Prioritization Subcommittee

Meeting Agenda

September 6, 2023

9:30 AM

Meeting to be held at Land of Sky Regional Council or via Zoom: https://zoom.us/j/91373453789

Voting Members on the Committee: Jessica Morris (City of Asheville, Vice-Chair), William High (Buncombe County), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Chair), Jerry Vehaun (Town of Woodfin), Archie Pertiller (Town of Black Mountain)

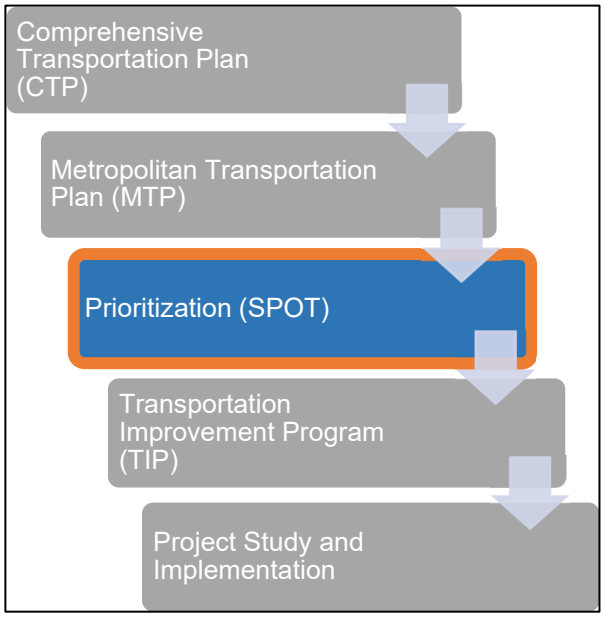
1.	**Welcome and Introductions**	Elizabeth Teague
2.	**Public Comment**	Elizabeth Teague
3.	**Approval of August, 2023 Meeting Minutes**	Elizabeth Teague
4.	**Business**	
A.	P 7.0 Submittals	Tristan Winkler, MPO Staff
B.	I-40 Widening Discussion	Tristan Winkler, MPO Staff
5.	**News, Events, Updates**	Elizabeth Teague
6.	**Public Comment**	Elizabeth Teague
7.	**Adjournment**	Elizabeth Teague

Item 4A

P 7.0 Submittals

What is P 7.0 and the Prioritization Process?

The Prioritization Process (aka SPOT) is the process that determines the majority of capital improvement projects funded through NCDOT and NCDOT's allotment of federal funds. The process is governed by the Strategic Transportation Investments (STI) Law of 2012 that provides the framework for a more data-driven and transparent process that also utilizes local input from NCDOT Divisions, MPOs, and RPOs. In relation to other aspects of transportation planning, the prioritization process serves as the bridge to determine what long-range needs are funded in the TIP/STIP for implementation.



P 7.0 refers to the seventh iteration of the prioritization process in North Carolina and will be the process that determines what new projects are funded in the 2026-2035 TIP/STIP.

Discussion Points for September Prioritization Subcommittee Meeting

- Potential schedule changes
- Revenue projections and the need for potential submittal changes as a result
- Public engagement

What is the Schedule for Events in P 7.0?

Date	Event
July, 2023	Local Government Discussions on Potential Submittals
August, 2023	Draft Submittal List (Board Action Required)
August-September, 2023	Public Comment on Draft Submittal List
September, 2023	Final Submittal List (Board Action Required)
February, 2024	Data Review
March, 2024	Local Input Point Methodology Adoption (Board Action Required)
April, 2024	Statewide Mobility Projects Programmed
May, 2024	Draft Local Input Point Assignment for Regional Impact Projects
May-June, 2024	Public Comment on Draft Local Input Point Assignment for Regional Impact Projects
June, 2024	Final Local Input Point Assignment for Regional Impact Projects
August, 2024	Regional Impact Projects Programmed
October, 2024	Draft Local Input Point Assignment for Division Needs Projects
October-November, 2024	Public Comment on Draft Local Input Point Assignment for Division Needs Projects
November, 2024	Final Local Input Point Assignment for Division Needs Projects
February, 2025	Draft 2026-2035 TIP/STIP Released
August, 2025	Final 2026-2035 TIP/STIP (Board Action Required)

NOTE: MPO Staff has been informed the deadline for submittals may be moved back one month.

Revenue Projections

NCDOT provided revenue projections for P 7.0 Notably this includes a negative balance for Region G (the FBRMPO & LOSRPO's region.)

Funding Category	10 year Budget Including Lookback Law minus DA Funding (starting budget)	Amount of STI Committed Projects	Remaining Available Budget for P7.0
Statewide	$11.6B	$7.7B	$3.9B
Region A	$796M	$756M	$40M
Region B	$1.108B	$1.074B	$34M
Region C	$2.4B	$1.1B	$1.3B
Region D	$1.477B	$864.5M	$613M
Region E	$2.54B	$2.48B	$64M
Region F	$1.28B	$1.05B	$230M
Region G	$884M	$958M	-$74M
Division 1	$806M	$763M	$43M
Division 2	$826M	$881M	$-55M
Division 3	$714M	$753M	-$39M
Division 4	$682M	$656M	$26M
Division 5	$518M	$502M	$16M
Division 6	$660M	$461M	$199M
Division 7	$681M	$434M	$247M
Division 8	$831M	$757M	$74M
Division 9	$692M	$587M	$103M
Division 10	$473M	$502M	$-29M
Division 11	$853M	$956M	$-103M
Division 12	$821M	$705M	$116M
Division 13	$748M	$643M	$105M
Division 14	$753M	$555M	$198M

Public Engagement

When Will Public Comment Be Open on Draft Submittals?

Wednesday, September 6th – Wednesday, September 20th

NOTE: will extend the window if SPOT deadlines change

Public Comment Procedures

Via Email, Phone, or In-Person/Zoom at the MPO Board meeting on September 21st. The comment period has been advertised in the Mountain Xpress with materials available on the MPO website.

Carryover Projects

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
A-0010AB	I-26, US 19, US 23	US 25 / 70 (Weaver Boulevard)	SR 2207 (North Buncombe School Road)	17 - Upgrade Freeway to Interstate Standards	Buncombe
A-0010AC	I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	17 - Upgrade Freeway to Interstate Standards	Buncombe
I-6018	I-40	I-240, US 74 Alternate		8 - Improve Interchange	Buncombe
I-6021	I-40	SR 2838 (Porters Cove Road) - Exit 55		8 - Improve Interchange	Buncombe
	US 19 (Smokey Park Highway), US 23	I-40	NC 151 (Pisgah Highway)	11 - Access Management	Buncombe
U-6046	NC 81 (SWANNANOA RIVER ROAD)	US 70 (Tunnel Road)	US 74 (South Tunnel Road)	16 - Modernize Roadway	Buncombe
U-6162	SR 1332 (NORTH LOUISIANA AVENUE)	US 19-23 (Patton Avenue)	SR 1338 (Emma Road)	16 - Modernize Roadway	Buncombe
I-6054C	I-40	SR 1200 (Wiggins Road), Exit 37	SR 1224 (Monte Vista Road)	1 - Widen Existing Roadway	Buncombe
U-3403B	NC 191 (BREVARD ROAD - OLD HAYWOOD ROAD)	SR 3498 (LEDBETTER ROAD)	North of Blue Ridge Parkway	1 - Widen Existing Roadway	Buncombe
U-5972	NC 63 (New Leicester Highway	US 19/23 Patton Ave	Newfound Road	25 - Improve Multiple Intersections along a corridor	Buncombe

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
I-2513C	I-26	I-40/I-240		8 - Improve Interchange	Buncombe
U-5837	SR-2002 Riceville Road	US 70 (Tunnel Road)	SR 2285 (Clear Vista Lane)	16 - Modernize Roadway	Buncombe
U-5971B	US 19 (Patton Avenue)	NC 63 (New Leicester Highway). Construct Final Intersection Improvements.		10 - Improve Intersection	BUNCOMBE
U-2801AA	US 25A (SWEETEN CREEK ROAD)	US 25 (Hendersonville Road)	Mills Gap Road	1 - Widen Existing Roadway	BUNCOMBE
U-3403A	NC 191 (Brevard Road / Old Haywood Road)	NC 280 (BOYLSTON HIGHWAY)	TO SR 3498 (LEDBETTER ROAD)	1 - Widen Existing Roadway	Buncombe, Henderson
	NC 280 (Airport Road)	SR 3568 (Rockwood Road)	US 25 (Hendersonville Road)	11 - Access Management	Buncombe, Henderson
U-6173	US 25, US 70	Approximately 1760' North of SR 1584 (Tillery Branch Road)	SR 1727 (Monticello Road)	25 - Improve Multiple Intersections along Corridor	Buncombe, Madison
I-6054A	I-40	NC 215 - Exit 31	US 74 - Exit 27	1 - Widen Existing Roadway	Haywood

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
U-6160	US 19 (Soco Road)	SR 1304 (Fie Top Road) at Ghost Town in the Sky	Blue Ridge Parkway	16 - Modernize Roadway	Haywood
I-6054B	I-40	NC 215 (Champion Drive)	SR 1200 (Wiggins Road)	1 - Widen Existing Roadway	Haywood, Buncombe
U-6172A	US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY)	SR 1777(Balsam View Drive)	SR 1158 (Old Balsam Rd)	16 - Modernize Roadway	Haywood, Jackson
U-6172B	US 23/US 74 (GREAT SMOKEY MOUNTAINS EXPRESSWAY)	SR 1777(Balsam View Drive)	SR 1158 (Old Balsam Rd)	16 - Modernize Roadway	Haywood, Jackson
I-4400A	I-26	US 25	US 64 (Four Seasons Boulevard)	1 - Widen Existing Roadway	Henderson
R-2588A	NC 191	US 25 (Asheville Highway)	SR 1381 (Mountain Road)	1 - Widen Existing Roadway	Henderson
	SR 1508 (Signal Hill Road), SR 1519 (Thompson Street), SR 1508 (Berkeley Road), SR 1511 (Berkeley Road)	US 64 (Four Seasons Boulevard)	US 25 Business (Asheville Highway)	16 - Modernize Roadway	Henderson
	SR 1525 (Duncan Hill Road)	US 64 (Four Seasons Boulevard	Signal Hill Road	16 - Modernize Roadway	Henderson
U-6124	NC 280 (BOYLSTON HIGHWAY)	NC 191 Northern Intersection (Old Haywood Road)	NC 191 Southern Intersection (Haywood Road)	11 - Access Management	Henderson

TIP	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	County(ies)
R-5748	SR 1127 (KANUGA ROAD)	US 25 Business (Church Street)	Price Road	16 - Modernize Roadway	Henderson

Modification of carryover projects:

- Kanuga Road (R-5748) modified southern termini from Little River Road to Price Road to avoid impacts to the Flat Rock Historic District
- No projects requested to be removed

New Highway Submittals

Route	From	To	Improvement Type	County	Funding Tier
US 25 (Hendersonville Road)	Blue Ridge Parkway	NC 146 (Long Shoals Road)	Access Management	Buncombe	Regional Impact
US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	Buncombe	Regional Impact
US 25 (McDowell Street)/Biltmore Avenue	Vanderbilt Road	College Street	Roadway Upgrade- Unbalanced Couplet with Bike Lanes	Buncombe	Regional Impact
US 70 (Tunnel Road)/US 74A (South Tunnel Road)	Beaucatcher Tunnel	NC 81 (Swannanoa River Road)	Roadway Upgrade- Road Diet on US 70 with Access Management Improvements on US 74A	Buncombe	Regional Impact
US 70 (Tunnel Road)	I-240	Blue Ridge Parkway	Access Management	Buncombe	Regional Impact
US 25 (Merrimon Avenue)/US 19 Business (Weaverville Highway)	Elkmont Road	New Stock Road	Modernization	Buncombe	Regional Impact
US 25 (Merrimon Avenue)	WT Weaver Boulevard	Beaverdam Road	Modernization - improve intersections and sidewalks	Buncombe	Regional Impact
US 25 (Merrimon Avenue)	I-240	WT Weaver Boulevard	Road Diet	Buncombe	Regional Impact
US 70 (West State Street)	Blue Ridge Road	NC 9	Road Diet	Buncombe	Regional Impact

Route	From	To	Improvement Type	County	Funding Tier
Blue Ridge Road	NC 9	Blue Ridge Assembly Road	Modernization	Buncombe	Division Needs
Reems Creek Road	US 19 Business (Weaverville Highway)	Ox Creek Road	Modernization	Buncombe	Division Needs
Cane Creek Road	US 74 Alternative (Charlotte Highway)	Mills Gap Road	Modernization	Buncombe	Division Needs
Old Fort Road	US 74 Alternative (Charlotte Highway)	Whitaker Road	Modernization	Buncombe	Division Needs
Sand Hill Road	Sand Hill School Road	-	Intersection Improvement	Buncombe	Division Needs
US 19/23 (Park Street)	Bridge Street	NC 215	Modernization	Haywood	Regional Impact
US 19 (Carolina Boulevard)	Smathers Street	Pleasant Hill Road	Access Management	Haywood	Regional Impact
US 19 (Dellwood Road)	Dayton Drive	US 23/74	Access Management	Haywood	Regional Impact
US 276	Raccoon Road	NC 110	Modernization	Haywood	Regional Impact
US 25 Business (Asheville Highway)	N Main Street	-	Intersection Improvement	Henderson	Regional Impact
US 25 Business (Asheville Highway)	Butler Bridge Road	-	Intersection Improvement	Henderson	Regional Impact
US 176 (Spartanburg Highway)	NC 225	Upward Road	Access Management	Henderson	Regional Impact
US 64 (Chimney Road Road)	Fruitland Road	Gilliam Mountain Road	Modernization	Henderson	Regional Impact

Route	From	To	Improvement Type	County	Funding Tier
Fanning Bridge Road	US 25	NC 280	Improve Multiple Intersections	Henderson	Division Needs
White Pine Drive	US 64	Hebron Road	Modernization	Henderson	Division Needs
Blythe Street	US 64	NC 191	Modernization	Henderson	Division Needs
NC 213	Athletic Street	Gabriel's Creek Road	Access Management	Madison	Regional Impact

New Bike/Ped Submittals

All Bike/Ped Submittals are evaluated at the Division Needs Category

Route	From	To	Project Description	County
Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment)	Hominy Creek Greenway	French Broad River Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Buncombe
SR 1338 (Emma Road)	Boone Street	SR 1332 (North Louisiana Avenue)	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncombe
SR 2500 (North Blue Ridge Road)	US 70	Fortune St	7 - Protected Linear Pedestrian Facility (Pedestrian)	Buncombe
Reems Creek Greenway	Quarry Road	Karpen Soccer Field	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	Buncombe
US 19/23	Bridge Street	Chestnut Mountain Road	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood
Champion Drive	N Canton Road	Thickety Road	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood
Richland Creek Greenway	Current Richland Creek Greenway termini near Waynesville Rec Center	Waynesville Greenway	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood
Raccoon Creek Greenway	Waynesville Greenway	Junaluska Elementary School	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Haywood

Route	From	To	Project Description	County
Above the Mud Greenway Connector	Ecusta Trail	Oklawaha Greenway	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Mills River Valley Trail	NC 191	NC 191	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Oklawaha Greenway Extension	Oklawaha Greenway Southern Termini	Blue Ridge Community College	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Allen Branch Greenway	US 64	Clear Creek Greenway	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Brooklyn Avenue	NC 225	Old Spartanburg Highway	7 - Protected Linear Pedestrian Facility (Pedestrian)	Henderson
Church & King Street	US 176	N Main Street	8 – Multi-Site Pedestrian Facility (Pedestrian)	Henderson
Fanning Bridge Road	Underwood Road	US 25	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Henderson
Bailey/Banjo Branch Greenway	Dr. Otis T Duck Greenway Northern Termini	Bailey Street	2 – Off-Road/Separated Linear Bicycle Facility (Bicycle)	Madison

New Transit Submittals

Route / Facility / Project Name	From / Cross Street / Location	Description	Specific Improvement Type	County(ies)
Transit Maintenance Facility	City of Asheville Service Area. Location is yet unknown.	Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment.	9 - Facility – Maintenance	Buncombe
Expansion Vehicles	City of Asheville Service Area	Ten (10) expansion vehicles to match service in the Transit Master Plan and improve service throughout the City by increasing headways and implementing new routes.	1 - Mobility (route-specific) - New Service	Buncombe
Transit Multimodal Facility	City of Asheville Service Area and routes provided by ART Current transit facility is 49 Coxe Ave	Construct a new transit multimodal facility to accommodation vehicles that pick-up and drop transit riders.	5 - Facility - Passenger Station	Buncombe

New Rail Submittals

Route	From	To	Improvement Type	County(ies)
Norfolk Southern Line	NC 251 (Riverside Drive)	-	3 – Highway-Rail Crossing Improvement	Buncombe
Norfolk Southern Line	Asheville (near Biltmore Village)	Salisbury	5 – Passenger Rail Service	Buncombe, McDowell, Burke, Catawba, Iredell, Rowan

Action: Consider Recommending the Approval of Draft Submittals for P 7.0

Item 4B:

I-40 Widening Discussion

There are three sections of the I-6054 project:

Section A: US 23/74 (Smokey Mountain Expressway) to NC 215 (Champion Drive)

Section B: NC 215 (Champion Drive) to Exit 37 (Wiggins Road)

Section C: Exit 37 (Wiggins Road) to Monte Vista Road

Topic for Discussion

Each of these projects are currently in P 7.0 as carryover widening projects. The topic for today's discussion is to consider requesting the I-6054 project move forward as a managed lanes project.

Information from FHWA:

What Are HOT Lanes?

Traditional high-occupancy vehicle (HOV) lanes require passenger vehicles to have a minimum number of passengers. "HOT" lanes is short for "high-occupancy toll" lanes. HOT lanes are HOV lanes that allow vehicles that don't meet occupancy requirements to pay a toll to use the lane. Variable pricing is used to manage the lane so that reliable performance is maintained at all times. HOT lanes have proven to be more efficient than traditional HOV lanes. In addition, in many cases the adjacent General Purpose lanes also benefit from the resulting reallocation of vehicles in the corridor. While communities may call them by different names, such as Fast Lanes or Express Lanes, the basic operation is the same—HOT lanes encourage carpooling and other transit alternatives while offering vehicles that do not meet standard occupancy requirements another option.

What Are the Benefits of HOT Lanes?

Future I-495 Express Lane, Virginia

HOT lanes provide mobility options for individual drivers while encouraging the use of transit and carpooling. Tolls collected from HOT lanes can supplement the operations, enforcement and maintenance costs for the facilities. Even buses benefit from HOT lanes—research shows that communities with HOT lanes are often able to increase transit service as was the case with I-15 in San Diego. Solo drivers know they can count on getting where they need to be on time.

For example, Minneapolis has increased the number of vehicles using the I-394 MnPASS lanes by 33 percent since the facility's opening in 2005 without degrading transit and HOV use. Furthermore, travel speeds of 50 to 55 mph have been maintained for 95 percent of the time in the lanes. Denver originally projected 500 toll payers during the peak hour travel along I-25 but in fact achieved 1,400 in the first year of operation. Use of the I-25 HOT lanes has grown by almost 18 percent since the HOT lanes opened in 2006 and the lanes remain uncongested. Additionally, transit ridership in the HOT lanes has remained high.

Why Charge Travelers for Using Roadways?

By charging travelers for use of roadways, agencies can help mitigate traffic congestion while generating revenues to supplement operating costs. Common sense dictates that for a user to be willing to pay for a service, then he/she must benefit in some way from it. For priced facility users, this benefit is most likely travel-time savings or reliable travel. Often, a priced facility will offer a more reliable trip than an adjacent or nearby route. Drivers can choose to use the priced facility if they judge the travel-time savings worth paying the requisite toll.

Do HOT Lanes Help the Environment?

I-25 Express Lane, Denver

Like their HOV counterparts, HOT lanes have the potential to help improve air quality where they are implemented. High-occupancy lanes might help to reduce harmful impacts to the environment associated with congestion, especially by encouraging the use of multi-passenger vehicles or mass transit systems. On SR 167 in Seattle, general purpose lane speeds increased 10 percent and HOT lane speeds increased 7-8 percent and transit ridership increased 16 percent from the year before implementation of the HOT lane. As a result, the federal government allows HOV lanes to be considered a transportation control measure (TCM) for air quality conformity analysis.

Why Are Variable Tolls Used for HOT Lanes?

Congestion pricing, or "variable pricing," changes the amount charged for road use based on demand. On a typical roadway, a flat toll would not be the optimal toll throughout the day. During off-peak periods it may be too high for drivers to benefit from paying it. Conversely, during times of peak demand, the toll may not be high enough to make optimal use of the facility. Variable pricing offers a solution to this problem by increasing the toll during periods of peak demand and reducing it during off-peak times.

Who Is Implementing HOT Lanes?

Communities around the nation are installing HOT lanes in response to increased congestion. There are 10 HOT lanes currently operating in eight states:

- I-15 FasTrak in San Diego, California
- US 290 Northwest Freeway QuickRide HOT Lanes in Houston, Texas
- I-394 and I-35W MnPass in Minneapolis, Minnesota
- I-25 Express Lanes in Denver, Colorado
- I-15 Express Lanes in Salt Lake City, Utah
- SR 167 HOT Lanes Pilot Project in Seattle, Washington
- I-95 Express Lanes in Miami, Florida
- I-680, Alameda County, California

- I-85, Atlanta, Georgia

Where are HOT Lanes Operating?

HOT lanes have been implemented in eight states.

There are currently ten operating HOT lane projects for a total of over 100 miles in the U.S., and many states have projects in the planning stages. All of the operating projects were conversions of HOV lanes to HOT lanes, although some have extended the HOT lanes. The average length is approximately 12 miles.

How are the Current Projects Operating?

The operating projects are either one- or two-lane facilities in each direction. Most strive to maintain speeds of at least 45 miles per hour. The variable toll ranges from $0.25 in the off-peak to $9.00 in heavily congested periods.

What does the Public Think about HOT Lanes?

The operating projects enjoy support from both users and non-users. While most people don't use the HOT lane every day, research shows that travelers like having a choice in their travel options. On I-25 in Denver, 62 percent of survey respondents say they use the Express Lanes because it saves time. Likewise in Houston, focus group respondents thought that using the HOT lane saved them as much as 50 percent of total commute travel time. Reliability is also often cited as a benefit of the HOT lane. In San Diego and Miami, users there want the projects expanded.

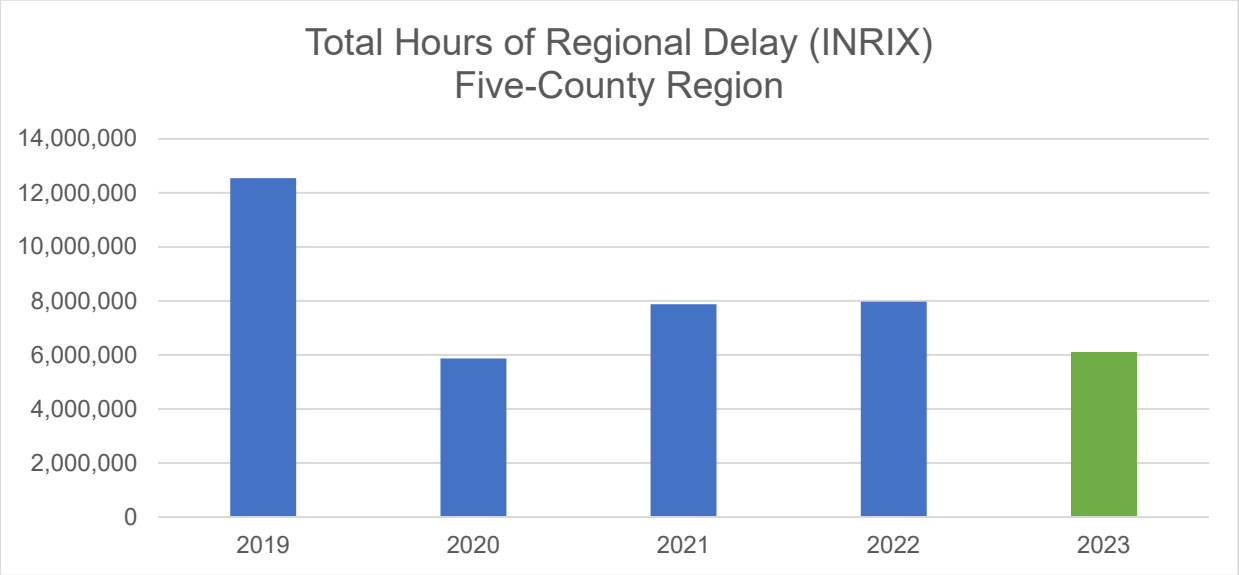
What about Equity? Are HOT Lanes More of a Burden on Lower-Income Drivers?

I-394 MnPass

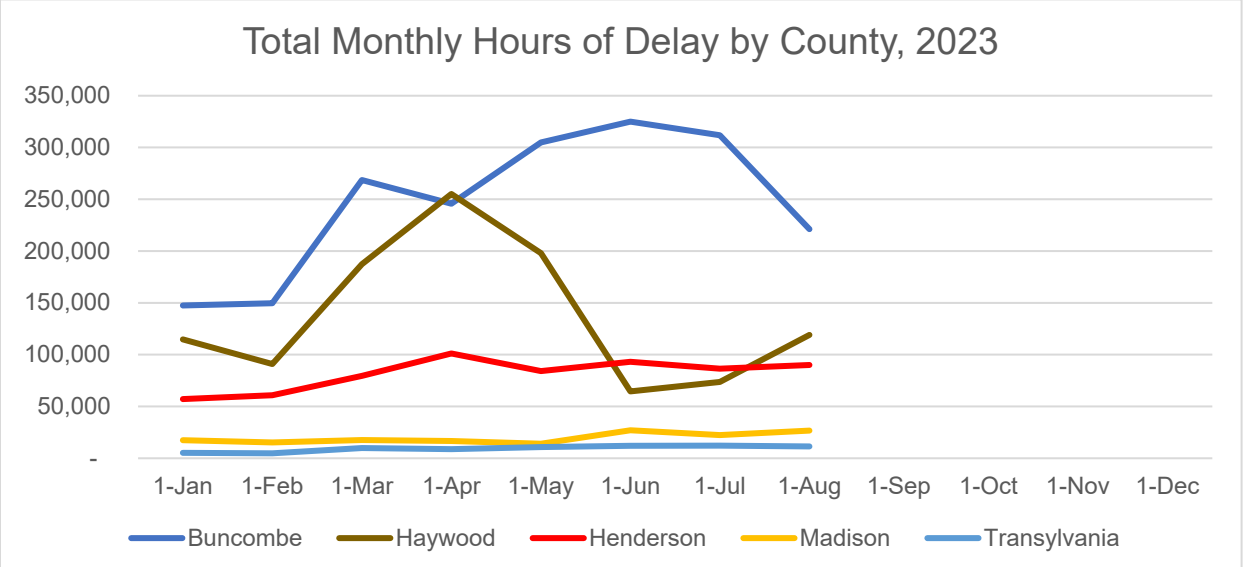
Research on I-394, SR 167, and I-15 indicates that drivers of all socioeconomic backgrounds support HOT lanes. In fact, data from the San Diego Association of Governments indicate that the lowest income group expressed stronger support from the project than the highest income group. Research shows that people of all income levels support HOT lanes. Users of all incomes see the value in having a reliable trip when they need it. A 2004-2006 longitudinal panel survey of I-394 residents in Minnesota found support levels at over 60 percent for the congestion priced HOT lane. This number varies only slightly when sorted by income levels, gender, and education levels, suggesting that the arrangement is perceived as equitable. I-15 in San Diego had a 77 percent approval rating after opening with nominal differences between high and low income users. Specific focus groups of low-income travelers in Washington found that low income drivers are typically as supportive, if not more supportive, of the HOT lanes concept than other drivers.

Data:

Hours of Delay For the Five-County (Buncombe, Haywood, Henderson, Madison, and Transylvania) Area with 2023 Projected Through End of Year



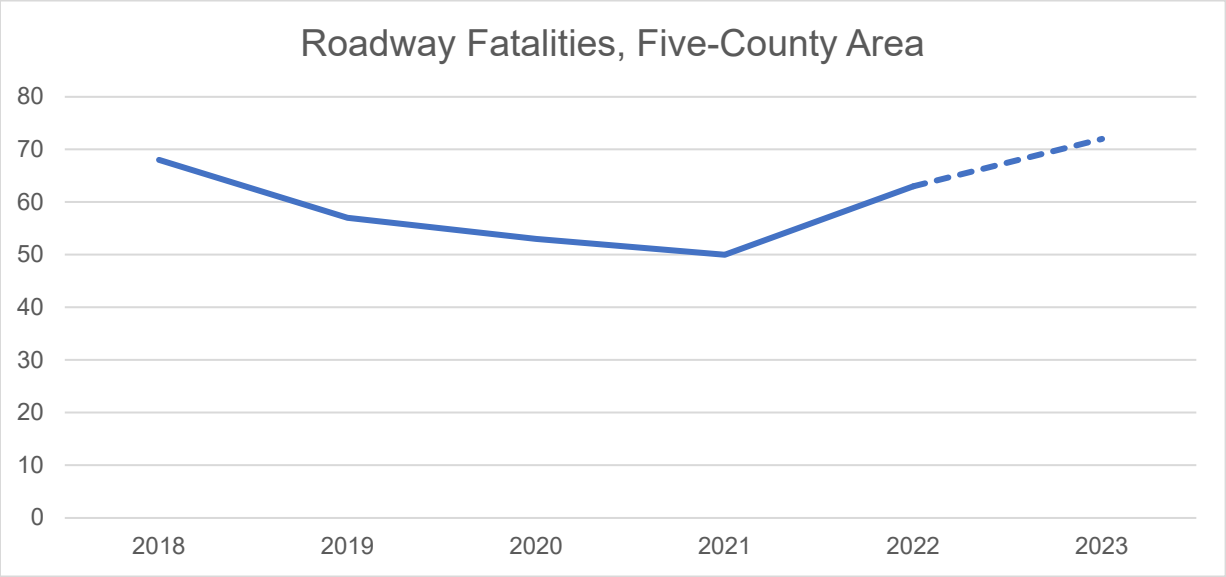
Hours of Delay By County for 2023:



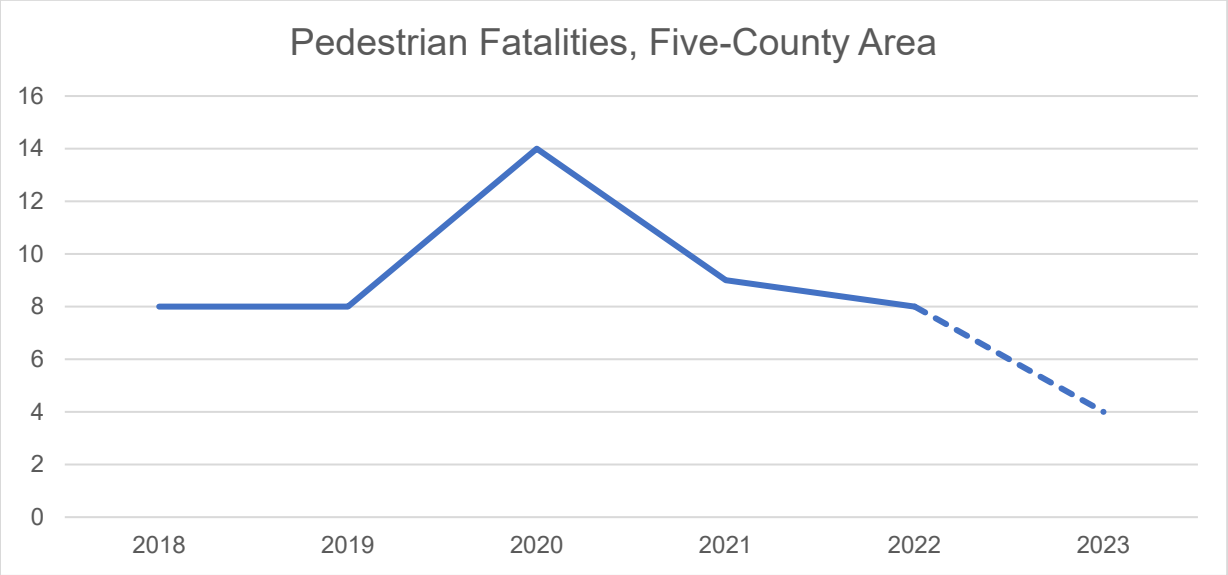
Top-10 Bottleneck in the Five-County Area – August, 2023

Rank	Route	Location
1	I-40 WB	Exit 27
2	I-26 WB	NC 146
3	I-26 EB	NC 280
4	I-26 WB	NC 280
5	I-26 EB	US 64
6	I-40 WB	Exit 15
7	I-26 WB	NC 191
8	US 25 NB	Beaverdam Road
9	I-40 EB	Exit 37
10	I-40 WB	Exit 37

Roadway Fatalities in the Five-County Area (36 Fatalities Reported Through June 30, 2023) *2023 Projected Based on Data Through June 30, 2023



Pedestrian Involved Fatalities in the Five-County Area (Two Fatalities Reported Through June 30, 2023) *2023 Projected Based on Data Through June 30, 2023



Bicycle-Involved Fatalities in the Five-County Area (Two Fatalities Reported Through June 30, 2023) *2023 Projected Based on Data Through June 30, 2023