



NC Capital Area Metropolitan Planning Organization

## INFORMATIONAL ITEM: PROJECT UPDATES

**TCC – Mar 2, 2023**

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## Studies

### 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. The Stakeholder Oversight Team held an in-person scenario planning workshop in late October 2022 to discuss tradeoffs and concepts for future scenario planning work. The group also discussed potential performance measures for use in evaluating scenarios. After additional feedback from Stakeholders who were unable to attend the workshop, the consultant team is drafting potential future land use scenarios for the study area.

In January the second round of in-person jurisdictional meetings was held to review the land use scenario development update, discuss policy and code priorities, and to discuss potential hot spots with planners from Southeast Area jurisdictions to elicit additional feedback and verification. The team is scheduled to meet with the CTT again early in March to review work to date on the land use scenarios.

More information is online here: <https://seareastudyupdate.com/> (Staff Contact: Gaby Lawlor)

### 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 consultant 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. Following two Public Open Houses that were hosted in December by the Town of Fuquay-Varina and Harnett County, the US 401 Corridor Study team is currently working to determine the preferred alignment as well as work on design for the existing US 401 highway through northern Harnett County. The project website is located at [www.US401CorridorStudy.com](http://www.US401CorridorStudy.com). (Staff Contact: Kenneth Withrow)

## Project Prioritization Methodology Update FY 2023

The MPO has contracted with High Street Consulting Group to develop a new comprehensive, flexible, and data intensive project prioritization program to be applied to transportation improvement projects within the Capital Area MPO region. The purpose of the study is to identify and develop a robust and systematic approach for selecting proposed roadway improvements throughout the Capital Area MPO beyond traditional measures of effectiveness. The analysis will investigate existing data inventories and prioritization algorithms and develop new methodologies that incorporate broader measures of project impact in support of the region's Metropolitan Transportation Plan.

General deliverables include:

1. Peer research review and analysis for applicability;
2. Documentation of benefit metrics evaluated and ultimately selected to be part of the tool;
3. Recommended data sources for each metric;
4. Functionally detailed methodology for prioritization and any accompanying tools or utilities required in that process; and
5. Document highlighting how the updated project prioritization process fits into the overall process of developing the MTP and the actual method of scoring projects using the process.

Current progress has been in the form of:

1. An initial kick-off meeting between the consulting team and the core technical team selected for this study on October 27, 2022. The purpose of this meeting was to confirm the schedule, key milestones, and work plan for this task order. The meeting was also a chance for the team to clarify project goals and CAMPO's expectations, as well as confirm data and technical elements that will be needed to implement project impact assessments and integrate them into CAMPO processes.
2. An initial project management meeting (recurring monthly) to review initial findings of the peer review and data assessment task outlined in the project scope. Consultant staff presented data gathered so far and asked follow-up questions to:
  - a. Understand the current prioritization process for the roadway portion of the MTP
  - b. Identify any need for incorporating additional datasets or reporting standards based on past technical analysis at the MPO and desired future criteria for prioritization
  - c. Request any discovered or listed data that was not available via online public consumption
3. A December project management meeting where a draft presentation by the consulting team was delivered. The presentation provided the initial findings of the peer review and data assessment task.
  - a. Project managers and CAMPO staff provided feedback to be incorporated into the succeeding presentation for the study CTT.
4. A polished presentation, using the MPOs stated goals and objectives and CAMPO-sourced technical data, was delivered in mid-December to the study CTT.
  - a. CTT members provided additional guidance on the desired applicable data to be considered in the next task deliverable (criteria development)

5. The consulting team presented a draft set of criteria to CAMPO project management team with a request for feedback before presenting these findings to the CTT.
  - a. CAMPO project management presented draft criteria to CAMPO staff at-large with a request for feedback.
  - b. Feedback from staff was received and delivered back to the consulting team for integration into a polished presentation for the next CTT meeting.

Next milestone:

1. The consulting team will be presenting draft criteria development concepts and ideas to the CTT at the end of February, with a request for feedback before beginning scoring framework and script development tasks.

**(Staff contact: Tim Shortley)**

## Committees

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

#### *Wake Transit Work Plan Amendment Policy*

The Wake Transit Work Plan Amendment Policy has been adopted by the Wake Transit Governing Boards. This policy was updated to respond to the growth and evolution of the Wake Transit program since its creation in 2016. CAMPO adopted the updated policy on November 16, 2022 and GoTriangle adopted the updated policy on December 21, 2022. Adopted Wake Transit and TPAC documents can be requested from staff or view on the CAMPO/TPAC webpages, document library.

**(Staff Contact: Stephanie Plancich)**

#### FY 2023 Work Plan, 3rd Quarter, Amendment Requests

Zero (0) amendments requests were submitted for consideration during the FY 2023, 3<sup>rd</sup> quarter, Wake Transit Work Plan amendment cycle. The FY23 Q4 Work Plan Amendment cycle launched at the February TPAC meeting. The deadline for submitting FY 2023 Q4 amendments is February 28, 2023. As of February 21, 2023, zero (0) amendments have been submitted for review. The next Wake Transit Work Plan amendment cycle will launch in May with requests for Period of Performance extensions, of which the submittal deadline is May 26, 2023.

**(Staff Contact: Evan Koff)**

#### Wake Bus Plan Project Prioritization Policy

The Wake Bus Plan Project Prioritization Policy was adopted by the Wake Transit Governing Boards in January. CAMPO was tasked with updating the Bus Plan Project Prioritization Policy (PPP) as part of the Wake Bus Plan process led by GoTriangle. The PPP is a critical tool needed to establish each transit provider's short-range transit investment plans. The purpose of the Wake Bus Plan PPP is to be a decision-making framework that provides transparent and easily understandable process for making choices between competing investment needs; guidance on the development of the bus service and capital

investment plan prepared through the Wake Bus Plan; and an optional process that may be used by the TPAC to adjust bus service and the capital investment program outlined by the Multi-Year Bus Service Implementation Plan (MYBSIP) to reflect changes in available funds, new or substantially modified project requests, or other needs in the region. **(Staff Contact: Anna Stokes)**

#### [FY2024 Work Plan Development Update](#)

The TPAC reviewed and discussed the Draft FY 2024 Wake Transit Work Plan along with the Recommended FY 2025 - 2030 Wake Bus Plan at its February 15th meeting and released both documents for a joint public review and comment period, running from February 20th - March 22nd, 2023. Included in the draft Work Plan is the proposed Annual Operating Budget, Annual Capital Budget, Multi-Year Operating Program, Multi-Year Capital Improvement Plan, as well as an update to the Wake Transit Financial Plan and financial model assumptions. Operating and capital funding agreements will be included in the final version of the document after the Work Plan's adoption in June. The governing boards will receive ongoing progress updates throughout the development of the draft, and then the recommended plan. The Executive Board is anticipated to consider adoption of the FY 2024 Work Plan at the June meeting. **(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 10<sup>th</sup> TPAC meeting. The required applicant training was then held on Wednesday, October 26<sup>th</sup>, with the official call for projects opening on October 31<sup>st</sup> and closing on January 6, 2023. During this year's call for projects, four (4) project applications from two (2) separate municipalities were submitted for scoring and review: one (1) capital project from the Town of Knightdale, two (2) capital projects from the Town of Apex, and one (1) planning project from the Town of Apex. After CAMPO staff scored the applications, the CFAP Selection Committee convened on February 17, 2023. The committee unanimously voted to recommend to the TPAC that all four (4) projects be funded with the CFA Program Management Plan prescribed ten (10%) percent contingency.

The TPAC will be given a full update on the program and the applications during their March meeting. The selection committee recommended projects will be incorporated into the FY24 Recommended Work Plan for review 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)**

#### [FY 2023 Wake Transit Plan Implementation Project Progress and Expenditure Reviews](#)

Throughout the months of February and March in 2023, CAMPO staff, in cooperation with GoTriangle staff, will facilitate project progress and expenditure review calls with representatives of the City of Raleigh, Town of Cary, and GoTriangle to discuss project activity and associated expenditures for implementation elements that were allocated funding in prior fiscal year Wake Transit Work Plans. These project reviews, as in the past, will be completed between CAMPO staff and each individual project sponsor, rather than in a larger subcommittee meeting setting to make better use of everyone's time. These project sponsors will be the primary focus of the reviews because they are each recipients of

funding for multiple Wake Transit-funded implementation elements as part of a larger program of projects they individually manage.

The overall purpose of the upcoming memo/report is to document the overall health of Wake Transit-funded program activity and expenditures, document discussions regarding progress and expenditures for individual implementation elements with the aforementioned project sponsors and detail any action items or next steps resulting from those discussions for those implementation elements. At the March 28, 2023 Program Development Subcommittee Meeting, CAMPO staff will review a draft of the FY 2023 Project Progress & Expenditure Review memorandum and discuss what if any impact the review process had on the FY 2024 Recommended Wake Transit Work Plan. **(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 12<sup>th</sup> meeting. The memo has been posted to the TPAC Document Library [here](#). The 2023 Wake Transit Bus Service Review will commence in June 2023. **(Staff Contact: Evan Koff)**

#### Mobility Coordination Committee

The MCC is the CAMPO administered regional 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), developing a consistent ADA program, preparing for changes in the state's Medicaid program, preparing a regional mobility framework for emerging partners and creating 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 (MMIS) was issued to the firm of Nelson Nygaard with sub-consultant P3 on August 11, 2021, and the study is progressing.

The sub-committee members continue to meet at least bi-monthly to work through the coordinated plan's remaining recommendations 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 while advancing the mobility study. CAMPO and the members as funding partners and the technical steering committee, are continuing to work directly with the MMIS consultants to develop the regional mobility program.

Other ongoing committee work includes, examining the Triangle Transportation Choices/Transportation Demand Management (TDM) program for synergies with the mobility coordination efforts, supporting the 5310 Call for Project efforts and updating the recommended implementation schedule with new task items for Phase II of the MMI and the next few months. The MCC is preparing for FY 24 activities including the update to the CPT-HSTP/Wake Transit Plan, mobility management and micro-transit projects. New human service agency members and advocates for the disabled and low-income populations are continuing to join the MCC while agency staff turnover has resulted in new agency committee members. Members are sharing

Information to help new members become familiar with the committee's work and to coordinate services and programs to improve communication and service operations. Committee members are also continuing to work with NCPTA, NC DOT, service brokers and others participating in activities to improve the State's NEMT program.

Next subcommittee meetings are March 1<sup>st</sup>. Information on the MCC's work is on the CAMPO's [Mobility Coordination Committee webpage](#). The Short-Term Goal Implementation report is also available on the CAMPO website. CAMPO staff will be presenting regular updates to the TCC/Executive Board. **(Staff Contact: Crystal Odum)**

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

The latest SRTS Subcommittee meeting was held on Friday, December 9, 2022 to address the FY 2024 UPWP, future SRTS LAPP funded projects, the data collection process, and Wake County Public School System's Capital Improvement Plan. The next SRTS Subcommittee meeting will be held on Friday, March 17, 2023. An agenda will be sent out by March 7, 2023. **(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-nmvdv/>. **(Staff Contact: Kenneth Withrow)**

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

The Triangle Transportation Choices transportation demand management (TDM) grant program request for proposals for three different funding opportunities for fiscal year 2023-24 (FY24) closed February 10th. A brief overview of these three different RFPs (traditional, innovative projects, and equity & inclusion pilot initiative) can be viewed [here](#). Applications are being considered for FY24 funding.

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](#).

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 began integrating equity into the application process for TDM programs in line with the goals and proposed recommendations from the update initiative for smaller grassroots level/nonprofits/community-based organization. Information about the TDM Plan Update, FY 23 grantees, and FY 24 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:

1. Number of fatalities
2. Rate of fatalities (per 100 million VMT)
3. Number of serious injuries
4. Rate of serious injuries (per 100 million VMT)
5. Number of non-motorized (Pedestrian & Bicycle) fatalities and non-motorized serious injuries

The proposed targets for these performance measures are included in this agenda. The TCC is requested to recommend the Executive Board agree to plan and program projects in an effort to support the state in achieving these targets.

Updated public comment period for this information will be December 19 – January 17, 2023. Anticipated Executive Board action is January 18, 2023.

**(Staff contact: Alex Rickard)**

## 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 partners are updated on the progress of the project. Lane Construction have informed CAMPO that, due to last week's rain, the Hillsborough Street closure at Blue Ridge Rd and traffic shift to open the jughandle originally scheduled for Sunday February 19th, has been moved to the night of February 26<sup>th</sup>.

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 is developing a Reduced Conflict Intersection (RCI) design for this corridor. More information is expected in early 2023.

**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.

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

**(Staff Contacts: Alex Rickard)**