



NC Capital Area Metropolitan Planning Organization

INFORMATIONAL ITEM: PROJECT UPDATES

CAMPO Executive Board – Oct 19, 2022

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Studies

Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study

In April of 2021, CAMPO staff kicked off a major investment study (MIS) that will develop and evaluate alternatives and ultimately select preferred alternatives for rapid bus or bus rapid transit (BRT) extensions from Cary to Research Triangle Park and from Garner to Clayton. These extensions would build onto two (2) of the core BRT corridors included in the original Wake County Transit Plan. The extensions were included in the Wake County Transit Plan Update, and the capital improvements thereof are assumed to be funded with State revenue sources in the FYs 2020-2029 Transportation Improvement Program. The consulting team is wrapping up the Phase II evaluation of alternatives, and results will be presented to the Core Technical Teams in early October and the Stakeholder Oversight Teams in late October. A final round of public engagement is being planned for November 2022, with anticipated recommendation of a Locally Preferred Alternative after the holidays. Information can be found online: <https://wakebrtextensionsstudy.com/>. **(Staff Contact: Shelby Powell)**

Southeast Area Study Update

The original Southeast Area Study, evaluating land use and transportation issues in the southeastern section of the MPO's planning area, was completed in 2018. It covered parts of Wake and Johnston Counties, and the municipalities of Archer Lodge, Benson, Clayton, Four Oaks, Garner, Kenly, Micro, Raleigh, Selma, Smithfield and Wilson's Mills. The Study update includes the Town of Pine Level as well. The study is being conducted coordination with NCDOT and the Upper Coastal Plain RPO. A recent engagement effort helped to refine the goals and objectives for the study, and a workshop will be held with Stakeholder Oversight Team and Core Technical Team members this fall to work on potential land use scenarios. More information is online here: <https://seareastudyupdate.com/> **(Staff Contact: Shelby Powell)**

U.S. 401 Corridor Study

This study covers the U.S. 401 Corridor from generally U.S. 421 in Harnett County north to Banks Road in Wake County. For the purpose of the study, the corridor has been divided into three segments that enable the study team to focus on the requirements of each segment individually:

- US 401 Fuquay-Varina Bypass
- US 401 - Fuquay-Varina @ Banks Road to the Harnett/Wake County Line
- US 401 - Southern Section – Harnett/Wake County Line to Lillington

CAMPO staff and the US 401 Corridor Study team gave a report to the Executive Board at their regular March 16, 2022 meeting. Following the presentation, the Executive Board voted to, "Revise the scope and schedule of the U.S. 401 corridor study based on staff's findings and include the additional route of alignment W (401/55/210), along with the original alignment X (A4 B6 C1) and partially original alignment Z (A2/B5/210) in the study's findings". Additional funding has been incorporated into a supplement that addresses the revision to the scope and schedule for the completion of the US 401 Corridor Study to include the aforementioned routes in the study's findings while still accomplishing the initial objective to

determine the ultimate cross-section and alignment of US 401 as noted within the existing scope. The project schedule has also been extended to conclude by June 2023, and future notifications of meetings will be presented to the public. A Core Technical Team meeting was held on September 22, with the Stakeholder Oversight Team meeting scheduled for October 20th. The project website is located at www.US401CorridorStudy.com. **(Staff Contact: Kenneth Withrow)**

Mobility Management Program Implementation Study

CAMPO is conducting a Mobility Management Implementation Study (MMIS), in partnership with Wake County, the City of Raleigh, and the Town of Cary, per CAMPO's FY22 UPWP (amended to include Raleigh and Cary). A Request for Proposals was issued from 4/9/21 to 4/30/21 for a phased approach study. The Notice to Proceed to the consulting firm Nelson Nygaard Associates, Inc. was issued 8/11/21 to begin the mobility management program study. This study advances the Mobility Coordination Committee's shortterm work found in the amended regional 2018 Coordinated Public Transit - Human Services Transportation/Wake Transit Plan. A technical steering committee, made up of transportation stakeholders, kick-off meeting occurred on 8/31/21. TSC members who will help guide the study, learned more about the work scope/schedule, expectations for the committee, and other items. They provided input to the project team on topics such as their descriptions of a successful mobility management program.

Phase I of the study includes the review and analysis of existing and pending regional studies, plans and programs, analyzing the impact of a mobility management program on each existing transportation program, drafting a public engagement plan as well as a recommendation regarding potentially hiring a regional mobility manager. Phase I also includes preparing a high level "white paper", a best practices and peer review, Board, stakeholder and targeted-public outreach and presentations and development of an Interlocal Agreement for agencies able to participate in Phase II. Phase II, which is the actual implementation plan for the mobility management program, includes final development and analysis of operational details, developing the full public outreach strategy and a final report.

To date, the project team has held four TSC meetings, an in-person workshop and two focus group meetings and completed work on Tasks 2, 3, 5, 6 and part of Task 4 Outreach and Engagement. The work completed includes obtaining continual input/feedback from the funding partners and the TSC, compiling and reviewing key regional plans, existing studies and programs, conducting peer selection and reviews and presentations to stakeholder/boards informational meetings/presentations. Thus far the consultant team has produced three main reports and numerous presentations for the internal, TSC meetings and stakeholder outreach workshops – the Draft Implementation Framework Report and recommendations, the Peer analysis report and the Public Engagement Strategy. The team has also provided an informational flyer and one pager on the study that defines mobility management.

At the next TSC meeting scheduled for October 18th, the members will review key points and discuss comments received on the implementation framework report for the mobility management program and the recommendations, We will also determine what the necessary action items are for each jurisdiction to determine their agencies/jurisdictions participation into the developing mobility management program. Input received will also help shape the Phase I "White Paper" which should be completed in October. Full project completion, Phase II, is scheduled for June 2023. **(Staff contact: Crystal Odum)**

Committees

Wake Transit/Wake County Transit Planning Advisory Committee (TPAC)

Wake Transit Work Plan Amendment Policy

At its September meeting, the TPAC recommended adoption of the updated Wake Transit Work Plan Amendment Policy. The need for the update is in response to the growth and evolution of the Wake Transit program since its creation in 2016. Several gaps in the adopted 2018 policy were identified and addressed in the 2022 draft. Major changes include:

- Added scenario descriptions to better define MINOR amendment actions
- Amendment list will now be grouped primarily by operating vs. capital rather than major vs. minor
- Amendment requests will now be reviewed at joint B&F and P&P subcommittee meetings
- Specific information on the joint meeting review and recommendation process was added
- A special amendment request cycle for capital project period of performance extensions will be developed to ensure that Wake Transit governing board's take action to extend approved agreements set to expire in the fall
- Added more guidance on developing the annual amendment schedule
- Updated and added guidance for GoTriangle and CAMPO lead agency staff who play a role in processing Work Plan amendments
- Tasks CAMPO as the lead agency for future Amendment Policy updates
- Created a roles and responsibilities appendix that can be edited to reflect agreed upon changes without triggering a full policy amendment.

The public comment period for the updated Wake Transit Work Plan Amendment Policy was held from August 15-30, 2022. The recommended draft will be presented for board adoption in November. **(Staff Contact: Stephanie Planchich)**

Wake Transit Community Engagement Policy

The draft Wake Transit Community Engagement Policy was released for public review from August 15th to September 29th. This is a fully revised document that is intended to replace the 2018 Public Engagement Policy. GoTriangle is leading the effort with CAMPO support. Major edits to the policy include:

- A change to use the broader term of "Community" instead of "Public"
- Updated purpose statement and refined guiding principals
- A new reference table outlines the core components of policy compliance, it is a quick guide for lead agency staff and project sponsors who are tasked with the planning and execution of engagement activities for Wake Transit-funded project and planning efforts

- A robust glossary was developed to clarify the policy requirements including the specific process expectations that must be implemented

An informational presentation and public hearing on the draft Wake Transit Community Engagement Policy will be held at the CAMPO Executive Board meeting at 4:00pm on October 19th, 2022. With governing board adoption anticipated in December/January.

(Staff Contact: Stephanie Planchich)

FY2023 Work Plan, 2nd Quarter, Amendment Requests

Two (2) major amendment requests were submitted for consideration during the FY23, 2nd quarter, Wake Transit Work Plan amendment cycle.

1. Major Operating Budget Amendment Request: CAMPO (\$89,667) for Wake Transit Staff Costs
Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.
2. Major Capital Budget Amendment Request: Raleigh (\$16,610,000) for Wake BRT: Southern Corridor
Amendment request involves a financial impact requiring a change in fund balance or to budgeted reserves. Request expands the project budget to account for the updated project cost and requirement that a 100% local match is programmed and obligated for the Federal Transit Administration (FTA) Capital Investment Grant (CIG).

Included in the amendment request package is the amendment request summary, copies of the request forms, the financial disposition approved by the Joint TPAC Subcommittee and the engagement summary for the 30-day public comment period held from September 1st – 30th. Governing boards will consider adoption in November.

(Staff Contact: Anna Stokes)

Wake Bus Plan Project Prioritization Policy

The review of the Wake Bus Plan project prioritization policy (PPP), which is specific to transit service expansion projects, is a part of the overall scope to develop an updated Wake Bus Plan. While GoTriangle is the lead agency for the plan update process, CAMPO is tasked to lead some specific activities including the PPP. Over the past several months, the Bus Plan CTT has worked to help CAMPO staff develop an updated PPP for TPAC and governing board approval.

The draft update to the PPP includes a revised project review and scoring process that will be used to identify which projects will be included in the transit provider's short-range transit plans. It also includes new guidance for programming the Bus Plan projects in a way that coordinates with the programming guidance used for developing the annual Wake Transit Work Plan. The TPAC, TCC and governing boards will receive the draft policy as information in the fall with governing board action to adopt the PPP in January.

(Staff Contact: Anna Stokes)

FY2024 Work Plan Development Update

The FY24 Wake Transit Work Plan development process kicked off at the TPAC's September 14th meeting. A master calendar has been developed to guide the process. The calendar includes specific milestone dates for Work Plan development as well as the schedule for this year's amendment cycles, project reporting and reimbursement request submissions and other Wake Transit program related activities. The FY23 master calendar and Amendment Schedule are posted online at <https://www.camponc.us/aboutus/committees/wake-county-transit-planning-advisory-committeetpac/document-library>.

Project sponsors must submit updates to currently programmed operating and capital investments as well as submit any new project funding request forms by Friday, October 14, 2022. The TPAC Budget & Finance and Planning & Prioritization Subcommittees will meet jointly from September through December to recommend a funding scenario for inclusion in the draft FY24 Work Plan and Multi-Year Investment Plans. The TPAC will receive progress updates and is anticipated to release the draft for public review in February. The public review period is set for February 20th to March 22nd and will be combined with engagement for drafted Wake Bus Plan components. The governing boards will receive ongoing progress updates throughout the development of the draft, and then the recommended plan. Adoption of the new annual Work Plan is scheduled for June 2023. **(Staff Contact: Anna Stokes)**

FY2024 Community Funding Area Program Update

The kickoff for the Community Funding Area Program's FY2024 application cycle was announced at the August 10th TPAC meeting. The required applicant training will be held from 9:30-11:30am on Wednesday, October 26th. The official call for projects opens on October 31st. The selection process will run through the month of February, so that results can be incorporated into the FY24 Work Plan reviewed recommended by the TPAC in April. The results of the CFAP process will be incorporated into the recommended FY24 Wake Transit Work Plan reviewed by the governing boards in May and adopted in June 2023. **(Staff Contact: Evan Koff)**

2022 Wake Transit Bus Service Review

CAMPO completed the annual review of Wake Transit-funded Bus Services and presented the findings to the TPAC at its October 12th meeting. The memo has been posted to the TPAC Document Library here: <https://www.camponc.us/aboutus/committees/wake-county-transit-planning-advisorycommitteetpac/document-library>. **(Staff Contact: Evan Koff)**

Mobility Coordination Committee

The MCC is the CAMPO administered committee borne out of the 2018 Coordinated Public Transit- Human Service Transportation Plan. The Plan sets the regional priorities for transportation investments and initiatives for human services and public transit coordination for seniors, disabled and low-income persons and establishes short, mid and long-term goals for the committee. Short-term goals (2019- 2022) consists of establishing the organizational structure to address the recommendations (the MCC), develop a consistent ADA program, prepare for changes in the state's Medicaid program, prepare a regional mobility framework for emerging partners and create a regional mobility management structure/program. Given the complexity of our regional transportation system, the CAMPO Board approved hiring a consultant with mobility management expertise to assist the committee members with the short-term goal of developing and implementing a mobility management program. The notice to proceed for the

Mobility Management Program Implementation Study (MMPIS) was issued to the firm of Nelson Nygaard with P3 on August 11, 2021, and the study is progressing.

The committee members continue to meet at least bi-monthly to work through the coordinated plan's remaining short-term recommendations for FY 22 which includes advancing the mobility management program implementation study and ADA coordination among the transit providers. CAMPO staff is coordinating the MMIS and MCC work advancing the mobility study. CAMPO and the members as funding partners and/or a technical steering committee, are working directly with the MMIS consultants to develop the regional mobility program.

Other work includes, determining if a potential Social Pinpoint platform pilot program to improve communication and if a new data exchange between the human service agencies and the transit providers is doable. New human service agency members and advocates for the disabled and lowincome populations are joining the MCC CT subcommittee as they learn about the committee. Members are sharing Information to help coordinate services and to improve communication and service operations. Committee members are also working with NCPTA, NC DOT, service brokers and participating in activities to improve the State's NEMT program. The MCC has also developed the implementation work schedule for the 2023 mid-term coordinated plan goals.

CAMPO staff presented the MCC 2022 project update to the CAMPO TCC/Executive Board in June while Wake Board of Commissioners, TPAC and other partner board updates are expected to occur in the new fiscal year. CAMPO staff, with assistance from the MCC, completed the Short-Term Goal Implementation report now available on the CAMPO website. Last sub-committee meetings were held in September with the full MCC committee meeting last held on July 21st for the quarterly meeting to review the committee's work since its inception. The next quarterly meeting is scheduled for October 20th, 2022, at 10:30 am while the next subcommittee working meetings are scheduled for November 2nd.

Information on the MCC's work is on the CAMPO's [Mobility Coordination Committee webpage](#). **(Staff Contact: Crystal Odum)**

[Safe Routes to School \(SRTS\)](#)

The latest SRTS Subcommittee meeting was held on Friday, June 27, 2022; in which future road safety audits and bicycle/pedestrian data collection were discussed. The next SRTS Subcommittee meeting will be held on Friday, September 23, 2022. The content of this meeting will include highlighting the final draft of the Vandora Springs Road Elementary School Road Safety Audit (RSA), preparations for the next Road Safety Audit, and the discussion of possible SRTS LAPP candidate projects that will be presented by staff from the Wake County Public School System. TCC representatives from Wake County's municipalities and Wake County Public School System staff are engaged in significant SRTS infrastructure discussions during the September 23 SRTS Subcommittee meeting. Additional discussions are scheduled to occur between Wake County Public School System staff and local governments during this month. The next scheduled SRTS Subcommittee is Friday, December 9, 2022. **(Staff Contact: Kenneth Withrow)**

Programs

[Non-Motorized Volume Data Program](#)

The Institute for Transportation Research and Education (ITRE) currently manages the North Carolina

Non-Motorized Volume Data Program (NC NMVDP) on behalf of the North Carolina Department of Transportation (NCDOT). The purpose of the program is to establish a robust data collection framework to reliably calculate sidewalk, shared use path, bike lane, and shared lane volumes through the installation of permanent bicycle and pedestrian counters in North Carolina. At this time CAMPO staff and ITRE staff will be working together to implement a maintenance agreement for the counters that maintains their functionality for data collection to provide valuable information to elected officials and the public. Work on the counters in the current inventory will begin soon. Information on the current counters can be found at: <https://itre.ncsu.edu/focus/bikeped/nc-nmvdp/>. **(Staff Contact: Kenneth Withrow)**

Triangle Transportation Choices (Triangle Transportation Demand Management (TDM) Program)

The purpose of the Triangle TDM Program is to coordinate and evaluate regional TDM activities that aim to reduce traffic and air pollution by promoting commute alternatives such as transit, carpooling, biking, walking, teleworking, and vanpooling. CAMPO serves on the Oversight Committee as one of three funding partners with NCDOT and DCHC, along with representatives from Triangle J Council of Governments (TJCOG) and the NC Department of Environmental Quality Division of Air Quality. The FY 21 annual impact report has been released and can be viewed [here](#).

The annual FY 23 Request for Proposals for the Triangle TDM Program was released in December 2021 and applications were due in February 2022. Following the update to the Joint MPO Transportation Policy Priorities, there is a new equity and inclusion initiative this year for smaller grassroots level/nonprofits/community-based organizations that work with equity priority communities. Information about this initiative and all RFP information is located at the link below. Thirteen traditional applications and seven equity initiative applications were received, and the Oversight Committee met in March and April to discuss and review applications. Notice of award for the grant program's annual awards was announced on May 9th 2022. 12 traditional applicants are receiving a combined total of 1.47 million dollars for FY23's TDM activities for the period July 1, 2022 to June 30, 2023.

For the new equity initiative, the program in a key step towards integrating equity and inclusion in its funding process had earmarked \$200,000 for an Equity and Inclusion pilot in FY23. It received several excellent applications far superseding this earmarked amount. Eventually, the program is funding six local non-profits/grassroot/community organizations to the tune of \$183,000. Grant amounts range from \$10,000 to \$73,000.

TJCOG began updating the Triangle TDM Plan in 2019, with the intent to redefine the purpose/goal of the Triangle TDM Program and update the table of activities drawing largely from the report created by Gresham Smith. The plan update has been on hold due to NCDOT funding issues and COVID impacts. However, a logo and branding effort has moved forward changing the program name to Triangle Transportation Choices with a new logo. TJCOG has also begun integrating equity into the application process for TDM programs in line with the goals and proposed recommendations from the update.

Information about the TDM Plan Update, FY 22 grantees, and FY 23 RFP information can be found on the Triangle Transportation Choices website at:

<https://www.tjcog.org/programs-landusetransportation/transportation-demandmanagement>.

(Staff contact: Crystal Odum)

Safety Performance Measures (PM1)

As part of the rule making for MAP-21 and the FAST Act, State DOTs and MPOs are required to adopt the following five safety performance measures:

- Number of fatalities
- Rate of fatalities (per 100 million VMT)
- Number of serious injuries
- Rate of serious injuries (per 100 million VMT)
- Number of non-motorized (Pedestrian & Bicycle) fatalities and non-motorized serious injuries

MPOs are required to establish performance targets for each of these measures. MPOs are further required to establish their targets not later than 180 days after the State DOT establishes and reports targets in the State Highway Safety Improvement Program (HSIP) annual report. The MPO can agree to plan and program projects so that they contribute toward the accomplishment of the NCDOT HSIP target or develop their own quantifiable targets with a methodology consistent with Federal reporting requirements.

NCDOT submitted their Highway Safety Improvement Program annual report to FHWA on August 31, 2022. The MPO has until February 28, 2023 to develop its own safety performance targets or adopt those established by NCDOT.

NCDOT's 2023 Safety Targets based on reducing crashes by 50% by 2035 as developed in the State's Highway Safety Improvement Program (HSIP)

- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 19.57 percent from 1,494.8 (2017-2021 average) to 1,202.2 (2019-2023 average) by December 31, 2023.
- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 20.95 percent from 1.279 (2017-2021 average) to 1.011 (2019-2023 average) by December 31, 2023.
- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 30.19 percent from 4,903.4 (2017-2021 average) to 3,423.0 (2019-2023 average) by December 31, 2023.
- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 31.75 percent from 4.195 (2017-2021 average) to 2.863 (2019-2023 average) by December 31, 2023.
- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 26.52 percent from 637.2 (2017-2021 average) to 468.2 (2019-2023 average) by December 31, 2023.

Public Comment Period: October 17th – November 15, 2022

Projects

[NCDOT Highway Project U-2719 – Updates](#) The overall completion is scheduled for 2024.

Regular stakeholder meetings are held on the second Thursday of every month to ensure persons are updated on the progress of the project. Lane Construction has indicated that lane closures along I-440 will occur in the Jones Franklin Road area during the week of October 17. Lane Construction staff have also noted that the Western Boulevard interchange area (particularly between Blue Ridge Road and Chaney Road) will be closed for demolition and construction work from October 24 to November 15.

Further details about the projects are located at NCDOT's [I-440 & Blue Ridge Road Improvements webpage](#).
(Staff Contact: Kenneth Withrow)

NC 540 Bonus Allocation Projects

The [selected NC 540 Bonus Allocation projects](#) were adopted by the CAMPO Executive Board in April 2020 and have been programmed in the TIP and STIP. Three initial projects have been identified in the TIP and STIP with Bonus Allocation (BA) funding and are currently under the initial preliminary engineering stages within NCDOT:

HL-0006 Realign Hilltop Road to Lake Wheeler Road on new location, convert US 401 to superstreet from Lake Wheeler Road to Hilltop Needmore Rd. The project is programmed for Right-of-way starting in 2024 with Construction programmed in 2025.

HL-0007 NCDOT has provided a design and cost estimate for the construction of a grade separation at the at-grade intersection of NC 55 and Technology Drive. Unfortunately the cost of the alternative is beyond the budget of the NC 540 bonus allocation funds. NCDOT and CAMPO are exploring additional alternatives for this location.

HL-0008 Preliminary Engineering for various intersection improvements to be funded through CAMPO Bonus Allocation funding: This STIP and TIP ID will be used to fund the preliminary engineering activities on the intersection improvement projects identified for the division-level BA funding (\$45m). Once a project has graduated from the preliminary engineering phase, the project will receive an individual TIP and STIP ID and will be tracked as a standalone project. The first round of intersection projects have been programmed for Right-of-way and construction. NCDOT is currently working on the second group of intersection projects. CAMPO and NCDOT Division 5 expect to present that second group for programming in January 2023.

- [HL-0008C \(NC-50 \(Benson Rd\) at Timber Dr.\)](#)
- HL-0008D (Holly Springs Rd. at Sunset Lake Rd.)
- HL-0008F (Old Stage Rd. at Ten Ten Rd.)
- [HL-0008G \(Lake Wheeler Rd. at Hilltop Needmore Rd.\)](#)
- [HL-0008H \(Lake Wheeler Rd. at Simpkins Farm Ln.\)](#)
- HL-0008I (Old Stage Rd. at Rock Service Station Rd.)
- HL-0008J (NC 50 (Benson Rd.) at Rand Rd.)
- HL-0008K (NC 42 at Hilltop Rd)
- HL-0008L (Ten Ten at Bells Lake Rd)
- HL-0008O (NC 42 at Johnston Rd)

(Staff Contacts: Alex Rickard)