



U.S. Department
of Transportation
**Federal Highway
Administration**

North Carolina Division

May 30, 2025

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Raleigh, NC 27601
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<http://www.fhwa.dot.gov/ncdiv/>

In Reply Refer To:
HDA-NC

Mayor Vivian Jones, Chair
Capital Area Metropolitan Planning Organization
1 Fenton Main St.
Suite 201
Cary, NC 27511

Subject: Capital Area (Raleigh) Federal Planning Certification Review

Dear Mayor Jones:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Capital Area MPO Transportation Management Area (TMA). The Certification is valid for four years from the date of the Report. This certification is based on the findings from the Federal Certification Review conducted on Monday, April 21, 2025.

The overall conclusion of the Certification Review is that the planning process for the Capital Area MPO complies with the Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at the Capital Area MPO is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Chris Lukasina and the rest of the MPO staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers one recommendation for continuing quality improvements and enhancements to the planning process, as well as three commendations for use of best practices. This report has been transmitted concurrently to the MPO, GoTriangle, and NCDOT.

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, please direct them to either Joe Geigle, Transportation Engineer with the FHWA NC Division, at Joseph.Geigle@dot.gov or Brandon Oliver, Community Planner with the FTA Region 4, at Brandon.Oliver@dot.gov.

Sincerely,

For Yolonda K. Jordan
Division Administrator

Enclosure: Capital Area Certification Review Report.docx

cc: Team Members

- Joe Geigle, FHWA NC
- George Hoops, FHWA, NC
- Brandon Oliver, FTA Region 4

Participants

- Chris Lukasina, CAMPO
- Shelby Powell, CAMPO
- Alex Rickard, CAMPO
- Bonnie Parker, CAMPO
- Phillip Hart, NCDOT, Division 6
- James Salmons, NCDOT, Division 4
- Matt Day, Central Pines Regional Council (CPRC)
- Phil Geary, NCDOT, Transportation Planning Branch
- Paul Black, GoTriangle
- Kelly Blazey, GoCary
- David Eatmon, GoRaleigh



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Capital Area Metropolitan Planning Organization

June 28, 2025

Summary Report





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1.0 EXECUTIVE SUMMARY

On April 21, 2025 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Capital Area Metropolitan Planning Organization (CAMPO) urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The eighth certification review for the CAMPO urbanized area was conducted on April 21, 2025. The previous review was completed in June 2021 and the review findings and their disposition are summarized as follows.

Review Area	Finding	Action	Disposition
	The MPO is a statewide leader in providing training to elected officials, municipalities, NCDOT, and other MPOs on various topics ranging from MPO 101 to Locally Administered Projects.	Commendation	
Organizational Structure/MOU 23 U.S.C. 134(d), 23 CFR 450.310, 23 CFR 450.314	The review revealed inconsistencies in the MOU. It is recommended that the MPO update the Organizational Structure portion of its MOU.	Recommendation	Completed 2024
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	Public Participation CAMPO's website is found to be extremely user-friendly, making it easy for the public to find information pertinent to them.	Commendation	
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316(a)(1)(x) & 450.326(b)	The review did not find evidence of a formal evaluation of its PIP for effectiveness. It is recommended that CAMPO evaluate the effectiveness of their PIP.	Recommendation	Completed 2023
Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	We commend CAMPO for their significant progress regarding the development and use of additional quantitative EJ analyses to determine and/or ensure the system-wide equity of its network.	Commendation	
Congestion Management Process 23 CFR 450.322(d)(6)	It has been 8 years since the last assessment of the effectiveness of implemented strategies	Recommendation	Completed 2024
Public Transit 49 U.S.C. 5303, 23 U.S.C. 134, 23 CFR 450.314	Obligated funding for all public transit agencies is not included in the annual listing of projects. It is recommended that the CAMPO include FTA obligated funding for all public transit agencies in the annual listing of projects.	Recommendation	Completed 2022



1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the CAMPO urbanized area meets Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process for CAMPO. There is one recommendation in this report that warrants attention and follow-up, as well as areas for which the MPO is performing very well and should be commended.

Review Area	Finding	Action (Corrective Action Recommendation Commendation)	Corrective Actions/ Recommendations / Commendations	Resolution Due Date
Metropolitan Transportation Plan 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Not only does the MPO substantially comply with the regulatory requirements, their MTP update process is a model to be followed and exemplifies the 3C process.		Commendation	
Metropolitan Transportation Plan 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Implementation of the Triangle Regional Model Recurring Household Travel Survey on a two-year cycle greatly improves travel behavior data over the traditional ten-year census-based cycle.		Commendation	
Transportation Improvement Program 23 U.S.C. 134(c)(h)& (j) 23 CFR 450.326	The preamble of the TIP was vague on how the program of projects supports the achievement of performance targets.	It is recommended CAMPO expand the preamble in its TIP to better describe the program's impacts on achieving performance targets.	Recommendation	Next TIP update.
Planning and Environmental Linkages 23 U.S.C. 168 and Appendix A to 23 CFR Part 450	Dedicating resources to the project development phase of projects to ensure information studied and developed in the planning phase is not lost or re-studied demonstrates strong Planning and Environmental Linkages.		Commendation	



2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. In general, the reviews consist of three primary activities: a review of planning products (in advance of the site visit), the site visit, and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process. While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the Certification Review reports.



2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings. The following is a list of documents reviewed:

- Memorandums of Understanding
- Prospectus
- Policies, Procedures and Products Guide
- Public Involvement Plan
- Bike/Ped Plans and Studies
- Corridor Studies
- Transportation Demand Management Plan
- Congestion Management Process
- MTP
- TIP
- EJ/Title VI Plan
- UPWP
- MPO Website and associated documents



After concluding the desk audit, the FHWA and FTA developed an agenda with topics that warranted further discussion. Participants in the on-site discussion included representatives of FHWA, FTA, NCDOT, GoRaleigh, Central Pines Regional Council (CPRC), and CAMPO staff. A full list of participants and the agenda of topics discussed are included in Appendix A.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff:

- MPO Structure and Policy Board Involvement
- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Transit Planning
- Environmental Mitigation/Planning Environmental Linkage

Finally, the public is given an opportunity to provide feedback on how well CAMPO implements the federal transportation planning program. CAMPO invited the public to provide input on this process through a 30 day public review and comment period held from March 30, 2025 through April 30, 2025 for which no comments or input was received.

4.0 PROGRAM REVIEW

4.1 MPO Structure

4.1.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

4.1.2 Current Status

With the results of the 2020 Census, CAMPO's boundary extended west into Chatham County and further into Johnston County adding Lillington and Coats to the list of jurisdictions. CAMPO's Executive Board is now comprised of elected officials of 6 counties and 21 jurisdictions and NCDOT Board Members from divisions 4, 5, and 6, and finally a representative from GoTriangle.



This expansion necessitated an update to the MPO's MOU which was executed on March 20, 2024. The CAMPO staff is comprised of one director, two assistant directors, and 21 positions.

TCC and Executive Board meetings are held monthly except in July and December. It was also noted that while weighted voting is an option provided for the Executive Board, the Board takes pride in the ability to come to consensus and has never applied the weighted voting procedures. Quorum is defined as 50% members plus 1 in attendance. The Executive Board has not failed to meet quorum in over 10 years.

4.1.3 Findings

The MPO was found to substantially comply with the regulatory requirements of this section.

4.2 Metropolitan Transportation Plan

4.2.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities



- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.2.2 Current Status

CAMPO updates its MTP every four years in a cyclical process. The MTP is developed in-house in cooperation with the Triangle West Transportation Planning Organization (TWTPPO) and Central Pines Regional Council (CPRC). In the first year, the focus is on special studies, local jurisdiction plans, and updating the project database. In the second year, the focus is on updating local plan updates, special studies, and combining all the local plans into one patchwork, which feeds up into the regional MTP. In the third year, base year data, including socioeconomic and network data, is updated. On-line portals are available for local network updates and development and land use changes. Community Viz is used to analyze population and employment changes. In the fourth year, MTP goals and objectives are reviewed and updated if necessary, alternatives analyses are performed, the preferred network is developed, and fiscal constraint is ensured. CAMPO, TWTPPO, and CPRC meet bi-weekly through the MTP development cycle exemplifying a process that is Continuing, Comprehensive, and Cooperative. CAMPO is currently in year four of its MTP update. The 2055 MTP is scheduled for completion in late 2025 or early 2026.

Also, to support transportation planning in the Triangle, travel behavior survey data is currently collected every other year covering the entire region. This region was one of the first in the country to pioneer this approach. Prior to this, surveys were collected approximately every 10 years. This change has resulted in more timely data on current travel behavior in a region with very dynamic growth. This approach has resulted in the additional ability to develop and analyze emerging travel trends on a timelier basis.

The review of CAMPO's 2050 MTP and MTP development process verified compliance with:

- Providing the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.
- Providing existing and proposed transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.
- Providing a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- Providing Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Consideration of the results of the CMP.



- Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.
- Containing transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner.
- Providing design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations.
- Including a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP.
- Providing a financial plan that demonstrates how the adopted transportation plan can be implemented.

4.2.3 Findings

Commendation: Not only does the MPO substantially comply with the regulatory requirements associated with the MTP and MTP development, their MTP update process is a model to be followed and exemplifies the 3C process.

Commendation: Implementation of the Triangle Regional Model Recurring Household Travel Survey on a two-year cycle greatly improves travel behavior data over the traditional ten-year census-based cycle.

4.3 Transit Planning

4.3.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.3.2 Current Status

The City of Raleigh is the FTA Designated Recipient of 5307 urbanized area funding for the Raleigh UZA. The Raleigh Urbanized Area MPO is currently served by four public transportation



providers, which provide a variety of fixed route, vanpool commuter express bus and demand-response transit services. Four public transit providers operate in the Raleigh UZA: 1) GoRaleigh, 2) GoCary, 3) GoTriangle, and 4) GoWake Access. 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 emphasis on providing access to transit-dependent populations throughout the day. GoWake Access provides door-to-door shared ride service.

As the Designated Recipient, the City of Raleigh apportions 5307 urbanized area funding to the four urban systems in the UZA based on a mutually agreed upon formula/agreement. GoRaleigh applies to FTA for the GoWake Access 5307 apportionment of the Raleigh Urbanized Area. The 2016 Wake County Transit Plan provides a dedicated $\frac{1}{2}$ sales tax revenue for transit projects. The MPO is in the process of implementing the Wake County Transit Plan. The Transit Planning Advisory Committee (TPAC) is a staff-level advisory committee comprised of representatives from agencies and local governments with jurisdiction in Wake County charged with coordinating planning and implementation aspects of the Wake County Transit Plan. The TPAC serves in a structured advisory role to the CAMPO Executive Board and the GoTriangle Board of Trustees. Multiple Bus Rapid Transit projects are included in the Wake County Transit Plan in the Raleigh UZA with proposed connectivity between multiple transit systems.

The MPO incorporates the planning factors in all proposed transit projects. The transit operators and the MPO maintain a positive relationship. Transit operators appear to be involved in all planning phases, including the development of the TIP, STIP, UPWP, and MTP.

4.3.3 Findings

CAMPO's transit activities substantially comply with all federal planning requirements.

4.4 Transportation Improvement Program

4.4.1 Regulatory Basis

23 U.S.C. 134(c),(h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- A description of the anticipated effect of the TIP toward achieving performance targets.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.



- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.4.2 Current Status

The MPO, transit operators, and State coordinate to develop the TIP. The height of coordination occurs primarily during the project ranking process. The MPO follows the guidelines of NCDOT's SPOT process, including collaboration between the MPO and the NCDOT Division Office to maximize projects funded in the TIP. TIP development is one example of the comprehensive, continuing, and cooperative 3C process working well. For example, the MPO shares points for projects with the adjacent RPOs for the advancement of mutually beneficial regional projects.

The MPO provides a prioritized list of projects to the NCDOT with relevant local data for scoring in the SPOT process. All projects from across the State are scored and ranked for funding and potential inclusion in the STIP. The final draft TIP is released by the MPO for public review prior to MPO Board action.

While the review found CAMPO to be in substantial compliance with TIP requirements, the preamble should be expanded to include additional information relating to how the program of projects supports achieving performance targets per 23 CFR 450.326 (c) and (d).

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets.

4.4.3 Findings

Recommendations: The TIP preamble should better demonstrate how the program of projects supports achieving performance targets.

4.5 Environmental Mitigation/Planning Environmental Linkage

4.5.1 Regulatory Basis

23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.



23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.

4.5.2 Current Status

The MTP provides high level discussion that focuses on identification of important environmental features as they relate to proposed projects in the MTP and CTP, but also identifies and takes a more detailed look at major project that would likely require environmental mitigation strategies. In addition, the MTP includes detailed GIS maps showing various environmental features (wetlands, game lands, farm lands, wildlife habitat, etc.) in relation to proposed project locations.

The planning process includes several opportunities for resource agencies and jurisdictions to provide important information and feedback regarding resources they are responsible for. CAMPO provides consultation and coordination opportunities in the MTP development process, the Air Quality Conformity process, and in area or corridor studies. The discussion in the on-site review indicated CAMPO's area studies receive respectable involvement from resource agencies and CAMPO is proactive by offering assistance to jurisdictions in the process of updating land use and transportation plans. Below is the list of resource agencies CAMPO regularly coordinates with:

- United States Army Corps of Engineers
- NC Department of Natural Resources
- NC Wildlife Resources Commission
- United States Fish and Wildlife Service
- NC Department of Cultural Resources
- NC Department of Commerce
- NC Department of Environment and Natural Resources
- United States Environmental Protection Agency

Once a project identified in CAMPO's MTP and TIP becomes funded and authorize for Preliminary Engineering, CAMPO assigns staff to be a project coordinator responsible for staying touch with the project development team. This ensures work completed on the planning side (purpose and need, elimination of potential alternatives, avoidance of critical environmental features, local priorities, etc.) is not lost or unnecessarily re-studied which demonstrates a strong Planning and Environmental Linkages effort.



4.5.3 Findings

Commendation: Dedicating resources to the project development phase of projects to ensure information studied and developed in the planning phase is not lost or re-studied demonstrates strong Planning and Environmental Linkages.

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Capital Area MPO area substantially meets Federal planning requirements.

5.1 Commendations

The following are noteworthy practices that the CAMPO is doing particularly well in the transportation planning process:

- Dedicating resources to the project development phase of projects to ensure information studied and developed in the planning phase is not lost or re-studied demonstrates strong Planning and Environmental Linkages.
- Not only does the MPO substantially comply with the regulatory requirements associated with the MTP and MTP development, their MTP update process is a model to be followed and exemplifies the 3C process.
- Implementation of the Triangle Regional Model Recurring Household Travel Survey on a two-year cycle greatly improves travel behavior data over the traditional ten-year census-based cycle.

5.2 Recommendations

The following recommendation would improve the transportation planning process:

- The TIP preamble should be expanded to better demonstrate how the program of projects supports achieving performance targets.



APPENDIX A – PARTICIPANTS & AGENDA

The following individuals were involved in the CAMPO urbanized area on-site review:

Joe Geigle, FHWA NC Division

Parris Orr, FTA Region 4

Chris Lukasina, CAMPO Executive Director

Shelby Powell, CAMPO Deputy Director

Alex Rickard, CAMO Deputy Director

Bonnie Parker, CAMPO Public Engagement & Communications Planner

David Eatman, GoRaleigh Assistant Transportation Director

Paul Black, GoTriangle Project Planning Manager

Phil Geary, NCDOT Transportation Planning Division

Phillip Hart, NCDOT Division 6 Planning Engineer

Kelly Blazey, Town of Cary Transit Director

James Salmons, NCDOT Division 4 Planning Engineer



Agenda

FHWA/FTA Joint Certification Review

Capital Area Metropolitan Planning Organization

April 21, 2025

- Introductions – certification purpose 8:00 – 8:10 (10min)
- Recommendations from 2021 Cert Review 8:10 – 8:20 (10min)
 - Update MOU
 - Conduct evaluation of effectiveness of PIP
 - Develop CMP Evaluation Report
 - Include FTA obligated funding in annual listing of projects
- Administration 8:20 – 8:45 (25min)
 - Org Structure
 - Policy Board Involvement
 - Agreements/Contract
 - Consultation/Coordination
- MTP/TIP 8:45 – 9:25 (40 min)
 - MTP Process
 - TIP - Performance Targets
 - Visualization Techniques
 - Freight
 - Amendment Process
- Break 9:25 – 9:35 (10min)
- FTA 9:35 – 10:20 (45min)
- Environment 10:20 - 10:30 (10min)
 - Consultation/Coordination
 - PEL
- Open Discussion & Wrap Up 10:30 – 11:00 (30min)
 - CAMPO
 - NCDOT
 - FHWA



APPENDIX B – PUBLIC NOTICE



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 thirty (30) day public review and comment period will be held from March 30, 2025 through April 30, 2025. Please send comments or questions to campocomments@publicinput.com or call the CAMPO Office at (984) 542-3601. Comments can also be mailed to:

CAMPO
1 Fenton Main Street, Suite 201
Cary, NC 27511

More information about the MPO's certification review can be found on the MPO's website at www.campo-nc.us.



The following are the
 The following are the
 Birmingham Herald
 Central Daily Times
 Sun Herald
 Idaho Statesman
 Davidson Herald
 New Charlotte Observer
 Los Angeles
 Los Angeles

Dartmouth | The Harvard-Shar-
 Dine Women's Club | Theogram
 The University of
 The Island of Pineda
 The Keweenaw Cliffs
 Lexington Herald* Leader
 The Telegraph* Mirror
 Mirror of New York
 Mirror of New York
 El Nuevo Herald

The Morning Star
The Sun News - Sydney News
Hull Daily Mirror & Observer
Hull Mail - The Herald
Hull Mercury and News
North East Metro Tribune
Tribune - The Evening Tribune
The City Herald
The Evening Eagle
The Express

Account #	Order Number	Identification	Order PO	Cols	Depth
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Attention: Lisa Blackburn
N.C. Capital Area MPO
PO 8005
Suite 201
Cary, NC 27512
bonnie.parker@campo-nc.us



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) plan and procedures are renewed every ten years by the Federal Highway Administration and Federal Transit Administration. During the Certification Review, planning processes, public outreach and other items are reviewed. The FTA is making this announcement during the month of May 2011; public review and comment period will be held from March 30, 2012 through April 30, 2012. Please send comments or questions to info@camponet.org. Public comment period on the CAMPO UP is on 3/31/2012-3/30/12. Comments can also be mailed to: CAMPO, 1 Fielder Plaza Street, 8th Floor, Fort Worth, TX 76101.

More information about the WFO's certification www.irs.gov can be found on the WFO's website at www.irs.gov/efile.
 81002379
 March 2012

STATE OF NORTH CAROLINA
COUNTY OF WAKE, COUNTY OF DURHAM

Before the said designed, a Notary Public of Beaufort County, South Carolina duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared Mary Castro, who being duly sworn or affirmed, according to law, do 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 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 N.C. Capital Area MPO was inserted in the aforesaid newspaper on dates as follows:

1 insertion(s) published on:
03/30/25


Mary Castro

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Amy Robbins

Notary Public in and for the state of South Carolina,
residing in Beaufort County




 AMY L. ROBBINS
 NOTARY PUBLIC
 SOUTH CAROLINA
 MY COMMISSION EXPIRES 11-03-32

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APPENDIX C – DESK AUDIT NOTES

Certification Topic & Reference	Assigned Person	CFR/USC Reference	Proposed Finding	Notes from Desk Review (Agenda Topic?)
Organizational Structure and Policy Board Involvement 23 CFR 450.310; 23 CFR 450.314 23 USC 134(d) (3)(D)	Joe		Met but want to include in the on-site review discussion	Updated MOU in 2024 The TAC Bylaws were last updated March 20, 2024. The bylaws clearly state the purpose, goals, roles, responsibilities of the Executive board. Policy Board meets 10 times per year. – Any jurisdictions with frequent absences? How is that addressed? Meetings are open to the public and have comment period at the beginning of each Executive Board meeting. Does the MPO or Board formally address comments made at the meetings? Officers: Chairman and Vice-Chair to be elected annually at first meeting of the calendar year. Limited to 3 successive terms. Quorum is 50% +1 of voting members in good standing. How is good standing defined? Is this related to attendance? Majority vote is sufficient but do have the option of weighted voting on individual topics at the request of any member. Weighted voting: 1 vote for each 10,000 population Prospectus is a bit dated. Is it federally required? It is also mention in the UPWP and states the Board is responsible for review and a approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process. How are member fees determined?
Metropolitan Planning Area Boundaries 23 CFR 450.312	Joe		Met	Updated planning area boundaries and maps in 2024.
Agreements and Contracts 23 CFR 450.314	Joe		Met - Discuss	Discuss agreements with NCDOT, TWTPO and Central Pines COG Any other agreements or contracts?

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Consultation and Coordination 23 CFR 450.316, 23 CFR 450.324	Joe		Met – potential to discuss	The MPO actively coordinates and consults with agencies and officials responsible for other planning activities within the MPO that are affected by transportation (i.e. land use planning/zoning, economic development, tourism, airport operations, and freight movement). Are there any formalized or documented processes for this coordination/consultation?
UPWP 23 CFR 450.308	Joe		Met	<ul style="list-style-type: none"> • Provides a discussion of planning priorities • Describes activities/tasks, who performs the work, cost estimate, and the schedule. • Includes major transportation planning studies in the region • Cooperative approach to develop the UPWP • Tasks are completed in a reasonable amount of time.
Transportation Planning Process 23 CFR 450.300; 23 CFR 450.314 23 CFR 450.316	Joe		Met	<ul style="list-style-type: none"> • Addresses 10 planning factors • 3C process • Coordinated with regional agencies • MTP, TIP, and UPWP in compliance • Completed required public transit-human services transportation plan • Planning process is consistent with the regional ITS architecture • Consistent with the SHSP • Evaluated multiple scenarios as part of their MTP development • Incorporates sub-area planning
MTP Development 23 CFR 450.324	Joe		Met - Commendation	CAMPO, TWTPPO, and Central Pines COG work together to develop a joint MTP. The MTP development is a well run, 4-year process, and coordination includes meeting every other Friday to address questions and progress of the MTP development. Current MTP dated Feb 2022, 2055 MTP expected to be approved in Feb 2026. Is there a formal agreement, SOP, documentation of the process?
TIP Development, Approval, Amendment and Project Selection	Joe		Met – follow-up	<ul style="list-style-type: none"> • TIP covers at least four years and is updated at every 2 years with amendments as necessary. • The TIP is developed in consultation with all interested parties and provides opportunity

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23 CFR 450.326, 23 CFR 450.332				<p>for comment. The TIP is published and available for public review</p> <ul style="list-style-type: none"> Description of how it makes progress towards achieving targets set in MTP 23 CFR 450.326(d)? <p>(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.</p> <ul style="list-style-type: none"> The TIP includes capital and non-capital surface transportation projects The TIP includes all regionally significant projects, regardless of funding sources and is consistent with the MTP The TIP is financially constrained by year and includes a financial plan identifying projects that can be implemented using current revenue sources. 23 CFR 450.326(n) <p>As a management tool for monitoring progress in implementing the transportation plan, the TIP should:</p> <p>(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;</p> <p>(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and</p> <p>(3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.</p> <ul style="list-style-type: none"> This is not done, but is also not a “shall” requirement, something to consider if CAMPO sees a benefit

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				<ul style="list-style-type: none"> When making amendments to the TIP, what steps are taken to ensure fiscal constraint?
Financial Planning 23 CFR 450.324, 23 CFR 450.326	Joe		Met	<ul style="list-style-type: none"> The MTP's financial plan is presented in year 2020 constant dollars. 2% annual inflation based on long-term trend Revenues fall into two broad categories: <ul style="list-style-type: none"> "traditional" revenues from long-standing state and federal sources, "special" revenues from locally controlled sources or projected new state or local revenue streams, this section also highlights where "discretionary" or grant revenue sources are assumed, typically as federal shares of rail or bus rapid transit infrastructure projects Traditional revenue estimations are based on two primary sources: actual STIP estimates for the first 10 years of the MTP and NC Moves 50 revenue projections for the last 20 years of the MTP The MTP Financial Plan does a good job explaining the important difference between Funding and Financing.
Air Quality and Transportation Conformity 23 CFR 450.314, 23 CFR 450.324, 23 CFR 450.326	Joe		met	https://www.campo-nc.us/transportation-plan/air-qualityconformity Well documented and all information is available at the website
Public Participation			Met	Public Participation Plan adopted in August 2023 <ul style="list-style-type: none"> Provides a detailed discussion of all requirements and time frames for comment periods, and frequency of public participation/involvement

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Visualization Techniques <i>450.316(a)(1)(iii)</i> <i>Employing visualization techniques to describe metropolitan transportation plans and TIPs;</i>	Joe		Met – potential for follow-up	Incorporates a variety visualization techniques within the MTP <ul style="list-style-type: none"> Recommend the PPP add discussion around appropriate visualization techniques for each the products identified in the PPP Are the visualization techniques 508 compliant?
Self-Certifications <i>23 CFR 450.336</i>	Joe		Met	Well thought out and thorough responses to the self-certification check list.
Title VI <i>23 CFR 450.220 & 23CFR 450.336</i>	Joe		Met	Title VI Policy Statement and Notice of Nondiscrimination https://nmcndn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/get-involved/public-participation-plan/CAMPO-Title-VI-and-Nondiscrimination-Assurances-w-sig.pdf Title VI & Limited English Proficiency (LEP) Assistance Plan https://nmcndn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/get-involved/CAMPO-Title-VI_LAP-Plan-ADOPTED-Update_Rev-2024_09_26.pdf Updated September 2024 Identified staffing, data collection, analysis, and reporting. Documented procedures for handling external discrimination complaints. UPWP identifies tasks/activities and funding associated with Title VI compliance
Congestion Management Process 23 CFR 450.322, 23 CFR 450.340	Joe		Met	I worked with CAMPO on their recent update: 16 October 2024 Meets the regs. Only potential follow-up question is when to expect an evaluation of the process and strategy effectiveness.
List of Obligated Projects Information	Joe		Follow-Up	List is easily found with their TIP and contains all projects authorized for both Transit and Highway. Missing information includes:

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23 CFR 450.334				<ul style="list-style-type: none"> The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.326(g)(1) (Project Description) and (4) (Agency Responsible for carrying out the phase) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.
Environmental Mitigation 23 CFR 450.324(f) (10)	Joe		Met	<ul style="list-style-type: none"> The MTP primarily provided high level discussion that focused on identification of important environmental features as they relate to proposed projects in the MTP and CTP. Identified major projects that would likely require environmental mitigation strategies The Appendix provided detailed GIS maps showing various environmental features (wetlands, game lands, farm lands, wildlife habitat, etc) in relation to projects Coordinated with the following agencies: <ul style="list-style-type: none"> United States Army Corps of Engineers NC Department of Natural Resources NC Wildlife Resources Commission United States Environmental Protection Agency United States Fish and Wildlife Service NC Department of Cultural Resources NC Department of Commerce NC Department of Environment and Natural Resources <p>Appendix 12: Critical Environmental Resource Maps</p>
Planning and Environmental Linkages 23 CFR 450.212, 23 CFR 450.318	Joe		Met – potential for follow up	<p>Quadrant Area Studies Several Corridor Studies How does the MPO ensure information from the corridor studies is taken into the PE phase once a project is funded in the STIP?</p>

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Management and Operations 23 CFR 450.324, 23 CFR 450.326	Bill			
Transportation Safety Planning 23 CFR 450.306, 23 CFR 450.324,	Joe		Met	<p>Currently developing a comprehensive regional multimodal safety action plan in partnership with NCDOT. Safety Blueprint</p> <ul style="list-style-type: none"> • Included stakeholder kickoff in March 2024 • Community Engagement in Summer 2024 <p>MTP Goals and Objectives</p> <p>8) Promote Safety, Health and Well-Being</p> <ul style="list-style-type: none"> • Achieve zero deaths and serious injuries on our transportation system <p>MTP 7.9 Investments for Safe, Effective Transportation System Management (TSM)</p> <ul style="list-style-type: none"> • List of project types found in MTP: <ul style="list-style-type: none"> ○ Widening of approach widths for key intersections ○ Installation and/or adjustment of traffic signals, including dynamic signal timing coordination and signal preemption ○ Provision and lengthening of turn lanes ○ Limitation or prohibition of driveways, turning movements, trucks, and on-street parking ○ Construction of median U-turn, Quadrant, continuous flow and other unique intersection and interchange designs ○ Fixing horizontal/vertical curves, insufficient ramp lengths, weaving sections and other geometric deficiencies ○ Implementing Bus on Shoulder System (BOSS) for transit buses and express shoulder lanes for all vehicles ○ Installation of traffic calming devices for residential neighborhoods ○ Traffic circles and roundabouts at appropriate intersections.

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				<p>MTP 9. Critical Factors and Emphasis Areas in the Planning Process</p> <p>9.4 Safety and Security</p> <ul style="list-style-type: none"> • Have been proactive in addressing safety and security as a component of their overall transportation processes by pursuing: <ul style="list-style-type: none"> ○ Vision Zero ○ Video Surveillance on-board transit vehicles and in stations ○ CAMPO has created a regional Safe Routes to School program ○ Safety Metrics are included when determining the technical scoring and prioritization of roadway projects for their TIP ○ “Four Es” for Biking and Walking – adopted bicycle and pedestrian plans that include four significant pillars to strengthen the role of bicycle and pedestrian facilities in overall transportation planning (education, engineering, enforcement, and encouragement) ○ Watch for Me NC Campaign ○ Incident Management – have an Incident Management Plan with includes strategies <ul style="list-style-type: none"> ▪ Goals for improving: <ul style="list-style-type: none"> • Responder safety • Safe, quick clearance activities • Prompts, reliable, interoperable communications ▪ Incident Management Activities ▪ Incident Management Subcommittee ▪ Media Campaigns ▪ Traffic Incident Management MOU ○ Safety Audits ○ Safety Countermeasures ○ ITS Safety

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Security in the Planning Process 23 CFR 450.306	Joe		Met	See safety section above. ○ Video Surveillance on-board transit vehicles and in stations How do Security projects get identified, prioritized, and funded? Follow up question for the transit piece.
Integrating Freight in the Transportation Planning Process	Bill			
Land Use and Livability	Bill	23 CFR 450.306, 23 CFR 450.316, 23 CFR 450.322, 23 CFR 45.324		
Housing Coordination	Bill	23 CFR 450.306 23 USC 134(a, g, h, i, k)		
Performance Based Planning and Programming	Joe	23 CFR 450.306 23 CFR 450.324 23 CFR 450.340	Met	<p>MTP 4.4 Performance Measures and Target Values As part of the process for creating the Goals & Objectives, the MPOs developed a set of common Performance Measures related to the objectives to enable tracking progress over time. Measures fall into one of three categories: i) those that can be determined quantitatively using analytic methods and data already available, ii) those that can be determined quantitatively, but will require new analysis methods and/or additional data, or iii) those that would need to use more qualitative methods, such as surveys or focus groups, to judge progress</p> <p>MTP 6.0 Analyzing Our Choices 6.5 Performance Evaluation Measures We compared the performance of system alternatives against one another and to performance targets derived from our goals and objectives. To understand transit investment impacts, we looked at “Travel Choice Neighborhoods,” places where travelers would have an option for transit use.</p>

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				<p>MTP 7.0 Our Metropolitan Transportation Plan: What we intend to do</p> <p>7.12 Policy Priorities, Special Plans, Projects, Studies & Performance Tracking</p> <p>Appendix 10: Detailed Transportation Growth Maps and Measures of Effectiveness</p> <ul style="list-style-type: none"> Evaluation measures provide a comparative set of metrics for statistical analyses between transportation systems and land use scenarios. They also provide an opportunity to validate the usefulness of the Triangle Regional Model (TRM) as a tool to perform travel forecasts and create output necessary for staff, elected officials, and the public to determine the best approach to invest limited financial resources in the regional transportation system. <p>Appendix 13: Federal Transportation Performance Measures</p>
Intelligent Transportation Systems (ITS)	Joe	23 CFR 940	Met	<p>CAMPO and TWTPO have a joint ITS Strategic Deployment Plan dated 2020 that is still relevant. A joint ITS sub-committee also meets regularly to identify/prioritize/work on ITS projects/programs. Might consider working with TW-TPO to identify when the next update might be appropriate.</p>
Transit Planning	FTA	49 USC 5303		

Previous Recommendations:

- 1) Update organizational structure in MOU: updated
- 2) Evaluate the effectiveness of PIP
- 3) Re-initiate development of evaluation report
- 4) Include FTA obligated funding for all transit agencies in the annual listing of obligated projects.





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