



# INFORMATIONAL ITEM: PROJECT UPDATES

**January 2024**

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## Studies

### Southeast Area Study Update (<https://seareastudyupdate.com/>)

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. This Update study is being conducted in coordination with NCDOT and the Upper Coastal Plain RPO.

Study recommendations, report documentation, and supporting materials have been finalized and uploaded to the project website. The project team will reach out to provide detailed information for SEAS member jurisdictions early in January, and a final touchpoint with the CTT will be scheduled for late January. **(Staff Contact: Gaby Lawlor)**

### U.S. 401 Corridor Study ([www.US401CorridorStudy.com](http://www.US401CorridorStudy.com))

This study covers the U.S. 401 Corridor from generally U.S. 421 in Harnett County north to Banks Road in Wake County. The corridor has been divided into three segments that enable the study team to focus on each individually:

- (1) Future U.S. 401 (Bypass)
- (2) Existing U.S. 401 - Fuquay-Varina from Banks Road south to the Harnett/Wake County Line
- (3) Existing U.S. 401 - Harnett/Wake County Line south to Lillington

The consultant work on the project concluded as of June 30, 2023. The fourth round of public engagement for the study (which included public meetings, pop-ups, an online survey, and more, closed on November 5, 2023. CAMPO staff has been working to respond to questions from the public, synthesize engagement findings, adjust the recommendations as appropriate, and develop the final report for endorsement consideration by the Executive Board. Local presentations will be given on January 9, January 10, and February 20 for review and endorsement. Executive Board action on the study will occur by March 20, 2024. **(Staff Contact: Kenneth Withrow)**

### MTP Bicycle & Pedestrian Element Update

This study will include a review of the existing Bicycle/Pedestrian Element of the Metropolitan Transportation Plan (MTP), with the purpose of determining a better and more meaningful approach to document bicycle and pedestrian projects or corridors in the MTP, and to assist the MPO with producing a dataset more meaningful and productive for member agencies to use for local planning and project implementation in service to a regional vision.

The project team is completing a peer review, which includes interviews of previously identified peer MPOs, to help inform potential recommendations for CAMPO's MTP active transportation element. **(Staff contact: Gaby Lawlor)**

### NW Harnett County Transit Connections Feasibility Study

County leaders are interested in exploring opportunities for serving the area with transit. Transit connections between Harnett County and Wake County have been envisioned in the Harnett County CTP and the CAMPO MTP for several years. This study will be conducted in two phases. The first phase in FY 24 will focus on an evaluation of the transit market in the area, along with public engagement and evaluation of public,

stakeholder and elected official support for providing transit services. The second phase in FY 25 will build upon the outcomes of phase one to identify transit opportunities that could feasibly serve the area and recommend an implementation plan for those services.

Following Executive Board contract approval at their October meeting, the study has officially commenced. The project team will reach out to members to schedule a Core Technical Team kickoff meeting in November.

**(Staff contact: Gaby Lawlor)**

#### Morrisville Parkway Access Management Study ([Study Website](#))

Per the adopted FY24 UPWP, CAMPO, in partnership with the Town of Morrisville, invited qualified consulting firms or persons to submit Requests for Proposals to evaluate the two-mile section of Morrisville Parkway between Davis Drive and NC 54/Chapel Hill Road in Morrisville to make travel safer for vehicles and pedestrians. The corridor will be evaluated for general safety improvements associated with access management. The study will examine the median openings, access controls, signage, signalization, intersection operations, multimodal connectivity along and across the corridor, speed limits and traffic calming opportunities. This four-lane median-divided facility has seen significant traffic volume growth in recent years and has been identified in the Town of Morrisville's comprehensive plan as a high priority corridor for safety improvements. A notice to proceed was issued to the firm VHB, Inc. in August and the study is proceeding per the scope. The consulting team has prepared the initial recommendations for the corridor. The team, with the support of the Technical Steering Committee, has reviewed key plans and corridor data, held a Stakeholder's site visit/project area tour on September 12<sup>th</sup>, initiated the first level of public engagement by conducting a public survey thru November 18<sup>th</sup> and participating in several in person study outreach events. The TSC has met in October and December to provide input and will meet at least one more time through the project completion in June 2024. The next phase of the study includes completing an Existing Conditions Memorandum, continuing to refine the recommendations and implementation strategy based on and begin development of the next phase of public involvement – the virtual project room.

**(Staff contact: Crystal Odum)**

#### FY 24 Coordinated Public Transit Human Service Transportation Plan Update

The MPO issued a RFP soliciting for consultants to begin an update to the region's Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) in FY 24 and issued a notice to proceed to the firm Moore & Associates October 2nd. The last major update to the region's plan was in 2018 as a component of the initial Wake Transit Bus Services Implementation Plan. In 2020, the coordinated plan was updated to reflect some changing priorities in the region regarding the establishment of a regional Mobility Management Program. The MPO conducted a Mobility Management Study in FY 22 and FY 23 to establish a framework and partnership structure for delivering a Mobility Management program for the region. The MPO also established and administers a Mobility Coordination Committee (MCC) to monitor the implementation of recommendations from the adopted 2018 CPT-HSTP and to assist with regional public transit and human service transportation services coordination. The MCC will act as the technical steering committee to the consulting team for the FY 24 CPT-HSTP update. In addition to helping the region remain federally compliant and eligible to receive specific federal grant funds, this coordinated plan is also intended to help coordinate the regional transportation services, efforts and programs over the last few years particularly those that affect the elderly, disabled and low-income populations. The MPO will pool funding with the Wake Transit program to deliver the update to the plan. Thus far the consultant initiated a project overview presentation and site visits with the MCC partners and reviewed all relevant regional plans. The team has prepared a public engagement plan, a Regional Plans Summary Report, stakeholder surveys, a community survey, a

database of over 400 key transportation stakeholders and identified draft locations for community engagement pop up events for the study. During the months of January through March the team will be conducting the engagement phase of the study. **(Staff contact: Crystal Odum)**

**Apex Rail Switching Operations Relocation Study**

This study will evaluate the feasibility of moving CSX rail switching operations out of downtown Apex. The intent behind this effort is to address the safety, traffic congestion, diesel engine emissions, vibration, and noise issues created by the CSX switching operations in downtown Apex. The RFQ for this study was revised and posted on September 11, with the anticipated notice to proceed in December 2023. The selection committee met at the end of October to review the submitted SOQ packages and will begin contract negotiations with the preferred consultant. **(Staff contact: Gaby Lawlor)**

## Committees

**Wake Transit/Wake County Transit Planning Advisory Committee (TPAC)**

**FY 2024 and Prior Year Wake Transit Work Plan Amendment Update**

Five (5) Major Amendments to the FY24 Wake Transit Work Plan for the 2<sup>nd</sup> Quarter were approved by the CAMPO Executive Board and GoTriangle Board of Trustees at their meetings in November. These included funding for Safety & Security services for the City of Raleigh, a new Safety & Security Director FTE for the City of Raleigh, financial support from Wake County and GoTriangle for the NCDOT/RTA FAST Study, additional funding to support land acquisition, master planning and design work on the new Downtown Cary Multimodal Transit Facility, and additional funding to pre-fund the construction of the RUS Bus Phased II private overbuild construction.

Two (2) Major Amendments have been submitted in the FY24 Q3 Wake Transit Work Plan Amendment cycle: funding to add span and frequency to the GoRaleigh Caraleigh bus route and additional funding for construction contingency for the Raleigh New Bern Bus Rapid Transit corridor. The 30-day public comment period for these two amendments opened on Friday, December 8<sup>th</sup> and will conclude on January 5<sup>th</sup>. Following the conclusion of the public comment period, the two amendments will be considered by the TPAC, the CAMPO TCC and Executive Board, and the GoTriangle Board of Trustees.

**(Staff Contact: Ben Howell & Evan Koff)**

**FY 2025 Wake Transit Work Plan Development Update**

The FY 2025 Wake Transit Work Plan request window closed on October 13, 2023. CAMPO, in coordination with Tax District Administration staff, will develop the annual funding request report which will help guide debate over project applicability and choices-and-tradeoffs. These conversations, which will occur over a series of meetings of the PD Subcommittee starting with their October 24<sup>th</sup> meeting, will result in a Draft FY 2025 Wake Transit Work Plan being distributed to the TPAC by January 26, 2024. More information on the FY 2025 Wake Transit Work Plan development cycle can be found by referencing the [FY2024 Master Calendar of Wake Transit/TPAC Activities](#). **(Staff Contact: Ben Howell and Evan Koff)**

**FY2025 Community Funding Area Program Update**

The Wake Transit Community Funding Area Program’s (CFAP) FY 2025 application cycle kicked-off at the August 2023 TPAC meeting. Applicants can meet with CAMPO staff to discuss their application concepts

during the month of September. The first meeting required by any potential applicant was the applicant training, held on October 23<sup>rd</sup>. The second meeting required by potential applicants is the pre-submittal review, in which applicants submit drafts of their applications for CAMPO staff to review. CAMPO staff will provide feedback on the drafts and identify responses in need of improvement. These meetings will take place between December 4<sup>th</sup> to December 13<sup>th</sup>. The FY25 call-for-projects opened on October 30<sup>th</sup>, 2023 and is set to close on January 5<sup>th</sup>, 2024 after which, projects will be scored by CAMPO staff and selected by an external selection committee. More information on this year's application schedule can be found on [CAMPO's CFAP website](#). **(Staff Contact: Evan Koff and Suvir Venkatesh)**

### Wake Transit Vision Plan Update

The Wake Transit Vision Plan Update, which will extend the Wake Transit Plan's horizon to 2035, kicked off in December. The Vision Plan Update will include substantial public outreach and will be informed by a Core Technical Team (CTT) made up of members of the TPAC and a Stakeholder Committee made up of representatives of TPAC member agencies and jurisdictions, as well as other groups representing interested parties. The Vision Plan Update is expected to take 18 months to complete. **(Staff Contact: Ben Howell)**

### Mobility Coordination Committee

The MCC is the CAMPO administered regional committee borne out of the 2018 Coordinated Public Transit-Human Service Transportation Plan (CPT-HSTP) and is the committee set up to administer and monitor recommendations of the adopted regional coordinated plan. Coordinated Plans set the regional priorities for transportation investments and initiatives for human services and public transit coordination for seniors, disabled and low-income persons. The 2018 plan establishes short, mid and long-term goals for the committee. Short-term goals (2019- 2022) consist of establishing the organizational structure to address the recommendations (the MCC), developing a consistent ADA program, preparing for changes in the state's Medicaid program, preparing a regional mobility framework for emerging partners and creating a regional mobility management structure/program. Given the complexity of our regional transportation system, in 2020 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 Mobility Management Program Implementation Study (MMIS) concluded on June 30, 2023, outlining a plan for implementing the region's mobility management program (MMP) and recommendations that include in part to formalize the MCC with by-laws and CAMPO to hire a regional mobility manager. The findings of the study are consistent with the 2018 CPT-HSTP goals and initial MMP recommendations.

MCC members continue to meet monthly to work through the 2018 CPT-HSTP's remaining recommendations, which includes advancing the mobility management program and regional ADA coordination, coordinating MCC work with the MMIS recommendations, and with the focus on the FY 2024 CPT-HSTP update. The MCC acts as the technical steering committee to the consultant team hired to update the plan after the Notice to Proceed (NTP) was issued on October 2nd. As part of that plan update work, the consultant will review the 2018 Plan's implemented and remaining goals with the MCC and adjust them as needed to coordinate with the new FY24 plan update recommendations.

At the joint subcommittee meetings held in November and December members continued to work on a Memorandum of Understanding for the partners to sign for the MMP, by-laws to formalize the MCC and updating the MCC Work Program/Implementation Schedule for FY 24. The next scheduled MCC meetings will be held January 5<sup>th</sup> for the joint subcommittee working group meeting to finalize the draft MOU and By-

laws followed by the in-person full, quarterly January 18<sup>th</sup> MCC meeting where the CPT-HSTP consultants visit to finalize outreach efforts for the study.

Information on the MCC's work along with the Short-Term Goal Implementation report is on the CAMPO's [Mobility Coordination Committee webpage](#). CAMPO staff will be presenting regular updates to the TCC/Executive Board. **(Staff Contact: Crystal Odum)**

## 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. During this quarter, ITRE staff members are planning to visit several CAMPO – Eco-Counter system sites to perform Eco-Counter system inspections, diagnostics and data retrieval. ITRE staff members will also be coordinating and visiting additional Eco Counter sites in Cary, Apex and Wake Forest during the next several weeks if persons wish to join ITRE staff at those locations. Work on the counters in the current inventory has begun. Work on the current counter inventory will also include an initial upgrade of the counters to 4G in early 2024. Information on the current counters can be found at:

<https://itre.ncsu.edu/focus/bikeped/nc-nmvdp/>. **(Staff Contact: Kenneth Withrow)**

### Triangle Transportation Choices (Triangle Transportation Demand Management (TDM) Program)

The Triangle J Council of Governments - (TJCOG), now renamed the Central Pines Regional Council - (CPRC) has issued a Call for Projects for the Triangle Transportation Choices/ Transportation Demand Management (TDM) grant program requesting proposals for three different funding opportunities for a pilot 2-year RFP covering fiscal year 2024-25 (FY25) and fiscal year 2025-26 (FY26). It is the first time the Program is offering grants for a two-year period of performance. A brief overview of these three different RFPs (traditional, innovative projects, and equity & inclusion pilot initiative) can be viewed [here](#).

Completed applications must be uploaded and submitted online by 5:00pm EST on Monday, February 12, 2024, to be considered for funding.

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 Program exclusively awards grants for non-infrastructure projects supporting education and outreach efforts and links NC state policy and funding with local and regional service providers, while drawing from the [Metropolitan Transportation Plan \(MTP\)](#) developed jointly by CAMPO and DCHC MPO for the Triangle region and [NCDOTs TDM Strategic Plan](#) to ensure statewide continuity. CAMPO serves on the TDM Oversight Committee as one of three funding partners with NCDOT and DCHC, along with representatives from CPRC and the NC Department of Environmental Quality Division of Air Quality. Program representatives are also working to coordinate the TDM and Mobility Coordination Committee's public transit and human services mobility management programs.

The FY 22 TDM Annual Impact Report has been completed and will be presented to the oversight boards in the first quarter of the calendar year. The Annual Impact Report for the Triangle Transportation Choices program calculates reductions in vehicle trips, vehicle miles traveled, and vehicular emissions resulting from programs funded in that grant cycle by the Program. For more information about the program please read the FY21 [Impact Report](#). Information about the TDM Program can be found on the Central Pines Regional Council website at:

<https://www.centralpinesnc.gov/mobility-transportation/triangle-transportation-choices>.

Specific questions about the program can be directed to Shuchi Gupta, Program Administrator at (919) 558-2715 or [sgupta@centralpinesnc.gov](mailto:sgupta@centralpinesnc.gov). **(Staff Contact: Crystal Odum)**

## 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 partners are updated on the progress of the project. Lane Construction has provided the following update on the project:

#### EB 440 (Phase 3 40 to Ligon/Hillsborough)

Shift planned to occur the weekend of Jan 5th 9PM thru Jan 8th 5AM (or first weekend where weather cooperates)

Part 1 - All Closures open after Shift is completed (Friday 9PM into Saturday AM)

Full Shutdown of EB 440 from I40 to Hillsborough to shift EB Traffic to the Old WB Lanes and Open New Temp Ramps

New 440 EB On Ramp from I40

New On and Off Ramps at Jones Franklin

Reconfigured 440 EB Onramp from Western

Please note that above item is pending weather not deciding to rain 3" every weekend like it has the last two.

Part 2 - Targeting Jan 5-8th (if the weathers bad that weekend then we would push to Jan 12th-15th)

Would Close the 40, Jones Franklin, and Western Ramps Overnight the First Night reopen Saturday AM

Will have Melbourne and Western Onramps closed all weekend reopened Monday AM.

#### EB 440 (Phase 3 Ligon/Hillsborough to Lake Boone)

Part 1 - Open STR 3 (over Wade) for New Hillsborough Off Ramp from 440 WB (Targeting Mid/Late February)

Part 2 – Open STR 3 (over Wade) for all 440 WB Traffic - Also Opening STR2 (over Hillsborough) to 440 WB Traffic

#### RR Bridge Schedule

Beginning Excavation and Site Prep for STR11 (Railroad Bridge) in January

Beginning STR 11 Drilled Shafts in February (continuing thru April)

STR 11 Substructure And Beginning STR10 Pile Driving in May

Turnover STR 11 to the RRs for Second Track Shift in Fall of 2024

Aiming to be able to Reopen Beryl Road (on new Bridge over Blue Ridge by Fair 2024)

If it becomes necessary to modify this schedule, LANE will provide an updated schedule as soon as is possible  
Further details about the projects are located at NCDOT's [I-440 & Blue Ridge Road Improvements webpage](#).  
**(Staff Contact: Kenneth Withrow)**