



DRAFT
UNIFIED PLANNING WORK PROGRAM
FY 2016-2017

Adopted by the
NC Capital Area MPO Executive Board on

February 17, 2016

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**North Carolina Capital Area
Metropolitan Planning Organization
FY 2016-2017 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 as well as 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 (formerly the Long-Range Transportation Plan) as the overarching planning guidance document.

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, preparation and maintenance of the Transportation Improvement Program (TIP), and development of the fiscally-constrained Metropolitan Transportation Plan (MTP) to name a few.

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. The remaining 20 percent is provided by local jurisdictions (members of the MPO) or by the State.

Each year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify planning factors for consideration in the metropolitan planning process. This year, the MPO will be focusing on supporting economic vitality, increasing the safety of the transportation system, and increasing the accessibility and mobility of people and freight. The MPO participates in cooperative planning efforts with Go Triangle (formerly Triangle Transit), Go Raleigh (formerly Capital Area Transit), Cary Transit (C-TRAN) and other area transit providers.

History

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

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

Additional changes to the MPO occurred in 1993 with the addition of the Towns of Fuquay-Varina, Holly Springs, Knightdale and Wake Forest. Rolesville, Wendell and Zebulon were added 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.

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 authorizes Federal transportation programs for Federal fiscal year (FFY) 2016 through FFY 2020. At the time of publication of this UPWP, Federal guidance was not available on all aspects of the FAST Act; therefore, this UPWP has been developed in accordance with MAP-21 guidance with activities tailored to support the requirements of the FAST Act.

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 eight factors that must be considered as part of the planning process. These eight factors were carried forward in both MAP-21 and the FAST Act, and include:

1. Support the economic vitality of the metropolitan area, 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 all motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve 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 FAST Act establishes two additional factors that must be considered:

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and
10. Enhance travel and tourism.

MAP-21 outlined seven national goals upon which to focus the Federal-aid Highway Program, which were carried forward as national goals under the FAST Act:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

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

In addition, citizen involvement 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 the communities for their involvement in the transportation planning process. The MPO website is currently being reconstructed to be more user-friendly and intuitive to help users easily find information about projects, plans and studies.

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 meetings are arranged in 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.

Citizens are notified and encouraged to attend monthly meetings of the Executive Board (TAC) and the Technical Coordinating Committee (TCC).

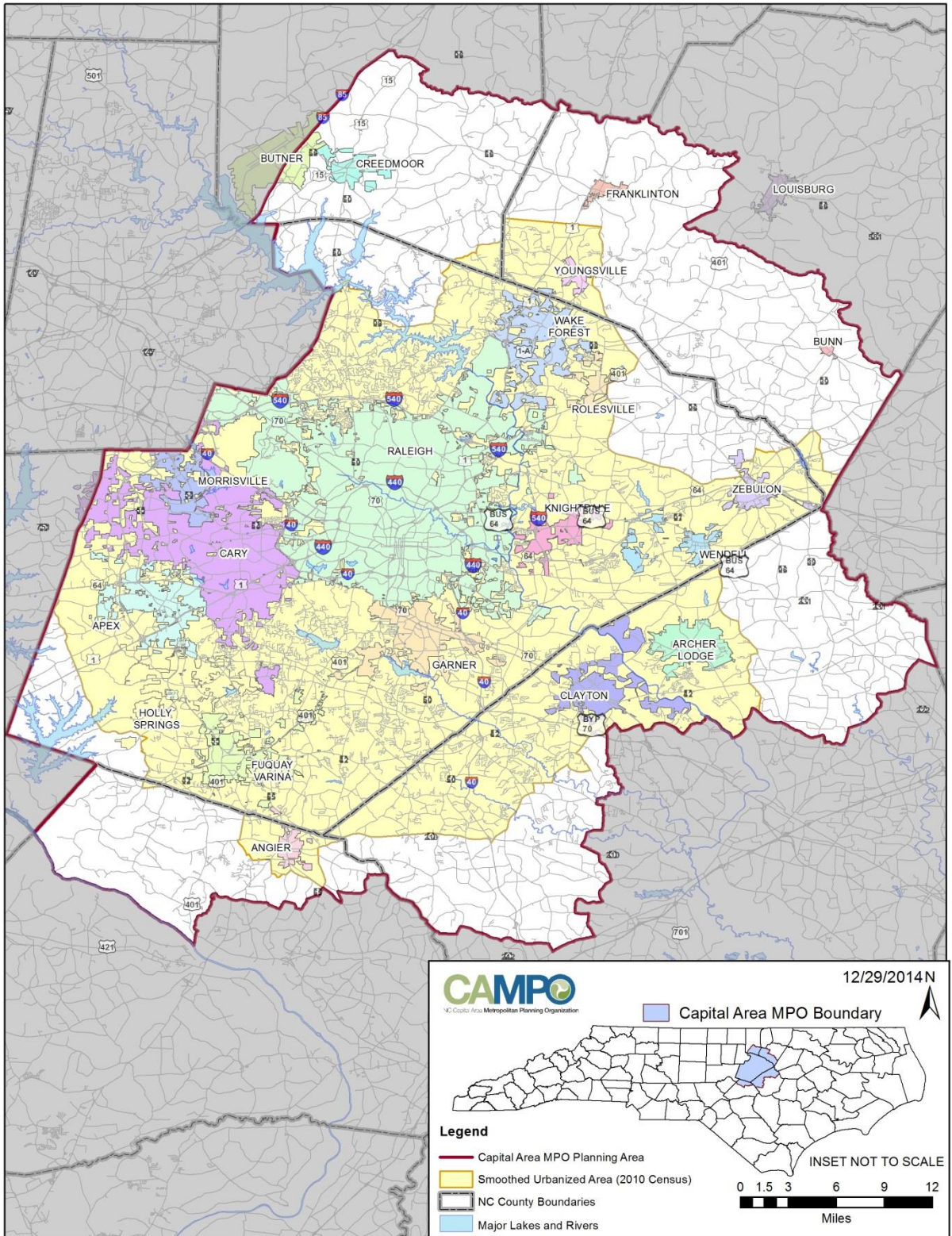
All MPO plans and programs comply with the public involvement provisions of Title VI:

"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."

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Definition of Area

Based on the 2010 Census, the U.S. Census Bureau defined a new 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.



ORGANIZATION

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

Executive Board

The Executive Board is comprised of 29 voting members with a weighted voting possibility if needed. The membership includes elected officials of all member jurisdictions; a representative of the Go Triangle (formerly Triangle Transit) Board of Trustees; representatives of the NC Board of Transportation; and 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) Review and approval of the UPWP;
- (2) Review and approval of the MPO's Transportation Improvement Program (TIP), which ensures coordination between local and State programs;
- (3) Review of the National Highway System and review and approval of changes to the Functional Classification Designation (as it pertains to the Surface Transportation Program) and Metropolitan Planning Area Boundary;
- (4) Review and approval of the Prospectus;
- (5) Guidance on transportation goals and objectives;
- (6) Review and approval of changes to the adopted/endorsed transportation plans; and
- (7) Review and approval of changes to the adopted Comprehensive Metropolitan Transportation Plans.

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, planning citizen participation and documenting reports of the transportation study.

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

FEDERAL CERTIFICATION REVIEW

Every four years, the Federal Highway Administration and the Federal Transit Administration are required to review, in full, the planning processes of any MPO covering a UZA that contains a population over 200,000 (also known as a Transportation Management Area, or TMA). The certification review was performed for the Capital Area Metropolitan Planning Organization (MPO) in April 2013 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.

Following the on-site review, 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 commendation for noteworthy practices from the review team. 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) We commend CAMPO for conducting a qualitative analysis in an effort to determine transportation system equity for Minority and Low Income (MLI) and non-MLI areas.
- 2) We commend CAMPO for formally addressing and adopting its "Title VI, Minority, Low Income, Limited English Proficiency Public Outreach Plan".
- 3) We commend CAMPO for being very active in community events and for actively seeking out and building community relationships and partnerships.
- 4) CAMPO should be commended on their collaboration and cooperation with Transit Providers.
- 5) CAMPO should be commended on their integration of INRIX data into their Congestion Management Process.
- 6) CAMPO should be commended for their tiered approach to bicycle/pedestrian planning.

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Acronyms

Local

ITRE	Institute for Transportation Research and Education
MPO	Metropolitan Planning Organization
TAC	Executive Board
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

NCDENR	North Carolina Department of Environmental and Natural Resources
NCDOT	North Carolina Department of Transportation
NCDOT-TPB	North Carolina Department of Transportation – Transportation Planning Branch
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Div.

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
JARC	Job Access and Reverse Commute
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 21st Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

Plans and Programs

CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan Element of MTP
ITS	Intelligent Transportation Systems
LAPP	Locally Administered Projects Program
MTP	Metropolitan Transportation Plan
TIP	(Metropolitan) Transportation Improvement Program
STIP	North Carolina State Transportation Improvement Program
UPWP	Unified Planning Work Program

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FUNDING SOURCES

There are three 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 (Formerly Capital Area Transit [CAT]), Go Triangle (Formerly Triangle Transit [TTA]), and the Town of Cary’s C-Tran (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 Branch 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 Transit Planning, Corridor Studies, ITS 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. The MPO planning area’s transit providers (Go Raleigh, Go Triangle, and C-Tran [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 (formerly the Transportation Alternatives Program [TAP]), and CMAQ funds to support implementation of projects conceived through the UPWP planning processes. These funds are programmed through the TIP.

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.

FY 2017 Funding Levels and Sources

Section 104 - (PL funds):

FHWA funds for urbanized areas are administered by NCDOT, are used to support transportation planning activities in the urban area, and require a minimum 20% local match. The PL funding apportionment to the State is sub-allocated to the MPOs through a population-based formula. Under the FAST Act, PL funds are based on the SAFETEA-LU continuing authorization funding levels set in 2009. Funding levels shown include the annual allocation plus any unobligated balance from the previous year.

Federal (PL) funds:	\$657,190
Local Match (20%):	\$164,298
Additional Local Match:	<u>\$ 30,000</u>
Total:	\$851,488

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 (TMAs are MPOs covering urbanized areas with populations exceeding 200,000). 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 \$1.44 million of STP-DA funds are programmed in the FY 2016-2017 UPWP.

Federal (STP-DA) funds:	\$1,500,000
Local Match (20%):	\$ 375,000
Additional Local Match:	<u>\$ 165,000</u>
Total:	\$2,040,000

Note: Fixing America's Surface Transportation (FAST) Act funding levels may require modification of these amounts. Any changes will be made by Amendment as necessary.

The Capital Area MPO uses two types of funds for transit planning purposes: Section 5303 and Section 5307 of the Federal Transit Act Amendments of 1991.

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 2017, Go Raleigh (formerly Capital Area Transit [CAT]) will use these funds for general planning assistance.

	GoRaleigh (Formerly CAT)	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. Go Raleigh (formerly Capital Area Transit [CAT]), the Town of Cary's C-Tran (Go Cary), and Go Triangle (formerly Triangle Transit) 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 2017, these funds are used for planning transit improvements in the MPO area.

	GoRaleigh (Formerly CAT)	C-TRAN	Go Triangle (Formerly Triangle Transit)	MPO Total
Federal	\$ 689,288	\$ 143,369	\$ 684,000	\$ 1,516,657
State	\$ 0	\$ 17,921	\$ 85,500	\$ 103,421
Local	\$ 172,322	\$ 17,921	\$ 85,500	\$ 275,743
Total	\$ 861,610	\$ 179,211	\$ 855,000	\$ 1,895,821

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 is provided by NCDOT.

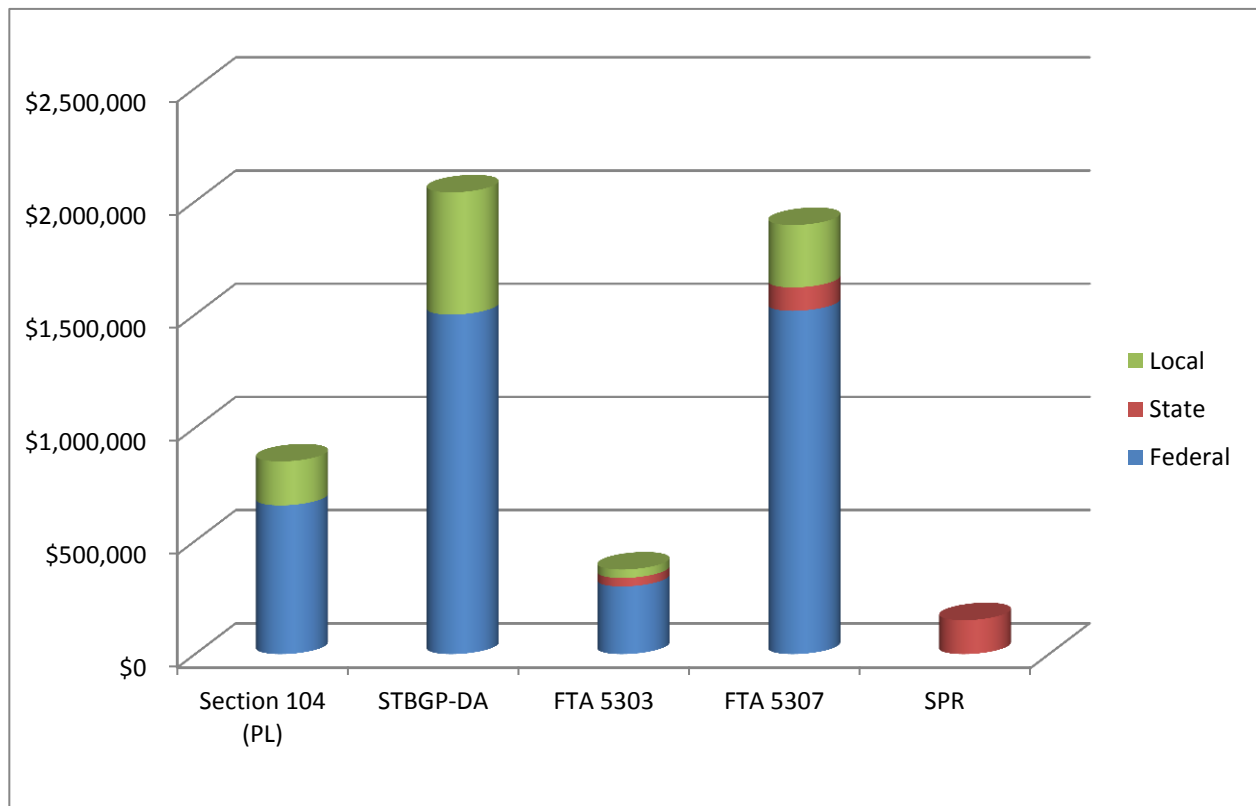
Federal (SPR)	\$ 0
State Match (20%)	<u>\$ 150,000</u>
Total	\$ 150,000

A summary of the various planning funds proposed for use by the Capital Area MPO during FY 2017 is provided in the following table and chart.

FY 2017 NC Capital Area MPO Funding Sources

Funding Type	Federal	State	Local	Total
Section 104 (PL)	\$ 657,190	-	\$ 194,298	\$ 851,488
STP-DA	\$ 1,500,000	-	\$ 540,000	\$ 2,040,000
FTA 5303	\$ 299,200	\$ 37,400	\$ 37,400	\$ 374,000
FTA 5307	\$ 1,516,657	\$ 103,421	\$ 275,743	\$ 1,895,821
SPR/NCDOT	\$ 0	\$ 150,000	-	\$ 150,000
Total	\$ 3,973,047	\$ 290,821	\$ 1,047,441	\$5,311,309

Funding Source Breakdown:



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 (DENR), 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 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. Fixing America's Surface Transportation (FAST) Act regulations and guidance will be implemented as received and the MPO's planning processes changed as needed.

Proposed Activities:

1. Continued maintenance and improvements of the Triangle Regional Model (TRM), a tool that joins land use and transportation planning in order to identify deficiencies, make forecasts, and test scenarios.
2. Rebuild future network horizon years with new data and updated versions of TransCAD.
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, DENR 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 DENR, 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: Implement Public Participation Process

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, as required by the Federal Certification Team, and develop and enhance the process of public dissemination of information and engagement of a larger portion of the region's populace.

Proposed activities:

1. Refine the current Public Participation Process as needed.
2. Apply the adopted Public Participation Process to transportation programs and tasks.
3. Conduct public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.

4. Seek new and innovative methods of public involvement and engagement in the transportation planning process.

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 2040 Metropolitan Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations, and FHWA/FTA Planning Regulations.

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers.
2. Continue to refine Locally Administered Projects Program to provide input for TIP project selection.
3. Maintain 2016-2025 TIP.
4. Continue development of the 2018-2027 TIP.
5. Continue to refine project ranking methodology and priority system.
6. 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.
7. Conduct public participation for the TIP consistent with the MPO Public Involvement Policy.
8. Adopt formal amendments and modifications as necessary.
9. Produce and distribute TIP documents for Federal, State, local officials and the public.
10. Attend regular meetings with NCDOT to exchange information on transportation improvement projects.

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;
- 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. Update 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 2010 Census.
4. Analyze the mobility of target area populations relative to jobs, childcare, and transit routes.
5. Review existing public outreach and involvement 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 local resources and Federal funding availability, the MPO may hire outside contractors to perform 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 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 STBGP-DA, STP Set-Aside (for transportation alternatives), and Congestion Mitigation and Air Quality (CMAQ) funds.

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

FY 2017 CORE-MISSION PROGRAMS

2045 Comprehensive Metropolitan Transportation Plan

Staff will continue work in earnest this year on the 2045 CMTP. Work will include large data collection efforts and work on the regional travel demand model. There will also be efforts toward updating the region's socioeconomic data and CommunityViz model. While the 2040 CMTP was adopted during FY 2013, staff will work to ensure the plan remains current by processing any necessary amendments to the plan necessitated by other planning work underway. Staff will also work to incorporate and monitor performance measures to evaluate validity and viability of the plan.

Locally Administered Projects Program (LAPP)

In response to the 2009 Federal funding rescission of STP-DA funds, the MPO's Executive Board (TAC) 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. The MPO will continue to maintain and improve the LAPP process during the coming fiscal year.

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 regularly 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.

FY 2017 CORE-MISSION STUDIES

Regional Transit Planning

The Regional Transit Planning project serves as an umbrella for MPO activities related to planning initiatives associated with the region's rail infrastructure for both passenger and freight transport. Additional funding for planning activities will be programmed during FY 2017. This will serve to update the Comprehensive Metropolitan Transportation Plan through the development of a regional transit systems plan.

Key themes in this planning effort are:

- Continue supporting transit planning in Wake and surrounding counties that consider both urban and rural contexts, and explore various technologies for mass transit.
- Modernize existing rail infrastructure in and around the Research Triangle Region, with a planning/design window of 30+ years.
- Improve the speed and capacity of rail infrastructure in the Triangle to help implement Southeast High Speed Rail and regional rail passenger service.
- Improve safety for other transportation modes that interact with rail corridors.
- Improve regional quality of life and minimize negative environmental impacts.
- Assist the MPO and the State in developing priorities for implementation of rail initiatives.
- Support and enhance local economic growth, preserve community character and maintain community cohesion by minimizing environmental and community impacts of rail projects to the extent practicable.

This work will assist in the development of the transit section of the Comprehensive Transportation Plan element of the MTP. This study will be conducted over multiple years, and will evaluate, identify and prioritize future transit needs for the region and will be incorporated into the Metropolitan Transportation Plan for the year 2045. The study will utilize a needs-based planning process and engage transit stakeholders, including local governments and the public, throughout the study process. Specifically, the effort will include a detailed level of analysis of current and future transit system plans and needs, and provides recommendations for a regional decision-making framework to guide future transit policy decisions. The plan will identify priorities for transit and ancillary road, pedestrian, and bicycle improvements. The planning effort will also explore current demand-response service and make recommendations for improvements to meet demand through 2045. Results of the planning effort should be a prioritized set of infrastructure improvements necessary to implement a fully-realized transit vision for the MPO region by 2045. Work in FY 2017 will include comprehensive data collection on existing conditions and a narrowed list of corridors for future expanded transit study. Funding is also being programmed for the initiation of a transitional analysis in anticipation of a successful Wake County transit sales tax referendum. In order to leverage future sales tax funding and accelerate the implementation of the Wake Transit Plan, this item is being included in the FY 2017 UPWP, with anticipated continuation in future years using local funding.

Transit Systems Planning Budget:

Transit Systems Planning	FY 2017	Total Cost	PL funds	STP funds	Other	Match
	MPO	\$175,000	\$0	\$140,000	\$0	\$35,000

Transit Systems Planning	FY 2018	Total Cost	PL funds	STP funds	Other	Match
	MPO / Local Partners	\$325,000	\$0	\$0	\$325,000	\$0

Transit Systems Planning	Total FY 2017 & 2018	Budget	PL funds	STP funds	Other	Match
	MPO	\$500,000	\$0	\$140,000	\$325,000	\$35,000

Local Hot-Spot Analyses

In FY 2011, the MPO contracted with engineering/planning firms to complete four feasibility type studies for a variety of intersections or short corridors across the planning area. These studies proved successful in finding solutions to local transportation problems that were not readily evident prior to some careful engineering examination. Two additional studies were conducted in FY 2012, four hot spot analyses were completed in FY 2013, three were completed in FY 14, two were completed in FY 15, and two will be completed in FY 2016. The MPO plans to conduct additional studies of a similar nature in two to four locations during FY 2017.

Hot Spot Studies	FY 2017	Total Cost	PL funds	STBGP funds	Other	Match
	MPO	\$150,000	\$0	\$120,000	\$0	\$30,000

Southeast Area Study

The MPO successfully completed a comprehensive multi-modal study of the southwestern portion of the planning area in 2012, which served to inform the 2040 MTP. The MPO also completed a similar study of the northeastern portion of the planning area during FY 2014. The recommendations from that study will carry forward to inform the 2045 MTP. In an effort to achieve this success elsewhere in the planning area, a Southeast Area Study is scheduled to begin in late FY 2015.

This study will cover all or parts of the municipalities of Clayton, Archer Lodge and Garner, as well as the surrounding areas of Johnston and Wake Counties. The study will examine land use and socioeconomic forecasts in the area, and develop a long-range and interim list of multi-modal transportation improvement priorities for the subarea described. Robust public engagement will be conducted as part of the study. The study will be done in collaboration with NCDOT-TPB and the Upper Coastal Plain RPO, where part of the proposed study area lies. The study was originally anticipated to begin in early FY 2015, but due to additional collaboration with the jurisdictions in the RPO area, a mid- to late-FY 2015 start date is more likely.

The Southeast Area Study is anticipated to span three fiscal years (FY 2015, FY 2016, and FY 17) with a total estimated cost of \$625,000. This cost will be divided with \$30,000 in FY 2015; \$475,000 in FY 2016; and \$120,000 in FY 2017.

Southeast Area Study	Total FY 2015	Budget	PL funds	STP funds	SPR	Match
	MPO	\$30,000	\$0	\$24,000		\$6,000

Southeast Area Study	Total FY 2016	Budget	PL funds	STP funds	SPR	Match
	MPO	\$475,000	\$0	\$260,000	\$150,000	\$65,000

Southeast Area Study	Total FY 2017	Budget	PL funds	STP funds	SPR	Match
	MPO	\$120,000	\$0	\$96,000		\$24,000

Southeast Area Study	Total FY 2015, 2016 & 2017	Budget	PL funds	STP funds	SPR	Match
	MPO	\$625,000	\$0	\$380,000	\$150,000	\$95,000

Strategic Triangle Toll Study

The Capital Area MPO, the Durham-Chapel Hill, Carrboro MPO, and NCDOT/NCTA are embarking on the development of a regional toll study. This strategic approach will identify the feasibility, applicability, and appropriateness of a variety of user pay systems for potential consideration across the Research Triangle region. Recommendations developed as part of this study will be used to inform the development of future Metropolitan Transportation Plan (MTP) updates. The study will utilize a needs-based planning process and engage area stakeholders, including local governments and the public, throughout the study process. Specifically, the effort will include a detailed level of analysis of current and future system needs, and will provide recommendations for a regional decision-making framework to guide future toll/user pay policy decisions.

The Strategic Triangle Toll Study will span two fiscal years (FY 2017 and FY 2018) with a total estimated cost of \$400,000. This cost will be divided with \$200,000 in FY 2017 and \$200,000 in FY 2018.

Triangle Toll Study	Total FY 2017	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT/NCTA	\$100,000		\$0	\$0	\$100,000
	DCHC MPO	\$25,000				\$25,000
	CAMPO	\$75,000		\$60,000	\$15,000	
Total FY 17		\$200,000	\$0	\$60,000	\$15,000	\$125,000
Triangle Toll Study	Total FY 2018	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT/NCTA	\$100,000		\$0	\$0	\$100,000
	DCHC MPO	\$50,000				\$50,000
	CAMPO	\$50,000		\$40,000	\$10,000	
Total FY 18		\$200,000	\$0	\$40,000	\$10,000	\$150,000
Triangle Toll Study	Total FY 2017 and FY 2018	Budget				
	FY 2017	200,000				
	FY 2018	\$200,000				
Total FY 17 & 18		\$400,000				

NC 98 Corridor Study

The MPO has successfully completed comprehensive multi-modal studies of the southwestern and northeastern portions of the planning area, and anticipates successful completion of a similar study of the southeastern portion of the planning area during FY 2017. Additionally a comprehensive multi-modal corridor study for the NC 50 corridor was completed in FY 2011 and NC 56 in FY 2015. Recommendations from these studies will carry forward to inform the development of the region's MTP. An NC 98 Corridor Study is scheduled to begin in FY 2017.

This study will include the NC 98 corridor through northern Wake and Durham Counties and southern Franklin County and include portions of the municipalities of Wake Forest and Durham, as well as the surrounding areas of Durham and Wake Counties. The extents of the study are anticipated to be from US 70 in Durham County to US 40 in Franklin County. This study will be a jointly funded planning study with the Durham-Chapel Hill-Carrboro MPO and NCDOT. The study will examine land use and socioeconomic forecasts in the area, and develop a long-range and interim list of multi-modal transportation improvement priorities for the corridor. The results of this study, when combined with the NC 50 and NC 56 corridor studies, will serve as the sub-area study for the northwest portion of the CAMPO planning area in lieu of a Northwest Area Study, and will establish a unified vision for this vital travel corridor in the northern Triangle.

The NC 98 Corridor Study will span two fiscal years (FY 2017 and FY 2018) with a total estimated cost of \$300,000. This cost will be divided with \$125,000 in FY 2017 and \$175,000 in FY 2018.

NC 98 Study	Total FY 2017	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT	\$0		\$0	\$0	\$0
	DCHC MPO	\$25,000				\$25,000
	CAMPO	\$100,000		\$80,000	\$20,000	
Total FY 17		\$125,000	\$0	\$80,000	\$20,000	
NC 98 Study	Total FY 2018	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT	\$100,000		\$0	\$0	\$100,000
	DCHC MPO	\$50,000				\$50,000
	CAMPO	\$25,000				
Total FY 18		\$175,000	\$0	\$0	\$0	\$150,000
NC 98 Study	Total FY 2017 and FY 2018	Budget				
	FY 2017	\$125,000				
	FY 2018	\$175,000				
Total FY 17 & 18		\$300,000				

FY 2017 NON-CORE-MISSION TASKS

CSX-Durham Rail Corridor Feasibility Study

This rail corridor is used a maximum of two times daily on week days for freight between the City of Durham and the Town of Apex. The rail line does not have a regular weekend schedule and there are no current or planned passenger trains on this rail line. This facility is a vital corridor that if planned correctly will provide an array of transportation options to the citizens of Apex, Cary, and Durham. Planning for this corridor will be essential to the future infrastructure needs of the Triangle region of North Carolina. The Corridor Study will examine the existing corridor conditions and potential options for use as a connection from downtown Apex through Cary to downtown Durham. The study will need to specifically address the opportunities for commuter rail and multi-modal transportation uses, including impacts to land use in the local communities and a cost versus economic development benefit analysis. The study area would be an approximate 20-mile section of rail line extending from downtown Apex to downtown Durham. This study will span two fiscal years (FY 17 and 18), and will be funded jointly between CAMPO, DCHC MPO, NCDOT – Rail Division, Research Triangle Park Foundation, CSX Railroad, Town of Cary and Town of Apex.

CSX Rail Corridor Feasibility Study	Total FY 2017	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT Rail Division	\$50,000		\$0	\$0	\$50,000
	RTP	\$15,000				\$15,000
	CSX	\$10,000				\$10,000
	Town of Cary	\$25,000				\$25,000
	Town of Apex	\$15,000				\$15,000
	DCHC MPO	\$50,000				\$50,000
	CAMPO	\$70,000		\$56,000	\$14,000	
	<i>Total FY 17</i>		<i>\$235,000</i>	<i>\$0</i>	<i>\$56,000</i>	<i>\$14,000</i>
CSX Rail Corridor Feasibility Study	Total FY 2018	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT Rail Division	\$50,000		\$0	\$0	\$50,000
	RTP	\$0				\$0
	CSX	0				
	Town of Cary	0				
	Town of Apex	0				
	DCHC MPO	\$50,000				\$50,000
	CAMPO	\$65,000		\$52,000	\$13,000	
	<i>Total FY 18</i>		<i>\$165,000</i>	<i>\$0</i>	<i>\$40,000</i>	<i>\$10,000</i>
CSX Rail Corridor Feasibility Study	Total FY 2017 and FY 2018	Budget				
	FY 2017	235,000				
	FY 2018	\$165,000				
Total FY 17 & 18		\$400,000				

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 2016.

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

Recommended changes to the Federal Functional Class system have been 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 Accidents

The Capital Area MPO will periodically receive up-to-date traffic accident data from NCDOT. Additional traffic accident 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 Capital Area Transit (Go Raleigh) (CAT), Wolfline, and Triangle Transit (Go Triangle) in prior fiscal years. Data will continue to be collected to inform various transit planning efforts in the region, including the Metropolitan Transportation Plan, Transit Systems 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.

GoRaleigh will use 5303 and 5307 funds in this item to develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data. 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.

Triangle Transit (Go Triangle) will use 5307 funds in item to develop route planning recommendations from both staff/consultants and conduct onboard surveys for bus and vanpool routes. On-going staff salaries will also be paid for using this item.

C-Tran will use 5307 funds in this item to develop bus implementation plans to support the Town of Cary's Five-Year Transit Plan; perform monthly route evaluations; street furniture & bus stop planning; 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 Community-Viz to determine final regional MTP scenario.

II-A-7: Air Travel

No activities proposed, therefore no funds programmed.

II-A-8: Vehicle Occupancy Rates

The MPO will perform regular annual VOR counts.

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.

II-A-11: Managed Activities Center Parking Inventory

No activities proposed, therefore no funds programmed.

II-A-12: Bicycle and Pedestrian Facilities Inventory

No activities proposed, therefore no funds programmed.

II-B: Long Range Transportation Plan Activities

The 2040 Comprehensive Metropolitan Transportation Plan and associated air quality conformity determination was adopted in 2013. Work has begun on the 2045 Comprehensive Metropolitan Transportation Plan. Activities related to the plan in 2016 will be continuous regular data collection, plan updates as necessary to incorporate fresh planning recommendations from local and regional studies, and implementation of the Metropolitan Transportation Plan through local and statewide coordination.

II-B-1: Collection of Base Year Data

Base Year Data Collection & Travel Survey Activities

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. The Triangle Travel Survey will be completed in 2016. This is a study of day-to-day household travel activity and typical travel patterns for residents of the Triangle region. 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.

II-B-2: Collection of Network Data

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.

II-B-3: Travel Model Updates

The MPO will continue to update and validate the Triangle Regional Travel Demand Model, in partnership with the Triangle Model Bureau housed at ITRE. The model will be used to develop the 2045 Long Range Transportation Plan. Outside consultants may be contracted to provide additional model support during the year.

GoTriangle will use 5307 funds in this item to support that agency's participation in the maintenance of the Triangle Regional Travel Demand Model.

II-B-4: Travel Surveys

The Triangle Travel Survey and GoTriangle Parking Survey will be completed during the year to support transit planning efforts, the Comprehensive Metropolitan Transportation Plan, or other various planning efforts.

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 projections. The MPO will also continue to improve upon the forecasting methodology in support of the 2045 MTP development. The MPO will use the outputs of the Triangle Regional Travel Demand Model to project traffic and transit figures in the development and maintenance of the 2045 MTP.

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.

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

No specific activities planned, therefore no funds programmed.

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 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 Long Range 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 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 in-kind 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 utilize 5303 and 5307 funds in this item to conduct additional modeling, including coding transit routes, ridership estimates, and validating mode choice - low and estimate.

Triangle Transit will utilize 5307 funds in this item to provide travel market analysis and cost information for development of transit investments for the MTP; and to acquire GIS support services from TJCOG.

C-Tran will utilize 5307 funds in this item to provide travel market analysis and cost information for development of transit investments for the MTP, and to acquire GIS support services from TJCOG.

II-B-11: Bicycle and Pedestrian Element of the Long Range 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. Also, the MPO staff will begin working on Program Element activities associated with the newly created Safe Routes to School Program for the Capital Area MPO; which includes completing the Wake County SRTS Prioritization Study.

II-B-12: Airport/Air Travel Element of the Long Range 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 Long Range 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 Long Range 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 2016, 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 will be incorporated into the 2045 MTP.

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 2045 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.

C-Tran will utilize 5307 funds in this item to develop cost analyses for capital projects (services & equipment) needed for implementation of expansion of system.

II-B-17: Congestion Management Process

The MPO will continue staffing 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.

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. 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 TAC 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 NCDENR 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.

III-A Planning Work Program

MPO staff will continue to evaluate, administer, and amend the FY 2017 UPWP as necessary, and will develop quarterly reports to NCDOT for reimbursement of planning funds. The FY 2018 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.

C-Tran 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 2016-2025 STIP, and will develop the MPO's 2018-2027 TIP. The MPO will ensure TIP/STIPs maintain consistency with the current 2040 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.

C-Tran will utilize 5307 funds in this item to fund preparation and planning of capital projects for the transit system.

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.

C-Tran will use 5307 funds in this line item to perform service planning in accordance with FTA Title VI regulations and prepare route plans and evaluations.

III-C-2: Environmental Justice (EJ)

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.

C-Tran will use 5307 funds in this line item to perform service planning in consideration of low-income and minority groups and prepare route evaluations considering the three principals of environmental justice.

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. This will include development of lists of MBE certified businesses registered with all MPO jurisdictions.

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.

C-Tran will utilize 5307 funds in this item to prepare performance reports for ridership & service supply for the Town's ADA Door-to-Door Transit Services for Senior and Disabled riders.

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. Staff will assist member jurisdictions with outreach and provide materials necessary for TCC and TAC members to conduct outreach locally for transportation projects and studies.

MPO staff will continue to use census data to identify areas of Minority, Low Income and Limited English Proficiency for public involvement on projects, as outlined in the Title VI/Minority/Low Income/Limited English Proficient Outreach Plan adopted by the MPO.

MPO staff will research and develop a list of mechanisms for the MPO and its member jurisdictions to solicit public comments and ideas, identify circumstances and impacts which may not have been known or anticipated by public agencies, and, by doing so, to build support among the public who are stakeholders in transportation investments.

The MPO will use the NCDOT developed Public Involvement Toolkit as one method of selecting types

of public involvement activities and venues. This toolkit was developed with input from the MPOs and RPOs throughout the state and offers an opportunity to input such items as project or study data including socioeconomic data, public involvement funding levels, and timeframes, among other items, and provides as output, a list of most effective types of public involvement actions.

The MPO will develop specific quantification methods for effectiveness of each public involvement activity undertaken. These evaluation methods will include, but not be limited to, use of forms contained in the Title VI, Minority, Low Income, Limited English Proficiency Public Involvement Plan adopted by the MPO during 2012. These forms are voluntary and provide information on Ethnicity, income, home zip code, to name a few.

GoRaleigh will utilize 5303 and 5307 funds in this item to conduct an extensive public involvement process for service changes.

C-Tran will utilize 5307 funds in this item to conduct extensive public involvement processes for service changes.

III-C-7: Private Sector Participation

GoRaleigh will use 5303 and 5307 funds in this item to fund Go Pass Program development and partnerships with neighborhood organizations/the private sector.

C-Tran will use 5307 funds in this item to fund UPASS Program development and partnerships with neighborhood organizations/the private sector.

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, funded under III-D-3-A.

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

The MPO will participate regularly and consistently in the TIP project planning & development process, including development of problem statements; submission of comments; attendance at public meetings, scoping meetings, NEPA 404 merger meetings; and participating in field inspections. 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 2016. 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.

GoTriangle will use 5307 funds in item to support Non-Core Mission Special Studies as outlined in Table 4C.

III-D-3-A: Core Mission Special Studies (See Pages 23-28)

Regional Transit Planning
Local Area Hot Spot Analysis
Strategic Triangle Toll Study
NC 98 Corridor Study
Southeast Area Study, continued

III-D-3-B: Non-Core Mission Special Studies (See Pages 28-29)

CSX-Durham Rail Corridor Feasibility 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, Triangle Transit (Go Triangle), NCDOT, FHWA, NCDENR, FTA and USEPA have participated in the past regional planning efforts and will play similar roles in this phase.

The MPO will be engaged in a wide range of studies conducted to meet the transportation planning needs of the area. These studies are expected to include the MPO Air quality Initiatives, Regional Financing study, etc.

The MPO will maintain active participation in various professional associations, including but not limited to the NC Association of Metropolitan Planning Organizations. The MPO will also support regional initiatives such as Best Workplaces for Commuters.

Appendix B contains narrative for Triangle J Council of Government work program for this cost center.

III-E Management and Operations

The continuing transportation planning process requires considerable administrative time for attending quarterly meetings, preparing agendas, monthly/quarterly, or 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 and other Federal Funds.

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) and recommending updates to the Prospectus.

The MPO is anticipating, based on 2010 Census numbers and new FAST Act planning requirements for TMA areas, to expand staff, including purchase of furniture and equipment, to address the needs of

the increased planning area and/or responsibilities.

Proposed Activities:

1. Continue to support Wake County through a comprehensive, continuing, and cooperative transit planning and programming process that may lead to a future referendum.
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 Environment and Natural Resources (DENR), 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. Prepare Regional Project Priority lists and TIP and amend as necessary. 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 (TAC) and other member jurisdictions policy bodies.
5. Participate in Joint Capital Area MPO/DCHC MPO TCC and TAC 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 TAC and TCC meeting agendas. Attend TAC, TCC and other meetings associated with MPO planning activities.
8. Pay LPA Indirect Costs. 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.
9. Begin performing Program Element activities created by the Safe Routes to School Program for the Capital Area MPO. Complete the Wake County Safe Routes to School Prioritization Study project. An outcome of the Study project will be an assessment of the current travel environment around all existing Wake County Public Schools to develop a prioritization process to rank future improvements.
10. The MPO will continue to implement the Core-Mission Programs (LAPP, CMP) as described on Pages 22-23.

C-Tran will utilize 5307 funds in this item to fund preparation of reports, provide staffing to Transit Section, Town Manager, Town Council and provide transit planning information to citizens and other agencies.

Bus on Shoulder System (BOSS) Team

Bus on shoulder operation is a low-cost, fast-implementation treatment that can provide immediate benefits to transit whenever mainline travel is experiencing moderate to heavy degrees of congestion. Bus on shoulder operations will allow transit buses, with trained drivers, to operate on the shoulders of selected freeways and expressways in order to bypass congestion and maintain transit schedules.

Expected benefits of the program for North Carolina are similar to those identified by Minnesota and other states, and are expected to include some or all of the following:

- Shorter transit travel times
- More predictable and reliable transit schedules
- Fewer missed transfer connections
- Increased transit ridership
- Reduced driver overtime
- Decreased operational costs

The first BOSS pilot implementation in North Carolina was implemented on I-40 in the Research Triangle area during 2012. Review of the I-40 BOSS revealed that there have been no transit related crashes or incidents and a total of 203 shoulder uses since July 2012. The program has shown good results and may be expanded into Wake County in FY 2013-2014.

MPO staff participates on this committee as part of the regular MPO duties.

Capital Area Bicycle Pedestrian Stakeholders Group (BPSG)

The Capital Area Bicycle and Pedestrian Stakeholders Group, or BPSG, is composed of citizens, bicyclists, and planners interested in pedestrian and bicycle issues in Wake, Franklin, Johnston, Harnett, and Granville Counties. The BPSG acts as an advisory group to the Capital Area MPO. Meetings are held the monthly and are open to the public.

Staff of the MPO acts as facilitator for meetings and offers administrative and website support as part of regular MPO duties.

Congestion Management Process Stakeholders Group

The Congestion Management Process Stakeholders Group meets to address and discuss projects involving the congestion management process, such as ramp metering, intelligent transportation systems, long range transportation plans, etc.

Staff of the MPO acts as facilitator for meetings and offers administrative and website support as part of regular MPO duties.

I-40 Regional Partnership

The I-40 Regional Partnership is a cooperative initiative of the NC Department of Transportation (NCDOT), the Capital Area Metropolitan Planning Organization (MPO), the

Durham-Chapel Hill-Carrboro MPO, cities and towns along the corridor, Triangle Transit (Go Triangle), RDU Airport, the Research Triangle Park (RTP), the North Carolina State Highway Patrol (SHP), the Federal Highway Administration (FHWA), the Regional Transportation Alliance (RTA), and other partners. The Partnership is designed to provide an ongoing focus on the Triangle's most critical freeway in order to maintain its long-term viability.

The I-40 Regional Partnership initiative is designed to help participants discover, share, and examine the current status of Interstate 40 in the Triangle in order to identify both short- and long-term opportunities for improvements to the Interstate in the Triangle region. Current objectives include improvements to I-40 interchanges including a possible ramp metering pilot, improvements to reliever routes such as NC 54 and US 70, and transit enhancements via a possible pilot Bus on Shoulder System (BOSS) project.

MPO staff participates on this committee as part of the regular MPO duties.

I-95 Corridor Coalition

The I-95 Corridor Coalition is an alliance of transportation agencies, toll authorities, and related organizations, including public safety, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. This volunteer, consensus-driven organization enables its myriad state, local and regional member agencies to work together to improve transportation system performance far more than they could working individually. The Coalition has successfully served as a model for multi-state/jurisdictional interagency cooperation and coordination for over a decade.

Staff of the MPO participates in webinars and online meetings as part of regular MPO duties.

Integration Implementation Team

The Integration Project was designed through the work of a multi-agency 'Integration Team' from 2005 to 2007. This work resulted in the identification of 8 linkages between long-range planning and project development, where products from the CTP process could inform or serve as the starting point for NEPA/ SEPA.

In 2008, an 'Integration Implementation Team' (IIT) was formed to direct the implementation of the Integration Project. Under the leadership of the IIT, small working groups will design best standards and practices for accomplishing the goals of integration.

MPO staff participates on this committee as part of the regular MPO duties.

Land Use – Community - Infrastructure Development (LUCID)

This is an effort coordinated between TJCOG and the region's land use and transportation planners to develop a sustainable land use plan for the region. Triangle J staff invites the planners to TJCOG to participate in discussions on land use topics quarterly.

The LUCID program is designed to bring clear understanding to decision-makers for the development and community infrastructure and policy "table legs" by focusing on:

- Definition and identification of key ingredients in the transit/land use connection.
- Analysis of plans, practices and projects and how they address these ingredients.
- Visualization to show how plans, practices and projects can result in compact, complete and connected communities.
- Engagement of those with interests in matching development with transit investments.

MPO staff participates on this committee as part of the regular MPO duties.

Triangle Mobility Action Partnership (TRI-MAP)

The Triangle Mobility Action Partnership (Tri-MAP) serves as an ongoing forum to help increase understanding and build consensus among elected officials, transportation partners and the regional business community regarding key transportation challenges.

Tri-MAP affords participants a periodic solution-oriented dialogue to help identify potential pitfalls, opportunities and allied issues. Individual Tri-MAP participants cooperatively provide the information, guidance and counsel needed for the region to create sound policy and outreach strategies concerning transportation issues.

Tri-MAP meetings are held every other month. Tri-MAP is coordinated by the Regional Transportation Alliance.

US 1 Council of Planning

Following adoption of the US 1 Corridor Study in 2006, the US 1 Memorandum of Understanding was developed, creating the US 1 Council of Planning. The purpose of the MOU is to encourage participating local governments (currently, Wake and Franklin Counties, the City of Raleigh, Town of Youngsville, Town of Franklinton and Town of Wake Forest) and transportation agencies managing the corridor to implement the US 1 corridor vision through development regulations. The Council was expanded to include Franklinton following the US 1 Corridor Study Phase 2, which was completed in 2013. This includes a review of land use, urban design, and transportation infrastructure development proposals along the corridor. The Council of Planning serves as an advisory group to these local governments, and meets as necessary to:

- Review all land use developments and transportation projects of regional significance that could impact the US1 corridor, working in tandem with the NCDOT Division and District Engineers
- Review any changes to the US 1 Corridor Plan, and coordinate the community involvement activities necessary to ensure the integrity of the Plan
- Coordinate, monitor, and provide recommendations for land use planning activities within the study corridor.

The partnership established through the MOU is clear in the position that all parties recognize that future governmental entities may not be contractually bound by the adoption of the Memorandum. Parties, in good faith, commit to review the recommendations of the Council of Planning, and include the Council of Planning review as part of regular development approval activities for properties within the study area. The MPO acts as staff to the US 1

Council of Planning, and offers administrative and website support as part of regular MPO duties.

Wake Active Transportation Subcommittee

The Wake Active Transportation Subcommittee was created in September, 2012 to address the adverse effect the school assignment plan has had on kids commuting to school. Most children are still being bused or driven to school instead of walking or biking. MPO staff, in conjunction with staff from the Wake County Public School System (WCPSS), municipal governments, and representatives from the North Carolina Department of Transportation (NCDOT) and other supporting agencies have been meeting monthly to address methods and procedures to encourage kids to bike and walk safely to schools. One current Subcommittee accomplishment includes facilitating a cooperative partnership between the WCPSS and the Triangle YMCA to conduct future bicycle safety training exercises. Future meetings will address how future bicycle safety training will be implemented between the WCPSS and Triangle YMCA

Staff of the MPO acts as facilitator for meetings and offers administrative support as part of regular MPO duties.

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Table 3 – MPO Funding Breakdown by Source and Task Code

Capital Area MPO - Composite Summary			TPB		SEC 104 (F)		STP DA Funds		SECTION 5303			SECTION 5307			SECTION 5309			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Highway/Transit		Highway/Transit		Highway/Transit			Transit			Transit			LOCAL	NCDOT	FEDERAL	TOTAL
			NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	PTD 10%	FTA 80%	Local 10%	PTD 10%	FTA 80%	Local 25%	PTD 25%	FTA 50%				
II. CONTINUING TRANSPORTATION PLANNING																					
II-A-1	Traffic Volume Counts	MPO			\$ 549	\$ 2,196												\$ 549	\$ -	\$ 2,196	\$ 2,745
II-A-2	Vehicles Miles of Travel (VMT)				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
II-A-3	Street System Changes	MPO			\$ 110	\$ 439												\$ 110	\$ -	\$ 439	\$ 549
II-A-4	Traffic Accidents	MPO			\$ 366	\$ 1,464	\$ -											\$ 366	\$ -	\$ 1,464	\$ 1,830
II-A-5	Transit System Data	MPO			\$ 1,830	\$ 7,319												\$ 1,830	\$ -	\$ 7,319	\$ 9,149
		GoRaleigh			\$ -	\$ -			\$ 12,362	\$ 12,362	\$ 98,899	\$ 92,864	\$ 371,456					\$ 105,226	\$ 12,362	\$ 470,355	\$ 587,943
		GoTriangle			\$ -	\$ -						\$ 61,125	\$ 61,125	\$ 489,000				\$ 61,125	\$ 61,125	\$ 489,000	\$ 611,250
		CARY TRANSIT			\$ -	\$ -						\$ 3,444	\$ 3,444	\$ 27,552				\$ 3,444	\$ 3,444	\$ 27,552	\$ 34,440
II-A-6	Dwelling Unit and Population Changes	MPO			\$ 915	\$ 3,660											\$ 915	\$ -	\$ 3,660	\$ 4,575	
II-A-7	Air Travel				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
II-A-8	Vehicle Occupancy Rates (VOR)	MPO			\$ 732	\$ 2,928	\$ 2,000	\$ 8,000										\$ 2,732	\$ -	\$ 10,928	\$ 13,660
II-A-9	Travel Times Studies				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
II-A-10	Mapping	MPO			\$ 10,000	\$ 40,000												\$ 10,000	\$ -	\$ 40,000	\$ 50,000
II-A-11	Managed Activity Center Parking Inventory				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
II-A-12	Bicycle and Pedestrian Facilities Inventory				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
II. LONG-RANGE TRANSPORTATION PLAN (LRTP)																					
II-B-1	Collection of Base Year Data	MPO			\$ 732	\$ 2,928												\$ 732	\$ -	\$ 2,928	\$ 3,660
II-B-2	Collection of Network Data	MPO			\$ 20,494	\$ 81,977	\$ 10,000	\$ 40,000										\$ 30,494	\$ -	\$ 121,977	\$ 152,471
II-B-3	Travel Model Updates	MPO			\$ -	\$ -	\$ 26,000	\$ 104,000										\$ 26,000	\$ -	\$ 104,000	\$ 130,000
		GoTriangle			\$ -	\$ -					\$ 9,000	\$ 9,000	\$ 72,000					\$ 9,000	\$ 9,000	\$ 72,000	\$ 90,000
II-B-4	Travel Surveys	MPO			\$ 10,000	\$ 40,000												\$ 10,000	\$ -	\$ 40,000	\$ 50,000
II-B-5	Forecast of Data to Horizon Year	MPO			\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
	Community Viz				\$ -	\$ -	\$ 4,000	\$ 16,000										\$ 4,000	\$ -	\$ 16,000	\$ 20,000
II-B-6	Community Goals and Objectives	MPO			\$ 5,000	\$ 20,000	\$ -	\$ -										\$ 5,000	\$ -	\$ 20,000	\$ 25,000
II-B-7	Forecasts of Future Travel Patterns	MPO			\$ -	\$ -	\$ 10,000	\$ 40,000										\$ 10,000	\$ -	\$ 40,000	\$ 50,000
II-B-8	Capacity Deficiency Analysis	MPO			\$ 5,000	\$ 20,000	\$ -	\$ -										\$ 5,000	\$ -	\$ 20,000	\$ 25,000
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			\$ 11,660	\$ 46,638	\$ -	\$ -										\$ 11,660	\$ -	\$ 46,638	\$ 58,298
		GoRaleigh			\$ -	\$ -	\$ -	\$ -	\$ 11,826	\$ 11,826	\$ 94,611	\$ 50,341	\$ 201,367					\$ 62,167	\$ 11,826	\$ 295,978	\$ 369,971
		GoTriangle			\$ -	\$ -	\$ -	\$ -				\$ 2,000	\$ 2,000	\$ 16,000				\$ 2,000	\$ 2,000	\$ 16,000	\$ 20,000
		CARY TRANSIT			\$ -	\$ -	\$ -	\$ -				\$ 923	\$ 922	\$ 7,380				\$ 923	\$ 922	\$ 7,380	\$ 9,225
	Transit Oriented Development	MPO			\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -	\$ -
II-B-11	Bicycle and Pedestrian Element of MTP/CTP (Wake County SRTS Prioritization Study project)	MPO			\$ 6,000	\$ 24,000	\$ -	\$ -										\$ 6,000	\$ -	\$ 24,000	\$ 30,000
II-B-12	Airport/Air Travel Element of MTP	MPO			\$ 2,000	\$ 8,000												\$ 2,000	\$ -	\$ 8,000	\$ 10,000
II-B-13	Collector Street Element of MTP	MPO/WAKE CO.			\$ 5,000	\$ 20,000												\$ 5,000	\$ -	\$ 20,000	\$ 25,000
II-B-14	Rail, Waterway, or Other Mode Element of MTP	MPO			\$ 4,000	\$ 16,000												\$ 4,000	\$ -	\$ 16,000	\$ 20,000
II-B-15	Freight Movement/Mobility Planning	MPO			\$ 7,000	\$ 28,000												\$ 7,000	\$ -	\$ 28,000	\$ 35,000
II-B-16	Financial Planning	MPO			\$ 8,000	\$ 32,000	\$ 2,000	\$ 8,000										\$ 10,000	\$ -	\$ 40,000	\$ 50,000
		GoRaleigh			\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
		CARY TRANSIT			\$ -	\$ -						\$ 1,845	\$ 1,845	\$ 14,760				\$ 1,845	\$ 1,845	\$ 14,760	\$ 18,450
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	MPO			\$ 3,000	\$ 12,000												\$ 3,000	\$ -	\$ 12,000	\$ 15,000

Table 3 – MPO Funding Breakdown by Source and Task Code, Page 2

Capital Area MPO - Composite Summary			TPB		SEC 104 (F)		STP DA Funds		SECTION 5303			SECTION 5307			SECTION 5309			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Highway/Transit		Highway/Transit		Highway/Transit			Transit			Transit			LOCAL	NCDOT	FEDERAL	TOTAL
			NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	PTD 10%	FTA 80%	Local 10%	PTD 10%	FTA 80%	Local 25%	PTD 25%	FTA 50%				
III. ADMINISTRATION																					
III-A	Unified Planning Work Program	MPO			\$ 4,392	\$ 17,566											\$ 4,392	\$ -	\$ 17,566	\$ 21,958	
		CAT/RALEIGH PW			\$ -	\$ -												\$ -	\$ -	\$ -	
		CARY TRANSIT			\$ -	\$ -							\$ 308	\$ 308	\$ 2,460			\$ 308	\$ 308	\$ 2,460	\$ 3,076
III-B	Transportation Improvement Program	MPO			\$ 5,855	\$ 23,422	\$ 3,000	\$ 12,000										\$ 8,855	\$ -	\$ 35,422	\$ 44,277
		CAT/RALEIGH PW			\$ -	\$ -												\$ -	\$ -	\$ -	
		CARY TRANSIT			\$ -	\$ -							\$ 1,931	\$ 1,931	\$ 15,449			\$ 1,931	\$ 1,931	\$ 15,449	\$ 19,311
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements																					
III-C-1	Title VI	MPO			\$ 2,196	\$ 8,783												\$ 2,196	\$ -	\$ 8,783	\$ 10,979
		GoRaleigh			\$ -	\$ -							\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	
		GoTriangle			\$ -	\$ -												\$ -	\$ -	\$ -	
		CARY TRANSIT			\$ -	\$ -							\$ 984	\$ 984	\$ 7,872			\$ 984	\$ 984	\$ 7,872	\$ 9,840
III-C-2	Environmental Justice	MPO			\$ 2,379	\$ 9,515												\$ 2,379	\$ -	\$ 9,515	\$ 11,894
		GoRaleigh			\$ -	\$ -							\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	
		CARY TRANSIT			\$ -	\$ -							\$ 984	\$ 984	\$ 7,872			\$ 984	\$ 984	\$ 7,872	\$ 9,840
III-C-3	Minority Business Enterprise Planning (MBE)	MPO			\$ 1,098	\$ 4,392											\$ 1,098	\$ -	\$ 4,392	\$ 5,490	
III-C-4	Planning for the Elderly and Disabled	MPO			\$ 1,098	\$ 4,392											\$ 1,098	\$ -	\$ 4,392	\$ 5,490	
		GoRaleigh			\$ -	\$ -							\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	
		CARY TRANSIT			\$ -	\$ -							\$ 2,460	\$ 2,460	\$ 19,680			\$ 2,460	\$ 2,460	\$ 19,680	\$ 24,600
III-C-5	Safety/Drug Control Planning	MPO			\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
III-C-6	Public Involvement	MPO			\$ 3,660	\$ 14,639	\$ 2,000	\$ 8,000										\$ 5,660	\$ -	\$ 22,639	\$ 28,298
		GoRaleigh			\$ -	\$ -						\$ 6,794	\$ 6,794	\$ 54,345			\$ 12,816	\$ 51,264	\$ 68,080	\$ 115,140	
		CARY TRANSIT			\$ -	\$ -												\$ 984	\$ 984	\$ 7,872	\$ 9,840
III-C-7	Private Sector Participation	GoRaleigh			\$ -	\$ -						\$ 6,418	\$ 6,418	\$ 51,345			\$ 16,300	\$ 65,201	\$ 81,546	\$ 145,682	
		CARY TRANSIT			\$ -	\$ -												\$ 1,599	\$ 1,599	\$ 12,792	\$ 15,990
III-D Incidental Planning and Project Development																					
III-D-1	Transportation Enhancement Planning				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
III-D-2	Environmental Analysis and Pre-TIP Planning	MPO			\$ 6,000	\$ 24,000	\$ 5,000	\$ 20,000										\$ 11,000	\$ -	\$ 44,000	\$ 55,000
III-D-3	Special Studies																				
	A- MPO Core Function Studies																				
	1) Regional Rail Transit Planning	MPO			\$ -	\$ -												\$ -	\$ -	\$ -	\$ -
	a) Transit Systems Planning	MPO			\$ -	\$ -	\$ 35,000	\$ 140,000										\$ 35,000	\$ -	\$ 140,000	\$ 175,000
	2) Hot Spot Studies	MPO			\$ -	\$ -	\$ 30,000	\$ 120,000										\$ 30,000	\$ -	\$ 120,000	\$ 150,000
	3) Strategic Triangle Toll Study	MPO			\$ -	\$ -	\$ 15,000	\$ 60,000													
		DCHC/NCDOT / NCTA	\$ 100,000		\$ -	\$ -	\$ 25,000														
	4) NC 98 Corridor Study	MPO			\$ -	\$ -	\$ 20,000	\$ 80,000													
		DCHC/NCDOT			\$ -	\$ -	\$ 25,000														
	5) Southeast Area Study	MPO			\$ -	\$ -	\$ 24,000	\$ 96,000										\$ 24,000	\$ -	\$ 96,000	\$ 120,000
	B- MPO Non-Core Function Studies																				
	1) CSX Rail Corridor Feasibility Study	MPO			\$ -	\$ -	\$ 14,000	\$ 56,000													
		DCHC/NCDOT/RTP/CSX/Cary/ Apex	\$ 50,000		\$ -	\$ -	\$ 115,000														
	2) GoTriangle Special Study; Implementation Plans	GoTriangle			\$ -	\$ -	\$ -	\$ -				\$ 13,375	\$ 13,375	\$ 107,000							
III-D-4	Regional or Statewide Planning				\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -	\$ -
	Air Quality Planning				\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -	\$ -
	A- Regional Land Use-Transportation - AQ Collaboration (TJCOG)	MPO			\$ -	\$ -	\$ 19,200	\$ 76,800										\$ 19,200	\$ -	\$ 76,800	\$ 96,000
	B- Sustainable Communities (TJCOG)	MPO			\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -	\$ -
III-E	Management and Operations	MPO			\$ 52,234	\$ 88,933	\$ 153,800	\$ 615,200										\$ 206,034	\$ -	\$ 704,133	\$ 910,167
		GoRaleigh			\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -	\$ -
		CARY TRANSIT			\$ -	\$ -	\$ -	\$ -					\$ 2,460	\$ 2,460	\$ 19,680			\$ 2,460	\$ 2,460	\$ 19,680	\$ 24,600
TOTALS					\$ 150,000	\$ -	\$ 194,298	\$ 657,190	\$ 540,000	\$ 1,500,000	\$ 37,400	\$ 37,400	\$ 299,200	\$ 275,743	\$ 103,421	\$ 1,516,657	\$ 820,066	\$ 127,446	\$ 3,670,047	\$ 4,617,559	

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

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	Capital Area MPO
FTA Code	442400	442100	442500	442700	442100	442700	442682	442100	442400	442700	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	Develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program	Develop of cost estimates for future years of Transit Plan	Service planning in accordance with FTA Regulations for Title VI	Service planning in consideration of low-income & minority groups	Monitor the Accessible Raleigh Transportation Program and participation	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	
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	Preparation of (any amendments therein) the Unified Planning Work Program per Federal & State requirements	Preparation and planning of capital projects for transit system	Develop of cost analyses for capital projects (services & equipment) needed for implementation of expansion of system	Prepare route plans and evaluations	Prepare route evaluations considering the three principals of F.I.	Prepare performance reports for ridership & service supply for the Accessible Raleigh Transportation (ART) Program	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	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.	
Expected Completion Date of Product(s)	12/31/2016	2/28/2017	12/31/2016	9/30/2016	8/31/2016	8/31/2016	6/30/2017	7/31/2016	4/30/2017	3/31/2017	6/30/2017	
Previous Work	Raleigh Five-Year Transit Plan/monthly route evaluations and the collection of Passenger Counts by stop location	Previous annual Unified Planning Work Program	Previous annual transit portion of Transportation Improvement Program	Previous work in cost analysis and future financial planning	Previous plans and Triennial Title VI review by FTA	Previous route evaluations to the Raleigh Transit Authority	Previous operating financial and ridership inventories	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 financial data; Service Plans & other reports & studies	
Prior FTA Funds												
Relationship To Other Activities												
Agency Responsible for Task Completion	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	
Section 5303 Local 10%	\$ 12,362							\$ 6,793	\$ 6,419	\$ 11,826		\$ 37,400
Section 5303 NCDOT 10%	\$ 12,362							\$ 6,793	\$ 6,419	\$ 11,826		\$ 37,400
Section 5303 FTA 80%	\$ 98,899							\$ 54,345	\$ 51,345	\$ 94,611		\$ 299,200
Section 5307 Transit - Local 20%	\$ 92,864							\$ 12,816	\$ 16,300	\$ 50,342		\$ 172,322
Section 5307 Transit - NCDOT 0%	\$ -							\$ -	\$ -	\$ -		\$ -
Section 5307 Transit - FTA 80%	\$ 371,456							\$ 51,264	\$ 65,201	\$ 201,367		\$ 689,288
Section 5309 Transit - Local 25%												\$ -
Section 5309 Transit - NCDOT 25%												\$ -
Section 5309 Transit - FTA 50%												\$ -
Additional Funds - Local 100%												\$ -

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Table 5A: Anticipated DBE Contracting Opportunities – Go Raleigh (Capital Area Transit)

Section
5303/5307

Name of MPO: NC CAPITAL AREA MPO

Person Completing Form: Kelli Yeager/David Eatman

Telephone No: 919-996-4089

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, Printing, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
II-B-10 and III-C-6	Wake County Transit Plan and NEPA work	Planning Communities	Professional Services/Consultant	\$72,800	\$91,000

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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	442700	442100	442700	442682	442100	442400	442700	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	Develop plans for implementation of Town of Cary's Transit Plan and the collection of passenger data.	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program.	Develop of cost estimates for future years of Transit Plan.	Service planning in accordance with FTA Regulations for Title VI.	Service planning in consideration of low-income & minority groups.	Monitor the C-Tran ADA and Premium ADA Door to Door Program and participation.	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 Transit Section, Town Manager, Town Council and provide transit planning information to citizens and other agencies.	
Tangible Product Expected	Develop bus implementation plans to support the Town of Cary's Five-Year Transit Plan; monthly route evaluations; street furniture & bus stop planning; and the collection of annual bus passenger counts by stop location.	Preparation of (any amendments thereto) the Unified Planning Work Program per Federal & State requirements.	Preparation and planning of capital projects for transit system.	Develop of cost analyses for capital projects (services & equipment) needed for implementation of expansion of system.	Prepare route plans and evaluations.	Prepare route evaluations considering the three principals of E.J.	Prepare performance reports for ridership & service supply for the Town's ADA Door-to-Door Transit Services for Seniors and Disabled and Long Range Demand Response Plan	Extensive public involvement process for service changes.	UPASS Program development and partnerships with neighborhood organizations/the private sector.	Additional modeling: coding transit routes, ridership estimates, validating mode choice - low and estimate based on outcomes of Imagine Cary Plan and Wake Transit Plan.	Prepare monthly service reports for transit planning efforts; provide staffing to Town of Cary's Planning Department/Transit Section including reports, agendas, minutes, etc. Provide transit planning information & documentation to other agencies & the gen	
Expected Completion Date of Product(s)	10/30/2016	10/30/2016	6/30/2017	12/30/2015	11/30/2016	5/30/2017	6/30/2016	4/30/2017	4/30/2017	5/30/2017	6/30/2017	
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	\$ 28,000	\$ 2,500	\$ 15,700	\$ 15,000	\$ 8,000	\$ 8,000	\$ 20,000	\$ 8,000	\$ 13,000	\$ 7,500	\$ 20,000	\$ 145,700
Relationship To Other Activities	Imagine Cary plan adjusted with final Wake Transit Plan		Imagine Cary plan adjusted with final Wake Transit Plan	Imagine Cary plan adjusted with final Wake Transit Plan	Imagine Cary plan adjusted with final Wake Transit Plan	Imagine Cary plan adjusted with final Wake Transit Plan				Imagine Cary plan adjusted with final Wake Transit Plan		
Agency Responsible for Task Completion	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	
Section 5307 Transit - Local 10%	\$3,444.00	\$307.50	\$1,931.10	\$1,845.00	\$984.00	\$984.00	\$2,460.00	\$984.00	\$1,599.00	\$922.50	\$2,460.00	\$17,921.10
Section 5307 Transit - NCDOT 10%	\$3,444.00	\$307.50	\$1,931.10	\$1,845.00	\$984.00	\$984.00	\$2,460.00	\$984.00	\$1,599.00	\$922.50	\$2,460.00	\$17,921.10
Section 5307 Transit - FTA 80%	\$27,552.00	\$2,460.00	\$15,448.80	\$14,760.00	\$7,872.00	\$7,872.00	\$19,680.00	\$7,872.00	\$12,792.00	\$7,380.00	\$19,680.00	\$143,368.80
TOTALS	\$34,440.00	\$3,075.00	\$19,311.00	\$18,450.00	\$9,840.00	\$9,840.00	\$24,600.00	\$9,840.00	\$15,990.00	\$9,225.00	\$24,600.00	\$ 179,211.00

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

Name of MPO/Member Agency: NC CAPITAL AREA MPO

Person Completing Form: Ray Boylston, Cary Transit (Go Cary)

Telephone Number 919-469-4080

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
<u>No DBE Opportunities Anticipated for FY 2016-2017</u>					

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Table 4C: Go Triangle (Formerly Triangle Transit) Funding by Source and Task Code

MPO	Go Triangle				
FTA Code	442400	442301	442301	442302	
Task Code	II-A-5	II-B-3	II-B-10	III-D-3	
Title of Planning Task	Transit System Data	Travel Model Updates	Transit Element of the MTP	Special Studies	TOTALS
Task Objective	To collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements	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	Studies may be conducted for corridors within the CAMPO planning area that show promise during the course of the development of the transit element of the MTP, including alternatives analysis activities, capital cost estimation, operating cost estimations, financial planning, and transit expert studies for corridors, alignments, and bus and rail service plans. This includes development of County Transit Implementation Plans.	
Tangible Product Expected	Route planning recommendations from both staff/consultants, onboard surveys for bus, vanpool. On-going staff salaries	Updated Triangle Regional Model	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	RFPs, Technical Reports, Survey data	
Expected Completion Date of Product(s)	6/30/2017	6/30/2017	4/30/2017	6/30/2017	
Previous Work	Regional APC data work already undertaken/TTA Service Change Recs. Ongoing staff salaries	Ongoing support of TRM service bureau	Continued and ongoing regional corridor analysis for MTP and other projects	Financial Analysis	
Prior FTA Funds	\$397,500	\$90,000	\$20,000	\$347,500	
Relationship To Other Activities	APC data can be used to calibrate the travel times in the regional model. Data will inform route planning decisions. Provides staff support.	Supports the regional travel model utilized for the MTP and other transit and highway planning purposes.	This supports regional transit planning for capital investments.	This task will follow from the transit infrastructure planning conducted for the MTP.	
Agency Responsible for Task Completion	GoTriangle	Service Bureau at ITRE responsible for task - GoTriangle is a funding partner	GoTriangle (with joint sponsorship by TJCOG and MPOs, NCDOT)	GoTriangle	
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 10%	\$61,125	\$9,000	\$2,000	\$13,375	\$85,500
Section 5307 Transit - NCDOT 10%	\$61,125	\$9,000	\$2,000	\$13,375	\$85,500
Section 5307 Transit - FTA 80%	\$489,000	\$72,000	\$16,000	\$107,000	\$684,000
Category Total	\$611,250	\$90,000	\$20,000	\$133,750	\$855,000

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

Name of MPO/Member Agency: NC CAPITAL AREA MPO

Person Completing Form: Darcy Downs, Triangle Transit (Go Triangle)

Telephone Number 919-485-7425

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
III-D-3	Special Studies	Go Triangle	Consultant	Zero to \$110,000	Zero to \$135,000
II-A-5	Transit System Data	Go Triangle	Consultant	Zero to \$500,000	Zero to \$612,000

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APPENDICES

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Capital Area MPO Executive Board Members 2015

Mr. Dick Sears, Chair
Mayor, Town of Holly Springs

Mr. Harold Weinbrecht, Vice-Chair
Mayor, Town of Cary

Mr. Lewis Weatherspoon
Mayor, Town of Angier

Mr. James Roberson
Mayor, Town of Knightdale

Mr. Mark “Bill” Sutton
Mayor, Town of Apex

Mr. Mark Stohlman
Mayor, Town of Morrisville

Mr. Michael Gordon
Mayor, Town of Archer Lodge

Mr. Gus H. Tulloss
Member, NC Board of Transportation Div. 4

Town of Bunn

Mr. Terry Hutchens
Member, NC Board of Transportation Div. 6

Mr. Michael Grannis
Mayor, Town of Clayton

Mr. Jeff Sheehan
Member, NC Board of Transportation Div. 5

Mr. Tom Jackson
Commissioner, City of Creedmoor

Ms. Nancy McFarlane
Mayor, City of Raleigh

Mr. Cedric Jones, Sr.
Commissioner, Franklin County

Mr. Frank Eagles
Mayor, Town of Rolesville

Mr. Art Wright
Mayor, Town of Franklinton

Mr. Sig Hutchinson
Commissioner, Wake County

Mr. John Byrne
Mayor, Town of Fuquay-Varina

Ms. Vivian Jones
Mayor, Town of Wake Forest

Mr. Ronnie Williams
Mayor, Town of Garner

Ms. Vivian Gray
Mayor, Town of Wendell

Mr. Timothy Karan
Commissioner, Granville County

Mr. Terry Hedlund
Councilor, Town of Youngsville

Mr. Gordon Springle
Commissioner, Harnett County

Mr. Don Bumgarner
Mayor Pro-Tem, Town of Zebulon

Johnston County

Mr. William “Will” Allen, III
GoTriangle

Ex-Officio Members

Mr. Perry Safran
Member, NC Turnpike Authority

Mr. John Sullivan
Federal Highway Administration

Capital Area MPO Technical Coordinating Committee Members 2016

Member	Representing
Coley Price	Town of Angier
Russell Dalton	Town of Apex
Mark Wilson	Town of Archer Lodge
	Town of Bunn
Sandi Bailey	Town of Cary (2)
Tyler Bray	
David DeYoung	Town of Clayton
Mike Frangos	City of Creedmoor
Tammy Ray	Town of Franklinton
Danny Johnson	Town of Fuquay-Varina
Jeff Triezenberg	Town of Garner
Kendra Parrish	Town of Holly Springs
Chris Hills	Town of Knightdale
Benjamin Howell	Town of Morrisville
Eric Lamb	City of Raleigh (5)
Todd Delk	
Ken Bowers	
Mike Kennon	
Rich Kelly	
Kevin Lewis	
Chip Russell	Town of Wake Forest
David Bergmark	Town of Wendell
Don Belk	Town of Youngsville
Matt Watterson	Town of Zebulon
Scott Hammerbacher	County of Franklin
Justin Jorgensen	County of Granville
Jay Sikes	County of Harnett

Berry Gray	County of Johnston
Tim Maloney	County of Wake (2)
Tim Gardiner	
	NCDOT (6)
Tim Little	<i>NCDOT Div 4</i>
Joey Hopkins	<i>NCDOT Div 5</i>
Greg Burns	<i>NCDOT Div 6</i>
Rupal Desai	<i>NCDOT TPB</i>
	<i>NCDOT PTD</i>
	<i>NCDOT Bike-Ped Unit</i>
John Hodges-Copple	Triangle J. Council of Governments
Corey Liles	Research Triangle Foundation
David Eatman	Capital Area Transit (Go Raleigh)
Ray Boylston	Cary Transit
Ellis Cayton	Raleigh Durham Airport Authority
Cathy Reeves	North Carolina State University
Darcy Downs	Triangle Transit (Go Triangle)
Don Willis	Wake/Johnston/Harnett Transit
Michael Langduth	RDU Airport Authority
Darcy Downs	GoTriangle
Eddie Dancausse	FHWA

Task Narrative Description:

Triangle J Council of Governments

III-D-4. Regional and Statewide Planning.

As a major part of the regional planning task, TJCOG will continue to work with the Capital Area MPO, DCHC MPO, NCDOT, ITRE, FHWA, GoTriangle, adjoining RPOs and MPOs and NC DEQ on regional scale transportation issues and their inter-relationship to land use, growth and environmental impacts, most notably air quality. TJCOG will continue to 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, university and private sector partners.

Objectives

To ensure that activities that have a scope or scale that transcend any single MPO are done in a coordinated, timely, effective and cost-efficient way. To provide information and support on air quality issues. To facilitate joint efforts among the MPOs, state agencies, other local and regional agencies, universities and key private sector partners. To provide knowledge and develop customer-friendly products on strategies to better integrate land use/development decisions with transportation investments. To promote consistency and coordination between jurisdictions in growth forecasts, land use management, projects that cross boundaries and fiscal planning. To support efforts to better document land use, transportation and fiscal modeling methods and to make assumptions and results more transparent.

Proposed Activities

Focus areas will include growth forecasts and land development activities built around the new version 2.0 of the CommunityViz growth allocation model and air quality analysis related to State Implementation Plan (SIP) emissions budgets and any needed amendments to the 2040 Metropolitan Transportation Plan and the 2016-25 Transportation Improvement Program. Major activities include TRM executive committee support, CommunityVIZ 2.0 implementation for 2045 MTP scenarios, land use-transit investment integration (with a likely focus on continued joint activities with the ULI-Triangle chapter and anchor institutions), transportation-air quality integration and MOVES-compliant SIP budgets, Transit and roadway fiscal constraint spreadsheets.

Products

- Triangle Regional Model Executive Committee meeting summaries and related documents
- CommunityVIZ-related products, focusing on version 2.0 implementation and transition from multiple scenarios to the final scenario of the adopted 2045 Metropolitan Transportation Plan
- LUCID-related meetings and reports (“LUCID” – Land Use-Community Infrastructure-Development – is the overall “brand” for land use and housing related issues and their consistency with transportation investment decisions).
- 2045 MTP documents, including facilitating creation of the joint final document and supporting appendices
- Fiscal constraint spreadsheets and documents to inform the 2045 MTP
- Any desired air quality related documents, including any MOVES-compliant SIP motor vehicle emissions budgets and technical support

Relationship to Other Plans and MPO Activities

Growth projections and land use plans are requirements for CTPs and MTPs; consistency on land use, fiscal constraint and transportation projects that cross boundaries are important considerations in developing sound local and regional plans and programs.

Completion Date

This phase of work will be completed during the FY16-17 fiscal year. Any air quality work associated with SIP development is determined by federal and state schedules and can overlap MPO fiscal years.

Proposed Budget and Level of Effort

Tasks will be undertaken by existing TJCOG staff.

Funding Commitments from Other Entities

This is a cooperative project with DCHC MPO and GoTriangle, which are also providing funding. In some instances, TARPO funding for TJCOG staff time is also allocated to related tasks where the interests of the RPO are also involved. TJCOG provides a 20% match from its member assessment and other local funding to MPO-allocated funding.

Adopting Resolution

Planning Certification Checklist and Responses

Certification Resolution

Transmittal Letter

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**RESOLUTION OF ADOPTION
OF FISCAL YEAR 2017
UNIFIED PLANNING WORK PROGRAM
OF THE NC CAPITAL AREA MPO**


Upon motion made by Vivian Jones and seconded by Will Allen for the adoption of the following resolution, and upon being put to a vote was duly adopted.


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

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

WHEREAS, members of the Metropolitan Planning Organization's Executive Board agree that the Unified Planning Work Program will effectively advance transportation planning in the Capital Area for FY 2017; and

NOW, THEREFORE, BE IT RESOLVED that the Capital Area Metropolitan Planning Organization Executive Board hereby adopts the Unified Planning Work Program for Fiscal Year 2017 of the Capital Area MPO on this, the 17th day of February, 2016.


Dick Sears, Chair
NC Capital Area MPO

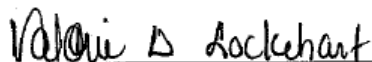

Chris Lukasing, Executive Director
NC Capital Area MPO

County of Wake
State of North Carolina

I, Valorie D. Lockhart, a Notary Public for Wake County, NC, do hereby certify that on this the 25th day of February, 2016, personally appeared before me Dick Sears, known to me by his presence, and acknowledged the due execution of the foregoing RESOLUTION ADOPTING THE FISCAL YEAR 2017 UNIFIED PLANNING WORK PROGRAM OF THE CAPITAL AREA MPO.

Witness my hand and official seal, this the 25th day of February, 2016.




Valorie D. Lockhart, Notary Public

My Commission Expires: February 17, 2021

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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)]

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 made 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)]

The Capital Area MPO's policy board has been renamed the "Executive Board" as of April 16, 2014, which must consist of a member from a governing board (e.g. City Council, Board of Commissioners, etc.). The NC Board of Transportation members must represent Highway Divisions 4, 5 and 6. There are a total of 29 Executive Board members representing local governments, 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)]

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 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.

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

The Capital Area MPO has a currently adopted Unified Planning Work Program (adopted March 18, 2015) that is designed to outline and discuss the planning priorities facing 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 or makes Federal planning funds (PL) available to that jurisdiction to accomplish the work task itself in a timely fashion. The UPWP is consistent with the Metropolitan Transportation Plan (formerly called the Long Range Transportation Plan) in that tasks outlined in the Metropolitan Transportation Plan's (MTP) 20 to 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. 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)

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 in 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), Capital Area Transit (CAT), Triangle Transit, the City of Raleigh, and other local governments all working closely together. The 2040 Metropolitan Transportation Plan (MTP) is a joint document with DCHC MPO that was adopted May 8, 2013.

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; particularly for the transit systems; and conforms to the State Implementation Plan (SIP).

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

The latest (2016-2025) Transportation Improvement Program (TIP) was adopted by CAMPO on September 16, 2015. The NC Board of Transportation had approved the FY 2016-2025 Statewide Transportation Improvement Program (STIP) during June 2015. Federal law requires that CAMPO approve a FY 2016-2025 Transportation Improvement Program (TIP) that is the region's equivalent to the STIP.

The TIP is fiscally constrained, updated every four years (last update September 21, 2011); 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 2040 MTP. The FY 2016-2025 has been amended during FY 2016 for the Draft FY 2016-2025 Transportation Improvement Program (TIP), AQ conformity determination and amendment to the 2040 MTP. Additionally, another amendment to the 2016-2025 TIP will be done to accommodate funding for the Recommended FFY17 LAPP Projects.

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

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 2040 MTP that was adopted in May 8, 2013. 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.

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

The Capital Area MPO is developing a process for including environmental mitigation discussions in the planning process.

- a. How: Following the 2009 Certification Review of the Capital Area MPO, FHWA officials encouraged CAMPO to incorporate a Stakeholder's Involvement Plan in order to achieve environmental stewardship & streamlining (ESS) goals and objectives. Capital Area MPO staff shall evolve their current Stakeholder's list into a Stakeholder's Involvement Plan.

9. Does the planning process meet the following requirements:
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. 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;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. 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;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. 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;

- h. 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;
- i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

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 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. During this year, the Capital Area Transit (CAT) administrator awarded the consulting firm Planning Communities to do the full program. The firm completed the 5310 Program Management Plan, and presented it to the TCC and Executive Board. GoRaleigh (Capital Area Transit) conducted a funding Call for Projects that would utilize Section 5310 projects; and the Executive Board approved five of the submitted projects.

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

The Capital Area MPO has an adopted Public Involvement Policy (PIP) that was last revised and adopted on August 20, 2008. Public review on the Policy was available 45 days prior to the adoption of the PIP. Adequate notice is provided through the local newspapers; 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 posting comments on the Capital Area MPO website. The PIP is reviewed periodically updated as needed. Capital Area MPO staff as of 2012 had been working with staff of the Durham-Chapel Hill-Carrboro MPO as well as FHWA and NCDOT to develop 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 September 19, 2012. All plans and program documents associated with public input are posted on the Capital Area MPO website. Staff is currently working to adopt the document further, and it will be presented to the TCC and Executive Board for consideration of approval before the start of FY 2017.

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 addresses 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.



**RESOLUTION
CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION PLANNING PROCESS FOR FY 2017**

Upon motion made by Vivian Jones and seconded by Will Allen, for the following resolution and upon being put to a vote was duly adopted.

WHEREAS, the Executive Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 USC 134 and 49 USC 1607; and

WHEREAS, the Executive Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 USC 324 and 29 USC 794; and

WHEREAS, the Executive Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub L 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Executive Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provisions of the Americans with Disabilities Act of 1990 (Pub L. 101-336, 104 Stat. 327, as amended) and the US DOT implementing regulations; and

WHEREAS the Capital Area Metropolitan Transportation Improvement Program is a subset of the currently conforming 2040 Metropolitan Transportation Plan; and

WHEREAS, the Transportation Plan has a planning horizon of 2040 and meets all the requirements for an adequate Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Capital Area MPO's Executive Board certifies the transportation planning process for the Capital Area Metropolitan Planning Organization on this the 17th day of February, 2016.

Dick Sears
Dick Sears, Chair
NC Capital Area MPO Executive Board

Chris Lukasiuk
Chris Lukasiuk, Executive Director
NC Capital Area MPO

County of Wake
State of North Carolina

I, Valorie D. Lockhart, a Notary Public for Wake County, NC, do hereby certify that on this the 25th day of February, 2016, personally appeared before me Dick Sears known to me by his presence, and acknowledged the due execution of the foregoing CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PLANNING PROCESS FOR FY 2017.

Witness my hand and official seal, this the 25th day of February, 2016.



Valorie D. Lockhart
Valorie D. Lockhart, Notary Public

My Commission Expires: February 17, 2021



NC Capital Area Metropolitan Planning Organization

February 25, 2016

Mr. Patrick Norman, Manager
NC DOT Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Re: Approval of FY 2017 Unified Planning Work Program

Dear Mr. Norman,

Enclosed please find eight copies of the NC Capital Area Metropolitan Planning Organization's Unified Planning Work Program (UPWP) for Fiscal Year 2017. This Program was adopted by the Executive Board of the MPO on February 17, 2016.

This program also serves as the Urban Area's Metropolitan Planning Program (Sec. 5303) grant application for Federal Transit Administration (FTA) transportation planning funds. A complete description and budget of planning activities is included in the UPWP. The grant amount requested is the 5303 allocation in the amount of \$299,200. This will be matched with a local fund amount of \$37,400 and a State of North Carolina match of \$37,400. The City of Raleigh is the designated grant recipient for Section 5303 grant funds.

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

Sincerely,

A handwritten signature in black ink, appearing to read "C. Lukasina", with a long horizontal flourish extending to the right.

Chris Lukasina, Executive Director
NC Capital Area MPO

Cc: Debra Collins, Director, NCDOT Public Transportation Division
Cheryl M. Leonard, Assistant Director for Mobility Development – Eastern Region,
NCDOT Public Transportation Division
Yvette G. Taylor, PhD., Regional Administrator, FTA Southeast Area Office