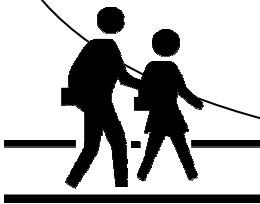




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North Carolina Department of
Transportation



**FY 2006 – 2007 UNIFIED
PLANNING WORK PROGRAM**

April 19, 2006

North Carolina Capital Area
Metropolitan Planning Organization
FY 2006-2007 Unified Planning Work Program

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North Carolina Capital Area Metropolitan Planning Organization FY 2006-2007 Unified Planning Work Program

Overview

The Transportation Equity Act for the 21st Century (TEA-21) requires that each Metropolitan Planning Organization prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is described in the *Prospectus for Continuing Transportation Planning for the Capital Area Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* is hereby referenced as an element of the UPWP and is available upon request from any member agency of the Capital Area MPO.

The UPWP also contains supplemental project descriptions for special projects and Federal Transit Administration (FTA) projects. Special project descriptions are provided by the responsible agency. FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables (a subset of the funding source table) are also included in this work program.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation's Transportation Planning Branch on Capital Area MPO activities. Federal Highway Administration (FHWA) Section 104(f) funds, FHWA Section 133(b)(3)(7) funds, FTA Section 5303 (formerly Section 8) funds, FTA Section 5307 (formerly Section 9) funds, and Section 5309 (formerly Section 3) funds are designated for MPO use. The Section 5303 and Section 5307 funds have historically been used for transit planning tasks while other MPO transportation planning tasks have been funded with Section 104(f) and Section 133(b)(3)(7) funds. The Section 104(f) funds and the Section 133(b)(3)(7) funds, also known as Surface Transportation Program - Direct Allocation (STP-DA) funds are set by congressional authorization on an annual basis. With the exception of FTA Section 5307 and 5309 funds, these funds can only be used for MPO transportation planning purposes. FTA Section 5309 funds are used for transit capital expenses, and section 5307 funds are used for transit capital and operating expenses as reflected in the Transportation Improvement Program.

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative and comprehensive. This certification was traditionally a part of the MTIP development until the NCDOT transitioned to a 2-year TIP in order to bolster public involvement. The certification resolution will be included as part of the FY 2006-2007 UPWP and is included in this work program.

INTRODUCTION

The Unified Planning Work Program (UPWP) is a narrative description of the annual technical work program for a continuing, cooperative and comprehensive (3C) transportation planning process in the Capital Area Metropolitan Planning Organization. As the Lead Planning Agency (LPA) for the Capital Area Metropolitan Planning Organization (MPO), the City of Raleigh, Transportation Division is responsible for developing the UPWP in cooperation with other members of the MPO including Capital Area Transit, the Triangle Transit Authority (TTA), and the North Carolina Department of Transportation (NCDOT).

The UPWP provides an indication of regional long and short-range transportation planning objectives, the manner in which these objectives will be achieved, the budget necessary to sustain the overall planning effort and the sources of funding for each specific program element. All tasks will be performed by the MPO member agencies in cooperation with appropriate agencies, unless otherwise stated.

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels. The UPWP departs from the previous work programs in that it is product driven and emphasis is placed on "results-oriented" tasks. Several UPWP tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Transportation Equity Act for the 21st Century (TEA-21), the Clean Air Act Amendments of 1990 (CAAA), the Americans with Disabilities Act (ADA), and the North Carolina General Statute.

Federal regulations require Metropolitan Planning Organizations like the Capital Area MPO to develop an annual UPWP in cooperation with State and publicly-owned transit services. The annual work program is required to serve as a framework for collaborative planning among the Lead Planning Agency staff and staffs of the MPO member agencies. Also, the UPWP is intended to advance a strategic, integrated planning process within the metropolitan area.

The descriptions of the tasks to be accomplished and the budgets for these tasks are based on the best estimate of what can be accomplished with available resources. If, in the performance of this work program, it becomes apparent that certain tasks cannot be accomplished due to changing or unforeseen circumstances, redefining the scope of the tasks and/or reallocating funds among tasks will adjust the UPWP. Such adjustments are handled through UPWP amendments, and are developed in cooperation with NCDOT, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the transit agencies, and other concerned agencies as appropriate.

SOURCES OF FUNDS

There are three main sources of funds used for transportation Planning UPWP:

- 1 Federal funds - US Department of Transportation (FHWA & FTA)
- 2 State funds - North Carolina Department of Transportation (NCDOT)
- 3 Local Match - Capital Area MPO Member governments

Federal Funds

FHWA Funds - Two principle FWHA funds used for UPWP funding are the Section 104(f) - PL funds and STP-DA.

Other Funding Sources - Other funding sources available are typically sought to conduct specific planning activities. These funds include highway funds such as Congestion Mitigation Air Quality (CMAQ) funds and HPR funds, grant from FHWA to NCDOT for highway planning and research.

State Funds (NCDOT)

NCDOT provides 10% match for FTA 5303 and 5307 planning funds received by the MPO transit operators - Capital Area Transit, and TTA.

Local Funds

Recipients of FHWA funds are required to provide 20% local match. The City of Raleigh provides 20% local match for Section 104(f) - PL and STP-DA funds. Also, Capital Area Transit provides 10% local match for FTA section 5303 and 5307 funds.

FY 2005-06 UPWP funding levels as well as the descriptions of funding sources are summarized below.

Section 104(f) also known as PL funds are FHWA funds for urbanized areas, administered by NCDOT. These funds are used for transportation planning activities in the urban area and require a 20% match by the local areas. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed PL funds are based on the existing TEA-21 authorization extension projected over twelve-month period. These funds include the annual allocation plus the unobligated balance. The local (non-federal) match for the Capital Area MPO exceeds 20%.

| | |
|--------------------|------------------|
| Federal (PL funds) | \$716,326 |
| Local | <u>\$788,940</u> |
| Total | \$1,505,266 |

STP-DA - These funds are the Direct Attributable Allocation portion of the Surface Transportation Program (STP) funds created by ISTEA and provided to Transportation Management Areas (TMAs are MPOs with populations exceeding 200,000). By agreement with the Capital Area MPO and NCDOT, a portion of these funds is flexed for MPO transportation planning. A total of \$200,000 of STP-DA is programmed in FY 2006-2007 UPWP. STP-DA funds are used to fund the major emphasis areas as described in the main UPWP document.

| | |
|------------------|------------------|
| Federal (STP-DA) | \$ 200,000 |
| Local | <u>\$ 50,000</u> |
| Total | \$ 250,000 |

State Planning and Research Funds (SPR Funds) - These are FHWA funds allocated to the Transportation Planning Branch (TPB) of NCDOT. NCDOT determines the allocation of these funds among tasks in the UPWP and is responsible for contributing 20% of non-federal matching funds. SPR funds programmed in the 2006-2007 UPWP are as follows:

| | |
|-----------------|------------------|
| Federal | \$174,600 |
| NCDOT-TPB | <u>\$ 45,000</u> |
| Total SPR funds | \$219,600 |

FTA Funds -Two types of funds are used for transit planning purposes by the Capital Area MPO: Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9, Capital) of the Federal Transit Act Amendments of 1991.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. Essentially, the funds are earmarked for use in planning and technical studies related to urban public transportation. They are filtered down from the Federal Transit Administration through the Public Transportation Division of NCDOT (NCDOT-PTD) to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

| | <u>CAT</u> | <u>TTA</u> | <u>MPO Total</u> |
|--------------|------------------|------------|------------------|
| Federal | \$ 90,976 | \$0 | \$ 90,976 |
| State | \$ 11,372 | \$0 | \$ 11,372 |
| <u>Local</u> | <u>\$ 11,372</u> | <u>\$0</u> | <u>\$ 11,372</u> |
| Total | \$113,720 | \$0 | \$113,720 |

Section 5307 funds can be used for planning as well as other purposes and are distributed by the

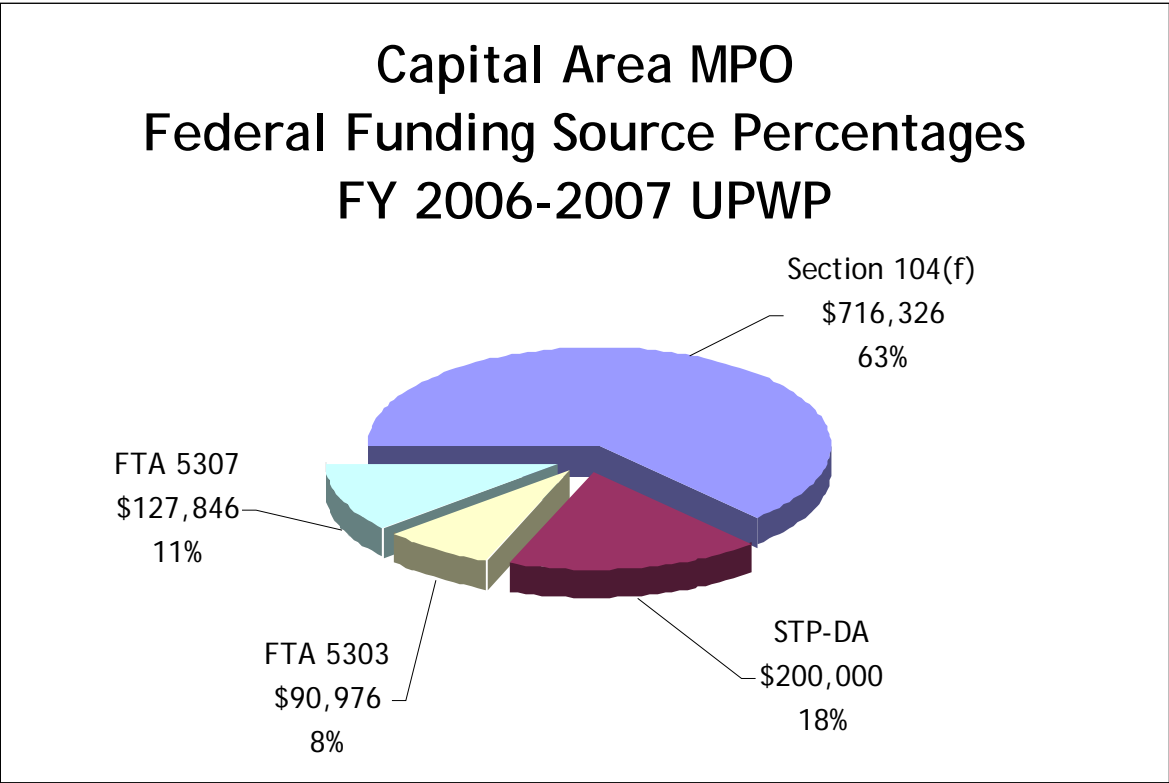
FTA on the basis of the transit operator’s service area population and other factors. Capital Area Transit and the Triangle Transit Authority (TTA) use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which are provided by the Capital Area Transit, and TTA; and 10% State match provided by NCDOT-PTD.

| | <u>CAT</u> | <u>TTA</u> | <u>MPO Total</u> |
|--------------|------------------|-------------|------------------|
| Federal | \$127,846 | \$ 0 | \$ 127,846 |
| State | \$ 15,981 | \$ 0 | \$ 15,981 |
| <u>Local</u> | <u>\$ 15,981</u> | <u>\$ 0</u> | <u>\$ 15,981</u> |
| Total | \$159,808 | \$ 0 | \$ 159,808 |

A summary of the various planning funds proposed for use in the Capital Area MPO in FY 2006-2007 is provided in the following table and chart.

Capital Area MPO - UPWP Funding Sources

| Funding Type | Federal | State | Local | Total |
|----------------|--------------------|-----------------|------------------|--------------------|
| Section 104(f) | \$716,326 | - | \$788,940 | \$1,505,266 |
| STP-DA | \$200,000 | - | \$50,000 | \$250,000 |
| FTA 5303 | \$90,976 | \$11,372 | \$11,372 | \$113,720 |
| FTA 5307 | \$127,846 | \$15,981 | \$15,981 | \$159,808 |
| Total | \$1,135,148 | \$27,353 | \$866,293 | \$2,028,794 |



SYNOPSIS OF ROUTINE AND ONGOING PROJECTS

Management and Certification of Transportation Planning (3-C) Process

This work element encompasses the administration and support of the 3-C transportation planning process as mandated and required by federal regulations.

Objective 1:

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding.

Previous Work:

Management of the 3C process was performed using previous Unified Planning Work Program (UPWP) and prospectus documents, transportation plans, and Memorandum of Understanding. Specifically, previous tasks include but are not limited to preparation of Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) meetings agenda, providing technical assistance to the TAC, development of the MTIP, preparation of the annual UPWP, working with other agencies, such as NC Division of Air Quality, etc.

Proposed Activities:

1. Serve as a liaison between Capital Area MPO member agencies, transit providers, Durham-Chapel Hill-Carrboro MPO (DCHC MPO), NCDOT, 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 Metropolitan Planning Organization (DCHC MPO) on regional issues. Prepare regional priority lists and MTIP and amend as necessary, update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
4. Participate in Joint DCHC/CAMPO 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.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

Work Product Expected:

1. Technical assistance memoranda, reports, and public involvement meetings and workshops as needed.
2. Updates to the planning documents as required.
3. MPO meeting minutes.

Objective 2:

To maintain and improve the regional travel demand model and the MPO sub-area model as a tool for transportation planning and air quality conformity. To develop certification documents, reports, and other materials that meet the goals of the Clean Air Act Amendments (CAAA), TEA-21 as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the Capital Area MPO.

Previous Work:

1. Development of the Triangle Regional Model (TRM).
2. Air quality conformity determinations for the LRTP and TIP.
3. Modeling for project forecasting for National Environmental Protection Agency(NEPA) projects, e.g., I-540.

Proposed Activities:

1. Continue maintenance and improvements of the TRM.
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).

Expected Work Products:

1. On-going maintenance of the model.
2. Quality and error checks.
3. Model forecasts for the development of the SIP.
4. Travel demand forecasts for NEPA projects, including the I-540 Freeway.

Unified Planning Work Program - UPWP

Objective:

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, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. FY 2006-2007 Unified Planning Work Programs adopted by the TAC on April 20, 2005 and FY 2006-2007 UPWP expected to be approved by the TAC on April 19, 2006.

2. Amendments of the UPWP as requested by member agencies.

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 covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the TAC during their April, 2006 meeting.

Expected Work Products:

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2007-2008 Unified Planning Work Program (UPWP).

Public Involvement Process

Objectives:

To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

Previous Work:

1. MPO Public Involvement Process.
2. MPO website.
3. Newspaper advertisements.

Proposed activities:

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

Expected Work Products:

1. Update and maintenance of website.
2. Translation of all planning documents prepared and presented by the MPO into Spanish
3. Update and maintenance of mailing list database
4. Quarterly MPO Newsletters, and project specific newsletters.
5. Support of Citizen Advisory Committee

Transportation Improvement Program (TIP) Development

Objectives:

As the Lead Planning Agency (LPA) of the Capital Area MPO, the City of Raleigh's Public Works Department is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA

will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Previous Work:

The Capital Area MPO's 2007-2013 Project Priority List as adopted by the Transportation Advisory Committee on Wednesday, November 16, 2005.

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers.
2. Develop 2007-13 MTIP.
3. Refine project ranking methodology and priority system.
4. Conduct public participation for the TIP consistent with the MPO Public Involvement Policy.
5. Conduct formal amendments and adjustments as necessary.
6. Produce and distribute TIP documents for federal, state and local officials.
7. Attend regular meetings with NCDOT to exchange information on transportation improvement projects.

Expected Work Product:

1. 2007-2013 Metropolitan Transportation Improvement Program
2. Develop and refine procedures necessary for TIP preparation and amendments as necessary.
3. TIP Amendments and Adjustments as necessary.

Environmental Justice

Objectives:

To ensure that minority and low-income communities are; 1) not adversely affected by transportation projects and policies; 2) treated equitably in the provision of transportation services and projects; and 3) provided full opportunity for participation in MPO transportation planning and decision making process.

Previous Work:

Demographic profiles based on 2000 Census- 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.

Proposed activities:

1. Update demographic profiles based on 2000 Census and MPO 2002 base year 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 2000 Census.
4. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
5. Review existing public outreach and involvement plan.
6. Translation and dissemination of planning documents to Spanish for dissemination and to be posted on MPO Website.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in

general and Hispanic population in particular.

Expected Products:

1. Updated maps utilizing information from the 2000 Census and 2002 base year data.
2. Increased involvement of low-income and minority populations in the transportation planning process.
3. Technical assistance memoranda, reports, and workshops as needed.
4. MPO planning documents in Spanish for dissemination to minority populations.
4. Protocol for responding to issues and concerns regarding Environmental Justice

MPO Actions/Accomplishments during the 2005-2006 Fiscal Year

- Expanded of the Capital Area MPO to add portions of four neighboring counties and six municipalities.
- Joint meetings of the staff and the Transportation Advisory Committee (TAC) with the Durham-Chapel Hill-Carrboro (DCHC) MPO TAC to improve coordination and cooperation on regional planning matters.
- Developed 2007-2013 Metropolitan Transportation Improvement Program (MTIP) and submitted to NC Department of Transportation. Worked diligently with NCDOT to reconcile any differences in 2006-2012 MTIP and State Transportation Improvement Plan.
- Updated GIS databases on the spatial distribution of recognized disadvantaged communities, historic properties, natural heritage sites, and aquatic endangered species habitat and screened LRTP projects for impacts.
- Adopted the Capital Area MPO 2030 Long Range Transportation Plan with integrated Congestion Management Systems Planning.
- Conducted a TAC and TCC Strategic Planning Retreat, which included staff representatives from newly added jurisdictions.
- Participating in Regional Transit Planning meetings involving regional and urban transit operators (TTA, CAT, DATA, and NCSU's Wolfline).
- Worked to develop Highway component of the Comprehensive Transportation Plan.
- Working with private sector partners (RTA) to secure additional transportation funding including local options.
- Worked to reduce travel demand through active participation in establishing the Triangle Best Workplaces for Commuters.
- Working with NCDOT, DCHC MPO and freight companies to address freight movement and freight capacity in the Triangle.
- Began US 1 North Corridor Transportation / Land Use Study.

OTHER ITEMS OF NOTE

The Capital Area MPO along with NCDOT, the City of Raleigh, the Town of Cary, the Durham-Chapel Hill-Carrboro MPO, the Triangle Transit Authority and others have multiple ways of measuring congestion in the Triangle Region. The Capital Area MPO conducts **annual VOR counts** that illuminate trends in vehicle occupancy ratios for the Triangle Area. **Travel time studies** have been conducted throughout the area by TTA and ITRE in order to better understand the deficiencies of the highway network in future years. NCDOT and the City of Raleigh conduct yearly **traffic and turn counts** that inform the development of the Triangle Regional Model. It should be noted that the Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, North Carolina Department of Transportation, and Triangle Transit Authority work in conjunction with the Institute for Transportation Research and Education toward the continued development of the Triangle Regional Model (TRM). The TRM is a travel demand forecasting model that is used to identify future traffic volumes by using information such as traffic counts, transit ridership, and population and employment growth projections obtained from local planning agencies and based on current land use plans and trends. The end result of the efforts by the TRM model team can be found in Figure 3-2 in the 2030 LRTP, entitled "**CAMPO/DCHC LRTP Performance Measures.**" In this figure the outputs of the TRM are displayed including congestion statistics for the 2002 base year, a "no-build 2030 scenario" and for the planned 2030 network. The Regional Traffic Management Center utilizes surveillance cameras located throughout the area on heavily traveled roadways. The area is also covered heavily by television and radio media monitoring traffic throughout both the morning and evening peak hour periods. NCDOT has good working relationships with local radio and television stations that **broadcast real time footage** of backups and informing the public of congested sections of the Wake and Durham County road network. Programs such as the **Interstate Motor Assistance Patrol (IMAP)** respond to congestion causing incidents and report them to the appropriate authorities.

2006-2007 UPWP EMPHASIS AREAS/PROJECTS

The update and refinement of the Triangle Regional Model (fully implemented in TransCad) will continue to be a top priority for the 2006-2007 UPWP for both the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO. The Capital Area MPO will continue to work with the Model Service Bureau in addressing TAC model concerns. The following summarizes proposed emphasis areas for 2006-2007 Unified Planning Work Program; with some of the emphasis areas to be funded with both Section 104f (PL) and STP-DA funds.

- A. Completion of US 1 (North) Corridor Study
- B. The US 64 Corridor Study
- C. The development of the 2040 Long Range Transportation Plan
- D. Seven-Year Travel Demand Management Program
- E. Regional Transit Vision Plan

A. Completion of the US 1 (North) Corridor Study

US 1 is a multi-lane, regionally significant corridor that traverses through the City of Raleigh; and extends northward through the states of Virginia and Maryland. It is one of the north-south highways serving a rapidly growing area within the Raleigh - Durham Metropolitan Region. The corridor area includes both highway and rail facilities beginning at I-540 in Raleigh, and extends northward to US 1A in Franklin County. Much of US 1 corridor currently passes through areas of rapid metropolitan growth that is occurring at interchanges and intersections with major radial routes leading to Raleigh. Continued rapid development along the entire corridor is anticipated especially as a result of utility consolidation between the City of Raleigh and Town of Wake Forest. Varying degrees of access management exist along the corridor; along with coordinated plans for making land use decisions...decisions that will ultimately impact traffic volumes and the roadway's overall efficiency. Accordingly, local governments, with the support of the Capital Area Metropolitan Planning Organization and the Triangle Transit Authority have partnered with the NCDOT to perform a comprehensive land use/transportation study for US 1 suitable for implementation at the local and state level. This study is underway and is currently approximately 33 percent complete.

The project's objective is to prepare a coordinated land use, urban design and multi-modal transportation plan, suitable for implementation by the local governments, Capital Area MPO, Kerr-Tar RPO, TTA and NCDOT, that integrates existing and projected land use patterns with strategic regional transportation needs for the US 1 corridor between I-540 in Raleigh and US 1A in Franklin County. This plan will reflect and support the development objectives of the corridor's individual communities.

The plan will represent an overall vision for mobility and development along the corridor, and will include implementation strategies and performance criteria that support the vision. Specifically, the end product of this study, as developed by the consultant, will include the following:

1. A clear vision of the role(s) the corridor will serve in the study area and functional design requirements.
2. An inventory of existing land use patterns, practices and regulations along the corridor.
3. Projected automobile, transit, and freight traffic volumes, and the provision for alternative transportation modeling scenarios as well as identifying transportation problems/deficiencies for the future year in the corridor. These should be broken down by travel market (trip purpose, income group, geography).
4. Design transit alternatives to address the problems identified in number three. The technology selected for the transit alternatives should be appropriate to serve the markets identified in number three. One of the alternatives should be an all bus "baseline" to which the other alternatives can be compared.
5. An access management plan for the entire corridor that is directly related to proposed land development.
6. ITS Deployments that will promote efficient and safe operation and provide a means of managing multiple modes of transportation relative to the real time demand along the corridor.
7. Functional roadway system plans, including, but not limited to:
 - Access management and design
 - Interchange design
 - Intersection levels of service for a designated future year
 - Design and location of auxiliary lanes
8. Projected cross-section needs to accommodate multi-modal uses and proposed land development patterns, with accompanying projections of needed right-of-way to accommodate multi-modal facilities. All such cross-sections will be depicted and mapped as part of the final plan.
9. Recommendations on the types of automobile and transit travel that will be planned for and accommodated along the corridor.
10. A detailed toolkit that addresses how local governments can implement Transit Oriented Development within the corridor.
11. Develop a methodology for use by the Capital Area MPO, and the Kerr-Tar RPO that addresses use of the Corridor Plan in considering TIP requests. It is the intent of this project to develop a consensus among local governments, the Capital Area MPO, the Kerr-Tar RPO, TTA, and NCDOT to both improvements along the Corridor and their priority for consideration in the TIP.

The study is currently in its first phase of activity; which is developing alternatives for public review that can be applied within the corridor. Phases two and three, which include conducting analyses and determining a preferred alternative respectively, should be completed by the end of the 2005-2006 fiscal year. The final report will be completed with the first quarter of the 2006-2007 fiscal year.

B. US 64 Corridor Study - Phase 2A Scope of Study

The North Carolina Department of Transportation (NCDOT) proposes that the ultimate corridor vision for the Triangle Region identified in Phase I of the US 64-NC 49 Corridor Study is as follows:

- Upgrade US 64 in Chatham County to the proposed I-540 in Apex to a freeway
- Upgrade US 64 from the proposed I-540 to US 1 in Cary to an expressway

The project for the Capital Area is a subsequent phase of the study, referred to as the Phase 2A, which proposes to develop an access management plan along US 64 from US 1 in Cary to the eastern end of the Pittsboro Bypass, in Chatham County. This plan shall identify transportation and land development strategies for transitioning the corridor from its current state to a freeway and expressway.

This plan as managed by NCDOT will be composed of the following elements:

Functional Designs. Plans depicting the design of the proposed freeway and expressway sections will be developed. The design plans will include parcel information, environmental resources, grade separations, potential access/interchange locations and designs (may include multiple concepts), right-of-way requirements, and building setbacks. The designs developed will be evaluated for constructability (such as human and environmental impacts and traffic control).

Traffic Forecast. A forecast of future vehicles along the corridor will be prepared. This element will be prepared primarily using the Triangle Regional Travel Demand Model, but also using the US 64-NC 49 Model developed as a part of Phase 1. An evaluation of traffic impacts of routing US 64 along I-540 will also be included.

Environmental Analysis. Both the natural and human environmental impacts of the proposed improvements will be evaluated including noise, air quality, water quality, wetlands, floodplains, wildlife/endangered species, potential contamination sites, park and recreation areas, historic sites, potential displacements, and structures, using appropriate GIS data. Coordination will occur with the resource agencies and field reviews will be performed as needed.

Systems Linkage. An analysis will be performed to evaluate the consistency and impacts of the proposed improvements with the adjacent and crossing roadway network.

Community Involvement. Multiple strategies for engaging the public on the proposed improvements will be utilized at various phases of the project. Tools include newsletters, workshops, visualizations (such as renderings and microsimulations), and other recommendations from the US 64-NC 49 Corridor Study Public Involvement Plan (developed for Phase 1). Discussion of the Freeway/Expressway vision has previously occurred and will not be discussed during Phase 2A.

Short-term Plan of Improvements. The element focuses on low-cost improvements, which may be implemented prior to construction of the ultimate freeway or expressway facility to improve mobility, safety, and capacity. This plan may incorporate items such as construction of a "superstreet", other traffic signal improvements, median improvements, and other traffic engineering innovations.

Phasing Plan. This element focuses on the priorities of both short-term and long-term improvements.

Land Use Strategies. The existing and future land use and zoning will be examined for compatibility with proposed improvements. Recommendations on changes to existing land use plans along with a future land use map will be prepared.

Cost Estimate. A cost estimate of all the proposed improvements and strategies will be prepared. Any proposed short-term improvements will be evaluated for cost effectiveness and consistency with the ultimate design.

Agreements. Prior to beginning the Phase 2A, the jurisdictions (those with authority over land uses) along the corridor, NCDOT, CAMPO, and the Triangle Area RPO, would sign an agreement indicating their endorsement of the study and their willingness to participate in it. Upon completion of the study, it would be requested that the same organizations sign a Memorandum of Agreement indicating their agreement to protect the corridor from development that could hinder mobility. This includes incorporating the study results into transportation and land use plans. As part of study, the selected consultant would develop both these agreements.

Corridor Development Team. A Corridor Development Team, will be assembled to guide and oversee the project. The Team will consist of representatives from the Capital Area MPO, the Triangle Area RPO, Cary, Apex, Wake County, Chatham County, Pittsboro, and the following NCDOT Branches: Transportation Planning, Roadway Design, Traffic Engineering, Division 5, and Division 8.

Documentation. Detailed documentation of all activities, tasks, analyses, and recommendations will be prepared and assembled into a report. This report will be prepared in a reader-friendly format that is suitable for both the general public, technical staff, and as reference material for future environmental documents.

C. Development of the 2040 Long Range Transportation Plan

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), adopted on August 10, 2005 allows the Long Range Transportation Plan (LRTP) update frequency (in nonattainment and maintenance areas) to change from 3 years to 4 years; which immediately allows LRTPs to be developed incorporating all SAFETEA-LU provisions. The Capital Area Metropolitan Planning Organization will use the time before the next conformity update deadline (now June, 2009) to develop a Long Range Transportation Plan that incorporates all SAFETEA-LU provisions. Elements essential to the development of the 2040 Long Range Transportation Plan include the Triangle Regional Model (TRM), survey data to be used in the TRM, data automation, and land use/transportation model integration.

Triangle Regional Model

The improvements, maintenance, and application of travel demand forecasting models are central to the fulfillment of a wide range of transportation planning roles and responsibilities within the Capital Area MPO. These roles and responsibilities range from legislatively mandated requirements, such as the 2040 Long Range Transportation Plan (LRTP), Congestion Management Systems (CMS) and air quality conformity, to project development (NEPA), corridor level planning such as major investment studies and sub-area analyses. Access to Federal transportation funding by the Capital Area MPO calls for a continuing, comprehensive and cooperative process of transportation planning. As part of this process, the MPO has participated actively in the creation and maintenance of the Triangle Regional Model (TRM), a travel demand forecasting tool. The development and on-going maintenance of this Model is a joint effort by four agencies: DCHC, the Capital Area

MPO (CAMPO), the Triangle Transit Authority (TTA), and the North Carolina Department of Transportation (NCDOT). The model was first developed because of the tremendous impact of regional travel on local air quality plans and on the need for other transportation facilities. Recent reviews of the model by the Federal Transit Administration (FTA) have highlighted some deficiencies in the model.

The Triangle Regional Model will begin to undergo substantial revisions and enhancements in order to better respond to the evolving needs and policies of the major modeling agencies and other model stakeholders. One of the first tasks will be to identify and select model enhancements for implementation based on the needs of the various partners, which include local governments, and on the feasibility and costs of desired enhancements. Enhancements specifically discussed within the DCHC MPO include enhancing model precision for small area studies, improving non-motorized models, increasing sensitivity to travel demand management policies and improving HOV lane models. Additional technical enhancements have also been proposed relative to trip generation, destination choice and mode choice. Integrated land use and transportation modeling is addressed in a separate item below. Specific activities to develop model enhancements include staff time preparing and evaluating technical proposals for model revision and developing the model, negotiating the scope of enhancements with regional model partners (NCDOT, TTA, DCHC), consultant assistance in preparing technical specifications and in developing the model, and research and peer contact aimed at assessing the technical merits and operational challenges of the various modeling strategies that will be under consideration.

2005 Travel Behavior Survey and Other Model Surveys

The existing Triangle Regional Model was calibrated with Travel Behavior Survey (TBS) data collected in 1995. Since then, the region has undergone substantial development and demographic changes. While some of these changes are captured in updates to socio-economic data that is input to the model, including Census 2000, there is much more information from the 1995 survey that needs to be updated in order to prepare more accurate forecasts. The TBS is currently underway and should be completed this fiscal year. It will collect detailed information on personal and household travel patterns from approximately 4,000 households across the Triangle. Information about trip purposes, mode choice, travel routes, time of day when travel is undertaken, response to road congestion, average trip distances and durations, and neighborhood and work destination characteristics will likely be gathered in these surveys.

The MPO and its member agencies rely on the TRM in developing and updating the Long Range Transportation Plan, air quality analysis and a host of other transportation studies required to establish eligibility for federal transportation funds. In addition, the new TBS will allow better prediction of transit and non-motorized transportation. Despite the comprehensive character of the current TBS, it under-represents persons who travel by modes other than automobile. Consequently, in order to provide sufficient high-quality data to pursue the MPO's goal of understanding and increasing use of transit and non-motorized travel, the proposed budget also includes a separate transit on-board survey (survey of bus riders) and surveys of bicycle and pedestrian activity and facilities.

The benefit to the MPO will be a more accurate and reliable travel demand model that represents and captures local travel behavior and travel patterns.

Transportation Data Automation/Management and Integration

Transportation and land use models are critically dependent on comprehensive, detailed, high-quality input data. In the past, such data has been gathered through an intensive, short-term work effort, and has been used to produce model output for multiple years. As the region grows toward more sophisticated models, and, as detailed land use information is collected more routinely by various local, regional and state agencies, it becomes increasingly desirable to connect these two efforts. Data automation proposes to link the model's input directly to existing databases of tax value, land use, building permits, housing information and other types of information (especially at the parcel level). More broadly, it is proposed to integrate these external data with existing and new geographic information so that they can be overlaid easily with transportation improvement projects, thoroughfare and corridor plans, updated street centerline locations and other information that will assist policy makers and the public to envision the impact of proposed projects and policies.

Specific products to be output by staff or consultants include; designing work flow processes and data access strategies to support routine access to relevant information, designing a centralized database for information that will be used by transportation and land use models, developing presentation tools for the data, and adjusting the travel demand model so that it can use such detailed data directly. One important result will be the ability to frequently and routinely refresh the model input data using the most current local data.

Land Use/Transportation Model Integration

Increasingly, planners have recognized that land use policies and the transportation system interact extensively to both encourage and to constrain development. Large metropolitan areas known as Transportation Management Areas (TMAs) designated as non-attainment for air quality have come under pressure to respond to federal regulations calling for the linking of land use, transportation, and air quality. This MPO recognized the importance of land use and transportation linkage and therefore programmed STP-DA funds for a land use/transportation integration model. Increasingly, counties in and around the MPO are being designated as non-attainment, thus, an increasing and urgent need to address, in dynamic fashion, the side effects of growth such as sprawl, congestion, loss of open space, and air quality issues has arisen. Addressing these problems systematically requires analytical tools integrating land use and transportation and allowing for a feedback loop. The existing Triangle Regional Model and its immediate successors were not designed to address these land use and transportation feedback loop questions. Essentially, the model treats land use as a given input and static. Likewise, most land use decisions will continue to be made without a clear means to assess their impact on the transportation network. The Triangle Regional Model needs to incorporate land use data because there is great interest among the Capital Area MPO member agencies in being able to assess complex policy decisions as they relate land use and transportation, and joint land use and transportation modeling may eventually become a requirement for achieving air quality conformity.

UrbanSim is a new model system that has been developed to respond to these emerging issues and requirements. It has been successfully used in three states and several MPOs, including Eugene, Oregon, Seattle, Salt Lake City, and Houston.

Expected work product will be an integrated model that has the ability to project transportation impacts from changes in land use. Other specific work products to be performed by staff or consultants, include collecting information on currently operational land use/transportation models, evaluation of UrbanSim, identifying a model appropriate for our region, developing a work plan for piloting such a model within the MPO, and completing the first phases of incorporating the land use/transportation model into the Triangle Regional Model.

D. Seven-Year Travel Demand Management Plan

The Triangle Transit Authority will develop a seven (7) year regional work program that includes five goals to be achieved over the seven-year period. These goals include:

1. documenting existing policies, ordinances, and activities that support or undermine TDM objectives; and documenting their outcomes, budgets, and revenue sources;
2. educating key stakeholders on the opportunities for TDM to be an important part of the region's mobility solution;
3. providing a process for the input of key stakeholders into our TDM work plans toward matching our work with their needs and expectations;
4. identifying policies and ordinances that local governments could adopt in support of public transportation and ridesharing services; and
5. identifying future investment levels needed to achieve desired outcomes.

The key stakeholders in this exercise include local governments, transit agencies, universities, chambers of commerce, TMAs/TCAs, transportation advocates, environmental advocates. The Triangle Transit Authority will serve as Project Manager. A consultant will be hired to convene the partners and provide technical support in the development and analysis of scenarios. An Advisory Group of stakeholders will provide input, review deliverables, and make recommendations to the Policy Group. A Policy Group of funding partners will oversee the study and make final approvals of deliverables.

| | |
|----------------------------|---|
| <i>Timeline:</i> July 2006 | Issue RFP |
| September 2006 | Award contract |
| October 2006 | Study Commences |
| March 2007 | Final report |
| Spring 2007 | Submit FY2008 workplans and budgets |
| July 2008 | Begin implementation of Year 1 of the 7-year plan |

E. Transit Vision Plan

The Transit Vision Plan, as proposed by the Triangle J Council of Governments (in cooperation with the Triangle Transit Authority) would be composed of two main elements:

1. *Transit Corridors:* consistently defined, comparable corridors of a defined width within which major transit infrastructure investments may be made.
2. *Transit Investments:* specific descriptions of alignments, technology, stations and service characteristics which permit analysis; these may be either detailed and adopted, as in TTA's Phase I Regional Rail project, or conceptual, depending on the stage of investment planning.

The Triangle J Council of Governments (TJCOG) will serve as Project Coordinator, while staff from TJCOG, TTA, and the Institute for Transportation Research and Education (ITRE) will perform specific work tasks. A Consultant will be hired only for those activities requiring specialized expertise or impartial guidance, most notably any financial analysis. An Advisory Team of stakeholders and funding partners will provide input, reviews deliverables, and makes recommendations to existing decision-making organizations (MPO TACs, local governments, NCDOT Board, TTA Board). A Technical Team of local and regional agency staffs will perform work, with consultant assistance where warranted.

The timeline for the project is established as follows:

| | | |
|---|-------------|---|
| : | Spring 2006 | Establish and convene technical and advisory teams (pre-project) |
| | Summer 2006 | Agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions |
| | Fall 2006 | Consultant RFP; finish infrastructure descriptions |
| | Winter 2006 | Consultant Contract (with TTA); begin land use analysis |
| | Spring 2007 | Land use, travel, cost analysis |
| | Summer 2007 | Conclude work, issue Final Report, and establish update mechanism |

The Triangle J Council of Governments has noted that many of the activities will provide valuable information for the next round of LRTPs:

- the infrastructure descriptions will provide a universe of potential transit projects for consideration in the LRTP
- the corridor land use descriptions will provide an overview of SE data in the transit corridors
- the travel analysis will provide an early overview of travel patterns for consideration in developing LRTP alternatives
- the cost analysis (level of detail still to be scoped) will provide consistent and transparent information for LRTP fiscal constraint considerations

1. Project Coordination and Documentation (TJCOG coordinate)

- Establish technical team and advisory team - technical team consists of people who will be responsible for specific tasks or inputs; advisory team includes staff from participating agencies and their member communities
- Arrange meetings of teams
- Establish geographic extent of the project (e.g. area currently covered by 2 MPOs)
- Document all activities and decisions
- Prepare any interim and final reports
- Coordinate with GIS/web staff/printers
- Meet with/give updates to partner and community boards and committees

2. Infrastructure Descriptions (TJCOG coordinate)

- Work with advisory team to define major transit infrastructure project based on technological and service characteristics and phase based on different status of timing, funding, or planning stage.
- Identify projects meeting the characteristics and define project phases

- Create and continually update master spreadsheet of major transit infrastructure, including (where known):
 - a. Location/alignment
 - b. Technology/type of service (e.g. commuter rail, regional rail, LRT, BRT, Enhanced Bus)
 - c. Planning Status (e.g. CTP, LRTP, TIP, Corridor Study, Sketch Plan, Concept)
 - d. Cost (see #5 below)
 - Map all corridors and major transit infrastructure at large format size and 11x17 size over most recent aerial photography, showing:
 - a. Corridor width
 - b. ROW (where known or assumed)
 - c. Station locations (where known or assumed)
 - d. Structures (where known or assumed)
 - Summarize all transit services that don't meet the criteria for major transit infrastructure, including local bus, express bus, feeder services, ADA services, community rural and human service agency transportation
 - Establish criteria for a "bus baseline" scenario to apply to corridors
3. Corridor Land Use Descriptions (TJCOG coordinate)
- Develop brief overview document summarizing growth and development and travel characteristics in the region today and into the future, and how they relate to corridors
 - Work with advisory team to define corridors of interest based on distance from infrastructure or other criteria
 - Map parcel level land use based on the land use codes to be used in the SE data forecasts
 - Based on local plans and TTA's station development guidelines and corridor market study, highlight areas already planned for transit-supportive development and additional areas that could be transit supportive based on clear criteria
 - Create and apply development "templates" based on familiar developments within the region and potential future types of development from similar regions
4. Travel Analysis (TTA coordinate - TTA or ITRE work)
- Develop brief overview document summarizing the nature of travel and how analysis techniques handle travel
 - Apply the "bus baseline" methodology for each corridor based on factors similar to what is used in new starts planning
 - Use the Triangle Regional Model to analyze travel in the corridors (either generation/distribution only, or full model runs for scenarios)
5. Cost Analysis (TTA coordinate - consultant work) [Note: this is for higher cost option]
- Develop unit costs for all the components for all types of infrastructure investments based on local and national experience, including line segments, structures, vehicles, station/stop facilities, etc.
 - Develop and apply a methodology for ROW acquisition cost estimates based on available information in each infrastructure investment corridor
 - Clearly document the reference sources, assumptions, and methodologies used in developing cost estimates, including the step-by-step application of methodologies for each infrastructure project and phase.
 - Develop and document a methodology for stating costs in both constant dollar and inflated (year-of-expenditure) dollar terms

- Develop and document a methodology for comparing pay-as-you go financing with bond/borrowing financing
6. Corridor GIS mapping/Website (TJCOG coordinate)
 - Undertake GIS mapping for tasks described previously
 - create project web site and post all information
 - create a scenario builder on web site as in Seattle (?) example?
 7. Final Report and Maps Printing (TJCOG coordinate)
 - Format final report and maps, get quotes from printers, supply printed copies to funding partners and advisory team members, create pdfs of all documents and maps and post to website.

| 2006-2007 UPWP Major Emphasis Projects - Work Elements and Program | | | | | | | | |
|--|-----|---|----|--|-------------------------------|----------------|----------------|----------------|
| US 1 Corridor Study | III | D | 3 | | Capital Area MPO | Local | FHWA | Total |
| | | | | | Capital Area MPO Contribution | 28,750 | 40,000 | 68,750 |
| | | | | | Total | 28,750 | 40,000 | 68,750 |
| US 64 Corridor Study | III | D | 3 | | Capital Area MPO | Local | FHWA | Total |
| | III | D | 3 | | Capital Area MPO Contribution | 100,000 | | 100,000 |
| | | | | | Total | 100,000 | | 100,000 |
| Development of Long Range Transportation Plan | | | | | Capital Area MPO | Local | FHWA | Total |
| Travel Demand Model Major Update and Enhancement | | | | | Capital Area MPO | Local | FHWA | Total |
| | II | B | 3 | | Travel Model Update | 39,250 | 117,000 | 156,250 |
| | | | | | Total | 39,250 | 117,000 | 156,250 |
| Travel Behavior Survey, Intercepts, On-Board, & Special Generator Surveys | | | | | Capital Area MPO | Local | FHWA | Total |
| | II | B | 4 | | Travel Surveys | 68,250 | 153,000 | 221,250 |
| | | | | | Total | 68,250 | 153,000 | 221,250 |
| Collection of Base Year Data | | | | | Capital Area MPO | Local | FHWA | Total |
| | II | B | 1 | | Collection of Base Year Data | 30,000 | 60,000 | 90,000 |
| | | | | | Total | 30,000 | 60,000 | 90,000 |
| Modal Elements of LRTP | | | | | Capital Area MPO | Local | FHWA | Total |
| | II | B | 9 | | Highway Element of LRTP/CTP | 12,000 | 16,900 | 28,900 |
| | II | B | 10 | | Transit Element of LRTP/CTP | 60,000 | 43,007 | 103,007 |
| | II | B | 11 | | Bike-Ped Element of LRTP/CTP | 20,000 | 16,000 | 36,000 |
| | | | | | Total | 92,000 | 75,907 | 167,907 |
| Seven-Year Travel Demand Management (TDM) Plan | | | | | Capital Area MPO | Local | FHWA | Total |
| | III | D | 4 | | Capital Area MPO Contribution | 20,000 | 20,000 | 40,000 |
| | | | | | Total | 20,000 | 20,000 | 40,000 |
| Transit Vision Plan | | | | | Capital Area MPO | Local | FHWA | Total |
| | | | | | Capital Area MPO Contribution | 63,830 | 10,000 | 73,830 |
| | | | | | Total | 63,830 | 10,000 | 73,830 |

2006-2007 Unified Planning Work Program (UPWP)
 5303 Statewide Transit Apportionment
 FY 2007 Funding Allocation Table

| Urban Areas 200,000 & Over | Federal Allocation (80%) | Local Match (10%) | State Match (10%) | Total Project Funds |
|----------------------------------|--------------------------------|----------------------|----------------------|------------------------|
| Asheville | \$47,568 | \$5,946 | \$5,946 | \$59,460 |
| CAMPO | \$90,976 | \$11,372 | \$11,372 | \$113,720 |
| Charlotte | \$340,528 | \$42,566 | \$42,566 | \$425,660 |
| D-CH-C | \$192,768 | \$24,096 | \$24,096 | \$240,960 |
| Fayetteville | \$54,368 | \$6,796 | \$6,796 | \$67,960 |
| Greensboro | \$66,760 | \$8,345 | \$8,345 | \$83,450 |
| Winston-Salem | \$73,224 | \$9,153 | \$9,153 | \$91,530 |
| Subtotal | \$866,192 | \$108,274 | \$108,274 | \$1,082,740 |
| Urban Areas Under 200,000 | | | | |
| Brlngtn./Grhm. | \$20,000 | \$2,500 | \$2,500 | \$25,000 |
| Cabs./S. Rowan | \$22,200 | \$2,775 | \$2,775 | \$27,750 |
| Gastonia | \$28,416 | \$3,552 | \$3,552 | \$35,520 |
| Goldsboro | \$25,048 | \$3,131 | \$3,131 | \$31,310 |
| Greenville | \$25,360 | \$3,170 | \$3,170 | \$31,700 |
| Hickory | \$24,856 | \$3,107 | \$3,107 | \$31,070 |
| High Point | \$31,688 | \$3,961 | \$3,961 | \$39,610 |
| Jacksonville | \$21,616 | \$2,702 | \$2,702 | \$27,020 |
| Rocky Mount | \$27,208 | \$3,401 | \$3,401 | \$34,010 |
| Wilmington | \$42,608 | \$5,326 | \$5,326 | \$53,260 |
| Subtotal | \$269,000 | \$33,625 | \$33,625 | \$336,250 |
| | | | | |
| TOTAL | \$1,135,192 | \$141,899 | 141,899 | \$1,418,990 |

Descriptive material on the allocation formula

1. Each urban area is eligible to receive the hold harmless amount published in the federal register as a base federal dollar allocation. The Durham-Chapel Hill-Carrboro Urban Area receives an additional \$20,000 base allocation due to the fact that there are two major transit systems in the urban area.
2. Urban areas with 200,000 or greater population receive an additional 20 percent above their hold harmless amount. This 20 percent is added after the hold harmless amounts for all participating urban areas are allocated.
3. All urban areas with urban transit systems receive a proportional amount of any remaining funds based on the share of each transit system's service hours relative to the total service hours provided by all urban transit systems in the state.

Distribution of Section 5307 Transit System Apportionment

| AGENCY | Distribution of Apportionment | Distribution of Transit Enhancements (1%) | Total FY 2005 Apportionment |
|----------------------------------|-------------------------------|---|-----------------------------|
| Capital Area Transit (CAT) | \$3,301,297 | \$33,346 | \$3,334,643 |
| Triangle Transit Authority (TTA) | \$ 982,324 | \$ 9,922 | \$ 992,246 |
| Town of Cary | \$ 520,502 | \$ 5,258 | \$ 525,760 |
| TOTAL | \$4,804,123 | \$ 48,526 | \$4,852,649 |
| (Available) | \$3,244,952 | \$ 32,777 | \$3,277,729 |

Task Descriptions and Summary Narratives for FY 2006-2007 UPWP

II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections and agency responsibilities are summarized. Also, expected work products/deliverables and proposed schedule/accomplishment dates are provided as well.

Task II-A-1: Traffic Volume Counts

Maintain ADT counts and database for model calibration on arterial, minor arterial, and collector streets. Produce 2005-06 count location and traffic volume maps.

Objectives:

1. To collect traffic counts and turning movements throughout the planning area.
2. To monitor traffic growth and provide continuous review of growth.

Previous Work:

1. NCDOT triennial counts and ADT maps.

Proposed Activities:

1. Collect 48-hour traffic count as part of CMS.
2. Collect turning movement counts as part of the CMS.
3. Develop the Capital Area MPO traffic count library by supplementing the NCDOT count locations within the metropolitan area.
4. Develop MPO Count database/GIS and mapping.
5. Conduct four monthly traffic counts to collect seasonal traffic information which will assist in the development of adjustment factors and growth rates.

Products:

1. Summary reports of daily traffic count information for the MPO.
2. Compilation of peak period turning movement counts.
3. Seasonal adjustment factors and growth rates specific to the Capital Area MPO region.
4. Database of traffic counts

Completion Date:

Traffic counts will be conducted during Fall of 2006 and Spring of 2007. Seasonal counts will be conducted during the 1st, 2nd, 3rd, and 4th quarters.

Task II-A-2: Vehicle Miles of Travel

No activities proposed, therefore no funds programmed..

Task II-A-3: Street System Mileage Change

The MPO will update inventory of improvements to municipal street system. Update inventory of signalization on existing major streets to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from the previous year and summarize inventory by functional classification. The Capital Area MPO will obtain from the NCDOT Division 5 office and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the proposed MPO Data Integration/Automation and Management Systems. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and current through proposed data automation and management system.

Task II-A-4: Traffic Accidents

The Capital Area MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Compare data analysis to previous years' results. Build off of and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS) and the Mobility Report Card.

Task II-A-5: Transit System Data

Short-range transit planning efforts will be conducted by the MPO transit providers, the Capital Area Transit (CAT), Wolfline, and the Triangle Transit Authority (TTA). This will include a short-range transit services plan to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop standards. 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

Task II-A-6: Dwelling Unit / Population and Employment Changes

No activities proposed, therefore no funds programmed. See II-B-3.

Task II-A-7: Air Travel

No activities proposed, therefore no funds programmed.

Task II-A-8: Vehicle Occupancy Rates

The Capital Area MPO will perform VOR counts; including the annual downtown Raleigh VOR count.

Task II-A-9: Travel Time Studies

No activities proposed, therefore no funds programmed. Please see III-D-4.

Task II-A-10: Mapping

The Capital Area MPO will be engaged in various map production exercises, including web site and presentations. The Capital Area MPO will also be creating the Comprehensive Transportation Plan maps and documents.

Task II-A-11: Central Area Parking Inventory

No activities proposed, therefore no funds programmed.

Task II-A-12: Bike & Pedestrian. Facilities Inventory

The MPO will conduct inventory of bicycle and pedestrian facilities as part of the sidewalk\greenway update. The proposed inventory will to provide accurate inputs for the travel model update as well as help identify future sidewalk project needs, guide pedestrian improvement planning, and to support specific projects, such as the Bicycle and Pedestrian Plan.

Task II-A-13: Bicycle and Pedestrian Counts

No activities proposed, therefore no funds programmed.

II-B: Long Range Transportation Plan Activities

Federal Law (as updated by TEA-21) and USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 3 years. The following tasks describe long range transportation planning work activities proposed for the 2006-2007 UPWP.

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

The MPO is collecting and estimating new socio-economic and demographic data for the 2005 base year. Proposed work activities will include inventory, collection and estimation of the following variables for existing conditions, tabulated by traffic analysis zone, is required: (1) population; (2) dwelling units; (3) households; (4) employment by type (number of jobs and establishments) including number of commercial vehicles at business locations; (5) school enrollment; (6) number of university dormitory beds; and (7) median income. An integral part of this task will be data verification, reconciliation, quality and error checks.

Task II-B-2: Collection of Network Data

The MPO will collect transportation network data necessary to build the 2005 base year TRM network. The proposed work activities will include collection of the following transportation network variables and attributes:

A-Highways: 1) posted speed limit; 2) number of lanes; 3) segment length; 4) turn pockets; 5) parking conditions; 6) traffic signal locations and stop conditions; 7) signal density; 8). access control and driveway conditions; 9) land use and area type; and 10) facility type and functional classification.

B-Transit: 1) headways; 2) speed; 3) hours of operation; 4) services miles; 5) fare structure; 6) transfer information; 7) schedule information; and 8) route information and service characteristics for each route.

C-Bicycle and Pedestrian: 1) mileage; 2) activity density; 3) neighborhood characteristics; 4) environment/friendliness factors/indices; and 5) connectivity

Task II-B-3: Travel Model Updates

Update of the Triangle Regional Model (TRM) including conversion and full implementation of model from Tranplan to TransCAD. Proposed tasks include model improvements and enhancements, work associated with the calibration of the 2005 base model, commencement of the first phase of the MPO land use model and non-motorized trip sub model. The MPO will carry out other tasks needed to support the Triangle Regional Model update, including providing the MPO's share of the Service Bureau funding and 50% FTE.

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Review developments to assess impacts to the 2030 LRTP, the model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data records, InfoUSA and Employment Security Commission data as part of this monitoring task. The MPO will commence the first phase of Data Automation/Integration and Management System.

Task II-B-4: Travel Surveys

The MPO will provide its share of funding for the collection travel surveys proposed for the Triangle region. The central purpose of the survey is to collect information on origins and destinations, traveler behavior, transit ridership, commercial vehicle usage, work place commuting, freight movement, etc. which would provide accurate inputs for the travel model update. The Service Bureau is conducting the following travel surveys for the TRM update: (1) home interview/travel behavior survey; (2) transit onboard survey; (3) origin-destination survey; (4) special generators (including universities) survey. The MPO will explore ways augment travel surveys with additional intercepts for non-motorized trips and land use model integration.

Task II-B-5: Forecast of Data to Horizon Year

The MPO will project demographic and socio-economic factors described in Task II-B-1 into plan horizon year and air quality intermediate years. Forecasts will be generated for County control totals and traffic analysis zones. Forecasts will be made consistent with local land use plans and in corporation with local Planning Departments.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the future Long range Transportation Plan (LRTP) and the Comprehensive Transportation Plan (CTP). The process of formulating and re-evaluating goals will begin with visioning exercise. The MPO will conduct public meetings to assess community vision in terms of transportation, land use, growth, quality of life, etc. The expected work products will be adopted goals and objectives, and targets and policy framework for achieving goals.

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

No activities proposed, therefore no funds programmed. This work task will be carried out in the FY 2006-07 UPWP schedule.

Task II-B-8: Capacity Deficiency Analysis

The MPO will conduct a capacity deficiency analysis as part of the CMS and Mobility Report Card. The analysis will be made to determine existing and existing-plus-committed deficiencies.

Task II-B-9: Highway Element of the LRTP

The Capital Area MPO will be updating the Highway Element for the LRTP/CTP. The North Carolina Department of Transportation will be executing the "3-C" Process with the Capital Area MPO.

Task II-B-10: Transit Element of the LRTP

The Capital Area MPO will be updating the Transit Element for the LRTP/CTP.

Task II-B-11: Bicycle & Pedestrian Element of the LRTP

The Capital Area MPO will be updating the Bicycle and Pedestrian Plan component for the LRTP/CTP. Update in FY 2007

Task II-B-12: Airport/Air Travel Element of LRTP

No activities proposed, therefore no funds programmed.

Task II-B-13: Collector Street Element of LRTP

The Capital Area MPO will undertake the development of a Collector Street Plan. This is envisioned to involve the identification of future collector street connectivity needs, provisions for local street

connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

Task II-B-14: Rail, Water, or other mode of LRTP

No activities proposed, therefore no funds programmed.

Task II-B-15: Freight Movement/Mobility Planning

The Capital Area MPO will conduct outreach activities to the state's rail and trucking associations. The goal is to establish a "Freight Stakeholder Group" to address the significance of freight movement within the Capital Area MPO region.

Task II-B-16: Financial Planning

The MPO, on an as-needed basis, will examine financial options for funding proposed transportation projects and programs, including review the financial planning assumptions/ projections in the 2030 LRTP and refinement of cost estimates as necessary. The Capital Area MPO will participate in regional efforts geared toward identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships.

Task II-B-17: Congestion Management Systems Strategies

The Capital Area MPO will work to implement and monitor the Congestion Management System (CMS) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the Capital Area MPO will continue to fund its Transportation Demand Management (TDM) Coordinator position housed at the Triangle Transit Authority (TTA) in accordance with the Interlocal Agreement between TTA and the City of Raleigh (executed 12/04/02) based on implementation procedures established between Capital Area MPO and TTA staff when the TDM project was created. As a participant in the Regional Travel Demand Management Program the Capital Area MPO is contracting with the Triangle Transit Authority to support travel demand management activities with a benefit to the overall Triangle planning area. This year the activities in the Capital Area will be conducted in coordination with activities in Durham County, as part of a regional approach to travel demand management.

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

No activities proposed, therefore no funds programmed. Please see III-D-4.

Task III-A: Planning Work Program

Administer the FY 2006-2007 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the UPWP.

Objective:

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, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. The Capital Area MPO will prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for

the current fiscal year.

Previous Work:

1. FY 2005-2006 Unified Planning Work Programs adopted by the TAC on May 18, 2005 and FY 2006-2007 UPWP expected to be approved by the TAC on April 19, 2006.
2. Amendment of the UPWP as requested by member agencies.

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 and transportation planning objectives.
2. Develop a new UPWP for the Capital Area MPO planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the TAC at its January 2005 meeting.

Expected Work Products:

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2007-2008 Unified Planning Work Program (UPWP).

Task III-B: Transportation Improvement Program (TIP)

Amend FY 2006-2012 MTIP as needed. Continue to develop FY 2007 - 2013 MTIP. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds.

Objectives:

As the Lead Planning Agency (LPA) of the Capital Area MPO, the City of Raleigh, Public Works Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2025 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Previous Work:

Adoption of the 2007-2013 Project Priority List on November 16, 2005.

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers.
2. Develop 2007-2013 MPO Regional Priority Lists and 2007-13 MTIP.
3. Refine project ranking methodology and priority system.
4. Conduct appropriate public participation for the TIP consistent with the MPO Public Involvement Policy.
5. Conduct formal amendments and adjustments as necessary.

6. Produce and distribute TIP documents for federal, state and local officials.
7. Attend regular meetings with NCDOT to exchange information regarding transportation improvement projects.

Expected Work Product:

1. 2007 - 2013 Metropolitan Transportation Improvement Program
2. Develop and refine procedures necessary for TIP preparation and amendment as necessary.
3. TIP Amendments and Adjustments as necessary.

Task III-C: Civil Rights Compliance/Other Regulations and Requirements

Task III-C-1: Title VI

The federal legislation and regulations requires that the MPO comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto. Accordingly, the MPO will continue to provide an update of Civil Rights statistics report to determine MPO compliance to civil rights provisions.

Task III-C-2: Environmental Justice (EJ)

In accordance with Federal Action (Executive Order 12898), the will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice:

1. Ensure adequate public involvement of low-income and minority groups in decision-making;
2. Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and
3. Assure that low-income and minority groups receive a proportionate share of benefits of transportation decisions made by the MPO.

Objectives:

To ensure that minority and low-income communities are: 1) not adversely affected by transportation projects and policies; 2) treated equitably in the provision of transportation services and projects; and 3) provided full opportunity for participation in MPO transportation planning and decision making process.

Previous Work:

Demographic profiles based on 2000 Census, 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.

Proposed Activities:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice

Advisory Board

2. Update demographic profiles based on 2000 Census and MPO 2002 base year 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.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular.
8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area

Expected Products:

1. Updated maps utilizing information from the 2000 Census and 2002 base year data.
2. Increased involvement of low-income and minority populations in the transportation planning process.
3. Technical assistance memoranda, reports, and workshops as needed.
4. Protocol for responding to issues and concerns regarding Environmental Justices
5. MPO Environmental Justice plan

Task III-C-3: Minority Business Enterprise

The MPO will continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development. The MPO will monitor transportation projects and programs to ensure that meaningful and full consideration are given to MBEs. The LPA will review and summarize transit operators MBE program and utilization.

Task III-C-4: Planning for the Elderly & Disabled

The Capital Area MPO will continue to prepare performance reports for ridership and service supply for the Accessible Raleigh Transit (ART) program.

Task III-C-5: Safety/Drug Control Planning

No funds programmed.

Task III-C-6: Public Involvement

The Capital Area MPO staff will be undertaking significant expansion in public involvement activities, including outreach efforts targeting interested citizens, as well as minority and low income communities. NCDOT staff will participate in public involvement as needed, including that associated with the drafting of the Western Johnston County CTP.

Capital Area Transit will be involved in extensive public involvement process for service changes.

Objectives:

To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

Previous Work:

1. MPO Public Involvement Process.
2. MPO website.
3. News paper advertisements.

Proposed activities:

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

Expected Work Products:

1. Update and maintenance of website.
2. Update and maintenance of mailing list database

Task III-C-7: Private Sector Participation

No funds programmed.

III-D Incidental Planning/Project Development

Task III-D-1: Transportation Enhancement Planning

The LPA will administer the MPO endorsement process for Transportation Enhancement applications, prepare enhancement grant applications and supporting documentation for the Lead Planning agency, and support Transportation Enhancement funded project development and management efforts.

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

The LPA will continue to participate regularly and consistently in the TIP project planning & development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The MPO will continue to support and be involved in NCDOT efforts to link the NEPA process in the MPO systems planning process.

Task III-D-3 Special Studies

The Capital Area MPO has committed to participation in the US-1 North Corridor Study. This study is being conducted in the area between I-540 and US-1A north of Youngsville (Franklin County). There are four equal participants including the City of Raleigh, the Town of Wake Forest, the NC

Department of Transportation, and the Triangle Transit Authority. The study will be completed during the first quarter of the 2007 fiscal year. A total of eleven end products are to be received from this study; along with performance standards and implementation strategies for both highway and transit options.

The Capital Area MPO has also committed to participation in the US 64 (Phase IIA) Corridor Study to be conducted on the portion of roadway between US-1 in Cary and the eastern end of the Pittsboro Bypass, in Chatham County. The outcome of this plan will be identification of transportation and land development strategies for transitioning the corridor from its current state to a freeway and expressway.

The Capital Area MPO in cooperation with the Durham-Chapel Hill-Carrboro MPO, the Triangle Transit Authority (TTA) and the Triangle J Council of Governments (TJCOG) will perform two additional regional studies. The first study is the Regional Transit Vision Plan; to develop a Regional Transit Vision for the Triangle that describes future transit corridors and any major planned or potential transit infrastructure investments in those corridors. The initial concept for this proposal came forward during the Capital Area MPO's Transportation Advisory Committee's Strategic Planning Retreat held on October 19, 2005; in which the majority of TAC participants stated the need for emphasis to be placed on transit as a vital transportation mode for the region. The second study is for development a seven-year Transportation Demand Management Plan; and will be sponsored by TTA. The five goals to be achieved through this plan include:

6. documenting of existing policies, ordinances, and activities that support or undermine TDM objectives; and documenting their outcomes, budgets, and revenue sources;
7. educating key stakeholders about the opportunities for TDM to be an important part of the region's mobility solution;
8. providing a process for input by key stakeholders to our TDM work plans aimed at matching our work with their needs and expectations;
9. identifying policies and ordinances that local governments could adopt in support of public transportation and ridesharing services; and
10. identifying future investment levels needed to achieve desired outcomes.

Task III-D-4: Regional or Statewide Planning

The Capital Area MPO will participate in projects and Partnership and cooperation with DCHC, TTA, Regional Transportation Alliance, and Triangle J COG. To serve as a coordination mechanism for MPO and RPO activities related to

- the four principal regional-scale planning activities in the Triangle Ozone
- Non-attainment area: air quality (and related environmental) planning, land
- use and socioeconomic data development and management, fiscal constraint
- consistency, and cross-border project planning and reconciliation.
- Conformity reporting, as required; input to Motor Vehicle Emission Budget development; land use and related socioeconomic data and methodologies; fiscal constraint methodologies and reports; project reports, as appropriate.
- 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, an I-40 HOV/HOT Financial feasibility Study, Triangle Parkway Toll Road feasibility study, the I-540 environmental study, ITS Regional Architecture Deployment Plan, the TTA Phase 1 Rail Study, Regional Financing study, etc.

Task III-E: Management and Operations

This work element encompasses the administration and support of the 3-C transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds.

Objective:

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding.

Previous Work:

Management of the 3C process using previous Unified Work Program and prospectus documents, transportation plans, and Memorandum of Understanding. Specifically, previous tasks include but not limited to preparation of Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) meetings agenda, providing technical assistance to the TAC, development of the MTIP, preparation of the annual UPWP, working with other agencies, such as NC Division of Air Quality, etc.

Proposed Activities:

1. Prepare Memorandum of Understanding to address organization and structural changes needed to address an expanded planning area.
2. Provide liaisons between Capital Area MPO member agencies, transit providers, DCHC MPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal level on transportation related matters, issues and actions.
3. Work with the Durham-Chapel Hill-Carrboro MPO on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
4. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
5. Participate in Joint CAMPO/DCHC 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.

Work Product Expected:

1. Technical assistance memoranda, reports, and public involvement meetings and workshops as needed.
2. Updates to the planning documents as required.
3. MPO meeting minutes.
4. Preparation of meeting agendas

Table 3. Proposed Funding Sources.

| Capital Area MPO - Composite Summary | | | TPB | | SEC 104 (F) | | STP DA Funds | | SECTION 5303 | | | SECTION 5307 | | | SECTION 5309 | | | ADDITIONAL FUNDS | | | TASK FUNDING SUMMARY | | | |
|--|--|---|--------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|--------------|--------------|---------------|---------------|----------------|--------------|----------|----------|---------------------------|------------|-----------|----------------------|---------------|----------------|----------------|
| TASK CODE | TASK DESCRIPTION | AGENCY | Highway | | Highway/Transit | | Highway/Transit | | Highway/Transit | | | Transit | | | Transit | | | SECTION 1221 - TCSP GRANT | | | LOCAL | NCDOT | FEDERAL | TOTAL |
| | | | NCDOT 20% | FHWA 80% | Local | FHWA | Local 20% | FHWA 80% | Local 10% | PTD 10% | FTA 80% | Local 10% | PTD 10% | FTA 80% | Local 25% | PTD 25% | FTA 50% | LOCAL var% | NCDOT var% | FHWA var% | | | | |
| I. CONTINUING TRANSPORTATION PLANNING | | | | | | | | | | | | | | | | | | | | | | | | |
| II-A-1 | Traffic Volume Counts | CAMPO/RALEIGH NCDOT TPB | | | 10250 | 15000 | | | | | | | | | | | | | | | 10250 | 0 | 15000 | 25250 |
| II-A-2 | Vehicles Miles of Travel (VMT) | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-A-3 | Street System Changes | CAMPO/RALEIGH | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-A-4 | Traffic Accidents | CAMPO/RALEIGH | | | 6250 | 12500 | | | | | | | | | | | | | | | 6250 | 0 | 12500 | 18750 |
| II-A-5 | Transit System Data | CAT/RALEIGH PW CAMPO/RALEIGH TTA | | | 6250 | 12500 | | | 6268 | 6268 | 50144 | | | 3226 | 3226 | 25807 | | | | | 9494 | 9494 | 75951 | 94939 |
| II-A-6 | Dwelling Unit and Population Changes | | | | | | | | | | | | | 104600 | 104600 | 836800 | | | | | 104600 | 104600 | 836800 | 1046000 |
| II-A-7 | Air Travel | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-A-8 | Vehicle Occupancy Rates (VOR) | CAMPO/RALEIGH | | | 6000 | 6250 | | | | | | | | | | | | | | | 6000 | 0 | 6250 | 12250 |
| II-A-9 | Air Quality | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-A-10 | Mapping | CAMPO/RALEIGH TTA | | | 36250 | 20000 | | | | | | | | | | | | | | | 36250 | 0 | 20000 | 56250 |
| II-A-11 | Managed Activity Center Parking Inventory | | | | | | | | | | | | | 4500 | 4500 | 36000 | | | | | 4500 | 4500 | 36000 | 45000 |
| II-A-12 | Bicycle and Pedestrian Facilities Inventory | CAMPO/RALEIGH | | | 8770 | 12500 | 3250 | 13000 | | | | | | | | | | | | | 12020 | 0 | 25500 | 37520 |
| II. LONG-RANGE TRANSPORTATION PLAN (LRTP) | | | | | | | | | | | | | | | | | | | | | | | | |
| II-B-1 | Collection of Base Year Data | CAMPO/RALEIGH | | | 30000 | 60000 | | | | | | | | | | | | | | | 30000 | 0 | 60000 | 90000 |
| II-B-2 | Collection of Network Data | CAMPO/RALEIGH | | | 20000 | 20000 | | | | | | | | | | | | | | | 20000 | 0 | 20000 | 40000 |
| II-B-3 | Travel Model Updates | CAMPO/RALEIGH NCDOT TPB TTA | 3000 | 12000 | 25000 | 60000 | 14250 | 57000 | | | | | | | | | | | | | 39250 | 0 | 117000 | 156250 |
| II-B-4 | Travel Surveys | CAMPO/RALEIGH TTA | | | 65000 | 120000 | 8250 | 33000 | | | | | | | | | | | | | 10000 | 10000 | 90000 | 110000 |
| II-B-5 | Forecast of Data to Horizon Year | CAMPO/RALEIGH | | | 8000 | 15900 | | | | | | | | | | | | | | | 73250 | 0 | 153000 | 226250 |
| II-B-6 | Community Goals and Objectives | CAMPO/RALEIGH | | | 2500 | 7500 | | | | | | | | 900 | 900 | 7200 | | | | | 900 | 900 | 7200 | 9000 |
| II-B-7 | Forecasts of Future Travel Patterns | | | | | | | | | | | | | | | | | | | | 8000 | 0 | 15900 | 23900 |
| II-B-8 | Capacity Deficiency Analysis | CAMPO/RALEIGH | | | 5000 | 15000 | | | | | | | | | | | | | | | 2500 | 0 | 7500 | 10000 |
| II-B-9 | Highway Element of LRTP | CAMPO/RALEIGH NCDOT TPB | 2500 | 10000 | 12000 | 16900 | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-B-10 | Transit Element of LRTP | CAMPO/RALEIGH NCDOT TPB | 1500 | 6000 | 60000 | 43007 | | | | | | | | | | | | | | | 12000 | 0 | 16900 | 28900 |
| II-B-11 | Bicycle and Pedestrian Element of LRTP | CAMPO/RALEIGH NCDOT TPB | 1500 | 600 | 20000 | 16000 | | | | | | | | | | | | | | | 0 | 2500 | 10000 | 12500 |
| II-B-12 | Airport /Air Travel Element of LRTP | | | | | | | | | | | | | | | | | | | | 60000 | 0 | 43007 | 103007 |
| II-B-13 | Collector Street Element of LRTP | | | | | | | | | | | | | | | | | | | | 0 | 1500 | 6000 | 7500 |
| II-B-14 | Rail, Waterway, or Other Mode Element of LRTP | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| II-B-15 | Freight Movement/Mobility Planning | CAMPO/RALEIGH | | | 1875 | 7500 | | | | | | | | | | | | | | | 1875 | 0 | 7500 | 9375 |
| II-B-16 | Financial Planning | CAMPO/RALEIGH | | | 42500 | 17500 | | | | | | | | 500 | 500 | 4000 | | | | | 43000 | 500 | 21500 | 65000 |
| II-B-17 | Congestion Management Strategies | CAMPO/RALEIGH | | | 65000 | 28750 | | | | | | | | | | | | | | | 65000 | 0 | 28750 | 93750 |
| II-B-18 | Air Quality Planning/Conformity Analysis, BWPC | CAMPO/RALEIGH | | | 5000 | | | | | | | | | | | | | | | | 5000 | 0 | 0 | 5000 |
| III. ADMINISTRATION | | | | | | | | | | | | | | | | | | | | | | | | |
| III-A | Unified Planning Work Program | CAMPO/RALEIGH CAT/RALEIGH PW NCDOT TPB | 400 | 1600 | 15000 | 10400 | | | | | | | | 740 | 740 | 5920 | | | | | 740 | 740 | 5920 | 7400 |
| III-B | Transportation Improvement Program | CAMPO/RALEIGH CAT/RALEIGH PW NCDOT TPB | 400 | 1600 | 9443 | 23000 | 2500 | 10000 | | | | | | 625 | 625 | 5000 | | | | | 11943 | 0 | 33000 | 44943 |
| III-C | Civil Rights Compliance (Title VI) and Other Regulatory Requirements | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 |
| III-C-1 | Title VI | CAMPO/RALEIGH | | | 2000 | 8000 | | | | | | | | 400 | 400 | 3200 | | | | | 2400 | 400 | 11200 | 14000 |
| III-C-2 | Environmental Justice | CAMPO/RALEIGH CAT/RALEIGH PW | | | 15000 | 10000 | | | | | | | | 440 | 440 | 3520 | | | | | 15000 | 0 | 10000 | 25000 |
| III-C-3 | Minority Business Enterprise Planning (MBE) | CAMPO/RALEIGH | | | 6440 | 10000 | | | | | | | | | | | | | | | 6440 | 0 | 10000 | 16440 |
| III-C-4 | Planning for the Elderly and Disabled | CAMPO/RALEIGH CAT/RALEIGH PW | | | 2500 | 2500 | | | | | | | | 3600 | 3600 | 28800 | | | | | 2500 | 0 | 2500 | 5000 |
| III-C-5 | Safety/Drug Control Planning | | | | | | | | | | | | | 2625 | 2625 | 21000 | | | | | 6225 | 6225 | 49800 | 62250 |
| III-C-6 | Public Involvement | CAMPO/RALEIGH CAT/RALEIGH PW NCDOT TPB | | | 17150 | | 4250 | 17000 | | | | | | 857 | 857 | 6860 | | | | | 21400 | 0 | 17000 | 38400 |
| III-C-7 | Private Sector Participation | CAT/RALEIGH PW | 1000 | 4000 | | | | | | | | | | 647 | 647 | 5172 | | | | | 1314 | 1314 | 10510 | 13138 |
| III-D | Incidental Planning and Project Development | | | | | | | | | | | | | | | | | | | | 0 | 1000 | 4000 | 5000 |
| III-D-1 | Transportation Enhancement Planning | CAMPO/RALEIGH | | | 11000 | 6000 | | | | | | | | | | | | | | | 11000 | 0 | 6000 | 17000 |
| III-D-2 | Environmental Analysis and Pre-TIP Planning | NCDOT TPB CAMPO/RALEIGH | 700 | 2800 | 8432 | 12750 | | | | | | | | | | | | | | | 8432 | 0 | 12750 | 21182 |
| III-D-3 | Special Studies | | | | | | | | | | | | | | | | | | | | | | | |
| | US 1 North Corridor Study* | CAMPO/RALEIGH TTA | | | 25000 | 25000 | 3750 | 15000 | | | | | | 5000 | 5000 | 40000 | | | | | 28750 | 0 | 40000 | 68750 |
| | Transit Vision Plan | CAMPO/RALEIGH | | | 63830 | 10000 | | | | | | | | | | | | | | | 63830 | 0 | 10000 | 73830 |
| | TDM Seven-Year Plan | CAMPO/RALEIGH | | | 17500 | 10000 | 2500 | 10000 | | | | | | | | | | | | | 20000 | 0 | 20000 | 40000 |
| | US 64 Corridor Study - Phase 2A | CAMPO/RALEIGH NCDOT TPB CARY WAKE COUNTY APEX | 30000 | 120000 | 100000 | | | | | | | | | | | | | | | | 100000 | 0 | 0 | 100000 |
| III-D-4 | Regional or Statewide Planning | CAMPO/RALEIGH NCDOT TPB | 1000 | 4000 | | | | | | | | | | | | | | | | | 0 | 3000 | 12000 | 15000 |
| | Air Quality Planning | CAMPO/RALEIGH TJCOG | | | 5000 | 20000 | | | | | | | | | | | | | | | 5000 | 0 | 20000 | 25000 |
| III-E | Management and Operations | CAMPO/RALEIGH CAT/RALEIGH PW NCDOT TPB | 3000 | 12000 | | | | | | | | | | 6272 | 6272 | 50179 | | | | | 20000 | 0 | 35000 | 55000 |
| TOTALS | | | 45000 | 174600 | 788940 | 716326 | 50000 | 200000 | 11372 | 11372 | 90976 | 140981 | 140981 | 1137846 | 0 | 0 | 0 | 0 | 0 | 0 | 991293 | 197353 | 2319748 | 3508394 |

Appendices

RESOLUTION

ADOPTING THE FISCAL YEAR 2005-2006
UNIFIED PLANNING WORK PROGRAM OF THE CAPITAL AREA MPO

A motion made by Mayor _____ and seconded by Mayor _____ 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;

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 2006-2007;

NOW, THEREFORE BE IT RESOLVED that the Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the Unified Planning Work Program for Fiscal Year 2003-2005 of the Capital Area MPO on this day, the _____ day of _____ 2005.

Joe Bryan, TAC Chairman

North Carolina
Wake County

I, _____, a Notary Public for said County and State, do hereby certify that _____ personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal, this the _____ day of _____, 2005.

(Official Seal)

Notary Public

My commission expires _____, 20____.

CERTIFICATION CHECKLIST

1. Does the area have a valid Transportation Plan?
 - Does the Thoroughfare Plan match the financially unconstrained highway element of the Transportation Plan?
 - Is there a minimum 20-year planning horizon?
 - Is the Plan in an active reevaluation process?
 - Air quality determination?
 - Financial plan?
 - Management systems?
2. Is there a functioning Technical Coordinating Committee and Transportation Advisory Committee?
 - Timely meetings?
 - Good attendance?
 - Review of appropriate transportation issues?
 - Relationship with governing boards?
 - Mechanism for citizen participation?
 - Coordination between staff?
3. Is there a current *Prospectus*?
4. Is there a current (Unified) Planning Work Program (PWP)?
 - Is the current PWP being accomplished in a timely manner?
 - Is the PWP consistent with the long range planning schedule/Federal update requirements?
 - Is the Public Involvement Process annually reviewed?
5. Is there a current Metropolitan Transportation Improvement Program that has been approved by the TAC and by the Secretary of Transportation?
6. Does the area have a valid plan implementation process?
 - ROW protection?
 - Prioritize needs?
 - Plan review?
 - Staff?

RESOLUTION
CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION'S
TRANSPORTATION PLANNING PROCESS FOR FY 2005-2006

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;

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)).

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;

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);

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;

WHEREAS, the Capital Area Metropolitan Transportation Improvement Program is a subset of the currently conforming 2030 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2030, 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 ___ day of _____, 2005.

Chair, Transportation Advisory Committee
Joe Bryan

Capital Area MPO Director
Ed Johnson, P.E.

County of Wake
State of North Carolina

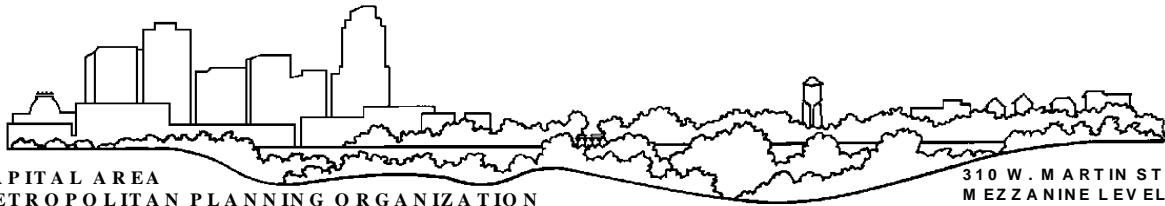
I, _____, a Notary Public for said County and State, do hereby certify that _____ personally appeared before me this day and acknowledged the due execution of the foregoing RESOLUTION CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2005-2006.

Witness my hand and official seal, this the _____ day of _____, 20 ____.

(Official Seal)

Notary Public

My commission expires _____



CAPITAL AREA
METROPOLITAN PLANNING ORGANIZATION
LEAD PLANNING AGENCY: CITY OF RALEIGH
Phone (919) 831-6785 -- Fax (919) 831-6821

310 W. MARTIN STREET
MEZZANINE LEVEL
P.O. BOX 590
RALEIGH, NC 27602

April 19, 2006

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 2006-2007 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 2007. The Transportation Advisory Committee approved the program on April 19, 2006 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 allocation of \$77,144. This will be matched with a local fund amount of \$9,643. The City of Raleigh is the designated grant recipient for Section 5303 grant funds. An original and one copy of the program will be forwarded to Mr. Mike Kozak of NCDOT's Public Transportation Division.

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,

Ed Johnson, Director
Capital Area MPO

cc: Miriam Perry, Director, NCDOT Public Transportation Division
Mike Kozak, Urban Section Manager, NCDOT Public Transportation Division (1 original- 1 copy)
Susan Schruth, Regional Administrator FTA, Southeast Area Office
Enclosures

| 1 MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO | Capital Area MPO |
|-------------------------------------|--|---|---|---|---|--|---|--|---|--|---|---|---|--|---|------------------|
| 2 FTA Code | 442400 | 442400 | 442400 | 442301 | 442301 | 442700 | 442100 | 442500 | 442100 | 442700 | 442682 | 442100 | 442400 | 442302 | 442100 | |
| 3 Task Code | II-A-5 | II-A-5 | II-A-10 | II-B-3 | II-B-4 | II-B-16 | III-A | III-B | III-C-1 | III-C-2 | III-C-4 | III-C-6 | III-C-7 | III-D-3 | III-E | |
| 4 Title of Planning Task | Transit System Data | Transit System Data | Mapping | Travel Model Updates | Travel Surveys | Financial Planning | Unified Planning Work Program | Transportation Improvement Program | Title VI | Environmental Justice | Planning for the Elderly and Disabled | Public Involvement | Private Sector Participation | Special Studies | Management and Operations | TOTALS |
| 5 Task Objective | Develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data. | To plan for bus service transition to consolidated regional system. | To produce maps of existing and planned transit services. | Support for Triangle Regional Model Service Bureau | Regional On Board Survey | Develop of cost estimates for future years of Transit Plan. | Preparation of Unified Planning Work Program | Preparation of transit portion of Transportation improvement Program. | Service planning in accordance with FTA Regulations for Title VI. | Service planning in consideration of low-income & minority groups. | Monitor the Accessible Raleigh Transportation Program and participation. | Public involvement in the transit route decision-making process. | Partnerships &/or involvement with private entities. | U.S. 1 Corridor Study | Prepare reports, provide staffing to Raleigh Transit Authority, and provide transit planning information to citizens and other agencies. | |
| 6 Tangible Product Expected | Develop bus implementation plans to support the Raleigh Five-Year Transit Plan; monthly route evaluations; street furniture & bus stop planning; and the collection of annual bus passenger counts by stop location. | >Rider surveys >Service consolidation plan >Transit capital planning | >Maps of existing and planned TTA services. | Updated Triangle Regional Model | On Board Survey data | Develop of cost analyses for capital projects (services & equipment) needed for implementation of expansion of system. | Preparation of (any amendments thereto) the Unified Planning Work Program per Federal & State requirements. | Preparation and planning of capital projects for transit 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 for service changes. | UPASS Program development and partnerships with neighborhood organizations/the private sector. | Feasibility study for transit options in the U.S. 1 Corridor | Prepare monthly service reports for transit planning efforts; provide staffing to Raleigh Transit Authority including reports, agendas, minutes, etc. Provide transit planning information & documentation to other agencies & the general public, including the development route schedules, bus stop displays, etc. | |
| 7 Product(s) | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 | 6/30/2007 |
| 8 | Raleigh Five-Year Transit Plan/monthly route evaluations and the collection of Passenger Counts by stop location. | >Plans for express service increases in Raleigh, Durham, & Chapel Hill completed during 2005. >Plans for service increases in Raleigh, Durham, & Chapel Hill completed in 2002 | | >Triangle Regional Model 1995 >TRM 5-2001 | Triangle Travel Behavior Survey | Previous work in cost analysis and future financial planning. | Previous annual Unified Planning Work Program | Previous annual transit portion of Transportation Improvement Program. | Previous plans and Triennial Title VI review by FTA. | Previous route evaluations to the Raleigh Transit Authority. | Previous operating, financial, and ridership inventories. | Five-Year Transit Plan public input process and extensive public involvement for all other service changes. | UPASS Program development, bus pass purchase by private organizations, and development plan review. | Regional Transit Plan | Previous reports and Transit Authority activities. Previous financing data, Service Plans, & other reports & studies. | |
| 9 Prior FTA Funds | | | | | | | | | | | | | | | | |
| 10 Relationship To Other Activities | | | | | | | | | | | | | | | | |
| Agency Responsible for Task | | | | Service Bureau of ITRE responsible for task -- TTA is a funding partner | Service Bureau at ITRE responsible for task -- TTA as a funding partner | | | | | | | | | CAMPO responsible for study -- TTA is a funding partner | | |
| 11 Completion | CAT/Raleigh PW | TTA | TTA | TTA | TTA | 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 | |
| 16 Section 5303 Local 10% | \$ 6,268 | | | | | | | | | | \$ 3,600 | \$ 857 | \$ 647 | | | \$ 11,372 |
| 17 Section 5303 NCDOT 10% | \$ 6,268 | | | | | | | | | | \$ 3,600 | \$ 857 | \$ 647 | | | \$ 11,372 |
| 18 Section 5303 FTA 80% | \$ 50,144 | | | | | | | | | | \$ 28,800 | \$ 6,860 | \$ 5,172 | | | \$ 90,976 |
| 19 Section 5307 Transit - Local 10% | \$ 3,226 | \$ 104,600 | \$ 4,500 | \$ 10,000 | \$ 900 | \$ 500 | \$ 740 | \$ 625 | \$ 400 | \$ 440 | \$ 2,625 | 457 | \$ 696 | \$ 5,000 | \$ 6,272 | \$ 140,981 |
| 20 Section 5307 Transit - NCDOT 10% | \$ 3,226 | \$ 104,600 | \$ 4,500 | \$ 10,000 | \$ 900 | \$ 500 | \$ 740 | \$ 625 | \$ 400 | \$ 440 | \$ 2,625 | 457 | \$ 696 | \$ 5,000 | \$ 6,272 | \$ 140,981 |
| 21 Section 5307 Transit - FTA 80% | \$ 25,807 | \$ 836,800 | \$ 36,000 | \$ 90,000 | \$ 7,200 | \$ 4,000 | \$ 5,920 | \$ 5,000 | \$ 3,200 | \$ 3,520 | \$ 21,000 | \$ 3,650 | \$ 5,570 | \$ 40,000 | \$ 50,179 | \$ 1,137,846 |
| 22 Section 5309 Transit - Local 25% | | | | | | | | | | | | | | | | \$ - |
| 23 Section 5309 Transit - NCDOT 25% | | | | | | | | | | | | | | | | \$ - |
| 24 Section 5309 Transit - FTA 50% | | | | | | | | | | | | | | | | \$ - |
| 25 Additional Funds - Local 100% | | | | | | | | | | | | | | | | \$ - |

Table 5. ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR FY06-07

Section 5303

Name of MPO: Capital Area MPO

Person Completing Form: Shae Satterwhite/David Eatman

Telephone No: 919-890-3430

| 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 |
|---|------------------------|--------------------------------|--|------------------------------------|----------------------------------|
| | | | | \$0 | \$0 |
| <u>No DBE Opportunities Anticipated for FY 2006-2007</u> | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Table 5. ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR FY06-07

Section 5307

Name of MPO: Capital Area MPO

Person Completing Form:

Joseph Huegy

Telephone No:

919-485-7416

| 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 |
|----------------------|------------------------|--------------------------------|--|------------------------------------|----------------------------------|
| <u>None</u> | <u>None</u> | TTA | None | \$0 | \$0 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Regional Travel Demand Management

Local share \$18,750 (20%), Federal share \$75,000 (80%)

1. **Regional Travel Demand Management Program.** The Capital Area MPO is contracting with the Triangle Transit Authority to support travel demand management activities with a benefit to our planning area. This year the activities in the Capital Area will be continue to be conducted through a regional approach to travel demand management. Key activities will include the 2006 SmartCommute Challenge campaign, continuation of the “Redefine the way you travel” campaign targeted at university students, continuation of the regional Emergency Ride Home program, providing targeted information and incentives to newly hired employees, and supporting employers in efforts to increase their percentage of employees biking, carpooling, vanpooling, telecommuting, or riding the bus to work.

During the first half of FY2006, the MPO’s investment in the regional travel demand management program resulted in the following outcomes.

- SmartCommute Challenge, which ran from August 15th through September 30th. During the Challenge, 12,071 people pledged to try a commuting option, of which 64% reported that they had previously always driven alone to work. During the Challenge, 3,127 Triangle residents attempted carpool matches, and 9 new vanpools were started. In the follow-up survey, one month after the Challenge, 40% of respondents indicated that they were still using an alternative mode.
- The "Redefine the Way You Travel" campaign aimed at increasing transit use, biking, and carpooling among university students at UNC, NCCU, NCSU, and Shaw was launched in August with advertisements, PR, and on-site activities.. Staff conducted two successful Bus Tours at UNC and NC State; organized a Hip Hop Show at Shaw; and partnered with NCSU parking to imprint our website on all traffic tickets. Since the program launch, NCSU U-PASS ridership (students and employees combined) grew 238%, or 230 trips per day, over last year for the 4-month period between September and December. At UNC, regional pass sales increased from 17 passes sold to students in March 2005 to 79 passes sold to students in November 2005.
- Since July, 313 employees have registered for the regional Emergency Ride Home program, 25 for whom driving alone had been their primary mode. We have continued to promote the Emergency Ride Home program through TTA’s website, and to State Government employees.

**FY06-07 Capital Area MPO (or DCHC MPO) Urban Planning Work Program
Triangle J Council Of Governments Task Narrative Table**

| | |
|---|---|
| 1- MPO | Capital Area MPO (or DCHC MPO) |
| 2- Task Code | III-D-4 |
| 3- Title | Regional and Statewide Planning |
| 4- Task Objective related to | To serve as a coordination mechanism for MPO and RPO activities regional-scale planning activities in the Triangle Ozone Non-attainment area: air quality (and related environmental) planning, land use and socioeconomic data development and management, fiscal constraint consistency, and cross-border project planning and reconciliation. |
| 5- Tangible Product Expected | Conformity reporting, as required; input to SIP development; land use and related socioeconomic data and methods; [fiscal constraint methodologies and reports]; activity tracking and documentation reports, as appropriate. |
| 6- Expected Completion Date of Products | June-07 (for this phase) |
| 7- Previous Work | During FY05 and FY06, Triangle J COG coordinated the preparation of the joint conformity report for 2030 LRTPs and 2006-12 TIPs for 3 MPOs and 3 RPOs and began cross-border project planning for collector streets in the CORE area. |
| 8- Prior PL or STP-DA Funds | \$0 (for this phase; previous phases have received PL or STP-DA funds). |
| 9- Relationship | 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. |
| 10- Agency | Triangle J Council of Governments |
| 11- HPR - Highway - NCDOT 20% | |
| 12- HPR - Highway - F11WA 80% | |
| 13- Section 104 (f) PL, Local 20% | \$ 5,000 (TJCOG to supply local match) |
| 14- Section 104 (f) PL FHWA 80% | \$20,000 |
| 15- STP-DA, Local 20% | |
| 16- STP-DA FHWA 80% | |
| 17- Section 5303 Local 10% | |
| 18- Section 5303 NCDOT 10% | |
| 19- Section 5303 FTA 80% | |
| 20- Section 5307 Transit - Local 10% | |
| 21- Section 5307 Transit - NCDOT 10% | |
| 22- Section 5307 Transit - FTA 80% | |
| 23- Additional Funds - Local 100% | |

- | |
|---|
| <ol style="list-style-type: none"> 1. The name of the grantee. 2. This is the Prospectus task code for the activity/project, used in conjunction with the FTA code. 3. The title of the planning activity. 4. The objective(s) of the task to be undertaken. 5. Identify the tangible products expected to be produced. 6. Show the expected completion date of the planning activity. 7. List any previous work on this planning task. 8. Provide the total amount of FTA funds already spent on this planning activity, 9. Identify any relationships to other activities being undertaken by your agency or other agencies. 10. Entity responsible for the work element or work activity. 11-23. Cost and funding breakdown of the planning activity. |
|---|