North Carolina Capital Area Metropolitan Planning Organization

UNIFIED PLANNING Work Program



FY 2013-2014 Adopted April 17, 2013

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North Carolina Capital Area Metropolitan Planning Organization FY 2013-2014 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, 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 Transportation Advisory Committee processes, preparation 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 eighty percent of the funding for local planning. The remaining 20% is provided by local jurisdictions (members of the MPO).

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 Triangle Transit, Capital Area Transit (CAT), Cary Transit (CTRAN) and other area transit providers.

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

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

Additional changes to the MPO occurred in 1993 with the addition of the Towns of Fuquay-Varina, Holly Springs, Knightdale and Wake Forest. Rolesville, Wendell and Zebulon 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. As guidance becomes available, the MPO will modify planning processes and or documents as needed. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5year period 2005-2009 but is currently in effect under continuing resolution. Moving Ahead for Progress in the 21st Century (MAP-21) was enacted on July 6, 2012. At time of publication of this UPWP, federal guidance was not available, therefore this UPWP has been developed in accordance with SAFETEA-LU with activities tailored to support the requirements of MAP-21.

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 such areas as planned growth, economic development, environmental protection, airport operations and freight movement.

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 who will perform the work, the schedule for completing it, and the expected products.

SAFETEA-LU lists eight factors that must be considered as part of the planning process:

- 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 ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- 4. Increase the accessibility and mobility of people and freight.
- 5. Protect and enhance the environment, promote energy conservation, and 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.
- 8. Emphasize the preservation of the existing transportation system.

Each work element in the UPWP satisfies at least one of the eight factors required by SAFETEA-LU.

MAP-21 outlines seven national goals:

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

In addition, citizen involvement is vital to the success of transportation planning and the MPO continues to pursue an active public involvement 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.

Monthly newsletters feature a variety of news articles on current events, are provided electronically and mailed to interested citizens and organizations (on request) in an effort to facilitate public involvement and improve communication.

The MPO shares and notifies citizens of plans and activities through public notices, press releases,

and advertisements. 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 recently adopted MPO Title VI, Minority, Low Income Public Outreach Program document.

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

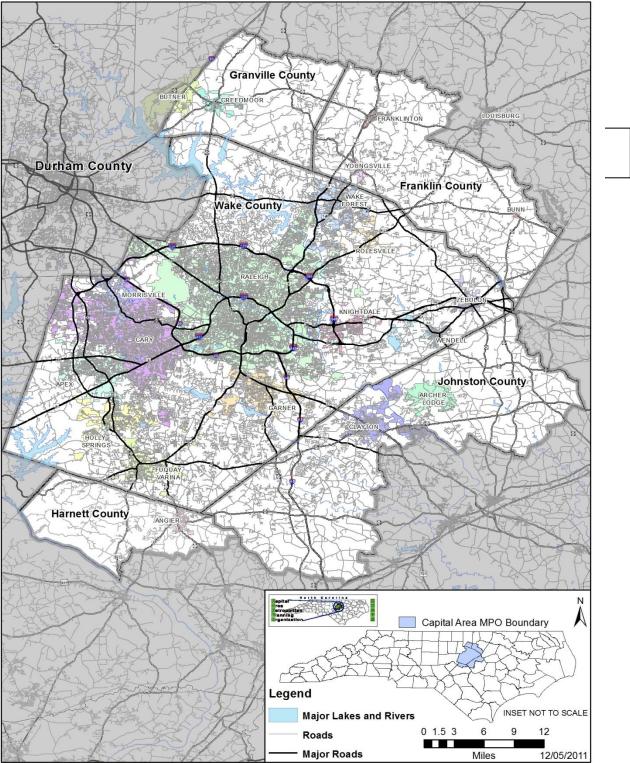
All MPO plans and programs comply with the public involvement provisions of Title VI:

"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, which includes the Towns/Cities of Apex, Cary, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Rolesville, Wake Forest and Youngsville. The urbanized area boundary was updated based on results of the 2010 Census.



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ORGANIZATION

The Capital Area MPO's fiscal agent is the City of Raleigh. The MPO has a two-committee organizational structure.

<u>The Transportation Advisory Committee (TAC)</u> 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 TAC and TCC.

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

Transportation Advisory Committee

The TAC is comprised of 28 voting members with a weighted voting possibility if needed. They include elected officials of all member jurisdictions, a representative of the Triangle Transit Board and representatives of the NC Board of Transportation and non-voting members representing the NC Turnpike Authority, and the Federal Highway Administration.

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

The Memorandum of Understanding established a Transportation Advisory Committee (TAC) composed of representatives from the governing boards to provide policy direction for the planning process, and to improve communications and coordination between the several governmental jurisdictions. The TAC is responsible for:

- (1) review and approval of the UPWP;
- (2) review and approval of the Metropolitan 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; and
- (6) review and approval of changes to the adopted 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 Transportation Advisory Committee and to other entities designated by the TAC regarding any necessary actions relating to the continuing transportation planning process.

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

Membership of Technical Coordinating Committee includes technical 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 metropolitan area 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 2009 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 USC 5303 and is in effect certified. Furthermore, the Capital Area MPO received commendations from the review team. A Commendation 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 commendations received follow:

Coordination

The Capital Area MPO is commended on their collaborative efforts with municipality and NCDOT partners including:

Involvement of all municipalities in project prioritization and the Comprehensive Transportation Plan (CTP) process; workshop retreats to assess the needs of the municipalities; and addition of staff to target and meet the needs of training and assisting the municipalities.

The Capital Area MPO and DCHC (Durham-Chapel Hill-Carrboro MPO) are commended in their collaboration with Triangle J Council of Governments (TJCOG) for coordinating and streamlining the Air Quality Conformity process.

The Capital Area MPO, DCHC, and TJCOG are commended for their collaborative efforts in producing a joint Long Range Transportation Plan (LRTP).

Transit

The Capital Area MPO is commended for its downtown Circulator hybrid bus that connects key features in the downtown Raleigh area.

The Capital Area MPO, the North Carolina Department of Transportation (NCDOT), DCHC, and area Transit agencies are commended for their collaborative efforts in the STAC report and implementing transit goals in their transportation systems.

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Acronyms

<u>Local</u>	
ITRE MPO TAC TCC	Institute for Transportation Research and Education Metropolitan Planning Organization Transportation Advisory Committee Technical Coordinating Committee
<u>Regional</u>	
AMPO NCAMPO TJCOG	(National) Association of Metropolitan Planning Organizations North Carolina Association of Metropolitan Planning Organizations Triangle J Council of Governments
<u>State</u>	
NCDENR NCDOT NCDOT-TPB	North Carolina Department of Environmental and Natural Resources North Carolina Department of Transportation North Carolina Department of Transportation – Transportation Planning Branch
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Div.
<u>Federal</u>	
EJ EPA FHWA FTA ISTEA JARC MAP-21 TEA-21 SAFETEA-LU	Environmental Justice Environmental Protection Agency Federal Highway Administration Federal Transit Administration Intermodal Surface Transportation Efficiency Act of 1991 Job Access and Reverse Commute Moving Ahead for Progress in the 21 st Century Transportation Equity Act for the 21st Century Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
Diama and Drawn	

Plans and Programs

CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan Element of MTP
ITS	Intelligent Transportation System
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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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 FWHA funds used for UPWP planning purposes are the Section 104(f) – Metropolitan Planning (PL) funds and Surface Transportation Program-Direct Attributable (STP-DA) funds.

FTA Funds - NCDOT provides a 10% match for FTA 5303 and 5307 planning funds received by the MPO's transit operators – the Capital Area Transit (CAT), Triangle Transit (TTA), the Town of Cary's C-Tran, and NC State University's Wolfline.

Congestion Mitigation Air Quality (CMAQ) funds – jointly administered by FHWA and FTA to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

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.

<u>State Funds</u> - North Carolina Department of Transportation (NCDOT)

Transportation Feasibility Study (TFS) funds, received from NCDOT for feasibility studies. State Planning and Research (SPR) funds, received from NCDOT for planning studies.

Local Match -

A pro-rata share paid by each member jurisdiction within the Capital Area MPO. 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 projects outlined in the UPWP pay additional funds. These special projects include Transit Planning, Corridor Studies, ITS Studies, etc.

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(f) - PL and STP-DA funds. The Capital Area Transit Service providers provide 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.

Section 104(f) - (PL funds):

FHWA funds for urbanized areas are administered by NCDOT, 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 distributed to the MPOs through a population-based formula. The PL fund levels are based on the continuing resolution authorizing SAFETEA-LU funding levels. Funding levels shown include the annual allocation plus any unobligated balance from the previous year.

Federal (PL	\$	766,800		
Local Match	\$	191,700		
Additional	Local	Match	<u>\$</u>	38,527
Total				\$997,027

STP-DA Funds:

The Direct Attributable (DA) portion of the Surface Transportation Program (STP) funds are designated by SAFETEA-LU for use by Transportation Management Areas (TMAs are MPOs 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 as described in the main UPWP document. A total of \$1.5 million of STP-DA funds are programmed in FY 2013-2014 UPWP.

Federal (STP-DA)	\$ 1,200,000
Local Match (20%)	<u>\$ 300,000</u>
Total	\$ 1,500,000

Note: Moving Ahead For Progress in the 21st Century (MAP-21) funding levels may require modification of these planning numbers. Any changes will be made by Amendment as received.

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 area urban transit operators. A local match of 10% is required for these funds. (80% from FTA, 10% from NCDOT PTD, and 10% local match). For FY 13, Capital Area Transit (CAT) and Triangle Transit will use these funds for general planning assistance.

	CAT	Triangle Transit	MPO Total
Federal	\$ 191,336	\$ 0	\$ 191,336
State	\$ 23,917	\$ 0	\$ 23,917
<u>Local</u>	\$ 23,917	\$ O	\$ 23,917
Total	\$ 239,170	\$ O	\$ 239,170

Section 5307 Funds:

Funds distributed by the FTA on the basis of the transit operator's service area population and other factors. Capital Area Transit (CAT), Cary Area Transit (CTRAN), and Triangle Transit (TT) use Section 5307 funds for assistance on a wide range of planning activities. These funds require a 10% local match that is provided by the Capital Area Transit, and Triangle Transit; and a 10% State match provided by NCDOT-PTD. For FY 14, these funds are used for transit improvements in the MPO area.

	CAT	CTRAN	Triangle Transit	MPO Total
Federal	\$ 270,922	\$ 50,520	\$ 684,000	\$ 1,005,442
State	\$ 33,864	\$ 6,315	\$ 85,500	\$ 125,679
Local	\$ 33,864	\$ 6,315	\$ 85,500	\$ 125,679
Total	\$ 338,650	\$ 63,150	\$ 855,000	\$ 1,256,800

State Planning and Research (SPR) Funds:

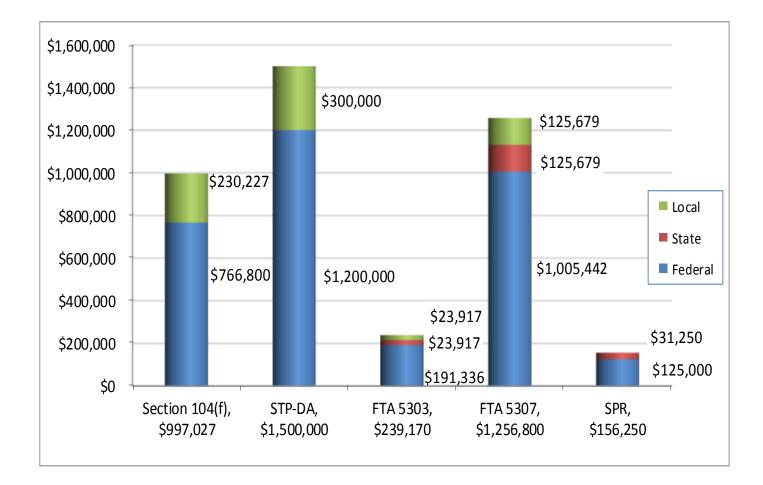
Federal funds allocated to and distributed by NCDOT for support of planning studies. These funds require a 20% match, which is provided by NCDOT.

Federal (SPR)	\$ 125,000
State Match (20%)	<u>\$ 31,250</u>
Total	\$ 156,250

A summary of the various planning funds proposed for use in the Capital Area MPO during FY 2014 is provided in the following table and chart.

Funding Type	Federal	State	Local	Total
Section 104(f)	\$ 766,800	-	\$ 230,227	\$ 997,027
STP-DA	\$ 1,200,000	-	\$ 300,000	\$ 1,500,000
FTA 5303	\$ 191,336	\$ 23,917	\$ 23,917	\$ 239,170
FTA 5307	\$ 1,005,442	\$ 125,679	\$ 125,679	\$ 1,256,800
SPR	\$ 125,000	\$ 31,250		\$ 156,250
Total	\$ 3,288,578	\$ 180,846	\$ 679,823	\$ 4,149,247

FY 2014 NC Capital Area MPO Funding Sources



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:

- Serve as a liaison between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro (DCHC) MPO, NCDOT, 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 (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 Transportation Advisory Committee (TAC) 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), SAFETEA-LU as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the Capital Area MPO. Moving Ahead For Progress in the 21st Century (MAP-21) 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, makes 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 Involvement 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 Involvement 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 Public Involvement 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 seven-year program of transportation improvement projects (known as the TIP). This program is consistent with the 2035 Long-Range 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 2012-2018 TIP
- 4. Begin development of the 2016-2022 TIP
- 5. Continue to refine project ranking methodology and priority system
- 6. Conduct public participation for the TIP consistent with the MPO Public Involvement Policy
- 7. Adopt formal amendments and modifications as necessary
- 8. Produce and distribute TIP documents for federal, state and local officials and the public.
- 9. 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.

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.

<u>Core-mission work tasks</u> 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 STP-DA and Congestion Mitigation and Air Quality (CMAQ) funds.

<u>Supplemental work tasks</u> (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 2014 CORE-MISSION TASKS

2040 Comprehensive Metropolitan Transportation Plan

While the 2040 CMTP will be adopted during Fiscal Year 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 Transportation Advisory Committee (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 TAC 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 projects 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. The MPO adopted a Congestion Management Process (CMP) in FY 2011. This process resulted in the formation of a Congestion Management Stakeholders group, which meets regularly to monitor progress on the implementation of the CMP. The Congestion Management Stakeholders group is anticipated to take a role in the prioritization and programming of the MPO's Congestion Mitigation and Air Quality (CMAQ) funds during FY 2014 in order to align the use of those funds with the goals of the MPO's CMP.

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 2014. This will be a major emphasis area for the MPO for FY 2014 and FY 2015, and 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:

- 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 and efficiency of freight commerce (NS, CSX) and future passenger rail service.
- Improve safety for other transportation modes that interact with rail corridors.
- Improve regional quality of life and minimize negative environment 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 study 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. PLEASE NOTE –The final scope for the Regional Transit Plan is not completed. These items are merely anticipated milestones for the project and are very much subject to change as the project scope evolves. We are using a different scope development process for this project and until it is completed and a consultant is under contract these milestones are subject to change.

FY 2014 Regional Transit Plan Anticipated Milestones (Year 1)

September 30, 2013

- RFP/RFQ release and consultant selection process complete

December 31, 2013

- Finalize Scope and Consultant Contract
- Consultant Notice to Proceed
- Data Collection Begins
- CTT/SOT Meetings

March 31, 2014

- Data Collection Complete
- Capacity Deficiency Complete
- Freight Network Analysis Complete
- CTT/SOT Meetings
- First Round of Board Briefings

June 30, 2014

- Land Use Scenario Planning Complete
- Initial Alternatives Analysis Complete
- CTT/SOT Meetings

Transit	FY 2014	Total Cost	PL funds	STP funds	Other	Match
Systems Planning	MPO	500,000	\$0	400,000	\$0	100,000

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, and four hot spot analyses are in progress for FY 2013. The MPO plans to conduct additional studies of a similar nature in two to four locations during FY 2014.

Hot Spot	FY 2014	Total Cost	PL funds	STP funds	Other	Match
Studies	MPO	120,000	\$0	96,000	\$0	24,000

Northeast Area Study

The MPO successfully completed a comprehensive multi-modal study of the southwestern portion of the planning area in 2012. In an effort to achieve this success elsewhere in the planning area, a Northeast Area Study began in FY 2013. This study will cover all or parts of the municipalities of Wake Forest, Rolesville, Knightdale, Wendell, Zebulon, Youngsville, Franklinton and Bunn, as well as the surrounding areas of Franklin 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.

The Northeast Area Study will span two fiscal years – FY 2013 and FY 2014 with a total estimated cost of \$625,000. This cost will be divided with \$300,000 in FY 2013 and \$325,000 in FY 2014.

Northeast Area Study Milestones (Year 1)

September 30, 2013

- Capacity Deficiency Complete
- Draft Community Viz Scenario Planning Scenarios
- CTT/SOT meetings
- Cross-Section Document Complete
- Draft Greenway, on-road bike, and off-road bike maps

December 31, 2013

- Metroquest Survey part 2
- Preferred Development Scenario Selected
- Policy Best Practices Guidebook Draft
- Draft Final Report
- Second Round Board Briefings

March 30, 2014

- Revised facility recommendations
- Project Sheet Inventory

June 30, 2014

- Final Report and Final Board Briefings

Northeast Area Study	Total FY 2014	Budget	PL funds	STP funds	SPR	Match
	MPO	\$325,000	\$0	\$135,000	\$156,250	\$33,750

FY 2014 NON-CORE-MISSION TASKS

Due to the large budget and staff resource commitment of the MPO's Core-Mission Tasks during this fiscal year, there are no non-core mission tasks for FY 2014 anticipated at this time.

The following task items describe the work to be undertaken by the MPO, either by staff or contractual services, during FY 2014.

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

MPO staff will coordinate with NCDOT to perform a comprehensive review of the Federal Functional Classification system within the planning area. Recommended changes to the FFC system will be mapped and discussed with the TCC, TAC and NCDOT.

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 were conducted by the MPO's transit providers Capital Area Transit (CAT), Wolfline, and Triangle Transit in a prior fiscal year. 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.

Triangle Transit will use funds from this item to evaluate route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements. This data will be used to calibrate the regional travel demand model and provide inputs into route service planning. This also covers a portion of staff salaries in the TTA Departments of Commuter Resources and Capital Development related to Triangle Transit's short-range transit service and facility planning. The task also includes planning and engineering to improve accessibility of bus stops and facilities.

CAT will use funds from this item to develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data. Triangle Transit will use this item to collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements.

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-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 was adopted in draft form pending air quality conformity review in December 2012. The 2040 Metropolitan Transportation Plan and associated air quality conformity determination is anticipated to be complete by June 2013. Activities related to the plan in 2014 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 coordination.

II-B-1: Collection of Base Year Data:

The MPO will continue to update this data as necessary for use in the Triangle Regional Travel Demand Model. Staff will monitor regionally significant land use and socio-economic changes for inclusion in base Traffic Analysis Zone (TAZ) data for the region.

II-B-2: Collection of Network Data

The MPO will monitor roadway corridors and intersection improvements not included in base travel demand model network. Following the FY 2011 pilot programs, the MPO started a new yearly program of transportation data collection utilizing new technologies provided by companies such as AirSage and INRIX. The MPO will continue to contract with companies experienced in collection of speed and travel behavior data in order to continue updates to network data as necessary.

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 2040 Long Range Transportation Plan. Outside consultants may be contracted to provide additional model support during the year.

II-B-4: Travel Surveys

Travel behavior surveys may 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 2040 MTP update as well as to begin preparations for the 2045 MTP update. 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 2040 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

The MPO will test alternative transportation network improvements for system benefit. Outside consultants may be contracted to provide additional model support to complete this work during the year.

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.

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 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 on 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 traveldemand 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.

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.

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 will 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.

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

Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies consistent with the adopted Congestion Management Process for inclusion in the update of the MTP/CTP.

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 2040 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.

II-B-17: Congestion Management Strategies

The MPO will continue staffing the Congestion Management Process Stakeholders Group. The Congestion Management 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.

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

The Capital Area MPO is 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 be done in coordination with Triangle J COG and DCHC MPO. 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.

Ill: Administration

In order to support the 3-C planning process, the MPO must engage in many administrative activities, including support of the TCC and TAC 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 2014 UPWP as necessary, and will develop quarterly reports to NCDOT for reimbursement of planning funds. The FY 2015 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.

III-B Transportation Improvement Program

The MPO will review the draft 2015-2021 STIP upon its release, and will develop the MPO's 2015-2021 TIP. The MPO will amend and modify the existing TIP as necessary. The MPO will ensure TIP/STIPs maintain consistency with the 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.

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. Transit agencies will use this line item to perform service planning in accordance with FTA Title VI regulations.

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. Transit agencies will use this line item to perform service planning in consideration of low-income and minority groups.

III-C-3: Minority Business Enterprise

MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce Development Office (BOWD) and all member governments to ensure that MPO projects and programs encourage participation by Minority Business Enterprises. 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. CAT will monitor the Accessible Raleigh Transportation Program and participation.

III-C-5: Safety / Drug Control Planning

No activities proposed, therefore no funds programmed.

III-C-6: Public Involvement

MPO staff will develop an extensive list of public involvement contacts, including homeowner associations, Citizen Action Committees, lists of interested parties on various topics etc. This list will be created for contacts throughout the MPO's planning area.

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.

Transit agencies will conduct public involvement efforts in relation to route planning efforts. Public engagement activities will be conducted as necessary for various planning efforts, including public hearings, presentations to TCC/TAC and local governing boards, meetings with interest groups, and media relations.

The MPO will use the NCDOT developed Public Involvement Toolkit as a 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.

III-C-7: Private Sector Participation

CAT will develop the UPASS Program, facilitate bus pass purchase by private organizations, and review development plans.

III-D Incidental Planning and Project Development

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 2013. 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, and generally will be financially supplemented by additional member agency funding.

III-D-3-A: Core Mission Special Studies (See Pages 21-24)

Locally Administered Projects Program

Congestion Management Program

Regional Transit Planning

Local Area Hot Spot Analysis

Northeast Subarea Study

No Non-Core Mission Special Studies are planned at this time.

III-D-4: Regional or Statewide Planning

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

The principal regional-scale planning activities in the Triangle Ozone Non-attainment area:

Air quality (and related environmental) planning, including input into Motor Vehicle Emissions Budget development, land use and related socioeconomic data and methodologies, and conformity reporting, as required.;

Land use and socioeconomic data development and management;

Fiscal constraint consistency; and

Cross-border project planning and reconciliation

MPOs, RPOs, individual communities, the Triangle Transit Authority, 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, TAC/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 MAP-21 planning requirements for TMA areas, to expand staff and possibly office spaces, 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.
- 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 Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
- 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.

Subcommittees and Boards on Which MPO Staff Serve

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 dearees of conaestion. 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. 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, 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 shortand 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.

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:

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

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

Public Participation Toolkit Workgroup

NCDOT began in 2004 to seek better ways to plan, design and build projects. A multidisciplinary team was assembled to determine informational needs. From that group eight linkages were identified through which data, decisions, and information can be passed from long-range transportation planning to project development. One of the critical links was public participation.

This workgroup is assisting in development of a process and toolkit that will provide:

- A well-defined process for when to conduct public participation
- A list of decision making criteria to use in guiding the selection of appropriate techniques to use
- Updated techniques
- Guidance on developing an integrated public participation process best suited to the needs of specific communities as well as decision makers; and
- Best practices and suggested methods for continuous feedback to the public updates on how their input is being used

This toolkit will ultimately be online, using interactive geospatial maps for area identification and socioeconomic identification of public participants and will be available for use by all NC practitioners. It is hoped that ultimately this toolkit will be available for use nationwide.

MPO staff participates as part of the steering committee and workgroup participant 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.

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.

Table 3 – MPO Funding Breakdown by Source and Task Code

Capital Area MPO - Composite Summary		трв		SEC 104			STP DA Funds	s		SECTION 5	303			SECTION 5	307		SECTION 5309		TASK FUN	DING SUMMARY	
TASK TASK DESCRIPTION	AGENCY	Highway NCDOT FHWA		Highway/Tr Local	FHWA	Local		hway/Transit FHWA	Local	Highway/Tra PTD	F	TA	Local	Transit PTD	t		Transit Local PTD FTA	LOCAL	NCDOT	FEDERAL	TOTAL
CODE II. CONTINUING TRANSPORTATION PLANNI	NG	20% 80%	2	20%	80%	20%		80%	10%	10%	8	80%	10%	10%		80%	25% 25% 50%				
II-A-1 Traffic Volume Counts	MPO		\$	600 \$	2,400													\$ 600	-	\$ 2,400	\$ 3.00
II-A-2 Vehicles Miles of Travel (VMT)			¢		2,400													\$ 000		\$	\$ <u>5,00</u>
II-A-3 Street System Changes	MPO		ب	200 \$	800													\$ 200		\$ 800	\$ 1,00
			ې م			* 40		10.000													
II-A-4 Traffic Accidents	MPO MPO		\$ \$	1,000 \$ 2,000 \$	4,000 8,000	\$ 10	0,000 \$	40,000										\$ 11,000 \$ \$ 2,000 \$		\$ 44,000 \$ 8,000	\$ 55,00 \$ 10,00
II-A-5 Transit System Data	CAT/RALEIGH PW		\$	-	0,000				\$ 15,426	\$ 15,	,426 \$	123,413	\$ 4,973	\$ 4,9	73 \$	39,786		\$ 20,399 S	5 20,399		
	TRIANGLE TRANSIT	-	\$	-									\$ 39,750		50 \$	318,000		\$ 39,750	39,750		\$ 397,50
	CARYTRANSIT		\$	-									\$ 1,250	\$ 1,2	50 \$	10,000		\$ 1,250	5 1,250		\$ 12,50
II-A-6 Dwelling Unit and Population Changes	MPO		\$	2,250 \$	9,000													\$ 2,250	·	\$ 9,000	\$ 11,25
II-A-7 Air Travel			\$	-														\$ - \$,	\$ -	\$
II-A-8 Vehicle Occupancy Rates (VOR)	MPO		\$	1,440 \$	5,760													\$ 1,440		\$ 5,760	\$ 7,20
II-A-9 Travel Times Studies			\$	-														\$ - 5	·	\$ <u>-</u>	\$
II-A-10 Mapping	MPO		\$	6,000 \$	24,000													\$ 6,000	- 5	\$ 24,000	\$ 30,00
II-A-11 Managed Activity Center Parking Inventory	,		\$															\$ - 5	· -	\$-	\$
Bicycle and Pedestrian Facilities																					
II-A-12 Inventory			\$															\$ - 3	ş -	\$-	\$
II. LONG-RANGE TRANSPORTATION PLAN															_			(
II-B-1 Collection of Base Year Data	MPO		\$	1,000 \$	4,000													\$ 1,000		\$ 4,000	. ,
II-B-2 Collection of Network Data	MPO		\$	28,000 \$	112,000													\$ 28,000		\$ 112,000	\$ 140,00
Data Collection-Cellular Triangulation	MPO		\$	7,000 \$	28,000													\$ 7,000	- 3	\$ 28,000	
II-B-3 Travel Model Updates	MPO		\$	35,000 \$	140,000													\$ 35,000	- 6	\$ 140,000	\$ 175,00
	TRIANGLE TRANSIT	-	\$	-									\$ 9,000	\$ 9,0	00 \$	72,000		\$ 9,000	9,000	\$ 72,000	\$ 90,00
II-B-4 Travel Surveys	MPO		\$	1,000 \$	4,000													\$ 1,000 \$	- 3	\$ 4,000	\$ 5,00
II-B-5 Forecast of Data to Horizon Year	MPO		\$	- \$	-													\$-5	- 6	\$-	
Community Viz			\$	- \$	-													\$-\$	- 3	\$-	
II-B-6 Community Goals and Objectives	MPO		\$	5,000 \$	20,000													\$ 5,000	- 3	\$ 20,000	\$ 25,00
II-B-7 Forecasts of Future Travel Patterns	MPO		\$	-		\$6	6,000 \$	24,000										\$ 6,000	ş -	\$ 24,000	\$ 30,00
II-B-8 Capacity Deficiency Analysis	MPO		\$	6,250 \$	25,000													\$ 6,250	ş -	\$ 25,000	\$ 31,25
II-B-9 Highway Element of LRTP/CTP	MPO		\$	9,000 \$	36,000													\$ 9,000	· ·	\$ 36,000	\$ 45,00
	MPO		\$	8,000 \$	32,000													\$ 8,000		\$ 32,000	
II-B-10 Transit Element of LRTP/CTP	CAT/RALEIGH PW TRIANGLE TRANSIT	-	\$ ¢	<u> </u>					\$ 4,907	\$ 4,	,907 \$	39,257	\$ 16,134 \$ 1,750		34 \$ 50 \$	129,079 14,000		\$ 21,041 \$ 1,750	<u>21,041</u> 1,750		
	CARYTRANSIT		\$										\$ 450		50 \$ 50 \$	3,600		\$ 450			
Transit Oriented Development	MPO		\$	6,000 \$	24,000													\$ 6,000	- 3	\$ 24,000	\$ 30,00
Bicycle and Pedestrian Element of II-B-11 LRTP/CTP	MBO		¢	E 000 Å	20,000	¢ 00		00.000										¢ 05.000		¢ 100.000	¢ 405.00
II-B-11 LRTP/CTP II-B-12 Airport /Air Travel Element of LRTP	MPO MPO		۵ د	5,000 \$ 2,000 \$	20,000 8,000	\$ 20	0,000 \$	80,000										\$ 25,000 \$ 2,000		\$ 100,000 \$ 8,000	
II-B-13 Collector Street Element of LRTP	MPO/ WAKE CO.		\$	5,000 \$	20,000													\$ <u>2,000</u> \$ 5,000		\$ 20,000	
Rail, Waterway, or Other Mode Element of			.	0,000 \$	20,000													φ 0,000 (,	φ 20,000	¢ 20,00
II-B-14 LRTP	MPO		\$	3,000 \$	12,000													\$ 3,000	- 3	\$ 12,000	\$ 15,00
II-B-15 Freight Movement/Mobility Planning	MPO		\$	6,000 \$	24,000													\$ 6,000		\$ 24,000	
II-B-16 Financial Planning	MPO CAT/RALEIGH PW		\$ \$	<u>6,000 \$</u>	24,000													\$ 6,000 S		\$	\$ 30,00
	CARY TRANSIT		\$										\$ 1,250	\$ 1.2	50 \$	10,000		\$ - 3 \$ 1,250	5 5 1,250	•	\$ 12,50
II-B-17 Congestion Management Strategies	MPO		\$	3,000 \$	12,000									,,				\$ 3,000		\$ 12,000	
Air Quality Planning/Conformity Analysis,																					
II-B-18 BWPC See III-D-4	MPO		\$	3,000 \$	12,000													\$ 3,000 \$ -		\$ 12,000 \$ -	
1000 III-U-4	1																	φ - 3	-	φ -	φ

Capital Area MPO - Composite Summary		ТРВ	SEC 10	04 (F)	STP D	A Funds	5	SECTION 5303		s	ECTION 5307		SECTION 5309		TASK FUN	DING SUMMARY	
		Highway		Highway/Transit		Highway/Transit	Н	ighway/Transit			Transit		Transit				
TASK TASK DESCRIPTION	AGENCY	NCDOT FHWA	Local	FHWA	Local	FHWA	Local	PTD	FTA	Local	PTD	FTA	Local PTD FTA	LOCAL	NCDOT	FEDERAL	TOTAL
CODE		20% 80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25% 25% 50%				
III. ADMINISTRATION																	
	MPO		\$ 6,000 \$	24,000										\$ 6,000	\$-	\$ 24,000	\$ 30,000
III-A Unified Planning Work Program	CAT/RALEIGH PW		\$ -							\$-\$	- \$	-		\$-	\$-	\$-	
	CARY TRANSIT		\$-							\$ 125 \$	125 \$	1,000		\$ 125	\$ 125	\$ 1,000	\$ 1,250
	MPO		\$ 8,000 \$	32,000										\$ 8,000	\$-	\$ 32,000	\$ 40,000
III-B Transportation Improvement Program	CAT/RALEIGH PW		\$-							\$-\$	- \$	-		\$-	\$-	\$-	
	CARY TRANSIT		\$-							\$ 200 \$	200 \$	1,600		\$ 200	\$ 200	\$ 1,600	\$ 2,000
III-C Civil Rights Compliance (Title VI) and Ot	her Regulatory Require	ements															
	MPO		\$ 3,000 \$	12,000										\$ 3,000	\$-	\$ 12,000	\$ 15,000
	CAT/RALEIGH PW		\$ -							\$-\$	- \$	-		\$ -	\$-	\$ -	
III-C-1 Title VI	TRIANGLE TRANSIT		\$-											\$-	\$ -	\$ -	
	CARY TRANSIT		; \$-							\$ 300 \$	300 \$	2,400		\$ 300	\$ 300	\$ 2,400	\$ 3,000
	MPO		\$ 3,250 \$	13,000										\$ 3,250	-		
III-C-2 Environmental Justice	CAT/RALEIGH PW		s -							\$-\$	- \$	-		\$ -	\$-	\$ -	
	CARY TRANSIT		\$ -							\$ 390 \$	390 \$	3,120		\$ 390	\$ 390	\$ 3,120	\$ 3,900
Minority Business Enterprise Planning																	
III-C-3 (MBE)	MPO		\$ 2,000 \$	8,000										\$ 2,000	s -	\$ 8,000	\$ 10,000
III-C-4 Planning for the Elderly and Disabled	MPO		\$ 2,000 \$											\$ 2,000		\$ 8,000	
In O 4 Thanning for the Elderly and Disabled	CAT/RALEIGH PW		\$ <u>2,000</u> \$-	0,000						\$-\$	- \$	-		\$ -	\$ -		φ 10,000
	CARYTRANSIT		\$							\$ 1,200 \$	1,200 \$	9,600		\$ 1,200		•	\$ 12,000
III-C-5 Safety/Drug Control Planning	MPO		s -							φ 1,200 φ	1,200 φ	0,000		\$ -	\$ -		\$ -
	MPO		\$	30,000										\$ 7,500	\$ -		\$ 37,500
III-C-6 Public Involvement	CAT/RALEIGH PW		\$ <u>,,,,,</u>				\$ 887 \$	887 \$	7,098	\$ 6,162 \$	6,162 \$	49,301		\$ 7,049	,		
	CARYTRANSIT		\$				φ 001 φ		1,000	\$ 175 \$	175 \$	1,400		\$ 175			
	CAT/RALEIGH PW		s -				\$ 2,697 \$	2,697 \$	21,568	\$ 6,595 \$	6,595 \$	52,756		\$ 9,292	\$ 9,292		
III-C-7 Private Sector Participation	CARYTRANSIT		÷ \$-				φ 2,001 φ	2,007 \$	21,000	\$ 225 \$	225 \$	1,800		\$ 225			
III-D Incidental Planning and Project Develop			•							÷ 220 ¢	220 \$	1,000		¢ ===о	Ф <u><u></u></u>	• 1,000	÷ 2,200
III-D-1 Transportation Enhancement Planning			\$ -		-									\$.	\$-	\$.	\$.
III-D-2 Planning	MPO		\$	20,400										\$ 5,100		\$ 20,400	\$ 25,500
III-D-3 Special Studies			\$ <u>-</u>	20,400										\$ 5,100	\$ -	. ,	<u>\$ 20,000</u>
A- MPO Core Function Studies			ş - S -											\$ -	*	\$ -	<u> </u>
1) Regional Rail Transit Planning	MPO													, - \$ -	ş - \$ -		<u> </u>
a) Transit Systems Planning	MPO		s -		\$ 100,000	\$ 400,000								\$ 100,000	*	\$ 400,000	Ŧ
2) Hot Spot Studies	MPO		\$ \$		\$ 24,000									\$ 24,000	•	\$ <u>400,000</u> \$ <u>96,000</u>	\$ <u>120,000</u>
3) Northeast Area Study	MPO	31250 125000	- -		\$ 33,750									\$ <u>33,750</u>	\$ 31,250		\$ 325,000
B- MPO Non-Core Function Studies		120000	ş <u>-</u> s		\$ <u>33,730</u> \$ -	÷ 100,000								\$ -	\$ -	\$	<u>\$</u> -
a Triangle Transit Special Study	TRIANGLE TRANSIT		ş - S -		\$ -					\$ 35,000 \$	35,000 \$	280,000		\$ 35,000	\$ 35,000	\$ 280,000	\$ 350,000
Regional or Statewide Planning			\$ \$		φ - \$ -					φ 00,000 φ	00,000 φ	200,000		\$ _		\$ 200,000	\$ -
Air Quality Planning			s -		\$ <u>-</u>									<u> </u>	Ŧ	s -	<u> </u>
III-D-4 A- Regional Land Use-Transportation -			·		Ψ									¥ _	¥ _	* _	¥ _
AQ Collaboration (TJCOG)	MPO		s -		\$ 15,000	\$ 60,000								\$ 15,000	\$-	\$ 60,000	\$ 75,000
B- Sustainable Communities (TJCOG)	MPO		\$ -		\$ -									\$ -	\$ -	. ,	- , - • •
	MPO		\$ 40,637 \$	8,440										\$ 131,887			\$ 505,327
III-E Management and Operations	CAT/RALEIGH PW				\$ -									\$-	\$-		
	CARY TRANSIT		\$-		\$-					\$ 750 \$	750 \$	6,000		\$ 750	\$ 750	\$ 6,000	\$ 7,500
TOTALS		31250 125000	<mark>\$ 230,227</mark> \$	766,800	\$ 300,000	\$ 1,200,000	\$ 23,917 \$	23,917 \$	191,336	\$ 125,679 \$	125,679 \$	1,005,442		\$ 679,823	\$ 180,846	\$ 3,288,578	\$ 4,149,247

FY 2014 UNIFIED PLANNING WORK PROGRAM (UPWP) - Capital Area Transit

		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	
			442500	442700	442100	442700		442100	442400	442700	442100	
3 Task Code	II-A-5	III-A Unified Planning Work	III-B Transportation Improvement	II-B-16	III-C-1	III-C-2 Environmental	III-C-4 Planning for the	III-C-6	III-C-7 Private Sector	II-B-10 Long Range	III-E Management and	
	Transit System Data Develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data.	Program Preparation of Unified Planning Work Program	Program Preparation of transit portion of Transportation Improvement Program.	Financial Planning Develop of cost estimates for future years of Transit Plan.	Title VI Service planning in accordance with FTA Regulations for Title VI.	Justice Service planning in consideration of low- income & minority groups.		Public Involvement Public Involvement in the transit route decision-making process.	Participation Partnerships &/or involvement with private entities.	Transportation Plan Transit Element of LRTP/CTP	Operations Prepare reports, provide staffing to Raleigh Transit Authority, and provide transit planning information to citizens and other agencies.	TOTALS
6 Tangible Product Expected	Develop bus implementation plans to support the Raleigh Five-Year Transit Plan; monthly route evaluations; street fumiture & 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 Accessible Raleigh Transportation (ART) Program.	Extensive public involvement process fo service changes.	Go Pass Program development and partnerships with neighborhood r organizations/the private sector.	Additional modeling: coding transit routes, ridership estimates, validating mode choice low and estimate.	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	
Expected Completion Date of 7 Product(s)	12/31/2013	2/28/2014	12/31/2013	9/30/2013	8/31/2013	8/31/2013	6/30/2014	7/31/2013	4/30/2014	4 3/31/2014	6/30/2014	
8 Previous Work 9 Prior FTA Funds 10 Relationship To Other Activities	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 Improvmeent 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 othe service changes.	UPASS Program development, bus pass purchase by private organizations, and r development plan review.	LRTP	Previous reports and Transit Authority activities. Previous financing data, Service Plans, & other reports & studies.	
Agency Responsible for Task												
1 Completion Section 5303 - Local	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	
6 10% Section 5303 -	\$ 15,426				1	\$	\$	\$ 887				\$ 23,917
I7 NCDOT 10% Section 5303 - FTA	\$ 15,426	8			: 	\$ -	\$ -	\$ 887	the second	an internetati		\$ 23,917
8 80% Section 5307 Transit - Local	\$ 123,413					\$ -	\$	\$ 7,098			and the second sec	\$ 191,336
9 10% Section 5307 Transit -	\$ 4,973		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,162				\$ 33,864
20 NCDOT 10% Section 5307 Transit - FTA	\$ 4,973	diff.	\$	\$ -	\$ -	\$ -	\$ -	\$ 6,162	the statement	and the second sec		\$ 33,864
11 80% Section 5309 Transit - Local 고 95년	\$ 39,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,301	\$ 52,756	\$ 129,079	\$ -	\$ 270,922
2 25% Section 5309 Transit - 3 NCDOT 25% Section 5309 Transit -					-							\$ - \$ -
24 FTA 50%										-		\$ -
25 Additional Funds - Local 100%											L	\$ -

Section 5303

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
No DBE Opportunities Anticipated for FY 2013-2014				\$0	\$0

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.	
	Plan; monthly route evaluations; street fumiture & bus stop	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.	the three principals of	Prepare performance reports for ridership & service supply for the Town's ADA Door-to- Door Transit Services for Seniors and Disabled	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.	reparemonting 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	
Expected Completion Date of Product(s)	12/31/2013	2/28/2014	12/31/2013	9/30/2013	8/31/2013	8/31/2013	6/30/2014	7/31/2013	4/30/2014	3/31/2014	6/30/2014	
Previous Work	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	-
Prior FTA Funds	\$ -	\$ -	\$ -	\$ -	\$-	\$ -	\$-	\$-	\$ -	\$ -	\$ -	
Relationship To Other Activities												
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%	\$ 1,250	\$ 125	\$ 200	\$ 1,250	\$ 300	\$ 390	\$ 1,200	\$ 175	\$ 225	\$ 450	\$ 750	\$ 6,315
Section 5307 Transit - NCDOT 10%	\$ 1,250	\$ 125	\$ 200	\$ 1,250	\$ 300	\$ 390	\$ 1,200	\$ 175	\$ 225	\$ 450	\$ 750	\$ 6,315
Section 5307 Transit - FTA 80%	\$ 10,000	\$ 1,000	\$ 1,600	\$ 10,000	\$ 2,400	\$ 3,120	\$ 9,600	\$ 1,400	\$ 1,800	\$ 3,600	\$ 6,000	\$ 50,520
TOTALS												\$ 63,150

Name of MPO/Member Agency: NC CAPITAL AREA MPO

Person Completing Form: <u>Ray Boylston, Cary Transit</u>

Telephone Number 919-4

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 Oppor</u> 2013-2014	rtunities Anticip	oated for FY			
2013-2014					

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

1-	МРО		Triangle	Transit (CAMPO)	
2-	FTA Code	442400	442301	442301	442302
3-	Task Code	II-A-5	II-B-3	II-B-10	III-D-3
4-	Title of Planning Task	Transit System Data	Travel Model Updates	Transit Element of the LRTP	Special Studies
5-	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	Studies may be of promise during the the transit eleme alternatives anal- estimation, opera planning, and tra alignments, and
-C	TASK ODJECTIVE	Route planning recommendations	Updated Triangle Regional Model	Technical planning report provided to	PED and/or Took
6-	Tangible Product Expected	from both staff/consultants, onboard surveys for bus, vanpool. On-going staff salaries		regional leaders and the MPO; other GIS service needs as required.	
7-	Expected Completion Date of Product(s)	6/1/2014	6/30/2014	4/1/2014	6/30/2014
	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 LRTP and other projects	URS Reports, M Financial Analys
9-	Prior FTA Funds	\$60,000	\$90,000	\$17,500	
10-	Relationship To Other Activities	Data will inform route planning decisions. Provides staff support.	Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.		This task will folle planning conduc
852-014		Triangle Transit	Service Bureau at ITRE responsible for task - Triangle Transit is a funding		Triangle Transit
	Agency Responsible for Task Completion HPR - Highway -		partner	NCDOT)	
12-	NCDOT 20%				
13-	80%				
14-	Section 104 (f) PL Local 20%				
15-	Section 104 (f) PL FHWA 80%				
	Section 5303				
	Local 10% Section 5303				
	NCDOT 10% Section 5303				
18-	FTA 80% Section 5307 Transit -	\$39,750	¢0.000	\$1,750	
19-	Local 10%	2			
20-	Section 5307 Transit - NCDOT 10%	\$39,750		5 h	
	Section 5307 Transit - FTA 80%	\$318,000	\$72,000	\$14,000	
	Category Total	\$397,500	\$90,000	\$17,500	

	TOTALS
conducted for corridors that show	TOTALO
the course of the development of ent of the LRTP, including alysis activities, capital cost rating cost estimations, financial ransit expert studies for corridors, bus and rail service plans	
chnical Report	
MAB Analyses, Jeff Parker sis	
\$340,000	
llow from the transit infrastructure cted for the LRTP.	
\$35,000	\$85,500
\$35,000	\$85,500
\$280,000	\$684,000
\$350,000	\$855,000

Name of MPO/Member Agency: NC CAPITAL AREA MPO

Person Completing Form: <u>Patrick McDonough, Triangle Transit</u>

Telephone Number 919-485-7455

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	Triangle Transit	Consultant	\$544,000	\$680,000
II-A-5	Transit System Data	Triangle Transit	Consultant	Zero to \$96,000	Zero to \$120,000

APPENDICES

Capital Area MPO Transportation Advisory Committee Members 2013

Mr. Ronnie Williams, TAC Chair Mayor, Town of Garner

> Mr. R. H. Ellington Mayor, Town of Angier

Mr. Keith Weatherly Mayor, Town of Apex

> Mr. Don Mitchell Town of Bunn

Mr. Harold Weinbrecht Mayor, Town of Cary

Mr. Michael Grannis Mayor, Town of Clayton

Mr. Daryl Moss Mayor, City of Creedmoor

Mr. Donald Lancaster Commissioner, Franklin County

Mr. Elic Senter Mayor, Town of Franklinton

Mr. John Byrne Mayor, Town of Fuquay-Varina

Mr. Timothy Karan Commissioner, Granville County

Mr. Gordon Sprengle Commissioner, Harnett County

Mr. Allen Mims Commissioner, Johnston County Mr. Dick Sears, TAC Vice-Chair Mayor, Town of Holly springs

Mr. Russell Killen Mayor, Town of Knightdale

Ms. Jackie Holcomb Mayor, Town of Morrisville

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

Mr. Edward W. Grannis Member, NC Board of Transportation

Member, NC Board of Transportation

Ms. Nancy McFarlane Mayor, City of Raleigh

Mr. Frank Eagles Mayor, Town of Rolesville

Mr. Joe Bryan Commissioner, Wake County

Ms. Vivian Jones Mayor, Town of Wake Forest

Mr. Sam Laughery Mayor, Town of Wendell

Mr. Joseph Johnson Councilor, Town of Youngsville

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

Ex-Officio Members

Mr. Perry Safran Member, NC Turnpike Authority Mr. John Sullivan Federal Highway Administration

Mr. Michael Gordon Mayor, Town of Archer Lodge

Capital Area MPO Technical Coordinating Committee Members 2013

Angier Price, Coley

Apex - TCC Vice Chair Huegerich, Reed

Archer Lodge Wilson, Mark

Cary Andes, Juliet

Cary Delk, Todd

Cary Transit - TCC Chair Boylston, Ray

Clayton DeYoung, David

Creedmoor Wilkins, Scottie

Federal Highway Administration Stark, Jill

Franklin County Hammerbacher, Scott

Franklinton Ray, Tammy

Fuquay-Varina Johnson, Danny

Garner Bass, Brad

Granville County Jorgensen, Justin

Harnett County Jeffries, Joseph Holly Springs Parrish, Kendra

Johnston County Gray, Berry

Knightdale Hills AICP, CZO, Chris

Morrisville Howell, Benjamin

NCDOT - Division 5 Engineer's Office Bowman P.E., Wally

NCDOT Division 4 Engineer's Office Rouse, Jr. P.E., John W.

NCDOT Divison 6 Engineer's Office Burns, Greg

NCDOT-Statewide Planning Desai, Rupal

NCSU Kendig, Tom

Raleigh Bowers AICP, Kenneth

Raleigh Daniel, Gerald

Raleigh Dawson, Carl

Raleigh Eatman, David

Raleigh Kennon, Mike

Raleigh Lamb P.E., Eric J. Raleigh-Durham Airport Authority Landguth, Michael

Research Triangle Foundation Rooks, Liz

Rolesville Lloyd, Thomas

Triangle J Council of Governments Hodges-Copple, John

Wake Coordinated Transp. Willis, Don C.

Wake County Gardiner AICP, Tim

Wake County Maloney, Timothy

Wake Forest Russell, Chip

Wendell Rodriguez, Zunilda

Zebulon Spriggs, Julie

Triangle Transit Zorio, Darcy

Appendix 'B'

TASK NARRATIVE DESCRIPTIONS

TRIANGLE J COUNCIL OF GOVERNMENTS

Task Narrative Descriptions Triangle J Council of Governments

Task 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, Triangle Transit, adjoining RPOs and MPOs and NC DENR 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 CommunityViz growth allocation model and air quality analysis related to new State Implementation Plan (SIP) emissions budgets and any needed amendments to the 2040 Metropolitan Transportation Plan and the Transportation Improvement Program. Major activities include TRM executive committee support, CommunityVIZ 2.0 planning and implementation, land use-transit investment integration (with a likely focus on the workforce housing-transit connection), transportation-air quality integration and MOVES-compliant SIP budgets, Triangle Main Line Forum activities, Transit fiscal constraint spreadsheet updates.

Products

- Triangle Regional Model Executive Committee meeting summaries
- CommunityVIZ-related products, focusing on version 2.0 improvements and additional scenarios that can be developed for sub-region or community-scale analysis
- LUCID forum meetings and reports
- 2040 MTP air quality conformity amendments and TIP amendments, as needed MOVES-compliant SIP motor vehicle emissions budgets and technical support

Relationship to Other Plans and MPO Activities

Air quality conformity is a requirement for TIPs and MTPs. 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 FY13-14 fiscal year. Air quality work schedules are determined by the timing of the TIP and MTP amendment process and can overlap MPO fiscal years. 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 Triangle Transit, 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 funding to MPO-allocated funding.

Adopting Resolution

Planning Certification Checklist and Responses

Certification Resolution

Transmittal Letter

RESOLUTION OF ADOPTION OF THE FISCAL YEAR 2013-2014 UNIFIED PLANNING WORK PROGRAM OF THE NC CAPITAL AREA MPO

Upon motion made by <u>Mayor Ellington</u> and seconded by <u>Mayor Teo IEM (786 NNIS</u> 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 of Section 5303 Metropolitan Planning Program grant funds; and

WHEREAS, members of the Metropolitan Planning Organization Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning in the Capital Area for FY 20123-2014; and

NOW, THEREFORE BE IT RESOLVED that the Capital Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the Unified Planning Work Program for Fiscal Year 2013-2014 of the Capital Area MPO on this, the <u>the</u> day of <u>appen</u>, 2013

Ronnie Williams, TAC Chair Transportation Advisory Committee

Ed Johnson, Director

NC Capital Area MPO

County of Wake State of North Carolina

I, Diane Wilson, a Notary Public for Wake County, North Carolina, do hereby certify that on this the 17th day of _______, 2013, personally appeared before me _______, 2013, personally appeared before me _______, 2013, personally appeared before me the foregoing RESOLUTION ADOPTING THE FISCAL YEAR 2013-2014 UNIFIED PLANNING WORK PROGRAM OF THE NC CAPITAL AREA MPO.

Witness my hand and official seal, this the 17th day of, 2013.
THE ON THE ONE OF THE O
(Official Seal)
My commission expires January 26, 2016
WAKEMIN

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CAPITAL AREA MPO CERTIFICATION CHECKLIST RESPONSES

 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 MOU will be revised this calendar year to include the recently added Town of Archer Lodge in Johnston County.

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 is called the Transportation Advisory Committee; 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 28 TAC members representing local governments, Board of Transportation members, Triangle Transit; and the non-voting membership of the 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 Long Range Transportation Plan (LRTP) update as of 6/15/05, 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), will take effect on or after July 1, 2013 after all member governments have jointly approved an updated Memorandum of Understanding (MOU) to be developed and distributed for review in early 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 LRTP

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 21, 2012) 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 lead planning agency (City of Raleigh) solicits proposed clearly outlined planning tasks and products from the MPO member participants 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 Long Range Transportation Plan (LRTP) in that tasks outlined in the LRTP's 20 to 30 year planning horizon are carried out within the UPWP until the required four-year update of the LRTP. 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 June 2005. 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 CAMPO 2035 LRTP is a joint document with DCHC MPO that was adopted May 20, 2009. 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 for update every four years. The LRTP addresses the eight planning factors that include:

supporting the economic vitality of MPO area by enabling competitiveness, productivity, and efficiency; increase safety and security of the transportation system; increase mobility options available for people and the movement of goods and services; protect and enhance the environment and increase the quality of life of transportation users; enhance the integration and connectivity for people and freight; promote efficient system management and operations; and preserve and improve the existing transportation system. The LRTP 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 (2012-2018) Transportation Improvement Program (TIP) was adopted by CAMPO on September 21, 2011. The NC Board of Transportation had approved the FY 2012-2018 Statewide Transportation Improvement Program (STIP) during July 2011. Federal law requires that CAMPO approve a FY 2012-2018 Transportation Improvement Program (TIP) that is the region's equivalent to the STIP.

The TIP is fiscally constrained, updated every four years; and adopted by the MPO and the Governor. The transit portion of the STIP and TIP is developed cooperatively with the state and local transit operators; but updated through a slightly different process. The TIP also matches project programming funds as found within the fiscally constrained 2035 LRTP. The FY 2012-2018 TIP has been amended during FY 2012-2013 for three transit projects, six CMAQ projects, and over 14 bicycle, rail, highway, and LRTP projects.

- 7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP
 - 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 2035 LRTP that was adopted in May 20, 2009. 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 LRTP, 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 committee to address CMP strategies through transit planning.

The Congestion Management Process Stakeholder Group completed a "Status of the System Report" - the first in North Carolina in March, 2013. The Report provides a regional perspective on trends and travel conditions, as well as introduces congestion management strategies such as Traffic Incident Management, Ramp Metering and the Bus on Shoulder System project that is being implemented on Interstate 40. The Report reveals that highway capacity improvements and low-cost pavement marking revisions at specific bottlenecks on Interstate 40 have improved mobility and have resulted in an approximately \$3.0 million annual cost savings for users of the freeway. The Report concludes with the CMP "Toolbox" that contains alternative solutions to capacity expansion.

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)
 - l. Moving Ahead For Progress in the 21st Century (MAP-21) regulations and guidance will be implemented as received and the MPO's planning processes changed as needed.

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 Capital Area MPO as of September 21, 2011 adopted the Air Quality Conformity Determination Report for the Amended 2035 Long Range Transportation Plan and 2012-2018 TIP in accordance with 40 CFR part 93.

The North Carolina Department of Transportation maintains sole responsibility of Item F regarding the implementation of an equal employment program on federal and Federalaid 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 has received an annual allocation of Job Access Reverse Commute/New Freedom funds which are intended to fund innovative and flexible programs that address the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes.

- 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 TAC 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 on September 19, 2012 and made a part of the MPO's overall Public Involvement Process. All plans and program documents associated with public input are posted on the Capital Area MPO website.

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. Capital Area MPO staff members, in conjunction with staff from NCDOT and other agencies, participate in joint NEPA-Merger meetings for various and highway and bridge projects.

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 Long-Range Transportation Plan (LRTP), 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 included to participate in the noted three transportation plan through an active public participation process.

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CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2012-2013

Upon motion made by Motor Teo low Grand seconded by Mayor Joules for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d); and

WHEREAS, the Transportation Advisory Committee 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 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Transportation Advisory Committee 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 Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the Capital Area Metropolitan Transportation Improvement Program is a subset of the currently conforming 2035 Long Range Transportation Plan; and

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan.

NOW THEREFORE, be it resolved that the Capital Area Metropolitan Planning Organization's Transportation Advisory Committee certifies the transportation planning process for the Capital Area Metropolitan Planning Organization on this the <u>transport day of</u>, 2013.

Ronnie Williams, TAC Chair Transportation Advisory Committee

Jønnson, Director

Ne Capital Area MPO

County of Wake State of North Carolina

I, Diane Wilson, a Notary Public for Wake County, North Carolina, do hereby certify that on this the ________ day of ________, 2013, personally appeared before me _________, 2013, personally appeared before me _________, and acknowledged the due execution of the foregoing RESOLUTION CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2012-2013.

Witness my hand and official seal, this the 17th day of Aprel, 2013.

(Official Seal My commission expires Estimuery 26, 2016

Diane Wilson, Notary Public



April 17, 2013

Mr. Mike Bruff, Manager Transportation Planning Branch North Carolina Department of Transportation 1554 Mail Service Center Raleigh, North Carolina 27699-1554

Subject: Approval of FY 2013-2014 Capital Area MPO Unified Planning Work Program

Dear Mr. Bruff:

Enclosed for approval are eight copies of the Capital Area Metropolitan Planning Organization Unified Planning Work Program for FY 2013-2014. The Transportation Advisory Committee approved the program on <u>APELIT</u> 2013 on behalf of the Capital Area Metropolitan Planning Organization.

The program also serves as the Urban Area's Metropolitan Planning Program (Section 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 full 5303 allocation of \$191,336. This will be matched with a local fund amount of \$23,917 and a State of North Carolina match of \$23,917. The City of Raleigh is the designated grant recipient for Section 5303 grant funds.

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

Sincerely,

Edison H. Johnson, Jr., Director Capital Area MPO

cc: Theresa Hart, PE, CPM, Director, NCDOT Public Transportation Division Yvette G. Taylor PhD., Regional Administrator FTA, Southeast Area Office This page intentionally left blank