

INFORMATIONAL ITEM: PROJECT UPDATES

A. (SRTS) 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. There were no updates for the John Rex Endowment Grant as of the Friday, December 13, 2019 SRTS Subcommittee meeting. The next SRTS Subcommittee meeting is scheduled to be held on Friday, June 19, 2020 beginning at 10:00 am. Please go to <http://www.iwalktoschool.org/> for additional details. (Staff Contact: Kenneth Withrow)

B. Triangle Regional Intelligent Transportation Systems Deployment Plan Update

The Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, and NCDOT are jointly funding an update to the 2010 Intelligent Transportation Systems (ITS) Deployment Plan. The consultant team has received final comments from stakeholders and is working to complete all final materials. MPO staff and the consultant team are working to schedule final presentations to the MPO's Technical Coordinating Committee and Executive Board. (Staff Contact: Alex Rickard)

C. R.E.D. Priority Bus Lanes Study - Update

This study when completed will provide a comprehensive review of best practices for transit priority R.E.D. lanes with shared access and a review of peer areas. R.E.D bus lanes defined as roadway lanes potentially treated with red product to identify priority bus lanes that allow right hand turns, emergency response vehicles and driveway access. The study recommendations will evaluate the applicability of priority lanes through qualitative analysis and the development and deployment of a methodology for evaluating and prioritizing transit priority lane treatments in the CAMPO region. The project team has obtained input from the CTT, TCC and Executive Board including on criteria weighting. The fourth and final CTT Workshop, a virtual WebEX meeting, occurred April 1, 2020. The consulting team discussed the draft findings of Task 6 (Priority Listing of Corridors) and demonstrated use of the priority lane tool for future use. The CTT will provide comments on the 5th technical report while the consultants begin preparatory work on the final report. Previous reports #1 through #4 have been uploaded to the CAMPO website. The study, conducted by Renaissance Planning and WSP, Inc., is on schedule to conclude June 30, 2020 on time and on budget and will be presented to the TCC and Executive Board at its conclusion. (Staff Contact: Crystal Odum)

D. Fayetteville/Raleigh Passenger Rail Study

The Capital Area Metropolitan Area Planning Organization (CAMPO), in partnership with the Fayetteville Area Metropolitan Planning Organization (FAMPO) and NC DOT, has selected the team of Metro Analytics and Stantec, Inc. to conduct a passenger rail feasibility study to examine the viability of passenger rail service between Raleigh and Fayetteville, North Carolina through travel market demand across various trip types, the viability of using one of the two existing rail corridors and general analysis of economic feasibility of providing passenger rail between these cities.

The purpose of this study is to determine if the market exists for passenger rail between Raleigh and Fayetteville. If the market exists, the study will determine which of the two existing corridors would be the best option for providing that service. The study is envisioned to be conducted in two phases. Phase I will be this high-level study of the two main rail corridors between the CAMPO and FAMPO regions to determine which corridor may be most appropriate for a passenger rail application based on corridor infrastructure, ridership potential, and market demand analysis. A Phase II study may be commissioned to develop specific recommendations for improvements to each rail corridor identified in Phase I.

This Phase 1 study will be conducted through fiscal year 2020 with the assistance of a technical steering/ jurisdictional stakeholders committee and conclude by June 30, 2020. A project portal at www.ral2fayrail.com has been established to house all project information. The Kickoff Technical Steering Committee meeting occurred September 25th and the 2nd workshop was held November 21st. To date the project team has reviewed existing data sets, completed the peer agencies review, contrasted and compared the two study routes and is gathering jurisdictional and expert input from the TSC members. The 3rd TSC meeting was held February 4th in Harnett County to introduce quantitative and fatal flaw analyses for discussion. A series of focused meetings were held with local stakeholders in Fayetteville, Harnett and Raleigh the week of March 2nd to further identify/isolate key jurisdictional issues of the study. The next TSC conference/meeting is scheduled for the week of April 20th. **(Staff Contact: Crystal Odum)**

E. 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. TJCOG 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 to discuss public and MPO comments, and

feedback is currently being incorporated into the plan. Additionally, the FY 19 Annual Impact Report for the Program was released in late 2019 and can be viewed at the website below. The FY 21 Request for Proposals for the Triangle TDM Program were due on January 15, 2020. Applications are now being reviewed by the program Oversight Committee for approval. Notice of award is anticipated in mid-April. More information on the Triangle TDM Program can be found at: <https://www.ticog.org/programs-land-use-transportation/transportation-demand-management>. (Staff contact: Brandon Watson)

F. 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. (Staff contact: Kenneth Withrow)

G. 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. (Staff contact: Kenneth Withrow)

H. 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 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. Monthly meetings with the members have been continuous since then to implement the recommendations outlined in the plan. Over the past meetings, the MCC has developed its membership, organizational and meeting structures, completed a working DRAFT "Recommended Implementation Strategy Schedule" including six months of actionable items, supported the City of Raleigh and the update of the 5310 Program Project Management Plan and updated the regional plan. Three Sub-committees - Administration, ADA and Community Transportation with lead and support agencies were created. Beginning February 7th, Human Service agencies and other stakeholders joined the Community Transportation sub-committee sharing information and furthering coordination. The Sub-committees are monthly work sessions held on the same day back to back, while the full group began meeting quarterly October 24th. The committee continues its work on the short-term recommendations identified in the plan including reviewing transit provider ADA eligibility applications for potential unification, developing a potential regional methodology to address gaps in ADA service, attending advanced mobility management training and reaching out to peer groups and the national center for mobility management information to continue developing a regional mobility management program and structure and working to identify needs of the various human services providers who attended the February and March meetings. The April 3rd Sub-Committee meetings were cancelled due to the unavailability of members given the pandemic response. CAMPO staff is continuing with the scheduled MCC work including mobility management research, ADA eligibility applications analysis and transfer point mapping. Next full MCC meeting (virtual WebEx) is scheduled for April 23rd.

Information on the MCC including meeting schedule, agendas and meeting summaries are posted on the CAMPO website. Periodic updates to the TCC/TPAC and the CAMPO Executive board will be provided. **(Staff Contact: Crystal Odum)**

I. NCDOT Highway Project U-2719 – Updates

NCDOT staff held a Stakeholder Meeting on December 12, 2019 that included CAMPO staff, law enforcement, construction team members, and representatives not affiliated with CAMPO.

Jeremy Hogan at JLHogan@LaneConstruct.com is the project engineer with Lane Construction and the contact for any stakeholders that have questions during the process. Mr. Jeff Moore serves as Construction Coordinator; and reviewed the U-2719 I-440 project as a whole going briefly through each intersection. The major highlights are these:

- Project is design-build. Roadway plans have been submitted but other plans are still being finalized.
- Clearing continues at Wade Avenue quadrants and is proceeding along Western Blvd., Melbourne, and Jones Franklin Road. All clearing will be done in the ROW for now.
- **As of October 24, 2019, a closure notice was given for:**

Melbourne Rd. Bridge (Detour)

Duration: 351 Days

The reason for this notification is to remind the Department and affected government entities of the long-term closure of Melbourne Rd over I-440. A detour was installed on September 30th, 2019 and is being utilized to allow for the construction of the new Melbourne Rd bridge over I-440. This detour is anticipated to be in place for approximately 351 days.

- Athens will be closed as soon as Melbourne is reconstructed.
- Barrier walls are being constructed along I-440 from I-40 to Western Boulevard, and along Wade Avenue from Edwards Mill Road to the I-440 interchange with Wade Avenue.
- Temporary ramps are also being constructed for westbound Wade Avenue onto eastbound I-440; and at eastbound Wade Avenue onto westbound I-440.
- There will be no daytime road closures in the next 6 months except temporary as necessary.
- Contractor must maintain 2 lanes of traffic on 440 during rush hour. Lane closures will only be temporary.
- Nighttime lane closures on 440 can be from 9 pm to 5 am.
- Greenway work at Meredith is not scheduled to start in the next 6 months. Meredith College expressed concerns about their summer camps.

For the Blue Ridge and Hillsborough Intersection

- Work will only be on utility relocations until after the fair season. Jug handle detour from Hillsborough to Blue Ridge will be created before any closures.
- Hillsborough road work and closure will be after the State Fair of 2020. Blue Ridge Road will be closed before that but also after the State Fair of 2020.
- Total closure of Hillsborough Street will be about 6 months, outside of the State Fair season most likely around Dec 2020 to July 2021.
- Blue Ridge Road will be closed for around 19 months.

Long Term Closure(s)

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

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 closure will be in place until the proposed final replacement movement is open to traffic and fully operation. The approved off-site detour will take the travel in 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 I-440/Wade Ave interchange.

2. Melbourne Rd / Bridge Closure at I-440

◦ Duration – until Fall of 2020

Purpose is to rebuild Melbourne Bridge Crossing over I-440 (Access ramps at Melbourne open, Detour in place to Athens Dr. / Jones Franklin Road)

OVERNIGHT CLOSURES

1. I-440 WB and EB Closures for New Melbourne Bridge Girder Setting

Anticipated Date: End of April

New Traffic Patterns

1. Wade Ave Westbound Traffic Shift

Anticipated Date: 3/21/20; Duration: 2 Years

2. Western Blvd Westbound Under I-440 Bridge Traffic Shift

Anticipated Date: 4/2/20; Duration: 9 months

3. I-440 Eastbound Off Ramp to Western Blvd

Anticipated Date: 4/2/20; Duration: 9 months

4. I-440 Eastbound Off Loop To Jones Franklin Rd

Anticipated Date: Beginning of April; Duration: TBD

5. Wade Ave Eastbound on Ramp to I-440 WB

Anticipated Date: Mid of April; Duration: TBD

6. I-440 Eastbound Lanes Shift between Wade & Lake Boone Trail

Anticipated Date: End of April; Duration: TBD

(nightly lane, shoulder, pacing events to be distributed through separate cover)

Stakeholder meetings are held at the construction field office, 559 Jones Franklin Road; and currently on the second Thursday of every month effective 8/1/2019 until 7/31/2023 from 10:00 AM to 11:00 AM.

Further details about the project 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)

J. Wake Transit Vision Plan Update

In August of 2019, CAMPO kicked off the development of the Wake Transit Vision Plan Update, which will be 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. Over the past several months, the focus of the plan update has been on reassessing cost and schedule feasibility assumptions for major capital projects and compiling market data to perform a countywide transit market reassessment. These tasks are substantially complete. The primary focus of the Wake Transit Vision Plan Update for the next couple of months will be:

- 1) Determination of remaining financial capacity for investment through 2030;
- 2) Development of high-level investment tradeoffs and preparation for solicitation of input from stakeholders and the public, which is now tentatively scheduled to occur in the June timeframe; and
- 3) Review of recommendations from regional and sub-regional plans to inform potential Wake Transit investments.

These activities will ultimately inform the development of investment alternatives through core design retreats with the Vision Plan Update Core Technical Team (CTT) and other stakeholders in mid-2020. The TCC and Executive Board will continue to be updated on the progress of the Vision Plan Update throughout its development and will be presented important outcomes of the Plan Update as it continues. (Staff Contact: Bret Martin)

K. 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. The study covered parts of Wake and Franklin Counties, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, and

parts of Wake Forest, Youngsville and Franklinton. 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 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. Stantec was selected as the top scoring consultant and approval of moving forward with the contract was approved at the Executive Board in January. Notice to proceed was issued to Stantec in February and the first Core Technical Team meeting was held on March 10, 2020. Stantec is currently working with CAMPO staff and the Core Technical Team on issues identification, analyzing existing conditions, developing a public participation plan, and preparing information for the first Stakeholder Oversight Team touchpoint. The project timeframe is anticipated to go through June 2021.

(Staff Contact: Brandon Watson)

L. Community Funding Area Program (CFAP) Update

The CFAP is a competitive program within the overall implementation of the Wake County Transit Plan that provides an opportunity for ten (10) municipalities and Research Triangle Park in Wake County to receive match funding for planning, capital, operating, or combined capital/operating transit-related projects. Between the months of October and December, CAMPO, as the program's lead agency, administers a call for projects to receive applications for funding for the upcoming fiscal year. Applications are reviewed and vetted by a selection committee and are subsequently recommended for funding to the Wake County Transit Planning Advisory Committee (TPAC) to be institutionalized in annual Wake Transit Work Plans.

For FY21, applications were received from the Towns of Apex and Morrisville. The Town of Apex applied for capital and operating funding for a fixed-route community circulator, which will consist of minimal construction of 41 bus stops, vehicle branding, system operation, and complimentary ADA/Paratransit service. The Town of Morrisville applied for capital and operating funding for a demand-response node-based smart shuttle service, which will consist of approximately 20 nodes with varying levels of investment/infrastructure based on ridership and location, technology maintenance, and system operation.

Using the scoring rubric devised in the CFA Program Management Plan, both applications scored very well overall. The Town of Apex scored an 83 of 100, while the Town of Morrisville scored an 81 of 100. This success can be attributed to each municipality's great diligence in the application process, as well as their FY19 CFA-funded planning efforts. For comparison, the Town of Wake Forest's reverse circulator, funded by the CFAP in FY20, scored a 64 of 100.

During the FY21 Call for Projects, the Wake Transit CFAP Working Group, Transit Planning Advisory Committee (TPAC) Planning and Prioritization Sub-Committee, and TPAC Budget and Finance Sub-Committee recommended that the total CFA fund balance be increased between FY21 and FY27 because the original program's apportionment did not account for the cost of complimentary paratransit for new fixed-route service. These new funding levels are demonstrated in the draft Wake Transit FY21 Work Plan. It was also recommended by these groups and committees that the program's 30% geographic balance funding cap be applied to only operating expenses, and not towards a project's capital cost. It should be noted that neither FY21 CFA project application's capital and/or operating funding request account for more than 30% of the program's annual allocation during any planned future fiscal year.

The FY21 CFAP Selection Committee met twice in February. After long and engaging deliberation at both meetings, the committee recommended to the TPAC that both the Town of

Apex and Town of Morrisville projects be fully funded. While recommending full funding, the selection committee has requested that the Town of Morrisville and its operating partners show a framework in its plan for the following topics: operational contingency, a marketing/public engagement strategy, day-to-day service monitoring/customer service, technology procurement, and service to the Regional Transit Center. On May 11, 2020, the Selection Committee has chosen to reconvene to review the progress the Town of Morrisville has made with GoCary, as Morrisville's proposed operator, on these inquiries. **(Staff Contact: Evan Koff)**