

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. The SRTS Subcommittee met on Friday, July 17, 2020 to receive updates and address important topics such as: (1) Safe Routes to Schools in a COVID-19 Environment, (2) Updates for the TJCOG and Wake County SRTS Programs, (3) the Capital Area MPO Complete Streets Resolution, (4) a Data Sharing MOA between CAMPO and the Wake County Public School System. The next SRTS Subcommittee will occur on Friday, September 19 at 10:00 am. Please go to <http://www.iwalktoschool.org/> for additional details. (Staff Contact: Kenneth Withrow)

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

This study provides a comprehensive review of best practices for implementing transit priority R.E.D. lanes with shared access, a tool to prioritize the most suitable lanes for this application and a review of peer areas. R.E.D bus lanes are 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 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 obtained input from the Core Technical Team (CTT) throughout the two years of the study, and also the TCC and the 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 Corridors Listing) and demonstrated use of the priority lane tool for future use. The CTT provided comments on all technical reports and the toolkit. The study, conducted by Renaissance Planning and WSP, Inc., concluded June 30, 2020 on time and on budget and will be presented to the TCC and Executive Board at the August meetings with the final report and previous technical reports and an interactive map posted to the CAMPO website. (Staff Contact: Crystal Odum)

C. 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, 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 a general analysis of economic feasibility of providing passenger rail between these cities.

The purpose of this study was to determine if the market exists for passenger rail between Raleigh and Fayetteville. If the market exists, the study was to 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 is 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 concluded June 30, 2020, conducted through fiscal year 2020 with the assistance of a technical steering/ jurisdictional stakeholders committee. The Technical Steering Committee members, local jurisdictional, stakeholders and the project team provided expert input and/or reviewed existing data sets, peer agencies, contrasted and compared the two study routes, and a quantitative and fatal flaw analyses to complete the study. The final TSC meeting was held June 11th to discuss operational assessment, a marketing impact analysis, the potential for a Phase 2 of the study and to recap the study and resulting findings. The consultants have prepared the final report including an executive summary and recommendations. The project concluded on time and on budget with no fatal flaws identified on either rail line option, but with no preferred rail line selected. A Phase II of the study is recommended. An overview of the Study will be presented to the TCC and Executive Boards at the August meetings with the project portal at www.ral2fayrail.com that was established to house all project information/material will be moved to the CAMPO website. **(Staff Contact: Crystal Odum)**

D. 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. The Oversight Committee met in April to review the applications. A total of sixteen applications were received, two of which as innovative pilots. However, due to NCDOT funding issues, TJCOG does not yet have a funding notification from NCDOT. TJCOG is working closely with MPO leadership to try to get this issue resolved, but is not able to send award notifications to applicants at this time. TJCOG is also meeting with the Oversight Committee regularly as new information is available. More information on the Triangle TDM Program can be found at: <https://www.tjcog.org/programs-land-use-transportation/transportation-demand-management>. (Staff contact: **Brandon Watson**)

E. Triangle Bikeway Implementation Study

The Capital Area MPO, in cooperation with the Durham-Chapel Hill-Carrboro MPO are planning in FY 2020 to conduct an Implementation Study for a regional bicycle connection from Raleigh to the Park Center site at Research Triangle Park in Durham County via a separated greenway type facility generally following the I-40 corridor; and a Feasibility Study between the Park Center site and US 15-501 in Chapel Hill; which will also address bicycle/pedestrian facility gaps along NC 54 in Durham County. The Implementation Study will build upon feasibility study work completed by Wake County. The purpose of this bikeway is to serve commuters between Raleigh, Durham, Cary, RTP and Morrisville; and connect with existing and extensions of a planned facility in the City and County of Durham, which ultimately connects to US 15-501 in the Town of Chapel Hill. An RFP for this study was advertised between June 26 and July 26, 2019. Candidate interviews have occurred, and negotiations have been finalized with the consultant team of McAdams; leading to a “Notice to Proceed” as of the end of March 2020. The consultant staff have used this time to work on website review, crowdsource map review, URL address discussion, stakeholder list review / completion, scheduling for Case Study briefings. The first Triangle Bikeway Working Group meeting was held on Thursday, July 16 from 1:30 to 3:30 pm; which included a nationwide review of bicycle facility case studies, along with a review of the project website and survey. The consultant is currently working to set up community engagement meetings with the mayors and staff members for the municipalities that within the Triangle Bikeway corridor. The next Triangle Bikeway Working Group meeting will be held on Thursday, September 17 from 1:30 to 3:30. (Staff contact: **Kenneth Withrow**)

F. Non-Motorized Volume Data Program

The Institute for Transportation Research and Education (ITRE) currently manages the North Carolina Non-Motorized Volume Data Program (NC NMVDP) on behalf of the North Carolina Department of Transportation (NCDOT). The purpose of the program is to establish a robust data collection framework to reliably calculate sidewalk, shared use path, bike lane, and shared lane volumes through the installation of permanent bicycle and pedestrian counters that continuously collect count data on representative facilities in North Carolina. The NMVDP has expanded to include additional permanent counters installed by the City of Raleigh Parks and Recreation

Department. Both ITRE and the City of Raleigh have agreed on the data monitoring and management processes; as well as future operational coordination. Data from the additional counters will also be incorporated into the quarterly data reports that are generated by ITRE. The annual data report has been released for public review. At this time both CAMPO and ITRE are working to transfer management and ownership of NMVDP counters based on agreements established prior to the installation of the counters in 2018. **(Staff contact: Kenneth Withrow)**

G. Mobility Coordination Committee

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

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

On February 19, 2020, the Executive Board adopted the 2018 updated Coordinated Human Services Public Transportation Plan, Amendment #1 and formalized the MCC.

CAMPO staff had convened the working group on May 22, 2019 inviting transit provider members from GoCary, GoRaleigh, GoTriangle, GoWake Access/Wake County, JCATS, KARTS and HARTS. The MCC has developed its membership, organizational and meeting structures, completed a working DRAFT "Recommended Implementation Strategy Schedule" including six months of actionable items, supported the City of Raleigh and the 5310 Program Project Management Plan update and updated the regional plan. Three working Sub-committees - Administration, ADA and Community Transportation, meeting monthly, were created and beginning February 7th, Human Service agencies and other stakeholders joined the Community Transportation sub-committee sharing information and furthering coordination. The full MCC committee began meeting quarterly on October 24th. The committee members continue work on the recommendations identified in the plan including reviewing transit provider ADA eligibility applications for potential unification, developing a regional methodology to address gaps in ADA service, 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 with the various human services providers, determining universal definitions and policies for ADA services. Given the state response to COVID-19, the April 3rd and the May 6th sub-Committee meetings were cancelled, but CAMPO staff continued with some of the scheduled MCC work including mobility management research and ADA eligibility applications analysis. The April 23rd Full Quarterly meeting (virtual WebEx) was also cancelled due to continued COVID-19 efforts. All meetings are virtual until further notice. Sub-committee meetings resumed on June

5th with the committee members sharing agencies CoVID-19 and civil unrest activities and occurrences. We reviewed previous MCC work to complete the CPT-HST plan's recommendations and outlined the next tasks/deliverables and the schedule for the next 6 months for each sub-committee. The members attended July meetings and continued committee work focusing on collaborating to identify and discuss policies that negatively affect regional riders and mobility management work. The sub-committee chairs updated the full committee at the July 23rd quarterly meeting.

Members of the CT committee successfully conferenced with peer agency North Central Texas COG to learn about the COG's mobility management program to aid in the development of our regional program. Sub-committee meetings were held on Friday, August 7th (changed from August 5th). The committees are working on coordinating agencies policies for no show, transfers and fares and the mobility management program. The next quarterly meeting is to be held October 22nd. 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 with presentations anticipated to be at early fall meetings. **(Staff Contact: Crystal Odum)**

H. 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.
- Wade Ave median work from Edwards Mill to 440
- North 440 to Lake Boone traffic shifted towards the median
- Structures work at Wade Ave flyover bridge

For the Blue Ridge and Hillsborough Intersection

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

Long Term Closure(s)

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

o Duration: Long Term

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

o 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 Drive /Jones Franklin Road).

3. I-440 WB Exit to Melbourne Rd.

o Duration: Short Term

Reason for this closure is to construct a new ramp for the I-440 WB exit ramp to Melbourne. Traffic will still be able to exit from I-440 but will be required to detour to the right onto Deboy and follow the routed detour. This closure will be in effect for up to three (3) months. Please use caution in this area.

4. I-440 EB Exit to Western Blvd Loop

o Duration: Long Term

Reason for this closure of this loop is to allow for construction to occur inside the quadrant of the interchange. Traffic will be able to take the Exit Ramp at Exit 2 prior to the overpass and then can make the movement to Western EB or WB. This closure will be effect for up to nine (9) months. Please use caution in this area due to construction activity.

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

o Duration: Nine (9) Months

Reason for this closure is to construct a new ramp for Eastbound Wade Ave to I-440 WB. Traffic will still be able to exit from

Eastbound Wade Ave to I-440 WB by using a temporary ramp located just after the existing ramp. This closure will be in effect for up to Nine months. Please use caution in this area.

New Traffic Patterns

1. I-440 Westbound Shift to Median b/t Jones F. and I440/Walnut Interchange

Anticipated Date: July 17, 2020; Duration: Six months

2. I-440 Eastbound Off Loop to Jones Franklin Rd

Anticipated Date: Mid July 24; Duration: Nine months

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**)

I. 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. To date, the focus of the plan update has been on reassessing cost and schedule feasibility assumptions for major capital projects, producing a countywide transit market reassessment, and determining remaining financial capacity for additional transit investments through 2030. These tasks are substantially complete.

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

Within the context of these financial projections, our next step in the process is to solicit input from the public and our stakeholders that will inform us on project delivery priorities through 2030. This engagement began in early August and will run through mid-September. This input will then be used to provide guidance on prioritization and reprogramming of currently planned projects at a core design retreat that is currently planned for early November. (Staff Contact: **Bret Martin**)

J. Wake Transit Performance Tracker

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

Component #1 is an interactive project map that will put the investment information contained

in the annual Wake Transit Work Plan into a visual, searchable format. Users will be able to see detailed information on Wake Transit-funded service and infrastructure projects that have been completed, are underway or are planned for future years.

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

A core technical team has been assembled and had its first meeting on June 30th. The group represents a diverse collection of TPAC partner organizations. Individuals on the team are almost equally split between those with technical knowledge and planning skills and those who are experts in engagement, marketing, and communications.

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

(Staff Contact: Stephanie Planchich)

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. As with the Southwest Area Study in FY 18 and 19, the NEAS needs to be updated in order to prepare for the 2050 MTP. The study covers parts of Wake and Franklin Counties, and the municipalities of Knightdale, Wendell, Zebulon, Bunn, Rolesville, Wake Forest, Youngsville, Franklinton, and part of Raleigh. The update will involve extensive public outreach, and an evaluation of transportation projects, policies and priorities that may have evolved or shifted since the original study.

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 (CTT) meeting was held on March 10, 2020. The most recent Stakeholder Oversight Team meeting was held on June 15, 2020 discussing what we have heard so far, guiding principles, bicycle and pedestrian issues, and land use scenario development. A CTT meeting was also held on July 20, 2020 discussing public engagement, planning themes for the guiding principles, bicycle/pedestrian data, and developing the two alternatives in the land use scenario modeling. A project work plan and public participation plan have also been developed.

Nine small group stakeholder interviews were held May 21 and 22 around a variety of topic areas with 46 attendees total. Virtual public meetings were also held on Tuesday, June 9th and Saturday, June 13th. Other small group meetings and additional public engagement were ongoing throughout April – July. The interactive map for identifying issues/points of interest, as well as the survey, closed for comments on July 24, 2020. The next CTT meeting is scheduled for July 20, 2020. The project timeframe is anticipated to go through June 2021. Visit www.neasupdate.com for more information.

(Staff Contact: Brandon Watson)

L. Bus on Shoulder Study

CAMPO is partnering with DCHC MPO, NCDOT and GoTriangle to conduct a regional evaluation of potential expansion of the Bus on Shoulder System currently operated on I-40. The Study will also look for opportunities to enhance the North Carolina rules and guidelines for using Bus on Shoulder in other parts of the state. The Executive Board approved a contract with HDR at its June 2020 meeting, and the first technical steering committee meeting was held in July. The study will evaluate current Bus on Shoulder operations against best practices from peer regions and will recommend methods to evaluate and prioritize future Bus on Shoulder projects in the Triangle and across the state. Recommendations from the study are expected in June 2021. **(Staff Contact: Shelby Powell)**