



INFORMATIONAL ITEM: PROJECT UPDATES

July 2021

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Studies

Unified Planning Work Program FY 23

If your jurisdiction desires to include a special study in the CAMPO FY 23 Unified Planning Work Program (UPWP), please email Shelby.Powell@campo-nc.us prior to **October 29, 2021** with your request. The request should include a brief description of the goals of the study, the study area, the estimated cost, potential cost-share partners and desired outcomes or products from the study. Please note that many special studies in the UPWP require a local match of 20%. **(Staff Contact: Shelby Powell)**

Cary-RTP and Garner-Clayton Rapid Bus/Bus Rapid Transit Extensions Major Investment Study

In April of 2021, CAMPO staff kicked off a major investment study (MIS) that will develop and evaluate alternatives and ultimately select preferred alternatives for rapid bus or bus rapid transit (BRT) extensions from Cary to Research Triangle Park and from Garner to Clayton. These extensions would build onto two (2) of the core BRT corridors included in the original Wake County Transit Plan. The extensions have been included in the Wake County Transit Plan Update, and the capital improvements thereof are assumed to be funded with State revenue sources in the FYs 2020-2029 Transportation Improvement Program.

Consistent with the pre-project development feasibility planning and alternatives analyses completed for the four (4) core BRT corridors in the original Wake County Transit Plan, the MIS for these rapid bus/BRT extensions will generally involve an analysis of the travel markets to be served, identification of environmental constraints in each corridor, development of alignment and station area alternatives to study further, development of market-appropriate operating plans, evaluation of alternatives against a set of performance and other relevant criteria, development of capital and operating cost estimates, selection of recommended preferred alternatives, a risk assessment, assessment of federalizing the extensions, and identification of project sponsors. Three (3) touchpoints of community outreach are planned for each corridor throughout the study. The first community outreach touchpoint is scheduled for October and will be focused on educating the public and stakeholders on rapid bus and BRT concepts and the study's purpose and goals while soliciting feedback on the development of an evaluation framework to capture regional and community transportation goals and priorities. **(Staff Contact: Bret Martin)**

Northeast Area Study Update

The initial Northeast Area Study (NEAS) was completed in FY 2014 and needed to be updated to prepare for the 2050 MTP, so the NEAS Update began in early 2020. It evaluated land use and transportation issues in the northeastern section of CAMPO's planning area. 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.

Stantec was the lead consultant and study outputs include: public engagement planning and implementation, development of guiding principles, Stakeholder Oversight Team (SOT) working sessions regarding scenarios for both transportation and land use, deficiency analyses, data collection and modelling, coordination with local staff and NCDOT through the Core Technical Team (CTT), and more.

Final recommendations and a summary of public feedback was shared with the CTT in March and the SOT in April. Final recommendations and workbooks have been posted for public comment on [CAMPO's Area Studies Webpage](#), and the final round of board presentations seeking endorsement occurred through the summer. The project concluded with a public comment period lasting until September 12, along with an action item for both the TCC and Executive Board at their September meetings, seeking endorsement of the NEAS Update for use in future long-range planning including the 2050 MTP development. Visit www.neasupdate.com for more information. **(Staff Contact: Brandon Watson)**

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. Discussions have begun internally for the scope of the project, RFP timeline, and study area boundaries. A meeting with the Upper Coastal Plain RPO and NCDOT Transportation Planning Div. was held in April to discuss possible study boundaries, project scope, and participating communities in the study area. Pre-scope meetings were held in July with participating jurisdictions and NCDOT. The Southeast Area Study Update Request for Proposals has been posted to CAMPO's website, with **proposals due on September 29 by 3:00 PM**. It is anticipated that the study will start at the end of calendar year 2021 and be completed by June 2023. **(Staff Contact: Brandon Watson)**

Triangle Bikeway Implementation Study

The project team has used this quarter to work on technical design alignments and integrating public input into potential recommendations. The Study team has conducted its second round of public engagement, which included videos and updated information on the project website as well as an online survey that concluded in late July. Following the August 12 Working Group meeting, preparations are being made to meet with NCDOT staff and present at the Joint DCHC MPO & CAMPO Boards meeting in late September. The next Triangle Bikeway Working Group will meet on October 14 at 2:00 pm. Anticipated project completion is December 2021. **(Staff contact: Kenneth Withrow)**

U.S. 401 Corridor Study

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

- US 401 Fuquay-Varina Bypass
- US 401 - Fuquay-Varina @ Banks Road to the Harnett/Wake County Line
- US 401 - Southern Section – Harnett/Wake County Line to Lillington

The project team is currently at the second phase of the project – Developing Solutions – and public engagement is slated to begin in **late August and extend through September**. Core Technical Team (CTT) and Stakeholder Oversight Team (SOT) meetings were held in August. The project's second public engagement phase will occur in **September**, with a virtual public meeting scheduled for Tuesday, September 14, at 6:00 pm. www.US401CorridorStudy.com
(Staff Contact: Kenneth Withrow)

Western Wake Traffic Signal System Integration Study

CAMPO recently completed the Triangle Region ITS Strategic Deployment Plan Update, which included the need for interoperable signal systems across jurisdictional boundaries leading to a goal of regionalized intelligent transportation systems (ITS) including coordinated signal systems. In January 2021, CAMPO began a study to regionalize ITS systems, including integrating traffic signal systems from multiple jurisdictions into one signal system.

Recommendations will include guidance and implementation step details to be fit for use in other areas across North Carolina where regional ITS signal system integration efforts would be applicable. Exult Engineering was selected as the lead consultant. The study is centered on the Western Wake area, coordinating with NCDOT and the Towns of Apex, Cary, Fuquay-Varina, Holly Springs, and Morrisville. The project team has been reviewing Chapter 2 summarizing existing conditions, a peer review of similar regional ITS integration efforts, the integration guidebook outline, and held a Core Technical Team meeting in June. Next steps are working through the implementation plan including small group meetings in August and conducting the first Regional ITS Working Group meeting. The project is anticipated to be completed by June 2022. **(Staff Contact: Brandon Watson)**

Mobility Management Program Implementation Study

CAMPO is conducting a Mobility Management Program (MMP) Implementation joint study, in partnership with Wake County, the City of Raleigh, and the Town of Cary, per CAMPO's FY22 UPWP (to be amended to include Raleigh and Cary). A Request for Proposals was issued for a phased approach study to collect proposals from 4/9/21 to 4/30/21. The Notice to Proceed to the consulting firm Nelson Nygaard Associates, Inc. was issued August 11th to begin the mobility management program study. This study advances the Mobility Coordination Committee's short term work found in the updated regional 2018 Coordinated Public Transit Human Services Transportation/Wake Transit Plan. The Technical Steering Committee made up of transportation stakeholders kick off meeting occurred on August 31st. TSC members learned about the study

work scope and provided input such as on definitions for a successful mobility management program.

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 as well as a recommendation regarding potentially hiring a regional mobility manager. Phase I also includes the drafting of 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 and stakeholder 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 analysis of operational details, implementing a public outreach strategy and a final report.

This month, the project team will work on Tasks 2 and 3 compiling and reviewing key plans, studies and programs and will be preparing for Board presentations coming in Task 4. Anticipated project completion is June 2023. **(Staff contact: Crystal Odum)**

Committees

Mobility Coordination Committee

Given the complexity of our regional transportation system and the various types of mobility management programs that can be implemented, the MCC members recommended to the CAMPO Board to hire a consultant to provide mobility management expertise and to assist the committee members with the short term goal to develop and implement a mobility management program. The members have been working to procure expert mobility management consulting services to conduct a study. The notice to proceed for the consultant to assist the MCC with the mobility work was issued on August 11th.

The working MCC sub-committees met last on September 1st to address the coordinated plan’s remaining short-term recommendations for FY 22 which includes the mobility management program implementation. The ADA subcommittee members are working on closing out the recommendation to create a universal ADA eligibility application. The CT subcommittee is advancing work to create a pilot program to improve communication between the human service agencies and the transit providers and documenting activities and progress on the State’s NEMT program. In the coming months, there will be close interaction with the MMP study project team/consultant and the MCC with discussions on the plans, studies and programs the consultant needs to become familiar with, more discussion on how best to engage stakeholders and the jurisdiction boards in mobility management development and also how best to obtain leadership guidance on the mobility management study’s direction. Next subcommittee meetings are scheduled for October 8th to continue this work.

The full MCC committee was updated on all quarterly sub-committee activities at the quarterly July 22nd meeting. Next full committee meeting is scheduled for **October 21st**. Project updates

to the Wake Board of Commissioners, TCC/TPAC, the CAMPO Executive Board and other partner boards will also occur in the next few months. Information on the MCC's work is on the CAMPO's [Mobility Coordination Committee webpage](#). **(Staff Contact: Crystal Odum)**

Safe Routes to School (SRTS)

The SRTS Subcommittee met on Friday, June 25, 2021. Items discussed included creating opportunities to merge SRTS Walk Audit processes and NCDOT's Road Safety Audit processes and developing a baseline crossing guard inventory. The proposed Road Safety Audit will be the first of its kind in North Carolina; and will serve as the pilot project that will be used throughout the state in future years. A candidate school will be determined in the upcoming weeks. The next meeting is scheduled to occur on Friday, **September 17, 2021**. **(Staff Contact: Kenneth Withrow)**

Safe Routes to School (SRTS) Road Safety Audit Project CAMPO/NCDOT

The FY 2022 Capital Area MPO Unified Planning Work Program (UPWP) contains a continuation of three major work tasks from FY 2021 that are to be done by the SRTS Subcommittee. Those tasks include - in priority: (1) Creating a Baseline Crossing Guard Inventory, (2) Development and Distribution of a Bicycle Comfort Level Map, and (3) Pursuing the development of School Road Safety Audits. As of August 26, 2021, CAMPO, in cooperation with NCDOT and the Wake County Safe Routes to School coordinator, have selected Vandora Springs Road Elementary School as the state's first pilot project for a school Road Safety Audit. During the latter portion of September, an FHWA sponsored Train the Trainer Program will be held in preparation for the Road Safety Audit; with the official audit to be scheduled during the month of October. **(Staff Contact: Kenneth Withrow)**

Programs

Non-Motorized Volume Data Program

The Institute for Transportation Research and Education (ITRE) currently manages the North Carolina Non-Motorized Volume Data Program (NC NMVDP) on behalf of the North Carolina Department of Transportation (NCDOT). The purpose of the program is to establish a robust data collection framework to reliably calculate sidewalk, shared use path, bike lane, and shared lane volumes through the installation of permanent bicycle and pedestrian counters in North Carolina. CAMPO and ITRE staff, along with staff members from the participatory local governments had met to talk about maintenance of the counters; as well as scheduling on-site visits to the counters. Both quarterly and annual reports are publicly available at:

<https://itre.ncsu.edu/focus/bike-ped/nc-nmvd/>. **(Staff Contact: Kenneth Withrow)**

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

The purpose of the Triangle TDM Program is to coordinate and evaluate regional TDM activities that aim to reduce traffic and air pollution by promoting commute alternatives such as transit, carpooling, biking, walking, teleworking, and vanpooling. CAMPO serves on the Oversight

Committee as one of three funding partners with NCDOT and DCHC, along with representatives from Triangle J Council of Governments (TJCOG) and the NC Department of Environmental Quality Division of Air Quality. The FY 20 annual impact report has been released and can be viewed [here](#).

The annual FY 22 Request for Proposals for the Triangle TDM Program was released in February and applications were due on March 12, 2021. Notice of award to 22 grantees was given in late May. The intent was 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 served as the lead consultant for NCDOT's Statewide TDM Program providing technical assistance for TJCOG's Triangle TDM Update work. In 2019, several peer reviews and focus group surveys with TDM stakeholders were held, and a technical assistance report was submitted to TJCOG who then presented the TDM Plan Goals Update to the TCC and Executive Board. The plan update is currently on hold due to NCDOT funding issues and COVID impacts. However, the Oversight Committee has been working on a logo and branding effort (changing to Triangle Transportation Choices), as well as integrating equity into the application process for TDM programs in line with proposed recommendations from the update. Information about the TDM Plan Update and FY 22 grantees 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)**

Transit Asset Management Performance Measures and Targets Update

Annual Transit Asset Management Performance Measures and Targets for State of Good Repair for individual transit agencies and the region are being updated for 2022. Under MAP-21 and the FAST Act, the FTA continues to advance efforts to implement a performance-based approach to planning. In its final rulemaking on Transit Asset Management (TAM), the FTA requires transit providers to annually set performance targets for state of good repair related to their assets. MPOs are required to establish regional targets every four years and to reference the performance targets and performance-based plans into their TIPs and Metropolitan Plans per 23 CFR 450.324 and 23 CFR 450.326. MPO's are also required to coordinate with each of the transit providers in the region and the State. After meeting with the partners August 3rd, through the joint cooperative process established between the transit agencies, NC DOT and CAMPO, CAMPO staff will be recommending the regional 2022 TAM performance measures and targets remain the same as 2021. The recommended 2022 TAM target were posted for public comments for 30 days beginning August 13th through September 12th, 2021 while staff brings the item before the TCC/Ex. Board in September. **(Staff Contact: Crystal Odum)**

Public Transit Agency Safety Performance Measures and Targets Update

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires operators of public transportation

systems that receive federal funds under the FTA's Urbanized Area Formula 5307 Program Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). Under the PTASP rule, an operator is required to develop and maintain an ASP, set safety performance targets based on the safety performance measures in the National Safety Plan (NSP) and share with the MPO and State. The NSP safety performance measures are: · Fatalities · Injuries · Safety Events · System Reliability (State of Good Repair). FTA delayed enforcement of the rule for transit providers until July 20, 2021 due to COVID.

Per 23 C.F.R. § 450.306, the MPO is required to set regional performance targets for each performance measure no more than 180 days after the transit agency establishes their performance targets (originally required by January 20, 2021 but extended just to July 20, 2021). Per regulations and after consultation with the FTA, FHWA, NC DOT IMD and the partner agencies, CAMPO staff developed initial safety target measures for the region which the CAMPO Executive Board adopted on May 19, 2021 in advance of the July 2021 MPO deadline.

Staff and the transit partners have met to continue discussion and collaborate on the goals and targets to establish the final transit performance safety targets recommendations and will post the recommendations for public comment from September 17 to October 17. In October, staff will recommend the CAMPO TCC/Executive Board adopt the final targets for incorporation into the MTP/TIP. **(Staff Contact: Crystal Odum)**

Projects

NCDOT Highway Project U-2719 – Updates

Please review the information below as provided by Mr. Brandon Jones:

Open Ramp D (westbound Wake Avenue to northbound I-440) end of July

Loop C (eastbound Wade Avenue to northbound I-440) - Weekend closure mid-August

Traffic shift to new mainline bridge mid-August

New loop in July?

Alignment shift remain scheduled for October

Western Blvd interchange

DDI phased approach work starting Oct, 2021? Current schedule is November 2021 but could push based on weather and other work

Still due to be complete in 2022. Temporary DDI will be in place after the 9 day and 56 hour closures

Athens Drive

Bridge demolition in July, 2021 - Utilities currently scheduled to be relocated in August so demolition will occur September 2021

Jones Franklin shift to new bridge shift in Oct, 2021. Utility relocation scheduled to complete in August 2021. Shift Nov 2021

Blue Ridge grade separation

Grading work for the jug handle - On going

Sewer installation? On going

Status of phased approach to bridge construction over the big cut Still on track to start after State Fair 2021 to shut down railroad crossing

Status of shifting the rail tracks to temporary alignment closer to Hillsborough –Still planning to begin after Oct, 2021 NC State Fair.

Status of closing Blue Ridge in Nov, 2021 Yes

Status of closing Hillsborough St. in early 2022 Current schedule is Feb 1, 2022

Status of diverted traffic plan while Blue Ridge across the rail tracks will be closed for nearly 2 years – Last reported as Youth Center Dr and Edwards Mill being the main connections (NOT through any neighborhoods) – Main detour will utilize 440/Wade/Edwards Mill/Hillsborough/Western. Local traffic will likely continue to use Youth Center as a cut through.

Status of lighting plan at interchange areas Lighting plans still under development.

The overall completion is still looking like 2024.

Further details about the projects are located at NCDOT's [I-440 & Blue Ridge Road Improvements webpage](#). (Staff Contact: Kenneth Withrow)

NC 540 Bonus Allocation Projects

The [selected NC 540 Bonus Allocation projects](#) were adopted by the CAMPO Executive Board in April 2020 and have been programmed in the TIP and STIP. Three initial projects have been identified in the TIP and STIP with Bonus Allocation (BA) funding and are currently under the initial preliminary engineering stages within NCDOT:

HL-0006 Realign Hilltop Road to Lake Wheeler Road on new location, convert US 401 to superstreet from Lake Wheeler Road to Hilltop Needmore Rd: Project one of two regional-tier projects selected for BA funding. Original anticipated cost \$15m. Project has been assigned to firm VHB for planning and engineering tasks. An updated cost estimate from NCDOT increases the anticipated cost for the project to \$21.3m, not including preliminary engineering costs. This additional budget will be compensated with the \$10m in contingency funds set aside in the adopted BA list of projects. *If the total cost of projects exceeds the entire source of BA funds, additional costs will come out of the CAMPO STBGDA allocation (traditionally utilized under the Locally Administered Projects Program (LAPP)).* NCDOT Mobility & Safety has agreed to contribute HSIP funds to this project in order to extend the limits through the Dwight Rowland Rd. intersection on US 401.

HL-0007 Construct a grade separation at the at-grade intersection of NC 55 and Technology Drive: Project two of two regional-tier projects selected for BA funding. Original anticipated cost \$30m. Project has been assigned to firm Meade & Hunt for preliminary engineering activities. The traffic analysis currently underway.

HL-0008 Preliminary Engineering for various intersection improvements to be funded through CAMPO Bonus Allocation funding: This STIP and TIP ID will be used to fund the preliminary engineering activities on the intersection improvement projects identified for the division-level BA funding (\$45m). Once a project has graduated from the preliminary engineering phase, the project will receive an individual TIP and STIP ID and will be tracked as a standalone project. NCDOT's Division 5 has started the preliminary engineering on the first handful of projects on the

Division-level intersection improvements list. Once Division 5 has completed PE on these projects, they will start PE on the next handful of projects. The intention is to go as far down the intersection improvements list as possible with the available \$45m. Note: these projects could increase or decrease in scope based on further analysis completed by NCDOT. The projects currently in the initial PE phase are:

- HL-0008A (Lake Wheeler Rd. at Ten Ten Rd.)
- HL-0008B (Kildaire Farm Rd. at Penny Rd.) **Project deemed not necessary after further discussions with NCDOT. Project removed from list.**
- HL-0008C (NC-50 (Benson Rd) at Timber Dr.)
- HL-0008D (Holly Springs Rd. at Sunset Lake Rd.)
- HL-0008E (Main St. at Holly Springs Rd.) **Project funded through LAPP and therefore will not use BA funding.**
- HL-0008F (Old Stage Rd. at Ten Ten Rd.)
- HL-0008G (Lake Wheeler Rd. at Hilltop Needmore Rd.)
- HL-0008H (Lake Wheeler Rd. at Simpkins Farm Ln.)
- HL-0008I (Old Stage Rd. at Rock Service Station Rd.)
- HL-0008J (NC 50 (Benson Rd.) at Rand Rd.)
- HL-0008K (NC 42 at Hilltop Rd)
- HL-0008L (Ten Ten at Bells Lake Rd)
- HL-0008M (NC 42 at Old Stage Rd)
- HL-0008N (Hilltop Needmoore Rd at Johnson Pond Rd)
- HL-0008O (NC 42 at Johnston Rd)
- *The following intersection projects are currently under consideration on whether to move forward based on updated traffic analysis: Holly Springs Rd at Arthur Pierce Rd, NC 42 at Rock Service Rd, Ten Ten Rd at Rand Rd, Optimist Farm Rd at Johnson Pond Rd, Old Stage Rd at Legends Rd, NC 50 (Benson Rd) at Steven Oaks Dr & Cleveland School Rd.
- *NC 50 at Steven Oaks Rd was on list but will have the westbound right turn lane constructed as part of Complete 540 project and left turn lane deemed not needed.

(Staff Contacts: Gretchen Vetter & Alex Rickard)

Wake Transit Plan Implementation Updates

1) Wake Transit Community Engagement Policy Update

GoTriangle, the Wake Transit lead agency for public engagement and communications, began the process to review and update the adopted Wake Transit Engagement Policy over a year ago. The 1st draft Wake Transit Community Engagement Policy was made available for public comment from February 21st through April 5th, 2021. Progress to update the policy has stalled since then. CAMPO staff has engaged with GoTriangle staff to provide guidance and support to get the process back on track. The revised policy will clarify responsibilities and better define engagement requirements for Wake Transit-funded projects and program-level planning activities. Governing boards are anticipated to consider the new policy for adoption early in 2022. **(Staff Contact: Stephanie Plancich)**

2) Wake Transit Performance Tracker

Beginning in May 2020, CAMPO has led the development of the Wake Transit Performance

Tracker. Site development was completed in June 2021 and staff completed uploading FY2022 Work Plan and other current data in August.

This online, informational resource provides a one-stop location for users to view Wake Transit program performance and project investment information. The two core components of the site include:

1. 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.
2. Graphic-driven dashboard that will display progress toward reaching Wake Transit program goals. The elements of the dashboard are intended to reflect goals and objectives set in the Wake Transit Plan, Bus Plan and other adopted materials.

The Tracker is being launched for full community use in September 2021.

(Staff Contact: Stephanie Planchich)

3) Wake Transit Art Funding Eligibility Policy

Progress to develop the Art Funding Eligibility Policy over the past year was coordinated by City of Raleigh staff with the support of an Art and Culture Workgroup. In August 2021, the TPAC voted to change the lead agency for developing and implementing an Art Funding Eligibility Policy from GoTriangle to CAMPO. CAMPO staff finalized the draft to include partner comments and feedback and will be presenting the draft to the Executive Board as information in September and then for consideration of action in October. **(Staff Contact: Bret Martin)**