

2024

CAMPO Unified Planning Work Program



Adopted:

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**North Carolina Capital Area
Metropolitan Planning Organization
FY 2024 Unified Planning Work Program**

Overview

The Unified Planning Work Program (UPWP) is the 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 Go Triangle, Go Raleigh, GoCary and other area transit providers.

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.

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 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 FLMA's 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 FLMA's 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 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. Since the onset of the COVID-19 pandemic in March 2020, the MPO TCC and Executive Board have conducted meetings virtually using WebEx software; the link for public participation in the meetings remains available on the MPO's website.

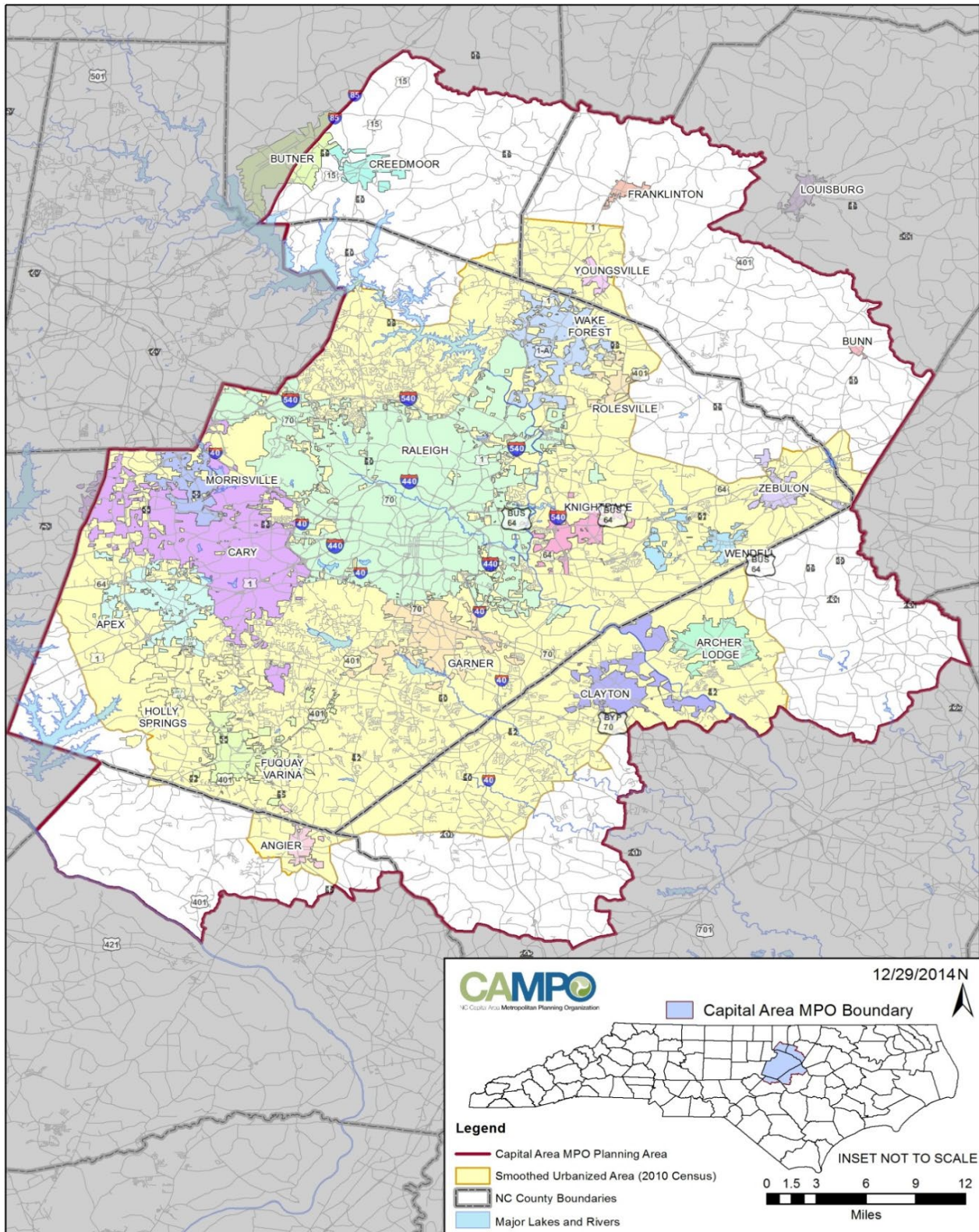
All MPO plans and programs comply with the public involvement provisions of Title VI:

"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. The 2020 Census results are imminent and may result in changes to the MPO's Urbanized Area, planning area, and membership in coming years.

MPO ORGANIZATION

The Capital Area MPO's Lead Planning Agency and fiscal agent is the City of Raleigh. 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 28 voting members with a weighted voting possibility if needed. The membership includes elected officials of all member jurisdictions; a representative of the Go Triangle Board of Trustees; representatives of the NC Board of Transportation for Divisions 4, 5 and 6; 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 Statutes 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 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 June 2021 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. Due to COVID-19 restrictions, the most recent on-site review was done electronically. The MPO provided links to or copies of requested documents, and staff met virtually over two days to review questions with FHWA and FTA staff.

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 four commendations for noteworthy practices from the review team, and four recommendations 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. 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.
2. The Triangle Regional Model (TRM) is recognized as a best practice due to its technical characteristics, use of scenario analysis, and well-maintained database.
3. CAMPO's website is found to be extremely user-friendly, making it easy for the public to find information pertinent to them.
4. 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.

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 recommendations received by the Capital Area MPO were:

1. It is recommended that the MPO update the Organizational Structure portion of its MOU.
2. It is recommended that CAMPO evaluate the effectiveness of their PIP.
3. It is recommended that the MPO re-initiate the development of the CMP evaluation report.
4. It is recommended that the CAMPO include FTA obligated funding for all public transit agencies in the annual listing of projects.

Acronyms

Local

ITRE	Institute for Transportation Research and Education
MPO	Metropolitan Planning Organization
TCC	Technical Coordinating Committee

Regional

AMPO	(National) Association of Metropolitan Planning Organizations
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
TJCOG	Triangle J Council of Governments

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-ID	North Carolina Department of Transportation – Intermodal Division

Federal

EJ	Environmental Justice
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
IJA	Infrastructure Investment and Jobs Act
MAP-21	Moving Ahead for Progress in the 21 st Century
STP-DA	Surface Transportation Block Grant Program Direct Attributable Funds
TEA-21	Transportation Equity Act for the 21 st 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 FHWA funds used for UPWP planning purposes are the Section 104 – Metropolitan Planning (PL) funds and Surface Transportation Block Grant Program-Direct Attributable (STP-DA) funds.

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, Creedmoor, Franklinton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Wake Forest, Wendell, Youngsville, Zebulon, as well as Wake County and portions of 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 STP-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 STP-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 (STP-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 STP-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 STP-DA set-aside allocation replaces the Transportation Alternatives Program (TAP) authorized under MAP-21. The MPO receives a direct allocation of STBGP-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 FY 2023 and beyond.

FY 2023 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:	\$ 1,229,300
Local Match (20%):	\$ 307,325
Federal Set-Aside for Safe & Accessible Transportation Options:	\$ 63,500
Local Match for Set-Aside (20%)	\$ 15,875
Additional Local Match:	\$ 50,000
Total:	\$ 1,666,000

STP-DA Funds

The Direct Attributable (DA) portion of the Surface Transportation Block Grant Program (STP) funds are designated by the FAST Act 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. STP-DA funds are used to fund major emphasis areas through studies as described in the main UPWP document. A total of \$2.375 million of STP-DA funds are programmed in this UPWP.

Federal (STP-DA) funds:	\$ 2,600,000
Local Match (20%):	<u>\$ 650,000</u>
Total:	\$ 3,250,000

The Capital Area MPO uses two types of federal funds for transit planning purposes: Section 5303 and Section 5307 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:

Grant monies from FTA that 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 Public Transportation Division (PTD) 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 PTD and half from the local transit agency (80% from FTA, 10% from NCDOT PTD, and 10% local match). For FY 2024, Go Raleigh will use these funds for general planning assistance.

	GoRaleigh	MPO Total
Federal	\$299,200	\$299,200
State	\$37,400	\$37,400
Local	\$37,400	\$37,400
Total	\$374,000	\$374,000

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 use Section 5307 funds for assistance on a wide range of planning activities. These funds require a minimum 10% local match that is provided by all three transit providers with a potential 10% State match provided by NCDOT-PTD. For FY 2024, these funds will be used by GoRaleigh and GoCary and GoTriangle for planning transit improvements in the MPO area. In addition to the traditional 5307 funds being utilized in the region, GoRaleigh will use CARES Act /5307 matched with Wake Transit funds to continue the work on the Northern Bus Rapid Transit Major Investment Study this fiscal year. The federal share of 5307 funds being utilized in the region in FY 24 is \$2,133,646. Cumulatively, that funding will be matched by local funds in the amount of \$533,412. . This portion of funding is identified in Table 3 and Table 4A

in this document.

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 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.

CARES Act Funds

The Coronavirus Aid, Relief, and Economic Security (CARES) Act provides \$25 billion to transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic. The total available amount for each program is based on funding appropriated under the Act. GoRaleigh will be utilizing CARES Act funding to perform BRT Station Area Planning on the Southern BRT Corridor. This project is continued from FY 23.

	GoRaleigh	MPO Total
Federal	\$250,000	\$250,000
State	\$0	\$0
Local	\$0	\$0
Total	\$250,000	\$250,000

Total Transit Formula Funding – FY 24

Total Transit Funding Table	GoRaleigh	GoCary	GoTriangle	MPO Total
Federal	\$2,144,215	\$167,828	\$120,800	\$2,432,843
State	\$37,400			\$37,400
Local	\$498,654	\$41,957	\$30,200	\$570,811
Agency Total	\$2,680,269	\$209,785	\$151,000	\$3,041,054

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. These 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 will lead three planning studies in FY 2024. The largest of these efforts will be the second update to the Wake County Transit Plan which will push the horizon year of the plan out an additional five (5) years to 2035. The planning process itself will take place over two (2) fiscal years, estimated to kick off in early FY24 and wrap up in late FY25. The MPO will also lead an update to the Community Funding Area Program Program Management Plan to ensure that it continues to meet the needs of CFAP partner organizations. Finally, the MPO will lead an update to the Locally Coordinated Plan Human Services Plan to reflect the new Wake Bus Plan and align with any alternations to the region's planning and programming of bus services. As the Raleigh Urbanized Area includes not only a large part of Wake County, but also part of Johnston County, the Locally Coordinated Human Services Plan will be funded jointly by the Wake Transit Plan (80%), and the MPO (20%). See page 29 for additional information on this planning effort.

Wake Transit Program Implementation	\$824,909
Extension of Planning Horizon for Wake Transit Vision Plan (Planning)	\$150,000
Community Funding Area Program – Program Management Plan (Planning)	\$20,000
Locally Coordinated Human Services Plan (Planning)	<u>\$80,000</u>
Total	\$1,074,909

An additional ongoing Wake Transit Plan implementation responsibility that will continue through FY 2024 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.

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 Table

Funding Type	Federal	State	Local	Total
Section 104 (PL)	\$1,229,300		\$357,325	\$1,586,625
Section 104 (PL) - Set-Aside	\$ 63,500		\$ 15,875	\$79,375
STP-DA	\$2,700,000		\$675,000	\$3,375,000
FTA 5303	\$299,200	\$37,400	\$37,400	\$374,000
FTA 5307	\$2,133,646	\$0	\$533,412	\$2,667,058
FTA 5309	\$ -	\$ -	\$ -	\$0
CARES Act	\$250,000			\$250,000
SPR/NCDOT*		\$150,000		\$150,000
Wake Co Transit Tax District*			\$1,074,909	\$1,074,909
Other Cost Share Funds*			\$ 2,702,000	\$2,702,000
FTA TOD Grant	\$225,000		\$56,250	\$281,250
TOTAL	\$6,900,646	\$187,400	\$5,452,171	\$12,540,217

**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 Durham-Chapel Hill-Carrboro (DCHC) MPO, the NC Department of Environmental and Natural Resources (DEQ), Triangle J Council of Governments (TJCOG), and other organizations at the local, regional, State, and Federal levels, on transportation-related matters, issues and actions.
2. Work with the Durham-Chapel Hill-Carrboro (DCHC) MPO 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 Durham-Chapel Hill-Carrboro MPO/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 development of a new generation of the TRM (TRMG2).

2. Rebuild future network horizon years with new data and updated versions of 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 and 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.
1. Conduct public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.
2. 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 2045 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 2022-2031 TIP.
3. Begin development of the 2024-2033 TIP.
4. Continue to refine project ranking methodology and priority systems.
5. Continue to refine project scopes, costs and schedules to provide 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 Involvement 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: Ensure Environmental Justice 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 Environmental Justice 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 2024 CORE-MISSION PROGRAMS

Comprehensive Metropolitan Transportation Plan (MTP)

The 2050 Comprehensive Metropolitan Transportation Plan (MTP) and Conformity Determination Report were adopted in FY 2022. In FY 2023, the MPO began the process of evaluating processes used during the development of the 2050 MTP and determine where efficiencies and enhancements could be made. Staff will continue to maintain the MTP, including data layers, in partnership with NCDOT, TJCOG 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 will continue during FY 24. The 2050 MTP will be maintained through amendments or modifications as necessary, and local planning will continue in an effort to keep recommendations relevant and feasible. In FY 24, the MPO will focus on process enhancements for MTP work, and will continue efforts to address local planning activities in the context of the MTP.

Locally Administered Projects Program (LAPP)

In response to the 2009 Federal funding rescission of STP-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, 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 2023, the MPO programmed approximately 25 million through LAPP for FFY 2024 projects. The MPO will continue to maintain and improve the LAPP process during the coming fiscal year. In FY 2024, staff will conduct applicant training, conduct a call for projects for FFY 2025, 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.

Congestion Management Process/Incident Management

The MPO adopted a Congestion Management Process (CMP) in FY 2011. This process resulted in the formation of a Congestion Management Process Stakeholders group, which meets periodically to monitor progress on the implementation of the CMP. Furthermore, an Incident Management Subcommittee has been established to cooperatively work with NCDOT and the Durham-Chapel Hill-Carrboro MPO to develop an interagency partnership whose goal would be to reach agreement among incident responders and build support for region wide standards for incident response and traffic control measures. The most recent Federal Certification process for CAMPO recommended enhancements to the CMP. During FY 23, CAMPO staff developed a strategy for deploying the recommended updates. The MPO anticipates additional work in FY 24, including the updates to the Status of the System Report and potential re-establishment of the CMP Stakeholders Group.

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 2024 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 2024. 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) Leading an annual bus service performance evaluation process and development of findings and recommended follow-up actions;
- 11) Creation and ongoing administration of a Project Prioritization Policy that guides development of the CIP, MYOP, and annual budgets;
- 12) Leading an annual project progress and expenditure evaluation process and development of findings and recommended follow-up actions;
- 13) Development and ongoing maintenance of the Wake Transit Performance Tracker;
- 14) 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
- 15) Working with project sponsors of major capital projects to develop locally preferred alternatives and integrate them with the MPO's Metropolitan Transportation Plan.

Fayetteville-Raleigh Passenger Rail Study, Phase II

As the region continues to grow the need to maximize the use transportation corridors continues to grow. Many of the rail corridors in the CAMPO region have been studied in the last several years to identify a variety of safety and capacity improvements for both freight and passenger rail. This study would examine the railroad corridors between CAMPO and the Fayetteville Area MPO (FAMPO) to identify safety and freight improvements, as well as the viability of potential passenger rail use in the future. The study is envisioned to be conducted in two phases. Phase I, conducted in FY 20, is a high-level study of the two main rail corridors between the CAMPO and FAMPO regions and will determine what level of improvement may be needed in each corridor, and which corridor may be most appropriate for a commuter rail application based on corridor infrastructure, ridership potential, and market demand analysis. Phase II is envisioned to focus on developing specific recommendations for improvements that may be identified in Phase I.

After the results of Phase I, it was determined that additional coordination work was needed before moving into a more robust Phase II of the study. While all partners agree that Phase II is worth pursuing, the information revealed in Phase I did not adequately conclude which corridor should be the focus of additional study for passenger rail. Also, it was determined that Phase II should be conducted only when NCDOT and the Fayetteville MPO are both able to contribute financially as a funding partner for the study. Work in FY 22 focused on internal discussions with CAMPO and FAMPO member agencies, NCDOT, and the railroad partners to gain additional understanding of priorities and interests along each rail corridor. It was anticipated that Phase II may begin in FY 23.

Phase I, conducted in FY 2020, determined passenger rail service is feasible on both existing rail corridors with corridor infrastructure improvements based on projected ridership potential and market demand analysis. While both corridors have advantages and disadvantages to implement the rail service, no preferred corridor was recommended or selected, but key suggestions included: Phase II of this project should be led or co-led by NCDOT to help facilitate discussions with private rail companies and Amtrak; the proposed scope of services for Phase II be approximately 18 months from the Notice to Proceed to prepare adequate time for the proposed work scope to be completed; and with a total budget of \$250,000 - \$300,000 with Phase II of the study focused on one selected corridor to reduce costs.

Phase II of the study to begin in FY 2023 and funded by partners FAMPO, NC DOT and CAMPO, will be a more detailed engineering effort that would set the stage for project design, and environmental planning and permitting and funding by considering support for one corridor over another first, then proceeding to conceptual design to refine costs, the cost estimates, rail operations modeling, alternatives analysis and station layout as well as identifying locations for train maintenance and storage. To minimize costs prior to investing further in Phase II engineering solutions and following Phase I recommendations, subsequent stakeholder discussions and the Boards input, the partners will address outstanding foundational work and decisions including selecting the preferred corridor, meeting with Amtrak and railroad owners to explore rail line use agreements, track ownership and to obtain more detailed track plans and data to improve cost estimates, and seeking local officials jurisdictions/public interest and support. Resolution to outstanding operational questions/issues is necessary to further these discussions and decisions. After a meeting between CAMPO, NCDOT and FAMPO in early Fall 2022, it was determined that some additional work being done at a statewide rail level would help inform the next phase of study for the Phase II work. As such, the expected schedule for Phase II is unknown, and possibly will start in FY 23 or FY 24.

The partners will endeavor work towards these decisions using agency staff and support and finally, prepare the Phase II scope of work and RFP including final roles and responsibilities and commitments. This study could be developed as a work scope to be completed over FY 23 and FY 24. Amendment 1 of the FY 23 UPWP removed CAMPO’s anticipated expenditure on this study into FY 24 to accommodate a later-than-anticipated start date for the next phase of study.

Fayetteville-Raleigh Passenger Rail Study	FY 2020-Phase 1	Budget	PL funds	STBGP funds	Match	Additional Member
	FAMPO	\$50,000				\$50,000
	CAMPO	\$50,000	\$0	\$40,000	\$10,000	
Total FY 20		\$100,000				
	FY 2023 – 2024 Phase 2					
FY 23	CAMPO					
	FAMPO	\$100,000				
	NCDOT	\$100,000				
Total FY 23		\$250,000				
FY 24	CAMPO	\$150,000	\$0	\$120,000	\$30,000	
	FAMPO	\$50,000				50,000
	NCDOT	\$50,000				50,000
Total FY 24		\$200,000				
Total FY 20 + 23		\$550,000				

Bicycle & Pedestrian Element of the MTP

This study will evaluate the current methodology for developing the Bicycle and Pedestrian element of the CAMPO MTP, and will recommend updates to the methodology, classification system and prioritization of improvements. The study will include a national scan of best practices for this work. The study will evaluate the projects currently identified in the Statewide and Regional Tiers to determine whether this tier system should be modernized or refined. The study will evaluate the classification of on- and off-road facilities, and will conduct a deficiency analysis of the region’s bicycle and pedestrian network. Key network gaps and priorities for projects will be identified. Amendment 1 of the FY 23 UPWP reduced the budget for this project in FY 23 to allow additional time for internal preparation work to be completed. This study is anticipated to be completed during FY 24.

Bicycle/Ped MTP Element Update	FY 2023	Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$25,000	\$0	\$20,000	\$5,000	
	FY 2024					
	CAMPO	\$225,000	\$0	\$180,000	\$45,000	
Total FY 23 + 24		\$250,000				

Locally Coordinated Human Services Plan

The MPO will begin an update to the region's Locally Coordinated Human Services Public Transportation Plan (LCHSTP) in FY 24. This plan is required by FTA to be maintained in order for the urbanized area to access certain federal transit funds. The last major update to the region's plan was in 2018 as a component of the initial Wake Transit Bus Services Implementation Plan. The plan was updated to reflect some changing priorities in the region regarding the establishment of a regional Mobility Management Program. The MPO conducted a Mobility Management Study in FY 22 and FY 23 to establish a framework and partnership structure for delivering a Mobility Management program for the region. The MPO also established and administered a Mobility Coordination Committee to monitor the implementation of recommendations from the 2018 LCHSTP. The MPO will pool funding with the Wake Transit program to deliver an update to the plan in FY 24.

Locally Coordinated Human Services Transportation Plan		Budget	PL funds	STBGP funds	Match	Additional Member
	FY 2024					
	Wake Transit	\$80,000				\$80,000
	CAMPO	\$20,000	\$0	\$16,000	\$4,000	
Total FY 23 + 24		\$100,000				

MPO Regional Multi-Modal Safety Plan

The IIJA established a required set-aside of PL funds to be spent on planning activities intended to enhance multi-modal safety in the region. The funding for Increasing Safe & Accessible Transportation Options requires each MPO to use at least 2.5% of its allocated PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The purpose of this plan is to better inform the safety-related performance metrics for the MPO, as well as to evaluate available safety data to determine priority areas for safety-improvement projects across multiple modes of travel in the region. The plan will have an extensive engagement component, in-depth data analysis, and recommended improvements. The plan is intended to meet criteria for the IIJA's Safe Streets for All program and Increasing Safe and Accessible Transportation Options planning criteria, thus allowing member agencies to apply for additional implementation funding through that program.

CAMPO Regional Safety Plan		Budget	PL funds	STBGP funds	Match	Additional Member
FY 2024	CAMPO PL Set-Aside		63,500		15,875	
	CAMPO			50,000	12,500	
	NCDOT					100,000
FY 2025	CAMPO PL Set-Aside		63,500		15,875	
	CAMPO			50,000	12,500	
	NCDOT					100,000
Total FY 24+25	\$483,750					

Northwest Harnett County Transit Study

As Harnett County continues to see increased development, particularly residential development, County leaders are interested in exploring opportunities for serving the area with transit. Transit connections between Harnett County and Wake County have been envisioned in the Harnett County CTP and the CAMPO MTP for several years. This study will be conducted in two phases. The first phase in FY 24 will focus on an evaluation of the transit market in the area, along with public engagement and evaluation of public, stakeholder and elected official support for providing transit services. The second phase in FY 25 will build upon the outcomes of phase one to identify transit opportunities that could feasibly serve the area and recommend an implementation plan for those services.

NW Harnett Transit Study		Budget	PL funds	STBGP funds	Match	Additional Member
FY 2024						
	CAMPO	\$50,000	\$0	\$40,000	\$10,000	
FY 2025						
	CAMPO	\$125,000	\$0	\$100,000	\$25,000	
Total FY 24 + 25		\$175,000				

Wake Transit Plan Implementation Planning Work

In addition to general planning and administrative work associated with delivering the Wake Transit Program implementation, the MPO will lead three planning studies in FY 2024. The largest of these efforts will be the second update to the Wake County Transit Plan which will push the horizon year of the plan out an additional five (5) years to 2035. The planning process itself will take place over two (2) fiscal years, estimated to kick off in early FY24 and wrap up in late FY25. The MPO will also lead an update to the Community Funding Area Program Program Management Plan to ensure that it continues to meet the needs of CFAP partner organizations. Lastly, the MPO will lead an update to the Locally Coordinated Plan Human Services Plan to reflect the new Wake Bus Plan and align with any alternations to the region's planning and programming of bus services. As the Raleigh Urbanized Area includes not only a large part of Wake County, but also part of Johnston County, the Locally Coordinated Human Services Plan will be funded jointly by the Wake Transit Plan, paying 80%, and the MPO, paying 20%.

Wake Transit Program Implementation	\$824,909
Extension of Planning Horizon for Wake Transit Vision Plan (Planning)	\$150,000
Community Funding Area Program – Program Management Plan (Planning)	\$20,000
Locally Coordinated Human Services Plan (Planning)	<u>\$80,000</u>
Total	\$1,074,909

FY 2024 NON-CORE-MISSION TASKS

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, and from the cycling 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 100% 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 I-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; 30% design from Trenton Rd to I-440; confirmation of alignment; final design of the bikeway including bridge, boardwalk and tunnel designs; right-of-way acquisition fee negotiation; permitting; construction cost estimates; final environmental/NEPA document (Categorical Exclusion anticipated); and federal funding grant application development. Although this work will be funded by RTP and Wake County, the MPO will provide project management services for this effort.

Triangle Bikeway NEPA/Design		Budget	PL funds	STBGP funds	Match	Additional Member
FY 2024	Wake County	2,346,500				2,346,500
	Research Triangle Foundation	242,500				242,500
FY 2025	Wake County	2,346,500				2,346,500
	Research Triangle Foundation	242,500				242,500
Total FY 24+25	5,180,000					

Apex Rail Yard Relocation Study

The purpose of this study requested by the Town of Apex is to conduct a feasibility study examining alternative locations and requirements for moving the CSX switching and yard operations out of downtown Apex. CSX switching operations in Apex create a safety, traffic congestion, and noise issue. The Town of Apex has coordinated with NCDOT, CSX Railroad, and CAMPO over several years to discuss possible opportunities to move the CSX switching operations and maintenance yard. Funding has been requested through SPOT but has not been programmed. Through this coordination the next best step identified is a feasibility study.

The study is anticipated to analyze the requirements needed by CSX Railroad for operations, including to serve additional anticipated freight traffic resulting from the VinFast development further southwest. Further, the study should identify possible alternative locations and conduct an alternatives analysis of those potential locations, including

acceptance of site by the public and neighboring residents, property owners and stakeholders, as well as to CSX Railroad; and the required track and roadway improvements necessary to relocate the yard. The study should explore feasibility of a grade-separated bicycle and pedestrian crossing to replace the existing at-grade rail crossing between downtown Apex and the Apex Town campus. Planning-level costs and an implementation plan for the recommendations is expected.

Apex Rail Yard Relocation Study		Budget	PL funds	STBGP funds	Match	Additional Member
FY 2024	Town of Apex	\$50,000				\$50,000
	CAMPO	\$50,000		\$40,000	\$10,000	
Total FY 24		\$100,000				

Morrisville Parkway Access Management Study

This study will evaluate the two-mile section of Morrisville Parkway between Davis Drive and NC 54/Chapel Hill Road in Morrisville. In order to make travel safer for vehicles and pedestrians, the corridor will be evaluated for general safety improvements associated with access management. The study will examine the median openings, access controls, signage, signalization, intersection operations, multimodal connectivity along and across the corridor, speed limits and traffic calming opportunities. This four-lane median-divided facility has seen significant traffic volume growth in recent years, and has been identified on the Town's comprehensive plan as a high priority corridor for safety improvements.

Morrisville Parkway Access Management Study		Budget	PL funds	STBGP funds	Match	Additional Member
FY 2024	Town of Morrisville	13,000				13,000
	CAMPO	52,000		41,600	10,400	
Total FY 24		\$65,000				

Go Raleigh Station Area Planning: Western Corridor

FTA TOD grant awarded January 2022 to the City of Raleigh

Study began Fall 2022

FY 23 - UPWP Period of Time: from July 1, 2022 through June 30, 2023

FY 24 – UPWP Period of Time: from July 1, 2023 through June 30, 2024

Assuming a minimum of 18 months for study timeframe, study will be in FY 23 + FY 24

Study to begin Fall 2022

FY 23 – Oct 2022 through June 2023 (8 months)
FY 24 – July 2023 through April 2024 (10 months)

Project Description:

In January 2022, the City of Raleigh was awarded funding through the Federal Transit Administration (FTA) Pilot Program for Transit-Oriented Development (TOD). This funding will be utilized by the City of Raleigh to conduct station area planning around the Wake Bus Rapid Transit (BRT): Western Corridor. It is not anticipated that MPO funding will be used for the study.

The Western Corridor Station Area Planning study will focus on station area planning work around BRT stations along the Western BRT Corridor, with the goal of connecting communities and improving access to transit and affordable housing. This planning work will build on the City’s Equitable Development Around Transit (EDAT) planning process, which focused on housing affordability, sustainability, and equity issues along BRT corridors. The study, which is separate from the design of the Southern Corridor BRT project, will involve the following major elements: analysis of the current conditions of the area, understand the community’s vision for growth around transit, develop strategies to help residents of all income levels afford to live in the area, and finally create a plan for each station area that includes zoning changes and strategies to implement the proposed recommendations to support equitable transit oriented development.

The Station Area Planning: Western Corridor study will begin in FY 2023 and is anticipated to be complete in FY 2024. This study will have financial contributions from the Federal Transit Administration *Pilot Program for Transit Oriented Development* (TOD) (\$405,000) and the City of Raleigh (\$101,250).

Station Area Planning: Western Corridor	FY 2023- FY 2024	Budget
	FTA TOD Grant	\$180,000
	City of Raleigh	\$45,000
Total FY 23		\$225,000
	FTA TOD Grant	\$225,000
	City of Raleigh	\$56,250
Total FY 24		\$281,250
Total FY 23+ 24		\$506,250

GoRaleigh Station Area Planning: Southern Corridor

Currently assuming Southern and Western Station Area Planning projects to run concurrently, if not jointly
Study to begin Fall 2022 (assuming Nov for the sake of calculations)

FY 23 - UPWP Period of Time: from July 1, 2022 through June 30, 2023

FY 24 – UPWP Period of Time: from July 1, 2023 through June 30, 2024

Assuming a minimum of 18 months for study timeframe, study will be in FY 23 + FY 24

Study to begin Fall 2022 (assuming Oct 2022 for the sake of calculations)

FY 23 – Oct 2022 through June 2023 (8 months)
FY 24 – July 2023 through April 2024 (10 months)

Project Description:

The Southern Corridor Station Area Planning study will focus on station area planning work around BRT stations along the Southern BRT Corridor, with the goal of connecting communities and improving access to transit and affordable housing. This planning work will build on the City’s Equitable Development Around Transit (EDAT) planning process, which focused on housing affordability, sustainability, and equity issues along BRT corridors. The study, which is separate from the design of the Southern Corridor BRT project, will involve the following major elements: analysis of the current conditions of the area, understand the community’s vision for growth around transit, develop strategies to help residents of all income levels afford to live in the area, and finally create a plan for each station area that includes zoning changes and strategies to implement the proposed recommendations to support equitable transit oriented development.

The Station Area Planning: Western Corridor study will begin in FY 23 and is anticipated to be complete in FY 24. This study will have financial contributions from CARES funds (\$500,000). It is not anticipated that MPO funding will be used for the study.

Station Area Planning: Southern Corridor	FY 2023- FY 2024	Budget
	CARES Funds	\$250,000
Total FY 23		\$250,000
	CARES Funds	\$250,000
Total FY 24		\$250,000
Total FY 23+ 24		\$500,000

GENERAL TASK DESCRIPTIONS AND NARRATIVES

The following task items describe the work to be undertaken by the MPO, either by staff or contractual services, during FY 2024.

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. 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. 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.

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

No activities proposed, therefore no funds programmed.

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. One staff member 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

During previous fiscal years, in conjunction with NCDOT and ITRE, the Capital Area MPO participated in a pilot program to establish a non-motorized counting program in the region. Counters were installed at various locations on and off road in Apex, Cary, Raleigh and Wake Forest to count bicycle and pedestrian travelers. The MPO shared the cost of installing the counters with the municipalities; NCDOT purchased the counters. Counters were installed during FY 2018. The data from this program will be used to develop factors to assist in forecasting pedestrian and bicycle counts, as well as in developing the bicycle and pedestrian elements of the MTP and local planning efforts. The MPO will continue to monitor counts and will work with ITRE and NCDOT as the non-motorized count factors are developed. The ongoing non-motorized data volume count program will continue through FY 24

II-B: Long Range Transportation Plan Activities

The 2050 Comprehensive Metropolitan Transportation Plan and associated air quality determinations were adopted in February 2022. Work on the 2050 Comprehensive Metropolitan Transportation Plan will continue 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 recourses 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, NCDOT and GoTriangle 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 2050 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 2055 MTP.

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 24 will continue to analyze the travel survey data.

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 DCHC

MPO 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 2050 MTP and the development of the 2055 MTP. The MPO will also continue to improve upon 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 will be updated starting in FY 24, so 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.

GoRaleigh will use funding in this line item to conduct modeling and coding transit routes, gathering ridership estimates, and validating mode choice. GoRaleigh will also conduct TOD Station Planning for BRT corridors.

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.

GoTriangle will use this funding to provide travel market analysis and cost information for development of transit investments in the MTP, and to acquire GIS support services from TJCOG.

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. Further, the MPO will continue a special study during FY 24 to evaluate and modernize the existing 2050 MTP Bicycle and Pedestrian element.

The MPO staff worked during FY 2023 to: (1) develop a process to implement bicycle and pedestrian focused Road Safety Audits to address issues that impact walking and biking to school and pilot this process with a Wake County school, and (2) Facilitate the creation of a crossing guard inventory to compile information about programs in Wake County. MPO staff, in cooperation with the Wake County SRTS Coordinator, local staff, and staff from the area public school systems, will continue developing useful resources for infrastructure improvements; as well as resources to enable community members, parents, and children to safely walk and bike to school.

The goal for FY 2024 for Safe Routes to Schools Program is to recommit to infrastructure prioritization to rank future projects; as well as continue to work with school systems in the area to fully integrate SRTS processes into overall transportation functions.

The FY 2024 Capital Area MPO Unified Planning Work Program (UPWP) contains a continuation of two major work tasks from FY 2023 and one new task that will be done by the SRTS Subcommittee. Those tasks include - in priority: (1) The return to working in partnership with WCPSS to execute the Memorandum of Agreement concerning collecting data about student walkers and bikers; (2) analyzing the crossing guard study completed by UNC Highway Safety Research Center to inform recommendations for crossing guard programs; and (3) Facilitating the success of the pilot Road Safety Audit project and refining the process by conducting another RSA at a different school. The new action item surrounding data collection at WCPSS schools is intended to facilitate progress on the Memorandum of Agreement between CAMPO and WCPSS.

The associated action plans for the tasks to be pursued in FY 2024 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 send out periodic surveys to schools in the months of November and April respectively. CAMPO staff, WCPSS staff, and coordination with Wake County's SRTS Coordinator will continually work with colleagues from across the country about how they work with their local school districts to collect this kind of information, gain additional insights into best practices for bicycle and pedestrian counts, as well as what mistakes to avoid, and perspectives that have not been considered.

2. Pre-Plan for LAPP Projects

With the successful capture of bicycle and pedestrian data from 50% of the schools within the Wake County Public School System, CAMPO staff in conjunction with WCPSS staff worked to present the data captured in the survey in a geospatial form (GIS). The purpose for presenting the data in GIS was to provide local government staff the opportunity to identify and target specific SRTS improvements for the application of LAPP funds during LAPP Call for Projects. The opportunity was not achievable within a reasonable time for the FY 2023 LAPP process, and therefore, CAMPO and WCPSS staff desire to work with the CAMPO LAPP Administrator to determine the opportunity to engage local government staff on future SRTS projects that would be worthy candidates for LAPP funds.

3. Crossing Guard Implementation

CAMPO staff, in conjunction with various local governments, the Wake County SRTS Coordinator, and Wake County Public School Systems staff from both the Transportation Department and School Choice, Planning and Assignment Department will identify goals and strategies for improving crossing guard programs within the CAMPO region. The outcomes developed in Wake County will serve as a template for implementation in the Franklin, Granville, Harnett, and Johnston counties.

4. School Road Safety Audits

The FY 2023 Capital Area MPO Unified Planning Work Program (UPWP) contained the continuation of Pursuing the development of School Road Safety Audits as a work task. As of November 19, 2021, CAMPO, in cooperation with NCDOT and the Wake County Safe Routes to School coordinator, have conducted state's first pilot project for a school Road Safety Audit at Vandora Springs Road Elementary School. It is anticipated that additional audits will be conducted in FY 24.

MPO staff, in conjunction with NCDOT staff, the Wake County SRTS Coordinator, school system staff, and local government staff will: (1) create and internal RSA team that will manage future RSA projects; and (2) develop a plan to conduct additional school-focused RSAs for execution throughout the MPO.

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.

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 and 2050 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 2050 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, Triangle J COG, and the DCHC MPO. 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

The MPO will continue work to reinvigorate the Congestion Management Process Stakeholders Group. The Congestion Management Process Stakeholders Group will continue to monitor the adopted Congestion Management Process, and will update the process as necessary. Data collection and analysis in support of the process will continue. This data will help the MPO develop strategies to address and manage congestion in accordance with the adopted Congestion Management Plan by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Project priorities for implementing the Congestion Management Process will be developed for

implementation through the TIP, MTP, CTP, CMAQ or other programs. The Congestion Management Process also incorporates Incident Management and an Incident Management Subcommittee to address incident response and traffic control measures along the region's freeway/interstate system. In FY 2023, MPO staff began to evaluate and update the Congestion Management Process for the MPO. This work will continue in FY 24, with a final update targeted for FY 25 completion.

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 Triangle J COG and DCHC MPO 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, environmental justice, and involving disadvantaged populations. Section III-D outlines various special studies that will 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. As the MPO transitioned from City of Raleigh to Town of Cary as Lead Planning Agency in mid-FY 23, several administrative issues related to that move will continue to be addressed throughout FY 24. In addition, the MPO will continue to work to implement the recently-updated Strategic Plan and accompanying Organizational Study.

III-A Planning Work Program

MPO staff will continue to evaluate, administer, and amend the FY 2024 UPWP as necessary, and will develop quarterly reports to NCDOT for reimbursement of planning funds. The FY 2025 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 2020-2029 STIP as necessary, and will develop the MPO's 2024-2033 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 MPO will continue to dedicate one staff position to the administration of the Locally Administered Projects Program (LAPP), and the TIP / STIP maintenance associated therewith. 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/LEP/Environmental Justice 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: Environmental Justice (EJ)

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 environmental justice and equity, which will be made available to member jurisdiction staff. The MPO will endeavor to include equity considerations in planning and public engagement activities.

MPO staff will collaborate with DCHC MPO 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/EJ outreach thresholds adopted in FY 2017. The MPO's Title VI/LEP/Environmental Justice Plan will be maintained and implemented.

GoCary will use funding in this line item to prepare route plans and evaluations for compliance with the three Environmental Justice principles. Service planning will be done in consideration of low-income and minority groups.

III-C-3: Minority Business Enterprise

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 encourage participation by Minority Business Enterprises.

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.

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 oversee 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 24 based on the 2022 strategic plan update. 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. This is subject to any limitations on in-person public engagement during the COVID-19 pandemic. 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.

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) equitable opportunities 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 begin in FY24.

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 many more 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 2024. 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 26-38.

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

Fayetteville-Raleigh Passenger Rail Study, Phase II

Bicycle & Pedestrian Element of the MTP

Locally Coordinated Human Services Transportation Plan Update

Northwest Harnett County Transit Study

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

Triangle Bikeway NEPA / Design Project Management

Morrisville Parkway Access Management Study

Apex Rail Yard Relocation Study

GoRaleigh BRT Station Area Planning Study

III-D-4: Regional or Statewide Planning

The Capital Area MPO will participate in projects, partnering with DCHC, GoTriangle, the Regional Transportation Alliance (RTA), and TJCOG 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.

TJCOG 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 Involvement 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. There are currently 16 full-time staff positions and one part-time staff position at the

MPO. The MPO intends to further expand staff; three new positions were created in FY 23, and several additional positions are anticipated to be created in FY 24 and FY 25.

Additional staff expansions are expected to occur during this fiscal year and subsequent fiscal years as a result of the additional activities outlined in the recently-adopted CAMPO Strategic Plan, and to assist member governments with new requirements and opportunities provided in the Investments in Infrastructure and Jobs Act (IIJA) enacted in 2021.

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 work.
2. Provide liaison between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro MPO (DCHC MPO), the North Carolina Department of Transportation (NCDOT), the Department of Environmental Quality (DEQ), the Triangle J Council of Government, 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 DCHC MPO 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/DCHC MPO 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 is 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 way indirect costs are determined and the acceptable level of those costs may need to be revisited during FY 24.

9. The MPO will continue to implement the Core-Mission Programs (LAPP, CMP, MTP, Regional Transit Planning, etc.) as described on pages 25-26.
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. 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.
12. GoRaleigh will use funding in this item to prepare reports, provide staffing to the Raleigh Transit Authority, and provide transit planning information to citizens and other agencies.

Table 3 – MPO Funding Breakdown by Source and Task Code

Capital Area MPO - Composite Summary			TPB/Other		SEC 104 (F)		SEC 104 (F) Set Aside		STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
			Highway		Highway/Transit				Highway/Transit		Wake Transit Revenue	Highway/Transit			Transit			Transit			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	Federal	LOCAL	NCDOT	FEDERAL	TOTAL
			20%	80%	20%	80%	20%	80%	20%	80%	100%	10%	10%	80%	20%	0%	80%	25%	25%	50%							
II. CONTINUING TRANSPORTATION PLANNING																											
II-A-1	Traffic Volume Counts	MPO			\$ 250	\$ 1,000			\$ -															\$ 250	\$ -	\$ 1,000	\$ 1,250
II-A-2	Vehicles Miles of Travel (VMT)				\$ -	\$ -			\$ -	\$ -														\$ -	\$ -	\$ -	
II-A-3	Street System Changes	MPO			\$ 1,000	\$ 4,000			\$ -															\$ 1,000	\$ -	\$ 4,000	\$ 5,000
II-A-4	Traffic Accidents	MPO			\$ 1,000	\$ 4,000			\$ -															\$ 1,000	\$ -	\$ 4,000	\$ 5,000
II-A-5	Transit System Data	MPO			\$ 2,000	\$ 8,000			\$ -															\$ 2,000	\$ -	\$ 8,000	\$ 10,000
		GoRaleigh			\$ -	\$ -						\$ 12,348	\$ 12,348	\$ 98,785	\$ 135,436	\$ 541,746							\$ 147,784	\$ 12,348	\$ 640,531	\$ 800,663	
		GoTriangle			\$ -	\$ -																		\$ -	\$ -	\$ -	
		GoCary			\$ -	\$ -										\$ 15,944	\$ -	\$ 63,775						\$ 15,944	\$ -	\$ 63,775	\$ 79,719
II-A-6	Dwelling Unit and Population Changes	MPO			\$ 1,000	\$ 4,000																	\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-A-7	Air Travel				\$ -	\$ -																	\$ -	\$ -	\$ -		
II-A-8	Vehicle Occupancy Rates (VOR)	MPO			\$ 150	\$ 600			\$ -															\$ 150	\$ -	\$ 600	\$ 750
II-A-9	Travel Times Studies				\$ -	\$ -																		\$ -	\$ -	\$ -	
II-A-10	Mapping	MPO			\$ 12,500	\$ 50,000			\$ 10,000	\$ 40,000														\$ 22,500	\$ -	\$ 90,000	\$ 112,500
II-A-11	Managed Activity Center Parking Inventory				\$ -																			\$ -	\$ -	\$ -	
II-A-12	Bicycle and Pedestrian Facilities Inventory				\$ 3,000	\$ 12,000			\$ -															\$ 3,000	\$ -	\$ 12,000	\$ 15,000
II. LONG-RANGE TRANSPORTATION PLAN (LRTP)																											
II-B-1	Collection of Base Year Data	MPO			\$ 5,000	\$ 20,000			\$ -															\$ 5,000	\$ -	\$ 20,000	\$ 25,000
II-B-2	Collection of Network Data	MPO			\$ 30,000	\$ 120,000			\$ -															\$ 30,000	\$ -	\$ 120,000	\$ 150,000
II-B-3	Travel Model Updates	MPO			\$ 12,500	\$ 50,000			\$ 36,000	\$ 144,000														\$ 48,500	\$ -	\$ 194,000	\$ 242,500
		GoTriangle			\$ -	\$ -									\$ 25,000	\$ -	\$ 100,000							\$ 25,000	\$ -	\$ 100,000	\$ 125,000
II-B-4	Travel Surveys	MPO			\$ -	\$ -			\$ 2,000	\$ 8,000														\$ 2,000	\$ -	\$ 8,000	\$ 10,000
II-B-5	Forecast of Data to Horizon Year	MPO			\$ -	\$ -																		\$ -	\$ -	\$ -	
	Community Viz				\$ -	\$ -			\$ 10,000	\$ 40,000														\$ 10,000	\$ -	\$ 40,000	\$ 50,000
		DCHC			\$ -	\$ -																		\$ -	\$ -	\$ -	
II-B-6	Community Goals and Objectives	MPO			\$ 3,000	\$ 12,000			\$ -															\$ 3,000	\$ -	\$ 12,000	\$ 15,000
		TJCOG							\$ 3,750	\$ 15,000														\$ 3,750	\$ -	\$ 15,000	\$ 18,750
II-B-7	Forecasts of Future Travel Patterns	MPO			\$ 15,000	\$ 60,000			\$ -															\$ 15,000	\$ -	\$ 60,000	\$ 75,000
II-B-8	Capacity Deficiency Analysis	MPO			\$ 2,600	\$ 10,400			\$ 400	\$ 1,600														\$ 3,000	\$ -	\$ 12,000	\$ 15,000
II-B-9	Highway Element of MTP/CTP	MPO			\$ 10,000	\$ 40,000			\$ -															\$ 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			\$ -	\$ -			\$ -	\$ -		\$ 11,840	\$ 11,840	\$ 94,727	\$ 75,020	\$ 300,077							\$ 86,860	\$ 11,840	\$ 394,804	\$ 493,504	
		GoTriangle			\$ -	\$ -			\$ -	\$ -					\$ 5,200	\$ -	\$ 20,800							\$ 5,200	\$ -	\$ 20,800	\$ 26,000
		GoCary			\$ -	\$ -			\$ -	\$ -					\$ 1,259	\$ -	\$ 5,035							\$ 1,259	\$ -	\$ 5,035	\$ 6,294
	Transit Oriented Development	MPO							\$ -	\$ -														\$ -	\$ -	\$ -	
II-B-11	Bicycle and Pedestrian Element of MTP/CTP (Wake County SRTS Prioritization Study project)	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.			\$ 8,000	\$ 32,000			\$ -															\$ 8,000	\$ -	\$ 32,000	\$ 40,000
II-B-14	Rail, Waterway, or Other Mode Element of MTP	MPO			\$ 3,000	\$ 12,000			\$ -															\$ 3,000	\$ -	\$ 12,000	\$ 15,000
II-B-15	Freight Movement/Mobility Planning	MPO			\$ 2,000	\$ 8,000			\$ -															\$ 2,000	\$ -	\$ 8,000	\$ 10,000
		MPO			\$ 6,000	\$ 24,000			\$ -														\$ 6,000	\$ -	\$ 24,000	\$ 30,000	
II-B-16	Financial Planning	GoRaleigh			\$ -	\$ -																		\$ -	\$ -	\$ -	
		GoCary			\$ -	\$ -									\$ 1,678	\$ -	\$ 6,713						\$ 1,678	\$ -	\$ 6,713	\$ 8,391	
II-B-17	Congestion Management Process	MPO			\$ 3,000	\$ 12,000			\$ -															\$ 3,000	\$ -	\$ 12,000	\$ 15,000
II-B-18	Air Quality Planning/Conformity Analysis, BWPC See III-D-4	TJCOG							\$ 3,750	\$ 15,000														\$ 3,750	\$ -	\$ 15,000	\$ 18,750
		MPO			\$ 2,000	\$ 8,000																	\$ 2,000	\$ -	\$ 8,000	\$ 10,000	

Capital Area MPO - Composite Summary			TPB		SEC 104 (F)				STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Local		NCDOT	FHWA	Highway/Transit		Wake Transit Revenue	Highway/Transit			Transit			Transit			Other Federal			LOCAL	NCDOT	FEDERAL	TOTAL
			NCDOT/Other	FHWA	Local	FHWA			Local	PTD		FTA	Local	PTD	FTA	Local	PTD	FTA	LOCAL	NCDOT	Federal						
			20%	80%	20%	80%			100%	10%		10%	80%	10%	10%	80%	25%	25%	50%								
III. ADMINISTRATION																											
III-A	Unified Planning Work Program	MPO			\$ 5,000	\$ 20,000																	\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
		GoCary			\$ -	\$ -																	\$ 839	\$ -	\$ 3,357	\$ 4,196	
III-B	Transportation Improvement Program	MPO			\$ 25,000	\$ 100,000			\$ 12,500	\$ 50,000						\$ 839	\$ -	\$ 3,357					\$ 37,500	\$ -	\$ 150,000	\$ 187,500	
		GoCary			\$ -	\$ -											\$ 839	\$ -	\$ 3,357					\$ 839	\$ -	\$ 3,357	\$ 4,196
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements																											
III-C-1	Title VI	MPO			\$ 3,000	\$ 12,000			\$ -														\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
		GoRaleigh			\$ -	\$ -											\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -
		GoTriangle			\$ -	\$ -																	\$ -	\$ -	\$ -	\$ -	
		GoCary			\$ -	\$ -											\$ 1,049	\$ -	\$ 4,196					\$ 1,049	\$ -	\$ 4,196	\$ 5,245
		GoTriangle																					\$ -	\$ -	\$ -	\$ -	
III-C-2	Environmental Justice	MPO			\$ 3,000	\$ 12,000			\$ -														\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
		GoRaleigh			\$ -	\$ -											\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -
		GoCary			\$ -	\$ -											\$ 1,049	\$ -	\$ 4,196					\$ 1,049	\$ -	\$ 4,196	\$ 5,245
III-C-3	Minority Business Enterprise Planning (MBE)	MPO			\$ 1,100	\$ 4,400			\$ -														\$ 1,100	\$ -	\$ 4,400	\$ 5,500	
III-C-4	Planning for the Elderly and Disabled	MPO			\$ 1,100	\$ 4,400			\$ -														\$ 1,100	\$ -	\$ 4,400	\$ 5,500	
		GoRaleigh			\$ -	\$ -											\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -
		GoCary			\$ -	\$ -											\$ 4,196	\$ -	\$ 16,783					\$ 4,196	\$ -	\$ 16,783	\$ 20,979
III-C-5	Safety/Drug Control Planning	MPO			\$ -	\$ -																	\$ -	\$ -	\$ -	\$ -	
III-C-6	Public Involvement	MPO			\$ 10,000	\$ 40,000			\$ 5,000	\$ 20,000													\$ 15,000	\$ -	\$ 60,000	\$ 75,000	
		GoRaleigh			\$ -	\$ -						\$ 6,456	\$ 6,456	\$ 51,641	\$ 125,966	\$ 503,864							\$ 132,422	\$ 6,456	\$ 555,505	\$ 694,383	
		GoCary			\$ -	\$ -											\$ 4,196	\$ -	\$ 16,783					\$ 4,196	\$ -	\$ 16,783	\$ 20,979
III-C-7	Private Sector Participation	GoRaleigh			\$ -	\$ -						\$ 6,756	\$ 6,756	\$ 54,047	\$ 124,832	\$ 499,328							\$ 131,588	\$ 6,756	\$ 553,375	\$ 691,719	
		GoCary			\$ -	\$ -											\$ 1,259	\$ -	\$ 5,035					\$ 1,259	\$ -	\$ 5,035	\$ 6,294
III-D Incidental Planning and Project Development																											
III-D-1	Transportation Enhancement Planning				\$ -	\$ -																	\$ -	\$ -	\$ -	\$ -	
III-D-2	Environmental Analysis and Pre-TIP Planning	MPO			\$ 10,000	\$ 40,000			\$ 4,400	\$ 17,600													\$ 14,400	\$ -	\$ 57,600	\$ 72,000	
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 Vision Plan										\$ 150,000												\$ 150,000	\$ -	\$ -	\$ 150,000	
																							\$ -	\$ -	\$ -	\$ -	
	b) Community Funding Area/Prog Mgmt Plan										\$ 20,000												\$ 20,000	\$ -	\$ -	\$ 20,000	
																							\$ -	\$ -	\$ -	\$ -	
	c) Locally Coordinated Human Services Plan								\$ 4,000	\$ 16,000	\$ 80,000												\$ 84,000	\$ -	\$ 16,000	\$ 88,000	
																							\$ -	\$ -	\$ -	\$ -	
	2)Wake Transit Plan Implementation	MPO									\$ 824,909												\$ 824,909	\$ -	\$ -	\$ 824,909	
	3) Bike Ped MTP Update	MPO			\$ -	\$ -			\$ 45,000	\$ 180,000													\$ -	\$ 45,000	\$ 180,000.00	\$ 225,000	
																							\$ -	\$ -	\$ -	\$ -	
	4) Hot Spot Studies	MPO			\$ -	\$ -			\$ 20,000	\$ 80,000													\$ 20,000	\$ -	\$ 80,000	\$ 100,000	
	5)Fayetteville-Raleigh Passenger Rail Study	MPO				\$ -			\$ 30,000	\$ 120,000													\$ 30,000	\$ 50,000	\$ 120,000	\$ 200,000	
		FAMPO	\$ 50,000																				\$ 50,000	\$ -	\$ -	\$ 50,000	
		NCDOT	\$ 50,000																					\$ -	\$ -	\$ -	\$ -
																							\$ -	\$ -	\$ -	\$ -	
	6) CAMPO Regional Safety Plan	MPO					\$ 15,875	\$ 63,500	\$ 12,500	\$ 50,000													\$ 28,375	\$ 100,000	\$ 113,500	\$ 241,875	
		NCDOT	\$ 100,000																								
	7) Northwest Harnett Transit Study	MPO							\$ 10,000	\$ 40,000													\$ 10,000	\$ -	\$ 40,000	\$ 50,000	
																							\$ -	\$ -	\$ -	\$ -	
	B- MPO Non-Core Function Studies																						\$ -	\$ -	\$ -	\$ -	
	1) Triangle Bikeway NEPA design	Wake County	\$ 2,346,500																				\$ 2,346,500	\$ -	\$ -	\$ 2,346,500	
		Research Triangle Foundation	\$ 242,500																				\$ 242,500	\$ -	\$ -	\$ 242,500	
	2) Apex Rail Yard Relocation	MPO							\$ 10,000	\$ 40,000													\$ 60,000	\$ -	\$ 40,000	\$ 100,000	
		Town of Apex	\$ 50,000																								
	3) Morrisville Parkway Access Mgmt Study	MPO							\$ 10,400	\$ 41,600													\$ 23,400	\$ -	\$ 41,600	\$ 65,000	
		Town of Morrisville	\$ 13,000																								
	4) Southern BRT Corridor Station Planing	GoRaleigh																					\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000
	5) Western BRT Corridor Planning	GoRaleigh																					\$ 56,2				

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.			Northern BRT MIS				Public Involvement in the transit route decision-making process.	Partnerships &/or involvement with private entities.	Transit Element of LRTP/CTP	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; street furniture & bus stop planning; and the collection of annual bus passenger counts by stop location.							Extensive public involvement process for service changes.	Go Pass Program development and partnerships with neighborhood organizations/the private sector.	Additional modeling: coding transit routes, ridership estimates, validating mode choice - low and estimate. 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)	12/31/2023							7/31/2023	4/30/2024	3/31/2024	6/30/2024	
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.	UPASS Program development, bus pass purchase by private organizations, and development plan review	LRTP	Previous reports and Transit Authority activities. Previous financing data, Service Plans, & other reports & studies.	
9 Prior FTA Funds												
10 Relationship To Other Activities												
Agency Responsible for Task Completion	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	
16 Section 5303 Local 10%	\$ 12,348							\$ 6,456	\$ 6,756	\$ 11,840		\$ 37,400
17 Section 5303 NCDOT 10%	\$ 12,348							\$ 6,456	\$ 6,756	\$ 11,840		\$ 37,400
18 Section 5303 FTA 80%	\$ 98,785							\$ 51,641	\$ 54,047	\$ 94,727		\$ 299,200
19 Section 5307 Transit - Local 20%	\$ 135,436							\$ 125,966	\$ 124,832	\$ 75,020		\$ 461,254
20 Section 5307 Transit - NCDOT 0%	\$ -							\$ -	\$ -	\$ -		\$ -
21 Section 5307 Transit - FTA 80%	\$ 541,746							\$ 503,864	\$ 499,328	\$ 300,077		\$ 1,845,015
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 5A: Anticipated DBE Contracting Opportunities – Go Raleigh (Capital Area Transit)

Anticipated DBE Contracting Opportunities for 2023-2024					
Name of MPO: Capital Area Metropolitan Planning Organization				_____ 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
II-B-10	Transit On-Board survey	Planning Communities LLC	Consultant	\$200,000	\$250,000
Sample Entry:					
II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
Note: This form <u>must</u> be submitted to NCDOT-IMD <u>even if</u> you anticipate <u>no</u> DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.					

Table 4B: 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	Environmental Justice	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 legislation to ensure consistent and efficient service.	Ensure service compliance with Title VI.	Prepare route evaluations considering the three principals of environmental justice.	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)	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024	6/30/2024	
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	\$61,322	\$3,227	\$3,227	\$6,455	\$4,034	\$4,034	\$16,137	\$16,137	\$4,841	\$4,841	\$37,116	\$161,373
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%	\$15,944	\$839	\$839	\$1,678	\$1,049	\$1,049	\$4,196	\$4,196	\$1,259	\$1,259	\$9,650	\$41,957
Section 5307 Transit - NCDOT 0%												
Section 5307 Transit - FTA 80%	\$63,775	\$3,357	\$3,357	\$6,713	\$4,196	\$4,196	\$16,783	\$16,783	\$5,035	\$5,035	\$38,601	\$167,828
TOTALS	\$79,718	\$4,196	\$4,196	\$8,391	\$5,245	\$5,245	\$20,979	\$20,979	\$6,294	\$6,294	\$48,251	\$209,785

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

Anticipated DBE Contracting Opportunities for 2023-2024					
Name of MPO: Capital Area Metropolitan Planning Organization				<u> X </u> Check here if no anticipated DBE opportunities	
Person Completing Form: Christine Sondej				Telephone Number: 919-380-2134	
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 contracting opportunities					
Sample Entry:					
II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
Note: This form <u>must</u> be submitted to NCDOT-PTD <u>even if</u> you anticipate <u>no</u> DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.					

Table 4C: Go Triangle Funding by Source and Task Code

MPO				
FTA Code	442301	442700		
Task Code	II-B-3	II-B-10		
Title of Planning Task	Travel Model Updates	Transit Element of the MTP		TOTALS
Task Objective	Support for Triangle Regional Model Service Bureau	To provide travel market analysis and cost information for development of transit investments for the MTP; and to acquire GIS support services from TJCOG		
Tangible Product Expected	Updated Triangle Regional Model	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.		
Expected Completion Date of Product(s)	6/30/2024	6/30/2024		
Previous Work	Ongoing support of TRM service bureau	Continued and ongoing regional corridor analysis for MTP and other projects		
Prior FTA Funds	\$102,600	\$18,440		
Relationship To Other Activities	Supports the regional travel model utilized for the MTP and other transit and highway planning purposes.	This supports regional transit planning for capital investments.		
Agency Responsible for Task Completion	Service Bureau at ITRE responsible for task - GoTriangle is a funding partner	GoTriangle (with joint sponsorship by TJCOG and MPOs, NCDOT)		
HPR - Highway - NCDOT 20%				
HPR - Highway - FHWA 80%				
Section 104 (f) PL Local 20%				
Section 104 (f) PL FHWA 80%				
Section 5303 Local 10%				
Section 5303 NCDOT 10%				
Section 5303 FTA 80%				
Section 5307 Transit - Local 20%	\$25,000	\$5,200		\$30,200
Section 5307 Transit - NCDOT 0%				\$0
Section 5307 Transit - FTA 80%	\$100,000	\$20,800		\$120,800
Category Total	\$125,000	\$26,000		\$151,000

Table 5C: Anticipated DBE Contracting Opportunities – Triangle Transit (Go Triangle)

GoTriangle Anticipated DBE Contracting Opportunities for 2023-2024					
Name of MPO: Capital Area Metropolitan Planning Organization			__X__ Check here if no anticipated DBE opportunities		
Person Completing Form: Jay Heikes			Telephone Number: (919) 314-8741		
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 <u>must</u> be submitted to NCDOT-IMD <u>even if</u> you anticipate <u>no</u> DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.					

Appendices

Appendix A – CAMPO Executive Board Members FY 2024
CAMPO Technical Coordinating Committee Members FY 2024

Appendix B -- Triangle J Council of Governments Task Narrative

Appendix C -- Adoption Resolution
Planning Self-Certification Checklist and Response
Certification Resolution
Transmittal Letter

Appendix D -- Amendments

CAMPO Executive Board 2024

Chair – Vivian Jones, Wake Forest

Vice Chair – Butch Lawter, Johnston County

Member	Representing
Georgana Kacinski	City of Creedmoor
Corey Branch	City of Raleigh
Michael Schriver	County of Franklin
Russ May	County of Granville
Lewis Weatherspoon	County of Harnett
Butch Lawter	County of Johnston
Susan Evans	County of Wake
John Sullivan	Federal Highway Administration*
Sig Hutchinson	GoTriangle
Melvin Mitchell	N.C. Board of Transportation - Div 4
Valerie Jordan	N.C. Board of Transportation - Div 5
Grady Hunt	N.C. Board of Transportation - Div 6
Monty Irvin	NC Turnpike Authority*
Bob Smith	Town of Angier
Jacques Gilbert	Town of Apex
Matt Mulhollem	Town of Archer Lodge
Vacant	Town of Bunn
Harold Weinbrecht	Town of Cary
Porter Casey	Town of Clayton
Art Wright	Town of Franklinton
Blake Massengill	Town of Fuquay-Varina
Ken Marshburn	Town of Garner
Sean Mayefskie	Town of Holly Springs
Jessica Day	Town of Knightdale
TJ Cawley	Town of Morrisville
Ronnie Currin	Town of Rolesville
Vivian Jones	Town of Wake Forest
Deans Eatman	Town of Wendell
Scott Brame	Town of Youngsville
Glenn York	Town of Zebulon

*ex officio non-voting member

CAMPO TCC 2024

Member Agency

Representative

Angier	Randy Cahoon-Tingle
Apex	Shannon Cox
Archer Lodge	Julie Maybee
Bunn	vacant
Cary	Luana Deans
Cary	Juliet Andes
Clayton	Benjamin Howell
Creedmoor	Mike Frangos
Franklinton	Zach Steffey
Fuquay-Varina	Tracy Stephenson
Garner	Jeff Treizenberg
Holly Springs	Daniel Spruill
Knightdale	Andrew Spiliotis
Morrisville	Danielle Kittredge
Raleigh	Michael Moore
Raleigh	Ken Bowers
Raleigh	
Raleigh	Jason Myers
Raleigh	Paul Kallam
Rolesville	Meredith Gruber
Wake Forest	Courtney Tanner
Wendell	Bryan Coates
Youngsville	Erin Klinger
Zebulon	Michael Clark
Franklin Co.	Scott Hammerbacher
Granville Co.	Justin Jorgensen

Member Agency

Representative

Harnett Co.	Jay Sikes
Johnston Co.	Braston Newton
Wake Co.	Akul Nishawala
Wake Co.	Tim Gardiner
GoCary	Kelly Blazey
GoRaleigh	David Walker
GoTriangle	Paul Black
NC Turnpike Authority	Dennis Jernigan
NCDOT Div. 4	Keith Eason
NCDOT Div. 5	Brandon Jones
NCDOT Div. 6	Drew Cox
NCDOT Bike/Ped	Nicholas Morrison
NCDOT Rail	Neil Perry
NCDOT TPD	Phil Geary
NC State University	Andrea Neri
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:

Federal Hwy Admin	Joe Geigle
NC Railroad Co.	Catherine Knudson

Task Narrative Description: Triangle J Council of Governments

III-D-4. Statewide & Regional Planning

Facilitate and/or 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:

1. General regional planning tasks related primarily to amendments of the 2050 MTP and preparation for the 2055 MTP, including air quality conformity activities and coordination of joint MPO policy board, technical staff, and TRM executive committee work;
2. Participation on CAMPO-specific projects and committees such as the LAPP Advisory Committee and small area plan or corridor study committees;
3. Data and GIS tasks related to work on the MTP, including growth forecasts, development tasks on the CommunityViz land use model, and other tasks to develop socioeconomic data for the Triangle Regional Model;
4. Support for Intelligent Transportation Systems (ITS) activities, including coordination of the Regional ITS Working Group and activities to update the Regional ITS Plan; and
5. Focused work on metrics and performance measure tracking, synthesis and reporting.

Tasks will include completion of a major 2050 MTP amendment with the development of the 2024-2033 STIP document; any interim or additional MTP amendments and air quality conformity work; support of the TRM executive committee; 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. TJCOG will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA, NCDOT) and in selected projects of statewide or national impact.

Products

- CommunityViz model and data updates
- Work to make improvements to the development process for the 2055 MTP based on feedback and the debrief held in 2022 on the 2050 MTP process
- Work to expand the CommunityViz model to include all of Johnston and Chatham counties and incorporate CommunityViz model from the Piedmont Triad region for Alamance county
- 2050 MTP amendments and conformity determination reports
- Joint MPO technical, executive committee and policy board meeting support and Joint Policy Priorities revisions

- Triangle Regional Model Executive Committee tasks
- Regional ITS Work Group meeting agendas and summaries
- Coordination of process to procure technical assistance with the development of an updated Regional ITS Plan
- Presentations on TJCOG work tasks as needed to technical and policy boards
- Performance Metrics work plan and creation of a web-based metrics dashboard, in coordination with MTP goals and objectives discussions
- Note: the budget includes costs for maintenance of necessary software licenses to support this work (ArcGIS and CommunityViz) and the acquisition of data from external sources when needed (e.g. Woods & Poole economic forecast data, CoStar housing data, etc.)

Relationship to Other Plans and MPO Activities:

The 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, regional ITS deployment plan implementation, performance metrics responsibilities, and incorporation of results from small area, corridor and modal plans.

Proposed Budget and Level of Effort:

Task Code - Title	Local 20%	FHWA 80%	Total
III-D-4 Statewide & Regional Planning	\$41,556	\$166,224	\$207,780

20% local match to be provided by TJCOG; other funding participation from DCHC MPO and GoTriangle as in previous years. Work primarily undertaken by existing TJCOG staff in the Transportation and Mobility Program Area.

Adoption Resolution

Reserve for Adoption Resolution

Planning Certification Checklist Responses

Capital Area MPO Self-Certification Checklist Responses

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Yes. The Capital Area MPO is properly designated by its Memorandum of Understanding (MOU) between the Governor (as signed by the Secretary of the North Carolina of Transportation on June 15, 2005) and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law to manage a *continuing, cooperative, and comprehensive* ("3-C") transportation planning process for all of Wake County, plus portions of the counties of Franklin, Granville, Harnett, and Johnston, also including the Towns of Angier, Bunn, Clayton, Creedmoor, Franklinton, and Youngsville. The revised MOU was adopted by the TAC at its April 16, 2014 meeting to include the Town of Archer Lodge in Johnston County, as well as other technical adjustments such as renaming the TAC the "Executive Board."

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]

Yes. The Capital Area MPO's policy board has been renamed the "Executive Board" as of April 16, 2014, and representatives of each member government must be a member of that agency's governing board (e.g. City Council, Board of Commissioners, etc.). The NC Board of Transportation members represent NCDOT Divisions 4, 5 and 6. There are a total of 28 Executive Board members representing local governments, NCDOT Board of Transportation members, GoTriangle, and the non-voting membership of the NC Turnpike Authority, and Federal Highway Administration's (FHWA) Division Administrator.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Yes. The metropolitan area boundary (MAB) encompasses the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period. The map was updated when the MPO Planning boundaries expanded due to the 2000 Census-designated urbanized area, which had previously only included Wake County. CAMPO reviewed the boundaries and included all of Wake County and portions of Harnett, Johnston, Franklin, and Granville counties. A new map based on the Decennial Census released on March 26, 2012 outlining the recommended updated Capital Area MPO Planning Area Boundary (MAB) and the smoothed Urbanized Area Boundary (UAB), took effect on July 1, 2013. The MPO anticipates changes to the MAB resulting from the 2020 Census in coming months.

4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus
 - b. Are tasks and products clearly outlined
 - c. Is the UPWP consistent with the MTP
 - d. Is the work identified in the UPWP completed in a timely fashion

Yes. The Capital Area MPO has a currently adopted FY23 Unified Planning Work Program (adopted February 16, 2022 and Amended October 19, 2022) that is designed to outline and discuss the planning priorities of the MPO within a one-year planning period. The Capital Area MPO also has an adopted prospectus that provides more detail on individual work tasks, defines roles and responsibilities, and is intended to minimize the required documentation annually. The Capital Area MPO uses the adopted prospectus to solicit planning tasks and products from the MPO member participants for the upcoming year; and either does the task for the member jurisdiction using internal staff resources or makes Federal planning funds (PL or STP-DA) available to accomplish the work task itself in a timely

fashion. The UPWP is consistent with the Metropolitan Transportation Plan in that tasks outlined in the Metropolitan Transportation Plan's (MTP) 30-year planning horizon are carried out within the UPWP until the required four-year update of the MTP. In general, all UPWP tasks are performed in a timely manner using Capital Area MPO staff and the assistance of its partnering entities. However, depending upon local resources and federal funding availability, outside contractors may be hired to perform needed studies or engineering analyses. Studies are completed within the fiscal year of the active UPWP, unless the project scope has been identified to cover more than one year.

5. Does the area have a valid transportation planning process?

23 U.S.C. 134; 23 CFR 450

- a. Is the transportation planning process continuous, cooperative and comprehensive
- b. Is there a valid LRTP
- c. Did the LRTP have at least a 20-year horizon at the time of adoption
- d. Does it address the 8-planning factors
- e. Does it cover all modes applicable to the area
- f. Is it financially constrained
- g. Does it include funding for the maintenance and operation of the system
- h. Does it conform to the State Implementation Plan (SIP) (if applicable)
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)

Yes. The Capital Area MPO has a valid transportation planning process that is being conducted in accordance with a Memorandum of Understanding (MOU) that was updated as of April 16, 2014. The planning process is continuing, cooperative, and comprehensive with the Capital Area MPO (CAMPO), Durham-Chapel Hill-Carrboro MPO (DCHC), GoRaleigh Transit, GoTriangle Transit, the City of Raleigh, and other local governments all working closely together. The 2050 MTP was adopted on February 16, 2022.

The Metropolitan Transportation Plan (MTP – formerly known as the Long Range Transportation Plan {LRTP}) demonstrates financially constrained, long-term goals for CAMPO's plans; and has been forecasted 20-30 years ahead for transportation needs. In non-attainment areas like CAMPO, the document is required to be updated every four years.

The MTP addresses the eight planning factors that include:

1. Support economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The MTP includes operations and maintenance funding, including for the transit systems, and conforms to the State Implementation Plan (SIP).

The MTP is continuously reviewed and refined through planning studies and technical analysis, and there is a major update every four years. The 2050 MTP was adopted in February 2022, and work has begun on updating it for the 2055 MTP to be adopted in 2026.

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332

- a. Is it consistent with the LRTP
- b. Is it fiscally constrained
- c. Is it developed cooperatively with the state and local transit operators
- d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor

Yes. The current (2020-2029) Transportation Improvement Program (TIP) was adopted by CAMPO on October 16, 2019. The NC Board of Transportation had approved the FY 2020-2029 Statewide Transportation Improvement Program (STIP) during September of 2019. Federal law requires that CAMPO approve a FY 2020-2029 Transportation Improvement Program (TIP) that is the region's equivalent to the STIP. FHWA certified the FY 2020-2029 STIP in March 2020. The TIP is fiscally constrained, updated every two years; and adopted by the MPO and the Governor. The transit portion of the STIP and TIP is developed cooperatively with the state and local transit operators; but updated through a slightly different process. The TIP also matches project programming funds as found within the fiscally constrained 2050 MTP, which has been adopted by the CAMPO Executive Board. The FY 2020-2029 TIP has been amended once in FY20, thrice in FY21, and four times in FY22, and twice in FY23 to account for changes in project schedules and/or budgets.

The North Carolina Department of Transportation and the Capital Area MPO have worked throughout FY23 to develop the FY 2024-2033 STIP and TIP. The Capital Area MPO is scheduled to adopt the FY 2024-2033 Transportation Improvement Program in August 2023. The NC Board of Transportation is scheduled to approve the FY 2024-2033 Statewide Transportation Improvement Program (STIP) in September 2023. It is anticipated that FHWA will certify the FY 2024-2033 STIP in the fall of 2023. The Capital Area MPO is scheduled to approve Amendment #1 to the 2050 Metropolitan Transportation Plan in August 2023.

7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the MTP
 - b. Was it used for the development of the TIP
 - c. Is it monitored and reevaluated to meet the needs of the area

Yes. The Capital Area MPO Congestion Management Process (CMP) document was adopted by the Capital Area MPO Transportation Advisory Committee on June 16, 2010. The Capital Area MPO Congestion Management Process is an integral component of the Capital Area MPO 2045. The CMP was under development at the time the FY 2011-2017 TIP. The CMP is more of an ongoing process than a document and is therefore not conducted according to a set schedule. The recommendations from the CMP process are incorporated in the MTP, TIP and UPWP as appropriate. Congestion management is part of the overall regional planning process. The CMP is a key element of the Capital Area MPO's MTP. Its recommended studies and implementation efforts need to be included in the MPO's UPWP. A Wake County Transit Plan subcommittee composed of representatives from Wake County, municipalities, local transit systems, the Regional Transportation Alliance, and Capital Area MPO staff works in concert with the CMP Stakeholders Group to address CMP strategies through transit planning. The CMP provided input to the Triangle ITS Study, RED Lane Study and the FY 19 Commuter Corridors Study. The Western Wake Signal System in the FY 21 UPWP included recommendations for implementing CMP strategies, and will build upon the operationalization of those recommendations. The Federal Certification Review in 2021 has indicated that the MPO should increase priority on this work, which is outlined in this UPWP and was begun under the FY 23 UPWP.

8. Does the area have a process for including environmental mitigation discussions in the planning process?

Yes. The Capital Area MPO includes environmental mitigation discussions in the planning process.

- a. How: Information and data have been assembled regarding the location and condition of environmental features that might be affected by proposals outlined in the MTP. The MPO has used GIS to map potential endangered species populations, impaired waters, wetland inventories, as well as other features that could potentially be impacted by projects and plans within the MTP. Frequently, resource staff are brought into planning-level discussions during special studies and MTP development, and alternatives are discussed and

documented in special studies in terms of environmental impact, with mitigation discussions included as appropriate. This work is routinely conducted as part of the MPO's special studies as well.

9. Does the planning process meet the following requirements:
- 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - 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;
 - Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - 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;
 - 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;
 - Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - All other applicable provisions of Federal law. (i.e. Executive Order 12898)

Yes. The planning process for the Capital Area MPO meets the requirements as noted for items A through E, and G through K. The Capital Area MPO encourages and promotes the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development that benefits the region and the state. Furthermore, the Capital Area MPO funds transit elements through the inclusion of 5303 and 5307 funds in the Unified Planning Work Program (UPWP). The North Carolina Department of Transportation maintains sole responsibility of Item F regarding the implementation of an equal employment program on federal and Federal-aid highway construction contracts

The Capital Area MPO complies with federal regulation regarding the involvement of disadvantaged business enterprises in USDOT fund projects; particularly when awarding contracts to consultants performing area and/or corridor studies. The Capital Area MPO also complies with federal regulations that prohibit the discrimination of persons based on age, disability, or gender. CAMPO (through its recognition of the City of Raleigh as the "Designated Recipient") utilizes funding under the federal Elderly Persons and Persons with Disabilities Funding Program (aka Section 5310). The Section 5310 Program provides capital and operating grants to assist private non-profit corporations and public agencies to provide coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities. The GoRaleigh administrator awarded the consulting firm Planning Communities to manage the full program. The firm completed the 5310 Program Management Plan, and presented it to the TCC and Executive Board. GoRaleigh, coordinating with the Capital Area MPO, conducted a funding Call for Projects that would utilize Section 5310 projects; and the Executive Board approved five of the submitted projects. This process will recur every two years, with updates to the 5310 Program Management Plan adopted in FY21.

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- Did the public participate in the development of the PIP?
 - Was the PIP made available for public review for at least 45-days prior to adoption?
 - Is adequate notice provided for public meetings?
 - Are meetings held at convenient times and at accessible locations?
 - Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - Are plans/program documents available in an electronic accessible format, i.e. MPO website?

Yes. The Capital Area MPO has an adopted Public Participation Plan (PPP) that was last revised and adopted on July 15, 2020. An update to the PPP is anticipated in Spring 2023 as well. Public review on the Plan was available for over 45 days prior to adoption. Adequate notice is provided through local newspapers in English and Spanish; as well as the Capital Area MPO website for public meetings; and the public is given an opportunity to provide oral and/or written comments during TCC and/or Executive Board meetings; as well as submitting comments through the Capital Area MPO website. The MPO has a comprehensive identification, outreach, reporting, and complaint process for traditionally underserved populations. This process, known as the Title VI/Minority/Low Income/Limited English Proficient Outreach Plan, was adopted as of November 16, 2016. All plans and program documents associated with public input are posted on the Capital Area MPO website, including links from the homepage. The PPP and Title VI / LEP Plans were updated during FY 23 and implementation of them will continue in FY 24. The PPP is reviewed and periodically updated as needed. Additional updates during FY23 and FY 24 will include performance metrics for public engagement that can be measured and monitored across MPO activities. The MPO received a commendation for public engagement in the most recent Federal Certification Review in 2021, including for website and information sharing.

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?

The Capital Area MPO has a series of processes for including environmental, state, other transportation, historical, local land use and economic development agencies in the metropolitan planning process. These processes are associated with the core functions conducted by, and/or the products developed by the Capital Area MPO. CAMPO staff members, in conjunction with staff from NCDOT and other agencies, participate in joint NEPA-Merger meetings for various and highway and bridge projects. The Congestion Management Process includes a process that uses “stakeholder group” participation from members of NCDOT, the Highway Patrol, the NC Trucking Association, law enforcement, and emergency management agencies.

How: Relationships among the core functions and activities of the Capital Area MPO allow for any or all of the aforementioned stakeholders to participate in the planning process. For example, the Capital Area MPO develops and updates three related transportation plans—the Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP). The CTP shows all existing and recommended transportation facilities/services (roads, transit services, bicycle and pedestrian accommodations, etc.) an area within the planning jurisdiction should have to meet anticipated growth and mobility needs. The stakeholders listed above have been invited to participate in the noted three transportation plans through steering committees for special studies; as well as through our active public participation processes. Furthermore, the stakeholder group and subcommittee formed through the adopted Congestion Management Process makes presentations to the TCC and Executive Board that address regional congestion as well as traffic incident management along the region’s roadways. The Capital Area has expanded its process for stakeholder input with the creation of the Incident Management Subcommittee that addresses congestion created by traffic accidents along the roadway network; and the Safe Routes to School subcommittee that addresses the safe movement of children between home and school. Following the completion of the Regional Freight Plan, CAMPO will be involved in the Regional Freight Stakeholder Advisory Council (RFSAC) to address the mobility needs of the freight industry on the overall transportation system. Further, a variety of stakeholders are proactively engaged in individual planning studies as well as in development of the MTP.

Certification Resolution

Reserve for Resolution

Transmittal Letter

Reserve for Letter

Appendix D

Amendments & Modifications

Reserve for future Amendments and Modifications