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of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

CAMPO **Transportation Management Area** **Certification Report**

June 28, 2021





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1.0 Executive Summary

On Monday, May 3, and Monday, May 10, 2021, the FHWA and the FTA conducted the certification review of the transportation planning process for the CAMPO (Raleigh) urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The seventh certification review for the Raleigh urbanized area was conducted on May 3rd and May 10th, 2021. The last certification review was completed in June 2017. The 2017 Certification Review finding is summarized as follows.

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

1.2 Summary of Current Findings

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

The FHWA and FTA are certifying the transportation planning process for the CAMPO. There are recommendations in this report that warrant close attention and follow-up as well as areas the MPO is performing very well and are commendable. Details of the certification findings are contained in this report.

Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
	The MPO is a statewide leader in providing training to elected officials, municipalities, NCDOT, and other MPOs on various topics ranging from MPO 101 to Locally Administered Projects.		Commendation	



Organizational Structure/MOU 23 U.S.C. 134(d), 23 CFR 450.310, 23 CFR 450.314	The review revealed inconsistencies in the MOU.	It is recommended that the MPO update the Organizational Structure portion of its MOU.	Recommendation	June 2025
Metropolitan Transportation Plan (MTP) 23 CFR 450. 324	The Triangle Regional Model (TRM) is recognized as a best practice due to its technical characteristics, use of scenario analysis, and well-maintained database.		Commendation	
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	CAMPO's website is found to be extremely user-friendly, making it easy for the public to find information pertinent to them.		Commendation	
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316(a)(1)(x) & 450.326(b)	The review did not find evidence of a formal evaluation of its PIP for effectiveness.	It is recommended that CAMPO evaluate the effectiveness of their PIP.	Recommendation	June 2025
Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act	We commend CAMPO for their significant progress regarding the development and use of additional quantitative EJ analyses to determine and/or ensure the system-wide equity of its network.		Commendation	
Congestion Management Process 23 CFR 450.322(d)(6)	It has been 8 years since the last assessment of the effectiveness of implemented strategies.	It is recommended that the MPO re-initiate the development of the CMP evaluation report.	Recommendation	June 2025



Public Transit 49 U.S.C. 5303, 23 U.S.C. 134, 23 CFR 450.314	Obligated funding for all public transit agencies is not included in the annual listing of projects.	It is recommended that the CAMPO include FTA obligated funding for all public transit agencies in the annual listing of projects.	Recommendation	July 2022
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Details of the certification findings for each of the above items are contained in this report.

2.0 Introduction

2.1 Background

Pursuant to 23 USC 134(k) and 49 USC 5303(k), the FHWA and the FTA must jointly certify the metropolitan transportation planning process in TMAs at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: 1) a site visit, 2) a review of planning products (in advance of and during the site visit), and 3) preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the Certification Review reports may vary significantly.

The Certification Review process is one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the transportation planning process. Other activities provide opportunities for this type of review and comment including: 1) UPWP approval, 2) the MTP, 3) the TIP and STIP findings, and 4) air-quality conformity determinations (in nonattainment and maintenance areas). A range of other formal and less formal contact provide both FHWA and FTA an opportunity to comment on the transportation planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the Certification Review “findings” are based upon the cumulative findings of the entire review effort.



The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed and whether they relate explicitly to formal “findings” of the review.

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

2.2 Purpose and Objective

Since the enactment of ISTEA of 1991, the FHWA and FTA are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The SAFETEA-LU extended the minimum allowable frequency of certification reviews to at least every four years.

The CAMPO is the designated MPO for the Raleigh urbanized area. The NCDOT is the responsible State agency and GoTriangle is the responsible public transportation operator.

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

3.0 Scope and Methodology

3.1 Review Process

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight provides a major source of information upon which to base the certification findings.

The certification review covers the 3C transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, status, findings, commendations, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for the virtual on-site review:

- Organizational Structure/Memorandum of Understanding
- Metropolitan Transportation Plan



- Transportation Improvement Program
- Transit Planning
- Public Participation/Visualization
- Civil Rights/Environmental Justice
- Congestion Management Process
- Financial Planning
- Land Use and Livability/Bicycle and Pedestrian Planning

The certification review, held on May 3rd and 10th, 2021, consisted of a formal “virtual” on-site visit held via WebEx, a 30-day public comment review period, April 30, 2021 through May 31, 2021, and an opportunity for the MPO Board, Technical Coordinating Committee, and the public to provide comments. No comments were received from the public.

Participants in the review included representatives of FHWA, FTA, NCDOT, CAMPO staff, Triangle J Council of Governments, and the local transit operators. A list of participants is included in Appendix B.

3.2 Documents Reviewed

- Memorandums of Understanding
- Public Involvement Plan
- Congestion Management Process
- MTP
- TIP
- EJ/Title VI Plan
- UPWP
- MPO Website and associated documents

4.0 Program Review

4.1 Organizational Structure/Memorandum of Understanding

4.1.1 Regulatory Basis

Federal legislation (23 USC 134(d)) requires the designation of an MPO for each urbanized area with a population of more than 50,000 individuals. When an MPO representing all or part of a TMA is initially designated or re-designated, according to 23 CFR 450.310(d), the Policy Board of the MPO shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation within the metropolitan area, including representation by providers of public transportation, and appropriate State transportation officials. 23 USC



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

4.1.2 Status

CAMPO is comprised of five counties and 19 jurisdictions. The 2020 Census results may create additional membership needs on the TCC and TAC. CAMPO is developing a strategic plan to accommodate this.

CAMPO has one director and two assistant directors. There are 16 full time employees and one part time. There is no formal succession plan, however, staff are “groomed” for management positions through cross training and encouragement to pursue professional interests.

FHWA attends TCC and TAC meetings regularly which meet monthly except in July and December. It was also noted that weighted voting is an option provided for the TAC, however, staff indicated it has yet to be used.

The TCC and TAC participate actively in transportation planning. For example, elected officials participated in an 18-month long area study. CAMPO formed advisory committees and working groups and subcommittees for the MTP, UPWP, and TIP. A LAPP committee meets annually and makes recommendations to the TAC.

To educate new members in understanding their roles and responsibilities, and to become successful contributors to the MPO planning process, an MPO 101 training was developed, which is delivered live once per year, and has been delivered virtually in 2020 and 2021. Also, CAMPO staff will engage with TCC and TAC members on a one-on-one basis if additional assistance is needed. On average, the TAC gets replacement members after every election. Several TCC members per year turn over as staff throughout the region changes.

The TAC gets very involved with NCDOT’s project ranking process. CAMPO has its own methodology to score projects and provide input points for draft TIP. CAMPO staff meet one-on-one with NCDOT to discuss project ranking.

The MOU is updated as needed. It was last updated to include Archer Lodge and part of Clayton in 2014. During the desk review, a few inconsistencies were identified, including:

- Citations of 23 USC 134 need to be updated
- Page numbering is incorrect
- Membership of ex-officio members does not match the bylaws
- Missing documentation of annual approval of weighted voting procedures as prescribed in the MOU

Based on these findings, it is recommended that CAMPO update its MOU.



4.1.3 Findings

Recommendation:

- It is recommended that the MPO update the Organizational Structure portion of its MOU.

Schedule for Process Improvement:

- June 2025

The organizational structure of the CAMPO is found to comply with applicable laws, regulations, and practices.

4.2 Metropolitan Transportation Plan

4.2.1 Regulatory Basis

23 USC 143(c), (h), and (i) and 23CFR.324 set forth requirements for the development and content of the MTP. Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

4.2.2 Status

CAMPO updates its MTP every four years in a cyclical process. The MTP is developed in-house in cooperation with the DCHC MPO and TJCOG. In the first year, the focus is on special studies, local jurisdiction plans, and updating the project database. In the second year, the focus is on updating local plan updates, special studies, and combining all the local plans into one patchwork, which feeds up into the regional MTP. In the third year, base year data, including socioeconomic and network data, is updated. On-line portals are available for local network updates and development and land use changes. Community Viz is used to analyze population and employment changes. In the fourth year, MTP goals and objectives are reviewed and updated if necessary, alternatives analyses are performed, the preferred network is developed, and fiscal constraint is ensured. CAMPO is currently in year four of its MTP update. The 2050 MTP is scheduled for completion at the end of 2021.

The MTP accounts for the multitude of local plans, including land use, transportation, bicycle and pedestrian, etc. in the region by having local jurisdictions input their GIS data for all parcels into a database. For example, a Northeast Study included 406 highway projects and 293 bicycle and pedestrian projects.



The TJCOG manages the Community Viz model for CAMPO, and ITRE manages the travel demand model for the MPO, and works with the MPO on appropriate data collection needed for the planning process. Scenario planning is a key action in this process. Local plans are being impacted by increases in population and jobs. Economic mobility hubs and area studies inform decisions. Land use is being analyzed at the TAZ level. One challenge in developing a useful travel demand model is the rate at which the regional population and economy are growing. For example, Apple recently announced a \$1 billion investment in the region, which will ultimately add 3,000 high-paying jobs. By spending a lot of time on the front end ensuring quality data is used for the inputs, the TRM, quite impressively, predicted the level of development that would occur in the TAZs where Apple will be building.

Performance measures for the region have been formally adopted and are being monitored. CAMPO and the adjoining MPO, DCHC, coordinated to develop goals and objectives for each performance measure.

The MTP addresses the planning factors, including the newest factors of resiliency and tourism. CAMPO has conducted areawide studies and identified threats to the regional transportation infrastructure, including flooding, the presence of a nuclear power plant, and aging infrastructure. CAMPO is working to address the tourism planning factor by identifying tourist attractions, including PNC Arena, RDU International Airport, Union Station, Dix Park, a large amphitheater, the Neuse River greenway, etc. CAMPO has coordinated with the DCHC MPO on MTP development to ensure consistency at the borders.

The MTP includes environmental analyses to inform project selection. Corridor studies and areawide plans are also used. Identified environmentally sensitive areas are avoided. Mitigation activities are identified at the project level. Many projects in the MTP are for roadway widenings, although there are several new location projects, including the completion of Route 540 around Raleigh. Environmental impacts to the public transit system are also identified. For example, environmental analysis informed the ROD, which was issued for the Raleigh-to-Richmond and S-Line rail line.

CAMPO, along with NCAMPO, has begun to consider and analyze possible impacts of connected and autonomous vehicles in the TRM, congestion, and project selection. CAMPO believes that increased congestion and VMT will result from the emergence of autonomous vehicles. CAMPO believes that integrated signal systems will be the backbone of the connected and autonomous vehicle technology.



4.2.3 Findings

The CAMPO MTP is found to be fully compliant with applicable laws, regulations, and practices.

4.3 Transportation Improvement Program

4.3.1 Regulatory Basis

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

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.3.2 Status

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

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

CAMPO and the NCDOT coordinate closely on all Amendments and Administrative Modifications to ensure consistency between the TIP and STIP. CAMPO provides consistent definitions for Amendments and Administrative Modifications in their Public Involvement Process as well as their Policies, Procedures, and Products Guide. All federally funded projects that require an Amendment to the TIP also require CAMPO Board approval by resolution. The MPO reviews the amendments and adds them to the MPO Boards' agendas for action. The TIP is amended upon



requests by the STIP office or by the MPO for DA funded projects. There have been no project delays or problems due to the TIP amendment process.

CAMPO is working to sync its TIP database with NCDOT's STIP database. Issues of data ownership have not been resolved. NCDOT should consider developing a user-friendly electronic STIP (e-STIP).

4.3.3 Findings

The TIP for the CAMPO is found to comply with the applicable laws, regulations, and practices.

4.4 Transit Planning

4.4.1 Regulatory Basis

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

4.4.2 Status

The City of Raleigh is the FTA Designated Recipient of 5307 urbanized area funding for the Raleigh UZA. The Raleigh Urbanized Area MPO is currently served by four public transportation providers, which provide a variety of fixed route, vanpool commuter express bus and demand-response transit services. Four public transit providers operate in the Raleigh UZA: 1) GoRaleigh, 2) GoCary, 3) GoTriangle, and 4) GoWake Access. The three fixed-route providers each serve different markets. GoTriangle serves more of a commuter-oriented, peak-period market. GoRaleigh and GoCary also serve a peak-period commuter-oriented market, but place a lot of emphasis on providing access to transit-dependent populations throughout the day. GoWake Access provides door-to-door shared ride service.

As the Designated Recipient, the City of Raleigh apportions 5307 urbanized area funding to the four urban systems in the UZA based on a mutually agreed upon formula/agreement. Go Raleigh applies to FTA for the GoWake Access 5307 apportionment of the Raleigh Urbanized Area. The 2016 Wake County Transit Plan provides a dedicated ½ sales tax revenue for transit projects. The MPO is in the process of implementing the Wake County Transit Plan. According to the CAMPO website, the TPAC is a staff-level advisory committee comprised of representatives from agencies and local governments with jurisdiction in Wake County charged with coordinating planning and implementation aspects of the Wake County Transit Plan. The TPAC serves in a structured advisory role to the CAMPO Executive Board and the GoTriangle Board of Trustees. Multiple Bus Rapid Transit projects are included in the Wake County Transit Plan in the Raleigh UZA with proposed connectivity between multiple transit systems.



It appears that the transit systems are involved in the metropolitan planning process through Transit Representation on the MPO Policy board and being involved in the MTP, UPWP and TIP processes. CAMPO also commented on the communication and coordination with NCDOT and the Durham-Chapel Hill-Carrboro MPO. In June 2017, the CAMPO and DCHC MPOs approved transit asset performance measures and targets addressing State of Good Repair. The transit asset performance measures and targets addressing State of Good Repair are included in the adopted 2045 MTP.

NCDOT is the Designated Recipient of FTA 5303/5304 Statewide and Metropolitan Planning funds. The MPO is the sub-recipient of FTA Section 5303 Statewide and Metropolitan Planning program funding awarded and passed through from NCDOT. The FTA Apportionment for Section 5307 Urbanized Area formula funds is to the Raleigh Urbanized Area. There is a split agreement in place that is applied to the UZA FTA 5307 Apportionment to divide the funding between each transit agency. The split agreement is provided to FTA annually.

4.4.3 Findings

Recommendation:

- It is recommended that the Raleigh MPO include FTA obligated funding for all public transit agencies in the annual listing of projects.

Schedule for Process Improvement:

- July 2022

The CAMPO's transit activities substantially comply with the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

4.5 Public Participation/Visualization

4.5.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require an MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include providing adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization



techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

4.5.2 Status

The MPO provides opportunities for public involvement at key decision points in the planning, programming, and project development phases. CAMPO maintains several lists of citizens, groups, and organizations to whom public outreach is targeted. CAMPO creates lists of stakeholders for project-based studies and special studies, and maintains a media list. CAMPO also uses social media and on-line blogs for public outreach. It has over 1,100 active subscribers who have requested to be added to their mailing list, and this number does not include those who have subscribed to its media platforms. To keep track of the feedback, questions, and responses to the public, organizations, and stakeholders, CAMPO developed a comments disposition matrix/spreadsheet.

Social media figures prominently in CAMPO's public outreach efforts. CAMPO uses Twitter, LinkedIn, Instagram, YouTube, Facebook, and Reddit. CAMPO has found that social media platforms are effective in "spreading the word", but may not be the right tool in getting people to attend meetings. CAMPO staff did note that paying for targeted adds is more effective, however, limited resources prevents this approach from being the standard for all studies and projects.

CAMPO incorporates visualization techniques to augment public involvement. They have hosted virtual open houses and provided on-line maps and interactive videos. The CAMPO website contains graphics materials, charts, graphs, and a Metro quest tool. CAMPO is commended for its website, which is easy to navigate and access. CAMPO has used paid advertising to reach traditionally underserved populations. CAMPO documents and responds to public comments typically via email. Public input is shared with the TCC and TAC during their respective meetings. Large transportation projects tend to generate the most public comment.

CAMPO foresees its PIP evolving over time to accommodate virtual as well as in-person public involvement, plans to achieve the right balance between the two. CAMPO also foresees a need to accommodate new technology and additional stakeholders in the future.

4.5.3 Findings

Commendation:

- CAMPO is commended for its website, which is easy to navigate and access.



Recommendation:

- It is recommended that CAMPO evaluate the effectiveness of their PIP.

Schedule for Process Improvement:

June 2025

The CAMPO is found to be fully compliant with applicable laws, regulations, and practices in the areas of consultation and coordination.

4.6 Civil Rights/Environmental Justice

4.6.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons can meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.6.2 Status

Since the last certification review, CAMPO has updated its demographic profile using 2015-2019 demographic data and has updated its communities of concern layers using 2045 project data. CAMPO has also made tremendous progress in identifying additional EJ measures and



developing EJ analyses in which they compare COCs to non COCs. CAMPO reported conducting analyses using measures such as accessibility, mobility/congestion, safety, and equity and shared preliminary/draft results. Examples of these analyses include looking at job accessibility within a 15-minute commute via auto, transit, and walking; and looking at crash data within COCs as compared to non-COCs. Additionally, staff indicated that it will begin using a new travel demand model later in the year which should enhance their capability to conduct EJ analyses.

MPOs are required to quantify expected benefits and burdens of transportation plans to ensure no disproportionate impacts when comparing EJ populations to non-EJ populations. While not yet part of an approved plan, CAMPO is to be highly commended for the significant progress it has made regarding their development and use of quantitative analyses to determine and/or ensure the system-wide equity of its network.

Regarding public involvement and community engagement, CAMPO seems to have made great progress in this area as well. With the hiring of a community engagement specialist, CAMPO's efforts to reach EJ populations and communities of concern appear to be more focused, proactive, and meticulous. Despite the challenges presented by COVID-19, CAMPO reported that it has been able to continue to build relationships by leveraging their partnerships with stakeholders and other community focused organizations such as the Community Partners Network and the Wake County Regional Centers. Staff also reported specific steps taken to reach the Hispanic community. Additionally, CAMPO has shown that it has had some success with identifying and engaging several minority business communities. Their engagement strategies seem to be particularly solid regarding small area studies as CAMPO staff work collaboratively with consultants and each other to ensure successful community engagement. For the record and to ensure continuity moving forward, it will behoove CAMPO to make sure they sufficiently document their procedures/efforts to reach EJ populations in the update of their Public Participation Plan scheduled to be completed later this year.

4.6.3 Findings

Commendation:

- We commend CAMPO for their significant progress regarding the development and use of additional quantitative EJ analyses to determine and/or ensure the system-wide equity of its network.



The CAMPO is found to be fully compliant with applicable laws, regulations, and practices of Environmental Justice.

4.7 Congestion Management Process

4.7.1 Regulatory Basis

23 USC 134(k)(3) and 23 CFR 450.322 set forth requirements for the CMP in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

4.7.2 Status

The MPO's CMP document was adopted by the MPO TAC on June 16, 2010. The CMP heavily influenced the development of subsequent MTPs. The CMP is more of an ongoing process than a document and is therefore not conducted on a set schedule. The recommendations from the CMP process are incorporated in the MTP, TIP and UPWP as appropriate.

Consideration is given to examining traffic congestion conditions and problems on a regional basis such as construction work, crashes, and other incidents along the Interstate highways, other freeways and expressways, and other major roads linking the MPO area. The major congestion issue in the MPO urban area is vehicular; therefore, one of the main data source for the CMP is traffic counts. However, the MPO has been on the forefront of using vehicle probe data from a variety of sources including HERE, AirSage, and StreetLight. This data collection and analysis allows for the identification of bottlenecks, evaluation of projects and proposed improvements.

One byproduct of the CMP is the development of a Mobility Coordination Committee that the MPO hopes will progress into a formal program. This group serves as the federally required update of the 2013 Coordinated Human Services Transportation Plan and sets the priorities for transportation investments and initiatives for human services and public transit coordination.

While the process itself remains valid, during the desk review, it was noted that many of the documents referenced in the document are outdated, such as the 2035 LRTP, 2003 Bike and Ped Plan, and the 2010 ITS Architecture. The CMP documentation also identified 5 strategies to be implemented in the future. The staff has indicated these have all been successfully realized, which is commendable. However, completion of these strategies prompts the question, "Are there additional strategies that could be beneficial to the process?" For these reasons, the MPO should consider refreshing the CMP documentation.



One of the requirements of the CMP is to implement a process for periodic assessment of the effectiveness of the process and implemented strategies. To comply with this requirement, the MPO developed a Status of the System document that is both informative and full of useful data. However, the latest version of the Status of the System document found on the MPO's website is dated 2013. It is recommended that the MPO re-initiate the development of this evaluation report.

4.7.3 Findings:

Recommendation:

- It is recommended that the MPO re-initiate the development of the CMP evaluation report.

Schedule for Completion:

- June 2025

The CAMPO is found to be fully compliant with applicable laws, regulations, and practices in congestion management process planning.

4.8 Financial Planning

4.8.1 Regulatory Basis

23 CFR 450.324(f)(11) and 23 CFR 450.326(j), (k) outline financial planning requirements to support MTP and TIP implementation as follows:

- Revenue estimates shall be cooperatively developed by State, MPO, and public transportation operator(s), and include all public and private sources reasonably expected to support plan implementation.
- System level cost estimates shall be identified for system O&M, incorporate inflation rates reflecting YOY, and demonstrates consistency with existing and proposed revenue



sources with all forecasted O&M and project costs. For outer years (beyond 10 years), cost ranges or bands are acceptable.

- The financial plan may include additional projects if additional resources outside of the financial plan are identified.
- The TIP shall be fiscally constrained by year, and be updated to maintain consistency.

4.8.2 Status

CAMPO used a trend line analysis for its financial planning for the years 2018 to 2027. Current year dollars are determined, then an inflation factor is applied. The 2045 MTP used a 3.5% annual inflation rate. CAMPO also uses NCDOT's data to estimate revenues and costs. CAMPO develops cost estimates for operation and maintenance of the transportation system by taking that amount off the top of its revenue assumptions. Adequate funding is provided for operation and maintenance of the federal-aid highway system.

During the desk review, it was noted that Figure 8.1 in the MTP lacked detailed description of the assumptions made for toll roadway, local, and private revenue forecasts. When discussed during the virtual meeting, CAMPO staff provided detailed descriptions of how trend analysis was used to make those revenue forecasts. CAMPO staff analyze local CIPs and developer's improvements to ensure they are in line with established trend line data. A toll optimization model and NCDOT's toll tool are used to develop toll revenue forecasts. A Strategic Tolling Study was developed with the NCTA to develop methodologies and assumptions to forecast revenues and cost estimates. Toll income on several facilities has been forecast, including proposed managed lanes on I-540 and the NC 147 Extension through the RTP. CAMPO should consider adding that level of documented detail to the appropriate figure in the 2050 MTP.

CAMPO coordinates with NCDOT when ensuring fiscal constraint is maintained when amending the MTP and TIP. CAMPO updates its projects cost estimates annually and uses NCDOT's cost estimate tool to estimate project costs. The database contains project "look-up" tables and allows estimated project costs to be overwritten with actual project costs. CAMPO is working to enable its own financial planning database to interact with NCDOT's financial planning database. Amendments occur on a regular basis and have increased recently due in part to NCDOT's cash situation. CAMPO expects innovative financing techniques to figure prominently in the region's future to supplement traditional funding sources. Municipal transportation bond referenda have passed with enough regularity to be depended on when computing future revenues. The cities of Raleigh, Cary, Wake Forest, Apex, and Holly Springs have all passed transportation bonds recently. Funding for transportation is also contained in local jurisdictions' CIPs. Debt financing, toll revenue, and gap funding are also considered when developing financial assumptions. Other funding mechanisms that have been considered include a transit sales tax.



CAMPO makes its financial plan available to the public via its website. Feedback has indicated there is too much congestion, not enough transportation funding, and there is an unmet demand for more transit investment. One comment suggested tolling all of Interstate 540.

4.8.3 Findings

The CAMPO is found to be fully compliant with applicable laws, regulations, and practices of financial planning.

4.9 Land Use and Livability/Bicycle and Pedestrian Planning

4.9.1 Regulatory Basis

23 USC 134(g)(3) encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities. 23 USC 234(h)(1)(E) and 23 CFR 450.306(b)(5) set forth requirements for the MTP to 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 and economic development patterns. The transportation planning process must be coordinated with “planned growth” and similar activities, including agencies with certain responsibilities for land and other resource management activities.

4.9.2 Status

The bicycle and pedestrian transportation modes are given due consideration in the comprehensive transportation plans developed in the MPO. Member jurisdictions’ plans are included in the MTP in four quadrants, and included in the overall regional bicycle and pedestrian plan.

There is an abundance of attention and concern for going “green” in the MPO region, which affects the transportation planning process. CAMPO and NCDOT work together to consider context sensitive solutions in project development. Transit oriented developments are also considered. “Anchor” institutions such as North Carolina State University have been identified and targeted for “smart growth” solutions. Raleigh and Cary have developed climate change and sustainability action plans. Air quality planning and modeling accounts for greenhouse gas emission reductions. The MTP update contains scenarios that consider trend analysis and needs



analysis, underpinned by land use and mobility considerations. Mobility hubs and transit hubs are also considered in various scenario plans. About twelve activity centers are identified in the region, which are suitable for transit oriented development. Corridor analyses also support “livability” in the MTP.

There are examples of projects related to “smart growth,” context-sensitive solutions, “green” infrastructure, complete streets, transit-oriented development, etc. in the MPO region, all of which are considered, advanced, and supported by the MPO, NCDOT, transit operators, and other organizations in the MPO. There is a transit oriented development study for the S-Line rail line, which runs from downtown Raleigh northeastward through the MPO. BRT and commuter rail projects are also under consideration for development. Complete streets concepts are considered for inclusion in locally administered projects. A large regionwide bikeway study is in progress. Several smaller jurisdictions are reinventing their downtowns, including Holly Springs, Apex, and Wake Forest. Finally, the RTP has recently created a new land use plan. Traditionally, there were no residential or commercial land uses. It has always been all businesses. The new plan calls for residential development in certain areas, and hub, consisting of mixed use developments.

There are several advocacy groups in the region, who have been involved in the planning process. The most prominent is the RTA, which advocates for all modes of transportation and has been instrumental in improving I-40 through the region and upgrading facilities to Interstate standards. Other groups include Wake Up Wake County, Oaks and Spokes, Safe Routes to School (SRTS), numerous Homeowners Associations (HOAs), Lions Club, Homebuilders Associations, and the SELC.

4.9.3 Findings

The CAMPO is found to be fully compliant with applicable laws, regulations, and practices in the areas of land use and livability, and bicycle and pedestrian planning.

5.0 MPO Comments

The MPO provided the following comments on its transportation planning process:

- CAMPO has had great success managing, implementing, and monitoring its LAPP; and other MPOs in the North Carolina have emulated it.
- CAMPO developed a formal process for updating its TIP on a quarterly basis.
- CAMPO has experienced success in implementing its public transit planning and programs.



- The Wake Transit Program has made great progress toward full implementation in only a few short years. This program has been recognized by the CAMPO Executive Board.
- The Mobility Coordination Committee is unique and the only one of its type in North Carolina. Few examples exist across the country. It has been vital for ensuring stability for the rural and fixed route transit providers.
- Coordination between the project and modeling realm, as well as renewed collaboration with the TRM group and evolution of that partnership, have been key to the success of the TRM.
- CAMPO and the adjoining DCHC MPO enjoy a great working relationship as evidenced by proactive transportation planning, occasional joint MPO meetings, formation of a joint Executive Committee, and formation of SPOT subcommittees.
- Development of the Triangle Regional Model, which was recognized as a best practice due to its technical characteristics, use of scenario analyses, and well-maintained database.
- CAMPO's SRTS program, one of few *regional* programs across the country, has resulted in increased safety, and is supported by a bicycle and pedestrian committee.
- CAMPO has begun coordinating with NCDOT's Safety Unit to develop a program in which they would conduct "walk" audits in conjunction with NCDOT's Safety Audit Program.
- CAMPO has experienced success with its Capacity Building and education training program, MPO 101 training, LAPP training, and SPOT training, , all of which have attracted staff from other regions, jurisdictions, MPOs and RPOs.
- CAMPO has been recognized by NCDOT's Division's 4, 5, and 6 as being very professional, effective, and easy to work with.
- CAMPO administers travel surveys in coordination with transit agencies. Again, this is one of few examples across the country that perform these valuable surveys on a regular, recurring basis.

6.0 Conclusion

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

The FHWA and FTA jointly certify the Capital Area Metropolitan Planning Organization's transportation planning process, conducted by the FHWA and FTA. The Certification is valid for four years from the date of this Report.



Appendix A – Public Comments

A 30-day public comment review period was held. No public comments were received. The TCC, MPO Board, and public also had an opportunity to provide input on the transportation planning process at the end of the certification review. The Boards did not provide any comments.



Appendix B – Participants & Agenda

The following individuals were involved in the Fayetteville planning certification review:

Team Members

- Bill Marley, FHWA NC
- Joe Geigle, FHWA NC
- Suzette Morales, FHWA NC
- George Hoops, FHWA, NC
- Lynise DeVance, FHWA NC
- Parris Orr, FTA Region 4

Participants

- Chris Lukasina, CAMPO
- Shelby Powell, CAMPO
- Alex Rickard, CAMPO
- Gretchen Vetter, CAMPO
- David Eatmon, GoTriangle
- Darius Sturdivant, NCDOT, Division 6
- Jimmy Eatmon, NCDOT, Division 4
- David Kielson, NCDOT, Division 5
- John Hodges-Copple, Triangle J Council of Governments (COG)
- Bob Deaton, NCDOT Division 5
- Phil Geary, NCDOT, Transportation Planning Branch
- Bonnie Parker, CAMPO
- Bret Martin, CAMPO
- Crystal Odom, CAMPO
- Katharine Eggleston, GoTriangle
- Pat Stephens, GoTriangle
- Kelly Blazey, GoCary



CAMPO Certification Review Agenda

Monday, May 3, 2021

12:30 – 1:15 Organization/MOU

1:15 – 2:30 MTP

2:30 – 2:45 Break

2:45 – 3:15 MTP/TIP

3:15 – 4:00 Public Participation

4:00 – 5:00 Civil Rights/EJ

Monday, May 10, 2021

12:30 – 1:00 Congestion Management Process

1:00 - 2:30 Transit

2:30 – 2:45 Break

2:45 – 3:30 Financial planning

3:30 – 4:30 Bike/Ped

4:30 – 5:00 Best Practices (This section will be led by the MPO staff and will consist of Activities/Products/Programs that the MPO would like to highlight)



Appendix C – CAMPO Certification Advertisements



PUBLIC NOTICE

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

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

Members of the public are invited to provide input during this review. A public review and comment period will be held from April 30, 2021 through May 31, 2021. Please send comments or questions about the certification review to comments@campo-nc.us, call the CAMPO office at (919) 996-4400, or mail to:

CAMPO
421 Fayetteville St., Suite 203
Raleigh, NC 27601

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



U.S. Department of Transportation





Appendix D - List of Acronyms

ADA: Americans with Disabilities Act
AQ: Air Quality
BRT: Bus Rapid Transit
CAMPO: Capital Area Metropolitan Planning Organization
CAP: Compliance Assessment Program
CFR: Code of Federal Regulations
CIP: Capital Improvement Program
CMP: Congestion Management Process
COC: Communities of Concern
COG: Council of Governments
DA: Direct Attributable
DCHC: Durham Chapel Hill Carrboro
DOT: Department of Transportation
EJ: Environmental Justice
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
GIS: Geographic Information Systems
HOA: Homeowners Association
ISTEA: Intermodal Surface Transportation Efficiency Act
ITRE: Institute for Transportation Research and Education
LAPP: Locally Administered Projects Program
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NCDOT: North Carolina Department of Transportation
NCTA: North Carolina Turnpike Authority
NEPA: National Environmental Policy Act
O&M: Operations and Maintenance
ROD: Record of Decision
RPO: Regional Planning Organization
RTA: Regional Transportation Alliance
RTP: Research Triangle Park
SAFETEA-LU: Safe Accountable Flexible Efficient Transportation Efficiency Act – A Legacy of Users
SELC: Southern Environmental Law Center
SPOT: Strategic Prioritization Office on Transportation
SRTS: Safe Routes to School
STIP: State Transportation Improvement Program
STBG-DA: Surface Transportation Block Grant Direct Attributable
TAZ: Transportation Analysis Zone
TAC: Transportation Advisory Committee



TCC: Technical Coordinating Committee
TDM: Travel Demand Model
TIP: Transportation Improvement Program
TJCOG: Triangle J Council of Governments
TMA: Transportation Management Area
TPAC: Transit Planning Advisory Committee
TRM: Triangle Regional Model
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation
VMT: Vehicle Miles Traveled
YOE: Year of Expenditure





Report prepared by:

North Carolina FHWA Division Office

310 New Bern Avenue, Suite 410

Raleigh, NC, 27601

(919) 856-4346