



# INFORMATIONAL ITEM: PROJECT UPDATES

August 7, 2025

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## Studies

### Regional Rail Infrastructure Investment Study

At the request of the CAMPO and TWTPo boards' Rail Subcommittees, the MPO's are partnering on a study to develop a passenger rail vision for the Triangle region. This study will culminate in a series of policy and project recommendations intended to facilitate deployment of passenger rail service in the area. It will recommend a critical path for investments in identified projects, a framework for transit plan participation decision making and a regional strategy for funding future rail projects. CAMPO and TWTPo convened a Rail Visioning Committee from their respective Rail Subcommittees on December 6, 2024, and kicked off the Technical Steering Committee with jurisdictions, GoTriangle and NCDOT in attendance. CAMPO and Consultant have conducted the review of the universe of project and analysis of potential service concepts. With input from the Technical Steering Committee, CAMPO, TWTPo and the Consultants have conducted the Federal, State and Local funding screening to match projects to the funding opportunity for which they are most competitive. This study has concluded with several deliverables designed to help this region move forward. The deliverables include:

- Project Universe: This includes the list of projects/bottlenecks to bring the region to the regional rail that the Joint Rail Subcommittee of the Executive Board for CAMPO and TWTPo envisioned.
- Federal Funding Screening: A document that looks at each project and what federal programs it may be eligible for as well as how competitive they are for each.
- State Funding Screening: A document that looks at each project and how they may compete in the NCDOT Prioritization Process.
- Decision Tree for Strategic Investment: A priority order for investments that will best position the region for incremental progress while bigger programmatic investments are pursued.
- Decision-making Framework: This framework aims to help with coordination among this region's stakeholders.
- Comment Resolution Matrix: During the formulation of the final deliverables the project team received great feedback from our Technical Steering Committee, this matrix provides the response to the feedback and how they were incorporated into the final study.
- Future Studies Memo: Noted early was the very high-level nature of this study, during the development of this plan we noted areas that will need future study to prepare the region for the regional rail build out.

**(Staff contact: Daniel Spruill)**

### Regional Multi-Modal Safety Action Plan

The Regional Multi-Modal Safety Action Plan is a project underway and will be finalized by June 2025. The Regional Multi-Modal Safety Action Plan when completed will better inform the safety-related performance metrics for the MPO, as well as evaluate available safety data to determine priority areas for safety improvement projects across multiple modes of travel in the region. The Multi-Modal Safety Action Plan will also ensure the completed plan meets the criteria for the IJJA's Safe Streets for All Program and Increasing Safe and Accessible Transportation Options planning criteria, thus allowing member agencies to apply for additional implementation funding through that program.

The Multi-Modal Safety Action Plan (aka The Blueprint for Safety Plan) process has resulted in the creation of the Blueprint for Safety Report, which is a plan to design a safer region, and it provides the building blocks for several objectives:

- Establishes a vision and commitment to reducing fatalities and serious injuries in the CAMPO region.
- Uses data to drive decision making regarding the region's top safety issues, where they occur, and who is most impacted.
- Incorporates feedback from the local communities and members of the public regarding their safety concerns. This helps paint a fuller picture of where problems are occurring outside of what the data say.
- Implements a proactive approach to addressing safety. Even if a crash has not occurred, analyzing crash trends provides an opportunity to prevent crashes from occurring.
- Identifies strategies and actions based on short-term needs and long-term goals for NCDOT, CAMPO, and the local agencies.

In addition to these objectives, CAMPO and NCDOT have several goals included within the Blueprint for Safety plan. Each goal focuses on correcting today's safety issues and planning for a safer tomorrow in the region.

- Articulate a vision for achieving a significant reduction in fatalities and serious injuries in the region.
- Inform other regional efforts, such as the Metropolitan Transportation Plan (MTP), and statewide efforts, such as the Strategic Highway Safety Plan (SHSP).
- Ensure consistency with the Highway Safety Improvement Program (HSIP).
- Create inputs for future grant applications for priority safety projects.
- Build a culture of safety throughout the region.

The Blueprint for Safety Report has been posted for public comment from May 19, 2025 - June 17, 2025. A public hearing is scheduled for June 18, 2025, at the Executive Board meeting. The Executive Board adopted the Blueprint for Safety Plan as included within the accompanying report on June 18, 2025.

**(Staff contact: Kenneth Withrow)**

## Committees

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

#### FY 2026 Wake Transit Work Plan Development Update

The Conference Committee to determine the future of VRT inclusion for the Wake Transit Plan met in June and came to a consensus that the Vehicle Rental Tax amount to be included in the FY 2026 Wake Transit Work Plan would be \$0 with future years still being listed as "TBD" as the Conference Committee continues deliberation. With this question being resolved for the FY 2026 Work Plan, the CAMPO Executive Board and the GoTriangle Board of Trustees both adopted the FY 2026 Wake Transit Work Plan at their respective June meetings. Work now begins on the FY 2027 Wake Transit Work Plan development, which will have its official kickoff at the August TPAC meeting occurring on the 28<sup>th</sup>.

**(Staff contact: Steven Mott)**

## Wake Transit Plan Update

The Wake Transit Vision Plan Update, which will extend the Wake Transit Plan's horizon to 2035, kicked off in December 2023 and is nearly complete. The Plan has had 3 phases of public engagement to date, with over 3,000 participants in online surveys and at in-person events and presentations. The consultants completed the Recommended Wake Transit Plan in June, and after TPAC review and consideration, the Recommended Wake Transit Plan will be released for public comment September 5<sup>th</sup> through October 5<sup>th</sup>. The Plan is expected to be considered by the Executive Board and GoTriangle Board of Trustees for adoption in November.

**(Staff contact: Ben Howell)**

## Mobility Coordination Committee

The MCC is the CAMPO administered regional coordination committee born out of the 2018 Coordinated Public Transit- Human Service Transportation Plan (CPT-HSTP) established to administer and monitor recommendations of the adopted regional coordinated plan and other coordination efforts. Coordinated Plans set the regional priorities for transportation investments and initiatives for human services and public transit coordination for seniors, disabled and low-income persons. The most recent 2024 coordinated plan was adopted by the CAMPO Executive Board on September 18, 2024, and is now available on CAMPO's website. The MCC has begun the work implementing the updated recommendations and strategies identified in the updated plan. The 2024 plan is built upon the 2018 plan that established short, mid, and long-term goals for the committee as well as recommendations from CAMPO's 2023 Mobility Management Program Implementation Study (MMIS) that outlined a plan for implementing the region's new mobility management program (MMP).

During the quarterly January 15, 2025, meeting the committee elected officers and adopted by-laws per the MMIS' adopted recommendations to formalize the committee. The members also voted to endorse the six-month work plans derived from the implementation schedule/work program for the two sub-committees (ADA and Community Transportation). During the last 7 months, ADA members have reviewed existing agencies ADA applications and policies, discussed and prepared for upcoming agency service changes, prepared a regional ADA coverage map, and the existing template for a regional ADA agreement. The group prepared an updated matrix of application similarities and differences and is reviewing the matrix as well as other regional agency practices and policies for coordinating and collaborating paratransit services in larger regions. The CT subcommittee members explored sub-goal 3.2.4 "Explored the implementation of micro- transit service in Clayton" and under 3.2.5 "explored opportunities to increase service capacity by exploring various service delivery methods and mobility options and adding vehicles" using the expansion of micro-transit service to the Clayton area. They have welcomed various other agencies' staff to present informational topics of interest such as the Western Regional Center staff to discuss transportation difficulties and to brainstorm possible solutions, from CAMPO Community Engagement Planner on the Harnett County Transit Feasibility Study, CAMPO's project 2055 MTP and the US 1 Corridor Study. Members were also updated on the subcommittee work of the Mobility Manager, federal funding opportunities and the FY 27 unified grant from NC DOT IMD.

During the subcommittee meetings on July 6, 2025, the members summarized efforts of the last 6-month' work programs and began discussions on the work programs for the next 6-month period. During the July 17<sup>th</sup> quarterly meeting, the sub-committee Chairs and Mobility Manager presented work completed during the 6-month work program and the committee adopted extended and expanded 6- month goals and the annual calendar.

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

## Programs

### FY 2025 Community Funding Area Program Update

The Wake Transit Community Funding Area Program's (CFAP) FY 2026 application cycle began in September.

CAMPO staff worked with our consultants to complete the update to the CFA Program Management Plan as part of the larger Wake Transit Plan Update. The draft document was completed in May 2024 for CAMPO staff to review. CAMPO staff organized a roundtable discussion on August 8, 2024, with the CFA partners to discuss any final changes needed to the document before it is presented to the TPAC. Based on discussion from this meeting, a decision was made to postpone the PMP update until Spring/Summer 2025. The TPAC was informed of this decision during their September 2024 meeting. In early 2025, as part of the 2035 Wake Transit Plan Update policy recommendations, additional revisions were made based on partner feedback and CAMPO staff worked to incorporate them into the final, updated PMP. The document was released for public comment in the month of May and is scheduled to move forward for adoption in November.

Project Incubation meetings for the FY26 CFAP Application Window was from October 1-21, 2024. These meetings were optional and by request of the applicants. No incubation meetings were requested this year. The CFA Applicant training was held on October 23, 2024. CAMPO staff provided an overview of the program, available funding, program schedule and application process for FY25. The pre-submittal meetings were held during the month of December. We received 4 applications from 3 applicants (Apex, Holly Springs, and Wake Forest). CAMPO staff reviewed the draft applications and provided comments and feedback. The call for projects opened on January 4, 2025, and closed on January 31, 2025. CAMPO received a total of four applications from three applicants: two from Apex, one from Holly Springs, and one from Wake Forest. The CFAP selection committee met twice; once on February 21, 2025, to discuss project details, funding, and implications for future years, and again on March 4, 2025, to recommend projects for inclusion in the FY26 Wake Transit Work Plan. The committee recommended all four applications for funding in the FY 2026 Recommended Wake Transit Work Plan. These recommendations were presented to the TPAC on March 20, 2025. The new projects were included in the recommended FY26 Wake Transit Work Plan. There are no further updates at this time. More information and this year's development schedule can be found on [CAMPO's CFAP website](#).

(Staff contact: Suvir Venkatesh)

### 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. The NMVDP was established as a research project. The goal as of 2015 was to get a program started that will establish a common consistent system to monitor bicycle and pedestrian traffic volumes and understand current trends. It was noted that by having more data, estimating future pedestrian, and bicycling demand will become more accurate,

allowing for better forecasting models. Having standardized volume data would also allow for evaluation across projects to be more readily compared at different scoping levels. The Non-Motorized Volume Data Program was intended to serve as a parallel program to service non-motorized volume data needs similar to NCDOT's Traffic Survey Unit, which provides Annual Average Daily Traffic Volumes for motor vehicles. Unfortunately, the NMVDP has not received the attention in funding or other resources beyond CAMPO and its constituent communities necessary for its success. Through much deliberation, CAMPO has noted that without significant changes to the program as constituted, the costs will continue to outpace the benefits of this program. Until there are changes, CAMPO has decided to end its involvement with the Non-Motorized Data Volume Count program at the end of FY 25; however, CAMPO is willing to revisit this in the future should the situation change.

**(Staff contact: Kenneth Withrow)**

### **FY 2026 Unified Planning Work Program, Administrative Modification #2**

This Administrative Modification to the FY 2026 UPWP included adding funding to the Wake Transit BRT Concept of Operations Study (\$13,338) that was not expended in FY 2025. This does not change the total project budget. This Modification was reported in the June 2025 Executive Board agenda materials. The Modified UPWP has been transmitted to NCDOT and posted to the MPO's website here: <https://www.campo-nc.us/funding/unified-planning-work-program>.

**(Staff contact: Shelby Powell)**

## **Projects**

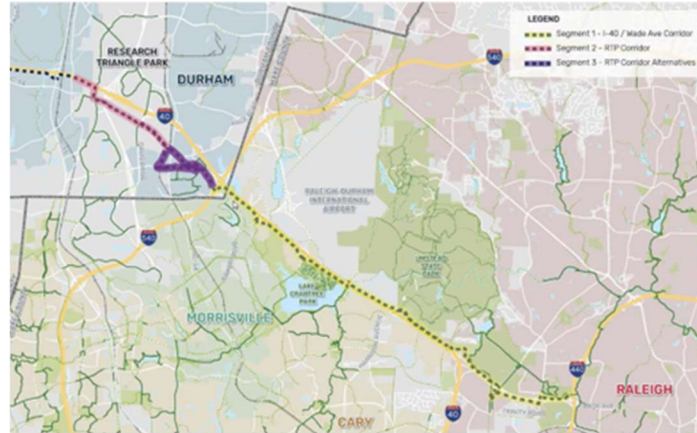
### **Triangle Bikeway East Design Project Update**

In 2019, Triangle area agencies worked together to plan a regional, 23-mile, shared-use path linking Raleigh, Cary, Morrisville, Research Triangle Park (RTP), Durham, and Chapel Hill following the I-40 and NC54 corridor. The path will connect Triangle residents and visitors to jobs, popular destinations, trail networks, transit, and more, across the region. While the project is called a bikeway, it will be a shared-use path suitable for users of all ages and abilities both on foot and by bike.

After extensive analysis and collection of significant community input, the project team evaluated over 100 miles of potential routes to develop a recommended alignment route. During the evaluation process, potential routes were studied to understand challenges and constraints. The Study elicited high levels of support for this facility from the County and municipalities along the corridor in the MPO area, as well as support from the cycling community and the public. Both DCHC & CAMPO Boards adopted the Triangle Bikeway Study in Spring/Summer of 2022.

In order to further evaluate implementation and prepare the project for potential funding opportunities, the project was split and is currently in different phases of design. More information about the study can be found on [trianglebikeway.com](http://trianglebikeway.com).

In 2024, Wake County and the Research Triangle Foundation partnered to fund the NEPA environmental analysis and Bikeway design of the recommended facility for the eastern portion of the bikeway that consists of 14 miles between Research Triangle Park/TW Alexander Drive to the NC Museum of Art greenway bridge at 1-440/Wade Avenue.



McAdams was selected to begin design in September 2024 to progress the design of the Triangle Bikeway Eastern section. Surveying Activities are 95% complete on Segment 1 & 2 and Segment 3 is 0% complete as of June 3, 2025 and work will continue through the summer. More regular updates will be forthcoming for Stakeholders as work continues to progress to 30% design.

**(Staff contact: Cara Russell)**