

2023

CAMPO Unified Planning Work Program



Adopted:

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**North Carolina Capital Area
Metropolitan Planning Organization
FY 2023 Unified Planning Work Program**

Overview

The Unified Planning Work Program (UPWP) is the document outlining what planning activities the MPO will undertake during the fiscal year using funding provided from Federal, State, and local sources as well as MPO Member dues. The document shows in sufficient detail who will perform the work, the schedule for completing it, and the expected products.

The UPWP is the instrument for coordinating metropolitan planning activities in the MPO's planning jurisdiction. The primary objective is to develop an integrated planning program, which considers the planning activities of each mode of transportation and coordinates these activities to produce a plan that serves all areas of the region. The UPWP is developed using the Metropolitan Transportation Plan as the overarching planning guidance document.

Many of the tasks outlined in the UPWP are required by either State or Federal law, and are ongoing. These include the administration of the Executive Board processes, development and maintenance of the Transportation Improvement Program (TIP), and development and maintenance of the fiscally-constrained Metropolitan Transportation Plan (MTP). The UPWP also describes activities associated with the Wake Transit Program for which the MPO is responsible.

Funding for transportation planning is a product of Federal, State and local funding sources, with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) providing 80 percent of the funding for local planning. The remaining 20 percent is provided by local jurisdictions (members of the MPO) or by the State. This budget is supplemented by funding from the Wake Transit Program to carry out Wake Transit planning and administrative tasks.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify planning factors for consideration in the metropolitan planning process. The MPO participates in cooperative planning efforts with Go Triangle, Go Raleigh, GoCary and other area transit providers.

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing (3-C) transportation planning to continue receiving Federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area-wide transportation planning. In 1972, following passage of federal legislation providing for disbursement of Federal planning funds through the states to MPOs, the Greater Raleigh Urban Area Metropolitan Planning Organization was formed. Members included Wake County, the City of Raleigh and the Towns of Cary and Garner. In 1985, the towns of Apex and Morrisville were added.

In 1991, the role of the MPO changed with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). ISTEA placed emphasis on the efficiency of the intermodal transportation system, and the MPO responded by focusing on these aspects.

Additional changes to the MPO occurred in 1993 with the addition of the Towns of Fuquay-Varina, Holly Springs, Knightdale and Wake Forest. Rolesville, Wendell and Zebulon joined in 1995. In 2005, the MPO expanded again to include the Towns of Angier, Bunn, Clayton, Franklinton and Youngsville, the City of Creedmoor and portions of Franklin, Granville, Harnett and Johnston Counties. This represented the first expansion beyond the Wake County boundaries. Following the incorporation of the Town of Archer Lodge, the MPO expanded its membership to include that new Town and slightly expanded the southeastern border to fully include the Town of Clayton as expanded.

The Capital Area MPO now represents a region of over 1 million people with the City of Raleigh being the largest jurisdiction in terms of population.

Moving Ahead for Progress in the 21st Century (MAP-21) was enacted July 6, 2012, and authorized the Federal surface transportation programs for highways, highway safety, and transit for a two-year period from 2013 through 2014 with subsequent extensions authorized through 2015. MAP-21 replaced the previous Federal surface transportation programs authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 provided a framework for creating and addressing targeted performance measures in transportation planning and project development.

The Fixing America's Surface Transportation (FAST) Act replaced MAP-21 and became law on December 7, 2015. The new law authorized Federal transportation programs for Federal fiscal year (FFY) 2016 through FFY 2020. A Continuing Resolution passed by Congress in the Fall of 2020 has extended the FAST Act through FFY 2021. As requirements may be adjusted if a new surface transportation reauthorization occurs during the time period covered by this document, the UPWP may need to be updated accordingly.

According to Federal law, a continuous and comprehensive framework for making transportation investment decisions in metropolitan areas is required, and MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation. These include topics such as planned growth, economic development, environmental protection, airport operations and freight movement.

Purpose

The UPWP describes transportation planning and related activities to be performed during the year by the MPO and its partnering entities. The document shows in sufficient detail what agency will perform the work, the schedule for completing it, and the expected products.

SAFETEA-LU established eight factors that must be considered as part of the planning process. These eight factors were carried forward in both MAP-21 and the FAST Act:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of all motorized and non-motorized users;
4. Increase the **accessibility and mobility** of people and for freight;
5. Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
7. Promote **efficient** system management and operation; and
8. Emphasize the **preservation** of the existing transportation system.

The FAST Act establishes two additional factors that must be considered:

9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation and
10. Enhance **travel and tourism**.

MAP-21 outlined seven national goals upon which to focus the Federal-aid Highway Program, which were carried forward as national goals under the FAST Act:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The new Infrastructure Investment and Jobs Act (IIJA), the new bipartisan infrastructure bill, was recently enacted into law. Among other improvements, the IIJA encourages transportation planning be done in concert

with housing and economic development planning, rather than as a reaction to those things.

The planning work of the Capital Area MPO endeavors to consider each of these areas thoughtfully and thoroughly.

In addition, resident engagement is vital to the success of transportation planning, and the MPO continues to pursue an active public engagement program. The MPO website, an up-to-date information center, plays an important role in providing information on MPO activities and in reaching out to member communities for their involvement in the transportation planning process. The MPO website was reconstructed in 2015 to be more user-friendly and intuitive to help users easily find information about projects, plans and studies. The MPO has also continued to increase its social media presence in the past several years, and sends the TCC and Executive Board agendas out using a user-friendly email format.

The MPO shares and notifies citizens of plans and activities through public notices, press releases, and advertisements, often in concert with outreach coordinated from member governments. Many of the MPO's public outreach efforts endeavor to engage areas with high concentrations of low-income, elderly, and other minority populations using identification and outreach guidelines provided in the adopted Public Participation Plan, which includes provisions for outreach to minority, low-income, and other special populations as identified in federal regulations.

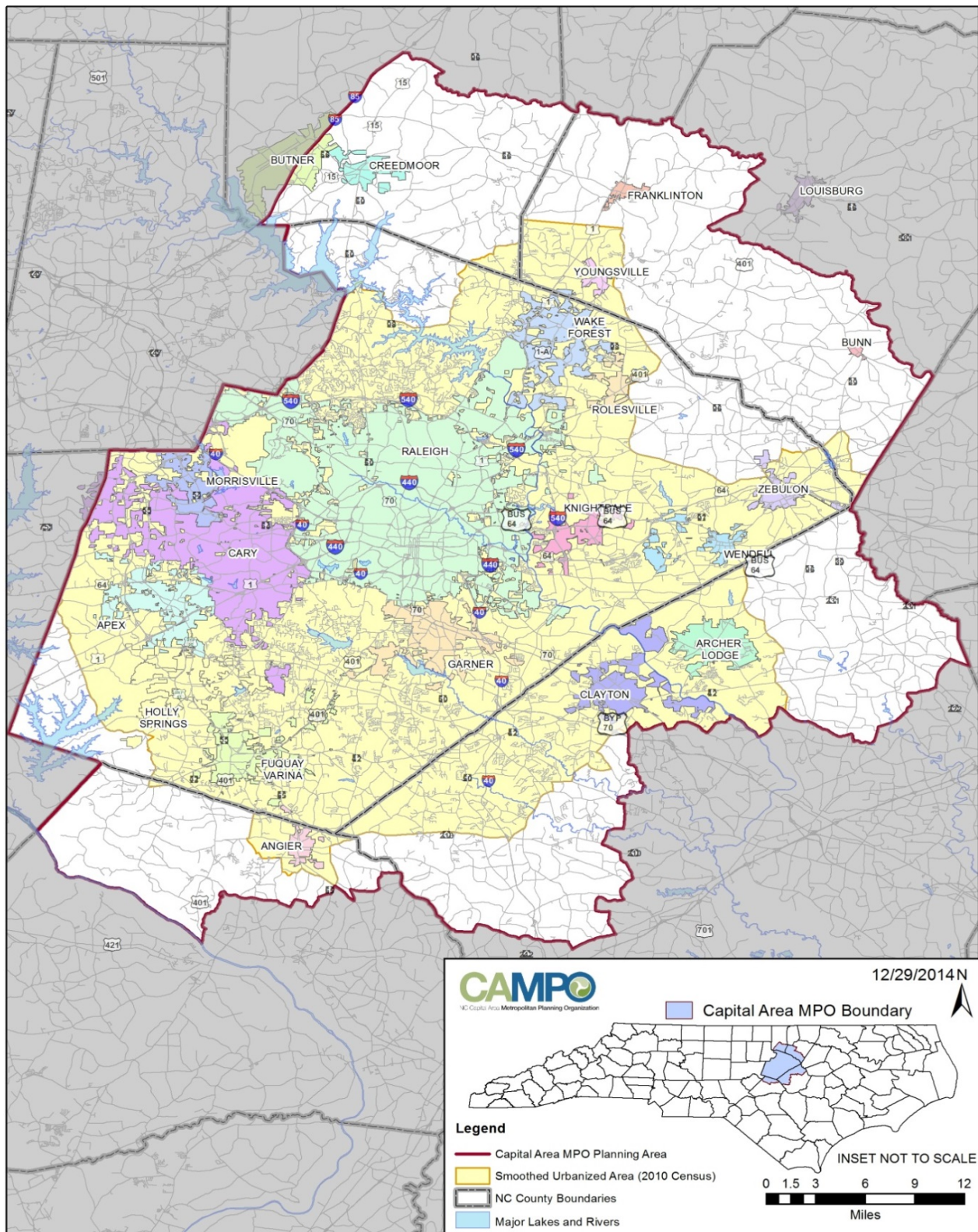
The public is notified and encouraged to attend monthly meetings of the Executive Board and the Technical Coordinating Committee (TCC) through web postings and social media.

All MPO plans and programs comply with the public involvement provisions of Title VI:

"No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance."

Definition of Area

Based on the 2010 Census, the U.S. Census Bureau defined a boundary for the Raleigh Urbanized Area (UZA), which includes the Towns/Cities of Angier, Apex, Cary, Clayton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Rolesville, Wake Forest and Youngsville. The CAMPO planning area also



extends beyond the Census-delineated UZA to include the Towns/Cities of Creedmoor, Franklinton, Bunn, Wendell, Zebulon, and Archer Lodge. The 2020 Census results are imminent and may result in changes to the MPO's Urbanized Area, planning area, and membership in coming years.

MPO ORGANIZATION

The Capital Area MPO's Lead Planning Agency and fiscal agent is the City of Raleigh. The MPO has a two-committee organizational structure.

The Executive Board

Provides policy guidelines and approves the work product of MPO staff and the Technical Coordinating Committee.

The Technical Coordinating Committee (TCC)

Provides technical support and direction to the MPO in the transportation planning process.

Appendix A lists current members of the Executive Board and TCC.

The MPO's Executive Director and staff provide support and assistance to both committees.

Executive Board

The Executive Board is comprised of 28 voting members with a weighted voting possibility if needed. The membership includes elected officials of all member jurisdictions; a representative of the Go Triangle Board of Trustees; representatives of the NC Board of Transportation for Divisions 4, 5 and 6; and three non-voting members representing the NC Turnpike Authority, the Federal Transit Administration, and the Federal Highway Administration.

The responsibilities of the MPO are described in the Prospectus for Continuing Transportation Planning, and individual responsibilities of the Executive Board and TCC are outlined in the MPO's Memorandum of Understanding with its members.

The Memorandum of Understanding established an Executive Board composed of representatives from the governing bodies of member jurisdictions/agencies to provide policy direction for the planning process and to improve communications and coordination between the several governmental jurisdictions. The Executive Board is responsible for:

1. Establishment of goals and objectives for the transportation planning process.
2. Review and approval of a **Prospectus** for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
3. Review and approval of changes to the **Metropolitan Area Boundary** as well as review and recommendation for changes to the **National Highway System**;
4. Review and approval of the transportation **Unified Planning Work Program**;
5. Review and approval of the adopted **Comprehensive and Metropolitan Transportation Plan**. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Area's Transportation Plan as well as projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) certain revisions to the **Comprehensive Transportation Plan** may be required to be jointly approved by the North Carolina Department of Transportation;

6. Review and approval of the MPO's **Transportation Improvement Program** for multimodal capital and operating expenditures ensuring coordination between local and State capital improvement and operating programs. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
7. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;
8. Review and approval of a Congestion Management Process;
9. Review and approval of the distribution and oversight of federal funds designated for the Raleigh Urbanized Area under the provisions of IIJA and any other subsequent Transportation Authorizations;
10. Review and approval of a policy for public involvement for the MPO;
11. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;
12. Development and approval of committee by-laws for the purpose of establishing operating policies and procedures;
13. Oversight of the MPO Staff;
14. Revisions to membership of Technical Coordinating Committee as defined herein; and
15. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

Technical Coordinating Committee (TCC)

A Technical Coordinating Committee (TCC), also established by the Memorandum of Understanding, is responsible for general review, guidance, and coordination of the transportation planning process for the planning area. The TCC is also responsible for making recommendations to the Executive Board and to other entities designated by the Executive Board regarding any necessary actions relating to the continuing transportation planning process.

The TCC is responsible for development, review and recommendations related to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, Metropolitan Area Boundary, National Highway System, revisions to the Transportation Plan, public participation and documenting reports of the transportation study.

Membership of Technical Coordinating Committee includes technical staff representatives from local, regional, Federal, and State governmental agencies, as well as major modal transportation providers directly related to and concerned with the transportation planning process for the planning area.

FEDERAL CERTIFICATION REVIEW

Every four years, the Federal Highway Administration and the Federal Transit Administration are required to review, in full, the planning processes of any MPO covering a UZA that contains a population over 200,000 (also known as a Transportation Management Area, or TMA). The certification review was performed for the Capital Area Metropolitan Planning Organization (MPO) in June 2021 and evaluated whether the MPO was in compliance with Federal regulations. This is a three-step process:

- Step 1: Look at past reviews to ensure that recommendations and corrective actions have been resolved.
- Step 2: Conduct a public meeting to obtain the public's perspective on planning in the Capital area.
- Step 3: Conduct an on-site review (examining every planning aspect) and providing the MPO, the North Carolina Department of Transportation (NCDOT), and Transit Administrators an opportunity to demonstrate their accomplishments or to answer any questions that the Federal review team may have. Due to COVID-19 restrictions, the most recent on-site review was done electronically. The MPO provided links to or copies of requested documents, and staff met virtually over two days to review questions with FHWA and FTA staff.

Ultimately, the review team found the transportation planning process for the MPO's transportation management area meets the requirements of 23 CFR 450 Subpart C and 49 U.S.C. 5303 and is, in effect, certified. Furthermore, the Capital Area MPO received four commendations for noteworthy practices from the review team, and four recommendations for process or program improvements.

A Noteworthy Practice is defined as an action to acknowledge exemplary practices within the planning process. These examples show efforts above and beyond federal and state requirements.

The noteworthy practices received included:

1. The MPO is a statewide leader in providing training to elected officials, municipalities, NCDOT, and other MPOs on various topics ranging from MPO 101 to Locally Administered Projects.
2. The Triangle Regional Model (TRM) is recognized as a best practice due to its technical characteristics, use of scenario analysis, and well-maintained database.
3. CAMPO's website is found to be extremely user-friendly, making it easy for the public to find information pertinent to them.
4. We commend CAMPO for their significant progress regarding the development and use of additional quantitative EJ analyses to determine and/or ensure the system-wide equity of its network.

A Recommendation is defined as something to addresses technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will take action. The expected outcome is change that would improve the process, though there is no Federal mandate, and failure to respond could, but will not necessarily result in a

more restrictive certification.

The recommendations received by the Capital Area MPO were:

1. It is recommended that the MPO update the Organizational Structure portion of its MOU.
2. It is recommended that CAMPO evaluate the effectiveness of their PIP.
3. It is recommended that the MPO re-initiate the development of the CMP evaluation report.
4. It is recommended that the CAMPO include FTA obligated funding for all public transit agencies in the annual listing of projects.

Acronyms

Local

ITRE	Institute for Transportation Research and Education
MPO	Metropolitan Planning Organization
TCC	Technical Coordinating Committee

Regional

AMPO	(National) Association of Metropolitan Planning Organizations
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
TJCOG	Triangle J Council of Governments

State

NCDEQ	North Carolina Department of Environmental Quality
NCDOT	North Carolina Department of Transportation
NCDOT-TPD	North Carolina Department of Transportation – Transportation Planning Division
NCDOT-ID	North Carolina Department of Transportation – Intermodal Division

Federal

EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIJA	Infrastructure Investment and Jobs Act
MAP-21	Moving Ahead for Progress in the 21 st Century
STP-DA	Surface Transportation Block Grant Program Direct Attributable Funds
TEA-21	Transportation Equity Act for the 21 st Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

Plans and Programs

ATMS	Advanced Traffic Management System
CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan Element of MTP
ITS	Intelligent Transportation Systems
LAPP	Locally Administered Projects Program
MTP	Metropolitan Transportation Plan
STIP	North Carolina State Transportation Improvement Program
SRTS	Safe Routes to Schools
TDM	Transportation Demand Management
TIP	(Metropolitan) Transportation Improvement Program
UPWP	Unified Planning Work Program

FUNDING SOURCES

There are several main sources of funds used for transportation planning in the UPWP:

Federal Funds - US Department of Transportation (FHWA & FTA)

FHWA Funds - Two principal sources of FHWA funds used for UPWP planning purposes are the Section 104 – Metropolitan Planning (PL) funds and Surface Transportation Block Grant Program-Direct Attributable (STP-DA) funds.

FTA Funds – Two principal sources of FTA funds used for UPWP planning purposes are Section 5303 Metropolitan Planning and Section 5307 Urbanized Area Formula Grants. NCDOT provides a 10% match for FTA Section 5303 and for 5307 funding used for planning purposes by the MPO's transit operators – Go Raleigh, Go Triangle, Go Cary, and NC State University's Wolfline.

State Planning and Research (SPR) funds are a set-aside of 2% of the state's National Highway Performance Program, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and Highway Safety Improvement Program funds.

State Funds - North Carolina Department of Transportation (NCDOT)

Transportation Feasibility Study (TFS) funds, received from NCDOT for feasibility studies.

State Planning and Research (SPR) funds, received through NCDOT's Transportation Planning Division for planning studies.

Local Match –

A pro-rata share paid by each member jurisdiction within the Capital Area MPO planning area. These member jurisdictions include Angier, Apex, Archer Lodge, Bunn, Cary, Clayton, Creedmoor, Franklinton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Wake Forest, Wendell, Youngsville, Zebulon, as well as Wake County and portions of Franklin, Granville, Harnett and Johnston Counties. Members who desire to participate in special non-core projects or studies outlined in the UPWP pay additional funds. These special projects include Corridor Studies, localized area studies, etc. and are typically administered by the MPO.

Recipients of FHWA funds are required to provide 20% local match. The MPO's member agencies (listed above) provide a 20% local match for Section 104 – PL and STP-DA funds. The MPO planning area's transit providers (GoRaleigh, GoTriangle, and Go Cary) provide a 10% local match for FTA Section 5303 and 5307 funds as well. Local funds from member jurisdictions beyond the 10% or 20% match requirement are contributed to support the work program and contribute to special studies.

Project Funding –

As a Transportation Management Area (an MPO covering a UZA with greater than 200,000 persons), the Capital Area MPO has greater responsibilities in planning, project programming and funding distribution than smaller MPO areas. CAMPO uses STP-DA funds (described above), which includes an additional separate set-aside allocation for projects involving non-motorized transportation alternatives

(formerly the Transportation Alternatives Program [TAP]), and CMAQ funds to support implementation of projects conceived through the UPWP planning processes. These funds are programmed in the TIP through the MPO's Locally Administered Projects Program (LAPP).

Congestion Mitigation and Air Quality (CMAQ) funds are federal funds, of which the State dedicates a portion directly to the MPO, used to support projects that reduce congestion and have benefits that reduce automotive emissions, thus enhancing the region's air quality. These funds are jointly administered by the FTA and FHWA, and are passed through NCDOT for project programming.

Surface Transportation Block Grant Program – Direct Attributable (STP-DA) funds are federal funds, of which the State further dedicates a portion to MPOs based on urbanized area population. These funds allow for a wide variety of eligible projects within the Capital Area MPO planning area including transportation planning, highway projects, transit capital projects, pedestrian and bicycle infrastructure projects, and infrastructure-based ITS capital improvements among others. A separate set-aside allocation of STP-DA funds must be used for projects involving “transportation alternatives” including bicycle and pedestrian facilities, community improvement activities, safe routes to school, and overlooks and viewing areas among others. As authorized under the Fixing America's Surface Transportation (FAST) Act, this STP-DA set-aside allocation replaces the Transportation Alternatives Program (TAP) authorized under MAP-21. The MPO receives a direct allocation of STBGP-DA funding to support these activities.

Wake Transit Program Funds - With the adoption of the Wake Transit Plan and subsequent adoption of the Wake Governance Interlocal Agreement between CAMPO, Wake County and GoTriangle in 2016, the Transit Planning Advisory Committee (TPAC) was created. The TPAC serves as the guiding body to the development of work plans and budgets to implement projects from the Wake Transit Plan using the Wake Transit tax revenues and vehicle registration and rental taxes. The CAMPO Executive Board and the GoTriangle Board of Trustees jointly agreed to appoint the MPO as the agency responsible for staffing the TPAC. Funds from the Wake Transit tax revenues have been and will continue to be used to pay for the Wake Transit Program Manager, TPAC Administrator and Wake Transit Planner positions on the MPO staff. CAMPO TPAC administration tasks and responsibilities will continue through FY 2023 and beyond.

FY 2023 Funding Levels and Sources

Section 104 - (PL funds)

FHWA funds for urbanized areas are administered by NCDOT, are used to support transportation planning activities in the urban area, and require a minimum 20% local match. The PL funding apportionment to the State is sub-allocated to the MPOs through a population-based formula. Funding levels shown include the annual allocation plus any unobligated balance from previous years. Redistribution of PL funds from the state may occur mid-year, and could result in increased PL funding for the MPO.

Federal (PL) funds:	\$ 1,055,000
Local Match (20%):	\$ 263,750
Additional Local Match:	\$ 50,000
Total:	\$ 1,368,750

The Direct Attributable (DA) portion of the Surface Transportation Block Grant Program (STP) funds are designated by the FAST Act for use by Transportation Management Areas. By agreement between the Capital Area MPO and NCDOT, a portion of these funds is flexed for MPO transportation planning. STP-DA funds are used to fund major emphasis areas through studies as described in the main UPWP document. A total of \$2.125 million of STP-DA funds are programmed in the FY 2022 UPWP.

Federal (STP-DA) funds:	\$ 1,700,000
Local Match (20%):	\$ 425,000
Total:	\$ 2,125,000

The Capital Area MPO uses two types of federal funds for transit planning purposes: Section 5303 and Section 5307 of the Federal Transit Act Amendments of 1991. The Capital Area MPO also uses Wake Transit Tax District funds to cover the costs of administering the Wake Transit Plan.

Section 5303 Funds:

Grant monies from FTA that provide assistance to urbanized areas for planning and technical studies related to urban public transportation. They are filtered down from the Federal Transit Administration through the Public Transportation Division (PTD) of NCDOT to the MPO for use by urban transit operators. A local match of 20% is required for these funds, of which half comes from NCDOT PTD and half from the local transit agency (80% from FTA, 10% from NCDOT PTD, and 10% local match). For FY 2022, Go Raleigh will use these funds for general planning assistance.

	GoRaleigh	MPO Total
Federal	\$299,200	\$299,200
State	\$37,400	\$37,400
Local	\$37,400	\$37,400
Total	\$374,000	\$374,000

Section 5307 Funds

Section 5307 funds are distributed by the FTA on the basis of transit operators' service miles, passenger miles, service area population and population density, and other factors. GoRaleigh, GoCary, and GoTriangle use Section 5307 funds for assistance on a wide range of planning activities. These funds require a minimum 10% local match that is provided by all three transit providers with a potential 10% State match provided by NCDOT-PTD. For FY 2023, these funds will be used by GoRaleigh and GoCary and GoTriangle for planning transit improvements in the MPO area.

	GoRaleigh	GoCary	Go Triangle	MPO Total
Federal	\$1,133,878	\$161,373	\$121,040	\$1,416,291
State	\$0	\$0	\$0	\$0
Local	\$283,470	\$40,343	\$30,260	\$354,073
Total	\$1,417,348	\$201,716	\$151,300	\$1,770,364

Wake Transit Tax District Funds

In 2016, Wake County voters approved a referendum to collect a ½-Cent sales tax and other vehicle registration and rental fees for the purposes of supporting public transportation. These funds are allocated to the MPO for expenses related to administering the Wake Transit Plan and associated program activities. The MPO will continue to serve as lead agency for conducting a Major Investment Study to evaluate alternatives for a BRT or rapid bus service from Garner to Clayton and from Cary to Research Triangle Park. This study will evaluate extending the Wake Transit BRT lines already under development to reach these additional locales. This study began in FY 21 and is anticipated to be completed early in FY 23.

Wake Transit Program Implementation	\$465,755
Wake Transit BRT Major Investment Study (RTP to Clayton)	\$35,000
RTF Contribution to MIS	\$ 10,000
RTA Contribution to MIS	\$ 5,000
Total	\$515,755

An additional ongoing Wake Transit Plan implementation responsibility that will continue through FY 2023 is serving on project-level technical teams for projects managed by CAMPO's transit partners. The MPO will continue to offer technical assistance to local and regional planning partners.

State Planning and Research (SPR) Funds

Federal funds allocated to and distributed by NCDOT for support of planning studies. These funds require a 20% match, which has historically been provided by NCDOT.

FTA TOD Pilot Program Grant

NCDOT received funding through the FTA Pilot Program for Transit-Oriented Development planning along the S-line corridor. These federal funds will be matched by state and local sources.

A summary of the various planning funds proposed for use by the Capital Area MPO during FY 2022 is provided in the table below. It should be noted that the NCDOT Transportation Planning Division is expected to hold a call for new projects to be funded with SPR dollars in January 2021, and the allocation of SPR funding to

CAMPO may change as a result of that process. The Wake Transit Annual Work Program is anticipated to be adopted in early summer 2021, and ultimate Wake Transit funding allocated to the MPO by change as a result of that process. Anticipated funding from partners is reflected in Table 3 of this document.

UPWP Funding Sources Table

Funding Type	Federal	State	Local	Total
Section 104 (PL)	\$1,055,000		\$313,750	\$1,368,750
STP-DA	\$1,700,000		\$425,000	\$2,125,000
FTA 5303	\$299,200	\$37,400	\$37,400	\$374,000
FTA 5307	\$1,416,291	\$0	\$354,073	\$1,770,364
SPR/NCDOT*		\$175,000		\$175,000
Wake Co Transit Tax District*			\$515,755	\$515,755
Other Cost Share Funds*			\$170,000	\$170,000
FTA TOD Grant**	\$90,000	\$10,000	\$37,000	\$137,000
TOTAL	\$4,560,491	\$222,400	\$1,852,978	\$6,635,869

**Subject to approval of other budget documents of partner agencies or programs*

*** FTA TOD Grant will be matched by state and local funding, and will be utilized over 3 fiscal years (FY 21 – FY 23)*

WORK PROGRAM OBJECTIVES

The work elements performed by the MPO encompass administration and support of the 3-C transportation planning process as mandated by federal regulations.

Objective 1: Facilitate 3-C Planning Process

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3-C) transportation planning and programming process at all levels of government in conformance with applicable Federal and State requirements and guidelines as described in the 3-C Transportation Planning Process.

Proposed Activities:

1. Serve as a liaison between Capital Area MPO member agencies, transit providers, NCDOT, the Durham-Chapel Hill-Carrboro (DCHC) MPO, the NC Department of Environmental and Natural Resources (DEQ), Triangle J Council of Governments (TJCOG), and other organizations at the local, regional, State, and Federal levels, on transportation-related matters, issues and actions.
2. Work with the Durham-Chapel Hill-Carrboro (DCHC) MPO and neighboring Rural Planning Organizations (RPO's) on regional issues; preparation of regional priority lists and TIP, including amendments as necessary; update transportation plans and travel demand model; and evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.
3. Provide technical assistance to the Executive Board and other member jurisdictional policy bodies.
4. Participate in Joint Durham-Chapel Hill-Carrboro MPO/Capital Area MPO technical and advisory committee meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on Federal and State transportation-related plans, programs, regulations and guidelines.

Objective 2: Administer 3-C Planning Process

To maintain and refine the regional travel demand model and the MPO sub-area model as tools for transportation planning and air quality conformity documents, reports, and other materials necessary to meet the goals of the Clean Air Act Amendments (CAAA), MAP-21 as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the Capital Area MPO. Fixing America's Surface Transportation (FAST) Act regulations and guidance will be implemented as received and the MPO's planning processes changed as needed.

Proposed Activities:

1. Continued maintenance of and improvements to the Triangle Regional Model (TRM), a tool that joins land use and transportation planning to identify deficiencies, make forecasts, and test scenarios.

2. Rebuild future network horizon years with new data and updated versions of TransCAD.
3. Continue the refinement of the TRM using TransCAD to improve forecasts of highway and transit demand with consideration for changes in land use.
4. Work with NCDOT, DEQ and the statewide Modeling Users Group for necessary improvements to the travel demand model for conformity determination purposes.
5. Coordinate air quality planning efforts with DEQ, NCDOT, EPA, FHWA, FTA, and other appropriate agencies.
6. Work with the Division of Air Quality in the development of the State Implementation Plans (SIP).

Objective 3: Maintain Unified Planning Work Program (UPWP)

To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the Capital Area MPO planning area. To develop and maintain the UPWP in conformance with applicable Federal, State, and regional guidelines and prepare UPWP amendments as necessary reflecting any change in programming or focus for the current fiscal year.

Proposed Activities:

1. Review and amend relevant portions of the Capital Area MPO's UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis areas and transportation planning objectives.
2. Develop a new UPWP for the Capital Area MPO planning area for the upcoming program year.

Objective 4: Administer Public Participation Process

To provide the public with complete information, timely notice and full access to key decisions and opportunities for early and continuing involvement in the 3-C process. Assess the effectiveness of the current Public Participation Process and develop and enhance the process of public dissemination of information and engagement of a larger portion of the region's populace.

Proposed Activities:

1. Refine the current Public Participation Process as needed.
2. Apply the adopted Public Participation Process to transportation programs and tasks.
3. Conduct public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.
4. Seek new and innovative methods of public engagement in the transportation planning process.

Objective 5: Develop and Maintain Transportation Improvement Program (TIP)

The MPO is responsible for annually developing, amending and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. The MPO will update and amend the current ten-year program of transportation improvement projects (known as the TIP). This program is consistent with the 2045 Metropolitan Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations, and FHWA/FTA Planning Regulations.

Proposed Activities:

1. Continue to refine Locally Administered Projects Program for TIP project selection.
2. Maintain 2020-2029 TIP.
3. Begin development of the 2022-2031 TIP.
4. Continue to refine project ranking methodology and priority systems.
5. Continue to refine project scopes, costs and schedules to provide most up-to-date information to the NCDOT's Strategic Prioritization Office of Transportation project entry tool.
6. Conduct public participation for the TIP consistent with the MPO Public Involvement Policy.
7. Adopt formal amendments and modifications as necessary.
8. Produce and distribute TIP documents for Federal, State, local officials and the public.
9. Attend regular meetings with NCDOT to exchange information on transportation improvement projects.
10. Continue to ensure TIP projects are developed with consideration of locally-preferred options and with regard to planning work completed by the MPO and local partners.

Objective 6: Ensure Environmental Justice in Planning Activities

To ensure that minority and low-income communities are:

- not adversely affected by transportation projects and policies to an extent beyond that experienced by other populations;
- treated equitably in the provision of transportation services and projects; and
- provided full opportunity for participation in MPO transportation planning and decision-making process.

Proposed activities:

1. Maintain demographic profiles based on the most current available data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed-route transit systems, and major shopping areas.
2. Provide increased opportunities for under-served populations to be represented in the transportation

planning process.

3. Define target areas through the use of Census Block Group data from the 2020 Census or other data as available.
4. Analyze the mobility of target area populations relative to jobs, childcare, and transit routes.
5. Continue to implement and monitor effectiveness of updated public participation plan and Title VI plan.
6. Translation and dissemination of planning documents to Spanish, or other language if deemed necessary, for dissemination and to be posted on MPO website.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justice in general and identified minority populations in particular.

Public / Private Sector Involvement

The MPO will perform all UPWP subtasks utilizing MPO staff with the assistance of its partnering entities. However, depending on internal resources and Federal funding availability, the MPO may hire outside contractors to perform studies or elements of studies. The MPO also seeks input into the planning process by meeting with the Regional Transportation Alliance, the North Carolina Turnpike Authority, the Capital Area MPO's Bicycle and Pedestrian Stakeholders Group/Safe Routes to Schools Committee, and other interested parties.

WORK PROGRAM EMPHASIS AREAS

In order to adhere to Federal regulations and guidelines, including the provisions of the 3-C planning process, the MPO's Work Program will emphasize both core mission functions and supplemental functions. These guide the implementation of transportation plans and strategies developed by the MPO.

Core-mission work tasks will involve the development and maintenance of required transportation planning documents such as the Comprehensive Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Core-mission work tasks also assist with the effective disbursement of STBGP-DA, STP TAP Set-Aside (for transportation alternatives), and Congestion Mitigation and Air Quality (CMAQ) funds. Tasks associated with administering the Locally Administered Projects Program, Public Participation Plan, and Wake Transit Plan are considered core-mission work tasks.

Non-Core Mission Supplemental work tasks will typically involve partnering with local or State member agencies to advance transportation planning efforts in a particular area or corridor. Generally, the Non-Core Mission work tasks will require additional local match from beneficiary member jurisdictions and/or other partners.

FY 2023 CORE-MISSION PROGRAMS

Comprehensive Metropolitan Transportation Plan (MTP)

The 2050 Comprehensive Metropolitan Transportation Plan (MTP) and Conformity Determination Report were adopted in FY 2022. In FY 2023, the MPO will begin the process of evaluating processes used during the development of the 2050 MTP and determine where efficiencies and enhancements could be made. Staff will continue to maintain the MTP, including data layers, in partnership with NCDOT, TJCOG and local members. Staff will also work to incorporate and monitor performance measures to evaluate validity and viability of the plan. Refinements to the development and maintenance of socioeconomic data, transportation data, and public engagement will continue during FY 23. The 2050 MTP will be maintained through amendments or modifications as necessary, and local planning will continue in an effort to keep recommendations relevant and feasible. In FY 23, the MPO will focus on process enhancements for MTP work, and will continue efforts to address local planning activities in the context of the MTP.

Locally Administered Projects Program (LAPP)

In response to the 2009 Federal funding rescission of STP-DA funds, the MPO's Executive Board directed staff to create the Locally Administered Projects Program (LAPP) as a mechanism to protect funds from future rescissions. The LAPP was approved by the Executive Board in March 2010, and was first used to program projects for Federal Fiscal Year 2012. The goal of the program is to develop a holistic approach to identifying and prioritizing highly effective transportation solutions for bicycle, pedestrian, transit, and roadway projects. The program allows member agencies to apply for funding for specific project phases (preliminary engineering, NEPA documentation, right-of-way acquisition, or construction) that are anticipated to be obligated during the coming fiscal year. The program also requires recipients to monitor progress of the funding obligation and report that progress to the MPO. The program involves two training sessions – one for applicants and one for recipients. Additional training on federal project administration is under development by NCDOT. In FY 2020, the MPO programmed nearly \$26 million through LAPP for FFY 2023 projects. The MPO will continue to maintain and improve the LAPP process during the coming fiscal year. In FY 2023, staff will conduct applicant training, conduct a call for projects for FFY 2024, and conduct recipient training once projects have been selected for programming. MPO staff will continue to monitor the funding and financial status of the State, and will make recommendations to the Executive Board for methods and strategies related to protecting the

MPO's direct allocation funds, and assist local project managers with moving projects through the process to funding authorization.

Congestion Management Process/Incident Management

The MPO adopted a Congestion Management Process (CMP) in FY 2011. This process resulted in the formation of a Congestion Management Process Stakeholders group, which meets periodically to monitor progress on the implementation of the CMP. Furthermore, an Incident Management Subcommittee has been established to cooperatively work with NCDOT and the Durham-Chapel Hill-Carrboro MPO to develop an interagency partnership whose goal would be to reach agreement among incident responders and build support for region wide standards for incident response and traffic control measures. The most recent Federal Certification process for CAMPO recommended enhancements to the CMP, which will be deployed in FY 23.

Wake Transit Plan Implementation

With the adoption of the Wake Transit Plan and subsequent adoption of the Wake Governance Interlocal Agreement between CAMPO, Wake County and GoTriangle in 2016, the Transit Planning Advisory Committee (TPAC) was created. The TPAC serves as the guiding body to the development of work plans and budgets to implement projects from the Wake Transit Plan using the Wake Transit tax revenues and vehicle registration fees. The CAMPO Executive Board and the GoTriangle Board of Trustees jointly agreed to appoint the MPO as the agency responsible for staffing the TPAC. Funds from the Wake Transit tax revenues have been and will continue to be used to pay for the Wake Transit Program Manager, TPAC Administrator and Wake Transit Planner positions on the MPO staff. CAMPO TPAC administration tasks and responsibilities will continue through FY 2023 and beyond.

The Governance Agreement between Wake County, GoTriangle and CAMPO and specific lead agency assignments made by the CAMPO Executive Board and GoTriangle Board of Trustees assign a host of additional ongoing responsibilities to the MPO for managing the implementation of the Wake Transit Plan that will continue through FY 2023. Among these responsibilities are:

- 1) Preparing, updating, and maintaining the 10-year capital improvement plan and multi-year operating program as part of the annual Wake Transit Work Plan;
- 2) Compiling all components of the annual Work Plan into a cohesive document for the TPAC, public, and governing boards;
- 3) Processing and administering review and consideration of adoption of quarterly Work Plan amendments;
- 4) Development and ongoing administration/management of a Community Funding Area Program for smaller municipalities in Wake County to leverage funding for localized public transportation programs;
- 5) Transit development technical assistance for Community Funding Area Program-eligible applicants;
- 6) Ongoing management of on-call transit planning services program used by CAMPO and other agencies for continued implementation planning;
- 7) Development and ongoing administration of major capital project concurrence framework;
- 8) Development and evaluation of policy alternatives to support management of the overall Wake Transit program;
- 9) Management of updates to and horizon extensions of the Wake Transit Plan;
- 10) Leading an annual bus service performance evaluation process and development of findings and recommended follow-up actions;

- 11) Creation and ongoing administration of a Project Prioritization Policy that guides development of the CIP, MYOP, and annual budgets;
- 12) Leading an annual project progress and expenditure evaluation process and development of findings and recommended follow-up actions;
- 13) Development and ongoing maintenance of the Wake Transit Performance Tracker;
- 14) Reviewing and processing funding agreements developed by GoTriangle that act as funding instruments for projects that involve federal funding or that are regionally significant; and
- 15) Working with project sponsors of major capital projects to develop locally preferred alternatives and integrate them with the MPO's Metropolitan Transportation Plan.

CAMPO Strategic Plan Update

The last Strategic Plan update for the MPO was in 2014. The Capital Area Metropolitan Planning Organization (CAMPO) initiated a strategic planning process to identify opportunities and priorities for improving the effectiveness of their work. The purpose of the planning effort is to step back from the day-to-day work and think longer term about the future of the region and the MPO's role in that future. CAMPO undertook this effort to develop a collaborative approach to identifying and implementing effective solutions to transportation concerns today and in the future. That process found that CAMPO members, stakeholders and staff were highly satisfied with CAMPO's effectiveness and did not recommend major changes to the organization or processes. CAMPO's vision statement was reviewed and affirmed.

As the 2020 Census approaches, CAMPO should again evaluate its programs and processes to ensure member needs and federal requirements are being met. Additionally, planning for any potential expansion in the MPO boundary or membership must be considered, and an update to the Strategic Plan will accomplish this. The Strategic Plan Update will be conducted over two years, with extensive involvement by TCC, Executive Board, staff, and other stakeholder agency partners.

At the Executive Board retreat in October 2021, it was determined that this effort should also include an organizational and compensation review. This effort may begin in FY 22 and carry over into FY 23. Funding for this initiative is in the Operating Budget for the MPO.

Strategic Plan Update	FY 2021	Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$15,000	\$0	\$12,000	\$3,000	
Total FY 21		\$15,000				
	FY 2022					
	CAMPO	\$15,000	\$0	\$12,000	\$3,000	
Total FY 22		\$15,000				
	FY 2023					
	CAMPO	\$30,000	\$0	\$24,000	\$6,000	
Total FY 23						
Total FY 21 + 22 + 23		\$60,000				

US 401 Corridor Study

This study will cover the US 401 corridor from generally US 421 in Harnett County north to Banks Road in Wake County. The study will determine the ultimate cross-section and alignment of US 401, and will explore interim projects that may lead to that ultimate cross-section and alignment. The study will result in a functional design of the ultimate corridor, and an implementation strategy that recommends short term, long term and policy recommendations that will lead to the successful implementation of US 401. The study deliverables will include defining a corridor, as well as intersection designs, and should include consideration of southern Fuquay-Varina Parkway. Objectives include functional design of the corridor, including necessary ROW, anticipated intersections along the Bypass and ROW necessary for those, consideration of southern Fuquay-Varina Parkway, including functional design from proposed termination at NC Hwy 55 to existing ROW segments east of NC Hwy 55. Potential interchanges and tie-in to several existing facilities including NC 55, NC 42, future SR 751, and other facilities as noted on the 2045 MTP. The final outcome will allow for local CTP adoption of the US Hwy 401 Bypass to be included therein and ROW dedication provided with development as appropriate along the corridor. This study will include a public engagement component intended to engage residents along the corridor and commuters traveling through the area.

This study was originally anticipated to end in FY 22. During the public engagement for the study, several ideas for additional analysis emerged. It is possible that the MPO may need to devote some funding in FY 23 to continue work on this study, depending on further work in FY 22.

US 401 Corridor Study	FY 2021	Budget	PL funds	STBGP funds	Match	Additional Member
	NCDOT					
	CAMPO	\$150,000		\$120,000	\$30,000	
Total FY 21		\$150,000				
	FY 2022					
	NCDOT	\$0				\$0
	CAMPO	\$150,000		\$120,000	\$30,000	
Total FY 22		\$150,000				
US 401 Corridor Study		Budget				
	FY 21	\$150,000				
	FY 22	\$150,000				
Total FY 21 + 22		\$300,000				

Mobility Management Program Implementation Study

The Raleigh Urbanized Area/Wake County Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP), updated and adopted in 2019, sets priorities for investments and initiatives for coordinating public

transit and human service efforts throughout the region. The federally-required plan guides funding and service development for transportation projects that support mobility for elderly, disabled and low-income individuals in the urbanized area. The CPT-HSTP recommends creating an infrastructure, a Mobility Coordination Committee, administered by CAMPO staff and made up of staff from regional transit service providers and human service stakeholders, to implement the recommendations outlined in the plan. The Mobility Coordination Committee began meeting in FY 20.

Other key recommendations of the CPT-HSTP include the development of a rural mobility management program including hiring a mobility manager (s) and the initiation of a rural transportation network. The mobility management program could help address transportation service gaps identified in the CPT-HSTP that demonstrate a need for greater transportation accessibility in Wake County and Raleigh's urbanized area including adjacent rural communities in parts of Johnston, Harnett and Granville Counties.

The Mobility Coordination Committee recommended seeking expert consulting services to assist the MCC in developing the region's mobility management program in a manner that enhances mobility for the region's seniors, elderly and disabled while focusing on creating efficiencies for existing transit providers. The MPO, in partnership with other MCC member agencies, procured expert consulting services for recommendations to develop the mobility management program including, but not limited to, the program structure, mobility manager(s) job description, best practices, agency agreement(s), data collection and distribution, outlining necessary activities to shape the program, the necessary resources and an implementation schedule. The funding for the study will be shared by CAMPO, Wake County, City of Raleigh and Town of Cary. It is anticipated that recommendations will be completed in FY 22 for consideration of implementation by partner agencies beginning in FY 23.

Mobility Management Program Study		Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$25,000		\$20,000	\$5,000	
FY 2022	City of Raleigh	\$10,000				\$10,000
	Wake County	\$50,000				\$50,000
	Town of Cary	\$10,000				\$10,000
FY 2023	CAMPO	\$25,000		\$20,000	\$5,000	
Total FY 22 + FY 23		\$120,000				

Fayetteville-Raleigh Passenger Rail Study, Phase II

As the region continues to grow the need to maximize the use transportation corridors continues to grow. Many of the rail corridors in the CAMPO region have been studied in the last several years to identify a variety of

safety and capacity improvements for both freight and passenger rail. This study would examine the railroad corridors between CAMPO and the Fayetteville MPO (FAMPO) to identify safety and freight improvements, as well as the viability of potential passenger rail use in the future. The study is envisioned to be conducted in two phases. Phase I, conducted in FY 20, is a high-level study of the two main rail corridors between the CAMPO and FAMPO regions and will determine what level of improvement may be needed in each corridor, and which corridor may be most appropriate for a commuter rail application based on corridor infrastructure, ridership potential, and market demand analysis. Phase II is envisioned to focus on developing specific recommendations for improvements that may be identified in Phase I.

After the results of Phase I, it was determined that additional coordination work was needed before moving into a more robust Phase II of the study. While all partners agree that Phase II is worth pursuing, the information revealed in Phase I did not adequately conclude which corridor should be the focus of additional study for passenger rail. Also, it was determined that Phase II should be conducted only when NCDOT and the Fayetteville MPO are both able to contribute financially as a funding partner for the study. Work in FY 22 focused on internal discussions with CAMPO and FAMPO member agencies, NCDOT, and the railroad partners to gain additional understanding of priorities and interests along each rail corridor. It is anticipated that Phase II may begin in FY 23.

Phase I, conducted in FY 2020, determined passenger rail service is feasible on both existing rail corridors with corridor infrastructure improvements based on projected ridership potential and market demand analysis. While both corridors have advantages and disadvantages to implement the rail service, no preferred corridor was recommended or selected, but key suggestions included: Phase II of this project should be led or co-led by NCDOT to help facilitate discussions with private rail companies and Amtrak; the proposed scope of services for Phase II be approximately 18 months from the Notice to Proceed to prepare adequate time for the proposed work scope to be completed; and with a total budget of \$250,000 - \$300,000 with Phase II of the study focused on one selected corridor to reduce costs.

Fayetteville-Raleigh Passenger Rail Study	FY 2020-Phase 1	Budget	PL funds	STBGP funds	Match	Additional Member
	FAMPO	\$50,000				\$50,000
	CAMPO	\$50,000	\$0	\$40,000	\$10,000	
Total FY 20		\$100,000				
	FY 2023 – 2024 Phase 2					
FY 23	CAMPO	\$50,000	\$0	\$40,000	\$10,000	
	FAMPO	\$100,000				
	NCDOT	\$100,000				
FY 24	CAMPO	\$100,000	\$0	\$80,000	\$20,000	
	FAMPO	\$50,000				
	NCDOT	\$50,000				
Total FY 20 + 23		\$400,000				

Phase II of the study to begin in FY 2023 and funded by partners FAMPO, NC DOT and CAMPO, will be a more detailed engineering effort that would set the stage for project design, and environmental planning and permitting and funding by considering support for one corridor over another first, then proceeding to conceptual design to refine costs, the cost estimates, rail operations modeling, alternatives analysis and station layout as well as identifying locations for train maintenance and storage. To minimize costs prior to investing further in Phase II engineering solutions and following Phase I recommendations, subsequent stakeholder discussions and the Boards input, the partners will address outstanding foundational work and decisions including selecting the preferred corridor, meeting with Amtrak and railroad owners to explore rail line use agreements, track ownership and to obtain more detailed track plans and data to improve cost estimates, and seeking local officials jurisdictions/public interest and support. Resolution to outstanding operational questions/issues is necessary to further these discussions and decisions.

A tentative task list for the partners to consider during FY 22 includes:

- Creating a working task group with key staff members from the partner agencies to prepare for Phase II of the study by addressing outstanding issues and decisions facilitated by CAMPO staff. This group will be the precursor to the technical steering committee for Phase II and provide project coordination and management for the study and eventually prepare the scope of work for Phase II;
- Determining whether to operate intercity or commuter rail passenger service between the cities by analyzing the corridors preliminary ridership projections and operational information and data obtained in Phase I. Compare findings to FTA and FRA service parameter definitions and descriptions and required project development processes and today's funding opportunities;
- Reviewing Land Use/Transportation Plans/Previous studies for each corridor to identify development opportunities. Weighing the pros and cons for passenger service and station and parking lot locations on each corridor;
- Examining potentially impactful agency or jurisdictional policies and processes, requirements and needs such as Complete Streets, NC DOT's new corridors implementation processes, pursuing multimodal and transit oriented development (TOD) opportunities, WalkBikeNC, safety policies, etc. for impact to the corridors and potential passenger service. Determining which are the policies and programs that must be addressed prior to implementing service on each corridor and which items could significantly affect design and/or implementation costs or funding opportunities;
- Following analysis and understanding of land use, development plans, service descriptions and projects, economic impact and opportunities and operational options and recommendations along both corridors, surveying and meeting with municipalities/jurisdictions key stakeholders/public officials and possibly the public for their input, commitment and support. Conducting interviews and surveys to determine - municipalities local official support, local match funding opportunities, revenue sharing opportunities, and local jurisdictions priorities. Determining their level of support and commitment for potential station and parking locations and concerns regarding the operational recommendations, input and findings of Phase I;

- Seeking coordination and buy-in from Amtrak and CSX, NCCRR, NS railroads. Determining what types of ownership/use agreements host railroads have previously entertained and would be willing to entertain and what in addition to preliminary ridership numbers, potential track usage conflicts and impacts to service scenarios is needed to facilitate this conversation. For Amtrak Operation - exploring the feasibility of extending the Piedmont service to Fayetteville, as well as the feasibility of rerouting other Amtrak services (Silver Meteor, Silver Star, or Palmetto) currently running along the CSX A-Line between Richmond, Virginia and Savannah, Georgia. Obtaining data for most/all state-sponsored Amtrak routes regarding the use of host railroads using Amtrak passenger service rate.
- Obtaining data regarding the operation capacity on those lines, as well as the on-time performance of state-sponsored Amtrak. Estimating the amount of capacity necessary to reduce delays to a level comparable for peers. Obtaining additional railroad data from either the agencies or a third party provider for better costing/operations planning and future corridor upgrades including any updated timetables and track charts, previous corridor upgrades, aerial photography and LIDAR data,, survey data on the proposed rail lines to gather current information on track conditions, curvature/geometry, mileposts and intersection treatments.
- Reviewing and determining corridor selection considerations and including operational elements like length, travel time, cost to improve, station considerations, track condition, and freight volumes now and later, jurisdictional/local and railroad agency information, determining the preferred corridor.

The partners will endeavor to complete these tasks and work towards these decisions using agency staff and support and finally, prepare the Phase II scope of work and RFP including final roles and responsibilities and commitments. This study could be developed as a work scope to be completed over FY 23 and FY 24.

Payback Period Prioritization Metric Updates

This study will evaluate the existing payback period metric used by CAMPO to prioritize roadway investments, and evolve that metric into scalable components for other factors beyond travel time savings. The components could include safety, mobility, multi-modalism, or other components. This work will include a best practices scan, and will result in a technical analysis that could inform future policy decisions for MTP investments.

Payback Period Metric Study		Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$50,000		\$40,000	\$10,000	
Total FY 23		\$50,000				

Southeast Area Study Update

The original Southeast Area Study was completed in 2018. The study evaluated land use and transportation issues in the southeastern section of the MPO's planning area. The study covered parts of Wake and Johnston

Southeast Area Study Update	FY 2022	Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$50,000	\$0	\$40,000	\$10,000	
Total FY 22		\$50,000				
	FY 2023					
	NCDOT	\$75,000				\$75,000
	CAMPO	\$200,000	\$0	\$160,000	\$40,000	
Total FY 23		\$275,000				
	FY 2024					
	CAMPO	\$75,000		\$60,000	\$15,000	
Total FY 24		\$100,000				
Total FY 21 + 22 +23		\$425,000				

Counties, and all or parts of 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 in order to incorporate recommendations for the 2050 MTP. The study will involve extensive public outreach, and an evaluation of transportation projects, policies and priorities that may have evolved or shifted since the original study. The study will again reach into geographic areas that may need to be incorporated into the CAMPO boundary as a result of the 2020 Census. This effort will include some scenario testing regarding land use, walkability, and transit density around future NC 540 interchange locations, and could develop a tool to evaluate development potential and transportation network impacts. CAMPO will request NCDOT assistance to fund the study.

Bicycle & Pedestrian Element of the MTP

This study will evaluate the current methodology for developing the Bicycle and Pedestrian element of the CAMPO MTP, and will recommend updates to the methodology, classification system and prioritization of improvements. The study will include a national scan of best practices for this work. The study will evaluate the projects currently identified in the Statewide and Regional Tiers to determine whether this tier system should be modernized or refined. The study will evaluate the classification of on- and off-road facilities, and will conduct a deficiency analysis of the region's bicycle and pedestrian network. Key network gaps and priorities for projects will be identified.

Bicycle/Ped MTP Element Update	FY 2023	Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$125,000	\$0	\$100,000	\$25,000	
	FY 2024					
	CAMPO	\$125,000	\$0	\$100,000	\$25,000	
Total FY 23 + 24		\$250,000				

Regional Connected Communities Project

Triangle J Council of Governments is developing a joint regional effort to develop a regional vision for transit and affordable housing. This study would be led by TJCOG, and would have multiple funding partners from around the region, and is anticipated to receive an EDA grant. If the grant application is successful, this UPWP will be amended to include a contribution from CAMPO toward the grant match.

Wake Transit Plan Implementation Planning Work

In addition to general planning and administrative work associated with delivering the Wake Transit Program implementation, there is one (1) special study anticipated by CAMPO to continue into FY 2023. The Bus Rapid Transit (BRT) Expansion Major Investment Study began in FY 21 and is anticipated to be complete in FY 23.

Wake Transit BRT Expansion Major Investment Study (\$430,000 total; \$36,939 in FY 21, \$343,061 in FY 22, and \$50,000 in FY23)

The study will identify and evaluate potential BRT/express bus alignment, station area, runningway, signal priority, and operating plan alternatives for BRT extensions from downtown Cary to RTP and from Garner to Clayton. The study will identify and evaluate both short- and long-term solutions for the corridors and will generate operating and capital cost estimates for the alternatives evaluated. This effort will have continued financial contributions from Wake Transit (\$35,000), the Research Triangle Foundation (\$10,000) and Regional Transportation Alliance (\$5,000) in FY 23.

S-Line Transit-Oriented Development (TOD) Study

NCDOT was awarded funding through FTA's Pilot Program for Transit-Oriented Development Planning. This funding will be utilized by NCDOT to conduct TOD planning around the S-line rail corridor in the CAMPO planning area. The funding will be matched with state and local funds. While the MPO will contribute staff time and resources to the planning efforts, it is not anticipated that MPO funding will be used for the study. Local financial contributions to the study that have been committed thus far include Apex (\$40,000); Franklinton (\$30,000); Raleigh (\$150,000); and Wake Forest (\$90,000). Other municipalities outside the CAMPO planning area have also committed funding to the study, including Sanford (\$30,000) and Henderson (\$30,000). Additional funding partners could participate in the future. The study is expected to begin in FY 21 and conclude in FY 23.

S-Line TOD Study	FY 2021	Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$0				\$0
	FTA	\$90,000				\$90,000
	NCDOT	\$10,000				\$10,000
	Local	\$37,000				\$37,000
Total FY 21		\$137,000				
	FY 2022					
	CAMPO	\$0				\$0
	FTA	\$720,000				\$720,000
	NCDOT	\$80,000				\$80,000
	Local	\$296,000				\$296,000
Total FY 22		\$1,096,000				
	FY 2023					
	CAMPO	\$0				\$0
	FTA	\$90,000				\$90,000
	NCDOT	\$10,000				\$10,000
	Local	\$37,000				\$37,000
Total FY 23		\$137,000				
Total FY 21 + 22 + 23		\$1,370,000				

The following task items describe the work to be undertaken by the MPO, either by staff or contractual services, during FY 2023.

II-Continuing Transportation Planning

II-A Surveillance of Change

The MPO is required by federal regulations and the 3-C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/ demographic conditions will continue to be surveyed and evaluated to determine whether previous projections are still valid or if plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections.

II-A-1: Traffic Volume Counts

Average Daily Traffic (ADT) count databases for the planning area will be obtained and maintained as necessary. Turning movement or other volume counts may be conducted as a part of various planning efforts (corridor studies, subarea studies, etc.).

II-A-2: Vehicle Miles of Travel

No activities proposed, therefore no funds programmed.

II-A-3: Street System Changes

Any recommended changes to the Federal Functional Class system will be reviewed by the Executive Board, NCDOT and Federal Highways. Approved changes will be updated in the MPO's mapping and database systems.

II-A-4: Traffic Accidents

The Capital Area MPO will periodically receive up-to-date traffic accident data from NCDOT. Additional traffic accident data may be requested or collected to support various planning efforts. TEAAS reports as submitted with LAPP projects will be reviewed and verified.

II-A-5: Transit System Data

Short-range and mid-range transit planning efforts, as well as the Wake Transit Plan process were conducted by the MPO's transit providers Go Raleigh, Wolfline, and Go Triangle in prior fiscal years and will be updated in FY 22 and FY 23. Data will continue to be collected to inform various transit planning efforts in the region, including the Comprehensive Metropolitan Transportation Plan, and local implementation planning efforts. This could include the evaluation of transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements.

GoCary will use this work task for collection and analysis of transit and passenger data. Short range service planning, NTD data reporting and compliance, performance monitoring and reporting will also be included.

GoRaleigh will develop bus implementation plans to support the Raleigh Five-Year Transit Plan; perform monthly route evaluations; plan for street furniture and bus stop improvements; and collect annual bus passenger counts by stop location.

II-A-6: Dwelling Unit / Population and Employment Changes

Maintain dwelling unit, population, and employment data for the MPO planning area. Monitor changes in relation to data in the regional travel demand model. Continue scenario refinement with CommunityViz to evaluate data for various studies leading into the next MTP update.

II-A-7: Air Travel

No activities proposed, therefore no funds programmed.

II-A-8: Vehicle Occupancy Rates

Activities related to model calibration and general regional planning will occur.

II-A-9: Travel Time Studies

No activities proposed, therefore no funds programmed.

II-A-10: Mapping

The Capital Area MPO will be engaged in various map production exercises, particularly for the web site and presentations. Mapping activities will also be associated with the MTP, various public involvement activities, and other projects. Various maps will be made available by request to member agencies. The MPO's Geographic Information System (GIS) will be maintained and updated as necessary. One staff member will be dedicated to maintaining the GIS and serving as the primary resource for mapping and data analysis for CAMPO.

II-A-11: Managed Activities Center Parking Inventory

No activities proposed, therefore no funds programmed.

II-A-12: Bicycle and Pedestrian Facilities Inventory

During previous fiscal years, in conjunction with NCDOT and ITRE, the Capital Area MPO participated in a pilot program to establish a non-motorized counting program in the region. Counters were installed at various locations on and off road in Apex, Cary, Raleigh and Wake Forest to count bicycle and pedestrian travelers. The MPO shared the cost of installing the counters with the municipalities; NCDOT purchased the counters. Counters were installed during FY 2018. The data from this program will be used to develop factors to assist in forecasting pedestrian and bicycle counts, as well as in developing the bicycle and pedestrian elements of the MTP and local planning efforts. The MPO will continue to monitor counts and will work with ITRE and NCDOT as the non-motorized count factors are developed. The ongoing non-motorized data volume count program will continue through FY 23.

II-B: Long Range Transportation Plan Activities

The 2045 Comprehensive Metropolitan Transportation Plan and associated air quality determinations were adopted in 2019. Work on the 2050 Comprehensive Metropolitan Transportation Plan will continue and will include regular data collection, plan updates as necessary to incorporate updated planning recommendations from local and regional studies, and implementation of the Metropolitan Transportation Plan through local and statewide coordination.

II-B-1: Base Year Data Collection

The MPO and its member agencies rely on the TRM in developing and updating the Metropolitan Transportation Plan, air quality analysis and a host of other transportation studies required to establish eligibility for federal transportation funds.

II-B-2: Network Data Collection

The MPO will monitor roadway corridors and intersection improvements not included in base travel demand model network. The MPO staff will continue using a variety of recourses to update network data as necessary. Approved local and regional studies and plan updates will be reflected in the model network. Work will also occur to address the research and evaluation of potential land use and transportation system impacts across the member jurisdictions.

II-B-3: Travel Model Updates

The MPO and GoTriangle will continue to update and validate the Triangle Regional Travel Demand Model, in partnership with the Triangle Model Bureau housed at ITRE. The model will be used to develop and maintain the 2050 Metropolitan Transportation Plan. Outside consultants may be contracted to provide additional model support during the year.

II-B-4: Travel Surveys

Travel surveys to support regional planning and transit implementation will be developed and deployed during FY 2021. The Triangle Travel Survey was completed in 2016 and 2020. This is a study of day-to-day household travel activity and typical travel patterns for residents of the Triangle region. The data collected in this study will be used to update the database of household travel behavior and to forecast travel needs into the future. The benefit to the MPO will be a more accurate and reliable travel demand model that represents and captures local travel behavior and travel patterns. MPO Staff will work to analyze and disseminate trends, results and data from the travel surveys.

II-B-5: Forecast of Data to Horizon Year

The MPO will monitor regionally significant land use and transportation infrastructure changes and modify future year TAZ files accordingly in support of maintaining the MTP. The MPO will partner with the DCHC MPO to utilize the results of the recent Community-Viz project for land use projections. The MPO will use the outputs of the Triangle Regional Travel Demand Model to project traffic and transit ridership in the

maintenance of the 2045 MTP and the development of the 2050 MTP. The MPO will also continue to improve upon the forecasting methodology in support of MTP development.

In an effort to refine non-commercial suitability in the regional CommunityViz model, this study will evaluate the current protocol for assigning suitability. This study will conduct some sensitivity testing to determine if an updated methodology for determining non-commercial and residential suitability would result in substantially different outcomes for socioeconomic data. The potential outcome will be an upgrade to the CommunityViz tool that allows more defined suitability scoring based on residential type and non-commercial type of land use. This will enable a better, more refined process for developing land use forecasts for future planning work. This study will be done jointly with TJCOG and DCHC MPO. The MPO anticipates contributing up to \$70,000 toward this effort.

II-B-6: Community Goals and Objectives

The MPO will work with member agencies and the public to gather community input on the region's transportation goals and objectives for all modes. This information will be used in various planning efforts.

TJCOG will conduct activities in this line item as described in Appendix B of this document.

II-B-7: Forecast of Future Year Travel Patterns

Work will be ongoing in this category through special studies and ongoing core-mission work of the MPO. Staff will also work to conduct region-wide testing of various land use scenarios to explore impacts to future travel patterns. This analysis will enhance the connection between land use and transportation analysis, and will be used as the foundation for future educational opportunities in the region.

II-B-8: Capacity Deficiency Analysis

The MPO will identify areas where current or projected traffic exceeds existing or planned roadway capacity through use of travel demand model, third party data and field observations. This data will assist in the prioritization of transportation improvements in the area and will be used to develop problem statements for priority projects.

II-B-9: Highway Element of Metropolitan Transportation Plan (MTP)

MPO staff will work with member agencies to identify highway deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan. Project scopes and planning-level cost estimates will continue to be refined in order to provide the most up-to-date data to NCDOT's SPOT office for project prioritization and funding consideration.

II-B-10: Transit Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify transit deficiencies and solutions in support of the Wake Transit Plan and the MTP. The MPO will continue to develop project costs and project prioritization. Individual project sheets will be developed for priority projects. Projects not recommended for funding in the fiscally constrained MTP will be incorporated in the CTP element of the plan.

The MPO will continue working toward a systems-level analysis that will be included in the CTP and the MTP as appropriate. The MPO will provide transportation network planning and travel-demand modeling assistance to the various Transit-Oriented Development (TOD) studies undertaken by local jurisdictions throughout the MPO planning area. This work will support the continuing planning process around anticipated fixed guideway station locations and coordinate these elements in the MTP. Additional transit modeling efforts may include coding updated transit routes, developing ridership estimates, and validating mode choice.

GoRaleigh will use funding in this line item to conduct modeling and coding transit routes, gathering ridership estimates, and validating mode choice. GoRaleigh will also conduct TOD Station Planning for BRT corridors.

GoCary will use this funding to perform long -range system level transit planning. The agency will be forecasting ridership estimates and evaluating implementation of long-range plan elements.

GoTriangle will use this funding to provide travel market analysis and cost information for development of transit investments in the MTP, and to acquire GIS support services from TJCOG.

II-B-11: Bicycle and Pedestrian Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify bicycle and pedestrian deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan. Further, the MPO will conduct a special study during FY 23 to evaluate and modernize the existing 2050 MTP Bicycle and Pedestrian element.

The MPO staff worked during FY 2022 to: (1) develop a process to implement bicycle and pedestrian focused Road Safety Audits to address issues that impact walking and biking to school and pilot this process with a Wake County school, and (2) Facilitate the creation of a crossing guard inventory to compile information about programs in Wake County. MPO staff, in cooperation with the Wake County SRTS Coordinator, local staff, and staff from the area public school systems, will continue developing useful resources for infrastructure improvements; as well as resources to enable community members, parents, and children to safely walk and bike to school.

The goal for FY 2023 for Safe Routes to Schools Program is to recommit to infrastructure prioritization to rank future projects; as well as continue to work with school systems in the area to fully integrate SRTS processes into overall transportation functions.

The FY 2023 Capital Area MPO Unified Planning Work Program (UPWP) contains a continuation of two major work tasks from FY 2022 and one new task that are to be done by the SRTS Subcommittee. Those tasks include - in priority: (1) The return to working in partnership with WCPSS to execute the Memorandum of Agreement concerning collecting data about student walkers and bikers; (2) analyzing the crossing guard study completed by UNC Highway Safety Research Center to inform recommendations for crossing guard programs; and (3) Facilitating the success of the pilot Road Safety Audit project and refining the process by conducting another RSA at a different school. Input provided at the March 2021 SRTS Subcommittee meeting revealed that Subcommittee members do not wish to pursue the Bicycle Comfort Level Map at this time. The crossing guard

study has been delayed multiple times and will be continued into FY 2023, and the RSA project will require more time to refine. The new action item surrounding data collection at WCPSS schools is intended to facilitate progress on the Memorandum of Agreement between CAMPO and WCPSS.

The associated action plans for the three tasks to be pursued in FY 2023 include:

1. Collection of Student Biking and Walking Data

Development of a Plan to Collect Data About Walking and Biking to School at WCPSS Schools. The subcommittee will work in accordance with the Memorandum of Agreement between CAMPO and WCPSS to develop a joint plan to regularly collect data about walking and biking to school in Wake County. MPO staff, in partnership with NCDOT staff, the Wake County SRTS Coordinator, school system staff, and local government staff, will: (1) Identify best current points of contact at WCPSS to implement this project; (2) Develop a plan for how to collect a first round of data from all schools; (3) Create thresholds for how often data will be collected from which schools; (4) Collect a first round of data from all schools.

2. Baseline Crossing Guard Inventory

CAMPO staff, in conjunction with the local government, the Wake County SRTS Coordinator, and Schools System staff from across the region, will: (1) Review the crossing guard study conducted by UNC Highway Safety Research Center on behalf of the Subcommittee; (2) Identify additional information needed and collect it, and (3) Identify goals and strategies for strengthening and improving crossing guard programs within the CAMPO region.

3. School Road Safety Audits

The FY 2022 Capital Area MPO Unified Planning Work Program (UPWP) contained the continuation of Pursuing the development of School Road Safety Audits as a work task. As of November 19, 2021, CAMPO, in cooperation with NCDOT and the Wake County Safe Routes to School coordinator, have conducted state's first pilot project for a school Road Safety Audit at Vandora Springs Road Elementary School.

MPO staff, in conjunction with NCDOT staff, the Wake County SRTS Coordinator, school system staff, and local government staff will: (1) Facilitate follow up and evaluation of the RSA pilot project; and (2) develop a plan to conduct additional school-focused RSAs for execution throughout the MPO.

II-B-12: Airport/Air Travel Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify air travel/airport deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP may be incorporated into the CTP element of the plan. The MPO will continue to coordinate with the region's major airports to improve air service and support infrastructure. The MPO will continue to provide assistance to smaller regional airports so that priorities may be competitive in the SPOT process, as applicable.

II-B-13: Collector Street Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify collector street deficiencies and solutions; project costs will be determined and projects will be prioritized. Local transportation plans will be consulted. The process

will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan.

II-B-14: Rail, Waterway and Other Elements of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify rail deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan.

II-B-15: Freight Movement/Mobility Planning

In FY 2018, the development of the Regional Freight Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the Capital Area Metropolitan Planning Organization (CAMPO) and the North Carolina Department of Transportation (NCDOT) was completed through consulting services. The purpose of the Regional Freight Plan is threefold: (1) to conduct a comprehensive regional study of freight, goods movement, and services mobility needs; (2) to develop a framework to proactively address freight and goods movement mobility needs and challenges in our region; and to examine all modes of a freight transportation system with emphasis on trucks, rail and air cargo, and (3) to develop freight recommendations for the 2045 MTP; and CTP. Final recommendations presented from the Regional Freight Plan were incorporated into the 2045 MTP. The MPO will continue monitoring the performance of the freight network in the region, and will develop solutions for deficiencies identified.

II-B-16: Financial Planning

The MPO will develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the 2045 MTP/CTP and other pertinent planning efforts. Staff will develop cost estimates for transit planning efforts that will be incorporated into the MTP. This work will be done in cooperation with NCDOT, Triangle J COG, and the DCHC MPO.

GoCary will use this funding to develop cost analyses for capital projects and service planning scenarios, and develop short range financial plans based on current legislation to ensure consistent and efficient service.

II-B-17: Congestion Management Process

The MPO will continue work to reinvigorate the Congestion Management Process Stakeholders Group. The Congestion Management Process Stakeholders Group will continue to monitor the adopted Congestion Management Process, and will update the process as necessary. Data collection and analysis in support of the process will continue. This data will help the MPO develop strategies to address and manage congestion in accordance with the adopted Congestion Management Plan by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Project priorities for implementing the Congestion Management Process will be developed for implementation through the TIP, MTP, CTP, CMAQ or other programs. The Congestion Management Process also incorporates Incident Management and an Incident Management Subcommittee to address incident response and traffic control measures along the region's freeway/interstate system. In FY 2023, MPO staff will evaluate and update the Congestion Management Process for the MPO.

TJCOG will conduct activities in this line item as described in Appendix B of this document.

II-B-18: Air Quality Planning/ Conformity Analysis

Until 2015, the Capital Area MPO was responsible for making a determination as to whether or not transportation plans, programs, and projects (MTP and TIP) conform to air quality standards and the intent of the SIP. The requirement was reintroduced during the last fiscal year as a result of a lawsuit at the federal level. This work will continue to be done in coordination with Triangle J COG and DCHC MPO as necessary. Staff will continue to provide technical support to the Executive Board and TCC regarding air quality planning. In addition, Staff will continue participation in the development and application of State Implementation Plans for air quality, participation in the statewide interagency consultation, and providing assistance to NCDEQ in developing and maintaining mobile source emission inventories.

III: Administration

In order to support the 3-C planning process, the MPO must engage in many administrative activities, including support of the TCC and Executive Board committees and subcommittees, public engagement activities, and meeting state and federal contracting, reporting and planning requirements. Section III-C involves compliance with state and federal laws governing Title VI, environmental justice, and involving disadvantaged populations. Section III-D outlines various special studies that will be contracted to consultants to support the MTP and various other planning efforts in the region, as well as the MPO's involvement in progressing projects in the TIP/STIP phases of implementation.

III-A Planning Work Program

MPO staff will continue to evaluate, administer, and amend the FY 2023 UPWP as necessary, and will develop quarterly reports to NCDOT for reimbursement of planning funds. The FY 2024 UPWP will be developed, and the MPO's ten-year planning calendar will be maintained in an effort to plan UPWP tasks accordingly. MPO staff will work with LPA staff to follow appropriate budget protocols and reporting.

GoCary will utilize 5307 funds in this item to fund preparation of (and any amendments thereto) the Unified Planning Work Program per Federal & State requirements.

III-B Transportation Improvement Program

The MPO will continue to maintain the 2020-2029 STIP, and will develop the MPO's 2022-2031 TIP. The MPO will ensure TIP/STIPs maintain consistency with the current 2050 Metropolitan Transportation Plan, air quality conformity regulations and federal planning regulations. Staff will participate as necessary in workshops, training, and meetings regarding the NCDOT prioritization process. MPO staff will continue to work on project scopes, cost estimates and schedules to ensure the MPO submits competitive projects for programming and funding through the NCDOT SPOT process. The MPO will continue to refine and implement the adopted process for evaluating, submitting, and scoring SPOT projects in an effort to maintain competitiveness in the state's prioritization efforts.

The MPO will continue to dedicate one staff position to the administration of the Locally Administered Projects Program (LAPP), and the TIP / STIP maintenance associated therewith. This includes the development and administration of the LAPP Training Program, the LAPP Handbook, and providing staff support to the LAPP Committee and the LAPP Project Selection Committee.

MPO Planning Staff will continue to monitor the implementation of the MTP through the funded TIP projects by maintaining contact with NCDOT and consultant project managers and providing technical assistance as necessary.

GoCary will utilize 5307 funds in this item to fund preparation and planning of capital projects for the transit system. GoCary may also use this funding to develop TIP projects and amendments as necessary.

III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements

III-C-1: Title VI

MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce Development Office (BOWD) and all member governments to ensure that MPO projects and programs meet the intent of all applicable Title VI legislation. Through the federal certification review in FY 18, it was recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2050 MTP. The MPO will continue to refine this methodology and seek to improve the analysis and documentation of this effort. The MPO's Title VI/LEP/Environmental Justice Plan will be maintained and implemented. The MPO will also continue to improve connections and coordination related to public participation with federal, state, regional, and local partners. This includes providing support for public engagement planning and outreach activities associated with Wake Transit planning and implementation as necessary and appropriate. The MPO will dedicate one staff person to serve as the primary contact person for the public, and who will oversee public interactions and education pertaining to the MPO as well as serve as the Title VI Officer.

GoCary will use funding in this line item to prepare route plans and evaluations for Title VI compliance.

III-C-2: Environmental Justice (EJ)

MPO staff will continue to use census data to identify areas of Minority, Low Income and Limited English Proficiency for public involvement on studies and projects, as outlined in the Title VI/Minority/Low Income/Limited English Proficient Outreach Plan adopted by the MPO. Staff will also provide internal training related to concepts of environmental justice and equity, which will be made available to member jurisdiction staff.

MPO staff will collaborate with DCHC MPO staff to develop a list and maps identifying low-income, minority, and limited English proficient areas throughout the MPO planning area and ensure that these groups are included in all public involvement opportunities. Mapping will be at a regional scale and will focus on communities and groups identified in Title VI/EJ outreach thresholds adopted in FY 2017. The MPO's Title VI/LEP/Environmental Justice Plan will be maintained and implemented.

GoCary will use funding in this line item to prepare route plans and evaluations for compliance with Environmental Justice principles. Service planning will be done in consideration of low-income and minority groups.

III-C-3: Minority Business Enterprise

MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce

Development Office (BOWD) and all member governments to ensure that MPO projects and programs encourage participation by Minority Business Enterprises.

III-C-4: Planning for the Elderly & Disabled

The MPO will support efforts of the transit agencies in this area, particularly in meeting federal ADA requirements and providing demand-response services to this population. The MPO will continue to staff the regional Mobility Coordination Committee and provide technical assistance to rural and human services transportation providers.

GoCary will utilize funds in this line item to prepare performance reports for ridership and service supply for the Town's ADA Door-to-Door transit services for seniors and disabled citizens, and prepare a long range demand-response plan.

III-C-5: Safety / Drug Control Planning

No activities proposed, therefore no funds programmed.

III-C-6: Public Involvement

MPO staff will continue to focus on public involvement as identified in the adopted Public Participation Plan. The MPO will dedicate one staff person to serve as the primary contact person for the public, and who will oversee public interactions and education pertaining to the MPO, manage the update of the MPO's Public Participation Plan, as well as serve as the Title VI Officer. Staff will assist member jurisdictions with outreach and support those outreach efforts by providing materials related to MPO transportation projects and studies to TCC, Executive Board members, community partners, and stakeholders.

Some initiatives are anticipated related to public engagement and outreach in FY 23 based on the 2022 strategic plan update. Staff hopes to plan several regional transportation fairs held during the year, where MPO staff, NCDOT staff and local staff will make a concerted effort to educate the public and key stakeholders on transportation planning and development concepts in general, along with details about various projects underway across the region. This is subject to the realities of public engagement during the COVID-19 pandemic, and other digital or virtual events may need to be considered instead.

MPO staff will work to identify collaborative opportunities for the MPO and its member jurisdictions to solicit public comments and ideas, identify circumstances and impacts which may not have been known or anticipated by public agencies, and, by doing so, to build public support for transportation investments. As part of this effort, the MPO will utilize software or online tools that enhance the staff's ability to conduct broad outreach across the region, including data analysis tools to better target outreach in specific areas or communities as gaps in participation are identified.

The MPO will continue to refine the performance measures, developed in FY 2022, to quantify the effectiveness of public involvement activities undertaken. Reporting on the performance measures will also begin in FY23.

The MPO will also continue to provide support for outreach associated with Wake Transit planning and implementation as necessary and appropriate.

GoRaleigh and GoCary intend to use funding in this line item to conduct extensive public outreach for service changes and any other necessary changes to transit services, policies or processes.

III-C-7: Private Sector Participation

GoRaleigh will use funding in this line item to continue partnerships and involvement with private entities, including GoPass program development and partnerships with neighborhood organizations and the private sector.

GoCary will continue development of its UPASS program and partnerships with neighborhood organizations and the private sector in support of transit operations and capital projects.

III-D Incidental Planning and Project Development

III-D-1: Transportation Enhancement Planning

No specific activities planned, therefore no funds programmed. The MPO will continue to support alternative transportation options through the Locally Administered Projects Program per UPWP item III-B.

III-D-2: Environmental Analysis & Pre-TIP Planning

As many more projects are funded in the CAMPO region through SPOT and LAPP, staff time dedicated to assisting with carrying alternatives through planning and into project development phases will increase. Staff will continue to support project development through participation in Merger meetings, serving as a resource in project development and scoping meetings, and participating in public outreach efforts. Staff will continue to support and be involved in NCDOT efforts to integrate the NEPA process in the MPO systems planning process. The MPO will continue to support efforts to implement the MPO's Locally Administered Projects Program on a project-level where necessary.

III-D-3: Special Studies

The MPO will begin, continue, and/or complete several special study efforts during FY 2023. Studies indicated in the III-D-3-A section are considered part of the MPO's Core Mission Emphasis Areas. Studies included in the III-D-3-B section will reflect special studies in the MPO's Supplemental Emphasis Areas (a.k.a. Non-Core Mission Special Studies), and generally will be financially supplemented by additional member agency funding.

III-D-3-A: Core Mission Special Studies

(See Pages 26-33)

CAMPO Strategic Plan Update

US 401 Corridor Study

Mobility Management Program Implementation Study

Fayetteville-Raleigh Passenger Rail Study, Phase II

Payback Period Metric Update Study

Southeast Area Study Update

Bicycle & Pedestrian Element of the MTP

Wake Transit Plan Implementation Study: Wake BRT Extension Major Investment Study

III-D-3-B: Non-Core Mission Special Studies
(see page 36)

S-Line Transit Oriented Development Study

III-D-4: Regional or Statewide Planning

The Capital Area MPO will participate in projects, partnering with DCHC, GoTriangle, the Regional Transportation Alliance (RTA), and TJCOG to serve as a coordination mechanism for MPO and RPO activities.

MPOs, RPOs, individual communities, GoTriangle, NCDOT, FHWA, NCDEQ, FTA and USEPA have participated in the past regional planning efforts and will play similar roles this year. The MPO will be engaged in a wide range of coordinated efforts conducted to meet the transportation planning needs of the area.

The MPO will maintain active participation in various professional associations, including but not limited to the NC Association of Metropolitan Planning Organizations and the National Association of MPO's. The MPO will also support regional initiatives such as Best Workplaces for Commuters, Triangle Transportation Choices (Travel Demand Management program), and Safe Routes to Schools.

TJCOG will conduct activities in this line item as described in Appendix B of this document.

III-E Management and Operations

The continuing transportation planning process requires considerable administrative time for attending meetings, preparing agendas, conducting and attending annual training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL fund account, other Federal Fund accounts, and Wake Transit. The MPO is committed to adequate resources for training and professional development for staff in order to provide high-level technical and administrative service to its member agencies.

MPO staff will review the Public Involvement Policy, Executive Board and TCC bylaws, and the MOU with member jurisdictions (if necessary based on the bylaws).

In order to meet new FAST Act planning requirements for TMA areas, the responsibilities assigned to the MPO through Wake Transit, and the growing population in the MPO's planning area, the MPO expanded staff in FY 19. There are currently 16 full-time staff positions and one part-time staff position at the MPO.

Proposed Activities:

1. Continue to support Wake County through a comprehensive, continuing, and cooperative transit planning and programming process focused on implementation planning as a result of a successful transit sales tax referendum and enactment of additional vehicle registration fees to fund transit. CAMPO has committed to staffing and administering the regional Transit Planning Advisory Committee (TPAC), compiling the annual Wake Transit Work Plan elements, compiling the annual CIP and Multi-Year Operating Program as part of the Work Plan, developing and administering the concurrence check process for Wake Transit funded projects, and various other implementation planning work.
2. Provide liaison between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro MPO (DCHC MPO), the North Carolina Department of Transportation

(NCDOT), the Department of Environmental Quality (DEQ), the Triangle J Council of Government, the surrounding Rural Planning Organization (RPOs) and other organizations at the local, regional, state, and federal level on transportation related matters, issues and actions.

3. Work with the DCHC MPO on regional issues. Prepare Regional Project Priority lists and TIP and amend as necessary. Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.
4. Provide technical assistance to the Executive Board and other member jurisdictions' policy bodies.
5. Participate in Joint Capital Area MPO/DCHC MPO TCC and Executive Board meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
6. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.
7. Prepare and distribute Executive Board and TCC meeting agendas. Attend Executive Board, TCC and other meetings associated with MPO planning activities.
8. Pay LPA Indirect Costs. In FY 14 the City of Raleigh, as the MPO's Lead Planning Agency, started charging the MPO for indirect cost. Indirect cost sharing is being phased in for all units housed under the City of Raleigh. Historically, the MPO has not been required to pay indirect cost. Per direction by the Executive Board, the LPA indirect costs must be capped at \$100,000 annually. In response to rising costs, the Executive Board opted to waive the \$100,000 cap for FY 19 and FY 20 to contribute to reasonable cost increases. At its February 19, 2020 meeting, the CAMPO Executive Board opted to adopt an indirect cost policy that the indirect costs will be considered appropriate if the LPA's projected indirect costs for the fiscal year fall at or below the trendline based on the previous five years' actual indirect costs. If the LPA's projected indirect costs exceed that trendline, the Board will consider that projected cost individually during budget development.
9. The MPO will continue to implement the Core-Mission Programs (LAPP, CMP, MTP, Regional Transit Planning, etc.) as described on pages 24-25.
10. The MPO will work with an outside vendor to conduct an assessment of MPO operations, customer satisfaction and capacity, and will work to update the MPO's Strategic Plan. Part of this work will include input from MPO member agencies and jurisdictions, as well as a strategic planning retreat to be conducted with Executive Board and TCC members. This Strategic Plan will lead into an Organizational Study to determine the future-readiness of the MPO's operations and organization as new boundaries are considered and additional functionality is desired by member agencies.
11. GoCary will use funding in this line item to prepare monthly service reports for transit planning efforts and provide staffing to the Town's Transit Section. The staff will perform day-to-day administrative functions in support of transit planning.

12. GoRaleigh will use funding in this item to prepare reports, provide staffing to the Raleigh Transit Authority, and provide transit planning information to citizens and other agencies.

Table 3 – MPO Funding Breakdown by Source and Task Code

Capital Area MPO - Composite Summary			TPB/Other		SEC 104 (F)		STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			ADDITIONAL FUNDS		
			Highway		Highway/Transit		Highway/Transit		Tax Revenue	Highway/Transit			Transit			Transit			SECTION 1221 - TCSP GRANT		
TASK CODE	TASK DESCRIPTION	AGENCY	NCDOT/Other 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 100%	Local 10%	PTD 10%	FTA 80%	Local 20%	PTD 0%	FTA 80%	Local 25%	PTD 25%	FTA 50%	LOCAL var%	NCDOT var%	FHWA var%
II. CONTINUING TRANSPORTATION PLANNING																					
II-A-1	Traffic Volume Counts	MPO			\$ 1,000	\$ 4,000	\$ -														
II-A-2	Vehicles Miles of Travel (VMT)				\$ -	\$ -	\$ -	\$ -													
II-A-3	Street System Changes	MPO			\$ 1,000	\$ 4,000	\$ -														
II-A-4	Traffic Accidents	MPO			\$ 1,000	\$ 4,000	\$ -														
II-A-5	Transit System Data	MPO			\$ 2,000	\$ 8,000	\$ -														
		GoRaleigh			\$ -	\$ -				\$ 12,348	\$ 12,348	\$ 98,785	\$ 85,436		\$ 341,747						
		GoTriangle			\$ -	\$ -															
		GoCary			\$ -	\$ -							\$ 15,330	\$ -	\$ 61,322						
II-A-6	Dwelling Unit and Population Changes	MPO			\$ 1,000	\$ 4,000															
II-A-7	Air Travel				\$ -	\$ -															
II-A-8	Vehicle Occupancy Rates (VOR)	MPO			\$ 400	\$ 1,600	\$ -														
II-A-9	Travel Times Studies				\$ -	\$ -															
II-A-10	Mapping	MPO			\$ 12,500	\$ 50,000	\$ 10,000	\$ 40,000													
II-A-11	Managed Activity Center Parking Inventory				\$ -																
II-A-12	Bicycle and Pedestrian Facilities Inventory				\$ 2,000	\$ 8,000	\$ -														
II. LONG-RANGE TRANSPORTATION PLAN (LRTP)																					
II-B-1	Collection of Base Year Data	MPO			\$ 5,000	\$ 20,000	\$ -														
II-B-2	Collection of Network Data	MPO			\$ 30,000	\$ 120,000	\$ -														
II-B-3	Travel Model Updates	MPO			\$ 12,500	\$ 50,000	\$ 36,000	\$ 144,000													
		GoTriangle			\$ -	\$ -							\$ 25,650	\$ -	\$ 102,600						
II-B-4	Travel Surveys	MPO			\$ -	\$ -	\$ 10,000	\$ 40,000													
II-B-5	Forecast of Data to Horizon Year	MPO			\$ -	\$ -															
	Community Viz				\$ -	\$ -	\$ 14,000	\$ 56,000													
		DCHC	\$ 70,000		\$ -	\$ -															
II-B-6	Community Goals and Objectives	MPO			\$ 3,000	\$ 12,000	\$ -														
		TJCOG					\$ 3,750	\$ 15,000													
II-B-7	Forecasts of Future Travel Patterns	MPO			\$ 15,000	\$ 60,000	\$ -														
II-B-8	Capacity Deficiency Analysis	MPO			\$ 2,600	\$ 10,400	\$ 400	\$ 1,600													
II-B-9	Highway Element of MTP/CTP	MPO			\$ 10,000	\$ 40,000	\$ -														
II-B-10	Transit Element of MTP/CTP	MPO			\$ 7,500	\$ 30,000	\$ -														
		GoRaleigh			\$ -	\$ -	\$ -	\$ -		\$ 11,840	\$ 11,840	\$ 94,727	\$ 47,828		\$ 191,314						
		GoTriangle			\$ -	\$ -	\$ -	\$ -					\$ 4,610	\$ -	\$ 18,440						
		GoCary			\$ -	\$ -	\$ -	\$ -					\$ 1,210	\$ -	\$ 4,841						
	Transit Oriented Development	MPO					\$ -	\$ -													
II-B-11	Bicycle and Pedestrian Element of MTP/CTP (Wake County SRTS Prioritization Study project)																				
		MPO			\$ 5,000	\$ 20,000	\$ -														
II-B-12	Airport /Air Travel Element of MTP	MPO			\$ 2,000	\$ 8,000	\$ -														
II-B-13	Collector Street Element of MTP	MPO/ WAKE CO.			\$ 8,000	\$ 32,000	\$ -														
II-B-14	Rail, Waterway, or Other Mode Element of MTP	MPO			\$ 3,000	\$ 12,000	\$ -														
II-B-15	Freight Movement/Mobility Planning	MPO			\$ 2,000	\$ 8,000	\$ -														
		MPO			\$ 6,000	\$ 24,000	\$ -														
		GoRaleigh			\$ -	\$ -															
II-B-16	Financial Planning																				
		GoCary			\$ -	\$ -							\$ 1,614	\$ -	\$ 6,455						
II-B-17	Congestion Management Process	MPO			\$ 3,000	\$ 12,000	\$ -														
		TJCOG					\$ 3,750	\$ 15,000													
II-B-18	Air Quality Planning/Conformity Analysis, BWPC See III-D-4	MPO			\$ 2,000	\$ 8,000															

	Capital Area MPO - Composite Summary		TPB		SEC 104 (F)		STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			ADDITIONAL FUNDS		
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Highway/Transit		Highway/Transit		Tax Revenue	Highway/Transit			Transit			Transit			SECTION 1221 - TCSP GRANT		
			NCDOT/Other 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 100%	Local 10%	PTD 10%	FTA 80%	Local 10%	PTD 10%	FTA 80%	Local 25%	PTD 25%	FTA 50%	LOCAL var%	NCDOT var%	FHWA var%
III.	ADMINISTRATION																				
III-A	Unified Planning Work Program	MPO			\$ 5,000	\$ 20,000															
		GoCary			\$ -	\$ -							\$ 807	\$ -	\$ 3,227						
III-B	Transportation Improvement Program	MPO			\$ 25,000	\$ 100,000	\$ 12,500	\$ 50,000													
		GoCary			\$ -	\$ -							\$ 807	\$ -	\$ 3,227						
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements																				
III-C-1	Title VI	MPO			\$ 3,000	\$ 12,000	\$ -														
		GoRaleigh			\$ -	\$ -							\$ -	\$ -	\$ -						
		GoTriangle			\$ -	\$ -															
		GoCary			\$ -	\$ -							\$ 1,009	\$ -	\$ 4,034						
III-C-2	Environmental Justice	MPO			\$ 3,000	\$ 12,000	\$ -														
		GoRaleigh			\$ -	\$ -							\$ -	\$ -	\$ -						
		GoCary			\$ -	\$ -							\$ 1,009	\$ -	\$ 4,034						
III-C-3	Minority Business Enterprise Planning (MBE)	MPO			\$ 1,100	\$ 4,400	\$ -														
III-C-4	Planning for the Elderly and Disabled	MPO			\$ 1,100	\$ 4,400	\$ -														
		GoRaleigh			\$ -	\$ -									\$ -	\$ -	\$ -				
III-C-5	Safety/Drug Control Planning	GoCary			\$ -	\$ -									\$ 4,034	\$ -	\$ 16,137				
		MPO			\$ -	\$ -															
III-C-6	Public Involvement	MPO			\$ 10,000	\$ 40,000	\$ 5,000	\$ 20,000													
		GoRaleigh			\$ -	\$ -					\$ 6,456	\$ 6,456	\$ 51,641	\$ 73,960	\$ 295,843						
		GoCary			\$ -	\$ -							\$ 4,034	\$ -	\$ 16,137						
III-C-7	Private Sector Participation	GoRaleigh			\$ -	\$ -						\$ 6,756	\$ 6,756	\$ 54,047	\$ 76,246	\$ 304,974					
		GoCary			\$ -	\$ -							\$ 1,210	\$ -	\$ 4,841						
III-D	Incidental Planning and Project Development																				
III-D-1	Transportation Enhancement Planning				\$ -	\$ -															
III-D-2	Environmental Analysis and Pre-TIP Planning	MPO			\$ 10,000	\$ 40,000	\$ 4,400	\$ 17,600													
III-D-3	Special Studies																				
	A- MPO Core Function Studies				\$ -	\$ -															
	1) Regional Rail Transit Planning	MPO			\$ -	\$ -	\$ 2,000	\$ 8,000													
	a) Wake Transit BRT Expansion MIS - Clayton to RTP								\$ 35,000												
		Regional Transportation Foundation							\$ 10,000												
		Regional Transportation Alliance							\$ 5,000												
	2)Wake Transit Plan Implementation	MPO							\$ 465,755												
	3) Payback Period Metric Study	MPO			\$ -	\$ -	\$ 10,000	\$ 40,000													
	4) CAMPO Strategic Plan Update	MPO			\$ -	\$ -	\$ 6,000	\$ 24,000													
	5)Fayetteville-Raleigh Passenger Rail Study	MPO				\$ -	\$ 10,000	\$ 40,000													
		FAMPO	\$ 100,000																		
		NCDOT	\$ 100,000																		
	6) Bike Ped Element Update Study	MPO					\$ 25,000	\$ 100,000													
	7) Mobility Management Program Implementation Study	MPO					\$ 5,000	\$ 20,000													
							\$ -	\$ -													
	8) Southeast Area Update	MPO					\$ 40,000	\$ 160,000													
		NCDOT	\$ 75,000																		
	B- MPO Non-Core Function Studies																				
III-D-4	Regional or Statewide Planning						\$ 3,000	\$ 12,000													
	Air Quality Planning						\$ -														
	A- Regional Land Use-Transportation - AQ Collaboration (TJCOG)	MPO					\$ 41,556	\$ 166,224													
III-E	Management and Operations	MPO			\$ 118,050	\$ 272,200	\$ -														
		GoRaleigh			\$ -		\$ -														
		GoCary					\$ 182,644	\$ 730,576					\$ 9,279	\$ -	\$ 37,116						
TOTALS			\$ 345,000	\$ -	\$ 313,750	\$ 1,055,000	\$ 425,000	\$ 1,700,000	\$ 515,755	\$ 37,400	\$ 37,400	\$ 299,200	\$ 354,073	\$ -	\$ 1,416,289						

Table 4A: Go Raleigh (Capital Area Transit) Funding By Source and Task Code

1 MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO		
2 FTA Code	442400	442100	442500	442700	442100	442700	442682	442100	442400	442700	442100		
3 Task Code	II-A-5	III-A	III-B	II-B-16	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	II-B-10	III-E		
4 Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Financial Planning	Title VI	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	Management and Operations	TOTALS	
5 Task Objective	Develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data.							Public Involvement in the transit route decision-making process.	Partnerships &/or involvement with private entities.	Transit Element of LRTP/CTP	Prepare reports, provide staffing to Raleigh Transit Authority, and provide transit planning information to citizens and other agencies.		
6 Tangible Product Expected	Develop bus implementation plans to support the Raleigh Five-Year Transit Plan; monthly route evaluations; street furniture & bus stop planning; and the collection of annual bus passenger counts by stop location.							Extensive public involvement process for service changes.	Go Pass Program development and partnerships with neighborhood organizations/the private sector.	Additional modeling: coding transit routes, ridership estimates, validating mode choice - low and estimate. TOD Station Planning for BRT Corridors.	Prepare monthly service reports for transit planning efforts; provide staffing to Raleigh Transit Authority including reports, agendas, minutes, etc. Provide transit planning information & documentation to other agencies & the general public, including the development route schedules, bus stop displays, etc. Operations Analysis Plan.		
7 Expected Completion Date of Product(s)	12/31/2022							7/31/2022	4/30/2023	3/31/2023	6/30/2023		
8 Previous Work	Raleigh Five-Year Transit Plan/monthly route evaluations and the collection of Passenger Counts by stop location.							Five-Year Transit Plan public input process and extensive public involvement for all other service changes.	UPASS Program development, bus pass purchase by private organizations, and development plan review	LRTP	Previous reports and Transit Authority activities. Previous financing data, Service Plans, & other reports & studies.		
9 Prior FTA Funds													
10 Relationship To Other Activities													
11 Agency Responsible for Task Completion	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp		
16 Section 5303 Local 10%	\$ 12,348							\$ 6,456	\$ 6,756	\$ 11,840		\$ 37,400	
17 Section 5303 NCDOT 10%	\$ 12,348							\$ 6,456	\$ 6,756	\$ 11,840		\$ 37,400	
18 Section 5303 FTA 80%	\$ 98,785							\$ 51,641	\$ 54,047	\$ 94,727		\$ 299,200	
19 Section 5307 Transit - Local 20%	\$ 85,436							\$ 73,960	\$ 76,246	\$ 47,828		\$ 283,470	
20 Section 5307 Transit - NCDOT 0%	\$ -							\$ -	\$ -	\$ -		\$ -	
21 Section 5307 Transit - FTA 80%	\$ 341,747							\$ 295,843	\$ 304,974	\$ 191,314		\$ 1,133,878	
22 Section 5309 Transit - Local 25%												\$ -	
23 Section 5309 Transit - NCDOT 25%												\$ -	
24 Section 5309 Transit - FTA 50%												\$ -	
25 Additional Funds - Local 100%												\$ -	
25 Additional Funds - Federal 5307 CARES 100%												\$ -	
												1791348	
	550664	0	0	0	0	0	0	434356	448779	357549	0	1791348	

Table 5A: Anticipated DBE Contracting Opportunities – Go Raleigh (Capital Area Transit)

ATTACHMENT #7

Anticipated DBE Contracting Opportunities for 2022-2023

Name of MPO: Capital Area Metropolitan Planning Organization _____ Check here if no anticipated DBE opportunities

Person Completing Form: Kelli Yeager

Telephone Number: 919-801-1588

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
11-B-10 and 11-C-6	Community Transit Centers Planning	Planning Communities, LLC	Professional Services/Consultant	\$240,000	\$300,000

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

Table 4B: Cary Transit (Go Cary) Funding by Source and Task

FY23 UPWP Request for Town of Cary C-Tran												
MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	
FTA Code	442400	442100	442500	442400	442400	442400	442400	442100	442302	442301	442100	
Task Code	II-A-5	III-A	III-B	II-B-16	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	II-B-10	III-E	
Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Financial Planning	Title VI	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	Management and Operations	TOTALS
Task Objective	Collection and analysis of transit and passenger data. Short range service planning. NTD data reporting and compliance. Performance monitoring, analysis and reporting.	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program.	Develop of cost estimates for future years of Transit Plan and transit planning scenarios.	Service planning in accordance with FTA Regulations for Title VI.	Service planning in consideration of low-income & minority groups.	Monitor the GoCary complementary ADA and Premium ADA Door to Door Program and participation.	Public Involvement in support of transit service planning, transit policies and supporting processes. Coordination with other agencies and partners in support of transit services. Provide transit planning information to citizens and other agencies.	Coordination with private sector partners. Partnerships &/or involvement with private entities.	Long range transit planning including consideration and update to the LRTP/CTP	Administration and support of transit operations. Prepare reports, provide staffing to Transit Section, Town Manager, and Town Council.	
Tangible Product Expected	Service performance reports, bus stop amenity & facility planning, NTD APC certification, and on-going transit data collection. Transit planning support software.	Preparation of the Unified Planning Work Program per Federal & State requirements, and any required amendments.	Preparation and planning of capital projects for transit system. TIP development including any required amendments.	Develop cost analyses for capital projects and service planning scenarios. Develop short range financial plans based on current legislation to ensure consistent and efficient service.	Ensure service compliance with Title VI	Prepare route evaluations considering the three principals of environmental justice.	Prepare performance reports and required policies for the Town's ADA Door to Door services for Seniors and Disabled. Prepare a Long Range Demand Response Plan.	Extensive public involvement process for service changes as well as other necessary transit policies or processes.	UPASS Program development and partnerships with neighborhood organizations/the private sector in support of transit operations and capital projects.	Long -range system level transit planning. Forecasting ridership estimates. Evaluate implementation of long-range plan elements.	Evaluate monthly service reports for transit planning efforts; provide staffing to Town of Cary's Transit Section including reports, agendas, minutes, etc. Day to day administration functions in support of transit planning functions.	
Expected Completion Date of Product(s)	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	6/30/2023	
Previous Work	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	
Prior FTA Funds	\$61,322	\$3,227	\$3,227	\$6,455	\$4,034	\$4,034	\$16,137	\$16,137	\$4,841	\$4,841	\$37,116	\$161,373
Relationship To Other Activities	Supports Imagine Cary plan and Wake Transit Plan.		Supports Imagine Cary plan and Wake Transit Plan.	Supports Imagine Cary plan and Wake Transit Plan.	Supports Imagine Cary plan and Wake Transit Plan.	Supports Imagine Cary plan and Wake Transit Plan.		Supports Imagine Cary plan and Wake Transit Plan.		Supports Imagine Cary plan and Wake Transit Plan.		
Agency Responsible for Task Completion	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	
Section 5307 Transit - Local 20%	\$15,330	\$807	\$807	\$1,614	\$1,009	\$1,009	\$4,034	\$4,034	\$1,210	\$1,210	\$9,279	\$40,343
Section 5307 Transit - NCDOT 0%												
Section 5307 Transit - FTA 80%	\$61,322	\$3,227	\$3,227	\$6,455	\$4,034	\$4,034	\$16,137	\$16,137	\$4,841	\$4,841	\$37,116	\$161,373
TOTALS	\$76,652	\$4,034	\$4,034	\$8,069	\$5,043	\$5,043	\$20,172	\$20,172	\$6,052	\$6,052	\$46,395	\$201,717

Table 5B: Anticipated DBE Contracting Opportunities – Cary Transit (Go Cary)

Anticipated DBE Contracting Opportunities for 2022-2023

Name of MPO: Capital Area Metropolitan Planning Organization

 X Check here if no anticipated DBE opportunities

Person Completing Form: Christine Sondej

Telephone Number: 919-380-2134

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
No contracting opportunities					

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

Table 4C: Go Triangle Funding by Source and Task Code

MPO			
FTA Code	442301	442700	
Task Code	II-B-3	II-B-10	
Title of Planning Task	Travel Model Updates	Transit Element of the MTP	TOTALS
Task Objective	Support for Triangle Regional Model Service Bureau	To provide travel market analysis and cost information for development of transit investments for the MTP; and to acquire GIS support services from TJCOG	
Tangible Product Expected	Updated Triangle Regional Model	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	
Expected Completion Date of Product(s)	6/30/2023	6/30/2023	
Previous Work	Ongoing support of TRM service bureau	Continued and ongoing regional corridor analysis for MTP and other projects	
Prior FTA Funds	\$100,000	\$18,000	
Relationship To Other Activities	Supports the regional travel model utilized for the MTP and other transit and highway planning purposes.	This supports regional transit planning for capital investments.	
Agency Responsible for Task Completion	Service Bureau at ITRE responsible for task - GoTriangle is a funding partner	GoTriangle (with joint sponsorship by TJCOG and MPOs, NCDOT)	
HPR - Highway - NCDOT 20%			
HPR - Highway - FHWA 80%			
Section 104 (f) PL Local 20%			
Section 104 (f) PL FHWA 80%			
Section 5303 Local 10%			
Section 5303 NCDOT 10%			
Section 5303 FTA 80%			
Section 5307 Transit - Local 20%	\$25,650	\$4,610	\$30,260
Section 5307 Transit - NCDOT 0%	\$0	\$0	\$0
Section 5307 Transit - FTA 80%	\$102,600	\$18,440	\$121,040
Category Total	\$128,250	\$23,050	\$151,300

Table 5C: Anticipated DBE Contracting Opportunities – Triangle Transit (Go Triangle)

Anticipated DBE Contracting Opportunities for 2022-2023

Name of MPO: Capital Area Metropolitan Planning Organization ___X___ Check here if no anticipated DBE opportunities

Person Completing Form: Jay Heikes

Telephone Number: 919-314-8741

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
No Contracting Opportunities					
Sample Entry:					
II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000

Note: This form must be submitted to NCDOT-IMD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

Appendices

Appendix A – CAMPO Executive Board Members FY 2023
CAMPO Technical Coordinating Committee Members FY 2023

Appendix B -- Triangle J Council of Governments Task Narrative

Appendix C -- Adoption Resolution
Planning Self-Certification Checklist and Response
Certification Resolution
Transmittal Letter

Appendix D -- Amendments

Appendix A

CAMPO Executive Board 2023

Member Agency	Representative
Angier	Bob Smith
Apex	Jacques Gilbert
Archer Lodge	Matt Mulhollem
Bunn	(vacant)
Cary	Harold Weinbrecht
Clayton	Casey Porter
Creedmoor	Neena Nowell
Franklinton	Art Wright
Fuquay-Varina	Blake Massengill
Garner	Ken Marshburn
Holly Springs	Shaun McGrath
Knightdale	Jessica Day
Morrisville	TJ Cawley
Raleigh	Mary-Ann Baldwin
Rolesville	Ronnie Currin
Wake Forest	Vivian Jones
Wendell	Virginia Gray
Youngsville	Scott Brame
Zebulon	Glenn York
Franklin County	Michael Schriver
Granville County	Russ May
Harnett County	Lewis Weatherspoon
Johnston County	RS “Butch” Lawter
Wake County	Sig Hutchinson
GoTriangle	Will Allen, III
NCDOT Div. 4	Melvin Mitchell
NCDOT Div. 5	Valerie Jordan
NCDOT Div. 6	Drew Cox
Federal Hwy Administration*	John Sullivan
NC Turnpike Authority*	Monty Irvin

**Ex officio non-voting member*

CAMPO TCC 2022

Member Agency

Representative

Angier	Sean Johnson
Apex	Shannon Cox
Archer Lodge	Julie Maybee
Bunn	Pamela Perry
Cary	Sandi Bailey
Cary	Juliet Andes
Clayton	Benjamin Howell
Creedmoor	Mike Frangos
Franklinton	Gregory Bethea
Fuquay-Varina	Tracy Stephenson
Garner	Gaby Lawlor
Holly Springs	Sean Ryan
Knightdale	Jason Brown
Morrisville	Benjamin Howell
Raleigh	Michael Moore
Raleigh	Ken Bowers
Raleigh	
Raleigh	Jason Myers
Raleigh	Paul Kallam
Rolesville	Meredith Gruber
Wake Forest	Dylan Bruchhaus
Wendell	Bryan Coates
Youngsville	Erin Klinger
Zebulon	Michael Clark
Franklin Co.	Scott Hammerbacher
Granville Co.	Justin Jorgensen

Member Agency

Representative

Harnett Co.	Jay Sikes
Johnston Co.	Braston Newton
Wake Co.	Akul Nishawala
Wake Co.	Tim Gardiner
GoCary	Kelly Blazey
GoRaleigh	David Eatman
GoTriangle	Jay Heikes
NC Turnpike Authority	Dennis Jernigan
NCDOT Div. 4	Kevin Bowen
NCDOT Div. 5	Brandon Jones
NCDOT Div. 6	Greg Burns
NCDOT Bike/Ped	
NCDOT Rail	Neil Perry
NCDOT TPD	Phil Geary
NC State University	Than Austin
RDU	Michael Landguth
Research Tri. Fndtn.	Travis Crayton
Rural Transit	Anita Davis-Haywood
Tri. Nor. Exec. Airt.	Bo Carson
Triangle J COG	John Hodges-Copple

Ex officio non-voting members:

Federal Hwy Admin	Joe Geigle
NC Railroad Co.	Catherine Knudson

Task Narrative Description: Triangle J Council of Governments

III-D-2. Statewide & Extra Regional Planning.

Facilitate and/or manage joint activities and undertake analysis work in land use, transportation and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and anchor institution partners.

Objectives

To ensure that activities that have a scope or scale that transcend any single MPO are done in coordinated, timely, effective and cost-efficient ways.

Previous work

Facilitation and preparation of Joint Metropolitan Transportation Plans; MTP and TIP air quality conformity coordination and determination report preparation, TRM executive committee support, facilitate joint MPO technical team meetings, Joint MPO Executive Committee coordination, assist with preparation and conduct of Joint MPO Policy Boards meetings, GoTriangle and county transit plan participation, MPO area plan and project participation, facilitate development and revisions of Joint MPO Policy Priorities. Development of 3rd version of CommunityViz growth allocation model. Participation on TCRP transit prioritization panel. Participation in LAPP Advisory Committee.

Requested Activities

Major activities are of four types:

1. General Regional Planning and GIS tasks oriented principally to 2050 MTP amendments, air quality conformity and joint MPO policy board, technical staff and TRM executive committee work;
2. Participation on CAMPO-specific projects and committees, such as the LAPP Advisory Committee and small area plan or corridor technical committees.
3. Focused work related to implementing the Regional ITS Plan
4. Focused work on metrics and performance measure tracking, synthesis and reporting arising from 2050 MTP priority goals and objectives.

Tasks will include debrief on the 2050 MTP and the use of CommunityViz 3.0; preparation for what is expected to be a major 2050 MTP amendment with the development of the next STIP; any interim 2050 MTP amendments, including AQ conformity work; TRM executive committee support; facilitation of joint MPO technical, executive committee and policy board meetings and deliverables, including any revisions to the Joint MPO Policy Priorities; hosting, maintenance and distribution of CommunityViz, Employment Analyst and Network Analyst data and technical documentation. TJCOG will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA, NCDOT) and in selected projects of statewide or national impact.

Products

- CommunityViz 3.0 data updates and expanded set of validation site examples.
- 2050 MTP debrief report and plan for early work products for major MTP amendment associated with next STIP.
- GIS and CommunityViz work to reconcile data with the switch to the G2 Triangle Regional Model format and TAZs
- 2050 MTP amendments and conformity determination reports
- joint MPO technical, executive committee and policy boards meeting support and Joint Policy Priorities revisions

- Triangle Regional Model Executive Committee tasks
- Regional ITS Work Group meeting agendas and summaries
- Prioritization of ITS strategies, identification of specific implementation tasks and schedules, work on designated tasks.
- Status reporting on ITS Plan recommendations designated for MPO lead role
- Presentations on ITS work as needed to technical and policy boards
- Performance Metrics work plan and schedule
- Data summaries and technical analyses, including how metrics can be used to inform local and MPO decisions
- Creation of a web-based metrics dashboard
- Presentations on performance metrics as needed to technical and policy boards
- Note: the budget does not account for the acquisition of any additional external data sources, but can be adjusted if initial work indicates the desire by the MPOs to jointly purchase data.

Relationship to Other Plans and MPO Activities:

This work relates to several MPO core responsibilities, including MTP and TIP updates and amendments, AQ conformity determinations, development of data used in modelling and analysis, regional ITS deployment plan implementation, performance metrics responsibilities and incorporation of results from small area, corridor and modal plans.

Proposed Budget and Level of Effort:

Task Code - Title	Local 20%	FHWA 80%	Total
III-D-2 – Statewide & Extra-Regional Planning	\$41,556	\$166,224	\$207,780

20% local match to be provided by TJCOG; other funding participation from DCHCMPO and GoTriangle as in previous years. Work primarily undertaken by existing TJCOG staff in the Metropolitan Transportation Program Area and the Regional Data Center.

Adoption Resolution

RESERVE FOR ADOPTION RESOLUTION

Planning Certification Checklist Responses

Capital Area MPO Self-Certification Checklist Responses

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Yes. The Capital Area MPO is properly designated by its Memorandum of Understanding (MOU) between the Governor (as signed by the Secretary of the North Carolina of Transportation on June 15, 2005) and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law to manage a *continuing, cooperative, and comprehensive* ("3-C") transportation planning process for all of Wake County, plus portions of the counties of Franklin, Granville, Harnett, and Johnston, also including the Towns of Angier, Bunn, Clayton, Creedmoor, Franklinton, and Youngsville. The revised MOU was adopted by the TAC at its April 16, 2014 meeting to include the Town of Archer Lodge in Johnston County, as well as other technical adjustments such as renaming the TAC the "Executive Board."

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]

Yes. The Capital Area MPO's policy board has been renamed the "Executive Board" as of April 16, 2014, and representatives of each member government must be a member of that agency's governing board (e.g. City Council, Board of Commissioners, etc.). The NC Board of Transportation members represent NCDOT Divisions 4, 5 and 6. There are a total of 28 Executive Board members representing local governments, NCDOT Board of Transportation members, GoTriangle, and the non-voting membership of the NC Turnpike Authority, and Federal Highway Administration's (FHWA) Division Administrator.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Yes. The metropolitan area boundary (MAB) encompasses the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period. The map was updated when the MPO Planning boundaries expanded due to the 2000 Census-designated urbanized area, which had previously only included Wake County. CAMPO reviewed the boundaries and included all of Wake County and portions of Harnett, Johnston, Franklin, and Granville counties. A new map based on the Decennial Census released on March 26, 2012 outlining the recommended updated Capital Area MPO Planning Area Boundary (MAB) and the smoothed Urbanized Area Boundary (UAB), took effect on July 1, 2013. The MPO anticipates changes to the MAB resulting from the 2020 Census in coming years.

4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus
 - b. Are tasks and products clearly outlined
 - c. Is the UPWP consistent with the MTP
 - d. Is the work identified in the UPWP completed in a timely fashion

Yes. The Capital Area MPO has a currently adopted FY22 Unified Planning Work Program (adopted March 17, 2021 and amended November 17, 2021) that is designed to outline and discuss the planning priorities of the MPO within a one-year planning period. The Capital Area MPO also has an adopted prospectus that provides more detail on individual work tasks, defines roles and responsibilities, and is intended to minimize the required documentation annually. The Capital Area MPO uses the adopted prospectus to solicit planning tasks and products from the MPO member participants for the upcoming year;

and either does the task for the member jurisdiction using internal staff resources or makes Federal planning funds (PL or STP-DA) available to accomplish the work task itself in a timely fashion. The UPWP is consistent with the Metropolitan Transportation Plan in that tasks outlined in the Metropolitan Transportation Plan's (MTP) 30-year planning horizon are carried out within the UPWP until the required four-year update of the MTP. In general, all UPWP tasks are performed in a timely manner using Capital Area MPO staff and the assistance of its partnering entities. However, depending upon local resources and federal funding availability, outside contractors may be hired to perform needed studies or engineering analyses. Studies are completed within the fiscal year of the active UPWP, unless the project scope has been identified to cover more than one year.

5. Does the area have a valid transportation planning process?

23 U.S.C. 134; 23 CFR 450

- a. Is the transportation planning process continuous, cooperative and comprehensive
- b. Is there a valid LRTP
- c. Did the LRTP have at least a 20-year horizon at the time of adoption
- d. Does it address the 8-planning factors
- e. Does it cover all modes applicable to the area
- f. Is it financially constrained
- g. Does it include funding for the maintenance and operation of the system
- h. Does it conform to the State Implementation Plan (SIP) (if applicable)
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)

Yes. The Capital Area MPO has a valid transportation planning process that is being conducted in accordance with a Memorandum of Understanding (MOU) that was updated as of April 16, 2014. The planning process is continuing, cooperative, and comprehensive with the Capital Area MPO (CAMPO), Durham-Chapel Hill-Carrboro MPO (DCHC), GoRaleigh Transit, GoTriangle Transit, the City of Raleigh, and other local governments all working closely together. The 2045 MTP was adopted on February 21, 2018. The Draft 2050 MTP was adopted on December 8, 2021; after Air Quality Conformity Determination and additional public comment, the final 2050 MTP is expected to be adopted no later than February 2022.

The Metropolitan Transportation Plan (MTP – formerly known as the Long Range Transportation Plan {LRTP}) demonstrates financially constrained, long-term goals for CAMPO's plans; and has been forecasted 20-30 years ahead for transportation needs. In non-attainment areas like CAMPO, the document is required to be updated every four years. The MTP addresses the eight planning factors that include:

1. Support economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The MTP includes operations and maintenance funding, including for the transit systems, and conforms to the State Implementation Plan (SIP).

The MTP is continuously reviewed and refined through planning studies and technical analysis, and there is a major update every four years. The 2050 MTP is anticipated to be adopted in early 2023.

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332
 - a. Is it consistent with the LRTP
 - b. Is it fiscally constrained
 - c. Is it developed cooperatively with the state and local transit operators
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor

Yes. The most current (2020-2029) Transportation Improvement Program (TIP) was adopted by CAMPO on October 16, 2019. The NC Board of Transportation had approved the FY 2020-2029 Statewide Transportation Improvement Program (STIP) during September of 2019. Federal law requires that CAMPO approve a FY 2020-2029 Transportation Improvement Program (TIP) that is the region's equivalent to the STIP. FHWA certified the FY 2020-2029 STIP in March 2020. The TIP is fiscally constrained, updated every two years; and adopted by the MPO and the Governor. The transit portion of the STIP and TIP is developed cooperatively with the state and local transit operators; but updated through a slightly different process. The TIP also matches project programming funds as found within the fiscally constrained 2045 MTP and the Draft 2050 MTP, which has been adopted by the CAMPO Executive Board and is anticipated to reach final approval and adoption in early 2022. The FY 2020-2029 TIP has been amended once in FY20, thrice in FY21, and twice in FY22 to account for changes in project schedules and/or budgets.

7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the MTP
 - b. Was it used for the development of the TIP
 - c. Is it monitored and reevaluated to meet the needs of the area

Yes. The Capital Area MPO Congestion Management Process (CMP) document was adopted by the Capital Area MPO Transportation Advisory Committee on June 16, 2010. The Capital Area MPO Congestion Management Process is an integral component of the Capital Area MPO 2045. The CMP was under development at the time the FY 2011-2017 TIP. The CMP is more of an ongoing process than a document and is therefore not conducted according to a set schedule. The recommendations from the CMP process are incorporated in the MTP, TIP and UPWP as appropriate. Congestion management is part of the overall regional planning process. The CMP is a key element of the Capital Area MPO's MTP. Its recommended studies and implementation efforts need to be included in the MPO's UPWP. A Wake County Transit Plan subcommittee composed of representatives from Wake County, municipalities, local transit systems, the Regional Transportation Alliance, and Capital Area MPO staff works in concert with the CMP Stakeholders Group to address CMP strategies through transit planning. The CMP provided input to the Triangle ITS Study, RED Lane Study and the FY 19 Commuter Corridors Study. The Western Wake Signal System in this UPWP will include recommendations for implementing CMP strategies, and will build upon the operationalization of those recommendations. The Federal Certification Review in 2021 has indicated that the MPO should increase priority on this work, which is outlined in this UPWP.

8. Does the area have a process for including environmental mitigation discussions in the planning process?

Yes. The Capital Area MPO includes environmental mitigation discussions in the planning process.

- a. How: Information and data have been assembled regarding the location and condition of environmental features that might be affected by proposals outlined in the MTP. The MPO has used GIS to map potential endangered species populations, impaired waters, wetland inventories, as well as other features that could potentially be impacted by projects and plans within the MTP. Frequently, resource staff are brought into planning-level discussions during special studies and MTP development, and alternatives are discussed and documented in special studies in terms of

environmental impact, with mitigation discussions included as appropriate. This work is routinely conducted as part of the MPO's special studies as well.

9. Does the planning process meet the following requirements:
- 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - All other applicable provisions of Federal law. (i.e. Executive Order 12898)

Yes. The planning process for the Capital Area MPO meets the requirements as noted for items A through E, and G through K. The Capital Area MPO encourages and promotes the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development that benefits the region and the state. Furthermore, the Capital Area MPO funds transit elements through the inclusion of 5303 and 5307 funds in the Unified Planning Work Program (UPWP). The North Carolina Department of Transportation maintains sole responsibility of Item F regarding the implementation of an equal employment program on federal and Federal-aid highway construction contracts

The Capital Area MPO complies with federal regulation regarding the involvement of disadvantaged business enterprises in USDOT fund projects; particularly when awarding contracts to consultants performing area and/or corridor studies. The Capital Area MPO also complies with federal regulations that prohibit the discrimination of persons based on age, disability, or gender. CAMPO (through its recognition of the City of Raleigh as the "Designated Recipient") utilizes funding under the federal Elderly Persons and Persons with Disabilities Funding Program (aka Section 5310). The Section 5310 Program provides capital and operating grants to assist private non-profit corporations and public agencies to provide coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities. The GoRaleigh administrator awarded the consulting firm Planning Communities to manage the full program. The firm completed the 5310 Program Management Plan, and presented it to the TCC and Executive Board. GoRaleigh, coordinating with the Capital Area MPO, conducted a funding Call for Projects that would utilize Section 5310 projects; and the Executive Board approved five of the submitted projects. This process will recur every two years, with updates to the 5310 Program Management Plan adopted in FY21.

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- Did the public participate in the development of the PIP?
 - Was the PIP made available for public review for at least 45-days prior to adoption?
 - Is adequate notice provided for public meetings?
 - Are meetings held at convenient times and at accessible locations?
 - Is the public given an opportunity to provide oral and/or written comments on the planning process?

- f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
- g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?

Yes. The Capital Area MPO has an adopted Public Involvement Policy (PIP) that was last revised and adopted on April 20, 2016. Public review on the Policy was available 45 days prior to the adoption of the PIP. Adequate notice is provided through the local newspapers; as well as the Capital Area MPO website for public meetings; and the public is given an opportunity to provide oral and/or written comments during TCC and/or Executive Board meetings; as well as posting comments on the Capital Area MPO website. The PIP is reviewed and periodically updated as needed. Capital Area MPO staff as of 2012 had been working with staff of the Durham-Chapel Hill-Carrboro MPO as well as FHWA and NCDOT to develop a comprehensive identification, outreach, reporting, and complaint process for traditionally underserved populations. This process, known as the Title VI/Minority/Low Income/Limited English Proficient Outreach Plan, was adopted as of November 16, 2016. All plans and program documents associated with public input are posted on the Capital Area MPO website, including links from the homepage. The PIP and Title VI / LEP Plans were updated during FY 19 and implementation of them will continue in FY 23. Additional updates during FY22 and FY 23 will include performance metrics for public engagement that can be measured and monitored across MPO activities. The MPO received a commendation for public engagement in the most recent Federal Certification Review in 2021, including for website and information sharing.

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?

The Capital Area MPO has a series of processes for including environmental, state, other transportation, historical, local land use and economic development agencies in the metropolitan planning process. These processes are associated with the core functions conducted by, and/or the products developed by the Capital Area MPO. CAMPO staff members, in conjunction with staff from NCDOT and other agencies, participate in joint NEPA-Merger meetings for various and highway and bridge projects. The Congestion Management Process includes a process that uses “stakeholder group” participation from members of NCDOT, the Highway Patrol, the NC Trucking Association, law enforcement, and emergency management agencies.

How: Relationships among the core functions and activities of the Capital Area MPO allow for any or all of the aforementioned stakeholders to participate in the planning process. For example, the Capital Area MPO develops and updates three related transportation plans—the Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP). The CTP shows all existing and recommended transportation facilities/services (roads, transit services, bicycle and pedestrian accommodations, etc.) an area within the planning jurisdiction should have to meet anticipated growth and mobility needs. The stakeholders listed above have been invited to participate in the noted three transportation plans through steering committees for special studies; as well as through our active public participation processes. Furthermore, the stakeholder group and subcommittee formed through the adopted Congestion Management Process makes presentations to the TCC and Executive Board that address regional congestion as well as traffic incident management along the region’s roadways. The Capital Area has expanded its process for stakeholder input with the creation of the Incident Management Subcommittee that addresses congestion created by traffic accidents along the roadway network; and the Safe Routes to School subcommittee that addresses the safe movement of children between home and school. Following the completion of the Regional Freight Plan, CAMPO will be involved in the Regional Freight Stakeholder Advisory Council (RFSAC) to address the mobility needs of the freight industry on the overall transportation system. Further, a variety of stakeholders are proactively engaged in individual planning studies as well as in development of the MTP.

Certification Resolution

RESERVE FOR CERTIFICATION RESOLUTION

Transmittal Letter

RESERVE FOR TRANSMITTAL LETTER

Appendix D

Amendments

RESERVE FOR FUTURE AMENDMENTS