



## INFORMATIONAL ITEM: PROJECT UPDATES

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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. Both studies are completed and final reports will be delivered to project stakeholders and posted to the CAMPO website in the near future. (Staff Contact: Alex Rickard)

## 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. The consulting team is currently working on analysis of the alternatives from a technical modeling perspective and will share this work with the technical committee in late summer or early fall. 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. The first Core Technical Team and Stakeholder Oversight Team meetings have been held. Community outreach and public engagement activities are underway including an online survey. Additional meeting notices and information will be sent out to CAMPO and RPO members in the coming weeks. <https://seareastudyupdate.com/> **(Staff Contact: Shelby Powell)**

## 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

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, and future notifications of meetings will be presented to the public. A Core Technical Team meeting will be scheduled for latter portion of September. The project website is located at [www.US401CorridorStudy.com](http://www.US401CorridorStudy.com). **(Staff Contact: Kenneth Withrow)**

#### 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 11<sup>th</sup> 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 31<sup>st</sup>. 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.

To date, the project team has held four TSC Workshops and completed work on Tasks 2, 3, 5 and part of Task 4 Outreach and Engagement of the work scope. The work completed includes obtaining continual input/feedback from the funding partners and the TSC, compiling and reviewing key regional plans, existing studies and programs, conducting peer selection and reviews and presentations to stakeholder/boards informational meetings/presentations. Thus far the consultant team has produces three reports and numerous presentations for the internal, TSC meetings and stakeholder outreach workshops – the Framework Report, the Peer analysis report and the Public Engagement Strategy. The team also provided an informational flyer and one pager on the study that defines mobility management.

The April 19<sup>th</sup> in person, TSC workshop saw the team go over what was learned during the stakeholder engagement presentations, the foundational existing conditions report, specific concerns and the start of implementation framework for the regional mobility management program. The consultant team then recapped the last workshop and other findings, provided a list of potential focus group members as collected from CAMPO staff, the TSC jurisdictions and boards members. In the last few months, the team has been preparing the implementation report and completed two virtual focus group meetings that will provide additional information and help further shape the program. Focus group meetings were held to meet agencies/individuals that help find transportation services and for riders and transit advocates. The Draft framework report for the mobility management program is expected to be presented to the stakeholders in September with the Phase I “White Paper” completed in September/October. Project completion, Phase II, 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 and establishes short, mid and long-term goals for the committee. Short-term goals (2019- 2022) consists of establishing the organizational structure to address the recommendations (the MCC), develop a consistent ADA program, prepare for changes in the state’s Medicaid program, prepare a regional mobility framework for emerging partners and create a regional mobility management structure/program.

Given the complexity of our regional transportation system and the type of mobility management program that may be required to be implemented, the CAMPO Board approved hiring 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 with P3 on August 11, 2021, and the study is progressing.

The committee members continue to meet monthly to work through 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. CAMPO staff is coordinating the MMIS and MCC work. CAMPO and the members as funding partners and/or a technical steering committee, are working directly with the MMIS consultants to develop the regional mobility program.

Other work included, determining if a potential Social Pinpoint platform pilot program to improve communication and if a new data exchange between the human service agencies and the transit providers is doable. New human service agency members and advocates for the disabled and low-income populations are joining the MCC CT subcommittee each month. Members are sharing Information to help coordinate services and to improve communication and service operations. Committee members are also working with NCPTA, NC DOT, service brokers and participating in activities to improve the State’s NEMT program. Work continues to develop the MCC implementation schedule for the 2023 mid-term coordinated plan goals.

Last sub-committee meetings were held in July with the full MCC committee meeting last on July 21<sup>st</sup> for the quarterly meeting to review the committee’s work since its inception. Staff presented the MCC 2022 project update to the CAMPO TCC/Executive Board in June while Wake Board of Commissioners, TPAC and other partner board updates are expected to occur in the new fiscal year. CAMPO staff, with

assistance from the MCC, completed the Short-Term Goal Implementation report now available on the CAMPO website. The next subcommittee working meetings are scheduled for Wednesday, September 7th. The next quarterly meeting is scheduled for October 20th, 2022, at 10:30 am.

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 latest SRTS Subcommittee meeting was held on Friday, June 27, 2022; in which future road safety audits and bicycle/pedestrian data collection were discussed. The next SRTS Subcommittee meeting will be held on Friday, September 16, 2022. The content of this meeting will include highlighting the final draft of the Vandora Springs Road Elementary School Road Safety Audit (RSA), preparations for the next Road Safety Audit, and the discussion of possible SRTS LAPP candidate projects that will be presented by staff from the Wake County Public School System. TCC representatives from Wake County's municipalities are encouraged to attend the September 16 SRTS Subcommittee 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. At this time CAMPO staff and ITRE staff will be working together to implement a maintenance agreement for the counters that maintains their functionality for data collection to provide valuable information to elected officials and the public. Work on the counters in the current inventory will begin soon. Information on the current counters can be found at: <https://itre.ncsu.edu/focus/bikeped/nc-nmvdv/>. **(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/nonprofits/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 began 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.

Regular stakeholder meetings are held on the second Thursday of every month to ensure persons are updated on the progress of the project. Lane Construction has provided their Advanced Notice of Demolition of the existing Jones Franklin Road structure over I-440. This work will begin August 22nd and take 2-3 weeks to complete (August 22nd thru September 10th).

The current plan includes 5 nights of Closures of WB 440 followed by 5 nights of Closures of EB 440 (Midnight to 5 AM). During these two weeks lane closures will commence at 9PM to allow crews to get the demolition crew in place and continue through the night under a full Closure of one direction of 440, then reopening the roadway by 5AM the following morning.

After Labor Day, there will be additional work taking place that could require additional single lane and/or full closures to complete the demolition. As Labor Day gets closer, Lane Construction will provide the stakeholders with an update for anticipated direction of the nightly work.

The detour route for this work will be via Western Boulevard and Jones Franklin Road during the nightly full closure of I-440.

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 \$30 m. Project has been assigned to firm Meade & Hunt for preliminary engineering activities. The project team is currently reviewed cost estimates and alternatives.



**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.)

**UPDATE:** HL-0008K (NC 42 at Hilltop Rd) - Per NCDOT, there will be a **Local Officials' Informational Meeting for this project on Tuesday, June 7th at 4 p.m. – online. A public drop-in style Open House is scheduled for June 16 from 5-7 p.m.** at Amplify Church, 2284 NC 42, Willow Spring.

<https://publicinput.com/NC-42-Hilltop-Rd-Area>

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- HL-0008L (Ten Ten at Bells Lake Rd)
- HL-0008M (NC 42 at Old Stage Rd)
- HL-0008N (Hilltop Needmore 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: Alex Rickard)**

### **FY 23 Unified Planning Work Program Update**

The FY 23 Unified Planning Work Program was adopted by the CAMPO Executive Board on February 16, 2022. With the evolution of project schedules that have occurred during the latter half of FY 2022, several amendment will need to be made to the UPWP. Staff intends to bring an amendment to the September meeting for discussion, and anticipates adoption of the amendment in October. The projects potentially affected by this amendment are:

- Fayetteville-Raleigh Passenger Rail Study Phase II – postpone work on the study until FY 24 or later, pending discussions with partners

- Southeast Area Study Update – financial amendment to address actual project spending between fiscal years
- Wake Transit BRT Extensions Major Investment Study – financial amendment to address actual project spending between fiscal years
- US 401 Corridor Study – financial amendment to address actual project spending between fiscal years and increased budget necessary to perform additional technical and public engagement work
- Wake Transit – include updated funding from Wake Transit FY 23 Work Plan in the UPWP
- Triangle Bikeway NEPA Study – consider adding a new study to the UPWP at the request of Wake County to administer the NEPA Study for the Triangle Bikeway; add associated funding into the UPWP budget
- Transit – inclusion of grant funding awarded to GoRaleigh and GoTriangle for transit planning purposes into UPWP budget. **(Staff Contact: Shelby Powell, Evan Koff)**