Joint Board Meeting of the Capital Area MPO & Triangle West TPO

October 29, 2025

Call to Order & Welcome



Comments from the Public

Limit 3 minutes per speaker

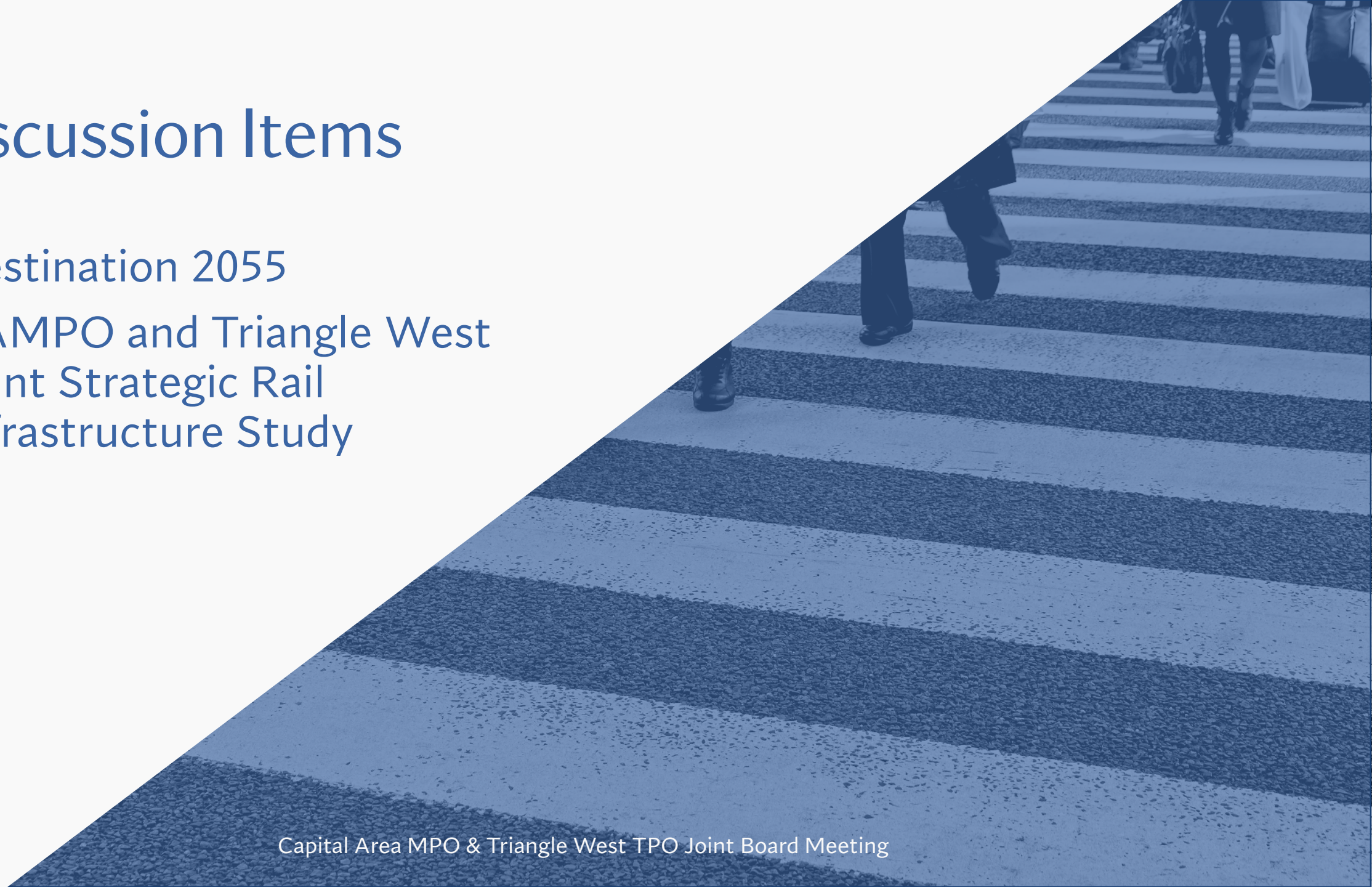


Introduction & Meeting Purpose



Discussion Items

- Destination 2055
- CAMPO and Triangle West Joint Strategic Rail Infrastructure Study



Destination 2055 Metropolitan Transportation Plan (MTP)



Capital Area MPO & Triangle West TPO Joint Board Meeting

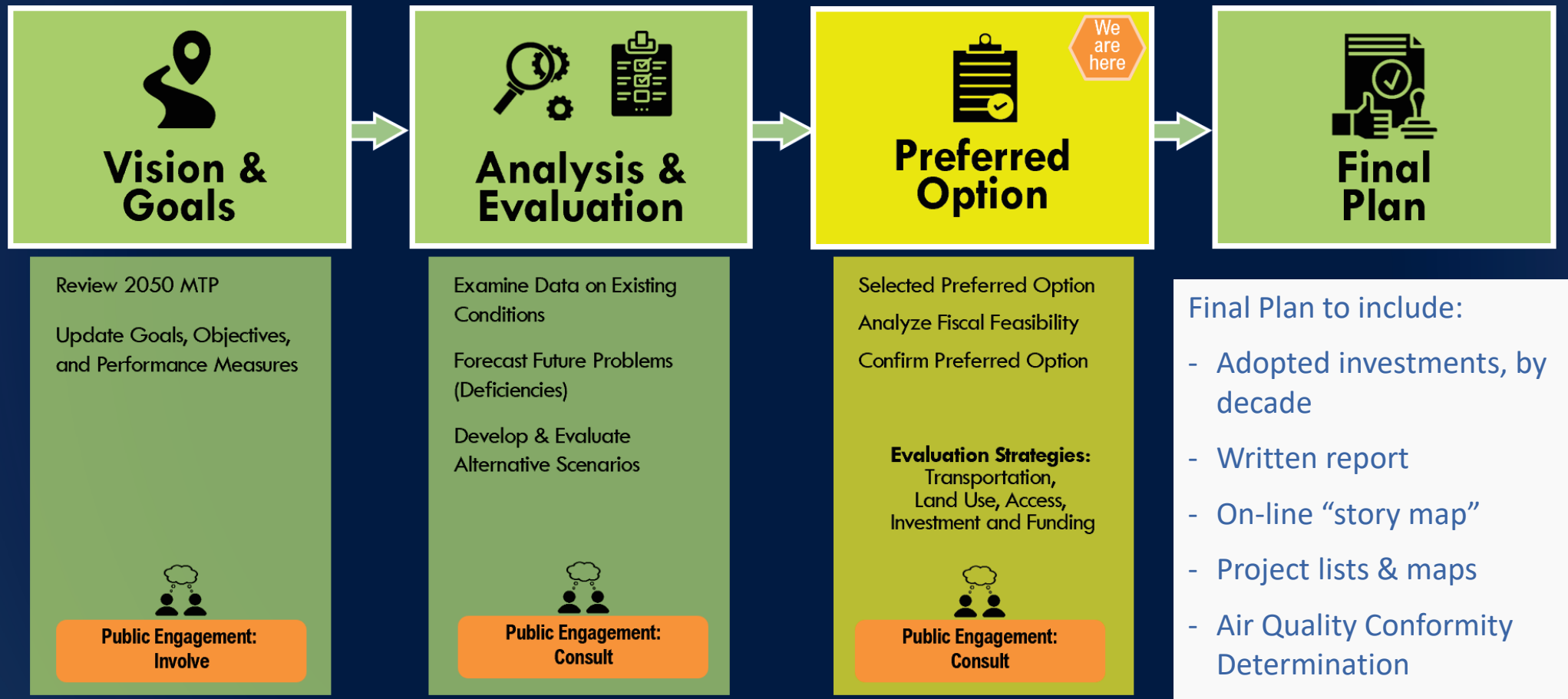
Destination 2055
Metropolitan Transportation Plan

1. Foundations
   - Joint MPO Transportation Policy Priorities
   - Community Engagement Results
2. Key Drivers
   - Opportunity Places Land Use
   - All Together Fiscal Constraint
3. Shared Regional Investments
   - Transit & Rail
   - Safe, Active, Healthy Mobility
   - Complete Corridors
4. Discussion: Exec. Board/Board Members

Destination 2055
Metropolitan Transportation Plan

MTP Update Process

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

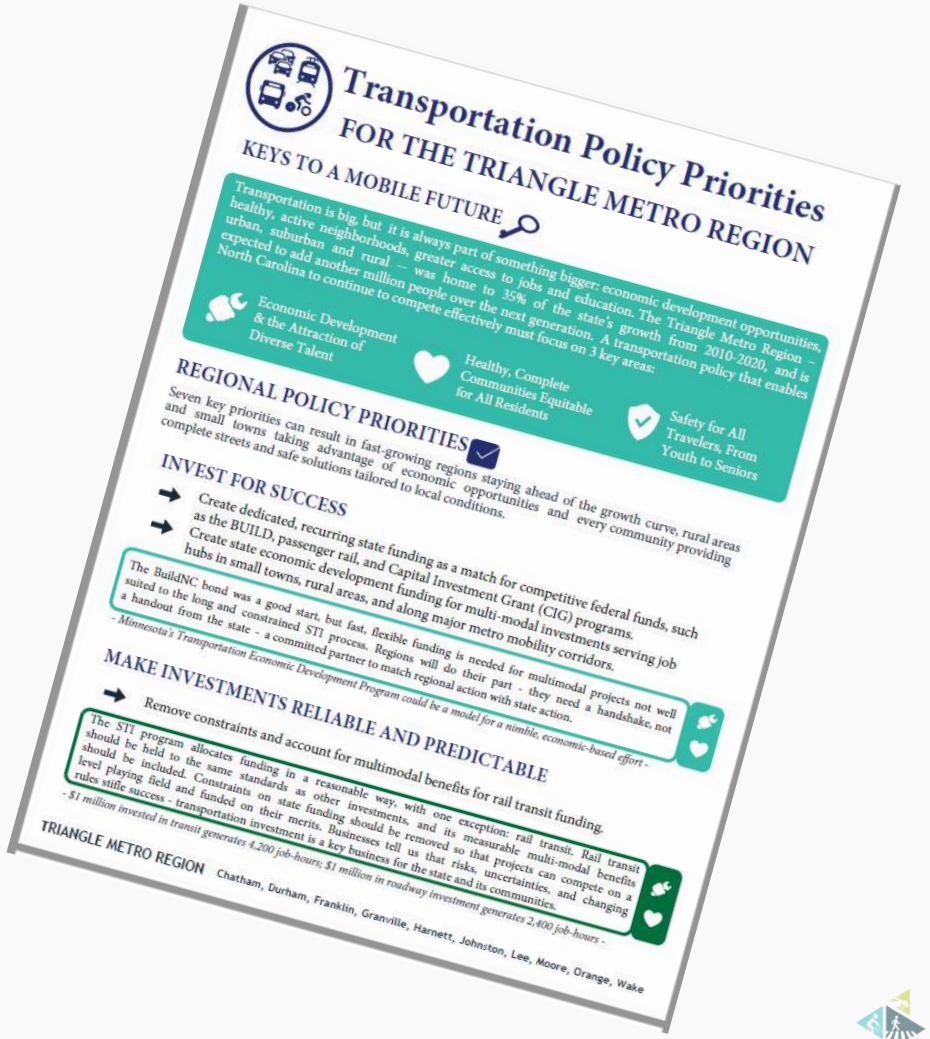


Final Plan to include:

- Adopted investments, by decade
- Written report
- On-line "story map"
- Project lists & maps
- Air Quality Conformity Determination

Triangle Regional Transportation Policy Priorities

- Helpful to have for reference:
- Policy Priorities Document



Transportation Policy Priorities
FOR THE TRIANGLE METRO REGION

KEYS TO A MOBILE FUTURE

Transportation is big, but it is always part of something bigger: economic development opportunities, healthy, active neighborhoods, greater access to jobs and education. The Triangle Metro Region – urban, suburban and rural – was home to 35% of the state's growth from 2010-2020, and is expected to add another million people over the next generation. A transportation policy that enables North Carolina to continue to compete effectively must focus on 3 key areas:

- Economic Development & the Attraction of Diverse Talent
- Healthy, Complete Communities Equitable for All Residents
- Safety for All Travelers, From Youth to Seniors

REGIONAL POLICY PRIORITIES

Seven key priorities can result in fast-growing regions staying ahead of the growth curve, rural areas and small towns taking advantage of economic opportunities and every community providing complete streets and safe solutions tailored to local conditions.

INVEST FOR SUCCESS

- Create dedicated, recurring state funding as a match for competitive federal funds, such as the BUILD, passenger rail, and Capital Investment Grant (CIG) programs.
- Create state economic development funding for multi-modal investments serving job hubs in small towns, rural areas, and along major metro mobility corridors.

The BuildNC bond was a good start, but fast, flexible funding is needed for multimodal projects not well suited to the long and constrained STI process. Regions will do their part – they need a handshake, not a handout from the state – a committed partner to match regional action with state action.

- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -

MAKE INVESTMENTS RELIABLE AND PREDICTABLE

- Remove constraints and account for multimodal benefits for rail transit funding.

The STI program allocates funding in a reasonable way, with one exception: rail transit. Rail transit should be held to the same standards as other investments, and its measurable multi-modal benefits should be included. Constraints on state funding should be removed so that projects can compete on a level playing field and funded on their merits. Businesses tell us that risks, uncertainties, and changing rules stifle success - transportation investment is a key business for the state and its communities.

- $1 million invested in transit generates 4,200 job-hours; $1 million in roadway investment generates 2,400 job-hours -

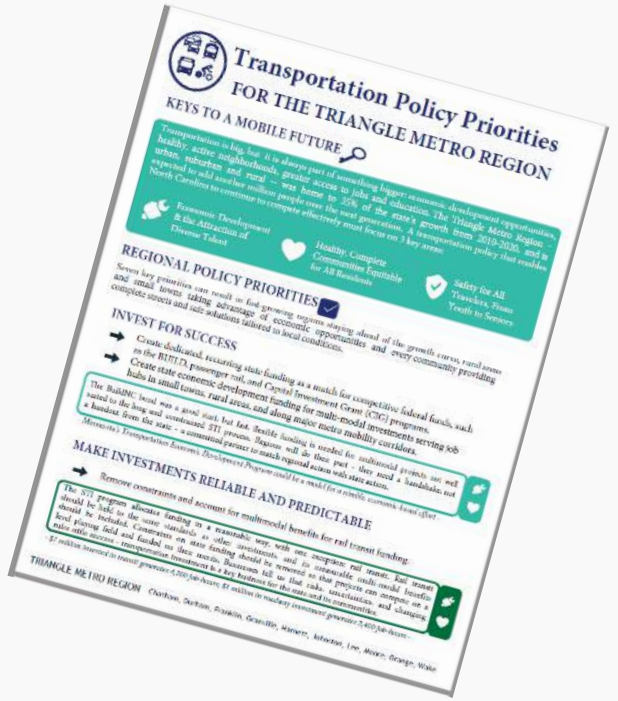
TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

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Transportation Planning Organization

Triangle Regional Transportation Policy Priorities

- **Invest for success**
- Make investments reliable & predictable
- Enable more cost-effective critical corridor investments
- Remove funding barriers for small towns & rural areas in divisions with large MPOs
- **Make NC a leader in active transportation investments**
- **Strengthen support for demand-management and technology**
- Recognize statewide projects in all modes

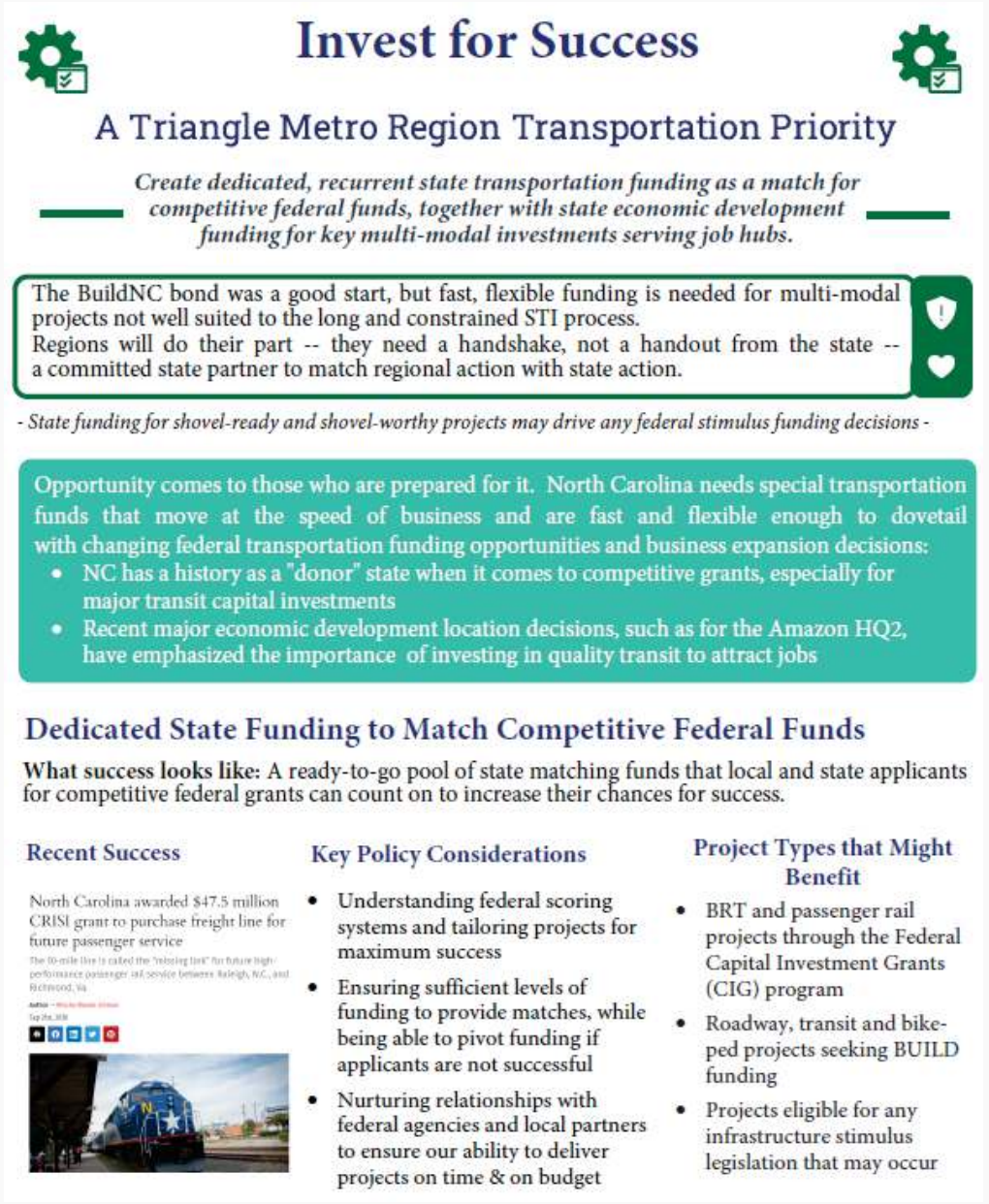

Transportation Policy Priorities
FOR THE TRIANGLE METRO REGION
KEYS TO A MOBILE FUTURE
REGIONAL POLICY PRIORITIES
INVEST FOR SUCCESS
MAKE INVESTMENTS RELIABLE AND PREDICTABLE
TRIANGLE METRO REGION

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MTP Preferred Scenario:

- MPO "fair share" of *NC First Commission* recommended funding – applied more flexibly than STI
- Added local funding equivalent to amount from existing ½ cent sales tax in Wake, Durham & Orange; ¼ cent equivalent in Johnston, Franklin, Granville & Harnett – local discretion on use



Invest for Success

A Triangle Metro Region Transportation Priority

Create dedicated, recurrent state transportation funding as a match for competitive federal funds, together with state economic development funding for key multi-modal investments serving job hubs.

The BuildNC bond was a good start, but fast, flexible funding is needed for multi-modal projects not well suited to the long and constrained STI process.
Regions will do their part -- they need a handshake, not a handout from the state -- a committed state partner to match regional action with state action.

- State funding for shovel-ready and shovel-worthy projects may drive any federal stimulus funding decisions -

Opportunity comes to those who are prepared for it. North Carolina needs special transportation funds that move at the speed of business and are fast and flexible enough to dovetail with changing federal transportation funding opportunities and business expansion decisions:

- NC has a history as a "donor" state when it comes to competitive grants, especially for major transit capital investments
- Recent major economic development location decisions, such as for the Amazon HQ2, have emphasized the importance of investing in quality transit to attract jobs

Dedicated State Funding to Match Competitive Federal Funds

What success looks like: A ready-to-go pool of state matching funds that local and state applicants for competitive federal grants can count on to increase their chances for success.

Recent Success

North Carolina awarded $47.5 million CRISI grant to purchase freight line for future passenger service

Key Policy Considerations

- Understanding federal scoring systems and tailoring projects for maximum success
- Ensuring sufficient levels of funding to provide matches, while being able to pivot funding if applicants are not successful
- Nurturing relationships with federal agencies and local partners to ensure our ability to deliver projects on time & on budget

Project Types that Might Benefit

- BRT and passenger rail projects through the Federal Capital Investment Grants (CIG) program
- Roadway, transit and bike-ped projects seeking BUILD funding
- Projects eligible for any infrastructure stimulus legislation that may occur

MTP Preferred Scenario:

- Triangle Bikeway Project in Shared Regional Investments
- Opportunity Places land use with more mixed-use, walkable areas
- Increased funding for active transportation investments due to NC First Commission funding and added local revenue source

Make NC a Leader in Active Transportation Investments

A Triangle Metro Region Transportation Priority

Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects and programs

Whether it's a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.

- 16% of crash fatalities are either pedestrians or cyclists -

North Carolina and the Triangle Metro Region should prioritize active transportation investments that support healthy and safe communities. Primary focus areas are:

- Improved implementation of **Complete Streets** projects
- **Active Routes to School, Parks, and Transit** approaches that have demonstrated health, equity, and academic performance benefits.

Complete Streets

What success looks like: NCDOT Complete Streets policy implementation is based on the land use and travel characteristics of corridors, along with the needs of users, not on the type of facility that is built or the community it is in. NCDOT, MPOs, RPOs, and local communities seamlessly blend federal, state and local funds to achieve results.

A Successful Complete Street



Key State Actions

- Restore state funding for independent active transportation projects to put all modes on a level playing field.
- Make facility maintenance easier.
- Lower the local match requirements to incentivize more investments.
- Leverage all funding programs, including safety, for active transportation.
- Develop best practices for tracking success in active transportation.

Triangle Projects That Could Benefit

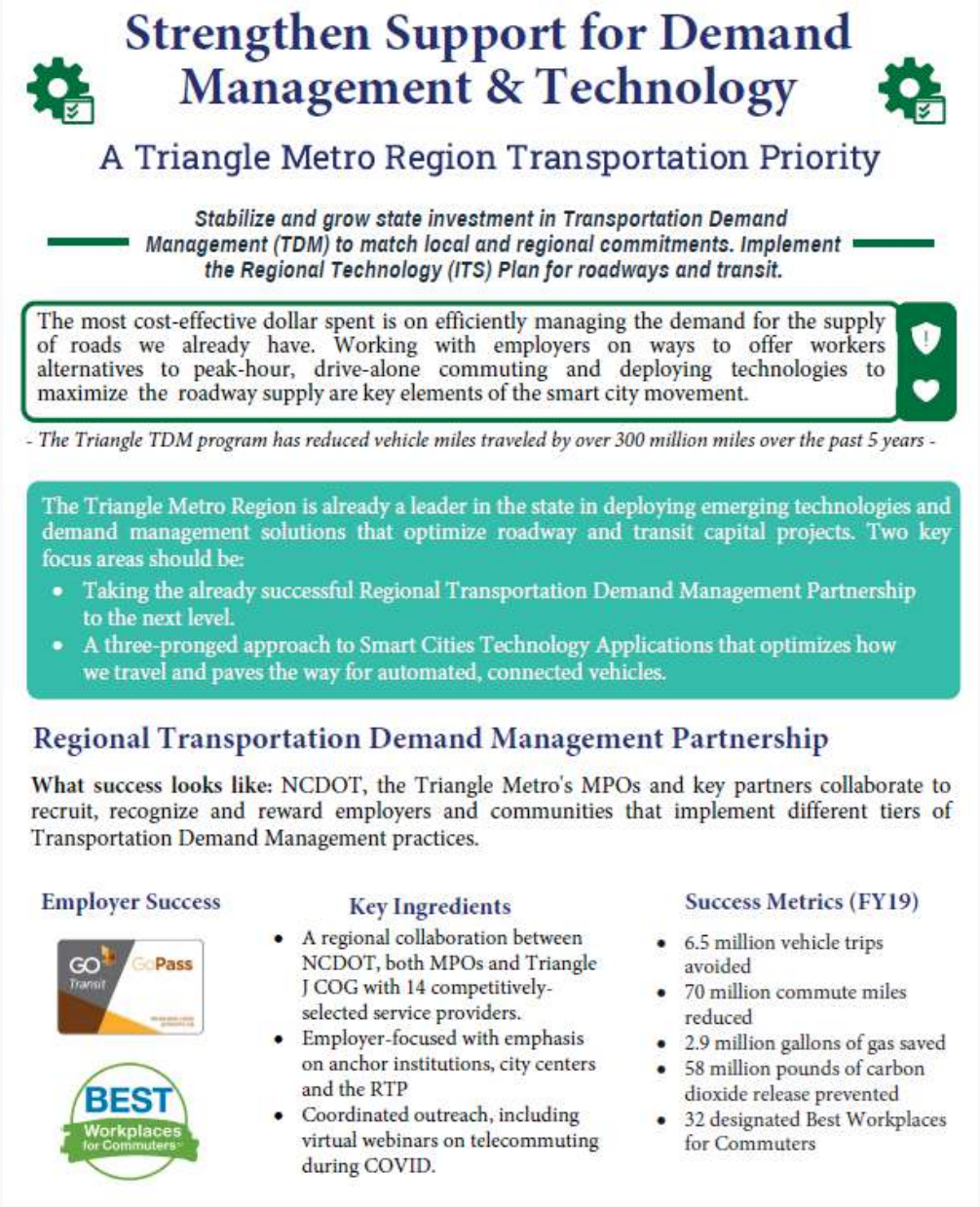
- NC 98 Corridor
- Triangle Bikeway
- NCDOT Great Trails State routes

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MTP Preferred Scenario:

- Sustained and growing Regional Transportation Choices Program ("TDM")
- Regional Intelligent Transportation Systems (ITS) program involving MPOs, NCDOT & city staff
- Transit Signal Priority along key transit routes
- Continued traffic signal integration



Strengthen Support for Demand Management & Technology

A Triangle Metro Region Transportation Priority

Stabilize and grow state investment in Transportation Demand Management (TDM) to match local and regional commitments. Implement the Regional Technology (ITS) Plan for roadways and transit.

The most cost-effective dollar spent is on efficiently managing the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of the smart city movement.

- The Triangle TDM program has reduced vehicle miles traveled by over 300 million miles over the past 5 years -

The Triangle Metro Region is already a leader in the state in deploying emerging technologies and demand management solutions that optimize roadway and transit capital projects. Two key focus areas should be:

- Taking the already successful Regional Transportation Demand Management Partnership to the next level.
- A three-pronged approach to Smart Cities Technology Applications that optimizes how we travel and paves the way for automated, connected vehicles.

Regional Transportation Demand Management Partnership

What success looks like: NCDOT, the Triangle Metro's MPOs and key partners collaborate to recruit, recognize and reward employers and communities that implement different tiers of Transportation Demand Management practices.

Employer Success

Key Ingredients

- A regional collaboration between NCDOT, both MPOs and Triangle J COG with 14 competitively-selected service providers.
- Employer-focused with emphasis on anchor institutions, city centers and the RTP
- Coordinated outreach, including virtual webinars on telecommuting during COVID.

Success Metrics (FY19)

- 6.5 million vehicle trips avoided
- 70 million commute miles reduced
- 2.9 million gallons of gas saved
- 58 million pounds of carbon dioxide release prevented
- 32 designated Best Workplaces for Commuters

2055 Metropolitan Transportation Plan Key Drivers

1. Opportunity Places Land Use
2. All Together Fiscal Constraint

Review of the Pre-MTP "Learning Scenarios"



Transit-focused Scenario



Equity-focused Scenario



Reducing Growth of Vehicle Miles Traveled (VMT)



Flexible Funding Scenario



Highway-focused Scenario

Learning Scenario Elements to Carry Forward into *Destination 2055* Alternatives Analysis



***Destination 2055* Scenario Framework**

Development Foundation	Mobility Investment Foundation				
	E Existing & Committed	T Trend	M Mobility Corridors	C Complete Communities	U Unconstrained
P Community Plans	Deficiency & Needs Scenario	Plans & Trends Scenario	Shared Leadership Scenario		
O Opportunity Places				All Together Scenario	
B Build Out					

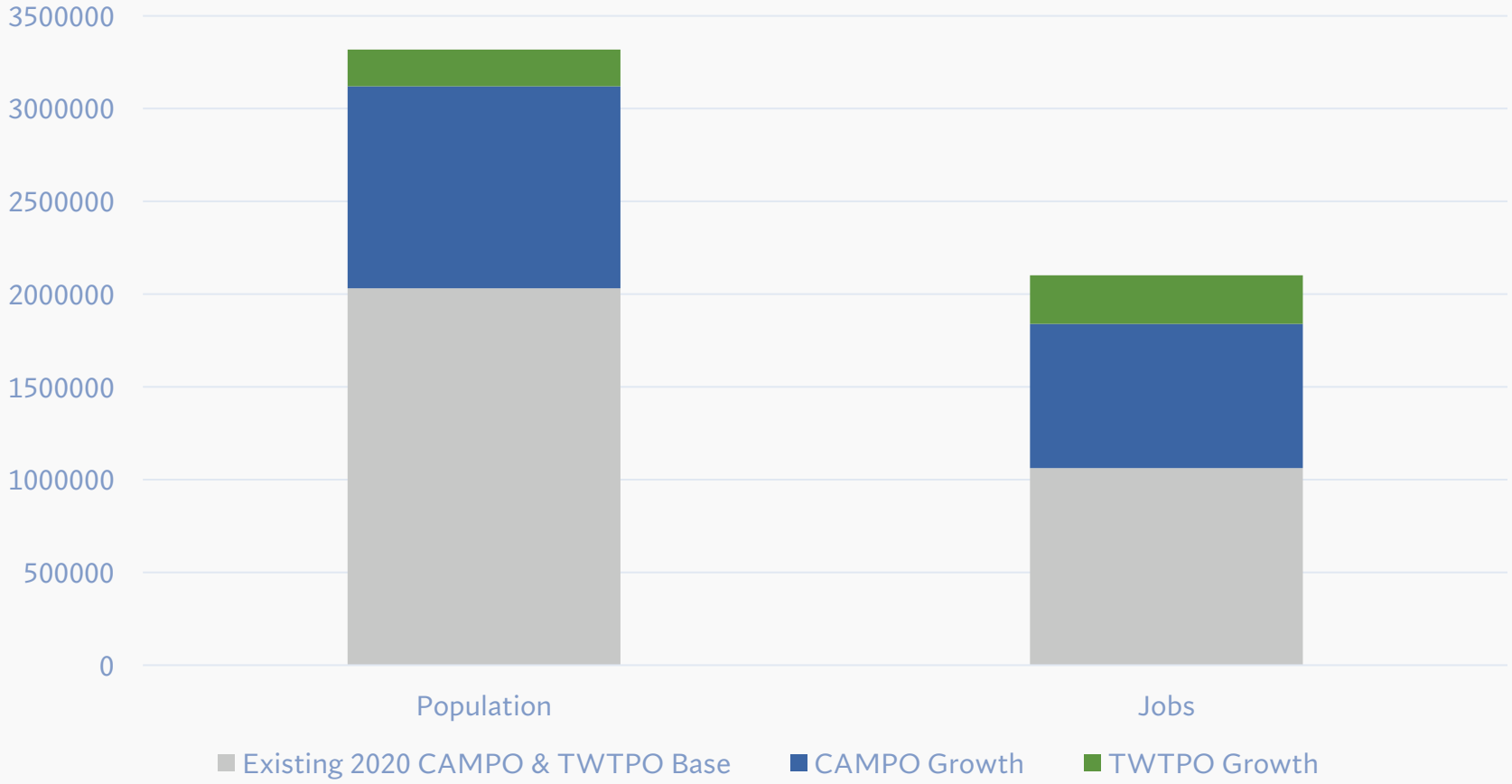
- Drafted Preferred Scenario based on Opportunity Places land use, All Together revenues, and modified Complete Communities mobility investments.

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2020-2055 Growth Guide Totals

(modeled area; larger than MPO boundaries)



Within "modeled area:"

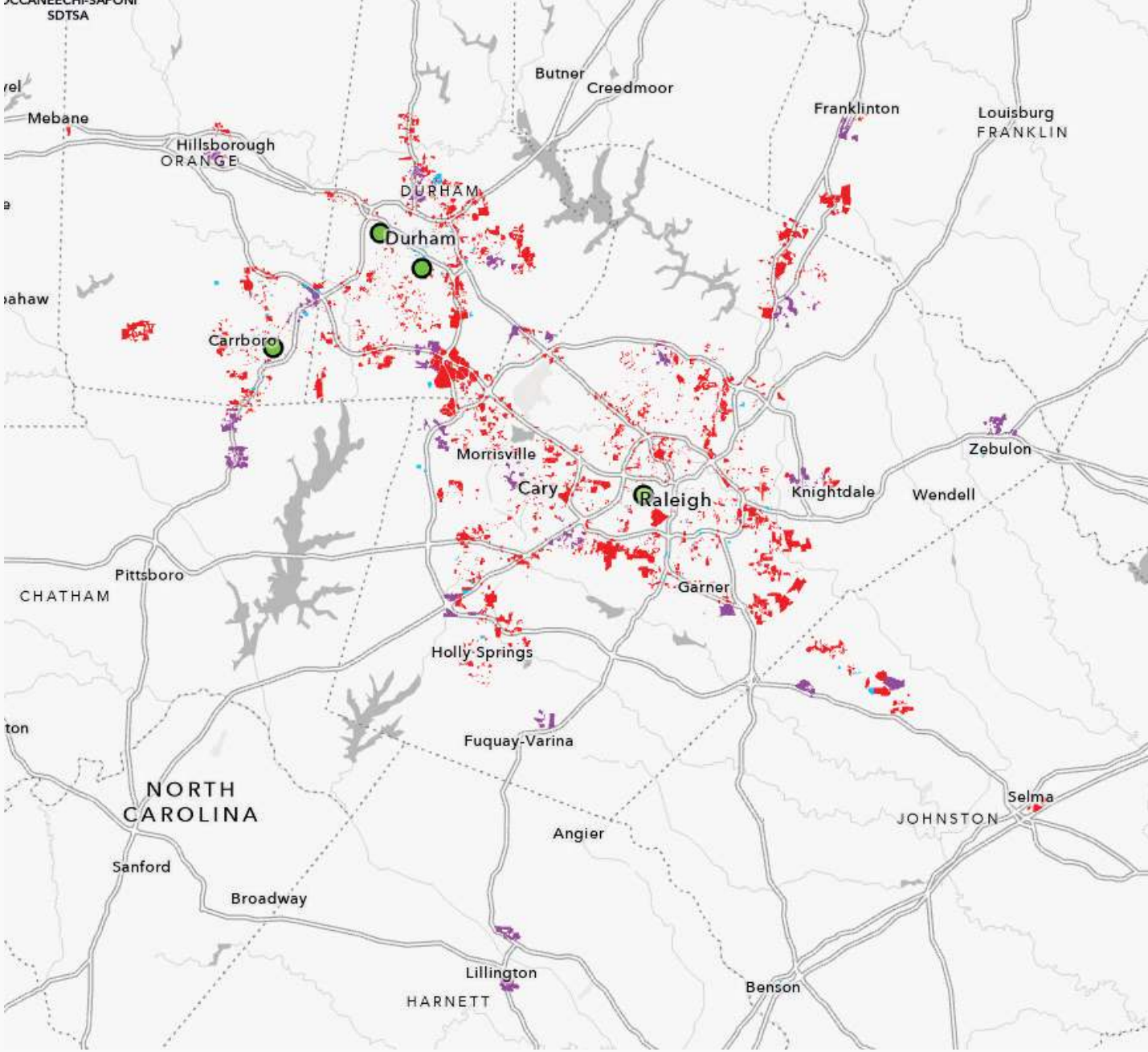
- 2020-55 added population: 1,440,000
- 2020-55 added jobs: 1,064,000

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Opportunity Places

- Anchor institutions
  - 20% more net growth asserted on Anchor Institution campuses – adding around 4,000 jobs and 1,000 housing units over and above currently-planned growth
- Affordable multi-family
  - 10,000 affordable units asserted, including committed/planned developments & potential publicly-owned sites
- Mobility hubs
  - Increased capacity for growth at 24 activity hubs
- Frequent transit TOD
  - Increased capacity for transit-oriented mixed-use development along frequent transit lines

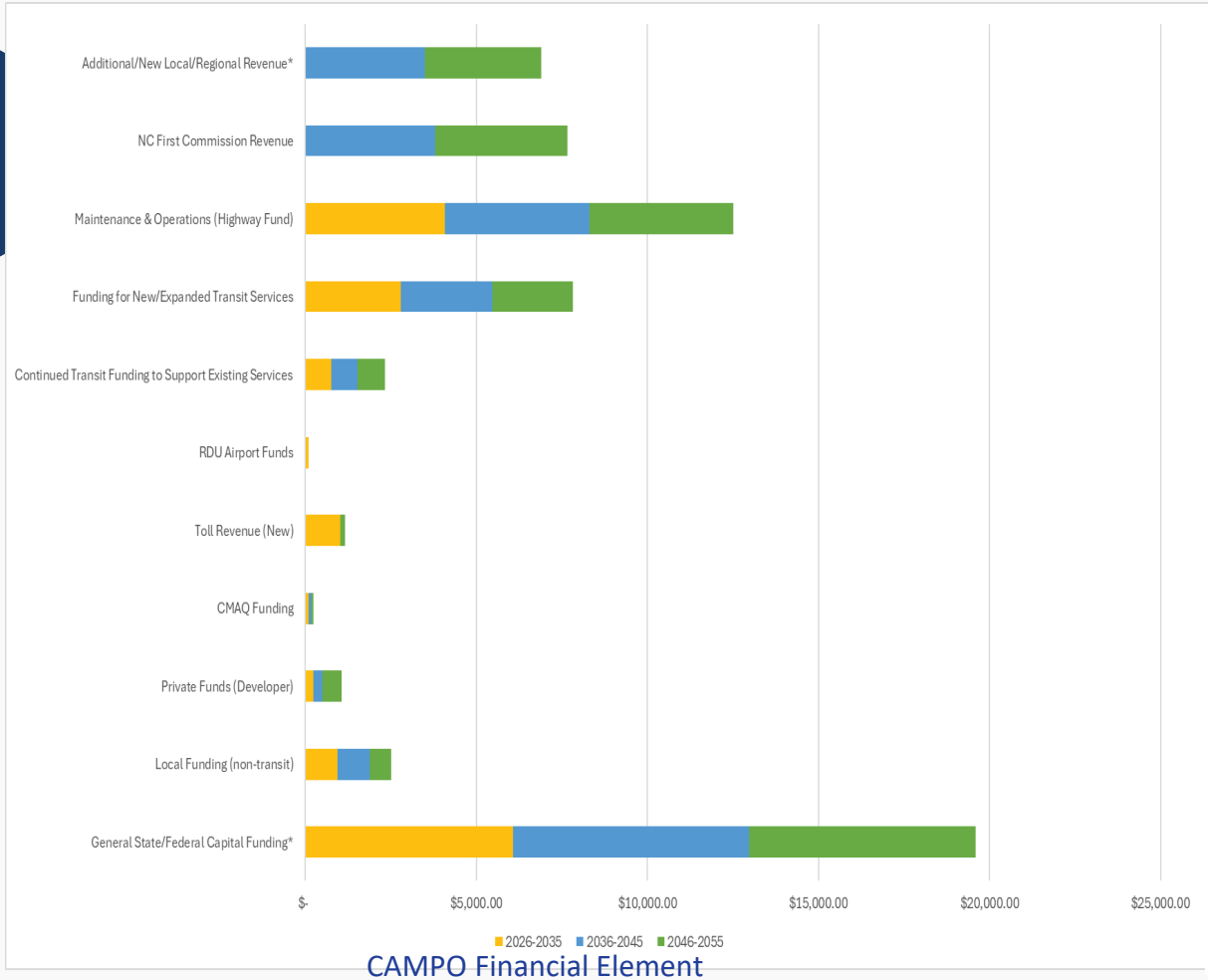


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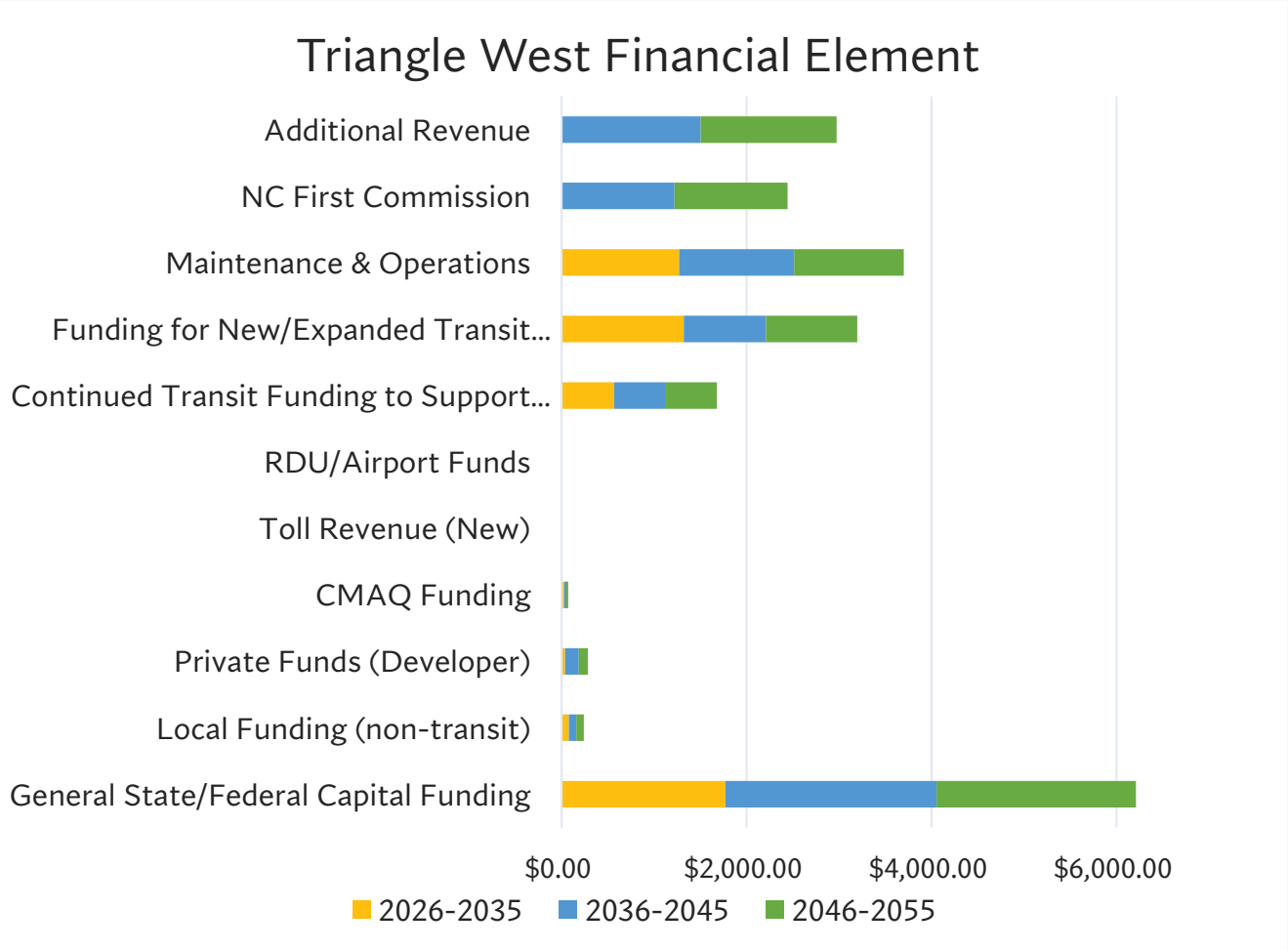
2055 Metropolitan Transportation Plan
Preferred Scenario Investment Revenue

1. "Traditional" Revenues (2025-55)
   - State & federal funds based on current STIP, NC Moves report and STI framework
   - Continuation of county-level transit sales taxes
   - Past pattern for other sources (local bonds, developer projects)
2. NC First Commission Additional State Revenues (2036-55)
   - MPO "fair shares" of recommended amount
3. Additional Local/Regional Revenues (2036-55)
   - Based on "sales tax equivalent"

Destination 2055 Preliminary Financials



CAMPO Financial Element



1st decade from ”TIP” and existing sources; new sources applied in 2nd & 3rd decades

2055 Metropolitan Transportation Plan
Shared Regional Investments

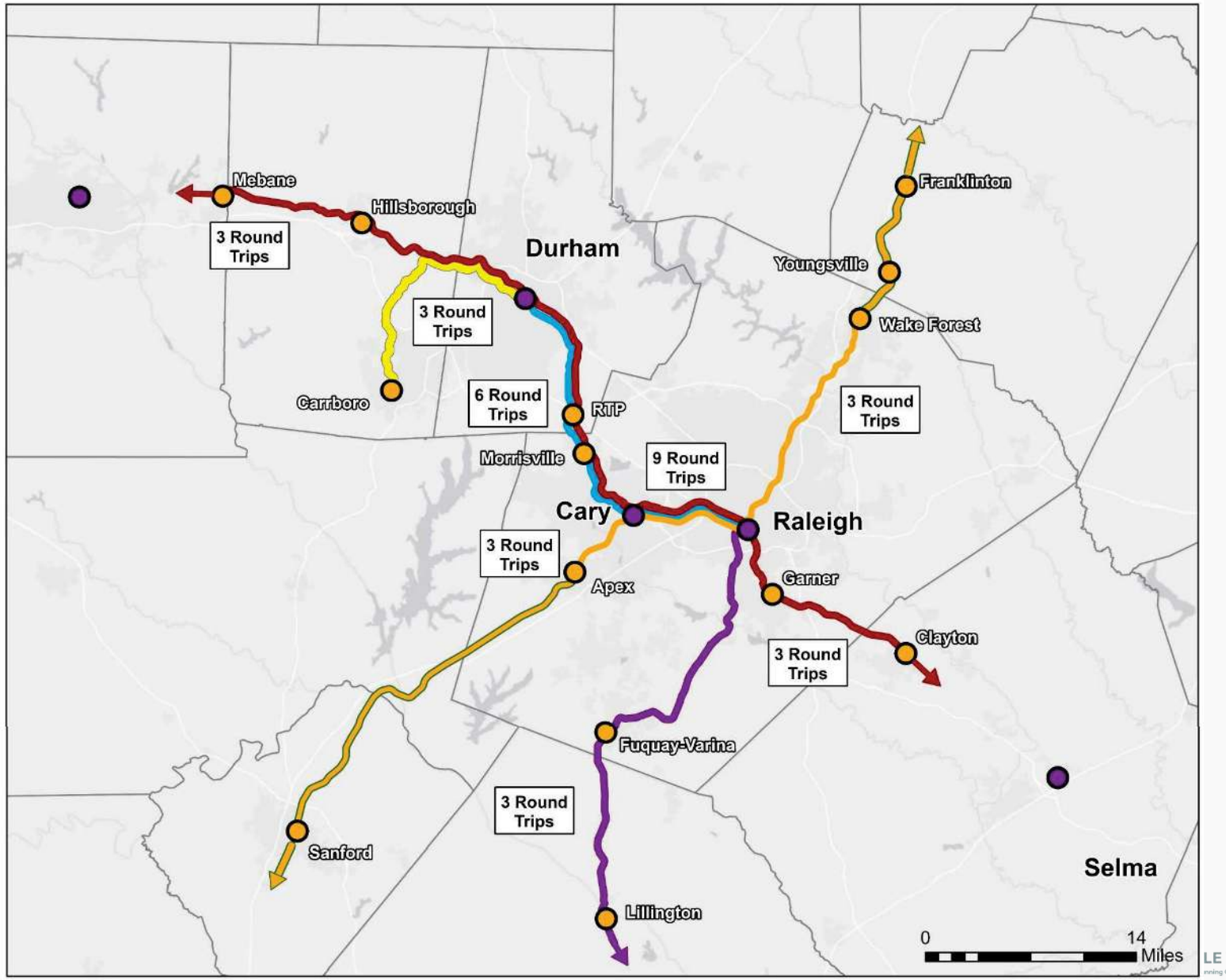
1. Transit & Rail
2. Healthy, Safe, Resilient Mobility
3. Complete Corridors/Managed Motorways

Regional Rail Service Concepts

1. Mebane to Clayton
2. Apex to Wake Forest
3. Sanford to Franklinton

   (Extend Concept #2)
4. Durham to Raleigh
5. Lillington to Raleigh
6. Carrboro to Raleigh

   (Extend Concept #4)



Regional Rail Strategic Investment Decision Tree

Priority for investments allows for incremental progress while larger programmatic investments are pursued

1. Grade Crossing Eliminations
2. Advancing Station Work (including NEPA and Engineering Studies)
3. Protective Land Purchases for a Regional Maintenance Facility and layover yards
4. Interlockings and Sidings
5. Ridership Studies
6. Investments in the NC-Line from Burlington to Selma

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Transportation Planning Organization

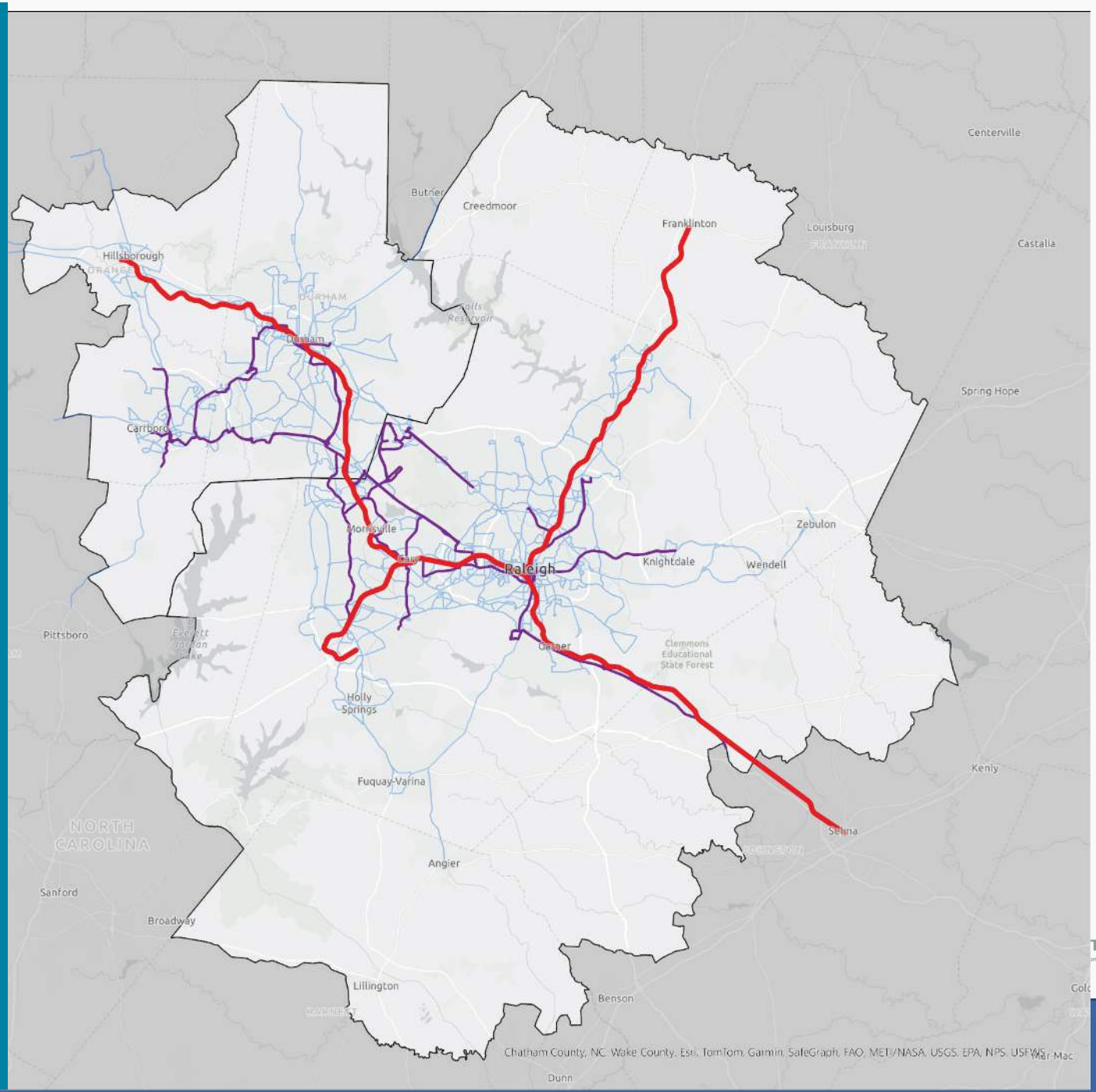
Next Steps / Future Studies

- SPOT 8/9 Rail project submissions
- Consider support for NCDOT and NCRR competitive grant applications
- Triangle Rail Project Matrix and Decision Tree: When to Update
- Service Development Plans & Corridor ID Merger Studies
- Passenger Station Ridership Analyses
- Regional Maintenance Facility Site Search
- Network Rail Operations Study
- Station Site Pre-NEPA Planning Studies
- “Slow Service” Benefit: Cost Analysis Study

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Regional Transit Context

- Extensions of core BRT corridors in the Western and Southern corridors.
- Connections from Chapel Hill and Durham to RTP and Wake County
- Ensure diverse travel market is served by appropriate transit service
- Could provide 1st / last mile solutions for Regional Rail



Triangle Bikeway Preferred Alignment





DURHAM
CHAPEL HILL
RESEARCH TRIANGLE PARK
MASON FARM BIOLOGICAL RESERVE
RALEIGH-DURHAM INTERNATIONAL AIRPORT
WILLIAM B. UMSTEAD STATE PARK
RALEIGH
MORRISVILLE
LAKE CRABTREE PARK
CARL ALWIN SCHENK MEMORIAL FOREST
CARY
CHATHAM COUNTY
WAKE COUNTY
540
440

Triangle Bikeway Typical Section



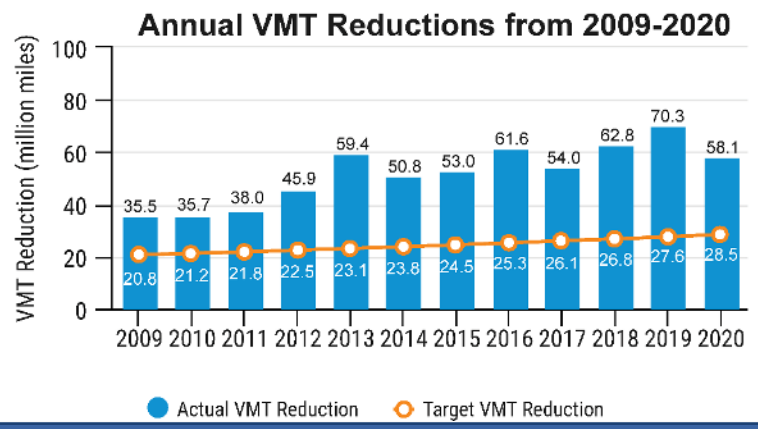
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Transportation Demand Management (TDM)

IMPACTS OF TDM IN FY2020:

5.1 million vehicle trips avoided	That's nearly **89,000 days** not spent driving a car
2.4 million gallons of gas saved	It would take almost **284 tanker trucks** to hold that much gas
58 million commute miles reduced	That's roughly **20,000 trips** from San Francisco to New York
46,800 alternative transportation users supported	If all those users drove single-file, the traffic jam would stretch **133 miles**
47 million pounds of Carbon dioxide (CO_2) release prevented	That reduction would require **2,600 homes** not using electricity for a year



TDM is a critical element of our transportation management strategies.

Securing long term commitments from NCDOT for the program is key to future success


Strengthen Support for Demand Management & Technology

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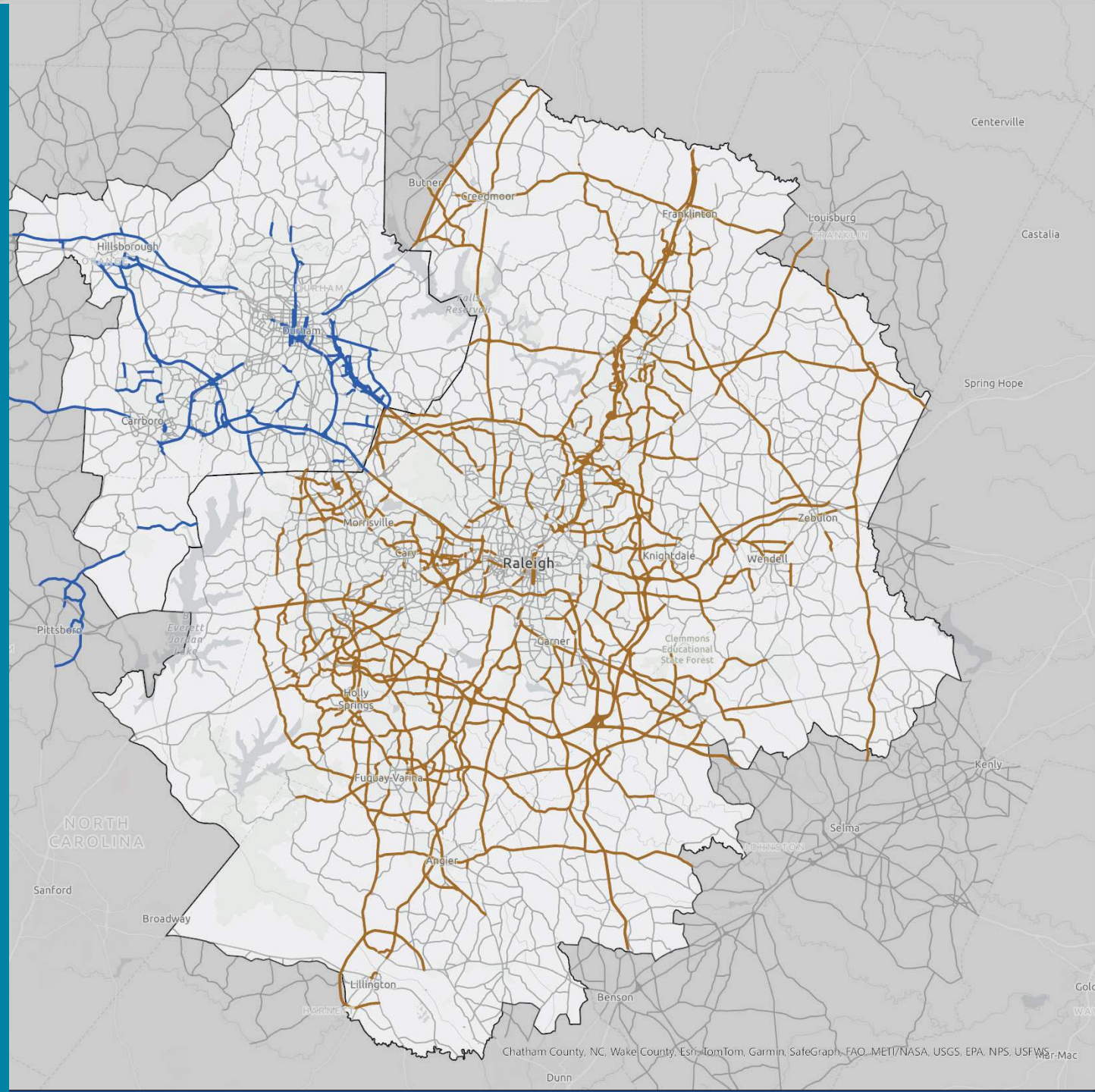
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Destination 2055 Roadway Network

- Fiscally constrained over 3 decades
- Major commuting corridors
- Enhancing safety
- Complete street integration on local roads
- Access to support future land use priorities
- Incorporating emerging technology best practices



Complete Corridors - Managed Roadways



Image courtesy of VicRoads

- Synchronizes flow of vehicles entering a freeway to available capacity on the freeway
- Provides real time demand management to manage traffic
- Interchanges coordinate with one another to prevent excessive wait times and queuing for all interchanges, metering rates differ for each ramp
- Future infrastructure to vehicle communications
- Better coordination with transit priority



Image courtesy of Transport UK

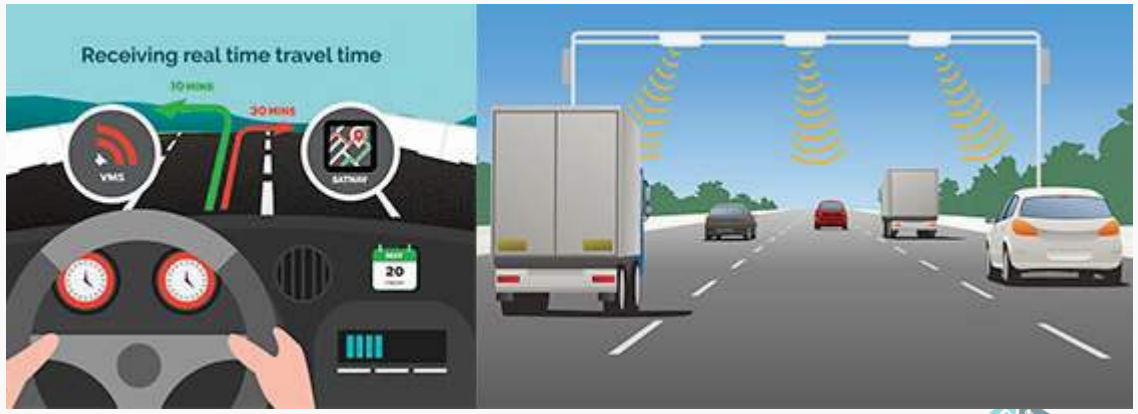
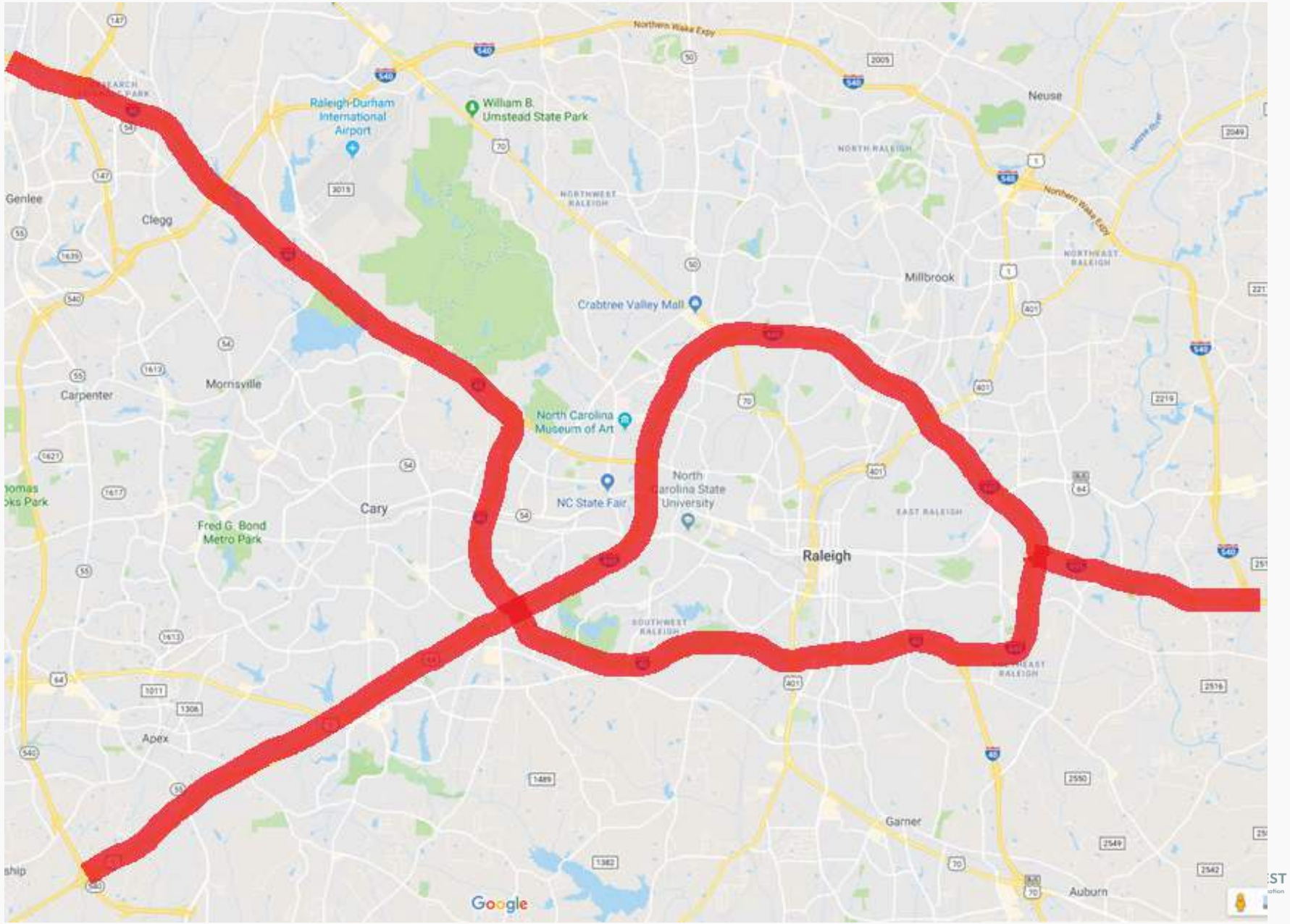


Image courtesy of VicRoads

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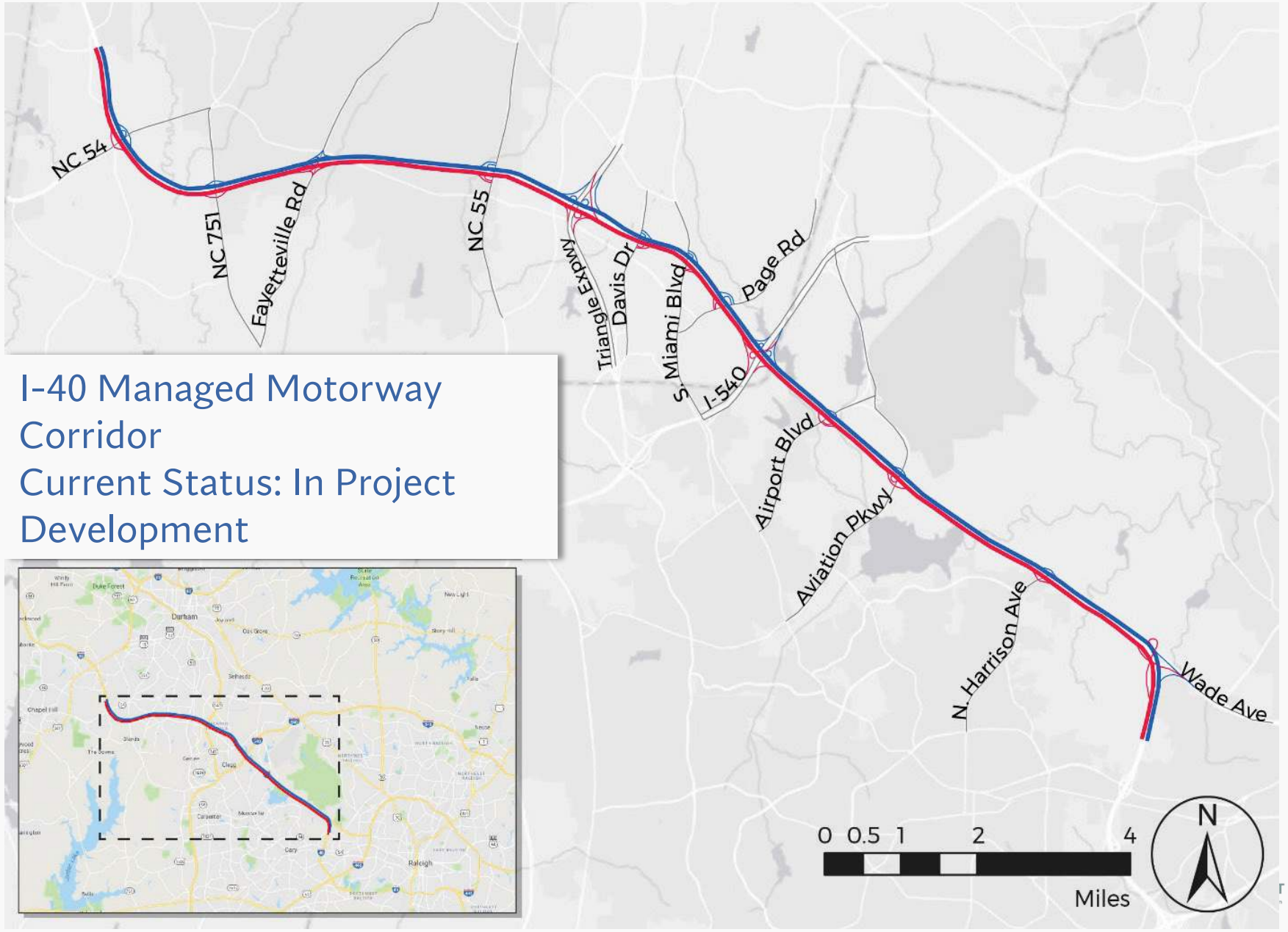
Initial Triangle Region - Managed Roadways Initial Network



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Initial Network: Triangle Managed Roadways System

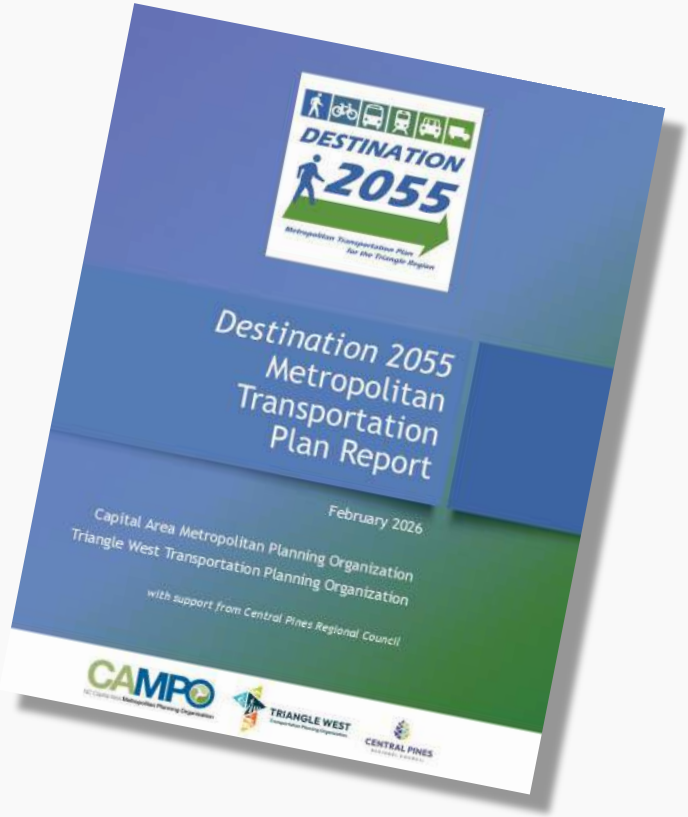
I-40 Managed Motorway Corridor
Current Status: In Project Development



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Next Steps on *Destination2055*

- Approve project list from and fiscal constraint for each MPO
  - CAMPO: November 28
  - Triangle West TPO: October 28
- Air Quality Conformity Process
- Preparation of Final Report and supporting material
- Public Engagement for Final Report
- Adoption of Final Report



CAMPO NC Capital Area Metropolitan Planning Organization

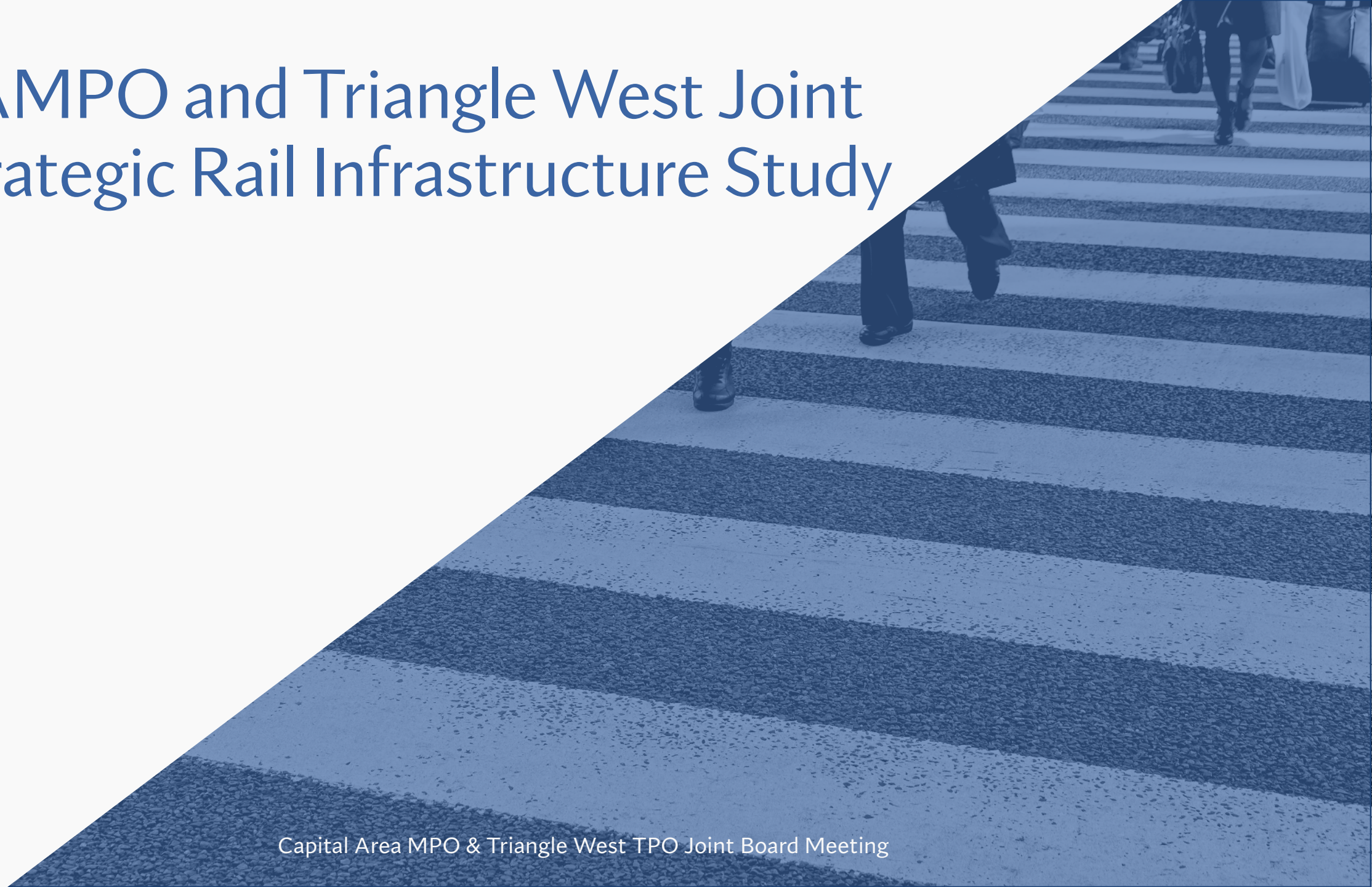
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Flow of Discussion Among MPO Ex. Board/Board Members

- **Begin with Clarifying Questions**
  - Brief questions for clarification on anything you have heard

- Further Discussion on MTP
  - Broader conversation and discussion

CAMPO and Triangle West Joint Strategic Rail Infrastructure Study



Capital Area MPO & Triangle West TPO Joint Board Meeting

Background

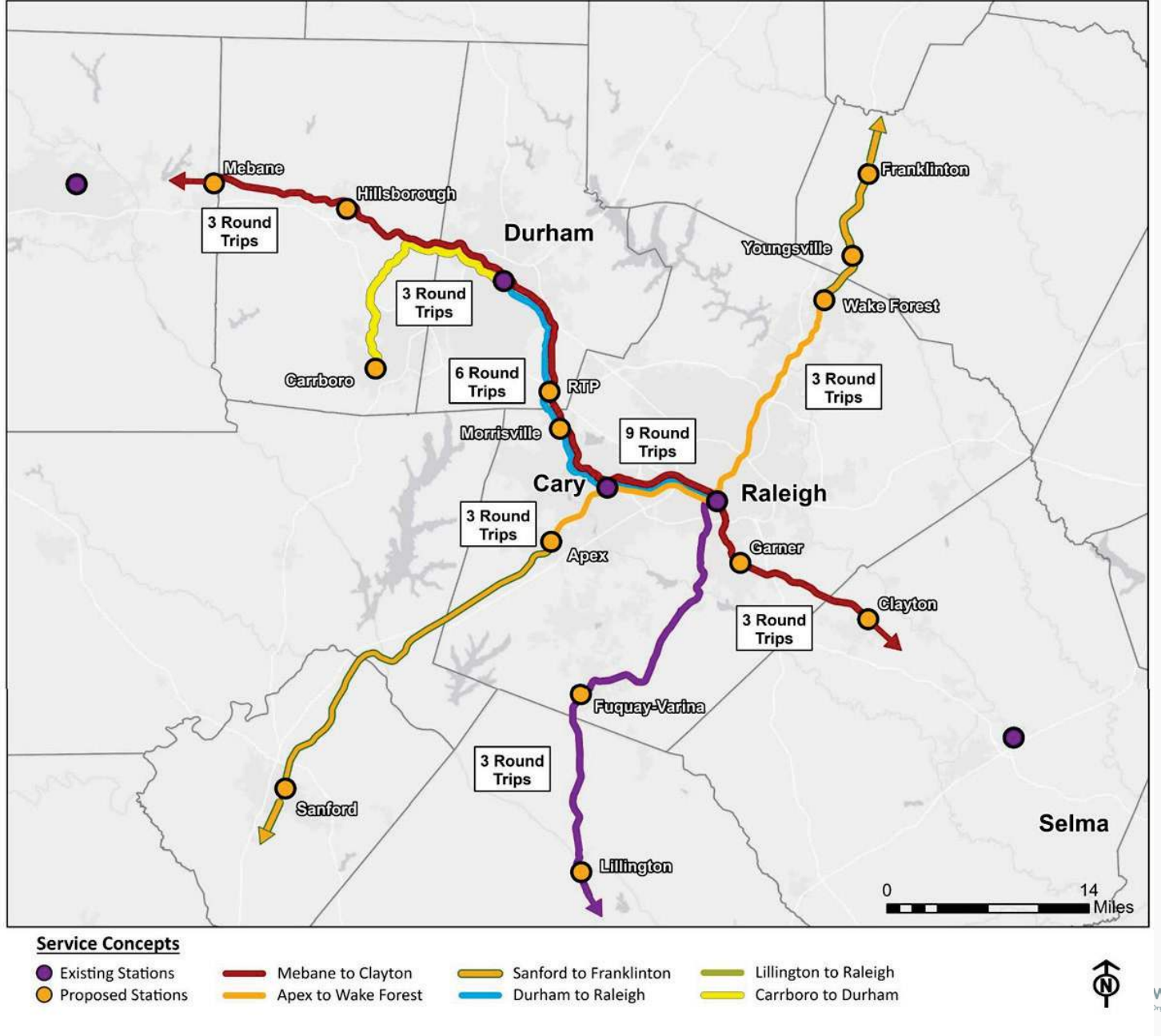
Acknowledging the history of various attempts to expand rail in the Triangle region, CAMPO and Triangle West TPO came together to develop a new strategic approach.

In FY 2025, HDR was commissioned to develop this plan for the incremental expansion of Intercity Passenger Rail.

In this presentation we will go over recommendations from the study in addition to new information that has arisen since the end of the study.

Service Concepts

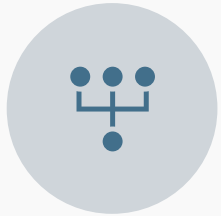
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   (Extend Concept #2)
4. Durham to Raleigh
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Project Universe



WHICH PRIMARY SERVICE CONCEPT DOES THIS PROJECT SUPPORT?



DOES THIS PROJECT OVERLAP OR COMPLEMENT NCDOT'S CORRIDOR ID PROGRAM?



WHERE DOES THIS PROJECT FIT WITHIN THE LOCAL DECISION TREE CATEGORIES?



WHAT PROJECT FEATURES MAKE THIS FAVORABLE FOR GRANTS?



IS THIS PROJECT COMPATIBLE WITH FREIGHT RAIL?



FOR WHICH FEDERAL GRANT PROGRAMS IS THIS PROJECT ELIGIBLE FOR?



HOW COMPETITIVE IS THIS PROJECT FOR POTENTIAL FEDERAL GRANT FUNDING?



IS THIS PROJECT LIKELY TO SCORE WELL IN SPOT (STRATEGIC PRIORITIZATION PROCESS)?

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Strategic Investment Decision Tree

Priority order for investments allows for incremental progress while larger programmatic investments are pursued.

1. Grade Crossing Eliminations
2. Advancing Station Work (including NEPA and Engineering Studies)
3. Protective Land Purchases for a Regional Maintenance Facility and layover yards
4. Interlockings and Sidings
5. Ridership Studies
6. Investments in the NC-Line from Burlington to Selma

Future Studies

- Triangle Rail Project Matrix and Decision Tree: When to Update
- Service Development Plans & Corridor ID Merger Studies
- Passenger Station Ridership Analyses
- Regional Maintenance Facility Site Search
- Network Rail Operations Study
- Station Site Pre-NEPA Planning Studies
- “Slow Service” Benefit: Cost Analysis Study

Next Steps

Near-Term

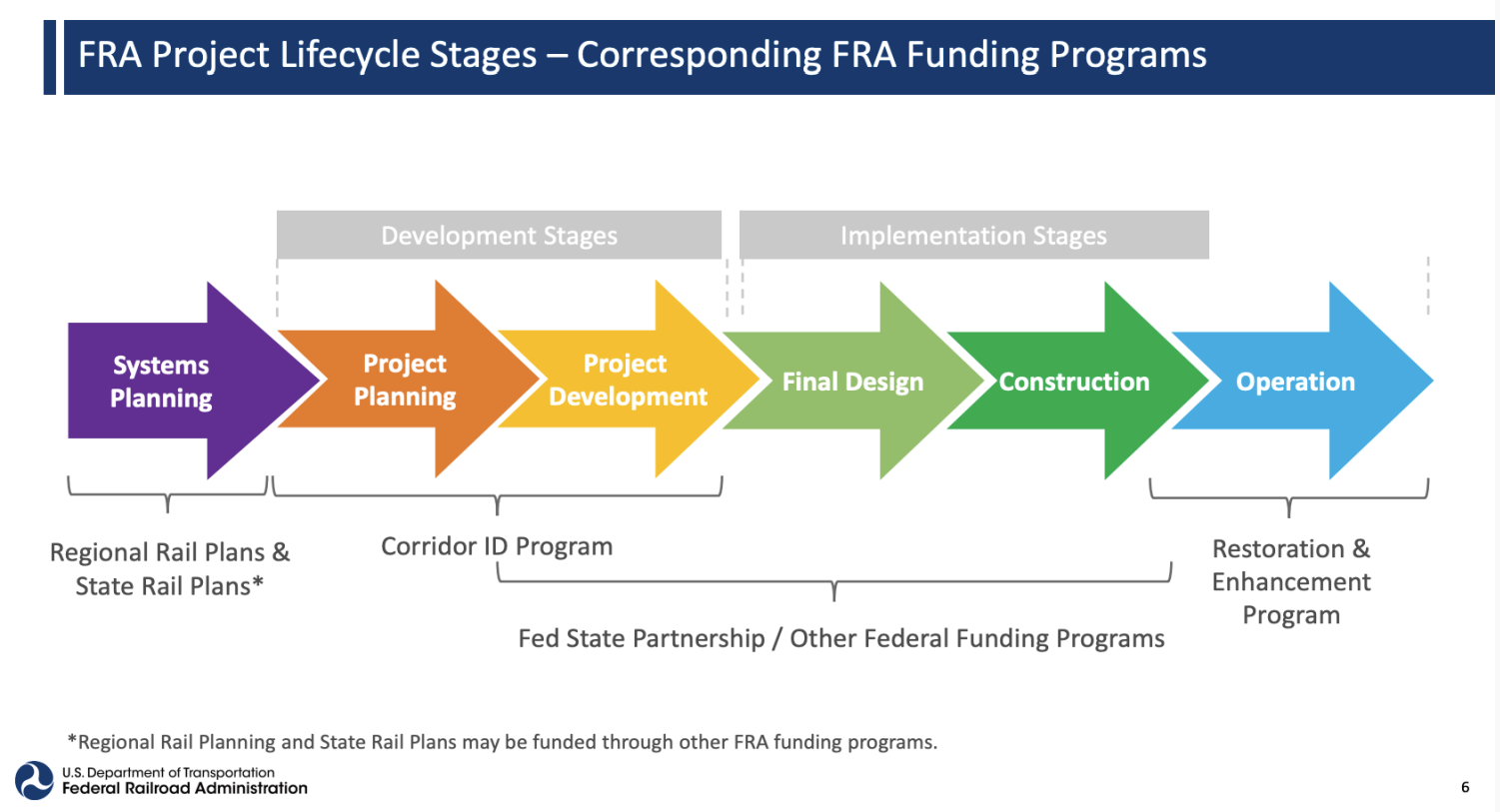
- Submit projects recommended from the study to SPOT 8.0.
- Coordinate with the Rail Division on upcoming grant opportunities
- Identifying studies to submit to the next UPWP
- Develop project recommendations for Wake Transit Plan Rail Funding

Mid-Term

- Strategize project submissions for SPOT P9
- Coordinating the Regional Transit Plans to further align with study recommendations.

Long-Term

- Pursue the funding of larger rail corridors through the recommended grant programs.



SPOT Prioritization 8.0



Capital Area MPO & Triangle West TPO Joint Board Meeting

STI Programming Process

Projects Submitted

By MPOs, RPOs, and NCDOT Division Engineers

Statewide Mobility
40% of Funds

Address Significant Congestion and Bottlenecks
- Selection based on 100% Data
- Projects selected prior to Local Input

Regional Impact
(30%) of Funds

Improve Connectivity within Regions
- Selection based on 70% Data & 30% Local Input
- Funding based on population within each Region (7)

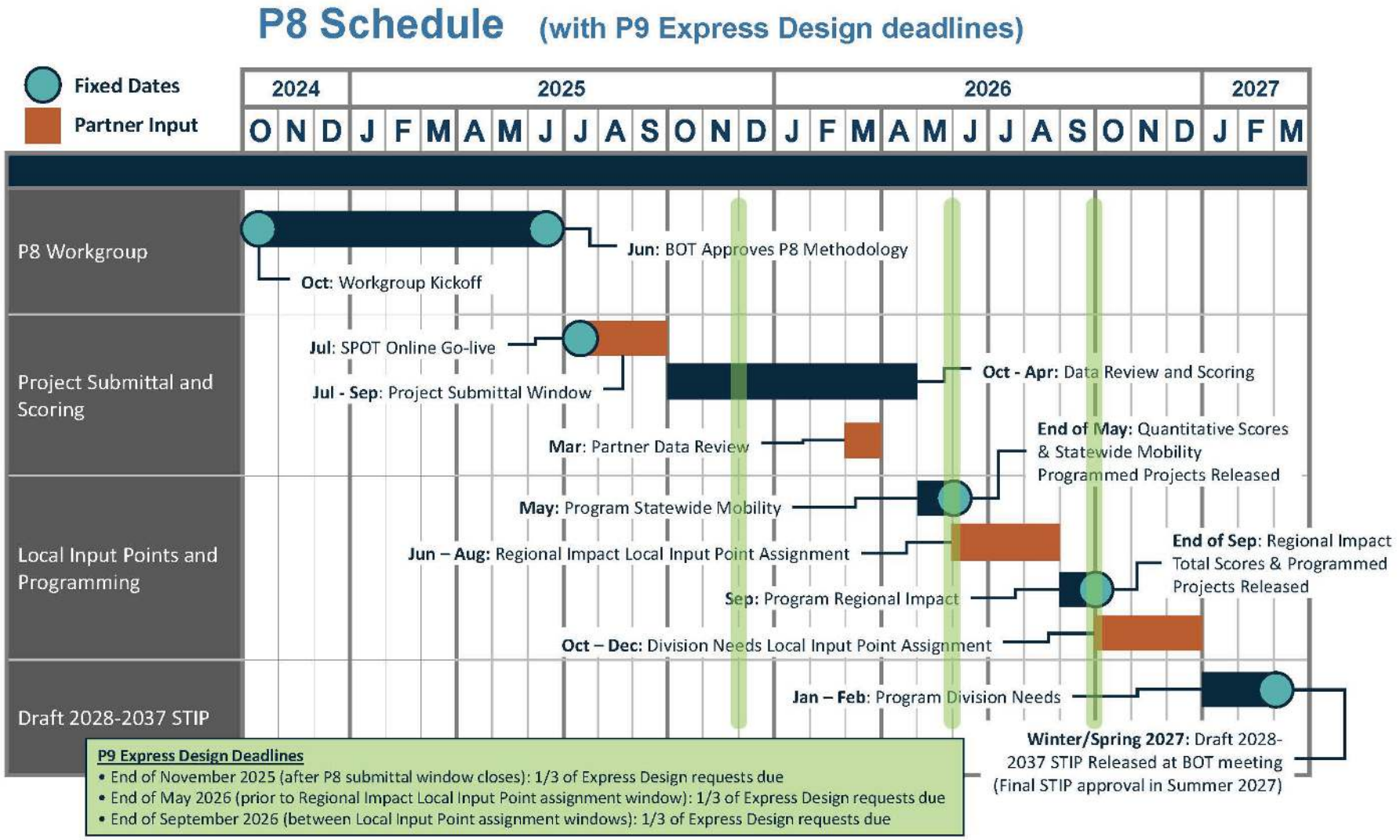
Division Needs
(30%) of Funds

Address Local Needs
- Selection based on 50% Data & 50% Local Input
- Funding based on an equal share for each NCDOT Division (14)

CAMPO NC Capital Area Metropolitan Planning Organization

TRIANGLE WEST Transportation Planning Organization

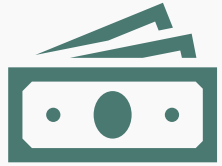
Prioritization 8.0 Schedule



-Where CAMPO Competes

-Where Triangle West Competes

Current Funding Availability





Statewide

- $1.665 Billion

Regional

- Region A - $145 Million
- Region C - $646 Million
- Region D - $319 Million
- Region E - $277 Million

Division

- Division 4 - $35 Million
- Division 5 - $73 Million
- Division 6 - $242 Million
- Division 7 - $77 Million
- Division 8 - $54 Million

Highlight of Regional Projects

Bicycle & Pedestrian

- Segments of the Triangle Bikeway
  - Old Reedy Creed Rd to Reedy Creek Trail Bridge
  - NC 54 to NC 55



Highlight of Regional Projects



Highway

- Managed Motorways
  - I-440 from I-40 to I-40
  - US 64 West from US 1 to NC 540
  - I-540 from I-40 to I-87
  - I-87 from I-440 to US 64/US 264
  - US 1 South from I-440 to NC 540
  - US 501 from Omega Road to Duke Street
  - US 501 from Old Oxford Road to Avondale Drive
  - NC 98 from Lynn Road to Mineral Springs Road
  - NC 98 from Ganyard Farm to Nichols Farm

Highlight of Regional Projects

Rail

- Construction of second main track between Control Point Clegg (MP 66.9) and Control Point Fetner (MP 73.1) in Morrisville and Cary.
- Track - Siding between Raleigh and Garner
- Track - Two sidings between Cary and Raleigh
- Construction of a multimodal transportation center in Hillsborough to include rail, transit, bike/ped, and park-n-ride accommodations.
- Construction of a new intercity rail station for Piedmont service in RTP near the intersection of NC 54 and SR 1959 (S Miami Blvd) with connections to the proposed Triangle Mobility Hub, proposed BRT corridor, and proposed greenway.



CAMPO
NC Capital Area Metropolitan Planning Organization

TRIANGLE WEST
Transportation Planning Organization

Highlight of Regional Projects



Transit

- Commuter Rail
  - Commuter Rail from West Durham to Garner
  - West Durham to Wake Forest Commuter Rail
  - Mebane to Selma Commuter Rail Service
  - Commuter Rail Transit West Durham to Auburn
- Bus Rapid Transit (BRT)
  - RTP Hub to Triangle Town Center
  - RTP Hub to Raleigh
  - RTP Hub to North Hills
  - Duke to Downtown Raleigh
  - Chapel Hill to Triangle Town Center
  - RTP to Downtown Raleigh
  - RTP to Garner Station
  - RTP to Apex Mobility Hub
  - Durham to Raleigh
  - Central Durham
- Other Transit Improvements
  - GoTriangle Bus Stop Improvements
  - Bus purchases for DRX route
  - Bus purchase for CRX route
  - Reduce headway on route 2

Next Steps

During this current period where projects are being reviewed and scored, both MPO's will be developing their own Local Input Point Methodology.

Local Input Point assignments for Regional Impact and Division Needs projects will begin in June 2026.

The next joint Board meeting will be in Spring 2026. Here are some topics that will be discussed at that time:

Updates to the funding availability	Using any remaining Express Design allotments

CAMPO and Triangle West Safety Action Plans Update



Capital Area MPO & Triangle West TPO Joint Board Meeting

Triangle West's 2nd Annual Regional Safety Summit

Thurs., Nov. 20 from 9am-1pm
Chapel Hill Public Library

Keynote Speaker – Veronica O. Davis, PE



US Practice Director for Planning & Environment
at AtkinsRéalis



Opening Remarks
Mayor Jess Anderson,
Town of Chapel Hill



NCDOT Safety Updates
Brian Murphy,
Traffic Safey Engineer,
NCDOT

Triangle West's 2nd Annual Regional Safety Summit

UNC Highway Safety Research Center-led breakout sessions that will explore actions & strategies in Triangle West's Vision Zero Action Plan



Stephen Heiny



McKenzie Hellman



Elyse Keefe



Seth LeJeunesse

Chapel Hill E-Bike Tour



Local Safety Planning Expo

11 MPO members and partners to share local safety updates and initiatives

Register Online by Nov. 7

Capital Area MPO & Triangle West TPO Joint Board Meeting

CAMPO's Inaugural Blueprint for Safety Implementation Summit

Keynote Speaker – Dr. Laura Sandt



Laura has a Ph.D. in epidemiology from the UNC-Chapel Hill Gillings School of Global Public Health, and a Masters in Regional Planning from UNC-Chapel Hill with a concentration in transportation and land use.

Co-director of the University of North Carolina (UNC) Highway Safety Research Center (HSRC)

Wed., Dec 3 from 8:30 -11:30 AM
at Wake County Commons Bldg.
4011 Carya Dr, Raleigh, NC 27610



Local Plan Reviews

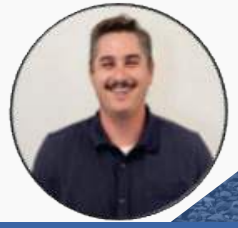
- Town of Knightdale
- City of Raleigh

CAMPO's Inaugural Blueprint for Safety Implementation Summit

Participants will engage in the implementation of the Blueprint for Safety through two tasks force groups established through the Plan

Policy & Culture Task Force

Lucy Garcia -Chair



Caleb Allred - Liaison

Projects Task Force



Stephen Morgan Chair



Evan Koff - Liaison

Initial Networking

- Will occur between
- 8:30 and 9:00 AM

Formal Summit

- Will begin at 9:00 AM



Register Online by Nov. 19

Thank you for Participating

MTP Project Website: www.destination2055nc.com