

INFORMATIONAL ITEM: PROJECT UPDATES

March 2021

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John Rex Endowment Grant Award Update

The Wake County Model Safe Routes to School (SRTS) Project is in its fourth year. The project has been extended an additional six months as of September 2019. This John Rex Endowment-funded effort is working toward the goal of improving child pedestrian safety in the county by increasing understanding of and support for SRTS programs and identify opportunities to improve policies and practices that improve pedestrian safety for all users, especially children. Also, the North Carolina Department has set aside \$1.5 million of Transportation Alternative Program funds for Safe Routes to School programming. Communities can use the funds to develop creative programs that educate children and parents about safely walking and bicycling to school. As of May 17, 2019, Wake County Human Services was awarded the North Carolina Department of Transportation (NCDOT)'s Safe Routes to School (SRTS) Non-Infrastructure Grant. This grant will allow Wake County Human Services to continue supporting Safe Routes to School work in Wake County for the next three years (2019 – 2022); and Ms. Jennifer Delcourt will remain in place to coordinate the new Safe Routes to School grant project. The Subcommittee and Ms. Delcourt will work together on various projects over the three-year period; as well as review the Program Elements as developed in 2015. Discussion topics at the September 20 meeting included the JRE Grant, NCDOT BOT's adoption of the Complete Streets Policy, updates concerning UPWP tasks this fiscal year, updates concerning Vision Zero, and activities occurring with the Wake County Public School System. The SRTS Subcommittee met on Friday, July 17, 2020 to receive updates and address important topics such as: (1) Safe Routes to Schools in a COVID-19 Environment, (2) Updates for the TJCOG and Wake County SRTS Programs, (3) the Capital Area MPO Complete Streets Resolution, (4) a Data Sharing MOA between CAMPO and the Wake County Public School System. The SRTS Subcommittee met on Friday, October 16, Friday, November 13, and Friday, December 11, 2020 to develop an action plan. The next SRTS Subcommittee will be tentatively scheduled for Friday, March 12, 2021 to finalize the action plan. **(Staff Contact: Kenneth Withrow)**

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. The current goal is a reduction in the growth of vehicle miles traveled by 25%. 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 19 Annual Impact Report for the Program was released in late 2019 and can be viewed at the website below.

The FY 22 Request for Proposals for the Triangle TDM Program has been released. Applications are due on March 12, 2021 by 5 PM. The RFP and all documents can be found on the Triangle TDM Program website at: <https://www.tjcog.org/programs-land-use-transportation/transportation-demand-management>.

TJCOG also began updating the Triangle TDM Plan in 2019. The intent is 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. Gresham Smith serves as the lead consultant for NCDOT's Statewide TDM Program providing technical assistance for TJCOG's Triangle TDM

Update work. In April/May of 2019, several peer reviews and focus group surveys with TDM stakeholders were held and a technical assistance report was submitted to TJCOG in May 2019. This report focuses on aligning Triangle TDM with the NCDOT Public Transportation Statewide Strategic Plan and continuing the expansion and effectiveness of TDM in the Triangle Region. TJCOG presented the TDM Plan Goals Update in December 2019 as information to the TCC and Executive Boards. Public comment period on the Plan Goals Update closed on December 20, 2019. An Oversight Committee meeting was held in early February, 2020 to discuss public and MPO comments, and feedback is currently being incorporated into the plan. However, the plan update is currently on hold due to NCDOT funding issues and COVID impacts. **(Staff contact: Brandon Watson)**

Triangle Bikeway Implementation Study

The Capital Area MPO, in cooperation with the Durham-Chapel Hill-Carrboro MPO are planning in FY 2020 to conduct an Implementation Study for a regional bicycle connection from Raleigh to the Park Center site at Research Triangle Park in Durham County via a separated greenway type facility generally following the I-40 corridor; and a Feasibility Study between the Park Center site and US 15-501 in Chapel Hill; which will also address bicycle/pedestrian facility gaps along NC 54 in Durham County. The Implementation Study will build upon feasibility study work completed by Wake County. The purpose of this bikeway is to serve commuters between Raleigh, Durham, Cary, RTP and Morrisville; and connect with existing and extensions of a planned facility in the City and County of Durham, which ultimately connects to US 15-501 in the Town of Chapel Hill.

An RFP for this study was advertised between June 26 and July 26, 2019. Candidate interviews have occurred, and negotiations have been finalized with the consultant team of McAdams; leading to a “Notice to Proceed” as of the end of March 2020. The consultant staff have used this time to work on website review, crowdsource map review, URL address discussion, stakeholder list review / completion, scheduling for Case Study briefings. The first Triangle Bikeway Working Group meeting was held on Thursday, July 16 from 1:30 to 3:30 pm; which included a nationwide review of bicycle facility case studies, along with a review of the project website and survey. There have been numerous interjurisdictional meetings, mayoral meetings, municipal work sessions, and Stakeholders throughout the months of September, October and November. Over 2100 persons have participated in the MetroQuest survey concerning the proposed bikeway; which closed on November 13. The next Triangle Bikeway Working Group meeting will be tentatively scheduled for Thursday, April 8, 2021 from 1:30 to 3:30 PM. **(Staff contact: Kenneth Withrow)**

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 that continuously collect count data on representative facilities in North Carolina. The NMVDP has expanded to include additional permanent counters installed by the City of Raleigh Parks and Recreation Department. Both ITRE and the City of Raleigh have agreed on the data monitoring and management processes; as well as future operational coordination. Data from the

additional counters will also be incorporated into the quarterly data reports that are generated by ITRE. The annual data report has been released for public review. At this time both CAMPO and NCDOT are working to transfer management and ownership of NMVDP counters based on agreements established prior to the installation of the counters in 2018. **(Staff contact: Kenneth Withrow)**

Mobility Coordination Committee

The 2018 Raleigh Urbanized Area Coordinated Human Services Transportation Plan (CHSTP), changed to the Coordinated Public Transit-Human Services Transportation Plan, Amendment #1 (CPT-HSTP), sets the priorities for transportation investments and initiatives for human services and public transit coordination. The plan, which was developed with input from a diverse Human Services Transportation Working Group sub-committee of the Wake Bus Plan Core Technical Team, is in concert with the larger Wake Bus Plan. It guides funding and service development for transportation projects supporting elderly, disabled and low-income individuals.

One of the recommendations of the Plan is to formalize the Coordinated Plan Working Group to establish a Mobility Coordination Committee (MCC) and to assign this group responsibility for implementing recommendations identified in the plan. The short-term (2019-2022) goals for the MCC include creating a consistent framework for Wake County's ADA Services; coordinating the management and delivery of ADA services; monitoring the ongoing changes in the Medicaid program and transitioning the rural transportation programs into a mobility management framework.

On February 19, 2020, the Executive Board adopted the 2018 updated Coordinated Human Services Public Transportation Plan, Amendment #1 and formalized the MCC. CAMPO staff had convened the working group on May 22, 2019 inviting transit provider members from GoCary, GoRaleigh, GoTriangle, GoWake Access/Wake County, JCATS, KARTS and HARTS. The MCC has developed its membership, organizational and meeting structures, completed a working "Recommended Implementation Strategy Schedule" including a rolling six months of actionable items, supported the City of Raleigh's 5310 Program Management Plan update and updated the coordinated regional plan. Three working Sub-committees - Administration, ADA and Community Transportation, that meet monthly, were created to address the characterized goals and beginning February 7, 2020 human service agencies and other stakeholders joined the Community Transportation sub-committee to share information and further coordinate. The full MCC committee began meeting quarterly on October 24, 2019.

Given the state response to COVID-19, all meetings are virtual until further notice. For 2020, the April 3rd and the May 6th sub-committee meetings were cancelled due to the transit provider's necessary COVID response. The April 23rd quarterly meeting was also cancelled. Virtual committee meetings resumed on June 5th.

To date, the MCC has also agreed on coordinated/shared ADA service gap methodology language and established the opportunity for coordinated provider ADA eligibility assessments. Work continues with the members coordinating transit provider policies for late cancellations/no shows, visitors, transfers and fares, and coordinating with other regional initiatives such as Live Well Wake and Wake County's Micro Transit Study. The MCC continues preparing for and monitoring the state's NEMT program changes with implementation to occur

July 1, 2021, coordinating with human services agencies to begin additional communications outreach efforts and developing the mobility management program.

Given the complexity of our regional transportation system and various mobility management programs, the MCC members recommend bringing on a consultant to assist with the mobility management program development. Consequently, a Mobility Management Program (MMP) joint study, to be conducted in partnership with Wake County, has been added to CAMPO's FY22 UPWP. The MCC is working on updating a draft MMP work scope to include a phased work approach. Phase I includes the review and analysis of existing regional programs, the impact of the mobility management program on each existing program as well as recommendations regarding hiring a potential regional mobility manager. Phase I would also include the drafting of a high level "white paper" identifying benefits and challenges a MMP may create, Board presentations and an Interlocal Agreement for agencies able to participate in Phase II, the actual development of the mobility management program. The working sub committees met last on February 5th and updated the full MCC committee at the quarterly January 21st meeting following the January 6th sub-committee meetings. Next scheduled meetings are March 5th. Information on the MCC including the meetings schedules, agendas and summaries are posted on the CAMPO website. Periodic updates to the Wake Board of Commissioners, TCC/TPAC and the CAMPO Executive Board and other boards will be provided with schedule and workplan updates anticipated to be presented during this fiscal year. **(Staff Contact: Crystal Odum)**

NCDOT Highway Project U-2719 – Updates

For the Blue Ridge and Hillsborough Intersection

- Update on 4437: still waiting on ROW in order to begin utility relocation. Closure of Blue Ridge has been pushed until after the fair in 2021. There will be utility relocation and road work to prep for that closure.

Long Term Closure(s)

1. I-440 Westbound Off Ramp to Wade EB (Long Term Detour)

o Duration: Long Term

The reason for this notification is to provide the Department and affected government entities advanced notice of the upcoming ramp closure of Loop B (I-440 westbound to eastbound Wade Ave) scheduled to begin on Monday night, November 11th, 2019. This ramp closure will be utilized for the completion of the temporary ramp from eastbound Wade Ave to westbound I-440 (Ramp B) and for the construction of the final proposed alignment. The approved off-site detour will take the traveling public to the Westbound I-440 off ramp to eastbound Hillsborough St where the eastbound Hillsborough St on ramp to eastbound I-440 can be used to travel back towards the I-440/Wade Ave interchange.

2. I-440 EB Exit to Western Blvd Loop

o Duration: Long Term

Reason for this closure of this loop is to allow for construction to occur inside the quadrant of the interchange. Traffic will be able to take the Exit Ramp at Exit 2 prior to the overpass and then can make the movement to Western Boulevard eastbound or westbound. This closure will be in effect for up to nine months. Please use caution in this area due to construction activity.

3. I-440 Westbound Shift to Median between Jones Franklin Road and I-440/Walnut

Interchange

o Duration: 9 months

Reason for this shift is to construct new alignment of westbound I-440 and Collector road. Traffic will still be able to exit to the collector to get to I-40 and Walnut exits by utilizing single far right lane after Jones Franklin bridge. This closure will be in effect for up to nine months. Please use caution in this area.

4. I-440 Eastbound Off Loop to Jones Franklin Road

o Duration: 9 months

Reason for this closure is to construct new alignment of eastbound I-440 off ramp to Jones Franklin. Traffic will still be able to exit to Jones Franklin Road by utilizing single far right lane approaching the Jones Franklin bridge and using the new temp exit loop. This closure will be in effect for up to nine months. Please use caution in this area.

New Traffic Patterns

1. Westbound I-440 mainline under Walnut bridge
 - o Anticipated Date: March 1, 2021
 - o Reason for this shift is to construct new alignment of westbound I-440.
2. Westbound I-440 after Walnut bridge
 - o Anticipated Date: March 1, 2021
 - o Reason for this shift is to construct outside shoulder of westbound US-1.
3. Westbound I-440 Western to Athens
 - o Anticipated Date: March 21, 2021
 - o Reason for this shift is to construct new alignment of westbound I-440.

Further details about the projects are located at [I-440 & Blue Ridge Road Improvements](https://www.ncdot.gov/projects/i-440-improvements/Pages/default.aspx)
<https://www.ncdot.gov/projects/i-440-improvements/Pages/default.aspx>. (Staff Contact:
Kenneth Withrow)

Northeast Area Study Update

The Northeast Area Study (NEAS) was completed in FY 2014. The study evaluated land use and transportation issues in the northeastern section of CAMPO's planning area. As with the Southwest Area Study in FY 18 and 19, the NEAS needs to be updated in order to prepare for the 2050 MTP. The study covers parts of Wake and Franklin Counties, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, Wake Forest, Youngsville, Franklinton, and part of Raleigh. The update will involve extensive public outreach, and an evaluation of transportation projects, policies and priorities that may have evolved or shifted since the original study. The project timeframe is anticipated to go through June 2021.

Stantec was selected as the top scoring consultant and approval of moving forward with the contract was approved at the Executive Board in January 2020. Notice to proceed was issued to Stantec in February and the first Core Technical Team (CTT) meeting was held on March 10, 2020. A Stakeholder Oversight Team (SOT) meeting was held on June 15, 2020 discussing what we have heard so far, guiding principles, bicycle and pedestrian issues, and land use scenario development. A CTT meeting was also held on July 20, 2020 discussing public engagement,

planning themes for the guiding principles, bicycle/pedestrian data, and developing the two alternatives in the land use scenario modeling. A project work plan and public participation plan have also been developed. In August a Visual Preference Survey was conducted with the SOT and a virtual building block exercise was held with the CTT and planning/administrative staff from each jurisdiction to help further define two alternative growth scenarios. The project team has been working on a “local plans” growth scenario and creating the two alternative growth scenarios, discussing with the CTT at the October CTT meeting. Hotspot selection methodology and locations, policy updates, and the second newsletter were also discussed at the CTT meeting. Policy guidance, Bicycle/Pedestrian, transit, and freight project directions were discussed at the November 2020 CTT meeting. At the CTT meeting on December 14, 2020 discussion occurred about the preferred land use scenario, roadway deficiency follow-ups, bicycle/pedestrian recommendations, and policy implementation direction. At the most recent Stakeholder Oversight Team meeting, a project update was given, and the group was introduced to the draft recommendations for transit, bike/ped, and roadway modes. The SOT was also given access to all of the public engagement materials set to open in mid-February to review and comment on.

The second round of public engagement is now live through the project website! The open house includes a virtual tent to explore at your convenience with project information, interactive maps to review and comment on recommendations, as well as a survey to provide feedback on prioritizing the recommendations into near, mid, and long-term buckets. Visit www.neasupdate.com for more information and a schedule of events. **(Staff Contact: Brandon Watson)**

Bus on Shoulder Study

CAMPO is partnering with DCHC MPO, NCDOT and GoTriangle to conduct a regional evaluation of potential expansion of the Bus on Shoulder System currently operated on I-40. The Study will also look for opportunities to enhance the North Carolina rules and guidelines for using Bus on Shoulder in other parts of the state. The Executive Board approved a contract with HDR at its June 2020 meeting, and the first technical steering committee meeting was held in July. The study will evaluate current Bus on Shoulder operations against best practices from peer regions and will recommend methods to evaluate and prioritize future Bus on Shoulder projects in the Triangle and across the state. Recommendations from the study are expected in June 2021. The Technical Steering Committee participated in an Expert Panel presentation in late August to ask questions of peer BOS Systems. The Technical Steering Committee began regular monthly meetings in September. The study corridors have been finalized, and work on the suitability metrics and analysis is underway. **(Staff Contact: Shelby Powell)**

Western Wake Traffic Signal System Integration Study

The Capital Area MPO 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. Moving forward from the update, CAMPO is leading a study to regionalize ITS systems, including integrating traffic signal systems from multiple jurisdictions into one transportation 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. The study will be centered on

the Western Wake area, coordinating with NCDOT and the Towns of Apex, Cary, Fuquay-Varina, Holly Springs, and Morrisville. A meeting was held in September 2020 to discuss and gather feedback on the proposed scope of the project. The request for proposals for the study was posted on September 18, 2020 and proposals were due on October 9, 2020. A team comprised of staff from the Capital Area MPO, the NC Department of Transportation, and the towns of Cary, Morrisville, and Fuquay-Varina met in October to review proposals and select a consultant. Exult Engineering was selected as the top scoring consultant and the Executive Board approved moving forward with the contract in December 2020. Notice to proceed has been issued in early January and the team is currently discussing first meetings and inventorying existing data. Members within the study area will be receiving data requests in preparation for the first meeting in March. The project timeframe is anticipated to be from January 2021 to June 2022. **(Staff Contact: Brandon Watson)**

US 401 Corridor Study

The Capital Area Metropolitan Planning Organization (CAMPO) has begun a study that will cover the US 401 corridor from generally US 421 in Harnett County north to Banks Road in Wake County. The study will determine the ultimate cross-section and alignment of US 401; and will explore interim projects that may lead to that ultimate cross-section and alignment. The study will result in a functional design of the ultimate corridor, and an implementation strategy that recommends short term, long term, and policy recommendations that will lead to the successful implementation of US 401. The study deliverables will include defining a corridor, as well as intersection designs. For the purpose of this study, the corridor will be divided into three segments. Which will enable the study team to focus on the requirements of each segment individually. The following extents for the three segments are:

US 401 Fuquay-Varina Bypass

Fuquay-Varina – Banks Road to Harnett/Wake County Line
Southern Section – Harnett/Wake County Line to Lillington

The final study outcomes will allow for local CTP adoption of the US Hwy 401 Bypass to be included therein and ROW dedication provided with development as appropriate along the corridor. This study will include a public involvement component intended to engage residents along the corridor and commuters traveling through the area. The Core Technical Team (CTT) met on Wednesday, February 24th.

The first phase of public engagement is slated to begin on March 11th, with a virtual public meeting scheduled for Thursday, March 25th at 6pm. **(Staff Contact: Kenneth Withrow)**

Wake Transit Plan Implementation Updates

1) Wake County Transit Plan Update

In August of 2019, CAMPO kicked off the development of the Wake Transit Vision Plan Update, which is a tune-up to certain assumptions made in the original Wake County Transit Plan and an extension of the planning horizon for the Wake County Transit Plan from 2027 to 2030. To date, the focus of the plan update has been on reassessing cost and schedule feasibility assumptions for major capital projects, producing a countywide transit market reassessment, determining

remaining financial capacity for additional transit investments through 2030, soliciting public and stakeholder input on investment priorities, and prioritization and reprogramming of investments.

Due to the economic uncertainty surrounding the COVID-19 pandemic, our forecasting of revenues through 2030 has changed significantly. Financial scenarios that account for projected revenue reductions reveal that revenues collected during the three years added to the planning horizon will need to be used to rebalance expenditures previously programmed through 2027 under more optimistic revenue assumptions. The financial scenarios also revealed that some limited cuts to planned expenditures may be necessary.

Within the context of these financial projections, CAMPO and its Wake Transit partners solicited input from the public throughout the month of August and did the same with our targeted stakeholder group in mid-September. This input and other factors were used to provide guidance on prioritization and reprogramming of currently planned projects through 2030 at a reprogramming workshop held in early November. A second workshop was held in early December to finalize a project programming alternative to carry forward for the final plan update. A second set of stakeholder engagement sessions was held in mid-November to circle back with them on how their input in September was used to guide project prioritization and programming and to solicit further limited input on whether the plan update assumptions are going in the right direction.

The plan update is now in its final phase, which is the production and review of the final plan update document. The TCC and Executive Board will receive the final plan update and associated document as information at their March meetings and will consider action at their April meetings. It is anticipated that the Executive Board will hold a joint public hearing with the GoTriangle Board of Trustees at its March 17th regular meeting. A 40-day public comment period for the plan update will run from mid-February to late March before it is considered for action by the TCC and Executive Board. **(Staff Contact: Bret Martin)**

2) FY 2022 Draft Wake Transit Work Plan

The FY 2022 Draft Wake Transit Work Plan was developed by CAMPO and GoTriangle staff, in cooperation with the Wake County Transit Planning Advisory Committee (TPAC), throughout the months of December and January. Per the Wake Transit Governance Interlocal Agreement, the TPAC makes a recommendation to both the [CAMPO Executive Board](#) and the [GoTriangle Board of Trustees](#) to adopt an annual Wake Transit Work Plan. The Work Plan includes three core elements:

- a) The transit operating and capital improvement budgets scheduled to be implemented in the next fiscal year, which runs from July 1 through June 30;
- b) A summary of updates made to the financial assumptions used for forecasting revenues and expenditures to support the implementation of current and future projects; and
- c) Detailed scope and financial information for planned transit investments through FY 2030, which is the current planning horizon of the Wake Transit Plan.

The TPAC released the FY 2022 Draft Wake Transit Work Plan for public review and comment at its February 17th regular meeting. The public comment period for the Draft Work Plan will run

from February 19th through March 21st. CAMPO staff will present the FY 2022 Draft Wake Transit Work Plan as information to the TCC and Executive Board at their March regular meetings. **(Staff Contact: Bret Martin)**

3) Wake Transit Performance Tracker

CAMPO is the designated lead agency tasked with developing an online Wake Transit Performance Tracker. In May, CAMPO executed a contract with WSP for support in bringing two components of the online resource to fruition.

Component #1 is an interactive project map that will put the investment information contained in the annual Wake Transit Work Plan into a visual, searchable format. Users will be able to see detailed information on Wake Transit-funded service and infrastructure projects that have been completed, are underway or are planned for future years.

Component #2 is a graphic-driven dashboard that will display progress toward reaching Wake Transit program goals. The elements of the dashboard are intended to reflect programmatic goals set in the Wake Transit Plan, Bus Plan and other adopted materials.

A core technical team has been assembled and held meetings in June, August and October. The group represents a diverse collection of TPAC partner organizations. Individuals on the team are almost equally split between those with technical knowledge and planning skills and those who are experts in engagement, marketing, and communications.

The development timeline for the Wake Transit Performance Tracker can be split into three sections. June through December of 2020 was focused on planning and development activities. A beta testing period will occur in the early spring of 2021, and a full-scale community launch will occur in May of 2021. As we move forward, we will continue to provide updates to the CAMPO TCC and Executive Board on our progress toward the development of this interactive tool. **(Staff Contact: Stephanie Plancich)**

4) FY 2022 Community Funding Area Program Project Selection

Two applications for Community Funding Area Program funding were received in response to the FY 2022 call for projects. These include an application for transit planning funds from the Town of Knightdale and an application for micro-mobility infrastructure from the Research Triangle Foundation for the Research Triangle Park. A selection committee will review the applications at meetings in February and make a recommendation on funding to the TPAC so that the projects selected for funding may be included in the FY 2022 Wake Transit Work Plan. **(Staff Contact: Evan Koff)**

5) Wake Transit Public Engagement Policy Update

The adopted Wake Transit Public Engagement Policy is currently being updated to streamline engagement requirements for Wake Transit-funded projects and program-level planning and to clarify roles and responsibilities of involved agencies. The update to the Wake Transit Public Engagement Policy was released for public review and comment in mid-February along with the FY 2022 Draft Wake Transit Work Plan. It is anticipated that the updated engagement policy will be considered for action by the TCC and Executive Board later in the spring. **(Staff Contact: Stephanie Plancich)**

6) Policy Regarding Wake Transit Interests in Real Property

As Wake Transit project sponsors/funding recipients increasingly receive funding for land acquisition, the TPAC charged CAMPO, in cooperation with the TPAC Planning & Prioritization Subcommittee, with developing a policy framework that sets rules and expectations for Wake Transit's interests in real property acquisition. It is anticipated that the policy framework will continue development through February and March and will be considered by the TPAC, TCC and Executive Board later in the spring. **(Staff Contact: Bret Martin)**

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 at \$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)).*

HL-0007 Construct grade separation at 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- 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, 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.)
- 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.)
- 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)

(Staff Contacts: Gretchen Vetter & Alex Rickard)