



North Carolina Capital Area Metropolitan Planning Organization

2010-2011

UNIFIED PLANNING WORK PROGRAM

Prepared by:
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Capital Area Transit Division,
Town of Cary Transit, Triangle Transit Authority,
Triangle J Council of Governments and the
North Carolina Department of Transportation

North Carolina Capital Area
Metropolitan Planning Organization

FY 2010-2011
Unified Planning Work Program

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**North Carolina Capital Area
Metropolitan Planning Organization
FY 2009-2010 Unified Planning Work Program**

Overview

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

Over time the MPO expanded with the Towns of Apex and Morrisville being added in 1985; the Towns of Fuquay-Varina, Holly Springs, Knightdale and Wake Forest in 1993; the Towns of Rolesville, Wendell and Zebulon in 1995; the Towns of Angier, Bunn, Clayton, Creedmoor, Franklinton and Youngsville in 2005 along with portions of Franklin, Granville, Harnett and Johnston Counties. Today the Capital Area MPO represents a region of over 1 million people with the City of Raleigh being the largest jurisdiction.

In 1991, the role of the MPO changed with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). ISTEA Placed emphasis on the efficiency of the intermodal transportation system and the MPO responded by focusing on these aspects. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Each year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify planning factors for consideration in the metropolitan planning process. The Capital Area MPO addresses these factors in the MPO's Unified Planning Work Program (UPWP). In FY 2010 and 2011, the MPO will be focusing on the areas of supporting economic vitality, increasing the safety of the transportation system, and increasing the accessibility and mobility of people and freight. The MPO participates in cooperative planning efforts with Triangle Transit, the Capital Area Transit (CAT), Cary Transit (CTAN) and other local transit providers.

Citizen involvement is vital in the success of transportation planning and the MPO continues to pursue an active public involvement program.

The MPO website, an up to date information center, plays an important role in providing information on MPO activities and in reaching out to the communities for their involvement in the transportation planning process.

The MPO quarterly newsletter features a variety of news articles on current events, is provided electronically and is mailed to interested citizens and organizations (on request) in an effort to facilitate public involvement and improve communication.

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

Public meetings are arranged in areas with high concentrations of low-income, elderly, and other minority populations.

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

All MPO plans and programs comply with the public involvement provisions of Title VI which states: *"No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Purpose:

The UPWP describes transportation planning and related activities to be performed during the year by the MPO and its partnering entities. The document shows in sufficient detail "who will perform the work, the schedule for completing it, and the expected products."

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

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

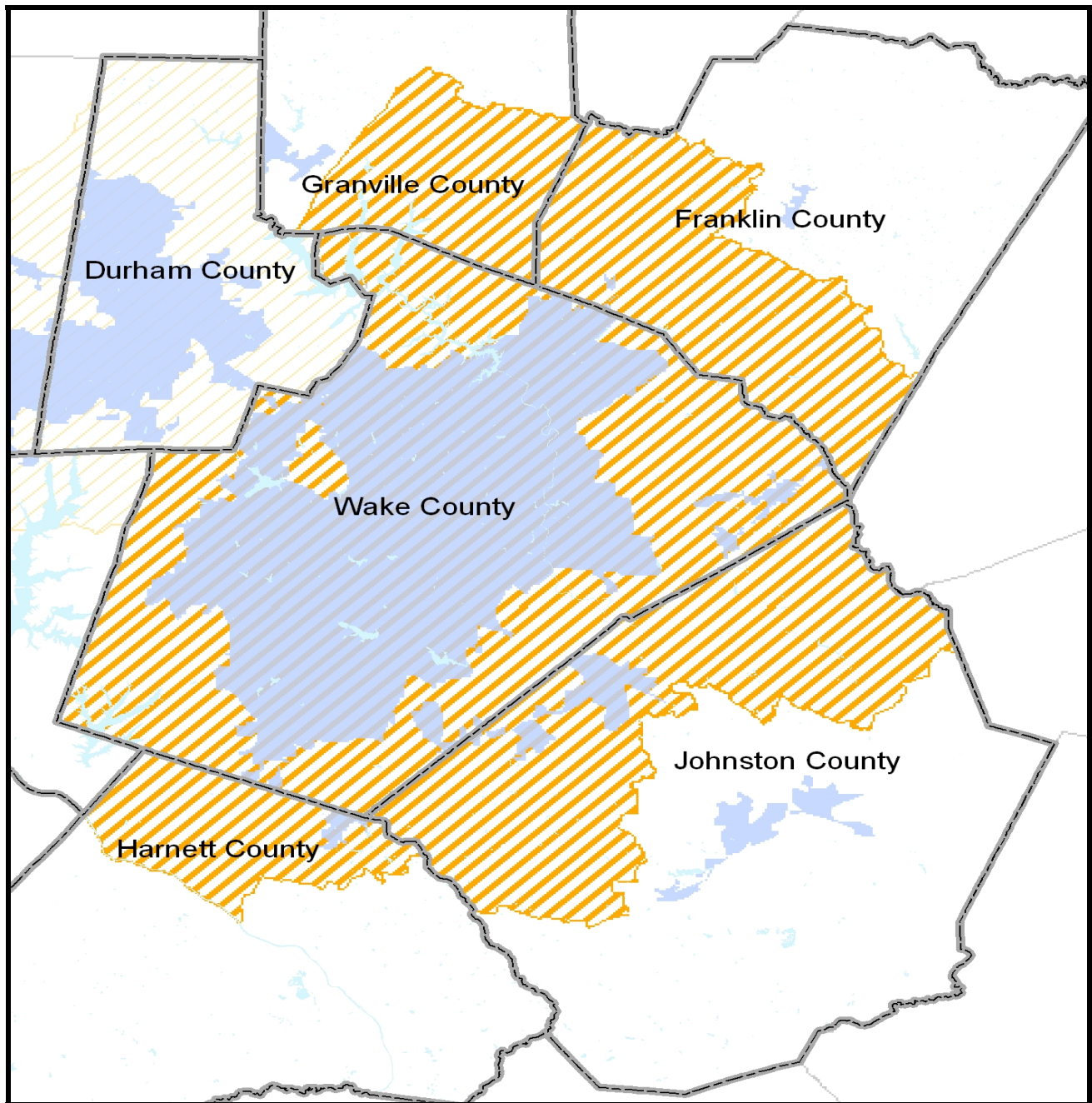
B. DEFINITION OF AREA

Based on the 2000 Census, the U.S. Census Bureau defined a new boundary for the Raleigh urbanized area, which now includes the Towns/Cities of Apex, Cary, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Rolesville, Wake Forest and Youngsville..

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Capital Area MPO Metropolitan Area Boundary



Capital Area MPO Planning Area



Census Defined Urban Area / Cluster

ORGANIZATION

The Capital Area MPO's fiscal agent is the City of Raleigh. The MPO has a two-committee organizational structure. The Transportation Advisory Committee (TAC) provides policy guidelines and approves the work product of MPO staff and the Technical Coordinating Committee. The TCC provides technical support and direction in the transportation planning process. Appendix B lists current members of the TAC and TCC. The MPO's Director and staff provide support and assistance to both Committees.

The TAC is comprised of 27 voting members with a weighted voting possibility if needed. They include elected officials of all member jurisdictions, a representative of the Triangle Transit Board and representatives of the NC Board of Transportation and non voting members representing the NC Turnpike Authority, the Federal Highway Administration, and the Towns of Butner and Louisburg.

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

Transportation Advisory Committee (TAC)

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

- (1) review and approval of the UPWP;
- (2) review and approval of the Metropolitan Transportation Improvement Program (MTIP) which ensures coordination between local and State programs;
- (3) review of the National Highway System and review and approval of changes to the Functional Classification Designation (as it pertains to the Surface Transportation Program) and Metropolitan Planning Area Boundary;
- (4) review and approval of this Prospectus;
- (5) guidance on transportation goals and objectives; and
- (6) review and approval of changes to the adopted transportation plan.

As required by North Carolina General Statutes 136-66.2, revisions in the Thoroughfare Plan must be jointly approved by the local governing boards and the North Carolina Department of Transportation.

Technical Coordinating Committee (TCC)

A Technical Coordinating Committee (TCC), also established by the Memorandum of Understanding, is responsible for supervision, guidance, and coordination of the continuing planning process, and for making recommendations to local and State governmental agencies and the Transportation Advisory Committee regarding any necessary action. The TCC is also responsible for review of the National Highway System and for development, review, and recommendation for approval of the Prospectus, UPWP, MTIP, Functional Classification Designation (as it pertains to the Surface Transportation Program), Metropolitan Planning Area Boundary revisions, and technical reports of the transportation study. The membership of the TCC consists of key staff from member jurisdictions, the North Carolina Department of Transportation, Triangle J COG, the Federal Highway Administration, and other agencies providing transportation services.

D. PRIVATE/ PUBLICSECTOR INVOLVEMENT

The MPO is planning to perform all UPWP subtasks utilizing MPO staff with the assistance of its partnering entities. However, depending upon local resources and federal funding availability the MPO may hire outside contractor to perform the needed studies identified as unfunded. The MPO also seeks input into the planning process by meeting with the Regional Transportation Alliance, the North Carolina Turnpike Authority, the Capital Area MPO's Bicycle and Pedestrian Stakeholders Group and other interested parties.

FEDERAL CERTIFICATION COMMENDATIONS

Every four years, the Federal Highway Administration and the Federal Transit Administration are required to review, in full, the planning processes of any metropolitan area that contains a population over 200,000 (also known as a Transportation Management Area, or TMA). The certification review was performed for the Capital Area Metropolitan Planning Organization (CAMPO) in April, 2009 and evaluated whether the MPO was in compliance with federal regulations. The first step in this process was to look at past reviews to ensure that recommendations and corrective actions had been resolved. The second step was to hold a public meeting to obtain the public's perspective on planning in the Capital area. The third step was to hold an on-site review (examining every planning aspect) and providing the MPO, the North Carolina Department of Transportation (NCDOT), and Transit Administrators, an opportunity to demonstrate their accomplishments or to answer any questions that the federal review team had.

Following the on-site review, the review team found the transportation planning process for the MPO's transportation management area meets the requirements of 23 CFR 450 Subpart C and 49 USC 5303 and is in effect certified. Furthermore, the Capital Area MPO received commendations from the review team. A Commendation is defined as an action to acknowledge exemplary practices within the planning process. These examples show efforts that are above and beyond federal and state requirements. The following is a list of Commendations:

Coordination

1. The Capital Area MPO is commended on their collaborative efforts with municipality and NCDOT partners including:
 - a. Involvement of all municipalities in project prioritization and the Comprehensive Transportation Plan (CTP) process;
 - b. workshop retreats to assess the needs of the municipalities; and
 - c. addition of staff to target and meet the needs of training and assisting the municipalities.
2. The Capital Area MPO and DCHC (Durham-Chapel Hill-Carrboro MPO) are commended in their collaboration with Triangle J Council of Governments (TJ COG) for coordinating and streamlining the Air Quality Conformity process.
3. The Capital Area MPO, DCHC, and TJ COG are commended for their collaborative efforts in producing a joint Long Range Transportation Plan (LRTP).

Transit

4. The Capital Area MPO is commended for its downtown Circulator hybrid bus that connects key features in the downtown area.
5. The Capital Area MPO, the North Carolina Department of Transportation (NCDOT), DCHC, and area Transit agencies are commended for their collaborative efforts in the STAC report and implementing transit goals in their transportation systems.

ABBREVIATIONS

The following abbreviations denote agencies, plans and programs:

Local:

ITRE Institute for Transportation Research and Education
MPO Metropolitan Planning Organization

Regional:

AMPO Association of Metropolitan Planning Organizations
NCAMPO Association of North Carolina Metropolitan Planning Organizations
TJ COG) Triangle J Council of Governments

State:

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

Federal:

EJ Environmental Justice
EPA Environmental Protection Agency
FHWA Federal Highway Administration
FTA Federal Transit Administration
ISTEA Intermodal Surface Transportation Efficiency Act of 1991
JARC Job Access and Reverse Commute
TEA-21 Transportation Equity Act for the 21st Century
SAFETEA-LU Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

Plans and Programs:

CMP Congestion Management Process
ITS Intelligent Transportation System
MTIP Metropolitan Transportation Improvement Plan
STIP North Carolina State Transportation Improvement Program
UPWP Unified Planning Work Program

FUNDING SOURCES

There are three main sources of funds used for transportation planning in the UPWP:

- 1 Federal funds - US Department of Transportation (FHWA & FTA)
- 2 State funds - North Carolina Department of Transportation (NCDOT)
- 3 Local Match - A pro-rata share paid by each member jurisdiction within the Capital Area MPO. These member jurisdictions include: Additional funds are paid by members who desire to participate in special projects that are outlined annually in the UPWP. These special projects include Transit Planning, Corridor Studies, ITS Studies, etc.

Federal Funds

FHWA Funds - Two principal FHWA funds used for UPWP planning purposes are the Section 104(f) - PL funds and Surface Transportation Program-Direct Attributable (STP-DA) funds.

State Funds (NCDOT)

Congestion Mitigation Air Quality (CMAQ) funds and Highway Planning and Research (HPR) funds (grants from FHWA to NCDOT) which NCDOT administers.

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

Local Funds

Recipients of FHWA funds are required to provide 20% local match. The MPO's member agencies (listed above) provide a 20% local match for Section 104(f) - PL and STP-DA funds. The Capital Area Transit Service providers provide 10% local match for FTA section 5303 and 5307 funds as well. Local funds from member jurisdictions, beyond the 10% or 20% match requirement are to support the work program and contribute to special studies.

FY 2010-2011 UPWP funding levels and descriptions of funding sources

Section 104(f), (PL funds)

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

Federal (PL funds)	\$ 554,611
<u>Local Match (20%)</u>	<u>\$ 474,408</u>
Total	\$ 1,029,019

STP-DA

The Direct Attributable portion of the Surface Transportation Program (STP) funds designated by SAFETEA-LU for use by Transportation Management Areas (TMAs are MPOs with populations exceeding 200,000). By agreement, between the Capital Area MPO and NCDOT, a portion of these funds is flexed for MPO transportation planning. STP-DA funds are used to fund major emphasis areas as described in the main UPWP document. A total of \$1,400,000 of STP-DA funds are programmed in FY 2010-2011 UPWP.

Federal (STP-DA)	\$ 1,120,000
<u>Local Match (20%)</u>	<u>\$ 280,000</u>
Total	\$ 1,400,000

State Planning and Research Funds (SPR Funds) -

FHWA funds allocated to the Transportation Planning Branch (TPB) of NCDOT who determines the allocation of these funds among tasks in the UPWP. NCDOT is responsible for contributing 20% of the non-federal match for these funds. SPR Funds have been used for the most recent US 64 Corridor Study; and are being programmed for the current NC 50 Corridor Study. SPR funds programmed in the 2009-2010 UPWP are as follows:

Federal	\$ 238,900
<u>NCDOT-TPB</u>	<u>\$ 59,600</u>
Total	\$ 298,500

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 (formerly Section 9, Capital) of the Federal Transit Act Amendments of 1991.

Section 5303

Grant monies from FTA that provide assistance to urbanized areas for planning and technical studies related to urban public transportation. They are filtered down from the Federal Transit Administration through the Public Transportation Division (PTD) of NCDOT to the MPO transit operators. A local match of 10% is required for these funds. (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

	<u>CAT</u>	<u>TTA</u>	<u>MPO Total</u>
Federal	\$ 219,368	\$0	\$ 219,368
State	\$ 27,421	\$0	\$ 27,421
<u>Local</u>	<u>\$ 27,421</u>	<u>\$0</u>	<u>\$ 27,421</u>
Total	\$ 274,210	\$0	\$ 274,210

Section 5307

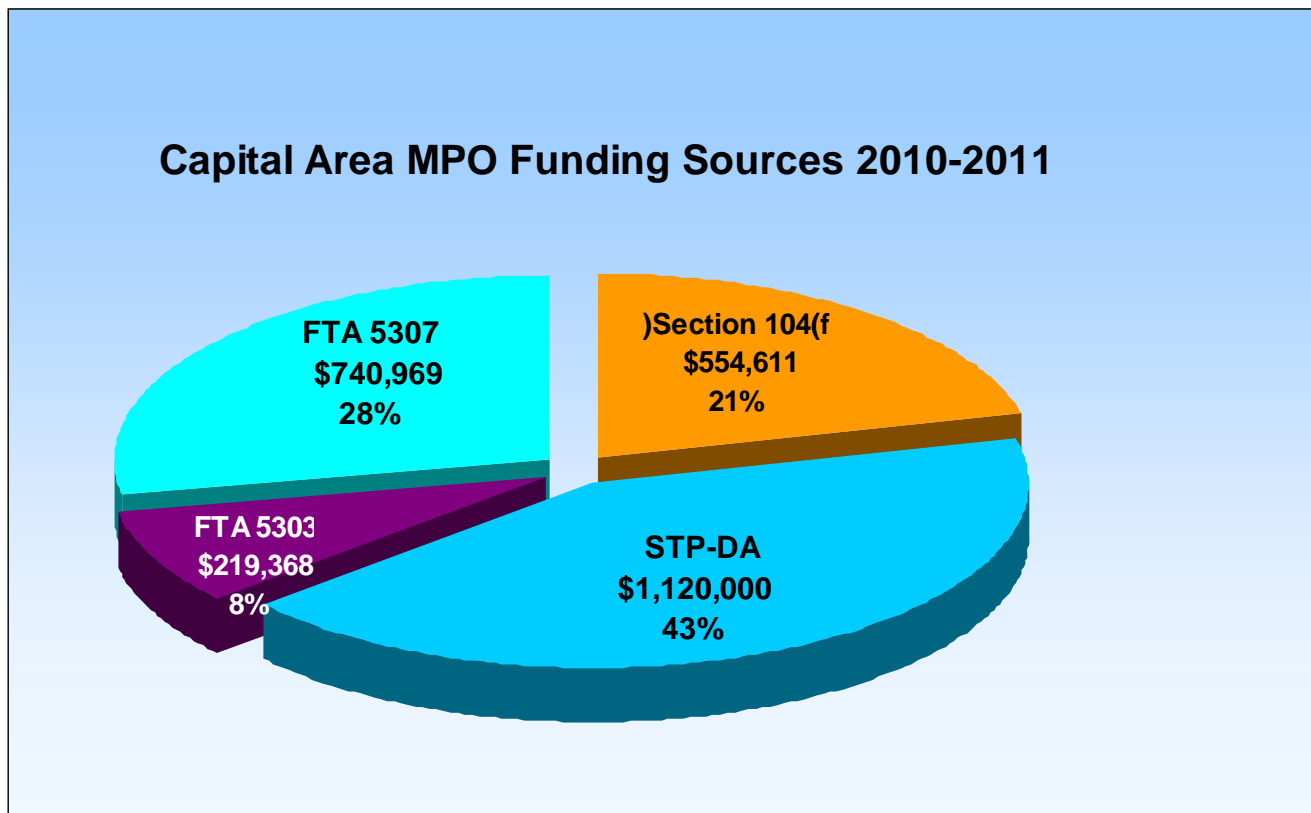
Funds distributed by the FTA on the basis of the transit operator's service area population and other factors. Capital Area Transit and the Triangle Transit Authority (TTA) use Section 5307 funds for assistance on a wide range of planning activities. These funds require a 10% local match, that is provided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

	<u>CAT</u>	<u>TTA</u>	<u>MPO Total</u>
Federal	\$ 262,969	\$ 478,000	\$ 740,969
State	\$ 32,871	\$ 59,750	\$ 92,621
<u>Local</u>	<u>\$ 32,871</u>	<u>\$ 59,750</u>	<u>\$ 92,621</u>
Total	\$ 328,711	\$ 597,500	\$ 926,211

A summary of the various planning funds proposed for use in the Capital Area MPO during FY 2010-2011 is provided in the following table and chart.

Capital Area MPO - UPWP Funding Sources

Funding Type	Federal	State	Local	Total
Section 104(f)	\$ 554,611	-	\$454,460	\$1,009,071
STP-DA	\$1,120,000	-	\$280,000	\$1,400,000
FTA 5303	\$219,368	\$27,421	\$27,421	\$274,210
FTA 5307	\$740,969	\$92,621	\$92,621	\$926,211
Total	\$2,634,948	\$120,042	\$854,502	\$3,609,492



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

This work element encompasses 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.

Proposed Activities:

1. Serve as a liaison between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro (MPO), NCDOT, the NC Department of Environmental and Natural Resources (DENR), Triangle J Council of Governments (TJCOG), and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Work with the Durham-Chapel Hill-Carrboro (MPO) on regional issues, preparation of regional priority lists and MTIP including amendments as necessary, update transportation plans and travel demand model, and 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 jurisdictional policy bodies.
4. Participate in Joint Durham-Chapel Hill-Carrboro MPO/Capital Area MPO technical and advisory committee meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

Objective 2:

To maintain and refine the regional travel demand model and the MPO sub-area model as tools for transportation planning and air quality conformity documents, reports, and other materials necessary to meet the goals of the Clean Air Act Amendments (CAAA), SAFETEA-LU as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the Capital Area MPO.

Proposed Activities:

1. Continued 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)

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 and maintain the UPWP in conformance with applicable federal, state, and regional guidelines and prepare UPWP amendments as necessary reflecting any change in programming or focus for the current fiscal year.

Proposed Activities:

1. Review and amend relevant portions of the Capital Area MPO's UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis areas and transportation planning objectives
2. Develop a new UPWP for the Capital Area MPO planning area for the upcoming program year.

Public Involvement Process

Objective:

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.

Proposed activities:

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

Transportation Improvement Program (TIP) Development

Objective:

The MPO is responsible for annually developing, amending and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. The MPO will update and amend the current seven-year program of transportation improvement projects (known as the MTIP). This program is consistent with the 2035 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations, and FHWA/FTA Planning Regulations.

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers
2. Endorse 2011-2017 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.

Environmental Justice

Objective:

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.

Proposed activities:

1. Update demographic profiles based on the most current available data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas
2. Provide increased opportunities for under-served populations to be represented in the transportation planning process
3. Define target areas through the use of Census Block Group data from the 2000 Census
4. Analyze the mobility of target area populations relative to jobs, childcare, and transit routes
5. Review existing public outreach and involvement plan
6. Translation and dissemination of planning documents to Spanish for dissemination and to be posted on MPO Website
7. Develop a protocol for responding to issues and concerns regarding Environmental Justice in general and identified minority populations in particular.

PROGRAM IMPLEMENTATION

The Capital Area MPO continues to expand its outreach to the members and the public through the implementation of new programs and/or processes. Current programs/processes:

(1) Coordinated Public Transportation - Human Services Transportation Plan

The passage of the federal transportation law known as SAFETEA-LU, in 2005 requires that projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be “derived from a locally developed, coordinated public transit - human services transportation plan.” SAFETEA-LU requires that this plan be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.” During the fall of 2007, the Capital Area Metropolitan Planning Organization (CAMPO) and the City of Raleigh took the lead in developing a coordinated regional public transit-human services transportation plan (CPT-HSTP). The plan provides a framework for the development of projects that will address the transportation needs of the target populations, by ensuring that the MPO and public transportation and human service agencies coordinate transportation resources offered through multiple Federal Transit Administration (FTA) programs. The end result of this plan offers a new annual application and evaluation process for public transportation agencies, human service agencies, and private entities to request Job Access and Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317) funding.

Job Access and Reverse Commute (JARC)

Program established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services.

Eligible recipients:

States and public bodies are eligible designated recipients. Eligible subrecipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.

Eligible Activities:

Capital planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.

New Freedom

A formula grant program, designed to provide additional tools to overcome existing barriers facing Americans with disabilities that are seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities, beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Eligible recipients: States and public bodies are eligible designated recipients.

Eligible subrecipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.

Eligible Activities: Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.

(2) US-1 Corridor Council of Planning

Following adoption of the US-1 Corridor Study and subsequent Study Report, the US-1 Memorandum of Understanding was developed. The purpose of the Memorandum of Understanding is to encourage the local governments along the corridor and transportation agencies managing the corridor to develop a comprehensive land use, urban design, and transportation plan that incorporates existing and anticipated land use and transportation patterns. The mechanism used in fulfilling that purpose is through the existing US-1 Council of Planning. The Council of Planning serves as an advisory group, and meets regularly to:

- Review all land use developments and transportation projects of regional significance, working in tandem with the NCDOT District Engineer.
- Review any changes to the US-1 Corridor Plan, and will coordinate community involvement activities when necessary to ensure the integrity of the Plan
- Review and coordinate member jurisdictions Land Use Plans that cover the corridor which shall include but is not limited to:

- proposed land uses along each corridor
- local collector road plan
- a series of best practice access management and development standards

The partnership established through the Memorandums of Understanding is clear in the position that all parties recognize that future governmental entities may not be contractually bound by the adoption of these Memorandums. Parties, in good faith, further commit to: (1) review the recommendations of the Council of Planning, and (2) meet regularly with other Parties regarding emerging issues along the Corridors.

The first meeting of the US 1 Council of Planning was April 19, 2007; and the Council has met consistently on a quarterly basis.

NEW PROGRAM IMPLEMENTATION

The MPO will implement new programs as of this year. Examples of the new programs include: (1) Allocating STP-DA Funding to Bicycle/Pedestrian/Transit Projects, and (2) establishing a standing Congestion Management Process Subcommittee. Both of these programs are discussed below.

(1) Allocating STP-DA Funding to Bicycle/Pedestrian/Transit Projects

In January, 2007 the Transportation Advisory Committee (TAC) meeting, held discussion on the need to identify projects and distribute the \$600,000 annual allocation of Surface Transportation - Direct Attributable (STP-DA) funds that were identified in the approved FY 2006-2012 MTIP and draft FY 2007-2013 STIP as reserved for bicycle/pedestrian and transit projects. The TCC was directed to pursue a method of calling for projects and distributing funds for this annual allocation. The TCC created a table showing the fund distribution scenario endorsed by the TAC. This table shows that 50 percent of the allocation would be evenly distributed among member agencies. The local match would be determined by a sliding scale based on population. The remaining 50 percent would be awarded using a competitive process MPO-wide and would also be subject to the sliding scale match. During the summer of 2007, staff prepared the forms, called for projects and received applications. Following a subcommittee meeting to discuss the applications received, a list was presented to the TCC in August and forwarded to the TAC for their endorsement at their August 15, 2007 meeting. Since August 2007 there have been no "calls" for projects. As of January, 2010 the TCC and TAC have decided to commit to an annual "call" for projects and begin spending the backlog of funds available. The "call" for Bicycle/Pedestrian/Transit projects using STP-DA funding will occur annually during the month of January; with agreements initiated by no later than July of that same year. The TCC and TAC also established a standing STP-DA Subcommittee to review projects for grant awards; as well as review and revise schedule as necessary.

(2) Congestion Management Process Subcommittee

The Congestion Management Process (CMP) is a systematic approach that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs). The CMP has been described as an "8 Step" process, as follows:

- Develop congestion management objectives;
- identify area of application;
- define system/network of interest;
- develop performance measures;
- institute system performance monitoring plan;
- identify/evaluate strategies;
- implement selected strategies/manage system; and
- monitor strategy effectiveness.

Following the Federal Certification Review in April, 2009, the MPO was strongly encouraged to continue development of a CMP. The MPO is scheduled to adopt the CMP during the spring of this current fiscal year. The CMP will also implement a "call" for projects that would use CMAQ, STP-DA, or other funding categories to address problems within the transportation system that are not meeting adequate performance measures. Finally, the Congestion Management Process will have a standing subcommittee that will monitor the effectiveness of the CMP and make changes as necessary.

The following summarizes proposed emphasis areas for 2010-2011 Unified Planning Work Program:

- A. Comprehensive Transportation Planning
- B. Capital Area Transit's Mid-Range Transit Study
- C. Corridor Study - Southwest Area

Descriptions:

A. Comprehensive Transportation Planning

The Capital Area Metropolitan Planning Organization (CAMPO) will work in conjunction with staff from member jurisdictions in developing County Comprehensive Transportation Plans for Franklin, Harnett, Johnston and Wake counties. The particular elements that will be focused on include the highway element and bicycle portions of the Plan. CAMPO staff will coordinate the efforts of its member counties/jurisdictions as well as the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization to ensure highway and bicycle facility continuity.

B. Capital Area Transit's Mid-Range Transit Study

Capital Area Transit will develop a Short Range (3 Year) Transit Plan for the City of Raleigh and a Mid-Range (2025 Horizon) Transit Plan for the Capital Area Metropolitan Planning Organization (CAMPO) planning area. The Study's consultant(s) will report to and be directed by a Transit Study Committee composed of staff representatives from the Capital Area Metropolitan Planning Organization (CAMPO), the City of Raleigh, the Raleigh Transit Authority, Triangle Transit, the North Carolina Department of Transportation, North Carolina State University, and other government agencies. This committee will monitor the development of the Plans and provide guidance to the consultant(s). The Study will draw from existing plans and initiatives:

- STAC Report
- Triangle Transit Short-Range Transit Plan (SRTP)
- C-Tran
- Wolf-Line
- City of Raleigh Comprehensive Plan

- Services to be developed with ridership, capital, and operating cost projections.
- Emphasis on Park and Ride options with geographic preference and estimated cost.

The purpose is to develop a more detailed and comprehensive list of transit alternatives and options within the City of Raleigh and the Capital Area MPO's planning jurisdictions.

C. Southwest Area Corridor Study

The portion of southwestern Wake County and northern Harnett County is experiencing significant change due to regional growth. Those changes will be influenced by the expansion of Harris Lake through a 20 foot depth increase; as well as the relocation of military units and families to Fort Bragg and surrounding areas. Highway NC 55 serves as the major corridor of southwestern Wake County through northern Harnett County. The scope of the Study will include a 10 to 15 mile stretch of NC 55 traversing through Wake and Harnett counties, and will address both land use and transportation opportunities.

2010-2011 UPWP Major Emphasis Projects - Work Elements and Program								
Comprehensive Transportation Planning					Capital Area MPO	Local	FHWA	Total
	II	B	9			4,500	20,000	24,500
	II	B	10			5,500	25,000	30,500
	II	B	11			3,250	15,000	18,250
					Total	13,250	60,000	73,250
CAT Mid-Range Transit Plan	III	D	3		Capital Area MPO	Local	FHWA	Total
					Capital Area MPO Contribution	29,167	145,833	175,000
					Total	29,167	145,833	175,000
Southwest Area Corridor Study	III	D	3		Capital Area MPO	Local	FHWA	Total
						66,667	333,333	400,000
					Total	66,667	333,333	400,000

Task Descriptions and Narratives

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 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 count location and traffic volume maps.

Proposed Activities:

The Capital Area MPO will update its traffic count database during the 2011 fiscal year.

Task II-A-2: Vehicle Miles of Travel

No activities proposed, therefore no funds programmed.

Task II-A-3: Street System Mileage Change

No activities proposed, therefore no funds programmed.

Task II-A-4: Traffic Accidents

Collection of traffic accident data and prepare a summary and analysis of high accident locations. Data will be used for the MPO's Congestion Management Process.

The Capital Area MPO will be receiving up to data traffic accident data from NCDOT

Task II-A-5: Transit System Data

Short-range and mid-range transit planning efforts will be conducted by the MPO's transit providers, the Capital Area Transit (CAT), Wolfline, and Triangle Transit. This will include a "short to mid-range transit services plan" to evaluate transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements.

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

Please see Task II-B-2.

Task II-A-7: Air Travel

No activities proposed, therefore no funds programmed.

Task II-A-8: Vehicle Occupancy Rates

Performance of VOR counts; including the annual downtown Raleigh VOR count.

Task II-A-9: Travel Time Studies

Please see Task II-B-2.

Task II-A-10: Mapping

The Capital Area MPO will be engaged in various map production exercises, particularly for the web site and presentations. The Capital Area MPO will also be coordinating with Triangle Transit and Wake County staffs in producing maps for the proposed Wake County Transit Plan.

Task II-A-11: Central Area Parking Inventory

No activities proposed, therefore no funds programmed.

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

The Capital Area MPO will be conducting its two-year bicycle and pedestrian facilities inventory.

Task II-A-13: Bicycle and Pedestrian Counts

No activities proposed, therefore no funds programmed.

II-B: Long Range Transportation Plan Activities

Capital Area MPO staff, in conjunction with staffs from the Durham-Chapel Hill-Carrboro MPO and Triangle J Council of Governments will begin the initial work in creating the 2040 Long Range Transportation Plan. Incorporated into those efforts will be work to be done on the Wake County Comprehensive Transportation Plan (CTP); as well as works done on the Franklin, Harnett, and Johnston County CTPs.

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

No activities proposed, therefore no funds programmed.

Task II-B-2: Collection of Network Data

The NC Capital Area MPO has been working with a data collection company called "AirSage" to develop a pilot program to collect speed data using cell phone signals. AirSage has partnered with local news stations and companies such as Google to provide real time travel information, and this new collection method would provide far more exhaustive data for a fraction of the standard survey cost. The pilot would collect data in March 2010, which makes the data available for the update of the Triangle Regional Model, and will allow the MPO to begin collecting speed data for the Congestion Management Process (CMP). These speeds will provide a benchmark to compare the effectiveness of completed projects at reducing congestion, a requirement of the process.

The pilot program would report speeds at up to 15-minute intervals, between 6:00 am and 10:00 pm, five days a week; and cover 834 centerline miles of road, including local and collector streets. It will give our MPO a much greater understanding of traffic patterns in our region, and, for the first time, how they fluctuate during the day. This greater understanding translates into more accurate transportation models, and a much more effective CMP. Future plans include new technology and new statistical procedures to produce volume data as well as origin-destination tables. The MPO would be one of the first MPOs in the country to utilize this new technology.

Furthermore, the Triangle has conducted inventories of population and employment to coincide with model estimation years and with LRTP base years. The Model Team recommends collecting data for the following schools: North Carolina State University (NCSU), the University of North Carolina-Chapel Hill, Duke, and North Carolina Central University (NCCU).

Other data to be collected included are: enrolled student residence location (local address)

If possible by (in priority order):

On campus and off campus

Undergraduate and graduate/professional

Full time students and part time students

Students working on campus and not working on campus (may be difficult to get and is a lower priority)

Collect number of and location of university beds (UBEDs) for the following institutions: NCSU, UNC Chapel Hill, Duke University, NCCU, Meredith College, Peace College, Shaw University, and St. Augustine's College.

Task II-B-3: Travel Model Updates

There will be a contract renewal for the Triangle Regional Model Services Bureau housed on the campus of North Carolina State University; along with a cost share for computer replacements at the Bureau to complete travel model updates.

Task II-B-4: Travel Surveys

No activities proposed, therefore no funds programmed.

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

No activities proposed, therefore no funds programmed.

Task II-B-6: Community Goals and Objectives

Development along the region's major corridors presents the challenge to maintain the viability of manageable vehicular travel, as well as to maintain the integrity of adopted corridor plans. Activities associated with this task include support for the US 1 Council of Planning and future Councils of Planning following the completion of corridor studies.

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

No activities proposed, therefore no funds programmed.

Task II-B-8: Capacity Deficiency Analysis

No activities proposed, therefore no funds programmed.

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

Continue update of the Highway Element for the Franklin, Harnett, Johnston and Wake Counties CTPs. The North Carolina Department of Transportation will be participating in the "3-C" Process with the Capital Area MPO.

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

Following the adoption of HB in the North Carolina Legislature in 2009, Wake County staffs are working to establish the action items and plan elements that Wake County would like to see in place prior to scheduling a voter referendum on taxing for transit services and infrastructure. The focus of these efforts would be on determining and achieving things that would help the referendum pass when it is put on the ballot. Capital Area MPO staff will be working with Wake County staff and area transit providers to create a comprehensive transit plan that would merit public support. Please also see Task III-D-3, section C for additional transit tasks.

Task II-B-11: Bicycle & Pedestrian Element of the CTP/L RTP

Update of the Bicycle and Pedestrian Plan component of the Franklin, Harnett, Johnston, and Wake County CTPs.

Task II-B-12: Airport/Air Travel Element of CTP/L RTP

No activities proposed, therefore no funds programmed.

Task II-B-13: Collector Street Element of CTP/L RTP

No activities proposed, therefore no funds programmed.

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

No activities proposed, therefore no funds programmed.

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

Outreach activities to the state's rail and trucking associations through the Capital Area MPO's Congestion Management Process as outlined in Task II-B-17.

Task II-B-16: Financial Planning

No activities proposed, therefore no funds programmed.

Task II-B-17: Congestion Management Systems Strategies

The Capital Area MPO will be adopting the Congestion Management Process during the spring of 2010. The objective of the Capital Area MPO Congestion Management Plan is to measure and manage congestion of the current and future transportation system through data collection, performance analysis, and travel demand modeling. The staff will use the information gathered from the data collection and analyses to initiate "calls" for transportation projects that would qualify for CMAQ, STP-DA funds, and possible ARRA funds.

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

Please see Task III-D-4.

Task III-A: Planning Work Program

Administer the FY 2010-2011 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the UPWP. 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.

Develop the new UPWP for the Capital Area MPO planning area for the upcoming 2012 program year.

Preparation of a new UPWP will be accomplished in cooperation with NCDOT and subject to the development process and the public involvement process endorsed by the TAC at its March, 2007 meeting.

Task III-B: Transportation Improvement Program (TIP)

Develop the FY 2011 - 2017 MTIP following the North Carolina Board of Transportation's release of the draft 2011-2017 STIP and work to maintain consistency with the 2035 Long-Range Transportation Plan, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers.
2. Develop 2011-2017 MPO Regional Priority Lists and 2011-2017 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 regarding transportation improvement projects.

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

Task III-C-1: Title VI

Continue to provide an update of Civil Rights statistics report to determine MPO compliance with civil rights provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D to 2000D-4; and the Code of Federal Regulations (referred to as CFR Title 49, Subtitle A, Part 21), and the assurances by the MPO pursuant thereto.

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

In accordance with Federal Action (Executive Order 12898), 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.

Proposed Activities:

Based on comments provided by the United States Department of Transportation (USDOT) during the Federal Certification Review in April, 2009 the MPO shall improve its demographic profile by taking the following steps:

- a. Include an overlay map of past, current, and future projects to ensure that cumulative effects are considered.
 - b. Combine the mapping of low income and minority populations.
 - c. Provide a further breakdown of minority populations by mapping different minority populations separately, if there is a significant number.
1. Furthermore, both the MPO and Federal Highway Administration (FHWA) will develop analyses that include specific measures to determine transportation system equity. Both benefits and burdens should be identified and comparisons are to be made between minority/ low income populations and non-minority/non low income populations.

Task III-C-3: Minority Business Enterprise

Continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development and 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

No activities proposed, therefore no funds programmed.

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

Participate in the UPASS Program development and partnerships with neighborhood organizations/the private sector; as well as study for S.E. Raleigh service.

Task III-C-6: Public Involvement

Increase public involvement activities, including additional outreach efforts targeting interested citizens, as well as minority and low income communities. NCDOT staff will participate in public involvement as needed.

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

Provide the public with complete information, timely notice, and full access to key decisions and opportunities for early and continuing involvement in the 3C process by means of:

1. MPO Public Involvement Process.
2. MPO website.
3. Newspaper advertisements.
4. Displays at public venues.

Task III-C-7: Private Sector Participation

No funds programmed.

III-D Incidental Planning/Project Development

Task III-D-1: Transportation Enhancement Planning

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

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. 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

- A. The MPO will work in coordination with NCDOT and the local staffs of Franklin, Harnett, and Johnston Counties as they complete the development of their Comprehensive Transportation Plans (CTPs). The Capital Area MPO will also work with NCDOT and local staff from throughout Wake County in the development of the Wake County CTP. As these CTPs are being completed for the aforementioned counties that are adjacent to Wake County, the Capital Area MPO will ensure that cross-county connections are seamless for each transportation mode. The transit element of the Wake County CTP will be incorporated into “Unified Wake County Area Transit Effort”; which will be presented to the public prior to a future referendum.
- B. The MPO, in conjunction with Capital Area Transit will continue its development of a ten to fifteen - year Service Improvement Plan. The Service Improvement Plan will consist of developing a 2025 Scope of Transit Services for the CAMPO Planning Area. This is the continuation of the Capital Area Transit’s development of a three to five-year Service Improvement Plan. The Service Improvement Plan will consist of developing a 10-15 year Scope of Transit Services for the Capital Area MPO Planning Area.
- C. The MPO will commit to producing a Southwest Area Corridor Study. The significant growth has occurred in the portion of the Capital Area MPO that includes southwestern Wake County and Harnett County. This is magnified with the desire by Progress Energy to increase the depth of Harris Lake by 20 feet. The scope of the Study will include a 10 to 15 mile stretch of NC 55 traversing through Wake and Harnett counties, and will address both land use and transportation opportunities.

Task III-D-4: Regional or Statewide Planning

The Capital Area MPO will participate in projects, partnering with DCHC, TTA, the Regional Transportation Alliance (RTA), and TJCOG 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, the ITS Regional Architecture Deployment Plan, Regional Financing study, etc.

Task III-E: Management and Operations

This work element pertains to 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.

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.

Proposed Activities:

1. Support Wake County through a comprehensive, continuing, and cooperative transit planning and programming process that will lead to a future referendum.
2. Provide liaisons between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro MPO (DCHC MPO), the North Carolina Department of Transportation (NCDOT), the Department of Environment and Natural Resources (DENR), the Triangle J Council of Government, the surrounding Rural Planning Organization (RPOs) and other organizations at the local, regional, state, and federal level on transportation related matters, issues and actions.
3. Work with the DCHC MPO on regional issues. Prepare Regional Project Priority lists and 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.

Table 3. Proposed Funding Sources.

Capital Area MPO - Composite Summary			SEC 104 (F)		STP DA Funds		SECTION 5303			SECTION 5307			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	AGENCY	Highway/Transit		Highway/Transit		Highway/Transit			Transit			LOCAL	NCDOT	FEDERAL	TOTAL
			Local	FHWA	Local	FHWA	Local	PTD	FTA	Local	PTD	FTA				
			0	1	0	1	0	0	1	0	0	1				
I. CONTINUING TRANSPORTATION PLANNING																
II-A-1	Traffic Volume Counts	CAMPO/RALEIGH			3,000	12,000							3,000	-	12,000	15,000
		NCDOT TPB											-	-	-	
II-A-2	Vehicles Miles of Travel (VMT)												-	-	-	
II-A-3	Street System Changes	CAMPO/RALEIGH											-	-	-	
II-A-4	Traffic Accidents	CAMPO/RALEIGH			3,125	12,500							3,125	-	12,500	15,625
II-A-5	Transit System Data	CAT/RALEIGH PW					9,963	9,963	79,702	3,362	3,362	26,897	13,325	13,325	106,599	133,249
		CAMPO/RALEIGH			1,563	6,250							1,563	-	6,250	7,813
		TTA								9,100	9,100	72,800	9,100	9,100	72,800	91,000
II-A-6	Dwelling Unit and Population Changes	CAMPO/RALEIGH			2,250	9,000							2,250	-	9,000	11,250
II-A-7	Air Travel												-	-	-	
II-A-8	Vehicle Occupancy Rates (VOR)	CAMPO/RALEIGH	1,200	6,000									1,200	-	6,000	7,200
II-A-9	Air Quality												-	-	-	
II-A-10	Mapping	CAMPO/RALEIGH	9,000	45,000									9,000	-	45,000	54,000
II-A-11	Managed Activity Center Parking Inventory	CAMPO/RALEIGH			1,500	6,000							1,500	-	6,000	7,500
II-A-12	Bicycle and Pedestrian Facilities Inventory	CAMPO/RALEIGH	40,000	40,000									40,000	-	40,000	80,000
II. LONG-RANGE TRANSPORTATION PLAN (LRTP)																
II-B-1	Collection of Base Year Data	CAMPO/RALEIGH											-	-	-	
II-B-2	Collection of Network Data	CAMPO/RALEIGH			40,000	160,000							40,000	-	160,000	200,000
		NCDOT TPB			-	-							-	-	-	
II-B-3	Travel Model Updates (ITRE/TRM)	CAMPO/RALEIGH			35,000	140,000							35,000	-	140,000	175,000
		NCDOT TPB											-	4,500	18,000	22,500
		TTA								8,000	8,000	64,000	8,000	8,000	64,000	80,000
II-B-4	Travel Surveys	CAMPO/RALEIGH											-	-	-	
		TTA											-	-	-	
II-B-5	Forecast of Data to Horizon Year	CAMPO/RALEIGH	4,722	23,611	23,750	95,000							28,472	-	118,611	147,083
		NCDOT TPB											-	-	-	
II-B-6	Community Goals and Objectives	CAMPO/RALEIGH			-	-							-	-	-	
	US 1 Council of Planning	CAMPO/RALEIGH											-	-	-	
II-B-7	Forecasts of Future Travel Patterns	CAMPO/RALEIGH											-	-	-	
II-B-8	Capacity/Deficiency Analysis	CAMPO/RALEIGH											-	-	-	
II-B-9	Highway Element of CTP/LRTP	CAMPO/RALEIGH	2,000	10,000	2,500	10,000							4,500	-	20,000	24,500
		NCDOT TPB											-	11,700	46,800	58,500
II-B-10	Transit Element of CTP/LRTP	CAMPO/RALEIGH	3,000	15,000	2,500	10,000							5,500	-	25,000	30,500
		TTA								2,250	2,250	18,000	2,250	2,250	18,000	22,500
II-B-11	Bicycle and Pedestrian Element of CTP/LRTP	CAMPO/RALEIGH	2,000	10,000	1,250	5,000							3,250	-	15,000	18,250
		NCDOT TPB											-	1,000	4,500	5,500
II-B-15	Freight Movement/Mobility Planning	CAMPO/RALEIGH			7,500	30,000							7,500	-	30,000	37,500
II-B-16	Financial Planning	CAT/RALEIGH PW								664	664	5,314	664	664	5,314	6,643
		CAMPO/RALEIGH														
		TTA														
II-B-17	Congestion Management Process	CAMPO/RALEIGH	6,000	24,000									6,000	-	24,000	30,000
II-B-18	Air Quality Planning/Conformity Analysis	CAMPO/RALEIGH											-	-	-	
		NCDOT TPB											-	-	-	
II-C-1	Short Range Transit Planning	TTA								33,500	33,500	268,000	33,500	33,500	268,000	335,000
III. ADMINISTRATION																
III-A	Unified Planning Work Program	CAMPO/RALEIGH	20,551		3,542	14,166							24,093	-	14,166	38,259
		CAT/RALEIGH PW								740	740	5,919	740	740	5,919	7,399
		NCDOT TPB											-	300	1,200	1,500
III-B	Transportation Improvement Program	CAMPO/RALEIGH	2,000	10,000	2,500	10,000							4,500	-	20,000	24,500
		CAT/RALEIGH PW								1,188	1,188	9,500	1,188	1,188	9,500	11,875
		NCDOT TPB											-	400	1,600	2,000

Table 3. Proposed Funding Sources.

III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements																
III-C-1	Title VI	CAT/RALEIGH PW								653	653	5,227	653	653	5,227	6,534
		CAMPO/RALEIGH		2,000	8,000								2,000	-	8,000	10,000
III-C-2	Environmental Justice	CAMPO/RALEIGH		3,250	13,000								3,250	-	13,000	16,250
		CAT/RALEIGH PW								405	405	3,239	405	405	3,239	4,049
III-C-3	Minority Business Enterprise Planning (MBE)	CAMPO/RALEIGH		2,203	8,811								2,203	-	8,811	11,014
III-C-4	Planning for the Elderly and Disabled	CAT/RALEIGH PW	10,278	1,675	6,700	3,375	3,375	27,001		1,409	1,409	11,273	16,737	4,784	44,974	66,496
		CAMPO/RALEIGH PW											-	-	-	
III-C-5	Safety/Drug Control Planning	CAMPO/RALEIGH		625	2,500								625	-	2,500	3,125
III-C-6	Public Involvement	CAMPO/RALEIGH	12,000	5,125	20,500								17,125	-	20,500	37,625
		CAT/RALEIGH PW				3,017	3,017	24,134		1,673	1,673	13,380	4,689	4,689	37,514	46,893
		NCDOT TPB											-	-	-	
III-C-7	Private Sector Participation	CAT/RALEIGH PW				2,557	2,557	20,455		1,912	1,912	15,296	4,469	4,469	35,751	44,689
III-D Incidental Planning and Project Development																
III-D-1	Transportation Enhancement Planning	CAMPO/RALEIGH	5,000	1,500	6,000								6,500	-	6,000	12,500
III-D-2	Environmental Analysis and Pre-TIP Planning	NCDOT TPB											-	1,700	6,800	8,500
		CAMPO/RALEIGH		1,625	6,500								1,625	-	6,500	8,125
III-D-3	Special Studies															
	Southwest Area Corridor Study	CAMPO/RALEIGH	27,084	125,000	39,583	158,333							66,667	-	283,333	350,000
		NCDOT TPB											-	40,000	160,000	200,000
	Special Corridor Studies	TTA								6,900	6,900	55,200	6,900	6,900	55,200	69,000
	Short-Mid Range Transit Plan	CAMPO/RALEIGH	7,709	60,000	21,458	85,833							29,167	-	145,833	175,000
		CAT/RALEIGH PW					8,510	8,510	68,076	9,991	9,991	79,925	18,500	18,500	148,001	185,001
	Wake County Transit Initiative	TTA											-	-	-	
		CAMPO/RALEIGH	22,916	25,000	10,417	41,667							33,333	-	66,667	100,000
		NCDOT TPB											-	-	-	
	H.S. Rail Raleigh - RTP	CARY	150,000										150,000	-	-	150,000
		CAMPO/RALEIGH	11,000	89,000	10,000	40,000							21,000	-	129,000	150,000
		NCRR														
III-D-4	Regional or Statewide Planning	CAMPO/RALEIGH	8,000	32,000									8,000	-	32,000	40,000
	Air Quality Planning	NCDOT TPB											-	-	-	
	Joint MPO/RPO LUTRAQ Coordination (Reality Check)	TJCOG	10,000	40,000									10,000	-	40,000	50,000
III-E	Management and Operations Administration (Includes Policy & Procedure Initiative)	CAMPO/RALEIGH		50,560	202,240								50,560	-	202,240	252,800
		CAMPO/RALEIGH	250,000										250,000	-	-	250,000
		CAMPO/RALEIGH														
		CAT/RALEIGH PW								10,875	10,875	86,999	10,875	10,875	86,999	108,749
		NCDOT TPB											-	-	-	
TOTALS			604,460	554,611	280,000	1,120,000	27,421	27,421	219,368	92,621	92,621	740,969	1,004,502	179,642	2,873,848	4,057,992

**FY 2011
UNIFIED PLANNING WORK PROGRAM (UPWP) - Capital Area Transit**

1 MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	
2 FTA Code	442400	442100	442500	442700	442100	442700	442682	442100	442400	442301	442100	
3 Task Code	II-A-5	III-A	III-B	II-B-16	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	III-D-3	III-E	
4 Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Financial Planning	Title VI	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	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.	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program.	Develop of cost estimates for future years of Transit Plan.	Service planning in accordance with FTA Regulations for Title VI.	Service planning in consideration of low-income & minority groups.	Monitor the Accessible Raleigh Transportation Program and participation.	Public Involvement in the transit route decision making process.	Partnerships &/or involvement with private entities.	Mid-Range Transit Plan	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.	Preparation of (any amendments thereto) the Unified Planning Work Program per Federal & State requirements.	Preparation and planning of capital projects for transit system.	Develop of cost analyses for capital projects (services & equipment) needed for implementation of expansion of system.	Prepare route plans and evaluations.	Prepare route evaluations considering the three principals of E.J.	Prepare performance reports for ridership & service supply for the Accessible Raleigh Transportation (ART) Program.	Extensive public involvement process for service changes.	UPASS Program development and partnerships with neighborhood organizations/the private sector.	Develop a mid-range transit plan for the Capital Area MPO. This plan will use existing plans and new projections to create a clear vision of transit services within the Capital Area MPO.	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.	
7 Expected Completion Date of Product(s)	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	
8 Previous Work	Raleigh Five-Year Transit Plan/monthly route evaluations and the collection of Passenger Counts by stop location.	Previous annual Unified Planning Work Program.	Previous annual transit portion of Transportation Improvement Program.	Previous work in cost analysis and future financial planning.	Previous plans and Triennial Title VI review by FTA.	Previous route evaluations to the Raleigh Transit Authority.	Previous operating, financial, and ridership inventories.	Five-Year Transit Plan public input process and extensive public involvement for all other service changes.	UPASS Program development, bus pass purchase by private organizations, and development plan review.	Mid-Range 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 Completion	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	
16 Section 5303 Local 10%	\$ 9,963					\$ -	\$ 3,375	\$ 3,017	\$ 2,557	\$ 8,510		\$ 27,422
17 Section 5303 NCDOT 10%	\$ 9,963					\$ -	\$ 3,375	\$ 3,017	\$ 2,557	\$ 8,510		\$ 27,422
18 Section 5303 FTA 80%	\$ 79,702					\$ -	\$ 27,001	\$ 24,132	\$ 20,455	\$ 68,076		\$ 219,366
19 Section 5307 Transit - Local 10%	\$ 3,362	\$ 740	\$ 1,188	\$ 664	\$ 653	\$ 405	\$ 1,409	\$ 1,673	\$ 1,912	\$ 9,991	\$ 10,875	\$ 32,872
20 Section 5307 Transit - NCDOT 10%	\$ 3,362	\$ 740	\$ 1,188	\$ 664	\$ 653	\$ 405	\$ 1,409	\$ 1,673	\$ 1,912	\$ 9,991	\$ 10,875	\$ 32,872
21 Section 5307 Transit - FTA 50%	\$ 26,897	\$ 5,919	\$ 9,500	\$ 5,314	\$ 5,227	\$ 3,239	\$ 11,273	\$ 13,380	\$ 15,296	\$ 79,925	\$ 86,999	\$ 262,969
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 FY10-11

Section
5303

Name of MPO: City of Raleigh

Person Completing Form: Kelli Yeager/David Eatman

Telephone No: 919-996-4089

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, Printing, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
	-			\$0	\$0
<u>No DBE Opportunities Anticipated for FY 2010-2011</u>					

Anticipated DBE Contracting Opportunities for FY11

Name of MPO: Capital Area Metropolitan Planning Organization

Person Completing Form: Patrick McDonough

Telephone Number: (919) 485-7485

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	Triangle Transit	Consultant	\$138,000	\$138,000
II-A-5	Transit System Data	Triangle Transit	Consultant	Zero to \$182,000	Zero to \$182,000

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.

Appendices

RESOLUTION

ADOPTING THE FISCAL YEAR 2010-2011
UNIFIED PLANNING WORK PROGRAM OF THE NC CAPITAL AREA MPO

A motion was made by Mayor Sears and seconded by Mayor William 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 2010-2011;

NOW, THEREFORE BE IT RESOLVED that the Capital Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the Unified Planning Work Program for Fiscal Year 2010-2011 of the Capital Area MPO on this, the 21st day of April 2010.



Joe Bryan, TAC Chair
Transportation Advisory Committee

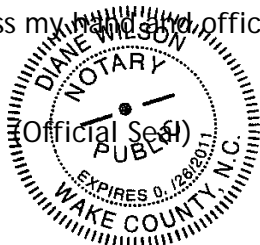


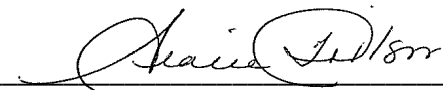
Ed Johnson, Director
NC Capital Area MPO

County of Wake
State of North Carolina

I, Diane Wilson, a Notary Public for Wake County, North Carolina, do hereby certify that on this the 21st day of April, 2010, Joe Bryan personally appeared before me and acknowledged the due execution of the foregoing RESOLUTION ADOPTING THE FISCAL YEAR 2010-2011 Unified Planning Work Program OF THE NC CAPITAL AREA MPO.

Witness my hand and official seal, this the 21st day of April, 2010.





Diane Wilson, Notary Public

My commission expires January 26, 2011.

**CAPITAL AREA MPO
CERTIFICATION CHECKLIST RESPONSES**

I. Does the area have a valid Transportation Plan?

The Long Range Transportation Plan for the Capital Area MPO does have a minimum 20 year planning horizon; with an active re-evaluation process that is updated every four years in accordance with the current enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Transportation Act that was adopted in August, 2005.

The Capital Area MPO Transportation Advisory Committee (TAC) adopted the 2035 Long Range Transportation Plan (LRTP) and its associated Air Quality Conformity (AQCD) Report on May 20, 2009. Elements that have been addressed within the 2035 LRTP include: projects that should support the economic vitality of MPO area by enabling competitiveness, productivity, and efficiency; increase safety and security of the transportation system; increase mobility options available for people and the movement of goods and services; protect and enhance the environment and increase the quality of life of transportation users; enhance the integration and connectivity for people and freight; promote efficient system management and operations; and preserve and improve the existing transportation system.

Due to SAFETEA-LU requirements, items such as visualization techniques, security, fiscal constraint, and year of expenditure must all be demonstrated in order to have a conforming LRTP. Fortunately, the close collaboration between all of the 2035 LRTP partners has provided ample time to address and meet these concerns. Furthermore, the current LRTP is very Transit-focused. This initiative is due to the combined Statewide Transit Advisory Council (STAC) recommendations for the Triangle Region. During the federal certification process in April, 2009 the Capital Area MPO, along with the Durham-Chapel Hill-Carrboro were commended for their collaborative efforts in producing a joint Long Range Transportation Plan (LRTP).

II. Is there a functioning Technical Coordinating Committee and Transportation Advisory Committee?

The Capital Area MPO has a functioning Technical Coordinating Committee and Transportation Advisory Committee. The Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) of the Capital Area MPO meet on the first Thursday and third Wednesday of each month respectively. The meetings for both committees have historically received good attendance. The meetings include a review of appropriate transportation planning issues within the Capital Area MPO.

The Capital Area MPO TAC also works cooperatively with the Durham-Chapel Hill-Carrboro TAC. The relationship between these two governing boards has been strengthened with the adoption of a Joint Memorandum of Agreement with the Durham-Chapel Hill-Carrboro MPO, as well as the signing of a Letter of Agreement between the two MPOs that addresses the process by which planning will be conducted for urbanized areas (UZAs) that cross county boundary as well as MPO boundary lines. The two regional MPOs have held joint meetings at

least two times within the past calendar year (May 21, 2008 and October 29, 2008 respectively); and are currently working to adopt a single, regional long range transportation plan.

The TCC is very active in dealing with specific planning issues, and uses subcommittee groups to address and provide solutions to transportation process issues such as the MTIP and the UPWP.

III. Is there a current Prospectus?

The Prospectus labeled, "Prospectus for Continuing Transportation Planning for the Capital Area Metropolitan Planning Organization", was approved by the TAC on February 13, 2002, is the most current Prospectus used by the Capital Area MPO.

IV. Is there a current (Unified) Planning Work Program (PWP)?

The MPO creates and adopts a Unified Planning Work Plan annually. The current, active Unified Planning Work Program (UPWP) was adopted by the Capital Area MPO TAC on May 20, 2009. The UPWP provides sufficient detail indicating who will perform the work, as well as what is the end product. The lead planning agency (City of Raleigh) solicits proposed planning tasks from the MPO member participants and does the work task for the member jurisdiction or in conjunction with the member jurisdiction. Both quarterly narratives and billings are turned in quarterly by the Capital Area MPO to the NCDOT.

V. Is there a current Metropolitan Transportation Improvement Program that has been approved by the TAC and by the Secretary of Transportation?

Yes. The current Metropolitan Transportation Improvement Program that has been approved by the TAC and by the North Carolina Secretary of Transportation is the 2009- 2015 MTIP. The 2009-2015 MTIP was adopted by the TAC on Wednesday, August 20, 2008.

VI. Does the area have a valid plan implementation process?

The Capital Area MPO has an active and valid plan implementation process that prioritizes transportation needs through technical data extracted from the Triangle Regional Model, encourages corridor protections through adopted Memorandums of Understanding established following the completion of major corridor studies within the region. The Capital Area MPO maintains an active public participation process for regional comprehensive transportation plans, the long range transportation plan, and the metropolitan transportation improvement program. MPO staff, has worked in conjunction with NCDOT and local government staff in completing the Comprehensive Transportation Plan (CTP) for Granville County; and are currently working with the counties of Franklin and Harnett in developing their CTPs. Elements that are within the CTP have been added to the fiscally constrained 2035 LRTP; and will ultimately be added into the Metropolitan Transportation Improvement Program (MTIP). As a result, the Capital Area MPO has been found to meet all of the major requirements for self certification.

RESOLUTION
CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION'S
TRANSPORTATION PLANNING PROCESS FOR FY 2010-2011

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 2035 Long Range Transportation Plan;

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

NOW THEREFORE, be it resolved that the Capital Area Metropolitan Planning Organization's Transportation Advisory Committee certifies the transportation planning process for the Capital Area Metropolitan Planning Organization on this the 21st day of April 2010.



Joe Bryan, TAC Chair
Transportation Advisory Committee

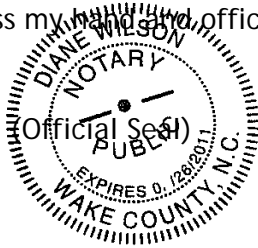


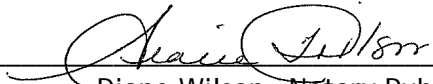
Ed Johnson, Director
NC Capital Area MPO

County of Wake
State of North Carolina

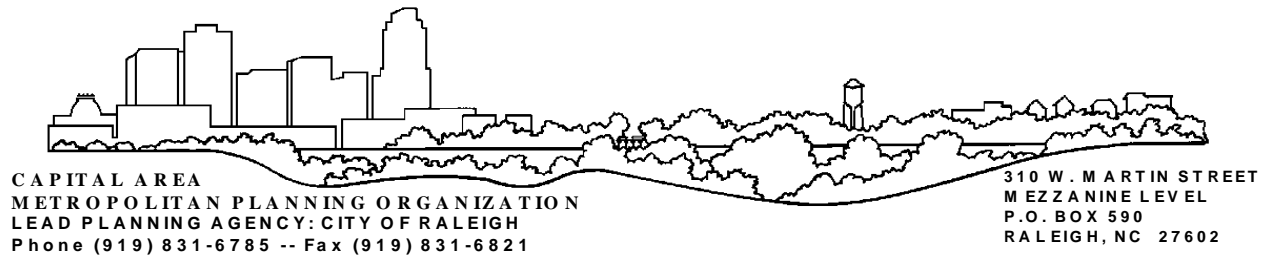
I, Diane Wilson, a Notary Public for Wake County, North Carolina, do hereby certify that on this the 21st day of April, 2010, Joe Bryan personally appeared before me and acknowledged the due execution of the foregoing RESOLUTION CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2010-2011.

Witness my hand and official seal, this the 21st day of April, 2010.




Diane Wilson, Notary Public

My commission expires January 26, 2011.



April 21, 2010

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 2010-2011 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 2010. The Transportation Advisory Committee approved the program on April 21, 2010 on behalf of the Capital Area Metropolitan Planning Organization.

The program also serves as the Urban Area's Metropolitan Planning Program (Section 5303) grant application for Federal Transit Administration (FTA) transportation planning funds. A complete description and budget of planning activities is included in the UPWP. The grant amount requested is the full 5303 allocation of \$117,640. This will be matched with a local fund amount of \$14,705. 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. Herbert Crouchley 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
Herbert Crouchley, Mobility Development Specialist, NCDOT Public Transportation
Division (1 original- 1 copy)
Yvette G. Taylor Phd., Regional Administrator FTA, Southeast Area Office

Task Descriptions and Summary Narratives for Triangle J Council of Governments
FY 2010-2011 UPWP

Task III-D-4: Regional and Statewide Planning

As one major part of the regional planning task, TJCOG will continue to work with DCHC MPO, CAMPO, NCDOT, ITRE, FHWA, RPOs and DENR on regional air quality concerns, focusing on TIP and LRTP conformity and the development of SIP emissions budget for the forthcoming revision to the national ozone standard and subsequent redesignation of the Triangle as an ozone non-attainment area. A second major part of the task, TJCOG will continue to work with DCHC MPO, CAMPO, NCDOT, ITRE, TTA and RPOs in the region on critical coordination issues addressing the intersection of land use development and transportation investments and on related regional-scale efforts, including coordination issues related to the use and improvement of the Triangle Regional Model.

Objectives:

1. To ensure a consistent and coordinated regional approach to air quality requirements across geographic and institutional boundaries.
2. To provide information and support on air quality issues.
3. To promote consistency and coordination in matching land use decisions with transportation investments; especially investments that transcend MPO boundaries.
4. To provide information and support on the relationships between land use and transportation.
5. To assist the MPOs and their members with SE data development and tracking.

Previous Work:

1. Unified conformity reports for the currently designated Ozone Maintenance area covering all or portions of 3 MPOs and 3 RPOs were prepared for the 2030 LRTPs, 2004-10 TIP, 2006-12 TIP, amended 2030 LRTPs, 2007-13 TIP, 2009-15 TIP, 2035 LRTPs and Hopson Road amendment to the 2035 LRTP (in process).
2. Information was provided to all partners on the framework for the previous round of development of SIP motor vehicle emission budgets.
3. The triangleair.org website was created as a vehicle to share technical documents.
4. Working with the MPOs on a single, consistent 2035 LRTP document.
5. Helping in the development of Chatham County SE data.
6. Working on regional transportation planning efforts, including the Special Transit Advisory Commission.
7. Provided facilitation of the quarterly meetings of the TRM Executive Committee.
8. Manage and provide technical support and GIS services for MPO planning efforts.

Proposed Activities:

1. Oversee the Conformity Process associated with the 2012-18 TIP.
2. Collect and disseminate information on air quality issues and ensure that conformity concerns are represented in transportation planning and modeling efforts.
3. Work with MPOs on responding to proposals for revised federal ozone standard and development of the Ozone SIP for the subsequent Triangle non-attainment area.
4. Prepare memos and reports documenting activities.
5. Work with individual MPO members as needed on regional-scale air quality issues.
6. Work with partners on updating land use and socioeconomic data to better model land use for the 2040 LRTP, especially in transit corridors and activity centers and around proposed transit stations.

7. Collect and disseminate information on land use and development issues and ensure that land use concerns are represented in transportation planning and modeling efforts.
8. Continue facilitation of ITRE Model Service Bureau Executive Committee and support coordination between the service bureau and users of the TRM.
9. Work with the MPO, member communities, TTA and other organizations on matching land use decisions to proposed transit investments.
10. Continue to participate in regional and statewide transportation planning efforts such as Joint MPO TAC, TriMAP, the DCHC land use model, the development of transit financial plans, TTA projects, the NC54/I-40 plan and any transit planning efforts for the RTP/RDU area.
11. Prepare memos and reports documenting activities.
12. Work with individual MPO members as needed on regional-scale land use and transportation issues.

Products:

1. Conformity Reports for any LRTP or TIP amendments, including all related materials such as schedule/responsibility spreadsheet and Pre-Analysis Consensus Plan.
2. Memos or reports, as needed, addressing MPO concerns and options in the development of new SIP Motor Vehicle Emission Budgets.
3. Memos and reports, as needed, related to land use and land use scenarios, SE data and project-level consistency across boundaries.
4. Reports, analysis and visualizations designed to promote transit oriented development in appropriate transit corridors.
5. GIS data layers related to land use, SE data and transportation projects, including related natural resource conditions and governmental boundaries.
6. ITRE TRM service bureau executive committee meeting summaries, and any related material.
7. Clear documentation of all methods, assumptions and data.

Relationship to Other Plans and MPO Activities:

Air quality conformity is a requirement for TIPs and LRTPs. Land use projections are requirements for TIPs and LRTPs; consistency on land use, fiscal constraint and transportation projects that cross boundaries are important considerations in developing high quality plans and programs.

Completion Date:

This phase of work will be completed during the FY10-11 fiscal year, although some tasks may carry over into FY11-12 depending on schedules set by other partners. Air quality work schedules are determined by the timing of TIP and LRTP amendments and can overlap MPO fiscal years. Air quality work associated with SIP development is determined by federal and state schedules and can overlap MPO fiscal years.

Proposed Budget and Level of Effort (Staff or Consulting):

Tasks will be undertaken by existing TJCOG staff.

Funding Commitments from Other Entities:

This is a cooperative project with DCHC MPO, which is also providing funding. TARPO funding for TJCOG staff time is also allocated to this task.