



Introduction to Programs and Processes of the NC Capital Area Metropolitan Planning Organization (CAMPO)

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Welcome & Introductions

- Intros in the room
- Intros online

Today's Presenters:

Shelby Powell, CAMPO Deputy Director

Alex Rickard, CAMPO Deputy Director

Stephanie Plancich, Wake Transit TPAC Administrator

Gerald Daniel, Transportation Modeling Engineer

Chandler Hagen, LAPP Program Manager

3.5 AICP CM Credits: Reference #9287059

Welcome & Introductions

MPO 101 Logistics

- Post questions in the chat box anytime
- Raise hand to unmute
- Presentation with Q&A breaks
- There will be two breaks
- Meeting Recorded

3.5 AICP CM Credits: Reference #9287059

Expectations for MPO 101

- ❑ NC Capital Area MPO – brief history and context
- ❑ Transportation planning requirements
- ❑ Partners and funding sources
- ❑ MPO work products
- ❑ Overview of programs and processes
- ❑ Wake Transit overview
- ❑ Relevance to you

In this presentation:



Website Resource



**Opportunities for
involvement**

MPOs: History/Context

Advent of Transportation Planning in the US

*"You want
roads, trains, and
sidewalks...?"*

*"...Do you
have a
PLAN?"*

*"...What's
the regional
impact?"*

*"...Does it make sense
for the state,
for the region?"*



Created by Luis Prado
from Noun Project



Laws Establishing MPOs

1959: NCGS 136-66.2 Established Thoroughfare Plans

- Roads only
- Mutually adopted by NCDOT and local governments

1962: Federal Law - 23 USC 134 & 49 USC 1607

- Established a Continuing, Cooperative and Comprehensive (“3-C”) Transportation Planning Process.
- Established Metropolitan Planning Organizations (MPOs), for all urbanized areas with populations in excess of 50,000, as a requirement for receiving federal funding.

Increasing MPO Planning Requirements

MPO Planning in the 1970s



MPO Planning Today



Since the early 1990's

New Federal Funding Legislation = New Responsibilities for MPO's

Laws since 1990

1991: ISTEA (Intermodal Surface Transportation Efficiency Act)

1998: TEA-21 (Transportation Equity Act – 21 Century)

1999: NCGS 136-66.2 “Comprehensive” Transportation Plans (CTP)

- Multi-modal: Roadways, Transit, Bicycles, Pedestrians
- Mutually adopted by NCDOT **and MPO**
- Added Rural Planning Organizations as “advisory” only

2000: NCGS 136-200.1 MPOs recognized in State Law

2001: NCGS 136-66.2(a) recognizes MPOs as regional planning entity for MPO area

2005: SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users)

2012: MAP-21 (Moving Ahead for Progress in the 21st Century)

2015: FAST (Fixing America's Surface Transportation) – FY 16-FY 22

New focus on performance-based planning and expedited project delivery

- MPOs need to be cognizant of the outcomes of their investments and actual impact on transportation operations, community goals
- The old model of Forecast-Plan-Program-Build [and don't look back] is no longer appropriate
- Development & monitoring of performance measures

2021: IIJA (Infrastructure Investment & Jobs Act) FFY 22 - FFY 26

Continue many of the themes from FAST Act

- Increased Highway Trust Fund program funding
- Increased direct appropriations across modes
- Additional focus on safety, accessibility and complete streets
- Better coordination between transportation planning and housing



campo-nc.us/funding

What is an MPO?

An MPO is:

- Federally mandated and funded
- Transportation policy-making organization
- Made up of representatives from local governments and governmental transportation authorities
- Conducts the 3-C planning process in the region (Continuing, Cooperative and Comprehensive)

How are the MPO boundaries determined?

Federal regulation

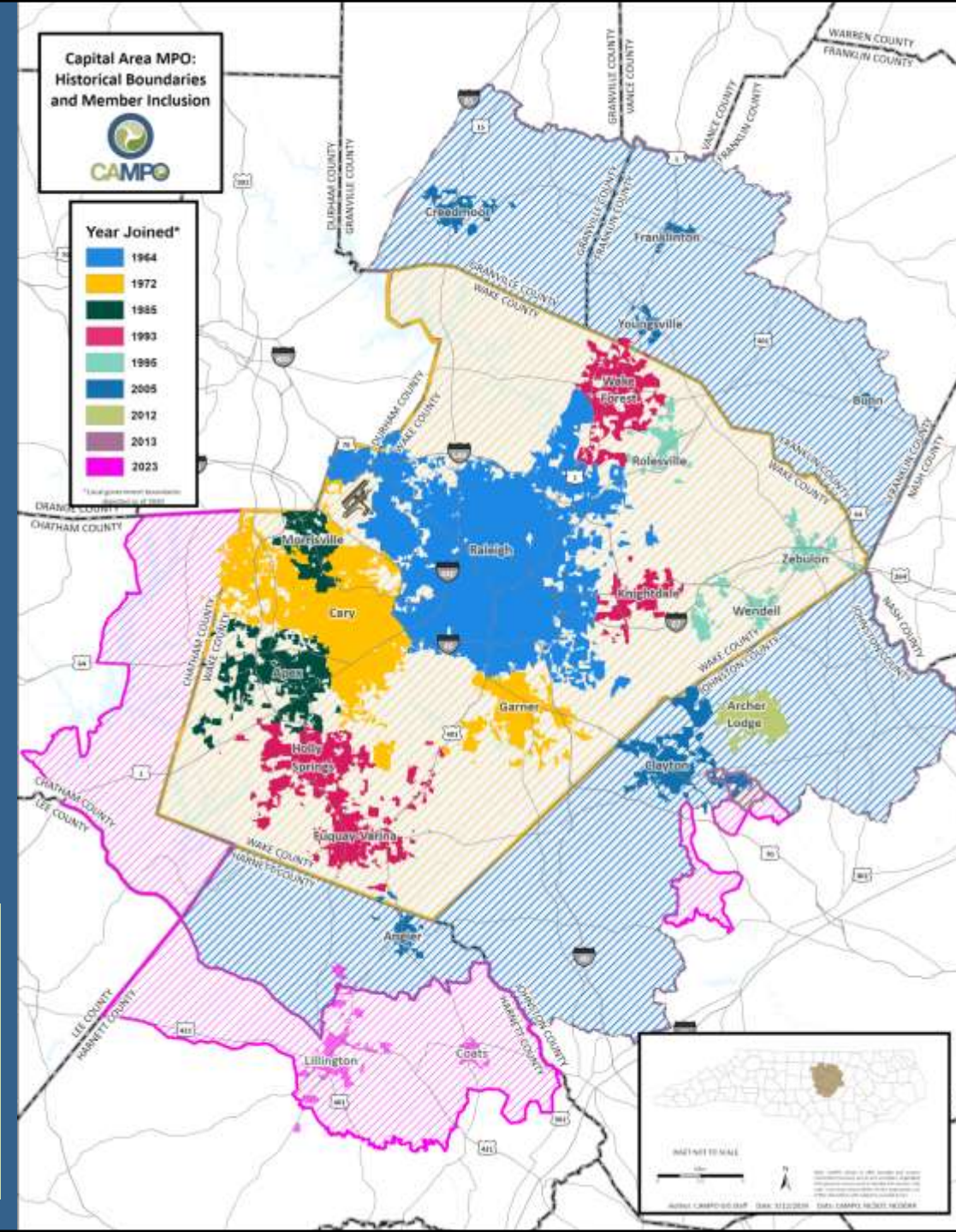
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Boundaries reviewed every 10 years
based on census

= Existing urbanized area + 20-year
forecast

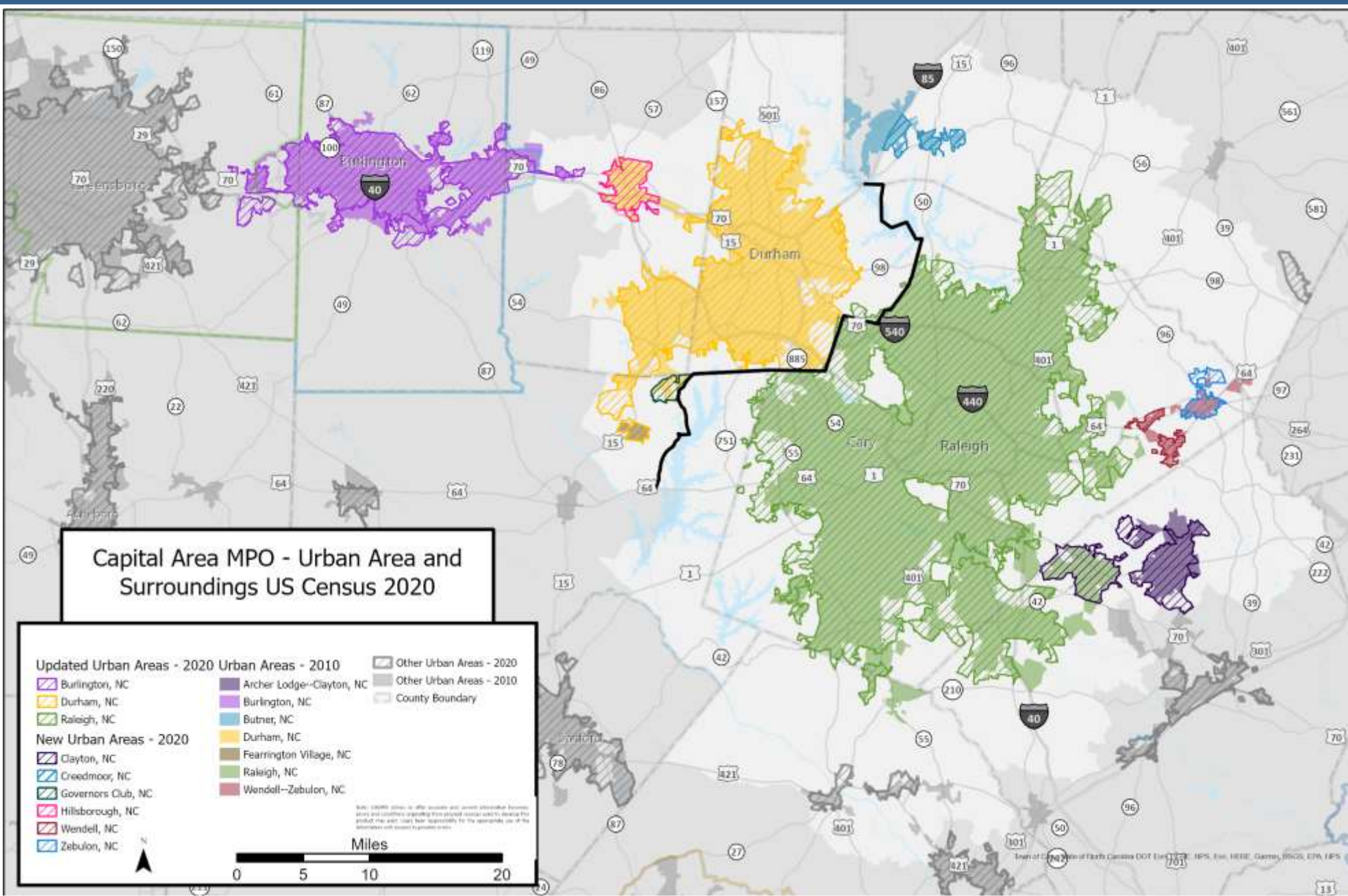
CFR 23. Section 450.312

1. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.
2. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.



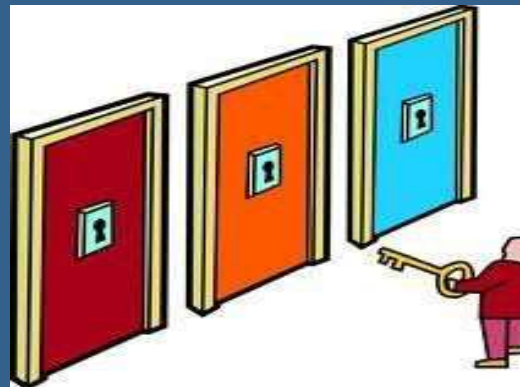
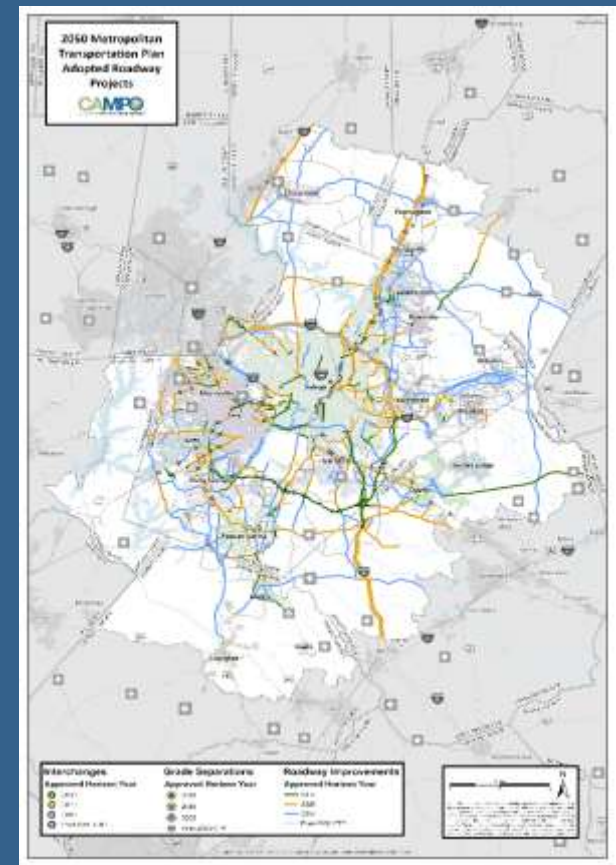
vs.

MPO
Boundary



MPO Functions

1. Establish a fair & impartial setting
2. Evaluate transportation alternatives
3. Maintain a Metropolitan Transportation Plan (MTP)
4. Develop a Transportation Improvement Program (TIP)
5. Involve the public – residents + key affected sub-groups



MPO Primary Responsibilities

(MTP) Metropolitan Transportation Plan

(formerly Long-Range Transportation Plan - LRTP)

- Must cover 20+ years, updated every 4 years
- MTP Revenues and Costs must balance

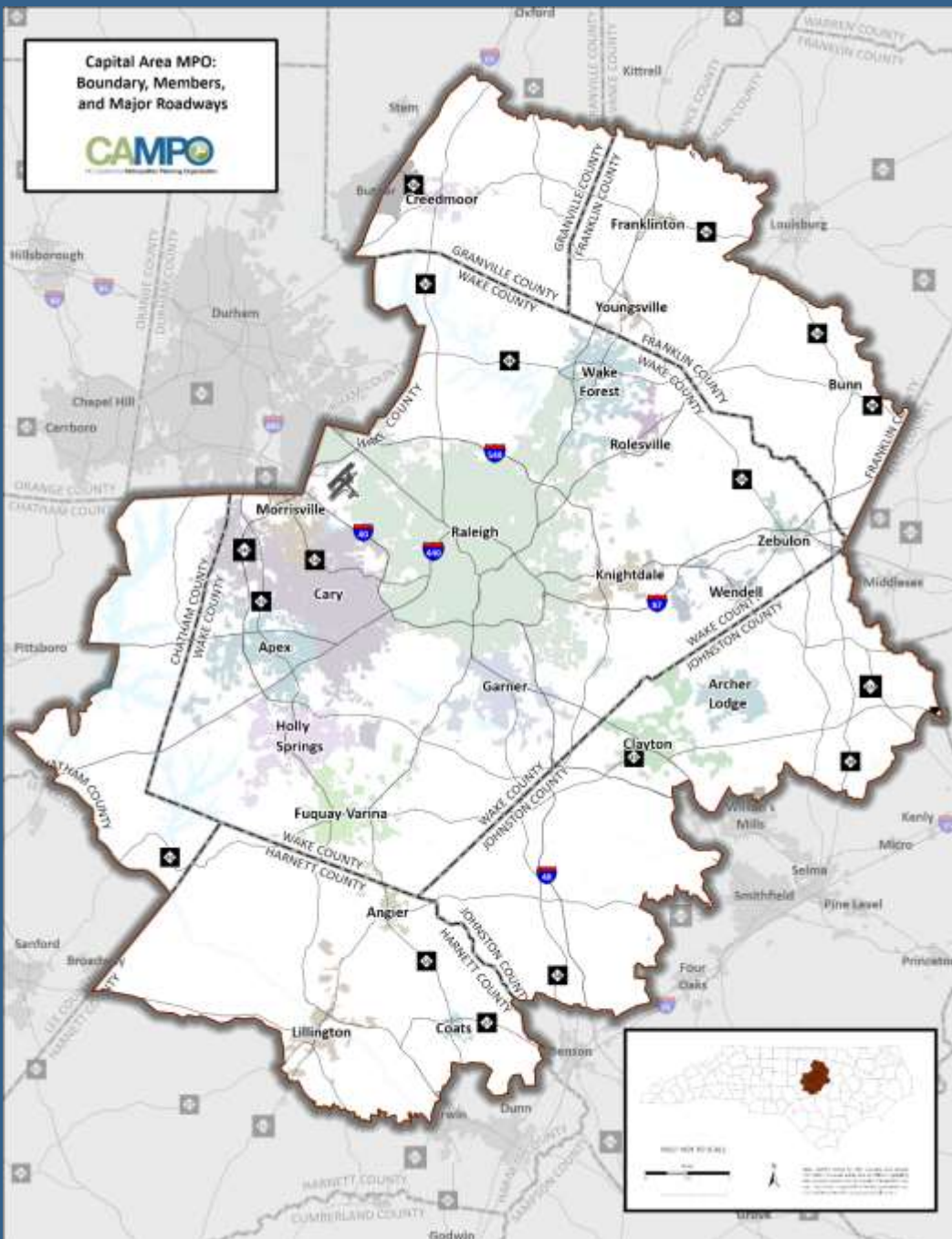
(TIP) Transportation Improvement Program

- Determines regional transportation priorities, in cooperation with NCDOT
- Identifies State, Federal and local funding
- Must be consistent with MTP

(NAAQS) National Ambient Air Quality Standards

- MTP and TIP must meet AQ emissions regulations
- Federal funding withheld if Plans not “conforming”
- AQ Modeling for DCHC and CAMPO

CAMPO



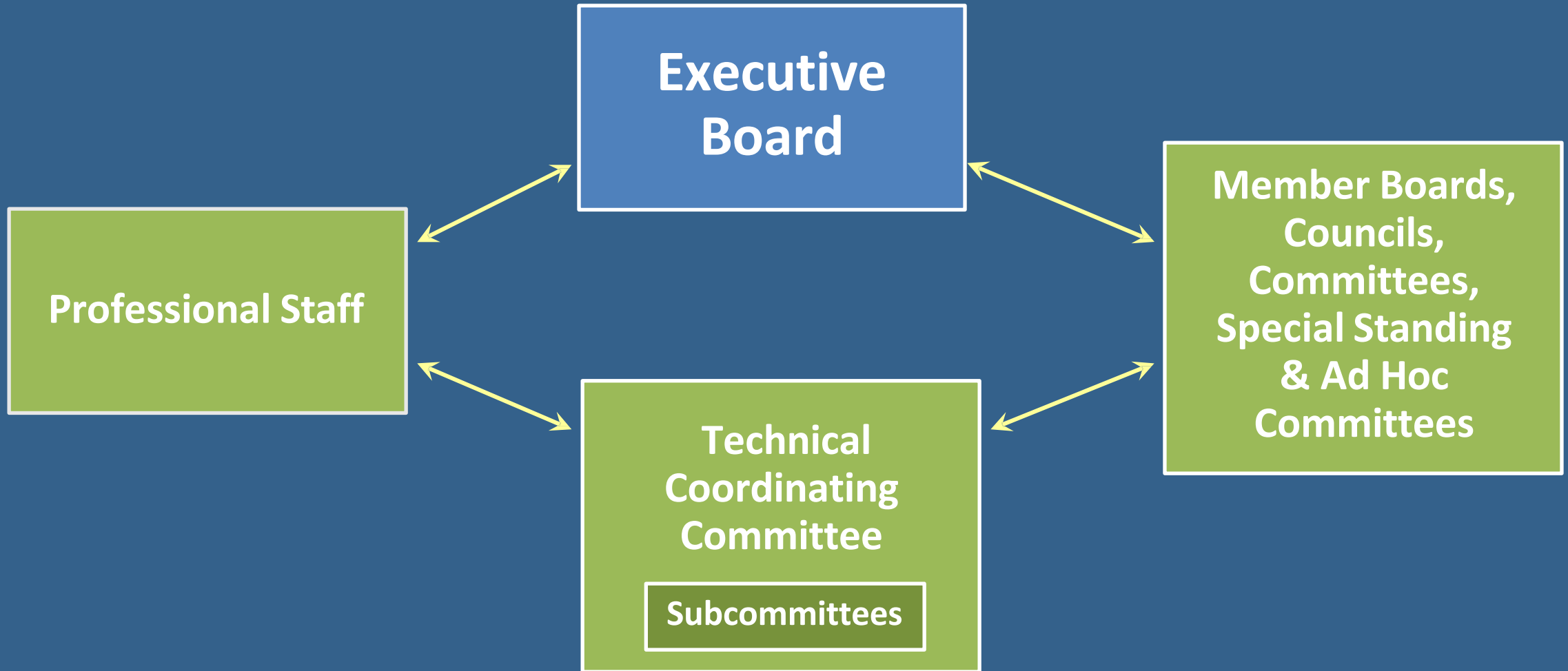
CAMPO

- Elected officials and staff representing 6 counties and 21 municipal jurisdictions
- All of Wake and parts of Chatham, Franklin, Granville, Harnett, & Johnston Counties
- Combined 2021 population of ~1.4 million (~12 percent of NC)



campo-nc.us

Our MPO Structure





MPO Organizational Structure

NC MPOs & RPOs typically have two functioning committees for members that meet every 1-3 months. CAMPO's committees typically meet monthly, with breaks in July and December.

Executive Board

Executive Board (previously known as TAC)

- Policy/Executive board
- Comprised mostly of member governments' elected officials, NCDOT board member(s), and other agency representatives
Makes the MPO's Decisions
- Meets 3rd Wednesday at 4:00 p.m.

Technical Coordinating Committee

Technical Coordinating Committee (TCC)

- Comprised of government and agency staff members
Advises the Executive Board on technical issues
- Meets 1st Thursday at 10:00 a.m.



Members List: campo-nc.us/about-us/executive-board

CAMPO Organizational Structure

Each MPO and RPO has staff to support the Executive Board and TCC and carry out planning processes.

✓ The Capital Area MPO has a full-time staff of 24

Professional Staff

Executive Director	4 Wake Transit Staff
2 Deputy Directors	1 GIS Technician
1 Finance Director/Operations Manager	1 Fiscal Analyst
1 GIS Manager	1 Office Manager
2 Transportation Modeling Engineers	1 Mobility Manager
1 LAPP Manager	
6 Senior Transportation Planners	
1 Transportation Planner	
1 Public Engagement & Communications Planner	

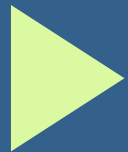


campo-nc.us/about-us/staff

CAMPO Strategic Plan Focus Areas

Strategic Focus Areas:

1. Public Engagement
2. Partnering with Others
3. Educating Elected Officials
4. Policy Leadership
5. Operational Excellence



[Brief video on Land Use-
Transportation Connections](#)

Operational Focus Areas:

1. Increase land use and transportation coordination
2. Enhance bike-ped
3. Increase Diversity, Equity, and Inclusion (DEI) focus
4. Active role as transit champion and coordinator regionally and locally
5. Prepare for the future

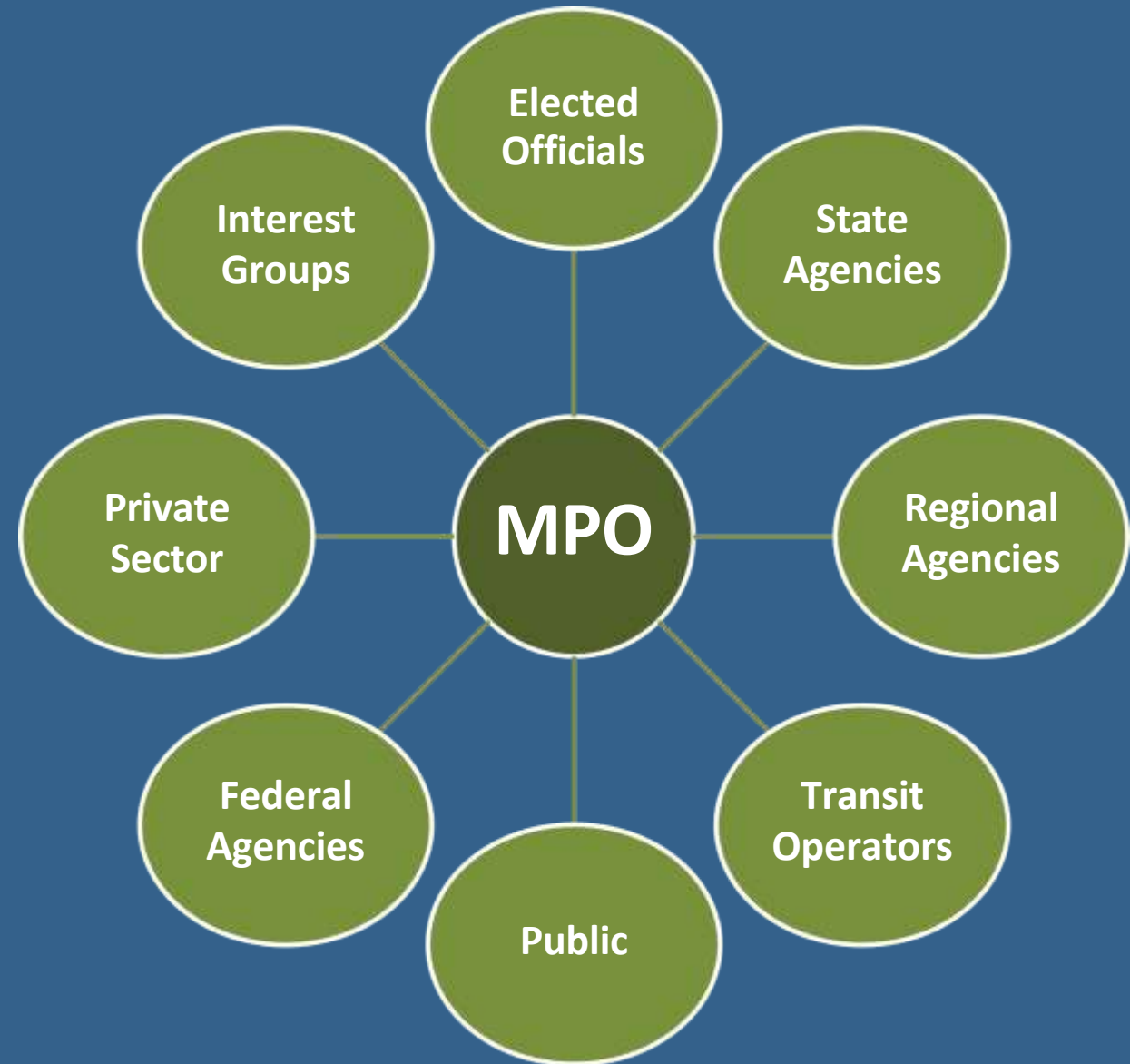


campo-nc.us/about-us/campos-strategic-plan



Our Partners

**Who else is
involved?**





Our Partners: **YOU!**



- The local governments and agencies ARE the MPO
- Stakeholder groups and the public also help inform the MPO

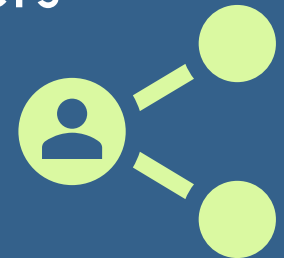




Our Partners - YOU

Executive Board and TCC Members

- Represent your local community/organization
 - Distribute, coordinate, and collect information within member organization
 - Distribute and collect information within local community
- Participate as stakeholders and technical team members
 - Regional studies and planning efforts
 - Committees, working groups



Our Partners - YOU



Invest for Success

A Triangle Metro Region Transportation Priority

Create dedicated, recurrent state transportation funding as a match for competitive federal funds, together with state economic development funding for key multi-modal investments serving job hubs.

The BuildNC bond was a good start, but fast, flexible funding is needed for multi-modal projects not well suited to the long and constrained STI process. Regions will do their part -- they need a handshake, not a handout from the state -- a committed state partner to match regional action with state action.

- State funding for shovel-ready and shovel-worthy projects may drive any federal stimulus funding decisions -

Opportunity comes to those who are prepared for it. North Carolina needs special transport funds that move at the speed of business and are fast and flexible enough to dovetail with changing federal transportation funding opportunities and business expansion decisions.

- NC has a history as a "donor" state when it comes to competitive grants, especially for major transit capital investments
- Recent major economic development location decisions, such as for the Amazon HQ2, have emphasized the importance of investing in quality transit to attract jobs

Dedicated State Funding to Match Competitive Federal Funds

What success looks like: A ready-to-go pool of state matching funds that local and state applicants for competitive federal grants can count on to increase their chances for success.

Recent Success

North Carolina awarded \$47.5 million CIG grant to purchase freight line for future passenger service.



Key Policy Considerations

- Understanding federal scoring systems and tailoring projects for maximum success
- Ensuring sufficient levels of funding to provide matches, while being able to pivot funding if applicants are not successful
- Nurturing relationships with federal agencies and local partners to ensure our ability to deliver projects on time & on budget

Project Types that May Benefit

- BRT and passenger rail projects through the Federal Capital Investment Grant (CIG) program
- Roadway, transit and bike/ped projects seeking BUI funding
- Projects eligible for any infrastructure stimulus legislation that may occur

TRIANGLE METRO REGION

Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake



Transportation Policy Priorities FOR THE TRIANGLE METRO REGION

KEYS TO A MOBILE FUTURE

Transportation is big, but it is always part of something bigger: economic development opportunities, healthy, active neighborhoods, greater access to jobs and education. The Triangle Metro Region -- urban, suburban and rural -- was home to 35% of the state's growth from 2010-2020, and is expected to add another million people over the next generation. A transportation policy that enables North Carolina to continue to compete effectively must focus on 3 key areas:



Economic Development & the Attraction of Diverse Talent



Healthy, Complete Communities Equitable for All Residents



Safety for All Travelers, From Youth to Seniors

REGIONAL POLICY PRIORITIES

Seven key priorities can result in fast-growing regions staying ahead of the growth curve, rural areas and small towns taking advantage of economic opportunities and every community providing complete streets and safe solutions tailored to local conditions.

INVEST FOR SUCCESS

- ➔ Create dedicated, recurring state funding as a match for competitive federal funds, such as the BUILD, passenger rail, and Capital Investment Grant (CIG) programs.
- ➔ Create state economic development funding for multi-modal investments serving job hubs in small towns, rural areas, and along major metro mobility corridors.

The BuildNC bond was a good start, but fast, flexible funding is needed for multimodal projects not well suited to the long and constrained STI process. Regions will do their part -- they need a handshake, not a handout from the state -- a committed partner to match regional action with state action.

- Minnesota's Transportation Economic Development Program could be a model for a nimble, economic-based effort -

MAKE INVESTMENTS RELIABLE AND PREDICTABLE

- ➔ Remove constraints and account for multimodal benefits for rail transit funding.

The STI program allocates funding in a reasonable way, with one exception: rail transit. Rail transit should be held to the same standards as other investments, and its measurable multi-modal benefits should be included. Constraints on state funding should be removed so that projects can compete on a level playing field and funded on their merits. Businesses tell us that risks, uncertainties, and changing rules stifle success -- transportation investment is a key business for the state and its communities.

- \$1 million invested in transit generates 4,200 job-hours; \$1 million in roadway investment generates 2,400 job-hours -

TRIANGLE METRO REGION

Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

Make NC a Leader in Active Transportation Investments



A Triangle Metro Region Transportation Priority

Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects and programs

Whether it's a critical link in NCDOT's Great Trails State Plan, an important sidewalk section to make travel safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.

Most of crash fatalities are either pedestrians or cyclists -

North Carolina and the Triangle Metro Region should prioritize active transportation investments that support healthy and safe communities. Primary focus areas are:

- Improved implementation of Complete Streets projects and Active Routes to School, Parks, and Transit approaches that have demonstrated health, equity, and academic performance benefits

Complete Streets

Success looks like: NCDOT Complete Streets policy implementation is based on the use and travel characteristics of corridors, along with the needs of users, not on the type of facility that is built or the community it is in. NCDOT, MPOs, RPOs, and local communities seamlessly blend federal, state and local funds to achieve results.

A Successful Complete Street



Key State Actions

- Restore state funding for independent active transportation projects to put all modes on a level playing field.
- Make facility maintenance easier. Lower the local match requirements to incentivize more investments. Leverage all funding programs, including safety, for active transportation. Develop best practices for tracking success in active transportation.

Triangle Projects That Could Benefit

- NC 98 Corridor
- Triangle Bikeway
- NCDOT Great Trails State routes

TRIANGLE METRO REGION

Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake



Our Partners in this Region

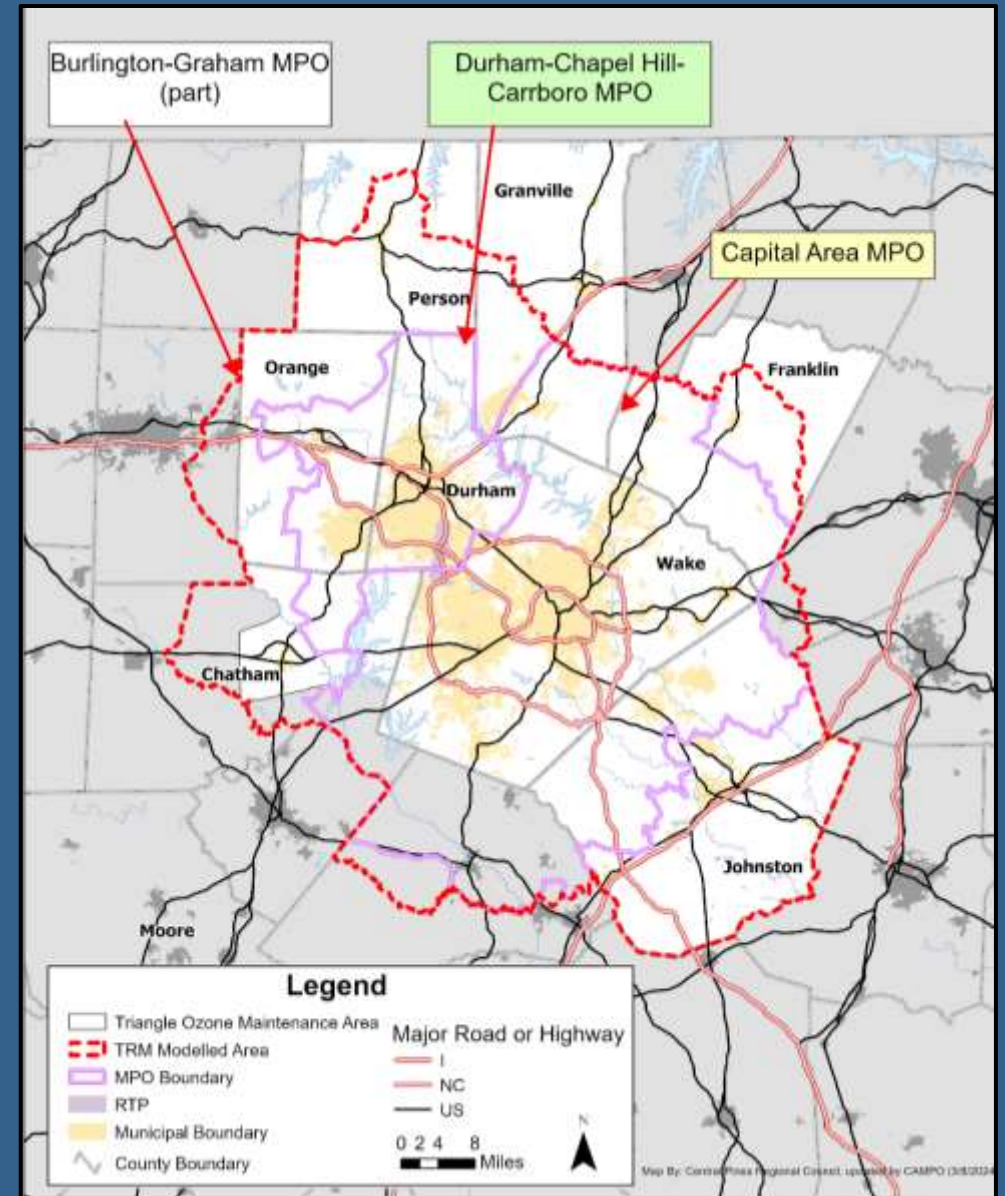
Durham-Chapel Hill-Carrboro (DCHC) MPO

- All of Durham and parts of Chatham and Orange counties

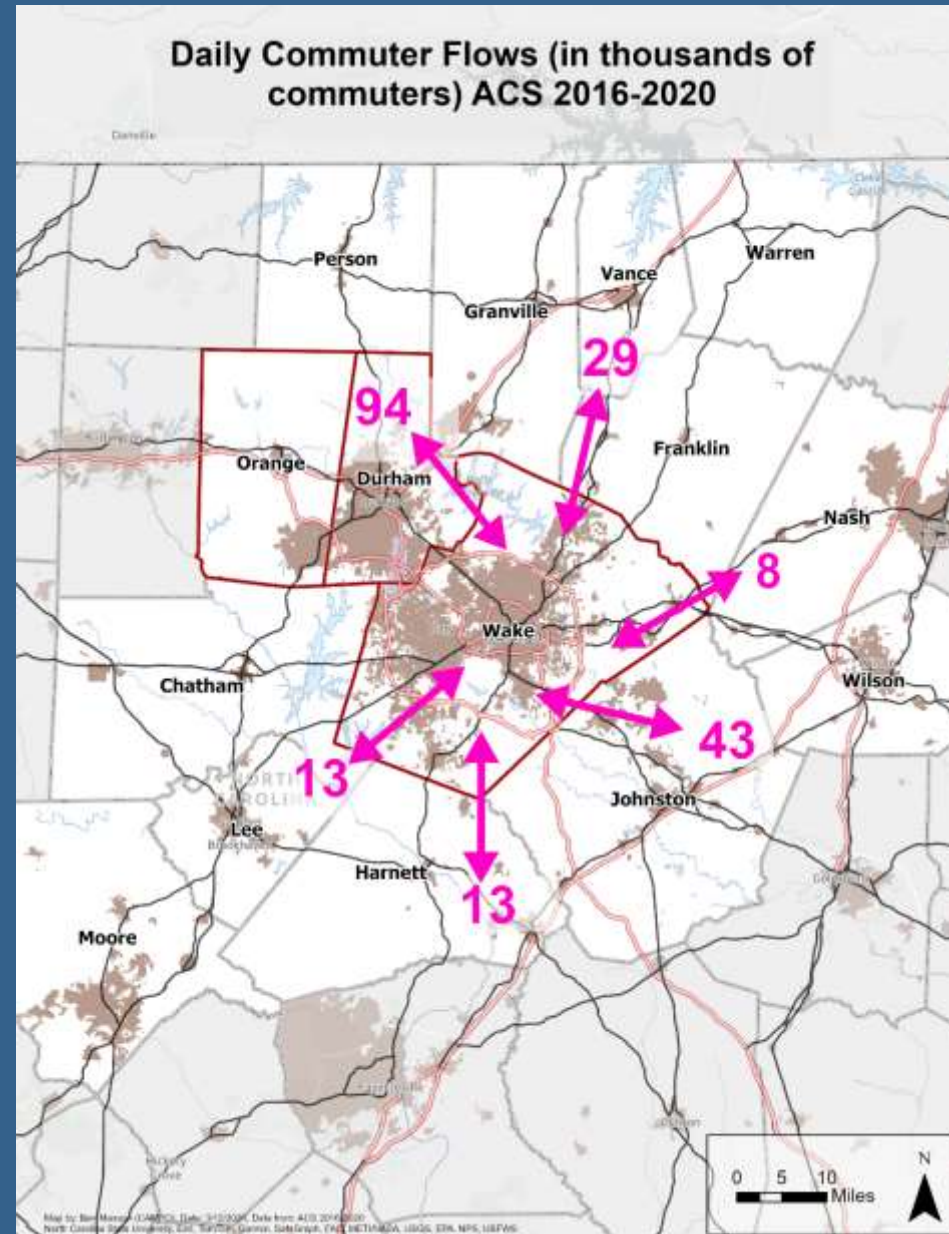
Our air quality region includes small portions of Burlington-Graham-Haw River MPO

Often partner with DCHC MPO, NCDOT, CRPC to conduct studies, plans

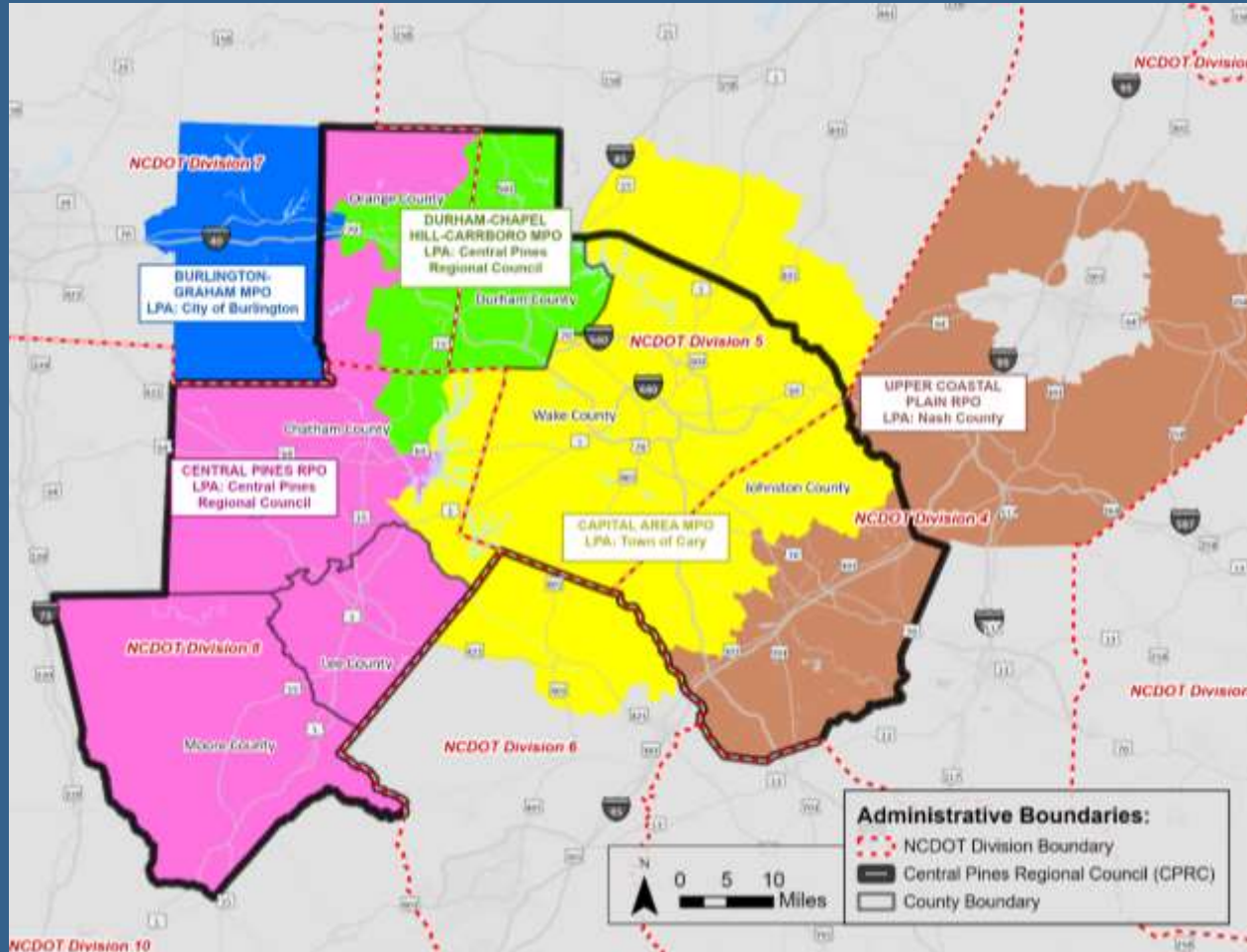
- MTPs
- Triangle Bikeway Implementation



Why the “2 Sides of the Region” Plan Together



Our Partners: CPRC



- Regional coordination
- Assist with MTP development
- Administers Regional Transportation Demand Management (TDM) Program
- Coordination between other regional issues (housing, land use, water quality, etc.) and transportation

Our Partners: RPOs

(Rural Transportation Planning Organizations)

- 1998 Federal law brought “rural consultation” requirement
- RPOs became active in early 2000s as non-metro counterpart to MPOs
- Work with NCDOT to plan rural transportation systems & advise on rural transportation policy

Neighboring RPOs:

Kerr-Tar

Mid-Carolina

Triangle

Upper-Coastal Plain



Our Partners: NCDOT (NC Department of Transportation)

Many levels/silos:

- Transportation Planning Division (TPD)
- Local Divisions (4, 5, 6, 8), Construction & Operations
- SPOT & Programming
- Integrated Mobility Division (Bike/Ped, Rail)
- Project Development, Design, Environmental
- Support (GIS/Mapping, Crash, Pavement, OCR etc.)
- NC Tolling Authority (NCTA)

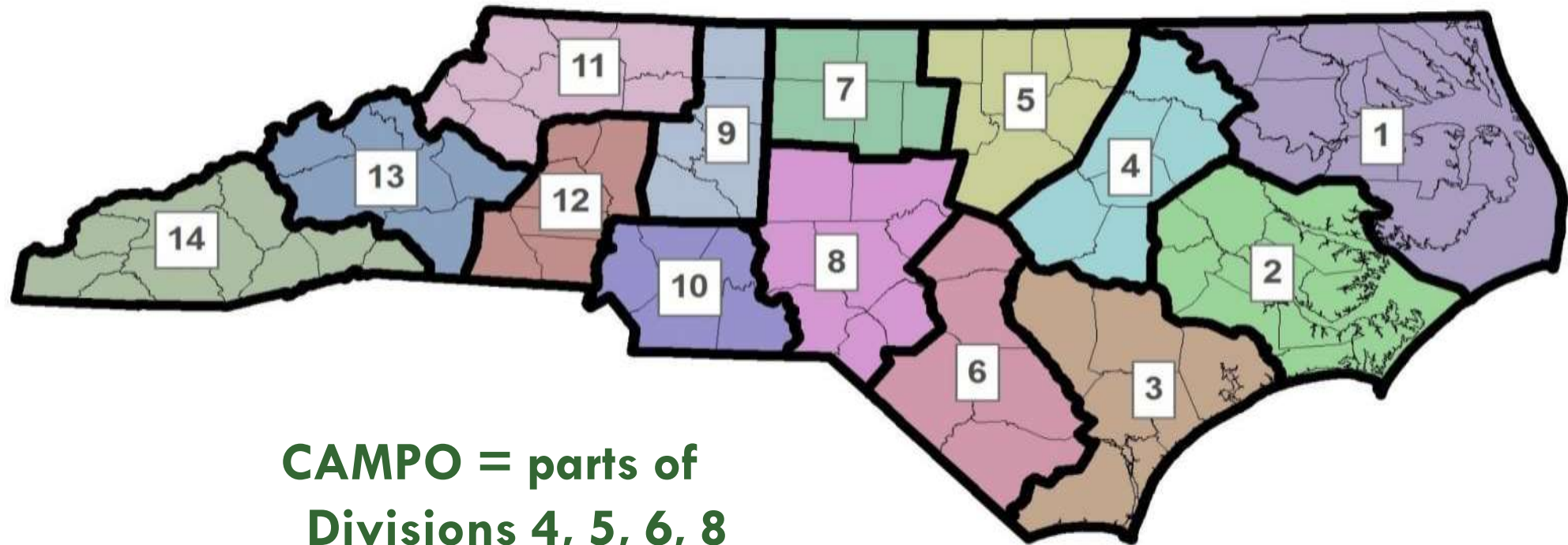


NCDOT (cont'd)

- Maintains over 80,000 miles of public roads
 - 2nd most in country, behind Texas
 - NC's counties do not maintain any roads as is frequently the case in other states.
- Divided into 14 Highway Divisions
- Distributes federal monies to MPO for transportation planning activities
- Uses MPO Planning outputs to inform and determine state transportation project decisions



North Carolina Department of Transportation Highway Divisions



**CAMPO = parts of
Divisions 4, 5, 6, 8**



In N.C.:
20 MPOs
&
18 RPOs

Metropolitan Planning Organizations, Rural Planning Organizations, and TPD Planning Groups



Our Partners: Federal Transit Administration (FTA)



- Public transportation (“transit”) includes buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, demand response, and people movers.
- The federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems (Sections 5303, 5307, 5310, 5339, and 5340).
- The FTA oversees grants to state and local transit providers.

Our Partners: Federal Highway Administration (FHWA)

- FHWA funds are allocated to, and administered by, NCDOT's Transportation Planning Division and used to support transportation planning activities.
- FHWA conducts a quadrennial certification review process for all MPOs
- Provides technical assistance and project review assistance

MPO FUNDING FOR PLANNING



PL FUNDS

Planning funds allocated by FHWA to MPOs based on population

Administered by NCDOT Transportation Planning Div.



STBGP-DA FUNDS

Surface Transportation Block Grant Program - Direct Allocation

Funds supplied by USDOT to MPOs with 200,000+ population

Meant to cover additional planning & project requirements of larger urban areas

Programmed in UPWP and through LAPP



SPR FUNDS

State Planning & Research Funds

Available through NCDOT for use on special studies or planning efforts

Typically applied to our large regional planning studies

Application process through NCDOT Transportation Planning Div.



TRANSIT FUNDS

Funds from FTA Sec. 5307, 5310, 5339

Used by Transit Agencies to conduct planning work

Use of these funds for planning is included in MPO UPWP



WAKE TRANSIT FUNDING

Funds allocated through annual Wake Transit Work Program

Used to fund Wake Transit staff annually, with special allocations for plans/studies periodically

Wake Transit Plan Update occurs every 4 years

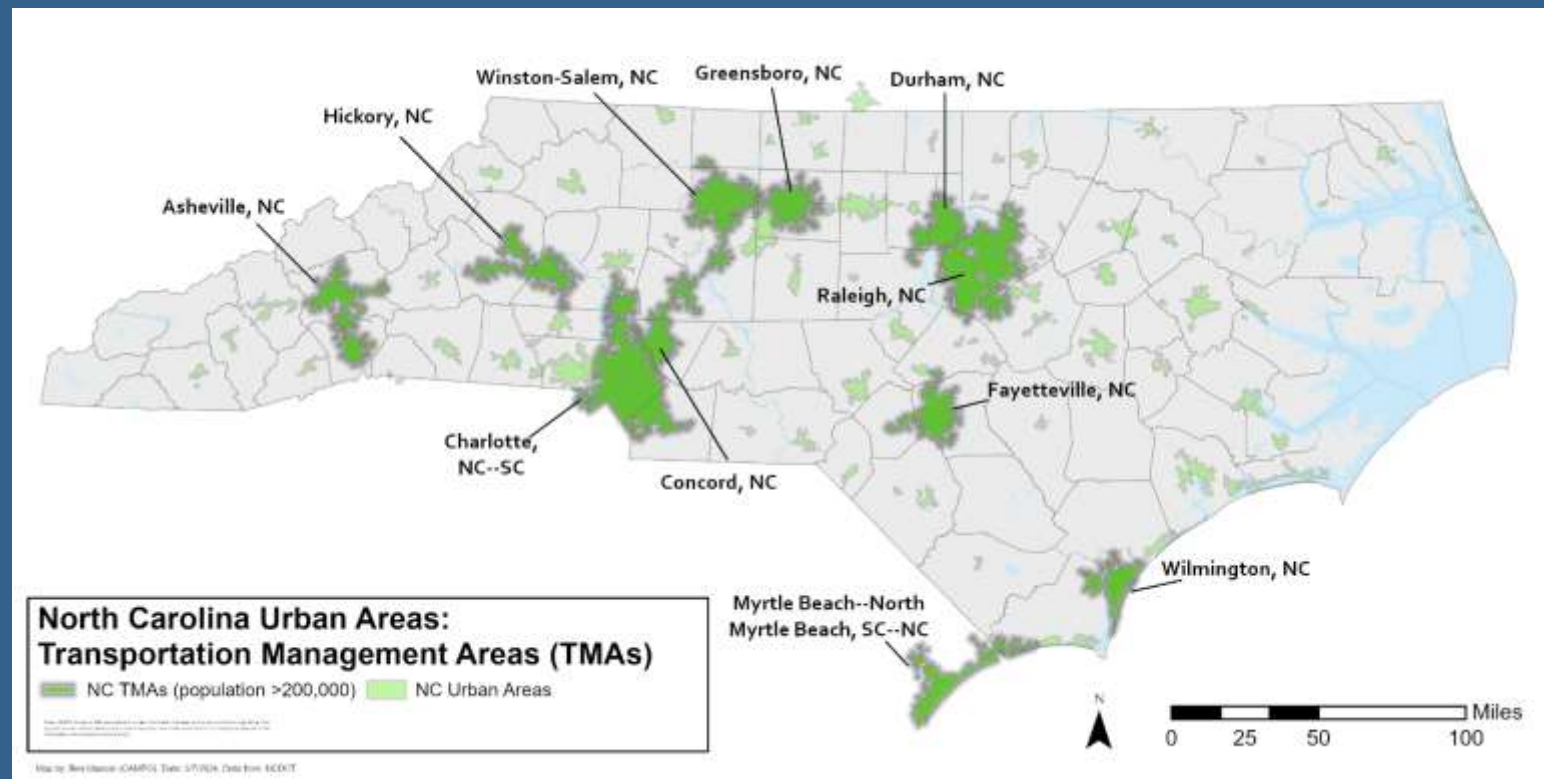
Questions?

*Post questions in the chat or
use the “raise hand” tool to verbally share questions.*

Planning Requirements

TMA (Transportation Management Areas)

- MPOs over 200,000 in urbanized population get access to additional funds but have greater reporting and planning responsibilities (Congestion Management, Performance Measures)
- Get additional federal funds for more planning and project needs



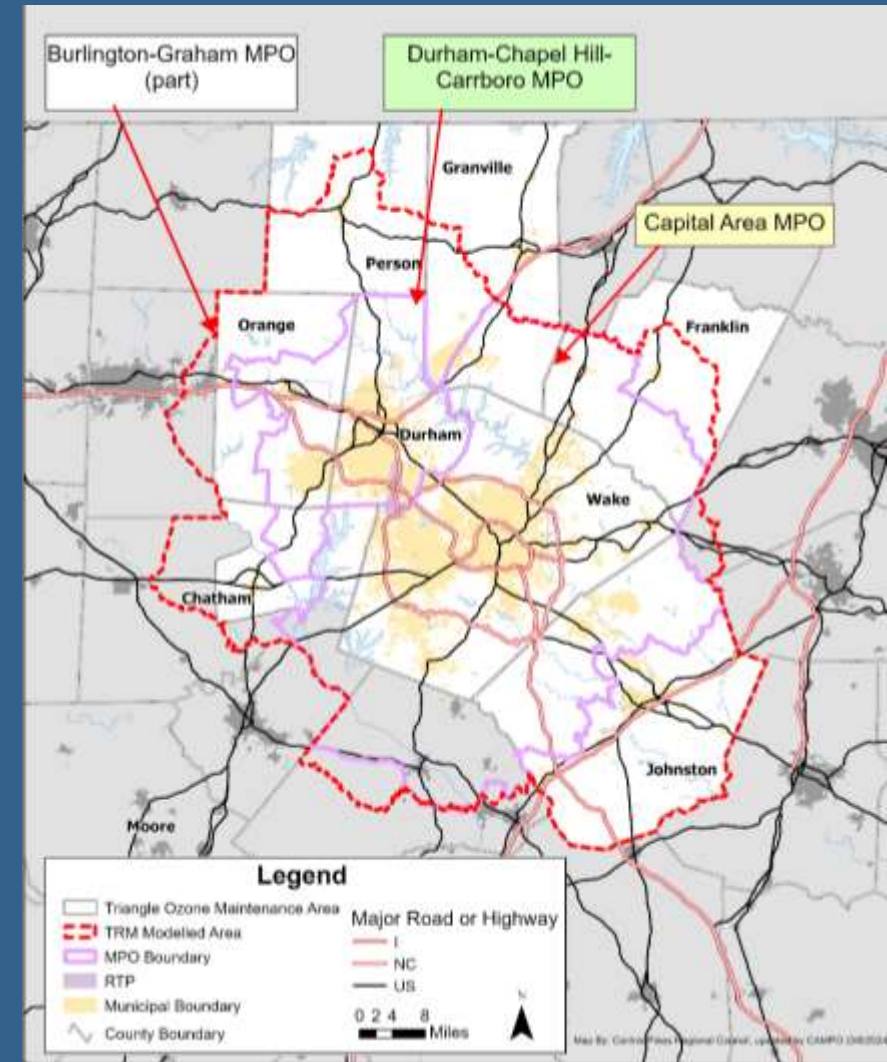
MTP & Air Quality Conformity

- CAMPO and DCHC MPO first synchronized their LRTP update processes beginning in 2002.
- CAMPO and DCHC MPO adopted joint 2035 LRTP in 2009.

Winner: National Award for Outstanding Achievement in Metropolitan Transportation Planning (AMPO)



- **2050 MTP adopted in Feb. 2022**



<https://www.campo-nc.us/transportation-plan>

Recent Federal Consultation Requirements:

Statewide and Metropolitan Transportation Planning

- MPOs and States shall consult (as appropriate) with “State and local agencies responsible for **land use management, natural resources, environmental protection, conservation, and historic preservation**” in developing long-range transportation plans.
- Requires MPOs to establish and maintain a system of **performance metrics** that help our region meet established regional goals and objectives as well as state targets in a variety of areas.



IJA (2021)

BIPARTISAN INFRASTRUCTURE LAW



- Continues the FAST Act approach of **formula program funding**
- Continues to **require intermodal transportation planning** to include bike/ped facilities, Safe Routes to Schools, recreation trails
- **Increased focus** on safety and accessibility as well as project delivery and climate change
- Policy changes to better coordinate transportation planning and housing
- Increases both the Highway Trust Fund programs and direct appropriations across modes
- **New Programs and Initiatives:**
Carbon Reduction Program, Reconnecting Communities Program, PROTECT infrastructure resilience programs, Justice40, Safe Streets 4 All



<https://www.campo-nc.us/funding>

Federal Planning Factors

- Economic vitality
- Safety
- Security
- Accessibility and mobility across modes
- Environmental areas, promote energy conservation, improve the quality of life
- Integration and connectivity for people and freight across all modes
- Efficient Management & operations
- Preservation of existing system

Federal Performance Measures

- **Infrastructure condition:** state of good repair
- **Congestion reduction:** reduce congestion on NHS
- **Safety:** reduce fatalities and serious injuries on public roads
- **System Reliability:** improve efficiency of travel
- **Freight Movement and Economic Vitality:** improve freight networks, rural access, regional economic development
- **Environmental Sustainability:** protect, enhance the environment
- **Project Delivery:** reduce delays in development and delivery
- **TARGETS are determined by MPOs and states**



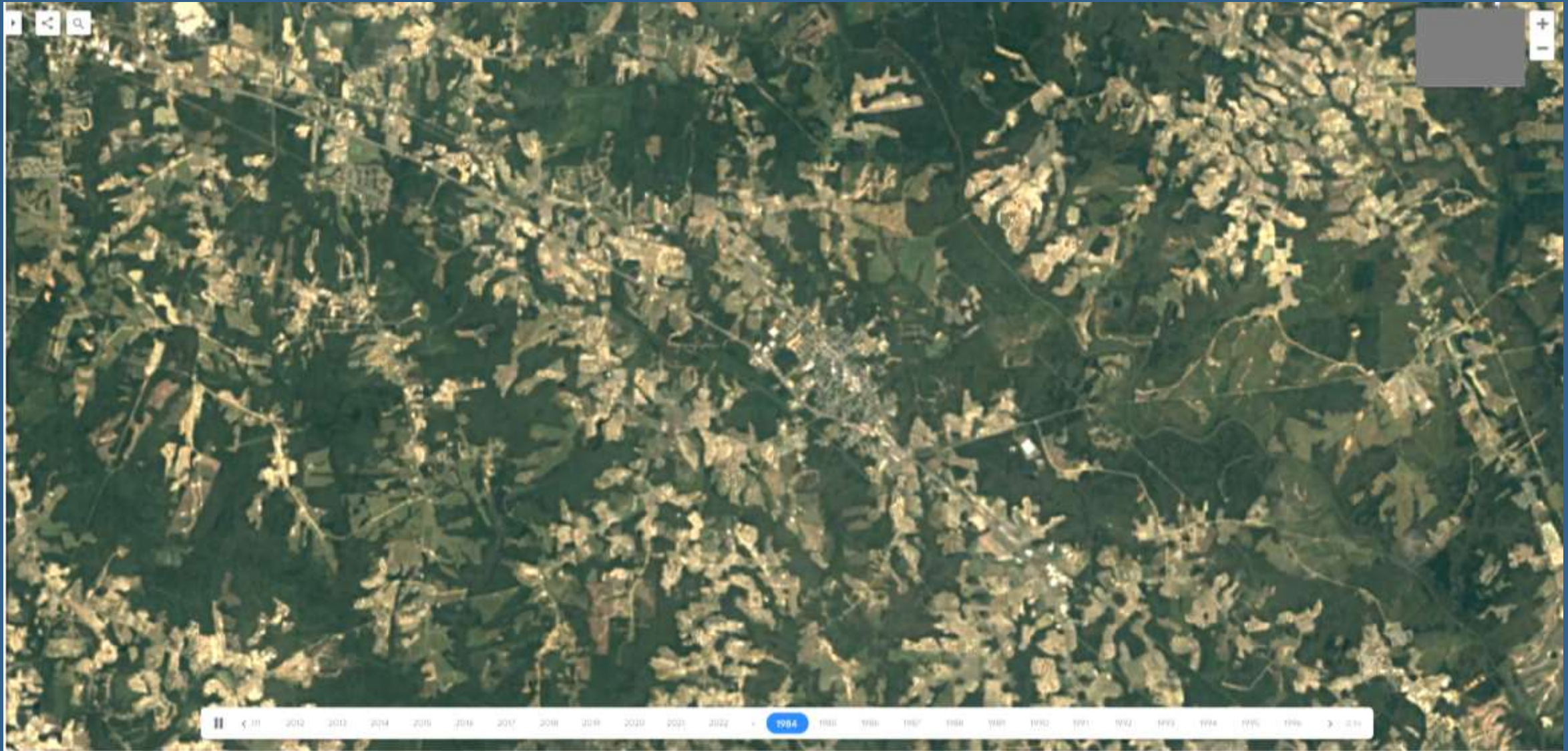
Questions?

Breaktime!



Photo by Timo Volz on Unsplash

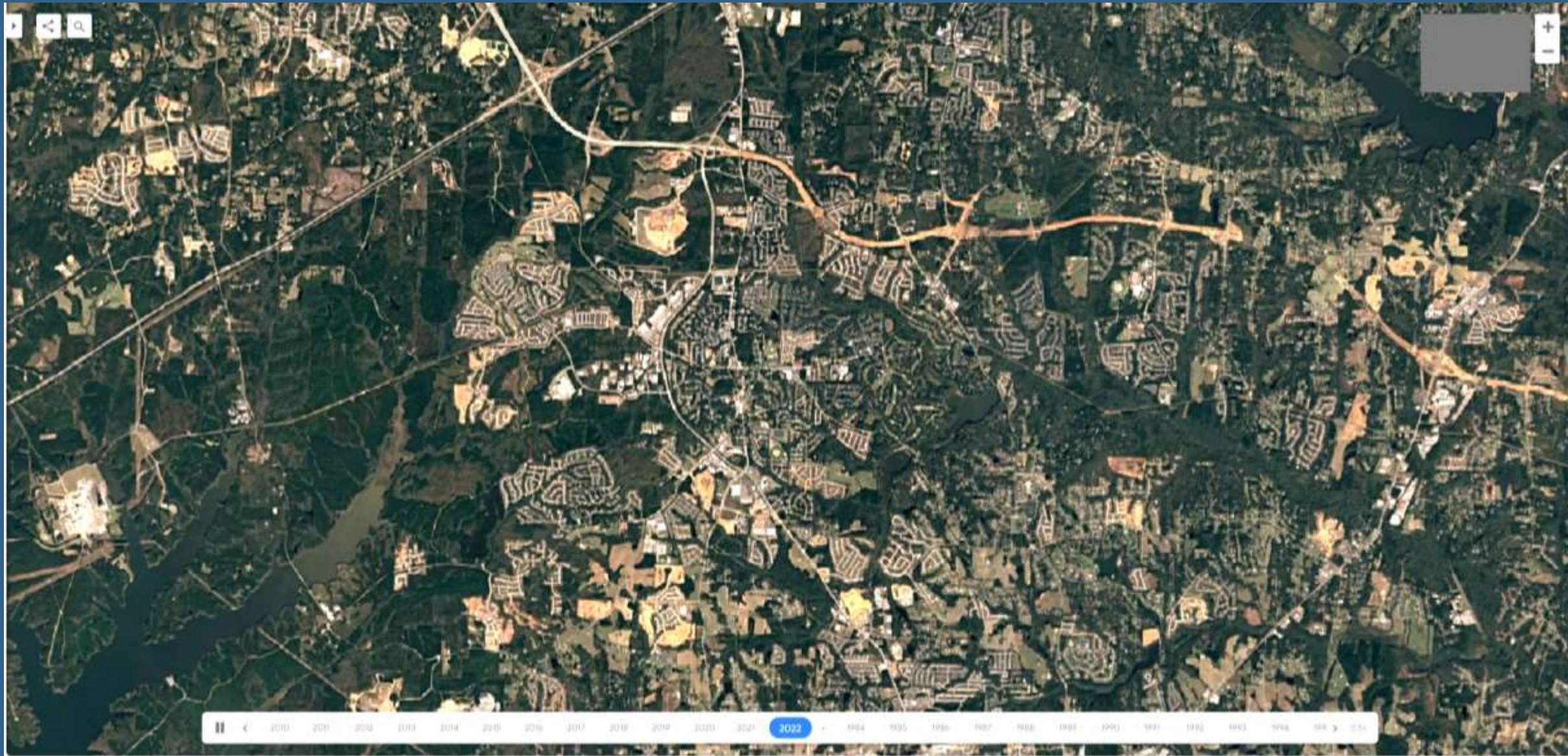
Can You Guess the Area?



Answer:

- Clayton
- Time period: 1984-2022

Can You Guess the Area?



Answer:

- Holly Springs
- Time period: 1984-2022

MPO Functions, Programs & Products

MPO Products

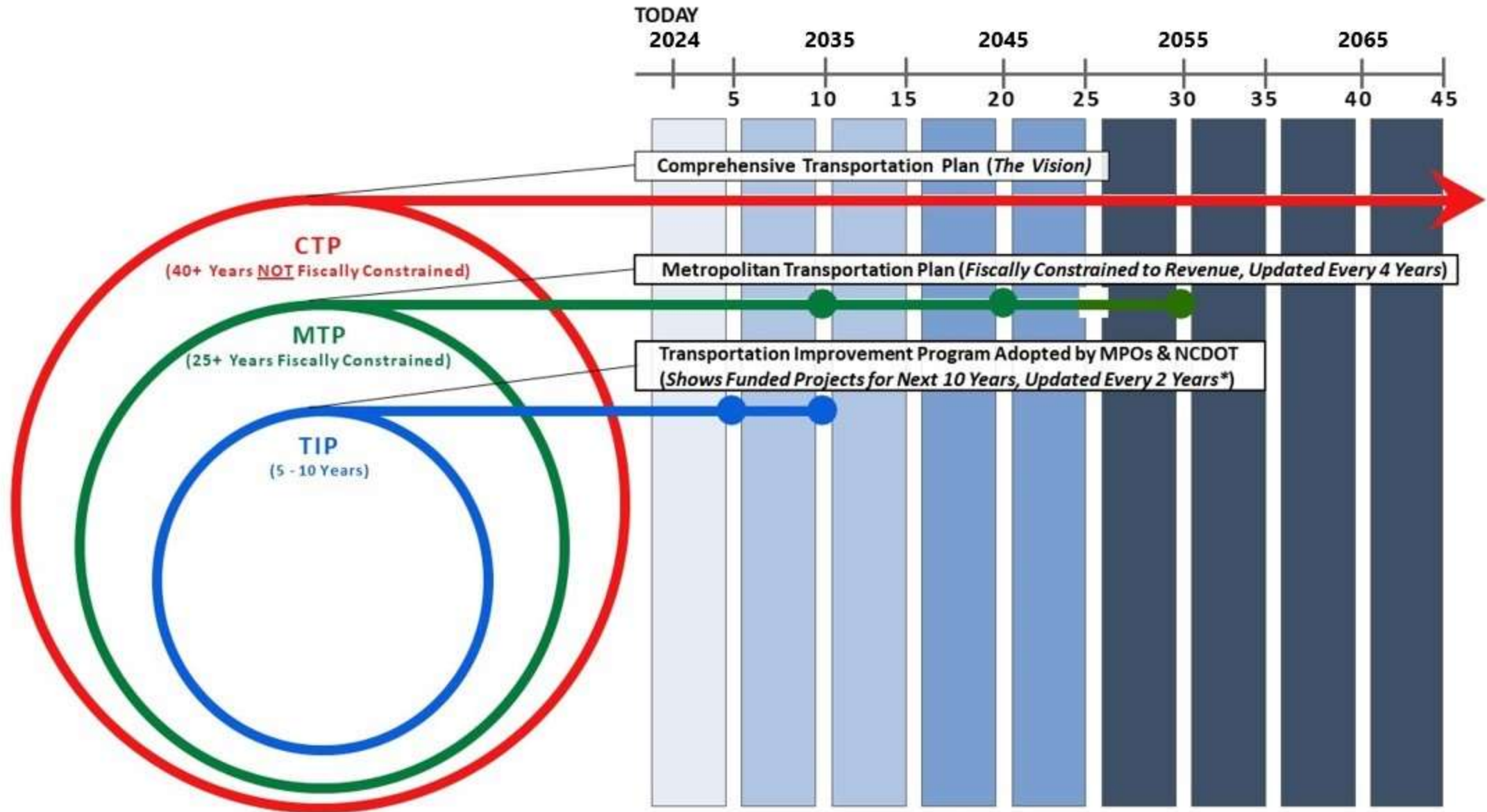


- Updated every **four** years
- Must cover 20+ years
- Revenues & Costs must balance
- CTP is unfunded element of MTP

- Updated every **two** years (mostly)
- Determines regional transportation priorities in coordination with NCDOT
- Identifies state, federal & local funding
- Must be consistent with MTP

- Updated annually
- Outlines annual planning and programming tasks for MPO staff
- Transit planning funding included
- Funded through 20% local match 80% federal funds

TRANSPORTATION PLANNING PRODUCTS



Comprehensive Transportation Plan (CTP)

Multi-modal long-range vision plan that defines an organization's philosophy towards decisions related to the integration of transportation and land use

- Highway Plan
 - Public Transit and Rail Plan
 - Bicycle/Pedestrian Plan
- Depicts transportation infrastructure needed to handle the area's projected traffic for a minimum 30-50 year planning horizon – **planning beyond the MTP horizon years**
 - CAMPO CTP = unfunded portion of our MTP





Metropolitan Transportation Plan (MTP)

Long-range guide for major transportation investments

Recommends transportation projects, systems, policies and strategies designed to maintain our existing systems and serve the region's future mobility needs

CAMPO's MTP is integrated with land use and air quality strategies and goals for the urban area.



<https://www.campo-nc.us/transportation-plan>

Metropolitan Transportation Plan (MTP)

- Federally Mandated
- Emphasis on preservation and efficiency improvement of existing system
- Planning horizon of at least 20 years (25 preferred)
- Plans for all modes of transportation
- Fiscally constrained; not a wish list
- Extensive public involvement
- *Projects must be consistent with MTP if*
 - *Funded with federal funds*
 - *Regionally significant*

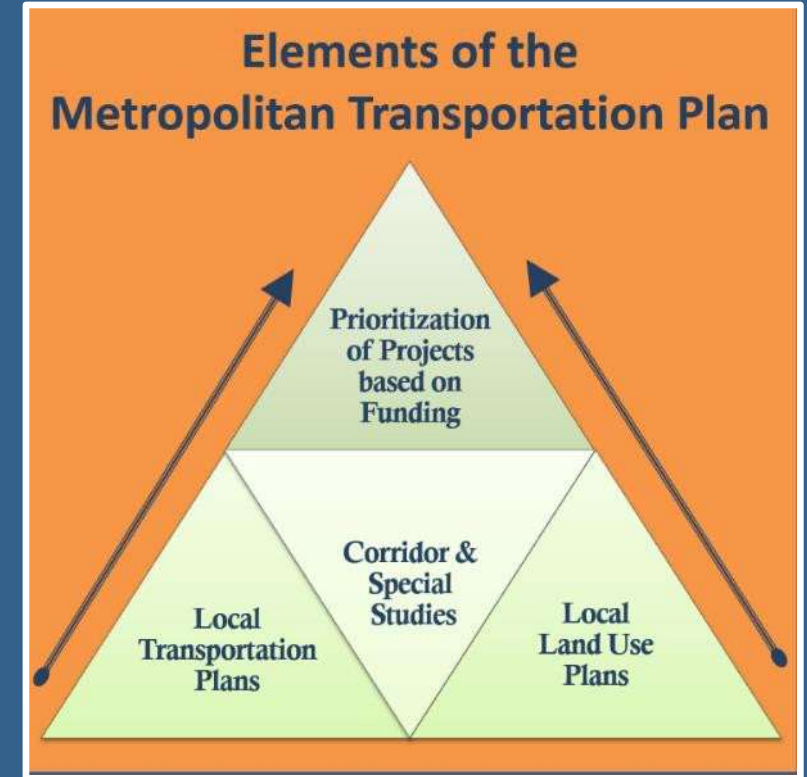


Planning Activities that feed into the MTP

- Large Area Studies
- Corridor Studies
- Hot Spot Studies
- Other Special Studies (modal studies)
- Local Land Use and Transportation Plans
- Transit Plans (WTP)

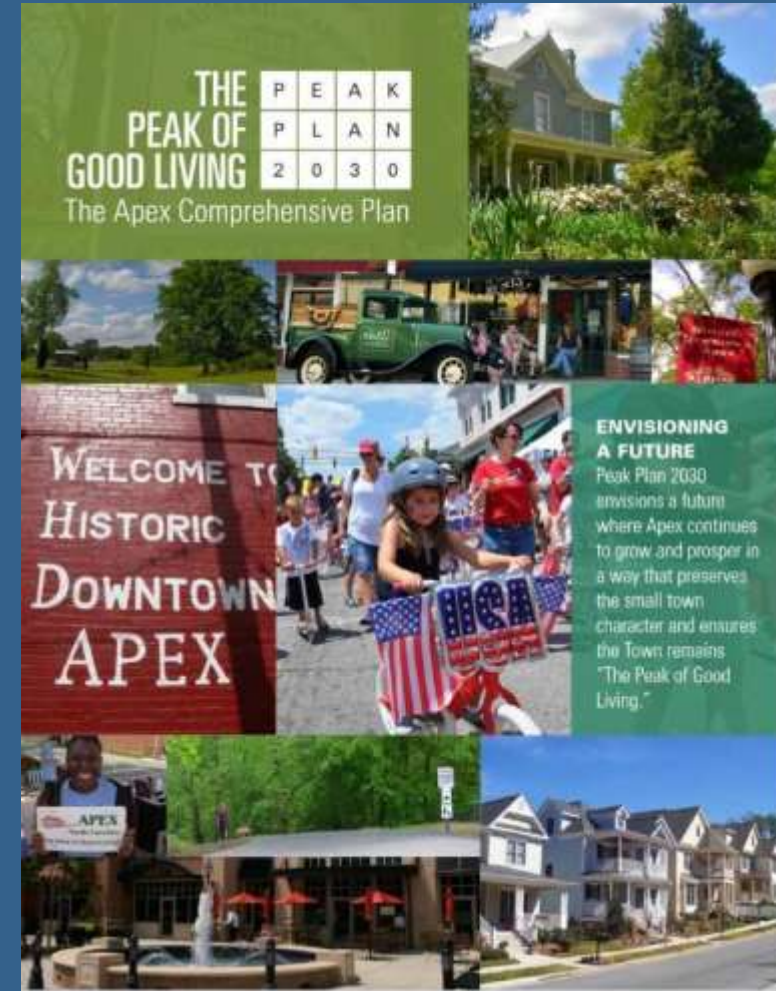


MTP: Every four years



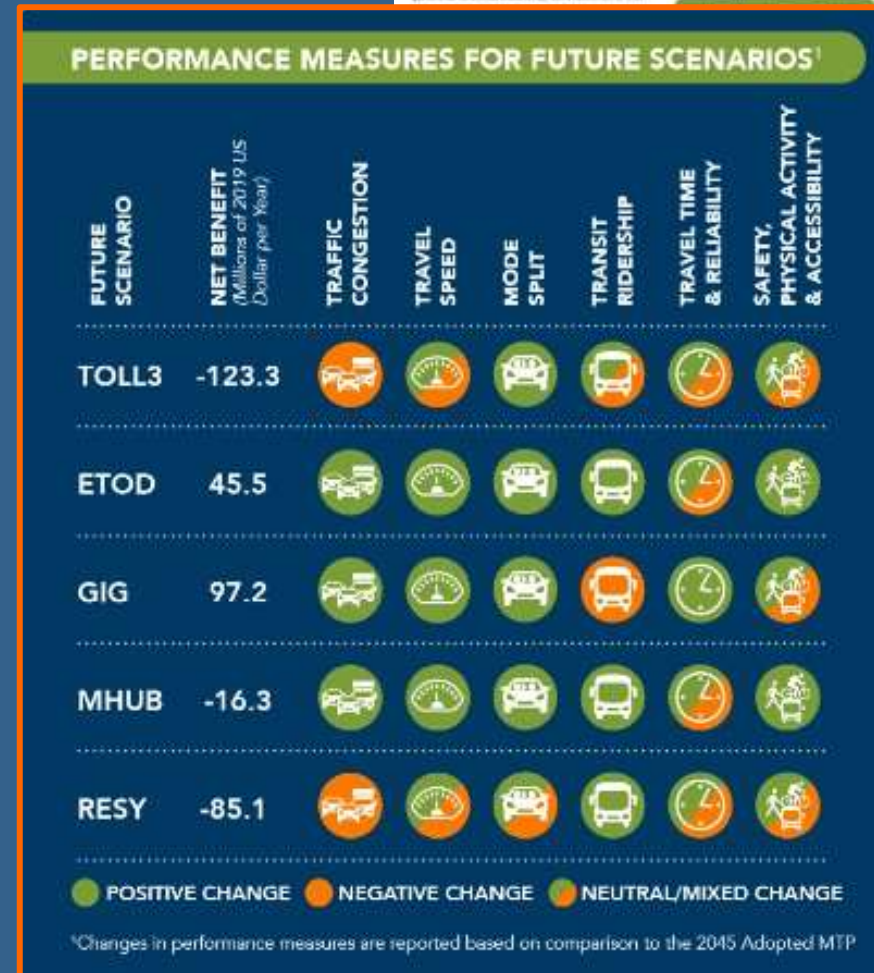
Example: Apex Comprehensive Plan

- Provides basis for land use assumptions for Regional CommunityViz model and future socioeconomic (SE) forecasts
- Provides local transportation recommendations and priorities
- Helped inform which projects to prioritize, by decade, during the development of the 2050 MTP



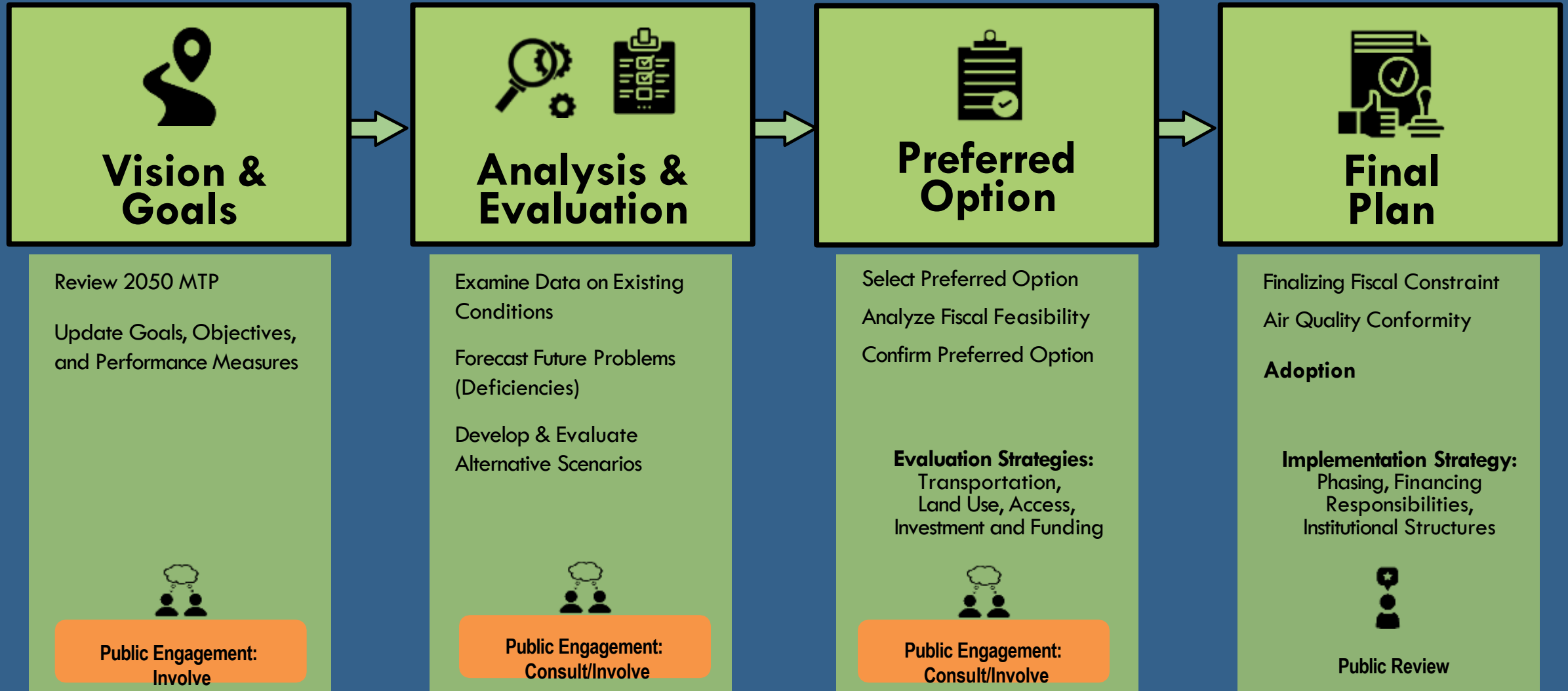
Example: Commuter Corridors Study

- Programmed in FY 2019 UPWP
- Technical analysis of some of the region's major commuter corridors
- Worked to forecast what the outcomes could be if **certain, purposely drastic and hypothetical, improvements or adjustments were made to the region's network**. Each scenario was modelled in isolation to gain a fuller understanding of what the potential impact could be.
- Helped inform which projects to prioritize, by decade, during the development of the 2050 MTP



MTP Update Process

The overall process to develop the MTP typically takes 18 months, or more. CAMPO updates the MTP on a 4-5 year cycle and recently completed the 2050 MTP.



Joint MTP Development – 2055 Elements

- ✓ Goals, Objectives & Performance Measures
- ✓ Regional Transportation Model (G2)
- ✓ Population and Job Forecasts and CommunityViz Growth Allocation Tool
- ✓ Consistent Financial Plan and assumptions
- ✓ 2050 MTP scenarios and major milestones (Deficiencies & Needs, Alternatives Analysis, etc.)
- ✓ Environmental Justice methods and analysis
- ✓ Projects and programs that span MPO boundaries (e.g. I-40, Commuter Rail, US 70, NC 98, Transportation Demand Management)
- ✓ 2050 MTP Final Report

Unified Planning Work Program (UPWP)

- Serves as both the annual budget and the guide to work tasks for the MPO staff
- UPWP **Core Mission** Work Tasks:
 - Develop and maintain required transportation planning documents such as the CTP/MTP and TIP
 - Assist with the effective disbursement of LAPP program
- UPWP **Non-Core Mission** Work Tasks:
 - Partnering with local or state member agencies to advance transportation planning efforts in a particular area or corridor
 - Generally require additional local match from beneficiary member jurisdictions and/or other partner agencies/organizations



FY 2025 Unified Planning Work Program and MPO Self-Certification

NEW FY 2025 Studies Proposed:

- CAMPO / DCHC MPO Joint Rail Strategy Study
- Northwest Area Study*
- BRT RTP – Clayton Concept of Operations Study
- Implementation of the updated MTP Bicycle-Pedestrian Element

FY 2024 Studies Continuing:

- Apex Railyard Relocation Study*
- CAMPO Regional Multi-Modal Safety Action Plan*
- NW Harnett Transit Feasibility Study*
- Wake Transit Plan Update*
- Triangle Bikeway NEPA / Design*

MPO Self-Certification (Appendix C)

Budget:

\$0.74 - \$0.77 per Capita
Member Share

(\$0.02 - \$0.03 decrease)
Indirect Cost Estimate -
\$175,000 (decrease of 7%)



**indicates multi-year study*

- Outlines how the MPO conforms to federal planning guidelines and requirements

Other MPO Programs

- Travel Demand Modeling
- Transportation Demand Management
- Technical Assistance
- Safe Routes to Schools
- Congestion Management Process
- Council of Planning – US 1 Corridor
- MPO Public Participation & Title VI
- Mobility Coordination Committee
- Regional Mobility Management Program



Triangle Regional Model Generation 2

The Triangle Regional Model Generation 2 (TRMG2) is a new travel forecasting tool that supports regional transportation planning.

What is the Triangle Regional Model?

The TRM is a mathematical computer model used by transportation planning agencies in the region to develop and evaluate strategies that support mobility, access, economic health and quality of life.

Area Covered by the TRM

3,533 square miles

- Includes 40 jurisdictions
- 2,965 analysis zones include:



What makes this a best practice model?

The design **better captures individual, household, and neighborhood characteristics** that influence travel choices and the way people make trips, including by car, bus, rail, bike or walk. These advances lead to improved decision making for regional transportation investments which ensures a more efficient and well-connected future.

The new model considers...



Family Characteristics

Children, workers, and seniors



Neighborhood Characteristics

Walkability, mix of land uses



Trip Connectivity

Trips are modeled not as individual segments, but as connections to anchor activities such as work.



The Triangle Region Characteristics

The Triangle region is complex with many large and small city centers.



Cost and Availability of Parking



Mobility Services

...to better represent:



Auto Ownership

The number of autos owned by a family influences their choice of mode and number of trips they make.



Walk and Bike Trips

An important planning factor for Triangle communities



How People Travel

 →  →  →  →  **36% work tour trips**

 →  →  →  →  **64% non-work tour trips**

People tend to favor destinations within their own community.



People's Choices

Parking constraints influence people's choice of mode and destination. The model also forecasts mobility services such as Uber and Lyft.

What are the benefits of serving high employment areas with improved transit service?

Are our transportation investments equitable?

How do changes in demographic characteristics such as employment status, age, income, etc. influence travel behavior and mode choice?

Questions the TRM can help inform

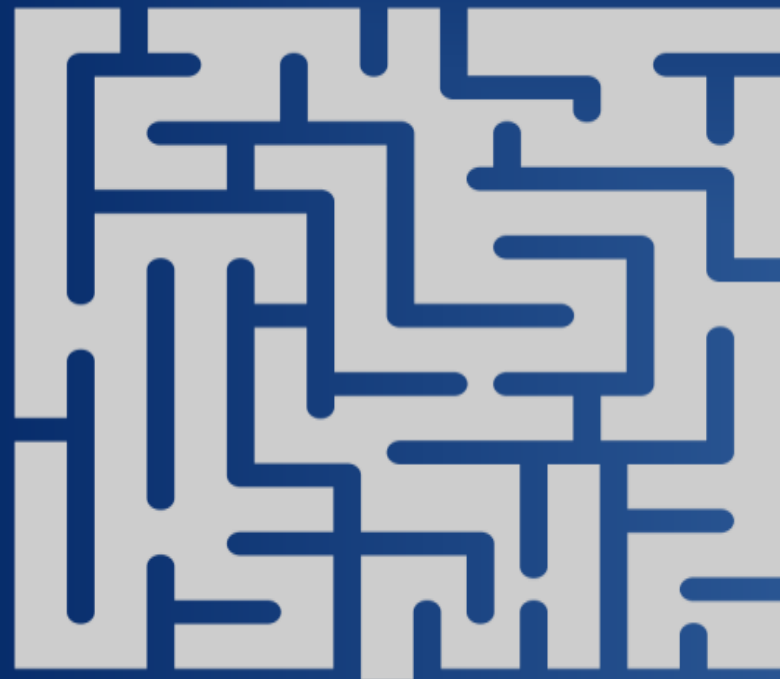
How do different land use patterns influence transit use?

What is the effect of clustering freight efficient land uses on travel demand for commercial vehicles and trucks?

How do investments in multimodal transportation investments improve access to jobs?

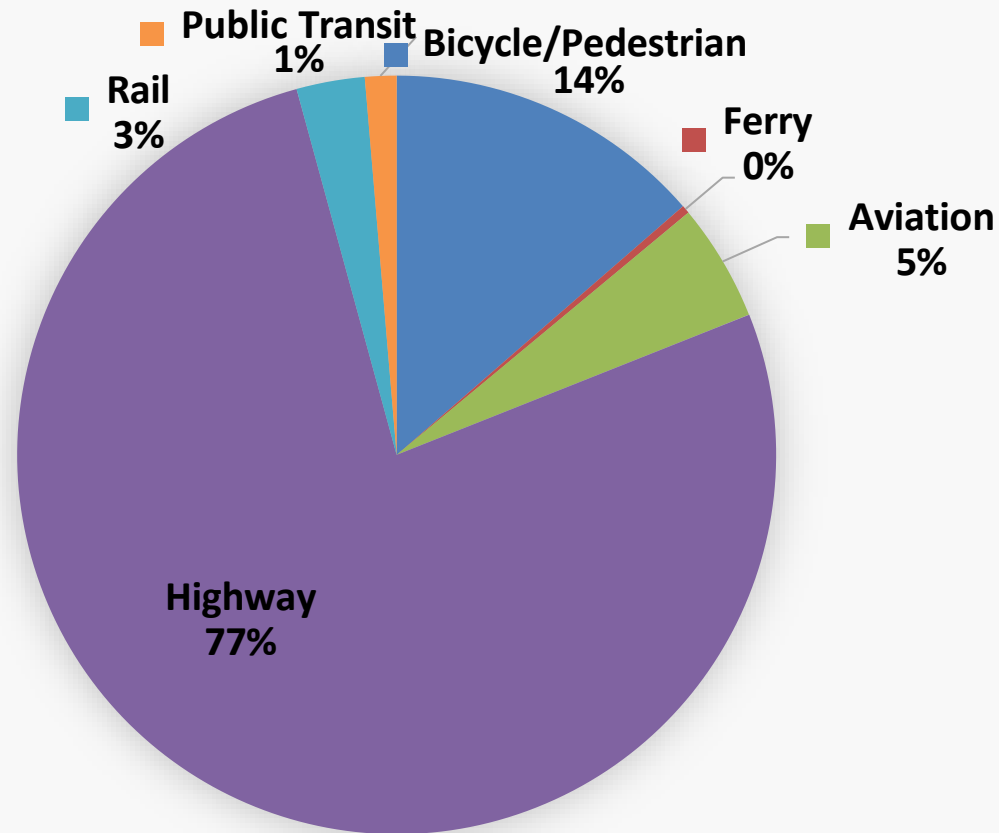
Questions?

Statewide Prioritization (SPOT) & Statewide Transportation Improvement (STIP) Processes



NCDOT STIP 2020-2029 Modal Breakdown

(Percentage of 1,718 Projects)



North Carolina Transportation Tax Rate Returns and Taxes Generated Over Received Balance By County FY 2003 - FY 2022



Return Rate Ratio*



*NOTE: Figures are based on the sum of the NC and US Gas Taxes and the NC Highway Use Tax (3% Net of Vehicle purchases only, does not include percent from leases). Gas tax figures based on gas consumed in a county estimated using HPMS data. Generated over received values represented by height above (+) or below (-) state plane. See exact balance values by county on page two of this document.

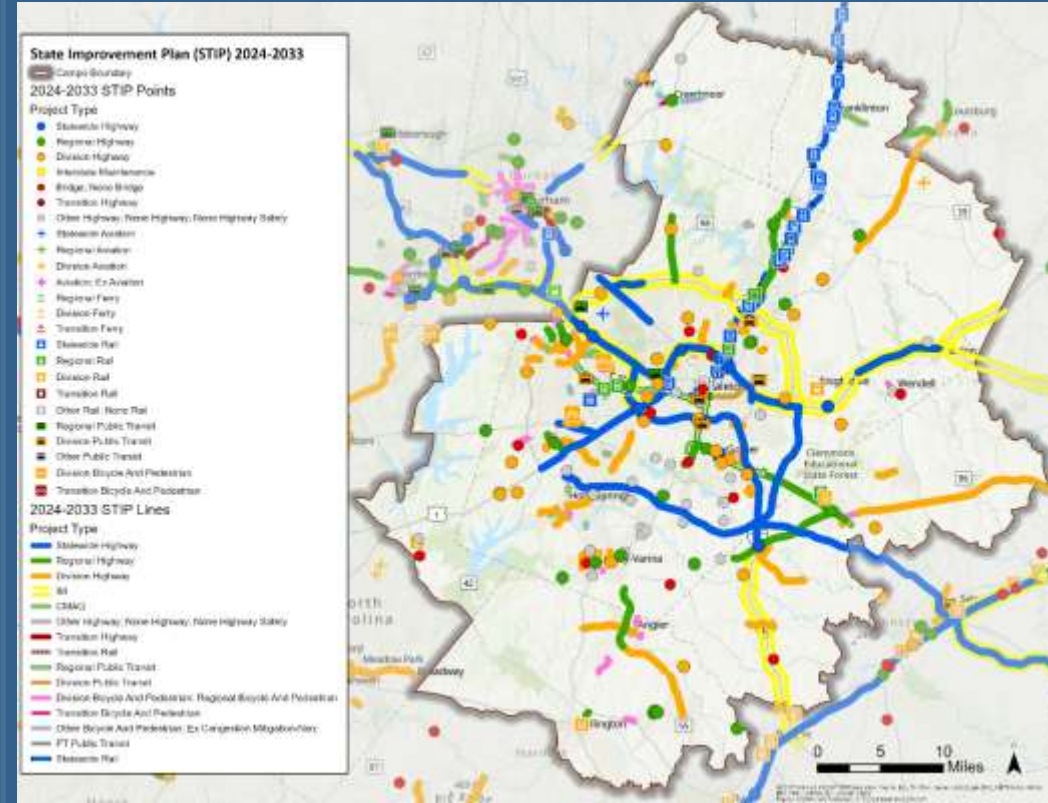


Created by
NC Capital Area MPO
Source Data Provided by
NCDOT and NCDOR

This map was compiled using the best available data, however, the Capital Area MPO is not responsible for errors, omissions, and/or misuse. Estimations only. Subject to change.
Map created on 3/8/2024.

Transportation Improvement Program (TIP)

- Allocates limited resources to region's priorities
 - Similar to a Capital Improvement Program (CIP)
- Financially-constrained
 - Includes most immediate MTP-based projects and strategies for implementation
- Year-by-year “line-item” list of projects approved for federal funding
- 10-year document
 - First 5 years considered committed projects
 - Updated every 2 years
- TIP and Statewide TIP (STIP) must match
- Conforms with SIP (if necessary)
- 2024-2033 TIP in effect now
- 2026-2035 TIP under development now



Map of MTP and TIP projects: <https://www.campo-nc.us/mapsdata>

SPOT

- Quantitative, needs-based approach to identifying statewide transportation needs.
- First step towards developing a fiscally constrained State Transportation Improvement Program (STIP) and NCDOT's 5/10 year Work Programs.
- Each MPO submits candidate projects for consideration in the STIP.
- Projects are scored by NCDOT and each MPO is asked to assign priority points to projects in the region.



<https://www.ncdot.gov/initiatives-policies/Transportation/stip>



Evolution of SPOT Prioritization Processes

- Prioritization 1.0 began in 2009
- Over time, updated processes and built on successes
 - Added data methods for non-highway modes
 - Expanded criteria based on stakeholder input
- Strategic Transportation Investment (STI) Law around Prioritization 3.0
- Prioritization 6.0 Process – Canceled
- SPOT 7.0 Process began in fall of 2023 and is on-going



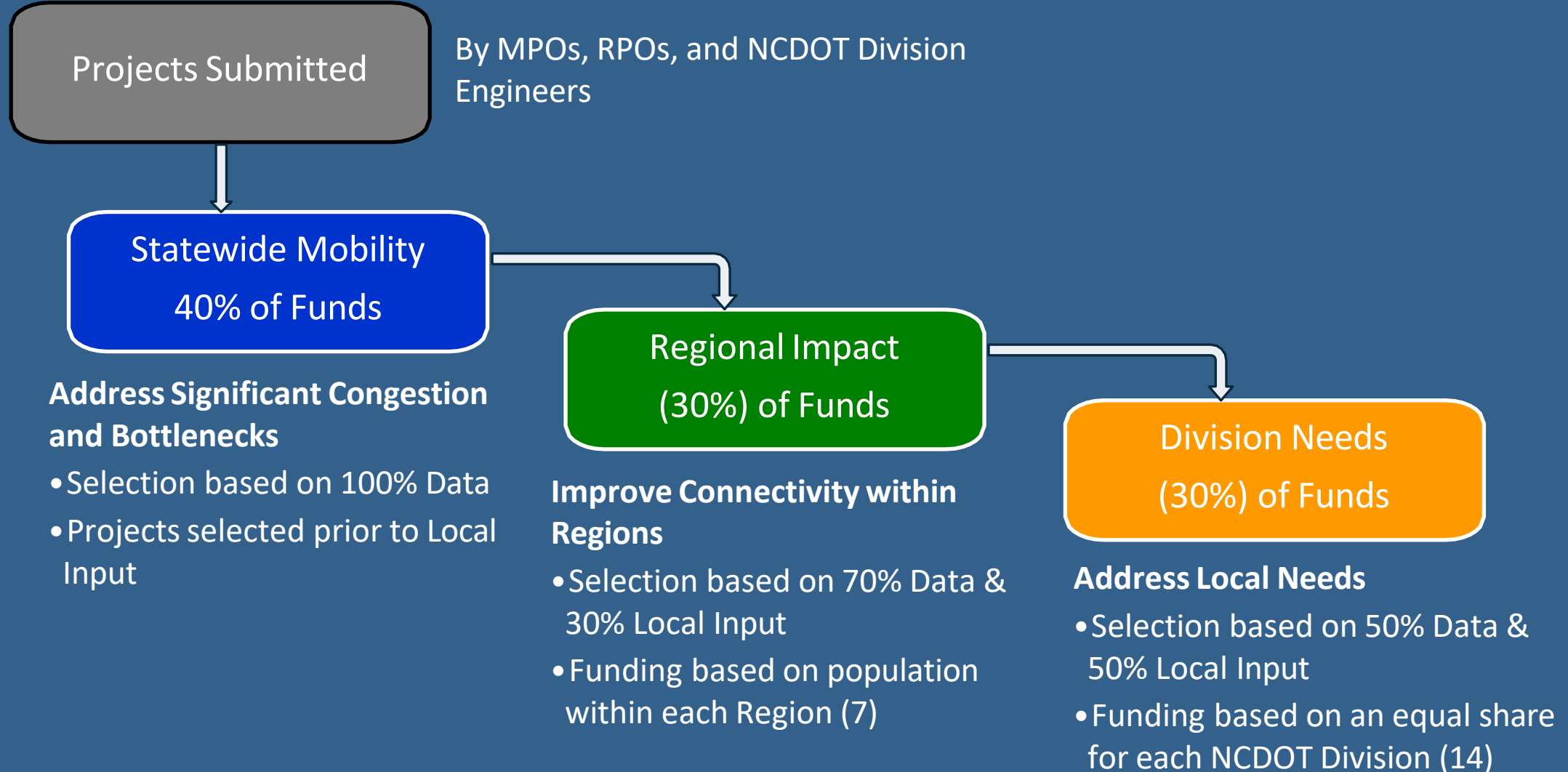


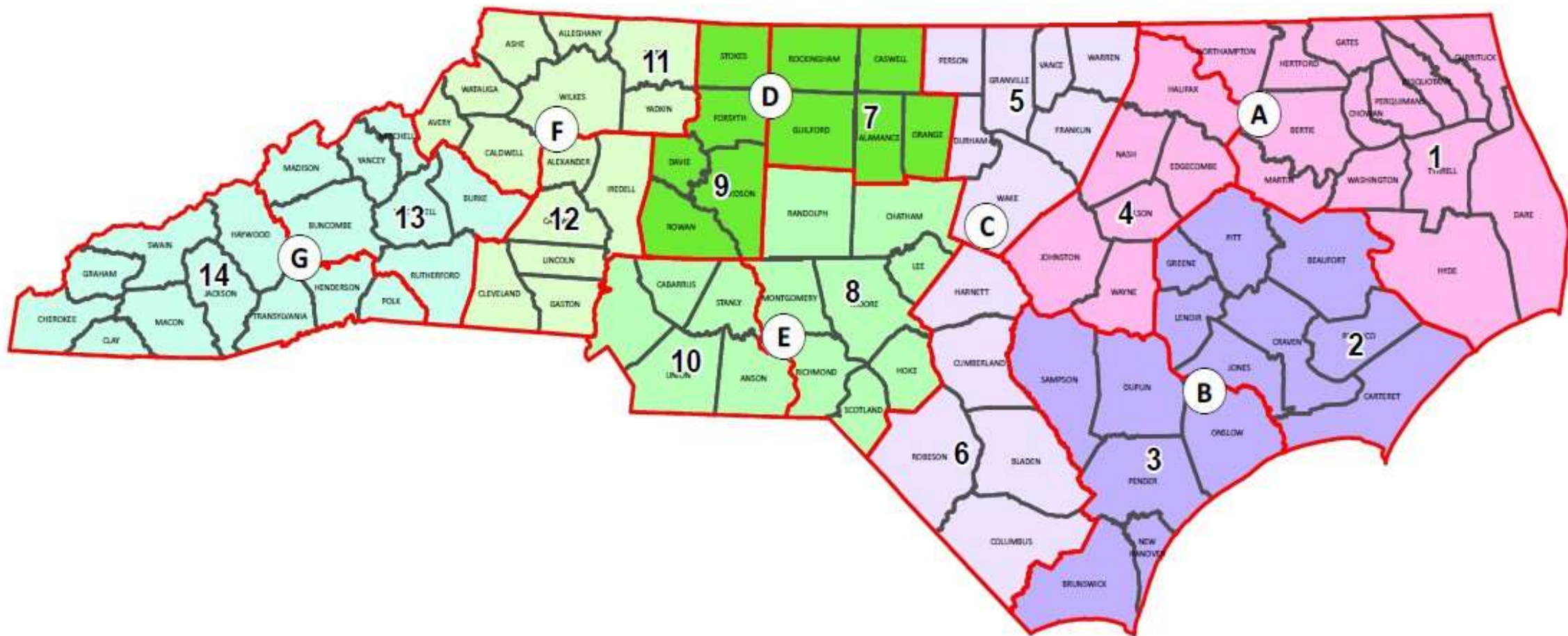
2026-2035 TIP/STIP Development

SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
(46 projects per mode) **Completed in fall 2023**
2. Assign Local Input points **BEGIN in fall 2023**
 - Regional Impact Points (2500 pts)
 - Division Needs Points (2500 pts)
3. Adopt TIP **BEGIN in early 2024**

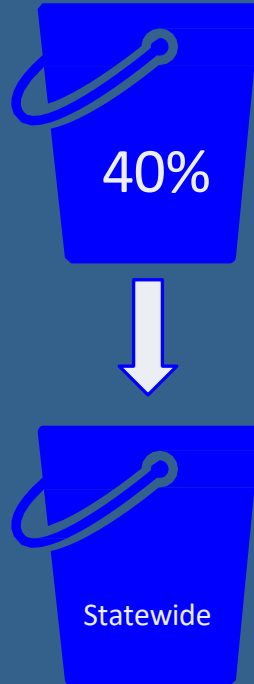
STI Programming Process





STIP Funding Distribution

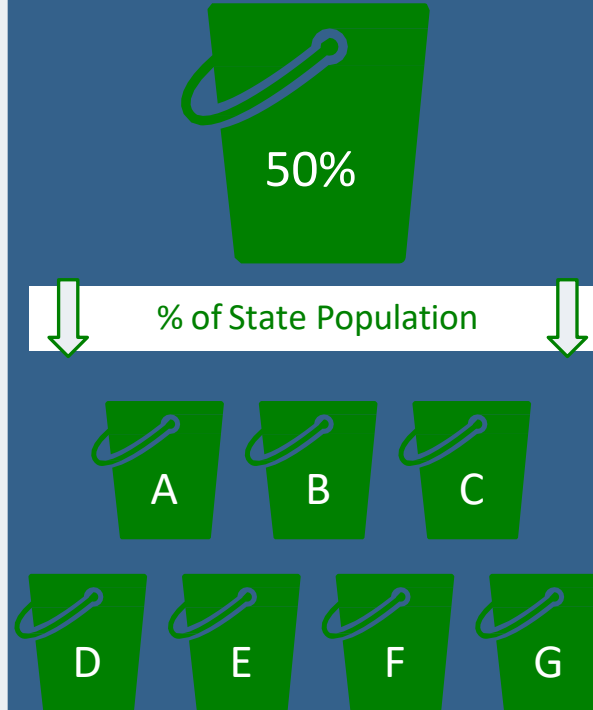
Statewide Mobility



Programmed First

Interstate Maintenance
Bridge Replacement
Bridge Rehabilitation
Highway Safety

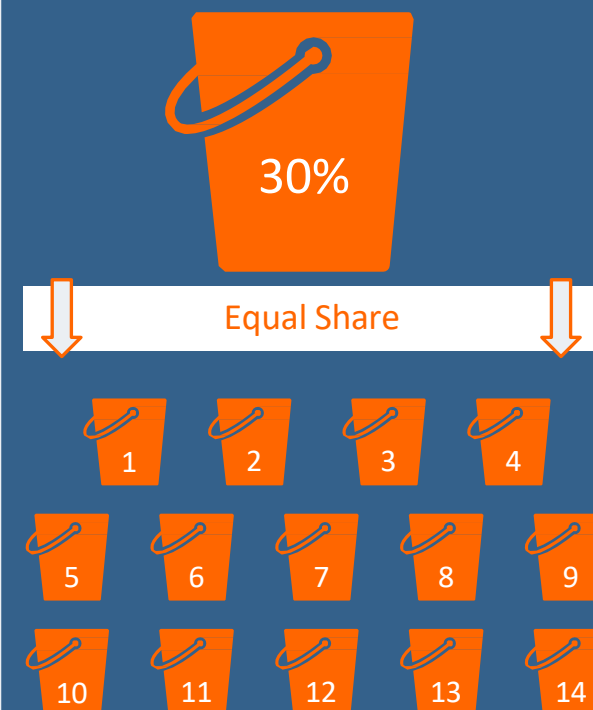
Regional Impact



Programmed First

Bridge Replacement
Bridge Rehabilitation
Highway Safety

Division Needs



Programmed First

Bridge Replacement
Bridge Rehabilitation
Highway Safety
MPO Direct Attributable
Transportation Alternatives
Highway-Rail Crossing
Economic Development

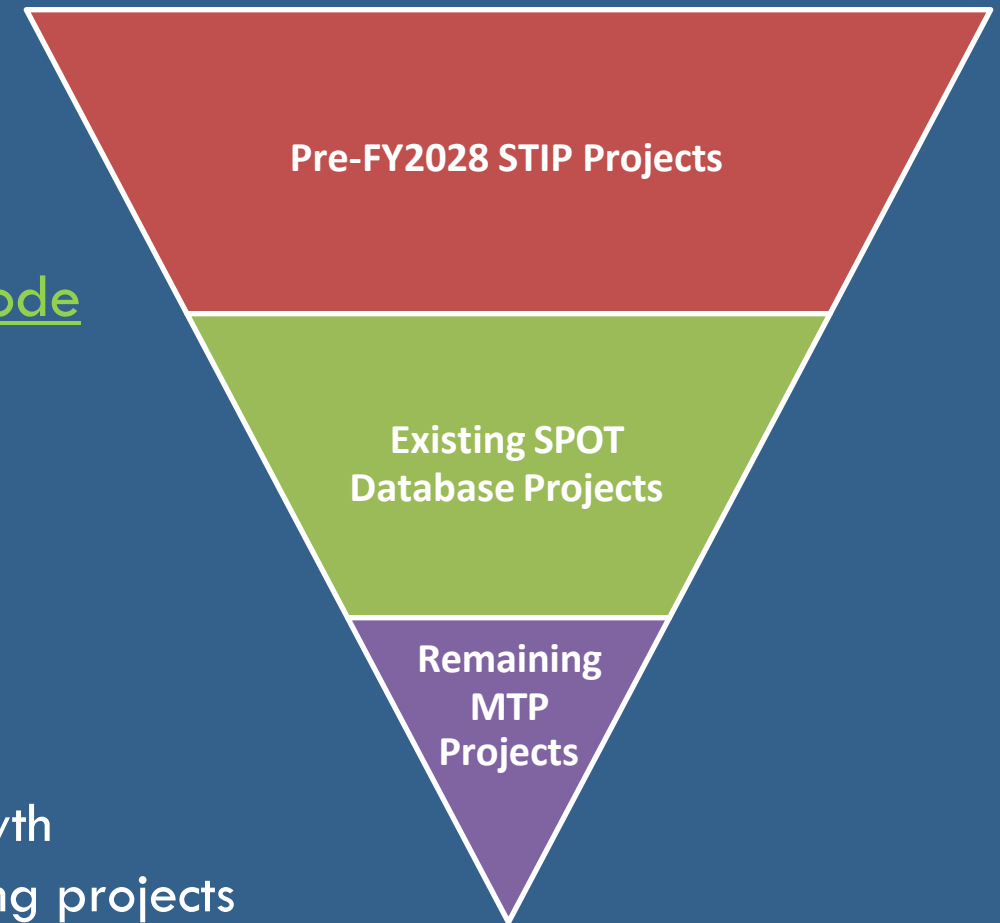
CAMPO SPOT Process

Action 1: Project Selection

- CAMPO can submit 46 additional projects per mode
- Project selection based on adopted methodology

Example (Roadway)

- Initial List Creation:
 - Committed projects and
 - Existing SPOT database projects
 - MTP projects (SPOT requirement)
 - Delay, Travel Time, Socio-Economic growth trend metrics used as basis for comparing projects
 - A. E+C Delay/Lane Mile
 - B. 1st Decade Delay/Lane Mile
 - C. 2nd Decade Delay/Lane Mile
 - D. Network Connectivity
 - E. Interchanges/Operational Improvements
 - F. ITS Projects



MPO SPOT Methodology:

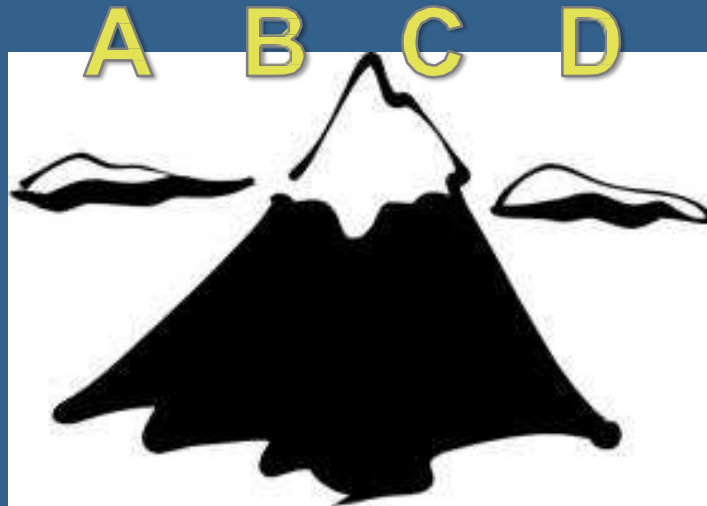


<https://www.campo-nc.us/funding/spot>

- Coordination w/ NCDOT to ensure maximum submittal of CAMPO projects.

CAMPO Adopted Methodology

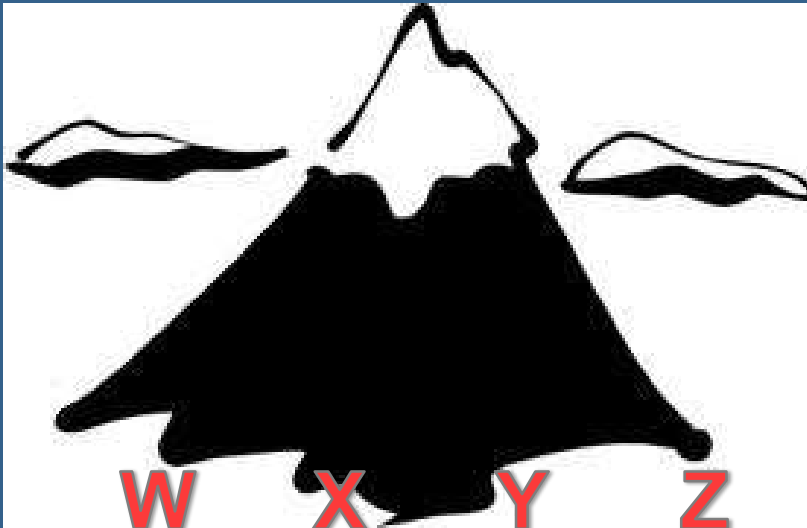
- Maximizing Funding Potential
 - “Wasted Effort”
 - Some of our projects score so well quantitatively, they do not need any additional local points



While very important to the region, putting our limited, local points here would not significantly improve their chances for funding

CAMPO Adopted Methodology

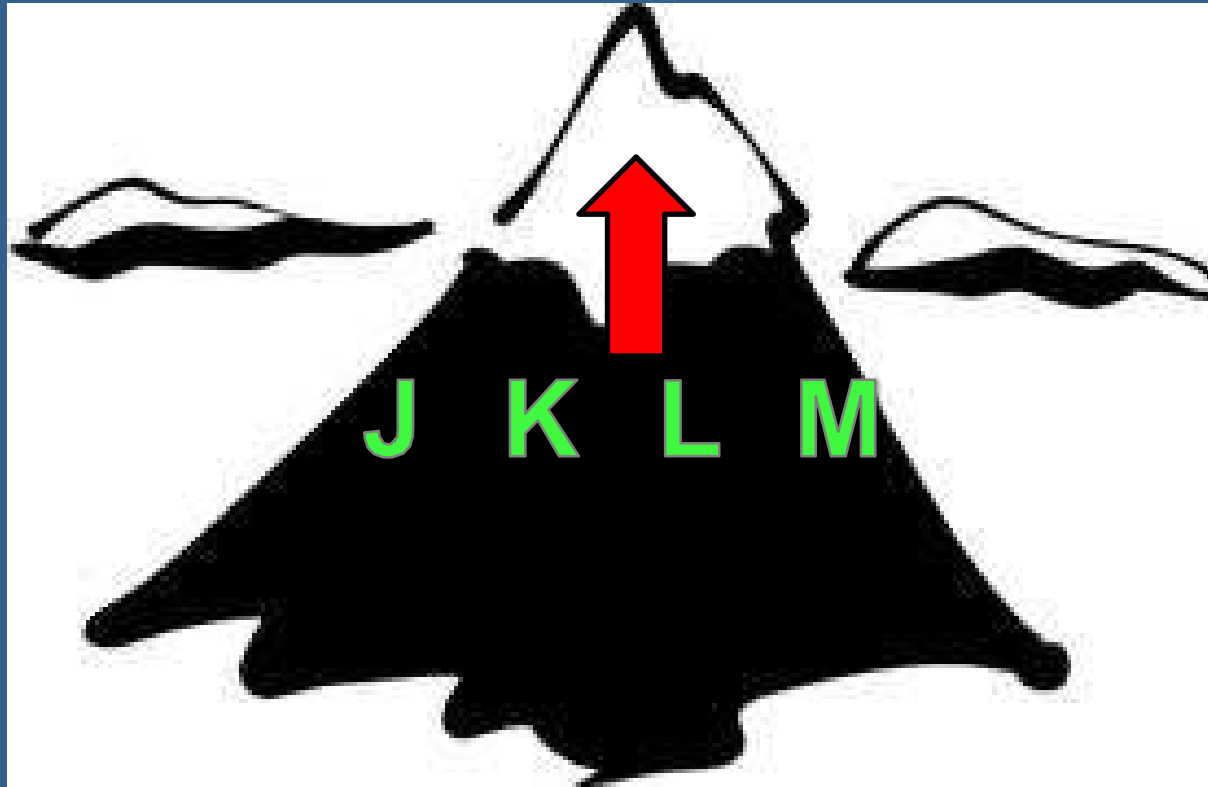
- Maximizing Funding Potential
 - “Wasted Effort” (Part 2)
 - Some of our projects score poorly, and even the maximum number of local points would not make them competitive



**While important to the region,
these projects are not
competitive in this process**

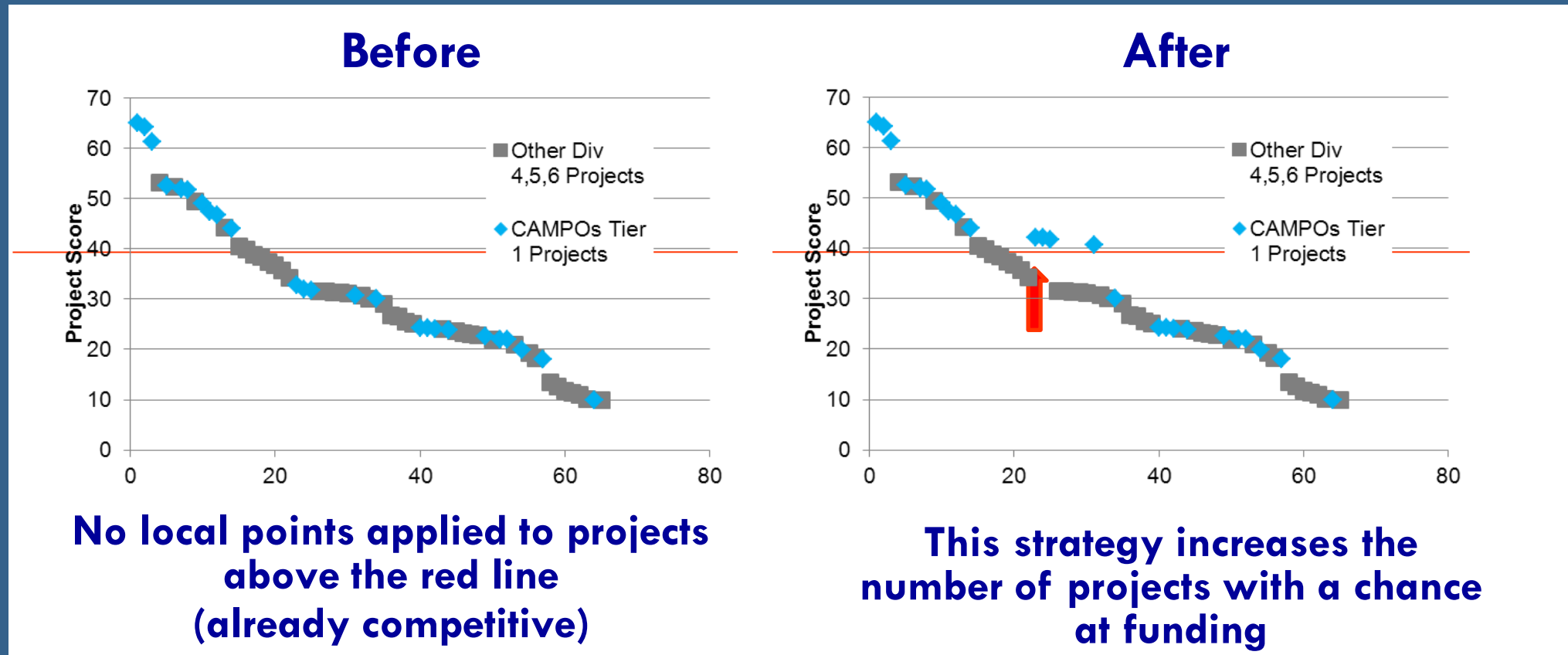
CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Assign points to bring projects from the middle of the pack to the top

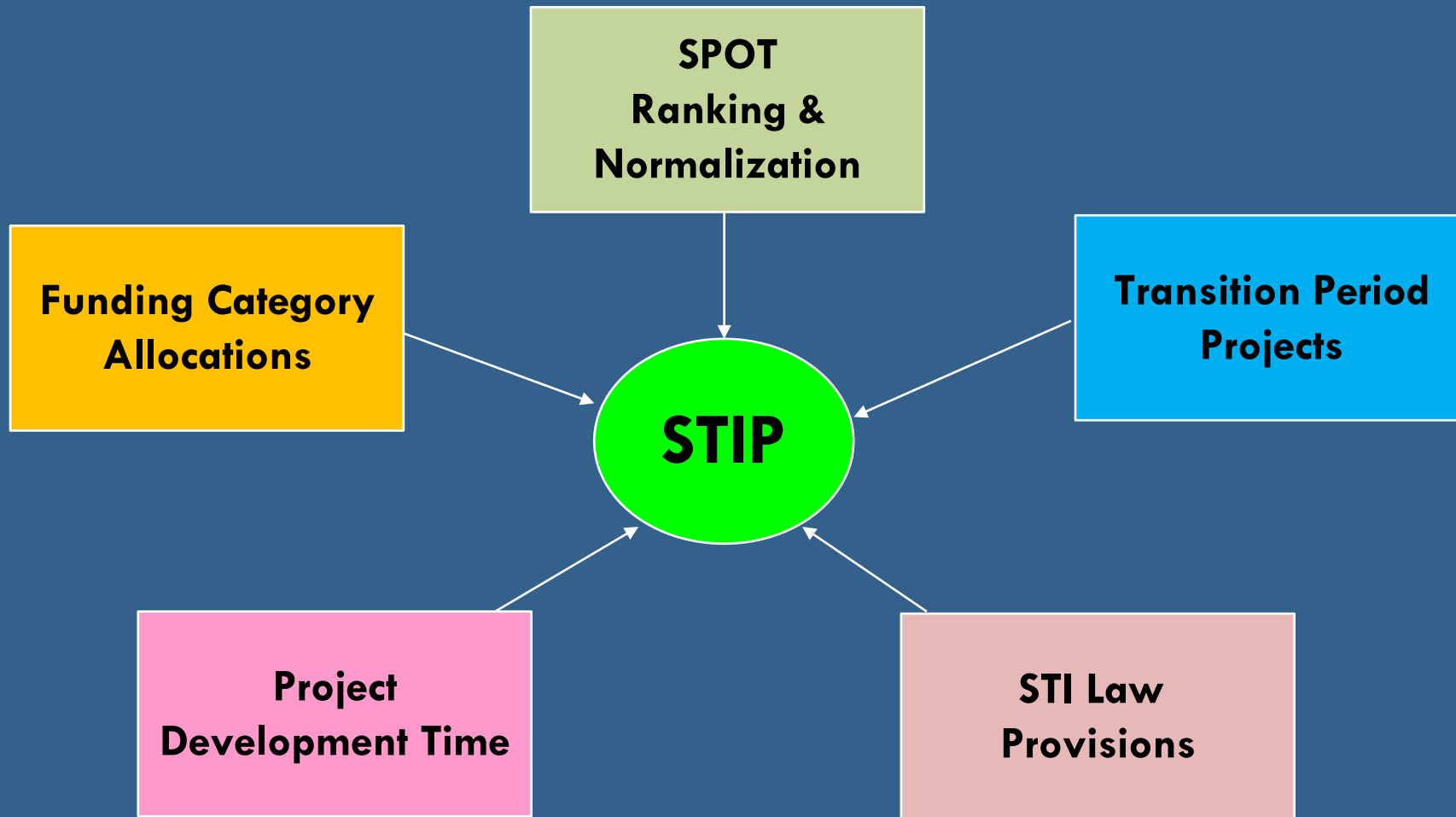


CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Example: Regional Projects

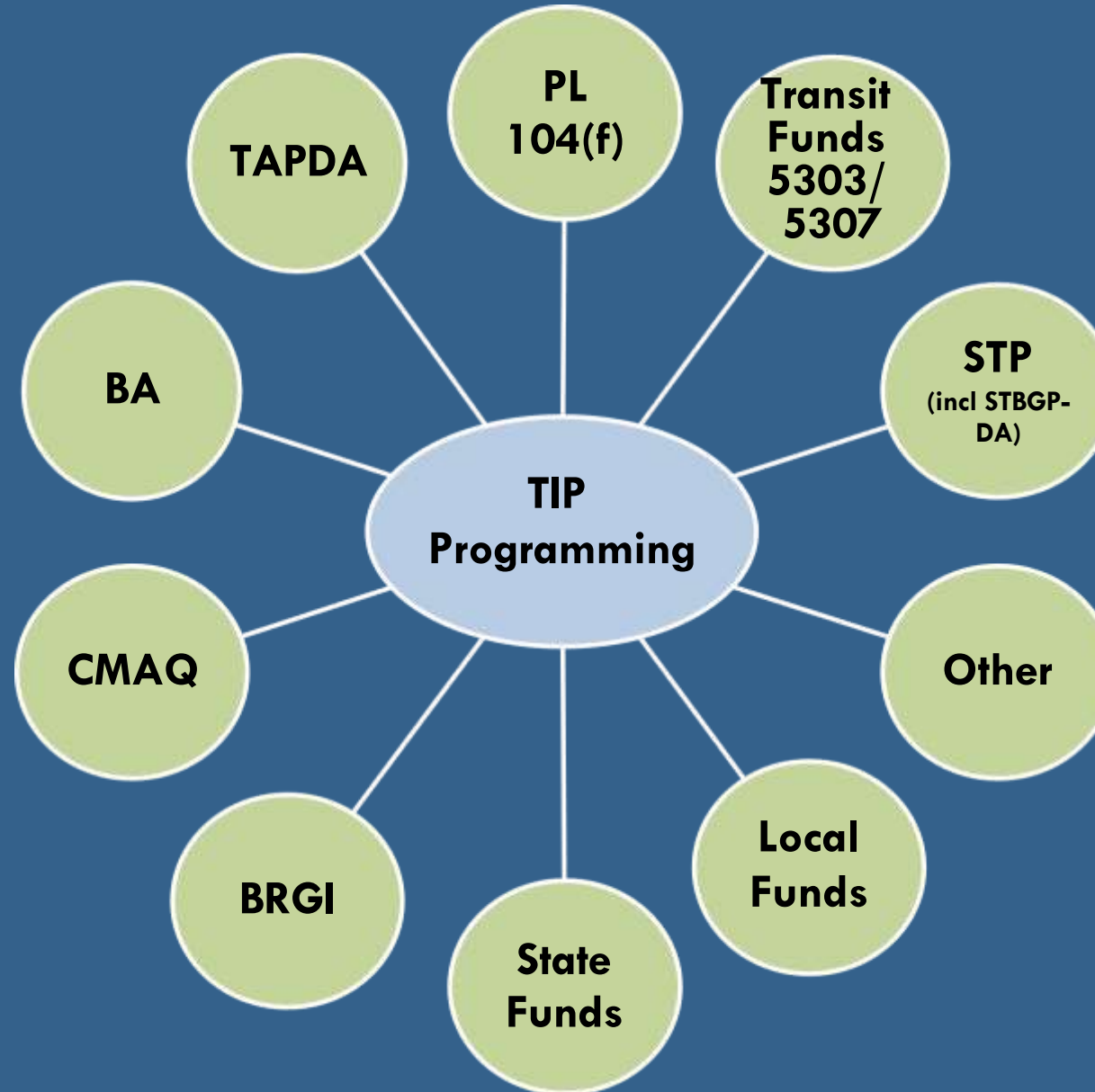


Prioritization to Programming



Major Funding Categories STIP

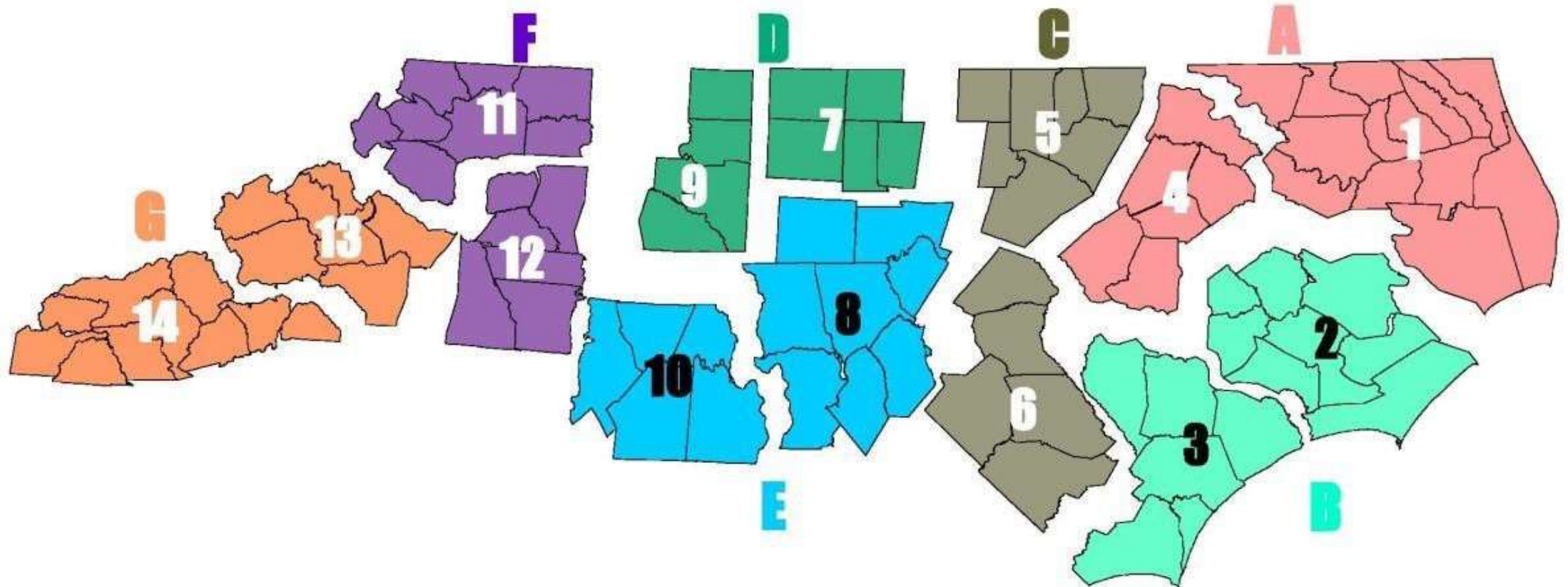
Funding Category Allocations



Project Development Influence

Final SPOT Score	Expected Project Delivery Time (Years)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
80	9		NEPA			Design			RO W	CON	
75	4	Design		RO W		CON					
70	1	CON									
65	5	Design		RO W		CON					
60	8		NEPA			Design			RO W	CON	

Division & Funding Region Map



STI – Region C

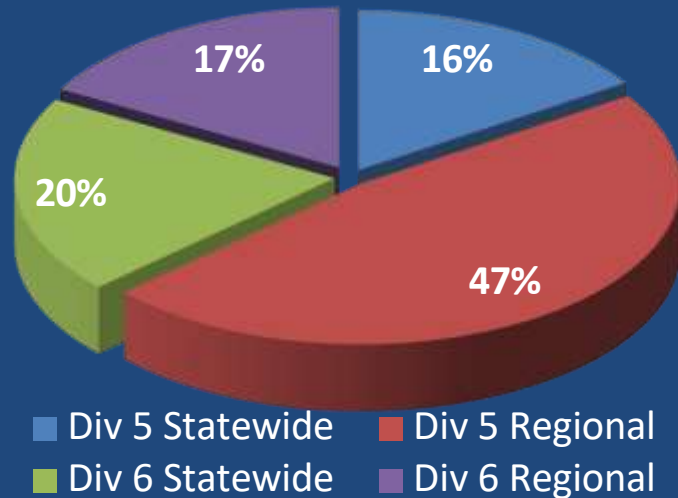
Projected 10-yr Funding: \$754,074,000

Roadway Projects: 190

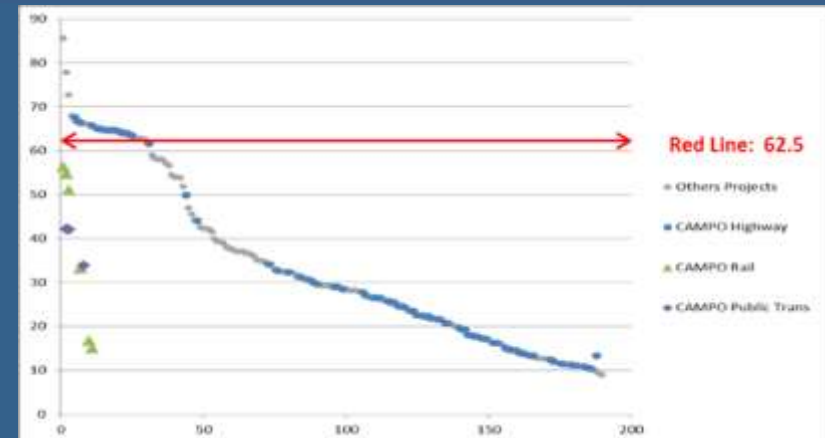
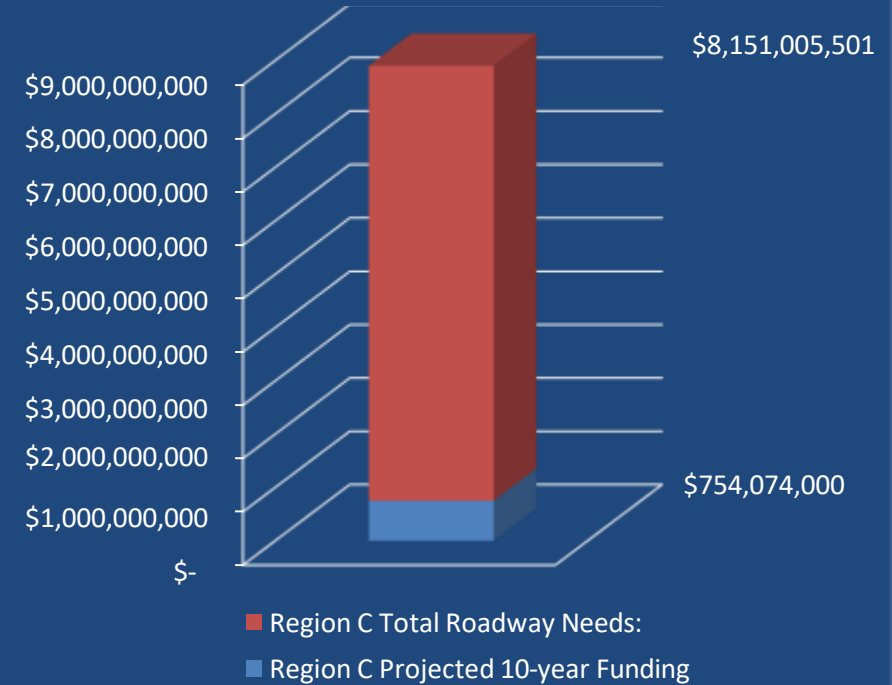
CAMPO Projects: 79

Potentially Competitive Projects: 21

Regional Impact Roadway Projects in Region



Projected Funding vs. Submitted Need
Region



STI – Division 5

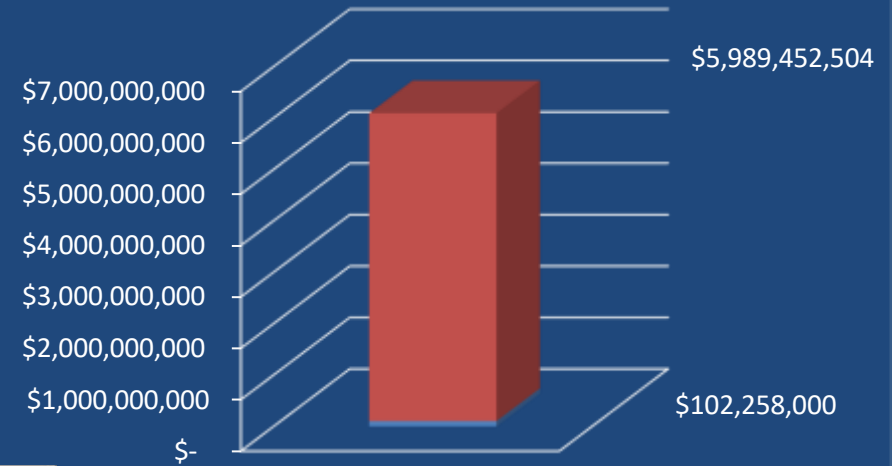
Projected 10-yr Funding: \$102,258,000

Roadway Projects: 177

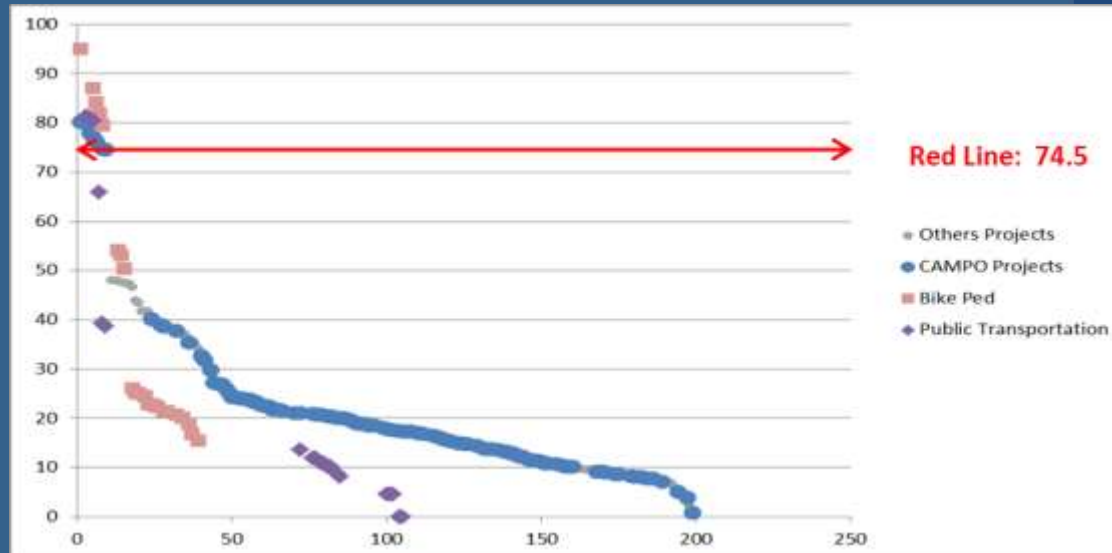
CAMPO Projects: 99

Potentially Competitive Projects: 9

Projected Funding vs. Submitted Need Division



- Division 5 Total Roadway Project Costs:
- Division 5 Projected 10-year Funding



Questions?

Locally Administered Projects Program (LAPP)

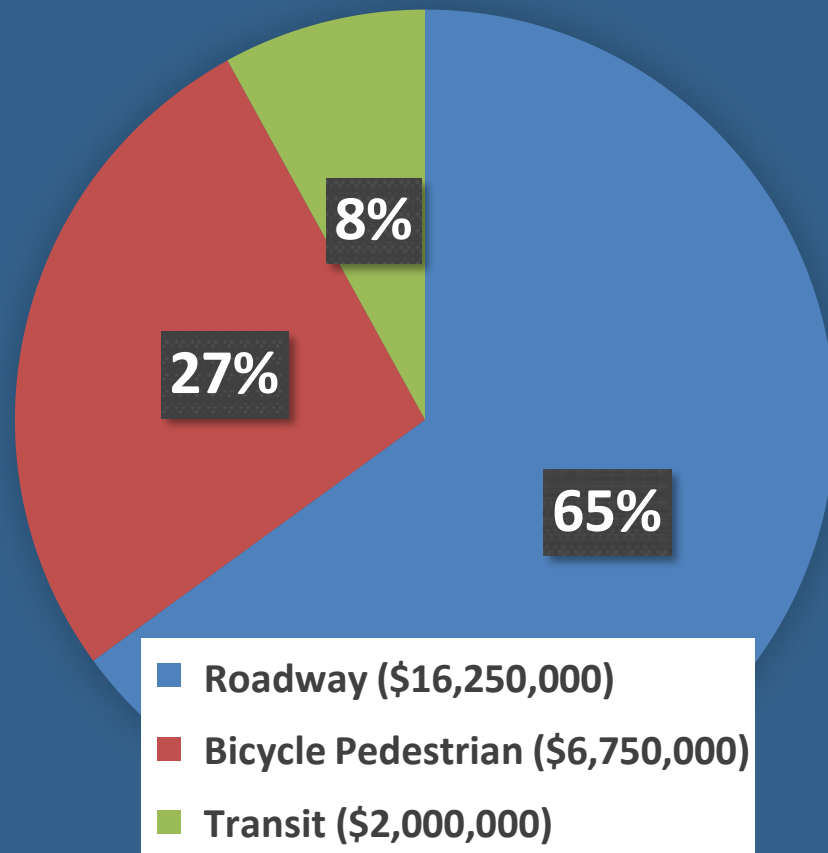
Locally Administered Projects Program (LAPP)

- TMAs (MPO's with 200,000+ population) get directly designated Federal funding (STP-DA, TAP-DA)
- Created in 2011 to give CAMPO a technically sound, equitable method of project funding
- Holistic approach to identifying and prioritizing small but highly effective projects
- Avoid future Federal rescissions to maximum extent possible



LAPP

FFY 2024 Target Modal Investment Mix



- Staff works with the LAPP Selection Committee to
 - Maintain a project prioritization system and schedule
 - Evaluate annual submissions and recommend projects
 - Establish annual guide for modal investment mix
- Quantitative based scoring criteria by mode, only scored within mode
- Projects ranked based on:
 - Local priority
 - MTP compliance
 - Prior agency funding level
 - Project effectiveness
 - Cost effectiveness

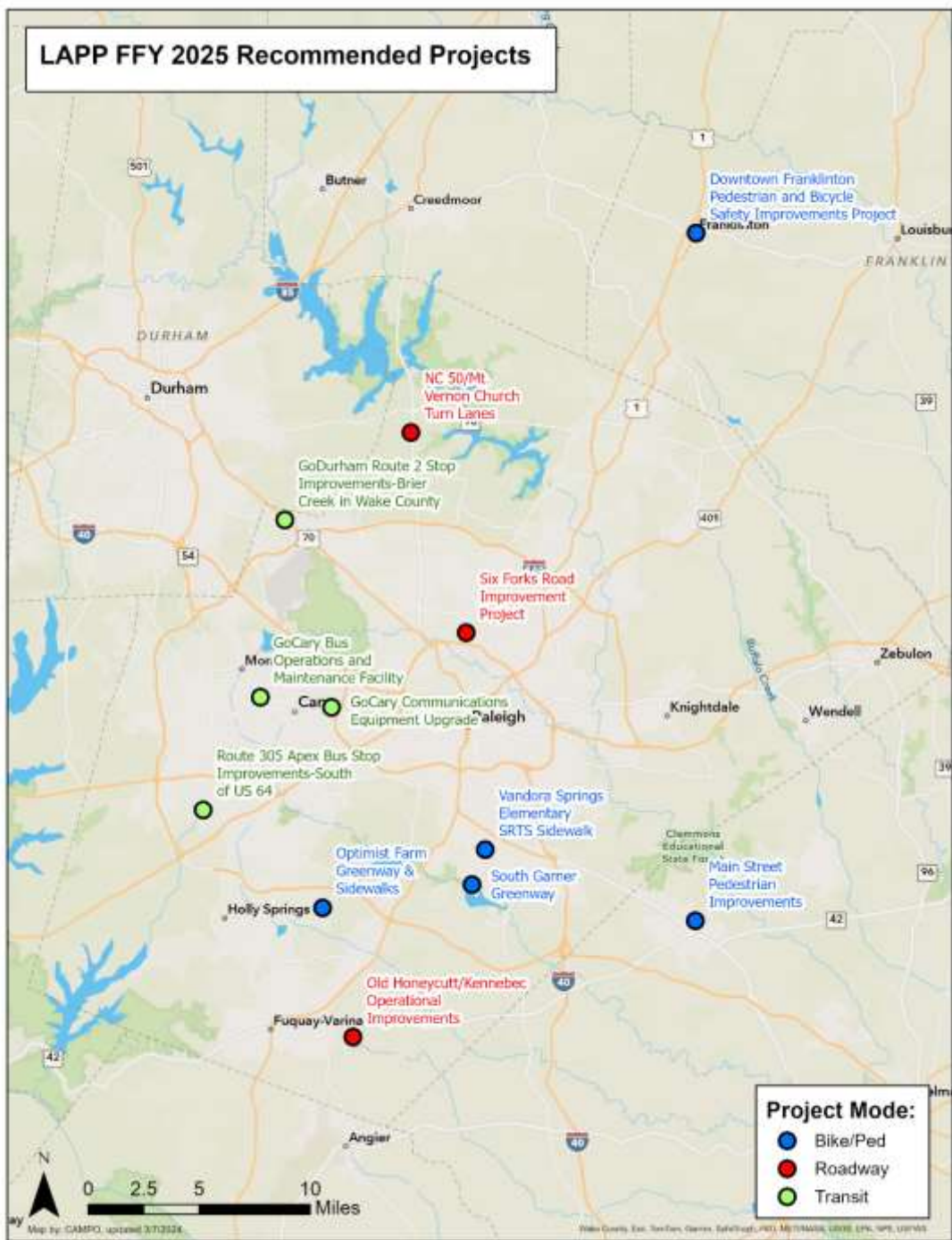
Annual LAPP Investment Program

- Set of projects selected to be funded for the designated federal fiscal year
- Result of quantitative scoring process
- Projects managed and completed by member jurisdictions
- CAMPO tracks and reports on status of projects and overall LAPP funding





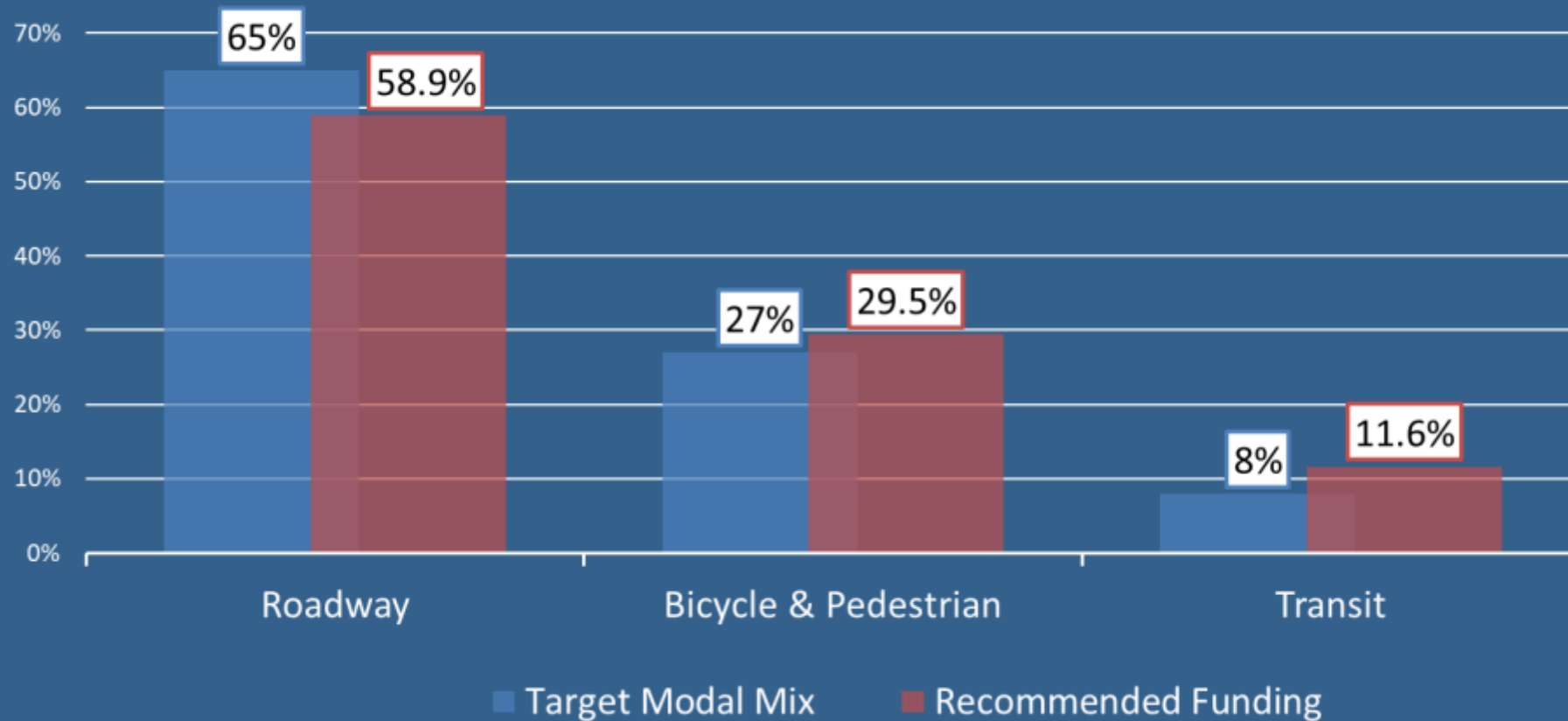
LAPP FFY 2025 Recommended Projects



FFY 2025 - Locally Administered Projects Program

Executive Board approved 2/21/2024

Target vs. Recommended Percent Modal Investment Mix



LAPP KEY DATES

Spring	LAPP Steering Committee recommends technical criteria and target modal mix
Summer	Executive Board reviews criteria and modal mix, and opens comment period
August	LAPP Call for Projects Opens
October	LAPP Call for Projects Closes
Nov./Dec.	Projects reviewed and scored by staff and Selection Panel
Jan./Feb.	Executive Board considers recommended list for approval



<https://www.campo-nc.us/funding/locally-administered-projects-program>

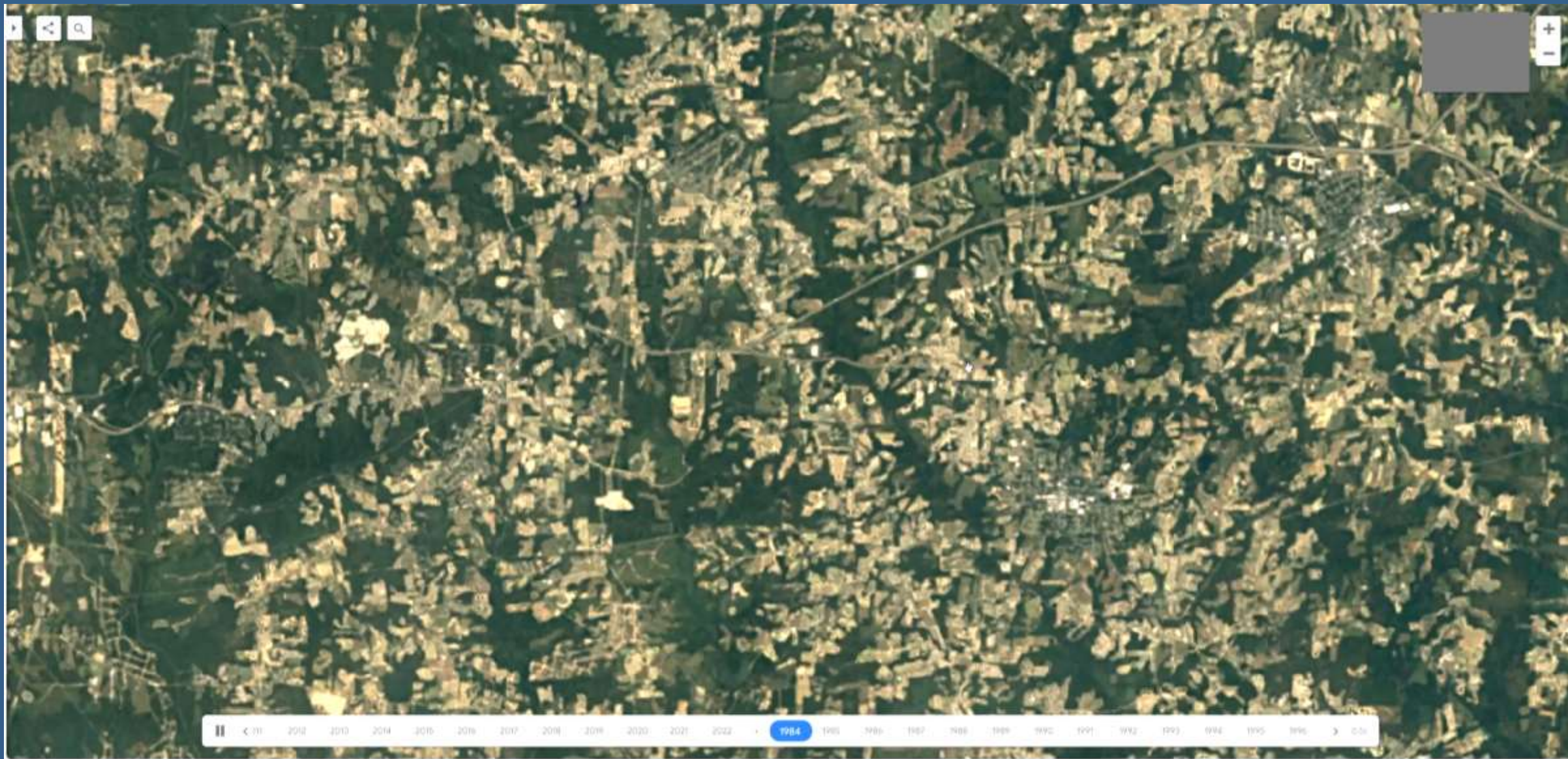
Questions?

BREAK TIME



15:00

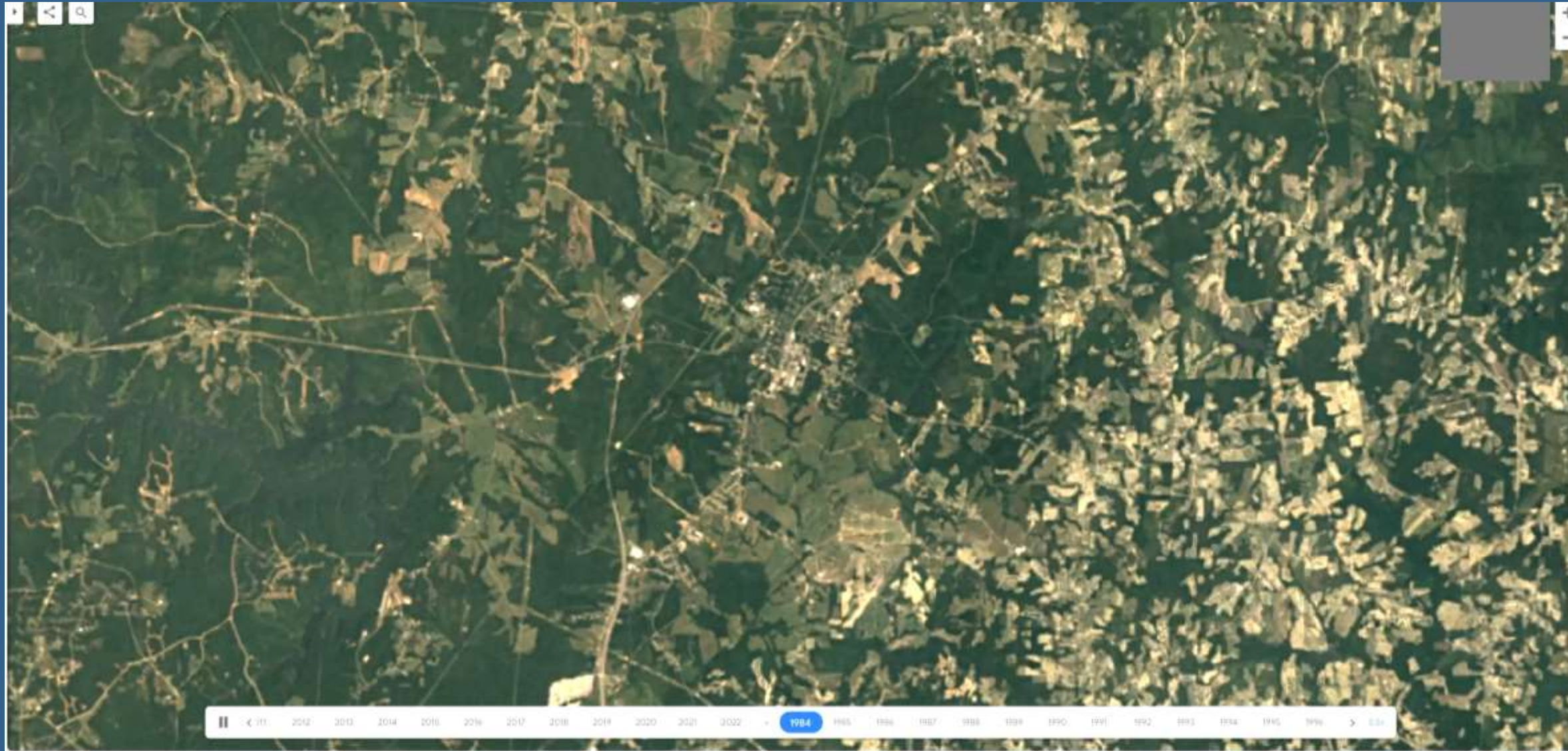
Can You Guess the Area?



Answer:

- Knightdale
- Time period: 1984-2022

Can You Guess the Area?



Answer:

- Wake Forest
- Time period: 1984-2022

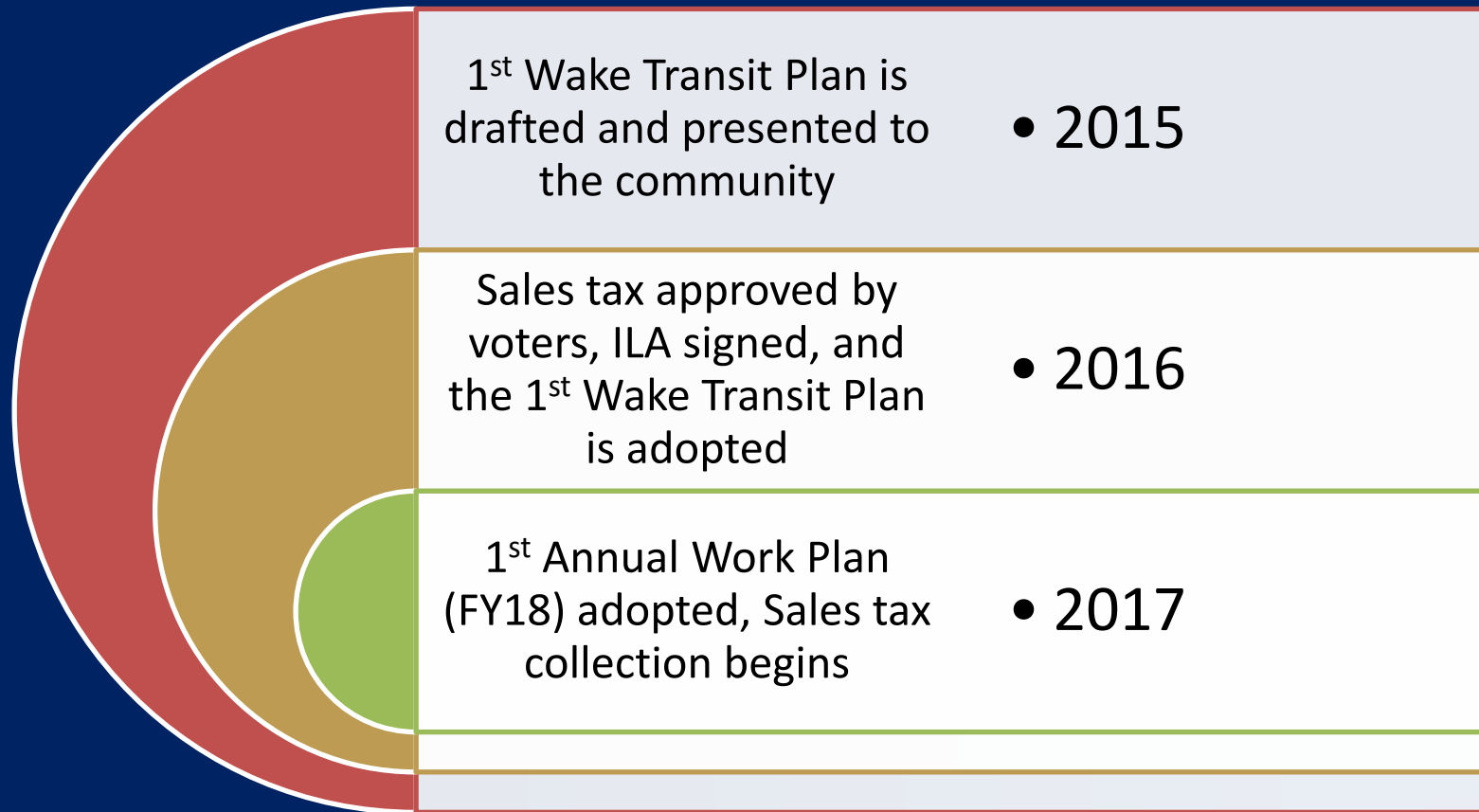


GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT



Wake Transit Program Overview

Establishing the Wake Transit Program



Wake Transit: Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated, half-cent sales tax to be used for improving and expanding Wake County's public transit network. The Wake Transit Plan established the Four Big Moves to guide the investment of funds in local and regional transit services.



CONNECT
the region



CONNECT
all Wake
County
communities



PROVIDE
frequent,
reliable, urban
mobility

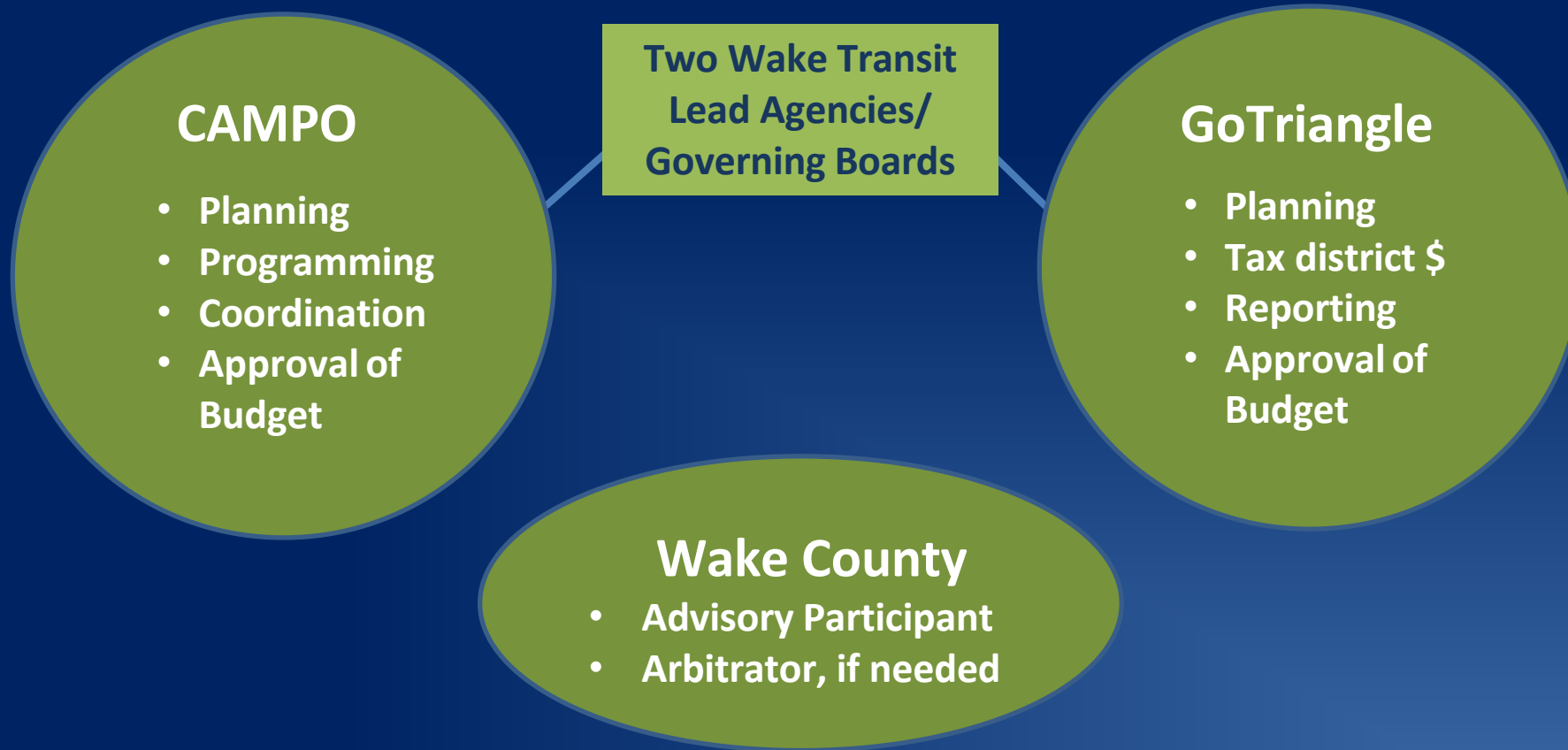


ENHANCE
access
to transit

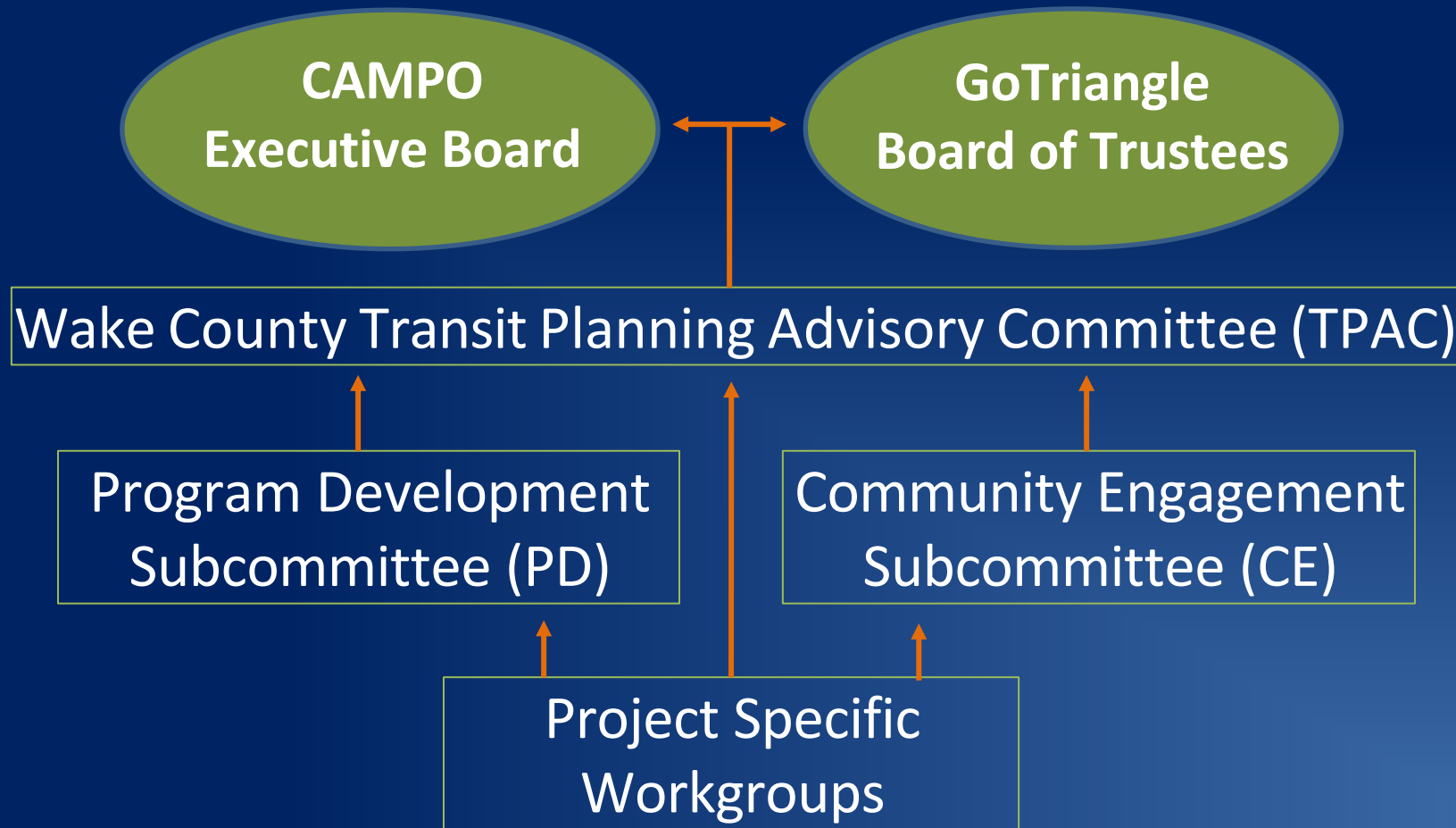


<https://www.campo-nc.us/programs-studies/transit/wake-transit-plan>

ILA Signing Parties and Their Responsibilities



Wake Transit Decision-making Structure



Wake Transit: Core Plans Overview

Wake Transit Plan

Sets the overarching vision of what Wake County's transit system will be.

Wake Bus Plan

Identifies specific bus service and capital projects to be completed to realize the overarching vision.

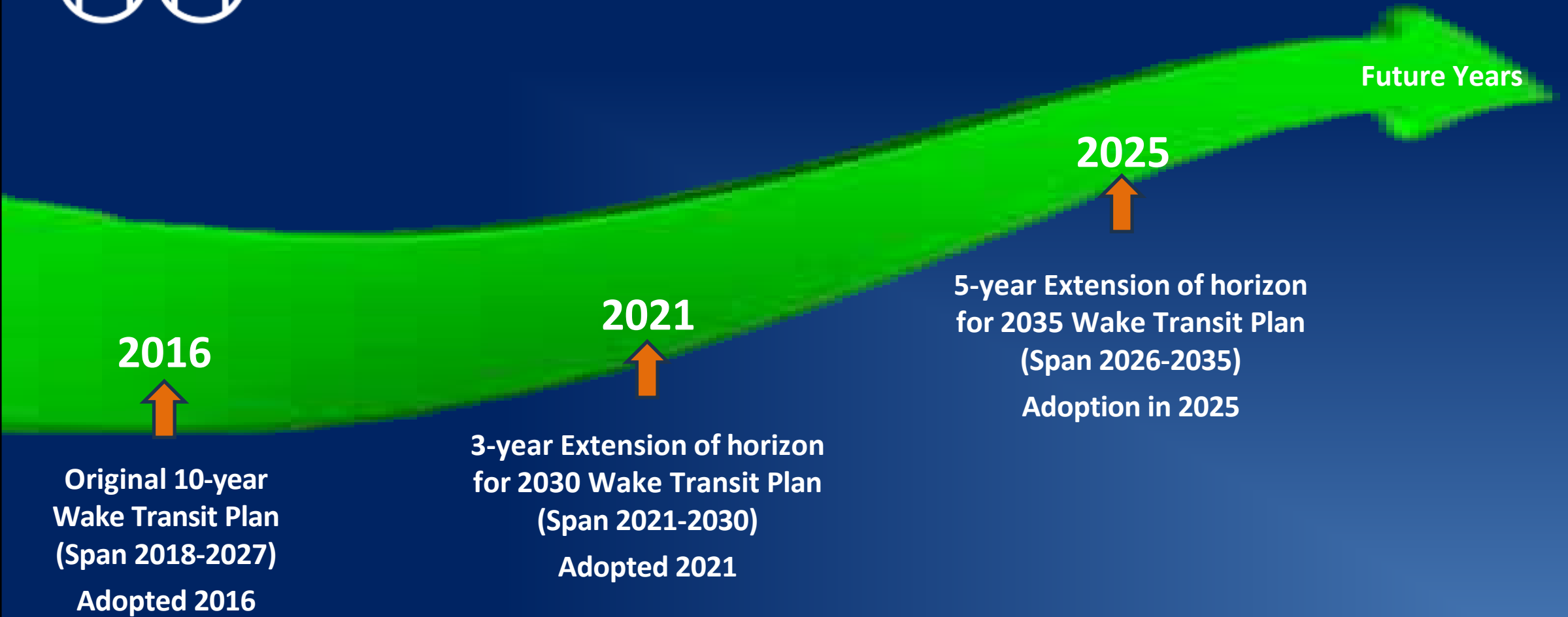
Wake Transit Work Plan

The allocation of funds to operating and capital projects set to begin or continue in the upcoming fiscal year. [MYOP/CIP](#)

Community Engagement Policy



Wake Transit Plan (10-Year Horizon)



Each Wake Transit Plan Update is scheduled to align with development of the Metropolitan Transportation Plan (MTP).



2035 Wake Transit Plan Update

Public Engagement Phases

	Phase 1: State of the Plan and Investment Priorities	<i>Feb – Jun 2024</i>
		
		
	Phase 2: Draft Prioritization Policy and Transit Investment Scenario Options	<i>Jul – Dec 2024</i>
		
	Phase 3: Draft 2035 Wake Transit Plan	<i>Jan – May 2025</i>
		
	Phase 4: Recommended 2035 Wake Transit Work Plan	<i>Jul – Aug 2025</i>
		
	Phase 5: Community Wrap Up	<i>Sep – Oct 2025</i>
		

The process to develop the 2035 Wake Transit Plan is underway.

Wake Bus Plan (5-Year Horizon)

Recommended by the TPAC - May 2023
Adopted by Governing Boards - August 2023

Bus service and other operating expansion projects include:

- Introducing new bus routes or bus services
- Increasing the frequency of bus routes
- Extending the hours of operations



Capital projects are limited to those supporting that service expansion:

- Passenger facilities (new bus stops, transit centers, etc.)
- New and upgraded vehicles (buses and vans)
- Vehicle maintenance facilities



Core Responsibilities of the TPAC

Wake Transit Work Plan (Annual Investment Strategy) (Multi-Year Operating Program and Capital Improvement Plan)

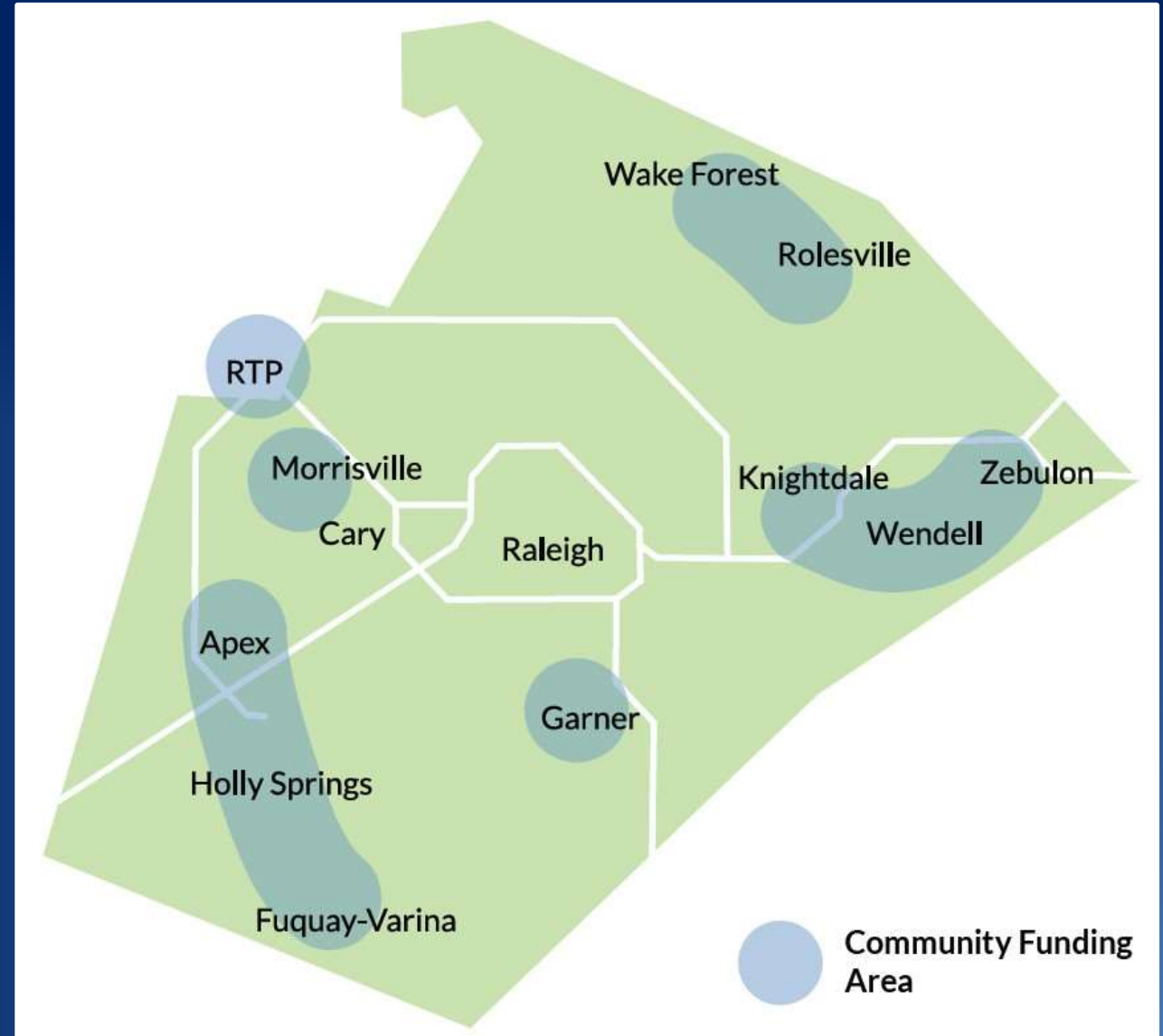


- Wake Transit Plan Updates
- Wake Bus Plan Updates
- Wake Transit Financial Policy
- Major Investment Studies
- Community Engagement Policy
- Project Prioritization Policy
- Concurrence Framework/Policy
- Community Funding Area Program
- Other Program Plans, Policies, Procedures



Community Funding Area Program

- ▶ Envisioned as part of the Wake Transit Plan and was confirmed as the top priority for investment in the 2030 Wake Transit Plan Update.
- ▶ CFAP is a competitive funding program providing an opportunity to receive match funds for planning, capital, operating, or combined capital/operating transit projects in 11 eligible communities.



Wake Transit Plan Funding Sources

Funding Sources



½ cent sales tax*

Vehicle Rental Tax**

\$7 County vehicle registration fee

\$3 increase to regional vehicle registration*

State & Federal support for transit investment

**State legislation requires that proceeds be used to supplement and not supplant transit operations that existed pre-Wake Transit.*

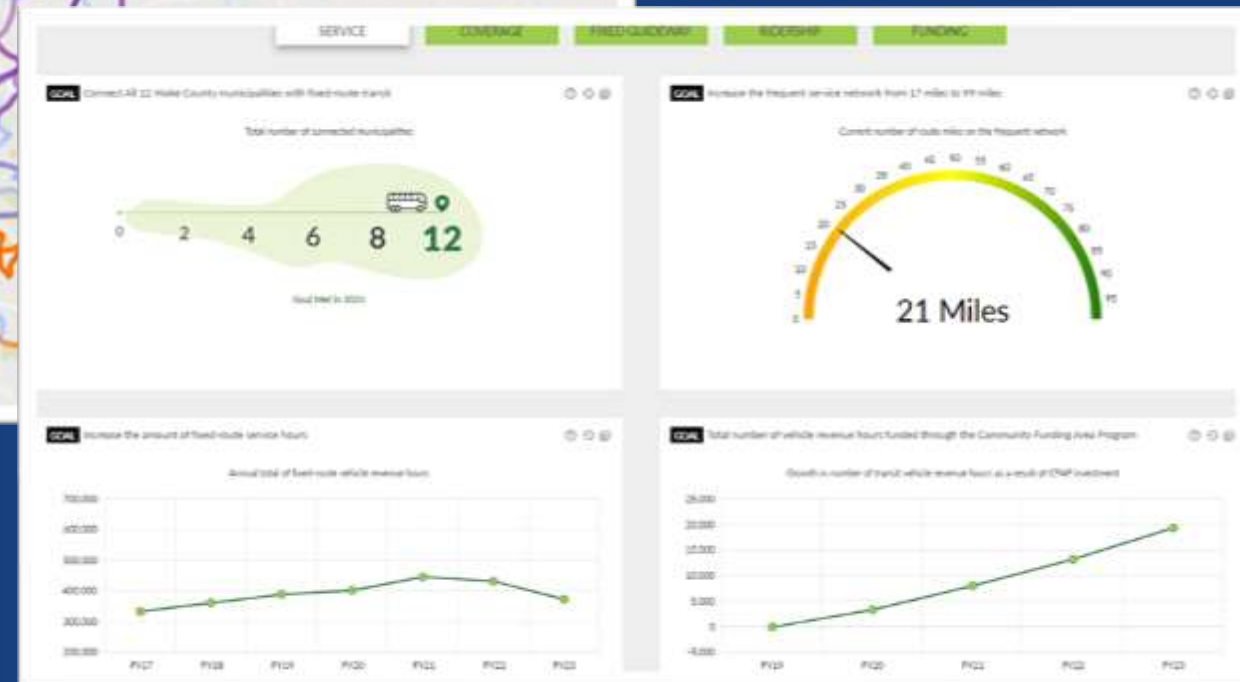
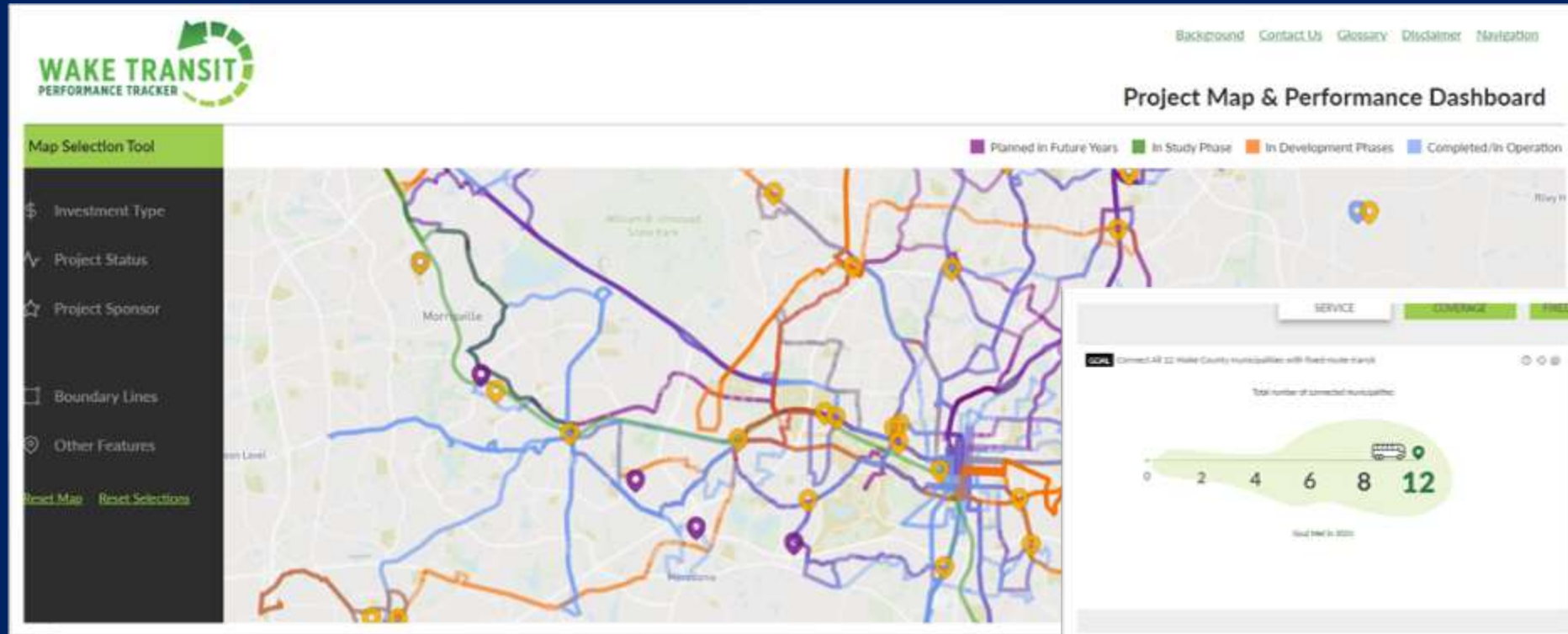
FY 2025 Revenue Assumptions	Amount
Half-Cent Sales Tax	\$140.0 million
Vehicle Rental Tax	\$5.1 million
\$7 Vehicle Registration Tax	\$7.1 million
\$3 Vehicle Registration Tax	\$3.0 million
Other: Federal, State, Fares (currently suspended), Debt Proceeds, Transit Provider Contributions, Allocation from Capital Fund Balance	\$87.2 million
TOTAL	\$235.4 million

Wake Transit Performance Tracker

The Wake Transit Performance Tracker (Tracker) has two core parts.

Part 1: Interactive project map

Part 2: Goals and progress dashboard



www.waketransitracker.com



GoforwardNC.org/wake-county/get-involved

Stay in the Know!

Email address:

Which county transit plans are you interested in? ☐ Wake County Transit Plan ☐ Durham-Orange County Transit Plans

Sign up



Wake Transit 101 -
Coming Summer 2024



2035 Wake Transit
Update - Get Involved



Wake Transit 101
coming, Summer 2024

Questions about Wake Transit?

Ideas to Reality

Ideas to Reality

CAMPO = Regional Transportation Planning

All Transportation Projects must comply with federal and state project development regulations

NEPA: Projects using federal funding must comply with the National Environmental Policy Act to ensure the least environmentally damaging alternative (natural or cultural) is developed.

Ideas to Reality

Small Projects (< \$10 million)

Smaller projects (operational/safety improvements) can be implemented relatively quickly through LAPP with a local match, or through the TIP.

MTP Action?

Smaller projects can generally be included as operational improvements and do not require separate MTP action. Adding capacity may require MTP action.

TIP/STIP

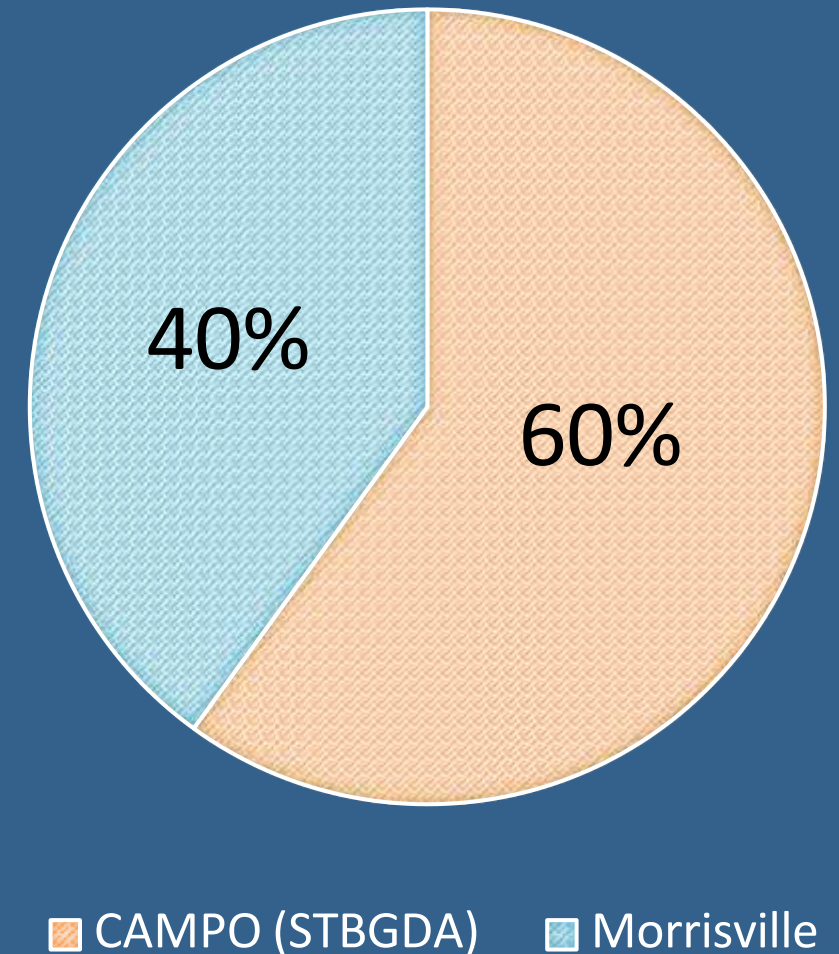
Safety and operational improvement projects are generally included in the Transportation Improvement Program and the Statewide TIP. LAPP projects are not subject to statewide prioritization (SPOT) to be programmed in the TIP/STIP.

Ideas to Reality – Small Projects

Town of Morrisville- Airport Blvd Extension

Construct extension of Airport Blvd in Morrisville to complete corridor

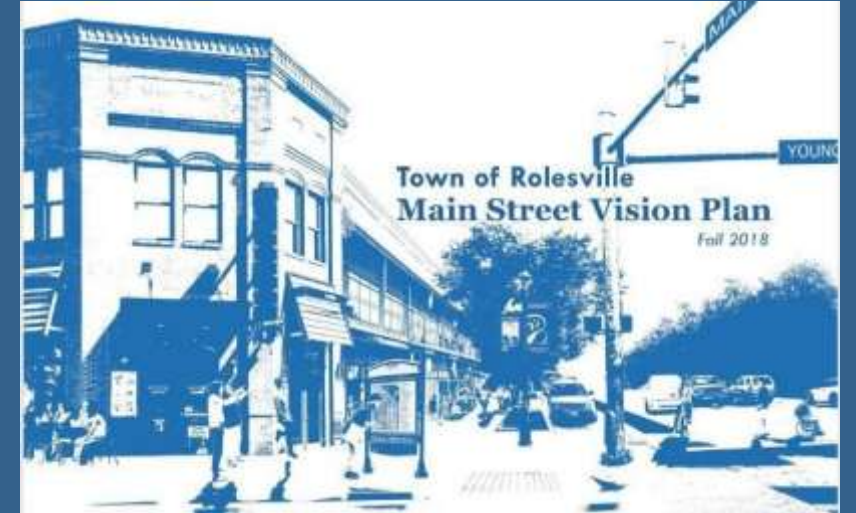
- Project submitted to LAPP over multiple years - the highest scoring roadway project in the FFY22 round. Town partnered with NCDOT - NCDOT to construct and manage project, while Town provides local match.



Ideas to Reality – Small Projects

1) Rolesville Main Street Vision Plan

- Planning Study in the FY 2018 UPWP



2) Rolesville LAPP Projects

Two Projects Awarded in FFY 2021 LAPP Round Using Recommendations From Main Street Vision Plan

- Burlington Mills Road Realignment
- Main Street Corridor Improvements



Groundbreaking Feb. 2023

Ideas to Reality – Large Projects

Large Projects (> \$10 million)

Larger, Regionally Significant projects (capacity improvements) are generally required to complete the full planning and project development process.

- **MTP** - Large projects must be included in the MTP and conform to air quality standards.
- **TIP/STIP** - Large projects must be included in the Transportation Improvement Program and the Statewide TIP (generally as an I, R or U project). Projects are typically programmed through the SPOT process.

TIP and STIP must match

Ideas to Reality – One Call for All



Covers All Transportation Projects / Needs

Each fall the MPO will accept candidate projects for consideration

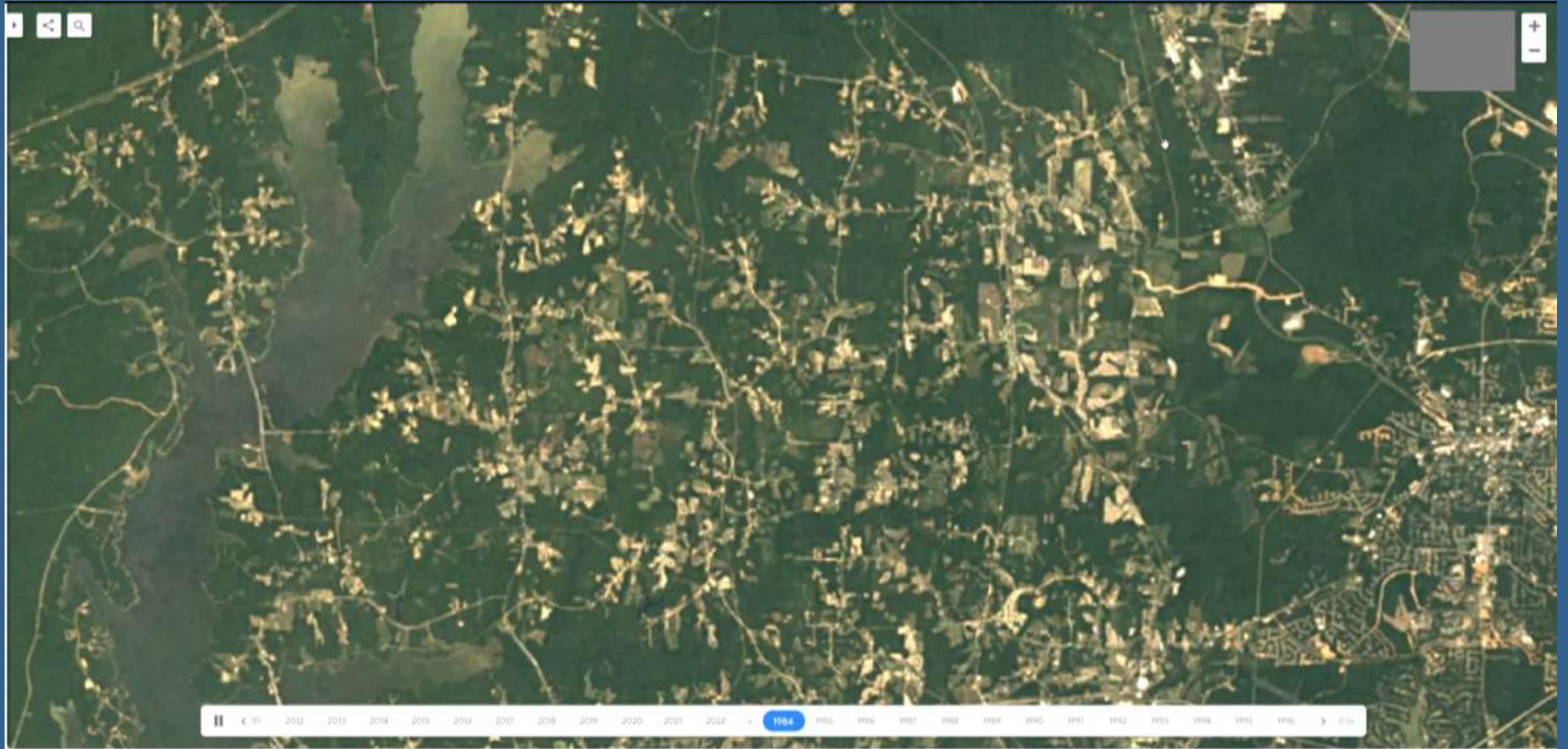
- **UPWP:** Planning and feasibility studies
- **LAPP:** Small projects (operational / safety improvements)
<\$10 million
- **MTP/TIP:** Large projects > \$10 million (*Biennially*)

THE END

Questions/Comments

*Lookout for follow-up email with materials
and survey. Thanks for joining!*

Can You Guess the Area?



Answer:

- West Cary
- Time period: 1984-2022