



INFORMATIONAL ITEM: PROJECT UPDATES

TCC – May 5, 2022

Contents

Studies.....	2
FY 22 Hot Spots	2
Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study.....	2
Southeast Area Study Update	2
Triangle Bikeway Implementation Study	3
U.S. 401 Corridor Study.....	3
Western Wake Traffic Signal System Integration Study	3
Mobility Management Program Implementation Study	4
Committees.....	5
Mobility Coordination Committee	5
Safe Routes to School (SRTS)	6
Safe Routes to School (SRTS) Road Safety Audit Project CAMPO/NCDOT	6
Programs	6
Non-Motorized Volume Data Program.....	6
Triangle Transportation Choices (Triangle Transportation Demand Management (TDM) Program)	6
Projects	7
NCDOT Highway Project U-2719 – Updates	7
NC 540 Bonus Allocation Projects.....	7
Wake Transit Plan Implementation Updates.....	9
Draft FY 2023 Wake Transit Work Plan Development.....	9

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 nearing the end of the alternatives development and screening phase; the second touchpoint of community outreach occurred in April when the public was asked to weigh in on their support for various alternatives in each corridor. A summary report on the second phase of engagement will be developed and the technical project team will incorporate the feedback into development of final recommendations for the study. The release of recommendations and final phase of engagement are anticipated to occur this summer. 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 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. 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 and a notice to proceed was issued to Kimley-Horn in February 2022. Committee invitations have been sent out for the Core Technical Team and Stakeholder Oversight Team. The project team has also begun working on data collection and preparing for the first CTT/SOT meeting on May 19, 2022. Additional meeting notices and information 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 was presented to the TCC and Executive Board at their March meetings. A public comment period for the report lasted from March 16 to April 19, with the Executive Board endorsing the study for future planning purposes following a public hearing at their April 20, 2022 meeting. **(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 conducted the third phase of the project. CAMPO staff gave 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. CAMPO staff in conjunction with the consultant team reviewed alternative ideas, including additional southern and eastern alignments for the corridor. 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. The project website is located at www.US401CorridorStudy.com. **(Staff Contact: Kenneth Withrow)**

Western Wake Traffic Signal System Integration Study

CAMPO completed the Triangle Region ITS Strategic Deployment Plan Update in early 2020, 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 for the study centered on the Western Wake area, coordinating with NCDOT and the Towns of Apex, Cary, Fuquay-Varina, Holly Springs, and Morrisville. 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. A CTT/SOT meeting was also held in March reviewing the integration guidebook goals and recommendations. The last CTT meeting was held in April reviewing the final submitted draft chapters (Chapter 7: Recommendations, Prioritization, and Funding and Chapter 8: Regional Architecture Compliance) and any next steps. In coordination with this project, the ITS Regional Working Group has begun to meet with the first meeting in October 2021, next meeting in March 2022, and upcoming meeting scheduled for May. A final presentation of the study and review of the report by TCC and Executive Board is scheduled for June. **(Staff Contact: Brandon Watson)**

Mobility Management Program Implementation Study

CAMPO is conducting a 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 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. There have been four TSC workshops designed to get stakeholder input to date.

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 continued as the team collected and reviewed transportation services, prepared elements of the Public Engagement Strategy and outreach to various stakeholders. 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 began 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 April 19th TSC meeting saw the team go over what was learned during the stakeholder engagement presentations, the foundational existing conditions report for the region and the peer reviews and included hands on discussion on the jurisdiction's specific concerns and the start of the Implementation framework for the regional mobility management program. The consultant team will recap the last workshop and other findings and provide a list of potential focus group members as collected from CAMPO staff, the TSC jurisdictions and boards members. The framework of the mobility management program is expected to be presented to the stakeholders in the June/July time period. Project completion is scheduled for 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 March 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 various agencies staffing shortages and workloads, multiple federal Triennial Reviews and pending MMIS work, the ADA subcommittee Chair/Vice Chair with CAMPO concurrence paused the ADA subcommittee meetings. During the subcommittee hiatus, CAMPO staff continued the work to address 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 Social Pinpoint platform pilot program to improve communication and data exchange between the human service agencies and the transit providers is doable. New human service agency members are joining the MCC CT subcommittee. Committee members are 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 and obtaining leadership guidance on the mobility management study's direction. Next subcommittee working meetings are scheduled for Friday, May 8th to continue this work.

The full MCC committee was updated on all 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 to the study. CAMPO presented the draft stakeholder's presentation and received input on it. The April 21st quarterly meeting was cancelled due to reasons cited above. The next full committee quarterly meeting is scheduled for July 21st. Project updates to the

CAMPO TCC/Executive Board will occur in May/June while Wake Board of Commissioners, TPAC and other partner boards updates will also occur in the new fiscal 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, March 18, 2022; in which the Vandora Springs Elementary was discussed. The next SRTS Subcommittee meeting will be held on Friday, June 17, 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 June 17, 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 21 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 in December 2021 and applications were due in February 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. Thirteen traditional applications and seven equity initiative applications were received, and the Oversight Committee met in March and April to discuss and review applications. 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. Regular Stakeholder meetings are held on the second Thursday of every month. Lane Construction has also sent out a revised Closure Notice for Western Blvd for girder setting installation for the nights of Monday May 2nd through Friday May 6th, 2022. They indicated that it should take two nights per span to complete this work, but the cranes and work area will require a full closure of Western Blvd each night from Midnight to 5AM.

We will update this email if there are any additional scheduling changes. 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 was held on March 17 at 4:00 p.m. The TPAC recommended adoption of the draft workplan at their April meeting. A public hearing is scheduled for May, with final adoption anticipated in June, 2022. More information is available on <https://goforwardnc.org/input/>. (Staff Contact: Shelby Powell, Evan Koff)