

N.C. CAPITAL AREA MPO
CAMPO-NC.US

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MPO HISTORY

The N.C. Capital Area Metropolitan Planning Organization (MPO) serves communities in Chatham, Franklin, Granville, Harnett, Johnston and Wake Counties.

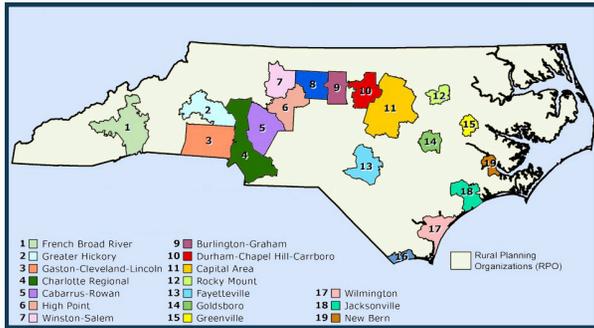


WHAT IS AN MPO?

According to The Federal Aid Highway Act of 1962, areas considered by the Federal Census to be urban in nature with a population of at least 50,000 must have a **continuing, cooperative, and comprehensive (“3C”) transportation planning process.**

An MPO is:

- Federally mandated and funded
- Transportation policy-making organization
- Made up of representatives from local governments and governmental transportation authorities



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.

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 “3-C” Transportation Planning Process.
 - Established MPOs, for all urbanized areas with populations in excess of 50,000, as a requirement for receiving federal funding.

LAWS AFTER 1990

- 1991** ISTEA (Intermodal Surface Transportation Efficiency Act)
- 1998** TEA-21 (Transportation Equity Act – 21 st Century)
- 1999** NCGS 136-66.2 “Comprehensive” Transportation Plans (CTP)
 - Multi-modal Planning
 - Mutually adopted by NCDOT & MPO
 - Rural Planning Orgs. established 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
 - Continues many 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