



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** – Please post name and organization in **chat**

Today's Presenters:

Chris Lukasina, CAMPO Executive Director

Shelby Powell, CAMPO Deputy Director

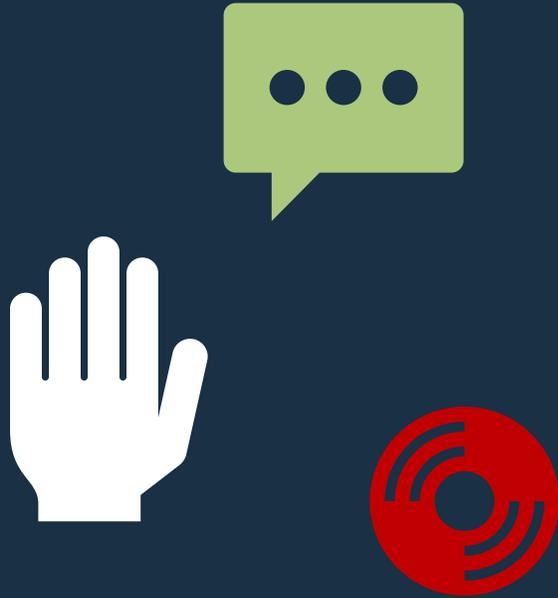
Alex Rickard, CAMPO Deputy Director

Ben Howell, Wake Transit Program Manager

Sarah Keach, Mobility Manager

3.5 AICP CM Credits: Reference # 9324221

MPO 101 Logistics



- Post questions in the chat box anytime
- Raise hand to unmute
- Meeting is being recorded



- Presentation with Q&A breaks
- Two breaks

3.5 AICP CM Credits: Reference #9324221

Presentation Outline

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

In this presentation:



Website Resource



**Opportunities for
involvement**

MPOs: History/Context

Advent of Transportation Planning in the U.S.

“You want roads, trains, and trails...?”

“...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



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

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)

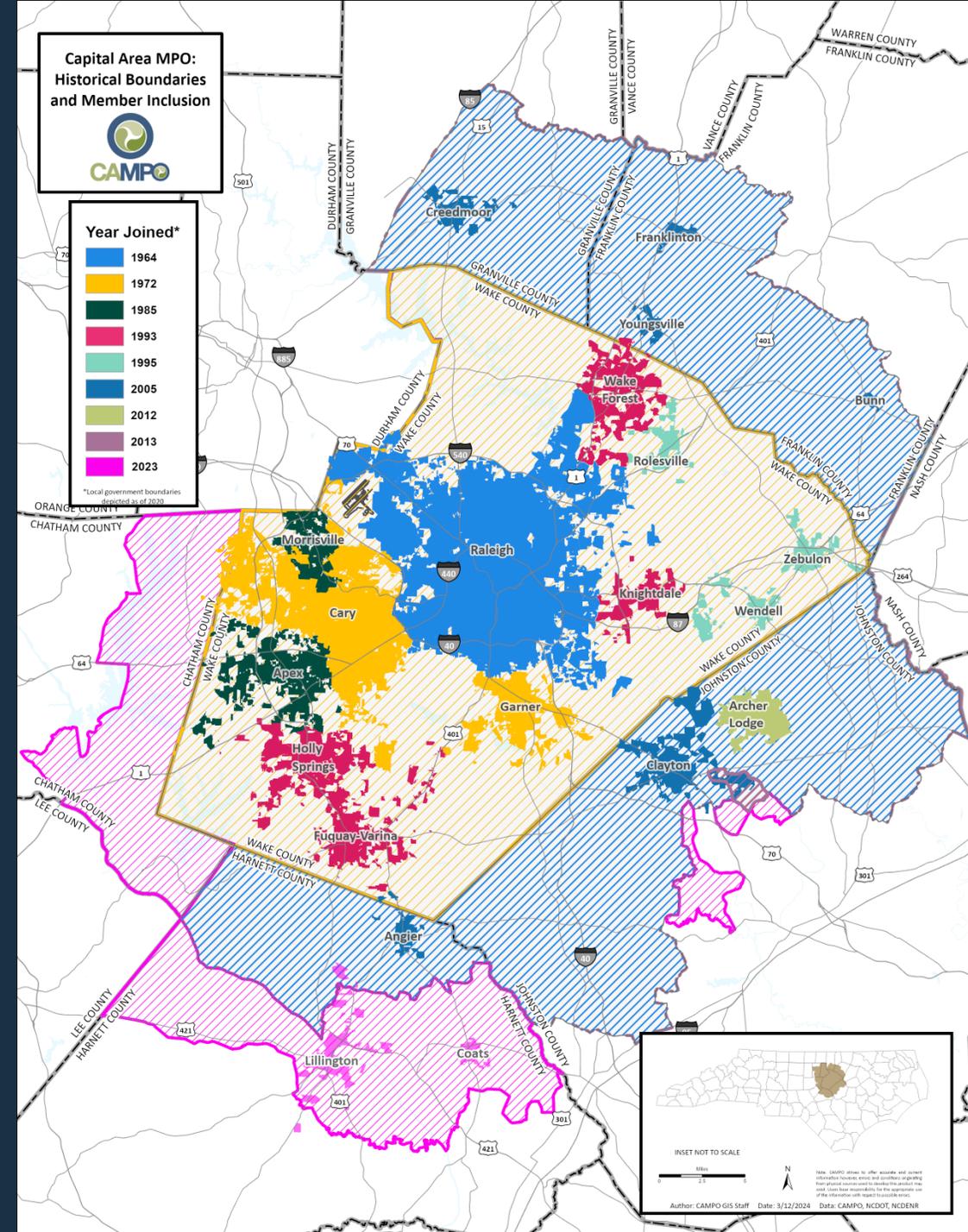
How are the MPO boundaries determined?

Federal regulation

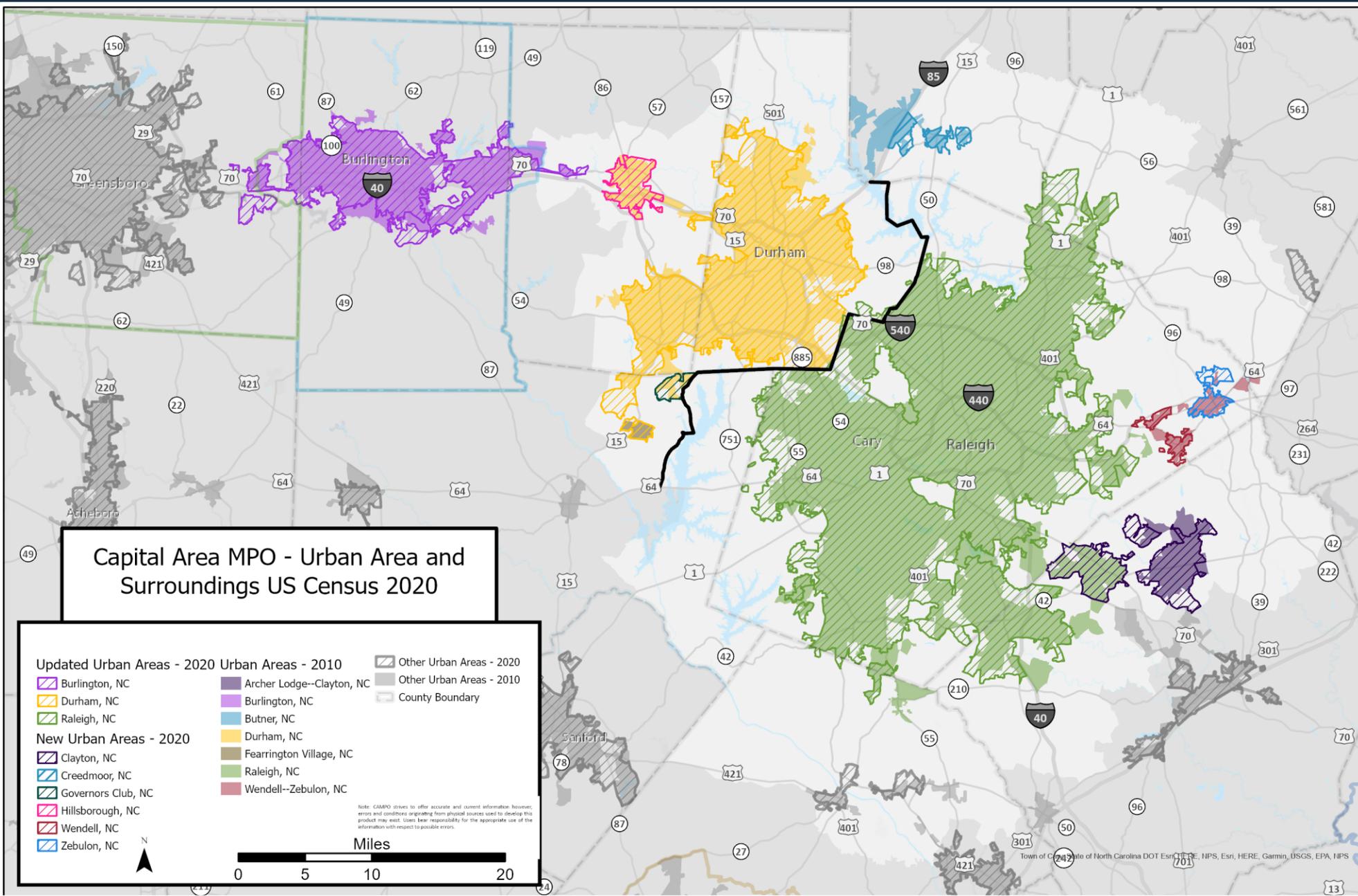
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Boundaries reviewed every 10 years based on census

= Existing urbanized area + 20-year forecast

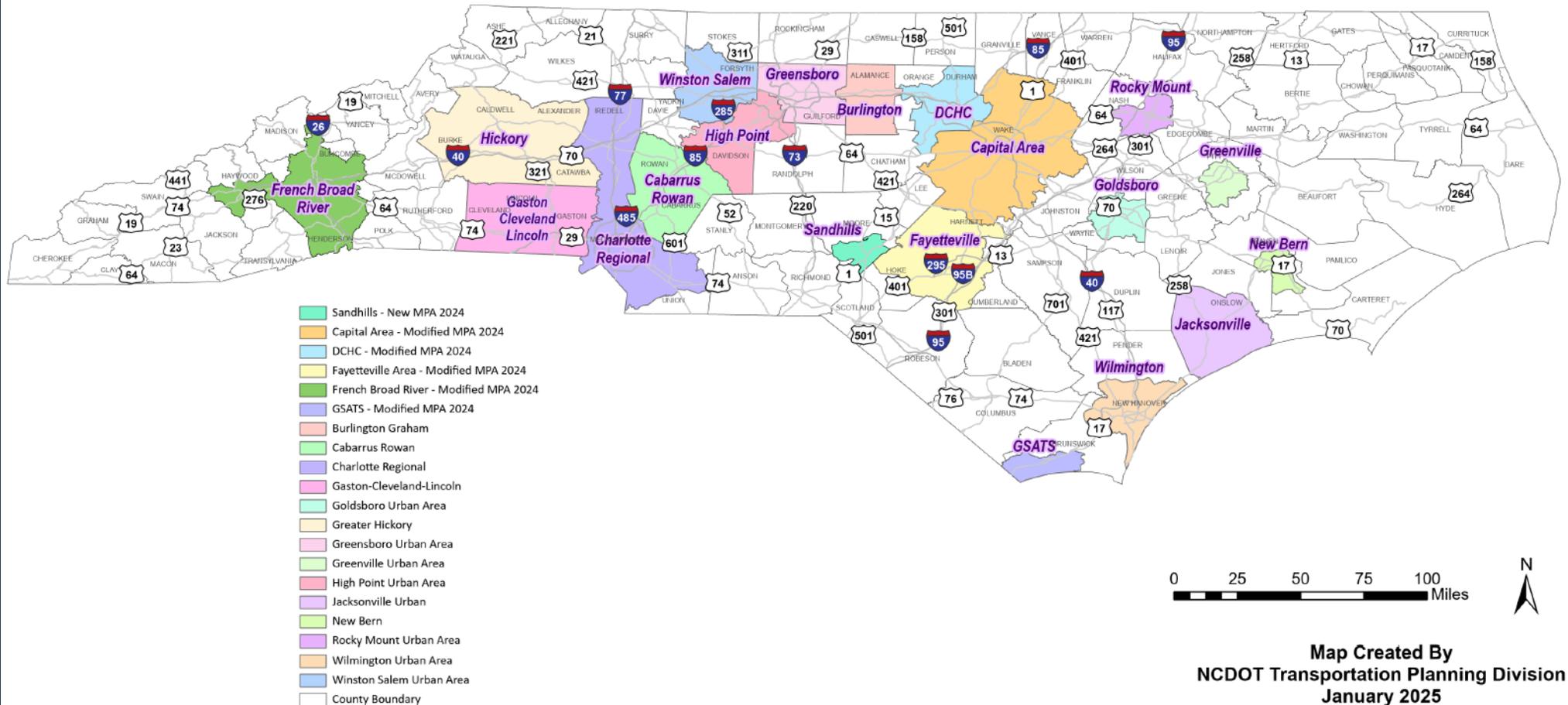


Urbanized Area vs. MPO Boundary

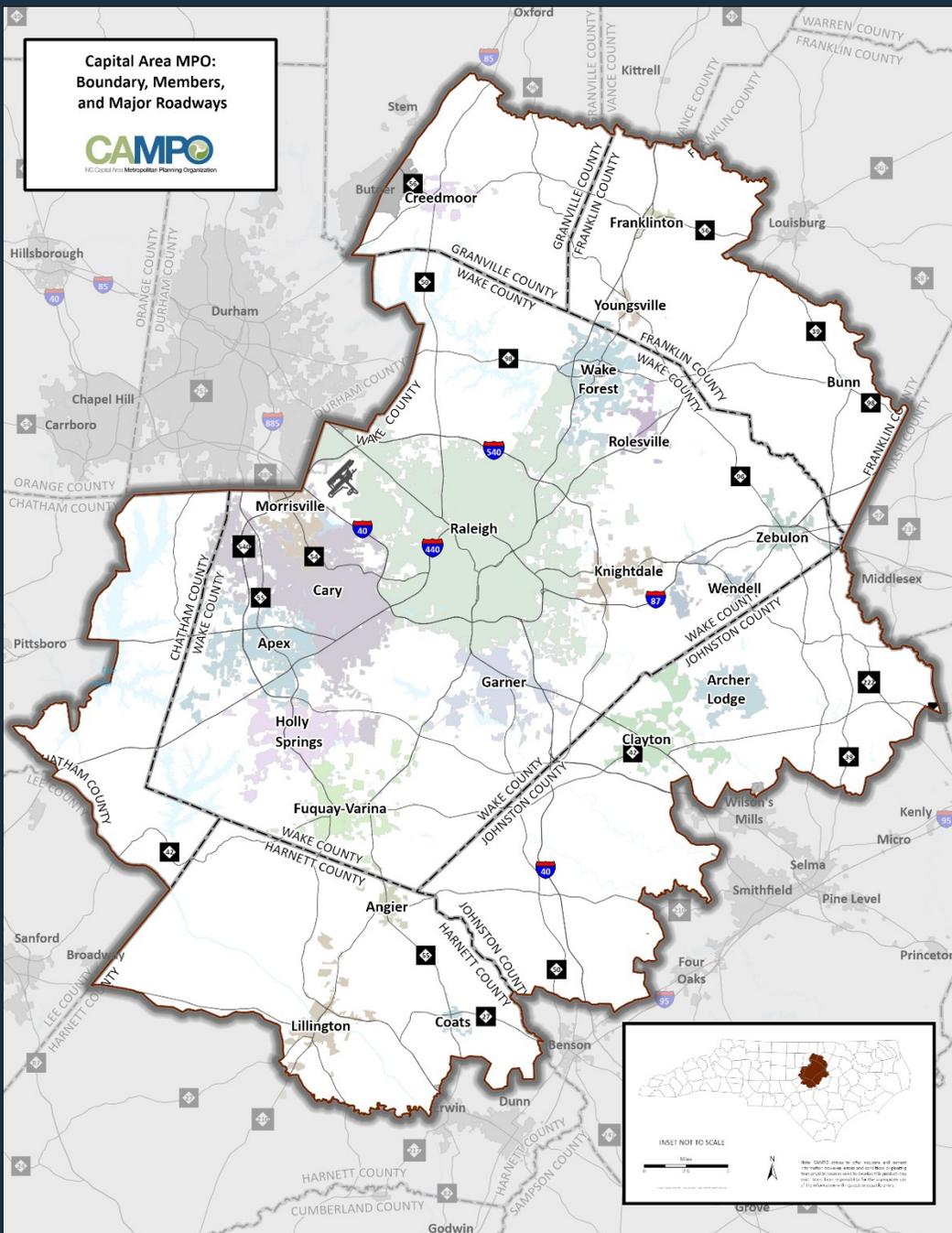


North Carolina Metropolitan Planning Areas

In N.C.:
20 MPOs
&
18 RPOs



CAMPO



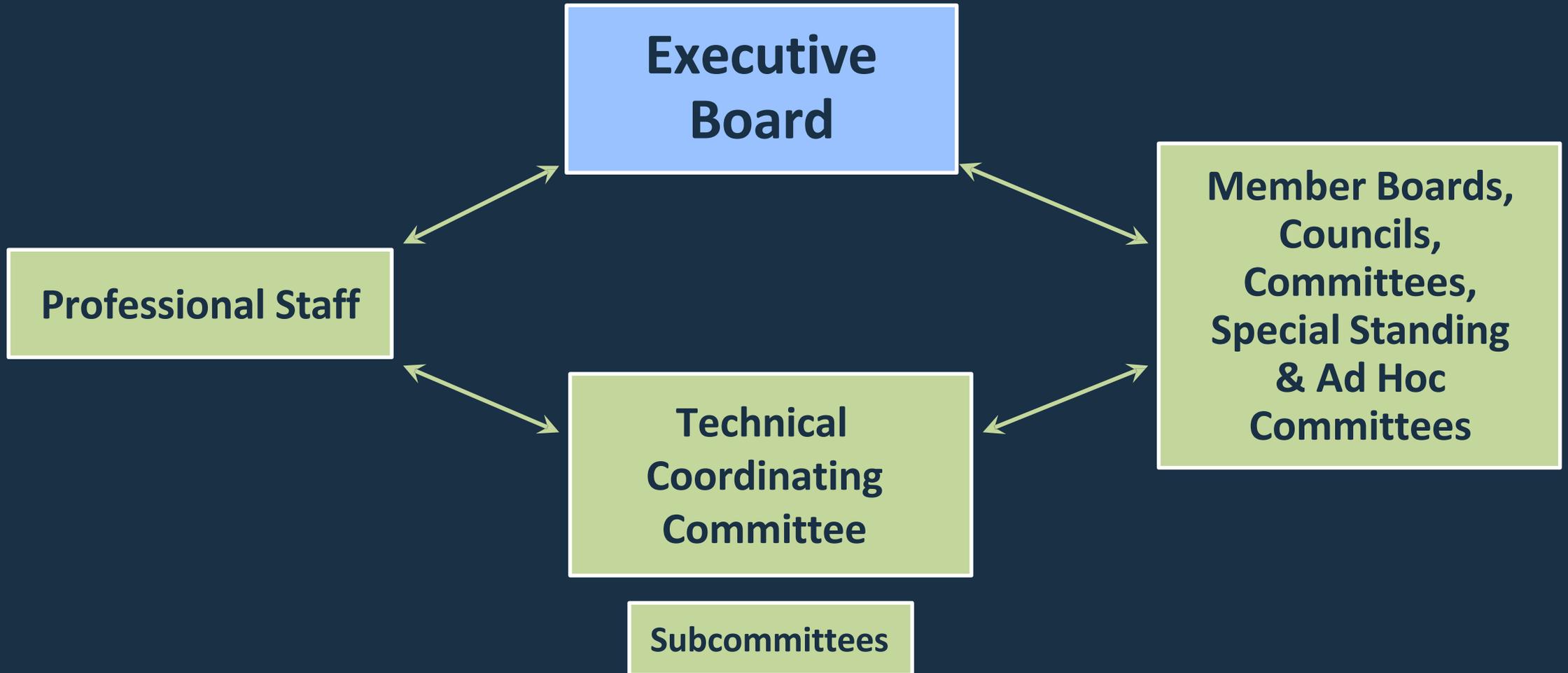
CAMPO

- Elected officials and staff representing 6 counties and 21 municipal jurisdictions
- All of Wake and parts of Chatham, Franklin, Granville, Harnett, & Johnston Counties
- Combined 2024 population of ~1.5 million (~14 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 3:00 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 Lists: 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 25

Professional Staff

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



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

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



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

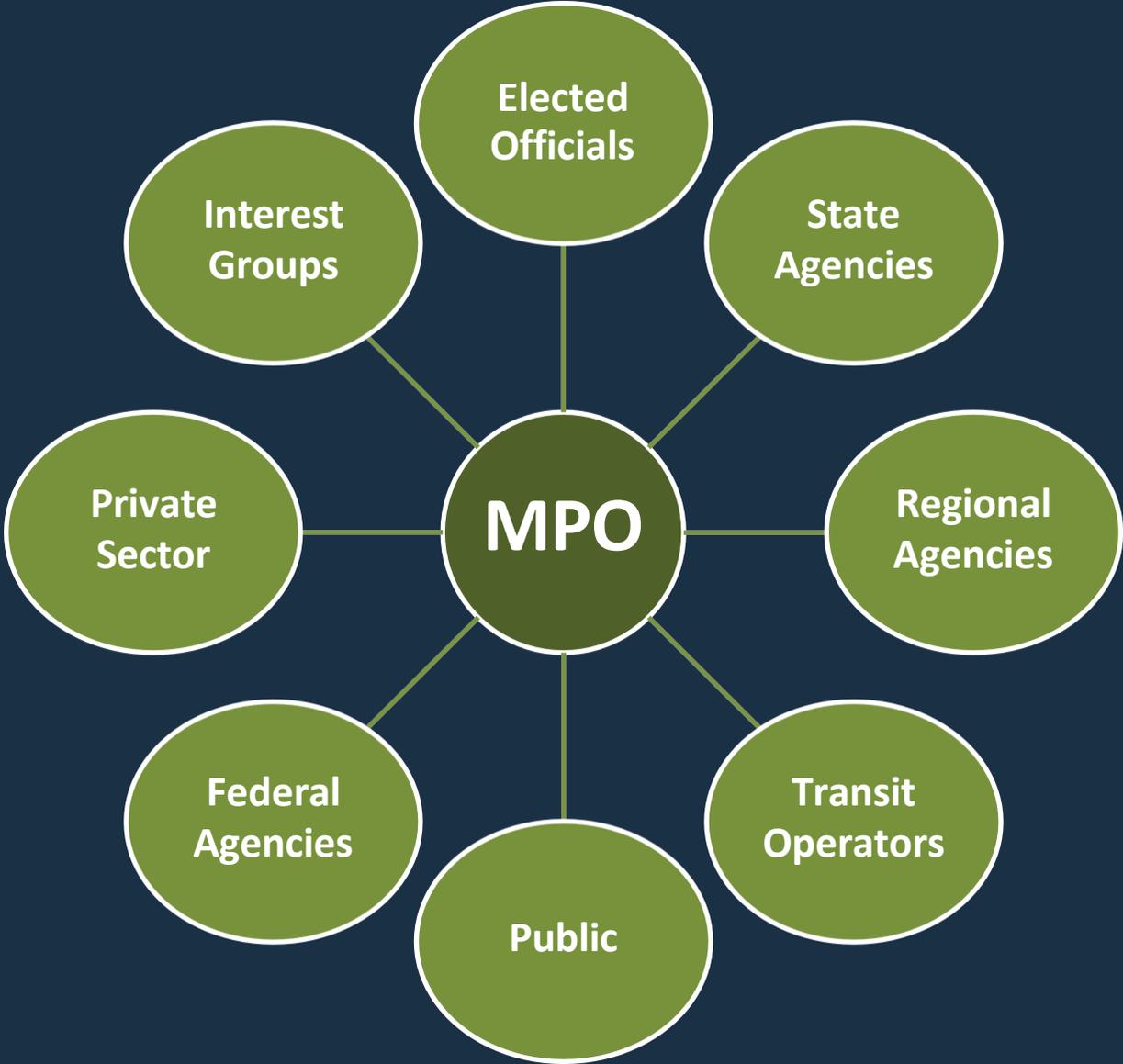


campo-nc.us/about-us/campos-strategic-plan



Our Partners

Who else is involved?





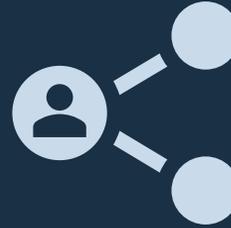
Our Partners: **YOU!**



- 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 org.
 - 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 transportation 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 CRISI grant to purchase freight line for future passenger service.

The Triangle Rail is called the "rolling cube" for future high-speed rail service between Raleigh, NC, and Greensboro, NC.



TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

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 Might Benefit

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



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 connection 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.

- 16% 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

What success looks like: NCDOT Complete Streets policy implementation is based on the land 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



TRIANGLE METRO REGION Chatham, Durham, Franklin, Granville, Harnett, Johnston, Lee, Moore, Orange, Wake

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



Our Partners in this Region

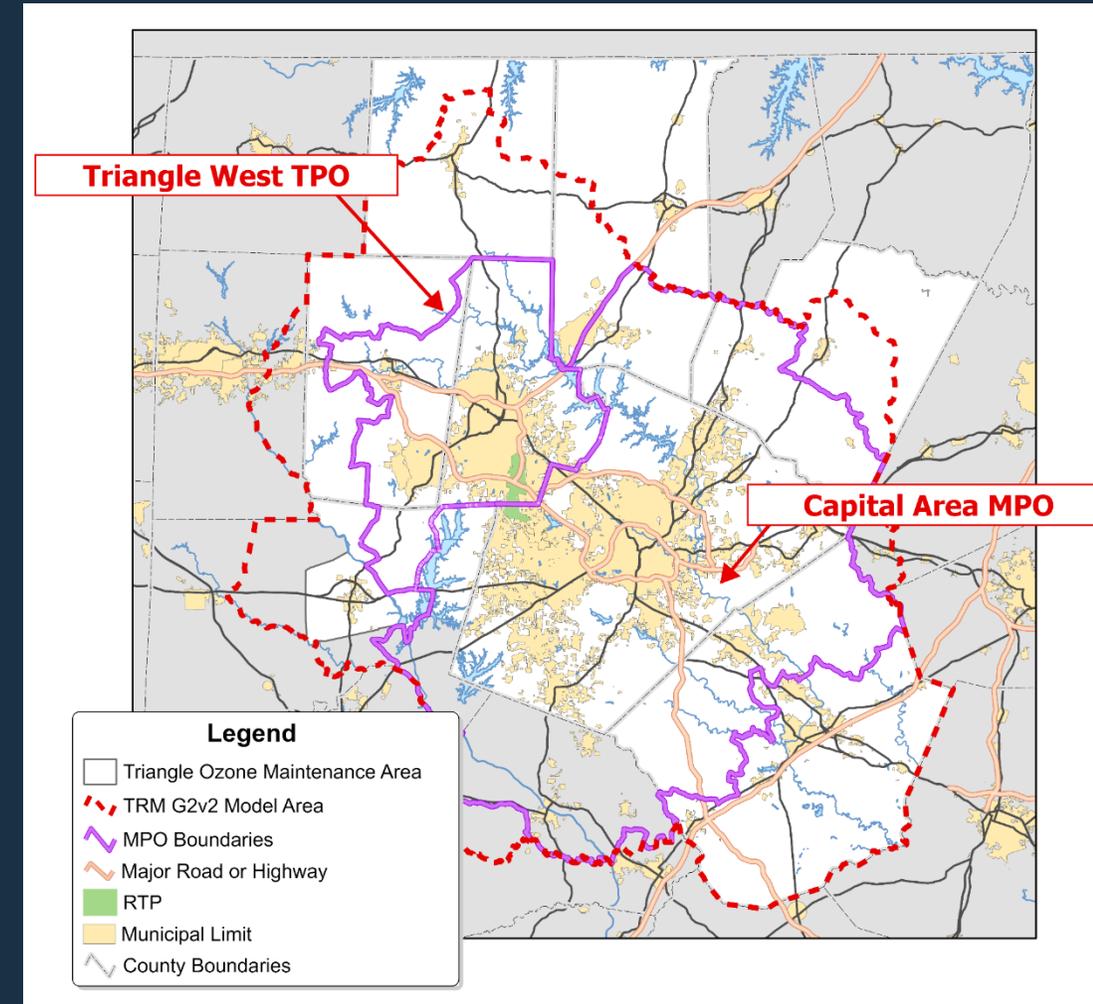
Triangle West Transportation Planning Org.

- All of Durham and parts of Chatham and Orange counties

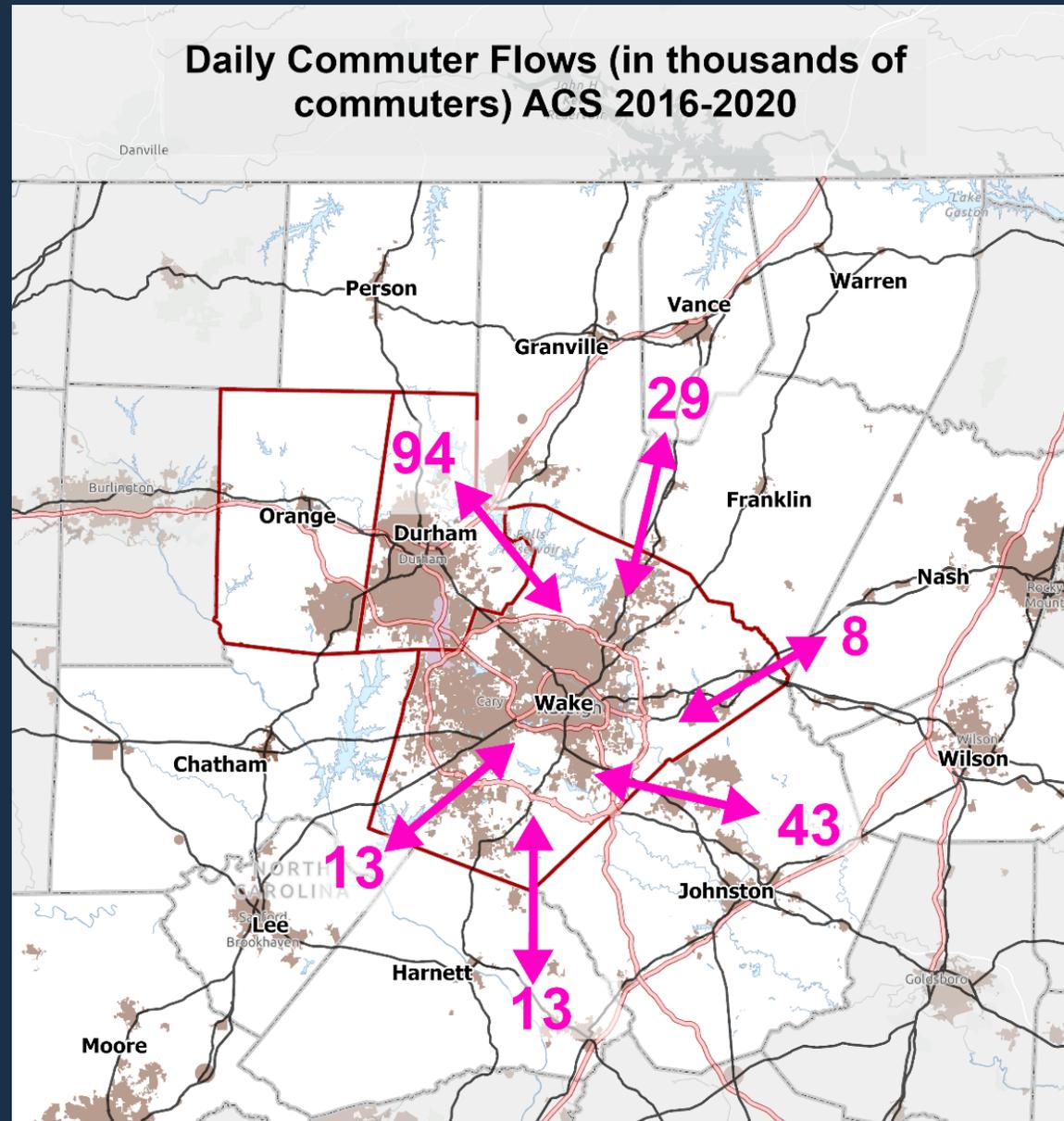
Our air quality region includes small portions of Burlington-Graham-Haw River MPO

Often partner with Triangle West, NCDOT, CPRC to conduct studies, plans

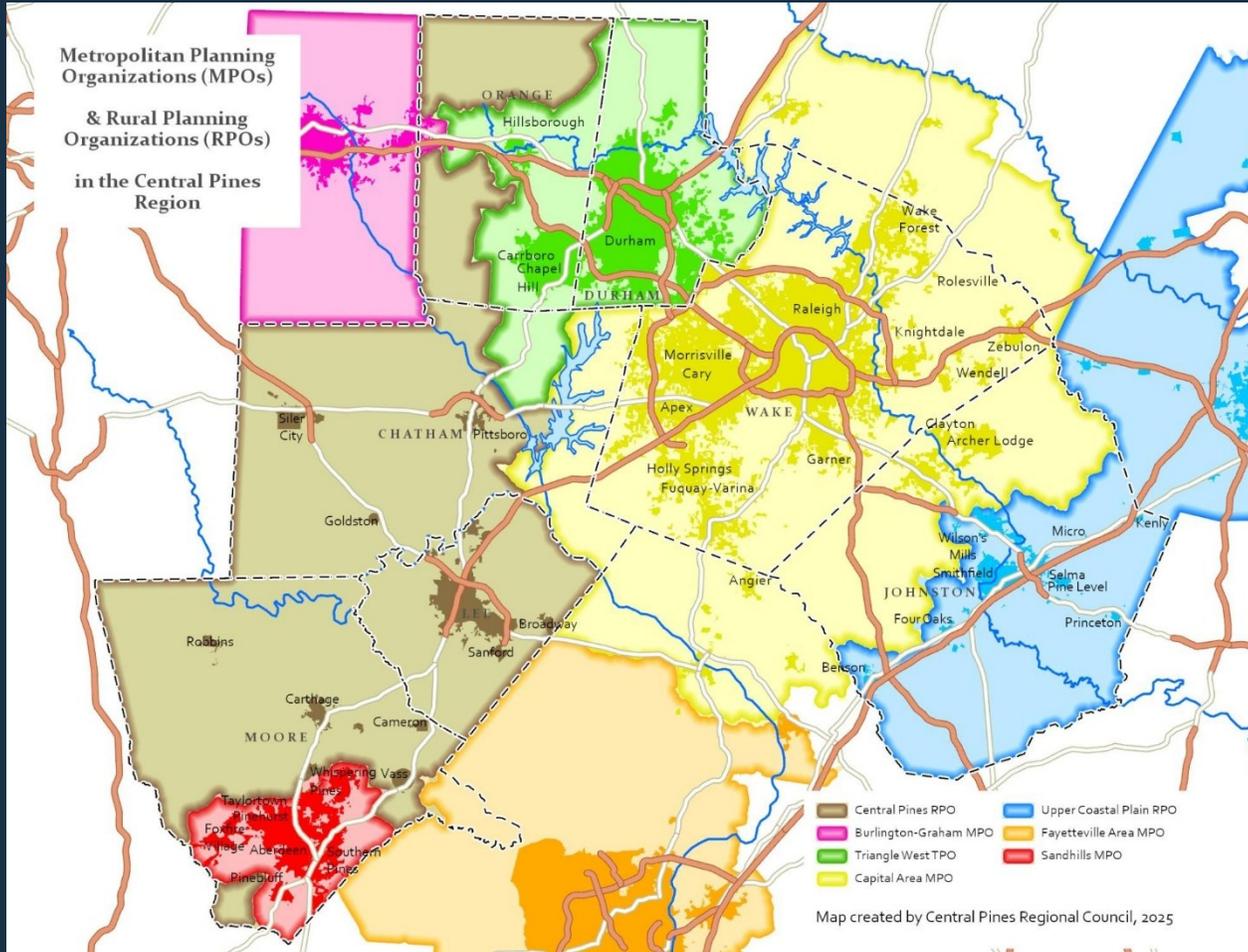
- MTPs
- Triangle Bikeway Implementation



Why the “2 Sides of the Region” Plan Together



Our Partners: Central Pines Regional Council (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

Central Pines

Upper-Coastal Plain

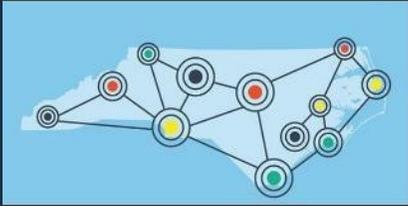


Two Dachshunds Farm, Franklinton

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, Safety, Transit)
- Project Development, Design, Environmental
- Support (GIS/Mapping, Crash, Pavement, OCR etc.)
- NC Turnpike Authority (NCTA)
- Aviation (includes Unmanned Aircraft, or drones)
- Rail Division

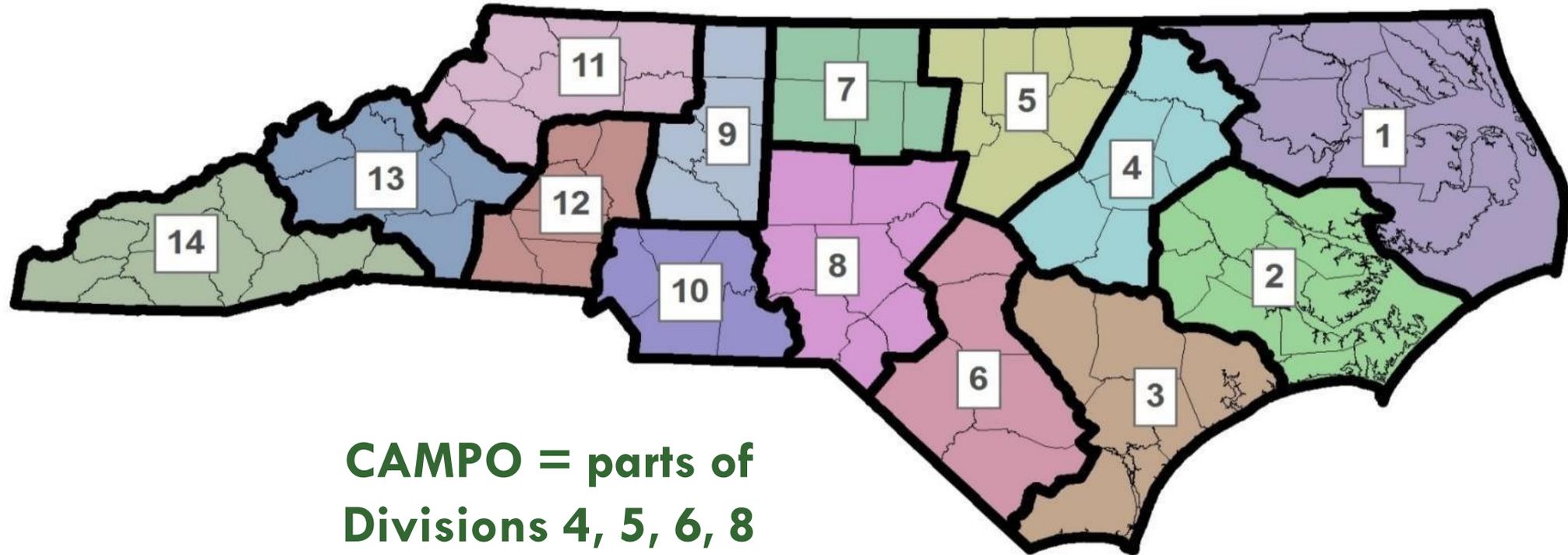


NCDOT (cont'd)

- 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.
- 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**



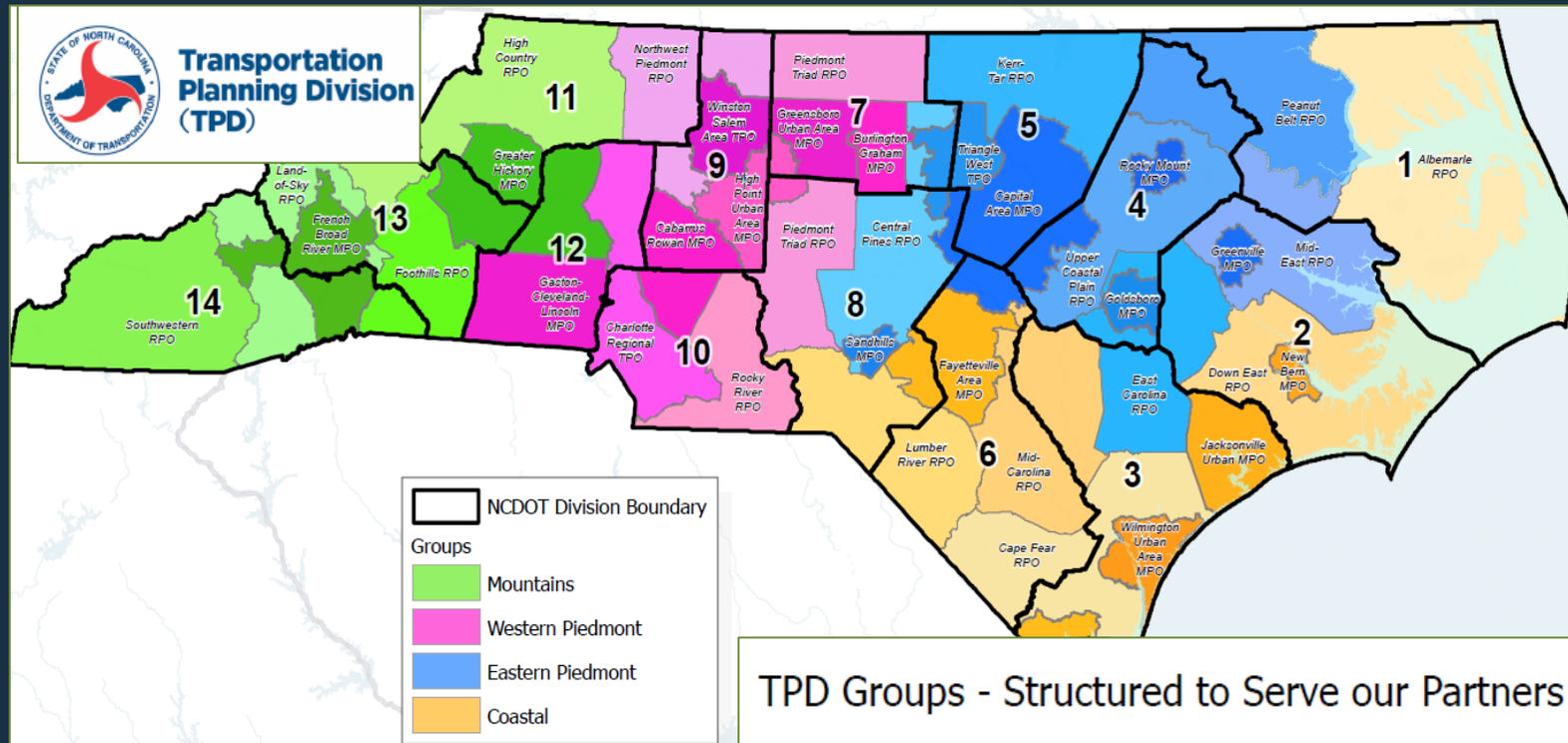
Our Partners: Federal Transit Administration (FTA)



- Public transportation (“transit”) includes buses, subways, light rail, commuter rail, passenger 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 conducts a quadrennial certification review process for all MPOs
- Provides technical assistance and project review assistance
- FHWA funds are allocated to, and administered by, NCDOT's Transportation Planning Division and used to support planning activities.



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?

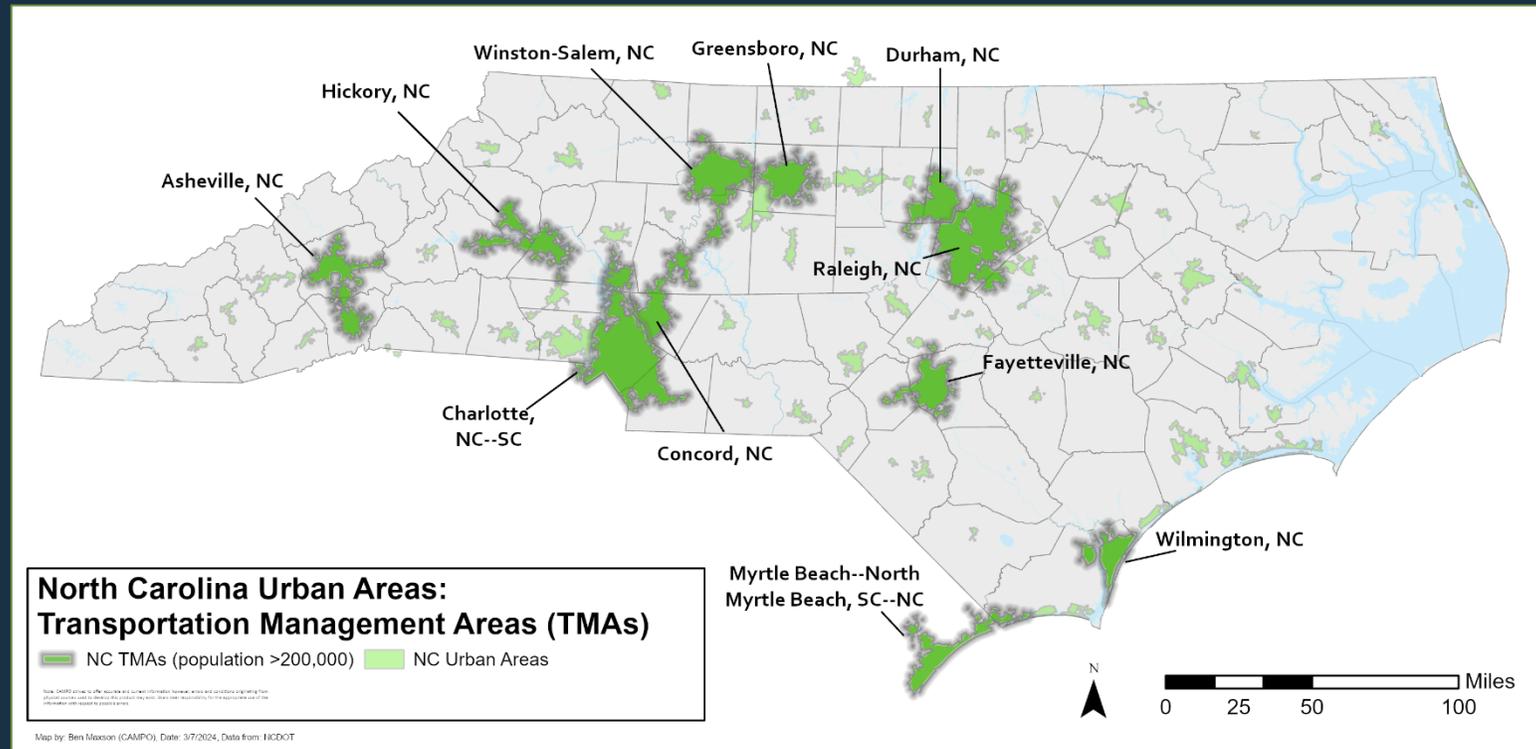
*Post questions in the chat or
use the “raise hand” tool to verbally share questions.*



Planning Requirements

TMAs (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



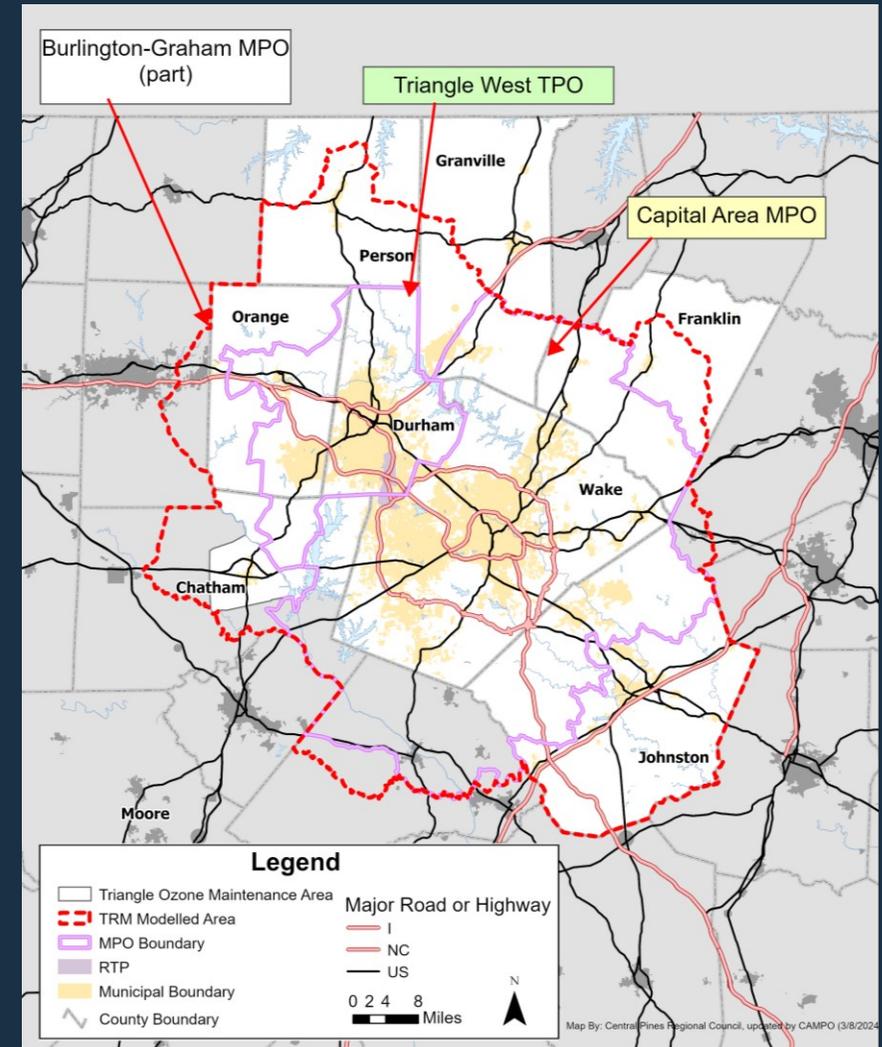
MTP & Air Quality Conformity

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

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

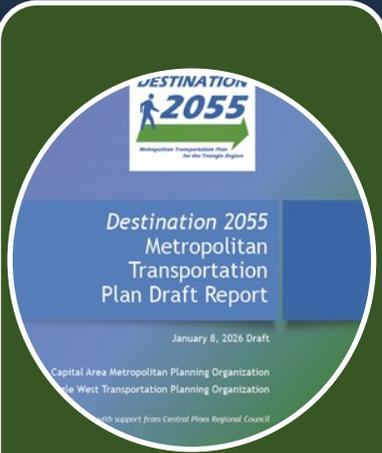


2055 MTP adopted in Feb. 2026!



campo-nc.us/transportation-plan

Congestion Management Process (CMP)



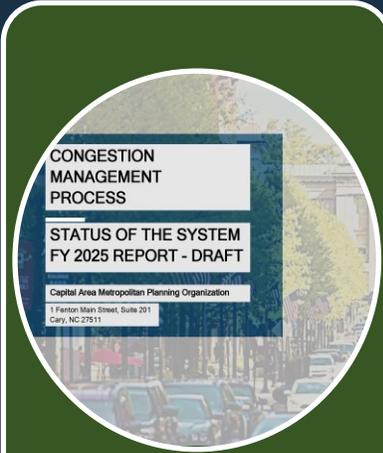
Metropolitan Transportation Plan (MTP)

- Every 4 Years
- Informed by previous planning efforts and lays out future efforts



Congestion Management Process (CMP)

- Must follow the policy of the currently adopted MTP



Status of the System (SOS)

- Annual report
- Report card of congestion impacts to the CMP Network and CAMPO planning area



Top 10 Bottlenecks Report

- Updated Quarterly
- Leads up to the SOS

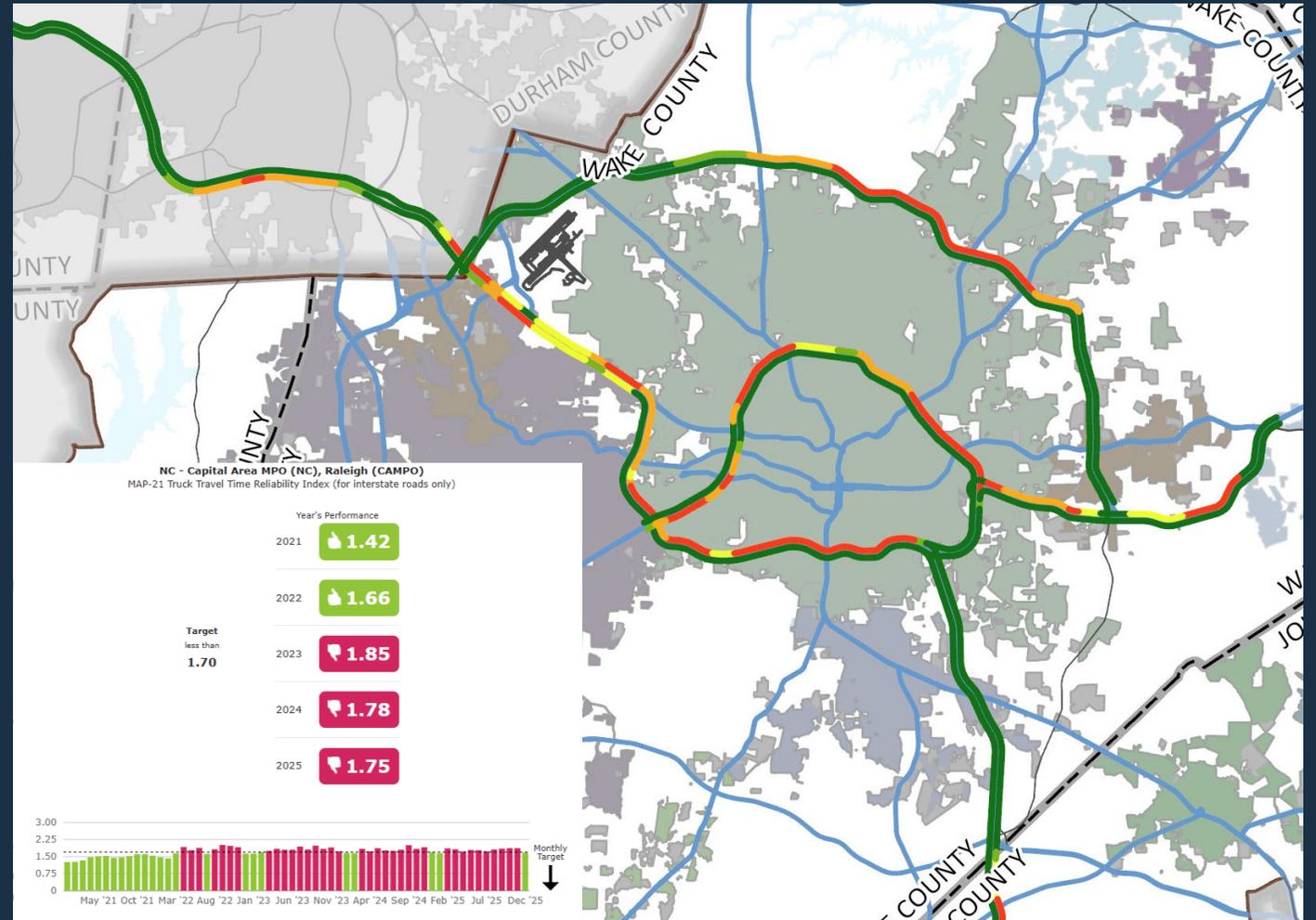
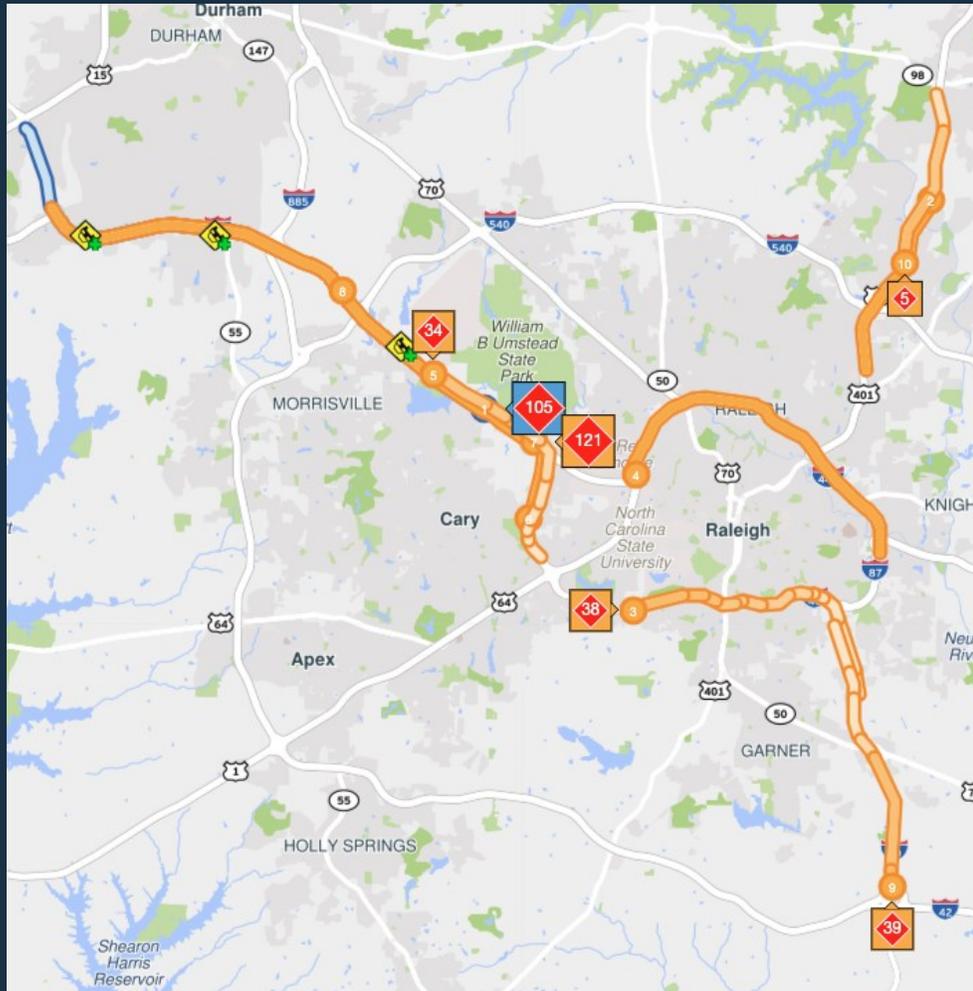
CMP Objectives

- 1: Improve Travel Time Reliability and Efficiency
- 2: Enhance Public Transit Services and Infrastructure
- 3: Enhance Safety and Operational Performance
- 4: Promote the Development of a Sustainable, Health-Oriented, and Multimodal Transportation Network
- 5: Enhance Traveler Information and Demand Management



CMP: Status of the System Report

Our Annual Congestion Report Card



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 measures** that help our region meet established regional goals and objectives as well as state targets in a variety of areas.



Federal Performance Measures

TARGETS are determined by MPOs and states



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

Transit

- Asset Management & Safety

IIJA (2021)



- 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, Safe Streets 4 All



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



Questions?

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



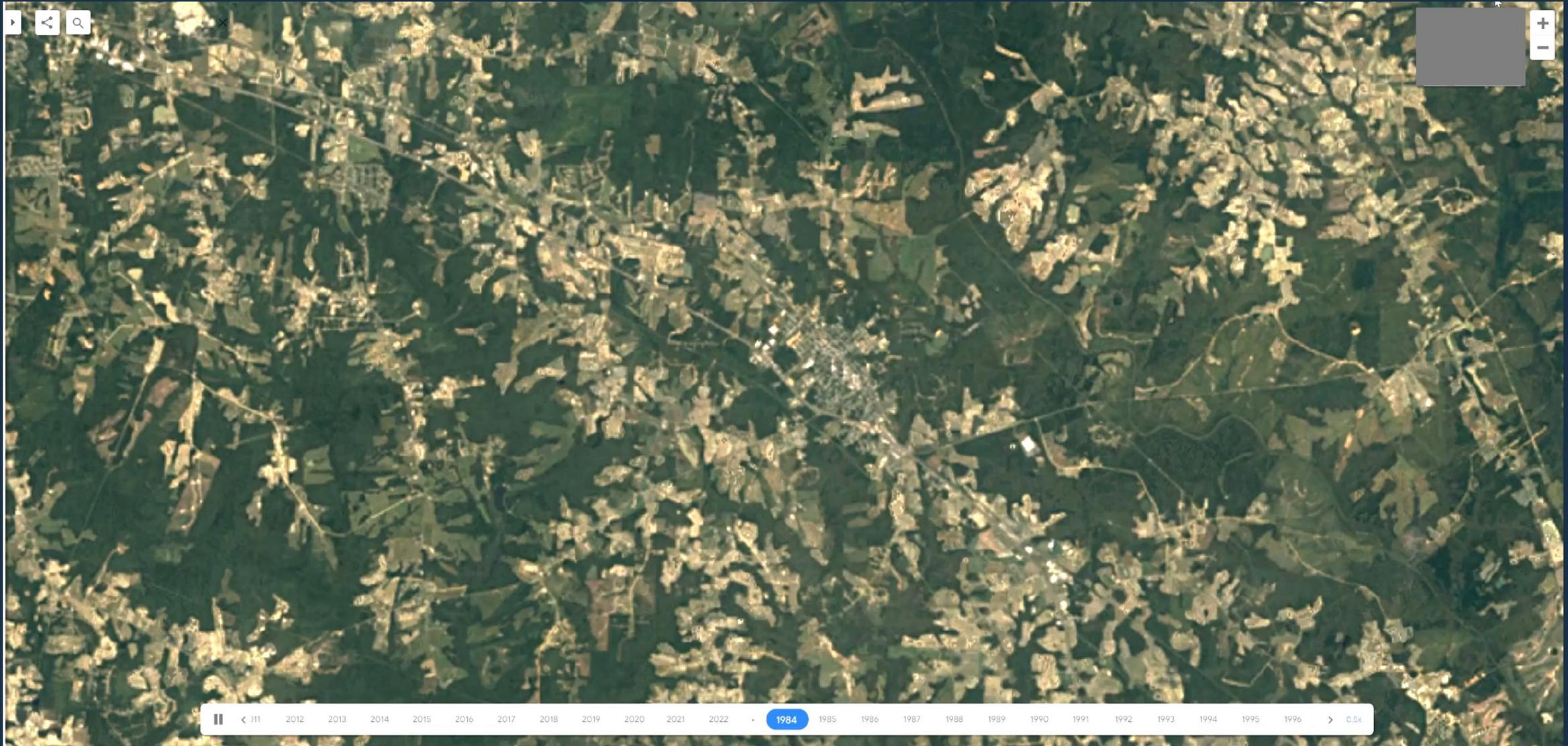
Breaktime



Photo by Timo Volz on Unsplash

Can You Guess the Area?

(1 of 2)



Answer:

Clayton

Time period: 1984-2022

Fun Fact:

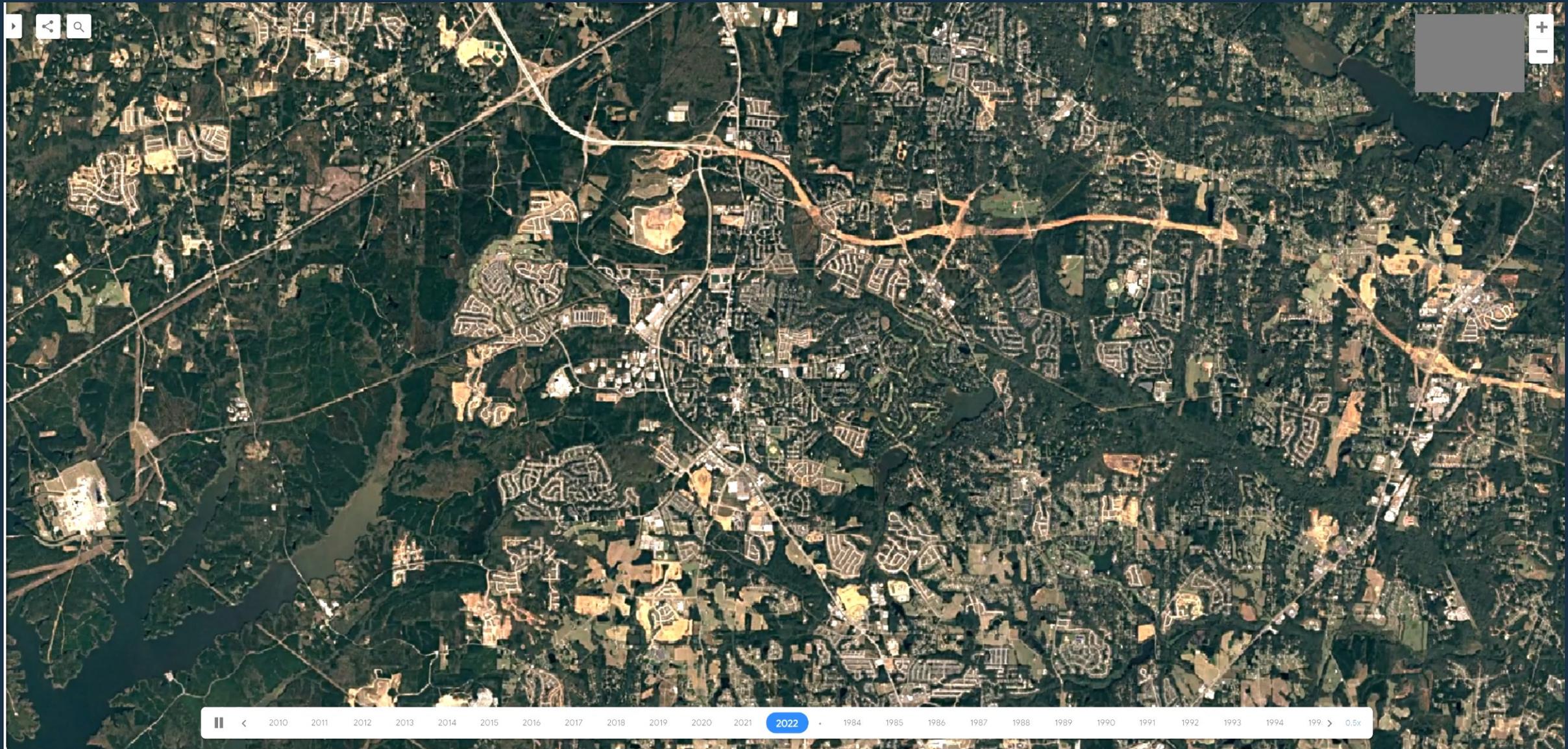
When the Town of Clayton joined CAMPO, it had a population of 10,245.

Today the Town has tripled in population to over 30,000!

**Numbers from 2005 and 2023 NC State Demographers Office Population Estimates*

Can You Guess the Area?

(2 of 2)



Answer:

Holly Springs

Time period: 1984-2022

When developing the first MTP, the 2025 LRTP, CAMPO's model forecasted the population and employment expected for the year 2025.

This model was run in 1997 and, in Wake County, these numbers were strikingly accurate:

# of Dwelling Units		
1995	2025 Forecast	2023 ACS Data
203,911	479,059	481,999

# of Jobs		
1995	2025 Forecast	2023 ACS Data
247,898	601,375	602,482

MPO Functions, Programs & Products

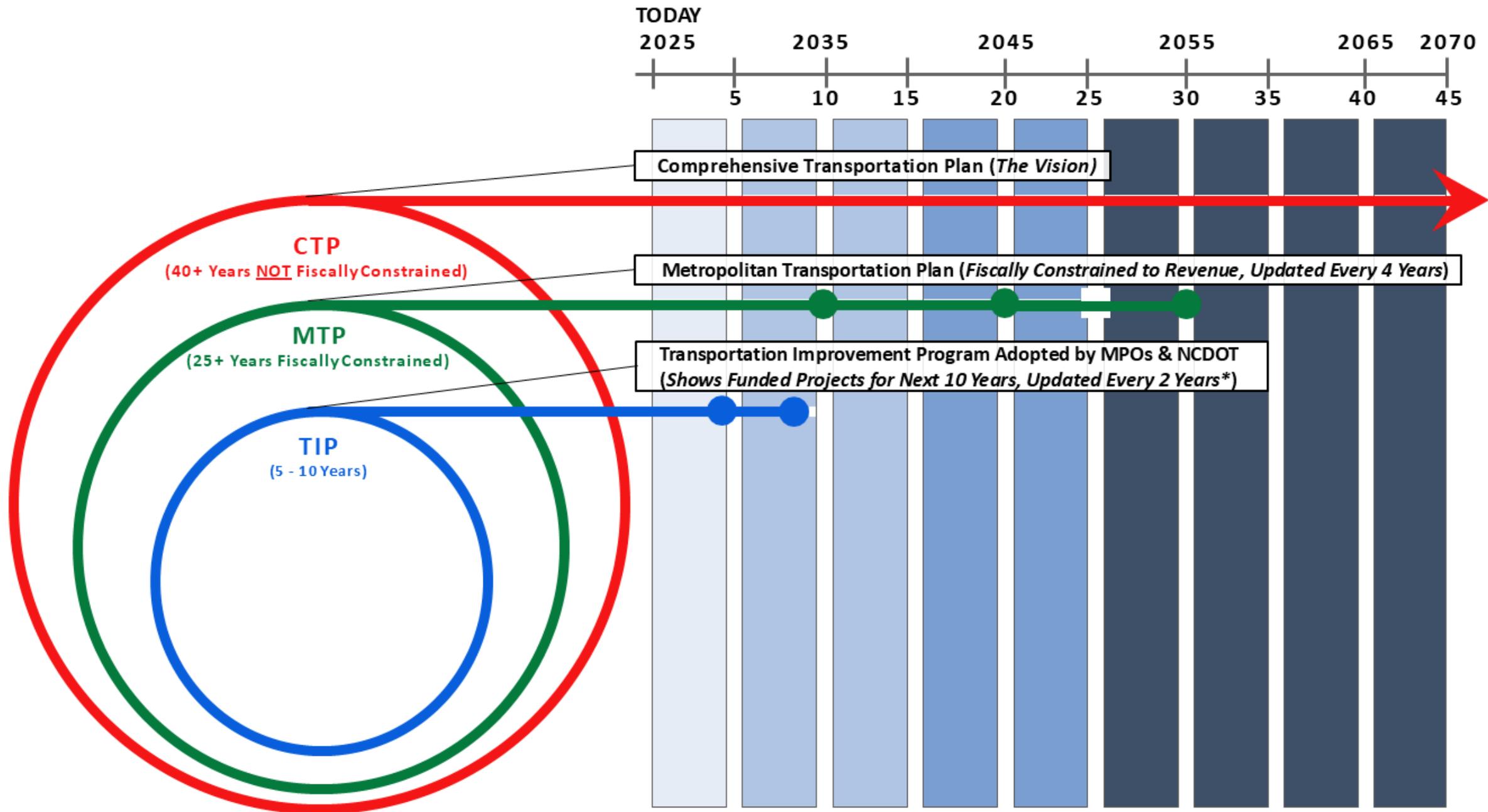
MPO Products



- 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



Comprehensive Transportation Plan (CTP)

A 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)

Planning horizon of at least 20 years (25 preferred)

Updated every 4 years

Fiscally constrained; not a wish list

Projects must be consistent with MTP if

- *Funded with federal funds*
- *Regionally significant*



Our Plan

- Joint plan with Triangle West
- 2055 Adopted by Executive Board in February 2026!



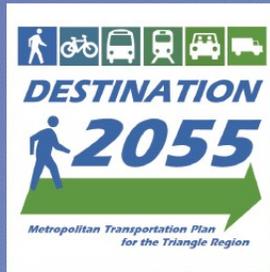
campo-nc.us/transportation-plan



Metropolitan Transportation Plan (MTP)

- Long-range guide for major transportation investments in CAMPO region
- Recommends major transportation projects, systems, policies and strategies
- Emphasis on maintaining our existing systems and serving the region's future mobility needs
- Our MTP is integrated with land use and air quality strategies and goals for the urban area.
- Federally Mandated
- Plans for all modes of transportation
- Extensive public involvement

Joint MTP Development – 2055 Elements



Destination 2055 Metropolitan Transportation Plan Draft Report

January 8, 2026 Draft

Capital Area Metropolitan Planning Organization
Triangle West Transportation Planning Organization

with support from Central Pines Regional Council



Goals, Objectives & Performance Measures

Regional Transportation Model (G2)

Population and Job Forecasts

Consistent Financial Plan and Assumptions

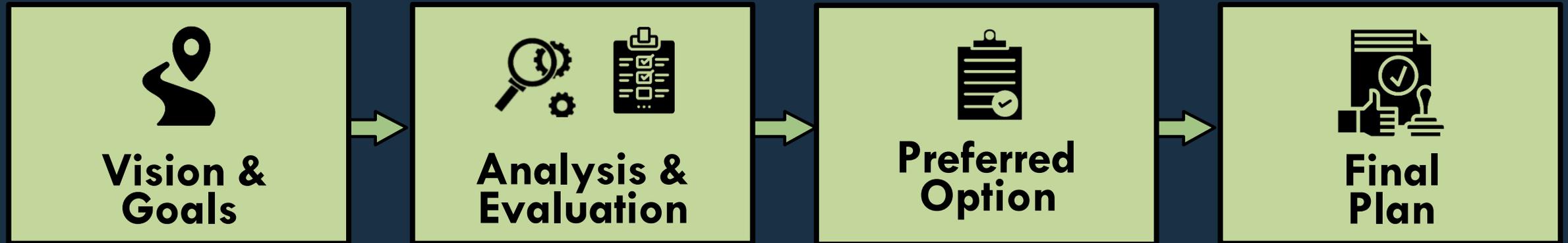
Alternative Scenarios and Major Milestones

Title VI Analysis

Joint Projects and Programs

MTP Update Process – Public Involvement Milestones

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 2055 MTP.

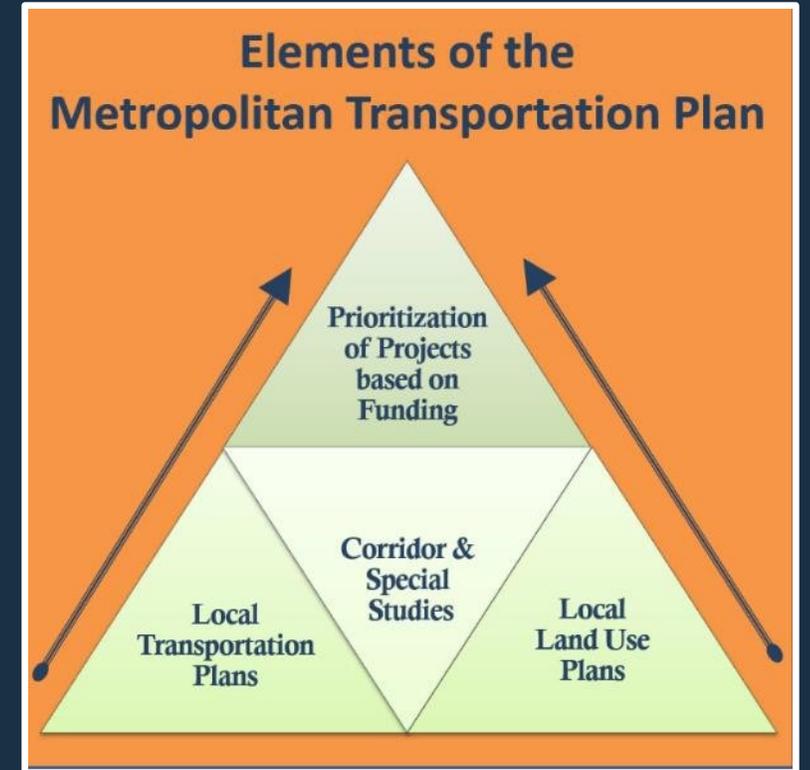


Planning Activities that feed into the MTP

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

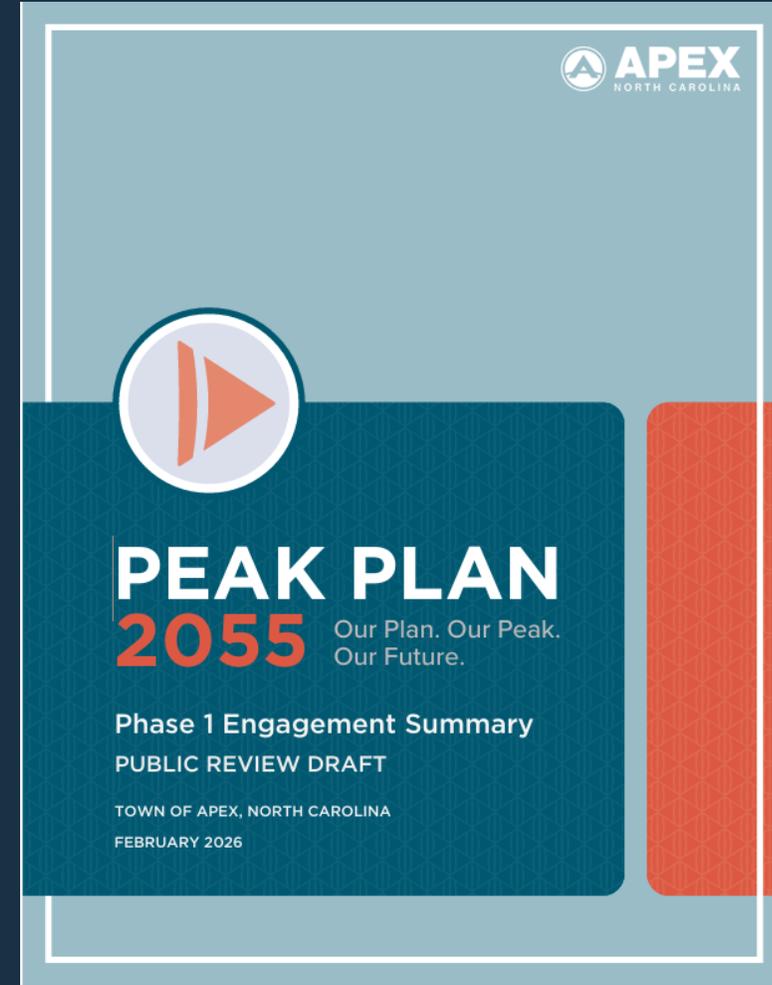


MTP: Every four years



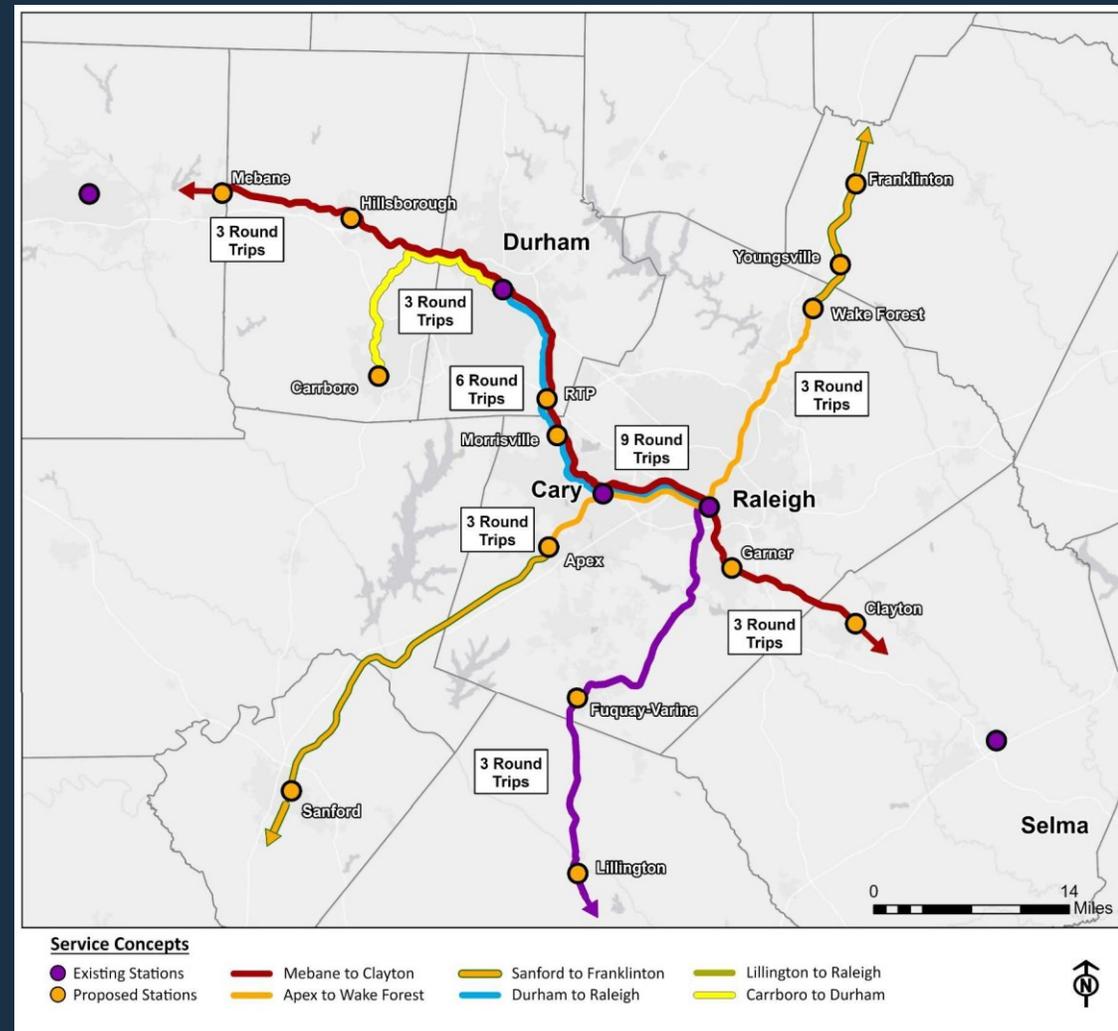
Example: Apex Comprehensive Plan

- Provides basis for land use assumptions for Regional CommunityViz model and future socioeconomic (SE) forecasts
- Provides local transportation recommendations and priorities
- Will help inform which projects to prioritize, by decade, during the development of the 2060 MTP



Example: Strategic Rail Infrastructure Investment Study

- Develop a strategic approach for incremental expansion of Intercity Passenger Rail within the Triangle Area
- Worked to determine where the infrastructure bottlenecks exist to realize the vision of intercity passenger rail and **match each project to its most competitive funding source**. Through ongoing coordination with partners, this study aims to provide more varied and reliable transportation methods.
- Will help inform which projects to prioritize through federal, state, and local funding sources to meet the regional vision.



**Future Triangle
Passenger Rail Network**

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 2027 Unified Planning Work Program and MPO Self-Certification



NEW FY 2027 Studies Proposed:

- Triangle TDM Plan Update (CPRC)
- Smithfield Rd / Grasshopper Rd Area Safety Study (Knightdale)
- Franklinton Southern Bypass Alignment Study
- Knightdale Blvd Corridor Land Use & Transportation Study
- I-40 Vision & Implementation Strategy Study
- Wake Transit Studies:
- Wake Transit Bus Plan Update
- BRT Major Investment Studies



Technical Projects Proposed:

- Project Database Upgrade
- Website Upgrade

FY 2026 Studies Continuing:

- Triangle Bikeway NEPA / Design / GEC
- Eastern Wake ITS Study
- Pleasant Park (Apex) Access Study
- Regional Advanced Air Mobility Study

FY 2027 Unified Planning Work Program (cont'd)

Other Ongoing FY 2027 Work:

- LAPP
- 2060 MTP
- Triangle Regional Model (TRM)
- Blueprint for Safety Implementation
- Public Engagement
- Mobility Management Program
- Wake Transit Plan Administration
- Technical Assistance
- Safe Routes to Schools Program
- Transportation Demand Management
- Congestion Management Process
- MPO Strategic Plan Implementation

Budget:

\$0.92 per Capita Member Share

Indirect Cost Estimate - \$175,000

Blueprint for Safety Implementation



Safety Plan Goals

Achieve significant reduction in fatalities and serious injuries on the region's transportation system.

- Inform other regional efforts
- Increase awareness of transportation safety and risks
- Identify needs and recommended safety improvements
- Ensure consistency with HSIP and USDOT funding programs
- Follow a Safe System Approach



Plan adopted June 18, 2025

Putting the Blueprint for Safety into Action

Safety Policy & Culture Task Force



Provides input and shared learning for how safety is prioritized, perceived, and practiced in the region.

To join, email Caleb.Allred@campo-nc.us

Safety Projects Task Force



Provides input on project selection and design processes and uses funding streams designated for safety projects.

To join, email Evan.Koff@campo-nc.us

Members: Public officials across government agencies, including planning, civil engineering, public health, law enforcement and emergency management, and community groups with a focus on transportation safety. Meetings are quarterly.



<https://publicinput.com/blueprintforsafety>

Triangle Regional Model Generation 2 (TRMG2)

- Travel forecasting tool that supports regional transportation planning
- Mathematical computer model used to develop and evaluate strategies that support mobility, access, economic health and quality of life

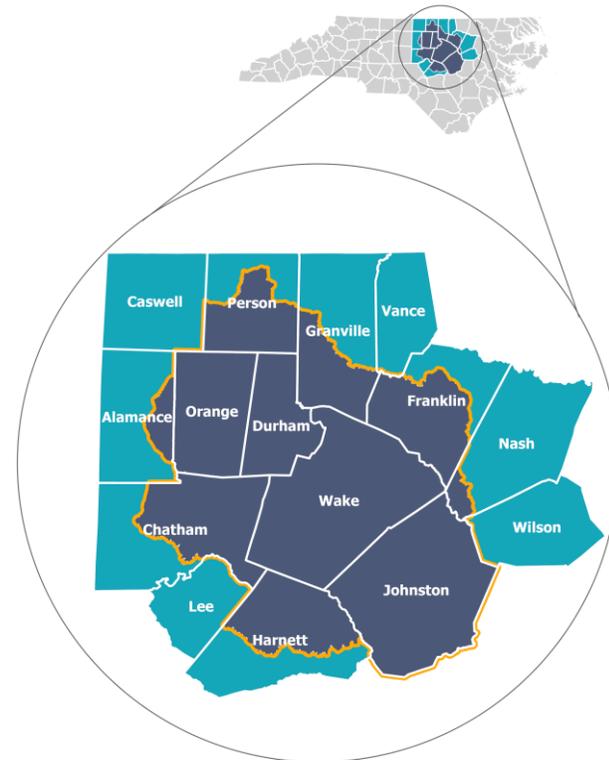
Partners



Area Covered by the TRM

- 3,881 square miles
- Includes 46 jurisdictions
- 3,147 analysis zones include:

	1,062,962 jobs		2,031,531 people
	18,435 roadway miles		115 transit routes
	118,449 university students		10 transit agencies



Questions the TRM can help inform

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?

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

How do different land use patterns influence transit use?

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

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

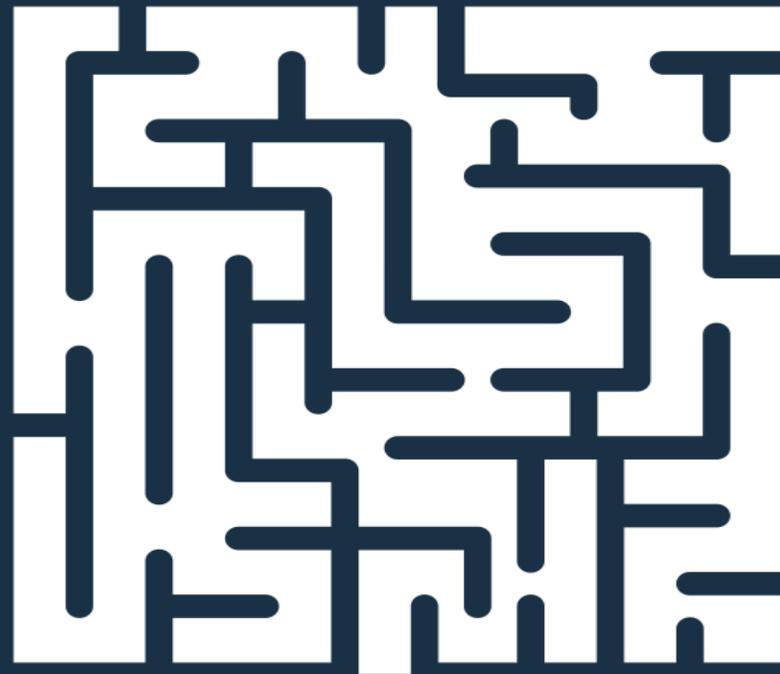
Parking constraints influence people's choice of mode and destination. The model also forecasts mobility services such as Uber and Lyft.

Questions?

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

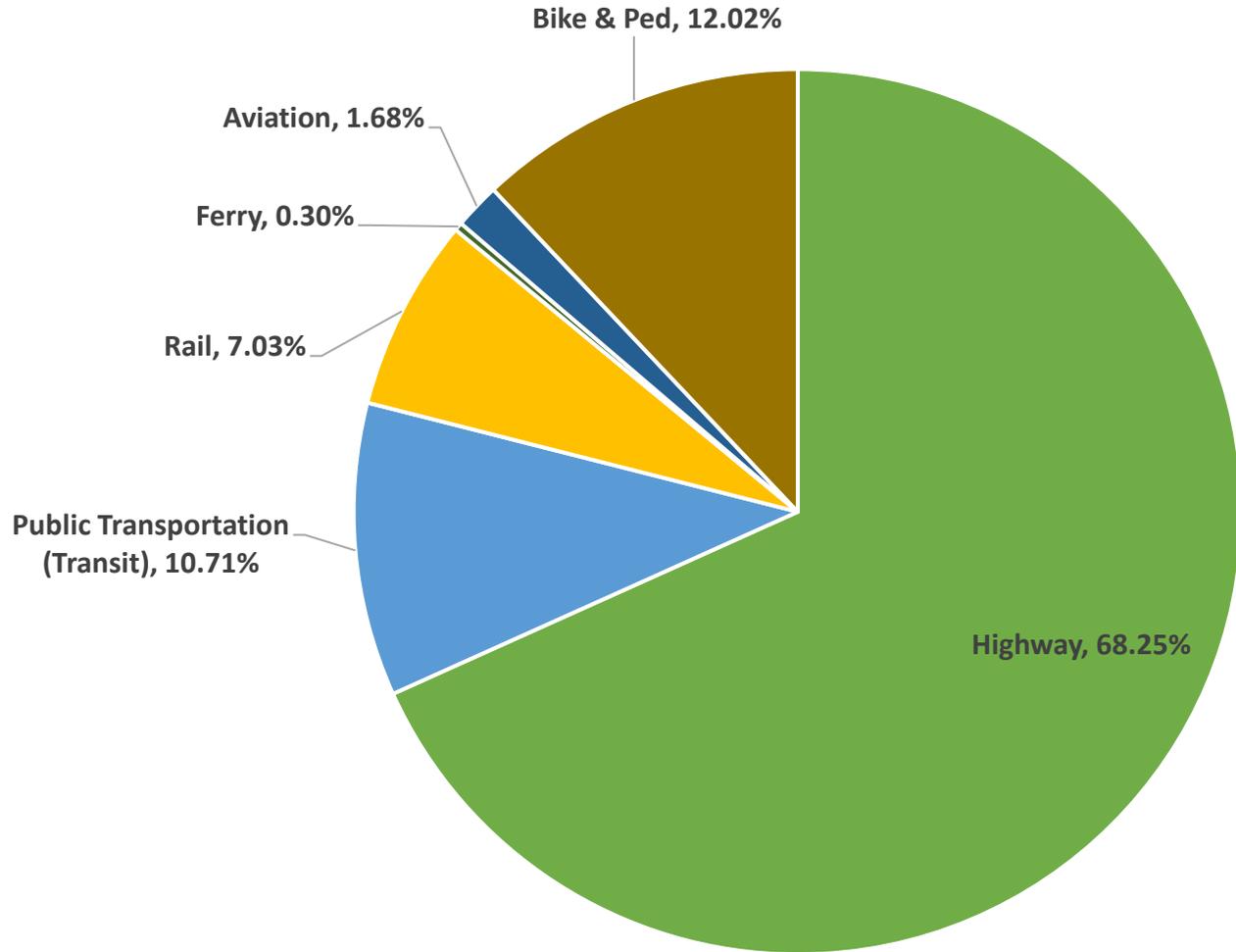


Statewide Prioritization (SPOT)
&
Statewide Transportation Improvement (STIP)
Processes



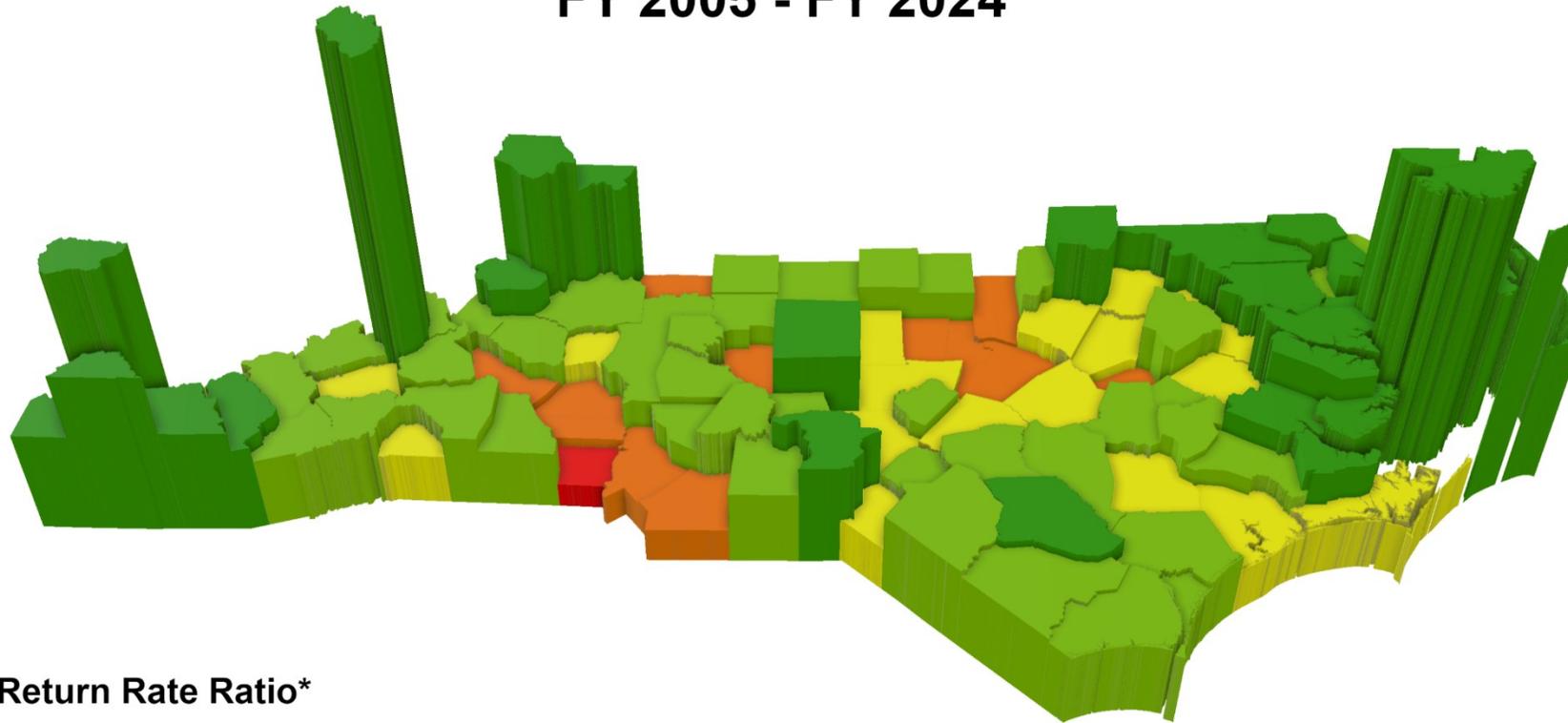
NCDOT STIP 2026-2035 Modal Breakdown

(Percentage of Projects by Mode)



■ Highway ■ Public Transportation (Transit) ■ Rail ■ Ferry ■ Aviation ■ Bike & Ped

North Carolina Transportation Tax Rate Returns and Taxes Generated Over Received Balance By County FY 2005 - FY 2024



Return Rate Ratio*

- 0.0 - 50%
- 50 - 75%
- 75 - 100%
- 100 - 150%
- 150 - 700%

*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.



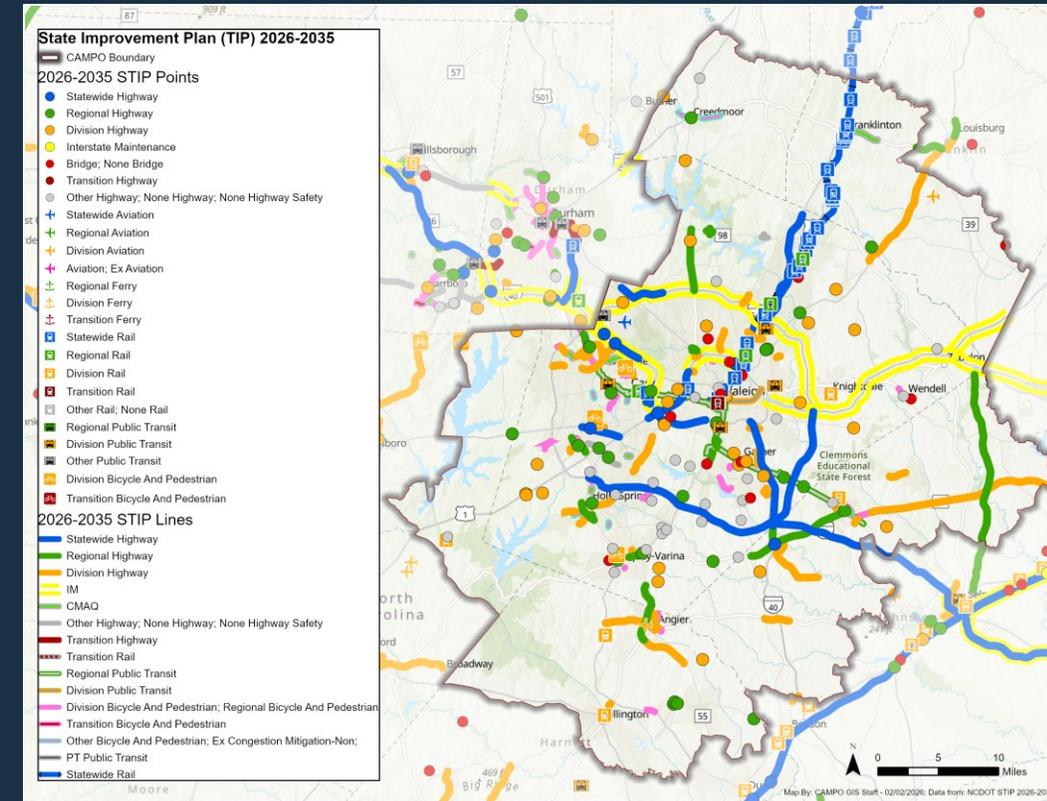
Created by
NC Capital Area MPO
Source Data Provided by
NCDOT and NCDOR

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 2/6/2026).

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)
- **2026-2035 TIP in effect now**



Map of MTP and TIP projects: 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.



[ncdot.gov/initiatives-policies/Transportation/stip](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
- Spot 7.0 Completed in 2025 (2026-2035 STIP/TIP)
- SPOT 8.0 Process began in fall of 2025 and is on-going



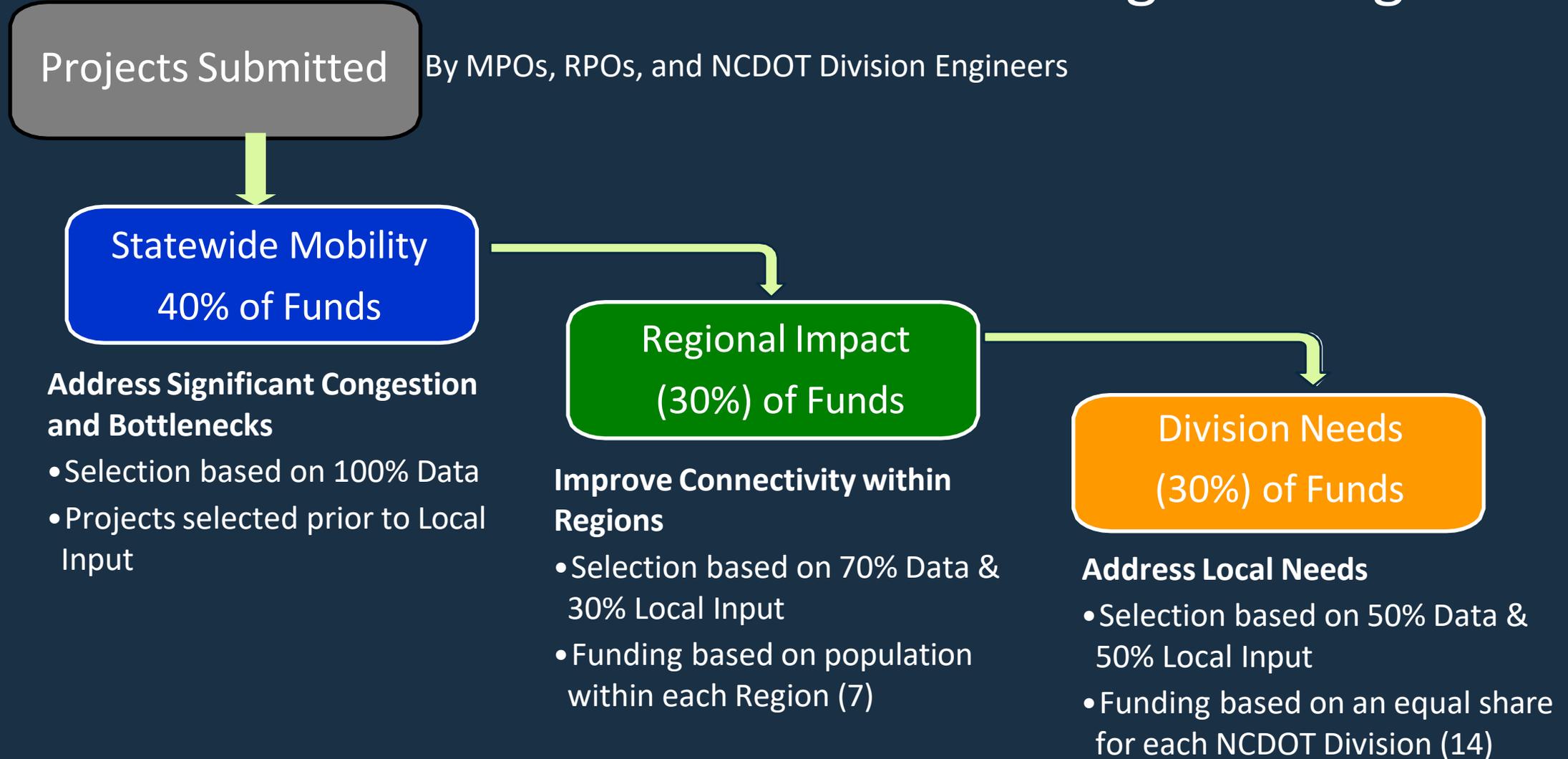
2028-2037 TIP/STIP Development

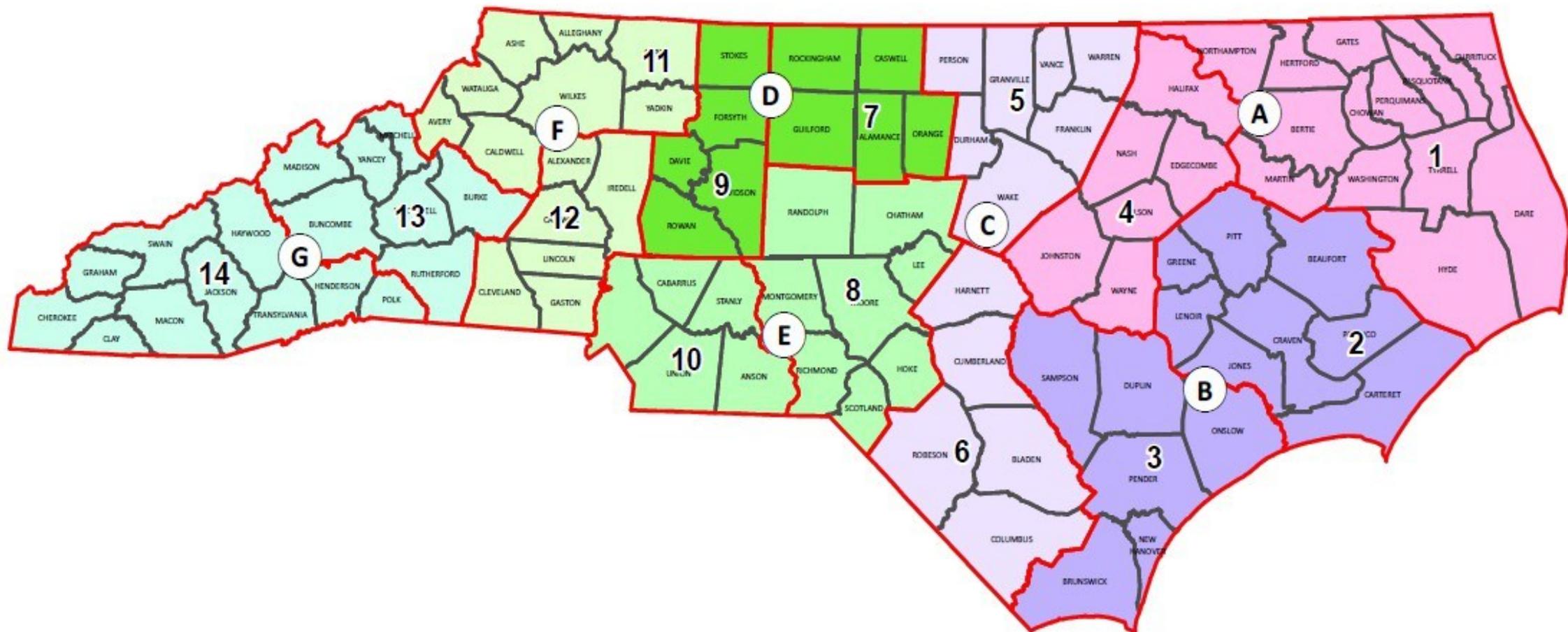
SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
*(34 projects per mode) **Completed in fall of 2025***
2. Assign Local Input points **BEGIN in fall of 2026**
 - Regional Impact Points *(2500 pts)*
 - Division Needs Points *(2500 pts)*
3. Adopt TIP **BEGIN in early 2027**



STI Programming Process

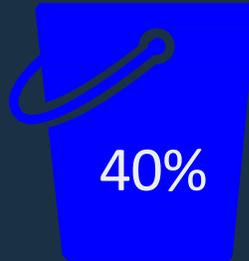




Defined in STI Legislation

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

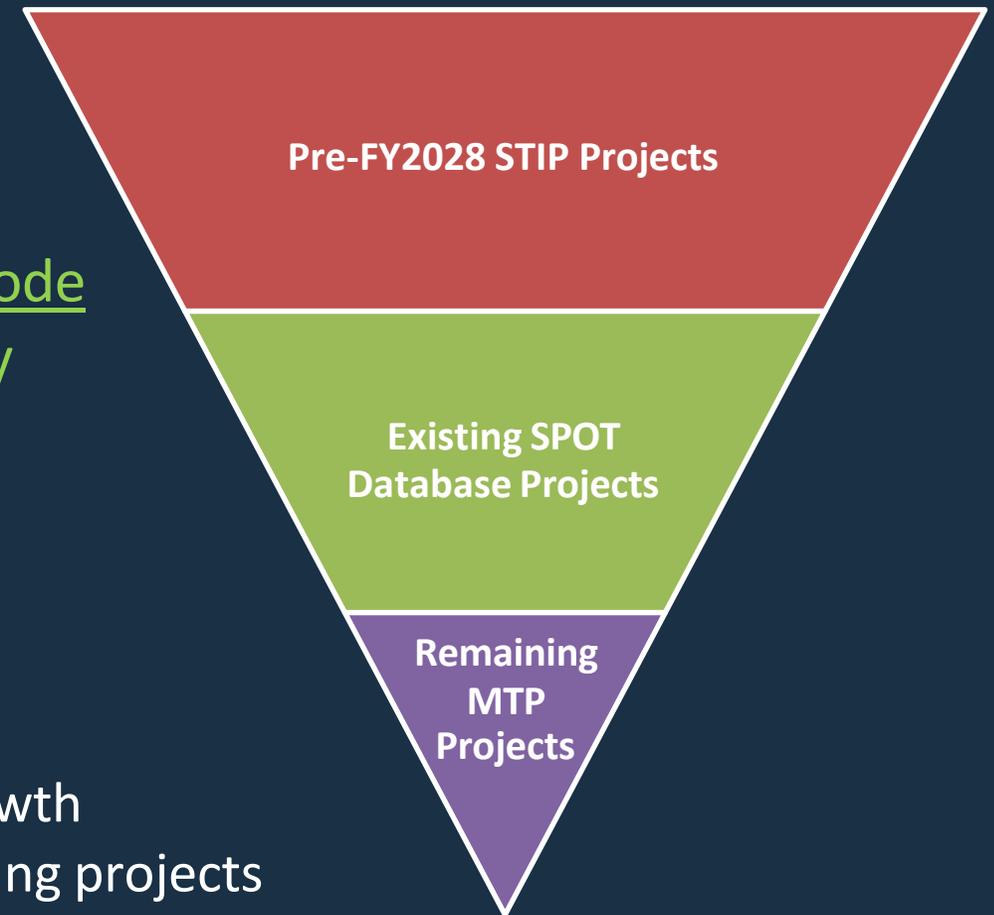
CAMPO SPOT Process

Action 1: Project Selection

- CAMPO can submit 48 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

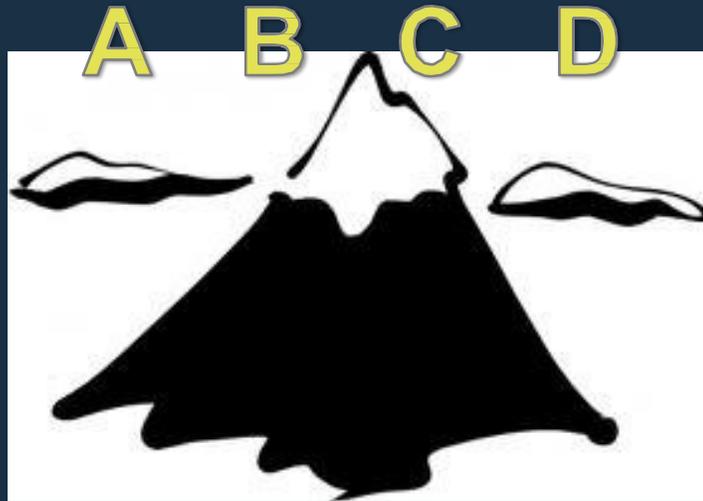


MPO SPOT Methodology:
campo-nc.us/funding/spot

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

CAMPO Adopted Methodology

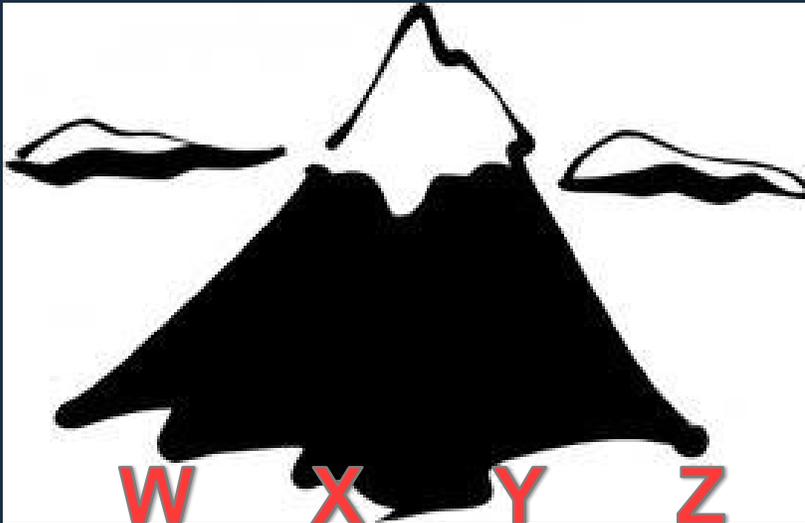
- Maximizing Funding Potential
 - “Wasted Effort”
 - Some of our projects score so well quantitatively, they do not need any additional local points



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

CAMPO Adopted Methodology

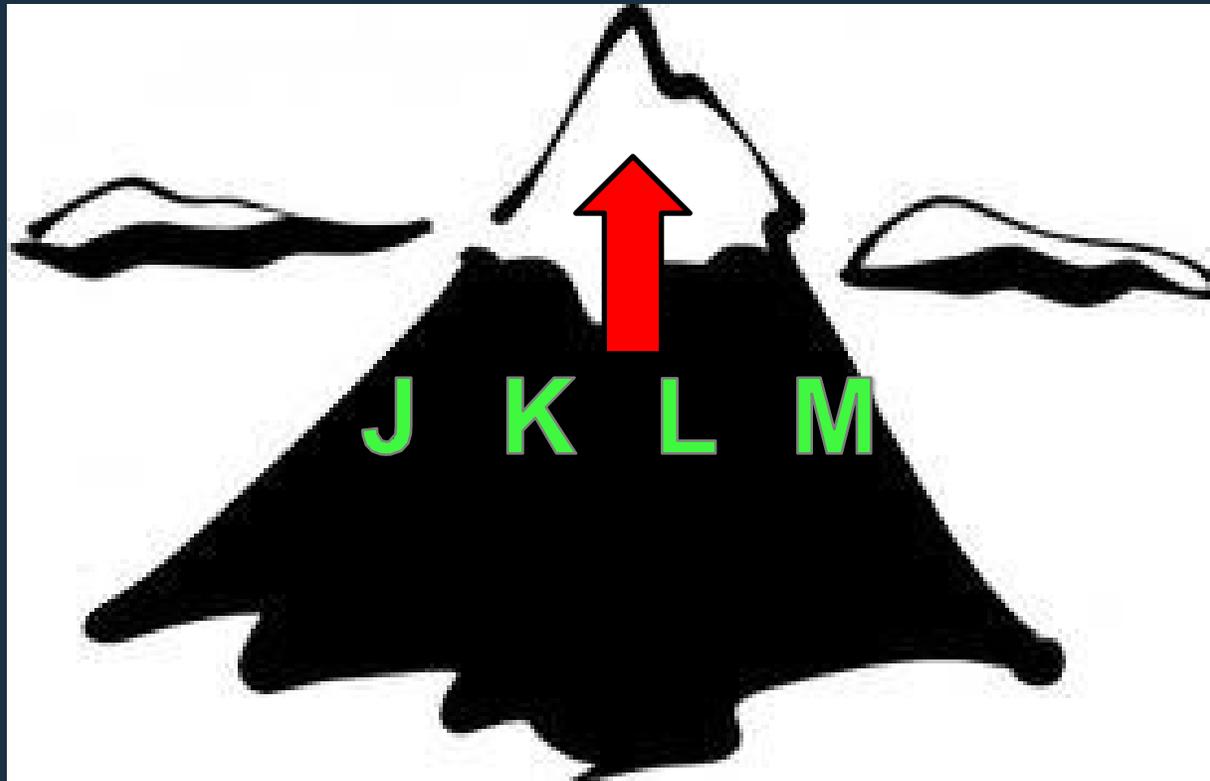
- Maximizing Funding Potential
 - “Wasted Effort” (Part 2)
 - Some of our projects score poorly, and even the maximum number of local points would not make them competitive



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

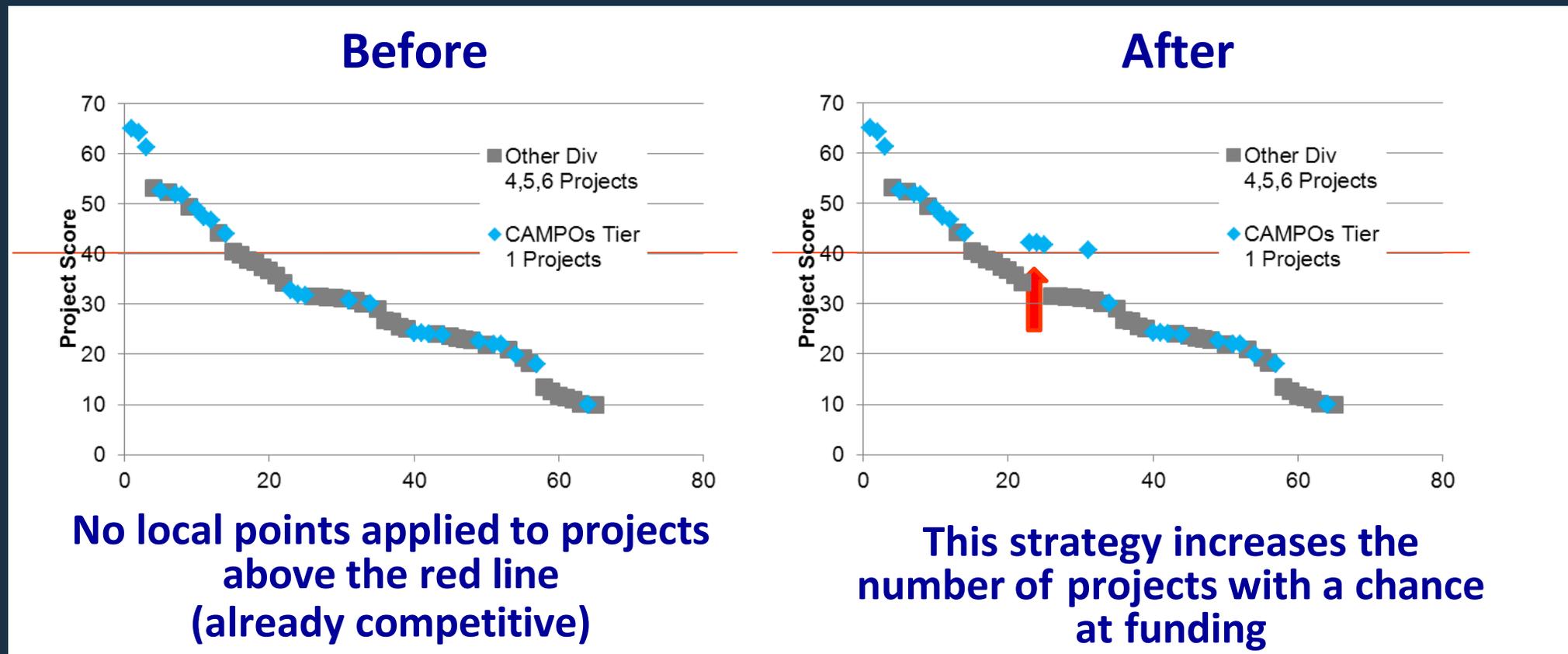
CAMPO Adopted Methodology

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

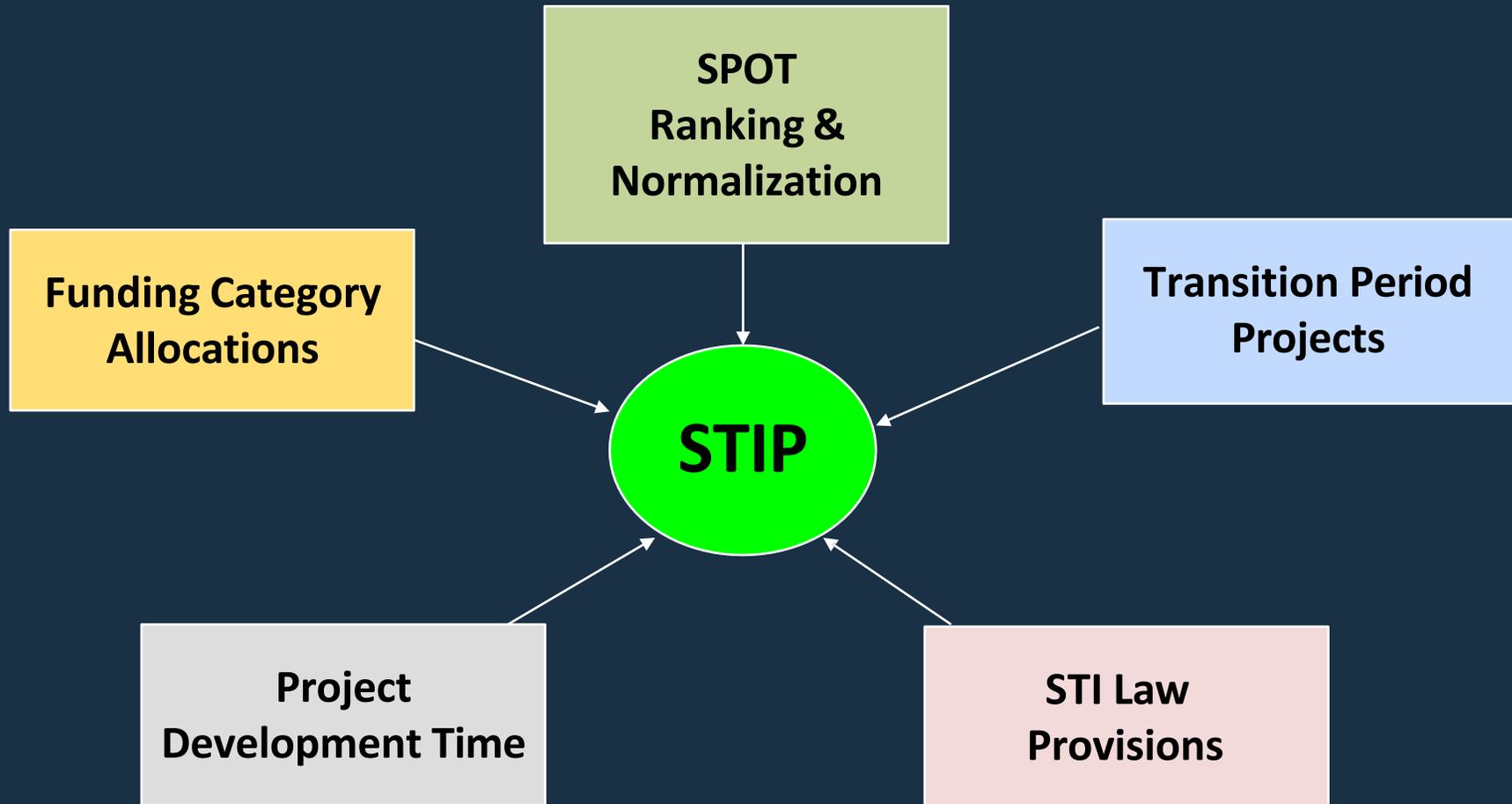


CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Example: Regional Projects

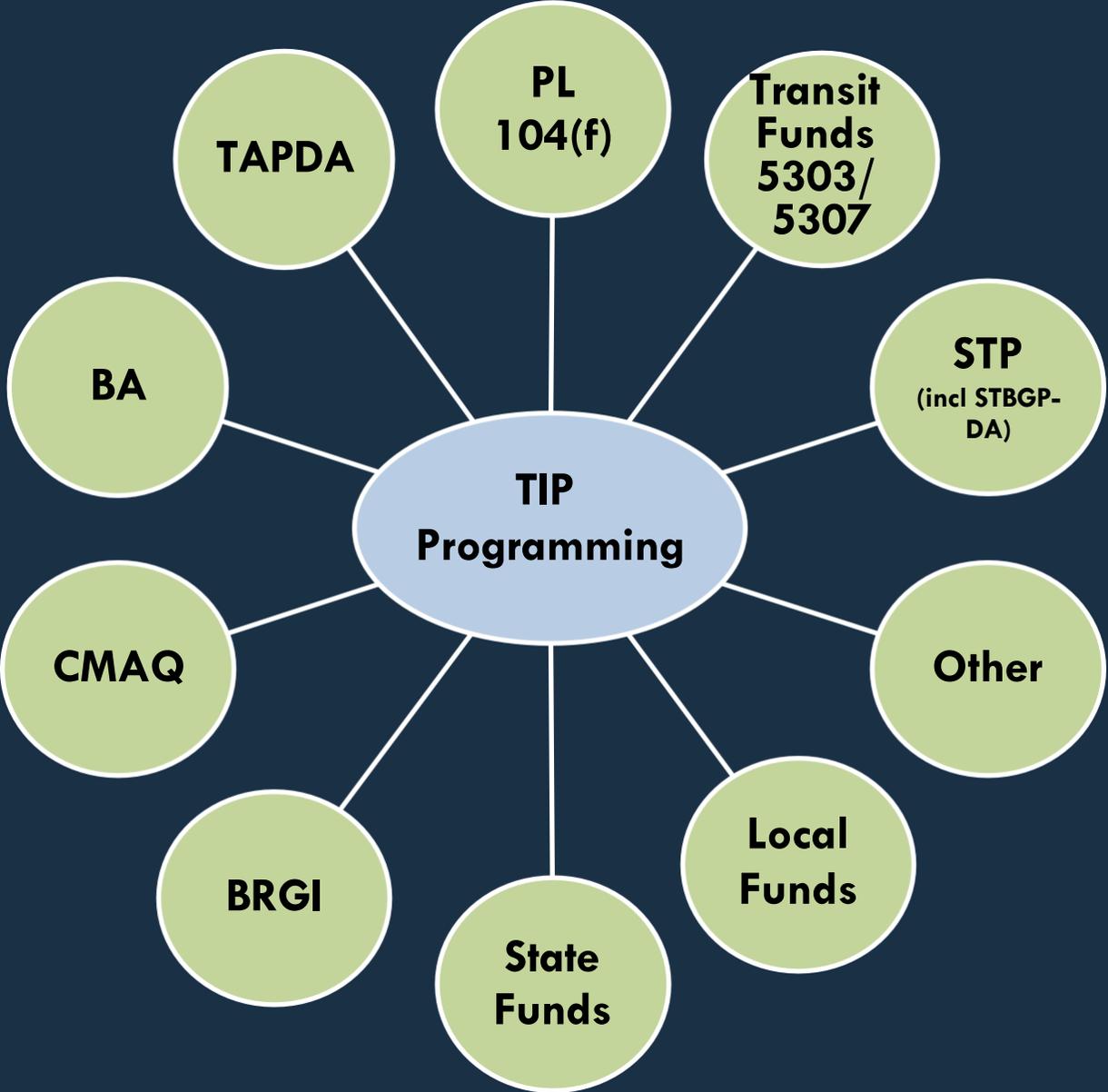


Prioritization to Programming



Major Funding Categories STIP

Funding Category Allocations



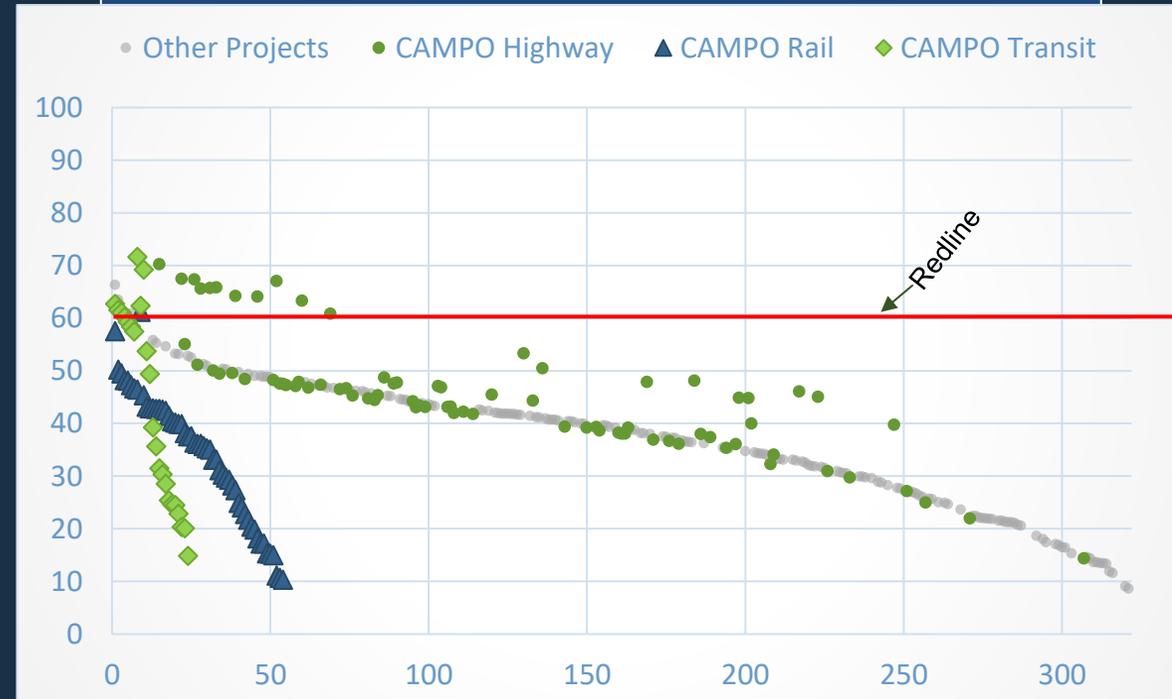
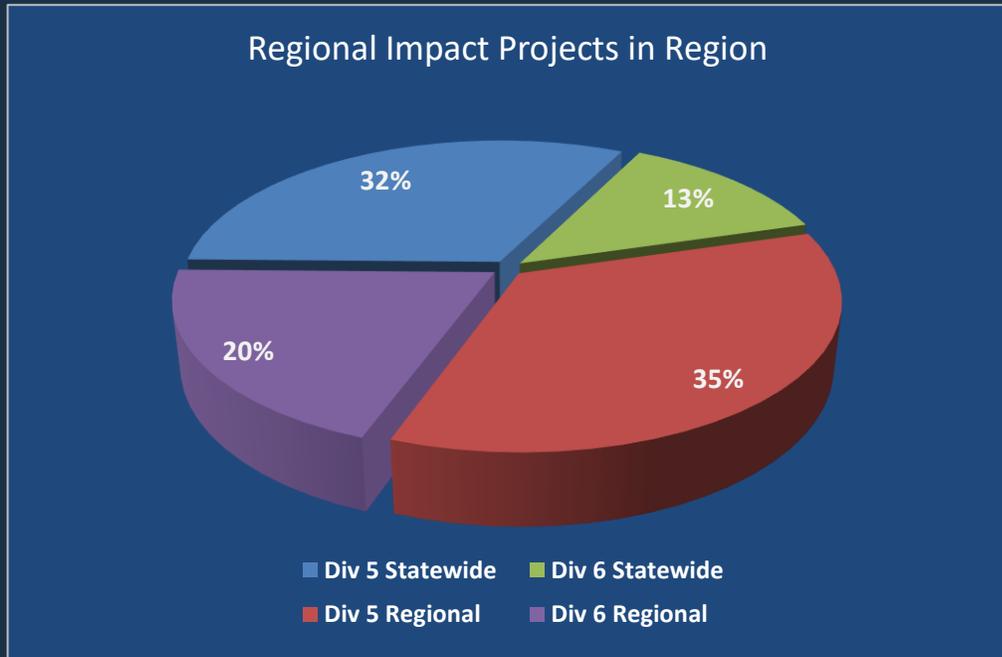
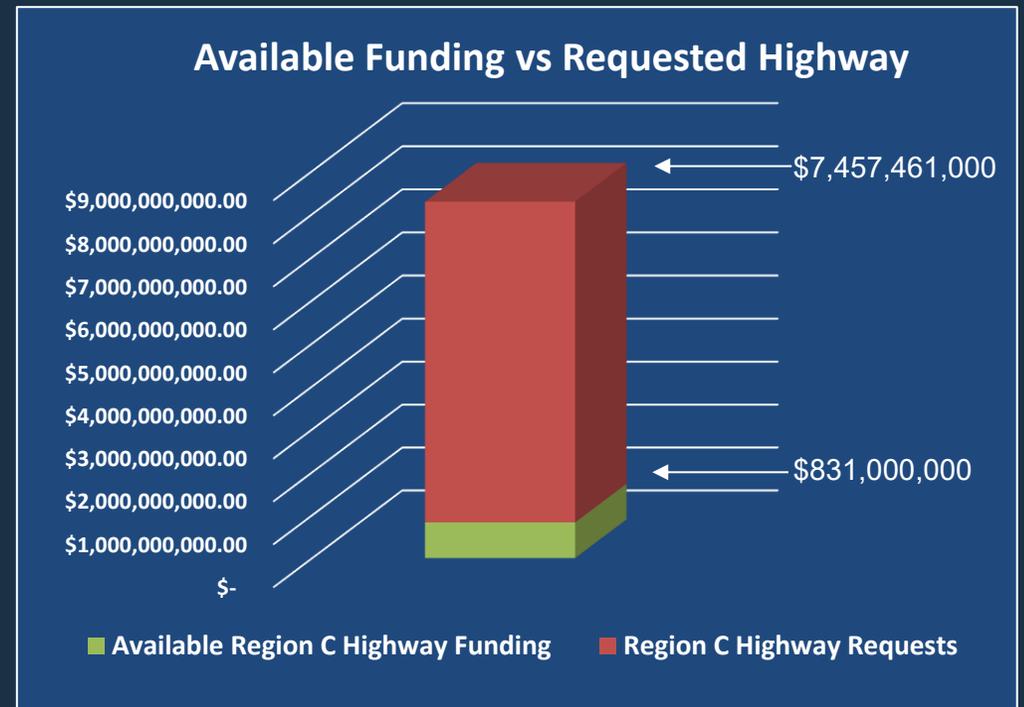
Project Development Influence

SPOT Project Score	Expected Project Delivery Time (Yr.)	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
94	9	Planning		Design			ROW		CON			
88	4	Design	ROW		CON							
79	1	CON										
75	5	Design		ROW			CON					
72	8	Planning			Design				ROW		CON	

STI – Region C

**Numbers from SPOT 7 Development*

Projected 10-yr Funding:	\$992m
Total Projects:	321
Roadway Projects:	184
CAMPO Projects:	158
Potentially Competitive Projects:	25



STI – Division 6

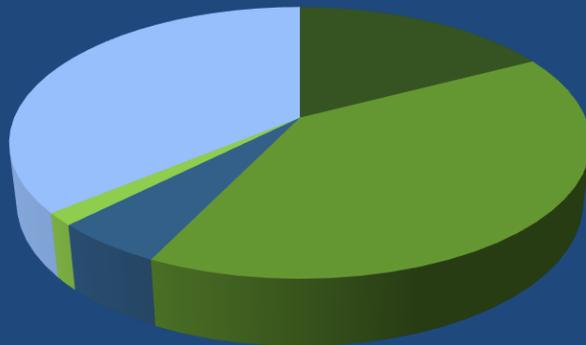
**Numbers from SPOT 7 Development*

Projected 10-yr Funding:	\$79m
Roadway Projects:	44
CAMPO Projects:	11
Potentially Competitive Projects:	5

Projected Funding Vs. Submitted Division 6 Roadway Projects

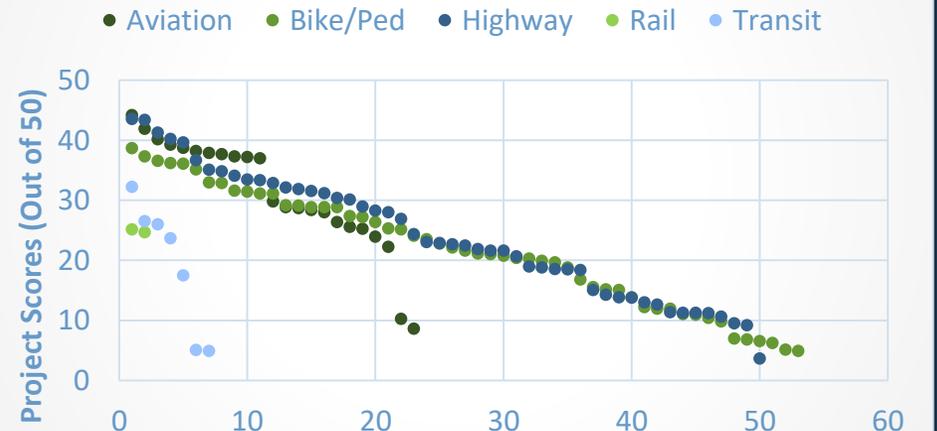


Division 6



■ Aviation
 ■ Bicycle & Pedestrian
 ■ Transit
 ■ Rail
 ■ Highway

Division 6 Project Scores



Questions?

*Post questions in the chat or
use the “raise hand” tool to verbally share 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, effective method of project funding
- Holistic approach to identifying and prioritizing small but highly effective projects
- Avoid future Federal rescissions to maximum extent possible



LAPP – Project Selection Process

- **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

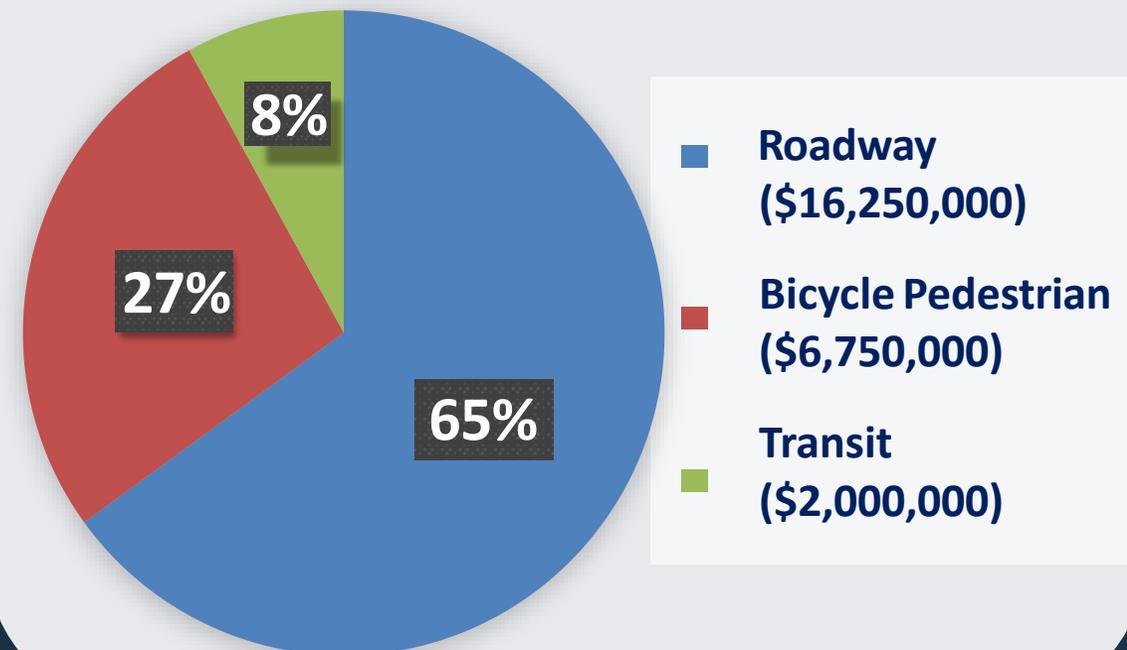
- **Quantitative based scoring criteria by mode, only scored within mode** →

- **Projects ranked based on:**

- Local priority
- MTP compliance
- Prior agency funding level
- Project effectiveness
- Cost effectiveness



FFY 2027 LAPP Target Modal Mix

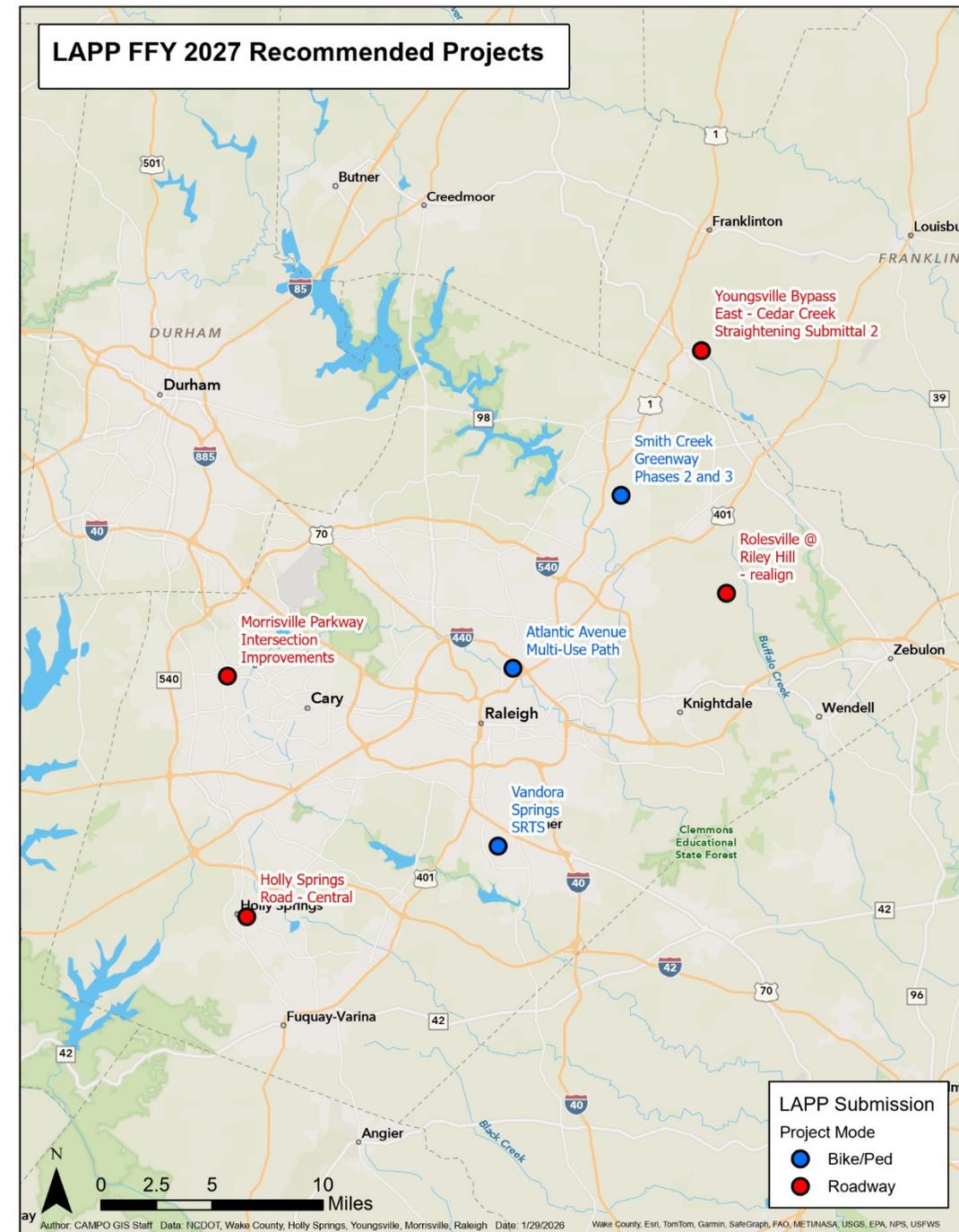


Annual LAPP Investment Program

- ❑ 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
 - ❑ *Mandatory training to apply.*
- ❑ CAMPO tracks and reports on status of projects and overall LAPP funding



[campo-nc.us/funding/
locally-administered-projects-program](https://campo-nc.us/funding/locally-administered-projects-program)



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



campo-nc.us/funding/locally-administered-projects-program

Questions?

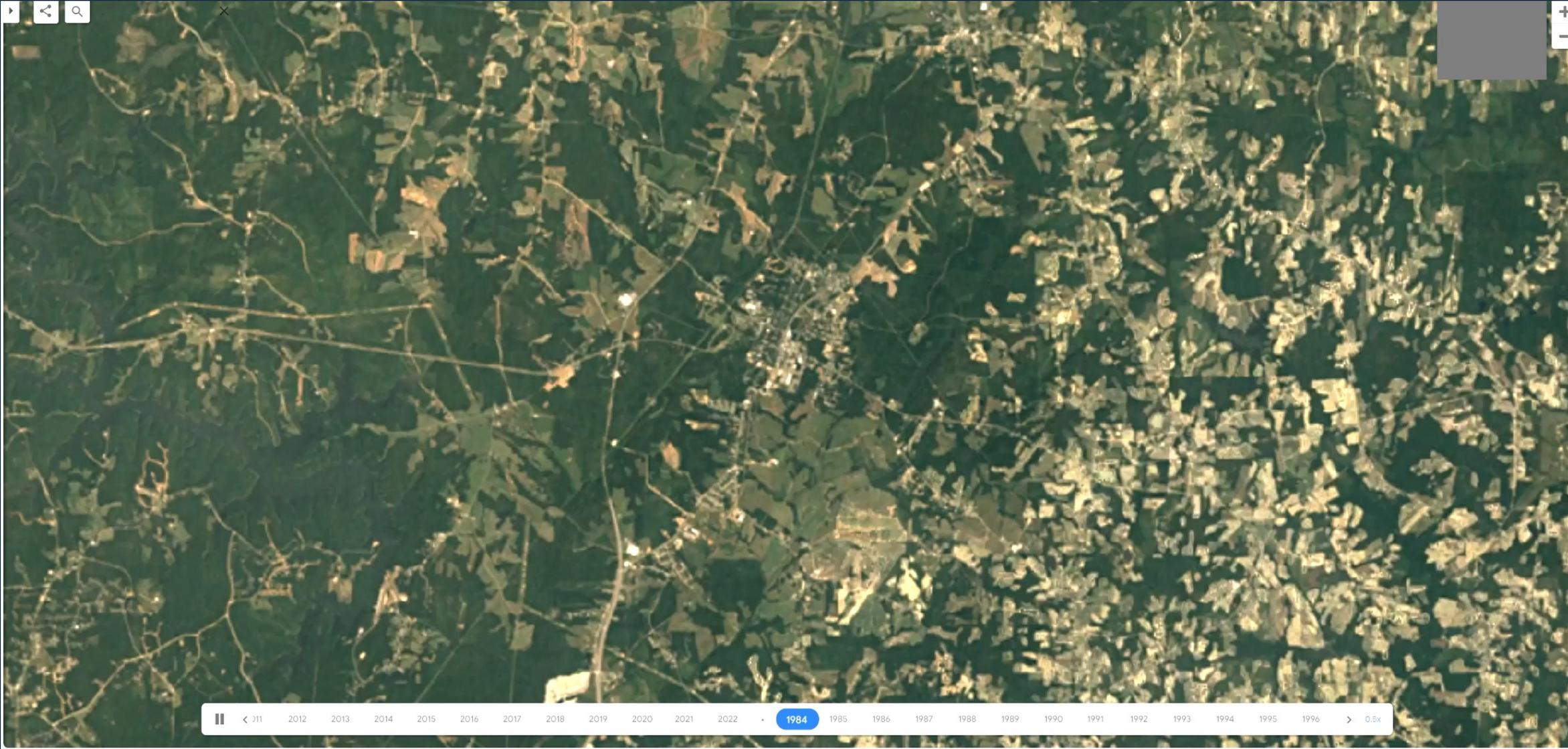
*Post questions in the chat or
use the “raise hand” tool to verbally share questions.*



BREAK TIME



Can You Guess the Area?



Answer:

Wake Forest

Time period: 1984-2022

In 2007 the Town of Wake Forest, City of Raleigh, transit partners, Wake County, NCDOT, and CAMPO joined together to form the US 1 Council of Planning.

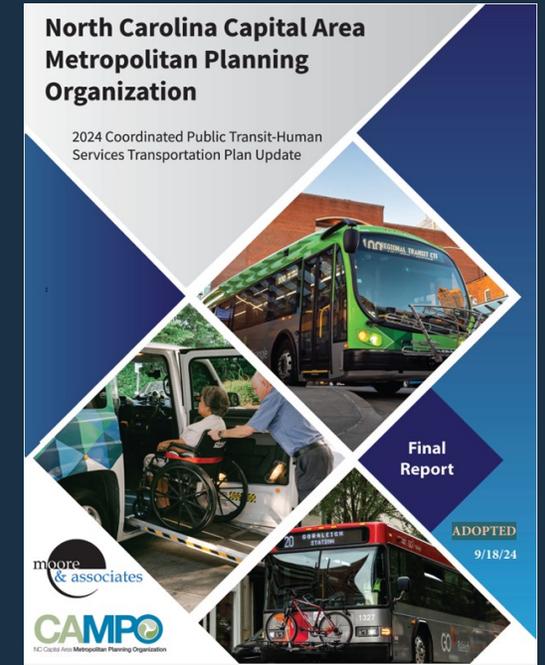
This group was created to pursue a vision for the US 1 Corridor by tying local land-use and planning decisions to regional connectivity needs.

Since then, the group has expanded to include Franklin County, Youngsville, and Franklinton and reviews projects near US 1 and the nearby Rail line. The US 1 Council of Planning has made recommendations on nearly 100 site plans and counting!

Transit

CAMPO's Role in Regional Transit Coordination

- Coordinated Public Transit-Human Services Transportation Plan Updates (2024 latest)
- **Transit Funding Coordination**
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).
- MTP, TIP/STIP
- **Special Studies for transit outside of Wake County or regional connections**
(N. Harnett Transit Study, BRT Extensions Studies)
- Mobility Management Program
- **Wake Transit Program Management**



Mobility Management Program



The CAMPO Mobility Management Program connects people with disabilities, seniors, and low-income individuals with accessible, reliable transportation options.

Mobility Management Program



Launched in 2024 as a recommendation of the Mobility Management Implementation Study

- Provides a one-stop shop for sharing transportation information
- Disseminates educational info to expand awareness
- Coordinates with transit and human service agencies
- Identifies gaps and overlaps in service
- For info, email Sarah.Keach@campo-nc.us

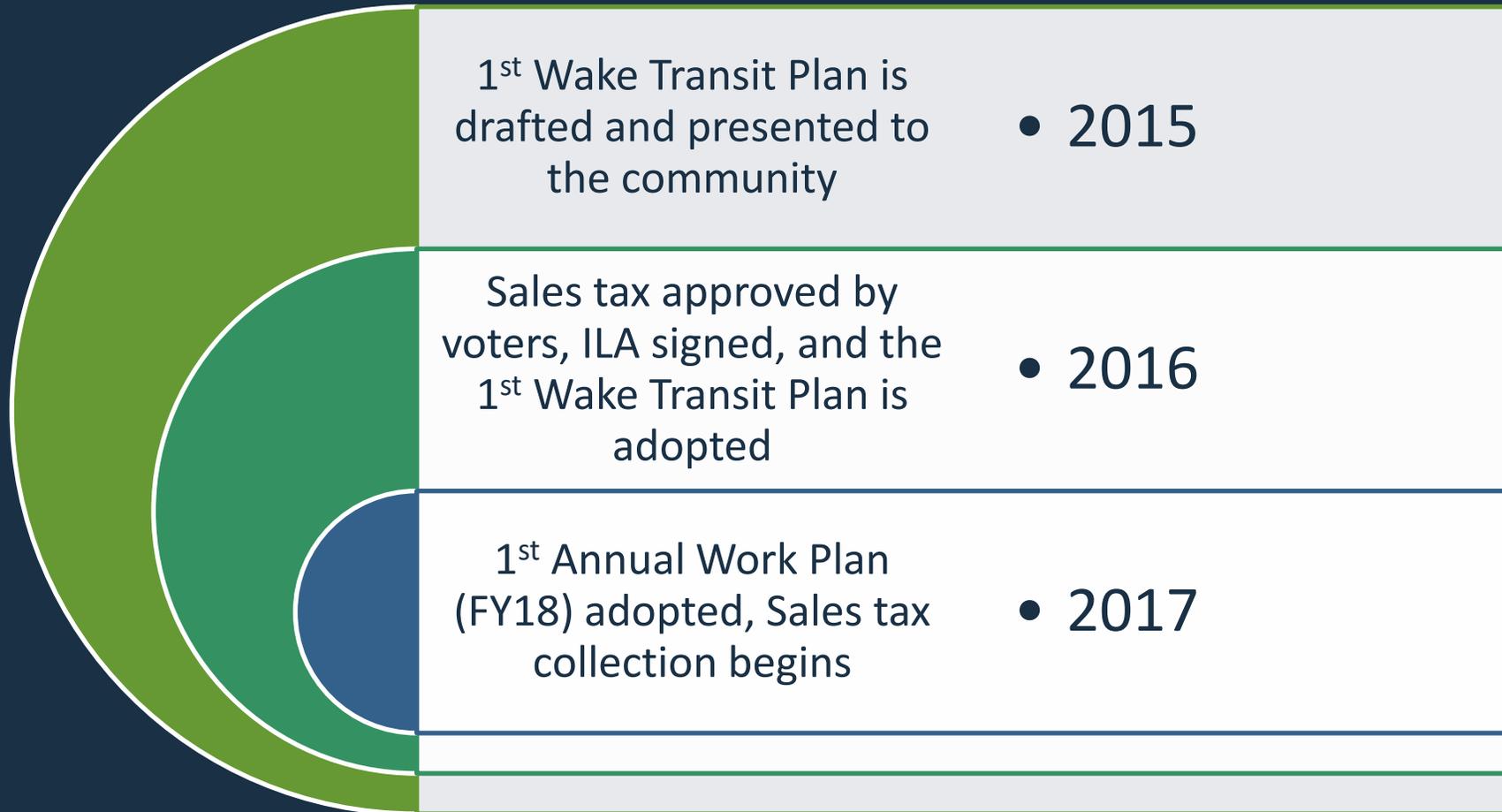


WAKE
TRANSIT PLAN

Wake Transit Program Overview

Ben Howell
Wake Transit Program Manager

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.



1. Connect the Region



2. Connect All Wake County Communities



3. Create Frequent, Reliable Urban Mobility

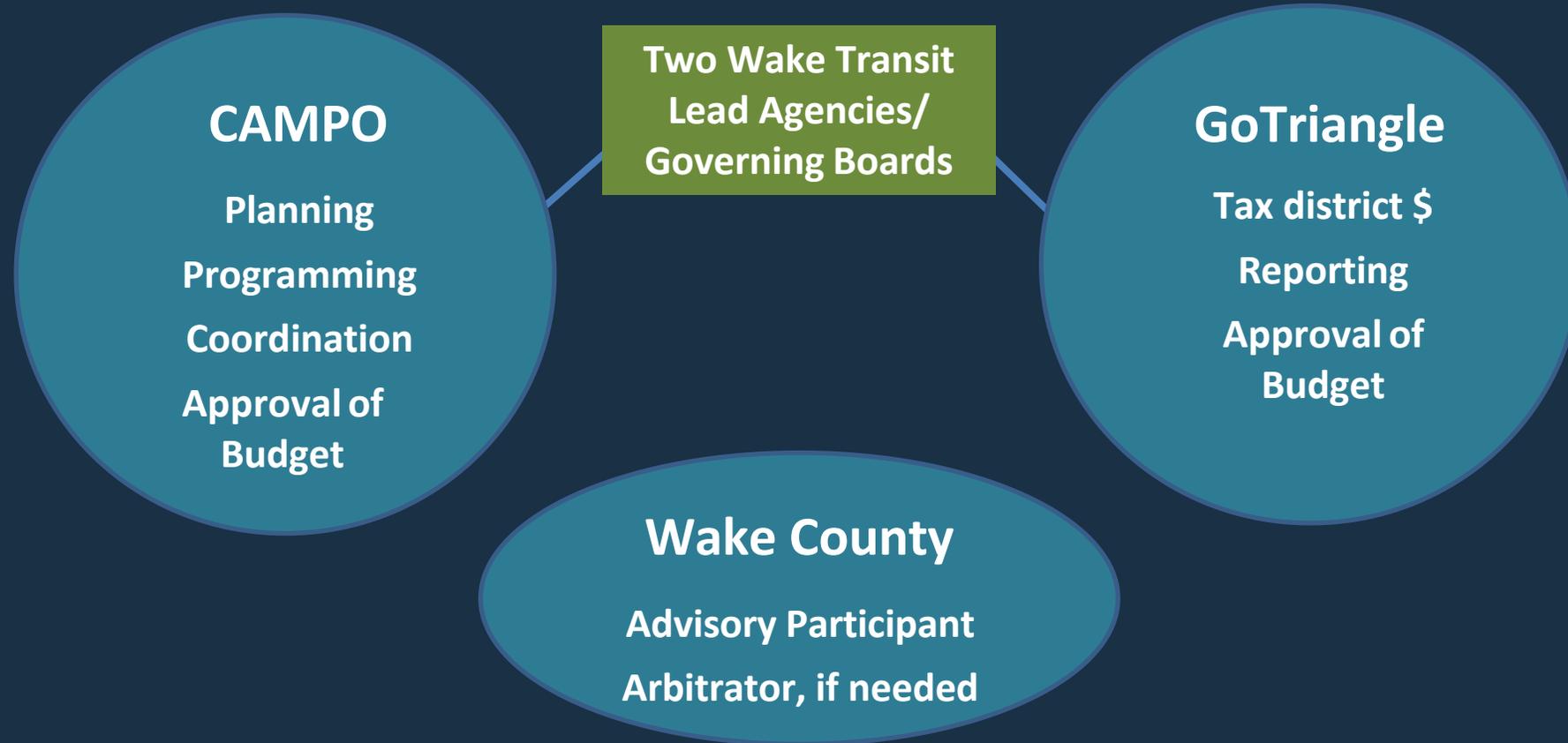


4. Enhance Access to Transit

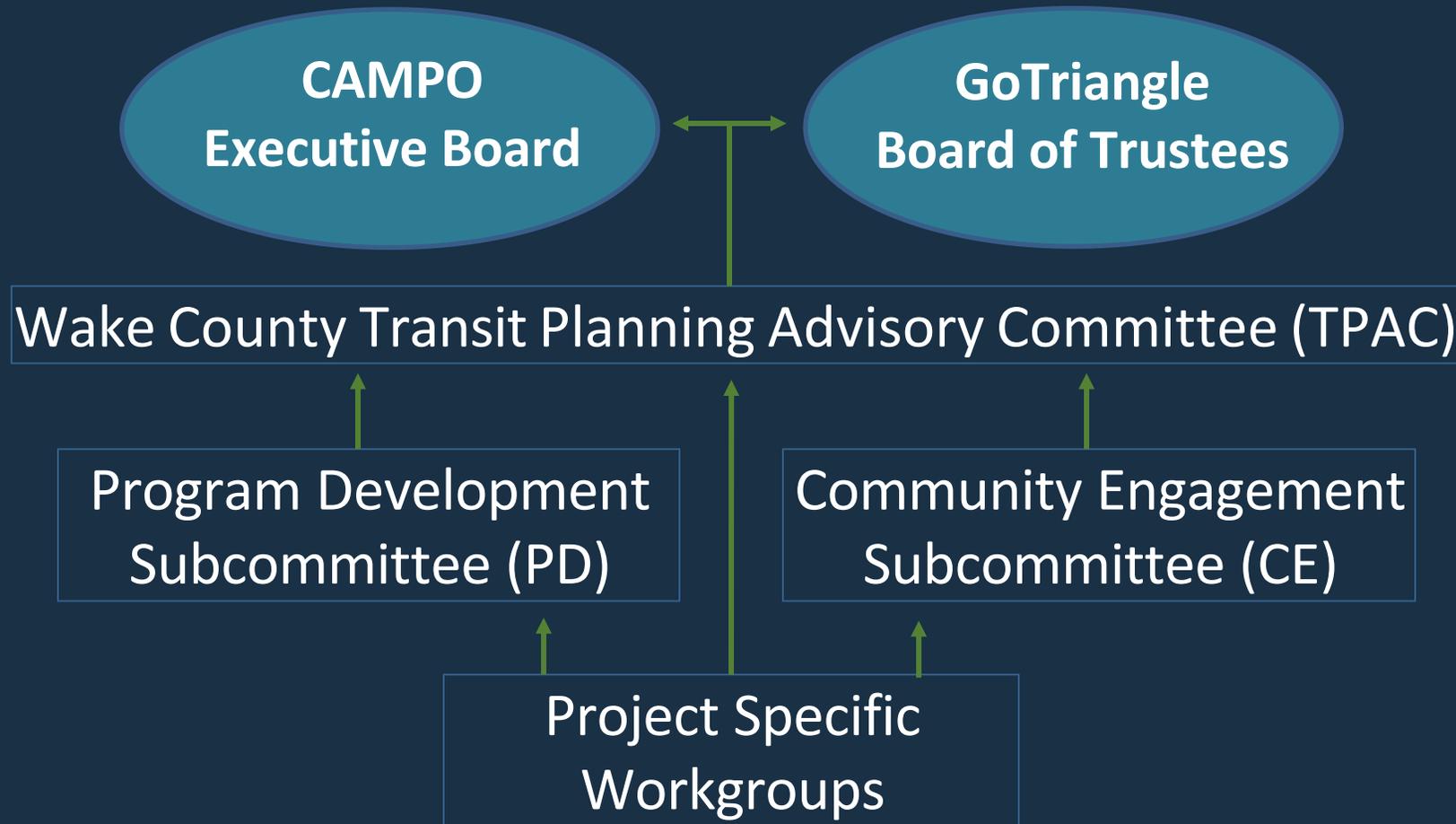


campo-nc.us/programs-studies/transit/wake-transit-plan

ILA Signing Parties and Their Responsibilities



Wake Transit Decision-making Structure



Core Responsibilities of the TPAC

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



- Wake Transit Plan
 - Wake Bus Plan
- 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

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.

Community Engagement Policy



Wake Transit Plan History (10-Year Horizon)



2016



**Original 10-year
Wake Transit Plan
(Span 2018-2027)**

Adopted 2016



2021



**3-year Extension of horizon
for 2030 Wake Transit Plan
(Span 2021-2030)**

Adopted 2021



2025



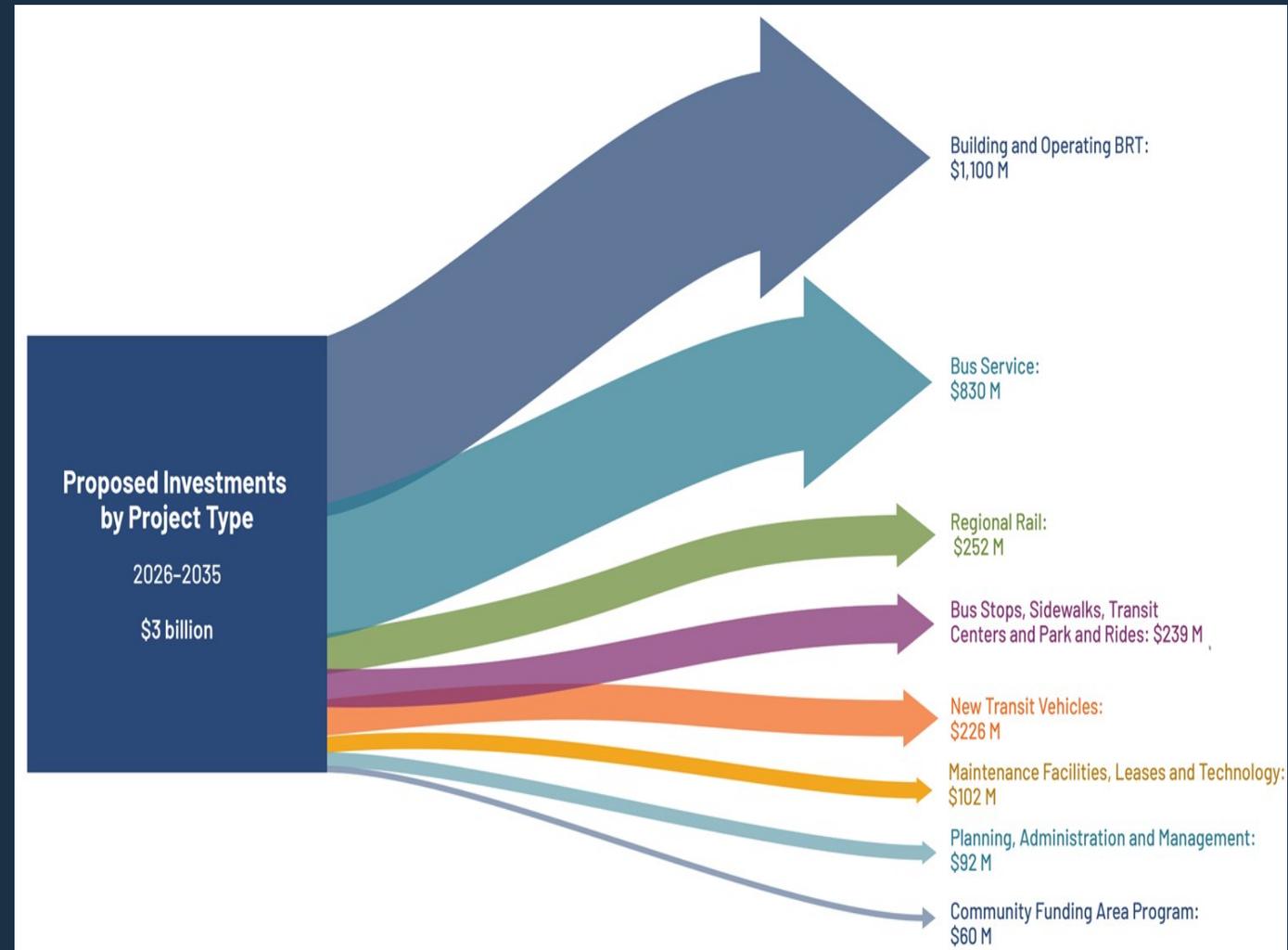
**5-year Extension of horizon
for 2035 Wake Transit Plan
(Span 2026-2035)**

Adopted in 2025

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

2035 Wake Transit Plan

Big Move	Proposed 2035 Investments
Connect the Region 	<ul style="list-style-type: none"> Invest in the rail network through partnering with NCDOT and other agencies to expand or enhance passenger rail projects. Establish BRT services with connections from Cary to RTP and Garner to Clayton. Study and potential implementation of new BRT service on one of two proposed corridors: I-40 between Raleigh and RTP or along the Harrison Boulevard and Kildaire Farm Road corridor between I-40 and US 64 in Cary.
Connect all Wake County Communities 	<ul style="list-style-type: none"> Expand local and regional transit options to provide all day service. Connect every town to Cary, Raleigh and/or RTP. Expand local bus services so more towns are connected to each other. Invest in up to 5 new community transportation hubs.
Create Frequent Reliable Urban Mobility 	<ul style="list-style-type: none"> Expand the frequent bus network by offering more evening and weekend 15-minute service. Add at least one new bus route to the frequent bus network each year. Implement Wake Transit Plan "core" BRT routes (New Bern, Southern, Western and Capital) Plan and design next generation of BRT corridors in Wake County
Enhance Access to Transit 	<ul style="list-style-type: none"> Invest at least \$3 million a year to improve bus stops, sidewalks, and crosswalks. Triple the size of the Community Funding Area program to invest more in individual communities. Invest in programs that make transit affordable.



Wake Bus Plan (10 & 5-Year Horizon)

- 2030 Wake Bus Plan adopted in 2023;
2035 Wake Bus Plan under development now
- Bus Plan lays out **how** the bus element of the 2035 Wake Transit Plan will be implemented
- 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





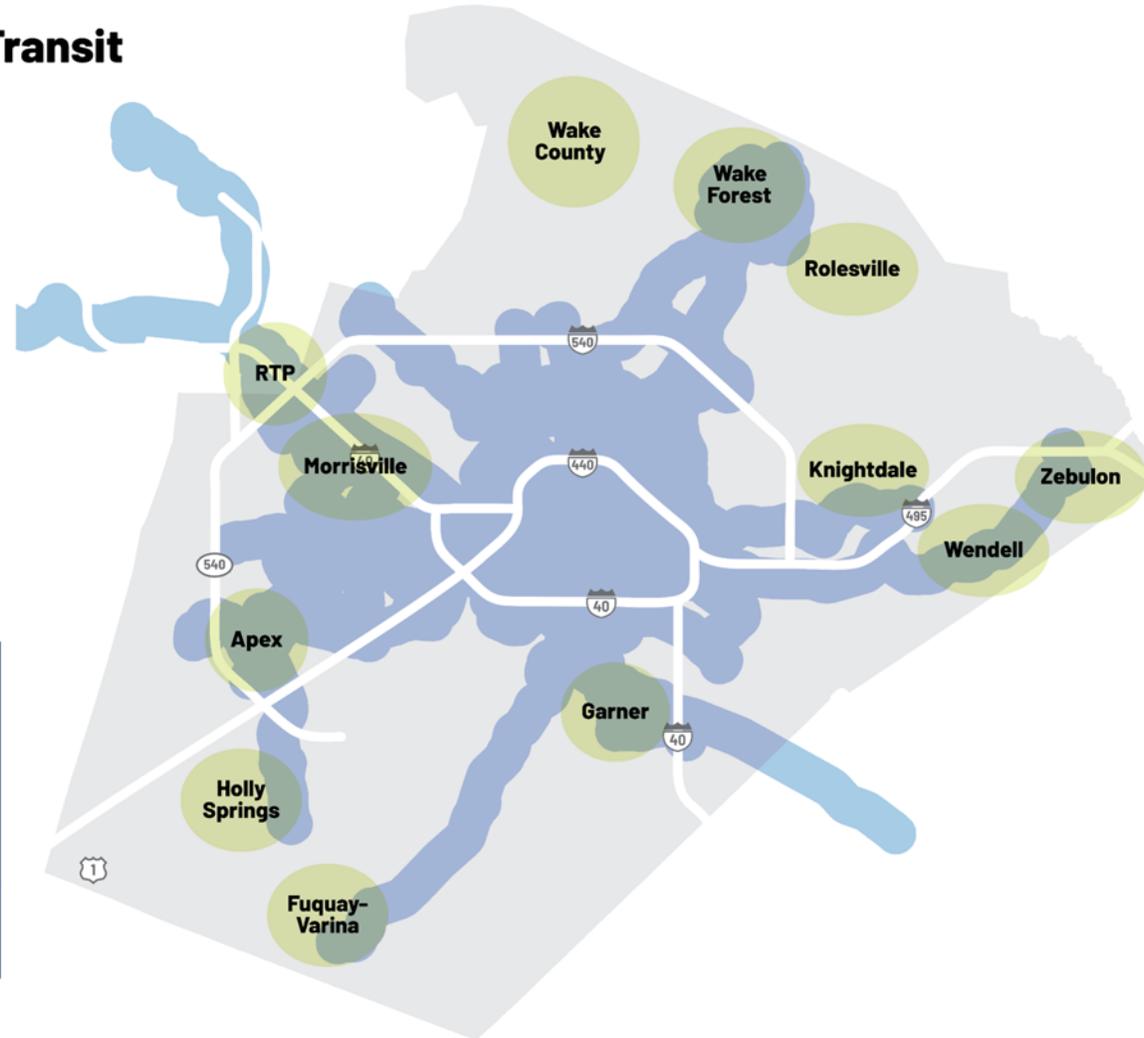
Community Funding Area Program

Enhanced Access to Transit

-  **Areas Accessible to Fixed-Route Transit**
Shaded areas are within ½ of a mile of fixed-route bus service, including regional express routes and town-to-town routes by 2035.
-  **Community Funding Area Eligible Areas**

Community Funding Area Program

Program is designed to support communities in Wake County and develop transit projects that meet local needs. The CFA program is funded with \$60m over the 10-year period and can be used for transit services, capital projects, or planning.



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.*

***Inclusion of Vehicle Rental tax revenue in Wake Transit Plan is under discussion by Wake County, GoTriangle and CAMPO.*

FY 2026 Revenue Assumptions	Amount
Half-Cent Sales Tax	\$145.0 million
Vehicle Rental Tax	\$0
\$7 Vehicle Registration Tax	\$7.2 million
\$3 Vehicle Registration Tax	\$3.1 million
Other: Federal, State, Fares (currently suspended), Debt Proceeds, Transit Provider Contributions, Allocation from Capital Fund Balance	\$31.2 million
TOTAL	\$186.5 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

The screenshot displays the Wake Transit Performance Tracker interface. On the left is a 'Map Selection Tool' with filters for Investment Type, Project Status, Project Sponsor, Boundary Lines, and Other Features. The main map shows transit routes color-coded by phase: Planned in Future Years (purple), In Study Phase (green), In Development Phases (orange), and Completed/In Operation (blue). The dashboard on the right features five goal cards under tabs for SERVICE, COVERAGE, FIXED GUIDEWAY, RIDERSHIP, and FUNDING.

Map Selection Tool:

- Investment Type
- Project Status
- Project Sponsor
- Boundary Lines
- Other Features
- Reset Map
- Reset Selections

Map Legend:

- Planned in Future Years
- In Study Phase
- In Development Phases
- Completed/In Operation

Dashboard Goals:

- GOAL:** Connect All 12 Wake County municipalities with fixed-route transit. Total number of connected municipalities: 12. Goal Met in 2021.
- GOAL:** Increase the frequent service network from 17 miles to 99 miles. Current number of route miles on the frequent network: 21 Miles.
- GOAL:** Increase the amount of fixed-route service hours. Annual total of fixed-route vehicle revenue hours (FY17-FY23).
- GOAL:** Total number of vehicle revenue hours funded through the Community Funding Area Program. Growth in number of transit vehicle revenue hours as a result of CFAP investment (FY19-FY23).



[WakeTransitTracker.com](https://www.wakecountytnc.gov/transportation/wake-transit-performance-tracker)



campo-nc.us/programs-studies/transit/wake-transit-plan

WakeTransit.org



2035 Wake Transit Bus
Plan – First Phase
Engagement May 2026



Wake Transit 101
June 2026

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

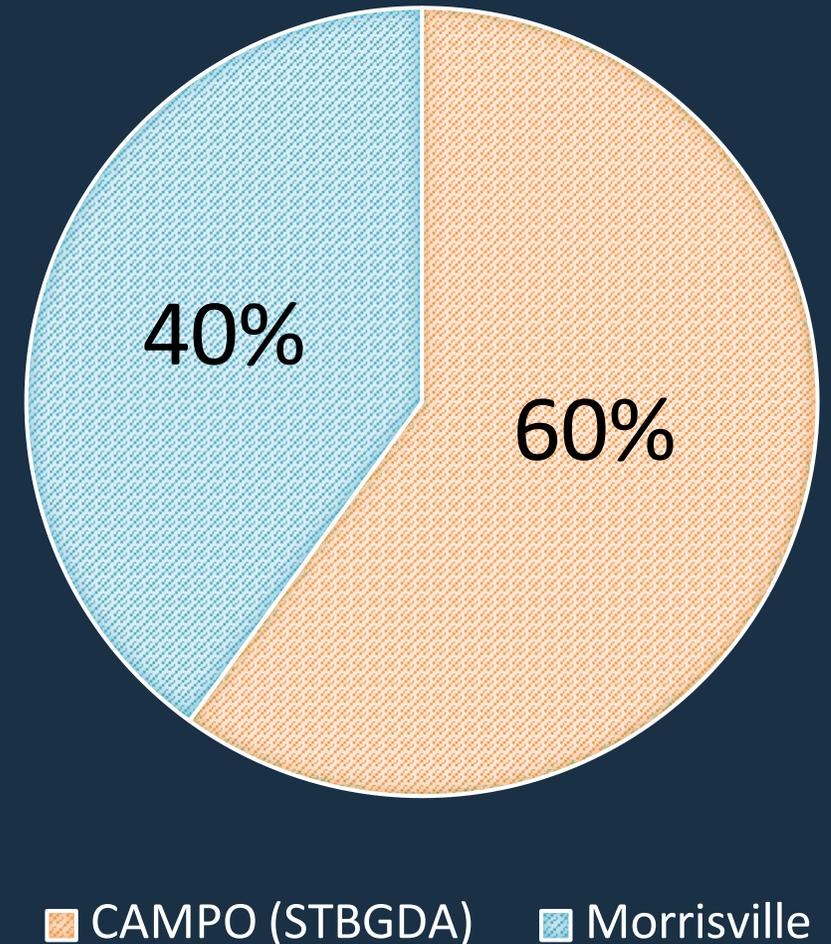
Safety and operational improvement projects are generally included in the Transportation Improvement Program and the Statewide TIP. LAPP projects are not subject to statewide prioritization (SPOT) to be programmed in the TIP/STIP.

Ideas to Reality – Small Projects

Town of Morrisville- Airport Blvd Extension

Construct extension of Airport Blvd in Morrisville to complete corridor

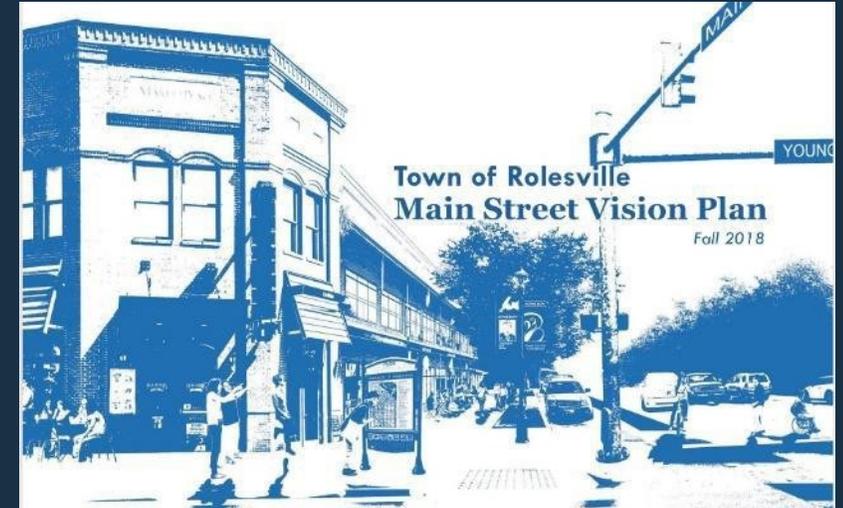
- Project submitted to LAPP over multiple years - the highest scoring roadway project in the FFY22 round. Town partnered with NCDOT - NCDOT to construct and manage project, while Town provides local match.



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

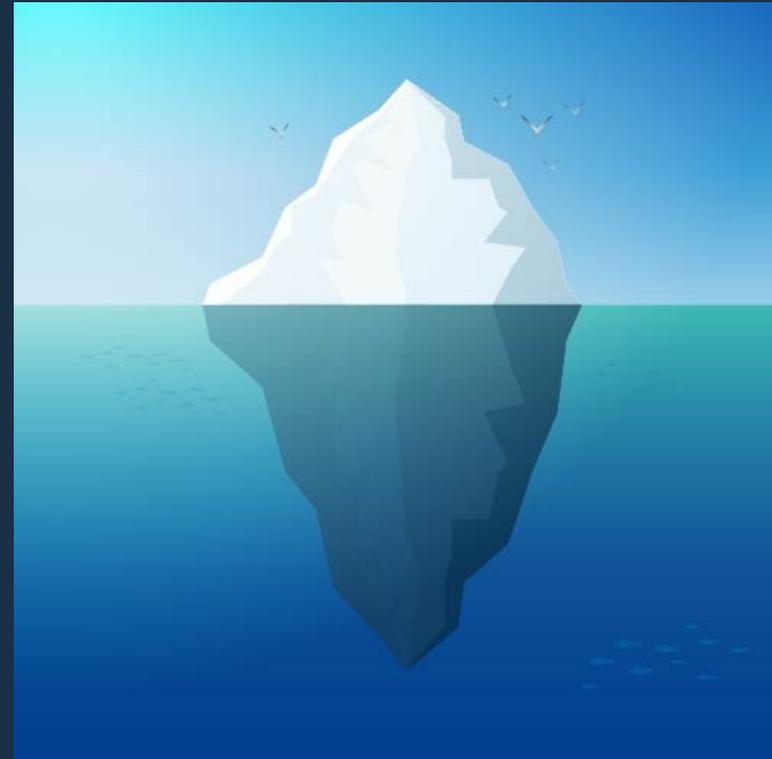
Each **fall** the MPO will accept candidate projects for consideration

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

Other Trainings

This is just the tip of the iceberg!

- MTP 101
- MTP Alternatives Analysis
- Wake Transit 101
- Employment Analyst
- Triangle Regional Model
- LAPP



CAMPO's YouTube Channel: [@nccapitalareampo2526](#)

THE END

Questions/Comments

*Look for follow-up email with
materials and survey.*

Thanks for attending!

