



Federal Highway
Administration

Federal Transit
Administration

Capital Area Metropolitan Planning Organization

FINAL REPORT
June 28, 2017

Table of Contents

<i>Executive Summary</i>	
<i>Previous Findings</i>	
<i>Current Findings.....</i>	
<i>Team Members/Participants</i>	
<i>Introduction.....</i>	
<i>General Comments</i>	
<i>Air Quality and Travel Demand Modeling.....</i>	
<i>Transit Planning</i>	
<i>Metropolitan Transportation Planning Factors/Transportation Planning Process/Land Use and Livability</i>	
<i>Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP)/List of Obligated Projects.....</i>	
<i>Financial Planning</i>	
<i>Metropolitan Planning Area Boundary/Agreements and Contracts/Organizational Structure.....</i>	
<i>Regional Coordination – Regional and Environmental Agencies.....</i>	
<i>Congestion Management Program (CMP)/Intelligent Transportation Systems (ITS)/Management and Operations (M&O)</i>	
<i>Unified Planning Work Program (UPWP)/Self-Certification</i>	
<i>Freight</i>	
<i>Safety/Security</i>	
<i>Public Participation Plan/Visualization</i>	
<i>Title VI and Environmental Justice.....</i>	
<i>Appendix A: Team Members/Participants.....</i>	
<i>Appendix B: Summary List of Current Review Findings</i>	
<i>Appendix C: Certification Review Agenda</i>	
<i>Appendix D: Public Meeting Notice.....</i>	
<i>Appendix E: Public Review Meeting Comments</i>	

Executive Summary

Purpose

Pursuant to 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must certify jointly the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least once every four years. According to the 2010 Census, the Capital Area Metropolitan Planning Organization's (CAMPO) urbanized area had a population of 884,891 and therefore is subject to a planning certification review. The last certification review was conducted on April 22-24, 2013, and the Report is dated June 24, 2013.

Methodology

The review consisted of a desk review, an on-site review that was conducted on May 17-18, 2017, and a public comment meeting held between 5:30 and 7:00 p.m. on May 17th. In addition to the formal review, routine oversight, such as attendance at meetings, day-to-day interactions, review of work products, and working with the MPO on past certification review recommendations and corrective actions provide a major source of information upon which to base the certification findings. After the on-site review is completed, a report is written to document the findings.

Statement of Finding

The FHWA and the FTA find that the transportation planning process substantially meets Federal requirements and jointly certify the planning process. The review identified five commendations, five recommendations, and no corrective actions.

Previous Findings

Update on the Recommendations from the 2012 Certification Report

1. CAMPO should ensure that their MOU is completed by the end of the 2013 calendar year. *This recommendation has been satisfied and no longer applies.*
2. FHWA should update the Certification Review questions and eliminate redundancies. *This recommendation has been satisfied and no longer applies.*
3. Triangle J COG and NCSU should ensure the timely submittal to CAMPO of their quarterly reports. *This recommendation has been satisfied and no longer applies.*
4. CAMPO shall ensure that communication and schedule updates be made throughout the Conformity Process. *This recommendation has been satisfied and no longer applies.*
5. CAMPO shall work closely with NCDOT and FHWA to ensure that scope and project limits follow State and Federal requirements. *This recommendation has been satisfied and no longer applies.*
6. CAMPO should explore opportunities to maximize bicycle/pedestrian/trail events. *This recommendation has been satisfied and no longer applies.*
7. CAMPO shall work closely with FHWA and NCDOT to ensure that integrating the MTP and CTP meets Federal and State requirements. *This recommendation has been satisfied and no longer applies.*
8. NCDOT shall ensure that the current adopted STIP is available online. *This recommendation has been satisfied and no longer applies.*
9. NCDOT should continue collaboration and distributing information earlier in the prioritization process. *This recommendation has been satisfied and no longer applies.*

10. Both NCDOT and CAMPO should begin to strategize how they will incorporate a performance-based approach. *This recommendation has been satisfied and no longer applies.*

11. CAMPO should create a strategy to gain a broader stakeholder representation for freight, air, and port. *This recommendation has been satisfied and no longer applies.*

12. NCDOT shall work to be in alignment with the Federal regulations regarding CFR 450 (Statewide and Metropolitan Planning rules). *This recommendation has been satisfied and no longer applies.*

13. CAMPO's MTP should contain priorities regarding safety goals, priorities, and targets. *This recommendation has been satisfied and no longer applies.*

14. CAMPO should continue their efforts to complete their 2040 MTP update/transportation conformity determination by the deadline of June 15, 2013. *This recommendation has been satisfied and no longer applies.*

15. CAMPO should revise their demographic mapping to make it more reader-friendly for the public by:

- a. using easy to understand visuals
- b. ensuring that the legends thoroughly document information depicted by each map
- c. including labels for counties and municipalities
- d. including the timeframes for project implementation

This recommendation has been satisfied and no longer applies.

16. In addition to roadway investment, CAMPO should identify other measures for assessing transportation system equity and use those measures to conduct a quantitative analysis of system benefits and burdens, comparing MLI populations to non-MLI benefits and burdens. *This recommendation has been satisfied and no longer applies.*

17. CAMPO should ensure and document that its mailing list and CACs are appropriately represented by MLI citizens to maximize their participation and input in the transportation decision making process. *This recommendation has been satisfied and no longer applies.*

18. CAMPO shall determine a Quality Assurance tool and measure the effectiveness of their Public Involvement Program. *This recommendation has been satisfied and no longer applies.*

Current Findings

The Federal Review team identified no corrective actions, and the following commendations and recommendations:

Commendations:

1. The MPO is commended for developing the Wake Transit Plan.
2. The MPO is commended for its administration and execution of their Locally Administered Projects Program (LAPP). The MPO formalized a process that includes training, review, and oversight to ensure LAPP projects are submitted and completed in a timely fashion.
3. The MPO is commended for forming a Joint MPO Executive Committee, comprised of staff from the MPO and the adjacent DCHC MPO to facilitate the regional transportation planning.
4. The MPO is commended for amending the TIP on a quarterly basis, which has improved coordination with NCDOT as it processes STIP amendments monthly.

5. The MPO is commended for hiring a planner to improve the MPO's public involvement process and ensure implementation.
6. We commend CAMPO for developing a specific goal along with objectives and performance measures to ensure that EJ and Title VI are properly addressed in the planning process.

Recommendations:

1. It is recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2045 MTP.

Certification

The CAMPO Metropolitan Planning Organization's planning process is certified for four years from the date of this Report.

Team Members/Participants

Team Members

Bill Marley, FHWA
Eddie Dancausse, FHWA
Lynise DeVance, FHWA
Tajsha LaShore, FTA

Participants

Chris Lukasina, MPO
Shelby Powell, MPO
Bret Martin, MPO
Alex Rickard, MPO
Paul Black, MPO
Rupal Desai, NCDOT
Mike Stanley, NCDOT
Darcy Downs, GoTriangle
David Eatman, GoRaleigh
John Hodges-Copple, Triangle J COG

Introduction

Purpose

Pursuant to 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607, FHWA and FTA are required to jointly review and evaluate the transportation planning process for urbanized areas over 200,000 in population at least every four years. The Certification Review process helps to ensure that the planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303 are being satisfactorily achieved and that Federally funded highway and transit projects resulting from that process can be

implemented. The certification review is also the appropriate time to ensure an MPO's compliance with other Federal regulations and official guidance pertinent to the transportation planning process, such as the Clean Air Act as amended, Title VI of the of the Civil Rights Act of 1964, and requirements pursuant to the Environmental Justice (EJ) Executive Order (EO 12898).

Scope

The Federally required transportation planning certification review is an assessment of the transportation planning processes and products conducted by all partners charged with continually, cooperatively, and comprehensively carrying out the transportation planning process required in 23 U.S.C. 134 and 49 5303 daily, and how they meet the Federal requirements.

Methodology

The review consisted of a desk review, an on-site review conducted on May 17-18, 2017, and a public comment meeting held between 5:30 and 7:00 pm on May 17, 2017. In addition to the formal review, routine oversight, such as attendance at meetings, day-to-day interactions, review of work products, and working with the MPO on past certification review recommendations provide a major source of information upon which to base the certification findings. After the on-site review is complete and all comments have been reviewed, a report is prepared to document the findings.

Certification Report

For each topic reviewed at the on-site review, this report will document the regulatory basis, current status, and findings.

Regulatory Basis – Defines where information regarding each planning topic can be found in the Code of Federal Regulations (CFR) and/or the United States Code (U.S.C.) – the “Planning Regulations” and background information on the planning topic.

Current Status – Defines what the TMA is currently doing in regards to each planning topic.

Findings – Statements of fact that define the conditions found during the review, which provide the primary basis for determining the corrective actions, recommendations, and/or commendations, if any, for each planning topic. Because many planning topics are interlinked, but may have been reviewed as separate topics, some findings may reference other documents or requirements than the one being covered. Findings of the planning process include:

Commendation – A process or practice that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as commendations. Also, significant improvements and/or resolution of past findings may warrant a commendation.

Recommendation – Addresses technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will take action. The expected outcome is change that would improve the process, though there is no Federal

mandate, and failure to respond could, but will not necessarily result in a more restrictive certification.

Corrective Action – Indicates a serious situation that fails to meet one or more requirements of the transportation planning statutes and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is a change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond will likely result in a more restrictive certification.

General Comments

The MPO staff shared several comments about their experiences conducting the transportation planning process, including:

- The MPO appreciates FHWA's attendances at TCC, TAC, and MTP technical group meetings
- Coordination between the MPO, State DOT, and FTA has improved
- FHWA input into MPO updates to the Title VI and public participation process has been helpful
- The MPO's Locally Administered Projects Program (LAPP) has been successful in delivering projects that meet the Federal Aid Requirements
- The MPO continues to provide "MPO 101" training for new members
- The MPO has held peer exchanges with other MPOs in the state

Air Quality and Travel Demand Modeling

Regulation: 23 CFR 450.322(l): In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR part 93).

Regulation: 23 CFR 450.322(e): The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan.

Status

The MPO is in compliance with all National Ambient Air Quality Standards (NAAQS). The requirement to demonstrate Transportation Conformity for the MTP and TIP is no longer required for this area.

Transit Planning

Regulatory Basis: 49 USC 5303: It is in the interest of the United States, including its economic interest, to foster the development and revitalization of public transportation systems, in acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, and to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and

between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes.

Status

The MPO currently has three fixed-route transit systems: 1) GoRaleigh, 2) GoCary, and 3) GoTriangle, as well as four rural/community transit providers. The three fixed-route providers each serve different markets. GoTriangle serves more of a commuter-oriented, peak-period market. GoRaleigh and GoCary also serve a peak-period commuter-oriented market, but place a lot of emphasis on providing access to transit-dependent populations throughout the day. The rural oriented community transportation systems in the planning area generally emphasize human service needs, such as transportation for the elderly and persons with disabilities. GoRaleigh averages approximately 29 miles per hour on its fixed-route services. GoTriangle passengers average around 11.2 miles per trip, while GoRaleigh passengers average around 4.4 miles per trip.

Transit ridership continues to grow. It is highly dependent on the agency providing the service and the design of the services provided. GoRaleigh and GoCary serve both a commuter and transit-dependent population function. GoRaleigh and GoCary place their focus on frequency on certain routes and coverage on others. The fixed-route providers use 30 foot or 40 foot buses to provide services. They also use lift-equipped light transit vehicles, vans, or taxis to provide Americans With Disabilities Act (ADA) paratransit services. The community transportation systems use lift-equipped light transit vehicles and vans to provide human service-oriented services.

Planning/Coordination

One of the biggest examples of a cooperative and coordinated approach to transit planning is the development of the 2016 Wake Transit Plan. It was a joint effort among all three fixed-route providers, Wake County, and the MPO. The MPO incorporates the transit providers into all planning efforts, as appropriate. The planning factors are addressed through the region's goals and objectives as well as the adopted MTP and TIP; they are jointly developed and mutually agreed upon. The Wake Transit Plan included four goals: 1) connect the region; 2) connect all Wake County communities; 3) create frequent, reliable, urban mobility; and 4) enhance access to transit. It has increased bus service, implemented Bus Rapid Transit (BRT), implemented Commuter Rail Transit (CRT), funds local service, helps open the door for developing and expanding transit services within local communities in the county who currently do not provide transit service, and expands rural on-demand services. The transit plan is designed to be funded through a combination of local, state, and federal dollars, as well as fare box revenue. The main funding source for the transit plan is a local half-cent sales tax that was passed. The demand for transit is huge now that more local funding is available. It is also a big task and means the providers must play catch up to provide what the citizens want. The transit providers and the MPO agree that communication and coordination is excellent. The MPO states the region is very cooperative with regards to transit. The Wake County Transit Plan put transit front and center during the planning process and development. All parties feel they have ample input into the planning process and transit is most definitely at the table.

Issues/Struggles

Before the new local funding source was approved, funding availability was always an issue for realizing a transit network appropriate to serving the need. The region continues to grow

rapidly and many transit services are designed to be reactive to growth pressures and keeping up with the need to serve travel markets best suited to using transit modes. Now, the gap can be more easily and readily narrowed.

Transit Representation on the MPO Board

There is transit representation on the MPO board. The MPO Executive Board includes one designated transit representative (an appointee from the GoTriangle Board of Trustees) and the mayors of Raleigh and Cary (both municipalities operate transit systems), as well as the mayor of Wake Forest, which provides funding for fixed-route transit services. The MPO states it continues to increase the level of transit discussion and deliberations. With the Wake Transit sales tax revenue, transit continues to be a major force during the planning process. Therefore, there are no deficiencies in transit representation.

Commendation:

The MPO is commended for developing the Wake Transit Plan.

Metropolitan Transportation Planning Factors/Transportation Planning Process/Land Use and Livability

Regulatory Basis: 23 CFR 450.322 and 306: Development of a transportation plan addressing no less than a 20-year planning horizon. The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The metropolitan transportation planning process shall be 3C, and provide for consideration and implementation of projects, strategies, and services that will address the planning factors.

Regulatory Basis: 23 CFR 450.322: TMAs shall develop a Congestion Management Program (CMP) to address congestion through a process that provides for safe and efficient integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities.

Current Status

Metropolitan Transportation Planning Factors

The MTP is supported by a comprehensive and inclusive public involvement effort. Opportunities for public involvement are offered throughout the process of any plan development. The 2040 MTP included a comprehensive public involvement process to use citizen and stakeholder input for providing a critical evaluation of the products for each stage of plan development. Citizens, public officials, and Board members took advantage of a variety of planning and public input activities to voice their opinions and concerns. There were many activities that occurred in each stage of the MTP development for both the MPO and the adjacent DCHC MPO. Some notable examples included draft documents and detailed supporting data being made available at public libraries, government offices, and on the MPO websites; notices in newspapers for workshops, hearings, and other public involvement activities; and mail and email lists to notify citizens who have participated or indicated an interest in related planning activities. Mailings provided information about public workshops and hearings. Various formats for citizens to provide public comments included email, paper feedback forms, public workshops, and hearings. The DCHC MPO Goals and Objectives and

the MPO Alternatives Analysis were supported by online surveys that attracted several hundred responses each. A link to the DCHC MPO is on CAMPO's home page. CAMPO has requested that the DCHC MPO consider adding a link to CAMPO on their site as well.

In addition, the Goals and Objectives, Socioeconomic Data, and Alternatives Analysis steps included several workshops in the various member jurisdictions or multi-jurisdictional areas, and numerous presentations to local elected officials, boards, and commissions. As a result of this extensive outreach effort, the elected bodies and locally appointed boards and commissions provided considerable input through formal resolutions to the Executive Board. This public involvement process met and exceeded the MPO's public involvement policies for developing a transportation plan. The extent of the public involvement process to identify and choose projects for the 2040 MTP go beyond the MTP development process. The MTP is not a once every four-year singular document or effort; rather, the MTP is viewed as a continual update process, with many different programs and planning studies informing this ongoing update. As such, many 2040 MTP projects have been incorporated from local and MPO plans identified in Section 5.4 – "Related Plans and Studies" of the 2040 MTP report. Since 2010, the MPO has completed or is currently engaged in several large area studies and corridor studies (Southwest, Northeast, Southeast, NC 50, NC 56, and NC 98.) These studies have included very robust public involvement components, including multiple public symposiums throughout the MPO planning area, extensive use of social media (Facebook, Twitter), targeted websites, and targeted outreach efforts for EJ, Title VI, and Limited English Proficiency (LEP) communities in the planning area. The goal is to help the public and decision makers more effectively visualize and interact with transportation plans, projects, alternatives, data sets, and land use information. The MPO used extensive visual techniques throughout the 2040 MTP planning process to present data to the public, elected officials, and staff. Additionally, during the formal MTP development, public involvement activities included use of social media, the MPO website, formal meetings throughout the planning area, and public hearings at key decision points. Informal outreach (but still advertised) for the 2040 MTP included several drop-in sessions at various community events throughout the planning area. These were valuable additions to the public outreach efforts.

The MPO maintains a participatory 3C planning process. The MPO, State, and transit operators are invited and included throughout the process. NCDOT, all transit entities, freight, and aviation concerns are invited to be a part of development of all plans produced by and studies conducted by the MPO. The MPO TCC includes the North Carolina Railroad (NCRR) and Raleigh-Durham International Airport (RDU), the major commercial airport in the region, as a voting member of the TCC. The Triangle Freight Study resulted in the creation of the region's first freight related advisory group.

The MPO developed a Locally Administered Projects Program (LAPP), a formalized process that includes training, review, and oversight to ensure these projects are submitted and completed in a timely fashion. Training is required to participate as a project manager. Locals benefit by using their own funds for planning, environment, and right of way work. The projects are awarded on a scoring system. The program has succeeded in streamlining project delivery.

The MPO considers the planning factors in the MTP, UPWP, TIP, corridor studies, etc. Planning factors are integrated in the 2040 and draft 2045 Transportation Plans through the MPO Executive Board's adopted goals and objectives, which establish the principles for developing the overall MTP and TIP. Activities identified in each annual UPWP detail how the MPO updates and implements these goals and objectives. The Transit agencies account for the

security factor.

Planners work to identify partners in the community that can act as representatives for and liaisons to important populations, particularly those communities that have historically not significantly participated in the MTP development. By doing so, the MPO identifies strategies that can be used in the future whenever a project or plan begins, to involve the public in the planning process as early and often as possible.

The MTP covers at least a 20-year planning period. The current MTP begins with a 2010 base year and includes multiple horizon years (2020, 2030, and 2040). The 2045 MTP update will continue to ensure the region exceeds the minimum 20-year planning period.

The MTP is linked to land use plans within the region to support its goals. The 2040 MTP socioeconomic data are directly linked to the local land use plans in the region through the Imagine 2040 process, which uses a plans-based future growth allocation model. This forecast is then used to derive transportation project decision making and supports the goals of the MTP to develop a high quality of life through sustainable growth and an affordable and accessible multimodal transportation system.

The MTP contains both long and short range strategies and actions that lead to the development of a multimodal transportation system. These strategies are based on planning for various horizon years. Short range strategies include interim projects such as conversion to super street, but anticipating a full freeway conversion on US 1 North and US 64 West, and the Wake County Transit Plan (a 10-year document).

The MTP provides for the maintenance and preservation of the Federally-supported, existing, and future transportation system. The MPO continues to identify, explore, and implement the enhancement of uses by expanding modal opportunities. This includes expansion of the system to benefit additional travel options and efficient use of the existing system by developing ITS methodologies throughout the network. For example, the development of the Wake County Transit Financial Plan was a key step in furthering the ability of the region to maximize the existing infrastructure. The MPO also continues to plan for system preservation needs. The 2040 MTP includes funding for continuous operations and maintenance needs as well as system optimization improvements.

The MPO begins by using the MTP as a reference for projects submittals through the SPOT process. Staff works with local NCDOT Division Offices to find common ground on MTP projects to help drive the funding mechanisms and get projects implemented through the SPOT/STI program, which will ultimately program in the STIP. The MPO has a Project Prioritization Methodology. The projects listed in the MTP have been coordinated with NCDOT and each municipality to ensure implementation. General policies and recommendations are developed in conjunction with the municipalities to be consistent with community goals. Continuous coordination with the MPO partners is essential to maintain consistent planning documents.

The MTP is fiscally constrained to the forecast of current and reasonably anticipated revenues. The financial plan chapter of the 2040 MTP provides a comparison of expected revenues and costs from 2011 through 2040, the 30-year period of this plan. The method used the draft fiscal year 2014-2020 STIP for the years 2011 through 2020. The STIP identifies the budgeted state and federal funding source for transportation projects and therefore is the best available source for near term revenue forecasts. The MPO used the NCDOT statewide financial model for the

periods beyond the year 2020. The method assumed that the MPO and adjacent DCHC MPO would receive a portion of the statewide highway revenues commensurate with the MPOs' portion of the statewide population minus any program funding that is not distributed through the TIP such as Powell Bill funding, administration costs, and other transfers. The financial model assumes a 3.5% annual discount to adjust for inflation in the transportation sector. It is important to note that some of the funds included in this statewide model, such as Federal Surface Transportation Program (STP), do not have to be used for highways. Some of the funds can be "flexed," or transferred, to programs for other transportation modes such as transit, pedestrian, and bicycle. The NCDOT financial model and STIP do not represent all the available highway revenue. The MPOs expect to have additional funding available through toll revenues, local funding, and private funding.

The State DOT and metropolitan transit operators participate in the MTP development. Representatives of NCDOT's Transportation Planning Branch (TPB) attended and participated in air quality, finance, and project meetings; model user group meetings; and MPO TCC and TAC meetings during development. Input was received and NCDOT participated in discussions throughout development. NCDOT's Public Transportation Division (PTD) as well as all transit providers are invited throughout the process. This begins with the various ongoing planning efforts that feed into the MTP. NCDOT has been a project partner for all the large area studies and many of the corridor studies. The MPO works closely with the NCDOT PTD to develop and maintain the traditional funding portion of the MTP. The MPO works with the region's transit operators for short term planning and the transit planning element of the MTP. The largest input for this in the 2040 MTP was the development of the 2011 Wake Transit Plan. This served as the center piece of the 2040 MTP transit element. Community and demand response providers from the other four counties within the planning area are regularly consulted and continually invited throughout the process.

Projects that are not feasible are placed into the Comprehensive Transportation Plan (CTP), which is financially unconstrained.

Transportation Planning Process

The participatory 3C planning process is comprehensive, cooperative, and continuing among the MPO, NCDOT, transit operators, and local governments. The MPO uses data to determine issues, evaluate solutions, and select the best option. Being comprehensive allows the MPO to inform and work with the public while also taking their input into account. The process is continuing, which means the planning goes through the entire process from conception to completion. Planning is always cooperative by working with interested and involved parties to work together on establish issues, inform the agencies needed, and keep everyone involved and updated throughout the process.

Metropolitan and statewide planning is coordinated, and the results of this coordination are manifested in the products of the planning process. The MPO and NCDOT coordinate frequently when developing the MTP and Statewide Plan to ensure that all regional and statewide transportation goals are in sync. By keeping on open dialogue with NCDOT, the MPO can cooperate in planning the best projects for both regional and statewide areas

There is consistency between metropolitan transportation activities and related planning activities such as the SHSP, and transit safety and security. The MPO and NCDOT work collaboratively in developing safety goals, objectives, performance measures, and strategies for the urbanized area. These agencies meet regularly and as needed to discuss a variety of issues and concerns regarding safety, security, and transportation. The MPO follows the Strategic

Highway Safety Plan (SHSP) closely, as funding can be provided through the TIP. Safety is also considered in determining which projects will be included in the MTP and TIP. NCDOT has funds specifically set aside for making safety improvements along roadways, including guardrails, rumble strips, better pavement markings and signs, etc. Highway Safety Improvement Program (HSIP) projects located within the MPO are included in the TIP. Most of these projects come from NCDOT and are routinely included in the TIP when project requests are taken.

Land Use and Livability

Non-motorized modes of travel such as bicycle and pedestrian are analyzed and addressed in the MTP and throughout the transportation planning process. The provision of non-motorized travel is very important to the MPO members. The MPO has worked with a committee recently to assist in the development of complete street standards that will be forwarded to the MPO member jurisdictions for consideration. Where appropriate, all special studies incorporate some level of accommodation for bicycle and pedestrian travel. The MTP contains a map of tiered connections that promote bicycling and walking at a regional, sub-regional, and local scale.

The MPO has included planning principles related to smart growth, context-sensitive solutions (CSS), green infrastructure, Transit Oriented Development (TOD), and other contemporary planning concepts. Each of the MPO's larger special studies and major corridor studies has included land use scenario planning and development policy reviews and recommendations. The recently completed Southeast Area Study has continued to refine this approach with customized policy recommendations for each jurisdiction in the study area. Many of the MPO's special studies include a request for innovative techniques and approaches. The MPO is managing the on-call planning studies for Wake Transit. This includes work in all areas and specifically in the initial stages of TOD station area development for major transit investment corridors, affordable housing, and multi-modal corridor approaches. Many of the recommendations identified in MPO studies include appropriate CSS applications as well as striving to continue to advance green infrastructure opportunities.

Commendations:

1. The MPO is commended for its administration and execution of their Locally Administered Projects Program (LAPP). The MPO formalized a process that includes training, review, and oversight to ensure LAPP projects are submitted and completed in a timely fashion.
2. The MPO is commended for forming a Joint MPO Executive Committee, comprised of staff from the MPO and the adjacent DCHC MPO to facilitate the regional transportation planning.

Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP)/List of Obligated Projects

Regulatory Basis: 23 CFR 450.324: The MPO shall cooperatively develop a TIP that is consistent with the MTP and is financially constrained. The TIP must cover at least a four-

year horizon and be updated at least every four years. Additionally, the TIP must list all projects in sufficient detail outlined in the regulations, reflect public involvement, and identify the criteria for prioritizing projects.

Current Status

The TIP is the result of cooperation and coordination by the MPO with NCDOT (Division Offices and Strategic Prioritization Office for Transportation (SPOT)). Strategic Transportation Investments (STI) legislation, managed by NCDOT's SPOT Office, affords MPOs and Division Engineers the opportunity to submit a set number of projects for review through the STI process every two years. The MPO follows the guidelines of the SPOT process and submits projects that are listed in the MTP for funding. Point assignments are based on joint consideration of the MPO and the local NCDOT Division Office to maximize the potential for projects to be included in the TIP. Each project is evaluated through a quantitative formula from the State and combined with local qualitative scoring to generate scores which lead to programming. Public input is encouraged and received throughout the process.

The MPO, local transit operators, and NCDOT collaborate in development of the TIP through direct face to face meetings coordinated by the MPO as well as through email and telephone.

The MPO avails itself of the opportunity to group projects in the TIP by maintaining a line item in the TIP with a lump sum for programming projects using Surface Transportation Program – Direct Attributable (STP-DA) and Transportation Alternatives Program (TAP) funds, and a separate line item for the UPWP in the TIP. When project-specific programming necessitates, the MPO will amend the TIP to move funding from the lump-sum line item to a specific line item with a unique TIP number.

The TIP project selection process is carried out in coordination with the State and transit operators and generally consists of the following steps:

- Verification of project inclusion in the adopted and conforming MTP
- Utilization of the Triangle Regional Model and Geographic Information Systems (GIS) to analyze user benefits and project cost-effectiveness
- Review by the TCC MTP/TIP subcommittee. The committee utilizes technical data to formulate a recommendation on projects to advance into the Statewide Prioritization process (SPOT). This recommendation is forwarded to the TCC where additional review takes place. The TCC forwards a recommendation to the Executive Board.
- Executive Board approves a list of projects for submission into the SPOT process after public review and comment on the proposed list of candidate projects
- Once the statewide prioritization process is completed, NCDOT identifies projects for implementation based on priority ranking, funding constraints, project development time, investment strategy, and construction sequence
- NCDOT and MPO review draft TIP/STIP documents
- NCDOT and MPO conduct a TIP/STIP document review conference
- MPO conducts public comment period and solicitation following adopted public participation plan
- MPO Executive Board adopts TIP and forwards to NCDOT for inclusion in the STIP

The MPO considers the TIP to be the primary tool for implementing the MTP. As such, discussions regarding priorities occur most frequently during the development of the MTP,

and the MPO utilizes the identified priorities in the MTP to program the TIP.

The MPO Public Involvement Policy (PIP) is incorporated in the TIP development process and this involvement has affected the content of the TIP. The MPO PIP details the formal requirements and processes the MPO follows for TIP actions. The MPO engages the public during the TIP process through formal and informal methods. This includes advertising and making available, through the MPO website and hard copies, the draft and final TIP as well as the periodic amendments. The MPO processes quarterly updates and amendments that is designed to provide a regular schedule for such actions. In addition, it has improved coordination with NCDOT, as it processes STIP amendments monthly. Comments submitted by the public during comment periods or at formal public hearings are recorded and the information is presented to the MPO Executive Board prior to any action. Social media (Facebook and Twitter) are also used to share potential TIP actions and solicit feedback from the public, and shared with the MPO Executive Board. Projects in the TIP have been impacted by public involvement through changes to project schedule/funding year, project scope, or both.

Commendation:

1. The MPO is commended for amending the TIP on a quarterly basis, which has improved coordination with NCDOT as it processes STIP amendments monthly.

Financial Planning

The MPO forecasts Federal, State, local, and private sector revenues. The 2040 MTP used the NCDOT financial forecast and included state funding for non-transit revenue. Transit revenue was forecasted using the Wake Transit financial model from 2011. A local option ½ cent sales tax and increase in vehicle registration fees were included in the forecast for transit revenue. These are available based on a successful voter referendum. Additional local funding was forecasted based on adopted local Capital Improvement Programs (CIPs), transportation bond trends, and an analysis of private development trends.

Project cost estimates are consistent among the implementing agencies. The TIP is consistent with the MTP. Project cost estimates for the first decade of the 2040 MTP were primarily derived from the TIP, and funding from local sources. The 2040 MTP project costs are calculated using the same planning level cost assumptions as the Statewide Prioritization process. Additional contingency was included on a case by case basis. Specific project cost estimates were incorporated where available based on completed feasibility studies and designs.

There are documented cooperative procedures that describe the current fiscal constraint demonstration. The 2040 MTP includes documentation of the cooperative procedure as well as visualization and narrative for fiscal constraint.

There is a discussion of the assumptions and methodologies used to forecast revenues and estimate costs in the financial plan. The MTP is financially constrained to a reasonable extent. It is financially constrained to the forecast of current and reasonably anticipated revenues for each mode.

The financial plan is made available to the public and is part of the MTP final report. It is

also included in presentations and public material concerning the plan. The development of the financial plan is also well documented and made available through presentations, the MTP project website, and social media.

The MTP includes all fiscally constrained projects between 2010 and 2040. Capacity projects are all listed with costs and included in the financial plan. The financial plans of the TIP are consistent with those of the MTP. Both are fiscally constrained.

The maintenance of the State highway system within the Urbanized Area, primarily outside of municipal boundaries, is the responsibility of the NCDOT. Allocations are distributed to each of the 14 Divisions based on each Division's ratio of urban mileage to State urban lane mileage and the Division's population to the total State population. Lane mileage and population are given equal weight.

The MPO determines adequate levels of Operations and Maintenance (O&M) and conducted an analysis of O&M spending trends and compared to existing performance measures and indicators (primarily from NCDOT). O&M funding levels for non-public transit were derived by first analyzing the trend in O&M per county expenditures. These figures were then factored to reflect the proportion of each county's population that is included within the MPO. Total O&M expenditures were compared to total overall expenditures to estimate levels per funding category. Due to aggregation of data, this was determined to be the most effective way to estimate O&M. The MPO will continue to work with NCDOT as the TIP and STIP development process evolves to improve the tracking and forecasting operations and maintenance in each funding category. It is estimated that approximately one third of the roadway obligations will be for O&M. Funding levels for public transit O&M were determined through comparison of adopted and projected budgets of local transit operators. It is estimated that approximately 80 percent of transit obligations will fund O&M.

To maintain fiscal constraint, the MPO has a documented process to determine if a project change warrants an administrative modification or formal amendment. This is documented on the MPO's website and in the public participation plan.

Procedures are followed to ensure that TIP financial plans within the State are consistent with the State Transportation Plan (STP). The STP is a culmination of plans from across the State, including the MPO's MTP. The State then programs the STIP based partly on quantitative data and partly on recommendations from the various planning organizations and NCDOT Division offices. This ensures that the TIP reflects the STP.

List of Obligated Projects

The NCDOT TIP Programming Unit sends information on annual obligations to the MPO on a yearly basis. NCDOT produces a report with information on all obligated projects for every county in the MPO to include the following:

- Division Number
- County
- Project Number
- Project Description
- Type of Project
- Funding Amount
- Funding Sources

The MPO posts the annual listing of obligated projects to its website. The MPO has also requested and receives weekly a list of projects for which funding has been obligated and the funding expended using Congestion Mitigation and Air Quality Improvement (CMAQ) program and STP-DA funds. The MPO uses these reports to periodically update the public about project funding status through the MPO website and social media.

The MPO cannot directly attribute any public comments directly related to the 2016 annual listing. However, the MPO has received public comments and questions about projects that have been included in this report.

Metropolitan Planning Area Boundary/Agreements and Contracts/Organizational Structure

Regulatory Basis: 23 CFR 450.312(a): The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor. 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.

Current Status

Metropolitan Planning Area Boundary

The MPO revised its boundary based on 2010 Census data and urbanized area information received in the fall of 2012. The latest revision included a small expansion in Johnston County to incorporate areas annexed by the Town of Clayton (an existing member of the MPO). The latest boundary change was approved by the MPO Executive Board on October 17, 2012 and the updated MOU was adopted by the MPO on April 16, 2014. The Town of Archer Lodge in Johnston County, which incorporated as a municipality in 2009, was included in the MPO as an official member during the 2014 MOU update. The Governor's approval occurred on June 13, 2014. Several areas are under consideration for inclusion in an expanded boundary over the next 20 years.

The boundaries for Raleigh and the Smithfield-Selma urban cluster are only 3,800 feet apart. While not currently under consideration for inclusion, the MPO has completed a joint study, the Southeast Area Study, which included all of Johnston County west of Interstate 95 most of the Smithfield-Selma urban cluster in anticipation of the 2020 Census. This land use and transportation study was a joint effort between the MPO, NCDOT, and the Upper Coastal Plan Rural Planning Organization. Additionally, Butner Lillington, and Louisburg will likely be involved in future discussions, based on the 2010 Census experience and anticipated results of the 2020 Census.

As a result of the updated MOU in 2014, Executive Board and TCC representatives from the Town of Archer Lodge have been added to the respective committees as full voting members. Previously, the towns of Butner and Louisburg were ex-officio non-voting members of the MPO. During 2012, these two jurisdictions were offered the opportunity to become full members of the MPO. Both jurisdictions declined. Recently, the Town of Lillington has expressed interest in becoming a member of the MPO. This is being explored.

Transit has been represented on the MPO's Executive Board for many years through a voting

seat for GoTriangle's Board of Trustees and the two municipalities (Raleigh and Cary) that operate fixed route transit service.

Agreements and Contracts/Organizational Structure

All agreements are current. Agreements are reviewed and updated, when applicable, each year as part of the annual self-certification processes.

The MPO's MOU was updated in 2014. The MPO also has approved agreements with the DCHC MPO for joint tasks related to the development of the MTP, including the Triangle Regional Model. The MPO also has an approved agreement with the region's urban transit systems that governs the allocation of FTA formula funding and regional transit funding (Wake Transit Tax). In 2011, the MPO signed an interagency Air Quality MOU with NCDOT, the North Carolina Department of Environment and Natural Resources (NCDENR), the United States Environmental Protection Agency (USEPA), FHWA, and FTA, and collectively referred to hereinafter as the Parties for the purpose of implementing interagency consultation procedures for developing a State Implementation Plan (SIP) and/or revisions, regional emissions budget comparisons, and conformity determination of Long Range Transportation Plans (LRTPs), Transportation Improvement Programs (TIPs), and Regionally Significant Projects (RSPs). NCDOT has the responsibility of planning in the area not addressed by the MPO. This responsibility is done in cooperation with RPOs on a continual basis. The MPO has a standing agreement with the DCHC MPO for dividing planning services along county boundaries to account for municipal boundaries that expand into the reciprocal MPO's boundary.

The existing agreements conform to regulatory requirements and represent the planning process as practiced. The MPO, adjacent DCHC MPO, and NCDOT coordinate regularly (very often daily) with very successful outcomes. The two MPOs are nearing completion on the third joint transportation plan for the region. The first such effort, the 2035 LRTP, was nationally recognized for regional collaboration and planning excellence by the Association of Metropolitan Planning Organizations. The two MPOs make up approximately ten percent of the state's population and are forecast to grow to nearly 20 percent by 2045. This continued coordination and cooperation will be key to success in the future. The two MPOs continue to develop joint studies and other planning products. Recent examples include:

- Triangle Toll Study
- NC 98 Corridor Study
- Triangle Freight Study
- Triangle ITS Study Update

MPO staff is responsible for development of the work programs (UPWP, MTP, TIP, etc.) with review and coordination from the staff of member jurisdictions, the TCC, and the Executive Board. The TCC and TAC are responsible for development, review, and recommendation of the Prospectus, UPWP, TIP, and MTP.

Regional Coordination – Regional and Environmental Agencies

Regulatory Basis: 23 CFR 450.316(b)(c)(d)(e): The MPO should develop and document consultation procedures that outline how and when during the development of MTPs and TIPs, the MPO will consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including state and local planned growth,

economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities, as well the MPO should also include Indian Tribal Governments, and Federal Public Lands, if applicable.

Current Status

The MPO maintains a list of resource agencies and contacts provided by NCDOT. The MPO provides outreach activities to consult with Federal, State, and local agencies by frequently extending them invitations to participate in project or study level steering committees as project recommendations are developed. Opportunities for participation and consultation are also provided for agencies responsible for land use management, natural resources, environmental protection and conservation, and historic preservation. The MPO formed steering committees (often referred to in MPO studies as the Core Technical Team or Stakeholder Oversight Team), which are developed on a project-by-project basis, and effort is made to include all appropriate agencies to participate in the development and review of recommendations.

Discussions with Federal, State, and local agencies are documented through a NEPA Tracking database for projects in NEPA. CAMPO staff documents discussions through meeting notes and outcomes.

Criteria have been used to assess which activities may have the greatest potential to restore, improve, and maintain the environment. During land use and transportation scenario planning efforts, the MPO typically explores various scenarios that have greater or lesser impacts to the natural environment. Often multiple alternative infrastructure improvements are analyzed. Performance metrics associated with evaluating these scenarios include amount of built environment/urban footprint, potential water and energy consumption, etc.

Consultation in the metropolitan planning process is coordinated with the statewide consultation process to enhance public consideration of issues, plans, and programs. Working very closely with NCDOT has helped with coordinating the metropolitan and statewide consultation processes. The MPO shares plans and projects with the NCDOT Transportation Planning Branch as well as the local NCDOT Division Offices.

Information and data have been assembled regarding the location and condition of environmental features that might be affected by proposals outlined in the MTP. The MPO has used GIS to map potential endangered species populations, impaired waters, wetland inventories, as well as other features that could potentially be impacted by projects and plans within the MTP.

Congestion Management Program (CMP)/Intelligent Transportation Systems (ITS)/Management and Operations (M&O)

Regulatory Basis: 23 CFR 450.320: TMAs shall develop a CMP to address congestion through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities.

Current Status

Congestion Management Program (CMP)

All projects for Single Occupancy Vehicle (SOV) capacity expansion projects, for which Federal funds are programmed, are supported by a CMP that is valid, operational, and periodically evaluated. The MPO's CMP document was adopted by the MPO Transportation Advisory Committee (TAC) on June 16, 2010. The CMP is an integral component of the 2040 MTP that was adopted on May 8, 2013. The CMP was under development at the time of the Fiscal Year (FY) 2011-2017 TIP. The CMP is more of an ongoing process than a document and is therefore not conducted on a set schedule. The recommendations from the CMP process are incorporated in the MTP, TIP and UPWP as appropriate.

Congestion management is part of the overall regional planning process. It recommended studies and implementation efforts need to be included in the MPO's UPWP. Items addressed through the CMP include: 1) a toolbox to encourage ways to deal with congestion and mobility problems beyond traditional through-lane capacity projects, 2) a Status of the System Report – the first report ever completed by an MPO in North Carolina, 3) Transportation Demand Management (TDM), 4) Ramp-Metering – as acknowledged through the region's ITS Strategic Deployment Plan, 5) the I-40 Bus on Shoulder Study (BOSS), and 6) developing a five-year plan to mitigate congestion.

The major congestion issue in the MPO urban area is vehicular; therefore, the main data source for the CMP is traffic counts. The first step in data collection is the Average Annual Daily Trips (AADTs) values provided by NCDOT. If the AADT value and the corresponding Volume to Capacity (V/C) ratio indicate a segment or corridor is congested, additional data collection is called for in the CMP if the segment or corridor contains signalized intersections. In this case, turning movement counts at signalized intersections and travel time/speed studies would be conducted to verify there is an issue on the segment, or to show that level of service values and travel times and speeds are acceptable. This data collection and analysis allows for the evaluation of projects and proposed improvements.

Consideration is given to examining traffic congestion conditions and problems on a regional basis such as construction work, crashes, and other incidents along the Interstate highways, other freeways and expressways, and other major roads linking the MPO area.

A Wake County Transit Plan subcommittee, composed of representatives from Wake County, municipalities, local transit systems, the Regional Transportation Alliance, and MPO staff, works in concert with the CMP Stakeholders Group to address CMP strategies through transit planning. As CMP-related targets are established in North Carolina, the MPO will work with its partners to monitor trends and identify short and long term strategies, projects, and programs to achieve the established targets. This will be done in a variety of ways and it is anticipated this will use many existing processes and partnerships, including the region's TDM program, the incident management process, the freight advisory group, the Wake Transit Advisory Committee, as well as others.

Performance measures in the CMP are tracked and evaluated to ensure strategies are implemented effectively and are accounted for throughout the planning process. Ongoing data collection such as V/C ratios, level of service indicators, travel speed, transit utilization, user perception, and accident rates are tracked and used to plan effectively throughout the planning process.

Intelligent Transportation Systems (ITS)

In accordance with 23 CFR 940, all federally funded ITS projects must be identified in the Regional ITS Architecture/ITS Strategic Deployment plan prior to Federal authorization, and shall complete a Systems Engineering Analysis. The MPO is fulfilling this requirement.

Management and Operations (M&O)

The MPO includes M&O strategies proposed for funding that are supported by specific goals and measurable objectives contained in the MTP; the operations community is involved in the development of these goals, objectives, and strategies; and M&O strategies are consistent with those contained in the MPO's CMP.

The MPO believes that maintaining a multimodal transportation network is essential to the maintenance of a high quality of life for the CAMPO region. The MPO is establishing performance measures in the 2045 MTP to evaluate such metrics as the following: 1) average clearance time for crashes, 2) annual hours of delay for Single Occupancy Vehicles (SOVs), 3) percentage of commuters driving alone, 4) percentage of VMT on roadways, and 5) number of intersections with signal preemption or signal priority. These performance measures are designed to measure how well the MPO meets goals associated with managing congestion and system reliability. To meet goals for improving infrastructure condition, the MPO is developing performance measures for metrics such as the following: 1) percentage of lane miles with unacceptable pavement condition ratings by NCDOT; 2) ratio of programmed to actual TIP expenditures in the MPO for roadway maintenance; 3) percentage of pothole repairs completed within two days by NCDOT Divisions; and 4) proportion of sidewalks, crosswalks, and bicycle facilities ranked in good condition.

O&M funding levels for all modes except public transit are derived by analyzing the trend in O&M expenditures per county. These figures are factored by the proportion of each county's population within the MPO. Total operations and maintenance expenditures are compared to total overall expenditures to estimate levels per funding category.

Due to data aggregation, this was determined to be the most effective means by which to estimate O&M. CAMPO continues to work with NCDOT as the TIP and STIP development process evolves to improve O&M tracking and forecasting in each funding category. Approximately one third of roadway obligations are estimated to fund O&M.

Funding levels for public transit O&M are determined through comparison of adopted and projected local transit operators' budgets. Approximately 80 percent of transit obligations are estimated to fund O&M.

Mechanisms are in place to measure performance of O&M goals and objectives. The 2045 MTP is developing numerous performance measures around "in real life" (as opposed to modeled) aspects of the transportation system. These include sidewalks and greenways, bus stop infrastructure, and land development ordinances with transportation dedication requirements.

Operation of the transit network is a clear focus of attention. The Wake Transit Plan was recently adopted by the MPO and is being included as part of the transit element of the MTP. While the plan only covers a 10 year time horizon, it is being used as a basis from which to plan for future transit expansions throughout Wake County and into neighboring counties. Operational improvements are programmatically included in the MTP, and specific transit

projects with those characteristics are included in the TIP for implementation. Bus Rapid Transit (BRT) is being considered in the center of the urbanized area, and is under additional study.

The MPO continues to develop new means by which O&M information is documented and disseminated to elected officials and the public on progress of the MTP and TIP toward the inclusion and implementation of O&M goals and objectives. The MPO has developed various reporting methods to document progress through the CMP and Transportation Demand Management (TDM) programs. Additionally, the performance measures adopted as part of the 2045 MTP will further improve this function and consolidate reporting into one format.

The MPO supports the ITS program and funds O&M as needed and practicable within funding source guidelines that are specifically addressed in the MTP. The MTP and TIP include the methodology used for developing these costs and revenue assumptions.

Unified Planning Work Program (UPWP)/Self-Certification

Regulatory Basis: 23 CFR 450.308 and 23 CFR 420.111: sets forth requirements for each MPO, in cooperation with the State and public transportation operators, to develop a Unified Planning Work Program (UPWP) that documents planning activities, products, funding, roles and responsibilities, and a timeline for the completion of each activity.

Regulatory Basis: 23 CFR 450.314(a): The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in a written agreement among the MPO, the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see 23 CFR 450.324) and the metropolitan TIP (see 23 CFR 450.326), and development of the annual listing of obligated projects (see 23 CFR 450.334).

Regulatory Basis: 23 CFR 450.334: No later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop and publish a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

Status

Unified Planning Work Program (UPWP)

The UPWP provides a strategic view of and a strategic direction for metropolitan area planning activities. The UPWP outlines the planning tasks to be performed, anticipated funding needed, and the funding sources associated with each task. The activities are typically included in the required narrative text for each work task that describes the planning priorities included in the metropolitan area. The MPO staff adheres to the UPWP in performing planning tasks for the planning area, thereby providing the MPO a strategic view and strategic direction. The MPO evaluates previous programs and the current budget when drafting new work programs.

State and public transit agencies, the Capital Area Bicycle/Pedestrian Advisory Committee, and individual jurisdictional stakeholder groups are invited and do actively participate in UPWP development. Through the development of the Triangle Freight Study, the region's first freight focused advisory group has been created. This group is anticipated to also be a conduit and resource for developing future UPWPs. Transit agencies contribute directly to the development of the UPWP by developing and submitting their planned expenditures using Federal 5303, 5307, and 5309 funds.

Emphasis is placed on developing projects that will serve multiple purposes such as informing base year updates to the Triangle Regional Model, which is ongoing, as well as continually updating and prioritizing transportation projects and programs for the region's MTP.

UPWP activities are developed, selected, and prioritized. Staff reviews the funding available and working with the TCC and UPWP subcommittee (a volunteer subcommittee of the TCC), as needed selects recommended core function projects for funding in the UPWP. Core function projects are those that are of a regional nature and are part of the core mission of the MPO.

A five- to ten-year work plan is developed and updated annually to assist with project selection and scheduling. Studies of a more local nature are solicited from member jurisdictions and the subcommittee reviews them as well. These projects are presented to the TCC and the TCC then provides recommendation for funding to the Executive Board.

The UPWP provides a strategic view of and a strategic direction for metropolitan area planning activities. The MPO's UPWP is divided into two categories: core function and non-core functions. This ensures that the MPO is continuing to focus on its five core functions while also providing added value to the member agencies. Many UPWP activities are small parts of the overall planning process in that the planning process is continual and each year provides a piece in the larger, longer range goals of the MPO planning process. Studies undertaken in 2013-2017 have provided plans for improvement being considered for and/or included in the current and future TIPs as well as providing information necessary to identify projects to be included in MTP development.

Activities in the UPWP relate to the goals and priorities identified in the MTP. These activities fully support the priorities outlined in the MTP by providing for the modeling, studies, and other activities that lay the foundation for development of the MTP project lists and air quality conformity for the region.

The UPWP provides for the development of performance measures that relate to the MTP's goals and objectives. The MPO's MTP contains two types of performance measures: 1) the long-term estimate from the regional transportation model (interim and 25 years), and 2) the near-term measures of "in-real-life" infrastructure, service, and policies implemented during the MTP cycle (4-5 years). The UPWP accounts for development of the travel model measures and the development, upkeep, and maintenance of data needed for the "in-real-life" measures.

The UPWP provides funding for the professional development of the MPO staff through conferences and trainings each year. The MPO's planning funds are supplemented with STP-DA funds to support many core functions.

For the past two years, not all fiscal resources have been expended. The reason for this is that

the MPO applies STP-DA funds to support MPO operations. The PL funds have been fully spent; however, the PL funds received are not adequate to fully cover the MPO planning, operations, and management activities. Consequently, STP-DA funds are used to supplement the UPWP and support planning, operations, and management activities.

The MPO uses Transit Section 5303 funds for planning and technical studies. These funds are filtered down from FTA through NCDOT's Public Transportation Division (PTD) to the MPO for use by urban transit operators. These funds require a 20% local match, of which half comes from NCDOT PTD and half from the local transit agency (80% from FTA, 10% from NCDOT PTD, and 10% local match). For FY 2017, Go Raleigh (formerly Capital Area Transit (CAT), will use these funds for general planning assistance.

The MPO uses Transit Section 5307 funds. FTA distributes these funds based on the transit operators' service miles, passenger miles, service area population and population density, and other factors. Go Raleigh (formerly CAT), the Town of Cary's C-Tran (Go Cary), and Go Triangle (formerly Triangle Transit) use these funds for assistance on a wide range of planning activities. These funds require a minimum 10% local match that is provided by all three transit providers with a potential 10% State match provided by NCDOT PTD. For FY 2017, these funds are used for planning transit improvements in the MPO area. There are no Transit 5309 funds programmed in the current 2017 UPWP.

The MPO conducts the transportation planning process in a continuous, cooperative, and comprehensive (3C) manner in accordance with 23 U.S.C. 134, and 49 U.S.C. 1607, which is carried out through the development and adoption of the MTP. The UPWP is updated, reviewed, and adopted on a yearly basis.

Self-Certification

NCDOT provides a checklist of items to the MPO to consider for self-certifying the planning process. There is opportunity for public comment at the MPO Board meetings, which allow the public to voice their opinions or concerns regarding the self-certification and any other topics or transportation documents.

The MPO Board is made aware of all major laws that govern the transportation planning process, which are identified as the very beginning of the self-certification process. The self-Certification is provided to the Federal agencies as part of the UPWP, which is adopted every year.

Supporting documentation and information is provided to the MPO policy board when the self-Certification is approved. Each year the MPO Executive Board is provided with the self-Certification checklist as well as responses for each element of the checklist. The MPO staff conducts a member orientation and training annually. This information is also shared as part of the new member orientation and through presentation on the MPO website. Any Executive Board or TCC member is invited to participate. The MPO extends invitations to this training to all local elected officials and technical staffs as space permitted. Executive Board or TCC members have participated annually. Additionally, the MPO developed the MPO Policy and Procedures Manual with the assistance of a consultant. This manual provides detailed information on processes and procedures used in MPO planning activities.

Freight

Regulation: 23 CFR 450.316(a): The MPO shall develop and use a documented participation plan and define a process for providing citizens and affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transport, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Regulation: 23 CFR 450.316(b): In developing MTPs and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movement) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, MTPs and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area...

Current Status

The MPO considers and evaluates land use and freight-oriented developments within the area. Consideration for land use policy for freight-oriented developments is carried out. The MPO studies current conditions along rail and truck routes to stay ahead of any changes in the systems and to properly make decisions on developments when necessary.

The involvement of the freight community in the MPO's planning process is a sustained, ongoing, and collaborative effort. The MPO's public participation plan provides opportunities for freight providers and shippers to give their input into the development of the MTP and TIP. Public involvement and the role of the stakeholders' interests are critical for developing a sound and effective Freight Plan.

The MPO's public participation plan provides reasonable opportunities for freight providers and shippers to give their input into the development to the MPO transportation plan and TIP. The Regional Freight Advisory Committee used in creating the regional freight plan (included in the MTP by reference) included several private sector shippers and manufacturers.

The MPO follows USDOT forecasted national freight activity through the Freight Analysis Framework (FAF). The MPO uses freight-related data to identify trends and analyze the profile for freight movement, and to use the information to develop a more balanced MTP.

The MPO collects traffic data and monitors the system performance reliability of the regional transportation system to measure major freight movements. Data provided by NCDOT and federal sources support this effort. NCDOT contracts with private sector data providers such as INRIX and HERE.

The MPO has identified several locations in the region that are suitable for freight-related development, including one along US 70 south of Garner near I-40. CAMPO, in coordination with NCDOT and the DCHC MPO, is currently conducting a regional freight study that will identify these needs and potential projects. The recommendations from this study will be incorporated into the 2045 MTP.

Safety/Security

Regulations:

23 CFR 450.306: The metropolitan transportation planning process provides for consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

23 CFR 450.306(h): The metropolitan transportation planning process should be consistent with the Statewide Highway Safety Plan (SHSP), and other transit safety and security planning and review processes, plans, and programs, as appropriate.

23 CFR 450.322(h): This encourages the inclusion of a safety element in the MTP.

23 U.S.C. 148: This introduced a mandate for Strategic Highway Safety Plans.

23 CFR 450.306(a)(3): This states that the metropolitan transportation planning process shall increase the security of the transportation system for motorized and non-motorized users.

23 CFR 450.322(h): The MTP should include emergency relief and disaster preparedness plans and strategies and policies that support homeland security and safeguard the personal security of all motorized and non-motorized users.

Current Status

Safety

The MPO considers the safety planning factor in their planning process. Safety analysis and crash reduction factors are incorporated into the analysis of transportation problems in the network and used to develop effective solutions. Additionally, scoring for their Locally Administered Projects Program incorporates priority for projects that address specific safety issues with appropriate safety measures and MPO projects submitted through Statewide Prioritization for inclusion in the STIP are identified and ranked based on impact to safety. Furthermore, the MPO has established performance measures for vehicular and non-motorized crashes and serious injuries. The MPO will continue to work with NCDOT as the State-level safety performance targets are established.

The MPO's safety goals and objectives for the metropolitan planning area are consistent with the State Highway Safety Plan (SHSP). The MPO has established performance measures for vehicular and non-vehicular and non-motorized crashes and serious injuries that are complimentary to the SHSP.

The MPO obtains safety data from other sources including the State's Traffic Accident Analysis & Safety (TEAAS) program. These data are used by the MPO's member governments and submitted for each proposed project in the Locally Administered Projects Program for all roadway and bicycle and pedestrian projects. The NCDOT also provides periodic GIS files of updated safety data to the MPO.

The MPO considers safety in determining which projects will be included in the MTP. Safety is one of the primary factors in identifying projects. Crash data is used to identify critical needs and is used along with crash reduction factor data to evaluate the effectiveness of proposed solutions. These recommendations are then incorporated into the MTP.

Security

The MPO collaborates with regional and State security professionals during the transportation planning process. This is done indirectly by each county in their hazard mitigation plans. The MPO's local and State partners are included in the development of those plans, and the MPO uses those plans as a basis for security planning.

The MPO plans for the following natural emergencies:

- Drought
- Hailstorm
- Heat wave
- Hurricane and Tropical Storm
- Lightning
- Tornado
- Severe Thunderstorm
- Winter Storm and Freeze
- Earthquake
- Landslide
- Dam and Levee Failure
- Erosion
- Flood

Wake County has a Multi-Jurisdictional Hazard Mitigation Plan, dated 9/15/2015. All counties in North Carolina are required to have a hazard mitigation plan in place for the Federal Emergency Management Agency (FEMA).

Plans have been developed for the evacuation of transportation-disadvantaged populations such as the elderly, low-income, and disabled. The Hazard Mitigation Plans include "continuity of operations" for responders for each of the hazards considered likely; evacuations are part of responder operations regardless of income or status, though nursing homes are given consideration due to their unique nature.

Public Participation Plan/Visualization

Regulatory Basis: 23 CFR 450.316(a): The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Current Status

The MPO has an adopted Public Involvement Policy (PIP) that was last revised and adopted on April 20, 2016. Public review on the Policy was available 45 days prior to the adoption of the PIP. Adequate notice is provided through the local newspapers as well as the MPO website for public meetings. The public is given an opportunity to provide oral and/or written comments during TCC and/or Executive Board meetings. The public may also post comments on the MPO website. The MPO staff, as of 2012, had been working with staff of the DCHC MPO as

well as FHWA and NCDOT to develop a comprehensive identification, outreach, reporting, and complaint process for traditionally underserved populations. This process, known as the Title VI/Minority/Low Income/Limited English Proficient Outreach Plan, was adopted as of November 16, 2016. All plans and program documents associated with public input are posted on the MPO website.

The PIP is evaluated, reviewed, and updated to ensure its effectiveness. Typically, the PIP is reviewed annually to accommodate changes to enhance policy based on member/public/elected official recommendations or changing regulatory requirements.

When public input is received at in-person workshops or events, staff generally responds to questions or proposals verbally. When proposals received from the public require additional research or technical analysis, this is documented in the technical process documentation. When there is public feedback or comment on major studies or plans, a response document is prepared in a question-and-answer format and posted to the MPO or project website. If questions are asked via social media, relevant responses are given via the social media platform.

Key information is being made available in electronic format, primarily through the MPO website.

The MPO provides additional opportunities for public comment if the final MTP or TIP differs significantly from the version that was made available for public comment. The MPO's Executive Board considers public input prior to acting on the final MTP or TIP. The draft taken for Executive Board action is available to the public. The MPO's adoption process generally does not allow for significant changes to occur unless they are at the Executive Board meeting where action is scheduled to be considered. If significant changes occur during an Executive Board meeting, a determination would be made on whether additional public comment time is warranted.

The MPO provides opportunities for participation and consultation by State and local agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, etc. The MPO frequently invites Federal, State, and local agencies to participate in project or study level steering committees as project recommendations are developed. These steering committees (often referred to in studies as the Core Technical Team or Stakeholder Oversight Team) are developed on a project-by-project basis, and effort is made to include all appropriate agencies to participate in the development and review of recommendations.

The MPO is in the process of hiring a Public Engagement Planner. This position will specifically focus on public involvement and further improve the overall effectiveness of this program."

Visualization

The use of visuals in reviewing a plan is a Federal transportation policy requirement. The goal is to help the public and decision-makers visualize and interact with transportation plans and projects, alternatives, large data sets, and land use information more effectively. The MPO used extensive visualization techniques throughout the 2040 MTP planning process to present data to the public, elected officials, and staff. Visual highlights are listed directly below. The 2040 MTP, the various planning studies, and the MPO website have many maps and tables used throughout the planning process. The MPO uses "heat" and "dot density" maps of current growth and year 2040 total population and employment. All the highway,

bus transit, rail transit, and bicycle projects have been depicted on maps and listed in tables that included the project attribute data. The 2040 MTP web pages on the MPO website include links to interactive online maps, which are used extensively. Other examples include the “tomato maps,” which depicted roadway congestion levels, travel time between key points, and travel time isochrones. The 2040 MTP financial element used pie charts and bar charts to present data. Environmental resource data in the MTP final report included more than 12 environmental resources. At a project level, recommendations are often displayed via animated 2-D visualization, particularly for presentations of concepts to the public and stakeholders.

The MPO presents information on planning procedures and products including the MTP and TIP in a variety of ways. Written reports, graphic presentations, and maps are all used. The information is presented to the TCC and Executive Board at monthly meetings, and the presentation materials from those meetings are posted to the MPO website. Information is also conveyed to the public through social media, and through collaboration with partner agencies on jointly-developed reports, presentations, and press releases.

Efforts to move beyond traditional tables and listings to visually display information are occurring. The MPO has created some infographics and user-friendly maps. The MPO has also recently created a Public Engagement Planner position, and intends to develop more enhanced graphic and visual displays of information in the coming months and years.

The MPO updates its website continually. In 2015, the MPO completed a major overhaul of the website. Various MPO staff members are responsible for sections of the website while the public engagement planner is responsible for overall website coordination and upkeep.

The MPO also uses other media to present information such as social media, computer animation, newsletters, mailings, videos, etc. as appropriate for each project.

Commendation:

1. The MPO is commended for hiring a planner to improve the MPO’s public involvement process and ensure implementation.

Title VI and Environmental Justice

Regulatory Basis: 23 CFR 450.316(a): The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representative of private providers of transportation, representatives of users of public transportation , representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Legislative Basis: Title VI of the Civil Rights Act of 1964: No person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Environmental Justice Executive Order 12898: Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate,

disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Current Status

Demographic Profile

For this review, comments will primarily focus on CAMPO's 2045 documentation. CAMPO has done extensive work on developing its demographic profile. Staff has mapped and identified six environmental justice indicators: minorities, Hispanic/Latino Origin, low income, LEP, zero-car households, and citizens of over 70 years of age. After developing individual maps for each indicator, CAMPO developed a composite map that identifies the extent of overlapping indicators. This approach provides a good visual for regional scale analyses. Upon adoption of the 2045 MTP, we expect CAMPO to create overlay maps of projects contained therein. It will also be important to consider current projects as well as past projects to ensure against negative cumulative impacts.

With regard to conducting a system-wide benefits and burdens analysis of the project impacts of EJ communities of concern, CAMPO staff reported that this effort is currently underway and a summary narrative with associated tables and maps will be included in the 2045 MTP. It is recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2045 MTP.

Planning Process

As part of the MPO's planning process, Title VI and EJ are reflected in the goals and objectives for the 2045 MTP. Goal VI is entitled "Ensure Equity and Participation" and includes specific objectives and performance measures for EJ.

Although not yet adopted, we commend CAMPO for developing this goal, objectives and performance measures to ensure that EJ and Title VI are properly addressed in the planning process.

Public Involvement

With regard to engaging EJ populations, it appears that most of the MPO's efforts are imbedded in its sub area plans and special studies. The effectiveness of the strategies employed by the various studies or employed by the MPO overall however is unclear. The MPO reported that it does not conduct periodic or regular evaluations of their strategies due to lack of staff. Federal regulations, however, require "*...periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process*" (23CFR450.316).

Another method critical to engaging and educating the public about EJ is the MPO's website. A review of the website revealed several inconsistencies which the MPO has since corrected. The website has been updated to highlight the Title VI and EJ documents, and a direct link to that section of the website is now included on the scrolling bar of highlighted projects.

Commendation:

1. We commend CAMPO for developing a specific goal along with objectives and performance measures to ensure that EJ and Title VI are properly addressed in the planning process.

Recommendation:

1. It is recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2045 MTP.

Appendix A

Team Members/Participants

Team Members

Bill Marley, FHWA

Eddie Dancausse, FHWA

Lynise DeVance, FHWA34

Tajsha LaShore, FTA

Participants

Chris Lukasina, MPO

Shelby Powell, MPO

Bret Martin, MPO

Alex Rickard, MPO

Paul Black, MPO

Rupal Desai, NCDOT

Mike Stanley, NCDOT

Darcy Downs, GoTriangle

David Eatman, GoRaleigh

John Hodges-Copple, Triangle J COG

Appendix B

Summary List of Current Review Findings

Commendations:

1. The MPO is commended for developing the Wake Transit Plan.
2. The MPO is commended for its administration and execution of their Locally Administered Projects Program (LAPP). The MPO formalized a process that includes training, review, and oversight to ensure LAPP projects are submitted and completed in a timely fashion.
3. The MPO is commended for forming a Joint MPO Executive Committee, comprised of staff from the MPO and the adjacent DCHC MPO to facilitate the regional transportation planning.
4. The MPO is commended for amending the TIP on a quarterly basis, which has improved coordination with NCDOT as it processes STIP amendments monthly.
5. The MPO is commended for hiring a planner to improve the MPO's public involvement process and ensure implementation.
6. We commend CAMPO for developing a specific goal along with objectives and performance measures to ensure that EJ and Title VI are properly addressed in the planning process.

Recommendations:

1. It is recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2045 MTP.

Appendix C

Certification Review Agenda

Wednesday, May 17, 2017

9:00 (10 mins)	Introduction and Purpose of Certification Review
9:10 (10 mins)	General Comments and Feedback Regarding the Planning Process
9:20 (15 mins)	Organizational Structure of Study Area/Metropolitan Area Boundary (MAB)/ Agreements and Contracts
9:35 (25 mins)	Financial Planning Unified Planning Work Program (UPWP)/Self-Certification
10:00 (50 mins)	Public Transit
10:50 (10 mins)	Break
11:00 (30 mins)	Metropolitan Transportation Plan (MTP)
11:30 (75 mins)	Lunch
1:00 (15 mins)	Environmental Mitigation
1:15 (30 mins)	Unified Planning Work Program (UPWP)/Self-Certification
1:45 (30 mins)	Transportation Improvement Program (TIP)/ List of Obligated Projects
2:15 (30 mins)	Public Outreach/Visualization
2:45 (10 mins)	Break
2:55 (20 mins)	Consultation and Coordination
3:15 (15 mins)	Land Use and Livability
3:30 (20 mins)	Preparation for MPO Board Meeting and Public Hearing
3:50 (10 mins)	Break
4:00	MPO Board Meeting
5:30 -7:00	Public Meeting

Thursday, May 18, 2017

9:00 (30 mins)	Congestion Management Process (CMP)/Management and Operations (M&O)
9:30 (20 mins)	Integrating Freight in the Transportation Planning Process
9:50 (30 mins)	Transportation Safety and Security Planning
10:20 (10 mins)	Break
10:30 (60 mins)	Title VI/Environmental Justice (EJ)
11:30 (15 mins)	Performance-Based Planning and Programming
11:45	Conclude

Appendix D

Public Meeting Notice



Powered by
McClatchy
The News & Observer
215 S. McDowell St
Raleigh, NC 27601
919-829-4500

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Cols	Lines
300066	0003067925	MPO Certification Review		1	39

Attention:

CAPITAL AREA MPO
421 FAYETTEVILLE ST SUITE 203
RALEIGH, NC 27601

PUBLIC NOTICE NOTICE OF PUBLIC INVOLVEMENT OPPORTUNITY NC CAPITAL AREA MPO CERTIFICATION REVIEW BY FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION

The Capital Area Metropolitan Planning Organization's (CAMPO) planning processes are reviewed every four years by the Federal Highway Administration and Federal Transit Administration. During this Certification Review, planning processes, public outreach and other items are reviewed.

The Public is invited to provide input during this review. A public drop-in session will be held May 17, 2017 from 5:30-7:00 pm at The Capital Area Metropolitan Planning Organization, One City Plaza, 421 Fayetteville Street, Suite 203 Raleigh, NC.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate this drop-in session. If assistance is needed, please contact the MPO's office at 919-996-4400 (voice), 919-996-1736 (fax), or by email to valerie.locke@campo-nc.org at least 72 hours in advance of the meeting.

N&O: May 9, 2017

STATE OF NORTH CAROLINA

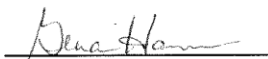
COUNTY OF WAKE

Before the undersigned, a Notary Public of Johnston County, North Carolina, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared GENA HAMM, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of the News & Observer Publishing Company, a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The News & Observer, Wake County and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for CAPITAL AREA MPO was inserted in the aforesaid newspaper on dates as follows:

1 Insertion(s)


Published On:

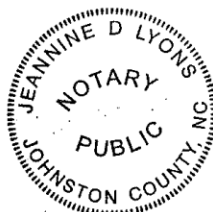
May 09, 2017


GENA HAMM, Accounts Receivable Specialist

Sworn to and subscribed before me this
9th day of May, 2017

My Commission Expires: 6/8/2021


Notary Signature



AVISO DE OPORTUNIDAD DE PARTICIPACIÓN PÚBLICA

REVISIÓN DE LA CERTIFICACIÓN DE NC CAPITAL AREA MPO, POR LA ADMINISTRACIÓN FEDERAL DE CARRETERAS Y ADMINISTRACIÓN FEDERAL DE TRÁNSITO

Los procesos de planificación de la Organización de Planificación Metropolitana del Área de Capital (CAMPO) son revisados cada cuatro años por la Administración Federal de Carreteras y la Administración Federal de Tránsito. Durante esta revisión de la certificación, se revisan los procesos de planificación, divulgación pública y otros temas.

Se invita al público a aportar su opinión durante esta revisión. **Se llevará a cabo una reunión pública el 17 de mayo de 2017 de 5:30 a 7:00 pm en la organización de Planificación Metropolitana de el Area Capital , One City Plaza, 421 Fayetteville Street, Suite 203 Raleigh, NC.**

En cumplimiento con la Ley de Americanos con Discapacidades (ADA), se proveerán facilidades para las personas que requieren asistencia para poder participar en esta sesión. Si necesita ayuda, por favor comuníquese con la oficina de MPO al 919-996-4400 (voz), 919-996-1736 (fax), o por correo electrónico a valorie.lockehart@campo-nc.us (TTY) 800-735-2962 Por lo menos 72 horas antes de la reunión.



NANDO
MEDIA COMPANY
consult. strategize. deliver.

Powered by
McClatchy
The News & Observer
215 S. McDowell St
Raleigh, NC 27601
919-829-4500

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Cols	Lines
300066	0003067925	MPO Certification Review		1	39

Attention:

CAPITAL AREA MPO
421 FAYETTEVILLE ST SUITE 203
RALEIGH, NC 27601

**PUBLIC NOTICE
NOTICE OF PUBLIC
INVOLVEMENT OPPORTUNITY
NC CAPITAL AREA MPO
CERTIFICATION REVIEW BY
FEDERAL HIGHWAY
ADMINISTRATION AND
FEDERAL TRANSIT
ADMINISTRATION**

The Capital Area Metropolitan Planning Organization's (CAMPO) planning processes are reviewed every four years by the Federal Highway Administration and Federal Transit Administration. During this Certification Review, planning processes, public outreach and other items are reviewed.

The Public is invited to provide input during this review. A public drop-in session will be held May 17, 2017 from 5:30-7:00 pm at The Capital Area Metropolitan Planning Organization, One City Plaza, 421 Fayetteville Street, Suite 203 Raleigh, NC.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate this drop-in session. If assistance is needed, please contact the MPO's office at 919-996-4400 (voice), 919-996-1736 (fax), or by email to valerie.lockhart@campo-nc.us (TTY) 800-735-2962 at least 72 hours in advance of the meeting.

N&O: May 9, 2017

STATE OF NORTH CAROLINA

COUNTY OF WAKE

Before the undersigned, a Notary Public of Johnston County, North Carolina, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared GENA HAMM, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of the News & Observer Publishing Company, a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The News & Observer, Wake County and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for CAPITAL AREA MPO was inserted in the aforesaid newspaper on dates as follows:

1 Insertion(s)

Published On:

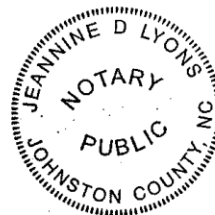
May 09, 2017

GENA HAMM, Accounts Receivable Specialist

Sworn to and subscribed before me this
9th day of May, 2017

My Commission Expires: 6/8/2021

Notary Signature



Appendix E

Public Review Meeting Comments

A public meeting was held from 5:30 and 7:00 p.m. on May 17, 2017. No members of the public were present.