

Regional Transportation Informational Session (MPO 101)

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Learning Objectives



- Introduction to MPOs
- Composition of DCHC MPO
- Governing Documents
- Major Work Activities
- How to Share What You've Learned



MPO History & Purpose



Federal-Aid Highway Act required urban transportation planning for funding

- Urban populations of 50,000+ people
- Birth of 3C¹ Process

Housing and Urban Development Act

- Federal grants for regional planning efforts
- Regional planning by elected officials
- Foundation for today's MPOs

DCHC Founded

Intermodal Surface
Transportation
Efficiency Act (ISTEA)
gave more authority to
MPOs

- Increased local participation
- Encouraged integrated strategies

1962

1965

1980

1991

¹ Continuing, Cooperative, Comprehensive

3C Planning Process



Continuing

Population growth, land use

Cooperative

Regional communication

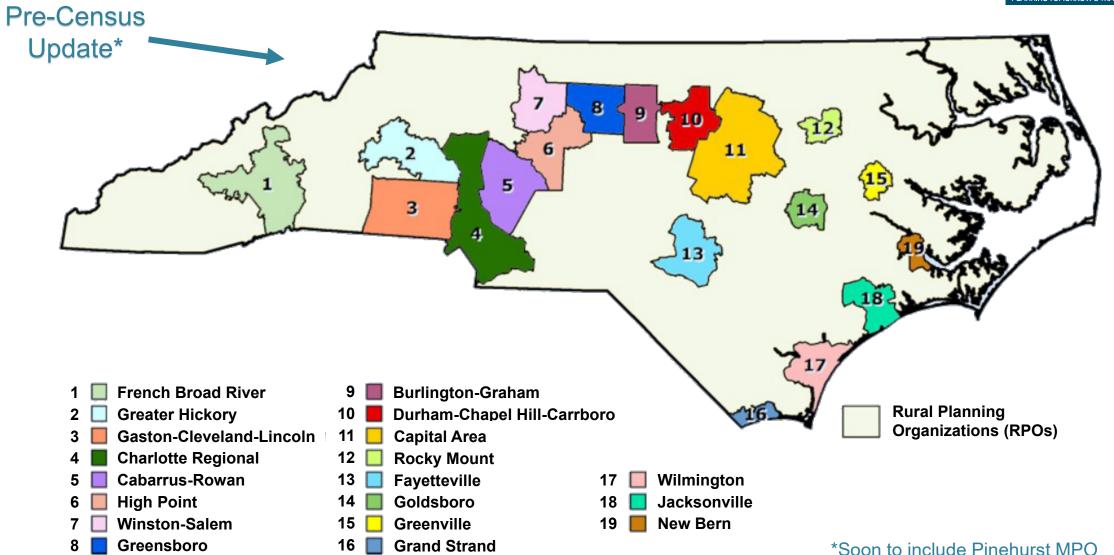
Comprehensive

Safety, connectivity, access



North Carolina MPOs



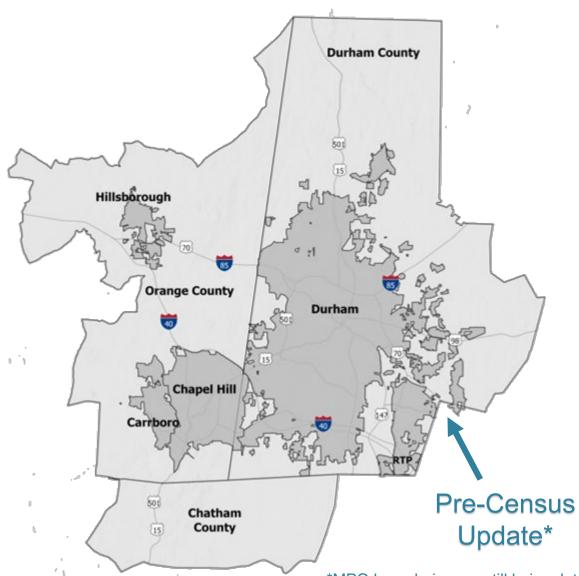




DCHC MPO

DCHC MPO Boundary & Members





MPO Composition

- Member Jurisdictions & Agencies
 - Towns, Cities, Counties, Universities,
 State, Federal, Transit Agencies, etc.
- MPO Board
 - Voting: Local Elected Officials,
 NCDOT BOT, GoTriangle
 - Non-voting: FHA
- MPO Technical Committee
 - Staff members from member jurisdictions and agencies (voting and non-voting members)
- Lead Planning Agency (LPA)
 - MPO Staff

*MPO boundaries are still being determined and are impacted by population shifts

MPO Governance Roles



Board

- Participation Monthly meetings, ad hoc committee meetings, project meetings, citizen communication, ethics filings
- Oversight approvals, advocate MPO priorities, guidance

Technical Committee

- Participation Monthly meetings, ad hoc committee meetings, project meetings, citizen communication
- Oversight guidance and input, advance local transportation projects

MPO Staff

- Carries out directives from the Board
- Plans, models, financial management

Governing Documents



 These documents lay out the requirements of the MPO, the purpose of the board and technical committee, the requirement to make ethical decisions, and the methods by which the MPO will involve the public in making these decisions

Memorandum of Understanding



Bylaws

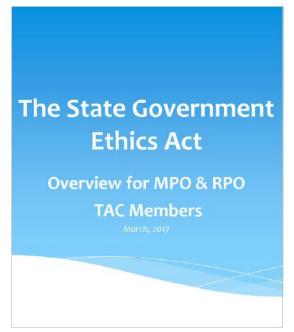


Board



Technical Committee

State Government Ethics Act

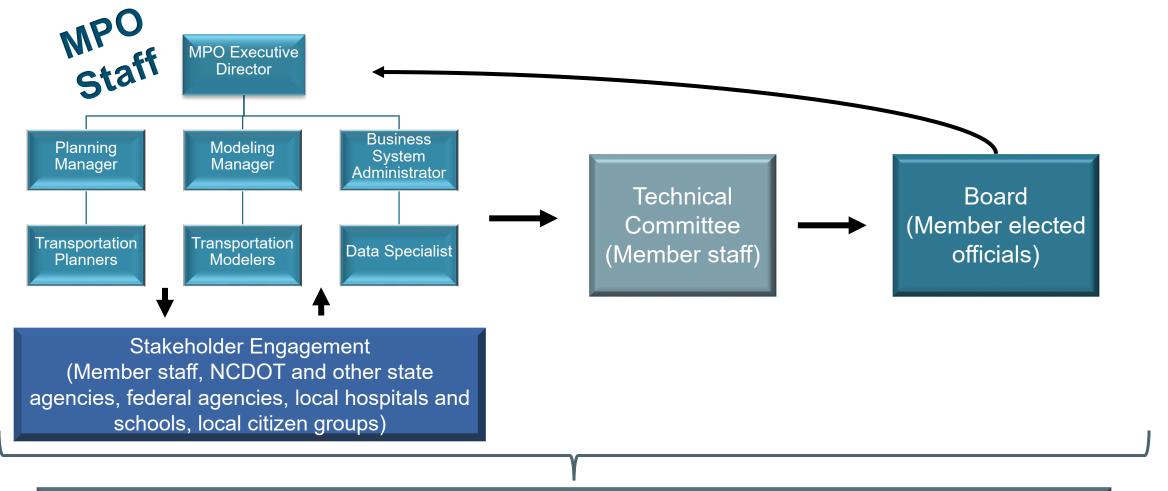


Public Involvement Policy



DCHC MPO Coordination Process Chart





Public Participation*

*The public is invited to take part at every stage of the transportation process



Major Plans: CTP, MTP, TIP, & UPWP

Major Plans & How the Plans Interact



Plan	Planning Horizon	Update Requirement	Current Plan
СТР	30+ Years	No specification	2017
MTP	20+ Years	Every 4-5 years	2050
TIP	10 Years	At least every 4 years	FY20-29
UPWP	1 Year	Every year	~FY24

All plans have processes in place for being amended.

Comprehensive
Transportation Plan (CTP)

Metropolitan
Transportation Plan (MTP)

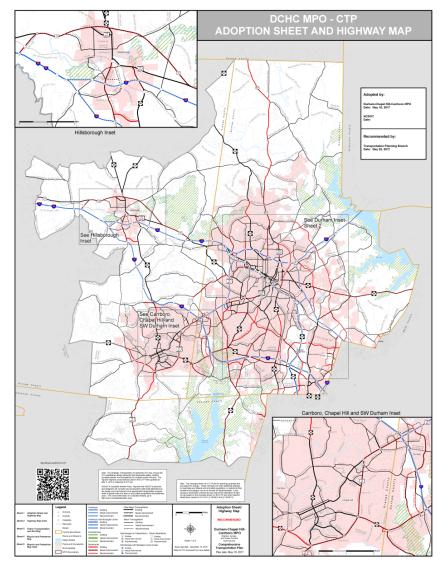
Transportation
Improvement Program (TIP)

Unified Planning Work Program (UPWP)

Comprehensive Transportation Plan (CTP)



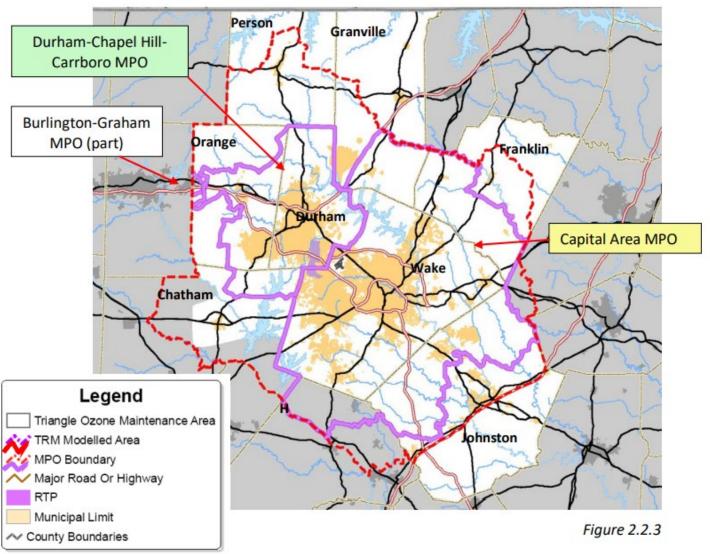
- Required by state
- 30+ Years
- All potential projects
- No funding constraint
- No update requirement
- Adopted in 2017
- Can be (and has been)
 amended



Metropolitan Transportation Plan (MTP)



- Required by federal statute
- 20+ Years
- Fiscally constrained
- Subset of CTP
- Joint with CAMPO
- Provides projects for TIP prioritization
- Adopted in 2022; next update in 2026 (process has already begun)



Transportation Improvement Program (TIP)



- Required by federal statute
- 10 Years
- Must match STIP
- Where projects get funded
- Current TIP is FY2024-2033
- Result of state prioritization (STI/ SPOT/P7)



Strategic Transportation Investments (STI) Law – State Priorities



- Quantitative method of distributing funds to transportation projects
- MPOs, RPOs, and NCDOT Divisions all submit best projects
- Eligible projects that weren't funded in higher category compete again in remaining categories
- The law formalized the SPOT scoring process, which is now in the 7th cycle (P7). This cycle is for the FY26-35 STIP.

Three Funding Tiers

Statewide Mobility
(No Local Input)

Regional Impact (30% Local Input)

Division Needs (50% Local Input)

Locally Administered Projects – Local Prioritization



- FY25 just beginning (RFF pool TBD)
- Local projects compete for MPO funding
- Projects scored based on MPO Federal Funding Policy
- Must provide 20% local match
- Intended to prioritize local projects
- Usually managed by local jurisdictions

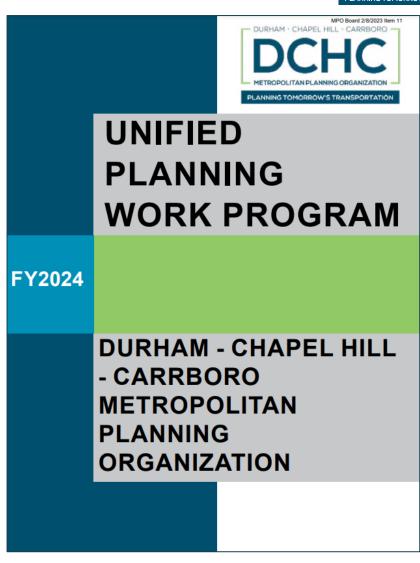
(i.e. NCDOT manages some projects)

FY24 RFF Pool	Funding Available	
BGDA	\$1,197,009	
TAPDA	\$403,239	
CRP	\$1,572,608	
CMAQ	\$2,067,643	
Total Available	\$5,240,499	

UPWP



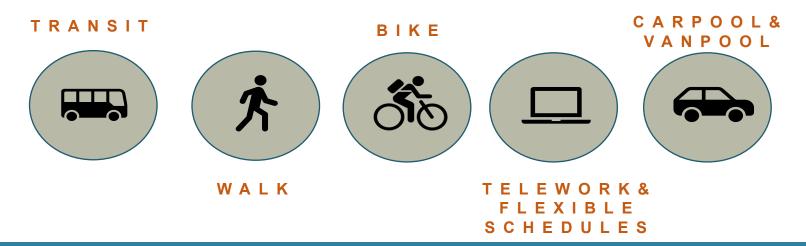
- Determines funding amount and distribution of:
 - BGDA/TAP
 - Local Share
 - Competitive FTA Grants (5316, 5317, 5310)
 - Formula Grants (5307, 5339) split letters
 - Flex Letters (FHWA to FTA)
- MPO Oversight
 - Triennial Review of FTA Grantees
 - 4-Year MPO Certification Review



Other Planning Work



- County Transit Plans Participation in the Staff Working Groups
- Bike and Pedestrian Planning
- Environmental Justice (EJ)
- Congestion Management Process (CMP)
- Air Quality Conformity (AQ-CDR)
- Travel Demand Modeling (Triangle Regional Model)
- Special Studies Corridor studies, Intelligent Transportation Systems, Freight
- Transportation Demand Management (TDM) through Central Pines





Sharing Your New Knowledge



- Planning takes time and involves many stakeholders. Make community connections and pass along the projects already planned for in the TIP, MTP, and CTP.
- Visit the MPO Website for the documents shared today and forward along https://www.dchcmpo.org/who-we-are/overview
- Take an additional training on Congestion Mitigation via YouTube
 NICR MPO Congestion Reduction Training (@mpocongestionreductiontraining)
- Help residents get involved in transportation
 Residents Guide to Transportation (https://www.ncdot.gov/projects/public-involvement/pi101)

