

2019

CAMPO Unified Planning Work Program



Adopted:

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**North Carolina Capital Area
Metropolitan Planning Organization
FY 2018-2019 Unified Planning Work Program**

Overview

The Unified Planning Work Program (UPWP) is the document outlining what planning activities the MPO will undertake during the fiscal year using funding provided from Federal, State, and local sources as well as MPO Member dues. The document shows in sufficient detail "who will perform the work, the schedule for completing it, and the expected products."

The UPWP is the instrument for coordinating metropolitan planning activities in the MPO's planning jurisdiction. The primary objective is to develop an integrated planning program, which considers the planning activities of each mode of transportation and coordinates these activities to produce a plan that serves all areas of the region. The UPWP is developed using the Metropolitan Transportation Plan (formerly the Long-Range Transportation Plan) as the overarching planning guidance document.

Many of the tasks outlined in the UPWP are required by either State or Federal law and are ongoing. These include the administration of the Executive Board processes, preparation and maintenance of the Transportation Improvement Program (TIP), and development and maintenance of the fiscally-constrained Metropolitan Transportation Plan (MTP).

Funding for transportation planning is a product of Federal, State and local funding sources with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) providing 80 percent of the funding for local planning. The remaining 20 percent is provided by local jurisdictions (members of the MPO) or by the State.

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

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

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

Additional changes to the MPO occurred in 1993 with the addition of the Towns of Fuquay-Varina, Holly Springs, Knightdale and Wake Forest. Rolesville, Wendell and Zebulon were added in 1995. In 2005, the MPO expanded again to include the Towns of Angier, Bunn, Clayton, Franklinton and Youngsville, the City of Creedmoor and portions of Franklin, Granville, Harnett and Johnston Counties. This represented the first expansion beyond the Wake County boundaries. Following the incorporation of the Town of Archer Lodge, the MPO expanded its membership to include that new Town and slightly expanded the southeastern border to fully include the Town of Clayton as expanded.

The Capital Area MPO now represents a region of over 1 million people with the City of Raleigh being the largest jurisdiction.

Moving Ahead for Progress in the 21st Century (MAP-21) was enacted July 6, 2012, and authorized the Federal surface transportation programs for highways, highway safety, and transit for a two-year period from 2013 through 2014 with subsequent extensions authorized through 2015. MAP-21 replaced the previous Federal surface transportation programs authorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 provided a framework for creating and addressing targeted performance measures in transportation planning and project development.

The Fixing America's Surface Transportation (FAST) Act replaced MAP-21 and became law on December 7, 2015. The new law authorizes Federal transportation programs for Federal fiscal year (FFY) 2016 through FFY 2020. At the time of publication of this UPWP, Federal guidance was not available on all aspects of the FAST Act; therefore, this UPWP has been developed in accordance with MAP-21 guidance with activities tailored to support the requirements of the FAST Act.

According to Federal law, a continuous and comprehensive framework for making transportation investment decisions in metropolitan areas is required, and MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation. These include topics such as planned growth, economic development, environmental protection, airport operations and freight movement.

Purpose

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

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

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

The FAST Act establishes two additional factors that must be considered:

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

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

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

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

In addition, citizen involvement is vital to the success of transportation planning, and the MPO continues to pursue an active public engagement program. The MPO website, an up-to-date information center, plays an important role in providing information on MPO activities and in reaching out to the communities for their involvement in the transportation planning process. The MPO website was recently reconstructed to be more user-friendly and intuitive to help users easily find information about projects, plans and studies. The MPO has also sought to increase its social media presence in the past several years.

The MPO shares and notifies citizens of plans and activities through public notices, press releases, and advertisements, often in concert with outreach coordinated from member governments. Many of the MPO's public outreach efforts endeavor to engage areas with high concentrations of low-income, elderly, and other minority populations using identification and outreach guidelines provided in the adopted Public Participation Plan, which includes provisions for outreach to minority, low-income, and other special populations as identified in federal regulations.

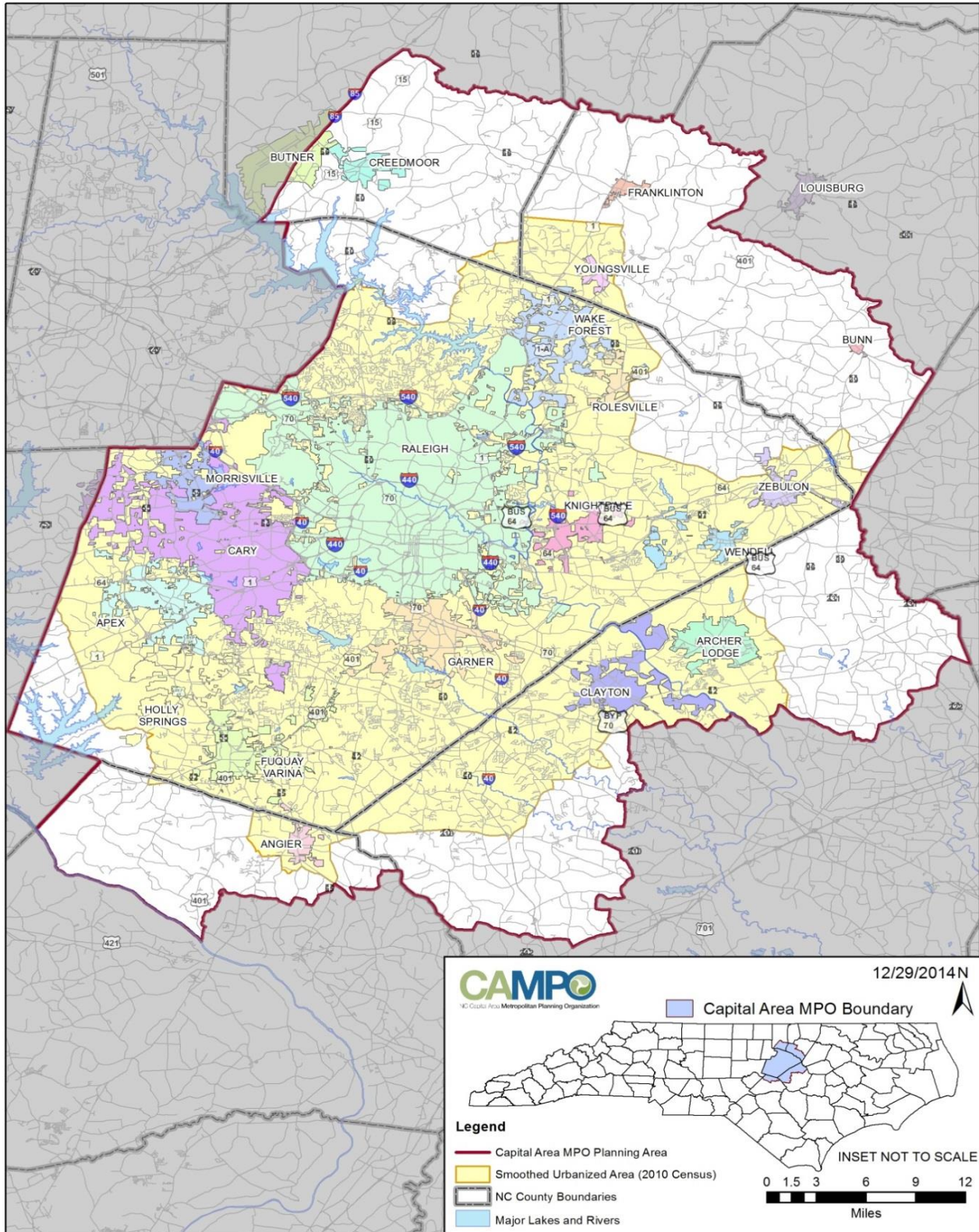
Citizens are notified and encouraged to attend monthly meetings of the Executive Board and the Technical Coordinating Committee (TCC).

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

"No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance."

Definition of Area

Based on the 2010 Census, the U.S. Census Bureau defined a new boundary for the Raleigh Urbanized Area (UZA), which includes the Towns/Cities of Angier, Apex, Cary, Clayton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Rolesville, Wake Forest and Youngsville. The CAMPO planning area also extends beyond the Census-delineated UZA to include the Towns/Cities of Creedmoor, Franklinton, Bunn, Wendell, Zebulon, and Archer Lodge.



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

The Executive Board

Provides policy guidelines and approves the work product of MPO staff and the Technical Coordinating Committee.

The Technical Coordinating Committee (TCC)

Provides technical support and direction to the MPO in the transportation planning process.

Appendix A lists current members of the Executive Board and TCC.

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

Executive Board

The Executive Board is comprised of 29 voting members with a weighted voting possibility if needed. The membership includes elected officials of all member jurisdictions; a representative of the Go Triangle Board of Trustees; representatives of the NC Board of Transportation; and non-voting members representing the NC Turnpike Authority, the Federal Transit Administration, and the Federal Highway Administration.

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

The Memorandum of Understanding established an Executive Board composed of representatives from the governing bodies of member jurisdictions/agencies to provide policy direction for the planning process and to improve communications and coordination between the several governmental jurisdictions. The Executive Board is responsible for:

- (1) Review and approval of the UPWP;
- (2) Review and approval of the MPO's Transportation Improvement Program (TIP), which ensures coordination between local and State programs;
- (3) Review of the National Highway System and review and approval of changes to the Functional Classification Designation (as it pertains to the Surface Transportation Program) and Metropolitan Planning Area Boundary;
- (4) Review and approval of the Prospectus;
- (5) Guidance on transportation goals and objectives;
- (6) Review and approval of changes to the adopted/endorsed transportation plans; and
- (7) Review and approval of changes to the adopted Comprehensive Metropolitan Transportation Plans.

A Technical Coordinating Committee (TCC), also established by the Memorandum of Understanding, is responsible for general review, guidance, and coordination of the transportation planning process for the planning area. The TCC is also responsible for making recommendations to the Executive Board and to other entities designated by the Executive Board regarding any necessary actions relating to the continuing transportation planning process.

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

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

FEDERAL CERTIFICATION REVIEW

Every four years, the Federal Highway Administration and the Federal Transit Administration are required to review, in full, the planning processes of any MPO covering a UZA that contains a population over 200,000 (also known as a Transportation Management Area, or TMA). The certification review was performed for the Capital Area Metropolitan Planning Organization (MPO) in July 2017 and evaluated whether the MPO was in compliance with Federal regulations. This is a three-step process:

- Step 1: Look at past reviews to ensure that recommendations and corrective actions have been resolved.
- Step 2: Conduct a public meeting to obtain the public's perspective on planning in the Capital area.
- Step 3: Conduct an on-site review (examining every planning aspect) and providing the MPO, the North Carolina Department of Transportation (NCDOT), and Transit Administrators an opportunity to demonstrate their accomplishments or to answer any questions that the Federal review team may have.

Following the on-site review, the review team found the transportation planning process for the MPO's transportation management area meets the requirements of 23 CFR 450 Subpart C and 49 U.S.C. 5303 and is, in effect, certified. Furthermore, the Capital Area MPO received several commendations for noteworthy practices from the review team, and one recommendation.

A Noteworthy Practice is defined as an action to acknowledge exemplary practices within the planning process. These examples show efforts above and beyond federal and state requirements.

The noteworthy practices received included:

1. The MPO is commended for developing the Wake Transit Plan.
2. The MPO is commended for its administration and execution of their Locally Administered Projects Program (LAPP). The MPO formalized a process that includes training, review, and oversight to ensure LAPP projects are submitted and completed in a timely fashion.
3. The MPO is commended for forming a Joint MPO Executive Committee, comprised of staff from the MPO and the adjacent DCHC MPO to facilitate the regional transportation planning.

4. The MPO is commended for amending the TIP on a quarterly basis, which has improved coordination with NCDOT as it processes STIP amendments monthly.
5. The MPO is commended for hiring a planner to improve the MPO's public involvement process and ensure implementation.
6. We commend CAMPO for developing a specific goal along with objectives and performance measures to ensure that EJ and Title VI are properly addressed in the planning process.

A Recommendation is defined as something to addresses technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will take action. The expected outcome is change that would improve the process, though there is no Federal mandate, and failure to respond could, but will not necessarily result in a more restrictive certification.

The recommendation received by the Capital Area MPO was:

1. It is recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2045 MTP.

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Local

ITRE	Institute for Transportation Research and Education
MPO	Metropolitan Planning Organization
TCC	Technical Coordinating Committee

Regional

AMPO	(National) Association of Metropolitan Planning Organizations
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
TJCOG	Triangle J Council of Governments

State

NCDEQ	North Carolina Department of Environmental and Natural Resources
NCDOT	North Carolina Department of Transportation
NCDOT-TPD	North Carolina Department of Transportation – Transportation Planning Division
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Div.

Federal

EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
JARC	Job Access and Reverse Commute
MAP-21	Moving Ahead for Progress in the 21 st Century
STP-DA	Surface Transportation Block Grant Program Direct Attributable Funds
TEA-21	Transportation Equity Act for the 21st Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

Plans and Programs

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

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FUNDING SOURCES

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

Federal Funds - US Department of Transportation (FHWA & FTA)

FHWA Funds - Two principal sources of FHWA funds used for UPWP planning purposes are the Section 104 – Metropolitan Planning (PL) funds and Surface Transportation Block Grant Program-Direct Attributable (STP-DA) funds.

FTA Funds – Two principal sources of FTA funds used for UPWP planning purposes are Section 5303 Metropolitan Planning and Section 5307 Urbanized Area Formula Grants. NCDOT provides a 10% match for FTA Section 5303 and for 5307 funding used for planning purposes by the MPO's transit operators – Go Raleigh, Go Triangle, and the Town of Cary's Go Cary, and NC State University's Wolfline.

State Planning and Research (SPR) funds are a set-aside of 2% of the state's National Highway Performance Program, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and Highway Safety Improvement Program funds.

State Funds - North Carolina Department of Transportation (NCDOT)

Transportation Feasibility Study (TFS) funds, received from NCDOT for feasibility studies.

State Planning and Research (SPR) funds, received through NCDOT's Transportation Planning Division for planning studies.

Local Match –

A pro-rata share paid by each member jurisdiction within the Capital Area MPO planning area. These member jurisdictions include Angier, Apex, Archer Lodge, Bunn, Cary, Clayton, Creedmoor, Franklinton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Wake Forest, Wendell, Youngsville, Zebulon, as well as Wake County and portions of Franklin, Granville, Harnett and Johnston Counties. Members who desire to participate in special non-core projects or studies outlined in the UPWP pay additional funds. These special projects include Corridor Studies, localized area studies, etc. and are typically administered by the MPO.

Recipients of FHWA funds are required to provide 20% local match. The MPO's member agencies (listed above) provide a 20% local match for Section 104 – PL and STP-DA funds. The MPO planning area's transit providers (Go Raleigh, Go Triangle, and C-Tran [Go Cary]) provide a 10% local match for FTA Section 5303 and 5307 funds as well. Local funds from member jurisdictions beyond the 10% or 20% match requirement are contributed to support the work program and contribute to special studies.

Project Funding –

As a Transportation Management Area (an MPO covering a UZA with greater than 200,000 persons), the Capital Area MPO has greater responsibilities in planning, project programming and funding distribution than smaller MPO areas. CAMPO uses STP-DA funds (described above), which includes an additional separate set-aside allocation for projects involving non-motorized transportation alternatives (formerly the Transportation Alternatives Program [TAP]), and CMAQ funds to support implementation

of projects conceived through the UPWP planning processes. These funds are programmed in the TIP through the MPO's Locally Administered Projects Program (LAPP).

Congestion Mitigation and Air Quality (CMAQ) funds are federal funds, of which the State dedicates a portion directly to the MPO, used to support projects that reduce congestion and have benefits that reduce automotive emissions, thus enhancing the region's air quality. These funds are jointly administered by the FTA and FHWA, and are passed through NCDOT for project programming.

Surface Transportation Block Grant Program – Direct Attributable (STP-DA) funds are federal funds, of which the State further dedicates a portion to MPOs based on urbanized area population. These funds allow for a wide variety of eligible projects within the Capital Area MPO planning area including transportation planning, highway projects, transit capital projects, pedestrian and bicycle infrastructure projects, and infrastructure-based ITS capital improvements among others. A separate set-aside allocation of STP-DA funds must be used for projects involving "transportation alternatives" including bicycle and pedestrian facilities, community improvement activities, safe routes to school, and overlooks and viewing areas among others. As authorized under the Fixing America's Surface Transportation (FAST) Act, this STP-DA set-aside allocation replaces the Transportation Alternatives Program (TAP) authorized under MAP-21. The MPO receives a direct allocation of STBGP-DA funding to support these activities.

FY 2017 Funding Levels and Sources

Section 104 - (PL funds)

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

Federal (PL) funds:	\$ 697,888
Local Match (20%):	\$ 174,472
Additional Local Match:	<u>\$ 50,000</u>
Total:	\$ 922,360

STP-DA Funds

The Direct Attributable (DA) portion of the Surface Transportation Block Grant Program (STP) funds are designated by the FAST Act for use by Transportation Management Areas (TMAs are MPOs covering urbanized areas with populations exceeding 200,000). By agreement between the Capital Area MPO and NCDOT, a portion of these funds is flexed for MPO transportation planning. STP-DA funds are used to fund major emphasis areas through studies as described in the main UPWP document. A total of \$1.6 million of STP-DA funds are programmed in the FY 2019 UPWP.

Federal (STP-DA) funds:	\$ 1,600,000
Local Match (20%):	\$ 400,000
Additional Local Match:	\$ 75,000
Total:	\$ 2,075,000

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

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

Section 5303 Funds:

Grant monies from FTA that provide assistance to urbanized areas for planning and technical studies related to urban public transportation. They are filtered down from the Federal Transit Administration through the Public Transportation Division (PTD) of NCDOT to the MPO for use by urban transit operators. A local match of 20% is required for these funds, of which half comes from NCDOT PTD and half from the local transit agency (80% from FTA, 10% from NCDOT PTD, and 10% local match). For FY 2019, Go Raleigh will use these funds for general planning assistance.

	GoRaleigh (Formerly CAT)	MPO Total
Federal	\$299,200	\$299,200
State	\$37,400	\$37,400
Local	\$37,400	\$37,400
Total	\$374,000	\$374,000

Section 5307 Funds

Section 5307 funds are distributed by the FTA on the basis of transit operators' service miles, passenger miles, service area population and population density, and other factors. GoRaleigh, GoCary, and GoTriangle use Section 5307 funds for assistance on a wide range of planning activities. These funds require a minimum 10% local match that is provided by all three transit providers with a potential 10% State match provided by NCDOT-PTD. For FY 2019, these funds are used for planning transit improvements in the MPO area.

	GoRaleigh	GoCary	Go Triangle	MPO Total
Federal	\$674,785	\$164,400	\$406,000	\$1,245,185
State	\$0	\$20,550	\$50,750	\$71,300
Local	\$168,696	\$20,550	\$50,750	\$239,996
Total	\$843,481	\$205,500	\$507,500	\$1,556,481

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

Federal (SPR)	\$ 0
State Match (20%)	\$ 325,000
Total	\$ 325,000*

A summary of the various planning funds proposed for use by the Capital Area MPO during FY 2019 is provided in the following table and chart. It should be noted that the NCDOT Transportation Planning Division will hold a call for new projects to be funded with SPR dollars in February 2018, and the allocation of SPR funding to CAMPO may increase as a result of that process.

*The MPO intends to apply for \$100,000 in funding through SPR to assist in the development of the Major Commuters Corridor Study. The remaining \$225,000 of SPR has been committed through earlier funding applications.

UPWP Funding Sources Table

Funding Type	Federal	State	Local	Total
Section 104 (PL)	\$ 697,888		\$224,472	\$922,360
STP-DA	\$1,600,000		\$475,000	\$2,075,000
FTA 5303	\$299,200	\$37,400	\$ 37,400	\$ 374,000
FTA 5307	\$1,245,185	\$71,300	\$239,996	\$1,556,481
SPR/NCDOT		\$325,000		\$ 325,000
Wake Co Transit Tax District			\$561,250	\$ 561,250
Total	\$3,554,069	\$433,700	\$1,538,118	\$5,814,091

WORK PROGRAM OBJECTIVES

The work elements performed by the MPO encompass administration and support of the 3-C transportation planning process as mandated by federal regulations.

Objective 1: Facilitate 3-C Planning Process

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3-C) transportation planning and programming process at all levels of government in conformance with applicable Federal and State requirements and guidelines as described in the 3-C Transportation Planning Process.

Proposed Activities:

1. Serve as a liaison between Capital Area MPO member agencies, transit providers, NCDOT, the Durham-Chapel Hill-Carrboro (DCHC) MPO, the NC Department of Environmental and Natural Resources (DEQ), Triangle J Council of Governments (TJCOG), and other organizations at the local, regional, State, and Federal levels, on transportation-related matters, issues and actions.
2. Work with the Durham-Chapel Hill-Carrboro (DCHC) MPO on regional issues; preparation of regional priority lists and TIP, including amendments as necessary; update transportation plans and travel demand model; and evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.
3. Provide technical assistance to the Executive Board and other member jurisdictional policy bodies.
4. Participate in Joint Durham-Chapel Hill-Carrboro MPO/Capital Area MPO technical and advisory committee meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on Federal and State transportation-related plans, programs, regulations and guidelines.

Objective 2: Administer 3-C Planning Process

To maintain and refine the regional travel demand model and the MPO sub-area model as tools for transportation planning and air quality conformity documents, reports, and other materials necessary to meet the goals of the Clean Air Act Amendments (CAAA), MAP-21 as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the Capital Area MPO. Fixing America's Surface Transportation (FAST) Act regulations and guidance will be implemented as received and the MPO's planning processes changed as needed.

Proposed Activities:

1. Continued maintenance and improvements of the Triangle Regional Model (TRM), a tool that joins land use and transportation planning in order to identify deficiencies, make forecasts, and test scenarios.

2. Rebuild future network horizon years with new data and updated versions of TransCAD.
3. Continue the refinement of the TRM using TransCAD to improve forecasts of highway and transit demand with consideration for changes in land use.
4. Work with NCDOT, DEQ 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 DEQ, NCDOT, EPA, FHWA, FTA, and other appropriate agencies.
6. Work with the Division of Air Quality in the development of the State Implementation Plans (SIP).

Objective 3: Maintain Unified Planning Work Program (UPWP)

To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the Capital Area MPO planning area. To develop and maintain the UPWP in conformance with applicable Federal, State, and regional guidelines and prepare UPWP amendments as necessary reflecting any change in programming or focus for the current fiscal year.

Proposed Activities:

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

Objective 4: Implement Public Participation Process

Provide the public with complete information, timely notice and full access to key decisions and opportunities for early and continuing involvement in the 3-C process. Assess the effectiveness of the current Public Participation Process and develop and enhance the process of public dissemination of information and engagement of a larger portion of the region's populace.

Proposed Activities:

1. Refine the current Public Participation Process as needed.
2. Apply the adopted Public Participation Process to transportation programs and tasks.
3. Conduct public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.
4. Seek new and innovative methods of public involvement and engagement in the transportation planning process.

Objective 5: Develop and Maintain Transportation Improvement Program (TIP)

The MPO is responsible for annually developing, amending and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. The MPO will update and amend the current ten-year program of transportation improvement projects (known as the TIP). This program is consistent with the 2040 Metropolitan Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations, and FHWA/FTA Planning Regulations.

Proposed Activities:

1. Continue to refine Locally Administered Projects Program for TIP project selection.
2. Maintain 2018-2027 TIP.
3. Continue development of the 2020-2029 TIP.
4. Continue to refine project ranking methodology and priority system.
5. Continue to refine project scopes, costs and schedules to provide most up-to-date information to the NCDOT's Strategic Prioritization Office of Transportation project entry tool.
6. Conduct public participation for the TIP consistent with the MPO Public Involvement Policy.
7. Adopt formal amendments and modifications as necessary.
8. Produce and distribute TIP documents for Federal, State, local officials and the public.
9. Attend regular meetings with NCDOT to exchange information on transportation improvement projects.
10. Continue to ensure TIP projects are developed with consideration of locally-preferred options and with regard to planning work completed by the MPO and local partners.

Objective 6: Ensure Environmental Justice in Planning Activities

To ensure that minority and low-income communities are:

- not adversely affected by transportation projects and policies;
- treated equitably in the provision of transportation services and projects; and
- provided full opportunity for participation in MPO transportation planning and decision-making process.

Proposed activities:

1. Update demographic profiles based on the most current available data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed-route transit systems, and major shopping areas.
2. Provide increased opportunities for under-served populations to be represented in the transportation planning process.

3. Define target areas through the use of Census Block Group data from the 2010 Census.
4. Analyze the mobility of target area populations relative to jobs, childcare, and transit routes.
5. Continue to monitor effectiveness of updated public involvement plan and Title VI plan.
6. Translation and dissemination of planning documents to Spanish, or other language if deemed necessary, for dissemination and to be posted on MPO website.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justice in general and identified minority populations in particular.

Public / Private Sector Involvement

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

WORK PROGRAM EMPHASIS AREAS

In order to adhere to Federal regulations and guidelines, including the provisions of the 3-C planning process, the MPO's Work Program will emphasize both core mission functions and supplemental functions. These guide the implementation of transportation plans and strategies developed by the MPO.

Core-mission work tasks will involve the development and maintenance of required transportation planning documents such as the Comprehensive Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Core-mission work tasks also assist with the effective disbursement of STBGP-DA, STP TAP Set-Aside (for transportation alternatives), and Congestion Mitigation and Air Quality (CMAQ) funds.

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

FY 2019 CORE-MISSION PROGRAMS

Comprehensive Metropolitan Transportation Plan (MTP)

The 2045 Comprehensive Metropolitan Transportation Plan (MTP) is scheduled to be adopted in early 2018, before the start of FY 2019. As such, many of the data collection and validation efforts, the technical analysis and engagement efforts for the MTP development will be complete. During FY 2019, staff will evaluate processes used during the development of the MTP and determine where efficiencies and enhancements can be made. Staff will continue to maintain the MTP, including data layers, in partnership with NCDOT, TJCOG and local members. Staff will also work to incorporate and monitor performance measures to evaluate validity and viability of the plan. Refinements to the development and maintenance of socioeconomic data, transportation

data, and public engagement will continue during FY 19. The 2045 MTP will be maintained through amendments or modifications as necessary, and local planning will continue in an effort to keep recommendations relevant and feasible.

Locally Administered Projects Program (LAPP)

In response to the 2009 Federal funding rescission of STP-DA funds, the MPO's Executive Board directed staff to create the Locally Administered Projects Program (LAPP) as a mechanism to protect funds from future rescissions. The LAPP was approved by the Executive Board in March 2010, and was first used to program projects for Federal Fiscal Year 2012. The goal of the program is to develop a holistic approach to identifying and prioritizing highly effective transportation solutions for bicycle, pedestrian, transit, and roadway projects. The program allows member agencies to apply for funding for specific project phases (preliminary engineering, NEPA documentation, right-of-way acquisition, or construction) that are anticipated to be obligated during the coming fiscal year. The program also requires recipients to monitor progress of the funding obligation and report that progress to the MPO. The program involves two training sessions – one for applicants and one for recipients. Additional training on federal project administration is under development by NCDOT. In FY 2018, the MPO programmed nearly \$25 million through LAPP for FFY 2018 projects. The MPO will continue to maintain and improve the LAPP process during the coming fiscal year. In FY 2019, staff will conduct applicant training, conduct a call for projects for FFY 2020, and conduct recipient training once projects have been selected for programming.

Congestion Management Process/Incident Management

The MPO adopted a Congestion Management Process (CMP) in FY 2011. This process resulted in the formation of a Congestion Management Process Stakeholders group, which meets periodically to monitor progress on the implementation of the CMP. Furthermore, an Incident Management Subcommittee has been established to cooperatively work with NCDOT and the Durham-Chapel Hill-Carrboro MPO to develop an interagency partnership whose goal would be to reach agreement among incident responders and build support for region wide standards for incident response and traffic control measures.

Wake Transit Plan Implementation

With the adoption of the Wake Transit Plan and subsequent adoption of the Wake Governance Interlocal Agreement between CAMPO, Wake County and GoTriangle, the Transit Planning Advisory Committee (TPAC) was created. The TPAC serves as the guiding body to the development of work plans and budgets to implement projects from the Wake Transit Plan using the Wake Transit tax revenues and vehicle registration fees. The Executive Board of CAMPO and the Board of Trustees of GoTriangle jointly agreed to appoint the MPO as the agency responsible for staffing the TPAC. Funds from the Wake Transit tax revenues will be used to pay for the TPAC Administrator position on the MPO staff.

The Governance Agreement between Wake County, GoTriangle and CAMPO assigns a host of responsibilities to the MPO for managing the implementation of the Wake Transit Plan. Among these responsibilities is to staff and administer the Transit Planning Advisory Committee (TPAC), preparing the 10-year capital improvement plan and multi-year operating plan as part of the annual Wake Transit Work Plan, and pulling together all components of the work plan into a cohesive document for the TPAC, public, and governing boards. CAMPO will also likely be responsible for overseeing the Wake Transit Planning concurrence check process during project implementation, and for administering the Community Funding Area Program. The MPO will also assist with the production of quarterly reports, and has a responsibility to process funding agreements developed by GoTriangle that act as funding instruments for projects that are regionally significant.

In addition to the TPAC Administrator position created in FY 2018, the MPO anticipates funding from Wake Transit for two additional staff positions – a Wake Transit Manager position and a Wake Transit Planner position. These positions, as outlined in the Wake Transit Staffing Study, will work together with the TPAC Administrator to perform the MPO’s work related to Wake Transit Plan implementation.

FY 2019 CORE-MISSION STUDIES

Regional Transit Planning

The Regional Transit Planning project serves as an umbrella for MPO activities related to planning initiatives associated with the region’s rail infrastructure for both passenger and freight transport, and planning activities associated with public transit. Additional funding for planning activities will be programmed during FY 2019. This will serve to update the Comprehensive Metropolitan Transportation Plan through the development of a regional transit systems plan.

Key themes in this planning effort are:

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

This work will assist in the development of the transit section of the Comprehensive Transportation Plan element of the MTP. This group of studies will be conducted over multiple years, and will evaluate, identify and prioritize future transit needs for the region and will be incorporated into the Metropolitan Transportation Plan for the year 2050. Specifically, the effort will include a detailed level of analysis of current and future transit system plans and needs, and provides recommendations for a regional decision-making framework to guide future transit policy decisions. The plan will identify priorities for transit and ancillary road, pedestrian, and bicycle improvements. The planning effort will also explore current demand-response service and make recommendations for improvements to meet demand through 2045. Results of the planning effort should be a prioritized set of infrastructure improvements necessary to implement a fully-realized transit vision for the MPO region by 2050. With the passage of the Wake Transit Tax Referendum in 2016, the MPO will work with Wake County communities and other agency partners to implement the projects and vision outlined in the Wake Transit Plan. Work in FY 2018 will include participation and oversight on a group of transit planning tasks being conducted through a recently-established on-call consultant program.

Transit Systems Planning	FY 2019	Total Cost	PL funds	STP funds	Other	Match
	MPO / Local Partners	\$10,000	\$0	\$8,000	\$0	\$2,000

Local Hot Spot Analyses

In FY 2011, the MPO contracted with engineering/planning firms to complete four feasibility type studies for a variety of intersections or short corridors across the planning area. These studies proved successful in finding solutions to local transportation problems that were not readily evident prior to some careful engineering examination. Two additional studies were conducted in FY 2012, four hot spot analyses were completed in FY 2013, three were completed in FY 14, two were completed in FY 15, two were completed in FY 2016, two were completed in FY 2017, and two are being completed for FY 2018. The MPO plans to conduct additional studies of a similar nature in two to four locations during FY 2019.

Hot Spot Studies	FY 2019	Total Cost	PL funds	STP funds	Other	Match
	MPO	\$100,000	\$0	\$80,000	\$0	\$20,000

Triangle Toll Study

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

The Triangle Toll Study will span two fiscal years (FY 2018 and FY 2019) with a total estimated cost of \$400,000. This cost will be divided with \$200,000 in FY 2018 and \$200,000 in FY 2019. The study began in July 2017 and is anticipated to be complete by June 2019.

Triangle Toll Study	Total FY 2018	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT/NCTA	\$100,000		\$0	\$0	\$100,000
	DCHC MPO	\$25,000				\$25,000
	CAMPO	\$75,000		\$60,000	\$15,000	
Total FY 18		\$200,000	\$0	\$60,000	\$15,000	\$125,000
Triangle Toll Study	Total FY 2019	Budget	PL funds	STP funds	Match	Additional Members
	NCDOT/NCTA	\$100,000		\$0	\$0	\$100,000
	DCHC MPO	\$50,000				\$50,000
	CAMPO	\$50,000		\$40,000	\$10,000	
Total FY 19		\$200,000	\$0	\$40,000	\$10,000	\$150,000
Triangle Toll Study	Total FY 2018 and FY 2019	Budget				
	FY 2018	200,000				
	FY 2019	\$200,000				
Total FY 18 & 19		\$400,000				

Major Commuter Corridor Study

As the commuter corridors across the MPO region become more congested with increasing growth in traffic, the MPO will explore in detail the anticipated volumes on major corridors across the region. There are also plans for major investments in the transit network that may help to mitigate some of the anticipated growth in traffic. This study will consist of a technical analysis of some of the region's major commuter corridors to identify what cross-sections are ultimately needed to serve anticipated volumes through 2050. The study will identify reasonable projects that can be submitted for funding through the state's prioritization system (SPOT). *SPR funds will be requested from NCDOT to supplement the funding for this study during the FY 2019 call for funding requests.

Regional Commuter Corridor Study	FY 2019	Total Cost	PL funds	STP funds	Other	Match
	CAMPO	\$100,000	\$0	\$80,000	\$0	\$20,000
	NCDOT SPR*	\$100,000				
	Total	\$200,000				

Intelligent Transportation Systems (ITS) Planning

Several areas in the MPO received funding through the SPOT process to complete town-wide ITS projects. In order to assist with community planning at a local level, and to incorporate the findings into a larger regional ITS deployment plan, the MPO will coordinate with NCDOT, local communities, and other regional partners to perform ITS community planning over two years in two phases. The first phase will focus on the local community systems planning, and the second phase will focus on the larger Triangle Regional ITS plan update.

ITS Planning	Total FY 2018	Budget	PL funds	STP funds	Match	Additional Members
Phase I - Community Planning	CAMPO	\$9,000		\$7,200	\$1,800	\$0
Phase II - Regional ITS Update	CAMPO	\$50,000		\$40,000	\$10,000	\$0
	DCHC	\$25,000				\$25,000
	NCDOT	\$100,000				\$100,000
Total FY 18		\$184,000	\$0	\$47,200	\$11,800	\$125,000
ITS Planning FY 19	Total FY 2019	Budget	PL funds	STP funds	Match	Additional Members
Phase II (cont)	CAMPO	\$91,000		\$72,800	\$18,200	\$0
	DCHC	\$25,000				\$25,000
	NCDOT	\$100,000				\$100,000
Total FY 19		\$216,000	\$0	\$72,800	\$18,200	\$125,000
ITS Planning – Phase I & II	Total FY 2018 and FY 2019	Budget				
	FY 2018	\$184,000				
	FY 2019	\$216,000				
Total FY 18 & 19		\$400,000				

Southwest Area Study Update

In 2012, the MPO successfully completed the first large area study in the region. The study was used to inform the 2040 MTP, and included long-range and interim multi-modal recommendations based on a scenario planning land use process. As the MPO moves toward a 2050 MTP, it is time to re-visit and refresh the assumptions and recommendations from the Southwest Area Study. This study will include all of Apex, Holly Springs, Fuquay-Varina, and Angier, and the surrounding areas in Harnett and Wake Counties. There will be updated scenario planning and data collection, as well as public engagement for this study.

Southwest Area Study Update	FY 2018	Budget	PL funds	STBGP funds	Match	Additional Member
	NCDOT	\$25,000				
	CAMPO	\$150,000	\$0	\$120,000	\$30,000	
Total FY 18		\$175,000	\$0	\$120,000	\$30,000	\$25,000
	FY 2019					
	NCDOT	\$25,000				\$25,000
	CAMPO	\$150,000		\$120,000	\$30,000	
Total FY 19		\$175,000		\$120,000	\$30,000	\$25,000
Southwest Area Study Update		Budget				
	FY 18	\$175,000				
	FY 19	\$175,000				
Total FY 18 & 19		\$350,000				

R.E.D. Lane Study

As transit services in the region continue to expand, the MPO will conduct research and analysis on the applicability and necessity for transit-dedicated lanes on congested roadways. These lanes would be also be used for Right turn lanes, Emergency vehicle access, and Driveway access, hence the term R.E.D. lanes. This approach has been used in other major cities across the US, and is one of several curbside management strategies available to help accommodate transit on city streets. This study will conduct research on best practices, develop metrics of applicability for these practices, and recommend deployment strategies and timelines in the CAMPO area. It is anticipated that the study will start mid-way through the FY 19 fiscal year and conclude mid-way through the FY 20 fiscal year.

RED Lane Study	FY 2019	Budget	PL funds	STBGP funds	Match	Additional Member
	CAMPO	\$75,000	\$0	\$60,000	\$15,000	
Total FY 19		\$75,000	\$0	\$60,000	\$15,000	
	FY 2020					
	CAMPO	\$75,000	\$0	\$60,000	\$15,000	
Total FY 20		\$75,000	\$0	\$60,000	\$15,000	
RED Lane Study		Budget				
	FY 19	\$75,000				
	FY 20	\$75,000				
Total FY 18 & 19		\$150,000				

FY 2019 NON-CORE-MISSION TASKS

There are no non-core mission tasks anticipated in the FY 2019 Work Plan.

GENERAL TASK DESCRIPTIONS AND NARRATIVES

The following task items describe the work to be undertaken by the MPO, either by staff or contractual services, during FY 2019.

II-Continuing Transportation Planning

II-A *Surveillance of Change*

The MPO is required by federal regulations and the 3-C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/ demographic conditions will continue to be surveyed and evaluated to determine whether previous projections are still valid or if plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections.

II-A-1: Traffic Volume Counts

Average Daily Traffic (ADT) count databases for the planning area will be obtained and maintained as necessary. Turning movement or other volume counts may be conducted as a part of various planning efforts (corridor studies, subarea studies, etc.).

II-A-2: Vehicle Miles of Travel

No activities proposed, therefore no funds programmed.

II-A-3: Street System Changes

Recommended changes to the Federal Functional Class system have been reviewed by the Executive Board, NCDOT and Federal Highways. Approved changes will be updated in the MPO's mapping and database systems.

II-A-4: Traffic Accidents

The Capital Area MPO will periodically receive up-to-date traffic accident data from NCDOT. Additional traffic accident data may be requested or collected to support various planning efforts. TEAAS reports as submitted with LAPP projects will be reviewed and verified.

II-A-5: Transit System Data

Short-range and mid-range transit planning efforts, as well as the Wake Transit Plan process were conducted by the MPO's transit providers Go Raleigh, Wolfline, and Go Triangle in prior fiscal years. These plans will be updated using an on-call consultant program this year to reflect changes incorporating the Wake Transit Plan and positive vote on the sales tax referendum. CAMPO staff will manage consultant contracts for various components of the Wake Transit Plan implementation studies. Data will continue to be collected to inform various transit planning efforts in the region, including the Comprehensive Metropolitan Transportation Plan, and local implementation planning efforts. This could include the evaluation of transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements.

GoRaleigh will use funding to develop bus implementation plans to support the GoRaleigh Five-Year Transit Plan, evaluate routes monthly, purchase street furniture and conduct bus stop planning, and collect passenger counts in this line item.

GoCary will use funding to develop service performance reports, perform bus stop amenity & facility planning, obtain NTD APC certification, and conduct on-going transit data collection. This element will also fund transit planning support software.

GoTriangle will use funding in this line item to perform route planning, collect route patronage, on-time performance data, passenger amenity data and customer preferences to inform service improvements. Ongoing staff salaries will be funded in this line item.

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

Maintain dwelling unit, population, and employment data for the MPO planning area. Monitor changes in relation to data in the regional travel demand model. Continue scenario refinement with Community-Viz to refine final regional MTP scenario.

II-A-7: Air Travel

No activities proposed, therefore no funds programmed.

II-A-8: Vehicle Occupancy Rates

No activities proposed, therefore no funds programmed.

II-A-9: Travel Time Studies

No activities proposed, therefore no funds programmed.

II-A-10: Mapping

The Capital Area MPO will be engaged in various map production exercises, particularly for the web site and presentations. Mapping activities will also be associated with the MTP, various public involvement activities, and other projects. Various maps will be made available by request to member agencies. The MPO's Geographic Information System (GIS) will be maintained and updated as necessary. One staff member will be dedicated to maintaining the GIS and serving as the primary resource for mapping and data analysis for CAMPO.

II-A-11: Managed Activities Center Parking Inventory

No activities proposed, therefore no funds programmed.

II-A-12: Bicycle and Pedestrian Facilities Inventory

In conjunction with NCDOT and ITRE, the Capital Area MPO will participate in a pilot program to establish a non-motorized counting program in the region. Counters will be installed at various locations on and off road in Apex, Cary, Raleigh and Wake Forest to count bicycle and pedestrian travelers. The MPO shared the cost of installing the counters with the municipalities; NCDOT purchased the counters. Counters are expected to be installed during FY 2018. The data from this program will be used to develop factors to assist in forecasting pedestrian and bicycle counts, as well as in developing the bicycle and pedestrian elements of the MTP and local planning efforts.

II-B: Long Range Transportation Plan Activities

The 2040 Comprehensive Metropolitan Transportation Plan and associated air quality conformity determination was adopted in 2013. Work on the 2045 Comprehensive Metropolitan Transportation Plan should be completed in early FY 2018. Activities related to the plan in 2018 will be continuous regular data collection, plan updates as necessary to incorporate fresh planning recommendations from local and regional studies, and implementation of the Metropolitan Transportation Plan through local and statewide coordination.

II-B-1: Collection of Base Year Data

Base Year Data Collection & Travel Survey Activities

The MPO and its member agencies rely on the TRM in developing and updating the Metropolitan Transportation Plan, air quality analysis and a host of other transportation studies required to establish eligibility for federal transportation funds. The Triangle Travel Survey was completed in 2016. This is a study of day-to-

day household travel activity and typical travel patterns for residents of the Triangle region. The data collected in this study will be used to update the database of household travel behavior and to forecast travel needs into the future. The benefit to the MPO will be a more accurate and reliable travel demand model that represents and captures local travel behavior and travel patterns.

II-B-2: Collection of Network Data

The MPO will monitor roadway corridors and intersection improvements not included in base travel demand model network. The MPO staff will continue using a variety of recourses to update network data as necessary. Approved local and regional studies and plan updates will be reflected in the model network.

II-B-3: Travel Model Updates

The MPO will continue to update and validate the Triangle Regional Travel Demand Model, in partnership with the Triangle Model Bureau housed at ITRE. The model will be used to develop the 2050 Long Range Transportation Plan. Outside consultants may be contracted to provide additional model support during the year.

GoTriangle will utilize funding in this line item to support the Triangle Regional Model Service Bureau.

II-B-4: Travel Surveys

Travel surveys to support regional planning and transit implementation will be developed and deployed during FY 2019.

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

The MPO will monitor regionally significant land use and transportation infrastructure changes and modify future year TAZ files accordingly in support of maintaining the MTP. The MPO will partner with the DCHC MPO to utilize the results of the recent Community-Viz project for land use projections. The MPO will use the outputs of the Triangle Regional Travel Demand Model to project traffic and transit figures in the development and maintenance of the 2045 MTP. The MPO will also continue to improve upon the forecasting methodology in support of MTP development.

II-B-6: Community Goals and Objectives

The MPO will work with member agencies and the public to gather community input on the region's transportation goals and objectives for all modes. This information will be used in various planning efforts.

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

Work will be ongoing in this category through special studies and ongoing core-mission work of the MPO.

II-B-8: Capacity Deficiency Analysis

The MPO will identify areas where current or projected traffic exceeds existing or planned roadway capacity through use of travel demand model, third party data and field observations. This data will assist in the

prioritization of transportation improvements in the area, and will be used to develop problem statements for priority projects.

II-B-9: Highway Element of Metropolitan Transportation Plan (MTP)

MPO staff will work with member agencies to identify highway deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan. Project scopes and planning-level cost estimates will continue to be refined in order to provide the most up-to-date data to NCDOT's SPOT office for project prioritization and funding consideration.

II-B-10: Transit Element of Long Range Transportation Plan

MPO staff will work with member agencies to identify transit deficiencies and solutions in support of the Wake Transit Plan and the MTP. The MPO will continue to develop project costs and project prioritization. Individual project sheets will be developed for priority projects. Projects not recommended for funding in the fiscally constrained MTP will be incorporated in the CTP element of the plan.

The MPO will continue working toward a systems-level analysis that will be included in the CTP and the MTP as appropriate. The MPO will provide transportation network planning and travel-demand modeling assistance to the various Transit-Oriented Development (TOD) studies undertaken by local jurisdictions throughout the MPO planning area. This work will support the continuing planning process around anticipated fixed guideway station locations and coordinate these elements in the MTP. Additional transit modeling efforts may include coding updated transit routes, developing ridership estimates, and validating mode choice.

GoRaleigh will use funding in this line item to conduct modeling and coding transit routes, gathering ridership estimates, and validating mode choice.

GoCary will use this funding to perform long -range system level transit planning. The agency will be forecasting ridership estimates, and evaluating implementation of long-range plan elements.

GoTriangle will use funding in this line item to provide travel market analysis and cost information of development of transit investments for the MTP. GoTriangle will also utilize this line item to acquire GIS and other support services from Triangle J COG.

II-B-11: Bicycle and Pedestrian Element of the Long Range Transportation Plan

MPO staff will work with member agencies to identify bicycle and pedestrian deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan. Also, the MPO staff will continue developing and working on Program Element activities associated with Safe Routes to School Program for the Capital Area MPO.

II-B-12: Airport/Air Travel Element of the Long Range Transportation Plan

MPO staff will work with member agencies to identify air travel/airport deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP may be incorporated into the CTP element of the plan. The MPO will continue to coordinate with the region's major airports to improve air service and support infrastructure. The MPO will continue to provide assistance to smaller regional airports so that priorities may be competitive in the SPOT process, as applicable.

II-B-13: Collector Street Element of Long Range Transportation Plan

MPO staff will work with member agencies to identify collector street deficiencies and solutions; project costs will be determined and projects will be prioritized. Local transportation plans will be consulted. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan.

II-B-14: Rail, Waterway and Other Elements of Long Range Transportation Plan

MPO staff will work with member agencies to identify rail deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained MTP will be incorporated into the CTP element of the plan.

II-B-15: Freight Movement/Mobility Planning

In FY 2018, the development of the Regional Freight Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the Capital Area Metropolitan Planning Organization (CAMPO) and the North Carolina Department of Transportation (NCDOT) was completed through consulting services. The purpose of the Regional Freight Plan is threefold: (1) to conduct a comprehensive regional study of freight, goods movement, and services mobility needs; (2) to develop a framework to proactively address freight and goods movement mobility needs and challenges in our region; and to examine all modes of a freight transportation system with emphasis on trucks, rail and air cargo, and (3) to develop freight recommendations for the 2045 MTP; and CTP. Final recommendations presented from the Regional Freight Plan were incorporated into the 2045 MTP. The MPO will continue monitoring the performance of the freight network in the region, and will develop solutions for deficiencies identified.

II-B-16: Financial Planning

The MPO will develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the 2045 MTP/CTP and other pertinent planning efforts. Staff will develop cost estimates for transit planning efforts that will be incorporated into the MTP. This work will be done in cooperation with NCDOT, Triangle J COG, and the DCHC MPO.

GoCary will use this funding to develop cost analyses for capital projects and service planning scenarios, and develop short range financial plans based on current legislation to ensure consistent and efficient service.

II-B-17: Congestion Management Process

The MPO will work to reinvigorate the Congestion Management Process Stakeholders Group. The Congestion Management Process Stakeholders Group will continue to monitor the adopted Congestion Management Process, and will update the process as necessary. Data collection and analysis in support of the process will continue. This data will help the MPO develop strategies to address and manage congestion in accordance with the adopted Congestion Management Plan by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Project priorities for implementing the Congestion Management Process will be developed for implementation through the TIP, MTP, CTP, CMAQ or other programs. The Congestion Management Process also incorporates Incident Management and an Incident Management Subcommittee to address incident response and traffic control measures along the region's freeway/interstate system. In FY 2019, MPO staff will evaluate and update the Congestion Management Process for the MPO.

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

Until 2015, the Capital Area MPO was responsible for making a determination as to whether or not transportation plans, programs, and projects (MTP and TIP) conform to air quality standards and the intent of the SIP. This work will continue to be done in coordination with Triangle J COG and DCHC MPO as necessary. Staff will continue to provide technical support to the Executive Board and TCC regarding air quality planning. In addition, Staff will continue participation in the development and application of State Implementation Plans for air quality, participation in the statewide interagency consultation, and providing assistance to NCDEQ in developing and maintaining mobile source emission inventories.

III: Administration

In order to support the 3-C planning process, the MPO must engage in many administrative activities, including support of the TCC and Executive Board committees and subcommittees, public engagement activities, and meeting state and federal contracting, reporting and planning requirements. Section III-C involves compliance with state and federal laws governing Title VI, environmental justice, and involving disadvantaged populations. Section III-D outlines various special studies that will be contracted to consultants to support the MTP and various other planning efforts in the region, as well as the MPO's involvement in progressing projects in the TIP/STIP phases of implementation.

III-A Planning Work Program

MPO staff will continue to evaluate, administer, and amend the FY 2019 UPWP as necessary, and will develop quarterly reports to NCDOT for reimbursement of planning funds. The FY 2020 UPWP will be developed, and the MPO's ten-year planning calendar will be maintained in an effort to plan UPWP tasks accordingly. MPO staff will work with LPA staff to follow appropriate budget protocols and reporting.

GoCary will utilize 5307 funds in this item to fund preparation of (and any amendments thereto) the Unified Planning Work Program per Federal & State requirements.

III-B Transportation Improvement Program

The MPO will continue to maintain the 2018-2027 STIP, and will develop the MPO's 2020-2029 TIP. The MPO will ensure TIP/STIPs maintain consistency with the current 2045 Metropolitan Transportation Plan, air quality conformity regulations and federal planning regulations. Staff will participate as necessary in

workshops, training, and meetings regarding the NCDOT prioritization process. MPO staff will continue to work on project scopes, cost estimates and schedules to ensure the MPO submits competitive projects for programming and funding through the NCDOT SPOT process. The MPO will continue to refine and implement the adopted process for evaluating, submitting, and scoring SPOT projects in an effort to maintain competitiveness in the state's prioritization efforts.

The MPO will continue to dedicate one staff position to the administration of the Locally Administered Projects Program (LAPP), and the associated TIP / STIP maintenance associated therewith. This includes the development and administration of the LAPP Training Program, the LAPP Handbook, and providing staff support to the LAPP Committee and the LAPP Project Selection Committee.

GoCary will utilize 5307 funds in this item to fund preparation and planning of capital projects for the transit system. GoCary may also use this funding to develop TIP projects and amendments as necessary.

III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements

III-C-1: Title VI

MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce Development Office (BOWD) and all member governments to ensure that MPO projects and programs meet the intent of all applicable Title VI legislation. Through the federal certification review in FY 18, it was recommended that CAMPO provide documentation of their comparative analysis of transportation system benefits and burdens, showing comparisons between minority/low-income populations and non-minority/low income populations, prior to adopting the 2045 MTP. The MPO will continue to refine this methodology and seek to improve the analysis and documentation of this effort.

GoCary will use funding in this line item to prepare route plans and evaluations for Title VI compliance.

III-C-2: Environmental Justice (EJ)

MPO staff will collaborate with DCHC MPO staff to develop a list and maps identifying low-income, minority, and limited English proficient areas throughout the MPO planning area and ensure that these groups are included in all public involvement opportunities. Mapping will be at a regional scale and will focus on communities and groups identified in Title VI/EJ outreach thresholds adopted in FY 2017.

GoCary will use funding in this line item to prepare route plans and evaluations for compliance with Environmental Justice principles.

III-C-3: Minority Business Enterprise

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

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

The MPO will support efforts of the transit agencies in this area, particularly in meeting federal ADA requirements and providing demand-response services to this population.

GoCary will utilize funds in this line item to prepare performance reports for ridership and service supply for the Town's ADA Door-to-Door transit services for seniors and disabled citizens, and prepare a long range demand-response plan.

III-C-5: Safety / Drug Control Planning

No activities proposed, therefore no funds programmed.

III-C-6: Public Involvement

MPO staff will continue to focus on public involvement as identified in the adopted Public Involvement Plan. Staff will assist member jurisdictions with outreach and provide materials necessary for TCC and Executive Board members to conduct outreach locally for transportation projects and studies.

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

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

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

The MPO will purchase software or online tools that enhance the staff's ability to conduct broad outreach across the region, and targeted outreach in specific areas or communities as gaps in input appear. The MPO will dedicate one staff person to serve as the primary contact person for the public, and who will oversee public interactions and education pertaining to the MPO.

The MPO will also continue to provide support for outreach associated with Wake Transit planning and implementation as necessary and appropriate.

GoRaleigh and GoCary intend to use funding in this line item to conduct extensive public outreach for service changes.

III-C-7: Private Sector Participation

GoRaleigh will use funding in this line item to continue GoPass program development and partnerships with neighborhood organizations and the private sector.

GoCary will continue development of its UPASS program and partnerships with neighborhood organizations and the private sector in support of transit operations and capital projects.

III-D Incidental Planning and Project Development

III-D-1: Transportation Enhancement Planning

No specific activities planned, therefore no funds programmed. The MPO will continue to support alternative transportation options through the Locally Administered Projects Program per UPWP item III-B.

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

As many more projects are funded in the CAMPO region through SPOT and LAPP, staff time dedicated to assisting with carrying alternatives through planning and into project development phases will increase. Staff will continue to support project development through participation in Merger meetings, serving as a resource in project development and scoping meetings, and participating in public outreach efforts. Staff will continue to support and be involved in NCDOT efforts to integrate the NEPA process in the MPO systems planning process. The MPO will continue to support efforts to implement the MPO's Locally Administered Projects Program on a project-level where necessary.

III-D-3: Special Studies

The MPO will begin, continue, and/or complete several special study efforts during FY 2018. Studies indicated in the III-D-3-A section are considered part of the MPO's Core Mission Emphasis Areas. Studies included in the III-D-3-B section will reflect special studies in the MPO's Supplemental Emphasis Areas (a.k.a. Non-Core Mission Special Studies), and generally will be financially supplemented by additional member agency funding.

III-D-3-A: Core Mission Special Studies

(See Pages 22-28)

Wake Transit Planning and Implementation

Regional Transit Planning

Local Area Hot Spot Analyses

Triangle Toll Study

Major Commuter Corridor Study

Regional ITS Plan

Southwest Area Study Update

R.E.D. Lane Study

III-D-3-B: Non-Core Mission Special Studies

(See Page 28)

There are no non-core mission tasks anticipated in the FY 2019 Work Plan.

III-D-4: Regional or Statewide Planning

The Capital Area MPO will participate in projects, partnering with DCHC, GoTriangle, the Regional

Transportation Alliance (RTA), and TJCOG to serve as a coordination mechanism for MPO and RPO activities.

MPOs, RPOs, individual communities, GoTriangle, NCDOT, FHWA, NCDEQ, FTA and USEPA have participated in the past regional planning efforts and will play similar roles this year. The MPO will be engaged in a wide range of coordinated efforts conducted to meet the transportation planning needs of the area.

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

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

III-E Management and Operations

The continuing transportation planning process requires considerable administrative time for attending meetings, preparing agendas, conducting and attending annual training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL fund account, other Federal Fund accounts, and Wake Transit.

MPO staff will review the Public Involvement Policy, Executive Board and TCC bylaws, and the MOU with member jurisdictions (if necessary based on the bylaws).

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

Proposed Activities:

1. Continue to support Wake County through a comprehensive, continuing, and cooperative transit planning and programming process focused on implementation planning as a result of a successful transit sales tax referendum and enactment of additional vehicle registration fees to fund transit. CAMPO has committed to staffing and administering the regional Transit Planning Advisory Committee (TPAC), compiling the annual Wake Transit Work Plan elements, compiling the annual CIP and Multi-Year Operating Program as part of the Work Plan, developing and administering the concurrence check process for Wake Transit funded projects, and various other implementation planning work.
2. Provide liaison between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro MPO (DCHC MPO), the North Carolina Department of Transportation (NCDOT), the Department of Environmental Quality (DEQ), the Triangle J Council of Government, the surrounding Rural Planning Organization (RPOs) and other organizations at the local, regional, state, and federal level on transportation related matters, issues and actions.
3. Work with the DCHC MPO on regional issues. Prepare Regional Project Priority lists and TIP and amend as necessary. Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.
4. Provide technical assistance to the Executive Board and other member jurisdictions' policy bodies.
5. Participate in Joint Capital Area MPO/DCHC MPO TCC and Executive Board 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 Executive Board and TCC meeting agendas. Attend Executive Board, TCC and other meetings associated with MPO planning activities.
8. Pay LPA Indirect Costs. In FY 14 the City of Raleigh, as the MPO's Lead Planning Agency, started charging the MPO for indirect cost. Indirect cost sharing is being phased in for all units housed under the City of Raleigh. Historically, the MPO has not been required to pay indirect cost. Per direction by the Executive Board, the LPA indirect costs must be capped at \$100,000 annually.
9. The MPO will continue to implement the Core-Mission Programs (LAPP, CMP, MTP, Regional Transit Planning, etc.) as described on Pages 21-23.

GoCary will use funding in this line item to prepare monthly service reports for transit planning efforts and provide staffing to the Town's Transit Section. The staff will perform day-to-day administrative functions in support of transit planning.

Table 3 – MPO Funding Breakdown by Source and Task Code

Capital Area MPO - Composite Summary			TPB		SEC 104 (F)		STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Highway/Transit		Highway/Transit		Tax Revenue	Highway/Transit			Transit			Transit			LOCAL	NCDOT	FEDERAL	TOTAL
			NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	Local	PTD	FTA	Local	PTD	FTA	Local	PTD	FTA				
			20%	80%	20%	80%	20%	80%	100%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
II. CONTINUING TRANSPORTATION PLANNING																						
II-A-1	Traffic Volume Counts	MPO			\$ 500	\$ 2,000	\$ 500	\$ 2,000										\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-A-2	Vehicles Miles of Travel (VMT)				\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -		
II-A-3	Street System Changes	MPO			\$ 500	\$ 2,000	\$ 500	\$ 2,000										\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-A-4	Traffic Accidents	MPO			\$ 500	\$ 2,000	\$ 500	\$ 2,000										\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-A-5	Transit System Data	MPO			\$ 1,500	\$ 6,000	\$ 500	\$ 2,000										\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
		GoRaleigh			\$ -	\$ -				\$ 12,348	\$ 12,348	\$ 98,785	\$ 75,439		\$ 301,756			\$ 87,787	\$ 12,348	\$ 400,541	\$ 500,676	
		GoTriangle			\$ -	\$ -							\$ 39,750	\$ 39,750	\$ 318,000			\$ 39,750	\$ 39,750	\$ 318,000	\$ 397,500	
		GoCary			\$ -	\$ -							\$ 6,330	\$ 6,330	\$ 50,640			\$ 6,330	\$ 6,330	\$ 50,640	\$ 63,300	
II-A-6	Dwelling Unit and Population Changes	MPO			\$ 1,000	\$ 4,000												\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-A-7	Air Travel				\$ -	\$ -												\$ -	\$ -	\$ -		
II-A-8	Vehicle Occupancy Rates (VOR)	MPO			\$ -	\$ -	\$ 2,000	\$ 8,000										\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
II-A-9	Travel Times Studies				\$ -	\$ -												\$ -	\$ -	\$ -		
II-A-10	Mapping	MPO			\$ 10,000	\$ 40,000	\$ 10,000	\$ 40,000										\$ 20,000	\$ -	\$ 80,000	\$ 100,000	
II-A-11	Managed Activity Center Parking Inventory				\$ -													\$ -	\$ -	\$ -		
II-A-12	Bicycle and Pedestrian Facilities Inventory				\$ -	\$ -	\$ 2,000	\$ 8,000										\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
III. LONG-RANGE TRANSPORTATION PLAN (LRTP)																						
II-B-1	Collection of Base Year Data	MPO			\$ 2,500	\$ 10,000	\$ 2,500	\$ 10,000										\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
II-B-2	Collection of Network Data	MPO			\$ 20,000	\$ 80,000	\$ 10,000	\$ 40,000										\$ 30,000	\$ -	\$ 120,000	\$ 150,000	
II-B-3	Travel Model Updates	MPO			\$ 10,000	\$ 40,000	\$ 38,000	\$ 152,000										\$ 48,000	\$ -	\$ 192,000	\$ 240,000	
		GoTriangle			\$ -	\$ -							\$ 9,000	\$ 9,000	\$ 72,000			\$ 9,000	\$ 9,000	\$ 72,000	\$ 90,000	
II-B-4	Travel Surveys	MPO			\$ -	\$ -	\$ 10,000	\$ 40,000										\$ 10,000	\$ -	\$ 40,000	\$ 50,000	
II-B-5	Forecast of Data to Horizon Year	MPO			\$ -	\$ -												\$ -	\$ -	\$ -		
	Community Viz				\$ -	\$ -	\$ 4,000	\$ 16,000										\$ 4,000	\$ -	\$ 16,000	\$ 20,000	
II-B-6	Community Goals and Objectives	MPO			\$ 1,500	\$ 6,000	\$ 1,500	\$ 6,000										\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
II-B-7	Forecasts of Future Travel Patterns	MPO			\$ 2,500	\$ 10,000	\$ 7,500	\$ 30,000										\$ 10,000	\$ -	\$ 40,000	\$ 50,000	
II-B-8	Capacity Deficiency Analysis	MPO			\$ 400	\$ 1,600	\$ 2,600	\$ 10,400										\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
II-B-9	Highway Element of MTP/CTP	MPO			\$ 5,000	\$ 20,000	\$ 5,000	\$ 20,000										\$ 10,000	\$ -	\$ 40,000	\$ 50,000	
II-B-10	Transit Element of MTP/CTP	MPO			\$ 7,500	\$ 30,000	\$ 7,500	\$ 30,000										\$ 15,000	\$ -	\$ 60,000	\$ 75,000	
		GoRaleigh			\$ -	\$ -	\$ -	\$ -		\$ 11,840	\$ 11,840	\$ 94,727	\$ 44,222		\$ 176,888			\$ 56,062	\$ 11,840	\$ 271,615	\$ 339,517	
		GoTriangle			\$ -	\$ -	\$ -	\$ -					\$ 2,000	\$ 2,000	\$ 16,000			\$ 2,000	\$ 2,000	\$ 16,000	\$ 20,000	
		GoCary			\$ -	\$ -	\$ -	\$ -					\$ 3,060	\$ 3,060	\$ 24,480			\$ 3,060	\$ 3,060	\$ 24,480	\$ 30,600	
	Transit Oriented Development	MPO					\$ -	\$ -										\$ -	\$ -	\$ -		
II-B-11	Bicycle and Pedestrian Element of MTP/CTP (Wake County SRTS Prioritization Study project)																					
		MPO			\$ 2,500	\$ 10,000	\$ 2,500	\$ 10,000										\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
II-B-12	Airport /Air Travel Element of MTP	MPO			\$ 1,000	\$ 4,000	\$ 1,000	\$ 4,000										\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
II-B-13	Collector Street Element of MTP	MPO/ WAKE CO.			\$ 3,000	\$ 12,000	\$ 2,000	\$ 8,000										\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
II-B-14	Rail, Waterway, or Other Mode Element of MTP	MPO			\$ 1,500	\$ 6,000	\$ 1,500	\$ 6,000										\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
II-B-15	Freight Movement/Mobility Planning	MPO			\$ 2,500	\$ 10,000	\$ 2,500	\$ 10,000										\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
II-B-16	Financial Planning	MPO			\$ 1,000	\$ 4,000	\$ 1,000	\$ 4,000										\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
		GoRaleigh			\$ -	\$ -												\$ -	\$ -	\$ -		
		GoCary			\$ -	\$ -							\$ 2,070	\$ 2,070	\$ 16,560			\$ 2,070	\$ 2,070	\$ 16,560	\$ 20,700	
II-B-17	Congestion Management Process	MPO			\$ 1,500	\$ 6,000	\$ 1,500	\$ 6,000										\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
II-B-18	Air Quality Planning/Conformity Analysis, BWPC See III-D-4	MPO			\$ 2,000	\$ 8,000												\$ 2,000	\$ -	\$ 8,000	\$ 10,000	

Capital Area MPO - Composite Summary			TPB		SEC 104 (F)		STP DA Funds		Wake Transit Tax District	SECTION 5303			SECTION 5307			SECTION 5309			TASK FUNDING SUMMARY				
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Highway/Transit		Highway/Transit		Tax Revenue	Highway/Transit			Transit			Transit			LOCAL	NCDOT	FEDERAL	TOTAL	
			NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	Local	Local	PTD	FTA	Local	PTD	FTA	Local	PTD					FTA
			20%	80%	20%	80%	20%	80%	100%	10%	10%	80%	10%	10%	80%	25%	25%	50%					
III.	ADMINISTRATION																						
III-A	Unified Planning Work Program	MPO			\$ 5,000	\$ 20,000												\$ 5,000	\$ -	\$ 20,000	\$ 25,000		
		GoCary			\$ -	\$ -												\$ 540	\$ 540	\$ 4,320	\$ 5,400		
III-B	Transportation Improvement Program	MPO			\$ 20,000	\$ 80,000	\$ 20,000	\$ 80,000										\$ 40,000	\$ -	\$ 160,000	\$ 200,000		
		GoCary			\$ -	\$ -												\$ 990	\$ 990	\$ 7,920	\$ 9,900		
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements																						
III-C-1	Title VI	MPO			\$ 1,500	\$ 6,000	\$ 1,500	\$ 6,000										\$ 3,000	\$ -	\$ 12,000	\$ 15,000		
		GoRaleigh			\$ -	\$ -												\$ -	\$ -	\$ -			
		GoTriangle			\$ -	\$ -												\$ -	\$ -	\$ -			
		GoCary			\$ -	\$ -												\$ 720	\$ 720	\$ 5,760	\$ 7,200		
III-C-2	Environmental Justice	MPO			\$ 1,500	\$ 6,000	\$ 1,500	\$ 6,000										\$ 3,000	\$ -	\$ 12,000	\$ 15,000		
		GoRaleigh			\$ -	\$ -												\$ -	\$ -	\$ -			
		GoCary			\$ -	\$ -												\$ 720	\$ 720	\$ 5,760	\$ 7,200		
III-C-3	Minority Business Enterprise Planning (MBE)	MPO			\$ 550	\$ 2,200	\$ 550	\$ 2,200										\$ 1,100	\$ -	\$ 4,400	\$ 5,500		
III-C-4	Planning for the Elderly and Disabled	MPO			\$ 550	\$ 2,200	\$ 550	\$ 2,200										\$ 1,100	\$ -	\$ 4,400	\$ 5,500		
		GoRaleigh			\$ -	\$ -												\$ -	\$ -	\$ -			
		GoCary			\$ -	\$ -												\$ 1,080	\$ 1,080	\$ 8,640	\$ 10,800		
III-C-5	Safety/Drug Control Planning	MPO			\$ -	\$ -												\$ -	\$ -	\$ -	\$ -		
III-C-6	Public Involvement	MPO			\$ 17,500	\$ 70,000	\$ 17,500	\$ 70,000										\$ 35,000	\$ -	\$ 140,000	\$ 175,000		
		GoRaleigh			\$ -	\$ -					\$ 6,456	\$ 6,456	\$ 51,641	\$ 24,571		\$ 98,287		\$ 31,027	\$ 6,456	\$ 149,928	\$ 187,411		
		GoCary			\$ -	\$ -								\$ 1,890	\$ 1,890	\$ 15,120		\$ 1,890	\$ 1,890	\$ 15,120	\$ 18,900		
III-C-7	Private Sector Participation	GoRaleigh			\$ -	\$ -							\$ 6,756	\$ 6,756	\$ 54,047	\$ 24,464		\$ 97,854		\$ 31,220	\$ 6,756	\$ 151,901	\$ 189,877
		GoCary			\$ -	\$ -								\$ 990	\$ 990	\$ 7,920		\$ 990	\$ 990	\$ 7,920	\$ 9,900		
III-D	Incidental Planning and Project Development																						
III-D-1	Transportation Enhancement Planning				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -		
III-D-2	Environmental Analysis and Pre-TIP Planning	MPO			\$ 6,000	\$ 24,000	\$ 5,000	\$ 20,000										\$ 11,000	\$ -	\$ 44,000	\$ 55,000		
III-D-3	Special Studies																						
	A- MPO Core Function Studies				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -		
	1) Regional Rail Transit Planning	MPO			\$ -	\$ -	\$ 2,000	\$ 8,000										\$ 2,000	\$ -	\$ 8,000	\$ 10,000		
	a) Community Area Technical Funding	MPO			\$ -	\$ -			\$ 100,000									\$ 100,000	\$ -	\$ -	\$ 100,000		
	b) Red Transit Lane Study	MPO					\$ 15,000	\$ 60,000										\$ 15,000	\$ -	\$ 60,000	\$ 75,000		
																		\$ -	\$ -	\$ -			
	2)Wake Transit Plan Implementation	MPO							\$ 461,250									\$ 461,250	\$ -	\$ -	\$ 461,250		
	3) Hot Spot Studies	MPO			\$ -	\$ -												\$ 20,000	\$ -	\$ 80,000	\$ 100,000		
	a) TBD						\$ 10,000	\$ 40,000															
	b) TBD						\$ 10,000	\$ 40,000															
	4) Strategic Triangle Toll Study	MPO			\$ -	\$ -	\$ 10,000	\$ 40,000										\$ 60,000	\$ 100,000	\$ 40,000	\$ 200,000		
		DCHC/NCDOT / NCTA	\$ 100,000		\$ -	\$ -	\$ 50,000																
	5)Southwest Area Study	MPO				\$ -	\$ 30,000	\$ 120,000										\$ 30,000	\$ 25,000	\$ 120,000	\$ 175,000		
		NCDOT	\$ 25,000																				
	6)Major Commuter Corridor Study	MPO	\$ 100,000				\$ 20,000	\$ 80,000										\$ 20,000	\$ 100,000	\$ 80,000	\$ 200,000		
	7)ITS Community Systems Planning																	\$ 43,200	\$ 100,000	\$ 72,800	\$ 216,000		
	a) Phase II	MPO					\$ 18,200	\$ 72,800															
		DCHC/NCDOT	\$ 100,000				\$ 25,000																
	B- MPO Non-Core Function Studies				\$ -	\$ -												\$ -	\$ -	\$ -	\$ -		
					\$ -	\$ -	\$ -	\$ -															
					\$ -	\$ -	\$ -	\$ -															
III-D-4	Regional or Statewide Planning				\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -	\$ -		
	Air Quality Planning				\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -	\$ -		
	A- Regional Land Use-Transportation - AQ Collaboration (TJCOG)	MPO			\$ -	\$ -	\$ 33,064	\$ 132,256										\$ 33,064	\$ -	\$ 132,256	\$ 165,320		
III-E	Management and Operations	MPO			\$ 93,472	\$ 173,888	\$ 96,736	\$ 345,944										\$ 190,208	\$ -	\$ 519,832	\$ 710,040		
		GoRaleigh			\$ -	\$ -	\$ -	\$ -										\$ -	\$ -	\$ -			
		CARY TRANSIT					\$ -	\$ -						\$ 2,160	\$ 2,160	\$ 17,280		\$ 2,160	\$ 2,160	\$ 17,280	\$ 21,600		
TOTALS					\$ 325,000	\$ -	\$ 224,472	\$ 697,888	\$ 483,200	\$ 1,591,800	\$ 561,250	\$ 37,400	\$ 37,400	\$ 299,200	\$ 239,996	\$ 71,300	\$ 1,245,185		\$ 1,546,318	\$ 433,700	\$ 3,834,073	\$ 5,814,091	

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

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	442700	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	II-B-10	III-E	
4 Title of Planning Task	Transit System Data	Unified Planning Work Program	Improvement Program	Financial Planning	Title VI	Environmental Justice	Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	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.	Transit Element of LRTP/CTP	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.	Go Pass Program development and partnerships with neighborhood organizations/the private sector.	Additional modeling: coding transit routes, ridership estimates, validating mode choice - low and estimate.	Prepare monthly service reports for transit planning efforts; provide staffing to Raleigh Transit Authority including reports, agendas, minutes, etc. Provide transit planning information & documentation to other agencies & the general public, including the development route schedules, bus stop displays, etc.	
7 Product(s)	12/31/2018	2/28/2018	12/31/2017	9/30/2018	8/31/2018	8/31/2018	6/30/2019	7/31/2018	4/30/2019	3/31/2019	6/30/2019	
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 Improvmeent Program.	Previous work in cost analysis and future financial planning.	Previous plans and Triennial Title VI review by FTA.	Previous route evaluations to the Raleigh Transit Authority.	Previous operating, financial, and ridership inventories.	Five-Year Transit Plan public input process and extensive public involvement for all other service changes.	UPASS Program development, bus pass purchase by private organizations, and development plan review.	LRTP	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	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	GoRaleigh/Raleigh Transp	
11 Completion												
16 Section 5303 Local 10%	\$ 12,348							\$ 6,456	\$ 6,756	\$ 11,840		\$ 37,400
17 Section 5303 NCDOT 10%	\$ 12,348							\$ 6,456	\$ 6,756	\$ 11,840		\$ 37,400
18 Section 5303 FTA 80%	\$ 98,785							\$ 51,641	\$ 54,047	\$ 94,727		\$ 299,200
19 Section 5307 Transit - Local 20%	\$ 75,439							\$ 24,571	\$ 24,464	\$ 44,222		\$ 168,696
20 Section 5307 Transit - NCDOT 0%	\$ -							\$ -	\$ -	\$ -		\$ -
21 Section 5307 Transit - FTA 80%	\$ 301,756							\$ 98,287	\$ 97,854	\$ 176,888		\$ 674,785
22 Section 5309 Transit - Local 25%												\$ -
23 Section 5309 Transit - NCDOT 25%												\$ -
24 Section 5309 Transit - FTA 50%												\$ -
25 Additional Funds - Local 100%												\$ -

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

Anticipated DBE Contracting Opportunities for 2018-19

Name of MPO: Capital Area Metropolitan Planning Organization _____ Check here if no anticipated DBE opportunities

Person Completing Form: Kelli Yeager

Telephone Number: 919-801-1588

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
11-B-10 and 11-C-6	Community Transit Centers Planning	Planning Communities, LLC	Professional Services/Consultant	\$80,000	\$100,000

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.

Table 4B: Cary Transit (Go Cary) Funding by Source and Task

MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO		
FTA Code	442400	442100	442500	442302	442400	442400	442100	442100	442100	442301	442100		
Task Code	II-A-5	III-A	III-B	II-B-16	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	II-B-10	III-E		
Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Financial Planning	Title VI	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	Management and Operations	TOTALS	
Task Objective	Collection and analysis of transit and passenger data. Short range service planning. NTD data reporting and compliance. Performance monitoring, analysis and reporting.	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program.	Develop of cost estimates for future years of Transit Plan and transit planning scenarios.	Service planning in accordance with FTA Regulations for Title VI.	Service planning in consideration of low-income & minority groups.	Monitor the GoCary complementary ADA and Premium ADA Door to Door Program and participation.	Public Involvement in support of transit service planning, transit policies and supporting processes. Coordination with other agencies and partners in support of transit services. Provide transit planning information to citizens and other agencies.	Coordination with private sector partners. Partnerships &/or involvement with private entities.	Long range transit planning including consideration and update to the Transit Element of the LRTP/CTP	Administration and support of transit operations. Prepare reports, provide staffing to Transit Section, Town Manager, and Town Council.		Transit Planner
Tangible Product Expected	Service performance reports, bus stop amenity & facility planning, NTD APC certification, and on-going transit data collection. Transit planning support software.	Preparation of the Unified Planning Work Program per Federal & State requirements, and any required amendments.	Preparation and planning of capital projects for transit system. TIP development including any required amendments.	Develop cost analyses for capital projects and service planning scenarios. Develop short range financial plans based on current legislation to ensure consistent and efficient service.	Ensure service compliance with Title VI.	Prepare route evaluations considering the three principals of environmental justice.	Prepare performance reports and required policies for the Town's ADA Door to Door services for Seniors and Disabled. Prepare a Long Range Demand Response Plan.	Extensive public involvement process for service changes as well as other necessary transit policies or processes.	UPASS Program development and partnerships with neighborhood organizations/the private sector in support of transit operations and capital projects.	Long -range system level transit planning. Forecasting ridership estimates. Evaluate implementation of long-range plan elements.	Evaluate monthly service reports for transit planning efforts; provide staffing to Town of Cary's Transit Section including reports, agendas, minutes, etc. Day to day administration functions in support of transit planning functions.		Transit Planner - Grants and Capital Projects Planning
Expected Completion Date of Product(s)	6/30/2019	12/30/2018	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019	6/30/2019		Joint duties between two positions
Previous Work	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued	Same continued		
Prior FTA Funds	\$ 34,440	\$ 3,075	\$ 19,311	\$ 18,450	\$ 9,840	\$ 9,840	\$ 24,600	\$ 9,840	\$ 15,990	\$ 9,225	\$ 24,600	\$ 179,211	
Relationship To Other Activities	Imagine Cary plan adjusted with final Wake Transit Plan		Imagine Cary plan adjusted with final Wake Transit Plan	Imagine Cary plan adjusted with final Wake Transit Plan	Imagine Cary plan adjusted with final Wake Transit Plan	Imagine Cary plan adjusted with final Wake Transit Plan				Imagine Cary plan adjusted with final Wake Transit Plan			
Agency Responsible for Task Completion	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary	Town of Cary/GoCary		
Section 5307 Transit - Local 10%	\$6,330	\$540	\$990	\$2,070	\$720	\$720	\$1,080	\$1,890	\$990	\$3,060	\$2,160	\$20,550	
Section 5307 Transit - NCDOT 10%	\$6,330	\$540	\$990	\$2,070	\$720	\$720	\$1,080	\$1,890	\$990	\$3,060	\$2,160	\$20,550	
Section 5307 Transit - FTA 80%	\$50,640	\$4,320	\$7,920	\$16,560	\$5,760	\$5,760	\$8,640	\$15,120	\$7,920	\$24,480	\$17,280	\$164,400	
TOTALS	\$63,300	\$5,400	\$9,900	\$20,700	\$7,200	\$7,200	\$10,800	\$18,900	\$9,900	\$30,600	\$21,600	\$205,500	

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

Anticipated DBE Contracting Opportunities for 2018-19

Name of MPO: Capital Area Metropolitan Planning Organization X Check here if no anticipated DBE opportunities

Person Completing Form: Christine Sondej

Telephone Number: 919-380-2134

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
NO CONTRACTING OPPORTUNITIES					

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.

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

MPO	GoTriangle (CAMPO)			
FTA Code	442400	442301	442301	
Task Code	II-A-5	II-B-3	II-B-10	
Title of Planning Task	Transit System Data	Travel Model Updates	Transit Element of the MTP	TOTALS
Task Objective	To collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements	Support for Triangle Regional Model Service Bureau	To provide travel market analysis and cost information for development of transit investments for the MTP; and to acquire GIS support services from TJCOG	
Tangible Product Expected	Route planning recommendations from both staff/consultants, onboard surveys for bus, vanpool. On-going staff salaries	Updated Triangle Regional Model	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	
Expected Completion Date of Product(s)	6/30/2020	6/30/2020	6/30/2020	
Previous Work	Regional APC data work already undertaken/TTA Service Change Recs. Ongoing staff salaries	Ongoing support of TRM service bureau	Continued and ongoing regional corridor analysis for MTP and other projects	
Prior FTA Funds	\$397,500	\$90,000	\$20,000	
Relationship To Other Activities	APC data can be used to calibrate the travel times in the regional model. Data will inform route planning decisions. Provides staff support.	Supports the regional travel model utilized for the MTP and other transit and highway planning purposes.	This supports regional transit planning for capital investments.	
Agency Responsible for Task Completion	GoTriangle	Service Bureau at ITRE responsible for task - GoTriangle is a funding partner	GoTriangle (with joint sponsorship by TJCOG and MPOs, NCDOT)	
HPR - Highway - NCDOT 20%				
HPR - Highway - FHWA 80%				
Section 104 (f) PL Local 20%				
Section 104 (f) PL FHWA 80%				
Section 5303 Local 10%				
Section 5303 NCDOT 10%				
Section 5303 FTA 80%				
Section 5307 Transit - Local 10%	\$39,750	\$9,000	\$2,000	\$50,750
Section 5307 Transit - NCDOT 10%	\$39,750	\$9,000	\$2,000	\$50,750
Section 5307 Transit - FTA 80%	\$318,000	\$72,000	\$16,000	\$406,000
Category Total	\$397,500	\$90,000	\$20,000	\$507,500

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

Anticipated DBE Contracting Opportunities for 2018-19

Name of MPO: Capital Area Metropolitan Planning Organization

 X Check here if no anticipated DBE opportunities

Person Completing Form: Darcy Downs

Telephone Number: 919-485-7425

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
NO CONTRACTING OPPORTUNITIES					

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

Appendix A – CAMPO Executive Board Members 2018-2019
CAMPO Technical Coordinating Committee Members 2018-2019

Appendix B -- Triangle J Council of Governments Task Narrative

Appendix C -- Adoption Resolution

Planning Self-Certification Checklist and Response

Certification Resolution

Transmittal Letter

CAMPO Executive Board 2018

CAMPO Executive Board (To be Updated)

First	Last	Representing
Lewis	Weatherspoon	Angier
Lance	Olive	Apex
Mike	Gordon	Archer Lodge
		Bunn
Harold	Weinbrecht	Cary
Butch	Lawter	Clayton
Neena	Nowell	Creedmoor
John	Sullivan	Federal Highway Administration
Michael	Schrivier	Franklin County
Art	Wright	Franklinton
John	Byrne	Fuquay-Varina
Ronnie	Williams	Garner
Will	Allen	GoTriangle Transit Authority
Edgar	Smoak	Granville County
Gordon	Springle	Harnett
Dick	Sears	Holly Springs
Larry	Woods	Johnston
James	Roberson	Knightdale
TJ	Cawley	Morrisville
Gus	Tulloss	N.C Board of Transportation - Div 4
Valerie	Jordan	N.C Board of Transportation - Div 5
Terry	Hutchens	NC Board of Transportation - Div 6
Perry	Safran	NC Turnpike
Nancy	McFarlane	Raleigh
Frank	Eagles	Rolesville
Sig	Hutchinson	Wake County
Vivian	Jones	Wake Forest
Virginia	Gray	Wendell
Terry	Hedlund	Youngsville
Don	Baumgarner	Zebulon

CAMPO TCC 2018-2019

Member	Representing
Coley Price	Town of Angier
Shannon Cox	Town of Apex
Bob Clark	Town of Archer Lodge
	Town of Bunn
Sandi Bailey	Town of Cary (2)
Juliet Andes	
David DeYoung	Town of Clayton
Mike Frangos	City of Creedmoor
Tammy Ray	Town of Franklinton
Adam Mitchell	Town of Fuquay-Varina
Het Patel	Town of Garner
Kendra Parrish	Town of Holly Springs
Chris Hills	Town of Knightdale
Benjamin Howell	Town of Morrisville
	City of Raleigh (5)
Transportation Director (Vacant)	
Ken Bowers	
Eric Lamb	
Jason Myers	
Paul Kallam	
Danny Johnson	Town of Rolesville
Suzette Morales	Town of Wake Forest
David Bergmark	Town of Wendell
Andy Thomas	Town of Youngsville

Member	Representing
MacKenzie Day	Town of Zebulon
Scott Hammerbacher	County of Franklin
Justin Jorgensen	County of Granville
Jay Sikes	County of Harnett
Berry Gray	County of Johnston
Tim Maloney	County of Wake (2)
Tim Gardiner	
NCDOT (6)	
Ronnie Keeter	NCDOT Div 4
Joey Hopkins	NCDOT Div 5
Greg Burns	NCDOT Div 6
Scott Walston	NCDOT TPB
	NCDOT PTD
	NCDOT BikePed Unit
John Hodges-Copple	Triangle J. Council of Governments
Gretchen Coperine	Research Triangle Foundation
Kelly Blazey	GoCary
David Eatman	Capital Area Transit (Go Raleigh)
Mike Kennon	North Carolina State University
Darcy Downs	Triangle Transit (Go Triangle)
	Wake/Johnston/Harnett Transit
Michael Langduth	RDU Airport Authority
Eddie Dancausse	FHWA

Task Narrative Description:

Triangle J Council of Governments

III-D-4. Regional or Statewide Planning.

Facilitate and/or manage joint activities and undertake analysis work in land use, transportation and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and private sector partners.

Objectives

To ensure that activities that have a scope or scale that transcend any single MPO are done in a coordinated, timely, effective and cost-efficient way.

Previous work

CommunityViz support and Version 2 development, evaluation and documentation; Joint 2045 MTP technical work; ozone standards and non-attainment education and technical assistance; MTP and TIP conformity coordination, TRM executive committee support, fiscal constraint management, GoTriangle and county transit plan participation, MPO area plan and project participation.

Proposed activities

Major activities include CommunityViz 2.0 follow-up based on FY18 debrief, improvement and expanded deployment leading to CommunityViz 3.0, 2045 MTP follow-up and amendments; TRM executive committee support; 2045 MTP land use-transit investment implementation refinement, including any small area uses, transportation-air quality issue tracking. Major expanded activity would be: 1) transitioning some socioeconomic data and method responsibilities from ITRE TRM team to TJCOG CommunityViz team; and 2) helping MPOs track land use, socioeconomic and housing related performance metrics in the Metropolitan Transportation Plan

Products

- CommunityViz 3.0 framing document with activities and schedule
- 2045 MTP amendments and joint MPO technical support
- Triangle Regional Model Executive Committee documentation
- CommunityViz-related products, focusing on final preferred scenario documentation and follow-up, including sensitivity testing of selected factors
- Transportation-land use-affordable housing data and reports, as appropriate
- (if expanded scope approved by both MPOs) – Employment-related socioeconomic data and methods for use in version 6 of the Triangle Regional Model
- (if expanded scope approved by both MPOs) – Expanded, systematic performance metric tracking from 2045 MTP for land use, affordable housing and related socioeconomic characteristics.
- (if expanded scope approved by both MPOs) – improve validation site database, with more sites and closer integration with InfoUSA or other employment site data.

Relationship to other plans and MPO activities

This work is most closely tied to the joint MPO 2045 MTP implementation and amendment process and refined data and methods related to version 6 of the Triangle Regional Model. Work enables the two MPOs to

ensure consistent and seamless coordination with each other and other regional transportation partners and local community planning efforts.

Proposed budget and level of effort (CAMPO portion)

Budget largely supports staff work by Planning Director, Principal Planner, Senior Planner, Planner II, and GIS Analyst, with some direct costs associated with travel and meeting expenses, and allocated indirect. Note: if expanded scope not supported, the FHWA total would be reduced to \$112,256 with a corresponding reduction in the 20% local match.

Task Code - Title	Local 20%	FHWA 80%	Total
III-D-4 – Regional or Statewide Planning	\$33,064	\$132,256	\$165.320

Funding Commitments from other Entities:

20% local match to be provided by TJCOG; other funding participation in joint effort from DCHC MPO and GoTriangle as in previous years.

Adoption Resolution (To be updated upon adoption!)

Planning Certification Checklist Responses

Capital Area MPO Self-Certification Checklist Responses

Planning Certification Checklist Responses

Capital Area MPO Self-Certification Checklist Responses

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Yes. The Capital Area MPO is properly designated by its Memorandum of Understanding (MOU) between the Governor (as signed by the Secretary of the North Carolina of Transportation on June 15, 2005) and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law to manage a *continuing, cooperative, and comprehensive* ("3-C") transportation planning process for all of Wake County, plus portions of the counties of Franklin, Granville, Harnett, and Johnston, also including the Towns of Angier, Bunn, Clayton, Creedmoor, Franklinton, and Youngsville. The revised MOU was adopted by the TAC at its April 16, 2014 meeting to include the Town of Archer Lodge in Johnston County; as well as made other technical adjustments such as renaming the TAC the "Executive Board".

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]

Yes. The Capital Area MPO's policy board has been renamed the "Executive Board" as of April 16, 2014, which must consist of a member from a governing board (e.g. City Council, Board of Commissioners, etc.). The NC Board of Transportation members must represent Highway Divisions 4, 5 and 6. There are a total of 29 Executive Board members representing local governments, Board of Transportation members, GoTriangle, and the non-voting membership of the NC Turnpike Authority, and Federal Highway Administration's (FHWA) Division Administrator.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Yes. The metropolitan area boundary (MAB) encompasses the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period. The map was updated when the MPO Planning boundaries expanded due to the 2000 Census-designated urbanized area, which had previously only included Wake County. CAMPO reviewed the boundaries and included all of Wake County and portions of Harnett, Johnston, Franklin, and Granville counties. A new map based on the Decennial Census released on March 26, 2012 outlining the recommended updated Capital Area MPO Planning Area Boundary (MAB) and the smoothed Urbanized Area Boundary (UAB), took effect on July 1, 2013.

4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314

- a. Is there an adopted prospectus
- b. Are tasks and products clearly outlined
- c. Is the UPWP consistent with the MTP
- d. Is the work identified in the UPWP completed in a timely fashion

Yes. The Capital Area MPO has a currently adopted Unified Planning Work Program (adopted February 15, 2017, and Amended on December 13, 2017) that is designed to outline and discuss the planning priorities of the MPO within a one-year planning period. The Capital Area MPO also has an adopted prospectus that provides more detail on individual work tasks, defines roles and responsibilities, and is intended to minimize the required documentation annually. The Capital Area MPO uses the adopted prospectus to solicit planning tasks and products from the MPO member participants for the upcoming year; and either does the task for the member jurisdiction or makes Federal planning funds (PL) available to that jurisdiction to accomplish the work task itself in a timely fashion. The UPWP is consistent with the Metropolitan Transportation Plan in that tasks outlined in the Metropolitan Transportation Plan's (MTP) 20 to 30-year planning horizon are carried out within the UPWP until the required four-year update of the MTP. In general, all UPWP tasks are performed in a timely manner using Capital Area MPO staff and the assistance of its partnering entities. However, depending upon local resources and federal funding availability, outside contractors may be hired to perform needed studies. Studies are completed within the fiscal year of the active UPWP, unless the project scope has been identified to cover more than one year.

5. Does the area have a valid transportation planning process?

23 U.S.C. 134; 23 CFR 450

- a. Is the transportation planning process continuous, cooperative and comprehensive
- b. Is there a valid LRTP
- c. Did the LRTP have at least a 20-year horizon at the time of adoption
- d. Does it address the 8-planning factors
- e. Does it cover all modes applicable to the area
- f. Is it financially constrained
- g. Does it include funding for the maintenance and operation of the system
- h. Does it conform to the State Implementation Plan (SIP) (if applicable)
- i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)

Yes. The Capital Area MPO has a valid transportation planning process that is being conducted in accordance with a Memorandum of Understanding (MOU) that was updated as of April 16, 2014. The planning process is continuing, cooperative, and comprehensive with the Capital Area MPO (CAMPO), Durham-Chapel Hill-Carrboro MPO (DCHC), GoRaleigh Transit, Triangle Transit, the City of Raleigh, and other local governments all working closely together. The 2040 Metropolitan Transportation Plan (MTP) is a joint document with DCHC MPO that was adopted May 8, 2013. The 2045 MTP is expected to be adopted in February 2018.

The Metropolitan Transportation Plan (MTP – formerly known as the Long Range Transportation Plan {LRTP}) demonstrates financially constrained, long-term goals for CAMPO's plans; and has been forecasted 20-30 years ahead for transportation needs. In non-attainment areas like CAMPO, the document is required to be updated every four years. The MTP addresses the eight planning factors that include:

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

The MTP includes operations and maintenance funding; particularly for the transit systems; and conforms to the State Implementation Plan (SIP).

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332
- a. Is it consistent with the LRTP
 - b. Is it fiscally constrained
 - c. Is it developed cooperatively with the state and local transit operators
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor

Yes. The latest (2018-2027) Transportation Improvement Program (TIP) was adopted by CAMPO on October 25, 2017. The NC Board of Transportation had approved the FY 2018-2027 Statewide Transportation Improvement Program (STIP) during August 2017. Federal law requires that CAMPO approve a FY 2018-2027 Transportation Improvement Program (TIP) that is the region's equivalent to the STIP. FHWA certified the FY 2018-2027 STIP in January 2018.

The TIP is fiscally constrained, updated every four years; and adopted by the MPO and the Governor. The transit portion of the STIP and TIP is developed cooperatively with the state and local transit operators; but updated through a slightly different process. The TIP also matches project programming funds as found within the fiscally constrained 2040 MTP. The FY 2018-2027 has been amended twice during FY 2018 to account for changes in project schedules.

7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
- a. Is it consistent with the MTP
 - b. Was it used for the development of the TIP
 - c. Is it monitored and reevaluated to meet the needs of the area

Yes. The Capital Area MPO Congestion Management Process (CMP) document was adopted by the Capital Area MPO Transportation Advisory Committee on June 16, 2010. The Capital Area MPO Congestion Management Process is an integral component of the Capital Area MPO 2040 MTP that was adopted in May 8, 2013. The CMP was under development at the time the FY 2011-2017 TIP. The CMP is more of an ongoing process than a document and is therefore not conducted according to a set schedule. The recommendations from the CMP process are incorporated in the MTP, TIP and UPWP as appropriate. Congestion management is part of the overall regional planning process. The CMP is a key element of the Capital Area MPO's MTP. Its recommended studies and implementation efforts need to be included in the MPO's UPWP. A Wake County Transit Plan subcommittee composed of representatives from Wake County, municipalities, local transit systems, the Regional Transportation Alliance, and Capital

Area MPO staff works in concert with the CMP Stakeholders Group to address CMP strategies through transit planning.

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

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

- a. **How:** Information and data have been assembled regarding the location and condition of environmental features that might be affected by proposals outlined in the MTP. The MPO has used GIS to map potential endangered species populations, impaired waters, wetland inventories, as well as other features that could potentially be impacted by projects and plans within the MTP. Frequently, resource staff are brought into planning-level discussions during special studies and MTP development, and alternatives are discussed and documented in special studies in terms of environmental impact, with mitigation discussions included as appropriate.

9. Does the planning process meet the following requirements:

- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

Yes. The planning process for the Capital Area MPO meets the requirements as noted for items A through E, and G through K. The Capital Area MPO encourages and promotes the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development that benefits the region and the state. Furthermore, the Capital Area MPO funds transit elements through the inclusion of 5303 funds in the Unified Planning Work Program (UPWP). The North Carolina Department of Transportation maintains sole responsibility of Item F regarding the implementation of an equal employment program on federal and Federal-aid highway construction contracts

The Capital Area MPO complies with federal regulation regarding the involvement of disadvantaged business enterprises in USDOT fund projects; particularly when awarding contracts to consultants performing area and/or corridor studies. The Capital Area MPO also complies with federal regulations that prohibit the discrimination of persons based on age, disability, or gender. CAMPO (through its recognition of the City of Raleigh as the "Designated Recipient") utilizes funding under the federal Elderly Persons and Persons with Disabilities Funding Program (aka Section 5310). The Section 5310 Program provides capital and operating grants to assist private non-profit corporations and public agencies to provide coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities. During the last fiscal year, the GoRaleigh administrator awarded the consulting firm Planning Communities to do the full program. The firm completed the 5310 Program

Management Plan, and presented it to the TCC and Executive Board. GoRaleigh (Capital Area Transit) conducted a funding Call for Projects that would utilize Section 5310 projects; and the Executive Board approved five of the submitted projects. This process will recur every two years.

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

The Capital Area MPO has an adopted Public Involvement Policy (PIP) that was last revised and adopted on April 20, 2016. Public review on the Policy was available 45 days prior to the adoption of the PIP. Adequate notice is provided through the local newspapers; as well as the Capital Area MPO website for public meetings; and the public is given an opportunity to provide oral and/or written comments during TCC and/or Executive Board meetings; as well as posting comments on the Capital Area MPO website. The PIP is reviewed and periodically updated as needed. Capital Area MPO staff as of 2012 had been working with staff of the Durham-Chapel Hill-Carrboro MPO as well as FHWA and NCDOT to develop a comprehensive identification, outreach, reporting, and complaint process for traditionally underserved populations. This process, known as the Title VI/Minority/Low Income/Limited English Proficient Outreach Plan, was adopted as of November 16, 2016. All plans and program documents associated with public input are posted on the Capital Area MPO website, including links from the homepage.

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?
- The Capital Area MPO has a series of processes for including environmental, state, other transportation, historical, local land use and economic development agencies in the metropolitan planning process. These processes are associated with the core functions conducted by, and/or the products developed by the Capital Area MPO. CAMPO staff members, in conjunction with staff from NCDOT and other agencies, participate in joint NEPA-Merger meetings for various and highway and bridge projects. The Congestion Management Process includes a process that uses “stakeholder group” participation from members of NCDOT, the Highway Patrol, the NC Trucking Association, law enforcement, and emergency management agencies.

How: Relationships among the core functions and activities of the Capital Area MPO allow for any or all of the aforementioned stakeholders to participate in the planning process. For example, the Capital Area MPO develops and updates three related transportation plans—the Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP). The CTP shows all existing and recommended transportation facilities/services (roads, transit services, bicycle and pedestrian accommodations, etc.) an area within the planning jurisdiction should have to meet anticipated growth and mobility needs. The stakeholders listed above have been invited to participate in the noted three transportation plans through steering committees for special studies; as well as through our active public participation processes. Furthermore, the stakeholder group and subcommittee formed through the adopted Congestion Management Process makes presentations to the TCC and Executive Board that addresses regional congestion as well as traffic incident management along the region’s roadways. The Capital Area has expanded its process for stakeholder input with the creation of the Incident Management Subcommittee that addresses congestion created by traffic accidents along the roadway network; and the Safe Routes to School subcommittee that addresses the safe movement of children between home and school. Following the completion of the Regional Freight Plan, CAMPO will be involved in the Regional Freight Stakeholder Advisory Council (RFSAC) to address the mobility needs of the freight industry on the overall transportation system.

Certification Resolution(To be updated upon adoption!)

Transmittal Letter(To be updated upon adoption!)