



INFORMATIONAL ITEM: PROJECT UPDATES

TCC – Jan 5, 2023

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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 consultant has developed a technical recommendation for a locally preferred alternative in each corridor, which was presented to the Core Technical Teams and Stakeholder Oversight Teams in October for feedback. A final round of public engagement occurred during November and December 2022, with anticipated recommendation of a final Locally Preferred Alternative early in 2023. 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. 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. The team will begin meeting with the individual town staffs in small groups to discuss this and potential hot spots in the coming months. 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. Public Open Houses on the project were hosted by the Town of Fuquay-Varina on Tuesday, December 6th, 2022 from 5:00pm -7:00pm at the Fuquay-Varina Town Hall; and at the Harnett County Administrative Building as of Thursday, December 8th, 2022 from 5:00pm – 7:00pm. The project website is located at www.US401CorridorStudy.com. (Staff Contact: Kenneth Withrow)

Mobility Management Program Implementation Study

CAMPO is conducting a two-year 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 short-term work found in the amended regional 2018 Coordinated Public Transit - Human Services Transportation/Wake Transit Plan. A technical steering committee, made up of regional 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 system's program, drafting a public engagement plan as well as a recommendation regarding potentially hiring a regional mobility manager. Phase I also includes a best practices and peer review, Board, stakeholder and targeted-public outreach and presentations, preparing a high level "white paper", and the potential development of an Interlocal Agreement for agencies to endorse participation in Phase II. Phase II, which is the actual implementation plan for the mobility management program, includes final development and analysis of operational details for participating agencies, 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 four 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, the Public Engagement Strategy and the White Paper/Implementation

Framework Report. The team has also provided an informational flyer and one pager on the study that defines mobility management.

At the latest TSC meeting held on October 18th, the members reviewed key points and discussed comments received on the implementation framework report for the mobility management program including the recommendations, determined what the necessary action items are for each of the attending jurisdictions to obtain their agencies/jurisdictions formal consent to participate in the recommended mobility management program and received input to shape the completed Phase I “White Paper”/Recommended Implementation Framework report that is now available for review. Next steps for the study include the TSC/consultant team providing board presentations and obtaining consent to endorse the MMP and for their agency’s participation in the recommended program. Full project completion, Phase II, is scheduled for June 2023. **(Staff contact: Crystal Odum)**

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)

Next milestone:

- 1. The consulting team will be presenting initial criteria development concepts and ideas to the project management team in early January.

(Staff contact: Tim Shortley)

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 was in response 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 placed adoption of the policy on its December 21, 2022 consent agenda. Adopted Wake Transit and TPAC documents can be requested from staff or view on the CAMPO/TPAC webpages, document library.

(Staff Contact: Stephanie Planchich)

Wake Transit Community Engagement Policy

The 2022 Wake Transit Community Engagement Policy was adopted by both the CAMPO and GoTriangle governing boards on November 16th.

(Staff Contact: Stephanie Planchich)

FY2023 Work Plan, 3rd Quarter, Amendment Requests

Zero (0) amendments requests were submitted for consideration during the FY23, 3rd quarter, Wake Transit Work Plan amendment cycle. The next Wake Transit Work Plan amendment cycle will launch in February with amendment requests for FY23 Q4 being due February 28, 2023.

(Staff Contact: Evan Koff)

Wake Bus Plan Project Prioritization Policy

CAMPO has been 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.

The PPP was released for public review from November 9th – 23rd. No changes have been made to the Wake Bus Plan PPP since it was brought to the P&L Committee as an information item. Governing board action to adopt the Wake Bus Plan Project Prioritization Policy will take place in January.

(Staff Contact: Anna Stokes)

FY2024 Work Plan Development Update

The TPAC Budget & Finance and Planning & Prioritization Subcommittees met jointly in December in order to develop a recommended funding scenario for inclusion in the draft FY24 Work Plan and Multi-Year Investment Plans based upon submitted updates to currently programmed operating and capital investments as well as any new projects. 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 was then held on Wednesday, October 26th, with the official call for projects opening on October 31st and closing on January 6, 2023. The selection process will run through the month of February, and the TPAC will be updated on the program applications in March. 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)**

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](#). 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, agencies addressing ADA program coordination opportunities, 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 a viable initiative. New human service agency members and advocates for the disabled and low-income populations are continuing to express interest in and join the MCC CT subcommittee as they learn about the committee 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.

Last subcommittee meetings were held in September with the full MCC committee meeting last held on July 21st for the quarterly review of the committee's work since its inception. The last quarterly meeting was held October 27th, 2022 while the subcommittee working meetings were held November 2nd. Next meetings are scheduled for January 6th (subcommittees) and January 19th (quarterly). 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, 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 SRTS Subcommittee met on Friday, December 9, 2022 to address the FY 2024 UPWP, future SRTS LAPP funded projects, the upcoming data collection process, and Wake County Public School System's Capital Improvement Plan. **(Staff Contact: Kenneth Withrow)**

Programs

Unified Planning Work Program FY 23 Modification

A technical modification was made to the FY 23 UPWP in November 2022:

- II-B-5: Forecast of Data to Horizon Year

~~This study will be done jointly with TJCOG and DCHC MPO. The MPO anticipates contributing up to \$70,000 toward this effort.~~

This text was modified to read:

This study will be done jointly with TJCOG and DCHC MPO. The MPO anticipates contributing up to \$50,000 toward this effort.

- II-B-6: Community Goals and Objectives

~~TJCOG will conduct activities in this line item as described in Appendix B of this document.~~

This text was deleted because the TJCOG activities are all attributed to task III-D-4.

- II-B-17: Congestion Management Process

~~TJCOG will conduct activities in this line item as described in Appendix B of this document.~~

This text was deleted because the TJCOG activities are all attributed to task III-D-4.

- Appendix B

Task Narrative Description: Triangle J Council of Governments

~~III-D-2. Statewide & Extra Regional Planning~~

III-D-4. Regional or Statewide Planning

This text was modified because the TJCOG activities are all attributed to task III-D-4.

Staff Contact: Shelby Powell, MPO Staff

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-nmvd/>. **(Staff Contact: Kenneth Withrow)**

Triangle Transportation Choices (Triangle Transportation Demand Management (TDM) Program)
The Triangle Transportation Choices transportation demand management (TDM) grant program is now requesting proposals for three different funding opportunities for fiscal year 2023-24 (FY24). A brief overview of these three different RFPs (traditional, innovative projects, and equity & inclusion pilot initiative) can be viewed [here](#). Completed applications, including all required submission documents, must be submitted by **5:00 PM EST on February 10, 2023** to be 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.tjog.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 persons are updated on the progress of the project. As of this moment, Hillsborough Street is closed at Blue Ridge Road by the railroad crossing for several months starting in early 2023.

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-00080 (NC 42 at Johnston Rd)
(Staff Contacts: Alex Rickard)