
Average Daily Trips Per Household

Smaller household sizes ...
fewer households with children ...
more households with retirees ...
all lead to fewer trips

3-Person household ...	Trips per Day
... with retiree and no children	9.2
... with no retiree nor children	9.7
... with children and no retiree	10.9

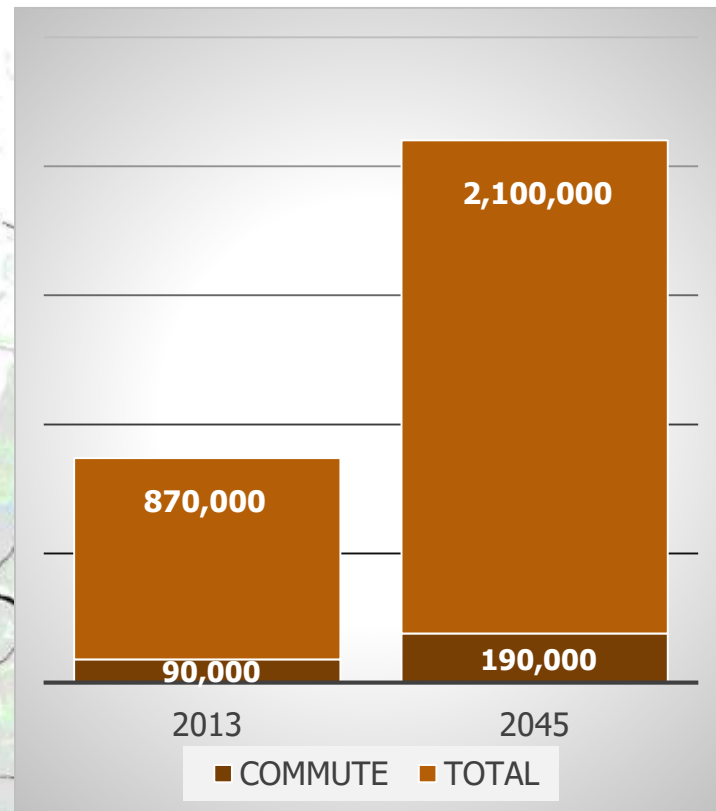
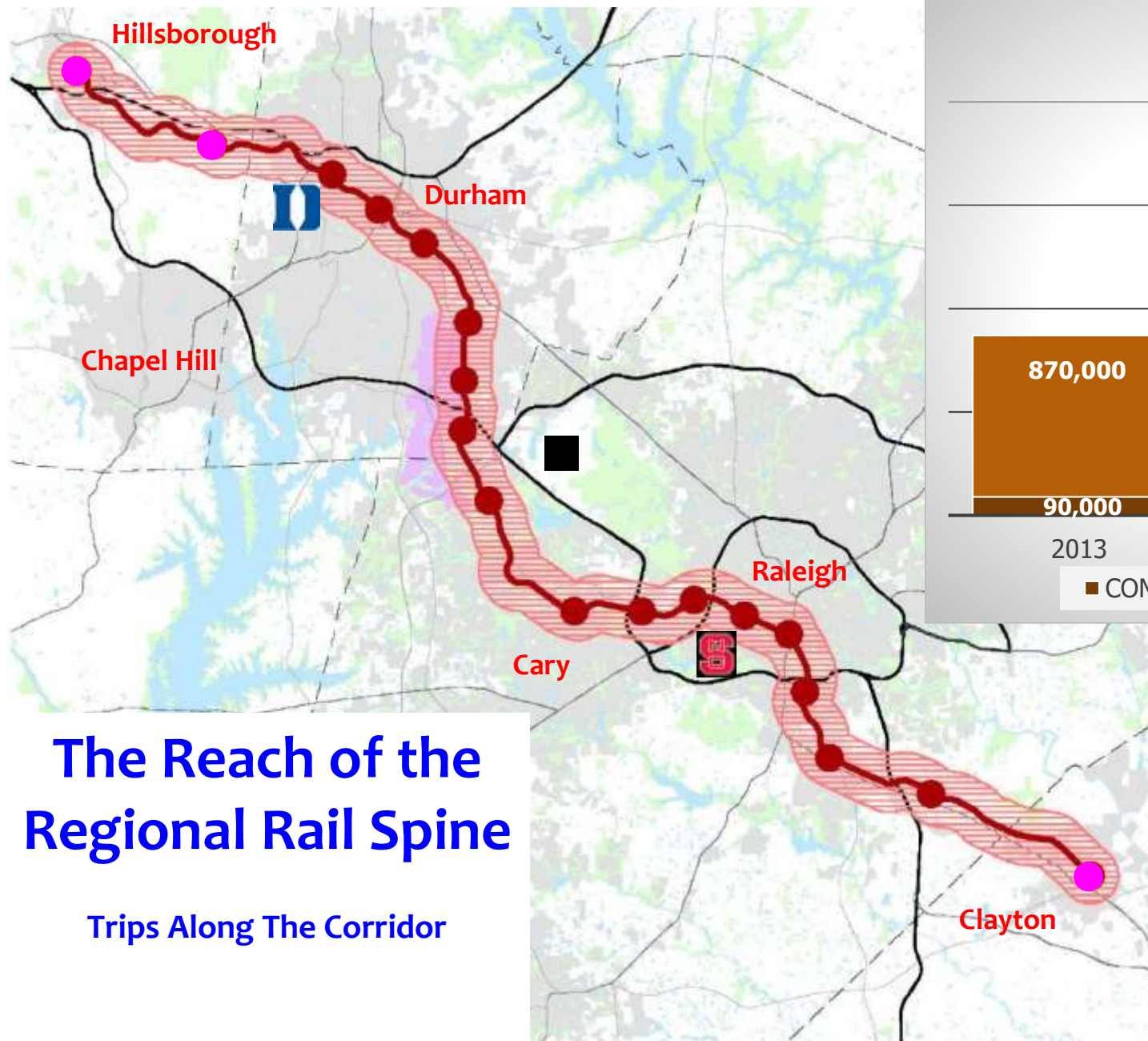
Household Size	Trips per Day
1 person	4.0
2 people	7.1
3 people	10.4





- Stations modelled along County Transit Plans corridor
- Additional Stations in Metropolitan Transportation Plan (MTP) corridor





- Stations modelled along County Transit Plans corridor
- Additional Stations in Metropolitan Transportation Plan (MTP) corridor



Regional Policy Priorities

- Policy Priority Information Sheets
 - Are these products useful?
 - Are the policy priorities appropriate issues to frame in this way?
 - Content
 - Appropriate? Timely? Useful? Actionable?
 - Feedback desired via MPO staff
- Two samples for review
 - Strengthen Support for Demand-Management and Technology
 - Framework and Discussion
 - Make NC a Leader in Active Transportation Investments
 - Framework and Discussion

Key Regional Efforts

- Regional Toll Study (Lynn Purnell, David Ungemah, WSP)
- Regional ITS (Jody Lewis, VHB)
- Regional Passenger Rail (Jeff Mann, GoTriangle)



TOLLING & EXPRESS LANES OVERVIEW

Toll Road v. Express Toll Lanes



- ▶ Everyone pays a toll to use the facility
- ▶ **Route-based Choice:** option to use the Toll Road or use a different non-toll facility



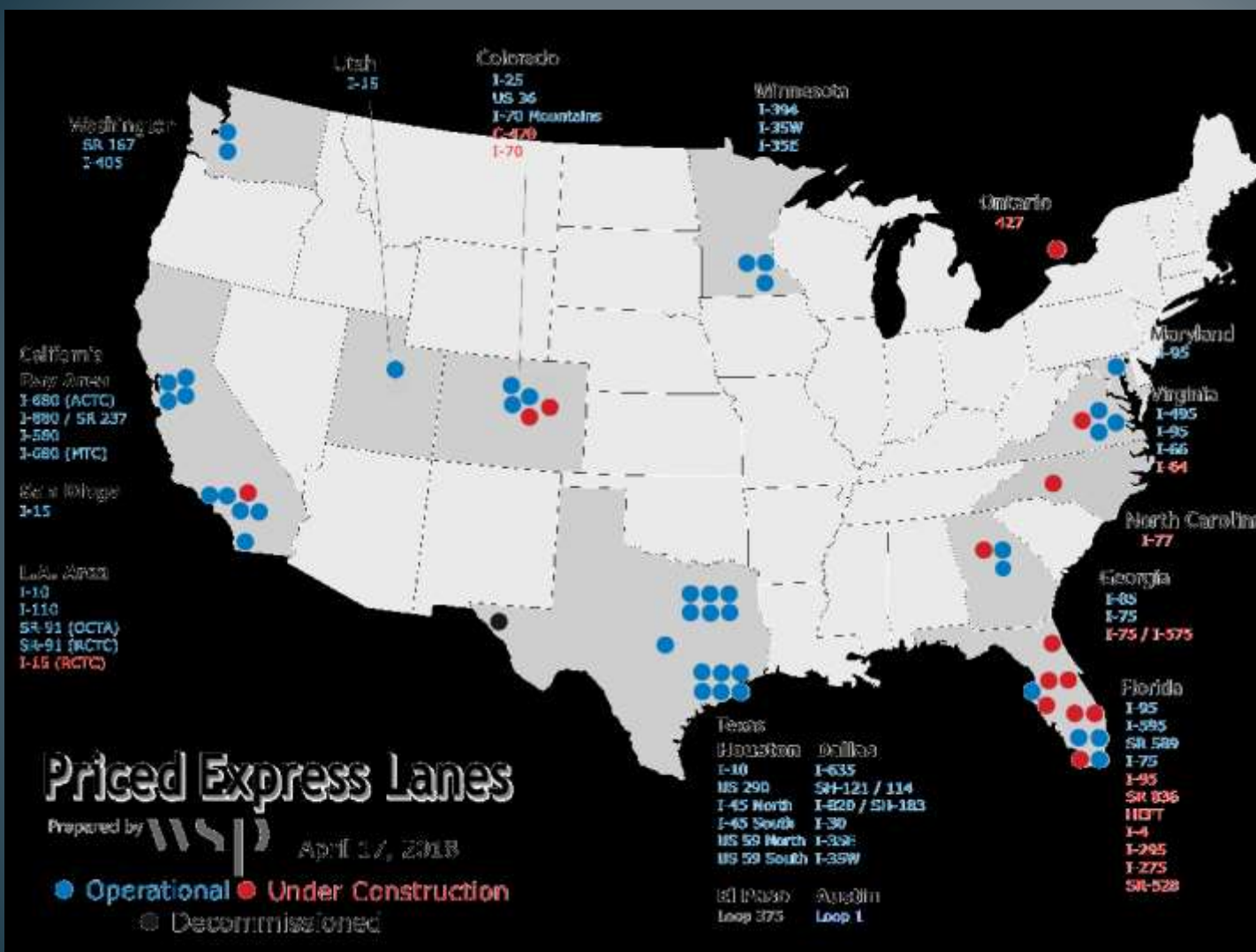
- ▶ Only Express Toll Lane users pay a toll
- ▶ **Lane-based Choice:** option to use the Express Toll Lanes or use the toll-free general purpose lanes



So Why Would Anyone Pay a Toll?

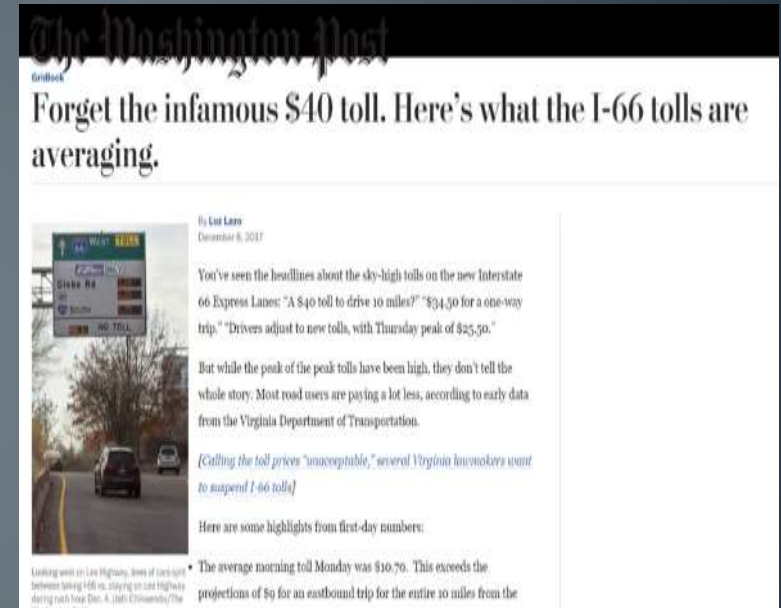
Toll Roads and Express Toll Lanes provide higher travel speeds, lower and consistent travel times, and a higher quality of trip than toll-free general purpose lanes ...

... as proven by over 40 variably priced facilities in 11 states.



Biggest Misconceptions about Express Toll Lanes

- **Cost to use express toll lanes is high.**
 - National peak period toll is less than \$5
- **Heavy cost burden per month**
 - Less than 1% of corridor commuters use every day
 - National average cost per month is \$10-15 / month
- **Express toll lanes will be as congested as toll-free lanes**
 - Provide congestion relief for all travelers
 - Express lanes managed for 45+ mph at all times
- **Foreign ownership concerns for tolling**
 - 75% of express toll lanes are wholly owned, operated, and controlled by public agencies
 - Even if P3 concessionaire, state still controls the roadway operations, costs, and revenue through formal P3 contract



The background of the slide features a series of vertical lines in various shades of blue and grey, creating a textured, forest-like appearance. These lines vary in thickness and are set against a light grey gradient background.

ABOUT THE STUDY

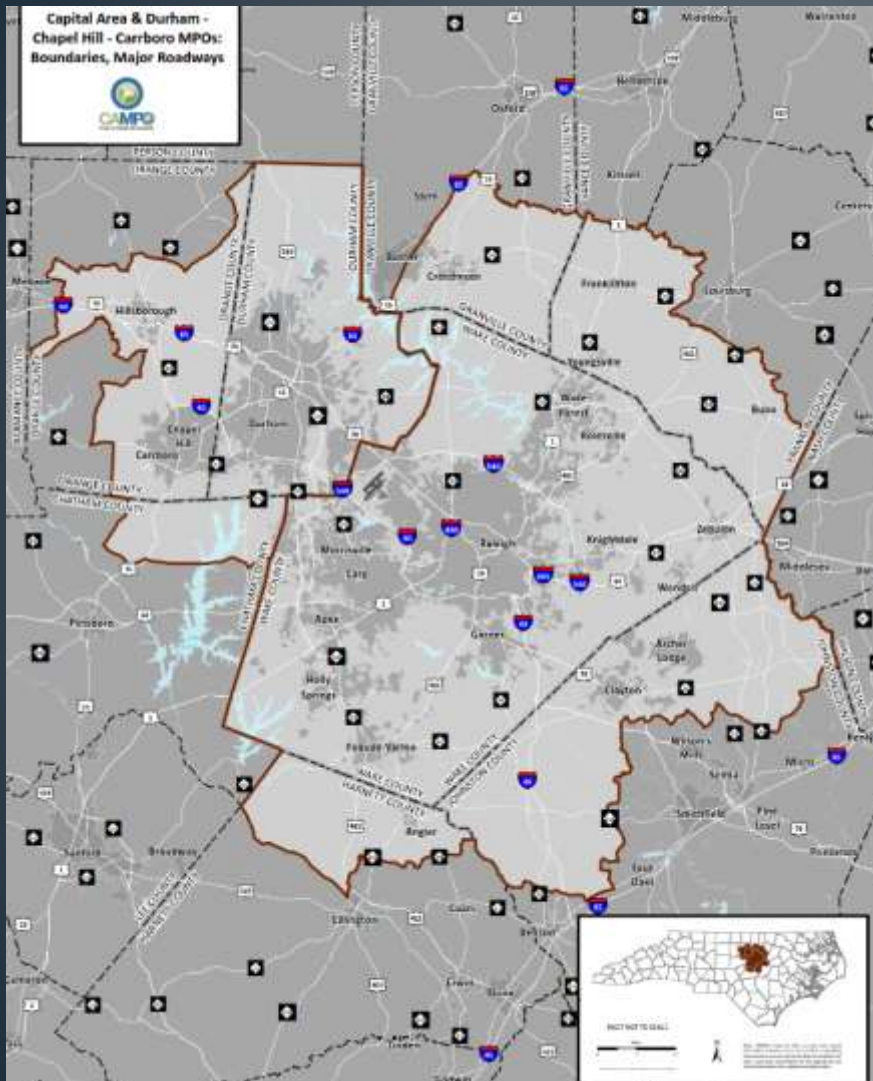
Study Background

- The Triangle Region is growing rapidly and to stay competitive with other regions, a study is being conducted to:

Evaluate the regional transportation network

Determine if toll lanes and/or managed lanes are applicable to the Triangle Region

Develop a toll lane and/or managed lane strategy to address current and future capacity needs with funding deficiencies



Study Sponsors

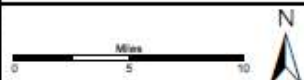
- ▶ This study is a collaborative effort of:

Capital Area
MPO

Durham-
Chapel Hill-
Carrboro MPO

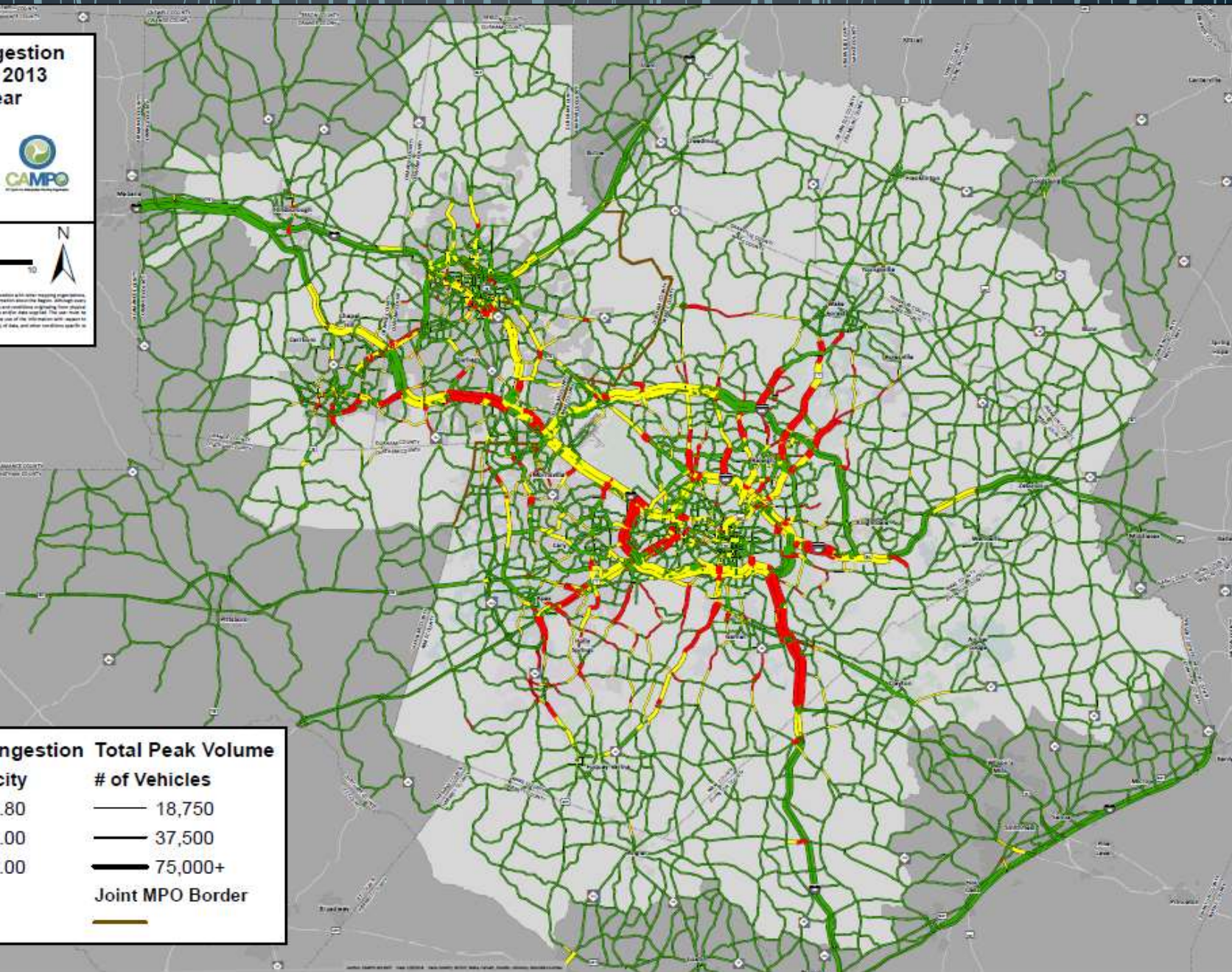
NCDOT

Vehicle Congestion Forecast - 2013 Base Year



Notes: The Capital Area Metropolitan Planning Organization, in cooperation with other regional organizations, is responsible for offering the data presented. While the information is believed to be accurate, it is not a guarantee. The user assumes all responsibility for the accuracy of the information and is not responsible for any errors or omissions. The user assumes all responsibility for the accuracy of the information and is not responsible for any errors or omissions.

Peak Hour Congestion Volume / Capacity	Total Peak Volume # of Vehicles
0.00 to 0.80	18,750
0.80 to 1.00	37,500
1.00 to 2.00	75,000+
2.00+	Joint MPO Border



Vehicle Congestion Forecast - 2045 Existing + Committed Scenario



As part of the Durham-Chapel Hill Metropolitan Planning Organization's transportation planning process, this map displays the forecasted vehicle congestion for the year 2045. The map is based on the existing and committed transportation network and is intended to provide a visual representation of the forecasted congestion levels. The map is not intended to be used for any other purpose and is not intended to be used as a basis for any other action. The map is not intended to be used as a basis for any other action.

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2.00+	Joint MPO Border

DURHAM - CHAPEL HILL - CARRBORO

DCHC
Metropolitan Planning Organization
Planning Tomorrow Today

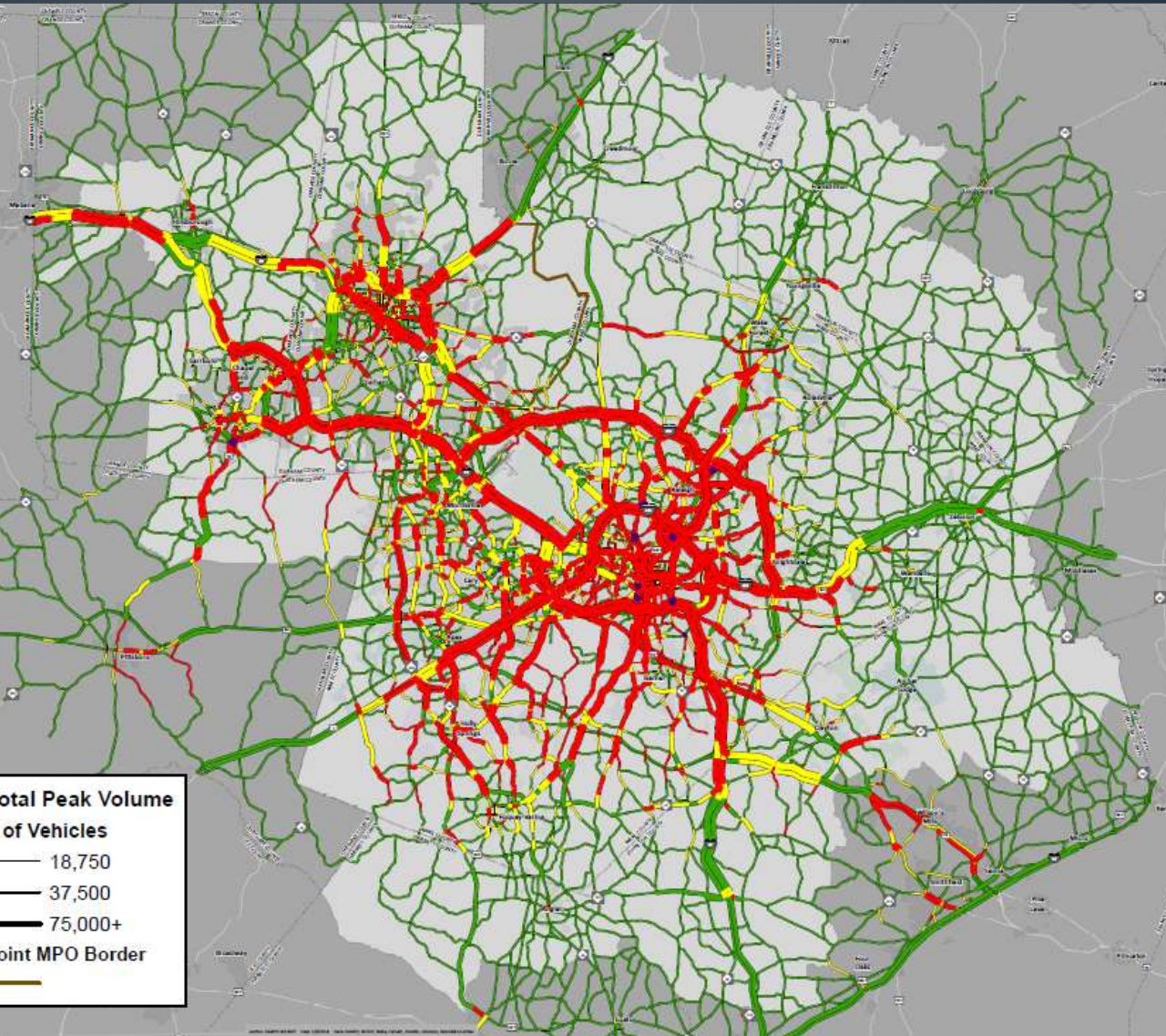
CAMPO
NC Capital Area Metropolitan Planning Organization

Vehicle Congestion Forecast - 2045

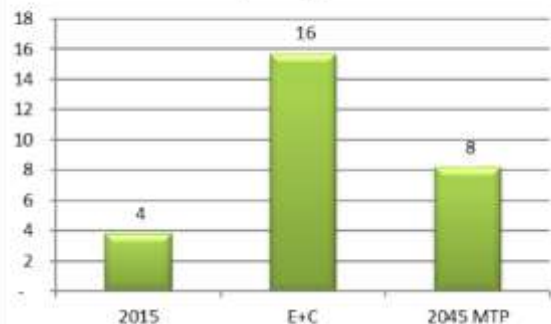


Under the Capital Area Metropolitan Planning Organization, in cooperation with other planning organizations, is committed to providing to the public, upon request, information and data for the purpose of planning and policy development. The information and data are provided for the purpose of planning and policy development and are not to be used for any other purpose. The information and data are provided for the purpose of planning and policy development and are not to be used for any other purpose.

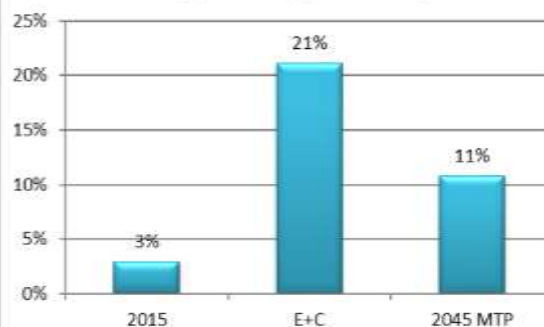
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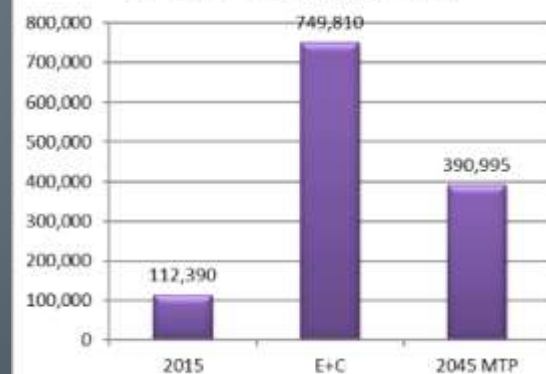
**Per Capita Minutes of Delay
(Daily)**

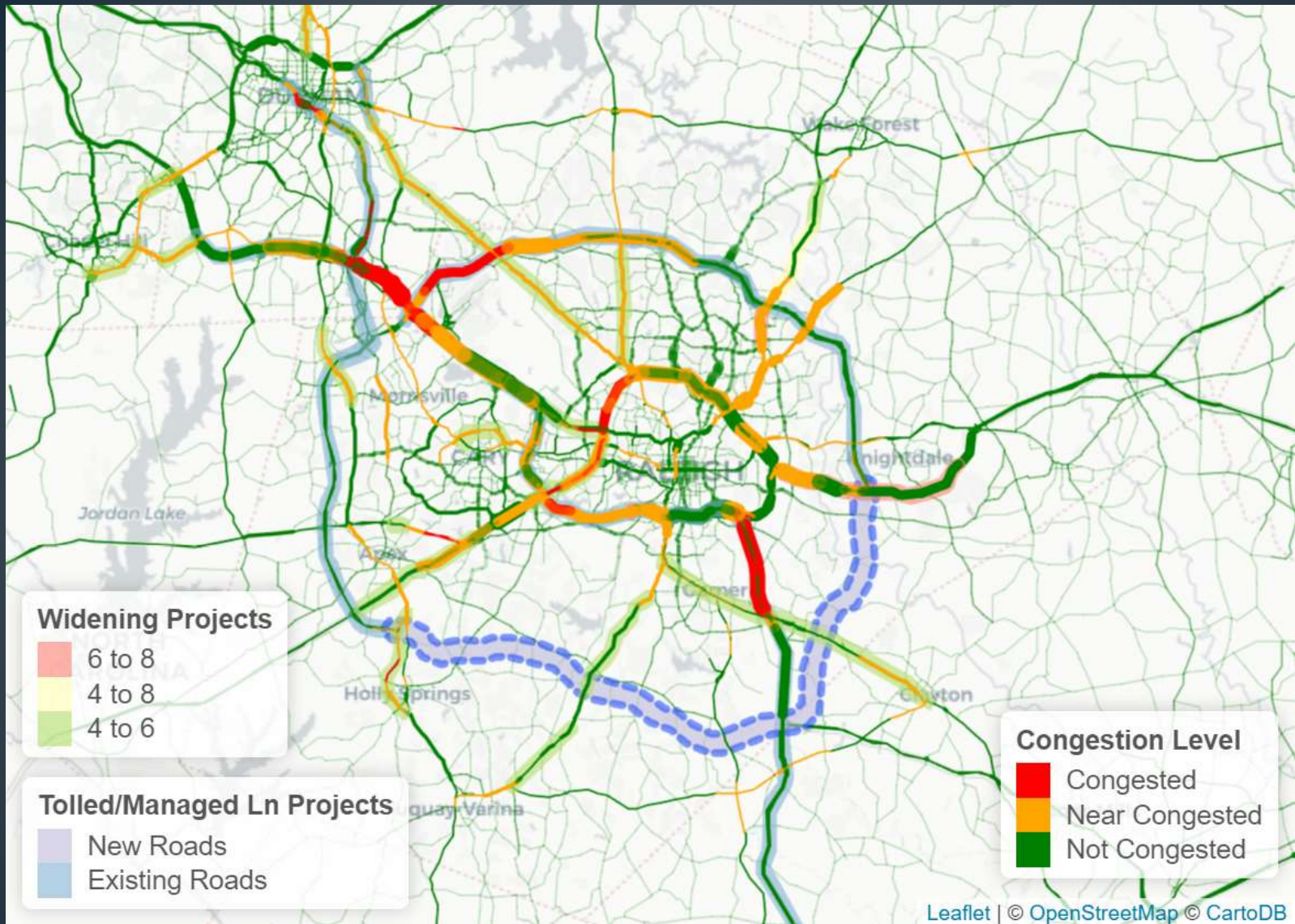


**Percent VMT Experiencing
Congestion (at Peak)**



Hours of Delay (Daily)







PRELIMINARY SCREENING RESULTS

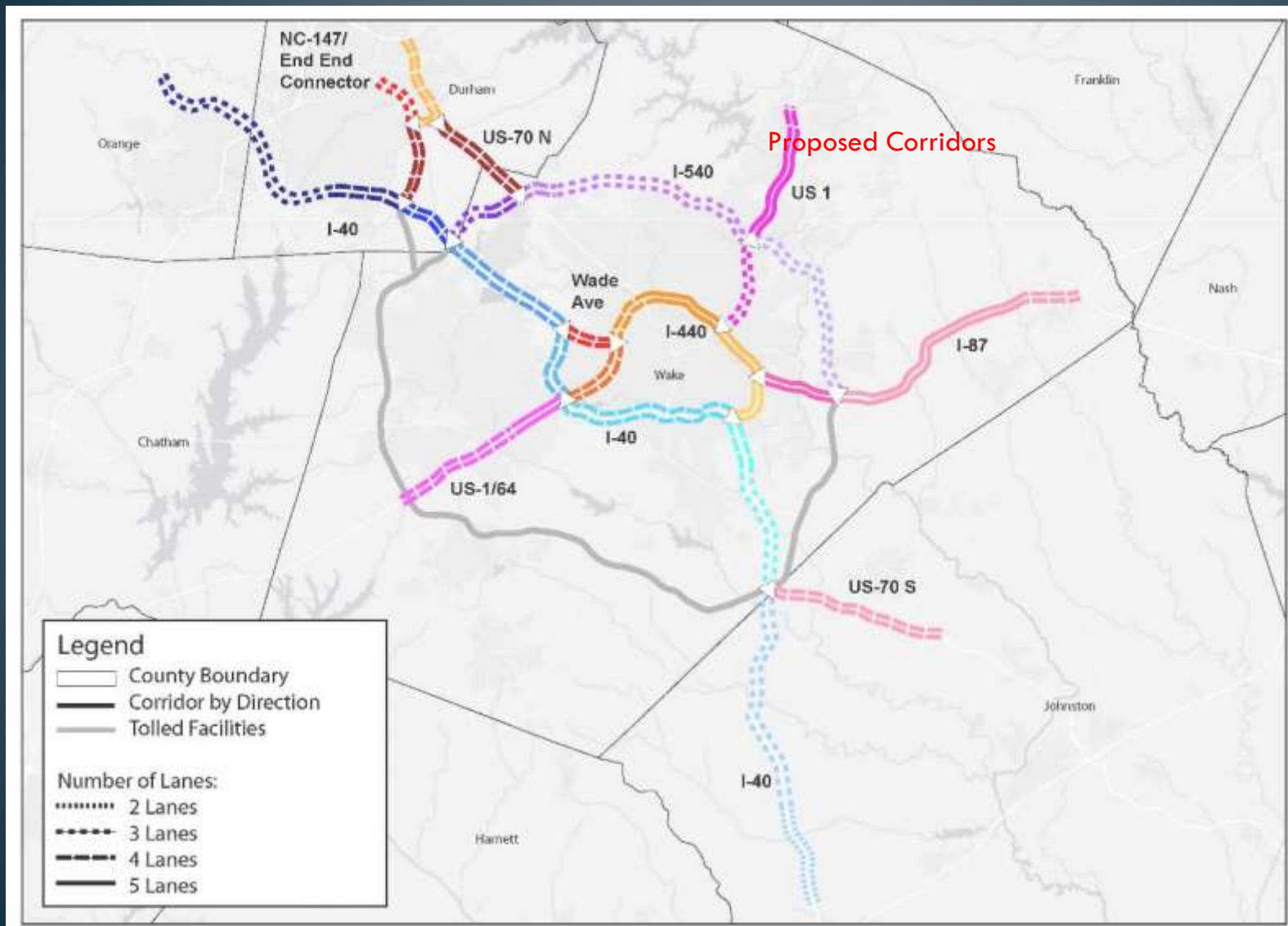
Tier 1 Corridor Evaluation

- Estimated 2045 peak-period congestion levels and speeds using Triangle Regional Model (TRM)
- Examined current PM peak hour congestion using Google
- Used TRM to generate demand volumes for projected express toll lane network (assuming 2045 MTP build-out)
- Applied ECONorthwest's Toll Optimization Model using TRM outputs to test future performance of express toll lane facilities

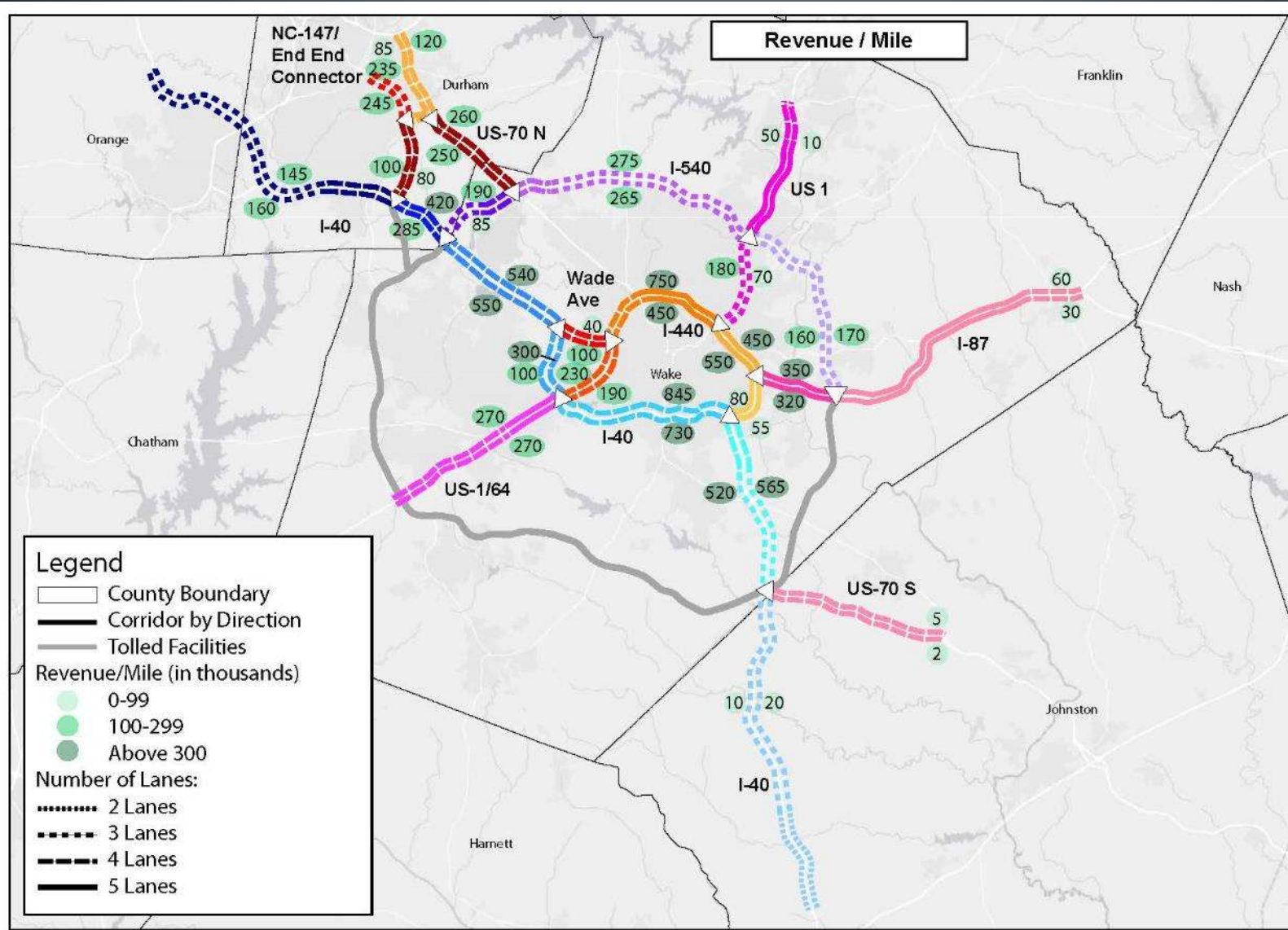
Preliminary Corridor Modeling Results

- Revenue & travel time savings results based on all users paying for facility use
- Buses and vanpool vehicles travel for free
- Results are general indication of corridor's relative performance

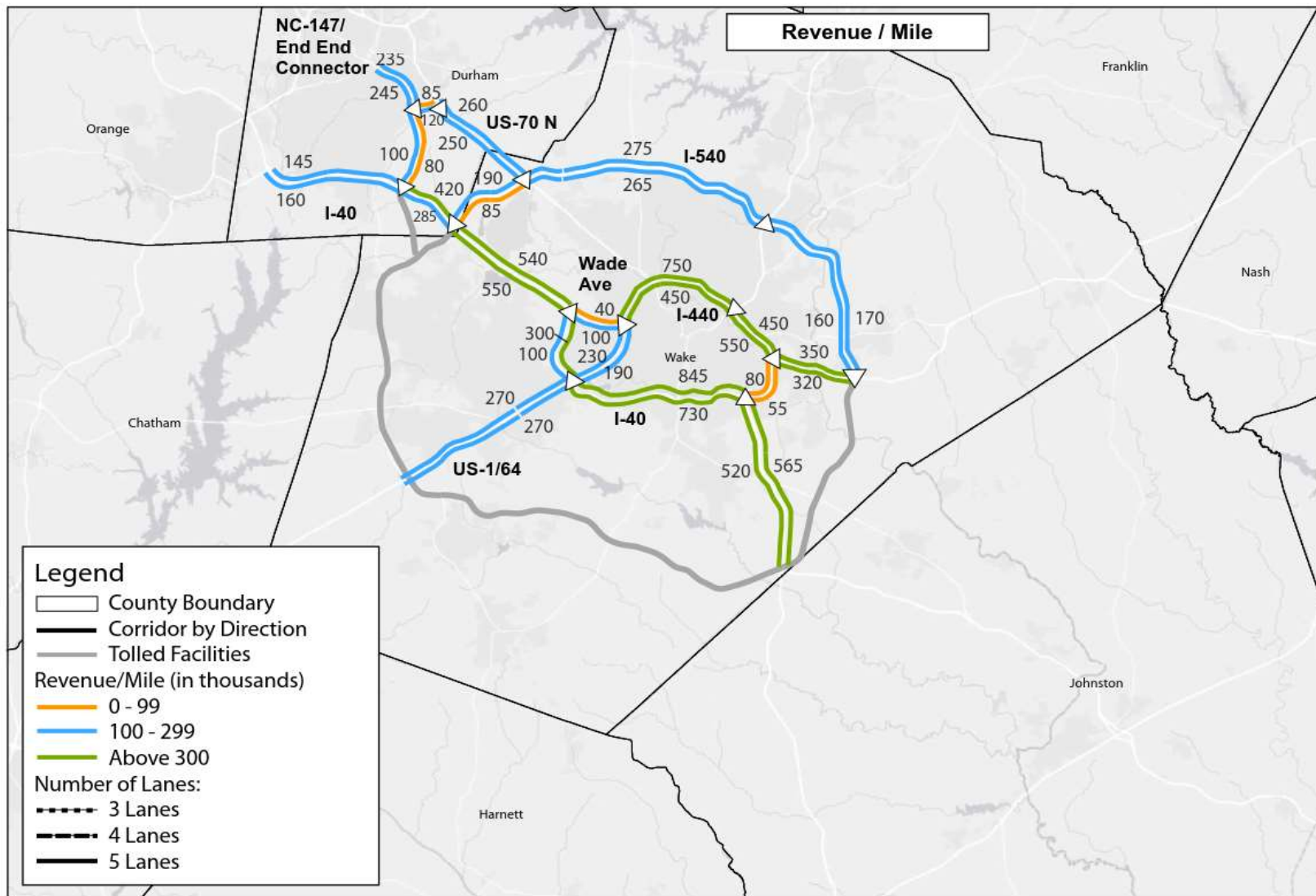
Tier 1 Corridor Screening



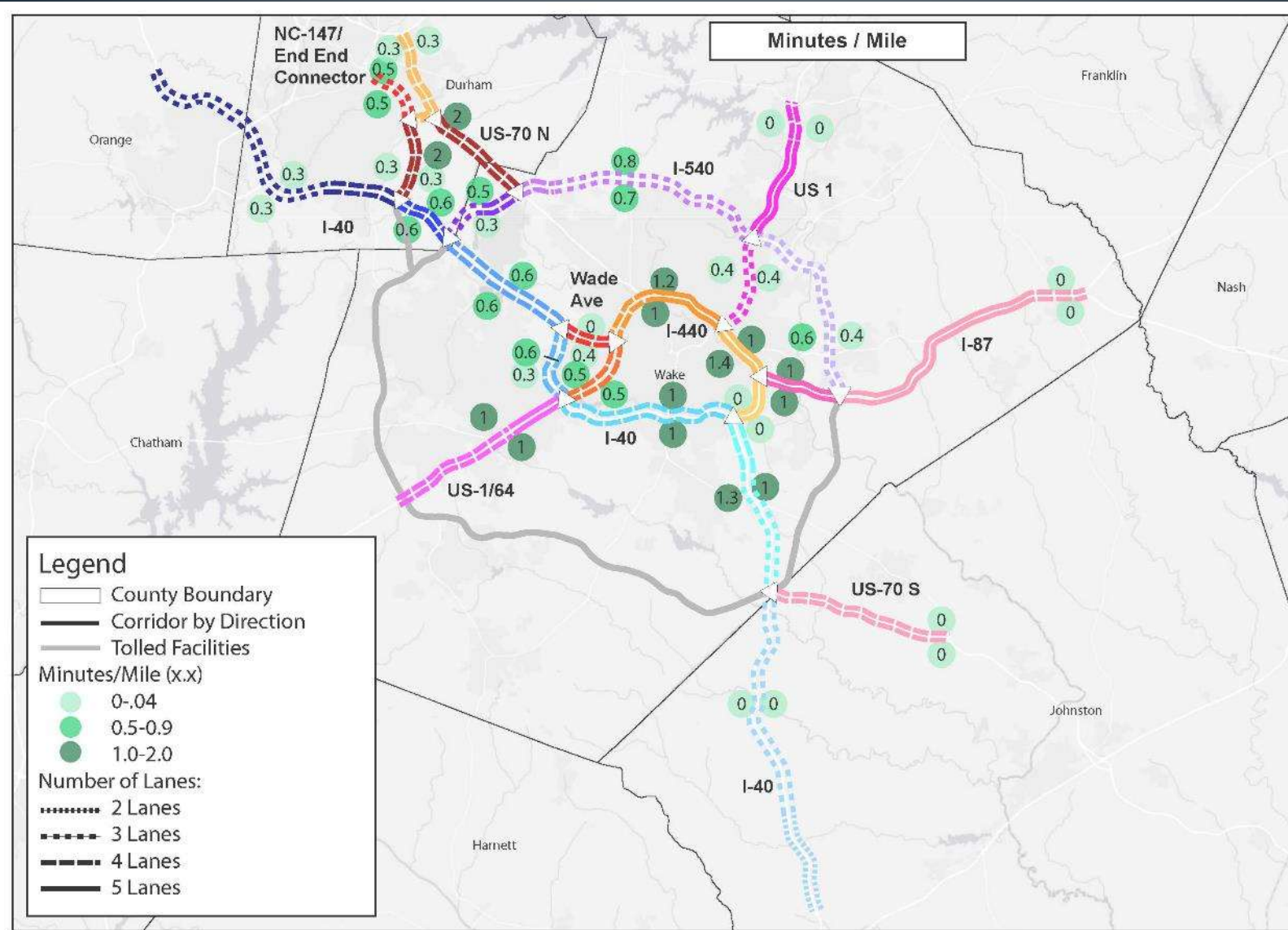
2045 Annual Weekday Gross Revenues/Mile



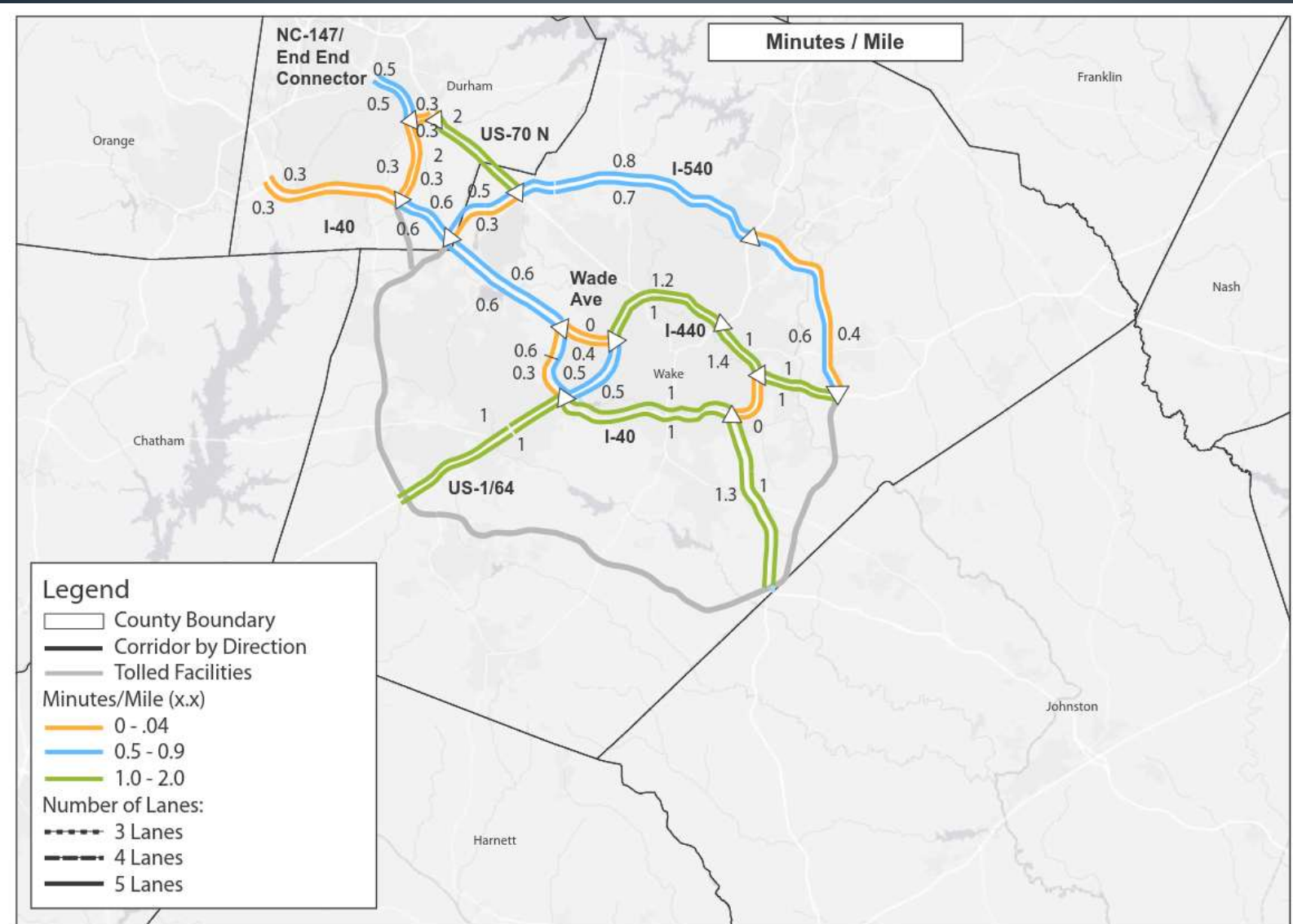
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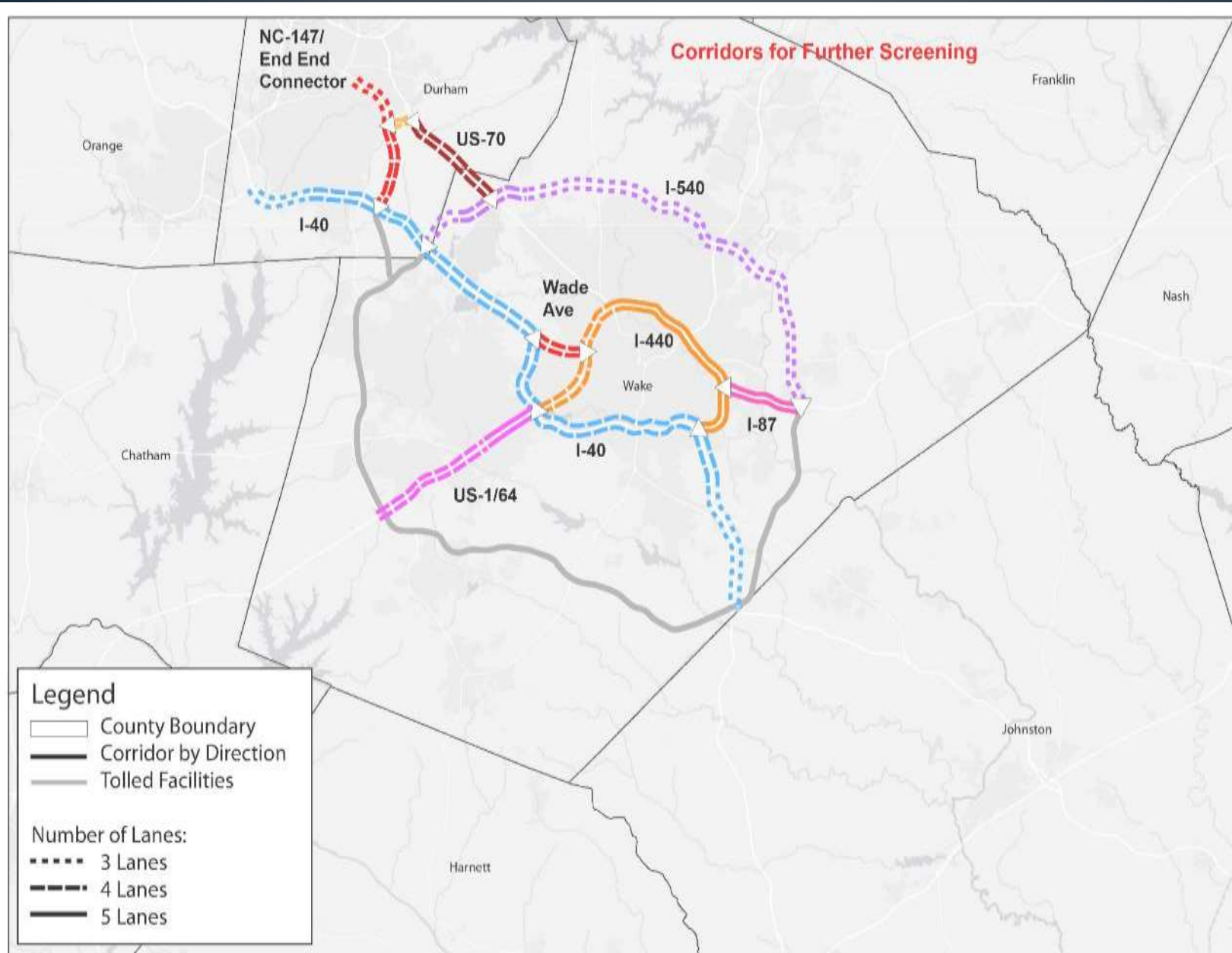
2045 Peak Hour Travel Time Savings



2045 Peak Hour Travel Time Savings



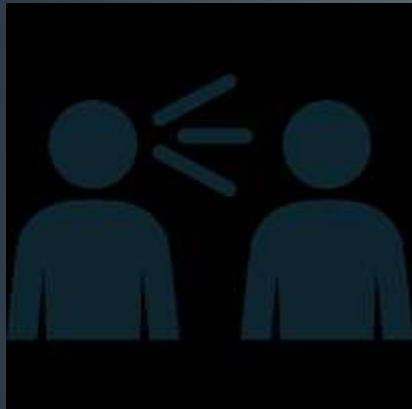
Tier 2 Corridor Screening



Tier 2 Corridor Screening

- Re-run models using “model feedback” to refine corridor performance results
- Evaluate corridor performance based on:
 - Traffic operations improvements
 - Transit services
 - Equity impacts (Environmental Justice population)
 - Stakeholder input (MPO Executive Board, Stakeholder Oversight Team & Core Technical Team)
 - Revenue, capital and O&M costs & project delivery schedules

More Information?



- ▶ <http://triangle tolling study.com>
- ▶ Kenneth Withrow, AICP
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(919) 996-4394
- ▶ Andy Henry, AICP
Andrew.Henry@durhamnc.gov
(919) 560-4366, ext. 36419
- ▶ Lynn Purnell, PE, ENV SP
Lynn.Purnell@wsp.com
(704) 342-5405



TRIANGLE REGION INTELLIGENT TRANSPORTATION SYSTEMS PLAN UPDATE

CAMPO-DCHC MPO Joint Meeting

October 31, 2018



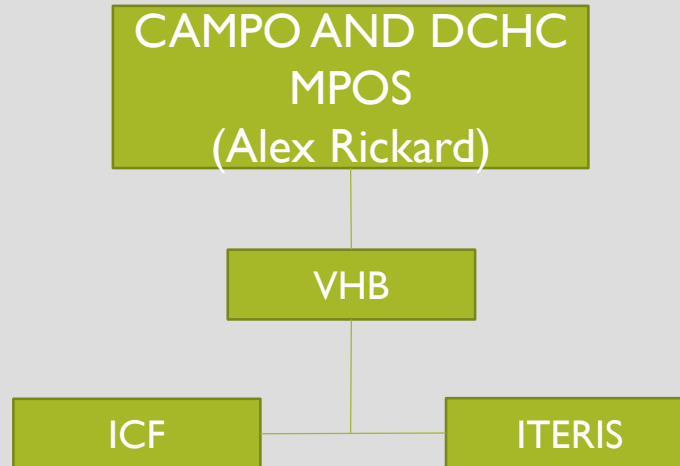
STUDY TEAM

CAMPO AND DCHC
MPOS
(Alex Rickard)

VHB

ICF

ITERIS



STUDY OVERVIEW

- Schedule – All services completed by June 30, 2019
- Objectives – Update to current architecture and standards, identify gaps and opportunities. Include state-of-the-art systems for managing current and emerging traffic including implementation of transit management technologies
- Deliverables– Report document, web-based architecture outputs, recommended projects for future deployment with estimate costs for deployment

ITS BENEFITS

- Improved transportation efficiency
- Reduced delays and crashes
- Improved system reliability

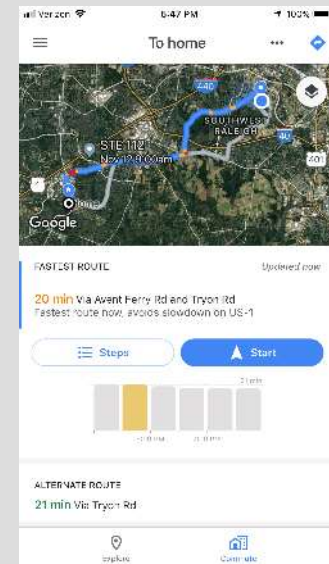


WHAT IS ITS?

- Intelligent Transportation Systems is the advancement of transportation safety and mobility and enhancement of productivity through integration of advanced communications technologies into transportation infrastructure and into vehicles. ITS encompasses a broad range of wireless and traditional communications-based information and electronic technologies.

EVERYDAY ITS

- Technology examples include CCTV cameras, speed sensors, preemption receivers and emitters and mobile phone applications for navigation



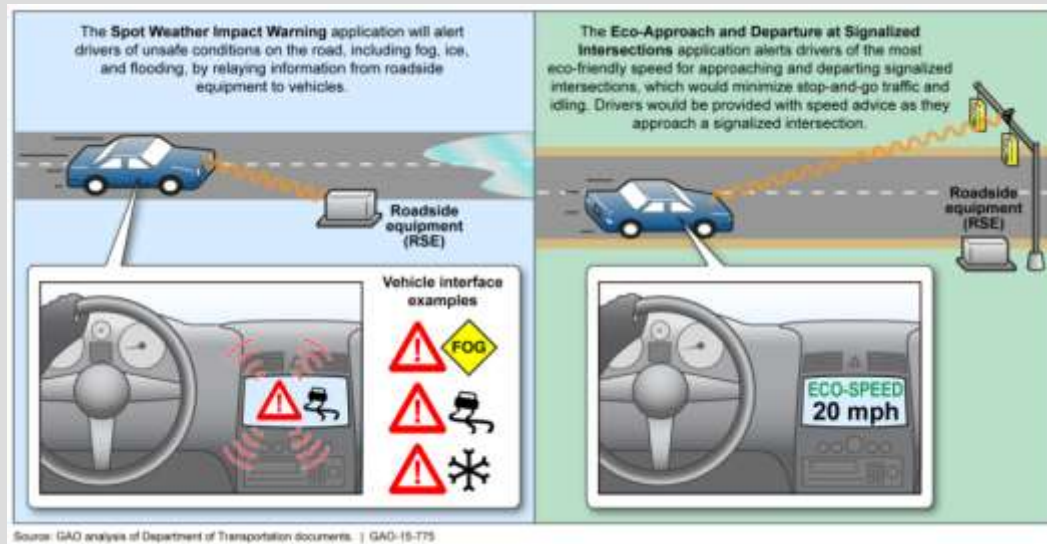
EVERYDAY ITS

- Operational examples include improved sharing of information; traffic signal preemption for emergency and transit vehicles; automatic identification of incidents to improve incident clearance times; cross-jurisdictional cooperation to provide seamless operations along corridors; real-time bus location, and automatic toll payment.



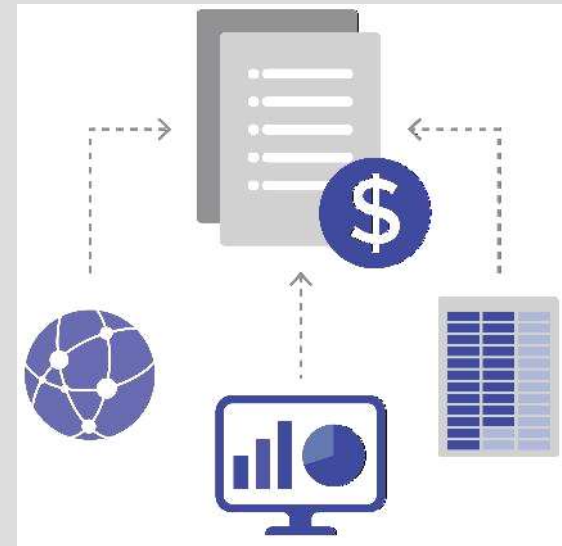
UPCOMING ITS

- Connected vehicles (vehicle to vehicle and vehicle to infrastructure) and autonomous vehicles



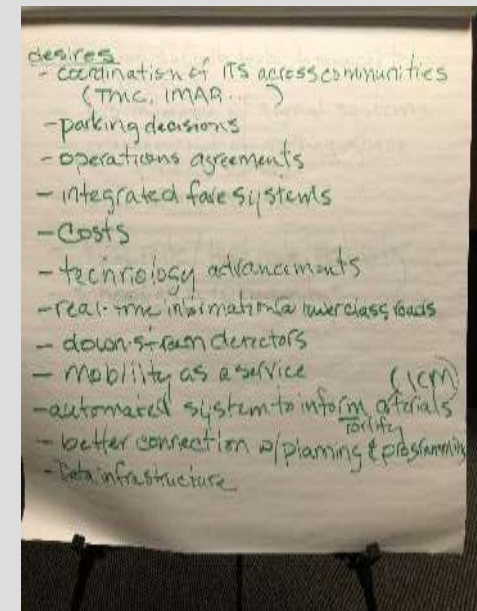
STUDY SUMMARY

- Last updated in 2010
- Project Components
 - Assessing existing conditions and identifying gaps
 - Evaluation of new ITS strategies
 - Updating the Triangle ITS architecture
 - Develop regional architecture use and maintenance plan
 - Develop methodology to prioritize ITS projects for funding
 - Prepare regional ITS deployment plan



STUDY SUMMARY

- Project Timeline
 - Notice to proceed – April 2018
 - Kick-off with stakeholders – May 2018
 - First stakeholder workshop – July 2018
 - Small group stakeholder interviews – October-November 2018
 - Final stakeholder workshop – Winter 2019
 - Anticipated completion date – June 30, 2019



INTENDED STUDY OUTCOME

- Updated architecture (FHWA Rule 940 and ARC-IT 8.1)



INTENDED STUDY OUTCOME

- Updated status of previously planned and implemented projects
- Identification of new technologies and strategies for implementation

What's been done?

What's to come?

INTENDED STUDY OUTCOME

- Estimated costs of new initiatives
- Methodology for prioritizing ITS projects for funding

What's it going cost?

How does an ITS project rank against others?

INTENDED STUDY OUTCOME

- Coordination of ITS planning with other regional and statewide planning and programming efforts

Connect 2045

The Metropolitan Transportation Plan

for the

Capital Area Metropolitan Planning Organization

and the

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

State Transportation Improvement
Program

EARLY FINDINGS

- Region is actively implementing ITS infrastructure
- Many success stories – FORTIFY is a great example
- Strong desire for regional cooperation
- Some gaps already identified
- Operational strategies are key to fully realize ITS benefits
- Plan should be updated on a cycle similar to other regional planning documents



UPCOMING

- Complete stakeholder interviews and complete gap assessment
 - DCHC, City of Durham, Town of Chapel Hill, and Town of Carrboro
 - NCDOT Division Traffic Engineers
 - Transit operators
 - NC Turnpike Authority
- Complete architecture update



QUESTIONS?

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Project Manager

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Alex Rickard, CAMPO

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Alex.Rickard@campo-nc.us

TRIANGLE REGION INTELLIGENT TRANSPORTATION SYSTEMS PLAN UPDATE



SPOT 5 Update

Prioritization 5.0 – Division Needs Funding Availability (2020-2029)



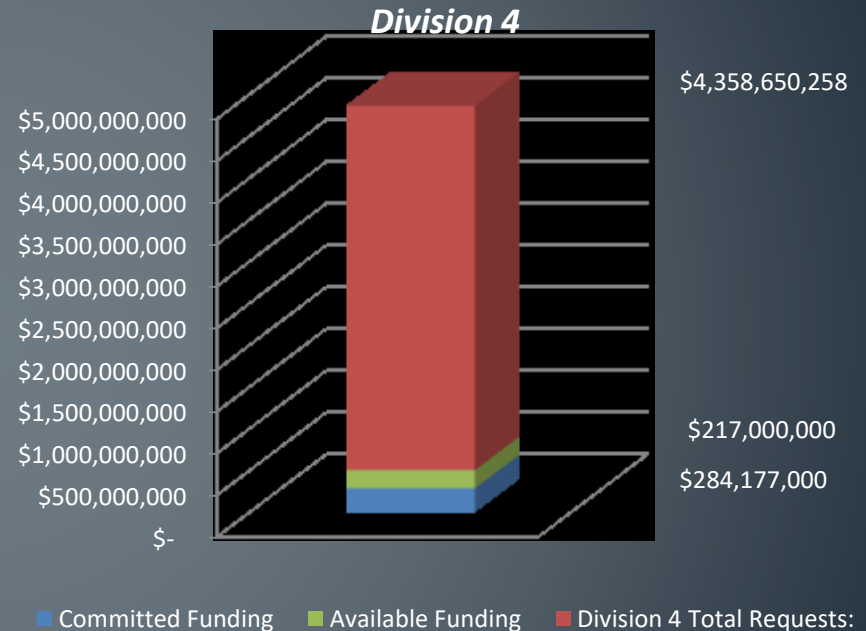
Division	Total Allocation	Amount Programmed	Amount Available for P5.0 Projects*
Division 1	\$502M	\$344M	\$158M
Division 2	\$502M	\$363M	\$139M
Division 3	\$502M	\$359M	\$143M
Division 4	\$502M	\$285M	\$217M
Division 5	\$502M	\$416M	\$86M
Division 6	\$502M	\$295M	\$207M
Division 7	\$502M	\$369M	\$133M
Division 8	\$502M	\$250M	\$252M
Division 9	\$502M	\$284M	\$218M
Division 10	\$502M	\$346M	\$156M
Division 11	\$502M	\$232M	\$270M
Division 12	\$502M	\$416M	\$86M
Division 13	\$502M	\$448M	\$54M
Division 14	\$502M	\$381M	\$121M
Total	\$7,028M	\$4,788M	\$2,240M

*As of August 23, 2018 – does not account for additional Build NC Bond revenues

P5.0 Division 4 Funding

Division 4	
10-Year Funding:	\$501,177,000
Committed:	\$284,177,000
Available	\$217,000,000
Division 4 Projects:	153
CAMPO Projects:	19
Division 4 Total Requests:	\$4,358,650,258

Projected Funding vs. Submitted Need



P5.0 Division 5 Funding

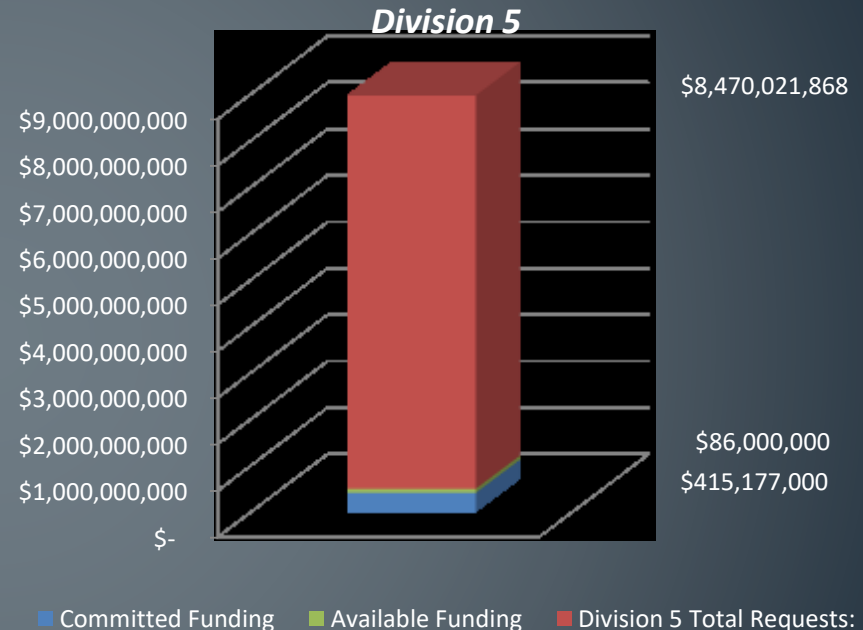
Division 5
10-Year Funding: \$501,177,000
Committed: \$415,177,000

Available \$86,000,000

Division 5 Projects: 269
DCHC/CAMPO Projects: 229

Division 5 Total Requests: \$8,470,021,868

Projected Funding vs. Submitted Need



P5.0 Division 6 Funding

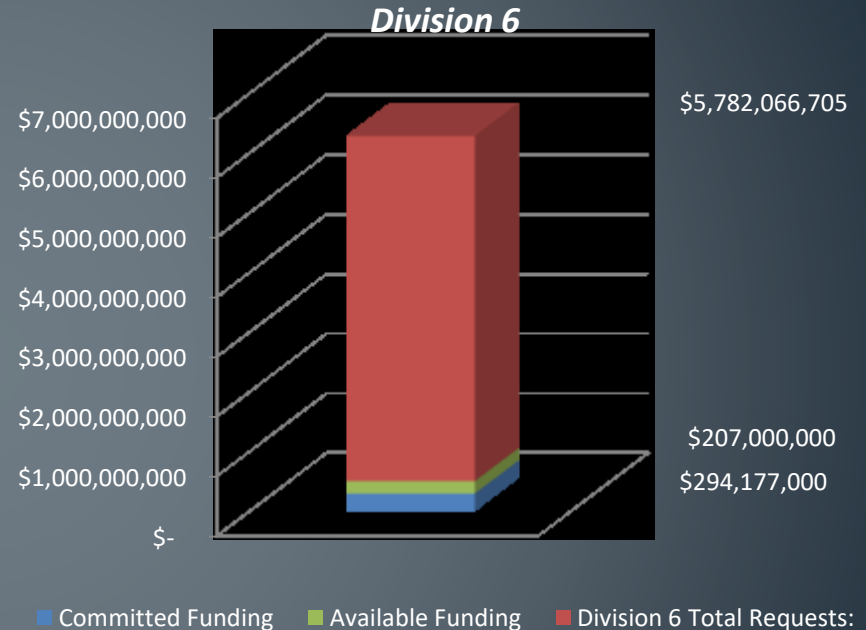
Division 6
10-Year Funding: \$501,177,000
Committed: \$294,177,000

Available \$207,000,000

Division 6 Projects: 150
CAMPO Projects: 3

Division 6 Total Requests: \$5,782,066,705

Projected Funding vs. Submitted Need



P5.0 Division 7 Funding

Division 7
10-Year Funding: \$501,177,000
Committed: \$368,177,000

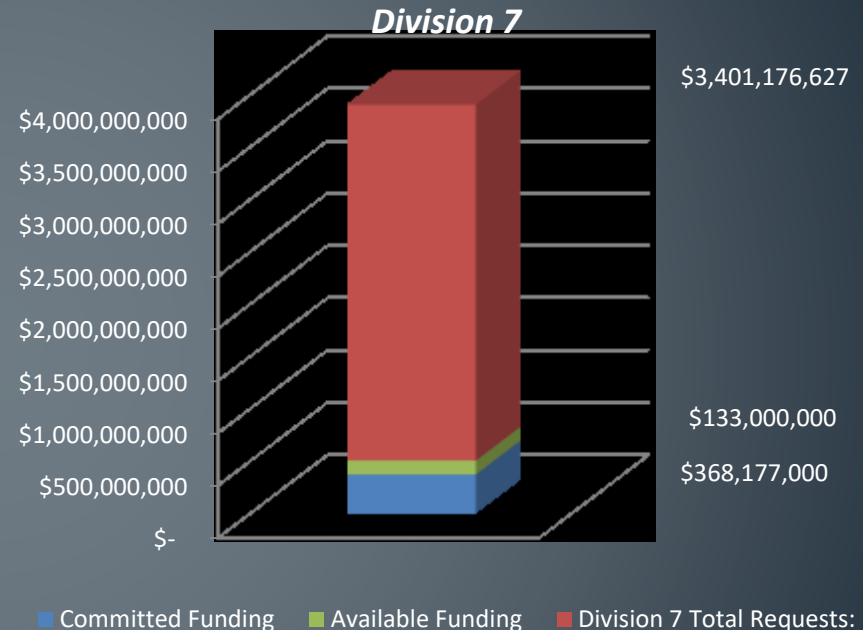
Available \$133,000,000

Division 7 Projects: 176

DCHC Projects: 28

Division 7 Total Requests: \$3,401,176,627

Projected Funding vs. Submitted Need



P5.0 Division 8 Funding

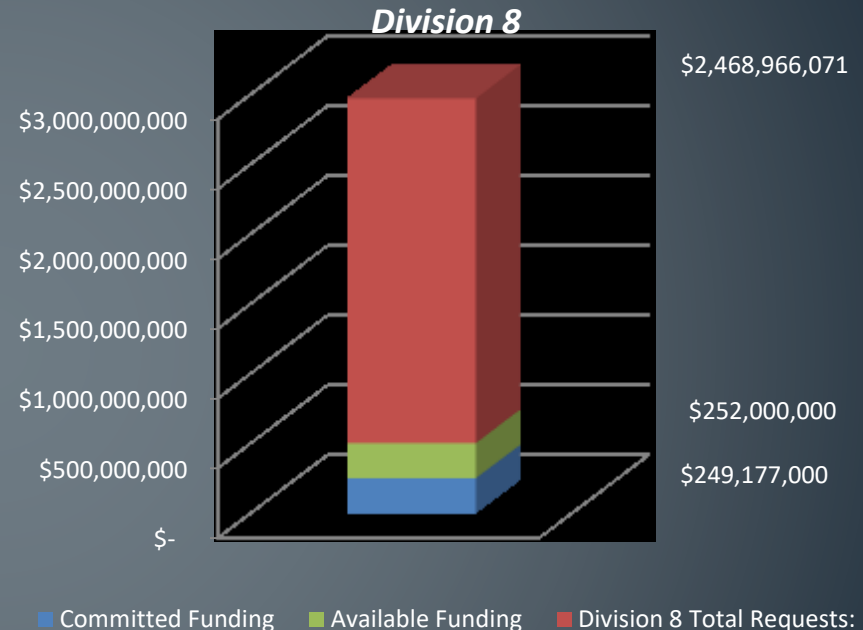
Division 8
10-Year Funding: \$501,177,000
Committed: \$249,177,000

Available \$252,000,000

Division 8 Projects: 130
DCHC Projects: 6

Division 8 Total Requests: \$2,468,966,071

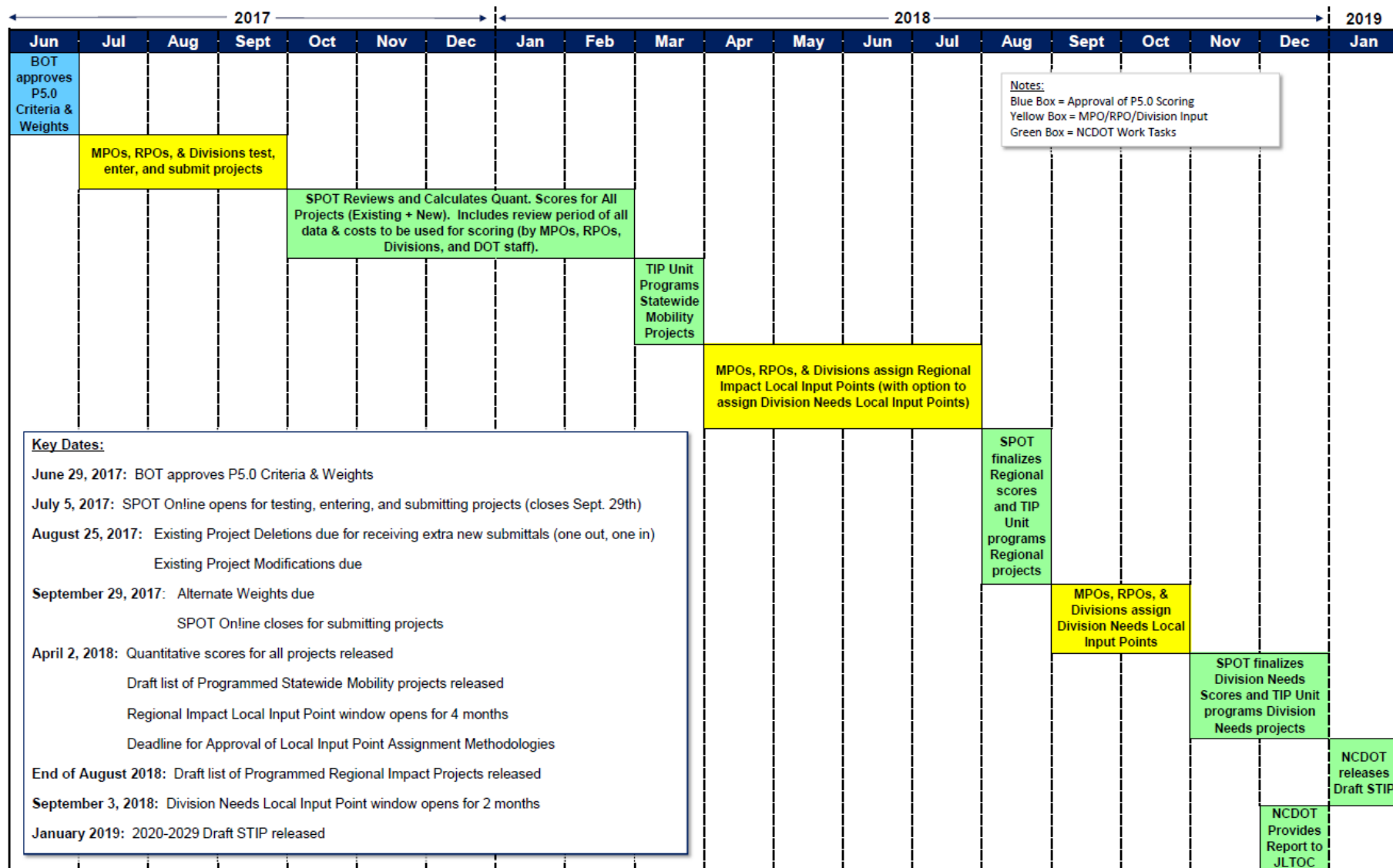
Projected Funding vs. Submitted Need



SPOT Schedule & Next Steps

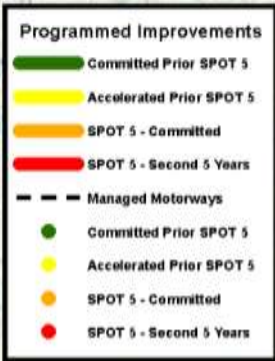
Prioritization 5.0 Schedule

March 21, 2018





Note: The Capital City Nonprofit Planning Organization, in cooperation with other nonprofit organizations, is committed to offering its services, staffed, and located (if possible) in the Region. Although we are not affiliated with any specific organization, the all-party effort to create a new and



Spine: C4/5-6/7/8/9/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1020/1021/1022/1023/1024/1025/1026/1027/1028/1029/1030/1031/1032/1033/1034/1035/1036/1037/1038/1039/1040/104

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeBCO, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, © OpenStreetMap contributors, and the GIS User Community

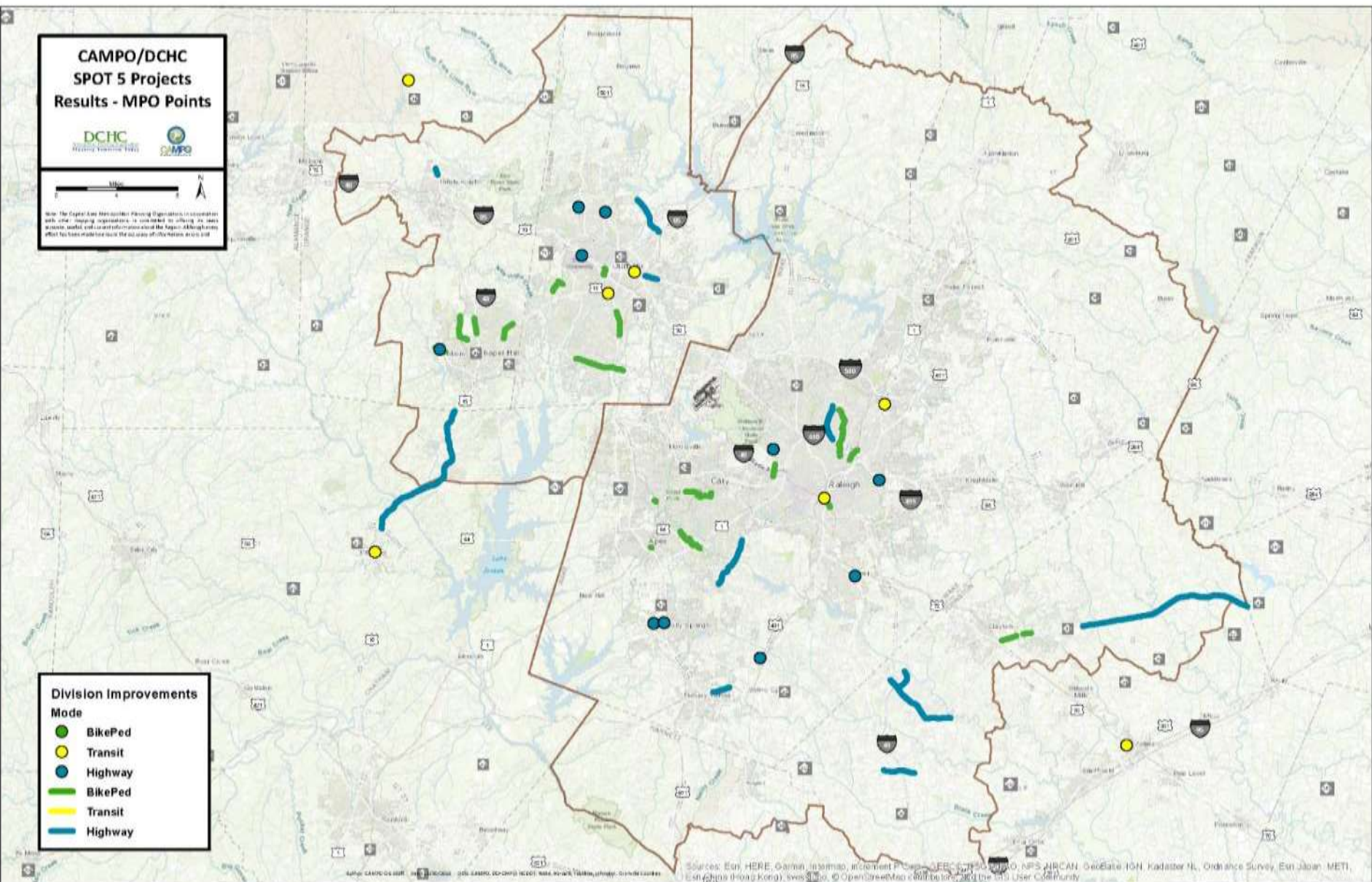
CAMPO/DCHC SPOT 5 Projects Results - MPO Points



Note: The Capital Area Metropolitan Planning Organization in cooperation with other regional organizations is committed to achieving its goals, vision, mission, and vision statement as outlined in the Regional Growth Management Plan. Although every effort has been made to ensure the accuracy of the information, errors and omissions are possible.

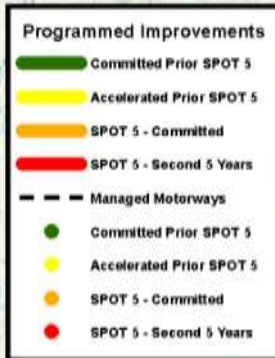
Division Improvements Mode

- BikePed
- Transit
- Highway
- BikePed
- Transit
- Highway



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, AeroMap, NPS, NRCAN, GeoBasis ION, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, © OpenStreetMap contributors, and the GIS User Community

Below the map, the text reads: "Note: The Capital Area Rapid Rail (CARR) alignment is shown as a dashed line. The alignment is subject to change. The alignment is shown as a dashed line. The alignment is shown as a dashed line." This text is repeated multiple times in a circular pattern around the map.

[illegible]

Sources: Esri, HERE, Garmin, Infomaps, increment P Corp., GEBCO, GEBCO-FAO, NPS, NRCAN, GeoBasis, IGN, kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Beijing), Swisstopo, © OpenStreetMap contributors, and the GIS User Community

CAMPO/DCHC SPOT 5 Projects Results - Programmed



Note: The Capital Area Metropolitan Planning Organization, in cooperation with other planning organizations, is committed to offering its users accurate, useful, and current information about the region. Although every effort has been made to ensure the accuracy of this information, errors and omissions may occur.

Programmed Improvements

- Committed Prior SPOT 5
- Accelerated Prior SPOT 5
- SPOT 5 - Committed
- SPOT 5 - Second 5 Years
- - - Managed Motorways
- Committed Prior SPOT 5
- Accelerated Prior SPOT 5
- SPOT 5 - Committed
- SPOT 5 - Second 5 Years

Author: CAMPO/DCHC, 2010/01/01/2010. Data: CAMPO/DCHC, 2010/01/01/2010. Data: CAMPO/DCHC, 2010/01/01/2010.

Sources: Esri, HERE, Garmin, Infomaps, Intermap, Pangea, GORE, IGN, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, © OpenStreetMap contributors, and the GIS User Community

Updates from MPO Strategic Partners

- a. GoTriangle (Jeff Mann)
- b. RTA (Joe Milazzo)
- c. NCDOT (Julie White)

Updates from MPO Strategic Partners

RTA 2017-18 Priorities

- Accelerate 540 to I-40
- Fund RDU Master Plan
- Push fast, effective transit and bike share
- Advance congestion relief efforts
- Promote new tech and flexible, scalable solutions

- **Other Business**
- **Adjournment**