



INFORMATIONAL ITEM: PROJECT UPDATES

Executive Board – March 16, 2022

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Studies

FY 22 Hot Spots

The FY 22 Hot Spot program will have two study areas: bicycle connectivity in the Raleigh/Wake Forest area near Wakefield, NC 98 and Falls of Neuse Road; and a potential interchange design for Friendship Road at US 1 in Holly Springs. The RFQ for these studies closed December 29, 2021. Nine responses were received and staff is working on contracting with selected consultant teams. Work is anticipated to begin on the studies early March. (Staff Contact: Shelby Powell)

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.

Consistent with the pre-project development feasibility planning and alternatives analyses completed for the four (4) core BRT corridors in the original Wake County Transit Plan, the MIS for these rapid bus/BRT extensions will generally involve an analysis of the travel markets to be served, identification of environmental constraints in each corridor, development of alignment and station area alternatives to study further, development of market-appropriate operating plans, evaluation of alternatives against a set of performance and other relevant criteria, development of capital and operating cost estimates, selection of recommended preferred alternatives, a risk assessment, assessment of federalizing the extensions, and identification of project sponsors. Three (3) touchpoints of community outreach are planned for each corridor throughout the study. The first community outreach touchpoint occurred throughout October of 2021 and was focused on educating the public and stakeholders on rapid bus and BRT concepts and the study's purpose and goals while soliciting feedback on priorities for the investments to inform alternatives development and the development of an evaluation framework. The study is now in the alternatives development and screening phase, which is leading up to a second touchpoint of community outreach in April. The public will be asked to weigh in on their support for various alternatives in each corridor. Information will be available 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 was conducted in coordination with NCDOT and the Upper Coastal Plain RPO. As with the Northeast Area Study in FY 21 and 22, the Southeast Area Study needs to be updated to identify future recommendations for the MTP. The study will involve extensive public engagement, and an evaluation of transportation projects, policies and priorities that may have evolved or shifted since the original study. A meeting with the Upper Coastal Plain RPO and NCDOT Transportation Planning Div. was held in April 2021 to discuss possible study boundaries, project scope, and participating communities in the study area. Pre-scope meetings were held in July 2021 with participating jurisdictions and NCDOT. The Southeast Area Study Update Request for Proposals was

released during the fall of 2021 and Kimley-Horn was the selected consultant team. Contracts for the SEAS have been finalized, a notice to proceed has been issued to Kimley-Horn. Meeting notices and committee invitations will be sent out to CAMPO and RPO members in the coming weeks. **(Staff Contact: Brandon Watson)**

Triangle Bikeway Implementation Study

The Triangle Bikeway Working Group held their final meeting on December 16. Current activities include reviewing the final report; and preparing to transition both the Work Group and the website to the Triangle Regional Partnership, which is managed by TJCOG. The final report has been reviewed; and will be addressed during presentations to the TCC and Executive Board during the March/April timeframe of 2022. **(Staff Contact: Kenneth Withrow)**

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

The project team has now begun the third phase of the project. CAMPO staff will give a presentation on the project at a Fuquay-Varina hosted meeting on Tuesday, January 11 in the Fuquay-Varina Town Hall at 6:30 pm. CAMPO staff had sent out notice of the meeting as well. Currently, CAMPO staff in conjunction with the consultant team have reviewed alternative ideas, including additional southern and eastern alignments for the corridor. CAMPO staff and the US 401 Corridor Study team will report back to the Board no later than their regular March 16, 2022 meeting. The project website is located at www.US401CorridorStudy.com.

(Staff Contact: Kenneth Withrow)

Western Wake Traffic Signal System Integration Study

CAMPO recently completed the Triangle Region ITS Strategic Deployment Plan Update, which included the need for interoperable signal systems across jurisdictional boundaries leading to a goal of regionalized intelligent transportation systems (ITS) including coordinated signal systems. In January 2021, CAMPO began a study to regionalize ITS systems, including integrating traffic signal systems from multiple jurisdictions into one signal system.

Recommendations will include guidance and implementation step details to be fit for use in other areas across North Carolina where regional ITS signal system integration efforts would be applicable. Exult Engineering was selected as the lead consultant. The study is centered on the Western Wake area, coordinating with NCDOT and the Towns of Apex, Cary, Fuquay-Varina, Holly Springs, and Morrisville. A CTT meeting was held in September to discuss various details of the upcoming implementation plan, as well as the first ITS Regional Working Group meeting in October. A Study Oversight Team/Core Technical Team combined meeting was held in November to discuss different scenarios for operations and maintenance and the Implementation Plan draft. A CTT meeting was held in December discussing comments received on the implementation chapters, IT issues with IT staff from each CTT jurisdiction, and upcoming Operations and Maintenance chapters. Small group meetings were held during January along with a CTT meeting that focused on operations and maintenance challenges. The consultant team has

released additional chapters for review by the study team. The next CTT meeting is anticipated to be held in March with the project expected to be completed by end of April 2022. **(Staff Contact: Brandon Watson)**

Mobility Management Program Implementation Study

CAMPO is conducting a Mobility Management Program (MMP) Implementation joint study, 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 for a phased approach study to collect proposals from 4/9/21 to 4/30/21. The Notice to Proceed to the consulting firm Nelson Nygaard Associates, Inc. was issued August 11th 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. The Technical Steering Committee made up of transportation stakeholders kick off meeting occurred on August 31st. TSC members learned about the study work scope/schedule, expectations of the committee, and other items and provided input to the project team on topics such as their definitions for 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" identifying benefits and challenges a MMP may create for the existing regional transportation programs, a best practices and peer review, Board, stakeholder and 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, implementing the full public outreach strategy and a final report.

During the TSC Workshop#2 held October 19th, the project team worked on compiling and reviewing additional key regional plans, studies and programs and began the selection of peers for Task #5 – the peer reviews. Tasks #3 and #4 will continue as the team collects and reviews transportation services, prepares elements of the Public Engagement Strategy and outreach to various stakeholders while jurisdictional Board presentations will be coming in the beginning of the new year. The December 16th scheduled Workshop #3 was rescheduled and held on January 13th where the TSC members reviewed the final DRAFT stakeholders/boards presentation and handouts that introduce the study to stakeholders. The TSC also discussed regional existing conditions and scheduled the project presentations for each jurisdiction. During January and February continuing into March, Phase I of the stakeholder engagement begins with the consultant team/CAMPO and TSC members providing the study introductory presentations to stakeholder agencies boards and providing an informational flyer and one pager on the study that defines mobility management. The next TSC meeting will be scheduled in April to go over what was learned during the presentations, the foundational existing conditions report for the region and the analysis of peer reviews. The next TSC workshop will also include hands on development of the Implementation framework and transit service impacts. Project completion is June 2023. **(Staff contact: Crystal Odum)**

Committees

[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. Given the complexity of our regional transportation system and the type of mobility management program that may be required to be implemented, the MCC members recommended to the CAMPO Board to hire 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 on August 11th.

The MCC working group/sub-committees met last on February 4th (CT) and November 3rd (ADA) to continue to address 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. Given the City of Raleigh's staff workload and pending MMIS work, the ADA subcommittee Chair/Vice Chair paused the ADA subcommittee meetings until such time it is clear there is no overlap or duplication of work with the MMIS consultant. CAMPO staff is coordinating MMIS and MCC work including the remaining short-term ADA recommendations yet to be completed.

The CT subcommittee Chair/members are also working directly with the MMIS consultants to develop the regional mobility program. A subset of the CT committee met in late February to determine if a potential pilot program to improve communication between the human service agencies and the transit providers is doable. Committee members and participating in, activities and progress on the State's NEMT program. In the coming months, there will be continued close coordination with the MMIP study project team/consultant and the MCC, coordinating the work including developing the structure for the mobility management program w best to obtain leadership guidance on the mobility management study's direction. Next subcommittee working meetings are scheduled for April 4th to continue this work.

The full MCC committee was updated on all quarterly sub-committee activities at the quarterly January 20th meeting. MMIS consultants from Nelson Nygaard participated in the meeting to continue learning more about the member agencies and provide content of the study. CAMPO presented the draft stakeholder's presentation and received input on it. The next full committee quarterly meeting is scheduled for April 21st. Project updates to the Wake Board of Commissioners, TCC/TPAC, the CAMPO Executive Board and other partner boards will also occur in the new year. 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 SRTS Subcommittee met on Friday, September 24, 2021. Items discussed included the future Road Safety Audit, developing a baseline crossing guard inventory, and general updates. The proposed Road Safety Audit (RSA) will be the first of its kind in North Carolina; and will serve as the pilot project that will be used throughout the state in future years. The candidate school for the RSA was awarded to Vandora Springs Elementary School in Garner, North Carolina. Staff from CAMPO, NCDOT, Wake County Health and Human Services, Wake County Public Schools, and the Town of Garner participated in the Safe Transportation for Every Pedestrian "Train the Trainer" workshop on Wednesday, September 29, 2021 in preparation for the RSA. The latest SRTS Subcommittee meeting was held on Friday, December 17, 2021; in which the Vandora Springs Elementary was discussed. The next SRTS Subcommittee meeting will be held on Friday, March 18, 2022. **(Staff Contact: Kenneth Withrow)**

Safe Routes to School (SRTS) Road Safety Audit Project CAMPO/NCDOT

The FY 2022 Capital Area MPO Unified Planning Work Program (UPWP) contains a continuation of three major work tasks from FY 2021 that are to be done by the SRTS Subcommittee. Those tasks include - in priority: (1) Creating a Baseline Crossing Guard Inventory, (2) Development and Distribution of a Bicycle Comfort Level Map, and (3) Pursuing the development of School Road Safety Audits. As of August 26, 2021, CAMPO, in cooperation with NCDOT and the Wake County Safe Routes to School coordinator, have selected Vandora Springs Road Elementary School as the state's first pilot project for a school Road Safety Audit. Staff from CAMPO, NCDOT, Wake County Health and Human Services, Wake County Public Schools, and the Town of Garner participated in the Safe Transportation for Every Pedestrian "Train the Trainer" workshop on Wednesday, September 29, 2021 in preparation for the upcoming RSA. The Road Safety Audit for Vandora Springs Elementary School occurred on Friday, November 19, 2021. The draft RSA report has been reviewed by the Road Safety Audit team; and the final draft will be presented to the SRTS Subcommittee at their March 18, 2022 meeting. **(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. CAMPO and ITRE staff, along with staff members from the participatory local governments had met to talk about maintenance of the counters as well as scheduling on-site visits to the counters. On-site visits have been conducted; and will occur as needed. Currently, ITRE staff is working to develop a maintenance agreement for the counters. Information on the current counters can be found at: <https://itre.ncsu.edu/focus/bike-ped/nc-nmvd/>. **(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 20 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 on Friday, December 17, 2021 and applications are due on February 18, 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/non-profits/community-based organizations that work with equity priority communities. Information about this initiative and all RFP information is located at the link below. Notice of award is expected mid-May 2022. 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 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-land-use-transportation/transportation-demand-management>. (Staff contact: Brandon Watson)

Projects

NCDOT Highway Project U-2719 – Updates

The overall completion is scheduled for 2024.

Division 5 Engineer Brandon Jones gave the Executive Board a presentation during their October 20 meeting. 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: Project one of two regional-tier projects selected for BA funding. Original anticipated cost \$15m. Project has been assigned to firm VHB for planning and engineering tasks. An updated cost estimate from NCDOT increases the anticipated cost for the project to \$21.3m, not including preliminary engineering costs. This additional budget will be compensated with the \$10m in contingency funds set aside in the adopted BA list of projects. *If the total cost of projects exceeds the entire source of BA funds, additional costs will come out of the CAMPO STBGDA allocation (traditionally utilized under the Locally Administered Projects Program (LAPP)).* NCDOT Mobility & Safety has agreed to contribute HSIP funds to this project in order to extend the limits through the Dwight Rowland Rd. intersection on US 401.

HL-0007 Construct a grade separation at the at-grade intersection of NC 55 and Technology Drive: Project two of two regional-tier projects selected for BA funding. Original anticipated cost \$30m. Project has been assigned to firm Meade & Hunt for preliminary engineering activities. The traffic analysis currently underway.

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. NCDOT's Division 5 has started the preliminary engineering on the first handful of projects on the Division-level intersection improvements list. Once Division 5 has completed PE on these projects, they will start PE on the next handful of projects. The intention is to go as far down the intersection improvements list as possible with the available \$45m. Note: these projects could increase or decrease in scope based on further analysis completed by NCDOT. The projects currently in the initial PE phase are:

- HL-0008A (Lake Wheeler Rd. at Ten Ten Rd.)
- HL-0008B (Kildaire Farm Rd. at Penny Rd.) **Project deemed not necessary after further discussions with NCDOT. Project removed from list.**

- HL-0008C (NC-50 (Benson Rd) at Timber Dr.)
- HL-0008D (Holly Springs Rd. at Sunset Lake Rd.)
- HL-0008E (Main St. at Holly Springs Rd.) **Project funded through LAPP and therefore will not use BA funding.**
- 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-0008M (NC 42 at Old Stage Rd)
- HL-0008N (Hilltop Needmoore Rd at Johnson Pond Rd)
- HL-0008O (NC 42 at Johnston Rd)
- *The following intersection projects are currently under consideration on whether to move forward based on updated traffic analysis: Holly Springs Rd at Arthur Pierce Rd, NC 42 at Rock Service Rd, Ten Ten Rd at Rand Rd, Optimist Farm Rd at Johnson Pond Rd, Old Stage Rd at Legends Rd, NC 50 (Benson Rd) at Steven Oaks Dr & Cleveland School Rd.
- *NC 50 at Steven Oaks Rd was on list but will have the westbound right turn lane constructed as part of Complete 540 project and left turn lane deemed not needed.

(Staff Contacts: Gretchen Vetter & Alex Rickard)

Wake Transit Plan Implementation Updates

Draft FY 2023 Wake Transit Work Plan Development

Project funding requests for the Draft FY 2023 Wake Transit Work Plan were submitted by TPAC member agencies/project sponsors in October of 2021. The TPAC Planning & Prioritization and Budget & Finance Subcommittees have reviewed the merits of the funding requests and evaluated the Wake Transit financial model's tolerance for their inclusion in the Draft FY 2023 Work Plan. An analysis of this financial tolerance revealed a \$230 million gap in funding to cover the full range of programmed project expenditures through FY 2030. The TPAC subcommittees evaluated scenarios in December in January to close this gap and have recommended a solution to result in a solvent multi-year operating program and capital improvement plan through FY 2030. The Draft FY 2023 Wake Transit Work Plan was released by the TPAC for public comment at its February 9th regular meeting. A stakeholder Q&A session with project sponsor staff is scheduled for March 17 at 4:00 p.m. Stakeholders with specific questions or comments about the draft Work Plan are encouraged to submit their inquiries at least three days in advance, or sooner. This will provide staff with an opportunity to more fully understand areas of concern and arrive more prepared for the conversation. There will be time for open discussion during the two-hour event, including responses to questions and comments submitted before the event. For anyone unable to attend on the 17th, a pre-recorded version of the staff presentation will be posted prior to the event. More information is available on <https://goforwardnc.org/input/>. **(Staff Contact: Shelby Powell, Evan Koff)**