2027

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CAMPO Unified Planning Work Program

NC Capital Area Metropolitan Planning Organization

Adopted:

____February 18, 2026_____

Administrative Modification #1:

_____June 17, 2026_____

Amendment #1:

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North Carolina Capital Area
Metropolitan Planning Organization
FY 2027 Unified Planning Work Program

Overview

The Unified Planning Work Program (UPWP) is a document outlining what planning activities the MPO will undertake during the fiscal year using funding provided from Federal, State, and local sources and MPO member dues. The document shows in sufficient detail who will perform the work, the schedule for completing it, and the expected products.

The UPWP is the instrument for coordinating metropolitan planning activities in the MPO's planning jurisdiction. The primary objective is to develop an integrated planning program, which considers the planning activities of each mode of transportation and coordinates these activities to produce a plan that serves all areas of the region. The UPWP is developed using the Metropolitan Transportation Plan as the overarching planning guidance document, and contains task elements intended to implement the MPO's Strategic Plan as well.

Many of the tasks outlined in the UPWP are required by either State or Federal law, and are ongoing. These include the administration of the Executive Board processes, development and maintenance of the Transportation Improvement Program (TIP), and development and maintenance of the fiscally-constrained Metropolitan Transportation Plan (MTP). The UPWP also describes activities associated with the Wake Transit Program for which the MPO is responsible.

Funding for transportation planning is a product of Federal, State and local funding sources, with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) providing 80 percent of the funding for local planning. To match those funds, 20 percent is provided by local jurisdictions (members of the MPO) or by the State. This budget is supplemented by funding from the Wake Transit Program to carry out Wake Transit planning and administrative tasks, additional member shares and contributions related to special studies or activities.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify planning factors for consideration in the metropolitan planning process. The MPO participates in cooperative planning efforts with GoTriangle, GoRaleigh, GoCary and other area transit providers.

History

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing (3-C) transportation planning to continue receiving Federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area-wide transportation planning. In 1972, following passage of federal legislation providing for disbursement of Federal planning funds through the states to MPOs, the Greater Raleigh Urban Area Metropolitan Planning Organization was formed. Members included Wake County, the City of Raleigh and the Towns of Cary and Garner. In 1985, the towns of Apex and Morrisville were added.

In 1991, the role of the MPO changed with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). ISTEA placed emphasis on the efficiency of the intermodal transportation system, and the MPO responded by focusing on these aspects.

Additional changes to the MPO occurred in 1993 with the addition of the Towns of Fuquay-Varina, Holly Springs, Knightdale and Wake Forest. Rolesville, Wendell and Zebulon joined in 1995. In 2005, the MPO expanded again to include the Towns of Angier, Bunn, Clayton, Franklinton and Youngsville, the City of Creedmoor and portions of Franklin, Granville, Harnett and Johnston Counties. This represented the first expansion beyond the Wake County boundaries. Following the incorporation of the Town of Archer Lodge, the MPO expanded its membership to include that new Town and slightly expanded the southeastern border to fully include the Town of Clayton as expanded. Following the 2020 Census, the MPO expanded the boundary again, reaching into Chatham County and further south into Harnett County to the Towns of Lillington and Coats. This boundary expansion was adopted by the CAMPO Executive Board in FY 2024 and the new members will be administratively incorporated into the MPO in FY 2025.

The Capital Area MPO now represents a region of over 1 million people with the City of Raleigh being the largest jurisdiction in terms of population.

Moving Ahead for Progress in the 21st Century (MAP-21) was enacted July 6, 2012, and authorized the Federal surface transportation programs for highways, highway safety, and transit for a two-year period from 2013 through 2014 with subsequent extensions authorized through 2015. MAP-21 replaced the previous Federal surface transportation programs authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 provided a framework for creating and addressing targeted performance measures in transportation planning and project development.

The Fixing America's Surface Transportation (FAST) Act replaced MAP-21 and became law on December 7, 2015. The new law authorized Federal transportation programs for Federal fiscal year (FFY) 2016 through FFY 2020. A Continuing Resolution passed by Congress in the Fall of 2020 extended the FAST Act through FFY 2021. In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This Act provided a plethora of new programs and funding sources for infrastructure projects, including transportation. As rules and requirements for these new programs continue to evolve, the UPWP may need to be updated accordingly.

According to Federal law, a continuous and comprehensive framework for making transportation investment decisions in metropolitan areas is required, and MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation. These include topics such as planned growth, economic development, environmental protection, airport operations and freight movement.

Purpose

The UPWP describes transportation planning and related activities to be performed during the year by the MPO and its partnering entities. The document shows in sufficient detail what agency will perform the work, the schedule for completing it, and the expected products.

SAFETEA-LU established planning factors that must be considered as part of the planning process. The original eight factors were carried forward and refined through MAP-21, FAST Act and IIJA:

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(B) increase the safety of the transportation system for motorized and nonmotorized users;

(C) increase the security of the transportation system for motorized and nonmotorized users;

(D) increase the accessibility and mobility of people and for freight;

(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation;

(H) emphasize the preservation of the existing transportation system;

(I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(J) enhance travel and tourism.

The new Infrastructure Investment and Jobs Act (IIJA), the new bipartisan infrastructure bill, was enacted into law in 2021. Among other improvements, the IIJA encourages that transportation planning be done in concert with housing and economic development planning, rather than as a reaction to those things.

The FTA and FHWA jointly issued new Planning Emphasis Areas in December 2021. These Planning Emphasis Areas are:

Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future – help to ensure the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from climate change.

Equity and Justice40 in Transportation Planning – advance racial equity and support for underserved and

disadvantaged communities to help ensure public involvement in the planning process and that plans reflect various perspectives, concerns and priorities from affected areas.

Complete Streets – review current policies, rules and procedures to determine their impact on safety for all road users, including providing provisions for safety in future transportation infrastructure, particularly those outside automobiles. To be considered complete, roads should include safe pedestrian facilities, safe transit stops, and safe crossing opportunities on an interval necessary for accessing destinations.

Public Involvement - conduct early, effective and continuous public involvement that brings diverse viewpoints into the decision-making process, including by integrating virtual public involvement tools while also ensuring access to opportunities for individuals without access to computers and mobile devices.

Strategic Highway Network (STRAHNET) / US Department of Defense (DOD) Coordination – coordinate with US Department of Defense representatives in transportation planning and programming processes on infrastructure and connectivity needs for STRAHNET routes and other roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination – coordinate with FLMAs in transportation planning and programming processes on infrastructure and connectivity needs related to access routes and other public roads that connect to Federal lands, including exploring opportunities to leverage transportation funding to support access and transportation needs of FLMAs before projects are programmed into the TIP.

Planning and Environment Linkages – implement Planning and Environment linkages as part of the overall transportation planning and environmental review process.

Data in Transportation Planning – incorporate data sharing and consideration into the transportation planning process through developing and advancing data sharing principles among the MPO, state, regional and local agencies.

The planning work of the Capital Area MPO endeavors to consider each of these areas thoughtfully and thoroughly.

In addition, resident engagement is vital to the success of transportation planning, and the MPO continues to pursue an active public engagement program. The MPO website, an up-to-date information center, plays an important role in providing information on MPO activities and in reaching out to member communities for their involvement in the transportation planning process. The MPO website was reconstructed in 2015 to be more user-friendly and intuitive to help users easily find information about projects, plans and studies. The MPO will work in FY 27 to make updates to the decade-old website, possibly including a complete overhaul. The MPO has also continued to increase its social media presence in the past several years, and sends the TCC and Executive Board agendas out using a user-friendly email format.

The MPO shares and notifies citizens of plans and activities through public notices, press releases, and advertisements, often in concert with outreach coordinated from member governments. Many of the MPO's public outreach efforts endeavor to engage areas with high concentrations of low-income, elderly, and other minority populations using identification and outreach guidelines provided in the adopted Public Participation Plan, which includes provisions for outreach to minority, low-income, and other special populations as identified in federal regulations.

The public is notified and encouraged to attend monthly meetings of the Executive Board and the Technical Coordinating Committee (TCC) through web postings and social media. With the onset of the COVID-19 pandemic in March 2020, the MPO TCC and Executive Board conducted meetings virtually using WebEx software until March 2023. Now, while meetings have resumed in-person, the WebEx platform is used to live

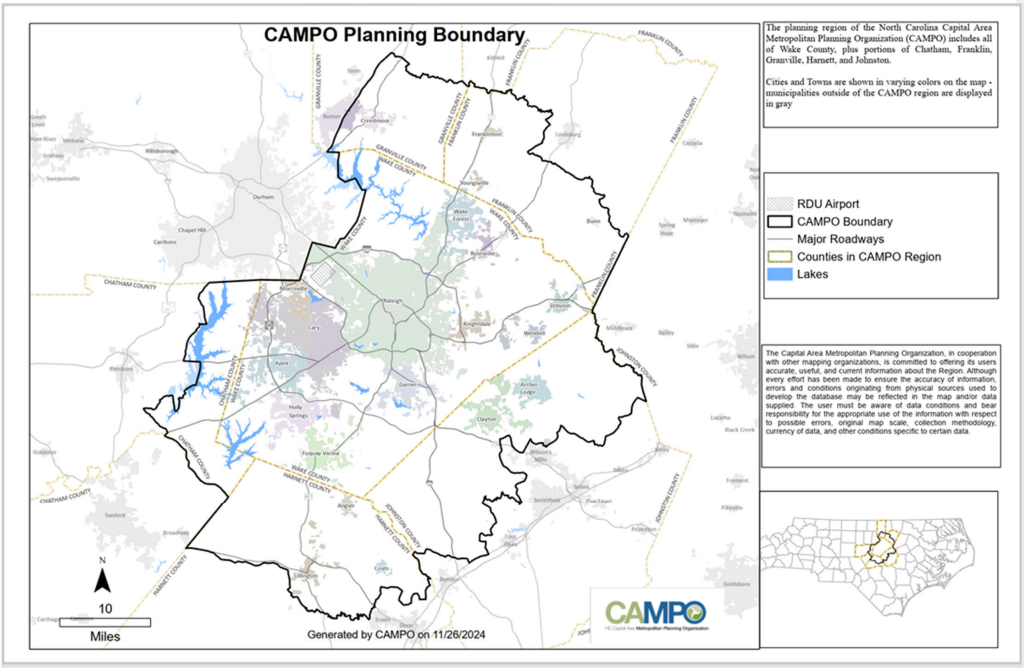
broadcast the meetings through a link on the CAMPO website.

All MPO plans and programs comply with the public involvement provisions of Title VI:

> "No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance."

Definition of Area

Based on the 2010 Census, the U.S. Census Bureau defined a boundary for the Raleigh Urbanized Area (UZA), which includes the Towns/Cities of Angier, Apex, Cary, Clayton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Rolesville, Wake Forest and Youngsville. The CAMPO planning area also extends beyond the Census-delineated UZA to include the Towns/Cities of Creedmoor, Franklinton, Bunn, Wendell, Zebulon, and Archer Lodge. Following the 2020 Census, the planning boundary for the MPO extended into Chatham County and further south into Harnett County to include Lillington and Coats.



The Capital Area MPO's Lead Planning Agency and fiscal agent is the Town of Cary. The MPO has a two-committee organizational structure.

The Executive Board
Provides policy guidelines and approves the work product of MPO staff and the Technical Coordinating Committee.

The Technical Coordinating Committee (TCC)
Provides technical support and direction to the MPO in the transportation planning process.

Appendix A lists current members of the Executive Board and TCC.

The MPO's Executive Director and staff provide support and assistance to both committees.

Executive Board

The Executive Board is comprised of 32 voting members with a weighted voting possibility if needed. The membership includes elected officials of all member jurisdictions; a representative of the GoTriangle Board of Trustees; representatives of the NC Board of Transportation for Divisions 4, 5, 6 and 8, and three non-voting members representing the NC Turnpike Authority, the Federal Transit Administration, and the Federal Highway Administration.

The responsibilities of the MPO are described in the Prospectus for Continuing Transportation Planning, and individual responsibilities of the Executive Board and TCC are outlined in the MPO's Memorandum of Understanding with its members.

The Memorandum of Understanding established an Executive Board composed of representatives from the governing bodies of member jurisdictions/agencies to provide policy direction for the planning process and to improve communications and coordination between the several governmental jurisdictions. The Executive Board is responsible for:

1. Establishment of goals and objectives for the transportation planning process.

2. Review and approval of a **Prospectus** for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;

3. Review and approval of changes to the **Metropolitan Area Boundary** as well as review and recommendation for changes to the **National Highway System**;

4. Review and approval of the transportation **Unified Planning Work Program**;

5. Review and approval of the adopted **Comprehensive and Metropolitan Transportation Plan**. As specified in General Statues Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Area's Transportation Plan as well as projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) certain revisions to the **Comprehensive Transportation Plan** may be required to be jointly approved by the North Carolina Department of Transportation;

6. Review and approval of the MPO's **Transportation Improvement Program** for multimodal capital and operating expenditures ensuring coordination between local and State capital improvement and operating programs. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;

7. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;

8. Review and approval of a Congestion Management Process;

9. Review and approval of the distribution and oversight of federal funds designated for the Raleigh Urbanized Area under the provisions of IIJA and any other subsequent Transportation Authorizations;

10. Review and approval of a policy for public involvement for the MPO;

11. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

12. Development and approval of committee by-laws for the purpose of establishing operating policies and procedures;

13. Oversight of the MPO Staff;

14. Revisions to membership of Technical Coordinating Committee as defined herein; and

15. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

Technical Coordinating Committee (TCC)

A Technical Coordinating Committee (TCC), also established by the Memorandum of Understanding, is responsible for general review, guidance, and coordination of the transportation planning process for the planning area. The TCC is also responsible for making recommendations to the Executive Board and to other entities designated by the Executive Board regarding any necessary actions relating to the continuing transportation planning process.

The TCC is responsible for development, review and recommendations related to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, Metropolitan Area Boundary, National Highway System, revisions to the Transportation Plan, public participation and documenting reports of the transportation study.

Membership of the Technical Coordinating Committee includes technical staff representatives from local, regional, Federal, and State governmental agencies, as well as major modal transportation providers directly related to and concerned with the transportation planning process for the planning area.

FEDERAL CERTIFICATION REVIEW

Every four years, the Federal Highway Administration and the Federal Transit Administration are required to review, in full, the planning processes of any MPO covering a UZA that contains a population over 200,000 (also known as a Transportation Management Area, or TMA). The certification review was performed for the Capital Area Metropolitan Planning Organization (MPO) in April 2025 and evaluated whether the MPO was in compliance with Federal regulations. This is a three-step process:

Step 1: Look at past reviews to ensure that recommendations and corrective actions have been resolved.

Step 2: Conduct a public meeting to obtain the public's perspective on planning in the Capital area.

Step 3: Conduct an on-site review (examining every planning aspect) and providing the MPO, the North Carolina Department of Transportation (NCDOT), and Transit Administrators an opportunity to demonstrate their accomplishments or to answer any questions that the Federal review team may have.

Ultimately, the review team found the transportation planning process for the MPO's transportation management area meets the requirements of 23 CFR 450 Subpart C and 49 U.S.C. 5303 and is, in effect, certified. Furthermore, the Capital Area MPO received three commendations for noteworthy practices from the review team, and one recommendation for process or program improvements.

A Noteworthy Practice is defined as an action to acknowledge exemplary practices within the planning process. These examples show efforts above and beyond federal and state requirements.

The noteworthy practices received included:

1. 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.

2. 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.

3. 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.

A Recommendation is defined as something to addresses technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will take action. The expected outcome is change that would improve the process, though there is no Federal mandate, and failure to respond could, but will not necessarily result in a more restrictive certification.

The recommendation received by the Capital Area MPO is:

1. The preamble of the TIP was vague on how the program of projects supports the achievement of performance targets. It is recommended that CAMPO expand the preamble in its TIP to better describe the program's impacts on achieving performance targets.

Acronyms

Local

ITRE	Institute for Transportation Research and Education
MCC	Mobility Coordination Committee
MPO	Metropolitan Planning Organization
TCC	Technical Coordinating Committee
TPAC	(Wake) Transit Planning Advisory Committee
TRM	Triangle Regional Model

Regional

AMPO	(National) Association of Metropolitan Planning Organizations
CPRC	Central Pines Regional Council (Formerly Triangle J Council of Governments/TJCOG)
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
TWTPO	Triangle West Transportation Planning Organization (Formerly Durham-Chapel Hill-Carrboro MPO)

State

NCDEQ	North Carolina Department of Environmental Quality
NCDOT	North Carolina Department of Transportation
NCDOT-TPD	North Carolina Department of Transportation – Transportation Planning Division
NCDOT-IMD	North Carolina Department of Transportation – Integrated Mobility Division

Federal

CIG	Capital Investment Grant Program of the FTA
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIJA	Infrastructure Investment and Jobs Act
MAP-21	Moving Ahead for Progress in the 21st Century
STBG-DA	Surface Transportation Block Grant Program Direct Attributable Funds
TEA-21	Transportation Equity Act for the 21st Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

Plans and Programs

ATMS	Advanced Traffic Management System
CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan Element of MTP
ITS	Intelligent Transportation Systems
LAPP	Locally Administered Projects Program
MTP	Metropolitan Transportation Plan
STIP	North Carolina State Transportation Improvement Program
SRTS	Safe Routes to Schools
TDM	Transportation Demand Management
TIP	(Metropolitan) Transportation Improvement Program
UPWP	Unified Planning Work Program

FUNDING SOURCES

There are several main sources of funds used for transportation planning in the UPWP:

Federal Funds - US Department of Transportation (FHWA & FTA)

FHWA Funds - Two principal sources of FWHA funds used for UPWP planning purposes are the Section 104 – Metropolitan Planning (PL) funds and Surface Transportation Block Grant Program-Direct Attributable (STBG-DA) funds. There is an additional set-aside of PL funds to be directed toward safety planning in the MPO area.

FTA Funds – Two principal sources of FTA funds used for UPWP planning purposes are Section 5303 Metropolitan Planning and Section 5307 Urbanized Area Formula Grants. NCDOT provides a 10% match for FTA Section 5303 and for 5307 funding used for planning purposes by the MPO's transit operators – Go Raleigh, Go Triangle, Go Cary, and NC State University's Wolfline.

State Planning and Research (SPR) funds are a set-aside of 2% of the state's National Highway Performance Program, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and Highway Safety Improvement Program funds.

State Funds - North Carolina Department of Transportation (NCDOT)

Transportation Feasibility Study (TFS) funds, received from NCDOT for feasibility studies.

State Planning and Research (SPR) funds, received through NCDOT's Transportation Planning Division for planning studies.

Local Match –

A pro-rata share paid by each member jurisdiction within the Capital Area MPO planning area. These member jurisdictions include Angier, Apex, Archer Lodge, Bunn, Cary, Clayton, Coats, Creedmoor, Franklinton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Lillington, Morrisville, Raleigh, Wake Forest, Wendell, Youngsville, Zebulon, as well as Wake County and portions of Chatham, Franklin, Granville, Harnett and Johnston Counties. Members who desire to participate in special non-core projects or studies outlined in the UPWP pay additional funds. These special projects include Corridor Studies, localized area studies, etc. and are typically administered by the MPO.

Recipients of FHWA funds are required to provide 20% local match. The MPO's member agencies (listed above) provide a 20% local match for Section 104 – PL and STBG-DA funds that are used for planning. The MPO planning area's fixed route transit providers (GoRaleigh, GoTriangle, and Go Cary) provide a 10% local match for FTA Section 5303 and 5307 funds as well. Local funds from member jurisdictions beyond the 10% or 20% match requirement are contributed to support the work program and contribute to special studies.

Project Funding –

As a Transportation Management Area (an MPO covering a UZA with greater than 200,000 persons), the Capital Area MPO has greater responsibilities in planning, project programming and funding distribution than smaller MPO areas. CAMPO uses STBG-DA funds (described above), which includes an additional separate set-aside allocation for projects involving non-motorized transportation alternatives (the Transportation Alternatives Program [TAP]), and CMAQ funds to support implementation of projects conceived through the UPWP planning processes. These funds are programmed in the TIP through the MPO's Locally Administered Projects Program (LAPP).

Congestion Mitigation and Air Quality (CMAQ) funds are federal funds, of which the State dedicates a portion directly to the MPO, used to support projects that reduce congestion and have benefits that reduce automotive emissions, thus enhancing the region's air quality. These funds are jointly administered by the FTA and FHWA, and are passed through NCDOT for project programming.

Surface Transportation Block Grant Program – Direct Attributable (STBG-DA) funds are federal funds, of which the State further dedicates a portion to MPOs based on urbanized area population. These funds allow for a wide variety of eligible projects within the Capital Area MPO planning area including transportation planning, highway projects, transit capital projects, pedestrian and bicycle infrastructure projects, and infrastructure-based ITS capital improvements among others. A separate set-aside allocation of STBG-DA funds must be used for projects involving "transportation alternatives" including bicycle and pedestrian facilities, community improvement activities, safe routes to school, and overlooks and viewing areas among others. As authorized under the Fixing America's Surface Transportation (FAST) Act, this STBG-DA set-aside allocation replaces the Transportation Alternatives Program (TAP) authorized under MAP-21. The MPO receives a direct allocation of STBG-DA funding to support these activities.

Wake Transit Program Funds –

With the adoption of the Wake Transit Plan and subsequent adoption of the Wake Governance Interlocal Agreement between CAMPO, Wake County and GoTriangle in 2016, the Transit Planning Advisory Committee (TPAC) was created. The TPAC serves as the guiding body to the development of work plans and budgets to implement projects from the Wake Transit Plan using the Wake Transit tax revenues and vehicle registration and rental taxes. The CAMPO Executive Board and the GoTriangle Board of Trustees jointly agreed to appoint the MPO as the agency responsible for staffing the TPAC. Funds from the Wake Transit tax revenues have been and will continue to be used to pay for the Wake Transit Program Manager, TPAC Administrator, Senior Wake Transit Planner and Wake Transit Planner positions on the MPO staff. CAMPO TPAC administration tasks and responsibilities will continue through this fiscal year and beyond.

FY 2026 Funding Levels and Sources

Section 104 - (PL funds)

FHWA funds for urbanized areas are administered by NCDOT to support transportation planning activities in the urban area. These funds require a minimum 20% local match. The PL funding apportionment to the State is sub-allocated to the MPOs through a population-based formula. Funding levels shown include the annual allocation plus any unobligated balance from previous years. Redistribution of PL funds from the state may occur mid-year and could result in increased PL funding for the MPO.

Federal Metropolitan Planning (PL) funds:	$	1,360,700
Local Match (20%):	$	340,175
Federal Set-Aside for Safe & Accessible Transportation Options:	$	37,900
Local Match for Set-Aside (0%)	$	0
Additional Local Match:	$	50,000
Total:	$	1,788,775

STBG-DA Funds

The Direct Attributable (DA) portion of the Surface Transportation Block Grant Program (STP) funds are designated by the IIJA for use by Transportation Management Areas. By agreement between the Capital Area MPO and NCDOT, a portion of these funds is flexed for MPO transportation planning. STBG-DA funds are used to fund major emphasis areas through studies as described in the main UPWP document. STBG-DA funds programmed in this work program:

Federal (STBG-DA) funds:	$ 4,100,000
Local Match (20%):	$ 1,025,000
Total:	$ 5,125,000

The Capital Area MPO uses three types of federal funds for transit planning purposes: Section 5303, Section 5307, and Section 5310 of the Federal Transit Act Amendments of 1991. The Capital Area MPO also uses Wake Transit Tax District funds to cover the costs of administering the Wake Transit Plan.

Section 5303 Funds:

FTA provides these grant fund to the region to provide assistance to urbanized areas for planning and technical studies related to urban public transportation. They are filtered down from the Federal Transit Administration through the Integrated Mobility Division of NCDOT to the MPO for use by urban transit operators. A local match of 20% is required for these funds, of which half comes from NCDOT IMD and half from the local transit agency (80% from FTA, 10% from NCDOT IMD, and 10% local match). For FY 2027, the City of Raleigh as the designated recipient will use 5303 funding for various regional initiatives. These activities include: Advancing planning studies for regional Bus Rapid Transit studies prior to federal Project Development application; regional Origin-Destination survey; and planning studies for park-and-ride & mobility hub site feasibility. JCATS/Johnston County/Town

of Clayton will use these funds to conduct a transit study in the County, extending the project from FY 26.

	JCATS/Johnston Co/Clayton	GoRaleigh	MPO Total
Federal	$64,020	$ 870,851	$ 934,871
State	$8,002	$108,856	$116,858
Local	$8,003	$108,856	$116,859
Total	**$80,025**	**$1,088, 563**	**$1,168,588**

Section 5307 Funds

Section 5307 funds are distributed by the FTA on the basis of transit operators' service miles, passenger miles, service area population and population density, and other factors. GoRaleigh, GoCary, and GoTriangle typically use Section 5307 funds from the Raleigh Urbanized Area (UZA) for assistance on a wide range of planning activities. These funds require a minimum 10% local match that is provided by all three transit providers with a potential 10% State match provided by NCDOT-IMD. For FY 2027, these funds will be used by GoRaleigh and GoCary for planning transit improvements in the MPO area. GoTriangle does not anticipate using Section 5307 funds for planning purposes during FY 27. The utilization of 5307 funds by area transit operators is included in Table 3. The region will use these funds to supplement transit work in the regional travel demand model, as well as the regional household survey; those task charges will be paid through the 5307 Raleigh UZA funding prior to further suballocation to other transit partners.

Section 5307 funds from the Clayton UZA could be used for planning work in the region.

	Raleigh UZA 5307
Federal	$1,407,479
State	$0
Local	$351,871
Total	**$1,759,350**

Section 5309 Funds

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Federal transit law requires transit agencies seeking federal Capital Investment Grant (CIG) funding to complete a series of steps over several years.

For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

This portion of funding is identified in Table 3 and Table 4A in this document as applicable.

	MPO 5309
Federal	$0
State	$0
Local	$0
Total	**$0**

Section 5310 Funds

Section 5310 funds are part of a program designed to improve mobility for older adults and people with disabilities by removing barriers to transportation services and expanding their mobility options. The region's Section 5310 funds are administered by the City of Raleigh. In FY 24 and FY 25, the Capital Area MPO utilized these funds implement a regional Mobility Management Program, which is recognized as a traditional activity eligible for these funds. The Mobility Management Program endeavors to follow the Mobility Management Implementation Study conducted by the MPO in 2023. The MPO intends to exhaust funds available from the FY 24-25 funding award prior to utilizing the FY26-27 award funds. In FY 27, CAMPO intends to continue this program through the use of these funds in the amount of $221,328.

	MPO 5310
Federal	$177,062
State	$0
Local	$44,266
Total	**$221,328**

Total Transit Formula Funding

Total Transit Funding Table	GoRaleigh	GoCary	GoTriangle	Johnston County/Clayton /JCATS	CAMPO	MPO Total
Federal	$2,087,748	$190,582	$0	$64,020	$177,062	$2,519,412
State	$108,855	$0	$0	$8,002	$0	$116,857
Local	$413,083	$47,645	$0	$8,003	$44,266	$512,997
Agency Total	$2,609,686	$238,227	$0	$80,025	$221,328	$3,149,266

Wake Transit Tax District Funds

In 2016, Wake County voters approved a referendum to collect a ½-Cent sales tax and other vehicle registration and rental fees for the purposes of supporting public transportation. A portion of funds are allocated to the MPO for expenses related to administering the Wake Transit Plan and associated program activities. In addition to serving as a lead agency in Wake Transit Program Implementation, the MPO is the project sponsor for the Wake Bus Plan Update, in which began in January 2026 and is continuing in FY27, and will undertake a Major Investment Study (MIS) to evaluate two new Bus Rapid Transit corridors – I-40 between Raleigh and RTP and Harrison Avenue/Kildaire Farm Road between I-40 and Regency Park/Tryon Road in Cary. The MIS will cost $1,000,000, funded by Wake Transit, with half the funds spent in FY27 and half spent in FY28. The MPO will also be the project sponsor for the local match of the transit cost share for the Triangle Regional Model, which is funded through Wake Transit funds.

An additional ongoing Wake Transit Plan implementation responsibility that will continue through FY 2027 is serving on project-level technical teams for projects managed by CAMPO's transit partners. The MPO will continue to offer technical transit planning assistance to local and regional planning partners.

Wake Transit Program Implementation $890,9104,071

Wake Bus Plan Update $406,725396,682

Local Match for Transit Cost-Share for TRM 37,1624,000 $

MIS for I-40 and Cary BRTs $500,000

Wake Transit Rail Study $200,000

Total $2,034,7961,824,753

State Planning and Research (SPR) Funds

Federal funds allocated to and distributed by NCDOT for support of planning studies. These funds require a 20% match, which has historically been provided by NCDOT.

UPWP Funding Sources Tables

CAMPO Funding Sources				
	Federal	State	Local	Total
Funding Type				
Section 104 (PL)	$ 1,360,700	$ -	$ 340,175	$ 1,700,875
Section 104 (PL) - Set-Aside	$ 37,900	$ -	$ -	$ 37,900
STP-DA	$ 4,100,000	$ -	$ 1,025,000	$ 5,125,001
FTA 5303	$ 934,871	$ 116,858	$ 116,860	$ 1,168,589
FTA 5307	$ 1,407,479	$ -	$ 351,871	$ 1,759,350
FTA 5309	$ -		$ -	$ -
FTA 5310	$ 177,062	$ -	$ 44,266	$ 221,328
SPR/NCDOT*				$ -
Wake Co Transit Tax District*			$ 2,034,796	$ 2,034,796
Other Cost Share Funds*			$ 3,464,685	$ 3,464,685
TOTAL	$ 8,018,013	$ 116,858	$ 7,377,653	$ 15,512,524
~~CAMPO Funding Sources~~	~~Federal~~	~~State~~	~~Local~~	~~Total~~

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Funding Type	-	-	-	-
Section 104 (PL)	$ 1,360,700	$ -	$ 340,175	$ 1,700,875
Section 104 (PL) Set Aside	$ 37,900	$ -	$ -	$ 37,900
STP-DA	$ 4,100,000	$ -	$ 1,025,000	$ 5,125,000
FTA 5303	$ 934,871	$ 116,858	$ 116,860	$ 1,168,589
FTA 5307	$ 1,407,479	$ -	$ 351,871	$ 1,759,350
FTA 5309	$ -	-	$ -	$ -
FTA 5310	$ 177,062	$ -	$ 44,266	$ 221,328
SPR/NCDOT*	-	$ 75,000	-	$ 75,000
Wake Co Transit Tax District*	-	-	$ 1,824,754	$ 1,824,754
Other Cost Share Funds*	-	-	$ 3,263,259	$ 3,263,259
-	-	-	-	-
TOTAL	$ 8,018,013	$ 191,858	$ 6,966,185	$ 15,176,055

**Subject to approval of other budget documents of partner agencies or programs*

WORK PROGRAM OBJECTIVES

The work elements performed by the MPO encompass administration and support of the 3-C transportation planning process as mandated by federal regulations.

Objective 1: Facilitate 3-C Planning Process

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3-C) transportation planning and programming process at all levels of government in conformance with applicable Federal and State requirements and guidelines as described in the 3-C Transportation Planning Process.

Proposed Activities:

1. Serve as a liaison between Capital Area MPO member agencies, transit providers, NCDOT, the Triangle West TPO (TWTPO), the NC Department of Environmental and Natural Resources (DEQ), Central Pines Regional Council of Governments (CPRC), and other organizations at the local, regional, State, and Federal levels, on transportation-related matters, issues and actions.

2. Work with the Triangle West TPO (TWTPO) TPO and neighboring Rural Planning Organizations (RPO's) on regional issues; preparation of regional priority lists and TIP, including amendments as necessary; update transportation plans and travel demand model; and evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.

3. Provide technical assistance to the Executive Board and other member jurisdictional policy bodies.

4. Participate in Joint Triangle West TPO/Capital Area MPO technical and advisory

committee meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.

5. Review and comment on Federal and State transportation-related plans, programs, regulations and guidelines.

Objective 2: Administer 3-C Planning Process

To maintain and refine the regional travel demand model and the MPO sub-area model as tools for transportation planning and air quality conformity documents, reports, and other materials necessary to meet the goals of the Clean Air Act Amendments (CAAA), MAP-21 as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the Capital Area MPO. Infrastructure Investment and Jobs Act regulations and guidance will be implemented as received and the MPO's planning processes changed as needed.

Proposed Activities:

1. Continued maintenance of and improvements to the Triangle Regional Model (TRM), a tool that joins land use and transportation planning to identify deficiencies, make forecasts, and test scenarios. This includes the continued development of a new generation of the TRM (TRMG2).
2. Rebuild future network horizon years with new data and updated versions of the TRM.
3. Continue the refinement of the TRM using TransCAD to improve forecasts of highway and transit demand with consideration for changes in land use.
4. Work with NCDOT, DEQ and the statewide Modeling Users Group for necessary improvements to the travel demand model for conformity determination purposes.
5. Coordinate air quality planning efforts with DEQ, NCDOT, EPA, FHWA, FTA, and other appropriate agencies.
6. Work with the Division of Air Quality in the development of the State Implementation Plans (SIP).

Objective 3: Maintain Unified Planning Work Program (UPWP)

To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the Capital Area MPO planning area. To develop and maintain the UPWP in conformance with applicable Federal, State, and regional guidelines and prepare UPWP amendments as necessary reflecting any change in programming or focus for the current fiscal year.

Proposed Activities:

1. Review, modify and/or amend relevant portions of the Capital Area MPO's UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis areas and transportation planning objectives.
2. Develop a new UPWP for the Capital Area MPO planning area for the upcoming program year.

Objective 4: Administer Public Participation Process

To provide the public with complete information, timely notice and full access to key decisions and opportunities for early and continuing involvement in the 3-C process. Assess the effectiveness of the current Public Participation Process and develop and enhance the process of public dissemination of information and engagement of a larger portion of the region's populace.

Proposed Activities:

1. Refine the current Public Participation Process as needed.
2. Apply the adopted Public Participation Process to transportation programs and tasks.
3. Conduct public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.
4. Seek new and innovative methods of public engagement in the transportation planning process, including utilization of technology and digital outreach.

Objective 5: Develop and Maintain Transportation Improvement Program (TIP)

The MPO is responsible for annually developing, amending and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. The MPO will update and amend the current ten-year program of transportation improvement projects (known as the TIP). This program is consistent with the 2050 Metropolitan Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations, and FHWA/FTA Planning Regulations.

Proposed Activities:

1. Continue to refine Locally Administered Projects Program for TIP project selection.
2. Maintain 2026-2035 TIP.
3. Development and adoption of the 2028-2037 TIP.
4. Continue to refine project ranking methodology and priority systems.
5. Continue to refine project scopes, costs and schedules to provide the most up-to-date information to the NCDOT's Strategic Prioritization Office of Transportation project entry tool.
6. Conduct public participation for the TIP consistent with the MPO Public Participation Policy.
7. Adopt formal amendments and modifications as necessary.
8. Produce and distribute TIP documents for Federal, State, local officials and the public.
9. Attend regular meetings with NCDOT to exchange information on transportation improvement projects.

10. Continue to ensure TIP projects are developed with consideration of locally-preferred options and with regard to planning work completed by the MPO and local partners.

Objective 6: Consider Traditionally Underserved Populations in Planning Activities

To ensure that minority and low-income communities are:

- not adversely affected by transportation projects and policies to an extent beyond that experienced by other populations;
- treated equitably in the provision of transportation services and projects; and
- provided full opportunity for participation in MPO transportation planning and decision-making process.

Proposed activities:

1. Maintain demographic profiles based on the most current available data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed-route transit systems, and major shopping areas.
2. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
3. Define target areas through the use of Census Block Group data from the 2020 Census or other data as available.
4. Analyze the mobility of target area populations relative to jobs, childcare, housing and transit routes.
5. Continue to implement and monitor effectiveness of updated public participation plan and Title VI plan.
6. Translation and dissemination of planning documents to Spanish, or other language if deemed necessary, for dissemination and to be posted on MPO website.
7. Develop a protocol for responding to issues and concerns regarding traditionally underserved populations in general and identified minority populations in particular.

Public / Private Sector Involvement

The MPO will perform all UPWP subtasks utilizing MPO staff with the assistance of its partnering entities. However, depending on internal resources and Federal funding availability, the MPO may hire outside contractors to perform studies or elements of studies. The MPO also seeks input into the planning process by meeting with the Regional Transportation Alliance, the North Carolina Turnpike Authority, the Capital Area MPO's Bicycle and Pedestrian Stakeholders Group/Safe Routes to Schools Committee, and other interested parties.

WORK PROGRAM EMPHASIS AREAS

In order to adhere to Federal regulations and guidelines, including the provisions of the 3-C planning process, the MPO's Work Program will emphasize both core mission functions and supplemental functions. These guide the implementation of transportation plans and strategies developed by the MPO.

Core-mission work tasks will involve the development and maintenance of required transportation planning documents such as the Comprehensive Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Core-mission work tasks also assist with the effective disbursement of STBG-DA, STBG TA Set-Aside (for Transportation Alternatives), and Congestion Mitigation and Air Quality (CMAQ) funds. Tasks associated with administering the Locally Administered Projects Program, Public Participation Plan, and Wake Transit Plan are considered core-mission work tasks.

Non-Core Mission Supplemental work tasks will typically involve partnering with local or State member agencies to advance transportation planning efforts in a particular area or corridor. Generally, the Non-Core Mission work tasks will require additional local match from beneficiary member jurisdictions and/or other partners.

FY 2026 CORE-MISSION PROGRAMS

Comprehensive Metropolitan Transportation Plan (MTP)

The 2055 Comprehensive Metropolitan Transportation Plan (MTP) and Conformity Determination Report were adopted in FY 2026. Staff will continue to maintain the MTP, including data layers, in partnership with NCDOT, CPRC and local members. Staff will also work to incorporate and monitor performance measures to evaluate validity and viability of the plan. Refinements to the development and maintenance of socioeconomic data, transportation data, and public engagement occurred during FY 25 and FY 26. The 2055 MTP will be maintained through amendments or modifications as necessary, and local planning will continue in an effort to keep recommendations relevant and feasible. Work has begun on the 2060 MTP, including updates to socioeconomic data, modeling networks, land use assumptions and local plan coordination.

Locally Administered Projects Program (LAPP)

In response to the 2009 Federal funding rescission of STBG-DA funds, the MPO's Executive Board directed staff to create the Locally Administered Projects Program (LAPP) as a mechanism to protect funds from future rescissions. The LAPP was approved by the Executive Board in March 2010 and was first used to program projects for Federal Fiscal Year 2012. The goal of the program is to develop a holistic approach to identifying and prioritizing highly effective transportation solutions for bicycle, pedestrian, transit, and roadway projects. The program allows member agencies to apply for funding for specific project phases (preliminary engineering, NEPA documentation, right-of-way acquisition, utilities or construction) that are anticipated to be obligated during the coming fiscal year. The program also requires recipients to monitor progress of the funding obligation and report that progress to the MPO. The program involves two training sessions – one for applicants and one for recipients. Additional training on federal project administration is under development by NCDOT. In FY 2025, the MPO programmed approximately $11.5 million through LAPP for FFY 2026 projects. The MPO will continue to maintain and improve the LAPP process during the coming fiscal year. In FY 2027, staff will conduct applicant training, conduct a call for projects for FFY 2028, and conduct recipient training once projects have been selected for programming. MPO staff will continue to monitor the funding and financial status of the State and will make recommendations to the Executive Board for methods and strategies related to protecting the MPO's direct allocation funds and assist local project managers with moving projects through the

process to funding authorization. The MPO will continue to refine scoring processes and components, including those measuring equity impacts or benefits of LAPP-funded projects.

Congestion Management Process

In FY 2025, CAMPO staff developed and the Executive Board adopted an update to the MPO's Congestion Management Process (CMP). Following this adoption, CAMPO underwent its quadrennial federal certification with representatives from FHWA and FTA. In the certification **report**, FHWA noted (1) in section 1.1, "Previous Findings and Disposition" completion of the CMP in its follow-up to the FY 2021 Certification's recommendation, and (2) in sections 4.2.2, "Current Status" and Appendix C, "Desk Audit Notes", the FHWA representative requested an "evaluation of the process [CMP] and strategy effectiveness". This evaluation of congestion management policies derived from the 2050 MTP take form in the FY 2026 Status of the System Report. This report has been under development since the close of FY 2025 and will be presented to the MPO's executive board as information during FY 2026. In FY 27, CAMPO staff will begin a new update to the Congestion Management Process, including a process for quarterly and annual evaluation of objectives, performance measures and strategies, to comport with the adopted 2055 MTP.

Mobility Management Program

The MPO, in partnership with Raleigh, Cary and Wake County, conducted a Mobility Management Implementation Study that was approved in FY 23 resulting in the regional plan for the Mobility Management Program. This program will continue the work of implementing elements of the Locally Coordinated Public Transit – Human Services Transportation Plan and the Mobility Coordination Committee. The program will serve as a basis for regional transit coordination among the MPO's various fixed route and non-fixed route transit providers. The goal of the program is to provide support for regional efforts and reach regional efficiencies in delivery of elements such as travel training, travel planning, information sharing and provision of services to riders with low income or disability. The program received funding in FY 24 through the 5310 Call for Projects, and was awarded two years of funding that included a portion of no-match CARES Act funding along with Section 5310 funding. In FY 26, an additional two-year allocation of Section 5310 funding was awarded to the program. Key priorities include implementing the Mobility Management Communications Plan to ensure consistent messaging to the public and partner agencies, conducting a supply and demand assessment of current and anticipated transit service, and continued focus on collaboration between transit and human service agencies across the region.

Blueprint for Safety Implementation

In an effort to better inform required federal safety performance measures and targets, and to better identify and address fatal and serious injury crashes in the CAMPO region, the MPO adopted the Blueprint for Safety. This community-based and data-driven approach to increasing safety for all users in the transportation network culminated in the designation of a High Injury Network (HIN) and a set of action strategies organized into three pillars: Safety Policy, Safety Culture and Safety Projects. The Blueprint identifies long- and short-term actions recommended to be implemented by CAMPO, regional partners, and member government agencies including NCDOT. The MPO began implementing the Blueprint in FY 26 by holding the region's first Safety Summit and organizing two implementing task forces: the Policy and Culture Task Force and the Safety Projects Task Force. Work will continue in FY 27 to guide implementation across the region through these Task Forces. This work will continue to inform the MTP and safety-related performance measures and targets adopted by the MPO.

Wake Transit Plan Implementation

With the adoption of the Wake Transit Plan and subsequent adoption of the Wake Governance Interlocal Agreement between CAMPO, Wake County and GoTriangle in 2016, the Transit Planning Advisory Committee (TPAC) was created. The TPAC serves as the guiding body to the development of work plans and budgets to implement projects from the Wake Transit Plan using the Wake Transit tax revenues and vehicle registration fees. The CAMPO Executive Board and the GoTriangle Board of Trustees jointly agreed to appoint the MPO as the agency responsible for staffing the TPAC. Funds from the Wake Transit tax revenues have been and will continue to be used to pay for the Wake Transit Program Manager, TPAC Administrator, Wake Transit Senior Planner, and Wake Transit Planner positions on the MPO staff. CAMPO TPAC administration tasks and responsibilities will continue through FY 2027 and beyond.

The Governance Agreement between Wake County, GoTriangle and CAMPO and specific lead agency assignments made by the CAMPO Executive Board and GoTriangle Board of Trustees assign a host of additional ongoing responsibilities to the MPO for managing the implementation of the Wake Transit Plan that will continue through FY 2027. Among these responsibilities are:

1) Preparing, updating, and maintaining the 10-year capital improvement plan and multi-year operating program as part of the annual Wake Transit Work Plan;
2) Compiling all components of the annual Work Plan into a cohesive document for the TPAC, public, and governing boards;
3) Processing and administering review and consideration of adoption of quarterly Work Plan amendments;
4) Development and ongoing administration/management of a Community Funding Area Program for smaller municipalities in Wake County to leverage funding for localized public transportation programs;
5) Transit development technical assistance for Community Funding Area Program-eligible applicants;
6) Ongoing management of on-call transit planning services program used by CAMPO and other agencies for continued implementation planning;
7) Development and ongoing administration of major capital project concurrence framework;
8) Development and evaluation of policy alternatives to support management of the overall Wake Transit program;
9) Management of updates to and horizon extensions of the Wake Transit Plan;
10) Management of updates to the Multi-Year Service Implementation Plan, known as the Wake Bus Plan;
11) Leading an annual bus service performance evaluation process and development of findings and recommended follow-up actions;
12) Creation and ongoing administration of a Project Prioritization Policy that guides development of the Capital Improvement Plan (CIP), Multi-Year Operating Plan (MYOP), and annual budgets;
13) Leading an annual project progress and expenditure evaluation process and development of findings and recommended follow-up actions;
14) Development and ongoing maintenance of the Wake Transit Performance Tracker;
15) Reviewing and processing funding agreements developed by GoTriangle that act as funding instruments for projects that involve federal funding or that are regionally significant; and
16) Working with project sponsors of major capital projects to develop locally preferred alternatives and integrate them with the MPO's Metropolitan Transportation Plan; and

17) Development of an articulated strategy for incorporating or accounting for public outreach, involvement, and communication for the Wake Transit Program including oversight, management and coordination of public engagement/involvement activities.

FY 2027 CORE-MISSION STUDIES

Regional Advanced Air Mobility Study

Funding has been available through NCDOT to conduct Advanced Air Mobility planning across the state. If successful in receiving grant award for this study, the MPO will conduct an Advance Air Mobility Planning Study for the MPO planning area. The purpose of this study is to develop recommendations for reducing VMT and congestion, improving freight operations and interoperability, including last mile delivery, improving public transportation, and improving safety through better incident management and response planning. Recommendations will be implemented through updates to the Metropolitan Transportation Plan (MTP) and the Congestion Management Plan (CMP). These documents shape the MPO's efforts to reduce VMT and congestion, improve freight operations, and improve public transportation and multi-modal safety throughout the CAMPO region. AAM offers an innovative opportunity to improve these metrics, particularly in more dense urban environments like downtown Raleigh.

Regional Advanced Air Mobility Study		Budget	PL funds	STBG funds	Match	Additional Member
FY 2026-27	NCDOT	$180,000				180,000
FY 26	CAMPO	$20,000		16,000	4,000	
Total FY 26-27		**$200,000**				

Eastern Wake ITS Study

With the success of the of the "Western Wake Traffic Signal System Integration Study" in showing the economic benefits and engineering efficiencies of an expanded coordinated signal system, some of the municipal jurisdictions in eastern Wake County have shown interest in understanding what kind of economies of scale might be achievable for their systems. An Eastern Wake Traffic Signal System Integration Study will center around the City of Raleigh's developing ATMS standards (i.e. fiber, upgraded signal cabinets, etc.), expanding implementation of those standards throughout its system, enhancing the relationship between Raleigh's traffic signal department and their NCDOT counterparts, and lastly in this study's phase one iteration, incubating partnerships between the City of Raleigh and it's adjacent eastern municipal neighbors (Garner, Knightdale, and Wake Forest/Rolesville (Towns of Wendell and Zebulon will be addressed in a possible phase 2). This work speaks the requests by partners to regionalize the signal/ITS systems in the eastern half of Wake County.

The goal of this study is to provide detail on how an existing ATMS can successfully integrate all traffic signals within a neighboring municipality while maintaining current operational and maintenance levels,

maintain high safety standards, incorporate the desired features and policies of multiple stakeholders, and provide a blueprint for how this could be replicated with additional municipalities.

Deliverables from the study will include a detailed guidebook with development steps specifically tailored for the City of Raleigh and a more generalized approach to the integration of the currently NCDOT managed traffic signal systems in the eastern municipalities. This guidebook will lean on the existing work from the Western Wake Traffic Signal System Integration Study when reviewing recent system integrations from around the nation to consider best practices that could be applied to our region while allowing for future expansion of the Raleigh ATMS. Any necessary agreements to share system data, maintenance responsibilities and access, and assign legal liabilities will also be expected. This study is anticipated to begin in FY 2026 and conclude in FY 2027.

Eastern Wake ITS Study		Budget	PL funds	STBG funds	Match	Additional Member
FY 26	**CAMPO**	50,000		40,000	10,000	
FY 27	**CAMPO**	200,000		160,000	40,000	
Total FY 2026+FY 27		**250,000**				

Regional Transportation Demand Management (TDM) Plan Update

CAMPO will contribute funding to the Central Pines Regional Council to provide an update to Triangle Transportation Choices, the region's Transportation Demand Management Plan. This plan update will provide a refreshed and data-driven roadmap for the Triangle Transportation Choice program to guide the region's investment in projects that reduce vehicle miles traveled, ease congestion, lower mobility-related greenhouse gas emissions, and strengthen regional economic development by expanding access to and awareness of alternative transportation options.

Regional TDM Plan Update		Budget	PL funds	STBG funds	Match	Additional Member
FY 2027	CAMPO	$40,000		32,000	8,000	
FY 2028	CAMPO	$40,000		32,000	8,000	
Total FY 27	**$80,000**					

Smithfield Road Corridor Safety & Access Study (Knightdale)

Smithfield Road and Major Slade Road in Knightdale are both identified as part of the region's High Injury Network through CAMPO's Blueprint for Safety study. This technical study will review existing conditions of the intersections in the area, existing TIP projects, and planned improvements to determine other interim improvements that could enhance safety and access in this area. The study will focus on mitigating the contributing factors to existing safety problems through recommended safety projects, and considering future conditions resulting from projects such as I-540 completion and the Smithfield Road/I-87 interchange improvement.

Smithfield Road Safety & Access Study		Budget	PL funds	STBG funds	Match	Additional Member
FY 2027	CAMPO	$100,000		80,000	20,000	
Total FY 27	**$100,000**					

Franklinton Southern Bypass Alignment Technical Study

This technical study will determine a feasible alignment for the future Franklinton Southern Bypass, including possible connection points to US 1. The study is intended to guide Franklinton's efforts to preserve right-of-way for the future project as rapid development continues in this part of the region.

Franklinton Southern Bypass Alignment Study		Budget	PL funds	STBG funds	Match	Additional Member
FY 2027	CAMPO	$100,000		80,000	20,000	
Total FY 27	**$100,000**					

I-40 Corridor Vision and Strategy Study

This study will cover I-40 between I-85 and I-95, and will be conducted via partnership with NCDOT, TWTPO and the Regional Transportation Alliance (RTA). The study will examine multi-modal transportation recommendations in the corridor from various studies including the MTP, FAST Study, FAST 2.0 Study, Triangle Bikeway Study, Wake County Transit Plan, Durham County Transit Plan and Orange County Transit Plan. The study will offer solutions for areas with conflicting recommendations, and examine areas where multiple recommendations exist across modes to examine feasibility. The study will provide visualization for the future cross-section of the I-40 corridor for all modes and recommend an implementation strategy for reaching the vision, including recommendations for structure replacements or upgrades, operational strategies,

or technology-based solutions. Amendment #1 to the UPWP identified that this study will be fully funded by NCDOT, so CAMPO and other partner funding was removed from the budget. CAMPO will remain involved in the study as a technical partner.

~~I-40 Vision & Strategy Study~~		~~Budget~~	~~PL funds~~	~~STBG funds~~	~~Match~~	~~Additional Member~~
~~FY 2027~~	~~CAMPO~~	~~$50,000~~		~~$40,000~~	~~$10,000~~	
	~~RTA~~	~~$10,000~~				~~$10,000~~
	~~NCDOT~~	~~$75,000~~				~~$75,000~~
~~FY 2028~~	~~TWTPO~~	~~$50,000~~				~~$50,000~~
~~**Total FY 27 + 28**~~		~~**$185,000**~~				

Wake Transit Plan Implementation Planning Work

Total FY 2027 CAMPO Wake Transit Budget:

Wake Transit Program Implementation $890,910

Wake Bus Plan Update $406,725

Local Match for Transit Cost-Share for TRM $ 37,162

MIS for I-40 and Cary BRTs $500,000

Wake Transit Rail Study $200,000

Total $2,034,796

~~Wake Transit Program Implementation $894,071~~

~~Wake Bus Plan Update $396,682~~

~~Local Match for Transit Cost-Share for TRM $ 34,000~~

~~I-40 and Cary BRT Corridors Major Investment Study $500,000~~

~~Total~~	~~$1,824,753~~

In addition to general planning and administrative work associated with delivering the Wake Transit Program implementation and the transit elements of the Triangle Regional Travel Demand Model (TRM), the MPO will undertake two planning projects for Wake Transit in FY 2027: the Wake Bus Plan Update and a Major Investment Study for two new Bus Rapid Transit corridors.

The Wake Transit Program team will continue to manage the Wake Bus Plan Update, which is the bus project implementation element of the Wake Transit Plan. The Wake Bus Plan is updated approximately every 4 years following the adoption of the Wake Transit Plan. This Bus Plan Update began in January 2026 and is expected to be completed in 12-18 months. Included in the Bus Plan Update effort is development of Short Range Transit Plans for each of the operating agencies in Wake County, which will identify both bus operations and capital projects that are expected to be implemented between FY 2028 and FY 2032.

The Wake Transit Program Team will also manage the I-40 and Cary BRT Corridors Major Investment Study. This Study will analyze and model expected ridership for the two corridors, provide planning-level cost estimates for infrastructure and operations, and recommend an implementation schedule for one or both corridors. The Study will also include additional engineering evaluation and study of a proposed Airport station located on I-40. The MIS is expected to take 12-18 months, with completion by the end of FY27 or early in FY28. Total funding for the MIS will be $1,028,000, with $28,000 being contributed by RTA and $1,000,000 being contributed by Wake Transit. The budget for work to be completed in FY 27 will be $528,000.

Included in Amendment #1 of the UPWP is the Wake Transit Rail Study. This study will be managed by NCDOT and funded as a Wake Transit Work Plan project through CAMPO. The study will be a technical study to identify opportunities and costs associated with potential infill rail station services within and connecting to the Wake County area. Amendment #1 also included the adjustment to the Wake Transit contribution to the Triangle Regional Model and the Wake Bus Plan to reflect current expenditure expectations for FY 27.

Triangle Bikeway NEPA / Design Project

The MPO completed a Triangle Bikeway Feasibility Study in April 2022. The Study elicited high levels of support for this facility from the County and municipalities along the corridor in the MPO area, as well as from the public. In order to prepare the project for future federal funding opportunities, Wake County and the Research Triangle Foundation have partnered to fund the NEPA environmental analysis and up to 90% of the design of the recommended facility for the 14 miles between Research Triangle Park/TW Alexander Drive to the NC Museum of Art greenway bridge at 1-440/Wade Avenue. The funding partners have requested the MPO manage this regional effort. This project is expected to include NCDOT Control of Access Committee approval; extensive public engagement to inform potential connections, materials and design aspects; topographic and boundary survey; confirmation of alignment; final design of the bikeway including bridge, boardwalk and tunnel designs; permitting, right of way acquisition and construction cost estimates; final environmental/NEPA document (Categorical Exclusion anticipated); and a funding scan for potential sources of funding, including development of a federal funding grant application . Although this work will be funded by RTP and Wake County, the MPO will provide project management services for this effort. Due to the extended procurement time for a study of this type, this project will be delivered in FY 25 and FY 26 and FY 27 instead of FY 24 and FY 25 as originally envisioned. This project includes MPO funding for consultant-led General Engineering Services to assist with the contract management of the NEPA/Design project and funding for NCDOT-led review and oversight of the engineering work. Amendment #1 of this document added $32,000 in additional funding for the General Engineering Services contract to adjust for schedule changes on the NEPA/Design contract.

Triangle Bikeway NEPA/Design		Budget	PL funds	STBG funds	Match	Additional Member
FY 2025	**Wake County**	$567,048				$567,048
	CAMPO	$36,921				
FY 2026	**Wake County**	1,439,693				1,439,693
	MPO	195,867		156,694	39,173	
FY 2027	Wake County	$3,173,259				3,173,259
	MPO	$2825~~0~~,000		~~200,000~~225,600	~~50,000~~56,400	
Total FY 25+26+27		**$5,662,788**				

Johnston County Transit Study

Utilizing the allocated federal 5303 transit planning funds for the Clayton Urbanized Area, the Town of Clayton will partner with JCATS and Johnston County to conduct a transit propensity study for the urbanized area of the County. This study, carried over from FY 26, will build from work conducted in recent transportation planning efforts in Johnston County and the Town of Clayton This work may~~will~~ be managed by the Town of Clayton or the MPO. The Town will utilize the $ 64,020 in federal funds, matched by Johnston County and Clayton with $8,003 and the State with $ 8,002, for a total budget of $80,025.

Apex Pleasant Park Access Study

The Town of Apex has requested a study to evaluate new access and multi-modal connectivity to Pleasant Park, located at 3400 Pleasant Plains Road in Apex. The study was recommended by the Town's recent Western Big Branch Area Plan. The park currently has only one access point for entry and exit, located along Pleasant Plains Road. The size and activity level at the park indicate that additional access points are desirable both from an access perspective and a safety/emergency management perspective. This study will evaluate recommendations in the Apex Transportation Plan and 2050 Metropolitan Transportation Plan, and will develop feasible alternatives to achieve additional access into the park. The study will include planning level cost estimates, stakeholder engagement, and a recommended implementation strategy. Amendment #1 to the UPWP adjusted the budget for the study to increase FY 27 expenditures due to an extension of several tasks within the scope of the study. The overall budget and schedule did not change.

Pleasant Plains Park Access Study		Budget	PL funds	STBG funds	Match	Additional Member
FY 2026	Apex	$40,222~~75,000~~				$40,222~~75,000~~
	CAMPO					
FY 2027	Apex	$34,778				$34,778
	CAMPO	$75,000		60,000	15,000	
Total FY 26 + FY 27	**$150,000**					

Knightdale Boulevard Corridor Land Use & Transportation Study (Knightdale)

This study will be conducted in partnership with the Town of Knightdale. The study will focus on the current functionality of Knightdale Boulevard from west of I-540 to the I-87 interchange east of Knightdale. The intent of the study is to develop a vision for the future of Knightdale Boulevard that will accommodate anticipated land use changes and redevelopment, as well as incorporate a multi-modal transportation vision into the Town's long range plans. The study will review existing traffic and operational concerns at key intersections, bicycle and pedestrian facilities, and a framework for accommodating a future BRT extension from Raleigh into Knightdale. This study will inform future land use development in the corridor. Amendment #1 to the UPWP adjusted the overall budget of the study up to $280,000 as scoping for the study resulted in a larger study area. The scoping also resulted in an extension of the overall study schedule to include FY 2028.

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Knightdale Blvd Corridor Study		Budget	PL funds	STBG funds	Match	Additional Member
FY 2027	Town of Knightdale	$30,000				$30,000
	CAMPO	$100,000		$80,000	$20,000	
FY 2028~~7~~	Town of Knightdale	~~$30,000~~				~~$30,000~~
	CAMPO	$15~~2~~0,000		12~~6~~0,000	3~~4~~0,000	
Total FY 27		**$28~~3~~0,000**				

The following task items describe the work to be undertaken by the MPO, either by staff or contractual services, during FY 2027.

II-Continuing Transportation Planning

II-A Surveillance of Change

The MPO is required by federal regulations and the 3-C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/ demographic conditions will continue to be surveyed and evaluated to determine whether previous projections are still valid or if plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections.

II-A-1: Traffic Volume Counts

Average Daily Traffic (ADT) count databases for the planning area will be obtained and maintained as necessary. Turning movement or other volume counts may be conducted as a part of various planning efforts (corridor studies, subarea studies, etc.).

II-A-2: Vehicle Miles of Travel

No activities proposed, therefore no funds programmed.

II-A-3: Street System Changes

Any recommended changes to the Federal Functional Class system will be reviewed by the Executive Board, NCDOT and Federal Highways. Approved changes will be updated in the MPO's mapping and database systems.

II-A-4: Traffic Crashes

The Capital Area MPO will periodically receive up-to-date traffic crash data from NCDOT. Additional traffic crash data may be requested or collected to support various planning efforts. This work will be monitored through the Blueprint for Safety Implementation work and the region's Congestion Management Process. TEAAS reports as submitted with LAPP projects will be reviewed and verified.

II-A-5: Transit System Data

Short-range and mid-range transit planning efforts, as well as the Wake Transit Plan process were conducted by the MPO's transit providers Go Raleigh, Wolfline, and Go Triangle in prior fiscal years and were updated in FY FY 23. The work to update these plans began FY 26 through the Wake Transit program and will continue in FY 27. Data will continue to be collected to inform various transit planning efforts in the region, including the Comprehensive Metropolitan Transportation Plan, and local implementation planning efforts. This could include the evaluation of transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options.

Information will be used to monitor service and meet FTA reporting requirements. Information related to transit services provided in rural areas of the region will continue to be reviewed and analyzed through the Mobility Management Program.

GoCary will use this work task for collection and analysis of transit and passenger data. Short range service planning, NTD data reporting and compliance, performance monitoring and reporting will also be included.

GoRaleigh will develop bus implementation plans to support the Raleigh Five-Year Transit Plan; perform monthly route evaluations; plan for street furniture and bus stop improvements; and collect annual bus passenger counts by stop location.

II-A-6: Dwelling Unit / Population and Employment Changes

Maintain dwelling unit, population, and employment data for the MPO planning area. Monitor changes in relation to data in the regional travel demand model. Continue scenario refinement with CommunityViz to evaluate data for various studies leading into the next MTP update.

II-A-7: Air Travel

The MPO will work with airports throughout the region to provide technical assistance, particularly in terms of submitting projects to the SPOT process for funding.

II-A-8: Vehicle Occupancy Rates

Activities related to model calibration and general regional planning will occur.

II-A-9: Travel Time Studies

No activities proposed, therefore no funds programmed.

II-A-10: Mapping

The Capital Area MPO will be engaged in various map production exercises, particularly for the web site and presentations. Mapping activities will also be associated with the MTP, various public involvement activities, and other projects. Various maps will be made available by request to member agencies. The MPO's Geographic Information System (GIS) will be maintained and updated as necessary. Two staff members will be dedicated to maintaining the GIS and serving as the primary resource for mapping and data analysis for CAMPO.

II-A-11: Managed Activities Center Parking Inventory

No activities proposed, therefore no funds programmed.

II-A-12: Bicycle and Pedestrian Facilities Inventory

The inventory of existing bicycle and pedestrian facilities will continue to be collected and maintained as part of general MPO data collection activities. MPO staff will continue to coordinate with local staff to ensure

accurate data for this element.

II-B: Long Range Transportation Plan Activities

The 2055 Comprehensive Metropolitan Transportation Plan and associated air quality determinations were adopted in January 2025. Work on the 2060 Comprehensive Metropolitan Transportation Plan will begin in FY 27 and will include regular data collection, plan updates as necessary to incorporate updated planning recommendations from local and regional studies, and implementation of the Metropolitan Transportation Plan through local and statewide coordination.

II-B-1: Base Year Data Collection

The MPO and its member agencies rely on the TRM in developing and updating the Metropolitan Transportation Plan, air quality analysis and a host of other transportation studies required to establish eligibility for federal transportation funds. Base Year data in the TRM will be maintained by CAMPO and other model partners.

II-B-2: Network Data Collection

The MPO will monitor roadway corridors and intersection improvements not included in base travel demand model network. The MPO staff will continue using a variety of resources to update network data as necessary. Approved local and regional studies and plan updates will be reflected in the model network. Work will also occur to address the research and evaluation of potential land use and transportation system impacts across the member jurisdictions.

II-B-3: Travel Model Updates

The MPO and NCDOT will continue to update and validate the Triangle Regional Travel Demand Model, in partnership with the Triangle Model Service Bureau housed at ITRE. The model will be used to maintain the 2055 Metropolitan Transportation Plan. Outside consultants have been contracted to provide additional model support and development during the year. The model will be used in the development of the 2060 MTP. The cost of model maintenance will be shared by the MPO, City of Raleigh and Wake Transit Program.

II-B-4: Travel Surveys

Regional travel surveys were conducted in FY 23. The data collected in this study will be used to update the database of household travel behavior and to forecast travel needs into the future. The benefit to the MPO will be a more accurate and reliable travel demand model that represents and captures local travel behavior and travel patterns. MPO Staff will work to analyze and disseminate trends, results and data from the travel surveys. Work in FY 27 will continue to analyze the travel survey data and evaluate survey processes for opportunities for improvement. The cost of the travel survey will be shared by the MPO, City of Raleigh and Wake Transit Program.

II-B-5: Forecast of Data to Horizon Year

The MPO will monitor regionally significant land use and transportation infrastructure changes and modify future year TAZ files accordingly in support of maintaining the MTP. The MPO will partner with the TWTPO to utilize the results of the recent Community-Viz project for land use allocations. The MPO will use the outputs of the Triangle Regional Travel Demand Model to project traffic and transit ridership in the maintenance of the 2055 MTP and the development of the 2060 MTP. The MPO will also continue to improve the forecasting methodology in support of MTP development.

II-B-6: Community Goals and Objectives

The MPO will work with member agencies and the public to gather community input on the region's transportation goals and objectives for all modes. This information will be used in various planning efforts and to measure success in a variety of MPO plans, studies and initiatives.

II-B-7: Forecast of Future Year Travel Patterns

Work will be ongoing in this category through special studies and ongoing core-mission work of the MPO. Staff will also work to conduct region-wide testing of various land use scenarios to explore impacts to future travel patterns. This analysis will enhance the connection between land use and transportation analysis, and will be used as the foundation for future educational opportunities in the region.

II-B-8: Capacity Deficiency Analysis

The MPO will identify areas where current or projected traffic exceeds existing or planned roadway capacity through use of the travel demand model, third party data and field observations. This data will assist in the prioritization of transportation improvements in the area and will be used to develop problem statements for priority projects.

II-B-9: Highway Element of Metropolitan Transportation Plan (MTP)

MPO staff will work with member agencies to identify highway deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan. Project scopes and planning-level cost estimates will continue to be refined in order to provide the most up-to-date data to NCDOT's SPOT office for project prioritization and funding consideration.

II-B-10: Transit Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify transit deficiencies and solutions in support of the Wake Transit Plan and the MTP. The MPO will continue to develop project costs and project prioritization. Individual project sheets will be developed for priority projects. Projects not recommended for funding in the fiscally constrained MTP will be incorporated in the CTP element of the plan. The Wake Transit Plan update was adopted in FY 26, and work to ensure consistent transit network assumptions between that Plan and the MTP will continue.

The MPO will continue working toward a systems-level analysis that will be included in the CTP and the MTP as appropriate. The MPO will provide transportation network planning and travel-demand modeling assistance to the various Transit-Oriented Development (TOD) studies undertaken by local jurisdictions throughout the MPO planning area. This work will support the continuing planning process around anticipated fixed guideway station locations and coordinate these elements in the MTP. Additional transit modeling efforts may include coding updated transit routes, developing ridership estimates, and validating mode choice.

GoCary will use this funding to perform long-range system level transit planning. The agency will be forecasting ridership estimates and evaluating implementation of long-range plan elements.

II-B-11: Bicycle and Pedestrian Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify bicycle and pedestrian deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan. The MPO completed a special study during FY 24 to evaluate and modernize the existing 2050 MTP Bicycle and Pedestrian element. As part of the development of the 2055 MTP, staff worked to implement the modernized Bicycle/Pedestrian element of the MTP through coordination with member jurisdiction staff and data updates.

The goal for FY 2027 for Safe Routes to Schools Program is to continue its commitment to work with school systems in the area to fully integrate SRTS initiatives into overall transportation functions where appropriate. Furthermore, the Safe Routes to Schools Subcommittee will be engaged in the Blueprint for Safety Program and address the recommendations that are included the final Blueprint for Safety Report.

The FY 2027 Capital Area MPO Unified Planning Work Program (UPWP) contains a continuation of three work tasks from FY 2026 and one new task that will be done through the SRTS Subcommittee. Those tasks include - in priority: (1) Working in partnership with WCPSS to renew the Memorandum of Agreement concerning collecting data about student walkers and bikers; (2) Partner with Wake County's SRTS Coordinators and Wake County Public School System staff in coordination with the CAMPO LAPP Administrator to support local governments in their submittal of SRTS projects eligible for LAPP funding; (3) Conducting another local Road Safety Audit project(s) that may yield sufficient results suitable for a LAPP candidate project(s); and (4) Serve as an active stakeholder in the two Blueprint for Safety Program task forces (Policy & Culture, and Projects).

The associated action plans for the tasks to be pursued in FY 2027 include:

1. Collection of Student Biking and Walking Data

In accordance with the Memorandum of Agreement between CAMPO and WCPSS to develop a joint plan to regularly collect data about walking and biking to school in Wake County, WCPSS's School Choice, Planning and Assignment will continue to send out periodic surveys to schools at only one time during the school year. The Memorandum of Agreement is entering into year five of the effective five-year agreement period. The SRTS Subcommittee will begin its evaluation process of the agreement to determine if and where modifications are necessary in the collection of walking and biking data at local schools. The renewal of the Memorandum of Agreement will occur as of February, 2026.

2. LAPP Project Coordination

SRTS-oriented LAPP candidate projects will be pursued during the FY 2027 LAPP process. CAMPO, the Wake County SRTS Coordinator, and WCPSS staff will work with the CAMPO LAPP Administrator to help local government staff submit future SRTS projects that would be worthy candidates for LAPP funds.

3. School Road Safety Audits

CAMPO staff, in conjunction with NCDOT staff, the Wake County SRTS Coordinator team, school system staff, and local government staff will develop a plan to conduct additional school focused RSAs for execution throughout the MPO. The analysis collected from the RSAs can be used by local governments to submit applications suitable for LAPP funding.

4. CAMPO Blueprint for Safety

The Blueprint for Safety Plan was adopted by the CAMPO Executive Board on June 18, 2025. Members of the SRTS Subcommittee will work to ensure that Safe Routes to School policies and projects are addressed and pursued by participating in both the Policy and Culture Task Force and the Projects Task Force associated with the Blueprint for Safety Plan.

II-B-12: Airport/Air Travel Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify air travel/airport deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP may be incorporated into the CTP element of the plan. The MPO will continue to coordinate with the region's major airports to improve air service and support infrastructure. The MPO will continue to provide assistance to smaller regional airports so that priorities may be competitive in the SPOT process, as applicable.

II-B-13: Collector Street Element of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify collector street deficiencies and solutions; project costs will be determined and projects will be prioritized. Local transportation plans will be consulted. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan.

II-B-14: Rail, Waterway and Other Elements of Metropolitan Transportation Plan

MPO staff will work with member agencies to identify rail deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan.

Discussions with partners around future passenger rail improvements in the region will occur through the Wake Transit Plan update and additional coordination with NCDOT Rail Division's work on the S-Line and the Raleigh to Richmond High Speed Rail Corridor, as well as assisting with planning around the Corridor ID

program corridors identified in the planning area. Additional work resulting from the FY 25 Strategic Rail Implementation Study may occur in FY 27.

II-B-15: Freight Movement/Mobility Planning

In FY 2018, the development of the Regional Freight Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the Capital Area Metropolitan Planning Organization (CAMPO) and the North Carolina Department of Transportation (NCDOT) was completed through consulting services. The purpose of the Regional Freight Plan is threefold: (1) to conduct a comprehensive regional study of freight, goods movement, and services mobility needs; (2) to develop a framework to proactively address freight and goods movement mobility needs and challenges in our region; and to examine all modes of a freight transportation system with emphasis on trucks, rail and air cargo, and (3) to develop freight recommendations for the 2045 MTP; and CTP. Final recommendations presented from the Regional Freight Plan were incorporated into the 2045, 2050 and 2055 MTPs. The MPO will continue monitoring the performance of the freight network in the region, and will develop solutions for deficiencies identified.

II-B-16: Financial Planning

The MPO will develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the 2055 MTP/CTP and other pertinent planning efforts. Staff will develop cost estimates for transit planning efforts that will be incorporated into the MTP. This work will be done in cooperation with NCDOT, Central Pines Regional Council, and the TWTPO. Effort will also be made to incorporate Wake Transit financial planning into the long-range MTP financial scenario.

GoCary will use this funding to develop cost analyses for capital projects and service planning scenarios, and develop short range financial plans based on current legislation to ensure consistent and efficient service.

II-B-17: Congestion Management Process

In FY 2023, MPO staff began to evaluate and update the Congestion Management Process for the MPO. This work culminated in an updated process adopted in FY 25. An additional staff position was created in FY 24 to increase focus on this area. In FY 2026, CAMPO staff worked towards completing the following milestones: (1) updating the MPO's Status of the System (SOS) report to match the objectives, network, performance measures, and strategies of the adopted CMP; (2) update the adopted CMP to comply with the vision and objectives developed for the 2055 MTP; (3) update the SOS report as needed. This process of updating the CMP and SOS report aims to better align CMP and MTP development cycles. Work to coordinate regionally and update the SOS will continue in FY 27.

This task will also include work in partnership with Central Pines Regional Council to create and administer a regional ITS Implementation Work Group, including procuring consultant assistance with meeting logistics, meeting facilitation, peer evaluation and technical implementation planning work.

II-B-18: Air Quality Planning/ Conformity Analysis

Until 2015, the Capital Area MPO was responsible for making a determination as to whether or not transportation plans, programs, and projects (MTP and TIP) conform to air quality standards and the intent of

the SIP. The requirement was reintroduced during the last fiscal year as a result of a lawsuit at the federal level. This work will continue to be done in coordination with Central Pines Regional Council and TWTPO as necessary. Staff will continue to provide technical support to the Executive Board and TCC regarding air quality planning. In addition, Staff will continue participation in the development and application of State Implementation Plans for air quality, participation in the statewide interagency consultation, and providing assistance to NCDEQ in developing and maintaining mobile source emission inventories.

III: Administration

In order to support the 3-C planning process, the MPO must engage in many administrative activities, including support of the TCC and Executive Board committees and subcommittees, public engagement activities, and meeting state and federal contracting, reporting and planning requirements. Section III-C involves compliance with state and federal laws governing Title VI, and involving disadvantaged populations. Section III-D outlines various special studies that may be contracted to consultants to support the MTP and various other planning efforts in the region, as well as the MPO's involvement in progressing projects in the TIP/STIP phases of implementation. In addition, the MPO will continue to work to implement the CAMPO Strategic Plan and accompanying Organizational Study.

III-A Planning Work Program

MPO staff will continue to evaluate, administer, and amend the FY 2027 UPWP as necessary, and will develop quarterly reports to NCDOT for reimbursement of planning funds. The FY 2028 UPWP will be developed, and the MPO's ten-year planning calendar will be maintained in an effort to plan UPWP tasks accordingly. MPO staff will work with LPA staff to follow appropriate budget protocols and reporting.

GoCary will utilize 5307 funds in this item to fund preparation of (and any amendments thereto) the Unified Planning Work Program per Federal & State requirements.

III-B Transportation Improvement Program

The MPO will continue to maintain the 2026-2035 STIP as necessary, and will develop the MPO's 2028-2037 TIP. The MPO will ensure TIP/STIPs maintain consistency with the current 2050 Metropolitan Transportation Plan, air quality conformity regulations and federal planning regulations. Staff will participate as necessary in workshops, training, and meetings regarding the NCDOT prioritization process. MPO staff will continue to work on project scopes, cost estimates and schedules to ensure the MPO submits competitive projects for programming and funding through the NCDOT SPOT process. The MPO will continue to refine and implement the adopted process for evaluating, submitting, and scoring SPOT projects in an effort to maintain competitiveness in the state's prioritization efforts. The 2055 MTP will be developed in coordination with NCDOT and will reflect current TIP programming.

The MPO will continue to dedicate one staff position to the administration of the Locally Administered Projects Program (LAPP), and the TIP / STIP maintenance. This includes the development and administration of the LAPP Training Program, the LAPP Handbook, and providing staff support to the LAPP Committee and the LAPP Project Selection Committee.

MPO Planning Staff will continue to monitor the implementation of the MTP through the funded TIP projects by maintaining contact with NCDOT and consultant project managers and providing technical assistance as necessary.

GoCary will utilize 5307 funds in this item to fund preparation and planning of capital projects for the transit system. GoCary may also use this funding to develop TIP projects and amendments as necessary.

III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements

III-C-1: Title VI

MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce Development Office (BOWD) and all member governments to ensure that MPO projects and programs meet the intent of all applicable Title VI legislation. Through the federal certification review in FY 18, it was recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2050 MTP. This was achieved. The MPO will continue to refine this methodology and seek to improve the analysis and documentation of this effort. The MPO's Title VI/Limited English Proficiency (LEP) Plan will be maintained and implemented. The MPO will also continue to improve connections and coordination related to public participation with federal, state, regional, and local partners. This includes providing support for public engagement planning and outreach activities associated with Wake Transit planning and implementation as necessary and appropriate. The MPO will dedicate one staff person to serve as the primary contact person for the public, and who will oversee public interactions and education pertaining to the MPO as well as serve as the Title VI Officer.

GoCary will use funding in this line item to prepare route plans and evaluations for Title VI compliance.

III-C-2: Traditionally Underserved Populations

MPO staff will continue to use census data and other available sources to identify areas of Minority, Low Income and Limited English Proficiency for public involvement on studies and projects, as outlined in the Title VI/Minority/Low Income/Limited English Proficient Outreach Plan adopted by the MPO. Staff will also provide internal training related to concepts of public engagement related to these concepts, which will be made available to member jurisdiction staff. The MPO will endeavor to include seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services considerations in planning and public engagement activities.

MPO staff will collaborate with TWTPO staff to develop a list and maps identifying low-income, minority, and limited English proficient areas throughout the MPO planning area and ensure that these groups are included in all public involvement opportunities. Mapping will be at a regional scale and will focus on communities and groups identified in Title VI outreach thresholds adopted in FY 2017. The MPO's Title VI/LEP Plan will be maintained and implemented. Maps reflecting the communities of concern based on 2020 Census results and the expanded MPO boundary will be produced and maintained.

GoCary will use funding in this line item to prepare route plans and evaluations. Service planning will be done in consideration of low-income and minority groups.

III-C-3: Minority Business Enterprise

No activities proposed, therefore no funds programmed.

III-C-4: Planning for the Elderly & Disabled

The MPO will support efforts of the transit agencies in this area, particularly in meeting federal ADA requirements and providing demand-response services to this population. The MPO will continue to staff the regional Mobility Coordination Committee and provide technical assistance to rural and human services transportation providers. Also, the MPO will continue to partner with the City of Raleigh to administer the region's 5307 and 5310 Transit Programs effectively.

The MPO's Mobility Management Program, funded through the region's 5310 funding, will focus on coordination of planning for the elderly and disabled across multiple transit providers and human service agencies in the region.

GoCary will utilize funds in this line item to prepare performance reports for ridership and service supply for the Town's ADA Door-to-Door transit services for seniors and disabled citizens, and prepare a long range demand-response plan.

III-C-5: Safety / Drug Control Planning

No activities proposed, therefore no funds programmed.

III-C-6: Public Involvement

MPO staff will continue to focus on public involvement as identified in the adopted Public Participation Plan. The MPO will dedicate one staff person to serve as the primary contact person for the public, and who will manage public interactions and education pertaining to the MPO, manage the update of the MPO's Public Participation Plan, as well as serve as the Title VI Officer. Staff will support the outreach efforts of member jurisdictions by providing materials related to MPO programs, transportation projects and studies to TCC, Executive Board members, community partners, and stakeholders.

Some initiatives are anticipated related to public engagement and outreach in FY 27 based on the 2022 strategic plan update. Other major engagement efforts will be part of the core and non-core special studies program, and other priorities as directed by the Executive Board. Staff will make a concerted effort to educate the public and key stakeholders on transportation planning and development concepts in general, along with details about various projects underway across the region. Digital and virtual engagement and communication methods will continue to be utilized to supplement and improve upon traditional engagement activities.

MPO staff will work to identify collaborative opportunities for the MPO and its member jurisdictions to solicit public comments and input, identify circumstances and impacts which may not have been known or anticipated by public agencies, and, by doing so, to build public support for transportation investments. As part of this effort, the MPO will utilize software or online tools that enhance the staff's ability to conduct broad outreach across the region, including data analysis tools to better target outreach in specific areas or communities as gaps in participation are identified. Additional tools and changes to the MPO's website will be deployed to meet digital accessibility and language accessibility requirements.

The MPO will continue to refine the performance measures, developed in FY 2022, to quantify the effectiveness of public involvement activities undertaken. This will focus on measures related to 1) opportunities for all

members of the region's communities to participate, and 2) monitoring the effectiveness of online tools, elements of in-person meetings and outreach activities, as well as paid advertisements in digital and print media, etc. Reporting on the performance measures will also continue in FY27.

The MPO will also continue to provide support for outreach associated with Wake Transit planning and implementation as necessary and appropriate.

GoRaleigh and GoCary intend to use funding in this line item to conduct extensive public outreach for service changes and any other necessary changes to transit services, policies or processes.

III-C-7: Private Sector Participation

GoRaleigh will use funding in this line item to continue partnerships and involvement with private entities, including GoPass program development and partnerships with neighborhood organizations and the private sector.

GoCary will continue development of its UPASS program and partnerships with neighborhood organizations and the private sector in support of transit operations and capital projects.

III-D Incidental Planning and Project Development

III-D-1: Transportation Enhancement Planning

No specific activities planned, therefore no funds programmed. The MPO will continue to support alternative transportation options through the Locally Administered Projects Program per UPWP item III-B.

III-D-2: Environmental Analysis & Pre-TIP Planning

As projects are funded in the CAMPO region through SPOT and LAPP, staff time dedicated to assisting with carrying alternatives through planning and into project development phases will increase. Staff will continue to support project development through participation in Merger meetings, serving as a resource in project development and scoping meetings, and participating in public outreach efforts. Staff will continue to support and be involved in NCDOT efforts to integrate the NEPA process in the MPO systems planning process. The MPO will continue to support efforts to implement the MPO's Locally Administered Projects Program on a project-level where necessary.

III-D-3: Special Studies

The MPO will begin, continue, and/or complete several special study efforts during FY 2027. Studies indicated in the III-D-3-A section are considered part of the MPO's Core Mission Emphasis Areas. Studies included in the III-D-3-B section will reflect special studies in the MPO's Supplemental Emphasis Areas (a.k.a. Non-Core Mission Special Studies), and generally will be financially supplemented by additional member agency funding. Additional detail is available on pages 26-33 and in Table 4C.

III-D-3-A: Core Mission Special Studies

Regional Advanced Air Mobility Study

I-40 Corridor Vision and Strategy Study (funded and managed by others)

Smithfield Road Safety Study

Franklinton Bypass Southern Alignment Study

Wake Transit Bus Plan Update

Wake Transit Rail Study (managed by others)

BRT Major Investment Studies

Regional Travel Demand Management Plan Update (managed by others)

III-D-3-B: Non-Core Mission Special Studies

Triangle Bikeway NEPA / Design Project Management

Pleasant Park Access Study (Apex)

Knightdale Boulevard Transportation & Land Use Corridor Study

Johnston County/Clayton Transit Study (managed by others)

III-D-4: Regional or Statewide Planning

The Capital Area MPO will participate in projects, partnering with TWTPO, GoTriangle, the Regional Transportation Alliance (RTA), and CPRC to serve as a coordination mechanism for MPO and RPO activities.

MPOs, RPOs, individual communities, GoTriangle, NCDOT, FHWA, NCDEQ, FTA and USEPA have participated in the past regional planning efforts and will play similar roles this year. The MPO will be engaged in a wide range of coordinated efforts conducted to meet the transportation planning needs of the area.

The MPO will maintain active participation in various professional associations, including but not limited to the NC Association of Metropolitan Planning Organizations and the National Association of MPO's. The MPO will also support regional initiatives such as Best Workplaces for Commuters, Triangle Transportation Choices (Travel Demand Management program), and Safe Routes to Schools.

Central Pines Regional Council will conduct activities in this line item as described in Appendix B of this document.

III-E Management and Operations

The continuing transportation planning process requires considerable administrative time for attending meetings, preparing agendas, conducting and attending annual training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL fund account, other Federal Fund accounts, and Wake Transit. The MPO is committed to adequate resources for training and professional development for staff in order to provide high-level technical and administrative service to its member agencies.

MPO staff will review the Public Participation Policy, Executive Board and TCC bylaws, and the MOU with member jurisdictions (if necessary based on the bylaws).

In order to meet FAST Act planning requirements and new IIJA requirements for TMA areas, the responsibilities assigned to the MPO through Wake Transit, and the growing population in the MPO's planning area, the MPO expanded staff in FY 19 and again in FY 24, FY 25 and FY 26. There are currently 25 full-time staff positions at the MPO.

The MPO also will utilize FTA Section 5310 funds to continue to implement the Mobility Management Program as recommended by the Mobility Management Implementation Study (FY 23), including maintaining the dedicated staff position created in FY 24.

Proposed Activities:

1. Continue to support Wake County through a comprehensive, continuing, and cooperative transit planning and programming process focused on implementation planning as a result of a successful transit sales tax referendum and enactment of additional vehicle registration fees to fund transit. CAMPO has committed to staffing and administering the regional Transit Planning Advisory Committee (TPAC), compiling the annual Wake Transit Work Plan elements, compiling the annual CIP and Multi-Year Operating Program as part of the Work Plan, developing and administering the concurrence check process for Wake Transit funded projects, and various other implementation planning efforts.

2. Provide liaison between Capital Area MPO member agencies, transit providers, the Triangle West TPO (TWMPO), the North Carolina Department of Transportation (NCDOT), the Department of Environmental Quality (DEQ), the CPRC, the surrounding Rural Planning Organization (RPOs) and other organizations at the local, regional, state, and federal level on transportation related matters, issues and actions.

3. Work with the TWTPO on regional issues. Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.

4. Provide technical assistance to the Executive Board and other member jurisdictions' policy bodies.

5. Participate in periodic Joint Capital Area MPO/TWTPO TCC and Executive Board meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.

6. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

7. Prepare and distribute Executive Board and TCC meeting agendas. Attend Executive Board, TCC and other meetings associated with MPO planning activities.

8. Pay LPA Hosting Fees. In FY 14 the City of Raleigh, as the MPO's Lead Planning Agency, started charging the MPO for indirect cost. Indirect cost sharing was being phased in for all

units housed under the City of Raleigh. Historically, the MPO has not been required to pay indirect cost. Per direction by the Executive Board, the LPA indirect costs must be capped at $100,000 annually. In response to rising costs, the Executive Board opted to waive the $100,000 cap for FY 19 and FY 20 to contribute to reasonable cost increases. At its February 19, 2020 meeting, the CAMPO Executive Board opted to adopt an indirect cost policy that the indirect costs will be considered appropriate if the LPA's projected indirect costs for the fiscal year fall at or below the trendline based on the previous five years' actual indirect costs. If the LPA's projected indirect costs exceed that trendline, the Board will consider that projected cost individually during budget development. Since the MPO has transitioned LPA agencies from Raleigh to Cary, the indirect costs are determined through a methodology agreed to in the LPA Agreement between CAMPO and the Town of Cary.

9. The MPO will continue to implement the Core-Mission Programs (LAPP, CMP, MTP, Regional Transit Planning, Mobility Management etc.) as described on pages 23-26.

10. The MPO will continue to focus work tasks and staff resource on areas of importance as determined by the 2021 Strategic Plan and 2022 Organizational Study.

11. The MPO will devote funding to technology upgrades to improve efficiencies and enhance public information accessibility. This includes updating the database used for development of the Metropolitan Transportation Plan and Transportation Improvement Program to include contracting a vendor to develop and implement a database solution. Additionally, the MPO will contract a vendor to update or reconstruct the CAMPO public-facing website to include enhanced accessibility features and better organization of information and materials.

12. GoCary will use funding in this line item to prepare monthly service reports for transit planning efforts and provide staffing to the Town's Transit Section. The staff will perform day-to-day administrative functions in support of transit planning.

13. GoRaleigh will use funding in this item to prepare monthly service reports for transit planning efforts; provide staffing to Raleigh Transit Authority including reports, agendas, minutes, etc; Provide transit planning information & documentation to other agencies & the general public, including the development route schedules, bus stop displays, etc. The agency will conduct an Operations Analysis Plan.

Table 3 – MPO Funding Breakdown by Source and Task Code

Capital Area MPO - Composite Summary			TPB/Other Local		SEC 104 (F)		SEC 104 (F) Set Aside		STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			Section 5310		ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
					Highway/Transit				Highway/Transit		Wake Transit Revenue	Highway/Transit			Transit			Transit			Federal		Other Federal						
TASK CODE	TASK DESCRIPTION	AGENCY	NCDOT/Other	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	Local	PTD	FTA	Local	PTD	FTA	Local	PTD	FTA	LOCAL	Federal	LOCAL	NCDOT	Federal	LOCAL	NCDOT	FEDERAL	TOTAL
			20%	80%	20%	80%	20%	80%	20%	80%	100%	10%	10%	80%	20%	0%	80%	25%	25%	50%	20%	80%							
II.	**CONTINUING TRANSPORTATION PLANNING**																												
II-A-1	Traffic Volume Counts	MPO			$ 1,500	$ 6,000			$ 1,500	$ 6,000																$ 3,000	$ -	$ 12,000	$ 15,000
II-A-2	Vehicles Miles of Travel (VMT)				$ -	$ -			$ -	$ -																$ -	$ -	$ -	
II-A-3	Street System Changes	MPO			$ 1,500	$ 6,000			$ 1,500	$ 6,000																$ 3,000	$ -	$ 12,000	$ 15,000
II-A-4	Traffic Accidents	MPO			$ 1,000	$ 4,000			$ 1,000	$ 4,000																$ 2,000	$ -	$ 8,000	$ 10,000
II-A-5	Transit System Data	MPO			$ 2,000	$ 8,000			$ 2,000	$ 8,000																$ 4,000	$ -	$ 16,000	$ 20,000
		GoRaleigh			$ -	$ -						$ 33,240	$ 33,240	$ 265,918	$ 76,487		$ 305,948									$ 109,727	$ 33,240	$ 571,866	$ 714,833
		GoTriangle			$ -	$ -																				$ -	$ -	$ -	
		GoCary			$ -	$ -									$ 18,105	$ -	$ 72,421									$ 18,105	$ -	$ 72,421	$ 90,526
II-A-6	Dwelling Unit and Population Changes	MPO			$ 1,000	$ 4,000			$ 1,000	$ 4,000																$ 2,000	$ -	$ 8,000	$ 10,000
II-A-7	Air Travel				$ -	$ -			$ 500	$ 2,000																$ 500	$ -	$ 2,000	$ 2,500
II-A-8	Vehicle Occupancy Rates (VOR)	MPO			$ -				$ -																	$ -	$ -	$ -	
II-A-9	Travel Times Studies				$ -	$ -																				$ -	$ -	$ -	
II-A-10	Mapping	MPO			$ 12,600	$ 50,400			$ 17,400	$ 69,600																$ 30,000	$ -	$ 120,000	$ 150,000
II-A-11	Managed Activity Center Parking Inventory				$ -																					$ -	$ -	$ -	
II-A-12	Bicycle and Pedestrian Facilities Inventory				$ 2,375	$ 9,500			$ 2,375	$ 9,500																$ 4,750	$ -	$ 19,000	$ 23,750
II.	**LONG-RANGE TRANSPORTATION PLAN (LRTP)**																												
II-B-1	Collection of Base Year Data	MPO			$ 2,500	$ 10,000			$ 2,500	$ 10,000																$ 5,000	$ -	$ 20,000	$ 25,000
II-B-2	Collection of Network Data	MPO			$ 15,000	$ 60,000			$ 15,000	$ 60,000																$ 30,000	$ -	$ 120,000	$ 150,000
II-B-3	Travel Model Updates	MPO			$ 10,000	$ 40,000			$ 59,894	$ 239,574	$ 27,967															$ 97,861	$ -	$ 279,574	$ 377,435
		GoRaleigh	$ 111,870		$ -	$ -									$ -	$ -	$ -									$ 111,870	$ -	$ -	$ 111,870
II-B-4	Travel Surveys	MPO			$ 5,000	$ 20,000			$ 7,251	$ 29,004	$ 9,194															$ 21,445	$ -	$ 49,004	$ 70,449
		GoRaleigh	$ 36,778																							$ -	$ 36,778	$ -	$ 36,778
II-B-5	Forecast of Data to Horizon Year	MPO			$ 5,000	$ 20,000			$ 5,000	$ 20,000																$ 10,000	$ -	$ 40,000	$ 50,000
	Community Viz Scenario Planning				$ -	$ -			$ -																	$ -	$ -	$ -	
		TWTPO			$ -	$ -																				$ -	$ -	$ -	
II-B-6	Community Goals and Objectives	MPO			$ 1,500	$ 6,000			$ 1,500	$ 6,000																$ 3,000	$ -	$ 12,000	$ 15,000
		CPRC							$ -																	$ -	$ -	$ -	
II-B-7	Forecasts of Future Travel Patterns	MPO			$ 5,000	$ 20,000			$ 5,000	$ 20,000																$ 10,000	$ -	$ 40,000	$ 50,000
II-B-8	Capacity Deficiency Analysis	MPO			$ 2,500	$ 10,000			$ 2,500	$ 10,000																$ 5,000	$ -	$ 20,000	$ 25,000
II-B-9	Highway Element of MTP/CTP	MPO			$ 5,750	$ 23,000			$ 4,250	$ 17,000																$ 10,000	$ -	$ 40,000	$ 50,000
II-B-10	Transit Element of MTP/CTP	MPO			$ 7,500	$ 30,000			$ -																	$ 7,500	$ -	$ 30,000	$ 37,500
		GoRaleigh			$ -	$ -			$ -	$ -		$ 34,141	$ 34,141	$ 273,125	$ 89,079		$ 356,314									$ 123,220	$ 34,141	$ 629,439	$ 786,800
		GoTriangle			$ -	$ -			$ -	$ -					$ -	$ -	$ -									$ -	$ -	$ -	
		GoCary			$ -	$ -			$ -	$ -					$ 1,429	$ -	$ 5,717									$ 1,429	$ -	$ 5,717	$ 7,146
	GoRaleigh CIG- Southern & Western BRT Corridors	GoRaleigh							$ -	$ -																$ -	$ -	$ -	
II-B-11	Bicycle and Pedestrian Element of MTP/CTP	MPO			$ 5,000	$ 20,000			$ -																	$ 5,000	$ -	$ 20,000	$ 25,000
II-B-12	Airport /Air Travel Element of MTP	MPO			$ 2,000	$ 8,000			$ -																	$ 2,000	$ -	$ 8,000	$ 10,000
II-B-13	Collector Street Element of MTP	MPO/ WAKE CO.			$ 5,000	$ 20,000			$ 5,000	$ 20,000																$ 10,000	$ -	$ 40,000	$ 50,000
II-B-14	Rail, Waterway, or Other Mode Element of MTP	MPO			$ 1,500	$ 6,000			$ 1,500	$ 6,000																$ 3,000	$ -	$ 12,000	$ 15,000
II-B-15	Freight Movement/Mobility Planning	MPO			$ 2,000	$ 8,000			$ 2,000	$ 8,000																$ 4,000	$ -	$ 16,000	$ 20,000
II-B-16	Financial Planning	MPO			$ 5,000	$ 20,000			$ 1,000	$ 4,000																$ 6,000	$ -	$ 24,000	$ 30,000
		GoRaleigh			$ -	$ -																				$ -	$ -	$ -	
		GoCary			$ -	$ -									$ 1,906	$ -	$ 7,623									$ 1,906	$ -	$ 7,623	$ 9,529
II-B-17	Congestion Management Process	MPO			$ 10,000	$ 40,000			$ 10,000	$ 40,000																$ 20,000	$ -	$ 80,000	$ 100,000
		CPRC							$ 6,000	$ 24,000																$ 6,000	$ -	$ 24,000	$ 30,000
II-B-18	Air Quality Planning/Conformity Analysis	MPO			$ 2,000	$ 8,000			$ 5,000	$ 20,000																$ 7,000	$ -	$ 28,000	$ 35,000
	See II-D-4																												

	Capital Area MPO - Composite Summary		TPB/Other Local		SEC 104 (F)				STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			ODITIONAL FUNDS		ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
					Highway/Transit				Highway/Transit			Highway/Transit			Transit			Transit			Other Federal		Other Federal						
TASK CODE	TASK DESCRIPTION	AGENCY	NCDOT/Other	FHWA	Local	FHWA	NCDOT	FHWA	Local	FHWA	Local	Local	PTD	FTA	Local	PTD	FTA	Local	PTD	FTA	LOCAL	NCDOT	LOCAL	NCDOT	Federal	LOCAL	NCDOT	FEDERAL	TOTAL
			20%	80%	20%	80%	20%	80%	20%	80%	100%	10%	10%	80%	10%	10%	80%	25%	25%	50%									
III.	**ADMINISTRATION**																												
III-A	Unified Planning Work Program	MPO			$ 2,500	$ 10,000			$ 2,500	$ 10,000																$ 5,000	$ -	$ 20,000	$ 25,000
		GoCary			$ -	$ -									$ 953	$ -	$ 3,812									$ 953	$ -	$ 3,812	$ 4,765
III-B	Transportation Improvement Program	MPO			$ 20,000	$ 80,000			$ 20,000	$ 80,000																$ 40,000	$ -	$ 160,000	$ 200,000
		GoCary			$ -	$ -									$ 953	$ -	$ 3,812									$ 953	$ -	$ 3,812	$ 4,765
III-C	**Civil Rights Compliance (Title VI) and Other Regulatory Requirements**																												
III-C-1	Title VI	MPO			$ 1,500	$ 6,000			$ 1,500	$ 6,000																$ 3,000	$ -	$ 12,000	$ 15,000
		GoRaleigh			$ -	$ -									$ -	$ -	$ -									$ -	$ -	$ -	
		GoTriangle			$ -	$ -																				$ -	$ -	$ -	
		GoCary			$ -	$ -									$ 1,191	$ -	$ 4,765									$ 1,191	$ -	$ 4,765	$ 5,956
III-C-2	Traditionally Underserved Populations	MPO			$ 1,500	$ 6,000			$ 1,500	$ 6,000																$ 3,000	$ -	$ 12,000	$ 15,000
		GoRaleigh			$ -	$ -									$ -	$ -	$ -									$ -	$ -	$ -	
		GoCary			$ -	$ -									$ 1,191	$ -	$ 4,765									$ 1,191	$ -	$ 4,765	$ 5,956
III-C-3	Minority Business Enterprise Planning (MBE)	MPO			$ 500	$ 2,000			$ 500	$ 2,000																$ 1,000	$ -	$ 4,000	$ 5,000
III-C-4	Planning for the Elderly and Disabled	MPO			$ 500	$ 2,000			$ 500	$ 2,000																$ 1,000	$ -	$ 4,000	$ 5,000
		GoRaleigh			$ -	$ -									$ -	$ -	$ -									$ -	$ -	$ -	
		GoCary			$ -	$ -									$ 4,765	$ -	$ 19,058									$ 4,765	$ -	$ 19,058	$ 23,823
III-C-5	Safety/Drug Control Planning	MPO			$ -	$ -																				$ -	$ -	$ -	$ -
III-C-6	Public Involvement	MPO			$ 15,000	$ 60,000			$ 15,000	$ 60,000																$ 30,000	$ -	$ 120,000	$ 150,000
		GoRaleigh			$ -	$ -						$ 21,987	$ 21,986	$ 175,893	$ 62,982		$ 251,925									$ 84,969	$ 21,986	$ 427,818	$ 534,773
		GoCary			$ -	$ -									$ 4,765	$ -	$ 19,058									$ 4,765	$ -	$ 19,058	$ 23,823
III-C-7	Private Sector Participation	GoRaleigh			$ -	$ -						$ 19,489	$ 19,489	$ 155,915	$ 75,678		$ 302,710									$ 95,167	$ 19,489	$ 458,625	$ 573,281
		GoCary			$ -	$ -									$ 1,429	$ -	$ 5,717									$ 1,429	$ -	$ 5,717	$ 7,146
III-D	**Incidental Planning and Project Development**																												
III-D-1	Transportation Enhancement Planning				$ -	$ -																				$ -	$ -	$ -	$ -
III-D-2	Environmental Analysis and Pre-TIP Planning	MPO			$ 15,000	$ 60,000			$ 15,000	$ 60,000																$ 30,000	$ -	$ 120,000	$ 150,000
III-D-3	Special Studies																												
	A- MPO Core Function Studies				$ -	$ -																				$ -	$ -	$ -	$ -
	1) Regional Transit Planning	MPO			$ -	$ -			$ 2,000	$ 8,000																$ 2,000	$ -	$ 8,000	$ 10,000
	a) Wake Transit Bus Plan										$ 406,725															$ 406,725	$ -	$ -	$ 406,725
																										$ -			$ -
	b) BRT Major Investment Studies	MPO									$ 500,000															$ 500,000			$ 500,000
		RTA	$ 28,000																							$ 28,000			$ 28,000
	c) Wake Transit Rail Study										$ 200,000															$ 200,000			$ 200,000
																										$ -			$ -
	2) Wake Transit Plan Implementation	MPO									$ 890,910															$ 890,910	$ -	$ -	$ 890,910
	3) Smithfield Road Corridor Safety Study	MPO							$ 20,000	$ 80,000																$ 20,000		$ 80,000	$ 100,000
																										$ -		$ -	
	4) Franklinton Southern Bypass Alignment Study	MPO							$ 20,000	$ 80,000																$ 20,000	$ -	$ 80,000	$ 100,000
	5) Eastern Wake ITS	MPO							$ 40,000	$ 160,000																$ 40,000	$ -	$ 160,000	$ 200,000
																										$ -		$ -	
	6) TDM Update	MPO							$ 8,000	$ 32,000																$ 8,000		$ 32,000	$ 40,000
																										$ -		$ -	
	B- MPO Non-Core Function Studies																									$ -		$ -	
	1) Triangle Bikeway NEPA design	Wake County	$ 3,173,259																							$ 3,173,259	$ -	$ -	$ 3,173,259
																										$ -	$ -	$ -	$ -
	2) Triangle Bikeway General Engineering Services	MPO							$ 56,400	$ 225,600																$ -	$ 56,400	$ 225,600	$ 282,000
	3) Pleasant Park Connectivity Study	MPO							$ 15,000	$ 60,000																$ 15,000	$ -	$ 60,000	$ 75,000
		Apex	$ 34,778																							$ 34,778	$ 1	$ -	$ 34,779
	4)Clayton Johnston County Transit Study	Clayton/Johnston County							$ -			$ 8,003	$ 8,002	$ 64,020												$ 8,003	$ 8,002	$ 64,020	$ 80,025
	5) Knightdale Blvd LU-T Study	MPO							$ 20,000	$ 80,000																20000		80000	$ 100,000
		Knightdale	$ 30,000																							30000			$ 30,000
III-D-4	Regional or Statewide Planning				$ 15,000	$ 60,000			$ 15,000	$ 60,000																$ 30,000	$ -	$ 120,000	$ 150,000
	Air Quality Planning								$ -																	$ -	$ -	$ -	$ -
	A- Regional Land Use-Transportation - AQ Collaboration (CPRC)	CPRC							$ 59,100	$ 236,400																$ 59,100	$ -	$ 236,400	$ 295,500
III-E	Management and Operations	MPO	$ 50,000		$ 154,450	$ 617,800	$ -	$ 37,900	$ 552,331	$ 2,209,322											$ 44,266	$ 177,062				$ 751,046	$ 50,000	$ 3,042,084	$ 3,843,131
		GoRaleigh			$ -																					$ -	$ -	$ -	
		GoCary													$ 10,958	$ -	$ 43,834									$ 10,958	$ -	$ 43,834	$ 54,792
	TOTALS		$ 3,464,685	$ -	$ 340,175	$ 1,360,700	$ -	$ 37,900	$ 1,025,000	$ 4,100,000	$ 2,034,796	$ 116,860	$ 116,858	$ 934,871	$ 351,871	$ -	$ 1,407,479	$ -	$ -	$ -	$ 44,266	$ 177,062	$ -	$ -	$ -	$ 7,234,475	$ 260,037	$ 8,018,013	$ 15,512,525

Table 4A: Go Raleigh (Capital Area Transit) Funding By Source and Task Code

1	MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	
2	FTA Code	442400	442100	442500	Plng./ Project Dev.	442100	442700	442682	442100	442400	442700	442100	
3	Task Code	II-A-5	III-A	III-B	III-D-3	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	II-B-10	III-E	
4	Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Special Studies	Title VI	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	Management and Operations	TOTALS
5	Task Objective	Develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data.							Public Involvement in the transit route decision-making process.	Partnerships &/or involvement with private entities.	Transit Element of Long-range Transit Plan (LRTP)/CTP, Mobility Hub and Park-and-Ride Study.	Prepare reports, provide staffing to Raleigh Transit Authority, and provide transit planning information to citizens and other agencies.	
6	Tangible Product Expected	Develop bus implementation plans to support the Raleigh Five-Year Transit Plan; monthly route evaluations; develop bus shelter improvement program; and the collection of annual bus passenger counts by stop location.							Extensive public involvement process for service changes. Public open houses and tabling events for marketing and eductation of transit services and options.	GoPass Program development and partnerships with neighborhood organizations/the private sector.	Additional modeling: coding transit routes, ridership estimates, validating mode choice - low and estimate. Mobility hub/park and ride Study. TOD Station Planning for BRT Corridors.	Prepare monthly service reports for transit planning efforts; provide staffing to Raleigh Transit Authority including reports, agendas, minutes, etc. Provide transit planning information & documentation to other agencies & the general public, including the development route schedules, bus stop displays, etc. Operations Analysis Plan.	
7	Expected Completion Date of Product(s)	12/31/2026							12/31/2026	4/30/2027	3/31/2027	6/30/2027	
8	Previous Work	Raleigh Five-Year Transit Plan/monthly route evaluations and the collection of Passenger Counts by stop location.							Five-Year Transit Plan public input process and extensive public involvement for all other service changes.	GoPass Program development, bus pass purchase by private organizations, and development plan review.	Long-range Transit Plan, STOPs modeling development, New Bern Avenue Station Area Plan	Previous reports and Transit Authority activities. Previous financing data, Service Plans, & other reports & studies.	
9	Prior FTA Funds												
10	Relationship To Other Activities												
11	Agency Responsible for Task Completion												
12	SPR - Highway - NCDOT 20%												$ -
13	SPR - Highway - FHWA 80%												$ -
14	Section 104 (f) PL Local 20%												$ -
15	Section 104 (f) PL FHWA 80%												$ -
16	Section 5303 Local 10%	$ 33,240							$ 21,987	$ 19,489	$ 34,141		$ 108,857
8	Section 5303 NCDOT 10%	$ 33,240							$ 21,986	$ 19,488	$ 34,141		$ 108,855
18	Section 5303 FTA 80%	$ 265,918							$ 175,893	$ 155,915	$ 273,125		$ 870,851
19	Section 5307 Transit - Local 20%	$ 76,487							$ 62,982	$ 75,678	$ 89,079		$ 304,226
20	Section 5307 Transit - NCDOT 0%	$ -							$ -	$ -	$ -		$ -
21	Section 5307 Transit - FTA 80%	$ 305,948							$ 251,925	$ 302,710	$ 356,314		$ 1,216,897
22	Section 5309 Transit - Local 25%												$ -
23	Section 5309 Transit - NCDOT 25%												$ -
24	Section 5309 Transit - FTA 50%												$ -
25	Additional Funds - Local 100%												$ -
26	Section 5307 Transit - Local 50%												$ -
27	Additional Funds - Federal 5307 CARES 100%												$ -

Table 4B: Anticipated DBE Contracting Opportunities – Go Raleigh (Capital Area Transit)

Anticipated DBE Contracting Opportunities for 2026-2027

Name of MPO: Capital Area Metropolitan Planning Organization __X___ Check here if no anticipated DBE opportunities

Person Completing Form: Kelli Yeager Telephone Number: (919) 996-4089

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
No anticipated DBE contracting opportunities					

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	$48,000	$60,000

Note: This form must be submitted to NCDOT-IMD even if you anticipate no DBE Contracting Opportunities. Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.

Table 5A: Cary Transit (Go Cary) Funding by Source and Task

MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	
FTA Code	442400	442100	442500	442400	442400	442400	442400	442100	442302	442301	442100	
Task Code	II-A-5	III-A	III-B	II-B-16	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	II-B-10	III-E	
Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Financial Planning	Title VI	Traditionally Underserved Populations	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	Management and Operations	TOTALS
Task Objective	Collection and analysis of transit and passenger data. Short range service planning. NTD data reporting and compliance. Performance monitoring, analysis and reporting.	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program.	Develop of cost estimates for future years of Transit Plan and transit planning scenarios.	Service planning in accordance with FTA Regulations for Title VI.	Service planning in consideration of low-income & minority groups.	Monitor the GoCary complementary ADA and Premium ADA Door to Door Program and participation.	Public Involvement in support of transit service planning, transit policies and supporting processes. Coordination with other agencies and partners in support of transit services. Provide transit planning information to citizens and other agencies.	Coordination with private sector partners. Partnerships &/or involvement with private entities.	Long range transit planning including consideration and update to the Transit Element of the LRTP/CTP	Administration and support of transit operations. Prepare reports, provide staffing to Transit Section, Town Manager, and Town Council.	
Tangible Product Expected	Service performance reports, bus stop amenity & facility planning, NTD APC certification, and on-going transit data collection. Transit planning support software.	Preparation of the Unified Planning Work Program per Federal & State requirements, and any required amendments.	Preparation and planning of capital projects for transit system. TIP development including any required amendments.	Develop cost analyses for capital projects and service planning scenarios. Develop short range financial plans based on current flegislation to ensure consistent and efficient service.	Ensure service compliance with Title VI.	Prepare route evaluations and service planning considering low-income and minority groups.	Prepare performance reports and required policies for the Town's ADA Door to Door services for Seniors and Disabled. Prepare a Long Range Demand Response Plan.	Extensive public involvement process for service changes as well as other necessary transit policies or processes.	UPASS Program development and partnerships with neighborhood organizations/the private sector in support of transit operations and capital projects.	Long -range system level transit planning. Forecasting ridership estimates. Evaluate implementation of long-range plan elements.	Evaluate monthly service reports for transit planning efforts; provide staffing to Town of Cary's Transit Section including reports, agendas, minutes, etc. Day to day administration functions in support of transit planning functions.	
Expected Completion Date of Product(s)	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	
Previous Work	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	
Prior FTA Funds	$70,312	$3,701	$3,701	$7,401	$4,626	$4,626	$18,503	$18,503	$5,551	$5,551	$42,557	$185,031
Relationship To Other Activities	Supports Imagine Cary plan and Wake Transit Plan.		Supports Imagine Cary plan and Wake Transit Plan.	Supports Imagine Cary plan and Wake Transit Plan.	Supports Imagine Cary plan and Wake Transit Plan.	Supports Imagine Cary plan and Wake Transit Plan.		Supports Imagine Cary plan and Wake Transit Plan.		Supports Imagine Cary plan and Wake Transit Plan.		
Agency Responsible for Task Completion	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	
Section 5307 Transit - Local 20%	$18,105	$953	$953	$1,906	$1,191	$1,191	$4,765	$4,765	$1,429	$1,429	$10,958	$47,645
Section 5307 Transit - NCDOT 0%												
Section 5307 Transit - FTA 80%	$72,421	$3,812	$3,812	$7,623	$4,765	$4,765	$19,058	$19,058	$5,717	$5,717	$43,834	$190,582
TOTALS	$90,526	$4,765	$4,765	$9,529	$5,956	$5,956	$23,823	$23,823	$7,147	$7,147	$54,792	$238,227

Table 5B: Anticipated DBE Contracting Opportunities – Cary Transit (Go Cary)

Anticipated DBE Contracting Opportunities for 2026-2027

Name of MPO: Capital Area Metropolitan Planning Organization __X__ Check here if no anticipated DBE opportunities

Person Completing Form: Christine Sondej Telephone Number:

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	$48,000	$60,000

Note: This form must be submitted to NCDOT-IMD even if you anticipate no DBE Contracting Opportunities. Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.

Table 6A: Go Triangle Funding by Source and Task Code

No federally-funded transit planning work anticipated

Table 6B: Anticipated DBE Contracting Opportunities – Triangle Transit (Go Triangle)

Anticipated DBE Contracting Opportunities for 2026-2027

Name of MPO: Capital Area Metropolitan Planning Organization XX Check here if no anticipated DBE opportunities

Person Completing Form: Heather Bruce Telephone Number: 919-485-7446

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	$48,000	$60,000

Note: This form must be submitted to NCDOT-IMD even if you anticipate no DBE Contracting Opportunities. Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.

Table 4D: Johnston County/Clayton/JCATS Funding by Source and Task Code

III-D-3B: Special Studies FTA Code: 44.27.00	**JCATS/Johnston Co/Clayton**
Federal 5303	$64,020
State Match	$8,002
Local Match	$8,003
Total	**$80,025**

Table 5D: Anticipated DBE Contracting Opportunities – Johnston County/Clayton/JCATS

TBD

Appendices

Appendix A – **CAMPO Executive Board Members FY 2027**

CAMPO Technical Coordinating Committee Members FY 2027

Appendix B -- **Central Pines Regional Council Task Narrative**

Appendix C -- Adoption Resolutions

Planning Self-Certification Checklist and Response

Certification Resolution

Transmittal Letter

Appendix D -- **Amendments**

CAMPO Executive Board FY 2027

Chair – Butch Lawter
Vice Chair – TJ Cawley

Member	Representing
Darryl Moss	City of Creedmoor
Janet Cowell	City of Raleigh
Katie Kenlan	County of Chatham
Michael Shriver	County of Franklin
Russ May	County of Granville
Eddie Jaggers	County of Harnett
Butch Lawter	County of Johnston
Susan Evans	County of Wake
Yolanda Jordan	Federal Highway Administration*
Patrick Hannah	GoTriangle
Melvin Mitchell	N.C. Board of Transportation – Div 4
Valerie Jordan	N.C. Board of Transportation – Div 5
Ralph Huff	N.C. Board of Transportation – Div 6
Lisa Mathis	N.C. Board of Transportation – Div 8
John Adcock	NC Turnpike Authority*
Bob Jusnes	Town of Angier
Jacques Gilbert	Town of Apex
Teresa Bruton	Town of Archer Lodge
Vacant	Town of Bunn
Harold Weinbrecht	Town of Cary
Porter Casey	Town of Clayton
Chris Coats	Town of Coats
John Allers	Town of Franklinton
William (Bill) H. Harris	Town of Fuquay-Varina
Buddy Gupton	Town of Garner
Mike Kondratick	Town of Holly Springs
Stephen Morgan	Town of Knightdale
Neil McPhail	Town of Lillington
TJ Cawley	Town of Morrisville
Ronnie Currin	Town of Rolesville
Ben C. Clapsaddle	Town of Wake Forest
Deans Eatman	Town of Wendell
Scott Brame	Town of Youngsville
Jessica Harrison	Town of Zebulon

*ex officio non-voting member

CAMPO TCC 2026-2027

Member Agency	Representative
Angier	Jeff Jones
Apex	Shannon Cox
Archer Lodge	Jason Kress
Bunn	Michelle Bryant
Cary	Sandi Bailey
Cary	Juliet Andes
Clayton	Conrad Olmedo
Coats	Barbara Hollerand
Creedmoor	Mike Frangos
Franklinton	Zach Steffey
Fuquay-Varina	Tracy Stephenson
Garner	Erin Joseph
Holly Springs	Chris Garcia
Knightdale	Tucker Fulle
Lillington	Landon Chandler
Morrisville	Bret Martin
Raleigh	Bynum Walter
Raleigh	Kenneth Ritchie
Raleigh	Bradley Kimbrell
Raleigh	Matt Klem
Raleigh	Dylan Bruchhaus
Rolesville	Tanner Hayslette
Wake Forest	Emma Linn
Wendell	Bryan Coates
Youngsville	Star Brantley~~Lucy Garcia~~
Zebulon	Matt Lower
Chatham County	Thanh Schado
Franklin Co.	Jason Rogers

Member Agency	Representative
Granville Co.	Barry Baker
Harnett Co.	Jay Sikes
Johnston Co.	Braston Newton
Wake Co.	Akul Nishawala
Wake Co.	Tim Gardiner
GoCary	Brandon Watson
GoRaleigh	Het Patel
GoTriangle	Paul Black
NCDOT Div. 4	Matt Clarke
NCDOT Div. 5	Rebecca Gallas
NCDOT Div. 6	Lee Jernigan
NCDOT Div 8	Reuben Blakely
NCDOT Intermodal Division	Kim Nguyen
NCDOT Rail	Neil Perry
NCDOT TPD	Phil Geary
NC State University	Than Austin
RDU	Michael Landguth
Research Triangle Foundation	Travis Crayton
Rural Transit	Anita Davis-Haywood
Triangle North Executive Airport	Bo Carson
Triangle J COG	Matt Day

Ex officio non-voting members:

Campbell University	Britt Davis-Haywood
Town of Butner	Jennifer Ganser
Federal Hwy Admin	Joe Geigle
NC Turnpike Authority	Alan Shapiro
NC Railroad Co.	Riley Stout

CENTRAL PINES REGIONAL COUNCIL
TASK DESCRIPTIONS & NARRATIVES
FY 2027 UPWP

II-B-17. Congestion Management Process.

Facilitate and manage the Regional ITS Working Group and coordinate Regional ITS planning efforts.

Objectives

To manage and support the Regional ITS Working Group and procure consultant assistance to coordinate regional ITS planning efforts including but not limited to: evaluation of regional ITS projects and strategies, prioritization of ITS projects, peer evaluation and technical implementation planning work.

Previous Work

Central Pines Regional Council planning staff has provided administrative support to the Regional ITS Working Group since the adoption of the Triangle Region ITS Strategic Deployment Plan Update in 2020.

Requested Activities

- Host quarterly Regional ITS Working Group meetings.
- Procure services of consultant to provide technical assistance to Working Group, including assistance with facilitation of the Working Group.
- Support for Intelligent Transportation Systems (ITS) activities, including coordination of activities related to the Regional ITS Plan.

Products

- Administration of the ITS Working Group.
- Regional ITS Working Group meeting agendas and summaries.
- Oversight of consultant performing technical assistance for Regional ITS coordination.
- Prioritization of ITS strategies, identification of specific implementation tasks and schedules, work on designated tasks.
- Status reporting on ITS Plan recommendations.

Relationship to other plans and MPO activities

This work is a key component in the development and implementation of the Congestion Management Process (CMP).

Proposed budget and level of effort

This work will be performed partly by Central Pines Regional Council staff and partly by consultants. The CPRC staff time component is budgeted at $10,000 for approximately 0.05 FTEs. The remaining $20,000 is budgeted for consultant time and expenses. The total budget requested by CPRC from Capital Area MPO toward this task is $30,000.

III-D-4. Regional or Statewide Planning.

Facilitate and manage joint activities and undertake analysis work in land use, transportation, and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and anchor institution partners.

Objectives

To ensure that activities that have a scope or scale that transcend any single MPO are done in coordinated, timely, effective and cost-efficient ways.

Previous Work

Facilitation and preparation of Joint Metropolitan Transportation Plans (MTPs); MTP and TIP air quality conformity coordination and determination report preparation; Triangle Regional Model (TRM) executive committee support; facilitation of joint MPO technical team meetings, joint MPO executive committee meetings, and joint MPO Policy Board meetings; participation in GoTriangle and county transit plans, MPO area plans and project prioritization; facilitation of joint MPO Policy Priorities documents; development and coordination of CommunityViz growth allocation model; participation in MPO committees.

Requested Activities

Major activities include the following:

- General regional planning tasks related to development of the 2060 MTP, including coordination of joint MPO policy board, technical staff, and TRM-related committees, air quality-related tasks, and general technical support of the plan's development;
- Participation in TWTPO-specific projects and committees as needed, as a representative for region-wide perspectives;
- Data and GIS tasks related to preparation for the 2060 MTP, including growth forecasts, development tasks on the CommunityViz land use model, and other tasks to develop socioeconomic data for the Triangle Regional Model;
- Focused work on documentation of the air quality conformity process as needed for MTP amendments and major TIP amendments.

Tasks will include development work on the 2060 MTP; support for any amendments to MTPs or TIPs requiring air quality conformity documentation; support of the TRM executive committee and technical team; facilitation of joint MPO technical, executive committee, and policy board meetings and deliverables, including any revisions to the Joint MPO Policy Priorities; hosting, maintenance, and distribution of CommunityViz, Employment Analyst and Network Analyst data and technical documentation. Central Pines Regional Council will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA and NCDOT activities/efforts) and in selected projects of statewide or national impact.

Products

- CommunityViz model and data updates, including analysis of potential changes to be incorporated into future versions of the model, improved documentation, and the beginning of data collection to update the model for 2060.
- Begin work on activities related to the development of the 2060 MTP.
- Meeting support and documentation for the Joint MPO technical coordination meetings, Joint MPO Executive Committee meetings, and Joint MPO Board meetings, including any revisions to the Joint MPO policy priorities.
- Meeting support and documentation for the Triangle Regional Model (TRM) Executive Committee and Technical Team.

- Presentations on CPRC work tasks as needed to the MPO technical and policy boards.
- Note: the budget includes costs for maintenance of necessary software licenses to support this work (ArcGIS and CommunityViz, as well as necessary credits for online GIS service usage) and the acquisition of data from external sources when needed (e.g. purchased economic forecast data, etc.), as well as necessary mileage-related costs.

Relationship to other plans and MPO activities

This work relates to several MPO core responsibilities, including MTP and TIP updates and amendments, air quality conformity determinations, development of data used in modeling and analysis, performance measurement, and incorporation of results from small area, corridor and modal plans.

Proposed budget and level of effort

This work will be performed by Central Pines Regional Council staff (approximately 1.95 FTEs of staff time split between the Transportation Director, GIS Analyst, and Senior Program Analyst positions, plus necessary and appropriate direct costs such as software, mileage, and meeting costs). The total budget requested by CPRC from Capital Area MPO toward this task is $295,500.

Appendix C

Adoption Resolution

Docusign Envelope ID: 3E3C4585-8C9F-41CD-A973-C2A400926241

RESOLUTION OF ADOPTION
OF FISCAL YEAR 2027
UNIFIED PLANNING WORK PROGRAM
OF THE NC CAPITAL AREA MPO

Upon motion made by Board Member Scott Brame and seconded by Board Member Stephen Morgan for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Capital Area MPO; and

WHEREAS, the City of Raleigh has been designated as the recipient for Section 5303 Metropolitan Planning Program grant funds for the Raleigh UZA; and

WHEREAS, the Johnston County Area Transit System has been designated as the recipient for Section 5303 Metropolitan Planning Grant Program funds for the Clayton UZA; and

WHEREAS, members of the Metropolitan Planning Organization's Executive Board agree that the Unified Planning Work Program will effectively advance transportation planning in the Capital Area for FY 2027;

NOW, THEREFORE, BE IT RESOLVED that the Capital Area Metropolitan Planning Organization Executive Board hereby adopts the Unified Planning Work Program for Fiscal Year 2027 of the Capital Area MPO on this, the __18th__ day of __February__, 2026.

Signed by:
E4FE8F9021C84E5...
R.S. Lawter, Jr., Executive Board Chair
NC Capital Area MPO

DocuSigned by:
5B8DA302E3E9451...
Chris Lukasina, Executive Director
NC Capital Area MPO

Planning Certification Checklist Responses

Capital Area MPO
Self-Certification Checklist Responses

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.

- The MPO complies with these requirements through implementation of the current approved Transportation Improvement Program, Long-Range Transportation Plan, Transportation Planning Work Program, Public Participation Plan, current interagency agreements; approved metropolitan area boundaries; and annual listings of obligated projects. Transportation Management Area (TMA) MPOs should also have a current certification from FHWA-FTA and Congestion Management Process (TMAs). **See applicable documentation in Table 1, below.**

(2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93.

- While CAMPO does not currently qualify as a non-attainment or maintenance area, the MPO complies with these requirements by having a conforming long-range plan and TIP. State and local transportation officials take part in a collaborative 3C planning process to determine which planning elements will be implemented to improve air quality. See applicable documentation in Table 1, below.

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR Part 21.

- Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin. The MPO complies with this requirement through the policies identified in its Title VI Plan, The MPO Public Participation Plan also includes outreach strategies to traditionally underserved populations, which is periodically evaluated for effectiveness. See applicable documents in Table 1, below. The MPO acknowledges that the terms and conditions in the MPO's financial agreement with NCDOT include applicable provisions 49 CFR Part 21, 23 CFR Part 200 and Part 230 and the Civil Rights Act of 1964 as amended.

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

- The MPO complies with this requirement through the policies identified in the MPO's Title VI Plan, and the MPO's financial agreement with NCDOT which identifies Title VI Non-Discrimination Provisions Additionally, The MPO acknowledges that there are terms and conditions addressing these requirements in the MPO's financial agreement.

(5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.

- The DBE program ensures equal opportunity in transportation contracting markets. The MPO will comply with NCDOT's federally approved DBE program.

(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

- The MPO does not engage in construction contracts. The MPO acknowledges that the LPA's financial agreement with NCDOT includes policies regarding the MPO's equal employment opportunity program

and complies with these requirements.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

- The MPO complies with this requirement through the policies identified in its Title VI Plan. The MPO's public involvement locations are ADA compliant and transit accessible whenever possible. The MPO periodically evaluates its website for accessibility by individuals with disabilities. The MPO's adopted 2055 MTP includes recommendations to provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel, including addressing gaps in the pedestrian network through neighborhood connections to regional off-street bicycle paths, transit, and major destinations; that all pedestrian facilities be designed and constructed in accordance with the Federal Americans with Disabilities Act (ADA) and its implementing regulations.

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.

- The MPO complies with this requirement through the policies identified in its Title VI Plan, and applicable Non-Discrimination policies. The MPO's public involvement activities include senior populations and organizations advocating for their interests.

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

- The MPO complies with this requirement through the policies identified in its Title VI Plan, and the LPA's Title VI Non-Discrimination policies.

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

- The MPO complies with this requirement through the policies identified in its Title VI Plan, and Title VI Non-Discrimination policies in both the LPA's financial agreement with NCDOT and LPA's policies. Other activities are addressed in #7 above.

Table 1 – Transportation Planning Process – Applicable Documents

The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Capital Area MPO is carrying out a continuing, cooperative and comprehensive transportation planning process for the Raleigh metropolitan area in compliance with all applicable laws, rules and regulations.

Item #	Name	Date of Adoption, Approval, or Completion
1	FY27 Unified Planning Work Program https://www.campo-nc.us/funding/unified-planning-work-program	Date 2/18/26
2	2055 Metropolitan Transportation Plan https://www.campo-nc.us/transportation-plan/in-development-2055-mtp	Date 2/18/26
3	Performance Measure Targets PM1 (Safety) https://www.campo-nc.us/programs-studies/transportation-performance-measures/safety-performance-targets	Date 3/19/25
4	Performance Measure Targets https://www.campo-nc.us/programs-studies/transportation-performance-measures/safety-performance-targets	Date 3/19/25
5	Performance Measure Targets Transit State of Good Repairs https://www.campo-nc.us/programs-studies/transportation-performance-measures/transit-asset-management-performance-targets	Date 11/19/25
6	Performance Measure Targets Transit Safety https://www.campo-nc.us/programs-studies/transportation-performance-measures/safety-performance-targets	Date 11/19/25
7	Memorandum of Understanding (MOU) https://www.campo-nc.us/about-us/administrative-documents	Date 4/17/24
8	Annual listing of obligated projects https://www.campo-nc.us/funding/transportation-improvement-program/federal-funding-authorizations	Date 12/30/25
9	Interagency agreements	Date 4/24/2024

	MPO Boundary Agreements	
10	Metropolitan Planning Area Boundary (23 CFR 450.312)	Date 4/17/2024
11	Public Participation Plan https://www.campo-nc.us/get-involved/public-participation-plan	Date 8/16/2023
12	Title VI Plan https://www.campo-nc.us/get-involved/public-participation-plan	Date 9/18/2024
13	2026-2035 Transportation Improvement Program https://www.campo-nc.us/funding/transportation-improvement-program	Original adoption Date: 6/18/25
14	Congestion Management Process (provide web link) https://www.campo-nc.us/programs-studies/cmptdm	Date 1/21/26
15	Congestion Management Process – assessment of the effectiveness of implemented strategies. TBD	Date
16	Federal Certification Review https://www.campo-nc.us/about-us/federal-certification	Date 5/30/25
17	Federal Certification Review--Were any recommendations or corrective actions addressed? Yes, recommendations from the 2021 Certification Review were addressed, as noted in the 2025 Review.	Date 5/30/25
18	Coordinated Public Transit – Human Services Transportation Plan https://www.campo-nc.us/programs-studies/transit/coordinated-human-services-	Date 9/18/24

	transportation-plan	
19	Regional ITS Architecture (insert link) https://www.campo-nc.us/programs-studies/its	Is the MTP consistent with the ITS Architecture? Yes
20	[Insert Link to letter of Conformity Determination that has been provided for the MTP, TIP, and Donut area (where applicable) showing that they conform with the purpose of the SIP in accordance with 40 CFR Part 93.]	Date of Determination TBD Spring 2026

Certification Resolution

Docusign Envelope ID: CC816D14-E6B1-4F9B-9A2D-C072A17C6098

RESOLUTION
CERTIFYING
THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION PLANNING PROCESS FOR FISCAL
YEAR
2027

A motion was made by Board Member Scott Brame, and seconded by Board Member Stephen Morgan, for the adoption of the following resolution and, upon being put to a vote, was duly adopted.

WHEREAS, the Capital Area MPO Executive Board has found that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements noted in 23 CFR 450.336, including:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED that the Capital Area Metropolitan Planning Organization Executive Board certifies that the Capital an Area Metropolitan Planning Organization's (MPO's) transportation planning process is being carried out in accordance with applicable requirements as detailed in attachment 1 to this resolution.

Adopted this 18th day of February, 2026.

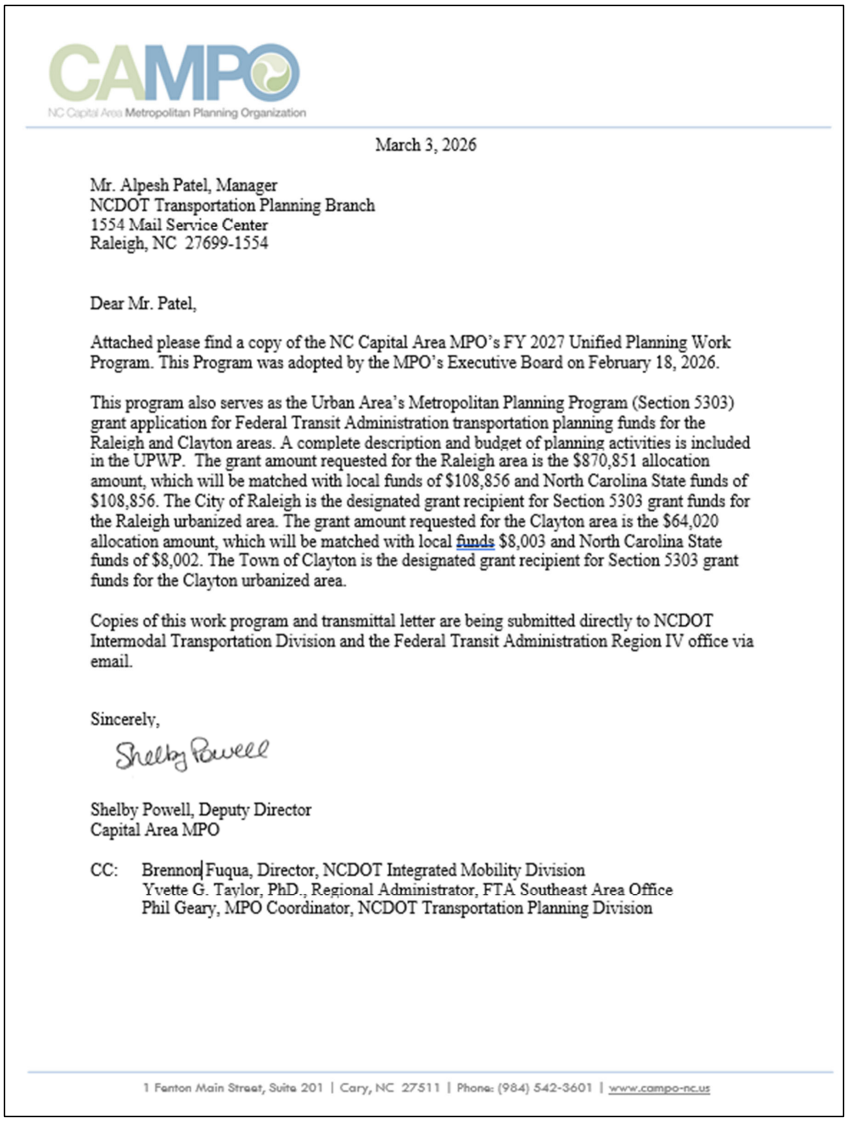
Signed by:
E4FEBF9621C94E5

R.S. Lawter, Jr., Executive Board Chair
NC Capital Area MPO

DocuSigned by:
9B8DA300F3E9451

Chris Lukasina, Executive Director
NC Capital Area MPO

Transmittal Letter



NC Capital Area Metropolitan Planning Organization

March 3, 2026

Mr. Alpesh Patel, Manager
NCDOT Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Patel,

Attached please find a copy of the NC Capital Area MPO's FY 2027 Unified Planning Work Program. This Program was adopted by the MPO's Executive Board on February 18, 2026.

This program also serves as the Urban Area's Metropolitan Planning Program (Section 5303) grant application for Federal Transit Administration transportation planning funds for the Raleigh and Clayton areas. A complete description and budget of planning activities is included in the UPWP. The grant amount requested for the Raleigh area is the $870,851 allocation amount, which will be matched with local funds of $108,856 and North Carolina State funds of $108,856. The City of Raleigh is the designated grant recipient for Section 5303 grant funds for the Raleigh urbanized area. The grant amount requested for the Clayton area is the $64,020 allocation amount, which will be matched with local funds $8,003 and North Carolina State funds of $8,002. The Town of Clayton is the designated grant recipient for Section 5303 grant funds for the Clayton urbanized area.

Copies of this work program and transmittal letter are being submitted directly to NCDOT Intermodal Transportation Division and the Federal Transit Administration Region IV office via email.

Sincerely,

Shelby Powell

Shelby Powell, Deputy Director
Capital Area MPO

CC: Brennon Fuqua, Director, NCDOT Integrated Mobility Division
Yvette G. Taylor, PhD., Regional Administrator, FTA Southeast Area Office
Phil Geary, MPO Coordinator, NCDOT Transportation Planning Division

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Appendix D

Amendments & Modifications

Administrative Modification #1 – June 17, 2026 - Following federal guidance on the discontinuation of funding for Environmental Justice activities using federal funds, the FY 2027 UPWP has been updated. Section III-C-2, previously Environmental Justice, has been changed to Traditionally Underserved Populations. The work related to public engagement for traditionally underserved populations remains categorized in this section. Tables 3 and 5A were also updated to reflect these changes. This administrative modification takes effect once the modification has been reported to the board.

Amendment #1 – September 16, 2026 – This Amendment to the FY 27 UPWP included the following:

- Budget and schedule adjustment for Knightdale Boulevard Corridor Study, increasing total study budget and extending study timeframe into FY 28
- Budget adjustment for Pleasant Park Access Study, moving funding from FY 26 to FY 27, but without overall budget increase or schedule change
- Budget adjustment for Wake Transit Bus Plan Study, moving funding from FY 26 to FY 27, but without overall budget increase or schedule change
- Budget adjustment for Triangle Bikeway General Engineering Services, adding $32,000 and extending project to the end of FY 2027
- Addition of Wake Transit Rail Study funding in the Wake Transit program
- Removal of I-40 Corridor Strategy and Implementation Study due to partnership with NCDOT for full study funding, reducing the need for CAMPO budget or project management activities
- Triangle Regional Model budget adjustments to reflect partnerships with Raleigh and Wake Transit to fund the transit elements of the TRM and Travel Survey

The Amendment was available for public review and comment August 17-September 15, 2026 and considered for adoption at the September 16, 2026 Executive Board meeting.

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