



NC Capital Area **Metropolitan Planning Organization**

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

March 23, 2020

Welcome and Introductions

Expectations for MPO 101

Understanding of:

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

In this presentation:



Website Resource



**Opportunities for
involvement**

MPOs: History/Context

Advent of Highways

*“You want
roads, trains, and
sidewalks...?”*

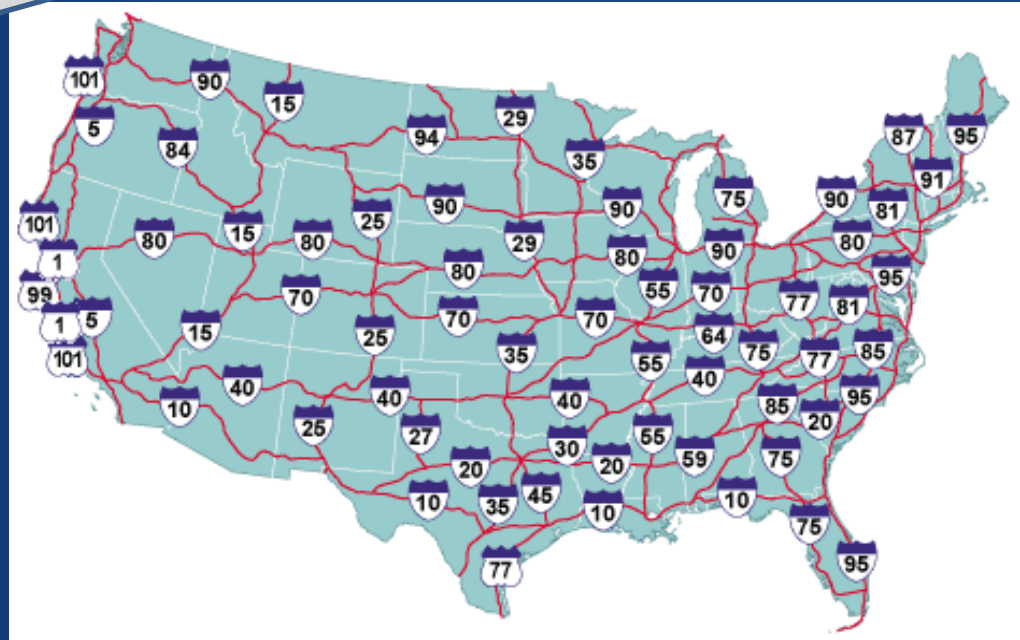
*“...Do you
have a
PLAN?”*

*“...What’s
the regional
impact?”*

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



Created by Luis Prado
from Noun Project



Laws Establishing MPOs

1959: NCGS 136-66.2 Established Thoroughfare Plans

- Roads only
- Mutually adopted by NCDOT and local governments

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

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

Increasing MPO Planning Requirements

MPO Planning in the 1970s



MPO Planning Today



Since the early 1990's

New Federal Funding Legislation = New Responsibilities for MPO's

Laws since 1990

1991: ISTEA (Intermodal Surface Transportation Efficiency Act)

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

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

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

2000: NCGS 136-200.1 MPOs recognized in State Law

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

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

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

2015: FAST (Fixing America's Surface Transportation) – FY 16-FY 20

New focus on performance-based planning and expedited project delivery

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

What is an MPO?

An MPO is:

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

How are the MPO boundaries determined?

Federal regulation

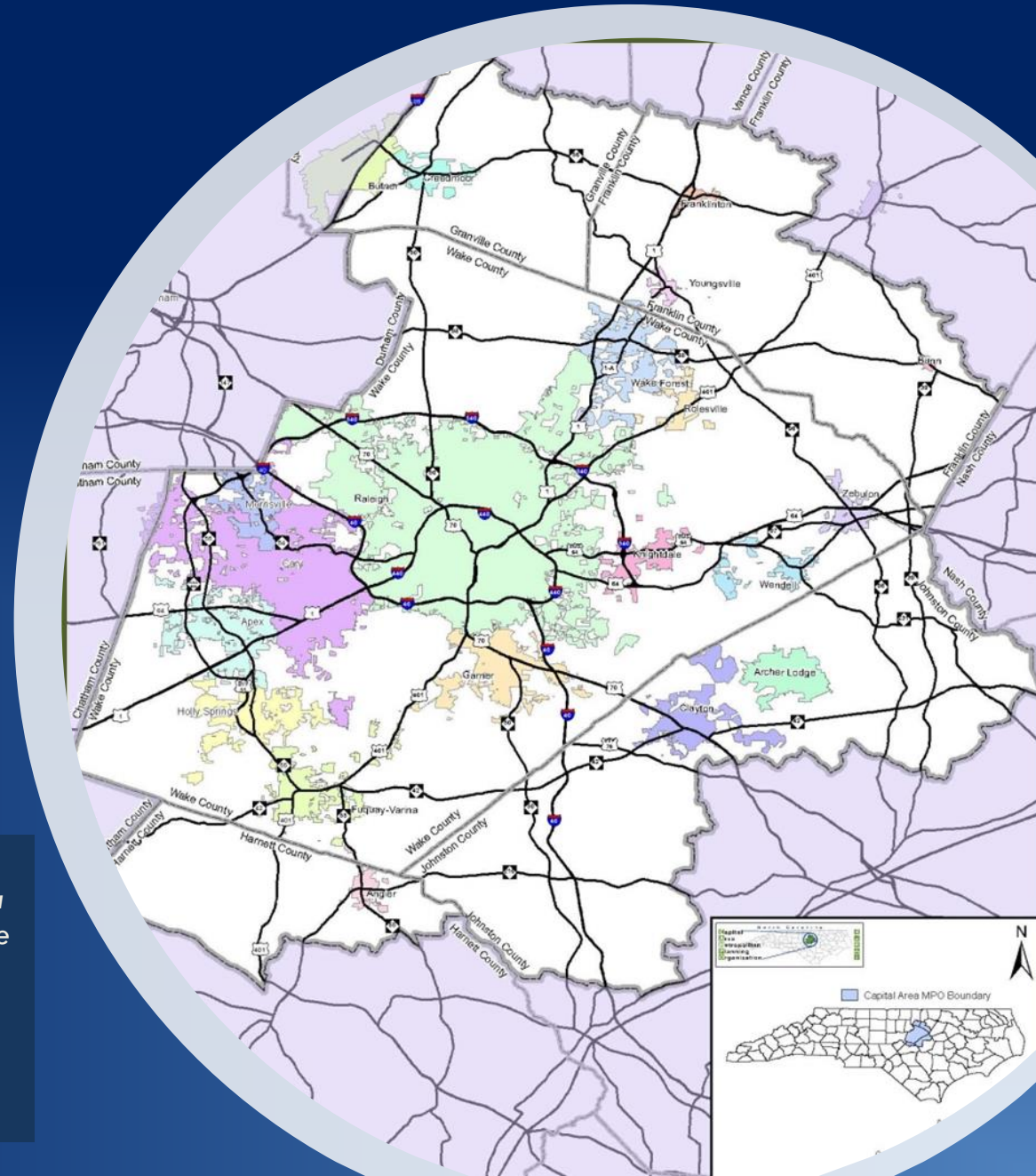
+

Boundaries reviewed every 10 years
based on census

= Existing urbanized area + 20-year
forecast

CFR 23. Section 450.312

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



Urbanized Area vs. MPO Boundary

CAMPO - DCHC
Metropolitan Planning Area





INSET NOT TO SCALE

0 2 4

Miles

N

North

Note: CAMPO strives to offer accurate and current information; however, errors and conditions originating from third parties are not guaranteed.

Legend

CAMPO MPA

DCHC MPA

Counties

MPA Urbanized Areas

Archer Lodge--Clayton, NC

Burlington, NC

Butner, NC

Durham, NC

Ferrington Village, NC

Raleigh, NC

Smithfield, NC

Wendell--Zebulon, NC

Other Urbanized Areas

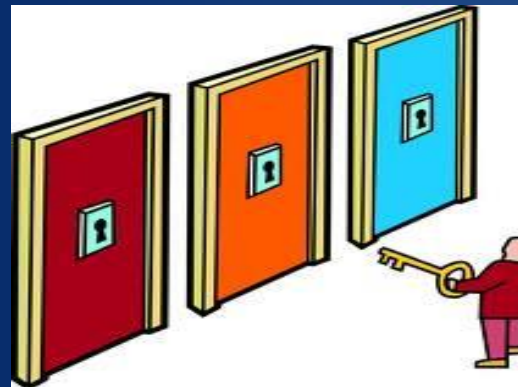
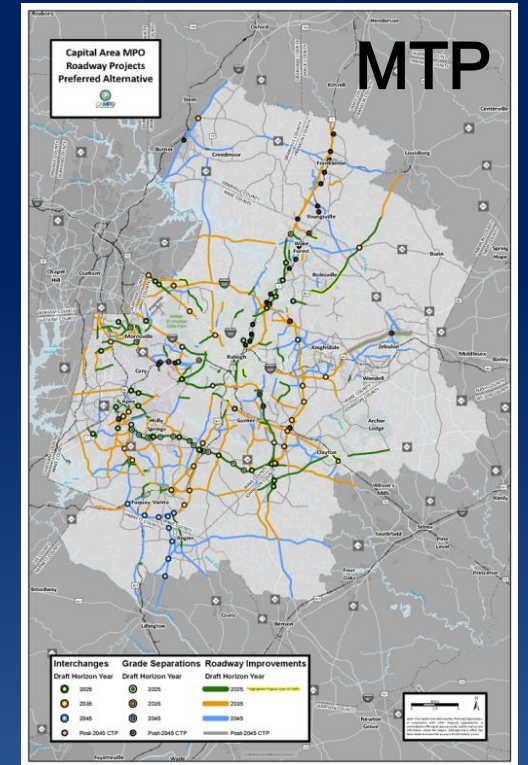
The map displays the CAMPO - DCHC Metropolitan Planning Area (MPA) in North Carolina. The CAMPO MPA boundary is outlined in orange, and the DCHC MPA boundary is outlined in brown. The map shows various counties including Durham, Wake, Raleigh, and others. Urbanized areas are color-coded: Archer Lodge--Clayton, NC (purple), Burlington, NC (light green), Butner, NC (orange), Durham, NC (light blue), Ferrington Village, NC (pink), Raleigh, NC (light green), Smithfield, NC (yellow), Wendell--Zebulon, NC (light blue), and Other Urbanized Areas (grey). The map also shows major roads, water bodies, and surrounding areas like White Oak and Robeson.



NC Capital Area Metropolitan Planning Organization

MPO Functions

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



MPO Primary Responsibilities

(MTP) Metropolitan Transportation Plan

(formerly Long-Range Transportation Plan - LRTP)

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

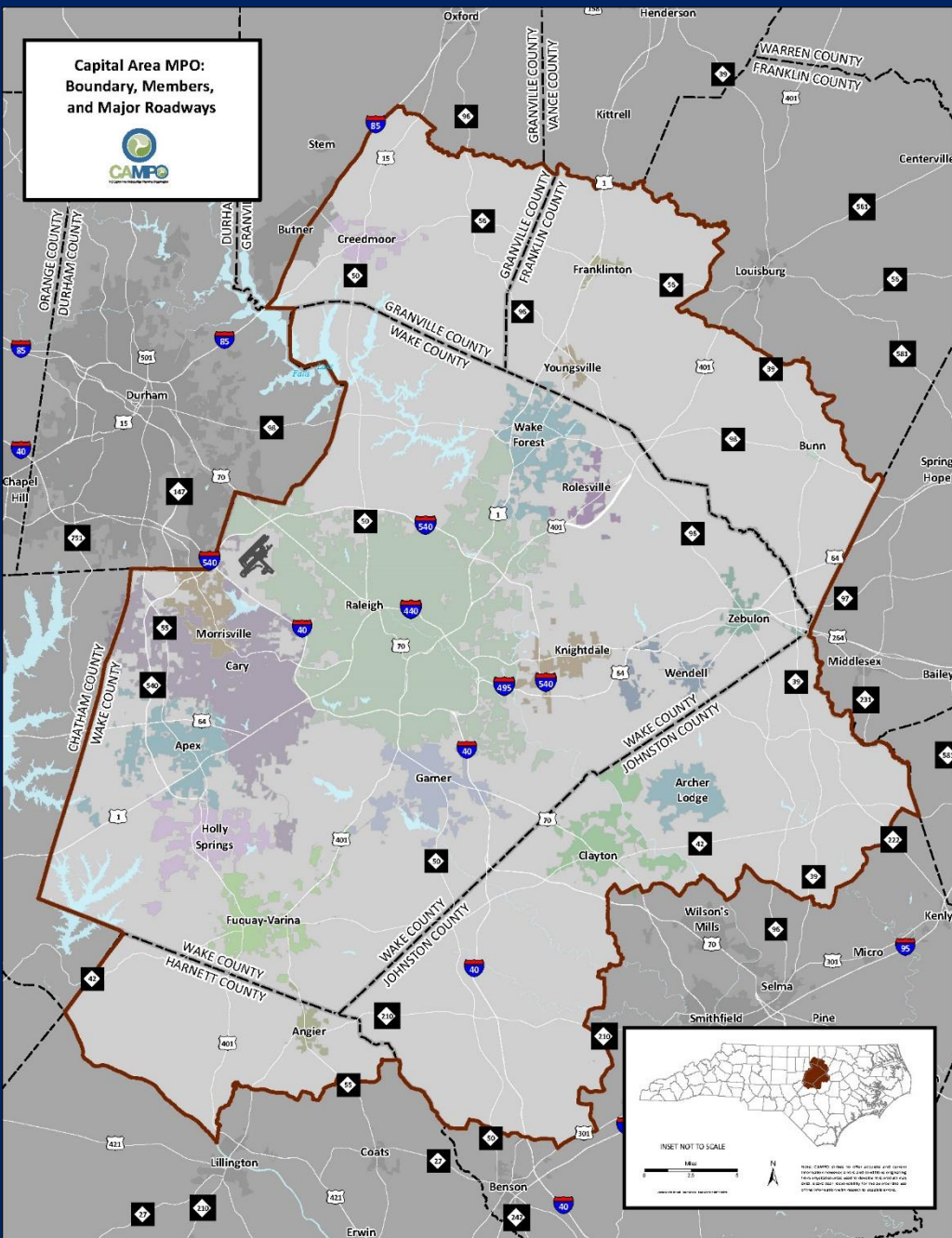
(TIP) Transportation Improvement Program

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

(NAAQS) National Ambient Air Quality Standards

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

CAMPO



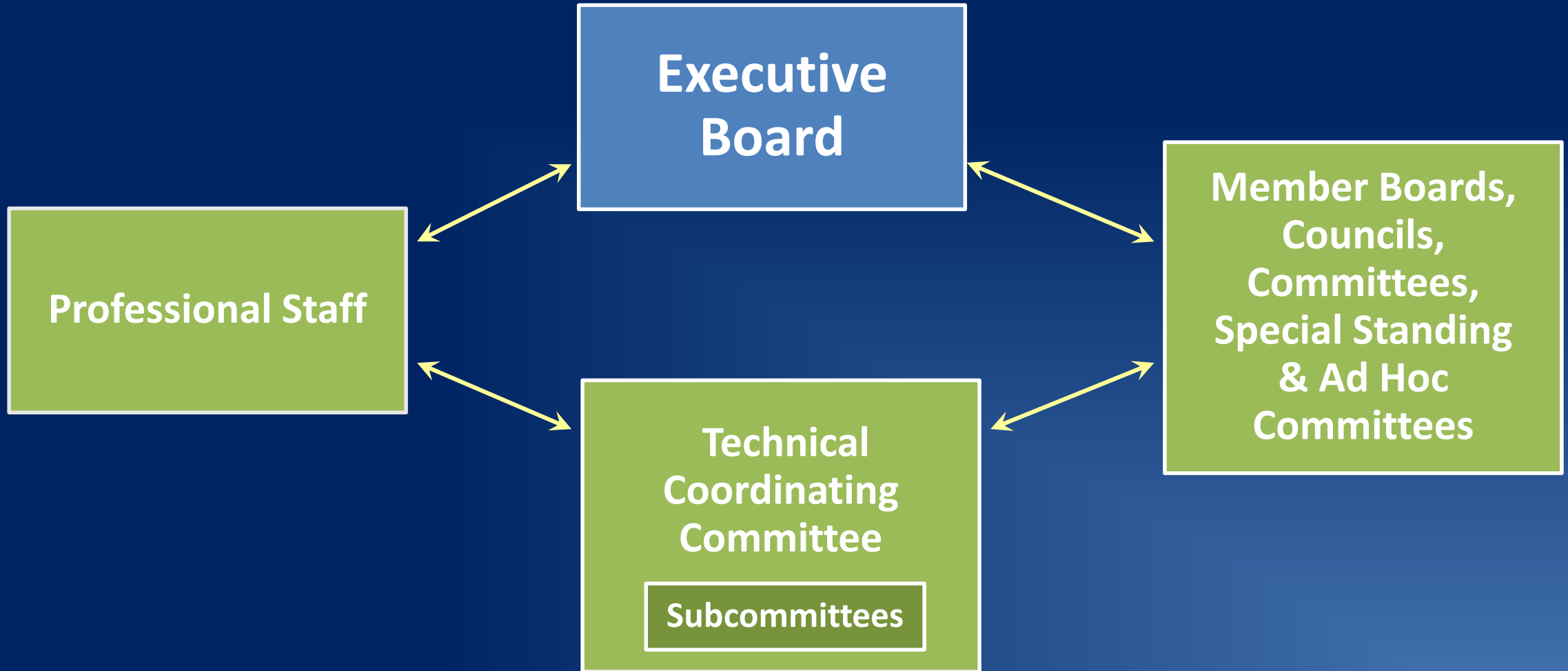
CAMPO

- Elected officials and staff representing 5 counties and 19 municipal jurisdictions
- All of Wake and parts of Franklin, Granville, Harnett, & Johnston Counties
- Combined 2017 population of 1.27 million (12% of NC)

www.campos-nc.us



Our MPO Structure



MPO Organizational Structure

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

Executive Board

Executive Board (previously known as TAC)

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

Technical Coordinating Committee

Technical Coordinating Committee (TCC)

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



Members List: <https://www.campo-nc.us/about-us/executive-board>

CAMPO Organizational Structure

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

- ✓ The Capital Area MPO has a full time staff of 16, + 1 part time

Professional Staff

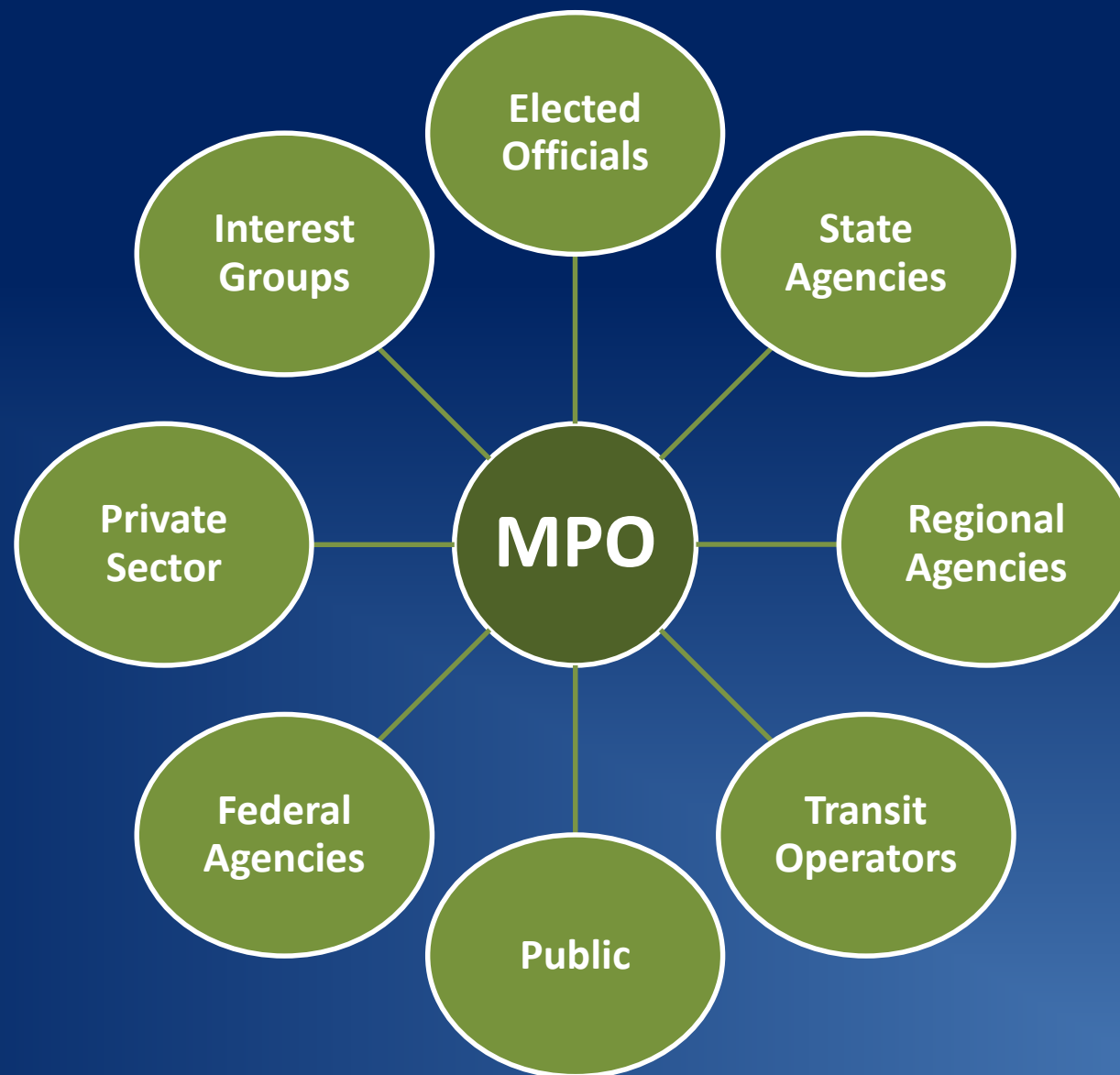
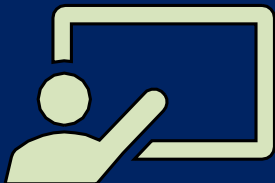
- Executive Director
- 2 Deputy Directors
- 2 Transportation Engineer Modelers
- 1 Transportation Project Engineer (LAPP Manager)
- 3 Transportation Planners
- 1 Public Engagement Planner
- 3 Wake Transit Staff
- 1 GIS Analyst
- 1 Financial Officer
- 1 Administrative Assistant
- + 1 part-time Engineering Technician



Staff Contact info: <https://www.campo-nc.us/about-us/staff>

Our Partners

**Who else is
involved?**



Our Partners: **YOU!**

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



Our Partners - YOU



Executive Board and TCC Members

- Lead communicator:
 - Distribute, coordinate, and collect information within member organization
 - Distribute and collect information within local community
- Participate as stakeholders and technical team members
 - Regional studies and planning efforts

Our Partners - YOU



Transportation Policy Priorities FOR THE TRIANGLE METRO REGION

KEYS TO A MOBILE FUTURE

Transportation is big. But it is always part of something bigger: economic development opportunities or healthy, active neighborhoods or greater access to jobs and education. The Triangle Metro Region – urban, suburban and rural – was home to 37% of the state's growth from 2010-17, and is expected to add another million people over the next generation. A transportation policy that enables North Carolina to continue to compete effectively must focus on 3 key areas:



Economic Development
& the Attraction of
Diverse Talent



Healthy, Complete
Communities Accessible
to All Residents



Safety for All
Travelers, From
Youth to Seniors

REGIONAL POLICY PRIORITIES

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



INVEST FOR SUCCESS

- Enable critical transportation infrastructure across all modes to be addressed sooner with a statewide transportation bond.
- Create a new funding source for multi-modal mobility investments tied to economic development projects in small towns, rural areas, and along major corridors in metro regions.

The BuildNC bond is a good start, but it needs to support major multi-modal investments, not just highways. While the bond would let us invest faster, it does not increase total investment; it lets us spend tomorrow's revenue today. The state needs an economic development-focused revenue source for investments that are not well suited to the long and constrained process of the Strategic Transportation Investments (STI) program.



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



MAKE INVESTMENTS RELIABLE AND PREDICTABLE

- Remove caps and constraints on rail transit funding

The STI program distributes state and federal transportation dollars in a reasonable way with one exception: the caps and constraints on rail transit. Rail transit should be held to the same standards as other investments. Caps on state allocations and handcuffs on receiving state funding should be removed so that projects can compete on a level playing field and be funded on their merits. Businesses tell us that risks, uncertainties and changing rules stifle success - transportation investment is a key business for the state and its communities.



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

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

Our Partners in this Region

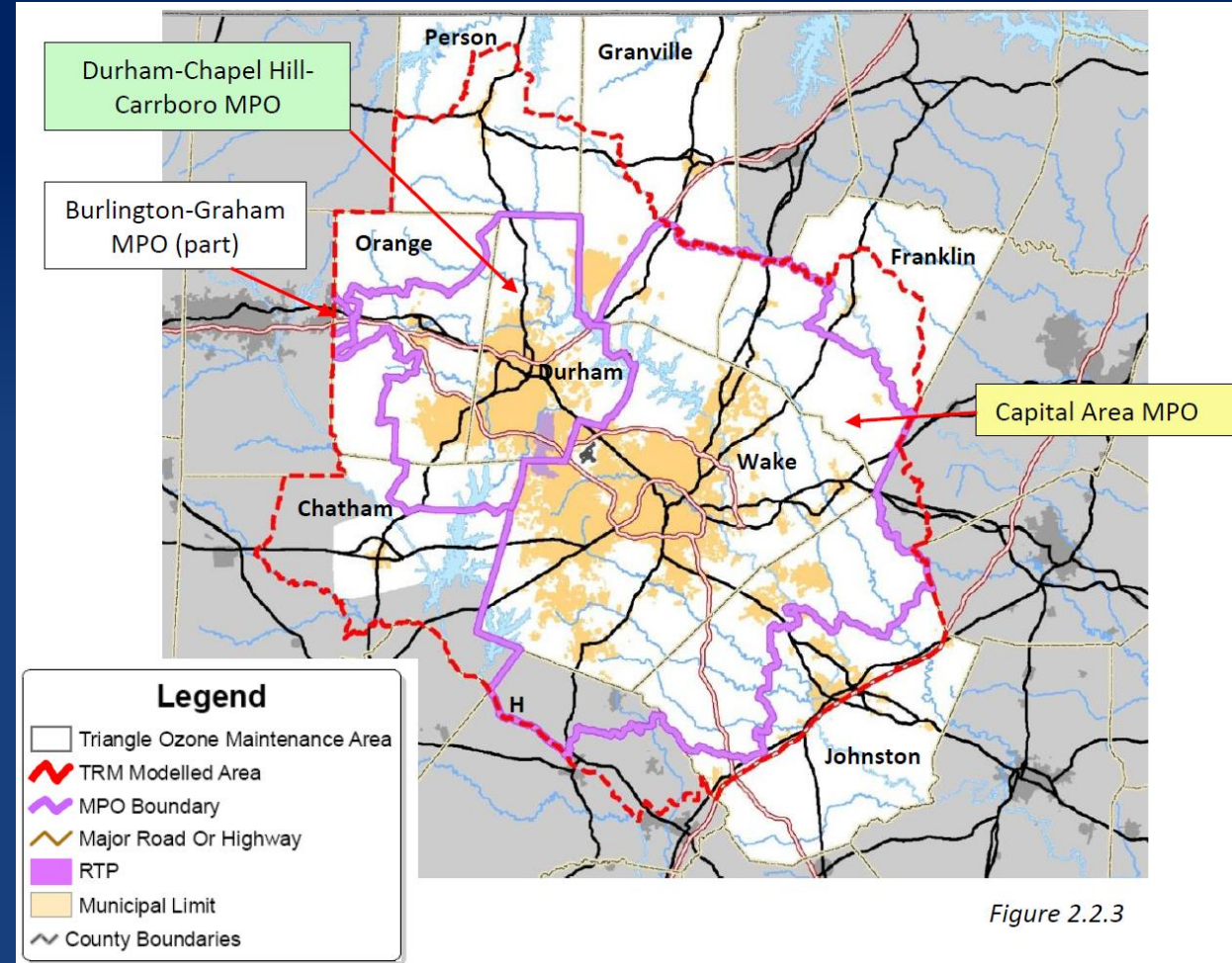
Durham-Chapel Hill-Carrboro (DCHC) MPO

- All of Durham and parts of Chatham and Orange counties

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

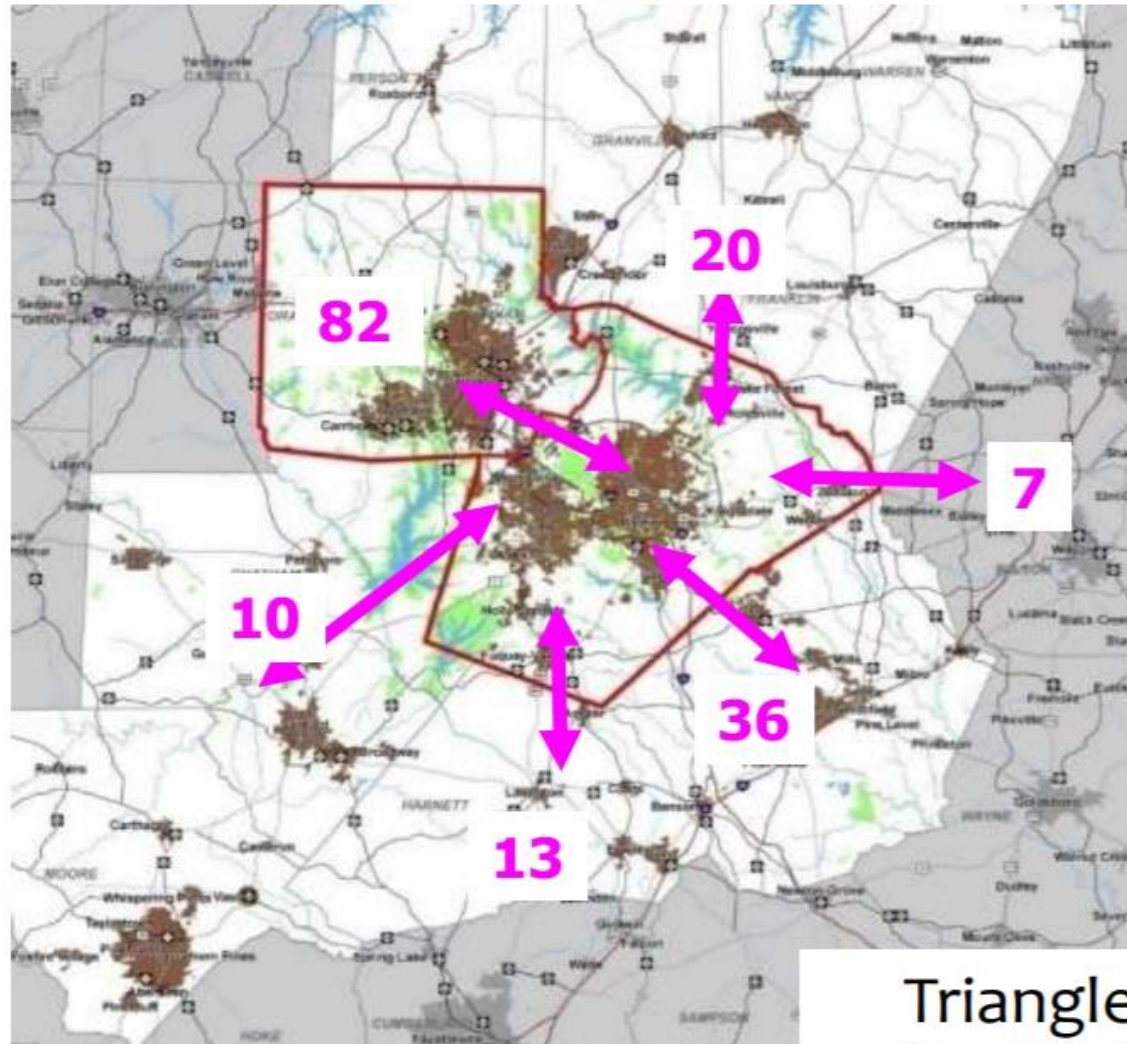
Often partner with DCHC MPO, NCDOT, TJCOG to conduct studies, plans

- MTPs
- Triangle Bikeway Implementation

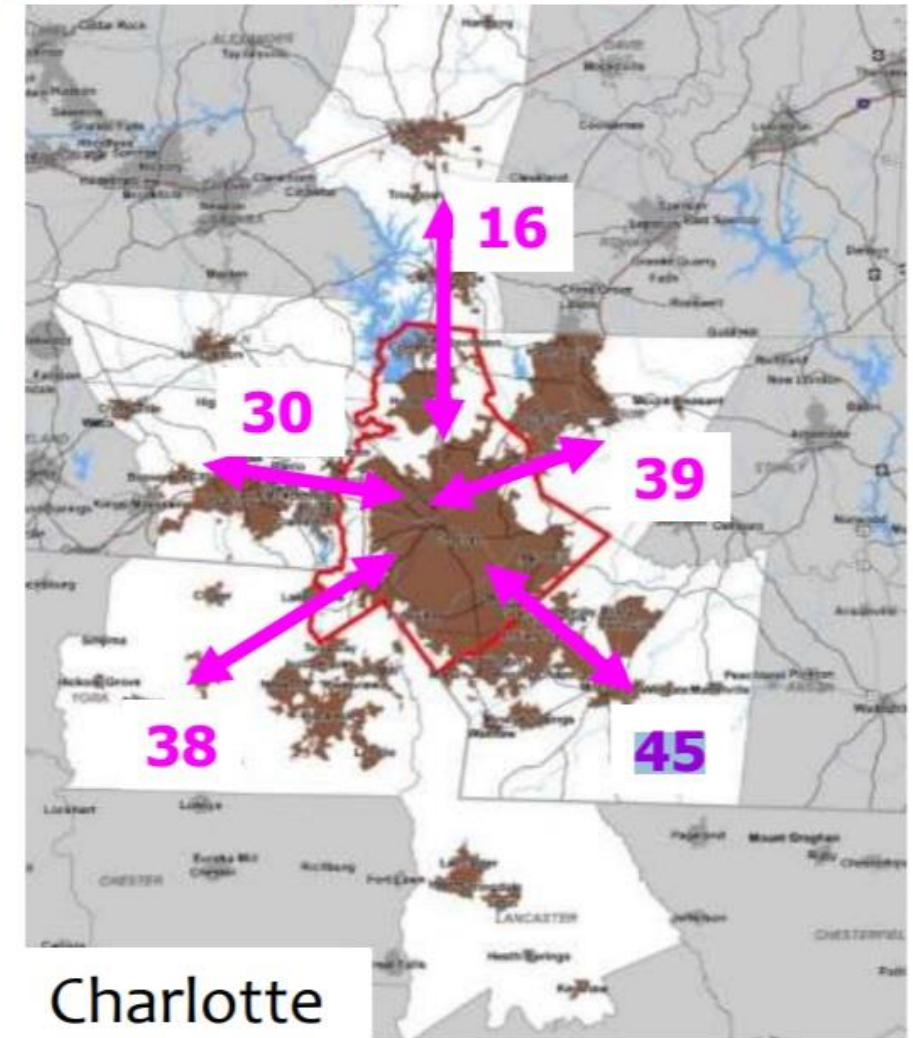


Why the “2 Sides of the Region” Plan Together

(commuting flows in thousands to/from the largest county)

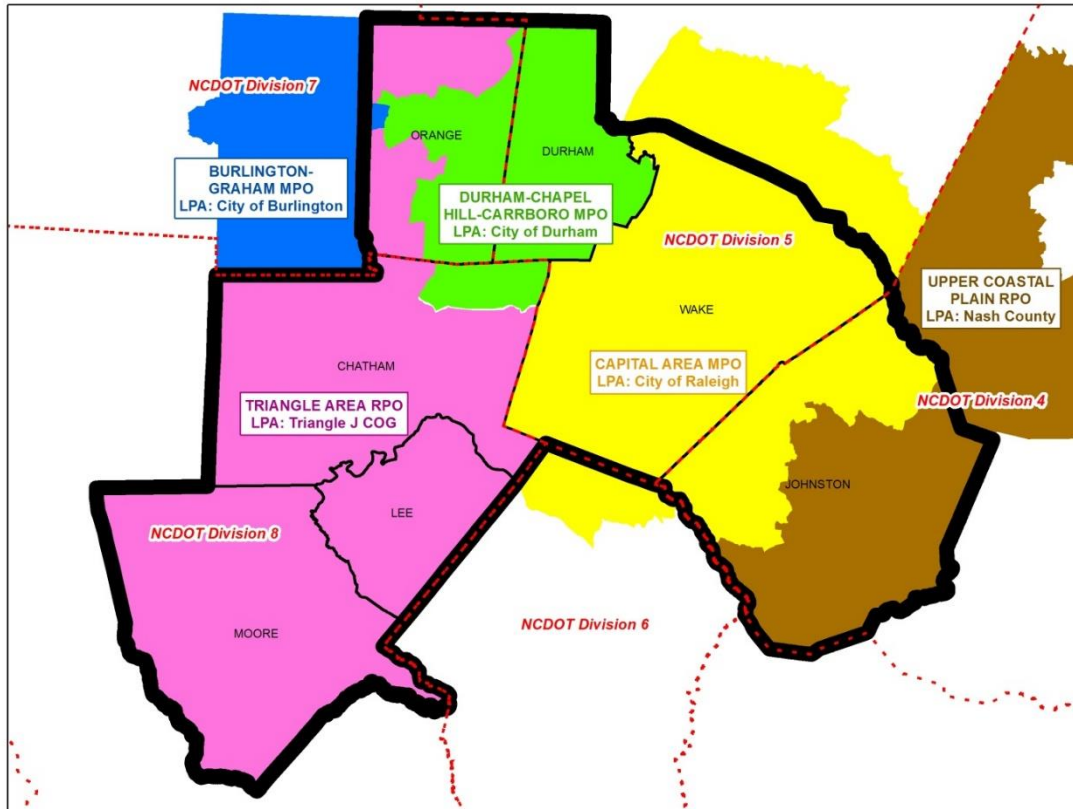


Triangle
(focused flow)



Charlotte
(balanced flow)

Our Partners: TJ Council of Governments (TJCOG)



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

Our Partners: RPOs

(Rural Transportation Planning Organizations)

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

Neighboring RPOs:

Kerr-Tar

Mid-Carolina

Triangle

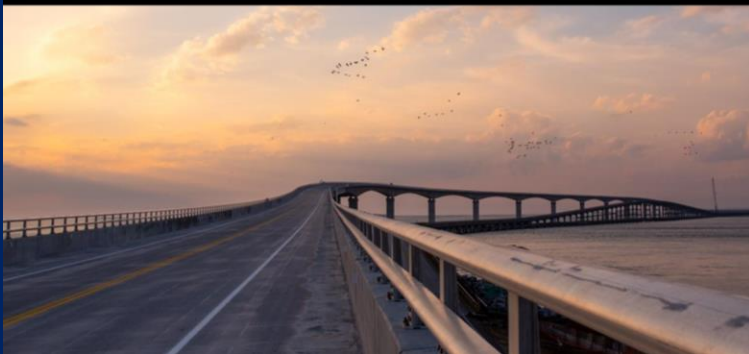
Upper-Coastal Plain



Our Partners: NCDOT (NC Department of Transportation)

Many levels/silos:

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



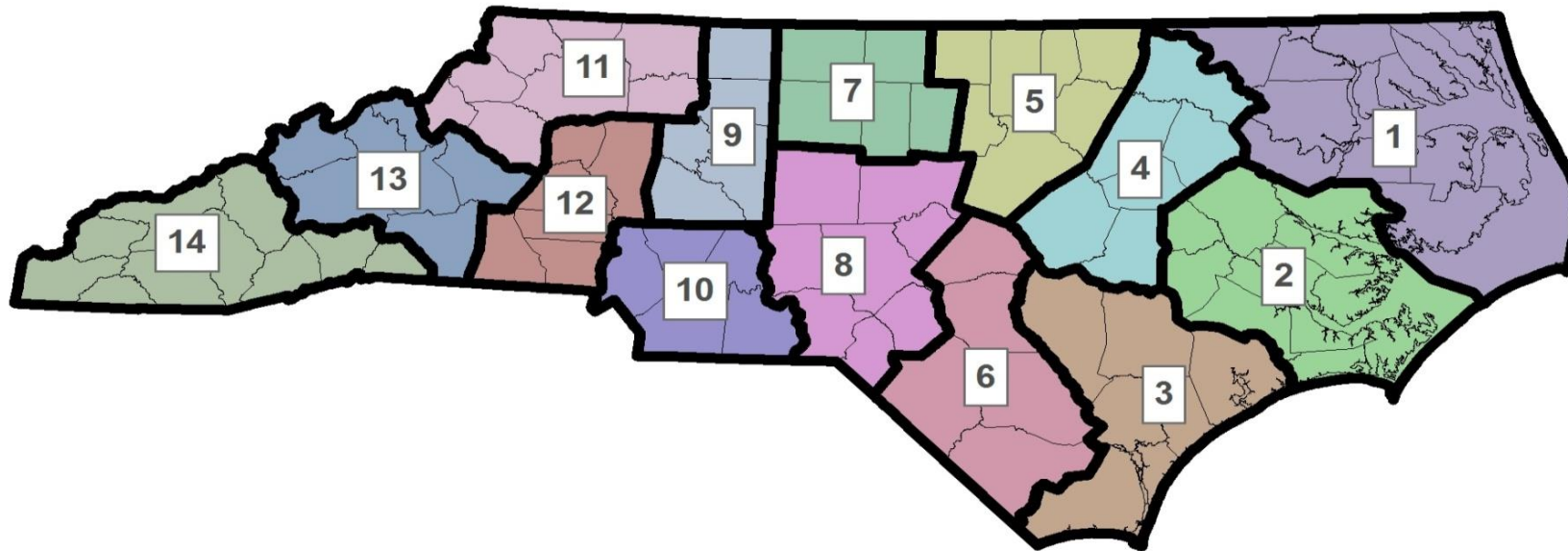
NCDOT (cont'd)

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



NCDOT Highway Divisions

North Carolina Department of Transportation Highway Divisions

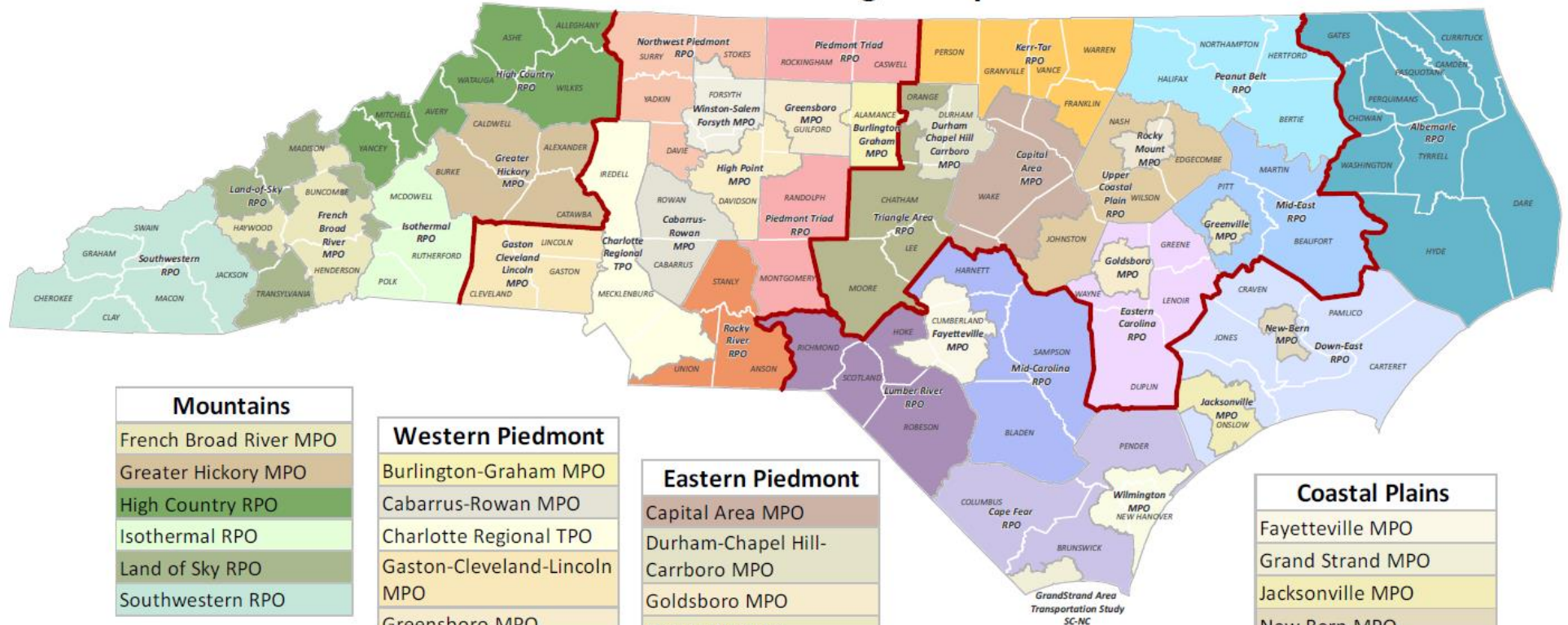


0 50 100 200 Miles

Map Created by
The Capital Area MPO
June 12, 2007

19 MPOs
&
18 RPOs
in NC

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



Mountains

French Broad River MPO
Greater Hickory MPO
High Country RPO
Isothermal RPO
Land of Sky RPO
Southwestern RPO

Western Piedmont

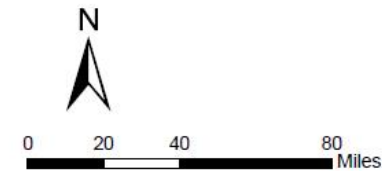
Burlington-Graham MPO
Cabarrus-Rowan MPO
Charlotte Regional TPO
Gaston-Cleveland-Lincoln MPO
Greensboro MPO
High Point MPO
Winston-Salem MPO
Northwest Piedmont RPO
Piedmont Triad RPO
Rocky River RPO

Eastern Piedmont

Capital Area MPO
Durham-Chapel Hill-Carrboro MPO
Goldsboro MPO
Greenville MPO
Rocky Mount MPO
Eastern Carolina RPO
Kerr-Tar RPO
Mid East RPO
Peanut Belt RPO
Triangle RPO
Upper Coastal Plain RPO

Coastal Plains

Fayetteville MPO
Grand Strand MPO
Jacksonville MPO
New Bern MPO
Wilmington MPO
Albemarle RPO
Cape Fear RPO
Down East RPO
Lumber River RPO
Mid-Carolina RPO



Map Created By
NCDOT Transportation Planning Division
July 2018

Our Partners: Federal Transit Administration (FTA)



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

Our Partner: Federal Highway Administration (FHWA)

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



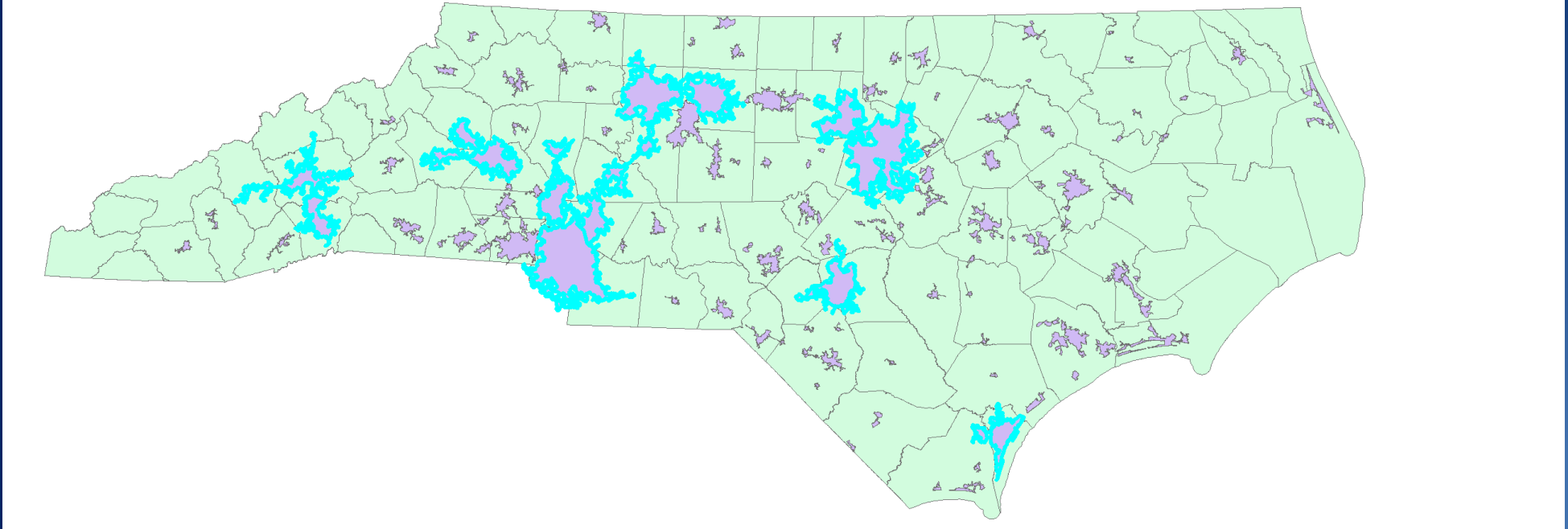
MPO Funding for Planning

<u>PL Funds</u>	<u>STBGP-DA Funds</u>	<u>SPR Funds</u>
Planning funds allocated by FHWA to MPO's based on population	Surface Transportation Block Grant Program – Direct Allocation	State Planning & Research Funds
Administered by NCDOT Transportation Planning Div.	Funds supplied by US DOT to MPO's with 200,000+ population	Available through NCDOT for use on special studies or planning efforts
	Meant to cover additional planning & project requirements of larger urban areas	Typically applied to our large regional planning studies
	Programmed in UPWP and through LAPP	Application process through NCDOT Transportation Planning Division

Planning Requirements

TMA (Transportation Management Areas)

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



MTP & Air Quality Conformity

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

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

- 2045 MTP adopted February 2018
 - Air quality conformity determination report adopted January 2019
- 2050 MTP development underway

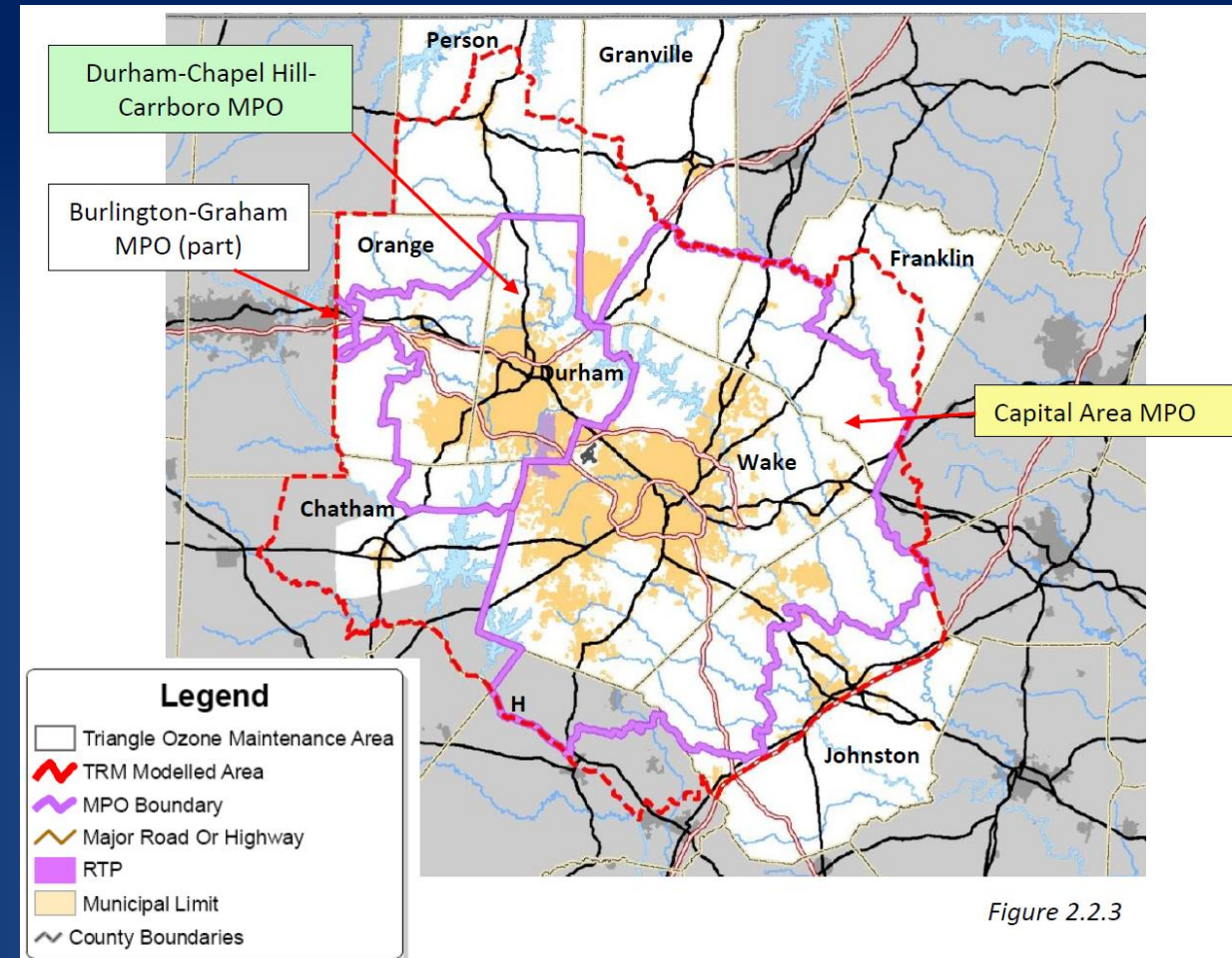


Figure 2.2.3

Recent Federal Consultation Requirements: Statewide and Metropolitan Transportation Planning

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



MAP-21: Performance Measures

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



FAST Act (2015)

Fixing America's Surface Transportation Act



- Continues the MAP-21 approach of formula program funding
- Continues to require intermodal transportation planning to include bike/ped facilities, Safe Routes to Schools, recreation trails
- Increased focus on considering system resiliency/reliability, reducing storm-water impacts, and enhancing travel and tourism through planning activities
- In transit planning, MPO's must consider role of intercity buses in congestion reduction, energy consumption and pollution in a cost-effective manner
- Also must recommend strategies and investments that preserve and enhance intercity bus systems, and asset management performance targets
- **Safety, Transit Asset Management, Pavement Condition and Congestion Targets adopted by CAMPO**



Breaktime!



Photo by Timo Volz on Unsplash

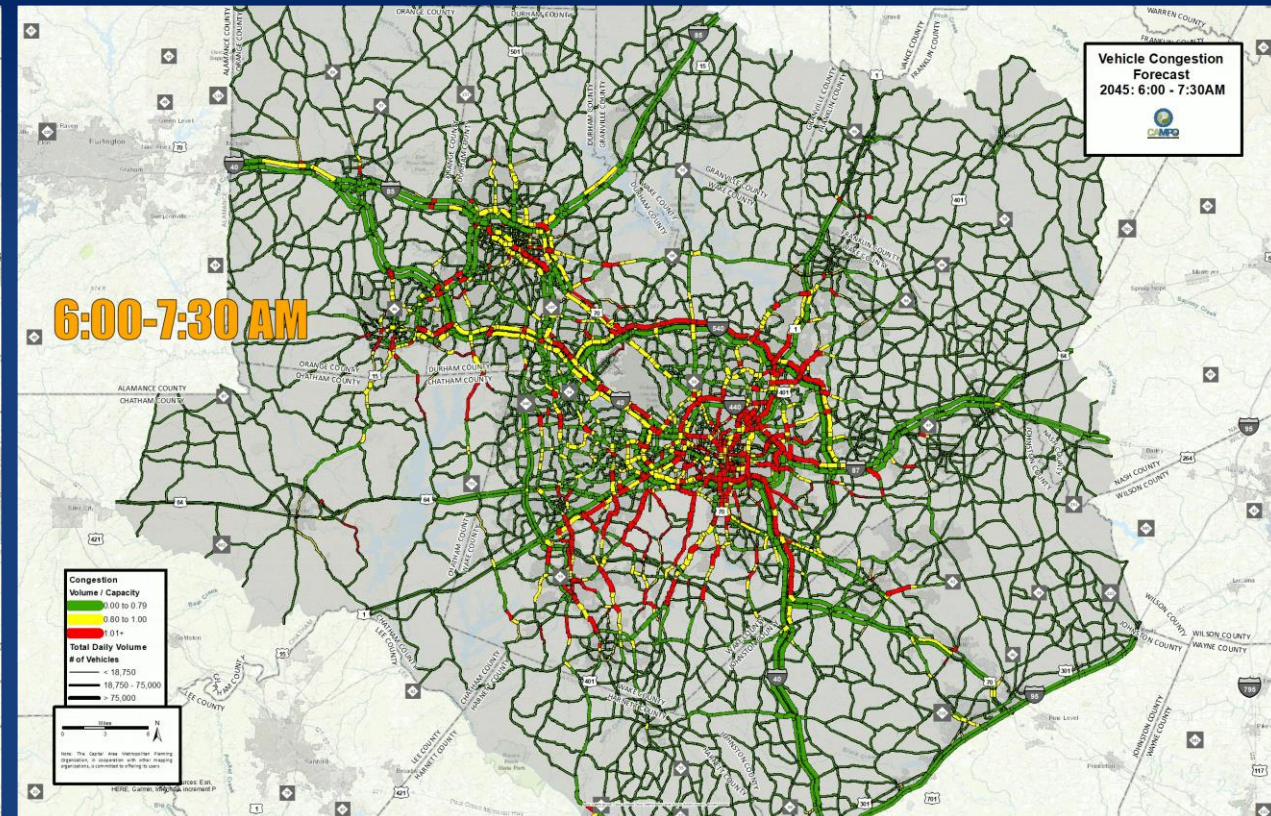
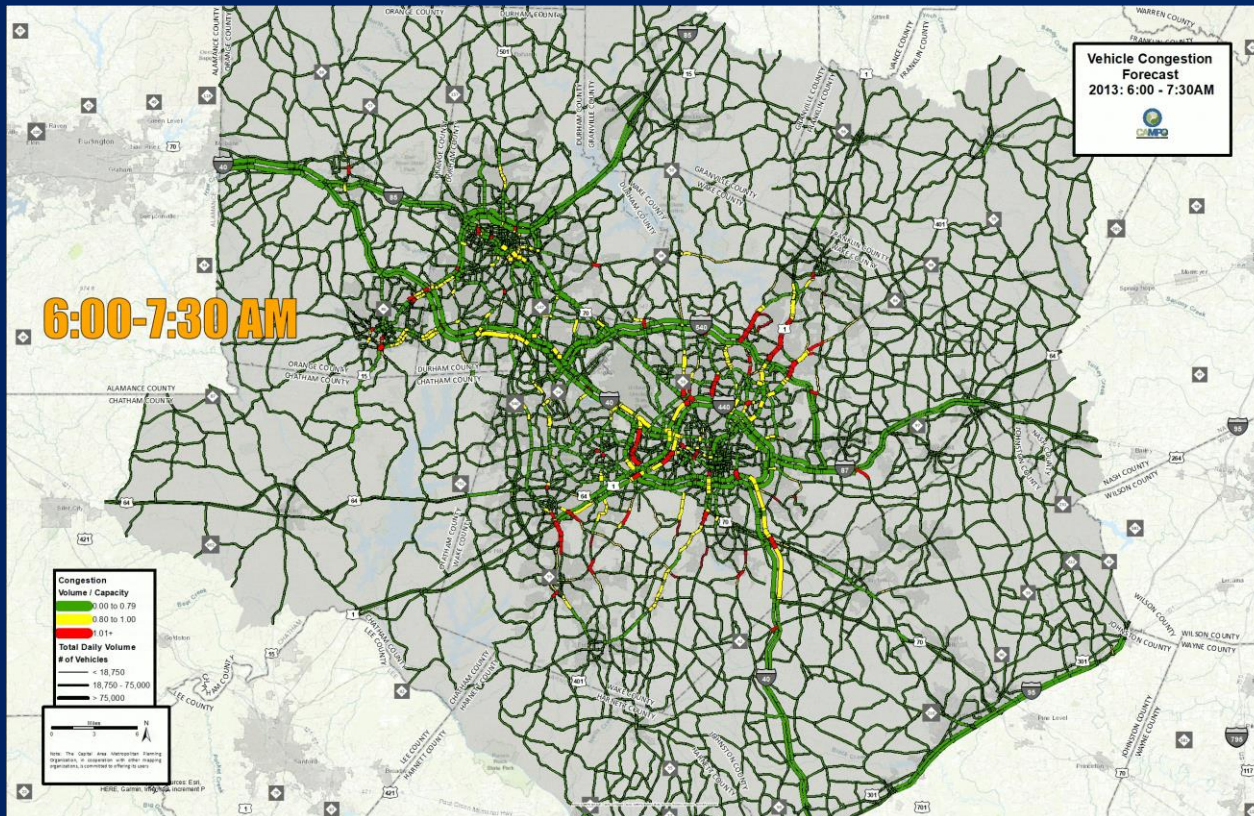
BREAK ENDS IN:

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Vehicle Congestion Forecasts

2013

2045



MPO

Functions, Programs & Products

MPO Products

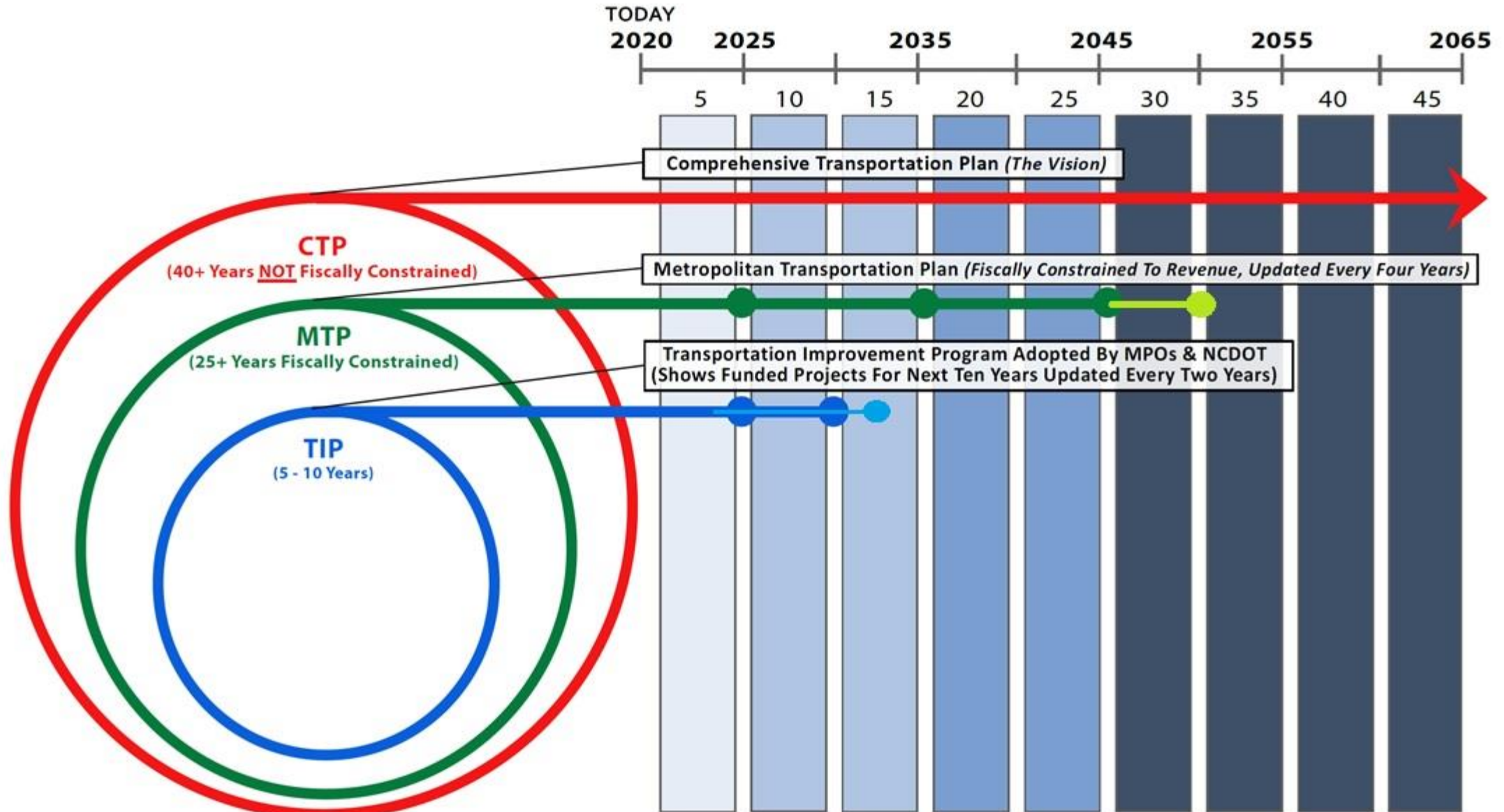


- Updated every 4 years
- Must cover 20+ years
- Revenues & Costs must balance
- CTP is unfunded element of MTP

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

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

TRANSPORTATION PLANNING PRODUCTS



MPO Products

	Time Horizon	Contents	Update Requirements
CTP	30-50 Years	Future Goals, Strategies & Projects (Not Fiscally Constrained)	Tied to MTP update
MTP	20 Years (Min)	Future Goals, Strategies & Projects (Fiscally Constrained)	Every 4 years
TIP	10 Years	Transportation Investments/Projects	Every 2 Years
UPWP	1-Year	Planning Studies, Tasks, Budget	Annual

Comprehensive Transportation Plan (CTP)

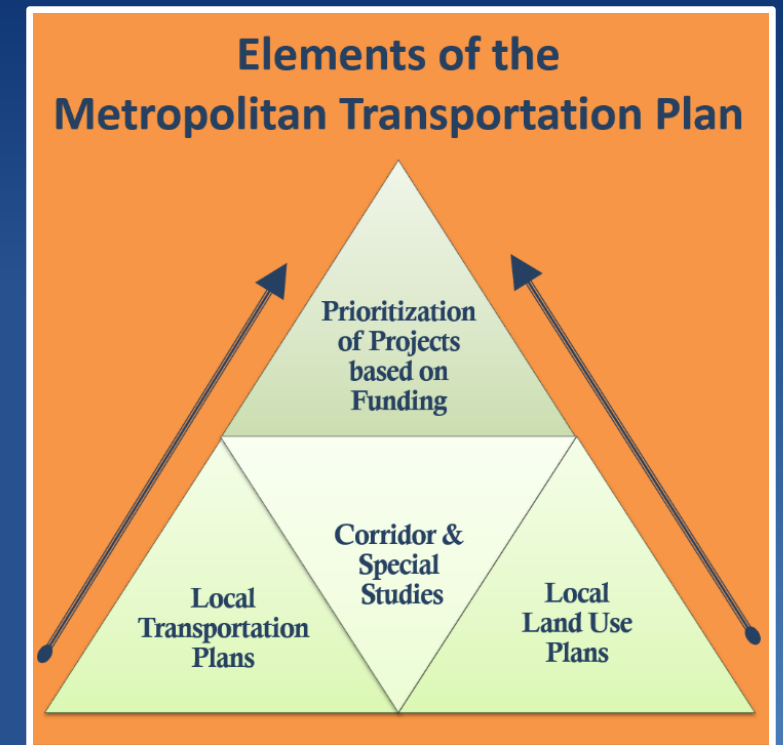
A Multi-modal long-range vision plan that defines an organization's philosophy towards decisions related to the integration of transportation and land use

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



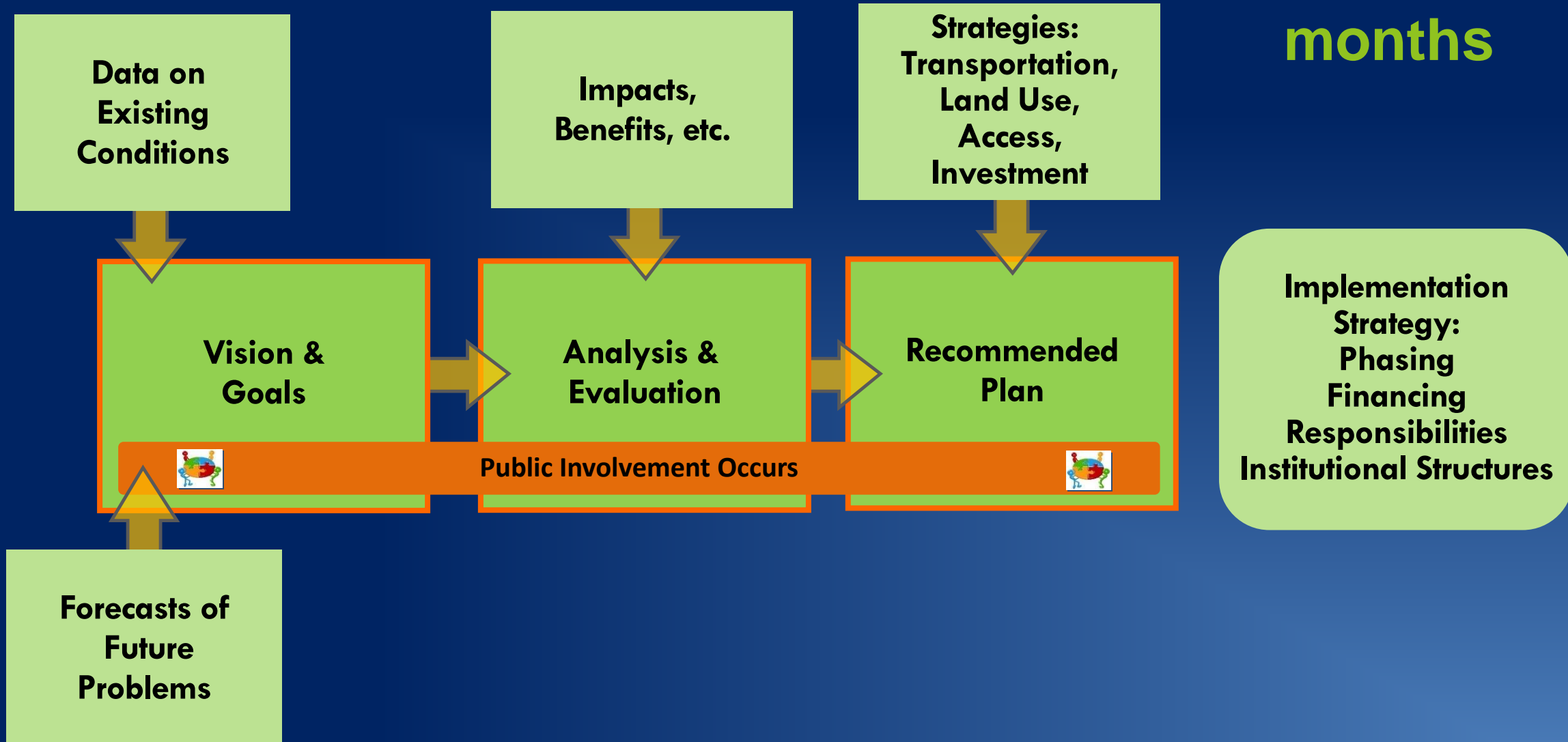
Metropolitan Transportation Plan (MTP)

- Federally Mandated
- Emphasis on preservation and efficiency improvement of existing system
- Planning horizon of at least 20 years (25 preferred)
- Updated every 4 years
- Plans for all modes of transportation
- Fiscally constrained; not a wish list
- Projects must be consistent with MTP if
 - Funded with federal funds
 - Regionally significant
- Extensive public involvement
- Our Plan
 - Joint plan with DCHC MPO (2045)
 - Adopted by Executive Board in February 2018
 - 2050 underway



MTP Development Process

**= 18+/-
months**



MPO Planning Activities



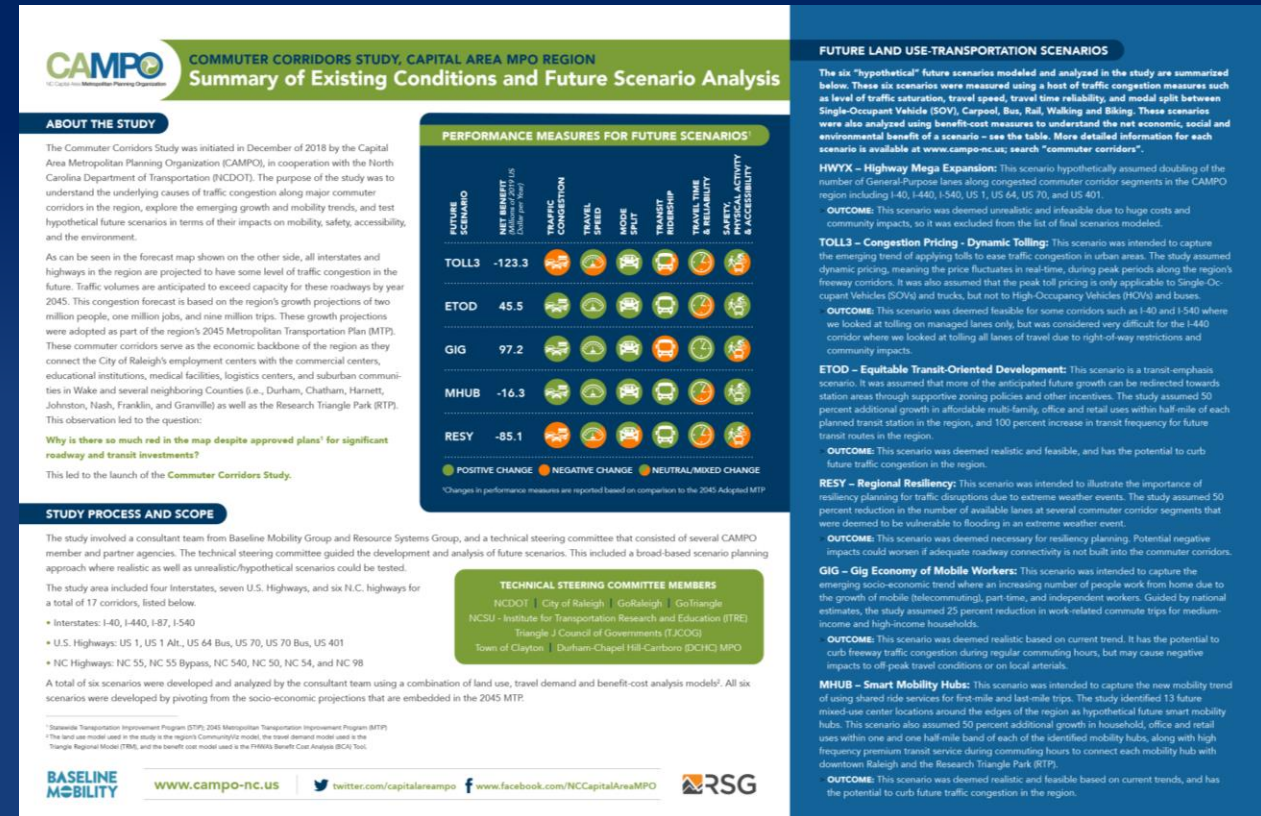
- Large Area Studies
 - Southeast Area Study
 - Southwest Area Study
 - Northeast Area Study
- Corridor Studies
 - NC 98
 - US 1 Phase I and Phase II
 - US 64
 - NC 56
 - NC 50
 - US 401 (to begin FY 2021)
- Hot Spot Studies
 - I-40/US1/US64 Interchange
 - 50/56/15 Intersection Realignment
- Other Special Studies (rail, transit, bike/ped)
 - Bus on Shoulder System Study (to begin FY 2021)
 - Raleigh-Cary Rail Crossing (RCRX) Study
 - Rolesville Main Street Study
 - Strategic Triangle Tolling Study
 - Triangle Bikeway Implementation Study



MTP: Every four years

Example: Commuter Corridors Study

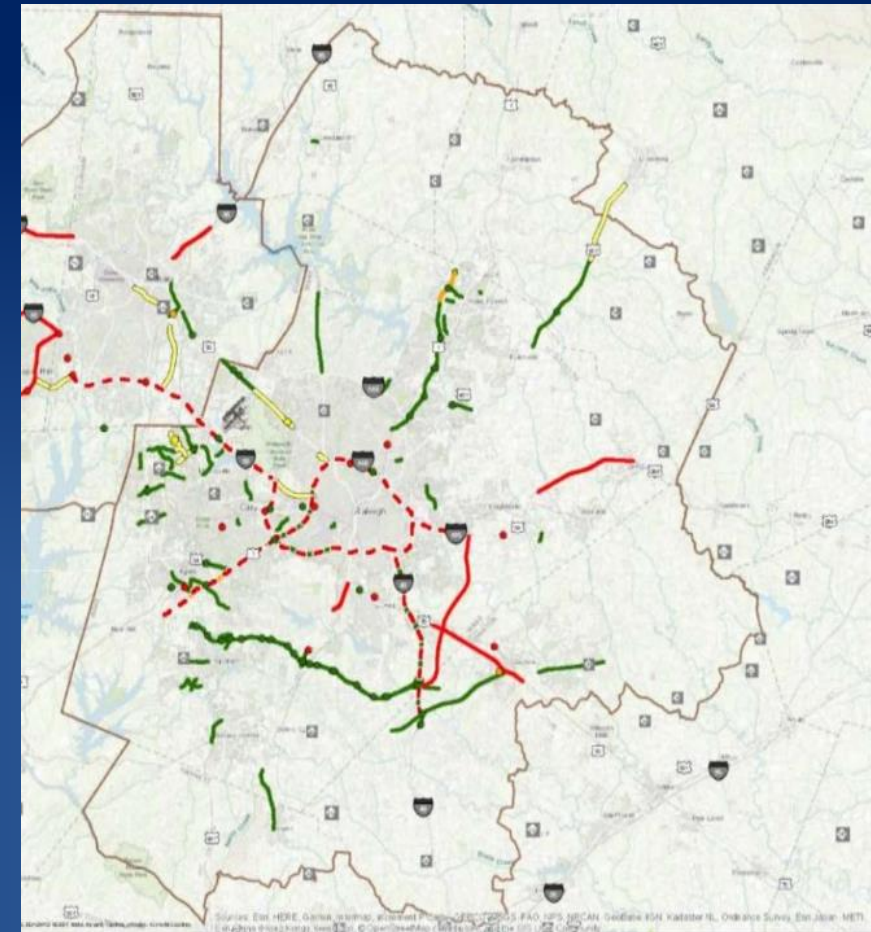
- Programmed in FY 2019 UPWP
- Technical analysis of some of the region's major commuter corridors
- Worked to forecast what the outcomes could be if certain, purposely drastic and hypothetical, improvements or adjustments were made to the region's network. Each scenario was modelled in isolation to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



Transportation Improvement Program (TIP)



- Allocates limited resources to region's priorities
 - Similar to a Capital Improvement Program (CIP)
- Financially-constrained
 - Includes most immediate MTP-based projects and strategies for implementation
- Year-by-year “line-item” list of projects approved for federal funding
- 10-year document
 - First 5 years considered committed projects
 - Updated every 2 years
- TIP and Statewide TIP (STIP) must match
- Conforms with SIP (if necessary)
- 2020-2029 TIP in effect now
- 2023-2032 TIP under development now



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

Unified Planning Work Program (UPWP)

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



UPWP FY 2021

Continue Core Programs

- LAPP
- TIP
- MTP
- Travel Demand Model
- Public Engagement
- Wake Transit Program

Special Studies Continuing from 2020

- Triangle Bikeway Implementation Study
- Northeast Area Study Update
- Wake Transit
 - Web Visualization Interface
 - Wake Transit Vision Plan Update

New Special Studies

- Fayetteville-Raleigh Passenger Rail Feasibility Study Phase II (partner w/ FAMPO + NCDOT)
- US 401 Corridor Study
- Western Wake Traffic Signal System Integration
- Triangle Bus on Shoulder System Study (partner w/ DCHC and NCDOT and GoTriangle)
- Land Use – Transportation Development Evaluation
- Begin work on CAMPO Strategic Plan Update

Unified Planning Work Program FY 2021 (cont'd)

Budget

- \$0.60 / capita Member Share
- Includes partnerships with DCHC MPO, Fayetteville MPO, GoTriangle, NCDOT
- Includes Wake Transit funding assumed
- Overhead for Lead Planning Agency est. \$225,000

MPO Self-Certification

- Questionnaire in Appendix C
- Outlines how the MPO conforms to federal guidelines and requirements

Other MPO Programs

- Travel Demand Modeling
- Transportation Demand Management
- Vision Zero
- Safe Routes to Schools
- Congestion Management Process
- Council of Planning – US 1 Corridor
- MPO Public Participation Plan



Outside Funding Mechanisms

- Statewide Prioritization (SPOT)
 - State & Federal funding through NCDOT
- Locally Administered Projects Program (LAPP)
 - Federal funding available for the CAMPO region

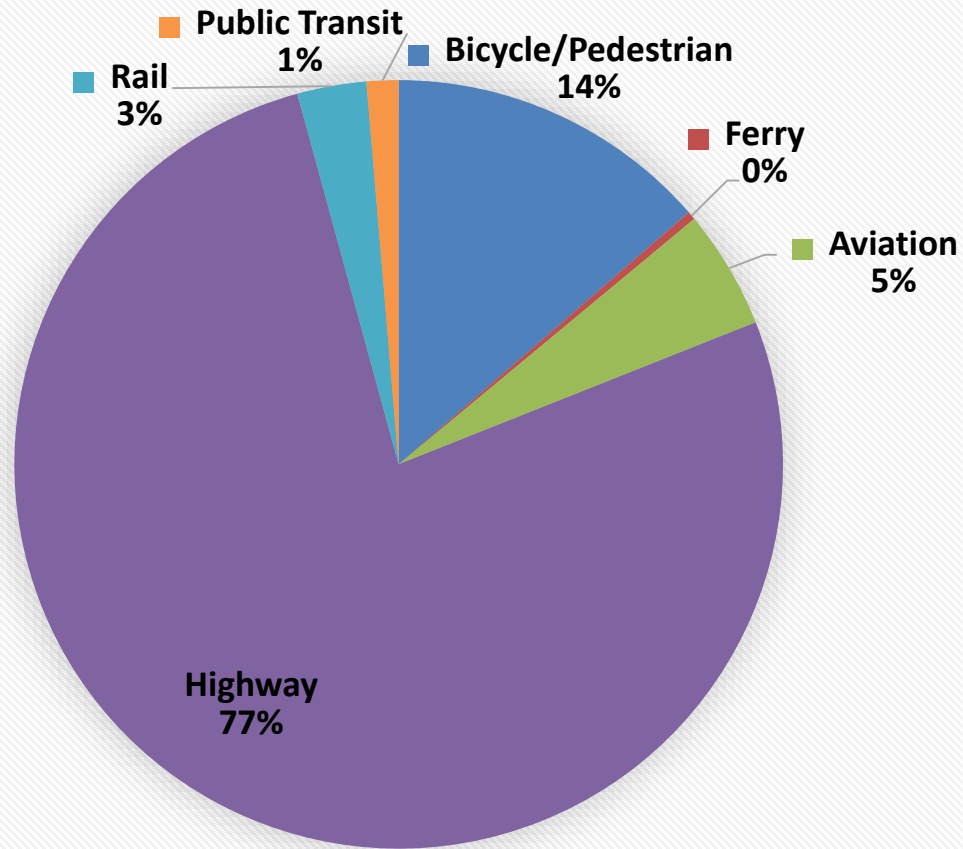
Statewide Prioritization (SPOT) & Statewide Transportation Improvement (STIP) Processes



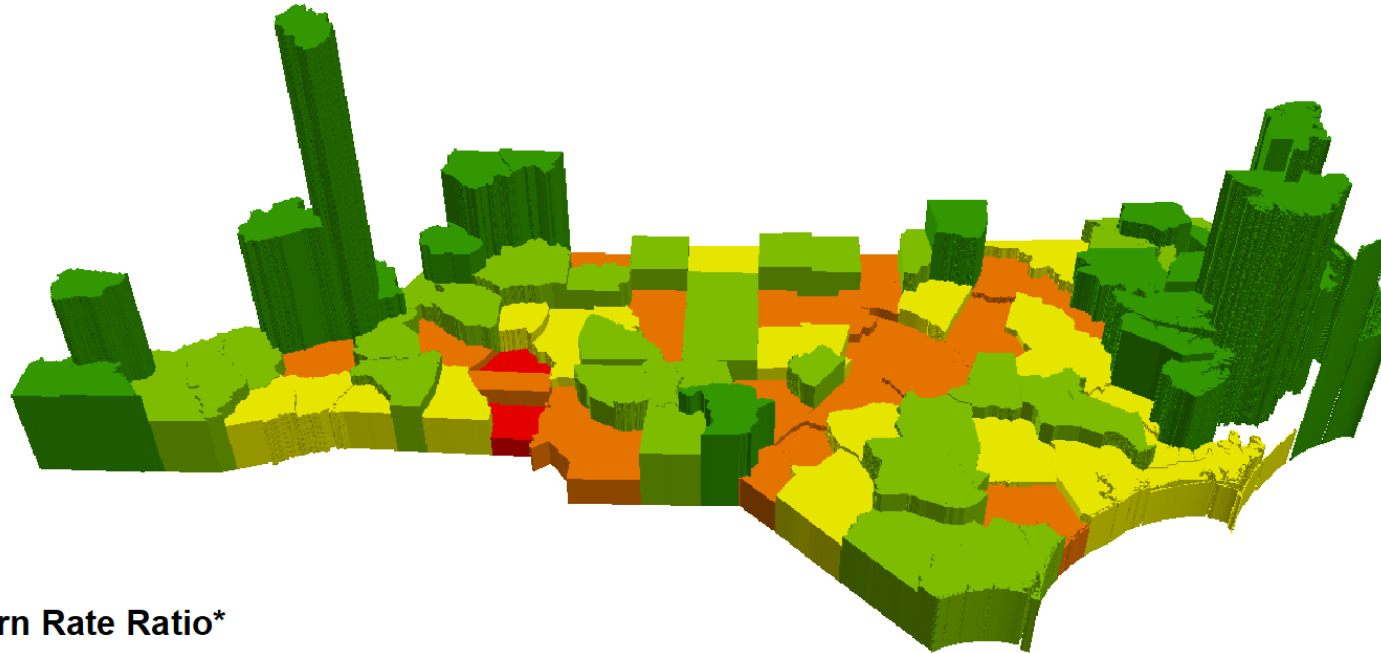
NCDOT STIP 2020-2029 Modal Breakdown

(Percentage of 1,718 Projects)

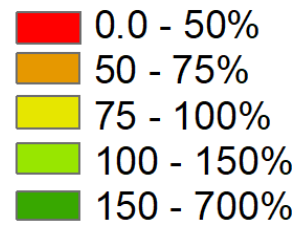
FY2020-2029 Statewide Transportation Improvement Program



North Carolina Transportation Tax Rate Returns and Taxes Generated Over Received Balance By County FY 1999 - FY 2018



Return Rate Ratio*



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



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

This map was compiled using the best available data, however, the Capital Area MPO is not responsible for errors, omissions, and/or misuse. Estimations only. Subject to change.
Map created on 1/10/2020.

Evolution of SPOT Prioritization Processes

- Prioritization 1.0 began in 2009
- Over time, updated processes and built on successes
 - Added data methods for non-highway modes
 - Expanded criteria based on stakeholder input
- Strategic Transportation Investment (STI) Law around Prioritization 3.0
- Recently Completed Prioritization 5.0 Process (current TIP/STIP)
- SPOT 6.0 Process Underway



SPOT

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



<https://www.ncdot.gov/strategictransportationinvestments>

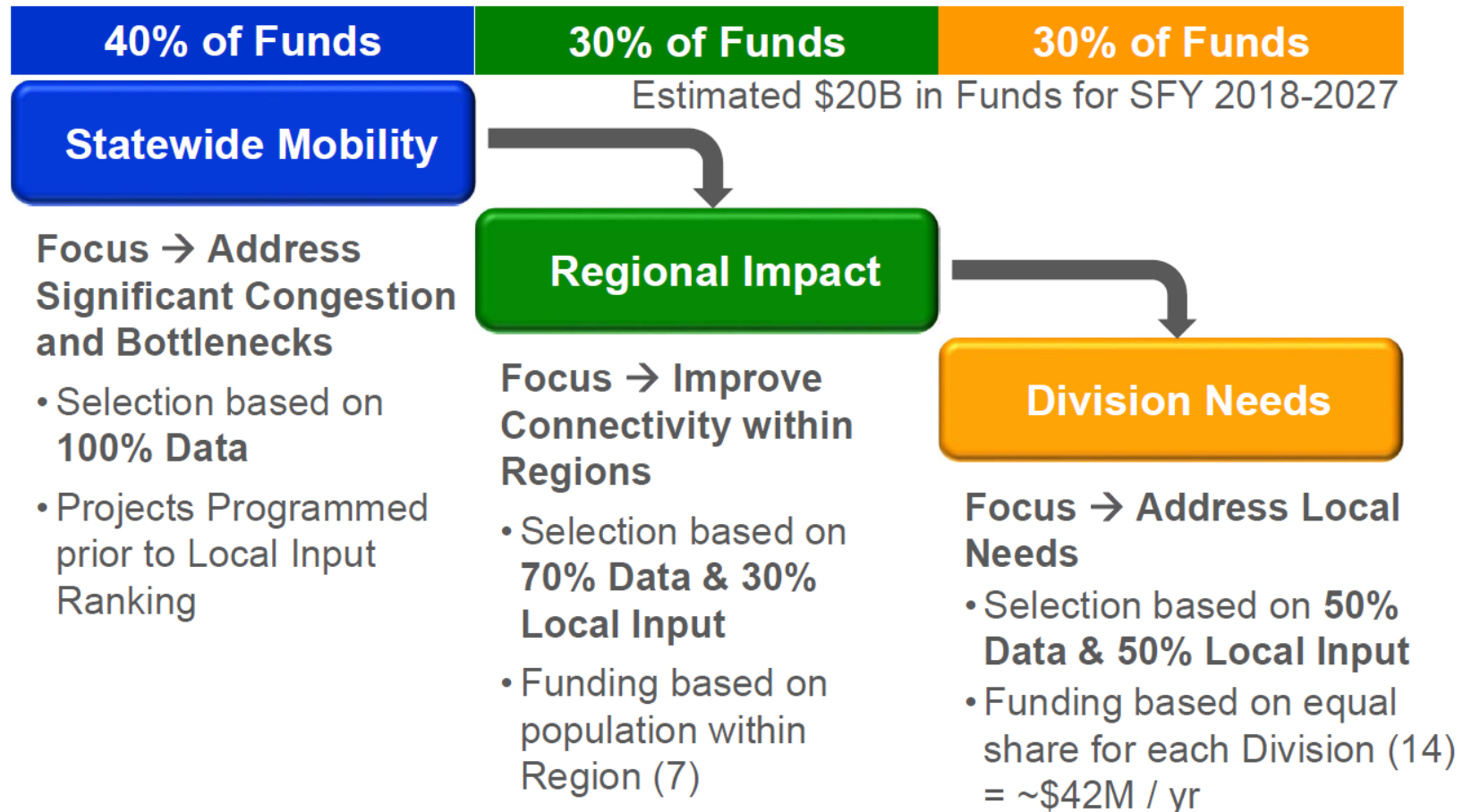


Prioritization 6.0 & STI

ncdot.gov

STI Prioritization and Programming Process

How STI Works



2023-2032 TIP/STIP Development

SPOT Actions - MPOs

1. Select Projects to Submit for Scoring
(44 projects per mode)
2. Assign Local Input points
 - Regional Impact Points *(2500 pts)*
 - Division Needs Points *(2500 pts)*
3. Adopt TIP

CAMPO SPOT Process

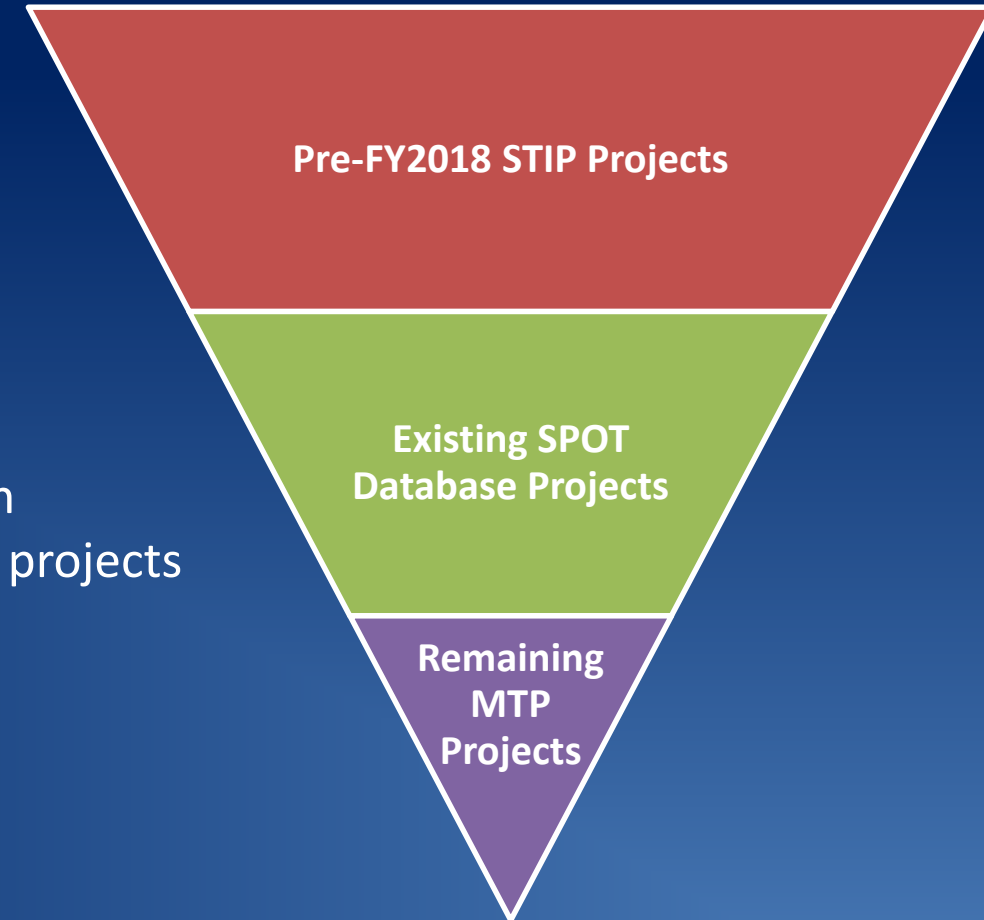
Action 1: Project Selection

- CAMPO can submit 44 additional projects per mode
- Project selection based on adopted methodology

Example (Roadway)

- Initial List Creation:
 - STIP-funded projects prior to 2018 and
 - Existing SPOT database projects
 - MTP projects (SPOT requirement)
 - Delay, Travel Time, Socio-Economic growth trend metrics used as basis for comparing projects
 - A. E+C Delay/Lane Mile
 - B. 1st Decade Delay/Lane Mile
 - C. 2nd Decade Delay/Lane Mile
 - D. Network Connectivity
 - E. Interchanges/Operational Improvements
 - F. ITS Projects

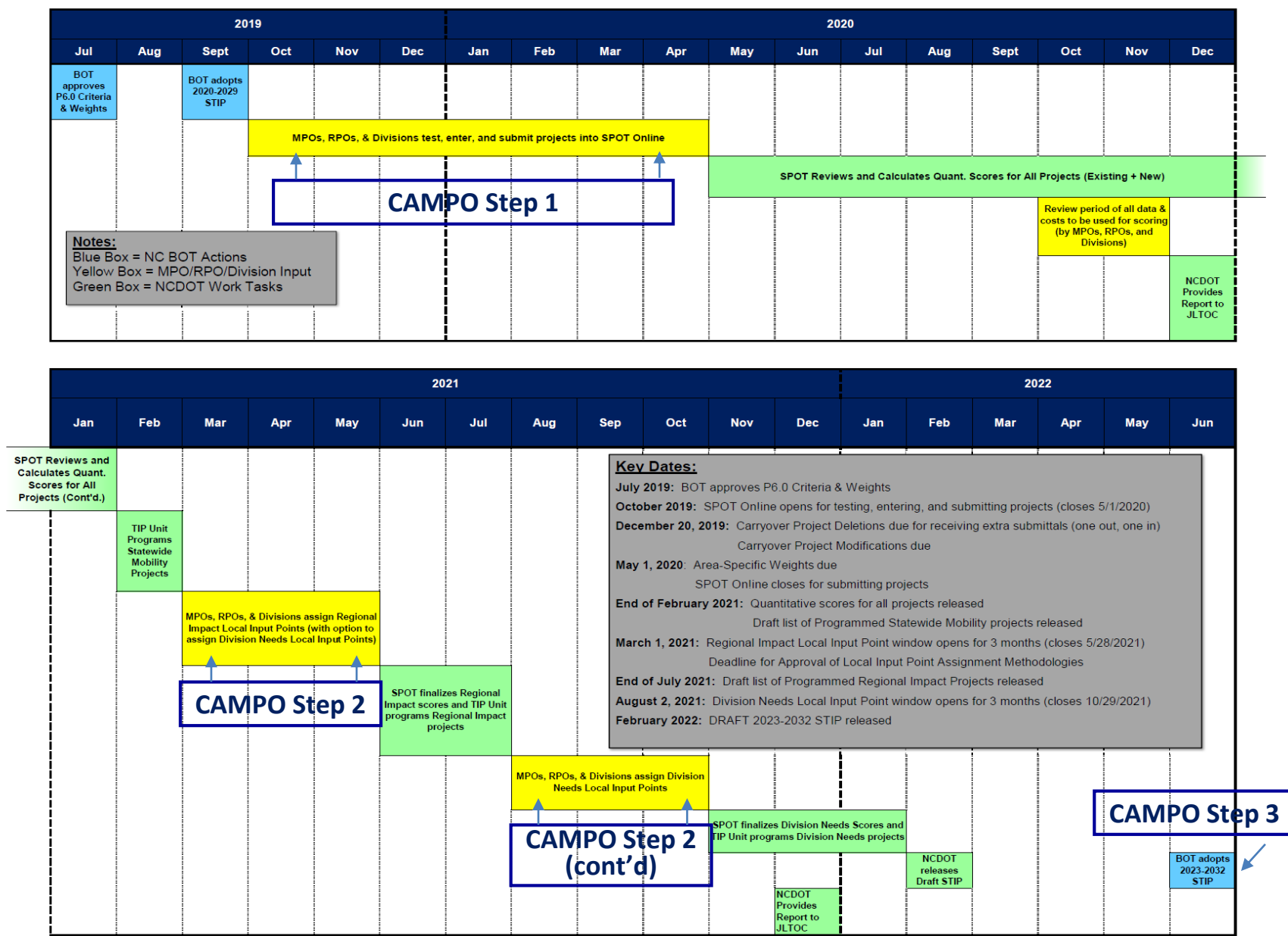
- Coordination w/ NCDOT to ensure maximum submittal of CAMPO projects.



Action 1: Next Steps

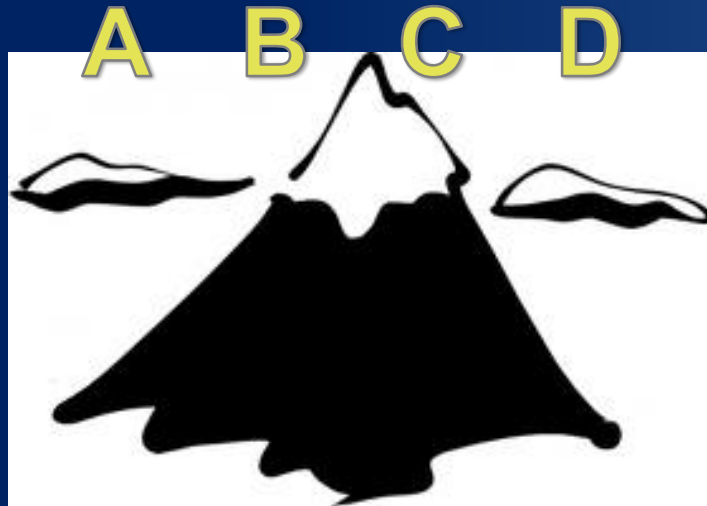
- February TCC / Executive Board – Approve Project Lists for Public Review
- Project List adjustments – Feb / April
- Executive Board Public Hearing & Project List Approval – April 15th
- CAMPO Submits Projects in SPOT Online by May 1st
- Alternate Criteria Weights due – May 1st

FINAL Prioritization 6.0 Schedule



CAMPO Adopted Methodology

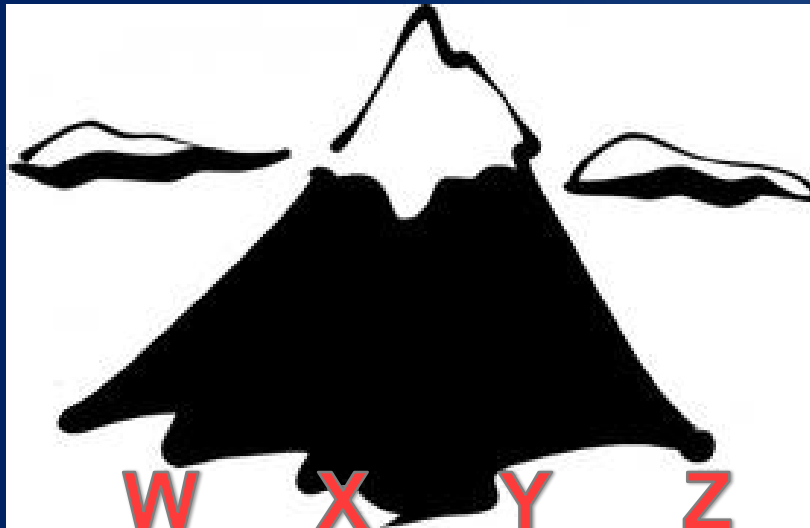
- Maximizing Funding Potential
 - “Wasted Effort”
 - Some of our projects score so well quantitatively, they do not need any additional local points



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

CAMPO Adopted Methodology

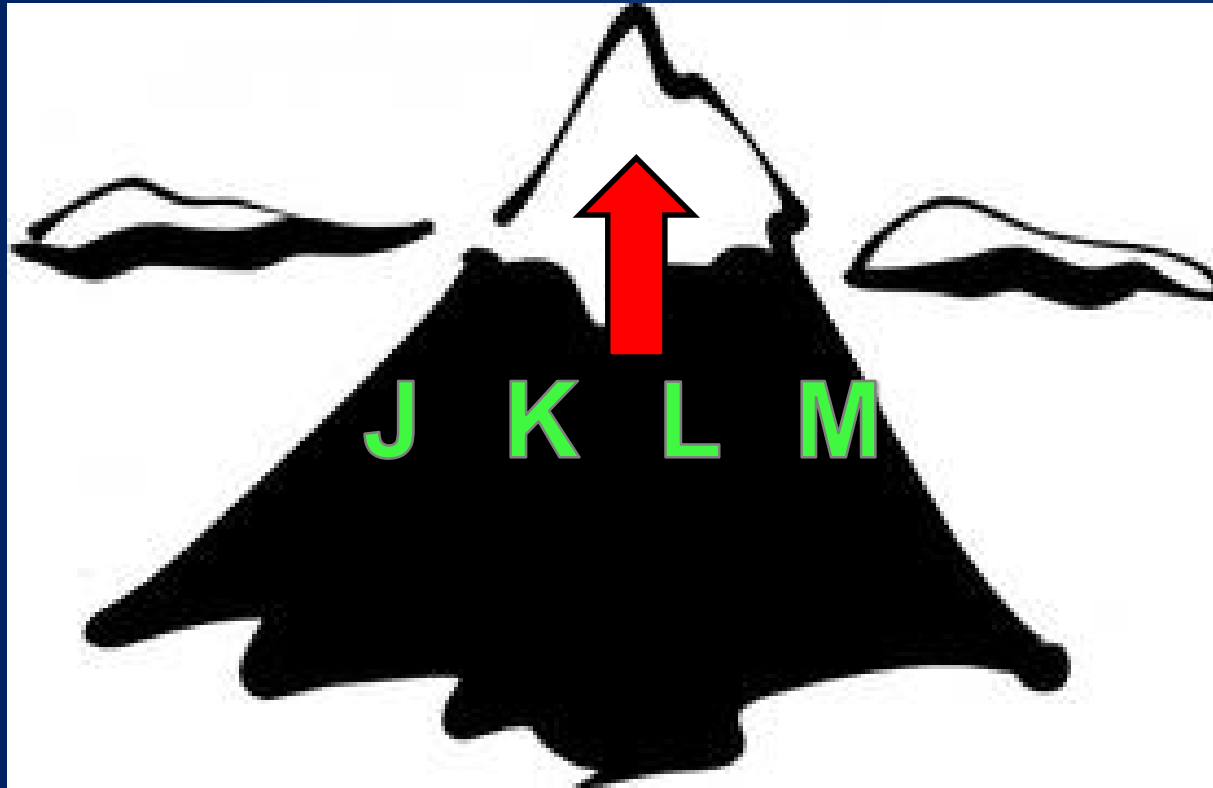
- Maximizing Funding Potential
 - “Wasted Effort” (Part 2)
 - Some of our projects score poorly, and even the maximum number of local points would not make them competitive



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

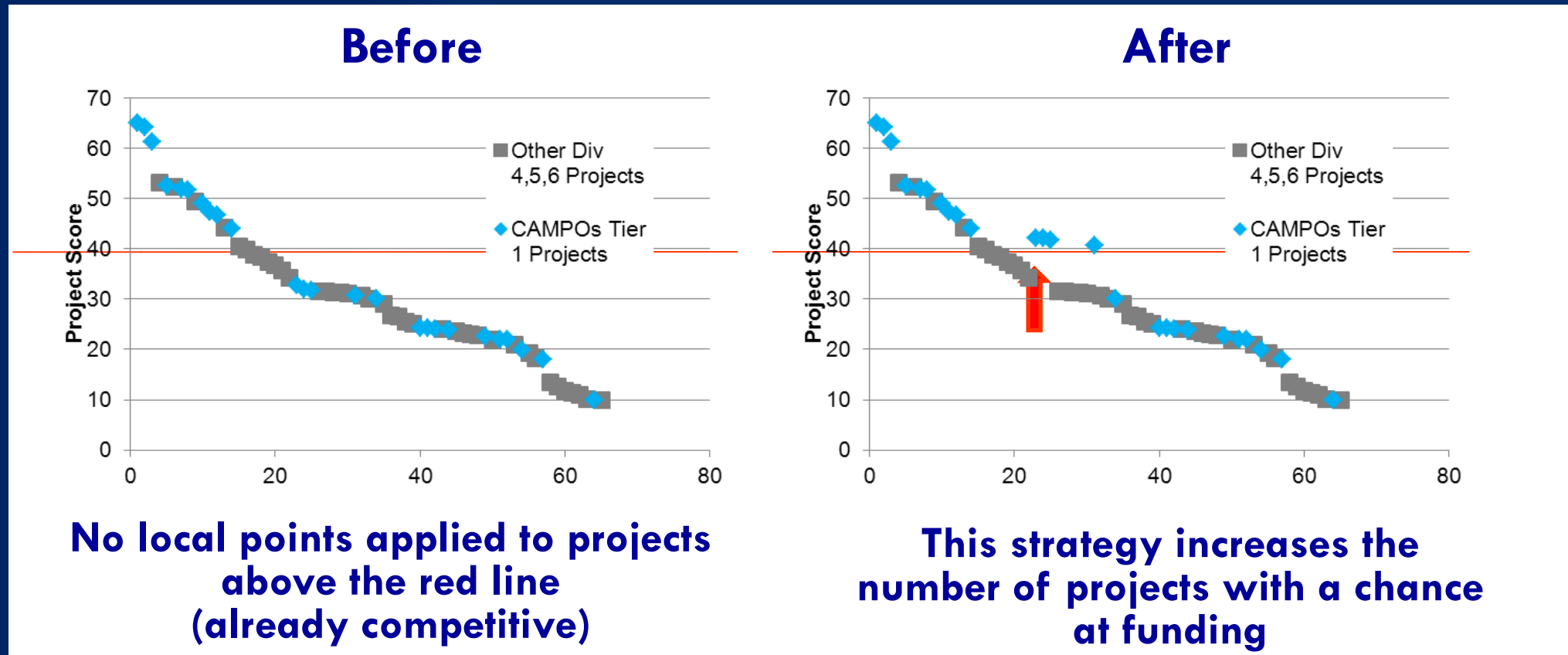
CAMPO Adopted Methodology

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

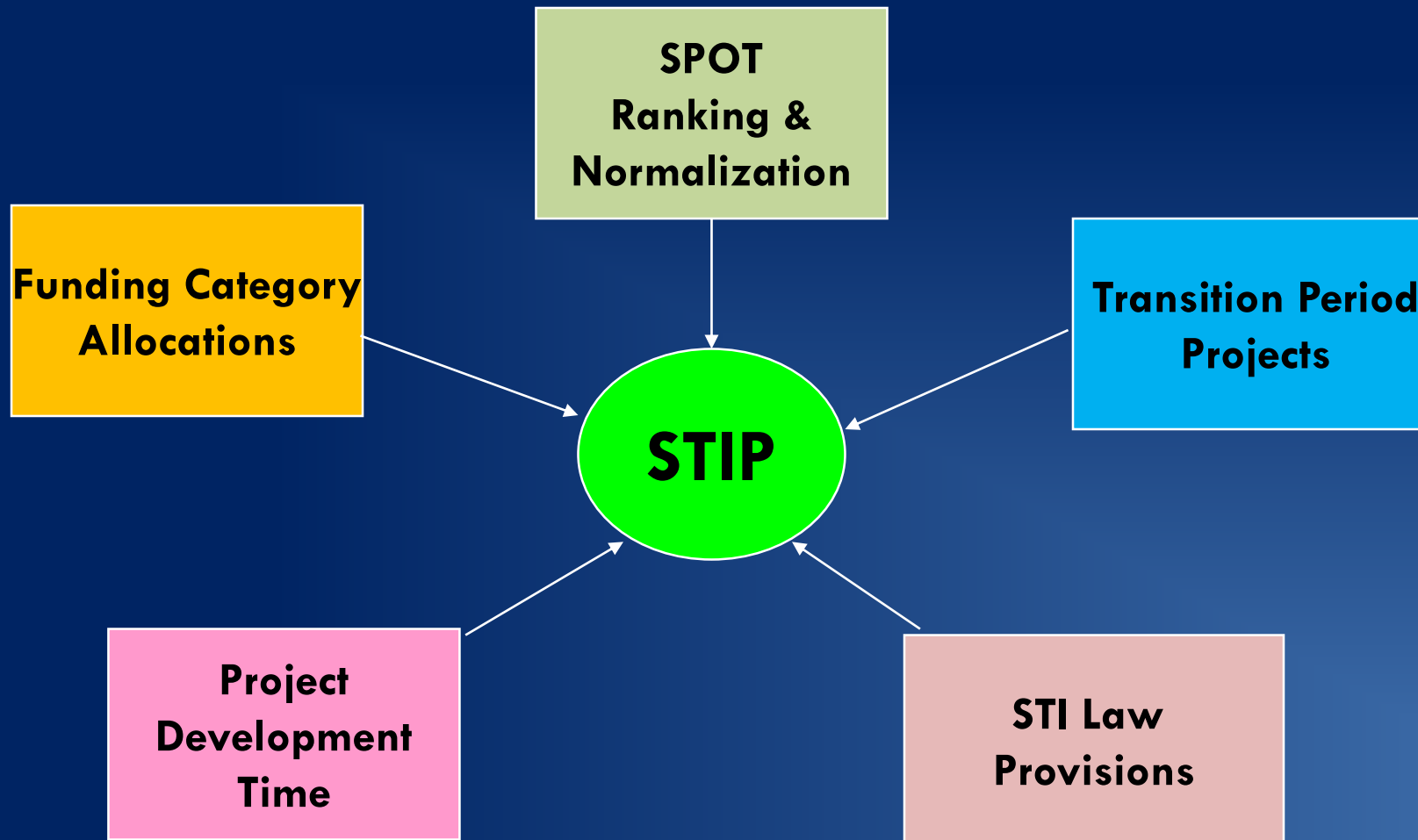


CAMPO Adopted Methodology

- Maximizing Funding Potential
 - Example: Regional Projects

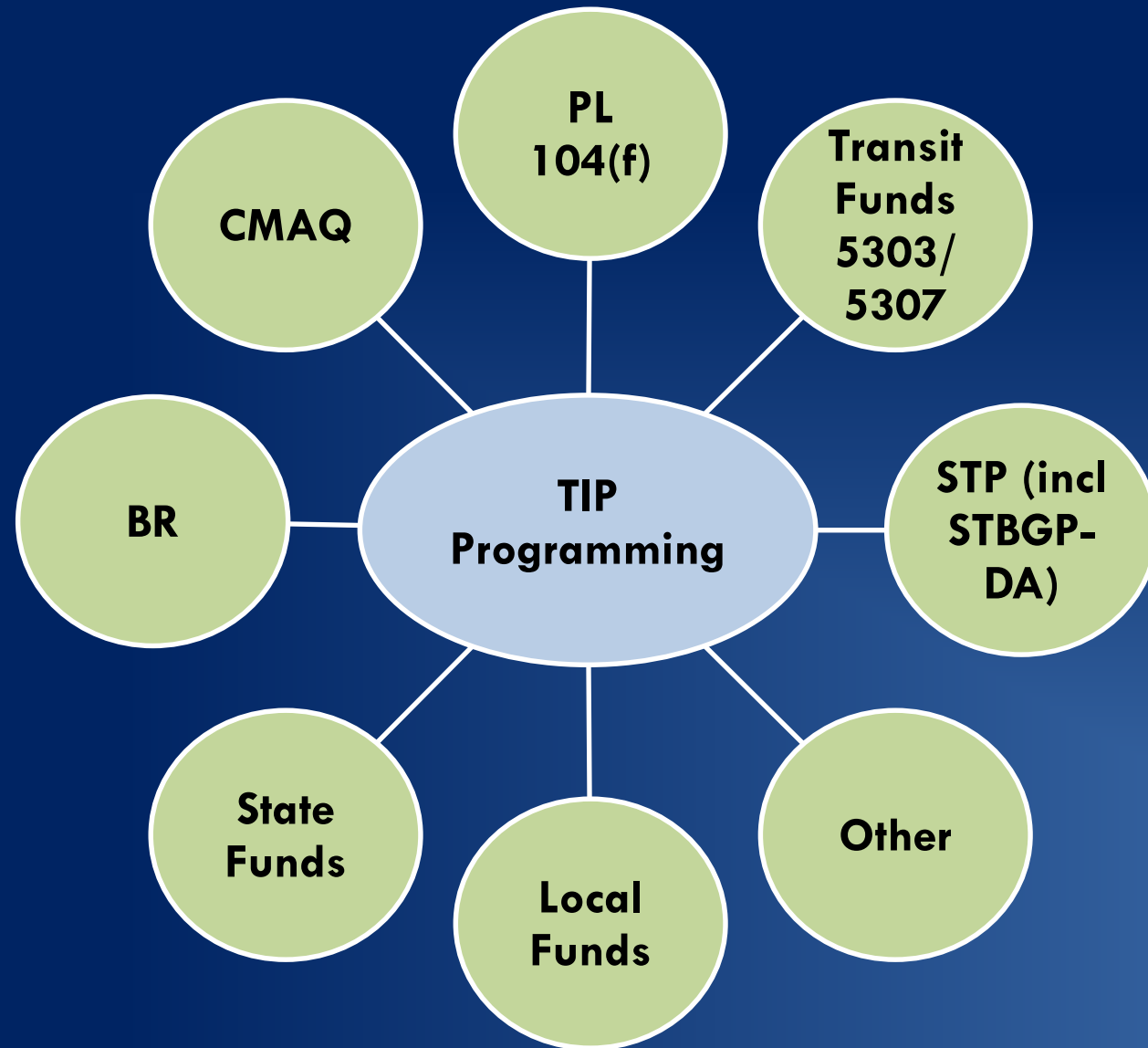


Prioritization to Programming



Major Funding Categories STIP

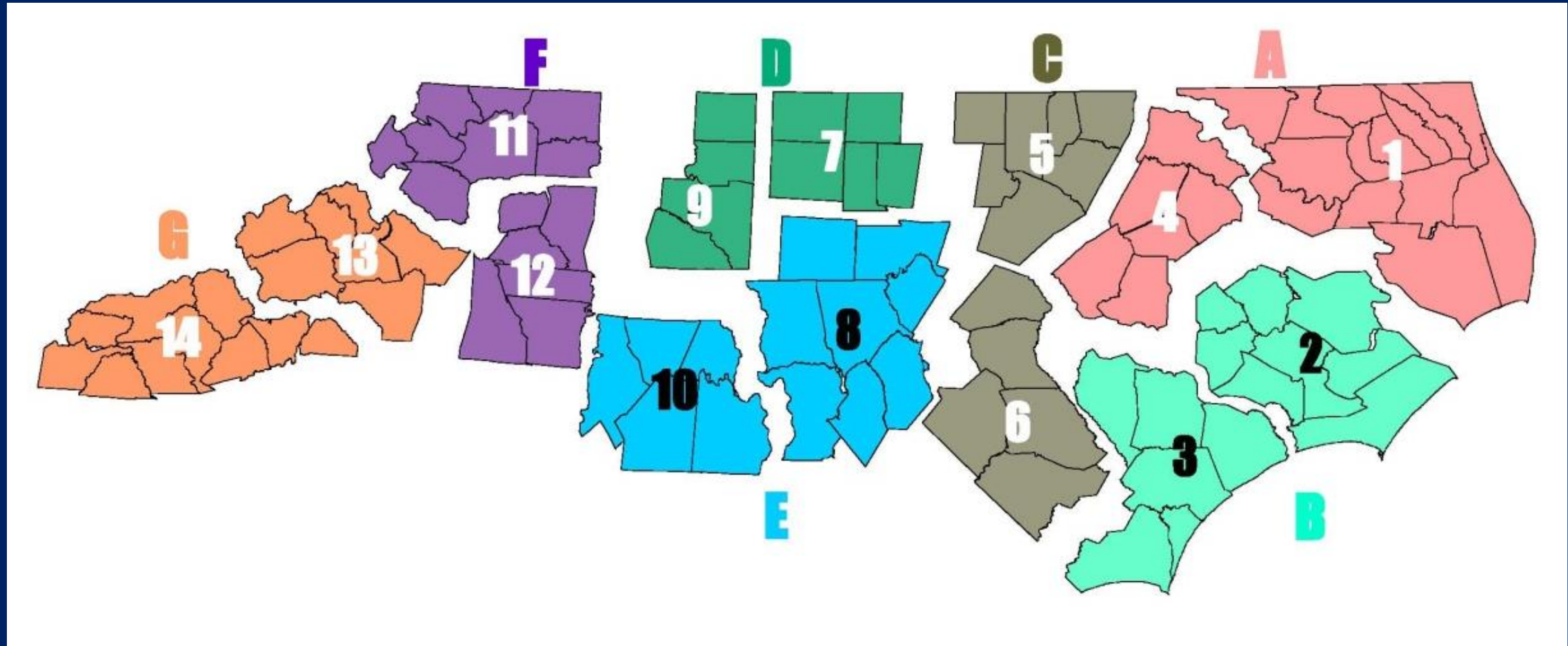
Funding Category Allocations



Project Development Influence

Final SPOT Score	Expected Project Delivery Time (Years)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
80	9		NEPA			Design			ROW	CON	
75	4	Design		ROW	CON						
70	1	CON									
65	5	Design		ROW		CON					
60	8		NEPA		Design			ROW	CON		

Division & Funding Region Map



STI – Region C

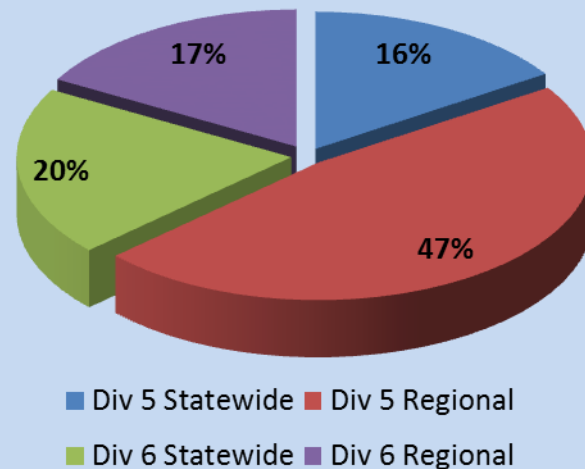
Projected 10-yr Funding: \$754,074,000

Roadway Projects: 190

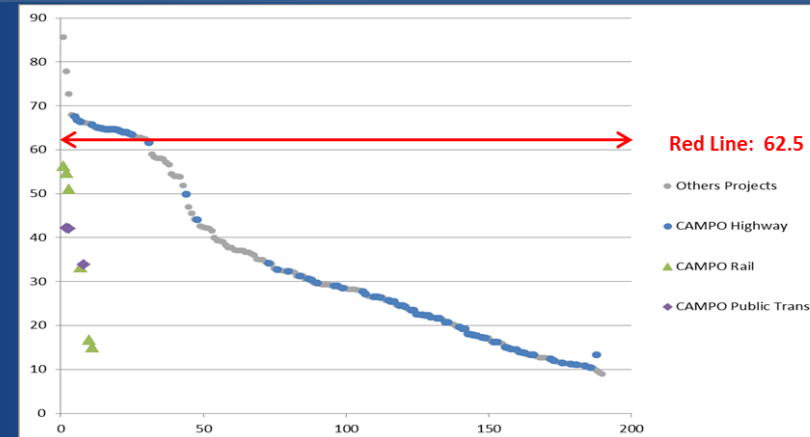
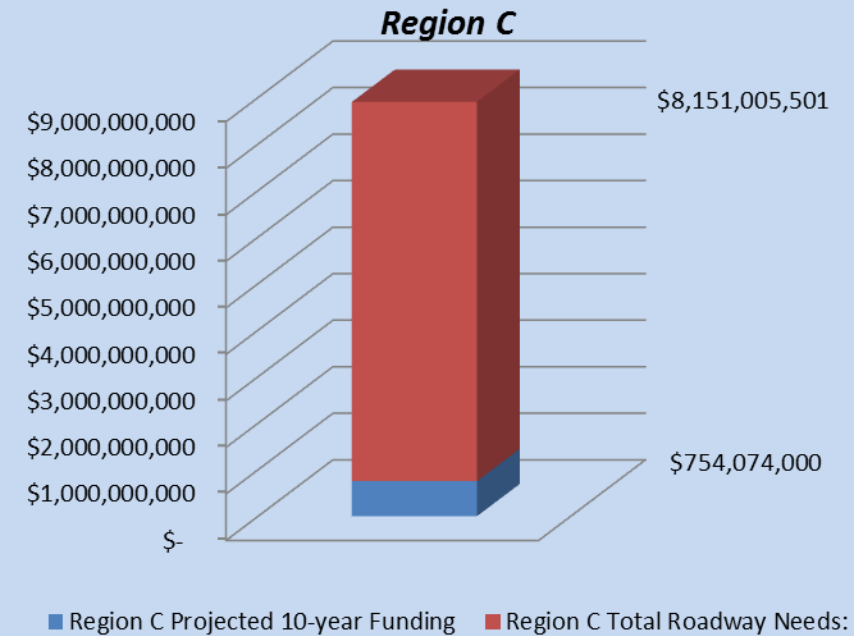
CAMPO Projects: 79

Potentially Competitive Projects: 21

Regional Impact Roadway Projects in Region C



Projected Funding vs. Submitted Need



STI – Division 5

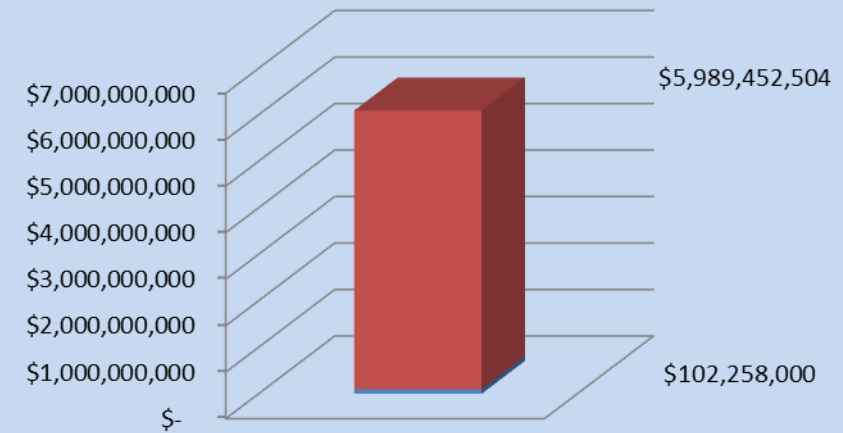
Projected 10-yr Funding: \$102,258,000

Roadway Projects: 177

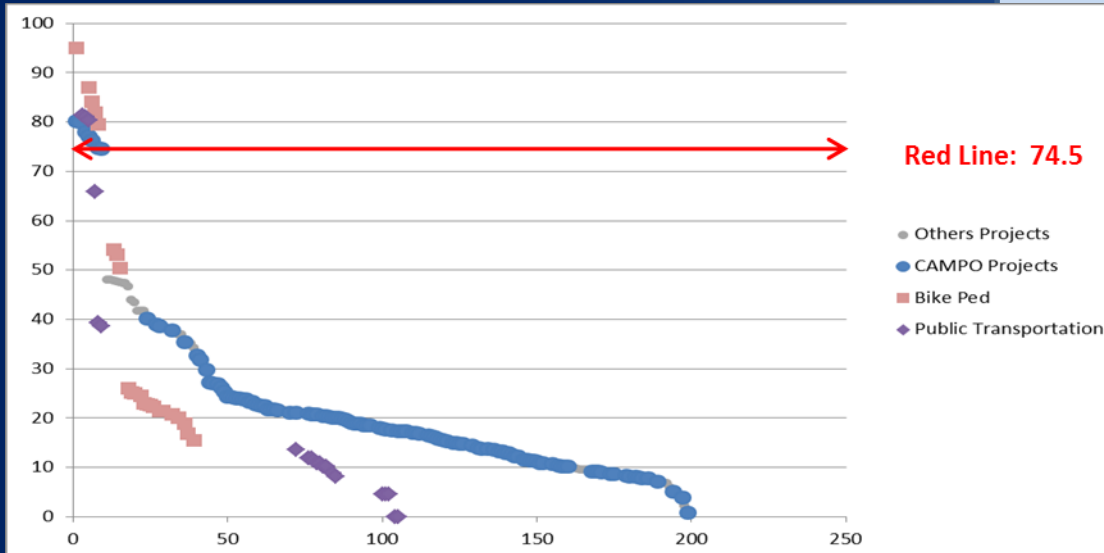
CAMPO Projects: 99

Potentially Competitive Projects: 9

Projected Funding vs. Submitted Need
Division 5



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



STIP/TIP 2020-2029

Highlights

- BRT (Morrisville to Clayton)
- Managed Motorways
- Complete 540



<https://www.ncdot.gov/projects/Pages/projects-temporarily-suspended.aspx>

Projects Delayed

- NCDOT suspended preliminary engineering work on many projects, effective 8/30/2019
 - Preliminary engineering includes efforts to plan and design projects before construction can begin.
- Does not apply to the schedule of any projects that are
 - Currently underway,
 - Have already been awarded but have not started construction,
 - Are scheduled to start construction before August 2020, or
 - That are funded by GARVEE bonds, BUILD NC bonds or Turnpike Bonds.

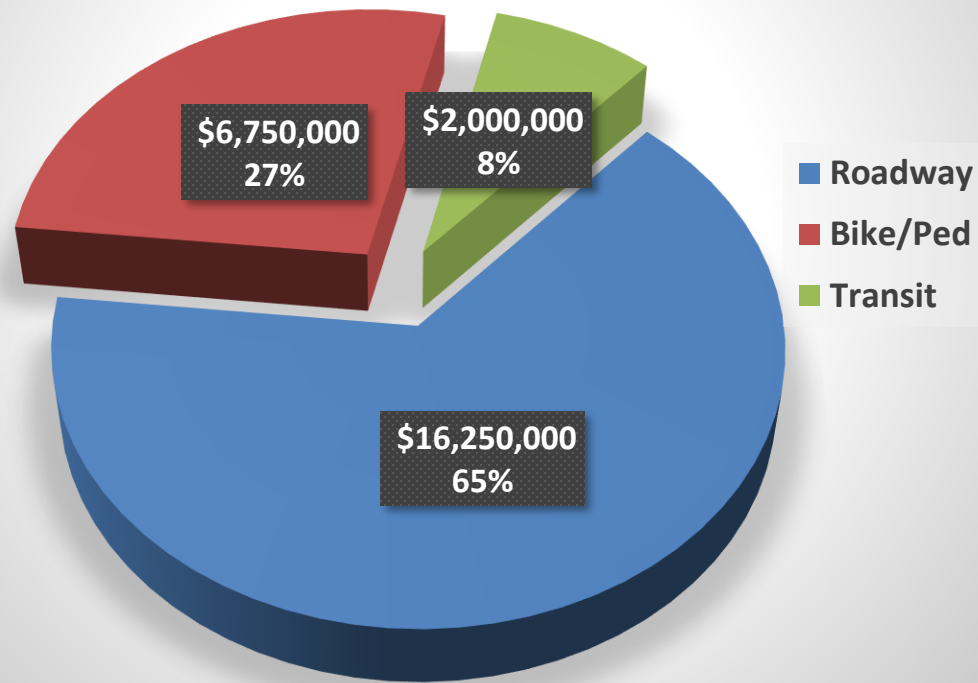
Locally Administered Projects Program (LAPP)

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



LAPP

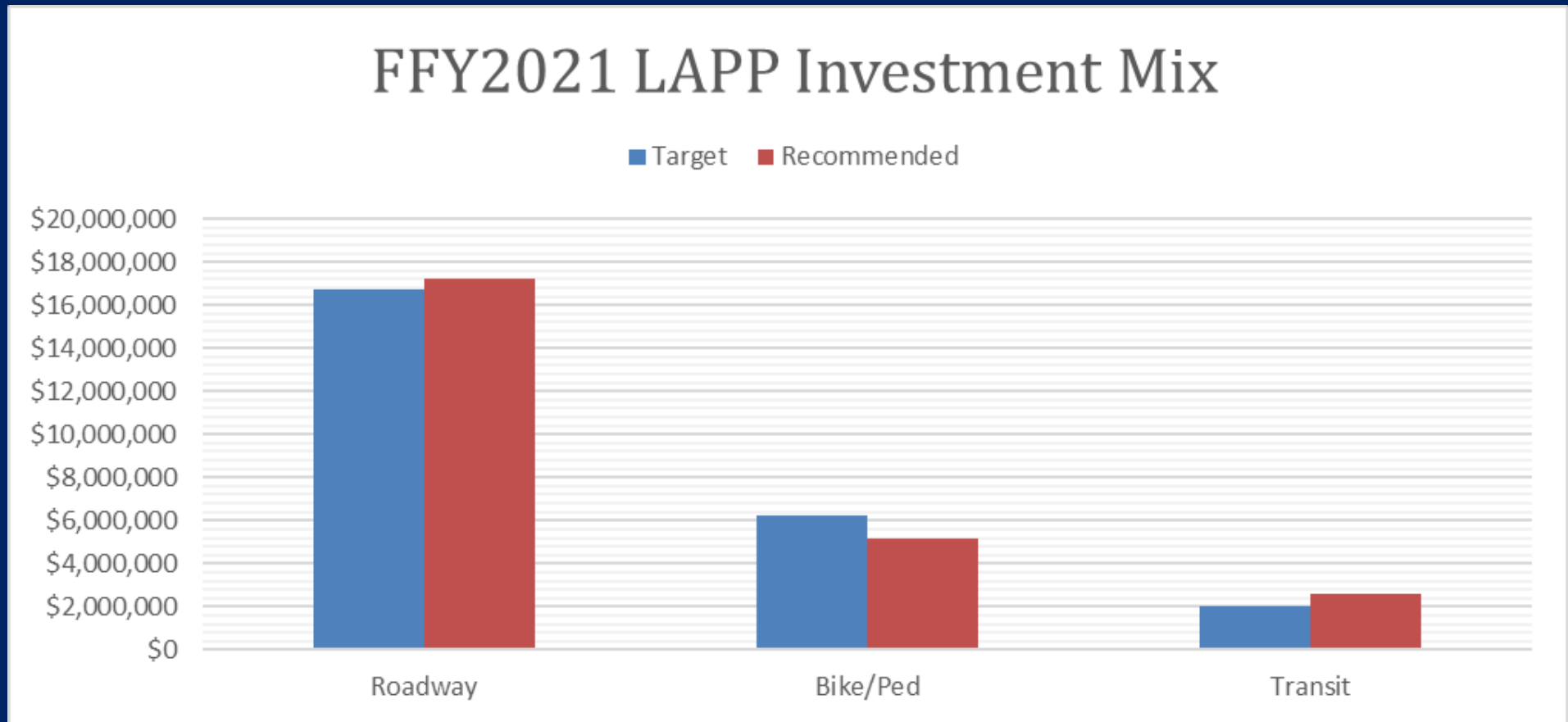
LAPP FFY2021 Target Modal Investment Mix



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

FFY 2021 - Locally Administered Projects Program

* Executive Board approval 2/19/2020



LAPP KEY DATES

Spring	LAPP Committee recommends technical criteria and target modal mix
Summer	Executive Board reviews criteria and modal mix, and opens comment period
August	LAPP Call for Projects Opens
October	LAPP Call for Projects Closes
November – December	Projects reviewed and scored by staff and Selection Committee
January/February	Executive Board considers recommended list for approval

BREAK TIME

Pause



BREAK ENDS IN:

00:00



GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

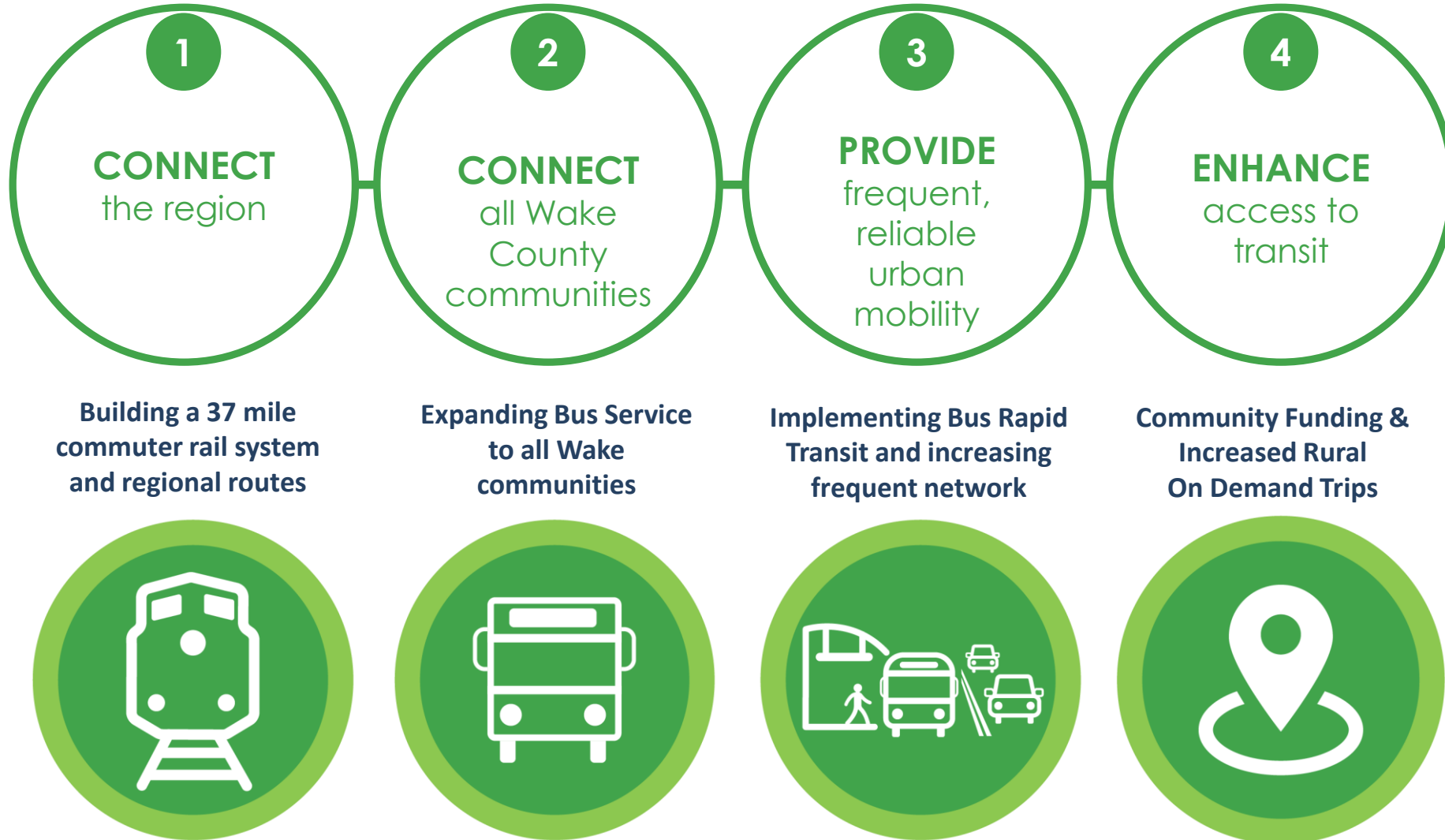


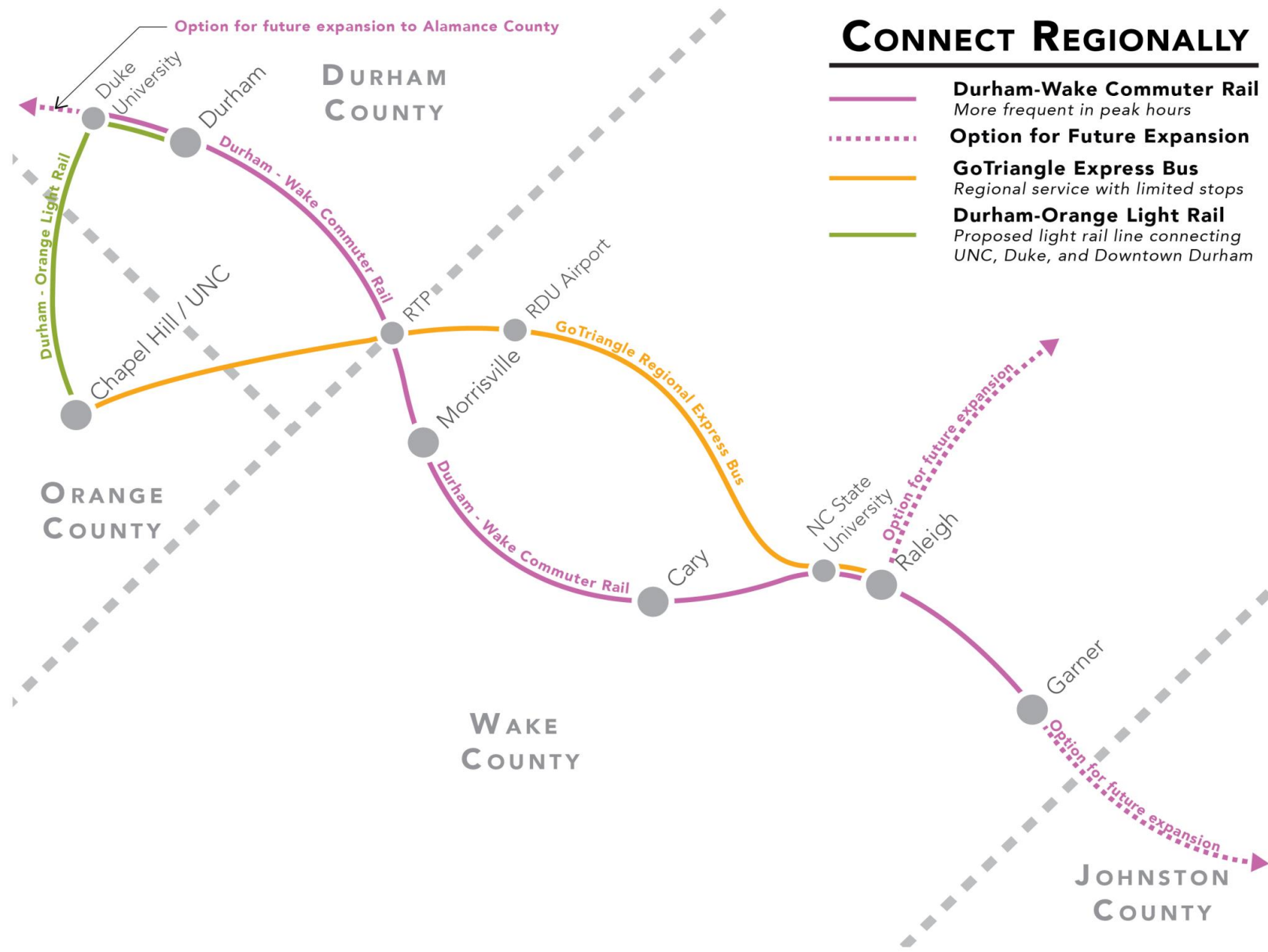
Wake Transit Overview

Transit Plan Elements
Funding Sources
Governance Structure
CAMPO's Role
Local Involvement

Wake Transit Plan: Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.









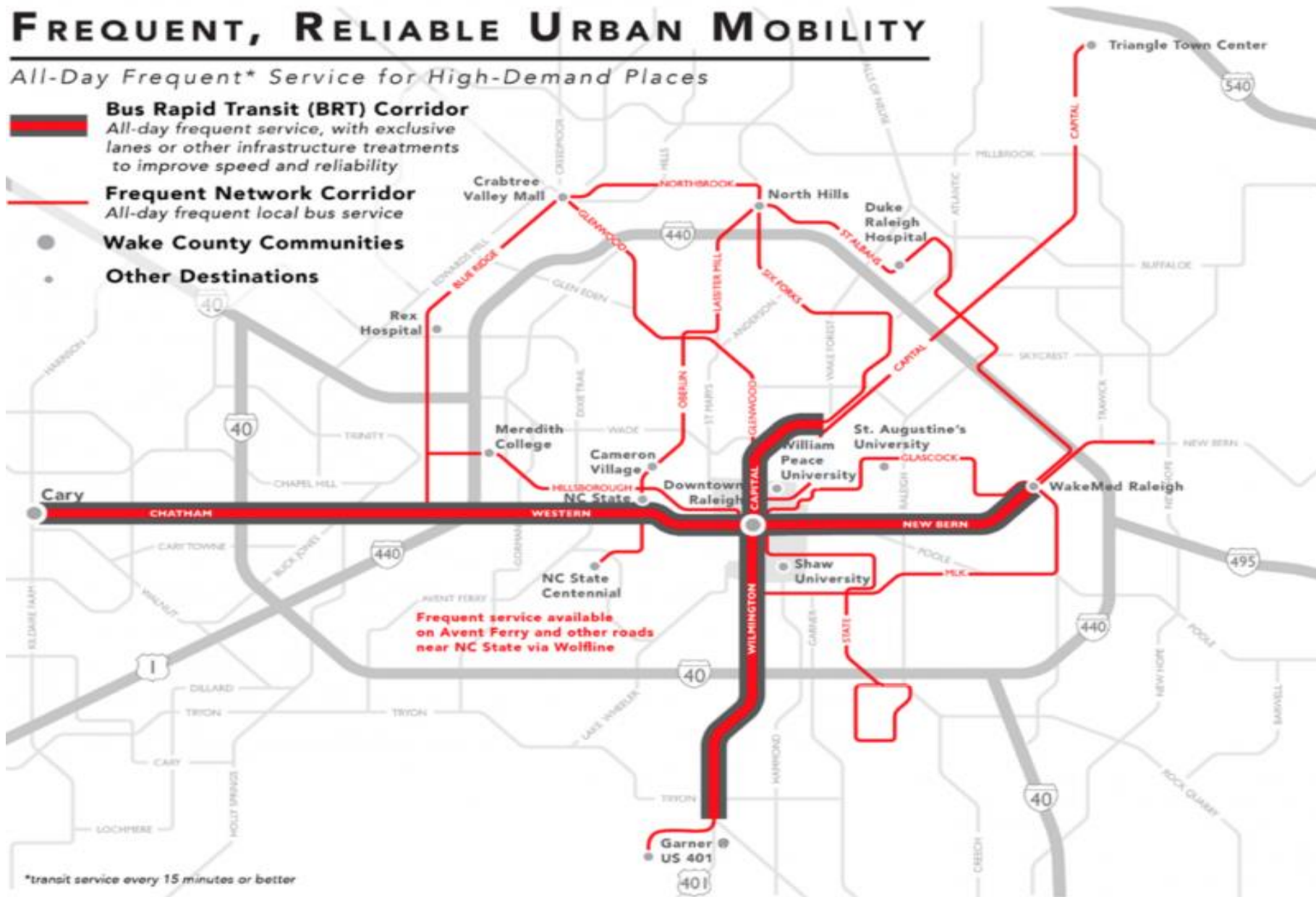
CONNECT REGIONALLY

- Durham-Wake Commuter Rail**
More frequent in peak hours
- Option for Future Expansion**
- GoTriangle Express Bus**
Regional service with limited stops
- Durham-Orange Light Rail**
Proposed light rail line connecting UNC, Duke, and Downtown Durham

FREQUENT, RELIABLE URBAN MOBILITY

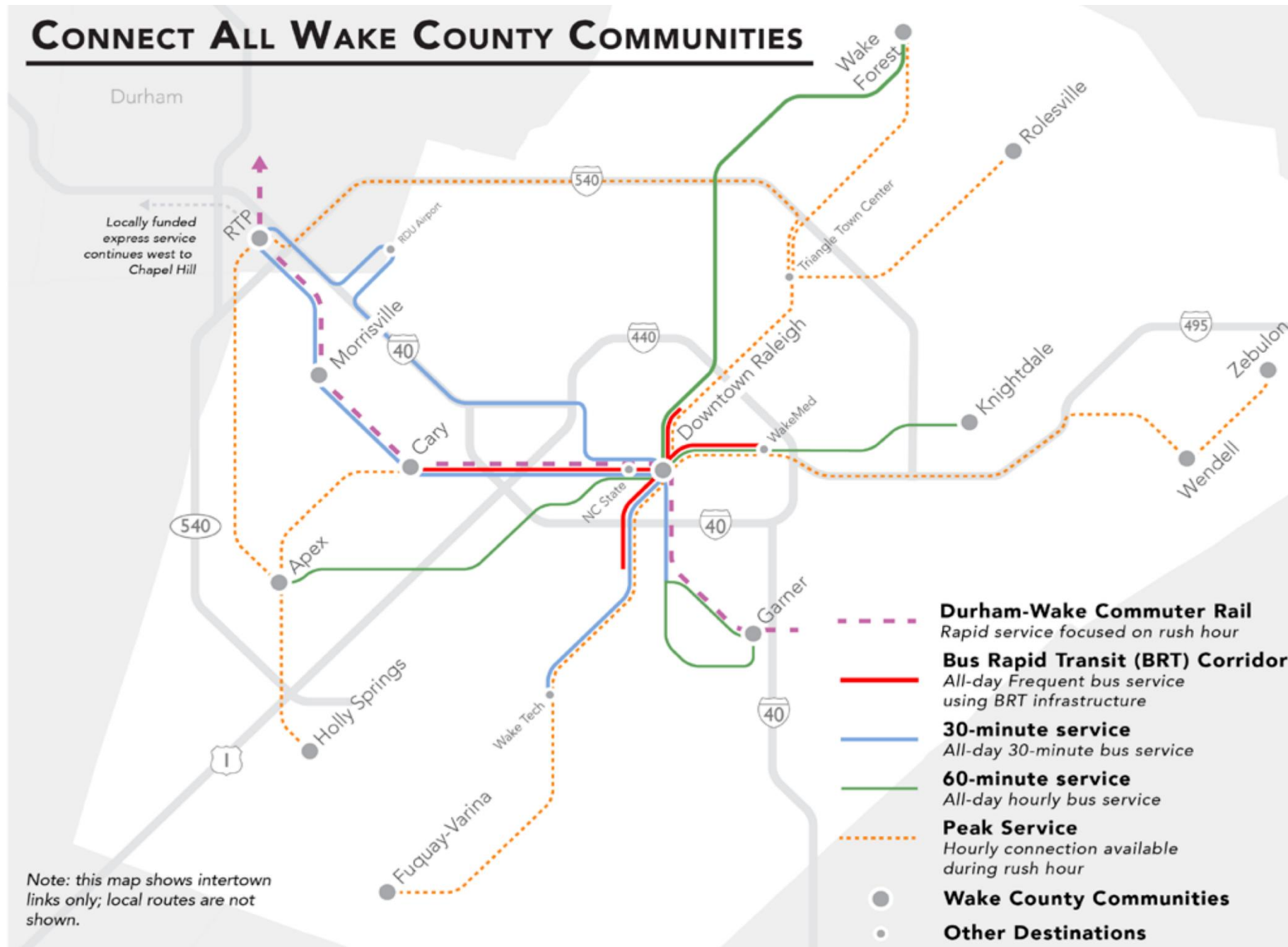
All-Day Frequent* Service for High-Demand Places

-  **Bus Rapid Transit (BRT) Corridor**
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability
-  **Frequent Network Corridor**
All-day frequent local bus service
-  **Wake County Communities**
-  **Other Destinations**



*transit service every 15 minutes or better

CONNECT ALL WAKE COUNTY COMMUNITIES



ENHANCED ACCESS TO TRANSIT



Areas Close to Fixed-Route Service

Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.



Flexible Service Area

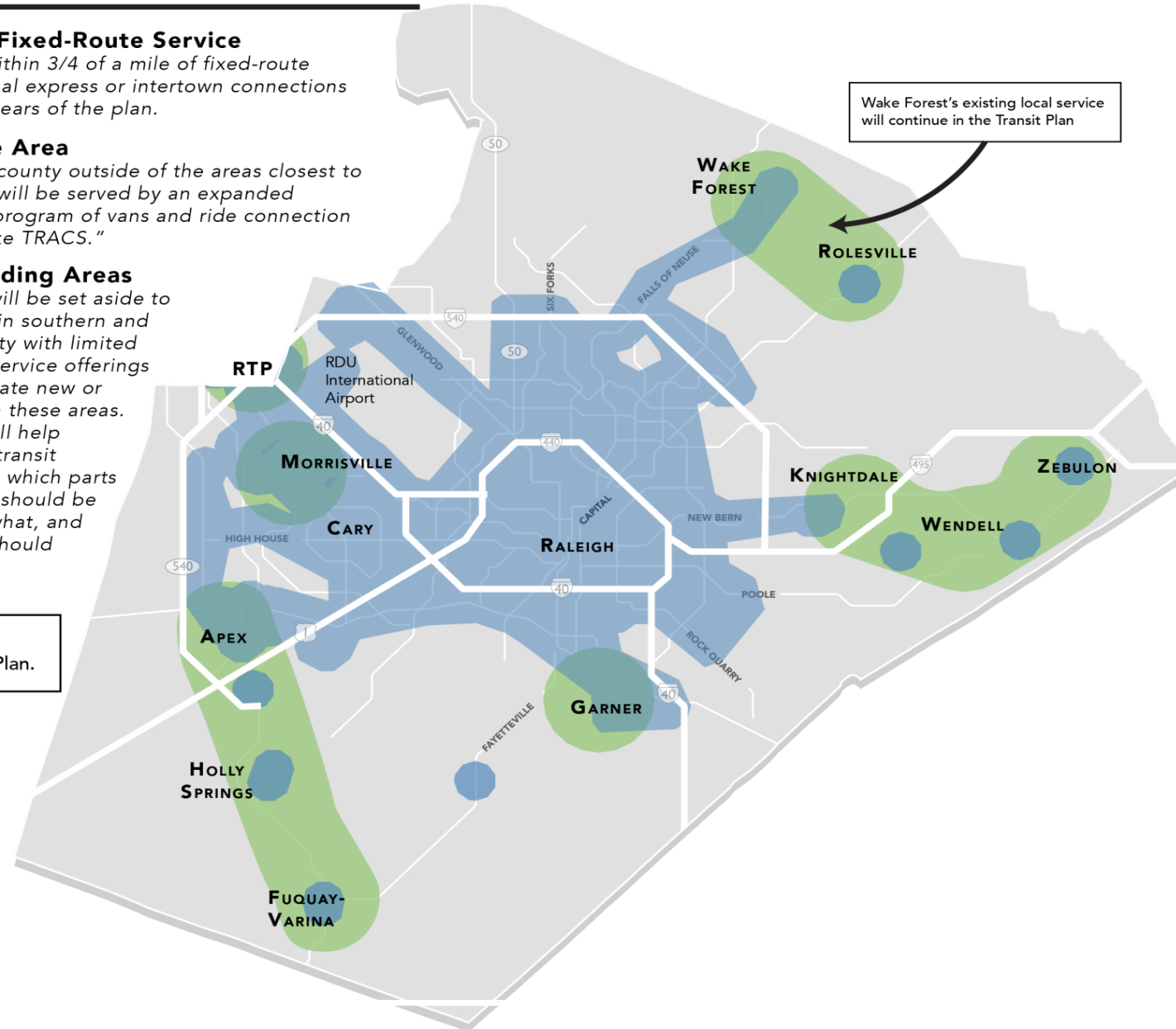
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."



Community Funding Areas

Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.

Existing bus service will be roughly tripled in the Transit Plan.



Wake Transit Funding Sources

The Wake Transit Plan is moving through implementation

We are in the third year of a 10-year plan

Funding Sources

½ cent sales tax*

\$7 County vehicle registration fee

\$3 increase to regional vehicle registration*

State & Federal support for new services



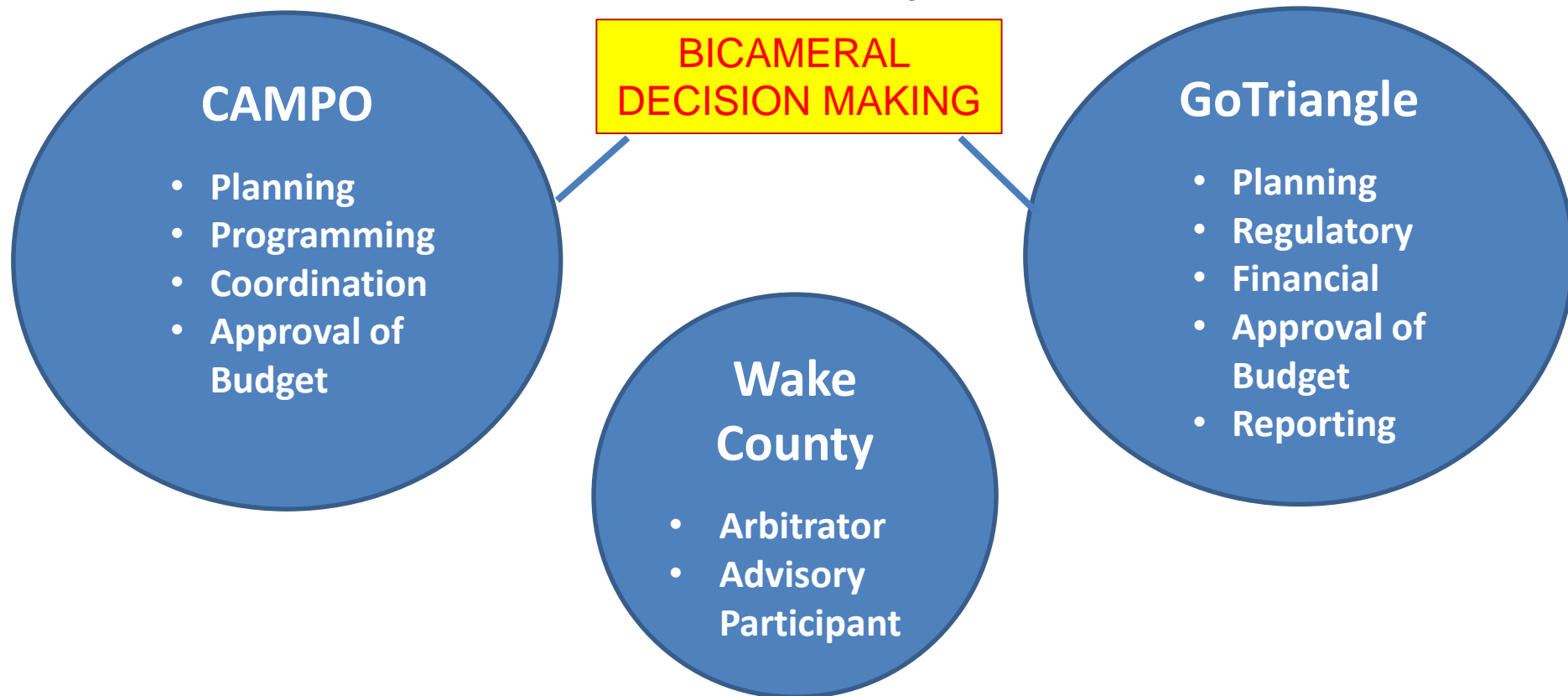
**State legislation requires proceeds supplement and not replace existing funds allocated for public transportation systems.*

FY 2021 Revenue Source	Amount
Half-Cent Local Option Sales Tax	\$99.3 million
Vehicle Rental Tax	\$4.5 million
\$7 Vehicle Registration Tax	\$6.8 million
\$3 Vehicle Registration Tax	\$2.9 million
Other (Federal, State, Fares, Debt Proceeds, Transit Provider Contributions, Allocation from Capital Fund Balance)	\$36.8 million
TOTAL	\$150.3 million

Interlocal Governance Agreement

Considered the Wake Transit Implementation Constitution

Parties and Their Respective Roles



Interlocal Governance Agreement

If necessary, Conference Committee to reconcile differences
in Board decisions



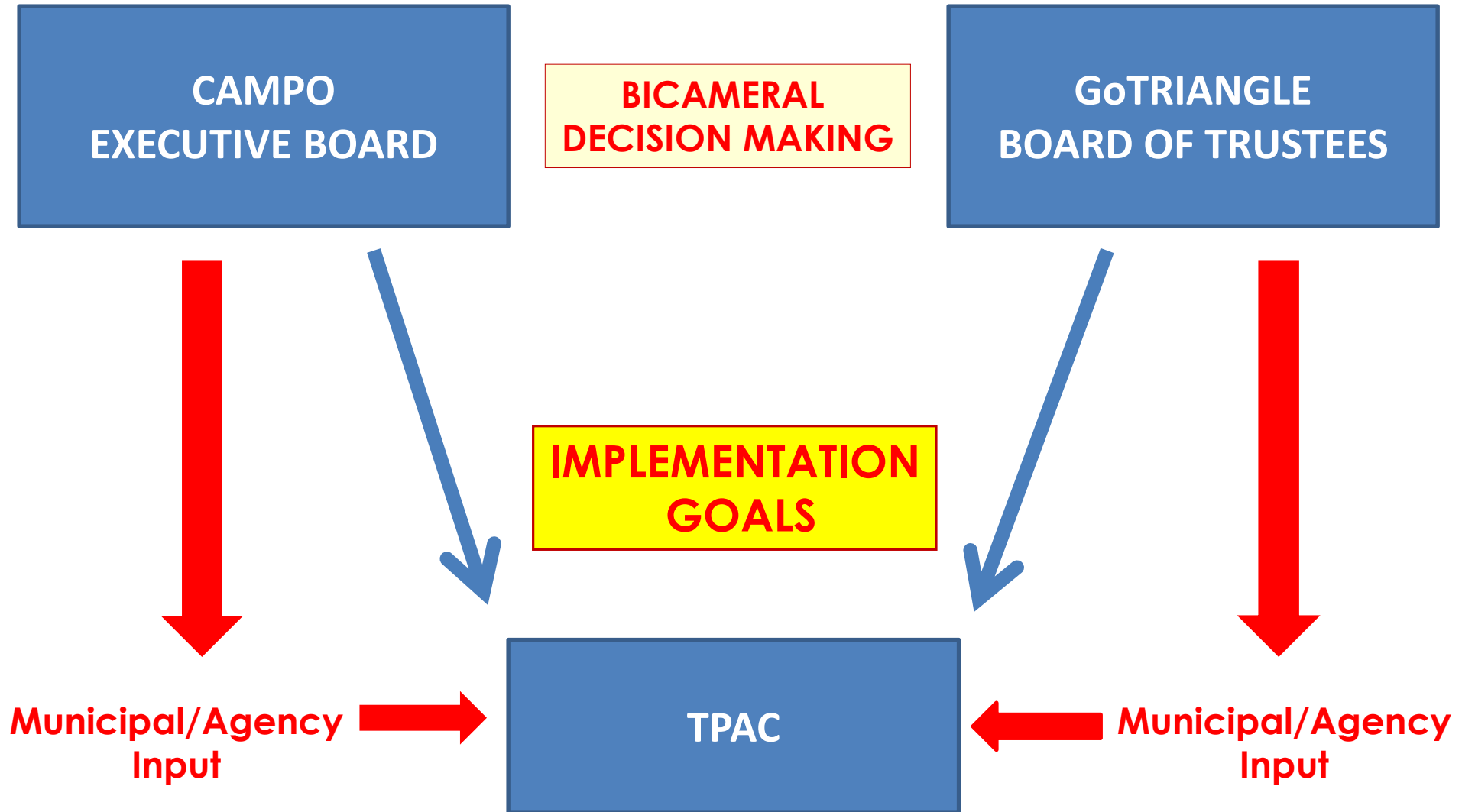
Wake County Transit Planning Advisory Committee (TPAC)

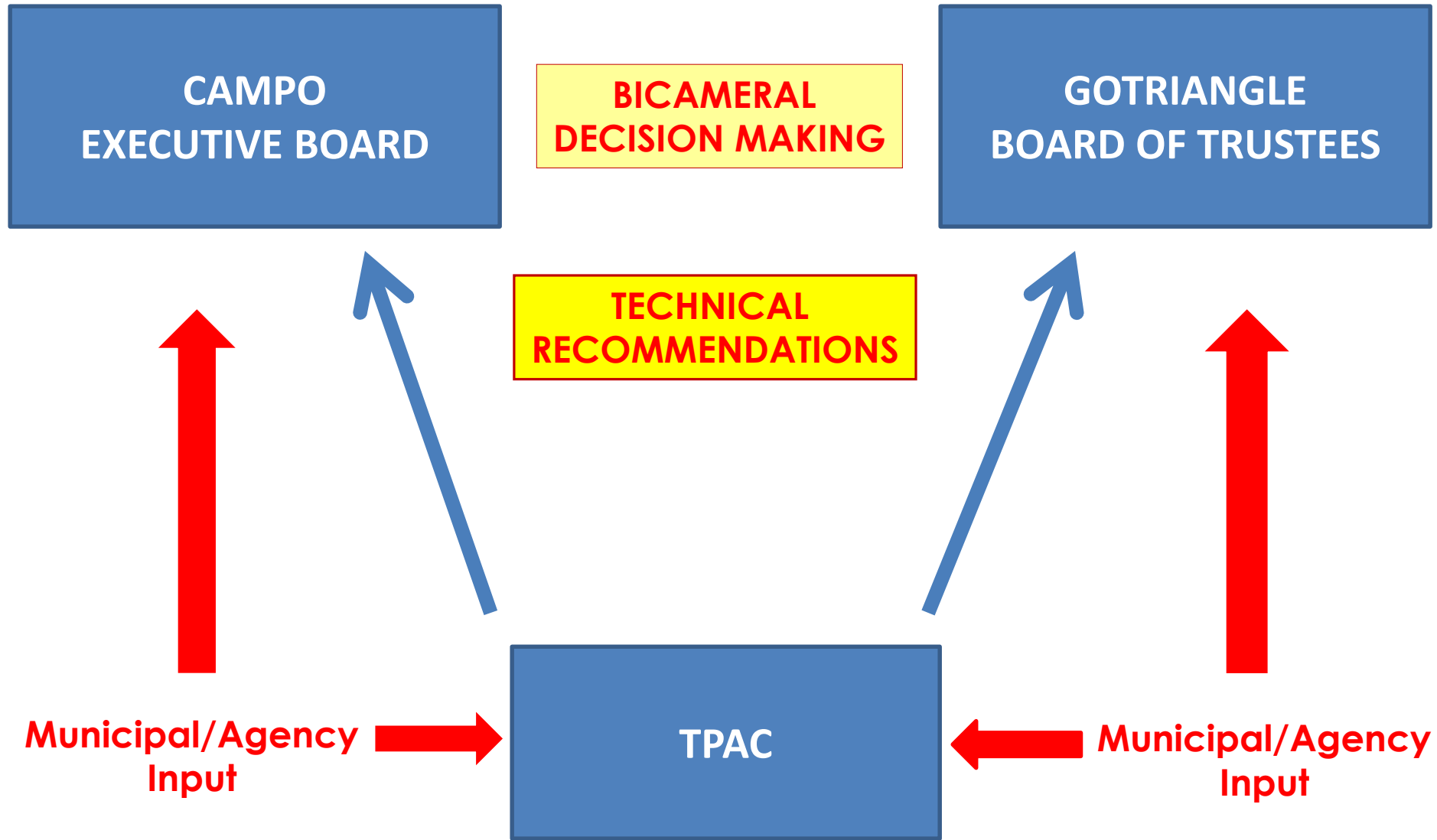
22 member staff-level technical committee

- Similar to CAMPO TCC
- Created by Governance ILA among CAMPO, Wake County, GoTriangle
- Recommends technical implementation details to governing boards
- Serves a mostly programmatic implementation role
- Intends to standardize and augment existing but disconnected decision-making structures for use of specific funding sources
- Annual Work Plan including budgets, mid-range project programming, financial model updates
- 4 sub-committees

Staffed by CAMPO







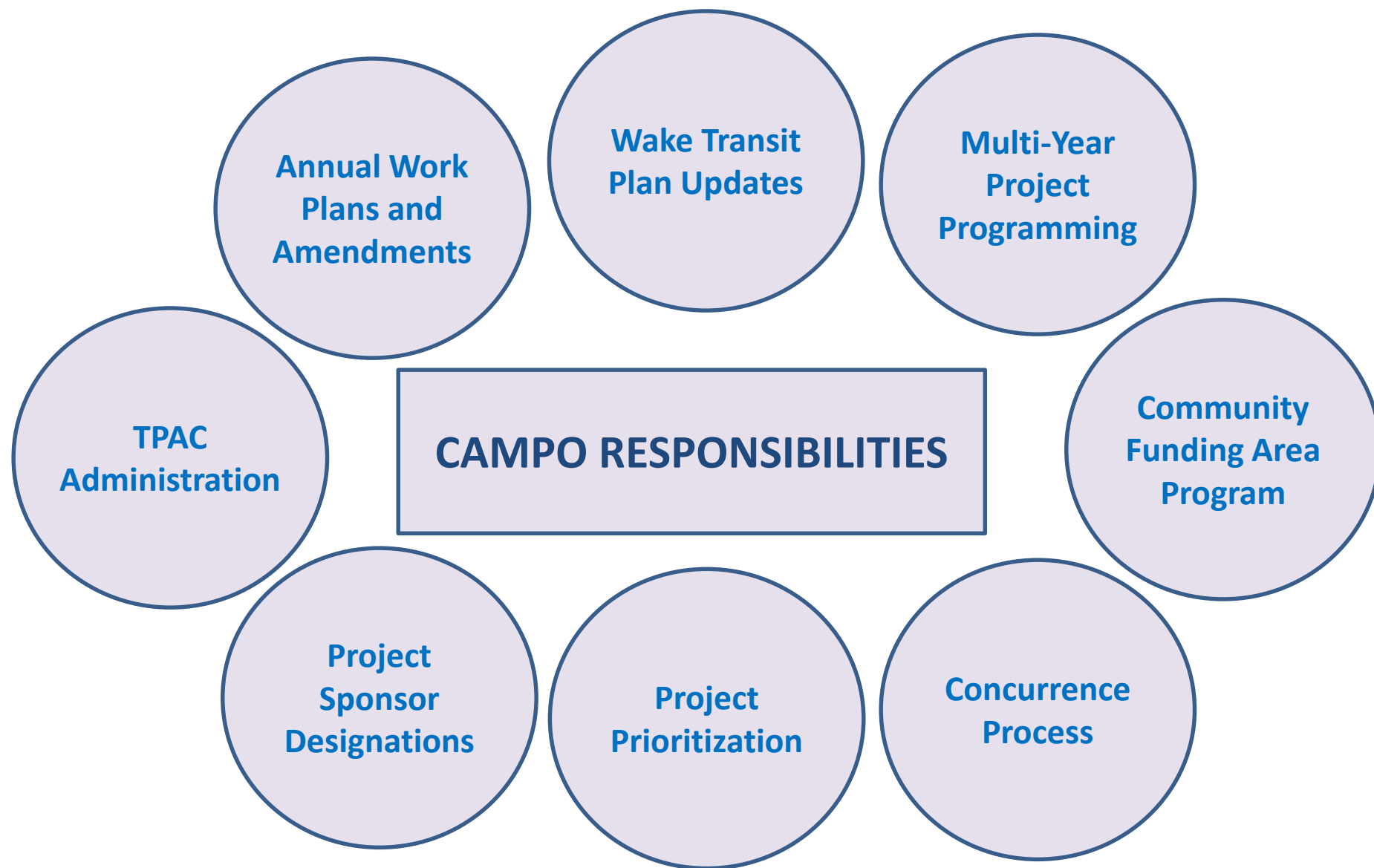
Interlocal Governance Agreement

Requires Annual Work Plan and Deliverables that Inform Annual Work Plans



ANNUAL WORK PLAN

- Bus Plan
- Major Investment Study (Fixed Guideway)
 - Public Engagement Policy
 - Project Prioritization Policy
- Concurrence Framework/Policy
- Community Funding Area Program Management Plan
 - Wake Transit Plan Update
 - Staffing Plan



Annual Wake Transit Work Plan

Multi-Year Operating Program

First Year: Annual Operating Budget

First Year: Annual Operating Budget Ordinance

Annual Operating Funding Agreements

Multi-Year Capital Improvement Plan

First Year: Annual Capital Budget

First Year: Annual Capital Budget Ordinance

Annual Capital Funding Agreements

Update of the Wake Transit Financial Plan

Financial Model Assumptions

Update of Funds Available for Future Projects

Considered/Adopted by CAMPO and GoTriangle Boards Annually

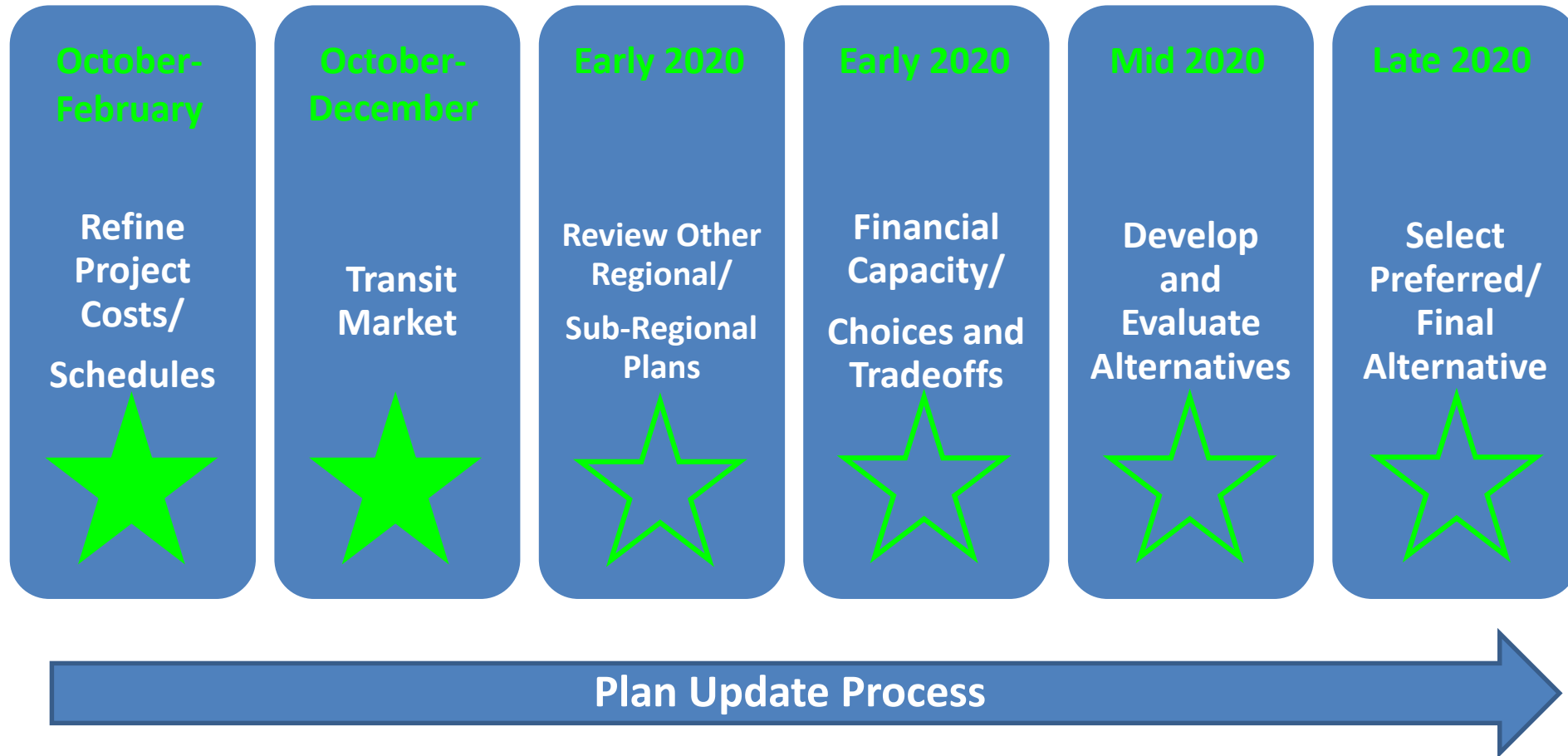
Annual Work Plan Development Process



Wake Transit Vision Plan Update



Vision Plan Update Steps



Community Funding Area Program - Funded Projects

Planning

Town of Apex (FY19)

Town of Morrisville (FY19)

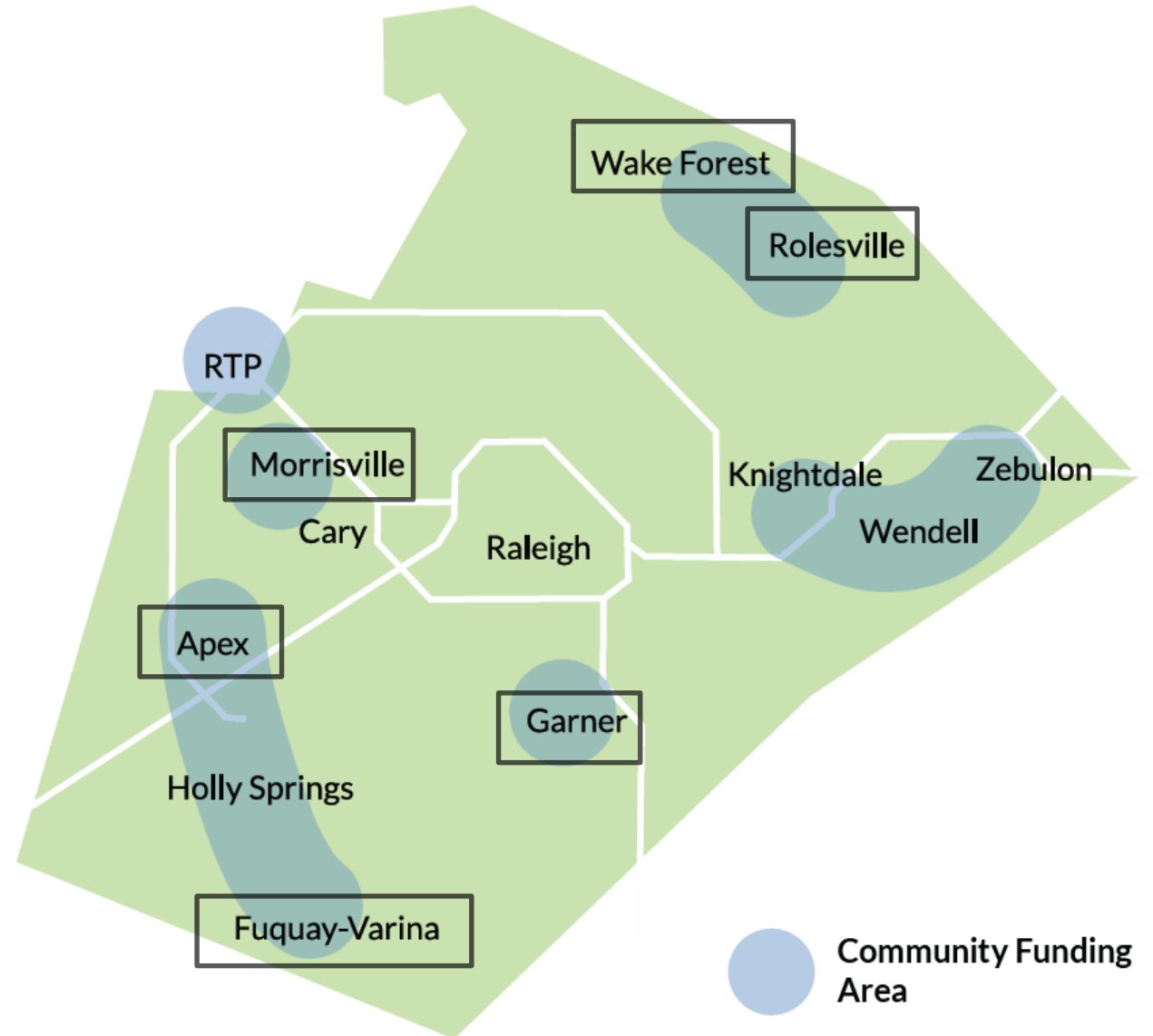
Town of Garner (FY20)

Town of Fuquay-Varina (FY20)

Town of Rolesville (FY20)

Operating

Town of Wake Forest (FY20)



Your Role in the Wake Transit Planning Process

All:

- **TPAC and Governing Boards**
- **Specialized Committees for Plans/Studies that Inform Annual Work Plan**

Traditional Transit Providers:

- **Internal Prioritization of Projects/Budget Development**
 - Based on priority recommendations in plans/studies and response to community demands
- **Internal Service Design, Development/Refinement of Technical Specifications, Project-Level Public Engagement**

Other Municipalities/Agencies:

- **Community Funding Area Service Planning**
- **Participation in Development of Regional Services**



Ideas to Reality

Ideas to Reality

CAMPO = Regional Transportation Planning

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

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

Ideas to Reality

Small Projects (< \$10 million)

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

MTP Action?

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

TIP/STIP

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

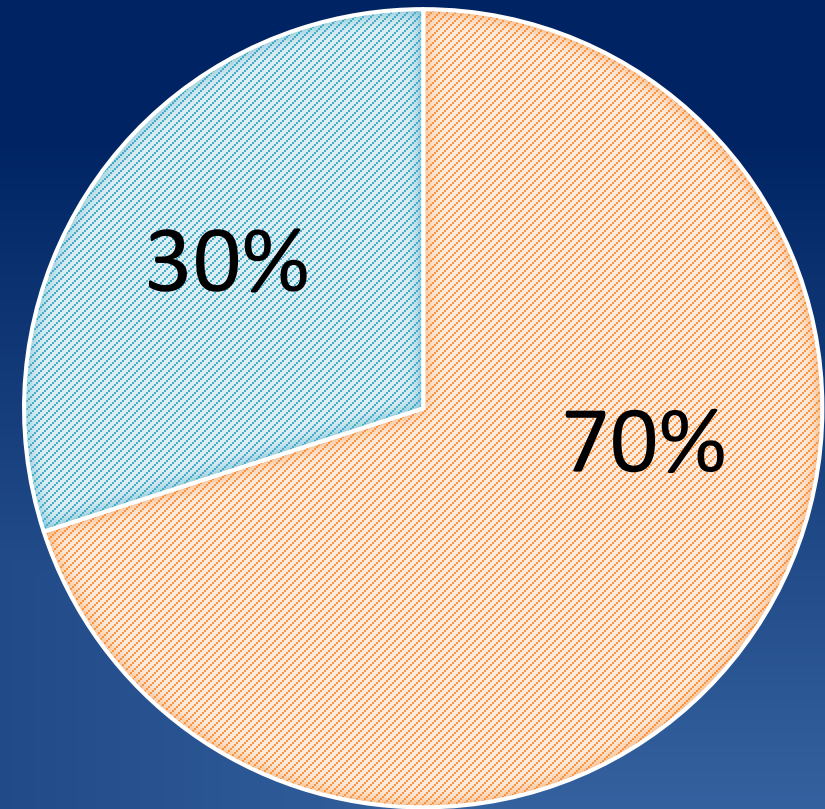
Ideas to Reality – Small Projects

GoApex Route 1 Bus Stop Improvements

Construct bus stops along Town of Apex's first local bus route

Coordination –

Town staff utilized Wake Transit Community Funding Area funds to plan a circulator route within Town. The following year, Town applied for LAPP funding to purchase and install bus stops to support the new route.



■ CAMPO (STBGDA)

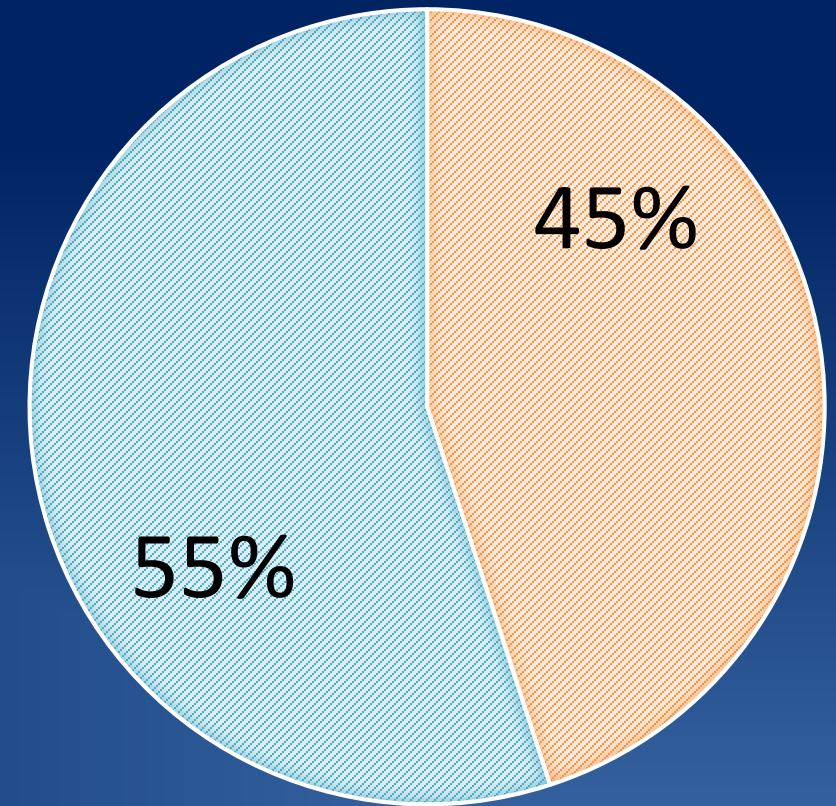
■ GoApex

Ideas to Reality – Small Projects

White Oak Greenway (MacArthur Section)

Construct missing link in White Oak Greenway at MacArthur Drive in Cary

- Project is the final link in White Oak Greenway and serves as a portion of East Coast Greenway.

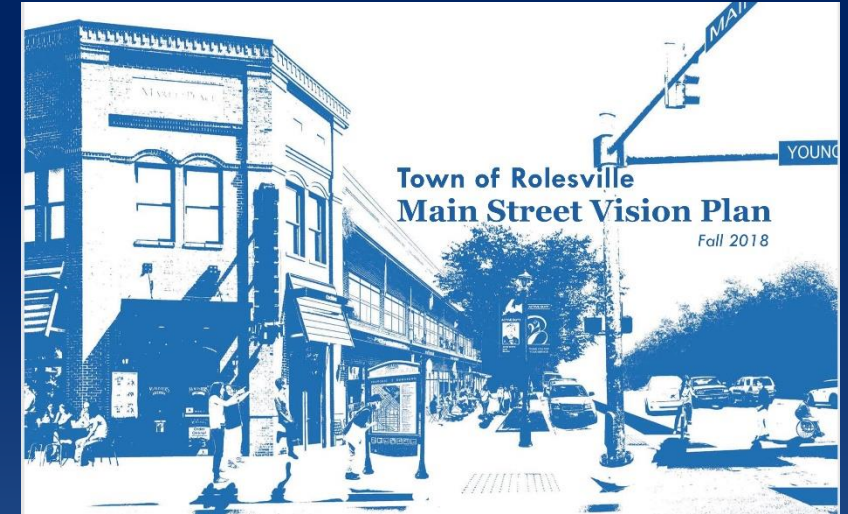


■ CAMPO (CMAQ) ■ Cary

Ideas to Reality – Small Projects

1) Rolesville Main Street Vision Plan

– Planning Study in the FY2018 UPWP



2) Rolesville LAPP Projects

Two Projects Awarded in FFY2021 LAPP Round Using Recommendations From Main Street Vision Plan

- Burlington Mills Road Realignment
- Main Street Corridor Improvements



Ideas to Reality – Large Projects

Large Projects (> \$10 million)

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

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

TIP and STIP must match

Ideas to Reality – One Call for All

Covers All Transportation Projects / Needs

Each fall the MPO will accept candidate projects for consideration

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

THE END

Questions/Comments